LLOYD'S REGISTER OF SHIPPING
FOUNDED 1760

# REGISTER OF SHIPS

1983-84

A - G

# REGISTER OF SHIPS
## 1983-84

## A-G

LLOYD'S REGISTER OF SHIPPING

**Lloyd's Register of Shipping**

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# Register Books

issued by the Committee of Lloyd's Register of Shipping

### Register of Ships

Published annually in July (in three volumes A—G, H—O and P—Z) the Register contains the names, classes and general information concerning the ships classed by Lloyd's Register of Shipping (including the British Corporation Register); also particulars of all known self-propelled seagoing merchant ships in the world with a gross tonnage of 100 and above.

The Register is kept up to date by means of cumulative monthly Supplements containing changes of name, ownership, flag, tonnage, etc., for all ships together with a cumulative list of new ships not recorded in the Register itself. A separate monthly and cumulative Classification Survey Dates Supplement containing the latest survey records for all Lloyd's Register classed ships is available if required.

### Register of Ships (Subsidiary Sections)

Published annually in September this volume contains sections covering ship-borne barges, mooring buoys, miscellaneous pontoons, air cushion vehicles, docking installations, liquefied gas carriers, refrigerated cargo installations, refrigerated stores and container terminals classed with Lloyd's Register. Also listed are former names of ships and compound names of ships.

A **Weekly List of Alterations** to the Register of Ships is also published.

### List of Shipowners

Published annually in September this volume contains a list of owners and managers of the ships recorded in the Register with their fleets, postal addresses, telephone numbers, telex numbers and cable addresses. Managing agents, not recorded in the Register of Ships, are shown together with ships for which they act and are cross-referred to owners.

**Statistical Tables** are issued free of charge to subscribers to the Register of Ships.

### Register of Offshore Units, Submersibles and Diving Systems

Published annually in October, this register is issued free of charge to subscribers to the Register of Ships. The sections include units in existence and under construction and contain mobile drilling rigs able to operate in at least 50 feet of water, submersibles, during systems (where classed with or certified by Lloyd's Register) and selected work units supporting offshore operations. Also included is a list of owners' names, addresses, telex and telephone numbers, where known, for owners of equipment in these sections.

### Maritime Guide

Formerly the Appendix and published annually in January, the Maritime Guide has been revised and expanded to include sections on call signs (indexed to ship name), ports. gazetteer, maps, telex numbers (numerically indexed to company name) and shipbreakers. These are in addition to existing sections on dry and wet docks, telegraphic addresses, marine insurance companies, marine associations, shipbuilders, marine enginebuilders and boilermakers and shipbuilders with names of existing ships built by them.

# Rule Books and other publications

issued by the Committee of Lloyd's Register of Shipping

**Rules and Regulations for the Classification of Ships**
(Published in English, French, German and Spanish)

These Rules contain:

Part
1 Regulations
2 Materials—A separate publication entitled Rules for the Manufacture, Testing and Certification of Materials.
3 Ship Structures
  The basic structural philosophy of hull construction, longitudinal strength, aft end structures, superstructures, etc.
4 Ship Structures
  Hull construction requirements for specific ship types, e.g. tugs, ferries, bulk carriers, oil tankers and container ships.
5 Main and Auxiliary Machinery
  Main and auxiliary machinery including shaft vibration and alignment; piping systems for oil and chemical tankers, and steering gear.
6 Control, Electrical, Refrigeration and Fire
  Automation and control systems, electrical systems, refrigeration systems and fire prevention systems.
7 Special Types
  Highly specialized ships to which the format of the rest of the Rules cannot easily be applied i.e., nuclear ships; ships with installed process plant; fire-fighting ships; oil recovery ships and dynamic positioning systems installed in ships and mobile offshore units.

**Extracts from the Rules for Ships**
(Published in English, French, German and Spanish)

Each Part of the above Rules may be obtained as a separate Extract.

**Rules for Floating Docks**

**Rules for Inland Waterways Ships**

**Rules for Mobile Offshore Units**

**Rules for Refrigerated Stores**

**Rules for Ships for Liquefied Gases**

**Rules for Submersibles and Diving Systems**

**Rules for the Manufacture, Testing and Certification of Materials**

**Rules for Yachts and Small Craft**

Part
1 Regulations
  Chapters 1, 2, 3 and 4
2 Hull Construction
  Chapter
    1 General requirements
    2 Glass reinforced plastics
    3 Steel and aluminium
    4 Wood and composite
    5 —
    6 Hull arrangements

3 Machinery and Electrical Installations
  Chapter
    1 General requirements for the design and construction of machinery
    2 Main propulsion shafting and propellers
    3 Pumps and piping systems
    4 Electrical Installations
    5 Control engineering systems

**Rules for Yachts of the International Rating Classes**

**Code for Lifting Appliances in a Marine Environment**

**Freight Container Certification Scheme**

**Requirements for Freight Container Securing Arrangements**

**Construction and Equipment Requirements of 1978 Protocol relating to MARPOL 73**

**Provisional Rules for the Application of Glass Reinforced Plastics to Fishing Craft**

**Guidance Notes and Requirements for Air Cushion Vehicles**

**Guidance Notes for the Burning of Coal in Ships' Boilers**

**List of Approved Welding Consumables**

**Lists of Approved Manufacturers of Materials, Recognized Proving Establishments and Class 1 Welding Firms**

**Approved Prefabrication Primers and Corrosion Control Coatings**

**Subscriptions and prices**

Terms of subscriptions and prices are available from:
The General Manager, Lloyd's Register of Shipping
Printing House, Manor Royal, Crawley,
West Sussex, RH10 2QN, England

## Foreword

The details contained in the main body of the Register, which lists some 75,000 ships, are held on files within the Society's computer which allows the book to be computer typeset for faster publication. Further benefits include quicker updating, more complete information and a continuous process of checking the data within the Register.

The information published in this Register has been obtained from sources believed to be reliable, but the Society is unable to guarantee the accuracy of all details. The records of merchant ships registered in some countries are incomplete because of lack of official information.

All ships at present classed by Lloyd's Register of Shipping are listed in this book. At the same time, every effort is made to obtain and publish accurate details of all other self-propelled seagoing merchant ships with a gross tonnage of 100 and above.

To obtain up-to-date information when using the Register, please be sure to consult the latest issue of the monthly Supplement and cumulative New Entries. For surveys on ships classed by Lloyd's Register, refer to the Classification Survey Dates Supplement.

**W. T. Leadbetter**
Secretary

July 1983

Extract from the Society's Regulations: "In providing services information or advice neither the Society nor any of its servants or agents warrants the accuracy of any information or advice supplied. Except as set out herein neither the Society nor any of its servants or agents (on behalf of each of whom the Society has agreed this clause) shall be liable for any loss damage or expense whatever sustained by any person due to any act or omission or error of whatsoever nature and howsoever caused of the Society its servants or agents or due to any inaccuracy of whatsoever nature and howsoever caused in any information or advice given in any way whatsoever by or on behalf of the Society, even if held to amount to a breach of warranty. Nevertheless, if any person uses the Society's services or relies on any information or advice given by or on behalf of the Society and suffers loss damage or expense thereby which is proved to have been due to any negligent act omission or error of the Society its servants or agents or any negligent inaccuracy in information or advice given by or on behalf of the Society then the Society will pay compensation to such person for his proved loss up to but not exceeding the amount of the fee (if any) charged by the Society for that particular service information or advice, or that part thereof which caused the loss".

# Notes on the 1983-84 Register of Ships

**Abbreviations and conversion table**
A plastic card displaying alphabetically the abbreviations used in the Register, together with a conversion table from metric to imperial units will be found inside the front cover of the first volume.

**Column headers**
Plastic headers in eight languages, to assist in reading particulars of a ship in the Register, will be found inside the front cover of the first volume.

**Alphabetical order of ships**
Ships' names commencing with an *abbreviation of a word,* e.g. DR. (Doctor) or ST. (Saint), are to be found listed in strict alphabetical order *immediately before* other ships whose names commence with the letters DRA or STA respectively.

Ships' names commencing with a *Roman numeral* are listed under the letter of the numeral, e.g. XX ANIVERSARIO appears under letter X.

Ships' names commencing with an *Arabic numeral* are listed in a separate section immediately following letter Z.

**Metrication**
The data within the Register is presented in Systeme International units with the following exceptions:

**Gross and net tonnages**
Please see Key to the Register of Ships.

**Equipment letter**
For a ship classed with Lloyd's Register, the diameter of the chain cable on the ship (recorded in Column 4) may still be shown in inches.

**Containers**
The lengths of containers (recorded in Column 6), will continue to be shown in feet.

**Shipowners and Managers (Column 2)**
The underlined letter in each name indicates the letter under which the entry appears in the List of Shipowners.

**Shipbuilders (Column 5)**
The underlined letter in each name indicates the letter under which the entry appears in the List of Shipbuilders published in the Maritime Guide.

**Pressure (Column 7)**
Where a pressure is published it is expressed by the Systeme International unit bar, as well as the equivalent pressure in kilogram-force per square centimetre or pound-force per square inch in parentheses. For further information, see Key to the Register of Ships.

# Abbreviations used in the Register

### †for fuller explanation see the Key

| Abbreviation | Column No. | Explanation |
|---|---|---|
| ✠ | 4 & 7 | Character symbols, figures and letters of class and equipment<br>See Key, Column 4 |
| * | 4 & 7 | |
| ✠̄ | 4 | |
| 100 | 4 | |
| **A** | 4 | |
| **1** | 4 | |
| — | 4 | |
| **N** | 4 | |
| **T** | 4 | |
| **OU** | 4 | |
| a | 4, 5 & 7 | aft |
| AB | 4 | American Bureau |
| a.c. | 7 | alternating current |
| A dk | 5 | Awning deck |
| (Adv) | 4 | †Advancement of Special Survey |
| alt | 5 | altered |
| (alu) | 6 | aluminium |
| APBH | 5 | After Peak Bulkhead |
| APT | 4 | After Peak Tank |
| Aux | 6 | Auxiliary |
| AuxB | 7 | †Auxiliary Boiler(s) |
| B | 4 & 5 | Bridge |
| B | 6 | †Bale capacity (in cubic metres) |
| (BB) | 5 | †Bulbous Bow |
| BC | 4 | British Corporation |
| BH | 5 | Bulkhead(s) |
| bhp | 7 | †brake horsepower |
| BK | 5 | Bar Keel |
| Box K | 5 | Box Keel |
| B.P. | 5 | Between Perpendiculars |
| BR | 4 | Bulgarian Register |
| **BS** | 4 | †Classification symbols of the British Corporation |
| **BS** (Comp) | 4 | |
| bth | 6 | †Passenger berths |
| btm | 5 | bottom |
| BV | 4 | Bureau Veritas |
| **c** | 5 & 7 | centre |
| (c) | 7 | †Burning coal |
| C | 4 | †Diameter of wrought iron cable in sixteenths of an inch (British Corporation Rules) |
| C. | 6 | †Total carrying capacity of Containers |
| C | 7 | Compound expansion engines |
| CBT | 6 | †Clean Ballast arrangements |
| CBT (LR) | 6 | |
| (cc) | 4 | †corrosion |
| ((cc)) | 4 | control |
| (CC) | 7 | Constant Current system |
| **CCS** | 4 | †Centralised Control Station |
| **(CCS)** | **4** | Approval of control engineering equipment temporarily suspended |
| C.Dk | 6 | †Containers carried on Deck |
| C.Ho | 6 | †Containers carried in Hold(s) |
| Cell.Ho. | 6 | †Cellular Hold(s) |
| Cmd. | 5 | †Commissioned |
| (C.mn.stl) | 6 | Carbon manganese steel |
| Cmpl. | 5 | †Completed |
| Coll | 5 | Collision |
| Comb. | 5 | Combined |
| comb. | 6 | combined |
| Comp. | 6 | Composite construction |
| Comp | 7 | Composite (oil & ex.g) fired |
| Cont. | 4 | †Continuation of class |
| contr. | 7 | controllable |
| conv | 5 | converted (from) |
| COW | 6 | †Crude Oil Washing |
| COW (LR) | 6 | |
| (cr) | 4 | centre |
| Cr | 6 | †Cranes |
| CR | 6 | †Corrosion Resistant material |
| cs | 6 | †cargo segregation |
| CS | 4 | Continuous Survey of the hull |
| CSD | 6 | Closed Shelter Deck ship |
| CT | 4 | †Cubic Tonnage (British Corporation Rules) |
| Cy | 7 | †Cylinders |
| cyl | 6 | cylindrical |
| D | 7 | Diagonal engines |
| DA | 7 | †Double Acting |
| db | 7 | †domestic boiler |
| DB | 4 | Double Bottom |
| d.c. | 7 | direct current |
| D-E | 6 | Diesel-Electric |
| Der | 6 | †Derricks |
| Df | 1 | Direction finder |
| dk | 5 & 6 | deck |
| Dk | 5 | Deck tank (for water ballast) |
| DK | 5 | Duct Keel |
| (d.o.) | 7 | †Burning diesel oil |
| dr | 7 | double reduction (gearing) |
| DSRK | 4 | Deutsche Schiffs-Revision und Klassifikation |
| DT | 4, 5 & 6 | Deep Tank |
| DTs | 4 & 5 | Deep Tanks |
| E | 7 | †Engine(s) |
| e(ex.g) | 7 | exhaust gas economiser |
| econ | 7 | economiser |
| (EI) | 4 | †Equipment Incomplete (British Corporation Rules) |
| EL | 4 | †Equipment Letter |
| elec. | 7 | electric |
| Emy. | 7 | Emergency |
| ER | 6 | †Engine Room |
| ER | 4 & 5 | Engine Room |
| Esd | 1 | Echo sounding device |
| ESQ | 4 | Extra Special Quality steel cable |
| (ex.g) | 7 | exhaust gas (boilers) |
| f | 4, 5 & 7 | forward |
| F | 5 | Forecastle |
| fbd | 4 | †freeboard |
| FD | 7 | Forced Draught |
| FN | 4 | †Fee Numeral |
| FP | 4 | Flash Point |
| FPT | 4 | Fore Peak Tank |
| FSWR | 4 | Flexible Steel Wire Ropes |
| FW | 5 | †Fresh Water |
| fwd | 2,5,6&7 | forward |
| G. | 6 | †Grain capacity (in cubic metres) |
| Gc | 1 | Gyro-compass |
| gen. | 7 | generator(s) |
| GL | 4 | Germanischer Lloyd |
| GT | 6 | Gas Turbine |
| GT-E | 6 | Gas Turbo-Electric |
| H | 5 | †Houses on deck |
| H | 7 | Horizontal engines |
| Ha | 6 | †Hatchway(s) |
| HeCls. B | 6 | Heating Coils in Bunkers |
| HeCls. C | 6 | Heating Coils in Cargo tanks |
| Ho | 6 | †Holds |
| Ho/Ta | 6 | Holds/Tanks |
| HP | 7 | High Pressure |
| HR | 4 | Hellenic Register |
| hs | 7 | †heating surface (in square metres) |
| htr | 7 | heater |
| (hvf) | 7 | †Fitted for burning high viscosity fuel |
| Hz | 7 | hertz |
| IGS | 6 | †Inert Gas System |
| IGS (LR) | 6 | |
| **IGS** | 4 | |
| **(IGS)** | 4 | Approval of inert gas system temporarily suspended |
| ihp | 7 | †indicated horsepower |
| In. | 6 | †Insulated capacity (in cubic metres) |
| incl. | 5 | including |
| ind | 6 | independent |
| IP | 7 | Intermediate Pressure |
| Irn | 5 | Iron |
| (irn) | 6 | iron |
| IRS | 4 | Indian Register |
| JR | 4 | Yugoslav Register |
| KI | 4 | Klasifikasi Indonesia |
| kn | 7 | †knots |
| KR | 4 | Korean Register |
| kW | 7 | †kilowatts |
| L. | 6 | †Liquid capacity (in cubic metres) |
| Lake SS | 4 | Periodical survey of ship classed for Great Lakes service |
| Lch. | 5 | †Launched |
| len | 5 | lengthened |
| **Lloyd's RMC** | 4 | †Refrigerated cargo installation class |
| **(Lloyd'sRMC)** | 4 | Lloyd's RMC class temporarily suspended |
| **Lloyd's RMC(LG)** | 4 | †Class for refrigerating equipment for dealing with boil-off gas on a liquefied gas carrier |
| **(Lloyd's RMC(LG))** | 4 | Lloyd's RMC(LG) class temporarily suspended |
| **LMC** | 4 | †Machinery class |
| LP | 7 | Low Pressure |
| LR | 4 | Lloyd's Register |
| L.S.O. | 4 | Loading Sequence Accelerated |
| L.S.T. | 4 | Loading Sequence Normal |
| Lwr | 6 | Lower |
| lwr | 7 | lower |
| m | 4 & 5 | midship |
| M | 4 | †Modified Special Survey |
| M | 6 | Motorship |
| **MBS** | 4 | †Machinery class (British Corporation Rules) |
| **MBS**$^{E}_{B}$ | 4 | |
| Mchy. | 6 | Machinery |
| M.E. | 7 | Main Engine |
| N | 4 | †Equipment not required |
| NAuxB | 7 | †New Auxiliary Boiler(s) |
| NB | 7 | †New Main Boiler(s) |
| ND | 5 | New Deck |
| ND | 7 | Natural Draught |
| ndb | 7 | †new domestic boiler(s) |
| NE | 7 | †New Engine(s) |
| (Ni.stl) | 6 | Nickel steel |
| NK | 4 | Nippon Kaiji Kyokai |
| NNR | 7 | New Nuclear Reactor(s) |
| NR | 7 | Nuclear Reactor |
| NS | 5 | No Sparring (cargo battens not fitted) |
| NV | 4 | Norske Veritas |
| NWTB | 7 | †New Water Tube Main Boiler(s) |
| nwtdb | 7 | †new water tube domestic boiler(s) |
| (o.f) | 7 | †oil fuel or oil-fired boilers |
| OSD | 6 | Open Shelter Deck ship |
| OSD/CSD | 6 | †Open & Closed Shelter Deck ship |
| p or (p) | 6 & 7 | port |
| P | 5 | Poop |
| P | 6 | †Passengers |
| P | 6 | Paddle |
| PBH | 5 | Partial Bulkhead |
| pd | 7 | per day |
| Pfd | 1 | Position fixing device |
| PR | 4 | Polski Rejestr |
| Prom dk | 5 | Promenade deck |
| pt | 2,4,5&6 | part |
| pv | 4 | †pressure/vacuum relief valve |
| Q | 6 | Quadruple screw |
| Q | 7 | Quadruple expansion engines |
| R | 5 | †Riveted |
| RAD | 5 | Raised After Deck |
| rcv | 7 | receiver |
| R dk | 5 | Raised deck |
| Rdr | 1 | Radar |
| Recmd. | 5 | †Recommissioned |
| Ref | 6 | Ship fitted with refrigerated cargo installation |
| Rest | 4 | †Restoration of class |
| rf | 5 | †rise of floor (or deadrise) |
| RFD | 5 | Raised Fore Deck |
| RI | 4 | Registro Italiano |
| (r.l) | 6 | rubber lined |
| RNR | 4 | Registru Naval Roman |
| RoRo | 6 | Roll on-Roll off |
| RQD | 5 | Raised Quarter Deck |
| RS | 4 | Register of Shipping of the U.S.S.R. |
| RSD | 5 | Raised Shelter Deck |
| RT | 1 | Radio-Telephone |
| RTm | 1 | Radio-Telephone (medium frequency) |
| RTh | 1 | Radio-Telephone (high frequency) |
| RTv | 1 | Radio-Telephone (very high frequency) |
| RW | 5 | †Riveted and Welded |
| s or (s) | 6 & 7 | starboard |
| S | 4 | †Diameter of steel cable in sixteenths of an inch (British Corporation Rules) |
| S | 6 | Steamship |
| S | 7 | Simple expansion engine(s) |
| SA | 7 | †Single Acting |
| SB | 7 | Single-ended Main Boiler(s) |
| SBT | 6 | †Segregated Ballast arrangements |
| SBT(LR) | 6 | |
| sc. | 7 | screw |
| S dk | 5 | Shelter deck |
| SF | 5 | Sparring Fitted (cargo battens or equivalent fitted) |
| sg | 7 | steam heated steam generator(s) |
| SG | 4 | †Specific Gravity (relative density) |
| shp | 7 | †shaft horsepower |
| Spt | 7 | †Superheater(s) |
| SQ | 4 | Special Quality steel cable |
| sr | 7 | single reduction (gearing) |
| SS | 4 | †Special Survey |
| (s.stl) | 6 | stainless steel |
| ST | 5 | Side Tank |
| stbd | 4 & 7 | starboard |
| (stl) | 6 | steel |
| Stl | 5 | Steel |
| str | 6 | strengthened |
| STs | 5 | Side Tanks |
| S Turb | 7 | Steam Turbine(s) |
| S.W.B.M. | 4 | Still Water Bending Movement |
| SWL | 6 | Safe Working Load |
| SWR | 4 | Steel Wire Ropes |
| (Sy) | 7 | Synchronous system |
| t | 5 | tons (2240lb) |
| t | 7 | tonnes (1000kg) |
| T | 4 | Operation and equipment |
| T | 5 | Tonnes (1000kg) |
| T | 6 | Tapered hatchway, with narrower breadth |
| T | 6 | Twin screw |
| T | 7 | Triple expansion engine |
| Ta | 6 | Tanks |
| T-E | 6 | Turbo-Electric |
| teak s | 5 | teak sheathed (decks) |
| TEU | 6 | Twenty-foot equivalent units |
| Thw. | 7 | Athwartship |
| T.Mk | 3 | †Tonnage Mark |
| Tr | 6 | Triple screw |
| tr | 7 | triple reduction (gearing) |
| TwD | 4 & 5 | 'Tween Deck tank(s) |
| TwD | 6 | 'Tween Deck space |
| U | 7 | Unaflow or Uniflow |
| U1 | 4 | †Grades of chain cable |
| U2 | | |
| U3 | | |
| U dk | 5 | Upper deck |
| **UMS** | 4 | †Unattended Machinery Spaces |
| **(UMS)** | 4 | Approval of control engineering equipment temporarily suspended |
| UnDk | 5 | Underdeck tank(s) |
| Upr. | 5 & 6 | Upper |
| upr | 7 | upper |
| V | 7 | volt |
| veg. | 4 | vegetable |
| vert. | 6 | vertical |
| (w) | 6 | wood |
| W | 6 | †Winches |
| WB | 5 | Water Ballast |
| W dk | 5 | Weather deck |
| WI | 4 | Wrought Iron cable |
| (WL) | 7 | Ward Leonard system |
| ws | 5 | wood sheathed (decks) |
| WT | 5 | Watertight |
| WTAuxB | 7 | Water Tube Auxiliary Boiler(s) |
| WTB | 7 | Water Tube Main Boiler(s) |
| wtdb | 7 | water tube domestic boiler(s) |

# Key to the Register of Ships

| 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|
| LR NUMBER | SHIP'S NAME | TONNAGE | CLASSIFICATION | HULL | SHIP TYPE/CARGO FACILITIES | MACHINERY |
| Call Sign | Former names | Gross<br>Net<br>*Deadwt | Hull Special Survey | Date of build Shipbuilders – Place of build<br>Yard Number | Propulsion Ship type Shelter deck<br>Passengers | No. & Type of engines Bore × stroke (mm) |
| Official No. | Owners | | Machinery | Length overall (m) Breadth extreme (m) Draught maximum (m) | Holds & lengths (m)/Cargo tanks & types | Power Design |
| Navigational aids | Managers | | | | | Enginebuilders Where manufactured |
| | Port of Registry Flag | Gross<br>Net<br>*Deadwt | Refrigerated cargo installation | Length B.P. (m) Breadth moulded (m) Depth moulded (m) | Grain/Liquid (m$^3$) Bale (m$^3$) Insulated spaces (m$^3$) Heating coils | Boilers Pressures Heating surface Furnaces |
| | | *(tonnes) | Equipment Letter | Superstructures (m) Decks | Containers & lengths (ft) | Aux. electrical generating plant & output |
| | | | Fee Numeral | Riveted/Welded Rise of floor (mm) Keel (mm)<br>Alterations | Hatchways & sizes (m) | Special propellers |
| | | | | Bulkheads Water ballast Conversions | Winches Cranes/Derricks (SWL tonnes) | Fuel bunkers (tonnes) Speed |

The numerals at the head of each column in this key correspond to the numbers on the above header

## 1

**LR number**
A unique seven digit identification number printed in **bold type** which is used for data processing purposes, and which remains unchanged during the life of the ship.

**Call sign**
Signal letters or radio call sign assigned by the relevant national authority.

**Official no.**
The identification number assigned by the national authority.

**Navigational aids and other equipment**

| | |
|---|---|
| Df | Direction finder |
| Esd | Echo sounding device |
| Gc | Gyro-compass |
| Pfd | Position fixing device |
| Rdr | Radar |
| RT | Radio-Telephone |
| RTm | Radio-Telephone (medium frequency) |
| RTh | Radio-Telephone (high frequency) |
| RTv | Radio-Telephone (very high frequency) |

## 2

**Former names**
The figures following the former name of a ship indicate the year in which the change of name occurred. Former names are retained in the Register throughout the life of the ship, and an index to these names is included in the Register of Ships Subsidiary Sections.

**Owners**
The registered owners are recorded in **bold type.** The underlined letter in each owner's name indicates the letter under which the entry appears in the List of Shipowners.

**Managers**
The managers of the ship are recorded if desired. The underlined letter in each manager's name indicates the letter under which the entry appears in the List of Shipowners.

**Port of Registry**
A port printed in *italic type* is the home port of a ship and is shown where there is no port of registry.

**Flag**
Indicates national flag under which the ship normally operates.

China *indicates ships with home ports in the Province of Taiwan.

## 3 (TONS)

**Gross tonnage**
The Gross Tonnage printed in **bold type** indicates that the ship has been measured in accordance with tonnage regulations adopted prior to the coming into force of the International Convention on Tonnage Measurement of Ships 1969 on 18th July 1982. This Gross Tonnage is broadly, the capacity in cubic feet of the spaces within the hull, and of the enclosed spaces above the deck available for cargo, stores, fuel, passengers and crew, with certain exceptions, divided by 100. Thus 100 cubic feet of capacity is equivalent to 1 gross ton.
The Gross Tonnage printed in *italic type* indicates that the ship has been measured in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969 and is derived by formula in accordance with those requirements.

**Net tonnage**
The Net Tonnage is derived from the corresponding Gross Tonnage printed in bold type by deducting spaces used for the accommodation of the master, officers, crew, navigation, and propelling machinery.
The Net Tonnage printed in *italic type* is derived by formula in accordance with the requirements of the International Convention on Tonnage Measurement of Ships 1969.

**Deadweight**
The weight in tonnes (1000 kg) of cargo, stores, fuel, passengers and crew carried by the ship when loaded to her maximum summer loadline.

**Shelter deck ships**
OSD/CSD in column 6 indicates that the ship is a shelter-decker having arrangements for facilitating ready conversion from the open to the closed shelter deck condition or vice-versa. In the open condition the greater part of the upper 'tween-decks space is exempt and not included in the tonnage; in the closed condition the upper 'tween-decks space is included and consequently the tonnages in the CSD condition are greater than in the OSD. When available, tonnages for both conditions are recorded in the Register, the lower (OSD) tonnages printed above the greater (CSD) tonnages.

**T.Mk (Tonnage Mark)**
T.Mk in column 3 indicates that the ship has a Tonnage Mark painted, in addition to the Load Line marks, on each side of the ship aft of the Load Line Disc. In its simplest form the Tonnage Mark is a horizontal line with an equilateral triangle standing vertex down on it.

In cases of this kind when two sets of tonnages are recorded the set of smaller tonnages applies when the ship is not loaded beyond the draught indicated by the horizontal line of the Tonnage Mark, and the set of greater tonnages applies when the ship is loaded deeper than that draught; the Load Line Disc is positioned higher on the ship's sides than the Tonnage Mark. The difference between the two sets of tonnages is in accordance with amended Tonnage Regulations now in force for some countries under which tonnages may be measured either excluding the greater part of the upper 'tween-decks space even without a tonnage hatch in the upper deck, or including the upper 'tween-decks space.

In other cases only one set of tonnages is recorded. In these the horizontal line of the Tonnage Mark on the ship's sides is level with the deepest load line; the ship may not therefore load beyond the draught indicated by the horizontal line of the Tonnage Mark. The tonnage is exclusive of the greater part of the upper 'tween-decks space and the draught is less than the maximum allowed under the Load Line Convention.

**Ore/Oil carriers**
Two gross and two net tonnages may also be recorded for a ship which is designed to carry either ore or oil cargoes.

## 4 (CLASSIFICATION)

**Classification symbols of Lloyd's Register of Shipping Hull and equipment**

| | |
|---|---|
| ✠ | This distinguishing mark denotes that the ship was constructed under the Society's Special Survey in compliance with the Society's Rules. |
| **100** | Character figure assigned to ships considered suitable for sea-going service. |
| **A** | Character letter assigned to ships which have been constructed or accepted into class in accordance with the Society's Rules and Regulations and which are maintained in good and efficient condition. |
| **1** | This character figure is assigned to:<br>(a) Ships having on board, in good and efficient condition, anchoring and/or mooring equipment in accordance with the Rules.<br>(b) Ships classed for special service, for which no specific anchoring and mooring Rules have been published, having on board, in good and efficient condition, anchoring and/or mooring equipment considered suitable and sufficient by the Society for the particular service. |
| – | This character symbol, in the position usually occupied by the figure **1**, is assigned to ships when the anchoring and mooring equipment is not in accordance with the requirements of the Rules but is considered to be acceptable for the particular service. |
| **N** | Character letter assigned to ships on which anchoring and mooring equipment need not be fitted in view of their particular service. |
| **T** | Character letter assigned to ships which are intended to perform their primary designed service function only while they are anchored, moored, towed or linked and which have, in good and efficient condition, adequately attached anchoring, mooring, towing or linking equipment which has been approved as suitable and sufficient for the inland service. |
| **OU** | Character letters assigned to offshore units classed with Lloyd's Register, assigned to self-propelled or non-self-propelled offshore units other than ships. |
| Cont. or Rest | Indicates continuation or restoration of class after the original term of years has expired. A number of years suffixed to the character, thus –8yrs, indicates the period of extension granted. |
| with freeboard<br>with fbd | Signifies that the freeboard assigned is a condition of the ship's class. The scantlings of ships built since 1949 are based upon a specific draught and this notation is no longer assigned. |

**Classification symbols of the British Corporation (united with Lloyd's Register in 1949)**
**Hull and equipment**

| | |
|---|---|
| ✱ | Denotes that the ship was built under the supervision of the surveyors in accordance with the Rules of the British Corporation. |
| **BS** | Hull and equipment of iron or steel ships classed according to British Corporation Rules. |
| **BS (Comp)** | Hull and equipment of composite ships classed according to British Corporation Rules. |
| **(EI)** | Equipment incomplete. Indicates that the equipment of the ship is not in accordance with the full tabulated requirements. |
| with freeboard<br>with fbd | Denotes that the hull has been built with modified scantlings and arrangements approved for service in any part of the world at the assigned freeboards.<br>This notation was discontinued in 1947. |

**Descriptions and abbreviations used in classification notations**
Service restriction notations will generally be assigned in one of the following forms but this does not preclude special consideration for other forms in unusual cases.

Protected waters service: Prior to 1978, this notation indicated that the ship was intended to operate only within protected waters of harbours, rivers, lakes and sheltered estuaries having a fetch of 6 nautical miles or less. The description of this service, as amended by the Society's Classification Regulations effective from January 1978, means that the ship is suitable for service in sheltered water adjacent to sand banks, reefs, breakwaters or other coastal features, and in sheltered water between islands.

Extended protected waters service: This notation means that the ship is intended for service in protected waters and also for short distances (generally less than 15 nautical miles) beyond protected waters in reasonable weather.

('Fetch', 'sheltered water' and 'reasonable weather' are defined in the Society's Classification Regulations.)

Restricted service: This notation means that the ship is intended to operate in estuaries, harbours and/or adjacent waters, and also outside sheltered water but only for short distances (generally less than 15 nautical miles) and in reasonable weather. This notation is no longer assigned.

Specified coastal service: This notation means that the ship is intended for service along a coast, the geographical limits of which are indicated, and for a distance out to sea generally not exceeding 21 nautical miles, unless some other distance is specified for 'coastal service' by the Administration with which the ship is registered, or by the Administration of the coast off which it is operating, as applicable.

Specified route service: This notation means that the ship is intended for service between two or more ports or other geographical features which are indicated.

Specified operating area service: This notation means that the ship is intended for service within one or more geographical areas as indicated.

Short international voyage: This expression means an international voyage in the course of which a ship is not more than 200 nautical miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 nautical miles in length between the last port of call in the country in which the voyage begins and the final port of destination. This notation is no longer assigned.

Prior to 1948, the character figure **100** was not included in the class notation of ships intended for limited sea-going service.

Heavy Cargoes (i.e. ore etc.). When the scantlings and arrangements have been approved for the carriage of such cargoes a class notation 'Strengthened for heavy cargoes' is assigned. As from January 1978 this notation will continue to be assigned to general cargo ships and bulk carriers, where applicable, but in the case of ore or oil carriers the class notation 'ore carrier' or 'ore or oil carrier' will be assigned.

| | |
|---|---|
| APT | After Peak Tank |
| DT | Deep Tank |
| DTs | Deep Tanks |
| DTa | Deep Tank aft |
| DTf | Deep Tank forward |
| DTm | midship Deep Tank |
| DTma | midship Deep Tank aft |
| DTmf | midship Deep Tank forward |
| FPT | Fore Peak Tank |
| TwD | 'Tween Deck tank(s) |
| (cc) | An approved system of corrosion control fitted in association with reduced scantlings. |
| ((cc)) | When the (cc) notation is embraced by additional parentheses, this indicates that the approved system of corrosion control has not been maintained in an effective condition. |
| (cr) | centre |
| B | Bridge |
| DB | Double Bottom |
| ER | Engine Room |
| FP—°C. | Flash Point in degrees Celsius |
| L.S.O. | Loading Sequence Accelerated |
| L.S.T. | Loading Sequence Normal |
| pv | pressure/vacuum relief valves for cargo tanks with positive setting where greater than 0,2 bar |
| SG | Specific Gravity (relative density) where greater than 1,025 |
| S.W.B.M. | Still Water Bending Movement |
| Type A<br>Type B<br>Type C | Refer to chemical cargoes for the carriage of which the ship has been approved, listed on an appendage to the Classification certificate |

**Ice classification—degrees of strengthening for navigation in ice**

| | |
|---|---|
| Ice Class 1* | For general service |
| Ice Class 1 | |
| Ice Class 2 | |
| Ice Class 3 | |
| Ice Class IA Super | Primarily for trading in the northern Baltic in winter |
| Ice Class IA | |
| Ice Class IB | |
| Ice Class IC | |
| Arctic Class ship<br>or<br>Type ship | In accordance with the Canadian Arctic Shipping Pollution Prevention Regulations |
| ICE | For inland waters |
| Str. nav. ice | This notation is no longer assigned, except for trawlers, having been superseded by the Classes given above. |
| Ice Class A | Previously assigned to ships classed with the British Corporation |
| Ice Class B | |
| Ice Class C | |
| Ice Class D | |
| Ice strengthening | |
| Ice stiffening | |

The ice classification is shown in parentheses when it is temporarily suspended.

**Special surveys**

| | |
|---|---|
| SS–with date | Special Survey. A record of any later Special Survey will be published in the monthly Supplement to the Register. |
| M–with date | Modified Special Survey, indicating that the ship has been surveyed for the appropriate Special Survey but repairs effected only for a limited period. The period for which the class is maintained follows the date. |
| CS–with date | Continuous Survey of the hull. |
| (Adv)–with date | As a result of a General Examination the date of Special Survey previously assigned has been advanced to the date now shown, the ship having meantime been continuously laid up. |
| Lake SS | Periodical Survey of ship classed for Great Lakes service. |

Records of all periodical surveys will be found in the Classification Survey Dates Supplement.

**Machinery**

| | |
|---|---|
| **✠LMC** | Notation assigned when the propelling and essential auxiliary machinery has been constructed, installed and tested under the Society's Special Survey and in accordance with the Society's Rules. |
| **✱LMC** | Notation assigned when the machinery and/or boilers were constructed to British Corporation class and installed in a ship classed with Lloyd's Register. |
| **∓LMC** | Notation assigned when the propelling and essential auxiliary machinery has been constructed under the survey of a recognized authority in accordance with Rules and Regulations equivalent to those of the Society and, in addition, the whole of the machinery has been installed and tested under the Society's Special Survey in accordance with the Society's Rules. |
| **LMC** | Notation assigned when the propelling and essential auxiliary machinery has neither been constructed nor installed under the Society's Special Survey but the existing machinery, its installation and arrangement, have been tested and found to be acceptable to the Society. |
| **MBS** | Machinery classed according to British Corporation Rules. |
| **MBS ✱**<br>**MBS✠** | Denotes that the machinery was built and installed under the supervision of the surveyors to the Rules of the British Corporation or of Lloyd's Register respectively. |

| | |
|---|---|
| MBS E✠ B✱ | Machinery classed according to British Corporation Rules. Engines surveyed during construction by Lloyd's Register and boilers by British Corporation surveyors. |
| MBS E✱ B✠ | Machinery classed according to British Corporation Rules. Engines surveyed during construction by British Corporation and boilers by Lloyd's Register surveyors. |
| UMS | This notation may be assigned to a ship classed with Lloyd's Register. It denotes that the ship can be operated with the machinery spaces unattended and that the control engineering equipment has been arranged, installed and tested in accordance with the Society's Rules. |
| (UMS) | When the **UMS** notation is shown in parentheses, this indicates that approval of the control engineering equipment has been temporarily suspended. |
| CCS | This notation may be assigned to a ship classed with Lloyd's Register. It denotes that the ship can be operated with the machinery spaces under continuous supervision from a centralised control station and that the control engineering equipment has been arranged, installed and tested in accordance with the Society's Rules. |
| (CCS) | When the CCS notation is shown in parentheses, this indicates that approval of the control engineering equipment has been temporarily suspended. |

**Refrigerated cargo installations**

| | |
|---|---|
| **✠Lloyd's RMC** | Denotes that the refrigerated cargo installation of a ship is classed with Lloyd's Register and has been constructed, installed and tested under the Society's Special Survey in accordance with the relevant requirements of the Society's Rules. |
| **Lloyd's RMC** | Denotes that the refrigerated cargo installation of a ship is classed with Lloyd's Register and that the installation has been found to be equivalent to Rule requirements and has been tested in accordance with the relevant requirements of the Society's Rules. |
| **✠Lloyd's RMC (LG)** | This notation is assigned to a liquefied gas carrier or tanker classed with Lloyd's Register in which reliquefaction or refrigeration equipment is approved and fitted for cargo temperature and pressure control, where the equipment has been constructed, installed and tested in accordance with the relevant requirements of the Rules. |
| **Lloyd's RMC (LG)** | This notation is assigned to a liquefied gas carrier or tanker classed with Lloyd's Register in which reliquefaction or refrigeration equipment is fitted for cargo temperature and pressure control, where the equipment has been found equivalent to Rule requirements and tested in accordance with the relevant requirements of the Rules. |
| **(✠Lloyd's RMC)**<br>**(Lloyd's RMC)**<br>**(✠Lloyd's RMC (LG))**<br>**(Lloyd's RMC (LG))** | When the Lloyd's **RMC** class is shown in parentheses, this indicates that the class has been temporarily suspended. |

**Inert gas systems**

| | |
|---|---|
| **IGS** | This notation will be assigned to a ship classed with Lloyd's Register when the ship is intended for the carriage of oil in bulk, or for the carriage of liquid chemicals in bulk and is fitted with an approved system for producing gas and for inerting the cargo tanks in accordance with the requirements of the Society's Rules. |
| **(IGS)** | When the IGS notation is shown in parentheses, this indicates that approval of the inert gas system has been temporarily suspended. |

**Equipment Letter (EL)**

| | |
|---|---|
| A A† B*, etc. | Equipment Letters determined by the Society's Rules. These are followed by either the diameter and grade of chain cable on the ship or the length and diameter of the chain cable in metres and millimetres respectively and grade of chain cable. |
| (A) (A†) (B*), etc. | The Equipment Letters are shown in parentheses when the actual equipment number permitted by the Rules differs from the calculated equipment number. |
| **U1 U2 U3** | Grades of chain cable, other than wrought iron or mild steel fire-welded, as defined in the Society's Rules. |
| a b† c*, etc. | Equipment Letters previously determined by the Society's Rules, but no longer assigned. The diameter of the chain cable is recorded only when if differs from that corresponding to the Equipment Letter or when it is of special quality steel. The diameter is also recorded when wrought iron chain cable of Grade 1a is fitted and this is qualified by the letters 'WI'. |
| (a) (b†) (c*), etc. | The letters in parentheses are employed to determine the fees for Special Surveys on the hull and are not Equipment Letters. If there is no letter in parentheses, the Equipment Letter is to be used for determining the fee for a Special Survey of the hull. |
| SQ | Indicates that the ship is provided with special quality steel cable. The letters will no longer be assigned since this quality of steel cable is referred to as Grade U2 in the Society's Rules. |
| ESQ | Indicates that the ship is provided with extra special quality steel cable. The letters will no longer be assigned since this quality of steel cable is referred to as Grade U3 in the Society's Rules. |
| FSWR<br>or<br>SWR | Indicates that the ship is provided with flexible steel wire ropes for use as towlines or mooring lines. The description of these ropes has been amended to steel wire ropes in the Society's Rules. |
| WI | Indicates that the ship is provided with wrought iron cable. |
| C | Followed by a numeral or letter gives equipment identification according to British Corporation Rules, the numeral indicating the size of wrought iron cable in sixteenths of an inch. Where this notation is followed by the letter S and a second numeral, the latter indicates the diameter of steel cable in sixteenths of an inch. |
| CT | Followed by a number, indicates the cubic tonnage of the ship calculated from the formula in the British Corporation Rules (1947), which is used for determining fees and equipment. |

**Fee Numeral**

| | |
|---|---|
| FN | Followed by a number, indicates the numeral which is used to determine the fees for Special Survey and other hull classification survey fees. |

**Withdrawal of Class**

'LR (or BC) class withdrawn—Owners request' indicates that when the Owners requested withdrawal of class from the Register Book, the rule requirements had up to that time been complied with.

'LR (or BC) class withdrawn' indicates that at the time of withdrawal of class from the Register Book, survey requirements had not been complied with.

LR (or BC) class withdrawn—Reported defects' indicates that owing to reported defects, the ship was not entitled to retain her class in the Register Book.

**Classification with other Societies**

If a ship is classed with another Society, the initial letters of the Society are recorded as shown below. Where these letters are shown in parentheses, this indicates that the ship was previously classed with that Society.

| | |
|---|---|
| AB | American Bureau of Shipping |
| BR | Bulgarian Register of Shipping |
| BV | Bureau Veritas |
| DSRK | Deutsche Schiffs-Revision und-Klassifikation |
| GL | Germanischer Lloyd |
| HR | Hellenic Register of Shipping |
| IRS | Indian Register of Shipping |
| JR | Yugoslav Register |
| KI | Klasifikasi Indonesia |
| KR | Korean Register |
| NK | Nippon Kaiji Kyokai |
| NV | Norske Veritas |
| PR | Polski Rejestr |
| RI | Registro Italiano Navale |
| RNR | Registru Naval Roman |
| RS | Register of Shipping of the USSR |

## 5 (HULL)

**(HULL)**
Following the conversion of imperial to SI units in the 1975–76 Register it is possible that measurements in metres can be inaccurate by up to 10 millimetres.

**Date of build**
For a ship built under the supervision of Lloyd's Register surveyors, the year and month recorded indicate the date of completion of the Special Survey during construction.

When there has been an unduly long interval between the launching and the completion or commissioning of the ship two dates are recorded prefixed by Lch. and Cmpl. or Cmd. The abbreviation Recmd. means recommissioned.

**Shipbuilders and place of build**
This normally records the shipyard where the hull of the ship was built. When it is known that major sections of the hull have been constructed by other builders, their names are also recorded, but the entry of a single builder's name in no way implies that all of the hull has been fabricated in that yard.
The underlined letter indicates the letter under which the shipbuilder appears in the List of Shipbuilders.

**Yard number**
The shipbuilder's number(s) is shown for the hull section(s).

**Overall length**
The extreme length of the ship.
Bulbous bow (BB): When the overall length is followed by the notation (BB) this indicates that the ship has a bulbous bow and the overall length recorded includes any protrusion of that bow.

**Registered length**
If the overall length is not available, the registered length as given on the ship's Certificate of Registry, is recorded in *italics,* thus *124,62.*

**Length B.P.** (between perpendiculars)
The distance on the summer load waterline from the fore side of the stem to the after side of the rudder post, or to the centre of the rudder stock if there is no rudder post.

**Extreme Breadth**
The extreme breadth is the maximum breadth to the outside of the ship's structure and in paddle ships includes the paddle boxes.

**Moulded breadth**
The moulded breadth is the greatest breadth at amidships from heel of frame to heel of frame.

**Maximum draught**
In most cases this is the maximum summer draught amidships, but in some ships of special construction the maximum draught is at the after end, and this figure is recorded.

FW (fresh water): for ships employed on the Great Lakes and rivers, whose freeboards are assigned by Lloyd's Register, the summer draught in fresh water is inserted followed by the letters FW.

OSD/CSD ships: For such ships, as indicated in column 6, the summer draught in the open condition is recorded, followed by the draught in the closed condition.

Ships assigned tonnage marks: For ships to which tonnage marks have been assigned, as indicated in column 3, the draughts recorded are those at the tonnage mark and the summer (maximum) load line respectively.

**Moulded depth**
The moulded depth is the vertical distance at amidships from the top of keel to the top of the upper deck beam at side.

**Superstructures** (with lengths in metres)

| | |
|---|---|
| B | Bridge |
| F | Forecastle |
| H | Houses on deck (sometimes shown with a tonnage capacity) |
| P | Poop |
| R dk | Raised deck |
| RAD | Raised After Deck |
| RFD | Raised Fore Deck |
| RQD | Raised Quarter Deck |
| RSD | Raised Shelter Deck |
| Upr | Upper |

**Decks**

| | |
|---|---|
| A dk | Awning deck |
| dk | deck |
| fwd | forward |
| Irn | Iron |
| Prom dk | Promenade deck |
| pt | part |
| S dk | Shelter deck |
| Stl | Steel |
| teak s | teak sheathed |
| U dk | Upper deck |
| ws | wood sheathed |

**Riveted/Welded**

| | |
|---|---|
| R | Riveted |
| RW | Riveted and Welded |

When neither of these abbreviations is given it may be assumed that the ship's hull is welded throughout.

**Rise of floor**

| | |
|---|---|
| rf | rise of floor (or deadrise). The height above the base line of the intersection of the line of bottom produced beyond the bilge at amidships with the normal to the base line at half-breadth from the centre line. |

**Keel**

| | |
|---|---|
| BK | Bar Keel |
| Box K | Box Keel |
| DK | Duct Keel |
| fwd | forward |

**Alterations**

| | |
|---|---|
| alt | altered |
| conv | converted (from) |
| len | lengthened |
| ND | New Deck |
| pt | part |

**Cargo battens**

| | |
|---|---|
| NS | No Sparring (cargo battens not fitted) |
| SF | Sparring Fitted (cargo battens or equivalent fitted) |

**Bulkheads and associated decks**

| | |
|---|---|
| A dk | Awning deck |
| APBH | After Peak Bulkhead |
| BH | Bulkhead(s) |
| Coll | Collision |
| PBH | Partial Bulkhead |
| S dk | Shelter deck |
| U dk | Upper deck |
| W dk | Weather deck |
| WT | Watertight |

**Water ballast**

| | |
|---|---|
| a | aft |
| BH | Bulkhead (tank) |
| btm | bottom |
| c | centre |
| Comb. | Combined |
| Dk | Deck (tank) |
| DT | Deep Tank |
| DTs | Deep Tanks |
| f | forward |
| incl. | including |
| m | midship |
| ST | Side Tank |
| STs | Side Tanks |
| T | Tonnes (1000kg) |
| t | tons (2240lb) |
| TwD | 'Tween Deck tank(s) |
| UnDk | Underdeck tank(s) |
| WB | Water Ballast, followed by the total water ballast capacity |

## 6 (SHIP TYPE/CARGO FACILITIES)

**Description of ship**
Unless otherwise stated, ships are of steel construction. Where higher tensile steel is extensively used in the main hull structure of a ship classed with Lloyd's Register, a suitable note is inserted below the description of the ship.

The description of the ship given in this column is not a Lloyd's Register classification notation. The information published in **bold type** on the first line indicates the basic type of the ship: the second line defines in more detail the known specific function of the ship. This information is obtained from sources which are believed to be reliable.

| | |
|---|---|
| Aux | Auxiliary propulsion machinery |
| D-E | Diesel-Electric |
| GT | Gas Turbine |
| GT-E | Gas Turbo-Electric |
| M | Motorship |
| P | Paddle |
| Q | Quadruple screw |
| S | Steamship |
| T | Twin screw |
| T-E | Turbo-Electric |
| Tr | Triple screw |
| Comp | Composite construction |
| CBT (LR) | Clean Ballast arrangements certificated by Lloyd's Register in accordance with MARPOL 73/78 |
| CBT | Clean Ballast arrangements reported—not certificated by Lloyd's Register |
| COW (LR) | Crude Oil Washing certificated by Lloyd's Register in accordance with MARPOL 73/78 |
| COW | Crude Oil Washing reported to be installed—not certificated by Lloyd's Register |
| IGS (LR) | Inert Gas System fitted and approved in accordance with the requirements of Lloyd's Register's Rules |
| IGS | Inert Gas System reported to be installed—not classed by Lloyd's Register |
| SBT (LR) | Segregated Ballast arrangements certificated by Lloyd's Register in accordance with MARPOL 73/78 |
| SBT | Segregated Ballast arrangements reported—not certificated by Lloyd's Register |
| Ref | Ship fitted with refrigerated cargo installation |
| CSD | Closed Shelter Deck ship |
| OSD | Open Shelter Deck ship |
| OSD/CSD | A shelter deck ship which has arrangements for both the open and closed condition. (See note under Tonnages Column 3.) |
| Mchy. aft<br>Mchy. fwd | Machinery aft<br>Machinery forward } When the position of the Engine Room notation (ER) follows the details of tanks, holds and/or hatchways, this indicates the machinery is fitted aft. In these instances the term 'Mchy. aft' is not published. |
| Str | Strengthened |
| Ice strengthened | This indicates that *at the time of construction* the ship was assigned an ice classification notation by a Classification Society. However, in the case of a ship at *present holding* the classification of Lloyd's Register, any valid ice classification notation assigned by this Society is instead recorded in column 4. |

**Number of passengers**
The maximum number of passengers (P), is recorded thus: 300P. In some cases the number of berths (bth) and deck (dk) passengers are recorded separately.

**Holds**
Where possible, hold lengths are given in sequence forward to aft and are measured from bulkhead to bulkhead.

| | |
|---|---|
| ER | Engine Room. Within the sequence of holds, the letters ER indicate the position of the engine room. |
| comb. | combined |
| DT | Deep Tank |
| Ho | Hold(s) |
| Lwr | Lower |
| p or (p) | port |
| s or (s) | starboard |
| TwD | 'Tween Deck cargo space |
| Upr | Upper |
| G. | Grain capacity in cubic metres. The capacity of cargo spaces, measured to outside of frames, to top of ceiling and to top of beams, including hatchways. (Insulated spaces are not included.)<br>For a part Container Ship the figure does not include spaces allocated to containers. |

## 6 (SHIP TYPE/CARGO FACILITIES) continued

| | |
|---|---|
| B. | Bale capacity in cubic metres. The capacity of cargo spaces, measured to inside of cargo battens, to top of ceiling and to underside of beams, including hatchways. (Insulated spaces are not included.)<br>For a part Container Ship the figure does not include spaces allocated to containers. |
| In. | Insulated capacity in cubic metres. In ships having refrigerated cargo installations the capacity is measured from the face of overhead, 'tween deck and tank top insulation lining, or the surface of 'tween decks where uninsulated; or from the face of brine pipes or air ducts; from the face of permanent cargo battens or air screens or air coolers or casings.<br>Deductions are made for floor gratings which are part of the air circulation system, for pillars, stanchions and other fixtures which interfere with the cargo-carrying capacity, but not for loose or portable floor dunnage, or for portable bins or trays and their supports.<br>The insulated spaces are not included in the grain and bale capacities. |

### Containers

For a Container or part Container Ship the following information is recorded and is given by the owner or is obtained from other sources which are believed to be reliable.

| | |
|---|---|
| C. | Total carrying capacity in number and length(s) of containers. This information is only recorded when the separate numbers of containers carried in holds and those on deck are not available.<br>This total capacity is also shown for a Lighter Carrier. |
| C.Dk | Carrying capacity in number and length(s) of containers on deck. |
| C.Ho. | Carrying capacity in numbers and length(s) of containers in holds. |
| Cell.Ho. | Holds fitted with fixed cellguides for the carriage of containers |

1. Inclusive of any refrigerated units.
2. Figures in parentheses indicate other lengths of containers a ship is fitted to carry.
3. All lengths are in feet.

| | |
|---|---|
| TEU | Carrying capacity in number of twenty-foot equivalent units. |

### Tanks

| | |
|---|---|
| (alu) | aluminium |
| (C.mn.stl) | Carbon manganese steel |
| CR | Corrosion Resistant material or special corrosion resistant linings. The suffix in parentheses indicates the type of material or lining. |
| cs | Ship arranged for segregation of different cargoes (the number of segregations is given) |
| cyl | cylindrical |
| ind | independent |
| (Ni.stl) | Nickel steel |
| (r.l) | rubber lined |
| (s.stl) | stainless steel |
| Ta | Tanks (the number of tanks is given) |
| vert. | vertical |
| L. | Capacity of unspecified liquid cargoes in cubic metres. This is recorded as 98% of the total volume of the cargo carrying capacity, allowing 2% for expansion where known. |
| L. (gas) | Capacity in cubic metres of liquefied gas cargo. |
| L. (oil) | Capacity in cubic metres of oil cargo. |
| HeCls. B | Heating Coils in Bunkers |
| ptB | part Bunkers |
| HeCls. C | Heating Coils in Cargo tanks |
| ptC | part Cargo tanks |

### Hatchways

Weather deck hatchways only are recorded. The sizes are given in order, where possible, commencing at No. 1 from forward. Measurements to the inside of coamings are recorded. Where two hatchways can be combined to form one large hatchway, only the combined size is given, and the two hatchways counted as one. The total length is followed by the abbreviation comb. The material of hatch covers is recorded when known.

| | |
|---|---|
| ER | Engine Room. Within the sequence of hatchways, the letters ER indicate the position of the engine room. |
| (alu) | aluminium |
| comb. | combined |
| Ha | Hatchway(s) |
| (irn) | iron |
| p or (p) | port |
| s or (s) | starboard |
| (stl) | steel |
| T | Tapered hatchway, followed by the measurement of the narrower breadth of this hatchway |
| (w) | wood |

### Winches, cranes and derricks

| | |
|---|---|
| W | Winches (prefixed by the number of winches). Cargo winches only are recorded, and not those used for other purposes. |
| Cr | Cranes (followed by the number of cranes and, in parentheses, the stated safe working load in tonnes). |
| Der | Derricks (followed by the number of derricks and, in parentheses, the stated safe working load in tonnes). |

## 7 (MACHINERY)

### Engines

| | |
|---|---|
| a.c. | alternating current |
| C | Compound expansion engines |
| (CC) | Constant Current system |
| Cy | Cylinders. The preceding figures indicate the number of cylinders and those which follow are the cylinder diameter and length of stroke. |
| D | Diagonal engines |
| DA | Double Acting. The number prefixed indicates the stroke cycle. |
| d.c. | direct current |
| dr | double reduction (gearing) |
| E | Engine(s) (refitted indicates that the engine(s) now fitted has been used previously either in the same or in another ship). |
| elec. | electric |
| Emy. | Emergency |
| gen. | generator(s) |
| H | Horizontal engines |
| HP | High Pressure |
| IP | Intermediate Pressure |
| kW | kilowatts |
| LP | Low Pressure |
| M.E. | Main Engine(s) |
| NE | New Engine(s). (The ✠ or ✱ indicates that the engine(s) fitted at the date recorded were built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively.) |
| Q | Quadruple expansion engines |
| S | Simple expansion engine(s) |
| SA | Single Acting. The number prefixed indicates the stroke cycle. |
| sc. | screw |
| sr | single reduction (gearing) |
| S Turb | Steam Turbine |
| (Sy) | Synchronous system |
| T | Triple expansion engines |
| tr | triple reduction (gearing) |
| U | Unaflow or Uniflow |
| V | volt |
| (WL) | Ward Leonard system |

### Power

For engines classed in accordance with Lloyd's Register or British Corporation Rules, the power recorded is the total maximum designed shaft power approved. For steam reciprocating engines the indicated power is recorded. In ships not classed with the Society, the power recorded is the total maximum service power as reported by the owners or as obtained from other reliable sources.

In diesel-electric or turbo-electric machinery, the total shaft power of the oil engines or turbines is recorded, together with the rated power output and voltage of each electric generator and each electric motor.

| | |
|---|---|
| bhp | brake horsepower (oil engines) |
| ihp | indicated horsepower (steam reciprocating engines) |
| kW | kilowatts |
| shp | shaft horsepower (turbines and electric motors) |

### Design

The engine design is recorded when it has been built under licence.

### Auxiliary electrical generating plant

The number of generators is given, followed by the rated power output and voltage, d.c. or a.c., of each generator and, if an a.c. installation, the frequency in hertz (Hz). These are listed in descending order of rated power output. Emergency sources of power and sets used solely for harbour purposes are not recorded.

### Fuel bunkers

The capacity of the bunkers is recorded in tonnes (t), followed by an indication of the fuel for which the machinery is fitted. The tonnage of fuel used in one day is recorded thus: 4½pd (per day). This information is as stated by the owners or as obtained from other reliable sources.

| | |
|---|---|
| (c) | Burning coal |
| (d.o) | Burning diesel oil |
| (hvf) | Fitted for burning high viscosity fuel |
| (o.f) | oil fuel |

The coal capacity is the capacity of all permanent bunkers.
The oil fuel capacity is the capacity of all spaces, including double bottom spaces, which are permanently fitted for the carriage of oil fuel and which have permanent provision for its use on board.
The capacity of settling tanks is included.

## 7 (MACHINERY) continued

**Special propellers**

Special type propellers are recorded, i.e. directional, controllable pitch and athwartship thrust propellers. The fitting of propellers both forward and aft is also indicated. Bow and stern jet pumps are published when known.

**Speed in knots**

The speed recorded is that which the ship is stated to be capable of maintaining at sea in normal weather and at normal service draught.

**Boilers**

Information about boilers is recorded only for ships classed with Lloyd's Register or the British Corporation. All pressure values are shown in bar, as well as the equivalent pressure in kilogram-force per square centimetre or pound-force per square inch in parentheses. When details of boilers are recorded in parentheses thus: (AuxB 6,9 bar) (7 kgf/cm$^2$) this indicates that the boiler is temporarily out of use.

| | | |
|---|---|---|
| a | aft | |
| AuxB | Boiler(s) supplying steam to auxiliary services essential to the operation of the ship at sea; but not supplying steam to the main propelling machinery. | |
| c | centre | |
| Comp | Composite (oil & ex.g.) fired | |
| db | domestic boiler(s) supplying steam exclusively for non-essential services, i.e. for purposes not connected in any way with the operation of the ship at sea. Only recorded when working pressure and heating surface exceed 3,4 bar (3,5 kgf/cm$^2$) and 4,7 square metres respectively. | |
| e(ex.g) | exhaust gas economiser | |
| (ex.g) | exhaust gas (boilers) | |
| f | forward | |
| FD | Forced Draught | |
| hs | heating surface. The figure recorded is the total evaporation surface of boilers in square metres plus the total surface of superheaters plus half the surface of economisers and is used for calculating the fees for periodical surveys of water tube boilers. Where the figures are recorded in parentheses they may represent only the heating surface of the boilers. | |
| htr | heater | |
| bar | 1 bar = 1,02kgf/cm$^2$ = 14.5lb/in$^2$ | Working pressure of boilers |
| kgf/cm$^2$ | kilogram-force per square centimetre | |
| lbf/in$^2$ | pound-force per square inch | |
| lwr | lower | |
| NB<br>NAuxB<br>ndb<br>NWTB<br>nwtdb | New Main Boiler(s). (The ✠ or ✱ indicates that the boilers fitted at the date recorded were built under the supervision of the surveyors to the Rules of Lloyd's Register or of the British Corporation respectively.) | |
| ND | Natural Draught | |
| NNR | New Nuclear Reactor(s) | |
| NR | Nuclear Reactor | |
| (o.f) | oil-fired boiler(s) | |
| p or (p) | port | |
| rcv | receiver | |
| s or (s) | starboard | |
| SB | Single-ended Boiler(s) for main propulsion | |
| sg | Steam heated steam generator(s) with working pressure | |
| Spt | Superheater(s). When recorded, the temperature is that of the steam at the outlet from the superheater(s) and the pressure is the working pressure at the superheater outlet. | |
| upr | upper | |
| WTAuxB | Water Tube Auxiliary Boiler(s) | |
| WTB | Water Tube Boiler(s) for main propulsion | |
| wtdb | water tube domestic boiler(s) | |

# Governmental authorization

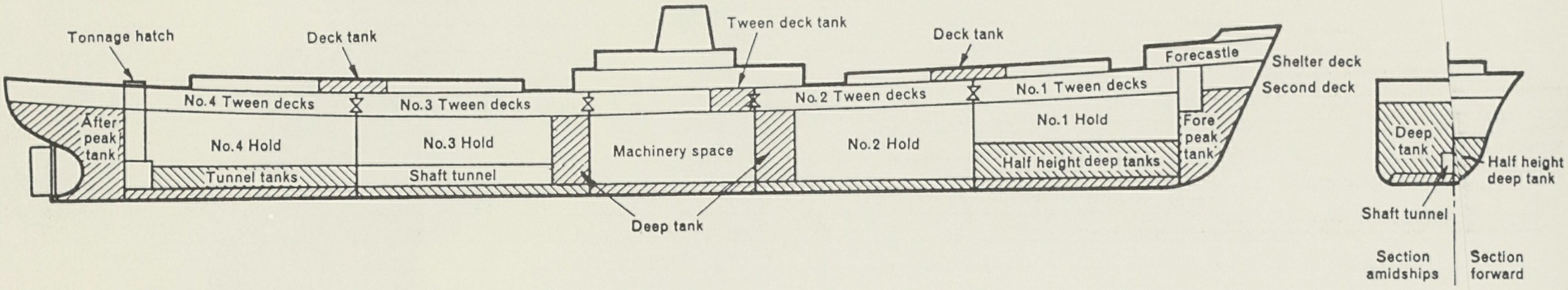
Lloyd's Register of Shipping is authorized by the following governments to carry out Surveys and issue Certificates Convention/non-Convention) or Statements of Compliance as indicated below.

+ signifies that the Society is fully authorized to hold Surveys and issue Certificates.

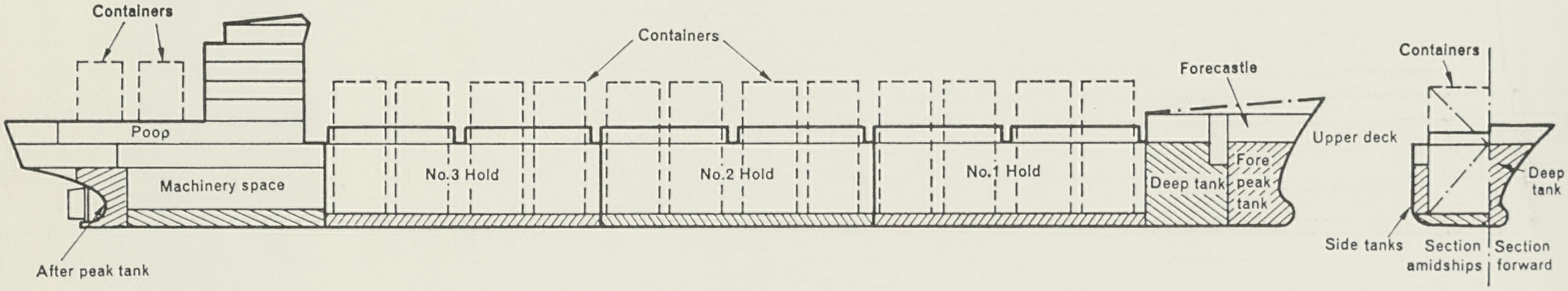
Δ signifies that the Society has limited authority either to hold Surveys and issue Certificates, or to hold Surveys only.

| | LOADLINE | S.O.L.A.S. | TONNAGE |
|---|---|---|---|
| Abu Dhabi | + | + | + |
| Algeria | + | + | + |
| Angola | Δ | Δ | · |
| Australia | + | Δ | · |
| Austria | + | + | Δ |
| Bahamas | + | + | + |
| Bahrain | + | + | + |
| Bangladesh | + | Δ | + |
| Barbados | + | · | + |
| Belgium | + | Δ | · |
| Benin | · | + | · |
| Bermuda | + | Δ | + |
| Brazil | + | + | Δ |
| Bulgaria | · | · | Δ |
| Burma | + | · | Δ |
| Burundi | + | + | · |
| Cameroon | + | · | · |
| Canada | + | · | · |
| Cayman Islands | + | Δ | Δ |
| Chile | Δ | · | Δ |
| China, People's Republic of | Δ | Δ | Δ |
| Colombia | + | + | + |
| Costa Rica | + | · | Δ |
| Cuba | + | + | Δ |
| Cyprus | + | + | + |
| Czechoslovakia | + | + | + |
| Denmark | + | Δ | · |
| Dominican Republic | + | + | · |
| Dubai | + | + | + |
| Ecuador | Δ | Δ | Δ |
| Egypt | + | · | Δ |
| Ethiopia | + | + | + |
| Fiji | + | · | · |
| Finland | + | Δ | · |
| France | + | · | · |
| Ghana | + | + | + |
| Gibraltar | + | Δ | + |
| Greece | + | + | Δ |
| Guinea | · | Δ | · |
| Guyana | + | · | · |
| Haiti | + | + | Δ |
| Honduras | + | + | + |
| Hong Kong | + | Δ | Δ |
| Hungary | Δ | Δ | · |
| Iceland | Δ | Δ | · |
| India | + | Δ | Δ |
| Indonesia | + | Δ | Δ |
| Iran | + | + | + |
| Iraq | + | + | + |
| Irish Republic | + | Δ | Δ |
| Israel | + | Δ | Δ |
| Ivory Coast | + | + | · |
| Jamaica | + | Δ | · |
| Jordan | + | + | + |
| Kenya | + | + | + |
| Kuwait | + | Δ | + |
| Lebanon | + | Δ | + |
| Liberia | + | + | + |
| Libya | + | + | + |
| Madagascar | + | · | · |
| Malaysia | + | + | Δ |
| Maldive Islands | + | + | + |
| Malta | + | Δ | Δ |
| Mauritius | + | + | + |
| Mexico | + | + | + |
| Monaco | + | · | · |
| Morocco | + | · | Δ |
| Mozambique | + | + | · |
| Nauru | + | + | + |
| Nepal | + | + | + |
| Netherlands | Δ | Δ | · |
| Netherlands Antilles | Δ | Δ | · |
| New Zealand | + | · | · |
| Nicaragua | + | + | Δ |
| Nigeria | + | Δ | + |
| Norway | + | Δ | · |
| Oman | Δ | Δ | Δ |
| Pakistan | + | Δ | Δ |
| Panama | + | + | + |
| Papua New Guinea | + | + | + |
| Philippines | + | Δ | Δ |
| Portugal | Δ | Δ | Δ |
| Qatar | + | + | + |
| Saint Vincent and the Grenadines | + | + | · |
| Saudi Arabia | + | + | + |
| Seychelles | + | + | · |
| Sharjah | + | + | + |
| Sierra Leone | + | Δ | Δ |
| Singapore | + | + | + |
| Somali Republic | + | + | + |
| South Africa | + | Δ | · |
| Spain | Δ | · | · |
| Sri Lanka | + | + | + |
| Sudan | + | Δ | + |
| Surinam | + | + | Δ |
| Sweden | + | · | · |
| Switzerland | + | + | + |
| Syria | + | · | · |
| Tanzania | + | + | + |
| Thailand | + | Δ | Δ |
| Tonga | + | + | + |
| Trinidad and Tobago | + | + | + |
| Tunisia | + | · | + |
| Turkey | + | Δ | Δ |
| Uganda | + | + | + |
| U.S.S.R | Δ | Δ | Δ |
| U.S.A. | Δ | · | · |
| United Kingdom | + | Δ | + |
| Vanuatu | + | + | + |
| Venezuela | + | · | Δ |
| Vietnam | + | + | · |
| Yemen Democratic Republic | + | · | · |
| Yugoslavia | Δ | Δ | Δ |
| Zaire | + | + | + |
| Zambia | + | Δ | · |

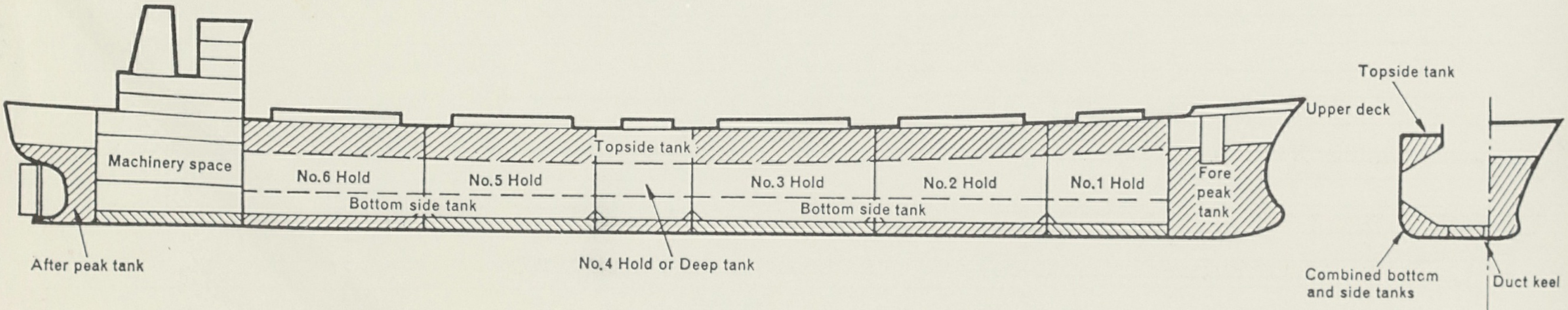
## Profiles illustrating decks, superstructures, spaces and tanks


Tonnage hatch
Deck tank
Tween deck tank
Deck tank
Forecastle
Shelter deck
Second deck
After peak tank
No.4 Tween decks
No.3 Tween decks
No.2 Tween decks
No.1 Tween decks
No.4 Hold
No.3 Hold
Machinery space
No.2 Hold
No.1 Hold
Fore peak tank
Tunnel tanks
Shaft tunnel
Half height deep tanks
Deep tank
Deep tank
Half height deep tank
Shaft tunnel
Section amidships
Section forward

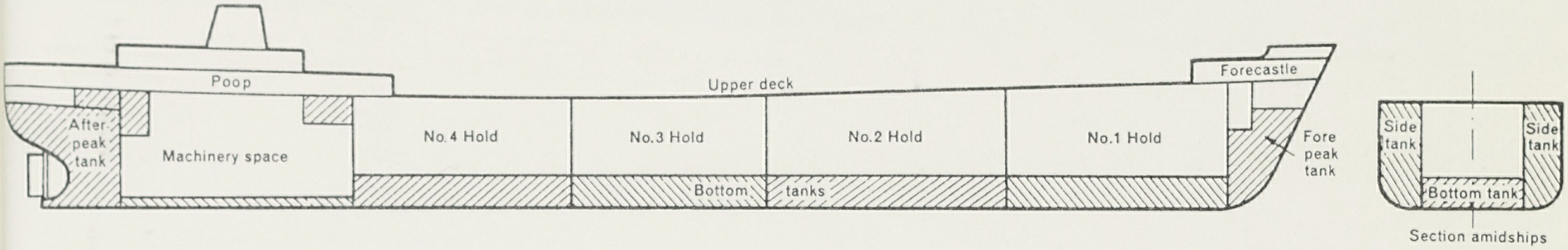
**General Cargo Ship** Coll BH & APBH to S dk 7 to 2nd dk WB4200T incl. DTma890T DTmf890T Tunnel tanks 400T UnDk a20T f20T


Containers
Containers
Containers
Forecastle
Poop
Upper deck
Machinery space
No.3 Hold
No.2 Hold
No.1 Hold
Deep tank
Fore peak tank
After peak tank
Deep tank
Side tanks
Section amidships
Section forward

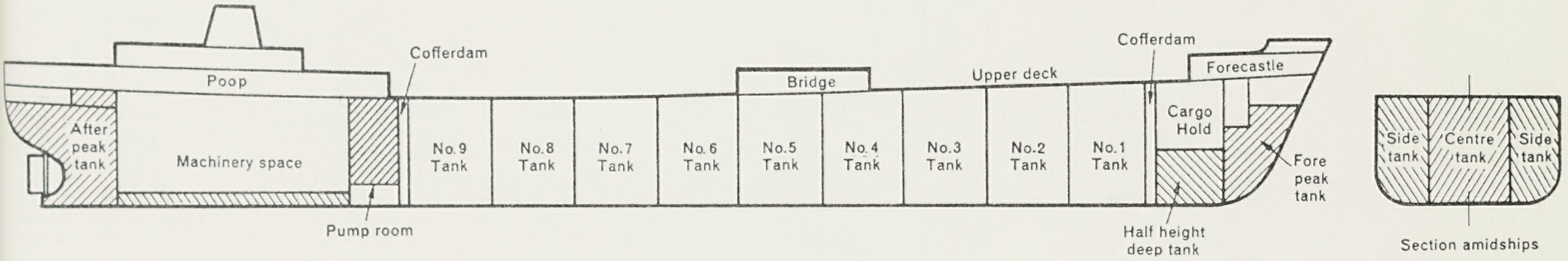
**Container Ship** 6BH WB2400T incl. DTf300T STs in Nos. 1 & 2 holds 1350T


Topside tank
Upper deck
Machinery space
Topside tank
No.6 Hold
No.5 Hold
No.3 Hold
No.2 Hold
No.1 Hold
Fore peak tank
Bottom side tank
Bottom side tank
After peak tank
No.4 Hold or Deep tank
Combined bottom and side tanks
Duct keel
Section amidships
Section forward

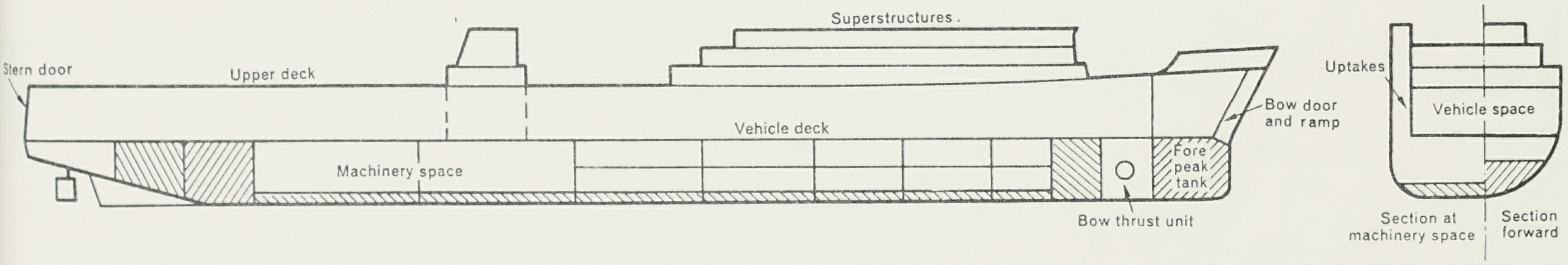
**Bulk Carrier** 8BH WB18000T incl. Topside tanks in holds 6000T & Comb. btm & STs in holds 8000T


Poop
Upper deck
Forecastle
After peak tank
Machinery space
No.4 Hold
No.3 Hold
No.2 Hold
No.1 Hold
Fore peak tank
Bottom
tanks
Side tank
Side tank
Bottom tank
Section amidships

**Ore Carrier** 6BH WB10000T


Cofferdam
Cofferdam
Poop
Bridge
Upper deck
Forecastle
After peak tank
Machinery space
No.9 Tank
No.8 Tank
No.7 Tank
No.6 Tank
No.5 Tank
No.4 Tank
No.3 Tank
No.2 Tank
No.1 Tank
Cargo Hold
Fore peak tank
Pump room
Half height deep tank
Side tank
Centre tank
Side tank
Section amidships

**Tanker** 15BH WB20500T incl. 14500T in clean ballast tanks DTf3300T


Superstructures.
Stern door
Upper deck
Vehicle deck
Machinery space
Bow door and ramp
Fore peak tank
Bow thrust unit
Uptakes
Vehicle space
Section at machinery space
Section forward

**Ro Ro Cargo** Coll BH to U dk 10 to 2nd dk WB350T incl. DTf90T

# Register of Ships A-G

Corp. Gro ity, Pa

Oil 4SA each 6Cy. 165 × 185 sr
ed to sc. shafts
Friedrichshafen GmbH
Friedrichshafen
× 74kW 380/220V 50Hz a.c.
ctional propellers

| 1<br>LR No.<br>Call Sign<br>Official No.<br>Nav. aids | 2<br>SHIP'S NAME<br>Former names<br>Owners<br>Managers<br>Port of Registry | ss<br>let<br>wt<br>ss<br>Flaet<br>wt<br>s) | 4<br>CLASSIFICATION<br>Hull Special Survey<br>Machinery<br>Refrigerated cargo installation<br>Equipment letter<br>Fee Numeral | 5<br>HULL<br>Date of build Shipbuilders—Place of build Yard Number<br>Length overall (m) Breadth extreme (m) Draught maximum (m)<br>Length B.P. (m) Breadth moulded (m) Depth moulded (m)<br>Superstructures (m) Decks<br>Riveted/Welded Rise of floor (mm) Keel (mm) Alterations<br>Bulkheads Water ballast Conversions | 6<br>SHIP TYPE/CARGO FACILITIES<br>Propulsion Ship type Shelter deck Passengers<br>Holds & lengths (m)/Cargo tanks & types<br>Grain/Liquid ($m^3$) Bale ($m^3$) Insulated spaces ($m^3$) Heating coils<br>Containers & lengths (ft)<br>Hatchways & sizes (m)<br>Winches Cranes/Derricks (SWL tonnes) | 7<br>MACHINERY<br>No. & Type of engines Bore× stroke (mm)<br>Power Design<br>Enginebuilders Where manufactured<br>Boilers Pressures Heating surface Furnaces<br>Aux. electrical generating plant & output<br>Special propellers<br>Fuel bunkers (tonnes) Speed |
|---|---|---|---|---|---|---|
| **7418115**<br>D8VE<br>BM36<br>482<br>Df Gc<br>Rdr RT | **A JIN**<br>ex Jung Yang-79<br>**Se Dong Shipping Co. Ltd.**<br>Busan South Korea | | KR | **1974** Gia SB. Co.—Chungmu (102)<br>64,90 9,33 4,139<br>59,01 9,30 4,75<br>P 16,8 F 8,6 1 dk | **M General Cargo**<br>G.1 637 B.1 572<br>1 Ha (30,4 × 4,8) ER<br>Der 1(7) 1(5) | Oil 4SA 6Cy. 250 × 420<br>1 020bhp (750kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 24kW 220V a.c.<br>11kn |
| **5048136**<br>WA3068<br>250800<br>Df Esd<br>Gc Pfd<br>Rdr RT | **A W A**<br>ex Invader-80 ex Connie-80<br>ex Homarus-75 ex Bonnie-69<br>**Continental Fisheries Inc.**<br>Boston, Ma United States of America | | | **1946** J. H. Mathis Co.—Camden, NJ (169)<br>33,53 7,04<br>30,23 7,01 4,02<br>1 dk<br>BK 114 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>2 Ha | Oil 2SA 5Cy. 355 × 430<br>575bhp (423kW)<br>Fairbanks Morse & Co. Beloit, Wi |
| **6908979** | **A YAR MIN THA MEE**<br>**Government of The Socialist Republic of The Union of Burma**<br>Rangoon Burma | | | **1969** Yokohama Yacht Co. Ltd. —Yokohama (597-2)<br>36,58 9,61 1,220<br>9,15 2,44<br>1 dk | **TM Patrol Vessel**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 160 × 220<br>560bhp (412kW)<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| **6908981** | **A YAR MIN THAR**<br>**Government of The Socialist Republic of The Union of Burma**<br>Rangoon Burma | | | **1969** Yokohama Yacht Co. Ltd. —Yokohama (597-1)<br>36,58 9,61 1,220<br>9,15 2,44<br>1 dk | **TM Patrol Vessel**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 160 × 220<br>560bhp (412kW)<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| **7111121** | **A YAR-MAI**<br>**Government of The Socialist Republic of The Union of Burma (Defence Industries - Home Utilities Division)**<br>Rangoon Burma | | | **1971** Yokohama Yacht Co. Ltd. —Yokohama (632-1)<br>36,58 9,61 1,385<br>9,15 2,44<br>1 dk | **TM Patrol Vessel** —P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 160 × 220<br>560bhp (412kW)<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| **7111133** | **A YAR-MAUNG**<br>**Government of The Socialist Republic of The Union of Burma (Defence Industries - Home Utilities Division)**<br>Rangoon Burma | | | **1971** Yokohama Yacht Co. Ltd. —Yokohama (632-2)<br>36,58 9,61 1,385<br>9,15 2,44<br>1 dk | **TM Patrol Vessel** —P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 160 × 220<br>560bhp (412kW)<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| **7814187**<br>Esd Rdr<br>RT | **A 12**<br>**Government of Libya**<br>Benghazi Libya | | **100A1**<br>Class Contemplated<br>FN 139 | **1979** Scheepswerf Schouten B.V.—Muiden (829)<br>17,45 2,110<br>15,40 6,24 2,75<br>1 dk | **M Tug** | Vee Oil 4SA 6Cy. 165 × 185<br>M.T.U. Friedrichshafen West Germany |
| **7814199**<br>Esd Rdr<br>RT | **A 13**<br>**Government of Libya**<br>Benghazi Libya | | **100A1**<br>Class Contemplated<br>FN 130 | **1979** Scheepswerf Schouten B.V.—Muiden (830)<br>22,94 1,750<br>15,40 6,24 2,14<br>1 dk | **M Tug** | Vee Oil 4SA 6Cy. 165 × 185<br>M.T.U. Friedrichshafen West Germany |
| **7732078** | **A 14**<br>**Government of Mexico (Direccion General de Dragado)**<br>Veracruz Mexico | | BV | **1975** Scheeps. Damen B.V.—Hardinxveld (774)<br>22,18 6,05<br>6,01 2,72<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 48kW<br>Fuel 31,0t (d.o.) 11,25kn |
| **7528398** | **A 15**<br>**Government of Mexico (Direccion General de Dragado)**<br>Veracruz Mexico | | BV | **1975** Scheeps. Damen B.V.—Hardinxveld (776)<br>22,18 6,05<br>6,01 2,72<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 48kW<br>Fuel 30,5t (d.o.) 11,25kn |
| **5061281**<br>VDSD<br>192650<br>Esd Pfd<br>Rdr RT | **A 24**<br>ex Cape Fourchu-74<br>**Parsons Brothers Industrial Sales & Service**<br>Halifax, N.S. Canada | | | **1950** Smith & Rhuland—Lunenburg, N.S.<br>*32,62* 7,32<br>7,27 | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 330 × 405<br>Cooper-Bessemer Corp. Grove City, Pa |
| **7814204**<br>5AEF5<br>TP645<br>Esd Gc<br>Rdr RT | **A 31**<br>**Government of Libya (Libyan Navy)**<br>Tripoli Libya | | Classed LR until 5/81 | **1979**-11 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (347)<br>26,90 7,88 3,201<br>25,40 7,60 3,20<br>1 dk<br>rf 203 | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 sr geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 74kW 380/220V 50Hz a.c.<br>2 Directional propellers |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7814216**<br>5AEF6<br>TP648<br>Esd Gc<br>Rdr RT | **A 32**<br>**Government of Libya (Libyan Navy)**<br>Tripoli Libya | **150**<br>0<br>55 | ✠Classed LR until 15/9/81 | **1980**-2 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (348)<br>26,90 7,88 2,174<br>25,40 7,60 3,20<br>1 dk<br>rf 203 | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 sr geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 74kW 380/220V 50Hz a.c.<br>2 Directional propellers |
| **7814228**<br>5AEF7<br>TP649<br>Esd Gc<br>Rdr RT | **A 33**<br>**Government of Libya (Libyan Navy)**<br>Tripoli Libya | **150**<br>0<br>55 | ✠Classed LR until 15/9/81 | **1980**-3 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (349)<br>26,90 7,88 2,174<br>25,40 7,60 3,20<br>1 dk<br>rf 203 | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 sr geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 74kW 380/220V 50Hz a.c.<br>2 Directional propellers |
| **7330181**<br>1176<br>3-82 | **A 114**<br>ex Lastdrager 8-81<br>**Downes Shipping Co.**<br>Panama Panama | **1 030**<br>606<br>1 030 | **100A** SS 11/80<br>pontoon<br>non—perishable cargoes<br>EL (E)<br>FN 924 | **1970** A. Baars & Zoon—Sliedrecht<br>55,33 15,02 1,829<br>53,12 14,90 2,49<br>1 dk<br>rf nil widened 76<br>8BH | **Pontoon** | |
| **7610919**<br>10425-LI | **A 115**<br>ex Lucy A-81<br>**Downes Shipping Co.**<br>Panama Panama | **2 297**<br>1 888<br>— | **100A1** SS 3/79<br>pontoon<br>EL L 1½"FSWR<br>FN 1880<br>(GL) | **1973** Scheepswerf Hoja B.V.—Aalst (1807)<br>76,26 20,17 3,925<br>76,23 19,79 4,86<br>1 dk<br>rf nil<br>7BH WB- | **Pontoon**<br>Deck Cargo | |
| **7048752**<br>WA2003<br>248426 | **A. A. FERRANTE**<br>**A. A. Ferrante Fishing Corp.**<br>New Bedford, Ma United States of America | **116**<br>71<br>— | | **1945** Martinolich SB. Corp.—San Francisco, Ca<br>*22,47* 6,51<br>3,38 | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel (d.o.) |
| **6701761**<br>WB6461<br>501922<br>Df Rdr<br>RT | **A. B. WOOD II**<br>ex Lord Rayleigh ex Leo Jude<br>**Cavanagh Leasing Corp.**<br>Miami, Fl United States of America | **194**<br>132<br>— | | **1965** Bishop SB. Corp.—Aransas Pass, Tx<br>42,98 11,03 3,388<br>42,68 10,98 3,97<br>1 dk | **TM Research**<br>Survey | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 208V 60Hz a.c.<br>10kn |
| **7631339**<br>SUUT<br>Esd Gc<br>Rdr RT | **A. BAHGAT**<br>**Suez Canal Authority**<br>Port Said Egypt | **362**<br>0<br>265 | **✠100A1** SS 2/82<br>tug<br>**✠LMC**<br>EL H 332,0/24,0U2<br>FN 504 | **1978**-1 Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (871)<br>36,17 11,54 3,410<br>33,51 11,00 4,02<br>1 dk<br>rf 356<br>4BH WB31T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 134,5kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 79,5t (hvf) |
| **7303009**<br>IOFG<br>623<br>RT | **A. D. DUE**<br>**Sadar S.p.A. Rimorchi Portuali Marittimi e Salvataggi**<br>Ancona Italy | **279**<br>144<br>356 | | **1973** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona<br>34,14 10,37 1,829<br>32,54 2,82<br>1 dk | **TM General Cargo Barge** | 2 Oil 4SA each 6Cy. 135 × 160 geared to sc. shafts<br>516bhp (380kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **7216878**<br>GRAR<br>358116<br>Df Esd<br>Gc Rdr<br>RT | **A. D. GEOPOTES I**<br>**Nash Dredging Ltd.**<br>King's Lynn United Kingdom | **4 121**<br>2 060<br>5 228 | BV | **1972** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (89)<br>96,07 16,62 7,411<br>87,91 16,54 9,05<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom d<br>Single side arm Dredging d 29,0<br>Hopper 5550T<br>Mchy.aft<br>Hopper 3 165<br>1 sandpump 1491kW (200b)<br>Der 2(5) | 2 Oil 4SA each 16Cy. 222 × 292<br>4 000bhp (2 942kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Thw. thrust propeller fwd<br>12kn |
| **6908840**<br>332297<br>Esd RT | **A. D. VICTORIA**<br>**Government of State of South Australia (Department of Marine & Harbours)**<br>*Port Adelaide, S.A.* Australia | **637**<br>484<br>— | **✠100A1** SS 12/79<br>dredger<br>EL (I) 1"U2<br>FN 666 | **1969**-8 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (81)<br>46,64 10,60 2,769<br>45,73 10,52 4,04<br>1 dk<br>rf nil<br>4BH WB146t | **Dredger**<br>Bucket<br>Cr 1(3) Der 2(3) | Gen 1 × 300kW 1 × 20kW 240/415V 50Hz a.c. |
| **6515320**<br>VJPM<br>317248<br>RT | **A. D. YARRA**<br>**T. Korevaar & Sons (Holdings) Pty. Ltd. & Marine Charters (Aust.) Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **83**<br>—<br>— | **✠100A1** SS 9/79<br>tug<br>**LMC**<br>EL (a)<br>FN 164 | **1965**-8 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (23)<br>21,57 6,10 2,312<br>19,41 5,80 2,62<br>RFD 10,7<br>4BH WB19t | **M Tug** | Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 240V 50Hz a.c.<br>Fuel (d.o.) |
| **6822474** | **A. D. 501**<br>**Australian Dredging & General Works Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **383**<br>—<br>467 | **✠100A1** SS 12/78<br>hopper barge<br>EL (c) 1"U1<br>FN 518 | **1968**-7 The Fleet Forge Pty. Ltd. —Melbourne (5)<br>48,47 8,69 2,337<br>45,73 8,36 2,95<br>1 dk<br>rf nil<br>2BH | **Hopper Barge**<br>Bottom doors | |
| **6822486** | **A. D. 502**<br>**Australian Dredging & General Works Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **383**<br>—<br>467 | **✠100A1** SS 12/78<br>hopper barge<br>EL (c) 1"U1<br>FN 518 | **1968**-7 The Fleet Forge Pty. Ltd. —Melbourne (6)<br>48,47 8,69 2,337<br>45,73 8,36 2,95<br>1 dk<br>rf nil<br>2BH | **Hopper Barge**<br>Bottom doors | |

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|---|---|---|---|---|---|---|
| **7206043**<br>Esd RT | **A. DE LIMA**<br>**Visakhapatnam Port Trust**<br>Visakhapatnam India | **1 000**<br>—<br>1 280 | ✠Classed LR until 23/4/76 | **1972**-2 Garden Reach Workshops Ltd. —Calcutta (999)<br>63,81 13,95 2,998<br>58,93 13,56 3,81<br>RAD 12,2 RFD 13,5 1 dk<br>rf nil | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | 3 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>1 095bhp (805kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 56kW 415V 50Hz a.c.<br>2 Directional propellers aft, 1 fwd |
| **7431117**<br>OXCM<br>D2344<br>Df Esd<br>Gc Rdr<br>RT | **A. E. S.**<br>**Rederiet A. E. Sorensen A/S**<br>A. E. Sorensen<br>Svendborg Denmark | **499**<br>325<br>1 290 | BV | **1976** Frederikshavn Vaerft A/S —Frederikshavn (367)<br>76,61 12,27 3,404<br>68,03 12,20 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 180 B.2 884<br>2 Ha (stl) (18,9 × 8,0) (19,2 × 8,0) ER<br>4W Der 4(5) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 220V 50Hz a.c.<br>12kn |
| **7902257**<br>392029<br>Df Esd<br>Gc Pfd<br>Rdr RT | **A. F. PIERCE**<br>**Pierce Fisheries Ltd.**<br>Canada | **275**<br>—<br>— | | **1979** Ferguson Industries Ltd.—Pictou, N.S. (209)<br>33,66 8,08 3,661<br>28,99 7,94 4,30<br>1 dk | **M Fishing**<br>Shellfish Side-fishing Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7330002**<br>EGDZ<br>Pfd Rdr<br>RT | **A. GAUDI**<br>**Remolcadores de Barcelona S.A.**<br>Vigo Spain | **204**<br>65<br>126 | **✠100A1** tug<br>**✠LMC**<br>SS 9/78<br>EL (c) $\frac{15}{16}$"U1<br>FN 364 | **1974**-10 Enrique Lorenzo y Cia. S.A.—Vigo<br>32,21 8,62<br>28,96 8,08 4,47<br>RAD 1,3 1 dk<br>rf 1295 BK 51<br>4BH WB7T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>B&W<br>Cons. Echevarria Bermeo<br>Gen 1 × 72kW 1 × 36kW 380V 50Hz a.c. |
| **5000134**<br>WNBM<br>239224<br>Df Gc<br>Rdr | **A. H. DUMONT**<br>**Diesel Tanker J. A. Martin Inc.**<br>Spentonbush Fuel Transport Service Inc.<br>New York, NY United States of America | **1 167**<br>897<br>1 321 | | **1940** J. H. Mathis Co.—Camden, NJ (129)<br>*74,22* 11,31 3,950<br>11,28 4,42<br>P 14,7 F 5,8 1 dk<br>len — | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 029 | Oil<br>805bhp (592kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 412,5t-3,5pd<br>10kn |
| **5000146**<br>WA2197<br>242024<br>Df Gc<br>Rdr RT | **A. H. FERBERT**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **10 294**<br>6 403<br>19 414 | AB | **1942** Great Lakes Eng. Works—River Rouge, Mi (289)<br>194,93 20,48 7,646<br>189,97 20,43 10,67<br>F 16,8 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>3 Ho ER<br>G.18 208<br>18 Ha (stl) (each 3,2 × 13,1) ER | 2 S Turb dr geared to sc. shaft<br>4 400shp (3 236kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 325kW 1 × 100kW 1 × 60kW<br>Fuel 360,5t (o.f.)<br>12,5kn |
| **5423142**<br>GJYA<br>149809<br>Esd RT | **A. H. P.**<br>ex Sherfield-63<br>**J. J. Prior (Transport) Ltd.**<br>London United Kingdom | **175**<br>80<br>254 | | **1917** Wm. Beardmore & Co. Ltd. —Glasgow<br>33,53 6,41 2,667<br>... ... ...<br>1 dk<br>Rebuilt 62 | **M General Cargo Barge**<br>Sand<br>1 Ho ER<br>1 Ha (—open × —) ER | Oil 2SA 2Cy. 320 × 370<br>E made54 fitted55<br>Skandiaverken A/B Lysekil |
| **5000160**<br>WA2089<br>238601<br>Df Gc<br>Rdr RT | **A. J. McALLISTER**<br>ex Rowen Card-47 ex Tamaha<br>ex Rowen Card<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **196**<br>133<br>— | AB | **1939** Canulette SB. Co.—Slidell, La (983)<br>*32,16* 7,68 3,877<br>32,01 7,62 4,17<br>1 dk<br>rf 686 BK 152 | **M Tug** | Vee Oil 2SA 16Cy. 216 × 254 reverse reduction geared to sc. shaft<br>NE 60<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 25kW<br>Fuel 150,5t (d.o.) |
| **8121094**<br>Df Esd<br>Gc Rdr<br>RT | **A. J. TEA-MORSHUIZEN**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>South Africa | **100**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 198 | **1982** Hip Hing Cheung Shipyard—Kowloon, Hong Kong (588)<br>... ... ...<br>23,25 5,31 3,20<br>1 dk | **Reinforced Plastic M Pilot Vessel** | Oil<br>Cummins Engine Co. Inc. U.S.A. |
| **5000201**<br>2352<br>Rdr | **A. KAVAGI**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **781**<br>293<br>— | **✠100A1**<br>Bosphorus and Sea of Marmara service<br>**✠LMC**<br>SS 2/80<br>EL (n) 1$\frac{5}{16}$"<br>FN 954 | **1961**-8 Fairfield SB. & Eng. Co. Ltd. —Govan, Glasgow (805)<br>69,88 13,57 2,655<br>64,01 10,98 3,92<br>F 11,6 1 dk, 2nd dk except in mchy. space<br>RW rf 305<br>6BH | **TS Ferry** | C 8Cy. (4) 280 & (4) 600 × 600<br>1 600ihp (1 177kW)<br>Christiansen & Meyer Hamburg<br>2 SB 225lbf/in² (15,6bar) hs457,7<br>Fuel (o.f.) |
| **5072864**<br>Df Rdr<br>RTv | **A. KING I**<br>ex King I-75 ex Cimbria-74 | **293**<br>143<br>444 | (GL) | **1951** Buesumer Schiffswerft W. u. E. Sielaff—Buesum<br>42,73 7,52 2,947<br>38,00 7,47 3,15<br>P 9,2 F 4,6 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.620 B.566<br>1 Ha (17,9 × 5,0) ER | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 15,0t (d.o.)<br>8,5kn |
| **5000251**<br>159551 | **A. M. ADAMS**<br>**Sea Farnis International Ltd.**<br>Georgetown Cayman Islands (British) | **120**<br>90<br>— | | **1936** H. E. Arch—Georgetown, Cayman Is.<br>30,48 6,71 2,896<br>... ... ...<br>1 dk | **Wood Aux M General Cargo**<br>Schooner | Oil 2SA 8Cy. 165 × 178<br>NE 42<br>General Motors Corp. Cleveland, Oh |
| **5000263**<br>ZSCP<br>172580<br>Df Esd<br>Rdr<br>RTm/v | **A. M. CAMPBELL**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **787**<br>—<br>— | ✠Classed LR until 8/52 | **1951**-4 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (392)<br>53,45 10,77 4,687<br>10,72<br>B 17,7<br>R rf 305 | **TS Tug** | T 6Cy. (2) 432 (2) 737 & (2) 1219 × 762<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel 444,0t (c)<br>11,25kn |
| **5000237**<br>DGBL | **A. M. 1**<br>ex Martha<br>**Andreas Martens K.G.**<br>Hamburg Federal Republic of Germany | **125**<br>69<br>— | | **1931** E. J. Smit & Zoon—Hoogezand<br>28,50 5,82 1,829<br>... ... ...<br>1 dk<br>R | **M General Cargo Barge** | Oil 4SA 6Cy. 140 × 210<br>225bhp (166kW) NE 60<br>Daimler-Benz A.G. West Berlin |

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| **5000249**<br>DGCP<br>7268 | **A. M. 3**<br>ex Anne Elfriede-58<br>**Frank Gottsch**<br>Hamburg Federal Republic of Germany | **108**<br>55<br>180 | | **1929** Gebr. Bodewes—Foxhol<br>25,30 5,19 2,372<br>2,60<br>1 dk<br>R | **M General Cargo Barge**<br>1 Ha (11,9 × 3,2) | Oil 4SA 4Cy. 200 × 260 reverse reduction geared to sc. shaft<br>150bhp (110kW) NE 59<br>Motorenfabrik Carl Jastram Hamburg<br>6,5kn |
| **7931868**<br>EAFA | **A. MARIA DE PANDO**<br>**Maritima Antares S.A.**<br>Santander Spain | **20 443**<br>14 378<br>39 013 | **100A1**<br>Class Contemplated<br>FN 7884 | **1982** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (247)<br>173,51 11,185<br>168,03 32,01 14,91 | **M Tanker**<br>Chemical IGS | Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 327,5t (d.o.) 1 564,0t (hvf)-35,0pd<br>14kn |
| **6614841**<br>TAAI<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **A. O. ULUSOY**<br>ex Glaciar Negro-81<br>**Kemal Ulusoy**<br>Ulusoy Deniz Isletmeciligi A.S.<br>Istanbul Turkey | **1 600**<br>918<br>1 877 | BV | **1966** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (205)<br>81,72 11,46 4,998<br>75,24 11,41 6,51<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.2 395<br>2 Ha (stl) (19,6 9,8 × 4,9) ER<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 260kW 380V<br>Fuel (d.o.) 15kn |
| **5139181**<br>WA5876<br>239778<br>RTm/h/v | **A. P. ST. PHILIP**<br>ex H. S. Falk-65<br>**A. P. St. Philip Inc.**<br>Tampa, Fl United States of America | **193**<br>90<br>— | | **1940** Pusey & Jones Corp.—Wilmington, De (1077)<br>28,96 7,40<br>27,28 7,32 4,50<br>1 dk | **M Tug** | Oil 2SA 16Cy. 229 × 254<br>NE —<br>American Locomotive Co. U.S.A. |
| **6807632**<br>RTv | **A. R. FORD**<br>**The Maritime Services Board of New South Wales**<br>*Newcastle, N.S.W.* Australia | **199**<br>—<br>98 | ✠Classed LR until 19/1/73 | **1968**-8 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (78)<br>31,78 7,98 2,617<br>28,96 7,62 3,36<br>RAD 1,6 1 dk<br>rf 381 | **M Tug**<br>Fire-fighting | Vee Oil 4SA 8Cy. 168 × 184<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 26kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) 9kn |
| **6702155**<br>3EKM<br>9587-79<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **A. REGINA**<br>ex Stena Germanica-79<br>**Armatur S.A.**<br>Panama Panama | **3 658**<br>1 482<br>701 | BV<br>✠Classed LR until 23/3/79 | **1967**-4 A/S Langesunds M/V—Langesund (54)<br>110,95(BB) 18,50 4,550<br>100,01 18,01 6,71<br>B 72,0 2 dks, Intermediate dk at sides, 3rd dk clear of mchy. space<br>rf 610 | **TM Passenger/RoRo Cargo/Ferry**<br>384bth 916dk P<br>Bow door/ramp<br>Stern door/ramp Ice strengthened | 2 Vee Oil 4SA each 16Cy. 400 × 540 sr geared to sc. shafts<br>15 400bhp (11 328kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 408kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 452,0t (d.o.)-61,0pd 23,5kn |
| **6613299**<br>VDJB<br>323016<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **A. S. GLOSSBRENNER**<br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **17 955**<br>13 324<br>28 754 | AB<br>✠Classed LR until 23/8/74 | **1966**-7 Davie SB. Ltd.—Lauzon, P.Q. (658)<br>222,49 22,97 7,886/8,430<br>216,19 22,86 12,15<br>P 28,1 F 15,6 1 dk<br>RW rf nil | **M Bulk Carrier**<br>6P<br>6 Ho 25,6 29,2 29,2 29,2 29,2 34,7 ER<br>G.35 541<br>17 Ha (stl) (each 5,9 × 14,3) ER | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 500kW 1 × 350kW 550V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 68,0t (d.o.) 399,5t (hvf) 14,75kn |
| **6711883**<br>Y3CW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **A. V. HUMBOLDT**<br>ex Georgius Agricola-70<br>**Institut fur Meereskunde**<br>Rostock German Democratic Republic | **1 271**<br>345<br>434 | DSRK | **1967** VEB Peene-Werft—Wolgast (222)<br>64,24 10,67 4,801<br>54,08 10,60 6,81<br>1 dk | **M Research/Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho<br>1W Der 1(4) | Oil 2SA 6Cy. 480 × 720<br>1 400bhp (1 030kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 216kW 1 × 120kW 1 × 60kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| **7401007**<br>VC8335<br>348233<br>Esd Gc<br>Pfd Rdr<br>RT | **A. W. HENRIKSEN**<br>**Canso Seafoods Ltd.**<br>H. B. Nickerson & Sons Ltd.<br>Pictou, N.S. Canada | **789**<br>371<br>— | ✠ | **1975**-6 Ferguson Industries Ltd.—Pictou, N.S. (197)<br>45,95 11,16 4,242<br>39,48 10,98 6,74<br>F 18,3 2 dks<br>rf 914 BK 229 | **M Fishing**<br>Stern Trawler<br>Side doors<br>1 Ho 16,0 ER | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 240kW 1 × 200kW 1 × 65kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t 10kn |
| **5425607**<br>Df Esd<br>Gc Pfd<br>Rdr | **A.O. MONIT**<br>ex Tidepool-82<br>**Government of The Republic of Chile (Ministerio de Naval)**<br>Chile | **14 130**<br>7 411<br>— | ✠LR class withdrawn-Owner's request 27/8/82 | **1963**-7 Hawthorn, Leslie (Shipbuilders) Ltd. —Hebburn (753)<br>177,91 21,72 10,281<br>167,95 21,65 12,35<br>P 52,5 B & F 65,9 1 dk<br>rf 152 | **S Tanker/Supply Ship**<br>Replenishment<br>Ice strengthened<br>25 Ta ER<br>L.(oil) 21 851<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Fuel 2 248,5t (o.f.)-93,5pd 17kn |
| **7128069**<br>Df Esd<br>Pfd Rdr<br>RT | **AAFJE** | **102**<br>38<br>— | | **1967** Scheepsbouwerf & Mfbk. H. de Haas N.V.—Maassluis<br>29,11<br>27,41 6,33 2,65<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 2SA 16Cy. 114 × 127<br>700bhp (515kW)<br>General Motors Corp. U.S.A. |
| **5156684** | **AAGE**<br>ex Cetus-78 ex Runa-69<br>ex Rimborg-68 ex Elni-67<br>ex Hulda Wal-65 ex Lindin-49<br>ex Ilse-46 ex Uuras-37 ex Assel<br>**Ronald Richardson** | **189**<br>96<br>239 | (NV) | **1931** Scheepswerven Gebr. Niestern —Delfzijl<br>*32,07* 6,53 2,591<br>6,48 3,05<br>RQD 4,6 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho 18,9 ER<br>G.328<br>2 Ha (each 6,4 × 3,8) ER<br>2W Der 2(1) | Oil 2SA 3Cy. 230 × 400<br>180bhp (132kW) NE 51<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 7,0t (d.o.) 8kn |
| **7346348**<br>PCAR<br>133<br>Df Esd<br>Gc Rdr<br>RT | **AALTJE JACOBA**<br>ex Marry Jacob-81<br>**Firma Jac. Hoekstra & Gebr. de Boer**<br>Urk Netherlands | **226**<br>83<br>— | | **1974** Ch. & Arme. A. Seghers—Oostende (C.55)<br>35,46 7,55 2,998<br>7,51 4,12<br>1 dk<br>len 77 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy.<br>1 310bhp (964kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam |

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| 7001065<br>PCAS<br>142<br>Df Esd<br>Gc Rdr<br>RT | **AALTJE MARGRIET**<br>ex Mattheus-74<br>**H. Snoek & Zonen**<br>Urk Netherlands | **140**<br>51<br>— | | **1969** N.V. Scheepswerf Haak—Zaandam (912)<br>30,15 6,63<br>3,18<br>1 dk<br>len 71 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy.<br>660bhp (485kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle |
| 6700470<br>PCAT<br>12326<br>Df Esd<br>Gc Rdr<br>RT | **AARDENBURGH**<br>**Nieuwe Kustvaart Maats. B.V.**<br>Koninklijke Nederlandsche<br>Stoomboot-Maatschappij B.V.<br>(KNSM) (Royal Netherlands<br>Steamship Co.)<br>Rotterdam Netherlands | **499**<br>298<br>1 104 | BV | **1966** Firma C. Amels & Zoon Schpswf. &<br>Mfbk. "Welgelegen"—Makkum (293)<br>72,98 11,59 3,645<br>68,03 11,51 3,66<br>F 10,1 1 dk & S dk | **M General Cargo** OSD<br>2 Ho 18,5 28,1 ER<br>G.3 188 B.2 842<br>2 Ha (stl) (12,5 × 6,1) (18,5 × 6,5)<br>ER<br>Der 3(6) | Oil 4SA 7Cy. 300 × 450<br>1 485bhp (1 092kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 53kW 1 × 12kW<br>400V 50Hz a.c.<br>Fuel 231,5t (d.o.) 13kn |
| 7723182<br>CNPA<br>6-715<br>Df Esd<br>Gc Rdr<br>RT | **AARK SOUSS**<br>**Societe Marocaine des Produits**<br>**de la Mer (SOMAMER)**<br>Casablanca Morocco | **307**<br>93<br>480 | BV | **1979** Con. Mec. de Normandie—Cherbourg<br>(34/02)<br>34,90 8,49 3,771<br>30,33 8,32 4,60<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>2 Ho ER | Oil 4SA 6Cy. 240 × 330 geared to sc.<br>shaft<br>960bhp (706kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 175kW 1 × 150kW<br>Controllable pitch propeller<br>12,5kn |
| 5000598<br>LCBW<br>5143<br>Df Esd<br>RT | **AARVAK**<br>**Odd Bjorklo**<br>Tromso Norway | **162**<br>55<br>— | | **1912** K. Dekke—Bergen<br>34,63 6,96<br>6,86<br>len 56 | **Wood M General Cargo/Sealer**<br>Mchy.aft<br>1 Ho<br>2 Ha (2,6 × 2,2) (1,3 × 1,8) | Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW) NE 64<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) |
| 7731751<br>OYTI<br>H725<br>Df Esd<br>RT | **AASE HOJ**<br>**Erik H. Hansen P/R**<br>Jorn Glerup Moller<br>Horsens Denmark | **148**<br>60<br>250 | | **1977** A/S Bogense Skibsvaerft—Bogense<br>(222)<br>30,92 8,54 2,401<br>28,99 2,80 | **M General Cargo Barge** | Vee Oil 4SA 8Cy. 127 × 140<br>350bhp (257kW)<br>Saab-Scania Sodertalje |
| 7002318<br>LJBV<br>17310<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **AASLAND**<br>ex Venlo-81<br>**A/S Aasland K/S**<br>Hans Martin Torkelsen<br>Bergen Norway | T.Mk<br>**299**<br>197<br>911 | NV | **1969** Orens M/V—Trondheim (47)<br>61,45 10,60 3,607<br>55,50 10,57 5,59<br>P 13,2 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 830 B.1 668<br>2 Ha (13,5 15,3 × 6,0) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 240 × 280 sr geared to sc.<br>shaft<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 40kW 1 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.)-3,5pd 11kn |
| 8129084<br>HO6647<br>10008<br>-PEXT | **AASSEF 4501**<br>**Offshore Vessel Investment**<br>**S.A.**<br>Panama | **492**<br>—<br>— | AB (Class cont.) | **1982** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (589)<br>... ... ...<br>42,52 10,01 4,22<br>1 dk | **TM Utility Vessel** | 2 Vee Oil 4SA each 12Cy. 185 × 210<br>geared to sc. shafts<br>3 680bhp (2 707kW)<br>AB Hedemora Verkstader Hedemora |
| 5051042<br>PCAU<br>12677<br>Df Esd<br>Rdr<br>RTm/h | **AAT V**<br>ex Breezand-73<br>**B.V. Scheepv. Maats. 'Diana V.'**<br>International Shipbrokers Ltd.<br>Rotterdam Netherlands | **499**<br>309<br>965 | **✠100A1** SS 5/81<br>**✠LMC** **UMS**<br>EL j 1⅛"SQ<br>FN 737 | **1962**-11 Kerstholt Scheeps. N.V.<br>—Groningen (371)<br>61,02 9,30 3,645<br>55,63 9,20 4,04<br>RAD 15,3 F 12,8 1 dk<br>RW rf 152<br>3BH WB321t incl. Dk a25t m10t | **M General Cargo**<br>1 Ho 39,9 ER<br>G.1 133 B.1 048<br>2 Ha (each 12,0 × 4,8) ER | Oil 4SA 6Cy. 305 × 460<br>750bhp (552kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 10kW 110V d.c.<br>Fuel 67,0t (d.o.) 12kn |
| 5176622<br>GGHK<br>301837<br>Df Esd<br>Gc Rdr<br>RTv | **ABACO**<br>ex Judaean-77<br>**Dagon Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **272**<br>86<br>— | **✠100A1** SS 7/82<br>For service within the<br>limits of the Continental<br>Shelf & Continental<br>Slope in an area bounded<br>in the north by Parallel<br>62°N, in the west by<br>Meridian 15°W and in<br>the south by Parallel<br>48°N<br>**✠LMC**<br>EL (e) 1"<br>FN 403 | **1960**-8 Cochrane & Sons Ltd.—Selby<br>(1449)<br>*36,43* 7,65<br>35,67 7,62 3,66<br>RQD 18,9 F 5,5<br>RW rf 610 BK 178 conv Side Trawler<br>Fishing 75<br>4BH WB7t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 2SA 5Cy. 340 × 570<br>790bhp (581kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 121kW 1 × 30kW 1 × 20kW<br>220/240V d.c.<br>Controllable pitch propeller<br>Fuel 50,0t (d.o.) 11,5kn |
| 5000641<br>RT | **ABACO FARMER**<br>ex M-H-C-24 | **346**<br>197<br>366 | | **1944** New Jersey Shipyard Corp.—Barber,<br>NJ<br>*48,47* 6,99 2,464<br>... ... ...<br>1 dk<br>conv Landing Craft — | **TM General Cargo** 3P<br>2 Ho 20,7 6,7<br>2 Ha (3,6 3,2 × 2,4) | 8 Vee Oil 2SA each 6Cy. 108 × 127<br>geared to sc. shafts<br>General Motors Corp. Detroit, Mi<br>Gen 4 × 91,5kW 120V d.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| 5113553<br>317371<br>Df | **ABACO SANDS**<br>ex Fendo-81 ex Emke-56<br>**Sands & Sons Shipping Co. Ltd.**<br>Nassau Bahamas | **237**<br>126<br>240 | BV | **1950** N.V. Schps. Doornbos—Tjamsweer<br>(88)<br>41,86 6,23 2,159<br>37,70 6,19 2,47<br>P 10,4 F 7,4 1 dk | **M General Cargo**<br>1 Ho 23,3 ER<br>G.388 B.357<br>1 Ha (stl) (8,9 × 3,3) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 137 × 165 geared to sc.<br>shaft<br>380bhp (280kW) NE 70<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 8,5kn |
| 5292256<br>C6RU<br>RTm | **ABACO WANDERER**<br>ex Regla Segundo-63<br>**Islands Produce Ltd.** | **382**<br>223<br>380 | | **1948** ..............U.S.A.<br>*47,25* 7,04 2,464<br>... ... ...<br>1 dk<br>conv Landing Craft — | **TM General Cargo** 3P<br>2 Ho 25,3 6,7<br>2 Ha (3,6 × 3,6) (2,7 × 2,7)<br>Cr 2(2) | 4 Vee Oil 2SA each 6Cy. 108 × 127<br>geared to sc. shafts<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 1 × 1,5kW 120V d.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| 5000639<br>RT | **ABACO-ADMIRAL**<br>ex M-H-C-37<br>**Tropicana Products Co.**<br>La Ceiba Honduras | **311**<br>173<br>— | | **1944** Albina Eng. & Mach. Works<br>—Portland, Or<br>*46,58* 7,12<br>... ... ...<br>1 dk<br>conv Landing Craft — | **TM General Cargo** | 8 Vee Oil 2SA each 6Cy. 108 × 127<br>geared to sc. shafts<br>General Motors Corp. Detroit, Mi |

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| **5000653**<br>RT | **ABACO-MERCHANT**<br>ex M-H-C-30<br>**Tropicana Products Co.**<br>La Ceiba Honduras | **296**<br>173<br>— | | **1944** Consolidated Steel Corp.—Long Beach, Ca<br>*46,58* 7,12<br>... ... ...<br>1 dk<br>conv Landing Craft — | **TM General Cargo** | 8 Vee Oil 2SA each 6Cy. 108 × 127 geared to sc. shafts<br>General Motors Corp. Detroit, Mi |
| **5000665**<br>HRRJ<br>RT | **ABACO-TRADER**<br>ex M-H-C-29<br>**Tropicana Products Co.**<br>La Ceiba Honduras | **296**<br>173<br>— | | **1944** Consolidated Steel Corp.—Long Beach, Ca<br>*46,58* 7,12<br>... ... ...<br>1 dk<br>conv Landing Craft — | **TM General Cargo** | 8 Vee Oil 2SA each 6Cy. 108 × 127 geared to sc. shafts<br>General Motors Corp. Detroit, Mi |
| **7108069**<br>EQTC<br>Rdr RT | **ABADAN**<br>ex High Tide-69<br>ex Tilman J. No. 4 ex High Tide<br>**Tidewater Middle East Marine Service Co.**<br>Tidewater Inc.<br>Abadan Iran | **192**<br>130<br>— | | **1956** Alexander Shipyards Inc.—New Orleans, La<br>*39,35* 9,76 2,394<br>2,90 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 127 × 142<br>1 200bhp (883kW)<br>General Motors Corp. U.S.A. |
| **5232622**<br>EQHA<br>Df Esd<br>Rdr<br>RTm/h | **ABADAN STAR**<br>ex Lebanese Star-75<br>ex Meres-N-66<br>**Habibullah Piltan & Co.**<br>Abadan Iran | T.Mk<br>**516**<br>205<br>859 | (GL) | **1952** N.V. Werf "Gusto"—Schiedam (7)<br>66,20 9,78 3,650<br>9,73 5,80<br>P 17,1 B 41,2 F 4,3 2 dks<br>RW rf 102 | **M General Cargo**<br>1 Ho 37,4 ER<br>G.1 769 B.1 576<br>2 Ha (11,9 × 6,0) (13,1 × 6,4) ER<br>4W Der 2(5) 2(3) | Vee Oil 4SA 12Cy. 160 × 180 reduction geared to sc. shaft<br>800bhp (588kW) NE 75<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 45kW 1 × 15kW 110V d.c.<br>Fuel 45,5t (d.o.) 12kn |
| **5000677**<br>EHSO<br>Esd | **ABADEJO**<br>**Luis Garcia Perez y otros**<br>Vigo Spain | **168**<br>88<br>— | | **1946** Hijos de J. Barreras S.A.—Vigo<br>*30,00* 6,38 4,268<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 203 305 & 508 × 406<br>.............<br>Fuel 51,0t (o.f.) 8,75kn |
| **8109565** | **ABADI**<br>**Sim Chek Siang Shipping Sendirian Berhad**<br>Miri Malaysia | **160**<br>—<br>— | AB (Class cont.) | **1981** Asiaweld Shipbuilding (Pte.) Ltd. —Singapore (42)<br>... ... ...<br>27,97 7,61 3,31<br>1 dk | **TM Stand-by Safety Vessel**<br>for offshore installations | 2 Oil<br>1 040bhp (765kW)<br>............. |
| **8220668** | **ABADI SAKTI 1**<br>**P.T. Abadi Sakti Timber**<br>Indonesia | **300**<br>—<br>— | AB (Class cont.) | **1982** Santan Slipway & Eng. Co. (Pte.) Ltd. —Singapore (8236)<br>... ... ...<br>21,01 6,71 3,28 | **TM Tug** | 2 Oil<br>............. |
| **5000691**<br>EWDL<br>M-17072<br>Df Esd<br>Gc Rdr | **ABAGUR**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1962** Rauma-Repola Oy—Rauma/Raumo (119)<br>105,11 14,81 6,224<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>4W Der 1(3) 3(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **5000706**<br>URUL<br>M-26526<br>Df Esd<br>Gc Rdr<br>RT | **ABAGURLES**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 653**<br>2 361<br>6 124 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk (B514/14)<br>123,88 16,74 7,020<br>115,04 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.8 394 B.7 648<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 1 × 300kW 1 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 14,5kn |
| **6622355**<br>USIL<br>M-17167<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABAKAN**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 400 | RS | **1967** Rauma-Repola Oy—Rauma/Raumo (157)<br>105,39 14,81 6,200<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 456 HeCls. BC<br>1 Ha (2,5 × 3,2)<br>4W Der 1(3) 3(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **7028908**<br>Df Esd<br>Gc Rdr<br>RT | **ABAKAN**<br>**Government of The Socialist Republic of Vietnam** | **1 772**<br>557<br>1 660 | (RS) | **1966** .............Kerch<br>83,57 12,04 4,649<br>74,00 11,97 5,39<br>1 dk | **M Tanker**<br>Ice strengthened<br>Mchy.aft<br>12 Ta<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,5kn |
| **5000718**<br>UQHM<br>M-26504<br>Df Esd<br>Gc Rdr<br>RT | **ABAKANLES**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 638**<br>2 349<br>6 500 | RS | **1961** Stocznia Gdanska im. Lenina—Gdansk (B514/08)<br>123,93 16,74 7,240<br>114,99 16,69 8,46<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.8 280 B.7 191<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW 440V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 15kn |
| **6603684**<br>EEWE<br>734<br>Gc Rdr<br>RT | **ABANTO**<br>Launched as J.C.P.-G. 5<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spain | **1 005**<br>543<br>1 617 | ✠Classed LR until 2/70 | **1966**-6 Soc. Espanola de Const. Nav. —Cadiz (121)<br>61,02 11,74 4,058<br>57,99 11,50 4,81<br>RFD 14,1 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 270 × 500<br>1 110bhp (816kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 80kW 380V 50Hz a.c.<br>10kn |
| **5000732**<br>EAJH<br>982<br>Df Esd<br>RT | **ABARIS**<br>**Pesquerias del Tinto S.A.**<br>Huelva Spain | **236**<br>108<br>— | BV | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (155)<br>35,67 6,91 2,794<br>30,05 6,86 3,92<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 43,0t (d.o.) 11,75kn |

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| 7106657<br>UIAX<br>M-17294<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABAVA**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 468**<br>1 607<br>4 992 | RS | **1971** Rauma-Repola Oy—Rauma/Raumo (201)<br>106,08 15,45 6,741<br>97,01 15,42 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908 HeCls. BC<br>1 Ha (2,2 × 3,2)<br>3W Der 1(2) 2(1,5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 14kn |
| 6870328<br>UMZN<br>M-24291 | **ABAVA**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **264**<br>94<br>134 | (RS) | **1957** ..............East Germany<br>39,15 7,40 2,931<br>3,48<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>In.167<br>2 Ha (each 1,2 × 1,2)<br>Der 1(1,5) | Oil 4SA 6Cy. 320 × 480<br>E made70 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| 7408809<br>GYOQ<br>386229<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABBEY**<br>Launched as Andwi<br>**Town & County Factors Ltd. & First International Bankshares (Leasing) Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **63 125**<br>49 879<br>118 750 | **100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4, 6 & 8 or 2, 6, & 8 or 2 & 6 or 6 may be empty<br>**LMC** **UMS**<br>EL V† 715,0/92,0U3<br>FN 15644<br>(NV) | **1979** Uddevallavarvet AB—Uddevalla (300)<br>263,69(BB) 40,85 15,907<br>250,86 40,71 21,65<br>F 17,7 1 dk<br>rf 127<br>11BH WB78866T incl. Comb. btm & STs in Nos. 3 to 9 holds inclusive 11766T, topside tanks in Nos.1 to 9 holds inclusive 5924T, Nos. 2, 4 and 8 holds for clean ballast 51966T | **M Bulk Carrier**<br>9 Ho 21,1 21,1 21,1 21,1 21,1 21,1 21,1 21,1 22,5 ER<br>G.148 473<br>1 Ha (stl) (17,0T × 11,5) 8 Ha (stl) (each 17,9 × 19,7) ER | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 672kW 450V 60Hz a.c.<br>16kn |
| 6525260<br>HT27<br>Esd RT | **ABBIRA**<br>**Israel Ports Authority**<br>Haifa Israel | **188**<br>—<br>— | ✠**100A1** SS 6/81<br>tug<br>East Mediterranean & Red Sea service<br>✠**LMC**<br>EL (b)<br>FN 308 | **1965**-12 Atlas Werke A.G.—Bremen (434)<br>30,51 8,03 3,131<br>26,01 7,82 4,02<br>rf 1194 BK 127<br>3BH | **M Tug** | 2 Oil 4SA each 8Cy. 220 × 280 with flexible couplings & sr reverse gear to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| 8019851<br>618778 | **ABBONDANZA**<br>**Michael A. Salvato**<br>San Francisco, Ca United States of America | **149**<br>105<br>— | | **1979** Rodriguez Boat Builders Inc.—Coden, Al<br>27,44<br>6,72 3,69<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-fishing | Oil<br>U.S.A. |
| 6622525<br>GZKY<br>303544<br>Esd Rdr<br>RTv | **ABBOTSGRANGE**<br>**Forth Ports Authority**<br>Grangemouth United Kingdom | **1 864**<br>771<br>2 235 | ✠**100A1** SS 8/80<br>hopper dredger<br>Firth of Forth service, limiting line—Crail—Dunbar<br>✠**LMC**<br>EL q 1½"U2<br>FN 1440 | **1967**-3 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (447)<br>76,23 14,79 4,884<br>71,33 14,33 5,85<br>B 7,4 1 dk<br>rf nil<br>4BH WB193t | **TD-E Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge<br>Twin side arms Dredging depth 17,0<br>Mchy.aft<br>Hopper 1 529<br>2 sandpumps each 447kW (600bhp) | 2 Vee Oil 4SA each 16Cy. 171 × 267 total 4 024bhp (2 960kW) driving 2 gen. each 1 200kW 730V connected to 2 elec. motors each of 1 100shp (809kW) (CC)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 200kW 1 × 36kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.) 12kn |
| 5000823<br>VGWC<br>175450 | **ABBY**<br>ex Abegweit-81<br>**CN Marine Inc.**<br>Charlottetown, P.E.I. Canada | **6 694**<br>3 605<br>2 666 | *Classed BC until 5/50 | **1947**-8 Marine Industries Ltd.—Sorel, P.Q. (144)<br>113,54 18,62 5,792<br>106,08 18,60 7,55<br>B & F 105,2 1 dk<br>RW rf 152 | **TD-E RoRo Cargo/Ferry**<br>Rail Vehicles 400dk P<br>Ice strengthened | 8 Oil 2SA each 12Cy. 290 × 500 total 12 000bhp (8 827kW) driving 8 gen. each 1 000kW 320V d.c. connected to 4 elec. motors each of 2 465shp (1 813kW) (WL) & geared to sc. shafts<br>Sulzer<br>Dominion Eng. Works Montreal, P.Q.<br>Gen 3 × 500kW 220V d.c.<br>2 propellers aft, 2 fwd<br>Fuel 437,0t (d.o.) 15kn |
| 5032943 | **ABC ADEN**<br>ex BP Aden-80<br>**Aden Bunkering Co.**<br>Aden People's Dem. Rep. of Yemen | **311**<br>279<br>660 | ✠**A1** SS 9/76<br>oil tanker<br>FP above 65.5°C<br>Aden harbour service<br>EL (d)<br>FN 434<br>**LAID UP — SURVEYS OVERDUE 9/80** | **1954**-6 Clelands (Successors) Ltd. —Wallsend (190)<br>38,21 8,74 3,201<br>35,51 8,69 3,51<br>1 dk<br>RW<br>6BH WB94t | **Tank Barge**<br>4 Ta<br>L.(oil) 667 HeCls. C | ✠ db 105lbf/in$^2$ (7,3bar) class withdrawn 3/61 |
| 5032797 | **ABC 21**<br>ex BP 21-82<br>ex A.I.O.C. No. 26-57<br>**Aden Bunkering Co.**<br>Aden People's Dem. Rep. of Yemen | **75**<br>—<br>102 | ✠**A-** SS 3/82<br>oil tanker—FP above 65.5°C. Aden harbour service<br>EL (a)<br>FN 190 | **1949**-12 Mechans Ltd.—Scotstoun<br>24,44 5,97 1,245<br>24,39 5,80 1,99<br>2BH | **Tank Barge**<br>2 Ta<br>L.(oil) 140 | |
| 5032838 | **ABC 27**<br>ex BP 27-80<br>ex A.I.O.C. No. 30-57<br>**Aden Bunkering Co.**<br>Aden People's Dem. Rep. of Yemen | —<br>—<br>46 | ✠**A-** SS 12/80<br>oil tanker<br>FP above 65.5°C<br>Aden harbour service<br>EL (a)<br>FN 120 | **1950**-10 Millen Bros. Ltd.—Paisley<br>17,20 5,54 1,067<br>17,07 5,49 1,53<br>RW<br>2BH | **Tank Barge**<br>1 Ta | |
| 5032917 | **ABC 37**<br>ex BP 37-80<br>**Aden Bunkering Co.**<br>Aden People's Dem. Rep. of Yemen | **70**<br>—<br>— | ✠**A** SS 10/80<br>oil tanker<br>FP above 65.5°C<br>aden harbour service<br>EL (a)<br>FN 146 | **1959**-3 Clelands (Successors) Ltd. —Wallsend (240)<br>18,62 7,29 1,220<br>18,29 6,10 1,83<br>rf nil<br>3BH | **Tank Barge**<br>1 Ta<br>L.(oil) 51 | |
| 7426502<br>Rdr RT | **ABD AL KURI**<br>**Public Corporation for Fish Wealth**<br>Aden People's Dem. Rep. of Yemen | **147**<br>51<br>— | | **1975** Minami-Nippon Zosen K.K.—Kushikino (230)<br>28,73 6,51<br>24,52 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 180 × 230<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |

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| 5198682<br>ODHY<br>B4092<br>Rdr RTm | **ABDALLAH R.**<br>ex Mahmoud-80 ex Kvitsoy-76<br>**Youssef A. Abourahal & Hanna N. Tabet**<br>Beirut Lebanon | **478**<br>178<br>889<br>**744**<br>436<br>1 031 | NV | **1958** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (5164)<br>58,02 9,48 3,677/—<br>53,47 9,45 5,36<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 14,6 16,6comb. 5,0 ER<br>B.1 372<br>4 Ha (stl) (6,4 4,8 4,3 × 3,0) (1,6 × 1,6) ER<br>4W Cr 1(3) Der 1(6) 2(2) 1(1) | Oil 4SA 8Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 1 × 15kW 380V 50Hz a.c.<br>Fuel 61,0t (d.o.)-2,5pd 11kn |
| 7643057<br>Df Esd<br>Pfd Rdr<br>RT | **ABDEL MOUMAN**<br>**Comapeche Agadir**<br>Morocco | **110**<br>—<br>— | | **1977** Limbongan Mara—Kuala Trengganu<br>24,69 6,25 2,083<br>20,35 6,10 3,05<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 12Cy. 150 × 180<br>450bhp (331kW) Poyaud<br>Soc. Surgerienne de Const. Mec. Surgeres |
| 5140037<br>Df Esd<br>Gc Rdr | **ABDEL RAHMAN AZZAM**<br>ex Hydra Glory-82 ex Florina-75<br>ex Libra-73 ex Hai Tsung-70<br>ex Kalymnos-61<br>ex Andros Glory-60<br>**Elsayed Mohamed Amin Mostafa**<br>Egypt | **10 058**<br>5 870<br>15 578 | (AB) | **1956** Ishikawajima Jukogyo—Tokyo (744)<br>158,91 19,05 9,789<br>150,02 19,00 12,60<br>P 41,8 F 15,3 2 dks<br>rf 102 | **S General Cargo** CSD<br>6 Ho ER<br>G.21 865 B.20 260<br>6 Ha (8,9 9,7 9,7 9,7 9,7 9,7 × 7,6) ER<br>12W Der 1(50) 4(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>8 200shp (6 032kW)<br>Ishikawajima Jukogyo Tokyo<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 2 188,5t (o.f.) 16kn |
| 7722592<br>CNFO<br>Df Esd<br>Gc Rdr<br>RT | **ABDELMOUMEN**<br>**Compagnie de Transport Maritime S.A. (COTORAMA)**<br>Tangier Morocco | **2 749**<br>1 678<br>4 306 | BV | **1978** Miho Zosensho K.K.—Shimizu (1076)<br>102,49 17,00 6,562<br>94,01 16,01 9,56<br>3 dks | **M General Cargo**<br>Ref.<br>4 Ha (stl) (7,0 7,7 × 6,4) (5,7 6,4 × 6,4) ER<br>Der 8(3) | Oil 4SA 6Cy. 540 × 850<br>5 500bhp (4 046kW)<br>The Hanshin Diesel Works Ltd. Japan<br>16,75kn |
| 7364522<br>TCJG<br>4318<br>Df Esd<br>Gc Rdr<br>RT | **ABDI KOLOTOGLU**<br>**Kolotoglu Denizcilik Ltd.**<br>Istanbul Turkey | **494**<br>297<br>1 219<br>**1 024**<br>784<br>2 200 | AB | **1975** Deniz Insaat Kizaklari—Buyukdere (139)<br>69,32 4,852/5,055<br>60,00 10,49 5,90<br>F 6,8 1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>2 Ho ER<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 480 reverse reduction geared to sc. shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 32kW 1 × 24kW 1 × 20kW a.c.<br>Fuel 84,5t (d.o.) 14kn |
| 7502435<br>WYH7<br>017<br>571492<br>Esd Gc<br>Pfd Rdr<br>RT | **ABDON MARTIN**<br>**Andrew Martin Marine Corp.**<br>New Orleans, La United States of America | **163**<br>111<br>— | AB | **1976** Halter Marine Services, Inc.—New Orleans, La (498)<br>36,89 10,44<br>34,93 10,39 5,77<br>F 20,5 1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 99kW a.c.<br>Fuel 400,5t (d.o.) 13kn |
| 6706929<br>P3RB<br>394423<br>Df Esd<br>Rdr RT | **ABDUL LATIF**<br>ex Stern Saturn-79 ex Saturn-74<br>**Salwa Marine Co. Ltd.**<br>Limassol Cyprus | **2 079**<br>1 312<br>3 299 | GL | **1967** Werft Nobiskrug—Rendsburg (850)<br>89,92 13,54 5,785<br>82,02 13,52 6,76<br>F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 299 B.4 041<br>4 Ha (stl) (each 8,7 × 7,0) ER<br>Der 1(15) 8(3-5) | Oil 2SA 7Cy. 400 × 600<br>1 870bhp (1 375kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13kn |
| 6500430<br>321573 | **ABDUL MALIKI**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **154**<br>41<br>— | **✠A1** SS 7/77<br>tug<br>Nigerian river & harbour service<br>**✠LMC**<br>EL (b)<br>FN 287<br>**LAID UP — SURVEYS OVERDUE 7/81** | **1965**-2 Henry Robb Ltd.—Leith (491)<br>28,63 7,83<br>25,91 7,40 3,66<br>rf 356 BK 152<br>5BH WB50t | **TM Tug** | 2 Oil 2SA each 6Cy. 250 × 420 sr reverse geared to sc. shafts<br>British Polar Engines Ltd. Glasgow<br>11,5kn |
| 5386966<br>B4043<br>Df Esd<br>Rdr RTm | **ABDUL RAHMAN**<br>ex Al Saber-81<br>ex Abdul Rahman-80 ex Expo-77<br>ex Waverstroom-69 ex Expo-60<br>**M. Alhag Mahmod Dana**<br>Beirut Lebanon | **498**<br>282<br>686 | AB | **1959** Scheeps. "Voorwaarts"—Martenshoek (176)<br>51,92 8,51 3,274<br>47,68 8,41 3,56<br>P 11,9 F 6,8 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 31,2 ER<br>G.966 B.882<br>2 Ha (each 11,0 × 4,9) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 18kW 1 × 10kW 1 × 5kW<br>Fuel 75,0t 11,5kn |
| 5048069<br>ODPJ<br>T33<br>Df Esd<br>Gc Rdr<br>RTm | **ABDUL RAZZAK**<br>ex Atlanta-74 ex Bonita-68<br>**Hassan A. Sattout & Co.**<br>Ets. Abdul-Razzak Sattout<br>Tripoli Lebanon | **888**<br>423<br>1 090<br>**1 425**<br>991<br>1 990 | GL | **1956** J. J. Sietas K.G. Schiffswerft —Hamburg (397)<br>74,48 11,05 3,817/5,119<br>70,92 11,00 5,90<br>B 15,3 F 10,4 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD 4P<br>2 Ho ER<br>G.2 587 B.2 424<br>2 Ha (stl) (14,4 17,9 × 6,4) ER<br>Der 1(20) 8(3-5) | Oil 4SA 6Cy. 426 × 660<br>1 350bhp (993kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 13kn |
| 7228704<br>HP3140<br>6172-75<br>Df Gc<br>Pfd Rdr<br>RT | **ABDULLA**<br>ex Cheramie Bo Truc No. 17-75<br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **191**<br>130<br>— | AB | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (338)<br>11,59 3,582<br>50,98 4,12<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 75kW a.c.<br>Fuel 217,5t (d.o.) 14kn |
| 5320508<br>9KEE<br>KT1213<br>Df Esd<br>Rdr RT | **ABDULLAH**<br>ex Mishael Al-Kulaib No. 5-80<br>ex Senzan Maru No. 8<br>**Khalid A. Abdulaziz Al Asman**<br>Kuwait Kuwait | **1 957**<br>1 049<br>4 424 | NK | **1963** Onomichi Zosen—Onomichi (115)<br>88,91 12,68 5,663<br>82,00 12,60 6,61<br>P 23,8 F 8,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 935 B.3 589<br>2 Ha (13,7 26,5 × 6,5) ER<br>9W Der 4(20) 2(15) | Oil 4SA 6Cy. 470 × 670<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 36kW 225V d.c.<br>Fuel 203,0t-6,5pd 12,5kn |
| 5340998<br>SUWS<br>Esd Pfd<br>Rdr<br>RTm/v | **ABEER DELTA**<br>ex Sallywalter-80<br>ex Ballywalter-79 ex Steyning-71<br>**Delta Marine & Trading Co.**<br>Alexandria Egypt | **1 572**<br>814<br>2 078 | ✠LR class withdrawn 27/10/82 | **1955**-4 Austin & Pickersgill Ltd.—South Dock, Sunderland (421)<br>73,77 11,64 4,814<br>70,41 11,59 5,03<br>RQD 45,2 B 4,9 F 7,7 1 dk<br>RW rf nil | **M General Cargo**<br>3 Ho 15,2 14,0 14,1 ER<br>G.2 894 B.2 781<br>3 Ha (stl) (9,4 × 6,7) (9,4 9,4 × 7,4) ER<br>Der 1(2,5) | Oil 2SA 8Cy. 360 × 600<br>1 200bhp (883kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>Gen 2 × 100kW 220V d.c.<br>Fuel 71,0t (d.o.) 10,75kn |

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| **7927843**<br>801836 | **ABEGWEIT**<br>**CN Marine Inc.**<br>Charlottetown, P.E.I. Canada | **13 483**<br>9 573<br>4 500 | **100A1**<br>Class Contemplated<br>FN 3325 | **1982** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1136)<br>122,41 6,171<br>113,11 21,51 7,88<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 900P<br>Ice strengthened | 6 Vee Oil 4SA each 16Cy. 254 × 305<br>20 400bhp (15 005kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>17kn |
| **7725403**<br>FPJH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABEILLE BRETAGNE**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Brest France | **607**<br>143<br>1 200 | BV | **1979** At. & Ch. de la Manche—Dieppe (1271)<br>43,74 11,82 4,711<br>40,01 11,41 5,44<br>1 dk | **M Tug** | 2 Oil 4SA each 6Cy. 280 × 290 geared to sc. shaft<br>Pielstick<br>Alsthom-Atlantique Montoir, St. Nazaire<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| **7710513**<br>FNPB<br>493545<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ABEILLE FLANDRE**<br>ex Neptun Suecia-79<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Brest France | **1 576**<br>423<br>1 550 | BV (NV) | **1978** Ulstein Hatlo A/S—Ulsteinvik (157)<br>63,28 (BB) 14,43 7,001<br>55,10 14,41 7,32<br>1 dk | **TM Tug**<br>Ice strengthened | 4 Vee Oil 4SA each 8Cy. 320 × 420 geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 352kW 3 × 256kW<br>1 × 64kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>17kn |
| **7710525**<br>FNPC<br>493546<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ABEILLE LANGUEDOC**<br>ex Neptun Gothia-79<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Brest France | **1 584**<br>443<br>1 550 | BV (NV) | **1979** Ulstein Hatlo A/S—Ulsteinvik (158)<br>63,28 (BB) 14,74 6,598<br>58,63 14,42 7,32<br>F - 1 dk | **TM Tug**<br>Ice strengthened | 4 Vee Oil 4SA each 8Cy. 320 × 420 geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 352kW 3 × 256kW<br>1 × 64kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 1 450,0t (d.o & hvf) 17kn |
| **5000835**<br>FO3442<br>3029<br>RT | **ABEILLE No. 1**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Nantes France | **101**<br>—<br>— | BV<br>✠Classed LR until 1/74 | **1959**-7 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (402)<br>25,51 6,89 2,998<br>23,02 6,41 3,31<br>1 dk<br>RW rf 508 BK 102 | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & dr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| **5000847**<br>TO2024<br>3038<br>RT | **ABEILLE No. 2**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Nantes France | **106**<br>—<br>— | **✠100A1** SS 2/82<br>tug<br>English Channel & French coasting service<br>**✠LMC**<br>EL (a)<br>FN 224<br>(BV) | **1960**-1 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (398)<br>25,51 6,89 2,909<br>22,99 6,41 3,31<br>RW rf 533 BK 102<br>5BH WB6t | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| **5000897**<br>THAS<br>797<br>RTv | **ABEILLE No. 3**<br>ex Abeille No. 9-75<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Nantes France | **101**<br>—<br>— | BV | **1961** Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (415)<br>25,00 6,86 2,750<br>23,47 6,41 3,20<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & dr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 20kW 220V d.c. |
| **7521778**<br>FTLV<br>Esd Rdr<br>RT | **ABEILLE No. 5**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **209**<br>—<br>— | BV | **1977** At. & Ch. de la Manche—Dieppe (1254)<br>29,01 2,810<br>27,01 8,51 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 280<br>Crepelle et Cie. Lille<br>2 Directional propellers<br>11,75kn |
| **7521780**<br>FTLW<br>Esd Rdr<br>RT | **ABEILLE No. 6**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **209**<br>—<br>— | BV | **1977** At. & Ch. de la Manche—Dieppe (1255)<br>29,01 2,810<br>27,01 8,51 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 280<br>Crepelle et Cie. Lille<br>2 Directional propellers<br>11,75kn |
| **7211177**<br>FSGI<br>3232<br>Df Esd<br>Rdr | **ABEILLE No. 7**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **299**<br>—<br>133 | BV | **1972** Ch. de la Garonne—Bordeaux (1133)<br>32,42 9,73 4,960<br>30,00 9,33 4,14<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 240 × 220<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12kn |
| **7217901**<br>FSGN<br>3233<br>Df Esd<br>Rdr | **ABEILLE No. 8**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **299**<br>—<br>133 | BV | **1972** Ch. de la Garonne—Bordeaux (1134)<br>33,00 9,73 4,960<br>30,00 9,33 4,14<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 240 × 220<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12kn |
| **7419016**<br>FZYR<br>Df Esd<br>Rdr RT | **ABEILLE No. 9**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **433**<br>—<br>750 | BV | **1975** Ziegler Freres—Dunkerque (190)<br>37,29 11,59 3,610<br>35,01 11,00 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 240 × 220<br>AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12,25kn |

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| **5198682**<br>ODHY<br>B4092<br>Rdr RTm | **ABDALLAH R.**<br>ex Mahmoud-80 ex Kvitsoy-76<br>**Youssef A. Abourahal & Hanna N. Tabet**<br>Beirut Lebanon | **478**<br>178<br>889<br>**744**<br>436<br>1 031 | NV | **1958** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (5164)<br>58,02 9,48 3,677/—<br>53,47 9,45 5,36<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 14,6 16,6comb. 5,0 ER<br>B.1 372<br>4 Ha (stl) (6,4 4,8 4,3 × 3,0) (1,6 × 1,6) ER<br>4W Cr 1(3) Der 1(6) 2(2) 1(1) | Oil 4SA 8Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 1 × 15kW 380V 50Hz a.c.<br>Fuel 61,0t (d.o.)-2,5pd 11kn |
| **7643057**<br>Df Esd<br>Pfd Rdr<br>RT | **ABDEL MOUMAN**<br>**Comapeche Agadir**<br>Morocco | **110**<br>—<br>— | | **1977** Limbongan Mara—Kuala Trengganu<br>24,69 6,25 2,083<br>20,35 6,10 3,05<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 12Cy. 150 × 180<br>450bhp (331kW) Poyaud<br>Soc. Surgerienne de Const. Mec. Surgeres |
| **5140037**<br>Df Esd<br>Gc Rdr | **ABDEL RAHMAN AZZAM**<br>ex Hydra Glory-82 ex Florina-75<br>ex Libra-73 ex Hai Tsung-70<br>ex Kalymnos-61<br>ex Andros Glory-60<br>**Elsayed Mohamed Amin Mostafa**<br>Egypt | **10 058**<br>5 870<br>15 578 | (AB) | **1956** Ishikawajima Jukogyo—Tokyo (744)<br>158,91 19,05 9,789<br>150,02 19,00 12,60<br>P 41,8 F 15,3 2 dks<br>rf 102 | **S General Cargo** CSD<br>6 Ho ER<br>G.21 865 B.20 260<br>6 Ha (8,9 9,7 9,7 9,7 9,7 9,7 × 7,6) ER<br>12W Der 1(50) 4(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>8 200shp (6 032kW)<br>Ishikawajima Jukogyo Tokyo<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 2 188,5t (o.f.) 16kn |
| **7722592**<br>CNFO<br>Df Esd<br>Gc Rdr<br>RT | **ABDELMOUMEN**<br>**Compagnie de Transport Maritime S.A. (COTORAMA)**<br>Tangier Morocco | **2 749**<br>1 678<br>4 306 | BV | **1978** Miho Zosensho K.K.—Shimizu (1076)<br>102,49 17,00 6,562<br>94,01 16,01 9,56<br>3 dks | **M General Cargo**<br>Ref.<br>4 Ha (stl) (7,0 7,7 × 6,4) (5,7 6,4 × 6,4) ER<br>Der 8(3) | Oil 4SA 6Cy. 540 × 850<br>5 500bhp (4 046kW)<br>The Hanshin Diesel Works Ltd. Japan<br>16,75kn |
| **7364522**<br>TCJG<br>4318<br>Df Esd<br>Gc Rdr<br>RT | **ABDI KOLOTOGLU**<br>**Kolotoglu Denizcilik Ltd.**<br>Istanbul Turkey | **494**<br>297<br>1 219<br>**1 024**<br>784<br>2 200 | AB | **1975** Deniz Insaat Kizaklari—Buyukdere (139)<br>69,32 4,852/5,055<br>60,00 10,49 5,90<br>F 6,8 1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>2 Ho ER<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 480 reverse reduction geared to sc. shaft<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 32kW 1 × 24kW 1 × 20kW a.c.<br>Fuel 84,5t (d.o.) 14kn |
| **7502435**<br>WYH7<br>017<br>571492<br>Esd Gc<br>Pfd Rdr<br>RT | **ABDON MARTIN**<br>**Andrew Martin Marine Corp.**<br>New Orleans, La United States of America | **163**<br>111<br>— | AB | **1976** Halter Marine Services, Inc.—New Orleans, La (498)<br>36,89 10,44<br>34,93 10,39 5,77<br>F 20,5 1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 99kW a.c.<br>Fuel 400,5t (d.o.) 13kn |
| **6706929**<br>P3RB<br>394423<br>Df Esd<br>Rdr RT | **ABDUL LATIF**<br>ex Stern Saturn-79 ex Saturn-74<br>**Salwa Marine Co. Ltd.**<br>Limassol Cyprus | **2 079**<br>1 312<br>3 299 | GL | **1967** Werft Nobiskrug—Rendsburg (850)<br>89,92 13,54 5,785<br>82,02 13,52 6,76<br>F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 299 B.4 041<br>4 Ha (stl) (each 8,7 × 7,0) ER<br>Der 1(15) 8(3-5) | Oil 2SA 7Cy. 400 × 600<br>1 870bhp (1 375kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13kn |
| **6500430**<br>321573 | **ABDUL MALIKI**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **154**<br>41<br>— | **✠A1** SS 7/77<br>tug<br>Nigerian river & harbour service<br>**✠LMC**<br>EL (b)<br>FN 287<br>**LAID UP — SURVEYS OVERDUE 7/81** | **1965**-2 Henry Robb Ltd.—Leith (491)<br>28,63 7,83<br>25,91 7,40 3,66<br>rf 356 BK 152<br>5BH WB50t | **TM Tug** | 2 Oil 2SA each 6Cy. 250 × 420 sr reverse geared to sc. shafts<br>British Polar Engines Ltd. Glasgow<br>11,5kn |
| **5386966**<br>B4043<br>Df Esd<br>Rdr RTm | **ABDUL RAHMAN**<br>ex Al Saber-81<br>ex Abdul Rahman-80 ex Expo-77<br>ex Waverstroom-69 ex Expo-60<br>**M. Alhag Mahmod Dana**<br>Beirut Lebanon | **498**<br>282<br>686 | AB | **1959** Scheeps. "Voorwaarts"—Martenshoek (176)<br>51,92 8,51 3,274<br>47,68 8,41 3,56<br>P 11,9 F 6,8 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 31,2 ER<br>G.966 B.882<br>2 Ha (each 11,0 × 4,9) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 18kW 1 × 10kW 1 × 5kW<br>Fuel 75,0t 11,5kn |
| **5048069**<br>ODPJ<br>T33<br>Df Esd<br>Gc Rdr<br>RTm | **ABDUL RAZZAK**<br>ex Atlanta-74 ex Bonita-68<br>**Hassan A. Sattout & Co.**<br>Ets. Abdul-Razzak Sattout<br>Tripoli Lebanon | **888**<br>423<br>1 090<br>**1 425**<br>991<br>1 990 | GL | **1956** J. J. Sietas K.G. Schiffswerft —Hamburg (397)<br>74,48 11,05 3,817/5,119<br>70,92 11,00 5,90<br>B 15,3 F 10,4 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD 4P<br>2 Ho ER<br>G.2 587 B.2 424<br>2 Ha (stl) (14,4 17,9 × 6,4) ER<br>Der 1(20) 8(3-5) | Oil 4SA 6Cy. 426 × 660<br>1 350bhp (993kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 13kn |
| **7228704**<br>HP3140<br>6172-75<br>Df Gc<br>Pfd Rdr<br>RT | **ABDULLA**<br>ex Cheramie Bo Truc No. 17-75<br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **191**<br>130<br>— | AB | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (338)<br>11,59 3,582<br>50,98 4,12<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 75kW a.c.<br>Fuel 217,5t (d.o.) 14kn |
| **5320508**<br>9KEE<br>KT1213<br>Df Esd<br>Rdr RT | **ABDULLAH**<br>ex Mishael Al-Kulaib No. 5-80<br>ex Senzan Maru No. 8<br>**Khalid A. Abdulaziz Al Asman**<br>Kuwait Kuwait | **1 957**<br>1 049<br>4 424 | NK | **1963** Onomichi Zosen—Onomichi (115)<br>88,91 12,68 5,663<br>82,00 12,60 6,61<br>P 23,8 F 8,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 935 B.3 589<br>2 Ha (13,7 26,5 × 6,5) ER<br>9W Der 4(20) 2(15) | Oil 4SA 6Cy. 470 × 670<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 36kW 225V d.c.<br>Fuel 203,0t-6,5pd 12,5kn |
| **5340998**<br>SUWS<br>Esd Pfd<br>Rdr<br>RTm/v | **ABEER DELTA**<br>ex Sallywalter-80<br>ex Ballywalter-79 ex Steyning-71<br>**Delta Marine & Trading Co.**<br>Alexandria Egypt | **1 572**<br>814<br>2 078 | ✠LR class withdrawn 27/10/82 | **1955**-4 Austin & Pickersgill Ltd.—South Dock, Sunderland (421)<br>73,77 11,64 4,814<br>70,41 11,59 5,03<br>RQD 45,2 B 4,9 F 7,7 1 dk<br>RW rf nil | **M General Cargo**<br>3 Ho 15,2 14,0 14,1 ER<br>G.2 894 B.2 781<br>3 Ha (stl) (9,4 × 6,7) (9,4 9,4 × 7,4) ER<br>Der 1(2,5) | Oil 2SA 8Cy. 360 × 600<br>1 200bhp (883kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>Gen 2 × 100kW 220V d.c.<br>Fuel 71,0t (d.o.) 10,75kn |

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| **7927843**<br><br>801836 | **ABEGWEIT**<br><br>**CN Marine Inc.**<br>Charlottetown, Canada<br>P.E.I. | **13 483**<br>9 573<br>4 500 | **100A1**<br>Class Contemplated<br><br>FN 3325 | **1982** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1136)<br>122,41 6,171<br>113,11 21,51 7,88<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 900P<br>Ice strengthened | 6 Vee Oil 4SA each 16Cy. 254 × 305<br>20 400bhp (15 005kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>17kn |
| **7725403**<br>FPJH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABEILLE BRETAGNE**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Brest France | **607**<br>143<br>1 200 | BV | **1979** At. & Ch. de la Manche—Dieppe (1271)<br>43,74 11,82 4,711<br>40,01 11,41 5,44<br>1 dk | **M Tug** | 2 Oil 4SA each 6Cy. 280 × 290 geared to sc. shaft<br>Pielstick<br>Alsthom-Atlantique Montoir, St. Nazaire<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| **7710513**<br>FNPB<br>493545<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ABEILLE FLANDRE**<br>ex Neptun Suecia-79<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Brest France | **1 576**<br>423<br>1 550 | BV (NV) | **1978** Ulstein Hatlo A/S—Ulsteinvik (157)<br>63,28 (BB) 14,43 7,001<br>55,10 14,41 7,32<br>1 dk | **TM Tug**<br><br>Ice strengthened | 4 Vee Oil 4SA each 8Cy. 320 × 420 geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 352kW 3 × 256kW<br>1 × 64kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>17kn |
| **7710525**<br>FNPC<br>493546<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ABEILLE LANGUEDOC**<br>ex Neptun Gothia-79<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Brest France | **1 584**<br>443<br>1 550 | BV (NV) | **1979** Ulstein Hatlo A/S—Ulsteinvik (158)<br>63,28 (BB) 14,74 6,598<br>58,63 14,42 7,32<br>F - 1 dk | **TM Tug**<br><br>Ice strengthened | 4 Vee Oil 4SA each 8Cy. 320 × 420 geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 352kW 3 × 256kW<br>1 × 64kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 1 450,0t (d.o & hvf) 17kn |
| **5000835**<br>FO3442<br>3029<br>RT | **ABEILLE No. 1**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Nantes France | **101**<br>—<br>— | BV<br><br>✠Classed LR until 1/74 | **1959**-7 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (402)<br>25,51 6,89 2,998<br>23,02 6,41 3,31<br>1 dk<br>RW rf 508 BK 102 | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & dr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| **5000847**<br>TO2024<br>3038<br>RT | **ABEILLE No. 2**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Nantes France | **106**<br>—<br>— | **✠100A1** SS 2/82<br>tug<br>English Channel & French coasting service<br>**✠LMC**<br>EL (a)<br>FN 224 (BV) | **1960**-1 Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (398)<br>25,51 6,89 2,909<br>22,99 6,41 3,31<br>RW rf 533 BK 102<br>5BH WB6t | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| **5000897**<br>THAS<br>797<br>RTv | **ABEILLE No. 3**<br>ex Abeille No. 9-75<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Nantes France | **101**<br>—<br>— | BV | **1961** Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (415)<br>25,00 6,86 2,750<br>23,47 6,41 3,20<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & dr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 20kW 220V d.c. |
| **7521778**<br>FTLV<br><br>Esd Rdr<br>RT | **ABEILLE No. 5**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **209**<br>—<br>— | BV | **1977** At. & Ch. de la Manche—Dieppe (1254)<br>29,01 2,810<br>27,01 8,51 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 280<br>Crepelle et Cie. Lille<br>2 Directional propellers<br>11,75kn |
| **7521780**<br>FTLW<br><br>Esd Rdr<br>RT | **ABEILLE No. 6**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **209**<br>—<br>— | BV | **1977** At. & Ch. de la Manche—Dieppe (1255)<br>29,01 2,810<br>27,01 8,51 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 280<br>Crepelle et Cie. Lille<br>2 Directional propellers<br>11,75kn |
| **7211177**<br>FSGI<br>3232<br>Df Esd<br>Rdr | **ABEILLE No. 7**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **299**<br>—<br>133 | BV | **1972** Ch. de la Garonne—Bordeaux (1133)<br>32,42 9,73 4,960<br>30,00 9,33 4,14<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 240 × 220<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12kn |
| **7217901**<br>FSGN<br>3233<br>Df Esd<br>Rdr | **ABEILLE No. 8**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **299**<br>—<br>133 | BV | **1972** Ch. de la Garonne—Bordeaux (1134)<br>33,00 9,73 4,960<br>30,00 9,33 4,14<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 240 × 220<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12kn |
| **7419016**<br>FZYR<br><br>Df Esd<br>Rdr RT | **ABEILLE No. 9**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **433**<br>—<br>750 | BV | **1975** Ziegler Freres—Dunkerque (190)<br>37,29 11,59 3,610<br>35,01 11,00 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 240 × 220<br>AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12,25kn |

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| **7419028**<br>FZYS<br>188877<br>Df Esd<br>Rdr RT | **ABEILLE No. 10**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **433**<br>—<br>750 | | **1976** Ziegler Freres—Dunkerque (191)<br>37,32 11,59 3,610<br>BV 35,01 11,02 4,32<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 240 × 220 AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 Directional propellers<br>12,25kn |
| **7935412**<br>TO4111 | **ABEILLE No. 11**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **278**<br>—<br>— | | **1964** Dubigeon-Normandie S.A.—Nantes-Chantenay (798)<br>BV *33,29*<br>9,02 4,60<br>1 dk | **M Tug** | Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 55,5t (d.o.) 10,5kn |
| **7935424**<br>TO4112 | **ABEILLE No. 12**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **278**<br>—<br>— | | **1964** Dubigeon-Normandie S.A.—Nantes-Chantenay (799)<br>BV *33,29*<br>9,02 4,60<br>1 dk | **M Tug** | Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 55,5t (d.o.) 10,5kn |
| **6618407**<br>FZRX<br>3161<br>Df Esd<br>Rdr<br>RTm/h/v | **ABEILLE No. 14**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **227**<br>4<br>— | | **1966** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (171)<br>BV 33,23 8,39 3,353<br>29,57 8,01 3,97<br>B 6,8 1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 85kW 220V d.c.<br>Fuel 81,5t (d.o.) 12kn |
| **6714536**<br>TO2088<br>2206<br>RTv | **ABEILLE No. 16**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **273**<br>—<br>— | | **1967** At. & Forg. de l'Ouest—St. Nazaire (Ra8)<br>BV 32,19 9,25 4,115<br>31,91 8,72 4,63<br>1 dk | **M Tug** | Oil 4SA 8Cy. 400 × 580 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 95kW 220V d.c.<br>Fuel 61,0t (d.o.) 13kn |
| **5000976**<br>TO4106<br>3062<br>Rdr RT | **ABEILLE No. 17**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **152**<br>—<br>138 | | **1961** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (158)<br>BV 29,75 7,95 3,201<br>26,40 7,40 3,61<br>1 dk<br>RW | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t (d.o.) 12kn |
| **5000988**<br>FP4328<br>3076<br>Df Esd<br>Rdr RT | **ABEILLE No. 18**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **151**<br>—<br>— | | **1961** At. & Forg. de l'Ouest—St. Nazaire (Ra2)<br>BV 29,60 7,95 3,099<br>26,40 7,40 3,36<br>1 dk<br>RW | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| **5000990**<br>TO4107<br>3069<br>RT | **ABEILLE No. 19**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **152**<br>—<br>138 | | **1961** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (159)<br>BV 29,75 7,90 3,201<br>26,62 7,43 3,61<br>1 dk<br>RW | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t 12kn |
| **5001011**<br>TO4108<br>3079 | **ABEILLE No. 21**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Compagnie Nantaise de Remorquage et de Sauvetage<br>Le Havre France | **101**<br>—<br>— | | **1961** Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (416)<br>BV 25,00 6,86 2,750<br>23,12 6,41 3,20<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 29,5t (d.o.) 10kn |
| **6613512**<br>TO2070<br>3154<br>RTv | **ABEILLE No. 23**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **149**<br>—<br>— | **✠100A1** SS 2/82<br>tug<br>**✠LMC**<br>EL (b)<br>FN 320 | **1966**-11 R. Dunston (Hessle) Ltd.—Hessle (S831)<br>29,65 9,10<br>26,40 8,50 3,61<br>1 dk<br>RW rf 635 BK 152<br>4BH WB39t | **M Tug** | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220V d.c.<br>Fuel 30,5t (d.o.) 12kn |
| **6614803**<br>FS7473<br>4288<br>RTv | **ABEILLE No. 24**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe de Remorquage et de Sauvetage "Les Abeilles"<br>Le Havre France | **143**<br>—<br>— | **✠100A1** SS 7/82<br>tug<br>**✠LMC**<br>EL (b)<br>FN 291 | **1968**-3 R. Dunston (Hessle) Ltd.—Hessle (S832)<br>29,85 8,01<br>26,40 7,41 3,61<br>1 dk<br>RW rf 635 BK 152<br>4BH WB39t | **M Tug** | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220V d.c.<br>Fuel 30,5t (d.o.) 12kn |
| **5000902**<br>FNXX<br>4272<br>Df Esd<br>Rdr<br>RTm/h | **ABEILLE No. 30**<br>ex Abeille No. 10-72<br>ex Margaret Moller-51 ex LT 538<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Les Abeilles International et Compagnie<br>Le Havre France | **498**<br>—<br>— | Classed LR until 3/9/71 | BV **1944** Levingston SB. Co.—Orange, Tx (334)<br>45,24 10,27 4,671<br>41,94 10,10 5,19<br>F 13,2 1 dk<br>rf 1143 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 240 × 220 AGO NE 72<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 1 × 60kW 1 × 30kW 110/120V d.c.<br>Fuel 193,0t (d.o.) 14,5kn |

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| 8016782<br>FPVR<br><br>Df Esd<br>Rdr<br>RTm/v | **ABEILLE No. 31**<br><br>**Societe Antiferoise de**<br>**Remorquage et de**<br>**Protection Portuaire**<br>Le Havre France | **612**<br>—<br>231 | | BV | **1981** Dubigeon-Normandie S.A.—Grand<br>Quevilly (2562)<br>44,91 13,11 5,301 (aft)<br>41,51 12,62 4,32<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 260 × 280<br><br>Crepelle et Cie. Lille<br>Gen 1 × 300kW 440/380V 60Hz a.c.<br>2 × 100kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 100,0t (d.o.) 10kn |
| 8016794<br>FUCB<br><br>Df Esd<br>Rdr<br>RTm/v | **ABEILLE No. 32**<br><br>**Societe Antiferoise de**<br>**Remorquage et de**<br>**Protection Portuaire**<br>Le Havre France | **612**<br>—<br>231 | | BV | **1981** Dubigeon-Normandie S.A.—Grand<br>Quevilly (2563)<br>44,91 13,11 5,301 (aft)<br>41,51 12,62 4,32<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 260 × 280<br><br>Crepelle et Cie. Lille<br>Gen 1 × 300kW 440/380V 60Hz a.c.<br>2 × 100kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 100,0t (d.o.) 10kn |
| 7518965<br>FPAR<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ABEILLE NORMANDIE**<br><br>**Societe Provencale de Gestion**<br>**Maritime (PROGEMAR)**<br>Les Abeilles International et<br>Compagnie<br>Papeete French Polynesia | **1 401**<br>200<br>780 | | BV | **1977** Beliard-Murdoch S.A.—Oostende<br>(C.229)<br>66,76 5,701<br>61,02 13,01 6,35<br>F - 1 dk | **TM Tug**<br>Fire-fighting Salvage<br>Ice strengthened | 2 Vee Oil 4SA each 20Cy. 240 × 220<br>reduction geared to sc. shafts<br>AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 3 × 480kW 220/440V 60Hz a.c.<br>1 × 160kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 079,0t 15,5kn |
| 7518977<br>FPAQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ABEILLE PROVENCE**<br><br>**Societe Provencale de Gestion**<br>**Maritime (PROGEMAR)**<br>Les Abeilles International et<br>Compagnie<br>Papeete French Polynesia | **1 401**<br>200<br>780 | | BV | **1978** Beliard-Murdoch S.A.—Oostende<br>(C.230)<br>66,76 5,701<br>61,02 13,01 6,35<br>F - 1 dk | **TM Tug**<br>Fire-fighting Salvage<br>Ice strengthened | 2 Vee Oil 4SA each 20Cy. 240 × 220<br>reduction geared to sc. shafts<br>AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 3 × 480kW 220/440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 079,0t 15,5kn |
| 7419080 | **ABEILLE 931**<br>ex Shetland One-80<br>**Societe Provencale de Gestion**<br>**Maritime (PROGEMAR)**<br>Les Abeilles International et<br>Compagnie<br>Bordeaux France | **5 680**<br>4 466<br>10 439 | **✠100A**<br>pontoon | SS 9/79<br><br>EL (Q)<br>FN 3171 | **1975**-7 Ross Co. Ltd.—New Ross (680)<br>93,27 28,15 5,462<br>92,51 27,41 6,86<br>1 dk<br>rf nil<br>6BH | **Submersible Pontoon**<br>Deck Cargo | |
| 7516058 | **ABEILLE 1201**<br>ex Federal 400-4-80<br>**Societe Provencale de Gestion**<br>**Maritime (PROGEMAR)**<br>Les Abeilles International et<br>Compagnie<br>Dunkerque France | **7 783**<br>6 352<br>14 882 | **✠100A1**<br>pontoon | SS 12/80<br><br>EL Y $2\frac{1}{16}$"U2<br>FN 4551 | **1975**-12 Hyundai SB. & Heavy Industry<br>—Ulsan (504)<br>121,93 30,54 5,960<br>119,44 30,48 7,62<br>F 8,3 1 dk<br>rf 305<br>8BH WB10254T | **Submersible Pontoon**<br>Deck Cargo | |
| 7393731<br>OXFM<br>D2306<br>RT | **ABEL EGEDE**<br>ex Hvitanes-81<br>**Rederiet Umiak**<br>Godthab Greenland<br>(Danish) | **456**<br>206<br>— | | NV | **1975** Langsten Slip & Batbyggeri A/S<br>—Tomra-i-Ramsdal (72)<br>44,63 9,50 4,896<br>39,20<br>F - 1 dk<br>rf- BK 208 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft<br>In.476 | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) |
| 7117125<br>CLBK<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ABEL SANTAMARIA**<br>ex Sula-75 ex Ursula Jacob-74<br>**Government of The Republic of**<br>**Cuba (Empresa de**<br>**Navegacion Mambisa)**<br>Habana Cuba | T.Mk<br>**7 189**<br>4 914<br>12 953<br>**11 072**<br>7 818<br>16 780 | | GL | **1971** Flensburger Schiffsbau-Ges.<br>—Flensburg (629)<br>154,87(BB) 22,94 8,306/9,780<br>144,02 22,79 12,98<br>P 28,1 F 15,9 2 dks, 3rd dk in Nos. 3 &<br>4 holds | **M General Cargo**<br><br>4 Ho 19,9 33,0comb. 33,0comb.<br>16,6 ER 6 TwD 19,9<br>33,0comb. 33,0Upr 33,0Lwr<br>16,6Upr 16,6Lwr ER<br>G.25 622 B.23 111<br>TEU 501<br>C.Ho 294/20' C.Dk 207/20'<br>6 Ha (stl) (12,5 25,4p&s 25,4p&s ×<br>8,0) (12,8 × 10,8) ER<br>9W Cr 1(3) Der 3(35) 6(5-10) | Vee Oil 4SA 12Cy. 520 × 550<br>12 000bhp (8 827kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 1 206,0t (hvf) 18kn |
| 5001138<br><br>384380<br>RT | **ABELONE**<br>ex Ostetal-60 ex Cornelis<br>**Camden Corp. Ltd.**<br>Road Harbour British<br>Virgin Islands | **141**<br>64<br>183 | | (GL) | **1916** D. Boot—Alphen a/d Rijn<br>33,43 6,56 3,048<br>6,53 3,10<br>1 dk<br>R conv sailing vessel 30 | **M General Cargo**<br><br>1 Ho<br>G.340 B.311<br>1W Der 1 | Oil 2SA 2Cy. 380 × 440<br>220bhp (162kW) NE 63<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| 5357771<br>HZDG<br>98/96 | **ABER**<br>ex Thalia-76<br>**Nashar Saudi Lines**<br>Seratia Marine Services Ltd.<br>Jeddah Saudi Arabia | **331**<br>230<br>— | | | **1944** .............England<br>48,98 10,19<br>... ... ...<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM Ferry** | 6 Oil each 6Cy. geared to sc. shafts<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 6910829<br>GZSA<br>338384<br>Esd Pfd<br>RT | **ABERAVON**<br><br>**British Transport Docks Board**<br>Cardiff United Kingdom | **2 113**<br>757<br>2 642 | ✠Classed LR until 7/71 | | **1969**-6 Ferguson Bros. (Port Glasgow) Ltd.<br>—Port Glasgow (455)<br>76,54 15,30 5,030<br>71,63 14,94 6,10<br>RQD 24,4 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 26,8 ER<br>Hopper 1 682<br>Cr 4(-) | 2 Vee Oil 4SA each 12Cy. 248 × 267<br>reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>English Electric Diesels Ltd. Paxman<br>Eng. Div. Colchester<br>Gen 2 × 120kW 220V d.c. |
| 7101592<br>A8XQ<br>5377<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABERCORN**<br>ex Saint Pierre-82 ex Glyntawe-75<br>**Abercorn Shipping Ltd.**<br>Monrovia Liberia | **19 254**<br>13 314<br>32 513 | ✠Classed LR until<br>7/5/76 | AB | **1971**-8 Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B447/05)<br>202,34(BB) 24,46 10,713<br>185,02 24,41 15,12<br>P 11,6 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho ER<br>9 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW<br>400V 50Hz a.c.<br>15kn |

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| **5030282**<br>185896 | **ABERCRAIG**<br>ex Ernie Spearing-74<br>ex Attunity-67<br>**Dundee Port Authority**<br>Dundee United Kingdom | **138**<br>56<br>— | **100A1** CS 10/79<br>River Tay service & within 10 miles of Buddon Ness<br>**LMC**<br>EL (a) $\frac{11}{16}$"<br>FN 257 | **1945** Shipbuilding Corp., Tyne Branch —Walker<br>31,70 6,02 2,166<br>30,36 6,00 2,44<br>RQD 10,1 RFD 5,2 1 dk<br>RW conv Oil Tanker 74<br>9BH WB37t incl. DTf12t | **M Tanker/Buoy Tender**<br>Water Carrier<br>Mchy.aft<br>Der 1(7) | Oil 4SA 6Cy. 135 × 200 reverse reduction geared to sc. shaft<br>150bhp (110kW) E made77 fitted82<br>Newbury Diesel Co. Ltd. Newbury<br>Gen 1 × 4kW 110V d.c. |
| **8123042**<br>HOMM<br>10819-YJ | **ABERDEEN**<br>**Fair Trader S.A.**<br>Panama Panama | **5 070**<br>3 247<br>8 958 | NK | **1982** Towa Zosen K.K.—Shimonoseki (537)<br>7,632<br>107,02 18,61 9,53<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki |
| **5001164**<br>Df Esd<br>Rdr RT | **ABERDEEN** | **133**<br>47<br>— | (DSRK) | **1957** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,50 6,71 3,531<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11,25kW 230V d.c.<br>Controllable pitch propeller |
| **7397816**<br>GTOU<br>147437<br>RT | **ABERFOYLE**<br>ex Twizzle-76 ex Colette B-75<br>ex M.S.C. Mallard-73<br>**Alexander Hugh Clarke**<br>London United Kingdom | **129**<br>0<br>— | ✠Classed LR until 6/42 | **1940** Henry Robb Ltd.—Leith (294)<br>28,05 7,07<br>2,77<br>1 dk | **TM Tug** | 2 Oil 2SA each 7Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester<br>Fuel (d.o.) 10,25kn |
| **5001267**<br>Pfd<br>RTm/v | **ABERTAY**<br>**Dundee Port Authority** | —<br>—<br>— | **✠100A1** SS 8/82<br>navigation buoy<br>Tay estuary service<br>EL (c)<br>FN 346 | **1939**-7 Caledon SB. & Eng. Co. Ltd. —Dundee (379)<br>32,77 7,95 3,048<br>28,35 7,93 4,27<br>2 dks<br>R accommodation removed 71<br>5BH WBDTm14t | **Lightship** | Gen 2 × 5kW 220V 50Hz a.c. 3 × 10kW 110V d.c. |
| **6607719**<br>GSFE<br>309185<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABERTHAW FISHER**<br>**James Fisher & Sons Public Limited Company**<br>Barrow in Furness United Kingdom | **2 355**<br>835<br>2 233 | **✠100A1** SS 6/81<br>**✠LMC**<br>EL s $1\frac{9}{16}$"SQ<br>FN 1783 | **1966**-7 Ailsa SB. Co. Ltd.—Troon (522)<br>86,57 16,51 4,598<br>79,56 16,16 6,25<br>Trunk 23,2 F 7,4 1 dk<br>RW rf 152<br>NS 6BH WB998t incl. DTa177t | **TD-E RoRo Cargo**<br>Stern ramp<br>Mchy.fwd<br>1 Ho<br>G.3 439 B.3 268<br>1 Ha (stl) (13,4 × 7,6)<br>Der 2(50) | 2 Oil 4SA each 6Cy. 325 × 370 total 2 200bhp (1 618kW) driving 2 gen. each 610kW 605V d.c. connected to 2 elec. motors each of 750shp (552kW) (CC)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 420kW 2 × 40kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 118,0t (d.o.) 11kn |
| **6416275**<br>HZUR<br>SA1080<br>Df Esd<br>Gc Rdr<br>RTm/h | **ABHA ZAHABIA**<br>ex Golden Singapore-82<br>ex Pearl Island-82<br>**Saudi Harvest Marine Co. Ltd.**<br>Good Harvest Marine Co. Ltd.<br>Jeddah Saudi Arabia | **7 607**<br>4 297<br>—<br>**10 897**<br>6 748<br>16 785 | **✠100A1** SS 4/79<br>**✠LMC**<br>EL gt $2\frac{5}{16}$"SQ<br>FN 5205 | **1964**-10 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (864)<br>164,42 21,44 —/9,538<br>152,41 21,34 12,81<br>F 15,0 2 dks<br>RW rf 152 DK fwd<br>8BH WB3171T incl. DTma1646T | **M General Cargo**<br>6 Ho 18,5 21,7 21,3 9,1 22,1 22,8<br>6 Ha (9,6 × 6,1) (11,4 11,4 5,3 11,4 11,4 × 7,6)<br>Der 12(5) | Oil 2SA 6Cy. 670 × 2100<br>10 000bhp (7 356kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **5001281**<br>PCBP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABIDA**<br>**Maats. tot Financiering van Bedrijfspanden N.V**<br>Shell Tankers B.V.<br>'s Gravenhage Netherlands | **12 226**<br>6 975<br>18 891 | **✠100A1** SS 7/80<br>oil tanker<br>**✠LMC**<br>EL ht $2\frac{9}{16}$"SQ<br>FN 5342 | **1958**-3 N.V. Mch. & Schps. P. Smit, Jr. —Rotterdam (620)<br>170,42 21,16 9,075<br>161,86 21,11 11,89<br>P 36,6 B 12,5 F 16,5 1 dk<br>rf 76<br>16BH WB499t | **M Tanker**<br>33 Ta ER<br>L.(oil) 25 216 HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>3 WTAuxB (2 o.f. 1 ex.g) 220lbf/in² (15,2bar)<br>Fuel 1 666,5t-48,0pd 14,5kn |
| **5001293**<br>TCAY<br>3087<br>Df Esd<br>Gc Rdr<br>RT | **ABIDIN DAVER**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **4 399**<br>3 004<br>6 595 | AB | Lch.**1955** Cmd.**1960** Denizcilik Bankasi T.A.O.—Camialti (24)<br>106,89 15,75 7,455<br>101,15 15,70 9,15<br>P 27,2 F 12,2 2 dks<br>RW rf nil | **M General Cargo** CSD 8P<br>4 Ho ER<br>B.7 759<br>4 Ha (stl) (6,4 12,3 12,3 × 5,7) (2,9 × 1,9)<br>Cr 8(5) 2(1,5) Der 2(30) | Oil 2SA 8Cy. 520 × 960<br>2 850bhp (2 096kW) E made57 fitted60<br>S.A. Fiat S.G.M. Torino<br>Gen 2 × 300kW 115/230V d.c.<br>Fuel 1 006,0t (d.o.) 12,5kn |
| **8201856**<br>3FDW<br>11175 -YJ1 | **ABIES**<br>**Rokko Shipping Co. S.A.**<br>Panama Panama | **3 811**<br>2 726<br>6 479 | NK (Class cont.) | **1982** Higaki Zosen K.K.—Imabari (278)<br>105,57 16,36 6,817<br>98,61 16,34 8,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 2(20) 2(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **7715410**<br>GZHA<br>379868<br>Esd Pfd<br>Rdr RT | **ABILITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **1 409**<br>860<br>2 550 | BV | **1979** Goole SB. & Repairing Co. Ltd. —Goole (595)<br>79,25 13,19 4,966<br>74,50 13,11 5,95<br>1 dk | **M Tanker**<br>Oil Vegetable oil CBT<br>10 Ta p&s ER<br>L.(oil) 2 700 HeCls. C | Vee Oil 4SA 12Cy. 254 × 305 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 5 × 465kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 84,0t (d.o.)-6,0pd 13kn |
| **5038181**<br>5BMH<br>321251<br>Df Esd<br>Rdr RTm | **ABILITY**<br>ex Faethon-79 ex Parthenon-76<br>ex Nautic-70 ex Baumwall-67<br>ex Steinhoft-57<br>**Ability Shipping Co. Ltd.**<br>Mingiamar Shipping & Trading Co. Ltd.<br>Limassol Cyprus | **999**<br>515<br>1 740 | (GL) | **1951** Werft Nobiskrug—Rendsburg (541)<br>82,10 11,59 4,204<br>11,54 6,53<br>F 5,8 1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ho 24,6 27,6 ER<br>G.3 527 B.3 349<br>4 Ha (17,5 17,5 20,8 20,8 × 5,4) ER<br>8W Der 2(3-10) 2(3-5) 4(3) | Oil 2SA 8Cy. 290 × 420<br>1 500bhp (1 103kW) NE 62<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 65kW 1 × 18kW 230V d.c.<br>Fuel 116,0t (d.o.) 12kn |
| **7832701** | **ABINSK**<br>**U.S.S.R.**<br>U.S.S.R. | **652**<br>216<br>495 | RS | **1980** .............U.S.S.R.<br>55,02 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |

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| **7315624** | **ABIRIBA** | **1 557** | | **1973** Buesumer Werft G.m.b.H.—Buesum | **M General Cargo** | Vee Oil 4SA 18Cy. 225 × 300 |
| ELAA9 | ex Birgitte B-80 | 1 042 | | (245) | | 1 999bhp (1 470kW) |
| 6805 | ex Birgitte Bentsen-78 | 3 615 | BV | 89,34 (BB) 13,64 5,860 | Ice strengthened | Alpha-Diesel A/S Frederikshavn |
| Df Esd | ex Wivi Bewa-77 | | | 85,68 13,59 8,51 | 2 Ho ER | Gen 2 × 90kW 380V 50Hz a.c. |
| Gc Rdr | **Snowfire Corp.** | | | 2 dks | G.5 373 B.4 987 | Controllable pitch propeller |
| RT | Monrovia Liberia | | | len 77 | 2 Ha (stl) (18,9 25,2 × 10,1) ER | Fuel 205,0t (d.o.) 13kn |
| | | | | | Cr 2(15) 2(5) | |

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| **5001279** | **ABKHAZETS** | **533** | | **1957** Wartsila Kon. Crichton-Vulcan | **S Tug** | T 3Cy. 420 700 & 1150 × 700 |
| UIBF | | — | | —Turku/Abo (1048) | | |
| M-16974 | **U.S.S.R. -Azov Shipping Co.** | 256 | RS | 47,88 9,96 3,680 | Ice strengthened | Wartsila Kon. Crichton-Vulcan Turku/Abo |
| Df Esd | Zhdanov U.S.S.R. | | | 42,52 9,50 4,70 | | 10kn |
| | | | | 1 dk | | |

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| **7119202** | **ABKHAZIYA** | **4 824** | | **1972** VEB Mathias-Thesen-Werft—Wismar | **TM Research** | 2 Oil 2SA each 6Cy. 570 × 800 |
| UAHV | | 937 | | (188) | | 8 000bhp (5 884kW) MAN |
| M-31049 | **U.S.S.R.** | 2 140 | (RS) | 123,86 17,02 6,541 | Ice strengthened | Halberstadt Halberstadt |
| Df Esd | Vladivostok U.S.S.R. | | | 110,01 17,00 8,21 | 2 Ho | 17,5kn |
| Gc Pfd | | | | 3 dks | B.730 | |
| Rdr RT | | | | | 2 Ha (7,3 × 1,9) (4,1 × 2,5) | |
| | | | | | 8W Der 2(8) 4(5) 2(2) | |

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| **6722686** | **ABKHAZIYA** | **658** | | **1953** Stocznia Gdanska im. Lenina—Gdansk | **S Fishing** | C 4Cy. (2) 330 & (2) 770 × 730 |
| UQZJ | | 280 | | (B10/23) | Side Trawler Ref | 1 000ihp (736kW) |
| M-21294 | **U.S.S.R. -'Sevryba'** | 397 | (RS) | 59,21 9,10 4,331 | Ice strengthened | Denmark |
| Df Esd | Murmansk U.S.S.R. | | | 53,85 5,16 | 2 Ho | 11,75kn |
| Gc Rdr | | | | | In.357 | |
| | | | | | 3 Ha (0,7 × 0,7) (1,4 2,9 × 1,4) | |
| | | | | | 1W Der 1(1,5) | |

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| **6525832** | **ABLE** | **298** | DSRK | **1966**-1 Schpsw. Bodewes Gruno—Foxhol | **M General Cargo** | Oil 4SA 6Cy. 320 × 480 |
| H03919 | ex Baabe-81 | 170 | | (218) | | 540bhp (397kW) |
| 9696- | **Eagle Rock Inc.** | 615 | ✠Classed LR until 10/67 | 47,93 9,17 3,380 | Ice strengthened | VEB Schwermasch. Karl Liebknecht |
| PEXT | Panama Panama | | | 45,37 9,15 3,46 | 2 Ho 19,8 18,9 ER | (SKL) Magdeburg |
| Df Esd | | | | P & B 24,1 F 7,1 1 dk | G.1 022 B.955 | Gen 2 × 43kW 390V 50Hz a.c. |
| Gc Rdr | | | | rf 127 | 2 Ha (stl) (each 8,7 × 5,0) ER | Fuel 39,5t (d.o.) 10kn |
| RTv | | | | | Cr 2(3) | |

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| **7513484** | **ABLE TURTLE** | **3 418** | **✠100A1** SS 7/80 | **1975**-11 Ross Co. Ltd.—New Ross (684) | **Pontoon** | |
| | | 3 222 | pontoon | 91,47 27,79 4,846 | Deck Cargo | |
| 6489-76 | **Pontones Colosales S.A.** | 9 616 | EL (P) | 91,42 27,41 6,08 | | |
| | Panama Panama | | FN 3062 | 1 dk | | |
| | | | | rf nil | | |
| | | | | 4BH WB13951T | | |

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| **5001384** | **ABO EGELA** | **120** | | **1962**-6 Angyalfold Shipyard—Budapest | **M Tug** | Oil 4SA 8Cy. 315 × 450 with flexible |
| | | 31 | | (1917) | | coupling |
| | **Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)** | — | ✠Classed LR until 5/65 | 29,06 6,91 3,074 | | Lang Gepgyar Budapest |
| | | | | 26,12 6,51 3,23 | | |
| | | | | RAD 1,9 RFD 3,4 | | |
| | | | | BK 102 | | |
| | Alexandria Egypt | | | | | |

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| **6424181** | **ABOABO** | **1 514** | | **1965**-6 Tangen Verft A/S.—Kragero (571) | **M Fishing** | Oil 2SA 7Cy. 350 × 620 |
| 9GUI | | 671 | | 70,59 11,43 4,801 | Stern Trawler Ref | 2 350bhp (1 729kW) |
| 316529 | **State Fishing Corp.** | — | **✠Lloyd's RMC** | 61,30 11,41 7,80 | | A/S Burmeister & Wain's Maskin- og |
| Df Esd | Takoradi Ghana | | ✠LR class withdrawn | B 6,1 F 15,0 2 dks | In.991 | Skibsbyggeri Kobenhavn |
| Gc Rdr | | | 19/11/82 | rf 991 Box K 305 | | Controllable pitch propeller |
| RT | | | | | | |

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| **7031565** | **ABOITIZ CONCARRIER I** | **2 918** | | **1970** Tsuneishi Zosen K.K.—Numakuma | **M General Cargo** | Oil 4SA 6Cy. 470 × 740 |
| DYRE | ex Kafuku Maru-78 | 2 098 | | (232) | | 3 000bhp (2 207kW) |
| M:C-0 | **Aboitiz Shipping Corp.** | 4 383 | NK | 94,72 15,04 5,906 | 2 Ho ER | Nippon Hatsudoki Kobe |
| 0028 | Cebu Philippines | | | 87,51 15,02 7,01 | G.5 416 B.5 169 | Gen 2 × 120kW 445V a.c. |
| Df Esd | | | | P 20,2 F 10,4 1 dk | 2 Ha (stl) (16,5 30,3 × 8,0) ER | Fuel 340,5t-10,0pd 11,75kn |
| Gc Rdr | | | | | 9W Der 3(10) | |

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| **6720444** | **ABOITIZ CONCARRIER II** | **2 135** | | **1967** Shin Yamamoto Zosen—Kochi (92) | **M General Cargo** | Oil 4SA 6Cy. 520 × 860 |
| DYRU | ex Reiho Maru-78 | 1 371 | | 89,11 13,03 5,652 | | 3 200bhp (2 354kW) |
| M:C-0 | **Aboitiz Shipping Corp.** | 3 227 | NK | 82,00 13,01 6,61 | 2 Ho ER | Nippon Hatsudoki Kobe |
| 00149 | Cebu Philippines | | | P 23,8 F 8,9 1 dk | G.4 225 B.3 961 In.170 | Gen 2 × 132kW a.c. |
| Df Esd | | | | RW | 2 Ha (16,6 21,7 × 7,4) ER | Fuel 468,5t-10,0pd 13,5kn |
| Rdr RT | | | | | 9W Der 1(25) 2(20) | |

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| **5377460** | **ABOITIZ CONCARRIER III** | **1 341** | NK (BV) | **1957**-4 A/B Norrkoping Varv & Verk. | **M General Cargo** OSD | Oil 2SA 6Cy. 570 × 800 |
| DVVF | ex Martina-79 ex Vega-73 | 592 | | —Norrkoping (155) | 126P | 2 400bhp (1 765kW) |
| 221414 | **Aboitiz Shipping Corp.** | 2 174 | ✠Classed LR until | 89,08 12,81 4,877 | 2 Ho ER | Masch. Augsburg-Nuernberg (MAN) |
| Df Esd | Cebu Philippines | | 5/1/79 | 81,18 12,70 7,32 | G.3 976 B.3 673 | Augsburg |
| Rdr RT | | | | F 9,8 1 dk & S dk | 2 Ha (each 16,6 × 5,9) ER | Fuel (d.o.) 13kn |
| | | | | RW rf 76 DK | Der 8(-) | |

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| **6518786** | **ABOITIZ CONCARRIER IV** | **1 281** | | **1965** Kochi Jukogyo K.K.—Kochi (506) | **M General Cargo** | Oil 4SA 6Cy. 460 × 680 |
| DYAE | ex Luis-79 | 698 | | 71,00 10,85 4,852 | | 2 100bhp (1 545kW) |
| 220005 | ex Shin Sangyo Maru-74 | 1 873 | NK | 65,00 10,80 5,52 | 2 Ho ER | Nippon Hatsudoki Kobe |
| Df Rdr | **Aboitiz Shipping Corp.** | | | P 20,2 F 7,4 1 dk | G.2 036 B.1 942 | Gen 2 × 112kW 440V a.c. |
| RT | Cebu Philippines | | | RW | 2 Ha (9,5 15,0 × 6,0) ER | Fuel 105,5t 13kn |
| | | | | | 6W Der 6(5) | |

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| **7039294** | **ABOITIZ CONCARRIER VI** | **3 275** | | **1970** Tsuneishi Zosen K.K.—Numakuma | **M General Cargo** | Oil 2SA 6Cy. 450 × 750 |
| DYRW | ex Shinyo Maru-79 | 2 362 | | (238) | | 3 800bhp (2 795kW) Mitsubishi |
| M:C-0 | ex Toyo Maru No. 10-74 | 5 071 | NK | 102,01 15,04 6,376 | 2 Ho ER | Akasaka Tekkosho K.K., (Akasaka |
| 00196 | **Aboitiz Shipping Corp.** | | | 94,11 15,02 7,70 | G.6 506 B.6 131 | Diesels Ltd.) Yaizu |
| Df Esd | Cebu City Philippines | | | P 25,0 F 10,1 1 dk | 2 Ha (stl) (27,8 26,8 × 8,0) ER | Gen 2 × 184kW 445V a.c. |
| Gc Pfd | | | | | Der 1(23) 3(15) | Fuel 568,0t-12,5pd 13kn |
| Rdr | | | | | | |

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| **7025712**<br>HPUJ/<br>DVFM<br>8458-<br>PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr | **ABOITIZ CONCARRIER VII**<br>ex Arthemis-81 ex Taiho Maru-78<br>**Naves Insulares del Oriente S.A.**<br>Manila Panama | **2 999**<br>1 982<br>4 119 | NK | **1970** Imabari Zosen—Imabari (233)<br>101,96 16,34 6,536<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 450V a.c.<br>Fuel 538,5t-14,0pd 12,5kn |
| **6924820**<br>DYUY<br>M:C-0<br>00166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABOITIZ CONCARRIER VIII**<br>ex Davao Transport-82<br>ex Yamafuku Maru-78<br>**Sea Transport Co. Inc.**<br>Cebu Philippines | **2 833**<br>2 023<br>4 293 | AB (NK) | **1969** Imai Zosen—Kochi (272)<br>93,71 14,43 5,995<br>84,99 14,41 7,09<br>P 22,3 B 9,5 1 dk<br>RW conv General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho — 35,7 ER<br>G.5 652 B.5 339<br>2 Ha (stl) ER<br>Der 1(15) 2(10) | Oil 4SA 6Cy. 500 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 110kW 440V a.c.<br>Fuel 402,5t-9,0pd 12kn |
| **5381423**<br>DYBZ<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ABOITIZ CONCARRIER IX**<br>ex Mindanao Transport-82<br>ex Piso-74 ex Vinland Saga-69<br>**Aboitiz Shipping Corp.**<br>Cebu Philippines | T.Mk<br>**870**<br>410<br>—<br>**1 481**<br>878<br>2 036 | ✠**100A1** SS 11/79<br>Ice Class 1<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1352 | **1961**-12 Schlichting-Werft—Travemuende (1320)<br>81,82 11,84 —/5,271<br>73,82 11,80 6,51<br>RQD 18,6 F 10,7 2 dks<br>rf 51<br>3BH WB502t | **M General Cargo**<br>Ref<br>1 Ho 45,1 2 TwD 18,9 23,7 ER<br>G.2 902 B.2 704 In.78<br>2 Ha (stl) (each 15,2 × 6,0) ER<br>8W Der 1(30) 8(5) | Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 105kW 1 × 35kW<br>440V 60Hz a.c.<br>Fuel 125,5t (d.o.) 14,5kn |
| **7508855**<br>EHAL<br>Df Esd<br>Gc Rdr<br>RTm | **ABONO**<br>**Compania Gijonesa de Navegacion S.A.**<br>Gijon Spain | **1 273**<br>846<br>1 873 | GL | **1976** Ast. de Huelva S.A.—Huelva (23)<br>77,02 4,541<br>69,02 11,76 5,26<br>F 6,8 1 dk<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho 20,1 26,5 ER<br>G.2 880 B.2 600<br>TEU 64 C.Ho 40/20' C.Dk 24/20'<br>2 Ha (stl) (25,6 25,6 × 7,7) ER | Oil 4SA 6Cy. 390 × 680<br>1 250bhp (919kW)<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 90kW 380V 50Hz a.c.<br>Fuel 126,0t (d.o.) 12,25kn |
| **5232048**<br>Df Esd<br>RT | **ABOQS**<br>ex Mendiola-78<br>Morocco | **182**<br>112<br>— | BV | **1961** Ast. del Abra S.A.—Bilbao (28)<br>32,92 6,18 3,182<br>28,61 6,13 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) ER | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 9,5kn |
| **6717904**<br>305312<br>RT | **ABOU SHANAB**<br>ex Whitburn-78 ex Kronos-64<br>**Fouad Hassan Hamza**<br>Port Said Egypt | **176**<br>—<br>— | **100A1** SS 2/80<br>Port Said service, also to Alexandria and Gulf of Suez<br>**LMC**<br>EL (b)<br>FN 263 | **1943** American SB. Co.—Buffalo, NY (923)<br>26,40 7,50 2,915<br>25,00 7,32 3,20<br>1 dk<br>rf 356 BK 76<br>4BH WB12t | **M Tug** 12P | Vee Oil 2SA 8Cy. 216 × 254 with clutch & sr geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Gen 2 × 30kW 120V d.c.<br>Fuel (d.o.) 11,5kn |
| **7208259**<br>RT | **ABOUBAKER PACHA**<br>**Government of The Republic of France (Direction du Port de Djibouti)**<br>Jibuti Djibouti | **195**<br>0<br>— | (BV) | **1972** Ch. & At. de la Perriere—Lorient (370)<br>32,59 2,998<br>29,01 8,01 4,02<br>1 dk | **M Tug** | Oil 4SA 8Cy. 260 × 280<br>Crepelle et Cie. Lille<br>13kn |
| **5231692**<br>Df Esd<br>Pfd RTm | **ABOUDE**<br>ex Alekakos-74 ex Vanna-74<br>ex Monte Carmo-73<br>ex Melisenda-71<br>ex Kentish Coast-62 | **399**<br>233<br>640 | (RI)<br>✠Classed LR until 7/63 | **1938**-6 Werf Jan Smit, Czn.—Alblasserdam (523)<br>52,91 8,06 3,283<br>48,87 8,01 3,61<br>RQD 13,2 F 7,4 1 dk<br>R | **M General Cargo**<br>1 Ho 45,7 ER<br>G.917 B.853<br>2 Ha (each 11,4 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 350 × 420<br>500bhp (368kW) NE 65<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 35kW 1 × 22kW 110V d.c.<br>Fuel 31,5t (d.o.) 9kn |
| **5262859**<br>YKAC<br>1156<br>Df Esd<br>Rdr RT | **ABOUDI-T**<br>ex Olympia-74 ex Ingela-74<br>ex Olympia-70 ex Rafors-59<br>**Tabalo & Co.**<br>Arwad Syria | **498**<br>271<br>691 | (BV) | **1952** Orenstein Koppel & Luebecker —Luebeck (472)<br>52,08 8,51 3,353<br>8,46 4,58<br>P 9,8 F 5,8 1 dk<br>RW len 61 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.991 B.906<br>2 Ha (13,7 12,8 × 5,7) ER | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) NE 68<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 30,5t (d.o.) |
| **5060732**<br>SUON<br>1559<br>Df Esd<br>Gc Rdr<br>RT | **ABOUDY**<br>ex Cap Saint Jean-79<br>ex Ville de Tenes-62<br>**Nakhla & Sado Maritime Services**<br>Suez Egypt | **499**<br>209<br>854 | **100A1** SS 10/78<br>DTsf & a wine FP above 60°C.<br>**LMC**<br>EL (K) 1½"U1<br>FN 1032<br>(BV) | **1960** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (111)<br>70,29 10,24 3,741<br>64,19 10,22 5,85<br>RFD 8,3 1 dk & S dk<br>RW rf 152<br>4BH to S dk 3 to 2nd dk WB265T | **M General Cargo** OSD<br>Wine<br>G.1 636<br>3 Ha (6,2 8,1 6,6 × 4,5) ER<br>6W Der 4(5) 2(3) | Oil 4SA 7Cy. 400 × 600<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 80kW 220V d.c.<br>Fuel 73,5t (d.o.) 13kn |
| **5061827**<br>CYBY<br>174069 | **ABOUND**<br>ex Cape Russell-76<br>**Nichola R. Anzulovich Jnr.**<br>Vancouver, B.C. Canada | **100**<br>53<br>— | | **1942** Pacific Shipyard Ltd.—Vancouver, B.C.<br>*22,10* 6,28<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 66<br>General Motors Corp. Detroit, Mi<br>10kn |
| **7212303**<br>HZVD<br>SA1104<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ABQAIQ**<br>ex Arteaga-82<br>**Abqaiq Navigation Ship Co. Ltd.**<br>Refineria de Petroleos del Norte S.A. (PETRONOR)<br>Jeddah Saudi Arabia | **163 976**<br>123 962<br>323 087 | ✠**100A1** SS 9/81<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL (F*) 4$\frac{7}{16}$"U3<br>FN 27975 | **1972**-12 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (226)<br>347,94 53,37 24,828<br>327,95 53,29 32,01<br>F 28,7 1 dk<br>rf nil<br>12BH WB41148t incl. 27715t in clean ballast tanks | **TS Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 400 512 HeCls. BC | 4 S Turb dr geared to 2 sc. shafts<br>37 400shp (27 510kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 WTB 75kgf/cm² (73,6bar) Spt 515°C<br>65kgf/cm² (63,8bar) hs1766,6<br>Gen 2 × 1172kW 1 × 500kW<br>450V 60Hz a.c.<br>Fuel 13 463,5t (o.f.) 14,5kn |
| **5001396** | **ABQAIQ 1**<br>ex Aramco 202-48<br>**John W. Mecom**<br>Jeddah Saudi Arabia | **233**<br>—<br>— | *Classed BC until 7/50 | **1945**-7 Kingston Shipyards—Kingston, Ont. (34)<br>34,60 9,20 3,782<br>32,01 9,15 4,12 | **S Tug** | T 3Cy. 419 686 & 1168 × 2032<br>Collingwood Shipyards Collingwood, Ont.<br>Fuel 96,5t (o.f.) |

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| **5001413**<br>A6E2082<br>852/81<br>Rdr RT | **ABQAIQ 4**<br>**Eltas Moubayed & Mounir El Boustany**<br>Sharjah United Arab Emirates | **293**<br>—<br>— | AB | **1961**<br>33,84 9,25 4,693<br>30,64 9,20 5,21<br>1 dk | Haarlemsche Schps. Maats.—Haarlem (570) | **M Tug** | Oil 4SA 6Cy. 432 × 533 sr geared to sc. shaft<br>Enterprise Engine Co. San Francisco, Ca<br>Gen 2 × 60kW<br>Controllable pitch propeller<br>Fuel 99,5t |
| **5001425**<br>A6E2083<br>851/81<br>Rdr RT | **ABQAIQ 5**<br>**Eltas Moubayed & Mounir El Boustany**<br>Sharjah United Arab Emirates | **293**<br>—<br>— | AB | **1962**<br>33,84 9,25 4,693<br>30,64 9,20 5,21<br>1 dk | Haarlemsche Schps. Maats.—Haarlem (571) | **M Tug** | Oil 4SA 6Cy. 432 × 533 sr geared to sc. shaft<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 2 × 60kW<br>Controllable pitch propeller<br>Fuel 99,5t |
| **7925209**<br>RTm | **ABQAIQ 7**<br>**ARAMCO Overseas Co.**<br>Saudi Arabia | **499**<br>262<br>480 | AB | **1981**<br>... ... ...<br>35,51 12,81 5,57<br>B 9,8 1 dk | Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (147) | **TM Tug**<br>Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 440V 60Hz a.c.<br>2 Directional propellers<br>10,5kn |
| **8016081**<br>Esd Gc<br>Rdr RTm | **ABQAIQ 8**<br>**ARAMCO Overseas Co.**<br>Saudi Arabia | **499**<br>262<br>480 | AB (Class cont.) | **1982**<br>... ... ...<br>35,51 12,81 5,57<br>B 9,8 1 dk<br>rf 610 | Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (153) | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 440V 60Hz a.c.<br>2 Directional propellers<br>10,5kn |
| **8016093**<br>Esd Gc<br>Rdr RTm | **ABQAIQ 9**<br>**ARAMCO Overseas Co.**<br>Saudi Arabia | **499**<br>262<br>480 | AB (Class cont.) | **1982**<br>... ... ...<br>35,51 12,81 5,57<br>B 9,8 1 dk<br>rf 610 | Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (154) | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 450V 60Hz a.c.<br>2 Directional propellers<br>10,5kn |
| **5001437**<br>ECAF<br>1465<br>Df Esd<br>Pfd RT | **ABRA DE BILBAO**<br>**Herederos de Juan Velasco S.A.**<br>San Sebastian Spain | **308**<br>143<br>— | (BV) | **1952**<br>*36,95* 6,89 3,607<br>6,85 3,92<br>1 dk | S.A. Balenciaga—Zumaya | **M Fishing**<br>Side Trawler<br>len 58 3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 91,5t (d.o.) 10kn |
| **7311018**<br>UJMJ<br>M-17332<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABRAM ARKHIPOV**<br>**U.S.S.R. -Lithuanian Shipping Co.**<br>Klaypeda U.S.S.R. | **3 184**<br>1 653<br>4 471 | RS | **1973**<br>97,31 16,26 6,700<br>89,95 16,21 7,70<br>1 dk | Nystads Varv Ab —Uusikaupunki/Nystad (271) | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.5 892<br>3 Ha (stl) (10,5 × 10,5) (18,5 18,5 × 13,0) ER<br>Der 1(15-35) 1(15-20) 1(12,5) | Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>14kn |
| **6611928**<br>UTJS<br>M-27653<br>Df Esd<br>Gc RT | **ABRAMTSEVO**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>852 | RS | **1965**<br>79,81 13,21 5,220<br>71,02 13,16 7,01<br>2 dks | VEB Volkswerft Stralsund—Stralsund (7066) | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.954<br>3 Ha (3,5 × 2,2) (1,9 2,5 × 1,9)<br>4W Der 2(5) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>13kn |
| **6719433**<br>UFXP<br>M-21456 | **ABRAU-DYURSO**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **1 002**<br>392<br>164 | RS | **1964**<br>63,81 9,33 2,998<br>5,87 | G. Dimitrov Shipyard—Varna | **M Ferry/General Cargo** —P<br>1 Ho<br>B.170<br>1 Ha (3,0 × 1,9)<br>Cr 1(1) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>13kn |
| **7635866**<br>EABL<br>1885<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABREGO**<br>**Domingo Fernandez Fernandez**<br>Ribadeo Spain | **189**<br>49<br>126 | GL (Class cont.) | **1982**<br>29,04 2,801<br>24,01 6,61 3,31<br>1 dk | S.L. Ardeag—Bilbao (107) | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 275 × 360 sr geared to sc. shaft<br>550bhp (405kW)<br>CKD Praha Praha |
| **6404466**<br>UWGS<br>M-17142<br>Df Esd<br>Gc Rdr<br>RT | **ABRENE**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1964**<br>105,39 14,81 6,224<br>96,93 14,79 7,01<br>1 dk | Rauma-Repola Oy—Rauma/Raumo (132) | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 386 HeCls. BC<br>1 Ha (2,4 × 3,2)<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **7435618**<br>GCGN<br>398099<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABRENTE**<br>ex Enxebre-77<br>**Interpesco Securities Ltd.**<br>Celtic Management & Trading Ltd.<br>Falmouth United Kingdom | **193**<br>98<br>— | BV | **1976**<br>*31,00* 7,04<br>26,01 7,00 5,95<br>1 dk | S.A. Balenciaga—Zumaya (264) | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 350<br>700bhp (515kW)<br>CKD Praha Praha<br>Fuel 63,0t (d.o.) 10,5kn |
| **6609080**<br>FTRR<br>291431<br>Df Esd<br>Pfd Rdr<br>RTm | **ABRI DU LARGE**<br>ex Directeur Terrin-74<br>**Glatre et Fils**<br>Concarneau France | **284**<br>140<br>— | BV | **1966**<br>33,25 7,75<br>28,20 7,74 3,81<br>2 dk | S.I.C.C.Na.—St. Malo (81) | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Mchy.aft<br>In.163<br>4 Ha (1,0 1,0 1,0 × 1,0) (9,7 × 9,6) | Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 74,0t (d.o.) 12kn |

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| **7048788**<br>WC5071<br>258419 | **ABSECON**<br>**Absecon Inc.**<br>Cape Charles, Va United States of America | **198**<br>119<br>— | | **1949** R.T.C. SB. Corp—Camden, NJ<br>*39,78* 6,86<br>2,60 | **M Fishing** | Oil<br>800bhp (588kW)<br>............<br>Fuel (d.o.) |
| **5380792**<br>9KHK<br>Df Rdr<br>RT | **ABU AL KHAIR**<br>ex Kriton-82 ex Ville de Bougie-77<br>**Salim R. Dabbous**<br>Kuwait Kuwait | **1 501**<br>796<br>1 870 | BV | **1956** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (756)<br>79,58 11,71 4,801<br>72,70 6,66<br>P 22,6 F 8,9 2 dks<br>RW | **M General Cargo**<br>Wine Ref<br>G.2 407 B.2 126 In.200 L.511<br>3 Ha (7,7 7,7 10,9 × 4,8) ER<br>6W Der 2(10) 4(5) | Oil 4SA 8Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 154,5t 13,5kn |
| **6508121**<br>SUJU<br>Df Esd<br>Gc Rdr<br>RT | **ABU ALIA**<br>ex Klek-81<br>**Rashid Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**6 750**<br>3 533<br>7 515 | ✠**100A1** CS 8/80<br>DTm—vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4295<br>JR | **1965**-9 Brodogradiliste "3 Maj"—Rijeka (500)<br>149,03 20,38 7,176<br>135,01 20,30 11,51<br>P 53,7 F 14,1 2 dks<br>rf nil<br>4BH to U dk 5 to 2nd dk WB1743t incl. DTm538t | **M Passenger/General Cargo**<br>Ref 50P<br>4 Ho 16,4 18,4 17,2 10,5 4 TwD ER 1 Ho 22,4 1 TwD<br>G.14 299 B.13 016 In.1 065<br>5 Ha (stl) (8,9 × 6,0) (11,2 11,2 12,7 × 6,4) ER (11,2 × 6,4)<br>18W Der 1(25) 6(10) 8(5) 4(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 380kW 400V d.c.<br>Fuel 1 168,5t 17,5kn |
| **6412499**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABU AMIRA**<br>ex Lyric-82<br>**Arabian Bulk Trade Ltd.**<br>Saudi Arabia | **29 395**<br>18 503<br>49 352 | AB | **1964** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (622)<br>227,03(BB) 30,26 12,202<br>216,01 30,18 17,20<br>P 20,5 F 15,9 1 dk<br>RW rf nil | **S Bulk Carrier**<br>7 Ho ER<br>B.61 589<br>10 Ha ER | 2 S Turb dr geared to sc. shaft<br>20 250shp (14 895kW)<br>General Electric Co. U.S.A.<br>Fuel 5 730,5t (o.f.) 16kn |
| **5042778**<br>SUZZ<br>1515<br>Df Esd<br>Gc Rdr<br>RT | **ABU EL KASSEM**<br>ex Bernina-78<br>**Arab Navigators Co.**<br>Alexandria Egypt | **4 410**<br>2 308<br>2 392 | AB (RI) | **1959** Ansaldo S.p.A.—Livorno (1543)<br>109,23 16,36 5,881<br>100,23 16,34 9,76<br>B 35,4 F 13,2 2 dks<br>RW rf 203 | **TM Passenger/General Cargo**<br>Ref 79P<br>4 Ho<br>B.3 756 In.104<br>4 Ha<br>8W Der 1(15) 4(7) 4(3) | 2 Oil 2SA each 5Cy. 600 × 800<br>5 000bhp (3 678kW)<br>C.R.D. Adriatico Trieste<br>Gen 4 × 180kW<br>Fuel 316,0t 16,75kn |
| **7913505**<br>9KSV<br>KT1437<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABU HALIFAH**<br>ex Al Karamah-81<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **7 536**<br>3 583<br>12 882 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>EL Z 552,5/54,0U2<br>FN 3691 | **1980**-5 Namura SB. Co. Ltd.—Imari (842)<br>128,45 19,61 8,357<br>122,00 19,60 10,65<br>P 26,6 F 11,6 1 dk<br>rf nil<br>10BH WB3120T incl. No. 3 STs (p & s) 2575T | **M Tanker**<br>9 Ta ER<br>L.(oil) 13 048 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (o.f.) 7,7kgf/cm$^2$ (7,6bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 365kW 385V 50Hz a.c.<br>Fuel 83,0t (d.o.) 452,0t (hvf) |
| **7613246**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABU HANNA**<br>ex Queena-82 ex Tensho Maru-79<br>**Arabian Bulk Trade Ltd.**<br>Saudi Arabia | **23 397**<br>15 282<br>45 779 | NK | **1976** Tsuneishi Zosen K.K.—Numakuma (358)<br>190,00 29,55 12,008<br>183,01 29,51 17,02<br>F 18,6 1 dk | **M Bulk Carrier**<br>5 Ho 26,6 27,8 17,4 27,8 29,0 ER<br>G.53 184 B.51 762<br>5 Ha (15,4 16,9 10,1 16,9 16,9 × 14,5) ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 960kW a.c.<br>14,5kn |
| **6410312**<br>SUSK<br>Df Esd<br>Gc Rdr<br>RT | **ABU HOSNA**<br>ex Visevica-81<br>**Rashid Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**6 750**<br>3 533<br>7 629 | ✠**100A1** SS 2/81<br>DTm—vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4295<br>(JR) | **1964**-11 Brodogradiliste "3 Maj"—Rijeka (475)<br>149,03 20,38 7,170<br>135,01 20,30 11,51<br>P & B 53,7 F 14,1 2 dks<br>rf nil<br>4BH to U dk 5 to 2nd dk WB1743t incl. DTm538t | **M Passenger/General Cargo**<br>Ref 50P<br>4 Ho 16,4 18,4 17,2 10,5 4 TwD ER 1 Ho 22,4 1 TwD<br>G.14 299 B.13 016 In.1 065<br>5 Ha (stl) (8,9 × 6,0) (11,2 11,2 12,7 × 6,4) ER (11,2 × 6,4)<br>18W Der 1(25) 6(10) 8(5) 4(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 5 × 308kW 400V d.c.<br>Fuel 1 150,0t (d.o.) 17,5kn |
| **7642211** | **ABU KHALID**<br>**United Arab Marine Contracting & Supply Co.**<br>Alexandria Egypt | **375**<br>—<br>599 | AB | **1974** United Arab Ship Repairs Co. —Alexandria (1)<br>2,701<br>47,99 8,03 3,18<br>1 dk<br>rf 102 | **M Tanker**<br>Water | Oil 4SA 6Cy. 136 × 152 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>International Harvester Co. Melrose Park, Illinois<br>Gen 1 × 24kW<br>7kn |
| **7414298**<br>9KJW<br>KT1463<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABU MAZIN**<br>ex Frederiksborg-82<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **1 598**<br>1 194<br>3 506 | NV | **1976** Vaagen Verft A/S—Kyrksaeterora (41)<br>82,71 13,03 6,611<br>75,72 13,01 6,91<br>P - 2 dks | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Ta ER<br>L.3 850 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 180kW 1 × 67kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 117,5t (d.o.)-7,5pd 12,5kn |
| **5023100**<br>9KIW<br>KT1280<br>Df Esd<br>Gc Rdr | **ABU MISHARI AL KULAIB**<br>ex Arga-79<br>**Al-Kulaib International Trading & Construction Co. W.L.L. (A. K. Lines)**<br>Kuwait Kuwait | **3 115**<br>1 521<br>5 407 | ✠**100A1** SS 2/80<br>✠**LMC**<br>EL u<br>FN 2185 | **1961**-9 Cia. Euskalduna—Bilbao (148)<br>105,72 14,58 5,900<br>97,01 14,51 8,01<br>F 23,2 2 dks, 3rd dk fwd of mchy. space<br>RW rf 102<br>8BH 'Tween dks exept No. 1 lower sparred WB525t incl. DTf228t | **M General Cargo**<br>4 Ho ER 1 Ho<br>G.6 048 B.5 393<br>5 Ha (7,9 7,9 7,9 7,9 × 5,4) ER (7,9 × 5,4)<br>12W Der 4(5) 6(3) 2(2) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 184,0t 15kn |
| **6417023**<br>SURY<br>Df Esd<br>Gc Rdr<br>RT | **ABU RASHID**<br>ex Tuhobic-81<br>**Rashid Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**6 750**<br>3 533<br>7 636 | ✠**100A1** SS 7/81<br>DTm—vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4295<br>(JR) | **1965**-3 Brodogradiliste "3 Maj"—Rijeka (476)<br>149,03 20,38 7,176<br>135,01 20,30 11,51<br>P 53,7 F 14,1 2 dks<br>rf nil<br>4BH to U dk 5 to 2nd dk WB2923t incl. DTm538t | **M Passenger/General Cargo**<br>Ref 50P<br>4 Ho 16,4 18,4 17,2 10,5 4 TwD ER 1 Ho 22,4 1 TwD<br>G.14 299 B.13 016 In.1 065<br>5 Ha (stl) (8,9 × 6,0) (11,2 11,2 12,7 × 6,4) ER (11,2 × 6,4)<br>18W Der 1(25) 6(10) 8(5) 4(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 370kW 400V 50Hz a.c.<br>Fuel 1 168,5t (d.o.) 18kn |

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|---|---|---|---|---|---|---|
| 310131<br>ZQK<br>A646<br>f Esd<br>c Pfd<br>dr<br>Tm/h/v | **ABU SALAMA**<br>ex Golden Dolphin-81<br>**Arabian Bulk Trade Ltd.**<br>Dammam Saudi Arabia | **20 328**<br>13 182<br>34 093 | AB | **1973** Osaka Zosensho—Osaka (329)<br>185,50(BB) 26,04 11,148<br>174,96 26,00 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Cement<br>Str. heavy cargoes<br>5 Ho ER<br>G.42 588 B.41 229 HeCls. ptB<br>5 Ha (stl) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 324kW 440V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 808,0t (hvf)-36,0pd |
| 7505516<br>A7D2023<br>Df Esd<br>Gc Rdr<br>RT | **ABU SAMRA**<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Qatar | **1 056**<br>448<br>1 000 | AB | **1979** Robin Shipyard (Pte.) Ltd.—Singapore (206)<br>57,51 4,501<br>51,16 13,11 5,49<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 5001499<br>SUJM<br>168<br>Df Esd<br>Gc Rdr<br>RT | **ABU SIMBEL**<br>ex Mari-61<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **1 946**<br>1 250<br>2 895 | GL | **1960** VEB Schiffswerft "Neptun"—Rostock (1013)<br>*85,20* 12,04 5,701<br>85,20 12,02 6,81<br>P 15,3 F 8,3 2 dks | **M General Cargo** CSD<br>Mchy.aft<br>2 Ho<br>G.4 054 B.3 716<br>2 Ha<br>Der 2(20) 8(5) | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 380kW a.c.<br>13kn |
| 6516403<br>SUVH<br>Df Esd<br>Gc Rdr<br>RT | **ABU YUSSUF I**<br>ex Zvir-81<br>**Rashid Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**6 750**<br>3 533<br>7 493 | **✠100A1** CS 3/81<br>DTm—veg. oil or latex<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4295<br>JR | **1966**-3 Brodogradiliste "3 Maj"—Rijeka (501)<br>149,28 20,38 7,170<br>135,01 20,30 11,51<br>P 53,7 F 14,1 2 dks<br>RW rf nil<br>4BH to U dk 5 to 2nd dk WB1743t incl.<br>DTm538t | **M Passenger/General Cargo**<br>Ref 50P<br>4 Ho ER 1 Ho<br>G.14 386 B.12 851 In.1 066<br>5 Ha (stl) (8,9 × 6,0) (11,2 11,2 12,7 × 6,4) ER (11,2 × 6,4)<br>18W Der 1(25) 6(10) 8(5) 4(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 5 × 304kW 400V d.c.<br>Fuel 1 168,5t (d.o.) 18kn |
| 5019068<br>SYQW<br>8091<br>Df Esd<br>Gc Rdr<br>RTh | **ABUELO GIORGIO**<br>ex Puerto Acevedo-81<br>ex Pearlstone-75 ex Twinone-73<br>ex Anneliese-72<br>**Efwill Shipping Co. S.A.**<br>Efshipping Co. S.A. Panama<br>Piraeus Greece | **16 755**<br>11 661<br>29 242 | GL | **1961** Rheinstahl Nordseewerke—Emden (331)<br>189,01 25,48 10,475<br>179,99 25,40 14,58<br>1 dk<br>RW | **M Bulk Carrier** 12P<br>7 Ho 15,3 22,0 15,0 22,0 15,1 22,0 16,0 ER<br>G.36 404<br>7 Ha (stl) (8,9 16,0 8,9 16,0 8,9 16,0 8,9 × 10,9) ER<br>2W Der 1(7,5) 2(3) | Oil 2SA 6Cy. 780 × 1550<br>9 000bhp (6 620kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 280kW 440V<br>Fuel 1 688,5t (hvf) 14,75kn |
| 7430723<br>OIPB<br>250<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABUJA EXPRESS**<br>ex Emirates Express-81<br>**Kansallisrahoitus Oy (Kansallis Finance Ltd.)**<br>A/B Vasa Shipping O/Y<br>Vaasa/Vasa Finland | **9 074**<br>4 756<br>14 765 | NV | **1978** AB Oskarshamns Varv—Oskarshamn (424)<br>183,14 8,479<br>166,30 24,01 16,67<br>B - 2 dks<br>rf nil | **M RoRo Cargo**<br>Stern door/ramps Ice strengthened<br>Mchy.aft<br>B.34 890<br>TEU 840 C. 840/20' | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 640kW 1 × 56kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 275,5t (d.o.) 2 006,5t (hvf)-40,5pd<br>18,5kn |
| 7527708<br>JNZT<br>117767<br>Df Esd<br>Gc Pfd<br>Rdr | **ABUKUMA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **501**<br>131<br>— | | **1976** Tohoku Zosen—Shiogama (170)<br>63,35 7,85 2,601<br>60,00 7,82 4,32<br>2 dks | **TM Patrol Ship**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 500<br>3 000bhp (2 207kW)<br>Fuji Seisakusho Tateyama |
| 7522942<br>JE2147<br>117920 | **ABUKUMA MARU**<br>**Kowa Kaiun K.K. (Kowa Shipping Co. Ltd.)**<br>Shiogama, Miyagi Pref. Japan | **696**<br>451<br>2 090 | | **1976** Honda Zosen—Saiki (636)<br>11,43 5,101<br>64,42 11,41 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>13kn |
| 6816267<br>JG2555<br>103936 | **ABUKUMA MARU**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 2 Harbor Construction Bureau)**<br>Tokyo Japan | **167**<br>54<br>— | | **1968** Ando Tekkosho—Tokyo (197)<br>24,01 8,23 2,896<br>20,99 8,21 3,79<br>1 dk | **TM Fishing**<br>Side-fishing | 2 Oil 4SA each 8Cy. 300 × 380<br>2 200bhp (1 618kW)<br>Daihatsu Kogyo Osaka<br>9kn |
| 7334216<br>ATJL<br>1529<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABUL KALAM AZAD**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **62 563**<br>46 676<br>114 338 | AB IRS | **1974** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (261)<br>254,52(BB) 39,10 16,885<br>246,46 39,02 22,99<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>9 Ho/Ta 23,4 13,7 26,3 13,7 26,3 13,7 26,3 13,7 24,4 ER<br>14 Ha (stl) (8,7 8,7 8,7 9,8 9,8 8,7 9,8 9,8 8,7 9,8 9,8 8,7 8,7 8,7 × 17,8) ER | Oil 2SA 8Cy. 860 × 1600<br>20 000bhp (14 711kW) MAN<br>Tvornica Dizel Motora "Split" Split<br>Gen 1 × 720kW 2 × 680kW 450V 1 × 300kW 440V 60Hz a.c.<br>Fuel 7 320,5t (hvf) 15,5kn |
| 5021530<br>SUZW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ABULFEDA**<br>ex Araguaya-76<br>**Pan-Arab Shipping Co.**<br>Alexandria Egypt | **5 405**<br>2 294<br>8 266 | **✠100A1** SS 5/78<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL bt<br>FN 3828 | **1960**-10 Wartsila Kon. Crichton-Vulcan —Turku/Åbo (1078)<br>139,91 17,66 8,383<br>130,31 17,61 11,76<br>F 12,5 1 dk & S dk, 3rd dk except in aft holds<br>rf 152<br>Coll BH to S dk 6 to 2nd dk WB1398t incl. Tunnel tanks 226t | **M General Cargo** OSD<br>Ref 4P<br>5 Ho 17,8 22,0 22,0 ER 18,3 16,6<br>G.11 468 B.10 534 In.2 433<br>5 Ha (stl) (9,6 × 7,3) (9,6 × 7,0) (9,9 × 7,3) ER (9,6 × 7,0) (9,9 × 7,3)<br>16W Der 16(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 1 100,5t (hvf) 16kn |
| 7007629<br>H05512<br>1137<br>8-81<br>Rdr RTv | **ABULON**<br>ex W. D. Test-81<br>Launched as Foremost Test<br>**Chalenes De Durango S.A.**<br>Skua B.V.<br>Panama Panama | **1 128**<br>551<br>1 727 | **✠100A1** SS 7/81<br>hopper barge<br>**✠LMC**<br>EL (L) 1$\frac{1}{4}$"U2<br>FN 1158 | **1970**-4 Boele's Schps. & Mchf. N.V. —Bolnes (1038)<br>70,31 13,09 3,595<br>65,38 13,01 4,70<br>RAD 17,4 RFD 16,2 1 dk<br>rf nil<br>6BH WB54t | **TM Hopper Barge**<br>Bottom doors<br>1 Ta 1 Ho 32,6 ER<br>L.1 000<br>4 Ha (stl) (1,3 1,3 × 1,0) (0,6 0,6 × 0,5) ER | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>990bhp (728kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 48kW 415V 50Hz a.c.<br>Fuel 58,5t (d.o.) 9,25kn |

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| **5001970**<br>SURC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ABULWAFA**<br>ex Aconcagua-76<br>**Pan-Arab Shipping Co.**<br>Egypt | **5 402**<br>2 921<br>7 925 | **✠100A1** SS 7/78<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL bt<br>FN 3828 | **1961**-1 Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (1079)<br>139,91 17,66 8,833<br>130,31 17,61 11,76<br>F 12,5 1 dk & S dk, 3rd dk except in aft holds<br>rf 157<br>Coll BH to S dk 6 to 2nd dk WB1398t incl. Tunnel tanks 226t | **M General Cargo** OSD<br>Ref 4P<br>5 Ho 17,8 22,0 22,0 18,3 16,6<br>G.11 468 B.10 534 In.2 433<br>5 Ha (stl) (9,6 × 7,3) (9,6 × 7,0) (9,9 × 7,3) (9,6 × 7,0) (9,9 × 7,3)<br>16W Der 16(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 1 100,5t (hvf) 16kn |
| **7202592**<br>WB3962<br>252285 | **ABUNDANCE**<br>ex Kathy Jo-75<br>ex Tidewater Shaver ex Troll<br>ex YMS 129<br>**Love Israel, Trustee**<br>Seattle, Wa United States of America | **185**<br>126<br>— | | **1942** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>*38,50* 7,62 2,744<br>3,46<br>conv Minesweeper — | **Wood M Fishing** | Oil<br>700bhp (515kW)<br>Cooper-Bessemer Corp. U.S.A.<br>Fuel (d.o.) |
| **7507631**<br>SUST<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ABUQIR**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **4 715**<br>2 981<br>7 525 | **✠100A1** CS 5/81<br><br>**✠LMC**<br>EL W 2"U2<br>FN 2771 | **1976**-5 Kurushima Dock Co. Ltd.—Uwajima (904)<br>114,33 17,68 7,252<br>104,02 17,61 9,02<br>P 22,3 F 13,2 2 dks<br>rf 102<br>6BH WB1258T | **M General Cargo** CSD<br><br>4 Ho 17,9 19,5 19,5 18,9 ER<br>G.10 106 B.9 530<br>4 Ha (stl) (9,9 13,3 13,3 11,9 × 8,7) ER<br>4W Cr 2(12,5) Der 4(10) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 656,5t (hvf) 16,75kn |
| **5028203**<br><br><br>Df Esd<br>Rdr<br>RTm/h | **ABUSHOUK**<br>ex Alna Gashi-79<br>ex Ashenge Haiq.-74<br>ex Atbla Kokeb-69<br>**Abushal Shipping & Trading Establishment**<br>Jeddah Saudi Arabia | **384**<br>157<br>573 | (BV)<br><br>✠Classed LR until 16/5/69 | **1961**-9 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1092)<br>54,84 8,74 3,169<br>48,21 8,70 5,36<br>F 8,0 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref<br>1 Ho 30,1 ER<br>G.1 256 B.1 137 In.62<br>2 Ha (each 10,4 × 5,1) ER<br>4W Der 1(3-5) 2(3) | Oil 2SA 6Cy. 267 × 343<br>590bhp (434kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 23kW 230V d.c.<br>Fuel 17,5t (d.o.) 10kn |
| **7740788**<br>UZFQ<br>M-35006 | **ABZANOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1979** .............U.S.S.R.<br>34,02 7,09 2,901<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| **6803222**<br>D7BU<br>IM2005<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACACIA**<br>ex Tsurusaki Maru-81<br>**Korea Line Corp.**<br>Inchon South Korea | **54 566**<br>14 204<br>94 532 | <br><br>KR NK | **1967** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (193)<br>249,99 38,56 14,483<br>237,01 38,51 20,58<br>F 20,5 1 dk | **M Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>4 Ho 40,4 40,4 45,0 40,4 8 Ta ER<br>G.49 050 HeCls. B<br>8 Ha (stl) (each 13,4 × 8,9) ER | Oil 2SA 9Cy. 850 × 1600<br>21 600bhp (15 888kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 4 × 570kW 450V 60Hz a.c.<br>Fuel 136,0t (d.o.) 7 200,0t (hvf)-50,0pd<br>12,5kn |
| **7522746**<br>JPYW<br>119131<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACACIA**<br><br>**Tonichi Sangyo K.K.**<br>Tokyo Japan | **7 186**<br>4 886<br>11 200 | <br><br>NK | **1976** Kurushima Dock Co. Ltd.—Imabari (879)<br>131,81 19,05 8,306<br>122,81 19,02 10,83<br>P 22,6 F 11,6 2 dks | **M General Cargo**<br><br><br>G.15 950 B.15 017<br>3 Ha (12,1 × 9,3) (25,4 25,4 × 10,6) ER<br>Der 1(80) 5(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 260kW 445V a.c.<br>14kn |
| **8202707** | **ACACIA ACE**<br><br>**Matsumoto Kaiun Y.K.**<br>Japan | **9 825**<br>6 561<br>10 713 | <br><br>NK (Class cont.) | **1982** Watanabe Zosen K.K.—Hakata (218)<br>7,501<br>147,02 26,81 19,03 | **M Vehicles Carrier** | Oil<br>12 600bhp (9 268kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |
| **7355753**<br>6MNC<br>BS-A-688<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACACIA No. 1**<br><br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **449**<br>246<br>— | <br><br>KR | **1973** Dae Sun SB. & Eng. Co. Ltd.—Busan (sb-153)<br>55,50 9,02<br>49,00 9,00 3,97<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br><br>2 Ha (1,3 × 0,9) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW a.c.<br>13kn |
| **7355765**<br>6MND<br>BS-A-1564<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACACIA No. 2**<br><br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **449**<br>246<br>— | <br><br>KR | **1973** Dae Sun SB. & Eng. Co. Ltd.—Busan (sb-154)<br>55,50 9,02<br>49,00 9,00 3,97<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br><br>2 Ha (1,3 × 0,9) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW a.c.<br>13kn |
| **7355777**<br>6MNE<br>BS-A-706<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACACIA No. 3**<br><br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **449**<br>246<br>— | <br><br>KR | **1973** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>55,50 9,02<br>49,00 9,00 3,97<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br><br>2 Ha (1,3 × 0,9) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW a.c.<br>13kn |
| **7516254**<br>6NGI<br>BS-A-937<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACACIA No. 6**<br><br>**Nam Yang Frozen Foods Ltd.**<br>Busan South Korea | **435**<br>248<br>— | <br><br>KR | **1975** Busan SB. & Eng. Co. Ltd.—Busan (130)<br>54,89 9,15 —<br>48,80 9,01 3,94<br>P 31,4 F 7,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br><br>5 Ha (1,3 1,3 × 0,9) (1,8 × 1,8) (1,3 × 0,9) (1,3 × 1,0)<br>Der 2(1) 2(0,5) | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>13,5kn |
| **7516266**<br>6NGJ<br>BS-A-971<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACACIA No. 7**<br><br>**Nam Yang Frozen Foods Ltd.**<br>Busan South Korea | **435**<br>248<br>— | <br><br>KR | **1975** Busan SB. & Eng. Co. Ltd.—Busan (131)<br>54,89 9,15 —<br>48,80 9,01 3,94<br>P 31,4 F 7,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br><br>5 Ha (1,3 1,3 × 0,9) (1,8 × 1,8) (1,3 × 0,9) (1,3 × 1,0)<br>Der 2(1) 2(0,5) | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>13,25kn |

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| 007717<br>LUL<br>S-A-<br>1846<br>f Esd<br>c Pfd<br>dr RT | **ACACIA No. 31**<br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **431**<br>214<br>1 039 | KR | **1980** Dae Sun SB. & Eng. Co. Ltd.—Busan (243)<br>55,17 8,62<br>49,69 8,60 4,02<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| 007729<br>LRN<br>S-A-<br>1870<br>f Esd<br>c Pfd<br>dr RT | **ACACIA No. 32**<br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **432**<br>213<br>1 039 | KR | **1980** Dae Sun SB. & Eng. Co. Ltd.—Busan (244)<br>55,17 8,62<br>49,69 8,60 4,02<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| 7331616<br>KCX<br>S-A-<br>1950<br>f Esd<br>c Rdr<br>T | **ACACIA No. 33**<br>ex Cipsa No. 1-81<br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **448**<br>212<br>523 | KR | **1973** Uchida Zosen—Ise (729)<br>55,48 9,05<br>48,98 9,00 3,97<br>P 27,5 F 13,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>G.1 118 B.629 In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,5kn |
| 7331630<br>FHM<br>S-A-<br>1998<br>f Esd<br>c Rdr<br>T | **ACACIA No. 35**<br>ex Cipsa No. 3-81<br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **448**<br>219<br>523 | KR | **1973** Uchida Zosen—Ise (731)<br>55,48 9,05<br>48,98 9,00 3,97<br>P 27,5 F 13,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>G.1 118 B.629 In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,75kn |
| 7116810<br>CDR<br>3501<br>f Esd<br>c Pfd<br>dr<br>Tm/h/v | **ACADIA**<br>ex Atlantica Genova-76<br>ex Gruenfels-71<br>**Italia S.p.A. di Navigazione**<br>Genova Italy | **13 130**<br>7 701<br>18 909 | AB RI (GL) | **1971** Luebecker Flender-Werke AG. —Luebeck-Siems (596)<br>174,86(BB) 22,92 12,240<br>166,27 22,79 13,52<br>1 dk & S dk<br>len 74 | **M Container Ship** OSD<br>Fixed-guides<br>9 Cell.Ho 7,7 14,8 14,4 13,6 13,6 13,6 8,0 13,6 15,1 ER<br>TEU 886<br>C.Ho 473/20' C.Dk 413/20'<br>9 Ha (stl) ER | Oil 2SA 7Cy. 780 × 1550<br>13 300bhp (9 783kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 500kW 440V 60Hz a.c.<br>Fuel 1 408,0t<br>20kn |
| 5001528<br>CGCB<br>133535<br>f Esd<br>c Pfd<br>dr RTm | **ACADIA**<br>**Government of Canada (Ministry of The Environment)**<br>Ottawa Canada | **846**<br>439<br>305 | ✠Classed LR until 10/15 | **1913**-6 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (912)<br>55,48 10,27 3,836<br>... ... ...<br>1 dk & S dk<br>R rf 102 | **S Research** OSD<br>Hydrographic | T 3Cy. 432 711 & 1168 × 686<br>1 200ihp (883kW)<br>Swan, Hunter & Wigham Richardson Newcastle<br>Gen 2 × 23kW 110V d.c. |
| 7048790<br>WF9943<br>269194 | **ACADIA**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **317**<br>216<br>— | | **1955** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*36,58* 9,15<br>2,49<br>1 dk | **M Fishing** | Oil<br>1 200bhp (883kW)<br>.............<br>Fuel (d.o.) |
| 5291173<br>sd Pfd<br>dr RT | **ACADIA CREST**<br>ex Red Crest-63<br>**Pez Exports S.A.**<br>Argentina | **407**<br>137<br>— | ✠Classed LR until 8/3/74 | **1955**-9 J. Lewis & Sons Ltd.—Aberdeen (252)<br>*42,22* 8,21<br>41,15 8,08 4,04<br>RQD 22,6 F 6,8<br>RW rf 762 BK 203 | **M Fishing**<br>Side Trawler | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 81,5t<br>11,25kn |
| 6916407<br>D5DI<br>6209<br>f Esd<br>c Pfd<br>dr RT | **ACADIA FOREST**<br>**Lash Carriers Inc.**<br>Monrovia Liberia | **33 231**<br>22 848<br>49 835 | NV | **1969** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (918)<br>261,42(BB) 32,59 12,196<br>235,19 32,49 18,29<br>1 dk<br>rf nil | **M Barge Carrier**<br>Mchy.aft<br>5 Ho<br>80 Lighters<br>14 Ha (stl) (each 10,0 × 19,0)<br>Cr 1(510) 1(5) Der 1(5) 2(3) | Oil 2SA 9Cy. 900 × 1550<br>26 000bhp (19 125kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 6 150,0t (hvf)-101,5pd<br>18kn |
| 7827158<br>WQZ4<br>445<br>610461<br>f Esd<br>c Pfd<br>dr RT | **ACADIA SEAHORSE**<br>ex Orinda-80<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>New Orleans, La United States of America | **260**<br>177<br>1 200 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (808)<br>56,42 3,658<br>51,85 12,20 4,27<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made66 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| 7932238<br>635530<br>f Esd<br>c Pfd<br>dr RT | **ACADIAN COMMANDER**<br>**Acadian Marine Service Inc.**<br>New Orleans, La United States of America | **185**<br>125<br>1 000 | AB | **1981** Halter Marine Inc.—New Orleans, La (836)<br>67,67 4,128<br>65,84 13,42 4,88<br>F 18,0 1 dk<br>rf 25 | **TD-E Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>TEU 90 C.Dk 45/40' | 5 Vee Oil 2SA each 16Cy. 146 × 146 driving 5 gen. each 900kW 600V a.c. connected to 4 elec. motors (d.c.) & sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,0pd<br>13kn |
| 7367304<br>WYT8<br>759<br>558074<br>f Esd<br>c Pfd<br>dr<br>Tm/h/v | **ACADIAN DEFENDER**<br>**Acadian Offshore Services Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>711 | AB | **1974** Southern SB. Corp.—Slidell, La (106)<br>51,52 11,64 3,525<br>46,33 11,59 4,12<br>F 12,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 379,0t (d.o.)<br>14kn |

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| **7932240**<br>637661<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACADIAN EXPLORER**<br>**Acadian Marine Service Inc.**<br>New Orleans, La United States of America | **185**<br>125<br>1 000 | **1981** Halter Marine Inc.—New Orleans, La (837)<br>AB 67,67 4,128<br>65,84 13,42 4,88<br>F 18,0 1 dk<br>rf 25 | **TD-E Tug/Supply Ship**<br>Deck Cargo<br>TEU 90 C.Dk 45/40' | 5 Vee Oil 2SA each 16Cy. 146 × 146 driving 5 gen. each 900kW 600V a.c. connected to 4 elec. motors (d.c.) & sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,0pd 13kn |
| **7303906**<br>WYT8<br>042<br>546112<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACADIAN FREEDOM**<br>**Acadian Offshore Services Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>711 | **1973** Southern SB. Corp.—Slidell, La (100)<br>AB 51,52 11,64 3,525<br>46,33 11,59 4,12<br>F 12,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 369,0t (d.o.) |
| **7367330**<br>WYT9<br>070<br>565673<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACADIAN LIBERTY**<br>**Acadian Offshore Services Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>711 | **1975** Southern SB. Corp.—Slidell, La (109)<br>AB 51,52 11,64 3,525<br>46,33 11,59 4,12<br>F 12,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 338,5t (d.o.) 14kn |
| **7726328**<br>WYB6<br>927<br>599166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACADIAN MARINER**<br>**Acadian Marine Service Inc.**<br>New Orleans, La United States of America | **185**<br>125<br>1 313 | **1978** Halter Marine Inc.—New Orleans, La (652)<br>AB 67,67 4,145<br>65,84 13,43 4,88<br>F 18,0 1 dk | **TD-E Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>TEU 90 C.Dk 45/40' | 5 Vee Oil 2SA each 16Cy. 146 × 146 driving 5 gen. each 900kW 600V a.c. connected to 4 elec. motors (d.c.) & sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,0pd 13kn |
| **7932214**<br>624178<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACADIAN NAVIGATOR**<br>**Acadian Marine Service Inc.**<br>New Orleans, La United States of America | **185**<br>125<br>1 000 | **1980** Halter Marine Inc.—New Orleans, La (830)<br>AB 67,67 4,145<br>65,84 13,42 4,88<br>F 18,0 1 dk | **TD-E Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>TEU 90 C.Dk 45/40' | 5 Vee Oil 2SA each 16Cy. 146 × 146 driving 5 gen. each 900kW 600V a.c. connected to 4 elec. motors (d.c.) & sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,0pd 13kn |
| **7367328**<br>WYT9<br>069<br>562455<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACADIAN PATRIOT**<br>**Acadian Offshore Services Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>711 | **1975** Southern SB. Corp.—Slidell, La (108)<br>AB 51,52 11,64 3,525<br>46,33 11,59 4,12<br>F 12,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 379,0t (d.o.) 14kn |
| **7932226**<br>626260<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACADIAN SAILOR**<br>**Acadian Marine Service Inc.**<br>New Orleans, La United States of America | **185**<br>125<br>1 000 | **1980** Halter Marine Inc.—New Orleans, La (831)<br>AB 67,67 3,917<br>65,84 13,42 4,88<br>F 18,0 1 dk | **TD-E Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>TEU 90 C.Dk 45/40' | 5 Vee Oil 2SA each 16Cy. 146 × 146 driving 5 gen. each 900kW 600V a.c. connected to 4 elec. motors (d.c.) & sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,0pd 13kn |
| **7726330**<br>WYB6<br>926<br>607985<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACADIAN SEAFARER**<br>**Acadian Marine Service Inc.**<br>New Orleans, La United States of America | **184**<br>125<br>1 313 | **1979** Halter Marine Inc.—New Orleans, La (653)<br>AB 67,67 4,145<br>65,84 13,42 4,88<br>F 18,0 1 dk | **TD-E Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>TEU 90 C.Dk 45/40' | 5 Vee Oil 2SA each 16Cy. 146 × 146 driving 5 gen. each 900kW 600V a.c. connected to 4 elec. motors (d.c.) & sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 60kW a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,0pd 13kn |
| **7367316**<br>WYT8<br>933<br>560191<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACADIAN VALOR**<br>**Acadian Offshore Services Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>711 | **1974** Southern SB. Corp.—Slidell, La (107)<br>AB 51,52 11,64 3,525<br>46,33 11,59 4,12<br>F 12,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts NE (p) 10/75 Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 379,0t (d.o.) 14kn |
| **7303994**<br>WYT8<br>138<br>547281<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACADIAN VICTORY**<br>**Acadian Offshore Services Inc.**<br>New Orleans, La United States of America | **192**<br>130<br>711 | **1973** Southern SB. Corp.—Slidell, La (101)<br>AB 51,52 11,64 3,525<br>46,33 11,59 4,12<br>F 12,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 369,0t (d.o.) 14kn |

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| 7104269<br>FISE<br>1008<br>Df Esd<br>Pfd Rdr<br>RTm | **ACADIE**<br>**Government of The Republic of France (Departement du Morbihan)**<br>Compagnie Morbihannaise de Navigation<br>Nantes France | **424**<br>138<br>168 | BV | **1971** Ch. & At. de la Perriere—Lorient<br>42,65 10,11 2,325<br>39,81 10,01 5,92<br>2 dks<br>rf 584 | **TM Ferry/General Cargo**<br>600dk P<br>Mchy.aft<br>1 Ho 7,0<br>B.178<br>1 Ha (stl) (1,9 × 2,5)<br>2W Der 2(4) | 2 Oil 4SA each 6Cy. 260 × 280 reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>Crepelle et Cie. Lille<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 28,0t (d.o.) 12,5kn |
| 5378048<br>HKCM<br>Df Esd<br>Gc | **ACAIMA**<br>ex Venimos-73<br>**Compania Nacional de Navegacion S.A. (NAVENAL)**<br>Leticia Colombia | **1 309**<br>548<br>1 829<br>**1 607**<br>821<br>2 656 | (BV) | **1956** Norderwerft Koser & Meyer —Hamburg (821)<br>91,45 12,65 —/4,642<br>12,63 7,32<br>P 23,5 F 11,9 1 dk & S dk<br>RW len 65<br>**DAMAGED BY FIRE 7/80** | **M General Cargo** OSD/CSD<br>Ref 6P<br>Mchy.aft<br>4 Ho 14,4 24,0 15,1 6,6<br>G.2 908 B.2 743 In.371<br>4 Ha (stl) (8,8 16,9 13,1comb. 13,1comb. × 5,1)<br>6W Cr 2(5) Der 1(20) 6(5) | Oil 4SA 8Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 80kW 1 × 55kW 220V d.c.<br>Fuel 215,5t (d.o.) 13kn |
| 7113167<br>SJAN<br>Df Esd<br>Rdr RTh | **ACAMAR**<br>ex I. W. Winck-80<br>ex Jytte Bres-80 ex Wrath-74<br>ex Jytte Bres-72<br>**Bjare Shipping H/B**<br>E. G. Jansson A/B<br>Torekov Sweden | T.Mk<br>**399**<br>263<br>1 042 | BV | **1971** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (323)<br>64,62 11,03 3,658<br>56,98 10,99 6,20<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.2 529 B.2 263<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>Cr 1(5) | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 45kW 1 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd 10,5kn |
| 6606052<br>EEWX<br>1782<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACAMAR**<br>**Amador Suarez Villa**<br>San Sebastian Spain | **303**<br>172<br>— | BV | **1966** Ast. Luzuriaga S.A.—Pasajes (95)<br>42,63 7,62 3,252<br>37,44 7,21 3,94<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.302<br>2 Ha (each 1,9 × 1,9) | Oil 4SA 8Cy. 320 × 450<br>1 070bhp (787kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 487,5t (d.o.) 11kn |
| 5001619<br>XCAW | **ACAPULCO**<br>ex Chiapas-40 ex Caldas-33<br>ex Chiman ex Lutona<br>**Naviera Acapulco S.A.**<br>Acapulco Mexico | **247**<br>196<br>— | ✠ | **1917**-6 Forrestt S.B. & Eng. Co. Ltd. —Wivenhoe<br>*35,36* 6,43<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 255 × 330<br>NE 34<br>Atlas Imperial D.E. Co. Oakland, Ca |
| 6519015 | **ACAPULCO**<br>Mexico | **138**<br>—<br>— | | **1969** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan<br>25,00 7,24 3,048<br>21,52 7,00 3,51 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7950307 | **ACAPULCO SEGUNDO**<br>ex Taisei Maru No. 8-81<br>**Daniel Del Barco Moiso**<br>Puntarenas Costa Rica | **254**<br>131<br>— | | **1969** Kochi Jukogyo K.K.—Kochi (1145)<br>*40,51*<br>7,80 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 7950230 | **ACAPULCO TERCERO**<br>ex Shosei Maru-81<br>ex Asahi Maru No. 5-79<br>**Daniel Del Barco Moiso**<br>Puntarenas Costa Rica | **299**<br>154<br>— | | **1971** Kochi Jukogyo K.K.—Kochi (1160)<br>*43,41*<br>8,31 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 5001633<br>GXQQ<br>187830<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ACAVUS**<br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **12 326**<br>7 477<br>18 938 | ✠**100A1** SS 7/80<br>oil tanker<br>✠**LMC**<br>EL ht $2\frac{9}{16}$"SQ<br>FN 5342 | **1958**-9 Bremer Vulkan A.G.—Vegesack (867)<br>170,34 21,16 9,354<br>161,86 21,11 11,89<br>P 33,6 B 14,7 F 15,3 1 dk<br>rf 89<br>16BH WB495t | **S Tanker**<br>33 Ta ER<br>L.(oil) 25 315 HeCls. C<br>1 Ha (stl) (2,4 × 2,4)<br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>7 500shp (5 517kW)<br>Brown, Boveri & Cie. A.G. Mannheim<br>2 WTB 575lbf/in$^2$ (39,7bar) Spt 454,5°C 565lbf/in$^2$ (39,0bar) hs1409,6<br>sg 125lbf/in$^2$ (8,7bar)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 1 671,5t (o.f.)-49,0pd 14,5kn |
| 7602560<br>HPXZ/<br>DZRS<br>7994<br>-77A<br>Df Esd<br>Gc Rdr<br>RT | **ACCESS**<br>ex Galleon Topaz-82<br>ex Ever Modest-80<br>**Marubeni Oceano (Panama) Corp.**<br>Manila Panama | **11 401**<br>7 798<br>16 862 | NK | **1976** Narasaki Zosen K.K.—Muroran (907)<br>162,62(BB) 22,86 9,341<br>150,02 22,80 12,53<br>P 29,0 F 10,4 2 dks | **M General Cargo**<br>4 Ho ER<br>G.25 437 B.23 772<br>4 Ha (stl) (19,2 × 10,3) (25,6 25,6 19,2 × 7,8) ER<br>Cr 2(16) 2(12,5) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Osaka<br>Gen 3 × 400kW a.c.<br>15,5kn |
| 5001645<br>ICCS<br>3114<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACCIAIERE**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **11 403**<br>6 144<br>18 198 | RI (AB)<br>✠Classed LR until 8/66 | **1957**-7 Ansaldo S.p.A.—La Spezia (1525)<br>165,46 21,01 9,310<br>153,02 20,91 12,22<br>P 33,0 F 15,9 1 dk<br>RW rf 152 | **M Bulk Carrier**<br>6 Ho 16,3 16,6 17,9 17,9 16,9 16,3 ER<br>G.20 747 HeCls. B<br>6 Ha (stl) (each 11,5 × 11,5) ER<br>Der 2(6) 2(3,5) 2(1) | Oil 2SA 7Cy. 750 × 1320<br>5 500bhp (4 046kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 125kW 220V d.c.<br>Fuel 136,0t (d.o.) 845,0t (hvf)-19,0pd 12kn |
| 7301726<br>H9PE<br>1110<br>8-81<br>Df Esd<br>Gc Rdr<br>RT | **ACCLIVITY PRINCE**<br>**Thassos Shipping Corp.**<br>Panama Panama | **53 320**<br>40 325<br>112 106 | NK | **1973** Mitsubishi Heavy Industries Ltd. —Kobe (1043)<br>257,03(BB) 15,901<br>243,03 40,01 22,00<br>1 dk | **M Tanker**<br>COW IGS<br>11 Ta ER<br>L.(oil) 136 500 HeCls. BC | Oil 2SA 9Cy. 850 × 1800<br>25 200bhp (18 536kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 3 982,0t-84,5pd 16kn |
| 6600656<br>317567<br>Esd Rdr<br>RT | **ACCOLADE**<br>**Acco Transport Ltd.**<br>*Port Adelaide, S.A.* Australia | **2 241**<br>963<br>3 333 | ✠**100A1** SS 5/78<br>St. Vincent Gulf service<br>**LMC**<br>EL u $1\frac{11}{16}$"SQ<br>FN 1940 | **1966**-4 Evans Deakin & Co. Pty. Ltd. —Brisbane (52)<br>91,06 17,20 4,407<br>86,11 16,72 5,80<br>P 19,6 F 8,3 1 dk<br>RW rf 76<br>NS 5BH WB3467t incl. DTsf & a 1845t | **TM Limestone Carrier**<br>4 Ta cyl vert ER<br>G.2 832 | 2 Vee Oil 4SA each 12Cy. 159 × 203 with hydraulic clutches & sr geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 80kW 220V d.c.<br>Fuel 30,5t (d.o.) 11kn |

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|---|---|---|---|---|---|---|
| **8012425**<br>VM2807<br>396260<br>Esd Gc<br>Rdr RT | **ACCOLADE II**<br>**Adelaide Brighton Cement Co.**<br>*Port Adelaide,* Australia<br>*S.A.* | **6 310**<br>3 458<br>8 410 | **✠100A1**<br>for St. Vincent Gulf<br>service<br>**✠LMC** **UMS**<br>EL V 475,0/48,0U2<br>FN 2980 | **1982**-1 Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (146)<br>108,69 23,12 6,017<br>98,76 23,00 7,17<br>P 8,9 Trunk 54,9 F 8,3 1 dk<br>rf 254<br>6BH WB5478T incl. STsm (port & starboard) 1066T, DTsf (port & starboard) 1464T, DTa869T & DTma315T | **TM Limestone Carrier**<br>Self-unloader<br>1 Ho 55,0 ER<br>G.6 897<br>1 Ha (stl) ER | 2 Oil 4SA each 6Cy. 320 × 380 with clutches, flexible couplings & sr geared to sc. shafts<br>3 200bhp (2 354kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 250kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 87,0t (d.o.) 11,5kn |
| **7602572**<br>H3YS/ DZNM<br>8006 -77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACCORD**<br>ex Galleon Amethyst-82<br>ex Ever Master-79<br>**Marubeni Oceano (Panama) Corp.**<br>Manila Panama | **11 401**<br>7 798<br>16 859 | NK | **1977** Narasaki Zosen K.K.—Muroran (908)<br>162,62(BB) 22,89 9,311<br>150,02 22,80 12,53<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>4 Ho ER<br>G.25 437 B.23 772<br>4 Ha (stl) (19,2 × 9,1) (19,5 × 10,3) (25,6 25,6 × 7,9)<br>Cr 2(16) 2(12,5) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Osaka<br>Gen 3 × 1200kW a.c.<br>15,5kn |
| **7015432**<br>MROV<br>Df Esd<br>Rdr<br>RTm/h/v | **ACCORD**<br>**J. Duthie & P. Buchan**<br>Peterhead United Kingdom | **105**<br>—<br>112 | | **1970** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (127)<br>7,37<br>22,51 7,32 3,51<br>B 2,2 F 4,0 1 dk<br>BK 127 | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>1 Ho 7,6<br>2 Ha (stl) (1,2 0,9 × 1,0)<br>Cr 1(4) Der 1(1) | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 20kW 1 × 15kW 220V d.c.<br>Fuel 15,0t (d.o.) 10kn |
| **5097890**<br>9V2016<br>333106<br>Df Esd<br>Rdr RT | **ACCRES**<br>ex Hecto-65 ex Accres-64<br>ex Eemstroom-63<br>**Eastern Shipping & Trading Co. (Pte.) Ltd.** | **399**<br>165<br>553 | BV | **1941** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek<br>60,81 9,05 3,331<br>60,20 9,00<br>2 dks | **M General Cargo**<br>Ref<br>G.1 248 B.1 247 In.108<br>2 Ha (each 10,4 × 4,7)<br>4W Der 2(4,5) 2(2,5) | Oil 2SA 6Cy. 365 × 600<br>750bhp (552kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 62,0t (d.o.) 12kn |
| **6907169**<br>DGDA<br>Esd Rdr<br>RTm | **ACCURAT**<br>**Schlepp-Reederei Lutgens u. Reimers**<br>Hamburg Federal Republic of Germany | **144**<br>—<br>— | GL | **1968** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (179)<br>29,37 8,28 3,210<br>26,09 7,90 3,69<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 37kW 24V d.c.<br>Fuel 49,0t (d.o.) 12kn |
| **7903378**<br>JBMT<br>123008<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACE ENTERPRISE**<br>**Ace Enterprise K.K.**<br>Hojo, Japan<br>Ehime Pref. | **17 168**<br>10 965<br>29 491 | NK | **1979** Kurushima Dock Co. Ltd.—Onishi (2078)<br>167,60 10,402<br>155,02 28,01 14,30<br>P 22,3 F 11,9 1 dk | **M Bulk Carrier**<br>G.36 342 B.34 625<br>4 Ha (stl) (23,1 × 12,8) (25,6 25,6 25,6 × 14,0) ER<br>Der 4(25,5) | Oil 2SA 6Cy. 700 × 1250<br>11 400bhp (8 385kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 432kW 1 × 200kW 450V a.c.<br>14,5kn |
| **7632527**<br>7JPX<br>119563<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACE HERO**<br>**Kurishima Dockyard Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **9 653**<br>6 225<br>16 657 | NK | **1977** Kochi Jukogyo K.K.—Kochi (962)<br>141,94 21,82 9,099<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,3 × 8,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 316kW 445V a.c.<br>Fuel 197,0t (d.o.) 1 214,0t-29,5pd 14kn |
| **7530391**<br>8JCD<br>118988<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACE PIONEERS**<br>ex New Pioneer-76<br>**Kurishima Dockyard Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **9 810**<br>6 371<br>16 588 | NK | **1976** Kochi Jukogyo K.K.—Kochi (933)<br>141,69 21,85 9,094<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 925 B.20 358<br>4 Ha (stl) (14,4 × 9,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki Tarami<br>Gen 2 × 316kW 445V a.c.<br>Fuel 161,5t (d.o.) 1 120,0t (hvf)-26,0pd<br>14kn |
| **5001724**<br>EANM<br>1512<br>Esd | **ACEBAL**<br>**Francisco Acebal y Compania S.L.**<br>Pasajes Spain | **143**<br>63<br>— | | **1945** Cia. Euskalduna—Bilbao<br>28,50 6,00 3,506<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 240 × 370<br>B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 45,5t (d.o.) 9kn |
| **6705987**<br>SV5005<br>7668<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACHAIOS**<br>ex Coriolanus-81<br>**Mediterranean Marine Enterprises S.A.**<br>Piraeus Greece | **1 105**<br>360<br>— | **✠100A1** SS 3/81<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL (o) n $1\frac{3}{8}$"SQ<br>FN 1154 | **1967**-5 Yarrow & Co. Ltd.—Glasgow (2270)<br>*63,37* 11,92 4,573<br>59,14 11,89 7,62<br>F 30,5 2 dks<br>rf 914<br>Coll BH to U dk 4 to 2nd dk WB70t | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.481 | Oil 4SA 8Cy. 381 × 508<br>2 350bhp (1 729kW)<br>Mirrlees National Ltd. Stockport<br>AuxB 180lbf/in$^2$ (12,5bar)<br>Gen 2 × 330kW 2 × 57kW 220V d.c.<br>Controllable pitch propeller<br>15,5kn |
| **7361764**<br>DIGO<br>13312<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACHAT**<br>ex Osteland-82 ex Nic Trader-79<br>ex Osteland-79 ex Thunar-76<br>ex Osteland-74<br>**Kommanditgesellschaft Transreederei m.s. 'Achat'**<br>Hamburg Federal Republic of Germany | **995**<br>694<br>2 450 | GL | **1974** J. J. Sietas K.G. Schiffswerft —Hamburg (693)<br>81,41 4,890<br>74,00 13,39 7,50<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 380 B.3 960<br>1 Ha (38,3 × 10,2) ER | Vee Oil 4SA 16Cy. 225 × 300 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S Frederikshavn<br>13,75kn |
| **5001748**<br>GXQP<br>187831<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ACHATINA**<br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **12 326**<br>7 477<br>19 063 | **✠100A1** SS 6/80<br>oil tanker<br>**✠LMC**<br>EL ht $2\frac{9}{16}$"SQ<br>FN 5342 | **1958**-12 Bremer Vulkan A.G.—Vegesack (868)<br>170,34 21,16 9,354<br>161,86 21,11 11,89<br>P 33,6 B 14,7 F 15,3 1 dk<br>rf 89<br>16BH WB495t | **S Tanker**<br>33 Ta ER<br>L.(oil) 25 315 HeCls. C<br>1 Ha (stl) (2,4 × 2,4)<br>Der 3(5) 2(1) | 2 S Turb dr geared to sc. shaft<br>7 500shp (5 517kW)<br>Brown, Boveri & Cie. A.G. Mannhe<br>2 WTB 575lbf/in$^2$ (39,7bar) Spt 454,5°C 565lbf/in$^2$ (39,0bar) hs1409,6<br>sg 125lbf/in$^2$ (8,7bar)<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 671,5t (o.f.)-49,0pd 14,75k |

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|---|---|---|---|---|---|---|
| 7602429<br>HPMM<br>10925<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACHIEVE**<br>ex Galleon Opal-82<br>ex Galleon Onyx-81<br>ex Ever Moral-80<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **11 507**<br>8 006<br>16 802 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (851)<br>162,62(BB) 22,86 9,341<br>150,02 22,80 12,53<br>P 29,0 F 10,4 2 dks | **M General Cargo**<br>4 Ho ER<br>G.25 518 B.23 854<br>4 Ha (stl) (19,2 × 10,3) (25,6 25,6 19,2 × 7,8) ER<br>Cr 2(25) 2(16) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1240kW a.c.<br>15,5kn |
| 7230551<br>5B2496<br>373844<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACHILL**<br>ex Lohengrin-74<br>**Alcoa Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**3 041**<br>1 612<br>5 860<br>**4 815**<br>3 315<br>7 410 | GL | **1973** Schlichting-Werft—Travemuende (1376)<br>116,80(BB) 17,28 6,503/7,506<br>107,96 17,20 9,91<br>F 9,2 2 dks | **Ṁ General Cargo**<br>3 Ho 21,4 28,5 26,6 ER<br>G.10 674 B.10 028<br>TEU 244 C. 244/20'<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>12W Der 1(60) 10(5-10) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 220/380V 50Hz a.c.<br>Fuel 69,0t (d.o.) 15,25kn |
| 8113463<br>Df Esd<br>Gc Rdr<br>RT | **ACHILLE ELLE**<br>**'Motia' Compagnia di Navigazione S.p.A.**<br>Palermo Italy | **2 000**<br>—<br>3 800 | RI (Class cont.) | **1981** Lucchese Achile Cant. per costr. —Venezia (83)<br>67,52 13,31<br>61,73 13,30 6,41<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Vee Oil 4SA 12Cy. 320 × 420 reverse reduction geared to sc. shaft<br>1 950bhp (1 434kW)<br>Ansaldo Soc. Gen. Elettromecc. S.p.A. Genova-Cornigliano<br>Thw. thrust propeller |
| 5390008<br>IBHE<br>1110<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACHILLE LAURO**<br>ex Willem Ruys-65<br>**Achille Lauro**<br>Napoli Italy | **23 629**<br>13 397<br>3 937 | AB RI (BV) | **1947** N.V. Koninklijke Maats. "De Schelde" —Vlissingen (214)<br>192,39 25,00 8,954<br>176,56 24,90 14,48<br>B 111,9 F 32,0 6 dks<br>rf 178 | **TM Passenger Ship** 1097bth P<br>1 Ho 19,8<br>B.7 971<br>1 Ha (6,4 × 3,2)<br>12W | 8 Oil sr geared to sc. shafts<br>32 000bhp (23 538kW)<br>(i) 2 Oil 2SA each 8Cy. 580 × 840<br>Sulzer Bros. Ltd. Winterthur<br>(ii)6 Oil 2SA each 8Cy. 580 × 840 Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Fuel 2 688,5t 22kn |
| 5001798<br>WJHT<br>281702<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ACHILLES**<br>**Newport Tankers Corp.**<br>Off-shore Services Corp.<br>New York, NY United States of America | **24 471**<br>15 350<br>44 204 | AB | **1960** Newport News SB. & D.D. Co. —Newport News, Va (536)<br>217,08 28,43 11,529<br>207,88 28,35 14,79<br>P 42,1 B 11,0 F 26,6 1 dk<br>RW rf 203 | **S Tanker**<br>33 Ta ER<br>L.(oil) 50 970 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>22 000shp (16 182kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 750kW 120/440V 60Hz a.c.<br>Fuel-91,5pd 15,5kn |
| 7229954<br>9VFA<br>382555<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ACHILLES**<br>**Flores Maritime Pte. Ltd.**<br>Singapore Singapore | **16 406**<br>10 419<br>27 158 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Osaka (928)<br>176,77(BB) 22,92 10,662<br>168,03 22,86 14,10<br>P 33,0 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,7 ER<br>G.36 224 B.31 100<br>6 Ha (stl) (12,3 12,7 12,7 12,7 12,7 12,7 × 9,9) ER<br>Cr 5(8) Der 2(2,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 1 570,0t (hvf) 16kn |
| 5190757<br>DVUX<br>2845<br>Df | **ACHILLES**<br>ex Kaiko Maru-80<br>ex Kochi Maru No. 2-67<br>**R.J.L. Martinez Fishing Corp.**<br>Manila Philippines | **288**<br>126<br>— | | **1959** Uchida Zosen—Ise (528)<br>40,49 7,07 3,099<br>36,00 6,99 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6815330<br>SPKL<br>Df Esd<br>RT | **ACHILLES**<br>**Zarzad Portu Gdynia**<br>Gdynia Poland | **146**<br>39<br>— | PR | **1956** Albert Bonne—Hamburg (410)<br>30,10 7,04 3,201<br>7,01 3,41<br>1 dk<br>RW | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 43kW 1 × 22kW 1 × 20kW 230V d.c.<br>11kn |
| 5048344<br>J4QY<br>7369<br>Df Esd<br>Gc Rdr<br>RTm/v | **ACHILLET**<br>ex Border Chieftain-79<br>**Cosentino Shipping Co.**<br>A. Halcoussis & Co.<br>Piraeus Greece | **12 847**<br>7 397<br>20 833 | **✠100A1** M 10/79-8mos<br>oil tanker<br>**✠LMC**<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5653 | **1962**-1 Smith's Dock Ltd.—South Bank, Middlesbrough (1264)<br>173,46 22,15 9,907<br>163,38 22,10 12,50<br>P 40,0 F 22,9 1 dk<br>rf 102<br>14BH WB453t | **M Tanker**<br>27 Ta ER<br>L.(oil) 26 376 HeCls. BC<br>Cr 1(5) 2(1,5) 2(1) | Oil 2SA 6Cy. 650 × 2320<br>8 000bhp (5 884kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>3 AuxB (2 o.f. 1 ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 2 306,5t (hvf)-25,5pd 13,5kn |
| 6515679<br>SZYK<br>2662<br>Df Esd<br>Gc Rdr<br>RT | **ACHILLEUS**<br>**Peleus Shipping Co. S.A.**<br>Piraeus Greece | **21 505**<br>14 454<br>38 137 | AB | **1965** Mitsui SB. & Eng. Co. Ltd.—Ichihara (709)<br>195,84 27,03 10,624<br>192,64 26,95 14,79<br>F 14,4 1 dk<br>rf 25 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,2 38,8 22,8 41,1 22,8 ER<br>5 Ha (stl) (each 13,7 × 13,2) ER<br>Der 4(10) | Oil 2SA 6Cy. 840 × 1800<br>11 700bhp (8 606kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel (hvf) 15kn |
| 5331129<br>SXHE<br>6639<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ACHILLEUS**<br>ex Gaucho Pampa-78<br>ex Skauborg-73<br>**Vizantion Compania Naviera S.A.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **16 486**<br>10 598<br>30 888 | NV | **1961** Mitsubishi Zosen K.K.—Nagasaki (1536)<br>198,08 22,97 10,529<br>189,69 22,85 14,00<br>1 dk<br>rf 102 len 65 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,9 21,0 21,0 21,0 21,0 21,0 21,0 ER<br>G.31 800<br>7 Ha (stl) (10,2 14,9 15,1 15,1 15,1 15,1 15,1 × 11,3) ER | Oil 2SA 7Cy. 760 × 1550<br>9 100bhp (6 694kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 732,5t (hvf) 14,5kn |
| 5141990<br>5BNK<br>321283<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACHILLEUS**<br>ex Hans Broge-70<br>**Ionian Lines Co. Ltd.**<br>Limassol Cyprus | **2 920**<br>1 662<br>1 067 | BV (HR) | **1939** Helsingors Jernskibs og Mask'byg —Helsingor (256)<br>99,04 13,16 4,846<br>13,11<br>F 15,9 2 dks<br>R rf 102 len 55 | **M Passenger/General Cargo/Ferry** 1250P<br>3 Ho 9,3 22,3 9,3<br>G.1 572 B.1 391<br>3 Ha (stl) (5,9 1,3 × 2,9) (3,2 × 2,8)<br>4W Der 1(15) 3(3) | Oil 2SA 9Cy. 500 × 900<br>3 350bhp (2 464kW) B&W<br>Helsingors Jernskibs og Mask'byg. Helsingor<br>Gen 3 × 200kW 220V d.c.<br>Fuel 90,5t 18,5kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **5191892** | **ACHILLEUS** | **1 709** | ✠**100A1** | SS 6/75 | **1952**-8 Cant. Nav. di Taranto—Taranto | **TM Passenger/General Cargo** | 2 Oil 2SA each 6Cy. 360 × 650 |
| SWFY | ex Kolokotronis-71 | 788 | | | (139) | 248bth P | 2 100bhp (1 545kW) |
| 1221 | **George Kousouniades Shipping** | — | ✠**LMC** | | 82,10 12,83 4,592 | | S.A. Fiat S.G.M. Torino |
| Df Esd | **S.A.** | | | EL r pt$1\frac{1}{2}$"SQ | 72,55 12,81 6,91 | G.1 416 B.1 189 | 2 db 100lbf/in$^2$ (6,9bar) |
| Pfd | Piraeus Greece | | | FN 1431 | F 18,3 2 dks, 3rd clear of mchy. space & fwd hold | 2W Der 2(1,5) | Fuel 101,5t 14kn |
| | | | | | RW | | |
| | | | | | 6BH WB120t | | |
| **5111189** | **ACHILLEUS** | **283** | | (BV) | **1930**-4 A. Hall & Co. Ltd.—Aberdeen | **S Tug** | T 3Cy. 406 635 & 1067 × 762 |
| SWIO | ex Nisos Hydra-75 ex Eytanah-66 | 75 | | | (622) | | |
| 2872 | ex Steady-48 | — | ✠Classed LR until 9/66 | | 32,69 7,95 3,810 | | A. Hall & Co. Ltd. Aberdeen |
| | ex New Gamecock-33 | | | | 30,48 7,93 4,12 | | Fuel 36,5t (o.f.) 11kn |
| | **Maritime Commercial** | | | | 1 dk | | |
| | **Enterprises Ltd.** | | | | R BK 191 | | |
| | Piraeus Greece | | | | | | |
| **7631212** | **ACHIMOTA** | **400** | | | **1980** Fr. Luerssen Werft G.m.b.H. & Co. | **TrM Patrol Ship** | 3 Oil |
| | | — | | | —Bremen-Vegesack (13460) | | M.T.U. |
| | **Government of The Republic of** | — | | | 58,12 3,901 | | M.T.U. Friedrichshafen GmbH |
| | **Ghana** | | | | 45,01 7,01 4,81 | | Friedrichshafen |
| | Ghana | | | | | | |
| **7012181** | **ACHONDO** | **227** | | | **1970** Ast. de Murueta S.A.—Guernica | **M Fishing** | Oil 4SA 8Cy. 320 × 450 |
| EAHG | | 91 | | | (101) | Side Trawler | 1 200bhp (883kW) |
| 100 | **Marbasa S.A.** | — | | BV | 38,10 7,22 3,493 | Mchy.aft | Kloeckner Humboldt Deutz Koeln |
| Df Esd | Ondarroa Spain | | | | 33,00 7,18 3,89 | | Fuel 83,0t (d.o.) 11kn |
| Pfd Rdr | | | | | 1 dk | | |
| RT | | | | | | | |
| **7620110** | **ACHUYEVSKIY** | **648** | | | **1976** .............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 |
| UGOJ | | 211 | | | 54,82 9,96 4,109 | Stern Trawler Ref | 1 000bhp (736kW) |
| M-33757 | **U.S.S.R. -'Azcherryba'** | 404 | | RS | 5,03 | Ice strengthened | VEB Schwermasch. Karl Liebknecht |
| Df Esd | Kerch U.S.S.R. | | | | 1 dk | 2 Ho | (SKL) Magdeburg |
| Rdr RT | | | | | | In.400 | Controllable pitch propeller |
| | | | | | | 3 Ha (each 1,5 × 1,6) | 12kn |
| | | | | | | 2W Der 2(1,5) | |
| **5001932** | **ACILA** | **12 221** | ✠**100A1** | M 11/81- | **1958**-8 N.V. Mch. & Schps. P. Smit, Jr. | **M Tanker** | Oil 2SA 7Cy. 740 × 1600 |
| PCCM | | 6 973 | | 24mos | —Rotterdam (621) | | 8 750bhp (6 436kW) B&W |
| | **Maats. tot Financiering van** | 18 380 | oil tanker | | 170,42 21,16 9,081 | 33 Ta ER | Mch. & Schps.van P. Smit Jr. B.V. Rotterdam |
| Df Esd | **Bedrijfspanden N.V** | | ✠**LMC** | | 161,86 21,11 11,89 | L.(oil) 25 232 HeCls. BC | 2 WTAuxB (o.f.) 234lbf/in$^2$ (16,2bar) |
| Gc Pfd | Shell Tankers B.V. | | | EL ht $2\frac{9}{16}$"SQ | P 36,6 B 12,5 F 16,5 1 dk | | NWTAuxB (ex.g) fitted5/72 |
| Rdr RT | 's Gravenhage Netherlands | | | FN 5342 | rf 76 | | 220lbf/in$^2$ (15,2bar) |
| | | | | | 16BH WB511t | | Fuel-30,0pd 14,5kn |
| **7369041** | **ACINA** | **71 315** | | | **1973** A/S Fredriksstad M/V—Fredrikstad | **M Ore/Oil Carrier** | Oil 2SA 9Cy. 900 × 1550 |
| LMPW | | 51 358 | | | (418) | COW IGS | 26 100bhp (19 198kW) Sulzer |
| 18190 | **S/A Aino, S/A Viva, S/A Viator** | 132 289 | | NV | 282,00(BB) 38,46 17,527 | 4 Ho/Ta each 50,6 14 Wing Ta | A/S Horten Verft Horten |
| Df Esd | **& S/A Bonita** | | | | 268,97 38,41 23,04 | ER | Gen 3 × 690kW 440V 60Hz a.c. |
| Gc Pfd | C. H. Sorensen & Sonner | | | | F 33,9 1 dk | L.(oil) 160 526 Ore 79 724 | Fuel 382,0t (d.o.) 6 305,5t (hvf)-91,5pd |
| Rdr | Arendal Norway | | | | rf nil | HeCls. BptC | 16kn |
| RTm/h/v | | | | | | 8 Ha (stl) (each 12,5 × 11,8) ER | |
| **5001956** | **ACMAEA** | **12 222** | ✠**100A1** | SS 3/82 | **1959**-8 N.V. Mch. & Schps. P. Smit, Jr. | **M Tanker** | Oil 2SA 7Cy. 740 × 1600 |
| PCCS | | 6 962 | oil tanker | | —Rotterdam (622) | | 8 750bhp (6 436kW) B&W |
| | **Maats. tot Financiering van** | 18 380 | ✠**LMC** | | 170,42 21,16 9,081 | 33 Ta ER | Mch. & Schps.van P. Smit Jr. B.V. Rotterdam |
| Df Esd | **Bedrijfspanden N.V** | | | EL ht $2\frac{9}{16}$"SQ | 161,86 21,11 11,89 | L.(oil) 25 232 HeCls. BC | 2 WTAuxB (o.f.) 220lbf/in$^2$ (15,2bar) |
| Gc Pfd | Shell Tankers B.V. | | | FN 5342 | P 36,6 B 14,1 F 16,5 1 dk | | NWTAuxB (ex.g) 11/79 220lbf/in$^2$ (15,2bar) |
| Rdr RT | 's Gravenhage Netherlands | | | | rf 76 | | 14,25kn |
| | | | | | 16BH WB511t | | |
| **6822101** | **ACMI** | **4 084** | ✠**100A1** | SS 1/81 | **1968**-10 Cia. Euskalduna—Bilbao (219) | **M General Cargo** | Oil 4SA 10Cy. 520 × 740 |
| H8NK | ex Sierra Jara-80 ex Mirenchu-72 | 2 313 | | | 117,96 16,26 6,706 | | 4 310bhp (3 170kW) MAN |
| 1064 | **Ferilpis Shipping Corp.** | 6 386 | ✠**LMC** | | 108,01 16,21 8,11 | 3 Ho 17,7 27,9 27,9 ER | Cia. Euskalduna S.A. Bilbao |
| 4-80 | Polaris Marine Agency Inc. | | | EL T $1\frac{3}{4}$"U2 | P 24,1 F 10,4 1 dk | G.8 909 B.8 262 | AuxB 100lbf/in$^2$ (6,9bar) |
| Df Esd | Panama Panama | | | FN 2627 | rf nil | 3 Ha (stl) (12,9 19,8 20,5 × 8,9) ER | Gen 2 × 264kW 380V 50Hz a.c. |
| Gc Rdr | | | | | 6BH WB1456t incl. DTf242t | 10W Der 1(20) 1(15) 10(8) | Fuel 490,5t (hvf) 14kn |
| RTm/v | | | | | | | |
| **7738412** | **ACONA** | **197** | | | **1961** .............U.S.A. | **M Research** | 2 Oil 4SA each 6Cy. 159 × 203 geared to |
| | | — | | | 25,91 6,61 3,734 | Oceanographic | sc. shaft |
| | **University of Alaska (Institute** | — | | | ... ... ... | Ice strengthened | 600bhp (441kW) |
| Esd Gc | **of Marine Science)** | | | | 1 dk | | Caterpillar Tractor Co. Peoria, Illinois |
| Rdr | United States | | | | len 70 | | 8,5kn |
| | of America | | | | | | |
| **7119745** | **ACONCAGUA** | T.Mk | ✠**100A1** | CS 12/80 | **1972**-1 Rheinstahl Nordseewerke—Emden | **M RoRo Cargo/Container Ship** | Oil 2SA 6Cy. 900 × 1550 |
| CBAC | ex Finnsailor-81 | **7 786** | DTsf—vegetable oil | | (423) | Fixed-guides | |
| 2278 | ex Concordia Sailor-78 | 4 070 | Ice Class 2 | | 174,45 25,68 7,944/9,151 | pt higher tensile steel Stern & side | Sulzer Bros. Ltd. Winterthur |
| Df Esd | ex Finnsailor-76 | 10 470 | ✠**LMC** | **UMS** | 159,92 25,40 15,91 | doors | AuxB 7kgf/cm$^2$ (6,9bar) |
| Gc Pfd | **Compania Sud-Americana de** | **16 964** | | EL Gt $2\frac{3}{4}$"U2 | P 9,2 Trunk 77,8 F 33,0 2 dks, | 6 Ho 2 Ta | Gen 3 × 788kW 450V 60Hz a.c. |
| Rdr RT | **Vapores (CSAV)** | 11 437 | | FN 6607 | intermediate dk in Nos. 1, 2 & 5 holds, | G.36 209 B.31 442 L.455 | Thw. thrust propeller fwd |
| | Valparaiso Chile | 14 260 | | | orlop dk in No. 2 hold | TEU 440 | Fuel 448,0t (d.o.) 1 661,0t (hvf)-53,0pd |
| | | | | | rf nil DK fwd | C.Ho 308/20' C.Dk 132/20' | 20kn |
| | | | | | 6 BH to U dk 2 to 2nd dk WB3025t incl. | 6 Ha (stl) ER | |
| | | | | | Comb. btm & side tanks in No. 1 hold | 18W Der 2(40) 18(10) | |
| | | | | | 358t | | |
| **6900410** | **ACONCAGUA** | T.Mk | ✠**100A1** | CS 4/79 | **1969**-4 Verolme Dok & Schpsb. | **M General Cargo** | Oil 2SA 6Cy. 800 × 1600 |
| LQAC | ex Nedlloyd Algoa-80 | **7 282** | DTsf—vegetable oil or | | —Rozenburg, Rotterdam (779) | Ref | 13 500bhp (9 930kW) |
| | ex Straat Algoa-77 | 3 617 | latex (cc DTsf) | | 160,84 23,07 8,808/10,224 | 5 Ho 16,0 23,7 19,9 20,8 32,3 | Gebr. Stork & Co. N.V. Hengelo |
| Df Esd | **Compania Argentina de** | 10 339 | ✠**LMC** | | 149,89 23,00 13,26 | G.18 612 B.18 328 In.1 396 | AuxB 100lbf/in$^2$ (6,9bar) |
| Gc Rdr | **Navegacion Intercontinental** | **10 484** | ✠**Lloyd's RMC** | | Ba 51,6 F 33,6 2 dks, 3rd dk except in | | Gen 4 × 260kW 450V 60Hz a.c. |
| RT | **S.A.C.I.F. (CANISA)** | 5 652 | | EL Et $2\frac{3}{16}$"U3 | Nos. 1 & 5 holds | 10 Wing Ha (stl) (14,7p&s × 4,9) | Fuel 2 485,0t (hvf) 20kn |
| | Argentina | 13 939 | | FN 5436 | rf nil | (14,7p&s × 4,9) (2,5p&s × 4,5) | |
| | | | | | 7BH to U dk 1 to 2nd dk WB3685t | ER (13,5p&s × 3,7) (5,4p&s × 2,5) | |
| | | | | | | 4W Cr 1(21) 1(8) 3(5) 1(3) Der 2(15) 2(10) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7724899<br>JM3842<br>122666<br>Rdr RT | **ACOOP No. 1**<br>**K.K. A-Coop Line**<br>Kagoshima, Japan<br>Kagoshima Pref. | **477**<br>291<br>1 275 | | **1978** Miura Zosen—Saiki (552)<br>71,00 11,23 4,701<br>66,60 11,21 6,20 | **M General Cargo**<br>Mchy.aft | Oil<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7821659<br>JL4601<br>122967<br>Gc Rdr<br>RT | **ACOOP No. 2**<br>**Golden Arrow Line K.K.**<br>Namikata, Japan<br>Ehime Pref. | **494**<br>320<br>1 540 | NK | **1978** Mategata Zosen K.K.—Namikata (157)<br>68,89<br>63,96 11,51 6,41<br>2 dks<br>RW | **M General Cargo**<br>G.2 510 B.2 259<br>1 Ha (37,7 × 8,5) ER | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11kn |
| 7649752<br>JL3494<br>108565<br>Gc Rdr | **ACOOP No. 3**<br>ex Maruyoshi No. 5-79<br>ex Kokyu Maru No. 5<br>**K.K. A-Coop Line**<br>Kagoshima, Japan<br>Kagoshima Pref. | **492**<br>309<br>1 448 | | **1970** Murakami Hide Zosen K.K.—Hakata (74)<br>60,20 4,301<br>57,00 10,00 6,61<br>1 dk | **M General Cargo**<br>G.2 212 B.2 118<br>1 Ha (32,3 × 6,4) ER | Oil<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| 7626619<br>JE2340<br>119475<br>Rdr RT | **ACOOP No. 5**<br>ex Taiko Maru-80<br>**K.K. A-Coop Line**<br>Kagoshima, Japan<br>Kagoshima Pref. | **695**<br>405<br>2 030 | | **1977** Sasaki Zosen K.K.—Kinoe (310)<br>66,22 4,950<br>65,03 11,41 6,76<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8004765<br>JH2756<br>123832<br>Gc Rdr<br>RT | **ACOOP No. 8**<br>**Sanyomaru Kaiun K.K., Ueda Shosi, Miki Tadashi & others**<br>Kamo, Japan<br>Shizuoka Pref. | **497**<br>318<br>1 600 | NK | **1980** Mategata Zosen K.K.—Namikata (187)<br>69,55 4,423<br>64,01 11,02 6,23<br>2 dks | **M General Cargo**<br>G.2 459 B.2 338<br>1 Ha (stl) (36,5 × 8,0) ER | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW) Akasaka<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW a.c.<br>11,5kn |
| 8035520<br>JL5005<br>125463 | **ACOOP No. 10**<br>**Toshin Kaiun K.K.**<br>Sakaide, Japan<br>Kagawa Pref. | **199**<br>114<br>— | | **1981** Shinhama Dock K.K.—Tamano (200)<br>*53,62*<br>9,01 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| 8106147<br>JM4958<br>124799<br>Rdr RT | **ACOOP No. 12**<br>**Hirai Kaiun K.K.**<br>Saiki, Japan<br>Oita Pref. | **199**<br>110<br>670 | | **1981** Miura Zosen—Saiki (630)<br>50,47 9,53 3,361<br>42,02 9,50 5,08<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>850bhp (625kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 8131037 | **ACOOP No. 13**<br>**Kakuemon Morihira**<br>Japan | **499**<br>—<br>1 186 | | **1982** K.K. Uno Zosensho—Namikata (161)<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Niigata Eng. Co. Ltd. Japan |
| 5001982<br>CSBA<br>H458<br>Df Esd<br>Gc Rdr | **ACORES**<br>**C.T.M.-Companhia Portuguesa de Transportes Maritimos E.P.**<br>Lisboa Portugal | **2 963**<br>1 616<br>4 496 | ✠Classed LR until 2/5/75 | **1958**-7 A/B Finnboda Varf—Stockholm (370)<br>114,51 15,45 6,611<br>105,16 15,40 9,15<br>P 40,0 F 11,0 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ref 12bth P<br>Ice strengthened<br>4 Ho 16,6 18,2 15,0 16,9<br>In.439<br>4 Ha (stl) (8,9 13,4 13,4 7,7 × 6,4)<br>Der 1(30) 2(10) 10(6) | Oil 2SA 5Cy. 620 × 1150<br>4 550bhp (3 347kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 160kW 220V d.c.<br>Fuel (d.o.) 15kn |
| 7933189<br>VRDV<br>384766<br>Df Esd<br>Gc Rdr<br>RT | **ACORES**<br>ex Jet Caribe II-80<br>ex Jet de Oriente-78<br>**Ravenser Enterprises Ltd.**<br>Hong Kong Hong Kong (British) | **332**<br>249<br>— | AB | **1977** Boeing Marine Systems—Seattle, Wa (0008)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>236dk P<br>Mchy.aft | 2 Gas Turb 7 600shp (5 590kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| 7029158<br>IJMA<br>381<br>Esd Rdr<br>RTm/h/v | **ACQUAMARINA**<br>**Navigazione Beta S.p.A.**<br>Savona Italy | **1 008**<br>654<br>2 345 | AB RI | **1970** Cant. Nav. di Pietra Ligure—Pietra Ligure (6)<br>72,34 (BB) 13,39 4,115<br>67,62 13,21 4,96<br>P 15,0 F 7,1 1 dk<br>rf nil len 78 | **M Tanker**<br>CBT<br>8 Ta ER<br>L.2 930 | Oil 2SA 6Cy. 290 × 400 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 55kW 1 × 25kW 220V 50Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 45,5t (d.o.)-5,0pd 10,5kn |
| 7730537<br>IKAJ<br>2233 | **ACQUARIO**<br>**Gaetano Ragone**<br>Salerno Italy | **197**<br>65<br>— | | **1972** SA. Gl. SRL—Monopoli<br>36,61 7,17<br>... ... ...<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 275 × 350<br>700bhp (515kW) E made68 fitted72<br>CKD Praha Praha |
| 5383122<br>IUAV<br>1002<br>Df Esd<br>Gc Rdr<br>RT | **ACQUAVIVA**<br>ex Komtur-74 ex Vogelsand-68<br>**Hosanna Navigazione S.r.l.**<br>Palermo Italy | **1 252**<br>653<br>1 905 | RI (GL) | **1957** Schlichting-Werft—Travemuende (1268)<br>73,97 11,84 4,150<br>68,03 11,80 4,93<br>P 20,2 RQD 40,6 B 15,9 F 8,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 578 B.2 391<br>4 Ha (stl) (7,0 8,6 7,7 7,7 × 7,4) ER<br>4W Der 4(2,75) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 133,5t 12,5kn |
| 5002015<br>PUVH<br>Df Esd | **ACRE**<br>ex FNP Sao Paulo-54<br>ex Salte 58-53<br>**Terramar Navegacao Ltda.**<br>Santos Brazil | **1 765**<br>1 046<br>2 002 | ✠Classed LR until 3/70 | **1951**-3 Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (627)<br>85,35 12,55 4,268<br>79,25 12,50 5,31<br>P 22,6 Trunk 39,1 F 8,9 1 dk<br>RW rf 69 | **M Tanker**<br>1 Ho 7,0 10 Ta ER<br>L.(oil) 2 823 HeCls. BC<br>Der 1(10) 3(3) 2(0,5) | Oil 4SA 6Cy. 450 × 600<br>850bhp (625kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 30kW 115V d.c.<br>Fuel 110,5t-4,0pd 10kn |

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| **5002027**<br>PUEA | **ACRE**<br><br>**Para Electric Railway & Light Co. Ltd.**<br>Belem Brazil | **206**<br>119<br>— | | **1911** Lytham S.B. & Eng. Co. Ltd.—Lytham (443)<br>*36,49* 7,88<br>... ... ...<br>2 dks<br>R | **S General Cargo** | C 2Cy. 368 & 813 × 533<br>Lytham S.B. & Eng. Co. Ltd. Lytham |
| **7046182**<br>SWVM<br>3991<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ACRITAS**<br><br>**Initial Maritime Corp.**<br>Piraeus Greece | **9 868**<br>6 257<br>15 174 | AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2185)<br>142,27(BB) 19,84 9,037<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.21 130 B.18 896<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 1 289,5t (hvf) 14kn |
| **7221823**<br>SYRK<br>5505<br>Df Esd<br>Gc Rdr<br>RT | **ACROPOLIS**<br><br>**Acropolis Shipping Co. S.A.**<br>Piraeus Greece | **13 637**<br>9 969<br>22 582 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2205)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,2 25,6 26,2 ER<br>G.30 684 B.29 560<br>5 Ha (stl) ER | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 310kW 1 × 200kW —V<br>Fuel 178,0t (d.o.) 1 270,0t (hvf) 15kn |
| **5002053**<br>SV3264<br>1773 | **ACROPOLIS**<br>ex Jawada-61<br>**Antonios Dimitriou Pitoulis, Vassilios Antoniou Agapitos & Ioannis Antoniou Agapitos**<br>Piraeus Greece | **948**<br>693<br>— | | **1946** Redpath, Brown & Co. Ltd.—Glasgow<br>70,49 11,59 1,931<br>11,54<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft —| **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 4 Oil 4SA each 12Cy. 180 × 195 geared to sc. shafts<br>2 000bhp (1 471kW)<br>Davey, Paxman & Co. Ltd. Colchester |
| **7017923**<br>IJAR<br>796<br>Esd Gc<br>Rdr RT | **ACRUX**<br><br>**Compagnia Siciliana Trasporti Mare S.p.A. (CO.SI.MAR.)**<br>Palermo Italy | **1 598**<br>911<br>3 222 | RI | **1970** Cant. Nav. Apuania—Marina di Carrara (93)<br>95,10 13,26 5,843<br>84,82 13,24 6,99<br>1 dk | **M Tanker**<br>Chemical CBT<br>10 Ta (s.stl) ER<br>L.3 133 HeCls. CptB | Oil 4SA 6Cy. 420 × 500 sr geared to sc. shaft<br>2 700bhp (1 986kW)<br>Fiat S.G.M. Torino |
| **6901426**<br>GYXG<br>337032<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ACT 1**<br><br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **24 820**<br>15 214<br>28 306 | **✠100A1** CS 2/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Jt 3"U2<br>FN 9237 | **1969**-3 Bremer Vulkan A.G.—Vegesack (937)<br>217,25(BB) 29,06 10,827<br>205,75 28,96 15,93<br>P 32,7 F 27,2 2 dks<br>rf 152<br>12BH WB5533t | **S Container Ship**<br>Fixed-guides Ref 4bth P<br>10 Cell.Ho 15,0 14,2 14,2 14,2 14,2 14,2 15,7 15,7 15,7 15,7 ER<br>In.17 968<br>TEU 1414<br>C.Ho 768/20' C.Dk 646/20' incl. 326 ref C.<br>19 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 1055lbf/in$^2$ (72,8bar) Spt 515,6°C<br>960lbf/in$^2$ (66,2bar) hs2842,8<br>WTAuxB 100lbf/in$^2$ (6,9bar)<br>sg 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 1360kW 2 × 410kW<br>450V 60Hz a.c.<br>Fuel 5 011,0t (o.f.) 22kn |
| **6913077**<br>GYZU<br>337172<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ACT 2**<br><br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>Port Line Ltd.<br>London United Kingdom | **24 821**<br>15 214<br>28 308 | **✠100A1** CS 5/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Jt 3"U2<br>FN 9237 | **1969**-5 Bremer Vulkan A.G.—Vegesack (938)<br>217,25(BB) 29,06 10,827<br>205,75 28,96 15,93<br>P 32,7 F 27,2 2 dks<br>rf 152<br>NS 12BH WB5533t | **S Container Ship**<br>Fixed-guides Ref 4bth P<br>10 Cell.Ho 15,0 14,2 14,2 14,2 14,2 14,2 15,7 15,7 15,7 15,7 ER<br>In.17 968<br>TEU 1414<br>C.Ho 768/20' C.Dk 646/20' incl. 326 ref C.<br>19 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 1055lbf/in$^2$ (72,8bar) Spt 515,6°C<br>960lbf/in$^2$ (66,2bar) hs2842,8<br>WTAuxB 100lbf/in$^2$ (6,9bar)<br>sg 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 1360kW 2 × 410kW<br>450V 60Hz a.c.<br>Fuel 1 963,0t (o.f.) 22kn |
| **7905699**<br>WYC8<br>661<br>602888<br>Df Esd<br>Pfd Rdr<br>RT | **ACT II**<br><br>**Act One Inc.**<br>New Bedford, Ma United States of America | **121**<br>82<br>— | | **1979** Atlantic Marine Inc.—Fort George Island, Fl (181)<br>25,30 6,84 2,744<br>23,30 6,71 3,66<br>1 dk | **M Fishing**<br>Shellfish Side-fishing Stern Trawler | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7052909**<br>GZKA<br>341451<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ACT 3**<br><br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>Port Line Ltd.<br>London United Kingdom | **24 216**<br>14 425<br>27 953 | **✠100A1** CS 12/76<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 9237 | **1971**-7 Bremer Vulkan A.G.—Vegesack (970)<br>217,25(BB) 29,04 10,516<br>205,75 28,96 15,93<br>P 33,0 F 36,9 1 dk<br>rf 152<br>NS 10BH WB3818t incl. DTf397t | **S Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 24,4 14,1 14,1 15,6 15,6 15,6 15,6 15,6 15,6 ER<br>In.32 718<br>TEU 1294<br>C.Ho 606/20' (20/40') C.Dk 648/20' incl. 556 ref C.<br>17 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm$^2$ (74,6bar) Spt 514°C<br>69kgf/cm$^2$ (67,7bar) hs3098,3<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>sg 8kgf/cm$^2$ (7,9bar)<br>sg 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 1360kW 2 × 730kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 240,5t (o.f.) 22,5kn |
| **7108162**<br>GOVL<br>342859<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACT 4**<br><br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **24 216**<br>14 262<br>27 978 | **✠100A1** CS 8/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 9237 | **1971**-9 Bremer Vulkan A.G.—Vegesack (971)<br>217,25(BB) 29,04 10,827<br>205,75 28,96 15,93<br>P 33,0 F 36,9 1 dk<br>rf 152<br>NS 10BH WB3818t incl. DTf397t | **S Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 24,4 14,1 14,1 15,7 15,7 15,7 15,7 15,7 15,7 ER<br>In.32 718<br>TEU 1294<br>C.Ho 606/20' (20/40') C.Dk 648/20' incl. 556 ref C..<br>17 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm$^2$ (74,6bar) Spt 267,8°C<br>69kgf/cm$^2$ (67,7bar) hs2879,9<br>WTAuxB 8kgf/cm$^2$ (7,9bar)<br>sg 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 1360kW 2 × 410kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 240,5t (o.f.) 22kn |

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| 7123382<br>GOVR<br>343036<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACT 5**<br><br>**Blue Star Line Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **24 212**<br>14 234<br>27 978 | **✠100A1** CS 1/82<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 9237 | **1972**-2 Bremer Vulkan A.G.—Vegesack (972)<br>217,25(BB) 29,04 10,827<br>205,75 28,96 15,93<br>P 33,0 F 36,9 1 dk<br>rf 152<br>NS 10BH WB3818t incl. DTf397t | **S Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 24,7 14,1 14,1 15,7<br>15,7 15,7 15,7 15,7 15,7 ER<br>In.32 718<br>TEU 1294<br>C.Ho 606/20' (20/40') C.Dk<br>648/20' incl. 556 ref C.<br>17 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm² (74,6bar) Spt 514°C<br>69kgf/cm² (67,7bar) hs3098,3<br>AuxB 8kgf/cm² (7,9bar)<br>sg 8kgf/cm² (7,9bar)<br>Gen 3 × 1360kW 2 × 410kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.) 22kn |
| 7226275<br>GOVN<br>358737<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACT 6**<br><br>**Port Line Ltd.**<br>London United Kingdom | **25 162**<br>15 442<br>28 104 | **✠100A1** CS 11/77<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 9237 | **1972**-12 Bremer Vulkan A.G.—Vegesack (960)<br>217,25(BB) 29,04 10,827<br>205,75 28,96 15,93<br>P 33,0 F 36,9 1 dk<br>rf 152<br>NS 10BH WB4569t incl. DTsf1327t STs in Nos. 4 & 5 holds 1301t | **S Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 24,7 14,1 14,1 15,7<br>15,7 15,7 15,7 15,7 15,7 ER<br>In.32 718<br>TEU 1356<br>C.Ho 668/20' 20/40' C.Dk<br>648/20' (40') incl. 556 ref C.<br>17 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm² (74,6bar) Spt 514°C<br>69kgf/cm² (67,7bar) hs3098,3<br>AuxB 8kgf/cm² (7,9bar)<br>sg 8kgf/cm² (7,9bar)<br>Gen 3 × 1360kW 2 × 410kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.) 22kn |
| 7416923<br>GWAN<br>377322<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ACT 7**<br><br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **43 992**<br>31 962<br>39 712 | **✠100A1** CS 6/82<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Qt $3\frac{3}{16}$"U3<br>FN 12700 | **1977**-6 Bremer Vulkan A.G.—Vegesack (1005)<br>248,60(BB) 32,31 12,026<br>236,23 32,24 21,52<br>B & F 225,9 1 dk<br>rf nil<br>9BH WB5959t incl. DTsa 1175t DTf 618t STs in Nos. 4 & 7 holds 1590t | **TM Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>12 Cell.Ho 15,6 16,7 16,7 16,7<br>16,7 16,7 16,7 16,7 ER 15,7<br>17,8 15,7 9,6<br>In.48 324<br>TEU 2158<br>C.Ho 1120/20' inc. 913 ref<br>50/40' ref C.Dk 938/20' inc. 20 ref<br>8 Ha (stl) ER 4 Ha (stl) | 2 Oil 2SA each 8Cy. 900 × 1600<br>53 280bhp (39 191kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 AuxB (ex.g) & rcv 8kgf/cm² (7,9bar)<br>Gen 5 × 1320kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 031,0t (d.o.) 7 164,5t (hvf)-95,0pd<br>19kn |
| 5086815<br>LFTT<br>9087<br>Rdr RT | **ACTANTUS**<br>ex David-75<br>**A/S Sea Towing Service**<br>Bergen Norway | **114**<br>40<br>— | NV | **1930** A/S Framnaes M/V—Sandefjord (106)<br>26,60 6,00 2,591<br>5,95 3,69<br>1 dk<br>R rf 902 | **M Tug/Icebreaker**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>E made65 fitted74<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel 17,5t (d.o.) 8,5kn |
| 5002065<br>PCCV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACTEON**<br><br>**Maats. tot Financiering van Bedrijfspanden N.V**<br>Shell Tankers B.V.<br>'s Gravenhage Netherlands | **12 225**<br>6 934<br>18 380 | **✠100A1** SS 11/78<br>oil tanker<br>**✠LMC**<br>EL ht $2\frac{9}{16}$"SQ<br>FN 5342 | **1961**-3 N.V. Mch. & Schps. P. Smit, Jr.<br>—Rotterdam (628)<br>170,42 21,16 9,081<br>161,86 21,11 11,89<br>P 36,6 B 14,1 F 16,5 1 dk<br>rf 76<br>16BH WB511t | **M Tanker**<br><br>33 Ta ER<br>L.(oil) 25 142 HeCls. B | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>2 WTAuxB 220lbf/in² (15,2bar)<br>Fuel 1 599,5t 14,25kn |
| 7652943<br>H03244<br>8734-PEXT<br>Rdr RT | **ACTFAST**<br>ex Meisho Maru No. 8-80<br>**J. & H. Palm Tankers Services Inc. S.A.**<br>Sime Darby Singapore Ltd.<br>Panama Panama | **487**<br>278<br>907 | NK | **1969** Kurinoura Dock K.K.—Japan (70)<br>54,79 4,112<br>49,10 8,81 4,60<br>P 11,9 F 6,1 1 dk | **M Tanker**<br><br><br>L.(oil) 1 228 | Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 56kW a.c.<br>10,75kn |
| 5274577<br>TPLD<br>8162<br>Df Esd<br>Rdr RTm | **ACTIF**<br>ex Pere Benoit-66<br>**Van Hill & Compagnie**<br>Armement Bigouden (Francois Guayader)<br>Guilvinec France | **129**<br>40<br>— | | **1957** Ch. A. Tertu—Le Fret<br>22,94 6,96 3,442<br>22,00 6,94 3,76<br>1 dk | **Wood M Fishing**<br>Side-fishing<br><br>In.70<br>5 Ha | Oil 4SA 12Cy. 180 × 220<br>454bhp (334kW) NE 65<br>Les Acieries du Nord Maubeuge<br>Fuel (d.o.) 10kn |
| 7602417<br>HPMN<br>10926-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACTION**<br>ex Galleon Sapphire-82<br>ex Ever Mercy-80<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **11 507**<br>8 006<br>16 856 | NK | **1976** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (850)<br>162,62(BB) 22,86 9,314<br>150,02 22,81 12,53<br>P 29,0 F 10,4 1 dk | **M General Cargo**<br><br>4 Ho ER<br>G.25 518 B.23 854<br>4 Ha (stl) (19,2 × 10,3) (25,6 25,6<br>19,2 × 7,8) ER<br>Cr 2(25) 2(16) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1240kW a.c.<br>15,5kn |
| 5346590<br><br><br>RTm | **ACTIV**<br>ex Svendborg-68 ex Mona-55<br>**K. W. Cunningham III**<br>United States of America | **128**<br>83<br>203 | (BV) | **1951** Ring Andersens Staalskibsvaerft<br>—Svendborg<br>*27,35* 7,12 3,353<br>7,07<br>RAD - 1 dk | **Wood Aux M General Cargo**<br><br>1 Ho 12,3 ER<br><br>2 Ha (5,4 × 4,1) (5,2 × 4,0)<br>2W Der 2(1) | Oil 4SA 6Cy. 127 × 145<br>230bhp (169kW) NE 73<br>Saab-Scania Sodertalje<br>Fuel (d.o.) 10kn |
| 7216593<br>H07380<br>2339-PEXT2<br>RT | **ACTIVA**<br>ex Amoco Rebel-79 ex State Bell<br>ex Boutwell WSC 130<br>**Eugenio Campo Campo**<br>Panama Panama | **196**<br>133<br>— | | **1927** American Brown Boveri Corp.<br>—Camden, NJ<br>7,29 3,229<br>35,21 3,74 | **TM Research** | 2 Oil 2SA each 6Cy. 127 × 142<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 6510916<br>H09194<br>4684-74A<br>Df Esd<br>Gc RTm | **ACTIVE**<br>ex LT 532<br>**Amtugco Inc.**<br>Panama Panama | **492**<br>218<br>— | (AB) | **1944** Levingston SB. Co.—Orange, Tx (328)<br>*41,31* 10,11 4,652<br>41,00 10,06 5,19<br>2 dks | **D-E Tug** | 2 Oil 2SA each 12Cy. 222 × 267 driving 2 gen. each 605kW 560V d.c. connected to 2 elec. motors (WL) sr geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Gen 2 × 30kW 120V d.c.<br>Controllable pitch propeller<br>Fuel 201,0t |

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| **5166988**<br><br><br>RTm/h | **ACTIVE**<br>ex Haida Warrior-67<br>ex J. S. Foley-64<br>**Assistance Inc.**<br>San Diego, Ca United States of America | **302**<br>48<br>— | | **1944** Minneford Yacht Yard Inc.—New York, NY<br>*35,82* 8,54<br>8,49 | **Wood M Tug** | Oil 8Cy. 370 × 510<br>National Supply Co. Springfield, Oh<br>Gen 2 × 30kW 110V d.c.<br>Fuel (d.o.) |
| **5187621**<br>WH6680<br>273426<br>Gc Pfd<br>Rdr RTh | **ACTIVE**<br>ex King Philip-75<br>**E G B Inc.**<br>Philadelphia, Pa United States of America | **148**<br>100<br>— | AB | **1957** Blount Marine Corp.—Warren, RI (TE-124)<br>30,64 7,85 3,658<br>29,11 7,62 3,71<br>1 dk | **M Tug** | Oil 2SA 10Cy. 210 × 254 reverse reduction geared to sc. shaft<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 40kW 1 × 25kW 150V d.c.<br>Fuel 84,5t (d.o.) 13kn |
| **8022925**<br>LKED<br>19627<br>RT | **ACTIVE BOY**<br>**Sam Ugelstads A/S**<br>S. Ugelstad<br>Oslo Norway | T.Mk<br>**494**<br>168<br>1 087 | NV | **1981** Langsten Slip & Batbyggeri A/S—Tomra-i-Ramsdal (97)<br>64,67 4,720<br>56,42 13,81 6,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7434690**<br>LDEJ<br>18801<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACTIVE DUKE**<br>**I/S Active Duke**<br>Johan Hagenaes & Co.<br>Alesund Norway | T.Mk<br>**1 194**<br>600<br>2 215 | NV | **1976** Ulstein Hatlo A/S—Ulsteinvik (139)<br>68,00 17,53 4,617<br>63,61 13,81 7,29<br>F - 2 dks<br>rf nil | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shafts<br>4 200bhp (3 089kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 133kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , 1 aft<br>Fuel 863,5t (hvf)-15,0pd 14,5kn |
| **7434688**<br>LDXE<br>18871<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACTIVE GUY**<br>**Sam Ugelstads A/S**<br>S. Ugelstad<br>Oslo Norway | T.Mk<br>**1 198**<br>599<br>2 215 | NV | **1976** Ulstein Hatlo A/S—Ulsteinvik (140)<br>68,00 17,53 4,617<br>63,61 13,81 7,29<br>F - 2 dks<br>rf nil | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shafts<br>4 200bhp (3 089kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 133kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , 1 aft<br>Fuel 808,0t (hvf)-14,0pd 14,5kn |
| **7407738**<br>LASH<br>18645<br>Df Esd<br>Gc Rdr<br>RT | **ACTIVE KING**<br>**I/S Active King**<br>Johan Hagenaes & Co.<br>Alesund Norway | T.Mk<br>**495**<br>192<br>1 169 | NV | **1975** Trondhjems M/V, Aker Trondelag A/S—Trondheim (730)<br>64,55 13,82 4,719<br>58,04 13,80 6,91<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 731,5t (d.o.)-26,5pd 14,5kn |
| **8019370**<br>LKDW<br>13013<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ACTIVE QUEEN**<br>**Johan Hagenaes & Co.**<br>Alesund Norway | **492**<br>167<br>1 052 | NV | **1981** Sterkoder M/V A/S—Kristiansund N. (90)<br>64,67 4,720<br>55,22 13,81 6,91<br>B 7,4 F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 800kW 2 × 385kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 693,0t (d.o.)-15,0pd 14kn |
| **7423720**<br>LCAS<br>18700<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACTIVE REY**<br>**Sam Ugelstads A/S**<br>S. Ugelstad<br>Oslo Norway | T.Mk<br>**495**<br>192<br>1 169 | NV | **1976** Trondhjems M/V, Aker Trondelag A/S—Trondheim (731)<br>64,55 13,82 4,719<br>58,15 13,81 6,89<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 133kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 731,5t (d.o.)-26,5pd 16kn |
| **6906983**<br>GZJA<br>337127<br>Pfd Rdr<br>RTm | **ACTIVITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **698**<br>395<br>1 356 | **✠100A1** SS 7/78<br>oil and chemical tanker<br>SG up to 1.5<br>**✠LMC**<br>EL J 1"U2<br>FN 990 | **1969**-4 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (361)<br>73,97 10,42 3,969<br>67,09 10,30 4,45<br>P 16,2 F 8,0 1 dk<br>11BH WB161t incl. DTf46t | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 778<br>Der 1(1) | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 70,0t (d.o.)-7,0pd 13,5kn |
| **5425994**<br>EEAD<br><br>Df Esd<br>RT | **ACTIVO SEGUNDO**<br>**Abelardo Travieso Iglesias**<br>La Coruna Spain | **182**<br>75<br>— | (BV) | **1964** Maritima del Musel S.A.—Gijon (44)<br>33,20 6,51 3,480<br>29,01 6,43 3,76<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>13kn |
| **5159650**<br>HO5558<br>2087-PEXT<br>Df Gc<br>Rdr RTm | **ACUARIO**<br>ex Esso Andina-71<br>ex Imperial Vancouver-71<br>ex Imperial-46<br>**Banco Nacional de Panama**<br>Panama Panama | **1 551**<br>863<br>2 075 | ✠Classed LR until 4/72 | **1938**-11 Collingwood Shipyards—Collingwood, Ont. (89)<br>73,13 11,97 5,138<br>70,11 11,89 5,64<br>P 18,9 B 8,0 F 11,9 1 dk<br>rf 152 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 109 HeCls. BC | 2 Oil 2SA each 7Cy. 305 × 380 with electro-magnetic slip couplings & sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 75kW 1 × 60kW 220V d.c.<br>Fuel 71,0t (d.o.)-6,0pd 11,5kn |
| **6710009**<br>H9DF<br>9559-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ACUMEN**<br>ex Norman Merchant-80<br>ex Pilot Merchant-79<br>ex Happy Dragon-78<br>**Seaborne Merchants Corp. S.A.**<br>Panama Panama | **27 449**<br>19 588<br>53 850 | NV | **1967** Austin & Pickersgill Ltd.—Southwick, Sunderland (847)<br>217,23 29,90 12,370<br>208,08 29,88 16,92<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho ER<br>G.62 458<br>8 Ha (stl) (10,9 11,6 11,5 11,5 11,5 11,5 11,5 11,5 × 15,2) ER | Oil 2SA 7Cy. 840 × 1800<br>16 100bhp (11 843kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 5 153,5t (hvf)-53,0pd 15,5kn |
| **7738565**<br><br><br>Esd Rdr | **ACUSHNET**<br>ex Shackle-46<br>**Government of The United States of America (U.S. Coast Guard)**<br>United States of America | —<br>—<br>— | | **1944** Basalt Rock Co. Inc.—Napa, Ca<br>65,08 12,40 4,573<br>63,10 11,89 6,05<br>1 dk<br>conv Tug 68 | **TD-E Research**<br>Oceanographic | 4 Oil total 3 000bhp (2 207kW) driving 4 gen. connected to 4 elec. motors geared to sc. shafts<br>Cooper-Bessemer Corp. U.S.A<br>10,5kn |

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|---|---|---|---|---|---|---|
| 7525695<br>D5AG<br>6129<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AD ASTRA**<br>ex Shetland-79<br>**Muziris Shipping Corp.**<br>Barber Ship Management Ltd.<br>Monrovia Liberia | **19 037**<br>12 961<br>35 158 | **✠100A1**<br>strengthened for heavy<br>cargoes Nos. 2 & 4<br>holds may be empty<br>**✠LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 7211 | **1978**-3 Mitsui Eng. & SB. Co. Ltd., Chiba<br>Works—Ichihara (1101)<br>179,00(BB) 27,06 11,081<br>170,01 27,01 15,40<br>P 31,1 F 14,1 1 dk<br>rf nil<br>7BH WB20131T incl. Topside tanks in<br>holds 3760T & Comb. btm & STs in<br>holds 4843T & No. 3 hold 9381T | **M Bulk Carrier**<br>5 Ho 23,0 26,2 26,2 26,2 26,2<br>ER<br>G.43 752 B.42 431<br>5 Ha (14,0 × 13,2) (16,6 16,6 16,6<br>16,6 × 14,9) ER<br>Cr 4(25) | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 210,0t (d.o.) 1 737,0t (hvf) 15,5kn |
| 5414505<br>FUWE<br>3845 | **AD-HOC**<br>**Armement Thomas Lafleur**<br>Concarneau France | **176**<br>85<br>— | BV | **1963** Ch. "Espoir Sablais"—Les Sables<br>d'Olonne<br>*24,18* 8,01 2,820<br>7,95 3,20<br>1 dk | **Wood M Sand Barge**<br>1 Ha (6,8 × 5,1)<br>Der 1(2,5) | 2 Oil 4SA each 6Cy. 140 × 180 geared to<br>sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 16,5t (d.o.) 7,5kn |
| 7211191<br>H9SJ<br>1161<br>9-82<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ADA**<br>ex Varde-81 ex Brunvard-77<br>**Gomoth Navigation S.A.**<br>Panama Panama | **3 091**<br>1 920<br>4 369 | NV | **1972** VEB Schiffswerft "Neptun"—Rostock<br>(466)<br>104,15 14,66 5,792<br>95,92 14,61 6,08<br>P 23,2 F 11,6 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,4 33,6 ER<br>G.6 127 B.5 972<br>2 Ha (stl) (each 26,2 × 10,5) ER<br>Cr 1(10) | Oil 2SA 8Cy. 480 × 720<br>3 200bhp (2 354kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Fuel 430,0t (d.o.)-11,0pd 13kn |
| 6420331<br>9GUF<br>316526<br>Df Esd<br>Gc RT | **ADA**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 514**<br>671<br>— | **✠100A1** SS 5/77<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (o) j† 1⅜"SQ<br>FN 1175<br>**LAID UP — SURVEYS OVERDUE 5/81** | **1965**-2 Trondhjems M/V, Aker Trondelag<br>A/S—Trondheim (570)<br>70,59 11,43 4,801<br>61,30 11,41 7,75<br>B 6,1 F 15,0 2 dks<br>rf 991 Box K 305<br>Coll BH to U dk 6 to 2nd dk WB333t | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.991 | Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>Controllable pitch propeller |
| 5296771<br>ISQR<br>647<br>Rdr RT | **ADA**<br>ex Rippledyke-65<br>ex Empire Tesbury-51<br>**'Motia' Compagnia di**<br>**Navigazione S.p.A.**<br>Palermo Italy | **1 020**<br>625<br>1 721 | RI<br>✠Classed LR until 8/58 | **1946**-3 Bartram & Sons Ltd.—Sunderland<br>(310)<br>60,89 10,39 5,530<br>58,07 10,37 5,74<br>1 dk<br>RW conv Tanker 61 | **M Dredger**<br>Suction<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 050bhp (772kW) NE 67<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| 5002132<br>Df Esd<br>Rdr | **ADA** | **257**<br>114<br>— | | **1955** Schps. & Mfbk. A. de Jong N.V.<br>—Vlaardingen (107)<br>40,59 7,32 3,353<br>7,19 3,81<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 290 × 450<br>Appingedammer Brons Appingedam |
| 6825402<br>PCDB<br>29<br>Df Esd<br>Pfd Rdr<br>RT | **ADA**<br>**J. van der Plas**<br>Katwijk aan Zee Netherlands | **111**<br>50 | | **1961** Scheepsbouw-en Constructiebedrijf K.<br>Hakvoort N.V.—Monnickendam (100)<br>29,57<br>26,45 6,23 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260<br>700bhp (515kW) NE 68<br>Kromhout Motorenfabrik Amsterdam |
| 7336800<br>WYU8<br>036<br>543194 | **ADA BREAUX**<br>**Darce Inc.**<br>Corpus Christi, United States<br>Tx of America | **119**<br>81<br>— | | **1972** Nueces Shipyard Inc.—Corpus Christi,<br>Tx<br>*22,10* 6,89<br>3,48 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7122508<br>SENA<br>11259<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADA GORTHON**<br>**Gorthons Rederi A/B**<br>Helsingborg Sweden | T.Mk<br>**2 967**<br>1 473<br>4 428<br>**5 595**<br>3 589<br>7 934 | **✠100A1** SS 1/80<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL (W) 1⅝"U3<br>FN 3025 | **1972**-3 Hollming Oy—Rauma/Raumo<br>(199)<br>114,31 16,77 5,703/8,052<br>111,16 16,69 10,52<br>RAD 21,7 F 9,8 2 dks<br>rf 203 len 74<br>5BH to U dk 2 to 2nd dk WB2229t incl.<br>TwDf139t No. 2 hold 787t | **M General Cargo**<br>7 Ho 8,3 9,7 9,7 9,7 9,7 9,7<br>9,7 ER<br>G.11 547 B.11 157<br>2 Ha (stl) (9,0T × 6,4) (61,3comb. ×<br>13,4) ER<br>Cr 3(12,5) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to<br>sc. shaft<br>5 700bhp (4 193kW) ✠ NE 1/80 Pielstick<br>Lindholmen Motor AB. Goteborg<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 292kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 61,5t (d.o.) 727,5t (hvf)-22,0pd 15kn |
| 5002168<br>MBAF<br>187037<br>Df Esd<br>Pfd RTm | **ADA KERBY**<br>**Offshore Workboats Ltd.**<br>Lowestoft United Kingdom | **129**<br>46<br>— | | **1958** Thomas Summers & Co.<br>—Fraserburgh (105)<br>*28,81* 6,86<br>27,74 6,71 3,20<br>1 dk<br>conv Side Trawler Fishing 77 | **Ferro Concrete M General Cargo**<br>Der 1 | Oil 4SA 3Cy. 368 × 508<br>300bhp (221kW)<br>A.K. Diesels Ltd. Lowestoft<br>Gen 1 × 7kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7643693<br>WYH7<br>119<br>577994<br>Esd Gc<br>Pfd Rdr<br>RT | **ADA LEE FAGAN**<br>**Fagan Boat Service Inc.**<br>Cut Off, La United States<br>of America | **179**<br>122<br>— | (AB) | **1976** Halter Marine Services, Inc.<br>—Lockport, La (581)<br>50,60 11,89 3,341<br>47,33 11,59 3,97<br>F 13,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 153,5t (d.o.) 12kn |
| 5274149<br>VOFS<br>194559<br>Esd Pfd<br>Rdr RTm | **ADA MARIE II**<br>ex Pennyluck-69<br>**Dunphy's (Fisheries) Ltd.**<br>St. John's, Nfl. Canada | **199**<br>116<br>— | | **1951** Newfoundland Shpyds—Clarenville,<br>Nfl.<br>31,70 7,12 3,582<br>7,07<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,3 ER<br>1W | Oil 4SA 6Cy. 330 × 405<br>425bhp (313kW)<br>Cooper-Bessemer Corp. Mount Vernon, Wa<br>Gen 1 × 5kW 110V d.c.<br>Fuel 22,5t (d.o.) 10kn |
| 7382926<br>JXMR<br>18643<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADA WAAGE**<br>**Norsk Selskab til Skibbrudnes**<br>**Redning**<br>Oslo Norway | **136**<br>29<br>201 | NV | **1975** Smedvik Mek. Verksted A/S—Tjorvag<br>(44)<br>24,52 6,61 3,618<br>21,95 3,51<br>F - 1 dk<br>rf 1402 BK 170 | **TM Search & Rescue Ship**<br>Mchy.aft | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 11kn |

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| **5002170**<br>WLCP<br>291609<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ADABELLE LYKES**<br><br>**Lykes Bros. Steamship Co. Inc.**<br>Pensacola, Fl United States<br>of America | T.Mk<br>**6 420**<br>3 432<br>—<br>**9 296**<br>5 295<br>11 473 | <br><br>AB | **1963** Bethlehem Steel Co. Inc. SB. Div.<br>—Sparrows Point, Md (4593)<br>150,88 21,14 —/9,789<br>143,26 21,04 12,68<br>RQD 46,7 F 32,4 2 dks<br>RW rf nil | **S General Cargo**<br>4bth P<br>5 Ho 21,4 22,1 22,1 15,2 26,9<br>G.17 647 B.15 999<br>5 Ha (stl) (9,6 × 5,4) (12,1 10,6 10,6 9,1 × 7,6)<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 906,0t (o.f.) 18kn |
| **7813030**<br>LZDT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADALBERT ANTONOV**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **23 104**<br>14 102<br>38 510 | <br><br>BR | **1979** G. Dimitrov Shipyard—Varna (060)<br>201,58(BB) 27,87 11,191<br>186,04 27,81 15,60<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>7 Ho 22,7 20,3 19,5 19,5 19,5 19,5 18,7 ER<br>G.50 566 HeCls. B<br>7 Ha (stl) (11,2 12,6 12,7 12,7 12,7 12,7 12,7 × 13,0) ER | Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 1 × 94,5kW<br>Fuel 562,0t (d.o.) 1 964,0t (hvf)-43,5pd<br>14,5kn |
| **5053650**<br><br><br>RTm | **ADALLA**<br>ex Brodrene Saevik-67<br>ex Knut Johannessen-55<br>**G. A. Goodlad**<br>Lerwick United Kingdom | **140**<br>41<br>— | | **1949** Skaalurens Skibsbyggeri A/S<br>—Rosendal<br>30,13 6,96<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,1 ER<br><br>1 Ha (3,6 × 2,1) ER<br>Der 1(10) | Oil 2SA 4Cy. 200 × 340<br>260bhp (191kW) E made— fitted49 Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 11kW 240V 1 × 3kW 24V<br>Fuel (d.o.) |
| **5329322**<br><br><br>Df Esd<br>RT | **ADALMA 1**<br>ex Sintus-79 ex Golden Star-78<br>ex Tankvik-76 ex Mor-75<br>ex Sintus-73<br>**Adalma Tanker & Bunkering Services Ltd.**<br>Lagos Nigeria | **499**<br>271<br>934 | <br><br>BV (NV) | **1962** Grotvaagen Verft A/S—Kyrksaeterora (24)<br>61,98 9,48 3,722<br>55,30 9,45 4,07<br>P 18,3 F 11,6 1 dk<br>rf 102 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 245 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 12kW 220V d.c.<br>Fuel 67,0t (d.o.)-3,0pd 11,75kn |
| **7314670**<br>TFXG<br>1348<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADALVIK**<br><br>**Hradfrystihus Keflavikur H/f**<br>Keflavik Iceland | **451**<br>148<br>425 | ✠**100A1** SS 11/79<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 627 | **1974**-4 Maritima de Axpe S.A.—Bilbao<br>(70)<br>47,55 (BB) 9,58 4,509<br>39,17 9,49 6,51<br>F 17,1 2 dks<br>rf 508 Box K<br>2BH to U dk 3 to 2nd dk WB66T | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 300 × 450 sr geared to sc. shaft<br>1 700bhp (1 250kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7515937**<br>SEKI<br>11385 | **ADAM**<br><br>**Lundqvist & Soner Muddrings A/B**<br>Uddevalla Sweden | **147**<br>143<br>— | | **1974** Ekstrand Verksted A/S—Stathelle<br>32,72 6,51<br>6,48 2,34<br>1 dk | **M General Cargo Barge**<br><br>1 Ho ER<br><br>1 Ha ER | Oil 4SA 6Cy. 115 × 125<br>240bhp (177kW)<br>Saab-Scania Sodertalje<br>Directional propeller<br>Fuel (d.o.) |
| **7349132**<br>SQFI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADAM ASNYK**<br><br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Gdynia Poland | T.Mk<br>**6 966**<br>4 117<br>12 210<br>**9 632**<br>6 293<br>15 099 | <br><br>PR (GL) | **1974** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (975)<br>145,01(BB) 21,04 8,230/9,430<br>134,02 21,01 12,25<br>P 54,0 F 33,0 2 dks, 3rd dk in holds 2 & 3 | **M General Cargo**<br>Ref<br>Str. for heavy cargoes Ice strengthened<br>5 Ho 15,0 19,7 21,0 21,0 22,4 ER 4 TwD<br>G.18 337 B.16 449 In.3 146<br>5 Ha (stl) (6,3 × 7,4) (13,1 12,7 12,7 8,9 × 8,4) ER<br>28W Der 1(75) 1(25) 12(10) 2(5) | Vee Oil 4SA 14Cy. 400 × 540 reduction geared to sc. shaft<br>7 800bhp (5 737kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 392kW 390V 50Hz a.c.<br>Fuel 204,0t (d.o.) 1 158,5t (hvf) 16,5kn |
| **5002223**<br>WL4572<br>278853<br>Df Gc<br>Rdr RT | **ADAM E. CORNELIUS**<br><br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo, NY United States<br>of America | **14 084**<br>8 915<br>— | <br><br>AB | **1959** Manitowoc SB. Corp.—Manitowoc, Wi (424)<br>203,11 22,00 8,268<br>198,13 21,95 12,20<br>P 37,2 F 20,5 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>Self-unloader<br>6 Ho ER<br><br>17 Ha (stl) (each 3,6 × 13,9) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 700kW 1 × 200kW<br>Fuel 437,0t (o.f.) 14,5kn |
| **7602663**<br>SQKH<br><br>Esd Gc<br>Rdr RT | **ADAM MICKIEWICZ**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **17 552**<br>11 262<br>17 245 | <br><br>PR | **1979** Stocznia Szczecinska im. A. Warskiego—Szczecin (B467/02)<br>190,28(BB) 25,35 9,551<br>179,76 25,29 15,19<br>2 dks | **M General Cargo**<br>Portable guides Ref 4bth P<br>Ice strengthened<br>5 Ho 5,3DT 5,7DTp&s 20,2 26,8 26,8 24,3 ER 14,5 6 TwD<br>G.28 577 B.26 935 In.1 150 L.610<br>TEU 615<br>C.Ho 402/20'(40') C.Dk 213/20'(40')<br>8 Ha (stl) (2,8p&s × 2,3) (21,3 × 10,2) (21,3 21,3 21,3 × 8,3) ER (5,1p&s × 6,5)<br>6 Wing Ha (stl) (each 21,4p&s × 5,7)<br>12W Der 2(40) 6(10) 4(5) | 2 Vee Oil 4SA each 18Cy. 480 × 520 geared to sc. shaft<br>33 000bhp (24 273kW) Pielstick<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 800kW 400V d.c.<br>Thw. thrust propeller fwd<br>Fuel 265,0t (d.o.) 6 315,0t (hvf)-107,5pd<br>25kn |
| **5002235**<br>UOSC<br>M-21403<br>Df Esd<br>Gc Rdr<br>RT | **ADAM MITSKEVICH**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **3 656**<br>1 818<br>4 935 | <br><br>RS | **1956** Stocznia Gdanska im. Lenina—Gdansk (B31/26)<br>108,26 14,64 6,662<br>101,07 14,58 8,03<br>1 dk<br>RW | **S General Cargo**<br><br>Ice strengthened<br>4 Ho 15,0 15,0 ER 13,5 12,5<br>G.6 027 B.5 609<br>4 Ha (stl) (11,2 × 8,2) (12,0 × 9,6) ER (8,6 × 9,6) (11,2 × 8,2)<br>8W Der 1(20) 8(5) | C 4Cy. (2) 455 & (2) 980 × 980 with LP turb & hydraulic coupling<br>2 300ihp (1 692kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>11,5kn |
| **7829986**<br>WB5666<br>233499 | **ADAMA**<br>ex Mara-80 ex Thomas Whalen<br>**Robert Jones**<br>Baltimore, Md United States<br>of America | **163**<br>84<br>— | | **1934** Bethlehem SB. Corp.—Quincy, Ma<br>*31,25*<br>6,74 3,20<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A |
| **7028568**<br>ESTL<br>M-7707 | **ADAMANT**<br><br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **208**<br>39<br>46 | <br><br>(RS) | **1968** .............U.S.S.R.<br>35,31 7,01 1,931<br>3,33 | **TM Ferry** | 2 Oil 4SA each 6Cy. 250 × 340<br><br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| **6603098**<br>SWUZ<br>6212<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADAMANTIOS**<br>ex Chios Island-77<br>ex Botany Bay-75 ex Cyprian-73<br>**Lucero Armadora S.A.**<br>Luna Agencia Maritima S.A.<br>Piraeus Greece | **32 686**<br>22 765<br>66 144 | NV | **1966** Kockums M/V A/B—Malmo (494)<br>236,28 33,28 12,637<br>227,24 33,23 16,24<br>1 dk<br>rf 132 | **S Tanker**<br>17 Ta ER<br>L.(oil) 80 348 | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 650kW 1 × 600kW<br>1 × 20kW 440V 60Hz a.c.<br>Fuel 3 889,5t (o.f.)-101,5pd 17,5kn |
| **5077204**<br>SVFS<br>5014<br>Df Esd<br>Gc Rdr | **ADAMANTIOS S**<br>ex Silver Dolphin-74<br>ex Colombo Maru-72<br>**Matev I Compania Naviera S.A.**<br>Santo Maritime Co. S.A.<br>Piraeus Greece | **4 952**<br>2 836<br>— | **100A1** SS 2/81<br>**LMC**<br>EL U 2"U2<br>FN 2938<br>(NK) | **1958** Sanoyasu Dockyard Co. Ltd.—Osaka (160)<br>122,76 16,39 7,525<br>115,02 16,29 9,25<br>P 8,3 B 17,7 F 26,0 1 dk, 2nd dk except in No. 5 hold<br>RW rf 102<br>7BH WB710t incl. Tunnel tanks 114t | **M General Cargo**<br>5 Ho<br>G.10 675 B.9 800<br>5 Ha (8,7 × 5,4) (13,5 8,0 9,6 8,7 × 6,4)<br>12W Der 1(40) 4(10) 8(5) | Oil 2SA 6Cy. 500 × 1100<br>3 480bhp (2 560kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 125kW 230V d.c.<br>Fuel 482,5t 12,75kn |
| **6924129**<br>SVBH<br>3625<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADAMAS**<br>**Elikon Shipping Co. S.A.**<br>Piraeus Greece | **9 982**<br>6 263<br>15 173 | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2049)<br>142,27(BB) 19,84 9,033<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 1 240,5t (hvf) 14kn |
| **5403374**<br>SV6240<br>8088<br>RT | **ADAMASTOS**<br>ex Gwentgarth-81 ex Dunsnipe-71<br>**Theano Emiliou Skoufopoulou S.A.**<br>Champion Maritime Co. Ltd.<br>Piraeus Greece | **186**<br>0<br>— | ✠**100A1** SS 2/80<br>tug<br>✠**LMC**<br>EL (c)<br>FN 396 | **1962**-12 R. Dunston (Hessle) Ltd.—Hessle (787)<br>30,76 8,28 3,379<br>27,44 7,85 6,56<br>RW rf 381 BK 152<br>3BH WB61t | **M Tug** | Oil 2SA 6Cy. 340 × 570 with flexible coupling & sr reverse geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Fuel 32,5t 11kn |
| **7612371**<br>251<br>Esd Rdr<br>RT | **ADAMCLISI**<br>**NAVROM**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1968** Santierul Naval Braila—Braila<br>29,29 8,31 2,490<br>28,20 4,32<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.) 12,5kn |
| **6810031**<br>ELAO3<br>6911<br>Df Esd<br>Gc Rdr<br>RT | **ADAMSTURM**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **473**<br>162<br>725 | GL | **1968** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (700)<br>53,55 11,26 3,341<br>49,18 11,00 3,97<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>G.100<br>1W Der 1(5) | 2 Vee Oil 4SA each 16Cy. 180 × 220<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>12,5kn |
| **7038537**<br>PCDE<br>359<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ADARA**<br>ex Saxon Prince-76<br>ex Cairntrader-76<br>ex Saxon Prince-75<br>Launched as Cairntrader<br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands | T.Mk<br>**869**<br>382<br>1 585<br>**1 581**<br>977<br>2 704 | ✠**100A1** SS 4/75<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1367 | **1971**-3 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (795)<br>79,94 11,99 4,369/5,881<br>72,24 11,90 7,01<br>P 18,3 F 11,3 2 dks<br>rf nil<br>4BH WB560t | **M General Cargo**<br>1 Ho 48,0 ER<br>G.3 394 B.3 095<br>2 Ha (stl) (each 16,7 × 7,7) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 840kW 1 × 21kW<br>380V 50Hz a.c.<br>Fuel 129,0t (d.o.) 12kn |
| **5002352**<br>EDOB<br>8337<br>Df Esd<br>RTm | **ADARRA**<br>**Pedro Otaegui Malcorra y otros**<br>Vigo Spain | **208**<br>101<br>— | BV | **1962** Hijos de J. Barreras S.A.—Vigo (1160)<br>33,28 6,56 3,296<br>29,01 6,51 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 63,0t (d.o.) 11,5kn |
| **7721615**<br>ESXG<br>M-31267<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADAYKHOKH**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (473)<br>101,48(BB) 15,22 5,700<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| **6923462**<br>OUML<br>D1704<br>Df Esd<br>Gc Rdr<br>RTm | **ADDA STRANDBO**<br>ex Adda Pantos-72<br>**Kai Olsen**<br>Hirtshals Denmark | **149**<br>70<br>178 | BV | **1969** VEB Rosslauer Schiffswerft—Rosslau (3347)<br>33,58 6,66 2,693<br>29,52 6,62 3,31<br>F 6,1 1 dk<br>BK 64 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>G.180<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) NE 73<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 18kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 13kn |
| **5002376**<br>4WOA<br>Df Esd<br>RT | **ADDAFAR**<br>ex Festina-55<br>**Addafar Yemenite Navigation Co.**<br>Hodeidah Yemen Arab Republic | **399**<br>235<br>550 | | **1955** Scheepsw. A. Apol—Wirdum (174)<br>47,48 7,22<br>43,69 7,19 3,46<br>RQD 9,2 F 7,1 1 dk<br>RW | **M General Cargo**<br>2 Ha (9,8 10,5 × 4,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>11kn |
| **7925716**<br>CNER<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADDARRAQ**<br>**Maroc Phosphor Ocean (MARPHOCEAN)**<br>Casablanca Morocco | **14 775**<br>9 274<br>23 953 | BV (Class cont.) | **1982** Soc. Francaise de Cons. Nav. —Villeneuve-la-Garenne (313)<br>172,19(BB) 24,82 9,751<br>163,02 24,31 13,52<br>1 dk | **M Tanker**<br>Chemical SBT IGS CBT<br>24 Ta ER<br>L.27 633 HeCls. BC | Oil 2SA 5Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 4 × 960kW 450V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 480,5t (d.o.) 2 078,0t (hvf)-42,5pd<br>14,5kn |
| **5301526**<br>IMBE<br>921<br>Esd Pfd<br>RTm/h | **ADDAURA**<br>ex Sagemar Prima-75<br>ex Atlantic Coaster-69<br>ex Rozenburgh-68<br>**Industria Italiana Pomice S.n.c. di F.E.G. Acierno**<br>Palermo Italy | **483**<br>199<br>684 | RI<br>✠Classed LR until 7/69 | **1958**-2 Schpsw. "De Dollard"—Landsmeer (869)<br>50,25 7,95 3,683<br>45,24 7,85 4,20<br>P 17,4 F 6,1 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 26,8 ER<br>G.835 B.770<br>1 Ha (19,9 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 235 × 330 with flexible couplings & dr reverse geared to sc. shaft<br>410bhp (302kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 15kW 1 × 10kW 220V d.c.<br>Fuel 38,5t (d.o.) |

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| **5337197**<br>GFTQ<br>183252<br>Rdr RT | **ADDERSTONE**<br>ex Springwood-72<br>**Stephenson Clarke Shipping Ltd.**<br>Newcastle upon Tyne United Kingdom | **814**<br>421<br>1 124 | **✠100A1** SS 8/82<br>hopper barge<br>**✠LMC**<br>EL k<br>FN 847 | **1950**-6 Lobnitz & Co. Ltd.—Renfrew (1113)<br>56,55 11,00 4,198<br>53,62 10,98 4,81<br>1 dk<br>4BH WB5t | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>G.571 | Oil 2SA 5Cy. 340 × 570<br>820bhp (603kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 15,0t 11,25kn |
| **7938608**<br>WYA2<br>747<br>598703 | **ADDIE LEE**<br>**J & W Trawlers Inc.**<br>Corpus Christi, Tx United States of America | **134**<br>91<br>— | | **1978** .............Port Isabel, Tx<br>*21,92* 6,43<br>3,71<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A |
| **7802249**<br>HZLL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADDIRIYAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Dammam Saudi Arabia | **20 657**<br>12 509<br>24 272 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL I† 605,0/64,0U3<br>FN 7311 | **1979**-8 Hyundai Heavy Industries Co. Ltd. —Ulsan (113)<br>183,24(BB) 27,49 10,018<br>168,76 27,41 15,91<br>F 22,9 1 dk<br>rf nil DK in way of holds<br>8BH WB9355T incl. DTf1005T, Nos. 2A, 2B, 3A, 5A & 5B (p & s) STs in way of holds 3707T | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>5 Cell.Ho 6,4 27,2 27,2 27,2 27,2 ER<br>TEU 1612<br>C.Ho 334/20' 178/40' C.Dk 470/20' 226/40' incl. 96 ref C.<br>17 Ha (stl) ER | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>17,75kn |
| **5226154**<br>HZSC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADEL**<br>ex Agioi Anargyroi-81<br>ex Agia Skepi-79 ex Agia-76<br>ex Agia Skepi-74 ex Maron-72<br>**Amin Abdul Moshin Bukhari**<br>Gitas Gemi Isletmeciligi Tic. ve San A.S.<br>Jeddah Saudi Arabia | **3 960**<br>2 132<br>4 783 | **✠100A1** CS 5/77<br>**✠LMC**<br>EL (w) 2"SQ<br>FN 2547 | **1958**-3 N.V. Schps. Gebr. Pot—Bolnes (937)<br>119,49 15,02 6,414<br>110,62 14,94 8,08<br>F 12,2 2 dks, 3rd dk in No. 1 hold<br>RW rf 102 len 68<br>5BH WB421t incl. DTf96t | **M General Cargo** CSD 12P<br>Ref<br>3 Ho 15,8 25,0 27,0 ER<br>G.6 397 B.5 979 In.325<br>3 Ha (stl) (7,9 × 3,6) (15,1 15,8 × 4,8) ER<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540 × 1150<br>3 600bhp (2 648kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 120lbf/in² (8,3bar)<br>Gen 3 × 130kW 220V d.c.<br>Fuel 220,5t (hvf) 16kn |
| **5002405**<br>321665<br>Df RT | **ADEL**<br>ex Angelus-58<br>**Anansa Line Ltd.**<br>Lagos Nigeria | **500**<br>303<br>— | (AB) | **1944** Kyle & Co. Inc.—Stockton, Ca (20)<br>56,85 8,26 3,461<br>53,65 8,23 3,89<br>P 11,6 1 dk<br>rf 152 len 51 | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 119 HeCls. C<br>1 Ha (1,2 × 1,8) | Oil 4SA 6Cy. 305 × 381<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 51,0t-1,5pd 9kn |
| **5335759**<br>HZDB<br>43/94<br>Df Esd<br>Rdr RTh | **ADEL**<br>ex Southern Venture-74<br>ex Venern-63<br>**Elhawi Shipping Co. Ltd.**<br>Jeddah Saudi Arabia | **499**<br>225<br>715 | BV | **1955** Karlstads Varv A/B—Karlstad (135)<br>53,45 8,62 3,347<br>8,56 3,74<br>1 dk<br>RW rf 145 | **M Tanker**<br>Mchy.aft<br>Der 1(0,5) | Oil 2SA 5Cy. 290 × 490<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 32kW 1 × 22kW 1 × 5kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |
| **5002429**<br>EBRC<br>2519<br>Df Esd | **ADELA ROIBAL**<br>**Salvador Grueiro Paz**<br>La Coruna Spain | **179**<br>92<br>203 | BV | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (210)<br>32,21 6,61 3,404<br>28,00 6,51 3,76<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 216 343 & 584 × 430<br>200ihp (147kW)<br>Ponte y Cia Vigo<br>Fuel 101,5t (o.f.) 9kn |
| **7316692**<br>AMMT-1057 | **ADELAIDE**<br>**Armadores Unidos S.A.**<br>Venezuela | **180**<br>81<br>— | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (459)<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>770bhp (566kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **7200831** | **ADELAIDE**<br>ex Lion-80<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **129**<br>87<br>— | BV | **1970** Breaux's Bay Craft Inc.—Loreauville, La<br>33,53 6,25 1,791<br>30,82 2,98<br>1 dk | **Aluminium Alloy TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 120bhp (1 559kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Fuel (d.o.) 20kn |
| **7406710**<br>VM2529<br>355522<br>Esd Rdr<br>RT | **ADELAIDE PEARL**<br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **219**<br>144<br>— | NV | **1974** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (137)<br>25,91 6,71 3,841<br>24,85 3,84<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **5233200**<br>SV3297<br>4407<br>Df Esd<br>Rdr RTm | **ADELAIS**<br>ex Maria Elena-77 ex Magda-76<br>ex Arion-74 ex Mertola-72<br>ex Poortvliet-60<br>**Maria Leontos Hajigianni**<br>Intercon Management S.A.<br>Piraeus Greece | **487**<br>262<br>681 | ✠Classed LR until 24/2/79 | **1950**-12 N.V. Scheeps. v.d. Werf—Deest (239)<br>52,43 8,54 3,404<br>48,47 8,49 3,46<br>P 12,5 RQD 16,5 F 8,0 1 dk<br>RW | **M General Cargo**<br>1 Ho 31,5 ER<br>G.956 B.928<br>2 Ha (each 10,3 × 4,7) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>420bhp (309kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9kn |
| **6606325**<br>EERJ<br>651<br>Df Esd<br>Rdr RT | **ADELANTADO**<br>**Remolques 'Aguadas y Salvamentos S.A.**<br>Aviles Spain | **234**<br>—<br>— | **✠100A1** SS 4/78<br>tug<br>**✠LMC**<br>EL (c)<br>FN 335 | **1966**-3 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.86)<br>31,27 8,44<br>28,76 8,11 3,51<br>F 12,8<br>RW rf 483<br>3BH WB35t | **M Tug** | Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **7236309**<br>OYKV<br>H511<br>Df Esd<br>Rdr RT | **ADELBJORG**<br>**Niels E. Kirk**<br>Esbjerg Denmark | **142**<br>76<br>193 | | **1972** Aabenraa Maskinfabrik & Flydedok —Aabenraa (14)<br>32,95 6,43 3,048<br>30,21 6,41 3,20 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy.<br>550bhp (405kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| **7390789**<br>WYR2<br>625<br>559292<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADELE CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **196**<br>133<br>— | AB | **1974** Equitable Equipment Co. —Madisonville, La (1653)<br>53,35 11,59 3,683<br>49,26 11,56 4,25<br>F 15,0 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 327,0t (d.o.) 12kn |

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| **5093698**<br>IKCF<br>1088<br>Df Esd | **ADELE COPPOLA**<br>ex Dravograd-68 ex Elfeltal-60<br>**Antonio Coppola fu Giovanni**<br>Napoli Italy | **748**<br>348<br>1 210 | RI (JR) | **1951** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (737)<br>57,23 9,05 4,971<br>51,49 8,95 5,57<br>B 10,4 F 8,3 2 dks<br>RW | **M General Cargo** CSD<br>1 Ho 30,0 ER<br>G.1 417 B.1 297<br>2 Ha (10,5 10,0 × 5,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW) E made58 fitted—<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 18kW 220V d.c.<br>Fuel 44,5t (d.o.) 11,5kn |
| **6602513**<br>DABA<br>Esd Rdr<br>RTh/v | **ADELE HAGENAH**<br>**Hans-Gustav Hagenah**<br>Hamburg Federal Republic of Germany | **288**<br>166<br>734 | GL | **1965** Flensburger Schiffsbau-Ges.<br>—Flensburg (606)<br>55,07 9,33 3,210<br>49,51 9,20 5,36<br>2 dks & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 33,9 1 TwD 35,2 ER<br>G.1 453 B.1 315<br>2 Ha (stl) (each 10,4 × 5,1) ER<br>Der 1(3) 1(2) | Oil 4SA 6Cy. 320 × 450<br>550bhp (405kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 220V d.c.<br>Fuel 42,5t (d.o.) 10kn |
| **7816094**<br>DCDR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADELE J.**<br>**m.s. 'Adele J.' Jungerhans Bereederungsges. m.b.H. & Co. K.G.**<br>Haren/Ems Federal Republic of Germany | **999**<br>490<br>2 636 | GL | **1979** Howaldtswerke-Deutsche Werft—Kiel (156)<br>92,08 (BB) 18,14 3,641<br>79,23 18,01 7,93<br>F 10,7 2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>1 Ho 69,0<br>B.5 748<br>TEU 260<br>C.Ho 132/20' C.Dk 128/20' incl. 30 ref C.<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | 2 Oil 4SA each 6Cy. 240 × 330 geared to sc. shaft<br>2 600bhp (1 912kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>11,5kn |
| **6619243**<br>H9XR<br>1138<br>9-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADELFA**<br>ex Golden Nicholas-81<br>ex Stove Caledonia-72<br>**Adelfamar S.A.**<br>Panama Panama | **11 536**<br>6 645<br>18 756 | AB (NV) | **1966** Bremer Vulkan A.G.—Vegesack (926)<br>161,60 20,63 9,341<br>152,84 20,58 12,20<br>F 13,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 20,2 18,6 19,4 11,2 19,9 20,7 ER<br>G.22 791 B.22 104<br>6 Ha (stl) (11,9 11,9 11,9 7,1 11,9 11,9 × 9,3) ER<br>Cr 1(10) 5(8) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 264kW 440V a.c.<br>Fuel 1 145,0t (hvf) 15kn |
| **6705925**<br>SWWW<br>6024<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADELFOTIS**<br>ex Japan Kauri-77<br>**Olympia Maritime Enterprises S.A.**<br>Piraeus Greece | **6 842**<br>3 959<br>10 050 | **100A1**<br>**LMC**<br>EL (Y) 550,0/54,0U2<br>FN 3994<br>NK | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (667)<br>139,73(BB) 19,23 8,687<br>130,00 19,21 11,51<br>F 12,8 2 dks<br>RW rf 152 conv Ref General Cargo 81<br>SF 7BH to U dk, 2 to 2nd dk WB1148T incl. DTf676T DTsa676T Tunnel tanks 141T | **M General Cargo**<br>5 Ho ER<br>G.8 515 B.7 957<br>6 Ha (stl) (9,6 × 4,0) (13,4 6,7 6,7 13,4 × 6,8) (8,9 × 5,4) ER<br>Der 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 090,0t-26,5pd 16,25kn |
| **7521247**<br>EHDX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADELIA**<br>ex Miya Berria-78<br>**Pesquera Saturraran S.A.**<br>Las Palmas Spain | **309**<br>97<br>211 | BV | **1976** S.A. Balenciaga—Zumaya (249)<br>40,75 8,64 4,101<br>33,30 8,60 6,35<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450 geared to sc. shaft<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 138,0t (d.o.) 12,75kn |
| **7362823**<br>CUFV<br>A-2318-N<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADELIA MARIA**<br>**Jose Maria Vilarinho Ltda.**<br>Aveiro Portugal | **1 995**<br>1 000<br>1 829 | ✠**100A1** SS 2/80<br>stern trawler<br>Ice Class 3 at a draught not exceeding 5,51 metres<br>✠**LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1499 | **1974**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (100)<br>80,12 (BB) 13,24 5,919<br>70,01 13,20 8,21<br>B 16,2 2 dks<br>rf 483 Box K 305<br>WB49T | **M Fishing**<br>Stern Trawler Ref | 2 Oil 2SA each 9Cy. 206 × 254 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Fairbanks Morse & Co. Chicago, Illinois<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 209kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| **5112250**<br>INAD<br>13<br>Df Esd<br>Gc Rdr<br>RTv | **ADELINA TRICOLI**<br>ex Hugo Selmer-73 ex Fallsund-68<br>ex Fleetwing-59<br>**Antonio Tricoli**<br>Crotone Italy | **1 597**<br>830<br>2 713 | RI<br>✠Classed LR until 22/3/74 | **1956**-4 Jos. L. Meyer—Papenburg (472)<br>88,37 11,76 4,711<br>82,38 11,70 5,39<br>RQD 50,0 F 7,7 1 dk<br>RW rf nil len 68 | **M General Cargo**<br>2 Ho 14,6 41,4 1,2DT ER<br>G.3 643 B.3 497<br>3 Ha (stl) (10,9 18,9 10,9 × 7,7) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 185,0t (d.o.) 11kn |
| **7703261**<br>DABB<br>12363<br>Df Esd<br>Gc Rdr<br>RT | **ADELINE**<br>**Jurgen Heinrich Breuer K.G.**<br>Hamburg Federal Republic of Germany | **895**<br>609<br>2 030 | GL | **1977** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (824)<br>72,27 4,449<br>65,51 12,81 6,81<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 200 B.3 143<br>TEU 127 C.Ho 53/20' C.Dk 74/20'<br>1 Ha (stl) (43,8 × 10,2) ER | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>12,5kn |
| **7049354**<br>WYP9<br>222<br>515298 | **ADELINE MARIE**<br>**Point Loma Marine**<br>San Diego, Ca United States of America | **126**<br>86<br>— | | **1968** Siracusa Shipyard Inc.—Siracusaville, La<br>*21,58* 6,56<br>3,56 | **M Fishing** | Oil<br>585bhp (430kW)<br>.............<br>Fuel (d.o.) |
| **5423984**<br>Df Esd<br>Pfd<br>RTm/v | **ADELINE-C**<br>ex Hilde H-81 ex Gascogne-72<br>**United Ventures Ltd.**<br>Guernsey Channel Islands (British) | **191**<br>62<br>— | GL (BV)<br>✠Classed LR until 1/65 | **1963**-5 Haarlemsche Schps. Maats.<br>—Haarlem (581)<br>35,72 7,09 3,785<br>30,00 7,00 3,99<br>F 5,5 1 dk<br>rf 940 BK 152 | **M Fishing**<br>Side Trawler<br>4 Ha (1,2 1,2 × 0,9) (0,4 0,4 × 0,4)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 270 × 500 sr geared to sc. shaft<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 50,0t (d.o.) 10kn |
| **7392347**<br>Df Esd<br>Rdr RT | **ADELINO BRION**<br>**Brion Diaz S.A.**<br>La Coruna Spain | **226**<br>107<br>— | BV | **1976** Soc. Met. Duro Felguera—Gijon (113)<br>37,34 7,45 3,810<br>32,01 7,41 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 9Cy. 350 × 500<br>1 200bhp (883kW)<br>CKD Praha Praha<br>Fuel 128,5t (d.o.) 10,75kn |

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| **5002613**<br>WAFJ<br>248091<br>Df Esd<br>Gc Rdr<br>RT | **ADELPHI VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 641**<br>4 621<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (760)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 7(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **7616602**<br>SVJP<br>6428<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADELPHI YEMELOS**<br>**Marko Marine Enterprises S.A.**<br>Yemelos Brothers General Enterprises S.A.<br>Piraeus Greece | T.Mk<br>**6 724**<br>3 896<br>13 363<br>**10 459**<br>7 014<br>16 569 | **✠100A1**<br>**✠LMC** **UMS**<br>EL C† 2⅜"U2<br>FN 4683 | **1977**-6 Fukuoka Zosen K.K.—Fukuoka (1053)<br>147,35(BB) 22,05 —/8,891<br>138,00 22,01 11,92<br>P 25,0 F 12,5 2 dks<br>rf nil<br>SF 6BH WB3477T incl. TwD tanks 1162T | **M General Cargo**<br>4 Ho 24,3 25,6 29,5 26,3 4 TwD Upr ER<br>G.23 734 B.21 064<br>4 Ha (stl) (11,9 16,0 17,6 16,0 × 11,2) ER<br>Der 1(60) 8(16,5) | Oil 2SA 5Cy. 700 × 1200<br>7 750bhp (5 701kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 340kW 445V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 030,5t (hvf) 15,5kn |
| **6413869**<br>GCDJ<br>390894<br>Df Esd<br>Rdr<br>RTm/v | **ADELPHIA**<br>ex Sigrid F.-81 ex Sigrid Flint-79<br>**Albert Harry Palmer, George James Palmer & Thomas James Palmer Junior**<br>London United Kingdom | **299**<br>179<br>490 | GL | **1964** Norderwerft Koser & Meyer —Hamburg (856)<br>47,25 8,62 2,699<br>43,54 8,51 3,03<br>P 13,5 F 6,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 26,9 ER<br>G.641 B.584<br>1 Ha (21,1 × 5,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 220 × 280<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 24kW 220V<br>Thw. thrust propeller aft<br>Fuel 24,5t (d.o.) 10kn |
| **7389900**<br><br>4418<br>Rdr RT | **ADEM YAVUZ**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **456**<br>208<br>180 | | **1976** Denizcilik Bankasi T.A.O.—Halic, Istanbul (188)<br>58,20 11,03 2,401<br>52,81 10,61 3,61<br>2 dks | **TM Ferry** —P | 2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>14kn |
| **7335923**<br>7OMK<br>0016<br>Df Esd<br>Gc Rdr<br>RT | **ADEN**<br>ex Mate Zalka-74<br>**The Yemen Navigation Line**<br>Aden People's Dem. Rep. of Yemen | **1 350**<br>611<br>1 723 | BV (RS) | **1973** Angyalfold Shipyard—Budapest<br>77,81 11,51 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(12) 6(5) | Oil 4SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 149,5t 13,5kn |
| **7410345**<br>GUYB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADENIA**<br>ex Gallic Rose-82<br>**G. W. Anderson & Others**<br>Lerwick United Kingdom | **229**<br>77<br>268 | **✠100A1** SS 7/80<br>trawler<br>**✠LMC**<br>EL (E) 11/16"U2<br>FN 329 | **1975**-12 At. & Ch. de la Manche—Dieppe (1244)<br>30,03 8,11 3,582<br>26,55 8,01 4,35<br>F 4,9 1 dk<br>rf 686 BK 102<br>5BH WB22t | **M Fishing**<br>Side Trawler Seiner Ref.<br>1 Ho ER<br>In.115 L.123 | Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 120kW 1 × 40kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 1 aft<br>Fuel 40,0t (d.o.) 10,5kn |
| **7717298**<br>IMSW<br>1350<br>Df Esd<br>Gc Rdr<br>RT | **ADEONA**<br>**Caremar S.p.A. di Navigazione**<br>Napoli Italy | **984**<br>392<br>600 | RI | **1980** Cant. Nav. "Luigi Orlando"—Livorno (149)<br>69,60 14,03 3,620<br>64,29 14,00 4,81<br>2 dks | **TM RoRo Cargo/Ferry** 1000P | 2 Vee Oil 4SA each 12Cy. 230 × 300 reverse reduction geared to sc. shafts<br>5 040bhp (3 707kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16,5kn |
| **7527277**<br>YCUU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADHIGUNA DHARMA**<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **4 309**<br>2 967<br>7 250 | KI NK | **1976** Geibi Zosen Kogyo—Kure (265)<br>107,60 17,02 6,751<br>100,59 17,01 8,51<br>P 22,3 F 10,7 1 dk | **M General Cargo**<br>G.9 709 B.9 216<br>2 Ha (29,2 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **5181691**<br>PKLM<br>1820<br>Rdr | **ADHIGUNA HARAPAN**<br>ex Kapoposang<br>ex Wakafuku Maru-59<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **1 691**<br>870<br>2 403 | KI | **1955** Sanoyasu Dockyard Co. Ltd.—Osaka (125)<br>82,99 11,99 5,169<br>77,50 11,94 5,41<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.3 095 B.2 832<br>2 Ha<br>Der 2(10) 4(5) | Oil 2SA 7Cy. 360 × 600<br>1 400bhp (1 030kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 20kW 110V a.c.<br>12kn |
| **7917070**<br>YCQO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADHIGUNA JAYA**<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **4 955**<br>2 959<br>8 180 | KI NK | **1980** Dae Dong SB. Co.—Busan (233)<br>118,01 18,04 7,230<br>110,01 18,00 9,10<br>P 21,4 F 11,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.11 260 B.10 766<br>2 Ha (stl) (30,0 × 8,9) (33,6 × 8,9)<br>Der 4(20) | Oil 2SA 6Cy. 450 × 900<br>5 280bhp (3 884kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan<br>Gen 3 × 240kW a.c.<br>13,5kn |
| **7352543**<br>PKRQ<br>4290<br>Df Esd<br>Gc Rdr | **ADHIGUNA KARUNIA**<br>ex Banjuwangi-75<br>ex Crepus Star-74<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Surabaya Indonesia | **3 424**<br>2 331<br>6 153 | KI (NK) | **1973** Imai Zosen—Kochi (332)<br>101,61 16,36 6,481<br>96,12 16,31 8,08<br>P 20,5 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 869 B.7 239<br>2 Ha (25,5 28,5 × 8,4) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 595,5t 11kn |
| **6516295**<br>PLQH<br>2687<br>Df Rdr | **ADHIGUNA KARYA**<br>ex Kinko-74<br>ex Kinko Maru No. 5-72<br>ex Shinei Maru-69<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **1 027**<br>566<br>1 665 | (NK) | **1965** Usuki Tekkosho—Saiki (1052)<br>70,49 10,44 4,738<br>64,98 10,39 5,39<br>P 16,8 F 6,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 188 B.1 887<br>2 Ha (10,2 18,7 × 5,1) ER<br>6W Der 4(10) 2(5) | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW) E made60 fitted65<br>Nippon Hatsudoki Kobe<br>Gen 2 × 24kW 230V a.c.<br>Fuel 89,5t-6,0pd 11kn |

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| **7917082**<br>YCQN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADHIGUNA NUGRAHA**<br><br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **4 954**<br>2 959<br>8 180 | <br><br>KI NK | **1980** Dae Dong SB. Co.—Busan (234)<br>118,01 7,230<br>112,40 18,00 9,10<br>P 23,8 F 11,6 1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 450 × 900<br>B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan |
| **5197456**<br>PKXH<br>1946/L<br>Rdr | **ADHIGUNA PRATAMA**<br>ex Kumafuku Maru-71<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **1 035**<br>525<br>1 688 | <br><br>KI | **1962** Koyo Dockyard Co. Ltd.—Mihara (260)<br>67,87 10,65 4,801<br>62,01 10,60 5,41<br>P 22,0 B 7,1 F 9,2 1 dk | **M General Cargo**<br><br>2 Ho 12,9 14,4 ER<br>G.2 032 B.1 906<br>2 Ha (12,9 14,4 × 5,4) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 7,5kW 105V d.c.<br>Fuel 97,5t 10,5kn |
| **5417674**<br>YBSE<br><br>RTh | **ADHIGUNA III**<br>ex Selat Djailolo-74 ex Lirik-63<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **289**<br>34<br>— | <br><br>KI | **1958** Hong Kong Transportation Co. Ltd. —Hong Kong (158)<br>36,89 8,23 3,048<br>33,69 8,21 3,97<br>1 dk | **M Tug** | Oil 4SA 6Cy. 356 × 483<br><br>Union Diesel Engine Co. Oakland, Ca<br>Gen 1 × 87kW 110V<br>Fuel 56,0t 8kn |
| **6610390**<br>YBUL<br><br>RTh | **ADHIGUNA VI**<br>ex Takem-74<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **133**<br>37<br>— | <br><br>KI | **1965** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (571)<br>26,52 7,24 2,286<br>24,01 7,19 3,10<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 330<br><br>Nippon Hatsudoki Kobe<br>Gen 1 × 25kW<br>Fuel 26,5t 10,5kn |
| **6729074**<br>YBST<br><br>Esd RT | **ADHIGUNA VII**<br>ex Anggada VIII-74<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **119**<br>—<br>— | <br><br>KI (GL) | **1967** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1127)<br>26,57 7,01 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br><br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 42kW 220V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |
| **7033800**<br>ZDFZ<br>399630<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADI VITI**<br>ex Lautoka-82<br>ex Anna Von Bargen-81<br>**Calpemar Ltd.**<br>Suva Fiji | T.Mk<br>**999**<br>637<br>2 278<br>**1 989**<br>1 350<br>3 377 | <br><br>GL | **1971** Husumer Schiffsw.—Husum (1291)<br>83,80 13,19 5,049/6,331<br>76,51 12,98 7,45<br>P 18,6 B 3,7 F 10,7 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 58,5 ER<br>G.4 715 B.4 349<br>2 Ha (stl) (each 18,9 × 10,2) ER<br>4W Der 2(20) 2(5) | Oil 4SA 8Cy. 390 × 680<br>1 999bhp (1 470kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 110kW 1 × 80kW 1 × 30kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 145,5t (d.o.) 13kn |
| **7387081**<br>EQID<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADIB**<br>ex Patricia-82<br>**Irano-Hind Shipping Co. Ltd.**<br>Islamic Republic of Iran Shipping Lines<br>Bandar Abbas Iran | **19 892**<br>13 884<br>34 997 | ✠**100A1** SS 9/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Ht 2 7/16"U3<br>FN 7296 | **1977**-4 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (188)<br>196,02(BB) 24,26 11,145<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil<br>NS 9BH WB15657T incl. Comb. btm & STs in Nos. 1, 2, 3, 4 & 7 holds 4078T Topside tanks in all holds 3877T No. 4 hold 5795T | **M Bulk Carrier**<br><br>7 Ho 19,8 19,8 19,8 19,8 19,8 19,8 19,1 ER<br>G.44 753 B.38 526<br>7 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 4(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 188,0t (d.o.) 1 958,0t (hvf)-35,5pd<br>15,25kn |
| **5002699**<br>MQMQ<br>161035<br>RT | **ADIEU**<br><br>**Agidev Ltd.**<br>Harwich United Kingdom | **109**<br>69<br>— | | **1929** Mistley S.B. Co.—Mistley<br>28,35 5,92 2,058<br>5,87<br>1 dk<br>R conv sailing vessel — | **M General Cargo Barge**<br>Mchy.aft | Oil 6Cy. 137 × 203<br>E made45 fitted63<br>Ruston & Hornsby Ltd. Lincoln |
| **6818447**<br>UWPC<br>M-17229<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADIGENI**<br><br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 468**<br>1 607<br>5 042 | <br><br>RS | **1968** Rauma-Repola Oy—Rauma/Raumo (170)<br>106,15 15,45 6,741<br>97,01 15,41 7,93<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2)<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd<br>13,25kn |
| **7403158**<br>H09744<br>10597<br>-80A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADIL**<br>ex Nor Truck-81<br>**Mansal Offshore Liberia Ltd.**<br>Panama Panama | **499**<br>185<br>820 | <br><br>(GL) | **1975** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (750)<br>53,19 11,03 3,441<br>49,23 11,00 3,97<br>F 18,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 12bth P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 230 × 270<br><br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>12,5kn |
| **5321265**<br><br>186118<br>Df | **ADINA**<br>ex Severity-75<br>**P. M. International Inc. & E. Naughton**<br>Georgetown Cayman Islands (British) | **590**<br>304<br>737 | <br><br>✠Classed LR until 17/8/79 | **1954**-8 Fellows & Co. Ltd.—Great Yarmouth (357)<br>55,94 8,41 3,518<br>53,04 8,39 3,54<br>RQD 33,9 F 5,5 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br><br>2 Ha ER | Oil 2SA 5Cy. 320 × 425<br>500bhp (368kW)<br>Newbury Diesel Co. Ltd. Newbury |
| **5315242**<br><br><br>Df Esd<br>RTm | **ADINA**<br>ex Scheldeborg-69<br>**Societe Nacionale Maritime**<br>Port au Prince Haiti | **394**<br>228<br>531 | <br><br>BV | **1959** Schpsw. "Friesland" N.V.—Lemmer (109)<br>46,00 7,95 2,520<br>44,00 7,90 3,20<br>1 dk<br>RW rf 51 | **M General Cargo**<br><br>1 Ho 29,9 ER<br>G.760 B.713<br>2 Ha (each 11,5 × 4,6) ER<br>Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>240bhp (177kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) 8,5kn |
| **5002730**<br>SV4011<br>5754<br>Df Esd<br>Rdr RT | **ADINE**<br>ex Olympios Zeus-78<br>ex Trader I-76 ex Adine-74<br>**Crown Shipping Enterprises S.A.**<br>Piraeus Greece | **400**<br>197<br>760 | <br><br>(BV) | **1956** N.V. Scheepsbouw Unie—Groningen (265)<br>57,71 8,95 3,449<br>52,00 8,84<br>1 dk & S dk | **M General Cargo** OSD<br><br>1 Ho ER<br>G.1 623 B.1 543<br>2 Ha (each 12,1 × 5,2) ER<br>4W Der 4(1,75) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 4 × 63kW 1 × 10kW 110V d.c.<br>Fuel 60,0t 11kn |
| **5400059**<br>YBCT<br><br>Esd Rdr<br>RT | **ADIPODAY**<br><br>**Government of The Republic of Indonesia (P.N. Garam - Salt Administration)**<br>Jakarta Indonesia | **2 212**<br>1 087<br>2 660 | <br><br>KI | **1963** Miho Zosensho K.K.—Shimizu (366)<br>85,81 13,26 4,998<br>78,97 13,00 7,12<br>2 dks | **M General Cargo** CSD<br><br><br><br>2 Ha (14,3 12,8 × 5,9) ER<br>Der 2(12) 2(6) 4(3) | Oil 4SA 8Cy. 400 × 500<br>1 400bhp (1 030kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 1 × 110kW 225V a.c.<br>Fuel 193,0t 13,5kn |

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| **5400061**<br>YECU<br>Esd Rdr<br>RT | **ADIRASA**<br>**Government of The Republic of Indonesia (P.N. Garam - Salt Administration)**<br>Kalianget Indonesia | **2 213**<br>1 087<br>2 600 | KI | **1963** Miho Zosensho K.K.—Shimizu (365)<br>85,81 13,26 4,998<br>78,97 13,00 7,12<br>2 dks | **M General Cargo** CSD<br>G.4 083 B.3 735<br>2 Ha (12,8 14,3 × 5,9) ER<br>Der 2(12) 2(6) 4(3) | Oil 4SA 8Cy. 400 × 500<br>1 400bhp (1 030kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 1 × 110kW 225V a.c.<br>Fuel 193,0t 12kn |
| **7227750**<br>EFEC<br>Df Esd<br>Rdr RT | **ADISKIDE**<br>**Jose Ramon Romo Ormaechea**<br>Bermeo Spain | **269**<br>129<br>— | (BV) | **1973** Ast. Gondan—Puerto de Figueras (74)<br>37,52 7,52 3,658<br>32,01 7,50 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 96,5t (d.o.) 10,75kn |
| **7523946**<br>VTGC<br>1955<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADITYA KIRAN**<br>ex Ilena-82<br>**Century Shipping & Mfg Co. Ltd.**<br>Bombay India | **16 266**<br>11 274<br>26 335 | AB | **1976** Namura SB. Co. Ltd.—Osaka (441)<br>177,02(BB) 22,97 10,402<br>167,01 22,92 14,51<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.37 302 B.32 162<br>5 Ha (stl) (13,0 18,3 12,8 18,3 12,8 × 11,5) ER<br>Cr 4(15) Der 1(10) 1(2) | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>15,5kn |
| **7305007**<br>TCFH<br>4196<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADIYAMAN**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **3 653**<br>2 198<br>6 067 | **100A1**<br>oil tanker<br>**LMC**<br>SS 4/82<br>EL S 1⅝"U2<br>FN 2176<br>(NK) | **1973** K.K. Taihei Kogyo—Akitsu (288)<br>101,40 15,04 6,966<br>95,00 15,00 7,90<br>P 21,1 Trunk 59,5 F 11,3 1 dk<br>rf 152<br>10BH WB398t | **M Tanker**<br>10 Ta ER<br>L.(oil) 7 425 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Tokyo<br>WTAuxB (o.f.) 10kgf/cm² (9,9bar)<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 465,5t (hvf) 13kn |
| **6811413**<br>5NBK<br>Df Esd<br>Pfd Rdr<br>RT | **ADJEKOTA**<br>ex Akashi Maru No. 61-75<br>**Osadjere Fishing Co. Ltd.**<br>Lagos Nigeria | **174**<br>61<br>— | | **1967** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1107)<br>34,90 6,91 2,896<br>30,08 6,89 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **5002754**<br>UERZ<br>M-2996<br>Df Esd<br>Gc Rdr<br>RT | **ADLER**<br>Launched as Delian Spirit<br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **15 863**<br>8 583<br>26 258 | RS (AB) | **1960** Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (483)<br>188,91 23,37 10,300<br>176,79 23,32 13,03<br>1 dk<br>RW | **M Tanker**<br>1 Ho 30 Ta ER<br>G.767 L.(oil) 34 107 HeCls. BC<br>1 Ha (3,8 × 3,2)<br>1W Der 1(6) 2(5) | Oil 2SA 8Cy. 750 × 1600<br>9 400bhp (6 914kW) Stork<br>Nederlandsche Dok & Scheepsbouw Maats. Amsterdam<br>Fuel 162,5t (d.o.) 1 316,0t (hvf)-31,5pd<br>14,75kn |
| **5002819**<br>DGAL | **ADLER**<br>**Werner Albers**<br>Hamburg Federal Republic of Germany | **141**<br>97<br>250 | | **1913** H. Kroese—Hoogezand<br>*31,61* 5,62<br>5,57 2,65<br>1 dk<br>R len 50 deepened 57 | **Aux M General Cargo** | Oil 4SA 3Cy. 210 × 320<br>75bhp (55kW) E made37 refitted—<br>Deutsche Werke A.G. Kiel |
| **7403017**<br>LJEC<br>19466<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADLER SUPPLIER**<br>ex Forest Stream-80<br>ex Skaustream-77<br>**K/S Johs ved Hansen Supply A/S**<br>Supply Service A/S<br>Oslo Norway | **494**<br>192<br>1 169 | NV | **1975** Oy Laivateollisuus Ab—Turku/Abo (306)<br>64,39 13,87 4,700<br>56,42 13,82 6,91<br>F - 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 914,5t (hvf)-27,5pd 15kn |
| **7429176**<br>DLZW<br>Esd Rdr<br>RT | **ADLER III**<br>**Reederei Kurt Paulsen**<br>Nordstrand Federal Republic of Germany | **132**<br>85<br>— | GL | **1975** Husumer Schiffsw.—Husum (1430)<br>26,98 6,51 1,410<br>22,48 6,20 2,54<br>1 dk | **M Ferry** 191dk P<br>Ice strengthened<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 160<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>10kn |
| **7636963**<br>DJCU<br>Esd Rdr<br>RT | **ADLER IV**<br>**Reederei Kurt Paulsen**<br>Nordstrand Federal Republic of Germany | **186**<br>124<br>40 | GL | **1977** Husumer Schiffsw.—Husum (1449)<br>31,78 6,56 1,610<br>27,46 6,51 2,82<br>1 dk | **M Ferry** 275dk P<br>Ice strengthened | Vee Oil 4SA 12Cy. 142 × 160<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>10,5kn |
| **7824869**<br>DJGP<br>Esd Rdr<br>RT | **ADLER V**<br>**Reederei Kurt Paulsen**<br>Nordstrand Federal Republic of Germany | **295**<br>180<br>76 | GL | **1979** Husumer Schiffsw.—Husum (1444)<br>35,79 8,51 1,651<br>30,82 8,11 3,20<br>1 dk | **M Ferry** 350dk P<br>Ice strengthened<br>Mchy.aft | Vee Oil 4SA 16Cy. 142 × 160<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| **7904906**<br>DJGZ<br>Df Esd<br>Rdr RT | **ADLER VI**<br>**Reederei Kurt Paulsen**<br>Nordstrand Federal Republic of Germany | **222**<br>136<br>52 | GL | **1979** Husumer Schiffsw.—Husum (1456)<br>31,78 1,702<br>27,46 6,91 3,03<br>1 dk | **M Ferry** 288P<br>Ice strengthened | Vee Oil 4SA 12Cy. 142 × 160<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller<br>10,5kn |
| **7928603**<br>DJIP<br>Df Esd<br>Gc Rdr<br>RT | **ADLER VII**<br>**Reederei Kurt Paulsen**<br>Nordstrand Federal Republic of Germany | **223**<br>137<br>45 | GL | **1980** Husumer Schiffsw.—Husum (1470)<br>31,78 1,701<br>27,46 6,91 3,03<br>1 dk | **M Ferry** 283P<br>Ice strengthened<br>Mchy.aft | Oil 4SA 12Cy. 142 × 160<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| **7711062**<br>Y6KR<br>Df Esd<br>Rdr RT | **ADLERGRUND**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **1 219**<br>551<br>2 134 | DSRK | **1978** At. & Ch. de la Manche—Dieppe (1267)<br>70,36 14,33 3,126<br>68,36 14,30 3,81<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho<br>Hopper 3 454 | 2 Oil 4SA each 6Cy. 200 × 260 reverse reduction geared to sc. shafts<br>1 440bhp (1 059kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |

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| **5002883**<br>OVYM<br>D1807<br>Df Esd<br>RT | **ADM. COURBET**<br>ex Admiraal Courbet-70<br>**Nordsogrus I/S**<br>Esbjerg Denmark | **395**<br>216<br>701 | BV | **1953** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (56)<br>52,18 8,44 3,226<br>48,67 8,39 3,56<br>P 13,5 F 8,6 1 dk<br>RW rf 51 | **M Dredger**<br>Suction<br>1 Ho 16,0 ER | Oil 2SA 8Cy. 190 × 350 geared to sc. shaft<br>400bhp (294kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Gen 1 × 10kW 1 × 8kW 110V d.c.<br>Fuel 18,5t (d.o.)-1,5pd 10,5kn |
| **6801664**<br>KGYE<br>511744<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ADM. WM. M. CALLAGHAN**<br>**Sunexport Holdings Corp.**<br>Farrell Lines Inc.<br>Wilmington, De United States of America | **24 471**<br>19 156<br>13 717 | AB | **1967** Sun SB. & Dry Dock Co.—Chester, Pa (646)<br>211,64(BB) 28,10 8,862<br>193,12 28,05 13,52<br>F 12,2 4 dks<br>rf 432 | **TGT RoRo Cargo/General Cargo**<br>Stern door/ramp<br>3 Ho ER<br>G.55 727<br>6 Ha ER<br>12W Der 2(120) 2(25) 8(15) | 2 Gas Turb dr geared to sc. shafts<br>40 000shp (29 422kW)<br>NE (p) 76<br>(p) General Electric Co. U.S.A.<br>(s) Pratt & Whitney East Hartford, Ct<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 4 492,0t (o.f.) 25kn |
| **5002821**<br>A6E2064<br>RTm/v | **ADMA 1**<br>**H.H. Sheikh Zaid Bin Sultan Al Nahiyan**<br>United Arab Emirates | **1 169**<br>585<br>434 | | **1945** Warrenpoint Shipyard Co. Ltd. —Warrenpoint<br>68,59 11,59 1,829<br>11,54<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM General Cargo**<br>1 Ho 36,5 ER<br>B.1 022<br>1 Ha (36,5 × 7,9) ER<br>2W Der 4(5) | 4 Oil 4SA each 12Cy. 178 × 197 geared to sc. shafts<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 4 × 30kW 220V d.c.<br>Fuel 83,5t (d.o.) 8kn |
| **5002869**<br>RT | **ADMINISTRATEUR BERNARD**<br>**Government of The Republic of France (Direction du Port de Djibouti)**<br>France | **136**<br>39<br>— | (BV) | **1956** Albert Bonne—Hamburg<br>*27,86* 7,04 2,756<br>6,99 3,41 | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 32,5t (d.o.) 12,5kn |
| **5231587**<br>TPPF<br>5569<br>Df Esd<br>Rdr RT | **ADMIRABLE II**<br>ex Melchior-80<br>**Berthome Andre**<br>Les Sables d'Olonne France | **119**<br>40<br>— | BV | **1956** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo<br>26,29 6,66<br>23,14 6,65 3,26<br>1 dk | **M Fishing**<br>Side Trawler<br>6 Ha (1,4 0,4 0,4 × 0,6) (0,9 0,9 × 0,9) (0,9 × 0,6) | Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW) E made79 fitted—<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 23,5t (d.o.) 11,5kn |
| **5117846**<br>P3HP<br>381132<br>Df Esd<br>Gc Rdr<br>RTv | **ADMIRAL**<br>ex Veesky-81 ex Forresbank-78<br>**Hertford Navigation Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**6 154**<br>3 505<br>10 537<br>**8 587**<br>5 053<br>12 579 | ✠**100A1** SS 8/79<br>DTsmf & a — vegetable oil or oil FP above 60°C<br>✠**LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4214 | **1962**-5 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (851)<br>148,62 18,98 7,976/8,903<br>137,52 18,90 11,74<br>P 11,9 F 12,5 2 dks<br>RW rf 152<br>Coll BH to U dk 8 to 2nd dk WB4206t incl. DTma1441t f1262t | **M General Cargo**<br>5 Ho 16,7 19,0 9,9 17,4 25,5 7,7DT 7,7DT 7,7DT 7,7DT 9,4DT 9,4DT<br>G.18 973 B.17 067<br>7 Ha (8,9 9,9 9,9 3,8 9,9 9,9 × 6,7) (2,4 × 4,5)<br>Der 1(50) 4(10) 10(5) 2(3) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 250kW 1 × 40kW 220V d.c.<br>Fuel (hvf) |
| **7802641**<br>WYQ5<br>846<br>596941<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL**<br>**Admiral Towing & Barge Co.**<br>Wilmington, De United States of America | **199**<br>135<br>— | AB | **1979** McDermott Shipyard—Morgan City, La (239)<br>41,51 11,13 5,160<br>38,71 10,98 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>E made78 reconditioned & refitted5/80<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>14kn |
| **7606815**<br>SQHZ<br>Df Esd<br>Gc Rdr<br>RT | **ADMIRAL ARCISZEWSKI**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | T.Mk<br>**2 620**<br>962<br>1 480 | PR | **1977** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B89/02)<br>90,63 5,201<br>81,62 15,02 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>2 Ho<br>In.1 450 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>15,5kn |
| **7627962**<br>LGGK<br>19117<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL ATLANTIC**<br>**K/S A/S Admiral Shipping**<br>Oslo Norway | T.Mk<br>**2 625**<br>1 018<br>3 522 | NV | **1978** Ishikawajima Ship & Chemical Plant Co.—Tokyo (2626)<br>122,94 21,04 4,769<br>111,00 18,51 4,81<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 280 × 290 geared to sc. shafts<br>7 200bhp (5 296kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 4 × 600kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 599,5t (hvf)-24,5pd 16kn |
| **7611793**<br>LHRW<br>19257<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL CABRAL**<br>**I/S Cabral**<br>Rederiet Helge R. Myhre A/S<br>Stavanger Norway | **6 174**<br>3 417<br>9 065 | NV | **1979** Moss Rosenberg Verft A/S—Moss (191)<br>116,57(BB) 19,54 8,811<br>107,24 19,51 11,05<br>P - F - 1 dk<br>rf nil | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>Ice strengthened<br>6 Ta (s.stl) ind cyl horizontal ER<br>L.380 L.(gas) 6 130 | Oil 4SA 9Cy. 450 × 550 reduction geared to sc. shaft<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 127,0t (d.o.) 681,0t (hvf)-18,5pd 15,75kn |
| **7110555**<br>GPES<br>340227<br>Esd Rdr<br>RTv | **ADMIRAL DAY**<br>**Dover Harbour Board**<br>Dover United Kingdom | **350**<br>136<br>330 | ✠**100A1** SS 9/75<br>hopper barge for service within 10 miles of Dover harbour or between Newhaven, Felixstowe, Zeebrugge and Boulogne<br>✠**LMC**<br>EL (K) 0,0/24,0U2<br>FN 496 | **1971**-11 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1414)<br>40,95 9,48 2,604<br>39,17 9,15 3,51<br>RAD 15,6 RFD 12,5 1 dk<br>rf nil<br>4BH WB76t | **TM Hopper/Dredger**<br>Grab-dredger Suction Bottom doors<br>Single side arm<br>1 Ho 11,7 ER<br>Hopper 191<br>Cr 1(6,25) | 2 Oil 4SA each 4Cy. 222 × 298<br>660bhp (485kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 75kW 220V d.c.<br>2 Directional propellers<br>Fuel 10,0t (d.o.) 8,25kn |

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| **7610933**<br>URSQ<br>M-33790<br>Df Esd<br>Gc Rdr<br>RT | **ADMIRAL GOLOVKO**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**4 537**<br>1 942<br>3 145 | <br><br>RS | **1976** .............Nikolayev<br>111,41(BB) 17,33 6,520<br>100,01 11,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.3 846<br>4 Ha (stl) (3,5 3,5 3,5 × 2,9) (2,2 × 1,9)<br>6W Der 6(3) | 2 Oil 4SA each 6Cy. 525 × 720 geared to sc. shaft<br>7 000bhp (5 149kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>15kn |
| **5002950**<br>MEFG<br>302244<br>Df Esd<br>Pfd Rdr<br>RTm | **ADMIRAL HAWKE**<br><br>**C. N. Scupham Fishing**<br>Aberdeen United Kingdom | **225**<br>74<br>— | <br><br>✠LR class withdrawn 30/7/82 | **1961**-3 Hall, Russell & Co. Ltd.—Aberdeen (893)<br>*32,86* 7,35<br>32,31 7,24 3,66<br>F 5,2<br>rf 483 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>670bhp (493kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 30kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.) 11,5kn |
| **7831068** | **ADMIRAL KOLYSHKIN**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**4 481**<br>1 821<br>3 144 | <br><br>RS | **1980** .............U.S.S.R.<br>112,83 6,524<br>100,03 11,03<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil geared to sc. shaft<br>7 000bhp (5 149kW) Skoda<br>CKD Praha Praha |
| **7338822**<br>WYT8<br>496<br>536877 | **ADMIRAL LEE**<br><br>**Admiral Lee Towing Inc.**<br>Houma, La United States of America | **195**<br>132<br>— | | **1972** Bollinger Machine Shop & Shpyd Inc. —Lockport, La<br>*27,65* 7,93 2,998<br>27,79 3,51<br>1 dk | **M Tug** | Oil<br>............. |
| **5002974**<br>WR5620<br>284722<br>RTm | **ADMIRAL LEFFLER**<br>ex ST 701<br>**International Marine Transport Services Inc.**<br>Miami, Fl United States of America | **149**<br>101<br>— | <br><br>AB | **1944** Equitable Equipment Co. —Madisonville, La (392)<br>*24,36* 7,07<br>24,67 7,01 3,15<br>1 dk<br>BK 64 | **M Tug** | Vee Oil 4SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>NE 67<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 25kW<br>Fuel 50,0t (d.o.) |
| **6822711**<br>UKZR<br>M-21464 | **ADMIRAL LUNIN**<br>ex Kara-Dag-74<br>**U.S.S.R. -Riga Marine School**<br>Zhdanov U.S.S.R. | **1 002**<br>392<br>164 | <br><br>RS | **1965** G. Dimitrov Shipyard—Varna<br>63,81 9,33 2,998<br>9,25 5,87 | **M Ferry/General Cargo** —P<br><br>1 Ho ER<br>B.170<br>1 Ha (1,3 × 1,9) ER<br>Cr 1(1) | Oil 4SA 8Cy. 320 × 480<br>830bhp (611kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>13,25kn |
| **7347603**<br>UKPU<br>M-17358<br>Df Esd<br>Gc Rdr<br>RT | **ADMIRAL MAKAROV**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **12 231**<br>—<br>7 560 | <br><br>RS | **1975** Oy Wartsila Ab—Helsinki/Helsingfors (399)<br>134,83 26,07 11,000<br>124,82 25,99 16,72<br>4 dks | **TrD-E Icebreaker**<br><br>Ice strengthened | 9 Oil 2SA each 12Cy. 400 × 480 total 41 400bhp (30 452kW) driving 9 gen. each 3 080kW connected to 3 elec. motors each of 12 000shp (8 827kW) & 3 sc. shafts Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 6 × 896kW 400V 50Hz a.c.<br>19kn |
| **6806822**<br>UKVQ<br>M-29751<br>Df Esd<br>Pfd Rdr | **ADMIRAL MAKAROV**<br><br>**U.S.S.R. -Ministry of Shipbuilding**<br>Kherson U.S.S.R. | **233**<br>3<br>110 | <br><br>RS | **1967** VEB Schiffswerft "Edgar Andre" —Magdeburg (7003)<br>34,60 8,51 2,941<br>30,41 8,21 3,71<br>1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **5002986**<br>UKDD<br>M-20731<br>Df Esd<br>Gc | **ADMIRAL NAKHIMOV**<br>ex Berlin-47<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **17 053**<br>8 496<br>8 942 | <br><br>RS | **1925** Bremer Vulcan Schiffbau & Mfbk. —Vegesack (614)<br>174,30 21,04 11,810<br>11,76<br>4 dks<br>R | **TS Passenger/General Cargo** 870bth P<br>Ice strengthened<br>3 Ho<br>B.2 238<br>3 Ha (4,1 × 3,8) (2,9 × 5,9) (3,2 × 5,0)<br>6W Der 2(10) 4(5) | T 8Cy. (2) 870 (2) 1430 & (4) 1660 × 1500<br>12 000ihp (8 827kW)<br>Bremer Vulkan Schiffbau u. Maschinenfabrik Vegesack<br>Fuel (o.f.) 16kn |
| **8034899**<br><br>M-37008 | **ADMIRAL PADORIN**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**4 481**<br>1 821<br>3 144 | <br><br>RS | **1982** .............U.S.S.R.<br>112,83 6,524<br>100,03 11,03<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil geared to sc. shaft<br>7 000bhp (5 149kW) Skoda<br>CKD Praha Praha |
| **7743247**<br>YTAI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL PURISIC**<br><br>**Slobodna Plovidba**<br>Split Yugoslavia | **11 989**<br>6 128<br>13 500 | <br><br>JR | **1979** Kherson Shipyard—Kherson (2017)<br>162,31(BB) 22,26 9,799<br>144,66 22,18 13,39<br>2 dks<br>rf 196 | **M General Cargo**<br><br>Ice strengthened<br>5 Ho ER<br>G.21 505 B.19 570<br>TEU 388 C.Ho 320/20' C.Dk 66/20'<br>9 Ha (stl) (6,1 × 5,7) (19,2p&s 12,8p&s 25,3p&s 12,8p&s × 8,2) ER<br>4W Cr 9(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 4 × 260kW 400V 50Hz a.c.<br>Fuel 468,0t (d.o.) 1 050,0t (hvf) 18kn |
| **5003007**<br>UBIM<br>M-11573<br>Df Esd<br>Gc Rdr | **ADMIRAL SARYCHEV**<br><br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 688**<br>1 908<br>5 130 | <br><br>RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B31/60)<br>108,26 14,64 6,639<br>101,07 14,58 8,03<br>1 dk<br>RW | **S General Cargo**<br><br>Ice strengthened<br>4 Ho 19,2 16,7 ER 13,4 15,5<br>G.5 996<br>4 Ha (11,8 11,8 × 8,1) ER (8,6 9,3 × 8,1)<br>8W Der 1(25) 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>Christiansen & Meyer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel (o.f.) 12,25kn |

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|---|---|---|---|---|---|---|
| 7721251<br>UKTV<br>M-31301<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL USHAKOV**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **13 572**<br>6 723<br>19 590 | RS | **1979** VEB Warnowwerft Warnemuende —Warnemuende (107)<br>162,03 22,89 9,800<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 257<br>TEU 442 C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 1 × 85,5kW<br>14,75kn |
| 6850237<br>UNAV<br>M-1219 | **ADMIRAL USHAKOV**<br>**U.S.S.R.**<br>Kherson U.S.S.R. | **239**<br>0<br>102 | (RS) | **1954** ..............U.S.S.R.<br>32,64 7,62 2,969<br>3,99<br>1 dk | **S Tug** | T 3Cy. 320 480 & 790 × 500<br>U.S.S.R. |
| 6413780<br>YTLZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADMIRAL ZMAJEVIC**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | T.Mk<br>**5 747**<br>3 036<br>—<br>**8 569**<br>4 746<br>12 787 | ✠**100A1** CS 8/79<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4397<br>JR | **1965**-1 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (177)<br>154,11 19,56 7,773/9,176<br>140,01 19,51 11,89<br>F 14,4 2 dks, 3rd dk in No. 3 hold<br>rf nil<br>Coll BH to U dk 6 to 2nd dk WB1612t | **M General Cargo**<br>Ref<br>5 Ho 17,2 21,5 18,7 ER 21,7 23,7<br>G.18 138 B.16 431 In.334<br>5 Ha (stl) (8,3 12,9 12,0 ER 12,0 12,0 × 7,0)<br>16W Der 1(50) 1(25) 10(10) 6(5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 85lbf/in² (5,9bar)<br>e(ex.g) 85lbf/in² (5,9bar)<br>Gen 4 × 258kW 380V a.c.<br>16,5kn |
| 7389223<br>JXRJ<br>18498<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADNA**<br>**A/S Hansen-Tangens Rederi 4**<br>H. E. Hansen-Tangen<br>Kristiansand S. Norway | **114 082**<br>91 339<br>233 011 | NV | **1975** Uddevallavarvet A/B—Uddevalla (285)<br>324,98(BB) 48,16 20,445<br>310,90 48,11 26,47<br>F 21,7 1 dk<br>rf 132 | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 280 712 HeCls. BC | 2 S Turb geared to sc. shaft<br>32 440shp (23 862kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1300kW 2 × 672kW 440V 60Hz a.c.<br>Fuel 123,0t (d.o.) 8 920,0t (hvf)-147,5pd<br>15kn |
| 5012632<br>A6HJ<br>Df Esd<br>Gc Rdr<br>RTh | **ADNAN**<br>ex Hope R-79 ex Patras-75<br>ex Alster II-74 ex Alster-66<br>**Yousif Abdulla A. Rahim Al Mirza**<br>Sharjah United Arab Emirates | **406**<br>212<br>772 | GL | **1958** J. J. Sietas K.G. Schiffswerft —Hamburg (453)<br>52,25 8,95 3,817<br>46,16 8,91 3,89<br>P 12,5 F 7,7 1 dk, pt 2nd dk<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho 31,9<br>G.1 322 B.1 197<br>2 Ha (8,2 15,9 × 5,8)<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 7,5kW 1 × 6,5kW 220V a.c.<br>Fuel 30,5t (d.o.) 9,5kn |
| 8126939 | **ADNOC FOD II**<br>**Government of Abu Dhabi**<br>Abu Dhabi United Arab Emirates | **131**<br>0<br>— | BV | **1982** B.V. Stami Schpsb.—Dordrecht (1945)<br>24,06<br>21,95 6,82 2,75<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7804912 | **ADNOC I**<br>**Abu Dhabi National Oil Co. (ADNOC)**<br>Abu Dhabi United Arab Emirates | **150**<br>—<br>— | | **1978** J. C. Slob Schps.—Sliedrecht<br>24,03 10,62 1,490<br>24,01 10,00 2,52<br>1 dk | **TM Crane Barge** | 2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7804869 | **ADNOC II**<br>**Abu Dhabi National Oil Co. (ADNOC)**<br>United Arab Emirates | **150**<br>—<br>— | | **1978** B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (603)<br>24,01<br>23,98 10,01 2,52 | **TM Crane Barge** | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7804871 | **ADNOC III**<br>**Abu Dhabi National Oil Co. (ADNOC)**<br>United Arab Emirates | **150**<br>—<br>— | | **1978** B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (604)<br>24,01<br>23,98 10,01 2,52 | **TM Crane Barge** | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5003083<br>Df Esd<br>RT | **ADOLF HENNECKE** | **257**<br>91<br>— | (DSRK) | **1950** VEB Volkswerft Stralsund—Stralsund<br>39,20 7,32 2,718<br>7,27<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 6708575<br>OVOZ<br>D1447<br>Df Esd<br>Gc Rdr<br>RTm | **ADOLF JENSEN**<br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Godthab Greenland (Danish) | **167**<br>41<br>71 | (BV) | **1967** I/S Orskovs Staalskibsvaerft —Frederikshavn (48)<br>30,48 7,01<br>25,51 7,00 3,51<br>1 dk | **M Research**<br>Oceanographic<br>Mchy.aft<br>2 Ha (1,3 × 1,3) (0,6 × 0,6)<br>Der 1(3) | Oil 2SA 6Cy. 249 × 400<br>504bhp (371kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 65kW 220V a.c.<br>Fuel 34,5t (d.o.) 10kn |
| 5426003<br>5MHG<br>5673<br>Esd Rdr<br>RTm/v | **ADOLF LEONHARDT**<br>**August Navigation Corp.**<br>Monrovia Liberia | **18 617**<br>13 338<br>37 677 | GL<br>✠Classed LR until 7/65 | **1964**-1 Flensburger Schiffsbau-Ges. —Flensburg (596)<br>201,66 26,12 11,532<br>190,00 26,00 15,60<br>P 34,2 F 15,0 1 dk<br>RW rf nil | **M Bulk Carrier** 11P<br>9 Ho 14,4 24,2 12,1 11,9 13,0 11,5 13,0 23,0 13,0 ER<br>G.44 154 B.42 362<br>9 Ha (stl) (7,3 15,9 7,3 7,3 7,3 7,3 7,3 14,8 7,3 × 10,9) ER<br>Der 1(7) 4(3) | Oil 2SA 7Cy. 780 × 1550<br>10 500bhp (7 723kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 340kW 1 × 125kW 400V 50Hz a.c.<br>Fuel 2 254,5t (hvf) 14,75kn |
| 6869692<br>UHJN<br>M-24574 | **ADOLF TAYMI**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **264**<br>94<br>157 | RS | **1956** VEB Volkswerft Stralsund—Stralsund<br>39,15 7,45 2,980<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.200<br>2 Ha (each 2,0 × 1,7)<br>1W Der 1(2) | Oil 4SA 6Cy. 320 × 480<br>NE 67<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |

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|---|---|---|---|---|---|---|
| **5003100**<br>DLAM<br><br>Df Esd<br>Gc Rdr<br>RTv | **ADOLF VINNEN**<br><br>**F. A. Vinnen & Co.**<br>Bremen Federal Republic of Germany | **2 983**<br>1 462<br>5 815<br>**4 898**<br>2 629<br>7 150 | (GL) | **1955** Rickmers Rhederei G.m.b.H. —Bremerhaven (266)<br>124,26 15,85 6,579/7,468<br>111,61 15,78 9,50<br>B 17,4 F 12,8 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br><br>5 Ho<br>G.10 520 B.9 542<br>5 Ha (stl) (11,0 12,5 9,7 11,1 × 7,0) (2,8 × 3,9)<br>10W Der 1(30) 1(10) 10(3-5) | Oil 2SA 5Cy. 680 × 1250<br>3 000bhp (2 207kW)<br>Waggon u. Maschb. Hamburg<br>Fuel 627,0t 13,5kn |
| **5003112**<br>SPNM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADOLF WARSKI**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | **6 718**<br>3 670<br>10 183 | PR | **1959** Stocznia Gdanska im. Lenina—Gdansk (B54/12)<br>153,90 19,44 8,341<br>141,61 19,41 12,55<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>12P<br>Ice strengthened<br>5 Ho<br>G.17 885 B.16 900<br>5 Ha (7,4 14,4 12,3 13,1 8,4 × 6,4)<br>16W Der 1(50) 1(25) 2(10) 14(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 320kW 1 × 80kW 230V d.c.<br>Fuel 2 173,5t (hvf)-27,0pd 16kn |
| **5003136**<br>DANU<br>10157<br>Df Esd<br>RTm | **ADOLPH FLINT**<br><br>**Reederei Flint & Co.**<br>Hamburg Federal Republic of Germany | **458**<br>310<br>460 | GL | **1959** Alfred Hagelstein—Luebeck (599)<br>43,82 8,56 3,014<br>8,51 3,61<br>1 dk<br>RW len & deepened 78 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 20,4 ER<br>G.594 B.580<br>1 Ha (20,1 × 5,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 215 × 360<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 1,75kW 24V<br>Fuel 28,5t (d.o.) 9kn |
| **7904578**<br>DIAD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADOLPH SCHONFELDER**<br><br>**Hadag Seetouristik und Fahrdienst A.G.**<br>Hamburg Federal Republic of Germany | **542**<br>369<br>66 | GL | **1981** Howaldtswerke-Deutsche Werft —Hamburg (139)<br>52,71 10,01 1,361<br>49,99 9,52 3,89<br>P 4,6 F 27,2 2 dks | **TM Ferry**<br>550P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 142 × 160 reduction geared to sc. shafts<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>14kn |
| **6601090**<br>H3CA<br>5505<br>-75A<br>Df Esd<br>Gc Rdr<br>RT | **ADOLPHO**<br>ex Nessie-79<br>ex Mingren Establishment-79<br>ex Chang Yang-74<br>ex Chang Tai-74<br>**Hwa Thai Maritime Co. S.A.**<br>Panama Panama | **4 065**<br>2 363<br>6 245 | | **1965** Tsuneishi Zosen K.K.—Numakuma (128)<br>109,91 16,03 6,808<br>102,85 16,01 8,36<br>P 24,1 F 10,1 1 dk<br>RW | **M General Cargo**<br><br>2 Ho 34,6 36,1 ER<br>G.8 469 B.8 030<br>2 Ha (25,9 26,5 × 7,0) ER<br>8W Der 1(20) 3(10) | Oil 2SA 6Cy. 450 × 750<br>3 000bhp (2 207kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 120kW 445V 60Hz a.c.<br>Fuel 517,0t (hvf) 13kn |
| **7713113**<br><br><br>Df Esd<br>Rdr RT | **ADONIS**<br><br>**Sociedade Lisbonense da Pesca da Bacalhau Ltda.**<br>Lisboa Portugal | **198**<br>—<br>365 | | **1978** Est. Nav. do Mondego—Figueiro da Foz (183)<br>34,52 3,001<br>29,32 7,61 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>MaK. Maschinenbau G.m.b.H. West Germany |
| **7050949**<br>SVVH<br>5623<br>Df Esd<br>Gc Rdr<br>RT | **ADONIS T**<br>ex Theoharis-80 ex Tivano-75<br>**Delantera Compania Naviera S.A.**<br>Lanauta Shipping Ltd.<br>Piraeus Greece | T.Mk<br>**5 495**<br>3 080<br>11 047<br>**9 999**<br>6 251<br>16 050 | ✠**100A1** SS 10/80<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4527 | **1971**-11 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla<br>144,79(BB) 20,68 7,125/9,329<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK fwd<br>7BH WB4748t incl. DTf553t Topside tanks in Nos. 1, 2 & 4 holds 1586t Comb. btm, side & topside tanks in No. 3 hold 958t | **M General Cargo**<br><br>4 Ho 16,0 32,7 15,2 32,0 4 TwD ER<br>G.22 374 B.21 410<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (1 Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 352kW 380V 50Hz a.c.<br>Fuel 1 478,5t (hvf)-28,5pd 16kn |
| **6907171**<br>DHRA<br><br>Esd Rdr<br>RTm | **ADRETT**<br><br>**Schlepp-Reederei Lutgens u. Reimers**<br>Hamburg Federal Republic of Germany | **144**<br>—<br>— | GL | **1968** Stader Schiffsw. G.m.b.H.—Stade (207)<br>29,37 8,28 3,210<br>26,09 7,90 3,69<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 37kW 24V d.c.<br>Fuel 49,0t (d.o.) 12kn |
| **7237511**<br>HO9064<br>3226-73<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADRI TIDE**<br><br>**Tidewater Colon Inc.**<br>Tidewater Inc.<br>Panama Panama | **360**<br>244<br>— | AB | **1972** American Marine Corp.—New Orleans, La (1093)<br>4,217<br>50,04 11,59 4,83<br>F 18,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW<br>Fuel 243,0t (d.o.) |
| **7426801**<br>YBHD | **ADRI III**<br><br>**ADRI Jon Angkutan Angkatan Darat**<br>Jakarta Indonesia | **157**<br>82<br>152 | KI<br>✠Classed LR until 10/58 | **1954** Vereenigde Prauwen Verer—Jakarta<br>34,45<br>32,01 5,49 2,44<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 4Cy. 230 × 310<br>234bhp (172kW)<br>Werkspoor-Amsterdam N.V. Amsterdam |
| **7436090**<br>YBHK | **ADRI XVI**<br><br>**ADRI Jon Angkutan Angkatan Darat**<br>Jakarta Indonesia | **436**<br>217<br>549 | KI | **1963** Wroclawska Stocznia Rzeczna —Wroclaw<br>53,60 8,26 2,591<br>49,99 8,21 3,41<br>1 dk | **TM General Cargo**<br><br>2 Ho ER<br><br>2 Ha ER<br>Der 2(3) | 2 Oil 4SA each 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| **7618040**<br>YBHM | **ADRI XVII**<br><br>**ADRI Jon Angkutan Angkatan Darat**<br>Jakarta Indonesia | **443**<br>227<br>— | | **1963** Wroclawska Stocznia Rzeczna —Wroclaw (BMD500B/03)<br>53,60 8,23 2,591<br>49,99 8,21 3,41<br>1 dk | **TM General Cargo**<br><br>2 Ho ER<br><br>2 Ha ER<br>Der 2(3) | 2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 25kW 230V |
| **7436105**<br>YBHF | **ADRI XVIII**<br><br>**ADRI Jon Angkutan Angkatan Darat**<br>Jakarta Indonesia | **444**<br>226<br>508 | KI | **1964** Wroclawska Stocznia Rzeczna —Wroclaw<br>53,60 8,26 2,591<br>49,99 8,21 3,41<br>1 dk | **TM General Cargo**<br><br>2 Ho ER<br><br>2 Ha ER<br>Der 2(3) | 2 Oil 4SA each 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |

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| **7436088**<br>YBHJ | **ADRI XIX**<br>**ADRI Jon Angkutan Angkatan Darat**<br>Jakarta Indonesia | **436**<br>224<br>549 | KI | **1964** Wroclawska Stocznia Rzeczna —Wroclaw (BMD500B/04)<br>53,60 8,26 2,591<br>49,99 8,21 3,41<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>2 Ha ER<br>Der 2(3) | 2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW) S.K.L.<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 25kW 230V<br>7kn |
| **7820734**<br>IBEI<br>741<br>Df Esd<br>Gc Rdr<br>RT | **ADRIA**<br>**Lloyd Triestino S.p.A. di Navigazione**<br>Trieste Italy | **7 441**<br>3 061<br>1 000 | RI | **1981** Cantieri Navali Riuniti S.p.A.—Ancona (873)<br>148,27(BB) 22,74 6,319<br>135,01 22,70 13,01<br>2 dks | **TM RoRo Cargo**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 420 × 500 dr geared to sc. shafts<br>15 000bhp (11 033kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers |
| **6406842**<br>YTZV<br>Esd Rdr<br>RT | **ADRIA**<br>ex Volosko-72 ex Atinia<br>**Union Dalmacija OOUR Flota**<br>Split Yugoslavia | **317**<br>232<br>385 | JR | **1953** Brodogradiliste "Cres"—Cres<br>43,79 8,39 3,450<br>32,49 8,34 4,09<br>1 dk<br>len 72<br>conv General Cargo 72 | **Wood Aux M Passenger Ship**<br>—P | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 71 Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 2 × 32kW 380V a.c.<br>8,5kn |
| **7203625**<br>JGXM<br>111712<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADRIA MARU**<br>**Mitsui O.S.K. Lines Ltd. & Nihonkai Kisen K.K.**<br>Osaka, Osaka Pref. Japan | **96 760**<br>69 059<br>183 583 | NK | **1972** Mitsui SB. & Eng. Co. Ltd.—Ichihara (917)<br>312,02(BB) 47,55 18,036<br>300,01 47,50 24,11<br>1 dk | **M Ore/Oil Carrier**<br>SBT IGS CBT<br>4 Ho/Ta ER<br>L.(oil) 220 289 Ore 105 377<br>HeCls. BptC<br>4 Ha (stl) ER<br>Der 2(16) | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 800kW 2 × 560kW 450V a.c.<br>Fuel 277,0t (d.o.) 6 777,0t (hvf)-100,0pd<br>15,25kn |
| **5409990**<br>IOLA<br>972 | **ADRIA TERZO**<br>ex Grado-63<br>**Salvatore Ambrosino**<br>Napoli Italy | **168**<br>65<br>82 | ✠<br>RI | **1914**-6 Cantieri San Rocco—San Rocco, Trieste<br>42,63 6,00 2,580<br>41,00 5,95 2,90<br>RQD 15,9 B 13,2 F 6,1 1 dk<br>R | **TM Ferry/General Cargo**<br>—P<br>1 Ho | 2 Oil 4SA each 6Cy. 220 × 280<br>580bhp (427kW) E made63 fitted66<br>Kloeckner Humboldt Deutz Koeln |
| **7644726**<br>PCDP | **ADRIAAN**<br>ex Lonhow-82<br>**Aannemingsmaatschappij Van Oord-Utrecht N.V.**<br>Utrecht Netherlands | **686**<br>686<br>1 341 | **100A** SS 10/79<br>hopper barge<br>U.K. coasting service<br>EL (G)<br>FN 727 | **1968** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (827)<br>50,75 10,98<br>48,85 10,70 4,17<br>1 dk<br>rf nil Propulsion machinery added 73, removed 75<br>3BH WBnil | **Hopper Barge**<br>Hinged-Centreline Split-Hull | |
| **7368217**<br>PCDQ<br>2<br>Df Esd<br>Rdr RT | **ADRIAANTJE**<br>**A. Romkes & Zn.**<br>Urk Netherlands | **255**<br>97<br>— | | **1973** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk<br>34,98 7,75 3,201<br>30,87 7,70 4,20<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil<br>1 240bhp (912kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **7361180**<br>OYIT<br>C824<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADRIAN MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Dragor Denmark | **29 901**<br>16 790<br>30 042 | **✠100A1** SS 8/80<br>**✠LMC** **UMS**<br>EL Mt 2⅞"U3<br>FN 10278 | **1975**-8 Blohm + Voss A.G.—Hamburg (887)<br>224,92(BB) 30,56 11,519<br>208,85 30,51 18,70<br>F 21,7 2 dks<br>rf nil len 78<br>8BH WB6514t | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 31,1comb. 15,7 28,4comb. 14,1 30,4comb. ER 28,5comb. 8,1<br>TEU 1818 C.Ho 102/20' 400/40' C.Dk 916/20' (40')<br>11 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>35 507shp (26 118kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm$^2$ (73,6bar) Spt 513°C 67kgf/cm$^2$ (65,7bar) hs2091,5<br>sg 8,7kgf/cm$^2$ (8,6bar)<br>Gen 2 × 2000kW 1 × 1100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 329,0t (d.o.) 6 955,0t (hvf)-191,0pd |
| **7392282**<br>IVFE<br>Df Esd<br>Gc Rdr<br>RT | **ADRIANA**<br>ex Rijnhaven-81<br>Launched as Janne<br>**Societa di Navigazione Oceanica S.r.l.**<br>Napoli Italy | **1 588**<br>1 117<br>3 059 | NV | **1975** I/S Orskovs Staalskibsvaerft —Frederikshavn (76)<br>78,09 13,16 5,614<br>72,19 12,98 6,74<br>P - F - 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 20,3 × 8,4) ER<br>Cr 3(-) | Oil 4SA 6Cy. 320 × 420<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 86kW 380V 50Hz a.c.<br>12kn |
| **6519546**<br>PCDM<br>Df Esd<br>Pfd Rdr<br>RT | **ADRIANA**<br>ex Klarenbeek-76 ex Silva-71<br>**Scheepv. Bedr. Verschoor & Switynk B.V.**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Harlingen Netherlands | T.Mk<br>**579**<br>207<br>1 130<br>**1 509**<br>991<br>2 135 | **✠100A1** SS 8/81<br>Ice Class 1 at draught 3,560m<br>**✠LMC**<br>EL o 1⅜"SQ<br>FN 1226 | **1965**-11 A/B Finnboda Varf—Stockholm (382)<br>72,47 12,04 3,601/5,023<br>65,99 11,99 6,58<br>RFD 6,8 2 dks<br>rf 102<br>4BH WB425t incl. DTf38t | **M General Cargo**<br>1 Ho 42,9 ER<br>B.2 830<br>3 Ha (stl) (each 12,2 × 9,2) ER<br>Der 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 110kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 189,0t<br>11,5kn |
| **7001364**<br>DGZA<br>11304<br>Df Esd<br>Gc Rdr<br>RTm/v | **ADRIANA**<br>**Ferdinand Gerkens**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>336<br>1 280 | GL | **1970** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (1011)<br>69,83 11,61 3,591<br>6,91<br>P & B 15,9 F 6,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho 44,0 ER<br>G.3 229 B.2 942<br>1 Ha (stl) (31,2 × 7,6) ER | Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 42kW 1 × 30kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.)<br>12,5kn |
| **5088136**<br>PCDN<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **ADRIANA**<br>ex Delft-72<br>**Rederij van der Zwan & Zn. N.V.**<br>Scheveningen Netherlands | **309**<br>139<br>175 | | **1960** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (158)<br>43,29 7,32 3,398<br>38,71 7,22 3,97<br>RW conv Side Trawler Fishing — | **M General Cargo**<br>Ref.<br>In.319 | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW) Krupps<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 114kW 1 × 22kW 1 × 20kW 110V d.c.<br>Fuel 28,0t (d.o.)<br>11,5kn |
| **7431911**<br>RT | **ADRIANA**<br>ex Meteor-2-76<br>**Zegluga Szczecinska**<br>Szczecin Poland | **164**<br>112<br>10 | PR | **1973** S. Ordzhonikidze Works—Poti (S-923)<br>34,63 9,50<br>6,02 1,60<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>—dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>1 800bhp (1 324kW)<br>U.S.S.R.<br>Gen 1 × 5,5kW 2 × 1kW 24V d.c.<br>35kn |

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|---|---|---|---|---|---|---|
| **7406253**<br>HCDQ<br>Gc Rdr<br>RT | **ADRIANA**<br>Launched as Neptuno<br>**A. Jimenez Santiestevan y H. Bowen Cavagnaro**<br>Manta Ecuador | **136**<br>57<br>203 | BV | **1975** Ast. Tradeco S.A.—Callao (7)<br>*26,34* 7,17 3,320<br>21,95 6,85 3,64<br>1 dk | **M Fishing**<br>Tuna Side Trawler | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>420bhp (309kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 35,5t (d.o.) 9,25kn |
| **7703716**<br>EHRW<br>Df Esd<br>Gc Rdr | **ADRIANA DEL MAR**<br>**Contenemar S.A.**<br>Bilbao Spain | **1 586**<br>1 133<br>2 600 | GL | **1978** Ast. y Talleres Celaya S.A.—Bilbao (162)<br>85,71 5,150<br>78,01 13,21 6,41<br>F 5,2 1 dk | **M General Cargo**<br>Mchy.aft<br>TEU 85 C.85/20' incl. 56 ref C | Oil 4SA 6Cy. 400 × 580 geared to sc. shaft<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>14,25kn |
| **7361788**<br>DHAO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADRIANO**<br>**Ernst Willner G.m.b.H. & Co. Cosima Reederei K.G. m.s. 'Adriano'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | **28 275**<br>21 265<br>50 595 | GL | **1975** Flensburger Schiffsbau-Ges. —Flensburg (640)<br>215,50(BB) 28,07 12,520<br>204,98 28,00 17,30<br>F 14,4 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 18,9 16,9 31,0comb. 17,9 31,0comb. 17,9 16,0 ER<br>G.65 180 B.62 380<br>TEU 1242 C.Ho 970/20' C.Dk 272/20'<br>1 Ha (12,5 × 16,9) 8 Ha (each 12,5 × 21,9) ER | Vee Oil 4SA 14Cy. 520 × 550<br>12 600bhp (9 268kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 660kW<br>Controllable pitch propeller<br>15,25kn |
| **5003459**<br>ORKC<br>546<br>Esd RT | **ADRIANUS LETZER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **136**<br>18<br>59 | | **1961** S.A. Meuse et Sambre —Tamise/Temse (1382)<br>30,31 7,60 3,468<br>3,56<br>1 dk | **M Tug** | Oil 2SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t (d.o.) 13kn |
| **5255337**<br>C4SQ<br>380935<br>Df Esd<br>Gc Rdr | **ADRIASTAR**<br>ex Gina Juliano-76<br>ex Northwild-70 ex Nordhval-69<br>**Adriastar Shipping Co. Ltd.**<br>Limassol Cyprus | **4 815**<br>2 895<br>8 738 | ✠Classed LR until 19/2/71<br>RI | **1949**-11 A/S Nakskov Skibsvaerft —Nakskov (123)<br>132,09 17,58 7,811<br>123,73 17,53 11,21<br>F 14,4 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD<br>4 Ho 21,3 27,1 15,8 19,8<br>G.14 354 B.13 181<br>4 Ha (9,1 10,3 9,6 9,6 × 6,7)<br>10W Der 1(20) 1(12) 10(5) | Oil 2SA 6Cy. 740 × 1400<br>4 100bhp (3 016kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 133kW 220V d.c.<br>Fuel 1 340,0t (d.o.) 14kn |
| **6810146**<br>PCEG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADRIATIC**<br>ex Jofrigo-75<br>**Scheepv. Maats. 'Adriatic'**<br>Seatrade Groningen B.V.<br>Groningen Netherlands | **500**<br>242<br>950<br>**1 226**<br>616<br>— | BV | **1968** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (191)<br>75,55 13,06 4,020/5,112<br>68,15 12,98 6,56<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref.<br>Ice strengthened<br>3 Ho 16,9 12,9 12,9 ER<br>In.2 509<br>3 Ha (stl) (each 6,4 × 4,5) ER<br>6W Der 6(3) | Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 241,0t (d.o.)-12,5pd 15kn |
| **7321788**<br>P3QO<br>394317<br>Df Esd<br>Gc Rdr<br>RT | **ADRIATIC**<br>ex Peder Most-79<br>**Dial Marine Ltd.**<br>Limassol Cyprus | **498**<br>329<br>1 290 | BV | **1973** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (333)<br>76,61 12,30 4,641<br>68,03 12,22 6,48<br>2 dks<br>rf nil | **M General Cargo**<br>1 Ho 51,8 ER<br>G.3 180 B.2 883<br>2 Ha (stl) (18,9 19,2 × 7,9) ER<br>4W Der 4(5) | Vee Oil 4SA 10Cy. 225 × 300<br>1 250bhp (919kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 327,0t (d.o.) 12kn |
| **7647900**<br>WYC2<br>625<br>579941 | **ADRIATIC**<br>**Adriatic Inc.**<br>Crisfield, Md United States of America | **134**<br>95<br>— | | **1977** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **6902559**<br>SYZJ<br>7930<br>Df Esd<br>Gc Rdr<br>RT | **ADRIATIC FREEZER**<br>ex Frigo Tiete-80<br>**El Greco Shipping Co. S.A.**<br>Enterprises Shipping & Trading S.A.<br>Piraeus Greece | **4 231**<br>2 705<br>4 322 | BV | **1970** Estaleiro Maua S.A.—Rio de Janeiro (21)<br>126,12 15,63 7,011<br>115,45 15,60 8,77<br>P 9,5 B 29,9 2 dks<br>RW | **M General Cargo**<br>Ref.<br>4 Ho 24,9 15,3 11,9 25,3<br>In.6 394<br>4 Ha (9,7 9,1 5,5 9,7 × 5,0)<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>7 700bhp (5 664kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Fuel 1 382,0t (hvf) |
| **8019928**<br>396253<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADRIATIC PEARL**<br>**Ajka Pty. Ltd.**<br>L. Gobin<br>*Port Adelaide, S.A.* Australia | **198**<br>157<br>162 | NV | **1981** Colan Shipbuilders Pty. Ltd. —Adelaide (38)<br>27,21 7,45 3,501<br>24,01 7,42 3,94<br>1 dk<br>rf 1143 | **M Fishing**<br>Tuna<br>8 Ho ER<br>In.81 L.102<br>8 Ha (stl) ER | Vee Oil 4SA 12Cy. 159 × 203 with clutches & sr reverse geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7036759**<br>ZGSN<br>399555<br>Df Esd<br>Gc Rdr<br>RT | **ADRIATIC SEA**<br>ex Apollo-81<br>**Zadar Fishing Co. Ltd. & Livno Fishing Co. Ltd.**<br>Georgetown Cayman Islands (British) | **1 558**<br>703<br>— | | **1970** Tacoma B.B. Co. Inc.—Tacoma, Wa (243)<br>78,95 13,72<br>13,42 6,53 | **TM Fishing**<br>Tuna Seiner Ref.<br>Mchy.aft | 2 Oil 2SA each 16Cy. 230 × 254<br>3 800bhp (2 795kW)<br>General Motors Corp. La Grange, Illinois |
| **8024624**<br>623876<br>Df Rdr<br>RT | **ADRIATIC SEA**<br>**Dakota Creek Industries Inc.**<br>Bellingham, Wa United States of America | **193**<br>160<br>— | | **1980** Dakota Creek Industries—Anacortes<br>*28,32* 7,93<br>2,65<br>1 dk | **TM Fishing**<br>Crab Ref<br>Cr 1(5) | 2 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>730bhp (537kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **7048817**<br>WX7796<br>506609<br>RT | **ADRIATIC SEA**<br>**Adriatic Sea Inc.**<br>Corpus Christi, Tx United States of America | **104**<br>71<br>— | | **1966** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,98* 6,56<br>2,39<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7391044**<br>WYT8<br>817<br>558517<br>Esd Rdr<br>RT | **ADRIATIC SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **197**<br>134<br>— | AB | **1974** Quality Equipment Inc.—Houma, La (121)<br>53,32 11,59 3,912<br>50,93 11,56 4,58<br>F 15,3 1 dk<br>rf 533 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts E made50 reconditioned & fitted74<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 267,0t (d.o.) 13kn |

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| **7431258**<br>D5HQ<br>6322<br>Df Esd<br>Gc Rdr<br>RTh/v | **ADRIATIC SKOU**<br>ex Captain Ioannis-80<br>**Skou Navigation Ltd.**<br>Monrovia Liberia | **37 784**<br>28 002<br>71 999 | **✠100A1** SS 5/80<br>Strengthened for ore<br>cargoes Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL Ot 3$\frac{1}{16}$"U3<br>FN 11321 | **1976**-2 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2505)<br>230,03(BB) 32,26 14,383<br>217,99 32,21 19,72<br>F 18,9 1 dk<br>rf 5<br>NS 9BH WB32042T incl. comb. btm & side tanks in Nos. 1, 2, 4, 5 & 7 holds 8277T topside tanks in Nos. 2 to 6 holds 6807T & No. 4 hold 12475T | **M Bulk Carrier**<br>7 Ho each 24,0 ER<br>G.85 417<br>7 Ha (each 14,4 × 14,4) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 7,7kgf/cm² (7,6bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 3 383,5t (hvf) 15,25kn |
| **5003497**<br>IJDZ<br>1044 | **ADRIATICO**<br>**Gaetano Anzalone**<br>Napoli Italy | **130**<br>63<br>— | (RI) | **1906** J. & A. v.d. Schuyt—Papendrecht<br>37,98 5,77<br>36,17 5,74 2,44<br>1 dk<br>R | **M General Cargo** | Oil 4SA 4Cy. 215 × 310<br>110bhp (81kW) E made46 fitted—<br>S.A. Ansaldo Genova |
| **7305356**<br>3FJJ<br>3631-73<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADRIATIK**<br>**Mond Shipping Corp.**<br>Panama Panama | **18 662**<br>12 307<br>30 832 | **✠100A1** SS 2/82<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty or<br>No. 3 or No. 4 or No. 5<br>holds may be empty<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6837 | **1973**-5 Brodogradiliste "3 Maj"—Rijeka (546)<br>196,60(BB) 22,99 10,821<br>182,89 22,90 14,48<br>P 33,9 F 21,7 1 dk<br>rf nil<br>NS 10BH WB10830T incl. DTf608T Topside tanks in holds 4184T Comb. btm & STs in holds 4980T | **M Bulk Carrier**<br>7 Ho 20,9 16,1 19,7 16,1 19,7 16,1 19,7 ER<br>G.40 281 B.33 017<br>7 Ha (stl) (12,2 8,8 12,1 8,8 12,1 8,8 12,1 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>15,75kn |
| **7121566** | **ADRIATIK**<br>ex PT - 86-71<br>**Poduzece za Preradu i Trgovinu Ribom 'Jadranka'**<br>Dubrovnik Yugoslavia | **123**<br>53<br>117 | JR | **1952** Brodogradiliste i Tvornica Dizel Motora "Split"—Split<br>30,00 5,49 2,401<br>27,84 2,49<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (11,5 × 2,7) ER<br>1W Der 1(1) | Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 2,5kW 24V d.c.<br>6kn |
| **5413898**<br>J4JN<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADRIATIKI**<br>ex Sverre Rex-78 ex Tank Rex-77<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **30 648**<br>16 490<br>53 207 | NV | **1963** A/S Fredriksstad M/V—Fredrikstad (372)<br>228,58 31,15 12,262<br>216,01 31,09 15,40<br>1 dk<br>rf 102 | **TM Tanker**<br>30 Ta ER<br>L.(oil) 65 893<br>Der 2(10) 2(5) 2(3) | 2 Oil 2SA each 8Cy. 760 × 1500<br>20 000bhp (14 711kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 2 × 600kW 1 × 400kW 440V 60Hz a.c.<br>Fuel 3 013,5t (hvf) 16,5kn |
| **7362902**<br>EGTL<br>Rdr RT | **ADRIEN LETZER**<br>**Remolcadores de Barcelona S.A.**<br>Barcelona Spain | **124**<br>8<br>205 | BV | **1974** Talleres Nuevo Vulcano—Barcelona (47)<br>26,34 7,88 2,388<br>23,02 7,50 3,10<br>1 dk | **M Tug** | Oil 4SA 6Cy. 225 × 300<br>B&W<br>Cons. Echevarria Bermeo<br>11kn |
| **7735161**<br>RT | **ADRIENNE**<br>**Scheepswerven Smidt Freres**<br>Belgium | —<br>—<br>876 | **A1** SS 8/77-24mos<br>inland waterways oil<br>tanker<br>**LMC**<br>EL 0,0/26,0U1<br>FN 796 | **1929** Schiffswerft Linz A.G.—Linz<br>69,30 9,02<br>69,19 9,01 2,49<br>1 dk<br>RW rf nil<br>10BH WBnil | **TM Tank Barge**<br>10 Ta ER | 2 Oil 4SA each 6Cy. 270 × 360 NE 12/55<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 8kW 1 × 1,75kW 1 × 1,5kW 24V d.c. |
| **6403125**<br>EDYO<br>8487<br>Df Esd<br>Gc RT | **ADUBU**<br>**Jose Maria Pompo Calvete**<br>La Coruna Spain | **187**<br>97<br>— | BV | **1964** Ast. Santodomingo—Vigo (319)<br>33,48 6,56 3,404<br>29,49 6,51 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 65,0t (d.o.) 12,75kn |
| **5003538** | **ADULIS**<br>ex LCT(4) 835-47<br>**S.A. Navigatana**<br>Addis Ababa Ethiopia | **397**<br>228<br>— | Classed LR until 9/55 | **1942**-3 ..............United Kingdom (308)<br>57,10 11,61 1,556<br>11,56<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft 47<br>conv Ferry/General Cargo — | **TM General Cargo**<br>8bth P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 180 × 195 sr geared to sc. shafts<br>Davey, Paxman & Co. Ltd. Colchester |
| **5299955**<br>WY2844<br>512439<br>Df Esd<br>RT | **ADVANCE**<br>ex Roseline Gougy<br>ex Pierre Descelliers-62<br>**F V Advance Inc.**<br>Norfolk, Va United States of America | **198**<br>134<br>— | | **1948** Bath Iron Works Corp.—Bath, Me (304)<br>*32,31* 6,89<br>3,26<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 330 × 600<br>450bhp (331kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>10,75kn |
| **7002057**<br>9VBI<br>382321<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ADVARA**<br>ex Kyoto Forest-75<br>**Advara Shipping Pte. Ltd.**<br>Pacific Carriers Pte. Ltd.<br>Singapore Singapore | **17 626**<br>10 543<br>26 368 | NV | **1970** Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (742)<br>175,27 26,52 9,891<br>168,28 13,72<br>P 34,8 B 26,0 F 15,9 1 dk<br>rf 43<br>shortened 75<br>conv Bulk Carrier 75 | **M General Cargo/Container Ship**<br>Fixed-guides<br>6 Ho 15,9 22,0 22,2 22,2 23,0 19,3 ER<br>12 Ha (stl) (12,7p&s × 7,4) (18,6p&s 18,6p&s 18,6p&s 18,6p&s 16,1p&s × 10,5) ER<br>Cr 2(25) 2(12) Der 2(3) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 1 575,0t (hvf) 15,25kn |
| **5003564**<br>Df Esd<br>RT | **ADVENT**<br>**Joseph A. Martinez, E. Hamilton & W. H. Hall**<br>United States of America | **333**<br>200<br>411 | | **1954** J. Vos & Zoon—Groningen (102)<br>44,00 7,65 2,820<br>7,60 3,10<br>1 dk | **M General Cargo**<br>1 Ho 24,9 ER<br>G.586 B.545<br>2 Ha (each 9,3 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 15,0t 9kn |
| **7402714**<br>WYT9<br>270<br>564915<br>Esd Gc<br>Pfd Rdr<br>RT | **ADVENT SEAHORSE**<br>ex Pierre Le Grand-80<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>New Orleans, La United States of America | **192**<br>130<br>— | AB | **1975** Halter Marine Fabricators, Inc.—Moss Point, Ms (455)<br>51,80 11,59 3,633<br>50,45 11,56 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 9Cy. 240 × 260<br>2 200bhp (1 618kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 99kW a.c.<br>Fuel 215,5t (d.o.) 12kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7627924**<br>P3PB<br>394458<br>Df Esd<br>Gc Rdr<br>RT | **ADVENTURE**<br>ex Carnival Venture-80<br>**Adventure Marine Co. Ltd.**<br>Limassol Cyprus | **9 608**<br>6 060<br>15 078 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 522,5/56,0U2<br>FN 4315 | **1978-7** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2596)<br>143,41(BB) 19,87 9,059<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>7BH WB4715T incl. DTf653T Comb. btm & Topside tanks in No. 1 & 2 holds 1761T Comb. btm side & Topside tanks in No. 3 hold 863T Topside tank in No. 4 hold 402T | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>14W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geare sc. shaft<br>5 130bhp (3 773kW) Piel<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 114,0t (d.o.) 1 056,0t (hvf)-18,0pd<br>13 |
| **7613698**<br>WY8971<br>525956<br>RT | **ADVENTURE**<br>**L F K Inc.**<br>Wrangell, Ak United States of America | **198**<br>145<br>— | | **1970** .............Seattle, Wa<br>*24,79* 7,78 3,81<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>725bhp (533kW)<br>U. |
| **5348299**<br>SYVF<br>5383<br>Df Esd<br>Gc Rdr<br>RT | **ADVENTURE I**<br>ex Elena-80 ex Dolphin Elena-79<br>ex Tabriz-76 ex Damianos-75<br>ex Tabriz-67<br>**Aegis Compania Naviera S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **5 383**<br>3 277<br>8 773 | **✠100A1** SS 9/81<br>**✠LMC**<br>EL A 2¾"SQ<br>FN 5300 | **1954-5** Eriksbergs M/V A/B—Goteborg (480)<br>170,52 21,34 6,027<br>159,49 21,26 11,97<br>P 8,0 Ba 15,9 1 dk, 2nd dk fwd of mchy. space<br>conv Tanker 76<br>4BH WB8495T incl. ST in hold 6578T | **M RoRo Cargo**<br>Ramp(p) aft:Side doors(p & s) aft<br>Mchy.aft | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW)<br>Eriksbergs M/V A/B Goteb<br>2 AuxB 180lbf/in² (12,5bar)<br>e(ex.g) 180lbf/in² (12,5bar)<br>Fuel 150,5t 16,2 |
| **5110965**<br>KSGK<br>284024<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADVENTURER**<br>ex Export Adventurer-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**7 848**<br>4 274<br>11 143 | AB | **1960** New York SB. Corp.—Camden, NJ (531)<br>150,12 22,33 —/8,576<br>143,26 22,26 12,81<br>F 20,2 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho<br>G.19 757 B.16 448 In.688<br>6 Ha (stl)<br>20W Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn,<br>Gen 3 × 500kW a.c.<br>Fuel 2 272,0t (o.f.) 18, |
| **7507411**<br>WYK4<br>545<br>577697<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADVENTURER**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (222)<br>41,46 11,13 5,163<br>39,22 11,08 5,85<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Gran<br>Gen 2 × 90kW a.c.<br>Fuel 782,5t (d.o.) 14 |
| **7111975**<br><br>330643 | **ADVENTURER II**<br>**Laurence Sweeney Fisheries Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **259**<br>156<br>— | | **1970** A. F. Theriault & Sons—Meteghan, N.S.<br>*31,64* 7,93<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illin<br>10 |
| **7224021**<br>WYC9<br>443<br>532569 | **ADVENTURESS**<br>ex Olympic Miler ex The Squire<br>**Time & Tide Co.**<br>Portsmouth, NH United States of America | **131**<br>108<br>— | | **1971** Lantana Boatyard Inc.—Lantana, Fl<br>23,78 6,71 2,744<br>3,79 | **Aluminium Alloy M Fishing** | Vee Oil 4SA 8Cy. 137 × 152 geared to s shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illin<br>Fuel (d.o.) 10 |
| **7363762**<br>EDVN<br><br>Df Esd<br>Gc Rdr<br>RT | **ADVIENTO**<br>**Paulino Lopez Garcia**<br>La Coruna Spain | **213**<br>92<br>— | (GL) | **1974** Ast. Ojeda y Aniceto S.A.—Aviles (11)<br>31,93 7,17 3,175<br>26,98 6,99 3,69<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 315 × 480<br>800bhp (588kW) Duva<br>Carmelo Unanue Zuma |
| **7383906**<br>GXES<br>378035<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADVISER**<br>**Charente S.S. Co. Ltd.**<br>Thos. & Jas. Harrison Ltd. (Harrison Line)<br>Liverpool United Kingdom | **27 867**<br>15 343<br>23 491 | **✠100A1** SS 7/82<br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL Lt 2¾"U3<br>FN 8977 | **1977-9** Stocznia Gdanska im. Lenina—Gdansk (B463/102)<br>203,79(BB) 30,99 10,027<br>193,45 30,80 15,60<br>F 23,2 1 dk<br>rf nil DK in way of holds<br>9BH WB8154t incl. DTf639t, STs in holds 4539t | **M Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>In.6 819<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulz<br>H. Cegielski Pozna<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>✠ NAuxB (ex.g) 5/80 8kgf/cm² (7,9bar) rcv 7kgf/cm² (6,9bar)<br>Gen 4 × 960kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 630,0t (d.o.) 3 327,0t (hvf) 22k |
| **7301166**<br>HAAZ<br>865/72<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ADY**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **9 858**<br>4 957<br>13 600 | | **1972** Kherson Shipyard—Kherson (1338)<br>155,71 20,65 9,500<br>140,01 20,60 12,30<br>2 dks | **M General Cargo**<br>5 Ho 15,8 17,2 17,9 28,6 17,2 ER 7 TwD<br>G.18 430 B.17 495 In.150<br>10 Ha (stl) (8,6 × 6,2) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryans<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 1 278,0t (d.o & hvf) 17k |
| **5003629**<br>UJYR<br>M-21062<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADYGEYETS**<br>**U.S.S.R.**<br>Nikolayev U.S.S.R. | **526**<br>—<br>217 | RS | **1958** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B61/02)<br>47,40 10,11 3,599<br>42,60 9,71 4,70 | **S Tug**<br>Ice strengthened | C 4Cy. (2) 295 & (2) 690 × 640<br>H. Cegielski Poznan<br>10,5kn |
| **7211323**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ADZHARIYA**<br>**U.S.S.R.**<br>U.S.S.R. | **5 560**<br>—<br>2 032 | (RS) | **1972** VEB Mathias-Thesen-Werft—Wismar (189)<br>124,21 17,05 5,208<br>110,01 17,00<br>3 dks | **TM Research** | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW) MAN<br>Halberstadt Halberstadt<br>2 Thw. thrust propellers fwd<br>18,25kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 15130 | **ADZHARIYA** | **4 804** | | **1964** VEB Mathias-Thesen-Werft—Wismar | **TM Passenger Ship** | 2 Oil 2SA each 6Cy. 570 × 800 |
| MPY | | 2 119 | | (119) | 333bth P | 8 300bhp (6 105kW) MAN |
| 26973 | **U.S.S.R. -Black Sea Shipping** | 1 355 | RS | 122,15 16,01 5,211 | Ice strengthened | VEB Dieselmotorenwerk Rostock |
| Esd | **Co.** | | | 110,01 15,96 7,62 | 1 Ho | (DMR) Rostock |
| Rdr | Odessa U.S.S.R. | | | 3 dks | B.585 | Gen 4 × 264kW 380V |
| v | | | | RW | 1 Ha (5,5 × 3,9) | 17kn |
| | | | | | 1W Cr 1(3) 1(1) Der 1(1) | |
| 50134 | **ADZHIMA** | **402** | | **1953** ..............U.S.S.R. | **M General Cargo** | Oil 2SA 4Cy. 300 × 500 |
| DKQ | | 149 | | 46,41 8,01 3,242 | | |
| 11901 | **U.S.S.R. -'Dalryba'** | 442 | RS | 3,51 | Ice strengthened | Russkiy-Diesel Works Leningrad |
| | Nevelsk U.S.S.R. | | | 1 dk | 2 Ho | Fuel (d.o.) 9,5kn |
| | | | | | B.475 | |
| | | | | | 2 Ha (each 5,4 × 3,5) | |
| | | | | | 4W Der 4(1,5) | |
| 335424 | **AEGE** | **620** | NV | **1951**-6 Smith's Dock Ltd.—South Bank, | **M Fishing** | Oil 4SA 8Cy. 320 × 450 |
| MAD | ex Southern Harper-67 | 321 | | Middlesbrough (1221) | Side-fishing | 1 320bhp (971kW) NE 67 |
| 6814 | **Odd Dagfinn Pettersen** | 864 | *Classed BC until | 53,93 8,41 5,981 | Ice strengthened | Kloeckner Humboldt Deutz Koeln |
| f Gc | Tromso Norway | | 10/67 | 49,61 8,39 7,29 | 4 Ho ER | Gen 2 × 62kW 220V 50Hz a.c. |
| fd Rdr | | | | P - F - 1 dk | G.840 | 1 Thw. thrust propeller aft, 1 fwd |
| T | | | | RW rf 622 BK 191 len 70 | 4 Ha (2,4 2,4 2,2 2,2 × 3,6) ER | Fuel 152,5t (d.o.) 12kn |
| | | | | conv Whaler 67 | 2W Der 1(4) 1(2) | |
| 304724 | **AEGEAN CAREER** | **8 620** | | **1962** Hitachi Zosen—Innoshima (3957) | **M General Cargo** | Oil 2SA 7Cy. 740 × 1600 |
| OCS | ex Ocean Faith-77 | 5 292 | | 145,07 20,07 9,246 | Ref | 10 500bhp (7 723kW) B&W |
| 942- | ex Sadoharu Maru-76 | 12 245 | NK | 142,50 20,01 12,30 | 3 Ho ER 2 Ho | Hitachi Zosen Sakurajima Works, Osaka |
| PEXT1 | **Aegean Maritime Carriers Inc.** | | | F 29,0 2dks, pt 3rd dk | G.17 814 B.16 156 In.234 | Gen 2 × 340kW 450V a.c. |
| f Esd | Prompt Shipping Corp. Ltd. | | | RW | 5 Ha (stl) (8,1 × 5,0) (14,7 12,0 × | Fuel 1 305,0t (hvf)-29,0pd 14kn |
| c Pfd | Panama Panama | | | | 7,4) ER (14,4 12,0 × 7,4) | |
| dr RT | | | | | 16W Der 4(10) 12(5) | |
| 5334078 | **AEGEAN LIGHT** | **13 209** | | **1961** A/S Bergens M/V—Bergen (429) | **M Bulk Carrier** | Oil 2SA 8Cy. 760 × 1500 |
| SXGB | ex Star Light-82 ex Star Bay-77 | 8 487 | | 170,85 21,95 10,459 | | 10 000bhp (7 356kW) |
| 6322 | ex Songa-65 | 22 201 | NV | 160,31 21,90 14,64 | Str. heavy cargoes | A/B Gotaverken Goteborg |
| Df Esd | **Chaconia Maritime Inc.** | | | P 25,6 F 4,9 1 dk | 6 Ho 19,5 18,8 19,0 19,0 19,0 | Gen 2 × 260kW 1 × 152kW |
| Gc Pfd | Soutos (Hellas) Maritime Corp. | | | rf 51 | 18,2 ER | 440V 60Hz a.c. |
| Rdr | Piraeus Greece | | | | G.26 776 B.25 311 | Fuel 1 606,5t (hvf) 15kn |
| RTm/v | | | | | 6 Ha (stl) (11,2 × 11,2) (18,1 18,1 | |
| | | | | | 18,1 18,1 13,6 × 16,1) ER | |
| | | | | | Cr 1(20) | |
| 7527540 | **AEGEAN LION** | **38 484** | | **1977** Mitsubishi Heavy Industries Ltd. | **M Bulk Carrier** | Oil 2SA 6Cy. 900 × 1550 |
| SYKQ | | 27 853 | | —Nagasaki (1780) | | 17 400bhp (12 799kW) Sulzer |
| 426 | **Tower Corp. Inc.** | 72 044 | AB | 232,75(BB) 32,24 13,852 | Ice strengthened | Mitsubishi Heavy Industries Ltd. Kobe |
| Df Esd | Andros Greece | | | 220,02 32,21 19,11 | 7 Ho ER | Gen 3 × 650kW a.c. |
| Gc Pfd | | | | F 18,0 1 dk | HeCls. B | Fuel 296,0t (d.o.) 3 897,0t (hvf)-59,0pd |
| Rdr RT | | | | rf nil | 7 Ha (stl) (11,7 × 10,8) (16,2 16,2 | 16,75kn |
| | | | | | 16,2 16,2 16,2 16,2 × 14,4) ER | |
| 6409686 | **AEGEAN POLYVOS** | T.Mk | ✠**100A1** SS 4/79 | **1964**-6 A/B Ekensbergs Varv—Stockholm | **M RoRo Cargo/General Cargo** | Oil 4SA 8Cy. 320 × 480 |
| SVWR | ex Alpha Carrier-80 | **507** | Ice Class 1 | (231) | | 1 300bhp (956kW) |
| | ex Nopal Sea-75 ex Sergel-73 | 271 | ✠**LMC** | 75,57 11,74 3,404/5,112 | Bow door & ramp | Motorenw. Mannheim A.G. (MWM) |
| Df Esd | ex Elektra-72 | 1 021 | EL p $1\frac{7}{16}$"SQ | 69,47 10,48 7,57 | 3 Ho 4,7 17,2 17,2 1 TwD 58,6 | Mannheim |
| Gc Pfd | **Dinos Navigation Corp.** | **1 706** | FN 1254 | F 10,1 2 dks | ER | Gen 2 × 80kW 1 × 52kW |
| Rdr | Piraeus Greece | 1 281 | | rf 102 | G.4 049 B.3 681 | 400V 50Hz a.c. |
| RTm/v | | 2 235 | | Coll BH to U dk 2 to 2nd dk WB510t | 2 Ha (stl) (19,5comb. 13,7 × 6,7) ER | Controllable pitch propeller |
| | | | | | 6W Der 6(5) | Fuel 132,0t (d.o.) 12kn |
| 5421182 | **AEGEAN PRIDE** | **6 303** | ✠**100A1** SS 2/82 | **1963**-12 Verolme Scheepswerf Heusden | **M General Cargo** OSD | Oil 2SA 8Cy. 700 × 1200 |
| SZQD | ex Monsone Universal-82 | 3 526 | | N.V.—Heusden (678) | Ref. | 9 600bhp (7 061kW) MAN |
| 8237 | ex Langkloof-79 | 10 516 | ✠**LMC** | 158,91 21,01 7,697 | 5 Ho 23,4 16,1 17,9 17,9 16,1 | Verolme Machinefabriek Ijsselmonde |
| Df Esd | ex S. A. Langkloof-77 | | ✠**Lloyd's RMC** | 144,53 20,96 12,22 | In.14 197 | 2 AuxB (1 o.f. 1 ex.g) 100℔f/in$^2$ (6,9bar) |
| Gc Pfd | ex Langkloof-66 | | EL ft $2\frac{1}{4}$"SQ | F 38,8 1 dk & S dk, 3rd dk except in | 6 Ha (stl) (5,7 × 5,1) (6,3 6,3 6,3 6,3 | Gen 4 × 300kW 440V 60Hz a.c. |
| Rdr RTv | **Southern Cross Shipping Co.** | | FN 4796 | mchy. space | 6,3 × 6,6) | Fuel 1 564,5t (hvf) 17,5kn |
| | Piraeus Greece | | | rf nil | 12W Der 2(10) 10(5) 8(3) | |
| | | | | Coll BH to S dk 6 to 2nd dk WB3254t incl. | | |
| | | | | Tunnel tanks 327t | | |
| 6400018 | **AEGEAN REEFER** | T.Mk | ✠**100A1** SS 8/78 | **1964**-2 Eriksbergs M/V A/B—Goteborg | **M General Cargo** | Oil 2SA 8Cy. 740 × 1600 |
| J4II | ex Albany-78 | **6 482** | | (581) | Ref. | 10 000bhp (7 356kW) B&W |
| 7081 | **National Ability Compania** | 2 740 | ✠**LMC** | 149,23 18,98 8,205/8,535 | 4 Ho 28,5 20,8 ER 24,0 27,3 | Eriksbergs M/V A/B Goteborg |
| Df Esd | **Naviera S.A.** | 7 935 | ✠**Lloyd's RMC** | 137,45 18,90 11,89 | In.10 662 | AuxB 71℔f/in$^2$ (4,9bar) |
| Gc Pfd | Comninos Brothers Shipping Co. | **7 995** | EL dt $2\frac{3}{16}$"SQ | P 14,7 F 16,2 2 dks, 3rd dk except in | 4 Ha (stl) (10,6 × 5,7) (10,3 × 6,0) | e(ex.g) 71℔f/in$^2$ (4,9bar) |
| Rdr RT | S.A. | 4 302 | FN 4233 | mchy. space, 4th dk in Nos. 1 & 2 holds | ER (10,3 10,3 × 6,0) | Fuel 1 727,5t (hvf)-29,5pd 19kn |
| | Piraeus Greece | 8 525 | | rf 483 | 4W Cr 4(5) | |
| | | | | Coll BH to U dk 5 to 2nd dk WB2092t incl. | | |
| | | | | Tunnel tanks 920t | | |
| 7312452 | **AEGEAN SEA** | **57 801** | ✠**100A1** SS 7/78 | **1973**-7 Mitsubishi Heavy Industries Ltd. | **M Ore/Bulk/Oil Carrier** | Oil 2SA 9Cy. 900 × 1550 |
| ELCL9 | | 45 020 | strengthened for ore | —Hiroshima (232) | IGS | 26 100bhp (19 198kW) Sulzer |
| 7308 | **Aegean Sea Traders Corp.** | 114 036 | cargoes, Nos. 2, 4, 6 & | 261,02(BB) 40,67 15,926 | 9 Ho/Ta 22,0 19,5 22,0 19,5 | Mitsubishi Heavy Industries Ltd. Kobe |
| Df Esd | Monrovia Liberia | | 8 holds may be empty, or | 247,00 40,61 21,72 | 22,0 19,5 22,0 19,5 22,0 ER | WTAuxB (o.f.) 18kgf/cm$^2$ (17,7bar) hs668,9 |
| Gc Pfd | | | oil cargoes | F 20,2 1 dk | G.123 236 L.(oil) 129 831 | e(ex.g) 22kgf/cm$^2$ (21,6bar) |
| Rdr RT | | | ✠**LMC** **UMS** | rf 25 | HeCls. BC | Gen 3 × 770kW 450V 60Hz a.c. |
| | | | **IGS** | NS 12BH WB34383t incl. Comb. btm & | 9 Ha (stl) (11,4 × 13,5) (11,4 13,8 | Fuel 5 948,0t (hvf)-84,5pd 16kn |
| | | | EL Ut $4\frac{1}{8}$"U2 | STs in holds 20786t Topside tanks in | 11,4 13,8 11,4 13,8 11,4 13,8 × | |
| | | | FN 15396 | Nos. 2-9 holds 9244t | 18,7) ER | |
| | | | | | 2W Der 2(10) | |
| 5409536 | **AEGEAN SEA** | T.Mk | ✠**100A1** SS 11/81 | **1962**-3 Forges & Ch. de La Mediterranee | **M General Cargo** | Oil 2SA 6Cy. 760 × 1500 |
| HOZX | ex Silverbeach-72 | **7 495** | strengthened for heavy | —La Seyne (1350) | | 7 500bhp (5 517kW) Gotaverken |
| 7827- | ex Totem Star-64 | 4 165 | cargoes DTsm—oil FP | 160,20 20,05 8,103/9,919 | 4 Ho 19,5 11,2DTp&s 11,2DTp&s | Forges & Ch. de la Mediterranee Le Havre |
| PEXT1 | ex Norse Coral-63 | 11 989 | above 65.5°C | 150,04 20,01 13,26 | 20,5 20,5 20,5 5 TwD Lwr | AuxB 85℔f/in$^2$ (5,9bar) |
| Df Esd | Launched as Totem Star | **11 119** | ✠**LMC** | P 35,7 F 31,7 2 dks | 2 TwD Upr ER | e(ex.g) 85℔f/in$^2$ (5,9bar) |
| Gc Rdr | **Yick Fung Shipping &** | 6 885 | EL gt $2\frac{5}{16}$"SQ | rf 89 | G.26 664 B.24 147 | Gen 3 × 200kW 220V d.c. |
| RTv | **Enterprises Co. Ltd.** | 16 663 | FN 4992 | 7BH WB5514t incl. DTsm3375t | 5 Ha (stl) (9,3 12,6 12,6 12,6 × 8,4) | Fuel (hvf) |
| | Panama Panama | | | | (12,6 × 7,9) ER | |
| | | | | | Der 1(60) 10(10) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7391056**<br>WYR2<br>552<br>559895<br>Esd Rdr<br>RT | **AEGEAN SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **197**<br>134<br>— | AB | **1974** Quality Equipment Inc.—Houma, La (122)<br>53,32 11,59 3,912<br>50,93 11,56 4,58<br>F 15,3 1 dk<br>rf 533 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts E made51 reconditioned & fitted74<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 267,0t (d.o.) 13kn |
| **5333880**<br>J4YB<br>7586<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AEGEAN SKY**<br>ex Somerset-79<br>**Damirika Shipping Corp.**<br>Piraeus Greece | T.Mk<br>**7 517**<br>4 074<br>10 421 | **✠100A1** SS 12/81<br>DTf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL e† 2¼"SQ<br>FN 4574 | **1962**-11 John Brown & Co. (Clydebank) Ltd.—Clydebank (717)<br>148,82 20,22 8,586<br>140,21 20,12 12,50<br>F 13,2 3 dks<br>RW rf 76<br>7BH WB1901t incl. Tunnel tanks 212t | **M General Cargo**<br>Ref.<br>5 Ho 5,4 20,3 20,4 ER 23,7 16,6<br>G.2 207 B.1 999 In.12 717<br>5 Ha (stl) (5,4 10,5 10,9 × 6,1) ER (10,9 9,2 × 6,1)<br>15W Der 4(15) 11(10) | Oil 2SA 8Cy. 760 × 1550<br>10 400bhp (7 650kW) Sulzer<br>John Brown & Co. (Clydebank) Ltd. Clydebank<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 350kW 1 × 150kW 220V d.c.<br>Fuel 2 108,5t (hvf) 16,5kn |
| **6412669**<br>SXTS<br>8131<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AEGEAN SPIRIT**<br>ex Playas-81 ex Aspassia-77<br>ex Brunskappel-72<br>**Mebbin Shipping Corp.**<br>Piraeus Greece | T.Mk<br>**3 285**<br>1 835<br>3 600<br>**4 463**<br>2 493<br>5 139 | GL | **1964** Luebecker Flender-Werke AG. —Luebeck-Siems (534)<br>135,24 16,84 6,135/7,163<br>123,91 16,81 11,36<br>B & F 120,1 2 dks | **M General Cargo**<br>Ref. 12P<br>2 Ho ER 2 Ho<br>In.8 076<br>4 Ha (stl) (7,0 7,0 × 5,5) ER (7,0 7,0 × 5,5)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 400kW 1 × 185kW 230V 50Hz a.c.<br>Fuel 1 717,0t (hvf) 21kn |
| **7370909**<br>A8FS<br>4908<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AEGEAN SUN**<br>**Astrocielo Neptunea Armadora S.A.**<br>Monrovia Liberia | **60 930**<br>45 866<br>123 705 | **✠100A1** SS 10/79<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL U† 3⅝"U3<br>FN 15542 | **1974**-8 Mitsubishi Heavy Industries Ltd. —Hiroshima (254)<br>260,64(BB) 40,67<br>247,00 40,61 22,31<br>F 21,7 1 dk<br>rf nil<br>9BH WB19316T incl. 13829T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 147 755 | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm$^2$ (17,7bar) hs680,5 e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 800kW 450V 60Hz a.c. |
| **5200796**<br>SZHX<br>5056<br>Df Esd<br>Gc Rdr<br>RTm/v | **AEGEAN SUN**<br>ex Fiskardo-81<br>ex Japan Auto A-80<br>ex Falmouth-78 ex La Loma-69<br>**Avondale Enterprises Inc.**<br>Piraeus Greece | T.Mk<br>**7 543**<br>4 017<br>—<br>**9 984**<br>6 093<br>15 444 | **✠100A1** SS 11/78<br>**✠LMC**<br>EL e† 2¼"SQ<br>FN 4524 | **1959**-4 Bartram & Sons Ltd.—Sunderland (374)<br>150,53 19,26 —/9,468<br>141,99 19,21 12,65<br>P 29,6 RFD 35,1 2 dks<br>rf 152 DK fwd<br>NS 7BH WB4197t | **M General Cargo**<br>5 Ho 19,0 20,6 17,6 20,1 21,7 ER<br>G.21 975<br>5 Ha (stl) (10,9 10,9 10,9 10,9 10,9 × 7,9) ER<br>10W Der 10(5) | Oil 2SA 4Cy. 700 × 2320<br>5 100bhp (3 751kW)<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>✠ NAuxB (ex.g) 9/65 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>14kn |
| **6403228**<br>SVJC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AEGEAN WAVE**<br>ex Pampero Universal-80<br>ex Drakenstein-79<br>ex S.A. Drakenstein-77<br>ex Drakenstein-66<br>**Bullen Bay Shipping Corp.**<br>Piraeus Greece | T.Mk<br>**6 387**<br>3 715<br>10 384 | **✠100A1** SS 9/82<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL f† 2¼"SQ<br>FN 4794 | **1964**-4 Greenock Dockyard Co. Ltd. —Greenock (504)<br>158,63 21,01 7,621<br>144,48 20,96 12,22<br>F 36,6 2 dks, 3rd dk fwd of mchy. space<br>rf nil<br>Coll BH to U dk 7 to 2nd dk WB2779t incl. Tunnel tanks 549t | **M General Cargo**<br>Ref.<br>6 Ho 21,0 18,2 18,2 18,2 ER 14,6 15,8<br>In.14 216<br>6 Ha (stl) (6,4 × 5,0) (6,4 6,4 6,4 × 6,6) ER (6,6 6,4 × 6,6)<br>12W Der 2(10) 10(5) | Oil 2SA 9Cy. 620 × 1400<br>9 650bhp (7 098kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Fuel 1 891,0t (hvf) 17kn |
| **7601592**<br>SWYI<br>6351<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AEGEON**<br>ex Ioannis Martinos-82<br>**Reliant Maritime Corp.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **14 275**<br>10 155<br>26 311 | AB | **1977** Namura SB. Co. Ltd.—Imari (817)<br>171,43 25,07 9,919<br>162,01 25,00 13,82<br>1 dk | **M Bulk Carrier**<br>5 Ho 15,6 26,2 26,2 26,2 26,2 ER<br>G.32 866 B.32 070 HeCls. B<br>9 Ha (stl) (8,2 × 11,9) (21,0p&s 21,0p&s 21,0p&s 21,0p&s × 9,0) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250 geared to sc. shaft<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 153,0t (d.o.) 1 534,0t (hvf)-34,0pd<br>15kn |
| **5025586**<br>SXEV<br>6057<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AEGEON**<br>ex Artevelde-76<br>**Agapitos Brothers**<br>Piraeus Greece | **2 812**<br>1 417<br>775 | (BV) | **1958** S.A. Cockerill-Ougree—Hoboken (794)<br>116,85 15,96 3,899<br>112,55 15,00 7,62<br>1 dk & S dk<br>R rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>135bth 715dk P<br>Stern door/ramp<br>1 Ha (stl) (4,2 × 7,4) | 2 Oil 2SA each 12Cy. 510 × 550<br>9 600bhp (7 061kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 150kW 230V d.c.<br>Thw. thrust propeller fwd<br>Fuel 200,0t (d.o.) 21kn |
| **7031383**<br>SV3254<br>3332<br>Rdr | **AEGEUS**<br>**Aegeus Shipping Co. Ltd.**<br>North Aegean Lines S.A.<br>Piraeus Greece | **1 070**<br>715<br>— | AB | **1970** Argo SB. & Repairing Co.—Perama (69)<br>61,32 2,502<br>54,31 10,01 3,79<br>1 dk<br>rf 508 | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 60bth 510dk P<br>Bow door/ramp<br>In.200 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 88kW 2 × 60kW<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 18kn |
| **7812127**<br>IMMF<br>801<br>Gc Rdr<br>RT | **AEGILIUM**<br>**Toscana Regionale Marittima S.p.A. (TOREMAR)**<br>Livorno Italy | **631**<br>204<br>150 | RI | **1979** Campanella Cantieri Navali S.p.A. —Savona (887)<br>45,01 10,52 3,560<br>41,81 10,51 4,20<br>3 dks | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 230 × 270 reduction geared to sc. shafts<br>2 520bhp (1 854kW)<br>Grandi Motori Trieste Trieste |
| **5003710**<br>Df RT | **AEGILIUM**<br>ex Van der Steng-54<br>**International Navigation & Trade Co.**<br>Livorno Italy | **284**<br>66<br>— | Classed LR until 8/55 | **1948**-6 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (715)<br>43,03 7,07 2,121<br>38,38 6,81 3,31<br>B 6,8 RFD 11,6 1 dk<br>RW conv Yacht 54 | **TM Ferry** | 2 Oil 4SA each 6Cy. 200 × 300<br>420bhp (309kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo |
| **5278652**<br>SZRM<br>2659<br>Df Esd<br>Pfd Rdr<br>RT | **AEGINA**<br>ex Naxos-79 ex Delfini III-71<br>ex Pingouin-65<br>**Aegina Fishing Enterprises Ltd.**<br>Piraeus Greece | **1 181**<br>489<br>1 315 | HR | **1943** At. & Ch. de Bretagne—Nantes<br>70,90 10,22 5,208<br>68,69 10,16 6,18<br>F 12,5 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 22,4<br>5 Ha<br>Der 1(2) 1(1) 2(0,5) | Oil 4SA 6Cy. 420 × 660<br>1 500bhp (1 103kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 457,0t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| 6621258<br>SV3256<br>2600<br>RT | **AEGINA**<br><br>**Nileus A. N. E.**<br>George Fokas<br>Piraeus Greece | **444**<br>269<br>— | <br><br>(HR) | **1967** Th. Zervas & Sons—Perama (8)<br>52,99 10,06 1,093<br>51,01 8,64 2,39<br>1 dk | **TM Ferry**<br>—P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 250 × 350<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel 20,5t (d.o.) 14kn |
| 5003734<br>SV3255<br>1234<br>Rdr | **AEGINA EXPRESS**<br>ex Aegina-77<br>ex Marstrandsfjorden-53<br>**Leoussis & others**<br>George Fokas<br>Piraeus Greece | **225**<br>154<br>— | | **1951** Schiffsw. A. Pahl—Hamburg<br>*34,66* 6,51<br>32,39 6,48 3,20<br>P 7,4 B - F 7,7 | **TrM Ferry** | 3 Oil 4SA each 12Cy. 171 × 203<br>1 800bhp (1 324kW)<br>Mercedes-Benz Stuttgart |
| 6812730<br>DHLF<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AEGIR**<br><br>**Seereederei 'Frigga' A.G.**<br>Hamburg Federal Republic of Germany | **45 795**<br>33 682<br>82 325 | <br><br>GL | **1968** Rheinstahl Nordseewerke—Emden (399)<br>254,90(BB) 13,748<br>240,01 35,01 19,72<br>F 16,2 1 dk | **M Bulk Carrier**<br><br>Ice strengthened<br>10 Ho 16,5 19,1 21,4 16,2 21,4 16,3 21,4 16,2 21,4 15,3 ER<br>G.95 624 HeCls. ptB<br>10 Ha (stl) (11,1 11,1 13,7 11,1 13,7 11,1 13,7 11,1 13,7 11,1 × 15,0) ER<br>Cr 2(5) 1(4) | Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 650kW 400V 50Hz a.c.<br>Fuel 260,0t (d.o.) 2 716,0t (hvf) 16kn |
| 6821585<br>TFTA<br>1066<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AEGIR**<br><br>**Rikissjodur Islands**<br>Den Islandske Stats<br>Reykjavik Iceland | **927**<br>245<br>513 | **✠100A1** SS 12/80<br>Ice Class 3<br>**✠LMC**<br>EL L 1¼"U2<br>FN 981 | **1968**-6 Aalborg Vaerft A/S—Aalborg (175)<br>69,86 10,11 4,877<br>62,01 10,01 5,80<br>B & F 39,1 1 dk<br>rf 1219 BK 178<br>7BH WB91t incl. DTf | **TM Patrol Ship**<br><br><br>Cr 2(1,5) Der 1(5) | 2 Oil 4SA each 8Cy. 400 × 540<br>8 600bhp (6 326kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 252kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 228,5t (d.o.) 19kn |
| 5226178<br>H3YI<br>1074<br>4-HA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AEGIS**<br>ex Verna-82 ex Marion-66<br>ex Maronia-63<br>Launched as Marion<br>**Aegis Navigation Enterprises S.A.**<br>Panama Panama | **2 836**<br>1 324<br>4 210<br>**4 363**<br>2 277<br>5 979 | <br><br>✠LR class withdrawn-<br>Reported defects<br>7/4/82 | **1961**-10 A/B Finnboda Varf—Stockholm (374)<br>114,51 15,45 6,246/7,573<br>105,75 15,40 9,15<br>P & B 40,6 F 11,0 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>4 Ho 17,8 19,6 18,2 16,9<br>G.6 722 B.6 182<br>4 Ha (stl) (8,9 13,4 13,4 7,7 × 6,4)<br>12W Der 1(30) 2(10) 10(5) | Oil 2SA 5Cy. 680 × 1200<br>4 650bhp (3 420kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 831,0t (hvf) 16kn |
| 7387160<br>SXPT<br>6444<br>Df Esd<br>Rdr RT | **AEGIS ATHENIC**<br><br>**Athenic Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 669 | <br><br>AB | **1976** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (292)<br>159,01(BB) 22,84 9,761<br>148,01 22,79 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>15,25kn |
| 7385734<br>SVGV<br>5379<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS ATOMIC**<br><br>**Aeakos Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | AB<br><br>✠Classed LR until<br>25/5/78 | **1974**-5 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (272)<br>159,01(BB) 23,02 9,754<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 7397115<br>HOBF<br>1075<br>6-AG<br>Df Esd<br>Rdr RT | **AEGIS BALTIC**<br><br>**Baltic Navigation Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>21 050 | <br><br>AB | **1977** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (294)<br>159,01(BB) 22,86 9,761<br>148,01 22,81 13,52<br>P 18,9 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 20,5 29,4 15,7 28,5 16,6 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (7,7 20,2 8,2 20,2 9,7 × 12,6) ER<br>Cr 4(12,25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 6930142<br>SZVH<br>5848<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS BANNER**<br><br>**Banner Shipping Enterprises Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **9 054**<br>6 251<br>15 480 | <br><br>AB | **1969** Hellenic Shipyards—Skaramanga (1057)<br>140,98 20,55 8,846<br>134,12 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br><br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 719 B.19 878<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 220kW<br>Fuel 1 188,0t 14kn |
| 7221641<br>SVPT<br>5003<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AEGIS BLAZE**<br><br>**Blaze Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**7 847**<br>4 611<br>—<br>**11 185**<br>7 108<br>19 016 | AB<br><br>✠Classed LR until<br>22/4/77 | **1972**-10 Astilleros Espanoles S.A. —Factoria de Olaveaga, Bilbao (256)<br>147,02(BB) 22,86 —/9,900<br>136,00 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD ER<br>G.24 163<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,2 18,7 8,2 × 12,6) ER<br>8W Cr 2(5) Der 8(10) 1(2,5) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) 15,5kn |
| 7109910<br>3EJE<br>1116<br>4-PG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AEGIS BRAVERY**<br><br>**Efpaleion Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **15 204**<br>10 691<br>27 117 | <br><br>AB | **1971** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (252)<br>182,94(BB) 22,46 10,532<br>171,69 22,41 14,20<br>P 30,5 F 13,5 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho 17,7 19,5 20,8 13,5 19,9 22,4 16,7 ER<br>G.35 902 B.31 905<br>7 Ha (stl) (9,6 11,9 11,9 11,9 8,0 11,9 9,6 × 11,3) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 1 774,0t (d.o & hvf) (hvf) 15kn |

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| **7387122**<br>H9KG<br>1109<br>2-AG<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS BRITANNIC**<br>**Brittanic Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 20/8/76 | AB | **1976**-6 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (288)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 28,0 15,0 28,0 16,4<br>5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,7 × 12,6) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulz<br>Ast. Espanoles S.A. Sestao Works, Bilb<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>15,25 |
| **7385758**<br>SZKY<br>5448<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS COSMIC**<br>**Chelsea Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 3/11/77 | AB | **1975**-3 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (274)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9<br>5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulz<br>Ast. Espanoles S.A. Sestao Works, Bilb<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16 |
| **7385746**<br>SZHD<br>5139<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS DORIC**<br>**Omiria Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 948<br>20 950 | ✠Classed LR until 23/12/76 | AB | **1974**-7 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (273)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9<br>5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulze<br>Ast. Espanoles S.A. Sestao Works, Bilba<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd |
| **7385760**<br>SVWY<br>5545<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS DYNAMIC**<br>**Miaoulis Shipping Enterprises S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 23/12/76 | AB | **1975**-5 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (275)<br>159,01(BB) 23,02 9,780<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9<br>5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulz<br>Ast. Espanoles S.A. Sestao Works, Bilb<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16 |
| **6917487**<br>H9KF<br>1109<br>1-AG<br>Df Esd<br>Gc Rdr<br>RTv | **AEGIS FAITH**<br>**Speedwell Shipping Co. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**6 531**<br>3 830<br>—<br>**9 199**<br>6 093<br>15 317 | ✠Classed LR until 3/11/77 | AB | **1969**-6 Bremer Vulkan A.G.—Vegesack (943)<br>139,58 21,06 —/9,030<br>132,59 21,01 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(24) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MA<br>Bremer Vulcan A.G. Bremen-Vegesa<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf)<br>15,5 |
| **6923412**<br>SVJW<br>5845<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS FAME**<br>**Fame Shipping Enterprises Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **8 928**<br>6 153<br>15 480 | ✠Classed LR until 3/11/77 | AB | **1969**-10 Hellenic Shipyards—Skaramanga (1056)<br>141,00 20,58 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>6 Ho 21,6 29,7 11,4 22,8 12,9 ER 21,3<br>G.21 728 B.19 874<br>5 Ha (stl) (13,7 12,8 12,1 11,4 × 8,4) ER (11,5 × 8,4)<br>Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winter<br>Gen 3 × 220kW 440V 60Hz a.c. |
| **6909959**<br>H9JV<br>1108<br>9-AG<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS FREEDOM**<br>ex Nea Hellas-76<br>**Topi Shipping Corp.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **8 927**<br>6 152<br>15 379 | ✠Classed LR until 3/11/77 | AB | **1969**-5 Hellenic Shipyards—Skaramanga (1054)<br>141,00 20,58 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>6 Ho 21,6 29,7 11,4 22,8 12,9 ER 21,3<br>G.21 728 B.19 874<br>5 Ha (stl) (13,7 12,8 12,1 11,4 × 8,4) ER (11,5 × 8,4)<br>Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winter<br>Gen 3 × 220kW 440V 60Hz a.c. |
| **7387134**<br>SZOJ<br>6417<br>Df Esd<br>Rdr RT | **AEGIS HARMONIC**<br>**Harmonic Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 23/12/76 | AB | **1976**-7 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (289)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3<br>5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao Works, B<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd |
| **7125146**<br>SVVG<br>4862<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AEGIS HARVEST**<br>**Psichikon Cia. Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**7 847**<br>4 611<br>—<br>**11 225**<br>7 430<br>19 017 | ✠Classed LR until 3/11/77 | AB | **1972**-2 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (248)<br>147,02(BB) 22,86 —/9,900<br>136,00 22,81 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0<br>5 TwD ER<br>G.24 163<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,2 18,7 8,2 × 12,6) ER<br>8W Cr 2(5) Der 8(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Ast. Espanoles S.A. Sestao Works<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) |
| **7387110**<br>SVMH<br>6082<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS HELLENIC**<br>**Hellenic Shipping Corp. S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 25/7/76 | AB | **1976**-2 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (287)<br>159,01(BB) 23,02 9,745<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3<br>5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,7 × 12,6) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao Works<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0 |

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| 36496<br>AO2<br>Esd<br>Rdr | **AEGIS HEROIC**<br>**Andromache Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 23/12/76 | AB | **1974**-2 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (271)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 87158<br>JY<br>09<br>0-AG<br>Esd<br>Rdr | **AEGIS HISPANIC**<br>**Energetic Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | | AB | **1976** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (291)<br>159,01(BB) 23,02 9,745<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 28,0 15,0 28,0 16,4 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,7 × 12,6) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 87172<br>EN<br>54<br>Esd<br>RT | **AEGIS IONIC**<br>**Ionic Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 900 | | AB | **1976** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (293)<br>159,01(BB) 22,84 9,767<br>148,01 22,79 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,2 8,2 20,2 9,7 × 12,6) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 86269<br>XV<br>247<br>Esd<br>Rdr | **AEGIS LINK**<br>**Blue Pine Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **18 963**<br>13 216<br>35 267 | ✠Classed LR until 23/12/76 | AB | **1974**-8 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (179)<br>196,02(BB) 24,29 11,145<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil DK | **M Bulk Carrier**<br>7 Ho 20,7 19,9 19,9 19,9 19,8 19,9 19,9 19,9 ER<br>G.40 939<br>7 Ha (stl) (each 12,8 × 11,5) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Fuel 232,5t (d.o.) 1 421,5t (hvf) 15,25kn |
| 85813<br>BP<br>068<br>Esd<br>Rdr | **AEGIS LOGIC**<br>**Castalia Shipping Corp. S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 23/12/76 | AB | **1975**-1 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (280)<br>159,01(BB) 23,02 9,754<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,6 × 7,7) (20,2 8,2 20,2 9,7 × 12,6) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 85772<br>AP2<br>Esd<br>Rdr | **AEGIS LYRIC**<br>**Souda Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 21/12/76 | AB | **1975**-9 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (276)<br>159,01(BB) 23,02 9,765<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 85784<br>ANZ<br>Esd<br>Rdr | **AEGIS MAGIC**<br>**Arditos Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 949 | ✠Classed LR until 23/12/76 | AB | **1974**-11 Astilleros Espanoles S.A. —Factoria de Olaveaga, Bilbao (277)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 85796<br>EV<br>037-LI<br>Esd<br>Rdr | **AEGIS MAJESTIC**<br>**Skepasti Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 22/4/77 | AB | **1974**-10 Astilleros Espanoles S.A. —Factoria de Olaveaga, Bilbao (278)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd |
| 85825<br>CS<br>447<br>Esd<br>Rdr | **AEGIS MYSTIC**<br>**Alpha Naval Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 3/11/77 | AB | **1975**-4 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (281)<br>159,01(BB) 23,02 9,780<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 12762<br>GB<br>Esd<br>Rdr | **AEGIS PIONEER**<br>**Gerenuk Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**6 532**<br>3 831<br>—<br>**9 199**<br>6 093<br>15 317 | ✠Classed LR until 22/4/77 | AB | **1969**-4 Bremer Vulkan A.G.—Vegesack (942)<br>139,58 21,06 —/9,030<br>132,59 21,01 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 15,7 19,5 16,4 21,0 13,1 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(24) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 15,5kn |

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|---|---|---|---|---|---|---|---|
| 7146<br>WQP<br>6401<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS PRACTIC**<br><br>**Practic Shipping Corp. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 23/9/76 | AB | **1976**-9 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (290)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,49<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,9 28,5 15,7 28,5 16,4 5 TwD ER<br>G.29 230 B.27 528<br>5 Ha (stl) (12,5 × 7,7) (2,2 8,2 20,2 9,7 × 12,6) ER<br>Cr 4(5-12) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 7029689<br>SWQX<br>3996<br>Df Esd<br>Gc Rdr<br>RTv | **AEGIS PRIDE**<br><br>**Vencedora Transmar Navegacion S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **9 178**<br>6 737<br>15 317 | | AB | **1970** Rickmers Rhederei G.m.b.H.—Bremerhaven (358)<br>139,58 21,06 9,018<br>132,59 21,01 12,30<br>F 12,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(60) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 15,5kn |
| 7119812<br>SVFD<br>4592<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **AEGIS PROGRESS**<br><br>**Trikera Compania,Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **15 204**<br>10 691<br>27 417 | | AB | **1972** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (253)<br>183,12(BB) 22,46 10,529<br>171,71 22,41 14,20<br>P 30,5 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,4 18,9 20,8 13,5 19,9 22,4 16,7 ER<br>G.35 902 B.31 905<br>7 Ha (stl) ER | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 1 774,0t (d.o & hvf) 14kn |
| 7102596<br>H9JK<br>1108<br>8-AG<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS SCOPE**<br><br>**Transatlantic Carriers S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**7 847**<br>4 611<br>15 262<br>**11 184**<br>7 108<br>19 135 | ✠Classed LR until 3/11/77 | AB | **1971**-6 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (246)<br>147,02(BB) 22,86 —/9,900<br>136,00 22,81 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD ER<br>G.25 624 B.24 128<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,7 18,7 8,2 × 12,5) ER<br>8W Cr 2(5) Der 8(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) 15,5kn |
| 7329077<br>3EOC<br>11035-LI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AEGIS SONIC**<br><br>**Alkiviades Shipping Enterprises S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 23/12/76 | AB | **1973**-12 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (270)<br>159,01(BB) 22,86 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,5 27,9 15,0 27,9 16,3 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 7016840<br>SWJB<br>3787<br>Df Esd<br>Gc Rdr<br>RTm | **AEGIS SPIRIT**<br><br>**Estrella Dischosa Navegacion S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **9 078**<br>6 493<br>15 317 | | AB | **1970** Rickmers Rhederei G.m.b.H.—Bremerhaven (357)<br>139,58 21,06 9,021<br>132,59 21,01 12,30<br>F 11,0 2 dks<br>rf nil | **M General Cargo** CSD<br>5 Ho 16,0 29,7 8,9 8,9DT 19,3 19,3 ER<br>G.21 568 B.19 343<br>4 Ha (stl) (10,4 × 7,9) (29,1comb. 12,7 12,7 × 10,4) ER<br>10W Der 1(24) 10(5-10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 400V 60Hz a.c.<br>Fuel 117,0t (d.o.) 868,5t (hvf) 15kn |
| 7039672<br>SYKO<br>4917<br>Df Esd<br>Gc Rdr<br>RT | **AEGIS STOIC**<br>Launched as Faith Euskalduna<br>**Blossom Compania Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **11 208**<br>7 126<br>18 994 | ✠Classed LR until 3/11/77 | AB | **1971**-4 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (241)<br>Cmd.**1972**-5<br>147,02(BB) 22,86 9,875<br>136,00 22,80 13,52<br>P 3,1 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD ER<br>G.24 163<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,2 18,7 8,2 × 12,6) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) 15,5kn |
| 7385801<br>H8FZ<br><br>Df Esd<br>Gc Rdr<br>RT | **AEGIS TOPIC**<br><br>**Zea Marine Corp. S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | **12 498**<br>8 498<br>20 950 | ✠Classed LR until 3/11/77 | AB | **1974**-12 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (279)<br>159,01(BB) 23,02 9,767<br>148,01 22,80 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 20,7 27,8 15,7 28,5 16,9 5 TwD ER<br>G.29 231 B.27 529<br>5 Ha (stl) (12,5 × 7,7) (20,1 8,2 20,1 9,6 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 299,0t (hvf)-37,0pd<br>16kn |
| 7016058<br>SXJB<br>3646<br>Df Esd<br>Gc Rdr<br>RTm | **AEGIS TRADE**<br><br>**Coronet Shipping Co. Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **9 024**<br>6 481<br>15 364 | | AB | **1970** Hellenic Shipyards—Skaramanga (1061)<br>140,98 20,58 8,840<br>134,12 20,43 11,74<br>F 11,0 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 539<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterth<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) 15 |
| 7208546<br>3EOR<br>11036-LI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AEGIS WISDOM**<br><br>**Kimon Cia. Naviera S.A.**<br>Aegis Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**7 847**<br>4 611<br>—<br>**11 184**<br>7 108<br>19 017 | ✠Classed LR until 23/12/76 | AB | **1972**-5 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (249)<br>147,02(BB) 22,86 —/9,900<br>136,00 22,81 13,52<br>P 7,4 F 12,2 2 dks, 2nd dk hinged in Nos. 2, 4 & 5 holds<br>rf nil DK fwd | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 16,0 28,2 11,2 26,9 15,0 5 TwD ER<br>G.24 163<br>5 Ha (stl) (10,9 × 7,7) (18,7 6,2 18,7 8,2 × 12,6) ER<br>8W Cr 2(5) Der 8(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MA<br>Ast. Espanoles S.A. Sestao Works, Bi<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 153,5t (d.o.) 1 533,0t (hvf) 15,5 |

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| 7030432<br>UQKZ<br>M-30188<br>Df Esd<br>Gc Rdr<br>RT | **AEGNA**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | **1 350**<br>611<br>2 032 | RS | **1970** Angyalfold Shipyard—Budapest<br>77,91 11,51 5,214<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,0) ER<br>6W Der 1(12) 6(3-5) | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 152,5t (hvf) 12,5kn |
| 6517873<br>H03766<br>1187<br>3-82<br>Gc Rdr<br>RT | **AEK KUALUH**<br>ex Kongo-78<br>ex Kongo Maru No. 8-77<br>**Sinsum Marine (Pte.) Ltd.**<br>Panama Panama | **495**<br>269<br>1 100 | NK | **1965** Kochi Jukogyo K.K.—Kochi (507)<br>53,01 8,67 4,192<br>49,00 8,62 4,40<br>P 11,6 F 6,1 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 140 | Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |
| 6604901<br>H05162<br>9826<br>-79A<br>Rdr RT | **AEK NATAS**<br>ex Atago-81 ex Atago Maru-79<br>**Sinsun Marino Corp. S.A.**<br>Panama Panama | **991**<br>566<br>2 032 | | **1965** Ujina Zosensho—Hiroshima (442)<br>67,19 10,06 4,852<br>61,02 10,01 5,29<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 180 | 2 Oil 4DA each 6Cy. 275 × 320 geared to sc. shaft<br>1 450bhp (1 067kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 30kW 100V a.c.<br>Fuel 101,5t-4,0pd 12,5kn |
| 6809068<br>H05253<br>9885-SS<br>Rdr RT | **AEK NEEE KANOPAN**<br>ex Asuka No. 3-81<br>ex Taisei Maru-80<br>ex Fumi Maru No. 2<br>ex Tensho Maru No. 2<br>**Sinsum Marinaee Marino Corp. S.A.**<br>Panama Panama | **959**<br>599<br>2 286 | | **1967** Towa Zosen K.K.—Shimonoseki (358)<br>77,02 10,04 5,004<br>10,01 5,14<br>1 dk<br>len 71 | **M Tanker**<br>4 Ta ER | Oil 4SA 6Cy. 330 × 500<br>1 200bhp (883kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Fuel 71,0t 10,5kn |
| 7009574<br>H05958<br>8779-<br>PEXT2<br>Rdr RT | **AEK PAMENKE**<br>ex Kakushun Maru-79<br>**Sinsun Marino Corp. S.A.**<br>Panama Panama | **995**<br>556<br>2 200 | NK | **1969** Uchida Zosen—Ise (682)<br>70,80 10,83 5,004<br>65,61 10,80 5,49<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 350 × 550<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 106,5t-4,5pd |
| 6927224<br>UMOY<br>M-6134 | **AELITA**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **600**<br>224<br>315 | RS | **1967** .............U.S.S.R.<br>54,23 9,38 3,699<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,6 × 1,5)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW) E made65<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>12kn |
| 5003784<br>5LPK<br>1119<br>Df Esd<br>Gc Rdr<br>RTh | **AELLO**<br>**Vota S.S. Co. S.A.**<br>Monrovia Liberia | **20 745**<br>13 185<br>36 197 | ✠**100A1** SS 5/80<br>oil tanker<br>✠**LMC**<br>EL pt $2\frac{13}{16}$"SQ<br>FN 7960 | **1957**-8 Hitachi Zosen—Innoshima (3783)<br>206,97 26,52 11,621<br>196,96 26,41 14,00<br>P 40,3 B 12,2 F 28,7 1 dk<br>rf 102<br>16BH WB2524t incl. DTsf1703t | **S Tanker**<br>33 Ta ER<br>L.(oil) 44 861 HeCls. BC<br>Der 5(5) | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Hitachi Zosen Hitachi<br>2 WTB 700lbf/in$^2$ (48,3bar) Spt 454,5°C 620lbf/in$^2$ (42,8bar)<br>sg 120lbf/in$^2$ (8,3bar) hs2287,1<br>Gen 2 × 650kW 450V 60Hz a.c.<br>Fuel 1 729,5t (o.f.) 16kn |
| 5247330<br>IQZQ<br>898<br>Esd RT | **AENARIA**<br>ex Narita-73 ex Pola-62<br>ex Counnas I-58 ex Thell-55<br>ex Mjorn-55 ex Doric-46<br>ex Solvik-44 ex Halland-41<br>**Societa Villaurea di Navigazione S.p.A.** | **499**<br>214<br>760 | (RI)<br>✠Classed LR until 3/62 | **1939**-8 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z28)<br>55,99 9,02 3,671<br>53,19 9,00 3,74<br>P & B 34,2 F 9,5 1 dk<br>R | **M General Cargo**<br>2 Ho ER<br>G.1 425 B.1 370<br>4W Der 4(3) | Oil 2SA 4Cy. 340 × 570<br>600bhp (441kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 40,5t 11kn |
| 7311692<br>GRIS<br>360051<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AENEAS**<br>ex Cunard Carrier-78<br>**Silverdale Co. Ltd.**<br>Ocean Fleets Ltd.<br>London United Kingdom | **15 498**<br>11 227<br>26 646 | ✠**100A1** CS 9/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6286 | **1973**-12 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (154)<br>182,84(BB) 22,46 10,548<br>171,69 22,41 14,20<br>P 30,5 F 15,9 1 dk<br>rf nil DK fwd<br>NS 10BH WB8667T incl. DTf267T Comb. btm & STs 4299T Topside tanks 3297T | **M Bulk Carrier**<br>7 Ho 17,8 18,0 19,9 12,8 19,2 21,5 16,7 ER<br>G.35 775 B.30 558<br>7 Ha (stl) (10,2 11,9 13,5 8,0 13,5 14,4 8,7 × 11,3) ER<br>Cr 4(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 189,5t (d.o.) 1 448,0t (hvf) 15,5kn |
| 5003825<br>DDFA | **AENNE JACOBS**<br>ex Henny-39 ex Thetis<br>**Heino Steenken**<br>Brake Federal Republic of Germany | **104**<br>50<br>150 | | **1903** Van der Windt—Vlaardingen<br>*23,47* 6,10<br>3,15<br>P 5,2 1 dk<br>R conv sailing vessel — | **M General Cargo** | Oil 2SA 4Cy. 150 × 250<br>100bhp (74kW) NE 56<br>Kloeckner Humboldt Deutz Koeln |
| 6807668<br>J4TW<br>7565<br>Df Esd<br>Gc Rdr<br>RTv | **AEOLIAN CARRIER**<br>ex Star Proteus-80 ex Star Sea-79<br>ex Star Davanger-78<br>ex Davanger-72<br>**Aeolian Maritime Co.**<br>Naftitan Maritime & Transportation Enterprises S.A.<br>Piraeus Greece | T.Mk<br>**16 715**<br>11 829<br>27 890 | NV | **1968** Kockums M/V A/B—Malmo (512)<br>171,91(BB) 25,96 10,408<br>161,65 25,91 14,71<br>P 33,6 F 12,8 1 dk<br>rf 107 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,1 16,0 16,0 16,0 16,0 16,0 16,6 ER<br>G.32 997 B.31 586<br>7 Ha (stl) (8,7 × 18,5) (15,0 15,0 15,0 15,0 15,0 × 20,3) (15,0 × 18,5) ER<br>Cr 2(25) | 2 Oil 4SA each 12Cy. 400 × 540 geared to sc. shaft<br>12 000bhp (8 827kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 2 × 960kW 1 × 800kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 712,0t (hvf)-40,5pd 15,75kn |
| 5419024<br>SWDD<br>5283<br>Df Esd<br>Gc Rdr<br>RT | **AEOLIAN SUN**<br>ex Bavang-74<br>**Cycladian Maritime Co. S.A.**<br>Piraeus Greece | **11 502**<br>5 718<br>16 854 | AB (NV) | **1963** Deutsche Werft A.G.—Hamburg (790)<br>149,97 21,39 9,487<br>142,37 21,34 12,81<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.21 053 B.19 612 HeCls. B<br>7 Ha (7,7 14,2 7,4 13,4 7,4 14,2 7,4 × 10,6) ER | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW) Sulzer<br>Masch. Buckau-Wolf Kiel<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 036,5t (hvf)-22,0pd 15kn |

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|---|---|---|---|---|---|---|
| 5234321<br>SV6669<br>8111<br>Df Esd<br>RT | **AEOLIS**<br>ex Brave Enterprise-82<br>ex Happy Event-77<br>ex Brave Enterprise-76<br>ex Mirasol-73 ex Midas-67<br>**Medmare Ltd.**<br>Martechnic Marine Services Ltd.<br>Piraeus Greece | **492**<br>216<br>750 | RI (BV) | **1948** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (207)<br>61,19 9,94 3,531<br>56,29 9,91<br>B 11,0 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD<br>2 Ho 15,9 19,4 ER<br>G.1 756 B.1 671<br>2 Ha (each 10,0 × 3,9) ER<br>4W Der 1(10) 4(3) | Oil 2SA 4Cy. 360 × 650<br>690bhp (508kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 1 × 45kW 2 × 12kW 220V d.c.<br>Fuel 148,5t (d.o.) 10,5kn |
| 7121279<br>SXLU<br>4183<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AEOLOS**<br>**Althea Maritime Corp.**<br>Piraeus Greece | **10 006**<br>6 260<br>15 177 | AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2199)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 177,5t (hvf) 14,5kn |
| 6611564<br>SXSB<br>7921<br>Df Esd<br>Gc Rdr<br>RTv | **AEOLOS C**<br>ex Yalta-80 ex Berge Siglion-73<br>ex Siglion-71<br>**National Independence Compania Naviera S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **40 787**<br>28 727<br>72 789 | NV (RS) | **1966** Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1318)<br>249,94 31,70<br>242,81 31,68 18,29<br>B 14,1 F 15,0 1 dk<br>rf 127 | **M Bulk Carrier**<br>Str. heavy cargoes<br>11 Ho 14,4 17,8 13,4 23,0 14,2 23,0 14,2 23,0 14,2 19,5 14,2 ER<br>G.86 615 B.85 358 HeCls. B<br>11 Ha (stl) (9,6 10,2 10,2 14,1 10,6 14,1 10,6 14,1 10,6 10,6 8,9 × 15,2) ER | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Gen 3 × 575kW 440V 60Hz a.c.<br>Fuel 92,0t (d.o.) 3 224,0t (hvf) 15kn |
| 6504216<br>HO6199<br>10370<br>-80A<br>Df Esd<br>Rdr RTm | **AERO**<br>ex Lek Dart-80 ex Dart-77<br>ex Menna-75<br>**Aero Maritime Inc.**<br>Arcom Shipping Management Ltd.<br>Panama Panama | **445**<br>219<br>599 | ✠**100A1** SS 1/80<br>✠**LMC**<br>EL g<br>FN 540 | **1965**-3 Schpsw. Gebr. Coops N.V. —Hoogezand (234)<br>51,21 8,51 3,080<br>45,85 8,41 3,36<br>P 11,3 Trunk 27,5 F 7,4 1 dk<br>rf nil<br>3BH WB208t incl. Dk a16t | **M General Cargo**<br>1 Ho 30,2 ER<br>G.850 B.821<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 220 × 380 with hydraulic clutch & reverse geared to sc. shaft<br>360bhp (265kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 6kW 110V d.c.<br>Fuel 40,5t (d.o.) 10,5kn |
| 6721060<br>OVJY<br>A284<br>Rdr RT | **AERO**<br>ex Aeropilen-80 ex Lohals-74<br>**A/S D/S Aero**<br>Soby Denmark | **395**<br>140<br>650 | BV | **1967** P. Hoivolds M/V A/S—Kristiansand (37)<br>46,92 10,04 2,636<br>42,88 10,01 3,15<br>1 dk<br>RW | **M RoRo Cargo/Ferry** —P<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 162kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| 8126525 | **AERO**<br>**International Timber Co. (Pte.) Ltd.**<br>Singapore Singapore | *214*<br>*64*<br>— | AB (Class cont.) | **1982** Fong Kuo S.B. Co. Ltd.—Kaohsiung (175)<br>31,60 2,961<br>27,01 7,51 3,46<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 400<br>The Hanshin Diesel Works Ltd. Japan |
| 7034713<br>OWIE<br>A232<br>RT | **AEROSUND**<br>**A/S D/S Aero**<br>Aeroskobing Denmark | **395**<br>168<br>165 | BV | **1960** Husumer Schiffsw.—Husum<br>54,56 9,35<br>3,28 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles —P | 2 Oil 4SA each 4Cy. 290 × 420<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>13kn |
| 5057187<br>H9IT<br>9808-HK<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AESAREA**<br>ex Caesarea-80<br>**Superluck Enterprises Inc.**<br>Panama Panama | **3 992**<br>2 075<br>580 | ✠**100A1** CS 12/81<br>Hong Kong Colony waters service<br>✠**LMC**<br>EL (v) 1⅞″SQ<br>FN 2183 | **1960**-11 J. Samuel White & Co. Ltd. —Cowes (2008)<br>98,15 16,36 4,144<br>92,06 15,55 8,16<br>B 59,8 Upr. B 59,8 2 dks, 3rd dk except in mchy. space<br>RW rf 305<br>8BH WB338t incl. DTf42t | **TS Passenger/General Cargo/Ferry**<br>Vehicles 110bth 1290dk P<br>1 Ho 9,7<br>2 Ha (stl) (3,6 × 6,1) (6,1 × 3,3) | 2 S Turb dr geared<br>9 000shp (6 620kW)<br>J. Samuel White & Co. Ltd. Cowes<br>2 WTB 400lbf/in$^2$ (27,6bar) Spt 343,4°C hs898,6<br>2 db 60lbf/in$^2$ (4,2bar)<br>Gen 3 × 225kW 225V d.c.<br>Fuel 66,0t (o.f.) 19,5kn |
| 5003875<br>183774<br>Esd Pfd<br>RTv | **AESTUS**<br>**Acecape Marine Ltd.**<br>Liverpool United Kingdom | **95**<br>30<br>— | ✠**100A1** SS 9/78<br>tender<br>✠**LMC**<br>EL (a) ¾″<br>FN 206 | **1950**-1 W. J. Yarwood & Sons Ltd. —Northwich (833)<br>25,00 5,97 2,109<br>22,86 5,95 3,05<br>1 dk<br>R rf 127<br>4BH | **M Research/Survey Tender**<br>Der 1(1,5) | Oil 4SA 8Cy. 222 × 292 with clutch & sr geared to sc. shaft<br>480bhp (353kW) ✠ NE 5/73<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 25kW 220V d.c. |
| 5003887<br>IBAT<br>458<br>RT | **AETHALIA**<br>**Toscana Regionale Marittima S.p.A. (TOREMAR)**<br>Livorno Italy | **1 306**<br>687<br>507 | RI | **1956** Cant. del Tirreno—Genova (234)<br>72,32 12,86 3,525<br>65,00 12,81 4,96<br>2 dks & S dk<br>RW | **TM RoRo Cargo/Ferry** OSD<br>50P | 2 Oil 2SA each 8Cy. 280 × 360<br>2 054bhp (1 511kW)<br>S.A. Fiat S.G.M. Torino<br>14kn |
| 7120744<br>J4QL<br>7469<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AETOLIA**<br>ex Torm Gerd-79 ex Gerd-74<br>**Seawood Corp.**<br>Piraeus Greece | **16 018**<br>9 223<br>25 635 | NV | **1971** Kaldnes M/V A/S—Tonsberg (190)<br>180,30(BB) 22,92 10,211<br>168,59 22,86 13,75<br>P 37,2 F 17,7 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 21,7 20,7 20,9 20,9 20,1 21,7 ER<br>G.31 780 B.29 912<br>6 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 6(12,5) | Oil 2SA 6Cy. 750 × 1600<br>12 300bhp (9 047kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 2 380,5t (hvf)-35,5pd 15,5kn |
| 5116828<br>H8HQ<br>1070<br>0-81<br>Df Esd<br>Rdr RT | **AETOPETRA**<br>ex Constantinos-79 ex Flottbek-68<br>**Tsabouris Brothers Maritime Ltd.**<br>Panama Panama | **2 430**<br>1 314<br>4 485 | GL | **1951** Orenstein Koppel & Luebecker —Luebeck (456)<br>106,46 14,84 6,150<br>14,81 9,00<br>P 9,8 B 9,8 F 10,7 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>3 Ho 14,4 27,9 ER 27,9<br>G.7 640 B.6 950<br>5 Ha (8,3 10,5 8,3 × 6,1) ER (8,3 8,3 × 6,1)<br>10W Der 1(25) 1(10) 10(3-5) | Oil 2SA 9Cy. 520 × 900<br>2 700bhp (1 986kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 125kW 220V d.c.<br>Fuel 483,5t (d.o.) 12,5kn |

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| **6505296**<br>SVMX<br>8302<br>Df Esd<br>Gc Rdr<br>RTm/h | **AETOS**<br>ex Basil III-82<br>**Esperia Maritime Inc.**<br>Ilios Shipping Co. S.A.<br>Piraeus Greece | **18 315**<br>11 596<br>31 701 | **✠100A1** SS 4/75<br>strengthened for heavy cargoes Nos. 1, 3 & 5 holds may be empty<br>**✠LMC**<br>EL mt 2$\frac{11}{16}$"SQ<br>FN 6877 | **1965**-4 A/S Bergens M/V—Bergen (451)<br>185,63 24,77 11,183<br>173,51 24,69 14,94<br>P 30,5 F 14,4 1 dk<br>rf 51 DK<br>NS 8BH WB11601t incl. Topside tanks in holds 4953t | **M Bulk Carrier**<br>6 Ho 21,3 23,3 21,5 21,5 21,5 22,3 ER<br>G.36 529<br>6 Ha (stl) (11,8 × 12,2) (14,0 14,0 14,0 14,0 14,0 × 12,2) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>A/S Akers M/V Oslo<br>AuxB 105lbf/in² (7,3bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 2 235,5t (hvf) | 15,5kn |
| **7128784**<br>SVST<br>5794<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AETOS**<br>ex Bore VII-77<br>**Rollsimar Inc.**<br>Piraeus Greece | **3 166**<br>1 131<br>4 700 | **✠100A1** CS 3/82<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL X 2"U2<br>FN 3341 | **1972**-3 Rauma-Repola Oy—Rauma/Raumo (199)<br>113,52 19,26 6,249<br>105,01 19,21 12,60<br>2 dks<br>rf 279<br>NS Coll BH to U dk 5 to 2nd dk WB2077t incl. DTf126t STs in hold 657t TwDa311t | **M RoRo Cargo/General Cargo**<br>Stern door/ramp<br>1 Ho 54,0 ER<br>B.11 141 | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shaft<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 296kW 2 × 260kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 457,0t (hvf)-24,5pd | 16kn |
| **5112066**<br>SV5001<br>2756<br>Df<br>RTm/v | **AETOS**<br>ex Falgarth-81 ex Cleddia-62<br>**Delos Maritime Co.**<br>Canopus Shipping S.A.<br>Piraeus Greece | **102**<br>—<br>— | AB<br>✠Classed LR until 7/80 | **1958**-11 Schpsw. P. de Vries Lentsch —Alphen a/d Rijn (392)<br>25,00 6,79 2,775<br>23,02 6,41 3,10<br>RW rf 508 BK 102 | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & dr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) | |
| **7808580**<br>EQHK<br>Df Esd<br>Gc Rdr<br>RT | **AF SHIN**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **4 415**<br>2 101<br>4 965 | **✠100A1**<br>hopper dredger<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2229 | **1979**-7 IHC Verschure B.V.—Amsterdam (CO-1121)<br>96,02 17,56 6,370<br>88,04 17,51 7,80<br>P 28,4 F 17,1 1 dk<br>rf nil<br>5BH WB487T | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Hopper 4200T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps each 1362kW (1826bhp)<br>Cr 1(15) | 2 Oil 4SA each 6Cy. 360 × 450 reverse reduction geared to sc. shafts<br>4 795bhp (3 527kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 4 × 310kW 390V 60Hz a.c.<br>Thw. thrust propeller fwd | |
| **8034875**<br>618129 | **AFAC QUEEN**<br>**Will H. Brown**<br>Seattle, Wa United States of America | **199**<br>148<br>— | | **1939** ..............Vallejo, Ca<br>*34,36* 7,93<br>2,57<br>1 dk | **M Fishing** | Oil<br>650bhp (478kW) U.S.A. | |
| **7384364**<br>LZSJ<br>Df Esd<br>Gc Rdr<br>RT | **AFALA**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **2 468**<br>1 034<br>1 685 | BR (PR) | **1974** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B418/207)<br>88,93 15,04 5,401<br>81,62 14,99 9,43<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.2 158<br>3 Ha (each 1,9 × 1,9)<br>Der 2(5) 4(3) | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 640kW 2 × 504kW 400V a.c. 2 × 224kW 280V d.c.<br>Controllable pitch propeller | 15,5kn |
| **7052569**<br>EWEB<br>M-30558<br>Df Esd<br>Rdr RT | **AFALINA**<br>**U.S.S.R. -'Dalryba'**<br>Korsakov U.S.S.R. | **641**<br>219<br>429 | RS | **1970** ..............U.S.S.R.<br>54,23 9,38 3,899<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>B.418<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller | 11,75kn |
| **6514326**<br>H9IJ<br>1088<br>7-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFAMIS**<br>ex Stelios II-80<br>ex Mitsuei Maru-76<br>**Athens Port Compania Naviera S.A.**<br>Panama Panama | **37 864**<br>26 834<br>76 505 | BV (NK) | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (898)<br>243,03 35,36 12,999<br>230,00 35,31 19,51<br>F 19,9 1 dk<br>RW | **M Tanker**<br>10 Ta ER<br>L.(oil) 92 060<br>Der 2(7) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 540kW 450V 60Hz a.c.<br>Fuel 3 296,0t (hvf)-15,5pd | 17kn |
| **5003928**<br>GKPX<br>303083<br>RTv | **AFAN**<br>**Northwood (Fareham) Ltd.**<br>Cardiff United Kingdom | **1 000**<br>414<br>1 152 | **✠100A1** SS 1/77<br>U.K. coasting service & between River Elbe & Brest<br>**✠LMC**<br>EL I 1$\frac{3}{16}$"SQ<br>FN 916 | **1961**-11 Henry Scarr Ltd.—Hessle (774)<br>60,84 11,64 4,255<br>56,67 11,28 4,88<br>RQD 18,9 1 dk<br>RW rf nil<br>5BH WB134t | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft | 2 Oil 4SA each 7Cy. 260 × 368 total 1 840bhp (1 353kW) driving 2 gen. each 490kW 525V d.c. connected to 2 elec. motors each of 610shp (449kW) (WL) sr reverse geared<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 94kW 220V d.c.<br>Fuel (d.o.) | 10kn |
| **7337701**<br>UNDY<br>M-32145<br>Df Esd<br>Gc Rdr<br>RT | **AFANASIY BOGATYREV**<br>**U.S.S.R. -North Eastern Department**<br>U.S.S.R. | **3 590**<br>1 804<br>4 000 | RS | **1973** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>115,83 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad | 11kn |
| **6724799**<br>USSG<br>M-28019<br>Df Esd<br>Gc Rdr<br>RT | **AFANASIY NIKITIN**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **3 170**<br>1 225<br>1 460 | RS | **1964** ..............U.S.S.R.<br>84,69 14,03 5,716<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,3 1,3 × 1,1) (1,4 1,4 × 1,4) (1,6 × 1,6)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller | 13kn |

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|---|---|---|---|---|---|---|
| **6500791**<br>UTNX<br>M-26223<br>Df Esd<br>Gc Rdr<br>RT | **AFANASIY NIKITIN**<br>ex Ledokol 2-66<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **2 305**<br>—<br>1 092 | RS | **1962** Admiralteiskiy Shipyard—Leningrad<br>67,70 18,27 6,071<br>62,01 17,51 8,31<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>2 Ho<br>G.251<br>1 Ha (1,7 × 2,4)<br>2W Der 2(1,5) | 3 Oil total driving gen. connected to elec. motors geared to 3 sc. shafts<br>U.S.S.R.<br>2 propellers aft , 1 fwd |
| **6712277**<br>RT | **AFCO No. 7** | **119**<br>46<br>— | | **1966** Southern SB. Co.—Brownsville, Tx (2)<br>*21,49* 6,86 3,658<br>6,71<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6711730**<br>RT | **AFCO No. 8** | **119**<br>46<br>— | | **1966** Southern SB. Co.—Brownsville, Tx (3)<br>*21,49* 6,86 3,658<br>6,71<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6722595**<br>RT | **AFCO No. 9** | **119**<br>47<br>— | | **1967** Southern SB. Co.—Brownsville, Tx<br>*21,49* 6,86 3,658<br>6,71<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6722600**<br>AJZL-8726<br>RT | **AFCO No. 10**<br>**Arrenda Equipos C.A.**<br>Venezuela | **121**<br>65<br>— | | **1967** Southern SB. Co.—Brownsville, Tx<br>*21,49* 6,86 3,658<br>6,71<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6722612**<br>RT | **AFCO No. 11** | **119**<br>47<br>— | | **1967** Southern SB. Co.—Brownsville, Tx<br>*21,49* 6,86 3,658<br>6,71<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6806298**<br>SZWB<br>2631 | **AFEA**<br>**Aegina Maritime Co. Ltd.**<br>Piraeus Greece | **499**<br>336<br>— | HR | **1966** J. Sotiriadis & Co.—Piraeus<br>46,18 10,57 2,185<br>... ... ...<br>1 dk | **M Ferry**<br>—P | 2 Oil 4SA each 8Cy. 280 × 220 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,5t (d.o.) 14kn |
| **6401751**<br>9GYL<br>316627<br>Df Esd<br>Gc Rdr | **AFKO 101**<br>ex Dong Hwa No. 73-78<br>ex Fujisei Maru No. 3-71<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **265**<br>138<br>— | (KR) | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (525)<br>46,84 7,75<br>41,48 7,70 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11,25kn |
| **7221196**<br>9GYM<br>316628<br>Df Esd<br>Gc Rdr<br>RT | **AFKO 102**<br>ex Dong Hwa No. 105-78<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **239**<br>—<br>— | (KR) | **1966** Korea SB. & Eng. Corp.—Pusan<br>*35,76*<br>6,90 3,20<br>P 14,4 F 4,9 1 dk | **M Fishing**<br>Ref<br>In.222<br>3 Ha (1,2 1,2 1,2 × 1,2)<br>Der 1(1) | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe<br>9kn |
| **5253585**<br>9GYH<br>316629<br>Df Esd<br>Gc Rdr<br>RT | **AFKO 201**<br>ex Donfico No. 11-78<br>ex Nisshin Maru No. 50-76<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Dong Won Fisheries Co. Ltd.<br>Takoradi Ghana | **198**<br>98<br>— | KR | **1962** Hakodate Dock Co. Ltd.—Hakodate (281)<br>43,36 7,68<br>38,00 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ha (1,3 × 1,4) (1,3 × 2,0) (1,0 × 1,4) | Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 42kW 220V a.c.<br>Fuel 101,5t 9kn |
| **5253638**<br>9GYO<br>316630<br>Df Esd<br>Gc Rdr<br>RT | **AFKO 202**<br>ex Donfico No. 12-78<br>ex Nisshin Maru No. 56-76<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Dong Won Fisheries Co. Ltd.<br>Takoradi Ghana | **198**<br>98<br>— | KR | **1961** Nichiro Zosen—Hakodate (80)<br>43,34 7,62 2,998<br>38,00 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>3 Ha (1,3 × 1,4) (1,3 × 2,0) (1,0 × 1,4) | Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 42kW 220V a.c.<br>Fuel 135,0t 9kn |
| **6922793**<br>9GVD<br>316551<br>Df Esd<br>Gc Rdr<br>RTh/v | **AFKO 203**<br>ex Nkwanta-82<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **1 083**<br>444<br>898 | ✠LR class withdrawn 27/1/82 | **1969**-11 Newport SB. & Eng. Ltd. —Newport, Mon. (97)<br>72,90 11,61 5,030<br>63,56 11,59 7,85<br>B 9,5 2 dks<br>rf 610 BK 305 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 14,6 14,0 ER<br>In.1 000<br>2 Ha (stl) (each 2,4 × 2,4) ER<br>Der 2(1) | Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW) ✠ NE 1/76<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 160kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 336,5t (d.o.) 15kn |
| **6911407**<br>9GYP<br>316631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFKO 301**<br>ex Kiyo Maru No. 18-78<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **254**<br>104<br>— | KR | **1968** Kanasashi Zosensho—Unspecified Works, Shimizu (892)<br>47,99 7,24 3,023<br>38,99 7,22 3,48<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW a.c.<br>12kn |
| **6907913**<br>9GZT<br>316649<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFKO 303**<br>ex Nansei Maru No. 7-80<br>ex Eisei Maru No. 7<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **284**<br>124<br>— | KR | **1968** Miho Zosensho K.K.—Shimizu (679)<br>49,61 7,42 3,099<br>41,97 7,40 3,56<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW a.c.<br>10,5kn |
| **7424982**<br>9GZU<br>316652<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFKO 305**<br>ex Oryong No. 101-81<br>ex Haeng Bok No. 701-78<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Takoradi Ghana | **440**<br>216<br>— | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (132)<br>57,87<br>49,00 8,59 3,89<br>P 22,6 F 11,0 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>6 Ha (each 1,2 × 1,2) 1 Ha (0,9 × 0,9) | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V a.c.<br>12,5kn |

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|---|---|---|---|---|---|---|
| 7424994<br>9GZV<br>316653<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFKO 306**<br>ex Oryong No. 102-81<br>ex Haeng Bok No. 703-78<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Takoradi Ghana | **439**<br>216<br>— | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (133)<br>57,87<br>49,00 8,59 3,89<br>P 22,6 F 11,6 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>6 Ha (each 1,2 × 1,2) 1 Ha (0,9 × 0,9) | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V a.c.<br>12,25kn |
| 7425003<br>9GZW<br>316654<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFKO 307**<br>ex Oryong No. 103-81<br>ex Haeng Bok No. 705-78<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Takoradi Ghana | **440**<br>216<br>— | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (135)<br>57,87<br>49,00 8,59 3,89<br>P 22,6 F 11,6 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>6 Ha (each 1,2 × 1,2) 1 Ha (0,9 × 0,9) | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V a.c.<br>13kn |
| 7416466<br>9GZX<br>316655<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFKO 308**<br>ex Oryong No. 105-81<br>ex Haeng Bok No. 706-78<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Sajo Industrial Co. Ltd.<br>Takoradi Ghana | **450**<br>211<br>561 | KR | **1974** Miho Zosensho K.K.—Shimizu (1002)<br>57,10 3,610<br>48,54 8,79 3,99<br>P 19,9 B 7,1 F 11,6 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft<br>In.436<br>2 Ha (each 1,3 × 1,3)<br>Der 1(0,5) | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V a.c.<br>12kn |
| 7738151<br>9GTQ<br>316633<br>Df Esd<br>Gc Rdr<br>RT | **AFKO 310**<br>ex Afko 302-82<br>ex Kaisei Maru No. 38-79<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **253**<br>108<br>— | KR | **1966** K.K. Ichikawa Zosensho—Ise<br>46,31 7,42<br>37,90 7,41 3,41<br>F 4,0 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>In.188 | Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW a.c.<br>8kn |
| 6926799<br>9GXF<br>316604<br>Df Esd<br>Gc Rdr<br>RT | **AFKO 311**<br>ex No Catch No Pay-82<br>ex Kuroshio Maru No. 78-75<br>**Afko Fisheries (Ghana) Co. Ltd.**<br>Takoradi Ghana | **284**<br>118<br>— | | **1969** Miho Zosensho K.K.—Shimizu (710)<br>40,49 8,41 3,252<br>33,99 8,39 3,79<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW<br>11kn |
| 7048829<br>WH2319<br>271628 | **AFOGNAK**<br>ex BSP 1926 ex Pvt. Jack Carson<br>**Kodiak Fishing Co.**<br>Juneau, Ak United States of America | **197**<br>159<br>— | | **1944** Maritime Shipyards—Seattle, Wa<br>*24,94* 7,98<br>2,42 | **Wood TM Fishing** | Oil<br>230bhp (169kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7416038<br>GUTR<br>362616<br>Esd Rdr<br>RT | **AFON ALAW**<br>**Risdon Beazley Marine Ltd.**<br>Beaumaris United Kingdom | **164**<br>4<br>189 | ✠**100A1** SS 7/82<br>tug<br>✠**LMC**<br>EL D $\frac{7}{8}$"U2<br>FN 244 | **1975**-6 Scheepsw. "De Hoop" B.V.—Hardinxveld (734)<br>26,85 7,47 2,985<br>22,71 7,21 3,51<br>RFD 12,2 1 dk<br>rf 305<br>4BH WB25T | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 440V 60Hz a.c.<br>10kn |
| 7416026<br>GUTS<br>362617<br>Esd Rdr<br>RT | **AFON BRAINT**<br>**Risdon Beazley Marine Ltd.**<br>Beaumaris United Kingdom | **164**<br>4<br>189 | ✠**100A1** SS 7/79<br>tug<br>✠**LMC**<br>EL D $\frac{7}{8}$"U2<br>FN 244 | **1975**-6 Scheepsw. "De Hoop" B.V.—Hardinxveld (733)<br>26,85 7,47 2,979<br>22,71 7,21 3,51<br>RFD 12,2 1 dk<br>rf 305<br>4BH WB25T | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 440V 60Hz a.c.<br>10kn |
| 6705250<br>Df RTv | **AFON GOCH**<br>ex Karet-82<br>**Holyhead Towing Co. Ltd.**<br>Beaumaris United Kingdom | **224**<br>—<br>— | ✠**100A1** SS 10/81<br>tug<br>✠**LMC**<br>EL (d)<br>FN 379 | **1967**-4 Richards (Shipbuilders) Ltd.—Lowestoft (490)<br>33,02 8,97 3,658<br>29,04 8,54 4,50<br>RAD 1,6<br>rf 610 BK 152<br>3BH WB80t | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 254 × 305 sr & dr geared to sc. shaft<br>English Electric Co. Preston<br>Gen 2 × 67kW 220V d.c.<br>Fuel 117,0t (d.o.) 10kn |
| 5279618<br>GSAR<br>184731<br>RTv | **AFON LAS**<br>ex Plateau-74<br>**Holyhead Towing Co. Ltd.**<br>Beaumaris United Kingdom | **159**<br>—<br>— | ✠**100A1** SS 2/81<br>tug<br>U.K., Eire and between the River Elbe & Brest<br>✠**LMC**<br>EL (b)<br>FN 289 | **1952**-10 Henry Scarr Ltd.—Hessle (668)<br>28,30 7,37<br>25,91 7,32 3,81<br>R rf 305 BK 152<br>4BH | **TM Tug** | 2 Oil 2SA each 4Cy. 370 × 485<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 36kW 110V d.c.<br>Fuel 26,5t (d.o.) 10kn |
| 6810524<br>SWGU<br>3298<br>Df Esd<br>Gc Rdr<br>RTv | **AFOVOS**<br>**Afovos Shipping Co. S.A.**<br>Piraeus Greece | **35 477**<br>25 472<br>66 834 | AB | **1968** Kure Zosensho—Kure (129)<br>223,96(BB) 32,31 13,701<br>213,01 32,26 19,00<br>P 38,8 F 21,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 15,1 30,4 15,1 30,4 15,1 30,4 17,4 ER<br>G.77 324 HeCls. B<br>10 Ha (stl) (each 10,4 × 16,1) ER<br>Cr 2(10) | Oil 2SA 6Cy. 900 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 401,0t (d.o.) 3 999,5t (hvf)-49,0pd<br>15,5kn |
| 5004001<br>Gc Rdr<br>RT | **AFPET-5**<br>ex Marie S. Moran-62<br>**Texaco Africa Ltd.**<br>Freetown Sierra Leone | **124**<br>13<br>— | | **1936** Pennsylvania Shipyards Inc.—Beaumont, Tx (74)<br>27,13 6,76<br>25,61 6,71 3,20 | **M Tug** | Oil 4SA 6Cy. 370 × 535<br>Winton Eng. Corp. Cleveland, Oh |
| 5004013<br>9GTG<br>316509<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AFRAM RIVER**<br>**Black Star Line Ltd.**<br>Takoradi Ghana | T.Mk<br>**4 866**<br>2 760<br>—<br>**7 356**<br>4 670<br>9 937 | ✠**100A1** CS 1/76<br>tunnel side tanks—vegetable oil<br>✠**LMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3652 | **1962**-9 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (314)<br>140,49 18,90 —/8,516<br>125,00 18,31 10,90<br>P 7,7 F 13,8 2 dks<br>rf nil<br>Coll BH to U dk 6 to 2nd dk WB1955t incl. Tunnel tanks 669t | **M General Cargo**<br>Ref 12P<br>5 Ho 15,3 22,4 20,2 20,2 15,7<br>G.14 718 B.13 225<br>5 Ha (stl) (5,9 × 6,3) (14,9 12,6 12,6 × 6,9) (7,3 × 6,3)<br>Der 1(80) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>4 500bhp (3 310kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 128lbf/in$^2$ (8,9bar)<br>Gen 3 440V 60Hz a.c.<br>Fuel (d.o.) |

**LAID UP — SURVEYS OVERDUE 1/81**

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|---|---|---|---|---|---|---|
| **7358183**<br>A8KX<br>5043<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN ENERGY**<br>**Afran Transport Co.**<br>Monrovia Liberia | **47 133**<br>33 974<br>98 912 | AB | **1975** Taiwan SB. Corp.—Keelung (49)<br>252,99(BB) 36,89 16,612<br>239,99 36,78 20,60<br>F 20,8 1 dk<br>rf 51 | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 116 986 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulze<br>Ishikawajima Harima Heavy Ind. Japar<br>Gen 1 × 660kW 2 × 460kW a.c.<br>Fuel 199,0t (d.o.) 3 200,0t (hvf)-68,0pd<br>16,25kr |
| **7343138**<br>D5TP<br>6631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN EQUATOR**<br>ex Geroi Kerchi-79<br>ex Interoceanic II-78<br>Launched as Robcap VI<br>**Afran Bahamas Ltd.**<br>Monrovia Liberia | **58 336**<br>43 467<br>112 745 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ut 715,0/90,0U3<br>FN 15187<br>(RS) | **1978**-2 Swan Hunter Shipbuilders Ltd.<br>—Haverton Hill (68)<br>260,31(BB) 40,75 15,177<br>249,99 40,70 20,05<br>F 24,7 1 dk<br>rf nil<br>7BH WB15633T incl. clean ballast tanks 11098T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 135 269 | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulze<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgov<br>2 WTAuxB 36kgf/cm² (35,3bar) Spt 31kgf/cm² (30,4bar) hs1068,4<br>e(ex.g) 39kgf/cm² (38,3bar) Spt 31,5kgf/cm² (30,9bar)<br>Gen 1 × 900kW 2 × 650kW 440V 60Hz a.c.<br>16kr |
| **7370856**<br>A8FH<br>4897<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN HORIZON**<br>ex Orion Constellation-79<br>**Afran Bahamas Ltd.**<br>Monrovia Liberia | **60 491**<br>45 719<br>123 969 | **✠100A1** SS 3/79<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL Ut 3⅝"U3<br>FN 15542 | **1974**-10 Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (249)<br>259,09(BB) 40,67<br>247,00 40,61 22,31<br>F 21,7 1 dk<br>rf nil<br>9BH WB19317T incl. 13830T clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 147 755 | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulze<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs573,9<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 457,0t (d.o.) 6 140,0t (hvf) |
| **7381556**<br>A8KI<br>5028<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AFRAN JUPITER**<br>**Afran Transport Co.**<br>Monrovia Liberia | **19 459**<br>14 482<br>31 190 | AB | **1975** Korea SB. & Eng. Corp.—Busan (160)<br>183,62(BB) 25,96 10,980<br>172,22 25,91 14,33<br>P 36,3 B 16,5 F 18,0 1 dk<br>rf nil | **M Tanker**<br>SBT<br>22 Ta ER<br>L.(oil) 40 513 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Hitachi Zosen Japar<br>Gen 2 × 680kW 440V 60Hz a.c.<br>Fuel 263,0t (d.o.) 2 495,5t (hvf)-46,0pd<br>15,5kn |
| **7226304**<br>D5GY<br>6304<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN LEEWARD**<br>ex Evita Dan-78 ex Evina-76<br>**Afran Bahamas Ltd.**<br>Monrovia Liberia | **47 869**<br>34 282<br>97 693 | NV | **1972** Uddevallavarvet A/B—Uddevalla (245)<br>255,28(BB) 39,02 14,382<br>244,51 38,94 19,03<br>F 28,1 1 dk<br>rf 102 | **M Tanker**<br>SBT<br>14 Ta ER<br>L.(oil) 119 974 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 576kW 1 × 552kW 440V 60Hz a.c.<br>Fuel 3 101,0t (hvf)-68,0pd 16,5kn |
| **7373585**<br>6ZAV<br>6076<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN METEOR**<br>ex Janet-80<br>**Afran Bahamas Ltd.**<br>Monrovia Liberia | **60 886**<br>47 612<br>127 505 | AB NK | **1975** Kurushima Dock Co. Ltd.—Onishi (781)<br>273,01(BB) 42,04 16,617<br>260,00 41,99 23,53<br>F 21,7 1 dk<br>rf 152 | **M Tanker**<br>Mchy.aft<br>L.(oil) 159 418 | Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 2160kW a.c.<br>16,5kn |
| **7381568**<br>A8QC<br>5180<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AFRAN NEPTUNE**<br>**Afran Transport Co.**<br>Monrovia Liberia | **19 459**<br>14 482<br>31 185 | AB | **1975** Korea SB. & Eng. Corp.—Busan (161)<br>183,62(BB) 25,96 10,980<br>172,22 25,91 14,33<br>P 36,3 B 16,5 F 18,0 1 dk<br>rf nil | **M Tanker**<br>SBT<br>22 Ta ER<br>L.(oil) 35 794 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Hitachi Zosen Japan<br>Gen 2 × 680kW 440V 60Hz a.c.<br>Fuel 2 469,0t (hvf)-45,5pd 16kn |
| **7363487**<br>ELCB6<br>7227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN OCEAN**<br>ex Ocean Park-82<br>**Afran Transport Co.**<br>Monrovia Liberia | **151 220**<br>126 196<br>323 094 | **✠100A1** SS 6/79<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL (F*) 4$\frac{7}{16}$"U3<br>FN 27975<br>KR | **1974**-8 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (229)<br>347,94 53,37 24,829<br>327,95 53,29 32,01<br>P 38,1 F 28,7 1 dk<br>rf nil<br>12BH WB41800T incl. 28154T in clean ballast tanks | **TS Tanker**<br>Storage IGS<br>24 Ta ER<br>L.(oil) 400 510 | 4 S Turb dr geared to 2 sc. shafts<br>37 400shp (27 510kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 WTB 75kgf/cm² (73,6bar) Spt 515°C 65kgf/cm² (63,8bar) hs1766,6<br>Gen 2 × 1172kW 450V 60Hz a.c.<br>14,5kn |
| **7373987**<br>5LTC<br>5630<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN SKY**<br>ex Arco Independence-82<br>ex Runa-76<br>**Gulf Oil Corp.**<br>Monrovia Liberia | **77 588**<br>59 325<br>150 441 | AB | **1976** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1063)<br>280,47(BB) 53,70 15,241<br>268,03 53,61 20,02<br>F - 1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 189 467 HeCls. BC<br>Cr 1(5) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 1030kW a.c.<br>Fuel 740,5t (d.o.) 6 732,0t (hvf)-99,5pd<br>16kn |
| **7373872**<br>ELFT<br>5911<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN STAR**<br>ex Arco Mariner-82<br>**Gulf Oil Corp.**<br>Monrovia Liberia | **76 547**<br>59 070<br>153 843 | AB | **1977** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1781)<br>280,02(BB) 15,241<br>268,03 53,61 20,02<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 186 692 | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>16kn |
| **7372024**<br>D5AX<br>6146<br>Df Esd<br>Gc Rdr<br>RT | **AFRAN STREAM**<br>ex Mantinia-77<br>**Afran Bahamas Ltd.**<br>Monrovia Liberia | **61 372**<br>46 915<br>128 300 | AB | **1975** Hitachi Zosen—Innoshima (4414)<br>266,68(BB) 16,790<br>255,00 41,38 22,18<br>1 dk | **M Tanker**<br>SBT COW IGS<br>10 Ta ER<br>L.(oil) 153 874 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 900kW 2 × 480kW a.c.<br>Fuel 4 742,0t (hvf)-78,0pd 14,5kn |
| **7373884**<br>ELFY<br>5912<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRAN SUN**<br>ex Arco Discovery-82<br>**Gulf Oil Corp.**<br>Monrovia Liberia | **76 547**<br>59 070<br>153 829 | AB | **1977** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1782)<br>280,02 15,241<br>268,03 53,61 20,02<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>16kn |

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| **7129611**<br>D5PN<br>6526<br>Df Esd<br>Gc Rdr<br>RTv | **AFRAN ZENITH**<br>ex La Nina-79<br>**Afran Transport Co.**<br>Monrovia Liberia | **48 645**<br>36 306<br>96 716 | ✠**100A1** SS 9/81<br>oil tanker<br>✠**LMC**<br>EL St $3\frac{7}{16}$"U3<br>FN 14493 | **1972**-4 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (230)<br>268,46(BB) 39,07 14,174<br>252,00 39,01 18,50<br>P 9,5 F 27,5 1 dk<br>rf 152<br>11BH WB15327t incl. 7838t in clean ballast tanks DTf5182t | **M Tanker**<br>Storage IGS<br>21 Ta ER<br>L.(oil) 129 066 HeCls. BC<br>7W Der 4(10) 2(5) 2(2) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTAuxB primary 55kgf/cm$^2$ (54,0bar) secondary 15,5kgf/cm$^2$ (15,2bar) Spt 12,5kgf/cm$^2$ (12,3bar)<br>AuxB (Comp) 12,5kgf/cm$^2$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 2 × 640kW 1 × 600kW 450V 60Hz a.c.<br>Fuel 5 215,5t (hvf) 16kn |
| **7301879**<br>6ZQX<br>4194<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AFRAN ZODIAC**<br>**Afran Transport Co.**<br>Monrovia Liberia | **104 150**<br>85 023<br>231 430 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2270)<br>317,03(BB) 50,04 20,797<br>300,01 49,99 27,01<br>1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>23 Ta ER<br>L.(oil) 276 002 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1500kW 2 × 750kW 440V 60Hz a.c.<br>Fuel 11 799,5t (hvf)-155,5pd 16,5kn |
| **7342964**<br>GUPX<br>363591<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AFRIC STAR**<br>**Glencairn Shipping Co. Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | T.Mk<br>**7 618**<br>3 438<br>9 680<br>**9 784**<br>5 428<br>11 092 | ✠**100A1** SS 12/79<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Bt 2"U3<br>FN 4886 | **1975**-2 Smith's Dock Ltd.—South Bank, Middlesbrough (1328)<br>155,81(BB) 21,37 8,560/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB2690T incl. DT548T | **M General Cargo**<br>Ref.<br>5 Ho 20,5 12,3DTp&s 8,2DTp&s 23,8 20,2 20,2 ER 17,8<br>11 TwD ER 2 TwD<br>In.13 190<br>5 Ha (stl) (7,4 10,5 10,5 10,5 × 7,0) ER (9,7 × 7,0)<br>Cr 6(5) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 816kW 2 × 625kW 450V 60Hz a.c.<br>Fuel 2 634,5t (hvf) 24kn |
| **7427570**<br>ICIE<br>720<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICA**<br>**Lloyd Triestino S.p.A. di Navigazione**<br>Trieste Italy | **27 835**<br>15 281<br>23 942 | ✠**100A1** CS 4/81<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Lt $3\frac{1}{16}$"U2<br>FN 9345<br>RI | **1977**-1 Italcantieri S.p.A.—Genova (4332)<br>208,13(BB) 30,56 10,691<br>191,88 30,51 18,19<br>B & F 175,6 1 dk<br>rf nil<br>NS 6BH WB8658T incl. DTf805T STs in Nos. 3, 4 & 5 holds 4485T UnDk 1121T | **S Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>6 Cell.Ho 12,5 12,5 29,1 29,1 29,1 ER 27,2<br>G.43 254 In.4 844<br>TEU 1309<br>C.Ho 653/20' 120/40' incl. 107 ref C. C.Dk 416/20'<br>10 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>37 479shp (27 568kW) GEC<br>Cantieri Navali Riuniti Genova<br>2 WTB 77kgf/cm$^2$ (75,6bar) Spt 513°C 65kgf/cm$^2$ (63,8bar) hs4524,3<br>AuxB 10kgf/cm$^2$ (9,9bar)<br>sg 9,3kgf/cm$^2$ (9,2bar)<br>Gen 1 × 2000kW 2 × 900kW 450V 60Hz a.c.<br>Fuel 5 914,5t (o.f.)-132,0pd 23kn |
| **6504175**<br>SWYS<br>7770<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AFRICA**<br>ex Frubel America-80<br>**Nerium Maritime Corp.**<br>European Navigation Inc.<br>Piraeus Greece | T.Mk<br>**5 021**<br>3 116<br>4 822 | AB | **1965** J. Boel et Fils S.A.—Tamise/Temse (1420)<br>133,99 18,04 6,622<br>124,01 18,01 11,41<br>3 dks, pt 4th dk fwd<br>rf nil | **M General Cargo**<br>Ref. 2P<br>4 Ho 24,2 20,5 20,5 21,4<br>B.141 In.8 751<br>4 Ha (each 7,8 × 5,1)<br>8W Der 8(5) | Oil 2SA 7Cy. 700 × 1200<br>9 350bhp (6 877kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 4 × 390kW 440V 60Hz a.c.<br>Fuel 1 662,0t (hvf) 20kn |
| **5056937**<br>CLCZ<br>Df Esd<br>Gc Rdr | **AFRICA CUBA**<br>ex Golden Moon-78<br>ex Cabo San Roque-77<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **14 182**<br>7 450<br>7 542 | (RI)<br>✠Classed LR until 19/1/82<br>**BROKEN UP** | **1957**-8 Soc. Espanola de Const. Nav. —Bilbao (75)<br>169,58 21,09 8,300<br>155,00 21,01 13,59<br>B 102,8 3 dks, 4th dk except in mchy. space<br>RW rf nil DK fwd | **TM Passenger/General Cargo**<br>Ref 841bth P<br>5 Ho<br>G.7 099 In.518<br>14W Der 1(19,75) 14(4,75) | 2 Oil 2SA each 10Cy. 720 × 1250<br>14 600bhp (10 739kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 1 829,0t (d.o.) 20kn |
| **5421194**<br>H9JC<br>11131-LI<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AFRICA FREEZER**<br>ex Passat Universal-82<br>ex Letaba-79 ex S. A. Letaba-77<br>ex Letaba-66<br>**Navy Eagle Compania Naviera S.A.**<br>Enterprises Shipping & Trading S.A.<br>Panama Panama | **6 477**<br>3 691<br>10 384 | ✠LR class withdrawn-Owner's request 8/82 | **1963**-12 Greenock Dockyard Co. Ltd. —Greenock (503)<br>158,63 21,01 7,621<br>144,48 20,96 12,22<br>F 36,6 1 dk & S dk, 3rd dk fwd of mchy. space<br>rf nil | **M General Cargo** OSD<br>Ref.<br>6 Ho 21,0 18,2 18,2 18,2 14,6 15,8<br>In.14 216<br>1 Ha (stl) (6,4 × 5,0) 5 Ha (stl) (each 6,4 × 6,6)<br>12W Der 2(10) 10(5) | Oil 2SA 9Cy. 620 × 1400<br>9 650bhp (7 098kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Fuel 1 891,0t (hvf) 17kn |
| **7402374**<br>JKJD<br>119191<br>Df Esd<br>Gc Rdr<br>RT | **AFRICA MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japan | **74 943**<br>27 910<br>137 061 | NK | **1977** Sumitomo Heavy Industries Ltd. —Oppama Shipyard, Yokosuka (980)<br>267,01(BB) 44,05 16,601<br>258,02 44,01 22,92<br>F 19,6 1 dk | **M Ore Carrier**<br>5 Ho 45,5 21,4 60,3 22,7 44,2 ER<br>G.80 227<br>1 Ha (stl) (14,0 × 10,8) 8 Ha (stl) (each 14,0 × 12,6) ER | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 750kW 450V a.c.<br>14,75kn |
| **7813585**<br>JIOJ<br>119670<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **15 967**<br>10 067<br>18 685 | NK | **1979** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (966)<br>166,00(BB) 26,47 10,310<br>157,00 26,41 14,10<br>P 31,7 F 16,8 2 dks | **M General Cargo**<br>4 Ho ER<br>G.31 495 B.29 319<br>TEU 770<br>4 Ha (stl) ER<br>Cr 2(26) 4(16) | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW 450V a.c.<br>Fuel 255,0t (d.o.) 1 600,5t (hvf)-41,0pd 16,25kn |
| **7125328**<br>GUPG<br>363555<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICA PALM**<br>ex Joruna-74<br>**Palm Line Ltd.**<br>London United Kingdom | T.Mk<br>**6 209**<br>2 957<br>10 099<br>**10 008**<br>5 451<br>14 067 | **100A1** SS 6/81<br>DTsf&a—vegetable oil<br>**LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4530<br>(NV) | **1972** VEB Warnowwerft Warnemuende —Warnemuende (376)<br>152,86(BB) 20,38 7,589/9,399<br>140,70 20,30 11,89<br>P 50,0 F 29,0 2 dks<br>rf 102 DK<br>6BH WB1905T | **M General Cargo**<br>4 Ho 21,6 9,6DT 11,4DTp&s 31,6 32,8 ER 22,2 9,8DTp&s 7,2DT<br>G.19 250 B.17 538 L.1 907<br>6 Ha (stl) (12,3 × 8,4) (21,2p&s 19,7p&s × 7,8) ER (13,8 × 10,9)<br>15W Der 1(80) 2(22) 1(8) 6(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>WTAuxB (o.f.) 10kgf/cm$^2$ (9,9bar) hs116,0<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 452kW 380V 50Hz a.c.<br>Fuel 330,0t (d.o.) 1 151,5t (hvf)-42,5pd 18,5kn |
| **5080689**<br>H9GM<br>9209-P<br>EXT-F<br>Esd Rdr<br>RT | **AFRICA QUEEN**<br>ex Atlantique-80<br>ex Corvette No. 3-75<br>**Africatours**<br>Panama Panama | **457**<br>102<br>— | BV | **1953** Forges & Ch. de La Mediterranee —Le Havre<br>42,07 8,82 2,880<br>40,01 8,77 4,20<br>F 14,1 1 dk | **M Pilot Tender**<br>2W | 2 Oil 4SA each 6Cy. 220 × 320 geared to sc. shaft<br>800bhp (588kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>Fuel 77,0t (d.o.) 13kn |

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| **8020575**<br>HOWR<br>1086<br>9-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICA UNITY**<br>**Dawn Maritime Corp. S.A.**<br>Panama Panama | **30 921**<br>22 122<br>58 420 | BV (Class cont.) | **1982** China SB. Corp. (Keelung Division)<br>—Keelung (190)<br>222,99 12,401<br>213,01 32,20 17,81<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| **7376355**<br>S6CD<br>356878<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN ADDAX**<br>**Plover Marine Corp.**<br>Singapore Singapore | **39 995**<br>30 958<br>83 453 | NK | **1975** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (832)<br>243,49 35,31 14,275<br>233,00 35,23 19,00<br>F 18,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 104 676 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 3 363,0t-68,0pd 15,75kn |
| **7800368**<br>D5FQ<br>6270<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AFRICAN AZALEA**<br>**Carlos Shipping Ltd.**<br>Monrovia Liberia | **5 360**<br>3 375<br>8 986 | AB | **1978** Shimoda Dockyard Co. Ltd.<br>—Shimoda (284)<br>135,52 19,05 6,322<br>128,02 19,00 8,51<br>P 24,4 F 10,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho ER<br>G.11 338 HeCls. B<br>4 Ha (stl) (13,3 12,5 12,5 12,5 × 8,9) ER<br>Cr 2(10) | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>Fuel 121,0t (d.o.) 763,5t (hvf)-16,5pd 15kn |
| **7812464**<br>D5MT<br>6454<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AFRICAN BEGONIA**<br>**Buttercup Shipping Ltd.**<br>Monrovia Liberia | **5 377**<br>3 393<br>8 944 | AB | **1979** Shimoda Dockyard Co. Ltd.<br>—Shimoda (290)<br>135,52(BB) 19,05 6,319<br>128,00 19,00 8,49<br>P 24,4 F 10,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho ER<br>G.11 338 HeCls. B<br>4 Ha (stl) (13,3 12,7 12,7 12,7 × 8,9) ER<br>Cr 2(22) | Oil 2SA 6Cy. 520 × 900<br>5 000bhp (3 678kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 380kW a.c.<br>Fuel 118,0t (d.o.) 708,0t (hvf)-16,0pd 15kn |
| **8005719**<br>ELAG5<br>6849<br>Df Esd<br>Gc Rdr<br>RT | **AFRICAN CAMELLIA**<br>**African Camellia Shipping Ltd.**<br>Monrovia Liberia | **5 085**<br>3 148<br>8 996 | AB | **1980** Shimoda Dockyard Co. Ltd.<br>—Shimoda (311)<br>135,52 19,05 6,322<br>128,00 19,00 8,51<br>P 24,4 F 10,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho ER<br>G.11 338 HeCls. B<br>4 Ha (stl) (13,3 12,7 12,7 12,7 × 8,9) ER<br>Cr 2(22) | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 326kW a.c.<br>15kn |
| **8005721**<br>ELAG6<br>6850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN DAHLIA**<br>**African Dahlia Shipping Ltd.**<br>Monrovia Liberia | **5 085**<br>3 148<br>8 996 | AB | **1980** Shimoda Dockyard Co. Ltd.<br>—Shimoda (312)<br>135,52 19,05 6,322<br>128,02 19,02 8,51<br>P 24,4 F 10,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho ER<br>G.11 338 B.391 HeCls. B<br>4 Ha (stl) (13,3 12,7 12,7 12,7 × 8,9) ER<br>Cr 2(22) | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>15kn |
| **8014942**<br>ELAS8<br>6948<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN EVERGREEN**<br>**African Evergreen Shipping Ltd.**<br>Monrovia Liberia | **5 222**<br>3 292<br>9 122 | AB | **1981** Shimoda Dockyard Co. Ltd.<br>—Shimoda (315)<br>135,52 19,05 6,316<br>128,02 19,00 8,51<br>P 24,4 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft<br>G.11 326 B.11 071<br>Cr 3(3-5) | Oil 2SA 8Cy. 370 × 880<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>15kn |
| **6525791**<br>HOCF<br>9898<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AFRICAN EXPRESS**<br>ex Yamagata Maru-79<br>**African Express Shipping Co.**<br>Panama Panama | **9 777**<br>5 836<br>12 511 | BV (NK) | **1965** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1620)<br>160,99(BB) 23,04 9,300<br>150,02 22,99 12,81<br>P 9,8 F 25,0 2 dks, pt 3rd dk<br>RW rf 318 | **M General Cargo**<br>Ref 4P<br>6 Ho 17,7 19,9 18,3 19,9 21,5 18,0<br>G.20 909 B.19 261 In.489<br>6 Ha (stl) (8,2 × 4,5) (11,0 × 6,4) (11,9 14,4 13,5 × 8,0) (9,6 × 3,9)<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 6Cy. 850 × 1600<br>13 000bhp (9 562kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 480kW 450V 60Hz a.c.<br>Fuel 1 481,5t (hvf)-45,0pd 19,5kn |
| **7422843**<br>PCEU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN EXPRESS**<br>**Motorschip African Express B.V.**<br>Vroon B.V.<br>Breskens Netherlands | **9 120**<br>6 316<br>15 210 | ✠100A1<br>✠LMC<br>EL Z 522,5/54,0U2<br>FN 4425 | **1979**-4 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (912)<br>144,02 20,48 8,865<br>137,50 20,44 11,74<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U. dk, 1BH to 2nd dk, WB3916T incl. No. 3 hold 1786T | **M General Cargo**<br>5 Ho 21,0 31,1 11,4 22,7 ER 24,3<br>G.21 379 B.19 636<br>TEU 82 C.Dk 82/20'(40')<br>5 Ha (stl) (11,5 × 6,6) (12,8 13,5 12,8 × 8,4) ER (11,4 × 6,6)<br>10W Der 1(80) 10(5-10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 119,0t (d.o.) 1 055,5t (hvf)-85,0pd<br>15kn |
| **8014954**<br>ELAS9<br>6949<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN FERN**<br>**African Fern Shipping Ltd.**<br>Monrovia Liberia | **5 222**<br>3 292<br>9 124 | AB | **1981** Shimoda Dockyard Co. Ltd.<br>—Shimoda (316)<br>135,01 19,05 6,316<br>128,02 19,00 8,51<br>P 24,4 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.11 326 B.11 071 HeCls. B<br>4 Ha (stl) (13,3 12,5 12,5 12,5 × 8,9) ER<br>Cr 3(3-5) | Oil 2SA 8Cy. 370 × 880<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>15kn |
| **8025381**<br>ELAT2<br>6950<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN GARDENIA**<br>**African Gardenia Shipping Ltd.**<br>Monrovia Liberia | **5 220**<br>3 290<br>9 122 | AB | **1981** Shimoda Dockyard Co. Ltd.<br>—Shimoda (317)<br>135,52 19,05 6,316<br>128,02 19,00 8,51<br>P 24,4 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.11 326 B.11 071 HeCls. B<br>4 Ha (stl) (13,3 12,5 12,5 12,5 × 8,9) ER<br>Cr 3(3-5) | Oil 2SA 8Cy. 370 × 880<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 380kW a.c.<br>15kn |
| **8100985**<br>JFYN<br>125200 | **AFRICAN HIGHWAY**<br>**Kobe Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **9 575**<br>4 810<br>9 190 | NK | **1982** Kurushima Dock Co. Ltd.—Onishi (2206)<br>7,802<br>142,91 27,61 11,59 | **M Vehicles Carrier** | Oil<br>9 300bhp (6 841kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |

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| 7010743<br>ELBK6<br>7090<br>Df Esd<br>Gc Rdr<br>RTv | **AFRICAN HYACINTH**<br>ex Oliver-81<br>**African Hyacinth Shipping Ltd.**<br>Monrovia Liberia | T.Mk<br>**1 320**<br>1 098<br>2 699 | GL | **1970** Elsflether Werft A.G.—Elsfleth/Weser (368)<br>81,59 12,68 5,179<br>74,99 12,60 7,40<br>2 dks<br>len 77 | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 3 866 HeCls. B | Oil 4SA 6Cy. 400 × 580<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 64kW 1 × 26kW 230/380V 50Hz a.c.<br>Fuel 202,0t (d.o.)-7,0pd 12,5kn |
| 7117527<br>ELAM5<br>6897<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AFRICAN MARINER**<br>ex Covadonga 1-80<br>ex Covadonga-80 ex Rhodos-78<br>ex Peter Bornhofen-73<br>**Weskit Corp.**<br>Monrovia Liberia | T.Mk<br>**6 321**<br>3 382<br>9 589<br>**8 895**<br>5 534<br>12 589 | GL | **1971** A.G. "Weser" Werk Seebeck —Bremerhaven (956)<br>155,23(BB) 21,75 8,002/9,181<br>145,01 21,71 12,10<br>P 27,2 F 32,0 2 dks<br>rf nil | **M General Cargo**<br>4P<br>5 Ho 14,7 20,8 26,2 27,2 14,7<br>G.20 286 B.18 581<br>8 Ha (stl) (7,7 × 6,0) (13,3 13,3 × 10,3) (19,5 19,5 19,5 19,5 13,4 × 7,7)<br>16W Der 1(60) 10(5-12) 6(5-10) 1(1) | Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>12 600bhp (9 268kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 310kW 380V 50Hz a.c.<br>Fuel 168,5t (d.o.) 1 335,0t (hvf) 20kn |
| 6822072<br>HPBI<br>8409<br>-77A<br>Df Esd<br>Gc Rdr<br>RTh | **AFRICAN TRADER**<br>ex Jolly Giallo-80 ex Maheno-77<br>**Thames Marine Ltd. S.A.**<br>Orconsult Shipping Co. Ltd.<br>Panama Panama | **2 998**<br>1 195<br>— | ✠**100A1** CS 4/79<br>TwDf—oil FP above 65,5C. or vegetable oil<br>✠**LMC**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3845 | **1969**-4 Robb Caledon Shipbuilders Ltd. —Dundee (551)<br>130,99 19,23 6,624<br>122,41 19,21 12,20<br>B 25,6 2 dks<br>rf 152<br>NS Coll BH to U dk 4 to 2nd dk WB1390t | **TM RoRo Cargo/General Cargo**<br>Pallets<br>Stern door<br>1 Ho 64,0 ER<br>1 Ha (stl) (9,2 × 4,0) ER<br>Cr 1(1) | 2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shafts<br>13 020bhp (9 577kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 500kW 440V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 599,5t (d.o.) |
| 7110361<br>HO6466<br>9866-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AFRICAN TRADER I**<br>ex Svanur-82 ex Sofia Lasson-73<br>**Universal Seatrading Co. S.A.**<br>Panama Panama | **375**<br>215<br>818 | BV | **1971** P/F Skala Skipasmidja & Handelsvirki —Skala (17)<br>57,76 10,32 3,461<br>52,30 10,29 5,77<br>P 13,8 F 9,2 2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>2 Ho 17,9 17,3 ER<br>In.1 382<br>2 Ha (stl) (each 6,0 × 4,8) ER<br>2W Der 2(3) | Vee Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 165kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 78,0t (d.o.) 12kn |
| 5163431<br>HO3295<br>1072<br>9-81<br>Df Esd<br>RTm | **AFRICAN VIOLET**<br>ex Antoinette Castro-80<br>ex Irmgard Horn-69<br>**Mercury Corp.**<br>Panama Panama | T.Mk<br>**520**<br>195<br>656<br>**826**<br>448<br>856 | GL | **1959** J. J. Sietas K.G. Schiffswerft —Hamburg (455)<br>63,18 9,22 3,449/3,760<br>55,89 9,20 5,64<br>B 18,9 F 10,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho ER<br>G.943 In.997<br>2 Ha (each 7,1 × 3,5) ER<br>4W Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 130,0t (d.o.) 11,5kn |
| 6709476<br>3FUA<br>10619<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICAN VIOLET I**<br>ex African Violet-80<br>ex Dimitra F.-78 ex Venus-77<br>ex Iee Tai-76 ex Sankei Maru-76<br>**Mercury Corp.**<br>Panama Panama | **2 965**<br>2 012<br>5 020 | NK | **1966** Nipponkai Heavy Ind. Co. Ltd. —Toyama (131)<br>101,30 13,82 6,452<br>94,95 13,80 7,70<br>P 22,0 B 8,0 F 9,8 3 dks | **M General Cargo**<br>2 Ho ER<br>G.6 421 B.6 182<br>2 Ha (25,4 26,5 × 7,5) ER<br>12W Der 1(50) 2(20) 1(10) | Oil 4SA 6Cy. 520 × 860<br>3 200bhp (2 354kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 130kW 440V a.c.<br>Fuel 485,5t-10,5pd 13kn |
| 7905405<br>ZRKN<br>350893<br>Df Esd<br>Gc Rdr<br>RT | **AFRICANA**<br>**Government of The Republic of South Africa (Department of Agriculture & Fisheries - Sea Fisheries Institute)**<br>Cape Town/ Kaapstad South Africa | **2 451**<br>324<br>910 | ✠**100A1**<br>Ice Class 2<br>✠**LMC**<br>EL Q 440,0/38,0U2<br>FN 1598 | **1982**-2 Dorbyl Marine Pty. Ltd.—Durban (5700)<br>77,86 (BB) 15,40 5,719<br>68,51 15,26 8,06<br>F 18,3 2 dks<br>rf 1194<br>5BH to U dk. 4 to 2nd dk WB456T incl. DTa108T, DTf67T & midship deep tanks 193T | **D-E Research/Fishing**<br>Stern Trawler | 3 Oil 4SA each 6Cy. 325 × 370 total 4 200bhp (3 089kW) driving 3 gen. each 750kW 680V d.c. connected to 2 elec. motors each of 1 216shp (894kW) & sc. shaft<br>A.P.E.-Allen Ltd. Bedford<br>Gen 2 × 550kW 1 × 350kW 385V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| 7718266<br>3FHS<br>8856-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AFRICANSTAR**<br>**Panama Transworld Leasing S.A.**<br>J. R. Teihcson & Management Co. Ltd.<br>Panama Panama | **10 287**<br>7 104<br>16 016 | NK | **1978** Kanda Zosensho K.K.—Japan (229)<br>141,51 22,36 9,391<br>131,50 22,31 12,53<br>P 31,7 F 14,1 2 dks | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>17,25kn |
| 5307594<br>5ISG<br>100002<br>RT | **AFRIKA**<br>ex Salama-63<br>**Zanzibar Shipping Corp.**<br>Zanzibar Tanzania | **383**<br>235<br>— | ✠LR class withdrawn 5/11/82 | **1957**-9 Philip & Son Ltd.—Dartmouth (1292)<br>45,67 8,79 2,756<br>41,15 8,54 3,97<br>RFD 6,1 1 dk<br>RW rf 457 | **TM Buoy & Lighthouse Tender**<br>Mchy.aft | 2 Oil 2SA each 4Cy. 250 × 420<br>620bhp (456kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 40kW 1 × 15kW 220V d.c. |
| 7015690<br>350649<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AFRIKANER**<br>**Irvin & Johnson (Trawlers) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ Kaapstad South Africa | **806**<br>268<br>305 | ✠Classed LR until 1/72 | **1970**-10 Globe Engineering Works —Kaapstad/Cape Town (151)<br>60,97 11,76 4,090<br>52,58 11,74 7,40<br>B 6,1 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 17,9 ER<br>In.510<br>4 Ha (stl) (1,2 × 3,5) (1,1 × 1,4) (1,9 × 2,4) (1,5 × 1,6) ER<br>Der 1(1,5) | Oil 4SA 8Cy. 318 × 292<br>1 800bhp (1 324kW) Ruston<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 3 × 220kW 1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 244,0t (d.o.) 13kn |
| 7013252<br>HO7612<br>1043<br>5-80<br>Df Esd<br>Rdr<br>RTm/h/v | **AFRO STAR**<br>ex Amigo Star-79<br>ex Tove Lonborg-76<br>ex Marag Star-73<br>ex Vibeke Dania-70<br>**Amigo Star Corp.**<br>Panama Panama | T.Mk<br>**299**<br>167<br>848 | BV (NV) | **1970** Batservice Verft A/S—Mandal (588)<br>55,00 9,33 3,512<br>50,02 9,30 5,52<br>2 dks | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 548 B.1 398<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 10kn |
| 7940601<br>Df RT | **AFRODITA**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mazatlan Mexico | **104**<br>54<br>— | AB | **1976** Ast. Monarca—Guaymas (563)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |

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| **6412413**<br>DLYM<br><br>Df Esd<br>Rdr | **AFRODITE**<br><br>**Forde-Reederei G.m.b.H.**<br>Flensburg Federal Republic<br>of Germany | **675**<br>412<br>156 | <br><br>GL | **1964** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1108)<br>48,34 8,03 2,629<br>42,52 8,01 3,51<br>1 dk<br>RW len & widened 78 | **TM Ferry**<br>—P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 250 × 350<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| **6617776**<br>OZQI<br>D1325<br>Df Esd<br>Pfd Rdr<br>RTm | **AFRODITE**<br><br>**Steen Christiansen**<br>Skagen Denmark | **148**<br>70<br>163 | <br><br>BV | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,61 2,701<br>29,55 6,57 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 6,7 4,7 ER<br>2 Ha (stl) (each 1,6 × 1,2) ER<br>Der 1(0,5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,0t (d.o.) 11kn |
| **5107499**<br>SZQY<br>5427<br>Df Esd<br>Gc Rdr<br>RT | **AFROESSA**<br>ex Alexandros-79<br>ex Petrola 23-79<br>ex Petrola XXIII-76<br>ex Esso Gothenburg-75<br>ex Esso Nederland-62<br>**Golden Arrow Shipping & Trading Corp. S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **17 259**<br>9 967<br>28 587 | <br><br>AB | **1956** C. v.d. Giessen—Krimpen a/d Ijssel<br>(775)<br>191,42 25,20 10,262<br>183,24 25,15 12,96<br>P 38,1 B 14,7 F 25,0 1 dk<br>RW rf nil | **S Tanker**<br><br>30 Ta ER<br>L.(oil) 36 795 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel 2 674,0t (o.f.)-81,5pd 17kn |
| **6801080**<br>SVXV<br>5793<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AFROS**<br>ex Bore V-77<br>**United Livestock Carriers S.A.**<br>Piraeus Greece | T.Mk<br>**1 772**<br>824<br>3 143<br>**3 340**<br>1 939<br>3 937 | ✠**100A1** CS 3/78<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL t 1⅝"U2<br>FN 2076 | **1968**-4 Rauma-Repola Oy—Rauma/Raumo<br>(187)<br>100,01 14,56 5,557/6,217<br>92,21 14,50 8,01<br>Ba 17,1 RFD 8,6 F 15,6 2 dks<br>rf 76 len 71<br>Coll BH to U dk 4 to 2nd dk WB741t incl.<br>DTf68t DTa121t | **M RoRo Cargo/General Cargo**<br><br>Stern door/ramp<br>1 Ho 57,3 1 TwD 87,1 ER<br>G.7 089 B.6 051<br>3 Ha (stl) (14,3 8,9 8,9 × 8,6) ER<br>Cr 1(10) 2(5) | 2 Oil 4SA each 6Cy. 360 × 450 sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 3 × 164kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 334,5t (hvf)-10,0pd 14,5kn |
| **5018002**<br>EQGH<br><br>Df Esd<br>Rdr RT | **AFSHAR 2**<br>ex Rushan-77 ex Grace Ocean-77<br>ex Anita E.-76 ex Anita Schutt-75<br>**Mohamad, Khalil & Malek Afsharpour**<br>Khorramshahr Iran | **343**<br>164<br>487 | <br><br>(GL) | **1954** Hugo Peters—Wewelsfleth (71)<br>*49,20* 8,03 2,909<br>45,90 8,01 3,20<br>P 11,6 F 6,4 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 28,0 ER<br>G.668 B.646<br>2 Ha (10,4 10,5 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9kn |
| **5242926**<br>SYGY<br>5796<br>Df Esd<br>Gc Rdr<br>RTv | **AFSTRALOS**<br>ex Mount Keira-76<br>**Agile Shipping Co. S.A.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | **9 888**<br>4 874<br>13 930 | ✠**100A1** CS 7/79<br>ore carrier<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4489 | **1960**-5 The Broken Hill Pty. Co. Ltd.<br>—Whyalla (33)<br>156,29 19,69 8,637<br>147,83 19,51 10,85<br>P 31,1 B 6,4 F 18,9 1 dk<br>RW rf 102<br>7BH WB8617t | **M Ore Carrier**<br><br>4 Ho 21,9 24,3 24,3 24,3 ER<br>G.10 089<br>4 Ha (stl) (each 17,0 × 9,1) ER<br>6W Cr 4(1) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>Commonwealth Govt. Engine Works<br>Melbourne<br>AuxB 180lbf/in$^2$ (12,5bar) Spt<br>e(ex.g) 180lbf/in$^2$ (12,5bar)<br>Gen 2 × 325kW 1 × 300kW 220V d.c.<br>Fuel 550,5t (hvf) 12,5kn |
| **6506757**<br>SYMP<br>488<br>Df Esd<br>Gc Rdr<br>RTv | **AFTHOROS**<br>ex Olympic Garland-81<br>**Delnice Maritime Corp.**<br>Andros Greece | **38 347**<br>23 981<br>75 173 | <br><br>AB | **1965** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (630)<br>246,82 36,78 12,758<br>233,00 36,72 17,20<br>P 43,9 F 18,0 1 dk<br>RW rf nil | **M Tanker**<br>CBT<br>13 Ta ER<br>L.(oil) 86 213 HeCls. BC | Oil 2SA 10Cy. 900 × 1550<br>23 000bhp (16 918kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 192,0t (d.o.) 4 547,0t (hvf)-68,0pd<br>16,75kn |
| **5378610**<br>SV2078<br><br>Df Esd<br>Pfd RT | **AG-DIMITRIOS**<br>ex Veritas-73<br>**J. Dimitrios Diakakis**<br>Piraeus Greece | **140**<br>50<br>— | <br><br>(BV) | **1958** Ch. & At. de la Perriere—Lorient<br>29,01 6,91<br>27,01 3,46<br>1 dk | **M Fishing**<br>Side Trawler Ref<br><br>In.70<br>6 Ha (0,9 0,9 × 0,9) (0,9 0,9 0,9 0,9 × 0,9)<br>Der 2(2,5) | Oil 4SA 8Cy. 220 × 320<br>500bhp (368kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 31,0t (d.o.) 12kn |
| **7231751**<br>JK3585<br>110829<br>Rdr RT | **AGA MARU**<br><br>**Kure Matsuyama Ferry K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **420**<br>155<br>122 | | **1972** Imamura Zosen—Kure (186)<br>44,40 11,51 2,934<br>40,62 10,90 3,61<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 318dk P | 2 Oil 4SA each 6Cy. 260 × 320<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 80kW 225V a.c.<br>Fuel 26,0t-4,0pd 13kn |
| **7630464**<br>UUGU<br>M-33619 | **AGA NEYMATULLA**<br>ex Shelf-1-80<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **669**<br>154<br>193 | <br><br>RS | **1976** .............U.S.S.R.<br>60,64 10,47 3,141<br>4,86<br>1 dk | **M Research**<br><br>Ice strengthened | 2 Vee Oil 2SA each 12Cy. 230 × 300<br><br>U.S.S.R.<br>16,5kn |
| **6922341**<br>CNBF<br><br>Df Esd<br>Gc Rdr<br>RT | **AGADIR**<br>ex Prinz Hamlet II-74<br>ex Vikingfjord-70<br>**Compagnie Marocaine de Navigation (COMANAV)**<br>Casablanca Morocco | T.Mk<br>**3 777**<br>2 108<br>— | <br><br><br>GL | **1969** Jos. L. Meyer—Papenburg (545)<br>108,11(BB) 17,40 4,750<br>96,50 16,39 5,97<br>2 dks, pt 3rd and 4th dk | **TM Passenger/RoRo Cargo/Ferry**<br><br>349bth 111dk P<br>Bow door/ramp<br>Side door & ramp Stern door/ramp | 2 Vee Oil 4SA each 12Cy. 400 × 540<br>13 400bhp (9 857kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Thw. thrust propeller fwd<br>21,5kn |
| **5410016**<br>IJGG<br>130<br>Df Esd<br>Rdr RT | **AGADIR**<br><br>**Vittorio Abrignani Oriofrio**<br>Mazara del Italy<br>Vallo | **149**<br>71<br>— | <br><br>(RI) | **1963** G. Rondolini & Figli—Pesaro (19)<br>32,52 7,12 2,648<br>27,72 7,07 3,56 | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 270 × 260<br>375bhp (276kW) NE 66<br>Kloeckner Humboldt Deutz Koeln |
| **5424823**<br>HO5890<br>1082<br>3-81<br>Df Esd<br>Rdr RTm | **AGAETE**<br>ex Kai Khosrow-80<br>ex Eco Luisa-75<br>Launched as Monte Uno<br>**Bocatron Services Inc.**<br>Panama Panama | T.Mk<br>**495**<br>322<br>1 006<br>**1 113**<br>698<br>1 912 | ✠**100A1** SS 8/79<br><br>✠**LMC**<br>EL o 1⅜"SQ<br>FN 1151 | **1964**-4 S.A. Juliana Const. Gijonesa—Gijon<br>(136)<br>74,71 10,75 3,544/5,001<br>69,73 10,70 5,80<br>Ba 13,8 F 8,9 1 dk<br>rf nil<br>4BH WB471t | **M General Cargo**<br><br>2 Ho 25,2 24,0 ER<br>G.2 540 B.2 186<br>2 Ha (stl) (16,7 13,7 × 5,5) ER<br>Cr 4(5) Der 4(5) | Oil 4SA 9Cy. 300 × 450<br>1 230bhp (905kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Gen 2 × 56kW 220V 50Hz a.c.<br>Fuel 132,0t (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| 6517732<br>PCFF<br><br>Df Esd<br>Pfd Rdr<br>RT | **AGAMA**<br>ex Atlantic Wave-82<br>ex Cornelia B. I-78<br>**H. A. Komdeur**<br>Rotterdam Netherlands | **499**<br>246<br>1 060 | BV | **1965** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (282)<br>68,23 10,44 3,963<br>64,98 10,37 6,25<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>G.2 123 B.1 823<br>2 Ha (10,9 17,6 × 6,5) ER<br>Der 1(5-20) 1(5) 1(3) | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 81,5t 12,5kn |
| 7211581<br>JIZK<br>110618<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGANO MARU**<br><br>**Niigata Rinko Kairiku Unso K.K.**<br>Niigata, Japan<br>Niigata Pref. | **16 268**<br>6 310<br>25 112 | NK | **1972** Tsuneishi Zosen K.K.—Numakuma (256)<br>170,82(BB) 24,54 9,875<br>160,00 24,49 14,20<br>P 29,9 F 11,9 1 dk<br>RW | **M Ore Carrier**<br>5 Ho ER<br>G.22 004 B.21 243<br>5 Ha (stl) (13,5 18,3 18,3 18,3 15,1 × 9,9) ER<br>Cr 4(8) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW 445V a.c.<br>Fuel 2 191,5t-35,5pd 14,75kn |
| 6925989<br>SWLA<br>3493<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AGAPI**<br><br>**Agapi Shipping Co. S.A.**<br>Piraeus Greece | **10 006**<br>6 673<br>15 151 | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2045)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 122 B.18 969<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 107,5t (hvf) 14,5kn |
| 5284508<br>SV5727<br>7570 | **AGAPI**<br>ex Elena Kourmousi-76<br>ex Gravia-73 ex Agyris-73<br>ex Prima Carolina<br>Panagiotis Sikalos<br>Piraeus Greece | **489**<br>237<br>784 | (RI) | **1955** Cant. Nav. Pellegrino—Napoli (98)<br>54,64 8,72 3,823<br>48,98 8,69 4,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>B.828 | Oil 2SA 6Cy. 260 × 450<br>480bhp (353kW)<br>S.A. Fiat S.G.M. Torino<br>10kn |
| 6727090<br>SV3201<br>2867<br>Gc RT | **AGAPITOS A.**<br><br>**Agapitos Brothers**<br>Piraeus Greece | **723**<br>442<br>— | | **1967** "Nautilus" Tech. Building Enterprises —Perama<br>68,03 11,10<br>65,99 11,09 | **TM RoRo Cargo/Ferry/Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 350<br>640bhp (471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7111389<br>ATIE<br>1501<br>Esd RT | **AGASTI**<br><br>**Government of The Republic of India (Maharashtra State)**<br>Bombay India | **379**<br>47<br>68 | ✠Classed LR until 4/1/74 | **1972**-2 Mazagon Dock Ltd.—Bombay (275)<br>45,42 10,06 2,032<br>33,05 10,00 3,26<br>1 dk<br>rf nil | **M Dredger**<br>Cutter Suction | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 2 × 80kW 420V 50Hz a.c.<br>Fuel (d.o.) |
| 6703238<br>USVE<br>M-27533<br>Df Esd<br>Gc Rdr<br>RT | **AGAT**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 268 | RS | **1962** .............U.S.S.R.<br>84,69 14,03 5,538<br>78,06 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,3 1,3 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) E made60 fitted— Skoda<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| 7640495<br>UQXA<br>M-33856<br>Df Rdr | **AGAT**<br><br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **1 074**<br>232<br>440 | RS | **1976** .............U.S.S.R.<br>58,55 12,68 4,693<br>51,62 5,90 | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving 1 gen. connected to 2 elec. motors & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| 7642285<br>UFJT<br>M-12404 | **AGAT**<br><br>**U.S.S.R. -Ministry of Geology**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **166**<br>18<br>35 | RS | **1973** .............U.S.S.R.<br>33,96 7,09 2,590<br>3,66 | **M Research**<br>Ice strengthened | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| 8035025<br><br>M-36887 | **AGAT**<br><br>**U.S.S.R.**<br>U.S.S.R. | **149**<br>101<br>20 | RS | **1982** .............U.S.S.R.<br>... ... ...<br>... ...<br>1 dk | **M Ferry** | Oil<br>............. |
| 7351020<br>ITAS<br>195<br>Gc Rdr<br>RT | **AGATA**<br><br>**Government of The Republic of Italy (Ministero dei Trasporti e dell'Aviazione Civile - Direzione Generale FF.SS. - Ufficio Speciale Navigazione)**<br>Messina Italy | **1 311**<br>507<br>1 088 | RI | **1973** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (295R)<br>77,73 16,54 3,512<br>73,44 16,51 5,31<br>1 dk | **M RoRo Cargo/Ferry** 250dk P<br>Bow & stern ramps | 2 Vee Oil 4SA each 12Cy. 230 × 270<br>4 056bhp (2 983kW)<br>Grandi Motori Trieste Trieste<br>1 Directional propeller aft, 1 fwd<br>13,5kn |
| 7310272<br>HPOB<br>9226-78<br>Df Esd<br>Gc Rdr<br>RTv | **AGATE**<br>ex Welsh Trident-78<br>**Agate Maritime S.A.**<br>Panama Panama | **9 099**<br>6 199<br>15 180 | **✠100A1** SS 4/78<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1973**-5 Austin & Pickersgill Ltd. —Southwick, Sunderland (855)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB4139t incl.<br>DTm1752t Tunnel tanks 401t | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf) 15kn |
| 5053909<br>3FLF<br>7369-PEXT2<br>Df Esd<br>Gc Rdr<br>RTm/h | **AGATE ISLANDS**<br>ex Brott-73<br>**Manzper Corp.**<br>Panama Panama | T.Mk<br>**5 936**<br>3 320<br>10 790<br>**8 826**<br>5 528<br>12 780 | BV (NV) | **1959** AB Oskarshamns Varv—Oskarshamn (350)<br>148,29 18,80 8,160/9,300<br>134,65 18,75 12,04<br>2 dks<br>rf 102 | **M General Cargo** 6P<br>5 Ho 17,3 19,9 21,0 21,0 21,0<br>G.18 460 B.16 865<br>5 Ha (stl) (9,6 11,4 11,4 14,4 10,4 × 7,0)<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 7Cy. 760 × 1300<br>6 350bhp (4 671kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 220kW 230V d.c.<br>Fuel 1 995,5t (hvf) 15,5kn |

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| **7401746**<br>J4XC<br>7420<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGATHA**<br>ex Pearl Lotus-79<br>**Thales Maritime Co. S.A.**<br>Piraeus Greece | **6 017**<br>4 174<br>10 211 | NK | **1974** Kochiken Zosen—Kochi (552)<br>128,00 18,34 7,802<br>119,00 18,31 9,91<br>P 23,8 F 11,3 1 dk | **M General Cargo**<br>3 Ho ER<br>G.13 018 B.12 808<br>3 Ha (stl) (16,0 30,6 19,5 × 8,9) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 500kW a.c.<br>Fuel 1 036,5t (hvf)-19,0pd 13,25kn |
| **6404868**<br>PCFE<br>214<br>Df Esd<br>Pfd Rdr<br>RT | **AGATHA**<br>ex Klaas Dubbelaar-70<br>**Rederij D. & P. Hoek**<br>Katwijk aan Zee Netherlands | **125**<br>44<br>— | | **1963** Scheepswerf "Vooruit" C.V.<br>—Zaandam (289)<br>31,70 6,51<br>6,30 3,15<br>len 68 | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW) NE 72<br>Kloeckner Humboldt Deutz Koeln |
| **5088289**<br>SZVF<br>4479<br>Df Esd<br>Gc Rdr<br>RT | **AGATHA F**<br>ex Delphic Miracle-81<br>**Commarket Lines Co. S.A.**<br>Thomas Zachariou Shipping Co. S.A.<br>Piraeus Greece | **13 092**<br>8 169<br>21 521 | **✠100A1** SS 8/80<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL j† 2⅝"SQ<br>FN 5831 | **1961**-9 Hitachi Zosen—Innoshima (3813)<br>176,87 22,05 10,091<br>167,01 22,00 12,91<br>P 36,3 F 18,6 1 dk<br>rf 102<br>NS 8BH WB7617t incl. Topside tanks in holds 3102t | **M Bulk Carrier**<br>6 Ho 23,5 19,2 19,2 19,2 19,2 22,4 ER<br>G.28 660 B.28 152<br>6 Ha (12,8 12,8 12,8 12,8 12,8 12,8 × 10,5) ER<br>Cr 5(8) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 135lbf/in² (9,4bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| **7425546**<br>3EQY<br>7143<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **AGATHIS**<br>**Universal Star Shipping S.A.**<br>Panama Panama | **3 823**<br>2 726<br>6 424 | NK | **1976** Higaki Zosen K.K.—Imabari (172)<br>105,59 16,36 6,817<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 483 B.7 557<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 264kW a.c.<br>12,5kn |
| **7006728**<br>SXED<br>3642<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGATHON**<br>**Kissavos Shipping Co. S.A.**<br>Piraeus Greece | **9 981**<br>6 269<br>15 178 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2059)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 104 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 107,5t (hvf) 14,5kn |
| **7348401**<br>UVIK<br>M-31134<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGATOVYY**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 096**<br>859<br>1 212 | RS | **1974** VEB Mathias-Thesen-Werft—Wismar (351)<br>81,90 13,64 5,200<br>73,00 13,62 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **7028556**<br>VDRC<br>331081<br>Df Esd<br>Gc Rdr<br>RTm/v | **AGAWA CANYON**<br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **16 290**<br>11 261<br>24 121 | **✠100A1** Lake SS 3/81<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL (l†) 2"U3<br>FN 6581 | **1970**-11 Collingwood Shipyards—Collingwood, Ont. (195)<br>197,11 22,03 8,579<br>192,59 21,95 12,22<br>Ba 26,6 F 16,8 1 dk<br>RW rf nil<br>NS 4BH WB10181t incl. Comb. btm, side & topside tanks 9172t | **M Bulk Carrier**<br>Self-unloader<br>4 Ho 40,2 29,2 29,2 38,4 ER<br>G.25 175<br>15 Ha (stl) (each 3,3 × 13,7) 2 Ha (stl) (each 4,2 × 13,7) ER | 4 Oil 2SA each 10Cy. 203 × 254 geared to sc. shaft<br>6 680bhp (4 914kW) E made70 fitted75<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>Gen 3 × 550kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 407,0t (d.o.) 16kn |
| **6811205**<br>321607<br>RTh | **AGBARHA I**<br>**Ibru Sea Foods Ltd.**<br>Lagos Nigeria | **116**<br>54<br>— | | **1965** Schiffswerft Korneuburg A.G.—Korneuburg<br>*20,06* 6,38<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 140 × 180<br>473bhp (348kW)<br>Suddeutsche Bremsen A.G. Muenchen<br>Gen 1 × 57kW 230/400V 50Hz a.c.<br>Fuel 10,0t (d.o.) |
| **6811217**<br>321618<br>RTh | **AGBARHA 2**<br>**Ibru Sea Foods Ltd.**<br>Lagos Nigeria | **116**<br>54<br>— | | **1966** Schiffswerft Korneuburg A.G.—Korneuburg<br>*20,06* 6,38<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 140 × 180<br>473bhp (348kW)<br>Suddeutsche Bremsen A.G. Muenchen<br>Gen 1 × 57kW 230/400V 50Hz a.c.<br>Fuel 10,0t (d.o.) |
| **7351214**<br>Df Esd<br>Rdr RT | **AGBEKE**<br>ex San Jacopo-80<br>**Imano (Nigeria) Ltd.**<br>Lagos Nigeria | **158**<br>80<br>— | RI<br>LR class withdrawn 9/12/82 | **1975** Cant. Nav. Fratelli Maccioni—Viareggio (10)<br>Cmd.**1977**<br>38,84 6,46 2,974<br>24,46 6,43 3,56<br>F 13,5 1 dk<br>rf 1600 BK 152 | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 sr geared to sc. shaft<br>600bhp (441kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 7kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7705075**<br>5NFO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGBODO**<br>**Nigerian National Fish Co. Ltd.**<br>Lagos Nigeria | **348**<br>100<br>390 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>EL (I) 359,0/26,0U2<br>FN 455 | **1980**-9 Langsten Slip & Batbyggeri A/S—Tomra-i-Ramsdal (89)<br>38,10 9,53 3,352<br>33,61 9,50 4,02<br>P 12,2 F 9,2 1 dk<br>rf 686<br>5BH WB10T | **M Fishing**<br>Side-fishing Seiner Ref.<br>6 Ho 6,6p,c,s 5,5p,c,s ER<br>In.200<br>6 Ha (2,2p,c,s 2,2p,c,s × 1,5) ER | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>1 210bhp (890kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 112,0t (d.o.) |
| **7714404**<br>TUME<br>AN935<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AGBOVILLE**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Ivory Coast | **12 990**<br>6 671<br>16 465 | BV | **1978** Mitsubishi Heavy Industries Ltd.—Yokohama (990)<br>156,01(BB) 24,06 9,819<br>146,01 24,01 13,31<br>P 18,9 F 12,8 2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref —P<br>4 Ho 20,2 26,5 25,7 26,5 ER 5 TwD ER 1 TwD<br>G.25 358 B.23 777 In.342<br>HeCls. B<br>TEU 353<br>C.Ho 90/20' C.Dk 263/20'<br>8 Ha (stl) (13,2 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (3,2 × 3,9)<br>12W Cr 2(125) 1(120) 3(10) 1(3)<br>Der 5(25) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 560kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 1 289,5t (hvf)-33,5pd 18kn |

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| 724907<br>EVC<br>M-19038<br>I Esd<br>c Rdr<br>T | **AGDAM**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Astrakhan U.S.S.R. | **3 398**<br>1 735<br>4 316 | RS | **1960** ............U.S.S.R.<br>120,02 15,02 4,401<br>111,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>G.5 520 B.5 085<br>4 Ha (stl) (11,8 13,7 13,7 13,7 × 8,0) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 75,0t (hvf) 11,5kn |
| 183390<br>V4059<br>887<br>I Esd<br>Tm | **AGEL**<br>ex Giota-78 ex Litsa-78<br>ex Triton 1-76 ex Triton<br>ex Katarina-70 ex Salofjord-59<br>ex Berkelstroom-58<br>**Panagiota N. Karra**<br>Piraeus Greece | **399**<br>260<br>550 | (BV) | **1940** N.V. Bodewes Schps.—Martenshoek<br>48,77 7,98 3,175<br>7,93<br>P 11,9 RQD 15,0 F 5,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 32,5 ER<br>G.710 B.645<br>2 Ha (each 8,9 × 5,1) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 210 × 300 geared to sc. shaft<br>450bhp (331kW) NE 63<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 2 × 5kW 110V<br>Fuel 21,5t (d.o.) 8kn |
| 706424<br>YCS<br>810<br>I Esd<br>c Rdr<br>T | **AGELIKA**<br>ex Pantheo-81 ex Sunrise-76<br>ex Sansei Maru-74<br>**Menalon Navigation Co. Ltd.**<br>Piraeus Greece | **4 106**<br>2 626<br>5 971 | NK (BV) | **1967** Onomichi Zosen—Onomichi (177)<br>108,67 16,44 6,605<br>100,41 16,41 8,21<br>P 23,8 F 9,2 1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 219 B.7 750<br>3 Ha (12,5 22,4 11,9 × 7,6) ER<br>12W Der 4(10) | Oil 2SA 6Cy. 450 × 720<br>3 300bhp (2 427kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 578,0t 12,75kn |
| 337824<br>V5034<br>900<br>I Esd<br>dr<br>Tm/v | **AGELIKI II**<br>ex Marie-Aude-78 ex Staffan-69<br>Launched as Palma<br>**Gerasimos Kavadas & Brother Shipping Co. S.A.**<br>Piraeus Greece | **499**<br>227<br>1 143 | **✠100A1** SS 10/79<br>Str. nav. ice.<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1080 | **1957**-6 Lodose Varv A/B—Lodose (126)<br>71,43 10,42 4,414<br>65,18 10,38 6,18<br>F 6,4 1 dk & S dk<br>rf 102<br>Coll BH to S dk 2 to 2nd dk WB472t | **M General Cargo** OSD<br>1 Ho 45,0 ER<br>G.2 360 B.2 213<br>2 Ha (stl) (10,2 19,2 × 5,0) ER<br>Cr 3(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 55kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 43,5t (d.o.) ·12kn |
| 096614<br>V5007<br>d Rdr<br>Tm | **AGELIKI III**<br>ex Echo-80<br>**Gerasimos Kavadas & Brother Shipping Co. S.A.**<br>Piraeus Greece | **989**<br>504<br>1 507 | **✠100A1** SS 8/79<br>container cargoes in Nos. 2 & 3 holds and on upper deck hatch covers<br>**✠LMC**<br>EL p<br>FN 1476 | **1957**-12 Charles Hill & Sons Ltd.—Bristol (409)<br>84,82 12,22 4,166<br>78,87 12,15 6,56<br>F 7,1 2 dks<br>RW rf 102 len 69<br>3BH to U dk 4 to 2nd dk WB600t incl. DTf80t | **M General Cargo**<br>3 Ho 6,1 21,9 20,7 ER<br>TEU 75<br>C.Ho 54/20' (30') (40') C.Dk 21/20' (30') (40')<br>3 Ha (stl) ER | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 73,0t 12,5kn |
| 315400<br>V3205<br>110<br>I Esd<br>T | **AGELO D.**<br>ex Carmen-72 ex Haithabu-65<br>ex Schleswig-Holstein-64<br>**J. Drakakis & others**<br>Piraeus Greece | **391**<br>225<br>630 | (GL) | **1951** Flensburg Masch. Johannsen & Sorensen—Flensburg (107)<br>49,08 7,52 3,296<br>44,71 7,47 3,79<br>P 9,2 F 4,6 1 dk<br>RW len 54 | **M General Cargo**<br>1 Ho 30,4 ER<br>G.881 B.831<br>2 Ha (11,5 11,9 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 18,5t 8,5kn |
| 402494<br>ZU<br>I Esd<br>c Rdr<br>T | **AGELOS MICHAEL**<br>ex World Yuri-73<br>**Archomarine Compania Naviera S.A.**<br>Piraeus Greece | **9 812**<br>6 385<br>16 495 | AB<br>✠Classed LR until 9/79 | **1964**-2 Hakodate Dock Co. Ltd.—Hakodate (333)<br>152,51 21,87 9,583<br>143,26 21,80 11,82<br>P 30,2 F 13,2 1 dk<br>rf 152 | **M Bulk Carrier**<br>4 Ho 20,8 26,3 26,3 27,2 ER<br>G.21 266 B.20 635<br>4 Ha (stl) (15,8 × 8,5) (18,2 18,2 18,2 × 9,7) ER<br>14W Der 14(15) | Oil 2SA 10Cy. 720 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW 1 × 80kW a.c.<br>Fuel 1 343,0t 14,5kn |
| 911328<br>WGN<br>I Esd<br>c Pfd<br>dr RT | **AGELOS PROTOSTATIS**<br>ex Golden Light-74<br>ex Indus Maru-71<br>**Archangelic Shipping Corp.**<br>Piraeus Greece | **9 677**<br>6 105<br>16 475 | AB (NK) | **1969** Kanasashi Zosensho—Unspecified Works, Shimizu (857)<br>148,90 22,03 8,897<br>138,03 22,00 11,89<br>P 27,8 F 10,7 1 dk<br>rf 102 | **M General Cargo**<br>4 Ho ER<br>G.21 273 B.20 435<br>4 Ha (stl) (13,7 × 10,9) (20,8 20,8 20,8 × 12,6) ER<br>12W Der 4(22) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 200kW 445V a.c.<br>Fuel 1 345,0t 14kn |
| 125562<br>WHN<br>174<br>I Esd<br>c Rdr<br>T | **AGENOR**<br>**Taygetos Shipping Co. S.A.**<br>Piraeus Greece | **9 875**<br>6 025<br>15 175 | AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2303)<br>143,41(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 133 B.18 972<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 297,5t 13,5kn |
| 423917<br>ECO<br>782<br>I Esd<br>c Pfd<br>dr RTv | **AGENOR**<br>**Dollart-Reederei G.m.b.H. & Co. K.G.**<br>Aug. Bolten Wm. Miller's Nachfolger<br>Bremen Federal Republic of Germany | **499**<br>292<br>1 145 | GL | **1964** Schulte & Bruns—Emden (238)<br>73,00 10,52 3,601<br>68,28 10,47 7,60<br>2 dks & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho each 10,2 ER<br>G.3 782 B.3 281<br>2 Ha (stl) (each 10,2 × 5,0) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 170kW 1 × 85kW 1 × 37,5kW 380/220V<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13kn |
| 011307<br>020<br>d Rdr<br>T | **AGENOR GORDILHO**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **558**<br>—<br>282 | **✠100A1** SS 12/78<br>Salvador—Ilha de Itaparica service<br>**✠LMC**<br>EL L $1\frac{5}{16}$"U1<br>FN 1140 | **1972**-6 Estaleiro So, S.A.—Porto Alegre (20)<br>69,02 13,54 2,490<br>63,30 13,50 4,50<br>B 26,9 1 dk<br>rf 381<br>NS 9BH WB34T | **TM RoRo Cargo/Ferry**<br>305dk P<br>Mchy.aft | 2 Oil 4SA each 7Cy. 205 × 300 reverse reduction geared to sc. shafts<br>1 554bhp (1 143kW) B&W<br>Industrias Villares Sao Paulo<br>Gen 2 × 112kW 220V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 35,5t (d.o.) 12,5kn |
| 110977<br>EHL<br>83936<br>I Esd<br>c Pfd<br>dr RT | **AGENT**<br>ex Export Agent-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**7 848**<br>4 274<br>11 267 | AB | **1961** National Steel & SB. Co.—San Diego, Ca (318)<br>150,12 22,31 —/8,576<br>143,26 22,26 12,86<br>F 20,2 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho<br>G.19 814 B.16 448 In.688<br>6 Ha (stl)<br>20W Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. U.S.A.<br>Gen 3 × 500kW a.c.<br>Fuel 2 272,0t (o.f.) 18,5kn |

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| 7209899<br>JJ2736<br>112509<br>Rdr | **AGESHIO MARU**<br><br>**Amagasaki Koun K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | 499<br>312<br>1 568 | | **1971** Sasaki Zosen K.K.—Kinoe (153)<br>63,91 11,03 4,249<br>60,00 11,00 4,35<br>2 dks | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.1 915 B.1 746<br>1 Ha (33,0 × 7,4) | Oil 4SA 6Cy. 350 × 550<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 60kW 220V a.c.<br>12kn |
| **5004635**<br>SLXT<br>8615<br>Df Rdr<br>RTm | **AGGO**<br>ex Oaxen II-61 ex Havsbjorn-43<br>ex Gun 8-43 ex Wimbus<br>ex Busen 1 ex Busen<br>**PLM Atervinning A/B**<br>Ystad Sweden | **214**<br>—<br>— | ✠Classed LR until 1/53 | **1922**-10 Kaldnes M/V A/S—Tonsberg (40)<br>34,90 6,43<br>... ... ...<br>R | **S Tug** | T 3Cy. 343 559 & 953 × 610<br>Kaldnes M/V A/S Tonsberg<br>Gen 2 × 10kW 115V<br>Thw. thrust propeller aft<br>Fuel (o.f.) |
| **7520334**<br>WYT9<br>701<br>553751 | **AGGRESSOR**<br><br>**Aggressor Inc.**<br>Mobile, Al United States of America | **133**<br>90<br>— | | **1973** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>420bhp (309kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5337721**<br>SV3026<br>30<br>Df Esd<br>RT | **AGHIA ANARGYRI**<br>ex Teessider V-77 ex Stadland-71<br>**G. Visvikis & Co.**<br>Volos Greece | **395**<br>239<br>620 | HR (GL) | **1955** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser<br>51,62 8,54 3,141<br>46,51 8,49 3,46<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho 31,7 ER<br>G.861 B.807<br>1 Ha (22,0 × 5,0) ER<br>2W Der 2 | Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>8kn |
| **5031597**<br><br>3127<br>Df Esd<br>RTm | **AGHIA BARBARA**<br>ex Avonia-68 ex Avomeri-65<br>ex Ulla-61 ex Kalmarsund V-56<br>ex Elsy-47<br>**E. Dilaveris & N. Marinos**<br>Piraeus Greece | **489**<br>289<br>730 | (BV) | **1944** Kalmar Varv A/B—Kalmar (344)<br>51,49 9,00 3,963<br>8,95<br>1 dk<br>R len 57 | **M General Cargo**<br><br>1 Ho 35,9 ER<br>G.1 019 B.906<br>2 Ha (each 12,7 × 5,0) ER<br>3W Der 3(2) | Oil 2SA 4Cy. 250 × 420<br>350bhp (257kW) NE 49<br>Atlas-Diesel A/B Stockholm<br>Gen 1 × 10kW 1 × 2,5kW 110V d.c.<br>Fuel (d.o.) 9kn |
| **5320601**<br>SV3212<br>64 | **AGHIA MARINA**<br>ex Serenity-67<br>**Michael Gigilinis**<br>Thessaloniki Greece | **493**<br>287<br>691 | HR<br>✠Classed LR until 7/67 | **1941**-5 George Brown & Co. (Marine) Ltd. —Greenock (213)<br>53,65 8,44 3,531<br>... ... ...<br>RQD 32,4 F 5,5 1 dk | **M General Cargo**<br><br>2 Ho each 17,9 ER<br>G.1 076 B.1 019<br>2 Ha (each 12,7 × 5,2) ER<br>2W Der 2(1) | Oil 2SA 5Cy. 320 × 425<br>500bhp (368kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Fuel 23,5t 10,5kn |
| **5004685**<br><br>1093<br>RT | **AGHIA MARINA**<br><br>**Gaviotis Bros. & D. Vouyioukas**<br>Piraeus Greece | **125**<br>97<br>142 | | ..........<br>34,14 5,85 2,236<br>... ... ...<br>1 dk<br>R | **Iron M General Cargo**<br><br>1 Ho<br>G.1 786<br>2 Ha<br>2W Der 2 | Oil 4SA 6Cy.<br>225bhp (166kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 5,0t (d.o.) |
| **5207744**<br>SV3216<br>2781<br>Df Esd<br>RT | **AGHIA TRIAS**<br>ex Libra-66<br>**George A. Livanios**<br>Piraeus Greece | **391**<br>195<br>513 | ✱Classed BC until 7/72 | **1938**-8 Gebr. van Diepen—Waterhuizen (833)<br>46,69 7,95 3,087<br>43,21 7,93<br>P 11,9 B 15,0 F 5,8 1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 230 × 330<br>300bhp (221kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek |
| **5336959**<br>SV3337<br>7195<br>Df Esd | **AGHIA VARVARA**<br>ex Georgakis-79 ex Kalkas-69<br>ex Spontaneity-68 ex Remmert-54<br>**K. Valahis & N. Vekris**<br>Piraeus Greece | **500**<br>259<br>— | (HR)<br>✠Classed LR until 20/12/68 | **1949**-6 Gebr. van Diepen—Waterhuizen (908)<br>51,52 8,64 3,468<br>49,28 8,62 3,56<br>P 11,0 RQD 29,9 F 9,2 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 31,0 ER<br>G.1 048 B.963<br>2 Ha (10,7 × 5,1) (— × —) ER<br>2W Der 2 | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 61,0t (d.o.) 10,5kn |
| **5209091**<br>SV3837<br>4599<br>Df Esd<br>RT | **AGHIA ZONI**<br>ex Thanos-73 ex Speed-72<br>ex Lingedijk-65<br>ex Claes Compaen-61<br>**C. P. & E. Sardis**<br>Piraeus Greece | **497**<br>256<br>744 | ✠LR class withdrawn 12/3/80 | **1949**-6 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen<br>53,07 8,67 3,442<br>48,52 8,62 3,51<br>P 12,2 RQD 29,3 F 8,3 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 31,0 ER<br>G.1 010 B.950<br>2 Ha (10,6 × 5,1) (10,8 × 5,6) ER<br>2W | Oil 4SA 6Cy. 350 × 535<br>500bhp (368kW) NE made41 refitted49<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 51,5t (d.o.) 9,5kn |
| **5083356**<br>TUN2178<br>872<br>Df Esd<br>Pfd RTm | **AGHIEN**<br>ex King Frost-75<br>ex Cygnus King-71 ex Cygnus-65<br>**Inapeche S.A.**<br>Abidjan Ivory Coast | T.Mk<br>**499**<br>255<br>1 050 | (BV)<br>✠Classed LR until 20/8/76 | **1956**-3 Solvesborgs Varv A/B—Solvesborg (44)<br>61,93 10,04 4,020<br>55,96 10,01 6,20<br>Ba 12,8 F 5,5 2 dks<br>rf 51 conv General Cargo 72 | **M Factory Ship**<br>Fish-factory Ref.<br>Side doors 1(p) 1(s)<br>1 Ho 38,0 1 TwD 38,4 ER<br>3 Ha (2,4 × 1,9) (3,3 × 2,4) (3,6 × 5,9) ER<br>6W Der 6(3) | Oil 2SA 8Cy. 290 × 490 with hydraulic coupling<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 320V d.c.<br>Controllable pitch propeller<br>Fuel 112,0t (d.o.) 12kn |
| **5400097**<br>SV3219<br>37 | **AGHIOS ANDREAS**<br><br>**Georgios I. Tsaras & Co.**<br>Patras Greece | **595**<br>328<br>— | | ..........<br>... ... ...<br>... ... ... | **TM Ferry** | 2 Oil<br>1 000bhp (736kW)<br>............. |
| **7128540**<br>SV2659<br>3762<br>Pfd RT | **AGHIOS CHARALAMBOS**<br><br>**A. Karayiannis, P. Glistris & Co.**<br>Piraeus Greece | **456**<br>200<br>— | | **1972** Th. Zervas & Sons—Ambelaki<br>45,27 10,39 1,861<br>38,77 8,81 2,49<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 250dk P<br>Mchy.aft | 2 Oil 2SA each 6Cy. 275 × 360<br>820bhp (603kW)<br>CKD Praha Praha |
| **5206489**<br><br><br>Esd Gc<br>Pfd | **AGHIOS CONSTANTINOS ALAMANOS**<br>ex Leonard Cockrell-71<br>**Alieftiki Eteria Ormedhias Ltd.** | **130**<br>54<br>— | | **1958** Richards Iron Works Ltd.—Lowestoft (443)<br>*27,86* 6,86 2,591<br>27,08 6,71 3,20<br><br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 368<br><br>Ruston & Hornsby Ltd. Lincoln |
| **5004776**<br><br>4206 | **AGHIOS DEMETRIOS**<br><br>**Vas. Evgenopoulos**<br>Piraeus Greece | **147**<br>90<br>— | (HR) | **1955** ..........<br>44,86 5,72 2,972<br>... ... ...<br>1 dk<br><br>conv General Cargo 71 | **M Tanker**<br>Water<br><br><br>2W Der 2 | Oil 2SA 3Cy.<br>90bhp (66kW) E made— fitted58<br>Kloeckner Humboldt Deutz West Germany |

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|---|---|---|---|---|---|---|---|
| 5358309<br>SV3815<br>22<br>Df Esd<br>Rdr RT | **AGHIOS DIMITRIOS**<br>ex Tonia-80 ex Costas S.-75<br>ex Filio-73 ex Themis Goumas-71<br>ex Georgios Ventouris-62<br>ex Anne-Marie-60<br>ex Rene Paul-58<br>**Athanasios Agriyiannis & Co.**<br>Volos Greece | **497**<br>284<br>752 | <br><br>HR | **1938** Beliard, Crighton & Cie. S.A.<br>—Oostende (71)<br>54,11 8,69 3,455<br>45,17 8,64 3,76<br>P 14,4 RQD 15,6 F 5,8 1 dk<br>R | **M General Cargo**<br><br>1 Ho 30,4 ER<br>G.1 019 B.906<br>2 Ha (13,5 10,7 × 5,6) ER<br>2W Der 2(4) | | Oil 4SA 6Cy. 350 × 500<br>650bhp (478kW) NE 63<br>CKD Praha Praha<br>Fuel 25,5t (d.o.) 8,5kn |
| 5004831<br>SV3227<br>2043<br>RT | **AGHIOS DIONISIOS**<br>ex Norris Castle-62<br>**J. N. Kardaris**<br>Piraeus Greece | **880**<br>705<br>— | | **1942** ..........<br>*54,87* 11,61 1,372<br>11,56<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM RoRo Cargo/Ferry**<br><br>Bow door | <br>—P | 2 Oil 4SA each 12Cy. 180 × 195<br>1 000bhp (736kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 13,0t 9,5kn |
| 6520193 | **AGHIOS ELEFTHERIOS**<br><br>**P. Viliotis & S. Farmakouris**<br>Piraeus Greece | **143**<br>94<br>— | | **1962** ..............Piraeus<br>28,91 7,32<br>... ... ...<br>1 dk | **TM Ferry** | | 2 Oil -SA each 6Cy.<br>160bhp (118kW)<br><br>Czechoslovakia |
| 5328873<br>SV3242<br>3243<br>Df Esd<br>RTm/h | **AGHIOS FANOURIOS**<br>ex Glen Urquhart-68<br>ex Simultaneity-65 ex Nelly-54<br>**Coronation Shipping Co. Ltd.**<br>Piraeus Greece | **494**<br>248<br>762 | **✠100A1** SS 1/77<br><br>**✠LMC**<br>EL h<br>FN 599 | **1949**-7 N.V. Scheeps. "Vooruitgang"<br>—Foxhol (165)<br>51,34 8,64 3,461<br>49,28 8,59 3,56<br>P 11,0 RQD 29,6 F 9,2 1 dk<br>R<br>3BH WB199t<br>**LAID UP — SURVEYS OVERDUE 1/81** | **M General Cargo**<br><br>2 Ho — 30,0 ER<br>G.320 B.299<br>2 Ha (each 10,9 × 5,0) ER<br>Der 2(1,5) | | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 52,0t (d.o.) 10kn |
| 5004867<br><br>431 | **AGHIOS GEORGIOS**<br>ex Georgios S. Krinis-56<br>ex Isidoros Condoyannis-33<br>ex Marmaras ex Heerengracht<br>**K. Lascaris, P. Alexandridis & K. Prekas**<br>Laskaridis Shipping Co. Ltd.<br>Piraeus Greece | **298**<br>217<br>— | | **1918** J. W. Boerma—Martenshoek<br>*44,44* 7,04 3,455<br>6,99<br>1 dk<br>R | **M General Cargo**<br><br>1 Ho<br>G.708<br>3 Ha<br>3W Der 3 | | Oil 2Cy.<br>200bhp (147kW)<br>J. & C. G. Bolinder M/V A/B Stockholm<br>Fuel 18,5t |
| 5004881<br><br>1518<br>Df RT | **AGHIOS GEORGIOS**<br>ex Sea Dog ex Stalwart<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **153**<br>12<br>— | (HR)<br><br>✠Classed LR until 7/10/68 | **1916**-9 Ardrossan D.D. & SB. Co. Ltd.<br>—Ardrossan (266)<br>30,48 6,76<br>28,96 6,71 3,59<br>R | **S Tug** | | T 3Cy. 330 533 & 864 × 610<br><br>Aitchison, Blair Ltd. Clydebank<br>Fuel (o.f.) |
| 6607678<br>SVXZ<br>4692<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGHIOS GERASSIMOS**<br>ex Jose Luis Aznar-73<br>**Poseidon Shipping Co. Inc.**<br>Piraeus Greece | T.Mk<br>**6 061**<br>3 698<br>—<br>**8 309**<br>5 383<br>14 654 | **✠100A1** SS 9/79<br><br>**✠LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4122 | **1966**-7 Cia. Euskalduna—Bilbao<br>145,09 18,75 —/9,583<br>134,52 18,65 11,99<br>Ba 64,7 F 30,2 2 dks<br>RW rf nil<br>8BH WB2762t incl. Tunnel tanks 311t<br>DTm874t | **M General Cargo**<br><br>4 Ho 17,8 18,5 14,4 26,2<br>4 TwD Lwr 2 TwD Upr ER<br>1 Ho 21,4 1 TwD Upr<br>G.20 841 B.19 299<br>5 Ha (9,6 13,4 10,5 17,2 × 7,6) ER (9,7 × 7,6)<br>Cr 1(5) Der 1(30) 10(5) | | Oil 2SA 8Cy. 700 × 1200<br>7 520bhp (5 531kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 170kW 230V d.c.<br>Fuel 708,0t (d.o.) |
| 6520210<br><br>2435 | **AGHIOS NECTARIOS**<br><br>**P. Maroulakis**<br>Piraeus Greece | **138**<br>89<br>— | | **1964** ..............Piraeus<br>33,00 9,30<br>... ... ...<br>1 dk | **TM Ferry** | <br>—dk P | 2 Oil 4SA each 4Cy.<br>240bhp (177kW)<br>Mercedes-Benz West Germany |
| 5129344<br>SXYU<br>24<br>Df Esd<br>Gc Rdr<br>RT | **AGHIOS NEKTARIOS L.**<br>ex Georgios-72<br>ex Manchester Prospector-60<br>ex Vigor-53<br>**Nikolaou Nikolaos**<br>Patras Greece | **1 529**<br>790<br>2 392 | <br><br>Classed LR until 10/70 | **1948** A/S Langesunds M/V—Langesund<br>(19)<br>78,64 12,70 5,271<br>76,23 12,65 7,88<br>F 8,3 1 dk & S dk | **S General Cargo**<br><br><br>G.4 675 B.4 278<br>8W | OSD | C 2Cy. 425 & 849 × 849 & LP turb<br>1 090ihp (802kW)<br>A/S Langesunds Verft Langesund<br>Fuel 342,5t (o.f.) 10,5kn |
| 5004855<br><br>1468<br>Df | **AGHIOS NEKTARIOS M**<br>ex Ecaterini-74 ex Hector-73<br>ex Aghios Georgios-69<br>ex Calafatis II-62 ex Banco-58<br>ex Utsire<br>**Megalofon Ltd.**<br>Piraeus Greece | **468**<br>211<br>— | <br><br>(HR) | **1942** Glommens M/V—Fredrikstad (100)<br>*47,58* 7,80 3,455<br>7,75<br>P 13,5 F 5,2 1 dk<br>RW | **M Tanker**<br>Mchy.aft | | Oil 2SA 6Cy. 250 × 420<br>560bhp (412kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel (d.o.) 10kn |
| 5037199<br>SZSD<br>351<br>Df Esd<br>Gc Rdr<br>RTv | **AGHIOS NICOLAOS**<br>ex Baron Pentland-68<br>**Rio Pardo Compania Naviera S.A.**<br>Andros Greece | **5 669**<br>2 946<br>10 372<br>**8 067**<br>4 490<br>12 142 | **✠100A1** SS 5/81<br><br>**✠LMC**<br>EL ct<br>FN 3971 | **1959**-3 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (357)<br>141,76 18,22 7,875/8,700<br>132,87 18,14 11,74<br>F 13,2 1 dk & S dk<br>RW rf nil<br>7BH WB2498t | **M General Cargo**<br><br>5 Ho 19,5 19,8 14,4 ER 20,5 20,5<br>G.16 461 B.15 047<br>5 Ha (9,8 9,9 9,1 × 7,3) ER (9,9 9,9 × 7,3)<br>10W Der 1(25) 10(5) | OSD/CSD | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 1 055,5t (hvf) 13kn |
| 5005017<br><br>1567<br>RTm/v | **AGHIOS NICOLAOS II**<br>ex Abeille No. 20-57<br>**Loucas Matsas & Sons, Shipping Co. Ltd.**<br>Piraeus Greece | **159**<br>59<br>— | <br><br>✠Classed LR until 7/65 | **1924**-11 J. P. Rennoldson & Sons Ltd.<br>—South Shields (324)<br>32,67 7,04 4,090<br>30,48 7,01<br>R BK 178 | **M Tug** | | Oil 4SA 6Cy. 425 × 600<br>E made30 fitted57<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 25kW 110V d.c.<br>Fuel 49,0t (d.o.) 11kn |
| 6520234 | **AGHIOS NIKOLAOS**<br><br>**Osman Jaleh Sabbe**<br>Jibuti Djibouti | **214**<br>123<br>— | | **1943** ..............U.S.A.<br>41,58 7,47<br>7,42 3,79<br>1 dk | **Wood M General Cargo** | | Oil 2SA 5Cy.<br>Sulzer<br>............ |

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| 5326851<br>C4TF<br>380707<br>Df Esd<br>Pfd<br>RTm/v | **AGHIOS NIKOLAOS B.**<br>ex Antonios Ventouris-73<br>ex Sicilia-67<br>**Poliaigos Navigation Co. Ltd.**<br>Ventouris Group Enterprises S.A.<br>Limassol Cyprus | 2 167<br>1 069<br>4 486 | (HR)<br>✠LR class withdrawn-<br>Owner's request<br>26/10/81 | **1951**-1 Eriksbergs M/V A/B—Goteborg<br>(405)<br>103,31 13,57 6,662<br>97,24 13,54 8,31<br>F 9,5 2 dks<br>rf 76 | **M General Cargo**<br>Ref 8P<br>5 Ho 11,5 13,5 14,4 15,0 13,0<br>G.5 664 B.5 335<br>5 Ha (6,1 × 4,5) (9,6 7,5 9,0 7,5 × 5,6)<br>10W Der 1(20) 1(6) 1(4,5) 8(3) | Oil 2SA 9Cy. 500 × 900<br>2 400bhp (1 765kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 100kW 220V d.c.<br>Fuel 460,5t (d.o.) 14,5kn |
| 5088552<br>SVSY<br>6120<br>Df Esd<br>Gc Rdr | **AGIA ANASTASIA**<br>ex Saas Grund-76 ex Deneb-72<br>**Agia Anastasia Shipping Co. S.A.**<br>North Europe & Persian Gulf Transports Corp.<br>Piraeus Greece | 12 255<br>7 358<br>— | ✠100A1 SS 4/81<br>✠LMC<br>EL it $2\frac{7}{16}$"SQ<br>FN 5696<br>(RI) | **1959**-6 Nippon Kokan K.K.—Shimizu (150)<br>169,17 22,92 9,513<br>160,03 22,86 12,73<br>P 28,7 F 15,3 1 dk<br>rf 102<br>NS 7BH WB8531t incl. Topside tanks 2954t | **M Bulk Carrier**<br>5 Ho 20,5 24,0 24,0 19,5 7,3 ER<br>G.26 081<br>5 Ha (9,6 × 8,0) (15,0 15,0 15,0 15,0 × 9,6) ER | Oil 2SA 6Cy. 780 × 1400<br>7 500bhp (5 517kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>WTAuxB 100lbf/in² (6,9bar)<br>e(ex.g) 135lbf/in² (9,4bar)<br>Fuel 995,5t 15,5kn |
| 5283059<br>SV4495<br>6453<br>Esd Pfd<br>Rdr<br>RTm/v | **AGIA ANNA**<br>ex Sassa-80 ex Portslade-77<br>**Tanit Shipping Co. S.A.**<br>George Skouras<br>Piraeus Greece | 1 594<br>927<br>2 685 | ✠100A1 SS 3/82<br>✠LMC<br>EL p $1\frac{7}{16}$"SQ<br>FN 1352 | **1955**-10 Austin & Pickersgill Ltd.—South Dock, Sunderland (425)<br>79,86 12,25 5,208<br>76,51 12,20 5,47<br>RQD 51,3 B 4,9 F 7,1 1 dk<br>RW rf nil len 68<br>NS 5BH WB863t incl. DTf121t | **M General Cargo**<br>3 Ho 15,8 18,2 15,3 ER<br>G.3 700 B.3 550<br>3 Ha (stl) (10,5 × 6,8) (12,8 9,1 × 7,9) ER<br>Der 1(2,5) | Oil 2SA 8Cy. 360 × 600<br>1 400bhp (1 030kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>Gen 2 × 80kW 220V d.c.<br>Fuel 71,0t (d.o.) 11kn |
| 5126483<br>HO2618<br>8011-PEXT<br>Df Esd<br>RT | **AGIA ANNA**<br>ex Tenia-75 ex Gascogne-67<br>ex Tromp-62<br>**Jasmine Compania Maritima S.A.**<br>Panama Panama | 483<br>313<br>740 | ✠Classed LR until<br>30/6/79 | **1949**-7 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (715)<br>55,33 8,54 3,341<br>51,24 8,51 3,71<br>P 11,6 F 8,0 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 019 B.949<br>2W Der 2(3) | Oil 4SA 8Cy. 275 × 450<br>400bhp (294kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel 41,5t (d.o.) 9kn |
| 7010195<br>SZGJ<br>3794<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AGIA ERINI II**<br>**Tramp Shipping Co. Inc.**<br>Piraeus Greece | 18 628<br>12 645<br>32 427 | AB | **1970** Mitsui SB. & Eng. Co. Ltd.—Osaka (850)<br>182,61 25,71 10,630<br>174,02 25,66 14,91<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 19,0 22,4 22,4 22,4 22,4 22,4 ER<br>G.42 732 B.37 751<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>12W Der 4(15) 8(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 866,5t (hvf) 16kn |
| 6611526<br>Df Esd<br>Gc Rdr<br>RT | **AGIA MARINA**<br>ex S. A. Weltevreden-82<br>**Comino Navigation Co. Ltd.**<br>Diana Shipping Agencies S.A.<br>Valletta Malta | 9 016<br>5 006<br>—<br>**12 374**<br>7 253<br>16 382 | AB | **1966** Verolme Schpsw.—Alblasserdam (724)<br>192,23 22,86 —/9,068<br>179,46 22,81 12,37<br>RQD 60,4 F 42,7 3 dks<br>rf nil len 75 | **M General Cargo**<br>Ref<br>5 Ho<br>G.29 676 B.26 844<br>TEU 200 C. 200/20'<br>6 Ha (stl) | Oil 2SA 6Cy. 860 × 1600<br>13 800bhp (10 151kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 2 939,5t 21kn |
| 5271094<br>5BUE<br>321433<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIA MARINA**<br>ex Rasajes-81 ex Pasajes-73<br>**K. Sambetis**<br>Limassol Cyprus | 1 380<br>774<br>2 144 | GL | **1956** Werft Nobiskrug—Rendsburg (587)<br>71,51 10,83 5,785<br>64,01 10,77 6,61<br>B 15,3 F 8,3 2 dks<br>RW | **M General Cargo** CSD<br>Ice strengthened<br>2 Ho ER<br>G.2 469 B.2 295<br>3 Ha (each 9,6 × 5,0) ER<br>Der 1(15) 6(3) | Oil 4SA 7Cy. 400 × 600<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12,5kn |
| 6605565<br>J4OS<br>7114<br>Df Esd<br>Gc Rdr<br>RT | **AGIA MATRONA**<br>ex Maya-80 ex Haviva-78<br>**Quanzel Maritime Inc.**<br>Seapath Maritime Inc.<br>Piraeus Greece | T.Mk<br>**1 265**<br>625<br>—<br>**2 023**<br>1 223<br>3 033 | ✠100A1 SS 5/79<br>Ice Class 3<br>✠LMC **UMS**<br>EL r $1\frac{1}{2}$"SQ<br>FN 1477<br>**DAMAGED BY FIRE 10/82 CLASS SUSPENDED** | **1966**-8 Israel Shipyards Ltd.—Haifa (1011)<br>84,31 12,60 —/6,268<br>75,24 12,50 7,12<br>Ba 19,6 F 11,9 2 dks<br>rf 51<br>4BH WB489t | **M General Cargo**<br>2 Ho each 24,3 ER<br>G.3 959 B.3 627<br>2 Ha (stl) (15,7 16,3 × 5,4) ER<br>Der 2(5-10) 6(5) | Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 100kW 450V 60Hz a.c. |
| 5154870<br>HPEA<br>4773-PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **AGIA PARASKEVI**<br>ex Levant-81 ex Tiburon IV-81<br>ex Patricia Maru-76<br>ex Horai Maru-70<br>**Velpa Maritime Ltd.**<br>Panama Panama | 3 719<br>2 226<br>5 682 | BV | **1961** Usuki Tekkosho—Saiki (1023)<br>107,09 15,65 6,452<br>99,01 15,60 7,85<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.7 663 B.7 194<br>3 Ha (9,6 18,2 19,5 × 7,0) ER<br>13W Der 2(20) 4(10) | Oil 4SA 8Cy. 490 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW 440V a.c.<br>Fuel 274,5t 14,5kn |
| 6822010<br>SYRZ<br>3311<br>Df Esd<br>Gc Rdr<br>RTv | **AGIA SKEPI**<br>ex Capetan Giannis-79<br>**Evelpis Shipping Co. Ltd.**<br>Piraeus Greece | 9 031<br>6 337<br>15 230 | ✠100A1 SS 7/81<br>✠LMC<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1968**-9 Bartram & Sons Ltd.—Sunderland (413)<br>141,05 20,48 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB3792t incl. DTm1752t | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 21,3<br>G.21 634 B.19 793<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7)<br>Der 1(30) 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 097,5t (hvf) 14kn |
| 5163912<br>SV3712<br>Df Esd<br>Pfd RT | **AGIA TRIADA**<br>ex Skyron-78 ex Isachristi-74<br>**Nicolas J. Theofanilos**<br>Piraeus Greece | 124<br>54<br>— | BV | **1958** Ch. de l'Adour—Anglet<br>26,07 6,91<br>24,21 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Vee Oil 4SA 12Cy. 180 × 220<br>454bhp (334kW) E made65 fitted71 MAN<br>Les Acieries du Nord Maubeuge<br>Fuel (d.o.) |
| 5176608<br>SV3833<br>3815<br>Rdr RTm | **AGIA TRIAS**<br>ex Maneza-75<br>ex Christoforos III-74<br>ex Jubilence-70 ex Jozina-52<br>**G. K. Gavriel, P. G. Gavriel & M. Ch. Tsouba**<br>Piraeus Greece | 499<br>280<br>— | ✠Classed LR until<br>25/4/80 | **1950**-6 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen<br>59,09 8,67 3,442<br>54,67 8,62 3,51<br>RQD 30,2 F 8,0 1 dk<br>RW rf 51 len 56 | **M General Cargo** 1P<br>1 Ho 36,8 ER<br>G.1 223 B.1 151<br>2 Ha (10,5 16,6 × 5,3) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 250 × 420<br>510bhp (375kW) ✠ NE 2/63<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 6kW 110V d.c.<br>Fuel 15,5t (d.o.) 10kn |

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| 5211848<br>SWBA<br>3216<br>Df Esd<br>Gc Rdr<br>RT | **AGIA VARVARA**<br>ex Arma-76<br>ex Lord Codrington-68<br>**Greek-Home Shipping Co. S.A.**<br>Piraeus Greece | **9 364**<br>5 295<br>13 742 | ✠**100A1**<br><br>✠**LMC** | SS 4/77<br><br><br>EL dt 2$\frac{1}{16}$"SQ<br>FN 4407<br>(AB) | **1958**-1 Scotts' SB. & Eng. Co. Ltd.<br>—Greenock (675)<br>152,79 19,13 9,392<br>140,93 19,05 12,22<br>F 13,5 2 dks<br>RW rf 76<br>7BH WB3860t incl. Tunnel tanks 374t<br>**LAID UP — SURVEYS OVERDUE 4/81** | **M General Cargo** CSD<br><br>5 Ho 20,7 22,1 18,2 ER 22,1<br>21,3<br>G.19 428 B.17 959<br>5 Ha (10,3 11,4 × 6,7) (9,1 × 5,7)<br>ER (10,6 10,6 × 6,7)<br>10W Der 1(35) 1(20) 10(5) | Oil 2SA 5Cy. 700 × 2320<br>6 200bhp (4 560kW) Doxford<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>AuxB (Comp) 120lbf/in² (8,3bar)<br>Fuel 136,0t (d.o.) 963,0t (hvf) 14,5kn |
| 5247756<br><br>000001<br>Df Esd<br>Rdr RTm | **AGILANI**<br>ex Nathaniel Wilson-75<br>**Government of Papua New Guinea (Department of Transport & Civil Aviation)**<br>Port Moresby Papua New Guinea | **347**<br>129<br>411 | ✠**100A1**<br><br>✠**LMC** | SS 5/82<br><br><br>EL (f)<br>FN 493 | **1958**-2 Gebr. Bodewes Scheepswerf<br>"Volharding"—Foxhol (147)<br>49,51 7,88 2,896<br>45,01 7,80 3,15<br>P 11,6 F 7,1 1 dk<br>RW rf 51<br>3BH WB183t | **M General Cargo**<br><br>1 Ho 29,1comb. ER<br><br>2 Ha (each 9,9 × 4,6) ER<br>Der 2(1) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 6kW 110V d.c.<br>Fuel (d.o.) |
| 6410075<br>IJMI<br>688<br>Rdr | **AGILE**<br><br>**Armamento Enos Compagnia di Navigazione S.p.A.**<br>Trapani Italy | **1 079**<br>673<br>1 666 | | <br><br>RI | **1964** Cant. Nav. Cassaro—Messina (120)<br>81,31 11,31 3,887<br>75,82 11,26 4,50<br>P 19,6 F 11,6 1 dk<br>RW len 71 | **M Tanker**<br>Oil Chemical<br>14 Ta ER<br>L.2 305 | Oil 4SA 7Cy. 350 × 400<br>955bhp (702kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 60kW 220V d.c.<br>Fuel 50,5t (d.o.)-3,5pd |
| 5029130<br>SVSZ<br>6243<br>Df Esd<br>Gc Rdr<br>RTm | **AGILITY**<br>ex Atlantic Falcon-75<br>ex Duke of Sparta-60<br>**Activity Shipping Co. S.A.**<br>Piraeus Greece | T.Mk<br>**7 741**<br>4 018<br>—<br>**10 389**<br>6 143<br>16 715 | ✠**100A1**<br><br>✠**LMC** | SS 1/81<br><br><br>EL ft 2¼"SQ<br>FN 4862 | **1959**-2 Furness S.B. Co. Ltd.—Haverton Hill (504)<br>157,77 20,22 —/9,773<br>146,97 20,12 12,96<br>F 33,3 2 dks<br>RW rf 102<br>7BH WB3190t incl. Tunnel tanks 424t | **M General Cargo**<br><br>5 Ho 20,7 22,8 22,0 ER 21,3<br>21,4<br>G.23 513 B.21 207<br>5 Ha (stl) (10,2 13,7 11,4 × 6,7) ER<br>(11,4 10,6 × 6,7)<br>13W Der 1(30) 2(10) 12(5) 2(3) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Marinens Hovedverft Horten<br>2 AuxB 150lbf/in² (10,4bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 197,0t (hvf) 13,5kn |
| 5405827<br>HO5292<br>9307-<br>PEXT1<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AGIOI ANARGYROI**<br>ex Friendship-81 ex Manos-77<br>ex Radiant Victor-76<br>ex Vestholm-74<br>ex Kalmarsund I-70<br>**Clarus Maritime Co. S.A.**<br>Panama Panama | **499**<br>281<br>980 | <br><br>✠Classed LR until 7/71 | BV | **1962**-12 Kalmar Varv A/B—Kalmar (407)<br>61,30 10,04 3,650<br>55,00 10,00 5,95<br>1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br><br>1 Ho 39,4 ER<br>G.2 005 B.1 825<br>2 Ha (10,9 16,4 × 6,4) ER<br>Cr 1(3) Der 2(3) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 72<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 75kW 1 × 50kW 1 × 15kW<br>220V d.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) 11,5kn |
| 5115551<br>SV3218<br>4190<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AGIOI ANARGYROI III**<br>ex Firth Fisher-71 ex Turkis-54<br>**Papageorgiou Brothers & John Tsamadis**<br>Piraeus Greece | **979**<br>513<br>1 272 | | <br><br>HR (NV) | **1950** Goole SB. & Repairing Co. Ltd.<br>—Goole (472)<br>66,93 9,94 4,147<br>62,49 9,89 4,25<br>RQD 41,5 F 5,5 1 dk<br>RW rf 76 | **M General Cargo**<br><br>2 Ho 21,6 — ER<br>G.1 868 B.1 748<br>2 Ha (12,2T × 4,2) (15,6 × 6,1) ER<br>3W Der 3 | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW) NE 64<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 35kW 1 × 26kW 220V d.c.<br>Fuel 116,0t (d.o.) 10,5kn |
| 7125249<br>SZMC<br>7953<br>Df Gc<br>Pfd Rdr | **AGIOS ANTONIOS**<br>ex Malayan Aspiration-81<br>**Trikada Shipping Co. S.A.**<br>Piraeus Greece | **3 937**<br>2 503<br>6 415 | | <br><br>BV (AB) | **1971** Miho Zosensho K.K.—Shimizu (799)<br>106,00 17,35 6,763<br>97,49 17,30 8,21<br>P 22,3 F 10,4 1 dk<br>rf 102 | **M General Cargo**<br><br>2 Ho each 34,4 ER<br>G.8 438 B.7 929 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>12,75kn |
| 6508341<br>SYHJ<br>2511<br>Df Esd<br>Gc Rdr<br>RTh | **AGIOS CONSTANTINOS**<br>ex Megalohari II-81<br>**Santa Helena Navigation Ltd.**<br>Albatross Shipping Enterprises Ltd.<br>Piraeus Greece | **14 264**<br>9 140<br>24 577 | | <br><br>AB | **1965** Sanoyasu Dockyard Co. Ltd.—Osaka (225)<br>179,10 22,92 10,135<br>168,26 22,86 14,03<br>P 32,7 F 9,5 1 dk<br>RW rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 15,8 18,9 17,0 17,0 17,0<br>17,0 ER<br>G.31 873 B.29 113<br>6 Ha (stl) (8,2 12,4 12,7 12,7 12,7<br>12,7 × 10,1) ER<br>Der 4(10) 8(5) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Uraga Heavy Ind. Ltd. Kobe<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 586,0t (hvf) |
| 5301722<br>SYUF<br>7850<br>Df Esd<br>Gc Rdr<br>RTm | **AGIOS CONSTANTINOS**<br>ex Murter-80<br>ex Ruder Boskovic-72<br>**Epidavrion Shipping Co. S.A.**<br>Vioship Maritime Co. Ltd.<br>Piraeus Greece | T.Mk<br>**6 159**<br>3 421<br>11 020<br>**8 852**<br>5 270<br>13 191 | | <br><br>BV JR | **1959** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (153)<br>153,63 18,90 8,119/9,240<br>140,42 18,80 11,99<br>2 dks<br>RW | **M General Cargo**<br>6P<br>4 Ho 19,3 21,9 11,4 8,9DT 19,3<br>G.18 807 B.16 991<br>5 Ha (stl) (9,6 12,8 6,1 10,5 10,5 ×<br>7,0)<br>14W Der 4(10) 8(5) 2(3) | Oil 2SA 6Cy. 750 × 1320<br>6 300bhp (4 634kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel (hvf) 15,5kn |
| 5045225<br>SWEO<br>2953<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AGIOS DEMETRIOS**<br>ex Tony-77 ex Cleaki-72<br>ex Bischofstor-66<br>**Auricula Maritime Inc.**<br>Piraeus Greece | **8 562**<br>5 557<br>12 479 | | <br><br>(GL) | **1955** Nordseewerke Emden—Emden (283)<br>146,41 18,45 9,018<br>134,12 18,39 11,49<br>P 34,5 B 8,6 F 32,4 2 dks<br>rf 51 | **M General Cargo** CSD<br>9P<br>3 Ho 33,2 32,3 29,4 ER<br>G.17 689 B.16 536<br>3 Ha (stl) (18,6comb. 20,5comb.<br>20,5comb. × 8,0) ER<br>12W Der 1(30) 4(5-8) 8(3-5) | Oil 2SA 7Cy. 680 × 1200<br>4 250bhp (3 126kW)<br>Borsig A.G. West Berlin<br>Gen 2 × 230kW 1 × 150kW a.c.<br>Controllable pitch propeller<br>Fuel 3 045,0t (d.o.) 14kn |
| 7229813<br><br>4062<br>RT | **AGIOS DIMITRIOS**<br><br>**Co-Ownership Reppas - Vlantis - Gerontakis**<br>Piraeus Greece | **488**<br>—<br>— | | | **1972** Th. Zervas & Sons—Ambelaki (105)<br>60,51 12,60 1,575<br>55,61 11,43 2,44 | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 159 × 203<br>1 156bhp (850kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5346411<br>SV3225<br>3017 | **AGIOS DIMITRIOS**<br>ex Svano-67 ex T.2-53<br>**L. Goutos, J. Alexandris & M. Trigakis, E. Trigakis & C. Kyriazis**<br>Piraeus Greece | **472**<br>278<br>691 | <br><br>✠ | HR (NV) | **1947**-9 N.V. Scheeps. v.d. Werf—Deest (220)<br>52,02 7,62 3,112<br>48,62 7,60 3,33<br>RQD 11,3 Trunk 26,0 F 5,8 1 dk<br>RW rf 152 len 56 | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 742 HeCls. C | Oil 4SA 6Cy. 270 × 500<br>400bhp (294kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 15kW 1 × 8kW 1 × 6kW<br>110V d.c.<br>Fuel 22,5t (d.o.)-1,5pd 8,5kn |
| 5285318<br>SV4403<br>6265<br>Df Esd<br>Rdr RT | **AGIOS DIONISIOS**<br>ex Fulsea-77 ex Prinsenbeek-71<br>**Dionisios Gousetis & Co.**<br>Alkis Panagiotidis & Co. Shipping Enterprises Ltd.<br>Piraeus Greece | **499**<br>316<br>947 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** | SS 4/79<br><br><br>EL j 1⅛"SQ<br>FN 738 | **1962**-2 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (969)<br>61,04 9,30 3,645<br>55,61 9,20 4,07<br>RQD 15,3 F 11,9 1 dk<br>RW rf 152<br>3BH WB313t incl. Dk a15t m12t | **M General Cargo**<br><br>1 Ho 7,9 ER<br>G.1 096 B.980<br>2 Ha (each 11,5 × 4,8) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 58,0t 10,75kn |

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| **5036858**<br>SV3000<br>5218<br>Df Esd | **AGIOS DIONISSIOS**<br>ex Poros-76 ex Sea Calm-75<br>ex Bar-74 ex Barhoft-73<br>**Farmakidis Brothers**<br>Piraeus Greece | **431**<br>174<br>563 | HR (DSRK) | **1956** VEB Elbewerft—Boizenburg (1706)<br>49,89 8,28 3,175<br>45,01 8,23 3,76<br>1 dk | **M General Cargo**<br>1 Ho 24,7 ER<br>G.680 B.645<br>2 Ha (10,9 8,7 × 5,0) ER<br>Cr 2(3) | Oil 4SA 6Cy. 320 × 480<br>400bhp (294kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 50kW 1 × 9kW 220V d.c.<br>9,5kn |
| **6163438**<br>5B2143<br>367286<br>Df Rdr<br>RTm | **AGIOS ELEFTHERIOS**<br>ex Chinta-80<br>ex Ralph Von Bargen-75<br>ex Irmgard Jacob-67<br>ex Annemarie-63<br>**Deserving Shipping Co. Ltd.**<br>Limassol Cyprus | **1 320**<br>799<br>2 050 | GL | **1950** Howaldtswerke A.G.—Kiel (922)<br>75,44 11,03 5,311<br>70,01 10,98 6,51<br>B 17,1 F 7,1 2 dks<br>RW | **M General Cargo** CSD<br>Ice strengthened<br>2 Ho each 23,4 ER<br>G.3 158 B.2 816<br>2 Ha (each 17,9comb. × 6,0) ER<br>8W Der 1(10) 2(6) 6(3) | Oil 2SA 6Cy. 350 × 550<br>1 000bhp (736kW) NE 56<br>Henschel-Maschb. Hamburg<br>Gen 2 × 50kW 2 × 10kW 220V d.c.<br>Fuel 81,5t (d.o.) 10,5kn |
| **5111555**<br>SV4219<br>137<br>Df Esd<br>Rdr RT | **AGIOS ELEFTHERIOS**<br>ex Silvi ex Brivaer-75<br>ex Innvaer-74 ex Fagerheim-66<br>ex Geert Bodewes-60<br>**Co-ownership 'Agios Eleftherios'**<br>Thessaloniki Greece | **500**<br>288<br>843 | (HR)<br>✠Classed LR until 18/9/81 | **1951**-6 N.V. Bodewes Schps. —Martenshoek (386)<br>55,48 8,74 3,588<br>50,22 8,69 3,66<br>P 11,9 RQD 17,7 F 9,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 31,9 ER<br>G.1 110 B.1 076<br>2 Ha (each 11,4 × 4,8) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW) E made58 refitted71<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Controllable pitch propeller<br>Fuel 39,5t (d.o.)-2,5pd 10kn |
| **5381394**<br>SZHJ<br>Df Esd<br>Gc Rdr<br>RTh | **AGIOS GEORGIOS**<br>ex Vinjerac-81<br>**The Megalonissos Sea Transports & Maritime Exploitations Co. Ltd.**<br>Piraeus Greece | **1 764**<br>1 130<br>2 119 | AB (JR)<br>✠Classed LR until 2/2/79 | **1961**-11 Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (110)<br>84,89 12,17 5,233<br>77,53 12,12 5,54<br>P 23,5 Trunk 40,6 F 13,5 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 883 HeCls. C<br>1 Ha (3,0 × 2,2)<br>1W Der 2(3) | Oil 2SA 6Cy. 480 × 700<br>1 800bhp (1 324kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 3 × 72kW 450V a.c.<br>Fuel 119,0t (d.o.)-8,0pd 13kn |
| **5001475**<br>SV3990<br>5618<br>Df Esd<br>Rdr | **AGIOS GEORGIOS**<br>ex Mastrogiorgis-76<br>ex Absalon-75<br>**Constantinos G. Ventouris**<br>Piraeus Greece | **1 682**<br>717<br>300 | BV | **1956** Aalborg Vaerft A/S—Aalborg (195)<br>70,85 13,06 3,696<br>65,69 13,01 5,80<br>F 26,0 1 dk<br>rf 495 | **TM RoRo Cargo/Ferry**<br>800dk P<br>Side door/ramp | 2 Oil 2SA each 7Cy. 350 × 620<br>3 440bhp (2 530kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 4 × 160kW 220V d.c.<br>Fuel 45,5t (d.o.) 15kn |
| **5030103**<br>SZUH<br>3033<br>Df Esd | **AGIOS GEORGIOS**<br>ex Athena-75 ex Atonality-67<br>**Marine Water Supply Co. Ltd.**<br>Piraeus Greece | **1 221**<br>548<br>1 396 | ✱Classed BC until 12/71 | **1950**-3 George Brown & Co. (Marine) Ltd. —Greenock (249)<br>70,54 11,03 4,217<br>66,45 10,98 4,53<br>P 18,0 F 6,4 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>HeCls. C | Oil 2SA 4Cy. 405 × 650<br>800bhp (588kW)<br>J. I. Thornycroft & Co. Ltd. Southampton<br>Fuel 110,5t |
| **5305962**<br>SZMO<br>2575<br>RT | **AGIOS GEORGIOS**<br>ex Konstantinos Gaviotis-76<br>ex Sofia Gogi-75 ex Maria S.-67<br>ex Koraii-66 ex Saint Honorat-65<br>ex Noorderhaven-47<br>ex Empire Ford-43<br>**Georgios Atsalis & Co.**<br>Piraeus Greece | **241**<br>122<br>353 | (BV)<br>✠Classed LR until 10/55 | **1941**-9 J. S. Watson (Gainsborough) Ltd. —Gainsborough (1520)<br>41,76 7,47 2,712<br>39,63 2,95<br>P 11,0 F 4,0 1 dk | **M General Cargo**<br>1 Ho 21,0 ER<br>G.510 B.480<br>2 Ha (6,1 10,8 × 4,4) ER<br>2W Der 2(1,5) | Oil 4SA 6Cy. 285 × 420<br>375bhp (276kW) NE 51 MAN<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel 19,5t (d.o.) 7,5kn |
| **5270181**<br>SV2721<br>3105<br>RT | **AGIOS GEORGIOS**<br>ex Lesvos-76 ex Paola di Maria-68<br>ex Paola-54<br>**Konditis**<br>Piraeus Greece | **150**<br>103<br>224 | (RI) | **1946** S.A. Ansaldo—Genova (865)<br>32,36 6,02 2,401<br>29,80 5,97 2,70<br>RQD 8,0 F 2,2 1 dk | **M Tanker**<br>Water<br>4 Ta ER<br>L.204 | Oil 4SA 3Cy. 265 × 410<br>150bhp (110kW)<br>S.A. Ansaldo Genova<br>Fuel 9,0t (d.o.)-1,0pd 8,5kn |
| **5064788**<br>C4WB<br>380812<br>RT | **AGIOS GEORGIOS I**<br>ex Carolina Landi-77<br>ex Carolina-54 ex Benett V<br>**Yianakis-Azar Maheropetra Maritime Co. Ltd.**<br>Loyalty Shipping Co. Ltd.<br>Limassol Cyprus | **498**<br>266<br>— | RI | **1947** Cant. Nav. M. & B. Benetti —Viareggio (5)<br>53,22 8,95 3,960<br>46,59 8,87 4,04<br>P 13,2 F 8,3 1 dk<br>len 61 | **M General Cargo**<br>1 Ho ER<br>B.870<br>Der 2(1) | Oil 4SA 7Cy. 265 × 410<br>350bhp (257kW)<br>S.A. Ansaldo Genova<br>Fuel 40,5t |
| **5064221**<br>HO7765<br>3199-73<br>Esd Rdr | **AGIOS GEORGIOS I**<br>ex Agios Georgios-73 ex Nike-72<br>ex Carlshutte-65<br>**Estamar S.A.** | **262**<br>147<br>371 | (GL) | **1926** D. Ropers—Stade (118)<br>*40,76* 6,89 3,099<br>6,84 3,20<br>1 dk<br>R len 53 | **M General Cargo**<br>G.515 B.481<br>2 Ha | Oil 4SA 4Cy. 280 × 420<br>200bhp (147kW) E made39 fitted—<br>Deutsche Werke A.G. Kiel<br>7,5kn |
| **5087651**<br>SZTK<br>7858<br>Df Esd<br>Gc Rdr<br>RTv | **AGIOS GEORGIOS III**<br>ex San Georgio III-80 ex Deido-79<br>**Aetos Maritime Co.**<br>Canopus Shipping S.A.<br>Piraeus Greece | T.Mk<br>**5 909**<br>3 208<br>9 899<br>**8 254**<br>4 653<br>10 287 | **✠100A1** CS 10/79<br>DTsmf & TwDm—veg. oil or latex or glycerine<br>**✠LMC**<br>EL ct 2⅛"SQ<br>FN 4057 | **1961**-4 Scotts' SB. & Eng. Co. Ltd. —Greenock (686)<br>140,21 19,28 8,027/8,211<br>131,07 19,21 11,74<br>P 13,5 F 14,1 2 dks<br>RW rf 102<br>6BH WB2416t | **M General Cargo**<br>Ref<br>5 Ho 17,1 21,1 19,8 9,1DT 9,1DT 9,9DT 9,9DT 23,6 18,1<br>G.17 792 B.16 365 In.58<br>5 Ha (stl) (9,6 11,4 9,1 × 6,7) ER (11,4 8,3 × 6,7)<br>16W Der 1(50) 2(20) 2(10) 2(7,5) 8(5) 2(3) | Oil 2SA 4Cy. 670 × 2320<br>5 700bhp (4 193kW) Doxford<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB 120lbf/in² (8,3bar)<br>(e(ex.g) 120lbf/in² (8,3bar) )<br>Gen 4 × 200kW 220V d.c.<br>Fuel 965,5t (hvf) 14kn |
| **5005275**<br>SYAR<br>1724<br>RT | **AGIOS GERASSIMOS**<br>ex Trias-60 ex Athinal-55<br>ex Kilmington-51<br>**Dimitrios Miras**<br>Piraeus Greece | **517**<br>295<br>— | GL | **1943** Pullman Standard Car Mfg. Co. —Chicago, Illinois<br>57,61 9,96 3,963<br>4,27<br>2 dks<br>conv Corvette — | **TM Ferry**<br>Mchy.aft | 2 Oil each 12Cy. 203 × 216 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>General Motors Corp. Detroit, Mi<br>14kn |
| **7364924**<br>4767 | **AGIOS GIORGIOS**<br>**Athina Papanikolaou**<br>Piraeus Greece | **350**<br>—<br>102 | | **1974** Th. Zervas & Sons—Ambelaki (130)<br>45,60 11,99<br>37,98 11,94 2,39<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA each 6Cy.<br>E made— fitted74 Paxman<br>............ |
| **5066906**<br>SV3361<br>Df Esd | **AGIOS IOANNIS R**<br>ex Zeus-77 ex Anna Gemma-76<br>ex Celeste Aida-65<br>ex Inchcolm-53<br>**Constantinos Dagadakis**<br>Greece | **493**<br>266<br>459 | RI<br>✠Classed LR until 3/57 | **1941**-7 Cook, Welton & Gemmell Ltd. —Beverley (676)<br>51,01 8,49 4,177<br>45,50 8,39 4,55<br>F 8,3 1 dk<br>conv Side Trawler Fishing — | **M General Cargo**<br>3 Ho<br>B.700<br>2 Ha<br>2W | Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW) E made56 fitted57<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 76,0t 11kn |

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| **7824493**<br>Gc RT | **AGIOS LABREDIOS II**<br>**Saint Faneromeni Nunnery**<br>Piraeus Greece | **453**<br>342<br>250 | BV | **1979** Hellenic General Enterprises Co. Ltd.<br>—Perama (718)<br>46,61 1,801<br>35,01 11,51 2,72<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6820397**<br>H8FM<br>11001<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIOS LOUKAS**<br>ex John P-82 ex Kwong Fung-80<br>ex Wah Fei-74 ex Shinpo Maru-71<br>**M. L. K. Shipping Corp. S.A.**<br>Alma Maritime Co. S.A. Panama<br>Panama Panama | **4 603**<br>3 191<br>7 466 | NK | **1968** Kurushima Dock Co. Ltd.—Imabari<br>(436)<br>117,46 17,23 6,909<br>109,02 17,20 8,62<br>P 25,0 F 9,2 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.10 590 B.10 059<br>3 Ha (stl) (13,7 23,0 23,0 × 8,9) ER<br>Der 5(15) | Oil 2SA 6Cy. 500 × 800<br>4 600bhp (3 384kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 184kW 445V a.c.<br>Fuel 662,5t-16,0pd 13kn |
| **7229411**<br>SWEW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIOS MATTHEOS**<br>ex Ivan Gorthon-81<br>**Marika Primera Shipping Co. S.A.**<br>Piraeus Greece | **2 964**<br>1 470<br>4 506<br>**5 580**<br>3 575<br>7 849 | ✠**100A1** SS 9/81<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL V $1\frac{5}{8}$"U3<br>FN 3025 | **1972**-11 Hollming Oy—Rauma/Raumo<br>(201)<br>114,26 16,77 5,912/8,078<br>111,18 16,71 10,49<br>RAD 21,7 F 9,8 1 dk & S dk<br>rf 203 len 74<br>5BH to U dk 2 to 2nd dk WB1333t | **M General Cargo** OSD/CSD<br>7 Ho 8,3 9,6 9,6 9,6 9,6 9,6 9,6 7 TwD ER<br>G.11 548 B.11 157<br>4 Ha (stl) (8,9 × 6,4) (20,5 20,1 19,5 × 13,3) ER<br>Cr 3(12,5) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 700bhp (4 193kW) ✠ NE 5/79 Pielstick<br>Lindholmen Motor AB. Goteborg<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 1 × 296kW 2 × 288kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 833,0t (hvf)-22,5pd 14kn |
| **5151000**<br>SWGR<br>3214<br>Df Esd<br>Gc Rdr<br>RTm/h | **AGIOS NECTARIOS**<br>ex San John-73 ex Hindustan-68<br>**Renata Compania Maritima S.A.**<br>J.B.M. Shipping Co. S.A.<br>Piraeus Greece | **6 700**<br>3 325<br>11 138<br>**9 104**<br>5 329<br>13 635 | ✠**100A1** SS 2/80<br>✠**LMC**<br>EL dt $2\frac{13}{16}$"SQ<br>FN 4161 | **1958**-1 Luebecker Flender-Werke AG.<br>—Luebeck-Siems (482)<br>145,35 18,85 8,302/9,407<br>135,13 18,75 12,04<br>Ba 30,8 F 10,7 1 dk & S dk<br>RW rf nil DK fwd<br>7BH WB1541T incl. DTsm2747T | **M General Cargo** OSD/CSD<br>5 Ho 20,6 18,2 17,5 —DT 17,9 18,2 ER<br>G.18 589 B.17 103<br>5 Ha (stl) (each 11,2 × 7,4) ER<br>10W Der 1(20) 10(5) | Oil 2SA 7Cy. 700 × 1200<br>4 670bhp (3 435kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 150kW 380V 50Hz a.c.<br>Fuel 207,5t (d.o.) 758,0t (hvf) 13,25kn |
| **5245992**<br>SWJH<br>6275<br>Df Esd<br>Gc Rdr<br>RT | **AGIOS NECTARIOS**<br>ex Iris-79 ex United Victory-76<br>ex Mariel-73 ex Naguilan-65<br>ex Commerz-61<br>**Iris Shipping Co. S.A.**<br>Piraeus Greece | **4 962**<br>3 025<br>7 700 | **100A1**<br>Str. nav. ice<br>**LMC**<br>EL W 500,0/50,0U2<br>FN 2772<br>AB (GL) | **1955** H. C. Stuelcken Sohn—Hamburg<br>(814)<br>117,00 16,24 7,808<br>107,45 16,21 9,58<br>RQD 28,1 B 16,8 F 12,5 2 dks<br>RW rf 102<br>5BH WB847T | **M General Cargo**<br>3 Ho ER<br>G.10 194 B.9 388<br>5 Ha ER<br>10W Der 1(40) 2(15) 2(10) 6(3-5) | 2 Oil 4SA each 8Cy. 400 × 800 geared to sc. shaft<br>3 360bhp (2 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 155kW 1 × 132kW 380V 50Hz a.c.<br>Fuel 244,0t 12,5kn |
| **5051602**<br>SZJJ<br>3453<br>Df Esd<br>Rdr | **AGIOS NECTARIOS**<br>ex St. Nectarios-81<br>ex Lefteris M.-77 ex Bretagne-69<br>**Castalia Shipping Co. S.A.**<br>Roussos Bros.<br>Piraeus Greece | **2 685**<br>1 486<br>5 309 | (BV) | **1947** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (683)<br>109,73 15,55 6,312<br>15,50<br>P 7,4 B 24,1 F 7,1 1 dk & S dk | **M General Cargo** OSD<br>4 Ho 16,9 24,0 ER 19,9 11,9<br>G.8 970 B.8 156<br>4 Ha (9,1 13,4 × 5,9) ER (11,2 8,2 × 5,9)<br>10W Der 1(30) 10(3) | Oil 2SA 5Cy. 620 × 1150<br>2 250bhp (1 655kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 100kW 220V d.c.<br>Fuel 183,0t (d.o.) 11kn |
| **5020017**<br>C4WG<br>380977<br>Df Esd<br>Rdr RT | **AGIOS NECTARIOS**<br>ex Antofagasta-77<br>**Marathokampos Navigation Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**1 266**<br>607<br>1 773<br>**1 592**<br>1 098<br>— | ✠**100A1** SS 11/77<br>✠**LMC**<br>EL q $1\frac{7}{16}$"SQ<br>FN 1445 | **1955**-9 Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (271)<br>84,03 12,25 4,471/5,785<br>75,60 12,20 6,91<br>P 5,5 F 6,4 2 dks<br>RW rf 51<br>Coll BH to U dk 4 to 2nd dk WB453t | **M General Cargo**<br>Ref 12bth P<br>3 Ho 13,7 19,3 ER 16,9 3 TwD<br>G.3 504 B.3 211 In.65<br>3 Ha (7,5 10,0 × 5,9) ER (10,0 × 5,9)<br>6W Der 1(10) 6(3) | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 175,0t 12kn |
| **5249950**<br>HP3274<br>6238<br>-75A<br>Df Esd<br>Rdr RTv | **AGIOS NEKTARIOS**<br>ex Olympos-79<br>ex Cedar Freeze-75<br>ex Drame Oumar-73 ex Neve-66<br>Launched as Optimum<br>**Sun Rose Compania Maritima S.A.**<br>Panama Panama | **816**<br>283<br>803 | AB | **1961** Mutzelfeldtwerft G.m.b.H.—Cuxhaven<br>(156)<br>75,19 11,03 3,823<br>68,97 11,00 6,81<br>F 8,0 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ref.<br>2 Ho 16,1 22,5 ER<br>In.1 510<br>2 Ha (stl) (10,5 11,5 × 4,1) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 400 × 580<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 144kW 1 × 88kW a.c.<br>Fuel 148,5t (d.o.) 14kn |
| **7229825**<br>SV3230<br>3950<br>RT | **AGIOS NEKTARIOS K. II**<br>**N. Koupetoris & P. Tsavaris**<br>Piraeus Greece | **550**<br>430<br>— | | **1972** Vassiliadis Bros.—Salamis<br>45,70 10,01<br>2,19 | **TM Ferry**<br>Mchy.aft | 2 Oil<br>900bhp (662kW)<br>Penhoet France |
| **7324948**<br>SV3232<br>4350<br>Rdr RT | **AGIOS NEKTARIOS NAFPACTOU**<br>**M. Koumbios & others**<br>Piraeus Greece | **473**<br>291<br>— | AB | **1974** "Naus" Shipyard Philippou Bros. S.A.<br>—Perama (110)<br>57,56 9,61 1,956<br>51,97 2,52<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Bow Door<br>Mchy.aft | 2 Oil 4SA each 8Cy. 165 × 184<br>880bhp (647kW)<br>GEC Diesels Ltd. Kelvin Marine Div. Glasgow |
| **7002124**<br>SVOK<br>7935<br>Df Esd<br>Gc Pfd<br>Rdr | **AGIOS NICOLAOS**<br>ex Sea Harmony-81 ex Nautica-73<br>**Namor Armadora S.A.**<br>Piraeus Greece | **12 060**<br>8 183<br>18 161 | AB | **1969** Mitsubishi Heavy Industries Ltd.<br>—Kobe (997)<br>149,36 22,00 9,678<br>140,47 21,95 13,72<br>P 27,8 F 10,7 2 dks<br>rf nil | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 19,8 25,9 18,2 15,2 25,9 ER<br>G.26 512 B.24 578<br>5 Ha (stl) (9,7 × 8,5) (17,3 8,2 8,2 17,3 × 10,2) ER<br>14W Der 10(5) | Oil 2SA 6Cy. 700 × 1200<br>8 500bhp (6 252kW) MAN<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 330kW 450V 60Hz a.c.<br>Fuel 1 351,5t (hvf) 15,5kn |
| **7014488**<br>SZXR<br>6060<br>Df Esd<br>Gc Rdr<br>RT | **AGIOS NICOLAOS**<br>ex Sincere No. 2-76<br>**Pankada Shipping Co. S.A.**<br>Piraeus Greece | **3 997**<br>2 732<br>6 382 | BV (NK) | **1969** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (709)<br>110,98 16,64 6,662<br>101,91 16,60 8,11<br>P 22,3 F 10,4 1 dk | **M General Cargo**<br>2 Ho 36,4 34,9 ER<br>G.8 698 B.8 333<br>2 Ha (stl) (27,5 27,2 × 8,6) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 599,5t (hvf)-14,0pd 15,5kn |

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| **5276898**<br>SXRM<br>5745<br>Df Esd<br>Gc Rdr<br>RT | **AGIOS NICOLAOS**<br>ex Calamos-81 ex Titsa-76<br>ex Alexia-76 ex Phebe-70<br>**Vesper Maritime Inc.**<br>Piraeus Greece | **2 343**<br>1 135<br>3 392 | <br><br>BV | **1956** At. & Ch. de Bretagne—Nantes (2)<br>84,87 13,37 5,950<br>77,60 13,31 6,94<br>1 dk<br>RW | **M General Cargo**<br><br><br><br>3 Ha (10,9 13,5 10,2 × 7,6) ER<br>Der 6(5) | Oil 4SA 6Cy. 460 × 660<br>1 572bhp (1 156kW) MAN<br>At. & Ch. de Bretagne Nantes<br>11,5kn |
| **7516101**<br><br>5303 | **AGIOS NICOLAOS I**<br><br>**A. Filiagos Co.**<br>Piraeus Greece | **300**<br>—<br>30 | | **1976** Vassiliadis Bros.—Salamis (26)<br>42,63<br>38,03 12,01 2,52<br>1 dk | **TM Ferry** | 2 Oil 4SA each 8Cy.<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin France |
| **5293743**<br>J4ZI<br>7488<br>Df Esd<br>Gc Rdr<br>RTv | **AGIOS NICOLAOS IV**<br>ex Sunny Danielle-79<br>ex Dafra Merchant-76 ex Rhein-76<br>**Leo Marine Co. Ltd.**<br>Silver Ocean Compania Naviera<br>S.A.<br>Piraeus Greece | **4 119**<br>2 215<br>—<br>**6 037**<br>3 418<br>8 698 | <br><br>GL | **1961** Orenstein Koppel & Luebecker<br>—Luebeck (575)<br>129,72 17,25 7,422/8,100<br>116,72 17,20 10,29<br>P 24,4 F 14,1 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD/CSD<br>4P<br>4 Ho 17,4 25,0 19,5 16,0 ER<br>G.12 103 B.10 996<br>4 Ha (stl) (9,7 14,0 10,4 10,4 × 7,0)<br>ER<br>10W Der 1(50) 1(30) 4(10) 6(5) | Oil 2SA 6Cy. 700 × 1200<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 244kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) 15kn |
| **5401558**<br>SWDU<br>3574<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AGIOS NIKOLAOS**<br>ex Zanet-80 ex Beaverash-69<br>ex Mimer-63<br>**Anvagim Maritime Co. S.A.**<br>Piraeus Greece | **4 326**<br>2 295<br>6 142 | 100A1 SS 11/79<br><br>**LMC**<br>EL (T) U 1$\frac{13}{16}$"SQ<br>FN 2655 | **1958** A/B Ekensbergs Varv—Stockholm<br>(214)<br>114,33 15,45 7,205<br>105,44 15,40 9,78<br>F 8,6 2 dks<br>RW rf 76<br>6BH WB1301t incl. DTsmf 385t DTf84t | **M General Cargo** CSD<br>Ref<br>4 Ho 12,5 12,5 22,8 14,0 ER<br>In.297<br>2 Ha (w) (each 9,7 × 6,7) 1 Ha (stl)<br>(15,3 × 6,7) 1 Ha (w) (9,7 × 6,7)<br>ER<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 500 × 1100<br>3 800bhp (2 795kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>Gen 3 × 166kW 440V 60Hz a.c.<br>Fuel 762,0t (d.o.) 14kn |
| **5120269**<br>SV3688<br>33<br>Df Esd<br>Rdr RTv | **AGIOS NIKOLAOS**<br>ex Pelias-82<br>ex Franz Doerenkamp-68<br>**Astro Spalmatori Ltd.**<br>Patras Greece | **1 189**<br>736<br>1 945 | <br><br>GL | **1955** Werft Nobiskrug—Rendsburg (578)<br>71,25 10,77 5,157<br>63,99 10,72 6,46<br>F 5,8 2 dks<br>RW rf 51 | **M General Cargo** CSD<br><br>2 Ho 8,3 18,5 ER<br>G.2 597 B.2 397<br>2 Ha (stl) (8,3 18,5 × 5,4) ER<br>6W Der 6(3-5) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 15kW 220V<br>Fuel 127,0t (d.o.) 12kn |
| **5319626**<br>SV6022<br>7727<br>Esd Pfd<br>Rdr RTv | **AGIOS NIKOLAOS**<br>ex Victory-82 ex Jean R-80<br>ex Raven-77 ex Selby-73<br>**Phoenix Shipping Co.**<br>Piraeus Greece | **962**<br>—<br>970 | GL<br><br>✠Classed LR until<br>25/5/73 | **1959**-6 James Lamont & Co. Ltd.—Port<br>Glasgow (395)<br>70,74 12,02 4,033<br>65,54 11,89 6,96<br>Ba 17,4 F 7,1 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD<br><br>2 Ho 13,4 23,1 2 TwD 14,6<br>21,3 ER<br>G.2 816 B.2 659<br>2 Ha (stl) (10,3 16,4 × 6,1) ER<br>4W Der 2(10) 2(7) | Oil 4SA 7Cy. 432 × 457 with flexible<br>coupling & sr reverse geared to sc. shaft<br>1 880bhp (1 383kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 70kW 220V d.c.<br>Fuel 109,5t (d.o.) 12,5kn |
| **5042742**<br>SV3485<br>3109<br>Df Esd<br>Rdr | **AGIOS NIKOLAOS**<br>ex Kypros-80 ex Berni Nubel-68<br>**Salamis Maritime Co.**<br>Piraeus Greece | **764**<br>345<br>1 230 | <br><br>GL | **1952** Schulte & Bruns—Emden (162)<br>68,59 10,55 3,963<br>10,49 6,25<br>RQD 18,9 F 4,9 1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br><br>Ice strengthened<br>1 Ho 39,4 ER<br>G.2 700 B.2 515<br>3 Ha (stl) (9,3 10,5 10,5 × 5,4) ER<br>6W Der 2(3-5) 4(3) | Oil 4SA 8Cy. 320 × 450<br>925bhp (680kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220V d.c.<br>Fuel 87,5t (d.o.) 11kn |
| **5265162**<br>SV3237<br>4445<br>Df Esd<br>RT | **AGIOS NIKOLAOS**<br>ex Orion II-72<br>**D. Leodaras & N. Tyropolis**<br>Piraeus Greece | **499**<br>328<br>789 | <br><br>GL | **1955** Hugo Peters—Wewelsfleth (74)<br>57,64 8,62 3,252<br>51,41 8,60 3,66<br>P 10,7 F 4,9 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.1 032 B.981<br>2 Ha (17,9 8,9 × 5,4) ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>490bhp (360kW) NE 63<br>Maschinenbau Kiel G.m.b.H. Kiel<br>10kn |
| **7343102**<br>H3CY<br>8477<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIOS NIKOLAOS**<br>**THALASSOPOROS**<br>ex Everett F. Wells-82<br>**Tilfield Shipping Corp.**<br>Denholm Ship Management Ltd.<br>Panama Panama | **120 203**<br>98 029<br>263 382 | **✠100A1** SS 4/80<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25810 | **1977**-7 Swan Hunter Shipbuilders Ltd.<br>—Wallsend & Neptune Yards, Wal (64)<br>343,47 51,87 20,481<br>330,72 51,82 26,22<br>F 19,2 1 dk<br>rf nil<br>7BH WB37097T incl. clean ballast tanks<br>26269T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>19 Ta ER<br>L.(oil) 313 465 HeCls. B<br>2W Der 2(15) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) GEC<br>GEC Turbine Generators Ltd. Manchester<br>2 WTB 77kgf/cm² (75,6bar) (Spt 950°C<br>66,5kgf/cm² (65,3bar)) hs3906,7<br>sg 18kgf/cm² (17,7bar)<br>Gen 2 × 1350kW 1 × 680kW<br>440V 60Hz a.c.<br>Fuel 10 000,0t 14,5kn |
| **7001742**<br>SXIB<br>3556<br>Df Esd<br>Gc Rdr<br>RTh | **AGIOS NIKOLAOS III**<br><br>**Titan Intercontinental Carriers**<br>**Inc.**<br>Piraeus Greece | **15 345**<br>9 764<br>25 933 | <br><br>AB | **1970** Mitsui SB. & Eng. Co. Ltd.—Osaka<br>(840)<br>176,61 10,062<br>168,00 23,19 13,95<br>P 33,3 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>6 Ho 19,8 20,5 21,2 21,2 21,2<br>19,8 ER<br>G.33 820<br>6 Ha (stl) (10,2 10,9 10,9 10,9 10,9<br>10,9 × 9,9)<br>14W Der 4(10) 8(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 805,5t (hvf) 16,75kn |
| **6410790**<br>D5EZ<br>6253<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AGIOS NIKOLAS**<br>ex Venture Oklahoma-82<br>ex Turbina-78 ex Andking-78<br>ex Mosking-76<br>**Lace Ltd.**<br>Monrovia Liberia | **36 115**<br>24 072<br>72 589 | <br><br>NV | **1964** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1585)<br>237,80 36,00 12,701<br>226,47 35,90 16,62<br>P 54,9 F 22,9 1 dk<br>rf nil | **S Tanker**<br><br>11 Ta ER<br>L.(oil) 81 411<br>Der 4(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>Mitsubishi Zosen K.K. Nagasaki<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 5 080,0t (o.f.)-103,5pd 16kn |
| **7042253**<br>J4TK<br>7554<br>Df Esd<br>Gc Rdr<br>RT | **AGIOS NIKOLAS**<br>ex Sig Ragne-79<br>**Astwood Shipping Corp.**<br>Lyra Shipping Ltd.<br>Piraeus Greece | T.Mk<br>**7 457**<br>5 291<br>14 744<br>**11 857**<br>8 416<br>18 623 | **✠100A1** SS 3/76<br>strengthened for heavy<br>cargoes<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL C† 2$\frac{3}{4}$"U2<br>FN 5073 | **1971**-6 Upper Clyde Shipbuilders Ltd.<br>(Scotstoun Div.)—Scotstoun (110)<br>147,20(BB) 22,99 6,757/10,002<br>138,66 22,86 13,72<br>F 12,8 2 dks<br>rf nil<br>6BH WB2578t | **M General Cargo**<br><br>4 Ho 18,5 26,9 28,4 27,6<br>G.27 802 B.25 343<br>7 Ha (stl) (6,7 × 7,6) (19,5p&s<br>21,5p&s 19,5p&s × 7,7) ER<br>13W Cr 1(5) Der 3(30) 2(15) 1(3) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 115lbf/in² (8,0bar)<br>Gen 3 × 374kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 227,5t (hvf) 18,75kn |
| **5234682**<br>P3CD<br>381048<br>Df Esd<br>Pfd Rdr<br>RT | **AGIOS SPIRIDON I**<br>ex Miguelin Pombo-77<br>**Flattop Shipping Co. Ltd.**<br>Furgomar Shipping Co. Ltd.<br>Limassol Cyprus | **992**<br>575<br>1 348 | BV<br><br>✠Classed LR until 9/64 | **1958**-6 Corcho Hijos S.A.—Santander (70)<br>68,28 9,81 5,100<br>61,50 9,76 5,67<br>P 17,4 F 8,6 2 dks<br>RW rf 102 | **M General Cargo**<br>2P<br>2 Ho each 17,9 ER<br>G.1 713 B.1 665<br>2 Ha (12,3 11,9 × 6,1) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 381 × 457<br>1 650bhp (1 214kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 75kW 1 × 20kW 220V d.c.<br>Fuel 91,5t (d.o.) 12,5kn |

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| **7397995**<br>SXDF<br>4973<br>Esd Gc<br>Rdr RTv | **AGIOS SPYRIDON**<br>Launched as Frendo Venture<br>**Thracia Shipping Co. Ltd.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | **700**<br>—<br>1 450<br>**1 573**<br>1 049<br>2 800 | BV | **1977** United Shipping Yard Co.—Perama (67)<br>63,61 4,452/6,551<br>55,15 12,51 7,73 | **M Container Ship** OSD/CSD<br>Fixed-guides<br>1 Cell.Ho 40,0 ER<br>TEU 75 C.Ho 51/20' C.Dk 24/20'<br>1 Ha (stl) ER<br>Cr 1(5-10) | Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S Norway<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.) 160,5t (hvf)-5,0pd 12,5kn |
| **5237933**<br><br>23<br>Df Rdr | **AGIOS SPYRIDON**<br>ex Moana II-72 ex Moana-70<br>ex Achim Griese-59<br>ex Conrad Luhring<br>**A. & S. Mavronas**<br>Kerkyra Greece | **211**<br>129<br>345 | | **1921** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>*37,28* 7,01 2,998<br>3,05<br>RQD 6,1 1 dk<br>R conv sailing vessel 43 | **M General Cargo**<br>G.400 B.370<br>2 Ha | Oil 4SA 4Cy. 280 × 450<br>150bhp (110kW) NE 45<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Gen 1 × 15kW 24V d.c. |
| **6412889**<br>SV6254<br><br>Esd Gc<br>Rdr<br>RTm/v | **AGIOS SYMEON**<br>ex Carsol-82 ex Lisbet Terkol-79<br>**G. N. Sanakis Towing**<br>Piraeus Greece | **495**<br>325<br>1 067 | ✠LR class withdrawn-<br>Owner's request<br>20/8/82 | **1964**-7 Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13359)<br>63,07 9,63 3,760<br>56,82 9,45 4,09<br>P 16,5 F 11,0 1 dk<br>rf 51 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 400 HeCls. C | Oil 2SA 6Cy. 310 × 490<br>750bhp (552kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 48,0t (d.o.)-3,0pd 11kn |
| **5075517**<br><br><br>Pfd | **AGIOS THOMAS**<br>ex Clarity-78<br>**Olympios Shipping Co. Ltd.**<br>Olympios Zeus Shipping Co. Ltd. | **764**<br>386<br>904 | ✠LR class withdrawn<br>10/11/82 | **1957**-3 Goole SB. & Repairing Co. Ltd. —Goole (501)<br>62,18 9,22 3,620<br>57,92 9,15 3,66<br>P 13,8 RQD 39,4 F 5,8 1 dk<br>RW rf 76 | **M General Cargo**<br>2 Ho 16,9 21,0 ER<br>2 Ha (14,6 16,3 × 6,4) ER | Oil 2SA 6Cy. 320 × 426<br>600bhp (441kW) ✠ NE made45 refitted69<br>Newbury Diesel Co. Ltd. Newbury |
| **7365473**<br>IBFC<br>3647<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP ABRUZZO**<br><br>**SNAM S.p.A.**<br>Genova Italy | **127 069**<br>104 963<br>250 609 | AB RI | **1977** Italcantieri S.p.A.—Monfalcone (4313)<br>348,93(BB) 51,87 20,005<br>330,72 51,82 25,61<br>P 57,7 1 dk<br>rf nil | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 306 333 HeCls. BC | Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Grandi Motori Trieste Trieste<br>Gen 1 × 1400kW 2 × 1200kW 440V 60Hz a.c.<br>Fuel 11 753,0t (d.o.)-130,0pd 14,5kn |
| **5005354**<br>ICVJ<br>3304<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIP ANCONA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **31 289**<br>16 725<br>52 589 | AB RI | **1963** Cant. Nav. Riuniti—Anc (252)<br>229,27 31,17 12,301<br>214,89 31,09 15,65<br>P 46,4 F 34,8 1 dk<br>RW rf 102 | **M Tanker**<br>IGS<br>23 Ta ER<br>L.(oil) 64 748 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>19 000bhp (13 976kW)<br>Cant. Nav. Riuniti Ancona<br>Fuel 3 211,0t (d.o.)-65,0pd 14,5kn |
| **5005366**<br>ICVA<br>3227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGIP BARI**<br><br>**SNAM S.p.A.**<br>Genova Italy | **30 679**<br>17 882<br>51 182 | AB RI | **1961** C.R.D. Adriatico—Monfalcone (1855)<br>227,03 31,15 12,154<br>215,02 31,01 15,35<br>P 44,9 B 13,2 F 29,6 1 dk<br>RW rf 127 | **S Tanker**<br>IGS<br>30 Ta ER<br>L.(oil) 60 120 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17 300shp (12 725kW) De Laval<br>C.R.D. Adriatico Trieste<br>Fuel 6 491,0t (d.o.)-88,0pd 14,5kn |
| **8021749**<br>IVAN<br>3742 | **AGIP BELLEROPHON**<br><br>**AGIP S.p.A.**<br>Genova Italy | **499**<br>—<br>1 500 | AB (Class cont.)<br>RI (Class cont.) | **1982** Soc. Esercizio Cant.—Viareggio (658)<br>67,72 4,701<br>56,42 13,81 6,13<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>6 960bhp (5 119kW)<br>Grandi Motori Trieste Italy |
| **7365447**<br>ICCI<br>3626<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP CAMPANIA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **127 047**<br>104 926<br>250 620 | AB RI | **1976** Italcantieri S.p.A.—Monfalcone (4308)<br>348,93(BB) 51,87 20,005<br>330,72 51,82 25,61<br>P 57,7 1 dk<br>rf nil | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 306 333 HeCls. BC | Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Grandi Motori Trieste Trieste<br>Gen 1 × 1400kW 2 × 1200kW 440V 60Hz a.c.<br>Fuel 11 753,0t (d.o.)-130,0pd 14,5kn |
| **7117436**<br>IBLF<br>3620<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP FIRENZE**<br>ex Luigi Esse-76<br>**SNAM S.p.A.**<br>Genova Italy | **70 567**<br>56 015<br>136 862 | AB RI | **1972** Italcantieri S.p.A.—Monfalcone (4267)<br>297,01(BB) 40,85 16,409<br>280,04 40,78 21,39<br>P 47,0 F 22,9 1 dk | **S Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 165 457 | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Gen 2 × 900kW 450V 60Hz a.c.<br>Fuel 5 611,0t (d.o.)-135,0pd 14,5kn |
| **7351240**<br>ICIQ<br>3548<br>Df Esd<br>Gc Rdr<br>RT | **AGIP GELA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **18 161**<br>10 845<br>29 889 | **✠100A1** SS 7/79<br>oil tanker<br>**✠LMC**<br>EL (I†) $2\frac{7}{16}$"U3<br>FN 6526<br>RI | **1975**-1 Italcantieri S.p.A.—Castellammare di Stabia (4288)<br>171,61(BB) 25,96 10,973<br>161,55 25,91 14,48<br>P 17,1 F 15,3 1 dk<br>rf nil<br>8BH WB5428t incl. DTf 1450T | **M Tanker**<br>16 Ta ER<br>L.(oil) 36 562 | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Grandi Motori Trieste Trieste<br>WTAuxB 20kgf/cm² (19,7bar) Spt 240°C 15kgf/cm² (14,8bar) hs487,8<br>e(ex.g) 16kgf/cm² (15,7bar)<br>sg 15kgf/cm² (14,8bar) Spt 14,8kgf/cm² (14,6bar)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>15,5kn |
| **5418599**<br>ICXG<br>3322<br>Df Esd<br>Gc Rdr<br>RT | **AGIP GENOVA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **31 280**<br>16 719<br>52 581 | AB RI | **1963** Cant. Nav. Riuniti—Anc (253)<br>229,27 31,17 12,301<br>214,89 31,09 15,65<br>P 47,0 F 32,7 1 dk<br>RW rf 102 | **M Tanker**<br>IGS<br>23 Ta ER<br>L.(oil) 61 453 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>19 000bhp (13 976kW)<br>Cant. Nav. Riuniti Ancona<br>Fuel 3 211,0t (d.o.)-66,0pd 14,5kn |
| **7365136**<br>ICBV<br>3614<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP LA SPEZIA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **70 759**<br>56 239<br>136 722 | RI AB | **1975** Italcantieri S.p.A.—Genova (4318)<br>297,01(BB) 40,85 16,400<br>280,02 40,78 21,39<br>P 25,6 F 21,1 1 dk<br>rf nil | **S Tanker**<br>COW IGS<br>13 Ta ER<br>L.(oil) 164 116 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Stal-Laval<br>Cant. Nav. del Tirreno e Riuniti Genova<br>Gen 1 × 1250kW 2 × 1000kW 450V 60Hz a.c.<br>Fuel 6 570,0t (d.o.)-135,0pd 14,5kn |

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|---|---|---|---|---|---|---|---|---|
| **7365459**<br>IBNU<br>3634<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP LAZIO**<br><br>**SNAM S.p.A.**<br>Genova Italy | **127 069**<br>104 975<br>250 637 | <br><br>AB RI | **1976** Italcantieri S.p.A.—Monfalcone (4309)<br>348,93(BB) 51,87 20,005<br>330,72 51,82 25,61<br>P 57,7 1 dk<br>rf nil | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 306 333 | <br><br><br>HeCls. BC | Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Grandi Motori Trieste<br>Gen 1 × 1400kW 2 × 1200kW<br>440V 60Hz a.c.<br>Fuel 11 753,0t (d.o.)-132,0pd | <br><br>Trieste<br><br><br>14,5kn |
| **5005392**<br>ICKE<br>3238<br>Df Esd<br>Gc Rdr<br>RTv | **AGIP LIVORNO**<br><br>**SNAM S.p.A.**<br>Genova Italy | **30 675**<br>17 880<br>51 199 | <br><br>AB RI | **1961** C.R.D. Adriatico—Monfalcone (1856)<br>227,03 31,15 12,154<br>215,02 31,01 15,35<br>P 44,9 B 13,2 F 29,6 1 dk<br>RW rf 127 | **S Tanker**<br>IGS<br>30 Ta ER<br>L.(oil) 60 120 | <br><br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17 300shp (12 725kW)<br>C.R.D. Adriatico<br>Fuel 6 491,0t (d.o.)-88,0pd | <br>De Laval<br>Trieste<br>14,5kn |
| **7365461**<br>IBAA<br>3640<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP MARCHE**<br><br>**SNAM S.p.A.**<br>Genova Italy | **127 070**<br>104 975<br>250 628 | <br><br>AB RI | **1976** Italcantieri S.p.A.—Monfalcone (4312)<br>348,93(BB) 51,87 20,003<br>330,72 51,82 25,61<br>P 57,7 1 dk<br>rf nil | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 306 333 | <br><br><br>HeCls. BC | Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Grandi Motori Trieste<br>Gen 2 × 1400kW 1 × 1200kW<br>440V 60Hz a.c.<br>Fuel 11 753,0t (d.o.) | <br><br>Trieste<br><br><br>14,5kn |
| **6720028**<br>ICKF<br>3444<br>Df Esd<br>Gc Rdr | **AGIP MILANO**<br><br>**SNAM S.p.A.**<br>Genova Italy | **46 955**<br>25 060<br>83 748 | <br><br>AB RI | **1968** Cant. Nav. del Tirreno e Riuniti —Palermo (244)<br>258,02(BB) 37,57 13,380<br>244,15 37,50 17,51<br>1 dk<br>conv Tanker 80 | **M Tanker**<br>Storage IGS<br>13 Ta ER<br>L.(oil) 100 281 | <br><br><br>HeCls. BC | Oil 2SA 10Cy. 900 × 1600<br>21 000bhp (15 447kW)<br>S.A. Fiat S.G.M.<br>Gen 1 × 700kW 2 × 650kW<br>450V 60Hz a.c.<br>Fuel 4 020,0t (d.o.)-74,0pd | <br><br>Torino<br><br><br>14,5kn |
| **7365148**<br>ITDP<br>3636<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGIP MONFALCONE**<br><br>**SNAM S.p.A.**<br>Genova Italy | **70 759**<br>56 239<br>136 706 | <br><br>AB RI | **1976** Italcantieri S.p.A.—Genova (4319)<br>297,01(BB) 40,85 16,400<br>280,02 40,78 21,39<br>P 25,6 F 21,1 1 dk<br>rf nil | **S Tanker**<br>COW IGS<br>13 Ta ER<br>L.(oil) 164 116 | <br><br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Cantieri Navali Riuniti<br>Gen 1 × 1250kW 2 × 1000kW<br>450V 60Hz a.c.<br>Fuel 6 570,0t (d.o.)-135,0pd | <br>Stal-Laval<br>Genova<br><br><br>14,5kn |
| **8100806** | **AGIP MUREX**<br><br>**AGIP S.p.A.**<br>Italy | **1 300**<br>—<br>2 000 | <br><br>AB (Class cont.)<br>RI (Class cont.) | **1982** Officine Meccaniche Sgorbini Antonini S.p.A.—La Spezia (C98)<br>... ... ...<br>56,42 13,81 6,13 | **TM Tug/Supply Ship**<br>Deck Cargo | | 2 Oil<br><br>............. | |
| **8026189** | **AGIP NAPOLI**<br><br>**SNAM S.p.A.**<br>Italy | **15 000**<br>—<br>24 000 | <br><br>RI (Class cont.) | **1982** Italcantieri S.p.A.—Genova (4385)<br>10,351<br>148,01 24,60 13,52 | **M Tanker** | | Oil<br>8 100bhp (5 958kW)<br>Grandi Motori Trieste | <br><br>Trieste |
| **8100791**<br>IVAQ<br>3743 | **AGIP NAUTILUS**<br><br>**AGIP S.p.A.**<br>Genova Italy | **1 300**<br>—<br>2 000 | <br><br>AB (Class cont.)<br>RI (Class cont.) | **1982** Officine Meccaniche Sgorbini Antonini S.p.A.—La Spezia (C97)<br>... ... ...<br>56,42 13,81 6,13<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | | 2 Oil<br><br>............. | |
| **7351252**<br>IBOS<br>3590<br>Df Esd<br>Gc Rdr<br>RT | **AGIP RAVENNA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **18 161**<br>10 844<br>29 890 | **✠100A1** SS 4/80<br>oil tanker<br>**✠LMC**<br>EL (I†) 2$\frac{7}{16}$"U3<br>FN 6526<br>RI | **1975**-3 Italcantieri S.p.A.—Castellammare di Stabia (4298)<br>171,61(BB) 25,96 10,973<br>161,55 25,91 14,48<br>P 17,1 F 15,3 1 dk<br>rf nil<br>8BH WB5428t incl. DTf1450t | **M Tanker**<br><br>16 Ta ER<br>L.(oil) 36 562 | | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Grandi Motori Trieste<br>WTAuxB (o.f.) 20kgf/cm² (19,7bar)<br>Spt 115,6°C 15kgf/cm² (14,8bar)<br>hs489,8<br>e(ex.g) 16kgf/cm² (15,7bar) Spt<br>14,8kgf/cm² (14,6bar)<br>Gen 2 × 600kW 450V 60Hz a.c. | <br><br>Trieste<br><br><br><br><br><br><br>15,5kn |
| **6814295**<br>ICHS<br>3461<br>Df Esd<br>Gc Rdr<br>RT | **AGIP ROMA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **46 975**<br>25 059<br>83 741 | <br><br>AB RI | **1969** Cant. Nav. del Tirreno e Riuniti —Palermo (245)<br>258,02(BB) 37,57 13,383<br>244,15 37,51 17,51<br>1 dk | **M Tanker**<br>COW IGS<br>13 Ta ER<br>L.(oil) 100 281 | <br><br><br>HeCls. BC | Oil 2SA 10Cy. 900 × 1600<br>23 000bhp (16 918kW)<br>Fiat S.G.M.<br>Gen 1 × 700kW 2 × 650kW<br>450V 60Hz a.c.<br>Fuel 4 020,0t (d.o.)-73,0pd | <br><br>Torino<br><br><br>14,5kn |
| **7236191**<br>ICWS<br>3533<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AGIP SARDEGNA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **126 147**<br>107 002<br>249 524 | <br><br>AB RI | **1973** Italcantieri S.p.A.—Monfalcone (4260)<br>348,93(BB) 52,15 20,013<br>330,64 51,54 25,33<br>1 dk | **M Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 315 052<br>Cr 2(12) | <br><br><br>HeCls. BC | Oil 2SA 10Cy. 1060 × 1900<br>34 000bhp (25 009kW)<br>Fiat S.G.M.<br>Gen 1 × 1400kW 2 × 1200kW<br>1 × 300kW 440V 60Hz a.c.<br>Fuel 11 390,0t-130,0pd | <br><br>Torino<br><br><br>14,5kn |
| **7224526**<br>IBNI<br>3520<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AGIP SICILIA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **126 146**<br>107 002<br>249 449 | <br><br>AB RI | **1972** Italcantieri S.p.A.—Monfalcone (4259)<br>348,32 52,15 20,016<br>330,64 51,54 25,33<br>1 dk | **M Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 315 052 | <br><br><br>HeCls. BC | Oil 2SA 10Cy. 1060 × 1900<br>38 600bhp (28 393kW)<br>Fiat S.G.M.<br>Gen 1 × 1400kW 2 × 1200kW<br>440V 60Hz a.c.<br>Fuel 11 390,0t (d.o.)-130,0pd | <br><br>Torino<br><br><br>14,5kn |
| **5423154**<br>ICHH<br>3340<br>Df Esd<br>Gc Rdr<br>RT | **AGIP TRIESTE**<br><br>**SNAM S.p.A.**<br>Genova Italy | **30 379**<br>15 979<br>50 904 | <br><br>AB RI | **1964** C.R.D. Adriatico—San Marco, Trieste (1879)<br>228,61 31,12 12,151<br>215,02 31,01 15,37<br>P 43,3 F 26,6 1 dk<br>RW rf 127 | **M Tanker**<br>IGS<br>23 Ta ER<br>L.(oil) 59 843 | <br><br><br>HeCls. BC | Oil 2SA 9Cy. 900 × 1600<br>18 900bhp (13 902kW)<br>C.R.D. Adriatico<br>Fuel 4 962,0t (d.o.)-61,0pd | <br><br>Trieste<br>14,5kn |
| **5005419**<br>ICVZ<br>3257<br>Df Esd<br>Gc Rdr<br>RT | **AGIP VENEZIA**<br><br>**SNAM S.p.A.**<br>Genova Italy | **30 696**<br>17 922<br>51 305 | <br><br>AB RI | **1961** C.R.D. Adriatico—Monfalcone (1866)<br>227,03 31,15 12,154<br>215,02 31,01 15,35<br>P 44,9 B 13,2 F 29,6 1 dk<br>RW rf 127 | **S Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 60 115 | <br><br><br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17 300shp (12 725kW)<br>C.R.D. Adriatico<br>Fuel 6 491,0t (d.o.)-88,0pd | <br><br>Trieste<br>14,5kn |

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| 5005421<br>UHE<br>3274<br>Df Esd<br>Gc Rdr<br>RT | **AGIPGAS QUARTA**<br>**SNAM S.p.A.**<br>Genova Italy | **1 541**<br>865<br>1 181 | AB RI | **1962** Ansaldo S.p.A.—Livorno (1583)<br>79,46 11,74 4,823<br>71,40 11,70 5,52<br>P 6,1 F 16,5 1 dk<br>RW rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>18 Ta cyl horizontal ER<br>L.(gas) 1 780 | Oil 2SA 8Cy. 360 × 650<br>1 920bhp (1 412kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 183,0t (hvf)-6,0pd |
| 5005457<br>SFQI<br>10155<br>Esd RTv | **AGIR**<br>**Halmstads Hamnstyrelse**<br>Halmstad Sweden | **159**<br>39<br>— | | **1961** A/B Broderna Larssons Varv<br>—Kristinehamn (398)<br>26,24 7,73 3,709<br>... ... ... | **M Tug**<br>Salvage 96P | Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 70kW 1 × 42kW 1 × 10kW<br>220/380V 50Hz a.c.<br>Fuel 15,0t (d.o.) |
| 8102581<br>Df Esd<br>Rdr RT | **AGIS**<br>**Zarzad Portu Gdansk**<br>Gdansk Poland | **336**<br>—<br>100 | PR | **1981** Gdynska Stocznia Marynarki<br>Wojennej—Gdynia (H2500/7)<br>35,67 9,38 3,801<br>33,08 9,34 5,01<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 300 × 450 geared to<br>sc. shaft<br>Fiat<br>H. Cegielski Poznan<br>Gen 2 × 120kW 1 × 48kW 400V a.c.<br>14kn |
| 7218993<br>UKV<br>133<br>Esd Rdr<br>RT | **AGLAIA**<br>**Angelini S.r.l.**<br>Ravenna Italy | **986**<br>510<br>— | RI | **1972** Cant. Nav. di Pesaro—Pesaro (26)<br>77,20 11,97 3,785<br>69,50 11,76 4,25<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 280 | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7619745<br>WZF7784<br>548150 | **AGLOO**<br>ex LCM 8169<br>**Puget Sound Tug & Barge Co.**<br>Juneau, Ak United States<br>of America | **116**<br>80<br>— | | **1954** Higgins Industries Inc.—New Orleans,<br>La<br>6,48 —<br>21,14 6,43 2,70<br>1 dk<br>conv Landing Craft — | **TM Supply Ship** | 2 Oil each -Cy.<br>650bhp (478kW)<br>.............<br>Fuel (d.o.) |
| 5192585<br>LFEU<br>16433<br>Df Esd<br>RTm | **AGNAR JUNIOR**<br>ex Arold-76 ex Kondor-66<br>**Tor Sevaldsen**<br>Bronnoysund Norway | **273**<br>140<br>425 | (GL) | **1952** Schulte & Bruns—Emden (161)<br>41,10 7,65 2,941<br>37,80 7,62 3,26<br>P 10,4 F 5,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 24,0 ER<br>G.529 B.496<br>1 Ha (18,9 × 4,5) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 9kW 1 × 2kW 24V<br>Directional propeller<br>Fuel 25,5t (hvf) 9kn |
| 5317020<br>TUNO<br>AN801<br>RT | **AGNEBY**<br>ex Atlantique-74 ex Sebaa-70<br>**Societe Ivoirienne de Cabotage**<br>**du Sud-Ouest S.A. (SCESO)**<br>Abidjan Ivory Coast | **491**<br>235<br>850 | BV | **1951** Werf De Noord—Alblasserdam<br>(629)<br>60,79 9,66 3,531<br>57,31 9,61 3,59<br>F 5,5 1 dk & S dk | **M General Cargo** OSD<br>G.1 721 B.1 565<br>2 Ha (each 10,8 × 5,6) ER<br>4W Der 2(5) 2(3) | Oil 4SA 7Cy. 390 × 620<br>800bhp (588kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 112,0t (d.o.) 11,5kn |
| 5157925<br>SV3102<br>4994<br>Df Esd<br>Rdr RTh | **AGNES**<br>ex Agios Georgios-81<br>ex Sea Challenge-73<br>ex Ice Flower-68<br>ex Atlantic Flower-66<br>ex Ice Flower-65<br>**Fishing Transporting Maritime**<br>**Co.**<br>Piraeus Greece | **497**<br>206<br>742<br>**879**<br>469<br>1 100 | BV | **1956** Soc. des Ch. & At. du Rhin<br>—Strasbourg<br>64,62 10,04 3,652/—<br>10,01 5,90<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ref.<br>Ice strengthened<br>2 Ho ER 2 TwD ER<br>In.1 130<br>3 Ha (each 6,0 × 3,2) ER<br>Cr 3(3) | Oil 4SA 6Cy. 385 × 580<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 4 × 180kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 5389152<br>P3NV<br>394224<br>Df Esd<br>RT | **AGNES**<br>ex Sea Bird-80 ex Holger-74<br>ex Widder-65<br>**Peroula Ltd.**<br>Limassol Cyprus | **412**<br>279<br>650 | HR (GL) | **1950** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn<br>49,69 7,52 3,353<br>45,01 7,47 3,79<br>P 11,0 F 7,1 1 dk<br>RW len 57 | **M General Cargo**<br>1 Ho 31,4 ER<br>G.890 B.836<br>2 Ha (12,9 8,9 × 5,0) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 15,0t 8,5kn |
| 7624532 | **AGNES**<br>**Bay Transport Co.**<br>Manila Philippines | **150**<br>—<br>— | | **1977** Bataan Shipyard & Eng. Co. Inc.<br>—Mariveles (015)<br>17,25<br>16,01 4,89 1,71<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 150 × 200 geared to<br>sc. shaft<br>Mitsubishi Heavy Industries Ltd. Sagamihara |
| 5388146<br>VOFB<br>172644<br>Df Esd<br>Pfd Rdr<br>RTm | **AGNES & ANNE II**<br>ex Western Explorer-70<br>**Chaffey's Shipping Ltd.**<br>St. John's, Nfl. Canada | **113**<br>71<br>— | | **1938** Western Boat Building Corp.<br>—Tacoma, Wa<br>*22,62* 6,10<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 12,1<br>1 Ha (2,4 × 3,0)<br>Der 1(1) | Oil 4SA 6Cy. 255 × 305<br>200bhp (147kW)<br>Atlas Imperial D.E. Co. Oakland, Ca<br>Gen 1 × 10kW 1 × 1,5kW 110V d.c.<br>Fuel (d.o.) |
| 7361714<br>OZBW<br>D2236<br>Df Esd<br>Gc Rdr<br>RT | **AGNES DANIA**<br>**Dania Shipping Association**<br>**A/S**<br>Kobenhavn Denmark | T.Mk<br>**1 599**<br>1 085<br>4 150 | BV | **1975** Buesumer Werft G.m.b.H.—Buesum<br>(252)<br>89,74 (BB) 13,62 6,039<br>83,17 13,59 8,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,1 ER 28,3<br>G.6 262 B.5 723<br>2 Ha (stl) (25,1 × 10,0) ER (25,1 ×<br>10,0)<br>Cr 4(5) | 2 Vee Oil 4SA each 18Cy. 225 × 300<br>2 700bhp (1 986kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 105kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 14kn |
| 7114288<br>WYZ3<br>112<br>529686<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGNES FOSS**<br>ex Ocean Star-75<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States<br>of America | **177**<br>120<br>— | AB | **1971** McDermott Shipyard—Morgan City,<br>La (167)<br>9,45 3,861<br>34,88 9,40 4,55<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 98kW<br>Fuel 305,0t (d.o.) |

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| **7531084**<br>5MYR<br>5764<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGNES VENTURE**<br><br>**Laurels Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **10 430**<br>6 223<br>18 433 | NK | **1976** Tsuneishi Zosen K.K.—Numakuma (333)<br>148,22(BB) 22,89 11,780<br>140,01 22,86 13,01<br>P 29,6 F 11,0 2 dks | **M General Cargo**<br><br><br>G.22 283 B.20 903<br>1 Ha (stl) (12,8 × 9,6) 3 Ha (stl) (each 16,4 × 11,2) ER<br>Der 4(15) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 360kW a.c.<br>15kn |
| **5005586**<br>IJHH<br>851<br>Df RT | **AGNESE P**<br>ex Bes-59 ex Spedit-55<br>ex Solfrid-34 ex Engelsberg<br>**Michele Coppola**<br>Napoli Italy | **498**<br>260<br>731 | (BV) (RI) | **1917** Goteborgs Nya Verk. A/B—Goteborg (346)<br>52,96 8,31 3,810<br>50,91 8,26 4,14<br>P 15,6 F 7,1 1 dk<br>R | **M General Cargo**<br><br>1 Ho 32,9 ER<br>G.1 019 B.906<br>3W | Oil 2SA 5Cy. 230 × 400<br>290bhp (213kW) NE 50 B&W<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 25,5t 8,5kn |
| **5005603**<br>SETO<br>8476<br>Df | **AGNETA**<br>ex Munksjo II-62<br>**Gustav. I. Jansson**<br>Kampersvik Sweden | **122**<br>65<br>178 | | **1941** Sjotorps Varv & Mek. Verkstad —Sjotorp<br>24,67 6,86 2,902<br>6,84<br>1 dk | **Composite M General Cargo**<br><br>1 Ho — ER<br>G.227 B.198<br>2 Ha (9,3 × 3,5) (0,9 × 1,4) ER | Oil 4SA 6Cy. 121 × 140 geared to sc. shaft<br>200bhp (147kW) NE 67<br>A/B Volvo-Penta Goteborg<br>Fuel (d.o.) 8kn |
| **5255686**<br>OVYY<br>D1897<br>Df Esd<br>Pfd Rdr<br>RT | **AGNETHE HOLM**<br>ex Tanafjord-71 ex Nordsjo II-65<br>**Orla H. Jepsen**<br>Hirtshals Denmark | **162**<br>81<br>— | BV | **1961** Gotenius Varv. & Mek. Verk. —Goteborg<br>34,29 6,56<br>31,07 6,53 3,41<br>1 dk<br>BK 221 len 68 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho — ER<br>3 Ha (0,9 1,1 1,1 × 1,1) | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW) NE 67<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 28,5t (d.o.)-1,0pd 12,5kn |
| **5417428**<br>J4IA<br>7105<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AGNIC II**<br>ex Skylark-78 ex Riviera-69<br>**Aginic Shipping Corp.**<br>Piraeus Greece | **12 273**<br>7 425<br>21 638 | AB | **1963** Rheinstahl Nordseewerke—Emden (346)<br>165,51 22,56 10,011<br>154,01 22,51 13,21<br>P 35,7 F 22,9 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Self-unloader<br>7 Ho 11,9 17,3 14,4 17,7 14,5 17,7 15,1 ER<br>G.24 794 B.23 297<br>7 Ha (stl) (8,0 10,3 8,0 10,3 8,0 10,3 8,0 × 9,9) ER<br>14W Der 14(5) | Oil 2SA 6Cy. 780 × 1550<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 1 974,0t (hvf) |
| **7641970**<br>YQEX<br><br>Df Esd<br>Gc Rdr<br>RT | **AGNITA**<br><br>**NAVROM**<br>Constantza Romania | **9 557**<br>2 371<br>12 930 | RNR | **1976** Santierul Naval Galatz—Galatz<br>151,39 19,74 7,930<br>140,62 10,72<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>5 Ho each 19,5 ER<br>G.9 003 B.8 539<br>5 Ha (stl) (each 14,7 × 9,9) ER | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 2 029,0t (hvf) 14kn |
| **5360663**<br>SV3244<br>4209<br>Df Esd<br>Gc Rdr<br>RT | **AGON**<br>ex Skodsborg-72 ex Mathea-69<br>ex Thuntank V-64 ex Sinus-60<br>**Argo Maritime Co. Ltd.**<br>Piraeus Greece | **479**<br>250<br>742 | NV<br>✠Classed LR until 11/72 | **1956**-5 A/B Norrkoping Varv & Verk. —Norrkoping (149)<br>57,16 8,95 3,601<br>52,00 8,92 3,89<br>P 14,7 F 8,6 1 dk<br>RW rf 102 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 948 HeCls. BC<br>Der 2(0,5) | Oil 2SA 5Cy. 290 × 490<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 30kW 110V d.c.<br>Fuel 71,0t (d.o.)-4,0pd 11kn |
| **7611705**<br>J4MA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGONISTIS**<br>Launched as Cap Andreas<br>**Armenistis Shipping Co. Ltd.**<br>Eurotraders Shipping Agencies Ltd.<br>Piraeus Greece | **5 178**<br>2 900<br>6 405 | GL | **1979** Watanabe Zosen K.K.—Hakata (192)<br>118,01(BB) 7,101<br>108,01 17,01 9,02<br>P 22,3 F 7,7 1 dk | **M General Cargo**<br><br>2 Ho — 38,5 ER<br>G.9 839 B.9 298<br>TEU 174 C. 174/20'<br>2 Ha (stl) (32,2 32,2 × 10,5) ER<br>Der 2(50) 3(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>14,5kn |
| **5225473**<br>9HVD<br>0665<br>Df Esd<br>Gc Rdr<br>RTv | **AGORAS**<br>ex Mathios-82 ex Polyfyton-78<br>ex Marita-72<br>**Freshdrop Shipping Ltd.**<br>Mykonos Shipping Co. Ltd.<br>Valletta Malta | **8 975**<br>5 207<br>16 143 | NV | **1962** Kaldnes M/V A/S—Tonsberg (154)<br>152,51 20,15 8,986<br>143,36 20,10 12,20<br>1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho each 17,3 ER<br>G.18 718 B.17 925 HeCls. ptB<br>6 Ha (stl) (11,9 12,6 12,6 12,6 12,6 11,9 × 9,7) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 700 × 1200<br>5 220bhp (3 840kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 119,0t (d.o.) 647,0t (hvf)-19,0pd<br>13,5kn |
| **7637826**<br>UMTR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGOSTINHO NETO**<br>Launched as Boris Limanov<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **12 343**<br>5 705<br>17 665 | RS | **1980** Stocznia Gdanska im. Lenina—Gdansk (B481/06)<br>181,87(BB) 28,22 9,641<br>165,00 28,20 18,01<br>F - 2 dks | **M RoRo Cargo**<br>10bth P<br>Quarter stern door & ramp (s) Ice strengthened<br>1 Ho —DTp&s 85,6 ER<br>B.32 846 L.594<br>TEU 634<br>C.Ho 53/20' C.RoRo Dk 375/20' C.Dk 206/20' incl. 80 ref C.<br>1 Ha (stl) (13,1s × 7,3) ER | 2 Vee Oil 4SA each 16Cy. 400 × 480 reduction geared to sc. shaft<br>20 800bhp (15 300kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 375,5t (d.o.) 3 333,5t (hvf)-71,0pd<br>20,5kn |
| **5164277**<br>IJHI<br>984<br>Pfd Rdr<br>RT | **AGOSTINO LAURO**<br>ex Isefjord-66<br>**Libera Navigazione Lauro S.a.s.**<br>Napoli Italy | **496**<br>192<br>200 | RI (BV) | **1935** A/S Aalborg Maaskin-og Skibsbyggeri —Aalborg (51)<br>62,21 10,77 3,582<br>57,00 10,72 4,17<br>1 dk<br>R | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 2SA each 7Cy. 280 × 500<br>3 400bhp (2 501kW) E made54 fitted63<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 20,5t 14kn |
| **7509809**<br><br><br>Esd Pfd<br>RT | **AGRANI**<br><br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **136**<br>37<br>64 | NK | **1975** Ishimura Zosen—Kimaishi (120)<br>25,91 1,831<br>24,46 7,00 2,93<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 160 × 210 geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 800kW a.c.<br>Fuel 37,5t-3,5pd 10kn |
| **7364326**<br>TCIZ<br>4306<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGRI**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 331**<br>1 048<br>2 701 | AB | **1974** Denizcilik Bankasi T.A.O.—Camialti (199)<br>80,02 11,71 5,512<br>68,99 11,69 6,61<br>F 7,1 2 dks<br>rf 102 | **M General Cargo**<br><br>1 Ho 52,4 ER<br>G.3 511 B.3 115<br>2 Ha (stl) | Oil 4SA 8Cy. 320 × 450<br>1 700bhp (1 250kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 96kW 1 × 16kW a.c.<br>Fuel 258,0t 12,75kn |

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|---|---|---|---|---|---|---|---|
| 7237523<br>FSKO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AGRIA**<br>**Union Navale S.A.**<br>Dunkerque France | **1 200**<br>75<br>1 392 | | BV | **1972** Southern SB. Corp.—Slidell, La (98)<br>40,85 13,39 7,836<br>35,82 13,11 8,67<br>1 dk | **TM Tug**<br>Pusher<br>(linked with 12555 gross tons barge CORBIS) | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Fuel 495,0t (d.o.) 12kn |
| 5079111<br>H9WS<br>1119<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **AGRILIA**<br>ex Santiago-81<br>ex Continental Pioneer-68<br>**Imperator Maritime Inc.**<br>Panama Panama | **9 190**<br>5 984<br>13 616 | | AB | **1957** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (823)<br>153,68 18,60 9,005<br>142,65 18,55 12,20<br>2 dks<br>RW rf 152 | **M General Cargo** CSD<br>5 Ho<br>G.19 870 B.17 581<br>5 Ha<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 1 037,5t 15kn |
| 5005756<br>EDCZ<br>70<br>Esd Gc<br>Rdr RTh | **AGROTAI**<br>**Compania Maritima Balear S.A.**<br>Valencia Spain | **686**<br>323<br>1 200 | | BV | **1960** Empresa Nacional "Elcano"—Seville (52)<br>72,60 11,23 3,906<br>65,79 11,21 6,20<br>1 dk & S dk | **M General Cargo** OSD 2P<br>2 Ho 15,1 24,0 ER<br>G.2 586 B.2 451<br>2 Ha (stl) (11,5 18,3 × 5,0) ER<br>6W Der 3(2,5) 1(1) | Oil 2SA 10Cy. 300 × 550<br>1 250bhp (919kW) Smit-Bolnes<br>Empresa Nacional "Elcano" Valencia<br>Gen 3 × 65kW 220V d.c.<br>Thw. thrust propeller aft<br>Fuel 157,5t (d.o.) 12,5kn |
| 5116270<br>Df Esd<br>Pfd RT | **AGRUMA 1**<br>ex Fletan<br>**Agruma Shipping Co.**<br>Panama Panama | **294**<br>158<br>— | | | **1942** S.A. des Ancien Chantiers Dubigeon<br>—Nantes-Chantenay<br>*35,24* 7,17 3,988<br>7,01 4,40<br>2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.440 B.400<br>1 Ha (4,1 × 2,9) ER<br>1W Der 1(1,5) | Oil 2SA 4Cy. 360 × 460<br>500bhp (368kW) Sulzer<br>At. & Ch. de la Loire St. Denis<br>10kn |
| 7226184<br>EVOQ<br>M-7851 | **AGRYZ**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **167**<br>43<br>100 | | RS | **1972** ..............U.S.S.R.<br>33,99 7,09 2,890<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5005770<br>PUWR<br>5582<br>Df Esd<br>Gc Rdr<br>RTm | **AGUA GRANDE**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **7 950**<br>4 942<br>12 360 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 10/80<br>EL at 2"SQ<br>FN 4095 | **1961**-1 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (785)<br>154,11 18,95 7,170<br>144,79 18,90 9,38<br>P 26,9 F 15,3 1 dk<br>rf nil len 72 | **M Tanker**<br>1 Ho 4,7 24 Ta ER<br>G.554 B.461 L.(oil) 13 533<br>1 Ha (2,6 × 3,6)<br>Der 2(5)<br>HeCls. BC | Oil 2SA 7Cy. 500 × 1100<br>3 160bhp (2 324kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 WTAuxB primary 711lbf/in² (49,1bar)<br>secondary 178lbf/in² (12,3bar)<br>AuxB (ex.g) 178lbf/in² (12,3bar)<br>Gen 2 × 168kW 450V 60Hz a.c.<br>Fuel 252,0t (d.o.)-13,0pd 13kn |
| 7730434<br>H03505<br>8605-78<br>Rdr RT | **AGUADULCE**<br>ex YOG 63<br>**Parimar S.A.**<br>Panama Panama | **603**<br>410<br>— | | AB | **1945** Albina Eng. & Mach. Works<br>—Portland, Or (144)<br>53,04<br>50,65 9,76 4,58<br>P 14,4 F 7,1 1 dk<br>rf 914 | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 355 × 482<br>560bhp (412kW)<br>Union Diesel Engine Co. San Francisco, Ca<br>Gen 2 × 40kW d.c. |
| 5400152<br>CONJ<br>C2047B<br>Df Esd<br>Gc Pfd<br>'Rdr | **AGUAJI**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **387**<br>168<br>— | ✠Classed LR until 18/2/77 | | **1962**-11 Usuki Tekkosho—Saiki (560)<br>47,40 7,98<br>41,00 7,90 3,92<br>P & B 17,7 F 5,8<br>rf 254 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 420<br>700bhp (515kW)<br>Usuki Tekkosho Usuki<br>Fuel 183,0t 11,5kn |
| 5005809<br>LW3605 | **AGUAPEY**<br>ex Mascota<br>**Empresa de Navegacion Samuel Gutnisky S.A.**<br>Buenos Aires Argentina | **138**<br>99<br>— | | | **1910** C. Devoto e Hijos—San Fernando<br>34,32 7,95 1,601<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Motor 4SA 3Cy. 279 × 419<br>E made— fitted38<br>............. |
| 5005811<br>LQAB | **AGUARAY**<br>**Abraham Oro y Compania**<br>Buenos Aires Argentina | **302**<br>179<br>— | | | **1928** Henry Robb Ltd.—Leith (112)<br>51,67 10,37 2,363<br>... ... ...<br>1 dk<br>R | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil each 2Cy.<br>J. & C. G. Bolinder Co. Ltd. Stockholm |
| 5005823<br>CSOT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGUAS SANTAS**<br>**Jose Maria Vilarinho Ltda.**<br>Aveiro Portugal | **1 606**<br>1 051<br>— | ✠Classed LR until 7/53 | BV | **1949**-6 T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk<br>*73,00* 11,00 5,208<br>61,37 10,98 6,00<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho 11,7 11,5 1 Ta<br>In.1 374 L.179<br>4 Ha (stl) (1,7 2,2 2,2 2,2 × 1,8)<br>Der 2(5-15) | Oil 4SA 8Cy. 380 × 580<br>1 900bhp (1 398kW) NE 69<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 505,5t (hvf) |
| 5005885<br>LW2876<br>RT | **AGUILA II**<br>**Compania Argentina de Lanchas S.A.**<br>Buenos Aires Argentina | **1 396**<br>822<br>— | ✠Classed LR until 6/52 | | **1931**-1 Henry Robb Ltd.—Leith (181)<br>*79,25* 12,81<br>12,76<br>1 dk<br>R | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 2SA each 4Cy. 340 × 570<br>Atlas-Diesel A/B Stockholm |
| 7522291<br>CB2519<br>Esd Gc<br>Rdr RT | **AGUILA II**<br>ex Dutch Pearl-80<br>**Sudamericana Agencias Aereas y Maritimas S.A. (SAAM)**<br>Valparaiso Chile | **113**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC** | UMS<br>EL D<br>FN 203 | **1977**-3 Scheepsbouwwerf & Mfbk. H. de Haas B.V.—Maassluis (168)<br>Cmd.**1980**-2<br>24,01 6,66 2,229<br>21,90 6,25 3,00<br>RFD 11,0 1 dk<br>rf 533<br>5BH WB- | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 108 × 127<br>reverse reduction geared to sc. shafts<br>✠ NE (p) 2/80<br>✠ NE (s) 2/80<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel 42,5t (d.o.) 10kn |

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|---|---|---|---|---|---|---|---|
| **5400164**<br>CONQ<br>C2046B<br>Df Esd<br>Gc Pfd<br>Rdr | **AGUJA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **387**<br>167<br>— | ✠Classed LR until 18/2/77 | **1962**-11 Usuki Tekkosho—Saiki (559)<br>47,40 7,98<br>41,00 7,90 3,92<br>P & B 17,7 F 5,8<br>rf 254 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 420<br>700bhp (515kW)<br>Usuki Tekkosho<br>Fuel 183,0t | Usuki<br>11,5kn |
| **6926347**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AGULIA AZTECA**<br>ex Brali-82 ex Veni-80<br>**Petronaves**<br>A/S Bill<br>Mexico | **113 531**<br>89 861<br>231 074 | NV | **1969** A/B Gotaverken Arendal—Goteborg (842)<br>332,24(BB) 45,67 20,683<br>320,68 45,65 26,73<br>1 dk<br>rf 76 | **S Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 281 271 HeCls. CptB | 2 S Turb geared to sc. shaft<br>32 450shp (23 869kW)<br>STAL-LAVAL Turbin AB<br>Gen 2 × 1150kW 1 × 300kW<br>1 × 250kW 440V 60Hz a.c.<br>Fuel 40 464,0t (o.f.)-165,5pd | Gotaverken<br>Finspong<br>16kn |
| **5005914**<br>TQCY<br>1495<br>RTm | **AGUR MARIA**<br>ex Rosetta P.-57 ex Acilia-47<br>ex Frisio-43 ex Posillipo<br>**Francois Golloya**<br>Bayonne France | **349**<br>171<br>— | | **1912** Cant. Nav. Riuniti—Anc<br>53,37 7,52<br>50,40 7,50 3,79<br>1 dk<br>R conv General Cargo 57 | **M Fishing**<br>Side-fishing | Oil 2SA 5Cy. 281 × 600<br>500bhp (368kW) E made44 refitted57<br>Harland and Wolff Ltd. | Belfast<br>12kn |
| **5425592**<br>TFYA<br>0225<br>Df Esd<br>Rdr RT | **AGUST GUDMUNDSSON**<br>ex Thorleifur-71 ex Thorlakur<br>ex Inglmundarson-65<br>**Valdimar H/f**<br>Vogar Iceland | **100**<br>34<br>— | | **1963** A/S Frederikssund Skibsvaerft<br>—Frederikssund<br>27,67 6,20<br>24,62 5,95 2,93<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S<br>Fuel (d.o.) | Frederikshavn |
| **6404088**<br>CXDM<br>2101<br>Esd | **AGUSTIN ARGIMON**<br>ex Cecilia R.V.-76<br>**Industria Lobera y Pesquera del Estado**<br>Montevideo Uruguay | **258**<br>213<br>— | ✠Classed LR until 1/10/76 | **1964**-1 Regusci & Voulminot—Montevideo<br>35,97 8,69<br>32,85 8,30 3,94<br>P 1,6 F 6,1 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 240 × 400 sr reverse geared to sc. shaft<br>450bhp (331kW)<br>Sulzer Bros. Ltd. | Winterthur |
| **5005938**<br>EASJ<br>859<br>Df Esd<br>RT | **AGUSTIN CIRIZA**<br>**Josefa Barreiro Betanzos**<br>San Sebastian Spain | **106**<br>35<br>— | | **1932** Constructora Metalica—Zumaya<br>*24,14* 5,44 2,591<br>... ... ...<br>R | **M Fishing**<br>Side-fishing | Oil 4SA 4Cy. 270 × 420<br>Deutsche Werke A.G.<br>Fuel 24,5t (d.o.) | Kiel<br>9,5kn |
| **6822503**<br>DYBG<br><br>Df Esd<br>Gc Rdr<br>RT | **AGUSTINA II**<br>**Hijos de F. Escano Inc.**<br>Cebu Philippines | **1 129**<br>640<br>1 262 | AB | **1968** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (348)<br>77,50 (BB) 12,04 4,214<br>68,99 12,01 7,22<br>P 16,2 F 8,3 1 dk & S dk<br>rf 102 | **M Passenger/General Cargo** OSD<br>4 Ho ER<br>G.2 520 B.1 982<br>4 Ha ER | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 214kW<br>Fuel 133,0t (d.o.) | Koeln |
| **8010611**<br>P24044<br>000306<br>Esd Rdr<br>RT | **AGUTOI CHIEF**<br>**Steamships Trading Co. Ltd.**<br>Port Moresby Papua New Guinea | **263**<br>121<br>301 | **✠100A1**<br>Indonesian Archipelago & New Guinea service & Northern Australian coasting service between Darwin & Townsville & to the Solomon Islands<br>**✠LMC**<br>EL (F) E 275,0/19,0U2<br>FN 347 | **1981**-4 Land & Sea Construction Services Pte. Ltd.—Singapore (022)<br>33,53 9,28 2,602<br>28,88 9,01 3,00<br>P 8,6 1 dk<br>rf 152<br>5BH WB146T incl. DTf134T | **TM RoRo Cargo/General Cargo/ Landing Craft**<br>Bow door/ramp<br>1 Ho 10,8 ER<br>TEU 3 C.Ho 2/20' C.Dk 1/20'<br>1 Ha (stl) (9,7 × 6,0) ER<br>Cr 1(-) | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>558bhp (410kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 35,0t (d.o.) | Peoria, Illinois |
| **6622898**<br>9GVL<br>316558<br>Df Esd<br>Gc Rdr | **AGYASI MANKO**<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **3 448**<br>1 653<br>— | | **1965** Nikolayev Shipyard "Nosenko"<br>—Nikolayev<br>99,40 14,03<br>89,97 14,00 5,29<br>2 dks | **D-E Factory Ship**<br>Fish-factory | Oil 6Cy. 318 × 330 4 000bhp (2 942kW) connected to 1 elec. motor<br>.............<br>Fuel 762,0t | 14kn |
| **6516453**<br>9GUR<br>316539<br>Df Esd<br>Gc Rdr<br>RT | **AGYIMFRA**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 514**<br>671<br>— | **✠100A1** SS 5/77<br>stern trawler<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL (o) jt 1⅜"SQ<br>FN 1178 | Cmd.**1968**-9 Cmpl.**1966**-1 Trondhjems M/V, Aker Trondelag A/S—Trondheim (594)<br>70,59 11,43 4,801<br>61,30 11,41 7,80<br>B 6,1 F 15,0 2 dks<br>rf 991 Box K 305<br>Coll BH to U dk 6 to 2nd dk WB334t | **M Fishing**<br>Stern Trawler Ref<br>In.991 | Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Controllable pitch propeller | Helsingor |
| **7930577**<br>D7XA<br>BM21<br>007<br>Df Esd<br>Gc Rdr<br>RT | **AH YONG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **3 859**<br>2 116<br>6 342 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7818)<br>109,07 15,85 6,701<br>101,00 15,80 7,93<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 7 714 | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW 440V a.c. | Kobe<br>12,75kn |
| **7642314**<br>LZIS<br><br>RT | **AHELOY**<br>**'Transimpex'**<br>Bourgas Bulgaria | **950**<br>496<br>1 638 | BR | **1970** I. Dimitrov Shipyard—Rousse<br>59,87 10,49 4,750<br>56,77 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>13 Ta ER<br>L.(oil) 1 739 HeCls. ptC | 2 Oil 4SA each 8Cy. 240 × 360<br>610bhp (449kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 34kW 2 × 25kW 230V d.c.<br>Fuel 10,0t (d.o.) 16,5t (hvf)-2,5pd | Magdeburg<br>8kn |
| **7409035**<br>D910<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AHJIN ACE**<br>ex Alice I-82<br>**Ahjin Shipping Co. Ltd.**<br>Inchon South Korea | **33 407**<br>23 476<br>55 740 | AB | **1977** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (250)<br>208,01(BB) 33,15 12,224<br>199,02 32,21 18,22<br>P 35,4 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.69 929<br>5 Ha (stl) (— 20,1 — 20,1 — × 14,4) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 720kW a.c. | Sulzer<br>Aioi<br>14,25kn |

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| **7723869**<br>XCKT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AHKATUN**<br><br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **35 129**<br>24 180<br>46 486 | ✠**100A1**<br>liquefied gas carrier<br>Propane, butane, butane/propane mixtures, propylene & anhydrous ammonia in independent tanks, suitable for SG 0,682, max. vapour pressure 0,24 bar min. cargo temp. minus 50°C<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC (LG)**<br>EL Dt 660,0/78,0U3<br>FN 10457 | **1980**-10 N.V. Boelwerf S.A. —Tamise/Temse (1501)<br>215,70(BB) 32,29 12,021<br>204,02 32,25 19,00<br>1 dk<br>rf nil<br>8BH WB16508T incl. Comb. top, btm & STs 10290T | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>pt higher tensile steel<br>8 Ta ER<br>L.(gas) 57 000 | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>S.A. Cockerill-Ougree-Providence Seraing<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 4 × 712kW 450V 60Hz a.c. |
| **7829156**<br>OWDD<br>H312<br>Esd Pfd<br>Rdr | **AHLSELL**<br>ex Sanna-79<br>**Ahlsell & Agven A/S**<br>Ronne Denmark | **265**<br>91<br>380 | | **1962** Scheepswerf "Vooruit" C.V. —Zaandam<br>39,48 7,83<br>... ... ... | **M Dredger**<br>Suction | Oil 2SA 5Cy.<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn |
| **7610335**<br>9KGT<br>KT1257<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AHMAD AL-FATEH**<br><br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | T.Mk<br>**11 144**<br>6 011<br>15 000<br>**15 446**<br>9 208<br>23 618 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Ft 577,5/66,0U2<br>FN 6303 | **1978**-1 Hyundai SB. & Heavy Industry —Ulsan (2368)<br>175,32(BB) 23,98 —/10,402<br>167,67 23,36 14,23<br>P 34,8 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6545T incl. DTf955T, STs in holds 1866T, TwD tanks 895T | **M General Cargo**<br><br>5 Ho 16,0 DTp&s 25,9 27,1 27,1 28,0 ER<br>G.30 923 B.28 835<br>TEU 252 C. 252/20'<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>Cr 4(12,5) 4(5) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>16kn |
| **5225801**<br><br>B4025<br>Df Esd<br>Rdr<br>RTm/h | **AHMAD I**<br>ex Markborg-77<br>**Maher Ahmad Sinno**<br>Beirut Lebanon | **819**<br>488<br>919 | BV | **1962** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (223)<br>54,49 9,12 3,368<br>52,20 8,91 5,80<br>P 14,4 F 7,1 2 dks<br>RW rf 51 | **M General Cargo**<br><br>1 Ho 31,8 ER<br>G.1 099 B.970<br>2 Ha (stl) (12,6 14,3 × 6,7) ER<br>2W Der 2(5) | Oil 4SA 6Cy. 305 × 460<br>398bhp (293kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 10kW 110V d.c.<br>Fuel 31,5t (d.o.) 9,5kn |
| **7381611**<br>H05129<br>9778-79<br>Esd Gc<br>Pfd Rdr<br>RT | **AHMED**<br>ex Ibis Three-79<br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **499**<br>196<br>813 | NV | **1974** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (304)<br>53,78 11,69 3,823<br>47,60 11,49 5,49<br>1 dk<br>rf 292 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 6Cy. 305 × 460<br><br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Thw. thrust propeller fwd<br>Fuel 385,0t (d.o.)-7,0pd 12kn |
| **5120544**<br>HZTD<br>SA904<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AHMED ALBAKRY 2**<br>ex Bimare Prima-81<br>ex Pibimare Prima-81<br>ex Stolt Freddy-69<br>ex Stolt Niagara-67 ex Freddy-64<br>**Bakri Navigation Co. Ltd.**<br>Dammam Saudi Arabia | **8 409**<br>5 191<br>14 410 | NV RI | **1955** Tangen Verft—Kragero (2)<br>154,84 19,38 8,662<br>143,26 19,28 10,72<br>P 32,4 B 13,2 F 17,4 1 dk | **M Tanker**<br><br>19 Ta ER<br>L.(oil) 18 163 HeCls. CptB | Oil 2SA 8Cy. 600 × 1100<br>4 800bhp (3 531kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 165kW 1 × 110kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 567,0t (d.o.) 160,5t (hvf)-16,5pd 13kn |
| **7806556**<br><br><br>Esd Rdr<br>RT | **AHMED GURI**<br><br>**Government of The Democratic Republic of Somalia**<br>Somali Republic | **121**<br>62<br>103 | | **1979** Brodogradiliste "Greben"—Vela Luka (806)<br>23,19 7,07 3,571<br>21,21 6,85 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler & Side Trawler Ref. | Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7505839**<br><br>4966<br>Df Esd<br>Gc Rdr<br>RT | **AHMED KAROSMAN**<br><br>**Petrol Ofisi Genel Mudurlugu**<br>Istanbul Turkey | **6 000**<br>—<br>7 500 | AB (Class cont.) | **1982** Taskizak Naval Yard—Istanbul, Turkey (75-2)<br>120,00 7,371<br>115,04 16,16 8,21<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 400 × 520<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7730848**<br>TCOR<br>4497 | **AHMET AKGOL**<br><br>**Ahmet Akgol ve Ortaklari Deniz Nakliyati Kollektif Sirketi**<br>Istanbul Turkey | **498**<br>292<br>1 975 | BV (GL) | **1977** Gemi Insaat Kollektif Sirketi—Balat, Istanbul (17)<br>74,05 5,030<br>66,50 11,02 6,00<br>F 2,5 2 dks | **M General Cargo**<br><br>2 Ho ER<br>G.2 694 B.2 605<br>2 Ha ER<br>Cr 3(3) | Oil 4SA 8Cy. 320 × 480<br>1 230bhp (905kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |
| **7901801** | **AHMET UZUNDEMIR**<br><br>**Uzunsal Gemi Insaati ve Tasimaciligi A.S.**<br>Turkey | **1 600**<br>—<br>3 050 | AB (Class cont.) | **1982** Alapli Gemi Insaat San. Ve Tic. Koll. Sti.—Eregli (1)<br>... ... ...<br>72,01 13,01 7,01 | **M General Cargo** | Oil<br>1 670bhp (1 228kW)<br>CKD Praha Praha |
| **7532129**<br>SUNJ<br><br>Df Esd<br>Gc Rdr<br>RT | **AHMOS**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **5 741**<br>3 005<br>8 230 | **100A1**<br>**LMC**<br>EL X 495,0/57,0U2<br>FN 3334 | **1979** Alexandria Shipyard—Alexandria (10016)<br>129,93(BB) 17,84 7,836<br>120,94 17,78 9,78<br>P & B 44,9 F 11,3 2 dks<br>rf nil<br>SF 7BH WB1197T, Tunnel tanks 151T | **M General Cargo**<br><br>pt higher tensile steel<br>5 Ho 16,1 16,1 17,5 17,5 ER 11,9 5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,6 × 7,2) (11,4 11,4 11,4 × 10,2) ER (8,6 × 7,2)<br>4W Cr 3(8) Der 1(40) 4(5) | Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5,5kgf/cm² (5,4bar)<br>AuxB (ex.g) & htr 7,5kgf/cm² (7,4bar) rcv 5,5kgf/cm² (5,4bar)<br>Gen 2 × 300kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd 16kn |
| **5345730**<br>6KTZ<br>YF6596<br>Df Rdr<br>RT | **AHN YUNG No. 3**<br>ex Suruga Maru ex Taiko Maru-55<br>**Chun Yang Fisheries & Shipping Co. Ltd.**<br>Yosu South Korea | **1 110**<br>334<br>1 026 | (KR) | **1955** Shioyama Dockyard Co. Ltd.—Osaka (216)<br>64,88 9,56 4,395<br>60,00 9,50 4,75<br>P 29,0 F 6,8 1 dk<br>RW | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.962<br>3 Ha (each 2,5 × 2,5) ER<br>6W Der 6(1,5) | Oil 4SA 6Cy. 380 × 540<br>1 000bhp (736kW)<br>Ito Tekkosho Shimizu<br>Gen 1 × 25kW 105V d.c.<br>Fuel 186,0t 11kn |

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| **7742190**<br>WU3017<br>279008 | **AHNAWAKE**<br>**Jerry Allan**<br>San Francisco, Ca United States of America | **149**<br>101<br>— | | **1944** .............Brownsville, Tx<br>*30,55* 5,87<br>3,10<br>1 dk<br>conv Yacht 77 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>U.S.A. |
| **5005976**<br>HO5754<br>8132-<br>PEXT1<br>Df RT | **AHOY**<br>**UKAS Corp.**<br>Panama Panama | **369**<br>176<br>375 | BV | **1953** N.V. Sch. Delfzijl v/h Sander—Delfzijl (196)<br>43,03 7,52 2,934<br>42,17 7,47 3,20<br>1 dk | **M General Cargo**<br>G.600 B.579<br>2 Ha (each 10,1 × 4,5) ER<br>Der 2(2) | Oil 2SA 5Cy. 220 × 380<br>250bhp (184kW) NE 69<br>Appingedammer Brons Appingedam<br>8,5kn |
| **7000669**<br>DAHR<br>Df Esd<br>Gc Rdr<br>RTh/v | **AHRENSHOOP**<br>ex Frakto-78 ex Stokkfrakt-77<br>ex Frakto-75 ex Anglo Unit-74<br>ex Karen Oltmann-72<br>**Partenreederei m.s. 'Ahrenshoop'**<br>Renck & Hessenmuller<br>Hamburg Federal Republic of Germany | T.Mk<br>**498**<br>327<br>1 350 | GL | **1970** Schpsw. Bodewes Gruno—Foxhol (225)<br>75,70 11,28 3,560<br>69,19 10,98 6,02<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,5 ER<br>G.2 945 B.2 605<br>1 Ha (stl) (43,8 × 7,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 91,5t (d.o.) 12,5kn |
| **7727504**<br>JI2952<br>119651<br>Rdr | **AI MARU**<br>**Kawamoto Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **699**<br>498<br>1 800 | | **1978** Hakata Zosen K.K.—Hakata (190)<br>...<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **8017724**<br>JL4949<br>125396 | **AI MARU No. 2**<br>**Miike Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **498**<br>316<br>1 600 | | **1980** Mategata Zosen K.K.—Namikata (185)<br>4,501<br>64,01 11,02 6,23<br>1 dk | **M General Cargo** | Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. Japan |
| **6710748**<br>J4GB<br>7151<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AIAS**<br>ex Falkenfels-80<br>**Crystal Arrow Compania Naviera S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | T.Mk<br>**7 011**<br>4 110<br>10 236<br>**9 442**<br>5 852<br>12 990 | GL | **1967** A.G. "Weser"—Bremen (1362)<br>152,25 20,45 —/9,297<br>144,00 20,40 12,20<br>P & B 43,0 F 27,8 3 dks<br>rf nil | **M General Cargo**<br>Ref 5P<br>5 Ho 7,6 13,5 25,2 24,3 19,8<br>G.20 435 B.18 756 In.232<br>5 Ha (stl) (7,0 10,5 17,9 17,9 13,1 × 6,4)<br>24W Cr 2(5) Der 1(150) 8(10) 2(5) | Oil 2SA 7Cy. 780 × 1550<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 1 641,0t (hvf) 20,5kn |
| **7392490**<br>SVNL<br>4628 | **AIAS**<br>**E. Sofras, P. Frangos & Co.**<br>Piraeus Greece | **729**<br>445<br>— | (BV) | **1976** "Naus" Shipyard Philippou Bros. S.A. —Perama (121)<br>61,19 13,70 2,998<br>53,29 13,64 3,64<br>1 dk | **TM RoRo Cargo/Ferry**<br>Bow ramp<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW) E made73 fitted76<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| **6729048**<br>JDTG<br>101024<br>Esd Rdr<br>RT | **AICHI MARU**<br>**Izumi Kisen K.K. (Izumi Shipping Co. Ltd.)**<br>Tokyo Japan | **2 611**<br>1 784<br>1 315 | NK | **1967** Onomichi Zosen—Onomichi (186)<br>96,70 14,64 4,801<br>86,77 14,61 7,62<br>1 dk | **M RoRo Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 420 × 750<br>2 760bhp (2 030kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 80kW 445V a.c.<br>Fuel 157,5t-10,0pd 13,5kn |
| **7533240**<br>7KMY<br>119816<br>Df Esd<br>Gc Pfd<br>Rdr | **AICHI MARU**<br>**Aichi Prefecture**<br>Nagoya, Japan<br>Aichi Pref. | **486**<br>204<br>— | | **1976** Kanasashi Zosensho—Kaijima Works, Shimizu (1211)<br>50,60 8,64 3,504<br>44,51 8,62 3,92<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7238228**<br>JJ2817<br>113783<br>Rdr RT | **AICHI MARU**<br>**Sanyo Kaiji K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **275**<br>102<br>— | | **1972** Ishikawajima Ship & Chemical Plant Co.—Tokyo (435)<br>32,85 9,53 3,258<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 64kW 450V a.c.<br>12,25kn |
| **7315430**<br>SJBA<br>11362<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIDA**<br>**R/A Soya**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden | **23 768**<br>17 611<br>28 565 | **100A1** CS 10/78<br>vehicle carrier<br>**LMC** **UMS**<br>EL Q† $3\frac{1}{16}$"U3<br>FN 10111<br>(NV) | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B521/D01)<br>221,32(BB) 32,26 12,408<br>205,49 32,20 17,00<br>F 19,9 1 dk<br>rf nil DK fwd conv Bulk Carrier/ Vehicles Carrier 80<br>NS 9BH WB32272T incl. comb. btm & STs in Nos. 1, 2, 3, 5 & 7 holds 6041T topside tanks in holds 6797T No. 3 hold 8236T No. 5 hold 8236T | **M Vehicles Carrier**<br>Side doors & ramps 2 (s)<br>pt higher tensile steel<br>Mchy.aft | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 1 × 1150kW 3 × 640kW 380V 50Hz a.c.<br>Fuel 4 608,0t (hvf)-61,0pd 15,75kn |
| **5009934**<br>PKXB<br>Df Esd<br>Rdr RT | **AIDA**<br>ex Aletta Johanna-69<br>**P.T. Pelayaran Umum 'Indonesia'**<br>Jakarta Indonesia | **500**<br>297<br>945 | KI<br>✠Classed LR until 4/9/70 | **1957**-2 N.V. Bodewes Schps. —Martenshoek (427)<br>60,25 9,33 3,595<br>55,02 9,20 4,02<br>RQD 15,9 F 10,7 1 dk, 2nd dk aft<br>RW rf 76 | **M General Cargo**<br>1 Ho 36,9 ER<br>G.1 104 B.1 062<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 450 with flexible coupling<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 71,0t 10kn |
| **7398298**<br>WYP2<br>691<br>546240<br>Df Gc<br>Rdr RT | **AIDA DALIA**<br>ex Monkey-79<br>**Bartolo G. Pena Jr.**<br>Corpus Christi, Tx United States of America | **122**<br>83<br>— | | **1973** Sea Hoss Marine Ways Inc. —Freeport, Tx<br>... ...<br>20,96 6,71 3,36<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>385bhp (283kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 14kn |

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| **5006035**<br>SUAM<br><br>Df Esd<br>Gc Pfd<br>Rdr | **AIDA III**<br><br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **2 733**<br>1 730<br>— | ✠**100A1** SS 12/76<br>✠**LMC**<br>EL s 1⅜"SQ<br>FN 1643 | **1962**-1 Zaanlandsche Schps. Maats. —Zaandam (490)<br>87,36 13,72 4,471<br>76,71 13,61 7,80<br>2 dks<br>RW rf 305<br>5BH to U dk 1 to 2nd dk WB392t incl. DTsa86t Tunnel tanks 58t | **TM Passenger/General Cargo/ Lighthouse Tender**<br>1 Ho<br><br>1 Ha (7,7 × 3,9) | 2 Oil 4SA each 8Cy. 400 × 580<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>16,5kn |
| **5110989**<br>WGKB<br>284516<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIDE**<br>ex Export Aide-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**7 848**<br>4 274<br>11 198 | AB | **1961** National Steel & SB. Co.—San Diego, Ca (319)<br>150,12 22,31 —/8,573<br>143,26 22,26 12,86<br>F 20,2 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho<br>G.19 814 B.16 448 In.688<br>6 Ha (stl)<br>20W Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 500kW a.c.<br>Fuel 2 272,0t (o.f.) 18,5kn |
| **5211680**<br>HQGP<br>208<br>Df Esd | **AIDIMITRIS**<br>ex Panagiotis K.-78<br>ex Dynamic Trader-76<br>ex Okko-Tom-Brook-74<br>ex Peter Schaa-71<br>ex Loolersgracht-64<br>**Compania Naviera Storm S. de R. L.**<br>Compania Naviera Stavros Lines S. de R. L.<br>Puerto Cortes Honduras | **499**<br>306<br>843 | ✠Classed LR until 10/4/81 | **1959**-8 N.V. Schps. Gebr. van Diepen —Waterhuizen (953)<br>57,84 8,97 3,531<br>52,51 8,86 3,97<br>RAD 11,6 F 10,7 1 dk<br>RW rf 76 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 35,7 ER<br>G.1 048 B.991<br>2 Ha (each 11,9 × 6,1) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 52,0t (d.o.) 10kn |
| | | | **DAMAGED BY FIRE 8/79** | | | |
| **6516312**<br>SVCR<br>5388<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AIFANOURIOS**<br>ex Sitka Maru-75<br>**Aifanourios Shipping S.A.**<br>Piraeus Greece | **8 576**<br>3 505<br>13 236 | **100A1** SS 2/78<br>**LMC**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3730<br>(NK) | **1965** Mitsubishi Heavy Industries Ltd. —Hiroshima (174)<br>128,71 18,93 9,640<br>117,99 18,60 13,01<br>F 12,8 1 dk, pt 2nd dk<br>rf 203<br>5BH WB5329T incl. STs in holds 4704T | **M Pulp Carrier**<br><br>3 Ho each 25,7 ER<br>B.12 520<br>3 Ha (stl) (each 24,3 × 11,9) ER<br>Cr 3(3) | Oil 2SA 6Cy. 650 × 1350<br>6 600bhp (4 855kW) Mitsubishi<br>Ube Tekkosho Ube<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 801,5t (hvf)-23,0pd 14,25kn |
| **7856020**<br>JK3849<br>120288 | **AIFUKU MARU**<br><br>**Hatsumi Kitahara**<br>Hizen, Saga Pref. Japan | **199**<br>119<br>— | | **1977** Shin Nippon Jukogyo K.K.—Higashino<br>... ... ...<br>49,20 8,40 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Matsue Nainenki Kogyo Japan |
| **5256458**<br>SV3252<br>4011<br>Df Esd<br>Pfd Rdr<br>RT | **AIGAION**<br>ex Noroit-71<br>**Ionian Tankershipping Maritime Ltd.**<br>Piraeus Greece | **1 591**<br>756<br>2 215 | BV | **1954** H. H. Bodewes—Millingen a/d Rijn (472)<br>*81,51* 11,54 5,208<br>81,62 11,51<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft<br><br>Der 1(3) 1(1) | Oil 4SA 8Cy. 420 × 660<br>1 550bhp (1 140kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 90,0t 12kn |
| **5400188**<br>PCFP<br>12728<br>Rdr RT | **AIGBURTH**<br><br>**Koninklijke Maats. Tot Het Uitvoeren Van Openbare Werken Adriaan Volker N.V.**<br>Rotterdam Netherlands | **917**<br>463<br>1 099 | ✠**100A1** SS 5/73<br>hopper dredger<br>U.K. coasting service<br>✠**LMC**<br>EL m $1\frac{7}{16}$"SQ<br>FN 945 | **1963**-3 A. & J. Inglis Ltd.—Glasgow (1645 P)<br>61,57 12,32 3,830<br>57,92 11,89 4,42<br>RQD 17,1 RFD 12,2 1 dk<br>R rf nil conv Hopper Barge 64<br>4BH WB137t | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 28,8 ER<br>Cr 2(7,5) | Oil 2SA 10Cy. 190 × 350 with flexible coupling & sr reverse geared to sc. shaft<br>1 000bhp (736kW) ✠ NE 2/69<br>N.V. Mach. "Bolnes" Netherlands<br>Gen 3 × 36kW 220V d.c.<br>Fuel (d.o.) |
| | | | **LAID UP — SURVEYS OVERDUE 5/77** | | | |
| **6503286**<br>SXVT<br>7939<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIGEORGIS**<br>ex Solomon Career-81<br>ex Yamatada Maru-76<br>**Bryson Corp.**<br>Piraeus Greece | **7 752**<br>5 279<br>12 400 | NK | **1964** Hitachi Zosen—Mukaishima (4056)<br>137,52 20,07 8,306<br>128,99 20,01 11,10<br>P 23,5 F 9,8 1 dk<br>RW | **M General Cargo**<br><br>4 Ho ER<br>B.15 709<br>8 Ha (17,9p&s × 6,2) (19,2p&s 19,2p&s 19,2p&s × 6,8) ER<br>Der 4(8) | Oil 2SA 5Cy. 620 × 1400<br>6 000bhp (4 413kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 220kW 450V a.c.<br>Fuel 973,5t-20,5pd 14,5kn |
| **5006097**<br>TQKM<br>1510<br>Df Esd<br>RTm | **AIGLE DES MERS**<br><br>**Jean Harispe & Andre Amado**<br>Bayonne France | **124**<br>59<br>— | | **1957** At. & Ch. C. Auroux—Arcachon<br>*24,69* 7,01<br>... ... ... | **M Fishing**<br>Side-fishing | 2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| **8120466**<br>FPYA | **AIGRETTE**<br><br>**Monfort Vedettes De L'Odet**<br>France | **200**<br>—<br>20 | BV (Class cont.) | **1982** Ch. Normands Reunis—Courseulles-sur-Mer (69)<br>... ... ...<br>... ... ...<br>1 dk | **M Ferry** | Oil<br><br>.............. |
| **7642833**<br>FTFW<br>317620<br>Rdr | **AIGRETTE 1**<br><br>**Armement Montfort**<br>Guilvinec France | **120**<br>63<br>10 | BV | **1976** Ch. Andre Merre—Nort-sur-Erdre (120)<br>26,62 1,301<br>23,63 6,91 2,62<br>1 dk | **M Launch**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 150 × 150 reduction geared to sc. shaft<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin Marseille |
| **7233682**<br>FSLI<br>8469<br>Df Esd<br>Rdr | **AIGRETTE 5**<br><br>**Armement Montfort**<br>Guilvinec France | **134**<br>63<br>25 | BV | **1972** Ch. Andre Merre—Nort-sur-Erdre<br>26,83 7,01 1,651<br>24,01 6,84 2,85<br>1 dk | **M Launch**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 150 × 150 geared to sc. shaft<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 12kn |
| **5400205**<br>THVZ<br>3824<br>Df Esd | **AIGUE MARINE**<br><br>**Pechextra Pecheries**<br>Armement Simon Charlot<br>Concarneau France | **151**<br>49<br>— | BV | **1963** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (501-1)<br>*30,00* 6,91 3,501<br>25,46 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 1,1 × 1,0)<br>1W Der 1(1) | Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 306,5t (d.o.) 11,75kn |

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| **7727891**<br>3FUM<br>11184-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIHOU**<br>ex Aiho Maru-82<br>**Martius Shipping Lines S.A.**<br>Panama Panama | **26 196**<br>17 175<br>37 800 | NK | **1978** Sanoyasu Dockyard Co. Ltd.<br>—Mizushima (1022)<br>184,77(BB) 12,123<br>173,21 27,61 18,52<br>P 9,8 F 13,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>G.45 031 B.43 651<br>5 Ha (11,2 16,7 16,7 16,7 16,7 × 12,1) ER<br>Der 3(25) | Vee Oil 4SA 12Cy. 520 × 550<br>12 660bhp (9 312kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 560kW 1 × 372kW 450V a.c.<br>16kn |
| **5060689**<br>3EWV<br>7433-76<br>Df Esd<br>Gc Rdr<br>RTm/v | **AIHUA**<br>ex Cap Norte-73<br>**Brilliance Steamship Corp. S.A.**<br>Panama Panama | **6 871**<br>3 942<br>7 879 | GL | **1955** Howaldtswerke Hamburg A.G.<br>—Hamburg (895)<br>154,41 18,80 7,709<br>139,60 18,70 11,64<br>P 8,0 F 10,7 1 dk & S dk, pt 3rd dk<br>RW | **M General Cargo** OSD<br>Ref 12P<br>5 Ho<br>G.11 546 B.10 626 In.7 404<br>5 Ha (stl) (11,2 × 6,0) (13,8 10,8 11,4 × 5,5) (11,2 × 6,0)<br>18W Der 4(5-10) 12(3-5) 2(3) | Oil 2SA 8Cy. 780 × 1400<br>7 200bhp (5 296kW)<br>Howaldtswerke A.G. Hamburg<br>Fuel 1 393,0t (hvf) 17kn |
| **5237983**<br>9V2529<br>356938<br>Df Esd<br>RTv | **AIK LAI**<br>ex Eurika-75 ex Alagna-73<br>ex Moanul-66<br>**Gill Shipping Co. (Pte.) Ltd.**<br>Heng Leong Shipping Co. Pte. Ltd. | **975**<br>399<br>909 | ✠**100A1** CS 3/76<br>for service between Pasir Gudang, Singapore & Belawan<br>carrying cargo diesel oil in independent tanks in No. 2 hold<br>✠**LMC**<br>EL m<br>FN 934<br>**LAID UP — SURVEYS OVERDUE 3/81** | **1961**-11 Pacific Islands S.B. Co. Ltd.<br>—Hong Kong (431)<br>65,84 11,33 3,671<br>59,44 10,98 4,73<br>P 15,6 RQD 24,7 F 7,4 1 dk, 2nd dk in No. 3 hold<br>RW rf 76<br>6BH WB179t incl. DTf72t | **M General Cargo**<br>Ref<br>3 Ho 12,8 16,9 6,1 ER<br>G.1 501 B.1 331 In.111<br>3 Ha (stl) (10,3 11,5 × 4,8) (3,3 × 3,3) ER<br>10W Der 1(10) 1(5) 3(2) 1(1) | Oil 4SA 6Cy. 400 × 600<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 3 × 60kW 220V d.c.<br>Fuel 102,5t (d.o.) 12kn |
| **5418616**<br>9WUC<br>325081<br>RT | **AIK LEE**<br>**Fair Dragon Shipping Sendirian Berhad**<br>Kuching Malaysia | **313**<br>124<br>306 | ✠LR class withdrawn-Owner's request 30/4/82 | **1963**-5 Shikoku Dockyard Co. Ltd.<br>—Takamatsu (639)<br>44,10 7,35 2,966<br>40,01 7,31 3,31<br>1 dk | **M General Cargo**<br>2 Ho 9,7 11,2 ER<br>G.14 661 B.14 247<br>2 Ha (each 6,0 × 3,2) ER<br>Der 4(1,5) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 25kW 115V d.c.<br>Fuel 31,0t (hvf) |
| **6720078**<br>SYYC<br>5901<br>Df Esd<br>Gc Pfd<br>Rdr | **AIKATERINE K.**<br>ex Wakatomi-77<br>ex Bingo Maru-74<br>**Coral Marine Corp.**<br>Captain Z. D. Kritsas Ltd. S.A.<br>Piraeus Greece | **2 938**<br>1 960<br>5 103 | NK | **1967** Koyo Dockyard Co. Ltd.—Mihara (371)<br>101,96 15,02 6,376<br>94,11 15,00 7,70<br>P 18,9 B 5,8 F 11,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 677 B.6 362<br>2 Ha (27,7 27,5 × 8,0) ER<br>12W Der 2(20) 2(10) | Oil 2SA 6Cy. 450 × 720<br>3 500bhp (2 574kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 184kW 440V a.c.<br>Fuel 453,0t-11,5pd 14,5kn |
| **6614267**<br>J4UY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIKATERINI**<br>ex Atlantic Conqueror-81<br>ex Courageous Colocotronis-77<br>ex St. Petri-72<br>**Mayfair Corp.**<br>Andros Greece | **38 689**<br>27 586<br>81 085 | (BV)<br>✠Classed LR until 27/1/78 | **1966**-9 A.G. "Weser"—Bremen (1355)<br>250,55(BB) 37,83 12,864<br>238,21 37,75 16,90<br>P 8,9 F 25,3 1 dk<br>rf 152 | **M Tanker**<br>CBT<br>pt higher tensile steel<br>12 Ta ER<br>L.(oil) 96 679 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 329,0t (d.o.) 2 712,5t (hvf)-63,0pd<br>15,5kn |
| **5415860**<br>SXUZ<br>6051<br>Df Esd<br>Gc Rdr<br>RTv | **AIKATERINI**<br>ex Azalea-81 ex Cross River-77<br>ex Stamatios-73 ex Iran Sepah-73<br>ex Stamatios-72 ex Sundale-70<br>ex Ima Sam-64<br>**Dardanus Navegacion S.A.**<br>Piraeus Greece | **5 931**<br>3 249<br>8 525 | AB (NV) | **1964** Ast. de Cadiz—Cadiz (65)<br>127,67 17,25 —/8,427<br>117,35 17,20 10,65<br>2 dks<br>rf 152 | **M General Cargo**<br>4 Ho 16,0 21,4 21,4 17,8 ER<br>G.11 706 B.10 536<br>3 Ha (stl) (10,5 × 6,7) (14,3comb. 10,7 × 8,0) ER<br>12W Der 1(25) 2(10) 10(5) | Oil 2SA 5Cy. 680 × 1250<br>6 200bhp (4 560kW) Sulzer<br>Empresa Nacional "Elcano" Valencia<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 148,5t (d.o.) 516,0t (hvf) 15kn |
| **5388079**<br>5B2313<br>367359<br>Df Esd<br>RTm | **AIKATERINI K**<br>ex Kalliopi T-81 ex Westerdok-74<br>**Stergiou & Grigoropoulos**<br>Limassol Cyprus | **393**<br>166<br>585 | GL (AB) | **1951** G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (261)<br>*52,58* 8,67 3,131<br>50,81 8,62<br>1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 34,9 ER<br>G.1 317 B.1 246<br>2 Ha (each 11,5 × 5,4) ER<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 325 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Gen 4 220V d.c. |
| **7377000**<br>JAPS<br>118706<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIKO MARU**<br>**Sanko Kisen K.K. & Shinko Kaiun K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **209 788**<br>169 853<br>413 012 | NK | **1976** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1754)<br>366,00 70,06 22,902<br>350,00 70,01 29,01<br>F 21,1 1 dk | **S Tanker**<br>33 Ta ER<br>L.(oil) 507 436 | S Turb geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 2000kW 2 × 1000kW 450V a.c.<br>Fuel 1 386,5t (o.f.) 445,5t (d.o.)-222,5pd<br>15,75kn |
| **8220993**<br>JL4869<br>125535 | **AIKO MARU**<br>**Seiyo Kisen K.K.**<br>Kikuma, Japan<br>Ehime Pref. | **481**<br>306<br>1 000 | | **1982** Tokai Zosen K.K.—Japan (612)<br>... ... ...<br>65,11 11,02 6,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............ |
| **6917671**<br>JH2227<br>104951<br>Rdr RT | **AIKO MARU**<br>**Takashima Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **376**<br>197<br>679 | | **1968** Kishimoto Zosen—Kinoe (277)<br>48,90 7,80 3,404<br>44,00 7,78 3,79<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>700bhp (515kW)<br>Kobe Hatsudoki Seizosho Kobe<br>10,75kn |
| **7852933**<br>JK3709<br>115443 | **AIKO MARU**<br>**Y.K. Oshima Kisen**<br>Kurashiki, Japan<br>Okayama Pref. | **359**<br>177<br>517 | | **1974** K.K. Hatayama Zosensho—Yura<br>45,01 3,490<br>43,01 7,80 3,71<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. Japan<br>9kn |
| **7854905**<br>JL3366<br>108390 | **AIKO MARU**<br>**Horita Kensetsu K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **284**<br>143<br>400 | | **1970** Y.K. Tokai Zosensho—Tsukumi<br>40,01 3,001<br>35,90 8,01 3,51<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Otsuka Tekko Japan<br>10kn |

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| **7115438**<br>JL3795<br>111379<br>Esd Gc<br>Rdr RT | **AIKO MARU No. 2**<br><br>**Kyowa Marine Service K.K. (Kyowa Marine Service Co. Ltd.)**<br>Ishikawa, Okinawa Pref. Japan | **499**<br>291<br>1 149 | | **1971** Nishi Zosen K.K.—Imabari (132)<br>51,01 9,43 4,401<br>49,00 9,40 4,70<br>1 dk<br>RW | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 1 276 | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 440V a.c.<br>Fuel 51,0t-4,0pd 11kn |
| **8035300**<br>HO4098<br>9424-79<br>RT | **AILEY 34**<br>ex Rebel-78<br>**Ailey Shipping Corp.**<br>Panama Panama | **136**<br>92<br>— | | **1978** Greenville SB. Corp.—Greenville, Ms<br>*19,60*<br>7,93 2,21<br>1 dk | **TM Tug** | 2 Oil<br><br>U.S.A. |
| **5006152**<br>TMLC<br>1513<br>Df Esd<br>Pfd RTm | **AILLY**<br><br>**Groupement Dieppoise de la Peche**<br>Dieppe France | **115**<br>39<br>— | (BV) | **1947** St. Pieter Scheepsw.—Hemixem<br>*27,35* 6,18<br>... ... ... | **M Fishing**<br>Side Trawler<br><br><br>4 Ha (0,9 0,9 0,9 0,9 × 0,9)<br>Der 1(1,25) | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| **7038379**<br>GOUA<br>341458<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AILSA PRINCESS**<br><br>**Sealink U.K. Ltd.**<br>British Transport Ship Management (Scotland) Ltd.<br>London United Kingdom | **3 909**<br>1 442<br>913 | **✠100A1** CS 4/79<br>Channel service from ports in U.K. South of Oban, and Harwich/Hook of Holland<br>**✠LMC**<br>EL (U) 1¾"U2<br>FN 2883 | **1971**-6 Cant. Nav. Breda S.p.A.—Venezia (272)<br>112,60 17,45 3,658<br>105,62 16,77 10,52<br>B 70,5 2 dks, 3rd dk except in mchy space<br>rf 152<br>NS Coll BH to U dk 11 to 2nd dk<br>WB617t incl. DTf215t | **TM Passenger/RoRo Cargo/Ferry**<br><br>69bth 1131dk P<br>Bow & stern doors | 2 Vee Oil 4SA each 16Cy. 400 × 600<br>14 560bhp (10 710kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 db 70lbf/in² (4,9bar)<br>Gen 3 × 560kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 71,0t (d.o.) 19,5kn |
| **6506252**<br>VGMD<br>322550<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AIME GAUDREAU**<br><br>**J. D. Irving, Kent Line Ltd. & Universal Sales Ltd.**<br>Kent Line Ltd.<br>Saint John, N.B. Canada | **2 534**<br>1 632<br>2 660 | **✠100A1** SS 6/81<br>oil tanker<br>Ice Class 1<br>**✠LMC**<br>EL (s)<br>FN 1792 | **1964**-12 Saint John SB. & D.D. Co. Ltd. —St. John, N.B. (1072)<br>99,40 12,70<br>94,72 12,50 6,41<br>P 20,8 F 7,7 1 dk<br>rf nil<br>11BH WB189t | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 3 075 | Oil 2SA 6Cy. 500 × 700<br>2 880bhp (2 118kW)<br>Nydqvist & Holm A/B Trollhattan<br>ndb 12/78 65lbf/in² (4,5bar)<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 144,5t 13,5kn |
| **5006176**<br>WLBO<br>292614<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AIMEE LYKES**<br><br>**Lykes Bros. Steamship Co. Inc.**<br>Galveston, Tx United States of America | T.Mk<br>**6 525**<br>3 543<br>9 774<br>**9 397**<br>5 492<br>12 887 | AB | **1963** Avondale Shipyards Inc.—Avondale, La (1000)<br>150,78 21,09 —/9,789<br>143,26 21,04 12,65<br>RQD 46,7 F 30,2 2 dks<br>RW rf nil | **S General Cargo** 4P<br>5 Ho 21,4 22,1 22,1 15,2 ER 26,9<br>G.17 647 B.15 999<br>5 Ha (stl) (9,6 × 5,4) (12,1 10,6 10,6 × 7,6) ER (9,1 × 7,6)<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 904,0t (o.f.) 18kn |
| **5060873**<br>HOBV<br>7378-76<br>Df Esd<br>Gc Rdr<br>RT | **AIMIN**<br>ex Cap Vilano-74<br>**Golden City Maritime Corp. S.A.**<br>Panama Panama | **6 871**<br>3 942<br>7 985 | GL | **1955** Howaldtswerke Hamburg A.G. —Hamburg (896)<br>154,06 18,80 7,690<br>139,60 18,70 11,61<br>P 8,0 F 10,7 1 dk & S dk, pt 3rd dk<br>RW | **M General Cargo** OSD<br>Ref 12P<br>5 Ho<br>G.12 076 B.11 598 In.7 404<br>5 Ha (stl) (11,2 × 6,0) (13,8 10,8 10,8 × 5,5) (11,2 × 6,0)<br>18W Der 1(40) 4(10) 12(5) 2(3) | Oil 2SA 8Cy. 780 × 1400<br>7 200bhp (5 296kW) MAN<br>Howaldtswerke A.G. Hamburg<br>Fuel 1 393,0t (hvf) 17kn |
| **6610730**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIN DHAB**<br>ex Se Yang No. 1-80<br>ex Kyung Lim No. 1-74<br>ex Fukui Maru No. 3-73<br>**Merit Fisheries S.A.**<br>Agadir Morocco | **251**<br>155<br>346 | KR | **1965** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (639)<br>43,69 8,39 3,633<br>37,60 8,08 3,89<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>3 Ha (1,5 1,5 × 1,9) (1,4 × 2,0) | Oil 4SA 6Cy. 330 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 64kW 225V a.c.<br>12kn |
| **7114460**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIN EDDIAB**<br>ex Kotobuki Maru No. 31-78<br>**Merit Fisheries S.A.**<br>Casablanca Morocco | **349**<br>140<br>— | BV | **1970** Niigata Eng. Co. Ltd.—Niigata (1013)<br>54,77 8,82 3,620<br>51,72 8,81 5,67<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 288kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 265,5t (d.o.) 10,5kn |
| **7386609**<br><br>8-524<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIN JEMAA**<br>ex Soo Yang-80<br>**Armement et Peche du Maroc (ARPEM)**<br>Agadir Morocco | **939**<br>459<br>— | AB | **1975** Ast. de Huelva S.A.—Huelva (64)<br>64,01 10,62<br>57,00 10,60 6,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ho<br>Der 6(1,5) 2(1) | Oil 4SA 6Cy. 400 × 580<br>1 850bhp (1 361kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 256kW a.c.<br>Fuel 736,5t 11kn |
| **7115505**<br>CNWI<br><br>Df Esd<br>Gc Pfd<br>Rdr | **AIN KERMA**<br>ex Meisho Maru No. 15-82<br>**Merit Fisheries S.A.**<br>Casablanca Morocco | **348**<br>180<br>— | BV | **1971** Uchida Zosen—Ise (699)<br>9,12<br>47,99 9,10 5,90<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>13,25kn |
| **7236763**<br>CNWJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIN OUALILI**<br>ex Eikyu Maru No. 86-81<br>**Squid Fisheries S.A.**<br>Agadir Morocco | **349**<br>133<br>— | BV | **1972** Niigata Eng. Co. Ltd.—Niigata (1112)<br>54,03 9,02 3,302<br>49,18 9,00 3,66<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 8Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6802979**<br>CNUM<br><br>Df Gc<br>Pfd Rdr<br>RT | **AIN SBAA**<br>ex Kohoku Maru No. 7-79<br>**Merit Fisheries S.A.**<br>Agadir Morocco | **346**<br>160<br>— | BV | **1967** Yamanishi Zosen K.K.—Ishinomaki (561)<br>47,99 8,51 3,331<br>42,02 8,50 5,80<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER | Oil 4SA 6Cy. 380 × 560<br>2 000bhp (1 471kW) E made69 fitted— MAN<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Yaizu<br>Controllable pitch propeller<br>Fuel 215,5t (d.o.) 13,5kn |

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| **7614874**<br>CNRB<br><br>Df Esd<br>Rdr RT | **AIN SMAR**<br><br>**Armement et Peche du Maroc (ARPEM)**<br>Casablanca Morocco | **144**<br>44<br>— | <br><br>(BV) | **1977** Armon de Navia—Navia (16)<br>28,02 6,53 2,801<br>23,53 6,51 3,51<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 159 × 203 geared to sc. shaft<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7410929**<br>5AMF<br>BP224<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AIN TAURGA**<br><br>**General National Maritime Transport Co.**<br>Benghazi Libya | **18 744**<br>12 443<br>30 643 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 6680 | **1977**-9 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (279)<br>171,02(BB) 26,04 11,069<br>164,12 25,99 14,71<br>P 14,4 F 15,3 1 dk<br>rf nil<br>12BH WB16543T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 39 995 | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Tvornica Dizel Motora "Split" Yugoslavia<br>2 WTAuxB (o.f.) 18kgf/cm² (17,7bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 207,5t (d.o.) 1 625,5t (hvf) 16,25kn |
| **7224576**<br>HNAZ<br>548<br>Df Esd<br>Gc Rdr<br>RTv | **AIN ZALAH**<br><br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **21 375**<br>13 511<br>36 330 | **✠100A1** CS 7/81<br>oil tanker<br>**✠LMC**<br>EL I† 2$\frac{7}{8}$"U2<br>FN 7777 | **1972**-11 Astilleros Espanoles S.A. —Factoria de Matagorda, Cadiz (167)<br>201,02(BB) 26,55 10,961<br>192,01 26,50 14,00<br>P 38,5 F 18,9 1 dk<br>rf nil<br>9BH WB8890t incl. 7034t in clean ballast tanks DTf981t | **M Tanker**<br>Mchy.aft<br>15 Ta<br>L.(oil) 40 000 HeCls. BC | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB (o.f.) 16kgf/cm² (15,7bar) hs534,2<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 1 × 500kW 2 × 472kW 380V 50Hz a.c.<br>Fuel 1 778,0t (hvf)-51,0pd 16kn |
| **7614862**<br>CNRA<br><br>Df Esd<br>Rdr RT | **AIN ZERGA**<br><br>**Armement et Peche du Maroc (ARPEM)**<br>Casablanca Morocco | **144**<br>42<br>— | <br><br>(BV) | **1977** Armon de Navia—Navia (17 BIS)<br>28,02 6,53 2,801<br>23,53 6,51 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 159 × 203 geared to sc. shaft<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6701967**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **AIN-CHANECH**<br>ex Daishin Maru No. 18-81<br>ex Oshika Maru No. 2-77<br>**Squid Fisheries S.A.**<br>Casablanca Morocco | **999**<br>451<br>— | <br><br>(NK) | **1966** Niigata Eng. Co. Ltd.—Niigata (662)<br>66,65 11,43 4,801<br>61,83 11,41 5,11<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 430 × 620<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 323,0t 12,5kn |
| **7423598**<br>CNPE<br><br>Rdr RT | **AIN-ES-SFA**<br><br>**Chalumar S.A.**<br>Casablanca Morocco | **216**<br>105<br>— | <br><br>RI | **1976** Cant. Nav. Catasta—San Benedetto del Tronto (9)<br>34,19 7,01<br>29,32 7,00 3,76<br>2 dks | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 235 × 300<br>780bhp (574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **6908448**<br>BLEA<br>4807<br>Df Esd<br>Gc Rdr | **AINA HAINA**<br>ex An Hung-75<br>ex Shinsho Maru-74<br>ex Takasago Maru No. 11-73<br>**Apex Shipping Inc.**<br>Keelung China* | **2 999**<br>1 780<br>5 261 | <br><br>(NK) | **1968** Kurushima Dock Co. Ltd.—Imabari (458)<br>97,21 15,65 6,481<br>90,00 15,60 7,78<br>P 22,0 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho 31,3 31,3 ER<br>G.6 527 B.6 314<br>2 Ha (stl) (25,5 25,9 × 7,1) ER<br>12W Der 1(15) 3(10) | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 148kW 445V a.c.<br>Fuel 445,0t-8,5pd 12kn |
| **8011897**<br><br>402169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AINE**<br><br>**Joseph Doherty**<br>Sligo Irish Republic | **239**<br>156<br>165 | <br><br>BV (Class cont.) | **1981** Killybegs Shipyard Ltd.—Killybegs (139)<br>27,44 8,18 3,420<br>24,01 8,16 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref. | Oil 4SA 6Cy. 240 × 260 geared to sc. shaft<br>1 150bhp (846kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **7824546**<br><br>401806<br>Df Esd<br>Rdr RT | **AINE IDE**<br><br>**J. I. Murphy**<br>Galway Irish Republic | **102**<br>41<br>— | | **1978** .............Irish Republic<br>21,34<br>19,99 6,77 3,20<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 240 × 300 geared to sc. shaft<br>475bhp (349kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>10kn |
| **6911005**<br>LFXJ<br>17242<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AINO**<br><br>**S/A Aino, S/A Viva & S/A Viator**<br>C. H. Sorensen & Sonner<br>Arendal Norway | **57 204**<br>40 212<br>108 564 | <br><br>NV | **1969** Harland and Wolff Ltd.—Belfast (1672)<br>260,61(BB) 40,75 14,796<br>251,06 40,70 20,12<br>1 dk<br>rf 152 | **M Bulk Carrier**<br>9 Ho ER<br>G.118 263 B.112 133 HeCls. ptB<br>1 Ha (13,0 × 18,2) 8 Ha (each 13,7 × 20,1) ER | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 199,0t (d.o.) 4 451,5t (hvf)-68,0pd<br>15kn |
| **6403163**<br>SV4825<br>6683<br>Df Esd<br>Pfd Rdr<br>RT | **AINOS**<br>ex Manic-78 ex Apollo-68<br>**Kefalliniaki S.A.**<br>Strintzis Lines S.A.<br>Piraeus Greece | **2 356**<br>1 329<br>— | <br><br>BV | **1964** Solvesborgs Varv A/B—Solvesborg (66)<br>71,94 12,73<br>64,01 12,65 5,21<br>2 dks | **TM RoRo Cargo/Ferry**<br>—dk P<br><br>Der 2(3) 3(2) 2(1,5) | 2 Oil 4SA each 8Cy. 400 × 580<br>4 200bhp (3 089kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 189,0t 17kn |
| **7125926**<br>SZTA<br>6336<br>Df Esd<br>Gc Rdr<br>RT | **AIOLOS**<br>ex Cornilios-77<br>**Seacalf Shipping Corp.**<br>Piraeus Greece | **16 235**<br>10 961<br>29 202 | **✠100A1** SS 3/82<br>strengthened for ore cargoes—Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6396 | **1972**-1 Hakodate Dock Co. Ltd.—Hakodate (515)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8892t incl. Comb. btm & STs in Nos. 2-6 holds 3643t Topside tanks in Nos. 2-7 holds 3563t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,5 17,6 20,8 20,8 ER<br>G.37 738 B.33 228<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Der 14(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 881,5t (hvf) 15kn |
| **5006255**<br>C6MS<br>191536<br>RT | **AIR PHEASANT**<br><br>**J. S. Archer**<br>Nassau Bahamas | **149**<br>107<br>— | | **1942** Luders Marine Construction Co. —Stamford, Ct<br>34,14 5,54 2,439<br>... ... ...<br>1 dk<br>conv Minesweeper — | **Wood TM General Cargo** | 2 Oil 4SA each 6Cy. 146 × 203 NE 48<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7049366**<br>WZW9<br>808<br>521431 | **AIREDALE**<br><br>**M/V Airedale Inc.**<br>Seattle, Wa United States of America | **283**<br>193<br>— | | **1945** Missouri Valley Bridge & Iron Works —Evansville, In<br>*38,10* 9,15<br>3,71<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>.............<br>Fuel (d.o.) |

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| **7315820**<br><br><br>Df Esd<br>Rdr RT | **AIRINOS**<br><br>**Goodman Fishing Ltd.**<br>United Kingdom | **231**<br>87<br>— | BV | **1974** Ast. Gondan—Puerto de Figueras (85)<br><br>*34,69* 7,52 3,341<br>32,01 7,50 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelona<br>Fuel 97,0t (d.o.) 10,5kn |
| **7935292**<br>OHMR<br><br>Esd RT | **AIRISTO**<br><br>**Finnish Board of Navigation**<br>Savonlinna Finland | **292**<br>33<br>— | | **1972** Savonlinnan Konepaja Oy<br>—Savonlinna<br>30,51<br>27,56 8,91 3,00<br>2 dks | **TM Research**<br>Hydrographic Survey | 2 Oil<br>520bhp (382kW)<br>............. |
| **7331599**<br>JM3723<br>116926<br>Rdr | **AIRISU MARU**<br>ex Iris Maru-81<br>**Kyushu Eisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **187**<br>65<br>68 | | **1973** Towa Zosen K.K.—Shimonoseki (448)<br>30,48 8,82 2,598<br>27,01 8,79 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Tokyo |
| **6906115**<br>IJMB<br>749<br>Df Esd<br>Gc Rdr<br>RT | **AIRONE**<br><br>**Copesca S.p.A.**<br>Palermo Italy | **1 251**<br>538<br>667 | RI | **1969** Cant. Nav. M. & B. Benetti<br>—Viareggio (82)<br>68,03 (BB) 11,51 4,268<br>60,00 11,49 4,60<br>2 dks | **M Fishing** CSD<br>Stern Trawler Ref<br>2 Ho ER<br>In.1 000 | Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 1 × 425kW 380V 50Hz a.c. |
| **5182176**<br>SYPE<br>6037<br>Df Esd<br>Gc Rdr<br>RT | **AIS GIORGIS**<br>ex Aghios Nectarios-80<br>ex Splendor-76 ex Primrose-73<br>ex Karen Reed-68<br>**Lucinda Shipping Inc.**<br>Piraeus Greece | **5 783**<br>3 275<br>9 998 | NV | **1955** Nordseewerke Emden—Emden<br>(273)<br>143,69 17,66 7,595<br>133,99 17,61 10,93<br>P 13,5 B 24,4 F 13,2 1 dk & S dk<br>RW | **M General Cargo** OSD<br>2P<br>5 Ho 16,0 21,0 19,9 ER 21,0<br>23,0<br>G.16 622 B.14 605<br>5 Ha (stl) (9,8 13,5 11,2 × 7,4) ER<br>(11,2 11,2 × 7,4)<br>12W Der 1(30) 1(15) 4(5) 8(3-5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 131kW 400V 50Hz a.c.<br>Fuel 731,5t (d.o.) 13kn |
| **7005023**<br>5AKG<br><br>RTv | **AISHA**<br><br>**Occidental of Libya Inc.**<br>Benghazi Libya | **20**<br>—<br>— | **✠100A-** SS 5/79<br>Zueitina harbour service<br>and within 5 miles<br>seawards<br>**LMC**<br>EL (A) $\frac{1}{2}$"U1<br>FN 96 | **1969**-3 Scheeps. Maats. v/h Firma H.<br>Schouten—Muiden<br>15,75 4,88<br>13,87 4,40 2,52<br>1 dk<br>rf 813<br>3BH WB5t | **M Launch** | Vee Oil 2SA 12Cy. 108 × 127 reverse<br>reduction geared to sc. shaft<br>360bhp (265kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 2kW 1 × 1kW 32V d.c. |
| **7648344**<br>JL3187<br>105296 | **AISHO MARU**<br><br>**Tateishi Kisen Y.K.**<br>Hofu, Japan<br>Yamaguchi Pref. | **499**<br>289<br>1 000 | | **1968** M. Kan—Ehime Pref.<br>50,75 4,001<br>49,51 9,30 4,75<br>1dk | **M General Cargo** | Oil<br>1 200bhp (883kW)<br>Japan<br>11kn |
| **7652292**<br>JL4157<br>118969 | **AISHO MARU No. 2**<br><br>**Aisho Kisen Y.K.**<br>Imari, Japan<br>Saga Pref. | **497**<br>298<br>1 709 | | **1975** K.K. Kanmasu Zosen—Omishima<br>68,51 4,401<br>64,01 11,51 6,30<br>1 dk | **M General Cargo**<br><br><br>G.2 854 B.2 589<br>1 Ha (35,9 × 8,9) ER | Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,75kn |
| **7652280**<br>JL3334<br>107039<br>Gc Rdr | **AISHO MARU No. 5**<br>ex Kotobuki Maru<br>**Y.K. Hyuga Kaiun**<br>Minami-Arima, Japan<br>Nagasaki Pref. | **498**<br>299<br>1 321 | | **1969** K.K. Kanmasu Zosen—Omishima<br>(60)<br>57,99 4,650<br>53,01 9,30 6,61<br>1 dk | **M General Cargo**<br><br><br>G.2 100 B.1 850<br>1 Ha (30,7 × 7,0) ER | Oil<br>1 300bhp (956kW)<br>Kobe Hatsudoki K.K. Japan<br>12kn |
| **7736543**<br>JK3895<br>120447<br>Rdr RT | **AITAKA MARU No. 1**<br><br>**K. Hamaoka**<br>Matsuda Kisen K.K.<br>Ondo, Japan<br>Hiroshima Pref. | **197**<br>119<br>453 | | **1978** Kyoei Zosen K.K.—Mihara (80)<br>44,12 7,83 3,069<br>40,01 7,80 3,10<br>1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.364 | Oil 4SA 6Cy. 260 × 400 reduction geared<br>to sc. shaft<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe |
| **5006372**<br>EDCN<br>1035<br>RT | **AITANA**<br>Launched as Ursus VI<br>**Compania Valenciano de<br>Remolcadores S.A.**<br>Valencia Spain | **176**<br>17<br>71 | BV | **1961** Empresa Nacional "Elcano"—Seville<br>(57)<br>27,18 7,93 3,048<br>22,86 7,47 3,71<br>1 dk | **M Tug**<br><br><br><br>1 Ha (1,3 × 1,4) | Oil 2SA 8Cy. 300 × 550<br>Smit-Bolnes<br>Empresa Nacional "Elcano" Valencia<br>Controllable pitch propeller<br>11,5kn |
| **7012624**<br>HP2709<br>6677<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **AITE**<br>ex Zambezi-81 ex Greyville-75<br>**New Maydon Shipping Co. Inc.**<br>Panama Panama | T.Mk<br>**550**<br>280<br>—<br>**1 187**<br>803<br>— | **✠100A1** SS 6/78<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o 1$\frac{3}{8}$"U2<br>FN 1163 | **1970**-3 Aarhus Flydedok og Maskinkp. A/S<br>—Aarhus (140)<br>70,44 11,54 5,290/—<br>65,26 11,51 6,30<br>Ba 11,3 F 11,0 2 dks<br>rf 51<br>3BH WB508t | **M General Cargo**<br><br>1 Ho 48,3 2 TwD ER<br>G.2 844 B.2 492<br>2 Ha (16,7 17,3 × 7,0) ER<br>Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 96kW 380V 50Hz a.c. |
| **6906775**<br>SDXR<br>11068<br>Esd Rdr<br>RT | **AITIK**<br><br>**Hamnstyrelsen i Skelleftea**<br>Skelleftehamn Sweden | **266**<br>—<br>— | **✠100A1** SS 5/81<br>tug<br>Baltic service<br>Ice Class 1<br>**✠LMC**<br>EL (c) $\frac{13}{16}$"U2<br>FN 391 | **1969**-5 A/B Asi-Verken—Amal (88)<br>31,17 9,28 4,115<br>28,25 9,01 4,81<br>RFD 6,1<br>rf nil BK 102<br>3BH WB73t | **M Tug/Icebreaker** | Oil 2SA 9Cy. 340 × 570<br><br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 116kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.) 13kn |
| **7035224**<br>FWOF<br><br>Df Pfd<br>Rdr RT | **AITO**<br><br>**Port Autonome de Papeete**<br>Papeete French Polynesia | **171**<br>—<br>— | BV | **1969** S.I.C.C.Na.—St. Malo<br>26,62 7,68 3,450<br>23,14 7,51 4,12<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11,5kn |
| **8013730**<br>JK4343<br>124618 | **AITOKU MARU**<br><br>**K.K. Aitoku**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **697**<br>408<br>1 680 | | **1981** Imamura Zosen—Kure (271)<br>72,01 (BB) 4,401<br>66,02 10,61 5,21<br>1 dk<br>conv Tanker 82 | **M Tanker**<br><br>8 Ta ER | Oil 4SA 6Cy. 320 × 380 dr geared to sc.<br>shaft<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Controllable pitch propeller |

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| **7615256**<br><br><br>RT | **AITOR**<br>ex Rio San Juan<br>**Remolcadores del Norte**<br>Bilbao Spain | **145**<br>—<br>83 | | **1978** S.L. Ardeag—Bilbao (87)<br>24,01 8,08<br>21,52 7,15 3,51<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 232 × 216<br><br>Waukesha Engine Div. Dresser<br>Industries Inc. U.S.A |
| **5072967**<br>ILNR<br>465<br>Df Esd<br>Rdr RT | **AITTAM**<br>ex Cinzia-77 ex Hyke Sophia-58<br>**Carlo Campoli**<br>Viareggio Italy | **452**<br>218<br>749 | <br><br>RI (AB) | Lch.**1940** Cmpl.**1956** Haarlemsche Schps. Maats.—Haarlem (371)<br>57,69 9,25 3,325<br>52,89 9,20 5,19<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br><br>1 Ho ER | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln |
| **7638935**<br>JL4358<br>120935<br>Rdr RT | **AIWA MARU**<br><br>**Ehime Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **699**<br>491<br>1 799 | | **1977** Higaki Zosen K.K.—Imabari (190)<br>... ... ...<br>63,51 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 550<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| **7514658**<br><br><br>Df Esd<br>Rdr RT | **AJAKS**<br><br>**Zarzad Portu Gdansk**<br>Gdansk Poland | **336**<br>1<br>118 | <br><br>PR | **1974** Gdynska Stocznia Marynarki Wojennej—Gdynia (H-2500/1)<br>35,34 9,35<br>5,03<br>1 dk | **M Tug**<br><br>Ice strengthened | Vee Oil 4SA 12Cy. 300 × 450 reduction geared to sc. shaft<br>GMT<br>H. Cegielski Poznan<br>Gen 2 × 118kW 1 × 48kW 400V a.c.<br>13kn |
| **7634446** | **AJAMU**<br><br>**P.N. Perkebunan-IV Sumatera Utara**<br>Jakarta Indonesia | **183**<br>70<br>— | <br><br>KI | **1975** P.T. Indomarine—Jakarta<br>... ... ...<br>38,00 7,50 2,49<br>1 dk | **M Tank Barge** | Oil 4SA 8Cy. 128 × 150<br>250bhp (184kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>West Germany<br>Gen 1 × 44kW 220V |
| **6800866**<br>ATCC<br>1249<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AJANTA**<br><br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **23 395**<br>15 961<br>42 062 | ✠**100A1** CS 1/73<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 8142<br>IRS | **1968**-3 Brodogradiliste "3 Maj"—Rijeka (514)<br>193,50(BB) 27,77 11,583<br>188,02 27,70 15,60<br>P 33,6 F 18,9 1 dk<br>RW rf nil<br>NS 10BH WB15297t incl. Comb. btm & side tanks in holds 6944t Topside tanks in holds 6301t DTf988t | **M Bulk Carrier**<br><br>7 Ho 21,9 17,6 20,2 17,6 20,2 17,6 21,1 ER<br>G.4 579<br>7 Ha (stl) (12,3 9,6 12,3 9,6 12,3 9,6 12,3 × 13,5) ER<br>15W Der 14(5) 1(3) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 360kW 400V 50Hz a.c.<br>Fuel 302,0t (d.o.) 1 887,0t (hvf) 14,75kn |
| **7301934**<br>GREH<br>360120<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AJAX**<br><br>**Blue Funnel Bulkships Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | **16 406**<br>10 420<br>27 145 | <br><br>AB | **1973** Mitsui SB. & Eng. Co. Ltd.—Osaka (938)<br>176,77(BB) 22,92 10,567<br>168,03 22,86 14,10<br>P 33,0 F 12,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,7 ER<br>G.36 224 B.31 100<br>1 Ha (stl) (12,3 × 9,9) 5 Ha (stl) (each 12,7 × 9,9) ER<br>Cr 5(8) Der 2(2,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 1 570,0t (hvf) 15,25kn |
| **5418642**<br>SV5048<br>6896<br>Df Esd<br>Rdr RTv | **AJAX**<br>ex Valentin-81 ex Myriel-76<br>ex Zodiac Steve-74 ex Obotrita-73<br>ex Alte Weser-70<br>**Telamonius Shipping Co.**<br>Piraeus Greece | **1 164**<br>853<br>2 075 | <br><br>GL | **1963** Jadewerft G.m.b.H.—Wilhelmshaven (91)<br>70,03 11,10 5,001<br>66,02 11,00 6,20<br>F 7,7 1 dk | **M RoRo Cargo**<br><br>1 Ho ER<br>G.2 916 B.2 690<br>2 Ha (stl) (each 18,5 × 6,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 480 sr geared to sc. shaft<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>10kn |
| **7029550**<br>FWEZ<br><br>Esd Rdr<br>RT | **AJAX**<br>ex Minerve-69 ex Gus Candies<br>**Cie Surf S.A., Cie. Chambon & Cie. Generale Maritime**<br>Compagnie des Moyens de Surface (SURF)<br>Marseille France | **625**<br>242<br>775 | <br><br>BV (AB) | **1968** American Marine Corp.—New Orleans, La (1017)<br>50,50 11,76 3,582<br>47,93 11,59 4,30<br>F 16,2 1 dk | **TM Research/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 220 × 245 sr geared to sc. shafts<br>2 600bhp (1 912kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW 220V d.c.<br>Fuel 97,5t (d.o.) 14kn |
| **5400267**<br>SBXU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AJAX**<br><br>**Government of The Kingdom of Sweden (Svenska Staten Forsvarets Materielverk)**<br>Stockholm Sweden | **296**<br>—<br>— | <br><br>✠Classed LR until 9/65 | **1963**-10 A/B Asi-Verken—Amal (66)<br>33,02 8,82<br>29,75 8,81 4,86<br>RFD 5,2<br>rf 749 | **M Tug** | Oil 2SA 6Cy. 340 × 570<br><br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 56kW 231/400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.) |
| **7407099**<br><br><br>Esd RT | **AJAX**<br><br>**Sociedade de Cargas e Desgargas Maritimas S.a.r.l. (SOCARMAR)**<br>Lisboa Portugal | **149**<br>34<br>243 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL D $\frac{3}{4}$"U1<br>FN 275 | **1978**-4 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (134)<br>27,59 7,70 2,801<br>24,52 7,40 3,79<br>RAD 1,0 1 dk<br>rf 686 BK 127<br>3BH WB9t | **M Tug** | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>Deutz<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **5006504**<br>IJGX<br>124<br>RTm | **AJAX**<br><br>**S.E.R.S. S.p.A. Societa Esercizio Rimorchi e Salvataggi**<br>Ravenna Italy | **115**<br>22<br>— | RI<br><br>✠Classed LR until 11/60 | **1956**-10 Mutzelfeldtwerft G.m.b.H. —Cuxhaven (145)<br>29,62 7,14 3,318<br>25,71 6,77 3,41<br>1 dk<br>RW rf 838 BK 152 | **M Tug** | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>Koeln<br>Kloeckner Humboldt Deutz<br>12kn |
| **8033467**<br>9V2991<br>382394<br>Esd Gc<br>Rdr RT | **AJAX MARINER**<br><br>**Red Sea Maritime Pte. Ltd.**<br>Singapore Singapore | **101**<br>33<br>— | <br><br>AB | **1981** Red Sea Maritime (Pte.) Ltd. —Singapore (AP365)<br>3,352<br>21,37 6,27 4,58<br>1 dk<br>rf 610 | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 22kW a.c.<br>10,5kn |

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| **7401239**<br>5AMD<br>MT560<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AJDABYA**<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Tripoli Libya | **163 173**<br>135 961<br>317 824 | **✠100A1** SS 3/82<br>oil tanker (cc)<br>crude oil — defined ballasting<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 4⅛"U2<br>FN 28278 | **1977**-6 Bremer Vulkan A.G.—Vegesack (1000)<br>351,44(BB) 55,45 22,377<br>336,00 55,40 28,76<br>1 dk<br>rf nil<br>11BH WB30630T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>25 Ta ER<br>L.(oil) 377 550 HeCls. B | 2 S Turb epicyclic & helical reduction geared to<br>36 000shp (26 480kW) Stal-Laval<br>Bremer Vulkan A.G. Bremen-Vegesack<br>WTB 74kgf/$cm^2$ (72,6bar) Spt 515°C 65kgf/$cm^2$ (63,8bar) hs3493,1<br>WTB 70,6kgf/$cm^2$ (69,3bar) Spt 320°C 67,3kgf/$cm^2$ (66,0bar) hs755,3<br>Gen 2 × 1500kW 1 × 848kW 440V 60Hz a.c.<br>Fuel 12 192,5t-185,0pd 15,25kn |
| **7947946** | **AJIM**<br>**Government of The Republic of Tunisia (Ministry of Public Works)**<br>Djerba Island Tunisia | **313**<br>125<br>96 | BV | **1973** Fr. Schweers—Bardenfleth/Weser<br>30,00 —<br>11,03 3,00<br>1 dk | **TM Ferry** | 4 Oil 4SA each 6Cy. 128 × 140 geared to sc. shafts<br>2 400bhp (1 765kW)<br>Mercedes-Benz West Germany<br>8kn |
| **7212705**<br>JM3522<br>112096 | **AJISAI**<br>**Nomo Shosen K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **491**<br>276<br>146 | | **1972** Matsuura Tekko Zosen—Higashino (219)<br>34,50 13,24 3,099<br>30,00 13,21 4,50<br>1 dk | **TM Ferry** 1508P | 2 Oil 4SA each 12Cy. 150 × 200<br>1 400bhp (1 030kW)<br>Mitsubishi Heavy Industries Ltd. Tokyo<br>Gen 2 × 80kW 225V a.c.<br>Fuel 13,5t-4,5pd 12kn |
| **5006516**<br>7LZV<br>89256<br>Rdr RT | **AJISAI MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **605**<br>316<br>237 | | **1962** Sanoyasu Dockyard Co. Ltd.—Osaka (199)<br>54,79 8,36 2,794<br>49,99 8,31 4,09<br>1 dk | **M Ferry** 1248P<br>Mchy.aft | Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 96kW 225V a.c.<br>Fuel 34,5t-4,0pd 13,25kn |
| **7301398**<br>HO9963<br>3408-73A<br>Esd RT | **AJKWA**<br>**Freeport Indonesia Inc.**<br>Panama Panama | **1 126**<br>758<br>2 463 | NV | **1973** Singapore SB. & Eng. Ltd.—Singapore<br>58,27 12,81 5,347<br>55,38 12,20 6,51<br>1 dk | **TM General Cargo**<br>1 Ho 31,7 ER<br>G.2 295<br>1 Ha (31,7 × 10,2) ER | 2 Oil 4SA each 8Cy. 137 × 165 geared to sc. shafts<br>960bhp (706kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 230V 60Hz a.c.<br>2 Directional propellers<br>Fuel 144,5t 8kn |
| **7351202**<br>1745<br>Df Esd<br>Rdr RT | **AJNA**<br>ex Benedetta Seconda-80<br>**Imano (Nigeria) Ltd.**<br>Lagos Nigeria | **158**<br>80<br>— | RI<br>LR class withdrawn 9/12/82 | **1976** Cant. Nav. Fratelli Maccioni—Viareggio (9)<br>38,84 6,46 2,974<br>24,46 6,43 3,56<br>F 13,5 1 dk<br>rf 1600 BK 152 | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>600bhp (441kW) E made73 fitted76<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 7kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5028485**<br>5MHV<br>5677<br>Df Esd<br>Gc Rdr | **AJWA**<br>ex Athena-76<br>**Oceanic Traders Navigation Ltd.**<br>Idris Agencies Ltd.<br>Monrovia Liberia | T.Mk<br>**7 578**<br>4 346<br>—<br>**10 031**<br>5 909<br>15 830 | **✠100A1** SS 9/78<br>**✠LMC**<br>EL ff 2¼"SQ<br>FN 4758 | **1959**-9 Harima Zosensho—Aioi (543)<br>154,01 20,30 8,351/9,500<br>145,01 20,21 12,60<br>P 32,0 F 12,5 2 dks<br>rf 152<br>8BH to U dk 1 to 2nd dk WB4542t incl. DTm1628t | **M General Cargo**<br>6 Ho 17,6 16,8 17,2 8,9DT 8,2 17,2 17,2 6 TwD ER<br>G.22 033 B.19 861<br>6 Ha (stl) (8,8 × 6,4) (10,5 10,5 10,5 11,5 9,7 × 8,0) ER<br>Der 1(30) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>8 100bhp (5 958kW) Sulzer<br>Harima Zosensho Aioi<br>AuxB 57lbf/$in^2$ (4,0bar)<br>e(ex.g) 57lbf/$in^2$ (4,0bar) |
| **7511022**<br>JL4299<br>117467<br>Gc Rdr<br>RT | **AKABOSHIZAN MARU**<br>**Akaboshi Kisen K.K.**<br>Doi, Ehime Pref. Japan | **496**<br>303<br>1 598 | | **1976** Murakami Hide Zosen K.K.—Hakata (131)<br>11,54<br>65,00 11,51 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| **8121111** | **AKACIA**<br>**Western Shipping Co. Ltd.**<br>Panama | *3 900*<br>—<br>6 496 | NK (Class cont.) | **1982** Dae Sun SB. & Eng. Co. Ltd.—Busan (262)<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>The Hanshin Diesel Works Ltd. Japan |
| **6612116**<br>TCJS<br>4334<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AKAD**<br>ex Sangstad-75<br>**Denizcilik Anonim Sirketi**<br>Istanbul Turkey | **21 597**<br>12 788<br>36 349 | NV | **1966** Uddevallavarvet A/B—Uddevalla (272)<br>196,91 25,96 11,327<br>184,77 25,91 15,24<br>P 43,0 F 18,9 1 dk<br>rf 69 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 19,5 19,5 19,5 19,5 19,5 19,5 22,0 ER<br>G.43 242 B.42 487 HeCls. ptB<br>1 Ha (stl) (13,1 × 11,0) 6 Ha (stl) (each 13,1 × 12,7) ER<br>Cr 3(10) Der 1(10) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 206,0t (d.o.) 2 042,0t (hvf)-36,0pd 14kn |
| **6850366**<br>UEWJ<br>M-2485 | **AKADEMIK A. KOVALYEVSKIY**<br>**U.S.S.R. -Academy of Sciences**<br>Sevastopol U.S.S.R. | **284**<br>—<br>48 | RS | **1949** .............East Germany<br>38,51 7,22 2,941<br>35,01 3,51<br>1 dk | **M Research**<br>Ice strengthened<br>1 Ho<br>B.34<br>2 Ha (each 2,0 × 1,7)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11kn |
| **7826300** | **AKADEMIK ALEKSANDR NESMEYANOV**<br>**U.S.S.R.**<br>U.S.S.R. | **4 950**<br>—<br>1 788 | RS (Class cont.) | **1982** Stocznia Szczecinska im. A. Warskiego—Szczecin (B86/02)<br>110,93 5,701<br>16,62 9,53 | **TM Research**<br>Oceanographic | 2 Oil 4SA each 6Cy. 400 × 480<br>6 400bhp (4 708kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice |
| **8038156**<br>M-37572 | **AKADEMIK ALEKSEY KRYLOV**<br>**U.S.S.R.**<br>U.S.S.R. | **6 358**<br>669<br>1 930 | RS | **1982** Okean Shipyard—Nikolayev<br>... ... ...<br>... ... | **M Research** | Oil<br>............. |
| **6725987**<br>UHPU<br>M-3078<br>Df Rdr | **AKADEMIK ARKHANGELSKIY**<br>**U.S.S.R. -Ministry of Geology**<br>Novorossiysk U.S.S.R. | **416**<br>88<br>142 | RS | **1963** .............U.S.S.R.<br>42,78 7,62 3,061<br>3,97<br>1 dk | **M Research** | Oil 4SA 6Cy. 320 × 480<br>E made61 fitted63<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |

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| **7826130**<br>ESWB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK ARTOBOLEVSKIY**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>U.S.S.R. | **6 399**<br>3 250<br>5 844 | RS | **1981** Stocznia Gdanska im. Lenina—Gdansk (B437/442)<br>133,08 18,04 7,781<br>132,19 18,00 10,42<br>2 dks | **M General Cargo**<br>Ref. 2bth P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,4 6,7 × 6,4) ER (6,7 6,7 × 6,4)<br>8W Der 8(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>20,75kn |
| **7359838**<br>UYWN<br>M-31925<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK ARTSIMOVICH**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | T.Mk<br>**3 244**<br>1 267<br>4 477 | RS (BV) | **1975** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1407)<br>119,00(BB) 19,44 5,769<br>108,44 19,41 12,60<br>2 dks | **M RoRo Cargo**<br>Angled stern door & ramp (s) Ice strengthened<br>B.10 200<br>TEU 235<br>C.Ho 28/20' C.RoRo Dk 111/20' C.Dk 96/20' incl. 10 ref C.<br>2 Ha (stl) (each 12,4 × 6,4) ER | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 1300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16,75kn |
| **6404155**<br>UQAE<br>M-27585<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK BERG**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 170**<br>1 225<br>1 424 | RS | **1963** ............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,6 × 1,6) (1,3 × 1,4) (1,3 × 1,1) (1,9 1,9 × 1,9)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| **6928656**<br>UPBZ<br>M-30331<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK FILATOV**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>12 898 | RS | **1969** VEB Warnowwerft Warnemuende —Warnemuende (310)<br>151,47 20,32 7,641/8,802<br>140,01 20,27 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 19,0<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,6) ER (10,3 × 9,9)<br>Cr 8(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 17kn |
| **6850407**<br>UVLG<br>M-21516 | **AKADEMIK GOLITSYN**<br><br>**U.S.S.R. -Ministry of Geology**<br>Odessa U.S.S.R. | **102**<br>29<br>30 | (RS) | **1948** VEB Rosslauer Schiffswerft—Rosslau<br>26,07 6,46 2,150<br>23,19 3,00 | **M Research**<br>1 Ho<br>B.80<br>1 Ha (1,9 × 1,9)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| **7359826**<br>UWTB<br>M-31922<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK GUBER**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | T.Mk<br>**3 244**<br>1 267<br>4 477 | RS (BV) | **1975** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1406)<br>119,00(BB) 19,44 5,766<br>108,44 19,41 12,60<br>2 dks | **M RoRo Cargo**<br>Angled stern door & ramp (s) Ice strengthened<br>B.10 200<br>TEU 235<br>C.Ho 28/20' C.RoRo Dk 111/20' C.Dk 96/20'.incl. 10 ref C.<br>2 Ha (stl) (each 12,3 × 6,3) ER | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 1300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>17kn |
| **6876279**<br>UVGT<br>M-7651 | **AKADEMIK GUBKIN**<br>ex PS-157<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **208**<br>39<br>45 | (RS) | **1965** ............U.S.S.R.<br>35,29 6,99 1,929<br>3,28 | **TM Ferry** —P | 2 Oil 4SA each 6Cy. 250 × 340<br>U.S.S.R.<br>Fuel (d.o.) 12kn |
| **7003609**<br>UTUN<br>M-30348<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK IOSIF ORBELI**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 270 | RS | **1970** VEB Warnowwerft Warnemuende —Warnemuende (311)<br>151,47 20,32 7,300/8,960<br>140,01 20,27 11,89<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 19,0<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,6) ER (10,3 × 9,9)<br>Cr 8(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 17kn |
| **6850421**<br>URYB<br>M-11888 | **AKADEMIK KARPINSKIY**<br><br>**U.S.S.R. -Ministry of Geology**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **402**<br>149<br>418 | RS | **1952** ............U.S.S.R.<br>46,41 8,03 3,260<br>3,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.446<br>2 Ha (each 5,4 × 3,5) ER<br>4W Der 4(1,5) | Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |
| **7826128**<br>UROP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK KHOKLOV**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>U.S.S.R. | **6 399**<br>3 249<br>5 890 | RS | **1980** Stocznia Gdanska im. Lenina—Gdansk (B437/441)<br>133,08(BB) 18,04 7,781<br>128,00 18,00 10,42<br>2 dks | **M General Cargo**<br>Ref. 2bth P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,4 6,7 × 6,4) ER (6,7 6,7 × 6,4)<br>8W Der 8(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>20,75kn |
| **6510356**<br>USPO<br>M-27586<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK KNIPOVICH**<br><br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **2 299**<br>511<br>1 520 | RS | **1964** Nikolayev Shipyard "Nosenko" —Nikolayev<br>84,69 14,03 5,560<br>78,06 10,04<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.308 In.1 330<br>5 Ha (1,4 1,4 × 1,1) (1,6 × 1,6) (1,1 1,1 × 1,3)<br>2W Der 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>13kn |

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| **6707301**<br>UHQS<br>M-29721<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKADEMIK KOROLYOV**<br>**U.S.S.R. -Hydrometeorological Service**<br>Vladivostok U.S.S.R. | **5 497**<br>1 349<br>2 059 | **1967** VEB Mathias-Thesen-Werft—Wismar (183)<br>RS 123,93 17,05 5,960<br>110,01 17,01 8,21<br>3 dks | **TM Research**<br>Ice strengthened<br>1 Ho<br>G.370<br>1 Ha (4,1 × 2,5) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW) MAN<br>Halberstadt Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>18,25kn |
| **7347902**<br>UZDP<br>M-33253<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK KUPREVICH**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**3 243**<br>1 267<br>4 456 | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1213)<br>RS (BV) 119,00(BB) 19,44 5,763<br>102,32 19,41 12,60<br>2 dks | **M RoRo Cargo**<br>Angled stern door & ramp (s) Ice strengthened<br>B.10 200<br>TEU 235<br>C.Ho 28/20' C.RoRo Dk 111/20'<br>C.Dk 96/20' incl. 10 ref C.<br>2 Ha (stl) (each 12,3 × 6,4) ER | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1038kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>17kn |
| **6610924**<br>UBLF<br>M-27665<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKADEMIK KURCHATOV**<br>**U.S.S.R. -Academy of Sciences**<br>Kaliningrad U.S.S.R. | **5 460**<br>1 387<br>1 999 | **1966** VEB Mathias-Thesen-Werft—Wismar (181)<br>RS 123,88 17,05 6,062<br>110,01 17,01 8,18<br>3 dks | **TM Research**<br>Ice strengthened<br>1 Ho<br>G.417<br>1 Ha (4,1 × 2,5) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW) MAN<br>Halberstadt Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>2 Thw. thrust propellers fwd<br>18,25kn |
| **6824408**<br>EMZU<br>M-28360<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK MAMEDALIEV**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **1 772**<br>557<br>1 660 | **1966** ............Kerch<br>83,55 12,04 4,598<br>RS 74,00 11,97 5,31<br>1 dk | **M Tanker**<br>Water<br>Ice strengthened<br>12 Ta ER<br>L.2 034 HeCls. BC | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,25kn |
| **7359802**<br>UWFW<br>M-33257<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK MILLIONSHCHIKOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**3 244**<br>1 267<br>4 506 | **1975** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1404)<br>RS (BV) 119,00(BB) 19,44 5,760<br>108,44 19,41 12,60<br>2 dks | **M RoRo Cargo**<br>Angled stern door & ramp (s) Ice strengthened<br>B.10 200<br>TEU 235<br>C.Ho 28/20' C.RoRo Dk 111/20'<br>C.Dk 96/20' incl. 10 ref C.<br>2 Ha (stl) (each 12,3 × 6,4) ER | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 1300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>17kn |
| **7811018**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK MSTISLAV KELDYSH**<br>**U.S.S.R.**<br>Novorossiysk U.S.S.R. | **5 543**<br>887<br>1 856 | **1980** Hollming Oy—Rauma/Raumo (224)<br>122,21 5,900<br>RS 113,01 17,81 10,01<br>1 dk | **TM Research**<br>Hydrographic | 4 Oil 4SA each 8Cy. 220 × 240 geared to sc. shafts<br>5 820bhp (4 281kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>2 Controllable pitch propellers<br>Directional propeller aft<br>Thw. thrust Contr. pitch propeller fwd<br>16kn |
| **7102118**<br>UIGJ<br>M-12276<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK PETROVSKIY**<br>ex Moskovskiy Universitet-76<br>**U.S.S.R.**<br>Sevastopol U.S.S.R. | **577**<br>194<br>227 | **1970** ............Khabarovsk<br>54,08 9,30 3,671<br>RS 49,99 9,22 4,73<br>1 dk | **M Research**<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>11kn |
| **6923474**<br>UPAH<br>M-30315<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK RYKACHYEV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>12 898 | **1969** VEB Warnowwerft Warnemuende —Warnemuende (307)<br>RS 151,44 20,32 —/8,802<br>140,01 20,27 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,6) ER (10,3 × 9,9)<br>Cr 8(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 17kn |
| **7622895**<br>ENUK<br>M-35157<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK SECHENOV**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **63 146**<br>38 104<br>108 890 | **1979** Okean Shipyard—Nikolayev (102)<br>258,96(BB) 39,86 15,650<br>RS 244,03 21,39<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>Ice strengthened<br>9 Ho/Ta 14 Wing Ta ER<br>L.(oil) 114 340<br>9 Ha (stl) (each 13,7 × 18,9) ER | Oil 2SA 9Cy. 840 × 1800<br>21 100bhp (15 520kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 640kW 3 × 400kW a.c.<br>15,25kn |
| **7030157**<br>UTQI<br>M-21580 | **AKADEMIK SELSKIY**<br>**U.S.S.R.**<br>Odessa U.S.S.R. | **352**<br>87<br>48 | **1949** ............U.S.S.R.<br>54,23 6,48 2,299<br>(RS) 3,64<br>1 dk | **M Research** | 3 Oil 4SA each 8Cy. 300 × 380 geared to sc. shaft<br>............<br>Fuel (d.o.) |
| **7052284**<br>UISZ<br>M-30463<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK SERGEY KOROLYOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **17 114**<br>2 158<br>7 180 | **1970** "Chernomorskiy" Shipyard—Nikolayev<br>181,90 25,05 7,948<br>RS 167,90 13,14 | **M Research**<br>Ice strengthened<br>Mchy.aft | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>17,5kn |
| **6419485**<br>UYBV<br>M-27597<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK SHIMANSKIY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**7 419**<br>3 759<br>—<br>**11 206**<br>6 066<br>16 235 | **1964** Kherson Shipyard—Kherson<br>168,99 21,85 8,271/9,749<br>RS 158,81 21,75 12,98<br>2 dks | **S General Cargo**<br>Ice strengthened<br>6 Ho 16,7 19,2 18,7 ER 19,5 19,5 16,9<br>G.23 355 B.19 867<br>6 Ha (stl) (8,3 × 7,0) (11,8 11,8 × 8,9) ER (11,8 11,8 × 8,9) (9,3 × 7,0)<br>4W Cr 12(5) Der 2(60) | 2 S Turb geared to sc. shaft<br>13 000shp (9 562kW)<br>Kirov Works Leningrad<br>Fuel 2 408,0t (o.f.) 19kn |

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| **6712552**<br>UMAY<br>M-29730<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKADEMIK SHIRSHOV**<br>**U.S.S.R. -Hydrometeorological Service**<br>Vladivostok U.S.S.R. | **5 497**<br>1 349<br>2 059 | RS | **1967** VEB Mathias-Thesen-Werft—Wismar (184)<br>3 dks | 123,96<br>110,01 | 17,05<br>17,01 | 5,970<br>8,18 | **TM Research**<br>Ice strengthened<br>1 Ho<br>G.370<br>1 Ha (4,1 × 2,5) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW)<br>Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>2 Thw. thrust propellers fwd | MAN<br>Halberstadt<br>18,25kn |
| **8010336** | **AKADEMIK SHOKALSKIY**<br>**U.S.S.R. -Hydrometeorological Service**<br>U.S.S.R. | *1 821*<br>*546*<br>620 | RS (Class cont.) | **1982** Oy Laivateollisuus Ab—Turku/Abo (343) | 71,61 | 12,62 | 6,91 | **TM Research**<br>Oceanographic | 2 Oil<br>3 180bhp (2 339kW)<br>Russkiy-Diesel Works | U.S.S.R |
| **6923486**<br>UPAR<br>M-30322<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK SHUKHOV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 318 | RS | **1969** VEB Warnowwerft Warnemuende —Warnemuende (308)<br>2 dks | 151,47<br>140,01 | 20,32<br>20,27 | 7,300/8,979<br>11,94 | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,6) ER (10,3 × 9,9)<br>Cr 8(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) | MAN<br>Rostock<br>17kn |
| **8010324**<br>UBNZ<br>RT | **AKADEMIK SHULEYKIN**<br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **1 754**<br>526<br>766 | RS | **1982** Oy Laivateollisuus Ab—Turku/Abo (342)<br>2 dks | 71,61<br>64,22 | 12,83<br>12,81 | 4,750<br>6,46 | **M Research**<br>Oceanographic<br>Ice strengthened<br>2 Ho ER<br>2 Ha (stl) ER | 2 Oil 4SA each 6Cy. 360 × 450 with clutches, flexible couplings & sr geared to sc. shaft<br>3 180bhp (2 339kW)<br>"Revolution" Engine Works<br>Gen 1 × 260kW 3 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 370,0t (d.o.) | Russkiy<br>Gorkiy<br>12kn |
| **7359814**<br>UWJC<br>M-33258<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK STECHKIN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**3 244**<br>1 267<br>4 480 | RS (BV) | **1975** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1405)<br>2 dks | 119,00(BB)<br>108,44 | 19,44<br>19,41 | 5,760<br>12,60 | **M RoRo Cargo**<br>Angled stern door & ramp (s) Ice strengthened<br>B.10 200<br>TEU 235<br>C.Ho 28/20' C.RoRo Dk 111/20'<br>C.Dk 96/20' incl. 10 ref C.<br>2 Ha (stl) (each 12,3 × 6,4) ER | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Ch. de l'Atlantique<br>Gen 3 × 1300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Pielstick<br>St Nazaire<br>17kn |
| **7359797**<br>UWFX<br>M-30900<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK TUPOLEV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**3 244**<br>1 267<br>4 463 | RS (BV) | **1974** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1403)<br>1 dk | 119,00(BB)<br>108,44 | 19,44<br>19,41 | 5,760<br>12,60 | **M RoRo Cargo**<br>Angled stern door & ramp (s) Ice strengthened<br>B.10 200<br>TEU 235<br>C.Ho 28/20' C.RoRo Dk 111/20'<br>C.Dk 96/20' incl. 10 ref C.<br>2 Ha (stl) (each 12,3 × 6,4) ER | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Ch. de l'Atlantique<br>Gen 3 × 1300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Pielstick<br>St Nazaire<br>17kn |
| **6726929**<br>ULYN<br>M-29794<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKADEMIK VERNADSKIY**<br>**U.S.S.R. -Academy of Sciences**<br>Sevastopol U.S.S.R. | **5 561**<br>1 401<br>2 020 | RS | **1968** VEB Mathias-Thesen-Werft—Wismar (186)<br>3 dks | 124,19<br>110,01 | 17,05<br>17,01 | 6,062<br>10,80 | **TM Research**<br>Ice strengthened<br>1 Ho<br>G.417<br>1 Ha (4,1 × 2,4) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW)<br>Halberstadt<br>Gen 5 × 368kW 220/380V a.c.<br>2 Thw. thrust propellers fwd | MAN<br>Halberstadt<br>18,25kn |
| **7215331**<br>UFVG<br>M-31548<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK YANGEL**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**5 928**<br>2 903<br>—<br>**9 173**<br>4 995<br>13 738 | RS | **1972** Kherson Shipyard—Kherson<br>2 dks | 152,81<br>140,01 | 20,63<br>20,58 | 7,800/9,370<br>12,04 | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) ER (9,7 × 9,4)<br>2W Cr 6(8) Der 1 | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) | B&W<br>Bryansk<br>17kn |
| **7024902**<br>UTOK<br>M-30495<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMIK YEVGENIY PATON**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**5 630**<br>2 681<br>—<br>**8 874**<br>4 576<br>13 738 | RS | **1970** Kherson Shipyard—Kherson<br>2 dks | 152,81<br>140,01 | 20,63<br>20,58 | 7,170/9,389<br>12,04 | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) ER (9,7 × 9,4)<br>2W Cr 6(8) Der 1 | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) | B&W<br>Bryansk<br>17kn |
| **6928668**<br>UPBV<br>M-30328<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKADEMIK YURYEV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**6 009**<br>3 165<br>—<br>**9 759**<br>5 500<br>12 898 | RS | **1969** VEB Warnowwerft Warnemuende —Warnemuende (309)<br>2 dks | 151,47<br>140,01 | 20,35<br>20,27 | —/8,802<br>11,94 | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,6) ER (10,3 × 9,9)<br>Cr 8(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) | MAN<br>Rostock<br>17kn |
| **7211725**<br>SXWF<br>5493<br>Df Esd<br>Gc Rdr<br>RT | **AKADEMOS**<br>**Skopos Shipping Co. S.A.**<br>Piraeus Greece | **13 179**<br>9 390<br>22 233 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2204)<br>1 dk | 164,34(BB)<br>155,45 | 22,92<br>22,86 | 9,848<br>13,57 | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.30 454 B.29 507 HeCls. ptB<br>5 Ha (stl) (16,0 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 177,0t (d.o.) 1 252,0t (hvf)-29,0pd | Pielstick<br>Aioi<br>14kn |

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|---|---|---|---|---|---|---|
| 7930307<br>JG3971<br>123591<br>Df Esd<br>Gc Rdr<br>RT | **AKAGI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **188**<br>56<br>— | | **1980** Sumidagawa Zosen K.K.—Tokyo (N54-09)<br>35,01 1,359<br>32,52 6,30 3,43<br>1 dk | **TM Patrol Ship**<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 185 × 210 geared to sc. shafts<br>Fuji Seisakusho Tateyama |
| 8001969<br>JLNR<br>121905<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKAGI MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japan | **2 576**<br>1 261<br>3 645 | NK | **1980** Naikai Zosen—Taguma Shipyard, Innoshima (463)<br>91,39 6,414<br>84,00 15,02 9,22<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>G.2 835 B.2 649<br>4 Ha (stl) ER<br>Der 6(5) | Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 629,5kW a.c.<br>14kn |
| 8130760<br>JG4238<br>125913 | **AKAGI MARU**<br>**Kaiyo Kogyo K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **294**<br>108<br>— | | **1982** Sagami Zosen Tekko K.K.—Yokosuka (215)<br>... ... ...<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 320 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| 7705611<br>JG3680<br>119350<br>Rdr RT | **AKAGI MARU**<br>**K.K. Kyoshin Shokai**<br>Tokyo Japan | **261**<br>90<br>— | | **1977** Kanagawa Zosen—Kobe (175)<br>3,101<br>29,01 9,21 4,22<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 6917700<br>Esd Pfd<br>Rdr RT | **AKAGI MARU**<br>**Government of The People's Republic of China**<br>China | **180**<br>61<br>57 | | **1969** Ishikawajima Ship & Chemical Plant Co.—Tokyo (388)<br>28,35 8,64 2,490<br>25,00 8,62 3,48<br>1 dk | **TM Tug**<br>12P | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 1 × 48kW 1 × 30kW 445V a.c.<br>Fuel 28,0t 12,5kn |
| 7821518<br>JG3847<br>121592 | **AKAIKUTSU**<br>**K.K. Port Service**<br>Yokohama Japan<br>Kanagawa Pref. | **298**<br>174<br>30 | | **1979** Kanagawa Zosen—Kobe (193)<br>2,001<br>32,52 7,92 2,93<br>3 dks<br>RW | **M Passenger/Ferry**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 220<br>1 000bhp (736kW) Yanmar<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7327732<br>JCAK<br>113864<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKAISHI MARU**<br>**Mitsubishi Shintaku Ginko K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **19 476**<br>14 517<br>24 812 | NK | **1973** Nippon Kokan K.K.—Shimizu (317)<br>176,00 23,75 9,716<br>166,02 23,70 17,51<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>Mchy.aft<br>G.46 970 HeCls. ptB<br>5 Ha (stl) (17,8 17,9 12,0 12,0 12,0 × 11,7) | Vee Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>Gen 2 × 440kW 450V a.c.<br>Fuel 110,5t (d.o.) 1 028,0t (hvf)-26,5pd<br>14kn |
| 7351795<br>JBGM<br>116200<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AKAMA MARU**<br>**Idemitsu Tanker K.K.**<br>Tokyo Japan | **136 011**<br>97 948<br>257 098 | NK | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2335)<br>337,07 54,56 19,940<br>320,02 54,51 27,03<br>1 dk | **S Tanker**<br>SBT IGS CBT<br>14 Ta ER<br>L.(oil) 319 946 HeCls. BptC | S Turb dr geared<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1600kW 2 × 800kW 450V a.c.<br>Fuel 8 833,0t (o.f.) 386,5t (d.o.)-178,0pd<br>16kn |
| 5006621<br>Df RTv | **AKAMA MARU**<br>**P.T. West Irian Fishing Industry**<br>Indonesia | **106**<br>49<br>87 | | **1958** Kukinoumi Zosen—Wakamatsu (110)<br>32,90 5,47 2,337<br>29,42 5,41 2,70<br>1 dk<br>rf 348 | **M Fishing**<br>Side-fishing<br>5 Ho 3,1 1,9 2,6 1,9 1,9 ER<br>2 Ha (each 0,9 × 1,1) | Oil 4SA 6Cy. 260 × 400<br>340bhp (250kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 7,5kW 115V d.c.<br>Fuel (hvf) |
| 5337458<br>YBSC | **AKAR DJAJA**<br>ex Sri Seria-71 ex Peridi<br>**P.T. Tanjung Dewa**<br>Jakarta Indonesia | **225**<br>110<br>223 | KI<br>✠Classed LR until 11/64 | **1954**-4 Cheoy Lee Shipyard—Hong Kong (615)<br>35,06 6,71 2,445<br>33,05 3,20<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 140 × 195 sr geared to sc. shaft<br>152bhp (112kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 8kW 110V d.c. |
| 7634769<br>373099 | **AKARAI**<br>**Guyana Marine Foods Ltd.**<br>Georgetown, Guyana<br>Demerara | **107**<br>48<br>— | | **1974** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*21,19* 6,46<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| 6507036<br>HO7066<br>9835-79<br>Rdr RT | **AKARI**<br>ex Akari Maru-79<br>**Offshore Supply Co. Ltd.**<br>Panama Panama | **1 345**<br>639<br>1 920 | BV | **1964** Hashihama Zosen—Imabari (167)<br>74,10 11,03 4,811<br>68,00 11,00 5,49<br>1 dk<br>RW | **TM Tanker**<br>4 Ta ER<br>L.(oil) 2 374 | 2 Oil 4SA each 8Cy. 260 × 320 sr geared to sc. shafts<br>1 440bhp (1 059kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 40kW 225V 60Hz a.c.<br>12kn |
| 6513293<br>3EJL<br>9500-79<br>Df Gc<br>Rdr RT | **AKARI No. 2**<br>ex Akari Maru No. 2-79<br>ex Nissei Maru-75<br>**Great Eastern Shipping Inc.**<br>Panama Panama | **2 066**<br>1 240<br>3 523 | NK | **1965** Shin Yamamoto Zosen—Kochi (56)<br>88,98 12,65 5,858<br>82,00 12,60 6,61<br>P 18,3 F 8,3 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 4 443 | Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 56kW 230V a.c.<br>Fuel 349,5t-18,0pd 12kn |
| 7365758<br>D5DJ<br>6210<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKARITA**<br>ex Schelderix-82<br>**Dominus Shipping Corp.**<br>Monrovia Liberia | **109 879**<br>92 816<br>230 673 | AB | **1978** Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (884)<br>329,62(BB) 48,72 19,917<br>314,13 48,70 25,61<br>F 18,3 1 dk<br>rf nil | **S Tanker**<br>COW IGS CBT<br>19 Ta ER<br>L.(oil) 288 112 HeCls. ptB | 2 S Turb geared to sc. shaft<br>32 000shp (23 538kW)<br>Verolme Machinefabriek Ijsselmonde<br>Gen 2 × 1400kW a.c.<br>Fuel 196,0t (d.o.) 8 160,0t (hvf)-132,0pd<br>16kn |
| 5400279<br>GCDD<br>398388<br>Df Esd<br>Pfd RT | **AKARLANDA**<br>Launched as Astrabudua<br>**Muoro Fisheries Ltd.**<br>Milford Haven United Kingdom | **273**<br>179<br>— | BV | **1963** Ast. Luzuriaga S.A.—Pasajes (61)<br>38,51 7,22 3,226<br>33,25 7,21 3,94<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,1 × 1,1) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW) Krupps<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelona<br>Gen 1 × 75kW 110V<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.) 12kn |

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|---|---|---|---|---|---|---|---|---|
| **7233761**<br>J4TN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKARNANIA**<br>ex London Bombardier-79<br>**Eaton Maritime Corp.**<br>Greece | **9 044**<br>6 093<br>15 139 | ✠**100A1**<br>✠**LMC** | SS 2/82<br>EL Z 2⅛"U2<br>FN 4317 | **1973**-1 Austin & Pickersgill Ltd.—South Dock, Sunderland (436)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB4139t incl.<br>DTm1752t Tunnel Tunnel tanks 401t | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c. | Sulzer<br>Newcastle |
| **7394981**<br>JJ2960<br>115978<br>Gc Rdr<br>RT | **AKASHI MARU**<br>ex Settsu Maru No. 3<br>**Y.K. Sentara Godokisen**<br>Oyano, Japan<br>Kumamoto Pref. | **499**<br>333<br>1 620 | | | **1974** Omishima Dock K.K.—Kamiura (1023)<br>63,91 11,00 4,242<br>60,00 10,98 5,95<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.2 323 B.2 216 | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo | Kobe<br>12kn |
| **7372971**<br>JG3382<br>116311<br>Rdr | **AKASHI MARU**<br>**Baba Daiko Shosen K.K.**<br>Tokyo Japan | **251**<br>85<br>— | | | **1974** Kanagawa Zosen—Kobe (135)<br>33,30 9,22 2,896<br>28,99 9,20 4,20<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Niigata<br>13,5kn |
| **7206500**<br>JG3160<br>112931<br>Rdr | **AKASHI MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **183**<br>58<br>— | | | **1972** Kanagawa Zosen—Kobe (114)<br>8,64 2,598<br>26,50 8,62 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Niigata |
| **6701814**<br>JBVV<br>100205<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 13**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **192**<br>66<br>— | | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1079)<br>36,50 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Kobe |
| **6701826**<br>JM2362<br>100206<br>Esd RT | **AKASHI MARU No. 15**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **191**<br>74<br>— | | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1080)<br>36,56 6,81 2,896<br>31,81 6,79 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Kobe |
| **6715700**<br>JBWJ<br>100207<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 16**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **192**<br>66<br>— | | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1081)<br>36,43 6,81 2,896<br>31,78 6,79 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **6715712**<br>JM2363<br>100208<br>RT | **AKASHI MARU No. 17**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **191**<br>73<br>— | | | **1966** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1082)<br>36,43 6,81 2,896<br>31,78 6,79 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **7724904**<br>JM4472<br>122846<br>Rdr RT | **AKASHI MARU No. 18**<br>**Okabe Kaiun Y.K.**<br>Ariake, Japan<br>Kumamoto Pref. | **467**<br>296<br>1 040 | | | **1978** Miura Zosen—Saiki (553)<br>3,571<br>61,02 10,51 5,34 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **6718635**<br>JAAX<br>100417<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 18**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **206**<br>71<br>— | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1083)<br>37,50 7,01 2,998<br>32,59 6,99 3,43<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **6718647**<br>JRKD<br>100418<br>Esd RT | **AKASHI MARU No. 19**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **205**<br>72<br>— | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1084)<br>37,50 7,01 2,998<br>32,59 6,99 3,43<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **6725456**<br>JABL<br>100421<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 51**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **204**<br>69<br>— | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1094)<br>37,50 7,01 2,998<br>33,00 6,99 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **6725468**<br>JM2536<br>100422<br>Esd RT | **AKASHI MARU No. 52**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **203**<br>71<br>— | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1095)<br>37,50 7,01 2,998<br>33,00 6,99 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **6725470**<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 53**<br>**Frabal Fishing Inc.** | **204**<br>69<br>— | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1096)<br>37,50 7,01 2,998<br>33,00 6,99 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Nagasaki |

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| **6725482**<br>Esd RT | **AKASHI MARU No. 55**<br>**Frabal Fishing Inc.** | **203**<br>71<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1097)<br>37,50 7,01 2,998<br>33,00 6,99 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| **6811396**<br>JKGU<br>102218<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 58**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **174**<br>61<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1105)<br>34,90 6,91 2,896<br>30,08 6,89 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6811401**<br>JM2549<br>102219<br>Esd RT | **AKASHI MARU No. 59**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **173**<br>61<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1106)<br>34,90 6,91 2,896<br>30,08 6,89 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6811425**<br>Esd RT | **AKASHI MARU No. 62**<br>**Atlantic Fishing Co. S.A.** | **172**<br>61<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1108)<br>34,90 6,91 2,896<br>30,08 6,89 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka |
| **6817900**<br>JKHW<br>102369<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 63**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **172**<br>60<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1113)<br>34,88 6,94 2,896<br>30,10 6,91 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6817912**<br>JM2778<br>102370<br>Esd Pfd<br>RT | **AKASHI MARU No. 65**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **170**<br>60<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1114)<br>34,88 6,94 2,896<br>30,10 6,91 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6817924**<br>JKIJ<br>102371<br>Df Esd<br>Pfd Rdr<br>RT | **AKASHI MARU No. 66**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **182**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1115)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6817936**<br>JM2779<br>102372<br>Esd Pfd<br>RT | **AKASHI MARU No. 67**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **182**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1116)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6824094**<br>JKJB<br>102376<br>Df Esd<br>Rdr RT | **AKASHI MARU No. 68**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **182**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1117)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6824109**<br>JM2782<br>102377<br>Df Esd<br>RT | **AKASHI MARU No. 69**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **182**<br>65<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1118)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6824111**<br>JKKC<br>102378<br>Df Esd<br>Rdr RT | **AKASHI MARU No. 71**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **182**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1121)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6824123**<br>JM2783<br>102379<br>Df Esd<br>RT | **AKASHI MARU No. 72**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **182**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1122)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6907755**<br>JMCR<br>104376<br>Df Pfd<br>Rdr RT | **AKASHI MARU No. 73**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **179**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1133)<br>36,56 6,84 2,972<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6907767**<br>JM2887<br>104377<br>Pfd RT | **AKASHI MARU No. 75**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **178**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1134)<br>36,56 6,84 2,972<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6907779**<br>JMCU<br>104378<br>Df Pfd<br>Rdr RT | **AKASHI MARU No. 76**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **181**<br>64<br>— | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1135)<br>36,56 6,84 2,972<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **6907781**<br>JM2888<br>104379<br>Pfd RT | **AKASHI MARU No. 77**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **179**<br>64<br>— | | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1136)<br>36,56 6,84 2,972<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7045724**<br>JG2918<br>110922<br>Gc Rdr<br>RT | **AKASHIA MARU**<br>**Nippon Kaiun K.K.**<br>Tokyo Japan | **2 731**<br>973<br>2 981 | | **1971** Fukuoka Zosen K.K.—Fukuoka (985)<br>96,53 15,55 5,893<br>90,00 15,45 8,01<br>1 dk | **TM Container Ship**<br>Fixed-guides<br>3 Cell.Ho ER<br>3 Ha ER<br>Cr 1(15) | 2 Oil 4SA each 6Cy. 500 × 800<br>7 000bhp (5 149kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 445V a.c.<br>Fuel 338,5t-20,5pd 16kn |
| **7908562**<br>8KOF<br>123558<br>Df Esd<br>Gc Rdr<br>RT | **AKASHIA MARU**<br>**Kyoei Kaiun K.K.**<br>Tokyo Japan | **499**<br>253<br>1 211 | | **1979** Honda Zosen—Saiki (673)<br>69,65 4,060<br>64,52 6,46 4,02<br>2 dks | **M General Cargo**<br>Ref.<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Japan |
| **5426053**<br>3DNN<br>196273<br>RT | **AKATERE**<br>ex Starpoint-63 ex Markab-55<br>ex Gardina-50<br>**Hasan Raza**<br>Suva Fiji | **201**<br>98<br>210 | Classed LR until 5/9/80 | **1948** N.V. Schps. Doornbos—Tjamsweer (72)<br>36,12 6,25 2,248<br>33,51 6,20 2,47<br>P 10,1 RFD 5,2 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 16,2 ER<br>2 Ha (4,5 8,9 × 3,3) ER | Oil 4SA 3Cy. 250 × 350<br>120bhp (88kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **8106630**<br>7MFT<br>120816<br>Esd Gc<br>Rdr | **AKATSUKI**<br>**Oshima Unyu K.K.**<br>Naha, Japan<br>Okinawa Pref. | **4 997**<br>2 534<br>3 129 | NK | **1981** Towa Zosen K.K.—Shimonoseki (533)<br>140,49 5,417<br>128,02 20,52 7,12<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 8Cy. 400 × 460<br>10 400bhp (7 650kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 500kW a.c.<br>18kn |
| **7204605**<br>Rdr RT | **AKATSUKI**<br>**Government of The People's Republic of Bangladesh** | **492**<br>198<br>107 | | **1965** Nippon Kokan K.K.—Shimizu (243)<br>41,46 16,06 2,407<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>530dk P | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 25kW 205V d.c.<br>Fuel 26,5t-4,0pd 13kn |
| **5326409**<br>JBFH<br>71520<br>RT | **AKATSUKI**<br>ex Shunpu Maru-80<br>**K.K. Sunrise Oil Supply**<br>Urayasu, Japan<br>Chiba Pref. | **149**<br>40<br>224 | | **1954** Nippon Kokan K.K.—Shimizu (104)<br>32,21 6,41 2,261<br>6,38 3,00<br>1 dk | **M Research**<br>Weather<br>Mchy.aft | Oil 4SA 6Cy. 270 × 370<br>310bhp (228kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |
| **7648332**<br>JK3262<br>105902<br>Rdr | **AKATSUKI MARU**<br>ex Seiun Maru-78<br>**Amaha Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **499**<br>292<br>1 300 | | **1969** M. Kan—Ehime Pref.<br>57,51 4,501<br>53,01 9,30 4,60<br>1dks | **M General Cargo**<br>1 Ha (30,7 × 7,0) ER | Oil<br>1 500bhp (1 103kW)<br>Nippon Hatsudoki Japan<br>10,75kn |
| **5006748** | **AKATSUKI MARU**<br>**Ledesco Lighterage Co.** | **486**<br>317<br>828 | | **1958** Usuki Tekkosho—Saiki (505)<br>55,61 8,54 3,582<br>51,90 8,49 3,94<br>1 dk<br>len 67 | **M General Cargo**<br>1 Ho — ER<br>1 Ha (22,1 × 5,0) ER | Oil 4SA 6Cy. 300 × 420<br>680bhp (500kW)<br>Usuki Tekkosho Ise<br>9kn |
| **8032475**<br>JK4220<br>124527 | **AKATSUKI MARU**<br>**Shigemitsu Tasaki**<br>Ondo, Japan<br>Hiroshima Pref. | **199**<br>120<br>— | | **1980** Y.K. Okajima Zosen—Nakashima,<br>Ehime Pref. (193)<br>... ... ...<br>48,21 8,31 5,01<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **7613143**<br>JMFI<br>118405<br>Df Esd<br>Gc Rdr<br>RT | **AKATSUKI MARU**<br>**Kanji Otomo**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>42<br>118 | | **1976** Niigata Eng. Co. Ltd.—Niigata<br>(1527)<br>35,95 2,337<br>30,82 7,41 2,54<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **7209643**<br>JK3376<br>107896<br>Rdr | **AKATSUKI MARU No. 1**<br>**Itokawa Kisen Y.K.**<br>Ondo, Japan<br>Hiroshima Pref. | **499**<br>310<br>1 400 | | **1970** Sasaki Zosen K.K.—Kinoe (145)<br>59,11 10,04 4,401<br>54,21 10,01 4,50<br>2 dks | **M General Cargo**<br>1 Ho — ER<br>G.1 871 B.1 574<br>1 Ha (31,3 × 7,4) ER | Oil 4SA 6Cy. 320 × 150<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 32kW 1 × 24kW 220V a.c.<br>Fuel 80,5t 11kn |
| **7706550**<br>JM4239<br>118217<br>Esd Gc<br>Rdr RT | **AKATSUKI MARU No. 8**<br>**Katayama Kisen Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **499**<br>342<br>1 182 | | **1977** K.K. Wakamatsu Zosen—Kitakyushu<br>(275)<br>59,11 (BB) 10,04 4,274<br>54,01 10,01 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **6913601**<br>ZCLU<br>373258<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKBAR**<br>ex Traviata-77<br>**Hood Co. Ltd.**<br>Regal Marine Inc.<br>London United Kingdom | **23 147**<br>13 848<br>35 844 | **✠100A1** CS 4/79<br>strengthened for heavy cargoes. Nos. 2,4 and 6 holds may be empty<br>Ice Class 3<br>**LMC** **UMS**<br>EL (J†) $2\frac{7}{8}$"U2<br>FN 8070 | **1969**-9 Baltic SB. & Eng. Works<br>—Leningrad (625)<br>199,83(BB) 27,87 11,215<br>185,76 27,81 15,63<br>P 37,2 F 17,1 1 dk<br>rf nil<br>NS 9BH WB12050t incl. Comb. btm. side & topside tanks in Nos. 2-6 holds 8030t | **M Bulk Carrier**<br>Vehicles<br>pt higher tensile steel<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 16,7 ER<br>G.43 480<br>9 Ha (stl) (each 12,9 × 9,3) ER<br>Cr 6(10) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>AuxB (ex.g) & htr 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 5kgf/cm² (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 2 540,0t (hvf)-43,5pd 15,75kn |
| **7116975**<br>ATGH<br>1443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKBAR**<br>**Mogul Line Ltd.**<br>Bombay India | **8 279**<br>3 791<br>9 017 | **✠100A1** CS 3/81<br>**✠LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4106 | **1971**-11 Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (395)<br>149,51 18,83 7,709<br>137,27 18,60 11,31<br>P 55,5 F 34,2 2 dks, 3rd dk except in No. 1 hold<br>rf 102 DK fwd<br>Coll BH to U dk 6 to 2nd dk WB3104t incl. DTsf579t DTm558t | **M Passenger/General Cargo**<br>80bth 1500dk P | 2 Oil 4SA each 8Cy. 450 × 540 sr geared to sc. shaft<br>9 680bhp (7 120kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 500kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>18,5kn |

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| **6919526** | **AKBUDAK**<br><br>**Cemal Budak**<br>Istanbul Turkey | **150**<br>—<br>284 | | **1969** Deniz Insaat Kizaklari—Fener, Istanbul (115)<br>34,14 6,74 2,629<br>31,09 6,71 2,85<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 159 × 165<br><br>W. H. Dorman & Co. Ltd. Stafford |
| **5298963**<br>LGAX<br>16453<br>Df Esd | **AKCE**<br>ex Rolf Behrmann-65<br>**P/R F. og O. Fredriksen**<br>Frydolf Fredriksen<br>Narvik Norway | **299**<br>138<br>457 | GL | **1952** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (24)<br>40,04 7,52 3,080<br>38,16 7,50 3,31<br>P 9,2 F 5,2 1 dk<br>RW | **M General Cargo**<br><br>1 Ho — ER<br>G.1 518 B.1 376<br>1 Ha (18,4 × 4,9) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW) E made65 fitted67<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 9,5kn |
| **5349231**<br><br>191111<br>Rdr | **AKCO SIRAJ**<br>ex Taiko Maru-68<br>**Akco Shipping Lines Ltd.**<br>Chittagong Bangladesh | **492**<br>299<br>711 | (NK) | **1959** Takehara Zosen—Takehera (70)<br>51,01 7,85 3,302<br>47,02 7,80 4,02<br>P 11,3 F 5,2 1 dk<br>RW | **M General Cargo**<br><br><br>G.994 B.963<br>1 Ha (22,7 × 5,0) ER | Oil 4SA 6Cy. 320 × 460<br>500bhp (368kW)<br>Kinoshita Tekkosho Akashi<br>Fuel 17,5t 9,5kn |
| **5006815**<br>TCXJ<br>848<br>Df Esd<br>Gc Rdr<br>RTm | **AKDENIZ**<br><br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **8 809**<br>4 897<br>3 593 | AB | **1955** A.G. "Weser"—Bremen (1293)<br>144,51 18,67 6,170<br>132,01 18,60 9,02<br>B 56,1 F 22,0 3 dks & S dk<br>RW rf 152 | **TM Passenger/General Cargo** OSD<br>Ref 444bth P<br>4 Ho 15,4 17,9 16,0 10,9 ER<br>4 Ha (stl) (5,4 5,4 7,0 × 4,7) (5,4 × 3,6) ER<br>Cr 4(3) Der 1(15) 1(10) | 2 Oil 2SA each 8Cy. 600 × 1050<br>8 320bhp (6 120kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 325kW 1 × 120kW d.c.<br>Fuel 724,5t (d.o.) 18kn |
| **5006827**<br>TCAZ<br>2777 | **AKDENIZ**<br><br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **1 139**<br>495<br>1 219 | ✠**100A1** SS 4/76<br>hopper dredger<br>✠**LMC**<br>EL (m) 1½"<br>FN 1009 | **1954**-7 Schps. L. Smit & Zoon—Kinderdijk (Co266)<br>65,69 11,84<br>61,04 11,66 4,86<br>1 dk<br>RW rf nil<br>5BH WB80t incl. DTf64t | **S Dredger/Sand Carrier**<br>Suction Sand-pump discharge Stationary (Shore Delivery)<br>Single side arm Dredging depth 15,0<br>Hopper 1100T<br>Mchy.aft<br>Hopper 600<br>1 sandpump 746kW (1000bhp) | C 3Cy. 440 & (2) 700 × 500<br>1 000ihp (736kW)<br>L. Smit & Zoon Kinderdijk<br>2 SB 200lbf/in² (13,8bar) hs364,0<br>Fuel (o.f.) |
| **7204643**<br>JG2537<br>103851<br>Rdr RT | **AKEBONO**<br><br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | **564**<br>228<br>86 | | **1968** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (147)<br>41,46 16,06 2,375<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>482dk P | 2 Oil 4SA each 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |
| **7633129**<br>JRNS<br>118135<br>Esd Gc<br>Rdr RT | **AKEBONO MARU**<br><br>**Oshima Unyu K.K.**<br>Naze, Japan<br>Kagoshima Pref. | **4 999**<br>1 745<br>3 219 | (NK) | **1977** Usuki Tekkosho—Saiki (1211)<br>137,50 20,22 5,601<br>125,02 20,21 7,60<br>2 dks | **TM Ferry**<br>Mchy.aft<br><br>G.2 372<br>2 Ha (3,8 × 5,9) (13,7 × 10,5)<br>Der 1(25) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shafts<br>15 600bhp (11 475kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>20kn |
| **7623655**<br>JJ2515<br>107682<br>Rdr RT | **AKEBONO MARU**<br>ex Tokuei Maru No. 25-80<br>**Sanyo Kaiji Kogyo Y.K.**<br>Mukaishima, Japan<br>Hiroshima Pref. | **343**<br>96<br>220 | NK | **1969** Sanyo Zosen K.K.—Mukaishima (566)<br>31,53 9,50 3,912<br>30,21 9,48 4,20<br>F 11,9 1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 6Cy. 380 × 540<br><br>Nippon Hatsudoki Kobe<br>Gen 2 × 80kW 230V a.c.<br>Fuel 109,5t-11,0pd 11,5kn |
| **7927300**<br>JKYK<br>123610<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 1**<br><br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **499**<br>216<br>— | | **1980** Narasaki Zosen K.K.—Muroran (932)<br>61,63 10,42 3,911<br>54,56 10,41 6,23<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7930371**<br>JLCK<br>123650<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 2**<br><br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **499**<br>208<br>— | | **1980** Uchida Zosen—Ise (805)<br>3,952<br>53,88 10,41 6,33<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7851032**<br>JM2443<br>100506 | **AKEBONO MARU No. 8**<br><br>**Kajimoto Kaiun Y.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **387**<br>202<br>850 | | **1967** Ohama Zosen—Utsumi<br>51,41 3,901<br>47,00 8,01 5,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10kn |
| **6713324**<br>JHZP<br>100922<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 11**<br><br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **497**<br>174<br>— | | **1967** Narasaki Zosen K.K.—Muroran (600)<br>52,43 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **6717928**<br>JNJJ<br>100950<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 15**<br><br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **491**<br>170<br>— | | **1967** Nichiro Zosen—Hakodate (381)<br>52,43 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **6720042**<br>JNKH<br>100951<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 16**<br><br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **492**<br>171<br>— | | **1967** Nichiro Zosen—Hakodate (232)<br>52,43 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **6725494**<br>JNME<br>100952<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 17**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **499**<br>150<br>— | **1967** Narasaki Zosen K.K.—Muroran (610)<br>52,48 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Tokyo |
| **6725509**<br>JNMI<br>100953<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 18**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **499**<br>167<br>— | **1967** Narasaki Zosen K.K.—Muroran (611)<br>52,48 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **6729050**<br>JQHJ<br>121447<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 20**<br>ex Salwa<br>ex Akebono Maru No. 20-72<br>**Seiyo Suisan K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **479**<br>171<br>— | **1967** Nichiro Zosen—Hakodate (233)<br>52,48 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **6729062**<br>JDUR<br>101026<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 21**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **493**<br>171<br>— | **1967** Nichiro Zosen—Hakodate (236)<br>52,48 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7130189**<br>JEES<br>101083<br>Df Esd<br>Gc Rdr<br>RT | **AKEBONO MARU No. 22**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **493**<br>171<br>— | **1967** Nichiro Zosen—Hakodate (236)<br>52,48 9,53 3,633<br>47,48 9,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **6903723**<br>JCUA<br>102498<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 25**<br>ex Kogyo Maru No. 108<br>**Seiyo Suisan K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **351**<br>156<br>— | **1968** Niigata Eng. Co. Ltd.—Niigata (802)<br>52,99 8,82 3,429<br>47,20 8,79 3,79<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 310 × 380<br>1 830bhp (1 346kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7394022**<br>JBST<br>116295<br>Df Gc<br>Rdr | **AKEBONO MARU No. 27**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **549**<br>207<br>524 | **1974** Uchida Zosen—Ise (743)<br>56,14 10,83 3,937<br>52,00 10,80 6,66<br>1 dk<br>RW | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>14kn |
| **7396094**<br>JBVU<br>116327<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 31**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **1 205**<br>441<br>1 399 | **1974** Usuki Tekkosho—Usuki (928)<br>71,63 12,43 5,411<br>NK 64,01 12,40 5,74<br>2 dk | **M Fishing**<br>Side Trawler Ref<br>In.943<br>1 Ha (stl) (3,2 × 3,2) ER<br>Der 2(3) | Oil 4SA 8Cy. 400 × 460<br>4 000bhp (2 942kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 450kW 445V a.c.<br>Fuel 844,5t-17,0pd 16kn |
| **7396109**<br>JRLW<br>116347<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 32**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **1 205**<br>442<br>1 379 | **1974** Usuki Tekkosho—Usuki (930)<br>71,63 12,43 5,401<br>NK 64,01 12,40 7,88<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.943<br>1 Ha (stl) (3,1 × 3,1)<br>Der 2(3) | Oil 4SA 8Cy. 400 × 460<br>4 000bhp (2 942kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 450kW 445V a.c.<br>Fuel 844,5t-14,0pd 16kn |
| **5172092**<br>JMLH<br>74116<br>Df Rdr | **AKEBONO MARU No. 38**<br>ex Jingu Maru<br>**Y.K. Sanyo kaiun**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **474**<br>318<br>638 | **1955** Shioyama Dockyard Co. Ltd.—Osaka (220)<br>53,29 8,56 3,937<br>48,01 8,51 4,25<br>P 18,3 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ref<br>2 Ho 10,1 17,6 ER<br>In.573<br>2 Ha (each 1,7 × 1,7) ER<br>Der 2(1,5) | Oil 4SA 6Cy. 430 × 620<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 1 × 12kW 230V 60Hz a.c.<br>Fuel 275,5t (d.o.)-3,5pd 10,5kn |
| **5006982**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 50**<br>**Diego Grimaldi S.A.** | **1 408**<br>792<br>1 753 | **1961** Mitsubishi Zosen K.K.—Shimonoseki (547)<br>NK 79,36 12,04 5,512<br>73,44 11,99 5,72<br>P 10,4 B 18,9 F 39,1 2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho<br>G.1 732 In.1 535<br>3 Ha (stl) (2,3 × 2,5) (2,4 × 3,7) (2,4 × 2,5) | Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 200kW 445V a.c.<br>Fuel 584,0t (d.o.)-9,5pd 12,5kn |
| **5007015**<br>7LMW<br>89262<br>Df Esd<br>Gc Pfd<br>Rdr | **AKEBONO MARU No. 53**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **1 450**<br>817<br>1 676 | **1962** Mitsubishi Zosen K.K.—Shimonoseki (557)<br>NK 79,36 12,04 5,589<br>72,01 11,99 5,72<br>P 10,4 B 18,9 F 39,1 2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho<br>In.1 550<br>3 Ha (stl) (2,3 × 2,5) (2,4 × 3,7) (2,4 × 2,5)<br>4W Der 4(3) | Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 200kW 445V a.c.<br>Fuel 584,0t (d.o.)-9,5pd 12,5kn |
| **6418871**<br>8LZR<br>94704<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 72**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **3 222**<br>1 586<br>4 070 | **1964** Hakodate Dock Co. Ltd.—Hakodate (346)<br>NK 99,65 15,70 7,400<br>92,54 15,60 9,91<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>4 Ho<br>In.3 787<br>4 Ha (stl) (3,0 × 3,0) (3,0 × 4,7) (3,0 × 3,0) (1,9 × 2,8)<br>Der 6(5) 2(3) | Oil 2SA 6Cy. 520 × 700<br>3 500bhp (2 574kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 448kW 445V a.c.<br>Fuel 1 149,0t (d.o.)-11,5pd 13,5kn |
| **7327172**<br>JAKM<br>114631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 73**<br>**Nichiro Gyogyo K.K. (Nichiro Fisheries Co. Ltd.)**<br>Tokyo Japan | **2 985**<br>1 482<br>3 504 | **1973** Fukuoka Zosen K.K.—Fukuoka (1020)<br>NK 106,99 15,55 6,960<br>98,89 15,50 9,96<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>In.3 230<br>5 Ha (stl) (2,9 2,9 2,9 × 2,9) (1,6 1,6 × 2,8) ER<br>Der 6(2) | Oil 4SA 12Cy. 400 × 460<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 640kW 445V a.c.<br>Fuel 1 415,5t-29,0pd 17,5kn |

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| **7313597**<br>CBAB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO MARU No. 75**<br>ex Shinsei Maru No. 7-77<br>**Empresa Pesquera Nichiro Chile Ltda.**<br>Valparaiso Chile | **2 994**<br>1 295<br>3 864 | NK | **1973** Fukuoka Zosen K.K.—Fukuoka (1015)<br>99,12 15,91 7,200<br>91,17 15,85 9,86<br>1 dk, pt 2nd dk | **M Fishing**<br>Side Trawler Ref<br>In.2 781 L.48<br>2 Ha (stl) (1,6 × 2,9) (2,8 × 2,8) ER<br>Der 4(3) | Oil 2SA 9Cy. 420 × 750<br>4 400bhp (3 236kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 1920kW a.c.<br>Fuel 1 406,0t-19,0pd 14kn |
| **7902996**<br>JEKR<br>123853<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKEBONO REEFER**<br><br>**Kumiai Senpaku K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **7 186**<br>3 981<br>8 071 | NK | **1980** Hitachi Zosen—Ariake Works, Nagasu (4648)<br>144,96 18,75 8,073<br>136,02 18,71 11,84<br>F 11,0 2 dks | **M General Cargo**<br>Vehicles Ref.<br>8 Side doors<br>Mchy.aft<br>4 Ho<br>In.9 464<br>4 Ha (stl) (each 8,0 × 6,4)<br>Der 8(5) | Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 570kW 450V a.c.<br>20kn |
| **7721598**<br>Y5OU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKEN**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **5 993**<br>3 275<br>7 293 | DSRK | **1978** VEB Schiffswerft "Neptun"—Rostock (484)<br>121,80(BB) 17,63 7,711<br>114,18 17,59 9,91<br>P 26,9 F 13,5 1 dk | **M General Cargo**<br>2 Ho 32,1 38,3 ER<br>G.10 706 B.10 608 HeCls. B<br>TEU 258<br>C.Ho 164/20' (40') C.Dk 94/20' (40')<br>2 Ha (stl) (26,6 33,5 × 12,8) ER<br>4W Der 4(22,5) | Oil 2SA 6Cy. 570 × 800<br>5 320bhp (3 913kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 152,5t (d.o.) 822,0t (hvf)-23,0pd 15kn |
| **6861561**<br>UWHQ<br>M-9366 | **AKERA**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **122**<br>36<br>61 | (RS) | **1950** ..............East Germany<br>28,81 6,30 2,301<br>3,00<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.75<br>1 Ha (1,9 × 1,9)<br>Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| **5117432**<br>LLQJ<br>13920<br>Rdr RTm | **AKERO**<br>ex Stokke-80 ex Folla-78<br>**Odd Berg**<br>Halden Norway | **422**<br>193<br>— | (NV) | **1954** Trosvik Verksted A/S—Brevik (70)<br>41,00 7,95 3,353<br>7,90 5,08<br>2 dks<br>BK 152 | **M Ferry/General Cargo** 250P<br>1 Ho 7,4 ER<br>1 Ha (2,8 × 1,8) ER<br>Der 1(3) | Oil 2SA 5Cy. 290 × 490<br>700bhp (515kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 28kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.)-2,0pd |
| **7608722**<br>LELO<br>18957<br>Df Esd<br>Gc Rdr<br>RT | **AKERSHUS**<br><br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norway | T.Mk<br>**495**<br>260<br>1 301 | NV | **1977** Tronderverftet A/S—Hommelvik (35)<br>64,55 12,76 4,471<br>58,86 12,51 4,45<br>3 dks | **M General Cargo**<br>Side door<br>1 Ho ER<br>G.3 554 B.3 385<br>1 Ha (19,1 × 8,7) ER<br>2W Der 1(30) 1(4) | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 250bhp (1 655kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller |
| **7946863**<br>TCNW<br>4467 | **AKGUL 2**<br><br>**Bahri Gulbay ve Ortaklari**<br>Istanbul Turkey | **298**<br>169<br>500 | | **1977** Gemi-is Kolleketif Sirketi—Fener, Istanbul<br>48,32 2,950<br>44,00 8,01 3,36<br>1 dk | **M General Cargo** | Oil 6Cy. 240 × 360<br>500bhp (368kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| **6922456**<br>UVEY<br>M-17244<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKHALTSIKHE**<br><br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 468**<br>1 607<br>5 045 | RS | **1969** Rauma-Repola Oy—Rauma/Raumo (177)<br>106,15 15,45 6,741<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 848 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,5pd 14kn |
| **7304209**<br>UUVQ<br>M-7814<br>Df Esd<br>Rdr RT | **AKHILL**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **600**<br>158<br>296 | RS | **1972** ..............U.S.S.R.<br>54,21 9,38 3,630<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>B.215<br>2 Ha (each 1,4 × 1,6)<br>2W Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **7330569**<br>UKVM<br>M-31102<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKHILLEON**<br><br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**3 104**<br>1 171<br>2 063 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (408)<br>101,89(BB) 15,24 5,600<br>91,83 15,22 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 380bhp (2 486kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| **7006572**<br>EVQS<br>M-30349<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKHILLES**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 654**<br>1 115<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (281)<br>82,02 13,64 5,192<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **6868519**<br>UHLK<br>M-22715 | **AKHMATOV**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **264**<br>94<br>150 | (RS) | **1954** ..............East Germany<br>39,15 7,45 2,980<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.210<br>2 Ha (each 1,9 × 1,8)<br>Der 1(2) | Oil 4SA 8Cy. 240 × 360<br>E made69 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |

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| **8016873**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKHMETA**<br>U.S.S.R.<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1980** VEB Volkswerft Stralsund—Stralsund<br>(510)<br>101,83(BB) 15,22 5,601<br>91,83 15,21 7,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,5kn |
| **6802228**<br>URWR<br>M-33519<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AKHTARSKIY LIMAN**<br>ex Sloman Alstertor-75<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **4 903**<br>2 517<br>6 559 | RS (GL) | **1968** Deutsche Werft A.G.—Hamburg<br>(828)<br>138,99(BB) 18,04 7,595<br>128,02 18,01 9,25<br>B & F 125,0 3 dks<br>conv Ref. General Cargo 75 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho 27,5 20,4 ER 23,0 24,8<br>In.8 484<br>4 Ha (stl) (6,7 6,7 × 5,2) ER (6,7 6,7 × 5,2)<br>8W Der 1(5-10) 7(3-5) | Oil 2SA 9Cy. 700 × 1200<br>12 600bhp (9 268kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 400kW 450V 60Hz a.c.<br>Fuel 1 717,0t (hvf) 22,75kn |
| **5404823**<br>UCNR<br>M-26218<br>Df Esd<br>Gc Rdr<br>RT | **AKHTUBA**<br>ex Hanoi<br>**U.S.S.R.**<br>Odessa U.S.S.R. | **32 841**<br>16 387<br>49 370 | RS | **1963** Admiralteiskiy Shipyard—Leningrad<br>230,51 31,04 11,620<br>214,00 30,92 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 53 751 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW 1 × 100kW 400V a.c.<br>Fuel 42 999,0t (o.f.)-114,0pd 17kn |
| **6712540**<br>ENGT<br>M-29728<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKHTUBA**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund<br>(211)<br>81,95 13,64 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 077 L.10<br>4 Ha (1,5 × 1,9) (2,9 2,9 2,9 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **6928670**<br>ESON<br>M-30378<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKHTUBA**<br>**U.S.S.R. -'Kaspryba'**<br>Krasnovodsk U.S.S.R. | **1 115**<br>426<br>605 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar<br>(151)<br>65,69 11,13 3,620<br>59,82 11,10 5,36<br>2 dks<br>conv Side-fishing Fishing — | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,2 × 2,2) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| **6824410**<br>UUQX<br>M-27842 | **AKHTUBINSK**<br>**U.S.S.R. -'Zapryba'**<br>Leningrad U.S.S.R. | **863**<br>217<br>353 | RS | **1966** ..............U.S.S.R.<br>55,12 9,53 3,112<br>9,45 4,50 | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.360<br>1 Ha (2,3 × 2,3)<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total driving gen. connected to elec. motors geared to sc. shaft<br>U.S.S.R.<br>10kn |
| **6874764**<br>UHQY<br>M-6052 | **AKHTUBINSK**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **176**<br>48<br>77 | RS | **1966** ..............U.S.S.R.<br>33,38 6,68 2,629<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.90<br>1 Ha (1,9 × 1,3)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **6707284**<br>ENGS<br>M-29719<br>Df Esd<br>Gc Rdr<br>RT | **AKHUN**<br>**U.S.S.R. -'Azcherryba'**<br>Poti U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund<br>(207)<br>81,95 13,64 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,4 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **7900493**<br>JK3939<br>122054<br>Esd Rdr | **AKI**<br>**Takehara-Namikata Jidosha Kososen Kumiai**<br>Takehara, Hiroshima Pref. Japan | **699**<br>255<br>240 | | **1979** Kishigami Zosen K.K.—Akitsu<br>(1301)<br>2,601<br>52,51 13,11 3,81 | **TM Passenger/General Cargo/Ferry** | 2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **5414567**<br>Gc Rdr | **AKI**<br>**Golden Country Firms**<br>Philippines | **402**<br>143<br>100 | | **1963** Kurushima Dock Co. Ltd.—Imabari<br>(192)<br>43,52 10,06 2,299<br>38,99 10,01 3,61<br>1 dk<br>RW | **TM Ferry**<br>300P | 2 Oil 4SA each 6Cy. 290 × 430<br>1 100bhp (809kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 32kW 230V a.c.<br>Fuel 16,5t (d.o.)-4,0pd 12kn |
| **8124888**<br>JKSD<br>124555<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKI MARU**<br>**Chugoku Sogyo K.K.**<br>Numakuma, Hiroshima Pref. Japan | **3 861**<br>2 450<br>6 668 | NK | **1981** Shinhama Dock K.K.—Anan (728)<br>107,42 6,863<br>99,93 16,41 8,41<br>P 18,3 F 11,9 1 dk | **M General Cargo**<br>G.8 589 B.8 075<br>2 Ha (stl) (27,2 28,5 × 8,6) ER<br>Der 2(25) 2(15) | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 176kW a.c.<br>12,5kn |
| **8204092**<br>JFZN<br>125207 | **AKI MARU**<br>**Aki Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **1 539**<br>1 256<br>4 007 | NK | **1982** Kochi Jukogyo (Eiho Zosen) K.K. —Kochi<br>(1531)<br>5,865<br>... ... ...<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 709<br>2 Ha (stl) ER | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **7209617**<br>JG2909<br>110895<br>Rdr | **AKI MARU**<br>**Nissan Senpaku K.K. (Nissan Senpaku Kaisha Ltd.)**<br>Tokyo Japan | **699**<br>428<br>2 159 | | **1971** Sasaki Zosen K.K.—Kinoe (148)<br>69,55 11,43 4,998<br>65,00 11,41 5,11<br>2 dks | **M General Cargo**<br>1 Ho — ER<br>G.2 900 B.2 706<br>1 Ha (35,3 × 8,0) ER | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 64kW 225V a.c.<br>Fuel 81,0t-5,5pd 11kn |

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| 7401459<br>JK3746<br>115477<br>Rdr | **AKI MARU**<br><br>**Aki Marine K.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **699**<br>502<br>1 815 | **1974** Imamura Zosen—Kure (198)<br>69,35 11,13 4,598<br>65,00 11,10 5,01<br>1 dk | **M Tanker**<br><br>5 Ta ER<br>L.(oil) 2 207 | Oil 4SA 6Cy. 320 × 510<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>11,5kn |
| 8115150<br>JK4292<br>125741<br>Gc Rdr<br>RT | **AKI MARU**<br><br>**Aki Kaiun K.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **496**<br>281<br>1 201 | **1981** K.K. Wakamatsu Zosen—Kitakyushu (320)<br>62,01 (BB) 10,04 4,033<br>57,10 10,00 4,42<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 300 geared to sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>10kn |
| 7033434<br>JG2843<br>108802<br>Rdr | **AKI MARU**<br>ex Oshima Maru<br>**Japanese National Railways**<br>Tokyo Japan | **266**<br>115<br>78 | **1970** Kanda Zosensho K.K.—Kure (148)<br>33,61 9,63 2,007<br>29,70 9,61 3,00<br>1 dk | **M RoRo Cargo/Ferry**<br>350P | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 24kW<br>8kn |
| 5266051<br>7JMD<br>87552<br>Rdr | **AKI MARU**<br>ex Oshima Maru<br>**Kasado Dockyard Co. Ltd.**<br>Kudamatsu, Japan<br>Yamaguchi Pref. | **222**<br>81<br>— | **1961** Osaka Zosensho—Osaka (177)<br>33,41 9,33 2,007<br>30,79 9,30 2,90<br>1 dk<br>RW | **M Ferry**<br>196P | Oil 4SA 6Cy. 260 × 400<br>350bhp (257kW)<br>Niigata Eng. Co. Ltd. Niigata<br>10kn |
| 6811437<br>JH2205<br>102642<br>Rdr | **AKI MARU**<br><br>**Kunimitsu Hamazaki**<br>Oyano, Japan<br>Kumamoto Pref. | **199**<br>108<br>500 | **1967** Sokooshi Zosensho K.K.—Higashino (177)<br>35,01 7,22 3,074<br>32,97 7,19 3,38<br>1 dk | **M General Cargo**<br><br>1 Ho — ER<br><br>1 Ha (16,8 × 4,8) ER | Oil 4SA 6Cy. 260 × 400<br>460bhp (338kW)<br>Hanshin Nainenki Kogyo Kobe<br>9kn |
| 6917712<br>JG2665<br>106108<br>Esd Pfd<br>RT | **AKI MARU**<br><br>**Sanyo Kaiji K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **184**<br>59<br>57 | **1968** Ishikawajima Ship & Chemical Plant Co.—Tokyo (387)<br>28,35 8,64 2,490<br>25,00 8,62 3,48<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br><br>Daihatsu Kogyo Osaka<br>Gen 1 × 48kW 1 × 30kW 440V a.c.<br>12kn |
| 5324724<br>JQEX<br>61910 | **AKI MARU**<br>ex Shirakami Maru<br>**Takanori Imamura**<br>Hiroshima, Japan<br>Hiroshima Pref. | **172**<br>52<br>— | **1948** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama<br>28,12 7,19<br>... ... ...<br><br>RW | **TM Tug** | 2 Oil<br>NE —<br>Matsui Iron Works Co. Ltd. Japan |
| 7123265<br>JG3015<br>111160<br>Rdr RT | **AKI MARU**<br><br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **164**<br>57<br>— | **1971** Hanasaki Zosensho—Yokosuka (148)<br>29,47 8,06 2,591<br>28,50 8,01 3,61<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260<br><br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 64kW 1 × 20kW 220V a.c. |
| 5106110<br>JMWQ<br>60857 | **AKI MARU**<br>ex Esashi Maru-71<br>**Hakodate Dock Co. Ltd.**<br>Tokyo Japan | **162**<br>56<br>51 | **1947** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (616)<br>29,98 7,22 3,004<br>26,01 7,17 3,48<br>1 dk<br>RW | **TS Tug** | T 6Cy. (2) 279 (2) 457 & (2) 762 × 457<br><br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>Fuel (o.f.) 9kn |
| 6850483<br>UQXR<br>M-21840 | **AKIBA**<br><br>**U.S.S.R.**<br>Astrakhan U.S.S.R. | **258**<br>88<br>105 | **1953** VEB Elbewerft—Boizenburg<br>38,51 7,29 2,941<br>(RS) 3,46<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7409920<br>JG3415<br>116387<br>Rdr | **AKIBA MARU**<br><br>**Shinsho Senpaku K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **196**<br>61<br>— | **1974** Kanagawa Zosen—Kobe (141)<br>29,65 8,21 3,455<br>29,49 8,18 3,79<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Niigata |
| 7935008<br>JG4020<br>121802 | **AKIE MARU No. 5**<br><br>**Michiko Toyomura**<br>Yokohama Japan<br>Kanagawa Pref. | **198**<br>104<br>350 | **1979** Kominato Zosen K.K.—Amatsu-Kominato (761)<br>35,01 2,550<br>33,00 7,51 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br><br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| 7927154<br>JLDV<br>123658<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKIFUJI**<br><br>**Fuji Shipping Co. Ltd. (Fuji Shoun K.K.)**<br>Tokyo Japan | **2 494**<br>1 684<br>5 116 | **1980** Kishigami Zosen K.K.—Akitsu (1353)<br>NK 96,04 5,950<br>89,52 16,21 7,22<br>P 18,6 F 8,3 1 dk | **M General Cargo**<br><br><br>G.6 109 B.5 358<br>2 Ha (stl) (20,2 32,2 × 8,3) ER<br>Der 3(15) | Oil 4SA 6Cy. 410 × 650<br>3 100bhp (2 280kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 150kW 450V a.c.<br>12kn |
| 7914652<br>JG3776<br>121709<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKIGUMO**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **157**<br>54<br>13 | **1979** Hitachi Zosen—Kanagawa Works, Kawasaki (117072)<br>30,99 6,33 1,161<br>28,50 6,30 3,31<br>1 dk | **Aluminium Alloy TM Patrol Launch** | 2 Vee Oil 4SA each 16Cy. 190 × 230 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW) Benz<br>Ikegai Tekkosho Kawasaki |
| 7019933<br>JGLD<br>107122<br>Gc Rdr<br>RT | **AKIHO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japan | **194**<br>66<br>— | **1969** Nagasaki Zosen K.K.—Nagasaki (221)<br>39,63 7,42 3,252<br>33,99 7,40 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |

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|---|---|---|---|---|---|---|
| 7913309<br>JERH<br>121127<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKIKAWA MARU**<br>**Kawasaki Kisen K.K. (Kawasaki Kisen Kaisha Ltd.)**<br>Kobe, Japan<br>Hyogo Pref. | **41 139**<br>23 654<br>60 962 | NK | **1980** Mitsubishi Heavy Industries Ltd. —Nagasaki (1857)<br>204,71(BB) 12,047<br>196,02 37,01 18,62<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 76 462 | Vee Oil 4SA 12Cy. 520 × 550 geared to sc. shaft<br>12 660bhp (9 312kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 420kW 2 × 260kW 450V a.c.<br>15,5kn |
| 7312189<br>EEYF<br>88<br>Df Esd<br>Rdr RT | **AKILLA-MENDI**<br>**Celestino Azcarate y otros**<br>Ondarroa Spain | **223**<br>86<br>— | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (88)<br>28,00<br>27,51 6,61 3,71<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) Alpha<br>Cons. Echevarria Bermeo<br>10,5kn |
| 7314589<br>H9WX<br>10244<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **AKINDYNOS C**<br>ex Silver Castle-81<br>ex Crystal Azalea-78<br>**Solocos Shipping Co. (Panama)**<br>Panama Panama | **9 565**<br>6 412<br>16 499 | NK (KR) | **1973** Usuki Tekkosho—Saiki (1148)<br>144,99(BB) 22,05 8,916<br>136,00 22,00 11,89<br>P 25,0 F 10,4 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.20 975 B.18 672<br>4 Ha (13,5 16,7 16,7 16,7 × 11,2)<br>Der 8(10) | Vee Oil 4SA 14Cy. 400 × 460<br>7 000bhp (5 149kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 240kW 450V a.c.<br>Fuel 1 089,0t-26,0pd 14,75kn |
| 5085500<br>SWEJ<br>5390<br>Esd Gc<br>Rdr<br>RTm/h | **AKIS S**<br>ex Mireille-74 ex Dalhem-70<br>**Matev Maritime Co. S.A.**<br>Santo Maritime Co. S.A.<br>Piraeus Greece | ·T.Mk<br>**3 979**<br>2 188<br>7 468<br>**6 205**<br>3 638<br>9 480 | **✠100A1** M 3/81-15mos<br>Str. nav. ice<br>**✠LMC**<br>EL at 2"SQ<br>FN 3403 | **1957**-5 Oresundsvarvet A/B—Landskrona (152)<br>130,66 17,78 7,119/8,249<br>120,66 17,68 10,52<br>2 dks<br>rf 152 DK fwd<br>Coll BH to U dk 5 to 2nd dk WB1748t incl. Tunnel tanks 292t | **M General Cargo**<br>4 Ho 17,9 36,9 ER 17,5 19,5 4 TwD<br>G.13 759 B.12 849<br>5 Ha (8,9 12,1 10,6 × 6,1) ER (10,6 9,9 × 6,1)<br>10W Der 2(30) 1(15) 8(10) | Oil 2SA 8Cy. 630 × 1300<br>4 500bhp (3 310kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 336,0t (hvf) 14,5kn |
| 7855040<br>JI2544<br>109593 | **AKISHIMA MARU**<br>**Aki Kaiun K.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **314**<br>178<br>600 | | **1970** Tanigawa Zosen Tekko K.K.—Japan<br>48,16 3,441<br>43,01 8,21 3,81<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Otsuka Tekko Japan<br>11kn |
| 7730903<br>9V2701<br>380565<br>RT | **AKISHIO**<br>**Chuan Hup Marine (Pte.) Ltd.**<br>Singapore Singapore | **106**<br>30<br>— | NK | **1971** K.K. Murakami Zosensho—Ishinomaki<br>23,17 6,71 2,198<br>20,50 6,00 2,95<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 400<br>Otsuka Tekko Usuki<br>Gen 2 × 32kW a.c.<br>9,5kn |
| 7522564<br>JG3550<br>119119<br>Rdr | **AKITA MARU**<br>ex Asia<br>**Kogin Lease K.K. (IBJ Leasing)**<br>Tokyo Japan | **196**<br>62<br>— | | **1975** Kanagawa Zosen—Kobe (159)<br>8,62 2,591<br>25,48 8,59 3,79<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 7379618<br>JPLJ<br>116493<br>Df Gc<br>Pfd Rdr<br>RT | **AKITA MARU No. 11**<br>**Akita Enyo Gyogyo K.K.**<br>Oga, Japan<br>Akita Pref. | **254**<br>122<br>317 | | **1974** Miho Zosensho K.K.—Shimizu (965)<br>46,82 (BB) 8,13 3,048<br>40,62 8,11 3,38<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7809041<br>JMQU<br>121275<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKITA MARU No. 31**<br>**Akita Enyo Gyogyo K.K.**<br>Oga, Japan<br>Akita Pref. | **299**<br>143<br>369 | | **1978** Niigata Eng. Co. Ltd.—Niigata (1601)<br>48,87 3,252<br>42,83 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5231379<br>JLOB<br>85169<br>Gc | **AKITOYO MARU No. 1**<br>ex Meiwa Maru No. 3-80<br>**Yoshiaki Fujiwara**<br>Yokohama Japan<br>Kanagawa Pref. | **167**<br>95<br>420 | | **1960** Geibi Zosen Kogyo—Kure (128)<br>31,98 6,63 2,591<br>29,98 6,58 2,93<br>1 dk | **M Tanker**<br>4 Ta ER | Oil 4SA 4Cy. 250 × 380<br>210bhp (154kW) E made48 refitted60<br>Kobe Zoki Kobe<br>8kn |
| 5133498<br>OIEX<br>604<br>Df Esd<br>Rdr RT | **AKITRANS**<br>ex Congard-79<br>ex Commodore Goodwill-75<br>ex Goodwill-68<br>**Akiship O/Y**<br>Kotka Finland | **499**<br>272<br>935 | **✠100A1** SS 11/80<br>**✠LMC**<br>EL k<br>FN 868 | **1958**-4 Schpsw. & Mfbk J. Vos Zn. C.V. —Groningen (108)<br>59,72 9,91 3,779<br>55,20 9,71 6,00<br>1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 2 to 2nd dk WB398t | **M General Cargo** OSD<br>1 Ho 36,8 1 TwD ER<br>G.1 906 B.1 778<br>2 Ha (10,9 16,4 × 7,0) ER | Oil 4SA 7Cy. 300 × 450<br>835bhp (614kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 77,0t (d.o.)-3,0pd 12,5kn |
| 7402025<br>JL4031<br>117296<br>Gc Rdr<br>RT | **AKITSU MARU**<br>**Kyodo Kisen K.K.**<br>Komatsushima, Japan<br>Tokushima Pref. | **3 830**<br>1 497<br>1 631 | | **1974** Fukuoka Zosen K.K.—Fukuoka (1021)<br>122,00(BB) 19,61 4,966<br>113,01 19,59 6,48<br>2 dks | **TM RoRo Cargo/Ferry** 850P | 2 Oil 4SA each 12Cy. 400 × 520<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>21kn |
| 7926954<br>JK4104<br>122193<br>Gc Rdr<br>RT | **AKITSU MARU**<br>**Nakamura Kaiun K.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **499**<br>317<br>1 600 | | **1980** Imamura Zosen—Kure (260)<br>71,05 12,02 4,111<br>67,01 12,01 6,23<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8017645<br>JH2834<br>125644<br>Rdr RT | **AKITSU MARU**<br>**Nishinihon Eisen**<br>Atsumi, Japan<br>Aichi Pref. | **260**<br>94<br>— | | **1980** Kanagawa Zosen—Kobe (214)<br>3,101<br>29,01 9,21 4,22<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 7646102<br>JK2893<br>103131 | **AKITSU MARU No. 2**<br>**Maruki Kisen G.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **499**<br>263<br>1 286 | | **1968** Kyoei Zosen K.K.—Mihara<br>57,94 9,05 4,420<br>53,12 9,01 6,41<br>1 dk | **M General Cargo**<br>1 Ho 23,8<br>G.1 772 B.1 592<br>1 Ha | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |

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| 7608150<br>JM4217<br>120517<br>Gc Rdr<br>RT | **AKITSU MARU No. 2**<br><br>**Hisamoto Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **298**<br>178<br>850 | | **1976** Miura Zosen—Saiki (521)<br>64,75 10,52 3,588<br>60,00 10,49 5,49<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 5007170<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKITSU MARU No. 3**<br><br>**Government of The People's Republic of China**<br>China | **495**<br>279<br>589 | | **1959** Niigata Eng. Co. Ltd.—Niigata (287)<br>52,91 8,56<br>47,40 8,51 4,25<br>1 dk | **M Fishing**<br>Side-fishing<br>5 Ho ER<br>2 Ha ER<br>2W Der 1(20) 3(10) | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 96kW 225V a.c.<br>Fuel 252,0t 12kn |
| 5007223<br>JFSK<br>67161<br>Df | **AKITSU MARU No. 11**<br>ex Hakuyo Maru No. 18-61<br>ex Seisho Maru No. 2-55<br>**Nissei Gyogyo K.K.**<br>Tokyo Japan | **238**<br>121<br>185 | | **1952** Kanasashi Zosensho—Unspecified Works, Shimizu (141)<br>38,82 3,001<br>33,20 6,71 3,36<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 335 × 470<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Shimizu<br>9,5kn |
| 7948005<br>JNWF<br>104522 | **AKITSU MARU No.15**<br><br>**Kaito Gyogyo K.K.**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **194**<br>98<br>— | | **1968** K.K. Ichikawa Zosensho—Ise<br>*37,80*<br>7,21 3,10<br>1 dk | **M Fishing**<br>Tuna | Oil 4SA 6Cy.<br>750bhp (552kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |
| 7856783<br>8LYW<br>90944 | **AKIYOSHI**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency)**<br>Tokyo Japan | **130**<br>28<br>— | | **1964** Hashihama Zosen—Imabari<br>33,81 1,780<br>30,48 6,30 3,00<br>1 dk | **M Patrol Ship** | Oil<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>11,75kn |
| 7856719<br>JG3296<br>116148 | **AKIZUKI**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency)**<br>Tokyo Japan | **125**<br>30<br>— | | **1974** Mitsubishi Heavy Industries Ltd. —Shimonoseki<br>26,01 1,121<br>24,52 6,30 3,05<br>1 dk | **Aluminium Alloy TrM Patrol Launch** | 3 Oil<br>3 000bhp (2 207kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>22kn |
| 7722360<br>JKET<br>118524<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKIZUKI MARU**<br><br>**Donan Sekiyu K.K. (Donan Oil Co. Ltd.)**<br>Kyoei Kaiun K.K.<br>Hakodate, Japan<br>Hokkaido Pref. | **3 085**<br>2 101<br>5 179 | NK | **1978** Honda Zosen—Saiki (655)<br>120,55 6,900<br>113,49 17,11 9,61<br>2 dks | **M General Cargo**<br>Ref<br>3 Ho ER<br>B.6 412<br>3 Ha (each 7,1 × 6,1) ER<br>Der 3(3) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 440kW 445V a.c.<br>Fuel 382,0t (d.o.) 916,0t (hvf)-28,0pd 17kn |
| 5045665<br>OGHV<br>72 | **AKKE**<br>ex Bjorne-64 ex Pampus-58<br>ex Isbrytaren 11-53<br>**Mattson Stevedoring Co.**<br>Kokkola/ Finland<br>Gamlakarleby | **243**<br>5<br>— | | **1916** Bergsunds M/V A/B—Stockholm<br>31,50 9,48 4,776<br>9,45<br>R Len 78 | **M Tug** | Oil<br>NE 64<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel (d.o.) |
| 6825983<br>DDDW | **AKKE MEYER**<br>ex WT 10<br>**Jan Meyer**<br>Varelerhafen Federal Republic of Germany | **153**<br>105<br>— | | **1943** .............Wilhelmshaven<br>*31,37*<br>... ... ...<br>1 dk<br>len 58 | **M General Cargo** | Oil 2SA 6Cy. 160 × 270<br>180bhp (132kW)<br>Demag A.G. Darmstadt |
| 5395254<br>DYBJ<br>221828<br>Esd Rdr | **AKLAN**<br>ex Yasaka Maru-74<br>**Aboitiz Shipping Corp.**<br>Cebu Philippines | **1 385**<br>572<br>693 | NK | **1960** Kure Zosensho—Kure (52)<br>73,41 11,43 4,014<br>65,99 11,41 5,21<br>P 40,3 F 20,8 1 dk | **M Ferry**<br>417P<br>2 Ho<br>G.509 B.449<br>2 Ha (4,1 3,8 × 2,4)<br>4W Der 2(5) 2(2) | Oil 2SA 6Cy. 480 × 800<br>2 650bhp (1 949kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 112kW 445V a.c.<br>Fuel 68,0t-9,5pd 15,25kn |
| 7430917<br>UQKV<br>M-31755 | **AKMENE**<br><br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **180**<br>32<br>84 | RS | **1974** ..............U.S.S.R.<br>31,60 7,35 2,902<br>3,54<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7530468<br>SXVJ<br>6141<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKMI**<br><br>**Akmi Shipping Corp.**<br>Piraeus Greece | **16 080**<br>10 797<br>26 874 | **✠100A1** SS 6/81<br>strengthened for heavy cargoes<br>Nos. 2 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL Ft 2½"U2<br>FN 6252 | **1977**-1 Namura SB. Co. Ltd.—Osaka (443)<br>177,02(BB) 22,97 10,402<br>167,01 22,92 14,51<br>P 29,3 F 14,7 1 dk<br>rf 102<br>NS 7BH WB7601T incl. Comb. btm & STs in holds 3161T Topside tanks in holds 3108T | **M Bulk Carrier**<br>5 Ho 27,1 28,8 17,6 30,4 24,0 ER<br>G.34 247<br>5 Ha (stl) (11,6 18,3 12,8 18,3 12,8 × 11,5) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (1 o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 1 568,0t (hvf) 15kn |
| 7006560<br>EVQD<br>M-30354<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKMOLINSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 654**<br>1 115<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (282)<br>82,05 13,64 5,190<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,0) (2,3 2,3 × 2,3) (2,4 × 2,7)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |

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| **7110309**<br>SVAE<br>5099<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKMON**<br>ex Varna-74<br>**Akmon Maritime Corp.**<br>Piraeus Greece | **15 119**<br>9 141<br>23 811 | **✠100A1** CS 8/76<br>strengthened for ore<br>cargoes, Nos. 1, 3, 5 &<br>7 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL Ft 2⅜"U2<br>FN 6356 | **1971**-12 G. Dimitrov Shipyard—Varna<br>(102)<br>185,22(BB) 22,86 10,300<br>171,99 22,80 14,15<br>P 15,9 F 16,8 1 dk<br>rf nil DK fwd<br>NS 8BH WB9411t incl. DTf1053t | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.33 517 B.31 848<br>7 Ha (stl) (14,7 10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER<br>Cr 4(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>H. Cegielski Poznan<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar) rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 1 502,5t (hvf) 16kn |
| **6850512**<br>UFLH<br>M-22706 | **AKMOTAYSK**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **258**<br>99<br>139 | RS | **1955** VEB Rosslauer Schiffswerft—Rosslau<br>38,51 7,29 2,941<br>3,54<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5007297**<br>UFPO<br>M-19518 | **AKOP AKOPYAN**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **1 206**<br>545<br>720 | RS | **1956** "Gheorghiu Dej" Shipyard—Budapest<br>70,19 10,04 3,590<br>64,62 9,96 5,31<br>1 dk | **TM Ferry/General Cargo**<br>2 Ho ER<br>G.835<br>2 Ha (each 6,9 × 3,9) ER<br>4W Der 4(2) | 2 Oil 4SA each 6Cy. 320 × 480<br>800bhp (588kW) E made62 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| **6519223**<br>9GUS<br>316540<br>Df Esd<br>Gc Rdr<br>RT | **AKORA**<br>**Ocean Fisheries Ltd.**<br>Takoradi Ghana | **1 980**<br>1 263<br>1 778 | ✠Classed LR until 4/3/77 | **1965**-8 Fujinagata Zosensho—Osaka<br>(116)<br>79,53 12,53 4,979<br>72,01 12,50 8,01<br>2 dks<br>rf 102 | **M Fishing**<br>Stern Trawler | Oil 2SA 7Cy. 350 × 620<br>2 160bhp (1 589kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>14,5kn |
| **5039707**<br>FPLX<br>Df Esd<br>Gc Rdr<br>RTm/h | **AKORI**<br>ex Sundex-80 ex Baltic Sea-72<br>ex Belinda-70<br>**Services & Transports Armement Etranger**<br>Bordeaux France | **496**<br>296<br>910 | BV (NV) | **1963** Soviknes Verft A/S—Syvikgrend<br>(54)<br>62,06 9,48 3,696<br>55,33 9,45 4,04<br>P 15,6 F 11,0 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 221<br>HeCls. C | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 12kW 220V d.c.<br>Fuel 74,0t (d.o.)-3,0pd 11,75kn |
| **5178204**<br>9GWD<br>316578<br>Df Esd<br>RT | **AKPOR**<br>ex Kaczor-69<br>**Kaleawo Enterprises Ltd.**<br>Takoradi Ghana | **156**<br>58<br>100 | (PR) | **1951** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B11/S98)<br>32,57 6,76 3,042<br>29,95 6,71 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 240 × 360<br>400bhp (294kW) NE 60<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 18kW 1 × 12kW 1 × 6kW 110V d.c.<br>9kn |
| **5144083**<br>SXKW<br>6115<br>Df Esd<br>Gc Rdr<br>RTm/v | **AKRA RION**<br>ex Nopal Luna-79 ex Havdhem-67<br>**Olita Compania Naviera S.A. (NOPAL ATLANTIC LINE)**<br>Fotis C. Georgopoulos<br>Piraeus Greece | T.Mk<br>**4 218**<br>2 634<br>7 874<br>**6 456**<br>3 876<br>8 621 | **✠100A1** SS 4/80<br>DTsf—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>EL at 2"SQ<br>FN 3417 | **1962**-10 Oresundsvarvet A/B—Landskrona<br>(167)<br>130,69 17,81 7,468/7,894<br>121,16 17,68 10,52<br>P 17,7 F 27,2 2 dks<br>rf 152 DK fwd<br>6BH WB2266t | **M General Cargo**<br>4 Ho 17,8 26,5 22,7 19,7 ER<br>G.13 903 B.12 811<br>4 Ha (stl) (8,9 16,6 16,6 11,3 × 6,1) ER<br>10W Cr 1(7,5) Der 1(60) 1(30) 2(15) 8(10) | Oil 2SA 6Cy. 630 × 1300<br>5 000bhp (3 678kW)<br>A/B Gotaverken Goteborg<br>AuxB 85lbf/in$^2$ (5,9bar)<br>e(ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 210kW 450V 60Hz a.c.<br>Fuel 955,0t (hvf)-19,5pd 15kn |
| **5340883**<br>SZHS<br>6205<br>Df Esd<br>Gc Rdr<br>RTv | **AKRA TENARON**<br>ex Nopal Tellus-79 ex Sterno-67<br>**Dianeira Compania Naviera S.A. (NOPAL ATLANTIC LINE)**<br>Fotis C. Georgopoulos<br>Piraeus Greece | T.Mk<br>**4 206**<br>2 636<br>7 864<br>**6 442**<br>3 882<br>9 449 | **✠100A1** SS 9/79<br>DTsf—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>EL at 2"SQ<br>FN 3417 | **1962**-12 Oresundsvarvet A/B—Landskrona<br>(186)<br>130,69 17,81 7,468/8,351<br>121,16 17,68 10,52<br>P 17,7 F 27,2 2 dks<br>rf 152 DK fwd<br>6BH WB2245t | **M General Cargo**<br>4P<br>4 Ho 17,8 26,5 22,7 19,7 ER<br>G.13 893 B.12 800<br>4 Ha (stl) (8,9 16,6 16,6 11,3 × 6,1) ER<br>10W Cr 1(7,5) Der 1(60) 1(30) 2(15) 8(10) | Oil 2SA 6Cy. 630 × 1300<br>5 000bhp (3 678kW)<br>A/B Gotaverken Goteborg<br>AuxB 85lbf/in$^2$ (5,9bar)<br>e(ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 955,0t (hvf)-19,5pd 15kn |
| **7382938**<br>TFBP<br>1672<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKRABORG**<br>ex Betancuria-82<br>ex Benchijigua-80<br>**H/f Skallagrimur**<br>Akranes Iceland | **998**<br>435<br>321 | NV | **1974** Trondhjems M/V, Aker Trondelag A/S—Trondheim (712)<br>68,79 11,51 3,296<br>60,03 11,49 4,50<br>2 dks<br>rf 500 BK 178 | **TM RoRo Cargo/Ferry**<br>OSD<br>399P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 300<br>2 310bhp (1 699kW)<br>Nydqvist & Holm A/B Trollhattan<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14,5kn |
| **6603763**<br>TFFP<br>1366<br>Df Rdr<br>RTm | **AKRABORG**<br>ex Tungenes-74<br>**H/f Skallagrimur**<br>Akranes Iceland | **681**<br>333<br>— | (NV) | **1966** Storviks M/V A/S—Kristiansund N.<br>(25)<br>56,80 10,52 3,214<br>50,02 10,49 4,12<br>1 dk<br>BK 152 | **TM RoRo Cargo/Ferry**<br>399P<br>Mchy.aft<br>Der 1(2,5) | 2 Oil 4SA each 8Cy. 250 × 300<br>2 080bhp (1 530kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 90kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 31,5t (d.o.)-7,5pd |
| **5007326**<br>XPZK<br>D849<br>Df Esd<br>Pfd Rdr<br>RT | **AKRABORG**<br>**P/f Akraberg**<br>Jacob Joensen<br>Sumbo, Faroe Islands<br>Sudoroy | **257**<br>99<br>— | NV | **1961** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (11)<br>37,67 7,50<br>32,42 3,97<br>1 dk<br>rf 1448 BK 140 | **M Fishing**<br>Side-fishing<br>1 Ho 4 Ta ER<br>5 Ha (1,2 × 0,9) (2,4 2,4 2,4 2,4 × 1,6) ER<br>1W Der 1(2) | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) NE 76<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 18kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **5007340**<br>IJGK<br>460<br>RT | **AKRAGAS**<br>**'Caspel' S.p.A.**<br>Palermo Italy | **212**<br>43<br>146 | RI | **1959** Cant. Nav. Riuniti—Palermo (220)<br>31,70 7,75 3,861<br>28,33 7,70 4,25<br>1 dk<br>RW | **M Tug**<br>1 Ho | Oil 2SA 5Cy. 350 × 620<br>B&W<br>Cant. Nav. Riuniti Ancona<br>12kn |
| **7009988**<br>TFAL<br>1589<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKRANES**<br>ex Fossnes-81 ex Midiboy-77<br>ex Brinknes-73<br>**Isskip H/f**<br>Reykjavik Iceland | **4 808**<br>3 558<br>6 777 | NV | **1970** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13398)<br>123,25 17,10 6,986<br>103,00 17,00 9,00<br>P 23,5 F 9,2 1 dk | **M General Cargo**<br>3 Ho 21,6 31,4 21,6 ER<br>G.10 935 B.10 609<br>4 Ha (stl) (13,2 13,9 13,9 13,2 × 10,5) ER<br>4W Der 4(7) | 2 Oil 4SA each 12Cy. 250 × 300 geared to sc. shaft<br>3 800bhp (2 795kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 202kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 418,0t (d.o.)-13,0pd 14kn |

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| **7379010**<br>SZNE<br>5344<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AKRATA**<br><br>**Akrata Shipping Corp.**<br>Piraeus Greece | **9 753**<br>6 030<br>15 099 | <br><br>AB | **1975** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2411)<br>143,41(BB) 19,82 9,018<br>134,12 19,79 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 258,0t (hvf) 13,5kn |
| **7609647**<br>SWIL<br>6771<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKRITAS**<br><br>**Akritas Shipping Co. S.A.**<br>Pyrsos Shipping Co. Ltd.<br>Piraeus Greece | **13 889**<br>10 251<br>21 652 | <br><br>AB | **1978** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Chita (2555)<br>164,34(BB) 9,843<br>155,43 22,86 14,18<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15kn |
| **5189796**<br><br><br>RTm | **AKRIVOULA-P**<br>ex Inglito-72 ex Kjaerenaes-69<br>ex Libra-62 ex Karl-56 ex Johanna<br>**Spiridon Papadoupolis**<br>Piraeus Greece | **150**<br>85<br>264 | <br><br>(GL) | **1915** P. C. v.d. Meer—Vlaardingen<br>34,19 6,56<br>6,53 3,08<br>1 dk<br>R Propulsion machinery added 27 | **Aux M General Cargo**<br>Lugger<br>1 Ho 19,9<br>G.368<br>1 Ha (16,0 × 3,9)<br>2W Der 1(1,5) 2(1) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 56<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 6,0t (d.o.) |
| **7206823**<br>D5FV<br>6275<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKRON**<br>ex Norse Lion-78<br>**Akron Corp.**<br>Metrofin Ltd.<br>Monrovia Liberia | **53 061**<br>41 424<br>117 955 | <br><br>NV | **1972** Uddevallavarvet A/B—Uddevalla<br>(244)<br>263,66(BB) 40,85 15,887<br>252,10 40,80 21,65<br>F 17,7 1 dk<br>rf 127 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>Mchy.aft<br>9 Ho 22,5 20,8 20,8 20,8 20,8 20,8 20,8 20,8 22,0<br>G.129 902 B.128 042<br>1 Ha (stl) (15,8T × 13,4) 8 Ha (stl) (each 17,6 × 20,1) | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 4 546,0t (hvf) 15,5kn |
| **7828487**<br>UZGS<br>M-7364<br>RT | **AKSAKOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1979** ..............U.S.S.R.<br>34,02 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br><br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **5007364**<br>UQRX<br>M-17068<br>Df Esd<br>Gc Rdr | **AKSAY**<br><br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 142**<br>1 544<br>4 350 | <br><br>RS | **1961** Rauma-Repola Oy—Rauma/Raumo<br>(116)<br>105,39 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 383 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **6850639**<br>UQPI<br>M-12001 | **AKSHA**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **261**<br>100<br>227 | <br><br>RS | **1953** VEB Rosslauer Schiffswerft—Rosslau<br>38,51 7,29 2,999<br>3,51<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 5 Ta ER<br>B.10 L.(oil) 155<br>1 Ha (1,6 × 1,1) ER | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 8,5kn |
| **5007390**<br>VWPL<br>1020<br>Df Esd<br>RT | **AKSHAYA**<br><br>**Bombay Port Trust**<br>Bombay India | **359**<br>—<br>— | <br><br>✠Classed LR until 2/63 | **1961**-9 Mazagon Dock Ltd.—Bombay<br>(190)<br>38,13 9,83 3,722<br>35,06 9,15 4,58<br>RAD 1,6<br>RW rf 762 | **D-E Tug** | 2 Oil 4SA each 8Cy. 235 × 330 with electric drive & dr gearing to sc. shaft connected to elec. motors & dr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 59,0t 11kn |
| **7828499**<br>UHRD<br>M-35179 | **AKSIOMA**<br><br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **635**<br>199<br>405 | <br><br>RS | **1979** ..............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |
| **5007405**<br>HO7164<br>2453-72<br>Df Esd<br>Rdr RT | **AKSNES**<br>ex Kinn<br>**Bulk Product Carriers S.A.**<br>Panama Panama | **460**<br>211<br>610 | <br><br>NV | **1945** Glommens M/V—Fredrikstad (106)<br>52,18 7,80 3,320<br>46,84 7,75 3,61<br>P 14,7 F 5,2 1 dk<br>RW rf 102 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 736 HeCls. BC<br>1 Ha (stl) (2,5 × 2,2)<br>Der 3(1,5) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 22kW 1 × 15kW 110V d.c.<br>Fuel 61,0t (d.o.)-2,5pd 10,5kn |
| **7650751**<br><br><br>Rdr | **AKSONS**<br>ex Tamafune Maru-79<br>**Pubali Shipping Ltd.**<br>Chittagong Bangladesh | **498**<br>276<br>1 114 | <br><br>BV | **1968** Mategata Zosen K.K.—Namikata<br>(20)<br>55,00 4,620<br>49,61 9,30 6,61<br>2dks | **M General Cargo**<br><br>1 Ho ER<br>G.1 545 B.1 362<br>1 Ha (24,2 × 5,7) ER<br>Cr 2(5) | Oil 4SA 6Cy. 330 × 520<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Japan<br>12,5kn |
| **5330486**<br>TCRM<br>591<br>Df Esd<br>Gc Rdr | **AKSOY**<br>ex Sivas-81 ex Placedo-47<br>Launched as Tanova.<br>**Erval Aksoy Deniz Isletmesi ve Akaryakit Nakliyati**<br>Istanbul Turkey | **3 260**<br>1 680<br>3 851 | <br><br>AB | **1945** J. A. Jones Const. Co.—Panama City, Fl (95)<br>99,12 14,74 5,893<br>94,19 14,69 6,66<br>P 25,6 B 10,7 F 14,7 1 dk<br>RW rf nil | **M Tanker**<br>Oil Chemical<br>20 Ta ER | Oil 2SA 6Cy. 455 × 635<br>1 400bhp (1 030kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 250kW 115/230V d.c.<br>Fuel 145,5t (d.o.) 12kn |
| **6521458**<br>UEVD<br>M-19039 | **AKSTAFA**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Astrakhan U.S.S.R. | **3 480**<br>1 885<br>4 286 | <br><br>RS | **1960** ..............U.S.S.R.<br>120,02 15,02 4,401<br>111,99 14,97 6,51<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>G.5 485 B.5 174<br>4 Ha (stl) (11,8 13,7 13,7 13,7 × 8,0) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 75,0t (hvf) 11,5kn |

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| **7364182**<br>Gc | **AKSU**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Giresun Isletmesi<br>Giresun Turkey | **108**<br>33<br>— | | **1974** Denizcilik Bankasi T.A.O., Alaybey Tersanesi—Izmir (13)<br>26,17 6,74 3,099<br>23,98 6,70 4,07 | **M Tug** | Oil 4SA 6Cy. 240 × 280<br>Atlas-MaK Maschinenbau Kiel |
| **7517234**<br>USTO<br>M-28296 | **AKTAL**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| **6418077**<br>UJIL<br>M-17145<br>Df Esd<br>Gc Rdr<br>RT | **AKTASH**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 142**<br>1 544<br>4 440 | RS | **1964** Rauma-Repola Oy—Rauma/Raumo (135)<br>105,11 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 4 887 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **6713104**<br>UEAR<br>M-17210<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKTAU**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 468**<br>1 607<br>5 042 | RS | **1967** Rauma-Repola Oy—Rauma/Raumo (161)<br>106,13 15,45 6,741<br>96,93 15,41 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 902 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 13,5kn |
| **7941617** | **AKTAU**<br>**U.S.S.R.**<br>U.S.S.R. | **409**<br>—<br>377 | RS | **1980** .............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M Tug**<br>Ice strengthened | Oil<br>U.S.S.R. |
| **7362184**<br>SVGH<br>272<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKTEA**<br>**Ubique Finance Co. Ltd.**<br>Chios Greece | **23 785**<br>17 295<br>43 841 | AB | **1975** Eleusis Shipyards S.A.—Eleusis (1.0.008)<br>205,01 27,28<br>195,46 27,21 16,01<br>P 41,2 F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>8 Ho 18,1 17,9 18,2 17,5 18,2 18,2 18,2 17,5 ER<br>G.54 698 HeCls. B<br>8 Ha (stl) (9,0 9,6 9,6 9,6 9,6 9,6 9,6 9,6 × 12,6) ER<br>Cr 4(10) | Oil 2SA 6Cy. 900 × 1550<br>14 200bhp (10 445kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Japan<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 264,0t (d.o.) 2 213,0t (hvf) 16kn |
| **7703211** | **AKTEON**<br>**DENAXAS**<br>Piraeus Greece | **150**<br>—<br>30 | | **1977** Nava Shipyard—Perama (55)<br>25,91 6,25 1,801<br>22,51 6,23 2,54<br>3 dks | **TM Ferry** | 2 Oil<br>700bhp (515kW)<br>A/B Volvo-Penta Sweden |
| **5077060**<br>SZHI<br>6319<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AKTIAN**<br>ex Andrew C. Crosbie-77<br>ex Colina-67<br>**Carrick Marine Enterprises Corp.**<br>Meridian Shipping Enterprises Ltd.<br>Piraeus Greece | T.Mk<br>**2 121**<br>1 068<br>3 491<br>**3 188**<br>1 754<br>— | ✠LR class withdrawn-<br>Reported defects<br>10/9/82 | **1960**-4 Hall, Russell & Co. Ltd.—Aberdeen (878)<br>108,29 13,70 5,404/—<br>100,82 13,57 7,93<br>Ba 8,9 F 9,2 2 dks<br>RW rf 152 len 66 | **M General Cargo**<br>3 Ho 14,6 23,3 14,1 ER<br>G.6 439 B.6 058<br>3 Ha (stl) (7,6 13,0 8,9 × 5,0) ER<br>8W Der 2(7) 6(5) | Oil 2SA 5Cy. 500 × 700<br>2 000bhp (1 471kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 120kW 1 × 60kW 220V d.c.<br>Fuel 336,5t (d.o.) 12,5kn |
| **5007431**<br>9MSE<br>199515<br>Esd Rdr<br>RT | **AKTINA**<br>**Government of Malaysia (Director of Marine - West Malaysia)**<br>Penang Malaysia | **573**<br>202<br>356 | | **1957** Cheoy Lee Shipyard—Hong Kong (685)<br>44,30 9,48 2,439<br>39,63 9,45 4,81<br>2 dks<br>RW | **M Buoy & Lighthouse Tender**<br>1 Ho 17,0 ER<br>1 Ha (5,1 × 2,9) ER<br>Der 1(10) | Oil 2SA 6Cy. 267 × 343<br>570bhp (419kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 70kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **7393509**<br>LZSM<br>Df Esd<br>Gc Rdr<br>RT | **AKTINIYA**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | T.Mk<br>**2 467**<br>1 033<br>1 685 | BR (PR) | **1974** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B418/210)<br>88,80 15,02 5,411<br>81,62 14,97 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.2 158<br>3 Ha (each 2,0 × 2,0)<br>Der 2(5) 4(3) | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 640kW 2 × 504kW 400V a.c. 2 × 224kW 280V d.c.<br>Controllable pitch propeller<br>15,5kn |
| **6850586**<br>UQSH<br>M-21810 | **AKTINIYA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **255**<br>87<br>126 | RS | **1953** VEB Elbewerft—Boizenburg<br>38,49 7,32 3,001<br>35,01 3,51<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.397<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7416789**<br>SVXW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AKTION**<br>**Aktion Maritime Corp.**<br>Piraeus Greece | **11 286**<br>7 469<br>18 755 | AB | **1976** Korea SB. & Eng. Corp.—Busan (1002)<br>154,24 22,81 9,189<br>145,98 22,79 12,76 | **M Bulk Carrier**<br>4 Ho 24,6 25,9 25,9 26,8 ER<br>G.24 619 B.22 205 HeCls. B<br>4 Ha (stl) (17,2 20,2 17,2 20,2 × 10,9) ER<br>4W Der 4(22) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Hitachi Zosen Japan<br>Gen 3 × 340kW 445V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 218,5t (hvf)-27,0pd<br>15kn |
| **5007467**<br>UUEB<br>M-1366<br>Df Esd<br>Gc Rdr<br>RT | **AKTYUBINSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **5 172**<br>2 634<br>4 773 | RS | **1956** Baltic SB. & Eng. Works—Leningrad<br>130,92 16,84 7,494<br>118,01 16,82 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>5 Ho ER<br>In.6 811<br>5 Ha (5,0 5,0 5,0 5,0 × 5,0) (4,1 × 4,1) ER<br>10W Der 10(5) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. each 1 250kW d.c. connected to 1 elec. motor of 6 300shp (4 634kW) & geared to sc. shaft<br>NE 70<br>U.S.S.R.<br>Gen 3 × 300kW 230V 50Hz a.c.<br>17,5kn |

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|---|---|---|---|---|---|---|
| **6726307**<br>UTRD<br>M-17218<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AKTYUBINSK**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 468**<br>1 606<br>5 042 | RS | **1968** Rauma-Repola Oy—Rauma/Raumo (164)<br>106,13 15,45 6,741<br>97,01 15,41 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 14kn |
| **6707313**<br>UBRF<br>M-29724<br>Df Esd<br>Gc Rdr<br>RT | **AKUSTIK**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 650**<br>1 123<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (208)<br>82,17 13,64 5,157<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.163 In.1 077<br>3 Ha (2,3 2,3 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **5007510**<br>WQ5901<br>288598 | **AKUTAN**<br>ex FS 374<br>**Amfac Foods Inc.**<br>Juneau, Ak United States of America | **749**<br>509<br>— | (AB) | **1944** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi (183)<br>*50,72* 9,81<br>50,30 9,76 4,37<br>1 dk<br>rf 152 conv General Cargo — | **TM Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha ER | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Fuel 75,0t |
| **7337921**<br>UOZQ<br>M-29607<br>Df Esd<br>Gc Rdr<br>RT | **AKVAMARIN**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 833**<br>1 059<br>1 150 | RS | **1973** ..............U.S.S.R.<br>83,11 14,00 5,709<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **7733400**<br>LYBA<br>M-12533 | **AKVAMARINOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **652**<br>216<br>510 | RS | **1978** ..............U.S.S.R.<br>55,00 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **7640500**<br>UMSX<br>M-12492 | **AKVANAVT**<br>**U.S.S.R. -Academy of Sciences**<br>Novorossiysk U.S.S.R. | **166**<br>18<br>36 | RS | **1976** ..............U.S.S.R.<br>33,96 7,09 2,590<br>3,66 | **M Research**<br>Ice strengthened | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| **6608696**<br>9GUZ<br>316547<br>Df Esd<br>Gc Rdr<br>RT | **AKWADU**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 083**<br>444<br>— | ✠LR class withdrawn 23/6/82 | Lch.**1966** Cmd.**1969**-2 Newport SB. & Eng. Ltd.—Newport, Mon. (93)<br>72,90 11,61 5,030<br>63,56 11,59 7,85<br>B 9,5 2 dks<br>rf 610 Box K | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 001 | Oil 4SA 6Cy. 483 × 686 with flexible coupling<br>2 308bhp (1 698kW)<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 160kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>15kn |
| **7003520**<br>HZLG<br>Df Esd<br>Gc Rdr<br>RT | **AL AHMADIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Dammam Saudi Arabia | **14 049**<br>7 831<br>15 763 | **100A1** SS 10/80<br>container ship<br>Ice Class 3<br>**LMC**<br>EL Ft 0,0/67,0U2<br>FN 6330 | **1969** (Fwd & aft sections) "Chernomorskiy" Shipyard—Nikolayev (204)<br>**1980** (Main cargo section) Astilleros Espanoles S.A.—Factoria de Puerto Real<br>194,24 21,85 9,578<br>180,73 21,81 13,21<br>F 29,6 1 dk<br>RW len 80<br>conv Ref General Cargo 80<br>8BH | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 16,6 17,2 28,6 28,6 29,4 ER 16,6<br>TEU 800<br>C.Ho 422/20' (40') C.Dk 378/20' (40')<br>16 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>rcv 5kgf/cm² (4,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 750kW 380V 50Hz a.c. |
| **7119795**<br>HZNB<br>241/401<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AL AHOOD**<br>ex Venture Britannia-80<br>ex Conoco Britannia-78<br>**Amar Line Maritime Co. Ltd.**<br>Shipping Management S.A.M.<br>Jeddah Saudi Arabia | **58 277**<br>47 602<br>117 710 | AB | **1972** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (92)<br>279,31(BB) 42,07 15,263<br>258,55 42,00 20,02<br>F 18,3 1 dk<br>rf nil | **M Tanker**<br>for offshore installations IGS<br>13 Ta ER<br>L.(oil) 142 513 HeCls. B | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 940kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 5 336,5t (hvf)-103,5pd 16kn |
| **5331167**<br>SUQW<br>Df Esd<br>Gc Rdr<br>RT | **AL AHRAM**<br>ex Helen Pappas-82<br>ex Marabou-79 ex Skauma-71<br>**Said Ibrahim Khairy**<br>Alexandria Egypt | **1 962**<br>1 000<br>3 455 | NV | **1957** Trondhjems M/V A/S—Trondheim (238)<br>96,12 13,75 5,728<br>88,40 13,70<br>Ba 25,3 1 dk & S dk<br>RW rf 69 | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.6 173 B.5 777<br>4 Ha (10,5 × 6,5) (9,9 10,5 10,5 × 7,2) ER<br>8W Der 1(15) 2(5) 6(3) | Oil 2SA 4Cy. 500 × 1100<br>1 550bhp (1 140kW) B&W<br>A/S Akers M/V Oslo<br>Gen 2 × 152kW 1 × 44kW 440V 60Hz a.c.<br>Fuel 382,0t (d.o.)-6,0pd 12kn |
| **7625782**<br>HNHW<br>RT | **AL AHWAR**<br>Launched as Lamna<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | **2 405**<br>993<br>1 320 | NV | **1978** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B417/212)<br>89,90 15,02<br>81,59 9,40<br>2 dks<br>rf 1097 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Poland<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 380/240V 50Hz a.c.<br>Controllable pitch propeller<br>15,25kn |
| **5207536**<br>Df RT | **AL AIN**<br>ex Moerdijk ex Libelle-64<br>**Masoud Comintor Co.**<br>United Arab Emirates | **354**<br>160<br>422 | ✱Classed BC until 3/10/69 | **1937**-11 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen<br>43,44 7,35 2,794<br>40,54 7,29 2,90<br>P 12,2 RQD 12,5 F 6,1 1 dk<br>R | **M General Cargo**<br>1 Ho 24,9 ER<br>G.651 B.637<br>2W | Oil 4SA 4Cy. 310 × 350<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 12,0t 9kn |

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|---|---|---|---|---|---|---|
| **5163170**<br>HP2581<br>5994-75<br>Df Esd<br>Pfd Rdr<br>RT | **AL AKBER**<br>ex Howth Trader-75<br>ex Hawthorn-74 ex Harglen-68<br>ex Irish Heather-64<br>**Arcepey Shipping Co. S.A.**<br>Panama Panama | **1 054**<br>516<br>1 397 | ✠Classed LR until<br>25/8/78 | **1952**-8 Goole SB. & Repairing Co. Ltd.<br>—Goole (484)<br>66,12 10,72 4,230<br>62,39 10,67 4,42<br>P 16,8 RQD 16,5 B 4,6 F 7,7 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 892 B.1 811<br>2W | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 57,0t 11kn |
| **5007534**<br>HZXF | **AL AMAN**<br>**Government of The Kingdom of Saudi Arabia (Ministry of Communications - Jeddah Port Administration)**<br>Jeddah Saudi Arabia | **142**<br>40<br>— | ✠Classed LR until<br>13/4/73 | **1957**-10 Hugo Peters—Wewelsfleth (491)<br>30,00 7,40 3,106<br>27,01 7,00 3,41<br>RW rf 991 | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **6500363**<br>317494<br>Esd RT | **AL AMANAT**<br>Launched as Shah Amanat<br>**Chittagong Port Trust**<br>Chittagong Bangladesh | **1 749**<br>604<br>— | ✠Classed LR until<br>14/11/80 | **1965**-2 Nippon Kokan K.K.—Asano Dockyard, Yokohama. (D-2110)<br>75,11 14,03 3,633<br>70,11 13,72 5,64<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Trailing Cutter Suction Bottom doors<br>Single centre arm<br>Dredging depth 15,0 Hopper 1764T<br>Mchy.aft<br>Hopper 1 150<br>2 sandpumps each 969kW (1300bhp) | 2 Oil 4SA each 5Cy. 400 × 500<br>2 300bhp (1 692kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 130kW 1 × 40kW 220V d.c.<br>Thw. thrust propeller fwd<br>11kn |
| **5172640**<br>HO9866<br>7874-<br>PEXT<br>Df Esd<br>RT | **AL AMENA**<br>ex Golden Star-78 ex Alfajer II-76<br>ex Johanca-75<br>**Arabian Shipping Co. Pvt. Ltd.**<br>Sharjah Shipping Co. (U.K.) Ltd.<br>Panama Panama | **460**<br>246<br>680 | (BV) | **1957** Schpsw. Gebr. Coops N.V. —Hoogezand (213)<br>49,69 8,49 3,290<br>47,73 8,40 3,64<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 31,3 ER<br>G.954 B.868<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 220 × 380<br>375bhp (276kW) NE 68<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 9,5kn |
| **6713922**<br>A7D2021<br>025/80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL AMIRAH**<br>ex Booker Viking-80<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **5 383**<br>2 564<br>6 909 | **✠100A1** CS 6/82<br>**✠LMC**<br>EL y $1\frac{7}{8}$"U2<br>FN 3018 | **1967**-6 A/S Fredriksstad M/V—Fredrikstad (393)<br>122,84 17,48 7,309<br>113,09 17,38 9,30<br>Ba 22,6 F 13,8 2 dks<br>rf 76 DK fwd<br>6BH to U dk 4 to 2nd dk WB1805t incl. DTsm691t | **M General Cargo**<br>Ref<br>4 Ho 12,3 17,5 19,0 12,9<br>4 TwD ER<br>G.8 938 B.8 330 In.59<br>7 Ha (7,4 × 8,2) (14,4p&s × 6,1) (15,2p&s 9,1p&s × 6,4) ER<br>Cr 2(5) Der 1(20) 1(10) 2(5) | Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW) Sulzer<br>Marinens Hovedverft Horten<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>15kn |
| **5186249**<br>YIAV<br>RT | **AL ANBAR**<br>ex Khalid-71<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **112**<br>—<br>— | | **1960** F. Schichau G.m.b.H.—Bremerhaven (1703)<br>26,70 6,94<br>... ... ... | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **7386831**<br>9KSG<br>KT1159<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL ANDALUS**<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **191 005**<br>148 180<br>362 946 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL (G*) $4\frac{7}{16}$"U3<br>FN 29867 | **1975**-4 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (231)<br>362,57 53,37 26,093<br>344,00 53,31 33,51<br>F 25,6 1 dk<br>rf nil<br>12BH WB43558T incl. 29435T in clean ballast tanks | **TS Tanker**<br>IGS<br>24 Ta ER<br>L.(oil) 447 758 HeCls. BC<br>Der 2(10) 2(3,5) | 4 S Turb dr geared to 2 sc. shafts<br>37 400shp (27 510kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 WTB 75kgf/cm² (73,6bar) Spt 515°C 65kgf/cm² (63,8bar) hs1793,3<br>Gen 2 × 1172kW 450V 60Hz a.c.<br>Fuel 15 601,5t (o.f.)-197,0pd 14,5kn |
| **5359054**<br>SUZQ<br>Df Esd<br>Gc Rdr<br>RTm | **AL ANOUD**<br>ex Wasa Express-75<br>ex Thjelvar-64<br>ex Prinsessan Margaretha-62<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | **2 177**<br>818<br>450 | **✠100A1** CS 4/78<br>Mediterranean & Red Sea service<br>Str. nav. ice<br>**✠LMC**<br>EL s<br>FN 1517 | **1955**-4 Helsingor Skibsv. og Maskinbyg. —Helsingor (322)<br>84,41 14,53 4,496<br>74,07 14,48 6,00<br>B & F 73,8 1 dk, 2nd dk clear of mchy. space<br>RW rf 203 BK 102<br>8BH WB475t incl. DTsa73t DTf33t | **TM Passenger/RoRo Cargo/Ferry**<br>106bth 834dk P<br>Side & stern doors | 2 Oil 2SA each 5Cy. 500 × 700<br>4 000bhp (2 942kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 4 × 165kW 220V d.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 105,5t (d.o.)-13,0pd 17kn |
| **7127388**<br>HZLB<br>SA604<br>Df Esd<br>Gc Rdr<br>RT | **AL ARIDHIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Dammam Saudi Arabia | **6 727**<br>3 249<br>—<br>**9 481**<br>5 144<br>13 717 | **100A1** SS 11/81<br>Ice Class 3<br>**LMC**<br>EL Bt $2\frac{7}{16}$"SQ<br>FN 4638 | **1971**-12 Kherson Shipyard—Kherson (1333)<br>155,76 20,65 —/9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3524t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>WTAuxB (o.f.) 5kgf/cm² (4,9bar)<br>(AuxB (ex.g) & htr 7kgf/cm² (6,9bar) (rcv 5kgf/cm² (4,9bar)))<br>Gen 3 × 300kW 400V a.c.<br>17,5kn |
| **8104242** | **AL ARO**<br>**Government of The Kingdom of Morocco (Direction des Ports Secondaires)**<br>Nador Morocco | **151**<br>—<br>— | BV (Class cont.) | **1982** Ch. & At. de la Perriere—Lorient (326)<br>27,01 7,80 3,250<br>24,01 7,61 4,09<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 220 × 280 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Ulm<br>12kn |
| **5328421**<br>HZGF<br>Df Esd<br>Gc Rdr<br>RT | **AL ASSIRI**<br>ex Silverstone-76<br>Launched as Sunstone<br>**Amar Line Maritime Co. Ltd.**<br>Univan Ship Management Ltd.<br>Jeddah Saudi Arabia | T.Mk<br>**6 209**<br>3 538<br>—<br>**8 581**<br>4 981<br>13 457 | **✠100A1** CS 2/81<br>**✠LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4238 | **1958**-3 Cant. Nav. di Taranto—Taranto (147)<br>148,62 19,00 —/9,262<br>137,27 18,90 11,97<br>F 30,2 2 dks<br>rf 152<br>Coll BH to U dk 7 to 2nd dk WB714t | **M General Cargo**<br>5 Ho 15,9 22,7 19,7 18,2 18,4<br>5 Ha (stl) (8,1 × 6,0) (10,5 10,5 10,5 8,3 × 8,0)<br>Der 1(30) 1(15) 4(10) 10(5) | Oil 2SA 7Cy. 750 × 1320<br>7 350bhp (5 406kW)<br>S.A. Fiat S.G.M. Torino<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 450V 60Hz a.c.<br>Fuel (hvf) |
| **6904789**<br>5AKU | **AL BAHETH**<br>**Government of Libya**<br>Tripoli Libya | **169**<br>41<br>73 | BV | **1968** Tczewska Stocznia Rzeczna—Tczew<br>27,44 7,35 2,661<br>24,80 7,31 3,59<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(1,5) | Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 11,25kn |

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| **7947958** | **AL BAIDAH**<br>**Yemen Gulf Trading & Contracting Co.**<br>Yemen Arab Republic | **112**<br>—<br>— | | BV | **1976** Deltawerf B.V.—Sliedrecht (157)<br>1,501<br>14,00 4,01 2,01<br>1 dk | **M Launch** | Oil 2SA 12Cy. 108 × 127<br>340bhp (250kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **5242615**<br>HZGH<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **AL BAKRY**<br>ex Lina Christensen-77<br>ex Mostank-73<br>**Bakri Navigation Co. Ltd.**<br>Fekete & Co. A/S<br>Jeddah Saudi Arabia | **12 591**<br>7 662<br>20 807 | ✠Classed LR until 11/73 | (AB) | **1957**-6 Mitsui SB. & Eng. Co. Ltd. —Tamano (612)<br>170,69 21,52 9,945<br>161,55 21,40 12,27<br>P 37,5 B 11,3 F 24,1 1 dk<br>RW rf 152 | **M Tanker**<br>Storage Bunkering Vessel<br>24 Ta ER<br>L.(oil) 25 457 HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 180kW 220V d.c.<br>Fuel 30,5t (d.o.) 2 196,5t (hvf)-34,0pd<br>14,5kn |
| **5272608**<br>HZTE<br>SA1020<br>Df Esd<br>Gc Rdr<br>RT | **AL BANDARI**<br>ex Starstone-81 ex Pearlstone-65<br>**Amar Line Maritime Co. Ltd. & Ahmed Abdul Qawi Bamaodah**<br>Jeddah Saudi Arabia | T.Mk<br>**6 131**<br>3 332<br>—<br>**9 116**<br>5 151<br>13 995 | **✠100A1**<br>**✠LMC** | CS 1/81<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4356 | **1956**-12 Nordseewerke Emden—Emden (293)<br>153,42 19,00 8,008/9,227<br>141,10 18,90 11,97<br>F 31,1 2 dks<br>rf 102 DK fwd<br>Coll BH to U dk 7 to 2nd dk WB1703t incl. Tunnel tanks 509t | **M General Cargo**<br>5 Ho 18,5 21,9 12,6 ER 21,4 15,8<br>5 Ha (stl) (9,8 13,5 13,5 × 7,0) ER (11,2 11,2 × 7,0)<br>Der 1(30) 1(15) 2(10) 12(5) | Oil 2SA 6Cy. 780 × 1400<br>6 750bhp (4 965kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 440kW 60Hz a.c.<br>Fuel (hvf) |
| **6612398**<br>ELBB4<br>7015<br>Df Esd<br>Gc Rdr | **AL BASEER**<br>ex Shirrabank-81<br>**Cape Jervis Corp.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | T.Mk<br>**7 371**<br>4 340<br>13 156<br>**10 137**<br>6 412<br>16 130 | **✠100A1**<br>**✠LMC** | SS 1/80<br>EL gt $2\frac{5}{16}$"SQ<br>FN 5010 | **1966**-9 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (874)<br>160,89 21,14 8,443/9,611<br>149,36 21,04 12,50<br>F 13,8 2 dks<br>RW rf 152<br>7BH WB4390t incl. DTmf 1760t | **M General Cargo**<br>5 Ho 19,8 24,9 14,4 22,1 23,6 9,9DT<br>G.22 685 B.20 561<br>5 Ha (stl) (10,2 × 5,4) (13,7 13,7 11,4 11,4 × 7,6)<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 6Cy. 670 × 2146<br>10 800bhp (7 944kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 2 013,0t (hvf) 16,5kn |
| **5007546** | **AL BASHAIR**<br>ex Jeanne Maurice-60<br>**A. S. Bashanfer**<br>Saudi Arabia | **101**<br>56<br>— | | | **1940** Ch. "Espoir Sablais"—Les Sables d'Olonne<br>28,96 7,01<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 8Cy. 160 × 185<br>Const. Elec. & Mec. Alsthom Belfort |
| **6826119**<br>HZQG<br>SA634<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL BATTAL**<br>ex Scotsman-81<br>ex Jaramac 42-73<br>ex E. Bronson Ingram-72<br>**Arabian Bulk Trade Ltd.**<br>Dammam Saudi Arabia | **368**<br>11<br>287 | **✠100A1**<br>tug<br>**✠LMC** | SS 6/79<br>EL (f) $1\frac{1}{8}$"U1<br>FN 485 | **1969**-1 Cochrane & Sons Ltd.—Selby (1520)<br>38,92 10,01 4,388<br>34,14 9,45 4,73<br>B & F 20,2<br>rf 762<br>4BH WB148t incl. DTf38t | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 8Cy. 318 × 368 sr reverse geared to sc. shafts<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 240kW 2 × 130kW 440V 60Hz a.c. |
| **7015262**<br>SURB<br>1433<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AL BATTANI**<br>ex Birte Andrea-77 ex Andrea-77<br>Launched as Birte-Andrea<br>**Pan-Arab Shipping Co.**<br>Alexandria Egypt | **3 245**<br>1 907<br>4 543 | | GL | **1970** J. J. Sietas K.G. Schiffswerft —Hamburg (612)<br>100,59(BB) 6,751<br>90,33 15,21 8,31<br>P 22,3 B 16,2 F 13,2 2 dks | **M General Cargo** CSD<br>Portable guides<br>2 Ho 31,4 31,0 ER<br>G.6 612 B.6 292<br>TEU 180 C. 180/20'<br>4 Ha (stl) (12,5 × 7,6) (12,5 12,5 12,5 × 10,3) ER | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 174kW 380V 50Hz a.c.<br>Fuel (hvf) 15kn |
| **7401198**<br>HZIF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL BERRY**<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Jeddah Saudi Arabia | **48 920**<br>32 794<br>61 803 | | BV | **1979** Chantiers de l'Atlantique—St. Nazaire (I26)<br>222,10(BB) 36,56 13,520<br>215,42 36,50 22,26<br>F - 1 dk | **TM Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind rectangular horizontal ER<br>L.(gas) 77 170 HeCls. B | 2 Vee Oil 4SA each 12Cy. 480 × 520 reduction geared to sc. shaft<br>22 800bhp (16 771kW) Pielstick<br>Alsthom-Atlantique St. Nazaire<br>Gen 4 × 1000kW 1 × 150kW 450V 60Hz a.c.<br>Fuel 638,5t (d.o.) 3 895,5t (hvf)-75,0pd<br>19,5kn |
| **7401203**<br>9KST<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL BIDA**<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Kuwait Kuwait | **48 920**<br>32 762<br>61 401 | | BV | **1979** Chantiers de l'Atlantique—St. Nazaire (J26)<br>227,90(BB) 36,56 13,501<br>214,99 36,50 22,26<br>F - 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind rectangular horizontal ER<br>L.(gas) 76 929 HeCls. B | 2 Vee Oil 4SA each 12Cy. 480 × 520 reduction geared to sc. shaft<br>22 800bhp (16 771kW) Pielstick<br>Alsthom-Atlantique St. Nazaire<br>Gen 4 × 1000kW 1 × 150kW 450V 60Hz a.c.<br>Fuel 638,5t (d.o.) 3 895,5t (hvf)-75,0pd<br>19,5kn |
| **7304649**<br>5LFI<br>4451<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL BILAD**<br>ex Mobil Petroleum-80<br>**Brilliant Transport Co.**<br>Monrovia Liberia | **107 624**<br>89 828<br>215 205 | | AB | **1973** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (218)<br>325,99(BB) 48,24 19,327<br>313,01 48,19 25,51<br>F 21,7 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>Mchy.aft<br>15 Ta<br>L.(oil) 261 699 HeCls. B | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1120kW 450V 60Hz a.c.<br>Fuel 8 949,5t (hvf)-132,0pd 15,75kn |
| **7037765**<br>SUSI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL BIRUNI**<br>ex Atlan Zafiro<br>**Pan-Arab Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**835**<br>439<br>—<br>**1 414**<br>893<br>2 096 | **✠100A1**<br>**✠LMC** | SS 3/80<br>EL M $1\frac{1}{4}$"U2<br>FN 1303 | **1970**-12 Soc. Met. Duro Felguera—Gijon (61)<br>77,40 (BB) 12,22 —/5,315<br>70,01 12,20 6,41<br>Ba 13,5 F 8,3 1 dk 2nd dk in holds<br>rf nil<br>5BH WB478t | **M General Cargo**<br>Ref<br>3 Ho 10,5 33,7 11,2 3 TwD 10,5 33,7 11,2 ER<br>G.1 985 In.862<br>3 Ha (stl) ER | Oil 2SA 6Cy. 400 × 580<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 132kW 380V 50Hz a.c.<br>15kn |
| **5388677**<br>SUJZ<br>1049<br>Df Esd<br>Gc Rdr<br>RT | **AL BOROLLOS**<br>ex Wevan-66 ex Lysaker-55<br>**Egyptian General Organization for Marine Transport**<br>Alexandria Egypt | **1 983**<br>926<br>2 774 | | (AB) | **1954** Tangen Verft—Kragero (1)<br>83,90 12,55 5,462<br>78,01 12,50 6,08<br>P 19,6 B 8,0 F 8,0 1 dk<br>rf 76 | **M Tanker**<br>16 Ta ER | Oil 2SA 5Cy. 500 × 700<br>1 600bhp (1 177kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 65kW<br>Fuel 259,0t |
| **7048879**<br>WF6250<br>267678 | **AL CUBBAGE**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **192**<br>130<br>— | | | **1954** Burton Construction & SB. Corp. —Port Arthur, Tx (195)<br>*43,13* 7,98<br>2,11 | **M Fishing** | Oil<br>1 120bhp (824kW)<br>.............<br>Fuel (d.o.) |

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| **7107869**<br>HZDQ<br>116/97<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL DAMMAM I**<br>ex Lumen-77<br>**Al Dammam Navigation Co. Ltd.**<br>Varnima Corp. International S.A.<br>Jeddah Saudi Arabia | **14 938**<br>9 557<br>25 001 | **✠100A1** SS 4/81<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 5973 | **1971**-11 Eriksbergs M/V A/B—Goteborg (652)<br>169,65(BB) 24,82 9,551<br>160,26 24,77 12,50<br>P 29,3 F 15,0 1 dk<br>rf 51<br>17BH WB706t | **M Tanker**<br>33 Ta ER<br>L.(oil) 33 309 HeCls. B<br>Der 1(6) 4(5) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>10 080bhp (7 414kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) & rcv 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 1500kW 2 × 420kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 473,5t (hvf)-30,0pd 14,75kn |
| **6422121**<br>A6E2078<br>Df Esd<br>Rdr RTm | **AL DHAID STAR**<br>ex Sierra Estrella-80<br>**Gulf Reefer Traders Shipping (Sharjah) Ltd.**<br>Sharjah United Arab Emirates | **763**<br>475<br>900 | **✠100A1** SS 7/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL j 1$\frac{1}{16}$"SQ<br>FN 757 | **1965**-2 Soc. Espanola de Const. Nav. —Bilbao (106)<br>56,24 9,53 4,211<br>50,91 9,50 5,36<br>P 12,2 F 8,6 2 dks<br>rf nil<br>5BH WB257t incl. DTf49t | **M General Cargo**<br>Ref<br>3 Ho ER<br>B.1 220 In.1 162<br>3 Ha (3,2 3,2 × 4,6) (2,9 × 2,9) ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 72,5kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **8127608** | **AL DIRIYAH No. 1**<br>**Saudi Fisheries Co.**<br>Dammam Saudi Arabia | **186**<br>110<br>91 | | **1982** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (205)<br>24,46 7,52 3,401<br>22,36 7,42 3,74<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-fishing Ref.<br>1 Ho ER<br>In.125<br>1 Ha ER | Vee Oil 4SA 12Cy. 159 × 203 with flexible couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-2,5pd 11kn |
| **8127610** | **AL DIRIYAH No. 2**<br>**Saudi Fisheries Co.**<br>Dammam Saudi Arabia | **186**<br>110<br>91 | | **1982** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (206)<br>24,46 7,52 3,401<br>22,36 7,42 3,74<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-fishing<br>1 Ho ER<br>In.125<br>1 Ha ER | Vee Oil 4SA 12Cy. 159 × 203 with flexible couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-2,5pd 11kn |
| **8127622** | **AL DIRIYAH No. 3**<br>**Saudi Fisheries Co.**<br>Dammam Saudi Arabia | **186**<br>110<br>91 | | **1982** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (207)<br>24,46 7,52 3,401<br>22,36 7,43 3,74<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-fishing Ref.<br>1 Ho ER<br>In.125<br>1 Ha (stl) ER | Vee Oil 4SA 12Cy. 159 × 203 with flexible couplings & sr geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-2,5pd 11kn |
| **8127634** | **AL DIRIYAH No. 4**<br>**Saudi Fisheries Co.**<br>Dammam Saudi Arabia | **186**<br>110<br>91 | | **1982** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (208)<br>24,46 7,52 3,401<br>22,36 7,43 3,74<br>1 dk | **M Fishing**<br>Stern Trawler Side Trawler Beam-fishing Ref.<br>1 Ho ER<br>In.125<br>1 Ha (stl) ER | Vee Oil 4SA 12Cy. 159 × 203 with flexible couplings & sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-2,5pd 11kn |
| **7048893**<br>WX7275<br>502907 | **AL DOT 2**<br>**Al Dot Inc.**<br>Houma, La United States of America | **105**<br>71<br>— | | **1966** Bishop SB. Corp.—Aransas Pass, Tx<br>*19,91* 6,10<br>3,41 | **M Fishing** | Oil<br>360bhp (265kW)<br>.............<br>Fuel (d.o.) |
| **7717456**<br>SURM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL ESRAA**<br>**Federal Arab Maritime Co. (FAMCO)**<br>Alexandria Egypt | T.Mk<br>**3 876**<br>1 633<br>4 935<br>**5 366**<br>2 848<br>6 340 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL W 495,0/52,0U2<br>FN 3057 | **1978**-7 Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/10)<br>123,93(BB) 17,05 7,335<br>114,00 17,00 9,81<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd<br>SF 6BH WB862T incl. Topside tanks in No. 1 hold 92T | **M General Cargo**<br>Ref 8bth P<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 328 B.7 471 In.966<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15,75kn |
| **7118193**<br>HZME<br>217/400<br>Pfd<br>RTm/h/v | **AL FADHILI**<br>ex Bunker Antigua-80<br>**Al Fadhili Navigation Co. Ltd.**<br>Jeddah Saudi Arabia | **3 691**<br>2 989<br>6 401 | AB | **1971** Todd Shipyards Corp. (Houston Div.) —Houston, Tx (581)<br>92,51 18,34 5,550<br>90,02 18,29 7,17<br>F 6,4 1 dk<br>rf nil | **TM Tank Barge**<br>Bunkering Vessel<br>10 Ta ER | 2 Vee Oil 4SA each 8Cy. 137 × 165<br>960bhp (706kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 208V 60Hz a.c.<br>Fuel 104,0t (d.o.) 7kn |
| **5015359**<br>Df Esd<br>Gc Rdr | **AL FAHD**<br>ex Greenville-82<br>ex Amstelhoek-73<br>**Ahmed Abdul Qawi Bamaodah**<br>Jeddah Saudi Arabia | T.Mk<br>**6 929**<br>4 009<br>12 283<br>**9 451**<br>5 835<br>14 041 | **✠100A1** SS 9/78<br>**✠LMC**<br>EL et 2$\frac{1}{4}$"SQ<br>FN 4470 | **1960**-4 C. v.d. Giessen—Krimpen a/d Ijssel (800)<br>155,12 19,44 8,306/9,056<br>142,35 19,36 12,04<br>P 7,7 F 14,7 2 dks<br>rf nil<br>7BH to U dk 1 to 2nd dk WB2072t incl. DTmf1302t | **M General Cargo**<br>5 Ho 24,5 22,9 13,7 8,5DT ER 21,1 23,0<br>G.20 715 B.19 433<br>5 Ha (each 13,0 × 8,0)<br>12W Der 12(3-5) | Oil 2SA 6Cy. 720 × 1250<br>5 400bhp (3 972kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>AuxB (ex.g) 114lbf/in$^2$ (7,9bar)<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 1 292,5t (hvf) 13kn |
| **7001297**<br>Df Esd<br>Gc Rdr<br>RTm/v | **AL FAIRUZ**<br>ex Cat Fish-78<br>**Al Fairuz Trading & Contracting Co.**<br>Oman | **348**<br>178<br>417 | (BV) | **1969** Ch. & At. de la Perriere—Lorient (359)<br>57,00 11,61<br>52,99 11,56 3,69<br>1 dk | **TM Landing Craft**<br>4P<br>Bow door/ramp<br>1 Ho ER<br>G.508<br>2W Der 2(6) | 2 Oil 4SA each 12Cy. 150 × 180<br>1 760bhp (1 295kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 2 × 110kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) 9kn |

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| 6804525<br>YIAN<br>1458<br>Df Esd<br>Gc Rdr | **AL FAO**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **300**<br>59<br>80 | ✠**100A1** SS 4/77<br>Arabian Gulf coastal service<br>✠**LMC**<br>EL (F) $\frac{13}{16}$"U2<br>FN 409<br>**SURVEYS OVERDUE** | **1968**-7 Lucchese Achile Cant. per costr. —Venezia (59)<br>41,97 7,57 2,007<br>37,09 7,55 3,46<br>1 dk<br>rf 76<br>5BH WB16t | **TM Research**<br>Survey | 2 Oil 4SA each 8Cy. 220 × 280 sr geared to sc. shafts<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 380V 50Hz a.c.<br>2 Controllable pitch propellers |
| 8000123<br>CNCO | **AL FARABI**<br>**Maroc Phosphor Ocean (MARPHOCEAN)**<br>Casablanca Morocco | **14 775**<br>9 274<br>23 953 | BV (Class cont.) | **1982** Soc. Ind. et Fin. des Ch. de France-Dunkerque—Dunkerque (314)<br>172,19 24,85 9,751<br>163,00 24,81 13,52<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.27 632 | Oil 2SA 5Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Thw. thrust Contr. pitch propeller fwd |
| 5202122<br>ODNT<br>B2737<br>Df Esd<br>Gc Rdr | **AL FARES**<br>ex Lago General Carrera-73<br>**Raschid Fares Enterprises**<br>Beirut Lebanon | **1 259**<br>498<br>2 100 | BV | **1960** At. Duchesne & Bossiere S.A.—Le Havre (130)<br>93,20 12,22 3,960<br>87,00 12,20 4,02<br>2 dks<br>conv General Cargo 73 | **TM Livestock Carrier** CSD<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 160 × 180<br>2 050bhp (1 508kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13kn |
| 7227621<br>A7EC<br>Df Esd<br>Gc Rdr<br>RT | **AL FARWANIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Doha Qatar | **9 859**<br>4 957<br>13 717 | **100A1** SS 10/77<br>Ice Class 3<br>**LMC**<br>EL B† $2\frac{7}{16}$"SQ<br>FN 4638 | **1972** Kherson Shipyard—Kherson (1337)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3525t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>Gen 3 × 300kW 400V a.c.<br>17,5kn |
| 5040940<br>Df Esd<br>Gc Rdr<br>RTm/v | **AL FARY**<br>ex Dynamic 1-82<br>ex Olympios Apollon-79<br>ex Ambelos-78 ex Bengazi-68<br>**Rasool International Navigation Establishment**<br>Dubai United Arab Emirates | **2 191**<br>1 124<br>3 861 | NV | **1947** Oresundsvarvet A/B—Landskrona (89)<br>106,69 14,36 5,868<br>100,84 14,30 6,05<br>F 22,6 1 dk & S dk<br>rf 152 | **M General Cargo** OSD 4P<br>Ice strengthened<br>3 Ho 11,5 26,6 31,5 2 TwD 26,6 31,5<br>G.7 136 B.6 456<br>5 Ha (8,2 × 5,7) (8,2 8,2 × 6,4) ER (8,2 8,2 × 6,4)<br>10W Der 1(25) 10(3-5) | Oil 2SA 8Cy. 520 × 900<br>3 000bhp (2 207kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 114kW 2 × 110kW 220V d.c.<br>Fuel 474,5t (d.o.) 14,5kn |
| 5322673<br>RT | **AL FATEH**<br>ex Shibam-67 ex Mersa Matruh-56<br>ex Isle of Mahe-53<br>ex Mersamatruh-50<br>ex Empire Seaflower-46<br>**Mohsin Esmail Aldarazy & Brothers**<br>Bahrain Bahrain | **522**<br>308<br>391 | (BV)<br>*Classed BC until 1/60 | **1945**-11 Goole SB. & Repairing Co. Ltd. —Goole (446)<br>45,17 8,26 2,902<br>42,78 8,23 5,49<br>1 dk & S dk | **M General Cargo** OSD<br>Mchy.aft<br>G.851 B.782<br>2W Der 1(1,5) | Oil 2SA 4Cy. 250 × 420<br>British Polar Engines Ltd. Glasgow<br>Fuel 41,5t 8kn |
| 5119076<br>SURE<br>319/81<br>Df Esd<br>Rdr RT | **AL FATEMAH**<br>ex Elata-82 ex Copetank-80<br>ex Tankmar-76 ex Tanus-69<br>ex Framnas-67<br>**Pyramids Navigation Co.**<br>Suez Egypt | **1 277**<br>711<br>1 798 | ✠**100A1** SS 6/81<br>oil tanker<br>Str. nav. ice<br>✠**LMC**<br>EL p $1\frac{1}{2}$"SQ<br>FN 1213 | **1949**-10 Lindholmens Varv. A/B —Goteborg (1010)<br>83,24 10,70 4,655<br>76,84 10,67 5,11<br>P 20,5 F 9,8 1 dk<br>BK 102 len 63<br>10BH WB277t incl. DTf83t | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 464 HeCls. BC | Oil 2SA 6Cy. 360 × 600<br>900bhp (662kW)<br>Karlstads M/V Kristinehamn<br>AuxB 150lbf/in² (10,4bar)<br>Fuel 146,5t (d.o.)-4,0pd 12kn |
| 7426538<br>Rdr RT | **AL FATK**<br>**Public Corporation for Fish Wealth**<br>Aden People's Dem. Rep. of Yemen | **147**<br>51<br>— | | **1975** Minami-Nippon Zosen K.K.—Kushikino (233)<br>28,73 6,51 2,899<br>24,49<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 180 × 230<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 7610373<br>9KGS<br>KT1351<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL FUJAIRAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | T.Mk<br>**11 144**<br>6 011<br>18 278<br>**15 446**<br>9 209<br>23 618 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL F† 577,5/66,0U2<br>FN 6313 | **1978**-4 Hyundai SB. & Heavy Industry —Ulsan (2372)<br>175,32(BB) 23,42 10,391<br>168,10 23,35 14,20<br>P 34,8 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6545T incl. DTf955T, STs in No. 2 & 3 holds 1866T, Topside tanks in No. 2, 3 & 4 tween decks 895T | **M General Cargo**<br>Str hvy. cargoes<br>5 Ho 16,0 DTp&s 25,9 27,1 27,1 28,0 ER<br>G.30 923 B.28 836<br>TEU 252 C. 252/20'<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 400V 60Hz a.c.<br>16kn |
| 6722179<br>317/80<br>Esd Rdr<br>RTv | **AL GAFFAY**<br>**Abu Dhabi Marine Operating Co. (ADMA-OPCO)**<br>Abu Dhabi United Arab Emirates | **368**<br>0<br>— | ✠**100A1** CS 1/78<br>tug<br>✠**LMC**<br>EL (f) $1\frac{1}{4}$"SQ<br>FN 511 | **1968**-2 Charles D. Holmes & Co. Ltd. —Beverley (1007)<br>40,67 10,11 3,772<br>36,58 9,61 4,35<br>B 13,2<br>rf 457 BK 38<br>3BH WB55t | **M Tug** | Oil 4SA 9Cy. 318 × 368 reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 75kW 1 × 15kW 220V d.c.<br>Fuel 87,5t (d.o.) 11,5kn |
| 7640512<br>HNGF | **AL GARRAF**<br>**Government of The Republic of Iraq (Iraqi Fishery Board)**<br>Iraq | **340**<br>—<br>— | | **1976** .............U.S.S.R.<br>58,83 9,81 5,001<br>... ... ... | **M Fishing** | Oil<br>............. |
| 6416495<br>A6E2013<br>Df Rdr<br>RTm | **AL GATTARAH**<br>ex Ilaria Montanari-77<br>ex Carlopia I-70<br>**Abu Dhabi National Oil Co. (ADNOC)**<br>Sharjah United Arab Emirates | **786**<br>531<br>1 166 | AB (RI) | **1964** Cant. Nav. Soc. Nettuno—Reggio nell Amelia (14 /B)<br>68,92 9,53 2,871<br>64,75 9,50 3,41<br>F 4,6 1 dk<br>RW rf nil | **TM Tanker**<br>10 Ta ER<br>L.(oil) 1 598 | 2 Oil 2SA each 5Cy. 230 × 400<br>700bhp (515kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 40kW 2 × 20kW a.c.<br>Fuel (d.o.) 7kn |

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| **5368275**<br>9KGL<br>Df Esd<br>Gc RTm | **AL GHADEER**<br>ex Bashco 2-82 ex Sylvia-79<br>ex Trias Trader-77<br>**Faisal Hamoud Ali Hussein Bash**<br>Kuwait Kuwait | **350**<br>171<br>437 | | BV | **1957** J. H. Bodewes Schps. "Hoornsediep" —Wirdum<br>43,36 7,29 2,998<br>41,51 7,19 3,23<br>1 dk | **M General Cargo** 2P<br>1 Ho 27,6 ER<br>G.634 B.589<br>2 Ha (10,5 7,4 × 4,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>330bhp (243kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel 18,5t (d.o.) 10kn |
| **7713993**<br>A7D5011<br>010/78<br>Esd Rdr<br>RT | **AL GHARIAH**<br>**Industrial Development Technical Centre**<br>Doha Qatar | **303**<br>0<br>142 | **✠100A1**<br>tug<br>**✠LMC** | SS 4/82<br>EL H 302,5/26,0U2<br>FN 446 | **1978**-3 Kanagawa Zosen—Kobe (182)<br>34,02 10,44 4,426 (incl.skeg)<br>33,00 10,00 3,51<br>1 dk<br>rf 279 BK 25<br>6BH WB40T incl. DTa13T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 72kW 1 × 52kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 63,0t (d.o.) 11,5kn |
| **7600275**<br>CNCW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL GHASSANI**<br>**Maroc Phosphor Ocean (MARPHOCEAN)**<br>Casablanca Morocco | **4 058**<br>2 275<br>5 396 | | BV | **1977** Kleven M/V A/S—Ulsteinvik (29)<br>102,06 16,54 7,511<br>93,17 16,50 9,45<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>5 Ta ER<br>L.(gas) 4 100 | Oil 4SA 6Cy. 450 × 550<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 4 × 1416kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>16kn |
| **6810043**<br>GYNE<br>335629<br>Esd Pfd<br>Rdr RT | **AL GHAZAL**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>London United Kingdom | **653**<br>389<br>1 290 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 11/80<br>EL j 1"U2<br>FN 868 | **1968**-4 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (356)<br>68,18 10,27 3,842<br>61,17 10,01 4,17<br>P 16,8 F 11,9 1 dk<br>rf 102<br>9BH WB104t incl. DTf58t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 537 | Oil 4SA 8Cy. 320 × 430<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 27kW 1 × 20kW 380V 50Hz a.c. |
| **5217165**<br>ATQK<br>1587<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL GILANI**<br>ex C. Ranee-76 ex Magnolia-74<br>**Allanasons Pte. Ltd.**<br>Bombay india | **2 359**<br>1 122<br>2 550 | | BV | **1963** Aarhus Flydedok og Maskinkp. A/S —Aarhus (118)<br>101,73 15,17 5,855<br>98,02 15,10 6,30<br>2 dks & S dk<br>rf 102 | **M General Cargo** OSD<br>Ref. 4P<br>Ice strengthened<br>5 Ho 12,5 14,0 15,0 13,0 14,0<br>In.3 865<br>5 Ha (5,7 7,9 6,7 5,7 5,7 × 4,8)<br>10W Der 1(20) 1(10) 10(5) | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 2 × 425kW 1 × 215kW 440V 60Hz a.c.<br>Fuel (d.o.) 15kn |
| **6715671**<br>HZRD<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AL HADA 2**<br>ex Tatsuno Maru-82<br>**Red Sea Saudi Maritime Co. Ltd.**<br>Dammam Saudi Arabia | **31 035**<br>20 039<br>38 628 | | NK | **1967** Mitsubishi Heavy Industries Ltd. —Yokohama (889)<br>202,11 30,05 11,812<br>190,02 30,00 19,89<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>8 Ta (stl) ind prismatic horizontal ER<br>L.(gas) 50 670 HeCls. B | Oil 2SA 6Cy. 850 × 1600<br>14 400bhp (10 592kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 206,5t (d.o.) 2 072,5t (hvf)-45,5pd<br>15,5kn |
| **6503183**<br>ODDO<br>B4044<br>Rdr RT | **AL HADI**<br>ex Master Amin-79<br>ex Tennichi Maru No. 2-78<br>**East Mediterranean Navigation**<br>Beirut Lebanon | **1 183**<br>598<br>1 770 | | NK | **1964** Kishigami Zosen K.K.—Akitsu (280)<br>73,23 11,56 5,623<br>67,01 11,51 5,74<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 697 B.3 443<br>2 Ha (9,8 22,7 × 8,0) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 470 × 680<br>1 800bhp (1 324kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 60kW 225V a.c.<br>Fuel 119,0t-6,0pd 13,5kn |
| **7717468**<br>SUQQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL HAMRAA**<br>**Federal Arab Maritime Co. (FAMCO)**<br>Alexandria Egypt | T.Mk<br>**3 876**<br>1 633<br>4 935<br>**5 366**<br>2 848<br>6 335 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC** | **UMS**<br>EL (W) 520,1/52,0U2<br>FN 3057 | **1978**-10 Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/11)<br>123,91(BB) 17,05 —/7,335<br>114,00 17,00 9,81<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd<br>SF 6BH WB862T incl. Topside tanks in No. 1 hold 92T | **M General Cargo**<br>Ref 8bth P<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 328 B.7 471 In.966<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>AuxB (ex.g) 5kgf/cm² (4,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd<br>15,75kn |
| **5178125**<br>9KKQ<br>KT1434<br>Df Esd<br>Gc Rdr<br>RTv | **AL HANA**<br>ex Express-80<br>ex Hamburg Express-80<br>ex Kaaplan-78<br>ex S. A. Kaapland-78<br>ex Kaapland-73<br>**Asia Marine Services Co. WLL**<br>Kuwait | **8 547**<br>4 995<br>13 760 | | AB | **1960** Flensburger Schiffsbau-Ges. —Flensburg (589)<br>167,37(BB) 19,69 9,081<br>155,61 19,61 11,92<br>B 28,1 F 35,1 2 dks, 3rd dk except in Nos. 5 & 6 holds<br>RW rf 102 DK len 70 | **M General Cargo**<br>Ref 12P<br>6 Ho 17,2 22,7 17,5 21,3 ER 21,3 7,6<br>G.20 176 B.18 192 In.913<br>8 Ha (stl) (8,3 15,1 12,5 × 6,0) (12,7 × 6,1) ER (11,8 6,1 × 6,0) (3,0p&s × 2,2)<br>19W Der 1(40) 1(20) 1(17) 4(5-10) 6(5) 6(3-5) | Oil 2SA 8Cy. 780 × 1400<br>9 300bhp (6 841kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 204,5t (d.o.) 1 325,5t (hvf)-36,0pd<br>17,5kn |
| **7381166**<br>A8RO<br>5219<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL HARAMAIN**<br>Launched as Mobil Supplier<br>**Mobil Shipping & Transportation Co.**<br>Atlas Maritime Co. S.A.<br>Monrovia Liberia | **125 393**<br>106 552<br>281 595 | | AB | **1975** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (1017)<br>341,28(BB) 54,46 21,438<br>323,99 54,39 26,90<br>1 dk<br>rf nil | **S Tanker**<br>22 Ta ER<br>L.335 100 HeCls. B | 2 S Turb HP tr geared LP dr geared to sc. shaft<br>38 000shp (27 951kW) Stal-Laval<br>Toyo Turbine Mfg. Co. Tamashima<br>Gen 1 × 1700kW 2 × 880kW a.c.<br>Fuel 11 610,5t-177,0pd 16,25kn |
| **5146732**<br>AQVR<br>191061<br>Df Esd<br>Gc Rdr<br>RT | **AL HASAN**<br>ex Helga Schroder-65<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | **9 186**<br>6 417<br>13 915 | **100A1**<br>**LMC** | SS 10/79<br>EL Y 2⅝"SQ<br>FN 4385<br>(GL) | **1958** A.G. "Weser" Werk Seebeck —Bremerhaven (830)<br>153,70 18,67 9,297<br>142,37 18,60 12,20<br>F 13,2 2 dks<br>RW rf 152<br>7BH | **M General Cargo** CSD<br>3 Ho ER 2 Ho 5 TwD<br>G.19 255 B.17 132<br>5 Ha (10,3 14,2 11,7 × 7,3) ER (11,7 11,7 × 7,3)<br>12W Der 1(30) 1(15) 12(3-5) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 1 092,0t 15kn |
| **5008667**<br>HZAC<br>Df Esd<br>Gc Rdr<br>RTm/v | **AL HEJAZ**<br>ex Alberte le Borgne-69<br>**Saudi Lines**<br>Jeddah Saudi Arabia | **4 069**<br>2 157<br>5 791 | ✠Classed LR until 2/53 | AB (BV) | **1948**-11 Canadian Vickers Ltd.—Montreal, P.Q. (234)<br>128,17 16,82 6,751<br>124,11 16,79 7,47<br>F 11,9 2 dks & S dk<br>RW rf 152 | **M General Cargo** OSD<br>Ref 12bth P<br>6 Ho 15,3 14,7 9,8 15,3 10,8 6,7<br>G.8 382 B.7 730 In.1 784<br>6 Ha (stl) (10,2 9,9 6,1 9,1 6,8 2,2 × 5,4)<br>12W Der 1(30) 1(20) 8(6) 2(3) 2(2) | Oil 2SA 10Cy. 620 × 1150<br>5 500bhp (4 046kW) B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 3 × 225kW 220V<br>Fuel 460,5t (d.o.) 16kn |

| | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| 5127528 | **AL HIJAZI** | | T.Mk | ✠**100A1** | CS 11/80 | **1957**-4 Nordseewerke Emden—Emden | **M General Cargo** | | Oil 2SA 6Cy. 780 × 1400 | |
| HZBP | ex Gemstone-75 | | **6 129** | | | (294) | | | 6 750bhp (4 965kW) | |
| 76/96 | **Arabian Maritime Transport Co.** | | 3 325 | ✠**LMC** | | 153,42 19,00 —/9,227 | 5 Ho 18,5 21,9 12,6 21,4 15,8 | | Masch. Augsburg-Nuernberg (MAN) | |
| Df Esd | **Ltd. (AMTC)** | | — | | EL dt 2$\frac{3}{16}$"SQ | 141,10 18,90 11,97 | | | | Augsburg |
| Gc Rdr | Univan Ship Management Ltd. | | **9 125** | | FN 4356 | F 31,1 2 dks | 5 Ha (stl) (9,7 13,5 13,5 11,2 11,2 × | | WTAuxB 114lbf/in$^2$ (7,9bar) | |
| RTm | Jeddah | Saudi Arabia | 5 151 | | | rf 102 DK fwd | 7,0) | | Gen 3 440V 60Hz a.c. | |
| | | | 13 995 | | | Coll BH to U dk 6 to 2nd dk WB3141t incl. | Der 1(30) 1(15) 2(10) 12(5) | | Fuel (hvf) | |
| | | | | | | Tunnel tanks 509t DTm1438t | | | | |
| 7500724 | **AL HOCEIMA** | | **1 576** | | | **1977** Soc. Nouvelle des At. & Ch. du Havre | **TM RoRo Cargo** | | 2 Oil 4SA each 9Cy. 320 × 420 reduction | |
| CNFZ | ex Cap Camarat-81 | | 780 | | | —Le Havre (238) | Pallets | 12bth P | geared to sc. shafts | |
| | **Compagnie Morocaine de** | | 2 700 | | BV | 109,71 17,53 5,214 | Stern door/ramp | | 6 600bhp (4 855kW) | |
| Df Esd | **Navigation** | | | | | 98,86 17,52 11,10 | 1 Ho 40,6 ER 1 TwD 95,4 | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Gc Rdr | Casablanca | Morocco | | | | P 25,0 B 31,4 2 dks | G.13 433 B.12 077 | HeCls. B | Gen 3 × 440kW 380V 50Hz a.c. | |
| RTm/h/v | | | | | | rf 902 | 2 Ha (stl) ER | | 2 Controllable pitch propellers | |
| | | | | | | | | | Thw. thrust propeller fwd | |
| | | | | | | | | | Fuel 104,5t (d.o.) 380,0t (hvf)-24,5pd | 18kn |
| 6823088 | **AL HOFUF** | | **14 940** | ✠**100A1** | SS 10/78 | **1968**-10 Eriksbergs M/V A/B—Goteborg | **M Tanker** | | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr | |
| HZDT | ex Lustrous-77 | | 9 549 | oil tanker (cc) | | (624) | | | geared to sc. shaft | |
| 118/97 | **Al Hofuf Navigation Co. Ltd.** | | 24 900 | ✠**LMC** | **UMS** | 169,63(BB) 24,82 9,551 | 33 Ta ER | | 10 080bhp (7 414kW) | Pielstick |
| Df Esd | Varnima Corp. International S.A. | | | | EL Ft 2$\frac{5}{8}$"U2 | 160,26 24,77 12,50 | L.(oil) 33 298 | HeCls. B | Lindholmens Varv. A/B | Goteborg |
| Gc Pfd | Jeddah | Saudi Arabia | | | FN 5973 | P 34,5 F 15,0 1 dk | | | AuxB (o.f.) 115lbf/in$^2$ (8,0bar) | |
| Rdr | | | | | | rf 51 | | | AuxB (ex.g) & rcv 115lbf/in$^2$ (8,0bar) | |
| RTm/h/v | | | | | | 16BH WB706t | | | Gen 2 × 1500kW 2 × 364kW | |
| | | | | | | | | | 450V 60Hz a.c. | |
| | | | | | | | | | Controllable pitch propeller | |
| | | | | | | | | | Fuel 1 502,5t (hvf)-28,0pd | 14,75kn |
| 5318804 | **AL HUSSEIN B.** | | **28 206** | | | **1962** Mitsubishi Zosen K.K.—Nagasaki | **M Tanker** | | Oil 2SA 9Cy. 850 × 1600 | |
| HPVD | ex Pacific Century-76 | | 21 081 | | | (1562) | CBT | 2P | 16 500bhp (12 137kW) | |
| 8141-77 | ex Seiwa Maru-73 | | 52 332 | | NK (GL) | 224,34 30,59 11,470 | 23 Ta ER | | Mitsubishi Zosen K.K. | Nagasaki |
| Df Esd | **Evilove Compania Naviera S.A.** | | | | | 213,01 30,48 15,19 | L.(oil) 68 253 | HeCls. BC | Gen 2 × 400kW 450V 60Hz a.c. | |
| Gc Rdr | Panama | Panama | | | | P 38,8 F 22,0 1 dk | | | Fuel 2 225,5t (d.o.) 244,5t (hvf)-42,0pd | |
| RT | | | | | | rf 102 | | | | 15,5kn |
| 7031412 | **AL IDRISI** | | T.Mk | ✠**100A1** | SS 3/79 | **1970**-10 Soc. Met. Duro Felguera—Gijon | **M General Cargo** | | Oil 4SA 6Cy. 400 × 580 | |
| SUSW | ex Atlan Diamante-75 | | **835** | | | (60) | Ref | | 1 500bhp (1 103kW) | Deutz |
| | **Pan-Arab Shipping Co.** | | 439 | ✠**LMC** | | 77,40 12,22 —/5,315 | 3 Ho 10,5 33,7 11,2 3 TwD ER | | Hijos de J. Barreras S.A. | Vigo |
| Df Esd | Alexandria | Egypt | — | | EL M 1$\frac{1}{4}$"U2 | 70,01 12,20 6,41 | G.1 985 | | Gen 2 × 132kW 380V 50Hz a.c. | |
| Gc Pfd | | | **1 414** | | FN 1303 | Ba 13,5 F 8,3 1 dk, 2nd dk in holds | 3 Ha (stl) (6,7 × 4,5) (22,4 6,7 × 6,7) | | | 15kn |
| Rdr RT | | | 893 | | | rf nil | ER | | | |
| | | | 2 095 | | | 5BH WB478t | | | | |
| 7365332 | **AL IDRISSI** | | **51 546** | | BV RI | **1976**-7 Cantieri Navali Riuniti S.p.A. | **M Tanker** | | Oil 2SA 8Cy. 900 × 1600 | |
| CNCV | | | 29 979 | | | —Ancona (279) | | | 23 200bhp (17 065kW) | Fiat |
| | **Petromar S.A.** | | 91 942 | ✠Classed LR until | | 257,00 37,88 13,845 | 13 Ta ER | | Cantieri Navali Riuniti | Ancona |
| Df Esd | Compagnie Marocaine de | | | 9/3/79 | | 244,30 37,80 18,27 | L.(oil) 111 246 | | Gen 1 × 1150kW 2 × 750kW | |
| Gc Pfd | Navigation (COMANAV) | | | | | P 8,9 F 18,6 1 dk | | | 440V 60Hz a.c. | |
| Rdr RT | Casablanca | Morocco | | | | rf nil | | | Controllable pitch propeller | |
| | | | | | | | | | Fuel 319,0t (d.o.) 3 954,5t (hvf) | 16kn |
| 7628734 | **AL JABEER II** | | **198** | | | **1977** Asia Pacific Shpyd (Pte) Ltd. | **TM Landing Craft** | | 2 Oil 4SA each 4Cy. 121 × 152 reverse | |
| | ex Falcon Gulf-80 ex Able Gulf-78 | | 123 | | | —Singapore (309) | | | reduction geared to sc. shafts | |
| 306/80 | **Al-Jaber Establishment** | | 350 | | AB | ... ... ... | Bow ramp | | 250bhp (184kW) | |
| | Abu Dhabi | United Arab Emirates | | | | 36,58 9,15 2,47 | | | Caterpillar Tractor Co. | Peoria, Illinois |
| | | | | | | 1 dk | | | | |
| 7501156 | **AL JABER II** | | **284** | | | **1975** Sing Koon Seng Ltd.—Singapore | **TM Tanker/Landing Craft** | | 2 Oil 4SA each 6Cy. 137 × 165 | |
| A6E2103 | ex Bintang Asia-81 | | 148 | | | (261) | | | 730bhp (537kW) | |
| 604/81 | ex Black Gold-80 | | 352 | | AB | 38,99 1,499 | Bow ramp | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | ex Muara Berau-76 | | | | | 36,99 10,00 4,68 | 9 Ta ER | | Gen 2 × 25kW a.c. | |
| RT | **Al-Jaber Establishment** | | | | | P 7,7 1 dk | | | Fuel 36,5t (d.o.) | 10kn |
| | Abu Dhabi | United Arab Emirates | | | | rf 127 | | | | |
| 8117756 | **AL JABER III** | | **996** | | | **1982** Santan Slipway & Eng. Co. (Pte.) Ltd. | **TM Tanker** | | 2 Vee Oil 4SA each 8Cy. 159 × 203 | |
| A6E2103 | | | 533 | | | —Singapore (8129) | Bitumen | | reverse reduction geared to sc. shafts | |
| | **Al-Jaber Establishment** | | 1 252 | AB (Class cont.) | | 58,50 3,177 | Mchy.aft | | 1 130bhp (831kW) | |
| | Abu Dhabi | United Arab Emirates | | | | 54,74 14,01 4,22 | | | Caterpillar Tractor Co. | Peoria, Illinois |
| | | | | | | 1 dk | | | | |
| 8218196 | **AL JABER IV** | | **825** | | | **1982** Santan Slipway & Eng. Co. (Pte.) Ltd. | **TM Landing Craft** | | 2 Oil | |
| | | | — | | | —Singapore (8238) | | | 1 130bhp (831kW) | |
| | **Al Jaber Co.** | | 1 200 | AB (Class cont.) | | ... ... ... | | | ............. | |
| | | United Arab Emirates | | | | 61,02 14,01 4,22 | | | | |
| 8218201 | **AL JABER V** | | **355** | | | **1982** Santan Slipway & Eng. Co. (Pte.) Ltd. | **TM Landing Craft** | | 2 Oil | |
| | | | — | | | —Singapore (8239) | | | 730bhp (537kW) | |
| | **Al Jaber Co.** | | 500 | AB (Class cont.) | | ... ... ... | | | ............. | |
| | | United Arab Emirates | | | | 43,01 12,01 3,03 | | | | |
| 5281063 | **AL JAHRA** | | **332** | | | **1959** D. Polycarpos—Beirut | **M General Cargo** | | Oil 4SA 6Cy. 250 × 350 | |
| | ex Poldim-64 | | 164 | | | 7,45 2,858 | | | 245bhp (180kW) | |
| KT1008 | Launched as Alsagar | | 500 | | (AB) | 38,31 7,41 3,10 | 1 Ho ER | | Motorenw. Mannheim A.G. (MWM) | |
| | **Abdulla Hamad Al Sagar &** | | | | | F 5,2 1 dk | | | | Mannheim |
| | **Brothers** | | | | | rf 76 | 2 Ha ER | | Gen 1 × 45kW | |
| | Kuwait | Kuwait | | | | | | | Fuel 57,0t | |
| 7907910 | **AL JAHRA** | | **200** | | | **1979** Vosper (Singapore) Pte. Ltd. | **TM Landing Craft** | | 2 Oil 4SA each 8Cy. 130 × 152 reverse | |
| | | | — | | | —Singapore (1022) | | | reduction geared to sc. shafts | |
| | **Government of The State of** | | 400 | | | 32,42 2,001 | | | 340bhp (250kW) | |
| | **Kuwait (Ministry of Interior)** | | | | | 27,01 7,51 2,52 | | | Rolls-Royce Motors Ltd. | Shrewsbury |
| | | Kuwait | | | | 1 dk | | | | |

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| 7128538<br>RT | **AL JALAA**<br>**Government of The Arab Republic of Syria (Ministry of Public Works)**<br>Tartus Syria | **157**<br>45<br>— | ✠Classed LR until 9/73 | **1971**-12 Obuda Shipyard—Budapest<br>28,12 7,35 3,328<br>25,25 7,00 3,51<br>RAD 2,8 RFD 3,7 1 dk<br>rf 483 BK 64 | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 25kW 220V d.c.<br>Controllable pitch propeller |
| 5268918<br>ODNT<br>Df Esd<br>Gc Rdr<br>RTm | **AL JAMAL**<br>ex Jean Dark-81 ex Nazih-79<br>ex Barakat-79 ex Palacio-77<br>**Moukahal Shipping Agency**<br>Beirut Lebanon | **1 096**<br>458<br>1 341 | **✠100A1** SS 11/79<br>Ice Class 3<br>**✠LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1412 | **1961**-11 Kroegerwerft G.m.b.H. —Rendsburg (1177)<br>75,65 12,65 4,274<br>71,96 12,60 7,01<br>Ba 14,4 F 8,9 1 dk & S dk<br>RW rf 76<br>Coll & mchy. BH to S dk 3 to 2nd dk WB415t | **M General Cargo** OSD<br>Wine<br>Steel tanks in hold & 'tween dks amids for wine<br>2 Ho each 17,6 ER<br>2 Ha (stl) (each 13,8 × 5,5) ER<br>Der 1(15) 8(5) | Oil 4SA 9Cy. 400 × 600<br>2 050bhp (1 508kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 100kW 220V d.c.<br>Fuel (d.o.) |
| 7341087<br>HZVF<br>SA1108<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL JAZIRAH**<br>ex Nordic Clansman-82<br>(Aft section)<br>Launched as Naess Scotsman<br>**Amar Line Maritime Co. Ltd.**<br>Shipping Management S.A.M.<br>Jeddah Saudi Arabia | **138 702**<br>105 202<br>268 235 | **✠100A1** SS 6/82<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL D* 4$\frac{1}{2}$"U3<br>FN 25853 | **1974**-5 Lithgows Ltd.—Port Glasgow (1183)<br>344,43(BB) 51,90 20,765<br>330,01 51,82 26,52<br>1 dk<br>rf nil<br>9BH WB42190T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>24 Ta ER | 2 S Turb geared to sc. shaft<br>32 450shp (23 869kW)<br>Harland and Wolff Ltd. Belfast<br>2 WTB 75kgf/cm$^2$ (73,6bar) Spt 515,6°C 67,6kgf/cm$^2$ (66,3bar) hs2333,7<br>sg 14,7kgf/cm$^2$ (14,5bar)<br>Gen 1 × 1200kW 2 × 680kW 440V 60Hz a.c.<br>Fuel (o.f.) 15,5kn |
| 7713981<br>A7D5010<br>009/78<br>Esd Rdr<br>RT | **AL JUMAILIAH**<br>**Industrial Development Technical Centre**<br>Doha Qatar | **303**<br>0<br>142 | **✠100A1** SS 4/82<br>tug<br>**✠LMC**<br>EL I 302,5/26,0U2<br>FN 446 | **1978**-2 Kanagawa Zosen—Kobe (181)<br>34,02 10,44 4,433<br>33,00 10,00 3,51<br>1 dk<br>rf 279 BK 25<br>6BH WB40T incl. DTa13T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 72kW 1 × 52kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 63,0t (d.o.) 11,5kn |
| 6345294<br>SUZU<br>1209<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL KAHERAH**<br>ex Seahorse-75<br>ex Concordia Seahorse-75<br>ex Seahorse-72<br>ex Sunseahorse-72<br>ex Seahorse-63<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | T.Mk<br>**4 145**<br>2 212<br>6 127<br>**5 943**<br>3 347<br>8 301 | **100A1** SS 11/78<br>DTs f, m, & a. vegetable oil<br>**LMC**<br>EL W 2"U2<br>FN 3213<br>(NV) | **1961** Uddevallavarvet A/B—Uddevalla (254)<br>126,93 16,64 6,814/8,141<br>117,94 16,62 10,62<br>Ba 22,9 F 14,1 2 dks<br>rf 38<br>8BH WB2290T incl. DTf236T DTm437T DTa316T | **M General Cargo** 6P<br>3 Ho 34,7 22,5 16,7 ER<br>G.11 929 B.10 411<br>1 Ha (stl) (10,3 × 6,6) 3 Ha (w) (10,9 16,7 10,9 × 6,6) ER<br>14W Der 1(50) 4(10) 10(5) | Oil 2SA 6Cy. 760 × 1500<br>5 600bhp (4 119kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 568,0t (hvf) 16,25kn |
| 7905936<br>HNKA | **AL KAHLA**<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | T.Mk<br>**2 404**<br>993<br>1 375 | NV | **1980** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B417/215)<br>89,72<br>81,59 15,02 8,39<br>2 dks<br>rf 1097 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 380/240V 50Hz a.c.<br>Controllable pitch propeller<br>15,25kn |
| 6615429<br>HO8469<br>3750-73<br>Df Esd<br>Rdr RT | **AL KAID**<br>ex Lijnbaansgracht-73<br>**Transoceanica Reinante Navegacion S.A.**<br>Panama Panama | T.Mk<br>**533**<br>216<br>864<br>**1 132**<br>755<br>1 195 | **✠100A1** SS 9/80<br>Ice Class 2 or 3 at draughts not exceeding 3,825m & 5,014m respectively<br>**✠LMC**<br>EL n 1$\frac{5}{16}$"U2<br>FN 1137<br>**REPAIRS REQUIRED — CLASS SUSPENDED 11/7/82** | **1966**-8 N.V. Schps. Gebr. van Diepen —Waterhuizen (989)<br>72,95 10,90 3,830/5,017<br>65,84 10,80 6,46<br>Ba 10,4 F 10,4 2 dks<br>rf nil<br>3BH WB361t | **M General Cargo**<br>1 Ho 46,7 ER<br>G.2 714 B.2 478<br>2 Ha (15,5 15,5 × 5,4) ER<br>Der 2(3-5) 2(3) | Oil 4SA 8Cy. 270 × 500<br>940bhp (691kW)<br>N.V. Werkspoor Amsterdam |
| 8203426 | **AL KANTARA**<br>**The Egyptian Navigation Co.**<br>Egypt | **4 860**<br>—<br>6 900 | AB (Class cont.) | **1982** Suez Canal Authority—Port Fuad (160)<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>Sulzer Bros. Ltd. Switzerland |
| 6524113<br>HO4569<br>1139<br>6-81<br>Df Esd<br>Rdr RT | **AL KARIM**<br>ex Linda-79<br>**Yerbury Shipping Co. S.A.**<br>Saif Shipping Agencies<br>Panama Panama | **499**<br>313<br>1 016 | **✠100A1** SS 5/79<br>**✠LMC**<br>EL i 1$\frac{1}{4}$"SQ<br>FN 935 | **1965**-12 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (342)<br>60,05 10,72 3,918<br>56,24 10,51 6,10<br>F 6,1 2 dks<br>rf 102<br>Coll BH to U dk 2 to 2nd dk WB447t | **M General Cargo**<br>1 Ho 39,0 ER<br>2 Ha (each 16,1 × 8,0) ER | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln |
| 6828557<br>HZDS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AL KHAFJI**<br>ex Luminous-77<br>**Al Khafji Navigation Co. Ltd.**<br>Varnima Corp. International S.A.<br>Jeddah Saudi Arabia | **14 923**<br>9 549<br>25 000 | **✠100A1** SS 4/78<br>oil tanker ((cc))<br>**✠LMC** **UMS**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 5985 | **1968**-12 Eriksbergs M/V A/B—Goteborg (625)<br>169,63(BB) 24,82 9,551<br>160,56 24,77 12,50<br>P 29,3 F 15,0 1 dk<br>rf 51<br>16BH WB706t | **M Tanker**<br>33 Ta ER<br>L.(oil) 35 841 HeCls. B<br>Der 3(5) 1(3) 1(1,5) | 2 Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shaft<br>10 080bhp (7 414kW) Pielstick<br>Eriksbergs M/V A/B Goteborg<br>2 AuxB (1 o.f. 1 ex.g) 115lbf/in$^2$ (8,0bar) & stm rcv<br>Gen 2 × 1500kW 2 × 364kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 502,5t (hvf)-28,0pd 14,75kn |
| 5305699<br>9KGK<br>KT1271<br>Df Esd<br>Rdr<br>RTm/v | **AL KHAIRAT**<br>ex St. Clair II-77 ex St. Clair-77<br>**Meat & Foodstuffs Co. W.L.L.**<br>Kuwait Kuwait | **1 802**<br>812<br>1 047 | **✠100A1** CS 2/80<br>**✠LMC**<br>EL u 1$\frac{3}{4}$"SQ<br>FN 1907 | **1960**-6 Ailsa SB. Co. Ltd.—Troon (507)<br>90,33 15,37 5,614<br>82,30 14,94 8,23<br>B 52,2 2 dks, 3rd dk except in mchy. space<br>RW rf 305 conv Livestock Passenger/General Cargo/Ferry 77<br>Coll BH to U dk 6 to 2nd dk WB3865t | **M Livestock Carrier**<br>Ref<br>4 Ho 11,9 10,0 ER 7,4 7,0<br>3 TwD<br>In.1 500<br>2 Ha (stl) (5,3 × 5,1) (7,7 × 5,9) ER<br>1 Ha (w) (3,7 × 4,4)<br>Cr 1(5) 1(4) 1(3) | Oil 2SA 10Cy. 480 × 700<br>3 750bhp (2 758kW)<br>Sulzer Bros. Ltd. Winterthur<br>db 49lbf/in$^2$ (3,4bar)<br>Gen 4 × 105kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.)-14,0pd 15kn |

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|---|---|---|---|---|---|---|
| 6515148<br>9KEB<br>KT1178<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL KHALEEJ**<br>ex White Ocean-75<br>**Livestock Transport & Trading Co. K.S.C.**<br>Kuwait Kuwait | T.Mk<br>**7 690**<br>3 643<br>—<br>**10 067**<br>5 546 | ✠**100A1** CS 12/78<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL et 2⅜"SQ<br>FN 5156 | **1965**-11 Oresundsvarvet A/B—Landskrona (199)<br>170,64 20,15 8,783<br>160,05 20,01 12,20<br>F 10,7 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>rf 305 len 78<br>conv Ref General Cargo 75<br>7BH WB2134t incl. Tunnel tanks 796t | **M Livestock Carrier**<br>Ref<br>Hanging cargoes at upper dk also at 2nd dk when no cargo on dk over | Oil 2SA 8Cy. 760 × 1500<br>11 200bhp (8 238kW)<br>A/B Gotaverken Goteborg<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 650kW 440V 60Hz a.c.<br>Fuel 1 895,0t (hvf)-46,5pd 19,5kn |
| 7374840<br>HNKD<br>613<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL KHALIDA**<br>**Government of The Republic of Iraq (Ministry of Oil & Minerals - Administration for the Distribution of Oil Products)**<br>Basrah Iraq | **3 966**<br>2 630<br>7 155 | **100A1**<br>oil tanker<br>FP 60°C or above or molasses SG up to 1.5<br>**LMC**<br>EL T 1¾"U2<br>FN 2471<br>(NK)<br>**DELAYED IN SHATT—AL—ARAB** | **1974** Nishi Zosen K.K.—Imabari (151)<br>107,09 16,54 7,227<br>99,98 16,50 8,21<br>P 24,4 Trunk 57,3 F 10,4 1 dk<br>RW rf 152<br>10BH WB250T | **M Tanker**<br>Oil Molasses<br>10 Ta ER<br>L.(oil) 9 406 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 641,0t-13,5pd 13kn |
| 7210094<br>A9D2005<br>Esd Gc<br>Rdr RT | **AL KHALIJ**<br>ex Kyokko Maru No. 3-77<br>**International Marine Services Co. Ltd.**<br>Manama Bahrain | **199**<br>56<br>— | AB | **1972** Sanyo Zosen K.K.—Mukaishima (626)<br>29,60 8,82 2,896<br>26,01 8,79 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 2SA each 8Cy. 320 × 500<br>Fuji Seisakusho Tateyama<br>Gen 2 × 36kW 225V a.c.<br>Fuel 42,0t-12,0pd 13,5kn |
| 7907518<br>Gc RT | **AL KHATTAB**<br>**Suez Canal Authority**<br>Port Said Egypt | **2 893**<br>2 238<br>793 | ✠**100A1**<br>dredger<br>extended protected waters service<br>EL (X) 50,0/0,0U3(a)<br>FN 2211 | **1980**-7 Mitsubishi Heavy Industries Ltd.—Hiroshima (307)<br>121,49 21,24 3,879<br>84,00 21,00 5,31<br>1 dk<br>rf nil<br>5BH WB509T incl. DTsa363T | **Dredger**<br>Cutter Suction<br>pt higher tensile steel | Gen 1 × 595kW 1 × 250kW 400V 50Hz a.c. |
| 7302823<br>HZKP<br>212/400<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL KHLOOD**<br>ex Silverpelerin-80<br>**Amar Line Maritime Co. Ltd.**<br>Univan Ship Management Ltd.<br>Jeddah Saudi Arabia | **4 444**<br>2 011<br>6 720 | ✠**100A1** CS 4/78<br>chemical tanker<br>Type A centre tanks — SG not exceeding 1.85 — Type C wing tanks in association with an approved list of cargoes<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL V 1⅞"U2<br>FN 2644 | **1973**-4 Kroegerwerft G.m.b.H.—Rendsburg (1381)<br>113,14(BB) 16,72 7,408<br>103,99 16,50 8,92<br>P 30,5 F 17,1 1 dk<br>rf nil<br>8BH WB1952t incl. DTf494t | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.4 167 HeCls. B<br>Der 2(3) | Vee Oil 4SA 12Cy. 381 × 457<br>564bhp (415kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 317,0t (hvf)-16,5pd 14kn |
| 7626762<br>HP3897<br>6988-PEXT1<br>Esd Rdr RT | **AL KHUBAR 2**<br>**S.B. Offshore Granton Base Ltd.**<br>Panama Panama | **125**<br>43<br>— | AB | **1976** Imai Seisakusho—Iwagi (170)<br>7,42 2,896<br>21,01 7,41 3,31<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 160 × 200 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW a.c.<br>9kn |
| 7626774<br>HP3898<br>6985-PEXT1<br>Esd Rdr RT | **AL KHUBAR 3**<br>**S.B. Offshore Granton Base Ltd.**<br>Panama Panama | **125**<br>43<br>— | AB | **1976** Imai Seisakusho—Iwagi (171)<br>7,42 2,896<br>21,01 7,41 3,31<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 160 × 200 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW a.c.<br>9kn |
| 5093222<br>AQNH<br>317840<br>Df Esd<br>Gc Rdr | **AL KULSUM**<br>ex Dorthe Oldendorff-70<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**7 046**<br>4 015<br>12 444<br>**9 869**<br>6 105<br>15 972 | ✠**100A1** CS 3/81<br>✠**LMC**<br>EL ct 2⅜"SQ<br>FN 4814<br>(GL) | **1960**-9 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (298)<br>157,41 20,07 8,383/9,786<br>148,16 19,99 12,50<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 24,3 18,9 14,6 ER 21,9 23,7 5 TwD<br>G.22 254 B.19 917<br>5 Ha (10,6 12,9 12,9 × 7,4) ER (12,9 10,6 × 7,4)<br>Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>16,5kn |
| 7427295<br>Esd Rdr RT | **AL MAHROON**<br>ex SSA Sungei Gerong-80<br>**Ahmed Salim Al Marhoon**<br>Salalah Oman | **347**<br>166<br>— | AB | **1975** Singmarine Shipyard (Pte.) Ltd.—Singapore (001)<br>... ... ...<br>36,10 10,65 2,90<br>1 dk | **TM Landing Craft** | 2 Oil 4SA each 8Cy. 135 × 160<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz West Germany<br>8kn |
| 7036565<br>A7DV<br>Df Esd<br>Gc Rdr<br>RTm/v | **AL MANSOURA**<br>ex Pacific-80<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | T.Mk<br>**1 520**<br>1 013<br>3 881<br>**2 904**<br>1 970<br>4 650 | GL (BV) | **1971** Rolandwerft G.m.b.h.—Bremen (970)<br>102,52 14,61 5,671/6,300<br>93,27 14,51 8,01<br>2 dks | **M General Cargo**<br>2 Ho 35,3 31,5 ER<br>G.6 764 B.6 223<br>2 Ha (stl) (each 25,3 × 10,3) ER<br>4W Der 2(25) 2(5-15) | Oil 4SA 8Cy. 450 × 550 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 409,5t (hvf) 14,5kn |
| 7003532<br>HNLM<br>1090<br>Df Esd<br>Gc Rdr<br>RT | **AL MANSOURIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Basrah Iraq | **9 482**<br>5 145<br>13 656 | **100A1** SS 6/79<br>**LMC**<br>EL Bt $2\frac{7}{16}$"SQ<br>FN 4617<br>(RS) | **1969** Kherson Shipyard—Kherson (1322)<br>155,76 20,65 9,449<br>140,32 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3524t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>WTAuxB 5kgf/cm$^2$ (4,9bar)<br>(AuxB (ex.g) & htr 7kgf/cm$^2$ (6,9bar) rcv 5kgf/cm$^2$ (4,9bar))<br>Gen 3 × 300kW 400V a.c.<br>17,5kn |
| 8116673<br>Esd Rdr<br>RT | **AL MASEILA**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **90**<br>—<br>— | ✠**100A1**<br>Kuwait coastal service<br>✠**LMC**<br>EL 165,0/11,0<br>FN 151 | **1982**-3 Tough Bros. Ltd.—Teddington (100)<br>20,83 5,80<br>17,71 5,57 2,95<br>1 dk<br>rf nil<br>3BH WBnil | **TM Crewboat** | 2 Vee Oil 2SA each 12Cy. 108 × 127 with clutches & sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 32kW 415V 50Hz a.c. |

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| **8108377**<br>A7D2027<br>046/82<br>Esd Gc<br>Rdr RT | **AL MASHRAB**<br><br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **288**<br>74<br>289 | **✠100A1**<br><br>**✠LMC**<br>EL 555,0/24,0U2(a)<br>FN 394 | **1982**-2 Sing Koon Seng (Pte.) Ltd. —Singapore (583)<br>34,40 9,78 3,212<br>31,17 9,01 3,61<br>F 19,6 1 dk<br>rf 381<br>7BH WB30T | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | 2 Oil 4SA each 8Cy. 165 × 184 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 70kW 415V 50Hz a.c. |
| **5077278**<br>HZTK<br>SA1030<br>Df Esd<br>Gc Rdr | **AL MEDINA**<br>ex Kitmeer-81 ex Uganda-80<br>ex Colorado-68<br>**Amar Line Maritime Co. Ltd. & Ahmed Abdul Qawi Bamaodah**<br>Jeddah Saudi Arabia | **5 230**<br>2 927<br>9 261 | **✠100A1** CS 2/73<br>Str. nav. ice<br>**✠LMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3684 | **1958**-10 Helsingor Skibsv. og Maskinbyg. —Helsingor (339)<br>137,42 17,89 7,714<br>126,50 17,84 11,28<br>F 27,8 1 dk & S dk<br>RW rf 76<br>Coll BH to S dk 8 to 2nd dk WB2443t incl. Tunnel tanks 230t DTsm1415t | **M General Cargo** OSD<br>12P<br>6 Ho 14,0 19,5 10,9 10,5 22,4 16,0<br>G.15 914 B.14 158<br>5 Ha (7,9 11,2 12,0 9,9 8,0 × 6,4)<br>16W Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 7Cy. 620 × 1150<br>5 750bhp (4 229kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 115lbf/in$^2$ (8,0bar)<br>Gen 1 × 280kW 2 × 172kW 440V 60Hz a.c.<br>Fuel 891,0t (hvf) 15kn |
| **7407142**<br>YIMD<br><br>Df Esd<br>Gc Rdr<br>RT | **AL MERBID**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **3 588**<br>1 588<br>4 649 | <br><br>BV | **1975** IHC Verschure B.V.—Amsterdam (853)<br>90,00 6,097<br>84,00 16,40 7,40<br>1 dk | **TM Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>Twin side arms Dredging depth 27,0<br>Hopper 4468T<br>1 Ho ER<br>Hopper 3 000<br>2 sandpumps each 895kW (1200bhp) | 2 Oil 4SA each 6Cy. 450 × 550<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 316kW 380V 50Hz a.c.<br>12,5kn |
| **8129008** | **AL MOJIL**<br><br>**Blue Gulf Trading Co. WLL**<br>Kuwait | **630**<br>—<br>1 000 | <br><br>AB (Class cont.) | **1982** Mickon Marine Industries (Pte.) Ltd. —Singapore (225)<br>... ...<br>54,82 13,71 3,61<br>1 dk | **TM Landing Craft**<br>Mchy.aft | 2 Oil<br>2 080bhp (1 530kW)<br>............. |
| **8101240** | **AL MOJIL 3**<br><br>**Mohamed Al Mojil Establishment**<br>Saudi Arabia | *54*<br>—<br>— | **100A1**<br>Class Contemplated<br><br>FN 155 | **1982** Constructie & Scheepsbouw van Santen B.V.—Sliedrecht<br>20,02 1,651<br>19,26 5,11 2,90 | **TM Crewboat** | 2 Oil geared to sc. shafts<br>1 034bhp (761kW)<br>General Motors Corp. U.S.A. |
| **8128523** | **AL MOJIL 6**<br><br>**Mohamed Al Mojil Establishment**<br>Saudi Arabia | *54*<br>—<br>— | **100A1**<br>Class Contemplated<br><br>FN 155 | **1982** Constructie & Scheepsbouw van Santen B.V.—Sliedrecht (221)<br>20,02<br>19,26 5,11 2,90 | **TM Crewboat** | 2 Oil geared to sc. shafts<br><br>General Motors Corp. U.S.A. |
| **8128535** | **AL MOJIL 7**<br><br>**Mohamed Al Mojil Establishment**<br>Saudi Arabia | *54*<br>—<br>— | **100A1**<br>Class Contemplated<br><br>FN 155 | **1982** Constructie & Scheepsbouw van Santen B.V.—Sliedrecht (222)<br>20,02<br>19,26 5,11 2,90 | **TM Crewboat** | 2 Oil geared to sc. shafts<br><br>General Motors Corp. U.S.A. |
| **5042144**<br>SUWT<br>1060<br>Df Esd<br>Gc Rdr<br>RT | **AL MORGAN**<br>ex Bergesund-67<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **20 449**<br>12 203<br>35 429 | <br><br>AB | **1959** A/S Rosenberg M/V—Stavanger (172)<br>200,95 26,29 10,904<br>190,71 26,22 13,95<br>P 36,3 B 11,0 F 23,2 1 dk<br>rf 76 | **M Tanker**<br><br>33 Ta ER<br>L.(oil) 43 381 HeCls. BC | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 397kW 1 × 75kW<br>Fuel 3 292,0t-38,5pd 14kn |
| **5007637**<br>YIAS<br>11048<br>Rdr | **AL MOSUL**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **1 145**<br>392<br>1 200 | **✠100A1** SS 5/77<br><br>**✠LMC**<br>EL (n) 1$\frac{5}{8}$"<br>FN 1099 | **1958**-9 Verschure & Co's Schps. —Amsterdam (Co375)<br>67,37 13,06 3,899<br>63,20 12,50 4,88<br>1 dk<br>RW rf nil<br>4BH WB90t | **TD-E Hopper/Dredger**<br>Bottom doors<br>Hopper 1016T<br>1 Ho 36,5 ER<br>Hopper 566<br>Cr 3 | 3 Oil 4SA each 7Cy. 300 × 450 total 2 610bhp (1 920kW) driving 3 gen. each 485kW connected to 2 elec. motors each of 600shp (441kW) geared to 2 sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 1/4/80** | | | |
| **7340930**<br>9KCF<br>KT1152<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL MUBARAKIAH**<br><br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | **15 920**<br>9 455<br>23 823 | **✠100A1** SS 7/79<br>strengthened for ore cargoes<br>**✠LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6297 | **1974**-7 Govan Shipbuilders Ltd.—Govan, Glasgow (207)<br>175,32(BB) 23,42 10,402<br>167,65 23,36 14,20<br>P 34,8 F 26,3 2 dks<br>rf nil<br>7BH WB6835T incl. DTf955T STs in Nos. 3 & 4 holds 1866T Nos.2-5 TwD 1185T | **M General Cargo**<br><br>5 Ho 16,0 25,9 27,1 27,1 28,0 ER<br>G.30 923 B.28 835<br>TEU 252 C. 252/20'<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 27 920,0t (hvf) 16kn |
| **7612589**<br>9KHF<br>KT1350<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL MUHARRAQ**<br><br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | T.Mk<br>**11 227**<br>5 992<br>18 831<br>**15 387**<br>9 007<br>23 740 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL F 577,5/66,0U2<br>FN 6314 | **1978**-6 Scotstoun Marine Ltd.—Scotstoun (234)<br>175,34(BB) 23,42 —/10,396<br>168,10 23,36 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6562T incl. DTf958T, STs in No. 2-5 holds 1880T, STs in No. 2-4 tween dks 895T | **M General Cargo**<br><br>4 Ho 16,0DTp&s 25,9 27,1 27,1 28,0 ER<br>G.30 923 B.28 835<br>TEU 252 C. 252/20'<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>11 400bhp (8 385kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel-45,5pd 16kn |
| **7232767**<br><br><br>Df Esd<br>Rdr RT | **AL MUREJAH**<br>ex Eurasia-81 ex Polarfrakt-78<br>**Extravil Shipping Co. S.A.**<br>Sharjah United Arab Emirates | T.Mk<br>**297**<br>190<br>965 | <br><br>NV | **1972** Fiskerstrand Slipp & M/V —Fiskerstrand (23)<br>60,81 9,48 3,544<br>54,69 9,45 5,26<br>1 dk<br>rf 203 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.1 657<br>2 Ha (18,6 16,2 × 7,3) ER<br>2W Der 2(5) | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel 137,0t (d.o.) 11kn |

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|---|---|---|---|---|---|---|
| 5192298<br>A6E2019<br><br>Df Esd<br>RTm | **AL MUWAFFA**<br>ex A. King II-77 ex King II-76<br>ex Riet-74 ex Kon Tiki-72<br>**Obaid & Mohamed**<br>Dubai United Arab Emirates | **385**<br>202<br>460 | BV | **1956** Schpsb. Firma Hijlkema & Zonen —Martenshoek (2/62)<br>45,45 7,80 2,845<br>43,49 7,65 3,15<br>1 dk<br>R | **M General Cargo**<br>1 Ho 28,5 ER<br>G.717 B.676<br>2 Ha (each 10,8 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 24,5t (d.o.) 9kn |
| 5092266<br>SUOS<br><br>Df Esd<br>Gc Rdr<br>RT | **AL NABILA**<br>ex Dona Myrto-79<br>**Pyramids Navigation Co.**<br>Alexandria Egypt | **11 209**<br>6 607<br>17 686 | **✠100A1** SS 11/79<br>oil tanker<br>**✠LMC**<br>EL g† 2$\frac{5}{16}$"SQ<br>FN 5093 | **1955**-12 Wm. Doxford & Sons Ltd. —Pallion, Sunderland<br>164,29 21,37 9,411<br>153,93 21,19 11,89<br>P 32,7 B 9,8 F 17,7 1 dk<br>RW rf 102<br>17BH WB852t incl. DTf638t | **M Tanker**<br>27 Ta ER<br>L.(oil) 22 108 HeCls. BC | Oil 2SA 5Cy. 700 × 2320<br>6 450bhp (4 744kW)<br>Wm. Doxford & Sons Ltd. Sunderland<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Fuel 1 227,5t-23,5pd 13,75kn |
| 5196775<br><br><br>Esd RT | **AL NADA**<br>ex Kristiansand-66<br>**Said T. Khoury**<br>Beirut Lebanon | **183**<br>62<br>— | | **1960** P. Hoivolds M/V A/S—Kristiansand (21)<br>31,88 7,04<br>27,51 7,01 3,51 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 230 × 400<br>Alpha-Diesel A/S Frederikshavn |
| 7637785<br>HNUN | **AL NAHRAWAN**<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | **2 404**<br>993<br>1 375 | NV | **1979** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B417/214)<br>89,82 15,02<br>81,59 9,40<br>1 dk & S dk<br>rf 1092 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Poland<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 380/240V 50Hz a.c.<br>Controllable pitch propeller<br>15,25kn |
| 7503570<br>HNNR<br><br>Df Esd<br>Gc RT | **AL NASR**<br>**Government of The Republic of Iraq (Ministry of Oil & Minerals - Administration for the Distribution of Oil Products)**<br>Basrah Iraq | **985**<br>520<br>1 502 | **✠100A1**<br>oil tanker<br>FP 60°C & above<br>Shatt—Al—Arab river service and within 20 miles offshore<br>**✠LMC**<br>EL (K) I 1$\frac{1}{8}$"U2<br>FN 847<br>**SURVEYS OVERDUE** | **1975**-11 Yamanishi Zosen K.K.—Ishinomaki (799)<br>53,01 12,37 4,045<br>49,74 12,01 5,01<br>Trunk 30,8 RFD 8,9 1 dk<br>rf 406<br>7BH WB246T | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>db 10kgf/cm$^2$ (9,9bar)<br>Gen 2 × 60kW 225V 50Hz a.c.<br>Fuel 56,0t |
| 5221116<br><br>B4056<br>Df Esd<br>RT | **AL NASSER**<br>ex Marconi-78<br>**Mahmoud Ibrahim Dana**<br>Beirut Lebanon | **499**<br>357<br>890 | (BV) | **1961** Schpsw. "Friesland" N.V.—Lemmer (30)<br>62,08 9,05 3,258<br>55,00 9,00 3,61<br>1 dk<br>RW | **M General Cargo**<br>G.1 135 B.1 039<br>2 Ha (each 15,9 × 5,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>748bhp (550kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 43,5t (d.o.) 9kn |
| 7622493<br><br><br>Esd Gc<br>Rdr RT | **AL NEEL**<br>**Government of The Kingdom of Saudi Arabia (Coast Guard Affairs)**<br>Dammam Saudi Arabia | **118**<br>—<br>112 | BV | **1975** Werftunion G.m.b.H. & Co. Weserwerft—Minden (310)<br>28,71 2,301<br>26,45 6,51 3,00<br>1 dk | **TM Tanker**<br>Water<br>1 Ta ER<br>L.90 | 2 Oil 4SA each 6Cy. 137 × 165 reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 7521766<br>H07264<br>1082<br>8-81<br>Esd Rdr<br>RT | **AL NIMS**<br><br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services E.C.<br>Panama Panama | **466**<br>200<br>508 | **✠100A1** SS 1/81<br>Arabian Gulf, Gulf of Oman service limiting ports Ras al Hadd & Chah Bahar also coasting service to Pasni<br>**LMC**<br>EL I $\frac{13}{16}$"U1<br>FN 586 | **1976**-11 Mangala Eng. Works PVT. Ltd. —Bombay (12)<br>45,50 10,57 2,263<br>44,20 10,25 3,00<br>RFD 10,1 1 dk<br>rf nil<br>8BH WB135T | **TM RoRo Cargo/Tanker/Landing Craft**<br>Water 11bth P<br>Bow door/ramp | 2 Oil 4SA each 6Cy. 135 × 136 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 3 × 40kW 415V 50Hz a.c.<br>8,5kn |
| 5023930<br>9KFN<br>KT1322<br>Df Esd<br>RT | **AL NISER 2**<br>ex Ali 2-78 ex Dagrand-77<br>ex Frakto-73 ex Aries-66<br>**Al-Nisr Trading Co. W.W.L.**<br>Kuwait Kuwait | **489**<br>276<br>827 | ✠Classed LR until 18/4/79<br>**WRECKED 6/80** | **1951**-9 N.V. Scheeps. "Westerbroek" —Westerbroek (139)<br>54,82 8,87 3,664<br>50,22 8,82 4,22<br>P 12,2 F 7,7 1 dk<br>RW | **M General Cargo**<br>1 Ho 32,7 ER<br>G.1 045 B.971<br>2W Der 2(4) | Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW) NE made66 fitted11/76<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel 33,5t (d.o.) 10kn |
| 6717863<br>A7D2002<br>333<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AL NOUF**<br>ex Maersk Feeder-76<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **490**<br>239<br>825 | **100A1** SS 6/80<br>**LMC**<br>J 1$\frac{1}{4}$"U2<br>FN 753<br>(GL) | **1967** Rolandwerft G.m.b.h.—Bremen<br>52,74 11,36 3,404<br>50,02 11,03 4,02<br>F 20,2 1 dk<br>rf 152<br>8BH WB42T | **TM Tug/Supply Ship**<br>Deck Cargo 4P<br>8 Ta 1 Ho 10,8<br>L.627<br>1W Der 1(3) | 2 Vee Oil 4SA each 16Cy. 160 × 180 reverse reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 108kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 257,0t (d.o.)-7,0pd 13kn |
| 5007651<br>YIAW<br><br>Df Esd<br>Rdr | **AL OMARAH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **448**<br>104<br>320 | **✠100A1** SS 12/78<br>tug<br>**✠LMC**<br>EL (g)<br>FN 539<br>**SURVEYS OVERDUE** | **1961**-3 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1090)<br>42,75 10,27 3,658<br>38,10 9,81 4,32<br>F 14,7<br>rf 889 BK 140<br>4BH WB78t | **M Tug** | Oil 4SA 8Cy. 400 × 600 with flexible coupling & reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Hamburg |
| 7110957<br>9KDG<br>KT1123<br>Df Esd<br>Gc Rdr<br>RT | **AL OMARIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | **9 859**<br>4 957<br>13 717 | **100A1** SS 1/81<br>Ice Class 3<br>**LMC**<br>EL B† 2$\frac{7}{16}$"SQ<br>FN 4638 | **1971** Kherson Shipyard—Kherson (1332)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3525t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>(AuxB (ex.g) rcv & htr 7kgf/cm$^2$ (6,9bar) rcv 5kgf/cm$^2$ (4,9bar))<br>Gen 3 × 300kW 400V a.c.<br>17,5kn |

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|---|---|---|---|---|---|---|
| **5035385**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL QASEEM**<br>ex Bambara-73<br>**Saudi Lines**<br>Jeddah Saudi Arabia | **2 575**<br>1 269<br>3 244 | AB (BV) | **1958** S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly (R.306)<br>114,89 15,63 9,367<br>106,81 15,55 11,00<br>2 dks<br>RW rf nil conv Ref General Cargo 81 | **M Livestock Carrier**<br>4 Ho<br>B.52 In.5 498<br>4 Ha (stl) (6,8 6,1 5,9 5,5 × 4,9)<br>8W Der 2(5-8) 6(3-5) | Oil 2SA 7Cy. 620 × 1150<br>5 750bhp (4 229kW) B&W<br>Soc. Mec. Precision de l'Atlantique St. Nazaire<br>Gen 3 × 350kW<br>Fuel 528,5t 18kn |
| **7019062**<br>5LRK<br>5624<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL QASIM**<br>ex Mobil Raven-77<br>ex Bergemaster-76 ex Marticia-76<br>**Arabian International Co. (AIMCO)**<br>Monrovia Liberia | **91 954**<br>76 081<br>212 759 | **✠100A1** SS 9/80<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL (B*) 4$\frac{7}{8}$"U2<br>FN 22264 | **1970**-8 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (537)<br>325,33(BB) 47,22 18,982<br>310,55 47,17 24,52<br>1 dk<br>rf nil<br>9BH WB40267t incl. 2845t in clean ballast tanks DTf8548t | **S Tanker**<br>IGS<br>pt higher tensile steel<br>Mchy.aft<br>L.(oil) 246 979 | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>WTB(p) 70,5kgf/cm$^2$ (69,2bar) Spt 510°C 64,5kgf/cm$^2$ (63,3bar) hs2117,6<br>WTB(s) 66,8kgf/cm$^2$ (65,6bar) Spt 320°C 64,5kgf/cm$^2$ (63,3bar) hs414,8<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 6 096,5t (o.f.)-142,0pd 16kn |
| **6828064**<br>730<br>Esd Rdr<br>RTv | **AL QAWI**<br>ex Alison Howard-71<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>Ras al Khaimah United Arab Emirates | **151**<br>—<br>— | **✠100A1** SS 12/81<br>tug<br>**✠LMC**<br>EL (b) 1"U1<br>FN 284 | **1968**-11 Richards (Shipbuilders) Ltd. —Lowestoft (496)<br>28,96 7,62 3,069<br>26,22 7,17 3,66<br>1 dk<br>rf 533 BK 152<br>3BH WB38t | **M Tug**<br>Fire-fighting Salvage | Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 29kW 220V d.c.<br>Fuel 36,5t (d.o.) 11,5kn |
| **7910292**<br>Df Esd<br>Rdr RT | **AL QODS**<br>**Nader Port Authorities**<br>Nador Morocco | **151**<br>49<br>— | BV | **1980** Ch. & At. de la Perriere—Lorient (319)<br>27,31 3,250<br>24,01 7,60 4,09<br>1 dk | **M Tug** | Oil 4SA 12Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln 12,25kn |
| **6622410**<br>9KIL<br>KT1394<br>Df Esd<br>Gc Rdr<br>RT | **AL QURAIN**<br>ex Valtierra-79 ex Santiago-76<br>**Livestock Transport & Trading Co. K.S.C.**<br>Kuwait Kuwait | **29 610**<br>16 759<br>43 472 | **✠100A1** SS 11/79<br>livestock carrier<br>**✠LMC**<br>EL N†<br>FN 9434 | **1967**-5 Ast. de Cadiz—Cadiz (83)<br>195,08(BB) 35,56 12,027<br>180,75 35,50 16,69<br>1 dk<br>rf 127 shortened 79 conv Tanker 79<br>5BH WB16498t incl. 13710t in clean ballast tanks | **M Livestock Carrier**<br>Mchy.aft | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ast. de Cadiz Valencia<br>✠ NAuxB (o.f.) 11/79 14,2kgf/cm$^2$ (14,0bar)<br>e(ex.g) 200lbf/in$^2$ (13,8bar)<br>Gen 3 × 700kW 2 × 400kW 380V 50Hz a.c.<br>14kn |
| **7360459**<br>HNRF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL RAFIDAIN**<br>ex Belfri-76<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Basrah Iraq | **162 029**<br>133 272<br>316 398 | NV | **1975** Bremer Vulkan A.G.—Vegesack (983)<br>351,44(BB) 55,45 22,378<br>336,89 55,40 28,76<br>1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>23 Ta ER<br>L.(oil) 380 579 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 1500kW 1 × 900kW 440V 60Hz a.c.<br>15,5kn |
| **7527265**<br>5MRB<br>5720<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL RAHIM**<br>ex Concordia Glory-79<br>ex Al Rahim-79<br>**Camrose Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 844**<br>6 205<br>15 095 | **✠100A1** CS 9/81<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 2$\frac{3}{16}$"U2<br>FN 4315 | **1977**-1 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2584)<br>143,41(BB) 19,87 8,757<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK fwd.<br>SF 7BH WB3702T incl. Comb. btm & topside tanks in Nos. 1 & 2 holds 1761T Comb. btm side & topside tanks in No. 3 hold 862T & topside tank in No. 4 hold 402T | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 160 B.19 008<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 142,0t (hvf) 13,5kn |
| **7616664**<br>6ZTE<br>5864<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL RAHMAN**<br>**Melrose Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 843**<br>6 205<br>15 095 | **✠100A1** CS 1/82<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 2$\frac{3}{16}$"U2<br>FN 4315 | **1977**-2 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2585)<br>143,41(BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB3702T incl. Comb. btm & topside tanks in Nos. 1 & 2 holds 1761T Comb. btm & topside tanks in No. 3 hold 862T & topside tank in No. 4 hold 402T | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 160 B.19 008<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 142,0t (hvf) 13,5kn |
| **7705568**<br>D5PE<br>6517<br>Df Esd<br>Gc Rdr<br>RT | **AL RAKEEB**<br>**Libmar Two Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 843**<br>6 195<br>15 098 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 522,5/56,0U2<br>FN 4315 | **1979**-4 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2649)<br>143,41(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK<br>SF 7BH WB3705T incl. Comb. btm & Topside tanks in Nos 1 & 2 holds 1761T, Comb. btm side & Topside tanks in No. 3 hold 862T Topside tanks in No. 4 hold 402T | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 114,5t 1 070,5t (hvf) 13,5kn |
| **5007663**<br>YIAI<br>Df Esd<br>Rdr | **AL RAMADI**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **448**<br>104<br>320 | **✠100A1** CS 10/75<br>tug<br>**✠LMC**<br>EL g<br>FN 539<br>**SURVEYS OVERDUE** | **1961**-2 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1089)<br>42,75 10,27 3,658<br>38,10 9,81 4,32<br>F 14,7<br>rf 889 BK 140<br>4BH WB78t | **M Tug** | Oil 4SA 8Cy. 400 × 600 with flexible coupling & reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Hamburg |
| **8012401**<br>Esd Rdr<br>RT | **AL RAMLAH**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **27**<br>8<br>— | 100A1<br>Class Contemplated<br>FN 74 | **1980** Cheoy Lee Shipyard—Hong Kong (3696)<br>12,20 4,42 2,801<br>11,49 4,27 2,14<br>1 dk | **Reinforced Plastic TM Work Ship** | 2 Oil 4SA each 6Cy. 108 × 127<br>348bhp (256kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |

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| **7621994**<br>5LFB<br>5977<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL RAOUF**<br>**Emperor Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 843**<br>6 194<br>15 097 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL At 2$\frac{1}{16}$"U2<br>FN 4315 | **1977**-5 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2605)<br>143,41(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB3702t incl. Comb. btm & Topside tanks in Nos. 1 & 2 holds 1761t, Comb. btm side & Topside tanks in No.3 hold 862t, & Topside tanks in No.4 hold 402t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 141,0t (hvf) 15kn |
| **7622015**<br>5MSF<br>6060<br>Df Esd<br>Gc Rdr<br>RT | **AL RASHED**<br>**Amber Bay Shipping Co. Ltd.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 843**<br>6 195<br>15 097 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL At 522,5/56,0U2<br>FN 4315 | **1977**-9 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2628)<br>143,41(BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB3702t incl. Comb. btm & Topside tanks in Nos. 1 & 2 holds 1761t Comb. btm. side & Topside tanks in No. 3 hold 862t Topside tanks in No. 4 hold 402t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 221,5t (hvf) 13,5kn |
| **6414045**<br>YIBE<br>Esd Rdr | **AL RASHEED**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **956**<br>253<br>300 | **✠100A1** CS 4/74<br>**✠LMC**<br>EL I 1$\frac{1}{4}$"SQ<br>FN 793<br>**SURVEYS OVERDUE** | **1964**-7 Jos. L. Meyer—Papenburg (520)<br>56,62 10,65 3,880<br>49,97 10,61 5,24<br>F 25,0 1 dk, 2nd dk fwd of mchy. space<br>rf 889<br>7BH WB109t incl. DTsf35t | **TM Pilot Tender** | 2 Oil 4SA each 7Cy. 300 × 450<br>1 600bhp (1 177kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **7515080**<br>WD4627<br>297193 | **AL RASHID**<br>ex Delta No. 1 ex Dione<br>**Sabik Inc.**<br>New Orleans, La United States of America | **256**<br>174<br>— | | **1934** Manitowoc SB. Corp.—Manitowoc, Wi<br>7,70 3,125<br>47,81 4,04 | **M Supply Ship**<br>Deck Cargo | Oil<br>1 240bhp (912kW)<br>............<br>Fuel (d.o.) |
| **5007675**<br>YIBA | **AL RATBA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **280**<br>104<br>544 | | **1961** F. Schichau G.m.b.H.—Bremerhaven (1713)<br>41,31 7,55 2,731<br>36,96 7,50 2,80<br>1 dk | **M Tanker**<br>Mchy.aft<br>3 Ta<br>L.(oil) 309 | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz Koeln |
| **7359979**<br>9KSK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL RAWDATAIN**<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **162 178**<br>129 147<br>331 956 | BV | **1976** Ch. Nav. de La Ciotat—La Ciotat (304)<br>357,06 22,535<br>335,01 57,00 28,99<br>1 dk | **S Tanker**<br>SBT COW IGS<br>24 Ta ER<br>L.(oil) 403 946 HeCls. B | 2 S Turb geared to sc. shaft<br>36 000shp (26 480kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1500kW 1 × 850kW 440V 60Hz a.c.<br>Fuel 12 950,0t (o.f.) 500,0t (d.o.)-199,0pd 15,5kn |
| **7612553**<br>A7EJ<br>036/81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL RAYYAN**<br>**United Arab Shipping Co. (S.A.G.)**<br>Doha Qatar | T.Mk<br>**10 714**<br>6 967<br>18 831<br>**15 043**<br>9 601<br>23 740 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL Ft 577,5/66,0U2<br>FN 6314 | **1978**-5 Govan Shipbuilders Ltd.—Govan, Glasgow (233)<br>175,34(BB) 23,42 —/10,396<br>168,10 23,36 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6562T incl. DTf958T, STs in Nos. 2-5 holds 1880T, STs in Nos. 2-4 tween decks 895T | **M General Cargo**<br>5 Ho 16,0 DTp&s 25,9 27,1 27,1 28,0 ER<br>G.30 923 B.28 835<br>TEU 252 C. 252/20'<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>16kn |
| **7621982**<br>5MBL<br>6029<br>Df Esd<br>Gc Rdr<br>RT | **AL RAZAK**<br>**Saracen Shipping Co. Ltd.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 843**<br>6 195<br>15 097 | **✠100A1** CS 5/82<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL At 2$\frac{1}{16}$"U2<br>FN 4315 | **1977**-7 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2606)<br>143,41(BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB3705t incl. Comb. btm & Topside tanks in Nos. 1 & 2 holds 1764t, Comb. btm side & Topside tanks in No.3 hold 862t, & Topside tanks in No.4 hold 402t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9)<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 141,0t (hvf) 13,5kn |
| **7637773**<br>HNLZ<br>RT | **AL RAZAZA**<br>**Government of The Republic of Iraq (Ministry of Agriculture & Agrarian Reform- State Fisheries Co.)**<br>Basrah Iraq | **2 405**<br>993<br>1 320 | NV | **1978** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B417/213)<br>89,82 15,02<br>81,59 9,40<br>2 dks<br>rf 1097 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Poland<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 380/240V 50Hz a.c.<br>Controllable pitch propeller<br>15,25kn |
| **7816688**<br>ELTP<br>5955<br>Df Esd<br>Gc Rdr<br>RT | **AL RAZIQ**<br>**Majesty Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 843**<br>6 194<br>15 098 | **✠100A1** CS 4/82<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL At 2$\frac{1}{16}$"U2<br>FN 4315 | **1977**-4 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2590)<br>143,41(BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB3702t incl. Comb. btm & Topside tanks in Nos. 1 & 2 holds 1761t Comb. btm side & Topside tanks in No. 3 hold 862t & Topside tank in No.4 hold 402t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 144,0t (hvf) 15kn |

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| **7616676**<br>ELJA<br>5925<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL REDHA**<br><br>**Chieftain Shipping Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 844**<br>6 205<br>15 098 | ✠100A1 CS 3/82<br>strengthened for heavy<br>cargoes<br>✠LMC<br>EL A† 2$\frac{3}{16}$"U2<br>FN 4315 | **1977**-3 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2589)<br>143,41(BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB3702t incl. Comb. btm & Topside tanks in holds 1 & 2 holds 1761t Comb. btm side & Topside tanks in No. 3 hold 862t & Topside tank in No.4 hold 402t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 144,0t (hvf) 15kn |
| **7376915**<br>9KSL<br>KT1212<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AL REKKAH**<br><br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **210 068**<br>168 296<br>407 822 | <br><br>AB | **1977** Mitsubishi Heavy Industries Ltd.<br>—Koyagi (1744)<br>366,00 70,06 22,600<br>350,02 70,00 29,01<br>F 20,5 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>31 Ta ER | 2 S Turb geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 2000kW 1 × 850kW a.c.<br>Fuel 18 278,5t (o.f.)-281,5pd 16kn |
| **7001651**<br>HNRS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL RISALA**<br>ex Toyu Maru-74<br>**Government of The Republic of Iraq (Ministry of Oil & Minerals - Administration for the Distribution of Oil Products)**<br>Basrah Iraq | **2 966**<br>1 914<br>5 283 | (NK)<br><br>CLASS DELETED<br><br>**DAMAGED BY FIRE 8/81** | **1969** Shin Naniwa Dock Co. Ltd.—Osaka (25)<br>101,05 15,04 6,503<br>95,00 15,02 7,62<br>P 20,5 Trunk 60,7 F 11,3 1 dk<br>rf 102 | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 7 166 | Oil 4SA 6Cy. 520 × 860<br>3 500bhp (2 574kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 473,5t-13,5pd 13kn |
| **7327081**<br>HZBN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AL RIYADH**<br>ex Takasaki Maru-75<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Jeddah Saudi Arabia | **134 011**<br>106 963<br>273 454 | 100A1 SS 10/80<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL D* 4$\frac{1}{2}$"U3<br>FN 26343<br>(NK) | **1973** Sumitomo Heavy Industries Ltd.<br>—Uraga Shipyard, Yokosuka (1005)<br>339,02(BB) 54,49 20,997<br>324,01 54,40 26,90<br>B 33,3 1 dk<br>rf nil<br>8BH WB40917T incl. clean ballast tanks 25902T | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 334 999 HeCls. B<br>Der 2(20) | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW)<br>Sumitomo S.B. & Mchy. Co. Ltd. Yokosuka<br>2 WTB 74kgf/cm$^2$ (72,6bar) (Spt 515°C 65kgf/cm$^2$ (63,8bar)) hs3536,7<br>Gen 1 × 2116kW 2 × 880kW 450V 60Hz a.c.<br>Fuel 10 922,5t (o.f.) 15,5kn |
| **7376824**<br>JRVU<br>115843<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL RIYADH**<br><br>**Mitsui O.S.K. Lines Ltd. & Nihonkai Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **117 656**<br>88 303<br>236 796 | <br><br>NK | **1975** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1734)<br>321,83 52,43 19,889<br>304,00 52,38 25,68<br>F 15,3 1 dk | **S Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 281 544 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 219,5t (d.o.) 7 937,5t (hvf)-179,0pd 15,75kn |
| **5040782**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AL RIYADH**<br>ex Bencomo-75<br>**Al Riyadh Navigation Co. Ltd.**<br>Orri Navigation Lines S.A.<br>Basrah Iraq | T.Mk<br>**2 797**<br>1 450<br>3 688 | <br><br>GL NV | **1950** Oresundsvarvet A/B—Landskrona (100)<br>117,53 16,18 6,319<br>106,91 16,13<br>F 21,7 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref 10P<br>Ice strengthened<br>5 Ho 12,9 13,7 16,4 ER 14,3 15,7<br>G.7 221 B.6 570 In.2 743<br>5 Ha (7,5 × 5,4) (8,8 8,8 × 5,2) ER (9,0 8,9 × 5,4)<br>10W Der 2(5-10) 8(3-5) 1(2) | Oil 2SA 10Cy. 630 × 1300<br>6 000bhp (4 413kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 250kW 3 × 140kW 220V d.c.<br>Fuel 870,5t (hvf) 17kn |
| **5335307**<br>HO2539<br>1027<br>6-80<br>Df Esd<br>Pfd Rdr<br>RTm/v | **AL RUBAYIA**<br>ex Eleistria-79<br>ex Southern Coast-67 ex Forth-62<br>ex Colebrooke-59<br>ex Southern Coast-55<br>**Naviglory Ship Corp.**<br>Panama Panama | **869**<br>424<br>1 438 | **BS✻** SS 2/79<br><br>**MBS✠**<br>CT1414 C25<br>FN 1208 | **1943**-6 Ardrossan Dockyard Ltd.<br>—Ardrossan (391)<br>74,07 10,72 4,268<br>70,11 10,67 6,56<br>Ba 4,3 B 7,1 F 8,6 1 dk & S dk<br>rf 152<br>4BH WB360t | **M General Cargo** OSD<br><br>2 Ho 23,4 21,3 ER<br>G.3 079 B.2 796<br>2 Ha (each 10,3 × 5,4) ER<br>6W Der 1(7,5) 2(5) 2(3) | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 3 × 68kW 220V d.c.<br>Fuel 63,0t (d.o.) 11kn |
| **7025619**<br>HNLR<br><br>Df Esd<br>Gc Rdr<br>RT | **AL RUMAITHIAH**<br><br>**United Arab Shipping Co. (S.A.G.)**<br>Basrah Iraq | **14 405**<br>7 302<br>15 763 | **100A1** SS 9/80<br>Ice Class 3<br>**LMC**<br>EL F† 0,0/67,0U2<br>FN 6330 | **1970** (Fwd & aft sections) "Chernomorskiy" Shipyard—Nikolayev (205)<br>**1980** (Main cargo section) Astilleros Espanoles S.A.—Factoria de Puerto Real<br>194,24 21,85 9,559<br>180,73 21,81 13,21<br>F 29,6 1 dk<br>RW len 80<br>conv Ref General Cargo 80<br>8BH | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 16,6 17,2 28,6 28,6 29,4 ER 16,6<br>TEU 800<br>C.Ho 422/20' (40') C.Dk 378/20' (40')<br>16 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>WTAuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) & htr 7kgf/cm$^2$ (6,9bar) rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>17kn |
| **5112339**<br>A6E2006<br>75/42<br>Df Esd<br>Rdr RTh | **AL SA'ADA**<br>ex Gulf Diamond-75<br>ex Marieke-75 ex Fambo-70<br>**Mohamed Sayed Alyarwan & Obad Saeed Alyarwan**<br>Sharjah United Arab Emirates | **436**<br>207<br>737 | <br><br>✠Classed LR until 26/1/79 | **1957**-8 Schpsw. Bodewes Gruno—Foxhol (144)<br>56,47 9,05 3,366<br>51,01 8,79 5,49<br>RFD 7,1 2 dks<br>R rf nil | **M General Cargo**<br><br>2 Ho ER<br>G.1 436 B.1 386<br>4 Ha (11,5 11,5 12,2 13,0 × 5,7) ER<br>Der 2(3) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln |
| **7351408**<br><br><br>Df Esd<br>Gc Rdr<br>RTh/v | **AL SABAH 2**<br>ex Margheda-82<br>**Sabah Maritime Services Co.**<br>Jeddah Saudi Arabia | **995**<br>486<br>2 083 | <br><br>RI | **1974** Cant. Nav. M. Morini & C.—Ancona (141)<br>80,40 12,88 3,506<br>73,51 12,65 4,04<br>1 dk | **M Tanker**<br><br>9 Ta ER<br>L.(oil) 2 650 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 360kW 1 × 160kW 380/220V 50Hz a.c.<br>Controllable pitch propeller<br>Directional thrust propeller fwd<br>Fuel 162,5t (d.o.)-6,0pd 12kn |
| **7382653**<br>HZVB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL SABAH-1**<br>ex Bravur-82<br>**Sabah Maritime Services Co.**<br>Jeddah Saudi Arabia | **1 599**<br>1 197<br>3 460 | <br><br>NV | **1975** Karmsund Verft & M/V A/S<br>—Haugesund (16)<br>82,71 13,03 5,995<br>76,08 13,00 6,91<br>P 18,6 F 16,2 1 dk<br>rf 102 | **M Tanker**<br>Oil Chemical SBT CBT<br>Ice strengthened<br>12 Ta ER<br>L.3 800 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.)-9,0pd 13kn |

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|---|---|---|---|---|---|---|---|---|
| 5259711<br>HZVC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL SABAH-4**<br>ex Dagny-82<br>ex O. T. Tonnevold-67<br>**Sabah Maritime Services Co.**<br>Jeddah Saudi Arabia | **26 359**<br>15 752<br>45 417 | | <br><br>NV | **1961** A/B Gotaverken—Goteborg (755)<br>213,65 29,32 11,735<br>204,71 29,27 15,09<br>P - B - F - 1 dk<br>rf 51 | **TM Tanker**<br>Mchy.aft<br>32 Ta<br>L.(oil) 55 360 | <br><br><br>HeCls. CptB | 2 Oil 2SA each 8Cy. 760 × 1500<br>19 000bhp (13 976kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 376kW 2 × 256kW<br>440V 60Hz a.c.<br>Fuel 235,0t (d.o.) 3 169,5t (hvf)-43,0pd<br>14kn |
| 6820751<br>9KCL<br>KT1083<br>Df Esd<br>Gc Rdr<br>RT | **AL SABAHIAH**<br><br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | **10 355**<br>5 097<br>13 656 | **100A1**<br>Ice Class 3<br>**LMC** | SS 1/77<br><br><br>EL Bt 2$\frac{7}{16}$"SQ<br>FN 4607 | **1968** Kherson Shipyard—Kherson (1319)<br>155,76 20,65 9,449<br>140,01 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3435t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>Cr 4(10) 2(8) 5(5) Der 1(60) | | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>WTAuxB (o.f.) 5kgf/cm² (4,9bar) hs78,7<br>(AuxB (ex.g) & htr 7kgf/cm² (6,9bar)<br>rcv 5kgf/cm² (4,9bar))<br>Gen 3 × 300kW 400V 50Hz a.c.<br>17,5kn |
| | | | **DELAYED IN SHATT—AL—ARAB** | | | | | |
| 7728209 | **AL SADAT**<br><br>**Egyptian Marine Supplies & Contracting Co.**<br>Suez Egypt | **170**<br>—<br>300 | | <br><br>AB | **1979** Arab Contractors Marine Workshops —Ismailia (1504)<br>36,58 7,60 2,401<br>35,01 7,29 2,90<br>1 dk | **TM Tanker**<br>Water | | 2 Oil 4SA each 6Cy. 165 × 184 geared to sc. shafts<br>360bhp (265kW)<br>Kelvin Diesels Ltd. Glasgow |
| 7519347<br>6ZTT<br>5867<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL SADIQ**<br>Launched as Zuiho<br>**Dunmanus Bay Shipping Co. Ltd.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **13 193**<br>9 470<br>22 647 | | <br><br>AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2518)<br>164,37(BB) 22,89 9,741<br>155,48 22,86 13,57<br>F 13,2 1 dk<br>rf 13 | **M Bulk Carrier**<br><br>5 Ho 24,0 24,9 17,9 24,9 24,9 ER<br>G.30 907 B.29 951<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>15W Der 5(10) | | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 260kW<br>450V 60Hz a.c.<br>Fuel 1 287,5t (hvf) 16,5kn |
| 5269869<br>A6E2039<br>285/80<br>Df Esd<br>Gc RTm | **AL SAHARA**<br>ex Pandora-80<br>**Ahmed Bin Johan Al Dahri & Partners**<br>Abu Dhabi United Arab Emirates | **399**<br>239<br>554 | | <br><br>AB | **1958** G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (282)<br>51,39 8,11 3,014<br>46,59 8,01 3,28<br>RQD 11,3 F 6,4 1 dk<br>RW rf 102 | **M General Cargo**<br><br>1 Ho 29,4 ER<br>G.750 B.697<br>2 Ha (each 12,6 × 5,0) ER<br>Der 2(2) | | Oil 2SA 4Cy. 190 × 350<br>400bhp (294kW) NE 70<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 7016046<br>A4DE<br><br>Df Esd<br>Gc Rdr<br>RT | **AL SAID**<br><br>**Government of The Sultanate of Oman (Sultan of Oman's Navy)**<br>Muscat Oman | **990**<br>360<br>290 | ✠**100A1**<br><br>✠**LMC** | SS 8/78<br><br><br>EL I 1$\frac{1}{8}$"U2<br>FN 899 | **1970**-11 Brooke Marine Ltd.—Lowestoft (370)<br>61,47 10,70 3,048<br>55,63 10,67 5,49<br>B 5,5 1 dk<br>8BH WB112t | **TM Patrol Ship** | | 2 Vee Oil 4SA each 12Cy. 197 × 216 reverse reduction geared to sc. shafts<br>2 580bhp (1 898kW)<br>Ruston Paxman Diesels Ltd. Colchester<br>Gen 2 × 250kW 220V 50Hz a.c. |
| 7714014<br>A7D5013<br>013/78<br>Esd Rdr<br>RT | **AL SAILIAH**<br><br>**Industrial Development Technical Centre**<br>Doha Qatar | **303**<br>0<br>141 | ✠**100A1**<br>tug<br>✠**LMC** | SS 5/82<br><br><br>EL H 302,5/26,0U2<br>FN 446 | **1978**-5 Kanagawa Zosen—Kobe (184)<br>34,02 10,44 4,426 (incl.skeg)<br>33,00 10,00 3,51<br>rf 279 BK 25<br>6BH WB40T incl. DTa13T | **TM Tug**<br>Fire-fighting | | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 72kW 1 × 52kW<br>415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 63,0t (d.o.) 11,5kn |
| 7705570<br>D5RV<br>6586<br>Df Esd<br>Gc Rdr<br>RT | **AL SALAAM**<br><br>**Westward Shipping Co. Ltd.**<br>Monrovia Liberia | **13 260**<br>9 503<br>22 546 | | <br><br>AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2652)<br>168,92(BB) 22,92 9,849<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Mchy.aft | | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 260kW a.c.<br>15kn |
| 7728170<br><br><br>Gc RT | **AL SALAM**<br><br>**Egyptian Marine Supplies & Contracting Co.**<br>Suez Egypt | **170**<br>—<br>300 | | <br><br>AB | **1978** Arab Contractors Marine Workshops —Ismailia (1501)<br>36,50 2,401<br>35,01 7,01 3,00<br>2 dks | **TM Tanker**<br>Water<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 165 × 184 reduction geared to sc. shaft<br>360bhp (265kW)<br>GEC Diesels Ltd. Kelvin Marine Div. Glasgow<br>Gen 1 × 20kW a.c.<br>9kn |
| 5103065<br>ODDL<br>B4038<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **AL SALAM I**<br>ex La Paix-78 ex Embla-77<br>**Agence Generale Maritime S.a.r.l. (AGEMAR)**<br>Beirut Lebanon | **499**<br>273<br>1 042 | ✠**100A1**<br>Ice Class 1<br>✠**LMC** | SS 7/81<br><br><br>EL n 1$\frac{5}{16}$"SQ<br>FN 1078 | **1961**-8 Scheepswerf "De Waal" N.V. —Zaltbommel (672)<br>71,33 10,42 4,319<br>65,05 10,38 6,18<br>F 6,4 1 dk & S dk<br>rf 102<br>Coll BH to S dk 2 to 2nd dk WB496t | **M General Cargo**<br>1 Ho 44,9 ER<br>G.2 223 B.2 110<br>2 Ha (stl) (12,0 × 5,0) (15,6 × 6,0) ER<br>Cr 2(3) | OSD | Oil 4SA 8Cy. 320 × 450<br>1 110bhp (816kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 299,5t (d.o.) 12kn |
| 5269077<br>ODDV<br>B4049<br>Df Esd<br>Rdr<br>RTm/h | **AL SALAM II**<br>ex La Perla I-78 ex Pallas-78<br>ex Spalla-73 ex Pallas-72<br>**Agence Generale Maritime S.a.r.l. (AGEMAR)**<br>Beirut Lebanon | **499**<br>220<br>914 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** | CS 5/82<br><br><br>EL I<br>FN 933 | **1960**-5 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (756)<br>64,85 9,91 3,703<br>59,75 9,81 5,80<br>Ba 11,6 2 dks<br>RW rf nil<br>Coll BH to U dk 3 to 2nd dk WB140t | **M General Cargo**<br>Ref<br>2 Ho 14,9 22,6 ER<br>B.1 705 In.36<br>2 Ha (8,0 × 3,9) (13,9 × 4,9) ER<br>6W Der 2(6) 4(3) | | Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 110V d.c.<br>Fuel 80,5t (d.o.) 10,75kn |
| 6523016<br>ODIK<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AL SALAM III**<br>ex Bianca W-81<br>ex Rien Teekman-77 ex Polaris-74<br>**Joseph M. Chbeir Societe Louis & Mikhael Chbeir**<br>Beirut Lebanon | T.Mk<br>**474**<br>268<br>1 070 | | <br><br>GL | **1965** J. J. Sietas K.G. Schiffswerft —Hamburg (564)<br>61,68 10,06 3,950<br>54,92 10,01 6,20<br>P 13,2 B 11,6 F 8,0 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 39,5 ER<br>G.2 027 B.1 858<br>2 Ha (19,2 10,9 × 6,4) ER<br>3W Der 3(3) | 2P | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 34,5t (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| **7334694**<br>9KDM<br>KT1144<br>Df Esd<br>Gc Rdr<br>RT | **AL SALEHIAH**<br>**United Arab Shipping Co.**<br>**(S.A.G.)**<br>Kuwait Kuwait | **9 859**<br>4 957<br>13 635 | **100A1** SS 1/79<br>Ice Class 3<br>**LMC**<br>EL Bt 2$\frac{7}{16}$"SQ<br>FN 4638 | **1973**-12 Kherson Shipyard—Kherson<br>155,76 20,65 9,519<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>8BH WB3580T incl. STs in Nos. 2-5 holds 1940T | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>2W Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>(AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>rcv 5kgf/cm$^2$ (4,9bar))<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 504,0t (d.o.) 1 609,0t (d.o.)-24,0pd<br>16kn |
| **7340942**<br>9KCD<br>KT1153<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL SALIMIAH**<br>**United Arab Shipping Co.**<br>**(S.A.G.)**<br>Kuwait Kuwait | **15 920**<br>9 377<br>23 792 | ✠**100A1** SS 4/79<br>strengthened for ore cargoes<br>✠**LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6313 | **1974**-10 Govan Shipbuilders Ltd.—Govan, Glasgow (208)<br>175,32(BB) 23,42 10,396<br>168,10 23,35 14,20<br>P 34,8 F 26,3 2 dks<br>rf nil<br>7BH WB6835T incl. DTf955T STs in Nos. 3 & 4 holds 1866T Nos. 2-5 TwD 1185T | **M General Cargo**<br>5 Ho 16,0 26,0 27,2 27,2 28,0 ER<br>G.30 923 B.28 835<br>TEU 252 C. 252/20'<br>9 Ha (stl) (9,0 × 6,9) (19,0p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>4W Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 316,0t (d.o.) 1 330,0t (hvf) 16kn |
| **7718242**<br>6ZNL<br>6111<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL SAMAD**<br>**Southwold Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **13 255**<br>9 535<br>22 647 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2669)<br>164,34(BB) 9,849<br>155,43 22,86 13,57<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 260kW a.c.<br>15kn |
| **7705582**<br>D5RG<br>6571<br>Df Esd<br>Gc Rdr<br>RT | **AL SAMIE**<br>**Liscannor Bay Shipping Co.**<br>**Ltd.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **13 260**<br>9 503<br>22 549 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2653)<br>164,34(BB) 22,92 9,849<br>155,43 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 2 × 260kW a.c.<br>16,5kn |
| **7003518**<br>HZKR<br>214/400<br>Df Esd<br>Gc Rdr<br>RT | **AL SAUDIA**<br>ex Alva Star-80<br>**Amar Line Maritime Co. Ltd.**<br>Shipping Management S.A.M.<br>Jeddah Saudi Arabia | **113 933**<br>90 603<br>231 759 | AB | **1970** A/B Gotaverken Arendal—Goteborg (844)<br>332,32(BB) 45,65 20,664<br>320,05 45,60 26,67<br>1 dk<br>rf 76 | **S Tanker**<br>COW IGS CBT<br>14 Ta ER<br>L.(oil) 282 962 HeCls. BptC | 2 S Turb HP tr LP dr geared to sc. shaft<br>32 450shp (23 869kW)<br>STAL-LAVAL Turbin AB Finspong<br>Gen 2 × 1300kW 1 × 1200kW<br>Fuel 8 000,0t (o.f.) 180,0t (d.o.)-175,0pd<br>16kn |
| **5263970**<br>HZDX<br>129/97<br>Rdr RTv | **AL SAUDIA**<br>ex Optimist-77<br>**Hussein Tahier Abdullaziz**<br>Jeddah Saudi Arabia | **245**<br>153<br>400 | GL | **1958** Schiffsw. Scheel & Johnk—Hamburg (412)<br>*43,68* 7,83 1,840<br>2,42<br>1 dk | **M Tanker** | Oil 4SA 6Cy. 250 × 350<br>310bhp (228kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>9kn |
| **5007704**<br><br>7 | **AL SAYAD**<br>ex Licorne ex Fanfaron<br>**Near East Finance S.A.E.**<br>Suez Egypt | **112**<br>43<br>— | | **1920** .............La Rochelle<br>*22,50* 6,15<br>... ... ...<br>R | **S Tug** | C 2Cy. 419 & 711 × 406<br>S. & A. Niclausse Paris |
| **5032008**<br>S2HS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AL SAYESTHA**<br>ex Arco Iris-81 ex Adhara-80<br>ex Astir II-80 ex Naxos Trader-78<br>ex Evi A.-77 ex Pacifico-72<br>ex Tripoli-69 ex Axenfels-65<br>**Atlas Shipping Agencies Ltd.**<br>Chittagong Bangladesh | **5 412**<br>3 180<br>7 189 | GL | **1962** A.G. "Weser" Werk Seebeck —Bremerhaven (880)<br>127,11 16,51 7,776<br>117,99 16,50 10,01<br>2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>4 Ho 15,4 16,0 22,1 26,2 ER<br>G.11 047 B.9 718<br>4 Ha (9,8 13,4 16,5 19,5 × 5,4) ER<br>Cr 2(5) Der 1(60) 6(10) | Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 3 × 185kW 380V 50Hz a.c.<br>Fuel (hvf) 15,75kn |
| **7907506**<br><br><br>Gc RT | **AL SEDDIEK**<br><br>**Suez Canal Authority**<br>Port Said Egypt | **2 893**<br>2 238<br>793 | ✠**100A1**<br>dredger<br>extended protected waters service<br>EL (X) 0,0/50,0U3(a)<br>FN 2211 | **1980**-4 Mitsubishi Heavy Industries Ltd. —Hiroshima (306)<br>121,52 21,26 3,880<br>84,00 21,01 5,31<br>1 dk<br>rf nil<br>5BH WB509T incl. DTsa 363T | **Dredger**<br>Cutter Suction<br>pt higher tensile steel | Gen 1 × 595kW 1 × 250kW 400V 50Hz a.c. |
| **7817634** | **AL SEDDIK**<br><br>**Canal Mooring & Lights Co.**<br>Port Said Egypt | **100**<br>—<br>150 | ✠**A1**<br>inland waterways<br>**LMC**<br>EL 75,0/13,0U2<br>FN 169 | **1980**-6 Canal Naval Construction Co.—Port Said (Port Fuad) (213)<br>22,31 6,02 1,301<br>20,30 5,80 2,49<br>RFD 4,0 1 dk<br>rf nil<br>5BH WBnil | **TM Utility Boat**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 2SA each 8Cy. 114 × 127 sr reverse geared to sc. shafts<br>480bhp (353kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 3,0t (d.o.) |
| **7714002**<br>A7D5012<br>012/78<br>Esd Rdr<br>RT | **AL SHAHANIAH**<br>**Industrial Development**<br>**Technical Centre**<br>Doha Qatar | **303**<br>0<br>141 | ✠**100A1** SS 5/82<br>tug<br>✠**LMC**<br>EL H 302,5/26,0U2<br>FN 446 | **1978**-4 Kanagawa Zosen—Kobe (183)<br>34,02 10,44 4,426 (incl.skeg)<br>33,00 10,00 3,51<br>1 dk<br>rf 279 BK 25<br>6BH WB40T incl. DTa13T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 72kW 1 × 52kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 63,0t (d.o.) 11,5kn |
| **6605759**<br>GSCU<br>308024<br>Esd Pfd<br>Rdr RT | **AL SHAHEEN**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>London United Kingdom | **497**<br>297<br>1 016 | ✠**100A1** SS 8/74<br>oil tanker<br>✠**LMC**<br>EL k 1$\frac{1}{8}$"SQ<br>FN 812 | **1966**-3 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (344)<br>64,98 10,01 3,531<br>59,01 9,81 3,94<br>P 15,0 F 12,5 1 dk<br>rf 102<br>9BH WB137t incl. DTf35t & TwDf50t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 359 | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 31kW 2 × 16kW 380V 50Hz a.c. |
| **6818239**<br>A9D2051<br><br>Esd Gc<br>Rdr | **AL SHAKER**<br>ex Ryuko Maru-80<br>**International Marine Services**<br>**Co. Ltd.**<br>Bahrain Bahrain | **267**<br>85<br>— | AB | **1968** Sanyo Zosen K.K.—Mukaishima (362)<br>31,20 9,33 2,998<br>28,00 9,30 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 370 × 550<br>Fuji Seisakusho Tateyama<br>Gen 2 × 40kW 225V a.c.<br>Fuel 40,5t-6,0pd 13kn |

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|---|---|---|---|---|---|---|
| **6910518**<br>9KCJ<br>KT1097<br>Df Esd<br>Gc Rdr<br>RT | **AL SHAMIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | **14 405**<br>7 302<br>15 763 | **100A1** SS 11/80<br>Ice Class 3<br>**LMC**<br>EL F† 0,0/67,0U2<br>FN 6330 | **1968** (Fwd & aft sections) "Chernomorskiy" Shipyard—Nikolayev (202)<br>**1980** (Main cargo section) Astilleros Espanoles S.A.—Factoria de Puerto Real<br>194,24 21,85 9,559<br>180,73 21,81 13,21<br>F 29,6 1 dk<br>RW len 80<br>conv Ref General Cargo 80<br>8BH | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 16,6 17,2 28,6 28,6 29,4 ER 16,6<br>TEU 800<br>C.Ho 422/20' (40') C.Dk 378/20' (40')<br>16 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar) Spt 7kgf/cm² (6,9bar)<br>Gen 3 × 750kW 1 × 500kW 400V 50Hz a.c.<br>18,5kn |
| **6511934**<br>S2HE<br>384880<br>Df Esd<br>RTh | **AL SHARMEEN**<br>ex Rukmavati-80<br>**Atlas Shipping Agencies Ltd.**<br>Chittagong Bangladesh | **2 729**<br>1 304<br>3 855 | **✠100A1** SS 2/79<br>DTf—vegetable oil<br>**✠LMC**<br>EL s $1\frac{5}{16}$"SQ<br>FN 1742<br>(IRS) | **1965**-6 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (442)<br>92,06 13,39 6,236<br>84,31 13,34 7,32<br>P 22,6 F 11,0 2 dks<br>rf 76<br>5BH WB567t incl. DTf133t | **M General Cargo**<br>3 Ho 14,6 18,2 18,2 3 TwD ER<br>G.4 768 B.4 430<br>3 Ha (each 10,3 × 6,4) ER<br>Der 2(10) 4(5) | Oil 4SA 8Cy. 400 × 600<br>1 780bhp (1 309kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 150kW 415V 50Hz a.c.<br>Fuel (hvf) |
| **5095830**<br>HZJL<br>8<br>Df Esd<br>Gc Rdr<br>RT | **AL SHEHABIA**<br>ex Elen-80 ex Neva-79<br>ex Nopal Neva-77<br>ex Nopal Alkimos-75<br>ex Nopal Rex-73 ex Earlville-64<br>**Hayder H. Amodey**<br>Dammam Saudi Arabia | T.Mk<br>**4 933**<br>2 783<br>8 128<br>**7 280**<br>4 258<br>9 805 | NV | **1963** Eriksbergs M/V A/B—Goteborg (569)<br>137,70 17,71 8,014/8,770<br>127,08 17,66 11,82<br>B 23,5 F 30,2 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 102 | **M General Cargo**<br>Ref 12P<br>4 Ho<br>G.14 301 B.13 102 In.1 747<br>5 Ha (9,6 11,2 9,6 9,6 9,6 × 6,1)<br>20W Der 1(25) 10(10) 10(5) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 1 617,5t (hvf) 16,5kn |
| **7227633**<br>9KDK<br>KT1133<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL SHIDADIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | **9 859**<br>4 957<br>13 717 | **100A1** SS 8/81<br>Ice Class 3<br>**LMC**<br>EL B† $2\frac{7}{16}$"SQ<br>FN 4638 | **1972** Kherson Shipyard—Kherson (1339)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3525t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>Mchy.aft<br>5 Ho<br>G.18 030 B.17 130 In.150<br>8 Ha<br>Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>(AuxB (ex.g) 7kgf/cm² (6,9bar) rcv 5kgf/cm² (4,9bar))<br>Gen 3 × 300kW 400V a.c.<br>17,5kn |
| **6705303**<br>9KKS<br>KT1426<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL SHUWAIKH**<br>ex Erviken-81<br>**Livestock Transport & Trading Co. K.S.C.**<br>Kuwait Kuwait | **34 356**<br>15 332<br>39 266 | **100A1**<br>**LMC**<br>EL (Q†) 724,0/192,0U1<br>FN 10143<br>(NV) | **1967** Mitsubishi Heavy Industries Ltd. —Nagasaki (1622)<br>195,00(BB) 37,17<br>184,72 37,10 17,81<br>F 23,2 1 dk<br>rf nil shortened 81<br>conv Tanker 81<br>8BH WB50551T incl. DTf1914T, STs 46414T | **M Livestock Carrier**<br>Mchy.aft | Oil 2SA 9Cy. 900 × 1550<br>18 600bhp (13 681kW) NE made67 reconditioned & refitted82 Sulzer<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTAuxB primary 51kgf/cm² (50,1bar) secondary 17kgf/cm² (16,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar) Spt 17,5kgf/cm² (17,2bar)<br>Gen 2 × 987kW 1 × 600kW 3 × 300kW 456V 60Hz a.c.<br>Fuel 3 559,0t (hvf) 16,75kn |
| **8108365**<br>A7D2024<br>040/81<br>Esd Gc<br>Rdr RT | **AL SIDRIYEH**<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **288**<br>75<br>290 | **✠100A1**<br>**✠LMC**<br>EL H 555,0/24,0U2(a)<br>FN 394 | **1982**-1 Sing Koon Seng (Pte.) Ltd. —Singapore (582)<br>34,40 9,78 3,212<br>31,17 9,01 3,61<br>F 19,6 1 dk<br>rf 381<br>7BH WB30T | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | 2 Oil 4SA each 8Cy. 165 × 184 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 70kW 415V 50Hz a.c. |
| **7714026**<br>A7D5014<br>018/78<br>Esd Rdr<br>RT | **AL SOWAHLIAH**<br>Launched as Al Dawoodiah<br>**Industrial Development Technical Centre**<br>Doha Qatar | **303**<br>—<br>141 | **✠100A1** SS 6/82<br>tug<br>**✠LMC**<br>EL H 302,5/26,0U2<br>FN 446 | **1978**-6 Kanagawa Zosen—Kobe (185)<br>34,02 10,44 4,426 (incl.skeg)<br>33,00 10,00 3,51<br>rf 279 BK 25<br>6BH WB40T incl. DTa13T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 72kW 1 × 52kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 63,0t (d.o.) 11,5kn |
| **5007728**<br>SUDS<br>10<br>Df Esd<br>Gc Rdr | **AL SUDAN**<br>ex Empire Arquebus-47<br>ex Cicero (F170)-46<br>ex Empire Arquebus-45<br>Launched as Cape St. Vincent<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **7 372**<br>5 029<br>6 045 | AB<br>Classed LR until 4/57 | **1944** Consolidated Steel Corp. —Wilmington, Ca (355)<br>127,11 18,34 8,154<br>120,40 18,29 11,49<br>2 dks<br>RW rf 102 conv General Cargo 44<br>conv Infantry Landing Ship 47 | **S Passenger/General Cargo** CSD<br>G.3 398 B.3 171<br>10W Der 8(5) | 2 S Turb dr geared to sc. shaft<br>4 400shp (3 236kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 2 × 300kW 1 × 100kW<br>Fuel 660,5t (o.f.) 14,5kn |
| **7413933**<br>A4LH<br>Df Esd<br>Pfd Rdr<br>RT | **AL SULTANA**<br>**Government of The Sultanate of Oman (Sultan of Oman's Navy)**<br>Muscat Oman | **909**<br>543<br>1 495 | **✠100A1** SS 10/79<br>**✠LMC**<br>EL K $1\frac{1}{8}$"U2<br>FN 936 | **1975**-6 Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (594)<br>65,69 10,83 4,131<br>59,90 10,71 4,91<br>P 11,9 F 7,7 1 dk<br>rf nil<br>NS 4BH WB628T incl. DTf50T & STs in hold 192T | **M General Cargo**<br>1 Ho 40,4 ER<br>G.1 791 B.1 753<br>1 Ha (stl) (33,6 × 7,7) ER<br>Cr 1(-) | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 120bhp (824kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 76kW 1 × 40kW 380/220V 50Hz a.c.<br>Fuel 82,5t 11,25kn |
| **6502543**<br>D5OC<br>6489<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL TABEEB**<br>ex Kodo Maru-79<br>**Dalmia Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **9 393**<br>6 772<br>15 909 | NK | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (894)<br>149,49 21,87 8,827<br>140,01 21,80 12,07<br>P 29,9 B 22,0 F 14,4 1 dk<br>RW | **M General Cargo**<br>4 Ho ER<br>G.20 779 B.19 535<br>4 Ha (13,7 × 8,5) (18,3 18,3 18,3 × 10,2) ER<br>14W Der 8(15) 6(10) | Oil 2SA 6Cy. 650 × 1350<br>7 200bhp (5 296kW)<br>Ube Industries Ltd. Ube<br>Gen 2 × 192kW 450V a.c.<br>Fuel 563,0t-24,5pd 15,5kn |
| **6506745**<br>D5SU<br>6610<br>Df Esd<br>Gc Rdr<br>RT | **AL TAFSEER**<br>ex Falloro-79 ex Melide-78<br>**Seawest Maritime Inc.**<br>Monrovia Liberia | **15 597**<br>10 214<br>23 960 | AB | **1965** Mitsubishi Heavy Industries Ltd. —Kobe (943)<br>182,51 22,86 10,322<br>172,02 22,81 13,80<br>1 dk<br>RW rf 25 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>6 Ha ER | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 300kW<br>Fuel 1 556,5t 17kn |

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| **5328483**<br>YKBP<br><br>Df Esd<br>Pfd RT | **AL TAHER I**<br>ex Tarek-80 ex Rita-78<br>ex Smedesund-73 ex Nordstad-68<br>ex Silvia-65<br>**Union Carriers S.A.**<br>Latakia Syria | **467**<br>218<br>909 | **✠100A1** SS 1/78<br>Str. nav. ice<br>**✠LMC**<br>EL m<br>FN 973 | **1955**-11 Uddevallavarvet A/B—Uddevalla (148)<br>65,94 10,24 3,779<br>60,36 10,06 6,05<br>RFD 7,1 1 dk & S dk<br>rf 102 conv General Cargo 82<br>Coll BH to S dk 2 to 2nd dk WB309t | **M Livestock Carrier** OSD<br>Mchy.aft | Oil 2SA 7Cy. 310 × 490<br>960bhp (706kW) ✠ E made65 fitted2/68<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| **6517225**<br>9VJW<br>305441<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL TAHIR**<br>ex Kirriemoor-78<br>**Intrepid Shipping Inc. Inc.**<br>Gulfeast Ship Management Ltd.<br>Singapore Singapore | **22 197**<br>13 564<br>38 363 | **✠100A1** SS 9/80<br>strengthened for ore cargoes, holds Nos. 1, 3, 7 & 9, or holds Nos. 1, 5, & 9, or holds 1, 4 & 7 may be empty<br>**✠LMC**<br>EL o† $2\frac{3}{4}$"SQ<br>FN 7788 | **1965**-12 J. L. Thompson & Sons Ltd. —North Sands, Sunderland (711)<br>196,76 26,29 11,710<br>186,70 25,91 15,80<br>P 30,2 F 13,8 1 dk<br>rf 102<br>NS 11BH WB11718t incl. Topside tanks in holds 5411t | **M Bulk Carrier**<br>9 Ho 12,8 18,2 18,2 18,2 14,6 18,2 18,2 18,2 9,1 ER<br>G.45 363<br>9 Ha (stl) (8,2 × 9,1) (10,6 10,6 10,0 8,2 10,6 10,6 10,6 8,2 × 12,1) ER<br>Der 2(3) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 WTAuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **5059020**<br>HZBR<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL TAIF**<br>ex Cambria-76<br>**Saudi International Shipping Co. S.A.**<br>Orri Navigation Lines<br>Jeddah Saudi Arabia | **5 284**<br>2 849<br>815 | **✠A1** CS 3/74<br>Red Sea service<br>**✠LMC**<br>EL (y) $1\frac{7}{8}$"SQ<br>FN 2841<br>**LAID UP — SURVEYS OVERDUE 3/78** | **1949**-5 Harland and Wolff Ltd.—Belfast (1368)<br>121,01 17,15 4,522<br>114,31 16,46 8,39<br>B 62,2 F 10,1 2 dks, 3rd dk clear of mchy. space<br>RW rf 152<br>9BH WB1119t incl. Tunnel tanks 376t DTf88t | **TM Passenger/General Cargo/Ferry**<br>357bth 1543dk P<br>2 Ho 12,8 9,1 2 TwD 12,8 18,2<br>B.1 572<br>1 Ha (w) (5,4 × 4,2) 1 Ha (stl) (3,6 × 4,2)<br>1W Der 1(3) | 2 Oil 2SA each 8Cy. 530 × 820 exhaust360<br>10 700bhp (7 870kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 db 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 120,0t (d.o.) 15kn |
| **6502854**<br>D5TL<br>6627<br>Df Esd<br>Gc Rdr<br>RT | **AL TAJDAR**<br>ex Germa-79 ex Claro-74<br>ex Olav Ringdal-70<br>**Seabird Maritime Ltd.**<br>Monrovia Liberia | **17 747**<br>12 391<br>33 580 | NV | **1965** Bremer Vulkan A.G.—Vegesack (917)<br>196,55 25,35 11,029<br>185,05 25,30 14,66<br>P 39,1 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.39 402 B.38 772<br>6 Ha (each 11,3 × 12,2) 1 Ha (9,4 × 12,2) ER<br>2W Cr 6(8) Der 2(7) | Oil 2SA 9Cy. 700 × 1200<br>9 550bhp (7 025kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 346kW 440V 60Hz a.c.<br>Fuel 2 314,5t (hvf) 15kn |
| **7236907**<br>HNTM<br>567<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL TAMEEM**<br>ex Sanyu Maru-74<br>**Government of The Republic of Iraq (Ministry of Oil & Minerals - Administration for the Distribution of Oil Products)**<br>Basrah Iraq | **7 214**<br>4 210<br>12 125 | **100A1** SS 6/81<br>oil tanker<br>**LMC**<br>EL X $2\frac{1}{16}$"U2<br>FN 3299<br>(NK) | **1972** K.K. Taihei Kogyo—Akitsu (277)<br>117,25 19,05 9,246<br>110,01 19,00 10,98<br>P 23,2 Trunk 69,5 F 12,2 1 dk<br>rf 152<br>12BH WB649T | **M Tanker**<br>14 Ta ER<br>L.(oil) 15 377 | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 737,5t-22,5pd 13,75kn |
| **5425839**<br>A8LW<br>5068<br>Df Esd<br>Gc Rdr<br>RTm/h | **AL TAMMAR**<br>ex Westbulk-79<br>**Providence Bay Shipping Co. Ltd.**<br>Monrovia Liberia | **17 226**<br>11 671<br>30 749 | NV | **1964** Kaldnes M/V A/S—Tonsberg (157)<br>186,82 24,72 11,219<br>173,95 24,69 15,24<br>P 40,9 F 16,8 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,2 18,9 18,9 18,9 18,9 18,9 18,9 ER<br>G.37 633<br>7 Ha (stl) (9,7 11,8 11,8 11,8 11,8 11,8 12,7 × 12,1) ER<br>Cr 4(8) | Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 1 782,0t (hvf)-31,5pd 14kn |
| **5167944**<br>H8BH<br>1085<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AL TANVIR**<br>ex Alfredo Primo-79<br>ex Bannerloch-66<br>ex Jakob Maersk-63<br>**Rivermill Maritime Inc.**<br>Panama Panama | **11 977**<br>7 408<br>18 826 | BV RI<br>✠Classed LR until 12/67 | **1954**-5 John Cockerill S.A.—Hoboken (763)<br>176,79 21,39 9,265<br>167,21 21,34 12,12<br>P 34,8 B 13,5 F 15,3 1 dk<br>RW rf 152 conv Tanker — | **M Bulk Carrier**<br>5 Ho ER<br>G.25 512 B.22 062<br>5 Ha (stl) (12,6 15,3 15,3 15,3 15,3 × 10,0) ER<br>Der 10(5) | Oil 2SA 9Cy. 740 × 1400<br>7 100bhp (5 222kW) B&W<br>John Cockerill S.A. Seraing<br>Gen 3 × 60kW 110V d.c.<br>Fuel (hvf) 15kn |
| **5360704**<br>9VAM<br>381564<br>Df Esd<br>Gc Rdr<br>RT | **AL TAQEE**<br>ex Thuredrecht-78<br>**Tideway Shipping Inc.**<br>Singapore Singapore | **13 732**<br>8 735<br>20 480 | AB | **1960** (Fwd & aft sections) Cant. del Mediterraneo—Genova (181)<br>**1965** (Cargo section) N.V. Cockerill Yards Hoboken—Hoboken<br>187,00 20,68 9,589<br>175,72 20,60 13,26<br>P 29,0 F 14,4 1 dk<br>RW rf 51 | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho ER<br>G.28 188 B.25 428<br>6 Ha (13,5 15,7 15,7 15,7 16,0 15,0 × 8,9) ER<br>Der 2(3-5) | Oil 2SA 7Cy. 750 × 1320<br>7 000bhp (5 149kW)<br>Fiat S.G.M. Torino<br>Gen 4 × 200kW<br>Fuel 1 256,0t-25,5pd 14kn |
| **6813693**<br>ELCE6<br>7249<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL TARIQ**<br>ex Koyo Maru-82<br>**Esprit Shipping Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 973**<br>6 125<br>16 538 | NK | **1968** Namura SB. Co. Ltd.—Osaka (372)<br>150,04 21,04 8,594<br>140,01 21,01 11,99<br>P 26,0 F 9,8 1 dk<br>RW | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho ER<br>G.20 316 B.19 975<br>5 Ha (stl) (12,0 13,6 13,6 13,6 13,6 × 10,0) ER<br>Der 10(5) | 2 Oil 4SA each 7Cy. 400 × 540 geared to sc. shaft<br>7 600bhp (5 590kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 200kW 445V a.c.<br>Fuel 1 015,0t-24,5pd 14,25kn |
| **5061449**<br>9VWL<br>304148<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL TAWWAB**<br>ex Cape Howe-78<br>**Albion Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Singapore Singapore | **18 832**<br>9 184<br>27 941 | **✠100A1** SS 4/79<br>ore carrier<br>**✠LMC**<br>EL I† $2\frac{5}{8}$"SQ<br>FN 6616 | **1962**-11 Lithgows Ltd.—Port Glasgow (1137)<br>185,33 24,39 9,862<br>176,79 24,31 13,11<br>P 33,0 F 20,2 1 dk<br>rf nil<br>8BH WB21714t | **M Ore Carrier**<br>4P<br>4 Ho each 30,1 ER<br>G.36 982<br>4 Ha (stl) (each 23,6 × 10,1) ER<br>Cr 2(1) Der 2(3) | Oil 2SA 6Cy. 620 × 1400<br>6 410bhp (4 715kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 420,5t (hvf) 12kn |
| **7923419**<br><br>624385<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL TIDE**<br><br>**Tidewater Vessels Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **293**<br>199<br>1 000 | AB | **1980** McDermott Shipyard—New Iberia, La (127)<br>54,87 3,734<br>50,37 12,20 4,27<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW a.c.<br>12kn |

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| **5050220**<br>A6E2085<br>327/80<br>Df RTm | **AL TOUFIK**<br>ex Armaghan-80 ex Bram-77<br>**Yunus Ali Yunus**<br>Ajman United Arab Emirates | **398**<br>224<br>570 | **✠100A1** SS 4/74<br>**✠LMC**<br>EL g<br>FN 512<br>**SURVEYS OVERDUE — CLASS SUSPENDED 11/11/77** | **1956**-1 G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (275)<br>49,54 8,26 3,175<br>45,01 8,16 3,20<br>P 11,9 RQD 16,2 F 8,0 1 dk<br>R rf nil<br>3BH WB201t | **M General Cargo**<br>1 Ho 27,5 ER<br>G.850 B.821<br>2 Ha (9,6 11,9 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Gen 2 110V d.c.<br>Fuel 44,5t (d.o.) 9,5kn |
| **7625304**<br>A6E2018<br>114/77<br>Df Esd<br>Rdr RT | **AL WAHAB**<br>ex Nur II<br>**Amin Rasheed Shipping Corp.**<br>Dubai United Arab Emirates | **377**<br>215<br>493 | **✠100A1**<br>oil cargoes in side tanks, F.P. 60°C or above<br>For service between Karachi and Dubai<br>**✠LMC**<br>EL (E) D $\frac{13}{16}$"U1·<br>FN 570 | **1977**-5 Hancocks SB. Co. Ltd.—Pembroke Dock (3040)<br>47,86 10,85 1,677<br>43,44 10,67 2,44<br>1 dk<br>rf nil<br>4BH WB36T | **TM RoRo Cargo/Tanker/Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 48kW 415V 60Hz a.c. |
| **7642819**<br>Esd RT | **AL WAHAT**<br>**Government of Libya (Department of Ports & Lights)**<br>Benghazi Libya | **303**<br>137<br>450 | BV | **1976** S.P.A.T., Societe Prov. des At. Terrin —Marseille (103)<br>41,31 7,80 2,502<br>40,01 7,50 3,00<br>1 dk | **TM Tanker**<br>6 Ta ER<br>L.402 | 2 Oil 4SA each 6Cy. 180 × 220 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 104kW 380V d.c.<br>9kn |
| **6410283**<br>YIBF | **AL WALEED**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **708**<br>163<br>— | **✠100A1** CS 10/78<br>**✠LMC**<br>EL k $1\frac{1}{8}$"SQ<br>FN 735<br>**SURVEYS OVERDUE** | **1964**-7 Rolandwerft G.m.b.h.—Bremen (912)<br>60,36 10,62 2,604<br>51,82 10,51 3,66<br>F 6,1 1 dk<br>rf 152<br>7BH WB152t incl. DTa15t Comb. btm & STs f45t | **TM Research/Buoy Ship**<br>Survey | 2 Oil 4SA each 6Cy. 300 × 450 through clutches<br>800bhp (588kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5013961**<br>ODHD<br>Df Esd<br>RTm/v | **AL WARD**<br>ex Josette-80 ex Limar-77<br>ex Chantenay-74 ex Ambulant-64<br>ex Metre-62 ex Ambulant-62<br>**Medawar Shipping & Clearing Co.**<br>Beirut Lebanon | **481**<br>243<br>1 060 | BV | **1959** Grol's Scheepswerven—Zuidbroet (50)<br>57,00 9,63 4,231<br>55,33 9,54 6,05<br>1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>1 Ho 36,8 ER<br>G.1 839 B.1 752<br>2 Ha (each 12,4 × 4,9) ER<br>4W Der 4(3-5) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) 12,5kn |
| **7802275**<br>9KJP<br>KT1405<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL WATTYAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Kuwait Kuwait | **20 658**<br>12 510<br>24 302 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL It 605,0/64,0U3<br>FN 7311 | **1979**-10 Hyundai Heavy Industries Co. Ltd. —Ulsan (116)<br>183,24(BB) 27,49 10,015<br>168,76 27,41 15,91<br>F 22,9 1 dk<br>rf nil DK in way of holds<br>8BH WB9355T incl. DTf1005T, Nos. 2A, 2B, 3A, 5A & 5B (p & s) STs in way of holds 3707T | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>5 Cell.Ho 6,4 27,2 27,2 27,2 27,2 ER<br>TEU 1612<br>C.Ho 334/20' 178/40' C.Dk 470/20' 226/40' incl. 96 ref C.<br>17 Ha (stl) ER | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel-46,5pd 17kn |
| **7612539**<br>HZLJ<br>SA620<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL YAMAMAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Dammam Saudi Arabia | T.Mk<br>**10 712**<br>6 746<br>18 812<br>**15 041**<br>9 517<br>23 741 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Ft $2\frac{5}{8}$"U2<br>FN 6314 | **1977**-12 Govan Shipbuilders Ltd.—Govan, Glasgow (230)<br>175,32(BB) 23,42 —/10,396<br>168,10 23,36 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6562T incl. DTf958T STs in Nos. 3 & 4 holds 1880T & STs in Nos. 2-4 TwD895T | **M General Cargo**<br>4 Ho 16,0DTp&s 25,9 27,1 27,1 28,0 ER<br>G.30 899 B.28 820 In.21<br>TEU 252 C. 252/20'<br>9 Ha (stl) (9,1 × 7,0) (19,0p&s × 8,0) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 345,0t (d.o.) 1 724,0t (hvf) 16kn |
| **7817464**<br>YKBY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL YARMOUK**<br>**Syro-Jordanian Shipping Co. (SYJOMAR)**<br>Latakia Syria | T.Mk<br>**3 865**<br>1 635<br>4 890<br>**5 355**<br>2 854<br>6 305 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL (W) 521,4/52,0U2<br>FN 3056 | **1979**-12 Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/13)<br>123,91(BB) 17,02 7,338<br>113,98 17,00 9,81<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd<br>SF 6BH WB862T incl. topside tanks in No. 1 hold 92T | **M General Cargo**<br>Ref 8bth P<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 323 B.7 573 In.966<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/$cm^2$ (4,9bar)<br>WTAuxB (ex.g) & rcv 5kgf/$cm^2$ (4,9bar) hs154,8<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd 15kn |
| **6611679**<br>9KKP<br>KT1395<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AL YASRAH**<br>ex Kaifan-79 ex Ribaforada-79<br>ex Alcantara-76<br>**Livestock Transport & Trading Co. K.S.C.**<br>Kuwait Kuwait | **29 610**<br>16 759<br>43 472 | **✠100A1** SS 9/79<br>**✠LMC**<br>EL yt $3\frac{3}{8}$"SQ<br>FN 9434 | **1967**-1 Ast. de Cadiz—Cadiz (82)<br>195,31(BB) 35,56 12,027<br>180,75 35,50 16,69<br>1 dk<br>rf 152 shortened 79<br>conv Tanker 79<br>7BH WB18749T | **M Livestock Carrier**<br>Mchy.aft | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ast. de Cadiz Valencia<br>NAuxB (o.f.) 9/79 14,2kgf/$cm^2$ (14,0bar)<br>e(ex.g) 200lbf/$in^2$ (13,8bar)<br>Gen 2 × 700kW 1 × 500kW 2 × 400kW 380V 50Hz a.c.<br>Fuel 2 733,0t (hvf)-73,0pd 17,5kn |
| **5139478**<br>YIBH | **AL ZAB**<br>ex Hadhir-66 ex Empire Ruth-48<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **258**<br>—<br>— | ✠Classed LR until 7/3/80 | **1945**-2 Scott & Sons—Bowling (374)<br>34,75 9,17 3,645<br>32,01 9,15 4,12<br>BK 178 | **S Tug** | T 3Cy. 419 686 & 1168 × 762<br>Plenty & Son Ltd. Newbury<br>Fuel 76,0t (o.f.) 12,5kn |
| **7217145**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL ZAHER II**<br>ex Capitaine Le Goff-81<br>Launched as Admiral Carrier I<br>**Baaboud Trading & Shipping Agencies**<br>Jeddah Saudi Arabia | T.Mk<br>**500**<br>190<br>— | BV (NV) | **1972** Hatlo Verksted A/S—Ulsteinvik (46)<br>90,20 15,04 4,420<br>84,00 15,00 9,58<br>2 dks | **TM RoRo Cargo**<br>12bth P<br>Stern door<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 225 × 300<br>4 000bhp (2 942kW)<br>Alpha-Diesel A/S Frederikshavn<br>2 Thw. thrust Contr. pitch propellers fwd<br>16kn |

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| **6403618**<br>SUMT<br><br>Df Esd<br>Gc Rdr<br>RT | **AL ZAKAZIK**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **2 034**<br>1 221<br>3 251 | **100A1** SS 7/80<br><br>**LMC**<br>EL (q) 412,5/45,0U1<br>FN 1450<br>(GL) | **1964** Suez Canal Authority—Port Fuad (5)<br>78,67 12,91 6,554<br>72,75 12,70 7,22<br>P 15,6 RQD 27,2 F 10,7 2 dks<br>RW rf 127<br>4BH WB496T | **M General Cargo**<br>Mchy.aft | Oil 4SA 7Cy. 400 × 600 sr geared to sc. shaft<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 75kW 230V d.c.<br>12kn |
| **7702463**<br>HPSR<br>9460-79<br>Df Esd<br>Gc Rdr<br>RT | **AL ZORA 1**<br><br>**Mitsui Ocean Development & Engineering Co. Ltd.**<br>Panama Panama | **171**<br>43<br>— | AB | **1978** Arab Heavy Industries S.A.—Ajman (1)<br>2,831<br>24,01 7,82 3,51<br>1 dk<br>rf 196 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>10kn |
| **7702475**<br>H8WH<br>1049<br>3-80<br>Df Esd<br>Gc Rdr<br>RT | **AL ZORA 2**<br><br>**Alcedes International S.A.**<br>Panama Panama | **171**<br>43<br>— | AB | **1980** Arab Heavy Industries S.A.—Ajman (AS-002)<br>2,831<br>24,01 7,82 3,51<br>1 dk<br>rf 196 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp. U.S.A.<br>Gen 2 × 65kW a.c.<br>11kn |
| **7388774**<br>5MTX<br>6064<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AL-AIN**<br>ex Orator-77<br>**Al Ain Tanker Co.**<br>P&O Deep Sea Cargo Division<br>Monrovia Liberia | **65 052**<br>51 655<br>135 900 | NV | **1974** Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (686)<br>280,07(BB) 41,20 16,708<br>268,00 41,15 21,95<br>F - 1 dk<br>rf 102 | **M Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 167 905 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Fuel 477,5t (d.o.) 6 202,0t (hvf)-86,5pd<br>14,5kn |
| **7501182**<br>A7DH<br><br>Rdr RT | **AL-ALLIAH**<br><br>**Government of The State of Qatar (Ministry of Communications & Transport)**<br>Doha Qatar | **166**<br>3<br>— | AB | **1975** Promet Private Ltd.—Singapore (64)<br>... ... ...<br>25,99 8,49 3,59<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany<br>Fuel 66,0t |
| **7501962**<br>YIAM<br><br>Esd Rdr<br>RT | **AL-AMIN**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **474**<br>125<br>368 | **✠100A1** SS 9/79<br>tug<br>**✠LMC**<br>EL J 1″U2<br>FN 547<br><br><br>**SURVEYS OVERDUE** | **1976**-3 Niigata Eng. Co. Ltd.—Niigata (1365)<br>42,02 10,24 4,163<br>37,17 10,01 4,70<br>F 20,2 1 dk<br>rf 711<br>5BH WB114T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 400 × 600<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t (d.o.)<br>13kn |
| **7911466**<br>A7D2017<br><br>Rdr RT | **AL-ARISH**<br><br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **670**<br>395<br>839 | AB | **1979** Sing Koon Seng (Pte.) Ltd. —Singapore (522)<br>51,01 2,801<br>46,00 12,81 3,51<br>1 dk | **TM Landing Craft**<br>Deck Cargo Water<br>Bow ramp<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5255894**<br>ODDE<br>B4035<br>Df Esd<br>Rdr RT | **AL-ARZ**<br>ex Nordwind-77<br>**Medawar Shipping & Clearing Co.**<br>Beirut Lebanon | **384**<br>190<br>500 | GL | **1953** Hugo Peters—Wewelsfleth (65)<br>51,01 8,06 3,050<br>8,01 3,26<br>P 8,6 F 6,8 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 33,9 ER<br>G.2 662 B.2 395<br>2 Ha ER<br>2W | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 24,5t<br>9kn |
| **7514074**<br>HNBT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-BAATH**<br><br>**Government of The Republic of Iraq (Ministry of Oil & Minerals - Administration for the Distribution of Oil Products)**<br>Basrah Iraq | **6 041**<br>3 640<br>9 928 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>EL X 2″U2<br>FN 3102<br><br><br>**SURVEYS OVERDUE** | **1976**-2 Yamanishi Zosen K.K.—Ishinomaki (801)<br>118,62(BB) 18,24 8,135<br>110,01 18,20 9,99<br>P 23,2 F 13,8 1 dk<br>rf nil<br>9BH WB346T | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 12 228 | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>2 db (o.f.) 9kgf/cm² (8,9bar)<br>Gen 2 × 240kW 385V 50Hz a.c.<br>Fuel 110,5t (d.o.) 527,5t (hvf)<br>13kn |
| **7714595**<br>HNBA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-BAHAR AL-ARABI**<br><br>**Government of The Republic of Iraq (State Enterprise for Sea Fisheries)**<br>Basrah Iraq | **5 206**<br>2 966<br>6 953 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL W 495,0/50,0U2<br>FN 2950 | **1978**-11 Niigata Eng. Co. Ltd.—Niigata (1570)<br>119,67 17,66 7,736<br>110,01 17,61 9,20<br>P 44,5 F 23,2 1 dk<br>rf 152<br>8BH WB304T | **M Fish Carrier Supply Ship**<br>Ref<br>3 Ho 15,3 16,1 13,2 ER<br>2 Wing Ta 6,2p 2,7s ER<br>B.3 062 In.3 981<br>3 Ha (stl) (4,4 4,4 × 4,4) (3,4 × 3,4)<br>Cr 2 | Oil 4SA 8Cy. 400 × 460 dr geared to sc. shaft<br>4 600bhp (3 384kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata<br>db (o.f.) 10kgf/cm² (9,9bar)<br>Gen 3 × 520kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 1 504,0t (hvf)<br>14kn |
| **7903691**<br>YIBR<br>1083<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-BAKR**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **991**<br>262<br>390 | **✠100A1**<br><br>**✠LMC**<br>EL M 385,0/32,0U2<br>FN 856<br><br><br>**SURVEYS OVERDUE** | **1980**-2 Mitsubishi Heavy Industries Ltd. —Nagasaki (13214)<br>58,78 12,32 2,971<br>53,01 12,01 4,12<br>P 22,6 F 8,9 1 dk<br>rf 152<br>6BH WB177T incl. DTa94T | **TM Research/Buoy Ship**<br>Survey<br>1 Ho 13,3 ER<br>B.485<br>1 Ha (7,0 × 6,0) ER<br>Cr 1(8-15) | 2 Oil 4SA each 6Cy. 310 × 380 reverse reduction geared to sc. shafts<br>3 200bhp (2 354kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 350kW 1 × 300kW 385V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 186,0t (d.o.)<br>14kn |
| **6513918**<br>HZNN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AL-BARAT**<br>ex Tenbury-74<br>**Arabian Maritime Transport Co. Ltd. (AMTC)**<br>Jeddah Saudi Arabia | T.Mk<br>**5 662**<br>2 970<br>—<br>**8 206**<br>4 538<br>12 229 | **✠100A1** CS 10/80<br>DTmf—vegetable oil<br>**✠LMC**<br>EL ct 2⅛″SQ<br>FN 4047 | **1965**-10 Burntisland S.B. Co. Ltd. —Burntisland (409)<br>140,82 19,26 —/9,030<br>131,07 19,21 11,66<br>F 11,9 2 dks<br>rf 152<br>6BH WB3221t incl. DTmf1469t | **M General Cargo**<br><br>6 Ho 15,0 20,4 9,1 11,4 19,0 ER 18,7 5 TwD<br>G.17 063 B.15 630<br>5 Ha (stl) (10,2 × 6,1) (11,4 11,4 10,6 × 7,3) ER (9,1 × 7,3)<br>Cr 2(5) Der 1(30) 6(12,5) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 467bhp (6 964kW) Sulzer<br>John Brown & Co. (Clydebank) Ltd. Clydebank<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) |

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|---|---|---|---|---|---|---|
| 7354888<br>A8QM<br>5190<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AL-DHAFRAH**<br>ex Troilus-75<br>**Al-Dhafrah Tanker Co. Inc.**<br>P&O Deep Sea Cargo Division<br>Monrovia Liberia | **127 264**<br>107 168<br>273 516 | ✠**100A1** SS 12/78<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL E* 4⅜"U3<br>FN 26215 | **1974**-4 Mitsui SB. & Eng. Co. Ltd.<br>—Ichihara (979)<br>331,55(BB) 56,06 20,587<br>318,02 56,01 26,42<br>1 dk<br>rf nil<br>11BH WB43005T incl. 37284T in clean ballast tanks | **S Tanker**<br>IGS<br>pt higher tensile steel<br>20 Ta ER<br>L.(oil) 328 000 HeCls. B<br>Der 2(20) | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 WTB 75kgf/cm$^2$ (73,6bar) Spt 515°C<br>63,6kgf/cm$^2$ (62,4bar) hs3697,5<br>Gen 2 × 1240kW 1 × 1050kW<br>450V 60Hz a.c.<br>Fuel 9 601,5t (o.f.)-191,0pd 15,5kn |
| 7373092<br>A8SX<br>5254<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-DURIYAH**<br>ex Esso Geneva-77<br>**Esso Oceanic Inc.**<br>Monrovia Liberia | **138 113**<br>114 215<br>307 233 | AB | **1975** Kawasaki Heavy Ind. Ltd.—Sakaide (1192)<br>339,99(BB) 22,302<br>325,00 55,99 28,78<br>1 dk | **S Tanker**<br>COW IGS CBT<br>17 Ta ER<br>L.(oil) 376 316 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 9,5t (d.o.) 10 634,5t (hvf)-193,0pd<br>15,75kn |
| 8112225<br>YINR | **AL-ENTISAR**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **558**<br>163<br>375 | **100A1**<br>Class Contemplated<br>FN 648 | **1982** B.V. Scheepswerf K. Damen<br>—Hardinxveld-Giessendam (624)<br>44,51 11,26 4,252<br>39,68 11,05 5,26<br>1 dk | **M Tug** | Oil 2SA 6Cy. 450 × 520 sr geared to sc. shaft<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller |
| 7396159<br>9KSM<br>KT1214<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-FAIHA**<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **136 614**<br>102 602<br>267 908 | ✠**100A1** SS 1/82<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL D 4½"U3<br>FN 25963 | **1977**-7 Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (247)<br>339,17(BB) 53,55 20,754<br>324,01 53,51 26,62<br>F 27,2 1 dk<br>rf nil<br>10BH WB38743T incl. clean ballast tanks 28341T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>18 Ta ER<br>L.(oil) 300 514 | S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 75kgf/cm$^2$ (73,6bar) (Spt 515°C<br>64,5kgf/cm$^2$ (63,3bar)) hs3832,2<br>Gen 2 × 1600kW 2 × 850kW<br>450V 60Hz a.c.<br>Fuel 12 069,0t (o.f.) 335,5t (d.o.) 15kn |
| 7376733<br>HZTP<br>SA1038<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AL-FALAH**<br>ex Chevron Edinburgh-82<br>**Saudi Arabian International Transport Co. Ltd.**<br>Chevron Shipping Co.<br>Jeddah Saudi Arabia | **130 490**<br>99 665<br>268 333 | AB | **1974** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1721)<br>338,64(BB) 53,65 20,559<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 314 174 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 11 847,0t (o.f.) 17,5t (d.o.)-167,5pd<br>15,25kn |
| 7720374<br><br>509/78<br>RT | **AL-GHAZAL**<br>**International Pioneer of America**<br>Oriental Marine Services<br>Dubai United Arab Emirates | **498**<br>382<br>1 000 | | **1978** Mazhar Engineers—Karachi (M-001)<br>48,82<br>48,01 9,76 4,27<br>1 dk | **TM General Cargo** | 2 Vee Oil 2SA each 12Cy. 108 × 127 reduction geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7535509<br><br>384909<br>Rdr RT | **AL-HAMRA**<br>ex Sanyo-81 ex Sanyo Maru-80<br>**Al-Hamra Shipping Lines Ltd.**<br>Chittagong Bangladesh | **497**<br>330<br>980 | | **1968** Nishihara Zosen—Ohmishima (131)<br>54,56 9,02 4,166<br>49,51 9,00 4,50<br>P 11,3 F 5,5 1 dk<br>rf 152 | **M General Cargo**<br><br>1 Ho<br>G.1 100 B.1 058<br>1 Ha (24,9 × 5,3) | Oil<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 20kW 1 × 8kW a.c.<br>11kn |
| 7004110<br><br>RH-W8<br>3089<br>Gc Rdr<br>RT | **AL-HANAN**<br>ex Shinsui Maru No. 1-79<br>**Asalimi Establishment S. de R.L.**<br>Amapala Honduras | **1 500**<br>793<br>3 940 | NK | **1969** K.K. Taihei Kogyo—Akitsu (237)<br>80,55 12,32 5,703<br>75,01 12,31 6,30<br>P 14,7 F 7,7 1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 3 487 | Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW a.c.<br>Fuel 208,5t-10,5pd 12,5kn |
| 7506613<br>YIHR<br><br>Esd Rdr<br>RTv | **AL-HATHER**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **474**<br>125<br>368 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL J 1"U2<br>FN 547 | **1976**-3 Odo Zosen Tekko K.K.<br>—Shimonoseki (211)<br>42,02 10,24 4,152<br>37,17 10,00 4,70<br>F 20,2 1 dk<br>rf 711<br>4BH WB114T<br>**SURVEYS OVERDUE** | **M Tug** | Oil 4SA 6Cy. 400 × 600<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 1 × 100kW<br>385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t (d.o.) |
| 7222528<br>HZQH<br>SA636<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AL-JABALAINE**<br>ex Eastern Treasure-81<br>**Arabian Bulk Trade Ltd.**<br>Dammam Saudi Arabia | **20 328**<br>13 182<br>34 138 | AB | **1972** Osaka Zosensho—Osaka (325)<br>185,50(BB) 26,04 11,148<br>174,96 26,00 15,50<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Cement<br>5 Ho 24,7 32,7 15,1 32,7 25,6 ER<br>G.42 595 B.41 242 HeCls. ptB<br>5 Ha (stl) (13,5 19,2 8,7 19,2 15,1 × 12,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 324kW 450V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 808,0t (hvf)-36,0pd |
| 7412082<br><br>Rdr | **AL-JUBAIL I**<br>**Mohammad Al-Mojil Establishment**<br>Dammam Saudi Arabia | **262**<br>198<br>— | AB | **1974** Singapore S.B. Industries (Pte) Ltd.<br>—Singapore (82)<br>1,677<br>36,58 9,76 2,44<br>1 dk | **TM Landing Craft** | 2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c. |
| 7412094<br><br>Rdr RT | **AL-JUBAIL II**<br>**Mohammad Al-Mojil Establishment**<br>Dammam Saudi Arabia | **262**<br>198<br>508 | AB | **1974** Singapore S.B. Industries (Pte) Ltd.<br>—Singapore (83)<br>1,728<br>36,58 9,76 2,44<br>1 dk | **TM Landing Craft** | 2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c. |
| 7501170<br><br><br>Df Gc<br>Rdr RT | **AL-JUBAIL VII**<br>ex White Gold-78<br>ex Muara Pegah-77<br>**Mohammad Al-Mojil Establishment**<br>Dammam Saudi Arabia | **414**<br>202<br>773 | AB | **1976** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (275)<br>50,50 2,229<br>48,01 12,01 3,03<br>1 dk<br>rf 152 | **TM Landing Craft**<br><br>Bow ramp | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW a.c.<br>18kn |

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| 7710549<br>Esd Rdr<br>RT | **AL-JUBAIL VIII**<br>**Mohammad Al-Mojil Establishment**<br>Dammam Saudi Arabia | 278<br>34<br>— | AB | **1978** Marine Builders (Pte.) Ltd.—Singapore (1016)<br>3,501<br>32,52 8,51<br>F 4,3 1 dk | **TM Work Ship** | 2 Vee Oil 4SA each 12Cy. 135 × 160 geared to sc. shafts<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 80kW a.c. |
| 6513449<br>HO6353<br>9805-LI<br>Df Esd<br>Rdr<br>RTm/v | **AL-JUBAIL IX**<br>ex Rafeef 2-82<br>ex Border Blazer-81<br>ex South Shore-73<br>**Mohammad Al-Mojil Establishment**<br>Panama Panama | 448<br>130<br>549 | **✠100A1** SS 7/79<br>**✠LMC**<br>EL h 1"SQ<br>FN 606 | **1965**-5 J. Samuel White & Co. Ltd. —Cowes (2026)<br>45,42 10,62 3,214<br>42,68 10,37 3,81<br>F 13,8 1 dk<br>rf nil<br>NS 5BH WB323t | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>1 600bhp (1 177kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 80kW d.c. |
| 7506601<br>YIKH<br>Esd Rdr<br>RTv | **AL-KARRKH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | 474<br>125<br>368 | **✠100A1**<br>tug<br>**✠LMC**<br>EL J 1"U2<br>FN 547<br>**SURVEYS OVERDUE** | **1975**-11 Odo Zosen Tekko K.K. —Shimonoseki (210)<br>42,02 10,24 4,163<br>37,17 10,00 4,70<br>F 20,2 1 dk<br>rf 711<br>4BH WB114t | **M Tug** | Oil 4SA 6Cy. 400 × 600<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 1 × 100kW 385V 50Hz a.c.<br>Controllable pitch propeller |
| 7906875<br>KT1409 | **AL-KASSAR**<br>**Gulf Dredging Co. (S.A.K.)**<br>Kuwait Kuwait | 316<br>290<br>— | **✠100AN**<br>dredger<br>EL (F)<br>FN 517 | **1979**-8 N.V. Scheepswerf "de Donge" —Raamsdonksveer (4279)<br>35,31 12,02 1,861<br>35,01 11,97 2,77<br>1 dk<br>rf nil<br>4BH WBnil | **Dredger**<br>Dipper | Gen 2 × 52kW 400V 50Hz a.c. |
| 7520310<br>5AMO<br>TP566<br>Df Esd<br>Gc Rdr<br>RT | **AL-KERIAT**<br>**Government of Libya (Department of Ports & Lights)**<br>Misurata Libya | 302<br>0<br>— | ✠Classed LR until 27/6/80 | **1978**-3 Est. Nav. do Mondego—Figueiro da Foz (182)<br>35,01 9,22 3,531<br>32,01 9,01 4,68<br>RAD 1,3 1 dk<br>rf 737 BK 30 | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 240 × 330 reverse reduction geared to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 80kW 1 × 48kW 380V 50Hz a.c.<br>12kn |
| 7943794<br>H2BW<br>RT | **AL-KHALIJ**<br>ex Najdiah-81 ex Shinah 17-75<br>**West Gulf Shipping**<br>Al Navigation Co. Ltd.<br>Limassol Cyprus | 490<br>277<br>806 | BV | **1965** Kishigami Zosen K.K.—Akitsu<br>3,631<br>51,06 8,31 4,30<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.1 153 B.1 092<br>1 Ha (stl)<br>Der 1(5) 1(3) | Oil 4SA 6Cy.<br>600bhp (441kW)<br>Kinoshita Tekkosho Japan<br>10kn |
| 7408536<br>YIKA<br>Esd Gc<br>Pfd Rdr<br>RT | **AL-KHALIJ AL-ARABI**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | 4 083<br>1 740<br>4 740 | (GL) | **1975** Orenstein & Koppel A.G.—Luebeck (709)<br>90,00 17,35 6,014<br>86,42 17,30 7,80<br>F 17,1 1 dk | **TM Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>Twin side arms Dredging depth 27,0<br>Hopper 4350T<br>Hopper 2 745<br>2 sandpumps each 858kW (1150bhp) | 2 Oil 4SA each 6Cy. 450 × 550<br>4 800bhp (3 531kW)<br>Atlas-MaK Maschinenbau Kiel<br>12kn |
| 6719201<br>HZVY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-KHAMES 1**<br>ex Char Loong-82<br>ex Cheer Cetus-79<br>ex Recife Maru-79<br>**Saudi Navigation Co. Ltd.**<br>Jeddah Saudi Arabia | 7 705<br>5 145<br>11 837 | NK | **1967** Namura SB. Co. Ltd.—Osaka (363)<br>139,96 19,03 8,719<br>131,63 19,00 11,51<br>P 26,6 F 11,3 2 dks, pt 3rd dk<br>conv Ref General Cargo 81 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 16,3 17,9 20,8 18,3p 20,8 ER<br>TEU 510 C. 270/20' 120/40'<br>5 Ha (stl) ER | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 290kW 450V a.c.<br>Fuel 1 059,5t-26,0pd 15kn |
| 6719213<br>HZWD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-KHAMES 2**<br>ex Char Hoong-82<br>ex Cape Cetus-79<br>ex Rio Grande Maru-79<br>**Saudi Navigation Co. Ltd.**<br>Char Ching Marine Co. Ltd.<br>Jeddah Saudi Arabia | 7 742<br>5 135<br>11 837 | NK | **1967** Sanoyasu Dockyard Co. Ltd.—Osaka (258)<br>139,96 19,03 8,719<br>131,63 19,00 11,51<br>P 26,3 F 11,3 2 dks, pt 3rd dk<br>conv Ref General Cargo 81 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 16,3 17,9 20,8 18,3 20,8 ER<br>TEU 510 C. 270/20' 120/40'<br>5 Ha (stl) ER | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 248kW 445V a.c.<br>Fuel 1 029,5t-26,0pd 15,25kn |
| 7420144<br>HNKN<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AL-KHANSAA**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | 1 599<br>955<br>3 525 | **✠100A1** SS 7/81<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Q 1½"U2<br>FN 1660 | **1977**-4 Buesumer Werft G.m.b.H.—Buesum (262)<br>81,62 (BB) 13,64 6,101<br>75,01 13,61 8,51<br>RAD 19,9 RFD 6,1 2 dks<br>rf nil<br>SF 2BH to U dk, 2BH to 2nd dk WB639T | **M General Cargo**<br>Ref<br>2 Ho 26,2 24,9 ER<br>G.5 093 B.4 591 In.100<br>TEU 108 C.Ho 60/20' C.Dk 48/20'<br>2 Ha (stl) (each 18,9 × 10,0) ER<br>Cr 4(5) | Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 3 × 108kW 390/229V 50Hz a.c.<br>Fuel (d.o.) (hvf) 12,75kn |
| 7812804<br>KT1383<br>Esd Rdr<br>RT | **AL-KHIRAN**<br>**Touristic Enterprises Co. K.S.C.**<br>Kuwait Kuwait | 275<br>98<br>108 | **✠100A1**<br>ferry<br>Kuwait coasting service<br>**✠LMC**<br>EL (I) H 302,5/22,0U2<br>FN 393 | **1979**-2 Selco Shipyard Pte. Ltd. —Singapore (281)<br>37,44 11,28 1,512<br>27,84 11,00 3,10<br>1 dk<br>rf nil<br>5BH WB116T | **TM RoRo Cargo/Ferry** 96dk P<br>Bow door/ramp Stern ramp<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 120 × 130 geared to sc. shafts<br>770bhp (566kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 64kW 415V 50Hz a.c.<br>2 Directional propellers |
| 5277191<br>SUUK<br>1502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-LUXOR**<br>ex Sphinx U-82<br>ex Philippine President Osmena-78<br>**Egyptian International Shipping Corp.**<br>Uiterwyk Corp.<br>Alexandria Egypt | 9 941<br>5 249<br>12 371 | AB | **1961** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (767)<br>155,51 19,56 9,024<br>145,01 19,50 12,30<br>F 10,4 3 dks<br>RW rf 102 | **M General Cargo** CSD<br>Ref<br>3 Ho ER 3 Ho<br>G.18 300 B.17 000 In.400<br>3 Ha ER 3 Ha<br>18W Der 2(20) 2(10) 14(6) | Oil 2SA 9Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Fuel 642,0t 18,25kn |
| 8105600<br>KT1439<br>Df Esd<br>Gc Rdr<br>RT | **AL-MANGAF**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | 459<br>137<br>265 | **✠100A1**<br>tug<br>**✠LMC**<br>EL H 336,0/32,0U2(a)<br>FN 563 | **1982** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (766)<br>39,10 11,64 3,420<br>36,50 11,00 4,40<br>F 12,8 1 dk<br>rf 356<br>5BH WB181T incl. DTa46T | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shafts Sulzer<br>Ito Tekkosho Shimizu<br>Gen 2 × 120kW 1 × 56kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 93,0t (d.o.)-7,5pd 12,25kn |

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| **6905006**<br>9KIG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-MESSILAH**<br>ex Cinderella-81 ex Nimos-77<br>ex Berkel-69<br>**Livestock Transport & Trading Co. K.S.C.**<br>Kuwait Kuwait | **5 216**<br>3 004<br>6 210 | **✠100A1** SS 7/81<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL W 2"U2<br>FN 2741 | **1969**-1 J. J. Sietas K.G. Schiffswerft —Hamburg (636)<br>113,52 17,18 7,514<br>103,00 17,00 9,61<br>P 22,9 F 15,9 2 dks<br>rf nil conv General Cargo 82<br>2BH to U dk 2 to 2nd dk WB1483t incl. DTf110t & Comb. btm & side tanks in hold 705t | **M Livestock Carrier**<br>1 Ho 64,9 ER<br>G.8 455 B.8 031 | Vee Oil 4SA 10Cy. 400 × 540 sr geared to sc. shaft<br>5 430bhp (3 994kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 523,5t (hvf) 15,75kn |
| **6825438**<br>5AKV | **AL-MUKTASHEF**<br>**Government of Libya**<br>Tripoli Libya | **169**<br>—<br>46 | BV | **1967** Tczewska Stocznia Rzeczna—Tczew<br>27,44 7,35 2,490<br>24,80 7,31 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) | Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 17,5t (d.o.) 10,75kn |
| **8105595**<br>KT1438<br>Esd Rdr<br>RT | **AL-MUTLAA**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **459**<br>265<br>265 | **✠100A1**<br>tug<br>**✠LMC**<br>EL 338,0/32,0U2(a)<br>FN 563 | **1982**-1 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (765)<br>39,10 11,64 3,420<br>36,50 11,00 4,40<br>F 12,8 1 dk<br>rf 356<br>5BH WB181T incl. DTa46T | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shafts<br>Sulzer<br>Ito Tekkosho Shimizu<br>Gen 2 × 120kW 1 × 56kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 93,0t (d.o.)-7,5pd 12,25kn |
| **5361708**<br>H04338<br>7875-PEXT1<br>Df Esd<br>RT | **AL-NEELUM**<br>ex Al-Fozia-80 ex Silver Star-77<br>ex Alfajer III-76 ex Tinda-75<br>**Arabian Shipping Co. Pvt. Ltd.**<br>Sharjah Shipping Co. (U.K.) Ltd.<br>Panama Panama | **452**<br>258<br>569 | ✠Classed LR until 2/5/80 | **1957**-3 Martenshoekster Scheepsbouw N.V. —Hoogezand (85)<br>52,18 8,36 3,074<br>46,51 8,26 3,36<br>P 11,3 F 7,4 1 dk<br>RW rf 76 | **M General Cargo**<br>Mchy.aft<br>G.883 B.816 | Oil 4SA 5Cy. 290 × 450<br>300bhp (221kW)<br>Appingedammer Brons Appingedam |
| **8112249**<br>51 | **AL-NUHOODH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Iraq | **558**<br>164<br>375 | **100A1**<br>Class Contemplated<br>FN 676 | **1982** B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (626)<br>44,51 4,461<br>40,87 11,26 5,26 | **M Tug** | Oil geared to sc. shaft<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| **7528752**<br>A1430<br>Esd Rdr<br>RT | **AL-QALA'A**<br>**Arab Shipbuilding & Repair Yard Co. (ASRY)**<br>Bahrain Bahrain | **204**<br>0<br>136 | **✠100A1** SS 6/81<br>tug<br>Arabian Gulf & Gulf of Oman service, west of a line Muscat to Char Bahar<br>**✠LMC**<br>EL (F) D ¾"U2<br>FN 384 | **1977**-11 Est. Sao Jacinto S.a.r.L.—Aveiro (120)<br>33,36 9,00 3,825<br>30,00 8,50 4,30<br>RAD 1,0 1 dk<br>rf 1041 BK 152<br>3BH | **M Tug**<br>Fire-fighting Pollution Control | Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 48kW 1 × 32kW 380/220V 50Hz a.c. |
| **7723479**<br>A4DL<br>Df Esd<br>RT | **AL-RABAT**<br>**Government of The Sultanate of Oman (Musandam Development Committee)**<br>Muscat Oman | **115**<br>37<br>88 | **100A1**<br>Class Contemplated<br>FN 215 | **1982** Impala Marine Ltd.—Twickenham (516)<br>26,22 7,35 1,510<br>22,26 7,32 2,32<br>1 dk | **TM Tanker/Landing Craft**<br>Water<br>4 Ta ER | 2 Oil 4SA each 6Cy. 137 × 165 sr geared to sc. shafts<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7501948**<br>YIRF<br>Esd Rdr<br>RT | **AL-RESSAFA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **474**<br>125<br>368 | **✠100A1** SS 12/79<br>tug<br>**✠LMC**<br>EL J 1"U2<br>FN 547<br>**SURVEYS OVERDUE** | **1976**-3 Niigata Eng. Co. Ltd.—Niigata (1368)<br>42,02 10,24 4,163<br>37,17 10,01 4,70<br>F 20,2 1 dk<br>rf 711<br>5BH WB114T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 400 × 600<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 176kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t (d.o.) 13kn |
| **7716127**<br>HNSA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-SAHIL AL-ARABI**<br>**Government of The Republic of Iraq (State Enterprise for Sea Fisheries)**<br>Basrah Iraq | **5 207**<br>2 966<br>6 396 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL W 495,0/50,0U2<br>FN 2950<br>**DELAYED IN SHATT—AL—ARAB** | **1978**-11 Shikoku Dockyard Co. Ltd. —Takamatsu (803)<br>119,67 17,66 7,736<br>110,01 17,61 9,20<br>P 44,5 F 23,2 1 dk<br>rf 152<br>8BH WB304T | **M Fish Carrier Supply Ship**<br>Ref<br>3 Ho 15,3 16,1 13,2 ER 2 Wing Ta 6,2p 2,7s ER<br>B.3 062 In.3 981<br>3 Ha (stl) (4,4 4,4 × 4,4) (3,4 × 3,4) ER<br>Cr 2 | Oil 4SA 8Cy. 400 × 460 dr geared to sc. shaft<br>4 600bhp (3 384kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata<br>db (o.f.) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 520kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 1 504,0t (hvf) 14kn |
| **7342897**<br>A6HX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-SALAMA**<br>ex Loch Maree-81<br>**Salarab Ltd.**<br>Salen U.K. Ship Management Ltd.<br>Sharjah United Arab Emirates | T.Mk<br>**8 043**<br>3 676<br>10 746<br>**10 396**<br>5 785<br>11 168 | **✠100A1** SS 10/80<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 2$\frac{1}{16}$"U3<br>FN 5173 | **1976**-1 Scotstoun Marine Ltd.—Scotstoun (206)<br>157,38(BB) 22,56 9,195/9,370<br>143,69 22,51 13,49<br>F 14,4 3 dks, 4th dk in Nos. 2, 3, & 4 holds<br>rf nil<br>7BH WB2658T incl. Tunnel tanks 252T | **M General Cargo**<br>Ref.<br>4 Ho ER 1 Ho 11 TwD ER 2 TwD<br>In.13 670<br>5 Ha (stl) (6,9 9,9 9,9 9,9 9,1 × 7,3)<br>Cr 4(12,5) Der 2(8) | Oil 2SA 9Cy. 740 × 1600<br>18 800bhp (13 829kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 10,9kgf/cm$^2$ (10,7bar)<br>e(ex.g) 13,8kgf/cm$^2$ (13,6bar)<br>Gen 4 × 880kW 450V 60Hz a.c.<br>Fuel 333,0t (d.o.) 1 981,0t (hvf) 21,5kn |
| **5168352**<br>S2HD<br>Df Esd<br>Gc Rdr | **AL-SALMA**<br>ex Jalaveera-78<br>**Atlas Shipping Agencies Ltd.**<br>Chittagong Bangladesh | **5 074**<br>2 547<br>7 778<br>**7 172**<br>4 385<br>9 556 | **✠100A1** SS 4/81<br>DTa—oil FP above 65.5°C.<br>DTm—vegetable oil<br>**✠LMC**<br>EL (b†) 1$\frac{15}{16}$"SQ<br>FN 3657 | **1958**-7 Hindustan Shipyard Ltd. —Visakhapatnam (VC.122)<br>144,96 17,73 6,484/7,335<br>132,54 17,68 9,91<br>F 26,9 1 dk & S dk<br>RW rf 102 len 62<br>Coll BH to S dk 8 to 2nd dk WB3261t incl. Dta894t DTm823t | **M General Cargo** OSD/CSD<br>5 Ho 14,4 20,2 17,5 12,5 20,5<br>G.15 920 B.14 456<br>5 Ha (stl) (6,8 10,2 16,9 13,4 10,2 × 6,1)<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 5Cy. 700 × 1200<br>3 350bhp (2 464kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 130kW 230V d.c.<br>Fuel 894,0t (hvf) 12kn |
| **8112237** | **AL-SHUMOOKH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Iraq | **558**<br>163<br>375 | **100A1**<br>Class Contemplated<br>FN 676 | **1982** B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (625)<br>44,51 4,461<br>40,87 11,26 5,26<br>1 dk | **M Tug** | Oil 4SA 6Cy. 450 × 520 sr geared to sc. shaft<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller |

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| **7710549**<br>Esd Rdr<br>RT | **AL-JUBAIL VIII**<br>**Mohammad Al-Mojil Establishment**<br>Dammam Saudi Arabia | **278**<br>34<br>— | AB | **1978** Marine B<br>32,52 8<br>F 4,3 1 dk |
| **6513449**<br>HO6353<br>9805-LI<br>Df Esd<br>Rdr<br>RTm/v | **AL-JUBAIL IX**<br>ex Rafeef 2-82<br>ex Border Blazer-81<br>ex South Shore-73<br>**Mohammad Al-Mojil Establishment**<br>Panama Panama | **448**<br>130<br>549 | ✠**100A1** SS 7/79<br>✠**LMC**<br>EL h 1"SQ<br>FN 606 | **1965**-5 J. Sam<br>—Cowes<br>45,42 1<br>42,68 1<br>F 13,8 1 dk<br>rf nil<br>NS 5BH WB3 |
| **7506601**<br>YIKH<br>Esd Rdr<br>RTv | **AL-KARRKH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **474**<br>125<br>368 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL J 1"U2<br>FN 547<br>**SURVEYS OVERDUE** | **1975**-11 Odo<br>—Shimonose<br>42,02 1<br>37,17 1<br>F 20,2 1 dk<br>rf 711<br>4BH WB114t |
| **7906875**<br>KT1409 | **AL-KASSAR**<br>**Gulf Dredging Co. (S.A.K.)**<br>Kuwait Kuwait | **316**<br>290<br>— | ✠**100AN**<br>dredger<br>EL (F)<br>FN 517 | **1979**-8 N.V.<br>—Raamsdon<br>35,31 1<br>35,01 1<br>1 dk<br>rf nil<br>4BH WBnil |
| **7520310**<br>5AMO<br>TP566<br>Df Esd<br>Gc Rdr<br>RT | **AL-KERIAT**<br>**Government of Libya (Department of Ports & Lights)**<br>Misurata Libya | **302**<br>0<br>— | ✠Classed LR until 27/6/80 | **1978**-3 Est.<br>Foz<br>35,01<br>32,01<br>RAD 1,3 1<br>rf 737 BK 30 |
| **7943794**<br>H2BW<br>RT | **AL-KHALIJ**<br>ex Najdiah-81 ex Shinah 17-75<br>**West Gulf Shipping**<br>Al Navigation Co. Ltd.<br>Limassol Cyprus | **490**<br>277<br>806 | BV | **1965** Kishiga<br>51,06<br>1 dk |
| **7408536**<br>YIKA<br>Esd Gc<br>Pfd Rdr<br>RT | **AL-KHALIJ AL-ARABI**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **4 083**<br>1 740<br>4 740 | (GL) | **1975** Orenst<br>90,00<br>86,42<br>F 17,1 1 d |
| **6719201**<br>HZVY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-KHAMES 1**<br>ex Char Loong-82<br>ex Cheer Cetus-79<br>ex Recife Maru-79<br>**Saudi Navigation Co. Ltd.**<br>Jeddah Saudi Arabia | **7 705**<br>5 145<br>11 837 | NK | **1967** Namu<br>139,96<br>131,63<br>P 26,6 F 11 |
| **6719213**<br>HZWD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-KHAMES 2**<br>ex Char Hoong-82<br>ex Cape Cetus-79<br>ex Rio Grande Maru-79<br>**Saudi Navigation Co. Ltd.**<br>Char Ching Marine Co. Ltd.<br>Jeddah Saudi Arabia | **7 742**<br>5 135<br>11 837 | NK | **1967** Sano<br>139,96<br>131,63<br>P 26,3 F 1 |
| **7420144**<br>HNKN<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AL-KHANSAA**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | **1 599**<br>955<br>3 525 | ✠**100A1** SS 7/81<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Q 1½"U2<br>FN 1660 | **1977**-4 B<br>81,62 (BB)<br>75,01<br>RAD 19,9<br>rf nil<br>SF 2BH to |
| **7812804**<br>KT1383<br>Esd Rdr<br>RT | **AL-KHIRAN**<br>**Touristic Enterprises Co. K.S.C.**<br>Kuwait Kuwait | **275**<br>98<br>108 | ✠**100A1**<br>ferry<br>Kuwait coasting service<br>✠**LMC**<br>EL (I) H 302,5/22,0U2<br>FN 393 | **1979**-2 S<br>—Singap<br>37,44<br>27,84<br>1 dk<br>rf nil<br>5BH WB1 |
| **5277191**<br>SUUK<br>1502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-LUXOR**<br>ex Sphinx U-82<br>ex Philippine President Osmena-78<br>**Egyptian International Shipping Corp.**<br>Uiterwyk Corp.<br>Alexandria Egypt | **9 941**<br>5 249<br>12 371 | AB | **1961** Ur<br>Shipyar<br>155,51<br>145,01<br>F 10,4<br>RW rf 10 |
| **8105600**<br>KT1439<br>Df Esd<br>Gc Rdr<br>RT | **AL-MANGAF**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **459**<br>137<br>265 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL H 336,0/32,0U2(a)<br>FN 563 | **1982** Ha<br>—Yoko<br>39,10<br>36,50<br>F 12,8<br>rf 356<br>5BH WE |

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| **7520308**<br>5AML<br>TP565<br>Df Esd<br>Gc Rdr | **AL-SHWEIREF**<br>**Government of Libya (Department of Ports & Lights)**<br>Tripoli Libya | **302**<br>—<br>— | ✠Classed LR until 27/6/80 | **1977**-10 Est. Nav. do Monde da Foz<br>35,01 9,22 3,<br>32,01 9,01 4,<br>RAD 1,3 1 dk<br>rf 737 BK 51 |
| **7224631**<br>HNLS<br>1092<br>Df Esd<br>Gc Rdr<br>RT | **AL-SOLAIBIAH**<br>**United Arab Shipping Co. (S.A.G.)**<br>Basrah Iraq | **9 482**<br>5 145<br>13 717 | **100A1** SS 2/82<br>Ice Class 3<br>**LMC**<br>EL Bt 2$\frac{7}{16}$"SQ<br>FN 4638 | **1972** Kherson Shipyard—Khe<br>155,76 20,65 9,<br>140,95 20,60 12,<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3525t incl. TwDa15 |
| **8004272**<br>KT1413<br>Esd Gc<br>Rdr RT | **AL-SURRAH**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **369**<br>0<br>119 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL I 330,0/32,0U2(a)<br>FN 515 | **1980**-12 Hayashikane SB. &<br>—Yokosuka<br>39,53 10,62 3,<br>34,50 10,00 4,<br>F 13,2 1 dk<br>rf 635<br>5BH WB89T |
| **7017753**<br>A8KK<br>5030<br>Df Esd<br>Gc Rdr<br>RT | **AL-TAHA**<br>ex County Clare-74<br>**Lyric Shipping Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **14 677**<br>10 181<br>— | ✠**100A1** CS 11/80<br>strengthened for ore cargoes, Nos 2, 4 and 6 holds may be empty<br>✠**LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6493 | **1970**-10 Austin & Pickersgill<br>—Southwick, Sunderland<br>182,89 22,94 10,<br>175,27 22,86 14,<br>P 31,7 F 14,4 1 dk<br>RW rf nil<br>NS 9BH WB8572t incl. Com in holds 3089t Topside tank 3924t |
| **7520255**<br>YITH<br>Gc Rdr<br>RT | **AL-THIRTHAR**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **361**<br>134<br>524 | ✠**100A1**<br>water tanker<br>oil cargoes FP 60°C & above in No. 1 tank (p&s)<br>Iraqi waters service<br>✠**LMC**<br>EL H 1"U2<br>FN 468<br>**SURVEYS OVERDUE** | **1976**-7 Fujishin SB. Co.—Kar<br>45,90 8,23 3,<br>40,49 7,80 3,<br>P 14,4 F 7,4 1 dk<br>rf 51<br>7BH WB47T |
| **7640524** | **AL-UZAYM**<br>**Government of The Republic of Iraq (Iraqi Fishery Board)**<br>Iraq | **340**<br>—<br>— | | **1976** .............U.S.S.R.<br>... ... ...<br>... ... ... |
| **7904736**<br>YIWH<br>616<br>Esd Rdr<br>RT | **AL-WAHDAH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **306**<br>—<br>149 | ✠**100A1**<br>tug<br>EL G 302,5/24,0U2<br>FN 421<br>**SURVEYS OVERDUE** | **1980**-1 B.V. Scheepswerf K.<br>—Hardinxveld-Giessendam<br>32,62 9,89 4,1<br>29,62 9,61 4,6<br>RAD 1,0 RFD 17,4 1 dk<br>rf 1219 BK 152 below base li<br>5BH WB14T |
| **5028760**<br>9KSI<br>KT1220<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AL-WATANIAH**<br>ex Karen Fekete-76 ex Atland-72<br>**Kuwait Oil Tanker Co. S.A.K.**<br>Kuwait Kuwait | **12 629**<br>5 925<br>18 949 | NV<br>✠Classed LR until 7/72 | **1956**-6 Eriksbergs M/V A/B—<br>177,63 21,34 9,1<br>167,44 21,26 11,9<br>P 35,7 F 22,6 1 dk<br>rf 25 conv |
| **8004284**<br>KT1355<br>Esd Gc<br>Rdr RT | **AL-YARMOUK**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **369**<br>0<br>119 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL I 330,0/32,0U2<br>FN 515 | **1981**-1 Hayashikane SB. & En<br>—Yokosuka<br>39,53 10,62 3,9<br>34,50 10,00 4,9<br>1 dk<br>rf 635<br>5BH WB89T |
| **7705702**<br>A6E2021<br>315/78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AL-ZABBOUT**<br>**Abu Dhabi Marine Operating Co. (ADMA-OPCO)**<br>Abu Dhabi United Arab Emirates | **777**<br>0<br>558 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (M) 442,8/36,0U2<br>FN 744 | **1978**-1 Kanrei Zosen K.K.—To<br>48,01 12,17 5,1<br>43,01 11,80 5,4<br>F 21,7 1 dk<br>rf 787<br>9BH WB137T incl. 87T in DTf |
| **7342885**<br>A6IB<br>139/81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AL-ZAHRA**<br>ex Loch Lomond-81<br>**Salen U.K. Ship Management Ltd.**<br>Sharjah United Arab Emirates | T.Mk<br>**8 043**<br>3 676<br>10 729<br>**10 397**<br>5 785<br>11 167 | ✠**100A1** SS 6/80<br>✠**LMC** UMS<br>✠**Lloyd's RMC**<br>EL Ct 2$\frac{1}{16}$"U3<br>FN 5173 | **1975**-7 Scotstoun Marine Ltd.-<br>157,38(BB) 22,56 9,1<br>143,69 22,51 13,4<br>F 14,4 3 dks, 4th dk in Nos. 2 holds<br>rf nil<br>7BH WB2658T incl. Tunnel tan |
| **5217555**<br>ITBU<br>97<br>Rdr RT | **ALA**<br>ex Maid of Skelmorlie-72<br>**Felice Giuffre**<br>Castellammare di Stabia Italy | **386**<br>200<br>65 | RI | **1953** A. & J. Inglis Ltd.—Glasg<br>50,65 9,15 2,89<br>49,15 8,54 3,05<br>1 dk<br>RW |

lo Mondego—Figueiro
(181)
3,531
4,68
**TM Tug**
Fire-fighting

ard—Kherson (1336)
9,513
12,30
lks
TwDa153t
**M General Cargo**
Ref
pt higher tensile steel
5 Ho ER
G.18 030 B.17 130 In.150
8 Ha ER
Cr 4(8) 7(5) Der 1(60)

ne SB. & Eng. Co. Ltd.
(760)
3,931
4,91
**TM Tug**
Fire-fighting

Pickersgill Ltd.
derland (865)
10,148
14,18
dk
t incl. Comb. btm & STs
pside tanks in holds
**M Bulk Carrier**
7 Ho 19,2 19,2 19,8 20,1
18,9 18,9 ER
G.34 297 B.32 308
7 Ha (stl) (each 12,1 × 12,1) EF
Der 7(15)

. Co.—Kamo (282)
3,477
3,74
**M Tanker**
Oil Water
6 Ta ER

R.
...
...
**M Fishing**

oswerf K. Damen
ssendam (616)
4,168
4,60
1 dk
ow base line
**TM Tug**

M/V A/B—Goteborg
(472)
9,124
11,97
dk
conv Ore Carrier 72
**M Tanker**
19 Ta ER
L.(oil) 20 931 H

e SB. & Eng. Co. Ltd.
(761)
3,931
4,91
**TM Tug**
Fire-fighting

en K.K.—Tokushima
(251)
5,106
5,49
87T in DTf & DTa
**TM Tug**
Fire-fighting Salvage

Marine Ltd.—Scotstoun
(205)
9,195/9,372
13,49
dk in Nos. 2, 3 & 4
cl. Tunnel tanks 252T
**M General Cargo**
Ref.
4 Ho ER 1 Ho 11 TwD E
2 TwD
In.13 710
5 Ha (stl) (6,8 9,9 9,9 9,9 9,6 ×
ER
2W Cr 4(12,5) Der 2(8)

is Ltd.—Glasgow
(1492 P)
2,890
3,05
**TM Ferry**
Stern ramp

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**2 997**
2 044
5 983
AB (NK)
**1970** Kurushima Dock Co. Ltd.—Uwajima (492)
101,05 16,01 6,833
94,01 15,98 8,21
P 18,9 B 4,9 F 11,9 1 dk
RW
**M General Cargo**
2 Ho ER
G.7 408 B.7 039
2 Ha (stl) (26,5 28,8 × 7,7) ER
Der 4(15)
Oil 2SA 6Cy. 450 × 750
3 800bhp (2 795kW) Mitsubishi
Kobe Hatsudoki Seizosho Kobe
Gen 2 × 132kW 445V a.c.
Fuel 506,0t-12,5pd 12,5kn

**163**
39
88
RS
**1976** ..............U.S.S.R.
33,96 7,09 2,899
30,00 3,69
1 dk
**M Fishing**
Ice strengthened
1 Ho
B.115
1 Ha (1,6 × 1,3)
2W Der 2(2)
Oil 4SA 8Cy. 240 × 360
305bhp (224kW)
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
9,5kn

**1 505**
862
2 235
BV
**1972** Maritima de Axpe S.A.—Bilbao (60)
75,52 13,49 6,300
67,49 13,44 9,15
2 dks
**M Fishing**
Side Trawler Ref
Mchy.aft
Vee Oil 4SA 12Cy. 400 × 500
4 000bhp (2 942kW)
Kloeckner Humboldt Deutz Koeln
Gen 2 × 440kW 220/380V 50Hz a.c.
Thw. thrust propeller fwd
Fuel 454,5t (d.o.) 16,25kn

**3 234**
0 614
5 235
NV
**1971** Uddevallavarvet A/B—Uddevalla (237)
281,31(BB) 41,20 16,701
268,03 41,15 21,95
F 23,2 1 dk
rf 102
**M Tanker**
SBT COW IGS
14 Ta ER
L.(oil) 162 924 HeCls. BC
Oil 2SA 10Cy. 840 × 1800
25 000bhp (18 389kW) B&W
Eriksbergs M/V A/B Goteborg
Gen 1 × 652kW 3 × 412kW
440V 60Hz a.c.
Fuel 5 799,5t (hvf)-85,0pd 16kn

**127**
87
—
**1977** Desco Marine—St. Augustine, Fl
*20,97*
6,74 3,81
1 dk
**Reinforced Plastic M Fishing**
Side Trawler Ref
In.49
Oil 4SA 6Cy. 159 × 159
365bhp (268kW)
Cummins Engine Co. Inc. U.S.A.
Fuel 52,5t

**943**
426
358
**✠100A1** SS 10/81
oil/chemical tanker
**✠LMC**
EL m 1¼"SQ
FN 953
**1966**-9 Goole SB. & Repairing Co. Ltd. —Goole (553)
65,99 10,75 4,357
61,04 10,67 4,93
P 16,8 F 8,3 1 dk
rf 102
9BH WB203t
**M Tanker**
Oil Chemical
12 Ta ER
L.1 589
Oil 4SA 8Cy. 222 × 292
1 150bhp (846kW) ✠ NE 11/73
Mirrlees Blackstone (Stamford) Ltd. Stamford
db 100lbf/in² (6,9bar)

T.Mk
**499**
313
785
GL
**1982** Schiffsw. Hugo Peters—Wewelsfleth (589)
82,48 11,38 3,541
76,82 11,31 5,41
P 11,9 F 6,1 2 dks
**M General Cargo**
Ice strengthened
1 Ho 50,4 ER
G.2 902 B.2 898
TEU 48 C.Ho 48/20' (40')
1 Ha (stl) (49,7 × 8,8) ER
Oil 4SA 8Cy. 220 × 280 sr reverse geared to sc. shaft
600bhp (441kW)
Kloeckner Humboldt Deutz Koeln
Gen 2 × 92kW 1 × 45kW
380V 50Hz a.c.
Thw. thrust propeller fwd
11kn

**498**
150
833
BV (AB)
**1972** Mangone SB. Corp.—Houston, Tx (105)
56,39 11,61 4,131
51,80 11,59 4,88
F 19,9 1 dk
**TM Tug/Supply Ship**
Deck Cargo 12P
2 Vee Oil 2SA each 16Cy. 230 × 254
General Motors Corp. Electro-Motive Div. La Grange
Gen 1 × 150kW 2 × 125kW
440V 60Hz a.c.
2 Controllable pitch propellers
Thw. thrust propeller fwd
Fuel 413,5t (d.o.) 14kn

**142**
99
42
BV (GL)
**1969** S. Ordzhonikidze Works—Poti (S-642)
33,46 9,56
6,02
1 dk
**Aluminium Alloy TM Hydrofoil Ferry**
116P.
2 Vee Oil 4SA each 12Cy. 180 × 200 reverse reduction geared to sc. shafts
2 000bhp (1 471kW)
Russkiy-Diesel Works Leningrad
Gen 2 × 3kW 24V d.c.
Fuel 3,0t (d.o.) 32kn

**0 657**
3 737
5 550
**100A1** SS 11/79
oil tanker
**LMC**
EL d 650,0/94,0U2
FN 13971
NK
**1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (1968)
254,01(BB) 40,06 12,183
240,04 40,01 18,19
F 22,6 1 dk
rf 18
7BH WB30462T incl. DTf8401T & No. 3 wing tanks (p&s) 17750T
**M Tanker**
CBT
10 Ta ER
L.(oil) 102 158 HeCls. B
Oil 2SA 10Cy. 900 × 1550
23 000bhp (16 918kW) Sulzer
Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi
WTAuxB (o.f.) 16kgf/cm² (15,7bar)
e(ex.g) 23kgf/cm² (22,6bar) Spt 16kgf/cm² (15,7bar)
Gen 2 × 610kW 450V 60Hz a.c.
Fuel 133,0t (d.o.) 4 210,0t (hvf)-66,0pd 16kn

T.Mk
**1 599**
835
3 620
NV
**1978** Frederikshavn Vaerft A/S —Frederikshavn (377)
105,59 18,83 4,971
96,02 18,81 10,55
2 dks
rf 648
**M RoRo Cargo**
Pallets
Side door/ramp (s)
Mchy.aft
B.9 770
TEU 274
C.RoRo Dk 126/20' C.Dk 148/20'
Vee Oil 4SA 12Cy. 320 × 420 reverse reduction geared to sc. shaft
4 500bhp (3 310kW)
MaK. Maschinenbau G.m.b.H. Kiel
Gen 3 × 148kW
Controllable pitch propeller
Thw. thrust propeller fwd
Fuel 500,0t (d.o.)-15,0pd 15kn

**167**
43
100
RS
**1972** ..............U.S.S.R.
33,99 7,09 2,890
3,66
1 dk
**M Fishing**
Ice strengthened
1 Ho
B.95
1 Ha (1,6 × 1,3)
2W Der 2(2)
Oil 4SA 8Cy. 240 × 360
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
Fuel (d.o.) 9kn

| | | | | | | |
|---|---|---|---|---|---|---|
| **7222437**<br>PPFE<br>6487<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALAGOAS**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | AB | **1972** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (840 /B31)<br>175,55(BB) 25,66 10,061<br>168,03 25,63 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.33 492 L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| **7333937**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALAGOINHA**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Salvador Brazil | **146**<br>104<br>— | AB | **1972** Swiftships Inc.—Morgan City, La (50)<br>7,68 2,718<br>31,22 7,62 4,50<br>1 dk | **TM Supply Launch** | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shafts<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>Fuel 43,5t (d.o.) |
| **7825954**<br>RT | **ALAI**<br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **145**<br>—<br>83 | | **1980** S.L. Ardeag—Bilbao (115)<br>24,01 8,08<br>21,49 7,15 3,51<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 232 × 216 geared to sc. shaft<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha |
| **6928400**<br>UMOV<br>M-6132<br>Df Esd<br>Rdr RT | **ALAID**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **667**<br>245<br>320 | RS | **1967** ............U.S.S.R.<br>54,23 9,38 3,703<br>49,99 9,25 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **6850689**<br>UKJP<br>M-19825 | **ALAID**<br>**U.S.S.R.**<br>Okhotsk U.S.S.R. | **487**<br>106<br>157 | RS | **1957** .............People's Republic of China<br>44,76 9,48 3,360<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>1 Ho<br>B.71<br>1 Ha (2,3 × 2,2) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 12kn |
| **7375507**<br>FNOA<br>9875<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALAIN L. D.**<br>**Societe Anonyme Louis-Dreyfus et Cie.**<br>Dunkerque France | **25 223**<br>13 529<br>39 011 | BV | **1974** Sanoyasu Dockyard Co. Ltd.—Osaka (336)<br>182,02(BB) 29,04 11,602<br>174,00 29,01 16,08<br>1 dk | **M Bulk Carrier**<br>5 Ho 22,1 26,8 26,8 26,8 19,2 ER<br>G.42 223 B.41 133 HeCls. ptB<br>5 Ha (stl) (21,0 × 16,4) (25,6 25,6 25,6 19,2 × 23,0) ER<br>Cr 2(25) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Controllable pitch propeller<br>Fuel 245,0t (d.o.) 2 050,0t (hvf)-48,0pd<br>14,5kn |
| **7707097**<br>EHON<br>Df Esd<br>Gc Rdr<br>RTh | **ALALMA**<br>**Naviera Garcia-Minaur S.A.**<br>Vigo Spain | T.Mk<br>**1 786**<br>765<br>—<br>**2 834**<br>1 802<br>4 029 | BV | **1978** Hijos de J. Barreras S.A.—Vigo (1448)<br>97,34 (BB) 14,00 —/6,236<br>88,50 13,99 7,85<br>2 dks | **M General Cargo**<br>2 Ho 25,2 32,2 2 TwD ER<br>G.5 911 B.5 012<br>TEU 125<br>C.Ho 81/20'(40') C.Dk 44/20'(40')<br>2 Ha (stl) (19,5 25,9 × 10,1) ER<br>Der 2(22) 4(10) | Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 1 × 160kW 1 × 40kW 380/220V 50Hz a.c.<br>Fuel 82,0t (d.o.) 392,0t (hvf) 15kn |
| **7721029**<br>PCGF<br>Df Esd<br>Gc Rdr<br>RT | **ALAMAK**<br>**Rotterdam Intercontinental Line B.V.**<br>Rotterdam Netherlands | **3 405**<br>2 443<br>5 860 | GL | **1978** B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (344)<br>82,12 (BB) 8,259<br>74,81 17,01 10,01<br>P 11,6 F 6,1 2 dks | **M General Cargo**<br>2 Ho ER<br>G.6 980<br>TEU 30 C.Dk 30/20'<br>2 Ha (stl) (each 19,8 × 12,9) ER<br>Der 1(100) 4(10) | Oil 4SA 8Cy. 360 × 450 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 200kW 1 × 244kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 140,0t (d.o.) 415,5t (hvf) 12,5kn |
| **7002667**<br>HZQZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALAMAN**<br>ex Solon-82 ex Mobil Tern-78<br>ex Bergecaptain-76 ex Mysella-76<br>**Arabian International Co. (AIMCO)**<br>Interocean Shipping Agency Ltd.<br>Dammam Saudi Arabia | **104 536**<br>76 274<br>212 759 | **✠100A1** SS 11/78<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL (B*) 4⅞″U2<br>FN 22264 | **1970**-2 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (536)<br>325,33(BB) 47,22 18,994<br>310,55 47,17 24,52<br>1 dk<br>rf nil<br>9BH WB40267t. 28454t in clean ballast tanks DTf8548t | **S Tanker**<br>IGS<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 244 221 HeCls. B<br>Cr 1(2) Der 2(10) 2(1) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>STAL-LAVAL Turbin AB Finspong<br>WTB 70,5kgf/cm² (69,2bar) Spt 510°C 65,5kgf/cm² (64,3bar)<br>WTB 66,8kgf/cm² (65,6bar) Spt 320°C 64,5kgf/cm² (63,3bar) hs2532,4<br>Gen 2 × 750kW 440V d.c.<br>Fuel 5 951,0t (o.f.)-137,0pd 16kn |
| **7375466**<br>H9ER<br>1023<br>7-HK<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALAMEDA**<br>ex Holylight-81<br>**Alameda Co. Ltd.**<br>Panama Panama | **22 246**<br>16 058<br>41 102 | AB | **1974** Sanoyasu Dockyard Co. Ltd.—Osaka (328)<br>183,67(BB) 27,64 12,101<br>173,01 27,60 17,00<br>P 11,6 F 12,5 1 dk<br>rf 203 | **M Bulk Carrier**<br>5 Ho 20,6 27,8 27,9 27,9 27,2 ER<br>G.47 383<br>5 Ha (stl) (10,4 18,2 18,2 18,2 18,2 × 10,9) ER<br>Cr 5(5-10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 408kW 450V 60Hz a.c.<br>Fuel 2 377,5t (hvf) 15kn |
| **5325625**<br>HOZT<br>8391-77<br>Df Esd<br>Gc Rdr<br>RT | **ALAMEIN**<br>ex Lennia-77 ex Shoryu Maru-70<br>**Sea Flag S.A.**<br>Shiptrade Corp. S.A.<br>Panama Panama | **10 403**<br>4 878<br>12 394 | NK (BV) | **1962** Namura SB. Co. Ltd.—Osaka (329)<br>154,26 20,55 8,205<br>146,01 20,50 11,36<br>P 25,6 F 18,6 1 dk<br>RW | **M Ore Carrier**<br>3 Ho ER<br>G.15 883<br>3 Ha (each 23,9 × 8,9) ER<br>12W Der 6(6) 6(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 2 × 184kW 445V a.c.<br>Fuel 1 398,0t-26,5pd 13,5kn |
| **6723666**<br>D5IA<br>6331<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALAMIRIAH**<br>ex Magnus Stove-78<br>**Alamiriah Shipping Co.**<br>Monrovia Liberia | **29 489**<br>21 976<br>61 064 | AB (NV) | **1967** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (840)<br>226,50 31,15 12,872<br>216,42 31,09 17,53<br>F 15,9 1 dk, 4 dks in holds<br>rf 102 conv Bulk Carrier 78 | **M Vehicles Carrier**<br>2 Side door/ramps (s)<br>4 Ho 48,0 42,8 49,5 26,2 ER | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 3 881,5t (hvf) |

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|---|---|---|---|---|---|---|---|---|
| 7705738<br>D5BR<br>6166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALAMO**<br><br>**Audley Shipping Ltd.**<br>Monrovia Liberia | **28 025**<br>19 954<br>66 728 | | NK | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1280)<br>238,01(BB) 33,25 12,161<br>229,01 33,22 17,02<br>F 16,2 1 dk | **M Tanker**<br>SBT<br>14 Ta ER<br>L.(oil) 68 709 | HeCls. BC | Vee Oil 4SA 14Cy. 520 × 550<br>13 300bhp (9 783kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 410,5kW a.c.<br>Fuel 128,0t (d.o.) 2 188,5t (hvf)-41,0pd<br>15kn |
| 6712564<br><br><br>Df Esd<br>Rdr RTh | **ALAMO**<br><br>**Pesquera Nuevo Mundo S.A.**<br>San Antonio Chile | **830**<br>422<br>508 | | BV | **1967** Maritima del Musel S.A.—Gijon (64)<br>52,99 9,56 4,293<br>46,00 9,50 7,09<br>B 11,9 2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho 21,0 7,7 ER<br>G.650<br>2 Ha (stl) (each 1,9 × 2,9) ER<br>Der 2(1,5) | | Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 3 × 140kW 220V 50Hz a.c.<br>Fuel 257,0t (d.o.) 15kn |
| 7521895<br>PPJS<br>7955<br>Df Esd<br>Gc Rdr<br>RT | **ALAMOA**<br><br>**Global Transporte Oceanico S/A**<br>Rio de Janeiro Brazil | **5 722**<br>4 169<br>10 003 | | BV (NV) | **1978** Ankerlokken Verft Glommen A/S —Fredrikstad (192)<br>132,01 17,23 7,840<br>127,21 10,01<br>P - F - 1 dk<br>rf nil | **M Chemical Carrier**<br><br>17 Ta ER<br>L.10 190 | | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>5 950bhp (4 377kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 460kW 440V 60Hz a.c.<br>15kn |
| 7326752<br>5MIX<br>4543<br>Df Esd<br>Gc Rdr<br>RTv | **ALAN**<br><br>**Alan Shipping Inc.**<br>Monrovia Liberia | **4 804**<br>3 047<br>7 910 | | BV | **1973** Watanabe Zosen K.K.—Hakata (154)<br>17,48 7,011<br>107,83 17,43 8,72<br>P 27,2 F 12,8 1 dk<br>rf 102 | **M General Cargo**<br><br>2 Ho 40,6 38,1 ER<br>G.10 695 B.10 221<br>2 Ha (stl) (31,0 30,7 × 8,0) ER<br>4W Der 4(15) | | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 572,5t (hvf) 16kn |
| 7108564<br>WJ9916<br>274172 | **ALAN**<br>ex Norman D ex ARB C 105362<br>**Charter Fish Crab Co.**<br>San Francisco, Ca United States of America | **140**<br>95<br>— | | | **1943** Hillstrom SB. Co.—Coos Bay, Or<br>*30,55* 5,90<br>3,10 | **Wood M Fishing** | | Oil<br>240bhp (177kW)<br>..............<br>Fuel (d.o.) |
| 7525621<br>DACQ<br>12192<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALAND**<br><br>**'Astir' K.G. Schiffahrt und Maklerei G.m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **999**<br>670<br>2 250 | | GL | **1976** Watanabe Zosen K.K.—Hakata (185)<br>*75,44* 4,788<br>70,01 12,41 7,22<br>P 13,2 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 52,7 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (43,7 × 10,0) ER | | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>11,5kn |
| 5007912<br><br><br>Rdr RTh | **ALANDIA**<br>ex Alpha-62 ex Basto II-61<br>**PLM Atervinning A/B**<br>Ystad Sweden | **476**<br>157<br>687 | | (NV) | **1939** Moss Vaerft & Dokk A/S—Moss (79)<br>54,82 10,11 3,474<br>48,80 10,06 4,27<br>P 20,5 F 3,7 1 dk & S dk<br>R BK 191 | **M Ferry/General Cargo**<br><br>1 Ho 21,3 ER<br>G.595<br>2W Der 2(2) | OSD<br>276P | Oil 2SA 5Cy. 360 × 600<br>900bhp (662kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 120kW 220V d.c.<br>1 propeller aft, 1 fwd<br>Fuel 45,5t (d.o.) |
| 7107730<br>PCGA<br><br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ALANDZEE**<br>ex Alandsee-82<br>**C. Vermeulen**<br>Tiel Netherlands | T.Mk<br>**499**<br>341<br>1 306<br>**1 300**<br>836<br>— | | GL | **1971** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (289)<br>76,46 11,99 3,518<br>69,02 11,79 6,05<br>F 7,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 43,8 ER<br>G.3 107 B.2 625<br>TEU 134 C. 134/20'<br>1 Ha (stl) (43,8 × 7,7) ER | | Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 75kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 7507590<br>SUTN<br><br>Df Esd<br>Gc Rdr<br>RTv | **ALANFUSHI**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **5 768**<br>3 418<br>8 230 | ✠**100A1**<br><br>✠**LMC** | CS 7/81<br><br><br>EL X 2"U2<br>FN 3026 | **1976**-7 Setouchi Zosen K.K.—Kinoe (456)<br>119,06 18,04 7,452<br>110,01 18,00 9,50<br>P 22,6 F 11,6 2 dks<br>rf 152<br>6BH WB707T | **M General Cargo**<br><br>4 Ho 16,9 20,2 22,4 20,2 ER<br>G.11 710 B.10 807<br>4 Ha (stl) (7,4 × 7,1) (10,5 × 10,0) (12,5 × 10,0) (10,5 × 10,0) ER<br>4W Cr 2(25) 2(10) | CSD | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW) B&W<br>Hitachi Zosen Japan<br>AuxB (o.f.) 8kgf/$cm^2$ (7,9bar)<br>e(ex.g) 10lbf/$in^2$ (0,7bar)<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 107,5t (d.o.) 690,0t (hvf) 14,5kn |
| 7624972<br>EHOB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALANGE**<br><br>**Naviera Garcia-Minaur S.A.**<br>Santander Spain | T.Mk<br>**3 876**<br>2 056<br>5 849<br>**6 620**<br>4 548<br>9 050 | | GL | **1978** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (105)<br>133,23(BB) —/8,033<br>120,71 19,02 10,62<br>P 21,7 F 6,4 2 dks | **M General Cargo**<br>Ref<br>3 Ho 20,9 42,7 20,2 3 TwD ER<br>G.12 967 B.11 414 In.1 224 L.500<br>TEU 306<br>C.Ho 174/20' (40') C.Dk 132/20' (40')<br>3 Ha (stl) (14,0 × 10,0) (38,2 14,2 × 12,8) ER<br>14W Der 2(50) 8(6) | <br>4P | Oil 4SA 8Cy. 450 × 1250<br>7 050bhp (5 186kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 360kW 380/220V 50Hz a.c.<br>Fuel 82,0t (d.o.) 392,0t (hvf) 16,5kn |
| 7124324<br>VJAF<br><br>Esd RT | **ALANNA FAY**<br><br>**Barge Build Pty. Ltd.**<br>*Darwin, N.T.* Australia | **122**<br>85<br>91 | | | **1970** Index Slipway & Eng. Pty. Ltd. —Brisbane (72)<br>28,35 7,62 1,372<br>27,21 7,32 1,76<br>1 dk | **TM RoRo Cargo/Landing Craft**<br><br>Bow door<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 121 × 152<br>380bhp (280kW)<br>Caterpiliar Tractor Co. Peoria, Illinois |
| 7406291<br>GUMN<br>363644<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ALANNAH WESTON**<br><br>**Mardorf Peach & Co. Ltd.**<br>London United Kingdom | **924**<br>586<br>1 519 | ✠**100A1**<br><br>✠**LMC** | SS 5/80<br><br>**UMS**<br>K $1\frac{1}{8}$"U2<br>FN 936 | **1975**-5 Schpsw. Ton Bodewes N.V. —Franeker (F58)<br>65,69 10,83 4,141<br>59,90 10,71 4,91<br>P 11,9 F 7,7 1 dk<br>rf nil<br>NS 5BH WB454T incl. DTf50T | **M General Cargo**<br><br>2 Ho 17,3 23,3 ER<br>G.1 940 B.1 867<br>2 Ha (stl) (13,5 18,9 × 7,7) ER | | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>998bhp (734kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Gen 2 × 56kW 380/220V 50Hz a.c.<br>Fuel 79,5t (d.o.) 10kn |
| 7529988<br>LEAO<br>18872<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALANTES**<br>ex Ragni-80<br>**K/S A/S Avant**<br>Lorentz Storesund & Sonner<br>Haugesund Norway | **1 590**<br>1 113<br>3 090 | | NV | **1976** Batservice Verft A/S—Mandal (649)<br>80,07 (BB) 13,77 5,322<br>74,50 13,76 6,53<br>P - F - 1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.3 947 B.3 635<br>2 Ha (stl) (each 20,7 × 10,1) ER | | Oil 4SA 9Cy. 300 × 450<br>3 500bhp (2 574kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf) 12,75kn |

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| **5007948**<br>URIL<br>M-17037<br>Df Esd<br>Gc Rdr<br>RT | **ALAPAYEVSK**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 411**<br>2 912<br>8 814 | <br><br>RS | **1960** Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (1076)<br>139,40 17,63 7,860<br>133,03 17,61 11,64<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0<br>16,7<br>G.13 506<br>5 Ha (9,9 9,9 9,9 × 7,3) ER (9,9 9,6<br>× 7,3)<br>10W Der 1(60) 1(40) 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>14,5kn |
| **7630000**<br>UWWV<br>M-12478 | **ALAPAYEVSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1976** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>G.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>9,5kn |
| **5007936**<br>UYOE<br>M-26517<br>Df Esd<br>Gc Rdr<br>RT | **ALAPAYEVSKLES**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 652**<br>2 361<br>6 500 | <br><br>RS | **1961** Stocznia Gdanska im. Lenina—Gdansk<br>(B514/10)<br>123,93 16,74 7,240<br>114,99 16,67 8,46<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.7 191<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9)<br>ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW<br>400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 15kn |
| **5229704**<br>WI7522<br>290484<br>Df Esd<br>Pfd Rdr<br>RT | **ALAPUL**<br>ex Mauna Loa-68<br>**James Griffiths & Sons Inc.**<br>Seattle, Wa United States<br>of America | **199**<br>75<br>— | | **1963** San Diego Mar. Co.—San Diego, Ca<br>(136)<br>36,02 8,13 4,058<br>33,13 8,08 4,65 | **M Tug** | Oil 2SA 16Cy. 216 × 254<br><br>General Motors Corp. La Grange, Illinois |
| **7047239**<br>WY8718<br>524820<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALAPUL**<br>ex Awa-80<br>**Siegfried Co.**<br>Knappton Corp.<br>Honolulu, Hi United States<br>of America | **192**<br>130<br>— | <br><br>AB | **1970** Halter Marine Services, Inc.—New<br>Orleans, La (256)<br>4,293<br>31,88 9,48 5,01<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br><br>Caterpillar Tractor Co. Peoria, Illinois |
| **7946461**<br><br>1322 | **ALASEHIR**<br><br>**Ismail Kara ve Ortaklari**<br>Silivri Turkey | **275**<br>142<br>230 | | **1889** .............Netherlands<br>43,26 —<br>40,14 6,10 2,77<br>1 dk | **M General Cargo** | Oil 6Cy.<br>E made35 fitted—<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>6kn |
| **5185130**<br>C4ZM<br>381035<br>Df Esd<br>Rdr RT | **ALASKA**<br>ex Sweet Orange-77<br>ex Frigo Fruit-75 ex Kenitra-70<br>**Tseklek Reefers Co.**<br>Limassol Cyprus | **499**<br>225<br>880 | <br><br>BV | **1952** N.V. Werf "Gusto"—Schiedam (994)<br>64,78 9,78 3,474<br>63,00 9,73 5,80<br>1 dk & S dk | **M General Cargo** OSD<br>Ref.<br><br>In.1 452<br>2 Ha (each 10,2 × 4,5) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW) NE 61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 44,5t 14kn |
| **7048910**<br>WC2352<br>257156 | **ALASKA**<br>ex Black Gold<br>**Delroy Scott**<br>Mobile, Al United States<br>of America | **158**<br>87<br>— | | **1949** F. B. Walker & Sons—Pascagoula, Ms<br>*28,69* 6,43<br>2,93 | **M Fishing** | Oil<br>400bhp (294kW)<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel (d.o.) |
| **7337165**<br>WYZ8<br>969<br>544967 | **ALASKA BEAUTY**<br>ex Prince of Peace-78<br>**Alaska Beauty Inc.**<br>Sitka, Ak United States<br>of America | **165**<br>125<br>— | | **1972** Toche Enterprises Inc.—Ocean<br>Springs, Ms<br>*24,27* 7,47<br>3,76 | **M Fishing** | Oil<br>460bhp (338kW)<br>.............<br>Fuel (d.o.) |
| **7938024**<br><br>597377 | **ALASKA CHALLENGER**<br><br>**Alaska Gulf Inc.**<br>Juneau, Ak United States<br>of America | **176**<br>148<br>— | | **1978** .............Seattle, Wa<br>*24,24* 7,93<br>2,62<br>1 dk | **M Fishing** | Oil<br>640bhp (471kW)<br>U.S.A. |
| **8019708**<br><br>612616 | **ALASKA COAST**<br><br>**Lloyd W. Collins**<br>Juneau, Ak United States<br>of America | **196**<br>133<br>— | | **1979** Lloyd Collins—Wilmington, La<br>33,38 3,536<br>30,48 9,15 3,71<br>1 dk | **TM Fishing**<br>Crab Ref | 2 Oil<br>1 040bhp (765kW)<br>U.S.A. |
| **6706955**<br>WH9087<br>506153<br>Esd Pfd<br>Rdr RT | **ALASKA HUSKY**<br><br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States<br>of America | **447**<br>304<br>951 | <br><br>AB | **1966** Todd Shipyards Corp. (Houston Div.)<br>—Houston, Tx (495)<br>55,53 11,03 4,176<br>51,80 10,98 4,88<br>F 13,8 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | 4 Vee Oil 4SA each 12Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>3 060bhp (2 251kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 98kW<br>Fuel 190,0t |
| **8124204**<br><br>625095 | **ALASKA INVADER**<br><br>**Group V**<br>Seattle, Wa United States<br>of America | **199**<br>147<br>— | | **1980** Bender SB. Co. Inc.—Mobile, Al<br>(136)<br>*24,88* 7,32<br>3,56<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>675bhp (497kW)<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, In |
| **7100627**<br>WA9210<br>252432 | **ALASKA MARINER**<br>ex Comet-80 ex BSP 138<br>**George W. Johnson**<br>Seattle, Wa United States<br>of America | **155**<br>130<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*24,97* 8,06<br>2,34 | **Wood M Fishing** | Oil<br>228bhp (168kW)<br>.............<br>Fuel (d.o.) |

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| 7314072<br>JIOW<br>115637<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **23 578**<br>13 700<br>23 127 | NK | **1973** Mitsubishi Heavy Industries Ltd. —Kobe (1040)<br>209,02 30,03 10,523<br>195,00 29,98 16,69<br>F 22,0 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 1027<br>C.Ho 365/20' 150/40' C.Dk 362/20'<br>26 Ha ER | Oil 2SA 9Cy. 1050 × 1800<br>36 000bhp (26 480kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 4 × 680kW 450V a.c.<br>Fuel 4 433,0t-142,0pd 22,5kn |
| 5008021<br>WA4655<br>250139<br>Df Pfd<br>Rdr | **ALASKA MONARCH**<br>ex Kelly-59 ex El Sol-51<br>**Thomas W. Gilkey**<br>Miami, Fl United States of America | **283**<br>93<br>— | (AB) | **1943** Sagstad Shipyards—Seattle, Wa (186)<br>*35,88* 8,59 3,531<br>35,97 8,54 4,45<br>1 dk | **Wood TM Tug** | 2 Oil 2SA each 6Cy. 356 × 432<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 101,5t |
| 5008045<br>249588<br>Rdr RT | **ALASKA QUEEN**<br>**C W C Fisheries Inc.**<br>Ketchikan, Ak United States of America | **490**<br>422<br>— | | **1946** Gunderson Bros.—Portland, Or<br>*32,47* 10,37<br>33,53 10,34 3,51 | **TM Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 2SA each 6Cy. 110 × 125<br>350bhp (257kW)<br>Gunderson Bros. Portland, Or |
| 5232907<br>VDWP<br>174105 | **ALASKA QUEEN II**<br>ex Mermaid II-70<br>**Alaska Q. Marine Inc.**<br>Vancouver, B.C. Canada | **106**<br>65<br>— | | **1943** Harbour Shipyards Ltd.—Vancouver, B.C.<br>*22,35* 6,53<br>... ... ...<br>1 dk | **Wood M General Cargo/Fishing**<br>Mchy.aft | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 65<br>General Motors Corp. Detroit, Mi |
| 7611975<br>WYX3<br>798<br>559849 | **ALASKA SEA**<br>ex Firecracker-75<br>**A. O. Nordheim**<br>Seattle, Wa United States of America | **197**<br>134<br>— | | **1974** John A. Martinolich SB. Corp. —Tacoma, Wa<br>*28,53* 8,84<br>2,75<br>1 dk | **M Fishing** | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 5163663<br>WA6104<br>100730<br>Rdr RT | **ALASKA SHELL**<br>ex Iroquois-75<br>**Alaska Shell Corp.**<br>Juneau, Ak United States of America | **949**<br>533<br>— | | **1901** Craig SB. Co.—Toledo, Oh (83)<br>68,97 14,94<br>... ... ...<br>3 dks<br>R conv Ferry 75 | **M General Cargo** | Oil -SA 10Cy. 216 × 254<br>1 500bhp (1 103kW)<br>Fairbanks, Morse & Co. U.S.A. |
| 7933622<br>605674 | **ALASKA SPIRIT**<br>**Bender Welding & Machine Co. Inc.**<br>Mobile, Al United States of America | **193**<br>131<br>— | | **1978** Bender SB. Co. Inc.—Mobile, Al<br>*24,88*<br>7,32 3,54<br>1 dk | **M Fishing**<br>Stern Trawler Crab | Vee Oil 4SA 12Cy. 159 × 203<br>865bhp (636kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5008071<br>WHDN<br>278320<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKA STANDARD**<br>**Chevron U.S.A. Inc**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **1 947**<br>1 132<br>2 741 | AB | **1959** Albina Eng. & Mach. Works —Portland, Or (319)<br>77,91 12,86 5,701<br>73,31 12,81 6,41<br>P & B 29,0 F 9,5 1 dk<br>RW rf 102 | **M Tanker**<br>SBT<br>13 Ta ER<br>L.(oil) 2 910 | Oil 4SA 8Cy. 330 × 419 sr & reverse geared to sc. shaft<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 2 × 225kW<br>Fuel 172,5t (d.o.) 11,5kn |
| 6929624<br>WYR2<br>963<br>574330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKA STAR**<br>ex Lox-80<br>ex Eikyu Maru No. 33-75<br>ex Sumiyoshi Maru No. 33<br>**Wayne J. Plumley**<br>Wrangell, Ak United States of America | **447**<br>377<br>— | | **1969** Narasaki Zosen K.K.—Muroran (684)<br>46,72 8,11 3,328<br>41,71 3,69<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 290 × 440<br>1 000bhp (736kW)<br>Makita Tekkosho Takamatsu |
| 7933646<br>609369 | **ALASKA TROJAN**<br>**Oregon Seafood Producers Inc.**<br>Portland, Or United States of America | **197**<br>134<br>— | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>*28,75* 9,15<br>3,38<br>1 dk | **TM Fishing**<br>Crab | 2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6905290<br>H8EG<br>8956-HA-F<br>Df Esd<br>Gc | **ALASKA I**<br>ex Alaska-79 ex Alaskacore-75<br>Launched as Slevik<br>**Intermare K.G., K.S. Kuhlschiff G.m.b.H. & Co.**<br>Christian F. Ahrenkiel<br>Hamburg Panama | T.Mk<br>**4 899**<br>2 438<br>7 519<br>**6 703**<br>3 543<br>— | GL (NV) | **1969** Drammen Slip & Verk.—Drammen (65)<br>140,72(BB) 18,04 8,268<br>131,93 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.9 827<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur |
| 5106237<br>SV3985<br>Df Esd<br>Rdr RT | **ALASKA II**<br>ex Reefer Express-80<br>ex Anubis-80 ex Lago Negro-75<br>ex Escorpion-67<br>**Overseas Reefer Carriers Maritime Co.**<br>Piraeus Greece | **928**<br>511<br>1 831 | ✠**100A1** SS 8/81<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL q<br>FN 1427 | **1959**-11 Corcho Hijos S.A.—Santander (79)<br>82,00 12,32 4,484<br>75,01 12,01 7,01<br>F 7,4 1 dk & S dk<br>RW rf 102<br>Coll BH to S dk 4 to 2nd dk WB552t | **M General Cargo** OSD<br>Ref.<br>3 Ho 16,2 23,1 14,4 ER<br>In.2 551<br>3 Ha (stl) (—T × —) (— × —) (— × —) ER<br>Der 1(12) 1(5) 3(3) | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor Amsterdam<br>13kn |
| 6929296<br>WTGO<br>512506<br>Df Esd<br>Gc Rdr<br>RT | **ALASKAN**<br>ex Clendenin-69 ex Haven-45<br>ex Marine Hawk<br>**Morgan Guaranty Trust Co.**<br>Marine Transport Lines Inc.<br>New York, NY United States of America | **15 222**<br>11 026<br>24 829 | AB | **1944** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (348)<br>**1969** (Cargo section) Sun SB. & Dry Dock Co.—Chester, Pa<br>202,70 21,85 10,430<br>195,69 21,80 13,26<br>P 43,9 F 33,9 1 dk<br>rf nil len 69<br>conv Hospital Ship 69 | **S Tanker**<br>Chemical SBT<br>28 Ta ER<br>L.(oil) 26 246 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 500kW<br>Fuel 1 158,5t (o.f.)-54,0pd 17kn |
| 7048922<br>WY2338<br>510811 | **ALASKAN**<br>**Antril C. Suydam**<br>Juneau, Ak United States of America | **109**<br>74<br>— | | **1967** Berg Shipyard Inc.—Blaine, Wa<br>*19,69* 6,43<br>3,46 | **M Fishing** | Oil<br>370bhp (272kW)<br>..............<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **7719193**<br>WYE7<br>815<br>590340<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALASKAN BEAUTY**<br>**Howard Carlough**<br>Juneau, Ak United States of America | **198**<br>139<br>— | | **1978** Marine Construction & Design Co. (MARCO)—Seattle, Wa (328)<br>29,57 8,08 3,810<br>7,98 3,97<br>F - 1 dk | **M Fishing**<br>Crab<br>In.170<br>Cr 1(5) | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 95kW<br>12kn |
| **7807706**<br>WYB6<br>838<br>599383<br>Esd Gc<br>Pfd Rdr<br>RT | **ALASKAN COMMAND**<br>**United Medical Leasing Co.**<br>New Orleans, La United States of America | **298**<br>202<br>1 000 | AB | **1978** Quality Equipment Inc.—Houma, La (149)<br>54,87 3,645<br>51,85 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship** | 2 Oil 2SA each 4Cy. 300 × 450<br>2 400bhp (1 765kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 99kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |
| **7908079**<br>WYC7<br>135<br>595760<br>Esd Pfd<br>Rdr RT | **ALASKAN ENTERPRISE**<br>**Francis Miller Co.**<br>Seattle, Wa United States of America | **194**<br>132<br>— | | **1978** Halter Marine Inc.—Moss Point, Ms<br>45,73<br>11,59 4,88<br>F - 1 dk | **TM Fishing**<br>Crab Ref<br>G.79 In.396<br>Cr 2(12) | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 150kW 1 × 30kW<br>Thw. thrust propeller fwd<br>12,5kn |
| **7948196**<br>613118 | **ALASKAN MONARCH**<br>ex Lady Alaska-80<br>**David P. Stewart**<br>Seattle, Wa United States of America | **199**<br>160<br>— | | **1979** .............Marysville, Wa<br>*28,05* 7,93<br>2,62<br>1 dk | **M Fishing** | Oil<br>750bhp (552kW)<br>U.S.A. |
| **7416973**<br>570077<br>Esd Gc<br>Rdr RT | **ALASKAN SEAHORSE**<br>Launched as Dearborn 205<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **299**<br>203<br>1 000 | AB | **1976** Bellinger Shipyards Inc.—Jacksonville, Fl (112)<br>60,51 12,20 4,395<br>55,40 12,15 5,03<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 2SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Inc. Auburn, NY<br>Gen 2 × 200kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 408,5t (d.o.)<br>12kn |
| **7942661**<br>WYA5<br>857<br>603879 | **ALASKAN SHORES**<br>ex Pacific American-79 ex YF 876<br>**Alaskan Shores Fisheries**<br>Ketchikan, Ak United States of America | **428**<br>192<br>— | | **1945** .............Ambridge, Pa<br>*38,10* 9,15<br>3,71<br>1 dk<br>conv General Cargo Barge — | **M Fishing** | Oil<br>1 000bhp (736kW)<br>U.S.A. |
| **6701852**<br>WYC9<br>942<br>605691<br>Df Gc<br>Pfd Rdr<br>RT | **ALASKAN 1**<br>ex Genpuku Maru No. 81-79<br>**Alaskan Fishery Co.**<br>Juneau, Ak United States of America | **1 691**<br>1 600<br>1 617 | (NK) | **1966** Shikoku Dockyard Co. Ltd. —Takamatsu (715)<br>75,39 12,22<br>68,51 12,20 5,72<br>F 36,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 372<br>2 Ha (2,2 × 2,2) (2,2 × 3,8)<br>Der 2(3) 2(1,5) | Oil 2SA 8Cy. 350 × 620<br>2 640bhp (1 942kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 575,0t<br>13kn |
| **5408790**<br>HO5575<br>9118-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ALASSIA**<br>ex Platana-79 ex Ilios-72<br>ex Sertan-71<br>ex Lebanese Wave-70<br>ex Sheliak-67 ex Leanna-63<br>**Eolia Compania Naviera S.A.**<br>Panama Panama | T.Mk<br>**1 598**<br>896<br>3 240 | BV | **1954** H. C. Stuelcken Sohn—Hamburg (822)<br>78,67 12,81 6,566<br>72,01 12,70 8,41<br>RQD 26,6 B 16,8 F 10,7 2 dks<br>RW rf nil | **M General Cargo** 3P<br>2 Ho 24,4 21,2 ER<br>G.4 085 B.2 125<br>1 Ha (stl) (15,0comb. × 6,0) 1 Ha (w) (15,7comb. × 6,0) ER<br>8W Der 1(25) 1(10) 3(5) 4(3) | Oil 4SA 8Cy. 385 × 580 sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 75kW 230V d.c.<br>Fuel 156,5t (d.o.)<br>12kn |
| **5040536**<br>WA6200<br>222555<br>Df Gc<br>Rdr RT | **ALASTAIR GUTHRIE**<br>ex Ben Moreell-77<br>ex James MacNaughton-55<br>**Kinsman Lines Inc.**<br>Wilmington, De United States of America | **8 299**<br>6 608<br>13 513 | AB | **1922** Great Lakes Eng. Works—River Rouge, Mi (242)<br>184,72 18,34 6,563<br>179,38 18,29 9,78<br>1 dk<br>R | **S Bulk Carrier**<br>4 Ho ER<br>G.16 841 B.16 012<br>35 Ha (stl) ER | T 3Cy. 616 1032 & 1664 × 1067<br>1 900ihp (1 398kW)<br>Gt. Lakes Eng. Works River Rouge, Mi<br>Gen 2 × 60kW<br>Fuel 416,5t (d.o.)<br>11kn |
| **7832787** | **ALATAU**<br>**U.S.S.R.**<br>U.S.S.R. | **422**<br>—<br>377 | RS | **1979** .............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M Tug**<br>Ice strengthened | Oil<br>U.S.S.R. |
| **7606516**<br>NUXK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALATNA**<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>United States of America | **3 459**<br>1 943<br>5 012 | AB | **1957** Bethlehem Steel Co. Inc. SB. Div. —Staten Island, NY (8504)<br>18,57 7,062<br>87,20 8,08<br>P 30,2 F 13,8 1 dk<br>rf nil | **TM Tanker**<br>Ice strengthened<br>16 Ta ER | 2 Vee Oil 4SA each 16Cy. 229 × 267<br>4 000bhp (2 942kW)<br>Alco Engine Co. Auburn, NY<br>Gen 2 × 300kW 1 × 100kW<br>Fuel 562,0t (d.o.) |
| **6921660**<br>H3LI<br>9706-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALATOM STAR**<br>ex Meishun Maru-79<br>**Alatom Shipping S.A.**<br>Panama Panama | **9 874**<br>7 136<br>16 448 | NK | **1969** Nipponkai Heavy Ind. Co. Ltd. —Toyama (142)<br>149,71 22,64 9,094<br>140,01 22,61 11,99<br>P 26,6 F 10,7 1 dk pt 2nd dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 542 B.20 757<br>4 Ha (stl) (19,0 × 11,8) (19,5 19,5 19,5 × 12,5) ER<br>Der 4(15) | Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 224kW 445V a.c.<br>Fuel 926,5t-23,5pd<br>14,5kn |
| **5008095**<br>UYST<br>M-26513<br>Df Esd<br>Gc Rdr<br>RT | **ALATYRLES**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 652**<br>2 361<br>6 500 | RS | **1961** Stocznia Gdanska im. Lenina—Gdansk (B514/11)<br>123,93 16,74 7,240<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.7 192<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf)<br>14kn |

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| **7235032**<br>UWEZ<br>M-29628 | **ALAUSHAS**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **180**<br>50<br>69 | RS | **1972** .............U.S.S.R.<br>31,60 7,32 2,841<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,6 × 1,1)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **6850732**<br>UQXQ<br>M-21837 | **ALAY**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **255**<br>88<br>138 | RS | **1953** VEB Elbewerft—Boizenburg<br>38,51 7,29 2,941<br>35,01 3,54 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7396575**<br>EADI<br>2274<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALAY ALDE**<br>**Emilio Fernandes Lopez**<br>Pasajes Spain | **263**<br>72<br>— | BV | **1974** Ast. Luzuriaga S.A.—Pasajes (183)<br>38,59 7,35 3,798<br>33,18 7,21 3,97<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 138,0t (d.o.) 11,5kn |
| **7364211**<br>Gc | **ALAYBEY**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Izmir Isletmesi Mudurlugu<br>Izmir Turkey | **260**<br>125<br>50 | | **1977** Denizcilik Bankasi T.A.O., Alaybey<br>Tersanesi—Izmir (16)<br>46,66 2,001<br>45,14 7,90 2,16<br>2 dks | **TM Ferry** | Oil 4SA 6Cy. 210 × 300<br>606bhp (446kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **6850665**<br>ULDR<br>M-2917 | **ALAZANI**<br>**U.S.S.R. -'Azcherryba'**<br>Taganrog U.S.S.R. | **258**<br>99<br>96 | RS | **1956** VEB Rosslauer Schiffswerft—Rosslau<br>38,51 7,29 2,829<br>34,70 3,51 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.275<br>4 Ha (each 1,3 × 1,3)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7028570**<br>ESPS<br>M-28203 | **ALAZANI**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **169**<br>40<br>91 | RS | **1969** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **8200060** | **ALAZAO**<br>**Navegacao Minuano**<br>Porto Alegre Brazil | **2 000**<br>—<br>2 800 | | **1982** Est. EBIN/So S.A.—Porto Alegre<br>(117)<br>91,50 2,901<br>89,01 15,51 4,14<br>1 dk | **TrM General Cargo** | 3 Oil 4SA each 8Cy. 127 × 140<br>1 041bhp (766kW)<br>Saab-Scania Sweden |
| **7633703**<br>YQHY<br>Df Esd<br>Rdr<br>RTm/h/v | **ALBA**<br>ex Ludmila-78<br>**NAVROM**<br>Navlomar Bucharest Service<br>Brokerage<br>Galatz Romania | **6 115**<br>3 367<br>8 400 | GL | **1977** Santierul Naval Galatz—Galatz (673)<br>130,77 17,68 8,102<br>121,04 10,19<br>P 26,9 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,7 20,8 20,8 20,8 ER<br>G.11 980 B.11 062<br>4 Ha (stl) (11,9 × 6,0) (13,7 13,7 13,7 × 9,9) ER<br>Der 1(50) 7(10) | Oil 2SA 5Cy. 680 × 1250<br>8 250bhp (6 068kW) Sulzer<br>H. Cegielski Poznan<br>16kn |
| **6827254**<br>UIMT<br>M-29773<br>Df Esd<br>Gc Rdr<br>RT | **ALBA**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | T.Mk<br>**2 652**<br>1 129<br>1 151 | (RS) | **1968** VEB Volkswerft Stralsund—Stralsund<br>(235)<br>82,17 13,64 5,160<br>73,00 13,59 9,56<br>2 dks<br>conv Stern Trawler Ref Research/Fishing — | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 075<br>3 Ha (2,3 2,3 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **5008124**<br>EHWL<br>6492<br>Esd | **ALBA**<br>ex Arrocante<br>**Saturnino Villar Pazo y otros**<br>Vigo Spain | **151**<br>83<br>— | | **1943** Jose Curbera—Freijo<br>*26,52* 6,30<br>... ... ... | **Wood M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 250 × 330<br>330bhp (243kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 43,0t (d.o.) 10kn |
| **7516747**<br>YQEJ<br>366<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBA IULIA**<br>**NAVROM**<br>Constantza Romania | **5 347**<br>2 656<br>8 380<br>**8 144**<br>4 409<br>11 742 | RNR | **1976** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B478/01)<br>145,07 18,85 7,460/9,079<br>135,79 11,71<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>5 Ho 17,6 19,2 20,1 8,9 ER 23,2<br>G.12 999 B.11 663<br>6 Ha (stl) (9,5 × 6,9) (11,2 11,9 × 9,3) (3,7 4,4 × 6,9) ER (11,9 × 8,9)<br>18W Der 16(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 500,5t (hvf) 18kn |
| **5400334**<br>COCK<br>C2049B<br>Df Esd<br>Gc Pfd<br>Rdr | **ALBACORA**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>Habana Cuba | **387**<br>167<br>— | ✠Classed LR until 18/2/77 | **1962**-12 Usuki Tekkosho—Saiki (562)<br>47,40 7,98<br>41,00 7,90 3,92<br>P & B 17,7 F 5,8 1 dk<br>rf 254 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 420<br>700bhp (515kW)<br>Usuki Tekkosho Usuki |
| **7396082**<br>DUAZ<br>Rdr RT | **ALBACORA**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **323**<br>166<br>346 | (NK) | **1974** Maehata Zosen Tekkosho K.K.<br>—Sasebo (111)<br>47,00 2,998<br>41,20 7,90 3,51<br>1 dk | **M Fish Carrier**<br>Ref.<br>In.401<br>4 Ha (each 1,6 × 1,5) ER<br>Der 4 | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>10kn |

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| 7385540<br>EGUZ<br>Df Esd<br>Gc Rdr<br>RT | **ALBACORA CINCO**<br>**Pesquerias Hispano Africanas S.A.**<br>Bermeo Spain | **896**<br>402<br>— | BV | **1976** Ast. y Talleres Celaya S.A.—Bilbao (151)<br>65,36 5,311<br>57,99 11,60 7,90<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 400 × 580<br>1 850bhp (1 361kW) Deutz<br>Hijos de J. Barreras S.A. Cadiz<br>14,75kn |
| **7325904**<br>EALM<br>9478<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBACORA CUATRO**<br>**Tunidos Congelados S.A.**<br>Vigo Spain | **1 490**<br>824<br>2 081 | ✠**100A1** SS 10/82<br>trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL (N) 1$\frac{5}{16}$"U2 FSWR<br>FN 1496 | **1974**-9 Enrique Lorenzo y Cia. S.A.—Vigo (373)<br>76,21 (BB) 14,08 6,351<br>65,99 13,61 9,05<br>2 dks<br>rf 432 Box K 305<br>3BH to U dk 11 to 2nd dk | **M Fishing**<br>Side Trawler Ref<br>In.1 826 | Vee Oil 4SA 12Cy. 400 × 500 dr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 520kW 3 × 280kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **7403641**<br>EHJR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBACORA DIEZ**<br>**Albacora S.A.**<br>Cartagena Spain | **1 350**<br>777<br>1 567 | BV | **1977** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (165)<br>76,76 (BB) 6,011<br>65,99 13,50 8,69<br>2 dks<br>rf 813 Box K | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>16 Ta ind<br>In.1 358 | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 540kW 2 × 264kW<br>400V 50Hz a.c.<br>Thw. thrust propeller fwd & 1 aft<br>Fuel 777,5t (d.o.) 16,25kn |
| **8107476**<br>EADV<br>RT | **ALBACORA DOCE**<br>**Albacora de Canarias S.A. (ALBACAN)**<br>Vigo Spain | **1 475**<br>533<br>2 025 | BV (Class cont.) | **1982** Hijos de J. Barreras S.A.—Vigo (1471)<br>77,32 13,62 6,370<br>66,02 13,61 9,07<br>2 dks | **M Fishing**<br>Side-fishing Ref.<br>18 Ho<br>In.1 881<br>18 Ha (stl) | Vee Oil 4SA 12Cy. 400 × 500 with clutches, flexible couplings & reverse reduction geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo |
| **7043972**<br>EFWW<br>9193<br>Df Esd<br>RT | **ALBACORA DOS**<br>**Luis Calvo S.A.**<br>Vigo Spain | **830**<br>430<br>1 081 | BV | **1971** Enrique Lorenzo y Cia. S.A.—Vigo (356)<br>*54,59* 11,13<br>48,52 11,10 7,52<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 580 sr geared to sc. shaft<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 244,0t (d.o.) 12kn |
| **7403639**<br>EGZN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBACORA NUEVE**<br>**Albacora S.A.**<br>Cartagena Spain | **1 350**<br>777<br>1 567 | BV | **1976** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (164)<br>76,76 (BB) 6,011<br>65,99 13,50 8,69<br>2 dks<br>rf 813 Box K | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>16 Ta ind<br>In.1 358 | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 540kW 2 × 264kW<br>400V 50Hz a.c.<br>Thw. thrust propeller fwd & 1 aft<br>Fuel 777,5t (d.o.) 16kn |
| **7805978**<br>EHWO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBACORA ONCE**<br>**Pesquerias Hispano Africanas S.A.**<br>Vigo Spain | **1 498**<br>556<br>2 000 | BV | **1980** Hijos de J. Barreras S.A.—Vigo (1458)<br>77,30 6,351<br>66,02 13,61 9,07<br>1 dk | **M Fishing**<br>Tuna Ref.<br>Mchy.fwd | Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 584,0t (d.o.) 15kn |
| **7403627**<br>EHHF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBACORA SEIS**<br>**Tunidos Congelados S.A.**<br>Cartagena Spain | **1 345**<br>541<br>1 567 | ✠**100A1** SS 11/80<br>trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1465 | **1976**-10 Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (163)<br>76,76 (BB) 5,601<br>65,99 13,50 8,69<br>2 dks<br>rf 813 Box K<br>NS Coll BH to U dk 4 to 2nd dk WB- | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>16 Ta ind<br>In.1 358 | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 540kW 2 × 264kW<br>400V 50Hz a.c.<br>Thw. thrust propeller fwd & 1 aft<br>17kn |
| **7207499**<br>EGBF<br>2639<br>Df Esd<br>Gc Rdr<br>RT | **ALBACORA TRES**<br>**Pesquerias Hispano Africanas S.A.**<br>Bilbao Spain | **1 100**<br>592<br>1 054 | BV | **1972** Maritima de Axpe S.A.—Bilbao (61)<br>58,40 13,16 5,703<br>54,41 12,96 8,46<br>2 dks | **M Fishing**<br>Tuna Side Trawler Ref | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW) E made79 fitted— Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 400,5t (d.o.) 13kn |
| **7514153**<br>EIKC<br>401612<br>Df Esd<br>Pfd Rdr<br>RT | **ALBACORE**<br>**Kevin Liam McHugh**<br>Dublin Irish Republic | **196**<br>122<br>— | | **1977** Schps. "De Dageraad" B.V. —Woubrugge (541)<br>27,11 2,744<br>24,36 7,83 4,12<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>850bhp (625kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Controllable pitch propeller |
| **7237999**<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALBACORE**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **190**<br>78<br>99 | (NK) | **1972** Towa Zosen K.K.—Shimonoseki (427)<br>31,60 7,01 2,540<br>27,74 7,00 3,20<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft<br>1 Ho 3,8<br>1 Ha (stl) (3,8 × 1,7)<br>Der 1(3) 2(2) | Oil 4SA 6Cy. 200 × 260 sr geared to sc. shaft<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 38kW 225V 60Hz a.c.<br>Fuel 58,0t-2,5pd 11kn |
| **7048635**<br>WX7644<br>506180 | **ALBACORE**<br>**Gulf Transporters Inc.**<br>Morgan City, La United States of America | **143**<br>97<br>— | | **1966** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,19* 7,29<br>7,24 3,71<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>480bhp (353kW)<br>U.S.A.<br>Fuel (d.o.) |
| **5057620**<br>SV4178<br>6177<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALBAFRIGO**<br>ex Calanca-77<br>**Albafrigo Navigation Co. S.A.**<br>Piraeus Greece | **1 426**<br>637<br>1 716 | BV | **1962** N.V. Werf "Gusto"—Schiedam (219)<br>83,57 12,48 4,820<br>76,03 12,30 7,85<br>2 dks & S dk<br>RW | **M General Cargo** OSD<br>Ref.<br>2 Ho 17,3 28,8 ER<br>In.2 742<br>3 Ha (each 5,9 × 4,3) ER<br>6W Der 6(2) | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 176kW 380V 50Hz a.c.<br>Fuel 279,5t (d.o.) 14kn |
| **7740790**<br>UWBX<br>M-12590 | **ALBAKOR**<br>**U.S.S.R.-'Dalryba'**<br>Magadan U.S.S.R. | **613**<br>179<br>379 | RS | **1978** ............U.S.S.R.<br>54,84 9,38 3,810<br>4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho<br>B.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,75kn |

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| 5414610<br>SNUO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBAKORA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**1 000**<br>379<br>493 | PR | **1963** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/01)<br>69,22 11,00 5,052<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.650 | Oil 4SA 6Cy. 381 × 508 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. Stockport<br>Gen 1 × 240kW 1 × 210kW 1 × 185kW 1 × 120kW 225V d.c.<br>13,5kn |
| 6400020<br>J4CZ<br>6846<br>Df Esd<br>Gc Rdr<br>RT | **ALBAMISSION**<br>ex Artemision II-78<br>Launched as Artemision<br>**Overseas Bulkcarriers Corp.**<br>Piraeus Greece | **15 716**<br>10 039<br>30 919 | AB | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (166)<br>187,18 23,86 11,278<br>177,12 23,79 14,97<br>1 dk<br>RW rf 76 | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (10,9 10,9 10,9 10,9 10,9 11,8 13,7 × 11,8) ER | Oil 2SA 7Cy. 780 × 1550<br>10 500bhp (7 723kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 4 526,5t (d.o.) 16kn |
| 7340758<br>2UJG<br>Esd Gc<br>Pfd Rdr<br>RT | **ALBANNACH**<br>ex Beta-78<br>**J. Lovie**<br>Peterhead United Kingdom | **133**<br>65<br>— | | Lch.**1974** C.B.S. Eng. Co.—Liverpool (32)<br>Len & Cmpl.**1978** J. Lewis & Sons Ltd.—Aberdeen<br>25,91 7,01 2,591<br>22,94 6,84 3,43<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>600bhp (441kW)<br>Mirrlees Blackstone Ltd. United Kingdom |
| 6901581<br>9VLY<br>380575<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALBANY**<br>ex Pangani-80 ex Brunshagen-69<br>**Rover Maritime Inc.**<br>Singapore Singapore | **6 488**<br>3 078<br>9 950<br>**9 882**<br>5 387<br>12 740 | GL | **1968** Kherson Shipyard—Kherson (1320)<br>155,68 20,65 7,919/9,068<br>140,01 20,60 12,32<br>P 40,9 B 22,0 F 28,1 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 4P<br>5 Ho 15,9 16,9 17,9 28,5 16,9 7 TwD ER<br>G.18 430 B.17 640 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,6)<br>2W Cr 2(8) 9(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel (hvf) 17,5kn |
| 7400998<br>VJAY<br>355500<br>Rdr RT | **ALBANY**<br>**Dillingham Australia Pty. Ltd.**<br>John Burke Shipping<br>*Cairns, Queensland* Australia | **338**<br>152<br>464 | ✠**100A1** SS 2/80<br>Queensland & Gulf of Carpentaria coasting service & to Papua New Guinea & West Irian<br>✠**LMC** **UMS**<br>EL (I) 15/16"U2<br>FN 542 | **1975**-10 Dillingham Shipyards (W.A.) Pty. Ltd.—Fremantle (229)<br>49,38 10,19 2,407<br>42,47 10,00 2,75<br>P 23,2 Ba - 1 dk<br>rf nil<br>NS 7BH WB185T | **TM Landing Craft**<br>Deck Cargo<br>Bow ramp<br>1 TwD 6 Ta ER<br>Cr 1 | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 98kW 1 × 72kW 415V 50Hz a.c.<br>Fuel 84,5t (d.o.) |
| 6508597<br>WJ4490<br>274648<br>Df Rdr<br>RT | **ALBANY**<br>ex Mary Turecamo<br>ex Ralph E. Matton-64<br>**American Dredging Co.**<br>Philadelphia, Pa United States of America | **151**<br>103<br>— | | **1957** John E. Matton & Son Inc.—Cohoes, NY (324)<br>*25,52* 7,62 3,296<br>... ... ... | **M Tug** | Oil 2SA 12Cy. 222 × 267<br>General Motors Corp. U.S.A. |
| 5013129<br>EDDE<br>8160<br>Df Esd<br>RT | **ALBARINO**<br>ex Alvarino-80<br>**Julian Alvarez Gonzalez**<br>Vigo Spain | **278**<br>195<br>— | BV GL | **1960** Maritima del Musel S.A.—Gijon (26)<br>40,44 7,22<br>35,01 7,18 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW) E made73 fitted—Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 98,5t (d.o.) |
| 5205253<br>SVIZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALBATROS**<br>ex Najla-81 ex Leda-79<br>**Dolphin (Hellas) Shipping S.A.**<br>Piraeus Greece | **6 471**<br>3 333<br>2 002 | NV | **1953** Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1823)<br>133,51 17,43 6,097<br>125,28 17,38 9,15<br>F 50,9 2 dks, pt 3rd dk<br>RW rf 305 | **TS Passenger/General Cargo**<br>Ref 530P<br>3 Ho 10,9 14,1 18,9<br>G.2 088 In.450<br>3 Ha (stl) (7,4 × 2,9) (7,4 7,3 × 4,1) ER<br>Cr 3(1-3) | 2 S Turb dr geared<br>13 000shp (9 562kW)<br>Wallsend Slipway Engineers Ltd. Wallsend<br>Gen 1 × 600kW 3 × 350kW 220V d.c.<br>Fuel 616,5t (o.f.)-91,5pd 20kn |
| 6719005<br>LZRC<br>88/2<br>Df Esd<br>Gc Rdr<br>RT | **ALBATROS**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **2 452**<br>1 082<br>1 303 | BR | **1964** VEB Volkswerft Stralsund—Stralsund (7044)<br>79,79 13,21 5,201<br>71,02 13,16 6,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.1 211<br>3 Ha (1,3 1,3 × 1,6) (2,3 × 3,5)<br>Der 2(6) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 650bhp (1 214kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 5 × 270kW 1 × 100kW 1 × 60kW 200V d.c.<br>Controllable pitch propeller<br>Fuel 518,0t 12,5kn |
| 6525820<br>DNKU<br>Df Esd<br>Rdr RT | **ALBATROS**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **871**<br>146<br>610 | GL | **1965** F. Schichau G.m.b.H.—Bremerhaven (1734)<br>62,31 11,51 4,750<br>56,24 11,10 5,41<br>F 9,5 1 dk, 2nd dk fwd & aft | **M Tug**<br>Salvage<br>Ice strengthened<br>Der 1(5) | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 100kW 231/400V 50Hz a.c. 1 × 32kW 400/450V 60Hz a.c.<br>Thw. thrust propeller aft<br>Fuel (d.o.) 16kn |
| 7040530<br>UEGB<br>M-24802 | **ALBATROS**<br>**U.S.S.R.-'Sevryba'**<br>Murmansk U.S.S.R. | **508**<br>174<br>263 | (RS) | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,520<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,7)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11,25kn |
| 7434183<br>Df Esd<br>Gc Rdr<br>RT | **ALBATROS**<br>ex Cieisa Cinco-80<br>Launched as Cocisa Cuarto<br>**Societe de Peche Industrielle de Haiti**<br>Port au Prince Haiti | **280**<br>125<br>170 | BV | **1976** Const. Nav. Santodomingo—Vigo (514)<br>29,21 7,55 3,701<br>25,25 7,50 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 98,5t (d.o.) 10,75kn |
| 5008318<br>RT | **ALBATROS**<br>**Compania Argentina de Lanchas S.A.**<br>Buenos Aires Argentina | **236**<br>93<br>— | ✠Classed LR until 5/52 | **1909**-2 Greenock & Grangemouth Dockyard Co. Ltd.—Greenock (312)<br>*30,48* 7,04<br>... ... ...<br>R | **S Tug** | T 3Cy. 283 467 & 772 × 610<br>D. Rowan & Co. Ltd. Glasgow<br>Fuel (o.f.) |

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| **7052208**<br>PCGC<br>208<br>Df Esd<br>Rdr RT | **ALBATROS**<br>ex Albert-74<br>**P. & C. Romkes & J. de Boer**<br>Urk Netherlands | *192*<br>*62*<br>— | | **1971** Gebr. van der Sande—Breskens (127)<br>28,94<br>25,02 7,01 3,59<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 7Cy. 190 × 350<br>840bhp (618kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| **5008332**<br>DIZZ | **ALBATROS**<br>**Ostseebad Damp. G.m.b.H. & Co. K.G.**<br>Flensburg Federal Republic of Germany | **187**<br>75<br>— | (GL) | **1912** Jos. L. Meyer—Papenburg<br>*36,52* 6,30<br>3,28<br>1 dk<br>R | **S General Cargo** | C 2Cy. 351 & 638 × 500<br>260ihp (191kW)<br>Jos. L. Meyer Papenburg |
| **7928938**<br>401808 | **ALBATROS**<br>**Bertie Faherty**<br>Galway Irish Republic | **138**<br>54<br>— | | **1979** .............Cork<br>... ...<br>23,75 7,38 2,21<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 6Cy. 159 × 203 geared to sc. shaft<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **6719689**<br>LW3687<br>4687<br>Df Esd<br>RT | **ALBATROS**<br>**Pesquera Albatros S.A.I.C.**<br>Buenos Aires Argentina | **129**<br>91<br>— | | **1967** Ast. Costaguta—Tigre<br>*25,12* 7,01<br>3,54<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.135<br>1 Ha (1,2 × 1,2) ER | Oil 4SA 8Cy. 175 × 220<br>390bhp (287kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>10,5kn |
| **5008356**<br>PCGH | **ALBATROS**<br>Netherlands | **123**<br>72<br>181 | | **1899** Jhs. Muller & Zonen—Capelle a/d Ijssel<br>31,40 6,13<br>6,10<br>1 dk<br>R | **Aux M General Cargo**<br>Galliot<br>1 Ho<br>2 Ha (2,7 1,8 × 1,6)<br>Der 1(1) | Oil 2SA<br>140bhp (103kW) NE 59<br>A/S Hundested Motorfabrik Hundested<br>Fuel (d.o.) |
| **7730501**<br>IDGT<br>1463 | **ALBATROS**<br>**Silverio Vitiello**<br>Portoferraio Italy | **113**<br>54<br>— | | **1970** Navalcarp Soc. R.L.—Portovecchio di Piombino<br>29,09 6,51<br>... ... ...<br>1 dk | **Wood M Fishing** | Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6714550**<br>FO9634<br>RTv | **ALBATROS**<br>**Service Maritime des Ports de Nantes et Saint Nazaire**<br>Nantes France | **112**<br>—<br>— | | **1966** At. & Ch. C. Auroux—Arcachon (280)<br>27,01 6,51 2,801<br>24,52 3,41<br>1 dk | **M Tug** | Oil 4SA 6Cy. 315 × 480<br>Moteurs Duvant Valenciennes<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Directional propeller<br>Fuel 20,5t 11kn |
| **7011046**<br>PCGJ<br>90<br>Esd Pfd<br>Rdr RT | **ALBATROS**<br>ex Jannetje Hoekman-82<br>ex Koningin Juliana-81<br>ex Vertrouwen-74<br>**Rederij 'Almere' B.V.**<br>Urk Netherlands | **104**<br>36<br>— | | **1968** T. van den Beldt Thz. Schpsw. "Voorwarts"—Westgraftdijk (427)<br>26,24<br>23,30 6,43 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 190 × 350<br>600bhp (441kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| **7419171**<br>LW5151<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBATROS I**<br>ex Alianza San Pedro-82<br>ex Serviceman-80<br>**Homero Fonda y Compania S.A.I.C.**<br>Buenos Aires Argentina | **885**<br>63<br>669 | ✠**100A1**<br>tug<br>Ice Class 3<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 712<br>(NV) | **1976**-4 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (163)<br>46,97 12,07 5,398<br>39,68 11,59 6,33<br>F 28,1 1 dk<br>rf 737<br>5BH WB195T | **TM Tug**<br>Fire-fighting<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 381 × 457 reduction geared to sc. shafts<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 400kW 1 × 160kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 549,0t (d.o.) 14kn |
| **5008291**<br>HO9873<br>7941-PEXT<br>Df Esd<br>RTh | **ALBATROS III**<br>ex Albatros-79<br>ex Juantanamere-67<br>**Asociacion E. D. Internacional Empresa Capitativa S.A.**<br>Panama Panama | **229**<br>147<br>394 | BV | **1952** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1212)<br>40,16 7,45 2,731<br>36,73 7,40 3,03<br>P 11,6 F 6,4 1 dk<br>R | **M General Cargo**<br>1 Ho 24,4 ER<br>G.535 B.498<br>2 Ha (9,7 8,5 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 280 × 400<br>195bhp (143kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 2 × 3kW 48/62V d.c.<br>Fuel 15,0t (d.o.) 8kn |
| **5060536**<br>SVNS<br>4878<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALBATROSS**<br>ex Multi Frost-82<br>ex Northern Frost-79<br>ex Cacique Namuncura-73<br>ex Cap Corrientes-69<br>**Multi Shipping Co.**<br>Piraeus Greece | **4 037**<br>2 127<br>4 304 | GL | **1958** Kieler Howaldtswerke A.G.—Kiel (1079)<br>126,12 15,65 7,011<br>115,02 15,63 8,77<br>B & F 114,0 2 dks<br>RW | **M General Cargo** CSD 6P<br>Ref.<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.6 906<br>4 Ha (stl) (7,7 7,7 × 4,5) ER (6,3 7,7 × 5,0)<br>8W Der 1(10) 7(3-5) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Fuel 747,0t (hvf) 17,5kn |
| **5008370**<br>DHAS<br>13150<br>Df Esd<br>RTm/h/v | **ALBATROSS**<br>ex Miranda-81 ex Dorothea-70<br>ex Donna-69 ex Albatross-67<br>**Paul Iser**<br>Hamburg Federal Republic of Germany | **836**<br>482<br>1 176 | ✠**100A1** SS 5/78<br>Str. nav. ice<br>✠**LMC**<br>EL n 1$\frac{11}{16}$"<br>FN 1036 | **1942**-12 Lindholmens Varv. A/B —Goteborg (976)<br>71,76 11,43 4,763<br>63,05 11,41 5,01<br>P 11,9 B 18,0 F 13,2 1 dk<br>RW rf 711 conv Training Schooner 67<br>conv Weather Research 70<br>3BH WB302t | **M Research/Mother Ship**<br>Weather<br>1 Ho 15,0 ER<br>2 Ha (stl) (3,0 × 3,3) (3,0 × 2,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW) ✠ NE 2/57<br>Kloeckner Humboldt Deutz Koeln<br>✠ ndb made66 fitted12/70<br>125lbf/in² (8,7bar)<br>Gen 2 × 95kW 2 × 40kW 220V d.c.<br>Fuel 195,0t (d.o.) 11,5kn |
| **5290040**<br>SION<br>RT | **ALBATROSS AV GOTEBORG**<br>ex Rane-80 ex Gretl-54 ex Willem<br>**Ralf Bertil Andersson**<br>Goteborg Sweden | **172**<br>114<br>269 | | **1912** Gebr. v.d. Meer—Vlaardingen<br>34,09 6,74<br>6,61 2,82<br>1 dk<br>R len 37<br>conv sailing vessel — | **M General Cargo** | Oil 4SA 2Cy. 270 × 420<br>100bhp (74kW) NE 31<br>Deutsche Werke A.G. Kiel<br>Fuel (d.o.) 7kn |
| **5297775**<br>HOIX<br>10802-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **ALBATROSS 1**<br>ex Bang Pra-82<br>ex Hulda Maersk-78<br>ex Robert Maersk-72<br>**Aquamill Maritime S.A.**<br>Panama Panama | T.Mk<br>**3 039**<br>1 565<br>5 487<br>**4 598**<br>2 777<br>— | ✠**100A1** SS 11/78<br>DTm—oil FP above 65,5°C. or latex or veg. oil or molasses DTf—latex<br>✠**LMC**<br>EL x 1$\frac{7}{8}$"SQ<br>FN 2657 | **1958**-10 Frederikshavn Vaerft & Flydedok A/S—Frederikshavn (225)<br>116,59 15,60 —/6,316<br>106,69 15,55 9,35<br>Ba 18,3 F 12,5 2 dks<br>rf 51<br>Coll BH to U dk 6 to 2nd dk WB1390t incl. DTf135t | **M General Cargo**<br>3 Ho ER<br>G.9 741 B.8 976<br>5 Ha (10,4 11,1 11,1 11,1 11,1 × 6,0) ER<br>10W Der 2(25) 10(5) | Oil 2SA 6Cy. 500 × 1100<br>3 460bhp (2 545kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>WTAuxB 100lbf/in² (6,9bar)<br>13kn |

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| **7338690**<br>WMVF<br>Df Gc<br>Rdr RT | **ALBATROSS IV**<br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*Woods Hole, Ma* United States of America | **939**<br>—<br>231 | (AB) | **1962** Southern SB. Corp.—Slidell, La (46)<br>57,08 10,09 4,941<br>50,30 10,06 5,85<br>F 27,8 2 dks | **M Research**<br>Survey<br>Ice strengthened | 2 Oil 4SA each 8Cy. 159 × 203 sr geared to sc. shaft<br>1 030bhp (758kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 150kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 215,5t (d.o.) 11kn |
| **7409229**<br>XCAX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBATUN**<br>**Sociedad Coop. de Productos Pesqueros Albacore y Atuneros del Estados de Baja California S.C.L.**<br>Ensenada, Baja California Mexico | **633**<br>328<br>860 | AB | **1975** Stocznia Gdanska im. Lenina—Gdansk (B415/01)<br>52,89 11,33 5,182<br>47,48 11,28 7,50<br>1 dk | **M Fishing**<br>Stern-fishing Tuna Seiner Ref.<br>Mchy.fwd<br>12 Ho<br>In.708<br>17 Ha (alu) | Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 258,0t (d.o.) 14,5kn |
| **7808097**<br>TCBD<br>4823<br>Esd Rdr<br>RT | **ALBAY HALIL OZTOYGAR**<br>**Barden Bartin Denizcilik A.S.**<br>Istanbul Turkey | **499**<br>298<br>1 016 | AB | **1981** Marmara Tersanesi—Yarimca (18 A)<br>3,480<br>53,01 10,51 4,12<br>P 11,6 F 4,3 1 dk | **M General Cargo** | Oil 4SA 6Cy. 420 × 600<br>900bhp (662kW)<br>CKD Praha Praha |
| **5400358**<br>EDTS<br>1601<br>Df Esd<br>RT | **ALBEAL PRIMERO**<br>**Francisco Correa Jalda**<br>La Coruna Spain | **273**<br>135<br>— | BV | **1963** Maritima del Musel S.A.—Gijon (42)<br>38,51 7,27 3,490<br>32,72 7,21 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 62,0t (d.o.) 14,5kn |
| **5008382**<br>IMRP<br>468<br>RTm | **ALBEGNA**<br>ex Ersilia Bertolli-57 ex Lucia-47<br>**Compagnia di Navigazione Mediterranea**<br>Roma Italy | **419**<br>222<br>650 | RI | **1947** Cant. Nav. Martinuzzi—Muggia<br>*53,44* 7,45 3,302<br>49,00 7,42 3,74<br>P 7,1 F 4,9 1 dk<br>RW len 66 | **M General Cargo**<br>2 Ho 14,0 17,9 ER<br>2 Ha (each 7,7 × 4,4) ER | Oil 4SA 6Cy. 320 × 420<br>800bhp (588kW) NE 66<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 20kW 110V d.c. |
| **7329182**<br>LZSA<br>173<br>Df Esd<br>Gc Rdr<br>RT | **ALBENA**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **5 942**<br>2 844<br>5 170 | BR | **1970** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,214<br>120,96 16,79 9,56<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>B.7 298<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. each 1 375kW connected to 2 elec. motors & geared to sc. shaft U.S.S.R.<br>Gen 3 × 240kW 2 × 80kW 400V a.c.<br>Controllable pitch propeller<br>16,5kn |
| **7324704**<br>HO6184<br>9858-79<br>Df Esd<br>Gc Rdr<br>RT | **ALBENNY**<br>ex Joika-73<br>**Lavenham Line Ltd.**<br>Panama Panama | T.Mk<br>**299**<br>177<br>599 | NV | **1973** Elbewerften Boizenburg/Rosslau —Rosslau (3342)<br>49,59 (BB) 10,11 2,858<br>44,00 10,09 5,62<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.1 450 B.1 318<br>1 Ha (22,5 × 6,2) ER<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 12kn |
| **7912989**<br>ELAC5<br>6817<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALBERNI DAWN**<br>**Latitude Transport Co.**<br>Monrovia Liberia | **18 258**<br>12 386<br>31 247 | BV | **1980** Kanasashi Zosensho—Toyohashi (1299)<br>179,51(BB) 10,351<br>170,01 28,01 14,71<br>1 dk | **M Bulk Carrier**<br>Pulp<br>5 Ho ER<br>B.37 468 HeCls. ptB<br>TEU 1299 C. 1299/20'<br>5 Ha (stl) (19,6T × 17,9) (25,6 25,6 25,6 25,6 × 22,7) ER<br>Cr 2(40) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 155,0t (d.o.) 1 593,5t (hvf)-36,0pd<br>17kn |
| **5008435**<br>EDAN<br>8159<br>Df Esd<br>RT | **ALBERO**<br>**Julian Alvarez Gonzalez**<br>Vigo Spain | **278**<br>195<br>— | BV GL | **1960** Maritima del Musel S.A.—Gijon (25)<br>40,44 7,22<br>35,01 7,14 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW) E made73 fitted— Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 98,5t (d.o.) |
| **5008447**<br>IJFN<br>26 | **ALBERONI**<br>ex Stentor<br>**S.E.R.S. S.p.A. Societa Esercizio Rimorchi e Salvataggi**<br>Ravenna Italy | **148**<br>38<br>— | (RI) | **1921** A. Pannevis—Alphen a/d Rijn<br>6,53 2,814<br>29,27 6,51 3,26<br>R | **S Tug** | T 3Cy. 330 533 & 864 × 457<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel (o.f.) |
| **6925135**<br>DGTX<br>Rdr<br>RTm/h/v | **ALBERT**<br>ex Howard Barge No. 2-75<br>ex B 41-73<br>**Rheinische Tiefbaugesellschaft m.b.H.**<br>Hamburg Federal Republic of Germany | **820**<br>633<br>1 800 | GL | **1969** Stader Schiffsw. G.m.b.H.—Stade (209)<br>65,03 11,03 2,652<br>60,03 10,95 3,51<br>P 11,0 F 7,1 1 dk | **TM Sand Carrier**<br>1 Ho 48,0 ER<br>1 Ha (48,0 × 8,0) ER | 2 Oil 4SA each 8Cy. 159 × 165<br>1 000bhp (736kW)<br>English Electric Diesels Ltd. Dorman Eng. Div. Stafford<br>Gen 2 × 33,5kW 380V 50Hz a.c.<br>Directional thrust propeller fwd<br>9kn |
| **5379664**<br>DYBW<br>205499<br>Df RT | **ALBERT**<br>ex Victor-69 ex FS 372-57<br>**William Lines Inc.**<br>Cebu Philippines | **699**<br>385<br>711 | AB | **1944** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi (181)<br>*67,12* 3,655<br>62,64 9,76 4,37<br>F 8,0 1 dk<br>rf 152 len 55<br>conv General Cargo — | **TM Passenger/General Cargo** 367P<br>3 Ho 12,8 9,1 15,8 ER<br>3 Ha (6,1 5,4 3,0 × 4,8) ER<br>Der 3(5) | 2 Oil 2SA each 6Cy. 222 × 292 sr & reverse geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel 96,5t (d.o.) |
| **6808612**<br>TFBQ<br>1046<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALBERT**<br>ex Birtingur-73<br>**Throttur H/f**<br>Grindavik Iceland | **316**<br>147<br>— | NV | **1967** Flekkefjord Slipp & Mask. —Flekkefjord (91)<br>43,08 7,62 3,747<br>34,09 7,60 3,97<br>F 8,0 2 dks<br>rf 1199 BK 102 len 76 | **M Fishing**<br>Side-fishing<br>2 Ho each 7,4 ER<br>3 Ha (stl) (each 2,9 × 1,8) ER<br>1W Der 1(3) | Vee Oil 4SA 10Cy. 223 × 300<br>1 500bhp (1 103kW) NE made77 fitted—<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 220V 50Hz a.c.<br>1 Thw. thrust propeller aft, 1 fwd |

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| 7208613<br>GQAY<br>357428<br>Df Esd<br>Rdr RT | **ALBERT**<br><br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **272**<br>—<br>199 | **✠100A1** SS 4/80<br>tug<br>U.K., Eire & between<br>River Elbe & Brest<br>**✠LMC**<br>EL (d) ⅞"U2<br>FN 401 | **1972**-4 R. Dunston (Hessle) Ltd.—Hessle (S883)<br>32,64 9,40 4,268<br>28,96 8,95 4,88<br>RAD 1,0 RFD 12,8 1 dk<br>rf 686 BK 152<br>3BH | **M Tug** | Oil 4SA 9Cy. 318 × 368 reverse reduction<br>geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 34kW 1 × 15kW<br>440V 50Hz a.c.<br>13kn |
| 7435723<br>PCGU<br>1<br>Esd Gc<br>Rdr RT | **ALBERT**<br><br>**A. Romkes**<br>Urk Netherlands | **217**<br>—<br>— | | **1974** Schps. "De Rietpol", J. E. Verharen<br>—Spaarndam (51)<br>34,07<br>30,00 7,80 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel |
| 5008461<br>WD6059<br>605923<br>Df Esd<br>Gc Rdr<br>RTm | **ALBERT**<br><br>**Oceans Unlimited Inc.**<br>Philadelphia, Pa United States<br>of America | **188**<br>28<br>— | **✠100A1** SS 12/78<br>Str. nav. ice<br>**✠LMC**<br>EL (c) 1"<br>FN 344 | **1957**-8 Stalsmidjan h.f.—Reykjavik<br>36,71 7,04<br>33,71 7,00 3,20<br>F 8,6 1 dk<br>rf 203 BK 178<br>5BH WB13t | **M Patrol Ship**<br>Mchy.aft | Oil 2SA 7Cy. 250 × 420<br>665bhp (489kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × —kW d.c.<br>Fuel (d.o.) |
| 6416483<br>PCKE<br><br>Df Esd<br>Rdr RT | **ALBERT CORNELIS**<br>ex Carebeka III-81<br>**Rederij 'Albert Cornelis'**<br>B.V. Scheepvaartbedrijf<br>"Poseidon"<br>Ijmuiden Netherlands | **963**<br>594<br>1 800 | **✠100A1** SS 11/79<br><br>**✠LMC**<br>EL k 1⅛"SQ<br>FN 1009 | **1964**-10 Scheepswerf "Waterhuizen" N.V.<br>J. Pattje—Waterhuizen (269)<br>71,02 9,58 4,503<br>65,89 9,40 5,90<br>1 dk<br>rf 51 len & deepened 70<br>3BH WB400t incl. Dk m17t Under dk f43t<br>a26t | **M General Cargo**<br><br>1 Ho 48,3 ER<br>G.2 132 B.1 896<br>3W | Oil 4SA 8Cy. 305 × 460<br>745bhp (548kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 71,0t 11kn |
| 6819738<br>ZGBE<br>373680<br>Df Esd<br>Gc Rdr<br>RTm | **ALBERT F**<br>ex Albert Friesecke-78<br>**Fairwind Container Express**<br>**Ltd.**<br>Georgetown Cayman Islands<br>(British) | T.Mk<br>**499**<br>329<br>1 323 | <br><br>GL | **1968** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (611)<br>74,07 10,83 3,931<br>67,67 10,80 6,10<br>P 3,7 F 3,1 2 dks | **M General Cargo**<br><br>1 Ho 46,0 ER<br>G.2 426 B.2 160<br>TEU 63 C.Ho 36/20' C.Dk 27/20'<br>1 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 40kW 220/380V 50Hz a.c.<br>Fuel 110,5t (d.o.) 13kn |
| 5008502<br>FPGR<br>2350 | **ALBERT FAROULT**<br><br>**Pilotes de la Seine**<br>Le Havre France | **227**<br>76<br>55 | <br><br>(BV) | **1938** Ch. & At. de St. Nazaire (Penhoet)<br>—Grand Quevilly (258)<br>*33,81* 7,04 2,540<br>6,99 3,41<br><br>R | **M Pilot Tender** | Oil 2SA 5Cy. 290 × 500<br>600bhp (441kW)<br>Cie. de Const. Mec. Sulzer, CCM St. Denis<br>12,5kn |
| 5008514<br><br><br>RTh | **ALBERT HUMPHRIES**<br><br>**Shell Gabon (Societe de**<br>**Recherche et d'Exploitation**<br>**de Petrole au Gabon)**<br>Port Gentil Gabon | **278**<br>193<br>— | | **1953** Werf I. S. Figee N.V.—Vlaardingen<br>30,48 9,35 1,391<br>9,30 2,49<br>2 dks | **TM RoRo Cargo/Landing Craft**<br><br>Bow door<br>Der 2(5) | 2 Vee Oil 2SA each 6Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 45kW 1 × 35kW<br>220/380V 50Hz a.c.<br>Fuel (d.o.) |
| 7048934<br>WV8069<br>298585 | **ALBERT J. BOURG**<br>ex Zapata Trinity Bay-75<br>ex Albert J. Bourg<br>**Zapata Haynie Corp.**<br>Morgan City, La United States<br>of America | **519**<br>353<br>— | | **1965** Burton Construction & SB. Corp.<br>—Port Arthur, Tx<br>*49,93* 10,11<br>3,56 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| 5126287<br><br>314008<br>Rdr RTm | **ALBERT J. SAVOIE**<br>ex Westwood-72 ex Garibaldi-64<br>**Government of Canada**<br>**(Ministry of Highways for**<br>**The Province of British**<br>**Columbia)**<br>Victoria, B.C. Canada | **256**<br>174<br>— | | **1961** Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (117)<br>33,53 12,53 1,829<br>31,50 10,67 3,20<br>1 dk | **TM Ferry**<br>150P | 2 Oil 4SA each 6Cy. 121 × 152<br>NE 68<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| 7361192<br>OYKZ<br>C825<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALBERT MAERSK**<br><br>**A/S D/S Svendborg & D/S af**<br>**1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **29 901**<br>16 790<br>30 461 | **✠100A1** SS 10/80<br><br>**✠LMC** **(UMS)**<br>EL Mt 2⅞"U3<br>FN 10308 | **1975**-12 Blohm + Voss A.G.—Hamburg<br>(888)<br>225,08(BB) 30,61 11,845<br>209,46 30,51 18,70<br>F 21,7 2 dks<br>rf nil len 78<br>8BH WB6513.6T incl. STs3383T | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 31,1comb. 15,7<br>28,4comb. 14,1 30,4comb. ER<br>28,5comb. 8,1<br>TEU 1818<br>C.Ho 102/20' 400/40' C.Dk<br>916/20' (40')<br>11 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>35 507shp (26 118kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm² (73,6bar) (Spt 513°C<br>67kgf/cm² (65,7bar)) hs2091,5<br>sg 8,7kgf/cm² (8,6bar)<br>Gen 2 × 2000kW 1 × 1100kW<br>450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 080,0t (hvf)-188,0pd 25,25kn |
| 7907570<br>PCKA<br>154<br>Esd Gc<br>Pfd Rdr<br>RT | **ALBERT PIETER LOUWE**<br>ex Pieter Louwe-80<br>**B.V. Stella Maris**<br>Urk Netherlands | **300**<br>133<br>— | | **1979** Tille Scheepsbouw B.V.—Kootstertille<br>(211)<br>39,86 8,03<br>35,51 8,01 4,58<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 4SA 8Cy. 240 × 280 reverse reduction<br>geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd |
| 7049392<br>WY5588<br>514952 | **ALBERT QUITO**<br>ex Big Bill<br>**Quito Shellfish Co. Inc.**<br>Providence, RI United States<br>of America | **134**<br>91<br>— | | **1968** A. W. Covacevich Shipyard—Biloxi,<br>Ms<br>*24,27* 7,07<br>3,46 | **M Fishing** | Oil<br>490bhp (360kW)<br>.............<br>Fuel (d.o.) |
| 7722528<br>ZMA2<br>599<br>349499<br>Rdr RT | **ALBERT SANFORD**<br><br>**Sanford Ltd.**<br>Auckland New Zealand | **224**<br>81<br>178 | <br><br>✠Classed LR until<br>8/6/79 | **1978**-1 Kanmon Zosen K.K.—Shimonoseki<br>(336)<br>29,01 8,08 3,328<br>25,51 8,01 4,30<br>F 13,2 1 dk<br>rf 508 BK 152 | **M Fishing**<br>Stern Trawler & Side Trawler Ref. | Oil 4SA 6Cy. 260 × 320 reverse reduction<br>geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 48kW 405V 50Hz a.c.<br>10,5kn |

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| **6505002**<br>PCGN<br><br>Df Esd<br>Pfd Rdr<br>RTm/h | **ALBERT V**<br>ex Breewijd-74<br>**B.V. Zeelichter 'Thames IV'**<br>International Shipbrokers Ltd.<br>Rotterdam Netherlands | **494**<br>272<br>1 000 | <br><br>BV | **1965** N.V. Schpsw. "De Vooruitgang" v/h<br>D. Boot—Alphen a/d Rijn<br>65,89 10,16 3,830<br>58,50 10,01 5,90<br>1 dk, pt 2nd dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 622 B.1 459<br>2 Ha (19,8 × 5,9) (8,3 × 5,0) ER<br>Der 3(3) | Oil 4SA 8Cy. 305 × 460<br>1 000bhp (736kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 20kW 220V d.c.<br>Fuel (d.o.) 13kn |
| **7810430**<br>8KOM<br>123030<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBERTA GLORY**<br><br>**Atago Kaiun K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **4 622**<br>2 893<br>8 461 | <br><br>NK | **1979** Kurinoura Dock K.K.—Japan (135)<br>117,10 7,351<br>108,21 17,01 8,62<br>P 27,2 F 15,0 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 1 × 200kW 2 × 160kW 445V a.c.<br>12,5kn |
| **6404741**<br><br>318925<br>Esd Pfd<br>Rdr RT | **ALBERTA R.**<br><br>**Riverport Seafoods Ltd.**<br>Lunenburg, N.S. Canada | **191**<br>77<br>— | | **1963** Smith & Rhuland—Lunenburg, N.S.<br>30,48 7,12<br>7,07<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 8Cy. 133 × 184<br><br>Fairbanks Morse & Co. Beloit, Wi |
| **7502485**<br>WYH6<br>514<br>572032<br>Esd Rdr<br>RT | **ALBERTA TIDE**<br><br>**Tidewater Traders Inc.**<br>Tidewater Inc.<br>New Orleans, La United States<br>of America | **298**<br>203<br>— | <br><br>AB | **1976** Halter Marine Services, Inc.<br>—Lockport, La (529)<br>59,16 12,20 4,455<br>53,40 12,15 5,21<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 607,5t (d.o.) 14kn |
| **5133292**<br>IOKP<br>4023 | **ALBERTO COMITARDI**<br>ex Golia-80 ex ST 713<br>**Impresa Maritima Alberto<br>Comitardi**<br>La Spezia Italy | **137**<br>12<br>— | <br><br>RI | **1944** Equitable Equipment Co.<br>—Madisonville, La<br>26,24 7,04 2,950<br>24,67 7,01 3,15<br>1 dk | **M Tug** | Oil 4SA 8Cy. 305 × 381<br><br>Enterprise Engine & Foundry Co.<br>San Francisco, Ca<br>8kn |
| **7207059**<br>PP2803<br>6695<br>Esd Gc<br>Rdr RT | **ALBERTO CORREIA**<br><br>**Global Transporte Oceanico<br>S/A**<br>Rio de Janeiro Brazil | **1 247**<br>656<br>1 930 | <br><br>BV | **1973** Estaleiro So. S.A.—Porto Alegre<br>(023)<br>72,65 4,293<br>68,10 11,23 5,01<br>1 dk | **M Tanker**<br><br>2 Ta ER<br>L.1 400 | Vee Oil 4SA 16Cy. 160 × 180<br>1 250bhp (919kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 2 × 250kW 440V d.c.<br>11kn |
| **5136957**<br>PUAD<br>5030<br>Df Esd<br>Gc Rdr | **ALBERTO MONTEIRO**<br>ex Guanabara-80<br>**Brasilmar Navegacao S.A.**<br>Rio de Janeiro Brazil | T.Mk<br>**3 989**<br>1 981<br>6 390<br>**6 379**<br>4 945<br>8 260 | ✠**100A1** SS 5/78<br>DTm & DTf—veg. oil<br>✠**LMC**<br>EL z 1$\frac{15}{16}$"SQ<br>FN 3209 | **1960**-5 Valmet Oy Helsingin Telakka<br>—Helsinki/Helsingfors (200)<br>126,80 16,67 6,776/7,868<br>117,79 16,62 10,62<br>P 24,1 F 15,0 2 dks<br>rf 25<br>Coll & 2BH to U dk 5 to 2nd dk WB1545t<br>incl. DTm515t DTf154t | **M General Cargo**<br><br>4 Ho ER<br>G.11 229 B.10 308<br>4 Ha (stl) ER<br>17W Der 1(25) 14(5) | Oil 2SA 8Cy. 500 × 1100<br>4 600bhp (3 384kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>AuxB 100lbf/in$^2$ (6,9bar)<br>14,5kn |
| **5118565**<br><br><br>Esd Pfd<br>Rdr RT | **ALBERTO R**<br>ex Forward Grace-73<br>**Filemar S.R.L.**<br>Mar del Plata Argentina | **215**<br>71<br>— | <br><br>✠Classed LR until<br>22/2/74 | **1961**-5 A. J. Mitchell & Co.—Peterhead<br>(4)<br>*32,34* 7,42<br>31,40 7,32 3,59<br>F 5,2<br>RW rf 838 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 305 × 381<br>500bhp (368kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne |
| **6727521**<br>D5NU<br>6481<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALBERTWILL**<br>ex Sjoholt-79<br>**Triumph Shipping Corp.**<br>Monrovia Liberia | **12 985**<br>9 190<br>21 479 | <br><br>NV | **1968** Brodogradiliste i Tvornica Dizel<br>Motora "Uljanik"—Pula (283)<br>174,25 22,56 9,475<br>164,34 22,50 11,28<br>P 28,1 F 18,6 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho ER<br>G.29 126 B.24 939<br>6 Ha (stl) (each 12,7 × 11,2) ER<br>Cr 6(8) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 891,0t (hvf)-34,5pd 16kn |
| **6608983**<br>Y5MK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBIN KOBIS**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic<br>Republic | T.Mk<br>**4 981**<br>2 417<br>7 675<br>**7 712**<br>4 166<br>10 400 | <br><br>DSRK | **1965** VEB Warnowwerft Warnemuende<br>—Warnemuende (121)<br>142,09 19,26 7,214/8,586<br>130,92 19,21 11,21<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0<br>15,3<br>G.13 119 B.12 318 ln.420<br>5 Ha (stl) (9,7 × 5,8) (13,1 20,4 ×<br>9,9) ER (11,6 × 9,9) (11,6 × 8,0)<br>12W Der 1(50) 1(15) 8(5-10) 4(3-5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Gen 4 × 200kW 390V 50Hz a.c.<br>14,5kn |
| **5008772**<br><br><br>Df | **ALBINA**<br>ex F 12<br>**G. R. Chin Ten Fung**<br>L. Hagens<br>Paramaribo Surinam | **168**<br>65<br>120 | <br><br>(AB) | **1943** Sturgeon Bay SB. & D.D. Co.<br>—Sturgeon Bay, Wi (148)<br>30,26 6,43 2,448<br>27,44 6,41 3,18<br>P 10,4 F 4,3 1 dk | **M General Cargo**<br><br>1 Ho 14,3 ER<br>B.198<br>1 Ha (6,1 × 3,2) ER<br>1W Der 1(5) | Oil 4SA 8Cy. 215 × 265<br>300bhp (221kW)<br>National Supply Co. Springfield, Oh<br>Fuel 16,5t 7kn |
| **6916847**<br>SXCA<br>4961<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALBION**<br>ex North Atlantic Valour-75<br>ex Albion-73<br>**Davenport Marine S.A.**<br>Piraeus Greece | **15 808**<br>10 685<br>27 460 | ✠**100A1** M 2/79-15mos<br>strengthened for ore<br>cargoes, Nos. 2 & 5<br>holds may be empty<br>✠**LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6172 | **1969**-7 Nippon Kokan K.K.—Shimizu (280)<br>175,60 22,92 10,958<br>164,27 22,86 14,71<br>P 31,7 F 13,8 1 dk<br>rf 102 DK fwd<br>NS 8BH WB9701t incl. Comb. btm & STs<br>in Nos. 1, 3, 4 & 5 holds 2861t Topside<br>tanks in holds 5090t | **M Bulk Carrier**<br><br>6 Ho 18,4 19,5 20,4 20,4 20,4<br>20,4 ER<br>G.35 695 B.29 013<br>6 Ha (stl) (10,2 × 7,8) (10,0 11,8<br>11,8 11,8 11,8 × 9,4) ER<br>12W Der 12(10) 1(2) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 1 796,5t (hvf) 15,5kn |
| **7531072**<br>8KZJ<br>123576<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALBION**<br><br>**Nippon Yusen Kaisha (NYK<br>Line)**<br>Tokyo Japan | **11 866**<br>6 318<br>18 448 | <br><br>NK | **1976** Tsuneishi Zosen K.K.—Numakuma<br>(332)<br>148,22 22,92 9,614<br>140,01 22,86 13,01<br>P 33,9 F 10,7 2 dks | **M General Cargo**<br><br>4 Ho 19,6 26,9 26,9 26,9 ER<br>G.22 329 B.20 903<br>4 Ha (stl) (12,8 × 9,6) (16,4 16,4<br>16,4 × 11,3) ER<br>4W Der 4(15) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 360kW 450V a.c.<br>Fuel (hvf) 14kn |

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| **7221457**<br>DGRG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALBION STAR**<br>ex Rheingold-82<br>ex Columbus California-79<br>ex Rheingold-73<br>**Ernst Willner G.m.b.H. & Co.**<br>**Cosima Reederi K.G. m.s. 'Rheingold'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | T.Mk<br>**4 961**<br>3 485<br>9 554<br>**8 343**<br>5 724<br>12 470 | GL | **1972** Orenstein Koppel & Luebecker —Luebeck (689)<br>143,82(BB) 21,54 7,074/8,319<br>134,02 21,51 11,10<br>B 21,1 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 19,0 42,5 19,5 16,4 ER<br>G.17 892 B.16 778<br>TEU 384<br>C.Ho 198/20' incl. 132 ref C.<br>C.Dk 186/20'<br>6 Ha (stl) (12,6 × 8,0) (32,3 32,3 12,8 12,8 × 8,0) (12,8 × 10,9) ER<br>Der 2(35) 1(22) 6(5-10) | Vee Oil 4SA 18Cy. 400 × 460 reduction geared to sc. shaft<br>9 360bhp (6 885kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>Gen 2 × 512kW 460V 60Hz a.c.<br>18kn |
| **5008796**<br>WAKZ<br>247130<br>Df Esd<br>Gc RT | **ALBION VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 644**<br>4 607<br>10 754 | AB | **1945** Bethlehem-Fairfield—Baltimore, Md (2438)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 883,5t (o.f.) 15kn |
| **7434133**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBIR DOS**<br>**Albirpez S.A.**<br>Vigo Spain | **284**<br>77<br>201 | BV | **1977** Construcciones Navales P. Freire S.A. —Vigo (109)<br>34,68 8,67 3,941<br>30,05 8,31 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW) Volund<br>Larsconti Olsen e Hijos Alicante<br>Controllable pitch propeller<br>Fuel 191,0t (d.o.) 11kn |
| **7388126**<br>EHBG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBIR TRES**<br>**Albirpez S.A.**<br>Vigo Spain | **276**<br>89<br>— | BV | **1976** Construcciones Navales P. Freire S.A. —Vigo (94)<br>38,44 7,42 3,701<br>34,35 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410<br>826bhp (608kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 129,5t (d.o.) 11kn |
| **7229980**<br>8JNR<br>113680<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBIREO**<br>**Taiheiyo Enkai Ferry K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **9 547**<br>5 010<br>3 458 | | **1973** Naikai Zosen—Setoda (250)<br>167,24(BB) 24,03 6,300<br>155,02 24,01 9,71<br>2 dks | **TM RoRo Cargo/Ferry** 925dk P<br>Bow door/ramp<br>Side door Stern door/ramp | 2 Oil 4SA each 16Cy. 450 × 540<br>18 800bhp (13 829kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 720kW 450V a.c.<br>Fuel 630,0t-64,0pd 21,5kn |
| **7606669**<br>IMRL<br>1266<br>Rdr RT | **ALBIREO**<br>**Societa Campania Regionale Marittima S.p.A. (CA.RE.MAR.)**<br>Napoli Italy | **151**<br>100<br>30 | RI | **1977** Cant. Navaltecnica—Messina (194)<br>29,01 9,83 1,410<br>24,34 5,72 3,31<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 175 × 205 sr geared to sc. shafts<br>2 500bhp (1 839kW)<br>Fiat Termomeccanica e Turbogas Torino |
| **7402582**<br>EHAI<br>881<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ALBIZ**<br>**Naviera Murueta S.A.**<br>Bilbao Spain | **769**<br>497<br>1 068 | **✠100A1** SS 11/79<br>**✠LMC**<br>EL J 1$\frac{3}{16}$"U1<br>FN 777 | **1975**-11 Ast. de Murueta S.A.—Guernica (129)<br>59,67 10,34 3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil<br>4BH WB311T incl. DTf50T | **M General Cargo**<br>1 Ho 35,8 ER<br>G.1 704 B.1 520<br>1 Ha (stl) (31,3 × 7,6) ER | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Gen 2 × 40kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 119,0t (d.o.) 12kn |
| **7716751**<br>OEMC<br>SR 462<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALBONA**<br>**m.s. 'Arlberg' Osterreichischer Lloyd G.m.b.H & Co. K.G.**<br>Osterreichischer Lloyd Ges. m.b.H. & Co. K.G.<br>Wien Austria | **3 971**<br>2 536<br>6 390 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 1A at a draught not exceeding 5.65 metres when portable ice cross beams fitted<br>Ice Class 1B at a draught not exceeding 6.15 metres when portable ice cross beams fitted<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2392 | **1980**-8 Gotaverken Solvesborg AB —Solvesborg (89)<br>106,18 14,94 6,927<br>99,95 14,91 9,02<br>P 12,5 F 8,9 1 dk & S dk<br>rf 102<br>4BH WB1817T incl. Comb. btm & STs 427T & topside tanks 578T | **M General Cargo** OSD<br>2 Ho 38,4 35,2 ER<br>G.8 415 B.7 746<br>TEU 196 C.196/20'<br>2 Ha (33,5 32,3 × 12,5) ER | Vee Oil 4SA 12Cy. 280 × 320 sr geared to sc. shaft<br>3 224bhp (2 371kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 300kW 400V 60Hz a.c.<br>2 × 200kW 1 × 84kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 68,5t (d.o.) 272,0t (hvf) 13,25kn |
| **5423180**<br>EDYI<br>1614<br>Df Esd<br>Gc RT | **ALBONIGA**<br>**Atun S.A.**<br>Bermeo Spain | **363**<br>175<br>— | BV | **1964** Maritima del Musel S.A.—Gijon (49)<br>40,64 8,06 3,201<br>35,84 8,01 3,99<br>1 dk<br>RW rebuilt & len 71 | **M Fishing**<br>Tuna Side Trawler Ref<br>In.48 | Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 84,5t (d.o.) 10,25kn |
| **7610828**<br>EHUV<br>Df Esd<br>Gc Rdr<br>RT | **ALBOR**<br>**Antonio Esteve Baeza & Jose Galvan Marco**<br>Alicante Spain | **251**<br>78<br>309 | BV | **1980** Const. Nav. del Sureste S.A. —Alicante (42)<br>38,10 8,01 3,880<br>31,02 7,99 6,00<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410 reduction geared to sc. shaft<br>900bhp (662kW) Volund<br>Larsconti Olsen e Hijos Alicante<br>Controllable pitch propeller<br>Fuel 188,0t (d.o.) 10,75kn |
| **5354640**<br>Df Esd<br>Pfd Rdr<br>RTm | **ALBORADA**<br>ex Despina S-79 ex Tello-74<br>**Fred Imbert C por A**<br>Santo Domingo Dominican Rep. | **494**<br>212<br>875 | BV | **1953** Svendborg Skibsvaerft A/S —Svendborg (62)<br>63,51 9,91 3,633<br>57,89 9,86 5,87<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 35,9 ER<br>G.1 911 B.1 713<br>2 Ha (each 12,8 × 5,3) ER<br>3W Der 4(3) | Oil 2SA 4Cy. 350 × 620<br>800bhp (588kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 6kW 220V d.c.<br>Fuel 112,0t (d.o.) 11kn |
| **7363607**<br>EGPD | **ALBORADA**<br>Launched as Aturuxo<br>**Jose Manuel Vazquez Garcia & Domingo Vazquez Vara**<br>La Coruna Spain | **248**<br>105<br>— | (GL) | **1974** Soc. Met. Duro Felguera—Gijon (121)<br>37,34 7,45<br>32,01 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>11,5kn |

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|---|---|---|---|---|---|---|
| 6807204<br>LW3562<br>Esd RT | **ALBORADA**<br>**SEPAC SCpA**<br>Buenos Aires Argentina | **140**<br>—<br>— | | **1966** Ast. Mestrina S.A.—Tigre (15)<br>29,01 6,53 3,328<br>25,30 6,51 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 5Cy. 210 × 300 reverse reduction geared to sc. shaft<br>410bhp (302kW)<br>Motores Stork Buenos Aires |
| 6821925<br>GYUC<br>305465<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALBRIGHT EXPLORER**<br>**Albright & Wilson Ltd.**<br>James Fisher & Sons Public Limited Company<br>Newcastle upon Tyne United Kingdom | **6 870**<br>2 996<br>10 689 | **✠100A1** CS 11/77<br>strengthened for heavy cargoes, Nos. 2 & 3 holds may be empty<br>Liquid phosphorus in independent tanks in Nos. 2 & 3 holds<br>**✠LMC**<br>EL X 2"U2<br>FN 3439 | **1968**-12 Vickers Ltd. (Newcastle) —Newcastle (193)<br>125,81 17,63 8,852<br>119,34 17,07 11,74<br>P 27,8 F 9,2 1 dk<br>rf 76<br>NS 9BH WB4635t | **M Chemical Carrier**<br>5 Ho 9,7 10,9 12,5 12,5 9,2 2 Ta ER<br>G.7 765 B.7 410<br>5 Ha (stl) (7,5 × 7,6) (9,2 8,6 8,6 5,7 × 11,5) ER | 2 Oil 4SA each 8Cy. 400 × 580 sr geared to sc. shaft<br>4 832bhp (3 554kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 1 × 432kW 3 × 308kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 482,5t (d.o.) 14,5kn |
| 6815043<br>GYUD<br>305462<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALBRIGHT PIONEER**<br>**Albright & Wilson Ltd.**<br>James Fisher & Sons Public Limited Company<br>Newcastle upon Tyne United Kingdom | **6 789**<br>2 956<br>10 469 | **✠100A1** CS 8/82<br>strengthened for heavy cargoes, Nos. 2 & 3 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL X 2"U2<br>FN 3439 | **1968**-10 Vickers Ltd. (Newcastle) —Newcastle (192)<br>125,81 17,63 8,878<br>119,34 17,07 11,74<br>P 27,8 F 9,2 1 dk<br>rf 76<br>NS 9BH WB4635t | **M Chemical Carrier**<br>3 Ho 9,7 10,9 9,2 4 Ta ER<br>G.4 035 B.3 902<br>3 Ha (stl) (7,5 × 7,6) (9,1 3,0 × 11,5) ER | 2 Oil 4SA each 8Cy. 400 × 580 sr geared to sc. shaft<br>4 832bhp (3 554kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 1 × 432kW 3 × 308kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 107,5t (d.o.) 356,5t (hvf)-18,5pd 14,5kn |
| 6923656<br>HP3603<br>6413-PEXT<br>RTm | **ALBRIT**<br>ex From-74<br>**Alisal S.S. Co. S.A.**<br>Panama Panama | **202**<br>126<br>398 | (NV) | **1969** VEB Rosslauer Schiffswerft—Rosslau (3269)<br>40,39 8,03 2,756<br>37,09 8,01 3,20<br>P 11,9 F 4,9 1 dk<br>rf 64 | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,0 ER<br>G.459 B.397<br>1 Ha (stl) (19,8 × 3,9) ER<br>2W Der 1(5) 1(3) | Oil 4SA 12Cy. 135 × 160<br>420bhp (309kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 7,5kW 220V 50Hz a.c. 1 × 7,5kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.)-1,5pd 10kn |
| 8016134<br>EA7X | **ALBUERA**<br>**Maritima Petrolquimica S.A. (MARPETROL)**<br>Sevilla Spain | **9 890**<br>6 107<br>15 427 | **100A1**<br>Class Contemplated<br>FN 4655 | **1982** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (239)<br>149,61 9,021<br>134,02 21,42 13,31 | **M Tanker**<br>Oil Chemical IGS | Oil 2SA 6Cy. 450 × 1200<br>5 910bhp (4 347kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao |
| 6600436<br>EETX<br>967<br>RT | **ALBUFERETA**<br>**Junta de Obras del Puerto de Alicante**<br>Alicante Spain | **176**<br>26<br>50 | | **1965** Empresa Nacional "Elcano"—Seville (106)<br>27,18 8,11 2,896<br>25,00 7,70 3,71<br>1 dk | **M Tug** | Oil 4SA 7Cy. 340 × 520<br>E made62 fitted66 Polar<br>Soc. Espanola de Const. Nav. Bilbao<br>11,5kn |
| 7814357<br>HBDP | **ALBULA**<br>**St. Gotthard Schiffahrts A.G.**<br>Suisse-Outremer Reederei A.G.<br>Basle Switzerland | **10 524**<br>5 614<br>11 000 | BV | **1981** Stocznia Gdanska im. Lenina—Gdansk (B360/01)<br>152,41 9,451<br>138,51 22,61 13,47<br>1 dk | **M General Cargo**<br>Ref.<br>4 Ho<br>In.14 725<br>TEU 122 C. 122/20'<br>Cr 2(12,5) 3(5) | Oil 2SA 6Cy. 900 × 1550<br>14 780bhp (10 872kW) Sulzer<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>24kn |
| 5323328<br>SYSL<br>6713<br>Df Esd<br>Gc Rdr<br>RT | **ALBYON**<br>ex Shinko Maru-77<br>**Marine Post S.A.**<br>Shiptrade Corp. S.A.<br>Piraeus Greece | **13 120**<br>4 091<br>21 172 | NK | **1962** Kure Zosensho—Kure (62)<br>167,60 22,66 9,272<br>160,03 22,61 12,40<br>P 29,9 F 15,3 1 dk | **M Ore Carrier**<br>2 Ho ER<br>G.14 233 B.14 231<br>4 Ha (each 21,9 × 8,7) ER<br>16W Der 12(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 184kW 445V a.c.<br>Fuel 1 893,0t-22,5pd 13,5kn |
| 7602388<br>EHQD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALCA**<br>**Maritima Astur S.A.**<br>Gijon Spain | T.Mk<br>**7 257**<br>5 125<br>12 930<br>**9 722**<br>7 590<br>14 827 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Bt 550,0/50,0U3(a)<br>FN 4451 | **1981**-1 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (C1)<br>149,33 19,26 —/8,975<br>140,80 19,21 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil<br>SF 7BH WB2095T | **M General Cargo**<br>5 Ho 17,6 26,2 18,4 26,9 18,4 5 TwD ER<br>G.22 506 B.19 680<br>TEU 336 C.Ho 258/20' C.Dk 78/20'<br>5 Ha (stl) (12,2 × 7,7) (18,3 12,1 18,3 12,1 × 11,2) ER<br>Cr 2(16) 2(10) | Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 1 × 440kW 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,5t (d.o.) 863,0t (hvf) |
| 6713946<br>OGTM<br>1139<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALCA**<br>**Rederi A/B Asta**<br>Mariehamn Finland | T.Mk<br>**1 599**<br>751<br>2 550<br>**2 928**<br>1 547<br>4 135 | **✠100A1** CS 6/82<br>Ice Class 1<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 1905 | **1967**-6 A/B Finnboda Varf—Stockholm (384)<br>93,81 14,56 5,081/6,598<br>84,99 14,51 7,90<br>P 20,5 F 10,4 2 dks<br>rf 51<br>4BH WB614t incl. DTf75t | **M General Cargo**<br>4 Ho 10,3 14,3 14,9 15,5 ER<br>G.5 625 B.5 198<br>4 Ha (stl) (8,4T × 7,0) (11,6 12,3 12,3 × 11,5) ER<br>Cr 2(10) 2(5) | Oil 4SA 8Cy. 450 × 550<br>2 800bhp (2 060kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 152kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 343,5t (hvf)-9,5pd 14kn |
| 5008928<br>HO5283<br>9299-P EXT-F<br>Df Esd<br>Pfd Rdr<br>RTm | **ALCA**<br>**C. Clausen Panama S.A.**<br>Panama Panama | **299**<br>124<br>368 | GL | **1955** H. C. Stuelcken Sohn—Hamburg (852)<br>47,71 8,56 3,210<br>42,68 8,54 3,26<br>F 7,4 2 dks | **M Livestock Carrier**<br>Ice strengthened<br>1 Ho 31,4 ER<br>G.1 149 B.1 091<br>2 Ha (each 8,2 × 3,7) ER<br>Der 1(2) | Oil 2SA 4Cy. 290 × 490<br>440bhp (324kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 220V d.c.<br>Directional propeller<br>Fuel 41,5t (d.o.) 10,5kn |
| 7014440<br>Df Esd<br>Gc Rdr<br>RT | **ALCAEUS**<br>ex Marella-81<br>**Maritime Co. of Lesvos S.A.**<br>Mytilene Greece | **3 930**<br>1 510<br>1 118 | BV | **1970** Brodogradiliste "Titovo"—Kraljevica (394)<br>99,17 17,33 4,801<br>90,00 17,20 6,00<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>176bth 824dk P<br>Bow & stern doors | 2 Oil 4SA each 10Cy. 480 × 700<br>8 800bhp (6 473kW) Sulzer<br>Jugoturbina Karlovac<br>2 Controllable pitch propellers<br>Fuel (d.o.) 19,75kn |

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| **5195513**<br>SVKF<br>1587<br>Df Esd<br>Pfd | **ALCAEUS**<br>ex Koutouriaris S.-82<br>ex Nordenham-58<br>ex Teutoburger Wald<br>**John E. Stathakis & Sons**<br>Piraeus Greece | **434**<br>184<br>— | <br><br>BV | **1944** Rotterdamsche D.D. Maats. N.V.<br>—Rotterdam<br>*51,67* 9,20 4,185<br>4,20<br>1 dk | **M Fishing**<br>Side Trawler Ref<br><br><br>2 Ha | Oil 4SA 6Cy. 420 × 600<br>1 500bhp (1 103kW) NE 59<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **5008954**<br>CUYF<br>LX-71-A<br>Df Esd<br>Rdr | **ALCAIDE**<br><br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **607**<br>275<br>488 | <br><br>✠Classed LR until 4/60 | **1958**-10 Est. Nav. de Viana do Castelo<br>—Viana do Castelo (35)<br>56,95 9,25 4,217<br>51,97 9,15 4,50<br>F 11,3<br>RW rf 813 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 9Cy. 400 × 600<br><br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel 10,0t 12kn |
| **5008980**<br>CSET<br><br>Esd | **ALCANTARA**<br><br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **356**<br>153<br>— | <br><br>✠Classed LR until 7/31 | **1929**-5 Cochrane & Sons Ltd.—Selby<br>(1044)<br>*42,77* 7,32<br>... ... ... | **S Fishing**<br>Side Trawler | T 3Cy. 343 578 & 940 × 660<br><br>Amos & Smith Ltd. Hull |
| **7043960**<br>EFWC<br>2584<br>Df Esd<br>Gc Rdr<br>RT | **ALCARAVAN**<br>Launched as Alano<br>**Pesquerias y Secaderos de Bacalao de Espana S.A. (PYSBE)**<br>Bilbao Spain | **586**<br>264<br>640 | <br><br>BV | **1971** Maritima de Axpe S.A.—Bilbao (52)<br>47,50 4,700<br>42,70 10,41 5,21<br>1 dk | **M Fishing**<br>Tuna Side Trawler Ref | Oil 4SA 6Cy. 360 × 450<br>1 650bhp (1 214kW) MWM<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 213,0t (d.o.) 11,5kn |
| **7122510**<br>MTOK<br>303242<br>Esd Pfd<br>Rdr RTm | **ALCARONDAS**<br>ex Glen Esk-81<br>**Jonathan Tyrrel Abbey**<br>J. Marr & Son Ltd.<br>Hull United Kingdom | **114**<br>40<br>65 | **✠100A1** SS 9/81<br>trawler<br>**✠LMC**<br>EL e $\frac{13}{16}$″<br>FN 230 | **1971**-11 J. Lewis & Sons Ltd.—Aberdeen<br>(370)<br>*24,33* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 178<br>4BH | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 15kW 415V 50Hz a.c.<br>Fuel 24,5t (d.o.) 11kn |
| **7303671**<br>EFOW<br><br>Df Esd<br>Gc Rdr<br>RT | **ALCAUDON**<br><br>**Maritima de Axpe S.A.**<br>Bilbao Spain | **857**<br>451<br>1 209 | <br><br>BV | **1973** Maritima de Axpe S.A.—Bilbao (52)<br>54,49<br>49,05 11,70 7,90<br>2 dks | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 18Cy. 225 × 300<br>2 250bhp (1 655kW) B&W<br>Cons. Echevarria Bermeo<br>Fuel 75,0t (d.o.) 13kn |
| **7030999**<br>EFWD<br>36<br>Df Esd<br>Gc Rdr<br>RTv | **ALCAZAR**<br><br>**Empresa Nacional del Petroleo S.A. (ENPETROL)**<br>Cartagena Spain | **80 824**<br>57 305<br>150 761 | **✠100A1** SS 12/80<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL Y† $3\frac{7}{8}$″U3<br>FN 18501 | **1971**-4 Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (90)<br>288,04(BB) 45,57 17,196<br>272,02 45,50 22,51<br>F 24,1 1 dk<br>rf nil<br>8BH WB22476t incl. 17290t in clean ballast tanks | **M Tanker**<br>IGS<br>14 Ta ER<br>L.(oil) 188 260 HeCls. B<br>Der 2(12) 2(10) 2(5) | Oil 2SA 7Cy. 980 × 2000<br>26 600bhp (19 566kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB 24,4kgf/cm² (24,0bar) (Spt 260°C 21kgf/cm² (20,6bar)) hs1652,2<br>✠ ne(ex.g) 2/74 7kgf/cm² (6,9bar)<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel (hvf) 16kn |
| **7319321**<br>9VFL<br>367549<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALCAZAR**<br>Launched as Giralda<br>**Cosmos Shipping & Trading Corp.**<br>Nautconsult Shipping Co. Ltd.<br>Singapore Singapore | **15 382**<br>10 731<br>27 390 | **✠100A1** SS 7/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL F† $2\frac{5}{16}$″U3<br>FN 6287 | **1973**-7 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (157)<br>182,84(BB) 22,46 10,554<br>171,71 22,41 14,20<br>P 30,8 F 15,9 1 dk<br>rf nil DK fwd<br>NS WB7918T incl. DTf265T Comb. btm & STs 3228T Topside tanks 3298T | **M Bulk Carrier**<br><br>7 Ho 17,8 19,5 20,8 13,5 19,9 22,4 16,7 ER<br>G.35 885<br>7 Ha (stl) (8,9 11,9 11,9 8,0 11,9 11,9 9,6 × 11,4) ER<br>14W Der 14(5-10) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 460kW 1 × 350kW 440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 1 282,0t (hvf) 15,5kn |
| **7936507**<br>EGSX<br>1229 | **ALCAZAR DE TOCEDO**<br><br><br>Spain | **144**<br>55<br>— | | **1936** Constr. Guipuzcoana—Pasajes<br>26,24 5,80 —<br>3,20<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br><br>Spain |
| **7326037**<br>EGIE<br>2658 | **ALCEDO**<br><br>**Hispanica de Pesca S.A.**<br>Spain | **184**<br>69<br>— | | **1973** Ast. del Cadagua W.E. Gonzales S.A.<br>—Bilbao (83)<br>32,19 3,366<br>27,51 7,37 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 225 × 300<br>750bhp (552kW) Alpha<br>Cons. Echevarria Bermeo<br>10,75kn |
| **7507681**<br>SUSR<br>1289<br>Df Esd<br>Gc Rdr | **ALCHATBY**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **5 769**<br>3 418<br>8 256 | **✠100A1** CS 3/81<br><br>**✠LMC**<br>EL X 2″U2<br>FN 3029 | **1976**-3 Shimoda Dockyard Co. Ltd.<br>—Shimoda (260)<br>114,76 18,04 7,417<br>110,14 18,00 9,50<br>P 22,0 F 11,9 2 dks<br>rf 152<br>6BH WB707T | **M General Cargo**<br><br>4 Ho 16,9 20,4 22,4 20,2 ER<br>G.11 705 B.10 865<br>4 Ha (stl) (7,1 × 7,1) (10,5 12,5 10,5 × 10,0) ER<br>Cr 2(25) 2(10) | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB(outer) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 609,5t (hvf) 16kn |
| **5009087**<br>5MHU<br>1601<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALCHEMIST**<br>ex Pinnacles-61<br>**Antilles S.S. Co. Ltd.**<br>Monrovia Liberia | **12 963**<br>8 688<br>19 407 | AB<br><br>Classed BC until 10/61 | **1944** (Aft section) Kaiser Co. Inc.<br>—Portland, Or (112)<br>**1961** (Fwd & cargo sections) Rheinstahl Nordseewerke—Emden<br>175,90 22,61 9,122<br>168,10 22,56 11,97<br>P 36,9 F 31,4 1 dk<br>rf 254 len & widened 61 conv Tanker — | **T-E Tanker**<br>Chemical<br>16 Ta 18 Wing Ta (s.stl) ER<br>L.22 446 HeCls. BC | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 400kW 1 × 75kW<br>Fuel 1 519,0t (o.f.)-48,0pd 14kn |
| **6923448**<br>H9BL<br>1109<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALCHIBA**<br>ex Alma-Thar-80 ex Alchiba-78<br>**Algol S.S. Corp. S.A.**<br>Shipping Management S.A.M.<br>Panama Panama | **17 299**<br>11 326<br>28 769 | **✠100A1** SS 9/77<br>oil tanker<br>**✠LMC**<br>EL G† $2\frac{11}{16}$″U2<br>FN 6856 | Cmpl.**1972**-5 Stabilimenti Navali S.p.A.<br>—Taranto (158)<br>192,41 24,62 10,345<br>182,53 24,50 13,06<br>P 37,2 F 24,4 1 dk<br>RW rf nil<br>16BH WB1068t incl. DTf700t | **M Tanker**<br>Mchy.aft | Oil 2SA 6Cy. 780 × 1600<br><br>Fiat S.G.M. Torino<br>2 WTAuxB 45kgf/cm² (44,2bar) Spt 17kgf/cm² (16,7bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7036591<br>5BYR<br>367139<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALCHIMIST FLENSBURG**<br>ex Chemathene-80<br>ex Alchimist Flensburg-79<br>**Chemlloyd Shipping Corp.**<br>Hamburger Lloyd G.m.b.H.<br>Limassol Cyprus | **1 597**<br>1 063<br>3 278 | | **1971** Ernst Menzer, Schiffswerft<br>—Geesthacht (488)<br>GL 87,03 (BB) 13,54 5,100<br>80,22 13,50 6,10<br>B 24,1 F 9,2 1 dk | **M Tanker**<br>Chemical SBT CBT<br>4 Ta 10 Ta (s.stl) ER<br>L.3 570 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 100kW 220/380V 50Hz a.c.<br>Fuel 182,0t (d.o.)-6,0pd 12,5kn |
| 7000243<br>5BYT<br>367138<br>Df Esd<br>Gc Rdr | **ALCHIMIST LUBECK**<br>**m.t.s. 'Alchimist VII' Hamburger Lloyd Dr. J. Bernhold & Co. K.G.**<br>Hamburger Lloyd G.m.b.H.<br>Limassol Cyprus | **1 597**<br>1 112<br>3 265 | | **1970** Ernst Menzer, Schiffswerft<br>—Geesthacht (487)<br>GL 87,03 (BB) 13,54 5,111<br>80,22 13,49 6,10<br>1 dk | **M Tanker**<br>Chemical SBT CBT<br>6 Ta 10 Ta (s.stl) ER<br>L.4 530 | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 180,0t (d.o.)-6,0pd 12,5kn |
| 7324869 | **ALCHIMIST LUDWIGSHAFEN**<br>ex Alchimist Duisberg-79<br>**m.t.s. 'Alchimist Ludwigshafen' Hamburger Lloyd Dr. J. Bernhold & Co. K.G.**<br>Hamburger Lloyd G.m.b.H.<br>Hamburg Federal Republic of Germany | **499**<br>—<br>1 372 | | **1973** Ernst Menzer, Schiffswerft<br>—Geesthacht (494)<br>GL 79,86 8,84 2,439<br>... ... ...<br>1 dk | **M Tanker**<br>Chemical | Oil 4SA 6Cy. 240 × 280 geared to sc. shaft<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) |
| 7303803<br>C4VU<br>380754<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALCHIMIST ROTTERDAM**<br>ex Chemaphrodite-79<br>ex Alchimist Rotterdam-79<br>ex Chimiste Nantes-77<br>**'Alchimist Rotterdam' Shipping Co. Ltd.**<br>Hamburger Lloyd G.m.b.H.<br>Limassol Cyprus | **1 599**<br>964<br>3 003 | | **1973** Kalmar Varv A/B—Kalmar (433)<br>85,86 12,10 5,401<br>BV 79,48 12,02 6,61<br>1 dk<br>rf nil | **M Tanker**<br>Chemical SBT CBT<br>12 Ta ER<br>L.3 270 HeCls. B | Vee Oil 4SA 18Cy. 225 × 300<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 130kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 193,0t or methane gas boil off fuel -7,0pd |
| 6807149<br>Df Esd<br>Rdr RT | **ALCO BARI**<br>ex Geromac I-71<br>**Italo Argentina de Pesca S.A.**<br>Mar del Plata Argentina | **321**<br>—<br>— | | **1967** Ast. Mestrina S.A.—Tigre (14)<br>33,46 7,37 3,252<br>(BV) 29,80 7,35 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.135<br>2 Ha (each 0,9 × 1,1) ER | Oil 4SA 8Cy. 230 × 250<br>600bhp (441kW) Fiat<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>12kn |
| 5221348<br>HOEC<br>Df Esd<br>Gc Rdr<br>RT | **ALCO RIETI**<br>ex Marefish-73 ex Islande-59<br>**Alcopes Panama S.A.**<br>Panama Panama | **1 478**<br>717<br>1 372 | | **1940** Ch. & At. de St. Nazaire (Penhoet)<br>—Grand Quevilly<br>(BV) 71,94 11,59 5,576<br>68,64 11,54<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Cr 1(7) | Oil 4SA 7Cy. 450 × 850<br>1 000bhp (736kW)<br>Ch. & At. de St. Nazaire (Penhoet) Grand Quevilly<br>Fuel (d.o.) |
| 6709256<br>LW3835<br>Df Esd<br>Gc Rdr | **ALCO ROSENHEIM**<br>ex Koei Maru No. 3-71<br>**Italo Argentina de Pesca S.A.**<br>Argentina | **254**<br>132<br>— | | **1966** Miho Zosensho K.K.—Shimizu (598)<br>43,59 7,55<br>(BV) 38,10 7,52 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>G.332 B.288<br>3 Ha (1,3 × 1,3) (1,8 × 1,8) (0,9 × 0,9) ER | Oil 4SA 6Cy. 270 × 420<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,75kn |
| 6707026<br>H03364<br>1089<br>9-81 | **ALCO TRADER**<br>ex Brick Tide-80<br>**Rotrad S.A.**<br>Panama Panama | **195**<br>133<br>— | | **1966** American Marine Corp.—New Orleans, La (955)<br>47,25 11,03 3,172<br>44,56 10,98 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5009142<br>CSJN<br>Esd | **ALCOA**<br>ex Hammond-35<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **351**<br>148<br>— | ✠Classed LR until 9/35 | **1929**-5 Cook, Welton & Gemmell Ltd.<br>—Beverley (518)<br>*42,68* 7,35<br>... ... ...<br>R | **S Fishing**<br>Side-fishing | T 3Cy. 330 578 & 940 × 660<br>Amos & Smith Ltd. Hull |
| 6726319<br>EFRC<br>8739<br>Df Esd<br>Rdr RTm | **ALCOCERO**<br>**Jose Puerta Oviedo**<br>Vigo Spain | **250**<br>122<br>248 | | **1968** Const. Nav. Santodomingo—Vigo<br>(351)<br>BV 36,78 7,14 3,101<br>32,01 7,10 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho — ER<br>In.195<br>2 Ha (1,7 × 1,4) (0,7 × 0,7) ER | Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 76,5t (d.o.) 10,75kn |
| 6900680<br>YBRC<br>Df Esd<br>Rdr RTh | **ALCOMIN I**<br>ex Seafoy II-71<br>**P.T. Angin Jaya**<br>Amsbach Lines Pte. Ltd.<br>Jakarta Indonesia | **230**<br>131<br>122 | **✠100A1** SS 4/74<br>non—perishable cargoes<br>Indonesian Archipelago<br>service to Singapore<br>**LMC**<br>EL H ⅞"U2<br>FN 395 | **1968**-11 Perrin Eng. Co. Pty. Ltd.<br>—Brisbane (8)<br>36,28 9,86 1,531<br>31,93 9,61 2,75<br>1 dk<br>rf nil<br>NS 5BH WB121t | **TM Landing Craft** 4P<br>Bow door<br>2 Ha (stl) (each 2,5 × 1,2) ER | 2 Oil 4SA each 6Cy. 114 × 140 reverse reduction geared to sc. shafts<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 75kW 415V 50Hz a.c.<br>Fuel 61,0t (d.o.) |
| 7103784 | **ALCON 1**<br>**Companhia Pesquera 'El Sol' S.A.**<br>Peru | **350**<br>—<br>— | | **1971** Ast. Generales S.A.—Peru<br>... ... ...<br>... ... ...<br>1 dk | **Wood M Fishing** | Oil geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7103796 | **ALCON 2**<br>**Bruno Vlakovic**<br>Peru | **350**<br>—<br>— | | **1971** Ast. Generales S.A.—Peru<br>... ... ...<br>... ... ...<br>1 dk | **Wood M Fishing** | Oil geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5400475 | **ALCONIA**<br>ex Alnor-66 ex Rendbjerg-63<br>ex Madle-48<br>**Alconia S.A.**<br>Panama Panama | **293**<br>129<br>366 | ✠ | **1908**-7 Scott & Sons—Bowling (202)<br>40,01 6,89 3,277<br>6,84<br>1 dk<br>rf 152 | **M General Cargo**<br>1 Ho — ER<br>G.538<br>2 Ha (11,1 × 3,6) (3,8 × 4,0) ER<br>2W Der 2(2) | Oil 4SA 3Cy. 290 × 410<br>195bhp (143kW) NE 49<br>A/S Volund Kobenhavn<br>8kn |

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|---|---|---|---|---|---|---|
| **5260095**<br>LGRI<br>16379<br>Df Esd<br>Pfd Rdr<br>RTm | **ALCOR**<br>ex Inger Lise-79 ex Romi-74<br>ex Oceaan III-66<br>**Bjorn Ottesen**<br>Haugesund Norway | **244**<br>108<br>274 | BV | **1949** D. & J. Boot Schpsw. "De Industrie"<br>—Alphen a/d Rijn (1202)<br>39,02 7,04 3,252<br>35,44 7,01 3,51<br>1 dk<br>R conv Side Trawler Fishing 79 | **M Stand-by Safety Vessel**<br>for offshore installations<br>2 Ho each 8,0 ER<br>G.368 B.345<br>2 Ha (stl) (each 3,5 × 4,6) ER<br>1W Der 1(5) | Oil 4SA 6Cy. 305 × 370<br>360bhp (265kW)<br>Motorenfabriek "De Industrie"<br>Alphen a/d Rijn<br>Gen 1 × 26kW 2 × 5kW 110V d.c.<br>Fuel 35,5t (d.o.) 10kn |
| **5009324**<br><br><br>Df | **ALCOR-W**<br>ex Suze-61 ex Romeja-53<br>**W. Havens**<br>United Kingdom | **185**<br>111<br>234 | | **1928** J. Smit & Zoon—Foxhol (64)<br>33,43 6,61 2,299<br>6,56<br>RQD 8,9 1 dk<br>R | **M General Cargo**<br>1 Ho 20,1 ER<br>G.334 B.311<br>2 Ha (8,9 3,8 × 4,4) ER<br>1W Der 1(2,5) 1(1) | Oil 2SA 3Cy. 280 × 350<br>105bhp (77kW)<br>Appingedammer Brons Appingedam<br>Fuel 6,0t 7,5kn |
| **5009336**<br>HO3879<br>9666-<br>PEXT<br>RT | **ALCORA**<br>ex Ana Maria ex Nemrod<br>**Frankfort Commercial Ltd.**<br>Panama Panama | **273**<br>163<br>224 | | **1898** Hall-Brown, Buttery & Co.—Glasgow<br>*38,10* 6,51<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil 6Cy. 270 × 360<br>375bhp (276kW) NE —<br>.............<br>Fuel 21,5t (d.o.) 9kn |
| **6707143**<br>EFCE<br><br>Df Esd<br>Rdr RTm | **ALCORDE PRIMERO**<br>ex Joaquin Velasco-75<br>**Naviera Alcordemar S.A.**<br>Las Palmas Spain | **652**<br>341<br>914 | **✠100A1** SS 11/79<br>**✠LMC**<br>EL j 1¼"U1<br>FN 726 | **1967**-3 Ast. del Cantabrico y de Riera<br>—Factoria Cantabrico, Gijon (C.88)<br>60,64 9,05 3,772<br>55,00 9,00 4,20<br>P 12,2 F 10,7 1 dk<br>RW rf 102<br>NS 3BH WB207t | **M General Cargo**<br>1 Ho 34,4 ER<br>G.1 208 B.965<br>1 Ha (stl) (27,4 × 5,7) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 295 × 420<br>900bhp (662kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelona<br>Gen 2 × 40kW 220V d.c.<br>Fuel (d.o.) 12kn |
| **5072204**<br>EAXR<br>622<br>Esd RTm | **ALCORDE TERCERO**<br>ex Chueca-78<br>**Naviera Alcordemar S.A.**<br>Las Palmas Spain | **367**<br>213<br>454 | BV | **1956** Talleres de Constr. y Rep. "Ardeag"<br>—Bilbao (2)<br>50,35 7,52<br>41,38 7,50 3,26<br>P 12,8 RQD 11,9 B 10,4 F 5,8 1 dk<br>len 71 | **S General Cargo**<br>2 Ho ER<br>B.694<br>2 Ha (8,4 8,0 × 4,5) ER<br>2W Cr 2(2) Der 2(2) | T 3Cy. 200 350 & 550 × 410<br>163ihp (120kW)<br>S.A. Balenciaga Zumaya<br>Gen 2 × 3kW 110V d.c.<br>Fuel 51,0t (o.f.) 8kn |
| **6812613**<br>CSDK<br>1-414<br>Df Esd<br>Gc Rdr<br>RTv | **ALCOUTIM**<br>ex Castorp-72<br>**Companhia Nacional de Navegacao S.a.r.l.**<br>Lisboa Portugal | **10 518**<br>7 141<br>14 209 | NV (Class cont.) (GL)<br>Classed LR until 18/11/77 | **1968** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (571)<br>148,06(BB) 21,06 9,430<br>140,01 21,01 11,99<br>P 50,9 F 26,6 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>6 Ho 18,2 20,5 24,0 22,3 21,9 8,8<br>G.22 329 B.20 052 In.580<br>TEU 233 C. 233/20'<br>6 Ha (stl) (9,1 × 7,0) (12,8 12,8 × 8,0) (16,0 12,8 × 10,3) (5,7 × 3,5)<br>Der 1(50) 14(10) 2(5) 2(3) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 400kW 1 × 300kW<br>390V 50Hz a.c.<br>18kn |
| **7812048**<br>EHUN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALCUDIA**<br>Launched as Julia Rose<br>**Maritima Petrolquimica S.A. (MARPETROL)**<br>Compania Espanola de Petroleos S.A. (CEPSA)<br>Sevilla Spain | **9 891**<br>6 107<br>15 456 | **✠100A1**<br>chemical tanker<br>cargo type C<br>**✠LMC** **UMS**<br>**IGS**<br>EL Dt 583,0/56,0U3<br>FN 4650 | **1980**-4 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (228)<br>149,59(BB) 21,42 9,002<br>133,99 21,39 13,31<br>P 26,0 F 14,4 1 dk<br>rf nil<br>9BH WB5367T incl. DTf1240T, Nos. 4 & 6 STs 3139T | **M Tanker**<br>Oil Chemical IGS<br>11 Ta ER<br>L.20 369 | Oil 2SA 7Cy. 450 × 900 geared to sc. shaft<br>6 150bhp (4 524kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 6,5kgf/cm$^2$ (6,4bar)<br>Gen 2 × 640kW 1 × 400kW<br>380V 50Hz a.c.<br>Fuel 100,5t (d.o.) 652,0t (hvf) 14,5kn |
| **7432991**<br>PPMS<br>8859<br>Df Esd<br>Gc Rdr<br>RT | **ALCYON**<br>Launched as Paulina<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 131 | **✠100A1**<br>Strengthened for heavy cargoes No. 3 hold may be empty, timber deck cargoes<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6502 | **1980**-7 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (122)<br>173,18(BB) 26,67 9,748<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB12004T incl. Topside tanks in holds 2751T & Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2337T & No. 3 hold 5214T | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 29,0 27,3 ER<br>G.36 784<br>TEU 148 C. 148/20'<br>5 Ha (stl) (12,5 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 4(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 250,5t (d.o.) 1 920,5t (hvf) 15kn |
| **5009362**<br>PVDH<br><br>Df | **ALCYON**<br>ex Ally Thorden-50<br>**Diogo y Cia. Ltda.**<br>Rio de Janeiro Brazil | **839**<br>398<br>1 150 | ✠Classed LR until 3/52 | **1948**-3 Uddevallavarvet A/B—Uddevalla (107)<br>58,53 9,61<br>9,56<br>P 13,5 RQD 17,1 F 8,0 1 dk | **M General Cargo**<br>G.1 529 B.1 388<br>2 Ha (9,6 11,4 × 5,4) ER<br>Der 4(10) 3(3) | Oil 2SA 4Cy. 340 × 570<br>600bhp (441kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 284,5t 9kn |
| **5009374**<br>CSOU<br>LX-51-A<br>Esd | **ALCYON**<br><br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **384**<br>167<br>— | ✠Classed LR until 3/53 | **1951**-10 Est. Nav. de Viana do Castelo<br>—Viana do Castelo (8)<br>45,47 8,03 3,830<br>40,09 8,01 4,04<br>RQD 19,9 F 10,1<br>BK 191 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 350 × 535<br>295bhp (217kW)<br>Mirrlees, Bickerton & Day Stockport |
| **6620682**<br>6YSA<br>174528<br>Df Esd<br>Gc Rdr<br>RT | **ALCYON**<br><br>**The Food & Agriculture Organisation of the United Nations**<br>Kingston, Ja. Jamaica | **137**<br>51<br>65 | NK | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (645)<br>24,80 6,79<br>22,00 6,66 3,51<br>F 4,3 1 dk | **Aux M Fishing**<br>Training<br>In.46<br>1 Ha (stl) (1,3 × 1,3) ER<br>Der 1(2) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW a.c.<br>9,5kn |
| **6612685**<br>SZVX<br>8153<br>Df Esd<br>Rdr RT | **ALDA**<br>ex Mulberry-78<br>ex Nichiryu Maru-76<br>**Cronos Shipping Co. Ltd.**<br>Piraeus Greece | **2 562**<br>1 498<br>4 160 | NK | **1966** Kurushima Dock Co. Ltd.—Imabari (358)<br>89,62 14,43 5,893<br>83,04 14,41 7,09<br>P 20,2 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 935 B.4 782<br>2 Ha (19,5 27,2 × 7,0) ER<br>Der 3(10) | Oil 4SA 6Cy. 470 × 700<br>2 200bhp (1 618kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 80kW 110V a.c.<br>Fuel 273,5t-8,0pd 12,5kn |

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|---|---|---|---|---|---|---|
| **7600823**<br>PCJB<br>14867<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDABI**<br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands | **10 444**<br>6 814<br>14 746 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ct 2⅜"U2<br>FN 4458 | **1977**-5 Van der Giessen-de Noord B.V. —Krimpen a/d Ijssel (909)<br>143,06(BB) 21,21 9,494<br>132,01 21,01 12,76<br>F 14,1 3 dks<br>rf nil<br>SF 6BH WB3445T incl. DTf1481T | **M General Cargo** CSD<br>Pallets Ref<br>4 Ho 18,9 9,7DTp&s 10,5DTp&s 26,9 20,9 ER 14,2<br>G.21 186 B.19 394 In.623<br>HeCls. B<br>TEU 288<br>C.Ho 208/20' C.Dk 80/20'<br>8 Ha (stl) (12,5 12,7p&s 19,4p&s 12,7p&s × 7,7) ER (5,9 × 5,0)<br>Cr 4(5) Der 4(22) 2(10) 1(8) | Oil 4SA 6Cy. 620 × 660 sr geared to sc. shaft<br>9 500bhp (6 988kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 1 × 540kW 2 × 400kW 440V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 460,0t (hvf)-33,5pd<br>16kn |
| **7803281**<br>HO3853<br>9649-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDABRA**<br>**Deep Sea Shipping S.A.**<br>Panama Panama | **294**<br>97<br>— | BV | **1979** Ch. Normands Reunis—Courseulles-sur-Mer (54)<br>38,00 9,71 3,701<br>31,20 8,31 4,35<br>1 dk | **M Fishing**<br>Tuna Side-fishing Ref.<br>Mchy.aft | Vee Oil 4SA 12Cy. 175 × 180<br>1 100bhp (809kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 77,5t (d.o.) 12,5kn |
| **6929301**<br>UEFP<br>M-29034<br>Df Esd<br>Gc Rdr<br>RT | **ALDAN**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 179**<br>1 431<br>4 140 | RS | **1967** .............U.S.S.R.<br>104,50 14,41 6,370<br>94,52 14,38 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 313<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,75kn |
| **6820775**<br>UOMJ<br>M-24558<br>Df Esd | **ALDAN**<br>**U.S.S.R. -'Zapryba'**<br>Leningrad U.S.S.R. | **695**<br>342<br>229 | RS | **1956** VEB Elbewerft—Boizenburg<br>57,26 9,10 2,461<br>53,37 9,02 4,12 | **TD-E Fish Carrier**<br>Ref<br>2 Ho ER<br>In.602<br>2 Ha (each 1,9 × 1,5) ER<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 200kW connected to 2 elec. motors & sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,25kn |
| **6850782**<br>UJUO<br>M-21198 | **ALDAN**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **463**<br>153<br>274 | RS | **1960** .............U.S.S.R.<br>51,90 8,01 2,939<br>3,51 | **M Fish Carrier**<br>Ref<br>2 Ho<br>In.388<br>2 Ha (each 2,7 × 3,5)<br>2W Der 2(1,5) | Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |
| **5009453**<br>ECAW<br>7337<br>RTm | **ALDAN**<br>Launched as Paulina Freire<br>**Manuel Freire Veiga y otro**<br>Vigo Spain | **276**<br>103<br>— | (BV) | **1952** Hijos de J. Barreras S.A.—Vigo<br>34,47 6,89 3,607<br>6,84<br>B 12,5 F 7,1 1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 87,5t (d.o.) 11kn |
| **6860505**<br>UOJT<br>M-24606 | **ALDAN**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>101<br>125 | RS | **1956** .............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>E made73 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5009465**<br>UQHK<br>M-26502<br>Df Esd<br>Gc Rdr<br>RT | **ALDANLES**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 499**<br>2 350<br>6 525 | RS | **1961** Stocznia Gdanska im. Lenina—Gdansk (B514/06)<br>123,88 16,74 7,230<br>114,99 16,69 8,46<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>B.7 516<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 16,5kn |
| **7727724**<br>HOCI<br>10764-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDEBA**<br>ex Palm-82<br>**Four Hand (Panama) S.A.**<br>Panama Panama | **2 494**<br>1 727<br>5 106 | NK | **1978** Kishigami Zosen K.K.—Akitsu (455)<br>96,04 5,950<br>89,52 16,21 7,22<br>P 21,4 F 8,3 1 dk | **M General Cargo**<br>G.6 116 B.5 365<br>2 Ha (stl) (21,0 33,6 × 8,3) ER<br>Der 3(15) | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 450V a.c.<br>12,25kn |
| **7604336**<br>OIHW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDEBARAN**<br>ex Khalij Enterprise-78<br>Launched as Aldebaran<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>Helsinki/Helsingfors Finland | **13 044**<br>6 128<br>16 560 | ✠**100A1** SS 6/82<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5387 | **1977**-11 Hyundai SB. & Heavy Industry —Ulsan (1657)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK<br>9BH WB7205T incl. STs in holds 4286T & DTfma 1077T | **M Bulk Carrier**<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>1 Ha (13,4T × 9,1) 3 Ha (each 26,8 × 17,9) ER<br>Cr 2(30) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 7,2kgf/cm² (7,1bar)<br>AuxB (ex.g) 7,2kgf/cm² (7,1bar)<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd<br>15,75kn |
| **7628057**<br>9VDN<br>382455<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDEBARAN**<br>ex Ubena-82 ex Aldebaran-82<br>ex Maretania-81<br>ex Seatrain Antwerp-80<br>ex Maretania-79<br>ex Nedlloyd Maretania-79<br>Launched as Maretania<br>**Aldebaran Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**7 231**<br>—<br>11 200<br>**11 269**<br>8 085<br>16 590 | BV | **1977** Minami-Kyushu Zosen K.K.—Usuki (510)<br>156,88 22,05 —/9,348<br>145,22 22,01 12,70<br>1 dk | **M General Cargo**<br>4 Ha (stl) (12,6 × 10,4) (25,6 25,6 12,8 × 15,1) ER<br>Der 6(35) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 1 300,5t 15kn |
| **5010658**<br>RH-L8<br>3295<br>Esd Pfd | **ALDEBARAN**<br>ex Marys Ketch-82<br>ex Alfred Everard-78<br>**Compania Linea Caribe Pacifico S. De R.L.**<br>Amapala Honduras | **1 542**<br>677<br>1 893 | ✠Classed LR until 27/3/81 | **1957**-5 Grangemouth Dockyard Co. Ltd. —Grangemouth (512)<br>73,44 11,64 4,788<br>68,59 11,54 4,88<br>P 17,7 RQD 33,0 F 6,4 1 dk<br>RW rf 102 | **M General Cargo**<br>Mchy.aft | Oil 2SA 4Cy. 407 × 648<br>1 100bhp (809kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Gen 2 × 50kW 60Hz a.c. |

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| 7045138<br>ESLS<br>M-30475<br>Df Esd<br>Rdr RT | **ALDEBARAN**<br>**U.S.S.R.**<br>Ilyichyovsk U.S.S.R. | **775**<br>279<br>399 | RS | **1970** ..............U.S.S.R.<br>54,82 9,96 4,052<br>49,41 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5009532<br>CSNO<br>Esd | **ALDEBARAN**<br>ex Promise<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **327**<br>114<br>— | | **1943** Cia. Uniao Fabril—Lisboa<br>45,29 7,65<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 7Cy. 320 × 380<br>Ruston & Hornsby Ltd. Lincoln |
| 5009556<br>CXAE | **ALDEBARAN**<br>ex Instituto de Pesca No. 1-38<br>ex Diez ex Princess Royal<br>**Government of The Oriental Republic of Uruguay (Servicio Oceanografico y Pesca)**<br>Montevideo Uruguay | **284**<br>97<br>— | ✠ | **1906**-11 A. Hall & Co. Ltd.—Aberdeen (425)<br>*42,74* 7,04<br>6,99<br>RQD 15,6 F 6,1<br>R BK 191 | **S Fishing**<br>Side Trawler | T 3Cy. 318 572 & 940 × 610<br>A. Hall & Co. Ltd. Aberdeen |
| 6922157<br>YTKA<br>RT | **ALDEBARAN**<br>ex Balder-68 ex ST 775<br>ex DPC 45<br>**'Brodospas' Poduzece za Spasavanje i Teglenje Brodova**<br>Split Yugoslavia | **132**<br>0<br>— | JR (AB) | **1943** Decatur Iron & Steel Corp.—Decatur, AI (45)<br>26,85 7,35 2,982<br>24,74 7,29 3,26<br>1 dk | **M Tug** | Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 30kW 120V a.c.<br>11kn |
| 6615091<br>LW2656<br>Df Esd<br>RT | **ALDEBARAN**<br>**Maresquel SAPA**<br>Mar del Plata Argentina | **110**<br>—<br>— | ✠Classed LR until 30/7/76 | **1967**-11 Ast. "Anibal Vanoli" y Cia. —Puerto Quequen (18)<br>25,00 6,13<br>21,62 6,10 3,10<br>F 4,6<br>rf 889 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 5kW 32V d.c. |
| 6825816<br>HO3394<br>1078<br>6-81<br>Df Esd<br>Gc Rdr<br>RTh | **ALDEBARAN CHIMICA**<br>ex Chemariadni-80<br>ex Alchimist Bremen-79<br>**Naviera Mundomar S.A.**<br>Chimpex Shipping & Trading Co. Ltd.<br>Panama Panama | **999**<br>730<br>1 880 | GL | **1968** Ernst Menzer, Schiffswerft —Geesthacht (484)<br>73,31 (BB) 11,23 4,541<br>68,59 11,21 4,96<br>P 10,4 B 22,0 1 dk | **M Tanker**<br>Chemical<br>4 Ta 8 Ta (s.stl) ER<br>L.2 236 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 60kW 380V 50Hz a.c.<br>Fuel 81,5t (d.o.)-5,0pd 12,5kn |
| 5009520<br>HO4602<br>1080<br>-70A<br>Df Esd<br>RT | **ALDEBARAN I**<br>ex Aldebaran-69<br>**Unif Trading Corp. S.A.**<br>Panama Panama | **398**<br>231<br>539 | (BV) | **1955** N.V. Schpsb. v/h Th. J. Fikkers —Foxhol (86)<br>51,39 8,11 2,921<br>46,59 8,01 3,20<br>P 14,1 F 8,9 1 dk<br>RW | **M General Cargo**<br>1 Ho 29,6 ER<br>G.750 B.697<br>2 Ha (each 12,6 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 5Cy. 290 × 450<br>300bhp (221kW)<br>Appingedammer Brons Appingedam<br>Fuel 35,5t 9kn |
| 6705121<br>TCDA<br>3747<br>Esd Rdr<br>RTm | **ALDEMIR**<br>**Aldemir Gemisi Isletmesi**<br>Istanbul Turkey | **450**<br>295<br>755 | BV | **1967** Gesan Gemi Sanayii Sti—Sutluce, Istanbul (1)<br>54,28 8,49 3,601<br>50,17 8,36 3,97<br>1 dk<br>Rebuilt — 71 | **M General Cargo**<br>1 Ho 30,9 ER<br>G.906 B.793<br>2 Ha (9,7 11,4 × 4,1) ER<br>2W Der 4(2) | Oil 4SA 6Cy. 275 × 360<br>550bhp (405kW)<br>CKD Praha Praha<br>Gen 2 × 10kW 110V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| 5009570<br>JWUX<br>14887<br>Rdr | **ALDEN**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **483**<br>234<br>— | | **1958** Thaules M/V A/S—Nygard (15)<br>53,65 8,59 3,150<br>49,03 8,54<br>1 dk & S dk<br>BK 127 | **M Passenger/General Cargo/Ferry**<br>OSD<br>36bth 114dk P<br>1 Ho ER<br>2 Ha (each 3,5 × 2,2) ER<br>1W Cr 1(3) Der 1(10) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7929683<br>ELBM4<br>7104<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALDEN W. CLAUSEN**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **21 582**<br>13 037<br>35 587 | AB | **1981** Mitsubishi Heavy Industries Ltd. —Kobe (1115)<br>179,23(BB) 10,911<br>168,03 30,41 16,21<br>1 dk | **M Tanker**<br>SBT IGS<br>15 Ta ER<br>L.(oil) 43 725 HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 1 × 150kW 450V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 907,0t (hvf)-35,5pd<br>15kn |
| 6514742<br>UVSX<br>M-26985<br>Df Esd<br>Gc Rdr<br>RT | **ALDERAMIN**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>850 | (RS) | **1964** VEB Volkswerft Stralsund—Stralsund (7040)<br>79,81 13,21 5,020<br>71,02 13,16 7,01<br>2 dks<br>**BROKEN UP** | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.950<br>3 Ha (3,5 × 2,2) (2,5 1,9 × 1,9)<br>4W Der 2(6) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 5009594<br>IBBJ<br>3021<br>Df Esd<br>Gc Rdr<br>RT | **ALDERAMINE**<br>**Societa Italia Servizi Marittimi S.r.l. (S.I.S.M.)**<br>Genova Italy | **12 597**<br>7 468<br>19 757 | RI (AB)<br>✠Classed LR until 5/59 | **1954**-12 C.R.D. Adriatico—Monfalcone (1793)<br>172,24 22,26 9,602<br>161,02 22,20 12,17<br>P 35,1 F 16,5 1 dk<br>RW | **M Tanker**<br>CBT<br>21 Ta ER<br>L.(oil) 25 409 HeCls. BC | Oil 2SA 10Cy. 750 × 1320<br>8 050bhp (5 921kW)<br>C.R.D. Adriatico Trieste<br>Fuel 1 656,0t-25,0pd 15kn |
| 5389451<br>GNAL<br>338838<br>Df RTm | **ALDERNEY COURIER**<br>ex Reiger-70 ex Wilca-65<br>ex Rejo-56 ex Capricorn-55<br>ex Wim-54 ex Tasman<br>**Jacob Dolor Pollydore**<br>Guernsey Channel Islands (British) | **203**<br>98<br>279 | (BV) | **1940** N.V. Sch. Delfzijl v/h Sander—Delfzijl<br>35,51 6,53<br>35,06 6,48 2,60<br>P 8,9 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.391 B.368<br>2 Ha (7,0 8,9 × 4,0) ER<br>2W Der 2(2) | Oil 4SA 3Cy. 210 × 300<br>141bhp (104kW) NE 61<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Fuel 30,5t (d.o.) 7,5kn |

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|---|---|---|---|---|---|---|
| 5009647<br>GDYH<br>301818<br>Df Esd<br>Gc Pfd<br>Rdr | **ALDERSHOT**<br>**Dagon Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **410**<br>137<br>— | **✠100A1** SS 12/78<br>North Sea service<br>**✠LMC**<br>EL (g) q<br>FN 540 | **1959**-11 Goole SB. & Repairing Co. Ltd.<br>—Goole (518)<br>*42,59* 8,67 3,356<br>41,84 8,54 4,35<br>F 8,3<br>RW rf 381 BK 178 conv Side Trawler<br>Fishing 78<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 381 × 457<br>1 120bhp (824kW)<br>Mirrlees, Bickerton & Day Stockport |
| 7803695<br>Esd Rdr<br>RT | **ALDO B**<br>**Giorgi Guido & Co.**<br>Ancona Italy | **156**<br>—<br>— | | **1979** Cant. Nav. M. Morini & C.—Ancona<br>(164)<br>27,56 6,81<br>22,03 6,61 3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292 reverse geared to sc. shaft<br>540bhp (397kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| 5131775<br>ICFO<br>654<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ALDO CECCONI**<br>ex Gleddoch-70<br>**Esperide Societa di Navigazione S.p.A.**<br>V. Bassi - SEAM S.r.l.<br>Venezia Italy | **6 602**<br>2 318<br>9 297 | RI<br>✠Classed LR until 16/4/71 | **1953**-5 Lithgows Ltd.—Port Glasgow<br>(1094)<br>130,16 17,45 7,951<br>124,06 17,38 9,83<br>P 31,4 B 7,7 F 14,4 1 dk<br>RW rf 102 | **S Ore Carrier**<br>5 Ho 9,2 15,4 15,8 16,0 17,0 ER<br>G.1 123 B.993 Ore 6 272<br>5 Ha (stl) (2,7 × 6,1) (14,4 14,4 14,4 14,4 × 9,1)<br>5W Der 2(5) | T 3Cy. 660 1118 & 1930 × 1219<br>3 000ihp (2 207kW)<br>Rankin & Blackmore Ltd. Greenock<br>Gen 2 × 50kW 220V d.c.<br>Fuel 1 278,0t (o.f.) 11kn |
| 6506434<br>YVBT<br>ARSH-5029<br>Df Gc<br>Pfd Rdr<br>RTm | **ALDONZA MANRIQUE**<br>ex Olau East-75 ex Julle-75<br>ex Hundested-72<br>**Consolidada de Ferrys C.A. (CONFERRYS)**<br>Pampatar Venezuela | **3 071**<br>1 465<br>864 | BV | **1964** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (444)<br>98,35 17,76 4,319<br>90,00 17,68 5,49<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>120bth 1380dk P<br>Bow & stern doors Ice strengthened | 2 Vee Oil 4SA each 10Cy. 520 × 740<br>8 000bhp (5 884kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 490kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 209,5t (d.o.) 19kn |
| 5009673<br>LKPP<br>14277<br>Df Esd<br>Rdr RTm | **ALDOR INGEBRIGTSEN**<br>**S/L Fiskernes Agnforsyning**<br>Tromso Norway | **199**<br>100<br>— | NV | **1955** Lindstols Skibs. & Batbyg. A/S<br>—Risor (250)<br>32,67 6,71 3,315<br>29,01 6,68 3,36<br>P - F - 1 dk<br>BK 152 len 75 | **M General Cargo**<br>1 Ho 14,7 ER<br>In.297<br>1 Ha (stl) (5,4 × 3,5) ER<br>Der 1(1,5) | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW) NE 68<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 30kW 1 × 20kW 220V 50Hz a.c.<br>Fuel (d.o.) 9kn |
| 5413745<br>ICOU<br>3712<br>Df Esd<br>Gc Rdr<br>RTh/v | **ALDORA**<br>ex Sundora-70<br>**Bibolini Societa di Navigazione S.p.A.**<br>Genova Italy | **10 537**<br>5 532<br>16 370 | AB RI | **1964** Cant. Nav. Felszegi—Trieste (71)<br>149,36 19,92 9,687<br>141,74 19,87 12,81<br>P 30,2 F 14,4 1 dk<br>RW rf 76 | **M Bulk Carrier**<br>5P<br>6 Ho 14,4 16,0 16,7 16,7 16,7 16,7 ER<br>G.19 923 HeCls. B<br>6 Ha (stl) (9,6 10,2 10,6 10,6 10,6 10,6 × 9,1) ER<br>2W | Oil 2SA 5Cy. 760 × 1550<br>6 500bhp (4 781kW) Sulzer<br>C.R.D. Adriatico Trieste<br>Gen 3 × 220kW 60Hz a.c.<br>Fuel 984,5t (hvf) 14kn |
| 7717195<br>GZHD<br>379697<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALDRINGTON**<br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | **4 334**<br>2 228<br>6 670 | **✠100A1**<br>Ice Class 3 (cc)<br>**✠LMC** **UMS**<br>EL V 495,0/48,0U2<br>FN 2439 | **1978**-9 Swan Hunter Shipbuilders Ltd.<br>—Wallsend & Neptune Yards, Wal (340)<br>103,61 16,08 7,033<br>97,52 16,01 9,00<br>P 19,2 F 8,6 1 dk<br>rf nil<br>6BH WB2516T incl. STs 1943T | **M General Cargo**<br>3 Ho 21,9 23,0 23,0 ER<br>G.7 787 B.7 723<br>3 Ha (stl) (each 18,9 × 12,5) ER | Oil 4SA 8Cy. 381 × 457 geared to sc. shaft<br>4 800bhp (3 531kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 87,0t (d.o.) 401,0t (hvf) 14,75kn |
| 7301374<br>SXOA<br>7815<br>Df Esd<br>Gc Rdr<br>RTv | **ALEA**<br>ex Neptune Sakura-74<br>**Vulcapan Naviera S.A.**<br>Fomentos Armadora S.A.<br>Piraeus Greece | **8 823**<br>6 066<br>15 057 | AB | **1973** Jurong Shipyard Ltd.—Singapore<br>(1003)<br>143,41(BB) 19,84 9,054<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 234,5t (d.o.) 1 137,0t (hvf) 13,5kn |
| 5209235<br>H9EL<br>1122<br>4-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALECOS**<br>ex Capetan Alecos Milonas-80<br>ex Bastion-72 ex Skagatind-67<br>ex Lionel-64<br>**Tropic Investment Trust Co.**<br>Panama Panama | T.Mk<br>**1 796**<br>958<br>—<br>**2 707**<br>1 751<br>4 562 | NV | **1957** Ottensener Eisenwerk A.G.—Hamburg<br>(505)<br>97,77 13,52 6,757<br>88,02 13,50 8,01<br>P 19,2 F 10,7 2 dks<br>RW rf 76 | **M General Cargo**<br>3 Ho 17,1 27,0 14,5 ER<br>G.5 798 B.5 255<br>3 Ha (stl) (9,2 18,4 9,2 × 6,5) ER<br>8W Der 1(15) 8(5) | Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 100kW 440V 60Hz a.c.<br>Fuel 236,5t (d.o.) 12,5kn |
| 6506850<br>SYHK<br>2514<br>Df Esd<br>Gc Rdr<br>RTh | **ALECOS M**<br>ex Vasiliki-80<br>ex Thomas A. Pappas-70<br>**Fomentos Transmares Navigation S.A.**<br>Mamitank Shipping Enterprises S.A.<br>Piraeus Greece | **40 043**<br>26 908<br>70 170 | AB | **1965** Kure Zosensho—Kure (85)<br>237,01 35,67 12,713<br>226,02 35,62 16,51<br>P 37,5 F 19,9 1 dk<br>rf nil | **S Tanker**<br>16 Ta ER<br>L.(oil) 84 129<br>2W Der 2(7) | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 4 916,5t (o.f.) 16kn |
| 6620101<br>COLM<br>Df Esd<br>Rdr RTm | **ALECRIN**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>1 132 | BV | **1966** Construcciones Navales P. Freire S.A.<br>—Vigo (38)<br>55,33 9,10<br>49,61 9,00 4,25<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>12,5kn |
| 7420118<br>HNID<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALEDREESI**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | T.Mk<br>**1 599**<br>955<br>3 549 | **✠100A1** SS 8/80<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Q 1½"U2<br>FN 1660<br>**DELAYED IN SHATT—AL—ARAB** | **1976**-8 Buesumer Werft G.m.b.H.—Buesum<br>(259)<br>81,62 (BB) 13,67 6,101<br>75,01 13,61 8,51<br>P 18,3 RAD 19,9 F 6,4 2 dks<br>rf nil<br>SF 4BH WB636T | **M General Cargo**<br>Ref<br>2 Ho 26,2 24,9 ER<br>G.5 093 B.4 591 In.100<br>TEU 108 C.Ho 60/20' C.Dk 48/20'<br>2 Ha (stl) (each 18,9 × 10,0) ER<br>Cr 4(5) | Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 135kW 390/225V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o & hvf) 12,5kn |

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| **7302225**<br>PP2777<br>0804<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEGRETE**<br>**Companhia Brasileira de Offshore**<br>Salvador Brazil | **645**<br>252<br>498 | AB | **1973** Shimoda Dockyard Co. Ltd.<br>—Shimoda (211)<br>50,35 3,620<br>45,52 10,98 4,58<br>F 15,0 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>Thw. thrust propeller fwd<br>Fuel 231,5t (d.o.) 12kn |
| **7301441**<br>PP2785<br>Esd Rdr<br>RT | **ALEGRIA**<br>**Navegacao Pioneira Ltda.**<br>Porto Alegre Brazil | **975**<br>665<br>1 200 | GL | **1973** Est. EBIN—Niteroi (40)<br>*78,16* 11,76 3,010<br>75,98 11,69 3,51<br>B 14,4 1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ho 56,5<br>1 Ha (56,5 × 9,7) | Oil 4SA 8Cy. 230 × 270<br>540bhp (397kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>8kn |
| **7602376**<br>CLAN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEGRIA DE PIO**<br>Launched as Gabriel Perez<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | T.Mk<br>**6 686**<br>4 807<br>13 043<br>**9 155**<br>7 276<br>14 854 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL B† 550,0/50,0U3<br>FN 4451 | **1980**-7 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (162)<br>149,33 19,26 8,967/9,253<br>140,80 19,21 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil<br>SF 7BH WB6273T incl. No. 3 hold 4206T | **M General Cargo**<br>5 Ho 16,9 25,3 17,6 26,0 18,3 5 TwD ER<br>G.22 506 B.19 679<br>TEU 336<br>C.Ho 258/20'(40') C.Dk 78/20'(40')<br>5 Ha (stl) (12,2 × 8,0) (18,2 12,2 18,2 12,2 × 11,2) ER<br>Cr 2(16) 2(10) | Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 859,0t (hvf) |
| **5009714**<br>Df Esd<br>RT | **ALEIDA**<br>**Werner Bojahs**<br>Federal Republic of Germany | **138**<br>48<br>— | | **1961** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1294)<br>28,50 6,56<br>24,52 6,51 3,31 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **6409143**<br>H9GT<br>1139<br>0-81<br>Df Esd<br>Gc Rdr<br>RTh/v | **ALEJANDRA G.**<br>ex Repulse Bay-80<br>ex Skanderborg-73<br>**Overseas Maritime Investment Corp.**<br>Overseas Trading Co.<br>Panama Panama | T.Mk<br>**1 699**<br>920<br>1 595 | NV | **1964** A. M. Liaaen Skibs. & M/V. —Alesund (104)<br>80,04 12,22 4,407<br>72,52 12,20 6,74<br>F 14,1 2 dks<br>rf 254 | **M General Cargo**<br>2 Ho 14,7 28,1 ER<br>G.3 186 B.2 922<br>3 Ha (stl) (9,1 10,9 9,1 × 5,4) ER<br>6W Der 1(30) 6(5) | Oil 4SA 8Cy. 385 × 580<br>1 850bhp (1 361kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 86kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 13kn |
| **7012337**<br>XCAH<br>Df Esd<br>Gc Rdr<br>RTh/v | **ALEJANDRO DE HUMBOLDT**<br>Mazatlan Mexico | **459**<br>186<br>— | (GL) | **1970** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (714)<br>42,27 9,61 3,252<br>34,55 9,50 4,96<br>1 dk | **M Research/Fishing**<br>Side Trawler Ref 5P | Oil 4SA 8Cy. 220 × 300<br>1 150bhp (846kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 180kW 1 × 71kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12,5kn |
| **7336173**<br>EALL<br>1967<br>Df Esd<br>Rdr RT | **ALEJANDRO PELAYO**<br>**Antonio Pelayo Malvarez**<br>Huelva Spain | **160**<br>65<br>— | BV | **1973** Const. Nav. del Sureste S.A. —Alicante (1)<br>28,00 3,250<br>25,76 6,41 3,54<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 73,5t (d.o.) 9,75kn |
| **7713163**<br>EHUO<br>Df Esd<br>Gc Rdr<br>RT | **ALEJANDRO S**<br>**Euroflot S.A.**<br>Santander Spain | **3 908**<br>2 434<br>6 081 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL U 467,5/48,0U2<br>FN 2380 | **1979**-11 Astilleros del Atlantico S.A. —Santander (201)<br>106,86(BB) 15,93 6,928<br>97,16 15,80 8,69<br>P 14,7 F 12,8 1 dk<br>rf nil<br>6BH WB1817T incl. DTf176T & DTm486T | **M General Cargo**<br>2 Ho each 31,0 ER<br>G.7 922<br>TEU 189 C.Ho 93/20' C.Dk 96/20'<br>2 Ha (stl) (27,4T × 10,2) (27,4 × 11,4) ER<br>8W Der 4(25) | Oil 4SA 7Cy. 400 × 540 sr geared to sc. shafts<br>4 375bhp (3 218kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 3 × 160kW 1 × 60kW 380V 50Hz a.c.<br>Fuel 42,0t (d.o.) 486,5t (hvf) |
| **5009740**<br>EAGL<br>660<br>Df Esd<br>Gc Rdr<br>RTm | **ALEJANDRO ZUBIZARRETA**<br>**Compania Naviera Vascongada S.A.**<br>Bilbao Spain | **6 151**<br>4 194<br>12 040 | ✠**100A1** SS 4/81<br>✠**LMC**<br>EL c† 2⅛"SQ<br>FN 4111 | **1959**-9 Soc. Espanola de Const. Nav. —Bilbao (87)<br>144,48 18,70 8,224<br>134,17 18,65 11,99<br>F 26,0 1 dk, 2nd dk clear of holds<br>RW. rf nil<br>8BH WB3607t incl. Topside tanks in holds TwDf1172t | **M General Cargo**<br>5 Ho 15,7 19,1 18,7 24,6 16,4 ER<br>G.18 944 B.17 735<br>5 Ha (stl) (9,6 10,3 10,5 18,7 10,5 × 7,6) ER<br>Der 12(5) | Oil 2SA 6Cy. 620 × 1150<br>4 900bhp (3 604kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 150kW 220V d.c.<br>Fuel 71,0t (d.o.) 727,5t (hvf) 14,25kn |
| **6520466**<br>SPUJ<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDER ZAWADZKI**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | **5 730**<br>3 127<br>9 594<br>**8 681**<br>4 859<br>11 870 | PR<br>✠Classed LR until 11/66 | **1966**-1 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B41/06)<br>152,56 19,49 7,697/8,751<br>141,61 19,41 11,64<br>F 30,5 1 dk & S dk, 3rd dk in Nos. 2 and 3 holds for light cargoes only<br>rf 152 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.18 061 B.16 732<br>5 Ha (8,4 × 6,9) (13,9 13,8 × 8,8) ER (12,0 12,0 × 8,8)<br>Der 1(50) 1(30) 6(10) 10(5) 2(1,5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 548,5t (hvf)-25,0pd 15,75kn |
| **5010220**<br>UBIN<br>M-26475<br>Df Esd<br>Gc Rdr | **ALEKSANDR BARANOV**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 688**<br>1 908<br>5 130 | RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B31/66)<br>108,18 14,64 6,620<br>101,07 14,58 8,06<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 19,2 16,7 ER 13,4 15,5<br>G.6 390 B.5 996<br>4 Ha (stl) (11,8 11,8 × 8,2) ER (8,6 9,3 × 8,2)<br>8W Der 1(25) 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 528,5t (o.f.) 12,5kn |
| **6726943**<br>UQMX<br>M-28137<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR BLOK**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 702**<br>3 207<br>—<br>**10 152**<br>5 202<br>14 339 | RS | **1967** Brodogradiliste "3 Maj"—Rijeka (518)<br>159,42 21,29 8,478/9,700<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.18 417<br>5 Ha (stl) (9,7 × 9,4) (12,8 20,0 9,9 × 10,9) ER (10,3 × 9,4)<br>12W Der 12(5) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>18,5kn |

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| **7107388**<br>EWML<br>M-31499<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR BOGOLYUBOV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 323**<br>858<br>1 268 | RS | **1970** ..............Kaliningrad<br>83,90 14,03 5,700<br>78,03 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **7703895**<br>UTNT | **ALEKSANDR BORISOV**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**2 931**<br>1 146<br>1 723 | RS | **1979** Stocznia Gdanska im. Lenina—Gdansk (B408/03)<br>5,760<br>93,91 15,93 10,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil 2SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V a.c.<br>2 × 350kW 320V a.c. |
| **6600228**<br>UNTF<br>M-25508<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR DOVZHENKO**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **2 718**<br>1 277<br>3 517 | RS | **1965** Santierul Naval Galatz—Galatz<br>100,67 14,41 6,000<br>91,09 14,38 6,81<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,5 14,4 17,3 ER 15,3<br>B.4 641<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(3,5) | Oil 2SA 6Cy. 540 × 960<br>2 900bhp (2 133kW)<br>Fiat S.G.M. Torino<br>Fuel 97,5t (d.o.) 182,0t (hvf) 13,75kn |
| **7311513**<br>UYOX<br>M-32093<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR FADEYEV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **6 478**<br>2 941<br>6 458 | RS | **1973** Kherson Shipyard—Kherson<br>129,44(BB) 19,26 7,500<br>118,22 10,42<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho ER<br>B.10 012<br>TEU 304<br>C.Ho 208/20' C.Dk 96/20'<br>9 Ha (stl) ER | Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 Thw. thrust propellers fwd<br>16,25kn |
| **6608220**<br>UTNC<br>M-28108<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR GERTSEN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 428**<br>2 926<br>—<br>**10 109**<br>5 132<br>14 170 | RS | **1966** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (258)<br>159,42 21,29 8,217/9,700<br>148,39 21,21 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.19 368<br>5 Ha (stl) (9,7 × 9,4) (12,8 19,9 11,9 × 11,0) ER (10,3 × 9,4)<br>12W Der 1(60) 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 18kn |
| **6521240**<br>UKBE<br>M-28105<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR GRIN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 428**<br>2 926<br>—<br>**10 109**<br>5 132<br>14 170 | RS | **1965** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (253)<br>159,42 21,29 8,479/9,700<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.19 368<br>5 Ha (stl) (9,7 × 9,4) (12,8 20,0 11,9 × 11,0) ER (10,3 × 9,4)<br>12W Der 2(60) 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 18kn |
| **7703883**<br>UTPZ | **ALEKSANDR GRYAZNOV**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**2 931**<br>1 274<br>1 759 | RS | **1979** Stocznia Gdanska im. Lenina—Gdansk (B408/02)<br>5,760<br>93,91 15,92 10,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil 2SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 1200kW 1 × 760kW 400V a.c.<br>2 × 350kW 320V a.c. |
| **6521422**<br>UMVN<br>M-27610<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR IVANOV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **5 094**<br>2 399<br>5 170 | RS | **1965** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,219<br>120,96 16,82 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 282<br>4 Ha (each 4,8 × 5,0) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to 2 elec. motors & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **5010244**<br>UAAX<br>M-22336<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR IVANOVICH VOEYKOV**<br>**U.S.S.R. -Hydrometeorological Service**<br>Vladivostok U.S.S.R. | **3 220**<br>144<br>1 287 | RS | **1959** ..............U.S.S.R.<br>84,69 14,03 5,481<br>78,06 14,00 10,04<br>2 dks | **M Research**<br>Ice strengthened<br>3 Ho<br>B.1 340<br>3 Ha (3,4 × 1,3) (1,6 × 1,6) (6,0 × 6,0)<br>4W Der 1(3) 3(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>13kn |
| **6867149**<br>UBOY<br>M-24189 | **ALEKSANDR KAMENYEV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **334**<br>88<br>164 | RS | **1959** ..............U.S.S.R.<br>43,59 7,65 2,972<br>39,32 3,87<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>B.219<br>2 Ha (each 2,2 × 2,2)<br>1W Der 1(2) | Oil 4SA 6Cy. 320 × 480<br>E made74 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **7828504**<br>UIZN<br>M-35137 | **ALEKSANDR KORNEYCHUK**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **18 495**<br>9 128<br>27 360 | RS | **1979** Kherson Shipyard—Kherson (1907)<br>178,85(BB) 25,33 10,400<br>165,00 25,30 14,99<br>1 dk | **M Tanker**<br>Ice strengthened<br>16 Ta ER<br>L.(oil) 31 398 | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>15,25kn |
| **6701008**<br>ENEF<br>M-28577<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR KOSAREV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **13 479**<br>7 433<br>7 735 | RS | **1966** Admiralteiskiy Shipyard—Leningrad<br>162,01 20,02 7,024<br>150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery Ref<br>Ice strengthened<br>5 Ho ER<br>G.3 098 In.1 659<br>4 Ha (3,5 × 3,2) (2,8 × 2,3) (2,2 2,2 × 2,2) ER<br>12W Der 12(5) | 2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha Praha<br>Gen 2 × 560kW 1 × 480kW<br>1 × 80kW 400V<br>12,5kn |

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| **6900159**<br>UOEF<br>M-28078<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR KRAYEV**<br>ex Krayev-71<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **3 170**<br>1 225<br>1 460 | RS | **1966** ............U.S.S.R.<br>84,71 14,00 5,709<br>78,06 13,92 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **6726058**<br>UYIB<br>M-20935 | **ALEKSANDR KUCHIN**<br>ex Alupka-75<br>**U.S.S.R.**<br>Arkhangelsk U.S.S.R. | **1 002**<br>392<br>176 | RS | **1960** G. Dimitrov Shipyard—Varna<br>63,81 9,33 3,001<br>5,87 | **M Ferry/General Cargo**<br>—P<br>1 Ho ER<br>B.170<br>1 Ha (3,0 × 1,9) ER<br>Cr 1(1) | Oil 4SA 8Cy. 320 × 480<br>E made58 fitted60<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>13kn |
| **7620122**<br>UEYQ<br>M-32852<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR KULIK**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **710**<br>207<br>350 | RS | **1976** ............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>12,5kn |
| **6821119**<br>UJTX<br>M-25165 | **ALEKSANDR LEYNER**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | **795**<br>266<br>834 | RS | **1958** ............U.S.S.R.<br>61,96 10,04 3,820<br>10,01 4,02 | **TM Tanker**<br>Ice strengthened<br>1 Ho 9 Ta ER<br>G.118 L.(oil) 861<br>2 Ha (each 2,5 × 1,8)<br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 300 × 500<br>NE 61<br>Russkiy-Diesel Works Leningrad<br>12,5kn |
| **7032454**<br>ULQA<br>M-29059<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR MAKSUTOV**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1967** ............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>13kn |
| **7333030**<br>UBCP<br>M-32543<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR MATROSOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **30 070**<br>18 867<br>52 699 | RS | **1974** Okean Shipyard—Nikolayev<br>215,37(BB) 31,86 12,220<br>201,61 16,79<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>8 Ho ER<br>G.62 900<br>8 Ha (stl) (12,8 × 13,5) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,9) ER | Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW) B&W<br>Bryansk Eng. Works Bryansk<br>15kn |
| **7119434**<br>USWF<br>M-30468<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR MIROSHNIKOV**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 699**<br>765<br>2 483 | RS | **1971** Okean Shipyard—Nikolayev<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,6 × 8,0) ER<br>Cr 2(8) | Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf)<br>12,75kn |
| **7643796**<br>M-12510 | **ALEKSANDR MUTOVIN**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **247**<br>121<br>51 | RS | **1977** Nakhodkinskiy Shiprepairs Yard —Nakhodka<br>38,41 6,71 2,180<br>2,90<br>1 dk | **TM Ferry**<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>12,5kn |
| **7721213**<br>ENXA<br>M-31275<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR NEVSKIY**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **13 572**<br>6 927<br>19 590 | RS | **1978** VEB Warnowwerft Warnemuende —Warnemuende (103)<br>162,21 22,92 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 257<br>TEU 442<br>C.Ho 282/20′ C.Dk 160/20′<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,5) ER | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 1 × 85,5kW<br>14,75kn |
| **5010268**<br>UUMH<br>M-11933<br>Df Esd<br>Rdr | **ALEKSANDR NEVSKIY**<br>ex Henry W. Corbett-43<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **7 247**<br>4 269<br>10 665 | (AB) (RS) | **1943** Oregon SB. Corp.—Portland, Or (657)<br>134,58 17,38 8,459<br>127,34 17,35 11,38<br>2 dks | **S General Cargo**<br>5 Ho 18,5 22,1 15,2 ER 13,7 21,3<br>B.12 977<br>5 Ha (10,2 10,5 6,0 × 6,0) ER (10,5 10,5 × 6,0)<br>10W Der 1(15) 10(5) | T 3Cy. 622 940 & 1777 × 1219<br>2 500ihp (1 839kW)<br>Iron Fireman Manufacturing Co. Portland, Or<br>Gen 3 × 20kW 120V d.c.<br>Fuel 1 846,0t (o.f.)<br>10,5kn |
| **5400396**<br>UVZY<br>M-26154<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR OBUKHOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **12 675**<br>6 275<br>7 737 | RS | **1962** Admiralteiskiy Shipyard—Leningrad<br>162,01 20,32 7,030<br>150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery<br>Ice strengthened<br>3 Ho ER<br>G.3 165<br>3 Ha (each 3,9 × 3,9) ER<br>12W Der 10(5) 2(3) | 2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha Praha<br>Gen 2 × 560kW 1 × 480kW 1 × 80kW 400V<br>12,5kn |
| **5230777**<br>UIWM<br>M-25206 | **ALEKSANDR OBUKHOV**<br>ex Meganom<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **1 211**<br>448<br>1 010 | RS | **1958** "Gheorghiu Dej" Shipyard—Budapest<br>70,19 10,01 3,799<br>64,62 9,96 5,31<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho 12,5 13,1 12,7 ER<br>G.1 673 B.1 528<br>3 Ha (7,0 8,0 6,4 × 3,9) ER<br>6W Der 1(10) 6(2,5) | 2 Oil 4SA each 8Cy. 216 × 310<br>800bhp (588kW)<br>Ganz Waggon & Eng. Works Budapest<br>10kn |

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| 7740805<br>UUTI<br>M-31685 | **ALEKSANDR OSIPOV**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | T.Mk<br>**3 987**<br>1 543<br>4 600 | **1979** "A. Zhdanov" SB. Yard—Leningrad<br>139,63(BB) 19,23 6,620<br>RS 127,39 13,11<br>2 dks | **M RoRo Cargo**<br>Bow door Ice strengthened<br>Mchy.aft<br>1 Ho<br>B.11 600<br>TEU 242<br>C.Ho 42/20'(40') C.Dk 77/20'(40')<br>C.RoRo Dk 123/20'(40') | Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW) B&W<br>Bryansk Eng. Works Bryansk<br>17kn |
| 6924052<br>UPKC<br>M-29313<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR PANKRATOV**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 684**<br>754<br>2 485 | **1969** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>RS 74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,6 × 8,0) ER<br>Cr 2(8) | Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf) 12,75kn |
| 7011072<br>UPXX<br>M-30139<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR POKALCHUK**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **3 587**<br>1 740<br>4 150 | **1969** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>RS 117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 3(5) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 217,5t (d.o.) 11,75kn |
| 6010265<br>UTYJ<br>M-26473<br>Df Esd<br>Gc Rdr | **ALEKSANDR POPOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 812**<br>1 888<br>5 133 | **1959** Stocznia Gdanska im. Lenina—Gdansk (B31/64)<br>RS 108,24 14,64 6,620<br>101,07 14,58 8,03<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 19,2 16,7 ER 13,4 15,5<br>G.6 390 B.5 996<br>4 Ha (stl) (11,9 11,9 × 8,2) ER (8,6 9,9 × 8,2)<br>8W Der 1(25) 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 579,0t (o.f.) 12,5kn |
| 8009155<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR POPOV**<br>**U.S.S.R.**<br>U.S.S.R. | **2 232**<br>690<br>1 987 | **1981** Oy Laivateollisuus Ab—Turku/Abo (340)<br>RS 95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo/Training Ship**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller<br>11,5kn |
| 7369986<br>UBAC<br>M-32560<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR PROKOFYEV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **6 695**<br>3 089<br>6 554 | **1975** Kherson Shipyard—Kherson<br>129,42(BB) 19,23 7,500<br>RS 118,22 10,39<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho ER<br>B.10 012<br>TEU 304<br>C.Ho 208/20' C.Dk 96/20'<br>9 Ha (stl) ER | Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 Thw. thrust propellers fwd<br>17kn |
| 7119460<br>EURI<br>S-30946<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR PROKOFYEV**<br>ex Sormovskiy-22-74<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **2 484**<br>1 321<br>3 136 | **1971** "Krasnoye Sormovo" Shipyard —Gorkiy<br>(RS) 114,03 13,21 3,650<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 6417097<br>UERU<br>M-27630<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR PUSHKIN**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **20 502**<br>11 005<br>5 180 | **1965** VEB Mathias-Thesen-Werft—Wismar (126)<br>RS 176,28 23,63 8,200<br>155,00 23,55 13,49<br>3 dks & promenade dk | **TM Passenger/General Cargo**<br>750bth P<br>Side doors(s) Ice strengthened<br>2 Ho<br>2 Ha (each 5,4 × 5,0)<br>1W Cr 4(3,25) 2(1,5) Der 1(3) | 2 Oil 2SA each 7Cy. 760 × 1550<br>21 000bhp (15 447kW) Sulzer<br>H. Cegielski Poznan<br>Gen 5 × 640kW<br>20,5kn |
| 6819764<br>UNWI<br>M-28130<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR SERAFIMOVICH**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**6 515**<br>3 016<br>—<br>**10 204**<br>5 223<br>14 390 | **1968** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (273)<br>RS 159,42 21,32 7,970/9,700<br>148,39 21,26 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.20 417<br>5 Ha (stl) (9,6 × 9,3) (12,7 19,9 11,8 × 10,9) ER (10,2 × 9,3)<br>12W Der 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 18kn |
| 7721237<br>ULYS<br>M-31288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR SUVOROV**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **13 572**<br>6 927<br>19 590 | **1979** VEB Warnowwerft Warnemuende —Warnemuende (105)<br>RS 162,08 22,89 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 257<br>TEU 442<br>C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 1 × 85,5kW<br>14,75kn |
| 6010282<br>UBIL<br>M-26474<br>Df Esd<br>Gc Rdr | **ALEKSANDR TEREKHIN**<br>**U.S.S.R. -Lithuanian Shipping Co.**<br>Klaypeda U.S.S.R. | **3 812**<br>1 888<br>5 150 | **1959** Stocznia Gdanska im. Lenina—Gdansk (B31/65)<br>RS 108,87 14,66 6,639<br>101,07 14,58 8,06<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 19,2 16,7 ER 13,4 15,5<br>G.6 390 B.5 996<br>4 Ha (stl) (11,9 11,9 × 8,2) ER (8,6 9,9 × 8,2)<br>8W Der 1(25) 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 579,0t (o.f.) 12,5kn |

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| **7044512**<br>ESLK<br>M-29893<br>Df Esd<br>Rdr RT | **ALEKSANDR TKHORZHEVSKIY**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **775**<br>279<br>399 | RS | **1969** .............U.S.S.R.<br>54,82 9,96 4,052<br>49,41 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **7640548**<br>UVVN<br>M-33794<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR TORTSYEV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**4 537**<br>1 942<br>3 154 | RS | **1976** .............Nikolayev<br>111,41(BB) 17,33 6,520<br>100,01 11,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.3 866<br>4 Ha (stl) (3,5 3,5 3,5 × 2,9) (2,2 × 1,9)<br>6W Der 6(3) | 2 Oil 4SA each 6Cy. 525 × 720 geared to sc. shaft<br>7 000bhp (5 149kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>15kn |
| **7740817**<br>UIJS<br>M-35129 | **ALEKSANDR TSULUKIDZE**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **18 495**<br>9 128<br>27 360 | RS | **1978** Kherson Shipyard—Kherson (1905)<br>178,85(BB) 25,33 10,400<br>165,00 25,30 14,99<br>1 dk | **M Tanker**<br>Ice strengthened<br>16 Ta ER<br>L.(oil) 31 398 | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>15,25kn |
| **7026261**<br>UTOB<br>M-30496<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR TSYURUPA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**5 786**<br>2 786<br>—<br>**8 874**<br>4 576<br>13 738 | RS | **1970** Kherson Shipyard—Kherson<br>152,81 20,63 7,160/9,389<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>G.19 170 B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) ER (9,7 × 9,4)<br>2W Cr 6(8) Der 1 | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 272,5t (d.o.) 1 165,5t (hvf) 17kn |
| **7039256**<br>EURD<br>S-30564<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR TSYURUPA**<br>**U.S.S.R. -Volga-Don River Shipping Co.**<br>Taganrog U.S.S.R. | **2 484**<br>1 321<br>3 225 | RS | **1970** .............U.S.S.R.<br>114,03 13,21 3,650<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| **7369962**<br>UYNL<br>M-32552<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR TVARDOVSKIY**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **6 478**<br>2 941<br>6 554 | RS | **1974** Kherson Shipyard—Kherson<br>129,42(BB) 19,23 7,500<br>118,22 10,42<br>1 dk | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho ER<br>B.10 012<br>TEU 304<br>C.Ho 208/20' C.Dk 96/20'<br>9 Ha (stl) ER | Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 Thw. thrust propellers fwd<br>17kn |
| **7945792**<br>Df Esd<br>Gc Rdr | **ALEKSANDR TYURIN**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 385**<br>1 435<br>1 810 | RS | **1981** .............U.S.S.R.<br>103,71 16,01 5,801<br>94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha |
| **7023817**<br>UQRM<br>M-30382<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR ULYANOV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 150 | RS | **1970** VEB Warnowwerft Warnemuende —Warnemuende (315)<br>151,42 20,65 7,300/8,802<br>140,01 20,60 11,97<br>2 dks | **M General Cargo**<br>8P<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,7) ER (10,3 × 9,9)<br>Cr 6(3) Der 1(60) 4(8) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 18,25kn |
| **7415486**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR UVAROV**<br>**U.S.S.R.**<br>U.S.S.R. | **1 268**<br>—<br>— | (RS) | **1975** VEB Peene-Werft—Wolgast (125)<br>72,80<br>65,99 12,79 3,20<br>1 dk | **TD-E Dredger**<br>Bucket<br>Dredging depth 24,0<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 480 total 2 640bhp (1 942kW) driving 2 gen. connected to elec. motors<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>8,5kn |
| **7007772**<br>UTUH<br>M-28144<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDR VERMISHEV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**6 510**<br>2 990<br>—<br>**10 152**<br>5 202<br>15 099 | RS | **1970** Brodogradiliste "3 Maj"—Rijeka (525)<br>159,42 21,29 10,000<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>B.20 417<br>5 Ha (stl) (9,6 × 9,3) (12,6 19,9 11,8 × 10,9) ER (10,2 × 9,3)<br>12W Der 12(5) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>18,5kn |
| **7024897**<br>EUUT<br>S-30122<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR VERMISHEV**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **2 484**<br>1 321<br>2 925 | RS | **1969** .............U.S.S.R.<br>114,20 13,21 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,5kn |

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| **7384699**<br>UDXW<br>M-32698<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDR VINOKUROV**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | T.Mk<br>**4 226**<br>1 941<br>5 800<br>**6 555**<br>3 316<br>7 400 | **1975** Stocznia Szczecinska im. A. Warskiego—Szczecin (B46/14)<br>RS 135,41(BB) 18,04 6,630/7,462<br>125,23 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20′ (40′) C.Dk 24/20′ (40′)<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd<br>15,5kn |
| **7044500**<br>ESLL<br>M-30476<br>Df Esd<br>Rdr RT | **ALEKSANDR YEVSEYEV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **775**<br>277<br>399 | **1969** .............U.S.S.R.<br>54,82 9,96 4,052<br>RS 49,41 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **7218319**<br>UVUC<br>M-30600<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDRA ARTYUKHINA**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | T.Mk<br>**4 226**<br>1 941<br>5 800<br>**6 555**<br>3 316<br>7 400 | **1972** Stocznia Szczecinska im. A. Warskiego—Szczecin (B46/02)<br>RS 135,41(BB) 18,04 6,630/7,462<br>122,48 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20′ (40′) C.Dk 24/20′ (40′)<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd<br>15,5kn |
| **6930001**<br>UVRL<br>M-30611<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDRA KOLLONTAY**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | T.Mk<br>**2 984**<br>951<br>—<br>**5 215**<br>2 457<br>4 151 | **1970** Stocznia Gdanska im. Lenina—Gdansk (B443/01)<br>RS 119,56(BB) 17,02 6,322/7,290<br>110,01 16,95 11,21<br>2 dks | **M General Cargo**<br>Ref 8P<br>Ice strengthened<br>4 Ho<br>In.5 357<br>4 Ha (stl) (5,6 × 4,2) (6,3 6,3 6,3 × 5,7)<br>8W Der 8(5) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 4 × 400kW 380V 50Hz a.c.<br>19kn |
| **7311525**<br>USGH<br>M-32059<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDRIT**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 323**<br>858<br>1 290 | **1973** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>RS 78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| **5009776**<br>UVZU<br>M-17032<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSANDROVSK**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 411**<br>2 912<br>8 814 | **1960** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1060)<br>RS 139,40 17,66 7,860<br>130,31 17,61 11,64<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0 16,7<br>G.15 259 B.13 505<br>5 Ha (stl) (9,9 9,9 9,9 × 7,3) ER (9,9 9,6 × 7,3)<br>10W Der 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 1 209,0t (d.o.) 14,5kn |
| **7014165**<br>EVQE<br>M-30372<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDROVSK**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 139 | **1970** VEB Volkswerft Stralsund—Stralsund (289)<br>RS 82,02 13,64 5,190<br>73,00 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,6) (2,3 2,3 × 2,3) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **6821133**<br>UKOG<br>M-26463 | **ALEKSANDROVSK**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **502**<br>87<br>212 | **1960** .............People's Republic of China<br>46,00 9,81 3,920<br>RS 9,35 5,01 | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>10kn |
| **7415058**<br>EVBO<br>M-32661<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSANDROVSK-SAKHALINSKIY**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | T.Mk<br>**10 068**<br>4 141<br>10 174 | **1975** Stocznia Gdanska im. Lenina—Gdansk (B69/32)<br>RS 163,94 21,34 8,089<br>149,00 21,21 12,60<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 3,9 × 4,5) ER<br>16W Der 2(10) 14(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>15,25kn |
| **6814788**<br>UFCH<br>M-29756<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEKSEY BORDUNOV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 151 | **1968** VEB Volkswerft Stralsund—Stralsund (227)<br>RS 81,97 13,64 5,163<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **7832282** | **ALEKSEY CHUYEV**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**17 764**<br>5 405<br>13 250 | **1980** Admiralteiskiy Shipyard—Leningrad<br>197,34 8,102<br>RS 182,02 14,53<br>1 dk | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened | Oil<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk |

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| **7832294** | **ALEKSEY GENERALOV**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**4 481**<br>1 821<br>3 144 | <br><br>RS | **1980** .............U.S.S.R.<br>112,83 6,524<br>100,03 11,03<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil geared to sc. shaft<br>7 000bhp (5 149kW) Skoda<br>CKD Praha Praha |
| **7029976**<br>ULSN<br>M-29062<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY GMYREV**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 352**<br>788<br>1 496 | <br><br>RS | **1967** .............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **6723252**<br>USEO<br>M-26560<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY KHLOBYSTOV**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**10 099**<br>3 929<br>—<br>**14 340**<br>7 344<br>10 118 | <br><br>RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B64/10)<br>163,99 21,34 —/8,100<br>149,00 21,26 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 333<br>5 Ha (3,2 × 3,9) (3,9 3,9 3,9 3,9 × 4,5) ER<br>18W Der 2(10) 14(5) 2(3) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>15kn |
| **7644960**<br>EVMK<br>M-34542<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY KUZNETSOV**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | <br><br>RS | **1977** .............U.S.S.R.<br>83,90 14,03 5,722<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Oil 4SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **6714055**<br>UYEO<br>M-28100<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY MAKHALIN**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **2 433**<br>872<br>1 460 | <br><br>RS | **1966** .............U.S.S.R.<br>84,69 14,03 5,701<br>78,06 13,97 9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **7945649** | **ALEKSEY MARKOV**<br><br>**U.S.S.R.**<br>U.S.S.R. | **246**<br>103<br>52 | <br><br>RS | **1981** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry**<br><br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>12,75kn |
| **6719691**<br>USGY<br>M-27903<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY POZDNYAKOV**<br><br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **14 340**<br>7 344<br>10 118 | <br><br>RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B64/12)<br>163,91 21,32 8,079<br>152,76 21,24 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 959<br>5 Ha (4,1 3,9 3,9 3,9 × 4,5) (3,5 × 3,9) ER<br>18W Der 2(10) 16(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>15kn |
| **7630012**<br>UISV<br>M-33849<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY RENZAYEV**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **710**<br>207<br>350 | <br><br>RS | **1976** .............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>12,5kn |
| **7740439**<br>ERCD<br>M-35195<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY STAKHANOV**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | T.Mk<br>**3 384**<br>1 443<br>1 815 | <br><br>RS | **1978** .............U.S.S.R.<br>103,71 16,01 5,901<br>94,01 10,19<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,7) (2,7 × 2,9)<br>Der 6(3) | 2 Oil 4SA each 6Cy. 525 × 720 geared to sc. shaft<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| **7945651** | **ALEKSEY TAZAYEV**<br><br>**U.S.S.R.**<br>U.S.S.R. | **635**<br>199<br>405 | <br><br>RS | **1981** .............U.S.S.R.<br>54,84 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |
| **6615845**<br>UZRC<br>M-27896<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY TOLSTOY**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 585 | <br><br>RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B44/17)<br>154,90 20,25 7,860/8,981<br>143,21 20,20 11,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>G.18 773 B.17 680<br>5 Ha (stl) (10,9 × 8,4) (12,7 25,9 12,2 × 10,9) ER (10,8 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 244,0t (d.o.) 866,5t (hvf) 17,25kn |
| **6500961**<br>UJIO<br>M-27607<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY VENETSIANOV**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **5 087**<br>2 401<br>5 285 | <br><br>RS | **1964** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,219<br>120,96 9,56<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 282<br>4 Ha (each 4,2 × 4,1) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motors & geared to sc. shaft<br>NE 75<br>U.S.S.R.<br>16,5kn |

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| **7630024**<br>UBIF<br>S-33845<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEY VIKHORYEV**<br>**U.S.S.R. -Joint Volga River Shipping Co.**<br>Astrakhan U.S.S.R. | **2 484**<br>1 321<br>3 134 | (RS) | **1976** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,650<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| **6508535**<br>ULBZ<br>M-17152<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEYEVKA**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 142**<br>1 544<br>4 440 | RS | **1965** Rauma-Repola Oy—Rauma/Raumo (144)<br>105,11 14,81 6,211<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 382 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 14kn |
| **6514778**<br>ULCY<br>M-17156<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSEYEVSK**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1965** Rauma-Repola Oy—Rauma/Raumo (145)<br>105,11 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 14kn |
| **5009790**<br>UTLB<br>M-17074<br>Df Esd<br>Gc Rdr<br>RT | **ALEKSIN**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 142**<br>1 544<br>4 440 | RS | **1962** Rauma-Repola Oy—Rauma/Raumo (120)<br>105,39 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 382 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **5426089**<br>EDWI<br>8435<br>Df Esd<br>RT | **ALELUYA**<br>**Raimundo Fernandez Montenegro**<br>Vigo Spain | **115**<br>55<br>— | | **1963** Ast. Santodomingo—Vigo (316)<br>24,31 6,25<br>21,01 6,20 3,26<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t (d.o.) 10kn |
| **7711567**<br>DHRG<br>Df Esd<br>Rdr RT | **ALEMANIA EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **27 939**<br>16 555<br>23 047 | GL | **1978** Stocznia Gdanska im. Lenina—Gdansk (B463/04)<br>203,99(BB) 30,99 10,002<br>193,53 30,82 15,60<br>B & F 150,6 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>TEU 1416<br>C.Ho 516/20' 181/40' C.Dk 538/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>H. Cegielski Poznan<br>22kn |
| **6610211**<br>TCAD<br>3670<br>Df Esd<br>Gc Rdr<br>RT | **ALEMDAR II**<br>**Denizcilik Bankasi T.A.O. (Gemi Kurtarma Isletmesi)**<br>Istanbul Turkey | **952**<br>140<br>508 | **✠100A1** SS 9/79<br>tug<br>**✠LMC**<br>EL (l) 1$\frac{7}{16}$"SQ<br>FN 873 | **1966**-6 A.G. "Weser" Werk Seebeck —Bremerhaven (901)<br>60,69 11,64 5,112<br>52,51 11,00 5,62<br>B & F 29,6<br>rf 686<br>4BH WB191t | **M Tug** | 2 Oil 4SA each 8Cy. 360 × 450 sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>db 64lbf/in$^2$ (4,5bar)<br>Gen 3 × 232kW 380V 50Hz a.c. |
| **6930867**<br>5MTI<br>5731<br>Df Esd<br>Gc Rdr<br>RT | **ALENDALE**<br>ex Maritime Lawyer-78<br>ex Odenfeld-76 ex Arnsberg-73<br>Launched as Petro Zulia<br>**Alendale Ltd.**<br>Monrovia Liberia | **48 462**<br>37 565<br>95 550 | AB<br>✠Classed LR until 1/12/78 | **1969**-12 Soc. Espanola de Const. Nav. —Bilbao (164)<br>265,69(BB) 39,07 13,926<br>251,32 38,99 18,01<br>P 44,9 F 24,1 1 dk<br>rf 152 | **M Tanker**<br>COW IGS<br>11 Ta ER<br>L.(oil) 116 034 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>22 500bhp (16 550kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 1 × 675kW 2 × 600kW 450V 60Hz a.c.<br>Fuel 539,0t (d.o.) 3 619,0t (hvf)-65,0pd<br>16kn |
| **7647699**<br>WYG9<br>845<br>579245 | **ALENE K**<br>**Hilbert D. Kiesel**<br>Corpus Christi, Tx United States of America | **127**<br>87<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,81<br>1dk | **Reinforced Plastic M Fishing** | Oil geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7017959**<br>CUKO<br>L-2038-TL<br>Esd Rdr<br>RT | **ALENTEJO**<br>**Companhia dos Caminhos de Ferro Portugueses**<br>Lisboa Portugal | **701**<br>462<br>— | ✠Classed LR until 4/72 | **1970**-10 Est. Nav. de Viana do Castelo —Viana do Castelo (85)<br>50,02 10,01 2,312<br>45,01 9,50 3,15<br>B 10,7 F 8,3 1 dk<br>RW | **TM Ferry** | 2 Oil 4SA each 8Cy. 300 × 450 reverse geared to sc. shafts<br>1 270bhp (934kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 30kW 380V 50Hz a.c. |
| **7383176**<br>SMIT<br>11444<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEPPO**<br>**Rederi A/B Fraternitas**<br>Goteborg Sweden | **22 997**<br>13 574<br>38 406 | NV | **1974** A/S Fredriksstad M/V—Fredrikstad (421)<br>194,80(BB) 26,24 11,767<br>181,72 26,19 16,08<br>P 41,5 F 19,2 1 dk<br>rf nil | **M Bulk Carrier** 4P<br>6 Ho 25,4 21,8 21,8 21,8 21,8 21,8 ER<br>G.48 373 HeCls. B<br>1 Ha (stl) (18,6 × 14,0) 5 Ha (stl) (each 17,2 × 14,0) ER<br>Cr 6(15) | Oil 2SA 8Cy. 760 × 1500<br>10 700bhp (7 870kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 425kW 440V 60Hz a.c.<br>Fuel 280,5t (d.o.) 2 416,0t (hvf)-35,5pd<br>14,75kn |
| **7006780**<br>CGDQ<br>328106<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALERT**<br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **1 752**<br>495<br>386 | ✠Classed LR until 23/6/78 | **1969**-12 Davie SB. Ltd.—Lauzon, P.Q. (663)<br>71,40 12,32 4,947<br>64,55 12,12 6,53<br>1 dk, 2nd dk clear of mchy. space<br>rf 1397 | **TM Search & Rescue Ship**<br>Ice strengthened | 4 Oil 2SA each 12Cy. 206 × 508 sr geared to sc. shafts<br>10 560bhp (7 768kW)<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>Gen 3 × 275kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>15kn |

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| **7516931**<br>WZU9<br>399<br>528251<br>RTm/v | **ALERT**<br>ex WSC 127<br>**Highland Photographic Laboratories**<br>San Francisco, Ca United States of America | **198**<br>135<br>301 | | **1927** American Brown Boveri Corp. —Camden, NJ<br>38,08 2,947<br>36,56 7,17 3,74<br>1 dk | **TM Research** | 2 Oil 2SA each 8Cy.<br>800bhp (588kW) NE 42<br>General Motors Corp. U.S.A.<br>Gen 2 × 20kW 32V d.c.<br>Fuel (d.o.) |
| **5257050**<br>WA8798<br>253465<br>RTm | **ALERT**<br>ex North Point ex Narkeeta-47<br>**MCW Inc.**<br>Philadelphia, Pa United States of America | **193**<br>131<br>— | | **1939** U.S. Naval Shipyard—Mare Island, Ca<br>30,48 7,62<br>7,57 4,25<br>1 dk | **D-E Tug**<br>1W | Oil 2SA 12Cy. driving 1 gen. of 615kW 500V d.c. connected to 2 elec. motors & sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 40kW 1 × 25kW 130V d.c.<br>Fuel (d.o.)<br>11kn |
| **7907960**<br>WYB9<br>543<br>590992<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALERT**<br>**Melvin J. & Shari J. Wick**<br>Coos Bay, Or United States of America | **157**<br>107<br>— | | **1978** Atlantic Marine Inc.—Fort George Island, Fl<br>25,30 6,84<br>23,30 6,71 3,66<br>1 dk | **M Fishing**<br>Crab<br>In.416 | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 90kW<br>11,5kn |
| **6516570**<br>IBUZ<br>658<br>Df Esd<br>Gc Rdr<br>RTv | **ALESSANDRA F**<br>**Italiana Olii & Risi S.p.A.**<br>Trieste Italy | **15 888**<br>9 367<br>24 136 | RI<br>✠Classed LR until 3/68 | **1965**-10 C.R.D. Adriatico—Trieste (1890)<br>190,48(BB) 22,86 10,567<br>176,79 22,81 14,00<br>P 33,0 F 34,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 15,3 24,0 15,3 15,0 15,1 24,3 16,9 ER<br>7 Ha (stl) (9,9 × 10,9) (15,9 10,3 10,3 10,3 15,9 10,3 × 11,3) ER<br>Cr 2(0,5) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel (hvf) |
| **8013223**<br>ICHV<br>3085 | **ALESSANDRO VOLTA**<br>**Carbocoke Armamento S.p.A.**<br>Italy | **7 500**<br>—<br>10 000 | RI (Class cont.) | **1982** Cant. Nav. M. & B. Benetti —Viareggio (119)<br>121,01 7,902<br>110,01 17,01 8,92<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Ammonia<br>Mchy.aft<br>L.(gas) 8 100 | Oil 4SA 6Cy. 420 × 500<br>8 400bhp (6 179kW)<br>Grandi Motori Trieste Trieste |
| **8030233**<br>XCLF<br>Df Esd<br>Gc Rdr<br>RT | **ALETA AMARILLA**<br>**Compania Mexicana de Tunidos**<br>Ensenada Mexico | **1 113**<br>592<br>1 450 | AB | **1982** Maritima del Musel S.A.—Gijon (223)<br>70,01 5,701<br>61,52 12,91 8,31<br>1 dk | **M Fishing**<br>Tuna Stern-fishing Ref.<br>17 Ta ER<br>In.1 300<br>2 Ha (stl) ER | Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>15,75kn |
| **8030245** | **ALETA AZUL**<br>**Compania Mexicana de Tunidos**<br>Ensenada Mexico | **1 113**<br>592<br>1 557 | AB (Class cont.) | **1982** Maritima del Musel S.A.—Gijon (224)<br>70,01 12,93 5,701<br>61,52 12,91 8,31<br>2 dks | **M Fishing**<br>Tuna Stern-fishing Ref. | Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd |
| **7029914**<br>SUIV<br>Df RT | **ALETTEHAD**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **107**<br>30<br>— | (DSRK) | **1960** VEB Schiffswerft Berlin—East Berlin<br>32,19 5,92 1,601<br>2,44<br>1 dk | **TM Firefloat** | 2 Oil 4SA each 6Cy. 180 × 260<br>540bhp (397kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock |
| **6821145**<br>ULAX<br>M-33744<br>Df Esd | **ALEUT**<br>**U.S.S.R. -Academy of Sciences**<br>Nikolayev U.S.S.R. | **699**<br>341<br>100 | RS | **1956** VEB Elbewerft—Boizenburg<br>57,26 9,02 2,410<br>53,37 8,97 4,12<br>conv Fish Carrier — | **TD-E Research**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving gen. connected to elec. motors & sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>8kn |
| **7647883**<br>WYL5595<br>580852 | **ALEUT PACKER**<br>ex YO 168<br>**Cape Sarichef Inc.**<br>Juneau, Ak United States of America | **461**<br>389<br>— | | **1944** Ira S. Bushey & Sons Inc.—New York, NY<br>*46,18* 9,15<br>3,23<br>1dk<br>conv Tanker — | **M Fishing** | Oil<br>550bhp (405kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7534268**<br>566399 | **ALEUT PRIDE**<br>**Andreanof Islands Corp.**<br>Juneau, Ak United States of America | **193**<br>131<br>— | | **1975** Fairhaven Shipyard Inc.—Bellingham, Wa<br>*33,99* 9,76<br>3,15<br>1 dk | **M Fishing** | Oil<br>1 125bhp (828kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7230989**<br>WYZ6<br>515<br>536852 | **ALEUTIAN BEAUTY**<br>ex Our Mother-77<br>**North Sea Fisheries Corp.**<br>Juneau, Ak United States of America | **190**<br>149<br>— | | **1971** Toche Enterprises Inc.—Ocean Springs, Ms<br>*24,27* 7,47<br>3,76 | **M Fishing** | Oil<br>440bhp (324kW)<br>..............<br>Fuel (d.o.) |
| **7907972**<br>WYK8<br>047<br>591887<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALEUTIAN BREEZE**<br>ex Lady Carol Ann-79<br>**Fishermans Investment Group**<br>Seattle, Wa United States of America | **133**<br>90<br>— | | **1978** Atlantic Marine Inc.—Fort George Island, Fl (177)<br>25,33 6,84<br>23,32 6,71 3,69<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler<br>In.416 | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 100kW<br>11,5kn |

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| 7807691<br>WYB6<br>839<br>597511<br>Esd Gc<br>Pfd Rdr<br>RT | **ALEUTIAN COMMAND**<br>**Aleutian Command Partnership**<br>Houma, La United States of America | **275**<br>187<br>1 000 | AB | **1978** Quality Equipment Inc.—Houma, La (148)<br>54,87 3,658<br>51,85 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship** | 2 Oil 2SA each 5Cy. 300 × 450<br>3 000bhp (2 207kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 99kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 277,0t 13kn |
| 5250272<br>WIPL<br>283030<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALEUTIAN DEVELOPER**<br>ex New Yorker-76<br>**Reynolds Leasing Corp.**<br>Sea-Land Service Inc.<br>Wilmington, De United States of America | **4 631**<br>3 285<br>2 331 | AB | **1960** Maryland SB. & D.D. Co.—Baltimore, Md (136)<br>110,04 15,91 4,846<br>103,94 15,85 5,19<br>1 dk & S dk<br>RW rf 152 | **TM RoRo Cargo** OSD<br>Portable guides 6bth P<br>1 Ho 103,0<br>C. Ho 53/35' C. Dk 32/35'<br>Cr 1(30) | 2 Oil 4SA each 8Cy. 432 × 533<br>4 200bhp (3 089kW)<br>Enterprise Eng. & Mchy. Co. San Francisco, Ca<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 442,0t (d.o.) 16kn |
| 8124113 | **ALEUTIAN INVADER**<br>**Group V**<br>Seattle, Wa United States of America | **199**<br>—<br>— | | **1981** Bender SB. Co. Inc.—Mobile, Al (137)<br>29,90<br>7,94 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>675bhp (497kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| 7390686<br>WYN6<br>142<br>569564<br>Esd Rdr<br>RT | **ALEUTIAN ISLAND**<br>**Offshore Island Boats Inc.**<br>New Orleans, La United States of America | **195**<br>133<br>1 021 | AB | **1975** American Marine Corp.—New Orleans, La (1121)<br>55,58 11,59 3,912<br>51,87 11,54 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254<br>reverse reduction geared to sc. shafts<br>E made50 reconditioned & fitted11/75<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW<br>Fuel 386,0t (d.o.) 12,5kn |
| 7947685<br>WQZ4<br>057<br>611225 | **ALEUTIAN MISTRESS**<br>**Aleutian Mistress Association**<br>Seattle, Wa United States of America | **199**<br>136<br>— | | **1979** ............Tacoma, Wa<br>*33,69* 9,71<br>3,31<br>1 dk | **M Fishing** | Oil<br>1 450bhp (1 067kW)<br>U.S.A. |
| 7932381<br>611139<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEUTIAN No. 1**<br>**Nels B. Sorvik**<br>Seattle, Wa United States of America | **198**<br>140<br>— | | **1979** Marine Construction & Design Co. (MARCO)—Seattle, Wa (379)<br>9,73<br>37,22 9,42 4,37<br>1 dk | **M Fishing**<br>Stern Trawler Crab | Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7049378<br>WY5255<br>517272 | **ALEUTIAN ROVER**<br>**Aleutian Enterprises Inc.**<br>Seattle, Wa United States of America | **184**<br>140<br>— | | **1968** Martinolich SB. Corp.—Tacoma, Wa<br>*22,93* 7,75<br>3,31 | **M Fishing** | Oil<br>510bhp (375kW)<br>.............<br>Fuel (d.o.) |
| 7005877<br>WY7774<br>522870<br>Df Esd<br>Pfd Rdr<br>RT | **ALEUTIAN SPRAY**<br>**Kristofar Knuteen**<br>Seattle, Wa United States of America | **199**<br>136<br>203 | | **1969** Marine Construction & Design Co. (MARCO)—Seattle, Wa (207)<br>28,66 7,78<br>23,93 7,62 3,69<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7304508<br>ELAX6<br>6986<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALEV**<br>ex Irish Oak-82<br>**Vantage Navigation Corp.**<br>Tudol UK Ltd.<br>Monrovia Liberia | **16 704**<br>11 361<br>26 510 | **✠100A1** SS 12/81<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty (cc)<br>**✠LMC** **UMS**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6452 | **1973**-5 Govan Shipbuilders Ltd.—Govan, Glasgow (131)<br>175,11(BB) 25,61 9,970<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>NS 7BH WB13681T incl. topside tanks in holds 4276T Comb. btm & STs in Nos. 2, 3 & 5 holds 1640T & No. 3 hold 6027T | **M Bulk Carrier**<br>5 Ho 19,2 28,5 20,4 27,9 27,9 ER<br>G.38 105 B.32 057<br>5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 × 12,1) ER<br>Cr 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 1 586,0t (hvf) 15kn |
| 7643734<br>H8AO<br>1169<br>4-82 | **ALEX**<br>ex San Cayetano-79<br>**Hernan Francisco Escobar Calderon**<br>Panama Panama | **3 417**<br>1 537<br>4 247 | (BV) | **1945** Chicago Bridge & Iron Co.—Seneca, Illinois<br>99,93 15,19 4,420<br>90,00 15,12 7,78<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship — | **TM RoRo Cargo/Landing Ship** | 2 Vee Oil 2SA each 12Cy. 216 × 254<br>General Motors Corp. U.S.A.<br>Gen 1 × 300kW a.c.<br>Fuel (d.o.) 9,5kn |
| 5046968<br>C4WL<br>RT | **ALEX**<br>ex Megolohari-80 ex Boate-77<br>ex Marianna C.-53 ex Arianna<br>**Vliet Car Shipping & Trading Co. Ltd.**<br>Limassol Cyprus | **272**<br>158<br>447 | HR (RI) | **1946** Cant. del Mediterraneo—Genova (155)<br>44,40 7,12 3,296<br>40,70 7,01 4,12<br>P 12,5 F 4,9 1 dk<br>len 62 | **M Tanker**<br>Water<br>14 Ta ER<br>1 Ha ER | Oil 4SA 6Cy. 265 × 410<br>300bhp (221kW) E made47 fitted—<br>S.A. Ansaldo Stab. Mecc. Genova |
| 7435204<br>SV2461<br>5347<br>Esd Gc<br>Rdr RT | **ALEX**<br>**G. Makarounis & Sons Atlantic Fishing Co.**<br>Piraeus Greece | **231**<br>98<br>— | BV | **1975** Vassiliadis Bros.—Salamis (22)<br>30,89<br>25,30 6,99 3,48<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5009972<br>DCBM | **ALEX**<br>**Katharina Danekamp**<br>Haren/Ems Federal Republic of Germany | **148**<br>99<br>249 | BV | **1929** Gebr. van Diepen—Waterhuizen<br>*32,74* 6,00<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>2 Ha (9,2 5,1 × 4,4) | Oil 4SA 4Cy. 220 × 360<br>150bhp (110kW) NE 34<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 4,0t 8kn |
| 5288217<br>SV4031<br>123<br>Rdr RTm | **ALEX G.**<br>ex Quiescence-75<br>**Michael Gigilinis**<br>Thessaloniki Greece | **868**<br>445<br>1 148 | HR<br>✠Classed LR until 15/10/76 | **1959**-2 Clelands (Successors) Ltd. —Wallsend (226)<br>62,69 9,71 3,766<br>58,88 9,61 3,84<br>P 15,9 F 11,6 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 38,1 ER<br>G.1 617 B.1 545<br>2 Ha (stl) (14,1 16,6 × 5,7) ER<br>1W | Oil 2SA 5Cy. 320 × 426<br>700bhp (515kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Gen 2 × 20kW 1 × 12kW 220V d.c.<br>Fuel 37,5t (d.o.) 10,5kn |

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| **7502502**<br>WYH7<br>068<br>577518<br>Esd Rdr<br>RT | **ALEX TIDE**<br><br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **297**<br>202<br>— | AB | **1976** Halter Marine Services, Inc.<br>—Lockport, La (531)<br>59,16 4,452<br>53,37 12,20 5,21<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grang<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 607,5t (d.o.) 14k |
| **5293482**<br>HO8934<br>9119-<br>PEXT<br>Df Esd<br>Rdr RTm | **ALEX I**<br>ex Baltic Sun-79 ex Treuholz<br>ex Rethi Muller-70<br>**Unit International S.A.**<br>Fikrotrans S.A.<br>Panama Panama | **959**<br>599<br>1 651 | (GL) | **1962** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1061)<br>71,48 11,10 4,420<br>65,82 11,00 5,06<br>P 13,8 F 7,1 1 dk<br>RW rf 102 | **M General Cargo**<br><br>2 Ho 21,6 22,7 ER<br>G.2 167 B.2 078<br>2 Ha (stl) (16,2 17,6 × 6,7) ER<br>Der 1(2-3) | Oil 4SA 6Cy. 400 × 460<br>1 000bhp (736kW) E made43 refitted61<br>Masch. en Rep J. H. Keller Rotterdam<br>Gen 2 × 40kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11,5k |
| **6508133**<br>SV3478<br>6392<br>Df Esd<br>Pfd RT | **ALEX II**<br>ex Luc Bernard-77<br>**G. Makarounis & Sons Atlantic Fishing Co.**<br>Piraeus Greece | **287**<br>96<br>— | BV | **1964** At. & Ch. de la Manche—Dieppe<br>(1184)<br>42,30 7,60<br>36,40 7,55 4,30<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 65,5t (d.o.) 12,5k |
| **5162839**<br>HO6725<br>10084<br>-PEXT<br>Df Esd<br>Rdr RT | **ALEX III**<br>ex Aril-82 ex Irene Frijs-69<br>**Brewster Shipping Corp.**<br>Panama Panama | **489**<br>314<br>950 | ✠**100A1** SS 6/80<br>EL j 1⅛"SQ<br>FN 737 | **1961**-11 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (968)<br>61,09 9,30 3,645<br>55,61 9,20 4,04<br>RQD 15,3 F 11,9 1 dk<br>RW rf 89<br>3BH WB330t incl. DK a32t m12t | **M General Cargo**<br><br>1 Ho 34,2 ER<br>G.1 133 B.1 048<br>2 Ha (7,7 15,3 × 4,8) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 10kW 110V d.c.<br>Fuel 30,5t (d.o.) 11,5k |
| **6424179**<br>SV3124<br>7293<br>Df Esd<br>Rdr<br>RTm/h | **ALEX III**<br>ex Samothrace-81<br>ex Petit Moussaillon-74<br>**G. Makarounis & Sons Atlantic Fishing Co.**<br>Piraeus Greece | **473**<br>180<br>— | (BV) | **1964** Beliard-Murdoch S.A.—Oostende<br>(C.190)<br>50,02 9,30<br>44,71 9,25 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.310<br>3 Ha (each 2,3 × 1,0) ER | Oil 4SA 8Cy. 320 × 450<br>975bhp (717kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 2 × 40kW 220V d.c.<br>Fuel 135,0t (d.o.) 13,5k |
| **6602343**<br>HO6181<br>8676-<br>PEXT<br>Df Esd<br>Rdr RTh | **ALEX IV**<br>ex Olympios Aris-80<br>ex West Coast-76<br>ex Karen Lindinger-70<br>**Roxane Compania S.A.**<br>Panama Panama | **349**<br>177<br>690 | BV | **1966** A/S Nordsovaerftet—Ringkobing<br>(23)<br>46,41 8,23 3,429<br>44,20 8,21 3,51<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 107 B.1 008<br>2 Ha (11,8 12,4 × 5,0) ER<br>Cr 2(3) | Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.)-1,5pd 11kn |
| **6925111**<br>HO9990<br>7633-<br>HA-F<br>Df Esd<br>Rdr RTm | **ALEXA I**<br>ex Alexa-79<br>**m.s. 'Gisela' Schiffahrtsges. Dietrich Sander Bereederungs G.m.b.H. & Co. K.G.**<br>Dietrich Sander Bereederungs G.m.b.H.<br>Bremen Panama | T.Mk<br>**430**<br>265<br>1 044 | GL | **1969** Jadewerft G.m.b.H.—Wilhelmshaven<br>(118)<br>57,16 10,01 3,912<br>51,59 9,99 6,25<br>2 dks | **M General Cargo**<br><br>1 Ho 27,4 ER<br>G.1 941 B.1 827<br>1 Ha (stl) (22,2 × 6,4) ER<br>2W Der 1(3,5) 1(3) | Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 15kW 220V 50Hz a.c.<br>Fuel 78,0t (d.o.) 12,5kn |
| **6800672**<br>H9OB<br>1151<br>5-82<br>Df Esd<br>Gc Rdr<br>RT | **ALEXA II**<br>ex Al Kadisiah-81<br>**Compania Naviera Panalela S.A.**<br>Panama Panama | **5 940**<br>3 151<br>—<br>**9 154**<br>5 284<br>13 656 | GL<br>Classed LR until 7/8/81 | **1967** Kherson Shipyard—Kherson (1316)<br>155,76 20,65 —/9,068<br>140,01 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>rf 152 | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>Cr 4(10) 2(8) 5(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V 50Hz a.c.<br>17,5kn |
| **5176830**<br>3EAC<br>9981-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **ALEXA IV**<br>ex Alexa-81 ex Democritos-73<br>ex Julia-67<br>**Astro Oriental Armadora S.A.**<br>Panama Panama | T.Mk<br>**5 444**<br>3 081<br>9 300<br>**8 790**<br>5 131<br>12 200 | GL | **1952** Flensburger Schiffsbau-Ges.<br>—Flensburg (537)<br>143,47 18,42 —/8,798<br>18,37 11,99<br>F 11,9 2 dks<br>RW rf 102 | **M General Cargo**<br><br>5 Ho 16,7 22,0 8,8DT 12,8 18,3 19,2<br>G.17 899 B.16 424<br>2 Ha (stl) (each 2,6 × 2,6) 5 Ha (w) (10,5 16,0 11,9 11,9 11,9 × 8,0)<br>10W Der 1(25) 12(3-6) | Oil 2SA 6Cy. 700 × 1200<br>3 500bhp (2 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 125kW 220/230V d.c.<br>Fuel 1 089,0t (hvf) 13kn |
| **7910761**<br>ELAC6<br>6818<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDER**<br><br>**Setenata Ltd.**<br>Suisse-Outremer Reederei A.G.<br>Monrovia Liberia | **37 913**<br>29 427<br>75 714 | ✠**100A1**<br>multipurpose bulk carrier strengthened for heavy cargoes holds 2, 4, 6 & 8 may be empty or oil cargoes<br>✠**LMC** **UMS**<br>**IGS**<br>EL Q 687,5/81,0U3<br>FN 12395 | **1981**-2 Bremer Vulkan A.G.—Vegesack<br>(1015)<br>240,72 32,67 14,339<br>235,01 32,24 20,50<br>F 17,4 1 dk<br>rf nil<br>15BH WB28069T incl. topside tanks in holds 9156T Comb. btm & STs in holds 16192T | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>pt higher tensile steel<br>9 Ho 21,0 19,9 19,9 19,9 19,9 19,9 19,9 19,9 23,0 ER<br>G.87 292 L.(oil) 85 546<br>9 Ha (stl) (each 12,5 × 14,3) ER | Oil 2SA 8Cy. 700 × 1250<br>16 533bhp (12 161kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>WTAuxB (o.f.) 17,3kgf/cm² (17,0bar)<br>Spt 230°C 16,3kgf/cm² (16,0bar)<br>hs2234,2<br>AuxB (ex.g) & htr 8,2kgf/cm² (8,1bar) Spt<br>7,1kgf/cm² (7,0bar) hs2234,2<br>rcv 7,14kgf/cm² (7,0bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 3 255,0t (hvf)-54,0pd<br>15kn |
| **5192846**<br>SYNH<br>4426<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER**<br>ex Minerva-80 ex Helios-78<br>ex Kongsholm-63<br>**Harvest Maritime Inc.**<br>Piraeus Greece | **2 711**<br>1 276<br>4 699<br>**4 364**<br>2 360<br>6 000 | NV | **1957** Stord Verft A/S—Stord (36)<br>114,28 15,42 6,224/7,189<br>105,44 15,40<br>1 dk & S dk<br>rf 76 | **M General Cargo** OSD/CSD<br><br>3 Ho 24,4comb. 23,7comb. 12,5 ER<br>G.8 693 B.7 957<br>5 Ha (stl) (each 9,7 × 6,7) ER<br>10W Der 1(25) 10(5) | Oil 2SA 7Cy. 540 × 1150<br>3 600bhp (2 648kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 2 × 200kW 1 × 40kW 440V 60Hz a.c.<br>Fuel (hvf) 15kn |
| **7822495**<br>DCDD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDER**<br><br>**Hubert Kiepe**<br>Haren/Ems Federal Republic of Germany | T.Mk<br>**498**<br>325<br>1 700 | GL | **1979** Martin Jansen Schiffswerft u. Mfbk.<br>—Leer (159)<br>81,90 3,490<br>77,02 10,01 5,41<br>B 15,0 F 5,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 54,8 ER<br>G.2 357 B.2 343<br>1 Ha (stl) (46,7 × 7,6) ER | Oil 4SA 6Cy. 230 × 270 reverse reduction<br>geared to sc. shaft<br>599bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>10,25kn |

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|---|---|---|---|---|---|---|
| 5010062<br>CGBF<br>310138<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER HENRY**<br>**Government of Canada**<br>**(Ministry of Transport)**<br>Ottawa Canada | **1 674**<br>627<br>1 090 | (AB) | **1959** Port Arthur SB. Co. Ltd.—Port Arthur, Ont. (119)<br>60,97 13,31 5,833<br>58,58 13,26 6,41<br>P 29,0 F 6,1 1 dk<br>rf 152 | **TM Icebreaker/Buoy & Supply Ship**<br>20P<br>2 Ho 7,3 9,6<br>2 Ha (4,2 × 3,6) (5,9 × 4,2)<br>Der 1(20) | 2 Oil 2SA each 10Cy. 406 × 508<br>3 550bhp (2 611kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 3 × 250kW 230V d.c.<br>Fuel (d.o.) |
| 5005615<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALEXANDER K**<br>ex Paros-82 ex Peter-78<br>ex Kef Hawk-77 ex Aspo-74<br>ex Agneta Billner-72<br>**Chekka Maritime Co. Ltd.**<br>Lebanon | **12 762**<br>7 490<br>21 215 | GL<br>✠Classed LR until 19/1/79 | **1960-4** Kockums M/V A/B—Malmo (429)<br>170,01 21,95 9,729<br>160,23 21,89 12,22<br>P 30,5 B 11,0 F 28,7 1 dk<br>rf 25 | **M Tanker**<br>27 Ta ER<br>L.(oil) 28 175 HeCls. BC | Oil 2SA 8Cy. 780 × 1400<br>9 000bhp (6 620kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 290kW 450V 60Hz a.c.<br>Fuel 162,5t (d.o.) 1 524,0t (hvf)-26,5pd<br>15,5kn |
| 5345912<br>373796<br>Df Esd<br>Rdr RTh | **ALEXANDER K**<br>ex Mette Alto-81<br>ex Susanne Vesta-77<br>ex Klaus Turowsky-61<br>**King's Shipping & Trading Co. Ltd.**<br>Georgetown, Demerara Guyana | **400**<br>216<br>562 | BV | **1955** Husumer Schiffsw.—Husum (1090)<br>49,56 8,28 3,125<br>43,90 8,23 3,48<br>P 8,9 F 5,8 1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.807 B.767<br>2 Ha (each 11,9 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 51,0t (d.o.) 9kn |
| 5010103<br>CGCM<br>192757<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER MACKENZIE**<br>**Government of Canada**<br>**(Ministry of Transport)**<br>Ottawa Canada | **560**<br>230<br>244 | ✠Classed LR until 23/6/78 | **1950-7** Burrard D.D. Co. Ltd.—North Vancouver, B.C. (266)<br>45,73 9,20 3,163<br>42,63 9,15 4,12<br>P & B 21,4 F 7,1 1 dk<br>RW rf 229 | **TM Lighthouse Tender** 8P<br>Mchy.aft<br>1 Ho 8,0<br>1 Ha (stl) (3,2 × 2,4)<br>Der 1(10) 1(0,5) | 2 Oil 4SA each 10Cy. 230 × 305<br>1 000bhp (736kW)<br>Vivian Engine Works Vancouver, B.C.<br>Gen 2 × 100kW 108/215V d.c.<br>Fuel (d.o.) |
| 7360148<br>5MXU<br>5759<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDER S. ONASSIS**<br>**Lerwick Marine Panama S.A.**<br>Olympic Maritime S.A.<br>Monrovia Liberia | **126 621**<br>106 947<br>273 169 | AB | **1977** Chantiers de l'Atlantique—St. Nazaire (C26)<br>343,01 51,90 21,372<br>330,72 51,82 27,34<br>1 dk | **S Tanker**<br>COW IGS CBT<br>22 Ta ER<br>L.(oil) 329 744 HeCls. B | 2 S Turb HP tr geared.LP dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1450kW 450V 60Hz a.c.<br>Fuel 37,5t (d.o.) 12 629,5t (hvf)-164,5pd<br>16kn |
| 8111908 | **ALEXANDER SCHRODER**<br>**Reederei Richard Schroder K.G.**<br>Federal Republic of Germany | **8 000**<br>—<br>11 300 | GL (Class cont.) | **1982** J. J. Sietas K.G. Schiffswerft —Hamburg (902)<br>8,651<br>133,31 20,21 11,41 | **M General Cargo** | Oil<br>Krupp MaK. Maschinenbau G.m.b.H. Kiel |
| 8131611<br>H2CT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDER SCHULTE**<br>**St. Basil Shipping Co. Ltd.**<br>Hanseatic Shipping Co. Ltd.<br>Limassol Cyprus | **5 972**<br>3 477<br>7 805 | NV | **1981** VEB Schiffswerft "Neptun"—Rostock (494)<br>121,82 7,702<br>113,44 17,61 9,91<br>1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>2 Ho ER<br>2 Ha (stl) (26,6 33,5 × 12,9) ER<br>4W Der 4(22) | Oil 2SA 6Cy. 570 × 800<br>5 322bhp (3 915kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 1 × 80kW 380V 50Hz a.c. |
| 6712239<br>3EPM<br>9322-79A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER STAR**<br>ex Steendorp-78 ex Sognefjell-75<br>**Well Star Navigation S.A.**<br>Star Ocean Agencies Ltd.<br>Panama Panama | **21 850**<br>14 669<br>38 356 | NV | **1967** Kieler Howaldtswerke A.G.—Kiel (1141)<br>202,11 28,55 10,821<br>192,44 28,50 15,40<br>F 18,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>str. heavy cargoes<br>7 Ho 17,2 26,9 17,9 17,9 17,9 26,9 17,2 ER<br>G.50 815 HeCls. B<br>7 Ha (11,2 × 11,9) (20,9 11,9 11,9 11,9 20,9 11,9 × 14,2) ER | Oil 2SA 6Cy. 850 × 1700<br>12 600bhp (9 268kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 291,5t (d.o.) 2 854,0t (hvf)-44,5pd 16kn |
| 7305681<br>SXZC<br>7873<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALEXANDER THE GREAT**<br>ex Venpet-80<br>**Bella Corp.**<br>Piraeus Greece | **152 372**<br>130 774<br>330 869 | AB | **1973** Mitsubishi Heavy Industries Ltd. —Nagasaki (1694)<br>340,01(BB) 53,62 24,677<br>322,00 53,60 32,01<br>1 dk<br>rf 114 | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 396 027 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 14 455,0t (o.f.) 126,0t (d.o.)-174,0pd<br>15,5kn |
| 5322180<br>H05853<br>8959-PEXT<br>Esd Pfd<br>Rdr RT | **ALEXANDER I**<br>ex Shell Dolphin-80<br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **611**<br>204<br>563 | **✠100A1** SS 7/80<br>Arabian Gulf & Gulf of Oman service<br>**✠LMC**<br>EL i<br>FN 663 | **1961-6** Arnhemsche Schps. Maats. —Arnhem (399)<br>47,71 11,31 2,979<br>44,30 10,98 3,97<br>F 17,1 1 dk<br>rf nil<br>3BH WB209t | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 6Cy. 254 × 305 sr reverse geared to sc. shafts<br>970bhp (713kW)<br>English Electric Co. Ltd. Newton-le-Willows<br>11,5kn |
| 7394230<br>H3OA<br>7013-75C<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDER II**<br>ex Ocean Express-81<br>ex Eva Sun-76<br>**Taurus Enterprises Corp.**<br>Panama Panama | **6 042**<br>4 111<br>10 077 | BV NK | **1974** Hashihama Zosen—Imabari (562)<br>127,97 18,34 7,760<br>118,98 18,29 9,89<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>G.13 035 B.12 449<br>4 Ha (stl) (16,0 16,4 15,7 15,6 × 8,9) ER<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 958,0t-23,5pd 13,25kn |
| 5118905<br>SVZI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER'S FAITH**<br>ex Magda Josefina-80<br>ex Fourah Bay-78<br>**Faith Shipping Co. S.A.**<br>Commercial Shipping Corp. S.A.<br>Piraeus Greece | **7 704**<br>4 226<br>8 538 | BV<br>✠Classed LR until 20/3/81 | **1961-12** Scotts' SB. & Eng. Co. Ltd. —Greenock (689)<br>141,74 19,00 7,671<br>131,07 18,90 10,98<br>P 9,5 B 24,4 F 11,9 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref<br>4 Ho 17,1 21,9 9,1DT 9,1DT 9,1DT 9,1DT 21,3 16,4<br>G.14 212 B.12 966 In.264<br>5 Ha (stl) (8,2 11,4 13,7 × 6,7) ER (11,4 8,3 × 6,7)<br>16W Der 1(50) 12(12,5) 4(7,5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 200kW 220V d.c.<br>Fuel 930,5t (hvf) 16kn |

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| **6721785**<br>7802<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER'S ISMINI**<br>ex Cabo Santa Clara-80<br>ex Ragar-74<br>**Salina Maritime Inc.**<br>Commercial Shipping Corp. S.A.<br>Piraeus Greece | **6 379**<br>3 224<br>11 000<br>**9 395**<br>5 745<br>14 467 | BV | **1968** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (204)<br>154,62 20,05 7,875/9,399<br>142,02 19,99 11,99<br>P 9,2 F 16,2 1 dk & S dk | **M General Cargo** OSD/CSD<br>5 Ho 20,1 20,9 20,9 23,3 20,9 ER<br>G.22 263 B.20 074<br>5 Ha (stl) (11,5 × 6,3) (12,4 12,4 14,7 13,1 × 7,6) ER<br>10W Der 4(20) 8(10) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 744,5t (hvf) 18,75kn |
| **5183871**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDER'S MIND**<br>ex Marika J. Lemos-81<br>ex Tjonger-80 ex Katsedyk-73<br>**Mind Shipping Co.**<br>Commercial Shipping Corp. S.A. | **5 285**<br>2 524<br>7 265 | ✠Classed LR until 11/81 | **1961**-12 N.V. Werf "Gusto"—Schiedam (210)<br>141,36 18,88 7,652<br>129,60 18,83 11,28<br>F 15,3 1 dk, & S dk 3rd dk in Nos. 1, 2 & 3 holds<br>rf 203 | **M General Cargo** OSD<br>Ref<br>5 Ho 18,3 21,0 22,4 21,0 15,4<br>G.12 346 B.10 902 In.919<br>5 Ha (stl) (6,7 × 5,4) (11,8 × 6,7) (11,2 × 5,7) (11,1 7,3 × 6,7)<br>16W Der 1(60) 2(10) 14(5) | Oil 2SA 6Cy. 750 × 1600<br>7 800bhp (5 737kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 230kW 220V d.c.<br>Fuel 1 103,5t (hvf) 16kn |
| | | | **DAMAGED BY FIRE 11/81** | | | |
| **6714732**<br>SXTC<br>7563<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDER'S POWER**<br>ex Agios Giannis-81<br>ex Elena Altomare-80<br>ex Neptunus-78<br>**Power Shipping Corp.**<br>Commercial Shipping Corp. S.A.<br>Piraeus Greece | T.Mk<br>**5 163**<br>2 639<br>6 937<br>**7 560**<br>4 132<br>9 770 | BV | **1967** N.V. Schps. Gebr. Pot—Bolnes (962)<br>145,52 19,61 7,284<br>131,50 19,51 10,70<br>P 47,6 F 14,4 2 dks<br>rf 119 | **M General Cargo**<br>Ref 12P<br>4 Ho 13,1 17,9 18,7 20,2 —DT<br>G.13 359 B.11 678 In.227<br>7 Ha (stl) (7,7 × 5,0) (11,9 11,9 11,9 11,9 11,9 11,9 × 6,4)<br>4W Cr 8(5) Der 2(20) 2(12) | Oil 2SA 6Cy. 700 × 1400<br>8 800bhp (6 473kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 4 × 200kW 440V 60Hz a.c.<br>Fuel (hvf) 18kn |
| **5111945**<br>3EFD<br>1101<br>3-PG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDER'S TRUST**<br>ex Leonor Maria-80 ex Falaba-78<br>**Trust Shipping Co.**<br>Commercial Shipping Corp. S.A.<br>Panama Panama | **7 703**<br>4 214<br>8 533 | BV<br>✠Classed LR until 29/5/81 | **1962**-5 Scotts' SB. & Eng. Co. Ltd.—Greenock (690)<br>141,74 19,00 7,824<br>131,07 18,90 10,98<br>P 9,5 B 24,4 F 11,9 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>4 Ho 17,1 21,9 9,1DT 9,1DT 9,1DT 9,1DT 21,3 16,4<br>G.14 205 B.12 959 In.262<br>5 Ha (stl) (8,2 11,4 13,7 11,4 8,3 × 6,7)<br>16W Der 1(50) 12(12,5) 4(7,5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>Gen 4 × 200kW 220V d.c.<br>Fuel 930,5t (hvf) 16kn |
| **7501742**<br>DEBO<br>4191<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDERTURM**<br>**VVG Versorgungsschiff Verwaltungs- Ges.m.b.H.**<br>VTG-Vereinigte Tanklager und Transportmittel G.m.b.H.<br>Bremen Federal Republic of Germany | **775**<br>276<br>927 | GL | **1976** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (754)<br>57,51 12,12 4,501<br>50,63 11,71 5,62<br>F 20,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 8P<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 220 × 300 geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 112kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14kn |
| **6505997**<br>J4ID<br>7174<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALEXANDRA**<br>ex Strathalvie-78 ex Floristan-75<br>**Vanguard Bay Shipping Co. Ltd.**<br>Labora Maritime Inc.<br>Piraeus Greece | T.Mk<br>**7 004**<br>3 344<br>10 114<br>**9 296**<br>5 118<br>12 616 | ✠**100A1** CS 4/80<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4652 | **1965**-6 J. Readhead & Sons Ltd.—South Shields (615)<br>153,40 20,63 7,805/8,865<br>143,26 20,58 11,89<br>RAD 13,8 F 33,0 2 dks<br>RW rf 76 DK DK fwd<br>6BH WB2616t incl. DTf886t | **M General Cargo**<br>Ref<br>5 Ho 19,8 11,8 19,2 26,5 29,7<br>In.231<br>4 Ha (stl) (9,6 × 6,7) (18,2comb. 14,4 11,4 × 7,3)<br>Cr 2(7) 3(3) Der 1(180) 4(10) | Oil 2SA 6Cy. 670 × 2100<br>10 000bhp (7 356kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB (ex.g) 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB (o.f.) 8/71 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 245kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **5131658**<br>SVQQ<br>6575<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALEXANDRA**<br>ex Aginor-77 ex Gigi-76<br>ex Gladys Bowater-72<br>**Lamdami Compania Naviera S.A.**<br>Stavrou Management Co. S.A.<br>Piraeus Greece | **3 781**<br>2 050<br>5 710 | ✠**100A1** SS 7/79<br>Str. nav. ice<br>✠**LMC**<br>EL v $1\frac{13}{16}$"SQ<br>FN 2311 | **1959**-1 Wm. Denny & Bros. Ltd.—Dumbarton (1494)<br>99,07 15,32 7,449<br>94,75 15,24 9,15<br>P 10,4 F 10,7 1 dk<br>RW rf 152 DK fwd<br>6BH WB1014t incl. Tunnel tanks 179t | **M General Cargo** 4P<br>4 Ho 17,8 14,4 15,0 21,2<br>G.7 503 B.7 011<br>4 Ha (stl) (each 8,9 × 7,0)<br>8W Der 8(6) | Oil 2SA 6Cy. 600 × 1040<br>2 700bhp (1 986kW) Sulzer<br>Wm. Denny & Bros. Ltd. Dumbarton<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel 633,0t (d.o.) 12kn |
| **5418630**<br>MHCN<br>303889<br>RTv | **ALEXANDRA**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **161**<br>—<br>— | ✠**100A1** SS 8/80<br>tug<br>United Kingdom coasting service<br>✠**LMC**<br>EL (b)<br>FN 310 | **1963**-10 W. J. Yarwood & Sons Ltd.—Northwich (940)<br>30,64 8,08<br>27,44 7,62 3,66<br>rf 610 BK 178<br>3BH WB31t | **M Tug** | Oil 2SA 8Cy. 310 × 490<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11,5kn |
| **6710231**<br>HCFX<br>Esd RT | **ALEXANDRA**<br>ex Coopermartir 7-79<br>ex Mercedes 7-73<br>**La Portuguesa S.A.**<br>Guayaquil Ecuador | **158**<br>72<br>— | GL (AB) | **1966** Promecan Ingenieros S.A.—Callao (74)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 12,0t |
| **5010323**<br>DJAB | **ALEXANDRA**<br>**Forde-Reederei G.m.b.H.**<br>Flensburg Federal Republic of Germany | **140**<br>54<br>— | (GL) | **1908** Schiffs. Janssen & Schmilinsky A.G.—Hamburg<br>*33,62* 7,17 2,601<br>2,80<br>B 10,4 F 3,7 1 dk<br>R | **S Ferry** | C 2Cy. 370 & 735 × 519<br>420ihp (309kW)<br>Schiffswerft (v. Janssen u. Schmilinsky) A.G. Hamburg<br>12kn |
| **7121358**<br>HOLF<br>8611-LI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALEXANDRA DIO**<br>ex Al Qasim-80<br>ex John Augustus Essberger-78<br>**Consolidated Ocean Shipping Corp.**<br>Denholm Ship Management (Overseas) Ltd.<br>Panama Panama | **68 731**<br>57 830<br>154 280 | ✠**100A1** SS 12/78<br>strengthened for ore cargoes, Nos. 2,4, 6 & 8 holds may be empty, or oil cargoes<br>✠**LMC** **UMS**<br>EL Xt $2\frac{13}{16}$"U3<br>FN 18456<br>(GL) | **1971**-12 Howaldtswerke-Deutsche Werft—Kiel (12)<br>288,53(BB) 43,49 17,489<br>275,01 43,41 23,70<br>F 22,0 1 dk<br>rf nil DK fwd<br>NS 9BH WB54496t incl. Comb. top, btm & side tanks in holds 48166t | **S Ore/Bulk/Oil Carrier**<br>pt higher tensile steel<br>9 Ho/Ta 18,8 28,8 21,6 21,6 21,6 21,6 21,6 28,8 18,8 ER<br>L.(oil) 167 413 HeCls. BC<br>9 Ha (stl) (12,6 × 17,0) (12,6 12,6 12,6 12,6 12,6 12,6 12,6 12,6 × 20,7) ER<br>Cr 2(3) Der 2(10) | S Turb dr geared<br>24 000shp (17 653kW)<br>A.E.G. West Berlin<br>2 WTB 73kgf/cm$^2$ (71,6bar) Spt 515°C 71kgf/cm$^2$ (69,7bar) hs933,7<br>sg 13kgf/cm$^2$ (12,8bar)<br>Gen 2 × 800kW 450V 60Hz a.c.<br>Fuel 6 452,0t (hvf)-137,0pd 15,5kn |
| **6910697**<br>SXLO<br>7627<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDRA DYO**<br>ex Magenta-80 ex Halo-79<br>**Salamis Compania Maritima S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | **13 316**<br>9 019<br>23 924 | BV | **1969** Hitachi Zosen—Innoshima (4239)<br>172,02 24,85 9,551<br>163,13 24,80 13,42<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.30 426 B.29 907<br>5 Ha (stl) (12,1 × 11,2) (19,3 19,4 19,4 19,4 × 12,8) ER<br>Der 5(15) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>17kn |

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|---|---|---|---|---|---|---|
| **6705858**<br>SXJL<br>5532<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRA K. III**<br>ex Anemo K.-81<br>ex Tonan Maru-75<br>ex Daishun Maru-68<br>**Mariannek Shipping Co.**<br>Athanasios Kassimeris Shipping Enterprises Ltd.<br>Piraeus Greece | **2 560**<br>1 578<br>5 849 | <br><br>NK | **1967** Shin Yamamoto Zosen—Kochi (73)<br>95,54 14,23 6,071<br>88,02 14,20 7,22<br>P 22,0 B 7,1 F 11,0 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.5 612 B.5 422<br>2 Ha (22,7 24,4 × 7,6) ER<br>Der 3(20) 1(10) | Oil 4SA 6Cy. 520 × 860<br>3 200bhp (2 354kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 128kW 445V a.c.<br>Fuel 421,5t-11,0pd 12,5kn |
| **5238028**<br>WB7104<br>256333<br>RT | **ALEXANDRA McALLISTER**<br>ex Mobil 10 ex Socony 10-60<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **149**<br>101<br>— | <br><br>AB | **1948** Gulfport SB. & D.D. Co—Port Arthur, Tx (335)<br>*29,02* 7,35 3,515<br>29,27 7,32 3,81<br>1 dk<br>RW | **M Tug** | Vee Oil 2SA 16Cy. 210 × 267 reverse reduction geared to sc. shaft<br>E made48 reconditioned & fitted78<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 30kW 110V d.c.<br>Fuel 88,5t (d.o.) |
| **6514156**<br>ATLK<br>1583<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDRA N**<br>ex Falkanger-74<br>**Nilhat Shipping Co. Ltd.**<br>Calcutta India | **16 707**<br>9 140<br>25 274 | <br><br>NV | **1965** Kockums M/V A/B—Malmo (498)<br>175,88 22,86 10,434<br>164,65 22,80 14,81<br>1 dk<br>rf 51 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 21,9 20,4 20,4 20,4 20,4 20,4 ER<br>G.32 166<br>6 Ha (stl) (12,9 13,5 13,5 13,5 13,5 13,5 × 10,9) ER<br>Cr 3(10) | Oil 2SA 6Cy. 780 × 1550<br>9 350bhp (6 877kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 350kW 440V 60Hz a.c.<br>15kn |
| **7211907**<br>DJSR<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALEXANDRA S**<br>Launched as Westerbroek<br>**Partenreederei m.s. 'Alexandra S'**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany | T.Mk<br>**499**<br>298<br>1 440 | <br><br>GL | **1972** Schps. "Hoogezand" J. Bodewes —Hoogezand (162)<br>76,92 11,92 5,398<br>69,02 11,79 6,05<br>F 5,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 52,5 ER<br>G.3 274 B.2 900<br>TEU 140 C. 140/20'<br>1 Ha (stl) (44,9 × 8,3) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 64kW 2 × 24kW 380V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| **7117955**<br>J4QD<br>7314<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRA T.**<br>ex Diagara-79<br>**Karmel Shipping Co. Ltd.**<br>Krina Compania Naviera S.A.<br>Piraeus Greece | **7 402**<br>5 474<br>12 934 | <br><br>NV | **1971** A/S Porsgrunds M/V—Porsgrunn (128)<br>140,14 17,61 8,713<br>131,07 17,58 11,31<br>1 dk<br>rf 178 | **M General Cargo**<br><br>3 Ho ER<br>G.17 101 B.16 086<br>3 Ha (stl) (each 25,4 × 10,5) ER<br>12W Der 12(5) | Vee Oil 4SA 10Cy. 520 × 740<br>4 400bhp (3 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 240kW 1 × 180kW 440V 60Hz a.c.<br>Fuel 628,0t (d.o.)-14,0pd 13kn |
| **7343633**<br>HP3531<br>6697-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDRA TIDE**<br>ex Lady Alexandra-74<br>**Tidewater Liberia Inc.**<br>Tidewater Inc.<br>Panama Panama | **1 075**<br>273<br>1 196 | ✠**100A1** SS 6/78<br>tug<br>Ice Class 3<br>✠**LMC**<br>EL M 1⅜"U2<br>FN 1018 | **1974**-1 Allied Shipbuilders Ltd.—North Vancouver, B.C. (184)<br>58,27 13,14 5,112<br>54,13 12,79 6,00<br>F 18,6 1 dk<br>rf nil<br>5BH WB19T | **TM Tug/Supply Ship**<br>Deck Cargo | 4 Oil 4SA each 6Cy. 250 × 300 sr geared to sc. shafts<br>Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 230kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 317,0t (d.o.) 14kn |
| **7390416**<br>FPPD<br><br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDRE**<br>ex Bruse-80 ex Sea Bruse-80<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **499**<br>154<br>850 | <br><br>BV (AB) | **1974** Mangone SB. Corp.—Houston, Tx (114)<br>52,43 11,61 3,988<br>51,24 11,59 4,88<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 150kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 169,5t (d.o.)-14,0pd 15kn |
| **7375521**<br>J4UA<br>463<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDRIA**<br>ex Alexander Venture-79<br>**Maritime Bulk Carriers Ltd.**<br>Andros Greece | **22 575**<br>15 759<br>41 049 | <br><br>BV | **1975** Sanoyasu Dockyard Co. Ltd.—Osaka (338)<br>183,67(BB) 27,64 12,102<br>172,98 27,60 17,00<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 20,6 27,8 27,9 27,9 27,2 ER<br>G.53 674 B.44 949 HeCls. B<br>5 Ha (stl) (10,5 18,2 18,3 18,3 18,3 × 10,9) ER<br>Cr 5(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 408kW 450V 60Hz a.c.<br>Fuel 468,5t (d.o.) 6 118,5t (hvf) 17,75kn |
| **7109398**<br>SUXS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDRIA**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **9 577**<br>5 259<br>12 800 | <br><br>AB | **1971** Alexandria Shipyard—Alexandria (131)<br>152,81 8,992<br>140,01 20,58 11,99<br>P 49,4 F 25,0 2 dks<br>rf nil | **M General Cargo**<br><br>5 Ho ER<br><br>5 Ha (stl) ER<br>Cr 6(8) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW a.c.<br>16kn |
| **8037853**<br><br><br>Df Esd<br>RT | **ALEXANDRIA 1**<br><br>**Government of The Socialist Republic of Romania**<br>Galatz Romania | **385**<br>—<br>— | <br><br>RNR | **1981** Santierul Naval Turnu-Severin—Turnu-Severin<br>35,82 3,350<br>33,00 9,72 4,70<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 360<br>MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 3 × 75kW 1 × 35kW 400V 50Hz a.c.<br>Fuel 97,5t 12,5kn |
| **8037841**<br><br>Df Esd<br>RT | **ALEXANDRIA 2**<br><br>**Government of The Socialist Republic of Romania**<br>Galatz Romania | **385**<br>—<br>— | <br><br>RNR | **1981** Santierul Naval Turnu-Severin—Turnu-Severin<br>35,82 3,350<br>33,00 9,72 4,70<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 360<br>MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 3 × 70kW 1 × 35kW 400V 50Hz a.c.<br>Fuel 97,5t 12,5kn |
| **8037944**<br><br>Df Esd<br>RT | **ALEXANDRIA 3**<br><br>**Government of The Socialist Republic of Romania**<br>Constantza Romania | **385**<br>—<br>— | <br><br>RNR | **1981** Santierul Naval Turnu-Severin—Turnu-Severin<br>35,82 3,350<br>33,00 9,72 4,70<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 360<br>MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 3 × 70kW 50Hz a.c.<br>Fuel 97,5t 12,5kn |

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| **8037839**<br>Df Esd<br>RT | **ALEXANDRIA 4**<br>**Government of The Socialist Republic of Romania**<br>Constantza Romania | **385**<br>—<br>— | RNR | **1981** Santierul Naval Turnu-Severin—Turnu-Severin<br>35,82 3,350<br>33,00 9,72 4,70<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 360 MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 3 × 70kW 400V 50Hz a.c.<br>Fuel 97,5t 12,5kn |
| **5029776**<br>J4EX<br>6904<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDROS**<br>ex Atlas-78<br>Launched as Argo Afaia<br>**Yperion Compania Naviera S.A.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **10 392**<br>6 077<br>14 935 | BV<br>✠Classed LR until 11/64 | Lch.**1959**-6 Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (297)<br>Cmd.**1960**-12 N.V. Koninklijke Maats. "De Schelde"—Vlissingen<br>157,51 20,07 9,341<br>142,68 19,99 12,50<br>F 15,3 1 dk<br>rf nil | **M General Cargo** CSD<br>5 Ho<br>G.22 240<br>5 Ha (10,5 10,5 12,9 12,9 12,9 × 7,4)<br>Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>16,5kn |
| **5181885**<br>SWFZ<br>1220<br>Df Esd<br>Rdr<br>RTm/h | **ALEXANDROS**<br>ex Karaiskakis-72<br>**A.N.T.E.P. S.A. (Sunny Cruises)**<br>Piraeus Greece | **1 704**<br>796<br>290 | ✠**100A1** SS 5/80<br>✠**LMC**<br>EL r<br>FN 1430 | **1952**-6 Ansaldo S.p.A.—Livorno (1476)<br>81,54 12,83 4,592<br>72,50 12,81 6,91<br>F 18,3 2 dks, 3rd dk clear of mchy. space & fwd hold<br>RW conv Passenger/General Cargo 75<br>NS 6BH WB115t | **TM Passenger Ship**<br>180bth P<br>2 Ho 10,0 7,0<br>B.793<br>2 Ha (4,8 × 3,6) (3,6 × 3,0)<br>Der 4(1,5) | 2 Oil 2SA each 6Cy. 375 × 650<br>2 100bhp (1 545kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>2 db 100lbf/in² (6,9bar)<br>Gen 3 × 100kW 220V d.c.<br>Fuel (hvf) 14kn |
| **7102704**<br>SV3265<br>3535<br>RT | **ALEXANDROS**<br>Launched as Vassiliki K<br>**Gikas, Kabathas & Venetis**<br>Piraeus Greece | **545**<br>321<br>183 | | **1970** N. Savvas Shipyard—Eleusis<br>57,00 10,39 1,702<br>52,00 9,00 2,32<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 with hydraulic couplings & geared to sc. shafts<br>700bhp (515kW) E made60 fitted70<br>Blackstone & Co. Ltd. Stamford |
| **5117298**<br>SV5120<br>145<br>Rdr<br>RTm/v | **ALEXANDROS**<br>ex Towing Wizard-78<br>ex Flying Wizard-75<br>**Michael Gigilinis**<br>Thessaloniki Greece | **112**<br>0<br>— | ✠**100A1** SS 10/73<br>tug<br>Mediterranean & Black Sea coasting service<br>✠**LMC**<br>EL (a)<br>FN 225 | **1960**-7 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (249)<br>26,90 7,04<br>23,63 6,46 3,05<br>1 dk<br>rf 711 BK 127<br>3BH WB35t | **M Tug** | Oil 4SA 8Cy. 320 × 450 with flexible coupling & reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 220V d.c.<br>Fuel 19,5t (d.o.) |
| **5344372**<br>SV3479<br>RTv | **ALEXANDROS**<br>ex Ecclesbourne-77<br>ex Sun XVIII-75<br>**Petros & Spyridon Rarakos**<br>Sea Towage Ltd.<br>Greece | **105**<br>0<br>— | ✠Classed LR until 7/8/81 | **1951**-2 Philip & Son Ltd.—Dartmouth (1217)<br>26,88 6,74 3,017<br>25,15 6,56 3,20<br>RW rf 457 BK 152 | **M Tug** | Oil 4SA 7Cy. 320 × 380 Ruston<br>Vickers-Armstrongs Ltd. Barrow<br>Gen 2 × 6kW 110V d.c.<br>Fuel (d.o.) |
| **7218802**<br>SV2923<br>1963<br>Rdr RTv | **ALEXANDROS**<br>**Eleusis Shipyards S.A.**<br>Piraeus Greece | **77**<br>—<br>— | ✠**100A1** SS 10/81<br>tug<br>Saronic coasting service North of Cape Sounion<br>✠**LMC**<br>EL (a) $\frac{11}{16}$"U2<br>FN 156 | **1973**-1 Eleusis Shipyards S.A.—Eleusis (1.0.002)<br>21,01 6,23 2,820<br>18,50 5,40 2,98<br>RAD 0,3<br>rf 762 BK 102<br>4BH WB7t | **M Tug** | Oil 4SA 5Cy. 235 × 330 with electro-magnetic coupling & reverse reduction geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 17kW 1 × 8kW 380V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| **6906103**<br>C4SA<br>RT | **ALEXANDROS B**<br>ex Agios Nikolaos-76<br>**South Sea Shipping Co. Ltd.**<br>Anchor Line Ship Management Ltd.<br>Limassol Cyprus | **636**<br>487<br>254 | (HR) | **1968** N. Savvas Shipyard—Perama<br>55,58 9,96 1,499<br>50,30 8,62<br>2 dks | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 240 × 360<br>1 156bhp (850kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |
| **5010414**<br>12 | **ALEXANDROS D.**<br>**Miniotis & Sons**<br>Chios Greece | **121**<br>75<br>183 | | **1946** .............Piraeus<br>26,98 5,16<br>... ... ...<br>1 dk | **M General Cargo**<br>2W | Oil 4SA 3Cy.<br>165bhp (121kW) E made— fitted46<br>Maschinenbau Kiel G.m.b.H. Kiel |
| **6010411**<br>SV2546<br>256 | **ALEXANDROS ECONOMAKIS**<br>**Fotis Peris, Matheos Kladias N.Karayiannis & Adamakis Giannacos**<br>Chios Greece | **176**<br>91<br>— | HR | **1961** D. Homatas & Sons Ltd. —Thessaloniki<br>29,98 7,09 1,448<br>... ... ... | **M Fishing** | Oil 6Cy.<br>340bhp (250kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **5330278**<br>SV5742<br>7584<br>Df Esd<br>Gc Rdr<br>RT | **ALEXANDROS G**<br>ex Palma-80 ex Humber-79<br>ex Sirrah-79<br>**Demetrios & Konstantinos Gerokounas**<br>Piraeus Greece | T.Mk<br>**539**<br>217<br>840 | (DSRK) | **1960** VEB Peene-Werft—Wolgast<br>59,44 9,83 3,658<br>56,52 9,78 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 540kW 2 × 328kW 390V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| **7410838**<br>SYGT<br>6990<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXANDROS G. TSAVLIRIS**<br>**Panalex Shipping Co. Ltd.**<br>Tsavliris (Hellas) Maritime Corp. S.A.<br>Piraeus Greece | **15 688**<br>11 086<br>26 272 | ✠**100A1**<br>strengthened for heavy cargoes<br>No. 3 hold may be empty<br>✠**LMC**<br>EL Ht 605,0/62,0U3<br>FN 6502 | **1978**-8 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (109)<br>173,18(BB) 26,67 9,754<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB12301T incl. Topside tanks in holds 2820T & Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2411T & No.3 hold 5329T | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 28,1 28,1 ER<br>G.36 784 B.32 103 HeCls. B<br>TEU 592<br>C.Ho 90/20' 140/40' C.Dk 42/20' 90/40' incl. 40 ref C.<br>5 Ha (stl) (12,5 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 5(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 251,5t (d.o.) 1 922,5t (hvf)-38,5pd<br>15,5kn |
| **5010426**<br>SWCN<br>157<br>Df Esd<br>Gc | **ALEXANDROS KORYZIS**<br>ex I.N. Van Nuys-47<br>**Olkas Marine Enterprises S.A.**<br>Chios Greece | **7 207**<br>4 369<br>10 865 | AB | **1944** California SB. Corp.—Los Angeles, Ca (300)<br>134,58 17,38 8,456<br>127,34 17,35 11,38<br>2 dks, 3rd dk fwd<br>rf 152 | **S General Cargo** CSD<br>5 Ho 18,5 22,1 15,2 ER 13,7 21,3 6,1DT<br>G.15 931 B.14 146<br>5 Ha (10,5 10,5 10,5 × 6,0) ER (10,2 6,0 × 6,0)<br>9W Der 10(5) | T 3Cy. 622 940 & 1778 × 1219<br>2 200ihp (1 618kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 3 × 20kW 120V d.c.<br>Fuel 1 033,5t (o.f.) 10kn |

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|---|---|---|---|---|---|---|
| **5102528**<br>SV3845<br>4567<br>Df Esd<br>RTm | **ALEXANDROS M**<br>ex Katina-80 ex Georgios-77<br>ex Aurora Seconda-73 ex Elsa-68<br>**Desmi Shipping Co.**<br>Piraeus Greece | **498**<br>277<br>875 | HR RI (BV) | **1957** Scheepswerf Bijlholt N.V.—Foxhol (858)<br>55,78 9,10 3,550<br>51,82 9,00 4,12<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 34,7 ER<br>G.1 087 B.1 002<br>2 Ha (11,5 13,1 × 5,7) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 320 × 450<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 6kW 110V d.c.<br>Fuel 66,0t (d.o.) 9,5kn |
| **7350337**<br>SV2397<br><br>RT | **ALEXANDROS M**<br><br>**Boufis Brothers**<br>Piraeus Greece | **218**<br>136<br>50 | BV | **1978** Savvas Shipyard S.A.—Eleusis (67)<br>34,57<br>29,11 10,22 2,52<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 130 × 150 geared to sc. shafts<br>640bhp (471kW) E made74 fitted78<br>A/B Volvo-Penta Goteborg<br>10kn |
| **5241037**<br>J4ZF<br>7483<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALEXANDROS P**<br>ex Fortune Glory-80<br>ex Monthouet-79<br>**Alexandros Shipping Co.**<br>Commercial Shipping Corp. S.A.<br>Piraeus Greece | T.Mk<br>**6 440**<br>3 283<br>10 552<br>**9 206**<br>5 259<br>12 795 | AB BV | **1961** S.A. Cockerill-Ougree—Hoboken (809)<br>147,12 19,00 8,271/9,052<br>136,33 18,90 12,04<br>RQD 9,2 F 10,1 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>Ref 3P<br>5 Ho 17,5 13,7 21,5 21,5 18,2<br>G.17 778 B.16 160 In.399<br>5 Ha (stl) (8,7 16,6 10,8 10,8 9,9 × 6,0)<br>16W Der 1(110) 1(60) 12(5-10) 4(5) | Oil 2SA 5Cy. 760 × 1550<br>5 875bhp (4 321kW) Sulzer<br>S.A. Cockerill-Ougree Seraing<br>Gen 3 × 250kW 220V d.c.<br>Fuel 1 223,5t (hvf) 14kn |
| **5213444**<br>SV3865<br>4747<br>Df Esd<br>RT | **ALEXANDROS T**<br>ex Nina-82 ex Lubox-73<br>**J. Tzatzalas & V. Papoutsoglou**<br>Piraeus Greece | **500**<br>307<br>864 | ✠**100A1** M 4/80-6mos<br>✠**LMC** **UMS**<br>EL i<br>FN 679 | **1957**-1 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (316)<br>56,19 9,10 3,582<br>51,82 9,01 4,09<br>P 11,6 F 9,8 1 dk<br>RW rf 76<br>3BH WB209t | **M General Cargo**<br>1 Ho 29,9 ER<br>G.1 076 B.991<br>2W Der 2 | Oil 4SA 8Cy. 305 × 460<br>515bhp (379kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>10kn |
| **5331363**<br>HORN<br>1411-70<br>Df Esd<br>Rdr RTm | **ALEXANDROS V**<br>ex Marianthi-70<br>ex Viking Blazer-69<br>ex Skjaldbreid-66<br>**Compania de Navegacion Sifnes S.A.**<br>Panama Panama | **361**<br>234<br>356 | *Classed BC until 20/12/68 | **1948**-3 George Brown & Co. (Marine) Ltd. —Greenock (243)<br>45,27 7,60 3,137<br>42,68 7,55 3,36<br>P 17,1 F 6,1 1 dk<br>R rf 76 | **M General Cargo**<br>Ref 12bth P<br>Mchy.aft<br>2 Ho 10,2 11,8<br>In.115<br>2 Ha (3,0 3,6 × 2,4)<br>Der 1(10) 1(3) | Oil 4SA 7Cy. 350 × 535<br>650bhp (478kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 65kW 220V d.c.<br>Fuel (d.o.) 10kn |
| **5205100**<br>6ZGG<br>3785<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALEXANDROUPOLIS**<br>ex Neta-76 ex Lamda-73<br>ex Learina-71<br>**First Lamda Shipping Inc.**<br>Monrovia Liberia | T.Mk<br>**3 066**<br>1 707<br>5 750<br>**4 876**<br>2 847<br>7 290 | GL | **1958** H. C. Stuelcken Sohn—Hamburg (887)<br>122,05 16,24 6,801/7,817<br>110,01 16,20 9,81<br>P 4,3 RQD 13,8 F 8,6 2 dks<br>RW rf nil | **M General Cargo**<br>6P<br>4 Ho 15,7 14,3 10,8 9,3<br>G.10 647 B.9 561<br>4 Ha (stl) (11,0 13,7 10,8 9,3 × 6,3)<br>Der 1(50) 1(25) 3(3-10) 7(3-5) | Oil 2SA 6Cy. 680 × 1200<br>3 960bhp (2 913kW)<br>Borsig A.G. West Berlin<br>Gen 3 × 149kW 400V 50Hz a.c.<br>Fuel 640,0t (hvf) 14,5kn |
| **5010452**<br><br>1 | **ALEXANDROUPOLIS**<br>ex Arkadi-55 ex Tassos-55<br>ex Panagiotis F.-48 ex Argo-37<br>ex Michael ex Albertos Amvourger<br>ex Andreas Protoclitos ex Lupus<br>**M. Vafiadi & G. Boutourelis**<br>Alexandroupolis Greece | **125**<br>65<br>— | ✠Classed LR until 11/00 | **1896**-10 Mackie & Thomson—Glasgow (119)<br>32,36 6,13 3,048<br>... ... ...<br>1 dk<br>R conv Side Trawler Fishing 57 | **M General Cargo**<br>Mchy.aft | Oil 2SA 4Cy.<br>E made— fitted57<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |
| **6604808**<br>H2DH<br>701732<br>Df Esd<br>Gc Rdr<br>RT | **ALEXFAY**<br>ex Skymina-81 ex Carebeka IV-77<br>**Ecoship Shipping & Trading Co. Ltd.**<br>A. Economides Shipping Ltd.<br>Limassol Cyprus | **962**<br>580<br>1 798 | ✠**100A1** SS 11/79<br>✠**LMC**<br>EL (k) 1$\frac{1}{16}$"SQ<br>FN 1007 | **1966**-4 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (275)<br>71,43 9,58 4,503<br>65,89 9,40 5,87<br>RAD 14,4 RFD 11,9 1 dk<br>rf 51 len & deepened 70<br>3BH WB400t incl. Dk m17t | **M General Cargo**<br>1 Ho 48,3 ER<br>G.2 132 B.1 896 | Oil 4SA 8Cy. 305 × 460<br>745bhp (548kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 3 × 15kW 1 × 6kW 220V<br>Controllable pitch propeller<br>Fuel 75,0t 10kn |
| **5207122**<br>J4GM<br><br>Df Esd<br>Gc Rdr<br>RT | **ALEXIA**<br>ex Leuna I-81<br>**Altimar Tanker Shipping Co. S.A.**<br>Piraeus Greece | **7 644**<br>4 705<br>11 670 | NV (Class cont.) DSRK | **1958** Admiralteiskiy Shipyard—Leningrad (17)<br>145,50 19,21 8,560<br>138,00 19,13 10,42<br>1 dk<br>RW rf 254 | **M Tanker**<br>Ice Strengthened<br>1 Ho 15,0 24 Ta ER<br>G.1 095 L.(oil) 14 270<br>1 Ha (stl) (5,9 × 4,1)<br>Der 2(5) | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 270kW 230V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| **6824965**<br>SYBE<br>3239<br>Df Esd<br>Gc Rdr<br>RTv | **ALEXION HOPE**<br>ex Kostantis Yemelos-81<br>Launched as Hellenic Renaissance<br>**Alexion Maritime Corp.**<br>Piraeus Greece | **9 084**<br>6 386<br>15 349 | ✠LR class withdrawn-Reported defects 15/4/82 | **1968**-12 Hellenic Shipyards—Skaramanga (1051)<br>141,00 20,48 8,846<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 691 B.19 793<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 984,5t (hvf) 14kn |
| **7001819**<br>6ZLQ<br>5850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALEXIS**<br>ex Bell Rosita-82<br>ex St. Lawrence Maru-76<br>**Tamaral Maritime Inc.**<br>Monrovia Liberia | **12 252**<br>8 505<br>20 446 | NK | **1969** Sanoyasu Dockyard Co. Ltd.—Osaka (277)<br>156,88 22,84 9,881<br>148,04 22,81 13,52<br>P 27,2 F 10,1 2 dks | **M Bulk Carrier**<br>5 Ho ER<br>G.27 209 B.23 856<br>5 Ha (stl) (12,9 18,7 × 10,9) (9,7 × 10,0) (18,7 12,6 × 10,9) ER<br>Cr 4(8) | Oil 2SA 8Cy. 620 × 1400<br>10 700bhp (7 870kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 312kW 445V a.c.<br>Fuel 1 848,0t-39,5pd 15,5kn |
| **5010476**<br><br>105 | **ALEXIS**<br><br>**A. Hatziemmanouel Brothers**<br>Kavalla Greece | **107**<br>48<br>— | | **1944** ............Germany<br>27,59 5,08<br>... ... ...<br>1 dk<br>conv — | **TM General Cargo** | 2 Oil 4DA each 6Cy.<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. Mannheim |
| **7936313**<br><br>BR17<br>578B<br>RT | **ALEXIS**<br><br>**Mme. H. Imfeld-Van Habost**<br>Belgium | —<br>—<br>428 | **A1** SS 5/79<br>inland waterways oil tanker<br>**LMC**<br>EL 0,0/22,0U1<br>FN 360 | **1957** N.V. Scheepswerf van Rupelmonde —Rupelmonde<br>46,77 5,08<br>46,13 5,05 2,75<br>1 dk<br>RW rf 51<br>9BH WBnil | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 140 × 180<br>120bhp (88kW)<br>Soc. des Moteurs Baudouin Marseille |

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|---|---|---|---|---|---|---|
| **5316612**<br>SV3343<br>4435<br>Esd Pfd<br>Rdr<br>RTm/v | **ALEXIS ATHANS**<br>ex Georgios A.-81 ex Ciciliana-72<br>ex Seaford-71<br>**Nik. Theoharopoulos Maritime Co.**<br>Piraeus Greece | **983**<br>554<br>— | **✠100A1** SS 8/75<br>**✠LMC**<br>EL m<br>FN 980 | **1947**-11 S. P. Austin & Son Ltd.—South Dock, Sunderland (388)<br>68,59 10,52 4,547<br>64,75 10,44 4,68<br>P 16,2 RQD 18,9 B 4,3 F 7,7 1 dk<br>RW<br>NS 4BH WB536t | **M General Cargo**<br>2 Ho 20,1 21,3 ER<br>G.2 193<br>2 Ha (stl) (14,0 × 6,4) (14,6 × 6,8) ER<br>1W Der 1(2) | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 60kW 1 × 30kW 220V d.c.<br>Fuel 46,5t (d.o.) 10,5kn |
| **8000056**<br>329244 | **ALEXIS SIMARD**<br>**Alcan Aluminium Ltd.**<br>Canada | **286**<br>169<br>— | | **1980** Georgetown Shipyard Inc. —Georgetown, P.E.I. (40)<br>28,02 4,252 (incl.skeg)<br>26,83 9,81 4,17<br>1 dk | **M Tug** | Vee Oil 4SA 8Cy. 228 × 266 geared to sc. shaft<br>MLW Industries Canada |
| **6621387**<br>Esd RT | **ALEXLUZ I**<br>**Aleksander Colka**<br>La Guaira Venezuela | **126**<br>50<br>— | | **1966** Ast. Jorge Labarthe—Callao<br>*22,44* 6,48 2,98<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7231854**<br>UZPI<br>M-7870 | **ALEY**<br>**U.S.S.R. -'Dalryba'**<br>Okhotsk U.S.S.R. | **167**<br>43<br>100 | RS | **1972** .............U.S.S.R.<br>33,99 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5009752**<br>UYSY<br>M-17071<br>Df Esd<br>Gc Rdr | **ALEYSK**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1961** Rauma-Repola Oy—Rauma/Raumo (118)<br>105,11 14,81 6,211<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| **6860385**<br>ULCU<br>M-24409 | **ALEYSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>99<br>144 | RS | **1955** .............East Germany<br>38,49 7,35 2,701<br>3,48<br>1 dk | **M Fish Carrier**<br>Ref<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>E made71 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5382415**<br>OYNO<br>D1285<br>Df RT | **ALF**<br>ex Bent Flindt-82<br>ex A. Fabricius-80 ex Cito-74<br>ex Viskan-65 ex Galeon-60<br>ex Pool-56 ex Pol IV-49<br>**Axel Thordsen**<br>Marstal Denmark | **298**<br>157<br>300 | BV (NV) | **1926** Nylands Verksted—Oslo (282)<br>45,52 7,04 3,468<br>42,68 6,99 4,25<br>P 6,4 1 dk<br>R len 57 | **M General Cargo**<br>1 Ho 26,5 ER<br>G.651 B.595<br>2 Ha (6,9 3,9 × 4,7) ER<br>2W Cr 1(50) 5(10) 5(5) Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) NE 48 B&W<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 9,0t (d.o.) 9kn |
| **7111236**<br>SV4995<br>7514<br>Df Esd<br>Gc Rdr<br>RTv | **ALFA**<br>ex Soldier Prince-79<br>ex Sailor Prince-77<br>ex Pennine Prince-72<br>**Unicorn Ocean Shipping Ltd.**<br>Piraeus Greece | **1 571**<br>854<br>2 466 | **✠100A1** SS 5/81<br>Ice Class 3 at a draught not exceeding 4,260m<br>**✠LMC** **UMS**<br>EL (P) 1$\frac{5}{16}$"U2<br>FN 1587 | **1971**-7 N.V. Ijsselwerf—Rotterdam (144)<br>85,93 13,85 4,903<br>79,91 13,75 6,10<br>RAD 16,5 F 7,4 2 dks<br>rf nil<br>NS 4BH to U dk 1 to 2nd dk WB726t incl. DTf124t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 14,0 32,9 ER<br>TEU 98<br>C.Ho 50/20' (40') C.Dk 48/20' (40')<br>7 Ha (stl) ER | Oil 4SA 6Cy. 410 × 470<br>3 200bhp (2 354kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 314,0t (d.o.) 16kn |
| **5353141**<br>C4FZ<br>Df RT | **ALFA**<br>ex Tarzan-76 ex Greta-56<br>ex Depa-55<br>**Kifissia Maritime Co. Ltd.**<br>Limassol Cyprus | **308**<br>166<br>386 | HR | **1935** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (643)<br>41,51 7,32<br>38,87 7,21 3,00<br>P 10,4 F 4,9 1 dk<br>R | **M General Cargo**<br>1 Ho 28,0 ER<br>G.637<br>2 Ha (8,9 8,5 × 4,5) ER<br>2W Der 2(1) | Oil 4SA 6Cy. 280 × 450<br>300bhp (221kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 13,0t (d.o.) 9,5kn |
| **5272804**<br>SV4208<br>2171<br>Df Rdr<br>RTm/v | **ALFA**<br>ex Captain Monachos-76<br>ex Peene<br>**Michael Gigilinis**<br>Piraeus Greece | **154**<br>47<br>— | AB (DSRK) | **1952** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>28,30 6,35 3,607<br>3,81<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 325 × 440<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 28kW 230V d.c.<br>Fuel (d.o.) |
| **5010517**<br>CSMR<br>LX-59-A<br>Esd | **ALFAMA**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **434**<br>176<br>— | ✠ | **1955**-3 Est. Nav. do Mondego—Figueiro da Foz<br>51,44 8,51 4,026<br>46,72 8,41 4,25<br>F 9,5<br>RW BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 385 × 580<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 120,0t 11,75kn |
| **7500487**<br>HNFB<br>Df Esd<br>Gc Rdr<br>RTv | **ALFARABI**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | T.Mk<br>**3 647**<br>1 789<br>5 900<br>**5 885**<br>3 346<br>8 342 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL X 2$\frac{3}{16}$"U2<br>FN 3068 | **1976**-11 Shinhama Dock K.K.—Anan (709)<br>115,68(BB) 18,95 6,900/8,390<br>103,99 18,90 10,60<br>P 27,2 F 11,6 2 dks<br>rf 152<br>SF 5BH WB910T | **M General Cargo**<br>Ref<br>3 Ho 14,7 28,3 29,1 ER<br>G.11 764 B.11 016 In.100<br>3 Ha (stl) (7,1 × 8,5) (18,4 17,0 × 10,0) ER<br>2W Cr 2(15,5) 3(5) Der 2(2) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 385V 50Hz a.c.<br>Fuel 138,0t (d.o.) 504,0t (hvf) 15,5kn |
| **7403445**<br>HNFR<br>961<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALFARAHIDI**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **79 436**<br>57 619<br>147 080 | **✠100A1** SS 6/82<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Wt 3$\frac{3}{4}$"U3<br>FN 17959 | **1977**-4 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2484)<br>286,44(BB) 44,56 16,873<br>270,01 44,51 22,00<br>1 dk<br>rf-<br>10BH WB19605T incl. clean ballast tank 16173T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Ishikawajima Harima Heavy Ind. Japan<br>WTAuxB 18kgf/cm² (17,7bar) hs763,7 e(ex.g) 24kgf/cm² (23,6bar) Spt 18kgf/cm² (17,7bar)<br>Gen 1 × 1100kW 2 × 720kW 450V 60Hz a.c.<br>15,5kn |
| **5010529**<br>RT | **ALFARIS**<br>**Mohamed Ghanem Salati**<br>Bahrain Bahrain | **302**<br>117<br>— | ✠Classed LR until 3/4/81 | **1961**-4 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1210)<br>39,48 8,49 1,994<br>36,73 8,39 2,60<br>Ba 11,9 F 6,1 1 dk<br>rf 25 | **M Tanker**<br>6 Ta ER<br>L.(oil) 708 | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>337bhp (248kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel 25,5t-1,0pd 8kn |

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|---|---|---|---|---|---|---|
| 5010531<br>CUYA<br>LX-67-A<br>Df Esd | **ALFEITE**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **433**<br>178<br>— | ✠Classed LR until 1/60 | **1958**-5 Est. Nav. do Mondego—Figueiro da Foz (51)<br>51,47 8,51 4,039<br>45,22 8,40 4,25<br>F 9,5<br>RW rf 914 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 385 × 580<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 122,0t 12kn |
| 5010543<br>LCCR<br>471<br>RT | **ALFEN**<br>**Fjordcruise Sarpsborg A/S**<br>Sarpsborg Norway | **133**<br>79<br>— | (NV) | **1893** Kristiansands M/V A/S—Kristiansand<br>27,08 5,29 2,591<br>5,24<br>R | **M Ferry/General Cargo**<br>1 Ho 2,4 ER<br>1 Ha (1,2 × 1,3) ER<br>1W Der 1(1) | Oil 2SA 5Cy. 220 × 320<br>—P 250bhp (184kW) NE 52 Normo<br>A/S Bergens M/V Norway<br>Fuel 6,0t (d.o.)-1,5pd 9,5kn |
| 7363566<br>EGOL<br>Df Esd<br>Gc Rdr<br>RTm | **ALFER**<br>**Naviera Garcia-Minaur S.A.**<br>Bilbao Spain | **1 569**<br>897<br>2 700 | BV | **1974** Soc. Met. Duro Felguera—Gijon (105)<br>81,82 13,52 5,601<br>73,39 13,49 6,81<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 420 B.2 841<br>2 Ha (stl) ER | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 14,25kn |
| 6726034<br>UHNA<br>M-3161<br>Df Esd<br>Rdr RT | **ALFERAS**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **699**<br>265<br>341 | RS | **1964** ..............U.S.S.R.<br>54,26 9,35 3,830<br>49,99 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7384388<br>LZSL<br>Df Esd<br>Gc Rdr<br>RT | **ALFEUS**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | T.Mk<br>**2 467**<br>1 033<br>1 685 | BR (PR) | **1974** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B418/209)<br>88,96 15,02 5,201<br>81,62 14,97 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.2 160<br>3 Ha (each 1,9 × 1,9)<br>Der 2(5) 4(3) | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 640kW 2 × 504kW 400V a.c. 2 × 224kW 280V d.c.<br>Controllable pitch propeller<br>15,5kn |
| 7049005<br>WD3801<br>261625 | **ALFHILD**<br>ex DV 1046<br>**Cecil W. Drake**<br>Biloxi, Ms United States of America | **126**<br>80<br>— | | **1942** Rice Brothers Corp.—East Boothbay, Me<br>*32,56* 5,52<br>2,85 | **Wood M Fishing** | Oil<br>450bhp (331kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 5212880<br>HPAI<br>4254-58<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ALFIE I**<br>ex Louise-82<br>**Endeavour Transmar S.A.**<br>International Ship Management & Agency Services Inc.<br>Panama Panama | **10 850**<br>6 400<br>18 032 | AB | **1957** Uddevallavarvet A/B—Uddevalla (141)<br>162,97 21,44 9,322<br>155,45 21,34 12,43<br>1 dk<br>RW rf 102 | **S Bulk Carrier**<br>Self-unloader 6P<br>4 Ho ER<br>G.17 866 HeCls. B<br>8 Ha (stl) (7,0 7,6 7,6 7,6 7,6 7,6 7,0 7,6 × 10,3) ER<br>Der 1(10) 1(5) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel-57,0pd 17kn |
| 5407057<br>H9PW<br>11107-LI<br>Df Esd<br>Gc Rdr<br>RTm | **ALFITO**<br>ex Meandros-80<br>**Nandina Shipping Corp.**<br>Link Line Ltd.<br>Panama Panama | **15 929**<br>10 394<br>26 580 | AB | **1963** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (184)<br>191,47 22,94 10,853<br>179,69 22,79 14,10<br>P 43,6 F 17,1 1 dk<br>RW rf 51 | **M Bulk Carrier**<br>7 Ho 15,8 18,9 20,1 20,7 17,3 16,7 16,7 ER<br>G.31 473 B.29 604 HeCls. B<br>7 Ha (stl) (8,1 × 8,0) (11,2 × 10,9) (11,2 11,2 11,2 11,2 11,2 × 11,2) ER<br>14W Der 14(3-10) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 163,0t (d.o.) 1 442,0t (hvf)-28,0pd<br>16kn |
| 7047045<br>H8DK<br>1059<br>6-80<br>Rdr RT | **ALFON**<br>ex Kintai Maru-80<br>**Utopia Shipping S.A.**<br>Union Fair Shipping Co. Pte. Ltd.<br>Panama Panama | **999**<br>649<br>2 597 | NK | **1970** Kochi Jukogyo K.K.—Kochi (623)<br>70,01 11,84 5,284<br>68,03 11,82 5,59<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>HeCls. C | Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| 6720925<br>LCZD<br>18787<br>Df Esd<br>Pfd Rdr<br>RT | **ALFON JUNIOR**<br>ex Teigland-81 ex Torstein-76<br>ex Thorsteinn-76 ex Saerun-72<br>ex Gigja-70<br>**P/R Alf Corn Hansen**<br>Tromso Norway | **321**<br>156<br>— | NV | **1967** Kaarbos M/V A/S—Harstad (57)<br>41,28 7,83 5,004<br>36,76 7,80 6,18<br>1 dk<br>BK 178 deepened 77 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (2,5 2,9 × 1,4) ER<br>1W Der 1(3) | Oil 2SA 6Cy. 280 × 420<br>900bhp (662kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 6415001<br>UTJY<br>M-28003<br>Df Esd<br>Gc Rdr<br>RT | **ALFONSAS CHEPONIS**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **2 433**<br>872<br>1 460 | RS | **1964** ..............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,95 10,04<br>2 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,3 1,3 × 1,2) (1,5 1,5 1,3 × 1,3)<br>4W Der 2(7,5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| 7917331<br>DYJO | **ALFONSO**<br>**Corominas Shipping Inc.**<br>Cebu Philippines | **290**<br>—<br>400 | AB (Class cont.) | **1980** Milagrosa Shipyards & SB. Corp. —Consolacion (3003)<br>39,63<br>36,89 7,32 3,56 | **TM General Cargo** | 2 Oil geared to sc. shafts<br>550bhp (405kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7941497<br>IRIA<br>2237 | **ALFONSO CONSIGLIO**<br>**Antonio & Alfonso Consiglio**<br>Salerno Italy | **119**<br>56<br>— | | **1970** Cant. Nav. Codecasa—Viareggio<br>30,03 6,13 2,771<br>24,69 6,10 3,10<br>1 dk | **M Fishing** | Oil 8Cy. 250 × 350<br>470bhp (346kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |

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| **7101906**<br>EWFA<br>M-30504<br>Df Esd<br>Rdr RT | **ALFORD**<br><br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **629**<br>220<br>393 | <br><br>RS | **1970** .............U.S.S.R.<br>54,82 9,96 4,080<br>49,99 9,89 5,01<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **7049017**<br>WX9978<br>510603 | **ALFRANK**<br><br>**Alfrank Inc.**<br>Houma, La United States of America | **122**<br>83<br>— | | **1967** Bishop SB. Corp.—Aransas Pass, Tx<br>*21,74* 6,74<br>3,64 | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **7126803**<br>GPOE<br>357404<br>Df Esd<br>Rdr RTm | **ALFRED**<br><br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **272**<br>—<br>199 | ✠**100A1** SS 12/76<br>tug<br>U.K., Eire & between<br>River Elbe & Brest<br>✠**LMC**<br>EL (d) ⅞"U2<br>FN 401 | **1972**-2 R. Dunston (Hessle) Ltd.—Hessle (881)<br>32,64 9,40 4,268<br>28,96 8,95 4,88<br>RAD 1,0 RFD 12,8 1 dk<br>rf 686 BK 152<br>3BH | **M Tug** | Oil 4SA 9Cy. 318 × 368 reverse reduction geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 34kW 1 × 15kW<br>440V 50Hz a.c.<br>Fuel 73,0t (d.o.) 13kn |
| **7622584**<br>CNZB | **ALFRED BEAUGE**<br><br>**Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Maritime de Safi)**<br>Safi Morocco | **109**<br>—<br>— | <br><br>(BV) | **1937** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht<br>25,99<br>6,38 3,00 | **TM Tug** | 2 Oil 4SA each 8Cy. 180 × 200<br><br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| **5215284**<br>LEJX<br>9259<br>Esd Rdr<br>RT | **ALFRED JENSEN**<br>ex Lyngen-67<br>**Ottar Jensen**<br>Harstad Norway | **489**<br>272<br>— | | **1931** Trondhjems M/V A/S—Trondheim (199)<br>48,98 7,95 3,201<br>7,90<br>2 dks<br>R BK 178 conv General Cargo 67 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2W | Oil 4SA 10Cy. 260 × 400<br>1 200bhp (883kW) NE 67<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel (d.o.) 13kn |
| **7907104**<br>CG2683<br>800746 | **ALFRED NEEDLER**<br><br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **925**<br>225<br>— | 100A1<br>Class Contemplated<br><br>FN 748 | **1982** Ferguson Industries Ltd.—Pictou, N.S. (211)<br>47,27 4,268<br>43,69 10,98 6,13<br>1 dk | **M Research/Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 228 × 266<br>3 138bhp (2 308kW) Alco<br>Bombardier Inc. Montreal |
| **5010725**<br>KAMH<br>247732<br>Df Esd<br>Gc RT | **ALFRED VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | <br><br>AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (V745)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **5010749**<br>CXBD | **ALFREDO LABADIE**<br>ex Hercules-35<br>**Government of The Oriental Republic of Uruguay (Administracion Nacional de Puertos) (ANP)**<br>Montevideo Uruguay | **184**<br>4<br>— | <br><br>✠ | **1911**-9 Nederlandsche Dok & Scheepsbouw Mij. N.V.—Amsterdam (113)<br>28,50 7,19 3,404<br>7,14<br>R | **S Tug** | C 2Cy. 425 & 851 × 600<br><br>Alblasserdam Mach. Alblasserdam<br>Fuel (o.f.) |
| **5010751**<br>IJGP<br>430 | **ALFREDO NERI**<br>ex Rapallo<br>**Fratelli Tito e Alfredo Neri**<br>Livorno Italy | **156**<br>59<br>— | <br><br>RI | **1938** S.A. Ansaldo—Genova<br>28,07 7,22 4,231<br>25,68 7,14 4,47<br>1 dk<br>R | **S Tug** | T 3Cy. 347 568 & 920 × 612<br>E made10 refitted38<br>S.A. Ansaldo Stab. Mecc. Genova<br>Fuel (o.f.) |
| **5010763**<br>EAAN<br>7896<br>Df Esd<br>RT | **ALFREDO VIEIRA**<br><br>**Miguel Pineiro Nogueira**<br>Vigo Spain | **153**<br>67<br>— | <br><br>(BV) | **1959** Maritima del Musel S.A.—Gijon (16)<br>*25,00* 5,87<br>5,85 3,79 | **M Fishing**<br>Side Trawler<br><br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 230 × 330<br>300bhp (221kW)<br>Carmelo Unanue Zumaya<br>8kn |
| **6621399**<br>HCAS<br><br>Esd RT | **ALFREDO III**<br><br>**Proteinas Del Mar C.A. (Proteica)**<br>Guayaquil Ecuador | **158**<br>68<br>— | <br><br>(GL) | **1966** Ast. Picsa S.A.—Callao (145)<br>24,49 6,71<br>24,46 3,28<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3,5kW 24V<br>12kn |
| **5310618**<br>EGLZ<br>143 | **ALFREMAR**<br>ex Sancho Panza-73<br>**A. G. Barrones & other**<br>Ceuta Spain | **197**<br>111<br>215 | | **1934** Ramon Fernandez Mantes—Gijon<br>33,69 6,30<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil 3Cy. 180 × 195<br>200bhp (147kW)<br>Ast. del Cantabrico Gijon<br>Fuel 7,0t (d.o.) 8,5kn |
| **7630983**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALFURAT**<br>ex Tanker No. 11-82<br>**Government of The Arab Republic of Egypt (Naval Forces)**<br>Alexandria Egypt | **350**<br>—<br>508 | <br><br>✠ | **1978**-3 Alexandria Shipyard—Alexandria (10111)<br>53,80 9,71 3,422<br>49,41 9,40 4,20<br>P 19,6 F 8,9 1 dk<br>rf 102 | **M Tanker**<br>Water<br>4 Ta ER | Oil 4SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>10kn |
| **6850809**<br>UOZJ<br>M-26333 | **ALGA**<br><br>**U.S.S.R. -North Eastern Department**<br>Vladivostok U.S.S.R. | **433**<br>181<br>537 | <br><br>RS | **1964** Riga Shiprepair Works—Riga<br>49,23 8,23 3,250<br>3,61<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>B.587<br>2 Ha (stl) (8,2 9,3 × 5,0) ER<br>Cr 1(2) | Oil 2SA 4Cy. 300 × 500<br>400bhp (294kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |

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| 7228986<br>UZQN<br>M-7862 | **ALGA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **167**<br>43<br>100 | RS | **1972** ..............U.S.S.R.<br>33,99 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 6700133<br>GLZU<br>160748<br>Esd Gc<br>Rdr RTm | **ALGA**<br>ex Klydon-69<br>**Devon Star (Off Limits) Shipping Co. Ltd.**<br>Stornoway United Kingdom | **116**<br>67<br>205 | | **1963** N.V. Mach. H. J. Koopman —Dordrecht<br>6,02 2,890<br>24,90 5,97<br>1 dk | **M General Cargo**<br>2 Ho 5,4 3,8 ER<br>G.123<br>1 Ha (7,6 × 2,2)<br>1W Der 1(5) | Oil 4SA 4Cy. 300 × 410<br>300bhp (221kW) E made61 fitted63<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 12,0t (d.o.) 9,5kn |
| 7502265<br>EHJU<br>Df Esd<br>Gc Rdr<br>RT | **ALGALO**<br>**Naviera Garcia-Minaur S.A.**<br>Santander Spain | **2 300**<br>1 403<br>3 618 | BV | **1977** Soc. Met. Duro Felguera—Gijon (136)<br>93,33 13,52 6,097<br>84,71 13,50 7,62<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 287<br>2 Ha (19,5 × 7,6) (25,6 × 10,8) ER<br>Cr 2(22) | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 336kW 380V 50Hz a.c.<br>14,75kn |
| 7707114<br>EHQG<br>7<br>Df Esd<br>Gc Rdr<br>RTh | **ALGARMI**<br>**Naviera Garcia-Minaur S.A.**<br>Vigo Spain | T.Mk<br>**1 786**<br>765<br>—<br>**2 822**<br>1 801<br>4 028 | BV | **1979** Hijos de J. Barreras S.A.—Vigo (1450)<br>97,36 (BB) —/6,236<br>88,52 14,01 7,88<br>2 dks | **M General Cargo**<br>2 Ho 25,1 32,1 2 TwD ER<br>G.5 911 B.5 012<br>TEU 125<br>C.Ho 81/20'(40') C.Dk 44/20'(40')<br>2 Ha (stl) (19,5 25,9 × 10,1) ER<br>Der 2(22) 4(10) | Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 1 × 160kW<br>1 × 40kW 380/220V 50Hz a.c.<br>Fuel 82,0t (d.o.) 392,0t (hvf) 15kn |
| 7503099<br>YYAL<br>AGSP-1233<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALGARROBO**<br>ex Isidoro Artaza-80<br>**Corporacion Maritima Venezolana de Carga C.A. (COMARVENCA)**<br>Guanta Venezuela | **697**<br>363<br>1 196 | BV | **1975** Ast. Luzuriaga S.A.—Pasajes (208)<br>63,89 10,62 3,988<br>57,00 10,60 4,45<br>1 dk | **M General Cargo**<br>1 Ho 25,1 ER<br>G.1 515 B.1 370<br>1 Ha (stl) (25,1 × 7,6) | Oil 4SA 8Cy. 316 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 112,0t (d.o.) 12kn |
| 7111482<br>EWSI<br>M-30516<br>Df Esd<br>Rdr RT | **ALGAYBA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **629**<br>221<br>393 | RS | **1971** ..............U.S.S.R.<br>54,82 9,96 4,080<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5010804<br>SULG<br>54<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALGAZAYER**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **4 444**<br>2 323<br>1 327 | **✠100A1** CS 4/82<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2316 | **1962**-8 Deutsche Werft A.G.—Hamburg (794)<br>108,01 16,64 4,439<br>97,01 16,60 7,27<br>RAD 5,5 B & F 56,4 2 dks<br>rf nil<br>8BH to U dk 2 to 2nd dk WB589t incl. Tunnel tanks 225t | **M Passenger/General Cargo**<br>Ref 320P<br>2 Ho 13,2 12,5 1 TwD Lwr<br>1 TwD Upr<br>G.1 027 B.914 In.290<br>2 Ha (stl) (4,8 × 4,1) (4,1 × 3,5)<br>4W Der 1(15) 4(3,5) | Oil 4SA 9Cy. 520 × 740<br>3 240bhp (2 383kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>wtdb 100lbf/in$^2$ (6,9bar)<br>15,5kn |
| 7926356<br>H2EV<br>Df Esd<br>Rdr RT | **ALGAZERA**<br>Launched as Yvonne<br>**Algazera Shipping Co.**<br>Limassol Cyprus | **228**<br>87<br>352 | GL | **1979** Schpsw. Bodewes Gruno—Foxhol (244)<br>3,002<br>39,98 7,52 3,46<br>P 11,9 F 6,1 1 dk | **TM General Cargo**<br>Ref.<br>Mchy.aft<br>In.212<br>2 Ha | 2 Vee Oil 2SA each 16Cy. 108 × 127 reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 360kW 230V<br>12kn |
| 7931961<br>Df RT | **ALGECIRAS**<br>**Cia. Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Spain | **339**<br>—<br>190 | **100A1**<br>Class Contemplated<br>FN 397 | **1982** Union Naval de Levante S.A. —Valencia (503)<br>33,30 4,080<br>28,71 9,01 4,81<br>1 dk | **M Tug** | Oil 4SA 250 × 300 geared to sc. shaft<br>Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao |
| 6804288 | **ALGELA**<br>ex Annahda-70<br>**Government of Libya (Department of Ports & Lights)**<br>Tripoli Libya | **644**<br>262<br>— | ✠Classed LR until 10/12/71 | **1968**-4 Verschure & Co's Schps. —Amsterdam (Co576)<br>57,41 11,87 2,140<br>50,02 11,50 4,02<br>1 dk<br>rf nil | **M Dredger**<br>Bucket<br>Mchy.aft | Oil 2SA 5Cy. 300 × 550<br>1 260bhp (927kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 1 × 100kW 380V 50Hz a.c.<br>1 × 30kW 30V 50Hz a.c. |
| 7804730<br>9VDR<br>381610<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALGENIB**<br>ex Elma Uno-81 ex Algenib-81<br>**Algenib Pte. Ltd.**<br>Navylloyd A.G.<br>Singapore Singapore | T.Mk<br>**7 891**<br>5 120<br>14 698<br>**12 389**<br>8 281<br>18 034 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL Ft 577,5/66,0U2<br>FN 5326 | **1979**-2 Minami-Kyushu Zosen K.K.—Usuki (522)<br>160,03(BB) 23,12 —/9,792<br>147,00 22,86 13,37<br>P 24,7 F 13,2 2 dks<br>rf nil<br>SF 5BH WB6285T incl. STs in Nos. 2 & 3 holds 2821T | **M General Cargo**<br>Portable guides<br>3 Ho 18,9 49,3 40,0 3 TwD ER<br>G.25 062 B.24 333<br>3 Ha (stl) (12,5 × 13,0) (38,4 32,0 × 15,6) ER<br>Der 2(85) 4(30) 1(25) | Oil 2SA 6Cy. 600 × 1250<br>11 400bhp (8 385kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 375,0t (d.o.) 1 812,0t (hvf) |
| 7045140<br>ESLU<br>M-30479<br>Df Esd<br>Rdr RT | **ALGENIB**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **775**<br>277<br>399 | RS | **1970** ..............U.S.S.R.<br>54,82 9,96 4,052<br>49,41 5,03<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5010842<br>CSNP<br>Esd | **ALGENIB**<br>ex Professor<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **334**<br>118<br>— | | **1943** Cia. Uniao Fabril—Lisboa<br>45,29 7,65<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 7Cy. 320 × 380<br>Ruston & Hornsby Ltd. Lincoln |

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| 5010854<br>CSJI<br>G-368<br>RTm | **ALGER**<br>ex Oldambt-36<br>**Vieira & Salviera Ltda.**<br>Lisboa Portugal | **431**<br>288<br>600 | | **1930** J. Smit & Zoon—Foxhol<br>47,60 7,80 3,658<br>7,75<br>P 11,6 F 6,1 1 dk<br>R rf nil | **M General Cargo**<br>2 Ho 16,0 15,7 ER<br>2W Cr 2(1) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW) NE 45<br>Sulzer Bros. Ltd. Winterthur<br>Gen 1 × 25kW 2 × 4kW 110V d.c.<br>Fuel 30,5t (d.o.) 8kn |
| **8007169**<br>DHFO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALGERIA**<br>Launched as Haldem<br>**Harald Osterwisch Schiffahrts K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>716<br>3 250 | GL | **1980** Werft Nobiskrug—Rendsburg (704)<br>89,01 15,73 4,941<br>81,82 15,71 8,01<br>P 14,1 F 7,1 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.5 281 B.5 030<br>TEU 218<br>C.Ho 98/20'(40') C.Dk 120/20'(40')<br>2 Ha (stl) (25,1 24,6 × 12,5) ER | Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 176kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,25kn |
| **5010878**<br>RTv | **ALGERIA**<br>ex America ex ST 689<br>**Capt. J. Drakotas**<br>Piraeus Greece | **135**<br>11<br>— | (AB) (RI) | **1944** Decatur Iron & Steel Corp.—Decatur, Al<br>26,32 7,24<br>24,67 6,99 3,15<br>F 9,5 1 dk<br>BK 152 | **M Tug** | Oil 2SA 6Cy. 310 × 800<br>Clark Bros. Co. Inc. New Orleans, La<br>Gen 2 × 30kW 115V d.c.<br>Fuel (d.o.) |
| **5010919**<br>IJKP<br>3596<br>RT | **ALGHERO**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **125**<br>30<br>— | RI | **1959** Cant. Nav. Solimano—Savona (28)<br>23,98 6,71 3,201<br>21,14 6,68 3,81<br>1 dk<br>RW | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **7711725**<br>VCPK<br>372053<br>Df Esd<br>Gc Rdr<br>RT | **ALGOBAY**<br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **22 466**<br>15 086<br>35 028 | **✠100A1**<br>Great Lakes & River St. Lawrence service also Gulf of St. Lawrence, Straits of Belle Isle west of Longitude 56°W, & north of a line joining Baccaro Point, New South Wales & Cape Pine Newfoundland, also coasting service to Saint John, New Brunswick<br>**✠LMC**<br>EL 2$\frac{1}{16}$"U3<br>FN 8078 | **1978**-10 Collingwood Shipyards —Collingwood, Ont. (215)<br>222,51(BB) 23,22 9,581<br>216,49 23,13 14,18<br>Ba 25,0 F 15,9 1 dk<br>rf nil<br>3BH WB16875T incl. Comb. btm side & Topside Tanks in holds 15418T | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 29,2 36,7 36,7 36,7 38,4 ER<br>G.27 522<br>22 Ha (stl) (each 3,2 × 14,5) ER | 2 Vee Oil 4SA each 10Cy. 400 × 460 geared to sc. shaft<br>10 700bhp (7 870kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 800kW 600V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 80,0t (hvf) 14kn |
| **6821937**<br>VGKM<br>325748<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALGOCEN**<br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **18 089**<br>13 493<br>28 499 | **✠100A1** Lake SS 10/78<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL (o†) 2$\frac{1}{16}$"U3<br>FN 7559 | **1968**-9 Collingwood Shipyards —Collingwood, Ont. (191)<br>222,51 22,94 8,256<br>216,19 22,86 12,10<br>P 28,4 F 18,0 1 dk<br>RW rf nil<br>NS 3BH WB11153t | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 25,6 29,2 29,2 29,2 29,2 34,7 ER<br>G.35 771<br>7 Ha (stl) (each 16,4 × 5,7) ER | 6 Oil all geared to sc. shaft<br>9 400bhp (6 914kW)<br>(i) 4 Oil 2SA each 12Cy. 206 × 508<br>Fairbanks, Morse<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>(ii)2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 550kW 1 × 350kW 575V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 459,5t (d.o.) 15kn |
| **7303205**<br>KFOU<br>546383<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALGOL**<br>ex Sea-Land Exchange-82<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>Wilmington, De United States of America | **41 127**<br>25 389<br>29 829 | AB | **1973** Rotterdamsche D.D. Maats. N.V. —Rotterdam (331)<br>288,40(BB) 32,26 10,608<br>268,38 32,16 15,83<br>B & F 57,0 2 dks<br>rf 305 | **TS Container Ship**<br>Fixed-guides<br>11 Cell.Ho 15,7 16,0 11,4 22,8 22,8 22,8 25,9 ER 11,4 11,4 22,8 22,8<br>B.3 751<br>C.Ho 554/35' 140/40' C.Dk 342/35' 60/40' incl. 102 ref C.<br>23 Ha (stl) ER<br>16 Wing Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>120 000shp (88 267kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 3000kW 1 × 1500kW 450V 60Hz a.c.<br>Fuel 5 558,5t (o.f.)-624,0pd 33kn |
| **7393315**<br>GVOT<br>377253<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALGOL**<br>**Alkor Shipping Co. Ltd.**<br>Silver Line Ltd.<br>London United Kingdom | **33 329**<br>22 335<br>57 372 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 3$\frac{5}{16}$"U2<br>FN 9854<br>**DAMAGED BY FIRE 7/82 — CLASS SUSPENDED** | **1977**-5 Cammell Laird Shipbuilders Ltd. —Birkenhead (1367)<br>210,01(BB) 32,31 12,466<br>202,50 32,25 16,41<br>P 25,3 1 dk<br>rf nil<br>11BH WB343t | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 71 731 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>WTAuxB (o.f.) 21,4kgf/cm² (21,0bar) Spt 17,5kgf/cm² (17,2bar) hs593,3<br>AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>e(ex.g) 21,8kgf/cm² (21,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 343,0t (d.o.) 5 263,0t (hvf) 16kn |
| **7120419**<br>DDOW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALGOL**<br>**Argo Reederei Richard Adler & Sohne**<br>Bremen Federal Republic of Germany | T.Mk<br>**2 720**<br>1 397<br>5 570 | GL | **1972** Kroegerwerft G.m.b.H.—Rendsburg (1377)<br>126,19(BB) 6,046<br>117,71 16,01 10,90<br>P 21,1 F 15,0 2 dks<br>len 81 | **M RoRo Cargo**<br>Stern door Ice strengthened<br>1 Ho 75,1 ER<br>G.13 082 B.11 026<br>TEU 15 C.Dk 15/20' | Oil 4SA 10Cy. 520 × 740<br>4 500bhp (3 310kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 260kW 1 × 120kW 380V 50Hz a.c.<br>Fuel (hvf) 15kn |
| **5011004**<br>CSCT<br>Esd | **ALGOL**<br>ex Pennine-39<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **349**<br>159<br>— | ✠Classed LR until 6/40 | **1930**-8 Cochrane & Sons Ltd.—Selby (1089)<br>45,67 7,32<br>... ... ...<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 330 578 & 940 × 660<br>Amos & Smith Ltd. Hull |
| **7606671**<br>ILHJ<br>1302<br>Rdr RT | **ALGOL**<br>**Societa Campania Regionale Marittima S.p.A. (CA.RE.MAR.)**<br>Napoli Italy | **173**<br>114<br>40 | RI | **1978** Navaltecnica—San Benedetto del Tronto (195)<br>30,97 12,60 3,691<br>26,24 6,21 3,74<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>—P | 2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>3 540bhp (2 604kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |

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| **7423093**<br>VCPX<br>318430<br>Df Esd<br>Gc Rdr<br>RT | **ALGOLAKE**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **22 851**<br>16 620<br>31 040 | <br><br>AB | **1977** Collingwood Shipyards—Collingwood, Ont. (211)<br>222,51 23,02 8,381/8,762<br>219,62 22,86 14,18<br>P 22,6 F 9,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Salt Self-unloader<br>5 Ho 39,3 36,5 36,5 36,5 31,0 ER<br>G.36 959<br>23 Ha (stl) (each 3,3 × 16,4) ER | 2 Vee Oil 4SA each 10Cy. 400 × 460 geared to sc. shaft<br>9 000bhp (6 620kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 800kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 496,0t (d.o.)-38,5pd 15kn |
| **7810844**<br>VCDT<br>372054<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALGOPORT**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **20 223**<br>13 071<br>32 483 | <br><br>AB | **1979** Collingwood Shipyards—Collingwood, Ont. (217)<br>200,57(BB) 23,22 9,570/9,754<br>194,55 23,14 14,18<br>P 25,0 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Salt Self-unloader<br>4 Ho ER<br>G.29 651<br>19 Ha (stl) (each 3,3 × 14,6) ER | 2 Vee Oil 4SA each 10Cy. 400 × 460 geared to sc. shaft<br>10 700bhp (7 870kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 800kW a.c.<br>Controllable pitch propeller<br>Fuel 526,5t (d.o.) 15,5kn |
| **6805531**<br>VYNG<br>325747<br>Df Esd<br>Gc Rdr<br>RT | **ALGORAIL**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **16 157**<br>11 114<br>23 320 | ✠**100A1** Lake SS 10/72<br>Great Lakes and River St.<br>Lawrence service<br>✠**LMC**<br>EL (kt) 2$\frac{5}{16}$"SQ<br>FN 6453 | **1968**-4 Collingwood Shipyards—Collingwood, Ont. (189)<br>195,21 22,03 8,510<br>188,96 21,95 12,20<br>Ba 27,2 F 19,6 1 dk<br>RW rf nil<br>NS 3BH WB9942t | **M Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.24 126<br>18 Ha (each 3,3 × 14,6) ER | 6 Oil all sr geared to sc. shaft<br>8 064bhp (5 932kW)<br>(i) 4 Oil 2SA each 10Cy. 206 × 508<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>(ii)2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 550kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7028582**<br>EWFD<br>M-28212 | **ALGORITM**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **169**<br>40<br>94 | <br><br>RS | **1970** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **7343619**<br>VGJD<br>346839<br>Df Esd<br>Gc Rdr<br>RTv | **ALGOSOO**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **21 716**<br>16 093<br>31 574 | ✠**100A1** Lake SS 6/77<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>(Gt) 2$\frac{1}{16}$"U3<br>FN 8000 | **1974**-12 Collingwood Shipyards—Collingwood, Ont. (206)<br>222,51 22,99 8,611<br>219,64 22,85 13,57<br>Ba 17,4 F 10,4 1 dk<br>rf nil<br>NS 3BH WB17115T incl. Comb. btm & STs in holds 15654T | **M Bulk Carrier**<br>Self-unloader 6P<br>5 Ho 39,3 36,5 36,5 36,5 31,0 ER<br>G.32 961<br>23 Ha (stl) (each 3,3 × 16,4) ER | 2 Vee Oil 4SA each 10Cy. 400 × 460 sr geared to sc. shaft<br>9 000bhp (6 620kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 848kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 5 035,5t (d.o.) 13kn |
| **7221251**<br>VDFP<br>331090<br>Df Esd<br>Gc Rdr<br>RT | **ALGOWAY**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **16 186**<br>11 087<br>24 893 | ✠**100A1** Lake SS 12/77<br>Great Lakes and River St.<br>Lawrence service<br>✠**LMC**<br>EL (It) 2"U3<br>FN 6576 | **1972**-9 Collingwood Shipyards—Collingwood, Ont. (200)<br>198,10 22,03 8,579<br>192,56 21,95 12,20<br>Ba 26,6 F 16,8 1 dk<br>RW rf nil<br>NS 4BH WB1018t incl. Comb. btm, side & topside tanks in holds 9172t | **M Bulk Carrier**<br>Self-unloader<br>Mchy.aft | 6 Oil all reduction geared to sc. shaft<br>8 064bhp (5 932kW)<br>(i) 4 Oil 2SA each 10Cy. 206 × 508<br>Fairbanks Morse & Co. Beloit, Wi<br>(ii)2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 550kW 460V 60Hz a.c.<br>Controllable pitch propeller |
| **8016641**<br>VCBZ<br>372057 | **ALGOWEST**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **20 309**<br>14 591<br>32 600 | <br><br>AB (Class cont.) | **1982** Collingwood Shipyards—Collingwood, Ont. (226)<br>222,51 23,19 8,679<br>218,83 23,14 12,81<br>1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.41 482 B.40 540<br>18 Ha (stl) ER | 2 Oil 4SA each 6Cy. 450 × 520 with clutches, flexible couplings & sr geared to sc. shaft<br>9 460bhp (6 958kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7910216**<br>VCTD<br>372055<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALGOWOOD**<br><br>**Algoma Central Railway**<br>Sault Ste. Marie Canada | **22 558**<br>15 374<br>31 355 | ✠**100A1**<br>Great Lakes and River St.<br>Lawrence service<br>✠**LMC**<br>EL 330,0/52,5U3<br>FN 8102 | **1981**-4 Collingwood Shipyards—Collingwood, Ont. (219)<br>222,51(BB) 23,19 8,840<br>217,13 23,13 14,18<br>Ba 25,0 F 16,2 1 dk<br>rf nil<br>3BH WB17136T incl. Comb. Top btm & STs in holds 15795T | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>5 Ho 29,2 36,5 36,5 36,5 38,4 ER<br>G.33 823<br>22 Ha (stl) (each 3,2 × 14,5) ER | 2 Oil 4SA each 6Cy. 450 × 520 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 888kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 524,0t (hvf) |
| **7041194**<br>SUOK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALHAKEM**<br>ex Beniajan-79<br>**Egyptian Spanish Maritime Agency**<br>Alexandria Egypt | **1 198**<br>757<br>2 540 | ✠**100A1** CS 4/81<br><br>✠**LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1667 | **1971**-4 S.A. Juliana Const. Gijonesa—Gijon (199)<br>87,00 (BB) 13,34 4,871<br>80,14 13,30 7,50<br>P 14,4 F 9,5 2 dks<br>rf 152<br>3BH to U dk 1 to 2nd dk WB806t | **M General Cargo** OSD<br><br>2 Ho 30,6 27,4 ER<br>G.4 530 B.4 300<br>2 Ha (stl) (each 18,7 × 6,1) ER<br>Cr 4(3) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 152kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5kn |
| **7026895**<br>SUXQ<br>1799<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALHALEME**<br>ex Benimusa-80<br>**Egyptian Spanish Maritime Agency**<br>Alexandria Egypt | **1 198**<br>757<br>2 540 | ✠**100A1** CS 1/81<br><br>✠**LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1668 | **1971**-1 S.A. Juliana Const. Gijonesa—Gijon (198)<br>87,00 (BB) 13,49 4,874<br>80,14 13,31 7,50<br>P 14,4 F 9,5 2 dks<br>rf 152<br>3BH to U dk 1 to 2nd dk WB806t | **M General Cargo**<br><br>2 Ho 30,5 27,4 ER<br>G.4 530 B.4 300<br>2 Ha (stl) (each 18,7 × 6,0) ER<br>Cr 4(3) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 152kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5kn |
| **6819051**<br>SUOQ<br><br>Df Esd<br>Gc Rdr<br>RT | **ALHAMA**<br>ex Beniali-79<br>**Egyptian Spanish Maritime Agency**<br>Alexandria Egypt | T.Mk<br>**1 599**<br>944<br>2 905 | ✠**100A1** CS 4/78<br><br>✠**LMC**<br>EL O 1$\frac{1}{8}$"U2<br>FN 1430 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon (174)<br>80,75 (BB) 12,63 5,779<br>73,51 12,59 6,86<br>P 14,4 F 11,0 2 dks<br>RW rf 76<br>4BH WB642t | **M General Cargo**<br><br>2 Ho each 26,2 2 TwD ER<br>G.3 570 B.3 379<br>2 Ha (stl) (16,7 18,6 × 6,0) ER<br>Cr 4(3) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>16kn |

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|---|---|---|---|---|---|---|
| **6418285**<br>SZXM<br>6943<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALHAMBRA**<br>ex Henri Delmas-77<br>**Pinza Maritima S.A.**<br>Shiptrade Corp. S.A.<br>Piraeus Greece | **7 877**<br>4 274<br>10 894 | BV | **1964** Ch. & At. de Provence—Port de Bouc (321)<br>141,10 19,41 8,668<br>130,49 19,36 11,10<br>P 8,3 B 21,7 F 11,0 2 dks<br>RW | **M General Cargo**<br>Ref<br>5 Ho<br>G.15 177 B.13 667 In.334<br>5 Ha (11,2 11,2 11,2 10,4 × 7,0) (8,9 × 6,0)<br>18W Cr 1(59) 1(34) Der 10(12) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Fuel 1 517,0t (hvf) 18,75kn |
| **6815952**<br>SUGR<br>476<br>Df Esd<br>Gc Rdr<br>RT | **ALHAMBRA**<br>ex Benisa-78<br>**Egyptian Spanish Maritime Agency**<br>Alexandria Egypt | T.Mk<br>**1 599**<br>944<br>2 901 | **✠100A1** CS 9/78<br>**✠LMC**<br>EL O $1\frac{5}{16}$"U2<br>FN 1430 | **1968**-9 S.A. Juliana Const. Gijonesa—Gijon (172)<br>80,75 (BB) 12,63 5,779<br>73,51 12,59 6,86<br>P 14,4 F 10,1 2 dks<br>RW rf 76<br>4BH WB642t | **M General Cargo**<br>2 Ho each 26,2 2 TwD ER<br>G.3 570 B.3 379<br>2 Ha (stl) (16,7 18,6 × 6,0) ER<br>Cr 4(3) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW) Werkspoor<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>16,5kn |
| **7830296** | **ALHARSHA**<br>**Libyan National Oil Corp. (LNOC)**<br>Tripoli Libya | **871**<br>676<br>612 | (GL) | **1977** Blohm + Voss A.G.—Hamburg (905 ag)<br>43,03 15,02 2,910<br>4,40<br>B 3,7 F 8,3 1 dk | **TM Underwater Maintenance Barge**<br>Pollution Control<br>Mchy.aft<br>Der 2(50) | 2 Vee Oil 4SA each 12Cy. 142 × 160 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 425kW 440V a.c.<br>Thw. thrust propeller fwd<br>2 Directional propellers<br>7kn |
| **7615634**<br>PCLJ<br>14867<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALHENA**<br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands | **10 444**<br>6 814<br>14 678 | **✠100A1** SS 9/82<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† $2\frac{3}{4}$"U2<br>FN 4458 | **1977**-8 Verolme Shipyard Alblasserdam B.V.—Alblasserdam (947)<br>143,03(BB) 21,21 9,502<br>132,01 21,01 12,76<br>F 14,1 3 dks<br>rf nil<br>SF 6BH WB3445T incl. DTf1481T | **M General Cargo** CSD<br>Pallets Ref<br>4 Ho 18,9 9,7DTp&s 10,5DTp&s 26,9 20,9 ER 14,2<br>G.21 186 B.19 394 In.623<br>HeCls. B<br>8 Ha (stl) (12,5 12,7p&s 19,4p&s 12,7p&s × 7,7) ER (5,9 × 5,0)<br>Cr 4(5) Der 4(22) 2(10) 1(8) | Oil 4SA 6Cy. 620 × 660 sr geared to sc. shaft<br>9 500bhp (6 988kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 1 × 450kW 2 × 400kW 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 460,0t (hvf)-33,5pd<br>16,25kn |
| **7925900**<br>RT | **ALHYLEH**<br>**Abu Dhabi Marine Operating Co. (ADMA-OPCO)**<br>Abu Dhabi United Arab Emirates | **4 638**<br>3 459<br>5 000 | 100A1<br>Class Contemplated<br>FN 2482 | **1981** Hitachi Zosen—Kanagawa Works, Kawasaki (21-022)<br>... ... ...<br>62,01 33,01 7,01<br>1 dk | **Self-Elevating/Underwater Maintenance Platform** | |
| **8128262** | **ALI**<br>Panama | **695**<br>—<br>350 | AB (Class cont.) | **1982** Scheeps. Damen B.V.—Bergum (4626)<br>2,752<br>55,02 11,51 4,02 | **TM Supply Ship**<br>Deck Cargo | 2 Oil geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A. |
| **5298573**<br>ODPV<br>T49<br>Df Esd<br>Rdr RTm | **ALI**<br>ex Wahib-82 ex Aspis-76<br>ex Soula K-75<br>ex Wilhelm Schultze-71<br>ex Hinrich Ahrens-70<br>ex Roelof de Winter-65<br>**Ghamrawi Shipping Co. Ltd.**<br>Tripoli Lebanon | **497**<br>279<br>670 | BV | **1956** Schpsw. Gebr. Coops N.V. —Hoogezand (209)<br>49,84 8,49 3,099<br>47,71 8,41 3,54<br>P 11,9 F 7,7 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 31,9 ER<br>G.914 B.850<br>2 Ha (each 12,1 × 4,3) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 40kW 110V d.c.<br>Fuel 41,5t (d.o.) 9kn |
| **7807328**<br>S2YT<br>373460<br>Esd Rdr<br>RT | **ALI**<br>**Chittagong Port Trust**<br>Chittagong Bangladesh | **403**<br>107<br>364 | **✠100A1**<br>Bangladesh coastal service not more than 100 miles offshore<br>**✠LMC**<br>EL H 302,5/22,0U2<br>FN 564 | **1979**-2 Soren Larsen & Sonner—Nykobing (140)<br>45,60 11,03 2,804<br>37,95 10,85 3,99<br>RFD 8,0 1 dk<br>rf 610 DK midships<br>SF 4BH WB164T | **TM Buoy Salvage Ship**<br>Fire-fighting | 2 Oil 2SA each 6Cy. 260 × 400 reverse reduction geared to sc. shafts<br>1 320bhp (971kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 146kW 1 × 48kW 440V 60Hz a.c.<br>2 Controllable pitch propellers aft |
| **7618143** | **ALI** | **178**<br>72<br>— | | **1974** Sleephelling Mij. "Scheveningen" B.V. —Scheveningen<br>*35,88*<br>34,24 6,84 3,03<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 220 × 280<br>960bhp (706kW)<br>Kloeckner Humboldt Deutz Koeln |
| KT1260 | **ALI AL-HAMAD**<br>ex Miss Helen II-77<br>ex Miss Helen-70<br>**Al Hamad Marine Services**<br>Kuwait Kuwait | **195**<br>133<br>— | | **1956** Weaver Shipyard—Orange, Tx<br>*31,55* 7,01 2,737<br>30,94 3,05<br>1 dk | **TM Research**<br>Survey | 2 Oil 2SA each 6Cy. 127 × 140<br>450bhp (331kW) E made— fitted56<br>General Motors Corp. Detroit, Mi<br>9,5kn |
| **7638131**<br>TCRK<br>4851<br>Df Esd<br>Gc Rdr<br>RT | **ALI ESER**<br>**Marmara Transport A.S.**<br>Istanbul Turkey | **2 997**<br>2 180<br>5 100 | AB | **1981** Marmara Tersanesi—Yarimca (12 A)<br>88,52 (BB) 6,820<br>85,12 14,22 7,47<br>P 10,7 F 6,4 2 dks<br>rf nil | **M General Cargo**<br>2 Ho — 33,6 ER<br>G.6 994 B.6 796<br>2 Ha (stl) (— 25,2 × 10,2) ER<br>Der 3(22) 1(5) | Oil 4SA 381 × 457<br>3 600bhp (2 648kW)<br>Mirrlees Blackstone Ltd. United Kingdom |
| **7947104**<br>4368 | **ALI KALYONCU**<br>**Ahmet Ali Kalyoncu**<br>Silivri Turkey | **345**<br>190<br>520 | | **1975** Desan Tersanesi Zekeriya Demir —Istanbul<br>45,95 3,601<br>41,25 8,01 3,71<br>1 dk | **M General Cargo** | Oil 6Cy. 240 × 360<br>500bhp (368kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>8kn |
| **5011133**<br>38 | **ALI KELMENDI**<br>ex Amella-60<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **346**<br>261<br>586 | | **1947** Cant. Nav. Giuliano—Trieste<br>40,59 8,49<br>36,58 8,31 4,04<br>1 dk | **Wood M General Cargo** | Oil 2SA 4Cy. 230 × 400<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |
| **6720200**<br>TCSP<br>3774 | **ALI PASA 4**<br>ex Haldun<br>**Fahri Eksioglu**<br>Istanbul Turkey | **371**<br>193<br>559 | | **1967** Denizcilik Anonim Sirketi Beykoz Tersanesi—Beykoz (11)<br>50,65 7,17 2,604<br>46,46 7,15 3,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |

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| 7353157 | **ALIA** | **3 966** | | **1974** Nishi Zosen K.K.—Imabari (150) | **M Tanker** | Oil 2SA 6Cy. 450 × 800 |
| P3GO | ex Valia-78 ex Valiant-78 | 2 624 | | 107,09 16,54 7,214 | Oil Vegetable oil Molasses CBT | 4 500bhp (3 310kW) Mitsubishi |
| 381024 | **Fucsia Shipping Co. Ltd.** | 7 155 | NK | 100,01 16,49 8,21 | 10 Ta ER | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Seaarland Shipping Management | | | P 24,4 F 9,5 1 dk | L.(oil) 9 418 HeCls. CptB | Diesels Ltd.) Yaizu |
| Gc Pfd | G.m.b.H. | | | RW | | Gen 2 × 200kW a.c. |
| Rdr RT | Limassol Cyprus | | | | | Fuel 54,5t (d.o.) 574,0t (hvf)-12,5pd 13kn |
| 6408436 | **ALIAGA STAR** | **2 718** | | **1964** Nipponkai Heavy Ind. Co. Ltd. | **M General Cargo** | Oil 2SA 6Cy. 480 × 700 |
| SVZX | ex Chrysanthi-82 ex Austral-76 | 1 629 | | —Toyama (111) | | 2 640bhp (1 942kW) Sulzer |
| 6043 | **Aliaga Compania Naviera S.A.** | 4 605 | BV NK | 93,58 14,64 6,300 | 2 Ho ER | Uraga Heavy Industries Ltd. Tamashima |
| Df Esd | Piraeus Greece | | | 86,77 14,61 7,50 | G.5 784 B.5 456 | Gen 2 × 130kW 445V a.c. |
| Gc Pfd | | | | P 21,4 F 8,9 1 dk | 2 Ha (22,1 22,4 × 7,0) ER | Fuel 372,0t-9,0pd 12kn |
| Rdr RT | | | | RW | 3W Cr 2(10) | |
| 6901622 | **ALIAKMON** | **16 229** | ✠**100A1** SS 4/79 | **1968**-12 Hakodate Dock Co. Ltd.—Muroran | **M Bulk Carrier** | Oil 2SA 7Cy. 760 × 1550 |
| SVFJ | | 10 514 | strengthened for ore | (410) | | 11 200bhp (8 238kW) Sulzer |
| 288 | **Liner Shipping Co. Ltd.** | 29 139 | cargoes, Nos. 1, 4 & 6 | 180,80(BB) 23,17 10,681 | 7 Ho 14,9 19,2 22,4 13,4 17,4 | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Chios Greece | | holds may be empty | 170,01 23,11 14,51 | 21,1 17,6 ER | AuxB (o.f.) 100lbf/in$^2$ (6,9bar) |
| Gc Rdr | | | ✠**LMC** | P 31,4 F 13,8 1 dk | G.37 020 B.32 682 | AuxB (ex.g) 107lbf/in$^2$ (7,4bar) |
| RTm/h/v | | | EL Ft 2$\frac{5}{8}$"U2 | rf 51 DK fwd | 7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 | Gen 3 × 320kW 450V 60Hz a.c. |
| | | | FN 6396 | NS 9BH WB12556t incl. Comb. btm & | 12,8 11,2 × 9,6) ER | Fuel 2 025,0t (hvf) 15kn |
| | | | | side tanks in Nos. 2-6 holds 3645t | 14W Der 14(10) | |
| | | | | Topside tanks in holds 3469t | | |
| 7042423 | **ALIAKMON RIVER** | **9 564** | | **1971** VEB Warnowwerft Warnemuende | **M General Cargo** | Oil 2SA 8Cy. 700 × 1200 |
| SYQY | ex Aunis-80 | 5 487 | | —Warnemuende (371) | Ref 5bth P | 11 200bhp (8 238kW) MAN |
| | **Gentian Shipping Corp.** | 13 620 | BV | 150,70 20,02 9,322 | 4 Ho 16,0 18,9 17,9 24,9 | VEB Dieselmotorenwerk Rostock |
| Df Esd | Piraeus Greece | | | 140,34 19,94 11,56 | 17,7DT ER | (DMR) Rostock |
| Gc Pfd | | | | P & B 27,8 F 33,0 2 dks | G.15 318 B.14 875 In.665 L.1 176 | Gen 4 × 368kW 380V 50Hz a.c. |
| Rdr | | | | rf nil BK 305 | 6 Ha (stl) (8,9 × 6,1) (10,5 10,5 18,9 | Fuel 326,0t (d.o.) 942,0t (hvf) 17kn |
| RTm/h/v | | | | | × 10,9) (5,9 5,9 × 3,2) ER | |
| | | | | | 16W Der 1(100) 16(5-10) | |
| 7021508 | **ALIAKMON RUNNER** | **6 151** | | **1970** VEB Warnowwerft Warnemuende | **M General Cargo** OSD/CSD | Oil 2SA 8Cy. 700 × 1200 |
| SVJN | ex Saint Vincent-81 | 3 175 | | —Warnemuende (370) | Ref | 11 200bhp (8 238kW) MAN |
| | **Besford Shipping Corp.** | — | BV | 151,72 20,25 7,544/9,322 | 5 Ho 16,3 19,5 12,3 25,9 5,7 | VEB Dieselmotorenwerk Rostock |
| Df Esd | Piraeus Greece | **9 160** | | 139,66 20,20 11,89 | G.16 610 B.15 464 In.784 | (DMR) Rostock |
| Gc Pfd | | 5 063 | | 2 dks | 5 Ha (stl) (9,6 × 6,1) (10,9 10,9 × | Gen 4 × 420kW 380V 50Hz a.c. |
| Rdr | | 13 620 | | rf nil | 10,5) (18,9 × 10,9) (3,3 × 6,4) | Controllable pitch propeller |
| RTm/v | | | | | Cr 1(5) Der 1(80) 3(20) 8(10) | Fuel 152,5t (d.o.) 1 067,0t (hvf) 19,75kn |
| 7006364 | **ALIANORA** | T.Mk | | **1970** Scheepswerf en Reparatiebedrijf | **M General Cargo** | Oil 4SA 8Cy. 360 × 450 |
| IMQM | ex Shipmair VI-80 ex Gerd-74 | **832** | | "Harlingen" N.V.—Harlingen (36) | | 2 000bhp (1 471kW) |
| | ex Gerd Bos-73 | 480 | GL | 79,69 11,92 4,560/5,906 | 2 Ho 26,3 29,5 ER | Motorenw. Mannheim A.G. (MWM) |
| Df Esd | **Navalsud S.n.c.** | 1 940 | | 72,19 11,79 7,14 | G.3 780 B.3 370 | Mannheim |
| Gc Pfd | Italy | **1 599** | | P 16,2 B 4,9 F 11,9 2 dks | 2 Ha (stl) (each 19,2 × 8,0) ER | Gen 2 × 128kW 1 × 35kW |
| Rdr | | 1 024 | | | 4W Der 1(20) 1(10) 2(5) | 380V 50Hz a.c. |
| RTm/h/v | | 2 957 | | | | Fuel (d.o.) 13,5kn |
| 6619841 | **ALIANZA** | **44 005** | NV | **1966**-9 A/B Gotaverken Arendal—Goteborg | **M Ore Carrier** | Oil 2SA 8Cy. 850 × 1700 |
| LQBU | ex Nikkala-78 | 23 031 | | (817) | | 17 600bhp (12 946kW) |
| | **Alianza Naviera Argentina S.A.** | 73 663 | ✠LR class withdrawn | 243,85 37,88 12,237 | pt high tensile steel | A/B Gotaverken Goteborg |
| Df Esd | **(ANA)** | | 15/1/82 | 231,71 37,80 16,51 | 5 Ho 41,0 14,4 55,7 14,4 42,2 | Gen 4 × 420kW 450V 60Hz a.c. |
| Gc Pfd | Buenos Aires Argentina | | | P 28,1 F 18,9 1 dk | ER | Controllable pitch propeller |
| Rdr | | | | rf 51 | G.41 120 | Fuel 3 751,0t (hvf)-66,0pd 16,25kn |
| RTm/h/v | | | | | 1 Ha (stl) (10,9 × 9,9) 10 Ha (stl) | |
| | | | | | (each 10,9 × 12,5) 1 Ha (stl) (9,6 | |
| | | | | | × 12,5) ER | |
| | | | | | Cr 1(6,75) | |
| 8101666 | **ALIANZA** | **259** | | **1981** Bollinger Machine Shop & Shpyd Inc. | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 sr |
| | | 176 | | —Lockport, La (137) | | geared to sc. shafts |
| | **Panama Canal Commission** | — | AB | 4,039 | | General Motors Corp. Electro-Motive |
| Df Pfd | Balboa, C.Z. Panama Canal | | | 30,48 9,15 4,58 | | Div. La Grange |
| Rdr RT | Zone (U.S.A.) | | | F 7,7 1 dk | | Gen 2 × 75kW 230V 60Hz a.c. |
| | | | | BK 51 | | Fuel 61,0t (d.o.) 12kn |
| 7419195 | **ALIANZA CAMPANA** | **885** | ✠**100A1** SS 5/81 | **1976**-4 B.V. Schps. & Ghbw. v/h Jonker & | **TM Tug** | 2 Oil 4SA each 6Cy. 381 × 457 sr geared |
| LW4724 | ex Linesman-78 | 63 | Ice Class 3 | Stans—Hendrik-Ido-Ambacht (337) | Anchor-handling Fire-fighting | to sc. shafts |
| | **Alianza Naviera Argentina S.A.** | 778 | ✠**LMC** | 46,97 12,10 5,398 | | Mirlees Blackstone (Stockport) Ltd. Stockport |
| Df Esd | **(ANA)** | | EL L 1$\frac{3}{16}$"U2 | 42,40 10,37 6,33 | | Gen 2 × 400kW 1 × 160kW |
| Gc Pfd | Buenos Aires Argentina | | FN 709 | F 28,4 1 dk | | 415V 50Hz a.c. |
| Rdr RT | | | NV | rf 762 | | 2 Controllable pitch propellers |
| | | | | 5BH WB166T incl. DTa82T | | Thw. thrust propeller fwd |
| | | | | | | Fuel 558,0t (d.o.) 14kn |
| 7419169 | **ALIANZA ROSARIO** | **885** | NV | **1976**-2 Schpsw. en Mach. Ysselwerf B.V. | **TM Tug** | 2 Oil 4SA each 6Cy. 381 × 457 sr geared |
| LQBV | ex Winchman-78 | 63 | | —Capelle a/d Ijssel (162) | Anchor-handling Fire-fighting | to sc. shafts |
| | **Alianza Naviera Argentina S.A.** | 669 | ✠LR class withdrawn- | 46,97 12,07 5,398 | Ice strengthened | Mirlees Blackstone (Stockport) Ltd. Stockport |
| Df Esd | **(ANA)** | | Owner's request | 39,68 11,59 6,33 | | Gen 2 × 400kW 1 × 160kW |
| Gc Pfd | Buenos Aires Argentina | | 19/11/82 | F 28,1 1 dk | | 415V 50Hz a.c. |
| Rdr RT | | | | rf 737 | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 558,0t (d.o.) 14kn |
| 7419183 | **ALIANZA SAN NICOLAS** | **885** | NV | **1976**-2 B.V. Schps. & Ghbw. v/h Jonker & | **TM Tug** | 2 Oil 4SA each 6Cy. 381 × 457 sr geared |
| LQBW | ex Guardsman-80 | 63 | | Stans—Hendrik-Ido-Ambacht (336) | Anchor-handling Fire-fighting | to sc. shafts |
| | **Alianza Naviera Argentina S.A.** | 779 | ✠LR class withdrawn- | 46,97 12,10 5,398 | Ice strengthened | Mirlees Blackstone (Stockport) Ltd. Stockport |
| Df Esd | **(ANA)** | | Owner's request | 42,40 10,37 6,33 | Mchy.aft | Gen 2 × 400kW 1 × 160kW |
| Gc Pfd | Buenos Aires Argentina | | 19/11/82 | F 28,4 1 dk | | 415V 50Hz a.c. |
| Rdr RT | | | | rf 762 | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 558,0t (d.o.) 14kn |
| 7507693 | **ALIBRAHIMIYA** | **5 768** | ✠**100A1** CS 5/81 | **1976**-5 Shimoda Dockyard Co. Ltd. | **M General Cargo** | Oil 2SA 7Cy. 450 × 900 |
| SUSV | | 3 418 | | —Shimoda (261) | | 6 150bhp (4 524kW) B&W |
| | **The Egyptian Navigation Co.** | 8 199 | ✠**LMC** | 119,00 18,06 7,452 | 4 Ho 16,9 17,3 22,4 17,3 ER | Hitachi Zosen Hiroshima Works, Innoshima |
| Df Esd | Alexandria Egypt | | EL X 2"U2 | 114,76 18,00 8,56 | G.11 710 B.10 870 | AuxB (o.f.) 8kgf/cm$^2$ (7,9bar) |
| Gc Pfd | | | FN 3049 | P 22,6 F 11,9 2 dks | 4 Ha (stl) (7,0 × 7,1) (10,5 12,5 10,3 | e(ex.g) 10kgf/cm$^2$ (9,9bar) |
| Rdr RTv | | | | rf 152 | × 10,0) ER | Gen 3 × 240kW 445V 60Hz a.c. |
| | | | | SF 6BH WB707T | Cr 2(25) 2(10) | Fuel 74,0t (d.o.) 655,5t (hvf) 14,5kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **6814166**<br>SXCE<br>7894<br>Df Esd<br>Gc Rdr<br>RTv | **ALICAMPOS**<br>ex Maritime Queen-80<br>**Orion Navigation Co.**<br>Piraeus Greece | **11 434**<br>6 844<br>19 297 | AB | **1968** Hitachi Zosen—Mukaishima (4202)<br>156,17 22,66 9,532<br>146,01 22,61 12,91<br>P 27,8 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 26,9 26,9 26,9 26,9 ER<br>G.23 854 B.23 348 HeCls. B<br>4 Ha (stl) (17,1 × 8,6) (17,9 17,9 17,9 × 10,2) ER<br>Der 4(22) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 4 × 280kW 440V 60Hz a.c.<br>Fuel 119,0t (d.o.) 1 564,5t (hvf)-27,0pd<br>14kn |
| **5011157**<br>EGFJ<br>7319<br>RT | **ALICANTE**<br>ex Ciudad de Alicante-54<br>**Lloret y Llinares S.L.**<br>Vigo Spain | **235**<br>92<br>— | (BV) | **1950** Hijos de J. Barreras S.A.—Vigo (1022)<br>*37,16* 6,71 3,264<br>... ... ... | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 65,0t 11kn |
| **7649063**<br>HO3943<br>9718-KJ | **ALICANTE i**<br>ex Toyo Maru No. 58-81<br>**Alicante Naviera S.A.**<br>Panama Panama | **499**<br>336<br>1 010 | | **1971** Shirahama Zosen K.K.—Honai<br>55,50 4,301<br>52,00 9,61 4,50<br>1dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 145 | Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| **7329326**<br>SEGU<br>11368<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALICE**<br>**Thunrederier A/B**<br>Thunrederierna<br>Lidkoping Sweden | T.Mk<br>**1 599**<br>1 035<br>3 983<br>**2 548**<br>1 474<br>4 954 | **✠100A1** SS 8/78<br>Ice Class 1A for draught<br>5,900m<br>Ice Class 1C for draught<br>6,830m<br>**✠LMC** **UMS**<br>EL R 1 1/16"U2<br>FN 1814 | **1974**-1 A/B Falkenbergs Varv—Falkenberg (163)<br>87,03 13,09 5,887/6,820<br>84,41 12,97 8,51<br>P 16,2 F 10,7 2 dks<br>rf nil<br>4BH WB1295T incl. DTf190T | **M General Cargo**<br>1 Ho ER<br>G.5 491 B.4 950<br>2 Ha (stl) (each 24,8 × 10,2) ER<br>Cr 2(12) | Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>3 080bhp (2 266kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 170kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf) 12,5kn |
| **7600902**<br>WYG7<br>457<br>585644<br>Esd Gc<br>Pfd Rdr<br>RT | **ALICE BRILEY**<br>**Briley Marine Service**<br>Morgan City, La United States of America | **297**<br>202<br>— | AB | **1977** Mangone SB. Corp.—Houston, Tx (122)<br>56,42 11,74 4,188<br>51,67 11,59 4,91<br>F 17,1 1 dk<br>BK 13 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>15kn |
| **5083289**<br>HO2949<br>276-P<br>EXT2<br>Df Esd<br>Pfd Rdr<br>RTh/v | **ALICE D**<br>ex Steady Mariner-80<br>ex Alice D-77 ex Pollux-69<br>ex Cycloop-63<br>**Compania Maritima Panama S.A.**<br>Panama Panama | **232**<br>16<br>— | BV | **1953** Gebroeders Fikkers—Foxhol (82)<br>29,82 8,26 3,452<br>29,60 8,21 4,12<br>1 dk<br>R | **M Tug**<br>Der 1(2) | Vee Oil 2SA 16Cy. 146 × 146 geared to sc. shaft<br>NE —<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 35kW 1 × 11kW 110V d.c.<br>Fuel (d.o.) 11,5kn |
| **7049031**<br>WC7499<br>259540 | **ALICE E**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **189**<br>128<br>— | | **1950** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*32,53* 6,43<br>2,95 | **M Fishing** | Oil<br>500bhp (368kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **7612254**<br>OXJC<br>H695<br>Esd Pfd<br>Rdr RT | **ALICE ENGHOLM**<br>ex Theagenes-81<br>**Per Kristiansen**<br>Esbjerg Denmark | **150**<br>67<br>— | | **1976** Karlstads Varv A/B—Karlstad (117)<br>30,79<br>27,06 6,79 3,38<br>1 dk<br>rf- | **M Fishing** | Oil 4SA 8Cy. 185 × 260 geared to sc. shaft<br>800bhp (588kW)<br>Kosan Frichs A/S Aarhus<br>Fuel (d.o.) |
| **7911117**<br>ISFR<br>1220<br>Esd Rdr<br>RT | **ALICE GIORGI**<br>**Mario Giorgi**<br>Rimini Italy | **130**<br>—<br>— | RI (Class cont.) | **1980** Cant. Nav. di Pesaro—Pesaro (45)<br>28,22 6,23<br>22,46 6,21 3,08<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 230 × 270 reverse reduction geared to sc. shaft<br>540bhp (397kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **5265930**<br>WB6172<br>255235<br>Rdr RT | **ALICE M. WINSLOW**<br>ex Oscar F. Smith-71<br>ex Samoset-48<br>**Sheepscot Pilots Inc.**<br>Bath, Me United States of America | **155**<br>64<br>— | | **1897** U.S. Naval Shipyard—Norfolk, Va<br>*29,42* 6,41 3,175<br>29,57 6,37 3,43<br>2 dks<br>R | **Iron M Tug** | Oil 2SA 6Cy. 335 × 430<br>NE —<br>Fairbanks Morse & Co. Beloit, Wi |
| **5011236**<br>IJLI<br>696 | **ALICE MARIA PINA**<br>**VISAG Vinicola S. Giorgio S.r.l.**<br>Roma Italy | **146**<br>99<br>— | RI | **1945** S.A. Ansaldo—Genova (849)<br>31,78 6,00 2,420<br>29,21 5,97 2,70<br>RQD 10,7 Trunk 13,2 F 5,5 1 dk | **M Tanker**<br>Water<br>4 Ta ER<br>L.199 | Oil 4SA 3Cy. 265 × 410<br>150bhp (110kW)<br>S.A. Ansaldo Genova |
| **7420429**<br>WYN6<br>272<br>570205<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALICE MORAN**<br>**Moran Atlantic Towing Corp.**<br>Wilmington, De United States of America | **277**<br>188<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (213)<br>10,37 4,293<br>36,56 10,32 4,91<br>F 4,3 1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 406,5t (d.o.) 12kn |
| **7347990**<br>VC9980<br>338112<br>Esd Gc<br>Pfd Rdr<br>RT | **ALICE NICHOLL**<br>ex Ben Edra-79<br>**Riverport Seafoods Ltd.**<br>Halifax, N.S. Canada | **370**<br>123<br>— | ✠Classed LR until 5/12/80 | **1974**-3 At. & Ch. de la Manche—Dieppe (1234)<br>43,44 9,50 4,217<br>38,71 9,30 6,35<br>2 dks<br>rf 1194 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 140kW 1 × 120kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **7719703**<br>GZVT<br>378977<br>Rdr RT | **ALICE P. G.**<br>**Giles W. Pritchard-Gordon & Co. Ltd.**<br>Shoreham United Kingdom | **499**<br>341<br>1 050 | **✠100A1** SS 7/82<br>U.K. service also Eire and between River Elbe & Brest<br>**✠LMC**<br>EL H 302,5/26,0U1<br>FN 605 | **1978**-10 Yorkshire D.D. Co. Ltd.—Hull (256)<br>45,93 9,96 3,882<br>42,45 9,50 4,75<br>RFD 7,4 1 dk<br>rf nil<br>4BH WB217T incl. DTf94T & DTa 86T | **TM General Cargo**<br>1 Ho 29,4 ER<br>G.1 283 B.1 190<br>1 Ha (stl) (22,1 × 6,4) ER | 2 Vee Oil 4SA each 8Cy. 137 × 152<br>710bhp (522kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 2,5kW 24V d.c.<br>2 Directional propellers<br>9kn |

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|---|---|---|---|---|---|---|
| 7509495<br>WYL6871<br>571437<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALICE ST. PHILIP**<br>**Agrico Shipping Co.**<br>Tampa, Fl United States of America | 180<br>153<br>— | AB | **1976** Southern SB. Corp.—Slidell, La (114)<br>45,12 10,67 6,022<br>42,93 10,62 5,87<br>F 21,1 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Fuel 705,0t (d.o.) 15,5kn |
| 7803217<br>OXNY<br>D2667<br>Df Esd<br>Gc Rdr<br>RT | **ALICE TRIGON**<br>**P/R Trigon XIV**<br>Anders Jensen<br>Vedbaek Denmark | 499<br>342<br>1 300 | BV | **1979** A/S Nordsovaerftet—Ringkobing (133)<br>69,80 10,42 3,552<br>64,83 10,41 6,02<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>2 Ha (stl) (each 19,2 × 7,4) ER<br>Cr 1(20) 12(5) | Oil 4SA 8Cy. 270 × 400<br>880bhp (647kW) Callesen<br>Aabenraa Motorfabrik Aabenraa<br>Gen 3 × 180kW 220V 50Hz a.c. 11,5kn |
| 6606428<br>SZLS<br>5986<br>Df Esd<br>Pfd Rdr<br>RT | **ALICIA**<br>ex Nena-80 ex Ile d'Arz-76<br>ex Cardonia-74 ex Cardona-71<br>ex Jumieges-68<br>**Pritos Shipping Co. S.A.**<br>Ippocampos Maritime (Hellas) Ltd.<br>Piraeus Greece | 3 762<br>2 088<br>5 558 | BV | **1966** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (477)<br>106,66 15,55 6,363<br>99,70 15,50 8,01<br>P 26,0 F 9,5 1 dk | **M Ore Carrier**<br>3 Ho 19,9 30,0comb. 19,5 ER<br>G.10 658 HeCls. B<br>3 Ha (stl) (12,5 × 8,0) (23,0comb. × 9,9) (12,5 × 9,9) ER | Oil 4SA 9Cy. 520 × 740<br>3 620bhp (2 663kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 200kW 440V 50Hz a.c.<br>Fuel 47,5t (d.o.) 326,5t (hvf)-8,5pd 13kn |
| 7018575<br>DIAH<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALICIA**<br>ex Alicia D-75 ex Alicia-72<br>**Partenreederei m.s. 'Alicia'**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic of Germany | 999<br>719<br>2 020 | GL | **1970** J. J. Sietas K.G. Schiffswerft —Hamburg (634)<br>73,84 10,83 5,068<br>68,33 10,79 6,02<br>P 15,6 B 9,8 F 11,9 1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.2 507 B.2 252<br>1 Ha (stl) (40,2 × 7,6) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| 5222110<br>C4KF<br>374073<br>Df Esd<br>Rdr RT | **ALICIA**<br>ex Margrit-Angelika-75<br>ex Marin-61<br>**Cornelius Shipping Co. Ltd.**<br>Costas Dagadakis<br>Limassol Cyprus | 500<br>246<br>785 | (HR)<br>✠LR class withdrawn-Reported defects 26/6/81 | **1951**-3 Arnhemsche Stooms. Maats. —Arnhem (351)<br>57,79 9,25 3,455<br>55,33 9,20 3,54<br>P & B 32,7 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 246 B.1 144<br>2 Ha (10,3 11,2 × 5,4) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>540bhp (397kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 81,5t 10kn |
| 8037774<br>623043 | **ALICIA DAWN**<br>**f/v Jeffery Allen Inc.**<br>Coos Bay, Or United States of America | 107<br>72<br>— | | **1980** ............Sebastopol, Ca<br>*17,84* 6,71<br>3,10<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| 7020097<br>H9BA<br>1072<br>7-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALICIA I**<br>ex Alphagas-80<br>**Compania Naviera de Cristobal S.A.**<br>Panama Panama | 2 126<br>1 194<br>2 626 | GL | **1970** Scheepswerf "De Waal" N.V. —Zaltbommel (692)<br>80,98 13,39 6,551<br>74,81 13,29 7,80<br>P 17,1 F 8,9 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (stl) ind cyl horizontal ER<br>L.(gas) 2 768 | Oil 4SA 8Cy. 400 × 580<br>2 750bhp (2 023kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 305,0t (d.o.)-10,0pd 14kn |
| 7431040<br>721<br>Gc Rdr<br>RT | **ALICONAMAR**<br>ex Alibastia-82<br>**CONAMAR Compagnia Navigazione Marettimari Sud S.p.A.**<br>Trapani Italy | 139<br>88<br>— | RI | **1973** S. Ordzhonikidze Works—Poti<br>35,21 9,61 1,580<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>100P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>............<br>34kn |
| 5426091<br>IPND<br>1206<br>Df RT | **ALICUDI**<br>ex Lisa C-63 ex Tamelelt-57<br>ex Carola-50 ex Y 40<br>**Sarda Bunkers S.p.A.**<br>Napoli Italy | 647<br>362<br>1 001 | RI (BV) | **1943** Odenbach SB. Corp.—Rochester, NY (15)<br>*55,60* 9,15 3,650<br>53,75 9,10 4,09<br>P 11,0 F 6,1 1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 545 | 2 Oil 2SA each 6Cy. 255 × 305<br>480bhp (353kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 45,5t-18,5pd 7,5kn |
| 5274254<br>5B2406<br>367365<br>Df Esd<br>Gc Rdr<br>RTm | **ALIDA**<br>ex Penthievre-76<br>ex Penthievre II-73<br>**Hebe Shipping Co. Ltd.**<br>Baru Lama Inc.<br>Limassol Cyprus | 2 404<br>1 203<br>3 250 | BV | **1957** Ch. Reunis Loire-Normandie—Nantes (642)<br>96,83 13,14 5,771<br>94,49 13,06 6,86<br>1 dk<br>RW rf 119 | **M General Cargo/Tanker**<br>Wine 2P<br>1 Ho 22,3<br>G.4 107 B.3 777<br>1 Ha (stl) (22,0 × 6,1)<br>Cr 3(3) | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 180kW 1 × 120kW 380V 50Hz a.c.<br>Fuel (d.o.) 15kn |
| 6719586<br>PCMB<br>6<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIDA**<br>**W. van der Zwan & Zn. B.V.**<br>Scheveningen Netherlands | 414<br>189<br>— | | **1967** Schps. Boot-Leiden N.V.—Leiden (1467)<br>56,09<br>4,22<br>1 dk<br>len 80 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7381702<br>PCLW<br>22<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIDA**<br>**Rederij Hoek & Zoon**<br>Katwijk aan Zee Netherlands | 240<br>90<br>— | | **1974** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (1355)<br>34,02 7,75 3,201<br>30,00 7,70 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5011286<br>DGAX | **ALIDA**<br>ex Bertha<br>**Rita Elsa Gronewald**<br>Bremerhaven Federal Republic of Germany | 139<br>83<br>190 | (GL) | **1908** Gebr. E. & M. Coops—Hoogezand<br>*35,12* 5,19 2,121<br>2,32<br>RQD 3,4 1 dk<br>R len 48 & 63 deepened 27 | **M General Cargo** | Oil 4SA 3Cy. 210 × 320<br>75bhp (55kW) NE 36<br>Deutsche Werke A.G. Kiel |
| 5383952<br>401934<br>Df Esd<br>Pfd RT | **ALIDA**<br>ex Vrouw Immetje-71<br>**James V. Doyle**<br>Wexford Irish Republic | 125<br>52<br>— | | **1962** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (88)<br>28,73 6,56<br>24,95 6,51 3,31 | **M Fishing**<br>Side Trawler | Oil 6Cy.<br>Kromhout Motorenfabriek Amsterdam |
| 8128614 | **ALIDA CATHARINA**<br>**Vlaming**<br>Netherlands | 330<br>—<br>— | | **1982** W. Visser & Zoon B.V. Werf "De Lastdrager"—Den Helder (99)<br>... ... ...<br>... ... ... | **M Fishing**<br>Side Trawler Beam-fishing | Oil geared to sc. shaft<br>Stork-Werkspoor Diesel B.V. Netherlands |

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| 7524201<br>SDBP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIDA GORTHON**<br><br>**Gorthons Rederi A/B**<br>Helsingborg Sweden | **10 574**<br>5 225<br>14 299 | **✠100A1** SS 4/81<br>strengthened for heavy cargoes<br>Ice Class 1A<br>**✠LMC UMS**<br>EL Et $2\frac{3}{16}$"U3<br>FN 4512 | **1977**-1 Korea SB. & Eng. Corp.—Busan (1006)<br>141,36(BB) 21,72 8,738<br>134,83 21,67 11,79<br>P 25,6 F 11,0 1 dk<br>rf nil DK<br>6BH WB4354T incl. STs in Nos. 1 & 2 holds 1596T DTm 473T & DTf 297T | **M Bulk Carrier**<br>Pulp<br>pt higher tensile steel<br>4 Ho 26,9 1,8DT 26,8 3,3DT 26,9 11,2Upr ER<br>G.17 578<br>4 Ha (26,3T × 8,5) (26,2 26,8 3,2 × 17,6) ER<br>Cr 2(30) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd<br>Fuel 143,5t (d.o.) 1 142,0t (hvf) 15,5kn |
| 7938361<br>WYC7<br>850<br>599042 | **ALIDA MARIE**<br><br>**Alida Marie Inc.**<br>Houma, La United States of America | **127**<br>86<br>— | | **1978** Gulf Coast Marine Builders Inc.—Bayou la Batre, Al<br>*23,69* 6,76<br>3,54<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 12Cy. 108 × 127<br>350bhp (257kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7712016<br>PCLX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIDA SMITS**<br><br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**1 599**<br>1 042<br>3 200<br>**3 543**<br>2 016<br>6 110 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC UMS**<br>EL V 495,0/48,0U2<br>FN 2031 | **1978**-6 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (396)<br>83,70 (BB) 17,10 5,741/8,381<br>74,81 17,00 10,14<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB2158T incl. Upper STs in hold 759T & Lower STs in hold 257T | **M General Cargo**<br><br>1 Ho 52,8 ER<br>G.7 021 B.6 800<br>1 Ha (stl) (45,5 × 12,8) ER<br>Cr 2(25-50) | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Fuel 409,5t (d.o.)-10,0pd 12kn |
| 5221219<br>IKBK<br>1233<br>Df Esd<br>Rdr<br>RTm/h | **ALIDA TERZA**<br>ex Maria Scotto-79 ex Nordri-76<br>ex Atlantic Coast-73<br>ex Thomas Bjerco-73<br>ex Mickey Smits-71<br>ex Mare Altum-65<br>**Compania Maritima del Tirreno S.r.l.**<br>Napoli Italy | **981**<br>589<br>1 140 | RI<br><br>✠Classed LR until 11/11/77 | **1961**-9 Noord Nederlandse Scheepswerven N.V.—Groningen (319)<br>69,02 10,44 4,753<br>63,71 10,25 6,10<br>2 dks<br>RW rf 102 DK fwd | **M General Cargo**<br><br>1 Ho 41,9 1 TwD 38,4 ER<br>G.2 220 B.2 053<br>4 Ha (stl) (15,0p&s 8,9p&s × 5,1) ER<br>Der 1(10) 4(5) 2(3) | Oil 4SA 8Cy. 270 × 500<br>1 000bhp (736kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 15kW 1 × 6kW 220V d.c.<br>Fuel 143,5t (d.o.)-4,0pd 12kn |
| 6418089<br>TMKI<br>3120<br>Df Esd<br>Gc Pfd<br>Rdr | **ALIDADE**<br><br>**Government of The Republic of France (Ministere de la Marine Marchande)**<br>Le Havre France | **640**<br>148<br>— | BV | **1964** At. & Ch. de la Manche—Dieppe (1179)<br>45,73 8,97 2,947<br>42,19 8,95 4,14<br>2 dks | **M Training Ship**<br>Mchy.aft<br><br>1 Ha (1,7 × 1,4)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 300<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>13,5kn |
| 7319462<br>IKIF<br>1142<br>Gc RT | **ALIELBA**<br><br>**Compagnia di Navigazione Silem S.r.l.**<br>Napoli Italy | **139**<br>88<br>— | RI | **1972** S. Ordzhonikidze Works—Poti<br>35,21 9,61 1,580<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>102dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>35kn |
| 7503609<br>FPME<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIENOR**<br>ex Ibis Seven-80<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **499**<br>202<br>949 | BV (NV) | **1976** Voldnes Skipsverft A/S—Fosnavaag (15)<br>56,19 11,59 4,420<br>51,29 11,00 5,49<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 300<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 109kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>Fuel 279,5t (d.o.)-9,0pd 12kn |
| 7319474<br>INFD<br>1165<br>Gc RT | **ALIGIGLIO**<br><br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | **139**<br>88<br>— | RI | **1972** S. Ordzhonikidze Works—Poti (S-651)<br>35,21 9,61 1,580<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>102dk P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>35kn |
| 5011303<br>EBWW<br>7842<br>Df Esd<br>Pfd RT | **ALIGOTE**<br><br>**Enrique Lorenzo y Cia. S.A.**<br>Vigo Spain | **200**<br>100<br>— | BV | **1958** Enrique Lorenzo y Cia. S.A.—Vigo (237)<br>32,52 6,38 3,709<br>28,40 6,30 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br>2 Ha | Oil 4SA 8Cy. 210 × 300<br>352bhp (259kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel 53,5t (d.o.) 10,75kn |
| 5170343<br>SVZC<br>6198<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALIKI**<br>ex Jarilla-77<br>**Breslau Shipping Inc.**<br>Diana Shipping Agencies S.A.<br>Piraeus Greece | **12 996**<br>8 330<br>23 427 | NV | **1959** Kieler Howaldtswerke A.G.—Kiel (1094)<br>171,79 22,48 10,548<br>163,00 22,41 14,20<br>P 41,5 F 16,2 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes Ice strengthened<br>6 Ho 18,9 19,9 19,5 19,5 19,5 20,1 ER<br>G.27 289 B.26 166<br>6 Ha (stl) (12,5 × 9,6) (12,6 12,6 12,6 12,6 13,5 × 10,9) ER<br>12W Der 12(10) 1(3) 2(1) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 198,0t (d.o.) 1 030,0t (hvf)-26,5pd<br>14kn |
| 7012818<br>SYVU<br>3852<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALIKI I. P.**<br><br>**Tarstar Shipping Co.**<br>Piraeus Greece | **10 011**<br>6 616<br>16 094 | **✠100A1** SS 9/78<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Ct $2\frac{3}{8}$"U2<br>FN 4635 | **1970**-7 A.G. "Weser" Werk Seebeck—Bremerhaven (943)<br>149,76(BB) 21,06 9,272<br>139,33 21,01 12,25<br>F 11,3 2 dks<br>rf nil<br>7BH WB2303t | **M General Cargo**<br><br>5 Ho 18,9 21,1 17,6 24,9 18,9 ER<br>G.22 304 B.20 406<br>TEU 185 C. 185/20'<br>5 Ha (stl) (12,6 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>10W Der 1(120) 10(10) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 99,5t (d.o.) 980,5t (hvf) 16kn |
| 6602678<br>IMZX<br>1357<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALIMA**<br>ex Halima Awal-81 ex Hvita-78<br>ex Osteclipper-74<br>ex O. R. Schepers-70<br>**Montegrillo di Navigazione S.n.c. di Scotta di Santolo Pasquale e Co.**<br>Napoli Italy | T.Mk<br>**498**<br>284<br>1 311 | GL RI | **1965** Jos. L. Meyer—Papenburg (537)<br>73,49 11,54 3,696<br>65,99 11,51 6,30<br>B 11,9 F 5,8 2 dks | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.3 065 B.2 745<br>2 Ha (each 16,7 × 7,0) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) 12kn |

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| 7905821 | **ALIMA**<br><br>**Government of The People's Republic of Congo**<br>People's Republic of Congo | 150<br>—<br>— | BV (Class cont.) | **1982** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (081)<br>27,77 2,971<br>24,77 7,01 3,74<br>1 dk | **M Fishing**<br>Seiner Ref | Vee Oil 4SA 8Cy. 159 × 203<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6822761<br>INBF<br>711<br>RT | **ALIMARETTIMO**<br>ex Aliischia-81 ex Tumleren-69<br>**CONAMAR Compagnia Navigazione Marettimari Sud S.p.A.**<br>Trapani Italy | 131<br>85<br>— | RI (NV) | **1968** Westermoen Hydrofoil A/S—Mandal (14)<br>28,22 5,82<br>27,56 3,51<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>Daimler-Benz A.G. Stuttgart |
| 5011339<br>ULP<br>769<br>RTm | **ALIMURI**<br><br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | 168<br>30<br>51 | RI | **1954** Cant. Nav. Off. Mecc. di Venezia —Venezia<br>29,98 7,12 4,001<br>27,82 7,09 4,25<br>1 dk | **S Tug**<br>Salvage<br><br>Der 1(1,5) | T 3Cy. 360 580 & 940 × 650<br><br>Cant. Nav. e Off. Meccaniche di Venezia Venezia<br>Gen 1 × 5kW 110V d.c. |
| 5111115<br>UIB<br>1229<br>RT | **ALINAPOLI**<br>ex Express-69<br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | 131<br>77<br>— | RI (AB) | **1961** Cant. Navali L. Rodriquez—Messina (77)<br>27,89 10,72 3,471<br>24,31 5,83 3,97<br>1 dk<br>R | **Aluminium Alloy TM Hydrofoil Ferry**<br>—P | 2 Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW) NE 68<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Fuel (d.o.) |
| 5309657<br>GBZU<br>300899<br>Df Esd<br>Gc Rdr<br>RTm/v | **ALINDA**<br>ex San Ernesto-64<br>**Shell Bermuda (Overseas) Ltd.**<br>London United Kingdom | 12 301<br>7 001<br>19 418 | ✠**100A1** SS 5/78<br>oil tanker<br>✠**LMC**<br>EL ht $2\frac{9}{16}$"SQ<br>FN 5342 | **1959**-5 Smith's Dock Ltd.—South Bank, Middlesbrough (1254)<br>170,39 21,16 9,360<br>161,86 21,11 11,89<br>P 36,6 B 11,3 F 14,7 1 dk<br>rf 76<br>16BH WB502t | **S Tanker**<br><br>33 Ta ER<br>L.(oil) 25 202 HeCls. C<br>1 Ha (stl) (2,4 × 2,4)<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7 500shp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 WTB 610lbf/in$^2$ (42,1bar) Spt 454,5°C 525lbf/in$^2$ (36,2bar) hs1067,2<br>sg 125lbf/in$^2$ (8,7bar)<br>Gen 2 × 400kW 1 × 200kW 440V 60Hz a.c.<br>Fuel 1 661,0t (o.f.)-48,0pd 15,5kn |
| 5310981<br>SV6236<br>7886<br>Esd Pfd<br>Rdr<br>RTm/v | **ALINDA**<br>ex Ile de Saint Pierre-81<br>ex Sandpiper-67<br>**Alinda Shipping Co. Ltd.**<br>Piraeus Greece | 1 324<br>695<br>802 | BV<br>✠Classed LR until 11/66 | **1957**-6 Henry Robb Ltd.—Leith (458)<br>70,90 11,49<br>65,54 11,13<br>1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD<br>Ref 12bth P<br>4 Ho 8,4 14,0 5,2 14,6<br>G.1 913 B.1 458 In.302<br>4 Ha (stl) (5,4 8,5 × 4,8) (4,2 × 2,4) (8,8 × 5,1)<br>6W Der 1(15) 8(5) | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 80kW 220V d.c.<br>Fuel 95,0t (d.o.) 12kn |
| 5011365<br>EALS<br>46<br>RTm | **ALINE**<br>ex Aline II-47<br>**Epifanio Ortega Sosa**<br>Las Palmas Spain | 363<br>209<br>54 | ✠Classed LR until 17/11/78 | **1934**-10 Soc. Espanola de Const. Nav. —Cadiz (68)<br>40,77 7,32 2,325<br>35,79 7,01 3,20<br>B & F 36,3 1 dk<br>R rf 279 | **TM Ferry**<br>450P | 2 Oil 4SA each 6Cy. 250 × 350<br>620bhp (456kW) ✠ NE 55<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 13kW 230V d.c.<br>Fuel (d.o.) |
| 7022057<br>USSN<br>M-17271<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIOT**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | 3 115<br>1 123<br>3 319 | RS | **1970** Rauma-Repola Oy—Rauma/Raumo (190)<br>93,88 15,42 6,500<br>84,99 15,37 8,54<br>1 dk | **M Tanker**<br>Chemical Wine<br>Ice strengthened<br>22 Ta ER<br>L.2 492 | Oil 2SA 5Cy. 420 × 900<br>2 850bhp (2 096kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>14kn |
| 6505131<br>UVSV<br>M-26977<br>Df Esd<br>Gc Rdr<br>RT | **ALIOT**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | 2 435<br>1 070<br>890 | RS | **1964** VEB Volkswerft Stralsund—Stralsund (7036)<br>79,81 13,21 5,020<br>71,02 13,14 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.950<br>3 Ha (3,5 × 2,2) (1,9 2,5 × 1,9)<br>4W Der 2(6) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 6726046<br>UHMO<br>M-3159<br>Df Esd<br>Rdr RT | **ALIOT**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | 699<br>265<br>336 | RS | **1964** ..............U.S.S.R.<br>54,26 9,35 3,699<br>49,99 4,73 | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.354<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>12kn |
| 7516670<br>6ZGI<br>5800<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALIOTH**<br><br>**Alioth Transport Inc.**<br>Monrovia Liberia | 18 104<br>11 861<br>34 831 | AB | **1976** Tohoku Zosen—Shiogama (167)<br>176,03(BB) 28,25 11,407<br>165,00 28,21 15,63<br>P 27,2 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>5 Ho ER<br>G.41 596 B.39 901<br>5 Ha (stl) (12,8 × —) (16,7 16,7 16,7 16,7 × 14,4) ER<br>2W Cr 4(15) Der 2(10) | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 480kW a.c.<br>16,25kn |
| 7720283<br>IMTI<br>173<br>Rdr RT | **ALIOTH**<br><br>**Caremar S.p.A. di Navigazione**<br>Napoli Italy | 173<br>114<br>40 | RI | **1979** Navaltecnica—San Benedetto del Tronto (200)<br>30,97 12,60 3,691<br>26,24 6,51 3,74<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>3 540bhp (2 604kW) Maybach<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 6620462<br>TCZV<br>3572<br>RT | **ALIRIZA BEY**<br>ex Asim Cafer-82<br>ex Profilo Ilhan-67<br>**Eta Petrol Akaryakit Ticaret ve Nakliyat A.S.**<br>Istanbul Turkey | 466<br>280<br>750 | AB | **1965** Suleyman Saim Birkok—Istanbul (23)<br>54,08 8,51 3,074<br>51,36 8,46 3,99<br>P 11,3 F 6,8 1 dk | **M General Cargo**<br><br>2 Ha (each 10,7 × 4,1) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 480<br>540bhp (397kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 11kW<br>10kn |

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| **7947697**<br>610983 | **ALISA ANDREA**<br>**N. I. Lee Inc.**<br>Washington, NC United States of America | **178**<br>130<br>— | | **1979** Harrison Boats Inc.—Arapahoe, NC<br>*25,70* 7,35<br>3,61<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **6916859**<br>UOYN<br>M-28143<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALISHER NAVOI**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**6 510**<br>2 999<br>—<br>**10 152**<br>5 202<br>15 090 | RS | **1969** Brodogradiliste "3 Maj"—Rijeka (524)<br>159,42 21,29 8,511/10,000<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>B.20 417<br>5 Ha (stl) (9,6 × 9,3) (12,7 19,9 11,8 × 10,9) ER (10,2 × 9,3)<br>12W Der 12(5) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>18,5kn |
| **7627613**<br>EHOZ<br>Df Esd<br>Gc Rdr<br>RT | **ALISIO**<br>**Compania Naviera Transoceanica S.A.**<br>Vigo Spain | **3 367**<br>2 483<br>4 940 | BV | **1979** Ast. Construcciones S.A.—Meira (151)<br>106,03 15,02 6,801<br>97,49 14,99 8,51<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 718 B.6 811<br>2 Ha (stl) ER<br>Cr 2(10) 2(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>4 250bhp (3 126kW) Pielstick<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>15,75kn |
| **7370064**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALISON**<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **201**<br>119<br>— | AB | **1974** Sandock-Austral Ltd.—Durban (54)<br>28,94 6,48 2,718<br>26,80 6,41 3,36<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 24kW a.c.<br>Controllable pitch propeller<br>Fuel 98,5t (d.o.) |
| **7742293**<br>WW3192<br>513704<br>Df Gc<br>Pfd Rdr<br>RT | **ALISON C.**<br>**Midland Enterprises Inc.**<br>Cincinatti, Oh United States of America | **196**<br>133<br>— | AB | **1968** McDermott Shipyard—Morgan City, La (147)<br>5,423<br>41,99 10,49 6,20<br>F 11,3 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>Gen 2 × 100kW |
| **7431052**<br>IOKA<br>1149<br>Gc Rdr<br>RT | **ALISORRENTO**<br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | **139**<br>88<br>— | RI | **1972** S. Ordzhonikidze Works—Poti (S-652)<br>35,21 9,61 1,580<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>100P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>.............<br>34kn |
| **7048570**<br>ITNI<br>1132<br>Gc Rdr<br>RT | **ALISPAN PRIMO**<br>ex Lepa Vida-71<br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | **139**<br>85<br>— | (JR) (RI) | **1970** S. Ordzhonikidze Works—Poti (S-639)<br>35,21 9,56<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>100P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 1 × 5,5kW 2 × 1kW 24V d.c.<br>35kn |
| **8022975**<br>EACO | **ALISUR AMARILLO**<br>**Alisur S.A.**<br>Arrecife Spain | **250**<br>135<br>50 | NV (Class cont.) | **1981** Westamarin A/S—Mandal (79)<br>30,00 9,05<br>3,13<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>Twin Hull<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 195 × 180/192 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse Mulhouse |
| **7529926**<br>Gc Rdr<br>RT | **ALISUR ASUL**<br>ex Westjet-80<br>**Alisur S.A.**<br>Santa Cruz de Tenerife Spain | **256**<br>158<br>40 | NV | **1976** Westermoen Hydrofoil A/S—Mandal (43)<br>29,49 9,05<br>28,96 9,00 2,60<br>1 dk | **Aluminium Alloy TGT Ferry**<br>Twin Hull<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 6 700shp (4 928kW)<br>Avco Lycoming Division Stratford, Ct<br>Gen 2 × 28kW 220V 50Hz a.c.<br>2 Water jet propulsion units |
| **7702126**<br>DKNA<br>1828<br>Df Esd<br>Gc Rdr<br>RTm | **ALITA**<br>**Reederei Gebruder Person K.G.**<br>Luebeck Federal Republic of Germany | **902**<br>593<br>2 174 | GL | **1977** Schiffsw. Hugo Peters—Wewelsfleth (566)<br>80,42 4,852<br>72,24 12,81 7,22<br>P 12,8 F 5,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 29,7 20,6 ER<br>G.3 594 B.3 351<br>TEU 128 C. 128/20′<br>2 Ha (25,1 18,5 × 10,2) | Oil 4SA 6Cy. 320 × 420 geared to sc. shaft<br>1 999bhp (1 470kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 185,0t (d.o.)-6,5pd 13,25kn |
| **5011444**<br>YXOS<br>Df Esd<br>Rdr RT | **ALITAN**<br>**Flota Pesquera Industrial S.A.**<br>Cumana Venezuela | **304**<br>141<br>— | (BV) | **1960** Enrique Lorenzo y Cia. S.A.—Vigo (221)<br>38,41 6,89 3,595<br>33,38 6,80 4,02<br>F 8,3<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 83,5t 12,5kn |
| **7048556**<br>ITNJ<br>1133<br>Gc Rdr<br>RT | **ALITUNISI**<br>ex Alispan Secondo-80<br>ex Atalanta-71<br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | **139**<br>85<br>— | RI | **1970** Feodosiya Shipyard—Feodosiya (S-28)<br>35,21 9,56 1,580<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>100P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 1 × 5,5kW 2 × 1kW 24V d.c.<br>35kn |
| **7011448**<br>UUFH<br>M-26111<br>Df Esd<br>Gc Rdr<br>RT | **ALITUS**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **795**<br>265<br>834 | RS | **1960** .............U.S.S.R.<br>63,15 10,01 3,750<br>4,02<br>1 dk | **TM Tanker**<br>Ice strengthened<br>1 Ho 9 Ta ER<br>G.118 L.(oil) 861<br>2 Ha (each 1,6 × 2,5) ER<br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>12,5kn |
| **7303592**<br>EAAR<br>2462<br>Df Esd<br>Pfd Rdr<br>RT | **ALIVA**<br>**Cimiano, Portales y Fernandez**<br>Santander Spain | **139**<br>61<br>— | | **1973** Ast. de Santander S.A.—Santander (76)<br>27,64 6,30 3,099<br>23,45 6,28 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>10,75kn |

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| 7431064<br>ILFV<br>1166<br>RT | **ALIVESUVIO**<br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | 139<br>88<br>— | RI | **1973** S. Ordzhonikidze Works—Poti (S-654)<br>35,21 9,61 1,580<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>100P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1‘471kW)<br>.............<br>34kn |
| 7831800<br>Df Esd<br>Gc Rdr<br>RT | **ALIYA MOLDAGULOVA**<br>**U.S.S.R.**<br>U.S.S.R. | 2 484<br>1 321<br>3 134 | RS | **1980** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,671<br>108,03 13,00 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 7431818<br>Df Esd<br>Rdr RT | **ALIYU**<br>ex Lorena-80<br>**Imano (Nigeria) Ltd.**<br>Lagos Nigeria | 140<br>53<br>— | RI<br>LR class withdrawn 9/12/82 | **1978** Cant. Nav. Fratelli Maccioni —Viareggio (11)<br>Cmd.**1980**<br>38,84 6,46 2,974<br>24,46 6,43 3,56<br>F 13,5 1 dk<br>rf 1600 BK 152 | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>600bhp (441kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 72kW 440V 60Hz a.c. 2 × 7kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7306398<br>FNKS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALIZE**<br>ex Ferncraig-78<br>**Total Compagnie Française de Navigation (T.C.F.N.)**<br>Dunkerque France | 122 734<br>97 824<br>249 261 | BV (NV) | **1973** Ch. Nav. de La Ciotat—La Ciotat (287)<br>334,15(BB) 48,77 21,016<br>316,54 48,71 27,13<br>1 dk<br>rf 51 | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 419 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 1548kW 1 × 1440kW 1 × 640kW 440V 60Hz a.c.<br>Fuel 12 769,0t (o.f.) 602,0t (d.o.)-174,0pd<br>16kn |
| 5011468<br>CNAY<br>Df Esd<br>RT | **ALIZE**<br>ex Lucian-56<br>**Societe Marocaine d'Affretement et de Peche**<br>Agadir Morocco | 424<br>194<br>— | | **1950** A/S Pusnaes M/V—Arendal (68)<br>47,25 7,78 4,141<br>7,73<br>P 11,9 F 15,0 1 dk<br>RW | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.41<br>3W | Oil 2SA 4Cy. 380 × 450<br>1 350bhp (993kW) Wichmann<br>M. Haldorsen & Sonner Rubbestadneset<br>Fuel 75,0t (d.o.)<br>11kn |
| 5170070<br>Df Esd<br>RTm | **ALJABOR**<br>ex Vicky K-77 ex Marjan-75<br>ex Jans-70<br>**Aljabor Shipping & Forwarding Co. Ltd.**<br>Doha Qatar | 388<br>212<br>483 | (BV) | **1955** Schpsb. Firma Hijlkema & Zonen —Martenshoek (2/60)<br>*45,42* 7,70 2,744<br>43,29 7,62 3,15<br>P 12,5 F 6,8 1 dk<br>R<br>**IN PORT DAMAGED BY FIRE 10/77** | **M General Cargo**<br>1 Ho 21,0 ER<br>G.745 B.705<br>2 Ha (each 8,0 × 3,5) ER<br>Der 2(2) | Oil 2SA 4Cy. 220 × 380 with hydraulic coupling<br>200bhp (147kW)<br>Appingedammer Brons Appingedam<br>9,25kn |
| 7009512<br>HZFA<br>127/97<br>Rdr RT | **ALJAWHARA**<br>ex Kyokuho Maru-77<br>**Arabian Marine Operating Co. Ltd.**<br>Jeddah Saudi Arabia | 1 595<br>1 013<br>3 168 | NK | **1969** Tokushima Zosen Sangyo K.K. —Komatsujima (285)<br>88,25 12,43 5,741<br>81,90 12,40 6,30<br>P 22,6 F 7,4 1 dk<br>RW len 73 | **M Tanker**<br>CBT<br>12 Ta ER<br>L.(oil) 4 089 | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 120kW 440V a.c.<br>Fuel 122,0t-8,0pd<br>12,5kn |
| 5011494<br>CSMM<br>LX-63-A<br>Esd | **ALJEZUR**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | 432<br>180<br>— | ✠Classed LR until 3/58 | **1957**-1 Est. Nav. do Mondego—Figueiro da Foz (38)<br>51,47 8,51 4,039<br>45,22 8,40 4,25<br>F 9,5<br>RW BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G. Kiel |
| 7907879<br>LJAL<br>19449<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALK**<br>**K/S A/S Alk**<br>A/S Finn Johnsens Rederi<br>Bergen Norway | T.Mk<br>**1 192**<br>880<br>2 710 | NV | **1980** Mandals Slip & Mek. Verk. A/S —Mandal ((658))<br>79,15 14,05 5,022<br>74,02 14,01 6,91<br>P - 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>Ice strengthened<br>12 Ta ER<br>L.2 620 HeCls. C | Vee Oil 4SA 12Cy. 250 × 300<br>1 997bhp (1 469kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 3 × 198kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 140,0t-7,5pd<br>12,5kn |
| 5254498<br>PCML<br>Df Esd<br>RTm | **ALK**<br>ex Azolla-78 ex Noordborg-75<br>**H. H. Hazendonk**<br>Wagenborg Scheepvaart B.V.<br>Hardinxveld -Giessendam Netherlands | 397<br>229<br>520 | BV | **1962** Dok & Schpsb. Maats. "Makkum" —Makkum (1)<br>48,54 7,95 2,979<br>44,00 7,90 3,23<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 29,9 ER<br>G.769 B.722<br>2 Ha (each 11,5 × 4,6) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel 30,5t (d.o.)<br>8,5kn |
| 5011523<br>DFTY<br>Df Esd | **ALK**<br>**Friedrich Wolter**<br>Dornbusch Federal Republic of Germany | 298<br>185<br>480 | GL | **1957** Jadewerft G.m.b.H.—Wilhelmshaven (42)<br>46,49 8,54 2,680<br>42,02 8,51 3,00<br>P 9,5 F 6,8 1 dk | **M General Cargo Barge**<br>Ice strengthened<br>1 Ho ER<br>G.628 B.594<br>1 Ha (22,2 × 5,4)<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9,5kn |
| 5112107<br>ZGOR<br>385059<br>Df Esd<br>RTv | **ALK**<br>ex Falke-81<br>**Baltic Coaster Association Ltd.**<br>Georgetown Cayman Islands (British) | 238<br>98<br>360 | GL | **1935** Schiffsw. W. Holst—Cranz<br>*39,29* 6,10 2,801<br>3,13<br>P 8,6 F 6,1 1 dk<br>R len 38 & deepened 49 conv Dredger — | **M General Cargo**<br>Ice strengthened<br>G.453 B.425<br>1 Ha (17,3 × 3,9) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW) NE 56<br>Maschinenbau Kiel A.G. Kiel<br>7,5kn |
| 6619372<br>YTDA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKA**<br>**Jadranska Slobodna Plovidba (JADROSLOBODNA)**<br>Split Yugoslavia | T.Mk<br>**5 309**<br>2 740<br>7 975<br>**7 976**<br>4 860<br>9 908 | BV JR | **1967** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (204)<br>143,06 19,38 7,240/8,221<br>133,00 19,31 11,10<br>3 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho ER<br>G.16 950 B.15 588 In.986<br>5 Ha (7,5 9,8 12,8 12,8 8,3 × 5,4) ER<br>16W Der 1(30) 4(10) 10(5) 2(3)— | Oil 2SA 8Cy. 680 × 1250<br>9 200bhp (6 767kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 360kW 400V a.c.<br>Thw. thrust propeller fwd<br>15,5kn |

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|---|---|---|---|---|---|---|
| **6515447**<br>H9EO<br>9695-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RTv | **ALKA**<br>ex Laric-82 ex Polar Bv-82<br>ex Remjay-81<br>ex Aeggan Destiny-80<br>ex Matupi-79 ex Cavalaire-78<br>ex Harvest Gold-77<br>ex Frigomar-75 ex Oyonnax-71<br>**Akola Shipping Corp.**<br>Panama Panama | **4 477**<br>2 288<br>3 259 | BV | **1966** Ch. Nav. de La Ciotat—La Ciotat (231)<br>111,82 16,06 6,478<br>102,27 16,01 11,00<br>4 dks | **M General Cargo**<br>Ref.<br>3 Ho 23,3 17,8 15,9 ER<br>In.5 950<br>3 Ha (stl) (6,4 6,4 9,8 × 4,6) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 2 × 375/510kW 1 × 340kW 440V 60Hz a.c. 2 × 80kW 225V 60Hz a.c.<br>Fuel (hvf) 19,75kn |
| **6827266**<br>LZRI<br>125<br>Df Esd<br>Gc Rdr<br>RT | **ALKA**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **2 652**<br>1 130<br>1 152 | BR | **1968** VEB Volkswerft Stralsund—Stralsund (236)<br>82,02 13,64 5,201<br>73,00 13,59 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.1 211<br>4 Ha (2,7 2,7 2,7 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 5 × 256kW 1 × 300kW 380V a.c.<br>Controllable pitch propeller<br>13,25kn |
| **7431959**<br>YIQS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKADISIYAH**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **5 024**<br>2 502<br>6 977 | **✠100A1**<br>hopper dredger<br>**✠LMC**<br>EL X $2\frac{1}{16}$"<br>FN 2602<br>**SURVEYS OVERDUE** | **1976**-12 IHC Verschure B.V.—Amsterdam (865)<br>102,75 18,24 7,170<br>96,02 18,20 8,89<br>P 26,6 F 18,6 1 dk<br>rf nil<br>4BH WB236T | **TM Hopper/Dredger**<br>Trailing Suction Sand-pump discharge (Shore-delivery Barge-unloading)<br>Twin side arms Dredging depth 28,0<br>Hopper 8100T<br>Mchy.aft<br>Hopper 4 118<br>2 sandpumps each 1044kW (1400bhp)<br>Cr 2(8) | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shafts<br>5 060bhp (3 722kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 2 × 448kW 1 × 216kW 380V 50Hz a.c. |
| **7624867** | **ALKAHAULER**<br>**Total Bulk Corp.**<br>Cebu City Philippines | **200**<br>—<br>550 | AB (Class cont.) | **1980** Sandoval Shipyards Inc. —Consolacion (5)<br>... ... ...<br>40,85 10,06 2,93 | **TM Landing Craft** | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>730bhp (537kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **5428439**<br>PCMK<br>Df Esd<br>Pfd Rdr<br>RT | **ALKAID**<br>ex John Murray-81<br>ex Noblesse-66<br>**Tecship B.V.**<br>Den Helder Netherlands | **437**<br>108<br>— | **✠100A1** CS 1/82<br>trawler<br>**✠LMC**<br>EL (e) o<br>FN 408 | **1963**-12 T. Mitchison Ltd.—Gateshead (520)<br>*37,19* 7,85 3,753<br>35,79 7,62 3,76<br>1 dk & S dk<br>rf 914 BK 51<br>Coll BH to S dk 3 to 2nd dk WB42t | **M Research/Fishing** OSD<br>Side Trawler | 2 Oil 4SA each 4Cy. 185 × 200 sr geared to sc. shaft<br>800bhp (588kW) Maybach<br>Bristol Siddeley Engines Ltd. Coventry<br>Controllable pitch propeller<br>Fuel 62,0t |
| **7416777**<br>SVGF<br>5615<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALKAIOS**<br>**Alkaios Maritime Corp.**<br>Piraeus Greece | **11 284**<br>7 469<br>18 750 | AB | **1975** Korea SB. & Eng. Corp.—Busan (1001)<br>154,24 22,81 9,189<br>145,98 22,79 12,50<br>1 dk | **M Bulk Carrier**<br>4 Ho 24,6 25,9 25,9 26,8 ER<br>G.24 619 B.22 205 HeCls. B<br>4 Ha (stl) (17,2 20,2 20,2 17,2 × 10,9) ER<br>4W Der 4(22) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Hitachi Zosen Japan<br>Gen 3 × 340kW 445V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 218,5t (hvf)-27,0pd<br>15kn |
| **7422740**<br>SXHZ<br>8007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKAIOS**<br>ex Nessbank-81<br>**Buckingham Maritime Corp.**<br>"Granicos" Shipping Corp. S.A.<br>Piraeus Greece | T.Mk<br>**7 516**<br>4 235<br>12 895<br>**11 173**<br>6 983<br>16 875 | **✠100A1**<br>DTm oil FP 60°C and above — or vegetable oil<br>**✠LMC**<br>EL C† $2\frac{3}{8}$"U2<br>FN 5253 | **1977**-9 Sunderland Shipbuilders Ltd. —Pallion, Sunderland (5)<br>161,53 21,42 8,230/9,748<br>152,48 21,34 13,11<br>F 14,1 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>SF 7BH to U dk 1 to 2nd dk WB4299t incl. DTsm 1619t & Comb. btm & STs in No. 1 hold 749t & Tunnel tank 515t | **M General Cargo**<br>5 Ho 19,8 14,2 10,6DTp&s 24,3 25,1 ER 22,8<br>G.22 699 B.20 900<br>TEU 192 C. 192/20'<br>7 Ha (stl) (10,9 13,5 13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>Der 1(49,25) 1(25,5) 16(9,75) | Oil 2SA 6Cy. 670 × 2144<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (o.f.) 8,4kgf/cm² (8,3bar)<br>AuxB (Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 450kW 1 × 270kW 450V 60Hz a.c.<br>Fuel 185,0t (d.o.) 2 103,0t (hvf)-38,5pd<br>17kn |
| **6806640**<br>JXHG<br>18409<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKALI**<br>ex Linheim-77 ex Oborg-75<br>ex North Star-75 ex Porto Star-74<br>ex North Star-72<br>**Sameiet Alkali**<br>Hydroship A/S<br>Oslo Norway | T.Mk<br>**288**<br>168<br>—<br>**484**<br>326<br>722 | NV | **1967** Ulstein M/V A/S—Ulsteinvik (46)<br>49,79 9,25 —/3,677<br>45,01 9,20 5,69<br>P - 1 dk<br>rf 102 conv General Cargo 77 | **M Tanker**<br>Chemical<br>Ice strengthened<br>5 Ta ER<br>L.347 HeCls. ptC<br>2W | Vee Oil 4SA 8Cy. 159 × 203<br>535bhp (394kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW 1 × 12kW 220V 50Hz a.c.<br>Fuel 61,0t (d.o.)-2,0pd 11kn |
| **7830026**<br>DVGD<br>212751 | **ALKANE**<br>**Cargo Marine Corp.**<br>Reyes & Lim Co. Inc.<br>Manila Philippines | **180**<br>103<br>500 | | **1967** Engineering Equipment Inc.—Manila<br>*33,84* 1,829<br>8,53<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta cyl horizontal ER<br>L.(gas) 240 | Oil<br>............. |
| **5009001**<br>EDOI<br>Df Esd<br>RT | **ALKARTEGUI**<br>**Manuel Garrido Garcia**<br>La Coruna Spain | **184**<br>120<br>— | (BV) | **1962** Ast. Luzuriaga S.A.—Pasajes (57)<br>33,81 6,20 3,150<br>6,15 3,51<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 61,0t (d.o.) 9,5kn |
| **7641023** | **ALKATHEEB**<br>**Hodeidah Port Authority**<br>Hodeidah Yemen Arab Republic | **176**<br>23<br>— | AB | **1976** Pan Asia Shipyard & Eng. (Pte.) Ltd. —Singapore (25)<br>23,91 7,62 3,429<br>3,81<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 28kW a.c.<br>10,5kn |
| **6525399**<br>SVQX<br>6704<br>Df Esd<br>Gc Rdr<br>RT | **ALKAZAR**<br>ex Horyu Maru-77<br>**Eretrian Enterprises Ltd. S.A.**<br>Shiptrade Corp. S.A.<br>Piraeus Greece | **9 677**<br>3 999<br>15 399 | NK | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (665)<br>146,89 20,55 8,205<br>137,01 20,50 11,41<br>F 10,1 1 dk<br>RW | **M Ore Carrier**<br>3 Ho ER<br>G.15 794<br>3 Ha (stl) (21,0 25,2 25,2 × 8,6) ER<br>12W Der 2(10) 10(4) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Maizuru S.B. & Eng. Co. Ltd. Maizuru<br>Gen 2 × 184kW 445V a.c.<br>Fuel 1 234,5t-23,5pd 13,75kn |

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|---|---|---|---|---|---|---|
| 6717588<br>SYEG<br>7920<br>Df Esd<br>Gc Rdr<br>RT | **ALKEOS C**<br>ex Yauza-80 ex Forth Bridge-78<br>**National Resolve Compania Naviera S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **25 279**<br>18 935<br>49 473 | **✠100A1** M 7/82-9mos<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty (cc)<br>**✠LMC**<br>EL rt $2\frac{11}{16}$"U2<br>FN 9113<br>(RS) | **1967**-9 Verolme Dok & Schpsb.—Rozenburg, Rotterdam (760)<br>205,49 29,93 11,989<br>194,09 29,88 17,07<br>1 dk<br>rf nil<br>NS 9BH WB18260t incl. Comb btm, side & topside tanks in holds 16095t | **M Bulk Carrier**<br>pt high tensile steel<br>7 Ho 24,6 20,1 20,5 20,5 20,5 20,5 20,5 ER<br>G.59 352<br>7 Ha (stl) (each 13,4 × 14,3) ER | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 2 359,5t (hvf) 15kn |
| 7393339<br>GXZU<br>379612<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKES**<br>ex Alice Redfield-80<br>**Alkes Shipping Co. Ltd.**<br>Shipping Management S.A.M.<br>London United Kingdom | **33 329**<br>22 335<br>57 372 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL Mt 632,5/84,0U2<br>FN 9854 | **1978**-6 Cammell Laird Shipbuilders Ltd.—Birkenhead (1369)<br>210,01(BB) 32,31 12,466<br>202,50 32,25 16,41<br>P 25,3 1 dk<br>rf nil<br>11BH WB343T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 71 731 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>WTAuxB (o.f.) 21,4kgf/cm$^2$ (21,0bar) Spt 17,5kgf/cm$^2$ (17,2bar) hs593,3<br>AuxB (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>e(ex.g) 21,8kgf/cm$^2$ (21,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>16kn |
| 5011573<br>EDMK<br>8322<br>Df Esd<br>RTm | **ALKES**<br>**Francisco Antelo Rial**<br>Vigo Spain | **204**<br>98<br>200 | (BV) | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (145)<br>35,67 6,91 3,404<br>30,00 6,86 3,89<br>RW | **S Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1 | T 3Cy. 240 394 & 622 × 432<br>225ihp (166kW)<br>Talleres M. Sanjurjo Otero Vigo<br>Fuel 92,5t (o.f.) 9kn |
| 7427269<br>A7D2014<br>225<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKHOWAIR**<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **126**<br>33<br>— | AB | **1975** Sing Koon Seng Ltd.—Singapore (LY-198)<br>4,725<br>22,38 7,00 5,39 | **TM Tug** | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW a.c.<br>Fuel 74,0t (d.o.) 11kn |
| 7500463<br>HNKI<br>Df Esd<br>Gc Rdr<br>RTv | **ALKINDI**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | T.Mk<br>**3 648**<br>1 786<br>5 860<br>**5 885**<br>3 346<br>8 300 | **✠100A1** SS 3/80<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL X $2\frac{3}{16}$"<br>FN 3068 | **1976**-6 Shinhama Dock K.K.—Anan (707)<br>115,68(BB) 18,95 6,900/8,390<br>103,99 18,90 10,60<br>P 27,2 F 11,3 2 dks<br>rf 152<br>SF 5BH WB910T | **M General Cargo**<br>Ref<br>3 Ho 14,7 28,3 29,1 ER<br>G.11 764 B.11 016 In.100<br>3 Ha (stl) (7,1 × 8,5) (18,4 17,0 × 10,0) ER<br>2W Cr 2(15,5) 3(5) Der 2(2) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 480kW 385V 50Hz a.c.<br>Fuel 137,0t (d.o.) 503,0t (hvf) 15,5kn |
| 7829663<br>SV4483<br>6424 | **ALKIS S**<br>**Skafamar Co Ltd.**<br>Piraeus Greece | **146**<br>97<br>— | HR | **1978** Porfyroglu Katsikas Tsortanidis Bros. Co. Ltd.—Piraeus<br>29,82 6,00 3,301<br>... ... ...<br>1 dk | **M Tanker**<br>Water<br>6 Ta ER | Oil 4SA 6Cy. 130 × 150<br>290bhp (213kW)<br>A/B Volvo-Penta Sweden |
| 7224863<br>HZRA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALKISMA ALARABIA**<br>ex Lauderdale-82<br>**Saudi Tankers Ltd.**<br>Dammam Saudi Arabia | **143 962**<br>111 393<br>264 591 | **✠100A1** SS 3/82<br>ore/oil carrier<br>**✠LMC** **UMS**<br>EL C* $4\frac{7}{8}$"U2<br>FN 25956 | **1972**-12 Mitsubishi Heavy Industries Ltd.—Nagasaki (1685)<br>335,67(BB) 53,68 20,619<br>320,00 53,60 27,51<br>F 27,5 1 dk<br>rf nil<br>8BH WB60058t incl. Clean ballast tanks 24624t | **S Ore/Oil Carrier**<br>pt higher tensile steel<br>4 Ho 63,0 57,7 63,0 67,5 18 Ta ER<br>L.(oil) 318 856 HeCls. B<br>8 Ha (each 15,7 × 14,0) ER<br>Der 2(15) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm$^2$ (72,6bar) Spt 515,6°C 74kgf/cm$^2$ (72,6bar) hs3553,5<br>Gen 1 × 1400kW 2 × 680kW 450V 60Hz a.c.<br>Fuel 12 640,5t (o.f.)-163,5pd |
| 6621727<br>6ZTV<br>2590<br>Df Esd<br>Gc Rdr<br>RT | **ALKMAN**<br>**Alkman Inc.**<br>Monrovia Liberia | **27 985**<br>20 588<br>58 673 | AB | **1966** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (818)<br>226,42 31,15 12,399<br>216,42 31,09 17,51<br>P 28,7 Ba - F 15,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>B.68 583<br>12 Ha ER | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 540kW<br>16kn |
| 7525839<br>SXLN<br>6630<br>Df Esd<br>Gc Rdr<br>RTh | **ALKMAN**<br>ex Golden Polykleitos-79<br>**Roda Shipping Corp.**<br>"Granicos" Shipping Corp. S.A.<br>Piraeus Greece | **14 531**<br>10 238<br>24 738 | AB | **1977** Nippon Kokan K.K.—Shimizu (365)<br>172,27(BB) 22,92 9,780<br>161,68 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,0 25,2 25,2 25,2 25,2 ER<br>G.33 894 B.29 127 HeCls. B<br>5 Ha (stl) (13,2 × 8,0) (16,7 16,7 16,7 16,7 × 9,6) ER<br>Cr 2(15) 2(10) Der 2(15) 2(2,5) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW 440V 60Hz a.c.<br>Fuel 248,0t (d.o.) 1 863,0t (hvf)-29,0pd<br>14kn |
| 7801180<br>J4QX<br>7457<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKMINI**<br>**Kerinion Shipping Co. S.A.**<br>Piraeus Greece | **10 996**<br>7 730<br>17 179 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2642)<br>145,52(BB) 21,04 9,041<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 152 B.21 067<br>TEU 367 C.Ho 311/20'(40') C.Dk 56/20'(40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5290519<br>SYCE<br>3181 | **ALKMINI**<br>ex Constantinos-69 ex Rask-67<br>ex Hesnes-53<br>ex Paul L.-M. Russ-47<br>**Alkmini Shipping Co. Ltd.**<br>Piraeus Greece | **1 200**<br>625<br>2 200 | (HR) | **1923** Stettiner Oderwerke A.G.—Stettin<br>73,94 11,10 4,395<br>70,11 11,05<br>P & B 55,5 F 8,3 1 dk<br>R | **M General Cargo**<br>1 Ho 15,9 ER<br>G.3 540 B.3 455<br>3 Ha<br>5W Der 5 | Oil 4SA 6Cy. 400 × 460<br>815bhp (599kW) E made43 refitted55<br>Friedr. Krupp Germaniawerft A.G. Kiel<br>Fuel 8,0t 9kn |
| 5244479<br>SXJZ<br>5277<br>Df Esd<br>Gc Rdr | **ALKMINI A**<br>ex Mercia-74 ex Myile-69<br>ex Frigg-61 ex Pan-57 ex Astri-52<br>**Kefalliniaki Thalassa Shipping Co.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **2 495**<br>1 312<br>3 820 | **✠100A1** SS 10/76<br>Str. nav. ice<br>**✠LMC**<br>EL t<br>FN 1847 | **1937**-8 Lindholmens Varv. A/B—Goteborg (947)<br>100,97 13,59 5,696<br>93,88 13,57 6,10<br>P 8,0 RQD 30,5 B & F 58,3 1 dk<br>RW<br>4BH WB732t | **M General Cargo**<br>2 Ho ER 2 Ho<br>G.6 611 B.5 997<br>2 Ha (9,6 10,9 × 6,7) ER 2 Ha (10,9 10,9 × 6,7)<br>8W Der 2(25) 8(5) | 2 Oil 2SA each 5Cy. 340 × 570 with electro-magnetic slip couplings & sr gearing to sc. shaft<br>1 740bhp (1 280kW)<br>Atlas-Diesel A/B Stockholm<br>db 100lbf/in$^2$ (6,9bar)<br>Fuel 474,5t 12kn |

**LAID UP — SURVEYS OVERDUE 10/80**

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|---|---|---|---|---|---|---|
| **5345209**<br>SVHR<br>4082<br>Df Esd<br>Gc Rdr<br>RT | **ALKMINI A.**<br>ex Stella-82 ex Sunpolynesia-71<br>**Tara Shipping Inc.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **6 362**<br>3 663<br>11 253<br>**8 970**<br>6 034<br>14 240 | NV | **1957** Eriksbergs M/V A/B—Goteborg (494)<br>144,99 18,93 8,027/9,348<br>135,21 18,90 12,20<br>P 17,1 RQD 9,2 B 4,9 F 14,4 1 dk & S dk, 3rd dk in Nos. 3 & 5 holds<br>rf 152 | **M General Cargo** OSD/CSD<br>5 Ho 19,9 21,4 20,5 21,5 19,4<br>G.20 374 B.18 729<br>5 Ha (stl) (11,2 12,8 11,2 11,2 11,2 × 7,3)<br>12W Der 2(5-15) 10(5) | Oil 2SA 5Cy. 740 × 1600<br>6 250bhp (4 597kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 440,5t (hvf) 13,5kn |
| **5332654**<br>H9IQ<br>1108<br>7-PG<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALKOR**<br>ex Timur Endurance-80 ex Lita-74<br>ex Sneland I-72<br>**Daxi Shipping Corp.**<br>Link Line Ltd.<br>Panama Panama | **10 414**<br>6 751<br>16 564 | NV | **1962** Ch. Reunis Loire-Normandie—Nantes (661)<br>155,40 20,45 9,278<br>144,99 20,40 11,31<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 9,2 17,8 12,4 15,3 11,5 17,8 10,1 ER<br>G.21 629 B.20 105 HeCls. B<br>7 Ha (stl) (7,0 13,4 6,8 12,2 6,8 12,2 6,8 × 9,6) ER<br>14W Der 14(5) | Oil 2SA 7Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 157,0t (d.o.) 1 120,0t (hvf)-20,0pd 14,75kn |
| **6524503**<br>DBIG<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ALKOR**<br><br>**Institut fur Meereskunde an der Universitat Kiel**<br>Kiel Federal Republic of Germany | **235**<br>77<br>42 | GL | **1965** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (681)<br>30,79 7,68 2,429<br>27,13 7,62 3,36<br>B & F 11,0 1 dk<br>BK 292 | **M Research**<br>Ice strengthened<br>Der 1(2) | Vee Oil 4SA 12Cy. 135 × 160 sr geared to sc. shaft<br>425bhp (313kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 120kW 2 × 42kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 10kn |
| **7374175**<br>JRUR<br>115826<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKUDS**<br><br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **72 368**<br>50 800<br>139 394 | NK | **1975** Mitsui SB. & Eng. Co. Ltd.—Tamano (1000)<br>271,00(BB) 44,05 17,025<br>260,00 44,00 22,28<br>1 dk | **M Tanker**<br>SBT COW IGS<br>15 Ta ER<br>L.(oil) 170 829 HeCls. BC | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 900kW 2 × 670kW 450V 60Hz a.c.<br>Fuel 295,0t (d.o.) 4 358,0t (hvf)-82,5pd 15,5kn |
| **6823179**<br>J4VH<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ALKYON**<br>ex Jarl R. Trapp-79<br>**Perseas Compania Naviera S.A.**<br>Shiptrade Corp. S.A.<br>Piraeus Greece | **16 473**<br>10 246<br>27 626 | ✠**100A1** SS 6/80<br>strengthened for ore cargoes, No. 3 hold or Nos. 2 & 5 or Nos. 1, 3, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6735 | **1968**-8 Oresundsvarvet A/B—Landskrona (216)<br>185,12 24,06 10,224<br>176,26 24,01 14,20<br>P 32,7 F 18,6 1 dk<br>rf 25<br>NS 9BH WB13017t incl. Comb. btm & side tanks in holds 4780t Topside tanks in holds 3465t | **M Bulk Carrier**<br>6 Ho 16,2 30,0 17,2 16,9 30,4 15,1 ER<br>G.35 218 B.32 066<br>6 Ha (stl) (9,7 23,7 10,1 10,1 23,7 8,4 × 10,8) ER<br>Cr 4(11,75-14,75) | Oil 2SA 7Cy. 750 × 1600<br>13 300bhp (9 783kW)<br>A/B Gotaverken Goteborg<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 392kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 656,0t (d.o & hvf) 16kn |
| **6401737**<br>SXRF<br>5331<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALKYON**<br>ex Agapi-81 ex Diakan Love-79<br>ex Concordia Love-77<br>ex Fernland-73<br>**Diolcos Shipping Inc.**<br>Ilios Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**4 044**<br>1 927<br>6 213<br>**6 274**<br>3 249<br>8 687 | NV | **1964** A/S Fredriksstad M/V—Fredrikstad (381)<br>131,04 18,19 6,738/8,135<br>120,91 18,14 10,06<br>P 43,3 F 15,3 2 dks<br>rf nil | **M General Cargo**<br>Ref 3P<br>4 Ho 18,2 20,8 19,4 22,4 ER<br>G.12 100 B.10 769 In.699<br>4 Ha (stl) (11,2 13,6 13,6 13,6 × 7,0) ER<br>14W Der 1(50) 8(10) 2(7,5) 4(5) | Oil 2SA 6Cy. 680 × 1500<br>6 000bhp (4 413kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 275kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 914,5t (hvf) 16kn |
| **5197016**<br>SVZP<br>3522<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALKYON**<br>ex Mimika L.-78<br>ex Copenhagen-69<br>ex Kronprinsesse Ingrid-69<br>**Dimitrios Ventouris**<br>Piraeus Greece | **3 985**<br>2 056<br>1 727 | BV | **1949** Helsingor Skibsv. og Maskinbyg. —Helsingor (289)<br>114,46 15,17 5,633<br>15,12 8,54<br>F 32,0 2 dks<br>rf 152 | **TM Passenger/General Cargo**<br>Ref 334P<br>2 Ho 9,4 17,9<br>G.2 095 B.1 982<br>3 Ha (3,3 × 3,8) (4,7 × 7,0) (6,0 × 3,2)<br>6W Cr 1(4) Der 2(5) 2(3) | 2 Oil 2SA each 10Cy. 500 × 900<br>7 100bhp (5 222kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 4 × 280kW 220V d.c.<br>Fuel 350,5t (d.o.) 20kn |
| **5107360**<br>SV3841<br>4495<br>Df Esd<br>Rdr<br>RTm/v | **ALKYON**<br>ex Isla Finlandia-72<br>ex Esso Finlandia-71<br>**Piraeus Maritime Co. S.A.**<br>Piraeus Greece | **939**<br>360<br>1 092 | BV | **1950** Wartsila Kon. Crichton-Vulcan —Turku/Abo (876)<br>63,56 10,04 4,395<br>56,24 9,99 4,75<br>P 22,0 F 11,6 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 440 HeCls. C<br>1 Ha (1,7 × 2,5) ER<br>Der 2(10) 1(5) 2(2) | Oil 4SA 8Cy. 350 × 535<br>810bhp (596kW)<br>Assoc. British Oil Engines Ltd. Stockport<br>Gen 2 × 60kW 110V d.c.<br>Fuel 36,5t (d.o.)-4,5pd 11kn |
| **7942623**<br>SV4239<br>457 | **ALKYON**<br><br>**Loucas G. Matsas**<br>Thessaloniki Greece | **110**<br>40<br>— | | **1977** S. Makroglou & E. Tsemelis—Piraeus (2)<br>24,01 6,51 3,201<br>... ... ...<br>1 dk | **M Tug** | Oil 4SA<br>Kloeckner Humboldt Deutz West Germany 11kn |
| **7033812**<br>SYHZ<br>430<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALKYONIA**<br><br>**Marcuento Compania Naviera S.A.**<br>Andros Greece | **11 870**<br>7 614<br>19 513 | AB | **1970** Hitachi Zosen—Innoshima (4284)<br>156,22(BB) 22,66 9,535<br>146,01 22,61 12,91<br>P 29,6 F 11,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.24 211 B.23 560 HeCls. B<br>5 Ha (stl) (12,3 × 8,6) (14,4 14,4 14,4 14,4 × 10,4) ER<br>Der 10(10) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW<br>Fuel 133,0t (d.o.) 1 237,5t (hvf)-30,5pd 14kn |
| **7507162**<br>SWAB<br>3081<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALKYONIS**<br>ex Pacific Master-82<br>**Star Benefit Shipping Corp.**<br>Candida Corp.<br>Piraeus Greece | **30 277**<br>22 763<br>57 421 | NK | **1976** Koyo Dockyard Co. Ltd.—Mihara (716)<br>222,99(BB) 32,21 12,328<br>213,01 32,06 17,91<br>F 16,8 1 dk | **M Bulk Carrier**<br>6 Ho 25,7 25,7 25,7 25,7 25,7 25,7 ER<br>G.70 840 B.69 304<br>6 Ha (stl) (16,7 17,0 17,0 17,0 17,0 17,0 × 12,8) ER<br>Cr 4(8) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 1360kW a.c.<br>Fuel 263,5t (d.o.) 2 634,0t (hvf)-46,5pd 14,5kn |
| **7327653**<br>SYDY<br>4935<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALKYONIS**<br><br>**Allseas Chartering Corp.**<br>Glafki (Hellas) Naftiki Eteria<br>Piraeus Greece | **13 631**<br>9 829<br>22 631 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2264)<br>164,34(BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,3 25,5 26,3 ER<br>G.30 801 B.29 843<br>5 Ha (stl) (14,3 16,0 9,5 16,0 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf) 14,5kn |

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| 7939121<br>Rdr RT | **ALKYONIS I**<br>**Alkyonis Speed Boat Ltd.**<br>Piraeus Greece | **142**<br>92<br>— | BV | **1978** S. Ordzhonikidze Works—Poti (S-696)<br>35,21 9,56 3,601<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Oil 4SA each 10Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Zvyezda Works Leningrad<br>34kn |
| 7939133<br>Rdr RT | **ALKYONIS II**<br>**Alkyonis Speed Boat Ltd.**<br>Piraeus Greece | **142**<br>92<br>— | BV | **1978** S. Ordzhonikidze Works—Poti (S-697)<br>35,21 9,56 3,601<br>30,00 6,00 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>116dk P | 2 Oil 4SA each 12Cy. 180 × 200<br>2 000bhp (1 471kW)<br>Zvyezda Works Leningrad<br>34kn |
| 6912293<br>WX9513<br>250423<br>Df Esd<br>Gc Rdr<br>RT | **ALL ALASKAN**<br>ex Northgate-76 ex Valentine<br>ex Pier Bend ex Valentine<br>**All Alaskan Seafoods Inc.**<br>Juneau, Ak United States of America | **4 011**<br>2 840<br>5 297 | AB | **1945** Pennsylvania Shipyards Inc. —Beaumont, Tx (338)<br>15,30 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil conv General Cargo 62 | **M Fish Carrier**<br>2 Ho ER<br>2 Ha ER | Oil 2SA 6Cy. 546 × 737<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 250kW |
| 7409607<br>WYT9<br>200<br>563053<br>Esd Gc<br>Rdr RT | **ALL TIDE**<br>**Tidewater Venice Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **298**<br>203<br>— | AB | **1975** Halter Marine Fabricators, Inc.—Moss Point, Ms (463)<br>51,80 11,59 3,709<br>50,37 11,56 4,25<br>F 18,9 1 dk<br>rf 51 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 282,5t (d.o.) 12kn |
| 7391422<br>UHJG<br>M-33914<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALLA TARASOVA**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **3 941**<br>1 468<br>1 465 | RS | **1975** Brodogradiliste "Titovo"—Kraljevica (408)<br>100,01(BB) 16,24 4,650<br>90,00 16,20 6,99<br>2 dks | **TM Passenger/Ferry**<br>200bth 56dk P<br>Ice strengthened<br>1 Ho<br>B.750<br>1 Ha (stl) (5,5 × 3,9)<br>Cr 1(3) | 2 Oil 2SA each 8Cy. 320 × 620<br>5 280bhp (3 884kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>17kn |
| 8126537<br>OUKH<br>D2840<br>RT | **ALLAN MADSEN**<br>**Partrederei Allan & Peter Madsen Rederei A/S**<br>Arhus Denmark | **146**<br>52<br>— | BV (Class cont.) | **1982** Carl B. Hoffmanns Maskinfabrik —Esbjerg (47)<br>30,51 2,401<br>28,63 8,72 2,65<br>1 dk | **M Dredger**<br>Grab-dredger<br>Mchy.aft | Oil<br>335bhp (246kW)<br>Saab-Scania Sweden |
| 5218470<br>MQQW<br>166333<br>Esd Pfd<br>RTm | **ALLARD**<br>ex Mallard-64 ex West Coaster-50<br>**A.R.C. Marine Ltd.**<br>London United Kingdom | **349**<br>146<br>445 | ✠Classed LR until 3/64 | **1938**-1 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (652)<br>44,81 7,75 2,756<br>42,42 7,70 2,95<br>P 11,3 F 7,4 1 dk<br>R conv General Cargo 68 | **M Dredger**<br>Suction<br>Mchy.aft<br>2W | Oil 4SA 6Cy. 280 × 450<br>300bhp (221kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 18,0t (d.o.) 8kn |
| 5011705<br>ULQ<br>197 | **ALLEANZA**<br>**Sider S.p.A.**<br>La Spezia Italy | **161**<br>89<br>— | RI | **1945** S.A. Ansaldo—Genova (846)<br>31,70 6,00 2,540<br>29,21 5,97 2,70<br>RQD 10,7 Trunk 13,2 F 5,5 1 dk | **M Tanker**<br>Water<br>5 Ta ER | Oil 4SA 3Cy. 265 × 410<br>150bhp (110kW)<br>S.A. Ansaldo Genova<br>8kn |
| 5407198<br>CG2148<br>313127<br>RTm/h | **ALLEGE**<br>ex Mink-78<br>**Logistec Navigation Inc.**<br>Quebec, P.Q. Canada | **470**<br>264<br>187 | | **1943** .............Chepstow<br>*55,69* 11,61<br>11,56<br>1 dk<br>RW rf nil conv Naval RoRo Cargo/Tank Landing Craft — | **TM Supply Ship**<br>1 Ho 12,7 ER<br>1 Ha (3,2 × 3,8) ER<br>Der 1(5) | 2 Oil each 12Cy. 178 × 197<br>920bhp (677kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 1 × 30kW 2 × 15kW 230V d.c.<br>Fuel (d.o.) |
| 5011717<br>KAVM<br>248163<br>Df Esd<br>Gc RT | **ALLEGHENY VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (762)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 5073131<br>KEHO<br>271866<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALLEGIANCE**<br>ex Cities Service Baltimore-75<br>**Grand Bassa Tankers Inc.**<br>Wilmington, De United States of America | **19 474**<br>13 025<br>35 337 | AB | **1956** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4543)<br>201,48 27,56 10,869<br>192,03 27,44 13,80<br>P 41,8 B 11,0 F 24,7 1 dk<br>RW rf 203 | **S Tanker**<br>Oil Chemical<br>32 Ta ER<br>L.(oil) 43 210 HeCls. B | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel-91,5pd 16,5kn |
| 7351575<br>IBIL<br>673<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALLEGRA F.**<br>**Ferruzzi S.p.A.**<br>Ancona Italy | **31 618**<br>19 816<br>54 866 | RI | **1974** Cant. Nav. del Tirreno e Riuniti —Ancona (277)<br>223,12 30,41 12,345<br>209,99 30,33 17,35<br>P 45,2 F 18,9 1 dk | **M Bulk Carrier**<br>7 Ho 23,2 23,0 20,9 22,9 20,9 22,9 23,2 ER<br>G.72 913 HeCls. ptB<br>7 Ha (stl) (13,9 13,9 15,7 16,0 16,0 16,0 16,0 × 14,1) ER | Oil 2SA 7Cy. 840 × 1800<br>17 500bhp (12 872kW) B&W<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 278,0t (d.o.) 2 261,0t (hvf)-46,5pd<br>15kn |
| 7001405<br>5LPT<br>3446<br>Df Esd<br>Gc Rdr<br>RT | **ALLEGRE**<br>**Bulk Oil Carriers Inc.**<br>Monrovia Liberia | **35 684**<br>24 996<br>72 160 | AB | **1970** Hitachi Zosen—Innoshima (4229)<br>241,51(BB) 32,36 14,009<br>230,00 32,31 19,21<br>F 17,1 1 dk<br>rf 76 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>11 Ho ER<br>G.79 542 L.(oil) 77 956<br>11 Ha (stl) ER | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 640kW 1 × 620kW<br>Fuel 3 926,0t 15kn |
| 7347691<br>F03588<br>Rdr RT | **ALLEGRE**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | **238**<br>—<br>— | BV | **1974** Ziegler Freres—Dunkerque (187)<br>30,82 9,33 4,204<br>29,01 8,78 3,66<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 280<br>Crepelle et Cie. Lille<br>11,75kn |

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| **6714081**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALLEGRO**<br><br>**Petroleum Marine Carriers**<br>**Corp.** | **52 734**<br>43 126<br>100 221 | <br><br>AB | **1967** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Yokohama (1931)<br>266,02(BB) 39,02 14,199<br>254,08 38,94 18,70<br>F 18,6 1 dk<br>rf nil<br>**BROKEN UP** | **S Tanker**<br><br>9 Ta ER | 2 S Turb dr geared to sc. shaft<br>21 000shp (15 447kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 780kW<br>Fuel 6 134,0t (o.f.) |
| **7315155**<br>FZCM<br><br>Df Esd<br>Pfd Rdr<br>RT | **ALLEGRO**<br><br>**Societe Anonyme Armement**<br>**Nicot**<br>Concarneau France | **230**<br>82<br>— | <br><br>BV | **1973** S.I.C.C.Na.—St. Malo (133)<br>35,41 7,65 3,401<br>31,22 7,60 6,00<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.205 | Oil 4SA 8Cy. 255 × 300<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>Fuel 70,0t (d.o.) 12,75kn |
| **5224247**<br>DJBL<br><br>Df Esd<br>Rdr RTv | **ALLEGRO**<br>ex Salztor-71 ex Marie Ursula-65<br>**Richard Rottpeter**<br>Husum Federal Republic<br>of Germany | **211**<br>109<br>350 | <br><br>(GL) | **1939** G. Wolkau—Hamburg (1083)<br>36,07 7,04 2,439<br>7,01 2,72<br>P 7,4 F 5,2 1 dk<br>len 51 | **M General Cargo**<br><br><br><br>2 Ha (each 11,0 × 4,0) ER | Oil 4SA 6Cy. 215 × 360<br>200bhp (147kW)<br>Deutsche Werke A.G. Kiel<br>7,5kn |
| **8131300**<br><br>350866 | **ALLELUIA**<br><br>**Ornelas Fishing Co. (Pty.) Ltd.**<br>Cape Town/ South Africa<br>Kaapstad | **292**<br>186<br>— | | **1981** Ornelas Fishing Co. (Pty.) Ltd.<br>—Kaapstad/Cape Town<br>... ... ...<br>32,87 8,41 3,41<br>1 dk | **M Fishing** | 2 Oil 4SA each 6Cy. 159 × 159 with<br>clutches & sr geared to sc. shaft<br>1 016bhp (747kW)<br>Cummins Engine Co. Inc. U.S.A.<br>12kn |
| **7517595**<br>ITCN<br>692<br>Df Esd<br>Gc Rdr<br>RT | **ALLEMAGNA EXPRESS**<br><br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **6 779**<br>2 355<br>4 342 | ✠**100A1** SS 10/80<br><br>✠**LMC**<br>EL C† 2⅛"U3<br>FN 4957<br>RI | **1976**-8 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1197)<br>147,61(BB) 22,84 6,601<br>135,01 22,61 14,10<br>B 41,2 2 dks, 3rd dk aft<br>rf 610<br>Coll BH to U dk 5 to 2nd dk WB2650T<br>incl. DTsf498T & Tunnel tanks 746T | **M RoRo Cargo**<br>12bth P<br>Stern door & ramp & Quarter<br>door/ramp (p)<br>Mchy.fwd | Vee Oil 4SA 16Cy. 520 × 550 dr geared to<br>sc. shaft<br>16 000bhp (11 769kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 64,5t (d.o.) 435,0t (hvf) 20kn |
| **7035303**<br>HOSS<br>9516-79<br>Df Esd<br>Rdr RT | **ALLEN**<br><br>**Tidewater Marine Panama Inc.**<br>Tidewater Inc.<br>Panama Panama | **197**<br>134<br>— | <br><br>AB | **1965** Greenville SB. Corp.—Greenville, Ms (13)<br>10,72 3,061<br>43,24 10,67 3,66<br>F 15,3 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 159 × 203 sr geared<br>to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 131,0t |
| **5011743**<br>WB7537<br>255400<br>Esd Gc | **ALLEN CODY**<br><br>**Hunters Offshore Enterprises**<br>**Inc.**<br>Eureka, Ca United States<br>of America | **187**<br>76<br>— | | **1943** Lynch SB. Co.—San Diego, Ca<br>*29,45* 6,46<br>... ... ...<br>1 dk | **Wood M General Cargo**<br><br>2 Ho<br><br>2 Ha | Oil 2SA 8Cy. 165 × 435<br>400bhp (294kW)<br>General Motors Corp. U.S.A.<br>Fuel 21,5t |
| **6802876**<br>WY5208<br>513004<br>Gc Rdr<br>RT | **ALLEN W. HAYNIE**<br><br>**Zapata Haynie Corp.**<br>Biloxi, Ms United States<br>of America | **524**<br>356<br>— | | **1968** Wiley Mfg. Co.—Port Deposit, Md (706)<br>51,82 10,42 1,982<br>49,54 10,37 3,36<br>3 dks | **TM Fishing**<br>Side-fishing<br>Mchy.aft | 4 Oil 2SA each 16Cy. 108 × 127 reduction<br>geared to sc. shafts<br>2 800bhp (2 060kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) |
| **7307897**<br>WY2349<br>511559 | **ALLENE C**<br>ex Pokerface-77<br>**Charles Carraway**<br>Corpus Christi, United States<br>Tx of America | **120**<br>81<br>— | | **1967** Master Marine Inc.—Bayou la Batre,<br>Al<br>*21,86* 6,76<br>3,36<br>1 dk | **M Fishing** | Oil<br>320bhp (235kW)<br>.............<br>Fuel (d.o.) |
| **6416354**<br>TFDD<br>0256<br>Df Esd<br>Rdr RT | **ALLERT OLAFSSON**<br>ex Olafur Fridbertsson-82<br>**H/f Utgerdarfelagid Vonin**<br>Keflavik Iceland | **176**<br>78<br>— | <br><br>NV | **1964** Flekkefjord Slipp & Mask.<br>—Flekkefjord (74)<br>30,97 6,74 3,423<br>27,84 6,41 3,56<br>1 dk<br>BK 114 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (0,9 × 1,3) (2,2 × 1,6) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 222 × 292 sr geared to sc.<br>shaft<br>495bhp (364kW)<br>Blackstone & Co. Stamford<br>Gen 1 × 33kW 1 × 18kW 220V d.c.<br>Fuel (d.o.) |
| **7526429**<br>OYZP<br>H651<br>RT | **ALLESOE**<br><br>**Ove B. Nikolajsen**<br>Esbjerg Denmark | **183**<br>87<br>— | | **1975** Rantzausminde Badebyggeri<br>—Svendborg (1501)<br>31,88 6,84<br>6,80 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **7803841**<br>H2KI<br><br>RT | **ALLGAU**<br>ex Vestland-82<br>**Helmut Hermann Shipping Co.**<br>**Ltd.**<br>Josef Roth Reederei<br>Limassol Cyprus | T.Mk<br>**5 943**<br>3 610<br>9 385<br>**9 291**<br>5 314<br>12 665 | <br><br>GL (NV) | **1978** VEB Schiffswerft "Neptun"—Rostock<br>(425)<br>150,20 21,06 8,300/9,051<br>140,70 21,01 11,31<br>P 36,0 F 40,3 2 dks<br>rf- | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 29,7 34,6 34,6 ER<br>G.20 218 B.18 504 HeCls. B<br>TEU 436<br>C.Ho 232/20' (40') C.Dk 204/20'<br>(40') incl. 32 ref C.<br>5 Ha (stl) (22,1 × 11,2) (25,9p&s<br>25,9p&s × 7,6) ER<br>5W Der 4(40) 1(20) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt<br>Halberstadt<br>Gen 3 × 400kW 1 × 80kW<br>380V 50Hz a.c.<br>Fuel 227,0t (d.o.) 1 200,5t (hvf)-36,5pd<br>17,5kn |
| **7727126**<br>PCMR<br><br>Esd Gc<br>Pfd Rdr<br>RT | **ALLIANCE**<br><br>**Scheepv. &**<br>**Handelsonderneming**<br>**Brinkman B.V.**<br>Groningen Netherlands | **999**<br>641<br>1 551 | ✠**100A1**<br><br>✠**LMC**<br>EL L 385,0/30,0U2<br>FN 949 | **1979**-10 Scheeps. "Voorwaarts" B.V.<br>—Hoogezand (225)<br>65,82 10,80 4,319<br>59,97 10,71 5,11<br>P 11,9 F 7,7 1 dk<br>rf nil<br>3BH WB574T incl. STs in hold 174T | **M General Cargo**<br><br>1 Ho 43,2 ER<br>G.2 031 B.1 986<br>1 Ha (stl) (37,1 × 8,2) ER | Oil 2SA 8Cy. 190 × 350 sr geared to sc.<br>shaft<br>1 200bhp (883kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 3 × 40kW 380/220V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| **8010087**<br><br>622750<br>Esd Rdr<br>RT | **ALLIANCE**<br><br>**Leber Marine Inc.**<br>Gloucester, Ma United States<br>of America | **197**<br>134<br>— | | **1980** Hudship (Hudson Shipbuilders Inc.)<br>—Pascagoula, Ms<br>*29,94*<br>7,94 3,31<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.221 | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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|---|---|---|---|---|---|---|
| 7207695<br>WYZ3<br>334<br>530910 | **ALLIANCE**<br>**Trawler Alliance Inc.**<br>Providence, RI United States of America | **126**<br>86<br>— | | **1971** Atlantic Marine Inc.—Fort George Island, Fl<br>25,30 5,62 2,896<br>3,66<br>1 dk | **M Fishing**<br>Stern Trawler | Oil geared to sc. shaft<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5418525<br>WD9230<br>262510<br>Rdr | **ALLIANCE KING**<br>ex Yetta Alter-79 ex Suffolk-63<br>**Alliance Marine Service**<br>New Orleans, La United States of America | **290**<br>118<br>— | | **1951** Bludworth Shipyard Inc.—Houston, Tx<br>36,89 9,15 2,286<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 215 × 255<br>General Motors Corp. Detroit, Mi |
| 7621334<br>HOIA<br>11178-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALLIED CHEMIST**<br>**Legenda Maritime S.A.**<br>Panama Panama | **4 122**<br>2 536<br>6 810 | NK | **1977** Watanabe Zosen K.K.—Hakata (189)<br>115,19(BB) 7,101<br>105,01 16,51 8,51<br>P 26,6 F 14,7 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 280kW 445V a.c.<br>13,5kn |
| 7007227<br>5LPQ<br>3444<br>Df Esd<br>Gc Rdr | **ALLIED ENTERPRISE**<br>**Liberian Sabre Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **5 943**<br>3 885<br>10 324 | BV | **1970** Tohoku Zosen—Shiogama (113)<br>127,54 19,05 7,506<br>117,02 19,00 9,76<br>P 28,4 B 6,1 F 14,1 1 dk<br>rf nil | **M General Cargo**<br>4 Ho 21,6 21,7 20,9 21,7 ER<br>G.12 954 B.12 071<br>4 Ha (stl) (14,3 16,4 16,4 15,0 × 8,9) ER<br>4W Der 1(20) 3(15) | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 172kW 445V 60Hz a.c.<br>Fuel 1 074,0t (hvf) 14kn |
| 7613909<br>6ZYZ<br>5882<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALLIED PIONEER**<br>**Allied Transport Inc.**<br>J. R. Teihcson & Management Co. Ltd.<br>Monrovia Liberia | **11 159**<br>6 760<br>18 230 | NK | **1977** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1201)<br>149,99 22,43 8,502<br>140,01 22,41 13,52<br>P 32,4 F 12,2 2 dks<br>rf 196 | **M General Cargo**<br>4 Ho 21,0 26,9 26,9 25,4 ER<br>G.24 153 B.22 784<br>4 Ha (stl) (12,5 16,3 16,3 16,3 × 11,2) ER<br>Cr 2(20) Der 8(10) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 420kW 450V 60Hz a.c.<br>15kn |
| 7200245<br>WM8678<br>280046 | **ALLINE**<br>ex Kay Linda-77 ex Ellen H<br>**Alline Ltd.**<br>Houston, Tx United States of America | **111**<br>76<br>— | | **1959** Hawkins Towing & Barge Co. Inc. —Beaumont, Tx<br>*18,69* 7,32<br>2,19 | **M Tug** | Oil<br>White Motor Co. Cleveland, Oh<br>Fuel (d.o.) |
| 7914602<br>615559<br>Gc Pfd<br>Rdr RT | **ALLISON**<br>ex Tiburon-81<br>**Briley Marine Inc.**<br>Morgan City, La United States of America | **297**<br>202<br>1 200 | AB | **1979** RYSCO Shipyard, Inc.—Blountstown, Fl (46)<br>... ... ...<br>53,07 11,60 4,27<br>F 16,8 1 dk<br>BK 51 | **TM Supply Ship**<br>Deck Cargo<br>Ice Strengthened | 2 Vee Oil 2SA each 16Cy. 215 × 254 reverse reduction geared to sc. shafts<br>3 600bhp (2 648kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 5011810 | **ALLISON**<br>**Government of The Socialist Republic of The Union of Burma**<br>Rangoon Burma | **175**<br>11<br>— | | **1919** Wm. Denny & Bros. Ltd.—Dumbarton (1109)<br>*33,75* 6,74<br>... ... ...<br>R | **TS Tug** | T 6Cy. (2) 229 (2) 368 & (2) 610 × 381<br>Wm. Denny & Bros. Ltd. Dumbarton |
| 5414660<br>KADK<br>293817<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALLISON LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Brownsville, Tx United States of America | T.Mk<br>**6 525**<br>3 543<br>—<br>**9 397**<br>5 492<br>12 887 | AB | **1964** Avondale Shipyards Inc.—Avondale, La (1003)<br>150,78 21,09 —/9,789<br>143,26 21,04 12,68<br>RQD 46,7 F 32,4 2 dks<br>RW rf nil | **S General Cargo** 4P<br>5 Ho 21,4 22,1 22,1 15,2 26,9<br>G.17 647 B.15 999<br>5 Ha (stl) (9,6 × 5,4) (12;1 10,6 10,6 9,1 × 7,6)<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 904,0t (o.f.) 18kn |
| 5052981<br>5MFY<br>6037<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALLOCEAN No. 2**<br>ex Oriental Peace-82<br>ex British Osprey-77<br>**Pacific Tanker Transport Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **10 634**<br>5 995<br>16 303 | **✠100A1** SS 9/81<br>oil tanker<br>**✠LMC**<br>EL g† $2\frac{5}{16}$"SQ<br>FN 4892 | **1962**-1 Harland & Wolff Ltd.—Govan, Glasgow (1605 G)<br>160,26 21,16 9,195<br>151,34 21,04 11,28<br>P 37,2 B 19,9 F 18,0 1 dk<br>RW rf 102<br>17BH WB627t | **M Tanker**<br>27 Ta ER<br>L.(oil) 20 363 HeCls. BC | Oil 2SA 6Cy. 750 × 1500 exhaust500<br>8 600bhp (6 326kW)<br>Harland & Wolff Ltd. Govan, Glasgow<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 3 × 200kW 1 × 75kW 110V d.c.<br>Fuel 1 226,5t (hvf)-30,5pd 14,5kn |
| 5426118<br>EDYL<br>8484<br>Df Esd<br>Rdr RT | **ALLONES**<br>**Pescanova S.A.**<br>Vigo Spain | **203**<br>74<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vigo (1286)<br>32,80 7,83 3,607<br>28,78 7,80 3,89<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>7 Ha (each 1,3 × 1,3) | Oil 4SA 8Cy. 160 × 180 geared to sc. shaft<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 45,0t (d.o.) 12,25kn |
| 7363578<br>EGNJ<br>857<br>Df Esd<br>Gc Rdr<br>RTm | **ALLUL**<br>**Naviera Garcia-Minaur S.A.**<br>Bilbao Spain | **1 569**<br>897<br>2 700 | BV | **1974** Soc. Met. Duro Felguera—Gijon (106)<br>81,82 (BB) 13,52 5,601<br>73,39 13,49 6,81<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 400 B.2 841<br>2 Ha (stl) (12,8 × 7,6) (25,6 × 10,0) ER | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 14kn |
| 7041211<br>VLAA<br>355053<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALLUNGA**<br>**PAD Shipping Australia Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **13 217**<br>7 005<br>20 601 | **✠100A1** CS 5/81<br>DTm & TwDa veg. oil<br>**✠LMC** **(UMS)**<br>EL L† $2\frac{3}{4}$"U3<br>FN 9069 | **1971**-5 Eriksbergs M/V A/B—Goteborg (646)<br>199,02(BB) 28,71 9,589<br>184,74 28,66 20,43<br>B & F 181,7 2 dks, 3rd dk fwd of mchy. space<br>rf 152 DK fwd<br>NS 2BH to U dk 2 to 2nd dk WB4311t incl. Comb. btm & side tanks in holds 1626t | **M RoRo Cargo**<br>Quarter stern door & ramp<br>2 Ho 17,2 15,0 ER<br>B.50 230<br>TEU 1209 C.Ho 83/20' C.RoRo Dk 821/20' C.Dk 305/20'<br>2 Ha (stl) (each 12,8T × 6,3) 2 Ha (stl) (each 12,8 × 8,3) ER<br>Cr 2(18) | 3 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc shaft<br>25 920bhp (19 066kW) Pielstick<br>Eriksbergs M/V A/B Goteborg<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 2200kW 2 × 584kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>19kn |

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| **6920197**<br>GZNN<br>337901<br>Pfd Rdr<br>RTm | **ALLURITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **698**<br>395<br>1 356 | **✠100A1** SS 8/78<br>oil & chemical tanker<br>SG up to 1.5<br>**✠LMC**<br>EL J 1"U2<br>FN 990 | **1969**-8 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (362)<br>73,97 10,42 3,969<br>67,09 10,30 4,45<br>P 16,2 F 8,0 1 dk<br>rf 102<br>11BH WB161t incl. DTf46t | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 698 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 70,5t (d.o.)-7,0pd 12kn |
| **7431246**<br>J4VQ<br>7848<br>Df Esd<br>Gc Rdr | **ALMA**<br>**International Oceanways Corp.**<br>Piraeus Greece | T.Mk<br>**7 568**<br>4 442<br>17 520<br>**11 584**<br>7 626<br>18 020 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL Dt 550,0/58,0U3<br>FN 4940 | **1980**-2 Industrias Reunidas Caneco S.A.—Rio de Janeiro (207)<br>153,27(BB) 21,52 9,676<br>144,76 21,21 12,91<br>P 27,5 F 13,2 2 dks<br>rf nil DK in way of Nos. 2-5 holds<br>7BH WB7296T incl. Comb. btm & STs in No. 3 hold 922T, No. 3 hold 4269T | **M General Cargo**<br>5 Ho 20,1 25,6 18,1 26,4 17,3 5 TwD ER<br>G.26 112 B.24 284<br>5 Ha (stl) (12,5 18,9 12,8 18,9 12,8 × 13,4) ER<br>Cr 5(25) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel-24,5pd 15,25kn |
| **6827278**<br>UHIV<br>M-29767<br>Df Esd<br>Gc Rdr<br>RT | **ALMA**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 137 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (233)<br>81,95 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,5 2,5 2,5 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **5402435**<br>SV4039<br>6528<br>Gc Pfd<br>Rdr RT | **ALMA**<br>ex Katja-80 ex Chesterbrook-76<br>**Greek Sea Compania Naviera S.A.**<br>George Kalafatis<br>Piraeus Greece | **1 594**<br>984<br>2 649 | **✠100A1** SS 9/80<br>**✠LMC**<br>EL q $1\frac{7}{16}$"SQ<br>FN 1325 | **1963**-1 Clelands SB. Co. Ltd.—Wallsend (258)<br>80,98 11,97 5,188<br>76,21 11,89 5,49<br>P 8,3 F 8,9 1 dk R dk fwd of P43,3m<br>rf 102<br>NS 5BH WB794t incl. Under dk m75t | **M General Cargo**<br>3 Ho ER<br>G.3 386 B.3 214<br>3 Ha (stl) (10,9 × 7,0) (10,0 10,0 × 7,6) ER<br>Der 3(3) | Oil 4SA 6Cy. 400 × 580<br>1 375bhp (1 011kW)<br>Kloeckner Humboldt Deutz Koeln |
| **5011884**<br>117640 | **ALMA DOEPEL**<br>**H. Jones & Co. Pty. Ltd.**<br>*Hobart, Tas.* Australia | **151**<br>97<br>— | | **1903** F. Doepel Bellinger—Newcastle, N.S.W.<br>*33,32* 8,11<br>... ... ...<br>1 dk | **Wood Aux TM General Cargo**<br>Schooner | 2 Oil<br>(p) 4SA 5Cy. 140 × 197<br>E made52 fitted54<br>L. Gardner & Sons Ltd. Manchester<br>(s) 4SA 5Cy. 140 × 197<br>E made55 fitted56<br>L. Gardner & Sons Ltd. Manchester |
| **6604212**<br>DFWC<br>Df Esd<br>Rdr RT | **ALMA KOPPELMANN**<br>**Partenreederei m.s. 'Alma Koppelman'**<br>Wilhelm Koppelmann<br>Stade Federal Republic of Germany | **299**<br>161<br>736 | GL | **1966** Stader Schiffsw. G.m.b.H.—Stade (202)<br>55,50 9,35 3,261<br>49,26 9,25 5,36<br>F 6,8 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 439 B.1 308<br>1 Ha (25,6 × 5,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>9,5kn |
| **5074719**<br>H9BH<br>9600-PEXT<br>Df Esd<br>Gc Rdr<br>RTm | **ALMA M.**<br>ex Nedon-80<br>ex Ciudad de Santa Marta<br>**Ruta Azul Maritime Inc.**<br>Panama Panama | **3 709**<br>2 159<br>4 885 | AB | **1955** H. C. Stuelcken Sohn—Hamburg (843)<br>106,46 14,76 6,814<br>96,25 14,71 8,56<br>P 11,9 RQD 20,2 B 10,1 F 9,8 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>4 Ho 15,5 23,1 18,9 14,3<br>G.6 285 B.6 161 In.600<br>4 Ha (stl) (7,5 × 4,9) (12,5 10,0 7,5 × 6,0)<br>10W Der 12(25) | 2 Oil 4SA each 7Cy. 400 × 600 with hydraulic coupling & geared to sc. shaft<br>2 940bhp (2 163kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 150kW 220V d.c.<br>Fuel 543,5t 13,5kn |
| **6414760**<br>UUZP<br>M-20932<br>Df Rdr | **ALMA-ATA**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 821**<br>2 002<br>4 717 | RS | **1960** G. Dimitrov Shipyard—Varna<br>123,50 16,01 4,399<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 5 850 HeCls. C<br>2W Der 2(1) | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd 10,5kn |
| **6819245**<br>UUAX<br>M-27831 | **ALMA-ATA**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **862**<br>213<br>397 | RS | **1965** ..............U.S.S.R.<br>55,35 9,50 3,120<br>9,48 4,50 | **D-E Fish Carrier**<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,3 × 2,3) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total driving 2 gen. connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>10,5kn |
| **5011901**<br>CSPW<br>Esd | **ALMADA**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **442**<br>195<br>— | ✠ | **1953**-10 Est. Nav. do Mondego—Figueiro da Foz (18)<br>51,21 8,44 4,039<br>... ... ...<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 385 × 580<br>Maschinenbau Kiel A.G. Kiel |
| **5011913** | **ALMADA**<br>Beira Mozambique | **168**<br>41<br>— | | **1958** Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca<br>*35,00* 7,01<br>... ... ...<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 265 × 410<br>S.A. Ansaldo Stab. Mecc. Genova |
| **5011937**<br>6VGK<br>140<br>Df Esd<br>Rdr RT | **ALMADIES**<br>**Union des Remorqueurs de Dakar (U.R.D.)**<br>Dakar Senegal | **336**<br>88<br>— | BV | **1961** Schulte & Bruns—Emden (214)<br>37,50 9,53 3,988<br>34,47 9,10 4,63<br>1 dk | **M Tug**<br>Mchy.aft<br>2 Ha (1,9 × 1,8) (1,6 × 1,2)<br>1W Der 1(2,5) | Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 141,0t 13kn |
| **7817323**<br>EHTT<br>Df Esd<br>Gc Rdr<br>RT | **ALMADRABA DOS**<br>**Pesqueria de Tunidos S.A.**<br>Barbate de Franco Spain | **1 357**<br>490<br>1 533 | BV | **1979** Maritima de Axpe S.A.—Bilbao (115)<br>71,56 13,52 6,181<br>67,98 13,50 8,72<br>2 dks | **M Fishing**<br>Tuna Side Trawler Ref | Vee Oil 4SA 12Cy. 370 × 400<br>4 800bhp (3 531kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>16,25kn |

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|---|---|---|---|---|---|---|
| 7503049<br>EHAU<br>Df Esd<br>Gc Rdr<br>RT | **ALMADRABA UNO**<br>**Pesqueria de Tunidos S.A.**<br>Barbate de Franco Spain | **984**<br>368<br>1 150 | BV | **1976** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (102)<br>61,24 5,471<br>54,01 11,60 8,11<br>2 dks | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 241 × 305<br>3 000bhp (2 207kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>13,25kn |
| 7946021<br>293/81<br>Esd RT | **ALMAGEDA**<br>**Rashid Majid Graiban**<br>Dubai United Arab Emirates | **496**<br>238<br>640 | AB | **1976** Bombay Marine Eng. Works Pvt. Ltd. —Bombay<br>46,13 2,642<br>44,00 9,78 3,61<br>1 dk | **TM General Cargo**<br>1 Ho 29,4<br>1 Ha (25,7 × 8,0) | 2 Oil 4SA each 8Cy. 165 × 184<br>510bhp (375kW) Kelvin<br>GEC Diesels Ltd. United Kingdom<br>Gen 2 × 32kW a.c.<br>7kn |
| 7123851<br>HZKW<br>Rdr | **ALMAHROUSSA**<br>ex Toshitoku Maru No. 31-81<br>**Arabian Marine Operating Co. Ltd.**<br>Jeddah Saudi Arabia | **998**<br>587<br>2 170 | NK | **1971** Kyokuyo Zosen Tekko K.K.—Chofu (231)<br>75,75 11,64 5,100<br>70,01 11,61 5,57<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 697 | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 80kW 225V a.c.<br>Fuel 87,5t-6,5pd 11,5kn |
| 7393341<br>GZHM<br>379739<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMAK**<br>**Lloyds Leasing Ltd.**<br>Almak Shipping Co. Ltd.<br>London United Kingdom | **33 329**<br>22 335<br>57 375 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/84,0U2<br>FN 9856 | **1978**-10 Cammell Laird Shipbuilders Ltd. —Birkenhead (1370)<br>210,01(BB) 32,29 12,466<br>202,50 32,26 16,41<br>P 25,3 1 dk<br>rf nil<br>11BH WB343T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 71 731 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>WTAuxB (o.f.) 21,4kgf/cm$^2$ (21,0bar) Spt 17,5kgf/cm$^2$ (17,2bar) hs593,3<br>AuxB (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>e(ex.g) 21,8kgf/cm$^2$ (21,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>16kn |
| 6822321<br>UTAR<br>M-26849 | **ALMAK**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **508**<br>174<br>263 | (RS) | **1961** VEB Volkswerft Stralsund—Stralsund<br>50,91 8,89 3,590<br>44,35 8,82 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.345<br>2 Ha (each 1,7 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>540bhp (397kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 100kW 1 × 64kW 1 × 16kW 230V d.c.<br>11kn |
| 6521331<br>HZHS<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALMALAZ**<br>ex Serra Trader-78<br>ex Osco Surf-75 ex Saga Surf-75<br>ex Birgitta Fernstrom-72<br>**Amar Line Maritime Co. Ltd.**<br>Univan Ship Management Ltd.<br>Jeddah Saudi Arabia | **28 047**<br>17 026<br>51 691 | **✠100A1** SS 2/82<br>oil and chemical tanker<br>**✠LMC**<br>EL u† $3\frac{1}{8}$"SQ<br>FN 9735 | **1965**-8 Oresundsvarvet A/B—Landskrona (196)<br>221,14 30,87 12,040<br>210,07 30,79 15,55<br>P 31,4 F 26,9 1 dk<br>rf 51 conv Tanker 75<br>11BH WB8034t incl. 5336t in clean ballast tanks | **M Tanker**<br>Oil Chemical<br>16 Ta ER<br>L.57 596 | Oil 2SA 8Cy. 850 × 1700<br>16 800bhp (12 357kW)<br>A/B Gotaverken Goteborg<br>2 AuxB 178lbf/in$^2$ (12,3bar)<br>e(ex.g) 199lbf/in$^2$ (13,8bar)<br>Gen 4 × 500kW 1 × 375kW 450V 60Hz a.c.<br>Fuel 3 182,0t (hvf)-53,0pd 16,5kn |
| 5011975<br>CSDT<br>Esd | **ALMANCIL**<br>ex Loch Torridon-39<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **350**<br>175<br>— | ✠Classed LR until 4/60 | **1930**-3 J. Lewis & Sons Ltd.—Aberdeen (112)<br>46,03 7,32<br>7,27<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 330 584 & 940 × 660<br>J. Lewis & Sons Ltd. Aberdeen |
| 7507617<br>SUPW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMANDARAH**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **4 716**<br>2 981<br>7 562 | **✠100A1** CS 1/81<br>**✠LMC**<br>EL W 2"U2<br>FN 2768 | **1976**-1 Kurushima Dock Co. Ltd.—Uwajima (902)<br>114,33 17,68 7,252<br>104,02 17,61 9,00<br>P 22,3 F 13,2 2 dks<br>rf 102<br>6BH WB1258T | **M General Cargo** CSD<br>4 Ho 17,9 19,5 19,5 18,9 ER<br>G.10 106 B.9 530<br>4 Ha (stl) (9,9 13,3 13,3 11,9 × 8,7) ER<br>4W Cr 2(12,5) Der 4(10) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>AuxB 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 94,5t (d.o.) 684,0t (hvf) 16,5kn |
| 7522306<br>SUOP<br>1612<br>Rdr RTm | **ALMANSOURA 1**<br>**Mostafa El Ahwal**<br>Alexandria Egypt | **75**<br>—<br>30 | **✠100A1** SS 5/80<br>tug<br>Red Sea coast of Saudi Arabia, or, Arabian Gulf coasting service 15 miles offshore<br>**LMC**<br>EL (B) $\frac{5}{8}$"U1<br>FN 133<br>**SURVEYS OVERDUE — CLASS SUSPENDED 31/8/82** | **1975**-11 Van der Werf Staalbouw B.V. —Papendrecht<br>18,37 5,82 2,099<br>16,21 5,58 2,62<br>1 dk<br>rf 699 BK 25<br>4BH | **TM Tug** | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 25kW 380/220V 50Hz a.c.<br>Fuel (d.o.) |
| 7631016<br>Df Esd<br>Gc Rdr<br>RT | **ALMANZALA**<br>ex Tanker No. 14-82<br>**Government of The Arab Republic of Egypt (Naval Forces)**<br>Alexandria Egypt | **350**<br>—<br>508 | ✠ | **1979**-7 Alexandria Shipyard—Alexandria (10114)<br>54,26 9,71 3,101<br>49,41 9,40 4,20<br>P 19,6 F 8,9 1 dk<br>rf 102 | **M Tanker**<br>Water<br>4 Ta ER | Oil 4SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works Leningrad |
| 7002148<br>J4SK<br>7299<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALMAR**<br>ex Federal Mackenzie-79<br>**Pescador Shipping Inc.**<br>Piraeus Greece | **10 373**<br>6 673<br>19 088 | **✠100A1** SS 7/79<br>**✠LMC**<br>EL D† $2\frac{7}{16}$"U2<br>FN 5155 | **1969**-12 Osaka Zosensho—Osaka (298)<br>154,34(BB) 22,86 9,141<br>146,01 22,80 12,50<br>P 29,0 F 11,6 1 dk<br>rf nil<br>NS 6BH WB5448t incl. Comb. btm & STs in holds 2321t Topside tanks in holds 2375t | **M Bulk Carrier**<br>4 Ho 25,6 26,9 26,9 26,9 ER<br>G.22 600 B.21 800<br>4 Ha (stl) (14,7 17,2 17,2 17,2 × 10,9) ER<br>Der 4(30) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 570,0t (hvf) 15kn |
| 7351721<br>IBSK<br>3615<br>Df Esd<br>Gc Rdr<br>RT | **ALMARE PRIMA**<br>ex Sardinia Iglesias-75<br>**Almare S.p.A. di Navigazione**<br>Genova Italy | **29 127**<br>16 033<br>48 570 | AB RI | **1975** Cant. Nav. Breda S.p.A.—Venezia (284)<br>215,42(BB) 28,66 12,421<br>200,01 28,61 17,61<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>7 Ho/Ta 13,9 23,0 13,9 27,9 13,9 27,9 13,9 ER<br>L.(oil) 55 058 Ore 54 901 HeCls. BC<br>10 Ha (stl) (10,2 9,9 9,5 12,1 12,1 11,2 11,2 12,1 12,1 12,1 × 13,9) ER<br>Cr 2(5) 2(1,5) Der 2(5) | Oil 2SA 7Cy. 900 × 1600<br>17 500bhp (12 872kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 220,0t (d.o.) 3 100,0t (hvf)-50,0pd<br>16kn |

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| **7365526**<br>IMCP<br>144<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALMARE QUARTA**<br>**Almare S.p.A. di Navigazione**<br>Taranto Italy | **59 318**<br>30 087<br>101 594 | AB RI | **1976** Cant. Nav. Breda S.p.A.—Venezia (280)<br>253,88(BB) 38,08 15,750<br>244,91 38,00 22,99<br>F 15,0 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>8 Ho/Ta each 19,5 1 Ho/Ta 20,4 ER<br>G.110 986 L.(oil) 111 213 HeCls. BC<br>9 Ha (stl) (each 12,8 × 16,9) ER<br>Cr 2(6) Der 2(15) | Oil 2SA 8Cy. 908 × 1600<br>23 200bhp (17 065kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 450,0t (d.o.) 4 500,0t (hvf)-75,0pd<br>16,5kn |
| **7365538**<br>IMFQ<br>145<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALMARE QUINTA**<br>**Almare S.p.A. di Navigazione**<br>Taranto Italy | **59 318**<br>30 087<br>99 979 | AB RI | **1977** Cant. Nav. Breda S.p.A.—Venezia (281)<br>253,91(BB) 38,08 15,782<br>244,91 38,00 22,99<br>F 15,0 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>8 Ho/Ta each 19,5 1 Ho/Ta 20,4 ER<br>G.110 986 L.(oil) 111 213 HeCls. BC<br>9 Ha (stl) (each 12,8 × 16,9) ER<br>Cr 2(6) Der 2(15) | Oil 2SA 8Cy. 908 × 1600<br>23 200bhp (17 065kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 450,0t (d.o.) 4 500,0t (hvf)-75,0pd<br>16,5kn |
| **7365502**<br>ICBY<br>3617<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALMARE SECONDA**<br>**Almare S.p.A. di Navigazione**<br>Genova Italy | **59 307**<br>27 345<br>99 984 | AB RI | **1975** Cant. Nav. Breda S.p.A.—Venezia (278)<br>253,88(BB) 38,08 15,760<br>244,91 38,00 22,99<br>F 15,0 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>8 Ho/Ta each 19,5 1 Ho/Ta 20,4 ER<br>G.110 986 L.(oil) 111 213 HeCls. BC<br>9 Ha (stl) (each 12,8 × 16,9) ER<br>Cr 2(6) Der 2(15) | Oil 2SA 8Cy. 900 × 1600<br>23 200bhp (17 065kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 450,0t (d.o.) 4 500,0t (hvf)-75,0pd<br>16,5kn |
| **7365540**<br>IBMT<br>3708<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMARE SESTA**<br>**Almare S.p.A. di Navigazione**<br>Genova Italy | **59 318**<br>30 087<br>99 990 | AB RI | **1977** Cant. Nav. Breda S.p.A.—Venezia (282)<br>253,96(BB) 38,08 15,753<br>244,91 38,02 23,04<br>F 15,0 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>8 Ho/Ta each 19,5 1 Ho/Ta 20,4 ER<br>G.110 986 L.(oil) 111 213 HeCls. B<br>9 Ha (stl) (each 12,8 × 16,9) ER<br>Cr 2(6) Der 2(15) | Oil 2SA 8Cy. 900 × 1600<br>23 200bhp (17 065kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 450,0t (d.o.) 4 500,0t (hvf)-75,0pd<br>15,5kn |
| **7365552**<br>ICQB<br>3711<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMARE SETTIMA**<br>**Almare S.p.A. di Navigazione**<br>Genova Italy | **59 318**<br>30 087<br>99 959 | AB RI | **1980** Cant. Nav. Breda S.p.A.—Venezia (283)<br>253,96(BB) 38,08 15,750<br>244,91 38,02 22,99<br>F 15,0 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>8 Ho/Ta each 19,5 1 Ho/Ta 20,4 ER<br>G.110 986 L.(oil) 111 213 HeCls. BC<br>9 Ha (stl) (each 12,8 × 16,9) ER<br>Cr 2(6) Der 2(15) | Oil 2SA 8Cy. 900 × 1600<br>23 200bhp (17 065kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 450,0t (d.o.) 4 500,0t (hvf)-75,0pd<br>16,5kn |
| **7365514**<br>ICCK<br>3631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMARE TERZA**<br>**Almare S.p.A. di Navigazione**<br>Genova Italy | **59 318**<br>30 087<br>101 515 | AB RI | **1976** Cant. Nav. Breda S.p.A.—Venezia (279)<br>253,91(BB) 38,08 15,753<br>244,91 38,00 22,99<br>F 15,0 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>8 Ho/Ta each 19,5 1 Ho/Ta 20,4 ER<br>G.110 986 L.(oil) 111 213 HeCls. BC<br>9 Ha (each 12,7 × 16,9) ER<br>Cr 2(6) Der 2(15) | Oil 2SA 8Cy. 900 × 1600<br>23 200bhp (17 065kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 450,0t (d.o.) 4 500,0t (hvf)-75,0pd<br>16,5kn |
| **7433012**<br>PPMT<br>9189<br>Df Esd<br>Gc Rdr<br>RT | **ALMARIS**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 151 | **✠100A1**<br>strengthened for heavy cargoes No.3 hold may be empty, timber deck cargoes<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6502 | **1981**-11 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (126)<br>173,23(BB) 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB11984T incl topside tanks in holds 275T, Comb Btm and STs in Nos. 2,3,4 & 5 holds 2322T No. 3 hold 5214T | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 29,0 27,3 ER<br>G.36 775 B.32 095<br>TEU 554<br>C.Ho 370/20′ (40′) C.Dk 174/20′ (40′)<br>5 Ha (stl) (12,5 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 4(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel-43,0pd |
| **6601179**<br>HZHD<br>2<br>Rdr RT | **ALMARZOUKA**<br>ex Hozan Maru-78<br>**Arabian Marine Operating Co. Ltd.**<br>Dammam Saudi Arabia | **1 534**<br>779<br>2 682 | NK | **1965** Setoda Zosensho—Setoda (185)<br>80,12 11,46 5,436<br>74,00 11,41 5,85<br>P 19,2 F 8,0 1 dk<br>RW | **TM Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 3 045 | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 25kW 110V d.c.<br>Fuel 86,5t-4,0pd<br>11kn |
| **6525583**<br>H9IF<br>1108<br>6-PG<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALMAZ**<br>ex Yukona-81 ex Nissan No. 1-78<br>ex Oppama Maru-74<br>**Marvalor Shipping Corp.**<br>Link Line Ltd.<br>Panama Panama | **10 460**<br>7 407<br>16 154 | NK | **1965** Hitachi Zosen—Sakurajima Works, Osaka (4089)<br>152,25 21,65 8,992<br>142,50 21,59 12,50<br>P 32,4 F 16,8 2 dks<br>RW rf 102 | **M Bulk Carrier**<br>Vehicles<br>4 Ho 22,0 27,2 27,2 27,2 ER<br>G.21 004 HeCls. B<br>4 Ha (stl) (11,5 16,7 16,7 16,7 × 10,5) ER<br>6W Cr 1(10) 5(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 114,0t (d.o.) 1 147,0t (hvf)-20,0pd<br>14,25kn |
| **5012010**<br>UKVF<br>M-22395<br>Df Esd<br>Gc Rdr<br>RT | **ALMAZ**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 433**<br>872<br>1 322 | RS | **1960** ..............U.S.S.R.<br>84,69 14,03 5,560<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>13kn |
| **7610957**<br>UFNO<br>M-33792<br>Df Rdr | **ALMAZ**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **1 074**<br>232<br>440 | RS | **1976** ..............U.S.S.R.<br>58,55 12,68 4,671<br>51,62 5,90 | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving 1 gen. connected to 1 elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| **6873655**<br>UKXW<br>M-27649 | **ALMAZ**<br>**U.S.S.R.**<br>Sevastopol U.S.S.R. | **132**<br>—<br>36 | (RS) | **1965** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>28,83 6,74 2,880<br>25,43 3,00<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>10kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 7305071<br>ULPG<br>M-31526<br>Df Esd<br>Gc Rdr<br>RT | **ALMAZNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | 5 120<br>2 387<br>5 170 | | RS | **1972** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,200<br>120,96 16,79 9,56<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 1 gen. connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>16,5kn |
| 7803815<br>UUNB<br>M-31282<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMAZNYY BEREG**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | T.Mk<br>**7 899**<br>4 342<br>9 606 | | RS | **1978** VEB Mathias-Thesen-Werft—Wismar (209)<br>152,69 22,26 8,000<br>142,02 22,22 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>G.1 876 In.13 000<br>4 Ha (stl) (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt<br>Halberstadt<br>17kn |
| 7392737<br>GUSW<br>366121<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMEDA STAR**<br>**Avelona Star Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | T.Mk<br>**7 615**<br>3 427<br>9 680<br>**9 781**<br>5 416<br>11 092 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 4/81<br>**UMS**<br>EL Bt 2"U3<br>FN 4886 | **1976**-4 Smith's Dock Ltd.—South Bank, Middlesbrough (1331)<br>155,81(BB) 21,49 —/9,145<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB2690T incl. DT548T | **M General Cargo**<br>Ref.<br>5 Ho 20,5 23,7 20,1 20,1 ER 17,9<br>In.13 202<br>5 Ha (stl) (7,4 10,5 10,5 10,5 × 7,0) ER (9,7 × 7,0)<br>Cr 6(5) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 815kW 2 × 625kW 450V 60Hz a.c.<br>Fuel 328,0t (d.o.) 2 691,5t (hvf) 24kn |
| 7230367<br>EECI<br>3410<br>Esd Rdr<br>RT | **ALMEIRO**<br>**Luz Fernandez Igleasias y Dolores Vilasuso Fernandez**<br>La Coruna Spain | **248**<br>115<br>— | | GL | **1973** Ast. Celaya—Bilbao (139)<br>... ... ...<br>30,00 7,21 3,97<br>P 11,6 F 4,6 1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 7942025<br>H05511<br>1151<br>9-82 | **ALMEJA**<br>ex Sea Splitter 1-81<br>**Chalances de Vera Cruz S.A. (Panama)**<br>Panama Panama | **709**<br>570<br>1 320 | | BV | **1980** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (885)<br>58,35 11,00 3,110<br>54,34 3,76<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER | 2 Oil 2SA each 8Cy. 122 × 127<br>1 120bhp (824kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>2 Directional propellers<br>9kn |
| 7711505<br>PCOD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMENUM**<br>**Rederij 'Almenum'**<br>Harlingen Netherlands | **802**<br>526<br>1 114 | | BV | **1978** Van Goor's Schps. & Mach. —Monnickendam (664)<br>63,00 4,201<br>59,80 9,40 5,11<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 641 | Vee Oil 2SA 6Cy. 220 × 380<br>750bhp (552kW)<br>Brons Industrie N.V. Appingedam<br>Fuel 60,0t (d.o.) 10kn |
| 7205958<br>WDOU<br>536671<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMERIA LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Houston, Tx United States of America | **21 667**<br>12 024<br>39 026 | | AB | **1972** General Dynamics Corp.—Quincy, Ma (19)<br>266,99 32,31 11,926<br>219,92 32,26 16,36<br>F 11,6 3 dks<br>rf 25 | **S Barge Carrier**<br>Stern door & barge lift<br>B.48 365<br>38 lighters | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 6 448,0t (o.f.) 19,5kn |
| 7402946<br>GVOV<br>366310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMERIA STAR**<br>**Transport Exchange Co. Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | T.Mk<br>**7 615**<br>3 427<br>9 835<br>**9 781**<br>5 416<br>11 093 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 9/81<br>**UMS**<br>EL Bt 2"U3<br>FN 4886 | **1976**-11 Smith's Dock Ltd.—South Bank, Middlesbrough (1332)<br>155,81(BB) 21,49 —/9,145<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>7BH WB2690T incl. DTf 548T | **M General Cargo**<br>Ref.<br>5 Ho 20,5 23,7 20,1 20,1 ER 17,9<br>In.13 202<br>5 Ha (stl) (7,3 10,5 10,5 10,5 × 7,0) ER (9,6 × 7,0)<br>Cr 6(5) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 816kW 2 × 625kW 450V 60Hz a.c.<br>24kn |
| 5012125<br>UKKB<br>M-17030<br>Df Esd<br>Gc Rdr<br>RT | **ALMETYEVSK**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 411**<br>2 912<br>8 814 | | RS | **1960** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1059)<br>139,40 17,66 7,868<br>130,31 17,61 11,64<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0 16,7<br>G.13 505<br>5 Ha (stl) (9,9 9,9 9,9 × 7,3) ER (9,9 9,6 × 7,3)<br>10W Der 1(60) 1(40) 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>14,5kn |
| 7620134<br>UWIU<br>M-12436 | **ALMETYEVSK**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | | RS | **1976** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>G.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 6500014<br>EETT<br>1770 | **ALMIKE**<br>**Serafin Zenon Zabala**<br>San Sebastian Spain | **204**<br>124<br>— | | | **1964** Ast. de Murueta S.A.—Guernica (65)<br>*28,81* 6,46<br>28,81 6,41 3,66<br>RW | **M Fishing**<br>Side Trawler | Oil<br>800bhp (588kW)<br>.............<br>Fuel 65,0t (d.o.) 11kn |
| 7208845<br>EFZY<br>2232<br>Df Esd<br>Gc Rdr<br>RT | **ALMIKETXU**<br>**Pesquera Almiketxu S.A.**<br>San Sebastian Spain | **217**<br>87<br>— | | | **1972** S.A. Balenciaga—Zumaya (214)<br>... ... ...<br>27,82 6,71 3,61 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) B&W<br>Cons. Echevarria Bermeo<br>10,5kn |
| 8112196<br>Esd Rdr<br>RT | **ALMINSAF**<br>**Rashid Port Authority**<br>Dubai United Arab Emirates | **226**<br>0<br>156 | **✠100A1**<br>tug<br>United Arab Emirates coastal service<br>**✠LMC**<br>EL (F) D 330,0/19,0U2<br>FN 326 | | **1982**-1 B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (762)<br>28,50 9,15 3,261<br>24,90 8,81 4,27<br>RAD 12,5 1 dk<br>rf 686<br>4BH WB35T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 76kW 220/380V 50Hz a.c. |

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|---|---|---|---|---|---|---|---|
| 7000413<br>HQIP<br>RH-Q8<br>3061<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALMIRANTE**<br>ex Ea-78<br>Launched as Hamoor King<br>**Naviera Granada S.A.**<br>Puerto Cortes Honduras | **1 966**<br>1 041<br>3 640 | | AB (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (5172)<br>100,41(BB) 14,41 6,198<br>89,41 14,33 8,89<br>B 6,1 F 4,0 2 dks, 3rd dk in holds<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors 2(p) 1(s)<br>3 Ho 21,1 20,5 16,9 3 TwD 24,9 20,5 21,4 ER<br>In.5 475<br>3 Ha (stl) (6,1 8,9 6,1 × 4,5) ER<br>6W Der 2(5) 4(3) | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 107,5t (d.o.) 447,0t (hvf)-15,0pd<br>14,5kn |
| 5120805<br>Df Esd<br>Rdr RT | **ALMIRANTE**<br>ex Sea Enterprise-70<br>ex Glenrock-69<br>ex Freedom First-64 ex Argo-62<br>**Linea Panama Imperial Reefers S.A.**<br>Panama Panama | **498**<br>253<br>823 | ✠ | (BV) | **1943**-11 Cochrane & Sons Ltd.—Selby (1271)<br>56,60 8,95 4,573<br>8,89<br>1 dk<br>len 52<br>conv Side Trawler Fishing 52 | **M General Cargo**<br>3 Ho<br>3 Ha (6,7 6,7 × 3,6) (3,0 × 2,4)<br>Der 4(3) 1(2) | Oil 4SA 6Cy. 350 × 535<br>810bhp (596kW) NE 52<br>Mirrlees, Bickerton & Day Stockport<br>12,5kn |
| 7529536<br>EHGB<br>Df Esd<br>Rdr RT | **ALMIRANTE AMADOR FRANCO**<br>**Angel Muriel Santana**<br>Huelva Spain | **414**<br>184<br>300 | | BV | **1977** Ast. de Huelva S.A.—Huelva (81)<br>38,92<br>33,51 9,01 4,14<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 154,5t (d.o.) 12kn |
| 7005736<br>LPAA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMIRANTE GARZONE**<br>ex Mito Maru-82<br>**Del Bena Scacif**<br>Buenos Aires Argentina | **36 552**<br>23 476<br>65 349 | | NK | **1970** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (876)<br>224,01(BB) 32,26 13,102<br>214,03 32,21 18,70<br>1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.76 291 HeCls. B<br>1 Ha (9,6 × 11,2) 9 Ha (each 9,1 × 12,8) ER<br>Cr 3(5) | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 440kW 450V a.c.<br>Fuel 248,0t (d.o.) 2 059,0t (hvf)-50,0pd<br>14,75kn |
| 6505375<br>PUBX<br>5789<br>Df Esd<br>Gc Rdr<br>RT | **ALMIRANTE GRACA ARANHA**<br>**Transnave Navegacao Ltda.**<br>Rio de Janeiro Brazil | T.Mk<br>**6 855**<br>4 776<br>11 360<br>**9 091**<br>7 011<br>13 158 | ✠**100A1**<br>✠**LMC** | SS 4/80<br>EL d† 2$\frac{3}{16}$"SQ<br>FN 4282 | **1966**-8 Ishikawajima do Brasil—Rio de Janeiro (16)<br>145,50 19,54 7,938/8,738<br>135,01 19,51 12,20<br>F 11,6 2 dks<br>RW rf nil<br>Coll BH to U dk 5 to 2nd dk WB1780t | **M General Cargo**<br>Ref<br>4 Ho ER<br>In.500<br>Der 4(5) 12(3) | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 1 297,5t (d.o.) 15kn |
| 7533628<br>LW3538<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMIRANTE IRIZAR**<br>**Government of The Argentine Republic (Direccion Nacional del Antartica)**<br>Buenos Aires Argentina | **10 065**<br>3 250<br>4 600 | | (NV) | **1978** Oy Wartsila Ab—Helsinki/Helsingfors (420)<br>120,83 25,07 9,502<br>113,39 25,01 12,60<br>F - 4 dks<br>conv Icebreaker/Passenger Ship 82 | **TD-E Icebreaker/Hospital Ship**<br>100bth P<br>Mchy.aft<br>Cr 2(16) | 4 Oil 4SA each 8Cy. 400 × 460 total 21 240bhp (15 623kW) driving 2 gen. each 2 975kW connected to 2 elec. motors Pielstick<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 4 × 608kW 1 × 128kW 380/220V 50Hz a.c.<br>16,5kn |
| 6012172<br>PUYG<br>Df Pfd<br>RT | **ALMIRANTE LUCIO MEIRA**<br>**Transportes Maritimos Piaui S.A.**<br>Salvador Brazil | **1 157**<br>738<br>860 | | (BV) | **1962** EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (247)<br>64,01 10,83 2,998<br>61,12 10,80 5,11<br>1 dk | **TM Passenger/General Cargo**<br>50P<br>2 Ho ER<br>G.1 260 B.1 161<br>2 Ha (each 8,3 × 5,0) ER<br>Der 4(5) | 2 Oil 4SA each 8Cy. 300 × 450<br>1 400bhp (1 030kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 68,0t (d.o.) 12,5kn |
| 6420707<br>PUYG<br>AQYN-0467<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMIRANTE LUIS BRION**<br>ex Lasse-73<br>**Ferrys del Caribe C.A.**<br>Muaco Venezuela | **4 290**<br>2 928<br>711 | ✠**100A1**<br>Venezuelan coasting service and Margarita, Aruba, Bonaire and Curacao islands<br>Ice Class 3<br>✠**LMC** | V 1$\frac{3}{4}$"SQ<br>FN 1650 | **1964**-12 Aalborg Vaerft A/S—Aalborg (159)<br>92,11 16,72 4,166<br>75,47 16,50 5,36<br>B & F 80,2 1 dk, 2nd dk clear of mchy. space<br>rf 152<br>8BH WB238T | **TM Passenger/RoRo Cargo/Ferry**<br>52bth 948dk P<br>Bow door/ramp Side doors Stern door<br>Ice strengthened | 4 Oil 4SA each 9Cy. 300 × 450 with flexible couplings & sr geared to sc. shafts<br>5 600bhp (4 119kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>16,5kn |
| 5012199<br>EEAT<br>871<br>Esd | **ALMIRANTE MOREU**<br>**Pescasaba S.L.**<br>Huelva Spain | **145**<br>95<br>— | | | **1940** Hijos de J. Barreras S.A.—Vigo<br>*25,55* 6,10<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy. 203 330 & 508 × 406<br>180ihp (132kW)<br>Hijos de J. Barreras Vgo<br>Fuel 56,0t (o.f.) |
| 6403149<br>EDYP<br>1315<br>Df Esd<br>Gc RT | **ALMIRANTE NIETO ANTUNEZ**<br>**Angel Gonzalez Amado y otro**<br>Huelva Spain | **187**<br>97<br>— | | BV | **1964** Ast. Santodomingo—Vigo (320)<br>33,48 6,56 3,379<br>29,49 6,51 3,76<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 76,0t 12,5kn |
| 7386972<br>EGWI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMIRANTE ROTAECHE**<br>**Naviera Vizcaina S.A.**<br>Bilbao Spain | **92 351**<br>68 135<br>174 005 | ✠**100A1** oil tanker<br>✠**LMC**<br>**IGS** | CS 7/81<br>EL Z† 3$\frac{15}{16}$"U3<br>FN 19254 | **1976**-7 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (148)<br>290,69(BB) 46,03 18,619<br>275,01 46,00 24,01<br>F 23,8 1 dk<br>rf nil<br>9BH WB28047T incl. clean ballast tanks 12766T & STa 3336T | **S Tanker**<br>IGS<br>17 Ta ER<br>L.(oil) 208 209 | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Kawasaki<br>Empresa Nacional "Bazan" de C.N.M. S.A. El Ferrol<br>2 WTB 75kgf/cm$^2$ (73,6bar) (Spt 515°C 65kgf/cm$^2$ (63,8bar)) hs1644,4<br>Gen 2 × 1500kW 1 × 1000kW 450V 60Hz a.c.<br>Fuel 296,5t (d.o.) 10 297,5t (hvf) 16,5kn |
| 6421567<br>LQAT<br>Df Esd<br>Gc Rdr<br>RT | **ALMIRANTE STEWART**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **6 531**<br>3 458<br>8 382 | ✠LR class withdrawn-Owner's request 20/8/82 | | **1967**-4 A.F.N.E., Ast. y Fab. Nav. del Estado S.A.—Ensenada (17)<br>148,42 19,56 7,494<br>134,45 19,51 11,21<br>F 13,8 1 dk & S dk, 3rd dk in Nos. 1 & 3 holds<br>rf nil | **M General Cargo** OSD<br>Ref<br>3 Ho 19,2 21,5 18,4 2 TwD Lwr 3 TwD Upr ER 2 Ho 12,3DTp&s 21,5 18,4 2 TwD Upr<br>G.11 320 B.10 640 In.2 248 L.578<br>5 Ha (stl) (8,9 × 4,8) (12,3 7,7 × 6,1) ER (12,3 9,9 × 6,1)<br>16W Der 1(50) 4(15) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 4 × 276kW 400V 50Hz a.c.<br>Fuel 1 802,5t 17kn |

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| **7411868**<br>LRUL<br>Df Esd<br>Gc Rdr<br>RT | **ALMIRANTE STORNI**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 236**<br>6 577<br>14 500 | AB | **1978** A.F.N.E., Ast. y Fab. Nav. del Estado S.A.—Ensenada (47)<br>141,00 20,48 8,860<br>134,14 20,40 11,71<br>F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 21,4 28,0 7,6DTp,c,s 25,9 ER 18,9<br>G.17 940 B.16 648 In.1 256 L.1 233 HeCls. C<br>TEU 256 C.256/20'<br>5 Ha (stl) (10,9 × 6,4) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,4)<br>14W Der 4(22) 2(5) | Oil 2SA 4Cy. 670 × 2140 exhaust1640<br>8 000bhp (5 884kW) E made75 fitted77<br>Doxford Engines Ltd. Sunderland<br>Gen 3 × 428kW a.c.<br>15,5kn |
| **6012201**<br>PSVN<br>Df Pfd<br>RT | **ALMIRANTE SYLVIO MOTTA**<br>**Transportes Maritimos Piaui S.A.**<br>Salvador Brazil | **1 157**<br>738<br>860 | (BV) | **1963** EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (248)<br>64,17 10,83 2,998<br>61,12 10,80 5,11<br>1 dk | **TM Passenger/General Cargo** 50P<br>2 Ho ER<br>G.1 260 B.1 161<br>2 Ha (each 8,3 × 5,0) ER<br>Der 4(5) | 2 Oil 4SA each 8Cy. 300 × 350<br>1 400bhp (1 030kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 68,0t (d.o.) 12kn |
| **5112195**<br>SJMH<br>Rdr RT | **ALMON**<br>ex Falckenstein-80<br>**Bengt Kristensson**<br>Ronnang Sweden | **108**<br>63<br>— | GL | **1960** Kroegerwerft G.m.b.H.—Rendsburg (1170)<br>33,56 6,51 1,251<br>29,27 6,20 2,11<br>1 dk | **M Ferry** 317P<br>Ice strengthened | Oil 4SA 6Cy. 180 × 240<br>200bhp (147kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 11kn |
| **5354846**<br>9KKT<br>Df Esd<br>Gc Rdr<br>RT | **ALMONA**<br>ex Warri Express-79<br>ex Temeraire-78<br>**Asia Marine Services Co. WLL**<br>Kuwait | T.Mk<br>**7 713**<br>4 650<br>9 932<br>**10 832**<br>6 647<br>12 535 | ✠Classed LR until 22/12/80<br>AB | **1957**-2 C. Connell & Co. Ltd.—Glasgow (482)<br>171,71 19,59 8,122/9,157<br>159,54 19,51 12,65<br>P 12,8 F 29,9 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 102 len 70<br>conv General Cargo 70 | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho 17,1 21,0 9,2 23,1 10,0DT ER 19,2 15,0 1 TwD 9,5<br>G.18 121 B.16 669 In.1 024<br>TEU 196 C.Ho 84/20' C.Dk 112/20'<br>16 Ha (stl) (8,2 13,4 4,8 × 6,1) (6,1p,c,s 6,1p,c,s 6,1p,c,s × 5,2) (4,0 × 6,1) ER (10,9 9,2 × 6,1) (2,5 × 5,0)<br>18W Der 1(60) 8(10) 10(5) | Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW) ✠ NE 70<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 1 285,5t 18kn |
| **7392696**<br>376557<br>Esd Rdr<br>RT | **ALMOND**<br>**Forth Tugs Ltd.**<br>Grangemouth United Kingdom | **322**<br>0<br>— | **✠100A1** SS 6/81<br>tug<br>U.K. Home Trade service<br>**✠LMC**<br>EL (E) ⅞"U2<br>FN 467 | **1976**-9 Richards (Shipbuilders) Ltd.—Lowestoft (527)<br>38,00 9,63 3,826<br>34,02 9,21 4,50<br>1 dk<br>rf 737 BK 152<br>4BH WB77T | **M Tug** | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 108kW 1 × 30kW 440V 50Hz a.c.<br>Controllable pitch propeller |
| **7507605**<br>SUQA<br>1260<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMOUNTAZAH 1**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **4 716**<br>2 981<br>7 473 | **✠100A1** CS 10/80<br>**✠LMC**<br>EL W 2"U2<br>FN 2768 | **1975**-12 Kurushima Dock Co. Ltd.—Uwajima (901)<br>114,33 17,68 7,252<br>104,02 17,61 9,00<br>P 22,3 F 13,2 2 dks<br>rf 102<br>6BH WB1258T | **M General Cargo**<br>4 Ho 17,9 19,5 19,5 18,9 ER<br>G.10 106 B.9 530<br>4 Ha (stl) (9,9 13,2 13,2 11,8 × 8,6) ER<br>4W Cr 2(12,5) Der 4(10) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 90,5t (d.o.) 656,5t (hvf) 16,5kn |
| **6621038**<br>CUYQ<br>LX-61-N<br>Df Esd<br>Gc Rdr<br>RT | **ALMOUROL**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **1 139**<br>570<br>864 | ✠Classed LR until 3/69 | **1968**-1 Est. Nav. do Mondego—Figueiro da Foz (79)<br>62,46 10,95 4,598<br>54,72 10,51 7,29<br>2 dks<br>RW rf 1245 BK 102 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 385 × 580<br>1 795bhp (1 320kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 240kW 1 × 200kW 1 × 75kW 230V d.c.<br>Controllable pitch propeller |
| **5286805**<br>9KJS<br>KT1451<br>Df Esd<br>RTh | **ALMOUSSA**<br>ex Sirdhana Fortune-82<br>ex Pukeko-75<br>**Almouaket Shipping & Trading Agency Co. W.L.L.**<br>Kuwait Kuwait | T.Mk<br>**1 019**<br>376<br>1 278<br>**1 373**<br>398<br>— | **✠100A1** SS 10/79<br>**✠LMC**<br>EL n 1$\frac{5}{16}$"SQ<br>FN 1135 | **1961**-9 James Lamont & Co. Ltd.—Port Glasgow (398)<br>69,98 11,64 4,077/5,268<br>64,01 11,21 6,51<br>RAD 17,4 F 7,1 2 dks<br>RW rf 76<br>NS in 'tween dk Coll & mchy. BH to U dk 1 to 2nd dk WB381t | **M General Cargo**<br>1 Ho 41,4comb. 1 TwD 39,6 ER<br>2 Ha (stl) (each 12,1 × 4,2) ER<br>Der 2(5) 6(3) | Oil 2SA 7Cy. 340 × 570<br>1 360bhp (1 000kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 85kW 1 × 30kW d.c.<br>Fuel (d.o.) |
| **7911624**<br>EADD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMUDENA**<br>**Compania Trasatlantica Espanola S.A.**<br>Cadiz Spain | **18 209**<br>10 534<br>19 185 | **✠100A1**<br>container ship<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Kt 632,5/68,0U3<br>FN 7348 | **1982**-3 Astilleros Espanoles S.A.—Factoria de Puerto Real (26)<br>184,00(BB) 27,06 9,521<br>170,01 27,01 16,21<br>F 18,3 1 dk<br>rf nil<br>6BH WB6199T incl. DTf324T and btm STs in holds 1952T | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 26,1 25,3 25,3 26,9 ER<br>TEU 1202 C.Ho 628/20' (40') C.Dk 574/20' (40')<br>8 Ha (stl) ER<br>16 Wing Ha (stl) ER | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 800kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 315,5t (d.o.) 1 656,0t (hvf) 20,25kn |
| **7404164**<br>EGXK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALMUDENA DEL MAR**<br>**Transportes Navales S.A.**<br>Santander Spain | **795**<br>116<br>1 000 | BV NV | **1976** Ast. de Santander S.A.—Santander (110)<br>64,42 13,85 4,701<br>56,42 13,81 6,91<br>F - 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 18Cy. 228 × 266 reverse reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 3 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14,5kn |
| **7512284**<br>EHHJ<br>Df Esd<br>Rdr RT | **ALMUDENA ROSAL**<br>**Pesquerias San Jorge S.A.**<br>Huelva Spain | **286**<br>135<br>155 | BV | **1976** Ast. de Huelva S.A.—Huelva (19)<br>38,66 7,24 3,450<br>33,30 7,23 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 125,0t (d.o.) 11,5kn |

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| **7609099** | **ALMUSHAIKIH I**<br>**Government of The Kingdom of Saudi Arabia**<br>Jeddah Saudi Arabia | **659**<br>659<br>1 345 | ✠100A<br>pontoon<br>EL (E)<br>FN 837 | **1976**-5 Pan Asia Shipyard & Eng. (Pte.) Ltd.—Singapore (PA/30)<br>45,95 15,47 2,426<br>45,73 15,24 3,05<br>1 dk<br>rf nil<br>4BH WBnil<br>**SURVEYS OVERDUE — CLASS SUSPENDED 23/3/79** | **Deck Cargo Barge** | |
| **7402659**<br>HNMS<br>942<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALMUSTANSIRIYAH**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **81 228**<br>63 525<br>155 200 | ✠100A1 SS 3/82<br>oil tanker<br>✠LMC UMS<br>IGS<br>EL X† 742,5/97,0U3<br>FN 18395 | **1977**-12 Gotaverken Arendal AB—Goteborg (895)<br>285,02 44,28 17,150<br>275,90 44,21 22,46<br>P 50,6 F 22,9 1 dk<br>rf nil<br>9BH WB15699T incl. clean ballast 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 191 923 HeCls. BC<br>2W Cr 1(6) Der 2(15) | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>A/B Gotaverken Goteborg<br>2 AuxB (o.f.) 17,5kgf/cm$^2$ (17,2bar)<br>e(ex.g) 17,5kgf/cm$^2$ (17,2bar)<br>Gen 3 × 1250kW 1 × 55kW 450V 60Hz a.c.<br>Fuel 8 509,5t (hvf)-96,0pd 16,25kn |
| **5281738**<br>DJCA<br>Df Esd<br>Rdr<br>RTm/v | **ALMUT**<br>ex Eiderstrand-78 ex Pommern-75<br>**Heinz Willmann**<br>Flensburg Federal Republic of Germany | **421**<br>217<br>715 | GL | **1956** Husumer Schiffsw.—Husum (1097)<br>52,71 8,69 3,271<br>47,66 8,67 3,69<br>P 10,7 F 6,1 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,1 ER<br>G.892 B.835<br>2 Ha (14,3comb. 8,7 × 5,0) ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 20kW 110V d.c.<br>Fuel (d.o.) 10kn |
| **7305605**<br>3FSM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALMUT BORNHOFEN**<br>**Partenreederei m.s. 'Almut Bornhofen'**<br>Robert Bornhofen Reederei<br>Hamburg Panama | T.Mk<br>**6 756**<br>4 410<br>13 520<br>**9 771**<br>6 785<br>16 270 | GL | **1973** A.G. "Weser" Werk Seebeck—Bremerhaven (970)<br>149,82(BB) 21,09 8,173/9,233<br>139,25 20,99 12,27<br>F 12,8 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,9 18,9 17,6 24,9 18,9 ER<br>G.22 304 B.20 406<br>TEU 245 C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 7,7) (12,8 12,8 17,2 12,8 × 7,3) ER<br>Der 1(60) 10(10) | Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 392kW 440V 60Hz a.c.<br>Fuel (hvf) 18kn |
| **7403457**<br>HNMB<br>755<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALMUTANABBI**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **68 145**<br>44 398<br>130 242 | 100A1 SS 7/76<br>oil tanker<br>LMC<br>EL V† 3⅝"U3<br>FN 16530<br>(NK) | **1976** Namura SB. Co. Ltd.—Imari (805)<br>270,31(BB) 42,55 16,752<br>256,27 42,50 22,00<br>F 23,8 1 dk<br>rf 76<br>9BH WB23854T incl. clean ballast tank 14789T | **M Tanker**<br>15 Ta ER<br>L.(oil) 156 000 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm$^2$ (17,7bar) hs833,7<br>e(ex.g) 22,5kgf/cm$^2$ (22,1bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 4 572,0t (hvf)-88,5pd 15,5kn |
| **7824637**<br>DABK<br>Df Esd<br>Gc Rdr<br>RT | **ALMUTH**<br>ex Petra-82 ex Almuth-81<br>**Hermann Buss**<br>Hamburg Federal Republic of Germany | **999**<br>660<br>2 544 | GL | **1979** J. J. Sietas K.G. Schiffswerft—Hamburg (871)<br>94,98 (BB) 11,41 4,192<br>91,75 11,31 6,28<br>P 16,5 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 61,4 ER<br>G.3 703 B.3 689<br>TEU 100 C.Ho 60/20' C.Dk 40/20'<br>1 Ha (stl) (61,4 × 8,9) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 150kW 1 × 68kW 380/220V 50Hz a.c.<br>Controllable pitch propeller fwd<br>Fuel 79,5t (d.o.) 142,0t (hvf)-6,0pd 12kn |
| **5334248**<br>SV4587<br>6607<br>Df | **ALMY**<br>ex Scandia III-78<br>ex Rowancraig-76 ex Sonority-75<br>**G. Lisikatos, K. Soulanis & Ef. Stravrakis**<br>Piraeus Greece | **448**<br>267<br>737 | ✠100A1 SS 10/76<br>✠LMC<br>EL I<br>FN 634 | **1952**-6 Fellows & Co. Ltd.—Great Yarmouth (356)<br>55,94 8,51 3,506<br>53,14 8,39 3,54<br>RQD 33,9 F 5,5 1 dk<br>RW<br>3BH WB277t | **M General Cargo**<br>2 Ho ER<br>G.1 161 B.1 048<br>2 Ha (10,6 13,8 × 5,1) ER | Oil 2SA 5Cy. 320 × 425<br>500bhp (368kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Fuel 23,5t 11kn |
| **7408548**<br>YINF<br>Esd Gc<br>Pfd Rdr<br>RT | **ALNAJAF**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **4 083**<br>1 745<br>4 740 | (GL) | **1975** Orenstein & Koppel A.G.—Luebeck (710)<br>90,00 17,35 6,014<br>86,42 17,30 7,80<br>F 17,1 1 dk | **TM Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>Twin side arms Dredging depth 27,0<br>Hopper 4350T<br>Mchy.aft<br>Hopper 2 745<br>2 sandpumps each 858kW (1150bhp) | 2 Oil 4SA each 6Cy. 450 × 550<br>4 800bhp (3 531kW)<br>Atlas-MaK Maschinenbau Kiel<br>12kn |
| **5358294**<br>LANF<br>17146<br>Df Esd<br>RTv | **ALNAR**<br>ex Themis-68<br>**John Johannessen**<br>Haugesund Norway | T.Mk<br>**299**<br>149<br>545 | GL | **1955** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (370)<br>52,94 8,54 3,068<br>47,76 8,51 5,11<br>F 7,7 2 dks<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 20,5 ER<br>G.1 250 B.1 185<br>1 Ha (stl) (20,5 × 5,0) ER<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 1,5kW 24V<br>Fuel 34,5t (d.o.)-2,0pd 10kn |
| **7615579**<br>PCMY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALNATI**<br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands | **10 444**<br>6 814<br>14 678 | ✠100A1<br>✠LMC UMS<br>✠Lloyd's RMC<br>EL C† 2⅜"U2<br>FN 4458 | **1977**-10 Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (911)<br>143,03(BB) 21,21 9,495<br>132,01 21,01 12,76<br>F 14,1 3 dks<br>rf nil<br>SF 6BH WB3445T incl. DTf1481T | **M General Cargo** CSD<br>Pallets Ref<br>4 Ho 18,9 9,7DTp&s 10,5DTp&s 26,9 20,9 ER 14,2<br>G.21 186 B.19 394 In.623<br>HeCls. B<br>TEU 288 C.Ho 208/20' C.Dk 80/20'<br>8 Ha (stl) (12,5 12,7p&s 19,4p&s 12,7p&s × 7,7) ER (5,9 × 5,0)<br>Cr 4(5) Der 4(22) 2(10) 1(8) | Oil 4SA 6Cy. 620 × 660 sr geared to sc. shaft<br>9 500bhp (6 988kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 1 × 450kW 2 × 400kW 440V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 460,0t (hvf)-33,5pd 16kn |

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| **7433086**<br>PPMW<br><br>Df Esd<br>Gc Rdr<br>RT | **ALNAVE**<br><br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 151 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes No. 3 hold may be empty, timber deck cargoes<br>**✠LMC**<br>EL G† 577,5/60,0U3<br>FN 6502 | **1982**-3 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (144)<br>173,23(BB) 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>7BH WB11978T incl. topside tanks in holds 2751T and Comb. Btm and STs in Nos. 2, 3, 4 & 5 holds 2322T & No. 3 hold 5214T | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 29,0 27,3 ER<br>G.36 775 B.32 095<br>TEU 554<br>C.Ho 370/20' (40') C.Dk 174/20' (40')<br>5 Ha (stl) (12,5 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 4(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c. |
| **6901696**<br>HZOA<br>SA870<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ALNEGMA ALKHADRA**<br>ex Al-Maja 1-82<br>ex Redsea Express-81<br>ex Dangeld-77<br>**Star Navigation Co. Ltd.**<br>Jeddah Saudi Arabia | **720**<br>300<br>947 | **✠100A1** SS 10/78<br>Ice Class 3<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL N $1\frac{5}{16}$"U2<br>FN 1312 | **1969**-7 Cochrane & Sons Ltd.—Selby (1521)<br>75,32 12,45 3,404<br>68,81 12,20 6,86<br>B 14,1 F 7,4 2 dks<br>rf 152<br>3BH to U dk 2 to 2nd dk WB388t incl. DTf60t | **TM Pallets Carrier**<br>Ref 8P<br>2 side doors (p)<br>2 Ho 24,4 15,7 ER 2 TwD ER<br>G.1 778 B.1 495 In.878 L.850<br>2 Ha (stl) (7,0 × 4,1) (7,0 × 3,2) ER<br>Cr 1(5) | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>2 000bhp (1 471kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 160kW 1 × 100kW 220V d.c.<br>Fuel 79,5t (d.o.) 13,75kn |
| **7630971**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ALNIL**<br>ex Tanker No. 10-82<br>**Government of The Arab Republic of Egypt (Naval Forces)**<br>Alexandria Egypt | **350**<br>—<br>508 | ✠ | **1977**-10 Alexandria Shipyard—Alexandria (10110)<br>53,80 9,71 3,101<br>49,41 9,42 4,20<br>P 19,6 F 8,9 1 dk<br>rf 102 | **M Tanker**<br>Water<br>4 Ta ER | Oil 4SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>10kn |
| **6522866**<br>HO5043<br>6021<br>-75A<br>Df Esd<br>Rdr RT | **ALNILAM**<br>ex Esbeek-73 ex Bontekoning-69<br>**Blue Seal Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**536**<br>277<br>1 168<br>**1 127**<br>770<br>1 890 | **✠100A1** SS 5/79<br>Ice Class 2 or 3 at draughts not exceeding 3,820m and 5,820m respectively<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1126 | **1965**-10 N.V. Schps. Gebr. van Diepen —Waterhuizen (982)<br>72,95 10,90 3,817/5,017<br>65,23 10,80 6,46<br>Ba 10,4 F 10,4 2 dks<br>rf nil<br>Coll BH to U dk 2 to 2nd dk WB361t | **M General Cargo**<br>2 Ho 2 TwD ER<br>G.2 714 B.2 478<br>2 Ha (each 15,6 × 5,4) ER<br>Der 2(3-5) 2(3) | Oil 4SA 8Cy. 270 × 500<br>940bhp (691kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 72,0t 11,5kn |
| **5012278**<br><br><br>Df Esd<br>Pfd RT | **ALNILAM** | **106**<br>43<br>— | | **1959** Fa. S. Seymonsbergen Werf "Concordia"—Amsterdam (625)<br>26,40 6,30 2,185<br>... ... ... | **M Fishing**<br>Side-fishing | Oil -SA 6Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **5012292**<br><br>186925<br>Df Pfd<br>Rdr RTm | **ALNMOUTH**<br><br>**Tyne Tugs Ltd.**<br>Lawson-Batey Tugs PLC<br>Newcastle upon Tyne United Kingdom | **173**<br>0<br>— | **✠100A1** SS 9/79<br>tug<br>**✠LMC**<br>EL (b)<br>FN 294 | **1962**-5 R. Dunston (Hessle) Ltd.—Hessle (S784)<br>30,33 7,70 3,029<br>27,13 7,17 3,66<br>RW rf 381 BK 152<br>3BH WB42t | **M Tug** | Oil 4SA 6Cy. 318 × 368 reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 28kW 220V d.c.<br>Fuel (d.o.) |
| **5012319**<br>GVDV<br>186847<br>RTm | **ALNWICK**<br><br>**W. Bateman**<br>Newcastle upon Tyne United Kingdom | **119**<br>0<br>— | ✠LR class withdrawn 31/12/81 | **1955**-10 P. K. Harris & Sons Ltd. —Appledore (58)<br>28,45 7,70 2,591<br>25,61 7,09 3,20<br>rf 432 | **M Tug** | Vee Oil 2SA 12Cy. 216 × 254 sr geared to sc. shaft<br>E made41 refitted55<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 28kW 110V d.c.<br>Fuel 33,5t (d.o.) 11,5kn |
| **7728182**<br><br><br>Gc RT | **ALOBOUR**<br><br>**Egyptian Marine Supplies & Contracting Co.**<br>Suez Egypt | **170**<br>—<br>300 | AB | **1979** Arab Contractors Marine Workshops —Ismailia (1502)<br>36,50 2,401<br>35,01 7,01 3,00<br>1 dk<br>rf nil | **TM Tanker**<br>Water<br>Mchy.aft | 2 Oil 4SA each 6Cy. 165 × 184 reduction geared to sc. shaft<br>360bhp (265kW)<br>GEC Diesels Ltd. Kelvin Marine Div. Glasgow<br>Gen 1 × 20kW a.c.<br>9kn |
| **7126841**<br>ZTFU<br>350676<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALOE**<br><br>**Irvin & Johnson (Trawlers) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ Kaapstad South Africa | **812**<br>283<br>— | ✠Classed LR until 11/73 | **1972**-8 James Brown & Hamer Ltd. —Durban (Y18)<br>60,97 11,87 4,192<br>52,58 11,74 7,40<br>B 6,1 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 18,1 ER<br>5 Ha (stl) (1,9 × 2,4) (1,0 × 1,0) (1,2 × 3,5) (1,5 × 1,5) (1,1 × 1,4) ER | Oil 4SA 8Cy. 318 × 368 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 3 × 245kW 1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller.<br>Fuel 274,5t (d.o.) 14,5kn |
| **7200623**<br>HO8579<br>8657-78<br>Gc Rdr<br>RT | **ALOHA**<br>ex Eileen B-77 ex Jackson-76<br>**Deep Sea International Inc.**<br>Panama Panama<br><br>See Register of Offshore Units | **178**<br>117<br>— | | **1960** Burton Construction & SB. Corp. —Port Arthur, Tx (300)<br>43,62 9,76 2,515<br>40,92 3,05<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 216 × 216<br>1 000bhp (736kW)<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| **7049043**<br>WA2276<br>248625 | **ALOHA**<br><br>**Boat Invader Inc.**<br>New Bedford, Ma United States of America | **122**<br>83<br>— | | **1945** Newbert & Wallace Shpyd —Thomaston<br>*26,58* 6,51<br>3,36 | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>Atlas Imperial Engine Co. U.S.A.<br>Fuel (d.o.) |
| **5012333**<br>4XLJ<br>MS224<br>Df Esd<br>Gc Rdr<br>RT | **ALON**<br>ex Pecan-76 ex Alon-76<br>ex Pecan-75 ex Alon-74<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **6 257**<br>3 086<br>7 380 | **✠100A1** SS 6/79<br>DTsf—vegetable oil<br>**✠LMC**<br>EL z<br>FN 3182 | **1960**-10 H. C. Stuelcken Sohn—Hamburg (893)<br>127,36 17,86<br>118,01 17,81 9,15<br>P 26,9 F 14,7 1 dk<br>RW rf nil conv General Cargo 76<br>WB3168T incl. DTsf203t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 16,4 20,7 21,9 21,9 ER<br>TEU 332 C. 332/20' (40')<br>4 Ha (stl) ER | Oil 2SA 6Cy. 690 × 1200<br>3 950bhp (2 905kW) Fiat<br>Borsig A.G. West Berlin<br>2 WTAuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 180kW 220/380V 50Hz a.c.<br>Fuel 438,0t (hvf) |

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| **7304091**<br>UZPX<br>M-7871 | **ALON**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk- U.S.S.R.<br>Kamchatskiy | **167**<br>43<br>100 | RS | **1972** ...............U.S.S.R.<br>33,99 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5012345**<br>EEIE<br>1339<br>Df Esd<br>Pfd RT | **ALONA**<br><br>**Pesquera Itxaso S.A.**<br>San Sebastian Spain | **156**<br>69<br>— | len 56 | **1948** Ast. de T. Ruiz de Velasco—Bilbao<br>34,47 6,10 3,175<br>6,05 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,7) | Oil 2SA 6Cy. 240 × 370<br>385bhp (283kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 81,5t 10,5kn |
| **7376006**<br>H3AS<br>4858-74<br>Df Esd<br>Gc Rdr<br>RT | **ALONDRA**<br><br>**Alondra S.A.**<br>Panama Panama | **3 512**<br>2 309<br>6 074 | NK | **1974** Shinhama Dock K.K.—Anan (683)<br>106,28 16,06 6,605<br>98,00 16,03 8,21<br>P 21,1 F 9,2 1 dk | **M General Cargo**<br>G.7 457 B.6 977<br>2 Ha (stl) (26,1 28,7 × 8,3) ER<br>Der 2(15) 2(10) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Fuel 599,5t-12,5pd 12,5kn |
| **6603139**<br>OZPS<br>D1177<br>Df Esd<br>Rdr RTh | **ALONSO BISTRO**<br>ex Hans Sif-77<br>**Ole E. Kristensen K/S VI**<br>Rederiet Ole E. Kristensen K/S ApS<br>Skagen Denmark | **500**<br>297<br>1 067 | BV | **1966** N.V. Bodewes Schps.—Martenshoek (486)<br>58,58 10,29 3,722<br>56,27 10,19 6,10<br>P 18,0 RQD 22,9 B 11,9 F 10,1 1 dk | **M General Cargo**<br>1 Ho 38,4 ER<br>G.1 712 B.1 552<br>2 Ha (9,6 × 4,7) (14,4 × 5,8) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 15kW 1 × 10kW 220V d.c.<br>Fuel 81,5t (d.o.) 11,5kn |
| **6718843**<br>EIBZ<br>402136<br>Df Esd<br>Pfd Rdr<br>RTm | **ALONSO VEGA**<br><br>**Pesca Valentia Ltd.**<br>Dublin Irish Republic | **252**<br>102<br>198 | BV | **1967** Maritima del Musel S.A.—Gijon (86)<br>36,81 7,24 3,493<br>33,00 7,19 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.250<br>2 Ha (1,2 × 1,0) (1,2 × 1,2) ER<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 84,5t 15kn |
| **7647601** | **ALOSE**<br><br>**R. J. de Vries & Zonen**<br>Delfzijl Netherlands | —<br>—<br>230 | **A1** SS 11/77<br>inland waterways oil tanker<br>**LMC**<br>FN 271 | **1930** N.V. Scheepswerf van Rupelmonde —Rupelmonde<br>38,38 5,08<br>37,42 5,01 2,21<br>1 dk<br>rf 51<br>8BH WBnil | **M Tanker**<br>6 Ta ER | Oil 4SA 4Cy. 140 × 180 reverse reduction geared to sc. shaft<br>90bhp (66kW)<br>Motorenw. Mannheim A.G. Mannheim<br>Gen 2 × 2kW 24V d.c. |
| **5012371**<br><br>7648<br>Esd | **ALOSNO**<br><br>**Gonzalo Bianco Delgado**<br>Vigo Spain | **172**<br>86<br>— | | **1956** Ast. Santodomingo—Vigo<br>*26,80* 6,71<br>... ... ... | **S Fishing**<br>Side-fishing | T 3Cy. 290 335 & 564 × 406<br>165ihp (121kW)<br>..............<br>Fuel 78,0t (o.f.) 8,5kn |
| **5405255**<br>VRDP<br>187276<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALPAC AFRICA**<br>ex Maria Elisa-80<br>ex Houston City-72<br>**Hi Star Shipping Co. Ltd.**<br>John McRink & Co. Ltd.<br>Hong Kong Hong Kong (British) | T.Mk<br>**7 454**<br>4 059<br>12 561<br>**10 089**<br>5 691<br>15 373 | **✠100A1** SS 7/80<br>**✠LMC**<br>EL ft 2⅝"SQ<br>FN 4714 | **1963**-1 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (854)<br>152,30 20,53 8,408/9,538<br>143,57 20,43 12,40<br>P 9,5 F 13,5 2 dks<br>RW rf 152<br>7BH to U dk 3 to 2nd dk WB2780t incl. Tunnel tanks 388t DTsmf1082t | **M General Cargo**<br>6 Ho 18,5 23,3 9,9 6,1 23,6 25,9<br>G.21 349 B.19 238<br>5 Ha (stl) (9,6 11,4 11,4comb. 11,4 11,4 × 6,7)<br>14W Der 1(25) 14(5) | Oil 2SA 4Cy. 670 × 2100<br>6 000bhp (4 413kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 143,0t (hvf) 15,5kn |
| **5063277**<br>VRDD<br>187275<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALPAC ASIA**<br>ex Sara Lupe-80<br>ex Cardiff City-72<br>**Tini Shipping Co. Ltd.**<br>John McRink & Co. Ltd.<br>Hong Kong Hong Kong (British) | T.Mk<br>**7 454**<br>4 059<br>12 561<br>**10 089**<br>5 691<br>15 373 | **✠100A1** SS 3/82<br>**✠LMC**<br>EL ft 2⅝"SQ<br>FN 4714 | **1962**-10 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (853)<br>152,30 20,53 8,408/9,538<br>143,57 20,43 12,40<br>P 9,5 F 13,5 2 dks<br>RW rf 152<br>7BH to U dk 3 to 2nd dk WB2780t incl. Tunnel tanks 388t DTsmf1082t | **M General Cargo**<br>6 Ho 18,5 23,3 9,9 6,1 23,6 25,9<br>G.21 349 B.19 238<br>5 Ha (stl) (9,6 11,4 11,4comb. 11,4 11,4 × 6,7)<br>14W Der 1(25) 2(10) 14(5) | Oil 2SA 4Cy. 670 × 2100<br>6 000bhp (4 413kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 143,0t (hvf) 15,5kn |
| **7713216**<br>EHOJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ALPACA**<br><br>**Naviera Oronaves S.A.**<br>San Sebastian Spain | **699**<br>495<br>1 195 | **✠100A1** SS 7/82<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL K 357,5/28,0U2<br>FN 858 | **1978**-9 S.A. Balenciaga—Zumaya (290)<br>62,62 4,049<br>56,88 10,61 4,47<br>P 11,6 F 9,5 1 dk<br>rf nil<br>3BH WB360T | **M General Cargo**<br>1 Ho 37,8 ER<br>1 Ha (stl) (34,2 × 7,6) ER | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>1 160bhp (853kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 84kW 1 × 33kW 380V 50Hz a.c. |
| **7006948**<br>OARV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALPAMAYO**<br>ex Martha Fisser-80<br>ex Sunbaden-78<br>ex Martha Fisser-74<br>ex Sunbaden-73<br>Launched as Martha Fisser<br>**Naviera Humboldt S.A.**<br>Callao Peru | T.Mk<br>**6 637**<br>4 274<br>13 012<br>**9 403**<br>6 441<br>15 381 | GL | **1970** Flensburger Schiffsbau-Ges. —Flensburg (622)<br>139,73(BB) 21,34 8,217/9,376<br>132,09 21,01 12,30<br>P 34,2 B 16,5 F 13,8 2 dks | **M General Cargo**<br>5 Ho 16,4 29,8 10,6 18,9 19,8 ER<br>G.21 569 B.19 260<br>5 Ha (stl) (10,5 × 8,0) (12,7 12,7 12,7 12,7 × 10,5) ER<br>10W Der 1(50) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 94,5t (d.o.) 908,5t (hvf)-24,5pd 15,5kn |
| **5247172**<br><br>44/94<br>Df Esd<br>Gc Rdr<br>RTm | **ALPASHA**<br>ex Napoleon-74<br>**Saudi Lines**<br>Jeddah Saudi Arabia | T.Mk<br>**5 308**<br>2 797<br>1 024 | BV | **1959** Forges & Ch. de La Mediterranee —La Seyne (1334)<br>103,76 15,83 4,760<br>99,50 15,80 8,59<br>4 dks<br>rf 246 conv Passenger/Ferry 74 | **TM Passenger/General Cargo**<br>Ref 1208P<br>Side doors<br>3 Ho 9,9 9,3 9,3 3 TwD Upr 16,6 59,2 22,1 5 TwD Lwr 6,6 9,9 9,3 9,3 10,5<br>B.3 855<br>3 Ha (stl) (2,9 × 2,5) (5,2 × 4,5) (5,8 × 3,8)<br>4W Der 2(10) 2(5) | 4 Oil 4SA each 6Cy. 400 × 460 geared to sc. shafts<br>8 000bhp (5 884kW) Pielstick<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Gen 4 × 330kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Directional thrust propeller fwd<br>Fuel 69,0t (d.o.) 18kn |
| **5295648**<br><br><br>Df Esd<br>Gc RT | **ALPAZ**<br>ex Nicolas Sasso-67<br>ex Rio Bianco-63 ex Madryn-42<br>ex Marmevo-42<br>**SAUDENA S.A. Uruguaya de Navegacion**<br>Montevideo Uruguay | **2 595**<br>1 479<br>4 542 | (BV) | **1921** N.V. Rotterdamsche Scheep. Maats. —Rotterdam<br>85,07 12,86 7,151<br>79,33 12,81 8,49<br>B 19,6 F 8,0 2 dks<br>R | **S General Cargo**<br>G.4 872 B.4 524<br>4 Ha (7,1 7,1 7,1 6,4 × 5,4) | T 3Cy. 508 787 & 1448 × 914<br>1 170ihp (861kW)<br>v.d. Kuy & v.d. Rees Rotterdam<br>Fuel 424,5t (o.f.) 7,5kn |

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| **7385069**<br>Df Esd<br>Rdr RT | **ALPENA**<br>**LISNAVE-Estaleiros Navais de Lisboa S.a.r.l.**<br>Lisboa Portugal | **428**<br>12<br>— | ✠**100A1** SS 12/78<br>tug<br>Portuguese coasting service between rivers Tagus and Sado<br>✠**LMC**<br>EL (F) $\frac{11}{16}$"U1<br>FN 384 | **1974**-11 Est. Sao Jacinto S.a.r.L.—Aveiro (104)<br>33,36 9,00<br>30,00 8,50 4,30<br>RAD 1,3<br>rf 1041 BK 152<br>4BH WB27T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 48kW 1 × 25kW 380V 50Hz a.c. |
| **6850926**<br>URPS<br>M-12201 | **ALPERIN**<br>**U.S.S.R.**<br>Korsakov U.S.S.R. | **463**<br>153<br>274 | (RS) | **1962** ............U.S.S.R.<br>51,90 8,01 3,331<br>3,51 | **M Fish Carrier**<br>Ref<br>2 Ho<br>In.388<br>2 Ha (each 2,6 × 3,5)<br>2W Der 2(1,5) | Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |
| **6411897**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPES**<br>**Pescadores de Merluza S.A. de C.V.**<br>Mexico | **747**<br>383<br>500 | BV | **1964** Maritima de Axpe S.A.—Bilbao (2)<br>51,69 9,53 4,293<br>45,75 9,30 6,81<br>2 dks<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.664<br>4 Ha (0,6 × 0,5) (1,6 × 1,0) (1,3 1,3 × 1,3) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 187,0t (d.o.) 13kn |
| **5329140**<br>J4XT<br>7458<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALPHA**<br>ex Salem-79 ex Singo-78<br>**Corfu Navigation Co.**<br>Vera Shipping Co. Ltd.<br>Piraeus Greece | **4 722**<br>2 583<br>7 291 | ✠**100A1** SS 12/79<br>ore or oil carrier or sulphuric acid in centre tanks<br>Ice Class 2 at a draught not exceeding 7.264m<br>✠**LMC**<br>EL x 1$\frac{11}{16}$"SQ<br>FN 2681 | **1962**-4 Kieler Howaldtswerke A.G.—Kiel (1148)<br>109,81 15,91 7,430<br>106,38 15,85 9,35<br>P 26,6 F 13,5 1 dk<br>rf nil<br>9BH WB259t | **M Ore/Oil Carrier**<br>Oil Chemical<br>5 Ho 12,5 12,3 13,1 13,1 13,1 12 Ta ER<br>G.3 571 L.(oil) 5 967 HeCls. BC<br>5 Ha (stl) (9,2 9,2 9,9 9,9 9,9 × 6,1) ER | Oil 2SA 8Cy. 520 × 900<br>3 300bhp (2 427kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>2 AuxB 185lbf/in² (12,8bar)<br>Gen 3 × 273kW 400V 50Hz a.c.<br>Fuel 403,5t (d.o.) 13kn |
| **5338490**<br>DLBX<br>Df Esd<br>Rdr RT | **ALPHA**<br>ex Star-68<br>**Partenreederei m.s. 'Alpha'**<br>Peter Quast<br>Hamburg Federal Republic of Germany | **293**<br>134<br>514<br>**649**<br>430<br>985 | GL | **1956** Adler Werft G.m.b.H.—Bremen (9)<br>56,01 9,02 2,702/3,810<br>50,47 9,00 4,91<br>F 8,0 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ice strengthened<br>1 Ho 31,9 ER<br>G.1 350 B.1 241<br>1 Ha (26,6 × 5,1) ER<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 320 × 450<br>590bhp (434kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 40,0t 10kn |
| **7904815**<br>GBLZ<br>388415<br>Esd Gc<br>Rdr RTv | **ALPHA BAY**<br>**Costain-Blankevoort (U.K.) Dredging Co. Ltd.**<br>London United Kingdom | **5 739**<br>3 217<br>6 750 | BV | **1980** IHC Smit B.V.—Kinderdijk (CO1131)<br>111,99 5,850<br>104,02 21,40 8,01<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Twin side arms Dredging depth 25,0<br>Hopper 6000T<br>Mchy.aft<br>Hopper 4 300<br>2 sandpumps each 1325kW (1800bhp)<br>Cr 1(20) 2(7,5) | 2 Oil 4SA each 6Cy. 410 × 470 geared to sc. shafts<br>9 200bhp (6 767kW) Werkspoor<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 3 × 570kW 1 × 260kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,75kn |
| **7614018**<br>H07193<br>8793-78<br>RT | **ALPHA CHALLENGER**<br>ex Elgreco Challenger-77<br>**Alpha Enterprises S.A.**<br>Panama Panama | **152**<br>65<br>— | BV | **1975** D. Homatas & Sons Ltd. —Thessaloniki (16)<br>27,31 7,32 3,810<br>7,31<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 8Cy. 159 × 203<br>556bhp (409kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 220V a.c.<br>Fuel 49,5t (d.o.) 12,5kn |
| **5359755**<br>DAIG<br>Df Esd<br>Rdr<br>RTm/h/v | **ALPHA H**<br>ex Heinz-Helmut-81 ex Thor-65<br>**Reederei Harms G.m.b.H.**<br>Kiel Federal Republic of Germany | **423**<br>216<br>740 | GL | **1958** Schiffsw. H. Rancke—Hamburg (186)<br>53,09 8,64 3,450<br>47,22 8,62 3,87<br>P 10,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,7 ER<br>G.925 B.802<br>2 Ha (14,4 8,4 × 5,1) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 2,5kW 24V d.c.<br>Fuel 22,0t 9kn |
| **6600905**<br>KLFK<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ALPHA HELIX**<br>**National Science Foundation**<br>Seward, Ak United States of America | **289**<br>73<br>— | AB | **1965** J. M. Martinac SB. Corp.—Tacoma, Wa (145)<br>40,47 9,61 3,188<br>34,45 9,45 4,42<br>P 10,7 B 16,2 1 dk<br>rf 787 | **M Research**<br>Oceanographic<br>Ice strengthened<br>1 Ho 4,8<br>1 Ha (2,4 × 3,6)<br>Cr 1(2) | Oil 2SA 8Cy. 216 × 254 sr geared to sc. shaft<br>820bhp (603kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 122,0t (d.o.) 12,5kn |
| **5019173**<br>H9PA<br>1139<br>4-81<br>Df Esd<br>Gc Rdr<br>RT | **ALPHA MICHEL**<br>ex Corrado-81 ex Nordina-74<br>ex Ingrid-72 ex Nordheim-69<br>ex Anni Nubel-67<br>**Sea & Land Finance Corp.**<br>Panama Panama | T.Mk<br>**1 162**<br>520<br>1 990<br>**1 884**<br>1 241<br>3 025 | GL | **1956** Schulte & Bruns—Emden (186)<br>78,97 11,99 4,750/6,065<br>73,97 11,97 7,01<br>RQD 36,9 F 7,4 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.3 963 B.3 629<br>3 Ha (8,6 17,9 8,6 × 5,6) ER<br>8W Der 1(15) 8(5) | 2 Oil 4SA each 6Cy. 320 × 480 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 143,5t 12kn |
| **7338286**<br>WH2843<br>271744<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPHA O**<br>ex Rosalie E<br>**Ocean Industries Inc.**<br>Miami, Fl United States of America | **146**<br>68<br>79 | | **1956** Walter M. Edwards—New Iberia, La (102)<br>32,01 7,80<br>27,79 3,28<br>1 dk | **M Tug**<br>Mchy.aft | Vee Oil 2SA 16Cy. 222 × 267<br>General Motors Corp. U.S.A.<br>Gen 2 × 45kW 240V 60Hz a.c.<br>Fuel (d.o.) |
| **7610488**<br>9GXI<br>316602<br>RT | **ALPHA I**<br>**Alpha Fisheries Ltd.**<br>Takoradi Ghana | **101**<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*22,56*<br>6,35 3,00<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| **7610490**<br>9GXM<br>316603<br>RT | **ALPHA II**<br>**Alpha Fisheries Ltd.**<br>Takoradi Ghana | **101**<br>68<br>— | | **1975** Desco Marine—St. Augustine, Fl<br>*22,56*<br>6,35 3,00<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |

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| 7702293<br>PCMZ<br>18476<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPHACCA**<br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands | 10 444<br>6 814<br>14 746 | ✠100A1<br>✠LMC UMS<br>✠Lloyd's RMC<br>EL Ct 550,0/60,0U2<br>FN 4458 | **1978**-2 Van der Giessen-de Noord B.V. —Krimpen a/d Ijssel (912)<br>143,03(BB) 21,21 9,492<br>132,01 21,01 12,76<br>F 14,1 3 dks<br>rf nil<br>SF 7BH WB3445T incl. DTsf1481T | **M General Cargo** CSD<br>Pallets Ref<br>4 Ho 18,9 9,7DTp&s 10,5DTp&s 26,9 20,9 ER 14,2<br>G.21 186 B.19 394 In.6 227<br>HeCls. B<br>TEU 288 C.Ho 208/20' C.Dk 80/20'<br>8 Ha (stl) (12,5 12,7p&s 19,4p&s 12,7p&s × 7,7) ER (5,9 × 5,0)<br>Cr 4(5) Der 4(22) 2(10) 1(8) | Oil 4SA 6Cy. 620 × 660 sr geared to sc. shaft<br>9 500bhp (6 988kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 1 × 540kW 2 × 400kW 440V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 460,0t (hvf)-33,5pd<br>16kn |
| 6721462<br>SXWA<br>6543<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ALPHEUS**<br>ex Wotan-77<br>ex Splendid Country-77<br>ex Cape Horn-73<br>**Agonic Shipping Ltd.**<br>Allied Shipping International Corp.<br>Piraeus Greece | 46 248<br>32 062<br>93 735 | AB<br>✠Classed LR until 27/1/78 | **1967**-9 Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (1939)<br>277,38 39,02 12,701<br>265,18 38,94 17,00<br>P 14,7 F 22,0 1 dk<br>rf 76 | **M Tanker**<br>COW IGS CBT<br>11 Ta ER<br>L.(oil) 114 411<br>HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 610kW 1 × 300kW 450V 60Hz a.c.<br>Fuel 101,5t (d.o.) 3 620,0t (hvf)-63,0pd<br>16,25kn |
| 7812608<br>HO3850<br>9646-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPHONSE**<br>**Deep Sea Shipping S.A.**<br>Panama Panama | 294<br>97<br>— | BV | **1980** At. & Ch. de la Manche—St. Malo (1282)<br>38,00 9,81 3,650<br>32,52 8,31 4,35<br>1 dk | **M Fishing**<br>Side-fishing Line-fishing Tuna Ref. | Vee Oil 4SA 12Cy. 175 × 180 reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>11,5kn |
| 7615593<br>ORLC<br>2764<br>Df Esd<br>Pfd Rdr<br>RT | **ALPHONSE LETZER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | 715<br>84<br>627 | ✠100A1 SS 2/82<br>tug<br>✠LMC<br>EL K 1⅛"U2<br>FN 750 | **1977**-3 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (339)<br>47,43 11,71 5,061<br>43,26 11,36 5,97<br>F 25,6 1 dk<br>rf 1524<br>5BH | **TM Tug**<br>Anchor-handling | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 132kW 440V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 588,0t (d.o.) |
| 5086384<br>TQTI<br>1547<br>RTm | **ALPI**<br>ex Danube Bleu-72<br>**Adrien Le Gallo**<br>St. Brieuc France | 114<br>44<br>— | | **1959** Ch. Querrien—Auray<br>25,00 6,76<br>22,46 3,18<br>1 dk | **Wood M Fishing** | Oil 4SA 8Cy. 175 × 180<br>360bhp (265kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel (d.o.) |
| 5012503<br>CUYE<br>LX-70-A<br>Df Esd<br>Rdr | **ALPIARCA**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | 607<br>275<br>488 | ✠Classed LR until 3/60 | **1958**-10 Est. Nav. de Viana do Castelo —Viana do Castelo (34)<br>56,95 9,25 4,217<br>51,97 9,15 4,50<br>F 11,3<br>RW rf 813 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 9Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel 112,0t<br>12kn |
| 7028295<br>HBLB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALPINA**<br>**Alpina Reederei A.G.**<br>Basle Switzerland | T.Mk<br>**6 915**<br>3 844<br>12 605<br>**9 600**<br>6 127<br>14 744 | GL | **1970** Flensburger Schiffsbau-Ges. —Flensburg (625)<br>139,76(BB) 21,11 8,217/9,189<br>132,11 21,01 12,32<br>P 21,7 B 15,9 F 12,5 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 39,0 comb. 16,1 19,5 19,5 ER<br>G.21 569 B.19 260<br>5 Ha (stl) (10,5 × 8,0) (12,7 12,7 12,7 12,7 × 10,5) ER<br>12W Der 2(60) 1(25) 12(5-10) 2(1) | Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 327kW 440V 60Hz a.c.<br>Fuel 1 163,5t (hvf)<br>16kn |
| 6911794<br>H9VS<br>11240-81B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPINE ROSE**<br>ex Tonami Maru-81<br>**International Fleet Co. S.A.**<br>Panama Panama | 34 944<br>25 319<br>42 124 | NK | **1969** Maizuru Jukogyo K.K.—Maizuru (136)<br>197,85(BB) 30,18 10,999<br>185,02 30,13 21,01<br>1 dk | **M Bulk Carrier**<br>Wood-chip Self-unloader<br>6 Ho ER<br>G.81 602<br>6 Ha (stl) (14,0 13,5 13,5 13,5 13,5 15,1 × 16,0) ER<br>Der 3(10,5) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 620kW 1 × 320kW 450V a.c.<br>Fuel 1 794,5t-40,5pd<br>13,5kn |
| 7500267<br>5LCM<br>5564<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALPINE STAR**<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | 3 837<br>2 505<br>6 868 | AB | **1976** Nishi Zosen K.K.—Imabari (173)<br>107,32 16,54 6,851<br>98,99 16,50 8,51<br>P 25,0 F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 22,1 25,2 25,2 ER<br>G.8 298 B.8 018<br>3 Ha (stl) (13,7 16,0 16,0 × 8,3) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 450V 60Hz a.c.<br>Fuel (d.o & hvf)<br>14kn |
| 7500255<br>ELLH<br>5478<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALPINE SUN**<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | 3 887<br>2 555<br>6 858 | AB | **1976** Nishi Zosen K.K.—Imabari (171)<br>107,32 16,54 6,801<br>98,99 16,50 8,51<br>P 25,0 F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 22,1 25,2 25,2 ER<br>G.8 298 B.8 018<br>3 Ha (stl) (13,7 16,0 16,0 × 8,3) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 450V 60Hz a.c.<br>Fuel (d.o & hvf)<br>14kn |
| 7111470<br>EWEZ<br>M-30515<br>Df Esd<br>Gc Rdr<br>RT | **ALPINIST**<br>**U.S.S.R.-'Dalryba'**<br>Nakhodka U.S.S.R. | 686<br>216<br>333 | RS | **1971** Leninskaya Kuznitsa—Kiyev<br>49,26 (BB) 10,72 4,250<br>46,21 10,52 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>13kn |
| 5404043<br>OIER<br>1533<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALPPILA**<br>ex Binship-75 ex Finship-72<br>**Etela-Suomen Laiva O/Y**<br>Helsinki/Helsingfors Finland | 11 502<br>5 719<br>5 794 | NV | **1963** Deutsche Werft A.G.—Hamburg (791)<br>149,94 21,39 9,487<br>142,37 21,34 12,81<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 11,1 17,7 11,2 17,7 11,2 17,9 11,2 ER<br>G.21 053 B.19 612<br>7 Ha (7,7 14,2 7,4 13,4 7,4 14,2 7,4 × 10,6) ER<br>Cr 1(15) | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW) Sulzer<br>Masch. Buckau-Wolf Kiel<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 125,0t (hvf)-28,5pd<br>14,5kn |

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| 5236692<br>EAZL<br>630<br>Df Esd<br>RTm | **ALPRO**<br>ex Mirenchu-68<br>**Naviera Garcia-Minaur S.A.**<br>Bilbao Spain | **713**<br>407<br>945 | ✠Classed LR until<br>24/8/79 | **1957**-2 Corcho Hijos S.A.—Santander (64)<br>61,07 9,89 3,906<br>56,01 9,81 3,99<br>P 15,6 F 10,7 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 16,4 16,9 ER<br>G.1 330 B.1 225<br>2 Ha (stl) (11,5 13,1 × 6,0) ER<br>4W Der 4(2,5) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 75kW 1 × 12kW 1 × 5kW<br>220V d.c.<br>Fuel 76,0t (d.o.) 12kn |
| 8202305<br>8KVM<br>126094<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALPS HIGHWAY**<br>**Kawaki Kigyo K.K.**<br>Tokyo Japan | **9 609**<br>4 817<br>9 074 | NK | **1982** Kurushima Dock Co. Ltd.—Onishi (2208)<br>154,51(BB) 27,64 7,802<br>142,91 27,60 11,56<br>P 85,4 | **M Vehicles Carrier** | Oil 2SA 7Cy. 520 × 1250<br>9 300bhp (6 841kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 113,0t (d.o.) 1 255,5t (hvf)-29,0pd<br>17,5kn |
| 7376769<br>JAGX<br>116038<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPS MARU**<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Hyogo Pref. Japan | **136 232**<br>103 240<br>275 718 | NK | **1975** Mitsubishi Heavy Industries Ltd. —Nagasaki (1727)<br>337,73 53,65 21,007<br>322,03 53,60 27,11<br>1 dk | **S Tanker**<br>Mchy.aft<br>L.(oil) 319 920 | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 1800kW 2 × 900kW 450V a.c.<br>Fuel 9 172,0t (o.f.) 168,5t (d.o.)-167,5pd<br>16kn |
| 7109934<br>JGVK<br>110295<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALPS MARU**<br>**Mitsui O.S.K. Lines Ltd. & Matsuoka Steamship Co. Ltd.**<br>Kobe, Hyogo Pref. Japan | **12 367**<br>7 275<br>19 796 | NK | **1971** Nippon Kokan K.K.—Shimizu (309)<br>155,43(BB) 22,86 9,894<br>146,01 22,81 13,39<br>P 29,0 F 11,6 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.26 254 B.23 437<br>5 Ha (stl) (12,2 18,7 8,9 18,7 12,0 × 10,9) ER<br>Cr 2(20) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 300kW 445V a.c.<br>Fuel 1 708,0t-36,5pd 15kn |
| 7389089<br>HNQS<br>715<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALQADISIYAH**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **81 480**<br>63 233<br>155 300 | **✠100A1** SS 7/81<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† 0,0/97,0U3<br>FN 18384 | **1976**-7 (Aft section) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>**1976**-6 (Fwd section) A/B Gotaverken Arendal—Goteborg (886)<br>285,48 44,28 17,176<br>275,90 44,20 22,43<br>P 50,6 F 22,0 1 dk<br>rf nil<br>9BH WB17012T incl. clean ballast tank 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 191 818 HeCls. BC | Oil 2SA 8Cy. 900 × 1800<br>24 800bhp (18 242kW) B&W<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 16kgf/cm$^2$ (15,7bar)<br>e(ex.g) 16lbf/in$^2$ (1,1bar)<br>Gen 3 × 1000kW 1 × 55kW<br>450V 60Hz a.c.<br>Fuel 594,5t (d.o.) 8 649,5t (hvf) 16,25kn |
| 7502277<br>EHKF<br>Df Esd<br>Gc Rdr<br>RT | **ALRAIGO**<br>**Naviera Garcia-Minaur S.A.**<br>Santander Spain | **2 300**<br>1 403<br>3 618 | BV | **1977** Soc. Met. Duro Felguera—Gijon (139)<br>93,33 13,54 6,097<br>84,71 13,50 7,62<br>2 dks | **M General Cargo**<br>2 Ho 24,3 30,4 ER<br>G.5 287 B.4 595<br>TEU 121<br>C.Ho 96/20′ (40′) C.Dk 25/20′ (40′)<br>2 Ha (stl) (19,5 × 7,6) (25,6 × 10,0) ER<br>Cr 2(22) | Oil 4SA 8Cy. 400 × 580 geared to sc. shaft<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 112kW 380V 50Hz a.c.<br>Fuel 291,0t (d.o.)-10,0pd 14,5kn |
| 5212660<br>9KKN<br>Df Esd<br>Gc Rdr<br>RT | **ALRANA**<br>ex Enif-80 ex Stefania-79<br>ex Loudima-72<br>**Asia Marine Services Co. WLL**<br>Kuwait Kuwait | **6 741**<br>4 016<br>9 287 | BV<br>len 61 | **1954** At. & Ch. de la Loire—Nantes<br>140,09 17,02 7,976<br>131,43 16,97 10,72<br>B 25,0 F 12,8 2 dks | **M General Cargo** CSD<br>Ref<br>G.12 228 B.11 139<br>6 Ha (stl) (7,4 11,8 15,4 9,9 9,9 1,1 × 6,0)<br>16W Der 1(40) 1(20) 2(12) 4(8) 10(5) | Oil 2SA 8Cy. 720 × 1250<br>5 000bhp (3 678kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Fuel 592,5t 17kn |
| 7392555<br>A9D2002<br>Esd Gc<br>Rdr RT | **ALRAYASH**<br>ex Aigagros-76<br>**Hamit Mirsa Al Rayash**<br>Manama Bahrain | **112**<br>58<br>— | (BV) | **1975** "Naus" Shipyard Philippou Bros. S.A. —Perama (118)<br>28,30 6,46 2,286<br>23,91 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 210 × 300<br>500bhp (368kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Controllable pitch propeller<br>12kn |
| 7500475<br>HNRZ<br>Df Esd<br>Gc Rdr<br>RTv | **ALRAZI**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | T.Mk<br>**3 647**<br>1 789<br>5 892<br>**5 885**<br>3 346<br>8 334 | **✠100A1** SS 6/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL X 2$\frac{3}{16}$"U2<br>FN 3068 | **1976**-8 Shinhama Dock K.K.—Anan (708)<br>115,68(BB) 18,93 6,900/8,390<br>103,99 18,90 10,60<br>P 27,2 F 11,3 2 dks<br>rf 152<br>SF 5BH WB910T | **M General Cargo**<br>Ref<br>3 Ho 14,7 28,3 29,1 ER<br>G.11 764 B.11 016 In.100<br>3 Ha (stl) (7,1 × 8,5) (18,4 17,0 × 10,0) ER<br>2W Cr 2(15,5) 3(5) Der 2(2) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 480kW 385V 50Hz a.c.<br>Fuel 137,0t (d.o.) 504,0t (hvf) 15,5kn |
| 6706113<br>LNDX<br>18233<br>Df Esd<br>Rdr<br>RTm/v | **ALRITA**<br>ex C. Herup-74<br>ex Charlotte Dreyer-70<br>**Johannes Matre**<br>Haugesund Norway | **299**<br>184<br>579 | BV | **1967** Sonderborg Skibsvaerft A/S —Sonderborg (52)<br>47,05 8,82 3,201<br>42,27 8,81 3,38<br>P 13,2 F 10,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,9 ER<br>G.669 B.595<br>1 Ha (20,8 × 5,0) ER<br>2W Der 2(3) | Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) 10kn |
| 5018129<br>OWZD<br>D988<br>Df RT | **ALRO**<br>ex Arctic Trader-80<br>ex Sundeved-80 ex Anka-72<br>ex Jan Kreumer-62 ex Jola-50<br>**P/R Alro**<br>Hans Klempel<br>Horsens Denmark | **262**<br>114<br>317 | BV | **1935** Scheepswerven Gebr. Niestern —Delfzijl (201)<br>39,48 6,89 2,642<br>34,19 6,84 2,87<br>1 dk<br>R | **M General Cargo**<br>2 Ho ER<br>G.453 B.425<br>2 Ha (9,7 7,0 × 4,5) ER<br>2W Der 2(1,5) | Oil 2SA 4Cy. 280 × 320<br>280bhp (206kW) E made64 fitted74<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 13,0t (d.o.) 9kn |
| 7347744<br>FNLZ<br>Df Esd<br>Gc Rdr<br>RTh/v | **ALSACE**<br>**Societe Francaise de Transports Maritimes (S.F.T.M) & Pechelbronn**<br>Societe Francaise de Transports Petroliers (S.F.T.P.)<br>Fos-sur-Mer France | **118 660**<br>90 343<br>239 500 | BV | **1975** Ch. Nav. de La Ciotat—La Ciotat (273)<br>334,12(BB) 48,75 20,316<br>316,04 48,70 26,22<br>1 dk | **S Tanker**<br>COW IGS<br>Mchy.aft<br>17 Ta<br>L.(oil) 286 817 HeCls. ptC | 2 S Turb dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1350kW 380V 50Hz a.c.<br>Fuel 10 854,5t (o.f.) 404,0t (d.o.)-160,5pd<br>16kn |

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| **5012553**<br>SUJF<br>38<br>Df Esd<br>Gc Rdr<br>RT | **ALSAD ALAALY**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **13 235**<br>8 211<br>20 110 | BV<br>✠Classed LR until<br>23/12/70 | **1960**-5 Deutsche Werft A.G.—Hamburg<br>(760)<br>170,69 21,95 9,399<br>161,55 21,90 12,27<br>P 38,1 B 11,9 F 21,1 1 dk<br>rf 51 | **M Tanker**<br>Mchy.aft<br>L.(oil) 25 853 | Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>15kn |
| **5100128**<br>HOXD<br>6551-76<br>Df Esd<br>RT | **ALSALAM**<br>ex El Moaiz-70 ex Al Salam-69<br>ex El Moaiz-66 ex Monsun-56<br>**Reima Navigation Co. A.G.**<br>Arabian Gulf Navigation Co.<br>(Yemen) Ltd.<br>Panama Panama | **1 253**<br>836<br>1 810 | (GL) | **1952** Schiffsw. W. Holst—Hamburg (185)<br>*62,92* 10,06 5,385<br>10,01<br>RQD 39,7 B 12,8 F 8,6 2 dks<br>RW | **M General Cargo** CSD<br>Mchy.aft<br>G.2 425 B.2 243<br>6W Der 1(10) | Oil 4SA 8Cy. 385 × 580<br>1 400bhp (1 030kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 156,5t 12kn |
| **7359008**<br>HZQL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSAMA ALARABIA**<br>ex Arabian Sky-81 ex Limatula-81<br>**Arabian International Co.**<br>**(AIMCO)**<br>Dammam Saudi Arabia | **160 423**<br>128 081<br>315 695 | **✠100A1** SS 10/79<br>oil tanker<br>crude oil—defined<br>ballasting (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 5⅜"U2<br>FN 28705 | **1974**-12 Odense Staalskibsvaerft A/S<br>—Odense (L.52)<br>354,57(BB) 56,47 22,302<br>338,34 56,41 28,43<br>1 dk<br>11BH WB39925T incl. 32098T in clean<br>ballast tanks | **S Tanker**<br>IGS<br>pt. higher tensile steel<br>24 Ta ER | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>STAL-LAVAL Turbin AB Finspong<br>WTB(f) 70kgf/cm$^2$ (68,7bar) Spt 513°C<br>68,5kgf/cm$^2$ (67,2bar) hs2879,9<br>WTB(a) 68kgf/cm$^2$ (66,7bar) Spt 320°C<br>66kgf/cm$^2$ (64,8bar) hs499,4<br>Gen 1 × 1400kW 1 × 120kW<br>440V 60Hz a.c.<br>Fuel (o.f.) 15,75kn |
| **7311288**<br>TFLO<br>1297<br>Df Esd<br>Rdr RT | **ALSEY**<br>**Hradfrystistodin i Reykjavik**<br>**H/f**<br>Vestmannaeyjar Iceland | **147**<br>67<br>— | | **1973** Slippstodin h/f—Akureyri (46)<br>30,82 6,71<br>6,68<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 230 × 270<br>765bhp (563kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel (d.o.) |
| **6510722**<br>Df Esd<br>RT | **ALSHANDAGHA**<br>ex Touraco-69<br>**Gulf Metal Trading & Marine**<br>**Co.**<br>Dubai United Arab<br>Emirates | **834**<br>417<br>1 000 | BV | **1965** At. & Ch. C. Auroux—Arcachon<br>61,70 9,40 3,950<br>55,48 9,35 4,14<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 341 | Oil 4SA 6Cy. 320 × 480<br>710bhp (522kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 20kW 380V d.c.<br>Fuel 50,5t 11kn |
| **7707085**<br>EHOD<br>Df Esd<br>Gc Rdr<br>RTh | **ALSIXMAR**<br>**Naviera Garcia-Minaur S.A.**<br>Vigo Spain | T.Mk<br>**1 786**<br>765<br>—<br>**2 824**<br>1 802<br>4 028 | BV | **1978** Hijos de J. Barreras S.A.—Vigo<br>(1447)<br>97,36 (BB) 6,236<br>88,52 14,01 7,88<br>2 dks | **M General Cargo**<br>2 Ho 25,1 32,1 2 TwD ER<br>G.5 911 B.5 012<br>TEU 125<br>C.Ho 81/20'(40') C.Dk 44/20'(40')<br>2 Ha (stl) (19,5 25,9 × 10,1) ER<br>Der 2(22) 4(10) | Vee Oil 4SA 12Cy. 400 × 500 geared to<br>sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 1 × 160kW<br>1 × 40kW 380/220V 50Hz a.c.<br>Fuel 82,0t (d.o.) 392,0t (hvf) 15kn |
| **6922846**<br>LGXU<br>17293<br>Rdr RT | **ALSTEN**<br>**Helgeland Trafikkselskap A/S**<br>Sandnessjoen Norway | **171**<br>59<br>129 | | **1969** Ejnar S. Nielsen M/V A/S—Harstad<br>(14)<br>29,80 8,41 2,972<br>26,12 8,11 3,76<br>1 dk<br>rf 991 BK 102 | **M RoRo Cargo/Ferry**<br>—P<br>Mchy.aft | Oil 4SA 5Cy. 250 × 300<br>650bhp (478kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 56kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **5012620**<br>LMLE<br>11669<br>Df Esd | **ALSTENTIND**<br>ex Probstel<br>**Harald P. Saunes**<br>Haugesund Norway | **358**<br>173<br>589 | | **1914** Kaiserliche Werft—Wilhelmshaven<br>38,87 9,02 3,201<br>9,00 3,43<br>1 dk<br>R rf nil | **M General Cargo Barge**<br>1 Ho ER<br>1 Ha (13,6 × 5,9) ER<br>1W Der 1(6) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW) E made60 fitted64<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 20,5t (d.o.) 8,5kn |
| **6704050**<br>DGAV<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ALSTER**<br>**Henry Stahl G.m.b.H. & Co.**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>268<br>1 140 | GL | **1966** Schulte & Bruns—Emden (230)<br>67,04 12,04 3,760<br>61,19 11,99 7,52<br>F 8,0 2 dks<br>rf 196 | **M RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>1 Ho 38,4 1 TwD 59,5 ER<br>G.3 541 B.3 265<br>TEU 67 C. 67/20'<br>2 Ha (stl) (2,9 × 3,8) (30,6 × 7,4) ER<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 450 reduction geared<br>to sc. shaft<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 112kW 1 × 32kW<br>220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 81,5t (d.o.) 12,5kn |
| **6828612**<br>DIDL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALSTER EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**17 834**<br>10 825<br>15 400 | GL | **1969** Blohm + Voss A.G.—Hamburg<br>(861)<br>201,12(BB) 24,64 7,871<br>185,22 24,52 14,61<br>B 22,9 F 39,1 2 dks<br>len 73 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho ER<br>TEU 1068<br>C.Ho 166/20' 238/40' C.Dk<br>20/20' 203/40'<br>Cr 1(3) | Oil 2SA 9Cy. 780 × 1550<br>15 750bhp (11 585kW) MAN<br>Blohm + Voss A.G. Hamburg<br>Gen 1 × 650kW 2 × 385kW<br>1 × 290kW 450V 60Hz a.c.<br>Fuel 2 133,5t (hvf) 21kn |
| **7205790**<br>3FUB<br>10620-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSTER ORE**<br>ex Tsurumi-82<br>ex Tsurumi Maru-81<br>**Transatlantic Bulk Carriers Inc.**<br>Panama Panama | **111 287**<br>96 331<br>217 257 | NK | **1972** Nippon Kokan K.K.—Tsu, Mie Pref.<br>(14)<br>327,82(BB) 50,02 19,152<br>310,02 49,99 25,51<br>1 dk | **S Ore/Oil Carrier**<br>COW IGS<br>5 Ho/Ta 45,0 45,0 45,0 45,0<br>59,9 10 Wing Ta ER<br>L.(oil) 260 438 Ore 120 039<br>HeCls. BptC<br>11 Ha (stl) (12,5 × 11,8) (13,4 13,4<br>13,4 13,4 13,4 13,4 13,4 13,4<br>13,4 × 13,8) (9,9 × 13,8) ER | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 1540kW 2 × 740kW 450V a.c.<br>Fuel-127,5pd 15,5kn |
| **7525580**<br>DAHE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSTERBERG**<br>**Partenreederei m.s. 'Alsterberg'**<br>Hamburg Federal Republic<br>of Germany | **999**<br>670<br>2 250 | GL | **1976** Imamura Zosen—Kure (211)<br>79,00 12,65 4,769<br>73,00 12,02 7,22<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (stl) (43,7 × 10,0) ER | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>12kn |

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| 6712588<br>ENGU<br>M-29729<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSU**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (212)<br>81,92 13,64 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(4) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7431947<br>YISD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSUMOOD**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **5 024**<br>2 502<br>6 977 | **✠100A1**<br>hopper dredger<br>**✠LMC**<br>EL X 2$\frac{1}{16}$"<br>FN 2614<br>**SURVEYS OVERDUE** | **1976**-7 IHC Smit B.V.—Kinderdijk (864)<br>102,75 18,32 7,170<br>96,47 18,20 8,89<br>P 26,9 F 18,9 1 dk<br>rf nil<br>4BH WB236T | **TM Hopper/Dredger**<br>Trailing Suction Sand-pump discharge (Shore-delivery Barge-unloading)<br>Twin side arm Dredging depth 28,0<br>Hopper 8100T<br>Mchy.aft<br>Hopper 4 118<br>2 sandpumps each 1044kW (1400bhp)<br>Cr 2(8) | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shafts<br>5 060bhp (3 722kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 450kW 1 × 215kW 380V 50Hz a.c. |
| 7712030<br>PCNB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALSYTA SMITS**<br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**1 599**<br>1 042<br>3 201<br>**3 543**<br>2 016<br>6 110 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL V 495,0/48,0U2<br>FN 2031 | **1979**-2 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (398)<br>83,70 (BB) 17,10 5,741/8,395<br>74,81 17,00 10,14<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB2158T incl. Upr. STs in hold 759T & Lwr. STs in hold 257T | **M General Cargo**<br>1 Ho 52,8 ER<br>G.7 021 B.6 811<br>1 Ha (stl) (45,4 × 12,8) ER<br>Cr 2(25-50) | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Fuel 409,5t-10,0pd 12kn |
| 7228144<br>ELAL8<br>6892<br>Df Esd<br>Gc Rdr<br>RT | **ALTA**<br>ex Valle De Orduna-81<br>**Standard Shipping Inc.**<br>Monrovia Liberia | **5 326**<br>3 448<br>9 247 | **✠100A1** SS 2/77<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL (X) 2"U2<br>FN 3355 | **1973**-4 Ast. de T. Ruiz de Velasco—Bilbao (114)<br>133,38(BB) 18,06 7,582<br>123,73 18,01 9,10<br>P 24,7 Trunk 78,4 F 12,8 1 dk<br>rf nil DK fwd<br>NS 6BH WB3148t incl. DTf187t Topside tanks in holds 1683t | **M Bulk Carrier**<br>Mchy.aft | Oil 4SA 9Cy. 410 × 470<br>4 720bhp (3 472kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 4 × 152kW 380V 50Hz a.c.<br>14,5kn |
| 6922858<br>LGWC<br>17268<br>Esd Rdr<br>RT | **ALTA**<br>**Finnmark Fylkesrederi & Ruteselskap**<br>Hammerfest Norway | T.Mk<br>**402**<br>241<br>808 | NV | **1969** Batservice Verft A/S—Mandal (557)<br>63,61 10,01 3,423<br>54,87 5,67<br>2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 543 B.1 273 In.73<br>2 Ha (5,3 × 2,9) (10,2 × 3,5) ER<br>2W Der 1(20) 1(5) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Fuel 76,0t (d.o.)-5,0pd 13kn |
| 6605060<br>SIHK<br>10685<br>Df Esd<br>Gc Rdr | **ALTA MAR**<br>ex Ostanhav-82 ex Tento-74<br>**Alta Mar KB**<br>Stockholm Sweden | **1 323**<br>812<br>2 282 | **✠100A1** SS 7/79<br>Ice Class 2<br>**✠LMC**<br>EL o 1$\frac{3}{8}$"SQ<br>FN 1177 | **1966**-5 A/B Falkenbergs Varv—Falkenberg (143)<br>73,77 11,18 5,595<br>66,76 11,00 6,63<br>RAD 16,2 F 11,0 1 dk, 2nd dk aft<br>rf 203<br>2BH to U dk 1 to 2nd dk WB464t incl. DTf146t | **M General Cargo**<br>1 Ho 42,2 ER<br>G.3 171 B.2 421<br>2 Ha (each 14,7 × 7,0) ER<br>1W Der 1(5) | 6 Oil 4SA each 6Cy. 127 × 145 Vee belt driven to sc. shaft<br>1 230bhp (905kW)<br>A/B Scania Vabis Sodertalje<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 67,0t (d.o.) 12kn |
| 5124916<br>5218 | **ALTA MAR I**<br>ex G.P.2<br>**Perforaciones Alta Mar C.A.**<br>Maracaibo Venezuela | **1 409**<br>1 118<br>— | **✠A1** SS 6/76<br>Lake Maracaibo service<br>EL (p)<br>FN 1322 | **1952**-10 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (401)<br>48,34 24,57 2,153<br>48,16 24,39 3,05<br>1 dk<br>rf nil<br>4BH WB DTs1726t | **Tender**<br>for offshore installations | |
| 7813602<br>JJOE<br>119681<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAI MARU**<br>**Mitsui O.S.K. Lines Ltd. & Inui Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **15 976**<br>8 668<br>23 284 | NK | **1979** Sanoyasu Dockyard Co. Ltd. —Mizushima (1029)<br>166,15(BB) 26,47 10,391<br>157,03 26,41 14,13<br>P 26,3 F 12,5 2 dks | **M General Cargo**<br>4 Ho 4 TwD ER<br>G.30 318 B.29 313<br>TEU 662<br>7 Ha (stl) (13,5 × 7,7) (27,2p&s 27,2p&s 13,5p&s × 10,3) ER<br>Cr 1(31) 2(16) Der 1(152) 2(22) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 560kW 450V a.c. |
| 7315571<br>WJKG<br>550722<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALTAIR**<br>ex Sea-Land Finance-82<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>Wilmington, De United States of America | **41 127**<br>25 389<br>27 727 | AB | **1973** Rheinstahl Nordseewerke—Emden (431)<br>288,40(BB) 32,26 10,618<br>268,38 32,16 15,83<br>B & F 57,0 2 dks<br>rf 305 | **TS Container Ship**<br>Fixed-guides<br>11 Cell.Ho 15,7 16,0 11,4 22,8 22,8 22,8 25,9 ER 11,4 11,4 22,8 22,8<br>B.3 751<br>C.Ho 554/35' 140/40' C.Dk 342/35' 60/40 incl. 102 ref C.<br>23 Ha (stl) ER<br>16 Wing Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>120 000shp (88 267kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 3000kW 1 × 1500kW 450V 60Hz a.c.<br>Fuel 5 629,5t (o.f.)-624,0pd 33kn |
| 7022679<br>SXHP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ALTAIR**<br>ex Lista-80<br>**Meridional Shipping Corp.**<br>Regal Marine Inc.<br>Piraeus Greece | **14 713**<br>9 634<br>25 299 | NV | **1970** Smith's Dock Ltd.—South Bank, Middlesbrough (1312)<br>167,62(BB) 24,44 10,370<br>160,76 24,39 14,33<br>P 33,3 F 18,3 1 dk<br>rf 114 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 19,2 25,1 25,1 25,1 19,2 ER<br>G.30 362 B.29 678<br>5 Ha (stl) (14,4T × 11,8) (25,1 25,1 25,1 19,2 × 19,5) ER × 19,5)<br>Cr 2(22) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 524,0t (hvf)-37,5pd<br>15,5kn |
| 6726321<br>6LBN<br>BM21<br>757<br>Df Esd<br>Gc Pfd<br>Rdr | **ALTAIR**<br>**Korea Shipping Corp. Ltd.**<br>Busan South Korea | **5 987**<br>3 623<br>8 477 | AB KR | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (617)<br>128,81 18,01 8,789<br>120,00 17,99 10,01<br>2 dks | **M General Cargo**<br>5 Ho ER<br>G.12 694 B.11 790<br>5 Ha (8,9 × 8,0) (13,4 11,9 8,2 × 8,9) (11,9 × 8,0)<br>Der 1(50) 14(10) | Oil 2SA 7Cy. 600 × 1050<br>6 440bhp (4 737kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Fuel 985,5t 15kn |

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| **6417102**<br>UMCK<br>M-27527<br>Df Esd<br>Gc Rdr<br>RT | **ALTAIR**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **3 556**<br>1 577<br>2 538 | <br><br>RS | **1963** Nikolayev Shipyard "Nosenko"<br>—Nikolayev<br>99,37 14,05 5,550<br>90,00 14,00 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,5 × 4,1)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving gen. connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>13,5kn |
| **6609999**<br>HPKA<br>1092<br>4-RH<br>Df Esd<br>Gc Rdr<br>RTm | **ALTAIR**<br><br>**Pharos Enterprises S.A. de Panama**<br>Panama Panama | **1 598**<br>779<br>2 585<br>**2 763**<br>1 428<br>3 697 | <br><br>GL | **1966** Oy Wartsila Ab—Turku/Abo (1136)<br>91,55 14,00 5,401/6,500<br>82,00 13,97 7,90<br>P 34,8 RQD 19,2 B 7,7 F 12,5 1 dk & S dk | **M General Cargo** OSD/CSD 4P<br>Ice strengthened<br>Mchy.aft<br>2 Ho 25,9 29,1<br>G.5 355 B.4 912<br>2 Ha (stl) (18,9 × 10,9) (20,7 × 7,6)<br>Cr 2(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Gen 2 × 172kW 1 × 96kW 400V d.c.<br>Fuel 281,5t (d.o.)<br>13,5kn |
| **7006338**<br>UVLF<br>M-29952<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAIR**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **1 188**<br>566<br>1 800 | <br><br>RS (RI) | **1970** Cant. Nav. Solimano—Savona<br>68,92 11,03 4,611<br>63,45 11,00 5,01<br>1 dk | **M Tanker**<br>Wine<br>8 Ta ER<br>L.2 024 | Oil 4SA 8Cy. 320 × 480<br>1 250bhp (919kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>12kn |
| **6615742**<br>CUYN<br>LX-59-N<br>Df Esd<br>Gc Rdr<br>RT | **ALTAIR**<br><br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **1 140**<br>601<br>864 | <br><br>✠Classed LR until 3/69 | **1968**-2 Est. Nav. de Viana do Castelo<br>—Viana do Castelo (60)<br>62,46 10,88 4,852<br>54,72 10,51 7,29<br>2 dks<br>RW rf 1219 BK 152 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 385 × 580<br>1 795bhp (1 320kW) E made64 fitted68<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Emy. propulsion by motoring M.E. driven generator<br>Gen 2 × 240kW 1 × 200kW 230V d.c.<br>Controllable pitch propeller |
| **6722466**<br>UNLU<br>M-3084<br>Df Esd<br>Rdr RT | **ALTAIR**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **699**<br>262<br>341 | <br><br>RS | **1963** .............U.S.S.R.<br>54,23 9,38 3,703<br>49,99 9,25 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.356<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **5012838**<br>IJLV<br>726<br>Rdr RT | **ALTAIR**<br><br>**IGEA S.p.A. di Navigazione**<br>Palermo Italy | **488**<br>264<br>609 | <br><br>RI | **1952** Navalferro Const.—Viareggio (5)<br>51,77 8,51 3,785<br>46,94 8,49 4,14<br>1 dk<br>RW conv General Cargo — | **M Liquefied Gas Carrier**<br>LPG<br>5 Ta (stl) 3 cyl horizontal 2 cyl vert ER<br>L.(gas) 682 | Oil 4SA 6Cy. 220 × 280<br>800bhp (588kW) NE 58<br>Kloeckner Humboldt Deutz West Germany<br>Fuel 40,5t<br>10kn |
| **8034605**<br><br>618390 | **ALTAIR**<br><br>**Jeffry P. Hendricks**<br>Bellingham, Wa United States of America | **190**<br>129<br>— | | **1980** .............Anacortes, Wa<br>*35,21* 9,76<br>3,26<br>1 dk | **M Fishing** | Oil<br>1 125bhp (828kW)<br>U.S.A. |
| **6914526**<br>YTYC<br><br>Rdr RT | **ALTAIR**<br>ex Stur-68 ex ST 771 ex DPC 43<br>**'Brodospas' Poduzece za Spasavanje i Teglenje Brodova**<br>Split Yugoslavia | **136**<br>17<br>— | <br><br>JR (AB) | **1943** Consolidated SB. Corp.—New York, NY (3189)<br>26,85 7,35 2,982<br>24,74 7,29 3,26<br>1 dk | **M Tug** | Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 1 × 60kW 120V<br>Fuel 24,5t (d.o.)<br>11kn |
| **7346128**<br>LW4606<br><br>Df Esd<br>Rdr RT | **ALTAIR**<br><br>**Costa Brava S.A.**<br>Mar del Plata Argentina | **135**<br>—<br>— | | Lch.**1973** Ast. "Anibal Vanoli" y Cia.<br>—Puerto Quequen (21)<br>27,01 6,33<br>23,04 6,10 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5012864** | **ALTAIR**<br>ex Martinus Cornelis<br>**Veeking Trading Ltd.**<br>United Kingdom | **122**<br>74<br>173 | | **1917** .............Vlaardingen<br>*25,52* 6,28<br>6,25 3,31<br>1 dk<br>R BK 208 | **Aux M General Cargo**<br>Galleas | Motor 2SA 1Cy. 400 × 480<br>100bhp (74kW) NE 38<br>AB De Lavals Angturbin Finspong |
| **7905223**<br><br><br>Esd Gc<br>Pfd Rdr<br>RT | **ALTAIRE**<br><br>**John Peter Duncan**<br>United Kingdom | **510**<br>—<br>— | **100A1**<br>Class Contemplated<br><br>FN 463 | **1979** Myklebust Mek. Verksted<br>—Gurskebotn (9)<br>36,25<br>31,81 9,01 5,52<br>1 dk | **M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 reduction geared to sc. shaft<br>1 430bhp (1 052kW)<br>Mirrlees Blackstone Ltd. United Kingdom |
| **7127728**<br>ELBD<br>5441<br>Df Esd<br>Gc Rdr<br>RT | **ALTAJ**<br>ex Aiboa-75<br>**Oriental Maritime Co. Ltd.**<br>Idris Agencies Ltd.<br>Monrovia Liberia | **9 628**<br>6 338<br>16 051 | ✠**100A1** SS 8/80<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Bt 2⅛"U2<br>FN 4527<br>(BV) | **1972**-3 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (145)<br>144,79(BB) 20,68 9,322<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK fwd<br>7BH WB4673t incl. DTf553t Comb. btm side & topside tanks in No. 3 hold 958t Comb. btm & topside tanks in No. 1 hold 426t Topside tanks in Nos. 2 & 4 holds 1159t | **M General Cargo**<br><br>4 Ho 16,0 32,7 15,2 32,0<br>4 TwD ER<br>G.20 671 B.19 793<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel (hvf)<br>15kn |
| **6414057**<br>EEGK<br>937<br>Df Esd<br>Gc Rdr<br>RT | **ALTAMAR**<br><br>**Altamar S.A.**<br>Bilbao Spain | **644**<br>306<br>536 | <br><br>BV | **1965** Ast. Celaya—Bilbao (69)<br>55,45 9,56 3,804<br>49,79 9,50 4,53<br>P 19,9 F 6,1 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.652<br>3 Ha (2,3 × 1,9) (2,5 × 1,9) (1,0 × 0,8) ER<br>3W Der 1(5) 2(2,5) | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 202,5t (d.o.)<br>13,5kn |

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| 7312892<br>PP2779<br>0806<br>Df Esd<br>Gc Rdr<br>RT | **ALTANEIRA**<br><br>**Companhia Brasileira de Offshore**<br>Rio de Janeiro Brazil | **645**<br>252<br>498 | AB | **1973** Shimoda Dockyard Co. Ltd. —Shimoda (213)<br>50,35 3,620<br>45,52 11,59 4,58<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 156kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7400584<br>GWOA<br>377373<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTANIN**<br>ex Athelqueen-80<br>**Altanin Tanker Corp. Ltd.**<br>Silver Line Ltd.<br>London United Kingdom | **24 132**<br>15 942<br>39 728 | **✠100A1**<br>oil tanker<br>Ice Class 3(cc)<br>**✠LMC** **UMS**<br>EL Jt $2\frac{5}{8}$"U3<br>FN 8244 | **1977**-9 Davie SB. Ltd.—Lauzon, P.Q. (690)<br>182,89 32,31 11,418<br>173,74 32,28 15,17<br>F 19,2 1 dk<br>rf nil<br>13BH WB1712t | **M Tanker**<br>24 Ta ER<br>L.(oil) 52 411<br>Der 2(5-10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB 19,2kgf/cm$^2$ (18,9bar) hs729,7<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| | | | | **DELAYED IN SHATT—AL—ARAB** | | |
| 7637668<br>PCNA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAPPEN**<br><br>**B.V Equator**<br>Delfzijl Netherlands | **1 599**<br>1 013<br>3 050 | GL | **1978** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (335)<br>80,68 14,33 5,109<br>74,66 14,01 6,33<br>P 15,0 Ba 11,9 F 11,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,5 ER<br>G.3 171<br>1 Ha (stl) (43,5 × 11,2) ER | Oil 4SA 6Cy. 330 × 360<br>3 200bhp (2 354kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 250kW 1 × 153kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 272,5t (d.o.)-9,0pd 12,5kn |
| 7038630<br>9VIP<br>381704<br>Df Esd<br>Gc Rdr<br>RTv | **ALTAVIA**<br><br>**Tramontane Shipping & Trading Pte. Ltd.**<br>Herm. Dauelsberg<br>Singapore Singapore | T.Mk<br>**6 556**<br>4 212<br>12 859<br>**9 332**<br>6 420<br>15 202 | GL | **1971** Bremer Vulkan A.G.—Vegesack (965)<br>139,55 21,04 8,224/9,494<br>132,01 20,99 12,30<br>B 8,3 F 3,7 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 16,0 19,3 16,3 20,4 19,3 ER<br>G.21 482 B.19 120<br>TEU 315 C. 315/20' incl. 10 ref C.<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(60) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 16,5kn |
| 6704115<br>UEAP<br>M-17170<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAY**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 468**<br>1 607<br>4 997 | RS | **1967** Rauma-Repola Oy—Rauma/Raumo (160)<br>106,13 15,45 6,741<br>96,98 15,41 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>3W Der 1(2) 2(1,5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,5t (hvf)-12,0pd 14kn |
| 7044524<br>UIAD<br>M-29942<br>Df Esd<br>Gc Rdr<br>RT | **ALTAY**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 390**<br>1 121<br>2 529 | RS | **1969** Okean Shipyard—Nikolayev<br>107,52 14,43 6,230<br>10,42 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.3 267<br>4 Ha (1,6 × 1,6) (4,1 4,1 × 3,5) (3,5 × 2,1)<br>6W Der 2(5) 4(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to elec. motors & sc. shaft U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 6414672<br>UEAW<br>M-26545<br>Df Esd<br>Gc Rdr<br>RT | **ALTAYLES**<br><br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **4 520**<br>2 300<br>6 436 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/07)<br>123,88 16,74 7,241<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 2(10) 6(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 6505387<br>UFJW<br>M-12152<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTAYSKIYE GORY**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | T.Mk<br>**6 610**<br>3 574<br>—<br>**9 660**<br>5 219<br>9 550 | RS | **1965** Lindholmens Varv. A/B—Goteborg (1088)<br>153,50 20,55 7,479<br>140,01 20,52 12,04<br>2 dks | **M Fish Carrier** CSD<br>Ref.<br>Ice strengthened<br>4 Ho 2 Ta<br>In.12 155 L.508<br>4 Ha (stl) (each 6,3 × 4,1) ER<br>8W Der 8(5) | Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>17kn |
| 6420329<br>GZIX<br>379635<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALTCAR**<br>ex Arawak-78<br>**Deanfield Co. Ltd.**<br>Regal Marine Inc.<br>London United Kingdom | T.Mk<br>**6 488**<br>2 858<br>9 042<br>**8 020**<br>4 286<br>— | **✠100A1** CS 6/78<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4233 | **1965**-2 Eriksbergs M/V A/B—Goteborg (588)<br>149,23(BB) 18,98 —/8,541<br>137,45 18,90 11,89<br>P 14,7 F 16,2 2 dks, 3rd dk except in mchy. space 4th dk in Nos. 1 & 2 holds<br>rf 508<br>Coll BH to U dk 5 to 2nd dk WB2066t incl. Tunnel tanks 906t | **M General Cargo**<br>Ref.<br>4 Ho 28,5 20,8 ER 24,0 27,2<br>In.10 605<br>4 Ha (stl) (10,3 10,0 × 5,6) ER (10,0 10,0 × 5,6)<br>Cr 4(5) | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>AuxB 71lbf/in$^2$ (4,9bar)<br>e(ex.g) 71lbf/in$^2$ (4,9bar)<br>Gen 4 × 395kW 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf)-40,5pd 19kn |
| 5386057<br>DNAP<br><br>Df Esd<br>Gc Rdr<br>RTv | **ALTE LIEBE**<br>ex Wappen-66<br>ex Wappen von Hamburg-64<br>**Deutsche Leasing A.G.**<br>Hamburg Federal Republic of Germany | **3 819**<br>1 908<br>2 494 | GL | **1962** Blohm & Voss A.G.—Hamburg (823)<br>104,02 15,12 4,103<br>93,02 15,02 8,01<br>1 dk, 2nd dk fwd & aft<br>rf 711 | **TM Ferry**<br>1800dk P<br>Ice strengthened<br>1 Ho 7,1 ER<br>1 Ha (3,5 × 2,5) ER<br>Cr 1(1) | 2 Oil 4SA each 16Cy. 400 × 460<br>8 960bhp (6 591kW)<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>Gen 3 × 330kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 22kn |
| 7027863<br><br><br>Gc Rdr<br>RT | **ALTE I**<br>ex Taisei Maru-81<br>**P.T. Pelayaran Nusantara Siantan** | **699**<br>399<br>1 976 | | **1970** Asakawa Zosen—Imabari (161)<br>74,50 11,43 4,700<br>68,03 11,41 4,81<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER | Oil 4SA 6Cy. 470 × 670<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 220V a.c.<br>Fuel 68,0t-6,0pd 12,75kn |

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| **8113152**<br>EATX<br><br>Df Esd<br>Gc Rdr<br>RT | **ALTEA**<br><br>**Naviera Alicantina S.A.**<br>Alicante Spain | **1 587**<br>1 065<br>3 054 | **100A1**<br>Class Contemplated<br><br>FN 1529 | **1982** Ast. de Murueta S.A.—Guernica (143)<br>84,38 13,87 5,098<br>76,21 13,71 6,35<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 847 B.3 590<br>1 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 773bhp (1 304kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| **7388205**<br>EHFC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTEAMAR UNO**<br><br>**Jaime Cortes Llinares & another**<br>Vigo Spain | **308**<br>108<br>— | BV | **1976** Construcciones Navales P. Freire S.A. —Vigo (116)<br>39,81 8,82 3,831<br>32,54 8,81 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>Fuel 186,5t (d.o.) 11,5kn |
| **6601600**<br>Y5CJ<br><br>Df Esd<br>Gc Rdr<br>RTv | **ALTEFAHR**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **299**<br>171<br>615 | DSRK<br>✠Classed LR until 10/67 | **1966**-2 Schps. "Hoogezand" J. Bodewes —Hoogezand (128)<br>48,04 9,20 3,380<br>45,50 9,17 3,46<br>P & B 24,1 F 7,1 1 dk<br>rf 127 | **M General Cargo**<br>Ice strengthened<br>2 Ho 19,8 18,9 ER<br>G.1 022 B.955<br>2 Ha (stl) (each 8,7 × 5,0) ER<br>Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>540bhp (397kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 43kW 390V 50Hz a.c.<br>Fuel 39,5t (d.o.) 10kn |
| **5423221**<br>DNDX<br><br>Df Esd<br>Rdr<br>RTm/h/v | **ALTELAND**<br><br>**K.G. 'Nixe' Schiffahrtsges.m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **424**<br>278<br>1 080 | GL | **1963** J. J. Sietas K.G. Schiffswerft —Hamburg (525)<br>61,60 10,55 3,899<br>55,02 10,51 6,10<br>F 7,4 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 39,6 ER<br>G.1 982 B.1 840<br>2 Ha (18,1 9,9 × 6,5) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 15kW 1 × 10kW 1 × 3kW 110V d.c.<br>Fuel (d.o.) 10kn |
| **7428811**<br>SVSH<br>8338<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTENBELS**<br>ex Strathesk-82<br><br>Sea Traders S.A.<br>Piraeus Greece | **12 598**<br>6 469<br>16 632 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ft 577,5/58,0U3<br>FN 5764 | **1978**-1 Stocznia Gdanska im. Lenina —Gdansk (B466/02)<br>169,88(BB) 23,22 9,773<br>157,99 23,17 13,31<br>P 45,5 F 32,0 2 dks<br>rf nil<br>SF 7BH WB4012T incl. DTf439T TwDa 243T & No. 1 hold 655T | **M General Cargo**<br>Heavy load Ref<br>pt higher tensile steel<br>4 Ho 14,7 27,6 27,9 23,1 5 TwD ER<br>G.23 031 B.21 354 In.655<br>TEU 368 C.Ho 180/20' C.Dk 188/20'<br>5 Ha (stl) (10,5 × 8,3) (19,8 19,8 19,8 × 10,2) ER (7,0 × 5,1)<br>Cr 5(12,5) 2(5) Der 1(300) 4(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/$cm^2$ (6,9bar) rcv 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 211,0t (d.o.) 1 579,0t (hvf) 18kn |
| **6718855**<br>Y5KH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTENBURG**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**5 364**<br>2 962<br>8 342<br>**8 501**<br>5 048<br>10 080 | DSRK | **1967** VEB Warnowwerft Warnemuende —Warnemuende (204)<br>150,09 20,25 7,262/8,202<br>143,62 20,20 11,71<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 17,3 18,9 18,1 27,2 ER 15,9<br>G.16 043 B.7 841 In.330<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(14) 4(8) 6(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 272kW 1 × 192kW 390V 50Hz a.c.<br>Fuel 844,5t (d.o.) 852,5t (hvf) 18,5kn |
| **7350272**<br>SZTT<br>269<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ALTHEA**<br><br>**Finance & Investment Co. Ltd.**<br>Chios Greece | **23 757**<br>17 292<br>43 841 | AB | **1974** Eleusis Shipyards S.A.—Eleusis (1.0.007)<br>205,01(BB) 27,26 11,797<br>195,49 27,21 16,01<br>P 40,0 F 18,9 1 dk | **M Bulk Carrier**<br>8 Ho 18,1 17,9 18,3 17,5 18,3 18,3 18,3 17,5 ER<br>G.49 323 HeCls. B<br>8 Ha (stl) (9,0 9,6 9,5 9,5 9,5 9,5 9,5 9,5 × 12,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 900 × 1550<br>12 780bhp (9 400kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Japan<br>Gen 3 × 562kW 440V 60Hz a.c.<br>Fuel 264,0t (d.o.) 2 214,0t (hvf)-45,5pd 16kn |
| **5012955**<br>TCEV<br>233 | **ALTINKUM**<br>ex Bosphorus No 74-54<br>ex Altinkum<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **415**<br>216<br>— | (GL)<br>✠Classed LR until 8/29 | **1929**-4 Fairfield SB. & Eng. Co. Ltd. —Govan, Glasgow (636)<br>47,00 7,95 2,490<br>2,93<br>1 dk<br>R | **TS Ferry** | T 6Cy. (2) 254 (2) 381 & (2) 635 × 457<br>580ihp (427kW)<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow |
| **7640471**<br>J4TV<br>7473<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTIS**<br><br>**Agna Maritime Corp.**<br>Piraeus Greece | **10 996**<br>7 730<br>17 173 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2638)<br>145,52(BB) 21,04 9,035<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 152 B.21 067<br>TEU 367 C.Ho 311/20'(40') C.Dk 56/20'(40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 3(25) 1(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller 14,5kn |
| **7025762**<br>J4OA<br>7065<br>Df Esd<br>Gc Pfd<br>Rdr | **ALTIS**<br>ex Pilot-82 ex Good Pilot-80<br>ex Suruga Maru-79<br>**Resker Shipping Co. S.A.**<br>Piraeus Greece | **2 605**<br>1 672<br>4 434 | BV (NK) | **1970** Kurushima Dock Co. Ltd.—Imabari (612)<br>93,20 15,04 6,046<br>86,01 15,02 7,22<br>P 19,6 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 818 B.5 503<br>2 Ha (stl) (24,0 24,4 × 7,3) ER<br>5W Der 1(15) 2(10) 1(1) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 132kW 445V a.c.<br>Fuel 437,0t-8,5pd 11,5kn |
| **7700556**<br>LHMS<br>19214<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTNES**<br><br>**A/S Kristian Jebsens Rederi**<br>Bergen Norway | **3 928**<br>2 590<br>5 995 | NV | **1978** Kleven M/V A/S—Ulsteinvik (32)<br>107,40 6,751<br>100,36 15,02 8,77<br>P - F - 1 dk<br>rf nil len 80 | **M General Cargo**<br>3 Ho ER<br>3 Ha (7,0 × 8,0) (33,2 × 11,9) (6,3 × 8,0) ER<br>Cr 2(12,5) | Oil 4SA 6Cy. 410 × 470<br>4 000bhp (2 942kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 390,0t-88,0pd 13,5kn |

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| 5012981<br>EDFH<br>1609<br>Esd | **ALTO BURGOA**<br><br>**Jose Perez Lustes**<br>San Sebastian Spain | **165**<br>105<br>— | | **1960** Galarraga y Urbieta—Zumaya<br>31,30 6,38<br>6,33 | **Wood M Fishing**<br>Side-fishing | Oil 4Cy.<br>400bhp (294kW)<br>.............<br>Fuel 45,5t (d.o.) 9,5kn |
| 7813858<br>H9UT<br>1115<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALTONIC**<br>ex Gold Africa-82<br>**Valdosta Shipping Corp.**<br>Panama Panama | **5 731**<br>3 275<br>8 500 | GL | **1981** China SB. Corp. (Keelung Division)<br>—Keelung (105)<br>118,01(BB) 8,002<br>104,53 18,22 10,32<br>P 23,8 F 8,9 1 dk | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 31,6 43,4 ER<br>TEU 443<br>C.Ho 190/20' (40') C.Dk 253/20' (40') incl. 50 ref C.<br>2 Ha (stl) ER | Oil 4SA 7Cy. 520 × 550<br>7 385bhp (5 432kW) MAN<br>Kawasaki Heavy Ind. Ltd. Japan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,75kn |
| 5012993<br>WA2307<br>203205<br>RTm | **ALTOONA**<br><br>**Donjon Marine Co.**<br>New York, NY United States of America | **197**<br>134<br>38 | | **1906** Maryland Steel Co.—Sparrows Point, Md<br>32,01 7,32 3,760<br>... ... ...<br>1 dk<br>RW rf 432 | **D-E Tug** | Oil 2SA 12Cy. 215 × 265 driving 1 gen. of 814kW 525V d.c. connected to 1 elec. motor (WL)<br>NE 43<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 35kW 125V d.c.<br>Fuel (d.o.) |
| 7513898<br>UIMR<br>M-32792 | **ALTSIONA**<br><br>**U.S.S.R. -'Azcherryba'**<br>Odessa U.S.S.R. | **648**<br>211<br>404 | RS | **1975** .............U.S.S.R.<br>54,82 9,94 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7130012<br>EMXF<br>M-31570<br>Df Esd<br>Rdr RT | **ALTSIONA**<br><br>**U.S.S.R.**<br>Kaliningrad U.S.S.R. | **632**<br>219<br>398 | (RS) | **1971** .............U.S.S.R.<br>54,82 9,96 4,109<br>49,99 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7828516<br>UZFK<br>M-35007<br>RT | **ALTUKOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1979** .............U.S.S.R.<br>34,02 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br><br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| 7214337 | **ALTUN KARSAN**<br><br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **68**<br>—<br>— | ✠**100A1** SS 6/81<br>tug<br>Turkish coastal service<br>✠**LMC**<br>EL (a) ¾"U1<br>FN 129 | **1973**-6 Celiktrans Deniz Insaat—Istanbul (46)<br>19,97 5,47 1,804<br>17,00 5,08 2,49<br>1 dk<br>rf 686 DK in way of mchy. space<br>3BH | **M Tug** | Oil 4SA 6Cy. 240 × 360 reverse reduction geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 12kW 110V d.c. |
| 5013002<br>YBAZ<br><br>Esd | **ALTUR**<br><br>**Government of The Republic of Indonesia (P.N. Pengerukan - Indonesian State Dredging)**<br>Jakarta Indonesia | **305**<br>78<br>137 | KI | **1961** Carya SB. Co.—Djakarta (117/54)<br>42,50 7,83 2,099<br>38,54 7,60 3,10<br>2 dks | **TM Research**<br>Hydrographic | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7042576<br>ELEB<br>4398<br>Df Esd<br>Gc Pfd<br>Rdr | **ALUCOM**<br>ex Drado-73 ex Tenyu Maru-73<br>**Drado Shipping Co. Ltd.**<br>Patt, Manfield & Co. Ltd.<br>Monrovia Liberia | **5 606**<br>3 652<br>8 633 | BV (NK) | **1970** Tsuneishi Zosen K.K.—Numakuma (237)<br>123,60 18,34 7,417<br>115,02 18,29 9,30<br>P 24,7 F 8,9 1 dk, pt 2nd dk | **M General Cargo**<br><br>3 Ho<br>G.12 139 B.11 395<br>3 Ha (stl) (10,0 24,9 24,9 × 8,6) ER<br>Der 1(120) 3(20) 2(15) | Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 679,5t 16kn |
| 7348839<br>PCOB<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALUDRA**<br><br>**van Nievelt, Goudriaan & Co. B.V.**<br>Rotterdam Netherlands | T.Mk<br>**6 247**<br>3 018<br>9 610<br>**9 844**<br>5 754<br>13 945 | NV | **1974** VEB Warnowwerft Warnemuende —Warnemuende (383)<br>152,76 20,40 7,557/9,392<br>140,49 20,31 11,92<br>P - F - 2 dks<br>rf 102 | **M General Cargo**<br><br>4 Ho 21,9 31,9 33,4 22,5<br>G.21 312 B.19 307<br>6 Ha (stl) (12,9 × 8,4) (21,2p&s × 7,7) (19,7p&s × 7,7) (12,9 × 10,9)<br>7W Der 1(80) 2(22) 2(8) 2(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 450kW 380V 50Hz a.c.<br>Fuel 163,5t (d.o.) 1 300,5t (hvf) 18kn |
| 5013038<br>UKNN<br>M-17083<br>Df Esd<br>Gc Rdr<br>RT | **ALUKSNE**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1962** Rauma-Repola Oy—Rauma/Raumo (125)<br>105,39 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 386 HeCls. BC<br>1 Ha (2,3 × 3,1) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| 6417126<br>UINA<br>M-24884<br>Df Esd<br>Gc Rdr<br>RT | **ALUPKA**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>852 | (RS) | **1963** VEB Volkswerft Stralsund—Stralsund (7013)<br>79,74 13,21 5,060<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.950<br>3 Ha (3,5 × 2,3) (1,3 1,3 × 1,6)<br>6W Der 2(6) 2(3) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>11,75kn |
| 5013040<br>UTWX<br>M-26056<br>Df Esd<br>Gc Rdr | **ALUPKA**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **642**<br>270<br>487 | RS | **1956** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B14/101)<br>59,24 9,10 4,330<br>53,83 9,00 4,93<br>1 dk | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.338<br>3 Ha (0,7 × 0,7) (1,5 3,0 × 1,3)<br>1W Der 1(1,5) | C 4Cy. (2) 295 & (2) 690 × 640<br>800ihp (588kW)<br>A/B Finnboda Varf Stockholm<br>12kn |

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|---|---|---|---|---|---|---|
| **6417114**<br>UILG<br>M-24874<br>Df Esd<br>Gc Rdr<br>RT | **ALUSHTA**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **1 920**<br>602<br>852 | (RS) | **1963** VEB Volkswerft Stralsund—Stralsund (7011)<br>79,76 13,24 4,903<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>3 Ha (2,2 × 3,5) (0,9 0,9 × 0,9)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>11,75kn |
| **6726060**<br>UYIC<br>M-20936<br>RT | **ALUSHTA**<br>**U.S.S.R. -Ministry of Shipbuilding**<br>Arkhangelsk U.S.S.R. | **1 002**<br>392<br>171 | RS | **1960** G. Dimitrov Shipyard—Varna<br>63,81 9,33 3,169<br>5,85<br>conv Ferry/General Cargo — | **M Training Ship**<br>—P<br>1 Ho ER<br>B.170<br>1 Ha (2,9 × 1,9) ER<br>Cr 1(1) | Oil 4SA 8Cy. 320 × 480<br>E made58 fitted60<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,5kn |
| **6869616**<br>UJFI<br>M-24555 | **ALUSHTA**<br>ex Sloka<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **265**<br>94<br>159 | RS | **1956** .............East Germany<br>39,15 7,37 3,120<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.200<br>2 Ha (each 1,7 × 1,9)<br>1W Der 1(1,25) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>10kn |
| **7367639**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALUYEV**<br>**U.S.S.R.**<br>U.S.S.R. | **491**<br>340<br>699 | (RS) | **1976** Brodogradiliste "Tito"—Beograd (902)<br>68,20 12,30 3,452<br>63,40 11,99 4,50<br>1 dk | **TM Dredger**<br>Bucket<br>Mchy.aft | 2 Oil 4SA each 7Cy. 260 × 400<br>2 310bhp (1 699kW) B&W<br>Titovi Zavodi "Litostroj" Ljubljana |
| **5013052**<br>SDRG<br>8312<br>RTm | **ALVA**<br>**Irene Svensson.**<br>Stockholm Sweden | **277**<br>176<br>406 | **✠100A1** SS 6/80<br>Baltic service<br>**LMC**<br>EL (h) $\frac{15}{16}$"<br>FN 353 | **1939**-1 Lodose Varv A/B—Lodose (67)<br>44,02 7,27 3,436<br>32,42 7,22 3,64<br>Ba 6,8 RQD 1,3 1 dk<br>RW BK 305 len 51<br>3BH WB112t incl. DTf13t | **M General Cargo**<br>1 Ho 25,9 ER<br>G.538 B.496<br>2 Ha (each 10,2 × 3,9) ER<br>2W Der 2(1) | Oil 4SA 6Cy. 255 × 400<br>360bhp (265kW) NE 4/61<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 1kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 12,5t (d.o.)<br>8kn |
| **7305241**<br>GSAU<br>358911<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALVA BAY**<br>**Alva Bay Shipping Co. Ltd.**<br>Shipping Management S.A.M.<br>London United Kingdom | **120 698**<br>99 783<br>225 898 | **✠100A1** SS 3/78<br>ore/oil carrier<br>**✠LMC** **UMS**<br>**IGS**<br>EL A* 4$\frac{3}{16}$"U3<br>FN 23345 | **1973**-3 A/B Gotaverken Arendal—Goteborg (860)<br>332,57(BB) 45,67 20,651<br>320,05 45,60 27,34<br>RFD 21,1 1 dk<br>rf 76<br>9BH WB24936t incl. 16309t in clean ballast tanks | **S Ore/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>6 Ho 51,8 48,1 24,0 24,0 48,0 48,0 26 Ta ER<br>G.273 595 L.(oil) 246 305<br>HeCls. BC<br>1 Ha (stl) (19,1 × 11,5) 8 Ha (stl) (each 14,3 × 13,4) ER<br>9W Der 4(15) 2(3) | 2 S Turb HP tr LP dr geared to sc. shaft<br>32 450shp (23 869kW) Stal-Laval<br>A/B Gotaverken Goteborg<br>2 WTB 79,5kgf/cm² (78,0bar) Spt 513°C 69,3kgf/cm² (68,0bar) hs3503,1<br>sg 12,5kgf/cm² (12,3bar)<br>Gen 1 × 1500kW 1 × 1450kW 450V 60Hz a.c.<br>Fuel 10 095,5t (o.f.)-162,5pd<br>16kn |
| **7361348**<br>OZSD<br>C822<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALVA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Frederikshavn Denmark | **30 465**<br>17 320<br>31 063 | **✠100A1** SS 3/81<br>container ship<br>liquid cargoes in independent tanks in holds No. 6A & 7 FP 60°C (140°F) & above, SG up to 1.121 in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>Mt 2$\frac{7}{8}$"U3<br>FN 10342 | **1976**-3 Flender Werft A.G.—Luebeck-Siems (610)<br>223,45(BB) 30,59 11,680<br>210,07 30,51 18,72<br>F 18,6 2 dks<br>rf 305 DK in way of Nos. 2, 3, 4 & 5 holds<br>len 78<br>NS 10BH WB6039t | **S Container Ship**<br>Fixed-guides<br>8 Cell.Ho 6,2 29,1comb. 12,7 27,2comb. 12,7 27,2comb. ER 27,2comb. 6,5<br>TEU 1942<br>C.Ho 112/20' 399/40' C.Dk 936/20' (40') 32/20' 32/40'<br>12 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) General Electric<br>Kuaerner Brug A/S Oslo<br>2 WTB 75kgf/cm² (73,6bar) (Spt 513°C 66,4kgf/cm² (65,2bar)) hs2387,6<br>sg 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1504kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 277,0t (hvf)-194,0pd<br>26kn |
| **7329168**<br>GTOG<br>360849<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ALVA SEA**<br>**Alva Sea Shipping Co. Ltd.**<br>Shipping Management S.A.M.<br>London United Kingdom | **120 734**<br>100 280<br>225 010 | **✠100A1** SS 8/79<br>ore or oil carrier<br>**✠LMC** **UMS**<br>**IGS**<br>EL A* 4$\frac{3}{16}$"U3<br>FN 23345 | **1973**-10 A/B Gotaverken Arendal —Goteborg (862)<br>332,27(BB) 45,67 20,441<br>320,05 45,60 27,34<br>RFD 21,1 1 dk<br>rf 76<br>9BH WB25300T.incl. 16540T in clean ballast tanks | **TM Ore/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>5 Ho 50,6 45,7 21,6 43,8 43,8 ER 26 Ta<br>L.(oil) 279 259<br>HeCls. BptC<br>1 Ha (stl) (19,1 × 11,5) 8 Ha (stl) (each 14,3 × 13,4) ER<br>Der 2(15) 2(3) 2(2) | 2 Oil 4SA each 520 × 550 sr geared to sc. shafts<br>32 000bhp (23 538kW) ✠ NE 8/79 MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>2 WTAuxB 79,5kgf/cm² (78,0bar) Spt 69,3kgf/cm² (68,0bar) hs1640,0<br>ne(ex.g) 8/79 26kgf/cm² (25,5bar)<br>evap 14kgf/cm² (13,8bar)<br>sg 20kgf/cm² (19,7bar)<br>Gen 1 × 1500kW 1 × 1450kW 450V 60Hz a.c. |
| **5013117**<br>CUZA<br>LX-65-A<br>Esd | **ALVALADE**<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **433**<br>167<br>— | ✠Classed LR until 7/59 | **1958**-1 Est. Nav. do Mondego—Figueiro da Foz (50)<br>51,47 8,51 4,039<br>45,22 8,40 4,25<br>F 9,5<br>RW rf 914 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 385 × 580<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 122,0t<br>12kn |
| **7387768**<br>LQCB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALVAMAR DOS**<br>**Sociedad Pescasur S.A.**<br>Puerto Deseado Argentina | **1 989**<br>846<br>2 089 | **✠100A1** SS 6/82<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Q 1$\frac{1}{16}$"U2<br>FN 1774 | **1977**-1 Hijos de J. Barreras S.A.—Vigo (1433)<br>88,02 14,13 5,901<br>78,85 14,00 8,49<br>F 33,9 2 dks<br>rf nil<br>7BH WB255T | **M Fishing**<br>Stern Trawler Ref<br>2 Ho each 14,7 ER<br>In.2 091<br>2 Ha ER | Vee Oil 4SA 12Cy. 400 × 500 dr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>db (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 2 × 560kW 1 × 480kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 932,5t (d.o.)<br>17kn |
| **7408471**<br>EHMT<br>Df Esd<br>Rdr RT | **ALVAMAR TRES**<br>Launched as Joaquin Moyano<br>**Alvamar S.A.**<br>Gijon Spain | **276**<br>112<br>194 | BV | **1980** Ast. Gondan—Puerto de Figueras (134)<br>37,83 8,08 3,601<br>33,02 8,01 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 220 × 280 geared to sc. shaft<br>1 200bhp (883kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 133,0t (d.o.)<br>10,5kn |

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|---|---|---|---|---|---|---|
| 6601870<br>LW4932<br>Df Esd<br>Gc Rdr<br>RT | **ALVAMAR UNO**<br>ex Alvamar-78<br>**Sociedad Pescasur S.A.**<br>Puerto Deseado Argentina | **1 272**<br>857<br>1 194 | **✠100A1** SS 3/79<br>stern trawler<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL lt $1\frac{7}{16}$"U2<br>FN 1215 | **1967**-1 Ast. Luzuriaga S.A.—Pasajes<br>70,85 11,84<br>61,02 11,79 8,11<br>B 3,7 RFD 13,2 2 dks<br>RW rf 381<br>2BH to U dk 4 to 2nd dk WB69t | (65) **M Fishing**<br>Stern Trawler Ref.<br>In.1 250 | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW) Werkspoor<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 200kW 440V 60Hz a.c.<br>15kn |
| 6905549<br>Esd RT | **ALVAMEX 8**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1968** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(30) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6925850<br>Esd RT | **ALVAMEX 9**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(32) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6925862<br>Esd RT | **ALVAMEX 10**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **170**<br>—<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(31) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7007409<br>Esd RT | **ALVAMEX 11**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **161**<br>46<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(33) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7007411<br>Esd RT | **ALVAMEX 12**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **161**<br>46<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(34) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7007423<br>Esd RT | **ALVAMEX 13**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(35) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7007435<br>Esd RT | **ALVAMEX 14**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>40<br>— | (AB) | **1969** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(36) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7017246<br>Esd RT | **ALVAMEX 15**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(37) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7017258<br>Esd RT | **ALVAMEX 16**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(38) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7023049<br>Esd RT | **ALVAMEX 17**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(39) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7019012<br>Esd RT | **ALVAMEX 18**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(40) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7019024<br>Esd RT | **ALVAMEX 19**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(41) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7019036<br>Esd RT | **ALVAMEX 20**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Alvarado Mexico | **162**<br>46<br>— | (AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>(42) Side-fishing Ref<br>1 Ho 6,7<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |

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| 7019048<br><br><br>Esd RT | **ALVAMEX 21**<br><br>**Banco Nacional de Fomento**<br>**Cooperativo S.A. de C.V.**<br>**(BANFOCO)**<br>Alvarado Mexico | 162<br>46<br>— | <br><br>(AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>(43)<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 6,7<br><br>1 Ha (1,8 × 1,5) | Vee Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 7019050<br><br><br>Esd RT | **ALVAMEX 22**<br><br>**Banco Nacional de Fomento**<br>**Cooperativo S.A. de C.V.**<br>**(BANFOCO)**<br>Alvarado Mexico | 162<br>46<br>— | <br><br>(AB) | **1970** Ast. de Veracruz S.A.—Veracruz<br>(44)<br>25,71 6,79 2,134<br>23,40 6,71 3,81<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 6,7<br><br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 67,0t |
| 6403773 | **ALVARADO**<br><br>**Banco Nacional de Fomento**<br>**Cooperativo S.A. de C.V.**<br>**(BANFOCO)**<br>Alvarado Mexico | 139<br>85<br>— | | **1963** N.V. Scheepswerf Haak—Zaandam<br>(896)<br>26,12 7,22<br>23,02 7,19 2,70 | **M Fishing**<br>Stern Trawler | 2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shaft<br>490bhp (360kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7395052<br>EGPL<br>1347<br>Df Esd<br>Rdr RT | **ALVAREZ ENTRENA CATORCE**<br><br>**Alvarez Entrena S.A.**<br>Huelva Spain | 300<br>138<br>— | <br><br>BV | **1975** Ast. de Huelva S.A.—Huelva (49)<br>38,44 7,27 3,595<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Stern Trawler<br><br><br>2 Ha (each 1,1 × 1,1) ER | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 125,0t (d.o.) 11,5kn |
| 5012515<br>EDLY<br>8341<br>Df Esd<br>Pfd RT | **ALVAREZ ENTRENA CUARTO**<br>ex Alpino-72<br>**Alvarez Entrena S.A.**<br>Vigo Spain | 199<br>78<br>135 | <br><br>BV | **1961** Maritima del Musel S.A.—Gijon (29)<br>33,20 6,51 3,506<br>28,99 6,42 3,74<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.175<br>2 Ha (each 1,0 × 1,0) ER<br>Der 1 | Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW) E made71 fitted73<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 56,0t 12kn |
| 7614460<br>EHHI<br><br>Df Esd<br>Rdr RT | **ALVAREZ ENTRENA DIECINUEVE**<br><br>**Pesqueras Gomez Pinzon S.A.**<br>Huelva Spain | 286<br>135<br>190 | <br><br>BV | **1977** Ast. de Huelva S.A.—Huelva (20)<br>38,49 3,710<br>33,30 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 125,0t (d.o.) 11,25kn |
| 7388085<br>EHAR<br><br>Df Esd<br>Gc Rdr<br>RT | **ALVAREZ ENTRENA DIECIOCHO**<br><br>**Alvarez Entrena S.A.**<br>Vigo Spain | 270<br>98<br>198 | <br><br>BV | **1976** Construcciones Navales P. Freire S.A. —Vigo (90)<br>38,44 7,42 3,610<br>33,30 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW) E made54 fitted75<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 130,5t (d.o.) 11,25kn |
| 7395076<br>EGVA<br>1356<br>Df Esd<br>Gc Rdr<br>RT | **ALVAREZ ENTRENA DIECISEIS**<br><br>**Alvarez Entrena S.A.**<br>Huelva Spain | 300<br>138<br>— | <br><br>BV | **1975** Ast. de Huelva S.A.—Huelva (51)<br>38,49 7,27<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.216<br>2 Ha (each 1,1 × 1,1) ER | Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 125,0t (d.o.) 11,5kn |
| 5416967<br>EDWU<br><br>Df Esd<br>RTm | **ALVAREZ ENTRENA DIECISIETE**<br>ex Nuevo Oriente-75<br>**Alvarez Entrena S.A.**<br>Las Palmas Spain | 477<br>252<br>— | <br><br>BV | **1964** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.44)<br>46,26 8,41 3,957<br>40,01 8,36 4,40<br>1 dk<br>RW rf 737 BK 152 | **M Fishing**<br>Side Trawler Ref<br>1 Ho 17,9<br><br>2 Ha (each 1,9 × 1,6)<br>Der 1(3) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 150kW 1 × 60kW 220V 50Hz a.c.<br>Fuel 191,0t (d.o.) 14kn |
| 7310882<br>EGCX<br><br>Esd Gc<br>Rdr RT | **ALVAREZ ENTRENA OCTAVO**<br><br>**Alvarez Entrena S.A.**<br>Vigo Spain | 273<br>115<br>— | <br><br>BV | **1973** Construcciones Navales P. Freire S.A. —Vigo (74)<br>36,94 7,40<br>31,55 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>G.265 | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 130,5t (d.o.) 12kn |
| 6605280<br>EEVT<br>1214<br>Esd Rdr<br>RT | **ALVAREZ ENTRENA PRIMERO**<br>Launched as Conchita Garcia<br>**Alvarez Entrena S.A.**<br>Huelva Spain | 271<br>102<br>245 | <br><br>BV | Lch.**1965** Cmd.**1969** Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (119)<br>36,30 7,22 3,099<br>32,01 7,21 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.196 | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 92,0t (d.o.) 10,5kn |
| 7395064<br>EGPR<br>1355<br>Df Esd<br>Rdr RT | **ALVAREZ ENTRENA QUINCE**<br><br>**Alvarez Entrena S.A.**<br>Huelva Spain | 300<br>138<br>— | <br><br>BV | **1975** Ast. de Huelva S.A.—Huelva (50)<br>38,46 7,27<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER | Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 125,0t (d.o.) 12kn |
| 5020902<br>EDDJ<br>1252<br>Df Esd<br>RTm | **ALVAREZ ENTRENA QUINTO**<br>ex Apostol San Pablo-71<br>**Alvarez Entrena S.A.**<br>Huelva Spain | 328<br>168<br>230 | BV<br><br>✠Classed LR until 5/56 | **1951**-4 Ast. del Cantabrico Angel Riva Suardiaz—Gijon<br>34,32 7,57 3,633<br>33,00 7,00 3,84<br>F 7,1 1 dk<br>BK 152 | **M Fishing**<br>Side Trawler Ref<br><br><br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW) NE 71<br>Naval-Stork-Werkspoor S.A. San Carlos<br>Fuel 98,5t (d.o.) 11,75kn |
| 5020914<br>EDDG<br>1258<br>Df Esd<br>RTm | **ALVAREZ ENTRENA SEXTO**<br>ex Apostol San Pedro-72<br>**Alvarez Entrena S.A.**<br>Huelva Spain | 295<br>157<br>585 | BV<br><br>✠Classed LR until 5/56 | **1951**-4 Ast. del Cantabrico Angel Riva Suardiaz—Gijon (45)<br>34,32 7,57 3,680<br>33,00 7,00 3,84<br>F 7,1 1 dk<br>BK 152 | **M Fishing**<br>Side Trawler<br><br><br>3 Ha (each 0,9 × 0,9) | Oil 2SA 6Cy. 320 × 480<br>1 100bhp (809kW) NE 73<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 105,0t (d.o.) 11kn |
| 7386829<br>EGMS<br>1393<br>Df Esd<br>Gc Rdr<br>RT | **ALVAREZ ENTRENA TRECE**<br><br>**Alvarez Entrena S.A.**<br>Huelva Spain | 288<br>137<br>— | <br><br>BV | **1974** Ast. de Huelva S.A.—Huelva (48)<br>38,44 7,27 3,595<br>33,28 7,26 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 125,0t (d.o.) 13kn |

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| 7614513<br>EHIX<br><br>Df Esd<br>Rdr RT | **ALVAREZ ENTRENA VEINTE**<br><br>**Alvarez Entrena S.A.**<br>Huelva Spain | **286**<br>135<br>221 | <br><br>BV | **1977** Ast. de Huelva S.A.—Huelva (89)<br>38,49 3,710<br>33,30 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel 126,0t (d.o.) |
| 5068655<br>IJMD<br>039 | **ALVARO**<br>ex Charles Letzer-67<br>**Alvaro di Stefano**<br>Mazara del Vallo Italy | **154**<br>19<br>— | | **1934** Beliard, Crighton & Cie. S.A.<br>—Oostende<br>*30,39* 6,51<br>... ... ...<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>4 Ha (0,9 0,7 0,6 0,6 × 1,0) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 32,5t 10kn |
| 7113272<br>EFYX<br>115<br>Df Esd<br>Gc Rdr<br>RTv | **ALVARO DE BAZAN**<br><br>**Ibernaves S.A.**<br>El Ferrol Spain | **85 982**<br>58 827<br>168 532 | ✠**100A1** SS 12/80<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL Zt 4"U3<br>FN 19254 | **1972**-8 Empresa Nacional "Bazan" de<br>C.N.M. S.A.—El Ferrol (128)<br>293,86(BB) 46,06 18,454<br>275,01 46,00 24,01<br>F 24,4 1 dk<br>rf 152<br>9BH WB36076t incl. 27539t in clean<br>ballast tanks | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 192 845 HeCls. B | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>✠ NAuxB (ex.g) made73 fitted2/74<br>20,5kgf/cm² (20,1bar) Spt<br>17kgf/cm² (16,7bar)<br>AuxB (ex.g) 20,5kgf/cm² (20,1bar) Spt<br>17kgf/cm² (16,7bar)<br>Gen 1 × 1000kW 2 × 850kW<br>440V 60Hz a.c.<br>Fuel 5 213,5t (hvf)-96,5pd 15,5kn |
| 5013131<br>CSGV<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALVARO MARTINS HOMEM**<br><br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | **1 256**<br>597<br>1 472 | <br><br>✠Classed LR until<br>11/11/77 | **1941**-7 Cia. Uniao Fabril—Lisboa (108)<br>71,13 11,03 5,233<br>63,99 11,00 5,69<br>P 7,4 F 14,4<br>R rf 191 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 13,1 13,4<br>1 Ha (w) (1,6 × 1,6) 3 Ha (stl) (each 1,6 × 1,6)<br>Der 1(2,5) | Oil 2SA 7Cy. 405 × 510<br>950bhp (699kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 73,5kW 1 × 56kW 220V d.c.<br>Fuel (d.o.) |
| 6808002<br>XCAO<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **ALVARO OBREGON**<br><br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | **12 753**<br>7 559<br>21 835 | ✠**100A1** SS 4/78<br>oil tanker<br>✠**LMC**<br>EL it $2\frac{7}{16}$"SQ<br>FN 5566 | **1968**-3 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Nagoya (1951)<br>170,75 22,08 9,449<br>163,07 22,03 12,10<br>P 39,7 F 24,4 1 dk<br>rf nil<br>13BH WB786t | **M Tanker**<br><br>24 Ta ER<br>L.(oil) 25 472 HeCls. BC<br>Der 1(5) 2(3) 1(2) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 270lbf/in² (18,7bar)<br>Spt 230,0°C 233lbf/in² (16,1bar)<br>hs558,0<br>Gen 2 × 390kW 445V 60Hz a.c.<br>Fuel 1 921,5t (hvf)-26,5pd 15,5kn |
| 5013143<br>EDMC<br>2731<br>Df Esd<br>RT | **ALVEDRO**<br><br>**Fomento Pesquero del Noroeste S.A.**<br>La Coruna Spain | **242**<br>122<br>225 | <br><br>BV | **1961** "ASTANO", Astilleros y Talleres del<br>Noroeste S.A.—El Ferrol (143)<br>38,84 6,91 3,531<br>33,15 6,86 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9)<br>Der 1 | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelona<br>Gen 2 × 15kW 1 × 10kW 220V<br>Thw. thrust propeller aft<br>Fuel (d.o.) 11,5kn |
| 7393327<br>GXHT<br>377471<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALVEGA**<br><br>**Finance For Shipping Ltd.**<br>Shipping Management S.A.M.<br>London United Kingdom | **33 329**<br>22 335<br>57 372 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>**IGS**<br>EL Mt 632,5/84,0U2<br>FN 9854 | **1977**-12 Cammell Laird Shipbuilders Ltd.<br>—Birkenhead (1368)<br>210,01(BB) 32,29 12,466<br>202,50 32,25 16,41<br>P 25,3 1 dk<br>rf nil<br>11BH WB343T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 71 731 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>WTAuxB (o.f.) 21,4kgf/cm² (21,0bar) Spt<br>17,5kgf/cm² (17,2bar) hs593,3<br>e(ex.g) 21,8kgf/cm² (21,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>16kn |
| 7401485<br>ELAA2<br>6798<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALVELOS**<br>ex Jannu-80 ex Ryuho Maru-79<br>**Galaxia Navigation Co. Ltd.**<br>Monrovia Liberia | **16 256**<br>11 148<br>31 618 | <br><br>NK | **1975** Kanda Zosensho K.K.—Kawajiri<br>(191)<br>179,99 27,03 10,529<br>170,01 26,98 14,48<br>F 15,0 1 dk | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 38 581 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 580kW 450V a.c.<br>Fuel 1 849,0t-42,0pd 14,5kn |
| 7393353<br>GZVB<br>379864<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALVENUS**<br><br>**Lloyds Leasing Ltd.**<br>Alvenus Shipping Co. Ltd.<br>London United Kingdom | **33 329**<br>22 335<br>57 375 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>**IGS**<br>EL Lt 632,5/81,0U2<br>FN 9855 | **1979**-3 Cammell Laird Shipbuilders Ltd.<br>—Birkenhead (1371)<br>210,01(BB) 32,31 12,466<br>202,52 32,25 16,41<br>P 25,3 1 dk<br>rf nil<br>11BH WB343T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 71 731 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>WTAuxB (o.f.) 21,4kgf/cm² (21,0bar) Spt<br>17,5kgf/cm² (17,2bar) hs593,3<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 21,8kgf/cm² (21,4bar)<br>Gen 3 × 780kW 450V 60Hz a.c.<br>16kn |
| 5013193<br>CSEY | **ALVERCA**<br>ex Cape Tarifa-33<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **357**<br>154<br>— | <br><br>✠Classed LR until 2/34 | **1925**-10 Cochrane & Sons Ltd.—Selby<br>(975)<br>*42,74* 7,32<br>... ... ...<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 335 584 & 940 × 660<br><br>Charles D. Holmes & Co. Ltd. Hull |
| 8110980 | **ALVERSUND**<br><br>**A/S Bergen-Nordhordland Rutelag**<br>Norway | **1 199**<br>—<br>150 | <br><br>NV (Class cont.) | **1982** Tronderverftet A/S—Hommelvik<br>(50)<br>... ... ...<br>80,02 14,30 4,22 | **M RoRo Cargo/Ferry** | Oil<br>2 640bhp (1 942kW)<br>Normo Gruppen A/S Norway |
| 6520997<br>SJLV<br><br>Esd Pfd<br>Rdr RT | **ALVFORS**<br>ex Polar Nord-80 ex Polar-74<br>ex Cranz<br>**Karl Arne & Yngve Johansson**<br>Donso Sweden | **149**<br>62<br>— | <br><br>(BV) | **1964** VEB Rosslauer Schiffswerft—Rosslau<br>30,69 6,63<br>6,61 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (1,1 1,1 × 1,6) (0,6 × 1,0) ER<br>Der 1(0,5) | Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 23,5t (d.o.) 12kn |

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| 6416938<br>SGEN<br>10540<br>Df Esd<br>Pfd Rdr<br>RTh | **ALVI**<br>ex Sten Ragne-69<br>**'Vanertank'**<br>Vanertank Johnsson & Co.<br>Goteborg Sweden | **999**<br>582<br>2 134 | **✠100A1** SS 5/81<br>oil tanker<br>Ice Class 2<br>**✠LMC**<br>EL K | **1964**-12 Karlskronavarvet A/B—Karlskrona (935)<br>78,09 10,24 4,649<br>72,90 10,22<br>Ba 4,0 RFD 15,3 1 dk<br>rf 203 len & deepened 73, deepened 76<br>10BH WB266T incl. Dk a11T | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 612<br>Der 2(0,5) | Oil 4SA 6Cy. 320 × 450<br>887bhp (652kW)<br>Kloeckner Humboldt Deutz Koeln<br>(db 142lbf/in$^2$ (9,8bar) )<br>Gen 2 × 120kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 63,0t (d.o.)-3,0pd 11,5kn |
| 6519924<br>EEOC<br>8578<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ALVICAN**<br>**Lloret y Llinares S.L.**<br>Vigo Spain | **1 112**<br>523<br>2 100 | (BV) | **1965** Ast. Construcciones S.A.—Vigo (50)<br>64,04 11,46<br>56,19 11,41 7,40<br>2 dks<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.1 200<br>6 Ha (1,4 × 0,9) (1,4 × 0,9) (1,4 × 2,3) (4,0 × 1,3) (8,0 × 8,0) (2,5 × 2,5) | Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>13kn |
| 7608459<br>5MAQ<br>5655<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALVINA**<br>**Prolific Mariners Inc.**<br>Monrovia Liberia | **9 872**<br>6 179<br>17 449 | BV | **1976** Shikoku Dockyard Co. Ltd. —Takamatsu (792)<br>148,09(BB) 21,75 9,351<br>137,52 21,70 12,22<br>P 31,7 F 13,5 1 dk | **M General Cargo**<br>4 Ho 22,7 25,9 25,9 26,9 ER<br>G.21 866 B.21 329<br>1 Ha (stl) (13,9 × 8,8) 3 Ha (stl) (each 20,2 × 10,5) ER<br>4W Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 993,5t (hvf) 17kn |
| 5204352<br>ZDRS<br>702340<br>Df Esd<br>Gc Rdr<br>RTm | **ALVINIA**<br>ex Alvin-82 ex Kerasous-81<br>ex Lavaux-74<br>**Lucayan Ltd.**<br>Gibraltar Gibraltar (British) | T.Mk<br>**6 102**<br>3 243<br>11 207<br>**9 019**<br>5 167<br>13 615 | ✠LR class withdrawn-<br>Reported defects<br>13/12/81 | **1959**-5 Brodogradiliste "3 Maj"—Rijeka (450)<br>152,25 18,88 8,200/9,291<br>140,42 18,80 12,02<br>F 32,7 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 19,3 22,0 12,1 20,1 20,1<br>5 Ha (stl) (9,6 12,9 6,8 10,6 10,6 × 6,7)<br>Der 2(25) 5(5-10) 7(5) 2(3) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 200kW 220V d.c.<br>Fuel (hvf) |
| 5145192 | **ALVO**<br>ex Heda-64 ex Lemmer<br>**Yacoob Ally**<br>Georgetown Cayman Islands (British) | **182**<br>118<br>244 | (BV) | **1916** Gebr. Boot—Leiderdorp<br>34,78 6,66 3,353<br>32,24 6,61<br>P 8,0 1 dk<br>R BK 234 len 52 | **M General Cargo**<br>1 Ho 22,0 ER<br>G.396 B.368<br>3 Ha (2,1 × 2,5) (6,0 6,0 × 3,9) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 200 × 340<br>180bhp (132kW) E made63 refitted67<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 4,0t (d.o.) 7kn |
| 5013234<br>CSEZ<br>Esd | **ALVOR**<br>ex Glauco ex Equitable<br>**Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **326**<br>126<br>— | ✠Classed LR until 11/26 | **1920**-6 Cochrane & Cooper—Selby (708)<br>*42,74* 7,32<br>... ... ...<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 330 584 & 940 × 660<br>Charles D. Holmes & Co. Ltd. Hull |
| 7433751<br>SWPA<br>6404<br>Df Esd<br>Gc Rdr<br>RTm/h | **ALVORADA**<br>**Global Shipping & Trading Corp.**<br>Piraeus Greece | T.Mk<br>**3 445**<br>2 031<br>—<br>**5 868**<br>3 672<br>8 135 | **✠100A1** SS 9/81<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL X 2"U2<br>FN 3306 | **1977**-4 Est. EBIN/So S.A.—Porto Alegre (82)<br>127,39(BB) 18,01 —/8,065<br>117,00 17,98 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil<br>SF 6BH WB1534T incl. DTf 256T | **M General Cargo**<br>3 Ho 20,1 29,4 30,1 ER<br>G.11 412 B.10 597<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER<br>Cr 5(12) | Oil 4SA 8Cy. 400 × 460 sr geared to sc. shaft<br>5 200bhp (3 825kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>AuxB (Comp) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 143,0t (hvf) 15kn |
| 5124265<br>SGMW<br>10250<br>Df Esd<br>Rdr RT | **ALVTANK**<br>ex Furenas-79<br>**Rederi-A/B Tanker Line**<br>Donso Sweden | **378**<br>207<br>655 | BV | **1962** Broderna Jonssons Torrdocka —Kallandso (7)<br>44,96 6,91 3,601<br>41,81 6,86 4,27<br>1 dk<br>len 64 | **M Tanker**<br>SBT CBT<br>10 Ta ER<br>L.(oil) 765 HeCls. C | Oil 4SA 8Cy. 220 × 280<br>585bhp (430kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 10,0t (d.o.) 9kn |
| 7903689<br>HNAD<br>1168<br>Df Esd<br>Gc Rdr<br>RT | **ALWAHDA**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | **1 649**<br>988<br>1 662 | **✠100A1**<br>Arabian Gulf service & to Aden<br>**✠LMC**<br>EL M 385,0/32,0U2<br>FN 1183<br>**SURVEYS OVERDUE** | **1979**-10 Mitsubishi Heavy Industries Ltd. —Nagasaki (13213)<br>58,09 15,02 3,261<br>55,50 15,00 6,30<br>1 dk<br>rf nil<br>3BH WB542T | **TM General Cargo Barge**<br>2 Ho 19,0 19,0 ER<br>G.2 530<br>2 Ha (stl) (12,0 12,0 × 7,0) ER<br>4W Der 4(7,5) | 2 Oil 4SA each 6Cy. 160 × 200 sr geared to sc. shafts<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Urawa<br>Gen 3 × 90kW 385V 50Hz a.c.<br>2 Directional propellers<br>Fuel 92,0t (d.o.) 10kn |
| 7724198<br>H9GX<br>9756-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **ALWAHDA**<br>ex Nor Freeze II-80<br>**Pecheur Shipping Inc.**<br>Panama Panama | T.Mk<br>**1 479**<br>852<br>2 500 | NV | **1980** Kaarbos M/V A/S—Harstad (90)<br>81,06 15,35 5,023<br>72,12 15,31 7,73<br>P - F - 2 dks | **M General Cargo**<br>Ref.<br>Side door Ice strengthened<br>2 Ho ER<br>B.3 453 In.3 680<br>3 Ha (stl) (8,0 9,9 8,0 × 6,0) ER<br>Cr 2(5) | Vee Oil 4SA 18Cy. 250 × 300<br>3 700bhp (2 722kW) Normo<br>A/S Bergens M/V Bergen<br>Thw. thrust propeller fwd<br>15,5kn |
| 7628813<br>A7D2007<br>340<br>Esd Rdr<br>RT | **ALWAJBA**<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **461**<br>238<br>646 | **✠100A1** SS 12/80<br>non—perishable cargoes — cargo tanks oil FP 60°C & above<br>Red Sea, Arabian Gulf & Arabian Sea service west of a line from Ras Alula to Socotra Island & Karachi<br>**✠LMC**<br>EL (J) I $\frac{15}{16}$"U2<br>FN 721 | **1977**-2 Sing Koon Seng (Pte.) Ltd. —Singapore (395 T)<br>52,51 12,02 2,213<br>48,01 12,01 3,00<br>Ba 4,9 RAD 11,0 1 dk<br>rf 152<br>7BH WBnil | **TM Tanker/Landing Craft**<br>Bow door/ramp<br>Mchy.aft | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 440V 50Hz a.c. |
| 7500499<br>HNWS<br>710<br>Df Esd<br>Gc Rdr<br>RTv | **ALWASITTI**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | T.Mk<br>**3 647**<br>1 789<br>5 901<br>**5 885**<br>3 345<br>8 343 | **✠100A1** SS 6/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL X 2$\frac{3}{16}$"U2<br>FN 3068 | **1976**-12 Shinhama Dock K.K.—Anan (710)<br>115,68(BB) 18,95 6,900/8,390<br>103,99 18,90 10,60<br>P 27,2 F 11,6 2 dks<br>rf 152<br>SF 5BH WB910T | **M General Cargo**<br>Ref<br>3 Ho 14,7 28,3 29,1 ER<br>G.11 764 B.11 016 In.100<br>3 Ha (stl) (7,1 × 8,5) (18,4 17,0 × 10,0) ER<br>2W Cr 2(15,5) 3(5) Der 2(2) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 480kW 385V 50Hz a.c.<br>Fuel (d.o.) (hvf) 15,5kn |

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| 7529407<br>A7D2015<br>Esd Rdr<br>RT | **ALWOSAIL**<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **126**<br>7<br>— | AB | **1976** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (318)<br>4,738<br>22,38 7,00 5,39<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 28kW 1 × 20kW a.c.<br>Fuel 51,0t (d.o.) 10kn |
| 5013284<br>ZTWM<br>156263<br>Rdr RTm | **ALWYN VINCENT**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Port Elizabeth South Africa | **111**<br>—<br>— | ✠Classed LR until 8/60 | **1959**-3 Cant. Nav. Off. Mecc. di Venezia<br>—Venezia (165)<br>27,41 6,68<br>25,00 6,10 3,20<br>R rf 246 BK 152 | **S Tug** | T 3Cy. 280 470 & 780 × 520<br>Cant. Nav. e Off. Meccaniche di Venezia Venezia<br>Fuel 20,5t (c) |
| 6724983<br>H3HT<br>1019<br>9-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALY B.**<br>ex Cadogan-79 ex Bamford-72<br>**Alanland Compania Naviera S.A.**<br>Panama Panama | **54 090**<br>41 003<br>105 334 | NV | **1967** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (177)<br>264,70 39,07 14,388<br>260,03 38,99 18,60<br>P 14,1 F 25,0 1 dk<br>RW rf 157 | **S Tanker**<br>15 Ta ER<br>L.(oil) 143 669 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 500shp (15 079kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 768kW 1 × 736kW<br>1 × 288kW 220/440V 60Hz a.c.<br>Fuel 4 936,0t (o.f.)-98,5pd 16kn |
| 7413036<br>HNYK<br>756<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ALYARMUK**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **79 437**<br>57 619<br>149 372 | **✠100A1** SS 12/80<br>oil tanker<br>**✠LMC UMS**<br>**IGS**<br>EL Wt 3¾"U3<br>FN 17959 | **1976**-5 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2488)<br>286,44(BB) 44,56 16,873<br>270,01 44,51 22,00<br>P 54,3 F 20,8 1 dk<br>rf nil<br>10BH WB19605T incl. clean ballast tank 16173T | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 149 483 HeCls. BC | Oil 2SA 10Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs763,7 e(ex.g) 24kgf/cm² (23,6bar) Spt 18kgf/cm² (17,7bar)<br>Gen 1 × 1100kW 2 × 750kW<br>1 × 55kW 440V 60Hz a.c.<br>Fuel 69 999,5t (hvf)-91,5pd 15,5kn |
| 6508937<br>UML<br>640<br>Esd RT | **ALYCUS**<br>**'Caspel' S.p.A.**<br>Palermo Italy | **221**<br>78<br>118 | RI | **1965** Cant. Nav. Riuniti—Palermo (231)<br>31,70 7,75 3,709<br>28,10 7,70 4,25<br>1 dk | **M Tug** | Oil 2SA 9Cy. 280 × 500<br>B&W<br>Cant. Nav. Riuniti Ancona |
| 6611760<br>DUJJ<br>10143<br>Esd Rdr<br>RTh | **ALYEE**<br>**Luzon Stevedoring Corp.**<br>Manila Philippines | **358**<br>140<br>446 | AB | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (698)<br>39,22 9,35 4,287<br>35,44 8,89 4,70<br>1 dk | **M Tug** | Oil 2SA 7Cy. 350 × 620<br>B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 100kW 1 × 16kW<br>445V 60Hz a.c.<br>Directional propeller<br>Fuel (hvf) 13,75kn |
| 7437783<br>WYX3<br>871<br>560237 | **ALYESKA**<br>**Jeffry P. Hendricks**<br>Bellingham, Wa United States of America | **198**<br>135<br>— | | **1974** Fairhaven Marine Inc.—Fairhaven, Ma<br>... ... ...<br>36,56 9,76 3,15<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7707102<br>EHPV<br>7<br>Df Esd<br>Gc Rdr<br>RTh | **ALYOLEX**<br>**Naviera Garcia-Minaur S.A.**<br>Vigo Spain | T.Mk<br>**2 824**<br>1 802<br>4 029 | BV | **1979** Hijos de J. Barreras S.A.—Vigo (1449)<br>97,36 (BB) 6,236<br>88,52 14,01 7,88<br>2 dks | **M General Cargo**<br>2 Ho 25,1 32,1 2 TwD ER<br>G.5 911 B.5 012<br>TEU 125<br>C.Ho 81/20'(40') C.Dk 44/20'(40')<br>2 Ha (stl) (19,5 25,9 × 10,1) ER<br>Der 2(22) 4(10) | Vee Oil 4SA 12Cy. 400 × 500 geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 1 × 160kW<br>1 × 40kW 380/220V 50Hz a.c.<br>Fuel 82,0t (d.o.) 392,0t (hvf) 15kn |
| 6514780<br>EENP<br>1762<br>Df Esd<br>RT | **ALZAGA**<br>**Gardemar S.A.**<br>San Sebastian Spain | **210**<br>91<br>— | (BV) | **1965** Ast. Luzuriaga S.A.—Pasajes (83)<br>35,79 7,07 3,601<br>30,99 6,99 3,99<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 242 × 320 geared to sc. shaft<br>900bhp (662kW) NE 80<br>Anglo-Belgian Corporation N.V. Gent/Gand<br>Gen 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 6800402<br>SUNI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALZAHRAA**<br>ex Drottningen-77<br>**Federal Arab Maritime Co. (FAMCO)**<br>Alexandria Egypt | **5 625**<br>2 573<br>955 | **✠100A1** CS 5/82<br>Mediterranean & Red Sea service<br>Ice Class 1<br>**✠LMC**<br>EL z 1$\frac{11}{16}$"U3<br>FN 3127 | **1968**-4 Uddevallavarvet A/B—Uddevalla (280)<br>115,73 18,83 4,896<br>104,32 18,00 11,97<br>B 83,0 2 dks, intermediate dk at sides<br>RW rf 229<br>11BH to 2nd dk WB597t | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 308bth 88dk P<br>Bow & stern doors | 4 Oil 4SA each 6Cy. 400 × 460 sr geared to sc. shafts<br>11 160bhp (8 209kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>Gen 4 × 800kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| 8118853 | **ALZAHRAA**<br>**Arab Contractors Co.**<br>Egypt | **200**<br>—<br>250 | AB (Class cont.) | **1982** Arab Contractors Marine Workshops —Ismailia (1203/1)<br>... ... ...<br>34,02 7,07 2,32 | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | 2 Oil geared to sc. shafts<br>360bhp (265kW)<br>............ |
| 7420120<br>HNZW<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ALZAWRAA**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | **1 599**<br>955<br>3 549 | **✠100A1** SS 10/81<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Q 1½"U2<br>FN 1660 | **1976**-10 Buesumer Werft G.m.b.H.<br>—Buesum (260)<br>81,62 (BB) 13,67 6,101<br>75,01 13,61 8,51<br>P 18,3 RAD 19,9 F 6,4 2 dks<br>rf nil<br>SF 4BH WB687T | **M General Cargo**<br>Ref<br>2 Ho 26,2 24,9 ER<br>G.5 093 B.4 591 In.100<br>TEU 108 C.Ho 60/20' C.Dk 48/20'<br>2 Ha (stl) (each 18,9 × 10,0) ER<br>Cr 2(5) | Oil 4SA 8Cy. 320 × 420 reduction geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 135kW 390/225V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12,75kn |
| 7613284<br>YIZR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ALZUBAIR**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **3 588**<br>1 588<br>4 640 | BV | **1976** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (871)<br>88,85 16,44 6,150<br>84,46 16,40 7,40<br>1 dk | **TM Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>Twin side arms Dredging depth 27.0<br>Hopper 4468T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps 895kW (1200bhp) | 2 Oil 4SA each 6Cy. 450 × 550<br>5 500bhp (4 046kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 1112kW 380V 50Hz a.c.<br>12,5kn |

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| **7815155**<br>8KPP<br>123036<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AM CARRIER**<br>**Yashiro Kaiun K.K.**<br>Tokyo Japan | **3 535**<br>1 922<br>6 135 | NK | **1979** Kurinoura Dock K.K.—Japan (137)<br>108,18 6,795<br>99,80 15,41 7,73<br>P 27,2 F 11,3 1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW 445V a.c.<br>12,75kn |
| **7303700**<br>EEYK<br>139<br>Df Esd<br>Rdr RT | **AMA ANTXINE**<br>**Pesqueras Antxine S.A.**<br>Ondarroa Spain | **243**<br>71<br>— | BV | **1973** S.A. Balenciaga—Zumaya (226)<br>38,13 7,35 3,582<br>33,69 7,32 3,99<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>11kn |
| **7905170** | **AMA ASABA**<br>**Mankoadze Fisheries Ltd.**<br>Ghana | **299**<br>—<br>— | NV (Class cont.) | **1982** Haugesunds Slip A/S—Haugesund (29)<br>31,81 4,401<br>27,41 8,25 6,74 | **M Fishing**<br>Tuna Stern-fishing | Oil<br>1 350bhp (993kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset |
| **7125005**<br>EFZG<br>1860<br>Df Esd<br>Gc RT | **AMA LUR**<br>**Juan Manuel Monasterio Elortegui y otros**<br>Gijon Spain | **203**<br>89<br>— | (BV) | **1972** Maritima del Musel S.A.—Gijon (99)<br>30,82 7,04 3,341<br>26,85 7,00 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) Alpha<br>Cons. Echevarria Bermeo<br>10kn |
| **7505102**<br>TCJQ<br>4350<br>Esd Gc<br>Pfd Rdr<br>RTm | **AMAC**<br>**Salih Hikmet Topal ve Ortaklari Kollektif Sirketi**<br>Istanbul Turkey | **499**<br>294<br>1 010 | BV | **1975** Gunsin Tersanesi—Balat, Istanbul (12)<br>63,25 9,22 3,999<br>54,92 9,20 4,40<br>1 dk | **M General Cargo**<br>2 Ho 14,0 17,9 ER<br>G.1 251 B.1 188<br>2 Ha (stl) (11,4 15,7 × 5,9) ER<br>2W Der 4(3) | Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW) E made70<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 60kW 220V 50Hz a.c.<br>Fuel 34,5t (d.o.) 11kn |
| **7505267**<br>CB2962<br>Df Esd<br>Gc Rdr<br>RT | **AMADEO**<br>**Compania Maritima de Punta Arenas**<br>Punta Arenas Chile | **262**<br>90<br>— | AB | **1976** MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (230)<br>30,31 8,54 3,452<br>28,50 8,49 4,37<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW a.c.<br>11kn |
| **6401103**<br>TPOT<br>4171<br>Df Esd<br>Rdr RTm | **AMADIS**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **210**<br>71<br>451 | BV | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5085)<br>38,00 7,22 3,852<br>32,01 7,21 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 3,8 ER<br>In.140<br>2 Ha (each 1,0 × 1,2)<br>1W Der 1(3) | Oil 4SA 6Cy. 300 × 450<br>745bhp (548kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 100kW 1 × 24kW d.c.<br>Fuel 43,0t (d.o.) 12,75kn |
| **7710197**<br>DEJN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMADO**<br>**D. Oltmann Seeverkehrges. m.b.H. & Co. K.G.**<br>Bremen Federal Republic of Germany | T.Mk<br>**8 926**<br>5 289<br>14 282<br>**12 997**<br>7 459<br>17 937 | GL | **1980** Korea SB. & Eng. Corp.—Busan (1012)<br>155,02(BB) 22,92 —/10,021<br>146,01 22,86 13,57<br>P 30,8 F 10,4 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho ER<br>G.22 434 B.22 061<br>TEU 790 C.Ho 409/20′ (40′) C.Dk 381/20′ (40′) incl. 120 ref C.<br>4 Ha (stl) (— × —) (25,5 25,5 — × 18,0) ER<br>Cr 6(20) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Thw. thrust propeller fwd<br>17kn |
| **7004550**<br>EFUC<br>2751<br>Df Esd<br>Pfd Rdr<br>RT | **AMADO**<br>**Hermanos Ben Lopez**<br>El Ferrol Spain | **169**<br>80<br>— | | **1968** S.A. Balenciaga—Zumaya (154)<br>27,18 6,84 2,744<br>25,48 6,81 3,51 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,2 × 0,9) | Oil 2SA 6Cy. 250 × 375<br>450bhp (331kW)<br>Juaristi Zumaya<br>11kn |
| **8129307**<br>S9NB | **AMADOR**<br>**Government of The Democratic Republic of Sao Tome & Principe**<br>Sao Tome & Principe | **490**<br>—<br>183 | BV (Class cont.) | **1982** Construcciones Navales P. Freire S.A. —Vigo (143)<br>34,68<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Oil geared to sc. shaft<br>1 740bhp (1 280kW) Alpha<br>Cons. Echevarria Spain |
| **5400487**<br>EAHJ<br>962<br>Df Esd<br>Pfd RT | **AMADORCIN**<br>**Amador Suarez Paisal**<br>Huelva Spain | **186**<br>86<br>117 | BV | **1962** Ast. de Murueta S.A.—Guernica (48)<br>33,61 6,43 3,252<br>28,81 6,41 3,66<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 52,0t (d.o.) 10,75kn |
| **7311094**<br>JI2700<br>111818<br>Rdr | **AMAGASAKI MARU No. 2**<br>**Daiei Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **499**<br>307<br>1 145 | | **1972** Okayama Zosen K.K.—Hinase (225)<br>59,57 9,02 4,192<br>55,00 9,00 4,70<br>1 dk | **M Sludge Carrier**<br>Mchy.aft<br>4 Ho | Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 64kW 220V a.c.<br>12kn |
| **7034452**<br>JH2308<br>109944<br>Rdr RT | **AMAGI**<br>**Surugawan Car Ferry K.K.**<br>Fuji, Shizuoka Pref. Japan | **490**<br>219<br>— | | **1970** Shimoda Dockyard Co. Ltd. —Shimoda (176)<br>54,01 10,22 2,604<br>50,91 10,19 3,61<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo 320dk P | 2 Oil 4SA each 6Cy. 250 × 320<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 64kW<br>Fuel 26,5t 14,25kn |
| **7435503**<br>JH2570<br>118324<br>Rdr RT | **AMAGI MARU**<br>**Shimizu Futo K.K.**<br>Shimizu, Shizuoka Pref. Japan | **258**<br>89<br>— | | **1975** Shimoda Dockyard Co. Ltd. —Shimoda (247)<br>34,02 10,01 3,391<br>32,01 9,61 3,99<br>1 dk<br>rf- | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |

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| 7330959<br>JG3321<br>116098<br>Rdr RT | **AMAGI MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **195**<br>63<br>— | | **1973** Kanagawa Zosen—Kobe (131)<br>*29,91* 8,23 2,293<br>29,49 8,21 3,43<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 6622159<br>JG2379<br>100822<br>RT | **AMAGI MARU**<br>ex V. S. P. Matsushima Maru<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **193**<br>70<br>— | | **1966** Osaka Zosensho—Osaka (262)<br>31,96 8,26 2,718<br>30,87 8,21 3,79<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 20kW 220V a.c.<br>2 Directional propellers<br>Fuel 24,0t-3,0pd |
| 7945936<br>H08057<br>9482-79<br>RT | **AMAGI No. 3**<br>ex Amagi Maru No.3-73<br>**Cibat Marina Corp.**<br>Panama Panama | **124**<br>36<br>249 | BV | **1961** Suzuki Zosen Tekkosho—Shimizu<br>24,08 2,501<br>23,50 7,00 3,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 400<br>Nippon Hatsudoki Japan<br>12kn |
| 7401722<br>JRWO<br>115846<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAGISAN MARU**<br>**Mitsui O.S.K. Lines Ltd. & Baba Daiko Shosen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **74 301**<br>25 606<br>135 830 | NK | **1976** Kawasaki Heavy Ind. Ltd.—Kobe (1229)<br>273,01(BB) 44,05 16,104<br>260,00 44,00 21,80<br>F 16,8 1 dk | **M Ore Carrier**<br>3 Ho ER<br>Ore 77 032 HeCls. B<br>9 Ha (stl) (13,4 15,3 15,3 15,3 15,3 15,3 15,3 15,3 15,3 × 12,5) ER | Oil 2SA 9Cy. 900 × 1600<br>26 100bhp (19 198kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 720kW 450V a.c.<br>Fuel 537,5t (d.o.) 6 342,0t (hvf)-78,0pd<br>15,75kn |
| 7319735<br>5MZQ<br>4577<br>Df Esd<br>Gc Rdr<br>RTv | **AMAK**<br>ex Hampton Bay-77<br>**Aleutian Corp.**<br>Monrovia Liberia | **31 584**<br>22 334<br>68 278 | AB | **1973** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (901)<br>224,01(BB) 32,24 13,571<br>214,00 32,19 18,70<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 460kW 440V 60Hz a.c.<br>15kn |
| 7320849<br>JG3216<br>114570<br>Esd Rdr<br>RT | **AMAKUSA MARU**<br>**Azuma Kaiun K.K.**<br>Tokyo Japan | **499**<br>298<br>949 | | **1973** Honda Zosen—Saiki (605)<br>58,53 9,63 3,804<br>53,50 9,61 4,20<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 64kW 225V<br>Fuel 32,5t-3,0pd 11kn |
| 6013375<br>JEWR<br>86545<br>Df Esd<br>Rdr RTv | **AMAKUSA MARU**<br>**Nippon Denshin Denwa Kosha (Japan Telegraph & Telephone Corp.)**<br>Tokyo Japan | **359**<br>130<br>193 | | **1961** Mitsubishi Zosen K.K.—Shimonoseki (553)<br>44,07 7,55 2,693<br>37,93 7,51 3,99<br>1 dk<br>rf 203 | **M Cable-layer**<br>1 Ho 11,5 ER<br>2 Ha ER<br>Der 1(3) | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 1 × 6kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 44,5t-4,0pd 11kn |
| 7621451<br>HZIR<br>163/99<br>Df Esd<br>Gc Rdr<br>RT | **AMAL**<br>ex Marland II-79<br>ex Sutter County (LST 1150)-75<br>ex LST 1150-55<br>**Tahier Abdull Aziz Hussein**<br>Jeddah Saudi Arabia | **2 243**<br>988<br>2 787 | **100A1** SS 4/80<br>non—perishable cargoes, Red Sea service<br>**LMC**<br>EL Q 1¾"U1<br>FN 2115 | **1945** Chicago Bridge & Iron Co.—Seneca, Illinois<br>99,90 15,55 3,315<br>92,51 15,24 7,62<br>1 dk, pt 2nd & 3rd dks<br>rf nil conv Naval RoRo Cargo/Tank Landing Ship 76<br>NS 11BH WB1131T | **TM RoRo Cargo/Landing Ship**<br>Bow doors & ramp<br>Mchy.aft | 2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW) E made43 fitted45<br>General Motors Corp. U.S.A.<br>Gen 3 × 100kW 120/240V d.c.<br>Fuel (d.o.) |
| 7051163<br>HZNE<br>Df Esd<br>Gc Rdr<br>RT | **AMAL**<br>ex Hokusen Maru-80<br>**Arabian Marine Operating Co. Ltd.**<br>Jeddah Saudi Arabia | **996**<br>608<br>2 599 | NK | **1970** Nichiro Zosen—Hakodate (290)<br>73,21 (BB) 11,03 5,004<br>66,81 11,00 5,59<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 736 | 2 Oil 4SA each 6Cy. 250 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 225V a.c.<br>Fuel 89,5t-7,0pd 13kn |
| 5291599<br>HZGG<br>SA874<br>Df Rdr<br>RTm | **AMAL**<br>ex Reedwarbler-77 ex Ancora-60<br>ex Fiat-55<br>**Ahmed Mohamed Baaboud & Co.**<br>Jeddah Saudi Arabia | **375**<br>206<br>474 | BV | **1951** Scheepswerf "De Waal" N.V. —Zaltbommel (638)<br>44,99 7,65 2,998<br>41,51 7,60 3,92<br>P 12,2 RQD 17,1 F 6,1 1 dk<br>RW rf 610 | **M General Cargo**<br>1 Ho 28,0 ER<br>G.765 B.694<br>2 Ha (each 9,8 × 4,5) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 285 × 420<br>323bhp (238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 3kW 48V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| 7628825<br>548/77<br>Esd Rdr<br>RT | **AMAL**<br>**Gulf Maritime & Trading Co. Ltd.**<br>Sharjah United Arab Emirates | **122**<br>33<br>— | **✠100A1** SS 10/81<br>tug<br>**✠LMC**<br>EL B ¾"U2<br>FN 220 | **1977**-1 Sing Koon Seng (Pte.) Ltd. —Singapore (396 T)<br>23,40 7,24 2,912<br>20,73 7,00 3,59<br>1 dk<br>rf 648<br>4BH WB17T | **TM Tug** | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 28kW 1 × 20kW 440V 50Hz a.c. |
| 8021880<br>H9HH<br>10772<br>-81A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAL ONE**<br>**Marbury Shipping S.A.**<br>Panama Panama | **3 040**<br>1 719<br>3 984 | NK | **1980** Kishigami Zosen K.K.—Akitsu (1413)<br>101,40 15,45 5,614<br>94,01 15,41 7,12<br>P 21,1 F 14,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta spherical ER<br>L.(gas) 3 029 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 2 × 200kW a.c.<br>12,5kn |
| 8021878<br>H9NS<br>1088<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAL TWO**<br>**Sun Iris Marine S.A.**<br>Panama Panama | **3 040**<br>1 719<br>3 996 | NK | **1981** Kishigami Zosen K.K.—Akitsu (1403)<br>102,01 5,614<br>94,01 15,41 7,12<br>P 21,7 F 14,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta spherical ER<br>L.(gas) 3 028 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>12,5kn |
| 7910450 | **AMAL 1**<br>**Rashad Osman & Co.**<br>Alexandria Egypt | **200**<br>—<br>300 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 327 | **1979**-11 Alexandria Shipyard—Alexandria (10207)<br>35,74 7,52 1,601<br>33,61 7,51 2,21<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |

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| 7910462 | **AMAL 2**<br><br>**Rashad Osman & Co.**<br>Alexandria Egypt | **200**<br>—<br>300 | ✠AN<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 327 | **1979**-11 Alexandria Shipyard—Alexandria (10208)<br>35,74 7,52 1,601<br>33,61 7,51 2,21<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7216608<br>HO7379<br>2338-<br>PEXT2<br>RT | **AMALAKA**<br>ex Amoco Renegade-79<br>ex State Chief-72<br>ex Travis WSC 153<br>**Eugenio Campo Campo**<br>Panama Panama | **196**<br>133<br>— | | **1927** American Brown Boveri Corp.<br>—Camden, NJ<br>7,32 3,229<br>35,21 3,74 | **TM Research** | 2 Oil 2SA each 6Cy. 127 × 142<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 5039862<br>HZKM<br>210/400<br>Df Esd<br>Rdr<br>RTm/h | **AMALI**<br>ex Amal-80 ex Bellatrix I-77<br>ex Bellatrix-74<br>Launched as Marijke Irene<br>**Amina Ashraf King**<br>Jeddah Saudi Arabia | T.Mk<br>**667**<br>366<br>—<br>**1 416**<br>924<br>2 026 | ✠100A1 SS 10/79<br>✠LMC<br>EL m 1¼"SQ<br>FN 1490 | **1961**-7 N.V. Scheeps. "Vooruitgang"<br>—Foxhol (193)<br>80,70 14,18 —/4,763<br>74,83 14,00 5,90<br>Ba 10,1 F 11,6 2 dks<br>RW rf nil len & widened 70<br>Coll BH to U dk 2 to 2nd dk WB767t | **M General Cargo**<br>1 Ho 44,4 ER<br>G.2 971 B.2 596<br>2 Ha ER<br>Der 1(85) 1(10) 2(5) 1(2) | Oil 4SA 8Cy. 330 × 600<br>1 250bhp (919kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 20kW 110V d.c.<br>Fuel (d.o.) |
| 5085483<br>SYDG<br>4817<br>Df Esd<br>Gc Rdr<br>RT | **AMALIA**<br>ex Silver Island-81 ex Dalhanna-73<br>**Dawlish Shipping Corp.**<br>Union Commercial Steamship Co.<br>Piraeus Greece | **8 574**<br>4 836<br>16 257 | ✠100A1 SS 6/79<br>ore carrier<br>✠LMC<br>EL ft $2\frac{5}{16}$"SQ<br>FN 4721 | **1958**-3 Lithgows Ltd.—Port Glasgow (1109)<br>153,75 20,88 9,132<br>145,70 20,81 11,59<br>P 33,9 B 5,8 F 12,5 1 dk<br>RW rf nil<br>6BH WB8444t | **M Ore Carrier**<br>6 Ho ER<br>6 Ha (stl) (9,7 9,7 10,6 10,6 10,6 10,6 × 9,1) ER | Oil 2SA 4Cy. 670 × 2320<br>4 000bhp (2 942kW) Doxford<br>D. Rowan & Co. Ltd. Glasgow<br>2 db 100lbf/in$^2$ (6,9bar)<br>Fuel 1 105,5t (hvf) 12,25kn |
| 7357878<br>PPHV<br>7857<br>Df Esd<br>Gc Rdr<br>RT | **AMALIA**<br><br>**Companhia de Navegacao**<br>**Maritima Netumar**<br>Rio de Janeiro Brazil | T.Mk<br>**6 921**<br>4 133<br>11 674<br>**10 297**<br>6 408<br>14 566 | ✠100A1 SS 4/80<br>DTsm—vegetable oil<br>Ice Class 3<br>✠Lloyd's RMC<br>EL A† $2\frac{3}{16}$"U2<br>FN 5170 | **1975**-9 Cia. Comercio e Navegacao CCN<br>Maua Shipyard—Niteroi (098)<br>160,05 21,44 —/9,221<br>152,41 21,34 12,58<br>F 14,4 2 dks, 3rd dk fwd of mchy. space<br>rf nil<br>7BH to U dk, 3 to 2nd dk WB3931T incl. DTsm1654T & tunnel tanks 375T | **M General Cargo**<br>Ref<br>5 Ho 22,1 16,0 6,1DTp&s 4,5DTp&s 22,8 19,8 ER 23,6<br>G.18 495 B.16 733 In.1 667 L.1 630<br>TEU 280 C. 280/20'<br>8 Ha (stl) (13,0 × 7,7) (12,1p&s × 5,4) (19,8p&s 12,9p&s × 7,2) ER (9,1 × 5,4)<br>56W Der 1(60) 16(5) | Oil 2SA 7Cy. 700 × 1250<br>11 550bhp (8 496kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 443,0t (d.o.) 1 152,0t (hvf)-35,5pd 17kn |
| 5187683<br>SV3269<br>4282<br>Esd Pfd<br>Rdr RTh | **AMALIA**<br>ex Kingennie-72<br>**Seka S.A.**<br>Piraeus Greece | **1 066**<br>521<br>1 391 | ✠100A1 SS 8/79<br>oil tanker<br>✠LMC<br>EL n<br>FN 1015 | **1958**-5 George Brown & Co. (Marine) Ltd.<br>—Greenock (269)<br>70,72 11,16 4,198<br>65,54 10,98 4,50<br>P 17,4 RQD 17,4 Trunk 40,6 F 7,7 1 dk<br>RW rf 102<br>10BH WB244t | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 755 HeCls. C<br>1 Ha (stl) (2,2 × 2,5) | Oil 2SA 7Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd. Glasgow<br>AuxB 180lbf/in$^2$ (12,5bar)<br>Gen 2 × 40kW 110V d.c.<br>Fuel 143,5t (d.o.)-4,0pd 11kn |
| 5225605<br>ODLJ<br>B1982 | **AMALIA I**<br>ex Anis-78 ex Marivana-67<br>**Michael Milo Kyriacos**<br>Beirut Lebanon | **252**<br>159<br>— | RI | **1946** U.R.N.I. Corvaja Genova<br>36,89 8,11 3,658<br>32,92 7,95 3,79<br>P 11,9 F 6,1 1 dk | **Wood M General Cargo**<br>1 Ho ER<br>B.433 | Oil 4SA 4Cy. 265 × 410<br>200bhp (147kW)<br>S.A. Ansaldo Genova |
| 6803715<br>J4BY<br>6866<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMALIA II**<br>ex Jacques Cartier-78<br>**Rio Shipping Co. S.A.**<br>Piraeus Greece | **51 644**<br>33 497<br>90 397 | BV | **1967** Ch. de l'Atlantique—St. Nazaire (Q23)<br>250,86(BB) 36,63 14,536<br>238,87 36,58 19,99<br>B 37,5 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho/Ta 16,1 19,5 19,8 19,8 19,8 19,8 19,8 19,8 18,9 ER<br>B.95 280 L.(oil) 99 736 HeCls. C<br>9 Ha (stl) (each 14,4 × 16,5) ER<br>Cr 2(10) 2(1) 1(0,5) | Oil 2SA 8Cy. 840 × 1800<br>18 480bhp (13 593kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 550kW 2 × 500kW 400/440V 60Hz a.c.<br>Fuel 330,0t (d.o.) 5 588,0t (hvf) 15kn |
| 7214492<br>DAGZ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AMALIE ESSBERGER**<br><br>**John T. Essberger**<br>Hamburg Federal Republic of Germany | **999**<br>475<br>1 537 | GL | **1972** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (729)<br>69,32 4,660<br>64,04 10,72 4,70<br>P 18,6 RQD 35,7 F 8,3 1 dk | **M Tanker**<br>Chemical SBT<br>Ice strengthened<br>Mchy.aft<br>4 Ta 4 Ta (s.stl)<br>L.1 786 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-5,0pd 12kn |
| 6926919<br>OVXD<br>D1661<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMALIENBORG**<br>ex Norma Dan-79<br>ex Olau Nord-77<br>**Dannebrog Rederi AS**<br>Kobenhavn Denmark | **5 650**<br>3 019<br>8 504 | ✠100A1 SS 1/81<br>chemical tanker<br>Ice Class 1<br>Type A in centre tanks and Type B in side tanks in association with list of approved cargoes<br>✠LMC<br>EL X 2"U2<br>FN 3551 | **1969**-11 Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (389)<br>141,13 18,06 7,694<br>130,00 18,01 9,30<br>P 32,4 F 19,2 1 dk<br>rf 102 conv Ore/Oil Carrier 81<br>NS 14BH WB1302t incl. DTf367t | **M Tanker**<br>Chemical<br>22 Ta ER<br>L.9 878 HeCls. B | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 WTAuxB primary 45kgf/cm$^2$ (44,2bar) secondary 14,5kgf/cm$^2$ (14,3bar)<br>NAuxB (ex.g) 1/81 13,6kgf/cm$^2$ (13,4bar)<br>Gen 2 × 504kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 962,0t (hvf)-36,5pd 18,5kn |
| 5205227<br><br>6544<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMALINDA**<br>ex Holstendeich-77<br>ex Lechstein-72<br>**Amalinda Shipping Co. S.A.**<br>Thomas Zachariou Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**3 324**<br>1 835<br>5 644<br>**5 164**<br>3 070<br>7 224 | GL | **1958** Atlas Werke A.G.—Bremen (397)<br>130,61 16,24 6,760/7,767<br>118,01 16,18 10,01<br>B 21,1 F 15,6 2 dks<br>RW | **M General Cargo**<br>2P<br>Ice strengthened<br>5 Ho 13,3 17,6 22,4 19,5 16,0<br>G.11 344 B.10 161<br>5 Ha (stl) (6,2 11,8 13,3 10,5 7,7 × 5,0) 1 Ha (w) (2,5 × 3,5)<br>14W Der 1(60) 14(3-5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 140kW 220V d.c.<br>Fuel 731,5t (hvf) 14,5kn |
| 5125740<br>IJIR<br>32<br>RT | **AMALPHIS PRIMA**<br>ex Gallus I-72<br>**Alfonso Trofa**<br>Salerno Italy | **324**<br>157<br>— | (BV) (RI) | **1962** Ch. Mar. du Midi—La Seyne (2193)<br>48,01 9,71 1,855<br>43,01 9,50 3,26<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 185 × 200<br>620bhp (456kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 27,5t (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| 5013466<br>H3ZX<br>9538-79<br>Df Esd<br>Rdr RT | **AMALTHEA**<br>ex Amalthee-78<br>**Rederij m.s. 'Amalthea'**<br>Irish & Continental Shipping Co. Ltd.<br>Panama Panama | **3 121**<br>1 623<br>3 207<br>— | BV | **1961** At. & Ch. de Bretagne—Nantes (12480)<br>99,22 14,48 6,900<br>92,41 14,46 8,72<br>1 dk & S dk | **M General Cargo** OSD<br>Wine Ref<br>1 Ho ER 1 Ho<br>2 Ha (stl) (19,2 × 5,1) ER (17,5 × 5,1)<br>Der 4(10) 4(5) | 2 Oil 4SA each 8Cy. 400 × 460 with vulcan coupling & geared to sc. shaft<br>5 660bhp (4 163kW) Pielstick<br>At. & Ch. de Bretagne Nantes<br>12kn |
| 5013478<br>THLX<br>803<br>Esd Rdr<br>RT | **AMALTHEE**<br>ex Plantagenet-62<br>**'DORIS' Developpement Operationnel des Richesses Sous-Marines**<br>Nantes France | **517**<br>130<br>— | * | **1939** Lobnitz & Co. Ltd.—Renfrew<br>*42,13* 9,35<br>9,30<br>1 dk<br>R conv Salvage Ship 62 | **S Research**<br>Hydrographic<br>Mchy.aft<br>Der 1(5) 1(1,5) | T 3Cy. 375 597 & 991 × 610<br>888ihp (653kW)<br>Lobnitz & Co. Ltd. Renfrew<br>Fuel 130,0t |
| 8035283<br>H05504<br>9496-NO<br>Esd Pfd<br>Rdr RT | **AMALTHEE**<br>ex Parrot-81<br>**Natioleasing Overseas Corp.**<br>Petroleos Mexicanos S.A. (PEMEX)<br>Panama Panama | **250**<br>200<br>— | AB | **1979** Steel Boat Builders—Pierre Part, La (41)<br>2,963<br>36,58 8,54 3,20<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. reverse reduction geared to sc. shaft<br>1 520bhp (1 118kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW a.c.<br>12kn |
| 7850624<br>JNGW<br>96110 | **AMAMI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency)**<br>Tokyo Japan | **345**<br>88<br>— | | **1965** Hitachi Zosen—Mukaishima (4074)<br>55,33 2,380<br>49,81 7,00 4,09<br>1 dk | **TM Patrol Ship** | 2 Oil<br>1 800bhp (1 324kW)<br>Kubota Tekkosho Japan<br>15,5kn |
| 6811449<br>JLZC<br>99090<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAMI MARU**<br>**Amami Kaiun K.K.**<br>Naze, Kagoshima Pref. Japan | **1 405**<br>615<br>817 | | **1968** Mitsubishi Heavy Industries Ltd. —Shimonoseki (658)<br>83,09 12,02 4,090<br>74,99 11,99 5,49<br>2 dks | **M Ferry/General Cargo** 513P<br>2 Ho<br>G.539<br>2 Ha (stl) (8,2 × 4,0) (3,2 × 2,9)<br>4W Der 4(2) | Oil 2SA 6Cy. 480 × 800<br>3 900bhp (2 869kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 180kW 450V a.c.<br>Fuel 118,0t-14,0pd 17kn |
| 7920704<br>JM4702<br>123269<br>Gc Rdr<br>RT | **AMAMI MARU**<br>**Mitsui Shintaku Ginko K.K. (The Mitsui Trust & Banking Co. Ltd.)**<br>Kyodo Ferry Unyu Y.K.<br>Nishinoomote, Kagoshima Pref. Japan | **499**<br>289<br>932 | | **1980** Honda Zosen—Saiki (680)<br>58,50 3,831<br>53,52 9,61 4,40<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| 7327249<br>YBVR<br>Rdr RT | **AMAN No. 6**<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **156**<br>72<br>— | | **1973** Nagasaki Zosen K.K.—Nagasaki (363)<br>27,79 6,94 2,591<br>25,00 6,89 2,93<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7327237<br>YBVS<br>RT | **AMAN No. 7**<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **156**<br>72<br>— | | **1973** Nagasaki Zosen K.K.—Nagasaki (365)<br>27,79 6,94 2,591<br>25,00 6,89 2,93<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7416662<br>YBRW<br>Gc Rdr<br>RT | **AMAN No. 8**<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **157**<br>53<br>— | | **1974** Nagasaki Zosen K.K.—Nagasaki (502)<br>30,56 6,94 2,591<br>25,71 6,91 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7416674<br>YBRX<br>Gc Rdr<br>RT | **AMAN No. 10**<br>**P.T. Irian Marine Products**<br>Jakarta Indonesia | **157**<br>53<br>— | | **1974** Nagasaki Zosen K.K.—Nagasaki (503)<br>30,56 6,94 2,591<br>25,71 6,91 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8118487 | **AMAN No. 11**<br>**Hokoku Suisan**<br>Jakarta Indonesia | **149**<br>50<br>— | KI (Class cont.)<br>NK (Class cont.) | **1981** Nagasaki Zosen K.K.—Nagasaki (763)<br>31,04 2,361<br>28,35 6,93 2,72 | **M Fishing**<br>Trawler | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8118499 | **AMAN No. 12**<br>**Hokoku Suisan**<br>Jakarta Indonesia | **149**<br>50<br>— | KI (Class cont.)<br>NK (Class cont.) | **1981** Nagasaki Zosen K.K.—Nagasaki (765)<br>31,04 2,361<br>28,35 6,93 2,72 | **M Fishing**<br>Trawler | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>573bhp (421kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7850426<br>HPLU<br>7180-PEXT3<br>RT | **AMANA**<br>ex Yachiyo Maru No. 8<br>**I. C. P. (Male) Co. Ltd.**<br>Panama Panama | **194**<br>99<br>— | NK | **1968** K.K. Ichikawa Zosensho—Ise (1268)<br>41,92 2,926<br>36,71 6,90 3,15<br>P 20,2 B 8,6 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Seiner | Oil 4SA 6Cy. 280 × 430<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,25kn |
| 7924011<br>S2ZC<br>384878<br>RT | **AMANAT SHAH**<br>**Bangladesh Inland Water Transport Corp.**<br>Narayanganj Bangladesh | **806**<br>375<br>311 | **✠A1**<br>inland waterways ferry<br>**✠LMC**<br>EL (A) 275,0/26,0U2(a)<br>FN 876 | **1980**-8 Carl B. Hoffmanns Maskinfabrik —Esbjerg (29)<br>60,00 12,50 1,520<br>57,99 12,20 2,90<br>1 dk<br>rf-<br>6BH WB530T | **TM Ferry**<br>Mchy.aft | 2 Oil 2SA each 5Cy. 260 × 400 reverse reduction geared to sc. shafts<br>1 100bhp (809kW) Alpha<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 48kW 220V 50Hz a.c.<br>2 Controllable pitch propellers |
| 7370973<br>5LOU<br>5611<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AMANDA**<br>**Cam Shipping Inc.**<br>Monrovia Liberia | **60 934**<br>45 714<br>128 650 | NK | **1976** Mitsubishi Heavy Industries Ltd. —Hiroshima (261)<br>261,02 40,64 17,530<br>247,02 40,61 24,01<br>RQD 29,0 1 dk<br>rf nil | **M Bulk Carrier**<br>1 Ho 19,5 8 Ho each 21,6 ER<br>G.140 364 HeCls. B<br>9 Ha (stl) (11,9 × 14,4) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 13,5 × 17,6) ER | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 372,0t (d.o.) 5 990,5t (hvf)-87,5pd<br>15,5kn |

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|---|---|---|---|---|---|---|
| **8002523**<br>OIOP<br>1660<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **AMANDA**<br>**Polttoaine Osuuskunta I.L.**<br>Etela-Suomen Laiva O/Y<br>Helsinki/ Finland<br>Helsingfors | **1 599**<br>1 121<br>3 512 | 100A1<br>Class Contemplated<br>FN 1827 | **1982** Oy Navire Ab—Naantali/Nadendal (NY-72)<br>87,00 6,276<br>80,02 14,01 8,82<br>P 14,7 B 5,2 F 15,0 1 dk | **M Tanker**<br>Chemical<br>16 Ta ER<br>L.3 399<br>HeCls. C | Oil 4SA 8Cy. 320 × 350 sr geared to sc. shaft<br>3 360bhp (2 471kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 248kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14kn |
| **7118569**<br>ILHB<br>3677<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMANDA**<br>ex Moresby Express-78<br>ex Perm-72<br>**Medafrica Line S.p.A.**<br>Genova Italy | **1 598**<br>894<br>3 096 | RI (GL) | **1971** Schpsw. "Friesland" N.V.—Lemmer (57)<br>94,70 13,90 5,430<br>87,20 13,83 7,50<br>P 17,1 F 15,9 2 dks | **M General Cargo**<br>2 Ho 25,9 30,0 ER<br>G.6 072 B.5 560<br>2 Ha (stl) (19,2 25,2 × 10,5) ER<br>4W Der 2(15) 2(5) | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 147kW 380V 50Hz a.c.<br>Fuel 378,0t (hvf) 14kn |
| **7943005**<br>396276 | **AMANDA LORRAINE**<br>**Commercial Bureau (Australia) Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **173**<br>106<br>— | | **1980** Sosnovka Shipyard—Sosnovka<br>22,51 6,81<br>2,32 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 180 × 260<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| **7051319**<br>VJAM<br>343921<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMANDA MILLER**<br>**R. W. Miller & Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **39 059**<br>22 789<br>66 803 | ✠**100A1** CS 8/76<br>oil tanker<br>✠**LMC** **UMS**<br>EL Ot $3\frac{7}{16}$"U2<br>FN 11351 | **1971**-8 Whyalla SB. & Eng. Works —Whyalla (51)<br>239,28(BB) 32,26 13,171<br>228,05 32,21 17,56<br>F 20,8 1 dk<br>rf 64<br>WB16517t | **M Tanker**<br>13 Ta ER<br>L.(oil) 76 981<br>Cr 2(3) Der 2(7)<br>HeCls. BC | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 18kgf/cm² (17,7bar)<br>e(ex.g) 22,5kgf/cm² (22,1bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Fuel 3 655,5t (hvf)-71,0pd 16,5kn |
| **7712054**<br>PCOH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMANDA SMITS**<br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**2 408**<br>1 769<br>4 075<br>**3 971**<br>2 438<br>7 800 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL (W) 553,0/48,0U2(a)<br>FN 2428 | **1980**-1 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (400)<br>98,10 (BB) 17,10 5,741/8,395<br>89,36 17,01 10,16<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB3283T incl. Upr. STs in hold 1366T, lower STs in hold 547T | **M General Cargo**<br>1 Ho 52,8 ER<br>G.7 021 B.6 811<br>1 Ha (stl) (45,4 × 12,8) ER<br>Cr 2(25-50) | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Fuel 409,5t-10,0pd 12kn |
| **6512407**<br>HP3331<br>6584 -76A<br>Df Esd<br>Rdr<br>RTm/v | **AMANDA I**<br>ex Minorca-78 ex Reze-75<br>ex Annchen Felter-70<br>**Borgona S.A.**<br>Panama Panama | **499**<br>339<br>1 275 | BV | **1965** J. J. Sietas K.G. Schiffswerft —Hamburg (553)<br>74,71 10,85 3,893<br>67,62 10,80 6,56<br>F 10,4 1 dk & S dk<br>rf 140 | **M General Cargo** OSD<br>2 Ho 25,1 24,0 ER<br>G.2 807 B.2 562<br>2 Ha (stl) (each 17,9 × 6,4) ER<br>6W Der 2(5) 4(3) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 32kW 1 × 26kW 380V d.c.<br>Fuel (d.o.) 12kn |
| **5401364**<br>5LFU<br>5577<br>Df Esd<br>Gc Rdr<br>RTv | **AMANDAEVERETT**<br>ex Bakke Cooler-76<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | T.Mk<br>**4 778**<br>2 445<br>4 999 | NV | **1963** A/B Gotaverken—Goteborg (763)<br>131,07 17,40 7,367<br>119,11 17,38 8,95<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M General Cargo**<br>Ref.<br>Side door<br>4 Ho<br>In.7 037<br>4 Ha (each 7,9 × 4,5)<br>8W Der 4(12) 4(5) | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/B Gotaverken Goteborg<br>Gen 4 × 400kW 220V d.c.<br>Fuel 1 651,0t (hvf)-27,5pd 18kn |
| **7533111**<br>FNHV<br>336716<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMANDINE**<br>**Union Industrielle & Maritime S.A. (U.I.M.)**<br>Dunkerque France | **23 625**<br>14 419<br>38 931 | BV | **1977** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (951)<br>185,02(BB) 11,434<br>175,01 27,81 16,16<br>F 18,6 1 dk<br>rf 1003 conv Pipe-carrier Bulk Carrier — | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 24,6 26,3 26,4 26,3 26,4 ER<br>G.48 563 B.47 544<br>5 Ha (stl) (15,0 × 11,2) (16,7 16,7 16,7 16,7 × 14,4) ER<br>Cr 4(20)<br>HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 295,0t (d.o.) 1 968,0t (hvf)-38,5pd<br>16,75kn |
| **7334747**<br>OPEY<br>129<br>Df Esd<br>Rdr RTv | **AMANDINE**<br>**Wed. P. Vincent & D. Verhaeghe**<br>Oostende Belgium | **196**<br>68<br>— | | **1961** R. Panesi—Oostende<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | Oil<br>510bhp (375kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **7123617**<br>H8II<br>9887 -79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMANECER**<br>ex Bearex-79<br>ex Tsurumine Maru-79<br>**Maritime Aquarius S.A.**<br>Panama Panama | **2 949**<br>1 974<br>6 030 | NK | **1971** Imai Zosen—Kochi (307)<br>101,43 16,34 6,527<br>95,99 16,31 8,16<br>F 19,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 239 B.6 522<br>2 Ha (stl) (27,2 29,1 × 8,2) ER<br>16W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 144kW<br>Fuel 597,5t-11,5pd 12,25kn |
| **6801195**<br>EFSY<br>8771<br>Df Esd<br>RT | **AMANECER**<br>**Felix Perez Fernandez**<br>Vigo Spain | **144**<br>55<br>— | | **1968** Const. Nav. Santodomingo—Vigo (354)<br>27,11<br>23,22 6.20 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **6722208**<br>UIEZ<br>M-19032<br>Df Rdr | **AMANGELDY IMANOV**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 821**<br>2 002<br>4 683 | RS | **1958** ..............U.S.S.R.<br>123,50 16,01 4,399<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 5 850<br>2W Der 2(1)<br>HeCls. C | 2 Oil 2SA each 8Cy. 300 × 500<br>16 000bhp (11 769kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd 11kn |
| **6854738**<br>UYPS<br>M-5694 | **AMANGELDY IMANOV**<br>ex Imanov-74<br>**U.S.S.R.**<br>Bautino U.S.S.R. | **107**<br>40<br>54 | RS | **1961** ..............U.S.S.R.<br>27,28 5,64 1,999<br>2,49<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.66<br>1 Ha (2,9 × 1,7) | Oil 4SA 6Cy. 175 × 240<br>East Germany<br>8kn<br>Fuel (d.o.) |

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| 5013492<br>PKSY<br>1301/L<br>Esd RT | **AMANNA GAPPA**<br>**P.T. Perusahaan Pelayaran Sulawesi Selatan**<br>Ujung Pandang Indonesia | **814**<br>513<br>1 080 | KI GL | **1960** Firma Niestern's Schpsw.—Groningen (7)<br>58,58 9,30 4,150<br>52,76 9,20 5,34<br>F 9,5 2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 25kW 220V d.c.<br>11,25kn |
| 5068916<br>9KGE<br>Df Esd<br>Rdr RT | **AMANY**<br>ex Einigkeit-76 ex Charlotte-66<br>**Haji Ghuloom Abul**<br>Kuwait | **405**<br>249<br>600 | (GL) | **1950** Elsflether Werft A.G.—Elsfleth/Weser<br>*47,01* 7,52 3,302<br>7,47 3,66<br>P 11,9 F 6,1 1 dk<br>RW len 52 & 56 | **M General Cargo**<br>1 Ho<br>G.906 B.850<br>2 Ha<br>2W Der 2(2) | Oil 4SA 6Cy. 270 × 350<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 12,0t 8kn |
| 7234301<br>PPFG<br>6613<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMAPA**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | AB | **1973** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (842 /B33)<br>175,55(BB) 25,66 10,061<br>168,03 25,61 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| 7726639<br>Rdr | **AMAPA**<br>**Empresa de Navegacao da Amazonia S.A. (ENASA)**<br>Belem Brazil | **500**<br>—<br>560 | BV (Class cont.) | **1981** INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (146)<br>56,11 3,182<br>52,81 21,42 5,01<br>2 dks | **TM RoRo Cargo/Ferry** CSD<br>Twin Hull | 2 Oil 2SA each 6Cy. 220 × 280 geared to sc. shafts<br>1 000bhp (736kW) Daihatsu<br>Ishikawajima do Brasil Rio de Janeiro |
| 7387031<br>EGTQ<br>866<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AMAPOLA**<br>**Auxiliar Maritima S.A.**<br>Maritima del Norte S.A.<br>Bilbao Spain | **703**<br>243<br>966 | **✠100A1** SS 4/79<br>tug<br>**✠LMC**<br>EL K $1\frac{1}{8}$"U2<br>FN 871 | **1975**-3 Soc. Met. Duro Felguera—Gijon (109)<br>58,48 12,04 4,217<br>52,61 11,80 4,75<br>F 17,7 1 dk<br>rf 1092 len 76<br>5BH WB413T | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 18Cy. 225 × 300 reverse reduction geared to sc. shafts<br>Alpha<br>Cons. Echevarria Bermeo<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 361,5t (d.o.) 13kn |
| 5113620<br>HOQK<br>1040<br>0-80<br>Df Esd<br>Gc Rdr<br>RT | **AMAR**<br>ex E. D. Papalios-79 ex Fenix-66<br>**Amar & Isher Shipping Inc.**<br>Amar & Isher Ship Management Pte. Ltd.<br>Panama Panama | **9 516**<br>6 972<br>14 561 | AB<br>✠Classed LR until 7/61 | **1958**-5 Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (883)<br>148,52 19,38 9,291<br>138,51 19,31 12,55<br>F 13,5 2 dks<br>RW rf 102 | **M General Cargo** CSD<br>B.19 312<br>12W Der 12(5) | Oil 2SA 7Cy. 720 × 1250<br>Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Fuel 1 016,0t 14kn |
| 5013521<br>VWBG<br>191994 | **AMAR**<br>**Bombay Port Trust**<br>Bombay India | **433**<br>42<br>— | ✠Classed LR until 4/56 | **1953**-10 Hooghly Docking & Eng. Co. Ltd. —Calcutta (4088)<br>43,44 10,57 3,201<br>10,52<br>RW | **TS Tug**<br>1 Ha (1,0 × 1,0)<br>Der 1(3) | T 6Cy. (2) 330 (2) 584 & (2) 965 × 686<br>Plenty & Son Ltd. Newbury<br>Fuel 129,0t (o.f.) 11,75kn |
| 5203009<br>3EMB<br>1103<br>2-AG<br>Df Esd<br>Gc Rdr<br>RTv | **AMAR I**<br>ex Amar-82 ex Tamara-80<br>ex Lancastrian Prince-71<br>Panama Panama | **4 512**<br>2 572<br>5 958 | **✠100A1** SS 2/80<br>**✠LMC**<br>EL x $1\frac{13}{16}$"SQ<br>FN 2731 | **1960**-9 Burntisland S.B. Co. Ltd. —Burntisland (395)<br>113,39 16,11 7,290<br>105,36 16,03 9,89<br>B 32,0 F 9,8 2 dks<br>RW rf 76<br>6BH to U dk 1 to 2nd dk WB1108t incl. DTmf436t DTa105t | **M General Cargo** CSD 12P<br>4 Ho 14,9 24,1 20,5 13,4<br>G.8 810 B.8 016<br>4 Ha (6,1 12,1 9,1 5,3 × 4,8)<br>12W Der 1(25) 4(10) 8(5) | Oil 2SA 4Cy. 600 × 1340 exhaust980<br>3 300bhp (2 427kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>db 1001bf/in² (6,9bar)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 645,0t (d.o.) 14,25kn |
| 7006845<br>PPDJ<br>6161<br>Df Esd<br>Gc Rdr<br>RTv | **AMARALINA**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | T.Mk<br>**6 893**<br>3 790<br>9 856<br>**10 192**<br>5 790<br>12 396 | **✠100A1** CS 12/80<br>DTsf vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL C† $2\frac{3}{8}$"U2<br>FN 5439 | **1970**-12 Stocznia Gdanska im. Lenina —Gdansk (B444/01)<br>161,02(BB) 22,99 —/9,722<br>150,02 22,94 13,31<br>P 52,8 F 34,8 1 dk, 2nd dk in Nos. 2,3,4 & 5 holds, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil<br>7BH to U dk 2 to 2nd dk WB2629t incl. tunnel tanks 443t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 21,1 22,1 23,0 23,0 22,3<br>G.19 926 B.19 237 In.1 676 L.884<br>TEU 210 C. 210/20'<br>9 Ha (stl) (8,8 × 5,3) (13,4 × 8,0) (13,4 13,4 × 5,3) (13,4 × 6,0) (13,4 13,4 × 5,3) (13,4 × 6,0) (7,0 × 6,7)<br>16W Der 1(60) 1(30) 16(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 2 317,5t (hvf) 20,5kn |
| 8027913<br>DGPD<br>13240<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMARANTA**<br>**Partenreederei m.s. 'Amaranta'**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**5 000**<br>—<br>8 100<br>**7 897**<br>5 032<br>11 847 | GL | **1981** J. J. Sietas K.G. Schiffswerft —Hamburg (827)<br>133,31(BB) 20,60 —/8,671<br>121,90 20,21 9,96<br>P 26,6 B 13,2 F 17,7 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 3 TwD ER<br>G.15 730 B.14 870<br>TEU 605<br>C.Ho 286/20' (40') C.Dk 319/20' (40') incl. 50 ref C.<br>3 Ha (stl) (6,2 × 12,9) (37,8 37,8 × 15,3) ER<br>Cr 2(35) | Oil 4SA 6Cy. 580 × 600 sr geared to sc. shaft<br>5 912bhp (4 349kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 736kW 3 × 360kW 1 × 43,25kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 167,5t (d.o.) 978,5t (hvf)-25,5pd<br>16,5kn |
| 6930398<br>CSDI<br>I415<br>Df Esd<br>Gc Rdr<br>RTv | **AMARANTE**<br>ex Lubeck-72<br>**Companhia Nacional de Navegacao S.a.r.l.**<br>Lisboa Portugal | T.Mk<br>**10 548**<br>7 230<br>14 438 | NV (GL)<br>✠Classed LR until 25/8/78 | **1969**-12 Luebecker Flender-Werke AG. —Luebeck-Siems (580)<br>148,01(BB) 21,11 9,440<br>140,01 21,01 11,99<br>P 51,3 F 26,6 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>6 Ho 18,2 20,5 24,0 22,4 21,9 8,8 ER<br>G.22 329 B.20 052 In.575<br>TEU 233 C. 233/20'<br>6 Ha (stl) (9,1 × 7,0) (12,8 12,8 × 8,0) (16,0 12,8 × 10,3) (5,7 × 3,5) ER<br>8W Der 1(60) 1(35) 16(10) 2(3) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 400kW 1 × 30kW 390V 50Hz a.c.<br>19kn |
| 6507139<br>TMPG<br>3936<br>Esd Pfd<br>Rdr RT | **AMARANTE**<br>**Yves Goalabre & Cie.**<br>Armement Yves Goalabre<br>Concarneau France | **179**<br>59<br>— | BV | **1964** S.I.C.C.Na.—St. Malo (66)<br>31,83 7,27 2,871<br>27,34 7,22 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>In.145<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) | Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valenciennes<br>Fuel 39,5t (d.o.) 11,5kn |

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| **7366154**<br>2XLQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMARANTHOS**<br><br>**Dr. Francis Clark & James Buchan**<br>Peterhead United Kingdom | **130**<br>88<br>— | | **1979** George Brown & Co. (Marine) Ltd. —Greenock (280)<br>25,91 6,96 2,439<br>22,10 6,86 3,43<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone Ltd. United Kingdom |
| **7609661**<br>SXSM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMARANTOS**<br><br>**Antirion Shipping Co. S.A.**<br>Pyrsos Shipping Co. Ltd.<br>Piraeus Greece | **10 996**<br>7 730<br>17 159 | AB | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2557)<br>145,52(BB) 21,04 9,489<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 152 B.21 067<br>TEU 367<br>C.Ho 311/20′ (40′) C.Dk 56/20′ (40′)<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 3(22) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| **6813021**<br><br>1332 | **AMARAVATHI**<br><br>**Madras Port Trust**<br>Madras India | **134**<br>—<br>— | IRS | **1968** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (667)<br>26,52 7,78 3,893<br>23,47 7,45 4,68<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 24kW 380V 50Hz a.c.<br>Fuel 35,5t (d.o.) 10kn |
| **7637761**<br>SQIN<br><br>Df Esd<br>Gc Rdr<br>RT | **AMAREL**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | T.Mk<br>**2 440**<br>1 010<br>1 564 | PR | **1977** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B418/38)<br>88,88 15,22 5,184<br>85,37 15,03 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 768 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Poland<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>16kn |
| **5013557**<br>WCJA<br>248325<br>Df Esd<br>Gc RT | **AMARILLO VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 641**<br>4 626<br>10 891 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V85)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **5134935**<br><br><br>Df Esd<br>RT | **AMARINA**<br>ex Sumbawa-75 ex Grandhing-64<br>ex Benveg-62 ex Empire Park-52 | **1 351**<br>697<br>1 570 | ✠Classed LR until 12/67 | **1946**-4 Blyth Dry Docks & SB. Co. Ltd. —Blyth (314)<br>68,41 11,18 4,922<br>64,01 11,13 6,61<br>F 9,2 2 dks | **S General Cargo** CSD<br>Mchy.aft<br><br>G.2 285 B.2 135<br>6W | T 3Cy. 343 578 & 965 × 686<br>800ihp (588kW)<br>G. Clark (1938) Ltd. Sunderland<br>Fuel 261,0t (o.f.) 10,5kn |
| **7396408**<br>IBZM<br>1211<br>Rdr RT | **AMARISCHIA**<br>ex Martini Bianco-80<br>**Alilauro-Aliscafi del Tirreno S.p.A.**<br>Napoli Italy | **233**<br>152<br>40 | RI | **1975** Westermoen Hydrofoil A/S—Mandal (39)<br>29,14 9,05 2,617<br>26,73 9,02 2,87<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | 2 Vee Oil 4SA each 12Cy. 195 × 180<br>3 600bhp (2 648kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 50kW 220V 50Hz a.c. |
| **6705157**<br>JGNL<br>100848<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMARYLLIS**<br><br>**K.K. Kaieisha**<br>Kobe, Japan<br>Hyogo Pref. | **1 811**<br>640<br>1 828 | NK | **1967** Kurushima Dock Co. Ltd.—Imabari (376)<br>74,45 14,03 6,065<br>66,68 13,97 6,68<br>F 40,6 1 dk | **TM Tug**<br>Salvage<br>2 Ho<br><br>2 Ha (4,9 × 2,7) (10,9 × 4,1)<br>Der 1(30) 2(10) 1(5) | 2 Oil 2SA each 6Cy. 420 × 900<br>B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 240kW 445V a.c.<br>Fuel 1 349,5t-21,5pd 13kn |
| **6516697**<br>FTLI<br>3972<br>Esd Pfd<br>Rdr RTm | **AMARYLLIS**<br><br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **231**<br>85<br>— | BV | **1965** S.I.C.C.Na.—St. Malo (75)<br>33,25 7,75 3,680<br>28,20 7,70 3,81 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.168<br>5 Ha (1,1 1,1 × 1,1) (0,9 × 0,9) (1,0 1,0 × 1,0) ER | Oil 4SA 8Cy. 255 × 300<br>770bhp (566kW)<br>Moteurs Duvant Valenciennes<br>Fuel 20,0t (d.o.) 11,5kn |
| **5013600**<br>MYCK<br>187833<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AMASTRA**<br><br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **12 273**<br>6 986<br>19 117 | ✠100A1 SS 9/79<br>oil tanker<br>✠LMC<br>EL ht 2 1/16"SQ<br>FN 5342 | **1958**-7 Smith's Dock Ltd.—South Bank, Middlesbrough (1252)<br>170,39 21,16 9,364<br>161,86 21,11 11,89<br>P 36,6 B 11,3 F 14,7 1 dk<br>rf 76<br>16BH WB499t | **M Tanker**<br><br>33 Ta ER<br>L.(oil) 25 216 HeCls. BC<br>1 Ha (stl) (2,4 × 2,4)<br>Der 1(15) | Oil 2SA 6Cy. 650 × 2320<br>8 000bhp (5 884kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 WTAuxB 220lbf/in² (15,2bar)<br>AuxB 220lbf/in² (15,2bar)<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 317,0t (hvf)-27,5pd 14,5kn |
| **7385382**<br>EGSJ<br>2494<br>Df Esd<br>Gc Rdr<br>RT | **AMASUA CUARTO**<br><br>**Comercializacion y Pesca S.A.**<br>Santander Spain | **294**<br>86<br>— | BV | **1974** Astilleros del Atlantico S.A. —Santander (167)<br>39,15 8,28 3,541<br>32,49 8,20 3,89<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 240<br>1 200bhp (883kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 112,5t (d.o.) 13kn |
| **7404255**<br>EGTA<br>2499<br>Df Esd<br>Gc Rdr<br>RT | **AMASUA QUINTO**<br><br>**Comercializacion y Pesca S.A.**<br>Santander Spain | **294**<br>86<br>206 | BV | **1975** Astilleros del Atlantico S.A. —Santander (169)<br>39,15 8,23 3,541<br>32,49 8,21 3,89<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 240<br>1 200bhp (883kW) Poyaud<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 112,5t (d.o.) 13,25kn |
| **7362990**<br>EGJJ<br>2474<br>Df Esd<br>Gc Rdr<br>RT | **AMASUA SEGUNDO**<br><br>**Amador Suarez S.A.**<br>Santander Spain | **294**<br>86<br>— | BV | **1974** Astilleros del Atlantico S.A. —Santander (163)<br>39,15 8,28 3,541<br>32,49 8,20 3,89<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 240<br>1 200bhp (883kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 112,5t (d.o.) 12kn |

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| 7363011<br>EAFM<br>2488<br>Df Esd<br>Gc Rdr<br>RT | **AMASUA TERCERO**<br><br>**Comercializacion y Pesca S.A.**<br>Santander Spain | **294**<br>86<br>— | <br><br>BV | **1974** Astilleros del Atlantico S.A.<br>—Santander (165)<br>39,15 8,28 3,541<br>32,49 8,20 3,89<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 240<br>1 200bhp (883kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 112,5t (d.o.) 12,25kn |
| 7034787<br>H2CG<br><br>Df Esd<br>Gc Rdr<br>RTv | **AMATHUS**<br>ex Sunfrancis-81<br>Launched as Franciska Fisser<br>**Golden Eagle Shipping Co.**<br>Limassol Cyprus | T.Mk<br>**6 640**<br>4 273<br>12 805<br>**9 405**<br>6 421<br>15 140 | <br><br>GL | **1970** Flensburger Schiffsbau-Ges.<br>—Flensburg (626)<br>139,73 21,11 8,211/9,170<br>132,09 21,01 12,30<br>P 32,0 B 26,9 F 13,8 2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,4 19,5 10,6 19,5 19,5<br>ER<br>G.21 569 B.19 260<br>5 Ha (stl) (10,5 × 8,0) (12,7 12,7<br>12,7 12,7 × 10,5) ER<br>11W Der 1(50) 13(5-10) 1(1) | Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 922,5t (hvf) 15,75kn |
| 6604482<br>ELBA9<br>7012<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMATISTA**<br>ex Janina-81<br>ex Prinsesse Ragnhild-80<br>**Amatista Shipping Corp.**<br>Monrovia Liberia | **5 990**<br>2 724<br>1 219 | <br><br>NV | **1966** Kieler Howaldtswerke A.G.—Kiel<br>(1190)<br>140,82 20,02 5,792<br>124,92 19,99 7,52<br>2 dks & S dk<br>rf 297 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>530bth 86dk P<br>Side doors Ice strengthened | 2 Oil 2SA each 9Cy. 570 × 800<br>13 500bhp (9 930kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 5 × 510kW 380V 50Hz a.c.<br>Fuel 965,0t (d.o.)-51,0pd 21,5kn |
| 7387029<br>EGTP<br>867<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AMATISTA**<br><br>**Auxiliar Maritima S.A.**<br>Maritima del Norte S.A.<br>Bilbao Spain | **703**<br>244<br>966 | **✠100A1** SS 5/79<br>tug<br>**✠LMC**<br>EL K 1⅛"U2<br>FN 871 | **1975**-3 Soc. Met. Duro Felguera—Gijon<br>(108)<br>57,00 12,04 4,217<br>52,61 11,80 4,75<br>F 17,7 1 dk<br>rf 1092<br>5BH WB413T | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 18Cy. 225 × 300<br>reverse reduction geared to sc. shafts<br>Alpha<br>Cons. Echevarria Bermeo<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 361,5t (d.o.) 13kn |
| 7049079<br>WY2184<br>511315 | **AMATULI**<br><br>**Kurtz Enterprises Inc.**<br>Seattle, Wa United States of America | **199**<br>135<br>— | | **1967** Pacific Fishermen Inc.—Seattle, Wa.<br>*25,18* 7,93<br>3,08 | **M Fishing** | Oil<br>730bhp (537kW)<br>.............<br>Fuel (d.o.) |
| 6850988<br>UPBC<br>M-26334 | **AMAZAR**<br><br>**U.S.S.R.**<br>Yevpatoriya U.S.S.R. | **433**<br>181<br>537 | <br><br>RS | **1964** Riga Shiprepair Works—Riga<br>49,23 8,23 3,261<br>45,01 8,20 3,61<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>B.587<br>2 Ha (stl) (8,2 9,3 × 5,0) ER<br>Cr 1(1,5) | Oil 2SA 4Cy. 300 × 500<br>400bhp (294kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |
| 7742372<br>WYC6<br>013<br>591163 | **AMAZING GRACE**<br><br>**Ironside Trawling Corp.**<br>Elizabeth City, NC United States of America | **145**<br>108<br>— | | **1978** Deep Sea Boat Builders—Bayou la Batre, Al<br>*24,57* 6,71<br>3,56<br>1 dk | **M Fishing**<br>Crab | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A. |
| 7734234<br>WYB6<br>016<br>587102 | **AMAZING GRACE**<br><br>**Amazing Grace Inc.**<br>Houma, La United States of America | **124**<br>84<br>— | | **1977** Deep Sea Boat Builders—Bayou la Batre, Al<br>*21,25*<br>6,71 3,48<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 146 × 146 reverse<br>reduction geared to sc. shaft<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 30kW |
| 8010453<br>ONBO<br>16357<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMAZON**<br><br>**Belcan N.V.**<br>N.V. UBEM S.A.<br>Antwerpen Belgium | **74 729**<br>59 381<br>140 832 | **✠100A1**<br>bulk carrier<br>strengthend for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL X† 742,5/97,0U3(a)<br>FN 17317 | **1981**-11 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (164)<br>266,50(BB) 43,03 16,674<br>259,39 42,98 23,78<br>B 15,9 1 dk<br>rf nil<br>11BH WB73884T incl. topside tanks & Comb. btm, side & topside tanks in holds 36662T, No. 4 hold 15811T & No. 6 hold 15811T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>9 Ho 21,4 25,3 23,1 17,6 24,2<br>17,6 22,5 25,3 20,5 ER<br>G.165 610 HeCls. B<br>9 Ha (stl) (11,9 16,7 14,4 11,9 16,7<br>11,9 14,4 16,7 11,9 × 19,9) ER | Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar) Spt<br>8kgf/cm² (7,9bar)<br>Gen 2 × 750kW 1 × 600kW<br>450V 60Hz a.c.<br>Fuel 333,0t (d.o.) 3 921,0t (hvf)-57,5pd<br>14,25kn |
| 7914975<br>9VYX<br>382682<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZON**<br><br>**Banda Maritime Pte. Ltd.**<br>Singapore Singapore | **23 373**<br>16 651<br>37 459 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL J† 605,0/76,0U2<br>FN 8140 | **1982**-9 Industrias Reunidas Caneco S.A.<br>—Rio de Janeiro (239)<br>200,90(BB) 27,26 10,759<br>191,83 27,21 15,22<br>P 33,3 F 15,3 1 dk<br>rf nil DK in way of Nos. 1, 2, 3, 4 & 5 cargo holds<br>7BH WB23575T incl. topside tanks in holds 5818T Comb. btm & STs in holds 5529T & No. 3 hold 997T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>5 Ho ER<br>G.53 249<br>5 Ha (stl) (20,1 20,5 20,5 20,5 20,5<br>× 12,5) ER | Oil 2SA 6Cy. 700 × 1500<br>13 450bhp (9 893kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 8,6kgf/cm² (8,5bar)<br>Gen 1 × 700kW 3 × 600kW<br>440V 60Hz a.c. |
| 7640469<br>J4LJ<br>7316<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZON**<br><br>**Avlis Shipping Corp. Ltd.**<br>Piraeus Greece | **10 996**<br>7 730<br>16 916 | <br><br>AB | **1979** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (2637)<br>145,52(BB) 21,04 9,035<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 152 B.21 067<br>TEU 367<br>C.Ho 311/20'(40') C.Dk<br>56/20'(40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7<br>15,0 15,0 × 15,6) ER<br>Cr 3(25) 1(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to<br>sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5377159<br>JXXV<br>18532<br>RT | **AMAZON**<br>ex Storebirger-82 ex Vastervik-78<br>**Fladstad Slep**<br>Hans Fladstad<br>Farsund Norway | **131**<br>0<br>— | | **1929** Bergsunds M/V A/B—Stockholm<br>(402)<br>26,01 6,53 3,747<br>6,48<br>B 6,8 1 dk<br>R | **M Icebreaker/Salvage Ship**<br>125P | Oil 2SA 7Cy. 280 × 420<br>1 050bhp (772kW) E made64 fitted78<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 35kW 110V d.c. |

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| **6504905**<br>HO3353<br>9009-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RTm | **AMAZON EXPRESS**<br>ex Crustamar-78 ex Albacora-70<br>**Vreyler Inc.**<br>Panama Panama | **897**<br>483<br>588 | <br><br>(RI) | **1966** Cant. Nav. Off. Mecc. di Venezia<br>—Venezia (176)<br>66,81 10,62 4,852<br>57,33 10,61 5,26<br>1 dk<br>rf 178 | **M Fishing**<br>Side Trawler Ref<br>2 Ho each 14,4<br>In.725<br>2 Ha (stl) (1,9 × 2,2) (1,8 × 1,9)<br>4W Der 1(5) 3(2) 1(1) 1(0,5) | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW) E made64 fitted66<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 110kW 1 × 40kW 220V d.c.<br>Fuel (d.o.) 13,5kn |
| **7329558**<br>JMJI<br>118891<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZON MARU**<br>ex Sanko Robin-79<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Amagasaki, Japan<br>Hyogo Pref. | **89 556**<br>62 643<br>165 040 | <br><br>NK | **1973** Hitachi Zosen—Innoshima (4356)<br>300,01(BB) 16,993<br>289,03 47,99 23,02<br>1 dk | **M Ore/Oil Carrier**<br><br>5 Ho 10 Wing Ta ER<br>G.92 814 L.(oil) 202 308<br>10 Ha (stl) (each 13,0 × 13,0) ER<br>Der 2(15) 1(5) | Oil 2SA 12Cy. 840 × 1800<br>30 900bhp (22 729kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 1000kW 2 × 600kW 450V a.c.<br>16kn |
| **7412197**<br>JMQS<br>117735<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZON MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japan | **85 690**<br>63 321<br>157 773 | <br><br>NK | **1976** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2385)<br>285,58 44,51 18,238<br>269,98 44,48 24,69<br>1 dk | **M Ore/Oil Carrier**<br>Mchy.aft<br><br>G.86 964 L.(oil) 197 575 | Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1200kW 450V a.c.<br>16,25kn |
| **7381271**<br>JROT<br>117540<br>Df Esd<br>Gc Rdr<br>RT | **AMAZON MARU**<br><br>**Mitsui O.S.K. Lines Ltd. &**<br>**Sumitomo Shintaku Ginko**<br>**K.K.**<br>Tokyo Japan | **8 256**<br>5 223<br>12 349 | <br><br>NK | **1974** Tohoku Zosen—Shiogama (152)<br>143,52 21,01 8,357<br>131,98 20,99 10,98<br>P 26,9 F 8,9 1 dk | **M General Cargo**<br>Mchy.aft<br><br>G.18 132 B.16 487<br>3 Ha (stl) (12,3 × 7,0) (30,0 30,0 × 8,9)<br>Der 1(150) 5(22) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 400kW 450V a.c.<br>Fuel 787,5t-26,0pd 15kn |
| **6603854**<br>HO6111<br>1044<br>8-80<br>Df Esd<br>Gc Rdr<br>RTm | **AMAZON TRADER**<br>ex Seacrust-78<br>ex Albacora Seconda-70<br>**Manchester Miland Investment**<br>**Corp.**<br>Panama Panama | **903**<br>463<br>— | <br><br>AB (RI) | **1966** Cant. Nav. Off. Mecc. di Venezia<br>—Venezia (177)<br>66,81 10,62 4,852<br>57,33 10,61 5,26<br>P 31,1 RQD 21,4 B 11,3 F 10,1<br>rf 178 | **M Fishing**<br>Side Trawler Ref<br>2 Ho each 14,4<br>In.725<br>2 Ha (stl) (1,9 × 2,2) (1,8 × 1,9)<br>4W Der 1(5) 3(2) 1(1) 1(0,5) | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 110kW 1 × 40kW 220V d.c.<br>Fuel 374,0t (d.o.) 15kn |
| **5301760**<br>OINX<br>1644<br>Df Esd<br>Rdr<br>RTm/v | **AMAZON 2000**<br>ex Volund-81 ex Rudolf-72<br>**Jannu-Hinaus OY**<br>Helsinki/ Finland<br>Helsingfors | **164**<br>49<br>— | **✠100A1** SS 2/78<br>tug<br>Str. nav. ice<br>**LMC**<br>EL (b)<br>FN 322 | **1949**-9 Cook, Welton & Gemmell Ltd.<br>—Beverley (810)<br>27,54 8,13 4,268<br>25,40 8,11 4,55<br><br>RW BK 191<br>4BH WB34t | **M Tug/Icebreaker**<br>Mchy.aft | Oil 4SA 8Cy. 318 × 368 with flexible coupling & sr reverse geared to sc. shaft<br>✠ NE 2/62<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 110kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) 12kn |
| **5153589**<br>3EPK<br>2398<br>-72A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMAZONA**<br>ex Gothic Lady-82 ex Holma-74<br>**Marmaro Shipping Co. Ltd.**<br>Panama Panama | **21 471**<br>13 245<br>37 329 | <br><br>NV | **1962** A/B Gotaverken—Goteborg (767)<br>208,92 26,27 10,884<br>199,50 26,22 14,33<br>P 36,0 B 4,6 F 22,0 1 dk | **M Tanker**<br><br>30 Ta ER<br>L.(oil) 17 050 HeCls. BC | Oil 2SA 10Cy. 760 × 1500<br>12 500bhp (9 195kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 256kW 440V 60Hz a.c.<br>Fuel 251,0t (d.o.) 2 245,5t (hvf)-42,5pd<br>14,75kn |
| **5013686**<br>EDAD<br>2796 | **AMAZONA**<br><br>**Manuel Escobio Escobio**<br>Las Palmas Spain | **134**<br>86<br>71 | | **1947** Hijos de J. Barreras S.A.—Vigo<br>27,01 6,46 3,328<br>6,41 | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,3 ER | Oil 4SA 4Cy. 270 × 500<br><br>N.V. Werkspoor Amsterdam<br>Fuel 23,5t 9,5kn |
| **7226419**<br>PPFF<br>6612<br>Df Esd<br>Gc Rdr<br>RTh/v | **AMAZONAS**<br><br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de**<br>**Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | <br><br>AB | **1973** Verolme Est. Reunidos do Brasil S.A.<br>—Jacuacanga (841 /B32)<br>175,55(BB) 25,66 10,061<br>168,05 25,61 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| **7383827**<br>OAPI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZONAS**<br><br>**Compania Peruana de Vapores**<br>Callao Peru | **15 297**<br>10 431<br>25 195 | **✠100A1** SS 1/80<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>Ft 2$\frac{5}{16}$"U3<br>FN 6142 | **1975**-5 SIMA Servicio Industrial de la<br>Marina—Callao (16)<br>180,32(BB) 22,89 10,211<br>167,88 22,86 13,72<br>P 30,8 F 15,3 1 dk<br>rf 51<br>NS 8BH WB12984T incl. Comb. btm & STs in holds 1942T Topside tanks in holds 3989T UnDksm582T & No. 4 hold 5375T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>6 Ho 21,7 20,8 19,2 20,8 19,9 22,4 ER<br>G.31 780<br>6 Ha (stl) (13,2 13,2 13,2 13,2 13,2 13,2 × 11,6) ER<br>18W Cr 3(10) Der 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 2 255,5t (hvf) 15,75kn |
| **6715243**<br><br>PS8260<br>Df Esd<br>RT | **AMAZONAS 1**<br>ex Santa Elena XI-75<br>**Peruana de Pesca S.A.**<br>**(PEPESCA)**<br>Pisco Peru | **146**<br>71<br>— | <br><br>(GL) | **1967** Ast. Ind. Tubos S.A.—Callao (9)<br>*24,02* 6,61<br>3,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 160 × 180<br>320bhp (235kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg |
| **6715255**<br><br><br>Df Esd<br>RT | **AMAZONAS 2**<br>ex Santa Elena XII-79<br>**Peruana de Pesca S.A.**<br>**(PEPESCA)**<br>Pisco Peru | **146**<br>71<br>— | <br><br>(GL) | **1967** Ast. Ind. Tubos S.A.—Callao<br>*24,02* 6,61<br>3,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 160 × 180<br>320bhp (235kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg |
| **6721412**<br><br><br>Df Esd<br>RT | **AMAZONAS 3**<br>ex Santa Elena XIII-79<br>**Peruana de Pesca S.A.**<br>**(PEPESCA)**<br>Pisco Peru | **146**<br>71<br>— | <br><br>(GL) | **1967** Ast. Ind. Tubos S.A.—Callao<br>23,98 6,61<br>3,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 160 × 180<br>320bhp (235kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg |
| **7008087**<br><br><br>Esd RT | **AMAZONAS 4**<br>ex Sama 7-76<br>**Pesquera Virgin de la Puerta**<br>**SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | <br><br>(AB) | **1968** Metal Empresa S.A.—Callao (L-4)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br><br><br>1 Ha (1,9 × 3,3) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t |

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| 6621430<br>Esd RT | **AMAZONAS 5**<br>ex Petsa 10-79<br>**Pesquera Doris SCR Ltda.**<br>Supe Peru | **158**<br>69<br>— | | **1965** Ast. Picsa S.A.—Callao<br>*24,60* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6610493<br>CY7684 | **AMAZONAS 6**<br>ex Gato III-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Chancay Peru | **158**<br>69<br>— | (GL) | **1965** Ast. Picsa S.A.—Callao (131)<br>*24,60* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6613732<br>CY7685 | **AMAZONAS 7**<br>ex Gato IV-76<br>**Pesquera Cristo Moreno SCR Ltda.**<br>Chancay Peru | **158**<br>69<br>— | (GL) | **1966** Ast. Picsa S.A.—Callao<br>*24,42* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6615209<br>Esd RT | **AMAZONAS 8**<br>ex Procer-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Supe Peru | **158**<br>72<br>— | (AB) (GL) | **1965** Promecan Ingenieros S.A.—Callao (30)<br>25,02 6,74<br>21,49 6,71 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 176kW<br>Fuel 5,0t 10kn |
| 6704737<br>TM105<br>Esd RT | **AMAZONAS 9**<br>ex Atlanta 1-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **120**<br><br>— | ✠Classed LR until 28/11/75 | **1967**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (345)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6715140<br>Esd RT | **AMAZONAS 10**<br>ex Lucero-79<br>**Pesquera El Nazareno SCR Ltda.**<br>Pisco Peru | **158**<br>69<br>— | | **1967** Ast. Picsa S.A.—Callao<br>*24,51* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7000932<br>DGBF<br>Df Esd<br>Gc Rdr<br>RT | **AMAZONE**<br>ex Bele-75 ex Tor Ireland-75<br>ex Bele-73<br>**Partenreederei m.s. 'Amazone'**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>372<br>1 370 | GL | **1969** Husumer Schiffsw.—Husum (1285)<br>76,31 11,94 3,937<br>68,28 11,92 6,41<br>F 4,9 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,4 ER<br>G.2 845 B.2 690<br>1 Ha (stl) (43,7 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 64kW 1 × 48kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 13kn |
| 5013741<br>SIUM<br>7224 | **AMAZONE**<br>ex Herman-41 ex Herman Blem<br>ex Karen<br>**Valentin Metsalo**<br>Skoghall Sweden | **266**<br>172<br>376 | | **1901** Bornholm Maskinfabrik—Ronne<br>37,98 8,13 3,277<br>32,64 8,08 3,69<br>1 dk<br>BK 178 | **M General Cargo**<br>G.510<br>2 Ha (each 7,3 × 4,8) ER | Oil 2SA 2Cy. 380 × 400<br>210bhp (154kW) NE 60<br>Skandiaverken A/B Lysekil<br>Fuel 6,0t (d.o.)-1,0pd |
| 7431234<br>SWCR<br>6389<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZONIA**<br>**International Carriers Corp.**<br>Piraeus Greece | **9 328**<br>6 409<br>15 661 | **✠100A1** SS 3/81<br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4495 | **1977**-4 Industrias Reunidas Caneco S.A. —Rio de Janeiro (204)<br>146,01 21,24 8,887<br>136,07 21,21 11,82<br>P 27,2 F 11,9 1 dk<br>rf nil<br>6BH WB5491T incl. Comb. btm & STs in holds 2935T & Topside tanks in holds 2104T | **M Bulk Carrier**<br>4 Ho 19,9 26,2 26,2 24,4 ER<br>G.20 939 B.18 647<br>4 Ha (stl) (13,1 17,3 17,3 17,3 × 9,9) ER<br>Cr 4(16) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 161,5t (d.o.) 785,5t (hvf) 14,5kn |
| 7034775<br>OAOI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMAZONIA**<br>ex Mistral Del Norte-81<br>ex Cap Sidero-76<br>**Luis Valdez Villacorta Valdez Line**<br>Iquitos Peru | T.Mk<br>**2 817**<br>1 885<br>5 750<br>**5 021**<br>3 409<br>7 470 | GL | **1970** Werft Nobiskrug—Rendsburg (667)<br>125,02 17,25 6,560/7,630<br>114,51 17,20 10,11<br>F 14,4 2 dks | **M General Cargo**<br>3 Ho 20,2 29,4 28,6 ER<br>G.11 227 B.10 422<br>5 Ha (stl) (13,2 × 8,0) (19,5 19,5 19,5 19,5 × 10,5) ER<br>Cr 3(10) Der 1(60) 4(10) | Oil 4SA 12Cy. 450 × 550<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 330kW 1 × 155kW 380V 50Hz a.c.<br>Fuel 651,5t (hvf) 17kn |
| 5013777<br>PP2344<br>Df Rdr<br>RT | **AMAZONIA**<br>ex Lind-59<br>**Companhia de Navegacao da Amazonia**<br>Manaus Brazil | **1 250**<br>608<br>1 770 | | **1950** A/B Ekensbergs Varv—Stockholm (196)<br>71,20 10,85 4,541<br>10,80<br>P 16,2 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.2 103 L.(oil) 2 356 HeCls. C | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 156,5t-4,0pd 10,5kn |
| 7710733<br>WYQ5<br>906<br>622178<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMAZONIA**<br>**American Atlantic Shipping Inc.**<br>New York, NY United States of America | **983**<br>734<br>2 000 | AB | **1980** Equitable Shipyards, Inc. —Madisonville, La (1716)<br>90,07 (BB) 4,268<br>83,52 13,72 6,71<br>RQD 17,7 F 7,4 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 16,7 21,6 11,9 ER<br>G.3 341 B.2 945 In.736<br>TEU 99 C.Ho 49/20' (40') C.Dk 50/20' (40') incl. 16 ref C.<br>3 Ha (stl) (12,2 × —) (18,5 9,0 × 10,2) ER<br>Cr 2(20) Der 1(8) 2(5) | Vee Oil 2SA 12Cy. 206 × 254 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi<br>Gen 3 × 400kW a.c.<br>Thw. thrust propeller fwd<br>13,75kn |
| 6521941<br>HT26<br>Esd RT | **AMAZYA**<br>**Israel Ports Authority**<br>Haifa Israel | **188**<br>—<br>— | **✠100A1** SS 5/79<br>tug<br>Eastern Mediterranean and Red Sea service<br>**✠LMC**<br>EL (d)<br>FN 308 | **1965**-10 Atlas Werke A.G.—Bremen (433)<br>30,51 8,03 3,131<br>26,01 7,82 4,02<br>rf 1194 BK 127<br>3BH | **M Tug** | 2 Oil 4SA each 8Cy. 220 × 280 with flexible couplings & sr reverse gear to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |

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|---|---|---|---|---|---|---|
| **7516606**<br>YCZP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBALIKA**<br>ex Tanafjord-81<br>**P.T. Perusahaan Pelayaran Samudera 'Karana Line'**<br>Jakarta Indonesia | **7 565**<br>4 480<br>9 412 | NV | **1976** Fukuoka Zosen K.K.—Fukuoka (1050)<br>137,24 19,87 8,222<br>127,49 19,82 11,00<br>P - F - 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Ho ER<br>G.16 478 B.14 889 L.550<br>TEU 358<br>C.Ho 156/20'(40') C.Dk 202/20'(40') incl. 20 ref C.<br>5 Ha (stl) (11,2 × 8,0) (25,4p&s 28,5p&s × 7,5) ER<br>Der 1(40) 2(32) 4(10) | Oil 2SA 5Cy. 680 × 1250<br>8 250bhp (6 068kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 424kW 445V 60Hz a.c.<br>Fuel 178,0t (d.o.) 1 097,5t (hvf) 16,5kn |
| **7728431**<br>HIFN<br>010<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBAR**<br>ex Seatrain Libertad-81<br>**Cianave S.A.**<br>Santo Domingo Dominican Rep. | **2 034**<br>1 355<br>4 160 | NV | **1979** Mandals Slip & Mek. Verk. A/S —Mandal (653)<br>103,82 16,74 5,152<br>96,02 16,71 8,82<br>1 dk | **M RoRo Cargo**<br>Angled stern door/ramp (s)<br>2 Ho 24,5 24,5 ER<br>TEU 300<br>C.Ho 54/40' C.Dk 12/20' 90/40' incl. 30 ref C.<br>4 Ha (stl) (12,8 × 8,3) (12,8 12,8 12,8 × 13,7) ER | 2 Oil 2SA each 9Cy. 300 × 450 geared to sc. shaft<br>6 000bhp (4 413kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Thw. thrust propeller fwd<br>16kn |
| **7115945**<br>EWCU<br>M-30467<br>Df Esd<br>Gc Rdr<br>RT | **AMBARCHIK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 273**<br>1 145<br>2 555 | RS | **1971** ..............U.S.S.R.<br>107,52 14,43 6,230<br>10,42 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>In.3 039<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| **6619889**<br>UZIQ<br>M-17163<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBARCHIK**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1966** Rauma-Repola Oy—Rauma/Raumo (156)<br>105,39 14,79 6,120<br>96,93 14,74 7,09<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 456 HeCls. BC<br>1 Ha (2,5 × 3,2) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| **5171294**<br>YTDJ<br>Df Esd<br>Gc Rdr<br>RT | **AMBASADOR**<br>ex Jedinstvo-78<br>**Atlas OOUR Pomorski Saobracaj Turisticka Plovidba**<br>Dubrovnik Yugoslavia | **2 573**<br>1 351<br>610 | JR<br>✠Classed LR until 10/4/81 | **1958**-1 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (132)<br>90,07 13,06 4,719<br>81,84 13,01 7,52<br>F 16,8 2 dks, 3rd dk except in mchy. space<br>RW rf 762 conv Passenger/General Cargo 78 | **TM Passenger/Ferry**<br>211bth 489dk P<br>1 Ha (2,5 × 4,5) ER<br>2W Der 2(2,5) | 2 Oil 2SA each 8Cy. 480 × 700<br>4 800bhp (3 531kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>Gen 4 × 120kW 220V a.c.<br>17,5kn |
| **7920390**<br>KRFK<br>625498<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBASSADOR**<br>**Co-ordinated Caribbean Transport Inc.**<br>Miami, Fl United States of America | **13 413**<br>10 496<br>9 000 | AB | **1980** Jos. L. Meyer—Papenburg (596)<br>168,81 22,10 6,460<br>156,17 21,62 13,92<br>2 dks | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Oil 4SA 6Cy. 620 × 660 reverse reduction geared to sc. shaft<br>10 000bhp (7 356kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 700kW 440V 1 × 216kW 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel-33,5pd 17,25kn |
| **5110991**<br>WEXF<br>283150<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBASSADOR**<br>ex Export Ambassador-81<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**7 848**<br>4 274<br>11 197 | AB | **1960** New York SB. Corp.—Camden, NJ (530)<br>150,12 22,33 —/8,576<br>143,26 22,26 12,86<br>F 20,2 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho<br>G.19 814 B.16 448 In.688<br>6 Ha (stl)<br>20W Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 500kW a.c.<br>Fuel 2 272,0t (o.f.) 18,5kn |
| **7947374**<br>610564 | **AMBASSADOR**<br>**Tonnessen Fisheries Inc.**<br>New Bedford, Ma United States of America | **194**<br>142<br>— | | **1979** ..............East Boothbay, Me<br>*28,29* 7,70<br>3,81<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| **7617151**<br>WYH7<br>149<br>578207<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBASSADOR**<br>**Interstate Towing Co.**<br>Wilmington, De United States of America | **138**<br>94<br>— | AB | **1976** Main Iron Works Inc.—Houma, La (311)<br>37,65 4,700<br>36,10 10,37 4,98<br>F 12,2 1 dk<br>BK 64 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW a.c.<br>Fuel 416,5t (d.o.) 12kn |
| **7401019**<br>HP2284<br>5889 -75A<br>Df Esd<br>Gc Rdr<br>RT | **AMBASSADOR SERVICE**<br>**Zapata Marine Service Inc.**<br>Panama Panama | **497**<br>200<br>— | AB | **1975** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (239 A)<br>61,98 12,27 4,420<br>55,61 12,20 5,19<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>2 Controllable pitch propellers<br>14,5kn |
| **5067211**<br>5B2350<br>367448<br>Df Esd<br>Gc Rdr | **AMBER**<br>ex Centaurus-73<br>**Amber Shipping Ltd.**<br>Idris Agencies Ltd.<br>Limassol Cyprus | T.Mk<br>**7 355**<br>3 917<br>—<br>**10 568**<br>5 986<br>15 285 | **✠100A1** SS 6/81<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL ft 2¼"SQ<br>FN 4746 | **1962**-3 J. & K. Smit's Scheeps.—Kinderdijk (376)<br>157,38 19,59 —/9,678<br>147,05 19,51 12,76<br>F 16,2 2 dks<br>rf nil<br>8BH WB3638t incl. Tunnel tanks 243t | **M General Cargo**<br>5 TwD 19,2 18,9 32,6comb. 25,0 36,2 5 Ho 19,2 18,9 9,1DT 23,5comb. 22,0 ER 20,5<br>G.22 274 B.19 311<br>6 Ha (stl) (9,9 12,1 9,9 12,1 12,1 × 7,3) ER (9,9 × 7,3)<br>12W Der 12(5) | Oil 2SA 6Cy. 750 × 1600<br>7 050bhp (5 186kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Fuel 1 317,0t 16,5kn |

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| 7104142<br>OXYI<br>D1924<br>Df Esd<br>Rdr RT | **AMBER**<br>**Elisabeth Rosted**<br>Kobenhavn Denmark | T.Mk<br>**299**<br>162<br>710 | BV | **1971** A/S Nordsovaerftet—Ringkobing (57)<br>49,76 8,34 3,420<br>44,43 8,30 5,49<br>F 8,0 2 dks | **M General Cargo**<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (stl) (24,5 × 5,0) ER<br>2W Der 2(3-5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW<br>Controllable pitch propeller<br>Fuel 100,5t (d.o.)-2,0pd 11kn |
| 5153797<br>3FJG<br>7512<br>-76A<br>Df Esd<br>Gc Rdr<br>RTv | **AMBER ISLANDS**<br>ex Papendrecht-73<br>ex Holsworthy Beacon-68<br>**Global Marine Overseas Inc.**<br>Panama Panama | T.Mk<br>**6 196**<br>3 278<br>10 994<br>**9 311**<br>5 225<br>12 856 | BV<br>✠Classed LR until 27/4/79 | **1961**-3 Werf De Noord—Alblasserdam (650)<br>152,28 19,56 8,097/9,021<br>140,62 19,51 11,97<br>F 28,1 2 dks<br>RW rf nil | **M General Cargo**<br>5 Ho 15,0 21,5 14,4 24,0 20,8 6,7DT 6,7DT<br>G.19 193 B.17 254<br>5 Ha (stl) (8,9 13,5 13,5 13,5 13,5 × 6,7)<br>Der 1(50) 4(10) 12(5) | Oil 2SA 6Cy. 750 × 1500<br>7 600bhp (5 590kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 240kW 220V d.c.<br>Fuel (hvf) 16kn |
| 6923979<br>VRNX<br>338014<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMBER PACIFIC**<br>**Standard Chartered Merchant Bank Ltd.**<br>Seahorse Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **31 409**<br>22 274<br>59 113 | ✠**100A1** SS 10/79<br>strengthened for ore cargoes, Nos. 1, 3, 5 & 7 holds may be empty (cc)<br>✠**LMC**<br>EL M† 2⅞"U3<br>FN 10349 | **1969**-11 Doxford & Sunderland SB. & Eng. Co. Ltd.—N. Sands Shpyd, Sld (726)<br>220,99(BB) 31,75 12,616<br>211,84 31,70 17,15<br>F 16,5 1 dk<br>rf 76<br>NS 10BH WB18390t incl. Comb. btm, side & topside tanks in holds 16828t | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 16,4 21,9 21,9 21,9 21,9 21,9 21,9 21,9 ER<br>G.67 904 B.66 152<br>1 Ha (stl) (7,3 × 7,6) 7 Ha (stl) (each 12,8 × 14,3) ER | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 2 896,5t (hvf) 15kn |
| 5013832<br>LPAB<br>RTm/h | **AMBERES**<br>**Empresa de Navegacion Samuel Gutnisky S.A.**<br>Buenos Aires Argentina | **1 507**<br>859<br>1 854 | | **1930** A. & J. Inglis Ltd.—Glasgow (873 P)<br>87,71 13,16 3,658<br>13,11<br>P 11,3 B 14,1 F 8,9 1 dk<br>RW | **TM General Cargo Barge**<br>4 Ho each 17,9<br>G.2 265 B.2 180<br>4 Ha (each 8,5 × 4,8)<br>Der 2(5) 5(3,5) 1(1) | 2 Oil 4SA each 6Cy. 400 × 750<br>1 180bhp (868kW)<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 1 × 99kW 1 × 66kW 220V d.c.<br>Fuel 75,0t (d.o.) 11kn |
| 7925003<br>ELBC2<br>7021<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMBIA FAIR**<br>**Barra Obo Carrier I Inc.**<br>Leif Hoegh & Co. A/S<br>Monrovia Liberia | **40 134**<br>28 907<br>78 733 | NV | **1981** Hyundai Heavy Industries Co. Ltd.—Ulsan (148)<br>243,01 14,480<br>235,11 32,21 20,02<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>IGS<br>9 Ho ER<br>G.84 772 L.(oil) 86 376 HeCls. CptB<br>9 Ha (stl) (each 12,5 × 14,0) ER | Oil 2SA 5Cy. 800 × 1950<br>15 400bhp (11 328kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 1100kW 1 × 900kW 1 × 650kW 440V 60Hz a.c.<br>Fuel 258,5t (d.o.) 3 969,5t (hvf) 14,75kn |
| 7925015<br>ELBF5<br>7048<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMBIA FINJO**<br>**Soros Obo Carrier Inc.**<br>Leif Hoegh & Co. A/S<br>Monrovia Liberia | **40 134**<br>28 907<br>78 733 | NV | **1981** Hyundai Heavy Industries Co. Ltd.—Ulsan (149)<br>243,01 14,480<br>235,11 32,21 20,02<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>IGS<br>Str. heavy cargoes<br>9 Ho ER<br>G.84 772 L.(oil) 86 376 HeCls. CptB<br>9 Ha (stl) (each 12,5 × 14,0) ER | Oil 2SA 5Cy. 800 × 1950<br>15 400bhp (11 328kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 1 × 1100kW 1 × 900kW 1 × 650kW 440V 60Hz a.c.<br>Fuel 258,5t (d.o.) 3 969,5t (hvf) 14,75kn |
| 7516618<br>HOIG<br>10796-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBIKA**<br>ex Oslofjord-81<br>**Violet Venus Co. S.A.**<br>P.T. Perusahaan Pelayaran Samudera "Karana Line"<br>Panama Panama | **8 060**<br>4 976<br>10 272 | NV | **1977** Fukuoka Zosen K.K.—Fukuoka (1051)<br>144,00 19,89 8,221<br>133,56 19,82 10,32<br>P - F - 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Ho ER<br>G.17 800<br>5 Ha (stl) (11,2 × 8,0) (32,1p&s 32,1p&s × 7,6) ER<br>Der 1(40) 2(32) 4(10) | Oil 2SA 5Cy. 680 × 1250<br>8 250bhp (6 068kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>16,5kn |
| 5109631<br>OWKF<br>D2401<br>Df Esd<br>Pfd RT | **AMBITION**<br>ex Euros-75<br>**Harald Jensen**<br>Esbjerg Denmark | **199**<br>80<br>60 | BV | **1960** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam (109)<br>36,99 7,19<br>32,01 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 43,0t (d.o.) 12kn |
| 5216460<br>HOAI<br>78-68A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMBITIOUS**<br>ex Florentine-74<br>ex Mckinney Maersk-67<br>**Compania de Navegacion Ambitious S.A.**<br>Teh-Hu Cargocean Management Co. Ltd.<br>Panama Panama | **15 956**<br>10 572<br>24 934 | BV<br>✠Classed LR until 7/78 | **1954**-10 Odense Staalskibsvaerft A/S—Odense (128)<br>175,01 25,00 10,484<br>169,25 24,93 14,56<br>1 dk<br>DK fwd len, widened & deepened 64 conv Tanker 64 | **M Bulk Carrier**<br>7 Ho ER<br>G.35 102 HeCls. B<br>7 Ha (each 10,2 × 10,5) ER<br>14W Der 14(5) | Oil 2SA 7Cy. 740 × 1600<br>8 700bhp (6 399kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 525kW 230V d.c.<br>Fuel 222,0t (d.o.) 1 463,5t (hvf)-30,5pd 14kn |
| 7409865<br>UWRP<br>M-30211<br>Df Esd<br>Gc Rdr<br>RT | **AMBLA**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | **1 350**<br>611<br>2 039 | RS | **1974** Angyalfold Shipyard—Budapest<br>77,91 11,51 5,209<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,0) ER<br>6W Der 1(12) 6(3-5) | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>12,5kn |
| 5013923<br>Esd Rdr<br>RTh | **AMBRIABELLA**<br>**Idalium Passenger Vessels Ltd.** | **292**<br>117<br>117 | (RI) | **1962** Cant. Nav. Felszegi—Trieste (66)<br>51,82 7,42 2,210<br>45,62 7,40 3,26<br>1 dk<br>RW rf 297 | **TM Ferry/General Cargo** 390P<br>1 Ho 5,4<br>B.43<br>1 Ha (stl) (2,2 × 1,6)<br>Der 2(1) | 2 Oil 4SA each 8Cy. 230 × 350<br>1 280bhp (942kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 2 × 28kW 220V d.c.<br>Fuel (d.o.) 14,5kn |
| 6512976<br>VC8214<br>323432<br>Df Rdr | **AMBROSE FOOTE**<br>**S. W. Mifflin Ltd.**<br>St. John's, Nfl. Canada | **150**<br>94<br>— | | **1965** Newfoundland Shpyds Ltd.—Clarenville, Nfl.<br>32,31 7,07 3,302<br>7,01<br>1 dk | **Wood M General Cargo** | Oil 2SA 4Cy. 300 × 360<br>Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller |

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| 6611057<br>VGDD<br>329072<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMBROSE SHEA**<br>**CN Marine Inc.**<br>St. John's, Nfl. Canada | **9 934**<br>5 775<br>1 681 | ✠100A1 CS 6/78<br>East coast of Canada<br>service<br>Ice Class 1<br>✠LMC<br>EL Ct 2¼"SQ<br>FN 3690 | **1967**-12 Marine Industries Ltd.—Sorel, P.Q. (324)<br>120,61 21,72 6,268<br>108,51 21,04 12,96<br>B & F 85,1 2 dks<br>rf 152<br>Coll BH to U dk 8 to 2nd dk WB1636t | **TD-E Passenger/RoRo Cargo/Ferry**<br>258bth 267dk P<br>Stern door | 5 Vee Oil 4SA each 16Cy. 343 × 419 total 24 200bhp (17 801kW) driving 5 gen. each 2 640kW connected to 2 elec. motors each of 6 500shp (4 781kW) & 2 sc. shafts<br>Cooper-Bessemer of Canada Stratford, Ont.<br>2 AuxB 75lbf/in² (5,2bar)<br>Gen 4 × 485kW 460V 60Hz a.c.<br>Bow jet pump<br>Fuel 392,0t (hvf) 16,5kn |
| 5013985<br>UKJE<br>M-622 | **AMBURAN**<br>ex Berta-46<br>**U.S.S.R.**<br>Astrakhan U.S.S.R. | **634**<br>313<br>476 | (RS) | **1939** F. Schichau G.m.b.H.—Koenigsberg<br>64,01 9,05 3,125<br>4,30<br>R | **TM Tanker**<br>10 Ta ER<br>L.(oil) 450<br>Der 2(5) 2(3) | 2 Oil 4SA each 6Cy. 320 × 580<br>E made61 fitted68<br>East Germany<br>13kn |
| 7222114<br><br><br>Gc Rdr<br>RT | **AMBUSA**<br>**Charlick Operations Pty. Ltd.**<br>South Sea Lines<br>Papua New Guinea | **180**<br>60<br>— | | **1972** Slipway Engineering Co.—Brisbane (18)<br>35,06 7,62 1,677<br>28,96 7,32 2,60<br>1 dk | **TM RoRo Cargo/Deck Cargo Landing Craft**<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 6Cy. 165 × 184<br>360bhp (265kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow |
| 6904868<br>KAAI<br>516060<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMCO TRADER**<br>ex Mayaguez-82<br>ex Transoregon-75<br>ex General W.G.Haan-69<br>**Puerto Rico Maritime Shipping Authority**<br>Puerto Rico Marine Management Inc.<br>San Juan, P.R. Puerto Rico (U.S.A.) | **13 489**<br>9 650<br>15 495 | AB | **1945** Kaiser Co. Inc.—Richmond, Ca (29)<br>**1970** (Additional cargo section) Wiley Mfg. Co.—Port Deposit, Md<br>192,92 21,95 8,932<br>184,89 21,80 13,26<br>P 43,6 F 21,1 4 dks<br>RW rf nil conv Passenger/Troopship 70 | **S Container Ship**<br>Fixed-guides<br>10 Cell.Ho each 14,1<br>TEU 1020 C. 60/20' 480/40'<br>10 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Westinghouse Elec. Corp. Brooklyn, NY<br>Gen 1 × 400kW 440V d.c.<br>Fuel 3 437,5t (o.f.) 16kn |
| 6904820<br>KADP<br>515621<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMCO VOYAGER**<br>ex Aguadilla-82 ex Transhawaii-75<br>ex General J. H. McRae-69<br>**Puerto Rico Maritime Shipping Authority**<br>Puerto Rico Marine Management Inc.<br>San Juan, P.R. Puerto Rico (U.S.A.) | **13 487**<br>9 630<br>14 690 | AB | **1944** Kaiser Co. Inc.—Richmond, Ca (14)<br>**1970** (Additional cargo section) Wiley Mfg. Co.—Port Deposit, Md<br>192,92 21,95 8,932<br>184,89 21,80 13,26<br>P 43,6 F 21,1 4 dks<br>RW rf nil conv Passenger/Troopship 70 | **S Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER<br>TEU 1020 C. 60/20' 480/40'<br>9 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Westinghouse Elec. Corp. Brooklyn, NY<br>Gen 3 × 400kW 240V d.c.<br>Fuel 1 424,5t (o.f.) 17kn |
| 6502816<br>H8YD<br>11130<br>-81A<br>Df Esd<br>Pfd Rdr<br>RT | **AMCO I**<br>ex Sorine Tholstrup-80<br>ex Niels Henrik Abel-70<br>**Kendall Mercantile Corp.**<br>Panama Panama | **1 686**<br>917<br>1 623 | BV | **1965** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (172)<br>80,88 12,02 4,601<br>74,30 11,97 6,61<br>P 20,5 F 10,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta cyl horizontal ER<br>L.(gas) 2 066 | Oil 4SA 8Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 250kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.)-7,0pd 14,25kn |
| 6707337<br>UQYE<br>M-29716<br>Df Esd<br>Gc Rdr<br>RT | **AMDERMA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (204)<br>81,97 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW) NE 70<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7396678<br>PCOP<br><br>Esd Rdr<br>RT | **AMELAND**<br>**L. Switijnk & Zonen**<br>Harlingen Netherlands | **588**<br>396<br>813 | BV | **1974** Schpsw. "Friesland" B.V.—Lemmer (70)<br>*60,29* 9,05<br>9,02 3,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 247 B.1 173<br>2 Ha (each 16,0 × 7,0) ER | Oil 2SA 6Cy. 220 × 380<br>750bhp (552kW)<br>Appingedammer Brons Appingedam<br>11kn |
| 7038197<br>H9DG<br>10832<br>-81A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMELIA**<br>ex Betagas-80<br>**Compania Financiera de Miramar S.A.**<br>Panama Panama | **2 074**<br>1 209<br>2 591 | GL | **1971** Scheepswerf "De Waal" N.V. —Zaltbommel (693)<br>81,13 13,39 6,551<br>74,81 13,29 7,80<br>P 17,1 F 8,9 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>3 Ta (stl) 2 double-cyl 1 cyl horizontal ER<br>L.(gas) 2 768 | Oil 4SA 8Cy. 400 × 580<br>2 750bhp (2 023kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 14kn |
| 7916911<br><br>375151<br>Esd Rdr<br>RT | **AMELIA C**<br>**John Manuel Pequerio Correia**<br>*Darwin, N.T.* Australia | **121**<br>80<br>— | | **1979** "K" Shipyard Construction Co. —Fremantle<br>22,79 6,53 3,302<br>21,42 6,41 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 137 × 152<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7367005<br>WYR2<br>417<br>556610<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMELIA CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **196**<br>133<br>— | AB | **1974** Equitable Equipment Co. —Madisonville, La (1649)<br>53,35 11,59 3,683<br>49,26 11,56 4,25<br>F 15,0 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 327,0t (d.o.) 13kn |
| 6406983<br>EEBH<br>2924<br>Df Esd<br>RT | **AMELIA DE LLANO**<br>**Enrique Vilharino de Llano**<br>La Coruna Spain | **243**<br>111<br>298 | (BV) | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (170)<br>38,84 6,86 3,601<br>33,18 6,85 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.257<br>3 Ha (each 0,8 × 0,8) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,5kn |

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| **5014068**<br>ICRX<br>516<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMELIA GRIMALDI**<br>**Sicula Oceanica S.A. (SI.O.S.A.)**<br>Palermo Italy | **30 384**<br>16 716<br>50 906 | AB (RI) | **1961** C.R.D. Adriatico—San Marco, Trieste (1854)<br>227,03 31,15 12,301<br>215,02 31,01 15,35<br>1 dk<br>RW | **S Tanker**<br>SBT CBT<br>33 Ta ER<br>L.(oil) 57 236 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>17 300shp (12 725kW)<br>C.R.D. Adriatico Trieste<br>Fuel 6 702,0t (o.f.) 28,5t (d.o.)-97,5pd 16kn |
| **7049108**<br>WX7419<br>505745 | **AMELIA ISLE**<br>ex Charley De Viney-76<br>ex Amelia Isle<br>**Leroy Whorton**<br>Jacksonville, Fl United States of America | **128**<br>87<br>— | | **1966** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,71 3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| **6422468**<br>EERY<br>2948<br>Df Esd<br>RTm | **AMELIA MEIRAMA**<br>**Salvador Correa Meirama**<br>La Coruna Spain | **381**<br>175<br>— | (BV) | **1965** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (96)<br>*39,72* 7,65 3,937<br>7,60 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ho<br>In.373<br>3 Ha (each 0,8 × 0,8) | Oil 4SA 8Cy. 300 × 450<br>950bhp (699kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Fuel 139,0t (d.o.) 11kn |
| **7128904**<br>5MRW<br>4055<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMELIA TOPIC**<br>**Liberty Navigation Co. Inc.**<br>Marfin Management Trust (Reg.)<br>Monrovia Liberia | **30 141**<br>20 876<br>62 355 | ✠100A1 CS 12/81<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>EL Nt 3"U3<br>FN 10764 | **1972**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2300)<br>223,02(BB) 32,29 12,821<br>213,01 32,21 18,32<br>F 20,2 1 dk<br>rf nil<br>9BH WB20566t incl. Comb. btm & side tanks in holds 8133t Topside tanks in holds 8781t | **M Bulk Carrier**<br>7 Ho 21,5 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 205<br>7 Ha (stl) (12,8 14,4 14,4 14,5 14,4 14,4 14,4 × 14,4) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 3 412,0t 14,75kn |
| **5014094** | **AMENDRA**<br>ex Anna Sophia-41<br>**Captain O. A. Kirkconnell & others**<br>Roatan Honduras | **199**<br>117<br>— | | **1923** Pushee Bros.—Dennysville, Me<br>*31,09* 9,40<br>... ... ...<br>1 dk | **Wood Aux TM General Cargo**<br>Schooner | 2 Oil 4SA each 6Cy. 180 × 230 NE 40<br>National Supply Co. Springfield, Oh |
| **7924293**<br>GBSF<br>390692<br>Esd Pfd<br>Rdr RT | **AMENITY**<br>**Finance For Shipping Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | **1 453**<br>883<br>2 528 | BV | **1980** Goole SB. & Repairing Co. Ltd. —Goole (598)<br>79,23 13,19 4,971<br>74,48 13,11 5,95<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.2 730 | Oil 4SA 12Cy. 254 × 305 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>13,5kn |
| **7223168**<br>EEJO<br>Esd Gc<br>Pfd Rdr<br>RT | **AMERADOR**<br>**Jose Baldo Such**<br>Cadiz Spain | **217**<br>69<br>— | (BV) | **1972** Construcciones Navales P. Freire S.A. —Vigo (77)<br>34,85 7,04 3,052<br>29,85 7,00 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 300 × 410<br>750bhp (552kW)<br>A/S Volund Kobenhavn<br>11kn |
| **7934597**<br>6VPW | **AMERGER I**<br>**Amerger Casamance**<br>Senegal | **110**<br>—<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>... ... ...<br>22,86<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8012607** | **AMERGER II**<br>**Amerger Casamance**<br>Senegal | **110**<br>—<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>... ... ...<br>22,86<br>1 dk | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8012619**<br>Esd Gc<br>Rdr RT | **AMERGER III**<br>**Amerger Casamance**<br>Senegal | **110**<br>—<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,86 6,74 2,890<br>20,73 4,27<br>1 dk | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7710721**<br>WYQ5<br>902<br>610290<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICA**<br>**American Atlantic Shipping Inc.**<br>New York, NY United States of America | **983**<br>734<br>2 000 | AB | **1979** Equitable Shipyards, Inc. —Madisonville, La (1715)<br>90,02 (BB) 4,268<br>83,52 13,72 6,74<br>F 7,4 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 16,8 21,7 12,0 ER<br>G.3 341 B.2 945 In.679<br>TEU 99<br>C.Ho 49/20'(40') C.Dk 50/20'(40') incl. 16 ref C.<br>3 Ha (stl) (12,3 × —) (18,5 9,1 × 10,3) ER<br>Cr 2(20) Der 1(8) 2(5) | Oil 2SA 12Cy. 208 × 508 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi<br>Gen 2 × 400kW a.c.<br>13,75kn |
| **7222360**<br>IUJA<br>3514<br>Pfd Rdr<br>RTm/h/v | **AMERICA**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **187**<br>35<br>— | RI | **1972** Cant. Nav. Solimano—Savona (38)<br>29,11 7,35 3,960<br>26,12 7,32 4,50<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 12Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 35kW 220V d.c.<br>Fuel 73,0t (d.o.) 13kn |
| **7711555**<br>DIMC<br>RT | **AMERICA EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **27 939**<br>16 555<br>23 047 | GL | **1978** Stocznia Gdanska im. Lenina—Gdansk (B463/03)<br>203,99(BB) 30,99 10,002<br>193,53 30,82 15,60<br>B & F 150,6 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>TEU 1416<br>C.Ho 516/20' 181/40' C.Dk 538/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>H. Cegielski Poznan<br>22kn |

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| **7203364**<br>SWVR<br>8229<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICA FREEZER**<br>ex Alsatia-81<br>ex Edinburgh Clipper-77<br>**Alaska Maritime Co. S.A.**<br>Enterprises Shipping & Trading S.A.<br>Piraeus Greece | T.Mk<br>**4 938**<br>2 636<br>7 846<br>**6 680**<br>3 638<br>9 340 | **100A1** SS 8/81<br>**LMC** UMS<br>**Lloyd's RMC**<br>EL X 495,0/50,0U2<br>FN 3899<br>(NV) | **1972** Smith's Dock Ltd.—South Bank, Middlesbrough (1318)<br>140,75(BB) 18,04 8,287/9,043<br>131,48 18,01 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102<br>6BH WB1739T incl. Tunnel STs 942T | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8<br>11 TwD<br>In.9 970<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 4 × 520kW 440V 60Hz a.c.<br>22,5kn |
| **8103406**<br>JCDT<br>125133<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **31 854**<br>18 219<br>32 207 | NK | **1982** Mitsui Eng. & SB. Co. Ltd.—Tamano (1242)<br>222,51(BB) 32,26 11,618<br>206,00 32,21 18,83<br>1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER 1 Ho<br>L.1 280<br>TEU 1676<br>C.Ho 980/20' C.Dk 696/20' incl. 404 ref C.<br>20 Ha (stl) ER | Oil 2SA 9Cy. 900 × 2180<br>31 000bhp (22 802kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 4 × 1030kW 450V 60Hz a.c.<br>Fuel 487,5t (d.o.) 2 946,5t (hvf)-87,5pd<br>22,25kn |
| **7004328**<br>WNEJ<br>523846<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AMERICA SUN**<br>**Millcreek Leasing Corp.**<br>Wilmington, De United States of America | **37 269**<br>26 657<br>82 030 | AB | **1969** Sun SB. & Dry Dock Co.—Chester, Pa (648)<br>249,33(BB) 38,18 13,291<br>233,18 38,10 17,38<br>1 dk<br>rf 76 | **S Tanker**<br>15 Ta ER<br>L.(oil) 94 561 HeCls. B | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 1 697,0t (o.f.)<br>16,5kn |
| **7336812**<br>WYU8<br>043<br>545874 | **AMERICA 200**<br>**America 200 Inc.**<br>Corpus Christi, Tx United States of America | **136**<br>92<br>— | | **1973** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,16* 6,76<br>3,87 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| **5014185**<br>WA2350<br>221604<br>RT | **AMERICAN**<br>**Construction Aggregates Corp.**<br>Wilmington, De United States of America | **1 840**<br>1 097<br>2 997 | AB | **1921** Manitowoc SB. Corp.—Manitowoc, Wi (201)<br>12,83 5,182<br>74,68 12,81 6,10<br>P 18,6 F 14,1 1 dk<br>R rf nil len 46 | **S Dredger**<br>Suction<br>Self-unloader<br>Mchy.aft<br>2 Ho 13,4 23,7<br>2 Ha (stl) | T 3Cy. 432 635 & 1102 × 762<br>850ihp (625kW)<br>C. G. Cooper Mount Vernon, Wa<br>Gen 1 × 15kW 1 × 10kW<br>Fuel 297,5t (o.f.) |
| **7210587**<br>WH4162<br>271988<br>Rdr RT | **AMERICAN**<br>ex Nancy H<br>**American Vessels Inc.**<br>Port Arthur, Tx United States of America | **197**<br>134<br>— | | **1956** Burton Construction & SB. Corp. —Port Arthur, Tx (234)<br>9,76 2,540<br>38,10 9,71 3,05<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 000bhp (736kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **5278901**<br>KFEZ<br>267275<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN ACCORD**<br>ex Pioneer Mart-71<br>ex Sunflower Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 827**<br>10 610<br>15 452 | AB | **1954** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4511)<br>**1971** (Additional cargo section) Wiley Mfg. Co.—Port Deposit, Md<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>F 18,3 3 dks<br>RW rf nil len & deepened 71<br>conv General Cargo 71 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.)<br>20kn |
| **5278963**<br>KFCV<br>265143<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN ACE**<br>ex Pioneer Moor-70<br>ex Mountain Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 827**<br>10 616<br>15 452 | AB | **1953** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4508)<br>**1970** (Additional cargo section) Wiley Mfg. Co.—Port Deposit, Md<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>F 18,3 3 dks<br>RW rf nil len & deepened 70<br>conv General Cargo 70 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 618,5t (o.f.)<br>20kn |
| **5278913**<br>KFEM<br>266832<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN ALLIANCE**<br>ex Pioneer Mill-70<br>ex Show Me Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 864**<br>10 561<br>15 772 | AB | **1954** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4510)<br>**1970** (Additional cargo section) Wiley Mfg. Co.—Port Deposit, Md<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>B 22,0 F 18,3 3 dks<br>RW rf nil len & deepened 70<br>conv General Cargo 70 | **S Container Ship** OSD<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.)<br>20kn |
| **7026259**<br>KEOD<br>529004<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN APOLLO**<br>**United States Lines Inc.**<br>New York, NY United States of America | **19 127**<br>13 621<br>20 336 | AB | **1970** Sun SB. & Dry Dock Co.—Chester, Pa (654)<br>214,74 27,49 9,986<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 13,7 ER 13,7 27,4comb.<br>TEU 1028<br>C.Ho 446/20' (40') C.Dk 291/40'<br>28 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW<br>Fuel 3 805,0t (o.f.) (hvf)<br>22kn |
| **7042485**<br>WYBI<br>530999<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN AQUARIUS**<br>**United States Lines Inc.**<br>New York, NY United States of America | **19 127**<br>13 621<br>20 428 | AB | **1971** Sun SB. & Dry Dock Co.—Chester, Pa (655)<br>214,74 27,49 9,986<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 13,7 ER 13,7 27,4comb.<br>TEU 1028<br>C.Ho 446/20' (40') C.Dk 291/40'<br>28 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW<br>Fuel 3 805,0t (o.f.)<br>22,5kn |

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| 5278949<br>KFCS<br>267444<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN ARCHER**<br>ex Pioneer Mist-70<br>ex Peninsula Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 864**<br>10 561<br>15 692 | **1954** Ingalls SB. Corp.—Pascagoula, Ms (463)<br>AB **1970** (Additional cargo section) Alabama D.D. & SB. Co.—Mobile, Al<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>B 5,5 F 18,3 3 dks<br>RW rf nil len & deepened 70<br>conv General Cargo 70 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.) 20kn |
| 5278896<br>KFCX<br>266181<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN ARGOSY**<br>ex Pioneer Main-70<br>ex Cotton Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 864**<br>10 561<br>15 066 | **1953** Ingalls SB. Corp.—Pascagoula, Ms (461)<br>AB **1970** (Additional cargo section) Alabama D.D. & SB. Co.—Mobile, Al<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>F 18,3 3 dks<br>RW rf nil len & deepened 70<br>conv General Cargo 70 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.) 20kn |
| 6916861<br>WZJG<br>520694<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN ASTRONAUT**<br>**United States Lines Inc.**<br>New York, NY United States of America | **19 267**<br>13 789<br>20 904 | **1969** Sun SB. & Dry Dock Co.—Chester, Pa (649)<br>AB 213,52 27,49 9,792<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 13,7 ER 13,7 27,4comb.<br>TEU 1028<br>C.Ho 446/20' (40') C.Dk 291/40'<br>28 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 510,5t (o.f.) 22kn |
| 7417654<br>WYX3<br>168<br>556251 | **AMERICAN BEAUTY**<br>**Howard Carlough**<br>Juneau, Ak United States of America | **196**<br>135<br>— | **1974** Marine Construction & Design Co. (MARCO)—Seattle, Wa<br>... ... ...<br>28,00 8,34 2,85<br>1 dk | **M Fishing**<br>Side-fishing Crab | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12,5kn |
| 5014252<br>WMEP<br>289699<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN CHALLENGER**<br>**United States Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 749 | **1962** Newport News SB. & D.D. Co. —Newport News, Va (557)<br>AB 170,85 22,99 —/9,627<br>161,53 22,86 13,03<br>B 28,4 F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.19 729 B.18 205 In.1 278<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p.c.s × 4,8) (12,9p.c.s × 4,8) ER (10,6 × 7,0) (10,6 × 7,0)<br>20W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21 600shp (15 888kW)<br>Westinghouse Elec. Corp. Newport News, Va<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 611,0t (o.f.) 21kn |
| 5014264<br>WMEY<br>290524<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN CHAMPION**<br>**United States Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 781 | **1963** Newport News SB. & D.D. Co. —Newport News, Va (559)<br>AB 170,85 22,99 —/9,627<br>161,53 22,86 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.687<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p.c.s × 4,8) (12,9p.c.s × 4,8) ER (10,6 × 7,0) (10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21 600shp (15 888kW)<br>Westinghouse Elec. Corp. Newport News, Va<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 611,0t (o.f.) 21kn |
| 5014276<br>KGTR<br>290089<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN CHARGER**<br>**United States Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 784 | **1962** Newport News SB. & D.D. Co. —Newport News, Va (558)<br>AB 170,85 23,02 —/9,627<br>161,53 22,86 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.687<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p.c.s × 4,8) (12,9p.c.s × 4,8) ER (10,6 × 7,0) (10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21 600shp (15 888kW)<br>Westinghouse Elec. Corp. Newport News, Va<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 611,0t (o.f.) 21kn |
| 5400528<br>WJNA<br>291020<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN CHIEFTAIN**<br>**United States Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 761 | **1963** Newport News SB. & D.D. Co. —Newport News, Va (560)<br>AB 170,85 22,99 —/9,627<br>161,53 22,86 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.687<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p.c.s × 4,8) (12,9p.c.s × 4,8) ER (10,6 × 7,0) (10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>21 600shp (15 888kW)<br>Westinghouse Elec. Corp. Newport News, Va<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 611,0t (o.f.) 21kn |
| 5014317<br>WIGE<br>291629<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN CORSAIR**<br>**United States Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 752 | **1963** Bethlehem SB. Corp.—Quincy, Ma (1686)<br>AB 170,85 22,86 —/9,627<br>161,53 22,81 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.756<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p.c.s × 4,8) (12,9p.c.s × 4,8) ER (10,6 × 7,0) (10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>22 500shp (16 550kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 611,0t (o.f.) 21kn |
| 5014329<br>WAXH<br>290255<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN COURIER**<br>**United States Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 151**<br>4 769<br>—<br>**11 105**<br>6 616<br>13 752 | **1963** Bethlehem SB. Corp.—Quincy, Ma (1684)<br>AB 170,85 22,86 —/9,627<br>161,53 22,81 13,03<br>F 28,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>6 Ho 18,9 18,2 22,8 22,8 ER 18,2 20,5<br>G.20 389 B.18 205 In.756<br>10 Ha (stl) (8,2 × 4,8) (12,9 × 7,0) (12,9p.c.s × 4,8) (12,9p.c.s × 4,8) ER (10,6 × 7,0) (10,6 × 7,0)<br>22W Der 1(70) 8(15) 12(10) | 2 S Turb dr geared to sc. shaft<br>22 500shp (16 550kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 1250kW 450V 60Hz a.c.<br>Fuel 2 611,0t (o.f.) 21kn |
| 5014331<br>WMJG<br>278327<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN EAGLE**<br>**American Eagle Tanker Corp.**<br>American Foreign Steamship Corp.<br>New York, NY United States of America | **20 520**<br>12 662<br>33 696 | **1959** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4561)<br>AB 201,48 27,56 10,884<br>192,03 27,44 13,80<br>P 41,8 B 11,0 F 24,7 1 dk<br>RW rf 203 | **S Tanker**<br>30 Ta ER<br>L.(oil) 44 655 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW<br>Fuel 3 144,5t (o.f.)-79,5pd 16kn |

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| **7508910**<br>WYM7<br>161<br>567113<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN EAGLE**<br>**Mellon National Leasing Corp.**<br>Pittsburgh, Pa United States of America | **985**<br>459<br>— | | **1975** Campbell Industries—San Diego, Ca (110)<br>*59,87* 12,20<br>12,15 5,01<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner | Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW<br>17kn |
| **8129527** | **AMERICAN EAGLE**<br>**Local Tugs Inc.**<br>United States of America | **300**<br>—<br>— | | **1982** Patti Boatbuilding Industries —Pensacola, Fl (109)<br>30,51<br>... ... ...<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **7431557**<br>WYX3<br>564<br>558605<br>RT | **AMERICAN EAGLE**<br>**Harold P. Hansen**<br>Seattle, Wa United States of America | **190**<br>129<br>— | | **1974** Fairhaven Marine Inc.—Fairhaven, Ma<br>... ... ...<br>36,56 9,76 3,10,<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8102971**<br>619980<br>Df Esd<br>Pfd Rdr<br>RT | **AMERICAN EAGLE**<br>**John Daab**<br>Howard Beach, NY United States of America | **132**<br>90<br>— | | **1980** Delaware Marine & Manufacturing Co.—Milford, De<br>23,80 7,04<br>23,25 7,01 3,10<br>2 dks | **TM Fishing**<br>Side Trawler | 2 Oil 4SA each 6Cy. 159 × 159 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 30kW a.c.<br>13kn |
| **8115837**<br>KDS6435<br>643530<br>Df Gc<br>Pfd Rdr<br>RT | **AMERICAN EXPRESS**<br>**Shearson Equipment Investors**<br>Houma, La United States of America | **287**<br>195<br>1 200 | AB | **1981** Halter Marine Inc.—Lockport, La (1038)<br>3,668<br>51,85 12,20 4,27<br>F 17,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **5351777**<br>KSVB<br>246344<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN HAWK**<br>ex Tampico-76<br>ex Esso Reading-61<br>ex Tampico-46<br>**American Foreign Steamship Corp.**<br>New York, NY United States of America | **15 709**<br>11 101<br>27 307 | AB | **1944** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (398)<br>**1962** (Cargo section) A/S Burmeister & Wain's Maskin- og Skibsbyggeri —Kobenhavn<br>193,10 22,94 10,342<br>186,85 22,86 13,34<br>P 33,0 B 12,2 F 23,5 1 dk<br>rf 89 len, widened & deepened 62 | **T-E Tanker**<br>30 Ta ER<br>L.(oil) 37 095 HeCls. BC | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric<br>General Electric Co. Lynn, Ma<br>Gen 2 × 400kW<br>Fuel 1 468,0t (o.f.)<br>14kn |
| **7390480**<br>KVFN<br>577343<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN HERITAGE**<br>**Atlas Marine Shipping Co.**<br>New York, NY United States of America | **44 875**<br>35 072<br>93 323 | AB | **1976** National Steel & SB. Co.—San Diego, Ca (397)<br>272,50(BB) 32,29 14,968<br>260,61 32,24 19,66<br>F 22,3 1 dk<br>rf nil | **S Tanker**<br>SBT<br>6 Ta 12 Wing Ta ER<br>L.(oil) 105 353 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>24 500shp (18 021kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 693kW a.c.<br>Fuel 6 304,5t (o.f.)<br>16,5kn |
| **7620859**<br>8JXB<br>120926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN HIGHWAY**<br>**Ohama Kisen K.K.**<br>Imabari, Ehime Pref. Japan | **14 373**<br>7 039<br>17 830 | NK | **1977** Imabari Zosen—Marugame (1035)<br>199,40 30,03 21,851<br>186,01 30,00 27,89<br>1 dk | **M Vehicles Carrier**<br>Side doors<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 640kW 450V a.c.<br>20kn |
| **7223895**<br>WYZ5<br>683<br>534961 | **AMERICAN HOPE**<br>ex Miss Coastal Bend<br>**American Hope Inc.**<br>Corpus Christi, Tx United States of America | **133**<br>91<br>— | | **1971** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,16* 6,76<br>3,71 | **M Fishing** | Oil<br>370bhp (272kW)<br>..............<br>Fuel (d.o.) |
| **6708379**<br>WZJB<br>514261<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN LANCER**<br>**United States Lines Inc.**<br>New York, NY United States of America | **19 030**<br>13 528<br>22 582 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (640)<br>213,52 27,49 9,802<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 14,4 ER 17,4 18,0<br>B.28 317<br>TEU 1258<br>C.Ho 200/20' 224/40' C.Dk 610/20' (40')<br>26 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 415,0t (o.f.)<br>21,5kn |
| **6905252**<br>WZJF<br>518444<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AMERICAN LARK**<br>**United States Lines Inc.**<br>New York, NY United States of America | **18 876**<br>13 399<br>20 904 | AB | **1969** Sun SB. & Dry Dock Co.—Chester, Pa (644)<br>213,52 27,49 9,783<br>204,22 27,44 15,35<br>B 24,4 F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 14,4 ER 13,7 21,9comb.<br>TEU 1028<br>C.Ho 446/20' (40') C.Dk 291/40'<br>28 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 510,5t (o.f.)<br>22kn |
| **5278937**<br>KFEJ<br>266256<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN LEADER**<br>ex Pioneer Minx-70<br>ex Gopher Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 864**<br>10 561<br>15 772 | AB | **1953** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4509)<br>**1970** (Additional cargo section) Todd Shipyards Corp.—Galveston, Tx<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>F 18,3 3 dks<br>RW rf nil len & deepened 70<br>conv General Cargo 70 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.)<br>20kn |

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| **5278925**<br>KFGJ<br>268243<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN LEGACY**<br>ex Pioneer Ming-71<br>ex Silver Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 854**<br>10 559<br>15 786 | AB | **1954** New York SB. Corp.—Camden, NJ (496)<br>**1971** (Additional cargo section) Todd Shipyards Corp.—Galveston, Tx<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>F 18,3 3 dks<br>RW rf nil len & deepened 71<br>conv General Cargo 71 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.) 20kn |
| **5278975**<br>KFEY<br>267033<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN LEGEND**<br>ex Pioneer Myth-71<br>ex Pelican Mariner-56<br>**United States Lines Inc.**<br>New York, NY United States of America | **15 864**<br>10 561<br>15 694 | AB | **1954** Ingalls SB. Corp.—Pascagoula, Ms (462)<br>**1971** (Additional cargo section) Todd Shipyards Corp.—Galveston, Tx<br>201,53 23,27 8,992<br>190,66 23,17 13,57<br>F 18,3 3 dks<br>RW rf nil len & deepened 71<br>conv General Cargo 70 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho 6,4 29,0 29,0 28,2 ER 28,1 23,4<br>TEU 479<br>C.Ho 247/20' (40') C.Dk 232/20' (40')<br>11 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 587,0t (o.f.) 20kn |
| **6812211**<br>WZJC<br>515155<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN LEGION**<br>**United States Lines Inc.**<br>New York, NY United States of America | **19 168**<br>13 678<br>22 493 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (641)<br>213,52 27,49 9,783<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 14,4 ER 17,5 18,1<br>B.28 317<br>TEU 695<br>C.Ho 422/20' (40') C.Dk 273/20' (40')<br>26 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 415,0t (o.f.) 22,5kn |
| **6820579**<br>WZJD<br>516464<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AMERICAN LIBERTY**<br>**United States Lines Inc.**<br>New York, NY United States of America | **19 285**<br>13 808<br>22 013 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (642)<br>213,52 27,49 9,783<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 14,4 ER 17,5 17,9<br>TEU 988<br>C.Ho 436/20' (40') C.Dk 276/40'<br>28 Ha | 2 S Turb dr geared to sc. shaft<br>26 000shp (19 125kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 3 510,5t (o.f.) 21,5kn |
| **6828624**<br>WZJE<br>517450<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AMERICAN LYNX**<br>**United States Lines Inc.**<br>New York, NY United States of America | **18 876**<br>13 399<br>20 904 | AB | **1968** Sun SB. & Dry Dock Co.—Chester, Pa (643)<br>213,52 27,49 9,783<br>204,22 27,44 15,35<br>F 22,9 3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>9 Cell.Ho 27,6comb. 13,7 13,7 13,7 13,7 13,7 14,4 ER 17,5 17,9<br>TEU 1028<br>C.Ho 446/20' (40') C.Dk 291/40'<br>28 Ha | 2 S Turb dr geared to sc. shaft<br>27 300shp (20 081kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1250kW 60Hz a.c.<br>Fuel 3 510,5t (o.f.) 21,5kn |
| **7812567**<br><br>619736<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN MARINER**<br>**The Connecticut Bank & Trust Co. as Trustee**<br>Wilmington, De United States of America | **15 396**<br>11 245<br>32 100 | AB | **1980** Bay Shipbuilding Corporation —Sturgeon Bay, Wi (723)<br>222,51 23,83 9,192<br>218,09 23,78 13,72<br>F 8,6 1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>7 Ho ER<br>24 Ha (stl) ER | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>7 200bhp (5 296kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 4 × 670kW a.c.<br>2 Controllable pitch propellers<br>13kn |
| **7035896**<br>D8WL<br>BM38<br>381<br>Df Esd<br>Gc Rdr<br>RTh/v | **AMERICAN MARK**<br>ex American Mace-74<br>Launched as Mini Lyra<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **1 574**<br>995<br>2 973 | KR (AB) | **1971** K.K. Taihei Kogyo—Akitsu (252)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br>Mchy.aft<br>2 Ho 21,3 21,9<br>G.3 671 B.3 563<br>4 Ha (19,5p&s 19,5p&s × 5,1)<br>Cr 2(15) | 2 Oil 4SA each 6Cy. 260 × 320 reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,25kn |
| **7218462**<br>WPGJ<br>544303<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN MARKETER**<br>ex Austral Ensign-81<br>**United States Lines Inc.**<br>New York, NY United States of America | **21 687**<br>15 357<br>19 842 | AB | **1973** Ingalls SB. Corp.—Pascagoula, Ms (1181)<br>203,69(BB) 27,49 10,689<br>192,03 27,44 13,42<br>2 dks<br>rf nil | **S Container Ship/Pallets Carrier**<br>Fixed-guides Ref 12bth P<br>9 Ho 21,9 14,6 14,6 14,6 14,6 14,6 14,6 14,6 25,9<br>G.36 812 B.25 774 In.6 354<br>TEU 572<br>C.Dk 272/20' C.Ho 300/20<br>26 Ha (stl)<br>6W Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 4 105,0t 23kn |
| **7233278**<br>KIRF<br>547288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN MERCHANT**<br>ex Austral Endurance-81<br>**United States Lines Inc.**<br>New York, NY United States of America | **21 687**<br>15 357<br>19 842 | AB | **1973** Ingalls SB. Corp.—Pascagoula, Ms (1182)<br>203,69(BB) 27,49 10,689<br>192,03 27,44 13,42<br>1 dk<br>rf nil | **S Container Ship/Pallets Carrier**<br>Fixed-guides Ref 12bth P<br>9 Ho 21,8 14,6 14,6 14,6 14,6 14,6 14,6 14,6 25,9 ER<br>G.37 803 B.34 178<br>TEU 964<br>C.Ho 258/40' C.Dk 224/40'<br>32 Ha (stl) ER<br>Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>28 500shp (20 963kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 4 687,0t (o.f.) 23kn |
| **6904612**<br>WLGF<br>519937<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN MONARCH**<br>ex Wyoming-81<br>**M. P. M. Transportation Inc.**<br>New York, NY United States of America | T.Mk<br>**9 493**<br>5 243<br>13 285<br>**13 053**<br>8 105<br>— | AB | **1969** Avondale Shipyards Inc.—Avondale, La (1129)<br>176,49(BB) 25,05 9,402/9,773<br>165,97 25,00 13,85<br>P 45,5 F 45,5 3 dks<br>rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>7 Cell.Ho 18,2 19,8 20,5 21,3 22,0 ER 19,8 15,5<br>G.25 971 B.23 153 In.1 138<br>TEU 132 C.Dk 132/20' (40')<br>7 Ha (stl) (5,4 × 4,8) (10,6 × 6,7) (11,4 × 6,4) (11,4 × 6,4) (11,4 × 6,4) ER (10,6 × 6,7) (4,7 × 6,7)<br>6 Wing Ha (stl) (each 11,4 × 5,1) ER<br>31W Der 1(60) 8(20) 2(10) 22(5) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 824,5t (o.f.) 23kn |

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| **7332048** | **AMERICAN MOON** | **227** | | **1973** Halter Marine Fabricators, Inc.—Moss | **TM Supply Ship** | 2 Vee Oil 4SA each 16Cy. 159 × 203 |
| HP2529 | | 154 | | Point, Ms (387) | Deck Cargo | 2 250bhp (1 655kW) |
| 5337-75 | **Jackson Marine Corp.** | — | AB | 3,671 | Mchy.aft | Caterpillar Tractor Co. Peoria, Illinois |
| Df Esd | Panama Panama | | | 50,40 11,59 4,27 | | Gen 2 × 75kW |
| Gc Pfd | | | | F 15,3 1 dk | | Fuel 294,5t (d.o.) |
| Rdr RT | | | | | | |

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| **7902001** | **AMERICAN No. 1** | **602** | | **1979** Marine Construction & Design Co. | **TM Factory Fishing** | 2 Vee Oil 4SA each 16Cy. 159 × 203 |
| WQZ3 | | 426 | | (MARCO), Ballard Yard—Seattle | Shellfish Fish-factory Stern Trawler | geared to sc. shafts |
| 816 | **Ken Petersen Enterprises Inc.** | — | | 48,82 5,800 | Ref. | 2 250bhp (1 655kW) |
| 610654 | Bellingham, Wa United States | | | 12,21 7,62 | 1 Ho 1 TwD | Caterpillar Tractor Co. Peoria, Illinois |
| Df Esd | of America | | | F - 2 dks | G.88 In.722 | Gen 1 × 250kW 1 × 90kW a.c. |
| Gc Rdr | | | | | 1 Ha | Thw. thrust propeller fwd |
| RTv | | | | | Cr 2(8) | |

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| **5137860** | **AMERICAN OSPREY** | **20 143** | AB | **1958**-3 Bethlehem-Sparrows Point Shipyard | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| KARC | ex Gulfprince-82 | 12 454 | | —Sparrows Pt., Md (4554) | | 15 000shp (11 033kW) |
| 276034 | **American Foreign Steamship** | 34 723 | ✠Classed LR until 3/60 | 201,48 27,56 10,900 | 30 Ta ER | Bethlehem Steel Co. Quincy, Ma |
| Df Esd | **Corp.** | | | 192,03 27,44 13,80 | L.(oil) 44 655 HeCls. BC | Gen 2 × 500kW |
| Gc Rdr | New York, NY United States | | | P 41,8 B 11,3 F 25,6 1 dk | | Fuel 2 996,5t (hvf)-76,0pd 16kn |
| RT | of America | | | RW rf 203 | | |

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| **7731103** | **AMERICAN PATRIOT** | **145** | | **1977** .............Bayou la Batre, Al | **M Fishing** | Oil |
| | | 98 | | *21,95* 7,07 | | 425bhp (313kW) |
| 582584 | **Clamco Corp.** | — | | 3,48 | | U.S.A. |
| | Philadelphia, Pa United States | | | 1 dk | | Fuel (d.o.) |
| | of America | | | | | |

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| **7212389** | **AMERICAN QUEEN** | **934** | | **1972** Campbell Industries—San Diego, Ca | **M Fishing** | Oil 2SA 20Cy. |
| WYZ6 | | 413 | | (84) | Side-fishing | 3 600bhp (2 648kW) |
| 929 | **Caribe Fishing Co.** | — | | 65,84 11,92 5,335 | Mchy.aft | General Motors Corp. La Grange, Illinois |
| 539088 | San Juan, P.R. Puerto Rico | | | 60,51 11,89 5,87 | | |
| Df Esd | (U.S.A.) | | | 1 dk | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |

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| **6414069** | **AMERICAN RACER** | T.Mk | | **1964** Sun SB. & Dry Dock Co.—Chester, | **S General Cargo/Container Ship** | 2 S Turb dr geared to sc. shaft |
| KNDF | | **7 509** | | Pa (629) | Fixed-guides Ref | 18 750shp (13 792kW) |
| 297001 | **United States Lines Inc.** | 4 269 | AB | 165,82 22,92 —/9,738 | 6 Cell.Ho 15,6 18,9 22,1 22,1 | General Electric Co. Lynn, Ma |
| Df Esd | New York, NY United States | — | | 154,90 22,86 13,06 | ER 21,2 18,9 | Gen 2 × 1250kW 450V 60Hz a.c. |
| Gc Pfd | of America | **11 202** | | F 26,9 3 dks | G.17 189 B.15 185 In.4 302 | Fuel 3 479,0t (o.f.) 21kn |
| Rdr RT | | 6 695 | | RW rf nil | 10 Ha (stl) (9,0 × 6,4) (9,6 × 6,4) | |
| | | 13 477 | | | (12,8p.c,s × 5,8) (12,8p.c,s × 5,8) | |
| | | | | | ER (12,8 × 9,0) (9,6 × 6,4) | |
| | | | | | 22W Der 1(70) 14(15) 6(10) 2(5) | |

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| **6423943** | **AMERICAN RANGER** | T.Mk | | **1965** Sun SB. & Dry Dock Co.—Chester, | **S General Cargo/Container Ship** | 2 S Turb dr geared to sc. shaft |
| KNKW | | **7 509** | | Pa (630) | Fixed-guides Ref | 18 750shp (13 792kW) |
| 298270 | **United States Lines Inc.** | 4 269 | AB | 165,82 22,94 —/9,738 | 6 Cell.Ho 15,7 18,9 22,1 22,1 | General Electric Co. Lynn, Ma |
| Df Esd | New York, NY United States | — | | 154,90 22,86 13,06 | ER 21,2 18,9 | Gen 2 × 1250kW 450V 60Hz a.c. |
| Gc Pfd | of America | **11 202** | | F 26,9 3 dks | G.17 189 B.15 185 In.4 302 | Fuel 3 477,0t (o.f.) 21kn |
| Rdr RT | | 6 695 | | RW rf nil | 10 Ha (stl) (9,0 × 6,4) (9,6 × 6,4) | |
| | | 13 477 | | | (12,8p.c,s × 5,8) (12,8p.c,s × 5,8) | |
| | | | | | ER (12,8 × 9,0) (9,6 × 6,4) | |
| | | | | | 22W Der 1(70) 14(15) 6(10) 2(5) | |

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| **6913429** | **AMERICAN RAPID** | **11 757** | | **1969** Ingalls SB. Corp.—Pascagoula, Ms | **S RoRo Cargo/Container Ship** CSD | 2 S Turb dr geared to sc. shaft |
| KAAJ | ex Red Jacket-82 | 6 850 | | (1159) | Fixed-guides Deck-guides | 30 000shp (22 067kW) |
| 522650 | ex Mormacstar-70 | 15 946 | AB | 183,34(BB) 27,49 10,392 | Side doors | General Electric Co. Lynn, Ma |
| Df Esd | **United States Lines Inc.** | | | 170,69 27,44 17,99 | 7 Ho 27,1 16,7 16,7 16,7 16,7 | Gen 2 × 1500kW 440V 60Hz a.c. |
| Gc Pfd | New York, NY United States | | | 3 dks | 16,7 26,8 ER | Fuel 5 007,0t (o.f.) 23,5kn |
| Rdr | of America | | | rf nil | TEU 758 | |
| RTm/h/v | | | | | C.Ho 222/40′ C.Dk 157/40′ | |
| | | | | | 19 Ha (stl) ER | |
| | | | | | 14W Cr 2(5) Der 1(70) 5(30) 5(10) | |

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| **6507751** | **AMERICAN RELIANCE** | T.Mk | | **1965** Sun SB. & Dry Dock Co.—Chester, | **S General Cargo/Container Ship** | 2 S Turb dr geared to sc. shaft |
| KNKX | | **7 509** | | Pa (631) | Fixed-guides Ref | 18 750shp (13 792kW) |
| 299371 | **United States Lines Inc.** | 4 269 | AB | 165,82 22,92 —/9,738 | 6 Cell.Ho 15,7 18,9 22,1 22,1 | General Electric Co. Lynn, Ma |
| Df Esd | New York, NY United States | — | | 154,90 22,86 13,06 | ER 21,2 18,9 | Gen 2 × 1250kW 450V 60Hz a.c. |
| Gc Pfd | of America | **11 202** | | B 18,3 F 26,9 3 dks | G.21 523 B.19 455 In.4 302 | Fuel 3 479,0t (o.f.) 21kn |
| Rdr RTv | | 6 695 | | RW rf nil | 10 Ha (stl) (9,0 × 6,4) (9,6 × 6,4) | |
| | | 13 477 | | | (12,8p.c,s × 5,8) (12,8p.c,s × 5,8) | |
| | | | | | ER (12,8 × 9,0) (9,6 × 6,4) | |
| | | | | | 22W Der 1(70) 14(15) 6(10) 2(5) | |

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| **7914236** | **AMERICAN REPUBLIC** | **12 158** | | **1981** Bay Shipbuilding Corporation | **TM Bulk Carrier** | 2 Vee Oil 2SA each 20Cy. 230 × 254 |
| WYR5 | | 11 106 | | —Sturgeon Bay, Wi (724) | Self-unloader | reverse reduction geared to sc. shafts |
| 386 | **The Connecticut Bank & Trust** | 24 790 | AB | 193,53 20,78 8,435 | 6 Ho ER | 7 200bhp (5 296kW) |
| 633579 | **Co. as Trustee** | | | 189,97 20,73 12,20 | | General Motors Corp. Electro-Motive |
| Df Esd | American S.S. Co. Inc. | | | P 15,9 F 8,9 1 dk | 21 Ha (stl) (each 3,3 × 12,1) ER | Div. La Grange |
| Gc Pfd | Wilmington, De United States | | | rf nil | | Gen 4 × 670kW a.c. |
| Rdr RT | of America | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller aft ,1 fwd |

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| **7635945** | **AMERICAN RESOLUTE** | **17 902** | | **1980** Bath Iron Works Corp.—Bath, Me | **S Container Ship** | 2 S Turb geared to sc. shaft |
| KFDZ | ex Resolute-82 | 12 869 | | (401) | Fixed-guides | 17 500shp (12 872kW) |
| 612715 | **Hartford National Bank & Trust** | 16 664 | AB | 185,93(BB) 23,83 8,232 | 5 Cell.Ho 27,4 27,4 27,4 27,4 | General Electric Co. Lynn, Ma |
| Df Esd | **Co.** | | | 177,40 23,79 16,64 | ER 14,9 | Gen 2 × 1000kW a.c. |
| Gc Pfd | United States Lines Inc. | | | 3 dks | HeCls. B | Thw. thrust Contr. pitch propeller fwd |
| Rdr RT | New York, NY United States | | | rf nil | TEU 1070 | Fuel 2 336,5t (o.f.) 20kn |
| | of America | | | | C.Ho 612/20′(40′) C.Dk | |
| | | | | | 458/20′(40′) incl. 56 ref C. | |
| | | | | | 18 Ha (stl) ER | |

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| 6901830<br>KRBS<br>519102<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN ROVER**<br>ex Defiance-82 ex Mormacsea-70<br>**United States Lines Inc.**<br>New York, NY United States of America | 11 757<br>6 850<br>15 946 | **1969** Ingalls SB. Corp.—Pascagoula, Ms (1157)<br>AB 183,37(BB) 27,49 10,392<br>170,69 27,44 17,99<br>3 dks<br>rf nil | **S RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Side doors<br>7 Ho 27,1 16,7 16,7 16,7 16,7 16,7 26,8 ER<br>G.37 043 B.33 798<br>TEU 758<br>C.Ho 222/40' C.Dk 157/40'<br>19 Ha (stl) ER<br>14W Der 1(70) 10(30) 4(5) | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 5 007,0t (o.f.) 23,5kn |
| 7611963<br>WYU8<br>830<br>559852 | **AMERICAN SON**<br>**American Son Inc.**<br>Corpus Christi, Tx United States of America | 130<br>88<br>— | **1974** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,16* 6,76<br>3,74<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 108 × 127 geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Fuel (d.o.) |
| 6913417<br>KAIP<br>521550<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICAN SPARTAN**<br>ex Michigan-81<br>**M. P. M. Transportation Inc.**<br>New York, NY United States of America | T.Mk<br>**9 493**<br>5 243<br>13 285<br>**13 053**<br>8 105<br>— | **1969** Avondale Shipyards Inc.—Avondale, La (1130)<br>AB 176,49(BB) 25,05 9,405/9,773<br>165,97 25,00 13,85<br>P 45,5 F 45,5 3 dks<br>rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>7 Ho 18,2 19,8 20,5 21,3 22,1 ER 19,8 15,5<br>G.25 966 B.24 267 In.1 133<br>7 Ha (stl) (5,4 × 4,8) (10,6 × 6,7) (11,4 × 6,4) (11,4 × 6,4) (11,4 × 6,4) ER (10,6 × 6,7) (4,7 × 6,7)<br>6 Wing Ha (stl) (each 11,4 × 5,1) ER<br>Der 1(70) 8(20) 2(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 700,5t (o.f.) 23kn |
| 6904521<br>KNKF<br>518434<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN SPITFIRE**<br>ex Idaho-81<br>**M. P. M. Transportation Inc.**<br>New York, NY United States of America | T.Mk<br>**9 493**<br>5 243<br>13 285<br>**13 053**<br>8 105<br>— | **1969** Avondale Shipyards Inc.—Avondale, La (1128)<br>AB 176,49(BB) 25,05 9,402/9,773<br>165,97 25,00 13,85<br>P 45,5 F 45,5 3 dks<br>rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>7 Ho 18,2 19,8 20,5 21,3 22,1 ER 19,8 15,5<br>G.25 971 B.24 286 In.1 138<br>7 Ha (stl) (5,4 × 4,8) (10,6 × 6,7) (11,4 × 6,4) (11,4 × 6,4) (11,4 × 6,4) ER (10,6 × 6,7) (4,7 × 6,7)<br>6 Wing Ha (stl) (each 11,4 × 5,1) ER<br>Der 1(70) 8(20) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 804,5t (o.f.) 23kn |
| 7223687<br>WYZ5<br>579<br>535675<br>Df Esd<br>Pfd Rdr<br>RT | **AMERICAN STAR**<br>**Hansen Fisheries Inc.**<br>Seattle, Wa United States of America | 192<br>131<br>— | **1971** Martinolich SB. Corp.—Tacoma, Wa (393)<br>33,53 8,84 4,115<br>30,33 8,54 4,27<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 159 × 203<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7048362<br>H05203<br>1042<br>5-80<br>Esd Rdr<br>RTh | **AMERICAN TIDE**<br>**Tidewater Marine Panama Inc.**<br>Tidewater Inc.<br>Panama Panama | 195<br>133<br>— | **1965** American Marine Corp.—New Orleans, La (918)<br>50,30 11,03 3,172<br>44,56 10,98 3,81<br>B 6,4 F 12,8 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 220V 60Hz a.c.<br>11kn |
| 6804599<br>KPHB<br>515976<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN TITAN**<br>ex Colorado-81<br>**M. P. M. Transportation Inc.**<br>New York, NY United States of America | T.Mk<br>**9 493**<br>5 243<br>13 285<br>**13 053**<br>8 105<br>— | **1968** Avondale Shipyards Inc.—Avondale, La (1126)<br>AB 176,49(BB) 25,05 9,402/9,773<br>165,97 25,00 13,85<br>P 45,5 F 45,5 3 dks<br>rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>7 Ho 18,2 19,8 20,5 21,3 22,1 ER 19,8 15,5<br>G.25 971 B.23 153 In.1 138<br>7 Ha (stl) (5,4 × 4,8) (10,6 × 6,7) (11,4 × 6,4) (11,4 × 6,4) (11,4 × 6,4) ER (10,6 × 6,7) (4,7 × 6,7)<br>6 Wing Ha (stl) (each 11,4 × 5,1) ER<br>24W Der 1(70) 8(20) 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 700,5t (o.f.) 23kn |
| 7117670<br>WEZH<br>530139<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMERICAN TRADER**<br>ex Pacific Bear-79<br>**United California Bank**<br>New York, NY United States of America | **26 989**<br>19 240<br>30 226 | **1971** Avondale Shipyards Inc.—Avondale, La (1189)<br>AB 249,94(BB) 30,54 12,440<br>220,68 30,48 18,29<br>F 44,9 1 dk<br>rf nil conv Barge Carrier 77 | **S Container Ship**<br>Fixed-guides<br>Mchy.aft<br>6 Cell.Ho 33,5 33,5 33,5 11,1 22,3 22,3<br>TEU 1068<br>C.Ho 528/20' (40') C.Dk 540/20' (40')<br>9 Ha (stl) ER 5 Ha (stl) 1 Ha (stl)<br>Cr 1(30) 2(20) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc. Trenton, NJ<br>Gen 1 × 2500kW 1 × 2000kW 450V 60Hz a.c.<br>Fuel 5 616,5t (o.f.) 22,5kn |
| 5248334<br>KVKV<br>244855<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AMERICAN TRADER**<br>ex Neches-64 ex Fisher's Hill-53<br>**American Trading Transportation Co. Inc.**<br>Baltimore, Md United States of America | **15 052**<br>11 538<br>28 058 | **1967** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>AB **1943** (Aft section) Sun SB. & Dry Dock Co. —Chester, Pa (330)<br>193,10 22,61 10,100<br>184,11 22,56 13,26<br>RQD 33,0 F 19,6 1 dk<br>RW rf 89 | **S Tanker**<br>CBT<br>30 Ta ER<br>L.(oil) 37 683 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 049,5t (o.f.)-44,5pd 16,5kn |
| 6820696<br>WXGO<br>517617<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMERICAN TROJAN**<br>ex Montana-81<br>**M. P. M. Transportation Inc.**<br>New York, NY United States of America | T.Mk<br>**9 493**<br>5 243<br>13 285<br>**13 053**<br>8 105<br>— | **1969** Avondale Shipyards Inc.—Avondale, La (1127)<br>AB 176,49(BB) 25,05 9,402/9,773<br>165,97 25,00 13,87<br>P 45,5 F 45,5 3 dks<br>rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>7 Ho 18,2 19,8 20,5 21,3 22,1 ER 19,8 15,5<br>G.25 971 B.23 154 In.1 136<br>7 Ha (stl) (5,4 × 4,8) (10,6 × 6,7) (11,4 × 6,4) (11,4 × 6,4) (11,4 × 6,4) ER (10,6 × 6,7) (4,7 × 6,7)<br>6 Wing Ha (stl) (each 11,4 × 5,1) ER<br>25W Der 1(60) 8(20) 2(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>21 000shp (15 447kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 757,5t (o.f.) 23kn |

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| **5014680**<br>KKUI<br>248005<br>Df Esd<br>Gc RT | **AMERICAN VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 638**<br>5 193<br>10 897 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V76)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>16W Der 8(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **7513006**<br>WYX2<br>824<br>550276<br>Df Esd<br>Rdr RT | **AMERICAN VIKING**<br>**Crocker McAlister Equipment Leasing**<br>Juneau, Ak United States of America | **199**<br>147<br>— | | **1973** Harold Hansen Boat Co.—Marysville, Wa<br>... ... ...<br>27,64 8,28 2,82<br>1 dk | **TM Fishing**<br>Side Trawler<br>3 Ho ER<br>3 Ha ER | 2 Oil each -Cy.<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7228390**<br>WYU8<br>115<br>546488<br>Df Esd<br>Gc Rdr<br>RT | **AMERICAN III**<br>ex American Delta III-79<br>Launched as Bigorange II<br>**American Galaxy Inc.**<br>Port Arthur, Tx United States of America | **172**<br>117<br>— | AB | **1973** Burton Construction & SB. Corp.—Port Arthur, Tx (492)<br>53,35 11,69 3,623<br>47,22 11,59 3,97<br>F 27,5 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW<br>Fuel 239,0t (d.o.) |
| **7350959**<br>IBPA<br>3576<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMERICANA**<br>**Italia S.p.A. di Navigazione**<br>Genova Italy | **22 245**<br>11 600<br>23 838 | AB RI | **1974** Italcantieri S.p.A.—Genova (4300)<br>208,13(BB) 30,56 10,391<br>191,98 30,51 18,24<br>F 39,7 1 dk<br>rf nil | **S Container Ship/Vehicles Carrier**<br>Fixed-guides<br>Side door (p only)<br>2 Ho 3 Cell.Ho 1 Ho ER<br>B.4 150<br>TEU 813<br>C.Ho 453/20' (40') C.Dk 360/20'<br>8 Ha (stl)<br>Cr 1(50) | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW) General Electric<br>Cant. Nav. del Tirreno e Riuniti Riva Trigoso<br>Gen 2 × 1800kW 1 × 900kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 5 348,5t 23,5kn |
| **5014719**<br>LW2688 | **AMERICANO**<br>ex Anglo No. 2-42<br>ex General Flores-37<br>ex Anglo No. 2-35 ex Reformer<br>**Polar S.r.l.**<br>Argentina | **1 243**<br>1 000<br>— | ✠Classed LR until 8/29 | **1901**-6 A. Rodger & Co.—Port Glasgow (358)<br>*70,17* 12,81 3,366<br>12,76<br>1 dk<br>R | **TS General Cargo Barge**<br>Ref<br>Mchy.aft | T 6Cy. (2) 279 (2) 432 & (2) 711 × 533<br>Ross & Duncan Glasgow |
| **7831989**<br>WSX5<br>187<br>595758 | **AMERICUS**<br>**Jeffry P. Hendricks**<br>Bellingham, Wa United States of America | **194**<br>131<br>— | | **1978** .............Anacortes, Wa<br>*33,99* 9,76<br>3,23<br>1 dk | **M Fishing** | Oil<br>1 125bhp (828kW)<br>U.S.A. |
| **7128552**<br>IQAH<br>600<br>Df Esd<br>Gc Rdr<br>RT | **AMERIGO VESPUCCI I**<br>**Fedele Cionfrini**<br>Ancona Italy | **128**<br>41<br>— | | **1971** Dante Castracani—Ancona (83)<br>29,70 6,51 2,248<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **5185398**<br>SXXE<br>3644<br>Df Esd<br>Gc Rdr<br>RTv | **AMERIKANIS**<br>ex Kenya Castle-67<br>**Chandris America Lines S.A.**<br>Piraeus Greece | **16 485**<br>9 676<br>2 866 | **✠100A1** SS 11/77<br>**✠LMC**<br>EL kt 2⅝"SQ<br>FN 5932 | **1952**-2 Harland and Wolff Ltd.—Belfast (1432)<br>175,72 22,66 7,798<br>164,85 22,56 13,42<br>B & F 119,2 3 dks, 4th dk except in No. 5 hold<br>RW rf 330 conv Ref Passenger/General Cargo 68<br>9BH WB1237t | **TS Passenger Ship**<br>911bth P<br>1 Ho 22,7<br>G.1 024<br>1 Ha (6,7 × 4,8)<br>2W Der 2(5) | 6 S Turb dr geared to 2 sc. shafts<br>14 400shp (10 592kW) Parsons<br>Harland and Wolff Ltd. Belfast<br>3 WTB 495lbf/in² (34,2bar) Spt 485lbf/in² (33,5bar) hs1816,3<br>2 db 100lbf/in² (6,9bar)<br>Gen 2 × 750kW 4 × 500kW 220V d.c.<br>Fuel 2 489,5t (o.f.) 19,5kn |
| **7609659**<br>SVDJ<br>6936<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMETHYST**<br>**Killini Shipping Co. S.A.**<br>Pyrsos Shipping Co. Ltd.<br>Piraeus Greece | **13 889**<br>10 251<br>23 536 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2556)<br>164,34(BB) 9,841<br>155,48 22,86 14,18<br>1 dk | **M Bulk Carrier** | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Controllable pitch propeller<br>15kn |
| **7398377**<br>WYT9<br>545<br>547096 | **AMETHYST**<br>**Elmer T. Summer**<br>Providence, RI United States of America | **122**<br>83<br>— | | **1974** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,74<br>6,71 3,41<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6614102**<br>D5VC<br>6670<br>Df Esd<br>Gc Rdr<br>RT | **AMETHYSTOS**<br>ex Docelago-79<br>ex Antonio Ferraz-70<br>**Ansford Shipping Corp.**<br>Univan Ship Management Ltd.<br>Monrovia Liberia | **11 487**<br>6 686<br>19 676 | **✠100A1** CS 2/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL ht 2⅜"U2<br>FN 5362 | **1968**-2 Cia. Com. e Nav. Estaleiro Maua—Rio de Janeiro (13)<br>169,20 21,42 9,678<br>158,07 21,34 12,58<br>P 49,1 F 16,2 1 dk<br>rf 51<br>NS 9BH WB6648t incl. Comb. btm & side tanks in holds 1956t Topside tanks in holds 2697t | **M Bulk Carrier**<br>7 Ho ER<br>G.24 200 B.23 600<br>7 Ha (stl) (9,7 × 9,0) (9,7 9,7 9,7 9,7 9,7 9,7 × 10,6) ER | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c. |
| **5014771**<br>USUQ<br>M-22564<br>Df Esd<br>Gc Rdr<br>RT | **AMETIST**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 170**<br>1 225<br>1 268 | RS | **1961** .............U.S.S.R.<br>84,69 14,03 5,538<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 4(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) NE 74<br>CKD Praha Praha<br>12kn |
| **7643801**<br>ULKI<br>M-33797<br>Df Rdr | **AMETIST**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **1 074**<br>232<br>440 | RS | **1977** .............U.S.S.R.<br>58,55 12,65 4,669<br>51,62 5,90 | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. connected to 1 elec. motor & geared to sc. shaft<br>U.S.S.R.<br>13,25kn |

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| 7832907<br>UACR<br>M-12629 | **AMETIST**<br>**U.S.S.R. -Academy of Sciences**<br>Nakhodka U.S.S.R. | **166**<br>18<br>36 | RS | **1979** ..........U.S.S.R.<br>33,99 7,09 2,591<br>3,69<br>1 dk | **M Research** | Oil<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 8034904<br>M-12714 | **AMETISTOVYY**<br>**U.S.S.R.**<br>U.S.S.R. | **652**<br>216<br>495 | RS | **1982** ..........U.S.S.R.<br>55,02 9,53 4,299<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7) ER<br>Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7617137<br>BICS<br>5819<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMEX**<br>ex Glorious Trader-82<br>**Taiwan International Line Ltd.**<br>Keelung China* | **9 449**<br>5 914<br>15 135 | AB | **1978** China SB. Corp.—Kaohsiung (69)<br>143,41(BB) 19,84 9,032<br>134,12 19,82 12,35<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 009<br>5 Ha (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>14W Der 14(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>13,5kn |
| 7709344<br>J4BM<br>7109<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMFITRITI**<br>**Amfitrite Shipping Co. S.A.**<br>Piraeus Greece | **10 995**<br>7 727<br>17 224 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2609)<br>145,52(BB) 21,04 9,451<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 152 B.21 067<br>TEU 367<br>C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 3(25) 1(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel-18,5pd 14,5kn |
| 6923498<br>ESJY<br>M-30324<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMGA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 633**<br>1 115<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (270)<br>82,00 13,64 5,192<br>73,00 13,59 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6860490<br>UOJS<br>M-24605 | **AMGA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>101<br>124 | RS | **1956** ..........East Germany<br>38,51 7,29 2,701<br>3,51<br>1 dk | **M Fishing**<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7052703<br>ESLZ<br>M-6336 | **AMGA**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **167**<br>43<br>100 | RS | **1970** ..........U.S.S.R.<br>34,02 7,01 2,890<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7128564<br>SVFH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMGIS KATASYRTI**<br>ex Woo Yong-81<br>ex Ssang Yong No. 333-76<br>ex Tensa Maru-74<br>**Amgis Ltd.**<br>Andros Greece | **5 894**<br>3 829<br>9 516 | AB KR (NK) | **1971** Tsuneishi Zosen K.K.—Numakuma (261)<br>127,97 18,34 7,544<br>119,00 18,29 9,50<br>P 24,1 F 11,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.12 276 B.11 704<br>3 Ha (stl) (14,7 31,5 19,5 × 8,9) ER<br>Der 4(15) | Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 240kW 445V a.c.<br>Fuel 834,0t (d.o.)-20,5pd 13,5kn |
| 5418678<br>UVDV<br>M-12123<br>Df Esd<br>Gc Rdr<br>RT | **AMGUEMA**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **7 684**<br>3 384<br>8 842 | RS | **1962** "Leninskogo Komsomola" Shipyard —Komsomolsk<br>139,10 18,88 8,940<br>118,42 18,83 11,64<br>2 dks | **D-E General Cargo**<br>Ice strengthened<br>3 Ho 14,7 16,3 ER 19,0 4 TwD 14,7 16,3 ER 20,2 18,1<br>G.10 580 B.9 306<br>4 Ha (8,7 10,8 × 7,6) ER (10,8 8,7 × 7,6)<br>8W Der 2(60) 2(10) 6(5) | 4 Oil 4SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 1 elec. motor & geared to sc. shaft<br>U.S.S.R.<br>15kn |
| 6718661<br>UEDC<br>M-17212<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMGUN**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 168**<br>1 606<br>5 042 | RS | **1967** Rauma-Repola Oy—Rauma/Raumo (162)<br>106,15 15,45 6,741<br>97,01 15,40 7,93<br>1 dk<br>conv Oil Tanker 77 | **M Tanker**<br>Oil Vegetable oil<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 335,5t (d.o.)-51,0pd 13,5kn |
| 5014812<br>VC2957<br>192697 | **AMHERST ISLANDER**<br>**Minister of Transport & Communications for the Province of Ontario**<br>Kingston, Ont. Canada | **184**<br>114<br>— | ✠Classed LR until 1/64 | **1955**-6 Kingston Shipyards—Kingston, Ont. (48)<br>32,34 11,46<br>30,33 11,43 3,08<br>1 dk<br>rf 1448 | **M Ferry**<br>Mchy.aft | Vee Oil 4SA 12Cy. 140 × 152 sr geared to sc. shafts<br>480bhp (353kW) NE 77<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 32kW 110/220V 60Hz a.c.<br>Fuel 8,0t (d.o.) |
| 6813435<br>LEZY<br>12488<br>Df Esd<br>Rdr RTv | **AMI**<br>ex Ro-74 ex Gos VIII-67<br>ex Terje 3-49<br>**A/S Ami**<br>Kare Misje & Co. Rederi A/S<br>Bergen Norway | **298**<br>146<br>337 | NV | **1936** Deutsche Schiff u. Masch. —Wesermuende (538)<br>41,86 8,03 4,268<br>37,93 8,01 4,73<br>P - 1 dk<br>rf 914 BK 191<br>conv Whaler 61 | **M General Cargo**<br>1 Ho 18,9<br>B.575<br>1 Ha (13,5 × 4,5)<br>1W Der 1(3) | Oil 4SA 8Cy. 159 × 203<br>535bhp (394kW) NE 66<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 50kW 1 × 48kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 25,0t (d.o.)-1,0pd 10,5kn |

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| 7360461<br>JXUX<br>18542<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMICA**<br>**Sameiet B.V. 984**<br>C. H. Sorensen & Sonner<br>Arendal Norway | **162 030**<br>133 268<br>316 379 | NV | **1975** Bremer Vulkan A.G.—Vegesack (984)<br>351,44(BB) 55,45 22,378<br>336,89 55,40 28,76<br>1 dk<br>rf nil | **S Tanker**<br>COW IGS<br>25 Ta ER<br>L.(oil) 380 580 HeCls. B | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 1500kW 1 × 900kW<br>440V 60Hz a.c.<br>Fuel 167,5t (d.o.) 9 754,0t (hvf)-193,0pd<br>15,25kn |
| 5422887<br>PCOX<br>Df Esd<br>Rdr RT | **AMIE**<br>ex Demark-80 ex Lizard-76<br>ex Kernoa-73 ex Bababraham-70<br>ex Topaze-69 ex Valkenier-66<br>**International Shipping Co. 'STRU-JAG' B.V.**<br>Erhardt & Dekkers<br>Rotterdam Netherlands | **499**<br>325<br>957 | **✠100A1** SS 5/80<br>**✠LMC**<br>EL j 1⅛"SQ<br>FN 738 | **1963**-5 Schps. "De Hoop" N.V.—Lobith (246)<br>61,07 9,22 3,639<br>55,61 9,20 4,07<br>RAD 12,2 F 11,6 1 dk<br>rf 152<br>3BH WB306t incl. Dk a15t m12t | **M General Cargo**<br>1 Ho 39,0 ER<br>G.1 119 B.997<br>2W Der 2(3) | Oil 4SA 6Cy. 305 × 460<br>693bhp (510kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 68,0t (d.o.) 10,75kn |
| 7829168<br>C9NT<br>Df Esd | **AMIL I**<br>**Amil-Agencia Mercantil Industrial Ltda.**<br>Beira Mozambique | **175**<br>89<br>— | (GL) | **1976** INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (76)<br>21,59 6,68 3,152<br>3,99<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 16kW 380/220V<br>9,25kn |
| 7829170<br>C9NS<br>Df Esd | **AMIL II**<br>**Amil-Agencia Mercantil Industrial Ltda.**<br>Beira Mozambique | **175**<br>89<br>— | (GL) | **1976** INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (80)<br>21,59 6,68 3,152<br>3,99<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 16kW 380/220V<br>9,25kn |
| 7226641<br>SYNK<br>4914<br>Df Esd<br>Gc Rdr<br>RT | **AMILLA**<br>**Amilla Compania Naviera S.A.**<br>Piraeus Greece | **13 631**<br>9 829<br>22 589 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2260)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,3 25,6 26,3 ER<br>G.30 800 B.29 849 HeCls. ptB<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>10W Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW<br>450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd<br>15kn |
| 5210507<br>Esd Rdr<br>RT | **AMIMONI**<br>ex Lochmor-64<br>**Tamis S.A.**<br>Panama Panama | **543**<br>241<br>84 | *Classed BC until 4/65 | **1930**-7 Ardrossan Dockyard Ltd. —Ardrossan (349)<br>49,54 8,87 2,890<br>47,25 8,84 3,43<br>P & B 29,3 F 15,3 1 dk<br>R BK 25 | **TM Ferry/General Cargo**<br>1 Ho 2,6<br>G.345 B.329<br>1 Ha (2,6 × 2,4)<br>1W Der 1(3) | 2 Oil 4SA each 12Cy. 180 × 195<br>660bhp (485kW) NE (p) made48 refitted4/61<br>NE (s) made48 refitted3/60<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 16,5t 11kn |
| 7395222<br>EQIB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMIN**<br>ex Caldereta-82<br>**Irano-Hind Shipping Co. Ltd.**<br>Bandar Abbas Iran | **19 892**<br>13 895<br>34 996 | **✠100A1** SS 2/81<br>Strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty Ice Class 3<br>**✠LMC** **UMS**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 7296 | **1976**-10 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (186)<br>196,02(BB) 24,29 11,151<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil DK fwd<br>NS 9BH WB15657T incl. comb. btm & STs in Nos. 1, 2, 3, 4,& 7 holds 4078T topside tanks in all holds 3877T.& No 4 hold 5795T | **M Bulk Carrier**<br>7 Ho 19,8 19,8 19,8 19,8 19,8 19,8 19,1 ER<br>G.44 753 B.38 526<br>7 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 4(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 188,0t (d.o.) 1 958,0t (hvf)-35,5pd<br>15,25kn |
| 5014862<br>183960<br>Df Esd<br>Pfd RT | **AMIN**<br>ex St. Luke-61<br>**Ebco Cold Storages & Allied Industries Ltd.**<br>Chittagong Bangladesh | **114**<br>52<br>— | ✠Classed LR until 9/65 | **1950**-3 Henry Scarr Ltd.—Hessle (658)<br>*25,76* 6,61<br>25,61 6,56 2,98<br>BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho | Oil 4SA 6Cy. 215 × 330 sr geared to sc. shaft<br>360bhp (265kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 20,5t 9kn |
| 7521194<br>EHJV<br>Df Esd<br>Gc Rdr<br>RT | **AMINA**<br>**Compania Vapor Carmen S.A.**<br>Gijon Spain | **2 536**<br>1 666<br>3 717 | GL | **1977** Maritima del Musel S.A.—Gijon (192)<br>90,51 5,901<br>82,50 13,50 7,22<br>P 14,4 F 9,5 1 dk | **M General Cargo**<br>Strengthened for heavy cargoes<br>Mchy.aft<br>G.4 734 B.4 123 | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>14,5kn |
| 6908199<br>HZHV<br>Rdr RT | **AMINA**<br>ex Okitama Maru-78<br>**Arabian Marine Operating Co. Ltd.**<br>Dammam Saudi Arabia | **993**<br>559<br>2 187 | NK | **1968** Imabari Zosen—Imabari (205)<br>69,50 11,03 5,208<br>65,00 11,00 5,59<br>P 14,4 F 7,1 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 488 | 2 Oil 4SA each 6Cy. 260 × 320 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 40kW 225V a.c.<br>Fuel 67,5t-1,5pd 11,25kn |
| 7381647<br>HO5092<br>9933-80<br>Esd Gc<br>Pfd Rdr<br>RT | **AMINA**<br>ex Ibis Four-79<br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **499**<br>196<br>813 | NV | **1975** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (305)<br>53,78 11,82 3,823<br>47,60 11,49 5,49<br>RFD - F - 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 6Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 172kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 385,0t (d.o.)-7,0pd 12kn |
| 5424756<br>ODOW<br>B2760<br>Df Esd<br>RTm | **AMINA**<br>ex Metre-74 ex Virgil-63<br>Launched as Manstead<br>**Hani Ahmed Majzoub & Shikri Khoury & Co.**<br>Ahmed Sayed Issa<br>Beirut Lebanon | T.Mk<br>**397**<br>185<br>— | HR<br>✠Classed LR until 17/8/79 | **1956**-5 Schiffsw. A. Pahl—Hamburg (311)<br>54,51 8,74 4,242<br>48,52 8,70 5,36<br>2 dks<br>R rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 15,3 15,9 2 TwD 15,3 14,7 ER<br>G.821 B.765<br>2 Ha (each 11,8 × 6,3)<br>4W Der 4 | Oil 4SA 6Cy. 290 × 420<br>600bhp (441kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 220V d.c.<br>Fuel 81,5t (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| 5003679<br>HOTK<br>1065<br>9-81<br>Df Esd<br>Gc Rdr<br>RTm/h | **AMINA I**<br>ex Amina-80<br>ex Aegean Mariner-79<br>**Javari Shipping Corp. S.A.**<br>Nena Navigation Pte Ltd.<br>Panama Panama | T.Mk<br>**7 876**<br>4 726<br>—<br>**10 786**<br>7 086<br>16 435 | ✠**100A1** SS 9/82<br>strengthened for heavy cargoes<br>Ice Class 3 at summer draught not exceeding 9,357m<br>✠**LMC**<br>EL ff 2¼"SQ<br>FN 4817 | **1962**-9 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (251)<br>157,99 20,68 —/9,646<br>145,07 20,60 12,60<br>RAD 7,7 F 14,1 2 dks<br>RW rf nil<br>7BH to S dk 1 to 2nd dk WB3923t incl. Tunnel tanks 430t DTa890t | **M General Cargo**<br>5 Ho 18,2 24,3 24,0 ER 18,5 22,5<br>G.22 699 B.21 415<br>6 Ha (9,6 14,4 10,3 14,4 11,2 × 7,4) (1,7 × 4,8)<br>Der 4(8) 10(5) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Soc. des Forges & At. du Creusot Le Creusot<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 265kW 220V d.c.<br>Fuel (hvf) |
| 5077670<br>HZII<br>Df Esd<br>Rdr RT | **AMINA II**<br>ex Minerva II-79<br>ex Commandant A. Kerhuel-69<br>**Al Alwani Navigation Establishment**<br>Jeddah Saudi Arabia | **1 194**<br>559<br>1 590 | (BV) | **1956** Ch. Reunis Loire-Normandie—Nantes (644)<br>69,30 11,26 4,331<br>67,04 10,51 5,95<br>P 15,6 RQD 22,3 F 9,2 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.1 969 B.1 789<br>3 Ha (9,7 × 6,0) (7,6 7,4 × 7,4) ER<br>3W Der 1(5) 2(3) | Oil 2SA 6Cy. 360 × 600<br>936bhp (688kW) Sulzer<br>Ch. de l'Atlantique St. Denis<br>Gen 3 × 180kW 220V d.c.<br>Fuel 77,0t (d.o.) 11kn |
| 5204637<br>6VLO<br>Df Esd<br>Pfd RTm | **AMINATA AMADOU**<br>ex Le Couli-74<br>**Societe des Pecheries Senegalaises de l'Atlantique (SOPESEA)**<br>Dakar Senegal | **123**<br>53<br>— | (BV) | **1958** Ch. de l'Adour—Anglet<br>*26,13* 6,91<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>Der 1(3) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW) NE 64<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 28,5t (d.o.) 11,5kn |
| 6928682<br>ATEJ<br>1360<br>Df Esd<br>Gc Rdr<br>RT | **AMINDIVI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**2 493**<br>1 164<br>1 978 | IRS<br>✠Classed LR until 12/72 | **1970**-2 Brodogradiliste "Titovo"—Kraljevica (390)<br>90,94 (BB) 16,06 4,553<br>82,00 16,03 7,42<br>Ba 13,8 B 13,8 F 11,9 2 dks<br>RW rf 483 | **TM Passenger/General Cargo**<br>Ref 112P<br>2 Ho 13,3 12,5 ER<br>G.2 154 B.1 900 In.198<br>2 Ha (w) ER<br>7W Der 4(5) 1(2,5) 2(1) | 2 Oil 2SA each 8Cy. 480 × 700<br>700bhp (515kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 3 × 245kW 400V 50Hz a.c.<br>Fuel 369,0t (d.o.) 16kn |
| 5276965<br>ODHU<br>Df Esd<br>Rdr<br>RTm/h | **AMINE**<br>ex Apollon-80 ex Philetas-72<br>**Walid Elias Dahrouj & Ahmed Abu Baker**<br>Beirut Lebanon | **497**<br>219<br>915 | ✠**100A1**<br>✠**LMC**<br>EL I<br>FN 932 | **1954**-10 Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (233)<br>64,85 9,91 3,703<br>59,67 9,81 5,80<br>Ba 11,3 2 dks<br>RW rf nil<br>Coll. BH to U dk 3 to 2nd dk WB143T | **M General Cargo**<br>2 Ho 14,9 22,6 ER<br>G.1 790 B.1 671<br>2 Ha (8,0 12,1 × 3,9) ER<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 110V d.c.<br>10,75kn |
| 5114284<br>3FRK<br>9768-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMINMER**<br>ex Weisseritz-78 ex Fernriver-65<br>**Blue Mediterranean Shipping Co. Ltd. S.A.**<br>Middle East Ship Management Services (P) Ltd.<br>Panama Panama | T.Mk<br>**2 855**<br>1 321<br>4 379<br>**4 274**<br>2 371<br>— | **100A1**<br>**LMC**<br>EL (T) 500,0/46,0U2<br>FN 2524<br>(DSRK) | **1954** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (24)<br>113,11 14,71 6,166<br>104,55 14,64 9,50<br>F 23,2 2 dks<br>RW rf 102<br>SF 6BH WB1516T incl. DTm 696T & Tunnel tanks 191T | **M General Cargo** 2P<br>Ice strengthened<br>4 Ho 11,4 26,0comb. ER 12,6 13,3<br>G.7 961 B.7 271 L.681<br>5 Ha (8,2 13,3 8,2 × 6,1) ER (8,8 7,6 × 6,1)<br>10W Cr 2(5) Der 1(30) 2(10) 6(5) | Oil 2SA 7Cy. 620 × 1150<br>3 550bhp (2 611kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 1 × 160kW 2 × 120kW 220V d.c.<br>Fuel 771,0t (hvf) 14,5kn |
| 7111212<br>IRNK<br>831<br>Esd Rdr<br>RTm | **AMINTA**<br>ex Angiolina Napoleone-75<br>**San Giusto Compagnia di Navigazione S.p.A.**<br>Palermo Italy | **1 507**<br>829<br>2 865 | RI | **1971** Cant. dell 'alto Adriatico—Trieste (176)<br>85,02 13,44 4,598<br>78,52 13,42 6,53<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 618 | Oil 4SA 9Cy. 300 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau West Germany<br>Gen 3 × 350kW 280V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 105,5t (d.o.)-8,0pd 13kn |
| 6813356<br>AQND<br>317836<br>RT | **AMINUDDIN**<br>Launched as Amin<br>**Karachi Port Trust**<br>Karachi Pakistan | **995**<br>362<br>1 016 | ✠**100A1** SS 11/74<br>hopper dredger<br>West Pakistan coastal service within 5 miles offshore<br>✠**LMC**<br>EL (m) I 1½"U1<br>FN 1026 | **1969**-5 Karachi Shipyard & Eng. Works Ltd.—Karachi (S82)<br>64,06 12,63 3,601<br>61,02 12,20 4,60<br>1 dk<br>rf nil<br>4BH WB32t | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho ER<br>Cr 4 | 2 Oil 4SA each 6Cy. 300 × 450 sr geared to sc. shafts<br>1 120bhp (824kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 107kW 230V d.c.<br>10kn |
| 5014886<br>S5022 | **AMINUL BAHR**<br>**Bangladesh Wapda**<br>Narayanganj Bangladesh | **917**<br>304<br>— | ✠Classed LR until 7/2/75 | **1953**-6 Verschure & Co's Schps. —Amsterdam (Co190)<br>78,95 14,48<br>64,01 14,15 3,05<br>1 dk<br>RW | **TS Dredger**<br>Cutter Suction | T 6Cy. (2) 379 (2) 591 & (2) 970 × 360<br>1 700ihp (1 250kW)<br>Verschure & Co.'s Scheeps Amsterdam<br>Gen 3 × 270kW 220V d.c.<br>Fuel (o.f.) |
| 7016761<br>9MXU<br>324243<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMIR**<br>ex Bostonsand-81<br>**Haj Shipping Sendirian Berhad**<br>Penang Malaysia | T.Mk<br>**999**<br>646<br>2 015<br>**1 999**<br>1 289<br>3 326 | GL | **1970** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (185)<br>92,31 (BB) 13,70 4,649/6,097<br>82,00 13,52 7,19<br>P 14,1 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,3 29,0 2 TwD ER<br>G.4 714 B.4 244<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 8(5) | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 126kW 360V 50Hz a.c.<br>Fuel 244,0t (d.o.) 15,5kn |
| 7730654<br>EQGA<br>256<br>Rdr RT | **AMIR**<br>**Cargo Shipping Line**<br>Bandar Abbas Iran | **886**<br>—<br>— | NK | **1975** Wakayama Zosen—Kainan, Wakayama Pref.<br>49,84<br>48,49 10,80 4,50<br>F 7,4 1 dk | **TM General Cargo**<br>G.250<br>1 Ha (stl) (28,9 × 8,3) ER<br>Der 1(10) | 2 Oil 4SA each 6Cy. 240 × 290<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 6,5kW a.c. |
| 7806568<br>Esd Rdr<br>RT | **AMIR NUR**<br>**Government of The Democratic Republic of Somalia**<br>Mogadiscio Somali Republic | **121**<br>62<br>103 | | **1979** Brodogradiliste "Greben"—Vela Luka (807)<br>23,19 7,07 3,571<br>21,21 6,85 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler & Side Trawler Ref. | Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5081425<br>ODMZ<br>B2717<br>Esd Pfd<br>Rdr<br>RTm/v | **AMIRA**<br>ex Courland-71<br>**Mohamed Faisal, Ahmed Naim & Shehadeh Rifai**<br>Rif Navigation Co.<br>Beirut Lebanon | T.Mk<br>**826**<br>333<br>1 283 | ✠**100A1** CS 7/79<br>Str. nav. ice<br>✠**LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1080 | **1956**-5 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1045)<br>68,69 11,10 4,360<br>61,83 11,00 6,46<br>RFD 6,1 2 dks<br>RW rf 102<br>Coll BH to u dk 4 to 2nd dk WB213t | **M General Cargo**<br>3 Ho 13,1 13,1 11,9 ER<br>G.2 505 B.2 269<br>3 Ha (stl) (each 8,3 × 5,1) ER<br>6W Der 1(15) 6(3-5) | Oil 2SA 8Cy. 350 × 550 sr geared to sc. shaft<br>1 330bhp (978kW)<br>Henschel-Maschb. Hamburg<br>Gen 2 × 80kW 230V d.c.<br>Fuel 91,5t (d.o.) 11kn |

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|---|---|---|---|---|---|---|---|
| **7519361**<br>TCKY<br>4433<br>Df Esd<br>Gc Rdr<br>RTv | **AMIRAL FAHRI ENGIN**<br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **18 027**<br>10 644<br>30 290 | AB | **1976** Namura SB. Co. Ltd.—Imari (813)<br>171,23 10,713<br>162,01 25,40 14,36<br>P 34,8 F 16,8 1 dk | **M Tanker**<br>13 Ta ER<br>L.(oil) 33 253 | | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 3 × 560kW 450V 50Hz a.c.<br>Fuel 1 725,0t (hvf)-38,5pd 14,5kn |
| **7519373**<br>TCKZ<br>4447<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMIRAL M. ALI ULGEN**<br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **18 027**<br>10 644<br>30 290 | AB | **1976** Namura SB. Co. Ltd.—Imari (814)<br>171,23 10,713<br>162,01 25,40 14,36<br>P 34,8 F 16,8 1 dk | **M Tanker**<br>13 Ta ER<br>L.(oil) 33 253 | | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 3 × 560kW 450V 50Hz a.c.<br>Fuel 113,0t (d.o.) 1 490,0t (hvf)-39,0pd<br>14,5kn |
| **6422286**<br>TKXP<br>3914<br>Df Esd<br>Rdr | **AMIRAL RONARC'H**<br>**Armement Simon Charlot**<br>Concarneau France | **147**<br>49<br>— | BV | **1964** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (530)<br>27,59 6,91 3,201<br>6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.120<br>2 Ha (each 1,1 × 1,0) ER | | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 36,0t 11,5kn |
| **6829599**<br>TCCM<br>4030<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMIRAL S. ALTINCAN**<br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **9 791**<br>5 817<br>12 713 | AB | **1970** Golcuk Naval Yard—Golcuk, Turkey (43)<br>155,51 19,49 9,024<br>145,01 19,46 12,30<br>P 14,1 F 13,8 3 dks<br>rf 102 | **M General Cargo**<br>6 Ho 13,5 20,4 21,4 ER 16,6 20,7 13,7<br>G.18 859 B.17 245<br>6 Ha (stl) (8,9 × 4,4) (15,2 13,5 × 7,0) ER (11,8 16,0 × 7,0) (8,6 × 5,0)<br>8W Der 1(50) 6(10) 12(5) | CSD | Oil 2SA 7Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 250kW 450V 50Hz a.c.<br>Fuel 1 260,0t (hvf) 18,75kn |
| **6910738**<br>TCCN<br>4029<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMIRAL S. OKAN**<br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **9 791**<br>5 817<br>12 626 | AB | **1970** Denizcilik Bankasi T.A.O.—Camialti (171)<br>155,51 19,51 9,024<br>145,01 19,46 12,30<br>P 14,1 F 13,8 3 dks<br>rf 102 | **M General Cargo**<br>6 Ho 13,5 20,4 21,4 ER 16,5 20,7 13,7<br>G.18 859 B.17 245<br>6 Ha (stl) (8,9 × 4,4) (15,2 13,5 × 7,0) ER (11,8 15,8 × 7,0) (8,6 × 5,0)<br>8W Der 1(50) 6(10) 12(5) | CSD | Oil 2SA 7Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 250kW 450V 50Hz a.c.<br>Fuel 1 260,0t (hvf) 18kn |
| **5313725**<br>CSIO<br>I-362<br>Rdr RT | **AMISIL**<br>ex Sao Silvares-67<br>ex Labrincha-58<br>ex Nossa Senhora Dos Anjos-52<br>ex Johannes-37<br>**Companhia Portuguesa de Navegacao Lda.**<br>**(COMPONAVE)**<br>Lisboa Portugal | **377**<br>229<br>569 | | **1902** Bornholm Maskinfabrik—Ronne<br>41,51 8,87 4,115<br>8,82<br>RQD 1,9 F 3,1 1 dk<br>R | **M General Cargo**<br>1 Ho 24,9 ER<br>G.683 B.636<br>3 Ha (4,1 4,1 × 2,2) (1,3 × 1,4) ER<br>2W | | Oil 4SA 6Cy. 290 × 395<br>450bhp (331kW) NE 51<br>A/S Volund Kobenhavn<br>Fuel 40,5t 9kn |
| **7028518**<br>DAKB<br><br>Df Esd<br>Rdr<br>RTm/v | **AMMERSBEK**<br>**Partenreederei m.s.**<br>**'Ammersbek'**<br>Knohr & Burchard Nfl. (G.m.b.H.) & Co.<br>Hamburg Federal Republic of Germany | **999**<br>618<br>1 800 | GL | **1970** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (716)<br>74,05 (BB) 4,636<br>68,81 10,72 4,70<br>P 27,2 RQD 7,4 B 23,8 F 9,2 2 dks | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 2 286 | HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 72kW 1 × 15kW 400V 50Hz a.c.<br>Fuel 130,0t (d.o.)-4,5pd 11,75kn |
| **5014953**<br>IJOP<br>474<br>Rdr RT | **AMMOGAS**<br>Launched as Ammonia I<br>**IGEA S.p.A. di Navigazione**<br>Palermo Italy | **905**<br>457<br>574 | RI | **1959** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (35)<br>63,33 9,22 3,226<br>57,99 9,17 4,60<br>1 dk<br>RW | **TM Liquefied Gas Carrier**<br>LPG<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 933 | | 2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln |
| **6610936**<br>WU3056<br>296881 | **AMMON G. DUNTON**<br>**Zapata Haynie Corp.**<br>Biloxi, Ms United States of America | **450**<br>306<br>— | | **1964** Wiley Mfg. Co.—Port Deposit, Md (654)<br>*46,58* 10,42<br>48,77 10,37 3,36 | **TM Fishing**<br>Side-fishing | | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5271422**<br><br><br>Df Esd<br>Pfd RT | **AMNAY**<br>ex Pastain-78<br>Morocco | **181**<br>112<br>— | (BV) | **1963** S.A. Balenciaga—Zumaya (74)<br>32,92 6,20 2,185<br>28,61 6,18 3,51<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 10kn |
| **8023905**<br><br>646348<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO ATLANTA**<br>**Coastwise Trading Co. Inc.**<br>Wilmington, De United States of America | **273**<br>185<br>— | AB | **1982** McDermott Shipyard—Morgan City, La (262)<br>5,373<br>39,02 10,98 6,18<br>1 dk | **M Tug** | | Vee Oil 2SA 16Cy. 230 × 254 sr geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 210kW a.c.<br>Controllable pitch propeller<br>15kn |
| **6914277**<br>5LBJ<br>3234<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO BALTIMORE**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **38 714**<br>27 627<br>79 313 | AB | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (811)<br>240,55(BB) 36,02 13,488<br>230,13 35,97 17,84<br>P 45,5 F 18,0 1 dk<br>rf 51 | **M Tanker**<br>SBT COW IGS<br>10 Ta ER<br>L.(oil) 96 567 | HeCls. CptB | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW<br>Fuel 366,0t (d.o.) 3 658,0t (hvf)-63,0pd<br>15kn |
| **6817778**<br>ELQO<br>3046<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMOCO BRISBANE**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **35 450**<br>25 368<br>73 993 | AB | **1968** Mitsui SB. & Eng. Co. Ltd.—Tamano (790)<br>240,55(BB) 36,02 12,758<br>230,13 35,97 16,46<br>P 47,6 F 17,4 1 dk<br>rf 51 | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 88 072 | HeCls. CptB | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 392,0t (d.o.) 3 830,5t (hvf)-67,0pd<br>16kn |

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| 7373937<br>A8JP<br>5009<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMOCO CAIRO**<br>**Mammoth Bulk Carriers Ltd.**<br>Monrovia Liberia | **76 472**<br>58 123<br>153 931 | AB | **1975** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1057)<br>280,02(BB) 53,65 15,241<br>268,03 53,60 19,99<br>1 dk | **M Tanker**<br>14 Ta ER<br>L.(oil) 184 707 HeCls. C | Oil 2SA 10Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 6 502,5t (hvf)-95,5pd 15,25kn |
| 7508582<br>D5OO<br>6501<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO CHICAGO**<br>**Amoco Ocean Carrier Co. & Amoco Ocean Tanker Co.**<br>Amoco Transport Co.<br>Monrovia Liberia | **106 181**<br>88 971<br>238 518 | AB | **1979** Astilleros Espanoles S.A.—Factoria de Puerto Real (102)<br>348,50 51,06 19,011<br>313,01 51,01 26,19<br>1 dk | **M Tanker**<br>SBT IGS<br>13 Ta ER<br>L.(oil) 270 658 HeCls. ptB | Oil 2SA 8Cy. 980 × 2000<br>32 800bhp (24 126kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 950kW a.c.<br>Fuel 559,0t (d.o.) 4 674,0t (hvf)-96,5pd 14kn |
| 6804226<br>ELJU<br>2926<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMOCO CREMONA**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **35 450**<br>25 356<br>73 982 | AB | **1968** Mitsui SB. & Eng. Co. Ltd.—Tamano (789)<br>240,55(BB) 36,02 12,758<br>230,13 35,97 16,46<br>P 49,1 F 17,1 1 dk<br>RW rf 51 | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 88 072 HeCls. CptB | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Fuel 366,0t (d.o.) 3 658,0t (hvf)-67,0pd 15,75kn |
| 5014991<br>KVXW<br>245058<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO DELAWARE**<br>ex Pan Delaware-56<br>ex A. W. Peake-51<br>ex Wolf Mountain-48<br>**Delaware Navigation Co.**<br>Wilmington, De United States of America | **15 049**<br>11 557<br>28 216 | AB | **1944** (Aft section) Alabama D.D. & SB. Co. —Mobile, Al (270)<br>**1971** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>193,10 22,92 10,161<br>184,11 22,56 13,26<br>P 33,6 B 11,3 F 19,6 1 dk<br>RW rf 89 len 57 & 71 | **T-E Tanker**<br>30 Ta ER<br>HeCls. B | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW<br>Fuel 2 064,5t (o.f.)-51,0pd 14kn |
| 7363413<br>A8IQ<br>4984<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AMOCO EUROPA**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **109 700**<br>91 989<br>232 165 | AB | **1975** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (96)<br>334,02(BB) 51,06 19,943<br>312,99 51,01 26,19<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 309 338 HeCls. ptB | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 1 × 1000kW 3 × 544kW 450V 60Hz a.c.<br>Fuel 528,5t (d.o.) 4 572,0t (hvf)-109,5pd 15,25kn |
| 5015000<br>WB4534<br>216311<br>Df Gc<br>Rdr<br>RTm/h/v | **AMOCO ILLINOIS**<br>ex William P. Cowan-62<br>**Amoco Oil Co.**<br>Chicago, Il United States of America | **5 429**<br>3 946<br>8 636 | AB<br>✠Classed LR until 6/42 | **1918**-6 American SB. Co.—Lorain, Oh (724)<br>132,47 16,82 6,986<br>128,02 16,77 8,54<br>F 18,9 1 dk<br>R rf 76 | **S Tanker**<br>CBT<br>18 Ta ER<br>L.(oil) 10 043 HeCls. ptB | T 3Cy. 648 1041 & 1702 × 1067<br>1 850ihp (1 361kW)<br>American S.B. Co. Lorain, Oh<br>Gen 2 × 25kW 110V d.c.<br>Fuel 509,0t (o.f.)-29,5pd 11,75kn |
| 5015012<br>WA9928<br>236823<br>Df Gc<br>Rdr<br>RTm/h/v | **AMOCO INDIANA**<br>ex Red Crown-62<br>**Amoco Oil Co.**<br>Chicago, Il United States of America | **5 443**<br>3 363<br>8 636 | AB | **1937** Manitowoc SB. Corp.—Manitowoc, Wi (292)<br>141,87 16,84 6,503<br>138,39 16,77 8,54<br>F 20,2 1 dk<br>R rf 76 | **S Tanker**<br>CBT<br>16 Ta ER<br>L.(oil) 10 602 HeCls. C | T 3Cy. 635 1041 & 1727 × 1067<br>2 500ihp (1 839kW)<br>Manitowoc S.B. Corp. Manitowoc, Wi<br>Gen 2 × 60kW 110V d.c.<br>Thw. thrust propeller fwd<br>Fuel 535,5t (o.f.)-30,5pd 12,5kn |
| 8121795 | **AMOCO MICHIGAN**<br>**Amoco Oil Co.**<br>United States of America | **290**<br>—<br>— | AB (Class cont.) | **1982** Bay Shipbuilding Corporation —Sturgeon Bay, Wi (732)<br>... ... ...<br>32,64 10,37 4,91<br>1 dk | **TM Tug** | 2 Oil<br>U.S.A. |
| 7304302<br>6ZYB<br>4386<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AMOCO MILFORD HAVEN**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **109 700**<br>91 989<br>232 162 | AB | **1973** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (93)<br>334,02(BB) 51,06 19,943<br>313,01 51,01 26,19<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 309 338 HeCls. ptB | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 1 × 1000kW 3 × 544kW 450V 60Hz a.c.<br>Fuel 528,5t (d.o.) 4 572,0t (hvf)-109,5pd 15,25kn |
| 8023890<br>644241<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO RICHMOND**<br>**Coastwise Trading Co. Inc.**<br>Wilmington, De United States of America | **273**<br>185<br>— | AB | **1982** McDermott Shipyard—Morgan City, La (261)<br>5,371<br>39,02 10,98 6,18<br>1 dk<br>rf nil | **M Tug** | Vee Oil 2SA 16Cy. 230 × 254 sr geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 210kW a.c.<br>Controllable pitch propeller 15kn |
| 7001376<br>5LQS<br>3459<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO SAVANNAH**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **39 246**<br>28 793<br>78 679 | AB | **1970** Mitsubishi Heavy Industries Ltd. —Hiroshima (202)<br>239,50(BB) 36,25 13,412<br>228,00 36,20 18,27<br>F 19,2 1 dk<br>rf 76 | **M Tanker**<br>SBT COW IGS<br>10 Ta ER<br>L.(oil) 97 366 HeCls. ptB | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW<br>Fuel 328,0t (d.o.) 3 647,5t-63,0pd 16kn |
| 7379838<br>D5OG<br>6493<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO SEAFARER**<br>ex Polybritannia-79<br>**Amoco Transport Co.**<br>Monrovia Liberia | **126 895**<br>110 150<br>273 275 | AB<br>✠Classed LR until 16/11/79 | **1974**-11 Mitsui SB. & Eng. Co. Ltd. —Ichihara (966)<br>331,53(BB) 56,06 20,600<br>318,02 56,01 26,42<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 328 174 HeCls. ptB | 2 Vee Oil 2SA each 12Cy. 550 × 1380 reverse reduction geared to sc. shaft<br>35 800bhp (26 333kW) NE 80 B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1100kW 450V 60Hz a.c.<br>Fuel 559,0t (d.o.) 7 036,0t (hvf)-114,0pd |
| 7325899<br>ELCT<br>4643<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO SINGAPORE**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **109 700**<br>91 989<br>232 162 | AB | **1973** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (94)<br>334,02(BB) 51,06 19,943<br>313,01 51,01 26,19<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 309 338 HeCls. ptB | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 1 × 1000kW 3 × 544kW 450V 60Hz a.c.<br>Fuel 528,5t (d.o.) 4 572,0t (hvf)-109,5pd 15,25kn |

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|---|---|---|---|---|---|---|
| 8023888<br>WD6406<br>640635<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO TALLAHASSEE**<br>**Coastwise Trading Co. Inc.**<br>Wilmington, De United States of America | **273**<br>185<br>— | AB | **1981** McDermott Shipyard—Morgan City, La (260)<br>5,371<br>39,02 10,98 6,18<br>1 dk<br>rf nil | **M Tug** | Vee Oil 2SA 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 210kW a.c.<br>Controllable pitch propeller<br>15kn |
| 7013501<br>5LQT<br>3460<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO TEXAS CITY**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **39 246**<br>28 793<br>78 696 | AB | **1970** Mitsubishi Heavy Industries Ltd. —Hiroshima (203)<br>239,50(BB) 36,25 13,412<br>228,00 36,20 18,27<br>F 19,2 1 dk<br>rf 76 | **M Tanker**<br>SBT COW IGS<br>10 Ta ER<br>L.(oil) 97 367 HeCls. CptB | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW<br>Fuel 336,5t 3 561,0t-63,0pd 16kn |
| 7373925<br>A8HW<br>4964<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMOCO TRINIDAD**<br>**Mammoth Bulk Carriers Ltd.**<br>Monrovia Liberia | **76 484**<br>58 140<br>155 755 | AB | **1974** Mitsubishi Heavy Industries Ltd. —Kobe (1056)<br>280,02(BB) 53,65 15,139<br>268,03 53,60 19,99<br>1 dk | **M Tanker**<br>SBT COW<br>14 Ta ER<br>L.(oil) 184 707 HeCls. C | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 561,0t (d.o.) 7 291,0t (hvf)-91,5pd 15kn |
| 7310088<br>6ZSB<br>5886<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMOCO VOYAGER**<br>ex Navarchos Miaoulis-77<br>**Amoco Transport Co.**<br>Monrovia Liberia | **35 314**<br>26 127<br>72 346 | AB | **1973** Hitachi Zosen—Maizuru Works, Maizuru (4358)<br>239,30(BB) 33,76 13,244<br>228,00 33,71 17,61<br>F 18,3 1 dk<br>rf 76 | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 87 904 HeCls. CptB | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 720kW 450V 60Hz a.c.<br>Fuel 220,5t (d.o.) 3 177,0t (hvf)-63,0pd 16kn |
| 7373949<br>A8UF<br>5288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO WHITING**<br>ex Amoco Tehran-80<br>**Amoco Transport Co.**<br>Monrovia Liberia | **76 472**<br>58 123<br>153 848 | AB | **1975** Mitsubishi Heavy Industries Ltd. —Kobe (1058)<br>279,99 15,215<br>268,00 53,60 19,99<br>1 dk | **M Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 186 692 HeCls. CptB | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 870kW a.c.<br>Fuel 540,5t (d.o.) 7 291,0t (hvf)-91,5pd 16kn |
| 5015074<br>WB5644<br>230184<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMOCO WISCONSIN**<br>ex Edward G. Seubert-62<br>**Amoco Oil Co.**<br>Chicago, Il United States of America | **4 432**<br>2 724<br>7 214 | AB | **1930** Manitowoc SB. Corp.—Manitowoc, Wi (254)<br>*122,11* 16,29 6,687<br>118,95 16,24 8,26<br>1 dk<br>R rf 76 | **S Tanker**<br>CBT<br>14 Ta ER<br>L.(oil) 8 065 HeCls. ptB | T 3Cy. 597 975 & 1607 × 1067<br>2 400ihp (1 765kW)<br>Manitowoc S.B. Corp. Manitowoc, Wi<br>Gen 2 × 60kW 110V d.c.<br>Thw. thrust propeller fwd<br>Fuel 339,5t (o.f.)-28,5pd 12,25kn |
| 6910714<br>5LBI<br>3233<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOCO YORKTOWN**<br>**Amoco Transport Co.**<br>Monrovia Liberia | **38 714**<br>27 627<br>79 313 | AB | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (810)<br>240,55(BB) 36,02 13,488<br>230,13 35,97 17,84<br>P 45,5 F 18,0 1 dk<br>rf 51 | **M Tanker**<br>SBT COW IGS<br>10 Ta ER<br>L.(oil) 96 822 HeCls. CptB | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW<br>Fuel 366,0t (d.o.) 3 658,0t (hvf)-63,0pd 16kn |
| 7343346<br>ZMDB<br>363067<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMOKURA**<br>ex Hindustan-78<br>**Marsden Point Tankers Ltd.**<br>Union Steamship Co. of New Zealand Ltd.<br>Wellington New Zealand | **19 867**<br>11 396<br>32 240 | ✠100A1 SS 4/81<br>oil tanker<br>Ice Class 1<br>✠LMC UMS<br>EL Ht 2¾"U2<br>FN 7415 | **1976**-9 Swan Hunter Shipbuilders Ltd. —Readhead Shipyard, S. Shields (91)<br>191,98 26,95 10,389<br>182,89 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152<br>10BH WB3700T incl. DTf2269T | **M Tanker**<br>18 Ta ER<br>L.(oil) 40 999<br>Der 2(5) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>WTAuxB primary 50kgf/cm² (49,1bar) secondary 17kgf/cm² (16,7bar) ( Spt )<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 822,0t (hvf) 15kn |
| 6705171 | **AMOL**<br>**Bombay Port Trust**<br>Bombay India | **260**<br>—<br>— | ✠ | **1967**-3 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1130)<br>33,66 9,38 3,404<br>30,26 8,92 4,25<br>1 dk | **TM Tug** | 2 Oil 4SA each 7Cy. 235 × 330<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7532105<br>SUNU<br>A1117<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMON**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **5 891**<br>2 801<br>8 230 | ✠100A1<br>LMC<br>EL X 495,0/57,0U2<br>FN 3342<br>AB | **1978**-11 Alexandria Shipyard—Alexandria (10014)<br>129,93(BB) 17,84 7,846<br>121,01 17,80 9,81<br>P & B 44,9 F 11,3 2 dks<br>rf nil<br>SF 7BH WB1197T | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 16,1 16,1 17,5 17,5 ER 11,9 5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,6 × 7,2) (11,4 11,4 11,4 × 10,2) ER (8,6 × 7,2)<br>6W Cr 3(8) Der 1(40) 4(5) | Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5,5kgf/cm² (5,4bar)<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar) Spt 7,5kgf/cm² (7,4bar)<br>rcv 5,5kgf/cm² (5,4bar)<br>Gen 2 × 300kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd 16kn |
| 5015098<br>PUEL | **AMONEA**<br>ex Massypira<br>**Nicolaus & Co.**<br>Belem Brazil | **210**<br>162<br>— | ✠Classed LR until 9/12 | **1905**-12 Murdoch & Murray—Port Glasgow<br>*39,57* 9,17<br>... ... ...<br>1 dk & Prom dk<br>R | **TS General Cargo** | C 4Cy. (2) 305 & (2) 610 × 457<br>White & Hemphill Greenock |
| 6821951<br>EFUY<br>2806<br>Df Esd<br>Rdr RT | **AMOR**<br>**Pesquera Malaguena de Gran Altura S.A.**<br>Malaga Spain | **230**<br>111<br>168 | BV | **1968** Union Naval de Levante S.A. —Barcelona (13)<br>35,72 7,04 3,280<br>31,40 7,00 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.127<br>2 Ha (each 0,9 × 0,9) ER | Oil 4SA 8Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 77,5t (d.o.) 11,75kn |
| 7742750<br>591973 | **AMOR**<br>**Joseph P. Singletary Jr.**<br>Wilmington, NC United States of America | **107**<br>79<br>— | | **1978** ............Holden Beach, NC<br>*21,58* 6,76 2,57<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |

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| 7212195<br>Df Esd<br>Rdr RT | **AMORA**<br>**LISNAVE-Estaleiros Navais de Lisboa S.a.r.l.**<br>Lisboa Portugal | **428**<br>12<br>— | ✠**100A1** SS 9/81<br>tug<br>River Tagus service<br>✠**LMC**<br>EL (d) $\frac{13}{16}$"U1<br>FN 384 | **1972**-6 Est. Sao Jacinto S.a.r.L.—Aveiro (91)<br>33,36 9,00<br>30,00 8,50 4,30<br>RAD 1,3<br>rf 1016 BK 152<br>4BH WB27t | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 360 × 450 reverse geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 36kW 1 × 25kW 400V 50Hz a.c. |
| 7405962<br>Esd Rdr<br>RT | **AMORENA**<br>**Shell Co. of Australia Ltd.**<br>Harbour Lighterage Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **566**<br>499<br>1 064 | ✠**A1** SS 12/79<br>oil tanker<br>FP 60°C or above for Sydney Harbour service<br>**LMC**<br>EL (E) $\frac{7}{8}$"U1<br>FN 711 | **1975**-11 The Hornibrook Group—Brisbane (19 A)<br>49,69 10,98 3,277<br>47,60 10,61 4,32<br>1 dk<br>rf 610<br>6BH WBnil | **TM Tank Barge**<br>Bunkering Vessel<br>8 Ta ER | 2 Vee Oil 4SA each 12Cy. 140 × 152<br>740bhp (544kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 1 × 20kW 415V 50Hz a.c.<br>2 Directional propellers |
| 6901177<br>OWBV<br>D1621<br>Df Esd<br>Rdr RTm | **AMORIN**<br>**Lars Christian Jensen Kjobsted**<br>Skagen Denmark | **149**<br>70<br>178 | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (D.561/30)<br>33,61 6,61 3,172<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>BK 64 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>G.180<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Oil 4SA 6Cy. 240 × 350<br>625bhp (460kW) NE 73<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 12kn |
| 5015139<br>IJOL<br>105<br>Df Rdr<br>RT | **AMORUSO PRIMO**<br>ex Venus-61<br>**Michele Amoruso e Figli**<br>Bari Italy | **378**<br>188<br>396 | RI (GL) | **1949** A.G. "Weser" Werk Seebeck —Bremerhaven (665)<br>48,37 8,06 4,071<br>43,21 8,01 4,73<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho<br>G.430 | Oil 4SA 6Cy. 370 × 560<br>1 000bhp (736kW) NE 61<br>S.A. Ansaldo Stab. Mecc. Genova |
| 6829604<br>IQMU<br>153<br>Df Esd<br>Gc Rdr<br>RT | **AMORUSO QUARTO**<br>**Michele Amoruso e Figli**<br>Bari Italy | **821**<br>369<br>649 | RI | **1968** Soc. Esercizio Cant.—Viareggio (600)<br>63,53 10,42 4,319<br>55,22 10,39 7,07<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.696 | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7022071<br>IKRS<br>170<br>Df Esd<br>Gc Rdr<br>RT | **AMORUSO SESTO**<br>**Michele Amoruso e Figli**<br>Bari Italy | **833**<br>369<br>645 | RI | **1970** Soc. Esercizio Cant.—Viareggio (552)<br>63,63 10,42 4,319<br>55,22 10,39 7,07<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.830 | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7206110<br>IKAU<br>179<br>Esd Gc<br>Pfd Rdr<br>RT | **AMORUSO SETTIMO**<br>**Michele Amoruso e Figli**<br>Bari Italy | **1 376**<br>681<br>— | RI | **1972** Soc. Esercizio Cant.—Viareggio (606)<br>73,23 12,02 4,725<br>62,82 11,99 7,90<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>In.1 502 | Oil 4SA 12Cy. 400 × 500<br>3 500bhp (2 574kW)<br>Kloeckner Humboldt Deutz Koeln<br>15kn |
| 6613897<br>IJAC<br>135<br>Df Esd<br>Gc Rdr<br>RT | **AMORUSO TERZO**<br>**Michele Amoruso e Figli**<br>Bari Italy | **610**<br>298<br>549 | RI | **1966** Soc. Esercizio Cant.—Viareggio (556)<br>59,77 9,17 3,709<br>52,86 9,16 4,60<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.610 | Oil 4SA 8Cy. 350 × 400<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7817165<br>PCOU<br>15916 | **AMOW 6**<br>**IHC Norex BV**<br>Rotterdam Netherlands | **926**<br>821<br>1 800 | BV | **1978** IHC Verschure B.V.—Amsterdam (CO-1118)<br>65,03 3,501<br>61,50 11,99 3,99<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 1 000 | 2 Vee Oil 4SA each 12Cy. 145 × 160<br>1 168bhp (859kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers aft<br>9,25kn |
| 7817177<br>PCOV<br>15951 | **AMOW 7**<br>**IHC Norex BV**<br>Rotterdam Netherlands | **926**<br>821<br>1 800 | BV | **1978** IHC Verschure B.V.—Amsterdam (CO-1119)<br>65,03 3,501<br>61,50 11,99 3,99<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 1 000 | 2 Vee Oil 4SA each 12Cy. 145 × 160<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers aft<br>9,25kn |
| 6704830<br>GZAM<br>365820<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMPARO**<br>ex Star Alcyone-74<br>ex Heering Lotte-71<br>**Pluto Ltd.**<br>Sir William Reardon Smith & Sons Ltd.<br>Cardiff United Kingdom | T.Mk<br>**8 278**<br>4 506<br>13 315<br>**11 893**<br>6 832<br>— | ✠**100A1** M 8/81<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL gt $2\frac{5}{16}$"U2<br>FN 4983 | **1967**-5 A.G. "Weser" Werk Seebeck —Bremerhaven (921)<br>155,53 21,72 —/9,443<br>146,34 21,65 12,40<br>P 47,0 F 11,9 2 dks<br>RW rf nil<br>7BH WB2030t incl. Comb. btm & STs in holds 1729t | **M General Cargo** 4P<br>6 Ho ER<br>5 Ha (stl) (11,2 11,2 11,2 31,0comb. 8,8 × 10,5) ER<br>Der 1(100) 1(30) 12(10) | Oil 2SA 7Cy. 740 × 1700<br>10 500bhp (7 723kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>2 AuxB (1 o.f. 1 ex.g) 142lbf/in² (9,8bar)<br>Gen 2 × 350kW 1 × 208kW 440V 60Hz a.c.<br>16,5kn |
| 5205411<br>IJAM<br>687<br>Df Esd<br>Rdr<br>RTm/h | **AMPELOS**<br>ex Leemans-70<br>**Armamento m/c 'Ampelos'**<br>Trapani Italy | **492**<br>265<br>908 | RI<br>✠Classed LR until 6/71 | **1956**-5 Scheeps. "Voorwaarts" —Martenshoek (170)<br>58,04 9,38 3,696<br>52,76 9,26 4,12<br>P 14,4 F 9,2 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 34,6 ER<br>G.1 117 B.1 028<br>1 Ha (24,2comb. × 5,0) ER<br>Der 2(3) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 7kW 110V d.c.<br>Fuel (d.o.) 10kn |
| 6608191<br>PKWV<br>Mma26/L | **AMPERA I**<br>ex Taiyo Maru No. 2<br>**P.T. Pelayaran Nusantara Berdikari**<br>Ambon Indonesia | **313**<br>165<br>345 | KI | **1966** Geibi Zosen Kogyo—Kure (181)<br>41,23 7,22 3,099<br>37,01 7,21 3,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (18,1 × 4,8) ER | Oil 4SA 6Cy. 240 × 330<br>375bhp (276kW)<br>Kinoshita Tekkosho Akashi<br>Fuel 19,5t-1,5pd 10kn |
| 5345455<br>PKWW<br>Mma27/L<br>Df Esd<br>Rdr RTm | **AMPERA II**<br>ex Superior Trader-67<br>**P.T. Pelayaran Nusantara Berdikari**<br>Ambon Indonesia | **329**<br>148<br>318 | KI | **1961** Noord Nederlandse Scheepswerven N.V.—Groningen (316)<br>47,00 7,40 2,801<br>42,02 7,32 3,05<br>1 dk | **M General Cargo** 4P<br>1 Ho 26,9 ER<br>2 Ha (stl) (8,7 × 4,5) (8,7 × 4,8) ER<br>Der 2(2) | Oil 4SA 6Cy. 270 × 500<br>395bhp (291kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 13,5kW 61Hz a.c. 1 × 10kW 46Hz a.c. 1 × 5kW 220V 23Hz a.c.<br>Fuel (d.o.) 11kn |

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|---|---|---|---|---|---|---|
| **6604858**<br>PKWX<br>Mma28/L<br>Df Esd<br>Rdr RT | **AMPERA III**<br>ex Superior Exporter-67<br>**P.T. Pelayaran Nusantara Berdikari**<br>Ambon Indonesia | **400**<br>209<br>508 | KI | **1966** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (140)<br>51,01 7,85 2,998<br>47,02 7,75 3,23<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.785 B.738<br>2 Ha (each 10,9 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 250 × 350<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10kn |
| **6602939**<br>YBJV<br>Mma29/L<br>Df Esd<br>Rdr RT | **AMPERA IV**<br>ex Superior Importer-67<br>**P.T. Pelayaran Nusantara Berdikari**<br>Ambon Indonesia | **400**<br>209<br>508 | KI | **1966** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (288)<br>51,01 7,85 2,972<br>47,02 7,75 3,23<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.785 B.738<br>2 Ha (each 10,9 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 250 × 350<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10kn |
| **5015220**<br>FNVL<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMPERE**<br>**Government of The Republic of France (Postes et Telecommunications)**<br>Toulon France | **2 248**<br>713<br>1 593 | BV | **1951** Ch. & At. de St. Nazaire (Penhoet) —Grand Quevilly (L12)<br>*85,38* 12,60 5,131<br>12,55 7,73<br>2 dks<br>RW | **TS Cable-layer**<br>3 Ha (2,5 × 2,8) (1,3 × 1,9) (1,4 × 1,7)<br>2W Der 1(5) 2(3) | 2 S Turb dr geared to sc. shafts<br>2 500shp (1 839kW) Parsons<br>Ch. & At. de St. Nazaire (Penhoet) St. Nazaire<br>Fuel 562,0t (o.f.) 15kn |
| **7422752**<br>SVAA<br>8008<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMPHION**<br>ex Laganbank-81<br>**Burnham Shipping Corp.**<br>"Granicos" Shipping Corp. S.A.<br>Piraeus Greece | T.Mk<br>**7 516**<br>4 235<br>12 895<br>**11 173**<br>6 983<br>16 875 | ✠**100A1**<br>DTm—oil FP 60°C and above or vegetable oil<br>✠**LMC**<br>EL C† 550,0/60,0U2<br>FN 5253 | **1978**-1 Sunderland Shipbuilders Ltd. —Pallion, Sunderland (6)<br>161,53 21,42 8,230/9,749<br>152,48 21,34 13,11<br>F 14,1 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>SF 7BH to U dk 1BH to 2nd dk<br>WB4299T incl. DTm 1619T Tunnel tanks 515T | **M General Cargo**<br>5 Ho 19,8 14,2 10,6DTp&s 24,3 25,1 ER 22,8<br>G.22 699 B.20 900<br>TEU 192 C. 192/20'<br>7 Ha (stl) (10,9 13,5 13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>Der 1(50) 1(26) 16(10) | Oil 2SA 6Cy. 670 × 2144<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (o.f.) 8,4kgf/cm² (8,3bar)<br>AuxB (Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 510kW 1 × 270kW 440V 60Hz a.c.<br>Fuel 185,0t (d.o.) 2 103,0t (hvf)-38,5pd<br>17kn |
| **5015232**<br>J4QU<br>7587<br>Df Esd<br>Gc Rdr<br>RT | **AMPHIOPEA**<br>ex Amphiope-79<br>**Coastguard Shipping Co. Ltd.**<br>Piraeus Greece | **19 377**<br>12 891<br>29 738 | BV | **1962** S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly (R.320)<br>188,55 24,19 10,300<br>180,02 24,01 15,40<br>1 dk<br>RW | **M Ore Carrier**<br>7 Ho ER<br>Ore 35 390<br>7 Ha (13,8 13,8 13,8 13,8 13,8 13,8 × 12,0) (5,9 × 4,7) ER<br>Der 2(8) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>15kn |
| **5015256**<br>SV3273<br>1901<br>Esd Pfd<br>Rdr RT | **AMPHITRITE**<br>ex Shell Loader-61 ex Shelbrit 2<br>ex Thriftie-36 ex British Thrift-35<br>**Hellenic Shipyards Co. Ltd.**<br>Piraeus Greece | **707**<br>247<br>701 | ✠**100A1** SS 3/80<br>oil tanker<br>✠**LMC**<br>EL j<br>FN 736 | **1928**-9 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1256)<br>59,14 9,63 3,277<br>56,39 9,61 3,43<br>RQD 19,9 Trunk 23,8 F 9,8 1 dk<br>R<br>9BH WB86t | **M Tanker**<br>8 Ta ER<br>L.(oil) 875 | Oil 2SA 6Cy. 265 × 345<br>570bhp (419kW) ✠ NE 53<br>Crossley Bros. Ltd. Manchester<br>✠ NAuxB 35 125lbf/in² (8,7bar)<br>Fuel 53,0t-2,5pd 7kn |
| **7805265**<br>VKAS<br>385311<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMPOL SAREL**<br>**Ampol Petroleum Ltd.**<br>*Brisbane, Queensland* Australia | **65 094**<br>39 623<br>101 604 | ✠**100A1**<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL V† 715,0/92,0U3<br>FN 15160 | **1979**-5 Mitsubishi Heavy Industries Ltd. —Nagasaki (1846)<br>243,01(BB) 45,85 13,742<br>230,00 45,81 20,10<br>1 dk<br>rf nil<br>6BH WB40859T incl. Nos. 2 & 4 wing tanks 35682T, No. 7 stern tanks 754T | **M Tanker**<br>SBT IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 114 148 | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar)<br>AuxB (ex.g) 20kgf/cm² (19,7bar) Spt 18kgf/cm² (17,7bar)<br>Gen 3 × 900kW 425V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 376,0t (d.o.) 3 068,0t (hvf) 15,5kn |
| **6804549**<br>EAKC<br>2873<br>Esd Rdr<br>RT | **AMPOSTA**<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Vigo Spain | **103**<br>30<br>60 | ✠Classed LR until 3/7/81 | **1968**-7 Enrique Lorenzo y Cia. S.A.—Vigo (335)<br>26,95 6,84 2,579<br>22,08 6,41 3,05<br>RAD 2,2<br>rf 381 BK 102 | **M Tug** | Oil 4SA 6Cy. 270 × 500<br>Werkspoor<br>Hijos de J. Barreras Vgo<br>Gen 1 × 40kW 1 × 19kW 380V 50Hz a.c.<br>9,25kn |
| **5113864**<br>OGTT<br>1383<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMRA**<br>ex Ania-81 ex Nanna-80<br>ex Fermia-67<br>**Alfra Shipping OY**<br>Helsinki/ Helsingfors Finland | **12 905**<br>7 315<br>19 762 | ✠**100A1** SS 12/79<br>oil tanker<br>✠**LMC**<br>EL i† 2 9/16"SQ<br>FN 5524 | **1957**-11 Eriksbergs M/V A/B—Goteborg (502)<br>170,62 21,92 9,640<br>161,78 21,87 12,27<br>P 31,7 F 22,0 1 dk<br>rf 51<br>15BH WB1599t | **M Tanker**<br>27 Ta ER<br>L.(oil) 26 697 HeCls. CptB<br>Der 5(5) 2(1,5) | Oil 2SA 7Cy. 740 × 1600<br>8 300bhp (6 105kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 230kW 1 × 220kW 220V d.c.<br>Fuel 1 596,0t (hvf)-30,5pd 15,5kn |
| **5015294**<br>RT | **AMRADO**<br>**Government of The Republic of Ghana (Ports Authority)**<br>*Takoradi* Ghana | **201**<br>—<br>— | ✠Classed LR until 10/48 | **1948**-3 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (384)<br>32,67 7,47 3,277<br>... ... ... | **TS Tug** | T 6Cy. (2) 283 (2) 445 & (2) 737 × 559<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel (o.f.) |
| **7102211**<br>YBYO<br>1172<br>Esd Rdr<br>RT | **AMRITA I**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **165**<br>36<br>— | GL | **1971** Handara Eng. & S.R. Ltd.—Hong Kong (22)<br>29,04 7,73 3,210<br>26,80 7,40 3,41<br>1 dk | **M Tug** | Oil 2SA 8Cy. 260 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) 11,25kn |
| **5089087**<br>H8YO<br>9521-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AMRITSAR**<br>ex Palasaur-81<br>ex Nikos Nassos-80 ex Despina-78<br>**Amritsar Shipping Inc.**<br>Panama Panama | **9 341**<br>7 071<br>13 575 | AB | **1959** A.G. "Weser" Werk Seebeck —Bremerhaven (841)<br>153,68 18,65 9,018<br>141,10 18,60 12,20<br>F 14,1 2 dks<br>rf 152 | **M General Cargo** CSD<br>6 Ho 18,2 19,2 23,7comb. ER 27,1 20,7 6,1<br>G.20 813 B.18 632<br>6 Ha (stl) (11,6 11,6 11,6 × 7,3) ER (11,6 11,6 × 7,3) (3,9 × 6,4)<br>10W Der 1(30) 1(15) 10(5) 2(3) | Oil 2SA 7Cy. 270 × 1250<br>6 300bhp (4 634kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 200kW 1 × 75kW 220V d.c.<br>Fuel 1 168,5t (hvf) 14,5kn |
| **7225221**<br>PLSY<br>2816-72<br>Df Esd<br>Gc Pfd<br>Rdr | **AMRTA I**<br>**P.T. Perusahaan Pelayaran Samudera 'Admiral Lines'**<br>Jakarta Indonesia | **3 249**<br>2 126<br>5 950 | NK | **1972** Kochiken Zosen—Kochi (421)<br>101,10 16,26 6,605<br>94,98 16,21 8,18<br>P 19,9 F 10,4 1 dk | **M General Cargo**<br>G.7 455 B.6 932<br>2 Ha (stl) (27,9 29,4 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho Kobe<br>12,5kn |

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|---|---|---|---|---|---|---|
| 7222475<br>PLSZ<br>5524/BA<br>Df Esd<br>Gc Rdr | **AMRTA II**<br>**P.T. Perusahaan Pelayaran Samudera 'Admiral Lines'**<br>Jakarta Indonesia | **4 625**<br>2 883<br>7 328 | NK | **1972** Kochiken Zosen—Kochi (422)<br>109,91 17,56 7,036<br>101,81 17,51 8,59<br>P 23,8 B 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.9 425 B.8 983<br>2 Ha (stl) (27,3 27,9 × 8,7) ER<br>Der 1(25) 3(15) | Oil 2SA 6Cy. 450 × 800<br>4 200bhp (3 089kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12,5kn |
| 7372414<br>YCMA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMRTA III**<br>ex Mighty Zodiac-79<br>ex Sinar Fuji-75<br>**P.T. Perusahaan Pelayaran Samudera 'Admiral Lines'**<br>Belawan Indonesia | **5 656**<br>4 011<br>9 540 | KI NK | **1974** Imabari Zosen—Imabari (320)<br>119,89 20,55 7,543<br>112,02 20,50 9,56<br>P 23,8 F 12,8 2 dks | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.12 840 B.11 241<br>2 Ha (stl) (31,7 31,1 × 10,3)<br>4W Der 4(20) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 716,5t (hvf)-21,5pd 13,75kn |
| 7509990<br>YCQF<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMRTA V**<br>ex Mars Bell-80<br>**P.T. Perusahaan Pelayaran Samudera 'Admiral Lines'**<br>Jakarta Indonesia | **5 958**<br>3 928<br>9 084 | NK | **1976** Minami-Kyushu Zosen K.K.—Usuki (503)<br>126,09 17,43 7,697<br>117,99 17,40 9,89<br>P 29,0 F 12,8 2 dks<br>rf 89 | **M General Cargo**<br>3 Ho 23,7 32,2 30,0 ER<br>G.12 891 B.12 010<br>6 Ha (stl) (15,8 15,8 24,0 24,0 21,6 21,6 × 8,0) ER<br>Der 1(50) 5(20) | Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 853,5t (hvf) 13,5kn |
| 6814726<br>DLXE<br>Esd Rdr<br>RT | **AMRUM**<br>**Wyker Dampschiffs-Reederei Fohr- Amrum G.m.b.H.**<br>Amrum Federal Republic of Germany | **211**<br>101<br>40 | GL | **1968** Husumer Schiffsw.—Husum (1253)<br>32,21 10,65 1,601<br>29,32 10,01 3,00<br>1 dk | **TM RoRo Cargo/Ferry**<br>350P<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 135 × 160<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7025035<br>Df Esd<br>Rdr RT | **AMSBACH DESPATCH**<br>ex Margo-77<br>**Government of The Socialist Republic of The Union of Burma (People's Pearl & Fishery Board)**<br>Rangoon Burma | **250**<br>126<br>— | | **1969** Robin Shipyard (Pte.) Ltd.—Singapore (28)<br>9,81<br>36,58 9,76 1,99<br>1 dk | **TM Landing Craft**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 140 × 152<br>500bhp (368kW)<br>Cummins Diesel International Ltd. U.S.A. |
| 7005255<br>PCPG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMSTELBRINK**<br>ex Hollands Brink-77<br>**Nedlloyd Bulk B.V.**<br>Amsterdam Netherlands | **16 170**<br>10 576<br>27 213 | **✠100A1** CS 2/80<br>**✠LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6185 | **1970**-3 Nippon Kokan K.K.—Shimizu (284)<br>175,60 22,92 10,958<br>164,60 22,86 14,71<br>P 32,0 F 13,8 2 dks, 2nd dk for light cargoes only<br>rf 102 conv Bulk Carrier 77<br>conv General Cargo 79<br>NS 8BH WB9071t incl. Comb. btm & STs in Nos. 1, 3, 4 & 5 holds 2861t Topside tanks in holds 5090t | **M Bulk Carrier**<br>6 Ho 18,4 19,5 20,4 20,4 20,4 20,4 ER<br>G.35 695<br>6 Ha (stl) (10,2 × 7,8) (11,0 11,8 11,8 11,8 11,8 × 9,4) ER<br>12W Der 12(10) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 1 831,0t (hvf) 15,5kn |
| 7014622<br>PCPD<br>Df Esd<br>Gc Rdr<br>RTh/v | **AMSTELDIEP**<br>ex Putten-77<br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **12 592**<br>8 075<br>20 015 | BV | **1970** Van der Giessen-de Noord N.V. —Krimpen a/d Ijssel (869)<br>160,10 21,90 9,926<br>151,14 21,77 13,31<br>P 31,7 F 14,1 1 dk | **M Bulk Carrier**<br>5 Ho 19,2 22,1 22,1 22,1 22,9 ER<br>G.27 223 HeCls. B<br>9 Ha (stl) (10,9 × 10,6) (14,4p&s 14,4p&s 14,4p&s 14,4p&s × 8,0) ER<br>Cr 5(8) | Oil 2SA 6Cy. 760 × 1550<br>7 500bhp (5 517kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 275kW 440V 60Hz a.c.<br>Fuel 180,5t (d.o.) 1 079,5t (hvf)-25,0pd<br>15kn |
| 7002277<br>PCPI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMSTELDREEF**<br>ex Voorne-77<br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **12 592**<br>8 075<br>20 015 | BV | **1970** Van der Giessen-de Noord N.V. —Krimpen a/d Ijssel (868)<br>160,10 21,90 9,926<br>151,14 21,77 13,31<br>P 31,7 F 14,1 1 dk | **M Bulk Carrier**<br>5 Ho 19,2 22,1 22,1 22,1 22,9 ER<br>G.27 223 HeCls. B<br>9 Ha (stl) (10,9 × 10,6) (14,4p&s 14,4p&s 14,4p&s 14,4p&s × 8,0) ER<br>Cr 5(8) | Oil 2SA 6Cy. 760 × 1550<br>7 500bhp (5 517kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 275kW 440V 60Hz a.c.<br>Fuel 128,5t (d.o.) 829,5t (hvf)-25,0pd 15kn |
| 7009665<br>PCPT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMSTELLAAN**<br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **19 847**<br>11 658<br>33 529 | **✠100A1** CS 5/80<br>strengthened for ore cargoes, Nos. 2&6 holds may be empty (cc)<br>**✠LMC**<br>EL (Ht) 2$\frac{11}{16}$"U2<br>FN 7036 | **1970**-5 Verolme Schpsw.—Alblasserdam (815)<br>184,16(BB) 25,71 11,202<br>172,22 25,66 15,19<br>P 30,2 F 16,2 1 dk<br>rf nil<br>NS 10BH WB10907t incl. DTf468t Comb. btm side and topside tanks in holds 9623t | **M Bulk Carrier**<br>Mchy.aft<br>7 Ho 18,5 18,2 17,9 17,9 17,9 17,9 17,9<br>G.40 496<br>7 Ha (stl) (each 11,9 × 12,0)<br>Cr 4(8) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 506,0t (hvf) 15,5kn |
| 7405546<br>PCPN<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMSTELMEER**<br>Launched as Politechnika Gdanska<br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **34 025**<br>23 644<br>54 611 | **100A1** CS 2/80<br>strengthened for ore cargoes, Nos. 2, 4, & 6 holds may be empty<br>Ice Class 3<br>**LMC**<br>EL Nt 3$\frac{1}{16}$"U3<br>FN 10111<br>(PR) | **1975**-4 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B521/208)<br>221,47(BB) 32,29 12,402<br>205,49 32,20 17,00<br>F 19,6 1 dk<br>rf nil DK fwd<br>NS 9BH WB32402T incl. Comb. btm & side & Topside tanks in Nos. 1, 2, 4, 5 & 6 holds 13118T Topside tank in No. 7 hold 677T No. 3 hold 8118T & No. 5 hold 8118T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 17,5 29,7 17,9 27,8 17,9 30,5 15,3 ER<br>G.74 625<br>10 Ha (stl) (each 11,6 × 11,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Fuel 2 895,5t (hvf) 16,5kn |
| 7504988<br>PCPQ<br>14404<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AMSTELMOLEN**<br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **34 412**<br>23 648<br>54 443 | **100A1** SS 4/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**LMC**<br>EL Nt 3$\frac{1}{16}$"U3<br>FN 10109<br>(PR) | **1976** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B521/215)<br>221,47(BB) 32,29 12,402<br>205,49 32,19 17,00<br>F 19,6 1 dk<br>rf nil DK fwd<br>NS 9BH WB32402T incl. comb. btm & side & topside tanks in Nos. 1, 2, 4, 5 & 6 holds 13118T topside tank in No. 7 hold 677T No. 3 hold 8118T No. 5 hold 8118T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 17,5 29,7 17,9 27,8 17,9 30,5 15,2 ER<br>G.74 625<br>10 Ha (stl) (each 11,6 × 11,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>2 AuxB (1 o.f. 1 ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 640kW 400V 50Hz a.c.<br>Fuel 2 895,5t (hvf) 15,75kn |

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| **6713128**<br>PCPO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AMSTELPARK**<br><br>**Nedlloyd Bulk B.V.**<br>Amsterdam Netherlands | **19 849**<br>11 739<br>34 114 | **✠100A1** CS 6/82<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty<br>**✠LMC**<br>EL mt 2$\frac{11}{16}$"U2<br>FN 7036 | **1967**-9 Verolme Schpsw.—Alblasserdam (756)<br>183,93(BB) 25,71 11,164<br>172,22 25,66 15,19<br>P 30,2 F 16,2 1 dk<br>rf nil conv Bulk Carrier 77<br>conv General Cargo 81<br>NS 10BH WB10907t incl. Comb. btm side & topside tanks in holds 9623t<br>DTf439t | **M Bulk Carrier**<br><br>7 Ho 18,5 18,2 17,9 17,9 17,9 17,9 17,9 ER<br>G.40 496<br>7 Ha (stl) (each 11,9 × 11,9) ER<br>Cr 4(8) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 321,0t (hvf) 15kn |
| **7929138**<br>PCPW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMSTELVAART**<br><br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **22 973**<br>13 863<br>38 000 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 1, 3, 5 & 7 or hold Nos. 2, 4 & 6 or hold Nos. 1, 4 & 7 or hold Nos. 2 & 6 may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL J 605,0/76,0U2<br>FN 8155 | **1980**-12 G. Dimitrov Shipyard—Varna (065)<br>201,58(BB) 27,87 11,191<br>187,71 27,81 15,63<br>P 37,8 F 17,1 1 dk<br>9BH WB18424T incl. btm & STs in holds 4347T topside tanks in holds 4400T & No. 3 hold 6910T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(-) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 507,0t (d.o.) 1 966,0t (hvf) |
| **8010257**<br>PCQL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMSTELVLIET**<br><br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **22 973**<br>13 863<br>38 000 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos 1, 3, 5 & 7 or hold Nos. 2, 4 & 6 or hold Nos. 1, 4 & 7 or hold Nos. 2 & 6 may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL J 605,0/76,0U2<br>FN 8151 | **1981**-3 G. Dimitrov Shipyard—Varna (066)<br>201,56(BB) 27,87 11,191<br>187,71 27,82 15,60<br>P 37,8 F 17,1 1 dk<br>rf nil<br>9BH WB18242T incl. btm & STs in holds 4347T, topside tanks in holds 4400T & No. 3 hold 6910T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,6) ER<br>Cr 4(-) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 507,0t (d.o.) 1 966,0t (hvf) |
| **8010269**<br>PCQN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMSTELVOORN**<br><br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **22 973**<br>13 863<br>38 000 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 1, 3, 5 & 7 or hold Nos. 2, 4, & 6 or hold Nos. 1, 4 & 7 or hold Nos. 2 & 6 may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Jt 605,0/76,0U2<br>FN 8155 | **1981**-7 G. Dimitrov Shipyard—Varna (067)<br>201,56(BB) 27,87 11,191<br>187,71 27,81 15,63<br>P 37,8 F 17,1 1 dk<br>rf nil<br>9BH WB18242T incl. btm & STs in holds 4347T topside tanks in holds 4400T & No. 3 hold 6910T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(-) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 507,0t (d.o.) 1 966,0t (hvf) |
| **6521135**<br>PCPZ<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **AMSTELWAL**<br>ex Walcheren-78<br>**Nedlloyd Bulk B.V.**<br>Rotterdam Netherlands | **23 240**<br>14 100<br>37 734 | BV | **1965** Van der Giessen-de Noord N.V. —Krimpen a/d Ijssel (839)<br>205,32 27,39 11,265<br>191,78 27,31 15,65<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes<br>7 Ho 18,5 26,0 16,7 25,1 16,7 26,0 17,6 ER<br>G.45 011 HeCls. B<br>7 Ha (stl) (11,1 17,6 11,1 17,6 11,1 17,6 11,1 × 11,2) ER | Oil 2SA 6Cy. 900 × 1550<br>16 000bhp (11 769kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 198,0t (d.o.) 1 867,5t (hvf)-38,5pd<br>17kn |
| **7028178**<br>PCQA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMSTERDAM**<br>ex Hamburg-74<br>**Wijsmuller-Amsterdam B.V.**<br>Wijsmuller B.V.<br>Ijmuiden Netherlands | **901**<br>197<br>592 | **100A1** SS 6/81<br>tug<br>Ice Class 3<br>**LMC** **UMS**<br>EL (L) K 1$\frac{1}{4}$"U2<br>FN 776<br>(GL) | **1971** J. Oelkers—Hamburg (563)<br>51,36 11,84 5,131<br>44,99 11,51 5,72<br>F 22,0 1 dk<br>rf 686<br>4BH WB261T | **M Tug** | 2 Oil 4SA each 9Cy. 320 × 450 sr geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 167kW 1 × 30kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 592,5t (d.o.) 15kn |
| **6923503**<br>ESOF<br>M-30346<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMU-DARYA**<br><br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **1 115**<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar (143)<br>65,74 11,13 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,2 × 2,2) ER<br>Cr 2(2) | Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>10,75kn |
| **7396898**<br>EGSK<br><br>Df Esd<br>Gc Rdr<br>RT | **AMUKO**<br><br>**Eustaquio Sagarzazu Echeveste**<br>San Sebastian Spain | **227**<br>102<br>— | BV | **1975** Ast. Luzuriaga S.A.—Pasajes (182)<br>36,45 7,32 3,499<br>31,27 7,29 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 92,0t (d.o.) 11,75kn |
| **7359199**<br>OYVW<br>D2282<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AMULET**<br><br>**Rederiet Amulet A/S**<br>Mortensen & Lange<br>Kobenhavn Denmark | T.Mk<br>**1 599**<br>1 136<br>3 799 | NV | **1975** Svendborg Skibsvaerft A/S —Svendborg (147)<br>94,21 (BB) 15,42 5,773<br>84,99 15,40 8,31<br>F 10,1 2 dks<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 56,2 ER<br>G.5 490<br>1 Ha (stl) (52,7 × 11,2) ER<br>3W Cr 1(5) Der 3(6) | Vee Oil 4SA 18Cy. 225 × 300<br>2 790bhp (2 052kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 180kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 336,5t (d.o.)-9,5pd 13kn |
| **7350947**<br>H3LQ<br>9491<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMUNDSEN SEA**<br>ex Sextum-79<br>**Banda Shipping Inc.**<br>Panama Panama | **40 271**<br>31 016<br>81 880 | AB (RI) | **1976** Italcantieri S.p.A.—Genova (4297)<br>259,04(BB) 32,31 14,047<br>247,81 32,26 19,18<br>P 35,1 F 24,1 1 dk<br>rf nil | **M Bulk Carrier**<br><br>9 Ho 19,5 23,3 19,5 23,3 19,5 23,3 19,5 23,3 19,5 ER<br>G.94 790<br>9 Ha (stl) (11,6 15,7 11,6 15,7 11,6 15,7 11,6 15,7 11,7 × 14,0) | Oil 2SA 6Cy. 900 × 1600<br>17 400bhp (12 799kW)<br>Grandi Motori Trieste Trieste<br>Gen 2 × 800kW 1 × 650kW 440V 60Hz a.c.<br>Fuel 4 755,0t (d.o.) 16kn |

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| **6822333**<br>UOMI<br>M-24557<br>Df Rdr | **AMUR**<br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **695**<br>342<br>229 | RS | **1956** VEB Elbewerft—Boizenburg<br>57,23 9,10 2,460<br>53,37 9,07 4,09<br>1 dk | **D-E Fish Carrier**<br>Ref<br>2 Ho ER<br>In.602<br>2 Ha (each 1,9 × 1,5) ER<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240 × 360 total driving 2 gen. connected to 1 elec. motor & geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>8kn |
| **7371678**<br>3EXO<br>4480<br>-74A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMUR CAREER**<br>ex Blue Bottle-80<br>**Amur Maritime Carriers Inc.**<br>Prompt Shipping Corp. Ltd.<br>Panama Panama | **8 659**<br>6 159<br>15 180 | NK | **1974** Hashihama Zosen—Imabari (537)<br>138,46 21,44 9,011<br>128,00 21,40 11,99<br>P 25,0 F 9,5 1 dk | **M General Cargo**<br>4 Ho ER<br>G.19 099 B.18 425<br>4 Ha (stl) (12,3 19,5 19,5 18,7 × 10,5) ER<br>4W Der 4(22) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 1 430,0t (hvf)-29,0pd 12kn |
| **7353743**<br>JCKP<br>115884<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMUR MARU**<br>**Eastern Shipping K.K. & Shinko Kaiun K.K.**<br>Himeji, Japan<br>Hyogo Pref. | **117 572**<br>88 418<br>237 020 | NK | **1974** Mitsubishi Heavy Industries Ltd. —Nagasaki (1726)<br>321,85 52,46 19,889<br>304,02 52,41 25,71<br>F 15,3 1 dk | **S Tanker**<br>COW IGS CBT<br>19 Ta ER<br>L.(oil) 281 544 HeCls. BptC | S Turb dr geared<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1400kW 450V a.c.<br>Fuel 8 586,0t (o.f.)-165,5pd 15,75kn |
| **7402635**<br>HNAM<br>968<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AMURIYAH**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **81 227**<br>60 734<br>155 300 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† 3$\frac{13}{16}$"U3<br>FN 18384 | **1977**-4 A/B Gotaverken Arendal—Goteborg (863)<br>285,02 44,28 17,150<br>275,90 44,20 22,43<br>P 50,6 F 22,0 1 dk<br>rf nil<br>9BH WB17012T incl. clean ballast tank 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 191 818<br>Cr 1(6) Der 2(15) | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>A/B Gotaverken Sweden<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 3 × 1000kW 1 × 55kW 450V 60Hz a.c.<br>Fuel 564,0t (d.o.) 8 609,0t (hvf) 16,25kn |
| **6602525**<br>UUXX<br>M-17157<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMURSK**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1966** Rauma-Repola Oy—Rauma/Raumo (151)<br>105,09 14,81 6,211<br>96,93 14,74 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 335,5t (d.o.)-15,0pd 14kn |
| **5015490**<br>UMQB<br>M-22392<br>Df Esd<br>Gc Rdr<br>RT | **AMURSK**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1960** ............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **7313614**<br>M-32642<br>Esd Gc<br>Rdr RT | **AMURSKAYA**<br>**U.S.S.R.**<br>Nakhodka U.S.S.R. | **600**<br>—<br>914 | | **1973** Fukushima Zosen Ltd.—Matsue (262)<br>59,06 3,499<br>55,00 10,01 4,30<br>1 dk | **TM Sand Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 340<br>600bhp (441kW)<br>U.S.S.R. |
| **8131556**<br>Df Esd<br>Rdr RT | **AMURSKIY BEREG**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | T.Mk<br>**7 856**<br>4 314<br>9 606 | RS (Class cont.) | **1981** VEB Mathias-Thesen-Werft—Wismar (217)<br>152,69 22,26 8,002<br>142,02 22,22 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>G.1 876 In.13 000<br>4 Ha (stl) (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>17kn |
| **7005205**<br>ESWD<br>M-31475<br>Df Esd<br>Gc Rdr<br>RT | **AMURSKIY ZALIV**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **12 891**<br>6 872<br>11 816 | RS (BV) | **1970** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (117)<br>164,60 22,20 8,019<br>153,22 22,00 13,90<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>5 Ho ER<br>G.1 446 In.14 119<br>5 Ha (stl) (3,4 6,0 6,0 6,0 6,0 × 3,9) ER<br>10W Der 2(10) 8(5) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Controllable pitch propeller<br>17,5kn |
| **7028594**<br>UUJE<br>M-29509 | **AMURSKIY ZALIV**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **400**<br>119<br>194 | RS | **1969** ............U.S.S.R.<br>39,60 10,19 2,799<br>4,22 | **D-E Ferry** —P<br>Ice strengthened | 3 Oil 4SA each 6Cy. 250 × 340 total driving gen. connected to elec. motors & sc. shaft<br>U.S.S.R.<br>Fuel (d.o.) 9kn |
| **5414749**<br>USJO<br>M-26541<br>Df Esd<br>Gc Rdr<br>RT | **AMURSKLES**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 520**<br>2 300<br>6 457 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/04)<br>123,88 16,74 7,230<br>114,99 16,69 8,46<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| **7410711**<br>Df Esd<br>Gc Rdr<br>RT | **AMVRAKIKOS**<br>ex Candamo-82<br>**Escort Investment Trust**<br>Compania Naviera Stavros Lines S. de R. L.<br>Honduras | **1 493**<br>1 126<br>2 167 | **✠100A1** SS 12/81<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1394 | **1975**-2 Maritima del Musel S.A.—Gijon (168)<br>84,64 12,43 4,738<br>76,82 12,40 5,74<br>P 12,8 F 7,7 1 dk<br>rf nil<br>NS 4BH WB759T | **M Container Ship**<br>Fixed-guides<br>Mchy.aft | Oil 4SA 6Cy. 400 × 580 sr geared to sc. shaft<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 144kW 2 × 72kW 380V 50Hz a.c.<br>14,5kn |
| **7329613**<br>A8AE<br>4764<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AMVROSIOS**<br>**Ivory Steamship Corp.**<br>Papachristidis Maritime Inc.<br>Monrovia Liberia | **36 911**<br>24 954<br>49 806 | NK | **1974** Mitsubishi Heavy Industries Ltd. —Yokohama (946)<br>223,96 34,65 11,897<br>213,01 34,60 21,39<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (stl) rectangular horizontal ER<br>L.(gas) 70 139 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 875kW 450V 60Hz a.c.<br>Fuel 3 061,5t-55,0pd 15,5kn |

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|---|---|---|---|---|---|---|
| 7424530<br>DLKP<br>Esd Gc<br>Pfd Rdr<br>RT | **AMY**<br>ex Cargo-Liner III-81<br>**Dal Drittvertrieb-Vermietungs G.m.b.H.**<br>Duisburg-Ruhrort Federal Republic of Germany | **974**<br>600<br>1 470 | GL | **1976** Schiffswerft Gebr. Schloemer —Oldersum (231)<br>80,02 9,02 3,188<br>76,48 9,01 4,42<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 597<br>1 Ha (43,7 × 6,9) ER | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| 8038326<br>625340 | **AMY JANE**<br>**Amy Jane Inc.**<br>Mobile, Al United States of America | **135**<br>92<br>— | | **1980** Horton Boats Inc.—Bayou la Batre, Al<br>*23,57* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side-fishing Ref. | Vee Oil 2SA 16Cy. 108 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 8033481<br>616194 | **AMY LYNN**<br>**Michael C. Wheeler**<br>Astoria, Or United States of America | **108**<br>74<br>— | | **1979** ..............Garibaldi, Or<br>*19,21* 6,71<br>3,13<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| 7933476<br>WQZ2<br>615<br>607728<br>Pfd Rdr<br>RT | **AMY MICHELLE**<br>**Miss Thompson Inc.**<br>Mobile, Al United States of America | **136**<br>92<br>— | | **1979** Bayou Marine Builders Inc.—Bayou la Batre (4)<br>*24,33*<br>7,32 3,59<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel 81,5t |
| 7303865<br>WZF3006<br>546569<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AMY MORAN**<br>**Naticoke Curtis Bay Co.**<br>Wilmington, De United States of America | **274**<br>186<br>— | AB | **1973** McDermott Shipyard—Morgan City, La (179)<br>4,319<br>30,71 9,45 5,24<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW<br>Fuel 170,5t (d.o.) |
| 8125193 | **AMY NICOLE**<br>**Gerald P. Hebert Enterprises**<br>Houma, La United States of America | **100**<br>—<br>— | | **1981** Hudship (Hudson Shipbuilders Inc.) —Pascagoula, Ms (81)<br>36,58 8,39<br>3,43<br>F - 1 dk | **TM Utility Vessel**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 123 × 127 reduction geared to sc. shafts<br>1 200bhp (883kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 50kW a.c.<br>12kn |
| 6617075<br>323544<br>Esd Rdr<br>RT | **AMY USEN**<br>**Usen Fisheries Ltd.**<br>Charlottetown, P.E.I. Canada | **176**<br>54<br>— | (AB) | **1966** Ferguson Industries Ltd.—Pictou, N.S. (160)<br>28,40 6,53<br>24,46 6,48 3,84<br>1 dk<br>BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 6,9<br>2 Ha | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW 220V 60Hz a.c.<br>Fuel 21,5t (d.o.) 11kn |
| 7021493<br>SVRE<br>3837<br>Df Esd<br>Gc Rdr<br>RT | **AMYNTAS**<br>**Lycabettos Shipping Co. S.A.**<br>Piraeus Greece | **10 006**<br>6 260<br>15 175 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2090)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 289,5t (hvf) 14,5kn |
| 5042663<br>6ZZQ<br>2744<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AN ANNE**<br>ex Kian An-82 ex Bernes-72<br>**Planet Shipping Corp.**<br>Pan Ocean Navigation & Trading Co. (Pte.) Ltd.<br>Monrovia Liberia | **9 894**<br>5 883<br>16 009 | **100A1** SS 7/80<br>strengthened for heavy cargoes<br>**LMC**<br>EL et $2\frac{5}{16}$"SQ<br>FN 4622 | **1962** Lithgows Ltd.—Port Glasgow (1140)<br>152,56 20,43 8,656<br>143,34 20,35 11,89<br>P 27,5 F 11,9 1 dk<br>RW rf nil<br>NS 7BH WB5117t incl. Topside tanks in holds 2007t | **M Bulk Carrier**<br>Mchy.aft<br>5 Ho 17,6 21,1 21,3 21,4 21,9<br>G.21 806 B.19 702<br>5 Ha (stl) (11,8 × 8,8) (15,7 15,9 15,9 15,9 × 9,9)<br>10W Der 10(5) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>6 000bhp (4 413kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 256kW 440V 60Hz a.c.<br>Fuel 1 090,0t (hvf) 14,75kn |
| 7340928<br>BOIE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AN DA HAI**<br>ex Norse Trader-77<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **16 681**<br>10 285<br>26 305 | ✠Classed LR until 16/12/77 | **1974**-3 Govan Shipbuilders Ltd.—Govan, Glasgow<br>166,88(BB) 25,58 9,970<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft<br>5 Ho 19,2 28,3 20,1 28,3 28,1<br>G.34 064 B.32 457<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2 × 12,1)<br>Cr 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 1 636,0t (hvf) 15,25kn |
| 6914485<br>BOSJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AN HAI**<br>ex Sandar-77<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **21 835**<br>12 974<br>36 701 | (NV) | **1969** A/S Fredriksstad M/V—Fredrikstad<br>193,58 26,27 11,475<br>181,54 26,22 15,32<br>P 29,0 F 18,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.31 310<br>7 Ha (stl) (8,8 14,4 8,8 14,4 8,8 14,4 8,8 × 12,0) ER<br>Cr 5(-) | Oil 2SA 8Cy. 760 × 1500<br>10 700bhp (7 870kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 495kW 450V 60Hz a.c.<br>Fuel 335,0t (d.o.) 2 496,0t (hvf)-36,0pd<br>15kn |
| 5336507<br>YJWA5<br>103 82 -2-NY<br>Df Esd<br>Gc RTv | **AN HING**<br>ex Barouk-82 ex Cuthbert-77<br>ex Spenser-67<br>**Naviera An Hing S. de R.L.**<br>Thai Hing Shipping Co.<br>Port Vila Vanuatu | T.Mk<br>**1 831**<br>1 041<br>3 309 | ✠**100A1** SS 7/79<br>DTsma vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL u $1\frac{9}{16}$"SQ<br>FN 2141 | **1962**-5 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z77)<br>109,02 13,52 5,347<br>100,28 13,42 7,93<br>2 dks<br>RW rf 152 Lengthened — 64<br>Coll BH to U dk 7 to 2nd dk WB499t incl. DTsma457t | **M General Cargo**<br>Ref 4P<br>4 Ho 15,5 26,0 9,7 15,7<br>G.3 664 B.3 320 In.868<br>5 Ha (stl) (7,3 × 5,1) (12,3 × 5,5) (3,5 × 5,2) (2,7 × 6,1) (3,3 × 5,1)<br>10W Der 1(20) 6(5) 4(3) 2(2) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>(db 120lbf/in² (8,3bar) )<br>Gen 2 × 120kW 1 × 80kW 220V d.c.<br>Fuel 325,0t (d.o.) 14kn |
| 5191610<br>BLCA<br>6802<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AN HSING**<br>ex Union Boston-80<br>ex Malaysia Permai-78<br>ex Kokusai Maru No. 2-75<br>**An Hsing Navigation Co. Ltd.**<br>Kaohsiung China* | **8 915**<br>5 555<br>13 517 | NK | **1961** Kure Zosensho—Kure (53)<br>148,55 19,46 8,814<br>140,01 19,41 11,99<br>B 22,6 F 10,7 2 dks, pt 3rd dk<br>RW rf 152 | **M General Cargo** CSD<br>6 Ho 15,7 20,9 20,2 14,2 20,9 17,3<br>G.19 157 B.17 307<br>6 Ha (8,2 × 7,0) (11,9 11,2 7,4 11,9 × 8,0) (9,7 × 7,0)<br>18W Der 4(10) 14(5) | Oil 2SA 7Cy. 720 × 1250<br>6 450bhp (4 744kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 216kW 450V a.c.<br>Fuel 1 142,0t-22,5pd 14,25kn |

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|---|---|---|---|---|---|---|
| 5347087<br>BOYH<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AN HUA**<br>ex Buku-74 ex Sydland-72<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 312**<br>3 299<br>9 287<br>**8 524**<br>4 730<br>11 888 | ✠Classed LR until<br>18/10/74 | **1960**-9 Eriksbergs M/V A/B—Goteborg (489)<br>143,90 18,34 7,741/8,973<br>131,76 18,29 11,74<br>P 29,3 F 15,3 2 dks<br>rf 152 | **M General Cargo**<br>2P<br>Ice strengthened<br>5 Ho 20,4 18,7 18,7 18,7 18,7 ER<br>G.17 783 B.16 310<br>5 Ha (stl) (11,2 × 6,7) (11,2 11,2 11,2 11,2 × 8,4) ER<br>18W Der 1(30) 18(5) | Oil 2SA 5Cy. 740 × 1400<br>5 200bhp (3 825kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 580,0t (hvf) 15kn |
| 5015529 | **AN HWA**<br><br>**Chinese Maritime Customs**<br>Shanghai China | **285**<br>108<br>— | | **1935** Kiangnang Dockyard & Eng. Works —Shanghai<br>*36,89* 6,71<br>... ... ...<br><br>R | **TS General Cargo** | T 6Cy. (2) 206 (2) 321 & (2) 502 × 305<br><br>Kiangnan Dk & Eng. Wks Shi |
| 5149564<br>H9EU<br>1151<br>2-82<br>Df Esd<br>Gc Rdr<br>RTm/h | **AN HYDROUS**<br>ex Heroya-80<br>**World Wide Investment & Finance Co. S.A.**<br>Panama Panama | **1 916**<br>926<br>1 321 | NV | **1949** Marinens Hovedverft—Horten (133)<br>77,48 11,54 6,578<br>70,77 11,49 7,93<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 2 106 | Oil 2SA 5Cy. 545 × 735<br>1 500bhp (1 103kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 1 × 150kW 1 × 120kW 240V d.c.<br>Fuel 96,5t (d.o.)-6,0pd 12,5kn |
| 7038965<br>BOMB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AN JI HAI**<br>ex Stove Friend-77<br>**China Ocean Shipping Co.**<br>Shanghai China | **11 784**<br>6 682<br>18 797 | (NV) | **1970** A/S Fredriksstad M/V—Fredrikstad<br>165,44 20,60 9,487<br>152,94 20,58 12,50<br>P 36,6 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>5 Ho 22,4 23,1 23,4 23,4 23,2 ER<br>G.24 162 B.23 503<br>3 Ha (stl) (each 16,9 × 9,9) 2 Ha (stl) (each 16,5 × 9,9) ER<br>Cr 2(15) 3(10) | Oil 2SA 6Cy. 760 × 1500<br>8 400bhp (6 179kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 1 310,5t (hvf)-28,5pd 15kn |
| 6829276<br>HP2827<br>6713-<br>PEXT2<br>Rdr RT | **AN JIN No. 1**<br>ex Shin Ah No. 19-81<br>ex Izumi Maru No. 17-76<br>**An Jin Shipping Co. Ltd.**<br>Panama Panama | **907**<br>457<br>847 | KR NK | **1968** Imai Zosen—Kochi (267)<br>61,32 10,52 4,201<br>55,00 10,49 4,81<br>P 15,6 F 8,3 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta spherical ER<br>L.(gas) 1 173 | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 32kW 220V a.c.<br>Fuel 80,5t-5,0pd 11kn |
| 6706230<br>D7PZ<br>BM43<br>386<br>Gc Rdr<br>RT | **AN JIN No. 3**<br>ex Shin Ah No. 27-81<br>ex Koshin Maru No. 2-77<br>**An Jin Shipping Co. Ltd.**<br>Busan South Korea | **850**<br>459<br>713 | KR (NK) | **1966** Taguma Zosen—Innoshima (48)<br>58,30 10,04 3,760<br>52,99 10,01 4,70<br>P 14,1 F 8,0 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 1 064 | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 60kW 445V a.c.<br>Fuel 37,5t-3,0pd 10kn |
| 6408656<br>D7OG<br>BM43<br>004<br>Df Esd<br>Gc Rdr<br>RT | **AN JIN No. 31**<br>ex Shin Ah No. 23-81<br>ex Asia Park<br>ex Kakogawa Maru-72<br>**An Jin Shipping Co. Ltd.**<br>Busan South Korea | **3 793**<br>2 279<br>5 867 | KR (NK) | **1964** Onomichi Zosen—Onomichi (125)<br>109,94 15,65 6,655<br>101,99 15,60 8,11<br>P 26,9 F 9,5 1 dk<br>RW | **M General Cargo**<br><br>3 Ho ER<br>G.7 965 B.7 346<br>3 Ha (14,2 14,2 22,4 × 7,0) ER<br>11W Der 2(15) 6(10) | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) E made60 fitted64<br>B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 100kW 445V a.c.<br>Fuel 279,5t 13,75kn |
| 5406429<br>D7PE<br>BM43<br>207<br>Df Esd<br>Rdr RT | **AN JIN No. 35**<br>ex Shin Ah No. 25-80<br>ex Keum Ryong<br>ex Crystal Ume-74<br>ex Kyokyu Maru-70<br>**An Jin Shipping Co. Ltd.**<br>Busan South Korea | **1 993**<br>1 166<br>3 341 | KR (NK) | **1963** Mitsubishi Zosen K.K.—Shimonoseki (577)<br>89,87 12,86 5,690<br>83,01 12,81 6,76<br>P 19,2 F 7,7 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.4 274 B.3 944<br>2 Ha (17,0 28,5 × 6,4) ER<br>9W Der 1(20) 5(10) | Oil 4SA 6Cy. 460 × 690<br>1 800bhp (1 324kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 80kW 445V a.c.<br>Fuel 268,0t-7,0pd 11,75kn |
| 6927767<br><br><br>Df Esd<br>Gc | **AN LI No. 1**<br><br>**An Li Fishing Co. Ltd.**<br>Keelung China* | **108**<br>—<br>— | | **1969** Tung Lung S.B. Co. Ltd.—Keelung<br>26,50 5,16<br>25,51 5,14 2,70<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>320bhp (235kW)<br>Kung Li Eng. Works Keelung |
| 6927779<br><br><br>Df Esd<br>Gc | **AN LI No. 2**<br><br>**An Li Fishing Co. Ltd.**<br>Keelung China* | **108**<br>—<br>— | | **1969** Tung Lung S.B. Co. Ltd.—Keelung<br>26,50 5,16<br>25,51 5,14 2,70<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>320bhp (235kW)<br>Kung Li Eng. Works Keelung |
| 7104130<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **AN PING No. 1**<br><br>**An Shion Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp. —Kaohsiung (495)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 2SA 5Cy. 260 × 405<br>550bhp (405kW) B&W<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Fuel (d.o.) |
| 7110763<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **AN PING No. 2**<br><br>**An Shion Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp. —Kaohsiung (492)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 2SA 5Cy. 260 × 405<br>550bhp (405kW) B&W<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Fuel (d.o.) 9kn |
| 7826518<br>BORV<br><br>Df Esd<br>Gc Rdr<br>RT | **AN SHAN**<br><br>**China Ocean Shipping Co.**<br>Tianjin China | T.Mk<br>**6 535**<br>4 307<br>13 552<br>**9 530**<br>6 412<br>15 721 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Ct 550,0/52,0U3(a)<br>FN 4504 | **1981**-10 Astilleros Espanoles S.A. —Factoria de Olaveaga, Bilbao (325)<br>144,00 21,44 —/8,960<br>134,02 21,40 12,20<br>P 7,4 F 10,7 2 dks<br>rf nil DK in way of nos. 1, 2, 3 and 4 holds 6BH to U. dk WB535OT incl. No. 3 hold 3287T | **M General Cargo**<br><br>4 Ho 24,7 29,2 12,7 29,2 4 TwD ER<br>G.22 191<br>4 Ha (stl) (13,4 × 8,0) (20,2 7,4 20,2 × 12,6) ER<br>Cr 4(12,5) | Oil 2SA 8Cy. 450 × 900<br>7 050bhp (5 186kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 6,5kgf/cm$^2$ (6,4bar)<br>Gen 3 × 376kW 450V 60Hz a.c. |

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|---|---|---|---|---|---|---|
| **5089623**<br>RH-W8<br>3164<br>Df Esd<br>Rdr<br>RTm/h | **AN THAI**<br>ex Willy ex Sami-80<br>ex Capitaine Cook-78<br>ex Jacques del Mar II-69<br>ex Sletbay-67 ex Diana-67<br>**Compania Naviera Willy S. De R.L.**<br>Amapala Honduras | **1 331**<br>615<br>1 981 | (BV) | **1948** Eriksbergs M/V A/B—Goteborg (370)<br>80,42 12,25 5,074<br>74,83 12,20<br>1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD<br>Ref 6P<br>4 Ho 9,8 12,8 9,8 18,3<br>G.3 341 B.3 091 In.437<br>4 Ha (6,7 7,9 5,4 9,1 × 4,8)<br>8W Cr 2(3) Der 1(20) 2(5) 4(3) | Oil 2SA 5Cy. 500 × 900<br>1 160bhp (853kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 100kW 220V d.c.<br>Fuel 171,5t (d.o.) 12kn |
| **7004615**<br>BOZO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AN TING**<br>ex Kunlunshan-71<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**7 007**<br>3 828<br>11 709<br>**9 796**<br>5 613<br>14 556 | ✠Classed LR until 25/2/72 | **1970**-4 Rauma-Repola Oy—Rauma/Raumo (193)<br>151,70 21,06 8,649/9,830<br>138,84 21,01 12,40<br>P 45,5 F 32,7 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho 8,9DT 10,2DTp&s 22,5 24,3 25,1 ER 8 TwD ER 4 TwD<br>G.21 585 B.19 201 In.1 303<br>8 Ha (stl) (8,2 × 6,0) (14,4 × 8,4) (15,2p&s 12,8p&s × 6,0) ER (3,6 3,3 × 4,7)<br>2 Wing Ha (stl) (6,1p&s × 2,2) ER<br>16W Der 1(30) 6(10) 10(5) | Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 376kW 440V 60Hz a.c.<br>Fuel 1 422,5t (hvf) 18kn |
| **6702375**<br>3ELF<br>2013-PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AN YANG No. 7**<br>ex Anyo Maru No. 7<br>**International Kopo Co. Ltd. Inc.**<br>Jin Yang Fisheries Co. Ltd.<br>Panama Panama | **306**<br>154<br>226 | KR | **1966** Yamanishi Zosen K.K.—Ishinomaki (525)<br>44,71 8,41 3,302<br>39,30 8,39 3,76<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>3 Ha (each 1,7 × 1,7) ER | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 100kW 11kn |
| **5187217**<br>Df Esd<br>Rdr RT | **AN-LI**<br>ex Kimanis-82<br>**Johnny Mike Pte. Ltd.**<br>San Lorenzo Honduras | **3 189**<br>1 739<br>3 079 | *BC class withdrawn-Owner's request 12/3/82 | **1951**-9 Caledon SB. & Eng. Co. Ltd. —Dundee (481)<br>95,56 15,57 5,703<br>86,87 15,55 9,00<br>F 10,4 1 dk & S dk, 'tween dk fwd for light cargoes<br>RW rf 229 | **TM Passenger/General Cargo/Ferry** OSD<br>Ref 64bth 472dk P<br>4 Ho 11,8 16,9 17,9 13,1<br>G.5 777 B.5 324<br>4 Ha (5,3 12,1 10,2 × 5,9) (4,8 × 4,7)<br>Der 1(30) 4(10) 4(5) 4(3) | 2 Oil 2SA each 8Cy. 340 × 570<br>2 600bhp (1 912kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 4 × 100kW 220V d.c.<br>Fuel 309,0t (d.o.) 12,5kn |
| **8127220** | **ANA**<br>**Remolcadores Mediterraneo**<br>Spain | **145**<br>—<br>79 | BV (Class cont.) | **1982** S.L. Ardeag—Bilbao (134)<br>... ... ...<br>21,52 7,15 3,51<br>1 dk | **M Tug** | Oil 4SA 8Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) West Germany |
| **7604506**<br>DXAE<br>223520<br>RT | **ANA ALEXANDRA**<br>**Northern Mindanao Transport Co. Inc.**<br>Manila Philippines | **495**<br>351<br>650 | AB | **1977** Philippine Iron Cons. & Marine Works Inc.—Jasa-an, Mindanao (34)<br>48,80<br>7,94 3,69<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>2 Ha | Vee Oil 4SA 12Cy. 140 × 152<br>370bhp (272kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **7030511**<br>PP7397<br>6474<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANA CAROLINA**<br>**Linhas Brasileiras de Navegacao Ltda. (LIBRA)**<br>Rio de Janeiro Brazil | **4 838**<br>3 195<br>7 397 | BV | **1972** EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (271)<br>118,04 17,43 7,938<br>108,44 17,40 9,83<br>2 dks | **M General Cargo**<br>3 Ho 17,8 24,6 25,3 ER<br>G.9 451 B.8 410<br>3 Ha (stl) (10,2 × 6,1) (15,0 15,0 × 7,6) ER<br>13W Der 1(40) 4(8) 6(4) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Industrias Villares Sao Paulo<br>Fuel 500,0t (hvf) 14kn |
| **7393262**<br>PPKI<br>7912<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANA CRISTINA**<br>**Navegacao Mansur Ltda.**<br>Rio de Janeiro Brazil | **3 233**<br>2 181<br>5 273 | BV | **1977** Est. EBIN/So S.A.—Porto Alegre (66)<br>85,71 15,63 7,201<br>80,02 15,60 9,02<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.6 600<br>TEU 102 C. 102/20'<br>3 Ha (stl) (8,7 × 6,8) (15,4 15,4 × 11,2) ER<br>Der 4(12) 1(5) | Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Ishikawajima do Brasil Rio de Janeiro<br>Fuel (hvf) 13,75kn |
| **6616112**<br>EFIA<br>1158<br>Df Esd<br>RTm | **ANA DE LA CINTA**<br>**Juan Muriel Santana**<br>Huelva Spain | **318**<br>128<br>— | BV | **1966** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.66)<br>39,88 7,45<br>34,45 7,19 3,94<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 92,0t (d.o.) 10,5kn |
| **7905584**<br>EHWB<br>Df Esd<br>Gc Rdr<br>RT | **ANA DEL MAR**<br>**Euronaves S.A.**<br>Bilbao Spain | **1 400**<br>766<br>3 120 | GL | **1980** Maritima del Musel S.A.—Gijon (209)<br>94,09 14,00 5,161<br>86,19 13,99 7,45<br>2 dks | **M Container Ship**<br>Fixed-guides Ref<br>5 Ha (stl) ER | Oil 4SA 6Cy. 400 × 580 geared to sc. shaft<br>2 200bhp (1 618kW) Deutz<br>Hijos de J. Barreras S.A. Vigo |
| **5015555**<br>EGQP<br>208<br>RT | **ANA JUANA**<br>**Antonio Astigarraga Mendizabal**<br>San Sebastian Spain | **160**<br>77<br>— | | **1950** Juan Cruz Celaya e Hijos—Bilbao (16)<br>28,99 6,81<br>... ... ...<br>1 dk | **S Dredger**<br>Mchy.aft | T 3Cy. 181 265 & 414 × 300<br>150ihp (110kW)<br>Sanjurjo Vigo<br>8kn |
| **7604518**<br>DZAX<br>223553<br>Rdr RT | **ANA LETICIA**<br>**Northern Mindanao Transport Co. Inc.**<br>Manila Philippines | **495**<br>351<br>650 | AB | **1977** Philippine Iron Cons. & Marine Works Inc.—Jasa-an, Mindanao (35)<br>52,43 3,201<br>48,80 7,94 4,04<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>2 Ha | Vee Oil 4SA 12Cy. 140 × 152<br>370bhp (272kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **7433244**<br>PPVR | **ANA LUISA**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | **5 597**<br>2 729<br>11 842<br>**8 680**<br>5 813<br>14 328 | GL | **1981** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (151)<br>140,98 20,48 7,825/8,867<br>134,17 20,43 11,74<br>2 dks | **M General Cargo**<br>5 Ho — — — —DT — ER — 1 TwD Lwr 5 TwD Upr<br>G.21 144 B.19 082 L.582<br>TEU 182 C. 182/20'<br>5 Ha (stl) (11,6 × 6,7) (12,9 12,9 12,9 × 10,3) ER (11,4 × 6,7) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate |

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| 7016369<br>HCQQ<br>CN-00<br>-0168<br>Rdr RT | **ANA MARIA**<br>ex Shotoku Maru-81<br>**Repreco Cia. Ltda.**<br>Guayaquil Ecuador | **1 832**<br>1 200<br>3 613 | NK | **1969** Asakawa Zosen—Imabari (148)<br>88,40 13,03<br>82,00 13,01 6,61<br>P 19,2 F 8,3 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 778 HeCls. CptB | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 112kW 445V a.c.<br>Fuel 23,0t (d.o.) 124,5t (hvf)-8,0pd 12,75kn |
| 6825646<br>174444 | **ANA MARIA**<br>**C. de Castro**<br>Road Harbour British Virgin Islands | **163**<br>86<br>— | | ..........<br>*24,08* 6,53<br>... ... ...<br>1 dk | **Wood Aux TM General Cargo** | 2 Oil 4SA each 6Cy. 121 × 140<br>450bhp (331kW) NE 68<br>A/B Volvo-Penta Goteborg<br>11kn |
| 7415474<br>HCAJ<br>Df Esd<br>Gc Rdr<br>RT | **ANA MARIA F**<br>**Pesquera Fernandez S.A.**<br>Guayaquil Ecuador | **513**<br>134<br>— | GL | **1977** Ast. Picsa S.A.—Callao (419)<br>39,45 3,963<br>35,92 10,16 4,63<br>2 dks | **M Fishing** | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12,5kn |
| 7227762<br>EFYK<br>Df Esd<br>Rdr RT | **ANA MARIA GANDON**<br>**Wenceslao Gandon e Hijos S.A.**<br>Gijon Spain | **358**<br>145<br>— | (BV) | **1973** Ast. Gondan—Puerto de Figueras (75)<br>40,21 8,51 3,404<br>33,48 8,49 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.320 | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 138,0t (d.o.) 9kn |
| 7625017<br>EHOY<br>Df Esd<br>Gc Rdr<br>RTv | **ANA PANDO**<br>**Maritima Antares S.A.**<br>Santander Spain | **3 917**<br>2 541<br>6 160 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL U 467,5/40,0U3<br>FN 2427 | **1978**-7 Ast. de Santander S.A.—Santander (127)<br>109,43(BB) 15,85 6,878<br>100,01 15,80 8,46<br>P 15,0 RQD 15,0 F 11,3 1 dk<br>rf nil<br>6BH WB1819T incl. DTf166T, DTm564T | **M General Cargo**<br>2 Ho ER<br>G.8 400 HeCls. B<br>TEU 186 C.Ho 90/20' C.Dk 96/20'<br>2 Ha (each 25,3 × 10,5) ER | Vee Oil 4SA 16Cy. 250 × 300 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 165kW 380V 50Hz a.c.<br>Fuel 33,0t (d.o.) 352,0t (hvf)-15,0pd 14kn |
| 5015593<br>EAII<br>344<br>RTm | **ANA ROSA**<br>**Gabriel Martin Gonzalez**<br>Villagarcia de Arosa Spain | **392**<br>251<br>528 | ✠Classed LR until 6/8/76 | **1948**-5 J. Fernandez Montes—Gijon (8)<br>48,87 8,03<br>44,00 8,01 3,41<br>P 12,2 F 5,8 1 dk<br>R rf 196 | **S General Cargo**<br>2 Ho each 14,3 ER<br>2 Ha (each 9,8 × 5,0) ER<br>Der 2(2) | T 3Cy. 200 351 & 549 × 400<br>250ihp (184kW)<br>Viuda de Martin Martin Santander<br>Gen 2 × 5kW 110V d.c.<br>Fuel (o.f.) 8,5kn |
| 7724370<br>EHSG<br>Df Esd<br>Gc Rdr | **ANA TERESA**<br>**Federico G. Fierro S.A.**<br>San Estaban de Pravia Spain | **3 995**<br>2 043<br>5 900 | BV | **1979** Ast. de Santander S.A.—Santander (143)<br>114,69 6,681<br>103,00 15,98 8,59<br>1 dk | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 370 × 400<br>5 700bhp (4 193kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>16,5kn |
| 7433505<br>Df Esd<br>Gc Rdr<br>RT | **ANA TORREALBA**<br>**Companhia Brasileira de Transporte de Graneis Ltda. (CBTG)**<br>Rio de Janeiro Brazil | **26 512**<br>16 465<br>37 500 | BV | **1981** Industrias Reunidas Caneco S.A.—Rio de Janeiro (226)<br>200,92(BB) 27,26 10,772<br>191,83 27,21 15,22<br>F 13,5 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.45 818<br>5 Ha (stl) (20,1 20,5 20,5 20,5 20,5 × 12,5) ER | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>16kn |
| 7644972<br>UFTB<br>M-12529 | **ANABAR**<br>**U.S.S.R. -Hydrometeorological Service**<br>Vladivostok U.S.S.R. | **652**<br>217<br>527 | RS | **1977** ..............U.S.S.R.<br>55,00 9,53 4,341<br>5,19<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,5kn |
| 6860517<br>UOJW<br>M-24607 | **ANABAR**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>101<br>125 | RS | **1956** ..............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>E made68 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5014056<br>Esd | **ANABELA**<br>ex Balkan Unity-78 ex Bayren-77<br>ex Amelia de Aspe-68<br>ex Astene Primero-62<br>**Sea Balkan Lines Ltd.**<br>Piraeus Greece | **689**<br>337<br>1 100 | BV | **1956** Empresa Nacional "Elcano"—Seville (1)<br>*67,85* 11,26 3,861<br>61,63 11,21 6,20<br>P 13,8 RQD 23,5 B 21,1 1 dk & S dk<br>RW | **M General Cargo** OSD<br>G.2 365 B.2 214<br>2 Ha (each 12,3 × 5,0) ER<br>4W Der 2(7,5) | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW) Polar<br>Soc. Espanola de Const. Nav. Spain<br>Fuel 55,5t 13kn |
| 5245021<br>H3LN<br>8206-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **ANABELLE**<br>ex Yolanda C.-80 ex Tinos-78<br>ex Anabelle-77 ex Nabeul-72<br>**Medito Compania Naviera S.A.**<br>Panama Panama | **2 157**<br>1 126<br>2 939 | BV | **1956** At. & Ch. de Bretagne—Nantes (1)<br>82,83 12,68 5,930<br>80,02 12,65 6,99<br>P 27,5 F 10,1 2 dks<br>RW | **M General Cargo**<br>Wine Ref<br>12 Ta ER<br>G.4 098 B.3 698 L.305<br>3 Ha (12,1 × 5,0) (12,1 12,1 × 6,0) ER<br>8W Der 1(20) 1(15) 6(5) | Oil 4SA 6Cy. 460 × 660<br>2 350bhp (1 729kW) MAN<br>At. & Ch. de Bretagne Nantes<br>Fuel 170,5t 12,5kn |
| 5015622<br>IPTK<br>867<br>RTm | **ANACAPRI**<br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **197**<br>65<br>— | RI | **1960** Cant. Nav. M. & B. Benetti —Viareggio (40)<br>32,87 8,06 3,171<br>29,93 8,01 4,02<br>1 dk<br>rf nil | **M Tug**<br>Salvage<br>Der 1(2) | Oil 4SA 8Cy. 300 × 450<br>MAN<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 20kW 1 × 15kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 59,0t |
| 7020279<br>EFTG<br>2423 | **ANACARMI**<br>**Jose Parada Martinez y otros**<br>Santander Spain | **267**<br>132<br>— | | **1970** S.A. Balenciaga—Zumaya (181)<br>... ... ...<br>31,96 7,41 4,02 | **M Fishing**<br>Side Trawler | Oil<br>990bhp (728kW)<br>.............<br>11kn |

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| **7803762**<br>Esd Rdr<br>RT | **ANACONDA**<br>**Antonio Celani**<br>Ancona Italy | **150**<br>48<br>— | | **1981** Cant. Navalmeccanico di Senigallia<br>S.p.A.—Senigallia (52)<br>29,82 6,84 2,440<br>24,06 6,71 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 320 × 480 reverse reduction<br>geared to sc. shaft<br>660bhp (485kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg |
| **6729323**<br>TCDY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANADOLU**<br>ex New Venture One-81<br>ex New Prospect-80<br>ex Aeneas-79 ex Horyu Maru-76<br>**Sonmez Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **50 467**<br>37 375<br>90 282 | **100A1**<br>ore carrier<br>**LMC**<br>EL Q† 687,5/92,0U2<br>FN 13868<br>BV (NK) | **1967** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2008)<br>246,01(BB) 38,05 14,171<br>235,01 38,00 21,01<br>1 dk<br>rf nil BK conv Ore/Oil Carrier 81<br>7BH WB77656T incl. DTf 5945T, side<br>tanks in way of holds 68261T | **M Ore Carrier**<br>pt higher tensile steel<br>3 Ho 8 Wing Ta ER<br>G.44 231 L.(oil) 107 201<br>7 Ha (stl) (each 18,9 × 9,6) ER | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>WTAuxB 17kgf/cm$^2$ (16,7bar)<br>e(ex.g) 23kgf/cm$^2$ (22,6bar) Spt 250°C<br>17kgf/cm$^2$ (16,7bar)<br>Gen 2 × 580kW 450V a.c.<br>Fuel 4 105,0t-90,0pd 15kn |
| **6714043**<br>TCQE<br>5035<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ANADOLU BIR**<br>ex Aegean Monarch-82<br>**Anadolu Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **32 507**<br>22 088<br>69 883 | ✠**100A1** SS 10/81<br>strengthened for ore<br>cargoes, Nos. 2, 5 & 7<br>holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL x† 3$\frac{5}{16}$"U2<br>FN 11270 | **1967**-8 Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (186)<br>235,52 31,86 13,740<br>223,55 31,81 18,60<br>P 36,6 F 18,0 1 dk<br>rf 25 DK fwd<br>NS 10BH WB32094t incl. Topside tanks<br>in holds 10450t | **M Bulk Carrier**<br>8 Ho 22,4 20,4 21,1 21,1 21,1<br>21,1 21,3 21,1 ER<br>G.75 782<br>8 Ha (stl) (11,2 12,5 12,5 12,5 12,5<br>12,5 12,5 12,5 × 12,5) ER | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Hiroshima<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 4 572,0t (hvf) 17kn |
| **5015672**<br>71<br>Esd Gc | **ANADOLUHISARI**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **561**<br>333<br>— | (GL)<br>✠Classed LR until 3/52 | **1949**-7 A. F. Smulders—Schiedam (CO62)<br>54,41 10,95 2,490<br>10,90 3,31<br>F 5,8 2 dks<br>RW | **TS Ferry** | T 6Cy. (2) 265 (2) 405 & (2) 686 × 449<br>680ihp (500kW)<br>L. Smit & Zoon Kinderdijk<br>11kn |
| **6901543**<br>HPSY<br>10956<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTv | **ANADRIA**<br>ex Eriboll-77<br>ex World Hong Kong-73<br>**Sunnyvale Maritime Co. Inc.**<br>Panama Panama | **12 340**<br>6 614<br>19 457 | ✠**100A1** SS 8/81<br>strengthened for heavy<br>cargoes, Nos. 2 & 4<br>holds may be empty<br>✠**LMC**<br>EL D† 2$\frac{7}{16}$"U2<br>FN 5112 | **1969**-3 Scotts' SB. & Eng. Co. Ltd.<br>—Greenock (713)<br>158,50(BB) 21,98 9,262<br>149,36 21,72 12,50<br>P 29,0 F 12,5 1 dk<br>rf nil<br>NS 7BH WB5942t incl. Comb. btm & ST<br>in No. 1 hold 659t Topside tanks in holds<br>2787t | **M Bulk Carrier**<br>5 Ho 20,5 22,6 22,6 22,6 22,6<br>ER<br>G.24 060 B.23 087<br>5 Ha (stl) (14,4 × 9,1) (16,7 16,7<br>16,7 16,7 × 10,6) ER<br>Der 10(7,5) | Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 350kW 445V 60Hz a.c.<br>Fuel 1 269,0t (hvf) 14,75kn |
| **6923527**<br>ESOH<br>M-30352<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANADYR**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **1 115**<br>426<br>565 | RS | **1970** VEB Mathias-Thesen-Werft—Wismar<br>(145)<br>65,69 11,13 3,599<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,2 × 2,2) ER<br>Cr 2(2) | Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>11kn |
| **6860567**<br>UHNB<br>M-24613 | **ANADYR**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>101<br>125 | RS | **1956** ..............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>E made70 fitted—<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5015701**<br>USXU<br>M-26528<br>Df Esd<br>Gc Rdr<br>RT | **ANADYRLES**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 653**<br>2 361<br>6 482 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk<br>(B514/15)<br>123,88 16,74 7,230<br>114,99 16,69 8,46<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.8 394 B.7 619<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9)<br>ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW<br>400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 14,5kn |
| **6720066**<br>TCSV<br>3787<br>Df RT | **ANAFARTA**<br>**Sonmez Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **459**<br>297<br>762 | (BV) | **1968** Suleyman Saim Birkok—Istanbul (5)<br>54,11 8,49 3,601<br>50,02 8,46 3,97<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.930 B.793<br>2 Ha (each 10,2 × 4,1) ER | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11kn |
| **7411832**<br>FZZW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANAHITA**<br>**Union Industrielle & Maritime S.A. (U.I.M.)**<br>Marseille France | **920**<br>454<br>1 714 | BV | **1975** Soc. Nouvelle des At. & Ch. de La<br>Rochelle-Pallice—La R.-P. (1219)<br>86,67 4,217<br>80,42 13,29 9,00<br>P 21,1 B 11,9 1 dk | **M RoRo Cargo/General Cargo** 5P<br>Stern door/ramp<br>2 Ho ER<br>G.5 187 B.4 840<br>2 Ha (stl) (12,5 18,1 × 5,6) ER<br>6W Der 1(30) 1(5) | Vee Oil 4SA 12Cy. 260 × 280<br>2 200bhp (1 618kW)<br>Crepelle et Cie. Lille<br>Gen 3 × 190kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 130,5t (d.o.) 14kn |
| **7411337**<br>CBAK<br>2153<br>Df Esd<br>Gc Rdr<br>RT | **ANAKENA**<br>**Compania Chilena de Navegacion Interoceanica S.A. (CCNI)**<br>Valparaiso Chile | **8 981**<br>5 304<br>14 834 | ✠**100A1**<br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 4317 | **1978**-7 Cia. Comercio e Navegacao CCN<br>Maua Shipyard—Niteroi (108)<br>140,98 20,48 8,867<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1BH to 2nd dk<br>WB3612T incl. Tunnel tanks 291T, No. 3<br>hold 1775T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER<br>21,3 3 TwD ER<br>G.21 403 B.19 579<br>5 Ha (11,6 × 6,7) (12,1 × 8,5) (13,7<br>× 8,5) (12,9 × 8,5) ER (11,4 ×<br>6,7)<br>Cr 1(8) Der 4(12,5) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 1 233,5t (hvf) 15kn |
| **6823935**<br>UWPD<br>M-17231<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANAKLIYA**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 468**<br>1 607<br>4 762 | RS | **1968** Rauma-Repola Oy—Rauma/Raumo<br>(171)<br>106,15 15,42 6,739<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,5t (hvf)-12,0pd 14kn |

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| 7524249<br><br>10860<br>-81A | **ANAKNAGA SP II**<br><br>**SPCO Offshore Ltd.**<br>Panama Panama | **1 907**<br>1 642<br>5 426 | **✠100A1**<br>pontoon<br>EL (M) pt1$\frac{5}{16}$"U2<br>pt1$\frac{5}{16}$"FSWR<br>FN 2142 | **1976**-1 Jurong Shipbuilders Pte. Ltd.<br>—Singapore (81)<br>73,61 24,85 3,925<br>73,16 24,39 4,88<br>1 dk<br>rf nil<br>5BH WB3615T | **Pontoon**<br>Deck Cargo | |
| 5062912<br>3FMX<br>10579<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **ANAMARIA**<br>ex Angeliki L.-72<br>ex Captain M. Lyras-64<br>**Courage Maritime Inc.**<br>Global Shipping Co. (Pvt.) Ltd.<br>Panama Panama | T.Mk<br>**5 854**<br>3 372<br>13 727<br>**8 827**<br>5 400 | **✠100A1** SS 3/81<br>**✠LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4328 | **1958**-7 Brodogradiliste "3 Maj"—Rijeka<br>(451)<br>152,51 18,85 —/9,221<br>140,42 18,80 12,02<br>F 16,8 2 dks<br>rf 152<br>Coll BH to U dk 7 to 2nd dk WB3892t incl.<br>Tunnel tanks 312t DTm1276t | **M General Cargo** CSD<br>Ref<br>G.19 231 B.17 273 In.257<br>12W Der 13(5-10) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 1 321,0t 14kn |
| 7020671<br><br><br>Rdr RT | **ANAMBAS**<br>ex Hokuho-81 ex Hokuho Maru-81<br>ex Hoshin Maru-79<br>ex Yukikaze No. 2 ex Koki Maru<br>**P.T. Pelayaran Khusui Istana Mutiara Mas** | **998**<br>661<br>2 099 | | **1969** Akitsu Dock K.K.—Akitsu (377)<br>67,44 11,23 5,106<br>67,04 11,21 5,59<br>1 dk | **M Tanker**<br><br>5 Ta ER | Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki Kobe<br>11,5kn |
| 7623485<br><br><br>4 | **ANANCY**<br><br>**Fish of Jamaica Co. Ltd.**<br>Kingston, Ja. Jamaica | **122**<br>54<br>— | | **1973** Metal Empresa S.A.—Callao (L-60)<br>*21,19* 6,25<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 5015749<br>VTKR<br>196649 | **ANAND**<br><br>**Bombay Port Trust**<br>Bombay India | **251**<br>—<br>— | ✠Classed LR until 5/56 | **1955**-1 Mazagon Dock Ltd.—Bombay<br>(156)<br>32,77 9,17 3,734<br>30,48 8,54 4,58<br><br>BK 152 | **TS Tug** | C 4Cy. (2) 260 & (2) 560 × 560<br><br>Christiansen & Meyer Hamburg<br>Fuel (o.f.) |
| 7622003<br>J4YC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANANGEL ARES**<br>Launched as Al Ahad<br>**Anangel Ares Compania Naviera S.A.**<br>Piraeus Greece | **10 996**<br>7 730<br>17 154 | AB | **1980** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (2629)<br>145,52(BB) 21,04 9,451<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 152 B.21 067<br>TEU 367<br>C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 3(22) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 144,0t (d.o.) 1 033,0t (hvf)-22,5pd<br>14,5kn |
| 8005123<br>S2GO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANANGEL ARGONAUT**<br>ex Thorsdrake-82<br>**Anangel Argonaut Shipping Inc.**<br>Piraeus Greece | **36 061**<br>24 707<br>65 668 | NV | **1981** Mitsui Eng. & SB. Co. Ltd., Chiba<br>Works—Ichihara (1233)<br>222,61(BB) 32,26 12,812<br>213,65 32,21 18,01<br>1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho ER<br>G.76 028<br>7 Ha (stl) ER | Oil 2SA 7Cy. 670 × 1700<br>13 900bhp (10 224kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 620kW 440V 60Hz a.c. |
| 7038604<br>SXNA<br>8234<br>Df Esd<br>Gc Rdr<br>RTh/v | **ANANGEL CHAMPION**<br>ex Tortugas-81 ex Cape Rion-81<br>ex Erawan-79<br>**Anangel Champion Compania Naviera S.A.**<br>Piraeus Greece | **9 229**<br>6 088<br>15 190 | **✠100A1** SS 8/80<br>**✠LMC**<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4317 | **1971**-2 Bartram & Sons Ltd.—Sunderland<br>(426)<br>141,05 20,58 8,860<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil<br>NS 6BH to U dk 1 to 2nd dk WB4139t incl. DTm1752t Tunnel tanks 401t | **M General Cargo**<br><br>5 Ho 21,5 29,7 11,4 23,0 ER 24,3<br>G.21 425 B.19 648<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 282,0t (hvf) 14kn |
| 7123564<br>SWLF<br>6100<br>Df Esd<br>Gc Pfd<br>Rdr | **ANANGEL DILIGENCE**<br>ex Shinto Maru-76<br>**Anangel Diligence Shipping Inc.**<br>Piraeus Greece | **9 049**<br>6 090<br>15 243 | AB (NK) | **1971** Hashihama Zosen—Imabari (307)<br>138,49 21,44 9,214<br>128,02 21,42 11,99<br>P 25,6 F 9,2 1 dk | **M Bulk Carrier**<br><br>4 Ho 16,2 26,8 26,9 27,7 ER<br>G.19 345 B.18 713 HeCls. B<br>4 Ha (stl) (9,7 19,9 20,1 20,1 × 11,9) ER<br>Der 3(22) 1(15) | Vee Oil 4SA 16Cy. 400 × 460<br>7 200bhp (5 296kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 320kW 445V a.c.<br>Fuel 200,0t (d.o.) 1 480,0t (hvf)-25,0pd<br>14,25kn |
| 7609702<br>J4DU<br>7145<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL ENDEAVOUR**<br><br>**Anangel Endeavour Compania Naviera S.A.**<br>Piraeus Greece | **13 889**<br>10 251<br>23 130 | AB | **1978** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2561)<br>164,34(BB) 9,841<br>155,45 22,86 14,18<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 18,3 27,2 19,2 27,2 24,7 ER<br>G.30 425 B.29 569 HeCls. ptB<br>8 Ha (stl) (12,8T 12,8 12,8 12,8 12,8 12,8 12,8 × 17,3) (6,4 × 14,4) ER<br>Cr 2(22) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 450kW 1 × 160kW a.c.<br>Fuel 134,0t (d.o.) 1 097,0t (hvf)-24,5pd<br>15kn |
| 7609726<br>J4VK<br>7651<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANANGEL FIDELITY**<br><br>**Anangel Fidelity Compania Naviera S.A.**<br>Piraeus Greece | **13 889**<br>10 251<br>22 000 | AB | **1979** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2563)<br>164,34(BB) 9,851<br>155,48 22,86 13,57<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 18,3 27,2 19,2 27,2 24,7 ER<br>G.30 425 B.29 569 HeCls. ptB<br>8 Ha (stl) (12,8T 12,8 12,8 12,8 12,8 12,8 12,8 × 17,3) (6,4 × 14,4) ER<br>Cr 2(22) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 134,0t (d.o.) 1 097,0t (hvf)-24,5pd<br>15kn |
| 7378913<br>SZNW<br>5389<br>Df Esd<br>Gc Rdr<br>RTv | **ANANGEL FORTUNE**<br><br>**Anangel Fortune Compania Naviera S.A.**<br>Piraeus Greece | **13 632**<br>9 831<br>22 670 | AB | **1974** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2379)<br>164,34(BB) 22,92 9,856<br>155,45 22,86 13,54<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 23,7 25,5 18,3 25,3 26,3 ER<br>G.30 800 B.29 825 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 16,2 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd<br>15,5kn |

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| **6418584**<br>SYAK<br>5138<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANANGEL FRIENDSHIP**<br>ex Opawa-74<br>**Filia Compania Naviera S.A.**<br>Piraeus Greece | **35 333**<br>23 262<br>66 875 | ✠100A1<br>oil tanker<br>✠LMC | SS 6/79<br>EL xt $3\frac{5}{16}$"SQ<br>FN 11221 | **1965**-1 Barclay, Curle & Co. Ltd.<br>—Whiteinch, Glasgow (751)<br>236,46 32,31 13,215<br>227,46 32,26 17,07<br>P 44,5 F 17,4 1 dk<br>rf nil<br>12BH WB1070t incl. 9088t in clean ballast tanks | **M Tanker**<br>17 Ta ER<br>L.(oil) 78 993 HeCls. BC<br>Der 2(10) 2(5) | Oil 2SA 10Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>e(ex.g) 200lbf/in$^2$ (13,8bar)<br>Gen 2 × 600kW 1 × 582kW 440V 60Hz a.c.<br>Fuel 5 070,0t (hvf) 16,25kn |
| **7378925**<br>SWZX<br>5326<br>Df Esd<br>Gc Rdr<br>RTv | **ANANGEL GLORY**<br>**Anangel Glory Compania Naviera S.A.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 670 | | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2380)<br>164,34(BB) 22,89 9,856<br>155,43 22,84 13,54<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,3 25,5 26,3 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,4 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 200kW 1 × 310kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15,5kn |
| **7336317**<br>SYIS<br>5058<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL HAPPINESS**<br>**Anangel Happiness Compania Naviera S.A.**<br>Piraeus Greece | **13 631**<br>9 829<br>22 629 | | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2363)<br>164,34 9,856<br>155,43 22,86 13,57 | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15,5kn |
| **6903084**<br>SYEM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ANANGEL HARMONY**<br>ex Normannia-81<br>**Anangel Harmony Shipping Inc.**<br>Piraeus Greece | **12 348**<br>9 532<br>20 850 | | GL | **1968** Blohm + Voss A.G.—Hamburg (866)<br>162,19(BB) 22,84 10,361<br>151,47 22,81 14,43<br>F 18,3 1 dk<br>conv Vehicles General Cargo 79 | **M General Cargo**<br>6 Ho 21,7 20,1 13,4 6,7 25,6 25,6 ER<br>G.27 151 B.25 370 HeCls. B<br>TEU 215 C. 215/20' (40')<br>6 Ha (stl) (13,4 13,4 8,9 3,7 19,0 18,7 × 10,5) ER<br>14W Der 4(3-8) 10(3-5) | Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>9 000bhp (6 620kW)<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>Gen 3 × 330kW 440V a.c.<br>Fuel 160,0t (d.o.) 1 275,0t (hvf)-28,0pd 16,5kn |
| **7602845**<br>SWLV<br>6135<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL HONOUR**<br>**Anangel Honour Compania Naviera S.A.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 600 | | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2544)<br>164,34 22,92 9,861<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15,5kn |
| **7378937**<br>SYTM<br>5423<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL HOPE**<br>**Anangel Hope Compania Naviera S.A.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 670 | | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2381)<br>164,34(BB) 22,92 9,856<br>155,43 22,84 13,54<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15,5kn |
| **7513642**<br>SZOE<br>8290<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ANANGEL HORIZON**<br>ex Span Terza-82<br>**Anangel Horizon Shipping Inc.**<br>Piraeus Greece | **15 822**<br>9 844<br>26 663 | | NK RI | **1977** Tsuneishi Zosen K.K.—Numakuma (341)<br>177,04(BB) 22,92 10,530<br>168,03 22,86 14,13<br>P 37,8 RQD 25,3 F 16,5 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,9 23,4 26,5 26,5 26,5 29,4 ER<br>G.32 347 B.31 089<br>6 Ha (stl) (12,3 12,7 12,7 12,7 12,7 12,7 × 9,9) ER<br>Cr 5(12) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel (hvf) 15,5kn |
| **7607857**<br>SXIJ<br>6134<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL LIBERTY**<br>**Anangel Liberty Compania Naviera S.A.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 668 | | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2545)<br>164,34 22,92 9,861<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15,5kn |
| **6817821**<br>SWVN<br>6728<br>Df Esd<br>Gc Rdr<br>RTh | **ANANGEL LUCK**<br>ex Nego Emperor-75<br>ex Essence-73<br>**Pentland Shipping Inc.**<br>Piraeus Greece | **9 118**<br>6 563<br>15 623 | | BV | **1968** Usuki Tekkosho—Saiki (1096)<br>147,02 21,24 8,916<br>136,00 21,20 11,79<br>P 32,7 RQD 19,6 B 6,4 F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 25,8 26,4 26,4 26,4 ER<br>G.21 622 B.20 561 HeCls. B<br>4 Ha (stl) (18,9 20,3 20,3 20,3 × 9,9) ER<br>16W Der 4(20) | Vee Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 220kW 1 × 137kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 100,0t (hvf)-24,5pd 16,75kn |
| **7609697**<br>SYRP<br>7060<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL MIGHT**<br>**Anangel Might Compania Naviera S.A.**<br>Piraeus Greece | **13 889**<br>10 251<br>23 130 | | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2560)<br>164,32(BB) 9,843<br>155,43 22,86 14,18<br>1 dk | **M Bulk Carrier**<br>5 Ho 18,3 27,2 19,2 27,2 24,7 ER<br>G.30 425 B.29 569 HeCls. ptB<br>8 Ha (stl) (12,8T 12,8 12,8 12,8 12,8 12,8 12,8 × 17,3) (6,4 × 14,4) ER<br>Cr 2(22) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15kn |
| **7354450**<br>SVKQ<br>5184<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANANGEL PEACE**<br>**Anangel Peace Compania Naviera S.A.**<br>Piraeus Greece | **13 632**<br>9 829<br>22 631 | | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2364)<br>164,27(BB) 9,856<br>155,40 22,84 13,54<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,3 25,5 26,3 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15,5kn |

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| 7435486<br>SWII<br>5981<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL PROSPERITY**<br>**Anangel Prosperity Compania Naviera S.A.**<br>Piraeus Greece | **13 633**<br>9 836<br>22 314 | | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2497)<br>164,34(BB) 22,92 9,856<br>155,43 22,84 13,54<br>F - 1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 907 B.29 951 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd<br>15,5kn |
| 6424064<br>SXSP<br>5287<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANANGEL PRUDENCE**<br>ex Orissa-74<br>**Fronisis Shipping Co. Inc.**<br>Piraeus Greece | **35 304**<br>23 042<br>67 193 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 12/79<br>EL xt 3$\frac{5}{16}$"SQ<br>FN 11221 | **1965**-4 Lithgows Ltd.—Port Glasgow (1152)<br>237,68(BB) 32,31 13,221<br>227,46 32,26 17,07<br>P 42,7 F 23,2 1 dk<br>rf nil<br>12BH WB10586t incl. 9116t in clean ballast tanks | **M Tanker**<br>17 Ta ER<br>L.(oil) 78 900<br>Der 2(10) 2(5) | Oil 2SA 10Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB 150lbf/in² (10,4bar)<br>e(ex.g) 150lbf/in² (10,4bar)<br>Gen 2 × 600kW 1 × 582kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 7609623<br>SVUJ<br>7011<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANANGEL SPIRIT**<br>**Anangel Spirit Compania Naviera S.A.**<br>Piraeus Greece | **13 889**<br>10 251<br>22 109 | | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2553)<br>164,34(BB) 22,89 9,841<br>155,45 22,86 14,18<br>1 dk | **M Bulk Carrier**<br>5 Ho 18,3 27,2 19,2 27,2 24,7 ER<br>G.30 425 B.29 569 HeCls. ptB<br>8 Ha (stl) (12,8T 12,8 12,8 12,8 12,8 12,8 12,8 × 17,3) (6,4 × 14,4) ER<br>Cr 2(22) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15kn |
| 7435474<br>SVXL<br>5980<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL TRIUMPH**<br>**Anangel Triumph Compania Naviera S.A.**<br>Piraeus Greece | **13 633**<br>9 836<br>22 311 | | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2496)<br>164,32(BB) 22,92 9,856<br>155,43 22,84 13,54<br>F - 1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 800 B.29 838 HeCls. ptB<br>5 Ha (stl) (14,3 15,9 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd<br>15,5kn |
| 7378901<br>SYWU<br>5740<br>Df Esd<br>Gc Rdr<br>RT | **ANANGEL WISDOM**<br>**Anangel Wisdom Compania Naviera S.A.**<br>Piraeus Greece | **13 347**<br>9 326<br>22 353 | | BV | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2378)<br>164,34(BB) 22,92 9,856<br>155,43 22,84 13,54<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,7 25,5 18,2 25,5 26,2 ER<br>G.30 907 B.29 950 HeCls. ptB<br>5 Ha (stl) (14,3 15,8 9,5 15,9 15,9 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd<br>15,5kn |
| 5015763<br>ULCX<br>M-25241<br>Df Esd<br>Gc Rdr<br>RT | **ANANYEV**<br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **1 157**<br>534<br>1 288 | | RS | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>78,49 10,52 4,099<br>71,40 5,39<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 14,7 14,9 14,7 ER<br>G.2 117 B.1 895<br>3 Ha (stl) (each 8,0 × 4,5) ER<br>6W Der 1(10,5) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 64,0t (d.o.) 10,75kn |
| 5015775<br>UKME<br>M-17079<br>Df Esd<br>Gc Rdr<br>RT | **ANAPA**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 142**<br>1 544<br>4 440 | | RS | **1962** Rauma-Repola Oy—Rauma/Raumo (123)<br>105,39 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 575 HeCls. BC<br>1 Ha (2,4 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| 5426156<br>UYEP<br>M-17139<br>Df Esd<br>Gc Rdr<br>RT | **ANAPKA**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | | RS | **1963** Rauma-Repola Oy—Rauma/Raumo (131)<br>105,11 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>3W Der 3(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| 7832799<br>RT | **ANAPKA**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>88 | | RS | **1980** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 7358028<br>PPIB<br>7497<br>Df Esd<br>Gc Rdr<br>RTv | **ANAPOLIS**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | | AB | **1976** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (875 /B45)<br>175,55(BB) 25,66 10,061<br>168,03 25,63 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 700kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| 7531565<br>Df Esd<br>Gc Rdr<br>RT | **ANAPOLIS**<br>**Government of The Federative Republic of Brazil (Departamento Nacional de Portos e Vias Navegaveis)**<br>Itajai Brazil | **244**<br>139<br>— | | GL | **1977** Est. EBIN/So S.A.—Niteroi (75)<br>26,01 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 330 geared to sc. shaft<br>MAN<br>Mecanica Pesada S.A. Taubate<br>12kn |
| 7620146<br>UGOH<br>M-33756<br>Df Esd<br>Rdr RT | **ANAPSKIY**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **648**<br>211<br>404 | | RS | **1976** .............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |

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| **5128247**<br>5B2478<br>367429<br>Df Esd<br>RT | **ANARGYROS**<br>ex Genova-73 ex Boreas<br>**Ermionis Maritime Co. Ltd.**<br>Limassol Cyprus | **497**<br>216<br>832 | HR (RI)<br>✠Classed LR until 9/63 | **1952**-4 N.V. Scheeps. "Westerbroek" —Westerbroek (140)<br>65,23 9,66 3,639<br>57,99 9,61 5,64<br>Ba 11,9 F 9,8 1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ho ER<br>B.1 630<br>2 Ha (each 9,9 × 4,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 385 × 580<br>1 000bhp (736kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 128,0t 11,75kn |
| **7406966**<br>373111<br>Esd Rdr<br>RT | **ANARIKA**<br>**Government of The Republic of Guyana (Ministry of Works & Communications)**<br>Georgetown, Demerara Guyana | **82**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL C 0,0/17,5WI<br>FN 191<br>**SURVEYS OVERDUE — CLASS SUSPENDED 6/6/80** | **1976**-3 Guyana National Eng. Corp. Ltd. —Georgetown, Demerara (108)<br>22,13 6,91 2,318<br>19,51 6,72 3,05<br>RAD 5,5 1 dk<br>rf 356<br>4BH WB5.97T | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 8Cy. 137 × 165 sr geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>12kn |
| **7410864**<br>SYIE<br>7931<br>Df Esd<br>Gc Rdr<br>RT | **ANASTASIA**<br>**International Freighting Corp.**<br>Piraeus Greece | **15 570**<br>11 092<br>26 118 | ✠**100A1**<br>bulk carrier strengthened for heavy cargoes, No. 3 hold may be empty timber deck cargoes<br>✠**LMC**<br>EL Gt 577,5/60,0U3<br>FN 6502 | **1981**-1 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (112)<br>173,18 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB12001T incl. topside tanks in holds 2751T & Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2352T & No. 3 hold 5199T | **M Bulk Carrier**<br>5 Ho 16,6 27,9 18,9 28,0 28,0 ER<br>G.36 784 B.32 103<br>TEU 648<br>C.Ho 370/20'(40') C.Dk 278/20'(40')<br>5 Ha (stl) (12,5 × 11,4) (19,5 12,3 19,7 19,7 × 16,5) ER<br>Cr 5(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 250,5t (d.o.) 1 923,5t (hvf) |
| **5334860**<br>3ENC<br>1167<br>8-82<br>Df Esd<br>Gc Rdr<br>RTm | **ANASTASIA**<br>ex Stork-80 ex Sougueta-78<br>**Epsilon Maritime Inc.**<br>Panama Panama | **4 912**<br>2 597<br>4 278 | BV | **1959** S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly (R.311)<br>112,78 15,47 7,087<br>104,93 15,40 10,49<br>P 10,1 B 7,7 2 dks | **M General Cargo**<br>Ref 12P<br>4 Ho 18,9 15,0 15,0 19,9 ER<br>In.5 682<br>4 Ha (stl) (each 6,0 × 4,1) ER<br>8W Der 1(15) 8(5) | Oil 2SA 7Cy. 620 × 1150<br>5 750bhp (4 229kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 280kW 220V d.c.<br>Fuel 863,5t 17kn |
| **5242598**<br>Esd Rdr | **ANASTASIA**<br>ex Mossville-72<br>ex Castle Combe-60<br>ex Meteoor-54<br>**Zeidam & Karabachi**<br>Syria | **499**<br>319<br>800 | ✠Classed LR until 14/10/77 | **1953**-1 Scheeps. "Voorwaarts" —Martenshoek (161)<br>56,39 8,97 3,264<br>52,00 8,92 3,64<br>P 13,8 F 8,3 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 019 B.929 | Oil 4SA 6Cy. 305 × 460<br>450bhp (331kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 53,0t 9,5kn |
| **6700535**<br>J4BU<br>6865<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANASTASIA L.**<br>ex Cetra Columba-78<br>**Amalia Navigation S.A.**<br>Piraeus Greece | **53 448**<br>35 401<br>87 551 | BV | **1966** Ch. de l'Atlantique—St. Nazaire (123)<br>264,24 36,07 13,723<br>250,60 36,01 19,59<br>P 47,9 F 25,0 1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>8 Ho ER<br>G.103 500<br>13 Ha (stl) (each 7,6 × 17,5) 3 Ha (stl) (7,5 7,5 × 15,4) (8,2 × 17,5) ER | Oil 2SA 8Cy. 840 × 1800<br>18 480bhp (13 593kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 600kW 2 × 530kW 440V 50Hz a.c.<br>Fuel (hvf) 14,5kn |
| **5395163**<br>ZGSW<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANASTASIA Y**<br>ex Ulysses I-82 ex Yarden-79<br>ex Gasos-78 ex Yarden-77<br>**Anastasia Maritime Co. Ltd.**<br>Georgetown Cayman Islands (British) | T.Mk<br>**2 159**<br>1 018<br>3 139<br>**3 354**<br>1 725<br>4 506 | ✠**100A1** SS 11/77<br>Str. nav. ice<br>✠**LMC**<br>EL u $1\frac{11}{16}$"SQ<br>FN 2158 | **1959**-4 Orenstein Koppel & Luebecker —Luebeck (541)<br>103,33 14,58 5,862/—<br>93,71 14,51 8,51<br>P 26,3 F 10,4 2 dks<br>RW rf 102<br>Coll BH to U dk, 4 to 2nd dk WB954t | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,8 27,4comb. 16,4 ER<br>G.6 296 B.5 795<br>4 Ha (stl) (9,6 8,7 8,7 11,7 × 5,4) ER<br>10W Der 1(30) 4(5-10) 6(5) | Oil 2SA 6Cy. 600 × 1050<br>3 120bhp (2 295kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 230kW 400V 50Hz a.c.<br>Fuel 472,5t (d.o.) 14kn |
| **7706562**<br>SZTG<br>6535<br>Df Esd<br>Gc Rdr<br>RTh/v | **ANASTASIA II**<br>**Citadel Shipping Co. Ltd.**<br>Aeco Maritime S.A. Panama<br>Piraeus Greece | **4 713**<br>3 079<br>7 583 | NV<br>✠Classed LR until 27/4/79 | **1977**-12 Watanabe Zosen K.K.—Hakata (195)<br>115,55 17,43 6,979<br>107,09 17,40 8,69<br>P 21,1 F 9,8 1 dk<br>rf 102 | **M General Cargo**<br>4 Ho 19,6 18,9 18,9 21,0 ER<br>G.10 102 B.9 634<br>4 Ha (stl) (10,5 12,5 12,5 12,5 × 8,0) ER<br>8W Der 1(30) 8(10) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 93,0t (d.o.) 619,0t (hvf)-14,0pd 14,5kn |
| **6907640**<br>SXMK<br>6419<br>Df Esd<br>Gc Pfd<br>RTh | **ANASTASIA V**<br>**West End Shipping Corp. S.A.**<br>Piraeus Greece | **15 868**<br>10 478<br>27 478 | AB | **1969** Mitsui SB. & Eng. Co. Ltd.—Osaka (144)<br>178,01 22,92 10,573<br>168,03 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho 19,8 20,5 21,2 21,2 21,2 19,8 ER<br>G.35 120 B.30 809<br>6 Ha (stl) (10,2 10,9 10,9 10,9 10,9 10,9 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 798,5t (hvf) 17kn |
| **5342207**<br>HPLK<br>Df Esd<br>Gc | **ANASTASIO**<br>ex Stratford-66 ex Cotton Bay-60<br>ex Harcourt Malcolm-54<br>**Guanabara S.A.**<br>Panama Panama | **998**<br>529<br>805 | | **1946** General Eng. & D.D. Co.—Alameda, Ca<br>60,89 10,11 4,084<br>57,79 10,06 6,46<br>RQD 15,3 B 12,2 2 dks | **TM General Cargo**<br>Ref<br>3 Ho<br>In.1 072<br>3 Ha (6,7 × 4,1) (7,3 × 5,4) (7,3 × 4,8)<br>6W Der 6(3) | 2 Oil 4SA each 8Cy. 268 × 341<br>1 500bhp (1 103kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 144,5t (d.o.) 12,5kn |
| **7342445**<br>SVWB<br>400<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANASTASIOS**<br>ex Cinchona-81<br>**Gregonav Compania Maritima S.A.**<br>Syros Greece | **16 629**<br>11 169<br>26 119 | ✠**100A1** CS 11/80<br>strengthened for ore cargoes Nos. 1 & 4 holds, or Nos. 1 & 3 holds may be empty (cc)<br>✠**LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6452 | **1975**-11 Govan Shipbuilders Ltd.—Govan, Glasgow (214)<br>175,11(BB) 25,51 9,970<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil<br>NS 7BH WB13505T incl. Comb. btm & STs in Nos. 2, 3 & 5 holds 1470T Topside tanks in holds 4394T & No. 3 hold 5958T | **M Bulk Carrier**<br>Wood-chip<br>5 Ho ER<br>5 Ha (stl) ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>15kn |
| **7312579**<br>SV2927<br>4194<br>Esd Gc<br>Rdr RT | **ANASTASIOS**<br>**Karatzis Brothers**<br>Piraeus Greece | **120**<br>61<br>— | BV | **1973** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>28,00 6,23 2,096<br>23,50 6,20 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 39,0t (d.o.) 11kn |

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| 5036731<br>SXBR<br>6659<br>Df Esd<br>RT | **ANASTASIOS C.**<br>ex Hariwa-78 ex Bardu-75<br>**Kentavros Shipping Co. S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **11 503**<br>5 734<br>16 963 | NV | **1962** Deutsche Werft A.G.—Hamburg (788)<br>149,94 21,39 9,487<br>142,37 21,34 12,81<br>P 36,0 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Cement<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.21 053 B.19 612 HeCls. B<br>7 Ha (7,7 14,2 7,4 13,4 7,4 14,2 7,4 × 10,6) ER<br>Cr 1(15) | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW) Sulzer<br>Masch. Buckau-Wolf Kiel<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 171,0t (d.o.) 1 166,0t (hvf) 15,5kn |
| 5379729<br>9HOZ<br>0523<br>Df Esd<br>Gc Rdr<br>RT | **ANASTASIS**<br>ex Victoria-78<br>**Maritime Mercy Ministries Ltd.**<br>Valletta Malta | **11 695**<br>6 586<br>4 310 | **✠100A1** SS 12/73<br>**✠LMC**<br>EL gt $2\frac{5}{16}$"SQ<br>FN 4705<br>(AB) (RI) | **1953**-3 C.R.D. Adriatico—Trieste (1765)<br>159,09 20,78 7,189<br>144,79 20,73 11,76<br>B 99,4 Upr. B 68,0 F 26,0 2 dks, 3rd dk clear of mchy. space, 4th dk in fwd holds<br>RW<br>9BH WB1398t incl. Tunnel tanks 190t<br>**LAID UP — SURVEYS OVERDUE 12/77** | **TM Passenger/General Cargo**<br>Ref 431bth P<br>5 Ho<br>G.5 280 B.4 825 In.105<br>5 Ha<br>10W Der 2(14,5) | 2 Oil 2SA each 10Cy. 750 × 1320<br>16 100bhp (11 843kW) Fiat<br>C.R.D. Adriatico Trieste<br>2 AuxB 108lbf/in² (7,5bar)<br>2 e(ex.g) 108lbf/in² (7,5bar)<br>Fuel 1 554,5t 19,75kn |
| 6600943<br>SWSR<br>4710<br>Df Esd<br>Gc Rdr<br>RT | **ANASTASSIA**<br>**Isla Hermosa Cia. Naviera S.A.**<br>Piraeus Greece | **23 392**<br>15 094<br>39 394 | AB | **1966** Kure Zosensho—Kure (97)<br>191,01 27,67 11,716<br>180,02 27,61 16,01<br>P 7,4 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>7 Ha ER | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 5 036,5t |
| 5015866<br>SPLF<br>Df Esd<br>RT | **ANATOL**<br>**Przedsiebiorstwo Robot Czerpalnych i Podwodnych**<br>Szczecin Poland | **133**<br>1<br>— | PR | **1957** VEB Schiffswerft "Edgar Andre" —Magdeburg (680)<br>28,91 6,53 3,00<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 27kW 1 × 7kW 230V d.c.<br>10kn |
| 7412642<br>A8XE<br>5365<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ANATOLIA**<br>**Lilacfield S.S. Co. Inc.**<br>Monrovia Liberia | **6 737**<br>4 860<br>11 601 | NK | **1975** Imabari Zosen—Imabari (345)<br>123,32(BB) 20,53 8,090<br>114,99 20,50 10,60<br>P 27,8 F 15,9 1 dk | **M General Cargo**<br>2 Ho 32,6 32,3 ER<br>G.15 369 B.14 305<br>2 Ha (stl) (32,6 32,3 × 11,2) ER<br>Cr 4(7,5) Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 280kW 445V 60Hz a.c.<br>16,5kn |
| 6923694<br>H8SF<br>1060<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANATOLIA**<br>ex Larch-80 ex Jowood-79<br>**Inter-Powers Shipping Co. S.A.**<br>Panama Panama | **2 669**<br>1 668<br>4 173 | NV | **1969** VEB Schiffswerft "Neptun"—Rostock (453)<br>96,30 14,64 5,906<br>88,17 14,61 7,19<br>P 22,9 F 11,9 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 27,5 30,4 ER<br>G.5 554 B.5 413<br>2 Ha (stl) (each 23,3 × 10,5) ER<br>Cr 1(10) | Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Fuel 333,5t (d.o.) 14kn |
| 6916495<br>ESIX<br>M-29171<br>Df Esd<br>Gc Rdr<br>RT | **ANATOLIY BREDOV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 344**<br>944<br>1 338 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/30)<br>83,11 13,85 5,500<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>4 Ha (4,8 × 2,2) (1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>13kn |
| 6523949<br>UEQD<br>M-28400<br>Df Esd<br>Pfd Rdr<br>RT | **ANATOLIY KHALIN**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**6 260**<br>2 017<br>4 709 | RS (BV) | **1967** At. & Ch. de Nantes (Bretagne-Loire) —Nantes (14730)<br>127,41 19,03 7,030<br>116,01 19,00 10,67<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho 4 Ta<br>G.307 In.2 722 L.446<br>5 Ha (each 2,2 × 1,9)<br>2W Der 2(3) | 3 Oil 4SA each 6Cy. 400 × 460 total 7 560bhp (5 561kW) driving 3 gen. each 1 680kW connected to 2 elec. motors each of 4 000shp (2 942kW) & to sc. shaft Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 3 452,0t (hvf) 13,5kn |
| 7111640<br>UKFK<br>M-31014<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANATOLIY LUNACHARSKIY**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 150 | RS | **1971** VEB Warnowwerft Warnemuende —Warnemuende (321)<br>151,49 20,35 —/8,960<br>140,01 20,30 11,94<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,7) ER (10,3 × 9,9)<br>4W Cr 6(5) Der 1(60) 4(8) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 18,25kn |
| 7230575<br>UEXA<br>S-32108<br>Df Esd<br>Gc Rdr<br>RT | **ANATOLIY VANEYEV**<br>**U.S.S.R. -Volga-Don River Shipping Co.**<br>Taganrog U.S.S.R. | **2 484**<br>1 321<br>3 134 | RS | **1972** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,652<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 7910656<br>UQJW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANATOLIY VASILYEV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **15 639**<br>7 557<br>22 447 | RS | **1981** Valmet Oy Helsingin Telakka —Vuosaari, Helsinki/Helsingfors (304)<br>205,42 31,15 9,703<br>190,68 31,01 22,08<br>4 dks | **M RoRo Cargo**<br>12bth P<br>Quarter stern door & ramp (s) Ice strengthened<br>B.55 418<br>TEU 1499<br>C.Ho 87/20' C.RoRo Dk 885/20' C.Dk 527/20'<br>2 Ha (stl) (12,5p&s × 7,6) ER | 2 Vee Oil 4SA each 14Cy. 520 × 550 reduction geared to sc. shaft<br>19 850bhp (14 601kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 1000kW 1 × 130kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) 21,75kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7000011** | **ANAVISSOS** | **8 909** | ✠100A1 SS 8/82 | **1969**-7 Austin & Pickersgill Ltd. | **M General Cargo** | Oil 2SA 5Cy. 680 × 1250 | |
| J4LL | ex Argolis-80 ex Janey-78 | 6 119 | | —Southwick, Sunderland (861) | | 5 500bhp (4 046kW) | Sulzer |
| 388 | **Alkaios Compania Naviera S.A.** | 15 281 | ✠LMC | 141,00 20,48 8,852 | 5 Ho 21,5 29,7 11,4 22,8 ER | Hawthorn, Leslie (Engineers) Ltd. | Newcastle |
| Df Esd | Alpha Managing & Financing Inc. | | EL Z 2⅛"U2 | 134,17 20,43 11,74 | 22,8 | AuxB 100lbf/in² (6,9bar) | |
| Gc Rdr | Syros Greece | | FN 4317 | F 13,2 1 dk, 2nd dk except in No. 5 hold | G.21 642 B.19 793 | Gen 3 × 218kW 440V 60Hz a.c. | |
| | | | | RW rf nil | 5 Ha (stl) (11,7 × 6,7) (12,1 13,7 | | 14kn |
| | | | | 6BH to U dk 1 to 2nd dk WB4139t incl. | 12,9 × 8,5) ER (11,4 × 6,7) | | |
| | | | | DTm1752t Tunnel tanks 401t | 10W Der 8(10) 2(5) | | |
| **5032826** | **ANAVISSOS II** | **568** | | **1958** Glommens M/V—Fredrikstad (158) | **M Tanker** | Oil 4SA 6Cy. 385 × 580 | |
| SV5066 | ex BP 27-78 | 232 | | 68,28 8,67 3,504 | | 750bhp (552kW) | |
| 31 | **Anavissos Sea Transport Co.** | 996 | NV | 63,23 8,64 4,02 | Ice strengthened | Maschinenbau Kiel A.G. | Kiel |
| Df Esd | **Ltd.** | | | P 18,3 F 9,2 1 dk | 6 Ta ER | Gen 2 × 50kW 110V d.c. | |
| Rdr RTm | Lavrion Greece | | | rf 152 len 71 | L.(oil) 1 125 HeCls. BC | Fuel 60,0t (d.o.)-2,5pd | 11kn |
| **6815823** | **ANAXAGORAS** | **9 416** | | **1968** Nippon Kokan K.K.—Shimizu (263) | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 | |
| SZHN | ex Zeno-79 | 6 105 | | 140,09 22,05 9,446 | | 7 200bhp (5 296kW) | Sulzer |
| 4332 | **Anaxagoras Shipping Co. S.A.** | 16 641 | AB | 128,96 22,00 12,60 | Str. heavy cargoes | Uraga Heavy Industries Ltd. | Tamashima |
| Df Esd | N. J. Andriopoulos Shipping & | | | P 20,5 B 19,2 F 9,8 1 dk | 6 Ho 16,3 14,1 16,3 16,3 16,4 | Gen 2 × 310kW 440V 60Hz a.c. | |
| Gc Rdr | Commercial Enterprises S.A. | | | rf 152 | 16,4 ER | Fuel 79,5t (d.o.) 925,5t (hvf)-25,5pd | 14kn |
| RTv | Piraeus Greece | | | | G.21 159 B.19 876 HeCls. B | | |
| | | | | | 6 Ha (stl) (8,9 × 8,9) (8,2 9,0 9,0 9,0 | | |
| | | | | | 9,0 × 10,4) ER | | |
| | | | | | 12W Der 4(10) 2(5) | | |
| **6811918** | **ANAXIMENIS** | **10 182** | | **1968** Mitsubishi Heavy Industries Ltd. | **M General Cargo** | Oil 2SA 6Cy. 680 × 1250 | |
| SXYC | ex Yongjin-80 ex Nittyu Maru-72 | 6 547 | | —Shimonoseki (649) | | 8 000bhp (5 884kW) | Sulzer |
| 7611 | **Eurosur Maritime Co. S.A.** | 17 337 | AB (NK) | 148,04 21,62 9,373 | 4 Ho ER | Mitsubishi Heavy Industries Ltd. | Kobe |
| Df Esd | N. J. Andriopoulos Shipping & | | | 136,02 21,59 12,20 | G.21 106 B.20 669 | Gen 1 × 300kW 450V a.c. | |
| Gc Pfd | Commercial Enterprises S.A. | | | P 26,0 F 9,8 1 dk | 4 Ha (stl) (12,9 × 8,9) (19,5 19,5 | Fuel 2 389,5t | 14,5kn |
| Rdr RT | Piraeus Greece | | | | 18,7 × 9,9) ER | | |
| | | | | | Der 4(20) | | |
| **7105043** | **ANBOTO** | **15 519** | | **1971** Kaldnes M/V A/S—Tonsberg (188) | **M Bulk Carrier** | Oil 2SA 6Cy. 740 × 1600 | |
| ELBF4 | ex Penerf-81 | 10 827 | | 180,30(BB) 22,92 10,186 | | 11 600bhp (8 532kW) | B&W |
| 7047 | **Anboto Shipping Co. Ltd.** | 25 651 | BV | 167,88 22,86 13,72 | Str. heavy cargoes | Nylands M/V | Oslo |
| Df Esd | Ramon de la Sota, Jr. | | | P 38,5 F 15,0 1 dk | 6 Ho 21,5 20,5 20,8 20,8 20,8 | Gen 3 × 525kW 440V 60Hz a.c. | |
| Gc Rdr | Monrovia Liberia | | | | 20,8 ER | Fuel 185,0t (d.o.) 1 908,0t (hvf) | 15,75kn |
| RTm/h | | | | | G.35 086 B.29 922 | | |
| | | | | | 6 Ha (stl) (each 13,5 × 11,5) ER | | |
| | | | | | Cr 5(10) | | |
| **5015919** | **ANCAP QUINTO** | **688** | | **1944** Kane SB. Corp.—Galveston, Tx (1) | **TM Tanker** | 2 Oil 4SA each 6Cy. 235 × 355 | |
| CXBG | ex Y 104-47 | 358 | | 55,63 9,20 3,410 | | 460bhp (338kW) | |
| | **Government of The Oriental** | 1 035 | | 54,59 9,15 4,12 | 6 Ta ER | Wolverine Motor Works Inc. | Port Huron, Wi |
| Df | **Republic of Uruguay** | | | P 11,9 F 6,4 1 dk | L.(oil) 1 034 HeCls. BC | Fuel 32,5t-2,0pd | 9kn |
| | **(Administracion Nacional de** | | | rf nil | | | |
| | **Combustibles Alcohol y** | | | | | | |
| | **Portland) (ANCAP)** | | | | | | |
| | Montevideo Uruguay | | | | | | |
| **5015933** | **ANCAP SEXTO** | **2 127** | | **1956** A.G. "Weser" Werk Seebeck | **TS Tanker** | T 6Cy. (2) 349 (2) 549 & (2) 905 × 649 & | |
| CXBX | | 995 | | —Bremerhaven (799) | | LP turb | |
| | **Government of The Oriental** | 2 512 | (AB) | 91,57 13,42 4,522 | 12 Ta ER | 1 720ihp (1 265kW) | |
| Esd Gc | **Republic of Uruguay** | | | 83,80 13,39 5,90 | L.(oil) 2 837 HeCls. BptC | A.G. "Weser" Werk Seebeck | Bremerhaven |
| Rdr RT | **(Administracion Nacional de** | | | P 21,4 RQD 8,9 B 8,0 F 15,0 1 dk | | Fuel 91,5t (d.o.)-17,5pd | 12kn |
| | **Combustibles Alcohol y** | | | RW rf 152 | | | |
| | **Portland) (ANCAP)** | | | | | | |
| | Montevideo Uruguay | | | | | | |
| **7120110** | **ANCASH 1** | **310** | | **1971** Ast. Picsa S.A.—Callao (367) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 | |
| | ex Milagro IX-76 | 140 | | *35,09* 8,03 | Side-fishing | 850bhp (625kW) | |
| CE9080 | **Pesquera Anchosa SCR Ltda.** | — | GL | 8,01 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Chimbote Peru | | | 1 dk | | | 12kn |
| RT | | | | | | | |
| **7120861** | **ANCASH 2** | **310** | | **1971** Ast. Picsa S.A.—Callao (368) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 | |
| | ex Milagro X-76 | 140 | | *35,09* 8,03 | Side-fishing | 1 225bhp (901kW) | |
| CE9081 | **Pesquera Ancash 2 S.A. Ltda.** | — | GL | 8,01 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Chimbote Peru | | | 1 dk | | | 12kn |
| RT | | | | | | | |
| **7103758** | **ANCASH 3** | **300** | | **1971** Ast. Gumar S.A.—Callao (8) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 sr geared to | |
| | ex Tres Hermanos VI-76 | — | | *35,45* 7,70 | Side Trawler | sc. shaft | |
| | **Pesquera Rio Santa SCR Ltda.** | 575 | BV | 4,20 | | 850bhp (625kW) | |
| Esd Rdr | Chimbote Peru | | | 1 dk | | Caterpillar Tractor Co. | Peoria, Illinois |
| RT | | | | | 1 Ha (2,9 × 3,8) | Fuel 17,5t (d.o.) | 11kn |
| **7042710** | **ANCASH 4** | **310** | | **1971** Ast. Picsa S.A.—Callao (330) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 | |
| | ex PF 18-76 | 140 | | *35,09* 8,03 | Side-fishing | 850bhp (625kW) | |
| CE9008 | **Pesquera Erika SCR Ltda.** | — | GL | 8,01 3,84 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Chicama Peru | | | 1 dk | | | 12kn |
| RT | | | | | | | |
| **7103667** | **ANCASH 5** | **310** | | **1971** Ast. Picsa S.A.—Callao (348) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 | |
| | ex PF 19-76 | 140 | | *35,09* 8,03 | Side-fishing | 850bhp (625kW) | |
| CE9030 | **Pesquera Alejandria SCR Ltda.** | — | (GL) | 8,01 3,84 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Chicama Peru | | | 1 dk | | | 12kn |
| RT | | | | | | | |
| **7042708** | **ANCASH 6** | **310** | | **1971** Ast. Picsa S.A.—Callao (329) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 | |
| | ex PF 17-76 | 140 | | *35,09* 8,03 | Side-fishing | 850bhp (625kW) | |
| CE9007 | **Pesquera Patillo SCR Ltda.** | — | (GL) | 8,01 3,84 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Chicama Peru | | | 1 dk | | | 12kn |
| RT | | | | | | | |
| **7043934** | **ANCASH 7** | **310** | | **1971** Ast. Picsa S.A.—Callao (335) | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 reverse | |
| | ex Pralsa XII-76 | 140 | | *35,09* 8,03 | Side-fishing | reduction geared to sc. shaft | |
| CE9006 | **Pesquera Chimbote Dos SCR** | — | (GL) | 8,01 | | 850bhp (625kW) | |
| Esd Rdr | **Ltda.** | | | 1 dk | | Caterpillar Tractor Co. | Peoria, Illinois |
| RT | Chimbote Peru | | | | | Fuel (d.o.) | 12kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7043922<br>Esd Rdr<br>RT | **ANCASH 8**<br>ex Pisamar II-76<br>**Pesquera Chuita S.R. Ltda.**<br>Pisco Peru | **306**<br>136<br>— | GL (AB) | **1971** Metal Empresa S.A.—Callao (L-38)<br>*33,99* 8,62<br>32,06 8,60 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 18,1<br>1 Ha (3,2 × 3,9) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7102156<br>Esd Rdr<br>RT | **ANCASH 9**<br>ex Virgen De Las Mercedes-76<br>**Pesquera Ancash Nueve SCR Ltda.**<br>Chimbote Peru | **297**<br>143<br>— | BV GL | **1970** Ast. Gumar S.A.—Callao (6)<br>7,80<br>32,82 7,62 4,09 | **M Fishing**<br>Side Trawler<br>1 Ha (2,9 × 3,8) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 11kn |
| 7043910<br>Esd Rdr<br>RT | **ANCASH 10**<br>ex Pisamar I-76<br>**Pesquera Gaviota S.R. Ltda.**<br>Pisco Peru | **306**<br>136<br>— | GL (AB) | **1971** Metal Empresa S.A.—Callao (L-37)<br>*33,99* 8,62<br>32,06 8,60 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 18,1<br>1 Ha (3,2 × 3,9) | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 6621650<br>HSAF<br>BK2355<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANCHAN**<br>ex Strathardle-79<br>**United Thai Shipping Corp. Ltd.**<br>Bangkok Thailand | **9 172**<br>4 834<br>12 753 | ✠**100A1** CS 8/81<br>DTsm—vegetable oil. latex or suitable chemicals FP above 65.5°C.<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6095 | **1967**-1 Mitsui SB. & Eng. Co. Ltd. —Tamano (748)<br>171,61(BB) 24,31 9,170<br>159,49 24,24 13,97<br>P 9,8 F 25,0 2 dks, 3rd dk except in Nos. 1 & 6 holds<br>RW rf 279<br>9BH WB1284t incl. DTf280t DTsm533t | **M General Cargo**<br>Ref<br>6 Ho 11,4 15,7 21,1 17,8 2,3DTp&s 15,3 ER 17,8 13 TwD<br>G.21 765 B.19 637 In.637 L.540<br>10 Ha (stl) (6,1 × 4,1) (11,1 × 5,6) (11,2p&s 11,2p&s 11,2p&s × 8,0) ER (9,6 × 5,5) (4,0 × 4,7)<br>6W Cr 1(15) 7(5) Der 1(30) 1(15) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 AuxB (o.f.) 121lbf/in$^2$ (8,4bar)<br>e(ex.g) 177,5lbf/in$^2$ (12,3bar)<br>Gen 4 × 440kW 220/440V 60Hz a.c.<br>Fuel 2 286,0t (hvf) 21kn |
| 7312543<br>9V2726<br>380686<br>Df Esd<br>Gc Rdr<br>RTh/v | **ANCHANA**<br>ex Lindinger Emerald-77<br>**Anchana Shipping S.A.**<br>Singapore Singapore | T.Mk<br>**883**<br>459<br>—<br>**1 597**<br>1 130<br>2 906 | BV | **1973** Husumer Schiffsw.—Husum (1409)<br>81,01 (BB) 13,26 4,401/5,493<br>73,51 13,21 6,63<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 057 B.3 743<br>2 Ha (stl) (12,5 18,5 × 10,2) ER<br>11W Der 2(20) 2(5) | Vee Oil 4SA 18Cy. 225 × 300<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 197,0t (d.o.)-9,0pd 14,25kn |
| 6612984<br>UNZA<br>M-28077<br>Df Esd<br>Gc Rdr<br>RT | **ANCHAR**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1966** .............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| 7314761<br>GRUJ<br>360145<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANCHISES**<br>**Blue Funnel Bulkships Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | **16 406**<br>10 420<br>27 143 | AB | **1973** Mitsui SB. & Eng. Co. Ltd.—Osaka (939)<br>176,77(BB) 22,92 10,542<br>168,03 22,86 14,10<br>P 37,5 F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,7 ER<br>G.36 224 B.31 100<br>1 Ha (stl) (12,3 × 9,9) 5 Ha (stl) (each 12,7 × 9,9) ER<br>Cr 5(8) Der 2(2,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 1 570,0t (hvf) 15,25kn |
| 6605682<br>COLI<br>Df Esd<br>Gc Rdr<br>RT | **ANCHOA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>670 | BV | **1965** Ast. Celaya—Bilbao (80)<br>52,25 9,02 3,950<br>49,61 4,31 4,25<br>2 dks<br>RW | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>In.555<br>3 Ha (each 1,7 × 1,6) ER | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 291,0t (d.o.) 12,5kn |
| 5016004<br>KIRJ<br>247071<br>Df Esd<br>Gc RT | **ANCHORAGE VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 635**<br>4 616<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (574)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 220V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 5016016<br>GHYN<br>302880<br>Df Pfd<br>RTv | **ANCHORMAN**<br>**Rowbotham Tankships Ltd.**<br>London United Kingdom | **795**<br>383<br>1 191 | ✠**100A1** SS 4/80<br>oil tanker<br>✠**LMC**<br>EL k $1\frac{5}{16}$" ptSQ<br>FN 789 | **1962**-1 Drypool Eng. & D.D. Co. Ltd.—Hull (4)<br>61,88 9,38 3,906<br>58,12 9,30 4,27<br>P 15,0 Trunk 33,9 F 9,5 1 dk<br>RW rf 76<br>8BH WB207t | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 489<br>Der 2(1) | Vee Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW) Brons<br>Drypool Eng. & D.D. Co. Ltd. Hull<br>db 80lbf/in$^2$ (5,6bar)<br>Fuel 51,0t-3,0pd 10,75kn |
| 7225740<br>GQUE<br>358774<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANCO CHALLENGER**<br>ex Post Challenger-79<br>**P&O Lines Ltd. & Ocean Transport & Trading Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 565**<br>10 146<br>25 300 | ✠**100A1** SS 4/81<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>✠**LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1972**-12 Horten Verft A/S—Horten (176)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB723t | **M Tanker**<br>Chemical<br>37 Ta 4 Ta (s.stl) ER<br>L.29 846 HeCls. BC<br>Cr 1(5) 1(3) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^2$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 164,5t (d.o.) 1 647,0t (hvf)-41,5pd<br>15,5kn |

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| **7311771**<br>GSUM<br>360623<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO CHAMPION**<br>ex Post Champion-79<br>**P&O Lines Ltd. & Ocean Transport & Trading Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 572**<br>10 076<br>25 300 | **✠100A1** SS 2/81<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1973**-6 Horten Verft A/S—Horten (177)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB723T | **M Tanker**<br>Chemical<br>4 Ta (s.stl) cs 6<br>37 Ta ER<br>L.29 845 HeCls. BC<br>Cr 1(5) 1(3) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 709,0t (hvf)-42,5pd<br>15,5kn |
| **7325655**<br>GTEW<br>360838<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO CHARGER**<br>ex Post Charger-78<br>**P&O Lines Ltd. & Ocean Transport & Trading Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 568**<br>10 077<br>25 300 | **✠100A1** SS 6/78<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1973**-10 Horten Verft A/S—Horten (178)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB723T | **M Tanker**<br>Chemical<br>4 Ta (s.stl) cs 6<br>37 Ta ER<br>L.29 845 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 709,0t (hvf)-42,5pd<br>15,5kn |
| **7329273**<br>GTEX<br>360947<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANCO CHASER**<br>ex Post Chaser-79<br>**P&O Lines Ltd. & Ocean Transport & Trading Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 561**<br>10 073<br>25 300 | **✠100A1** SS 2/82<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1973**-12 Horten Verft A/S—Horten (179)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB723T | **M Tanker**<br>Chemical<br>4 Ta (s.stl) cs 6<br>37 Ta ER<br>L.29 845 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>15,5kn |
| **7052129**<br>GOVB<br>341697<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO EMPRESS**<br>**PAL Tanker Co. Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 004**<br>9 790<br>24 222 | **✠100A1** CS 3/76<br>oil or chemical or molasses tanker, all tanks SG up to 1.4 except Nos. 10, 11 & 12 wing tanks<br>**✠LMC** **UMS**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 5992 | **1971**-4 Uddevallavarvet A/B—Uddevalla (238)<br>169,70(BB) 24,82 9,691<br>160,33 24,77 12,60<br>P 34,5 F 17,1 1 dk<br>rf 51<br>14BH WB1839t | **M Tanker**<br>Oil Chemical Molasses<br>36 Ta ER<br>L.29 576 HeCls. BC<br>Der 2(5) 1(3) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>2 WTAuxB primary 45kgf/cm$^{2}$ (44,2bar)<br>secondary 14,5kgf/cm$^{2}$ (14,3bar)<br>hs511,0<br>e(ex.g) 15,5kgf/cm$^{2}$ (15,2bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 1 599,5t (hvf)-45,5pd<br>16kn |
| **7369077**<br>GUHK<br>363276<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANCO ENDEAVOUR**<br>ex Post Endeavour-77<br>**P&O Lines Ltd. & Ocean Transport & Trading Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 346**<br>9 857<br>25 200 | **✠100A1** SS 6/82<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1974**-5 Horten Verft A/S—Horten (180)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB3463T | **M Tanker**<br>Chemical<br>4 Ta (s.stl) cs 6<br>37 Ta ER<br>L.29 845 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>16kn |
| **7383243**<br>FNPL<br>226756<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO ENERGIE**<br>ex Post Energie-79<br>**Societe Francaise de Transports Maritimes (S.F.T.M.)**<br>Societe Nantaise des Chargeurs de l'Ouest (S.N.C.O.)<br>Nantes France | **15 163**<br>9 385<br>25 200 | **✠100A1** SS 7/79<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1974**-7 Horten Verft A/S—Horten (181)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB3436 | **M Tanker**<br>Chemical<br>37 Ta ER<br>4 Ta (s.stl) CR cs 6<br>L.29 158 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 164,5t (d.o.) 1 647,0t (hvf)-41,5pd<br>15,5kn |
| **7383267**<br>FNPJ<br>226755<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO ENTENTE**<br>ex Post Entente-78<br>**Societe Francaise de Transports Maritimes (S.F.T.M.)**<br>Societe Nantaise des Chargeurs de l'Ouest (S.N.C.O.)<br>Nantes France | **15 163**<br>9 385<br>25 200 | **✠100A1** SS 5/80<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**✠LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1975**-2 Horten Verft A/S—Horten (183)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB4078T | **M Tanker**<br>Chemical<br>37 Ta ER<br>4 Ta (s.stl) CR cs 6<br>L.29 158 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) (1 ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>Fuel 164,5t (d.o.) 1 647,0t (hvf)-41,5pd<br>15,5kn |
| **7383255**<br>GUHL<br>363508<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANCO ENTERPRISE**<br>ex Post Enterprise-78<br>**P&O Lines Ltd. & Ocean Transport & Trading Ltd.**<br>Panocean-Anco Ltd.<br>London United Kingdom | **15 346**<br>9 867<br>25 200 | **✠100A1** SS 2/80<br>chemical tanker<br>Type A centre tanks, Type B wing tanks, in association with an approved list of cargoes. Chemicals Type A in independent (s.stl) tanks on deck SG 1.2<br>**LMC** **UMS**<br>EL Gt $2\frac{3}{8}$"U3<br>FN 5999 | **1974**-11 Horten Verft A/S—Horten (182)<br>165,08(BB) 25,05 9,938<br>157,82 25,00 13,01<br>P 33,9 F 16,5 1 dk<br>rf 76<br>18BH WB4078T | **M Tanker**<br>Chemical<br>4 Ta (CR) (s.stl) cs6<br>37 Ta ER<br>L.29 845 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 AuxB (o.f.) 12,5kgf/cm$^{2}$ (12,3bar)<br>e(ex.g) 12,5kgf/cm$^{2}$ (12,3bar)<br>Gen 3 × 448kW 450V 60Hz a.c.<br>16kn |

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| 7112527<br>GOQE<br>341739<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ANCO SCEPTRE**<br>**John Swire & Sons Ltd.**<br>Panocean-Anco Ltd.<br>Liverpool United Kingdom | **15 427**<br>10 185<br>23 985 | **✠100A1** CS 11/81<br>oil or chemical or<br>molasses tanker<br>all tanks SG up to 1,4<br>except Nos. 10, 11 &<br>12 wing tanks<br>**✠LMC** **UMS**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 5992 | **1971**-11 Uddevallavarvet A/B—Uddevalla (240)<br>169,70(BB) 24,82 9,691<br>160,33 24,77 12,60<br>P 34,5 F 17,1 1 dk<br>rf 51<br>14BH WB1858t | **M Tanker**<br>Oil Chemical Molasses<br>36 Ta ER<br>L.29 576<br>HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>2 WTAuxB (o.f.)<br>primary 45kgf/cm² (44,2bar)<br>secondary 14,5kgf/cm² (14,3bar)<br>hs511,0<br>e(ex.g) 15,5kgf/cm² (15,2bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 219,5t (d.o.) 1 595,0t (hvf)-99,5pd<br>16kn |
| 7207164<br>GOQG<br>357427<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANCO STANE**<br>**John Swire & Sons Ltd.**<br>Panocean-Anco Ltd.<br>Liverpool United Kingdom | **15 003**<br>9 769<br>24 220 | **✠100A1** CS 4/82<br>oil or chemical or<br>molasses tanker, all tanks<br>SG up to 1.4 except Nos.<br>10, 11 & 12 wing tanks<br>**✠LMC** **UMS**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 5992 | **1972**-4 Uddevallavarvet A/B—Uddevalla (242)<br>169,70(BB) 24,82 9,691<br>160,33 24,77 12,60<br>P 34,5 F 17,1 1 dk<br>rf 51<br>14BH WB1858t | **M Tanker**<br>Oil Chemical Molasses<br>36 Ta ER<br>L.29 576<br>Der 2(5) 2(3)<br>HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>2 WTAuxB (o.f.)<br>primary 45kgf/cm² (44,2bar)<br>secondary 14,5kgf/cm² (14,3bar)<br>hs511,0<br>e(ex.g) 15,5kgf/cm² (15,2bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 219,5t (d.o.) 1 531,0t (hvf)-36,5pd<br>16kn |
| 7218553<br>GOQH<br>357441<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCO TEMPLAR**<br>**John Swire & Sons Ltd.**<br>Panocean-Anco Ltd.<br>Liverpool United Kingdom | **15 427**<br>10 185<br>23 985 | **✠100A1** CS 8/82<br>oil or chemical or<br>molasses tanker, all tanks<br>SG up to 1.4 except Nos.<br>10, 11 & 12 wing tanks<br>**✠LMC** **UMS**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 5992 | **1972**-8 Uddevallavarvet A/B—Uddevalla (243)<br>169,70(BB) 24,82 9,691<br>160,33 24,77 12,60<br>P 34,5 F 17,1 1 dk<br>rf 51<br>14BH WB1858t | **M Tanker**<br>Oil Chemical Molasses<br>36 Ta ER<br>L.29 576<br>Der 2(5) 2(3)<br>HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>2 WTAuxB primary 45kgf/cm² (44,2bar)<br>secondary 14,5kgf/cm² (14,3bar)<br>hs665,2<br>e(ex.g) 15,5kgf/cm² (15,2bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 219,5t (d.o.) 1 531,0t (hvf)-39,5pd<br>16kn |
| 6708719<br>FVYN<br>244165<br>Df Esd<br>Pfd Rdr<br>RTm | **ANCOLIE**<br>ex Tonton Pierre-77<br>ex Ar Gueveur-74<br>ex Guidimaka-68<br>**Societe Locamic**<br>Societe Anonyme Armement Nicot<br>Concarneau France | **214**<br>73<br>122 | BV | **1967** S.I.C.C.Na.—St. Malo (87)<br>33,25 7,93 3,001<br>28,20 7,50 5,95<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.163<br>2 Ha (each 1,3 × 1,3) ER | Vee Oil 4SA 16Cy. 175 × 180/192<br>1 000bhp (736kW) NE 74<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 73,5t (d.o.) 12,5kn |
| 7048659<br>WQ7307<br>296767 | **ANCON**<br>**Ancon Inc.**<br>Houma, La United States of America | **149**<br>101<br>— | | **1964** Main Iron Works Inc.—Houma, La<br>*26,22* 9,15<br>9,10 3,10<br>1 dk | **M Supply Launch** | Oil<br>1 060bhp (780kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7311795<br>LKLT<br>18014<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANCORA**<br>**S/A Aino, S/A Viva & S/A Viator**<br>C. H. Sorensen & Sonner<br>Arendal Norway | **71 318**<br>51 373<br>127 209 | NV | **1973** A/S Fredriksstad M/V—Fredrikstad (416)<br>282,00(BB) 38,46 16,998<br>268,97 38,41 23,04<br>F 33,9 1 dk<br>rf nil | **M Ore/Oil Carrier**<br>COW IGS<br>4 Ho 12 Wing Ta ER<br>L.(oil) 160 528 Ore 79 725<br>HeCls. BptC<br>8 Ha (stl) (each 12,5 × 11,8) ER | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>A/S Horten Verft Horten<br>Gen 3 × 688kW 1 × 20kW<br>440V 60Hz a.c.<br>Fuel 382,0t (d.o.) 6 305,5t (hvf)-91,5pd<br>16kn |
| 7387419<br>EHCW<br>Df Esd<br>Rdr RT | **ANCORA D'OURO**<br>**Farpespan S.L.**<br>Gijon Spain | **358**<br>160<br>— | (BV) | **1976** Ast. Gondan—Puerto de Figueras (112)<br>41,92 8,54 3,601<br>35,01 8,51 6,15<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>1 000bhp (736kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>10,5kn |
| 7924334<br>DCVY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDA**<br>**Anton Jungerhans**<br>Haren/Ems Federal Republic of Germany | T.Mk<br>**499**<br>349<br>1 604 | GL | **1980** Detlef Hegemann Rolandwerft G.m.b.H.—Bremen (109)<br>79,71 11,41 3,341<br>75,01 11,35 5,41<br>P 15,0 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,0 ER<br>G.2 897 B.2 869<br>1 Ha (stl) (44,9 × 9,3) ER | Oil 4SA 8Cy. 220 × 280 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>10,75kn |
| 6512988<br>LNOX<br>12495<br>Esd Rdr<br>RTm | **ANDA**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **299**<br>70<br>— | NV | **1965** Brodrene Lothe A/S—Haugesund (23)<br>41,86 7,45 3,055<br>36,50 7,40<br>1 dk<br>rf 749 BK 119 | **M Tanker**<br>SBT CBT<br>Ice strengthened<br>1 Ho 4 Ta ER<br>1 Ha (4,3 × 1,9)<br>Der 1(1,5) | Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 67kW 1 × 19kW<br>220V 50Hz a.c.<br>Fuel 40,0t (d.o.) 10kn |
| 5016078<br>OIAZ<br>566<br>Df RT | **ANDA**<br>ex Jo-55<br>**Karl G. Gustafsson**<br>Porvoo/Borga Finland | **208**<br>98<br>274 | (BV) | **1936** N.V. Sch. Delfzijl v/h Sander—Delfzijl (143)<br>36,02 6,48 2,439<br>6,43 2,67<br>1 dk<br>R | **M General Cargo**<br>G.368 B.340<br>2 Ha (8,9 5,9 × 3,8)<br>Der 2(2) | Oil 2SA 3Cy. 240 × 360<br>150bhp (110kW)<br>Appingedammer Brons Appingedam<br>Fuel 8,0t (d.o.)-5,0pd 8,5kn |
| 5016080 | **ANDAGOYA**<br>**Government of The Republic of Colombia (Customs Department)**<br>Buenaventura Colombia | **117**<br>39<br>— | ✠Classed LR until 2/30 | **1928**-7 J. Pollock, Sons & Co. Ltd. —Faversham (1308)<br>*28,23* 6,10<br>... ...<br>R | **M Tug** | Oil 2SA 4Cy. 380 × 410<br>J. & C. G. Bolinder M/V A/B Stockholm |
| 5306942<br>HO4686<br>927-P<br>EXT1<br>RTh | **ANDAGUA**<br>ex Marissa I-82 ex Jo-Ann-74<br>ex Ste. Foy-69 ex Aragua-62<br>ex Bolivar-55<br>**Gavaly Carib S.A.**<br>Panama Panama | **538**<br>218<br>693 | ✠Classed LR until 23/4/71 | **1950**-5 Canadian Vickers Ltd.—Montreal, P.Q. (247)<br>55,94 9,17 3,366<br>51,82 9,15 5,49<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>Ref<br>2 Ho 17,0 17,9 ER<br>G.1 420 B.1 311 In.35<br>2 Ha (10,2 9,1 × 4,8) ER<br>5W Der 1(15) 4(5) | Oil 4SA 6Cy. 330 × 420<br>900bhp (662kW)<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Gen 3 × 40kW 110/220V d.c.<br>Fuel 71,0t (d.o.) 11kn |

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| 5053533<br>ZGVZ<br>399995<br>Df Esd<br>Rdr RTm | **ANDAIRON**<br>ex Brittenburgh-72<br>**White Sands Shipping Ltd.**<br>Georgetown Cayman Islands<br>(British) | **457**<br>182<br>658 | BV | **1961** Arnhemsche Schps. Maats.—Arnhem (402)<br>60,61 9,43 3,468<br>53,70 9,20 3,51<br>1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br>1 Ho 33,0 ER<br>G.1 365 B.1 323<br>1 Ha (20,4 × 5,3) ER<br>2W Der 2 | Oil 4SA 8Cy. 300 × 450<br>1 000bhp (736kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 25kW 220V<br>Fuel 66,0t (d.o.) 12kn |
| 7342976<br>GUGG<br>365848<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANDALUCIA STAR**<br>**Blue Star Line Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | T.Mk<br>**7 618**<br>3 438<br>9 680<br>**9 784**<br>5 428<br>11 092 | **✠100A1**<br>**✠LMC** UMS<br>**✠Lloyd's RMC**<br>EL B† 2"U3<br>FN 4886 | **1975**-6 Smith's Dock Ltd.—South Bank, Middlesbrough (1329)<br>155,81(BB) 21,49 8,560/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk clear of mchy. space<br>rf nil<br>7BH WB2690T incl. DT548T | **M General Cargo**<br>Ref.<br>5 Ho 20,5 12,3DTp&s 8,2DTp&s 23,8 20,2 20,2 ER 17,8 11 TwD ER 2 TwD<br>In.13 202<br>5 Ha (stl) (7,4 10,5 10,5 10,5 × 7,0) ER (9,7 × 7,0)<br>Cr 6(5) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 816kW 2 × 625kW 450V 60Hz a.c.<br>Fuel 2 634,5t (hvf) 24kn |
| 6913699<br>SZKH<br>5696<br>Df Esd<br>Gc Rdr | **ANDALUSIA**<br>ex Attiki Akti-76<br>ex Shinkai Maru-76<br>**Vitalon Compania Naviera S.A.**<br>Piraeus Greece | **2 621**<br>1 569<br>4 408 | NK | **1968** Tsuneishi Zosen K.K.—Numakuma (200)<br>94,60 15,04 5,893<br>87,48 15,02 6,99<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 416 B.5 169<br>2 Ha (stl) (16,4 30,2 × 8,0) ER<br>Der 1(15) 2(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 293,5t-9,5pd 11,75kn |
| 6906024<br>ICQP<br>672<br>Df Esd<br>Gc Rdr<br>RT | **ANDALUSIA**<br>ex Valle de Ibaizabal-69<br>**Cispa Gas Trasporti S.p.A.**<br>Trieste Italy | **1 777**<br>979<br>2 256 | AB RI (BV) | **1968** Ast. de T. Ruiz de Velasco—Bilbao (103)<br>75,65 12,04 5,500<br>71,94 12,02 6,71<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 2 300 | Oil 4SA 8Cy. 390 × 680<br>1 795bhp (1 320kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 380kW 220V 50Hz a.c.<br>14kn |
| 6826999<br>H8NV<br>1017<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDAMAN SEA**<br>ex Northamptonshire-80<br>ex Volnay-77<br>**Hong Fat Shipping Inc.**<br>Yick Fung Shipping & Enterprises Co. Ltd.<br>Panama Panama | **22 189**<br>14 778<br>38 457 | **✠100A1** CS 3/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL I† $2\frac{7}{8}$"U2<br>FN 7829 | **1969**-3 Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (740)<br>193,10(BB) 27,49 11,246<br>183,42 27,44 15,24<br>P 29,9 F 13,8 1 dk<br>rf nil DK fwd<br>NS 9BH WB11615t incl. Comb. btm & STs in holds 6328t Topside tanks in holds 4246t | **M Bulk Carrier**<br>7 Ho 19,2 20,7 21,9 13,7 21,9 21,9 21,9 ER<br>G.47 133 B.39 077<br>7 Ha (stl) (12,3 13,7 14,6 8,9 14,6 14,6 12,1 × 13,7) ER<br>Cr 7(10) Der 2(1) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>John Brown Engineering (Clydebank) Ltd. Clydebank<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 426kW 440V 60Hz a.c.<br>Fuel 2 437,5t (hvf) 15,5kn |
| 5016119<br>VWDG<br>196672<br>Df Esd<br>Gc Rdr | **ANDAMANS**<br>Launched as State of Andaman<br>**Government of The Republic of India (Ministry of Home Affairs)**<br>The Shipping Corporation of India Ltd.<br>Calcutta India | **5 934**<br>3 482<br>2 461 | **✠100A1** CS 5/78<br>**✠LMC**<br>EL y $1\frac{7}{8}$"SQ<br>FN 2776<br>IRS | **1957**-11 Hindustan Shipyard Ltd. —Visakhapatnam (VC.135)<br>118,88 15,78 6,427<br>106,86 15,70 10,27<br>P 12,2 F 13,2 2 dks, 3rd dk fwd of mchy. space<br>RW rf 76<br>6BH WB933t | **M General Cargo**<br>Ref<br>G.6 629 B.6 291 In.136<br>4 Ha (w) (6,1 9,6 6,6 8,0 × 5,4)<br>8W Der 1(25) 8(5) | Oil 2SA 4Cy. 700 × 1200<br>2 100bhp (1 545kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 200kW 230V d.c.<br>Fuel 76,0t (d.o.) 328,0t (hvf) 12kn |
| 7386805<br>619<br>Df Esd<br>Gc Rdr<br>RT | **ANDANDO**<br>ex Marvasa Segundo-81<br>**Societe Ibero-Senegalaise pour la Peche en Atlantique S.A. (SISPA)**<br>Dakar Senegal | **269**<br>122<br>— | BV | **1974** Ast. de Huelva S.A.—Huelva (45)<br>34,93<br>31,50 7,33 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (1,4 × 1,4) ER | Vee Oil 4SA 12Cy. 159 × 203<br>870bhp (640kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 129,5t (d.o.) 11,5kn |
| 6851073<br>UQSF<br>M-21806 | **ANDARMA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **255**<br>89<br>126 | RS | **1953** VEB Elbewerft—Boizenburg<br>38,49 7,29 2,999<br>34,98 3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.397<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5039020<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDEN**<br>ex Manaure II-80 ex Arion-75<br>ex Beaverfir-72<br>**Intercontinental Maritima S.A.**<br>Callao Peru | T.Mk<br>**2 778**<br>1 395<br>4 857<br>**4 467**<br>2 565<br>6 023 | **100A1** CS 2/81<br>Ice Class 3<br>**LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2645 | **1961** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (32)<br>113,90 15,42 6,243/7,132<br>105,01 15,40 9,78<br>F 12,2 2 dks<br>RW rf 76<br>5BH to U dk 2 to 2nd dk WB875t | **M General Cargo**<br>Ref<br>4 Ho 14,6 20,7 14,6 13,7 ER<br>G.8 688 B.7 920 In.304<br>4 Ha (stl) (10,4 14,7 10,4 10,4 × 6,7) ER<br>10W Der 1(20) 10(5) | Oil 2SA 6Cy. 500 × 1100<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>✠ NAuxB (ex.g) 4/72 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 502,0t (hvf) 14,5kn |
| | | | **DAMAGED BY STRANDING 9/82 CLASS SUSPENDED** | | | |
| 7315363<br>LLOW<br>18120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDENESFISK I**<br>**A/S Andenes Havfiskeselskap**<br>Harstad Norway | **298**<br>89<br>— | NV | **1973** Storviks M/V A/S—Kristiansund N. (58)<br>46,54 9,00 4,534<br>39,86 8,97 6,51<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 83kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 7325447<br>LMDZ<br>18159<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDENESFISK II**<br>**A/S Andenes Havfiskeselskap**<br>Harstad Norway | **298**<br>89<br>— | NV | **1973** Storviks M/V A/S—Kristiansund N. (59)<br>46,54 9,00 4,534<br>39,86 8,97 6,51<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 83kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 8209224<br>ZIBS<br>399642<br>Esd Gc<br>Rdr<br>RTh/v | **ANDER**<br>**Marine Tankers Services Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **418**<br>272<br>600 | | **1982** Aas Skipsbyggeri A/S—Vestnes<br>... ... ...<br>47,30 9,31 3,38<br>1 dk | **TD-E Tanker**<br>9 Ta ER | 2 Vee Oil 4SA each 8Cy. 137 × 152 total 730bhp (537kW) driving gen. connected to elec. motors<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 58,25kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 25,0t (d.o.)-3,0pd 9kn |

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| 7102649<br>SDNM<br>11218<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDERS**<br>**Thunrederier A/B**<br>Thunrederierna<br>Lidkoping Sweden | **1 599**<br>1 076<br>3 205 | ✠**100A1** SS 7/80<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1580 | **1971**-6 A/B Falkenbergs Varv—Falkenberg (158)<br>87,03 12,70 4,960<br>84,00 12,60 6,20<br>P 16,2 F 10,7 1 dk<br>rf nil<br>4BH WB1025t incl. DTf62t | **M General Cargo**<br>1 Ho ER<br>G.3 770 B.3 443<br>2 Ha (stl) (each 24,8 × 9,9) ER | Vee Oil 2SA 16Cy. 220 × 380<br>2 000bhp (1 471kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 165kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 228,5t (d.o.)-7,0pd 12kn |
| 5016171<br>JWRO<br>14796<br>Df Esd<br>Gc Rdr<br>RT | **ANDERS**<br>**Bjorn & Peder J. Nilsen**<br>Kopervik Norway | **299**<br>136<br>437 | NV | **1957** Loland Motorverstad A/S—Leirvik (8)<br>40,14 7,45 3,161<br>36,68 7,41 3,48<br>P - F - 1 dk<br>rf 102 BK 318 len 64 | **M General Cargo**<br>1 Ho ER<br>G.538 B.481<br>1 Ha (18,9 × 4,1) ER<br>2W Der 1(3) 1(2) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 15kW 1 × 8kW 1 × 4,5kW<br>220V 50Hz a.c.<br>Fuel 26,5t (d.o.) 8,5kn |
| 7021390<br>JXJX<br>18427<br>Df Esd<br>Pfd Rdr<br>RT | **ANDERS KJONNO**<br>ex Grethe Steen-75<br>ex Gulf Navigator-72<br>ex Grethe Steen-71<br>**K/S Anders Kjonno A/S**<br>Bergen Norway | **299**<br>198<br>864 | BV | **1970** I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (59)<br>55,33 10,52 3,328<br>49,69 10,51 5,67<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,2 ER<br>G.1 800 B.1 600<br>1 Ha (stl) (25,3 × 6,1) ER<br>2W Der 1(10) 1(5) | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 64kW 1 × 21kW 380V a.c.<br>Controllable pitch propeller<br>Fuel 67,0t (d.o.) 11kn |
| 7361219<br>OXIT<br>C827<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDERS MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Romo Denmark | **29 903**<br>16 793<br>29 569 | ✠**100A1** SS 9/81<br>container ship<br>liquid cargoes in independent tanks in holds No. 6A & 7 FP 60°C (140°F) & above, SG up to 1.121 in association with an approved list of cargoes<br>✠**LMC** **UMS**<br>EL Mt $2\frac{7}{8}$"U3<br>FN 10278 | **1976**-8 Blohm + Voss A.G.—Hamburg (890)<br>224,95(BB) 30,56 11,519<br>208,85 30,51 18,70<br>F 21,7 2 dks<br>rf nil len 78<br>8BH WB6514T incl. STs in holds 3369T | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 31,1comb. 15,7<br>28,4comb. 14,1 30,4comb. ER<br>28,5comb. 8,1<br>TEU 1818<br>C.Ho 102/20' 400/40' C.Dk 916/20' (40')<br>11 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>35 507shp (26 118kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm² (73,6bar) Spt 513°C<br>67kgf/cm² (65,7bar) hs2091,5<br>sg 8,7kgf/cm² (8,6bar)<br>Gen 2 × 2000kW 1 × 1100kW<br>450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 329,0t (d.o.) 6 955,0t (hvf)-191,0pd |
| 6812223<br>OUSG<br>D1566<br>Df Esd<br>Rdr | **ANDERS MARTIN**<br>**Kaj V. Rasmussen**<br>Frederikshavn Denmark | **300**<br>113<br>645 | BV | **1968** Schiffs. Oberwinter—Oberwinter (205)<br>49,36 9,30 3,296<br>41,08 9,15 3,46<br>1 dk | **M Dredger**<br>Suction<br>1 Ho ER<br>Hopper 325 | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 18,5t (d.o.) 10kn |
| 8108626<br>OYJB<br>H847<br>Rdr RT | **ANDERS NEES**<br>**Svend Erik Ness**<br>Thyboron Denmark | **156**<br>64<br>— | | **1982** Johs. Kristensen Skibsbyggeri ApS.<br>—Hvide Sand (158)<br>26,22 7,45 3,841<br>23,02 7,36 3,92<br>1 dk | **M Fishing**<br>Line-fishing Ref.<br>1 Ho<br>G.165<br>1 Ha | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller |
| 7621425<br>OXGZ<br>H678<br>Df Esd<br>Rdr RT | **ANDERS OLSEN**<br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Godthab Greenland (Danish) | **187**<br>98<br>270 | | **1976** Holbaek Skibs-og Baadebyggeri<br>—Holbaek (342)<br>30,99 7,75 3,480<br>27,28 7,50 3,28<br>1 dk | **Wood Aux M General Cargo/Ferry**<br>Ketch<br>2 Ho ER<br>1 Ha (9,6 × 4,1) ER<br>1W Der 1(5) | Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW) E made63 fitted76<br>Normo<br>A/S Motorfabriken Dan Esbjerg<br>Fuel 62,0t (d.o.)-1,0pd |
| 7703534<br>OIII<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDERSO**<br>ex Chase Three-79 ex Anderso-78<br>**R/A Gustaf Erikson**<br>Mariehamn Finland | **12 637**<br>6 626<br>16 391 | ✠**100A1**<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5387 | **1978**-7 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (1678)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK<br>8BH WB7172T incl. STs in holds 4283T & DTf, DTm, DTa 1062T | **M Bulk Carrier**<br>Pulp Newsprint<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>TEU 540<br>C.Ho 360/20' (40') C.Dk 180/20' ER<br>1 Ha (13,4T × 9,1) 3 Ha (each 26,8 × 17,9) ER<br>Cr 2(30) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 7,2kgf/cm² (7,1bar)<br>AuxB (ex.g) 7,2kgf/cm² (7,1bar)<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 162,0t (d.o.) 1 024,0t (hvf) 15,5kn |
| 5016224<br>EDFQ<br>8236<br>Df Esd<br>RTm | **ANDES**<br>**Pescastur S.A.**<br>Manuel Freire Veiga<br>Vigo Spain | **431**<br>207<br>— | BV | **1960** Ast. Construcciones S.A.—Vigo (22)<br>46,11 8,28<br>40,01 8,21 4,50<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.324<br>3 Ha (0,9 × 0,9) (1,7 1,7 × 1,5) | Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 820,0t (d.o.) 11,5kn |
| 7102352<br>GNAS<br>342762<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDES DISCOVERER**<br>ex CP Discoverer-82<br>**Canadian Pacific Steamships Ltd.**<br>London United Kingdom | **15 680**<br>7 246<br>16 963 | ✠**100A1** CS 9/76<br>✠**LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6270 | **1971**-7 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1345)<br>167,09(BB) 25,66 9,170<br>153,47 25,61 15,24<br>F 18,3 1 dk<br>rf 152<br>NS 7BH WB5668t incl. DTf731t Comb. btm & side tanks in Nos. 2 & 4 holds 2715t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 14,6 28,5 28,5 26,9 ER<br>TEU 779<br>C.Ho 503/20' (40') C.Dk 276/20' (40')<br>7 Ha (stl) ER<br>Der 2(5) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 345,5t (d.o.) 1 524,0t (hvf) 18,25kn |
| 8110124<br>JFZV<br>125210<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDES HIGHWAY**<br>**Nippon Kisen K.K. (Nippon Kisen Kaisha Ltd.)**<br>Kobe, Japan<br>Hyogo Pref. | **9 585**<br>4 813<br>9 066 | NK | **1982** Kurushima Dock Co. Ltd.—Onishi (2207)<br>154,51(BB) 27,61 7,817<br>142,91 27,60 25,30<br>P 11,6 B 6,8 F 16,8 | **M Vehicles Carrier** | Oil 2SA 7Cy. 520 × 1250<br>9 300bhp (6 841kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 470,0t (hvf)-31,5pd<br>17,5kn |
| 7352593<br>JFDV<br>115953<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDES MARU**<br>**Sanko Kisen K.K. & Tis Kaiun K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **135 556**<br>99 639<br>273 150 | NK | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2353)<br>337,02(BB) 54,56 21,032<br>320,02 54,51 27,01<br>1 dk | **S Tanker**<br>Mchy.aft<br>16 Ta<br>L.(oil) 319 938 | S Turb dr geared<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 1600kW 2 × 800kW 450V a.c.<br>Fuel 8 463,5t-178,5pd 16kn |

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|---|---|---|---|---|---|---|
| **7638648**<br>JINL<br>119631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDES MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **14 792**<br>7 791<br>21 200 | NK | **1978** Kawasaki Heavy Ind. Ltd.—Kobe (1278)<br>161,02(BB) 9,521<br>152,03 25,40 13,52<br>P 30,8 F 10,7 2 dks | **M General Cargo**<br>Heavy load<br>G.25 438 B.24 366<br>1 Ha (13,7 × 8,3) 2 Ha (each 35,0 × 10,5) ER<br>Cr 1(30) 2(16) Der 1(375) 2(30) | Oil 2SA 7Cy. 700 × 1200<br>10 400bhp (7 650kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 500kW 450V a.c.<br>15,5kn |
| **7046015**<br>GNAR<br>341333<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDES TRADER**<br>ex CP Trader-82<br>**Canadian Pacific Steamships Ltd.**<br>London United Kingdom | **15 680**<br>7 246<br>16 963 | **✠100A1** CS 6/81<br>Ice class 2<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6274 | **1971**-5 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1344)<br>167,09(BB) 25,66 9,170<br>153,47 25,61 15,27<br>F 18,3 1 dk<br>rf 152<br>NS 7BH WB5668t incl. DTf731t Comb. btm & side tanks in Nos. 2 & 4 holds 2715t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 14,4 28,5 28,5 26,9 ER<br>TEU 779<br>C.Ho 503/20' (40') C.Dk 276/20' (40')<br>7 Ha (stl) ER<br>Der 2(5) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 345,5t (d.o.) 1 524,0t (hvf) 18,25kn |
| **7027394**<br>GNAQ<br>341152<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDES VOYAGEUR**<br>ex CP Voyageur-82<br>**Canadian Pacific Steamships Ltd.**<br>London United Kingdom | **15 680**<br>7 805<br>16 963 | **✠100A1** CS 9/80<br>Ice Class 2<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6270 | **1970**-11 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1343)<br>167,09(BB) 25,66 9,170<br>153,47 25,61 15,24<br>F 18,3 1 dk<br>rf 152<br>NS 7BH WB5668t incl. Comb. btm & side tanks in Nos. 2 & 4 holds 1212t DTf731t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 14,6 28,5 28,5 26,9 ER<br>TEU 779<br>C.Ho 503/20' (40') C.Dk 276/20' (40')<br>7 Ha (stl) ER<br>Der 2(5) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 345,5t (d.o.) 1 524,0t (hvf) 18,25kn |
| **5016250**<br>GHXV<br>303126<br>RT | **ANDESCOL**<br>**A. J. & Annette Pratt**<br>Colchester United Kingdom | **191**<br>121<br>254 | | **1961** Schpsw. Gebr. Coops N.V. —Hoogezand (227)<br>30,46 6,81 2,388<br>28,71 6,71 2,67<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 19,2 ER<br>G.430 B.405<br>1 Ha (16,6 × 4,5) ER | Oil 4SA 6Cy. 165 × 184 geared to sc. shaft<br>180bhp (132kW) NE 69<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>8kn |
| **7112462**<br>TFFF<br>1170<br>Df Esd<br>Rdr RT | **ANDEY**<br>ex Saevik-79 ex Valthor-78<br>ex Trausti-73<br>**Hradfrystimus Breiddaelinga**<br>Breiddalsvik Iceland | **123**<br>43<br>— | | **1971** Stalvik h.f.—Gardahreppi (16)<br>28,86 6,71<br>6,68<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7632254**<br>HORY<br>8341<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA ADIRAJA**<br>**Gambier Shipping Ltd.**<br>Panama Panama | **4 300**<br>2 951<br>7 120 | NK | **1977** Geibi Zosen Kogyo—Kure (275)<br>107,85 17,02 6,749<br>100,62 17,01 8,51<br>P 20,2 F 6,8 1 dk | **M General Cargo**<br>G.9 709 B.9 216<br>2 Ha (stl) (29,2 28,6 × 8,3) ER<br>Der 4(20) | Oil 4SA 6Cy. 540 × 850<br>4 800bhp (3 531kW)<br>Makita Diesel Co. Ltd. Japan |
| **8017530**<br>3FWN<br>1172<br>1-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA ANYARA**<br>ex Tomoe 55-82<br>**Lily Venus Co. S.A.**<br>Panama Panama | **3 438**<br>2 010<br>6 023 | NK | **1980** Asakawa Zosen—Imabari (298)<br>104,53 6,844<br>96,02 15,51 7,93<br>1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7804558**<br>H9VP<br>1113<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA ARIADNE**<br>ex Shoryu Maru-81<br>**Rose Venus Co. S.A.**<br>Panama Panama | **2 982**<br>1 827<br>5 473 | NK | **1978** Kishigami Zosen K.K.—Akitsu (1262)<br>100,49 6,692<br>92,92 15,02 8,01<br>P 22,3 F 12,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 6 100 | Oil 4SA 6Cy. 460 × 740<br>3 600bhp (2 648kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 160kW 450V a.c.<br>12,5kn |
| **8118724**<br>H3PX<br>1171<br>8-82 | **ANDHIKA ASOKA**<br>**Tandjun Bulk Carrier S.A.**<br>Panama Panama | **3 815**<br>2 731<br>6 469 | NK | **1982** Higaki Zosen K.K.—Imabari (266)<br>6,819<br>98,63 16,34 8,41 | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) ER | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe |
| **8000317**<br>YCYF<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANDHIKA ERIDHANI**<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **3 815**<br>2 715<br>6 465 | NK | **1980** Higaki Zosen K.K.—Imabari (241)<br>105,59 16,36 6,817<br>98,61 16,34 8,41<br>P 23,5 B 5,8 F 15,3 1 dk | **M General Cargo**<br>2 Ho 37,4 36,4 ER<br>G.8 500 B.8 050 HeCls. B<br>2 Ha (stl) (each 26,3 × 9,2) ER<br>4W Der 2(20) 2(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 82,0t (d.o.) 437,0t (hvf)-10,5pd 15kn |
| **8000305**<br>H8UW<br>10226<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANDHIKA KALOKA**<br>**Sanzo Enterprise (Panama) S.A.**<br>Panama Panama | **3 815**<br>2 715<br>6 476 | NK | **1980** Higaki Zosen K.K.—Imabari (240)<br>105,59 16,36 6,871<br>98,61 16,34 8,41<br>P 23,5 F 15,3 1 dk | **M General Cargo**<br>2 Ho 37,4 36,4 ER<br>G.8 500 B.8 050 HeCls. B<br>2 Ha (stl) (each 26,3 × 9,2) ER<br>4W Der 2(20) 2(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 82,0t (d.o.) 437,0t (hvf)-10,5pd 15kn |
| **8024167**<br>H9SE<br>1097<br>3-81<br>Df Esd<br>Gc Rdr<br>RT | **ANDHIKA PALACE**<br>**Sanzo Enterprise (Panama) S.A.**<br>Panama Panama | **4 351**<br>2 940<br>7 105 | NK | **1981** Higaki Zosen K.K.—Imabari (257)<br>107,14 6,871<br>100,01 17,61 8,72<br>P 20,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 449 B.8 779<br>2 Ha (stl) (28,7 28,7 × 9,0) ER<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |
| **8024179**<br>H9TX<br>1107<br>6-81<br>Df Esd<br>Gc Rdr<br>RT | **ANDHIKA PARAMITA**<br>**Sanzo Enterprise (Panama) S.A.**<br>Panama Panama | **4 351**<br>2 940<br>7 104 | NK | **1981** Higaki Zosen K.K.—Imabari (258)<br>107,14 6,865<br>100,01 17,61 8,72<br>P 20,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 449 B.8 779<br>2 Ha (stl) (28,7 28,7 × 9,0) ER<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |

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|---|---|---|---|---|---|---|
| 6907901<br>PLYI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA PATRA**<br>ex Nipsea Pearl-78<br>ex Orchid City No. 11-76<br>ex Eiko Maru-73<br>**P.T. Adnyana**<br>Jakarta Indonesia | **2 521**<br>1 683<br>4 189 | NK | **1969** Shin Naniwa Dock Co. Ltd.—Osaka<br>(20)<br>92,79 13,24 6,249<br>86,01 13,21 6,99<br>P 19,6 F 8,9 1 dk | **M Tanker**<br>Oil Bitumen CBT<br>9 Ta ER<br>L.(oil) 5 183 HeCls. C | Oil 4SA 6Cy. 460 × 720<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 445V a.c.<br>Fuel 153,5t (d.o.)-8,5pd 12kn |
| 7326726<br>PLSI<br>5479<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA PERDANA**<br>ex Red Lotus-75<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **4 589**<br>2 901<br>7 357 | **100A1** SS 3/81<br>**LMC**<br>EL U 1⅞"U2<br>FN 2660<br>(NK) | **1973** Kochiken Zosen—Kochi (526)<br>109,28 17,56 7,043<br>101,89 17,51 8,59<br>P 26,0 F 13,5 1 dk<br>rf 102<br>5BH WB- | **M General Cargo**<br>2 Ho ER<br>G.9 019 B.8 931<br>2 Ha (stl) (27,4 27,9 × 8,7) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 800<br>4 200bhp (3 089kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 762,0t 13,75kn |
| 7372531<br>PLSV<br>Df Esd<br>Gc Rdr<br>RT | **ANDHIKA PERMATA**<br>ex Kalimantan-75<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **3 915**<br>2 973<br>6 587 | NK | **1974** Imai Zosen—Kochi (335)<br>104,04 16,46 6,913<br>98,61 16,41 8,36<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 632 B.8 100<br>2 Ha (stl) (28,1 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 547,5t (hvf)-13,0pd 12,25kn |
| 8132029 | **ANDHIKA PRADIPTA**<br>**P.T. Angkutan Lepas Pantai**<br>Indonesia | **116**<br>—<br>115 | NK | **1981** Mipe Shipbuilding (Pte.) Ltd.—Singapore (ME49)<br>2,401<br>22,51 7,41 2,80<br>1 dk | **TM Tug** | 2 Oil<br>............. |
| 8210443 | **ANDHIKA PRASETYA**<br>**Pansy Shipping S.A.**<br>Panama | **180**<br>55<br>145 | NK (Class cont.) | **1982** Matsuura Tekko Zosen—Higashino (294)<br>2,501<br>26,01 8,01 3,31 | **TM Tug** | 2 Oil<br>Niigata Eng. Co. Ltd. Japan |
| 7371719<br>PLWC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA SAMYRA**<br>ex Esperanzar-77<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **6 473**<br>4 859<br>10 209 | NK | **1974** Hashihama Zosen—Imabari (548)<br>128,00 18,34 7,760<br>119,00 18,31 9,91<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.13 272 B.12 796<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>4W Der 2(20) 2(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 1 143,0t (hvf)-23,0pd 13,25kn |
| 7210458<br>PLUL<br>3298<br>Df Esd<br>Gc Pfd<br>Rdr | **ANDHIKA TARUNAGA**<br>ex Yuko Maru-76<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **3 280**<br>2 459<br>6 173 | NK | **1972** Narasaki Zosen K.K.—Muroran (780)<br>101,43 16,34 6,630<br>95,99 16,29 8,16<br>P 19,9 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 406 B.6 850<br>2 Ha (stl) (25,7 29,1 × 8,3) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 445V a.c.<br>Fuel 608,5t-14,0pd 12,5kn |
| 7638973<br>3EFY<br>8004-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA WANABHAKTI**<br>**Kaoru Naviera S.A.**<br>Panama Panama | **3 881**<br>2 505<br>6 915 | NK | **1977** K.K. Ichikawa Zosensho—Ise (1337)<br>104,50 16,54 6,901<br>98,00 16,51 8,41<br>P 22,3 F 11,9 1 dk | **M General Cargo**<br>G.8 601 B.7 770<br>2 Ha (stl) (25,1 27,9 × 8,3) ER<br>Der 2(20) 2(15) | Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7722114<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA WANADHARMA**<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Indonesia | **3 956**<br>2 594<br>6 264 | NK | **1977** Hashihama Zosen—Imabari (666)<br>106,43 16,44 6,711<br>97,97 16,41 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,5 28,5 × 8,3) ER<br>Der 1(20) 3(15) | Oil 4SA 6Cy. 470 × 760<br>3 800bhp (2 795kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>12kn |
| 7638961<br>HOUL<br>7900-PEXT4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA WANAKARYA**<br>**Ocean Venus Co. S.A.**<br>Panama Panama | **3 882**<br>2 505<br>6 906 | NK | **1977** K.K. Ichikawa Zosensho—Ise (1336)<br>104,50 16,54 6,901<br>98,02 16,51 8,41<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 601 B.7 770<br>2 Ha (stl) (25,0 27,8 × 8,3) ER<br>Der 2(20) 2(15) | Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7705697<br>YCPB<br>Df Esd<br>Gc Rdr<br>RT | **ANDHIKA WANASATYA**<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **3 840**<br>2 719<br>6 654 | NK | **1977** Kanrei Zosen K.K.—Tokushima (246)<br>105,01 16,36 6,895<br>98,02 16,31 8,41<br>P 20,5 F 10,7 1 dk | **M General Cargo**<br>G.8 581 B.8 232<br>2 Ha (stl) (27,2 27,9 × 8,3) ER<br>Der 2(20) 2(15) | Oil 4SA 6Cy. 470 × 760<br>3 800bhp (2 795kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>12,5kn |
| 8118712<br>3FVN<br>1170<br>6-82 | **ANDHIKA WIDURI**<br>**Sanzo Enterprise (Panama) S.A.**<br>Panama Panama | **3 815**<br>2 731<br>6 474 | NK | **1982** Higaki Zosen K.K.—Imabari (265)<br>6,819<br>98,63 16,34 8,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 528 B.8 054<br>2 Ha (stl) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe |
| 7373640<br>PLVJ<br>5592BA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA WIJAYA**<br>ex Cygnus Forest-76<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **3 635**<br>2 735<br>6 594 | NK | **1974** Kochi Jukogyo K.K.—Kochi (798)<br>109,96 16,46 6,706<br>101,99 16,41 8,41<br>P 20,8 F 12,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 477 B.8 142<br>2 Ha (stl) (30,1 32,2 × 8,0) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 572,0t-12,5pd 12,5kn |
| 7353169<br>YCVU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDHIKA I**<br>**P.T. Pelayaran Samudera Khusus Andhika Lines**<br>Jakarta Indonesia | **3 552**<br>2 448<br>6 144 | NK | **1974** Nishi Zosen K.K.—Imabari (153)<br>102,72 16,24 6,611<br>95,99 16,18 8,18<br>P 21,7 F 10,1 1 dk | **M General Cargo**<br>G.7 722 B.7 078<br>2 Ha (stl) (25,9 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 513,0t (d.o.)-11,5pd 12,75kn |

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| **7311707**<br>EFLV<br>2255<br>Df Esd<br>Gc Pfd<br>RT | **ANDI**<br>**Bacaladera Vascongada S.A.**<br>San Sebastian Spain | **251**<br>108<br>— | BV | **1973** S.L. Ardeag—Bilbao (72)<br>36,71<br>30,99 6,90 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Fuel 67,5t (d.o.) | Koeln<br>10,25kn |
| **5016262**<br>PKSA<br>1299/L<br>Esd RT | **ANDI PANGERANG**<br>**P.T. Perusahaan Pelayaran Sulawesi Selatan**<br>Ujung Pandang Indonesia | **816**<br>472<br>1 063 | KI (GL) | **1959** Scheepswerven Gebr. Niestern —Delfzijl (258)<br>58,58 9,30 4,147<br>52,74 9,20 5,34<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 50kW 220V | Koeln<br>11kn |
| **5082156**<br>OBAH<br>Df Esd<br>Gc RTv | **ANDINO**<br>ex Ana-80 ex Crispin-74<br>**Intercontinental Maritima S.A.**<br>Callao Peru | **1 816**<br>958<br>3 256 | **✠100A1** SS 8/80<br>DTsa—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (u) $1\frac{9}{16}$"SQ<br>FN 2141 | **1956**-11 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z64)<br>109,02 13,52 5,341<br>100,28 13,42 7,93<br>1 dk & S dk<br>RW rf 152 len 64<br>Coll BH to S dk 6 to 2nd dk WB668t incl. DTa457t | **M General Cargo** OSD<br>Ref 6P<br>4 Ho 19,0 22,4 9,6 15,4 3,4DT<br>5,9DT<br>G.4 135 B.3 691 In.648<br>4 Ha (stl) (9,3 × 5,1) (12,2 × 6,1) (3,6 × 5,7) (10,2 × 6,1)<br>6W Der 1(20) 6(5) 4(3) 2(2) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd.<br>(db 120lbf/in² (8,3bar))<br>Gen 2 × 120kW 1 × 80kW 220V d.c.<br>Fuel 327,0t (d.o.) | Winterthur<br>14,5kn |
| **5016286**<br>EAUI<br>8343<br>Esd Pfd<br>RT | **ANDINO**<br>**Purificacion Veiga Vazquez y otro**<br>Vigo Spain | **197**<br>72<br>135 | BV | **1961** Maritima del Musel S.A.—Gijon (28)<br>33,20 6,51 3,455<br>28,99 6,42 3,74<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>Der 1 | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM) | Barcelona<br>13,5kn |
| **5016298**<br>EDLJ<br>2131<br>Esd RTm | **ANDINO**<br>**Mengavide S.A.**<br>Bilbao Spain | **122**<br>60<br>133 | | **1948** Ast. de T. Ruiz de Velasco—Bilbao (44)<br>*27,50* 5,44 2,871<br>5,39<br>1 dk<br>len 62 | **M Fishing**<br>Side Trawler<br>3 Ha (0,5 0,9 0,9 × 0,7) | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) NE 58<br>Carmelo Unanue<br>Fuel 29,5t | Krupps<br>Zumaya<br>9kn |
| **8126068**<br>8KPM<br>125976 | **ANDINO CHALLENGER**<br>**K.K. Phoenix Maritime**<br>Tokyo Japan | **7 260**<br>5 531<br>12 985 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1462)<br>8,802<br>118,01 20,01 11,21<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.8 414 | Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Mitsubishi<br>Yaizu |
| **5016303**<br>UILY<br>M-24915<br>Df Esd<br>Gc Rdr<br>RT | **ANDIZHAN**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | T.Mk<br>**1 885**<br>846<br>—<br>**3 174**<br>1 700<br>4 296 | RS | **1958** VEB Schiffswerft "Neptun"—Rostock (251)<br>104,22 14,43 —/6,590<br>95,71 14,36 7,90<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (7,7 7,7 × 6,9) ER (8,9 8,9 × 6,9)<br>8W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch.<br>Gen 3 × 184kW 400V<br>Fuel 394,0t (d.o.) | Goerlitz<br>12,5kn |
| **6851102**<br>UQXI<br>M-21835 | **ANDIZHAN**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **255**<br>88<br>127 | (RS) | **1953** VEB Elbewerft—Boizenburg<br>38,49 7,29 2,701<br>34,98 3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.397<br>4 Ha (each 1,1 × 1,1)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>9kn |
| **5016327**<br>URUK<br>M-26519<br>Df Esd<br>Gc Rdr | **ANDOMALES**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 653**<br>2 361<br>6 124 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk (B514/12)<br>123,88 16,74 7,020<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.8 394 B.7 648<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) | Winterthur<br>15kn |
| **5016339**<br>EEBN<br>1114<br>Df RTm | **ANDONAEGUI BERNARDO**<br>**Hijos de Francisco Andonaegui S.A.**<br>San Sebastian Spain | **158**<br>62<br>— | | **1943** Ast. Luzuriaga S.A.—Pasajes<br>*31,09* 5,87 3,099<br>5,82 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,0 1,0 1,0 × 1,0) (0,4 × 0,7)<br>2W Der 2(0,5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 56,0t (d.o.) | Sulzer<br>Bilbao<br>8kn |
| **5016341**<br>EBBQ<br>1115<br>Df RTm | **ANDONAEGUI CALARI**<br>**Hijos de Francisco Andonaegui S.A.**<br>San Sebastian Spain | **158**<br>62<br>— | | **1943** Ast. Luzuriaga S.A.—Pasajes<br>*31,09* 5,87 3,099<br>5,82 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 56,0t (d.o.) | Sulzer<br>Bilbao<br>8kn |
| **5016353**<br>EANG<br>1206<br>Df RTm | **ANDONAEGUI CLO**<br>**Aramar S.A.**<br>San Sebastian Spain | **158**<br>62<br>— | (BV) | **1946** Ast. Luzuriaga S.A.—Pasajes<br>*31,09* 5,87 3,099<br>5,82 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 56,0t (d.o.) | Sulzer<br>Bilbao<br>8kn |
| **5016365**<br>EEAH<br>1171<br>Df RTm | **ANDONAEGUI JAVIER**<br>**Hijos de Francisco Andonaegui S.A.**<br>San Sebastian Spain | **158**<br>62<br>— | | **1946** Ast. Luzuriaga S.A.—Pasajes<br>*31,09* 5,87 3,099<br>5,82 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,0 1,0 1,0 × 1,0) (0,4 × 0,7)<br>2W Der 2(0,5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 56,0t (d.o.) | Sulzer<br>Bilbao<br>8kn |

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| 5016377<br>EEAU<br>1088<br>Df RTm | **ANDONAEGUI PETRACHO**<br>**Aramar S.A.**<br>Pasajes Spain | **158**<br>62<br>— | BV | **1940** Ast. Luzuriaga S.A.—Pasajes<br>*31,09* 5,87 3,099<br>5,83 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>4 Ha (1,0 1,0 1,0 × 1,0) (0,4 × 0,7)<br>2W Der 2(0,5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 47,5t (d.o.) 8kn |
| 5016389<br>EHVA<br>1383<br>Df RTm | **ANDONAEGUI ROSARIO**<br>**Aramar S.A.**<br>San Sebastian Spain | **165**<br>63<br>— | BV | **1950** Ast. Luzuriaga S.A.—Pasajes<br>*31,09* 5,87 3,099<br>28,20 5,82 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 345,0t (d.o.) 9,5kn |
| 6602276<br>Esd Pfd | **ANDONI**<br>**Nigeria Fisheries Ltd.**<br>Port Harcourt Nigeria | **140**<br>48<br>— | (GL) | **1965** Ruhrorter Schiffs. u. Masch. —Duisburg (355)<br>25,89 2,769<br>... ... ... | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 165 × 184 reverse geared to sc. shaft<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd. Glasgow |
| 5003423<br>ZCXB<br>317799<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANDORIA**<br>ex Adriana Gariano-66<br>**Sea Link Ltd.**<br>Georgetown Cayman Islands (British) | **1 235**<br>634<br>1 723 | RI | **1960** Cant. Nav. Ignazio Tattoli—Molfetta (F3)<br>77,50 10,85 4,860<br>72,01 10,81 5,54<br>P 6,8 RQD 19,9 B 4,9 F 10,4 1 dk<br>RW | **TM General Cargo** 5P<br>2 Ho 21,9 18,9 ER<br>G.2 000 B.1 800<br>2 Ha (each 13,4 × 5,0) ER<br>4W Der 1(15) 4(3) | 2 Oil 4SA each 6Cy. 370 × 560<br>2 000bhp (1 471kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 × 45kW 220V d.c.<br>Fuel 183,0t (d.o.) 12,5kn |
| 5016406<br>LLZW<br>11440<br>RT | **ANDOY**<br>**Statens Fiskarbank**<br>Kopervik Norway | **127**<br>49<br>229 | (BV) | **1946** Lindstols Skibs. & Batbyg. A/S —Risor<br>*28,41* 6,74 3,429<br>27,79 6,68 | **Wood M Fishing**<br>Side-fishing<br>1 Ho ER<br>G.198<br>1 Ha (4,9 × 2,5) ER<br>1W | Oil 4SA 4Cy. 300 × 360<br>330bhp (243kW) NE made56 fitted67<br>A/S Volund Kobenhavn<br>Fuel (d.o.) 10kn |
| 7414248<br>JXIL<br>18470<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDOYBUEN**<br>**K/S Tralfiske & Co. A/S**<br>Harstad Norway | **297**<br>89<br>319 | NV | **1975** Storviks M/V A/S—Kristiansund N. (66)<br>46,46 9,15 4,350<br>40,01 9,00 6,51<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) ER<br>1W Der 1(1,5) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 146kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 317,0t (d.o.) 13kn |
| 7720013<br>LHFO<br>19194<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDOYTIND**<br>**Ytterfisk A/S**<br>K/S Tralfiske & Co. A/S<br>Harstad Norway | **300**<br>108<br>319 | NV | **1978** Storviks M/V A/S—Kristiansund N. (85)<br>46,54 9,12 4,534<br>40,06 9,01 6,51<br>F - 1 dk & S dk<br>rf 1600 BK 178 | **M Fishing** OSD<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,4 × 1,9) ER<br>1W Der 1(1,5) | Oil 4SA 8Cy. 320 × 420 geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 248kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 149,0t (d.o.)-7,0pd 13kn |
| 7003477<br>H3TJ<br>6646-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDRA**<br>ex Marheike-79<br>ex Eastern River-75<br>ex Cap Sunion-74<br>**Andra Reederei G.m.b.H. & Co. K.G.**<br>Bremen Panama | T.Mk<br>**2 816**<br>1 892<br>5 750<br>**5 025**<br>3 412<br>7 470 | GL | **1969** Werft Nobiskrug—Rendsburg (664)<br>125,02 6,554/7,640<br>114,48 17,20 10,11<br>2 dks | **M General Cargo**<br>3 Ho 20,2 29,4 28,6 ER<br>G.11 227 B.10 422<br>5 Ha (stl) (13,2 × 8,0) (19,5 19,5 19,5 19,5 × 10,5) ER<br>Cr 3(10) Der 1(60) 4(10) | Oil 4SA 12Cy. 450 × 550 sr geared to sc. shaft<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 330kW 1 × 155kW 380V 50Hz a.c.<br>Fuel 651,5t (hvf) 17kn |
| 7213589<br>EGBE<br>Df Esd<br>Gc Rdr<br>RT | **ANDRA MAIXA**<br>**Pesquera Zozuak S.A.**<br>Ondarroa Spain | **286**<br>133<br>— | BV | **1972** S.A. Balenciaga—Zumaya (210)<br>34,63 7,19<br>30,92 7,18 3,48<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Fuel 863,0t (d.o.) 12,75kn |
| 7710202<br>GBBR<br>Esd Gc<br>Pfd Rdr<br>RT | **ANDRA TAIT**<br>**Willie, Robert & Andrew Tait**<br>Fraserburgh United Kingdom | **252**<br>—<br>609 | ✠Classed LR until 10/4/81 | **1978**-7 Schps. "De Dageraad" B.V. —Woubrugge (548)<br>41,76 9,17 4,630<br>36,81 9,01 6,66<br>1 dk<br>rf 889 | **M Fishing**<br>Side Trawler Seiner Ref.<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450<br>1 740bhp (1 280kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 132kW 220V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd 1 aft |
| 5016418<br>EDMX<br>8307<br>Df Esd<br>Rdr RTm | **ANDRADE**<br>Launched as Rodaballo<br>**Pescanova S.A.**<br>Vigo Spain | **523**<br>219<br>— | BV | **1961** Ast. Construcciones S.A.—Vigo (26)<br>*44,99* 8,23 4,501<br>8,21 4,75<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,9 × 1,1) | Oil 4SA 8Cy. 295 × 420<br>950bhp (699kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 820,0t (d.o.) 11,5kn |
| 7419248<br>EHCY<br>885<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ANDRAMARI**<br>**Naviera Murueta S.A.**<br>Bilbao Spain | **769**<br>497<br>1 068 | ✠**100A1** SS 1/80<br>✠**LMC**<br>EL J 1$\frac{3}{16}$"U1<br>FN 777 | **1976**-2 Ast. de Murueta S.A.—Guernica (131)<br>59,67 10,34 3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil<br>4BH WB311T incl. DTf50T | **M General Cargo**<br>1 Ho 35,8 ER<br>G.1 704 B.1 520<br>1 Ha (stl) (31,3 × 7,6) ER | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Gen 2 × 40kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 119,0t (d.o.) 12kn |
| 5016432<br>TQJP<br>1776<br>Df Esd<br>Rdr RTm | **ANDRE CHANTAL**<br>**Raymond Lecastereyre**<br>Bayonne France | **144**<br>43<br>— | | **1957** Ch. Chauffeteau—Les Sables d'Olonne<br>*23,87* 6,96<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>In.92<br>Der 1(1) | Vee Oil 4SA 8Cy. 150 × 180<br>350bhp (257kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 2 × 50kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| 7531163<br>FNBK<br>13890<br>Df Esd<br>Gc Rdr<br>RT | **ANDRE DELMAS**<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>La Rochelle France | **14 555**<br>8 123<br>21 839 | BV | **1976** Usuki Tekkosho—Saiki (1205)<br>150,40(BB) 10,351<br>140,01 24,81 14,36<br>P 36,9 F 16,8 1 dk | **M Bulk Carrier**<br>4 Ho 21,9 29,9 27,1 22,9 ER<br>G.27 795 B.26 804<br>7 Ha (stl) (12,8 × 12,0) (16,1p&s 16,1p&s 13,5p&s × 8,2) ER<br>Cr 4(24,75) | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>18,25kn |

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| **5016444**<br>FAVY | **ANDRE GUILLAUME**<br>ex B. 283<br>**Soc. de Peche Industrielle**<br>Boulogne France | **298**<br>136<br>— | | **1937** Schulte & Bruns—Emden<br>*37,89* 7,50<br>... ... ...<br>R | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 280 × 450<br>Humboldt-Deutzmotoren Koeln-Deutz |
| **7014660**<br>Df Esd<br>Rdr RTm | **ANDRE NIZERY**<br>**Government of The Republic of France (Office de la Recherche Scientifique et Technique Outre-Mer) (ORSTOM)**<br>Pointe Noire People's Republic of Congo | **118**<br>31<br>— | BV | **1970** Schpsw. & Mfbk. Fa. A. van Bennekum—Sliedrecht (83)<br>23,98 6,58<br>20,71 6,51 3,41<br>1 dk | **M Research/Fishing**<br>Ref<br>1 Ho<br>In.32<br>Cr 2(2,5) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 28kW 1 × 16kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 328,0t (d.o.) 10kn |
| **5009609**<br>HO2323<br>8028-RH<br>Df Esd<br>RT | **ANDREA**<br>ex Primas-78 ex Alderd-L.-73<br>**Compania Axvro S.A.**<br>Panama Panama | **383**<br>204<br>483 | BV | **1955** G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (274)<br>46,33 7,83 2,896<br>44,00 7,75 3,15<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 29,1 ER<br>G.736 B.685<br>2 Ha (each 10,4 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 28,5t 8,5kn |
| **7008817**<br>Esd RT | **ANDREA**<br>ex Pizarro 6-80<br>ex Punta Culebras-76<br>**Heart Land Investments I.N.**<br>Guayaquil Ecuador | **213**<br>99<br>— | GL<br>✠LR class withdrawn 31/3/82 | **1970**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (396)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **5344334**<br>IJQA<br>211<br>RTm | **ANDREA**<br>ex Schelde X-65 ex Sun XI-64<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **188**<br>40<br>— | RI<br>✠Classed LR until 3/66 | **1925**-6 Earle's SB. & Eng. Co. Ltd.—Hull (651)<br>32,31 7,80 3,571<br>30,48 7,78 3,87<br>1 dk<br>R BK 191 | **S Tug** | T 3Cy. 397 622 & 1021 × 686<br>Earle's S.B. & Eng. Co. Ltd. Hull<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel (o.f.) |
| **7412769**<br>3FFK<br>7167<br>-76A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREA BROVIG**<br>Launched as B. T. Friendship<br>**Toquam S.A.**<br>Th. Brovig<br>Panama Panama | **17 875**<br>12 425<br>32 212 | NV (NK) | **1975** Shin Yamamoto Zosen—Kochi (180)<br>175,83(BB) 26,22 10,742<br>170,54 26,19 14,20<br>P 33,6 F 13,5 1 dk | **M Tanker**<br>21 Ta ER<br>L.(oil) 14 862 | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel (hvf) 15kn |
| **5016523**<br>IBJW<br>1096<br>Df Esd<br>Gc RT | **ANDREA C**<br>ex Ocean Virtue-48<br>**Costa Armatori S.p.A.**<br>Napoli Italy | **8 604**<br>5 155<br>4 680 | RI<br>✠Classed LR until 7/60 | **1942**-6 Todd-California SB. Corp. —Richmond, Ca (26)<br>142,27 17,38 6,681<br>132,29 17,33 11,33<br>F 24,4 2 dks, pt 3rd dk<br>len 59<br>conv General Cargo 59 | **M Passenger/General Cargo**<br>Ref 350bth P<br>3 Ho ER 2 Ho<br>B.6 412 | Oil 2SA 7Cy. 750 × 1320<br>7 000bhp (5 149kW) NE 59<br>S.A. Fiat S.G.M. Torino<br>13,5kn |
| **8003254**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREA C**<br>**Louis Castagnola Inc.**<br>San Diego, Ca United States of America | **1 165**<br>595<br>— | | **1981** J. M. Martinac SB. Corp.—Tacoma, Wa (225)<br>68,10 13,26<br>59,29 12,81 5,59<br>2 dks | **M Fishing**<br>Tuna Seiner Ref. | Oil 4SA 9Cy. 320 × 450 geared to sc. shaft<br>3 600bhp (2 648kW)<br>MaK. Maschinenbau G.m.b.H. West Germany |
| **5132913**<br>Df Esd<br>RT | **ANDREA C.**<br>ex Golab-73<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **184**<br>78<br>110 | (PR) | **1956** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B17/17)<br>34,45 6,79 2,629<br>30,33 6,70 3,61<br>1 dk<br>RW<br>**DAMAGED BY STRANDING 6/77** | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 1 × 66kW 1 × 18kW 1 × 12kW 1 × 6kW 115/330V d.c.<br>9kn |
| **5320065**<br>ISRK<br>676<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDREA CAGNONI**<br>ex Senegal-69<br>**Societa Mediterranea di Navigazione S.p.A.**<br>Trieste Italy | **1 596**<br>873<br>2 749 | RI<br>✠Classed LR until 1/70 | **1960**-4 Verolme Scheepswerf Heusden N.V.—Heusden (621)<br>93,55 11,64 4,954<br>86,70 11,61 5,26<br>1 dk<br>rf nil<br>len 71 | **M Tanker**<br>18 Ta ER<br>L.(oil) 3 940 HeCls. C | Oil 4SA 8Cy. 400 × 580<br>1 790bhp (1 317kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 95kW 1 × 20kW 110V d.c.<br>Fuel 198,0t (d.o.)-5,5pd 13,5kn |
| **5016535**<br>IJQP<br>310<br>RT | **ANDREA CIRRINCIONE**<br>**'Caspel' S.p.A.**<br>Palermo Italy | **225**<br>29<br>85 | RI | **1954** Cant. Nav. Riuniti—Palermo (204)<br>31,55 7,62 4,231<br>28,61 7,60 4,55<br>P 2,5 B 3,7 1 dk | **S Tug**<br>Salvage | T 3Cy. 391 640 & 1051 × 721<br>Cant. Nav. Riuniti Genova<br>Gen 1 × 5kW 115V d.c.<br>Fuel (o.f.) 11kn |
| **7933696**<br>613242 | **ANDREA JOY**<br>ex Adler II-80<br>**S.H.C. Inc.**<br>Mobile, Al United States of America | **145**<br>98<br>— | | **1979** Collier Shipbuilding Inc.—Bayou la Batre (1)<br>*22,22* 7,01<br>3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **7051527**<br>WY2283<br>511303 | **ANDREA MARIA**<br>ex Bay King-79<br>**Sarges Fish Co. Inc.**<br>New York, NY United States of America | **130**<br>94<br>— | | **1967** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>330bhp (243kW)<br>..............<br>Fuel (d.o.) |
| **7366893**<br>WYT8<br>608<br>555837<br>Esd Gc<br>Pfd Rdr<br>RT | **ANDREA MARTIN**<br>**Andrew Martin Sea Service Inc.**<br>New Orleans, La United States of America | **183**<br>125<br>— | AB | **1974** Halter Marine Fabricators, Inc.—Moss Point, Ms (422)<br>11,59 3,645<br>50,45 11,56 4,27<br>F 15,0 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 8Cy. 230 × 254<br>1 950bhp (1 434kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>Fuel 240,0t (d.o.) 12kn |

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| **7822574**<br>ICTB<br>216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREA MERZARIO**<br>**Andrea Merzario S.p.A.**<br>Genova Italy | **21 306**<br>11 445<br>29 327 | ✠**100A1**<br>roll on—roll off container<br>ship<br>✠**LMC**<br>EL Qt 687,5/84,0U3(a)<br>FN 9324<br>RI | **1980**-11 Italcantieri S.p.A.—Monfalcone (4370)<br>194,37(BB) 32,29 11,600<br>175,85 32,26 20,76<br>Ba 36,9 3 dks and 2 intermediate movable dks<br>rf nil<br>Coll BH to U dk, 4 to 2nd dk WB8464T incl. DTf591T | **M RoRo Cargo**<br>Angled stern door & ramp (s)<br>pt higher tensile steel<br>Mchy.aft<br>B.62 596<br>TEU 1450<br>C. 1450/20'(40') incl. 50 ref C. | Oil 2SA 9Cy. 780 × 1600 geared to sc. shaft<br>22 500bhp (16 550kW)<br>Grandi Motori Trieste Trieste<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 1200kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 735,5t (d.o.) 2 577,5t (hvf) 19kn |
| **7712028**<br>PCQW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREA SMITS**<br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**1 599**<br>1 042<br>3 200<br>**3 543**<br>2 016<br>6 110 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL V 495,0/48,0U2<br>FN 2034 | **1978**-10 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (397)<br>83,70 (BB) 17,10 5,744/8,394<br>74,86 17,00 10,16<br>P 11,0 F 8,3 2 dks<br>rf nil<br>3BH WB2158T incl. Upr. STs in hold 759T & lower STs in hold 257T | **M General Cargo**<br>1 Ho 52,8 ER<br>G.7 021 B.6 796<br>1 Ha (stl) (45,5 × 12,8) ER<br>Cr 2(25-50) | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 144kW 380V 60Hz a.c.<br>Fuel 409,5t (d.o.)-10,0pd 12kn |
| **5059666**<br>RTm | **ANDREAS**<br>ex Zea-77 ex Friendship I-77<br>ex Agioi Anargyroi-75<br>ex Camroux III-66<br>**Erco Shipping Co. Ltd.** | **409**<br>257<br>711 | (HR)<br>✠Classed LR until 12/66 | **1935**-11 Smith's Dock Ltd.—South Bank, Middlesbrough (992)<br>51,85 7,95 3,048<br>48,16 7,93 3,51<br>P 11,3 F 6,8 1 dk<br>RW | **M General Cargo**<br>2 Ho 15,6 16,2 ER<br>G.807 B.741<br>2 Ha (each 13,4 × 4,7) ER<br>2W Der 2(1,5) | Oil 4SA 6Cy. 280 × 450<br>300bhp (221kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Gen 2 × 10kW 110V d.c.<br>Fuel 22,5t (d.o.) 9,5kn |
| **5163144**<br>C4PJ<br>380761<br>Df Esd<br>Pfd Rdr<br>RT | **ANDREAS A**<br>ex Al-Hassan-76 ex Yewtree-74<br>ex Irish Fern-64<br>**Laconia Marine Co. Ltd.**<br>Limassol Cyprus | **1 114**<br>513<br>1 396 | ✠Classed LR until 12/10/79 | **1954**-12 Liffey Dockyard Ltd.—Dublin (172)<br>66,45 10,72 4,325<br>62,49 10,67 4,58<br>RQD 18,0 1 dk<br>RW | **M General Cargo**<br>2 Ho 19,5 19,5 ER<br>G.1 976 B.1 889<br>2 Ha (stl) (each 13,1 × 6,7) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 60,0t 10kn |
| **5209510**<br>OWYO<br>J2911<br>RT | **ANDREAS BJORN**<br>ex Lisbeth Munch-76<br>ex Emmalies Funk<br>ex Martha Wolter ex Trio<br>**P/R Andreas Bjorn**<br>Kurt Brauer<br>Kobenhavn Denmark | **136**<br>61<br>162 | | **1891** Rijke & Co.—Rotterdam<br>27,49 6,18 3,658<br>6,15<br>1 dk<br>R | **Aux M General Cargo**<br>1 Ho<br>G.255<br>1 Ha (12,0 × 3,9)<br>1W Der 1(1) | Oil 2SA 4Cy. 160 × 270<br>150bhp (110kW) NE 44<br>Motorenfabriek Darmstadt Darmstadt<br>Fuel (d.o.) |
| **7803229**<br>OXQS<br>D2668<br>Df Esd<br>Gc Rdr<br>RT | **ANDREAS BOYE**<br>**I/S Rederiet Erik B. Kromann**<br>Hermann C. Boye & Co.<br>Marstal Denmark | T.Mk<br>**499**<br>338<br>1 304 | BV | **1979** A/S Nordsovaerftet—Ringkobing (136)<br>69,80 10,44 3,552<br>64,83 10,41 6,02<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 873 B.2 604<br>TEU 48<br>C.Ho 32/20' C.Dk 16/20' ref C.<br>2 Ha (stl) (each 18,5 × 7,4) ER<br>2W Der 1(5) | Oil 4SA 8Cy. 270 × 400<br>880bhp (647kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 80kW 1 × 35kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t-3,0pd 11kn |
| **6506800**<br>SZNT<br>4958<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREAS LEMOS**<br>ex Sophia-76<br>**Athens Maritime Enterprises Corp.**<br>Piraeus Greece | **13 638**<br>8 588<br>24 966 | AB | **1965** Osaka Zosensho—Osaka (226)<br>177,76 23,37 9,834<br>168,00 23,32 13,64<br>P 33,0 F 12,2 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>B.29 846<br>6 Ha ER | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Maizuru S.B. & Eng. Co. Ltd. Maizuru<br>Fuel 1 387,0t |
| **6911043**<br>SYRL<br>3384<br>Df Esd<br>Gc Rdr<br>RT | **ANDREAS N. HADJIKYRIAKOS**<br>**General Cement Co. S.A.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **3 826**<br>1 769<br>6 688 | BV | Lch.**1969** Soc. Fin. & Ind. des At. & Ch. de Bretagne—Nantes (830)<br>**1969** Dubigeon-Normandie S.A.—Nantes-Chantenay (116)<br>111,05 16,44 6,592<br>101,99 16,41 8,41<br>P 28,1 B 19,2 F 17,4 1 dk<br>rf nil | **M Cement Carrier**<br>Self-unloader<br>4 Ho 16,4 16,0 16,0 15,2 ER<br>G.5 517<br>6 Ha (0,9 0,9 0,9 0,9 × 0,9) (0,9 × 0,6) (0,6 × 0,6) ER<br>Der 2(3) 1(2,5) | 2 Oil 4SA each 8Cy. 360 × 450 geared to sc. shaft<br>4 400bhp (3 236kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 250kW 400V 50Hz a.c.<br>Fuel (d.o.) 16kn |
| **7391135**<br>H02599<br>5344-PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDREASTURM**<br>**VVG Versorgungsschiff Verwaltungs- Ges.m.b.H.**<br>VTG-Vereinigte Tanklager und Transportmittel G.m.b.H.<br>Panama Panama | **491**<br>334<br>800 | GL (AB) | **1975** Zigler Shipyards Inc.—Jennings, La (239)<br>53,35 4,111<br>51,44 11,59 4,55<br>F 22,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>4 Ta 4 cyl horizontal | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 135kW 440V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 261,0t (d.o.) 12kn |
| **7340289**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANDREE**<br>Launched as Venture II<br>**Hellyer Brothers Ltd.**<br>Peterhead United Kingdom | **185**<br>—<br>— | | **1975** Ryton Marine Ltd.—Wallsend (534)<br>26,19 6,86<br>23,22 6,84 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 222 × 292<br>640bhp (471kW)<br>Lister Blackstone Mirrlees Marine Stamford<br>Controllable pitch propeller<br>10kn |
| **5051212**<br>H03504<br>7039-PEXT<br>Df Esd<br>Gc Rdr<br>RTh | **ANDREINA**<br>ex Havstril-76 ex Audtun-75<br>ex Bremer Export-74<br>**Chelsea Navigation Co. Inc.**<br>Panama Panama | T.Mk<br>**499**<br>251<br>970 | (GL) | **1960** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13325)<br>70,72 10,42 3,530<br>63,99 10,41 5,85<br>F 8,6 2 dks<br>rf 51 | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho 41,9 ER<br>G.2 526 B.2 341<br>2 Ha (alu) (11,7 23,4 × 6,7) ER<br>Cr 1(5) 1(3) | Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 25kW 220/380V 50Hz a.c.<br>Fuel 69,0t (d.o.) 13,25kn |
| **5148687**<br>YXUO<br>AJZL-8535<br>Df Esd<br>Gc Rdr<br>RT | **ANDRES BELLO**<br>ex Simon Bolivar-69<br>ex Hereford-69<br>**Compania Anonima Naviera de Transporte y Turismo (TRANSYTUR)**<br>Maracaibo Venezuela | **1 709**<br>1 041<br>2 754 | (GL) | **1957** Travewerft G.m.b.H.—Luebeck (221)<br>79,41 12,43 5,541<br>74,00 12,41 6,63<br>Ba 17,4 F 5,8 2 dks<br>RW | **M General Cargo** CSD<br>Ice strengthened<br>2 Ho ER<br>G.3 511 B.3 341<br>4 Ha ER<br>8W Der 2(10) 6(5) | 2 Oil 4SA each 8Cy. 320 × 450 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 254,0t 13kn |

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| **7389388**<br>DZOP<br><br>Df Esd<br>Gc Rdr<br>RTv | **ANDRES BONIFACIO**<br>ex World Joy-80 ex Bolette-79<br>ex Daghild-79<br>**Philippine National Oil Co.**<br>Manila Philippines | **122 702**<br>109 474<br>256 091 | NV | **1974** Kockums M/V A/B—Malmo (543)<br>340,52 51,87 20,073<br>330,23 51,82 25,61<br>F 23,5 1 dk<br>rf nil | **S Tanker**<br>13 Ta ER<br>L.(oil) 338 752 HeCls. B | 2 S Turb geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 2 × 1200kW 1 × 630kW<br>440V 60Hz a.c.<br>Fuel 14 839,5t (o.f.)-159,5pd 15,75kn |
| **5016640**<br>EDFP<br><br>Esd | **ANDRES ESCOBIO**<br>ex Canarias No. 4-46<br>ex Principe de Asturias<br>**Manuel Fuentes Suarez**<br>Las Palmas Spain | **104**<br>47<br>— | | **1931** Aniceto Fernandez—Aviles<br>*25,21* 5,64 2,693<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy. 203 311 & 492 × 305<br>Hijos de J. Barreras Vgo<br>10kn |
| **7940613**<br><br><br>Df RT | **ANDRES GARCIA 1**<br>**Sociedad Cooperativa Andres Garcia S.r.l.**<br>Puerto Ceiba Mexico | **113**<br>85<br>— | AB | **1975** Ast. de Veracruz S.A.—Veracruz (119)<br>... ... ...<br>19,49 6,05 3,26<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 5,9<br>1 Ha (stl) (2,2 × 1,6) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW 1 × 3kW a.c.<br>10kn |
| **8127543** | **ANDREW FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>United States of America | **298**<br>—<br>— | AB (Class cont.) | **1982** Tacoma B.B. Co. Inc.—Tacoma, Wa (438)<br>5,182<br>31,04 11,60 4,35 | **TM Tug** | 2 Oil<br>General Motors Corp. Electro-Motive Div. La Grange |
| **7645603**<br>WYC3<br>817<br>577778 | **ANDREW G**<br>**Shrimpboats Unlimited Inc.**<br>Mobile, Al United States of America | **120**<br>82<br>— | | **1976** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>U.S.A.<br>Fuel (d.o.) |
| **5387192**<br>WB4362<br>251612<br>RT | **ANDREW LOUIS**<br>ex Weatherwood-80<br>**United States Gypsum Co.**<br>Greenville, Ms United States of America | **176**<br>119<br>— | | **1947** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi (214)<br>*25,91* 7,47<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 330 × 405<br>Atlas Imperial D.E. Co. San Francisco, Ca<br>Fuel 66,0t |
| **7501106**<br>WYH7<br>018<br>571493<br>Esd Gc<br>Pfd Rdr<br>RT | **ANDREW MARTIN**<br>**Andrew Martin Marine Corp.**<br>New Orleans, La United States of America | **198**<br>138<br>— | AB | **1976** Halter Marine Services, Inc.—Pierre Part, La (499)<br>45,73 6,255<br>42,73 12,20 6,74<br>F 19,9 1 dk | **TM Tug**<br>Anchor-handling<br>Cr 1(7,5) | 2 Oil 4SA each 6Cy. 410 × 470 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 300kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 798,5t (d.o.) 15kn |
| **7338896**<br>WB6800<br>510945<br>Esd Gc<br>Pfd Rdr<br>RT | **ANDREW McALLISTER**<br>ex Polar Nomad-77<br>ex Andrew McAllister-76<br>ex Gulf Ace-75<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **192**<br>130<br>— | AB | **1967** Barker Barge Lines Inc.—Lockport, La (10)<br>4,522<br>33,08 9,45 5,19<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW<br>Fuel 360,5t (d.o.) |
| **7934262**<br><br>608349<br>Df Pfd<br>Rdr RT | **ANDREW McGEE**<br>**Seldovia Shellfishing Co.**<br>Seldovia, Ak. United States of America | **193**<br>131<br>— | | **1979** Dakota Creek Industries—Anacortes<br>*33,99* 9,76<br>3,26<br>1 dk | **M Fishing**<br>Side-fishing Seiner Crab<br>Cr 1(-) | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW 1 × 55kW a.c. |
| **5016743**<br>VM2093<br>355509<br>Rdr<br>RTh/v | **ANDREW WILSON**<br>**Government of State of South Australia (Department of Marine & Harbours)**<br>*Port Adelaide, S.A.* Australia | **398**<br>178<br>351 | | **1962** Walkers Ltd.—Maryborough (42)<br>40,24 9,35<br>38,00 9,15 3,43<br>B 11,9 1 dk<br>rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 1 Hopper 10.5m ER<br>1 Ha (stl) (2,2 × 4,4) ER<br>Cr 1(10) | 4 Oil 2SA each 6Cy. 108 × 127 geared to sc. shaft<br>820bhp (603kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 30kW 1 × 50kW<br>415V 50Hz a.c.<br>Fuel 15,0t (d.o.) 8,5kn |
| **5382207**<br>GBJE<br>300164<br>RT | **ANDREW WILSON**<br>ex Virtue Pettit-68<br>**Guiseppe Antoniazzi & Kenneth Lodge**<br>Milford Haven United Kingdom | **197**<br>64<br>— | ✠**100A1** SS 7/75<br>trawler<br>✠**LMC**<br>EL (c) i<br>FN 329 | **1959**-1 Richards Iron Works Ltd. —Lowestoft (444)<br>*32,44* 7,09 2,934<br>31,70 7,01 3,36<br>F 5,5<br>RW rf 305 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 2SA 5Cy. 318 × 470<br>550bhp (405kW)<br>H. Widdop & Co. Ltd. Keighley |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 24/7/81** | | | |
| **7303504**<br>UBPI<br>M-30629<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY ANDREYEV**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | T.Mk<br>**4 226**<br>1 941<br>5 800<br>**6 555**<br>3 315<br>7 400 | RS | **1973** Stocznia Szczecinska im. A. Warskiego—Szczecin (B46/03)<br>135,41(BB) 18,04 6,630/7,462<br>122,48 18,01 10,22<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20′ (40′) C.Dk 24/20′ (40′)<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd 15,5kn |
| **7413414**<br>EUKI<br>M-32539<br>Df Esd<br>Gc RT | **ANDREY ANDREYEV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 094**<br>1 097<br>2 625 | RS | **1974** ............U.S.S.R.<br>107,52 14,43 6,230<br>10,42 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving 5 gen. connected to 1 elec. motor & sc. shaft U.S.S.R.<br>Controllable pitch propeller 13kn |

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|---|---|---|---|---|---|---|
| 7729825<br>EKXH<br>M-33672<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY GONCHAROV**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **6 401**<br>3 187<br>7 700 | RS | **1977** Vyborg Shipyard—Vyborg<br>136,81(BB) 17,84 7,501<br>124,97 17,73 10,39<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 13,1 22,8 21,5 —DT 21,2 ER 4 TwD ER<br>G.11 350 B.10 650 L.300<br>4 Ha (stl) (9,8 × 8,0) (18,9 18,9 18,9 × 12,8) ER<br>16W Der 2(40) 2(20) | Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 160,0t (d.o.) 880,0t (hvf) 16,25kn |
| 7038111<br>UYDM<br>M-29494<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY IVANOV**<br><br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 684**<br>754<br>2 485 | RS | **1970** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,6 × 8,0) ER<br>Cr 2(8) | Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf) 12,75kn |
| 7324261<br>UYEI<br>M-30969<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY KIZHEVATOV**<br><br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **3 587**<br>1 740<br>4 100 | RS | **1973** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>B.4 900<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 217,5t (hvf) 11,75kn |
| 7337737<br>UBGR<br>M-32549<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY LAVROV**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**5 928**<br>2 903<br>—<br>**9 173**<br>4 995<br>13 738 | RS | **1973** Kherson Shipyard—Kherson<br>152,81 20,63 —/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>B.17 420<br>5 Ha (stl) (9,7 × 9,4) (14,4 14,4 14,4 × 10,9) ER (9,7 × 9,4)<br>Cr 6(8) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>17kn |
| 7646530<br>EVFQ<br>M-34545<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY MARKIN**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** .............U.S.S.R.<br>83,90 14,03 5,720<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Oil 4SA 8Cy. 460 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7706811<br>UTWE<br>M-31259<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDREY PORTYANKO**<br><br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**3 017**<br>1 246<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (468)<br>101,45(BB) 15,22 5,709<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16kn |
| 7832804<br>UMTD<br><br>Df Esd<br>Gc Rdr<br>RT | **ANDREY UPIT**<br><br>**U.S.S.R.**<br>U.S.S.R. | **2 484**<br>1 321<br>3 134 | RS | **1980** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,671<br>108,03 13,00 5,52<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 7107637<br>EWGE<br>M-30506<br>Df Esd<br>Rdr RT | **ANDREY YELGIN**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **629**<br>220<br>392 | RS | **1970** .............U.S.S.R.<br>54,84 9,96 4,080<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5016755<br>UYRN<br>M-22531 | **ANDREY YEVDANOV**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **3 308**<br>1 390<br>2 495 | RS | **1961** .............U.S.S.R.<br>99,37 14,03 5,530<br>90,00 14,00 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,5 × 4,1) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 3 040kW connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>14,25kn |
| 5016767<br>USOI<br>M-26116<br>Df Esd<br>Gc Rdr<br>RT | **ANDREY ZAKHAROV**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **12 675**<br>6 275<br>7 737 | RS | **1960** Admiralteiskiy Shipyard—Leningrad<br>161,98 20,32 7,030<br>150,02 19,94 12,53<br>3 dks | **TM Factory Ship**<br>Shellfish Cannery<br>Ice strengthened<br>3 Ho ER<br>B.3 165<br>3 Ha (each 3,9 × 3,9) ER<br>12W Der 10(5) 2(3) | 2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 560kW 1 × 480kW 1 × 80kW 400V<br>12,5kn |
| 6867008<br>UJZP<br>M-22349 | **ANDREY ZAKHAROV**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **334**<br>89<br>186 | RS | **1959** .............U.S.S.R.<br>43,59 7,62 3,141<br>39,32 3,87<br>1 dk | **M Fishing**<br>Ref<br>2 Ho<br>B.196<br>2 Ha (each 1,8 × 1,8)<br>1W Der 1(2) | Oil 4SA 6Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| 5016781 | **ANDRIANA L.**<br>ex Ochi ex Colony Trader-48<br>ex Man Isle-37 ex Manise-33<br>ex Sambro-33 ex Pellegrini<br>ex Skerne<br>**John Lykides**<br>Piraeus Greece | **888**<br>497<br>— | ✠ | **1909**-6 Short Bros. Ltd.—Pallion, Sunderland (348)<br>61,88 10,39<br>10,34<br>1 dk<br>R | **S General Cargo** | T 3Cy. 381 635 & 1041 × 686<br><br>G. T. Grey South Shields |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **6416419** | **ANDRIES** | **442** | | **1964** Schpsw. Gebr. Coops N.V. | **M General Cargo** | Oil 4SA 6Cy. 220 × 380 | |
| PCOW | ex Dependent-77 | 286 | | —Hoogezand (235) | | 360bhp (265kW) | |
| 378 | ex Audrey Johanna-70 | 535 | BV | 52,46 8,36 2,598 | | Appingedammer Brons | Appingedam |
| Df Esd | **H. de Weerd** | | | 47,55 8,25 2,95 | G.900 B.863 | Fuel 21,5t | 9kn |
| RT | Zwartsluis Netherlands | | | 1 dk | 2 Ha (each 12,1 × 5,4) ER | | |
| | | | | RW | Der 2(2) | | |
| **7931284** | **ANDRIES DE VRIES** | **343** | | **1981** Stocznia Remontowa "Nauta" | **M Fishing** | Oil 4SA 8Cy. 240 × 280 geared to sc. shaft | |
| PCRC | | — | | —Gdynia (393) | Side Trawler | | |
| 143 | **Zeevisserijbedrijf A. de Vries & Zn. B.V.** | — | | 40,01 | | 1 800bhp (1 324kW) | |
| | | | | ... ... | | Kloeckner Humboldt Deutz | West Germany |
| | Urk Netherlands | | | 1 dk | | | |
| **7036008** | **ANDRIOTIS** | **18 634** | | **1971** Mitsui SB. & Eng. Co. Ltd.—Osaka | **M Bulk Carrier** | Oil 2SA 7Cy. 760 × 1550 | |
| SWWC | ex Master Stefanos-81 | 12 732 | | (845) | | 11 200bhp (8 238kW) | Sulzer |
| 3926 | **Westward Navigation Corp.** | 32 312 | AB | 182,61 25,68 10,694 | Str. heavy cargoes | Sumitomo SB. & Mchy. Co. Ltd. | Tamashima |
| Df Esd | Andros Greece | | | 174,00 25,61 14,91 | 6 Ho 19,2 22,4 22,4 22,4 22,4 22,4 ER | Gen 2 × 300kW | |
| Gc Pfd | | | | P 31,4 F 11,9 1 dk | | Fuel 163,5t (d.o.) 1 627,0t (hvf) | |
| Rdr RT | | | | rf 51 | G.38 541 B.37 746 HeCls. B | | |
| | | | | | 6 Ha (stl) (10,3 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER | | |
| | | | | | Cr 2(18) 5(10) | | |
| **5226491** | **ANDROCLES** | **123** | | **1950** Beliard, Crighton & Cie. S.A. | **M Tug** | Oil 2SA 7Cy. 360 × 600 | |
| SV4254 | ex Marseillais 3-77 | 28 | | —Oostende (127) | | | |
| 2208 | **Alexander G. Tsavliris & Sons** | — | (BV) | 26,55 6,81 3,937 | | Sulzer Bros. Ltd. | Winterthur |
| RTv | Piraeus Greece | | | 6,76 | | Gen 2 × 22kW 110V d.c. | |
| | | | | B 8,6 1 dk | | Fuel 30,5t (d.o.) | 11kn |
| | | | | R | | | |
| **5177664** | **ANDROMACHE I** | **498** | | **1957** J. J. Sietas K.G. Schiffswerft | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 | |
| HO4604 | ex Santa Angelika-78 | 321 | | —Hamburg (426) | | 500bhp (368kW) | |
| 8563-78 | ex Duvenstedt-76 | 834 | GL | 58,81 8,95 3,301 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | ex Jurgen Wehr-70 | | | 8,92 3,81 | 1 Ho 39,0 | Fuel 20,5t | 10kn |
| Rdr | **Andromache de Panama Shipping Co. S.A.** | | | P 12,5 RQD 12,5 B 10,1 F 9,5 1 dk | G.1 201 B.1 117 | | |
| RTm/h | | | | RW len 61 | 4 Ha (each 7,7 × 5,8) | | |
| | Panama Panama | | | | 3W Der 4(2) | | |
| **5016810** | **ANDROMEDA** | **12 480** | RI | **1953**-1 C.R.D. Adriatico—Trieste (1771) | **M Tanker** | Oil 2SA 10Cy. 720 × 1250 | |
| IBAR | | 7 476 | | 172,24 22,28 9,640 | | 7 000bhp (5 149kW) E made38 fitted53 | |
| 16 | **Andromeda Societa di Navigazione S.p.A.** | 19 757 | ✠Classed LR until 2/64 | 160,99 22,20 12,17 | 1 Ho 21 Ta ER | | Sulzer |
| Df Esd | | | | P 35,1 F 16,5 1 dk | L.(oil) 25 409 | C.R.D. Adriatico | Trieste |
| Gc Rdr | Porto Torres Italy | | | RW | | Fuel 1 681,5t | 14kn |
| RT | | | | | | | |
| **6906555** | **ANDROMEDA** | T.Mk | **✠100A1** CS 2/79 | **1969**-5 Swan Hunter Shipbuilders Ltd. | **M General Cargo** | Oil 2SA 6Cy. 670 × 2140 | |
| J4JG | ex Aeolian Star-81 | **6 416** | | —Readhead Shipyard, S. Shields (9) | Ref | 12 000bhp (8 827kW) | |
| 7004 | ex Stratharlick-78 | 3 427 | **✠LMC (UMS)** | 155,71(BB) 21,29 —/9,195 | 5 Ho 18,5 12,5 16,7 32,0 28,9 | Doxford & Sunderland SB. & Eng. Co. Ltd. | Sunderland |
| Df Esd | ex Tabaristan-75 | — | EL At 2$\frac{3}{16}$"U2 | 144,79 21,04 12,20 | G.20 315 B.18 132 ln.271 | | |
| Gc Rdr | **Asterix Maritime Co. S.A.** | **9 627** | FN 4813 | P 13,5 F 29,0 2 dks | 4 Ha (stl) (9,6 × 6,2) (18,5comb. × 7,9) (19,0 × 7,9) (11,4 × 7,0) | 2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar) | |
| RTm/h/v | Piraeus Greece | 5 475 | | rf 76 | | Gen 4 × 270kW 440V 60Hz a.c. | |
| | | 14 385 | | 5BH to U dk 2 to 2nd dk | 6W Cr 1(150) 2(10,5) 3(10) Der 6(5) | Fuel 1 444,0t (hvf) | 17,5kn |
| **5001762** | **ANDROMEDA** | **3 388** | | **1963** Rheinstahl Nordseewerke—Emden | **M General Cargo** | 2 Oil 4SA each 6Cy. 385 × 580 geared to sc. shaft | |
| SXMS | ex Angela-82 ex Elounda-81 | 1 733 | | (341) | | | |
| 6200 | ex Aquila I-77 ex Achgelis-71 | 4 162 | BV (GL) | 109,94 14,48 6,268 | 2 Ho 26,9 33,0 ER | 2 840bhp (2 089kW) | |
| Df Esd | ex Achgelis Hugo Stinnes-71 | | | 101,43 14,41 8,16 | G.5 762 B.5 408 | Maschinenbau Kiel G.m.b.H. | Kiel |
| Gc Rdr | **Fiesta Maritime Co. S.A.** | | | RQD 36,0 F 14,4 1 dk | 5 Ha (stl) (7,3 7,3 6,1 6,1 7,1 × 7,1) ER | Gen 2 × 200kW 1 × 60kW 230V d.c. | |
| RTm/v | Jetwave Shipping Inc. | | | RW len 70 | | Fuel 277,5t (d.o.) | 12,5kn |
| | Piraeus Greece | | | | 10W Der 8(5-8) 2(3-5) | | |
| **6501123** | **ANDROMEDA** | T.Mk | | **1964** Stocznia Gdanska im. Lenina—Gdansk | **M Factory Fishing** | Oil 2SA 8Cy. 480 × 700 | |
| SPTS | | **2 306** | | (B15/20) | Fish-factory Stern Trawler Ref | 2 400bhp (1 765kW) | |
| | **Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Dalmor'** | 937 | PR | 83,11 13,82 5,500 | Ice strengthened | "Zgoda" Zaklady Urzadzen Technicznych | Swietochlowice |
| Df Esd | | 1 431 | | 75,01 13,77 9,76 | 3 Ho | | |
| Gc Rdr | | | | 2 dks | ln.1 414 | Gen 4 × 250kW 1 × 24kW 230V d.c. | |
| RT | Gdynia Poland | | | | | Controllable pitch propeller | 12,5kn |
| **5183053** | **ANDROMEDA** | **1 976** | | **1961** Hitachi Zosen—Mukaishima (3934) | **M General Cargo** | Oil 4SA 7Cy. 430 × 620 | |
| 9VEW | ex Kashiwahana Maru-79 | 1 089 | | 86,95 12,45 5,496 | | 1 500bhp (1 103kW) | |
| 382473 | **The New Straits Shipping Co. (Pte.) Ltd.** | 3 015 | NK | 80,02 12,40 6,38 | 2 Ho ER | Hanshin Nainenki Kogyo | Kobe |
| Df Gc | | | | P 21,1 F 8,6 1 dk | G.3 975 B.3 727 | Gen 2 × 45kW 450V 60Hz a.c. | |
| Rdr RT | Singapore Singapore | | | | 2 Ha (11,8 27,9 × 6,0) ER | Fuel 140,0t (hvf)-6,5pd | 11,5kn |
| | | | | | 6W Der 2(10) 1(5) | | |
| **6505155** | **ANDROMEDA** | **1 920** | | **1964** VEB Volkswerft Stralsund—Stralsund | **M Factory Fishing** | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft | |
| UYFW | | 603 | | (7035) | Fish-factory Stern Trawler Ref | | |
| M-26976 | **U.S.S.R. -'Azcherryba'** | 850 | RS | 79,81 13,24 5,020 | Ice strengthened | 1 660bhp (1 221kW) | |
| Df Esd | Sevastopol U.S.S.R. | | | 71,02 13,16 7,01 | 5 Ho | VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg |
| Gc Rdr | | | | 2 dks | G.110 ln.950 | | |
| RT | | | | | 3 Ha (0,9 0,9 × 0,9) (2,2 × 3,5) | Gen 4 × 270kW 220V d.c. | |
| | | | | | 2W Der 2(1,5) | Controllable pitch propeller | 12,5kn |
| **6870122** | **ANDROMEDA** | **265** | | **1957** .............East Germany | **M Research** | Oil 4SA 8Cy. 240 × 360 | |
| UMYK | ex SRT-4441 | 93 | | 39,15 7,37 2,980 | | | |
| M-24700 | **U.S.S.R. -'Sevryba'** | 108 | RS | 3,48 | Ice strengthened | VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg |
| | Murmansk U.S.S.R. | | | conv Fishing — | | | 9kn |
| **8023668** | **ANDROMEDA** | **186** | | **1980** G. & W. Industries Inc.—Cleveland, Oh | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 | |
| | | 121 | | | Side Trawler Ref | 850bhp (625kW) | |
| 619947 | **Moceri Family Inc.** | — | | 29,27 7,62 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Pfd | Gloucester, Ma United States of America | | | 26,17 7,32 3,51 | | | |
| Rdr RT | | | | 1 dk | | | |

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| 8126800 | **ANDROMEDA STAR**<br><br>**Shangri La Shipping Pte. Ltd.**<br>Singapore | 7 500<br>—<br>11 200 | 100A1<br>Class Contemplated<br><br>FN 3886 | **1982** Dong Hae SB. Co. Ltd.—Ulsan (8032)<br>135,01 7,702<br>124,01 21,01 10,32 | **M Bulk Carrier** | Oil<br>6 000bhp (4 413kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| 8036809<br><br>622780 | **ANDRONICA**<br><br>**Andronica**<br>Seattle, Wa United States of America | 193<br>155<br>— | | **1980** .............Marysville, Wa<br>*28,05* 7,93<br>2,62<br>1 dk | **M Fishing** | Oil<br>720bhp (530kW)<br>U.S.A. |
| 6827591<br>ZCUP<br>372895<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANDROS**<br>ex Fermland-75<br>**Denholm Ship Management (Overseas) Ltd.**<br>Hong Kong Hong Kong (British) | 17 123<br>9 967<br>26 204 | NV | **1968** Oresundsvarvet A/B—Landskrona (218)<br>172,22 26,65 9,900<br>168,31 26,52 13,72<br>P 29,6 F 13,2 1 dk<br>rf 38 conv Bulk Carrier 75 | **M Container Ship**<br>Fixed-guides<br>Str. heavy cargoes Ice strengthened<br>6 Cell.Ho 15,3 21,1 21,1 21,1 22,1 18,5 ER<br>G.34 849 B.34 107<br>TEU 948<br>C.Ho 588/20′ C.Dk 360/20′ incl. 30 ref C.<br>2 Ha (stl) ER 8 Ha (stl) 2 Ha (stl) ER<br>3W Cr 2(22) 3(12) Der 3(8) | Oil 2SA 6Cy. 750 × 1600<br>11 400bhp (8 385kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 345,0t (hvf)-44,5pd 16kn |
| 6506666<br>SVHF<br>419<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS**<br><br>**Sadrani Shipping Corp.**<br>Andros Greece | 15 404<br>10 205<br>25 718 | AB | **1965** Fujinagata Zosensho—Osaka (106)<br>178,21 23,27 9,830<br>170,01 23,19 13,70<br>P 31,4 F 13,5 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.35 096 HeCls. B<br>5 Ha (stl) (10,9 15,1 15,1 15,1 15,1 × 9,9) ER<br>Der 10(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 300kW<br>Fuel 140,0t (d.o.) 2 100,0t (hvf)-36,5pd |
| 7313743<br>A8FT<br>4909<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS ANTARES**<br><br>**Atlantic Sealanes Corp.**<br>Monrovia Liberia | Ore<br>**57 935**<br>40 908<br>223 888<br>Oil<br>**115 135**<br>98 109 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2304)<br>323,63(BB) 48,21 20,489<br>307,02 48,16 27,46<br>1 dk<br>rf 13 | **S Ore/Oil Carrier**<br>1 Ta 10,4 2 Ho/Ta 46,4 45,2 1 Ho 22,0 1 Ta 23,2 2 Ho/Ta 46,4 45,2 20 Wing Ta each 23,2 ER<br>G.117 186 L.(oil) 289 451 HeCls. B<br>9 Ha (stl) (16,1 16,1 16,1 16,1 13,9 16,1 16,1 16,1 16,1 × 13,1) ER | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 11 760,5t (o.f.) 15kn |
| 7127259<br>SXDS<br>4234<br>Df Esd<br>Gc Rdr<br>RT | **ANDROS ARIES**<br><br>**Gulf Transport Corp.**<br>Piraeus Greece | Ore<br>**87 519**<br>40 663<br>223 605<br>Oil<br>**119 505**<br>102 603 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2161)<br>323,66(BB) 48,21 20,489<br>307,02 48,16 27,46<br>1 dk<br>rf 13 | **S Ore/Oil Carrier**<br>1 Ta 10,4 2 Ho/Ta 46,4 45,2 1 Ho 22,0 1 Ta 23,2 2 Ho/Ta 46,4 45,2 20 Wing Ta each 23,2p&s ER<br>G.117 186 L.(oil) 289 451 HeCls. B<br>9 Ha (stl) (16,1 16,1 16,1 16,1 13,9 16,1 16,1 16,1 16,1 × 13,1) ER<br>2W Der 2(15) 2(2) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 11 911,0t (o.f.)-142,0pd 15kn |
| 7207516<br>SXUN<br>4330<br>Df Esd<br>Gc Rdr<br>RT | **ANDROS ATLAS**<br><br>**Oceanic Navigation Corp.**<br>Piraeus Greece | Ore<br>**87 519**<br>40 666<br>224 074<br>Oil<br>**119 505**<br>102 602 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2212)<br>323,66(BB) 48,21 20,489<br>307,02 48,16 27,44<br>1 dk<br>rf 13 | **S Ore/Oil Carrier**<br>1 Ta 10,4 2 Ho/Ta 46,4 45,2 1 Ho 22,0 1 Ta 23,2 2 Ho/Ta 46,4 45,2 20 Wing Ta each 23,2<br>G.117 186 L.(oil) 289 451 HeCls. B<br>9 Ha (stl) (16,1 16,1 16,1 16,1 13,9 16,1 16,1 16,1 16,1 × 13,1) ER<br>2W Der 2(15) 2(2) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 11 911,0t (o.f.)-142,0pd 15kn |
| 6828076<br>A8PH<br>5159<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS CASTLE**<br><br>**Pacific Bulk Transport Ltd.**<br>Monrovia Liberia | **21 420**<br>14 527<br>39 152 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2009)<br>190,00(BB) 27,67 11,358<br>183,01 27,61 16,01<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>7 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>16kn |
| 7370258<br>A8KZ<br>5045<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS CHRYSSI**<br><br>**Oil Navigation Corp.**<br>Monrovia Liberia | **129 795**<br>107 575<br>282 883 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2359)<br>336,99(BB) 54,54 21,616<br>320,00 54,49 27,79<br>1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>20 Ta ER<br>L.(oil) 347 056 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1900kW 450V 60Hz a.c.<br>Fuel 13 945,0t (o.f.)-172,5pd 16kn |
| 6803612<br>ELGS<br>2882<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS CITY**<br><br>**United Bulk Carriers Ltd.**<br>Monrovia Liberia | **21 425**<br>15 256<br>39 168 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (242)<br>190,00(BB) 27,67 11,358<br>183,01 27,60 15,98<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.47 289<br>7 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>14kn |
| 7379125<br>SZVS<br>6046<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS GEORGIOS**<br><br>**Guardian Tanker Corp.**<br>Piraeus Greece | **115 460**<br>94 521<br>229 044 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2441)<br>317,03(BB) 20,702<br>300,01 50,00 27,01<br>1 dk | **S Tanker**<br>Mchy.aft | 2 S Turb geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>16kn |
| 6806470<br>ELKZ<br>2948<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS HILLS**<br><br>**Oceanic Freight Carriers Corp.**<br>Monrovia Liberia | **21 417**<br>15 250<br>39 812 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (243)<br>190,00(BB) 27,67 11,358<br>182,99 27,60 15,98<br>P 7,4 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.46 864<br>7 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 260kW<br>Fuel 3 305,0t 14kn |

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| **6723927**<br>A8QD<br>5181<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS ISLAND**<br>**Orient Bulk Transports Ltd.**<br>Monrovia Liberia | **21 456**<br>14 567<br>39 156 | AB | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (241)<br>190,08 27,67 11,358<br>183,01 27,61 16,01<br>P 7,4 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.46 864<br>7 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 260kW<br>Fuel 3 527,5t 15kn |
| **6906787**<br>A8PG<br>5158<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS MARINER**<br>**Navigators Bulk Transports Ltd.**<br>Monrovia Liberia | **21 420**<br>14 527<br>39 185 | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2010)<br>190,00(BB) 27,67 11,358<br>183,01 27,60 16,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.47 289<br>7 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 260kW<br>Fuel 3 633,5t 16kn |
| **7313755**<br>SXID<br>4821<br>Df Esd<br>Gc Rdr | **ANDROS MELTEMI**<br>**Interocean Sealanes Corp.**<br>Piraeus Greece | **32 782**<br>23 104<br>61 492 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2281)<br>223,02(BB) 32,26 12,818<br>213,01 32,20 18,29<br>F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.74 048<br>7 Ha (stl) ER | Oil 4SA 7Cy. 760 × 1550<br>1 400bhp (1 030kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW<br>Fuel 3 779,5t 15kn |
| **7313731**<br>A8RN<br>5218<br>Df Esd<br>Gc Rdr<br>RT | **ANDROS MENTOR**<br>**Transaegean Marine Ltd.**<br>Monrovia Liberia | **13 728**<br>9 954<br>22 247 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2266)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>5 Ho 23,7 25,6 18,2 25,6 26,2 ER<br>G.30 582 B.29 449<br>5 Ha (stl) (15,8 15,8 9,4 15,8 15,8 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW<br>Fuel 178,0t (d.o.) 1 270,0t (hvf) 15kn |
| **7370337**<br>SXLI<br>440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS OCEANIA**<br>**Associated Transocean Tankers Corp.**<br>Andros Greece | **20 676**<br>14 854<br>37 208 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2447)<br>187,74(BB) 28,45 10,750<br>178,01 28,41 15,32<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15,5kn |
| **7207009**<br>SXRO<br>5027<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS STORM**<br>**General Sea Transport Corp.**<br>Piraeus Greece | Ore<br>**59 103**<br>30 523<br>146 346<br>Oil<br>**79 746**<br>66 844 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2236)<br>275,01(BB) 43,36 18,244<br>260,03 43,31 24,69<br>1 dk | **S Ore/Oil Carrier**<br>23 Ta ER | 2 S Turb dr geared to sc. shaft<br>21 000shp (15 447kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 900kW<br>Fuel 8 984,0t (o.f.) |
| **7033903**<br>SWKM<br>3846<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANDROS TITAN**<br>**Western Waterways Corp.**<br>Piraeus Greece | **107 091**<br>90 852<br>228 970 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2127)<br>323,73(BB) 48,21 20,467<br>306,94 48,16 26,50<br>1 dk<br>rf 102 | **S Tanker**<br>13 Ta ER | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1400kW<br>Fuel 7 402,0t (o.f.) |
| **7221835**<br>A8UX<br>5306<br>Df Esd<br>Gc Rdr<br>RT | **ANDROS TRANSPORT**<br>**Transeast Navigation Ltd.**<br>Monrovia Liberia | **13 732**<br>10 027<br>22 258 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2265)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,2 25,6 26,2 ER<br>G.30 684 B.29 560<br>5 Ha (stl) (16,0 16,0 9,6 16,0 16,0 × 12,5) ER<br>5W Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW<br>Fuel 178,0t (d.o.) 1 270,0t (hvf) 15kn |
| **6929313**<br>UVKL<br>M-29047<br>Df Esd<br>Gc Rdr<br>RT | **ANDRUS YOKHANI**<br>**U.S.S.R. 'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 170**<br>1 225<br>1 460 | RS | **1967** ..............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) NE 75<br>CKD Praha Praha<br>Gen 4 × 22kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **5016963**<br>SPSI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANDRZEJ BOROWY**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | **1 199**<br>642<br>1 345 | PR | **1963** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B458/01)<br>69,04 11,00 4,701<br>61,83 10,95 6,10<br>2 dks | **M General Cargo** 2bth P<br>Ice strengthened<br>2 Ho 16,5 17,2 ER<br>G.2 084 B.1 956<br>2 Ha (stl) (each 11,9 × 5,5) ER<br>Der 4(3) | Oil 2SA 6Cy. 340 × 570<br>1 350bhp (993kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 47kW 220V d.c.<br>Fuel 87,5t (d.o.)-5,0pd 11,5kn |
| **6403072**<br>SPSX<br>Df Esd<br>Gc Rdr<br>RT | **ANDRZEJ STRUG**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **6 919**<br>3 937<br>10 526 | PR | **1963** Stocznia Szczecinska im. A. Warskiego—Szczecin (B454/03)<br>152,99 19,46 8,281<br>19,38 9,53<br>1 dk & S dk | **M General Cargo** OSD 6P<br>Ref<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.15 981 B.14 165 In.1 080<br>5 Ha (7,4 13,5 11,4 ER 13,9 8,3 × 6,5)<br>18W Der 1(50) 1(25) 2(10) 14(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 661,0t-27,5pd 15,5kn |
| **7376068**<br>H3HV<br>5643-75<br>Df Esd<br>Gc Rdr<br>RT | **ANDY LU**<br>**Lu's Brothers Co. S.A.**<br>Panama Panama | **3 511**<br>2 315<br>6 112 | NK | **1975** Shinhama Dock K.K.—Anan (695)<br>106,48 16,03 6,598<br>98,00 16,01 8,21<br>P 22,6 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 486 B.7 210<br>2 Ha (stl) (26,1 28,6 × 8,3) ER<br>Der 4(14,75) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 589,0t (d.o.)-12,0pd 12,5kn |

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| 7033018<br>9VGH<br>381650<br>Df Esd<br>Gc Rdr<br>RT | **ANDY'S PRIDE**<br>ex Leo Pride-80 ex Marocsand-77<br>**Sean Lip Transport**<br>Inter Maritime Management<br>Private Ltd.<br>Singapore Singapore | T.Mk<br>**999**<br>646<br>2 200<br>**1 999**<br>1 289<br>3 400 | GL | **1970** Schiffswerft Heinrich Brand G.m.b.H.<br>& Co. KG—Oldenburg (186)<br>92,33 (BB) 13,59 4,661/6,090<br>82,00 13,52 7,19<br>P 14,1 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,3 29,0 2 TwD ER<br>G.4 813 B.4 247<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 8(5) | Oil 4SA 12Cy. 400 × 500<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 126kW 360V 50Hz a.c.<br>Fuel 244,0t (d.o.) 15,5kn |
| 5183120<br>OXLG<br>D50<br>RTm | **ANE MARIE GRENIUS**<br>ex Sanna Maria-81<br>ex Arctic Explorer-72<br>ex Kaskelot-68<br>**Jens Christian Moller**<br>Saeby Denmark | **268**<br>149<br>335 | BV | **1948** Ring Andersens Staalskibsvaerft<br>—Svendborg<br>38,38 8,06 3,252<br>29,04 8,01 3,74<br>1 dk | **Wood M General Cargo**<br>1 Ho 11,9 ER<br>2 Ha (7,0 4,5 × 3,9) ER<br>Der 2(2) | Oil 2SA 5Cy. 230 × 400<br>800bhp (588kW) Alpha<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>Gen 1 × 24kW 1 × 14kW 1 × 7kW<br>110V d.c.<br>Fuel (d.o.) 9kn |
| 7381439<br><br><br>Esd Gc<br>Rdr RT | **ANEED**<br><br>**Arabian Gulf Mechanical<br>Service & Contracting Co.<br>Ltd.**<br>Kuwait Kuwait | **125**<br>—<br>— | | **1974** Yokohama Yacht Co. Ltd.<br>—Yokohama (698)<br>28,00<br>24,39 5,59 2,80<br>2 dks | **TM General Cargo**<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi |
| 5300364<br>GHZG<br>303293<br>Df Esd<br>Rdr | **ANEGADA**<br>ex Ross Curlew-81<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **288**<br>92<br>— | ✠**100A1** SS 6/79<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (d) 1"<br>FN 370 | **1962**-5 Cochrane & Sons Ltd.—Selby<br>(1469)<br>*33,47* 7,57<br>32,77 7,47 3,81<br>F 6,1<br>RW rf 762 BK 178 conv Side Trawler<br>Fishing 80<br>4BH WB13t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 with flexible<br>coupling & sr reverse geared to sc. shaft<br>785bhp (577kW) Ruston<br>Ruston & Hornsby Ltd. Lincoln |
| 7700506<br><br><br>Esd Rdr<br>RT | **ANEHO**<br><br>**Port Autonome de Lome**<br>Lome Togo | **258**<br>—<br>— | GL | **1977** J. Oelkers—Hamburg (575)<br>31,25 9,30 3,569<br>28,02 9,01 4,42<br>F 4,0 1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 220 × 280<br>geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| 7856252<br>JI2795<br>115745 | **ANEI MARU**<br><br>**Fujita Kaiji Kogyo K.K.**<br>Osaka, Japan<br>Osaka Pref. | **196**<br>61<br>— | | **1974** Miura Zosen—Saiki<br>28,17 3,201<br>25,00 8,01 3,51<br>1 dk | **TM Tug** | 2 Oil<br><br>Yanmar Diesel Engine Co. Ltd. Japan<br>11,5kn |
| 7238826<br>JJVF<br>114775<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANEI MARU No. 2**<br><br>**K. Kawamoto**<br>Makurazaki, Japan<br>Kagoshima Pref. | **284**<br>117<br>— | | **1972** Uchida Zosen—Ise (717)<br>*42,22* 7,83<br>42,27 7,80 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7327160<br>JEJB<br>111049<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANEI MARU No. 8**<br>ex Kyoei Maru No. 18<br>**E. Shirato**<br>Kesennuma, Japan<br>Miyagi Pref. | **314**<br>160<br>— | | **1973** Uchida Zosen—Ise (721)<br>8,34<br>45,80 8,31 3,64<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 500<br>1 100bhp (809kW)<br>Fuji Seisakusho Tateyama |
| 7331654<br>JBMP<br>115220<br>Df Esd<br>Gc Rdr | **ANEI MARU No. 38**<br><br>**Shoichi Konno**<br>Kesennuma, Japan<br>Miyagi Pref. | **284**<br>142<br>— | | **1973** Uchida Zosen—Ise (735)<br>8,23<br>43,21 8,21 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 420<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7715147<br>8JJU<br>121359<br>Df Esd<br>Gc Pfd<br>Rdr | **ANEI MARU No. 58**<br><br>**Shoichi Konno**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>150<br>— | | **1978** Uchida Zosen—Ise (778)<br>3,101<br>44,61 8,41 3,54<br>1 dk<br>RW | **M Fishing**<br>Tuna Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7823839<br>JGUH<br>122355<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANEI MARU No. 68**<br><br>**Shoichi Konno**<br>Kesennuma, Japan<br>Miyagi Pref. | **314**<br>159<br>— | | **1979** Uchida Zosen—Ise (794)<br>3,282<br>44,96 8,62 3,61<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6724725<br>P3IJ<br>381102<br>Df Esd<br>Rdr<br>RTm/h/v | **ANEL**<br>ex Venus-78 ex Natalia-77<br>ex Pungue-75 ex Passat-72<br>**Fanal Shipping Co. Ltd.**<br>Limassol Cyprus | **560**<br>323<br>1 320 | **100A1** SS 6/79<br>**LMC**<br>EL (L) $1\frac{5}{16}$"U2<br>FN 1181<br>(GL) | **1967**-9 Atlas Mak. Masch.—Bremen (441)<br>74,71 11,33 3,550<br>67,21 11,31 6,25<br>Ba 12,5 F 5,8 1 dk & S dk<br>rf nil<br>Coll BH to S dk 2 to 2nd dk WB439t | **M General Cargo** OSD<br><br>1 Ho 48,9 ER<br>G.2 950 B.2 700<br>2 Ha (stl) (each 16,7 × 5,9) ER<br>Cr 2(3) Der 3(10) 2(5) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 62kW 1 × 35kW<br>400V 50Hz a.c.<br>Fuel 161,5t (d.o.) 13kn |
| 7212391<br>WYZ6<br>044<br>536332<br>Df Esd<br>Rdr RT | **ANELA**<br><br>**Angel Fishing Co. Ltd.**<br>Honolulu, Hi United States<br>of America | **150**<br>102<br>— | | **1972** Martinolich SB. Corp.—Tacoma, Wa<br>(399)<br>30,18 8,39 2,439<br>27,44 7,62 3,20<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7124037<br>SXGD<br>8135<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANEMO K**<br>ex Aldiosa-81 ex Baronesa-80<br>ex Miyagi Maru-79<br>**Perseus Navigation Co.**<br>Captain Z. D. Kritsas Ltd. S.A.<br>Piraeus Greece | **4 981**<br>3 656<br>9 861 | NK | **1971** Kurushima Dock Co. Ltd.—Imabari<br>(693)<br>121,24 19,23 7,862<br>111,51 19,18 10,01<br>P 22,6 B 5,8 F 12,2 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.12 930 B.11 918<br>2 Ha (stl) (34,1 34,4 × 10,0) ER<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 350kW 445V a.c.<br>Fuel 973,5t-21,0pd 13,5kn |

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|---|---|---|---|---|---|---|
| **7052090**<br>SYVO<br>3565<br>Df Rdr<br>RT | **ANEMOESSA**<br>ex Katerina-80<br>**Skyros Shipping Corp.**<br>Piraeus Greece | **1 076**<br>696<br>— | AB | **1975** Hellenic General Enterprises Co. Ltd.<br>—Perama (1127)<br>... ... ...<br>51,57 9,20 4,02<br>2 dks | **TM RoRo Cargo/Ferry** | 2 Oil<br>2 400bhp (1 765kW) MWM<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) 16kn |
| **7724679**<br>J4NK<br>7303<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANEMONE**<br><br>**Atrotos Shipping Co. S.A.**<br>Piraeus Greece | **10 996**<br>7 730<br>17 179 | AB | **1979** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (2611)<br>145,52(BB) 21,04 9,491<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 152 B.21 067<br>TEU 367<br>C.Ho 311/20′ (40′) C.Dk 56/20′ (40′)<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| **7029603**<br><br>350660<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ANEMONE**<br>ex Oregonian-79<br>**Irvin & Johnson Ltd.**<br>Cape Town/ South Africa<br>Kaapstad | **802**<br>270<br>— | ✠Classed LR until 1/72 | **1971**-2 Hall, Russell & Co. Ltd.—Aberdeen<br>(950)<br>60,97 11,76 4,090<br>54,87 11,74 7,40<br>B 5,8 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler<br>1 Ho 18,6 ER<br>In.510<br>5 Ha (stl) (2,4 × 1,9) (1,4 × 1,1) (1,5 × 1,5) (1,0 × 1,0) (3,5 × 1,2) ER | Oil 4SA 8Cy. 318 × 368 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 288,5t (d.o.) 13,5kn |
| **7408952**<br>SXKA<br>5969<br>Df Esd<br>Gc Rdr<br>RT | **ANEMOS**<br><br>**Kyklamar Inc.**<br>Piraeus Greece | **8 376**<br>6 090<br>12 798 | GL | **1976** Orenstein & Koppel A.G.—Luebeck<br>(713)<br>143,82(BB) 8,290<br>134,02 21,51 11,10<br>P 21,1 F 9,5 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>TEU 547<br>C.Ho 284/20′ (40′) C.Dk 263/20′ (40′)<br>13 Ha (stl) ER<br>Cr 2(35) | Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shafts<br>9 630bhp (7 083kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>Gen 3 × 512kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18kn |
| **5017072**<br>IJPV<br>120<br>Esd RT | **ANERINA MARINANGELI**<br><br>**Francesco Marrone**<br>Mazara del Italy<br>Vallo | **125**<br>52<br>— | | **1961** Cant. Nav. Mario Morini—Ancona<br>(47)<br>29,01 6,86 2,896<br>23,30 6,66 3,51<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 4Cy. 290 × 420<br>250bhp (184kW)<br>Maschinenbau Kiel A.G. Kiel |
| **5017084**<br><br><br>Df | **ANETTE**<br>ex Munksjo III-62<br>ex Margaretha-51<br>**Corporate Seal International Shipbrokers Ltd.**<br>Tortola British Virgin Islands | **140**<br>69<br>198 | (BV) | **1942** Sjotorps Varv & Mek. Verkstad<br>—Sjotorp<br>26,42 6,89 3,048<br>23,73 6,84<br>1 dk | **Composite M General Cargo**<br><br>1 Ho ER<br>G.227<br>2 Ha (0,9 × 1,4) (9,5 × 3,5) ER<br>1W Der 1(1,5) | Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) E made44 refitted55<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 3,0t (d.o.)-2,0pd 8kn |
| **5148948**<br>OZJX<br>D1992<br>Df Esd<br>RT | **ANETTE FONS**<br>ex Kirsten DK.-82 ex Jatile-77<br>ex Minde-72 ex Ostland-71<br>ex Tina S-71 ex Ostland-71<br>ex Hermann-68<br>**Erik Fons Andersen**<br>Odense Denmark | **282**<br>146<br>442 | BV | **1950** Jos. L. Meyer—Papenburg (448)<br>45,17 6,84 2,604<br>43,36 6,79 3,71<br>P 9,8 RQD 15,9 1 dk<br>RW len 55 | **M General Cargo**<br><br>1 Ho ER<br>G.595<br>2 Ha ER | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 7kn |
| **7304106**<br>UZPY<br>M-7878 | **ANGA**<br><br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **167**<br>43<br>100 | RS | **1972** .............U.S.S.R.<br>33,99 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7124415**<br>ENFK<br>M-30938<br>Df Esd<br>Gc Rdr<br>RT | **ANGARA**<br><br>**U.S.S.R. -'Kaspryba'**<br>Bautino U.S.S.R. | **1 361**<br>473<br>527 | RS | **1971** .............U.S.S.R.<br>72,09 11,03 3,601<br>5,72<br>conv Side Trawler Fishing — | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,4 × 2,4)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| **6851126**<br>ULDQ<br>M-14045 | **ANGARA**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **258**<br>99<br>136 | RS | **1957** VEB Rosslauer Schiffswerft—Rosslau<br>38,49 7,27 2,880<br>34,70 3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **5414763**<br>URQV<br>M-26543<br>Df Esd<br>Gc Rdr<br>RT | **ANGARALES**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 520**<br>2 300<br>6 457 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk<br>(B45/06)<br>123,88 16,74 7,240<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 526<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 15,5kn |
| **5017163**<br>UYSU<br>M-26523<br>Df Esd<br>Gc Rdr<br>RT | **ANGARSKLES**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 652**<br>2 361<br>6 500 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk<br>(B514/13)<br>123,93 16,74 7,240<br>114,99 16,67 8,44<br>1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>B.7 191<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 15kn |

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| 6726333<br>UPX<br>1320<br>Esd RT | **ANGE**<br>**Pasquale & Giuseppe La Forgia**<br>Molfetta Italy | **133**<br>60<br>— | | **1967** Cant. Nav. Mario Morini—Ancona (98)<br>30,59 6,81<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 4Cy. 265 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| 6927169<br>SYTX<br>7632<br>Df Esd<br>Gc Rdr<br>RTv | **ANGEARCTIC**<br>ex World Champion-80<br>**Pressos Compania Naviera S.A.**<br>G. & N. Angelakis Shipping Co. S.A.<br>Piraeus Greece | **11 429**<br>6 833<br>19 418 | AB | **1969** Hitachi Zosen—Mukaishima (4240)<br>156,17 22,64 9,535<br>146,01 22,60 12,91<br>P 29,6 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 26,8 26,9 26,9 26,9 ER<br>G.24 300 B.23 826 HeCls. B<br>4 Ha (stl) (17,1 × 10,4) (18,1 18,1 18,1 × 12,1) ER<br>4W Der 4(15) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 81,5t (d.o.) 1 541,5t (hvf)-29,5pd 15kn |
| 7021481<br>J4MB<br>7505<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANGEATLANTIC**<br>ex Van Hawk-79<br>**Angelsole Compania Naviera S.A.**<br>G. & N. Angelakis Shipping Co. S.A.<br>Piraeus Greece | **11 474**<br>7 011<br>19 113 | AB | **1970** Hitachi Zosen—Mukaishima (4261)<br>156,17 22,86 9,541<br>146,01 22,81 12,91<br>P 27,8 F 11,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho each 26,9 ER<br>G.25 450 B.24 650 HeCls. B<br>4 Ha (stl) (17,2 × 14,0) (17,9 17,9 17,9 × 14,9) ER<br>12W Cr 4(2,5) Der 4(22) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 126,0t (d.o.) 1 379,0t (hvf)-30,5pd 15kn |
| 7027801<br>SYJL<br>7975<br>Df Esd<br>Gc Rdr<br>RT | **ANGEBALTIC**<br>ex Atlantic Challenge-81<br>**Mohlos Compania Naviera S.A.**<br>G. & N. Angelakis Shipping Co. S.A.<br>Piraeus Greece | **15 898**<br>10 765<br>27 782 | ✠**100A1** SS 3/80<br>strengthened for ore cargoes, Nos. 2 & 5 holds may be empty<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6377 | **1970**-10 Hakodate Dock Co. Ltd. —Hakodate (440)<br>180,32(BB) 22,92 10,329<br>171,08 22,86 14,41<br>P 30,5 F 14,4 1 dk<br>rf 51 DK fwd<br>NS 8BH WB8676t incl. Topside tanks in Nos. 1, 2, 3, 5 & 6 holds 2903t Comb. topside & side tank in No. 4 hold 1576t Comb. btm & side tanks in Nos. 3 & 4 holds 1671t | **M Bulk Carrier**<br>6 Ho 9,8 13,1 13,5 13,5 13,5 13,5 ER<br>G.37 050 B.32 812<br>6 Ha (stl) (9,7 13,2 13,5 13,5 13,5 13,5 × 9,4) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 976,0t (hvf) 16,25kn |
| 5281702<br>Df Esd<br>Pfd Rdr<br>RT | **ANGEL**<br>ex Stavros Emmanuel-78<br>ex Sapmer-77 ex Pomerol-66<br>**Export Transit Compania Naviera de Honduras**<br>Compania Naviera Stavros Lines S. de R. L.<br>Puerto Cortes Honduras | **1 304**<br>675<br>2 500 | HR (BV) | **1957** Rolandwerft G.m.b.h.—Bremen (865)<br>86,72 11,64 4,588<br>78,52 11,61 7,14<br>1 dk & S dk<br>RW conv General Cargo 67 | **M Factory Fishing** OSD<br>Fish-factory Stern Trawler Ref<br>2 Ho ER<br>In.1 100<br>3 Ha (stl) ER<br>6W Der 1(15) 4(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 162,5t 14kn |
| 8032798<br>Rdr RT | **ANGEL** | **188**<br>—<br>— | | **1964** Kanda Zosensho K.K.—Kure (92)<br>*30,00* 6,20<br>2,80<br>P 2,2 F 4,9 1 dk | **M Ferry** | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 8102062<br>FIAC | **ANGEL FISH**<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Port aux Francais, Kerguelen Reunion (French) | **843**<br>299<br>1 000 | BV (Class cont.) | **1982** Ateliers et Chantiers du Sud-Ouest —Bordeaux (1192)<br>53,55 4,550<br>47,86 11,51 5,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 7Cy. 300 × 450 with clutches & sr geared to sc. shafts<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 5017199 | **ANGEL GARDELLA**<br>ex Clyde<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **221**<br>74<br>— | ✠Classed LR until 8/26 | **1921**-7 J. Crichton & Co. Ltd.—Saltney, Chester (323)<br>*27,47* 7,04<br>... ... ...<br>R | **S Tug** | T 3Cy. 381 584 & 965 × 610<br>Cammell Laird & Co. Ltd. Birkenhead<br>Fuel (o.f.) |
| 7609506<br>WYT9<br>815<br>559024 | **ANGEL MARIE**<br>ex Miss Barbara<br>**Angel Marie Inc.**<br>Mobile, Al United States of America | **112**<br>78<br>— | | **1974** Quality Marine Inc.—Theodore, Al<br>*21,71*<br>6,71 3,26<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 7811549<br>YVGU<br>Rdr RT | **ANGEL ROSENDO**<br>**Corporacion Maritima Venezolana de Carga C.A. (COMARVENCA)**<br>Guanta Venezuela | **498**<br>224<br>502 | ✠**100A1**<br>non—perishable cargoes on deck, oil cargoes FP 60°C and above Venezuelan coasting service and to Barranquilla, Aruba, Curacao, Bonaire and Trinidad and Tobago<br>✠**LMC**<br>EL (I) pt$\frac{13}{16}$" pt1"U2<br>FN 589 | **1979**-8 Van Doesburg Heeselt B.V. —Hasselt (114)<br>45,37 12,50 2,159<br>39,20 12,21 2,80<br>RAD 7,1 1 dk<br>rf nil<br>5BH WB93T | **TM RoRo Cargo/Landing Craft**<br>Oil Water<br>Bow ramp<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 30kW 1 × 5,25kW 380V 50Hz a.c. |
| 7236359<br>D9FX<br>BM43<br>886<br>Esd Rdr<br>RT | **ANGEL VII**<br>ex Cerco-81<br>**Han Ryeo Development Co. Ltd.**<br>Busan South Korea | **107**<br>61<br>12 | KR | **1972** Cant. Navali L. Rodriquez—Messina (159)<br>25,20 8,39<br>20,15 5,74 2,82<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** —P | 2 Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 25kW 220V 50Hz a.c.<br>33,5kn |
| 5079044<br>UMG<br>1067<br>Df Esd<br>Rdr RTm | **ANGELA**<br>ex Contentia-70<br>**Angela S.n.c. di Biagio e Michele Scotto di Mase**<br>Napoli Italy | **998**<br>487<br>1 636 | RI (GL) | **1957** Elsflether Werft A.G.—Elsfleth/Weser (308)<br>70,52 10,83 4,731<br>64,22 10,80 5,36<br>RQD 17,4 F 7,1 1 dk<br>rf 76 | **M General Cargo**<br>1 Ho 41,4 ER<br>G.2 085 B.1 970<br>2 Ha (stl) (each 15,7 × 5,4) ER<br>6W Der 6(2) | Oil 4SA 6Cy. 385 × 580<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 35kW 230V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| **6524321**<br>ZBMH<br>356750<br>Df Esd<br>Pfd Rdr<br>RT | **ANGELA**<br>ex Jugoatlantik I-68<br>**Angela Ltd.**<br>Hamilton Bermuda<br>(British) | **573**<br>302<br>483 | | **1965** Brodogradiliste "Crvena Zvezda"<br>—Pula (45)<br>46,11 10,77 4,293<br>41,00 10,52 5,11<br>1 dk | **M Fishing**<br>Side-fishing<br>10 Ta<br>L.612<br>Der 1(10) 2(5) 1(3) 1(1) | Oil 2SA 9Cy. 280 × 500<br>1 360bhp (1 000kW) B&W<br>Titovi Zavodi "Litostroj" Ljubljana<br>12kn |
| **6900513**<br>OYEC<br>D1636<br>Esd Pfd<br>Rdr RTm | **ANGELA**<br>ex Mette Silkeborg-77<br>ex Harmonia-70<br>**Jorn Andersen**<br>Skagen Denmark | **149**<br>72<br>178 | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau<br>(3255)<br>33,61 6,61 3,201<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Oil 4SA 8Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 11kn |
| **5402277**<br>DIYJ<br><br>Esd Rdr<br>RT | **ANGELA**<br>ex Tabor-72<br>**Heinz & Norbert Gnewuch**<br>Buesum Federal Republic<br>of Germany | **136**<br>53<br>— | (BV) | **1964** A/B Goteborgs Varv—Goteborg<br>(114)<br>31,20 6,43 3,099<br>6,38 3,61<br>1 dk<br>len 66 | **M Fishing**<br>Side Trawler<br><br><br>3 Ha (0,9 1,4 × 1,4) (1,3 × 0,7) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel (d.o.) 12kn |
| **7807689**<br><br>603607<br>Df Gc<br>Pfd Rdr<br>RT | **ANGELA BRILEY**<br><br>**Briley Marine Service**<br>Morgan City, La United States<br>of America | **297**<br>202<br>1 000 | AB | **1979** McDermott Shipyard—New Iberia, La<br>(120)<br>58,53<br>54,03 12,20 4,27<br>1 dk<br>rf 610 | **TM Supply Ship** | 2 Vee Oil 2SA each 12Cy. 215 × 254<br>2 250bhp (1 655kW) E made54<br>reconditioned & fitted79<br>General Motors Corp. U.S.A.<br>Gen 2 × 99kW a.c.<br>12kn |
| **7807407**<br>DIAJ<br>SSR1<br>2582<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANGELA JURGENS**<br><br>**Klaus Jurgens**<br>Hamburg Federal Republic<br>of Germany | **498**<br>301<br>1 601 | GL | **1978** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (880)<br>73,08 3,322<br>69,80 11,41 5,01<br>P 12,5 F 6,8 2 dks | **M General Cargo**<br><br>1 Ho 44,9 ER<br>G.2 165 B.2 161<br>TEU 70 C.Ho 42/20' C.Dk 28/20'<br>1 Ha (43,1 × 8,9) ER | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 70kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| **7823035**<br><br>391847<br>Esd Rdr<br>RT | **ANGELA LYNN**<br><br>**Snow Drift Fishing Ltd.**<br>Vancouver, B.C. Canada | **115**<br>49<br>— | | **1979** Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (216)<br>24,31 7,01<br>22,03 6,99 3,69<br>1 dk | **M Fishing** | Oil 4SA 12Cy. 137 × 152 reverse<br>reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5085770**<br>WE7684<br>213565<br>Rdr RT | **ANGELA M**<br>ex D. E. McAllister-80<br>**McAllister Brothers Inc.**<br>New York, NY United States<br>of America | **202**<br>137<br>— | (AB) | **1915** Staten Island SB. Co.—Port<br>Richmond/Mariner's Harbor (650)<br>*25,70* 7,52<br>28,20 7,47 3,99<br>1 dk<br>R BK 152 | **M Tug** | Oil 2SA 16Cy. 220 × 265<br>E made44 fitted53<br>General Motors Corp. Detroit, Mi<br>Controllable pitch propeller |
| **6416237**<br>SVFC<br>6345<br>Df Esd<br>Gc Rdr<br>RTv | **ANGELA MARY**<br>ex Musgrave Range-77<br>**Zea Shipping Co. S.A.**<br>Efshipping Co. S.A. Panama<br>Piraeus Greece | **12 561**<br>6 797<br>21 247 | ✠100A1 CS 12/79<br>ore carrier<br>✠LMC<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6001 | **1964**-11 Whyalla SB. & Eng. Works<br>—Whyalla (38)<br>177,40 22,71 9,989<br>168,21 22,56 13,11<br>P 36,6 F 21,7 1 dk<br>RW rf nil<br>12BH WB8762t incl. DTf619t | **M Ore Carrier**<br><br>9 Ho each 12,1 ER<br>G.19 114<br>9 Ha (stl) (8,2 × 10,6) (9,1 9,1 9,1<br>9,1 9,1 9,1 9,1 9,1 × 10,6) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Commonwealth Govt. Engine Works<br>Melbourne<br>AuxB 150lbf/in² (10,4bar)<br>e(ex.g) 150lbf/in² (10,4bar)<br>Gen 2 × 390kW 1 × 383kW<br>415V 50Hz a.c.<br>Fuel 711,0t (hvf) 15kn |
| **7333585**<br><br>346845 | **ANGELA MICHELLE**<br><br>**Pierce Fisheries Ltd.**<br>Weymouth, N.S. Canada | **194**<br>88<br>— | | **1972** A. F. Theriault & Sons—Meteghan,<br>N.S.<br>*28,84* 7,47<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| **7743651**<br>WYC7<br>325<br>594933 | **ANGELA ROSE**<br><br>**Angela Rose Inc.**<br>Mobile, Al United States<br>of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit |
| **7712066**<br>PCQM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELA SMITS**<br><br>**Marinus Smits**<br>General Shipping & Chartering<br>Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**2 408**<br>1 769<br>4 075<br>**3 971**<br>2 438<br>7 800 | ✠100A1<br>strengthened for heavy<br>cargoes<br>✠LMC UMS<br>EL (W) 550,0/48,0U2(a)<br>FN 2428 | **1980**-11 Scheepsw. & Mach. Fab. De<br>Groot & Van Vliet B.V.—Slikkerveer (401)<br>98,10 (BB) 17,10 5,741/8,395<br>89,36 17,01 10,16<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB3283T incl. upr. STs in hold<br>1366T, lwr. STs in hold 547T | **M General Cargo**<br><br>1 Ho 52,8 ER<br>G.7 021 B.6 811<br>1 Ha (stl) (45,4 × 12,8) ER<br>Cr 2(25-50) | Oil 4SA 8Cy. 320 × 420 sr geared to sc.<br>shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Fuel 409,5t-10,0pd 12kn |
| **7414937**<br><br>355437<br>Esd Rdr<br>RT | **ANGELA WRIGHT**<br><br>**KFV Fisheries (Queensland) Pty.<br>Ltd.**<br>*Fremantle, W.A.* Australia | **263**<br>178<br>— | | **1974** Albin Eng. Services Pty. Ltd.<br>—Fremantle (111)<br>25,71 7,93 2,591<br>23,47 7,78 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 8Cy. 137 × 152<br>460bhp (338kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| **5045469**<br>HO4574<br>1894<br>-71A<br>RT | **ANGELA I**<br>ex Mebo-82 ex Bjarkoy-69<br>**Mebo S.A.**<br>Panama Panama | **347**<br>201<br>— | | **1941** Trondhjems M/V A/S—Trondheim<br>*37,80* 6,86 3,150<br>6,81<br>1 dk & S dk<br>BK 165 conv General Cargo — | **M Tender** OSD<br><br>1 Ho 7,3<br><br>1 Ha (2,6 × 1,4)<br>1W | Oil 2SA 6Cy. 250 × 395<br>450bhp (331kW) NE 48<br>Atlas-Diesel A/B Stockholm<br>Fuel 16,5t 12kn |
| **7437018**<br>WH6563<br>273673<br>Rdr RT | **ANGELENA B**<br>ex Henry Clay ex Southern III<br>**Brown Marine Service Inc.**<br>Mobile, Al United States<br>of America | **228**<br>155<br>— | | **1957** Harms & Smaihall Shipyard Inc.<br>—Orange, Tx<br>*24,57*<br>24,54 8,59 3,03<br>1 dk | **TM Tug** | 2 Oil each 4Cy. 230 × 254<br>............ |

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| 5099850<br>ILPX<br>84<br>Esd Rdr<br>RT | **ANGELES C.**<br>ex Claudia Polotto-69<br>ex Ektank-63 ex Oaktank-59<br>ex Bertin-51<br>**Nicasio Messina**<br>Mazara del Vallo Italy | **419**<br>237<br>508 | (NV) (RI) | **1940** Glommens M/V—Fredrikstad (90)<br>48,32 7,80 3,220<br>44,20 7,75 3,33<br>P 9,2 F 6,4 1 dk | **M Tanker**<br>Chemical<br>10 Ta ER<br>L.758 HeCls. BC | Oil 2SA 6Cy. 250 × 420<br>450bhp (331kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 33,5t-1,5pd |
| 5017266<br>EBRK<br>2003<br>Esd | **ANGELES MONTANER**<br>**Pesquera Arcade S.L.**<br>El Ferrol Spain | **171**<br>92<br>— | | **1957** Astilleros del Talleres—Santander (29)<br>30,71 6,63<br>... ... ...<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 200 350 & 558 × 400<br>E made50 fitted57<br>Viuda de Martin Martin Santander<br>Fuel 101,5t (o.f.) 10kn |
| 6721541<br>SWJJ<br>3975<br>Df Esd<br>Gc Rdr<br>RTv | **ANGELIC GLORY**<br>ex Nelson C. White-70<br>**Aggeliki Doxa Compania Maritima S.A.**<br>Piraeus Greece | **24 829**<br>17 069<br>48 237 | **✠100A1** CS 9/77<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL rt $2\frac{15}{16}$"U2<br>FN 8858 | **1967**-10 Mitsubishi Heavy Industries Ltd. —Kobe (972)<br>206,03(BB) 28,94 10,897<br>193,86 28,90 16,79<br>P 12,8 F 11,6 1 dk<br>rf nil<br>NS 9BH WB16082t incl. Comb. btm & STs in holds 7827t Topside tanks in holds 6360t | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,5 21,4 21,1 21,1 21,1 21,1 21,1 ER<br>G.55 695<br>7 Ha (stl) (11,2 13,2 15,9 15,9 15,9 15,9 13,2 × 13,7) ER<br>Cr 2(20) Der 2(5) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 2 507,5t (hvf) 15,25kn |
| | | | **LAID UP — SURVEYS OVERDUE 9/82** | | | |
| 7105548<br>SVCD<br>4115<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANGELIC GRACE**<br>**Aggeliki Charis Compania Maritima S.A.**<br>Piraeus Greece | **30 193**<br>21 878<br>68 847 | **✠100A1** SS 7/81<br>strengthened for ore cargoes—Nos. 2. 4 & 6 holds may be empty<br>**✠LMC**<br>EL Mt $2\frac{7}{8}$"U3<br>FN 11017 | **1971**-6 Mitsui SB. & Eng. Co. Ltd. —Tamano (887)<br>228,76(BB) 32,26 13,317<br>218,02 32,21 18,32<br>F 20,8 1 dk<br>rf nil<br>NS 9BH WB23019t incl. Comb. btm & STs in holds 8441t Topside tanks in holds 10241t | **M Bulk Carrier**<br>7 Ho 23,1 23,7 23,7 23,7 23,7 23,7 25,5 ER<br>7 Ha (stl) (16,0 16,9 16,9 16,9 16,9 16,9 16,9 × 12,8) ER<br>2W Der 1(5) 1(2) | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 304,0t (d.o.) 4 275,5t (hvf) 15,5kn |
| 7510432<br>SVLK<br>6452<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELIC PROTECTOR**<br>**Aggelikos Prostatis Corp.**<br>Piraeus Greece | **34 130**<br>24 029<br>77 961 | **✠100A1** SS 1/82<br>strengthened for heavy cargoes<br>Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Qt $3\frac{3}{16}$"U3<br>FN 11946 | **1977**-2 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1074)<br>239,07(BB) 32,26 14,345<br>230,03 32,21 19,72<br>F 21,4 1 dk<br>rf nil<br>10BH WB33171T incl. topside tanks in holds 8797T comb. btm. & STs in holds 7972T & No. 4 hold 13573T | **M Bulk Carrier**<br>7 Ho 26,0 25,2 25,2 25,2 25,2 25,2 25,2 ER<br>G.91 669<br>1 Ha (stl) (17,9 × 13,5) 6 Ha (stl) (each 17,9 × 15,3) ER | Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (1 o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 428,0t (d.o.) 5 644,0t (hvf) 15,25kn |
| 7918024<br>385468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELICA**<br>**G. R. M. & P. M. Basile**<br>*Port Adelaide, S.A.* Australia | **186**<br>146<br>— | | **1979** Kali Boat Building (Pty.) Ltd. —Adelaide (22)<br>25,33 7,60<br>22,51 7,51 4,63<br>1 dk | **M Fishing**<br>Tuna | Vee Oil 2SA 16Cy. 146 × 146 geared to sc. shaft<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>11,25kn |
| 7125201<br>P3FG<br>381058<br>Df Esd<br>Gc Rdr<br>RTh/v | **ANGELICA SCHULTE**<br>**Hanseatic Shipping Co. Ltd.**<br>Limassol Cyprus | **3 891**<br>2 538<br>6 207 | GL | **1972** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (858)<br>96,68 16,06 7,190<br>90,35 15,97 9,22<br>F 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 14,1 26,8 20,5 ER<br>G.8 160 B.7 876<br>TEU 230<br>C.Ho 140/20' C.Dk 90/20'<br>3 Ha (stl) (12,9 25,3 19,2 × 10,9) ER | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 230kW 1 × 180kW 380V 50Hz a.c.<br>Fuel 376,0t (hvf) 13kn |
| 7229746<br>DFPT<br>Esd Rdr<br>RT | **ANGELIKA**<br>**Jens Plambeck**<br>Cuxhaven Federal Republic of Germany | **102**<br>37<br>— | | **1972** J. Diedrich—Oldersum<br>25,07 6,43 2,972<br>22,00 6,41 3,28<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 12Cy. 135 × 160<br>515bhp (379kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 5402643<br>SYHY<br>8221<br>Df Esd<br>Gc Rdr<br>RTv | **ANGELIKA R**<br>ex Clan Macgregor-81<br>**Raft Shipping Co.**<br>Dedalos Compania Naviera S.A.<br>Piraeus Greece | T.Mk<br>**5 866**<br>3 042<br>—<br>**8 811**<br>4 813<br>12 243 | **✠100A1** CS 6/72<br>DTsf—oil FP above 65.5°C. (SG up to 1.28) or vegetable oil<br>**✠LMC**<br>EL et $2\frac{1}{4}$"SQ<br>FN 4404 | **1962**-12 Greenock Dockyard Co. Ltd. —Greenock (501)<br>154,79 19,31 —/8,700<br>143,57 19,21 11,46<br>F 25,0 2 dks intermediate 'tween dk in No 1 hold<br>RW rf 114 DK fwd<br>7BH to U dk 2 to 2nd dk WB2165t incl. DTsf753t | **M General Cargo**<br>5 Ho 15,0 23,1 23,2 23,5 ER 19,3<br>G.17 950 B.16 185<br>5 Ha (stl) (8,8 × 5,4) (11,3 11,3 11,3 × 6,4) ER (8,9 × 6,4)<br>16W Der 1(60) 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>8 500bhp (6 252kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 240kW 220V d.c.<br>Fuel 1 454,0t (hvf) 16,5kn |
| 5385522<br>DHBD<br>Df Esd<br>Rdr<br>RTm/v | **ANGELIKA S**<br>ex Wallo-81 ex Selma-61<br>**Detlef Schoning**<br>Hamburg Federal Republic of Germany | **266**<br>160<br>410 | GL | **1938** Greifenwerft G.m.b.H.—Stettin (61)<br>*41,52* 6,91 2,640<br>6,86 3,00<br>P 9,2 F 5,2 1 dk<br>R len 52 | **M General Cargo**<br>Ice strengthened<br>1 Ho 25,2 ER<br>G.521 B.467<br>1 Ha (21,0 × 3,5) ER<br>2W | Oil 4SA 4Cy. 280 × 420 reduction geared to sc. shaft<br>150bhp (110kW)<br>Deutsche Werke A.G. Kiel<br>7,5kn |
| 5093105<br>SVNG<br>4814<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ANGELIKE DYNAMIS**<br>ex Aggeliki-76 ex Dorothy Ann-70<br>**Regort Shipping Co. S.A.**<br>Piraeus Greece | **9 517**<br>6 199<br>16 897 | NV | **1962** Nagoya Zosen—Nagoya (167)<br>*145,43* 20.27 9,202<br>144,00 20,20 12,20<br>1 dk<br>RW | **M Bulk Carrier**<br>5 Ho 20,4 20,8 20,8 20,8 20,8 ER<br>G.21 540 B.20 806<br>5 Ha (stl) (10,2 × 8,6) (11,9 11,9 11,9 11,9 × 10,0) ER<br>Cr 5(6,5) | Oil 2SA 6Cy. 620 × 1400<br>6 500bhp (4 781kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 168kW 445V 60Hz a.c.<br>Fuel 923,5t (hvf) 14kn |

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| **5337599**<br>SYWW<br>4693<br>Df Esd<br>Gc Rdr<br>RT | **ANGELIKI**<br>ex Port Antonio-73<br>ex Stad Den Haag-72<br>**Argolis Shipping Co. S.A.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | **10 405**<br>6 655<br>16 460 | **✠100A1** SS 6/80<br>Ice Class 3<br>**✠LMC**<br>EL gt 2½"SQ<br>FN 4989 | **1961**-12 Flensburger Schiffsbau-Ges.<br>—Flensburg (590)<br>162,87 20,30 9,399<br>152,03 20,21 12,60<br>RAD 18,9 F 33,6 1 dk, 2nd dk in No. 1 hold<br>RW rf nil DK fwd<br>9BH WB5364t incl. Topside tanks a302t Tunnel tanks 604t DTf1090t | **M General Cargo**<br>7 Ho 21,0 19,2 4,8 20,8 20,8 20,8 12,8<br>G.22 893 B.21 344<br>7 Ha (stl) (11,2 11,2 4,8 11,2 11,2 11,2 × 8,5) (8,0 × 7,0)<br>6W Der 4(3-5) 3(2) | Oil 2SA 8Cy. 700 × 1200<br>5 265bhp (3 873kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 156lbf/in² (10,8bar)<br>Gen 2 × 150kW 1 × 120kW 230V d.c.<br>Fuel 821,0t (hvf) 14kn |
| **6520909**<br>SYRW<br>4341<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANGELIKI**<br>ex Port Burnie-72<br>**Afromar Inc.**<br>Societe de Gestion Evge S.A.<br>Piraeus Greece | T.Mk<br>**6 156**<br>2 722<br>7 480<br>**8 374**<br>4 682<br>9 805 | **✠100A1** SS 1/81<br>TwDa—oil FP above<br>40.6°C, veg. oil or<br>molasses<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL et 2½"SQ<br>FN 4497 | **1966**-1 Barclay, Curle & Co. Ltd.<br>—Whiteinch, Glasgow (2015)<br>149,16 20,68 8,262/9,335<br>137,17 20,43 12,35<br>F 13,5 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 229 DK fwd<br>7BH WDB2190t incl. Tunnel tanks 833t | **M General Cargo**<br>Ref<br>5 Ho 18,2 19,5 21,3 ER 15,8 14,3<br>In.9 933<br>5 Ha (stl) (6,8 × 5,1) (10,2 12,5 × 6,0) ER (9,3 × 6,0) (8,1 × 6,4)<br>Cr 8(5) Der 1(70) 2(15) 2(5) | Oil 2SA 8Cy. 760 × 1550<br>13 100bhp (9 636kW) Sulzer<br>Wallsend Slipway Engineers Ltd. Wallsend<br>3 AuxB (2 o.f. 1 ex.g) 120lbf/in² (8,3bar)<br>Gen 4 × 500kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **7706330**<br>5MUC<br>5735<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELIKI**<br>ex Maria U-82<br>**Star Grant Shipping Corp.**<br>Diana Shipping Agencies S.A.<br>Monrovia Liberia | T.Mk<br>**3 533**<br>1 691<br>7 943<br>**6 216**<br>3 538<br>— | **✠100A1**<br>**✠LMC**<br>EL X 495,0/50,0U2<br>FN 3048 | **1978**-4 Setouchi Zosen K.K.—Kinoe (461)<br>119,41(BB) 18,29 —/7,417<br>110,01 18,20 9,50<br>F 11,0 2 dks<br>rf 152<br>SF 5BH WB1118T | **M General Cargo**<br>3 Ho 21,1 28,7 27,2 ER 3 TwD ER<br>G.12 239 B.11 484<br>3 Ha (stl) (12,9 × 8,9) (19,5 19,5 × 10,5) ER<br>Der 2(60) 10(5) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 90,0t (d.o.) 680,0t (hvf) 16kn |
| **5298949**<br>C4MB<br>367382<br>Df Esd<br>RT | **ANGELIKI**<br>ex Ventus-74 ex Pampero-73<br>ex Holenweg-71 ex Rolf-66<br>**Tycoon Shipping Co. Ltd.**<br>Leros Island Hellas Co. Ltd.<br>Limassol Cyprus | **427**<br>281<br>686 | (GL) | **1952** Schiffsw. W. Holst—Hamburg<br>50,78 8,06 3,315<br>48,19 3,81<br>P 11,6 F 6,4 1 dk<br>RW len 57 | **M General Cargo**<br>1 Ho 31,9 ER<br>G.875 B.826<br>2 Ha (each 11,5 × 5,3) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 13,0t 8,5kn |
| **5270686**<br>SV3475<br>5616<br>RTm | **ANGELIKI**<br>ex Parisi-75 ex Paris-74<br>**G. Flamourakis & Co.**<br>Piraeus Greece | **346**<br>203<br>620 | HR (BV) | **1954** Noord Nederlandse Scheepswerven<br>N.V.—Groningen (274)<br>54,51 7,93 3,201<br>49,99 7,90<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>1 Ho 32,0 ER<br>G.1 191 B.1 134<br>2 Ha (13,0 8,6 × 4,2) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 10kn |
| **5146392**<br>SV4136<br>144<br>Df Esd<br>Rdr RT | **ANGELIKI Z**<br>ex Amark-79 ex Helena-74<br>**Dimitrios G. Zafiroudis**<br>Thessaloniki Greece | **500**<br>289<br>1 067 | BV | **1959** Noord Nederlandse Scheepswerven<br>N.V.—Groningen (292)<br>62,01 9,40 3,849<br>55,99 9,30 4,07<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 543 B.1 454<br>2 Ha (9,2 × 5,6) (14,7 × 5,8) ER<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 74,0t (d.o.) 10kn |
| **6903400**<br>P3WY<br>394692<br>Df Esd<br>Rdr RTm | **ANGELIKI IV**<br>ex Arneb-81<br>**Italgrec Kavadas Lines Ltd.**<br>Limassol Cyprus | T.Mk<br>**500**<br>247<br>1 084 | GL | **1969** Schlichting-Werft—Travemuende<br>(1356)<br>76,43 13,31 4,217<br>68,03 13,01 9,94<br>P & B 12,8 F 8,3 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>1 Ho 50,3 ER<br>G.5 020 B.4 702<br>1 Ha (stl) (18,5 × 9,9) ER | Oil 4SA 16Cy. 220 × 300<br>2 000bhp (1 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 130kW 1 × 62kW 2 × 32kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.) 14,5kn |
| **7936662**<br>OPXA<br>583<br>Esd Pfd<br>Rdr RTv | **ANGELINA**<br>**Rederij 'Hertsens' P.V.B.A.**<br>Zeebrugge Belgium | **142**<br>53<br>— | | **1970** N.V. Scheepswerven L. de Graeve<br>—Zeebrugge<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 242 × 320<br>525bhp (386kW)<br>Anglo-Belgian Co. N.V. Gent/Gand |
| **7012480**<br>ICAM<br>655<br>Df Esd<br>Gc Rdr<br>RT | **ANGELINA AMORETTI**<br>**M.E. Marittima Emiliana S.p.A.**<br>Venezia Italy | **1 594**<br>918<br>3 270 | RI | **1970** C.N. "Visentini" di Visentini<br>Francesco & C.—Donada (58)<br>89,31 13,62 4,814<br>83,01 13,61 5,80<br>1 dk | **TM Tanker**<br>14 Ta ER<br>L.(oil) 4 270 | 2 Oil 4SA each 6Cy. 360 × 450<br>5 600bhp (4 119kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **5010957**<br>IJLC<br>301<br>Df | **ANGELINA ASCIONE**<br>ex Loredana T.-76<br>ex Algodonales-73<br>ex Justus Haslinger-58<br>**Luigi Ascione**<br>Torre del Greco Italy | **486**<br>246<br>710 | RI (GL) | **1952** Schiffswerft Heinrich Brand G.m.b.H.<br>& Co. KG—Oldenburg (127)<br>50,91 8,44 3,531<br>46,49 8,39 3,61<br>P 10,4 RQD 20,2 F 6,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 28,9 ER<br>G.1 034 B.954<br>4W Der 3(3) | Oil 4SA 6Cy. 290 × 420<br>420bhp (309kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 20,5t 10kn |
| **7911143**<br>ITAK<br>1364<br>Rdr RT | **ANGELINA LAURO**<br>**Libera Navigazione Lauro S.a.s.**<br>Napoli Italy | **760**<br>350<br>390 | RI | **1981** Nuovi Cantieri Liguri—Pietra Ligure<br>((113))<br>70,90 (BB) 3,341<br>63,45 12,50 8,72<br>3 dks | **TM RoRo Cargo/Ferry** —dk P<br>Stern door/ramp<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 220 × 280<br>4 640bhp (3 413kW)<br>Kloeckner Humboldt Deutz Koeln |
| **5001994**<br>IJBF<br>3944 | **ANGELINA LAURO SECONDO**<br>ex Acquavite-64 ex Thurgar<br>ex BYMS 3<br>**Societa di Navigazione 'Monterosso'**<br>La Spezia Italy | **249**<br>133<br>— | RI | **1942** ..............U.S.A.<br>40,82 7,37 2,718<br>37,62 7,35 3,48<br>1 dk | **Wood TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 250 × 350<br>1 280bhp (942kW) NE 64<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **8102555**<br>Df Esd<br>Gc Rdr<br>RT | **ANGELIQUE**<br>**D.M.C. Shipbuilders Inc.**<br>Zamboanga Philippines | **130**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 233 | **1982** D. M. Consunji—Zamboanga (26)<br>2,510<br>22,51 7,01 3,31<br>1 dk | **TM Tug** | 2 Oil geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn |

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| 7730551<br>Rdr RT | **ANGELIQUE**<br>ex Rema-80<br>**P. Van Cauwenbergh**<br>Antwerpen Belgium | —<br>—<br>1 458 | **A1** SS 9/77<br>Inland Waterways Oil<br>Tanker<br>**LMC**<br>FN 981 | **1963** Boele's Schps. & Mchf. N.V.—Bolnes (1009)<br>80,02 9,50<br>80,02 9,45 2,80<br>1 dk<br>rf nil<br>11BH WB56T<br>**SURVEYS OVERDUE — CLASS SUSPENDED 18/6/82** | **TM Tank Barge**<br>12 Ta ER | 2 Oil 4SA each 6Cy. 222 × 292 sr geared to sc. shafts<br>999bhp (735kW)<br>Lister Blackstone United Kingdom<br>Gen 2 × 1,75kW 24V d.c. |
| 5175551 | **ANGELIQUE B.**<br>ex Josenfjord-81 ex Lindesnaes<br>**Erwin Paul Borchardt**<br>Duesseldorf Federal Republic of Germany | **195**<br>101<br>— | (NV) | **1886** Kristiansands M/V A/S—Kristiansand (42)<br>39,78 5,54<br>2,82<br>R BK 127 len 32 & 62 | **Iron & Steel M Ferry**<br>—P | Oil 2SA 4Cy. 400 × 450<br>M. Haldorsen & Sonner Rubbestadneset<br>Fuel (d.o.) 10,75kn |
| 8026282<br>GCDS<br>398866<br>Esd Gc<br>Pfd Rdr<br>RT | **ANGELIQUE V**<br>**Vanol Shipping Ltd.**<br>International Shipbrokers Ltd.<br>London United Kingdom | **1 034**<br>688<br>1 670 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL M 385,0/32,0U2<br>FN 1006 | **1981**-10 Bodewes Schpsw. "Volharding" Foxhol B.V.—Foxhol (266)<br>69,40 10,80 4,255<br>63,53 10,71 5,11<br>P 11,9 F 7,7 1 dk<br>rf nil<br>4BH WB461T incl. DTf54T | **M General Cargo**<br>1 Ho 13,5 ER<br>1 Ha (stl) (11,7 × 5,4) ER | Oil 4SA 6Cy. 250 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 020bhp (750kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 40kW 1 × 27kW 220/380V 50Hz a.c.<br>11,25kn |
| 5017400<br>EDAM<br>429<br>Esd | **ANGELITA**<br>ex Lawrenny Castle<br>**Francisco Larino Varela**<br>San Sebastian Spain | **256**<br>111<br>— | ✠Classed LR until 11/24 | **1908**-2 Smith's Dock Co. Ltd.—North Shields (368)<br>*37,98* 6,74<br>... ... ... | **S Fishing**<br>Side Trawler | T 3Cy. 318 533 & 889 × 737<br>Shields Eng. Co. Ltd. South Shields<br>Fuel 159,5t (o.f.) 10kn |
| 7369247<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGELITA**<br>Launched as Irene<br>**Pesquera Santa Elisa S.A.**<br>Guayaquil Ecuador | **225**<br>125<br>— | BV | **1975** Maestranza y Astillero Delta S.A. —Callao (45)<br>28,91 7,42 2,134<br>26,01 7,32 4,02<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 12Cy. 137 × 165 reverse reduction geared to sc. shaft<br>460bhp (338kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 10kn |
| 7035597<br>Esd RT | **ANGELITA**<br>**Industrial Pesquera Monteverde C.A.**<br>Guayaquil Ecuador | **200**<br>—<br>249 | **✠100A1** SS 12/79<br>fishing vessel<br>Pacific Coast of South America coastal service north of 20°S<br>**LMC**<br>EL (b)<br>FN 301 | **1970**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (409)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K<br>3BH | **M Fishing**<br>Side-fishing<br>1 Ho 12,9<br>1 Ha (3,5 × 2,6) | Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) 11kn |
| 7827249<br>GBKP<br>364575<br>Esd Gc<br>Pfd Rdr<br>RT | **ANGELONIA**<br>**J. Wharton (Shipping) Ltd.**<br>Goole United Kingdom | **798**<br>554<br>1 315 | **✠100A1**<br>**✠LMC** **UMS**<br>EL K 357,5/28,0U2<br>FN 888 | **1980**-4 Cochrane Shipbuilders Ltd.—Selby (110)<br>60,33 11,28 3,895<br>56,01 11,21 4,63<br>P 11,3 F 6,1 1 dk<br>rf nil<br>3BH WB485T | **M General Cargo**<br>1 Ho 39,0 ER<br>G.1 781 B.1 633<br>1 Ha (stl) (30,8 × 8,5) ER | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>999bhp (735kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 80kW 415V 50Hz a.c.<br>11kn |
| 5223059<br>H8TG<br>1074<br>1-81<br>Df Esd<br>Gc Rdr<br>RT | **ANGELOS TSELENTIS**<br>ex Coromoto-80<br>ex Maria Luisa Velasco-68<br>**Natal Navigation S.A.**<br>Panama Panama | **5 227**<br>3 132<br>7 014 | **✠100A1** CS 4/80<br>**✠LMC**<br>EL y 1⅞"SQ<br>FN 3069 | **1962**-5 Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (116)<br>125,66 16,69 7,570<br>117,35 16,62 9,53<br>F 12,2 2 dks<br>rf 152<br>6BH WB1454t | **M General Cargo**<br>Mchy.aft<br>TEU 16 C.Dk 16/20' | Oil 2SA 8Cy. 600 × 1040<br>4 000bhp (2 942kW) Sulzer<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>(AuxB 57lbf/in² (39,4bar) )<br>Fuel (d.o.) 15,5kn |
| 5017498<br>EBZT<br>1778<br>Df Esd<br>RT | **ANGELOTE**<br>**Cirimar S.A.**<br>Pasajes Spain | **293**<br>131<br>325 | BV | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (235)<br>38,41 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 0,9) | Oil 4SA 8Cy. 300 × 420<br>700bhp (515kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 109,5t (d.o.) 11,5kn |
| 5375981<br>6VJH<br>284<br>Df Esd<br>Rdr RTm | **ANGELUS**<br>ex Valparaiso-64<br>**Armement Francois Gaye**<br>Dakar Senegal | **114**<br>32<br>— | | **1959** Ch. Herbert & Heraud—Etel<br>*22,83* 6,66<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>In.80<br>2 Ha (each 0,9 × 0,8)<br>1W Der 1(2) | Oil 4SA 8Cy. 220 × 280<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,5kn |
| 6828129<br>3EDG2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGEPACIFIC**<br>ex Crown Rose-80<br>ex Fushimi Maru-77<br>**Sitia Compania Naviera S.A.**<br>G. & N. Angelakis Shipping Co. S.A.<br>Panama Panama | **9 122**<br>6 304<br>16 115 | **100A1**<br>**LMC**<br>EL B† 550,0/58,0U2<br>FN 4531<br>(NK) | **1968** Kurushima Dock Co. Ltd.—Imabari (447)<br>145,50 21,82 8,727<br>136,02 21,80 11,51<br>P 26,6 F 11,9 1 dk<br>RW rf 102<br>SF 6BH WB3805T incl. Comb. btm & STs in Nos. 2, 3 & 4 holds 1368T, topside tanks in Nos. 1, 2 & 3 holds 1376T | **M Bulk Carrier**<br>4 Ho ER<br>G.20 722 B.20 230<br>4 Ha (stl) (15,0T × 7,6) (19,7 19,7 19,7 × 10,5) ER<br>Der 4(15) | Oil 2SA 6Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Fuel 1 191,0t-27,0pd 14,25kn |
| 7370789<br>JM3662<br>116979 | **ANGERAS**<br>**Nomo Shosen K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **473**<br>242<br>144 | | **1974** Matsuura Tekko Zosen—Higashino (235)<br>38,00 10,83 2,286<br>35,01 10,80 3,51<br>1 dk | **TM Ferry**<br>Mchy.aft<br>—P | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 400bhp (1 030kW) Caterpillar<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 6712590<br>Esd RT | **ANGGADA I**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **119**<br>—<br>— | KI (GL) | **1967** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (6230)<br>26,57 7,01 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 42kW 230V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |

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| **6724464**<br>Esd RT | **ANGGADA II**<br>**Badan Pengusahaan Pelabuhan Belawan**<br>Jakarta Indonesia | **119**<br>—<br>— | (GL) | **1967** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (6231)<br>26,57 7,01 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen — × —kW 220V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |
| **6717930**<br>Esd RT | **ANGGADA III**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **119**<br>—<br>— | (GL) | **1967** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1124)<br>26,57 7,01 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen — × —kW 220V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |
| **6729828**<br>Esd RT | **ANGGADA IV**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **119**<br>—<br>— | (GL) | **1967** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (6232)<br>26,14 7,12 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen — × —kW 220V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |
| **6724476**<br>Esd RT | **ANGGADA V**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **119**<br>—<br>— | (GL) | **1967** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder<br>26,57 7,01 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen — × —kW 220V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |
| **6726151**<br>Esd RT | **ANGGADA VI**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **119**<br>—<br>— | (GL) | **1967** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1126)<br>26,57 7,01 2,667<br>24,01 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen — 220V d.c.<br>Fuel 38,5t (d.o.) 11,5kn |
| **6729830**<br>Esd RT | **ANGGADA VII**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **119**<br>—<br>— | (GL) | **1967** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (6233)<br>26,14 7,12 3,099<br>24,31 6,71 3,46<br>1 dk | **M Tug** | Oil 4SA 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen — 220V d.c.<br>11,5kn |
| **6519247**<br>YBYI<br>324317 | **ANGGEREK**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **154**<br>—<br>— | ✠LR class withdrawn-Owner's request 7/1/82 | **1965**-8 Jurong Shipbuilders Pte. Ltd. —Singapore (4)<br>27,74 8,01 2,502<br>24,97 7,62 3,41<br>RAD 2,2<br>rf 584 | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 320 with flexible couplings & dr reverse geared to sc. shafts<br>Daihatsu Kogyo Osaka<br>Fuel (d.o.) 11kn |
| **5311222**<br>PKHR | **ANGGREK**<br>ex Sang Prama-73 ex Ilosangi-56<br>**P.T. Pelayaran Samudera Mas**<br>Jakarta Indonesia | **282**<br>124<br>254 | KI<br>✠Classed LR until 3/60 | **1953**-10 Cant. Nav. Giuliano—Trieste (36)<br>45,60 7,52 2,528<br>40,01 7,50 3,00<br>Ba 10,1 F 8,9 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.440 B.404<br>2W | Oil 2SA 4Cy. 265 × 345<br>300bhp (221kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 8kW 115V d.c.<br>Fuel 23,5t 9kn |
| **5017709**<br>9HVL<br>0673<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANGI**<br>ex Baru Hope-82 ex Artemon-80<br>ex Angra-73<br>**Angel Shipping Co. Ltd.**<br>Global Shipping Co. (Pvt.) Ltd.<br>Valletta Malta | **7 389**<br>2 927<br>10 180 | **✠100A1** SS 10/79<br>**✠LMC**<br>EL bt<br>FN 3838 | **1957**-4 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1000)<br>139,91 17,68 8,881<br>130,66 17,61 11,76<br>RAD 8,9 F 12,5 2 dks<br>R rf 152<br>7BH to 2nd dk WB1650T incl. Tunnel tanks 216T | **M General Cargo** CSD<br>Ref 8P<br>5 Ho 17,8 22,0 22,0 18,3 16,6<br>G.11 215 B.10 394 In.2 264<br>5 Ha (9,6 9,9 × 7,3) (9,6 9,6 9,9 × 7,0)<br>16W Der 16(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>AuxB 114lbf/in² (7,9bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 1 199,0t (hvf) 16kn |
| **5101421**<br>3EJM<br>2249-71B<br>Df Esd<br>Gc Rdr<br>RTm | **ANGIE BABY**<br>ex Antony-78<br>ex Elisabeth Berger-71<br>**Tintan Navigation Co. Inc. (Panama)**<br>Gedan Shipping Lines<br>Panama Panama | **2 374**<br>1 204<br>4 242<br>**3 696**<br>2 051<br>5 624 | RI (GL) | **1954** A.G. "Weser" Werk Seebeck —Bremerhaven (779)<br>103,64 14,81 6,147/8,260<br>99,40 14,74 9,00<br>P 12,2 F 11,9 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>3 Ho 15,7 25,6 ER 30,0<br>G.7 208 B.6 388<br>3 Ha (stl) (9,8 17,5comb. × 6,1) ER (16,1comb. × 6,1)<br>10W Der 1(30) 4(5-10) 2(5) 4(3-5) | Oil 2SA 7Cy. 520 × 960<br>2 520bhp (1 854kW)<br>Borsig A.G. West Berlin<br>Fuel 454,0t (hvf) 13kn |
| **7735800**<br>WYC6<br>629<br>588149 | **ANGIE LOMONTE**<br>**Boats Inc.**<br>Galveston, Tx United States of America | **101**<br>69<br>— | | **1977** ............St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7621968**<br>5MDP<br>6033<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGLE BAY**<br>ex South Rainbow-82<br>**White Shipping Ltd.**<br>Wallem Shipmanagement Ltd.<br>Monrovia Liberia | **31 368**<br>23 537<br>61 757 | **✠100A1** SS 3/82<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Pt 66,0/78,0U3<br>FN 10754 | **1977**-9 Hitachi Zosen—Hiroshima Works, Innoshima (4564)<br>224,54(BB) 32,24 12,401<br>214,99 32,21 17,81<br>F 17,4 1 dk<br>rf 51<br>9BH WB32800t incl. Comb. btm & STs in holds 9548t Topside tanks in holds 9655t & No. 4 hold 10977t | **M Bulk Carrier**<br>pt higher tensile steel<br>G.74 262<br>7 Ha (stl) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Osaka<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel-56,0pd 17,25kn |
| **5017577**<br>GHWB<br>302399<br>Df Esd<br>RT | **ANGLERFISH**<br>**Drifter Trawlers Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **144**<br>50<br>— | ✠Classed LR until 7/73 | **1961**-4 R. Dunston Ltd.—Thorne (T1038)<br>*28,75* 6,56<br>27,84 6,48 3,05<br>RQD 16,5 F 4,3<br>RW rf 305 BK 152 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel** for offshore installations | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln |

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|---|---|---|---|---|---|---|---|
| 5146419<br>H03077<br>1196<br>2-82<br>Df Esd<br>Rdr RT | **ANGLESEY TRADER**<br>ex Anudo-81 ex Sea Ems-79<br>ex Barbara J-73 ex Helena-68<br>**Carmet Tug Co.**<br>Panama Panama | **389**<br>195<br>590 | | <br><br>GL | **1956** Schiffswerft Heinrich Brand G.m.b.H.<br>& Co. KG—Oldenburg (136)<br>48,98 8,03 2,642<br>46,49 8,01 3,20<br>P 11,0 RQD 2,2 F 7,1 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 29,6 ER<br>G.733 B.679<br>1 Ha (26,2 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>295bhp (217kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel 30,5t 9kn |
| 5249560<br>GUTU<br>306467<br>Esd Pfd<br>Rdr RT | **ANGLEZARKE**<br>ex Mabuli-75 ex Otto Terkol-71<br>ex Otto-68 ex Nessand-67<br>**Effluents Services Ltd.**<br>Liverpool United Kingdom | **608**<br>343<br>854 | | <br><br>GL | **1956** Schlichting-Werft—Travemuende<br>(1266)<br>62,82 8,89 3,190<br>57,00 3,54<br>P 14,1 F 8,6 1 dk | **M Tanker**<br>Effluents CBT<br>Ice strengthened<br>8 Ta ER<br>L.1 228 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW) NE 63<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 40,5t (d.o.)-2,5pd 10,5kn |
| 7104336<br>DGZD<br>11488<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANGLIA**<br><br>**Peter Dohle Schiffahrts K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>719<br>2 039 | | <br><br>GL | **1971** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (621)<br>74,00 5,081<br>68,36 10,80 6,02<br>P 15,6 F 11,6 1 dk | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 48,6 ER<br>G.2 507 B.2 252<br>TEU 61 C. 61/20'<br>1 Ha (stl) (40,2 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 7517600<br>ITDV<br>696<br>Df Esd<br>Gc Rdr<br>RT | **ANGLIA EXPRESS**<br><br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **6 779**<br>2 355<br>4 305 | **✠100A1**<br><br>**✠LMC** | SS 9/81<br><br><br>EL C† 2⅛"U3<br>FN 4957<br>Rl | **1976**-11 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1198)<br>147,61(BB) 22,84 6,601<br>135,01 22,61 14,10<br>B 41,2 2 dks, 3rd dk aft<br>rf 610<br>Coll BH to U dk 5 to 2nd dk WB2650T incl. DTsf498T & Tunnel tanks 746T | **M RoRo Cargo** 12bth P<br><br>Stern door & ramp & Quarter door/ramp (p)<br>Mchy.fwd | Vee Oil 4SA 16Cy. 520 × 550 dr geared to sc. shaft<br>16 000bhp (11 769kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 64,5t (d.o.) 435,0t (hvf) 20kn |
| 7508673<br>GVIY<br>377142<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGLIA SERVICE**<br>ex Anglia Shore-81<br>**Offshore Marine Ltd.**<br>London United Kingdom | **1 285**<br>607<br>1 865 | **✠100A1**<br><br>**✠LMC** | SS 10/81<br><br><br>EL N 1⅛"U2<br>FN 1151 | **1976**-11 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.112)<br>64,45 13,64 5,271<br>59,44 13,25 6,10<br>F 20,5 1 dk<br>rf 381<br>7BH WB739T | **TM Supply Ship**<br>Deck Cargo<br>3 Ta ER 3 Ta | 2 Oil 4SA each 16Cy. 222 × 292 reverse reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 250kW 2 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 788,0t (d.o.) 14kn |
| 6609133<br>GSVE<br>308462<br>Rdr RTm | **ANGLIAN TRADER**<br>ex Lee James-82<br>ex Target Venture-78<br>ex Sheena K-78<br>ex Lady Sheena-76<br>**United Maritime Enterprises Ltd.**<br>London United Kingdom | **200**<br>136<br>378 | | | **1966** Schps. "Hoogezand" J. Bodewes<br>—Bergum (132)<br>41,58 7,73 2,261<br>39,60 7,62 2,65<br>P 9,5 F 8,0 1 dk<br>rf nil | **M General Cargo**<br><br>1 Ho 28,0 ER<br>G.494 B.458<br>1 Ha (24,2 × 4,2) ER | Oil 4SA 6Cy. 159 × 165<br>450bhp (331kW) E made68 fitted74<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 6,5t (d.o.) 8kn |
| 6909038<br><br>8490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGMAR**<br>ex Dae Jin-80<br>**Pemaco S.A.**<br>Agadir Morocco | **824**<br>415<br>458 | | <br><br>KR | **1969** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (669)<br>56,01 9,61 3,887<br>49,51 9,58 6,66<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br><br>2 Ha (1,9 1,9 × 1,9)<br>Der 4(3) | Oil 4SA 6Cy. 380 × 570<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 128kW a.c.<br>11kn |
| 7702877<br>FNOM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANGO**<br><br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.), Compagnie Generale Maritime Finance & Deutsche Afrika Line**<br>Le Havre France | **15 632**<br>8 035<br>22 138 | | <br><br>BV | **1979** Ch. Nav. de La Ciotat—La Ciotat<br>(309)<br>213,44(BB) 29,60 9,957<br>194,22 29,58 22,26<br>5 dks | **M RoRo Cargo**<br><br>Quarter stern door & ramp (s)<br>Mchy.aft<br>B.59 147<br>TEU 1456 C.1456/20' | Oil 2SA 8Cy. 900 × 1550<br>26 800bhp (19 713kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Thw. thrust propeller fwd , 1 aft<br>22,5kn |
| 5017644<br>SFXC<br>9296<br>RTm | **ANGO**<br>ex Aerob-75 ex Ango-64<br>ex Masut III-51<br>**H/B Loptra Ake & Folke Karlsson**<br>Skarhamn Sweden | **260**<br>136<br>356 | | <br><br>BV | **1924** Deutsche Werke A.G.—Kiel<br>33,81 6,96 2,693<br>31,02 6,91 3,05<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 2SA 8Cy. 180 × 260<br>430bhp (316kW) NE 59<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 1 × 1,75kW 1 24V d.c.<br>Fuel 14,0t (d.o.)-1,5pd |
| 7411325<br>CBAG<br>2148<br>Df Esd<br>Gc Rdr<br>RT | **ANGOL**<br><br>**Compania Chilena de Navegacion Interoceanica S.A. (CCNI)**<br>Valparaiso Chile | **8 981**<br>5 304<br>14 834 | **✠100A1**<br><br>**✠LMC** | <br><br><br>EL Z 522,5/54,0U2<br>FN 4317 | **1978**-4 Cia. Comercio e Navegacao CCN<br>Maua Shipyard—Niteroi (107)<br>140,98 20,45 8,867<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1BH to 2nd dk WB3612T incl. Tunnel tanks 291T, No. 3 hold 1775T | **M General Cargo**<br><br>4 Ho ER 1 Ho<br>G.21 403 B.19 579<br>5 Ha (11,5 × 6,7) (12,1 × 8,5) (13,4 × 8,5) (12,9 × 8,5) ER (11,4 × 6,7)<br>Cr 1(8) Der 4(12,5) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 340kW 450V 60Hz a.c.<br>15kn |
| 7037208<br>CSML<br>I-460<br>Df Esd<br>Rdr RT | **ANGOL**<br>ex Rubi-Binti-74<br>**Sacor Maritima Ltda.**<br>Lisboa Portugal | **1 732**<br>1 091<br>2 510 | | <br><br>GL | **1972** Savonlinnan Konepaja Oy<br>—Savonlinna (31)<br>81,11 11,84 5,160<br>76,99 11,80 5,85<br>P 19,2 F 9,8 1 dk | **M Tanker**<br>SBT<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 498 HeCls. C | Oil 2SA 9Cy. 320 × 450<br>2 300bhp (1 692kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 138,0t or methane gas boil off fuel<br>13kn |
| 6915831<br>FVRR<br>5302<br>Df Esd<br>Pfd Rdr<br>RTm/h | **ANGOUMOIS**<br><br>**Association Rochelaise de Peche a Vapeur (A.R.P.V.)**<br>La Rochelle France | **279**<br>103<br>213 | | <br><br>BV | **1968** At. & Ch. de la Manche—Dieppe<br>(1208)<br>38,21 8,41 4,350<br>31,98 8,36 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho 13,9 ER<br>In.200<br>2 Ha (stl) (0,9 1,0 × 0,9) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 250 × 280<br>1 100bhp (809kW)<br>Crepelle et Cie. Lille<br>Gen 2 × 80kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,5t (d.o.) 14kn |

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|---|---|---|---|---|---|---|---|
| 5069582<br>HO5182<br>2962<br>-72D<br>Df Esd<br>Gc Rdr<br>RT | **ANGRA**<br>ex Delos 1-79 ex Chergui-75<br>**Albiani Maritime Corp.**<br>Panama Panama | 1 112<br>610<br>1 679 | BV | **1957** Ziegler Freres—Dunkerque (112)<br>66,65 10,83 4,331<br>65,51 10,80 5,01<br>1 dk<br>RW | **M Wine Carrier**<br>Mchy.aft<br>2 Ho each 13,2<br>B.725<br>2 Ha (each 12,1 × 4,5)<br>2W Der 2(3-5) | 2P | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW) Werkspoor<br>Ziegler Freres Dunkerque<br>Fuel 101,5t (d.o.) 12kn |
| 5105489<br>H9BW<br>9617-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANGSA MAS**<br>ex Adelaide-81 ex Pearl Nile-80<br>ex Nikos M.-80 ex Rosa T-77<br>ex Malabar-72 ex Erika Schulte-70<br>ex Ilse E. Gleue-54<br>**Mayfair Navigation de Panama S.A.**<br>Cita Fishery Pte. Ltd.<br>Panama Panama | 1 973<br>1 139<br>3 339 | AB (GL) | **1954** Interessengem. Gleue Reed —Hamburg (705)<br>*75,44* 12,76 6,636<br>12,70 7,70<br>B 12,5 F 10,1 2 dks<br>RW rf 102 | **M General Cargo**<br>2 Ho 11,3 34,1 ER<br>G.3 902 B.3 738<br>4 Ha (7,1 8,9 8,9 7,1 × 6,0) ER<br>Der 1(15) 8(3) | CSD | Oil 2SA 7Cy. 400 × 600<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 85kW 233V d.c.<br>Fuel (d.o.) 12kn |
| 7410591<br>EHIV<br>Df Esd<br>Gc Rdr<br>RT | **ANGUIACHO**<br>**Manuel Nores Gonzalez**<br>Gijon Spain | 326<br>150<br>350 | BV | **1977** Ast. Gondan—Puerto de Figueras (126)<br>46,36 8,56 4,101<br>39,50 8,50 6,25<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Fuel 208,0t (d.o.) 11,5kn |
| 5017747<br>GCKU<br>301511<br>Df Esd<br>Pfd | **ANGUILLA**<br>**Claridge Trawlers Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | 228<br>82<br>— | ✠Classed LR until 8/60 | **1959**-1 Cochrane & Sons Ltd.—Selby (1434)<br>*31,92* 7,29<br>31,25 7,17 3,51<br>RQD 17,7 F 5,2<br>RW rf 610 BK 178 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations | | Oil 4SA 6Cy. 318 × 381 with friction coupling, clutch & sr reverse geared to sc. shaft<br>403bhp (296kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 5378256<br>GBDJ<br>378961<br>Df Esd<br>RT | **ANGUS**<br>ex Anglia-79 ex Venus-65<br>**B. T. Cuckow & J. A. Parsons**<br>Rochester United Kingdom | 306<br>186<br>438 | GL | **1955** Werft Nobiskrug—Rendsburg (592)<br>*43,20* 8,06 2,571<br>41,58 8,01 2,90<br>P 9,2 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.630 B.596<br>1 Ha (19,9 × 5,4) ER<br>Der 2(1,5) | | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9kn |
| 7622326<br>330881<br>Esd Gc<br>Rdr RT | **ANGUS SHERWOOD**<br>**Northern Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | 669<br>442<br>— | | **1969** Allied Shipbuilders Ltd.—North Vancouver, B.C.<br>48,77<br>12,20 3,20<br>1 dk | **TM Tug** | | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois |
| 7027679<br>UQKN<br>M-30187<br>Df Esd<br>Gc Rdr<br>RT | **ANGYALFOLD**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | 1 350<br>611<br>2 033 | RS | **1970** Angyalfold Shipyard—Budapest<br>77,91 11,51 5,211<br>69,83 11,46 5,62<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,0) ER<br>6W Der 1(12) 6(3-5) | | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>12,5kn |
| 5099642<br>XVLO<br>Rdr RT | **ANH TUAN**<br>ex Eiyu Maru No. 7-70<br>**Government of The Socialist Republic of Vietnam**<br>Ho Chi Minh City Vietnam | 951<br>573<br>1 444 | (BV) | **1961** Sanoyasu Dockyard Co. Ltd.—Osaka (187)<br>65,00 9,66 4,598<br>60,25 9,61 5,03<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 826 | | Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 10kW 1 × 5kW 105V d.c.<br>Fuel 60,0t (d.o.)-4,5pd 10,5kn |
| 5031810<br>H3PI<br>6125<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANHENG**<br>ex Euryshunli-76<br>ex Awajisan Maru-75<br>**Grit Enterprise Ltd.**<br>Panama Panama | 6 448<br>3 578<br>10 221 | ✠Classed LR until 4/65<br>NK | **1952**-2 Mitsui SB. & Eng. Co. Ltd. —Tamano (566)<br>152,20 19,38 8,294<br>142,04 19,31 12,40<br>F 10,1 1 dk & S dk, 3rd dk clear of aft hold<br>RW | **M General Cargo**<br>Ref<br>6 Ho<br>G.16 921 B.15 149 In.477<br>6 Ha (8,2 × 6,0) (12,5 11,8 × 7,0) ER (8,3 13,4 7,1 × 7,0)<br>18W Der 2(15) 4(10) 12(5) | OSD | Oil 2SA 9Cy. 740 × 1600<br>8 000bhp (5 884kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 230kW 225V d.c.<br>Fuel 2 524,0t-29,5pd 17kn |
| 7530872<br>DGMN<br>12350<br>Df Esd<br>Gc Rdr<br>RT | **ANHOLT**<br>ex Neuwerk-81<br>**Partenreederei m.s. 'Anholt'**<br>Hamburg Federal Republic of Germany | 1 298<br>929<br>3 100 | GL | Lch.**1977** Kyokuyo Zosen Tekko K.K. —Hikoshima (504)<br>Len & Cmpl.**1978** Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>95,81 4,771<br>89,67 12,41 7,22<br>P 13,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.5 300 B.5 100<br>TEU 207 C.Ho 107/20' (40') C.Dk 100/20' (40')<br>1 Ha (60,5 × 9,7) ER | | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>12kn |
| 8012748<br>OUWY<br>A380<br>Esd Gc<br>Rdr RT | **ANHOLT**<br>**I/S Grena-Anholt Faergefart**<br>Anholt Denmark | T.Mk<br>**299**<br>134<br>80 | BV | **1981** Dannebrog Vaerft A/S—Aarhus (177)<br>41,03 2,452<br>36,33 8,91 3,41<br>1 dk | **TM Ferry**<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 240 × 300<br>498bhp (366kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>10,75kn |
| 5295997<br>EBYO<br>664<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANI**<br>ex Butasiete-82 ex Rio Hijuela-67<br>**Butano S.A.**<br>Bilbao Spain | 1 714<br>1 062<br>1 870 | BV (AB) | **1960** Ast. de T. Ruiz de Velasco—Bilbao (60)<br>79,76 11,79 5,995<br>72,12 11,76 7,01<br>P 16,5 B 4,9 F 10,1 2 dks<br>RW rf 102 conv General Cargo 66 | **M Liquefied Gas Carrier**<br>LPG<br>8 Ta (stl) cyl horizontal ER<br>L.(gas) 2 180 | | Oil 4SA 8Cy. 390 × 680<br>1 650bhp (1 214kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 101,5t 12,75kn |

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|---|---|---|---|---|---|---|
| 7714997<br>H08086<br>8866-78<br>Df Esd<br>Gc Rdr<br>RT | **ANI**<br>**Atlantic Truck & Trailer Co. S.A.**<br>Panama Panama | T.Mk<br>**852**<br>510<br>1 804<br>**2 900**<br>1 905<br>— | **100A1** SS 11/78<br>roll on—roll off cargo<br>ship<br>**LMC**<br>EL S 467,5/42,0U2<br>FN 2025<br>(AB) | **1978** Teraoka Shipyard Co. Ltd.—Nandan (173)<br>93,81 17,99 3,690<br>85,45 14,80 8,89<br>2 dks<br>rf 102<br>3BH WB1554T incl. Comb. btm & STs in way of lower car Dk & pipe tunnel 1302T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | 2 Oil 4SA each 6Cy. 310 × 380 geared to sc. shafts<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 190kW 380V 50Hz a.c.<br>2 Directional propellers<br>13kn |
| 7301788<br>H9LA<br>1099<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANIA**<br>**Global Bulk Oil Corp.**<br>Panama Panama | **60 850**<br>46 104<br>130 250 | AB | **1973** Hitachi Zosen—Innoshima (4327)<br>266,71(BB) 41,46 16,815<br>255,00 41,41 22,20<br>1 dk<br>rf 89 | **M Tanker**<br>15 Ta ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 900kW 2 × 480kW<br>Fuel 4 946,0t (hvf) 15kn |
| 5414775<br>ZGKU<br>384488<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANIARA**<br>ex Ciudad De Leon-80 ex Leon-75<br>ex Roro New Brunswick-75<br>ex Apollo New Brunswick-72<br>ex Aniara-71<br>**Aniara Ltd.**<br>Georgetown Cayman Islands (British) | T.Mk<br>**498**<br>282<br>1 041<br>**1 718**<br>1 236<br>2 276 | ✠LR class withdrawn-<br>Reported defects<br>2/7/82 | **1963**-12 Lodose Varv A/B—Lodose (139)<br>75,57 11,74 3,404/5,114<br>69,25 11,71 7,57<br>F 10,4 2 dks<br>rf 102 | **M General Cargo Vehicles Carrier**<br>Bow door & ramp Ice strengthened<br>3 Ho 4,7 17,2 16,3 1 TwD 59,1Lwr 1 TwD 56,6Upr ER<br>G.4 042 B.3 760<br>3 Ha (stl) (10,9 × 6,7) (8,5 × 5,8) (13,9 × 6,7) ER<br>6W Der 6(5) | Oil 4SA 8Cy. 320 × 480 with direct drive<br>995bhp (732kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 1 × 52kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 125,0t (hvf) 12kn |
| 7116925<br>H9BU<br>1090<br>3-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANIELLO**<br>ex Jogoo-80 ex Turmalin-78<br>**Compania Naviera Aniello**<br>Panama Panama | T.Mk<br>**7 252**<br>3 836<br>10 886<br>**10 778**<br>6 319<br>15 967 | GL | **1972** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (176)<br>154,64 23,30 8,357/10,376<br>141,99 22,92 13,34<br>P 33,9 F 32,0 2 dks | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>4 Ho 20,2 24,0 31,2 24,0 ER<br>G.25 344 B.22 042 In.300<br>TEU 335 C.Ho 215/20′ C.dk 120/20′<br>4 Ha (stl) (13,3 × 8,0) (13,5 × 11,5) (19,9 13,5 × 10,5) ER<br>10W Der 2(70) 1(40) 2(20) 4(8-15) 2(10) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 455kW 450V 60Hz a.c.<br>Fuel 1 213,0t (hvf) 17kn |
| 5017814<br>UUP<br>9699<br>RT | **ANIENE**<br>ex LCT 379<br>**Armatoriale Societa Lugari e Filippi**<br>Livorno Italy | **418**<br>243<br>559 | | **1943** ..............Canada<br>61,50 9,07<br>57,56 9,05 2,54<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft —<br>conv General Cargo — | **TM Tanker**<br>8 Ta ER | 2 Oil 4SA each 12Cy. 178 × 197<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 25,5t 9kn |
| 5313830<br>301563<br>Df Esd<br>Rdr | **ANIK**<br>ex Maya-73 ex Anik-71<br>ex Ghislain-70<br>ex Ghislain-Marie-67<br>ex Sappho-66 ex Falster-60 | **1 134**<br>530<br>1 528 | ✠Classed LR until 15/4/76 | **1949**-6 Goole SB. & Repairing Co. Ltd. —Goole (468)<br>66,27 10,11 5,004<br>61,12 10,06 5,64<br>RQD 16,2 F 9,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.1 986 B.1 889<br>2W | Oil 2SA 5Cy. 340 × 318<br>815bhp (599kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 211,5t 10kn |
| 5080031<br>H07923<br>3398<br>-73A<br>Df Esd<br>RT | **ANIKA**<br>ex Drakos-73 ex Cornelia B. II-73<br>ex Encarnacion-58<br>ex Cornelia B. II-55<br>**Anika Shipping Co. S.A.**<br>Sutas Shipping Services Ltd.<br>Panama Panama | **488**<br>252<br>920 | **✠100A1** SS 8/79<br>**✠LMC**<br>EL k<br>FN 861 | **1951**-7 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z46)<br>61,57 9,40 4,553<br>55,20 9,33 6,25<br>1 dk & S dk<br>RW<br>3BH WB249t | **M General Cargo** OSD<br>Mchy.aft<br>G.1 550 B.1 450<br>4W Der 4 | Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 91,5t 10,5kn |
| 5017826<br>OFUU<br>1429<br>RT | **ANIKA**<br>ex Duurswold-55<br>**P/R Anika**<br>Reijo Saari<br>Borga Finland | **199**<br>91<br>269 | | **1936** Scheepswerven Gebr. Niestern —Delfzijl (203)<br>37,27 6,56 2,642<br>6,51<br>1 dk<br>R | **M General Cargo**<br>G.396 B.368<br>2 Ha (6,5 9,9 × 3,9)<br>2W Der 2 | Oil 4SA 3Cy. 280 × 450<br>150bhp (110kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel (d.o.) 8,5kn |
| 7740441 | **ANIKSHCHYAY** | **187**<br>48<br>80 | (RS) | **1978** ..............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (stl) (1,4 × 1,1)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 6517952<br>SXZD<br>7785<br>Df Gc<br>Rdr RT | **ANIMAR**<br>ex Omega Kos-82<br>ex Hindoustan-80<br>ex Hwapyung Diana-77<br>ex Shinpo Maru-73<br>**Maravi Maritime Co.**<br>Rousnavi Co. Ltd.<br>Piraeus Greece | **1 925**<br>1 116<br>3 037 | BV (NK) | **1965** Kurushima Dock Co. Ltd.—Imabari (273)<br>87,10 12,86 5,639<br>79,99 12,81 6,61<br>P 18,3 F 8,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 125 B.3 795<br>2 Ha (18,9 22,7 × 7,3) ER<br>8W Der 2(15) 6(10) | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW) E made59 fitted65<br>Nippon Hatsudoki Kobe<br>Gen 2 × 40kW 220V a.c.<br>Fuel 243,0t-6,5pd 11,5kn |
| 6930506<br>YQAQ<br>260<br>Df Esd<br>Gc Rdr<br>RT | **ANINA**<br>**NAVROM**<br>Constantza Romania | **9 557**<br>2 971<br>12 500 | RNR | **1969** Santierul Naval Galatz—Galatz<br>148,72 20,38 7,930<br>140,75 19,72 10,72<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>5 Ho each 15,1 ER<br>G.7 773<br>5 Ha (stl) (each 15,0 × 9,9) ER | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) NE made64 Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 814,5t (hvf) 12,5kn |
| 5336961<br>HCNF<br>Df Esd<br>RTm/h | **ANINA**<br>ex Spoorsingel-67<br>**Fernando Lebed**<br>Guayaquil Ecuador | **500**<br>278<br>689 | | **1957** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1257)<br>54,26 8,72 3,169<br>48,77 8,67 3,51<br>P 15,0 F 9,2 1 dk<br>R | **M General Cargo**<br>1 Ho 31,7 ER<br>G.1 000 B.940<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 305 × 460<br>450bhp (331kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 6kW 110V d.c.<br>Fuel 66,0t (d.o.) 9,5kn |

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|---|---|---|---|---|---|---|
| **6725339**<br>OVQN<br>H420<br>Df Esd<br>Pfd Rdr<br>RT | **ANINE NORDFISK**<br><br>**P/R Anine Nordfisk**<br>Poul Erik Nielsen, I/S Nordfisk<br>Skagen Denmark | **125**<br>65<br>— | | **1967** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (115)<br>28,00 6,23<br>24,39 6,20 3,15<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy.<br>590bhp (434kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| **5371662**<br>IBAE<br>471<br>Df Esd<br>Gc Rdr<br>RT | **ANINGA**<br>ex Rigote-75 ex Tyne Ore-75<br>**Cala Pira S.p.A. di Navigazione**<br>Cagliari Italy | **12 232**<br>3 566<br>20 365 | RI (AB) | **1961** Schlieker-Werft—Hamburg (540)<br>166,43 22,59 9,418<br>157,51 22,51 12,25<br>P 34,2 F 19,9 1 dk<br>rf nil | **M Ore Carrier**<br><br>4 Ho ER<br>G.11 814 B.11 700<br>10 Ha ER<br>2W Der 2(3) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Frd. Krupp A.G. Essen<br>Fuel 1 924,5t 15,5kn |
| **7386350**<br>EQIE<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANIS**<br>ex Altano-82<br>**Irano-Hind Shipping Co. Ltd.**<br>Bandar Abbas Iran | **19 904**<br>13 803<br>34 987 | **✠100A1** SS 7/80<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 7296 | **1975**-10 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (176)<br>196,02(BB) 24,29 11,145<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil DK fwd<br>NS 9BH WB16333T incl. COMB. btm & STs in Nos. 1, 2, 3, 4, 6 & 7 holds 4755T Topside tanks in all holds 3877T & No. 4 hold 579T | **M Bulk Carrier**<br><br>7 Ho 19,8 19,9 19,9 19,8 19,9 19,9 19,1 ER<br>G.44 753 B.38 526<br>7 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 4(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 552,5t (hvf)-35,5pd 15,25kn |
| **5146940**<br>HQCO<br>RH-L8<br>1296<br>Df Esd<br>RT | **ANIS II**<br>ex Andromeda-76 ex Frans W-75<br>ex Helios-71<br>**Straco Shipping Corp.**<br>San Lorenzo Honduras | **498**<br>297<br>833 | **✠100A1** SS 6/78<br><br>**✠LMC**<br>EL i<br>FN 682 | **1957**-10 N.V. Schpsb. v/h Th. J. Fikkers —Foxhol (116)<br>56,95 9,30 3,620<br>51,52 9,20 4,02<br>RQD 15,3 F 8,6 1 dk<br>RW rf 102<br>3BH WB311t incl. Dka38t m10t | **M General Cargo**<br>Mchy.aft<br><br>G.1 076 B.1 034 | Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 62,0t 11,5kn |
| **5181213**<br>USUZ<br>M-27542<br>Df Esd<br>Gc Rdr<br>RT | **ANISIMOVKA**<br>ex Kangauz<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **3 170**<br>1 225<br>1 424 | RS | **1962** ..............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,6 × 1,6) (1,3 × 1,5) (1,3 × 1,2) (1,9 1,9 × 1,9)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller 13kn |
| **5017876**<br><br><br>Df Esd<br>Rdr RT | **ANITA**<br>ex Bonn-61<br>**Vietnam Ocean Shipping Co.** | **1 191**<br>504<br>1 595 | | **1928** A/S Akers M/V—Oslo (431)<br>77,02 11,31 5,017<br>11,26<br>P 8,9 B 31,7 F 16,2 1 dk<br>R | **S General Cargo**<br><br><br>G.2 888 B.2 605<br>8W | T 3Cy. 559 889 & 1524 × 1067<br><br>A/S Akers M/V Oslo<br>Fuel 163,5t (o.f.) 12,5kn |
| **7034153**<br>PCRF<br><br>Df Esd<br>Rdr RT | **ANITA**<br>ex Viking-81<br>ex Siegfried Lehmann-76<br>**B.V. Poromaka & J. C. Moermann**<br>Rotterdam Netherlands | **1 009**<br>690<br>1 889 | GL | **1971** Bodewes Schpsw. "Volharding" N.V. —Foxhol (169)<br>70,82 11,97 4,503<br>67,65 11,88 5,39<br>2 dks | **M General Cargo**<br><br><br>G.2 438 B.2 223<br>1 Ha (stl) (42,0 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| **6410257**<br>PCSI<br><br>Df Esd<br>Pfd Rdr<br>RTm | **ANITA**<br><br>**N.V. Visserij Maats. 'Vlaardingen'**<br>Vlaardingen Netherlands | **325**<br>148<br>— | | **1964** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (181)<br>43,31 7,29 3,296<br>38,71 7,22 3,99<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln |
| **7436129**<br>OW2104<br>D2222<br>RT | **ANITA**<br>ex Sirius-82 ex Vega-76<br>**Pauli Viberg Sorensen**<br>Tvoroyri Faroe Islands | **191**<br>89<br>— | NV | **1974** Hakonsens M/V A/S—Skudeneshavn (5)<br>30,79 7,35<br>26,52 7,32 3,66<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br><br>2 Ha (each 1,9 × 1,5) ER | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW 1 × 12kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6605694**<br>DFON<br>664<br>Esd Rdr<br>RT | **ANITA**<br><br>**Glusing Transport G.m.b.H.**<br>Cuxhaven Federal Republic of Germany | **149**<br>89<br>237 | GL | **1965** Schiffsw. Scheel & Johnk—Hamburg (449)<br>35,34 6,33 2,032<br>33,13 6,00 2,42<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 220 | Oil 4SA 6Cy. 215 × 300 reverse geared to sc. shaft<br>225bhp (166kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 190,0t (d.o.) 8,75kn |
| **5017929**<br><br><br>Df Esd<br>RTh | **ANITA**<br>ex Else Anthonisen-61<br>**S.A. Importadora y Exportadora de la Patagonia**<br>Buenos Aires Argentina | **140**<br>70<br>— | (GL) | **1960** Schiffswerft "Ernst Thalmann" —Brandenberg<br>30,89 6,71 2,706<br>3,31 | **M Fishing**<br>Side Trawler<br>2 Ho 4,2 9,5 | Oil 4SA 8Cy. 240 × 360<br>420bhp (309kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 16kW 1 × 12kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7026481**<br><br>329994 | **ANITA BERNARD**<br><br>**Anita Bernard Ltd.**<br>Caraquet, N.B. Canada | **130**<br>65<br>— | | **1969** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>*24,30* 7,07<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **7401382**<br>C6CM<br>384334<br>Df Esd<br>Gc Rdr<br>RT | **ANITA DAN**<br>ex Asian Adventuress-81<br>ex Aldgate-79 ex Scapdale-79<br>**Odin Shipping Ltd.**<br>Nassau Bahamas | **19 450**<br>13 759<br>37 523 | **✠100A1** SS 2/81<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL I† 2$\frac{7}{8}$"U2<br>FN 7792 | **1976**-5 Hellenic Shipyards—Skaramanga (1095)<br>196,12(BB) 26,57 11,372<br>185,96 26,50 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil<br>NS 9BH WB16425T incl. comb. btm. & STs in Nos. 1,2,4,5,6&7 holds 3174T topside tanks in holds 5073T & No. 4 hold 7031T | **M Bulk Carrier**<br><br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4 21,2 ER<br>G.46 590 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0 12,2 × 12,4) ER<br>Cr 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 218,0t (d.o.) 2 144,0t (hvf) 15kn |

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|---|---|---|---|---|---|---|
| **5190173**<br>OVTD<br>H581<br>Df Esd<br>RT | **ANITA NELLEMANN**<br>ex Klinton-75<br>**Per N. Nielsen**<br>Esbjerg Denmark | **162**<br>84<br>— | (NV) | **1961** Bolsones Verft—Molde (177)<br>35,36 6,71 2,617<br>6,68 3,36<br>1 dk<br>BK 140 len 71 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>5 Ha (0,9 × 0,9) (0,7 0,7 1,3 0,7 × 1,1) ER<br>1W Der 1(0,5) | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 73<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **7712042**<br>PCRE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANITA SMITS**<br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**2 407**<br>1 769<br>4 075<br>**3 971**<br>2 438<br>7 800 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL W 533,3/48,0U2(a)<br>FN 2427 | **1979**-7 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (399)<br>98,10 (BB) 17,10 5,474/8,383<br>89,36 17,01 10,14<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB3283T incl. Upr. STs in hold 1366T, Lwr. STs in hold 547T | **M General Cargo**<br>1 Ho 52,8 ER<br>G.7 021 B.6 800<br>1 Ha (stl) (45,4 × 12,8) ER<br>Cr 2(25-50) | Oil 4SA 8Cy. 320 × 420 geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Fuel 409,5t (d.o.)-10,0pd 12kn |
| **7916337**<br>ELBN4<br>7112<br>Df Esd<br>Gc Rdr<br>RT | **ANITA VENTURE**<br>**Warrender Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **29 450**<br>21 597<br>61 776 | BV | **1981** Koyo Dockyard Co. Ltd.—Japan (1008)<br>222,99 32,26 13,020<br>213,11 32,21 17,91<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.70 091 B.68 668<br>7 Ha (stl) ER | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| **7602716**<br>DABZ<br>12502 | **ANITA VON BARGEN**<br>**Heinrich von Bargen & Sohn OHG**<br>Hamburg Federal Republic of Germany | **1 599**<br>1 180<br>2 944 | GL | **1978** Stocznia Gdanska im. Lenina—Gdansk (B341/03)<br>5,341<br>83,93 13,61 6,46<br>F 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>G.3 913 B.3 597<br>TEU 136 C. 136/20′ | Oil 4SA 12Cy. 250 × 300 geared to sc. shaft<br>2 200bhp (1 618kW) Sulzer<br>H. Cegielski Poznan<br>14,5kn |
| **5427708**<br>DDFM<br>59<br>Df Esd<br>Rdr<br>RTm/v | **ANITA W**<br>ex Else G-82 ex John Kruse-75<br>**Partenreederei m.s. 'Anita W'**<br>Bruno Werner<br>Stade Federal Republic of Germany | T.Mk<br>**210**<br>118<br>560 | GL | **1963** Martin Jansen Schiffswerft u. Mfbk. —Leer (59)<br>47,81 8,84 3,061<br>42,02 8,74 5,31<br>P 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 227 B.1 083<br>1 Ha (23,0 × 5,4) ER | Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9kn |
| **7501845**<br>H2DB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANITA I**<br>ex Anita-82<br>**Stallion Shipping Co. Ltd.**<br>Limassol Cyprus | **4 616**<br>2 784<br>8 197 | (BV) (GL) | **1976** Watanabe Zosen K.K.—Hakata (177)<br>117,61 7,211<br>110,01 18,01 9,02<br>P 22,9 F 9,8 1 dk | **M General Cargo**<br>Mchy.aft<br>G.10 135 B.9 930 | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>15kn |
| **8120210** | **ANITA I**<br>**Ocean Trading of Nigeria Ltd.**<br>Lagos Nigeria | **148**<br>—<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al (152)<br>27,16<br>24,69 7,01<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5423415**<br>LHJL<br>9173<br>RT | **ANITA-MERETE**<br>ex Blaveis I-80 ex Blia-64<br>ex Bratdal-63 ex Sollund 1-61<br>ex Csardas<br>**Bjornar Mentzen**<br>Svolvaer Norway | **246**<br>120<br>315 | NV | **1915** Y. de Jong—Groningen (7)<br>38,21 6,89 3,175<br>36,58 6,84<br>1 dk<br>R BK 140 | **M General Cargo**<br>Ice strengthened<br>G.368<br>2 Ha (each 5,9 × 2,4) ER<br>2W Der 2 | Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) NE 64<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 3kW 1 × 2kW 24V d.c.<br>Fuel (d.o.) |
| **5379274**<br>LMOI<br>15548<br>Df Esd<br>Rdr RT | **ANITRA**<br>ex Grunnvag-81 ex Alfa-70<br>ex Vestnorge-67 ex Alfa-61<br>**Andreas Olsen**<br>Farsund Norway | T.Mk<br>**281**<br>109<br>408 | **✠100A1** SS 6/80<br>with fbd<br>Str. nav. ice<br>**LMC**<br>EL f<br>FN 529 | **1946**-9 Solvesborgs Varv A/B—Solvesborg (28)<br>43,34 8,18 3,207<br>38,99 8,11 5,44<br>2 dks<br>RW<br>Coll BH to U dk 2 to 2nd dk WB155t | **M General Cargo**<br>1 Ho 23,3 ER<br>G.979 B.874<br>2 Ha (each 9,1 × 4,4) ER<br>2W Der 2(2,5) | Vee Oil 4SA 12Cy. 215 × 260 reverse reduction geared to sc. shaft<br>1 250bhp (919kW) NE made55 refitted9/72<br>N.V. Werkspoor Amsterdam<br>Fuel 45,5t (d.o.)-2,0pd |
| **5414799**<br>UEMP<br>M-17090<br>Df Esd<br>Gc Rdr<br>RT | **ANIVA**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1963** Rauma-Repola Oy—Rauma/Raumo (130)<br>105,11 14,84 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,5 × 3,2) ER<br>3W Der 3(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| **5414804**<br>UFOB<br>M-26076<br>Df Esd<br>Gc Rdr<br>RT | **ANIVA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **642**<br>270<br>497 | RS | **1957** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B14/103)<br>59,19 9,02 4,319<br>53,85 8,97 4,96 | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>G.105 In.274<br>2 Ha (2,9 1,5 × 1,3)<br>3W Der 3(1,5) | C 4Cy. (2) 295 & (2) 690 × 640<br>800ihp (588kW)<br>H. Cegielski Poznan<br>10,5kn |
| **7630036**<br>UWVX<br>M-12475 | **ANIVA**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1976** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| **7703273**<br>DNAM<br>Df Esd<br>Gc Rdr<br>RTh/v | **ANJA**<br>**Partenreederei m.s. 'Anja'**<br>Peter Johannes Meyer<br>Hamburg Federal Republic of Germany | **896**<br>609<br>2 060 | GL | **1977** J. J. Sietas K.G. Schiffswerft —Hamburg (831)<br>71,99 4,452<br>65,51 12,81 6,81<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.3 200 B.3 143<br>TEU 127<br>C.Ho 53/20′ (40′) C.Dk 74/20′ (40′)<br>1 Ha (stl) (43,8 × 10,2) | Oil 4SA 6Cy. 320 × 450<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 178,0t (d.o.)-6,5pd 12kn |

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| 6405264<br>DDGI<br>Gc Pfd<br>Rdr<br>RTh/v | **ANJA FUNK**<br>ex Theresia M-80 ex Ilona-73<br>**Peter Funk**<br>Stade Federal Republic of Germany | **211**<br>141<br>560 | GL | **1963** Martin Jansen Schiffswerft u. Mfbk. —Leer (60)<br>47,78 8,79 3,048<br>42,02 8,74 5,31<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 27,9 ER<br>G.1 218 B.1 161<br>1 Ha (27,9 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 220 × 280<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 39kW 220V d.c.<br>Fuel 30,5t (d.o.) 9,5kn |
| 7527435<br>S6DV<br>381849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANJA LEONHARDT**<br>ex Bright Ever-80 ex Hakuho-79<br>**m.s. 'Anja Leonhardt' Schiffahrts-Gesellschaft Leonhardt & Co. (G.m.b.H. & Co.)**<br>Leonhardt & Blumberg Reederei Schiffs-und Versicherungsmakler<br>Singapore Singapore | **12 264**<br>8 536<br>21 515 | GL NK | **1976** Kochiken Zosen—Kochi (611)<br>161,40(BB) 22,86 9,919<br>150,02 22,81 13,62<br>P 28,4 F 11,0 1 dk | **M Bulk Carrier**<br>G.21 740 B.21 419<br>3 Ha (stl) (30,7 18,7 18,7 × 10,5) ER<br>Der 2(32) 1(20) 1(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 800kW a.c.<br>12,75kn |
| 8120234 | **ANJALI**<br>**Ocean Trading of Nigeria Ltd.**<br>Lagos Nigeria | **148**<br>—<br>— | | **1982** Quality Marine Inc.—Bayou la Batre, Al (155)<br>27,16 2,744<br>24,69 7,01 3,69<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7921277<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANJASMORO**<br>ex Tomoe 63-82<br>**P.T. Bhaita Laju Tanker**<br>Jakarta Indonesia | **3 423**<br>1 807<br>6 035 | NK | **1980** Asakawa Zosen—Imabari (292)<br>104,53 6,751<br>96,02 15,51 7,93<br>P 26,6 F 15,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 6 672 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 160kW a.c.<br>12kn |
| 5171581<br>HO3396<br>9108-HA<br>Df Esd<br>RT | **ANJO**<br>ex Anho-80 ex Jens Bracke-64<br>ex Johanna Katz-58<br>**O. R. Sylvester**<br>Panama Panama | **466**<br>225<br>664 | (GL) | **1952** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (S157)<br>51,82 8,26 3,372<br>8,21 3,76<br>P 11,0 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.850 B.796<br>1 Ha (22,6 × 4,7) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW) NE 69<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 27,5t 9kn |
| 7633349<br>DCWD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANJOLA**<br>**m.s. 'Rolf' Buck Bereederungs K.G.**<br>Emden Federal Republic of Germany | **483**<br>269<br>1 625 | GL | **1977** Frd. Krupp Schiffsw.—Duisburg (609)<br>74,02 11,99 3,229<br>71,02 11,82 5,26<br>F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,4 ER<br>G.2 835 B.2 430<br>TEU 12 C. 12/20'<br>1 Ha (stl) (48,0 × 8,9) ER | Oil 4SA 8Cy. 220 × 280<br>990bhp (728kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>9,5kn |
| 7102625<br>Df Esd<br>Gc RT | **ANJOMAR**<br>**Pesquera Onubense S.A.**<br>Huelva Spain | **154**<br>79<br>97 | | **1971** Construcciones Navales P. Freire S.A. —Vigo (62)<br>29,06 6,38<br>24,52 6,30 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 200 × 185<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille |
| 5259917<br>399547<br>Df Esd<br>Rdr<br>RTm/v | **ANKE J**<br>ex Michael C-81 ex Anjo-78<br>ex Mittelrhein-70 ex Obereider-64<br>ex Anne Catharina-61<br>**Anke J Maritime Co. Ltd.**<br>Georgetown Cayman Islands (British) | **422**<br>294<br>630 | GL | **1955** Werft Nobiskrug—Rendsburg (590)<br>*48,77* 8,06 3,074<br>8,01 2,90<br>RQD 18,9 F 6,1 1 dk<br>RW len & deepened 65 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.950 B.895<br>1 Ha (19,9 × 5,4) ER | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>8,5kn |
| 7235599<br>OVXJ<br>H509<br>RT | **ANKER**<br>ex Guldager-76<br>**John P. Nielsen**<br>Hirtshals Denmark | **149**<br>79<br>— | | **1974** Soby Motorfabrik og Staalskibsvaerft —Soby (44)<br>29,72 6,79<br>25,99 6,76 3,41 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| 7017038<br>Y6DP | **ANKLAM**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **532**<br>136<br>— | DSRK | **1956** VEB Rosslauer Schiffswerft—Rosslau<br>55,63 9,76 2,499<br>54,51 9,53 4,02<br>1 dk | **TD-E Dredger**<br>Bucket<br>Mchy.aft<br>Cr 1(5,5) Der 1(1,5) | 2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 160kW connected to 2 elec. motors each of 150shp (110kW)<br>East Germany<br>Gen 2 × 52kW 1 × 12,75kW 230V 50Hz a.c. |
| 6411419<br>P3KJ<br>394202<br>Df Esd<br>Rdr RT | **ANKO**<br>ex Mount Zeria-78<br>ex Silver Cloud-77<br>ex Schoonebeek-74<br>**Athalia Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**596**<br>278<br>1 200<br>**1 141**<br>725<br>1 780 | ✠**100A1** SS 11/78<br>Ice Class 2 or 3 at draughts not exceeding 3,778m & 5,017 respectively<br>✠**LMC**<br>EL n 1$\frac{5}{16}$"SQ<br>FN 1126 | **1964**-6 N.V. Schps. Gebr. van Diepen —Waterhuizen (977)<br>72,95 10,90 3,779/5,017<br>65,23 10,80 6,46<br>F 10,4 2 dks<br>Coll BH to U dk 2 to 2nd dk WB359t | **M General Cargo**<br>2 Ho 24,6 22,1 ER<br>G.2 577 B.2 354<br>2 Ha (15,6 15,6 × 5,5) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 270 × 500<br>940bhp (691kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 10kW 110V d.c.<br>Fuel 78,0t 11,5kn |
| 6609949<br>ATAW<br>1208<br>RTv | **ANKUSH**<br>**Bombay Port Trust**<br>Bombay India | **286**<br>—<br>— | ✠Classed LR until 4/68 | **1966**-6 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1116)<br>33,66 9,38 3,404<br>30,26 8,92 4,27<br>rf 610 BK 102 | **TM Tug** | 2 Oil 4SA each 7Cy. 235 × 330 sr reverse geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 23kW 415V 50Hz a.c.<br>Fuel 38,5t (d.o.) 12kn |
| 6917762<br>Gc RTv | **ANLOGA**<br>ex Awunaga-69<br>**Ghana Supply Commission**<br>Takoradi Ghana | **150**<br>—<br>— | ✠**100A1** SS 10/78<br>tug<br>Ghana coasting service<br>✠**LMC**<br>EL (b) $\frac{3}{4}$"U2<br>FN 302 | **1969**-6 C. Cassens Schiffswerft—Emden (97)<br>29,32 8,06 2,896<br>26,45 7,62 3,79<br>rf 610<br>6BH | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 36kW 1 × 20kW 400V 50Hz a.c.<br>Fuel 34,5t (d.o.) 10,5kn |

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| 6504632<br>P2AN<br>000055<br>RT | **ANN**<br>ex Orresunby-78 ex Ann-76<br>ex Fritz Alfred II<br>ex Friedrich August<br>ex Willkommen<br>**Bishop Shipping Services Pty. Ltd.**<br>Port Moresby Papua New Guinea | **200**<br>103<br>245 | | (GL) | **1908** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden (91)<br>37,34 6,53 3,001<br>6,48 3,31<br>P 1,6 RQD 1,0 F 1,0 1 dk<br>R len 49 | **M General Cargo**<br>1 Ho<br>G.425 B.340<br>2 Ha (2,3 14,0 × 3,9)<br>2W Der 3(1,5) | Oil 2SA 3Cy. 230 × 400<br>210bhp (154kW) NE 64<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 6,0t (d.o.)-1,0pd |
| 5418719<br>VC8337<br>318377<br>Esd Pfd<br>Rdr RTh | **ANN C. SPENCER**<br>**Richmond Fisheries Ltd.**<br>Halifax, N.S. Canada | **310**<br>107<br>123 | ✠Classed LR until 2/68 | | **1963**-10 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (83)<br>39,32 8,03<br>35,06 7,93 4,35<br>P 2,5 F 6,1<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 9,0<br>2 Ha (stl) (each 1,3 × 1,0)<br>1W Der 1(3) | Oil 4SA 7Cy. 305 × 460<br>770bhp (566kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 30kW 220V 60Hz a.c.<br>Fuel 52,0t (d.o.) 12kn |
| 7358846<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **ANN COAST**<br>**Naviera Coatzacoalcos S.A. de C.V.**<br>Coatzacoalcos Mexico | T.Mk<br>**299**<br>162<br>716 | | BV | **1974** A/S Nordsovaerftet—Ringkobing (83)<br>49,71 8,34 3,468<br>44,46 8,30 5,49<br>P 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>G.1 312 B.1 159<br>1 Ha (27,5 × 5,0) ER<br>2W Der 1(5) 1(3) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 1 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.)-3,0pd 10kn |
| 7611365<br>WYT9<br>825<br>560426 | **ANN H**<br>**Timber Island Seafood Inc.**<br>Apalachicola, Fl United States of America | **133**<br>90<br>— | | | **1974** Sherman Shipyard Inc.—Panama City, Fl<br>*22,04*<br>6,72 3,69<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5426297<br>LITJ<br>9460<br>RT | **ANN JORUN**<br>ex Haabet Senior-78<br>ex Avaldsnes-73 ex Jarnes-63<br>ex Jadarholm-50<br>ex Tvedestrand-34 ex Moss 2<br>ex Tvedestrand<br>**Arne Boe**<br>Arne M. Kvendseth<br>Kristiansund N. Norway | **111**<br>58<br>168 | | | **1881** Kristinehamn M/V—Kristinehamn<br>32,57 5,14<br>5,08<br>1 dk<br>R BK 119 len 04 | **Iron M General Cargo**<br>1W Der 1(3) | Motor 2SA 2Cy. 340 × 380<br>90bhp (66kW) E made40 refitted47<br>semi-diesel<br>M. Haldorsen & Sonner Rubbestadneset<br>Fuel 5,0t (d.o.)-0,5pd 8kn |
| 5018272<br>OXOB<br>D980<br>Df Pfd<br>Rdr RT | **ANN LISE THOLSTRUP**<br>**Kosan Tankers A/S**<br>Kobenhavn Denmark | **499**<br>247<br>529 | | BV | **1963** Jos. L. Meyer—Papenburg (513)<br>52,18 9,10 3,493<br>46,64 9,00 4,45<br>F 9,5 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Ice strengthened<br>3 Ta (stl) 2 cyl horizontal 1 spherical ER<br>L.(gas) 598 | Oil 4SA 6Cy. 270 × 360<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 65,0t (d.o.) 10kn |
| 6420068<br>OYWF<br>D1178<br>Df Esd<br>Pfd Rdr<br>RTm | **ANN LOUISE**<br>ex Jentrader-79 ex Samtrans-75<br>ex Balka-70 ex Netteill-68<br>**Erik Haubenreisser Pedersen**<br>Strandby Denmark | **400**<br>235<br>625 | | BV | **1964** A/S Nordsovaerftet—Ringkobing (19)<br>46,41 8,23 3,201<br>44,20 8,21 3,51<br>P 11,9 B 10,1 F 7,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,7 ER<br>G.866 B.790<br>2 Ha (each 11,8 × 5,0) ER<br>2W Der 2(2,5) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 5kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-1,5pd 10kn |
| 5018284<br>GHTF<br>302789<br>Df Esd<br>Rdr RTm | **ANN M**<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 203**<br>594<br>1 676 | **✠100A1**<br>**✠LMC** | SS 9/80<br>EL n 1⅜"SQ<br>FN 1034 | **1961**-9 Burntisland S.B. Co. Ltd.—Burntisland (399)<br>70,11 11,16 4,465<br>66,45 10,98 4,58<br>P 16,8 F 7,7 1 dk<br>RW rf nil<br>NS 5BH WB569t incl. DTm145t | **M General Cargo**<br>2 Ho 14,6 25,6 ER<br>G.2 254<br>2 Ha (stl) (9,7 20,7 × 5,9) ER | 2 Oil 4SA each 8Cy. 222 × 292 with flexible couplings & sr reverse gear to sc. shaft<br>1 320bhp (971kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 30kW 225V d.c.<br>Fuel 61,0t (d.o.) 11,5kn |
| 7737781<br>BYBE<br>5059<br>Df Esd<br>Gc Rdr<br>RT | **ANN MANN No. 101**<br>**Ann Man Fishery Co. Ltd.**<br>Kaohsiung China* | **323**<br>178<br>— | | | **1974** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>40,70 7,62 3,226<br>35,51 7,55 3,59<br>1 dk | **M Fishing**<br>3 Ho 6,8 4,7 7,9 ER<br>In.325<br>4 Ha (each 1,2 × 1,2) ER | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 80kW 220V a.c.<br>9,25kn |
| 7737793<br>5060<br>Df Esd<br>Gc Rdr<br>RT | **ANN MANN No. 102**<br>**Ann Man Fishery Co. Ltd.**<br>Kaohsiung China* | **323**<br>178<br>— | | | **1974** Taiwan Machy. Mfg. Corp.—Kaohsiung<br>40,70 7,62 3,226<br>35,51 7,55 3,59<br>1 dk | **M Fishing**<br>3 Ho 6,8 4,7 7,9 ER<br>In.325<br>4 Ha (each 1,2 × 1,2) ER | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 2 × 80kW 220V a.c.<br>9,25kn |
| 7716983<br>586764<br>Esd Gc<br>Rdr RT | **ANN MORAN**<br>**Moran Towing Corp.**<br>Wilmington, De United States of America | **149**<br>101<br>413 | | AB | **1977** McDermott Shipyard—Morgan City, La (230)<br>32,01 3,915<br>30,26 9,77 4,83<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>8kn |
| 7406784<br>OZLZ<br>D2348<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANN SANDVED**<br>**R/I Sandved III**<br>Knud I. Larsen<br>Kobenhavn Denmark | T.Mk<br>**1 116**<br>636<br>2 590 | | BV | **1975** Schpsbw. & Rep. Gebr. Sander N.V.—Delfzijl (271)<br>79,46 13,01 5,176<br>72,14 12,98 7,50<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.4 230 B.3 840<br>2 Ha (stl) (21,5 14,0 × 9,5) ER<br>Cr 1(15) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 780bhp (1 309kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel (d.o.) 13kn |
| 7643174<br>576617<br>Esd Gc<br>Pfd Rdr<br>RT | **ANN T. ORGERON**<br>**Mont Boat Rental Services Inc. Services Inc.**<br>Houma, La United States of America | **193**<br>131<br>— | | AB | **1976** Modern Marine Power Inc.—Houma, La (15)<br>4,338<br>33,08 9,77 5,06<br>1 dk | **TM Tug**<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Sweden<br>Gen 2 × 75kW a.c.<br>Fuel 371,0t (d.o.) 12kn |

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| 5002584<br>WK7423<br>277025<br>Esd Gc<br>Pfd Rdr<br>RT | **ANN W.**<br>ex Adeline Foss-77<br>ex Sgt. Raymond E. Baser<br>ex LT 452<br>**Belco Petroleum Corp. of Peru**<br>Seattle, Wa United States of America | **288**<br>120<br>— | (AB) | **1944** Northwestern S.B. Co.—Bellingham, Wa (452)<br>*35,85* 8,54 3,531<br>35,97 8,49 4,45<br>1 dk | **Wood M Tug** | Oil 4SA 8Cy. 405 × 510<br>Enterprise Engine Co. San Francisco, Ca<br>Fuel 120,0t |
| 7396305<br>SYTQ<br>5836<br>Df Esd<br>Gc Rdr<br>RT | **ANNA**<br>**Gestarni Cia. Maritima S.A.**<br>Piraeus Greece | **16 432**<br>11 353<br>29 300 | AB | **1976** Hakodate Dock Co. Ltd.—Muroran (622)<br>180,83(BB) 23,17 10,664<br>170,01 23,11 14,51<br>P 33,0 F 13,5 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,3 19,5 24,0 24,6 24,0 19,8 ER<br>G.38 028 B.33 859 HeCls. B<br>6 Ha (stl) (8,2 13,0 15,2 15,2 15,2 12,8 × 9,6) ER<br>Cr 2(15) 3(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 158,5t (d.o.) 2 733,0t (hvf)-42,5pd<br>15kn |
| 6424131<br>SYPQ<br>8157<br>Df Esd<br>Gc Rdr<br>RT | **ANNA**<br>ex Rona-82 ex Cap Falcon-80<br>ex Stern Sirius-73 ex Sirius-72<br>**Anet International S.A.**<br>Piraeus Greece | **2 020**<br>1 244<br>3 337 | BV (GL) | **1964** Werft Nobiskrug—Rendsburg<br>89,92 13,57 5,735<br>82,02 13,52 6,76<br>F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 299 B.4 125<br>2 Ha (each 18,2 × 7,0) ER<br>8W Der 1(15) 8(3-5) | Oil 4SA 7Cy. 400 × 600 sr geared to sc. shaft<br>1 870bhp (1 375kW) MAN<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel 228,5t 13kn |
| 5276240<br>SV3276<br>2729<br>Esd Pfd<br>Rdr RT | **ANNA**<br>ex Costakis S.-66 ex Petrell-65<br>ex Petrel-61<br>**Tepeleni Shipping Co.**<br>Piraeus Greece | **899**<br>546<br>1 129 | ✠LR class withdrawn 29/10/82 | **1945**-5 Goole SB. & Repairing Co. Ltd. —Goole (407)<br>63,76 9,58 4,147<br>60,97 9,53 4,25<br>RQD 40,6 F 5,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 38,4 ER<br>G.1 803 B.1 701<br>2 Ha (w) (9,5T × 4,2) (12,8 × 6,1) ER<br>4W Der 2(2) 2(-) | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW) ✠ NE 54<br>British Polar Engines Ltd. Glasgow<br>Fuel 70,0t 10kn |
| 5018313<br>PUZA<br><br>RT | **ANNA**<br>**Empreza Nacional de Navegacao 'Hoepcke' S.A.**<br>Florianopolis Brazil | **711**<br>364<br>— | ✠ | **1909**-6 Bremer Vulcan Schiffbau & Mfbk. —Vegesack (524)<br>*53,62* 9,00<br>8,95<br>1 dk<br>R | **TM General Cargo** | 2 Oil 2SA each 6Cy. 240 × 400 NE 50<br>Sulzer Bros. Ltd. Winterthur |
| 6603189<br>PCQO<br><br>Df Esd<br>Rdr<br>RTm/h/v | **ANNA**<br>ex Atlantic Breeze-81<br>ex Cornelia B. VI-78 ex Ulla-73<br>ex Ulla Danielsen-70<br>**J. A. van Klaarwater**<br>Den Helder Netherlands | **499**<br>282<br>1 062 | BV | **1966** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (779)<br>62,77 10,29 3,709<br>55,99 10,19 6,10<br>P 15,9 RQD 21,4 B 12,2 F 9,2 2 dks | **M General Cargo**<br>G.1 672 B.1 468<br>2 Ha (stl) (9,9 14,8 × 5,0) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 58kW 1 × 18kW 1 × 10kW 220V d.c.<br>Fuel 91,5t (d.o.) 11kn |
| 5043071<br>SV3278<br>91<br>Df Esd<br>Rdr RT | **ANNA**<br>ex Bertz-70 ex Pavo-60 ex Hans<br>**Nikolaos Barbas & Michael Gigilinis**<br>Thessaloniki Greece | **497**<br>268<br>800 | HR (BV) | **1941** Zaanlandsche Schps. Maats. —Zaandam (430)<br>54,59 8,72 3,353<br>47,63 8,67 3,71<br>RQD 13,5 F 7,1 1 dk | **M General Cargo**<br>1 Ho 32,0 ER<br>G.1 065 B.1 041<br>2 Ha (each 12,6 × 5,3) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480 geared to sc. shaft<br>550bhp (405kW) NE 64<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 65,0t (d.o.) 9kn |
| 5018349<br>TFBZ<br>0007<br>Df Esd<br>Rdr RT | **ANNA**<br>**Skagaberg S/f**<br>Akranes Iceland | **135**<br>60<br>— | | **1960** Schpsw. "De Beer"—Zaandam (1183)<br>28,10 6,53<br>25,61 6,51 3,23<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 240 × 260<br>500bhp (368kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel (d.o.) |
| 7828994<br><br>594172 | **ANNA**<br>**Richard Lance Inc.**<br>Tampa, Fl United States of America | **129**<br>88<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7011058<br>PCQR<br>70<br>Esd Pfd<br>Rdr RT | **ANNA**<br>ex Willem Pieter-81<br>ex Deus Gubernator-80<br>ex De Jonge Johannes-72<br>**W. Poel**<br>Wieringen Netherlands | **122**<br>37<br>— | | **1968** Fa. S. Seymonsbergen Werf "Concordia"—Amsterdam (655)<br>28,53<br>27,26 6,43 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Gebr. Stork & Co. N.V. Hengelo |
| 5023382<br>SVJF<br>1388<br>Df Esd<br>Gc Rdr<br>RTh | **ANNA A**<br>ex Artemidi IV-82 ex Limnos-76<br>ex Argo Ollandia-75<br>ex Santa Alexandra-73<br>ex Argo Ollandia-68<br>**Odeon Maritime Inc.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **10 376**<br>6 212<br>15 700 | ✠100A1 SS 5/80<br>✠LMC<br>EL et 2⅜"SQ<br>FN 4639 | **1957**-10 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (291)<br>157,41 20,07 9,589<br>142,68 20,01 12,50<br>F 15,0 2 dks<br>rf nil<br>7BH WB4501t incl. Tunnel tanks 402t DTm1764t | **M General Cargo** CSD<br>5 Ho 19,7 18,0 14,1 26,0 23,5 10,9DT<br>G.22 149 B.20 045<br>5 Ha (stl) (10,5 12,8 12,8 12,8 10,5 × 7,4)<br>12W Der 1(30) 1(20) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel 1 625,5t (hvf) 16kn |
| 5236886<br>HO3817<br>9615-<br>PEXT<br>Df Esd<br>Rdr<br>RTm/h | **ANNA A. I**<br>ex Anna A.-81 ex Pelti-76<br>ex Mirzam-N-70<br>**Sea Diamonds S.A.**<br>Panama Panama | **867**<br>445<br>1 290 | BV | **1951** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z47)<br>69,80 9,86 4,353<br>64,83 9,81 5,80<br>P 15,9 F 8,0 2 dks<br>RW rf 102 | **M General Cargo** CSD<br>Ref<br>2 Ho 20,4 19,2 ER<br>G.1 816 B.1 683 In.50<br>2 Ha (stl) (12,5 13,1 × 5,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 40kW 1 × 15kW 110V d.c.<br>Fuel 71,0t (d.o.) 13kn |
| 7349895<br>DIAB<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNA BECKER**<br>ex Killarney-79 ex Anna Becker-77<br>ex Scol Enterprise-77<br>Launched as Anna Becker<br>**Bernd Becker K.G. m.s. 'Anna Becker' G.m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **999**<br>680<br>2 450 | GL | **1973** J. J. Sietas K.G. Schiffswerft —Hamburg (700)<br>81,41 4,890<br>74,00 13,39 7,50<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.4 380 B.3 960<br>TEU 144 C. 144/20' | Oil 4SA 6Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,75kn |

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| 6717942<br>IBAU<br>3713<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANNA BIBOLINI**<br><br>**Bibolini Societa di Navigazione S.p.A.**<br>Genova Italy | **27 587**<br>16 439<br>51 175 | <br><br>AB RI | **1967** Italcantieri S.p.A.—Genova (1644)<br>213,32(BB) 29,06 12,510<br>199,68 28,99 17,00<br>P 43,6 RQD 27,5 B 7,7 F 21,7 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho 16,6 24,6 24,6 16,6 24,6 24,6 16,6 ER<br>G.61 395 HeCls. B<br>7 Ha (stl) (10,2 16,4 16,4 10,2 16,4 16,4 10,2 × 14,0) ER | Oil 2SA 7Cy. 900 × 1600<br>16 100bhp (11 843kW) Fiat<br>C.R.D. Adriatico Trieste<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 2 133,5t (hvf) 17,25kn |
| 7419054<br>PCRB<br><br>Df Esd<br>Gc Rdr<br>RT | **ANNA BROERE**<br><br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **1 596**<br>1 135<br>2 650 | <br><br>GL | **1976** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (198)<br>82,50 (BB) 12,73 5,744<br>74,96 12,70 6,61<br>P 22,6 F 8,3 1 dk | **M Tanker**<br>Chemical IGS CBT<br>Ice strengthened<br>12 Ta ER<br>L.2 700 HeCls. C | Oil 4SA 6Cy. 320 × 430<br>2 100bhp (1 545kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>13kn |
| 5035517<br>SXMY<br>6633<br>Df Esd<br>Gc Rdr<br>RT | **ANNA C**<br>ex Banak-78<br>**Fertility Shipping Co. S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **11 503**<br>5 720<br>16 848 | <br><br>NV | **1962** Deutsche Werft A.G.—Hamburg (789)<br>149,97 21,39 9,487<br>142,37 21,34 12,81<br>P 36,0 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho 11,2 17,7 11,2 17,2 11,2 17,9 11,2 ER<br>G.21 053 B.19 612 HeCls. B<br>7 Ha (7,7 14,2 7,4 13,4 7,4 14,2 7,4 × 10,6) ER<br>Cr 1(15) | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 173,5t (d.o.) 1 184,5t (hvf)-26,5pd<br>15kn |
| 6600137<br>SXYR<br>4364<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNA CH**<br>ex Oinoussian Mother-81<br>ex Jersey Bridge-72<br>**Golden Rain Shipping Co. S.A.**<br>Golden Wave Shipping Co. S.A.<br>Piraeus Greece | **21 883**<br>13 934<br>37 135 | ✠**100A1** SS 4/80<br>strengthened for ore cargoes,Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL pt $2\frac{13}{16}$"<br>FN 7781 | **1966**-3 Lithgows Ltd.—Port Glasgow (1156)<br>200,34 25,96 11,215<br>190,84 25,91 14,86<br>P 36,9 F 15,3 1 dk<br>rf nil<br>NS 10BH WB14729t incl. Topside tanks in holds 4232t Comb. btm & STs in holds 5057t | **M Bulk Carrier**<br><br>7 Ho 15,8 21,3 22,2 12,1 22,2 22,2 22,2 ER<br>G.49 441<br>7 Ha (stl) (8,2 × 9,7) (16,4 16,4 8,2 16,4 16,4 16,4 × 12,8) ER<br>Der 2(5) 2(3) | Oil 2SA 6Cy. 840 × 1800<br>12 400bhp (9 121kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 150lbf/in² (10,4bar)<br>e(ex.g) 170lbf/in² (11,8bar) Spt 150lbf/in² (10,4bar)<br>Gen 1 × 550kW 2 × 450kW 440V 60Hz a.c. 1 × 5kW 220V 60Hz a.c.<br>Fuel 159,5t (d.o.) 3 561,0t (hvf) 14,5kn |
| 5343184<br>MXKS<br>187015<br>Df Esd<br>Pfd RTm | **ANNA CHRISTINA**<br>ex Suffolk Maid-70<br>**J. M. Wilson**<br>Kirkcaldy United Kingdom | **130**<br>54<br>— | | **1957** Richards Iron Works Ltd.—Lowestoft (435)<br>*27,86* 6,74 3,353<br>27,08 6,71<br>1 dk<br>R conv Side Trawler Fishing — | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel (d.o.) |
| 5211551<br>ITFW<br>916<br>Esd Pfd<br>Rdr RTv | **ANNA D**<br>ex Long Reach-74<br>**Societa Anonima Italiana Lavori Edili Marittimi (S.A.I.L.E.M.)**<br>Palermo Italy | **1 975**<br>847<br>2 194 | <br><br>✠Classed LR until 14/2/75 | RI **1961**-8 Fleming & Ferguson Ltd.—Paisley (796)<br>80,40 14,46 4,573<br>76,21 13,87 5,80<br>1 dk<br>RW rf nil | **TS Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 25,9 ER<br>Cr 4(7,5) | T 6Cy. (2) 381 (2) 610 & (2) 1016 × 686<br>1 900ihp (1 398kW)<br>Fleming & Ferguson Ltd. Paisley<br>Gen 3 × 47,5kW 220V d.c.<br>Fuel 183,0t (o.f.) 11,5kn |
| 7341867<br>SVEY<br>5364<br>Df Esd<br>Gc Rdr<br>RT | **ANNA DRACOPOULOS**<br><br>**Tricampion Cia. Naviera S.A.**<br>Piraeus Greece | **8 915**<br>6 177<br>15 240 | ✠**100A1**<br><br>✠**LMC** **UMS**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1974**-5 Austin & Pickersgill Ltd. —Southwick, Sunderland (891)<br>141,00 20,48 8,860<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB4205T incl. DTm1780T Tunnel tanks 407T | **M General Cargo**<br><br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3 3 TwD<br>G.21 361 B.19 588<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>12W Der 1(30) 6(10) 8(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 122,5t (d.o.) 976,5t (hvf) |
| 7398004<br>PCQT<br>18436<br>Df Esd<br>Gc Rdr<br>RT | **ANNA DRENT**<br>ex Frendo Dansea-77<br>Launched as Frendo North<br>**C.V. Anna Drent**<br>Commercial Shipping Partnership "Threant"<br>Groningen Netherlands | **1 587**<br>1 014<br>2 800 | <br><br>NV | **1976** United Shipping Yard Co.—Perama (68)<br>63,61 12,53 6,551<br>55,02 12,51 7,73<br>P - F - 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br><br>Ice strengthened<br>1 Ho ER<br>G.3 256 B.3 228<br>1 Ha (stl) (10,5 × 3,2) ER | Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 120kW 60Hz a.c.<br>Controllable pitch propeller<br>Fuel-6,0pd 12,5kn |
| 7216074<br>WYZ7<br>140<br>528087 | **ANNA FOSS**<br>ex Mr. Chuck<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **121**<br>96<br>— | | **1970** Hudson Marine Service Inc.—Seward, Ak<br>*20,43* 7,01<br>2,19 | **M Tug** | Oil<br><br>.............<br>Fuel (d.o.) |
| 7738278<br>WYC4<br>880<br>587049 | **ANNA G.**<br><br>**B & G Shipyard Inc.**<br>Houma, La United States of America | **130**<br>88<br>— | | **1977** .............Golden Meadow, La<br>*23,32* 6,71<br>3,56<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW)<br>U.S.A. |
| 6726345<br>UVC<br>121 | **ANNA GIACALONE**<br>ex Pietro Micca<br>**Salvatore Giacalone fu Pietro**<br>Mazara del Vallo Italy | **106**<br>38<br>— | | **1967** Cant. Nav. F. Giacalone—Mazara del Vallo<br>29,21 6,41<br>23,50 6,25 3,26<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 240 × 350<br>400bhp (294kW)<br>Atlas-MaK Maschinenbau Kiel |
| 5143479<br>ZDAV<br>385086<br>Esd Rdr<br>RT | **ANNA H.**<br>ex Ilse M.-70 ex Hartwarden-65<br>**Sorbarc Shipping Ltd.**<br>Gibraltar Gibraltar (British) | **294**<br>167<br>461 | <br><br>GL | **1962** Martin Jansen Schiffswerft u. Mfbk. —Leer (49)<br>42,60 7,52 2,744<br>38,99 7,50 3,05<br>P 11,0 F 6,4 1 dk | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.618 B.591<br>1 Ha (20,5 × 5,0) ER | Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9kn |
| 6620008<br>PCQX<br><br>Df Esd<br>Pfd Rdr<br>RTm/h | **ANNA HEIDA**<br>ex Gerda Smits-81<br>ex Nordstrand Partner-69<br>ex Nordstrand Priva-68<br>**M. Heide**<br>Rotterdam Netherlands | **620**<br>422<br>1 170 | ✠**100A1** SS 10/81<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL j $1\frac{1}{16}$"U2<br>FN 785 | **1966**-11 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (368)<br>65,46 9,10 3,842<br>59,90 9,00 4,09<br>P 11,6 F 23,5 1 dk<br>rf 76 len 73<br>3BH WB215t | **M General Cargo**<br><br>1 Ho 43,2 1 TwD 15,9 ER<br>G.1 757 B.1 666<br>2 Ha (12,6 20,7 × 5,7) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel 81,5t (d.o.) 11,75kn |

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|---|---|---|---|---|---|---|
| 7358602<br>OZOB<br>H617<br>Df Esd<br>Pfd Rdr<br>RT | **ANNA HELENE**<br>**Jorgen E. T. Christiansen P/R**<br>Esbjerg Denmark | **166**<br>86<br>— | | **1974** Esmadan Skibsvaerft ApS—Esbjerg (81)<br>30,99 6,71<br>6,68 3,36 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>600bhp (441kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| 5018519<br>HO4577<br>7467-<br>PEXT<br>RT | **ANNA HELENE**<br>ex Vertrauen<br>**N.V. Skwalla**<br>Panama Panama | **147**<br>96<br>250 | (GL) | **1928** Mulder & Suurmeyer—Foxhol<br>*35,88* 5,19<br>2,49<br>RQD 6,1 1 dk<br>R len 50 len 58 | **Aux M General Cargo** | Oil 4SA 3Cy. 215 × 360<br>90bhp (66kW) NE 37<br>Deutsche Werke A.G. Kiel |
| 8121393<br>PCRK<br>45 | **ANNA HENDRIKA**<br>**Rederij H. Messemaker B.V.**<br>Katwijk aan Zee Netherlands | **325**<br>136<br>— | | **1982** A. & L. Hoekman—Urk (58)<br>39,25<br>... ...<br>1 dk | **M Fishing**<br>Beam-fishing | Oil geared to sc. shaft<br>1 900bhp (1 398kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 5169526<br>HP3162<br>Df Esd<br>RT | **ANNA HENNY**<br>ex Omnia-81 ex Jan Hamm-75<br>**Kormelis Bakker & Marinus Van Oost**<br>Panama Panama | **412**<br>212<br>635 | GL | **1955** Schiffsw. W. Holst—Hamburg (201)<br>53,40 8,39 3,201<br>48,60 3,56<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.853 B.809<br>2 Ha (15,0 9,7 × 5,0) ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| 7052894<br>SXVZ<br>7924<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ANNA J. ANGELICOUSSI**<br>ex Santa Rosalia-80<br>**Anangel Greatness Compania Naviera S.A.**<br>Piraeus Greece | **115 925**<br>99 027<br>227 492 | **✠100A1** SS 10/75<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL B• 4$\frac{3}{16}$"U3<br>FN 23243<br>(RI) | **1971**-9 Italcantieri S.p.A.—Monfalcone (4253)<br>329,73(BB) 48,75 19,914<br>312,91 48,70 25,58<br>F 26,9 1 dk<br>rf nil<br>9BH WB29643t incl. 19206t in clean ballast tanks | **S Tanker**<br>IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 280 037<br>Cr 2(6) Der 2(16) | 2 S Turb geared to sc. shaft<br>35 750shp (26 296kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>WTB(p) 98kgf/cm² (96,2bar) Spt 513°C 85,5kgf/cm² (83,9bar) hs1989,0<br>WTB(s) 37kgf/cm² (36,3bar) Spt 400°C 31kgf/cm² (30,4bar) hs812,9<br>2 sg 12kgf/cm² (11,8bar)<br>Gen 1 × 1100kW 1 × 1000kW 1 × 300kW 450V 60Hz a.c.<br>Fuel 9 957,0t (hvf)-154,5pd 16kn |
| 5117731<br>SYYW<br>4884<br>Df Esd<br>Gc Rdr<br>RTm | **ANNA K**<br>ex Stolt Anna-77<br>ex Forest Lake-73<br>**Athenian Seatrade Co. S.A.**<br>Athenian Tankers Management S.A.<br>Piraeus Greece | **12 256**<br>7 224<br>21 151 | **✠100A1** SS 2/81<br>oil tanker<br>**✠LMC**<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5558 | **1960**-8 Verolme Scheepswerf Heusden N.V.—Heusden (613)<br>170,64 21,95 9,373<br>163,99 21,90 11,99<br>P 36,9 F 21,1 1 dk<br>RW rf nil<br>15BH WB434t | **M Tanker**<br>27 Ta ER<br>L.(oil) 26 273 HeCls. BC<br>Der 2(5) 2(3) 1(1) | Oil 2SA 9Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>3 AuxB 180lbf/in² (12,5bar)<br>Gen 2 × 300kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 2 052,5t (hvf)-22,5pd 15kn |
| 5155288<br>DFUI<br>Df Esd<br>RT | **ANNA KATHE**<br>ex Horst-77<br>**Wilhelm und Hermann Hagenah**<br>Stade Federal Republic of Germany | **249**<br>133<br>370 | BV | **1961** Stader Schiffsw. G.m.b.H.—Stade (195)<br>42,14 7,22 2,464<br>40,11 7,17 2,80<br>P 10,1 F 5,2 1 dk | **M General Cargo**<br>1 Ho ER<br>G.541 B.498<br>1 Ha (18,9 × 4,9) ER<br>2W Der 2(2) | Vee Oil 4SA 12Cy. 135 × 160<br>345bhp (254kW) NE 74<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 9,0t (d.o.) |
| 7302976<br>SV3349<br>3949<br>Rdr | **ANNA L**<br>Launched as Georgis P<br>**Myconos Anonymos Naftiki Eteria**<br>Piraeus Greece | **636**<br>367<br>— | AB | **1973** Vassiliadis Bros.—Salamis (5)<br>65,94 11,21 2,998<br>58,20 4,12<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 317 × 478<br>2 000bhp (1 471kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7513745<br>9VWJ<br>382215<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA LEONHARDT**<br>ex Gloria Ace-81<br>ex Blue Uranus-77<br>**Kommanditgesellschaft Kormoran Schiffahrts. G.m.b.H. & Co.**<br>Leonhardt & Blumberg Reederei Schiffs-und Versicherungsmakler<br>Singapore Singapore | **3 894**<br>2 000<br>6 551 | NK | **1975** Usuki Tekkosho—Usuki (940)<br>102,70 16,82 6,986<br>95,00 16,79 8,54<br>P 23,8 F 11,0 1 dk | **M General Cargo**<br>G.7 620 B.7 208<br>2 Ha (17,3 30,7 × 8,3) ER<br>Der 1(40) 2(15) | Oil 4SA 8Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 180kW 445V a.c.<br>14kn |
| 6923539<br>PCRG<br>194<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA LYDIA**<br>**N. van der Plas**<br>Katwijk aan Zee Netherlands | **187**<br>88<br>— | | **1969** Scheepswerf "Vooruit" C.V. —Zaandam (331)<br>35,36<br>7,04 3,28<br>1 dk<br>len 76 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil<br>900bhp (662kW) NE 75<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 7048661<br>WI9473<br>291265 | **ANNA M**<br>**Robert W. Wilson**<br>Port Arthur, Tx United States of America | **147**<br>100<br>— | | **1963** Burton Construction & SB. Corp. —Port Arthur, Tx (343)<br>31,40 2,134<br>29,57 7,42 3,03<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>770bhp (566kW)<br>..............<br>Fuel (d.o.) |
| 5383938<br>IJVM<br>3695<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANNA MADRE**<br>ex Vrijburgh-67<br>**Navigazione Alga S.p.A.**<br>Genova Italy | **1 598**<br>886<br>1 710 | RI<br>✠Classed LR until 10/67 | **1949**-5 Werf De Noord—Alblasserdam (615)<br>85,58 12,25 4,820<br>78,97 12,20 6,48<br>F 9,2 2 dks<br>RW rf 457 len 62 | **M General Cargo** CSD 6P<br>2 Ho 17,8 32,9 1 TwD 52,8 ER<br>G.2 446 B.2 256<br>2 Ha (9,6 20,3 × 5,0) ER<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 390 × 680 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 80kW 1 × 20kW 220V d.c.<br>Fuel 109,5t 13,5kn |
| 5108704<br>WC8466<br>260175<br>Df Rdr<br>RTm/v | **ANNA MAE**<br>ex Phoenix-82 ex Vermont-67<br>ex Esso Vermont-66<br>ex Esso Tug No. 9-55<br>**Anna Mae Poling Corp.**<br>Wilmington, De United States of America | **197**<br>82<br>— | AB | **1950** Gulfport SB. & D.D. Co—Port Arthur, Tx (350)<br>31,15 7,65 3,509<br>29,27 7,62 3,81<br>1 dk<br>BK 38 | **D-E Tug** | Oil 2SA 12Cy. 220 × 265 driving 1 gen. of 814kW 560V d.c. connected to 1 elec. motor<br>E made46 fitted50<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 30kW 110V d.c.<br>Fuel 78,0t (d.o.) 12kn |

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| 7361207<br>OYKS<br>C826<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Dragor Denmark | **29 901**<br>16 790<br>30 042 | ✠**100A1** SS 11/80<br>✠**LMC** **UMS**<br>EL Mt 2⅞"U3<br>FN 10278 | **1975**-12 Blohm + Voss A.G.—Hamburg (889)<br>224,92(BB) 30,56 11,216<br>208,85 30,51 18,70<br>F 21,7 2 dks<br>rf nil len 78<br>8BH WB6514t | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 31,1comb. 15,7 28,4comb. 14,1 30,4comb. ER 28,5comb. 8,1<br>TEU 1818<br>C.Ho 102/20' 400/40' C.Dk 916/20' (40')<br>11 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>35 507shp (26 118kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm² (73,6bar) Spt 513°C 67kgf/cm² (65,7bar) hs2093,2<br>sg 8,7kgf/cm² (8,6bar)<br>Gen 2 × 2000kW 1 × 1100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 329,0t (d.o.) 6 955,0t (hvf)-191,0pd |
| 7422623 | **ANNA MAGDA**<br>**Antonio Pereira Rosa**<br>Angoche Mozambique | **120**<br>97<br>— | (GL) | **1974** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro<br>6,08 3,379<br>20,40 6,05<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 7394149<br>PCRX<br>66<br>Df Esd<br>Rdr RT | **ANNA MARGARETHA**<br>**W. J. M. Boom**<br>Oudeschild, Netherlands<br>Texel | **275**<br>120<br>— | | **1975** Scheepswerf Haak B.V.—Zaandam (925)<br>39,10<br>7,75 3,99<br>1 dk len 82 | **M Fishing**<br>Side-fishing | Oil 4SA 9Cy. 240 × 260<br>1 490bhp (1 096kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 7005853<br>Df Esd<br>Gc Rdr<br>RT | **ANNA MARIA** | **996**<br>520<br>— | | **1970** Tacoma B.B. Co. Inc.—Tacoma, Wa (242)<br>58,15 11,26<br>10,95 5,19<br>RW | **M Fishing**<br>Side-fishing Ref<br>20 Ho | Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 6701448<br>HO3312<br>1056<br>4-80<br>Df Esd<br>Rdr<br>RTm/v | **ANNA MARIA**<br>ex Este-80 ex Gisella Bartels-75<br>**R. Arends**<br>Panama Panama | **366**<br>190<br>615 | GL | **1966** Schiffsw. H. Rancke—Hamburg (205)<br>55,30 8,69 2,896<br>49,81 8,62 3,20<br>P 14,1 F 8,6 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.727 B.601<br>1 Ha (30,0 × 5,1) ER | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 5213808<br>250687<br>Esd Pfd<br>Rdr RTh | **ANNA MARIA & ELENA**<br>ex Luckimee<br>**m.v. Anna Maria & Elena Inc.**<br>Gloucester, Ma United States of America | **198**<br>134<br>189 | | **1946** Wheeler SB. Corp.—Whitestone, NY<br>*31,77* 7,17<br>3,05<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 8,5<br>2 Ha (each 1,2 × 0,9)<br>Cr 1(1,5) | Oil 8Cy. 305 × 381<br>625bhp (460kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 2 × 10kW 115V d.c.<br>Fuel (d.o.) |
| 5415896<br>IOYA<br>969<br>Df Esd<br>RT | **ANNA MARIA LAURO**<br>ex Isola del Sole-65<br>ex Kehrwieder-63 ex Gluckauf-60<br>ex Bubendey<br>**Libera Navigazione Lauro S.a.s.**<br>Napoli Italy | **877**<br>452<br>— | RI (GL) | **1913** Stettiner Oderwerke A.G.—Stettin (646)<br>67,85 12,20 2,845<br>65,16 12,15 4,02<br>B 28,7 F 6,1 1 dk<br>R conv Ferry/General Cargo — | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>1 Ho 8,6<br>1 Ha (1,8 × 1,9)<br>1W | 2 Oil 4SA each 8Cy. 360 × 450<br>3 960bhp (2 913kW) NE 67<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 5378335<br>UWQ<br>3497 | **ANNA MARIA P.**<br>ex Imperatrice-74<br>ex Vera Anna Maria-69<br>ex Anna Maria-55<br>**Lo Nigro Mattea**<br>Palermo Italy | **237**<br>158<br>— | RI | **1949** Navalferro Const.—Viareggio<br>39,91 7,32 3,350<br>34,29 7,29 3,51<br>1 dk | **M General Cargo**<br>1 Ho ER | Oil 4SA 6Cy. 265 × 410<br>300bhp (221kW) E made43 refitted49<br>S.A. Ansaldo Genova<br>8kn |
| 5192274<br>IMCL<br>1295<br>Df Esd<br>RT | **ANNA MARINA**<br>ex Vincenzo Dormio ex Komtur-66<br>ex Arletta-59 ex Mowe I-57<br>**Tiziana S.n.c. di Scotto Di Santolo Pasquale**<br>Napoli Italy | **997**<br>515<br>1 720 | RI (GL) | **1953** Alfred Hagelstein—Luebeck (1)<br>66,60 10,32 5,004<br>60,69 10,29 6,00<br>F 8,0 H43' 2 dks<br>RW | **M General Cargo** CSD<br>1 Ho 37,4 ER<br>G.2 095 B.1 926<br>6W | Oil 4SA 8Cy. 320 × 450<br>920bhp (677kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 147,5t 12kn |
| 6423888<br>LMLL<br>16118<br>Df Esd<br>Rdr RT | **ANNA O**<br>**Ole Otteriel**<br>Kristiansund N. Norway | **351**<br>168<br>— | NV | **1964** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (16)<br>42,65 8,06 5,258<br>36,48 8,03 6,71<br>1 dk<br>BK 89 | **M Fishing**<br>Side-fishing<br>4 Ho 3 Ta ER<br>7 Ha (1,5 × 2,4) (2,4 2,4 × 1,5) (2,4 × 1,8) (2,4 2,4 × 1,5) (2,4 × 1,8) ER<br>1W Der 1(3) | Oil 2SA 8Cy. 280 × 420<br>1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 168kW 1 × 106kW 1 × 24kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 7800758<br>SHCN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA ODEN**<br>**A/B Nordsjofrakt**<br>Skarhamn Sweden | **4 546**<br>2 126<br>6 950 | NV | **1979** Gotaverken Oresundsvarvet AB —Landskrona (269)<br>143,29(BB) 21,04 5,381<br>134,09 21,01 12,81<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>TEU 480 C. 480/20' | 2 Vee Oil 4SA each 16Cy. 280 × 320 reduction geared to sc. shafts<br>7 680bhp (5 649kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 700kW 5 × 176kW 1 × 70kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| 5377197<br>SV3062<br>5377<br>Df Esd<br>Rdr RT | **ANNA P**<br>ex Apollonia II-82<br>ex Jan Funck-75 ex Vaterland-66<br>**Papoutsoglou Brothers & I. Tzatzalas**<br>Piraeus Greece | **499**<br>230<br>823 | (GL) | **1954** Stader Schiffsw. G.m.b.H.—Stade (166)<br>57,05 8,84 3,201<br>51,01 8,79 5,34<br>P 11,0 RQD 19,6 F 6,1 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 266 B.1 203<br>2 Ha (10,9 15,0 × 5,6) ER<br>3W Der 1(3,5) 2(2) 1(1) | Oil 4SA 6Cy. 320 × 450<br>425bhp (313kW)<br>Kloeckner Humboldt Deutz Koeln<br>9,5kn |

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|---|---|---|---|---|---|---|
| **5266908**<br>SVGP<br>6951<br>Df Esd<br>Gc Rdr<br>RTm | **ANNA P.**<br>ex Othon-78<br>**Grand Pale Compania Naviera S.A.**<br>G. & D. Pavlou Shipping Co. Ltd.<br>Piraeus Greece | **9 448**<br>5 927<br>13 528 | BV (AB) | **1957** A.G. "Weser" Werk Seebeck —Bremerhaven (820)<br>153,68 18,65 9,005<br>141,08 18,60 12,20<br>F 14,4 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>6 Ho 18,2 19,2 23,7 22,8 20,7 6,1<br>G.20 501 B.18 477<br>6 Ha (stl) (11,5 11,5 11,5 11,5 11,5 4,1 × 7,3)<br>11W Der 1(30) 1(15) 10(5) 2(3) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 116,5t (hvf) 14kn |
| **7330571**<br>LMXI<br>18216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA PRESTHUS**<br>ex Swedru-78<br>ex Anna Presthus-76<br>**E. Galtung Dosvig A/S (E.G.D. Shipping)**<br>Presthus Shipping A/S<br>Bergen Norway | T.Mk<br>**5 344**<br>3 279<br>8 189<br>**8 337**<br>5 176<br>11 024 | NV | **1974** VEB Schiffswerft "Neptun"—Rostock (374)<br>145,42 19,44 8,891<br>135,21 19,41 11,28<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>1 Ha (stl) (14,0 × 11,5) 4 Ha (stl) (each 25,9 × 7,6) ER<br>5W Der 5(30) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel (hvf) 17,5kn |
| **7730642**<br>HO3151<br>1070<br>2-81<br>RT | **ANNA R.**<br>**Pomeroy Development Co. Inc.**<br>Panama Panama | **112**<br>76<br>— | | **1975** ............Amelia, La<br>*18,45* 7,32<br>2,75<br>1 dk | **M Supply Launch** | Oil<br>900bhp (662kW)<br>U.S.A. |
| **7311604**<br>DGLA<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANNA SCHULTE**<br>**Partenreederei m.s. 'Anna Schulte'**<br>Bernhard Schulte<br>Hamburg Federal Republic of Germany | **1 599**<br>947<br>2 462 | (BV) | **1973** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg<br>78,49 (BB) 12,86 6,198<br>70,39 12,70 6,99<br>1 dk | **M Liquefied Gas Carrier**<br>LNG LPG Pressurised Ref<br>2 Ta (alu) ind horizontal ER<br>L.(gas) 2 420 | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.)-9,0pd 13kn |
| **7393080**<br>OVIS<br>H653<br>Esd Pfd<br>Rdr RT | **ANNA SORINE**<br>**P/R Anna Sorine**<br>Gunnar Kristensen<br>Esbjerg Denmark | **177**<br>87<br>— | | **1975** Martin Jansen Schiffswerft u. Mfbk. —Leer (125)<br>31,27 7,24 3,175<br>28,10 7,21 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| **5011171**<br>OVPO<br>D1575<br>Df Esd<br>Rdr RTm | **ANNA STEN**<br>ex Alice-67<br>**Anna Sten I/S**<br>Marquardt & Tornoe's Eftf.<br>Odense Denmark | **459**<br>242<br>765 | BV | **1953** Kalmar Varv A/B—Kalmar (572)<br>49,64 9,33 4,014<br>48,80 9,28 4,40<br>1 dk<br>RW conv General Cargo 68 | **M Dredger**<br>Suction<br>1 Ho 28,5 ER<br>2 Ha (stl) (each 10,3 × 5,0) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW) NE 70<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 12,5kW 110V d.c.<br>Fuel 40,5t (d.o.) 10,5kn |
| **5224209**<br>Df RT | **ANNA STROGIANOS**<br>ex Marie-Sophie-71 ex Karel-55<br>**Alberto Vera Alba**<br>Panama Panama | **382**<br>207<br>— | ✠Classed LR until 16/7/76 | **1940**-10 N.V. Scheeps. "Vooruitgang" —Foxhol<br>47,22 8,01 3,163<br>43,69 7,93 3,20<br>P 12,5 RQD 15,0 F 6,4 1 dk | **M General Cargo**<br>G.807 B.765<br>2W Der 2(2) | Oil 4SA 6Cy. 305 × 450<br>360bhp (265kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 40,5t 9kn |
| **5018777**<br>XPYZ<br>D813<br>Df Esd<br>Pfd Rdr | **ANNA T**<br>**T. F. Thomsen A/S**<br>Tvoroyri Faroe Islands | **266**<br>108<br>200 | BV | **1962** At. & Ch. de la Manche—Dieppe (C1165)<br>36,35 7,27 3,302<br>31,20 7,21 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,2 × 1,0) (1,6 1,6 × 1,3)<br>2W Der 2(1,5) | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) E made74 fitted—<br>A/S Motorfabriken Gamma Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) 10,5kn |
| **7423885**<br>OUKF<br>D2448<br>Df Esd<br>Gc Rdr<br>RT | **ANNA THOLSTRUP**<br>**Kosan Tankers A/S**<br>Kobenhavn Denmark | T.Mk<br>**1 113**<br>686<br>1 700 | GL | **1976** Singapore SB. & Eng. Ltd. —Singapore (100)<br>77,42 12,70 4,501<br>70,39 12,68 6,99<br>F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta 2 double-cyl horizontal ER<br>L.(gas) 1 626 | Oil 4SA 6Cy. 300 × 450 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Fuel 108,5t (hvf)-5,5pd 12kn |
| **7042411**<br>UJUF<br>M-31000<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNA ULYANOVA**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>—<br>**9 323**<br>5 378<br>13 150 | RS | **1971** VEB Warnowwerft Warnemuende —Warnemuende (318)<br>151,47 20,30 —/8,960<br>140,01 20,27 11,94<br>3 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,8) ER (10,3 × 9,9)<br>4W Cr 6(5) Der 1(60) 4(8) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) 17kn |
| **6614255**<br>PCQZ<br>Df Esd<br>Pfd Rdr<br>RTm | **ANNA VERENA**<br>ex Lady Anne-80 ex Pedro-76<br>ex Pauline Lonborg-73<br>ex Pedro Smits-71<br>**Messrs. Rederij Post & Stoop**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Ijmuiden Netherlands | **488**<br>295<br>949 | ✠100A1<br>Ice Class 3<br>✠**LMC**<br>EL j 1 1/16"U2<br>FN 679<br>(BV) | **1966**-8 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (367)<br>57,33 9,10 3,810<br>51,80 9,00 4,09<br>P 11,6 F 23,5 1 dk<br>rf 76<br>13BH WB215T | **M General Cargo**<br>1 Ho 35,1 ER<br>G.1 408 B.1 322<br>2 Ha (each 12,6 × 5,7) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel 84,5t (d.o.)-3,0pd 11,5kn |
| **7023946**<br>DHFW<br>Df Esd<br>Gc Rdr<br>RT | **ANNA WESCH**<br>ex Scol Trident-78<br>ex Anna Wesch-76<br>**Neuenfelder Reederei H. J. Wesch K.G. m.s. 'Anna Wesch'**<br>Reederi Jonny Wesch<br>Hamburg Federal Republic of Germany | T.Mk<br>**1 746**<br>1 051<br>3 470<br>**3 436**<br>2 140<br>5 465 | GL | **1970** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1354)<br>106,05 16,11 5,100/6,643<br>97,01 16,01 8,31<br>P 18,3 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,5 32,0 ER<br>G.7 872 B.7 334<br>2 Ha (stl) (each 24,6 × 10,5) ER<br>4W Der 1(50) 1(20) 2(8) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>15kn |
| **5138357**<br>5B2421<br>367403<br>Df Esd<br>RT | **ANNA V**<br>ex Gunther-73<br>**Michalis Vlavianos**<br>Limassol Cyprus | **424**<br>265<br>671 | (GL) | **1955** Schiffsw. H. Rancke—Hamburg (168)<br>55,66 8,13 2,934<br>8,11 3,23<br>P 9,2 F 4,3 1 dk<br>RW len 62 | **M General Cargo**<br>1 Ho 28,3 ER<br>G.979 B.812<br>2 Ha (14,5 14,0 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |

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| 6504125<br>DNHN<br>10633<br>Df Esd<br>Rdr<br>RTh/v | **ANNA-H.**<br>ex Reinbek-81<br>**Uwe Hamdorf**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic of Germany | **500**<br>337<br>1 155 | GL | **1964** J. J. Sietas K.G. Schiffswerft —Hamburg (535)<br>66,07 10,55 3,963<br>59,21 10,49 6,56<br>F 6,8 1 dk & S dk | **M General Cargo** OSD<br>1 Ho 41,9 ER<br>G.2 413 B.2 248<br>3 Ha (stl) (9,6 × 6,1) (10,8 10,8 × 8,0) ER<br>Cr 2(3) 1(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 58,5kW 1 × 11,5kW 231/400V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| 5018674<br>DGCK<br>Esd Rdr<br>RTv | **ANNA-MARIE**<br>**Herbert Meyer**<br>Hamburg Federal Republic of Germany | **167**<br>96<br>190 | GL | **1937** G. Wolkau—Hamburg (1077)<br>*34,78* 5,67 2,236<br>2,75<br>P 7,4 RQD 11,9 1 dk<br>R len 50 deepened 66 widened 67 | **M General Cargo**<br>2 Ha (each 11,0 × 3,5) ER | Oil 4SA 8Cy. 135 × 160<br>215bhp (158kW) NE 70<br>Kloeckner Humboldt Deutz Koeln<br>8,75kn |
| 7027667<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNABEL**<br>ex Pitria Spirit-80 ex Evros I-73<br>**Central Shipping Lines Ltd.**<br>Ghana | **3 654**<br>1 953<br>4 695 | BV | **1970** Santierul Naval Galatz—Galatz<br>106,15 15,12 7,062<br>93,86 14,80 8,51<br>P 28,1 F 12,8 2 dks | **M General Cargo** CSD 4P<br>3 Ho 19,4 21,3 22,1 ER<br>G.6 371 B.5 847<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,8) ER<br>10W Der 1(15) 10(3-5) | Oil 2SA 6Cy. 420 × 900<br>3 320bhp (2 442kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 397,5t (d.o.) 14kn |
| 6708408<br>SWDF<br>7730<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ANNABELLA**<br>ex Ionian Leader-80<br>**Esplendour Oceanica Naviera S.A.**<br>Marmaestra Compania Naviera S.A.<br>Piraeus Greece | **20 959**<br>13 692<br>38 001 | AB | **1967** Mitsubishi Heavy Industries Ltd. —Hiroshima (184)<br>197,34 27,46 11,745<br>184,99 27,41 16,01<br>F 14,4 1 dk<br>RW rf 25 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 15,7 16,4 22,2 22,2 11,6 22,2 22,2 ER<br>G.52 720 HeCls. B<br>7 Ha (stl) (7,7 × 8,9) (9,6 15,1 15,1 7,1 15,1 15,1 × 10,4) ER<br>14W Der 14(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 198,0t (d.o.) 1 585,0t (hvf)-37,0pd<br>15,5kn |
| 5328304<br>SVOA<br>5045<br>Df Esd<br>Gc Rdr<br>RTv | **ANNABELLE E**<br>ex Rio Victory-80<br>ex Kappa Victory-80<br>ex Cherrywood-73<br>ex Silvercrag-69<br>**Astromar Shipping Inc.**<br>Piraeus Greece | **7 271**<br>4 125<br>15 713 | GL<br>✠Classed LR until 15/12/80 | **1958**-12 Sir J. Laing & Sons Ltd. —Deptford, Sunderland (816)<br>153,45 21,34 8,554<br>144,79 21,26 11,76<br>P 31,7 F 13,2 1 dk<br>RW rf 89 | **M Ore Carrier**<br>2 Ho 47,0 48,4 ER<br>G.10 760<br>6 Ha (stl) (10,4 10,7 10,7 10,7 10,7 10,7 × 8,5) ER<br>Der 2(5) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 006,0t (hvf) 12,5kn |
| 5328342<br>HZKJ<br>13<br>Df Esd<br>Gc Rdr<br>RTv | **ANNAJM**<br>ex Alfaraj-80 ex Industria-74<br>ex Silverisle-65<br>**Najd Maritime Transport Co. Ltd.**<br>Dammam Saudi Arabia | T.Mk<br>**5 504**<br>3 010<br>10 674<br>**7 626**<br>4 674<br>11 847 | **✠100A1** SS 2/78<br>**✠LMC**<br>EL bt 2$\frac{3}{16}$"SQ<br>FN 3822 | **1960**-2 J. Crown & Sons Ltd.—Sunderland (243)<br>137,88 18,19 8,243/8,789<br>128,33 18,14 11,64<br>P 9,5 F 10,7 2 dks<br>RW rf 152<br>Coll BH to U dk 2 to 2nd dk WB- | **M General Cargo** 2P<br>5 Ho 16,1 28,9 11,1 ER 26,5 13,2<br>5 Ha (10,2 10,6 7,6 × 6,1) ER (12,1 10,6 × 6,1)<br>Der 2(10) 8(5) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel (hvf) |
| 7386374<br>D5LH<br>6416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNALOCK**<br>ex Spanish Wasa-78<br>**Kent Containers Inc.**<br>Monrovia Liberia | **15 234**<br>10 576<br>26 923 | **✠100A1** SS 6/82<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 6288 | **1974**-11 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (178)<br>182,84(BB) 22,48 10,548<br>171,69 22,42 14,20<br>P 30,8 F 15,9 1 dk<br>rf nil DK fwd<br>NS 10BH WB11283T incl. 265T Comb. btm & STs 3228T Topside tanks 3298T No. 4 hold 3364T | **M Bulk Carrier**<br>7 Ho 17,8 18,0 19,9 11,2 19,2 21,5 16,7 ER 14 Ta ER<br>G.35 794 B.30 558<br>7 Ha (stl) (10,2 11,9 13,5 8,0 13,5 14,4 8,7 × 11,4) ER<br>Cr 4(16) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 160,0t (d.o.) 1 264,0t (hvf) 16kn |
| 6721448<br>WY6180<br>519434<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNANDALE**<br>**Global Communications Corp.**<br>Wilmington, De United States of America | **157**<br>49<br>195 | AB | **1967** Trosvik Verksted A/S—Brevik (89)<br>27,56 2,801<br>22,08 7,22 4,22<br>1 dk<br>BK 152 | **TM Research**<br>Oceanographic<br>Ice strengthened<br>Mchy.aft | 2 Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 50kW<br>Fuel 34,5t |
| 7369778<br>ATGK<br>1446<br>Df Rdr<br>RT | **ANNAPURNA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **10 526**<br>5 657<br>18 037 | BV | **1975** Santierul Naval Galatz—Galatz (620)<br>141,74 8,900<br>132,49 20,26 13,19<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 507 B.19 645<br>4 Ha (stl) (15,3 16,9 16,9 16,9 × 10,9) ER<br>Der 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 890kW 220V a.c.<br>16kn |
| 7702322<br>PCQH | **ANNE**<br>ex Dependent-82<br>**Hubertus Rademakers' Scheepvaartbedrijf**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Roosendaal Netherlands | **987**<br>639<br>1 486 | BV | **1977** Peter's Scheepsbouw B.V.—Kampen a/d Ijssel (118)<br>64,42 4,001<br>59,42 10,71 4,86<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 961 B.1 950<br>1 Ha (stl) (35,3 × 7,6) ER | Oil 4SA 8Cy. 220 × 380<br>750bhp (552kW)<br>Appingedammer Brons Appingedam<br>Fuel 84,5t (d.o.) 11kn |
| 5389396<br>OUSI<br>D1772<br>Df Esd<br>RT | **ANNE BIRTHE**<br>ex Wiking-68 ex Sandettie-58<br>**Jorgen J. Folmer**<br>H. Folmer & Co.<br>Marstal Denmark | **296**<br>164<br>400 | BV | **1951** N.V. Sch. Delfzijl v/h Sander—Delfzijl (188)<br>44,43 7,52 2,896<br>40,04 7,47 3,05<br>P 8,3 RQD 5,2 F 4,6 1 dk | **M General Cargo**<br>1 Ho 22,0 ER<br>G.604 B.586<br>1 Ha (stl) (21,4 × 4,5) ER<br>3W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 57<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 30,5t (d.o.)-1,0pd 10kn |
| 7208455<br>HO2743<br>1071<br>7-81<br>Df Esd<br>Gc Rdr<br>RTh | **ANNE BRAVO**<br>**Western Sea Services Inc.**<br>Panama Panama | T.Mk<br>**495**<br>101<br>1 008 | NV | **1972** Martin Jansen Schiffswerft u. Mfbk. —Leer (102)<br>57,92 10,22 3,988<br>53,78 10,19 6,35<br>2 dks<br>rf 203 | **M Research**<br>Geophysical<br>Ice strengthened<br>1 Ho 25,2 1 TwD 39,7 ER<br>G.1 770 B.1 657<br>2 Ha (stl) (19,2 × 8,0) (6,0 × 5,0) ER<br>1W Der 1(3) | Vee Oil 4SA 10Cy. 225 × 300<br>1 350bhp (993kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 119,0t (d.o.)-5,0pd 12,5kn |

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| 7233266<br>WZK8<br>717<br>539108<br>Esd Rdr<br>RT | **ANNE CARLANDER**<br>**Puget Sound Freight Lines Inc.**<br>Seattle, Wa United States of America | **140**<br>45<br>— | | **1972** Marine Construction & Design Co. (MARCO)—Seattle, Wa (226)<br>22,86 7,32<br>20,53 4,12<br>1 dk | **M Tug**<br>Mchy.aft | Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 110V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 5161859<br>TOOS<br>Df Esd<br>Pfd RT | **ANNE CHRISTIE**<br>ex Inspecteur Navigation Fourchon-68<br>**Marcel Hernandez**<br>Toulon France | **233**<br>58<br>— | | **1951** At. Aug. Normand—Le Havre (3219)<br>34,75 7,01 3,379<br>4,04<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,1 × 0,7) (1,1 1,1 × 1,2) (0,9 × 0,7)<br>Der 1(3) 1(1) | Oil 4SA 6Cy. 365 × 550<br>450bhp (331kW)<br>Ch. & At. Aug. Normand Le Havre<br>Fuel 38,5t (d.o.) 10,5kn |
| 5071810<br>174<br>Df Esd<br>Pfd RT | **ANNE DE BRETAGNE**<br>ex Henri Renee-72<br>ex Jean Roxane-68<br>ex Christiane Rose-64<br>**Societe Peche Affretement Camerounais (SOPAC)**<br>Douala Cameroon | **142**<br>56<br>316 | | **1950** At. & Ch. de la Manche—Dieppe<br>31,83 6,53<br>6,48 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,8 0,8 × 0,8) (0,8 × 0,6) | Oil 4SA 5Cy. 315 × 480<br>416bhp (306kW) NE 52<br>Moteurs Duvant Valenciennes<br>Fuel 26,5t (d.o.) 10kn |
| 6507153<br>Df Esd<br>Pfd Rdr<br>RTm | **ANNE LOUISE**<br>**Pecheries Camerounaises S.A. (PECAM)**<br>Douala Cameroon | **156**<br>53<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5127)<br>29,88 6,76 2,947<br>25,00 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,0 ER<br>In.100<br>2 Ha (stl) (each 0,9 × 0,9) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 1 × 20kW 110V d.c.<br>Directional propeller<br>Fuel 30,0t (d.o.) 11kn |
| 5068942<br>DJCV<br>Df Esd<br>RT | **ANNE LUND**<br>ex Charlotte Bohl-64<br>**Claus Lund**<br>Hamburg Federal Republic of Germany | **298**<br>148<br>406 | | **1950** Werft Nobiskrug—Rendsburg<br>43,34 7,50 2,861<br>7,45 3,15<br>P 9,2 B 4,6 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.579 B.551<br>1 Ha (19,9 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>250bhp (184kW)<br>Maschinenbau Kiel A.G. Kiel<br>8,5kn |
| 6928577<br>WY7930<br>522710<br>Df Esd<br>Rdr<br>RTh/v | **ANNE M**<br>**First National Bank of Oregon**<br>Astoria, Or United States of America | **606**<br>302<br>— | | **1969** J. M. Martinac SB. Corp.—Tacoma, Wa (178)<br>*45,79* 10,67<br>10,37 4,17<br>B 9,8 2 dks<br>shortened 80 | **M Fishing**<br>Side-fishing | Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 800bhp (2 060kW)<br>General Motors Corp. La Grange, Illinois<br>Fuel 158,5t 14kn |
| 5007807<br>TKFY<br>1163<br>Df Esd<br>Rdr RTm | **ANNE MARIREINE**<br>ex Alain Marie-72 ex Guyenne-56<br>**Marcel Hernandez**<br>Toulon France | **314**<br>74<br>— | (BV) | **1946** J. Lewis & Sons Ltd.—Aberdeen (201)<br>*39,51* 7,47 3,734<br>4,25<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 × 0,9) (1,0 1,0 × 1,0) | Oil 2SA 6Cy. 350 × 550<br>1 100bhp (809kW) NE 56<br>Henschel-Maschb. Hamburg<br>Fuel 98,5t (d.o.) 10kn |
| 7226627<br>OXLV<br>D2006<br>Df Esd<br>Gc Rdr<br>RT | **ANNE METTE**<br>**Thor P/R**<br>Johannes K. Sorensen P/R<br>Odense Denmark | T.Mk<br>**499**<br>341<br>1 383 | BV | **1972** Svendborg Skibsvaerft A/S—Svendborg (141)<br>75,42 12,93 3,468<br>68,00 12,91 5,62<br>F 10,7 2 dks | **M General Cargo**<br>2 Ho each 25,7 ER<br>G.3 044 B.2 662<br>TEU 71 C.Ho 42/20′ C.Dk 29/20′<br>3 Ha (stl) (12,4 18,5 × 10,2) (6,2 × 7,7) ER<br>4W Der 1(12) 3(5) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Fuel 169,5t (d.o.) 12kn |
| 6608880<br>OYFY<br>D2127<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNE NOVA**<br>ex Tiger-73<br>**P/R Korsor**<br>P. Jorgensen & Co.<br>Kobenhavn Denmark | T.Mk<br>**299**<br>181<br>840 | GL | **1966** Flensburger Schiffsbau-Ges.—Flensburg (609)<br>60,00 10,42 3,261<br>54,51 10,22 5,41<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 624 B.1 512<br>2 Ha (stl) (9,6 14,4 × 6,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel (d.o.) 11,75kn |
| 6409868<br>LIGF<br>15968<br>Df Esd<br>Gc Rdr<br>RT | **ANNE OPEM**<br>ex Siralyn-75 ex Havlyn-73<br>ex Bari IV-64<br>**Per Opem**<br>Haugesund Norway | **500**<br>308<br>934<br>**1 121**<br>728<br>1 943 | NV | **1964** VEB Schiffswerft "Neptun"—Rostock (574)<br>75,24 11,03 3,595/5,188<br>68,31 10,98 6,15<br>P 13,8 F 8,9 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 23,3 20,8 ER<br>G.2 464 B.2 180<br>2 Ha (stl) (each 16,2 × 6,0) ER<br>4W Der 4(5) | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 68kW 380V 50Hz a.c.<br>Fuel 133,0t (d.o.)-4,0pd 11,5kn |
| 6328820<br>TOOD<br>1484<br>Df Esd<br>Rdr RTm | **ANNE PATRICIA**<br>ex Simoun-69<br>**Marcel Hernandez et Henri Farnos**<br>Raymond Carcolse<br>Toulon France | **233**<br>58<br>— | (BV) | **1951** At. Aug. Normand—Le Havre<br>*32,59* 7,01<br>4,04<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,1 × 0,7) (1,1 1,1 × 0,9) (0,9 × 0,8)<br>2W Der 1(3) 1(2) | Oil 4SA 6Cy. 365 × 550<br>450bhp (331kW) MAN<br>Ch. & At. Aug. Normand Le Havre<br>Fuel 38,5t (d.o.) 10,5kn |
| 6821078<br>OUHB<br>D1589<br>Df Esd<br>Gc Rdr<br>RT | **ANNE POLARIS**<br>ex Marie Polaris-78 ex Solborg-75<br>**Partrederi Anne Polaris**<br>Henry Johannes Espersen<br>Hirtshals Denmark | **354**<br>148<br>— | NV | **1968** Ulstein M/V A/S—Ulsteinvik (52)<br>42,22 8,64<br>36,50 8,59 4,27<br>1 dk<br>BK 107 | **M Fishing**<br>Side-fishing<br>6 Ta ER<br>2 Ha (each 2,5 × 3,9) ER<br>1W Der 1(5) | Oil 4SA 10Cy. 260 × 400<br>1 200bhp (883kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 72kW 220V 50Hz a.c.<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel (d.o.) |
| 6808167<br>VXYP<br>323034 | **ANNE R. D.**<br>ex Aigle Marin-78<br>**Niqueley Inc.**<br>Quebec, P.Q. Canada | **489**<br>289<br>— | | **1938** Collingwood Shipyards—Collingwood, Ont.<br>*46,43* 8,44<br>... ... ...<br>1 dk | **M General Cargo** | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |

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| 7928249<br>OVIV<br>D2734<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNE SIF**<br>ex Frellsen Birgitte-82<br>**R/I Sif XXXV**<br>Knud I. Larsen<br>Kobenhavn Denmark | **1 599**<br>1 167<br>4 380 | (NV) | **1981** I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (117)<br>101,30(BB) 17,12 5,201<br>94,16 17,01 9,02<br>F - 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD ER<br>G.9 466 B.8 614<br>TEU 326<br>C.Ho 140/20′ C.Dk 186/20′<br>2 Ha (stl) (25,9 39,2 × 12,8) ER<br>Cr 2(80) | Oil 4SA 9Cy. 320 × 420 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| 5424512<br>OWKS<br>D2060<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNE SOBYE**<br>ex Lankenauersand-72<br>**P/R Anne Sobye**<br>Mortensen & Lange<br>Haderslev Denmark | T.Mk<br>**529**<br>307<br>1 101<br>**994**<br>665<br>1 739 | GL | **1963** Elsflether Werft A.G.—Elsfleth/Weser (339)<br>67,52 10,44 3,810/4,960<br>61,42 10,42 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 265 B.1 981<br>1 Ha (w) (15,0 × 6,0) 1 Ha (stl) (15,0 × 6,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 12kn |
| 6507141<br>TKGB<br>5387<br>Df Esd<br>Pfd Rdr<br>RTm | **ANNE SOPHIE**<br>**Pierre Lambert et Cie.**<br>Armement Pierre Lambert<br>Lorient France | **154**<br>53<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5128)<br>29,88 6,76 2,947<br>25,00 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,0 ER<br>In.100<br>2 Ha (each 1,0 × 1,0) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 1 × 20kW 110V d.c.<br>Directional propeller<br>Fuel 30,0t (d.o.) 11kn |
| 6720808<br>OUXQ<br>D2363<br>Df Esd<br>Pfd Rdr<br>RTm | **ANNE STRANNE**<br>ex Burma-75<br>**Nils S. Persson**<br>Skagen Denmark | **156**<br>68<br>— | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (3218)<br>33,61 6,66 2,699<br>29,55 6,61 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>In.146<br>4 Ha (each 1,2 × 1,2) ER<br>2W Der 2(0,25) | Oil 4SA 6Cy. 250 × 300 sr reverse geared to sc. shaft<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 12kn |
| 5427930<br>LNXB<br>18284<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ANNE TURID**<br>ex Nautic Frigg-82<br>ex Miss Tulu-77 ex Skjevik-75<br>ex Harald Bres-74 ex Lizard-74<br>ex Harald Bres-72 ex Grollen-69<br>ex Laus-68<br>**Fiba A/S**<br>Bergen Norway | T.Mk<br>**474**<br>262<br>1 001 | BV<br>✠Classed LR until 6/71 | **1963**-12 Brodrene Lothe A/S—Haugesund (21)<br>59,21 9,43 3,855<br>52,38 9,40 4,02<br>P & B 31,7 F 8,9 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,5comb. ER<br>G.1 529 B.1 416<br>2 Ha (stl) (10,2 × 5,4) (13,4 × 6,1) ER<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 41kW 220V 50Hz a.c.<br>Fuel 67,0t (d.o.) 11,5kn |
| 7393822<br>JXVH<br>18526<br>Df Esd<br>Gc Rdr<br>RT | **ANNE VIKING**<br>ex Gruno Anne-77<br>**K/S Viking Supply Ships A/S IV**<br>K/S Viking Supply Ships A/S<br>Kristiansand S. Norway | T.Mk<br>**498**<br>184<br>949 | NV | **1975** L. H. Salthammer Batbyggeri A/S —Vestnes (111)<br>63,86 13,42 4,719<br>56,42 13,01 6,66<br>RAD - 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 160kW 1 × 134kW 1 × 104kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 581,0t (d.o.)-29,5pd 16kn |
| 6903395<br>OZIR<br>D1613<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNE WONSILD**<br>ex Anne Mac-78<br>**P/R Anne Wonsild**<br>Wonsild & Son<br>Kobenhavn Denmark | T.Mk<br>**962**<br>619<br>2 110 | BV | **1968** Svendborg Skibsvaerft A/S —Svendborg (124)<br>74,30 10,24 4,841<br>69,47 10,20 5,74<br>P 22,0 B 14,1 F 13,2 2 dks<br>rf 51 len 78<br>conv Oil Tanker 72 | **M Tanker**<br>Chemical<br>14 Ta ER<br>L.2 414<br>HeCls. B | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 137kW 1 × 39kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 59,0t (d.o.)-3,5pd 11,5kn |
| 7367718<br>PCRJ<br>156<br>Df Esd<br>Pfd Rdr<br>RT | **ANNEGIENA**<br>**Rederij L. de Boer & Zn. B.V.**<br>Urk Netherlands | **263**<br>122<br>— | | **1974** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (138)<br>38,56 7,88<br>7,80 4,12<br>1 dk<br>len 81 | **M Fishing**<br>Side Trawler Ref | Oil -SA 6Cy.<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille |
| 7209241<br>DIOG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ANNELIESE OLTMANN**<br>**Reedereigesellschaft Gerhard Oltmann K.G.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**997**<br>588<br>2 640 | GL (NV) | **1972** Aukra Bruk A/S—Aukra (44)<br>77,09 (BB) 5,061<br>71,81 13,01 7,90<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER<br>G.4 576 B.4 293<br>TEU 93 C. 93/20′<br>2 Ha (stl) (each 18,5 × 10,2) ER<br>4W Der 4(5) | Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 124kW 2 × 122kW 1 × 32kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.) 14,5kn |
| 5019109<br>DGCS<br>Df Esd<br>RT | **ANNEMARIE**<br>**Wilfried Kruse**<br>Johs. Thode<br>Hamburg Federal Republic of Germany | **289**<br>162<br>406 | (GL) | **1930** Werft Nobiskrug G.m.b.H. —Rendsburg<br>38,99 7,04 3,302<br>6,99 3,43<br>RQD 8,3 F 4,9 1 dk<br>R len 35 & 53 | **M General Cargo**<br>1 Ho 24,9 ER<br>G.623 B.566<br>4 Ha ER<br>2W | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW) E made64 fitted66<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 7,0t 7,5kn |
| 5403685<br>DGYW | **ANNEMARIE II**<br>ex Elisabeth S.-68<br>ex Ingrid Becker-63 ex Oliva-51<br>ex Voorwaarts-33 ex Gertrud Stein<br>**Sand-und Kiesbaggerei Poppe G.m.b.H.**<br>Varelerhafen Federal Republic of Germany | **150**<br>79<br>249 | | **1921** Friedr. Krupp A.G.—Kiel (393)<br>*35,39* 6,76 2,185<br>2,39<br>RQD 3,4 B 6,1 1 dk<br>R len 51 | **M General Cargo**<br>1 Ho 24,7 ER<br>1W | Oil 4SA 6Cy. 215 × 360<br>180bhp (132kW) NE 57<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 4,0t 8kn |
| 7514206<br>PCRU<br>Esd Gc<br>Rdr<br>RTm/h/v | **ANNETTE**<br>**Scheepvaartbedrijf L. Davids B.V.**<br>Delfzijl Netherlands | **1 595**<br>1 063<br>3 821 | BV | **1976** Schpsw. "Friesland" B.V.—Lemmer (75)<br>81,92 6,049<br>73,89 15,02 8,74<br>2 dks | **M General Cargo**<br>CSD<br>2 Ho each 25,9 ER<br>G.5 459 B.5 040<br>2 Ha (stl) (each 21,7 × 12,6) ER<br>Cr 2(8) | Oil 4SA 6Cy. 370 × 400<br>2 640bhp (1 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 413kW 380V 50Hz a.c.<br>Fuel 233,5t (d.o.) 13kn |

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| 7640990<br>1278<br>RTv | **ANNETTE**<br>**P.T. Komaritim**<br>Samarinda Indonesia | **1 231**<br>827<br>3 305 | ✠100A- pontoon Indonesian Archipelago service<br>SS 4/81<br>EL (Q)<br>FN 1372 | **1977**-4 Asia Pacific Shpyd (Pte) Ltd. —Singapore (329)<br>62,44 19,05 3,080<br>60,81 18,29 4,27<br>1 dk<br>rf nil<br>2BH WB782T | **Crane Pontoon**<br>Cr 1(165) | |
| 7001089<br>OUNZ<br>D1714<br>Df Esd<br>Rdr<br>RTm/h/v | **ANNETTE DANIA**<br>**P/R af 7.6.68**<br>Dania Shipping Association A/S<br>Kobenhavn Denmark | T.Mk<br>**300**<br>168<br>846 | BV NV | **1969** Batservice Verft A/S—Mandal (586)<br>55,00 9,33 3,512<br>49,10 9,30 5,52<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,9 ER<br>G.1 554 B.1 381<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.)-2,0pd 9kn |
| 5423271<br>320760<br>Esd Pfd<br>Rdr RT | **ANNETTE MARIE**<br>**Vernon Fishing Co. Ltd.**<br>Lunenburg, N.S. Canada | **163**<br>63<br>— | | **1963** Snyder Shipyards Ltd.—Dayspring, N.S.<br>29,57 7,17<br>7,12 3,23<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 8Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi |
| 7211086<br>OUVT<br>D1913<br>Df Esd<br>Gc Rdr<br>RT | **ANNETTE S**<br>**P/R Annette S**<br>A. E. Sorensen<br>Svendborg Denmark | **499**<br>342<br>1 385 | BV | **1972** Svendborg Skibsvaerft A/S —Svendborg (139)<br>75,42 (BB) 12,93 3,474<br>68,00 12,91 5,62<br>F 10,7 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho each 25,7 ER<br>G.3 044 B.2 662<br>2 Ha (stl) (18,7T × 5,0) (18,7 × 10,3) ER<br>4W Der 1(12) 3(5) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 169,5t (d.o.)-5,0pd 12kn |
| 6408058<br>OXYH<br>D1131<br>Df Esd<br>Rdr RT | **ANNETTE THOLSTRUP**<br>**Kosan Tankers A/S**<br>Kobenhavn Denmark | **299**<br>162<br>360 | BV | **1964** Svendborg Skibsvaerft A/S —Svendborg (105)<br>46,92 8,13 2,693<br>42,02 8,11 3,00<br>F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 387 | Oil 4SA 6Cy. 240 × 300 sr geared to sc. shaft<br>500bhp (368kW) NE 73<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel 28,5t (d.o.) 10kn |
| 5120398<br>OIKE<br>Df Esd<br>Rdr RTm | **ANNGARD**<br>ex Annika M-79<br>ex Jurgen Drews-75<br>ex Frauke Danz-64<br>**Rederibolaget Anngard**<br>Bror Husells Rederier<br>Mariehamn Finland | **485**<br>236<br>740 | GL | **1957** Husumer Schiffsw.—Husum (1131)<br>55,35 8,69 3,302<br>49,87 8,67 3,71<br>P 14,1 B 11,9 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,9 ER<br>G.998 B.929<br>2 Ha (15,3 9,8 × 5,0) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 26,5t (d.o.) 10kn |
| 6505478<br>DDHA<br>1218<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANNI BEHRENS**<br>ex Heinrich S-79<br>**Harald Behrens**<br>Hamburg Federal Republic of Germany | **499**<br>320<br>1 300 | GL | **1964** Schulte & Bruns—Emden (239)<br>69,37 11,10 3,560<br>63,99 11,00 5,80<br>F 5,8 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 46,0 ER<br>G.2 608 B.2 284<br>2 Ha (each 16,2 × 6,0) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 15kW 380V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |
| 7418397<br>GZVN<br>Df Esd<br>Pfd Rdr<br>RT | **ANNI ELISABETH**<br>**W. J. Macleod (Fishing) Ltd.**<br>Stornoway United Kingdom | **205**<br>78<br>— | BV | **1974** ES-Vaerftet A/S—Esbjerg (1)<br>33,99 7,55<br>30,28 7,51 3,81<br>1 dk<br>conv Side-fishing Fishing 78 | **M Fishing**<br>Side-fishing Line-fishing Tuna Ref<br>1 Ho ER | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.) 10,25kn |
| 6711962<br>OVOR<br>D1498<br>Esd Pfd<br>Rdr | **ANNI LUNDGAARD**<br>ex Laila Morup-81<br>ex Helene Jacobsen-70<br>**Hans Arni Johansen**<br>Esbjerg Denmark | **149**<br>73<br>178 | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,61 2,699<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>2 Ho 4,6 6,7 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Oil 4SA 6Cy. 270 × 400<br>560bhp (412kW) NE 73<br>Aabenraa Motorfabrik Abenra<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 11kn |
| 5377214<br>SV3404<br>2404<br>Df Esd<br>Rdr | **ANNI 1**<br>ex Evangelistria V-81<br>ex Vatnajokull-64<br>**Anni Shipping Corp.**<br>Piraeus Greece | **924**<br>482<br>— | BV<br>✠Classed LR until 10/64 | **1947**-8 Lidingo Nya Varv—Lidingo (5)<br>61,52 9,66<br>55,53 9,61 5,64<br>P 16,8 RQD 18,6 F 7,4 1 dk<br>conv General Cargo 62 | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.1 124<br>4 Ha (each 5,5 × 3,8)<br>4W Der 4(3) | Oil 2SA 5Cy. 340 × 570<br>810bhp (596kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel (d.o.) |
| 5019185<br>ORKB<br>10/91<br>Esd RTv | **ANNICK GERLING**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **136**<br>18<br>58 | (BV) | **1961** J. Boel et Fils S.A.—Tamise/Temse (1381)<br>30,31 7,60 3,480<br>... ... ...<br>1 dk | **M Tug**<br>1 Ha (1,7 × 1,4) | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t (d.o.) 13kn |
| 7368487<br>OIOF<br>1276<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANNIE**<br>ex Lembulus-81<br>**Angfartygs A/B Alfa**<br>Lundqvist Rederierna<br>Mariehamn Finland | **129 946**<br>105 762<br>254 146 | **✠100A1** oil tanker<br>**✠LMC**<br>**IGS**<br>SS 12/78<br>EL C* 4⅜"U3<br>FN 25489 | **1974**-11 Verolme Dok & Schpsb. —Rozenburg, Rotterdam (853)<br>344,41(BB) 51,87 19,956<br>329,22 51,81 25,61<br>1 dk<br>rf nil<br>8BH WB31255T incl. DTa5797T No. 2 centre clean ballast tank 17777T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 312 159 HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW) General Electric<br>Verolme Machinefabriek Ijsselmonde<br>WTB(p) 73kgf/cm$^2$ (71,6bar) Spt 513°C 63kgf/cm$^2$ (61,8bar) hs3102,9<br>WTB(s) 48kgf/cm$^2$ (47,1bar) Spt 345°C 44kgf/cm$^2$ (43,2bar) hs642,9<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>Fuel 12 261,5t (hvf)-152,5pd 15kn |
| 8028412<br>PCSD<br>170 | **ANNIE HILLINA**<br>**Rederij De Samenwerking B.V.**<br>Parlevliet & van der Plas Haringhandel B.V.<br>Katwijk aan Zee Netherlands | **1 079**<br>483<br>1 550 | BV | **1981** (Aft section) "Welgelegen" Scheepswerf & Machinefabriek B.V. —Harlingen (102)<br>**1981** (Fwd section) Scheepswerf en Reparatiebedrijf "Harlingen" B.V. —Harlingen (60)<br>70,69 (BB) 5,131<br>63,81 13,26 8,36<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>In.1 950<br>Der 2 | Oil 4SA 9Cy. 320 × 420 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 930kW 1 × 818kW 2 × 450kW<br>Controllable pitch propeller<br>Fuel 388,5t (d.o.) |

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| 6726072<br>PCSC<br>170<br>Esd Rdr<br>RT | **ANNIE HILLINA**<br>Katwijk aan Zee Netherlands | **375**<br>168<br>— | | **1967** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (515)<br>49,20<br>46,00 8,54 3,48 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 305 × 460<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 3 × 8kW 220/380V 50Hz a.c.<br>Fuel 20,0t (d.o.) 13kn |
| 6916885<br>SLFT<br>11113<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNIE JOHNSON**<br>**Axel Axelson Johnson (Johnson Line)**<br>Stockholm Sweden | *15 932*<br>*7 391*<br>14 936 | AB | **1969** Oy Wartsila Ab—Turku/Abo (1170)<br>174,43(BB) 25,84 10,084<br>157,21 25,44 15,85<br>1 dk<br>rf 102 | **TM Container Ship/Pallets Carrier**<br>Fixed-guides Ref 4P<br>6 Ho ER 1 Ho<br>TEU 744 C.Ho 376/20' 46/40' C.Dk 244/20' 16/40'<br>13 Ha (stl) (6,3 × 7,6) (13,2 13,2 13,2 13,2 13,2 12,4 × 5,1) ER (6,2p&s 6,2p&s × 10,5) (6,4p&s × 7,9)<br>12 Wing Ha (stl) (13,2p&s 13,1p&s 13,1p&s 13,1p&s 13,1p&s 12,4p&s × 5,1)<br>Cr 1(35) 2(25) 1(10) | 4 Oil geared to sc. shafts<br>26 040bhp (19 154kW) Pielstick<br>(i) 2 Oil 2SA each 12Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>(ii)2 Oil 2SA each 16Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 840kW 1 × 528kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 4 459,5t (hvf) 23kn |
| 7645536<br>FZON | **ANNIE LAURE**<br>**Societe de Peche Africaine (SOPECAF)**<br>Concarneau France | **119**<br>60<br>— | BV | **1974** Soc. Concarnoise d'Entretien Nav. —Concarneau<br>27,06 2,420<br>21,80 6,90 3,51<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 150 × 150<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 39,5t 10kn |
| 7230410<br>544452<br>Esd Gc<br>Rdr RT | **ANNIE MAE CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **184**<br>125<br>— | AB | **1972** Burton Construction & SB. Corp. —Port Arthur, Tx (487)<br>53,35 11,59 3,607<br>49,79 4,27<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 252,0t (d.o.) |
| 7100201<br>WX8354<br>507419 | **ANNIE MARIE**<br>ex Capt. Daniel-78<br>ex Capt. Darcy-77<br>**Tammy E Inc.**<br>Houma, La United States of America | **122**<br>83<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13* 6,71<br>3,20<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| 7609221<br>WYU8<br>773<br>558142 | **ANNIE THORNTON**<br>**Boats Inc.**<br>Galveston, Tx United States of America | **114**<br>77<br>— | | **1974** J. F. Forcke—Freeport, Tx<br>*20,06*<br>6,44 3,48<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6421294<br>314678<br>Esd Pfd<br>Rdr RT | **ANNIE-REMI**<br>ex Shirley & Reid-72<br>**Eymard Noel**<br>St. Andrews, N.B. Canada | **130**<br>64<br>— | | **1964** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>26,22 6,53 3,658<br>6,48<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7933672<br>WQZ3<br>493<br>609117 | **ANNIHILATOR**<br>**John C. Edwards**<br>Aberdeen, Wa United States of America | **137**<br>93<br>— | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>*21,13* 6,68<br>3,33<br>1 dk | **M Fishing**<br>Crab | Vee Oil 2SA 12Cy. 146 × 146<br>520bhp (382kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7388918<br>SIVG<br>11490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNIKA**<br>ex Skogcell Forester-78<br>**Thunrederier A/B**<br>Thunrederierna<br>Lidkoping Sweden | T.Mk<br>**1 599**<br>1 018<br>3 929 | ✠**100A1**<br>Ice class 1A<br>✠**LMC** **UMS**<br>EL Q 1½"U2<br>FN 1814 | **1975**-1 A/B Falkenbergs Varv—Falkenberg (165)<br>87,08 13,09 5,862<br>84,41 12,97 8,51<br>P 16,2 RFD 10,1 F 10,7 2 dks<br>rf nil<br>4BH WB1204T incl. DTf190T | **M General Cargo**<br>1 Ho ER<br>G.5 564 B.5 036<br>2 Ha (stl) (each 24,8 × 10,2) ER<br>Cr 2(15) | Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>3 080bhp (2 266kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 165kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12,5kn |
| 7396666<br>DKGK<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANNIKA**<br>**Gebr. Peterson K.G.**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany | T.Mk<br>**992**<br>670<br>2 750 | GL | **1974** Schps. "Hoogezand" J. Bodewes —Hoogezand (173)<br>87,89 14,41 4,820<br>79,79 14,28 7,95<br>F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 59,5 ER<br>G.5 588 B.5 277<br>TEU 184 C. 184/20'<br>1 Ha (stl) (50,2 × 10,9) ER | Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Directional propeller<br>Fuel 142,0t (hvf) 14kn |
| 7001730<br>SYDM<br>7463<br>Df Esd<br>Gc Rdr<br>RTv | **ANNIKA N**<br>ex World Virtue-79<br>**Marcobright Shipping Co. (Panama) S.A.**<br>Piraeus Greece | **11 726**<br>7 160<br>20 333 | ✠**100A1** SS 11/79<br>strengthened for ore cargoes<br>✠**LMC**<br>EL Et 2½"U2<br>FN 5238 | **1969**-11 Osaka Zosensho—Osaka (293)<br>156,45 22,86 9,792<br>146,13 22,60 13,24<br>P 29,6 F 10,7 1 dk<br>rf 102<br>NS 7BH WB4838t incl. Comb. btm & side tanks in holds 2140t Topside tanks in holds 2096t | **M Bulk Carrier**<br>5 Ho 17,6 22,4 22,4 22,4 19,8 ER<br>G.26 100 B.25 159<br>5 Ha (stl) (9,9 × 8,9) (15,3 15,3 15,3 15,3 × 12,0) ER<br>5W Cr 5(8) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 310kW 445V 60Hz a.c.<br>Fuel 1 817,5t (hvf) 14,75kn |
| 5019252<br>KIWK<br>247304<br>Df Esd<br>Gc RT | **ANNISTON VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 1) —Richmond, Ca (584)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |

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| **6407987**<br>J4HY<br>7014<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANNITA**<br>ex Exmoor-78 ex Melbrook-72<br>**Annita First Shipping S.A.**<br>Radial Shipping Co.<br>Piraeus Greece | T.Mk<br>**7 659**<br>4 041<br>—<br>**10 741**<br>6 014<br>16 887 | ✠**100A1** CS 10/79<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4919 | Lch.**1964** Wm. Denny & Bros. Ltd.<br>—Dumbarton (1504)<br>Len & Cmpl.**1964**-8 A. Stephen & Sons<br>Ltd.—Glasgow (685)<br>159,49 20,20 —/9,903<br>149,36 20,12 12,81<br>P 36,0 F 12,2 2 dks<br>RW rf 229 DK fwd<br>7BH WB3906t incl. DTm669t DTsf1110t | **M General Cargo**<br>5 Ho 13,4 24,0 21,6 22,2 17,3<br>ER<br>G.21 925 B.19 678<br>5 Ha (stl) (10,9 12,9 13,7 13,7 10,6<br>× 7,3) ER<br>16W Der 1(25) 6(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 100lbf/in² (6,9bar) Spt<br>Fuel 1 117,5t 16kn |
| **6504266**<br>SXVB<br>4416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNITSA L**<br>**Compania de Navegacion**<br>**Annitsa Inc.**<br>Piraeus Greece | **19 758**<br>12 992<br>35 631 | AB | **1965** Uraga Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (859)<br>193,02 27,26 11,173<br>178,01 27,21 15,80<br>P 34,2 F 15,3 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.43 239<br>7 Ha ER<br>Cr 3(10) Der 2(5) | Oil 2SA 9Cy. 760 × 1550<br>14 500bhp (10 666kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Fuel 2 888,5t |
| **8028888** | **ANNIVERSARY THISTLE**<br>**Dorset Shipping Co. Ltd.**<br>Hong Kong<br>(British) | *35 976*<br>*25 368*<br>61 119 | NV (Class cont.) | **1982** Kasado Dock Co. Ltd.—Kudamatsu<br>(332)<br>12,601<br>216,01 32,21 17,81 | **M Bulk Carrier** | Oil<br>12 000bhp (8 827kW) Mitsubishi<br>Ube Kosan K.K. Japan |
| **7112539**<br>SVZD<br>4295<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANNOULA**<br>**Thelisis Compania Naviera S.A.**<br>Piraeus Greece | **9 826**<br>6 112<br>15 177 | AB | **1971** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2189)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.21 130 B.18 896<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to<br>sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 177,5t (hvf) 15,5kn |
| **5170628**<br>SV4029<br>5632<br>Df Esd<br>Rdr RT | **ANNOULA**<br>ex Jastarnia-76<br>**Kefalliniaki Floga Shipping Co.**<br>**Ltd.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **610**<br>279<br>826 | (PR) | **1955** Stocznia Gdynska im. "Komuny<br>Paryskiej"—Gdynia (B53/26)<br>57,64 9,07 4,252<br>9,00 4,75<br>1 dk | **M General Cargo**<br>2 Ho 15,4 16,0 ER<br>G.1 072 B.1 006<br>2 Ha (each 10,2 × 4,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 290 × 420<br>640bhp (471kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 40kW 1 × 10kW 230V d.c.<br>Fuel 44,5t (d.o.) 10,5kn |
| **5072981**<br>P3GQ<br>381020<br>Df Esd<br>Gc Rdr<br>RT | **ANNOULA TSIRIS**<br>ex Circe-78<br>**North Wind Shipping Co. Ltd.**<br>Palmyra Tsiris Lines S.A.<br>Limassol Cyprus | **2 874**<br>1 456<br>3 669 | BV | **1958** S.A. des Ancien Chantiers Dubigeon<br>—Nantes-Chantenay (770)<br>98,91 14,48 6,897<br>92,00 14,46 8,72<br>P 9,8 B 20,2 F 16,2 2 dks<br>RW | **M General Cargo** CSD<br>Wine Ref<br>G.3 843 B.3 594 In.266<br>2 Ha (22,1 18,3 × 5,3) ER<br>6W Der 4(10) 4(5) | 2 Oil 4SA each 6Cy. 400 × 460 geared to<br>sc. shaft<br>3 840bhp (2 825kW) Pielstick<br>At. & Ch. de Bretagne Nantes<br>Controllable pitch propeller<br>Fuel 132,0t (d.o.) 17kn |
| **7102247**<br>LART<br>17620<br>Df Esd<br>Rdr<br>RTm/h | **ANNTORO**<br>ex Cap Carrier-78<br>ex Nes Carrier-77 ex Gullsund-76<br>ex Jodur-73<br>**Morten Seines**<br>Bodo Norway | **199**<br>121<br>569 | NV | **1971** Elbewerften Boizenburg/Rosslau<br>—Rosslau (3333)<br>49,59 10,11 2,807<br>44,00 10,09 5,62<br>F 11,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,4 ER<br>G.1 478 B.1 346<br>1 Ha (stl) (22,2 × 7,0) ER<br>2W Der 1(5) 2(3) | Oil 4SA 6Cy. 240 × 280 sr geared to sc.<br>shaft<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,5pd 12kn |
| **5019329**<br>GHLK<br>302591<br>Esd Pfd<br>RT | **ANNUITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **1 600**<br>754<br>2 388 | ✠**100A1** SS 9/79<br>oil tanker<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1322 | **1961**-2 Goole SB. & Repairing Co. Ltd.<br>—Goole (515)<br>81,16 12,27 4,827<br>76,21 12,20 5,14<br>P 20,8 Trunk 45,5 F 9,2 1 dk<br>rf 102<br>13BH WB405t | **M Tanker**<br>12 Ta ER<br>L.(oil) 3 075 HeCls. C | 2 Oil 4SA each 8Cy. 222 × 292 reverse<br>reduction geared to sc. shaft<br>2 000bhp (1 471kW) ✠ NE 2/75<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>2 db 180lbf/in² (12,5bar)<br>Gen 2 × 50kW 2 × 30kW<br>Fuel (d.o.) 10kn |
| **7342768**<br>GUND<br>359086<br>Esd Pfd<br>Rdr RT | **ANNWOOD**<br>**Aberdeen Motor Trawlers Ltd.**<br>The John Wood Group (Aberdeen)<br>Ltd.<br>Banff United Kingdom | **130**<br>52<br>— | ✠Classed LR until<br>22/1/82 | **1974**-8 J. Lewis & Sons Ltd.—Aberdeen<br>(387)<br>*24,24* 6,79 2,794<br>23,50 6,71 3,36<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 293 reverse reduction<br>geared to sc. shaft<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 35kW 1 × 30kW<br>415V 50Hz a.c.<br>11kn |
| **7640146**<br>SV3957<br>5337<br>Rdr RT | **ANNY**<br>**Pel-Ak**<br>Piraeus Greece | **1 195**<br>—<br>750 | | **1980** Kamitsis Shipyard—Perama (107)<br>70,01 3,171<br>58,22 12,01 8,87 | **TM RoRo Cargo/Ferry** | 2 Oil<br>6 000bhp (4 413kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| **5019343**<br>SEBM<br>9257<br>Rdr | **ANNY**<br>**Broderna Wiberg R/A**<br>Husum Sweden | **137**<br>7<br>— | | **1949** Brins Werft—Arnhem<br>29,52 5,77<br>... ... ...<br>RW | **M Tug** | Oil 4DA 6Cy. 350 × 430<br>E made43 fitted49<br>Motorenw. Mannheim A.G. Mannheim<br>Gen 1 × 56kW 2 × 12kW<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-4,5pd |
| **7702281**<br>PCSB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNY DANIELSEN**<br>**Westerpark Scheepvaart &**<br>**Handelmij B.V.**<br>Hoogezand Netherlands | **1 221**<br>622<br>2 535 | BV | **1978** Bodewes Scheepswerven B.V.<br>—Hoogezand (532)<br>80,02 13,06 5,171<br>72,52 13,01 7,50<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 316 B.3 884<br>2 Ha (stl) (14,4 21,5 × 9,5) ER<br>Cr 2(3) Der 1(15) | Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 222,5t 13,5kn |
| **7922283**<br>LIZY<br>19452<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANNY KRAEMER**<br>**Hagb. Kraemer A/S**<br>Tromso Norway | T.Mk<br>**477**<br>177<br>— | NV | **1980** Storviks M/V A/S—Kristiansund N.<br>(96)<br>50,75 10,32 4,684<br>44,89 10,30 6,76<br>F - 2 dks<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft<br>Cr 1(2) | Oil 4SA 6Cy. 320 × 420 geared to sc.<br>shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel |

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| 8105375 | **ANNY PRIMA**<br>**Societa Rifi**<br>Ancona Italy | **151**<br>68<br>— | RI | **1982** Cant. Nav. M. Morini & C.—Ancona (183)<br>29,11 6,63 2,371<br>22,46 6,61 3,20<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho<br>In.100 | Oil 4SA 6Cy. 240 × 280 sr reverse geared to sc. shaft<br>820bhp (603kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 7505504 | **ANOMAN I**<br>**Port Administration Tanjung Perak**<br>Surabaya Indonesia | **188**<br>25<br>— | KI | **1975** Promet Private Ltd.—Singapore (87)<br>... ... ...<br>28,71 7,62 3,84<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln |
| 7634458 | **ANOMAN 2**<br>**Port Administration Tanjung Perak**<br>Surabaya Indonesia | **188**<br>25<br>— | KI | **1975** Promet Private Ltd.—Singapore<br>7,62<br>28,71 7,60 3,84 | **TM Tug** | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany |
| 7819084<br>Esd Rdr<br>RT | **ANOMAN III**<br>**Srikaya Mas**<br>Surabaya Indonesia | **227**<br>—<br>— | KI | **1978** Sing Koon Seng (Pte.) Ltd. —Singapore (460)<br>29,01 3,501<br>28,02 8,62 4,73<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7819096<br>Esd Rdr<br>RT | **ANOMAN IV**<br>**Srikaya Mas**<br>Surabaya Indonesia | **227**<br>—<br>— | KI | **1978** Sing Koon Seng (Pte.) Ltd. —Singapore (461)<br>29,01 3,501<br>28,02 8,62 4,73<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7004627<br>HPWV<br>8626-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANONA**<br>ex Anonacore-74<br>**Intermare K.G., K.S. Kuhlschiff G.m.b.H. & Co.**<br>Christian F. Ahrenkiel<br>Hamburg Panama | T.Mk<br>**5 902**<br>3 355<br>8 555<br>**8 191**<br>4 831<br>9 876 | ✠Classed LR until 18/4/81 | **1970**-3 Nylands Verksted—Oslo (609)<br>147,83 20,05 8,535/9,164<br>135,31 20,01 12,50<br>F 13,8 3 dks, 4th dk fwd of mchy. space<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 24,0 22,4 ER 20,2<br>In.11 774<br>4 Ha (stl) (11,0 11,2 11,2 × 7,0) ER (11,2 × 7,0)<br>14W Der 2(15) 8(5-10) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Nylands Verksted A/S Oslo<br>Gen 3 × 524kW 1 × 382kW 1 × 192kW 450V 60Hz a.c. |
| 5019379<br>EAYN<br>2797<br>Esd | **ANOZAMA**<br>**Jose Escobio Escobio**<br>Las Palmas Spain | **134**<br>49<br>71 | | **1947** Hijos de J. Barreras S.A.—Vigo<br>26,98 6,46 3,328<br>6,41 | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,3 ER | Oil 4SA 4Cy. 270 × 500<br>N.V. Werkspoor Amsterdam<br>Fuel 23,5t (d.o.) 9,5kn |
| 7631456<br>9VUU<br>381356<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANRO ASIA**<br>**Orchid (Holdings) Pte. Ltd.**<br>Straits Steamship Co. Ltd.<br>Singapore Singapore | **16 336**<br>7 589<br>16 466 | **✠100A1**<br>**✠LMC UMS**<br>EL K† 632,5/78,0U2<br>FN 8820 | **1978**-2 Kawasaki Heavy Ind. Ltd.—Kobe (1268)<br>**1981** (Additional cargo section) Jurong Shipyard Ltd.—Singapore<br>212,94(BB) 27,54 9,018<br>199,17 27,51 16,77<br>F 70,5 1 dk, 2nd dk in No. 3 hold<br>len 81<br>4BH to U dk, 2 to 2nd dk WB7509T incl. STs in No. 3 hold 2346T & DTsf 2008T | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>pt higher tensile steel Stern door<br>2 Ho 14,9 16,6 ER<br>TEU 1217 C.Ho 98/20′ C.RoRo Dk 564/20′ C.Dk 555/20′ incl. 250 ref C.<br>8 Ha (stl) ER | 2 Oil 4SA each 9Cy. 520 × 550 sr geared to sc. shaft<br>18 990bhp (13 968kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 2 × 2000kW 1 × 1720kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 240,0t (d.o.) 1 855,0t (hvf) 16kn |
| 7619410<br>VJBQ<br>374599<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANRO AUSTRALIA**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **16 000**<br>7 102<br>16 477 | **✠100A1**<br>**✠LMC UMS**<br>EL K† $3\frac{1}{16}$"U2<br>FN 8818 | **1977**-9 Kawasaki Heavy Ind. Ltd.—Kobe (1266)<br>**1981** (Additional cargo section) Kawasaki Heavy Ind. Ltd.—Sakaide<br>212,94(BB) 27,56 9,018<br>199,17 27,50 16,77<br>F 70,1 1 dk 2nd dk in No. 3 hold<br>rf 356 len 81<br>4BH to U dk, 2 to 2nd dk WB7610T incl. STs in No. 3 hold 2350T & DTsf 2008T | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>pt higher tensile steel Stern door<br>2 Ho 14,8 16,6 ER<br>TEU 1217 C.Ho 98/20′ C.RoRo Dk 564/20′ C.Dk 555/20′ incl. 250 ref C.<br>8 Ha (stl) ER | 2 Oil 4SA each 9Cy. 520 × 550 sr geared to sc. shaft<br>18 990bhp (13 968kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTAuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 1 × 1720kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 240,0t (d.o.) 1 855,0t (hvf) 16kn |
| 5241427<br>HQBF<br>RH-L3 5294<br>Esd Gc<br>Pfd Rdr<br>RTm | **ANRO PIONEER**<br>ex Moray Firth IV-81<br>**Capt. M. F. McCarthy**<br>Amapala Honduras | **612**<br>314<br>813 | **✠100A1** SS 7/79<br>**✠LMC**<br>EL i<br>FN 693 | **1960**-1 N.V. Bodewes Schps. —Martenshoek (445)<br>55,48 8,89 3,703<br>50,65 8,86 4,81<br>P 13,2 RQD 18,6 F 9,2 1 dk<br>RW rf 76<br>NS 3BH WB253t | **M General Cargo**<br>1 Ho 32,0 ER<br>G.1 165 B.1 069<br>2 Ha (10,4 14,3 × 5,4) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 270 × 500<br>540bhp (397kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 10kW 115V d.c.<br>10,5kn |
| 7619422<br>9VMY<br>380650<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANRO TEMASEK**<br>**Neptune Beta Lines (Pte.) Ltd.**<br>Neptune Orient Lines Ltd.<br>Singapore Singapore | **16 063**<br>7 500<br>16 657 | **✠100A1** SS 4/81<br>**✠LMC UMS**<br>EL K† 632,5/78,0U2<br>FN 8818 | **1977**-12 Kawasaki Heavy Ind. Ltd.—Kobe (1267)<br>**1981** (Additional cargo section) Jurong Shipyard Ltd.—Singapore<br>212,94(BB) 27,56 9,018<br>199,17 27,50 16,77<br>F 70,1 1 dk, 2nd dk in No. 3 hold<br>rf 356 len 81<br>4BH to U dk, 2 to 2nd dk WB7610T incl. STs in No. 3 hold 2350T & DTsf 2008T | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>pt higher tensile steel Stern door<br>2 Ho 14,7 16,6 ER<br>TEU 1217 C.Ho 98/20′ C.RoRo Dk 564/20′ C.Dk 555/20′ incl. 250 ref C.<br>8 Ha (stl) ER | 2 Oil 4SA each 9Cy. 520 × 550 sr geared to sc. shaft<br>18 990bhp (13 968kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTAuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 1 × 1720kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 236,0t (d.o.) 1 829,5t (hvf)-57,0pd 16kn |
| 7620794<br>JI2899<br>119530<br>Gc Rdr | **ANSEI MARU**<br>**Tabuchi Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **510**<br>377<br>1 165 | | **1976** Higaki Zosen K.K.—Imabari (186)<br>10,62 3,852<br>57,00 10,61 4,02<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8000379<br>DLBD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANSGARITOR**<br>**Partenreederei m.s. 'Ansgaritor'**<br>Schlussel Reederei Bereederungs K.G.<br>Bremen Federal Republic of Germany | **34 844**<br>24 691<br>64 219 | GL | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2746)<br>224,92(BB) 12,937<br>215,42 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho 24,0 24,8 24,8 24,8 24,8 24,8 24,8 ER<br>G.75 527<br>7 Ha (stl) (12,8 16,0 16,0 16,0 16,0 16,0 16,0 × 15,3) ER | Oil 2SA 6Cy. 760 × 1550<br>13 680bhp (10 062kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 292,5t (d.o.) 3 112,0t (hvf)-45,5pd<br>14,75kn |

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| **6409131**<br>OWCR<br>Df Esd<br>Rdr RT | **ANSO**<br>ex Torrand-82 ex Ingar Iversen-78<br>ex Ronstad-71 ex Rembakk-67<br>**Andreas Molgaard & Sonner ApS**<br>Godhavn Greenland (Danish) | **319**<br>189<br>— | | NV | **1964** Elektrosveis Alsaker & Ottesen —Sagvag (10)<br>Len & Cmpl.**1964** Gerh. Voldnes A/S Skips.—Fosnavaag<br>41,69 7,35<br>33,00 7,31 3,66<br>1 dk<br>BK 132 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,6 1,9 × 1,9) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>780bhp (574kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 152kW 1 × 100kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6917645**<br>9V2956<br>382175<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANSON**<br>ex Pacific Conveyer-81<br>ex Christine Isle-72<br>**Indrati Lines Pte. Ltd.**<br>Singapore Singapore | **1 157**<br>657<br>— | **✠100A1**<br>**✠LMC** | SS 12/78<br>**UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1290 | **1969**-5 Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1347)<br>73,11 (BB) 12,91 3,760<br>68,00 12,81 6,15<br>RFD 7,4 2 dks<br>rf nil<br>NS 3BH to U dk 4 to 2nd dk WB641t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 12,6 25,1 ER | Oil 4SA 7Cy. 400 × 600<br>1 970bhp (1 449kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 136kW 440V 60Hz a.c.<br>Fuel 189,0t (hvf) 13kn |
| **5019460**<br>VM4814<br>186724 | **ANSON**<br>**Electrolytic Zinc Co. of Australasia Ltd.**<br>*Hobart, Tas.* Australia | **810**<br>268<br>— | **✠100A1**<br>hopper barge<br>**✠LMC** | CS 9/78<br>EL I<br>FN 887 | **1957**-2 Henry Scarr Ltd.—Hessle (734)<br>60,05 11,82 3,671<br>56,70 11,43 4,20<br>RAD 13,8 RFD 13,5 1 dk<br>RW rf nil<br>5BH WB509t | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 12Cy. 248 × 267 sr geared to sc. shaft<br>992bhp (730kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) 9,5kn |
| **5410494**<br>Df Esd<br>Pfd RTm | **ANTA**<br>ex Bussang-78<br>**El Hadj Ousmane Ndiaye**<br>Dakar Senegal | **158**<br>54<br>— | | BV | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5078)<br>27,13 6,76 3,150<br>25,30 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>In.100<br>3 Ha (0,9 0,9 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 270 × 360<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,0t (d.o.) 11kn |
| **7306324**<br>D5PB<br>6514<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTACUS**<br>ex Atlas-81 ex Chi Grace-79<br>ex Harfleet-79<br>**Chi Grace Navigation Inc.**<br>Chi Yuen Navigation Co. Ltd.<br>Monrovia Liberia | **16 347**<br>11 295<br>26 044 | **✠100A1**<br>strengthened for ore cargoes, Nos. 1 & 4 holds may be empty (cc)<br>**✠LMC** | SS 10/78<br>**UMS**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6452 | **1973**-6 Scotstoun Marine Ltd.—Scotstoun<br>175,11(BB) 25,53 9,970<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil<br>NS 7BH WB7533t incl. Topside tanks in holds 4208t Comb. btm & STs in Nos. 2, 3, & 5 holds 1614t | **M Bulk Carrier**<br>5 Ho 19,2 28,5 20,4 28,0 28,0 ER<br>G.3 810 B.3 230<br>5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 × 12,1) ER<br>Cr 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 190,0t (d.o.) 1 579,0t (hvf) 15,5kn |
| **7114343**<br>SWFU<br>4573<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTAIOS**<br>**Antaios Compania Naviera S.A.**<br>Piraeus Greece | **16 379**<br>11 655<br>29 314 | | AB | **1971** Hakodate Dock Co. Ltd.—Hakodate (495)<br>180,80(BB) 23,14 10,675<br>170,01 23,11 14,51<br>P 37,8 RQD 28,7 B 11,3 F 16,2 1 dk<br>rf 51 DK fwd | **M Bulk Carrier**<br>7 Ho 14,9 19,1 22,3 13,5 17,1 20,7 20,5 ER<br>G.37 920 B.34 409<br>7 Ha (stl) (6,7 12,7 12,7 9,5 11,1 12,7 11,1 × 9,5) ER<br>14W Der 2(25) 14(10) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 450V 50Hz a.c.<br>Fuel 1 880,5t (hvf) 14,5kn |
| **7364338**<br>TCJA<br>4317<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTAKYA**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 331**<br>1 048<br>2 658 | | AB | **1974** Denizcilik Bankasi T.A.O.—Camialti (200)<br>80,02 11,71 5,512<br>69,02 11,69 6,61<br>2 dks | **M General Cargo**<br>Mchy.aft<br>1 Ho 52,4<br>G.3 511 B.3 115<br>2 Ha (stl)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 96kW 1 × 16kW a.c.<br>Fuel 258,0t 11,5kn |
| **7364302**<br>TCJB<br>4294<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTALYA**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 331**<br>1 048<br>2 658 | | AB | **1974** Denizcilik Bankasi T.A.O.—Camialti (197)<br>80,02 11,71 3,531<br>69,02 11,69 6,61<br>F 7,4 2 dks<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>1 Ho 52,4<br>G.3 511 B.3 115<br>2 Ha (stl)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 96kW 1 × 16kW a.c.<br>Fuel 253,0t 11,5kn |
| **7224590** | **ANTALYA I**<br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **68**<br>—<br>— | **✠100A1**<br>tug<br>Turkish coastal service<br>**✠LMC** | SS 4/81<br>EL (a) $\frac{3}{4}$"U1<br>FN 129 | **1972**-8 Celiktrans Deniz Insaat—Istanbul (46)<br>19,97 5,47 1,804<br>17,00 5,08 2,49<br>rf 686 DK in way of mchy. space<br>3BH | **M Tug** | Oil 4SA 6Cy. 240 × 360 reverse reduction geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 12kW 110V d.c. |
| **7224588** | **ANTALYA II**<br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **68**<br>—<br>— | **✠100A1**<br>tug<br>Turkish coastal service<br>**✠LMC** | SS 4/82<br>EL (a) $\frac{3}{4}$"U1<br>FN 129 | **1972**-8 Celiktrans Deniz Insaat—Istanbul (45)<br>19,97 5,47 1,804<br>17,00 5,08 2,49<br>rf 686 DK in way of mchy. space<br>3BH | **M Tug** | Oil 4SA 6Cy. 240 × 360 reverse reduction geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 12kW 110V d.c. |
| **7226328** | **ANTALYA III**<br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **68**<br>—<br>— | **✠100A1**<br>tug<br>Turkish coastal service<br>**✠LMC** | SS 8/81<br>EL (a) $\frac{3}{4}$"U1<br>FN 129 | **1972**-10 Celiktrans Deniz Insaat—Istanbul (44)<br>19,97 5,47 1,804<br>17,00 5,08 2,49<br>rf 686 DK in way of mchy. space<br>3BH | **M Tug** | Oil 4SA 6Cy. 240 × 360 reverse reduction geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 12kW 110V d.c. |
| **7228003** | **ANTALYA IV**<br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **68**<br>—<br>— | **✠100A1**<br>tug<br>Turkish coastal service<br>**✠LMC** | SS 6/79<br>EL (a) $\frac{3}{4}$"U1<br>FN 129 | **1973**-1 Celiktrans Deniz Insaat—Istanbul (43)<br>19,97 5,47 1,804<br>17,00 5,08 2,49<br>rf 686 DK in way of mchy. space<br>3BH | **M Tug** | Oil 4SA 6Cy. 240 × 360 reverse reduction geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 12kW 110V d.c. |

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|---|---|---|---|---|---|---|
| 7348334<br>UKUH<br>M-31145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTANAS SNECHKUS**<br>Launched as Ignalina<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**8 324**<br>4 201<br>9 600 | RS | **1974** VEB Mathias-Thesen-Werft—Wismar (201)<br>152,25 22,23 8,170<br>142,02 22,20 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 026<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>9W Der 2(10) 7(5) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>17,25kn |
| 7010834<br>J4YZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTAR**<br>ex Heina-80<br>**Westminster Maritime Ltd.**<br>Regal Marine Inc.<br>Piraeus Greece | **14 713**<br>9 635<br>25 299 | NV | **1970** Smith's Dock Ltd.—South Bank, Middlesbrough (1311)<br>167,62(BB) 24,41 10,370<br>160,03 24,39 14,33<br>P & B 33,3 F 18,3 1 dk<br>rf 114 | **M Bulk Carrier**<br>2P<br>Str. heavy cargoes<br>5 Ho 19,2 25,1 25,1 25,1 19,2 ER<br>G.29 987 B.29 678<br>5 Ha (stl) (14,4T × 11,8) (25,1 25,1 25,1 19,2 × 19,5) ER<br>Cr 2(25) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 524,0t (hvf) 15,5kn |
| 5019496<br>SUDO<br>Df RT | **ANTAR**<br>ex Edgar Bonnet-58<br>**Suez Canal Authority**<br>Port Said Egypt | **841**<br>—<br>— | BV | **1953** Schps. L. Smit & Zoon—Kinderdijk (Co253)<br>46,23 12,04 4,850<br>46,00 12,03 5,52 | **TM Tug**<br>2 Ha | 2 Oil 4SA each 8Cy. 610 × 840<br>MAN<br>J. & K. Smit's Scheeps. Kinderdijk<br>2 Controllable pitch propellers<br>15,25kn |
| 7396800<br>CNRX<br>Df Esd<br>Gc Rdr<br>RT | **ANTAR**<br>ex Carmen Perada-80<br>**Transglobo II Peche Maritime**<br>Morocco | **281**<br>56<br>— | BV | **1975** S.L. Ardeag—Bilbao (81)<br>3,731<br>34,50 7,85 4,02 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 9Cy. 350 × 500<br>1 680bhp (1 236kW)<br>CKD Praha Praha<br>Fuel 119,0t (d.o.) 13,25kn |
| 5019501<br>VRCL<br>315101<br>Df RTh | **ANTAR**<br>**Caltex Shipping Co. Ltd.**<br>Hong Kong Hong Kong (British) | **259**<br>—<br>— | AB | **1961** Hitachi Zosen—Innoshima (3918)<br>32,01 8,28 4,115<br>30,56 8,26 4,58<br>1 dk<br>BK 64 | **D-E Tug** | Vee Oil 2SA 16Cy. 216 × 254 driving 1 gen. of 1 200kW 750V d.c. connected to 1 elec. motor (WL)<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 40kW 1 × 24kW 125V d.c.<br>Fuel 109,5t (d.o.) |
| 6502907<br>9MVU<br>325281<br>Rdr RT | **ANTARA**<br>ex Prince Maru No. 2-81<br>**M/S Antara Shipping Sendirian Berhad**<br>Penang Malaysia | **2 787**<br>1 783<br>1 354 | NK | **1964** Setoda Zosensho—Setoda (173)<br>88,55 13,75 4,496<br>82,00 13,71 8,89<br>3 dks<br>RW | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 120kW 445V a.c.<br>Fuel 331,0t-7,5pd 13kn |
| 5019513<br>YIBD | **ANTARA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **694**<br>244<br>500 | **100A1** SS 11/78<br>Shatt—Al—Arab River service between Fao & Basrah<br>**LMC**<br>EL (j)<br>FN 807<br>**SURVEYS OVERDUE** | **1954** Orenstein Koppel & Luebecker —Luebeck (490)<br>33,56 21,09 1,372<br>33,53 21,04 3,00<br>1 dk<br>RW<br>4BH WBDTsa228t | **TM Floating Crane**<br>Cr 1(100) | 2 Oil 4SA each 8Cy. 180 × 260 sr reverse geared to sc. shafts<br>530bhp (390kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7006297<br>3EJE<br>8511-HA-F<br>Df Esd<br>Gc RTv | **ANTARCTIC**<br>ex Antarcticore-75<br>**Intermare K.G., K.S. Kuhlschiff G.m.b.H. & Co.**<br>Christian F. Ahrenkiel<br>Hamburg Panama | T.Mk<br>**4 897**<br>2 519<br>7 823<br>**6 702**<br>3 624<br>— | GL (NV) | **1970** Drammen Slip & Verk.—Drammen (67)<br>140,72(BB) 18,04 8,311<br>131,93 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>G.10 140 B.9 827 In.9 827<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 530kW 450V 60Hz a.c.<br>Fuel 1 770,0t (hvf) 22,5kn |
| 7922271<br>EIPG<br>402021<br>Df Esd<br>Gc Rdr<br>RT | **ANTARCTIC**<br>**Kevin Liam McHugh**<br>Dublin Irish Republic | **535**<br>273<br>650 | ✠**100A1**<br>fishing vessel<br>✠**LMC**<br>EL I 330,0/24,0U2<br>FN 578 | **1980**-9 Voldnes Skipsverft A/S—Fosnavaag (29)<br>40,54 (BB) 9,53 5,800<br>34,70 9,50 7,14<br>2 dks<br>rf 1194 BK 127<br>4BH to U dk, 1 to 2nd dk WBnil | **M Fishing**<br>Stern Trawler Seiner<br>Mchy.aft | Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 100bhp (1 545kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 248kW 1 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>13kn |
| 6725133<br>PCRW<br>Df Esd<br>Gc Rdr<br>RT | **ANTARCTIC**<br>**C. Tammes**<br>Seatrade Groningen B.V.<br>Groningen Netherlands | T.Mk<br>**500**<br>283<br>1 291<br>**1 429**<br>794<br>1 795 | ✠**100A1** SS 9/82<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL M 1¼"U2<br>FN 1364 | **1967**-10 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (353)<br>80,96 12,07 4,115/4,915<br>72,50 11,80 7,01<br>F 8,6 2 dks<br>rf 279<br>5BH WB493t | **M General Cargo**<br>Ref.<br>3 Ho 13,5 16,7 14,6 ER 3 TwD<br>In.2 233<br>3 Ha (stl) (each 9,7 × 5,1) ER<br>Der 3(3) | Vee Oil 4SA 12Cy. 400 × 500<br>2 970bhp (2 185kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 112kW 400V 50Hz a.c.<br>Fuel 305,0t (d.o.) 15kn |
| 5019549<br>PCRV<br>Df Esd<br>RTm | **ANTARCTICA**<br>**A. Snoodijk**<br>Arkel Netherlands | **375**<br>200<br>524 | BV | **1958** N.V. Schpsb. v/h Th. J. Fikkers —Foxhol (92)<br>50,09 8,11 2,902<br>44,99 8,01 3,20<br>P 14,4 F 9,2 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 29,7 ER<br>G.708 B.671<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 240 × 360<br>224bhp (165kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 8,5kn |
| 7350777<br>RT | **ANTAREJA**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **215**<br>99<br>— | | **1974** P.T. Adiguna Shipyard—Jakarta<br>39,58 1,474<br>36,45 9,76 2,37<br>1 dk | **TM Landing Craft**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 34kW |

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| 7226897<br>KHLX<br>542200<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTARES**<br>ex Sea-Land Galloway-82<br>**Government of The United**<br>**States of America**<br>**(Department of The Navy -**<br>**Military Sealift Command)**<br>Washington, DC United States<br>of America | **41 127**<br>25 389<br>28 095 | <br><br>AB | **1972** A.G. "Weser"—Bremen (1382)<br>288,40(BB) 32,26 10,608<br>268,38 32,16 15,83<br>B & F 57,0 2 dks<br>rf 305 | **TS Container Ship**<br>Fixed-guides<br>11 Cell.Ho 15,7 16,0 11,4 22,8 22,8 22,8 25,9 ER 11,4 11,4 22,8 22,8<br>B.3 738<br>C.Ho 554/35' 140/40' C.Dk 342/35' 60/40' incl. 102 ref C.<br>23 Ha (stl) ER<br>16 Wing Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>120 000shp (88 267kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 3000kW 1 × 1500kW 450V 60Hz a.c.<br>Fuel 5 705,5t (o.f.)-624,0pd<br>33kn |
| 7403251<br>6ZUP<br>5870<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTARES**<br><br>**Venus Orient S.S. Corp.**<br>Patt, Manfield & Co. Ltd.<br>Monrovia Liberia | **19 378**<br>12 535<br>36 313 | <br><br>BV | **1977** Usuki Tekkosho—Saiki (1192)<br>179,99 26,88 11,754<br>170,01 26,81 15,83<br>P 29,6 F 16,8 1 dk | **M Tanker**<br><br>11 Ta ER<br>L.(oil) 44 383 HeCls. C | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 2 × 550kW 440V a.c.<br>Fuel 172,5t (d.o.) 1 961,5t (hvf)-39,0pd<br>16,5kn |
| 7604348<br>OIHX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTARES**<br>ex Chase One-79 ex Antares-78<br>**Finska Angfartygs A/B (EFFOA)**<br>**(Finland Steamship Co. Ltd.)**<br>Helsinki/ Finland<br>Helsingfors | **13 044**<br>6 128<br>16 560 | ✠**100A1**<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5387 | **1978**-1 Hyundai SB. & Heavy Industry —Ulsan (1658)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK<br>9BH WB7205T incl. STs in holds 4286T & DTf, DTm, DTa 1077T | **M Bulk Carrier**<br>Pulp Newsprint<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>TEU 540<br>C.Ho 360/20' (40') C.Dk 180/20' (40')<br>1 Ha (13,4T × 9,1) 3 Ha (each 26,8 × 17,9) ER<br>Cr 2(30) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 7,2kgf/cm² (7,1bar)<br>AuxB (ex.g) 7,2kgf/cm² (7,1bar)<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.) 1 115,5t (hvf) 15,75kn |
| 7632711<br>9VVI<br>381375<br>RT | **ANTARES**<br>ex Maretrader-82<br>**Antares Pte. Ltd.**<br>Singapore Singapore | **11 266**<br>8 147<br>16 497 | <br><br>BV | **1977** Minami-Kyushu Zosen K.K.—Usuki (515)<br>156,85 22,05 9,348<br>145,19 22,00 12,70<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 400kW 440V 60Hz a.c.<br>15kn |
| 7022045<br>UTHZ<br>M-17270<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTARES**<br><br>**U.S.S.R. -Novorossiysk Shipping**<br>**Co.**<br>Novorossiysk U.S.S.R. | **3 468**<br>1 607<br>5 030 | <br><br>RS | **1970** Rauma-Repola Oy—Rauma/Raumo (185)<br>106,15 15,45 6,722<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Wine<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.5 708 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd<br>13,25kn |
| 7625718<br>SQIJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTARES**<br><br>**Przedsiebiorstwo Polowow**<br>**Dalekomorskich i Uslug**<br>**Rybackich 'Dalmor'**<br>Gdynia Poland | T.Mk<br>**2 584**<br>1 069<br>1 516 | <br><br>PR | **1977** Stocznia Gdanska im. Lenina—Gdansk (B414/07)<br>88,96 5,600<br>15,02 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 414 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 640kW 2 × 560kW 400V a.c.<br>Controllable pitch propeller<br>17kn |
| 6722210<br>UYGG<br>M-26994<br>Df Esd<br>Gc Rdr<br>RT | **ANTARES**<br><br>**U.S.S.R. -'Azcherryba'**<br>Novorossiysk U.S.S.R. | **1 920**<br>603<br>1 000 | <br><br>RS | **1964** VEB Volkswerft Stralsund—Stralsund (7043)<br>79,81 13,24 5,200<br>71,02 13,14 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>3 Ha (0,9 0,9 × 0,9) (2,2 × 3,5)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 5157470<br>HPRH<br>4333-DC | **ANTARES**<br>ex Ta Chung-70 ex Hwa Lien<br>ex Hai Ping-50 ex Haiyu-46<br>Launched as Ottawa Pandora<br>**Pacifico Lloyd Corp. S.A.**<br>Panama Panama | **1 351**<br>760<br>1 711 | <br><br>✠Classed LR until 5/55 | **1946**-5 Victoria Mchy. Depot Co. Ltd. —Victoria, B.C. (42)<br>68,33 11,18 5,036<br>64,01 11,13 6,61<br>F 9,2 2 dks<br>RW | **S General Cargo** CSD<br><br>2 Ho ER<br>G.2 313 B.2 112<br>2 Ha ER<br>6W Der 2(5) 4(3) | T 3Cy. 343 578 & 965 × 686<br>900ihp (662kW)<br>Canadian Allis-Chalmers Ltd. Montreal, P.Q.<br>Fuel 263,0t (o.f.)<br>9kn |
| 6614279<br>PCSJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTARES**<br>ex Danesea-73 ex Antares 1-71<br>ex Tantzen-67<br>**J. Damhof**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Delfzijl Netherlands | **1 298**<br>886<br>2 298 | <br><br>BV | **1966** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1310)<br>73,61 11,61 5,284<br>66,71 11,51 6,30<br>P 13,5 B 5,2 F 9,2 2 dks | **M General Cargo** CSD<br><br>1 Ho 48,6 ER<br>G.2 945 B.2 670<br>2 Ha (stl) (each 16,7 × 7,0) ER<br>4W Der 1(15) 1(10) 2(2) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 76kW 231/400V 50Hz a.c.<br>Directional propeller<br>Fuel 134,0t (d.o.) 12,5kn |
| 7330325<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTARES**<br>ex Seaforth Chieftain-82<br>**Northern Offshore Logistica**<br>**Italia (N.O.L.)**<br>Genova Italy | **777**<br>302<br>— | ✠**100A1** SS 10/78<br>tug<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 885 | **1974**-2 Cochrane & Sons Ltd.—Selby (1551)<br>58,70 12,04 4,515<br>52,00 11,80 5,21<br>F 15,6 1 dk<br>rf 508<br>6BH WB686T | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 16Cy. 222 × 293 dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Bow jet pump |
| 6722478<br>ULRQ<br>M-3086<br>Df Esd<br>Rdr RT | **ANTARES**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **699**<br>262<br>341 | <br><br>RS | **1963** ............U.S.S.R.<br>54,23 9,38 3,703<br>49,99 9,25 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.356<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 6717215<br>DEJH<br><br>Df Esd<br>Rdr RT | **ANTARES**<br><br>**Argo Reederei Richard Adler &**<br>**Sohne**<br>Bremen Federal Republic of Germany | T.Mk<br>**499**<br>279<br>1 123 | <br><br>GL | **1967** Schlichting-Werft—Travemuende (1351)<br>76,43 13,31 4,211<br>68,03 13,01 9,94<br>F 8,3 2 dks | **M RoRo Cargo/General Cargo**<br><br>Stern door/ramp Ice strengthened<br>1 Ho ER<br>G.5 167 B.4 828<br>TEU 70 C.Ho 70/20' incl. 8 ref C.<br>2 Ha (stl) (9,3 13,9 × 5,4) ER | Vee Oil 4SA 16Cy. 220 × 300<br>2 200bhp (1 618kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Thw. thrust propeller fwd<br>14,5kn |

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| 7816135<br>DCCP<br>Df Esd<br>Gc Rdr<br>RT | **ANTARES**<br>**Gerhard Litmeyer G.m.b.H. & Co. m.s. 'Antares' K.G.**<br>Haren Federal Republic of Germany | **499**<br>260<br>1 600 | GL | **1979** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (7803)<br>79,71 3,461<br>73,72 12,81 5,72<br>P 8,0 F 3,7 2 dks | **M General Cargo**<br>1 Ho 45,6 ER<br>G.2 860 B.2 789<br>TEU 88 C. 88/20'<br>1 Ha (44,0 × 10,2) ER | Oil 4SA 6Cy. 240 × 330 geared to sc. shaft<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>11kn |
| 5142243<br>5B2592<br>374038<br>Df Esd<br>Gc Rdr<br>RT | **ANTARES**<br>ex Ati-80 ex Vestkil-74<br>ex Hansa-67<br>ex Hermann Langreder-62<br>**Thermaikos Marine Enterprises Ltd.**<br>Limassol Cyprus | T.Mk<br>**484**<br>242<br>—<br>**939**<br>607<br>1 486 | HR (NV) | **1956** Ottensener Eisenwerk A.G.—Hamburg<br>65,99 9,94 —/4,661<br>58,53 9,83 5,87<br>F 8,0 2 dks<br>rf 51 | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 910 B.1 724<br>2 Ha (14,0 13,4 × 5,6) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW 1 × 20kW 1 × 14kW 220V d.c.<br>Fuel 61,0t (d.o.) 11kn |
| 7643813<br>UFYM<br>M-33909 | **ANTARES**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R.<br>See Register of Offshore Units | **307**<br>47<br>44 | RS | **1977** .............U.S.S.R.<br>41,00 8,16 2,001<br>3,56<br>1 dk | **M Diving Tender**<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 150 × 180<br>Poyaud<br>U.S.S.R.<br>12kn |
| 5019599<br>EANT<br>18 | **ANTARES**<br>**Marcelo Castro Rial**<br>Corcubion Spain | **260**<br>92<br>339 | | **1944** Ast. de T. Ruiz de Velasco—Bilbao<br>*32,98* 7,60<br>... ... ...<br>1 dk | **S General Cargo** | T 3Cy. 219 340 & 549 × 381<br>Carmelo Unanue Zumaya<br>9,5kn |
| 7712834<br>Esd Pfd<br>Rdr RT | **ANTARES**<br>**Lawrence Irvin & Partners**<br>Whalsay United Kingdom | **225**<br>—<br>305 | ✠**100A1**<br>fishing vessel<br>✠**LMC**<br>EL (F) 275,0/19,0U2<br>FN 327 | **1978**-11 Bentsen & Sonner—Hollen<br>32,80 (BB) 7,73 3,322<br>28,25 7,62 3,92<br>2 dks<br>rf 800 BK 203<br>5BH to 2nd dk WBnil | **M Fishing**<br>Side Trawler Seiner Ref.<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 7200570<br>H08536<br>1011<br>2-80<br>Rdr RT | **ANTARES**<br>ex Iberia-77<br>**Belco Petroleum Corp. of Peru**<br>Panama Panama | **194**<br>131<br>— | | **1956** Burton Construction & SB. Corp. —Port Arthur, Tx (236)<br>10,37 2,667<br>39,86 3,20<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 6Cy. 230 × 254<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7820227<br>Df Esd<br>Gc Rdr<br>RT | **ANTARES**<br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Santos Brazil | **180**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL G 302,5/20,5U2(a)<br>FN 366 | **1982**-4 MacLaren BA Est. e Servicos Maritimos—Niteroi (251)<br>30,99 9,07 4,201<br>27,64 8,54 4,68<br>F 8,3 1 dk<br>rf-<br>5BH WB57T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 14Cy. 230 × 300 dr geared to sc. shaft<br>Alpha<br>Industrias Villares Sao Paulo<br>Gen 2 × 77kW 440V 60Hz a.c. |
| 7422415<br>Df Esd<br>Rdr RT | **ANTARES**<br>**S. Bruce**<br>Peterhead United Kingdom | **161**<br>—<br>101 | | **1976** Berwick Shipyard Ltd.—Berwick (1002)<br>26,22 6,96<br>23,25 6,86 3,69<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>720bhp (530kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport |
| 7049122<br>WI9208<br>291118 | **ANTARES**<br>**Texas Menhaden Co.**<br>Port Arthur, Tx United States of America | **148**<br>101<br>— | | **1963** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*22,68* 7,04<br>3,54 | **M Fishing** | Oil<br>390bhp (287kW)<br>.............<br>Fuel (d.o.) |
| 6619267<br>Esd | **ANTARES**<br>**Sociedad Pesquera El Litoral Ltda.**<br>Valparaiso Chile | **107**<br>—<br>— | | **1966** SOCONNUE, Soc. de Constr. Nav. S.A.—Valdivia<br>*18,66* 6,30<br>3,31 | **M Fishing**<br>Side Trawler<br>1 Ha (1,8 × 1,9) | Oil 2SA 4Cy.<br>280bhp (206kW)<br>Normo Gruppen A/S Bergen |
| 8007107<br>DJQV<br>Df Esd<br>Pfd Rdr<br>RTv | **ANTARES I**<br>**Ostseetouristik Marx K.G.**<br>Eckernfoerde Federal Republic of Germany | **241**<br>159<br>50 | GL | **1980** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (187)<br>32,97 7,50 2,699<br>30,33 7,21 3,71<br>1 dk | **M Ferry**<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 130 × 150<br>520bhp (382kW)<br>A/B Volvo-Penta Goteborg<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12kn |
| 7946136<br>H05963<br>1125<br>4-81<br>RT | **ANTARES IV**<br>ex Antares III-80<br>**A. Bakker & Vaartjes**<br>Panama Panama | **432**<br>155<br>— | BV | **1951** Boele's Schps. & Mchf. N.V.—Bolnes<br>45,95 3,510<br>42,02 8,40 5,87<br>2 dks | **M General Cargo** | Oil 4SA 6Cy.<br>650bhp (478kW) MAN<br>Smit Kinderdijk V.O.F. Kinderdijk<br>12kn |
| 7303437<br>UOEV<br>M-30635<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTARKTIKA**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **10 151**<br>3 959<br>10 094 | RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B69/25)<br>164,01 21,34 8,090<br>149,00 21,29 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (stl) (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>15,25kn |
| 6851188<br>UYJK<br>M-20090 | **ANTARKTIKA**<br>**U.S.S.R. -Ministry of Geology**<br>Novorossiysk U.S.S.R. | **253**<br>93<br>65 | RS | **1951** VEB Elbewerft—Boizenburg<br>38,49 7,35 2,571<br>34,98 3,51<br>conv Fish Carrier 71 | **M Research**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>8,5kn |

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| **6521070**<br>LQQA<br><br>Df Gc<br>Pfd Rdr<br>RTh | **ANTARTICO**<br>ex Olkas-80 ex St. Asimi-78<br>ex Laust Maersk-71<br>**Marifran S.A.**<br>Buenos Aires Argentina | **23 248**<br>15 817<br>47 917 | ✠**100A1** SS 9/78<br>strengthened for ore<br>cargoes Nos. 2 & 6<br>holds may be empty<br>✠**LMC**<br>EL st 3$\frac{1}{16}$"SQ<br>FN 9101 | **1965**-11 Odense Staalskibsvaerft A/S —Odense (175)<br>211,74(BB) 28,58 11,920<br>203,00 28,49 16,34<br>F 18,0 1 dk<br>rf nil DK<br>NS 10BH WB18673t incl. Comb. btm & STs in holds 9892t Topside tanks in holds 7002t | **M Bulk Carrier**<br><br>7 Ho 21,1 21,0 21,5 21,5 21,5 21,5 21,5 ER<br>G.52 708 B.51 124<br>7 Ha (stl) (each 14,3 × 12,2) ER<br>Cr 1(2) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f.ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 376kW 450V 60Hz a.c.<br>Fuel 3 131,5t (hvf) 15,75kn |
| **7362768**<br>CUFY<br>PD401N<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTARTICO**<br><br>**Sociedade da Fomento da Pesca Ltda. (SOFOPEL)**<br>Ponta Delgada Portugal | **790**<br>—<br>— | ✠**100A1** SS 4/82<br>fishing vessel<br>✠**LMC**<br>EL I 330,0/26,0U2<br>FN 740 | **1977**-6 Sorefame—Lobito (82)<br>50,96 9,63 5,001<br>44,02 9,52 7,29<br>2 dks<br>rf 991 Box K 127<br>5BH WB34t | **M Fishing**<br>Ref.<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 110kW 380V 50Hz a.c.<br>2 Thw. thrust Contr. pitch propellers |
| **6708862**<br>LQBG<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTARTIDA**<br>ex Santodomingo-79<br>**Antartida Pesquera Industrial S.A.C.I.F. (API)**<br>Buenos Aires Argentina | **1 180**<br>475<br>1 392 | BV | **1967** Const. Nav. Santodomingo—Vigo (335)<br>73,46 12,04 5,111<br>64,01 12,01 5,47<br>2 dk | **M Fishing**<br>Side Trawler Ref<br>3 Ho ER<br>In.1 525<br>5 Ha (2,2 × 3,5) (2,3 × 3,8) (1,2 1,2 × 1,2) (1,5 × 3,8) ER | Oil 4SA 8Cy. 400 × 580<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 391,5t (d.o.) 14,75kn |
| **5378660**<br>PKWZ<br>54/L<br>Df Esd<br>Rdr<br>RTm/h | **ANTASARI**<br>ex Vermeersingel-68<br>**P.T. Perusahaan Nusantara Wasaka**<br>Bandjarmasin Indonesia | **496**<br>253<br>754 | KI | **1961** Kerstholt Scheeps. N.V.—Groningen (218)<br>53,09 8,62 3,296<br>48,29 8,49 4,45<br>1 dk<br>R | **M General Cargo**<br><br>G.1 008 B.943<br>2 Ha (each 10,9 × 5,0) ER<br>Der 2(3-4) | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 6kW 110V d.c.<br>Fuel 36,5t 10kn |
| **7350789**<br>YCIG<br><br>RT | **ANTASENA**<br><br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **215**<br>99<br>254 | | **1975** P.T. Adiguna Shipyard—Jakarta<br>39,58 1,474<br>36,45 9,76 1,99<br>1 dk | **TM Landing Craft** | 2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7729136**<br>YTPW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTE BANINA**<br><br>**Jugoslavenska Tankerska Plovidba (JUGOTANKER)**<br>Zadar Yugoslavia | **55 875**<br>36 081<br>81 188 | BV JR | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2475)<br>243,59 41,64 12,151<br>232,01 41,61 19,72<br>1 dk | **M Tanker**<br>SBT<br>9 Ta ER<br>L.(oil) 100 032 | Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 720kW 3 × 390kW 450V a.c.<br>Fuel 3 166,0t 15kn |
| **6501408**<br>6ZBK<br>2110<br>Df Esd<br>Gc Rdr<br>RT | **ANTE TOPIC**<br><br>**Termar Navigation Co. Inc.**<br>Marfin Management Trust (Reg.)<br>Monrovia Liberia | **14 876**<br>9 844<br>23 307 | ✠**100A1** CS 1/80<br>strengthened for heavy<br>cargoes—Nos. 1, 3 & 5<br>holds may be empty<br>✠**LMC**<br>EL jt 2$\frac{1}{2}$"SQ<br>FN 6051 | **1965**-2 Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (210)<br>176,36 23,47 9,989<br>164,01 23,40 13,49<br>P 30,5 F 15,0 1 dk<br>rf nil<br>NS 8BH WB7217t incl. Topside tanks 2595t | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB 100lbf/in$^2$ (6,9bar) |
| **7387304**<br>FNST<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTEE**<br><br>**Societe Navale Caennaise (SNC) Anct. Gaston Lamy & Compagnie**<br>Dunkerque France | **7 648**<br>4 857<br>11 107 | BV | **1976** S.A. Juliana Const. Gijonesa—Gijon (248)<br>138,69 19,05 8,791<br>128,00 19,02 11,05<br>P 33,0 F 19,9 1 dk | **M General Cargo**<br><br>4 Ho 19,9 21,5 22,3 22,3 ER<br>G.15 107 B.14 252<br>4 Ha (stl) (14,1 14,4 15,6 15,6 × 9,9) ER<br>12W Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 370kW 1 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 153,0t (d.o.) 822,0t (hvf) 17,5kn |
| **5019666**<br>IJZR<br>132 | **ANTEO**<br>ex Capitaine Frioux-60<br>ex Porto Sdobba<br>**Rimorchiatori Riuniti Spezzini S.r.l.**<br>La Spezia Italy | **129**<br>16<br>— | RI (BV) | **1938** Cantieri Navali Riuniti S.p.A.—Ancona<br>27,03 6,79 3,801<br>24,85 6,76 4,04<br>1 dk | **S Tug** | T 3Cy. 376 580 & 940 × —<br>Cantieri Navali Riuniti Ancona |
| **6851190**<br>UIBT<br>M-23809 | **ANTEY**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Astrakhan U.S.S.R. | **464**<br>—<br>156 | RS | **1957** Santierul Naval Galatz—Galatz<br>44,30 9,50 3,471<br>4,40<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500 E made75 fitted—<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 11kn |
| **7391654**<br><br><br>Rdr RT | **ANTEY**<br><br>**U.S.S.R.**<br>U.S.S.R. | **282**<br>—<br>84 | | **1974** Brodogradiliste "Tito"—Beograd (916)<br>35,44 9,30 3,175<br>30,00 9,00 4,50<br>1 dk | **M Tug**<br><br>Ice strengthened | 2 Oil 4SA each 7Cy. 260 × 400 geared to sc. shaft<br>B&W<br>Titovi Zavodi "Litostroj" Ljubljana |
| **5019680**<br>DCAC<br><br>Df Esd<br>Rdr RT | **ANTHA**<br>ex Lisa T-74 ex Antha-69<br>**Eckhardt & Co. K.G.**<br>Brake Federal Republic of Germany | **281**<br>135<br>380 | (GL) | **1951** Hilgers A.G.—Rheinbrohl (8659/1)<br>*41,34* 7,52 2,617<br>2,90<br>P 9,2 F 6,1 1 dk<br>RW | **M General Cargo**<br><br><br>G.510 B.481<br>2 Ha | Oil 4SA 4Cy. 320 × 480<br>265bhp (195kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>8kn |
| **7013434**<br>SYKD<br>3833<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTHEMIOS**<br><br>**Hymettos Shipping Co. S.A.**<br>Piraeus Greece | **9 981**<br>6 258<br>15 176 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2085)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 290,5t (hvf) 14,5kn |
| **7600029**<br>FPCQ<br><br>Df Esd<br>Gc Rdr<br>RT | **ANTHENOR**<br><br>**Marseille-Fret S.A.**<br>Marseille France | **1 123**<br>556<br>1 600 | BV | **1978** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1228)<br>91,01 14,00 4,452<br>82,43 13,81 9,40<br>2 dks | **M RoRo Cargo**<br><br>Stern door/ramp<br>Mchy.aft | Vee Oil 4SA 12Cy. 260 × 280 reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Crepelle et Cie. Lille<br>15kn |

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|---|---|---|---|---|---|---|---|
| 6410037<br>SWZI<br>7908<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANTHIA**<br>ex Nephele-75 ex Katherine-73<br>**Sea Sceptre Navigation Enterprise Corp.**<br>Piraeus Greece | T.Mk<br>**7 605**<br>4 306<br>—<br>**11 034**<br>6 567<br>17 054 | ✠**100A1**<br>✠**LMC** | SS 11/81<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 5205 | **1964**-6 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (861)<br>164,42 21,44 —/9,551<br>152,41 21,34 12,81<br>F 15,0 2 dks<br>RW rf 152 DK fwd<br>8BH WB3905t incl. DTma1646t | **M General Cargo**<br>6 Ho 18,5 21,7 21,3 ER 9,0 22,1 22,7<br>6 Ha (stl) (9,6 × 6,1) (11,4 11,4 ER 5,2 11,4 11,4 × 7,6)<br>Der 12(5) | Oil 2SA 6Cy. 670 × 2100<br>10 000bhp (7 356kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 7049146<br>WA9286<br>253384 | **ANTHONY ANNE**<br>ex Pam Ann<br>**Penello Trawling Co. Inc.**<br>Norfolk, Va United States of America | **145**<br>60<br>— | | | **1947** Casey Boat Building Co.—Fairhaven, Ma<br>*27,50* 6,58<br>3,23 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>Atlas Imperial Engine Co. U.S.A. |
| 7200221<br>HO2918<br>246-P<br>EXT1<br>RT | **ANTHONY G**<br>ex Eliska Theriot-67<br>**International Marine Services Inc.**<br>Panama Panama | **189**<br>128<br>— | | | **1964** American Marine Corp.—New Orleans, La (906)<br>3,080<br>40,24 9,76 3,66<br>1 dk | **TM Tug** | 2 Oil<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7609257<br>WYU8<br>743<br>557960 | **ANTHONY J. BELMONTE**<br>ex Brenda Jean-79<br>**James C. Yemma**<br>Providence, RI United States of America | **114**<br>77<br>— | | | **1974** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98*<br>6,77 3,41<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>355bhp (261kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5089180<br>WD3473<br>261420<br>Df Esd<br>Gc Rdr | **ANTHONY M.**<br>ex Determined-72<br>ex Challenger-59<br>**Misetich Fishing Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **336**<br>83<br>— | | | **1951** Avondale Marine Ways Inc.—Westwego, La (336)<br>*34,81* 8,67<br>34,60 8,54 4,04<br>F 16,2 1 dk<br>Box K 305 | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Oil 2SA 12Cy. 215 × 265<br>900bhp (662kW) E made44 fitted51<br>General Motors Corp. Cleveland, Oh<br>Fuel 41,5t |
| 5080524<br>SXDH<br>8185<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANTHONY P.**<br>ex Kapetan Antonis-82<br>ex Corsair-81<br>**Kotronas Shipping Co. S.A.**<br>Ippocampos Maritime (Hellas) Ltd.<br>Piraeus Greece | **14 963**<br>9 543<br>25 311 | | AB | **1962** Mitsui SB. & Eng. Co. Ltd.—Tamano (659)<br>180,50 24,19 10,615<br>172,22 24,08 14,23<br>P 33,3 F 13,8 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>7 Ho 19,9 19,9 16,0 12,0 19,9 19,9 18,3 ER<br>G.33 280 HeCls. B<br>7 Ha (stl) (11,9 11,9 9,6 8,0 11,9 11,9 11,9 × 10,7) ER | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 202,0t (d.o.) 1 920,0t (hvf)-28,5pd<br>14kn |
| 7509483<br>WYN6<br>139<br>567374<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTHONY P. ST. PHILIP**<br>**Agrico Shipping Co.**<br>Tampa, Fl United States of America | **174**<br>147<br>725 | | AB | **1975** Southern SB. Corp.—Slidell, La (113)<br>5,055<br>42,93 10,62 5,87<br>F 21,1 1 dk | **TM Tug**<br>Pusher | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 99kW<br>Fuel 705,0t (d.o.) 15,5kn |
| 7527538<br>SWAX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ANTHONY III**<br>**Peerless Corp. Inc.**<br>Andros Greece | **38 514**<br>27 966<br>73 172 | | AB | **1977** Mitsubishi Heavy Industries Ltd.—Nagasaki (1779)<br>232,75 32,24 13,856<br>220,02 32,19 19,11<br>1 dk | **M Bulk Carrier**<br>7 Ho 21,5 25,1 25,1 25,1 25,1 25,1 25,1 ER<br>G.15 240 HeCls. B<br>7 Ha (stl) (11,6 × 10,8) (16,1 16,1 16,1 16,1 16,1 16,1 × 14,4) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 300,5t (d.o.) 3 959,5t (hvf)-59,0pd<br>15kn |
| 7804390<br>J4VI<br>7493<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTHOS**<br>**Alkaios Shipping Co. S.A.**<br>Piraeus Greece | **10 996**<br>7 730<br>17 168 | | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2612)<br>145,52(BB) 21,04 9,451<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 173 B.21 073<br>TEU 367<br>C.Ho 311/20′ (40′) C.Dk 56/20′ (40′)<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 3(22) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5398139<br>SV3813<br>4301<br>Df Esd<br>Rdr RTm | **ANTHOULA**<br>ex Filimon-77 ex Zeester-72<br>**A. Klitsinaris & N. Tsalikis**<br>Piraeus Greece | **473**<br>240<br>892 | ✠**100A1**<br>✠**LMC** | SS 4/81<br>EL (j) 1$\frac{9}{16}$"<br>FN 681 | **1957**-8 Travewerft G.m.b.H.—Luebeck (218)<br>58,22 9,25 3,918<br>52,15 9,01 4,04<br>P & B 32,7 F 7,7 1 dk<br>RW rf 152<br>3BH WB226t | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 343 B.1 246<br>2 Ha (each 11,2 × 5,0) ER<br>Der 3(3) | Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 24kW 110V d.c.<br>Fuel 70,0t (d.o.) 10,5kn |
| 6511582<br>P3RF<br>394371<br>Df Esd<br>Rdr RT | **ANTHOULA I**<br>ex Calandplein-79 ex Marmora-74<br>ex Marmorfjell-70<br>**Dernal Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**598**<br>291<br>1 250<br>**1 213**<br>831<br>2 230 | | NV | **1965** Kristiansands M/V A/S—Kristiansand (204 A)<br>71,73 11,51 3,772/5,309<br>65,26 11,49 6,30<br>P - F - 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 45,4 2 TwD 21,4 24,0 ER<br>G.2 888 B.2 520<br>2 Ha (stl) (17,3 16,7 × 7,0)<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 68kW 380V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| 7103045<br>Esd RT | **ANTICA**<br>**Mabel B S.A.**<br>Ilo Peru | **200**<br>—<br>249 | ✠Classed LR until 6/72 | | **1971**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (418)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 BK | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c.<br>9kn |

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| **5019757**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ANTICOSTI**<br><br>**Government of The People's Republic of Bangladesh (Ministry of Communications, Roads, Highways, Road Transport & Ports)**<br>*Chalna* Bangladesh | **570**<br>281<br>254 | <br><br>✠Classed LR until 15/11/74 | **1956**-12 Atlantic SB. Co. Ltd.—Newport, Mon. (6)<br>47,50 9,17 3,061<br>44,05 9,15 5,34<br>2 dks<br>rf 305 | **M General Cargo**<br>—P<br>Mchy.aft<br>1W Cr 1 | Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>720bhp (530kW) NE 5/64<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 85,5t 11kn |
| **5019783**<br>IJYA<br>482 | **ANTIGNANO**<br>ex Rognac-57 ex Veronica-50<br>ex Y 127-48 ex L.T.C. No. 2-44<br>**Fratelli Tito e Alfredo Neri**<br>Livorno Italy | **614**<br>327<br>— | <br><br>✠Classed LR until 8/54 | **1930**-6 Bethlehem SB. Corp.—Quincy, Ma (1437)<br>61,47 9,78<br>59,67 9,73 3,48<br>1 dk<br>R | **M Tanker**<br><br>9 Ta ER | Oil 4SA 6Cy. 350 × 430<br>E made— refitted58<br>Motorenw. Mannheim A.G. Mannheim |
| **7375612**<br>SYCG<br>5860<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTIGONE**<br><br>**Oceanic Bulk Transport Corp.**<br>Piraeus Greece | **23 149**<br>16 976<br>40 404 | <br><br>AB | **1976** Sanoyasu Dockyard Co. Ltd.—Osaka (347)<br>183,65(BB) 12,101<br>173,01 27,60 17,00<br>P 11,6 F 11,6 1 dk<br>rf 18 | **M Bulk Carrier**<br><br>5 Ho ER<br><br>5 Ha (stl) ER<br>Cr 5(5) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. , Tamashima<br>Gen 3 × 420kW a.c.<br>15,5kn |
| **6727143**<br>SXOW<br>7697<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANTIGONI**<br>ex Stirling Range-80<br>ex Baron Cawdor-75<br>**Antigoni Shipping Co. Ltd.**<br>S. Stravelakis Compania Naviera S.A.<br>Piraeus Greece | **12 550**<br>7 688<br>22 190 | **✠100A1** CS 1/78<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL Et 2½"U2<br>FN 5425 | **1968**-3 Marinens Hovedverft—Horten (161)<br>160,86(BB) 22,92 9,780<br>150,88 22,86 13,09<br>P 30,8 F 12,2 1 dk<br>rf 76 DK fwd<br>NS 8BH WB6297t incl. Comb. btm & STs in Nos. 2-6 holds 3135t Topside tanks in holds 2269t | **M Bulk Carrier**<br>6 Ho 18,7 19,0 14,2 19,0 19,0 19,0 ER<br>G.26 642<br>6 Ha (stl) (12,7 12,7 8,9 12,7 12,7 12,7 × 12,7) ER<br>Cr 4(8) Der 2(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Marinens Hovedverft Horten<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 372kW 450V 60Hz a.c.<br>Fuel 1 498,5t (hvf) 15,5kn |
| **6613122**<br>SVVK<br>424<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTIGUA**<br><br>**Maringenio Compania Naviera S.A.**<br>Andros Greece | **15 404**<br>10 205<br>25 727 | <br><br>AB | **1966** Fujinagata Zosensho—Osaka (131)<br>178,19 23,32 9,830<br>170,03 23,22 13,70<br>1 dk<br>RW rf 102 | **M Bulk Carrier**<br><br>5 Ho ER<br>G.35 096 HeCls. B<br>5 Ha (stl) (10,9 15,1 15,1 15,1 15,1 × 9,9) ER<br>Der 10(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Fuel 140,0t (d.o.) 2 100,0t (hvf)-36,5pd<br>15kn |
| **8013297**<br>DAFK<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTIGUA**<br><br>**Partenreederei m.s. 'Antigua'**<br>Kompass Reederei G.m.b.H.<br>Hamburg Federal Republic of Germany | **2 820**<br>1 650<br>4 613 | <br><br>GL | **1981** Ernst Menzer, Schiffswerft —Geesthacht (510)<br>99,12 6,011<br>92,03 15,51 7,01<br>P 26,0 F 15,9 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>16 Wing Ta ER<br>9 Ta (s.stl)<br>L.5 240 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>14kn |
| **5019800**<br><br>187025<br>Pfd | **ANTIGUA**<br><br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **204**<br>67<br>— | <br><br>✠Classed LR until 7/59 | **1957**-11 Henry Scarr Ltd.—Hessle (750)<br>*32,31* 7,12 3,328<br>31,25 7,01 3,43<br>RQD 17,7 F 4,9<br>RW rf 305 BK 152 conv Side Trawler Fishing 77 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 318 × 381 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln |
| **6609054**<br>EEWB<br>1699<br>Df Esd<br>Rdr RT | **ANTIGUAKOA**<br><br>**Ondarrutarra S.A.**<br>Gijon Spain | **423**<br>207<br>484 | <br><br>BV | **1965** Maritima del Musel S.A.—Gijon (73)<br>46,23 8,36 3,963<br>39,93 8,31 4,40<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>3 Ha (each 2,2 × 1,8) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 199,5t (d.o.) 13,75kn |
| **5406144**<br>9VRY<br>304468<br>Df Esd<br>Gc Rdr<br>RTv | **ANTILLA**<br>ex Silvergate-79 ex Strathnairn-77<br>ex Kohinur-75<br>**British Bay Shipping Co. Ltd.**<br>Singapore Singapore | T.Mk<br>**7 109**<br>3 788<br>12 093<br>**9 873**<br>5 655<br>14 748 | **✠100A1** SS 9/81<br><br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4588 | **1963**-3 C. Connell & Co. Ltd.—Glasgow (500)<br>154,92 19,89 8,268/9,373<br>143,26 19,82 12,20<br>RAD 12,2 F 12,2 2 dks<br>rf 102<br>7BH to U dk 2 to 2nd dk WB3516t incl. Tunnel tanks 378t DTf143t | **M General Cargo**<br><br>5 Ho 15,0 25,3 8,3DT 12,1 ER 23,4 24,3<br>5 Ha (8,2 × 5,4) (12,8 12,1 × 7,3) ER (12,9 12,1 × 7,3)<br>Der 1(30) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel (hvf) |
| **7214454**<br>PJSJ<br>16392<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTILLA BAY**<br><br>**Scheepvaart Maats. 'Volharding' N.V.**<br>Willemstad Netherlands Antilles | **34 014**<br>20 814<br>39 931 | **✠100A1** SS 6/82<br>liquified gas carrier<br>Propane, butane & anhydrous ammonia in independent tanks, max. vapour pressure 0.29bar, min. temp. minus 48°C.<br>Ice Class 3<br>**✠LMC UMS**<br>**✠Lloyd's RMC (LG)**<br>EL Mt $3\frac{5}{16}$"U2<br>FN 10266 | **1973**-5 Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1396)<br>216,47(BB) 32,29 11,024<br>202,67 32,26 18,39<br>1 dk<br>rf nil<br>NS 7BH to U dk 2 to 2nd dk WB15950T | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta (stl) ind prismatic ER<br>L.(gas) 53 425 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 4 × 575kW 450V 60Hz a.c.<br>17kn |
| **6810794**<br>PJLP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTILLA CAPE**<br><br>**Scheepvaart Maats. 'Volharding' N.V.**<br>Willemstad Netherlands Antilles | **19 654**<br>11 206<br>23 369 | <br><br>AB | **1968** A.G. "Weser"—Bremen (1366)<br>173,84 25,81 10,262<br>164,01 25,79 17,12<br>B 27,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (stl) rectangular ER<br>L.(gas) 29 540 | Oil 2SA 8Cy. 760 × 1550<br>13 200bhp (9 709kW) Sulzer<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 1 981,5t (hvf)-51,0pd 17,5kn |
| **7710745**<br>WYQ8<br>851<br>627433<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTILLIA**<br><br>**American Atlantic Shipping Inc.**<br>New York, NY United States of America | **984**<br>734<br>2 054 | <br><br>AB | **1980** Equitable Shipyards, Inc. —Madisonville, La (1717)<br>90,07 (BB) 4,522<br>83,52 13,72 6,74<br>RQD 17,7 F 7,4 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 16,8 21,7 12,0 ER<br>G.3 341 B.2 945 In.679<br>TEU 99<br>C.Ho 49/20'(40') C.Dk 50/20'(40') incl. 16 ref C.<br>3 Ha (stl) (12,3 × —) (18,5 9,1 × 10,3) ER<br>Cr 2(20) Der 1(8) 2(5) | Vee Oil 2SA 12Cy. 206 × 254 reverse reduction geared to sc. shaft<br>2 800bhp (2 060kW)<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi<br>Gen 2 × 400kW a.c.<br>Fuel-12,5pd 13,75kn |

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|---|---|---|---|---|---|---|
| 5294814<br>H08515<br>3359-<br>PEXT1<br>Df Esd<br>RT | **ANTILOPE**<br>ex Agnes-80 ex Rifo-An-73<br>**Internacionales de Fletamentos Maritima Ltda.**<br>Panama Panama | **499**<br>273<br>823 | **✠100A1** SS 12/79<br>**✠LMC**<br>EL i<br>FN 660 | **1956**-11 N.V. Bodewes Schps. —Martenshoek (425)<br>57,43 9,02 3,442<br>51,82 8,91 3,81<br>P 14,4 F 8,9 1 dk<br>RW rf 76<br>3BH WB240t incl. Dkm7t | **M General Cargo**<br>1 Ho ER<br>G.1 036 B.973<br>2 Ha ER<br>Der 2 | Oil 4SA 6Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 70,0t 10kn |
| 5418745<br>DNDB<br>Df Esd<br>Rdr RTh | **ANTILOPE**<br>ex Tor Wallonia-75 ex Antilope-71<br>**Partenreederei m.s. 'Antilope'**<br>Jurgen Ohle und Gerd Freese<br>Hamburg Federal Republic of Germany | **424**<br>271<br>940 | GL | **1963** J. J. Sietas K.G. Schiffswerft —Hamburg (522)<br>60,41 8,67 3,842<br>54,84 8,60 3,94<br>P & B 37,5 F 6,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 39,0 ER<br>G.1 679 B.1 472<br>1 Ha (stl) (9,3 × 5,1) 2 Ha (w) (each 19,8 × 5,4) ER<br>Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 7,5kW 110V d.c.<br>9kn |
| 5060586<br>H08618<br>8996-78<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ANTINEA**<br>ex Cap Fagnet III-78<br>**Compagnie de Development des Travaux Maritimes S.A.**<br>Panama Panama | **1 248**<br>530<br>1 626 | (BV) | **1957** At. & Ch. de la Seine Maritime—Le Trait (134)<br>71,20 11,59 4,880<br>68,18 11,49 6,00<br>1 dk<br>RW conv Side Trawler Fishing 75 | **D-E Research**<br>2W Der 2(8) | 3 Oil 4SA each 8Cy. 247 × 267 total 2 450bhp (1 802kW) connected to 2 elec. motors dr geared to sc. shaft<br>Davey, Paxman & Co. Ltd. Colchester<br>12,75kn |
| 7302794<br>FZCR<br>Esd Rdr<br>RTv | **ANTINEA**<br>**Union Industrielle & Maritime S.A. (U.I.M.)**<br>Marseille France | **488**<br>221<br>1 357 | BV | **1973** Soc. Nouvelle des At. & Ch. du Havre —Le Havre<br>74,99 13,31 4,223<br>72,65 9,00<br>2 dks | **M RoRo Cargo/General Cargo**<br>Side doors 1(p) 1(s) Stern door/ramp<br>1 Ho 25,9<br>G.4 483 B.4 156<br>2 Ha (stl) (each 11,8 × 5,4)<br>2W Der 1(15) 1(5) | Oil 4SA 12Cy. 260 × 280<br>2 200bhp (1 618kW)<br>Crepelle et Cie. Lille<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 118,0t (d.o.) 15kn |
| 5054824<br>Df Esd<br>Pfd RTm | **ANTINEA**<br>ex Buffle-64<br>**Pecheries Camerounaises S.A. (PECAM)**<br>Douala Cameroon | **147**<br>46<br>316 | (BV) | **1950** At. & Ch. de la Manche—Dieppe (2804)<br>*27,99* 6,53<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.316<br>4 Ha (0,8 × 0,7) (0,8 0,8 0,8 × 0,8)<br>1W Der 1(2,5) | Oil 4SA 6Cy. 270 × 360<br>525bhp (386kW) NE 62<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 6622367<br>FPIA<br>Df Esd<br>Rdr RT | **ANTIOCHE IV**<br>ex Penru-80 ex Brynjolfur-79<br>ex Hegranes-77 ex Alize-71<br>**Societe Anonyme Rochelaise de Mareyage et d'Armement (S.A.R.M.A.)**<br>Le Havre France | **256**<br>82<br>— | BV | **1966** At. & Ch. de la Manche—Dieppe (1199)<br>38,21 8,39 3,680<br>32,01 8,34 3,92<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.140<br>2 Ha (0,9 1,0 × 0,9) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 82,0t (d.o.) 12,5kn |
| 7230109<br>SVXD<br>381<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ANTIOCHIA**<br>**Pedregal Compania Naviera S.A.**<br>Andros Greece | **11 931**<br>7 730<br>19 506 | AB | **1972** Hitachi Zosen—Mukaishima (4325)<br>156,17 22,64 9,519<br>146,01 22,60 12,91<br>P 29,0 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,5 21,5 21,5 21,5 23,3 ER<br>G.26 567 B.23 610 HeCls. B<br>5 Ha (stl) (10,7 × 8,6) (13,4 13,4 13,4 13,4 × 10,4) ER<br>Der 10(10) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW<br>Fuel 141,0t (d.o.) 1 244,5t (hvf)-30,5pd<br>14,75kn |
| 7403598<br>FZVT<br>277452<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTIOCHUS**<br>**Armement Mme. Marguerite Onfroy**<br>La Rochelle France | **269**<br>92<br>— | BV | **1975** S.A. Balenciaga—Zumaya (242)<br>41,10 9,20 3,950<br>33,02 9,17 4,02<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 12Cy. 220 × 280<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 101,0t (d.o.) 13,5kn |
| 7816886<br>INZC<br>192<br>Esd Rdr<br>RT | **ANTIOCO**<br>**Rosario Asaro**<br>Mazara del Vallo Italy | **182**<br>71<br>— | | **1978** Cant. Nav. Arturo Stabile—Trapani (12/71)<br>33,58 7,52 2,950<br>26,01 7,41 3,81<br>1 dk | **Wood M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 2SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7724667<br>J4HN<br>7211<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTIOPI**<br>**Alkinoos Shipping Co. S.A.**<br>Piraeus Greece | **10 996**<br>7 740<br>17 199 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2610)<br>145,52(BB) 21,04 9,451<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 775 B.21 180<br>TEU 367 C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 8000408<br>SWUQ<br>494<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTIPOLIS**<br>**Petroleum Transports Enterprise Ltd.**<br>Andros Greece | **30 622**<br>23 453<br>60 525 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ot 660,0/78,0U3(a)<br>FN 11201 | **1981**-12 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2742)<br>228,51(BB) 32,24 12,210<br>219,01 32,21 18,93<br>F 17,4 1 dk<br>rf 13<br>9BH WB30061T incl. clean ballast tanks 27613T | **M Tanker**<br>SBT IGS<br>pt higher tensile steel<br>Mchy.aft<br>L.(oil) 71 501 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>13 680bhp (10 062kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 18kgf/cm² (17,7bar) hs560,0 e(ex.g) 23kgf/cm² (22,6bar)<br>Gen 3 × 620kW 1 × 125kW 450V 60Hz a.c.<br>Fuel 298,0t (d.o.) 6 688,5t (hvf)-45,5pd<br>15kn |
| 5423283<br>SZOF<br>8120<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANTIPOLIS**<br>ex Antilope-81<br>**Sociate Shipping Corp.**<br>Piraeus Greece | **7 960**<br>4 402<br>8 763 | BV<br>✠Classed LR until 4/9/81 | **1964**-1 Eriksbergs M/V A/B—Goteborg (580)<br>149,23 18,95 8,687<br>137,45 18,90 11,89<br>P 14,7 F 16,2 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>rf 508 | **M General Cargo**<br>Ref<br>4 Ho 28,5 20,8 ER 24,0 27,2<br>In.10 564<br>4 Ha (stl) (13,1 10,0 × 5,6) ER (10,0 10,0 × 5,6)<br>Cr 4(5) | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 4 × 395kW 440V 60Hz a.c.<br>Fuel 1 890,0t (hvf) 19kn |

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| **6927559**<br>DZED<br>224942<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTIPOLO I**<br>ex Antipolo-79 ex Saar-77<br>**Maritime Co. of The Philippines Inc.**<br>Manila Philippines | T.Mk<br>**6 090**<br>3 353<br>10 147<br>**9 004**<br>5 366<br>13 638 | GL | **1969** Luebecker Flender-Werke AG.—Luebeck-Siems (579)<br>148,62 21,11 7,982/9,430<br>140,01 21,04 11,99<br>P 57,0 F 28,1 2 dks | **M General Cargo**<br>Ref<br>6 Ho 18,2 20,5 24,0 22,4 ER 19,9 11,2<br>G.22 001 B.19 860 In.1 115<br>6 Ha (stl) (9,1 × 7,0) (12,8 12,8 × 8,0) (16,0 × 10,3) ER (12,8 × 10,3) (5,7 × 3,5)<br>Der 1(100) 16(10) 2(3) 1(2) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 480kW 380V 50Hz a.c.<br>Fuel 1 321,0t (hvf) 18kn |
| **7941784** | **ANTIYA**<br>**U.S.S.R.**<br>U.S.S.R. | **635**<br>199<br>405 | RS | **1981** ..............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **5019939**<br>DGCX | **ANTJE**<br>**Klaus-Heinrich Schroder**<br>Heinecke & Co.<br>Hamburg Federal Republic of Germany | **354**<br>237<br>530 | (GL) | **1921** Friedr. Krupp Germaniawerft, A.G.—Kiel<br>*45,30* 7,52 3,404<br>7,47 3,76<br>B 2,2 F 4,3 1 dk<br>R len 52 | **M General Cargo**<br>1 Ho ER<br>G.793 B.736<br>2 Ha (each 11,8 × 4,8) ER | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW) NE 57<br>Maschinenbau Kiel A.G. Kiel<br>6kn |
| **6926012**<br>H8IW<br>1025<br>2-80<br>Df Esd<br>Gc Rdr<br>RT | **ANTJE SCHULTE**<br>**Chantry Shipping S.A.**<br>Bernhard Schulte<br>Panama Panama | T.Mk<br>**2 771**<br>1 887<br>5 883<br>**4 793**<br>3 308<br>7 443 | GL | **1969** Orenstein Koppel & Luebecker—Luebeck (664)<br>116,08(BB) 17,23 7,532/—<br>107,96 17,20 9,91<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.10 646 B.9 998<br>3 Ha (stl) (13,0 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(5-10) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>15,75kn |
| **6722117**<br>OBDG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTLIA**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 303**<br>940<br>1 483 | PR | **1965** Stocznia Gdanska im. Lenina—Gdansk (B15/23)<br>83,09 13,85 5,500<br>75,01 13,82 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 250kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| **6930635**<br>H9OV<br>1107<br>5-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTOFAGASTA**<br>ex Chertal-81<br>**Naviera Antofagasta S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | T.Mk<br>**8 136**<br>6 578<br>—<br>**12 809**<br>9 277 | **✠100A1** SS 12/79<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Et 2$\frac{3}{16}$"U3<br>FN 5486 | **1970**-3 N.V. Boelwerf S.A.—Tamise/Temse (1448)<br>160,03(BB) 22,97 9,875<br>150,04 22,86 13,70<br>F 13,2 2 dks<br>rf nil<br>NS 7BH WB5930t incl. DTm2670t | **M General Cargo**<br>4 Ho 21,4 25,1 25,6 28,0 ER<br>G.29 591 B.24 437<br>7 Ha (stl) (14,0 × 8,9) (20,7 20,7 20,7 20,7 20,7 20,7 × 7,9) ER<br>4W Der 1(30) 3(20) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>A.C.E.C. Gent/Gand<br>AuxB 7kgf/$cm^2$ (6,9bar)<br>e(ex.g) 8kgf/$cm^2$ (7,9bar)<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel 186,0t (d.o.) 1 258,0t (hvf) 15,5kn |
| **5020029**<br>TOCR<br>4734<br>Df Esd<br>RTm | **ANTOINE LAVOISIER**<br>**Societe E. & A. Gautier Freres & Cie.**<br>Lorient France | **201**<br>60<br>— | | **1949** At. Aug. Normand—Le Havre (CPCL3215)<br>35,84 6,89<br>... ... ... | **M Fishing**<br>Side Trawler<br>4 Ha (1,1 1,1 1,1 × 1,0) (0,9 × 0,9)<br>Der 1(3) 1(1) | Oil 4SA 6Cy. 365 × 550<br>450bhp (331kW)<br>Ch. & At. Aug. Normand Le Havre<br>Fuel 45,5t (d.o.) 10,5kn |
| **7017131**<br>D5YN<br>6759<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTOINETTE**<br>ex Ally-80<br>**Sea Enterprise Navigation Corp.**<br>Monrovia Liberia | **17 949**<br>11 834<br>28 312 | AB | **1970** Taiwan SB. Corp.—Keelung (N-025)<br>181,31 25,05 10,275<br>168,23 25,00 13,80<br>P 31,4 F 13,2 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,9 21,1 20,1 21,7 21,7 21,7 ER<br>G.38 123<br>6 Ha (stl) (10,2 12,9 11,7 13,2 11,7 17,2 × 11,9) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 2 319,5t (hvf) 15kn |
| **7807603**<br>WYB7<br>195<br>602050<br>Df Esd<br>Pfd Rdr<br>RT | **ANTOINETTE**<br>**United Marine Services**<br>Morgan City, La United States of America | **182**<br>123<br>1 000 | AB | **1979** Halter Marine Inc.—Lockport, La (753)<br>49,33<br>47,33 11,60 3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW a.c.<br>12kn |
| **7114111**<br>FPOC | **ANTOINETTE**<br>ex Ocelot-70<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **129**<br>87<br>— | BV | **1970** Breaux's Bay Craft Inc.—Loreauville, La<br>33,53 6,25 1,791<br>30,82 6,20 2,98<br>1 dk | **TM Supply Launch** | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 120bhp (1 559kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Fuel (d.o.) 20kn |
| **7803700**<br>ISQE<br>743<br>Esd Rdr<br>RT | **ANTOMAR**<br>**Alfredo Maggi**<br>Ancona Italy | **150**<br>64<br>— | | **1979** Cant. Navalmeccanico di Senigallia S.p.A.—Senigallia (46)<br>27,51 6,00 —<br>22,33 5,81 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 292 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **5172860**<br>C4NB<br>374121<br>Df Esd<br>RT | **ANTON**<br>ex Georgios Gillas-82<br>ex Johannes-76<br>**Tsanton Lines Ltd.**<br>Limassol Cyprus | **493**<br>247<br>711 | **✠100A1** SS 4/76<br>**✠LMC**<br>EL g 1$\frac{1}{8}$"<br>FN 551 | **1952**-5 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (127)<br>49,99 8,34 3,398<br>46,72 8,31 3,48<br>P 13,8 RQD 15,6 F 7,4 1 dk<br>RW<br>3BH WB168t | **M General Cargo**<br>1 Ho 29,6 ER<br>G.1 019 B.963<br>2W Der 2 | Oil 4SA 7Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Fuel 40,5t 10kn |

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|---|---|---|---|---|---|---|
| 6930013<br>UPSF<br>M-25626<br>Df Esd<br>Gc Rdr<br>RT | **ANTON BUYUKLY**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 019**<br>1 412<br>4 230 | RS | **1969** Santierul Naval Galatz—Galatz<br>104,50 14,41 6,370<br>94,52 14,36 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 274<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,5kn |
| 6806121<br>UNUV<br>M-28128<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTON CHEKHOV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**6 515**<br>3 016<br>—<br>**10 204**<br>5 223<br>14 390 | RS | **1968** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (271)<br>159,42 21,29 —/9,700<br>148,39 21,26 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.20 417<br>5 Ha (stl) (9,8 × 9,5) (12,8 19,9 11,9 × 11,1) ER (10,3 × 9,5)<br>12W Der 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 18,5kn |
| 6415271<br>350865<br>Df Esd<br>RT | **ANTON D**<br>ex Foulque-80<br>**Cape Pride Trawlers (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **225**<br>89<br>215 | (BV) | **1964** Forges & Ch. de La Mediterranee —Le Havre (390 /2)<br>30,99 7,24<br>26,50 7,14 4,04<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref.<br>9 Ta<br>L.146<br>8 Ha (each 1,4 × 1,4)<br>2W Der 2(1) | Vee Oil 4SA 12Cy. 175 × 180/192<br>550bhp (405kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel (d.o.) 9,5kn |
| 5429469<br>DBFR<br>Df Esd<br>Rdr<br>RTm/h/v | **ANTON DOHRN**<br>ex Walther Herwig-72<br>**Government of The Federal Republic of Germany (Bundesminister fur Ernahrung Landwirtschaft und Forsten)**<br>Hamburg Federal Republic of Germany | **1 943**<br>891<br>454 | GL | **1963** A.G. "Weser" Werk Seebeck —Bremerhaven (888)<br>83,34 12,58 4,801<br>73,82 12,53 6,91<br>B & F 52,2 2 dks<br>RW | **D-E Research/Fishing**<br>Stern Trawler<br>Ice strengthened<br>Der 2(5-10) 1(2-5) | 4 Oil total driving 4 gen. each 420kW 290V d.c. connected to 2 elec. motors each of 500shp (368kW) (WL) geared to sc. shaft<br>(i) 3 Oil 4SA each 6Cy. 185 × 200<br>1 800bhp (1 324kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>(ii) Oil 4SA 12Cy. 185 × 200<br>1 200bhp (883kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 2 × 600kW 380V 50Hz a.c.<br>Fuel (d.o.) 13kn |
| 7436624<br>UFDF<br>M-25690<br>Df Esd<br>Gc Rdr<br>RT | **ANTON GUBARYEV**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1974** Santierul Naval Turnu-Severin—Turnu-Severin<br>88,75 12,81 4,150/5,200<br>6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 16,6 16,9 ER<br>G.3 615 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,2) ER<br>Der 1(20) 2(10) | Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 44,5t (d.o.) 133,5t (hvf)-8,0pd 13kn |
| 6723721<br>DCVK<br>3620<br>Df Esd<br>Rdr RTv | **ANTON HELD**<br>**Anton & Aloysius Held**<br>Haren/Ems Federal Republic of Germany | **299**<br>178<br>468 | GL | **1967** C. Cassens Schiffswerft—Emden (77)<br>48,29 7,52 2,560<br>44,00 7,47 2,90<br>P 11,0 F 5,5 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.591 B.567<br>1 Ha (stl) (21,4 × 4,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 240 × 350<br>400bhp (294kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 3kW 24V d.c.<br>Fuel 16,5t (d.o.) 9,5kn |
| 5020079<br>LZFG<br>107<br>Df Esd<br>Gc Rdr<br>RT | **ANTON IVANOV**<br>ex Margit Reuter-60 ex Kratos-58<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgaria | **8 442**<br>4 986<br>12 960 | BR<br>✠Classed LR until 7/65 | **1945**-12 A/B Gotaverken—Goteborg (598)<br>147,38 18,09 8,560<br>140,14 17,99 10,93<br>P 30,8 B 10,7 F 18,3 1 dk<br>RW | **M Tanker**<br>16 Ta ER<br>L.(oil) 16 877 HeCls. BC | Oil 2SA 6Cy. 680 × 1500<br>5 200bhp (3 825kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 140kW<br>Fuel 933,5t-18,5pd 13kn |
| 6922030<br>ESJH<br>M-29154<br>Df Esd<br>Gc Rdr<br>RT | **ANTON LOPATIN**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 948**<br>1 330<br>1 332 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B26/33)<br>83,11 13,82 5,500<br>78,03 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,2) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>H. Cegielski Poznan<br>12,75kn |
| 6714108<br>UIXR<br>M-27925<br>Df Esd<br>Gc Rdr<br>RT | **ANTON MAKARENKO**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 588 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B44/21)<br>155,05 20,22 7,860/8,981<br>143,19 20,15 11,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>G.19 100 B.17 680<br>5 Ha (stl) (12,9 × 8,5) (15,3 25,9 13,8 × 10,9) ER (14,6 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 244,0t (d.o.) 866,5t (hvf) 17,25kn |
| 7826398<br>PCSM | **ANTON MUSING**<br>**Musing Transport B.V.**<br>Delfzijl Netherlands | **732**<br>439<br>1 448 | | **1979** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (606)<br>70,03 9,45 3,122<br>68,97 9,42 3,56<br>1 dk | **M Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 21,0<br>Hopper 1440T<br>Mchy.aft<br>Hopper 850<br>1 sandpump 537kW (720bhp) | Oil 2SA 6Cy. 190 × 350 geared to sc. shaft<br>900bhp (662kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Thw. thrust propeller fwd<br>11,5kn |
| 6511726<br>Y5MF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTON SAEFKOW**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**4 993**<br>2 388<br>7 798<br>**7 723**<br>4 110<br>10 400 | DSRK | **1965** VEB Warnowwerft Warnemuende —Warnemuende (117)<br>142,22 18,65 7,220/8,548<br>130,92 18,57 11,26<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>G.14 003 B.12 734<br>5 Ha (9,7 × 5,9) (13,1 20,4 × 9,9) ER (11,6 × 9,9) (11,6 × 8,0)<br>12W Der 1(50) 1(15) 8(5-10) 4(3-5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 200kW 390V 50Hz a.c.<br>14,5kn |

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| **5039836**<br>9HIB<br>0213<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTON STJEPOV**<br>ex Bellami-76<br>**Dabinovic (Valletta) Ltd.**<br>Bozo A. Dabinovic<br>Valletta Malta | **10 900**<br>5 885<br>17 250 | **100A1** CS 7/81<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>**LMC**<br>EL C† 550,0/60,0U2<br>FN 4639<br>BV (NV) | **1962** Kockums M/V A/B—Malmo (480)<br>149,99 19,87 9,545<br>142,65 19,82 12,70<br>P 28,7 F 11,6 1 dk<br>rf 25<br>SF 7BH WB4603t incl. Comb. btm & side tanks 2470t, Topside tanks 2133t | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 17,5 17,5 19,9 11,9 17,9 14,0 ER<br>G.20 530<br>6 Ha (stl) (10,5 12,2 14,8 8,7 13,7 8,2 × 9,8) ER<br>12W Der 12(5) | Oil 2SA 8Cy. 700 × 1200<br>6 960bhp (5 119kW) MAN<br>Kockums M/V A/B Malmo<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 064,0t (hvf)-22,0pd 15,5kn |
| **6800842**<br>USZA<br>M-27539<br>Df Esd<br>Gc Rdr<br>RT | **ANTON TAMMSAARE**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 268 | RS | **1962** ............U.S.S.R.<br>84,69 14,03 5,701<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(7,5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **5425047**<br>IRZN<br>902<br>Esd Rdr<br>RTm | **ANTONELLA A.**<br>ex Ornella Ara-74<br>**Crismare S.r.l.**<br>Palermo Italy | **499**<br>236<br>777 | RI | **1963** Cant. Nav. di Pesaro—Pesaro (4)<br>56,70 9,25 3,734<br>51,11 9,22 3,92<br>P 13,8 B 12,8 F 4,3 1 dk<br>RW | **M Tanker**<br>Bitumen<br>10 Ta ER<br>HeCls. C | Oil 4SA 8Cy. 250 × 350<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 17kW 1 × 10kW 110V d.c.<br>Fuel 32,5t (d.o.)-2,0pd 12kn |
| **7024316**<br>3FDS<br>1160<br>9-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONELLI**<br>ex Toyota Maru No. 8-81<br>**Karlamar Shipping S.A.**<br>Panama Panama | **19 354**<br>12 798<br>30 307 | NK | **1970** Namura SB. Co. Ltd.—Osaka (390)<br>187,03(BB) 25,05 10,834<br>175,04 25,00 15,40<br>F 11,3 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.37 431 B.35 923<br>5 Ha (stl) (15,2 18,4 8,0 18,4 15,2 × 12,1) ER<br>Cr 5(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 512kW 450V a.c.<br>Fuel 2 073,5t-40,0pd 14,5kn |
| **5333933**<br>HP3190<br>5943-PEXT1<br>Esd RTm | **ANTONELLO**<br>ex St. Patrick-79 ex Asopi-75<br>ex Eliva-71 ex Doxa-70<br>ex Somme-67<br>**Giovanni Cappita**<br>Panama Panama | **421**<br>225<br>594 | ✠Classed LR until 17/12/80 | **1950**-11 Henry Scarr Ltd.—Hessle<br>49,05 7,57 3,512<br>46,49 7,52 3,69<br>P 12,8 RQD 12,2 F 4,3 1 dk<br>rf nil | **M General Cargo**<br>2 Ho 12,6 12,1 ER<br>G.827 B.762<br>2 Ha (8,7 8,4 × 3,8) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 250 × 420<br>465bhp (342kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 18kW 1 × 13kW 1 × 9kW 220V d.c.<br>Fuel 25,5t (d.o.) 10kn |
| **5426194**<br>IKBB<br>591<br>RTm | **ANTONELLO DA MESSINA**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **1 227**<br>638<br>464 | RI | **1963** Cant. Nav. Apuania—Marina di Carrara (71)<br>72,27 11,92 3,658<br>62,77 11,31 5,21<br>2 dks<br>RW | **M Passenger/RoRo Cargo/Ferry**<br>Ref 84bth 416dk P<br>Bow door/ramp Stern door/ramp<br>2 Ho 4,5 7,7<br>2 Ha (stl) (3,9 × 3,9) (3,9 × 5,0)<br>Cr 1(4) 1(2) | Oil 2SA 6Cy. 480 × 640<br>3 000bhp (2 207kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 145kW 1 × 37kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **5214216**<br>IPQF<br>743<br>Df Esd<br>Rdr RT | **ANTONELLOESSE**<br>ex Luigia Montanari-75<br>ex Luigia N-60 ex Saphir-56<br>**Capt. Francesco Saverio Salonia**<br>Roma Italy | **1 138**<br>572<br>1 646 | RI (NV) | **1949** Glommens M/V—Fredrikstad (121)<br>73,21 10,32 4,636<br>67,01 10,27 4,91<br>P 18,6 F 8,0 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 118<br>HeCls. C | Oil 2SA 7Cy. 340 × 570<br>1 200bhp (883kW)<br>Atlas-Diesel A/B Stockholm<br>12kn |
| **6710102**<br>H3HD<br>7847-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONETTE**<br>ex Kow On-77 ex Shokyu Maru-75<br>**Imperial Navigation Co. S.A.**<br>Panama Panama | **9 856**<br>6 867<br>15 689 | NK | **1966** Nipponkai Heavy Ind. Co. Ltd. —Toyama (128)<br>149,56 22,64 8,833<br>140,01 22,61 11,99<br>P 27,8 F 11,9 1 dk, pt 2nd dk | **M General Cargo**<br>4 Ho ER<br>G.21 066 B.20 440<br>8 Ha (stl) (15,0 15,0 × 6,4) (19,5 19,5 19,5 19,5 18,7 18,7 × 8,3) ER<br>Cr 3(15) Der 1(15) | Oil 2SA 6Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 224kW 445V a.c.<br>Fuel 1 242,5t-27,5pd 14,5kn |
| **7362653**<br>SQDQ<br>Df Esd<br>Gc Rdr<br>RT | **ANTONI GARNUSZEWSKI**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **5 975**<br>2 327<br>5 510 | PR | **1974** Stocznia Szczecinska im. A. Warskiego—Szczecin (B80/10)<br>122,15 17,02 7,360<br>111,99 17,00 9,91<br>2 dks | **M General Cargo/Training Ship** 180P<br>Ice strengthened<br>3 Ho 15,7 15,7 —DTp&s ER 13,7<br>G.5 857 B.5 491<br>5 Ha (stl) (7,4 × 4,9) (8,9 × 8,0) (1,9p&s × 3,8) ER (8,8 × 3,8)<br>Der 1(30) 1(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 320kW 2 × 200kW 1 × 72kW 400V a.c.<br>Fuel (hvf) 16kn |
| **5127891**<br>DZGM<br>202684<br>Df | **ANTONIA**<br>ex General Malvar-68<br>ex General Lukban .<br>**Anco Enterprises**<br>Manila Philippines | **762**<br>426<br>627 | | **1944** Wheeler SB. Corp.—Whitestone, NY<br>66,15 9,76<br>9,71<br>2 dks<br>len —<br>conv General Cargo — | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br>General Motors Corp. Detroit, Mi |
| **7945170**<br>9716 | **ANTONIA**<br>**Impresa Silvio Ghezzani**<br>Livorno Italy | **574**<br>542<br>— | RI | **1979** Szczecinska Stocznia Remontowa —Szczecin (1133)<br>59,24 3,241<br>58,15 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 660 | 2 Oil 4SA each 8Cy. 127 × 140<br>632bhp (465kW)<br>Saab-Scania Sodertalje |
| **5020122**<br>EDAL<br>2745<br>Df Esd<br>RTm | **ANTONIA CARNERO**<br>**Andres Soto Carnero**<br>La Coruna Spain | **202**<br>75<br>— | BV | **1960** Construcciones Navales P. Freire S.A. —Vigo<br>33,56 6,74 3,455<br>6,66 3,89<br>1 dk | **S Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | T 3Cy. 228 368 & 619 × 445<br>250ihp (184kW)<br>Const. Navales P. Freire Vigo<br>Fuel 121,5t (o.f.) 9,5kn |

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| 7120342<br>SEDT<br>11245<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONIA JOHNSON**<br>**Axel Axelson Johnson**<br>**(Johnson Line)**<br>Stockholm Sweden | *15 769*<br>*7 392*<br>14 936 | AB | **1971** Oy Wartsila Ab—Turku/Abo (1173)<br>174,20(BB) 25,81 10,084<br>157,21 25,75 15,85<br>F 9,5 1 dk<br>rf 102 | **TM Container Ship/Pallets Carrier**<br>Fixed-guides Ref 4P<br>6 Ho ER 1 Ho<br>TEU 768<br>C.Ho 304/20' 94/40' C.Dk<br>212/20' 32/40'<br>25 Ha (stl)<br>Cr 1(35) 2(25) 1(10) | 4 Vee Oil geared to sc. shafts<br>26 040bhp (19 154kW) Pielstick<br>(i) 2 Vee Oil 4SA each 12Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>(ii)2 Vee Oil 4SA each 16Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 840kW 1 × 528kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 4 459,5t (hvf) 23kn |
| 7033159<br>PCSP<br>Df Esd<br>Rdr RT | **ANTONIE JUNIOR**<br>**Sleepdienst Adriaan Kooren**<br>**N.V.**<br>Rotterdam Netherlands | **135**<br>—<br>— | BV | **1971** Handel & Schpsb. Mij. Kramer &<br>Booy N.V.—Kootstertille (163)<br>26,62 7,45 3,201<br>23,91 7,19 3,84<br>1 dk | **M Tug** | 2 Oil 4SA each 8Cy. 210 × 300 geared to<br>sc. shaft<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>10kn |
| 7941564 | **ANTONIETTA GUIDOTTI**<br>**Dante Guidotti e Fratelli**<br>San Benedetto Italy<br>del Tronto | **100**<br>—<br>— | | **1979** Navaltecnica—San Benedetto del<br>Tronto<br>26,78 6,15 2,401<br>... ... ...<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 255 × 300<br>540bhp (397kW)<br>Moteurs Duvant Valenciennes |
| 7351159<br>IVAM<br>188<br>Esd Rdr<br>RT | **ANTONIETTA MADRE**<br>**Meridionalpesca S.p.A.**<br>Bari Italy | **888**<br>402<br>716 | RI | **1973** Soc. Esercizio Cant.—Viareggio<br>(613)<br>66,73 10,44 4,293<br>58,32 10,42 7,07<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 450 × 550<br>2 300bhp (1 692kW)<br>Atlas-MaK Maschinenbau Kiel |
| 7037222<br>UCS<br>175<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIETTA PAOLA**<br>ex S. Isaia<br>**Giuseppe Giacalone**<br>Mazara del Italy<br>Vallo | **136**<br>48<br>145 | | **1970** Cant. Nav. Latini Nicola—San<br>Benedetto del Tronto (17)<br>27,79 6,99 3,696<br>23,19 3,46<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 175 × 200<br>530bhp (390kW)<br>AIFO, Appl. Ind. FIAT-OM S.p.A Milano |
| 7114082<br>WY6326<br>525457 | **ANTONINA C**<br>**Louis Castagnola Inc.**<br>San Diego, Ca United States<br>of America | **755**<br>395<br>— | | **1970** San Diego Mar. Co.—San Diego, Ca<br>(163)<br>*50,33* 11,00<br>4,47 | **M Fishing**<br>Mchy.fwd | Vee Oil 6Cy.<br>2 850bhp (2 096kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7531852<br>ESWY<br>M-34921<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONINA NEDZHDANOVA**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **3 923**<br>1 434<br>1 414 | RS | **1978** Brodogradiliste "Titovo"—Kraljevica<br>(419)<br>100,01 16,24 4,650<br>90,02 16,21 7,01<br>2 dks | **TM Passenger/Ferry**<br>200bth 56dk P<br>Ice strengthened<br>1 Ho<br>B.750<br>1 Ha (stl) (5,5 × 3,9)<br>Cr 1(3,25) | 2 Oil 2SA each 8Cy. 350 × 620<br>5 280bhp (3 884kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>17,25kn |
| 7115854<br>EWSH<br>M-30519<br>Df Esd<br>Rdr RT | **ANTONINA ZUBKOVA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **629**<br>221<br>393 | RS | **1971** .............U.S.S.R.<br>54,82 9,96 4,080<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 6916897<br>XCAA<br>Df Esd<br>Rdr RT | **ANTONIO ALZATE**<br>**Sociedad de Industria y**<br>**Comercio**<br>The Food & Agriculture<br>Organisation of the United<br>Nations<br>Mazatlan Mexico | **148**<br>55<br>205 | **✠100A1** SS 10/81<br>trawler<br>**LMC**<br>EL d ¾"U1<br>FN 206 | **1969**-4 Schpsw. & Mfbk. Fa. A. van<br>Bennekum—Sliedrecht (74)<br>23,98 6,58<br>20,71 6,51 3,41<br>F 7,4 1 dk<br>rf 737 BK 127<br>5BH WB10t | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 6Cy. 159 × 203<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 20kW 1 × 10kW<br>380V 60Hz a.c.<br>Controllable pitch propeller |
| 6803765<br>UAG<br>151<br>RT | **ANTONIO AMABILE**<br>**Caronte S.p.A.**<br>Messina Italy | **956**<br>351<br>573 | RI | **1968** Cant. Nav. Cassaro—Messina (133)<br>70,59 14,00 2,833<br>64,50 12,50 4,40<br>1 dk | **TM RoRo Cargo/Ferry**<br>100P<br>Bow door & stern door/ramp | 2 Oil 4SA each 8Cy. 200 × 300<br>2 600bhp (1 912kW)<br>Fiat S.G.M. Torino<br>Gen 2 × 80kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 127,0t 14kn |
| 6609688<br>EEYN<br>Df Esd<br>RT | **ANTONIO ARMAS**<br>**Antonio Armas Curbelo S.A.**<br>Las Palmas Spain | **560**<br>375<br>720 | (BV) | **1966** Ast. del Cantabrico y de Riera<br>—Factoria Cantabrico, Gijon (C.87)<br>49,38 8,69 3,931<br>44,79 8,64 5,26<br>2 dks<br>RW | **M General Cargo** CSD<br>2 Ho ER<br>G.1 121<br>2 Ha (8,2 11,2 × 5,1) ER<br>4W Der 4(1) | Vee Oil 4SA 12Cy. 159 × 203<br>1 225bhp (901kW) NE made71<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 5020196<br>PUDA | **ANTONIO AZAMBUJA**<br>ex Handy<br>**Government of The Federative**<br>**Republic of Brazil (State of**<br>**Rio Grande do Sul)**<br>Rio Grande Brazil | **232**<br>—<br>— | ✠ | **1915**-7 Bow, McLachlan & Co. Ltd.<br>—Paisley (316)<br>*33,65* 7,35<br>... ... ...<br>R | **TS Tug** | C 4Cy. (2) 368 & (2) 762 × 533<br>Bow, McLachlan & Co. Ltd. Paisley |
| 6729098<br>CLHI<br>1429<br>RT | **ANTONIO BRIONES**<br>**Government of The Republic of**<br>**Cuba**<br>Habana Cuba | **113**<br>41<br>— | **✠100A1** SS 5/80<br>tug<br>Cuban waters service<br>**✠LMC**<br>EL (b) ⅞"U1<br>FN 255 | **1967**-12 Angyalfold Shipyard—Budapest<br>(2098)<br>28,99 6,91 3,080<br>26,07 6,51 3,26<br>RAD 1,9 RFD 3,4 1 dk<br>rf 584 BK 102<br>3BH WB17t | **M Tug** | Oil 4SA 8Cy. 315 × 450<br>Lang Gepgyar Budapest<br>Gen 2 × 75kW 230V d.c. |

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| 5377317<br>CSOW<br>Esd Rdr | **ANTONIO CACAO**<br>ex Vaz-74<br>**Sociedade de Pesca Oceano Ltda.**<br>Lisboa Portugal | **1 132**<br>663<br>— | ✠Classed LR until 8/72 | **1949**-3 N.V. Schps. Gebr. Pot—Bolnes (915)<br>65,51 9,73 4,515<br>58,98 9,71 5,21<br>P 17,4 F 21,7 1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 2SA 8Cy. 265 × 345<br>680bhp (500kW)<br>Crossley Bros. Ltd. Manchester<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5020249<br>CXAH | **ANTONIO D. LUSSICH**<br>**Government of The Oriental Republic of Uruguay (Administracion Nacional de Puertos) (ANP)**<br>Montevideo Uruguay | **150**<br>—<br>— | | **1931** Administration Nacional de Puertos, Uruguay—Montevideo<br>29,52 7,98 4,852<br>7,93 | **Wood S Tug** | T 3Cy. 406 660 & 1118 × 660<br>McKie & Baxter Ltd. Govan, Glasgow<br>Fuel 40,5t (o.f.) |
| 5018715<br>IMLC<br>726<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANTONIO D'ALESIO**<br>ex Ergina I-77 ex Anna Odland-75<br>**Gaetano d'Alesio S.a.S.**<br>Livorno Italy | **12 955**<br>7 534<br>20 421 | RI (NV) | **1961** Tangen Verft—Kragero (8)<br>170,72 21,95 9,672<br>160,26 21,90 12,22<br>1 dk<br>rf 51 | **M Tanker**<br>30 Ta ER<br>L.(oil) 27 156 HeCls. BC | Oil 2SA 6Cy. 750 × 1500 exhaust500<br>9 300bhp (6 841kW) B&W<br>A/S Akers M/V Oslo<br>Gen 2 × 304kW 1 × 152kW<br>440V 60Hz a.c.<br>Fuel 201,0t (d.o.) 1 295,0t (hvf)-26,5pd<br>15,5kn |
| 7305461<br>Esd Rdr<br>RT | **ANTONIO ENES**<br>**Sociedade dos Armadores das Pescas em Mocambique S.a.r.l.**<br>Beira Mozambique | **124**<br>51<br>— | (BV) | **1973** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (01211-2)<br>25,20 6,71 2,299<br>21,72 6,58 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>9kn |
| 7433062<br>PPMV<br>9160<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIO FERRAZ**<br>**Companhia Brasileira de Transporte de Graneis Ltda. (CBTG)**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 151 | BV | **1981** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (140)<br>173,16(BB) 26,67 9,751<br>162,01 26,61 13,52<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.36 775 B.32 095<br>TEU 544 C. 544/20'<br>5 Ha (stl) ER | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate |
| 7605811<br>UIGH<br>M-34920<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONIO GRAMSCI**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **27 706**<br>12 442<br>39 870 | RS | **1978** Brodogradiliste "3 Maj"—Rijeka (583)<br>195,00 28,05 12,201<br>182,99 28,01 17,81<br>1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 46 359 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 600kW 1 × 100kW<br>400V 50Hz a.c.<br>17kn |
| 6806834<br>EFDR<br>572<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIO LAZARO**<br>**Compania Trasmediterranea S.A.**<br>Valencia Spain | **4 912**<br>2 879<br>1 881 | BV | **1968** Union Naval de Levante S.A. —Valencia (100)<br>106,91 16,31 5,081<br>98,00 16,11 7,19<br>2 dks | **TM Passenger/General Cargo/Ferry**<br>Vehicles Ref 400bth 200dk P<br>Side doors<br>1 Ho 2 Ta<br>G.465 In.404 L.128 | 2 Oil 2SA each 10Cy. 350 × 620<br>6 240bhp (4 590kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>2 Controllable pitch propellers<br>17kn |
| 5020287<br>EBXO<br>8117<br>Df Esd<br>RTm | **ANTONIO LORENZO**<br>**Francisco Rey Mendez**<br>La Coruna Spain | **472**<br>226<br>516 | BV | **1960** Ast. del Abra S.A.—Bilbao (11)<br>54,87 8,28 4,338<br>51,08 8,26 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>3 Ha | Oil 2SA 5Cy. 350 × 620<br>1 400bhp (1 030kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 155,0t (d.o.) 11,75kn |
| 6609327<br>IMJS<br>1289<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANTONIO M.**<br>ex Rethymnon-78 ex Jocefa-69<br>**Societa di Navigazione Atlantica S.n.c. di Giovanni Coppola & C.**<br>Napoli Italy | **1 092**<br>654<br>2 100 | RI (NV) | **1966** VEB Schiffswerft "Neptun"—Rostock (418)<br>75,55 11,54 5,112<br>68,46 11,49 5,90<br>P 15,0 F 8,0 2 dks<br>rf 152 | **M General Cargo** CSD<br>2 Ho each 22,7 ER<br>G.2 658 B.2 470<br>2 Ha (stl) (each 17,3 × 6,2) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 80kW 350V 50Hz a.c.<br>Fuel 184,0t (d.o.) 11kn |
| 8006270<br>CLAD<br>Df Esd<br>Gc Rdr | **ANTONIO MACEO**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **15 325**<br>9 343<br>25 401 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 1, 3, 5 & 7 holds or Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL F† 577,5/66,0U2<br>FN 6360 | **1981**-3 G. Dimitrov Shipyard—Varna (141)<br>185,17(BB) 22,99 10,232<br>172,12 22,80 14,15<br>P 15,9 F 16,8 1 dk<br>rf nil DK<br>10BH WB13275T incl. Comb. btm & STs in holds 5360T Topside tanks in holds 3332T DTf367T No. 4 hold 3423T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,3 13,9 19,6 13,9 20,5 12,3 19,6 ER<br>G.29 313<br>7 Ha (stl) (13,1 10,5 13,1 10,5 13,1 10,5 13,1 × —) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c. |
| 7826491<br>EABE<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIO MACHADO**<br>**Maritima de Cementos y Graneles S.A.**<br>Santander Spain | **9 633**<br>6 722<br>15 721 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL C† 550,0/52,0U3(a)<br>FN 4506<br>AB | **1981**-2 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (324)<br>144,13 21,47 8,902<br>134,02 21,40 12,22<br>P 7,4 F 10,7 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>6BH WB5356T incl. No. 3 hold 3287T | **M General Cargo**<br>4 Ho 24,7 29,2 12,7 29,2<br>4 TwD ER<br>G.22 191<br>4 Ha (stl) (13,4 × 8,0) (20,2 7,4 20,2 × 12,6) ER<br>Cr 1(15) 2(12,5) | Oil 2SA 7Cy. 450 × 900<br>7 050bhp (5 186kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 264kW 450V 60Hz a.c.<br>Fuel 107,0t (d.o.) 968,0t (hvf) |
| 5118577<br>Esd Pfd<br>Rdr RT | **ANTONIO MANUEL**<br>ex Forward Pride-73<br>**Filemar S.R.L.**<br>Mar del Plata Argentina | **212**<br>68<br>— | ✠Classed LR until 22/2/74 | **1960**-4 A. J. Mitchell & Co.—Peterhead (3)<br>*32,34* 7,42<br>31,40 7,32 3,59<br>F 5,2<br>RW rf 838 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 305 × 381<br>500bhp (368kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne |
| 7221732<br>IQBH<br>611<br>Esd Rdr<br>RT | **ANTONIO MICUCCI**<br>**Marone Burini**<br>Leandro Micucci<br>Ancona Italy | **117**<br>43<br>— | | **1972** Cant. Nav. M. Morini & C.—Ancona (132)<br>27,51 6,81 2,699<br>6,61 3,31<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 240 × 350<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau Kiel<br>11kn |

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| 5258133<br>Df Esd<br>Pfd Rdr<br>RTm | **ANTONIO MIRALLES**<br>ex Notre Dame De France-77<br>**Oscar Ernesto Poletti**<br>Buenos Aires Argentina | **425**<br>143<br>— | BV<br>✠Classed LR until 9/61 | **1960**-5 Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B21/03)<br>44,86 8,39 4,477<br>42,58 8,31 4,70<br>F 9,5 1 dk<br>rf 737 BK 178 | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.334<br>4 Ha (each 1,0 × 1,0) ER<br>2W Der 1(2,5) 1(1) | Oil 4SA 8Cy. 315 × 480 with flexible coupling & sr geared to sc. shaft<br>1 100bhp (809kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 40kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 111,5t (d.o.) 13kn |
| 5020304<br>CSOE<br>A-970-N<br>Esd Rdr | **ANTONIO PASCOAL**<br>**Pascoal & Filhos Ltda.**<br>Aveiro Portugal | **1 200**<br>634<br>1 239 | ✠Classed LR until 1/9/75 | **1948**-12 Haarlemsche Schps. Maats. —Haarlem (490)<br>71,35 11,03 5,315<br>63,84 11,00 5,80<br>P 4,6 F 16,5<br>RW | **M Fishing**<br>Side Trawler<br>Ice strengthened | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>Fuel 381,0t 10kn |
| 7393236<br>PPJF<br>7922<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIO RAMOS**<br>**Navegacao Antonio Ramos S.A. (NARSA)**<br>Itajai Brazil | **3 232**<br>2 180<br>5 200 | BV | **1976** Est. EBIN/So S.A.—Porto Alegre (63)<br>85,71 15,63 7,201<br>80,02 15,60 9,02<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.6 600<br>TEU 102 C. 102/20'<br>3 Ha (stl) (8,7 × 6,8) (15,4 15,4 × 11,2) ER<br>Der 4(12) 1(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Ishikawajima do Brasil Rio de Janeiro<br>Fuel (hvf) 13,25kn |
| 6925123<br>EDLX<br>1820<br>Df Esd<br>Pfd Rdr<br>RT | **ANTONIO RODRIGUEZ**<br>**Angel Garrido Pineiro**<br>Cadiz Spain | **246**<br>88<br>— | (BV) | **1969** Maritima del Musel S.A.—Gijon (100)<br>38,31 7,19<br>33,76 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,2) ER | Oil 4SA 8Cy. 320 × 480<br>1 250bhp (919kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 86,5t (d.o.) 13,75kn |
| 7363164<br>EBWX<br>Df Esd<br>Rdr RT | **ANTONIO SAMPEDRO II**<br>**Cipriano A. Sampedro Vazquez**<br>La Coruna Spain | **247**<br>93<br>— | (GL) | **1975** Ast. y Talleres Celaya S.A.—Bilbao (142)<br>35,49<br>30,00 7,19 3,97<br>P 11,6 1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>11,5kn |
| 5134703<br>Esd Pfd<br>Rdr RTh | **ANTONIO SAVERIO**<br>ex Grampian Hill-73<br>**El Marisco S.A.C.I.**<br>Argentina | **214**<br>74<br>— | ✠Classed LR until 22/11/74 | **1960**-12 J. Lewis & Sons Ltd.—Aberdeen (297)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 318 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>681bhp (501kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 5131309<br>IOIK<br>1254<br>Df Esd<br>Rdr<br>RTm/h | **ANTONIO SCOTTO**<br>ex Norma R-80 ex Gitana-75<br>ex Jaarstroom-62 ex Gitana-60<br>**Norma S.r.l.**<br>Napoli Italy | **499**<br>278<br>1 018 | RI (BV) | **1957** Noord Nederlandse Scheepswerven N.V.—Groningen (284)<br>62,01 9,40 3,868<br>55,99 9,30 4,04<br>B 4,9 F 10,4 1 dk<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.1 543 B.1 458<br>2 Ha (14,4 × 5,7) (9,2 × 5,7) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 66,0t (d.o.) 11,5kn |
| 7388231<br>EGIA<br>Df Esd<br>Gc Rdr<br>RTm | **ANTONIO SUARDIAZ**<br>**Lineas Maritimas Espanolas S.A.**<br>Vigo Spain | **1 286**<br>679<br>4 311 | BV | **1976** Enrique Lorenzo y Cia. S.A.—Vigo (378)<br>106,36 18,01 6,201<br>96,53 17,51 11,36<br>P 11,6 B 11,9 2 dks | **M RoRo Cargo**<br>Stern door/ramp<br>1 Ho 62,0 1 TwD 92,9 ER<br>B.9 450<br>1 Ha (stl) (11,5 × 12,9) ER | Oil 4SA 9Cy. 440 × 470<br>6 000bhp (4 413kW)<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 360,5t (d.o.)-27,5pd 17,25kn |
| 6512823<br>J4GR<br>6919<br>Df Esd<br>Gc Rdr<br>RT | **ANTONIOS**<br>ex Olympic Goal-82<br>**Astronaftis Compania Naviera S.A.**<br>Canopus Shipping S.A.<br>Piraeus Greece | **38 606**<br>24 277<br>79 177 | AB | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (635)<br>246,82 36,78 13,269<br>233,00 36,71 17,20<br>P 43,9 F 18,3 1 dk<br>RW rf nil | **M Tanker**<br>CBT<br>15 Ta ER<br>L.(oil) 86 253 HeCls. BC | Oil 2SA 10Cy. 900 × 1550<br>23 000bhp (16 918kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 192,0t (d.o.) 4 547,0t (hvf)-68,0pd |
| 6706242<br>SZGL<br>7601<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONIOS**<br>ex Brewster-80 ex Kozan Maru-75<br>**Aeolus Compania Maritima S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | **9 843**<br>6 275<br>15 488 | NK | **1967** Namura SB. Co. Ltd.—Osaka (359)<br>147,63 21,72 8,586<br>138,03 21,70 11,71<br>P 26,6 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 649 B.20 235<br>7 Ha (stl) (12,9 × 9,9) (19,7 19,7 19,7 19,7 19,7 19,7 × 7,4) ER<br>Cr 4(15) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 200kW 445V a.c.<br>Fuel 1 276,0t 14,5kn |
| 5248164<br>SV3975<br>5418<br>Df Esd<br>Rdr RT | **ANTONIOS**<br>ex Insa J.-75 ex Navis-65<br>**Ioannis & Markos Grammatikos & Ilias Dalmyras**<br>Piraeus Greece | **492**<br>270<br>864 | **✠100A1** SS 12/81<br>**✠LMC**<br>EL j<br>FN 733 | **1956**-9 N.V. Schps. Gebr. van Diepen —Waterhuizen (939)<br>60,74 9,15 3,677<br>55,61 9,01 4,17<br>P 16,5 F 8,9 1 dk<br>RW rf 102<br>3BH WB254t . | **M General Cargo**<br>1 Ho 36,4 ER<br>G.1 071 B.991<br>2 Ha ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 81,5t 10kn |
| 5231666<br>SV3546<br>1386<br>RT | **ANTONIOS**<br>ex Melina-80<br>**General Shipping Ltd.**<br>Piraeus Greece | **416**<br>321<br>— | | **1944** .............United Kingdom<br>57,79 7,98<br>... ... ...<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM RoRo Cargo/Ferry** —P | 2 Oil<br>1 000bhp (736kW)<br>............<br>Fuel (d.o.) |
| 7320241<br>6ZWW<br>4629<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ANTONIOS G.**<br>ex Rania Chandris-76<br>**Georgandis Navigation Inc.**<br>Georgandis (Hellas) S.A.<br>Monrovia Liberia | **129 665**<br>112 086<br>290 588 | **✠100A1** SS 12/80<br>oil tanker<br>**✠LMC**<br>EL D* 4½"U3<br>FN 26541 | **1973**-7 Odense Staalskibsvaerft A/S—Lindo (L45)<br>347,23(BB) 51,90 22,219<br>330,72 51,82 28,43<br>1 dk<br>rf 102<br>7BH WB40353T incl. 28548T in clean ballast tanks | **S Tanker**<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 353 738 HeCls. B | S Turb dr geared<br>32 444shp (23 865kW)<br>STAL-LAVAL Turbin AB Finspong<br>WTB(f) 81kgf/cm² (79,5bar) Spt 513°C 68,5kgf/cm² (67,2bar) hs1929,0<br>WTB(a) 74kgf/cm² (72,6bar) Spt 350°C 69,5kgf/cm² (68,2bar) hs411,0<br>sg 14,2kgf/cm² (14,0bar)<br>Gen 2 × 1280kW 1 × 1252kW 440V 60Hz a.c.<br>Fuel 10 871,5t (o.f.) 16kn |

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|---|---|---|---|---|---|---|
| **6719677**<br>SV3286<br>2834<br>Df Gc<br>Rdr RT | **ANTONIOS P**<br>ex Solonaki II-68<br>**Dimos Pitoulis & Co.**<br>Piraeus Greece | **893**<br>585<br>— | | **1967** Koulmanis & Simopoulos—Ambelaki<br>65,99 13,42 2,236<br>63,94 12,96 2,49<br>1 dk | **TM Ferry** | 2 Oil 4SA each 8Cy. 320 × 450<br>1 460bhp (1 074kW)<br>Atlas-MaK Maschinenbau Kiel<br>15kn |
| **6710138**<br>SZQN<br>8264<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANTONIS**<br>ex African Amber-82<br>ex Caribia-80<br>**Oceanwave Marine Corp.**<br>Shipping & Commercial Corp.<br>Piraeus Greece | **8 655**<br>5 000<br>12 314 | NV | **1967** VEB Warnowwerft Warnemuende<br>—Warnemuende (449)<br>150,45 20,02 8,872<br>140,32 11,56<br>P 25,3 B 14,1 F 27,8 2 dks | **M General Cargo**<br>10P<br>5 Ho 9,1 8,6 13,4 8,0 10,8<br>G.18 279 B.16 701<br>5 Ha (stl) (9,1 × 5,9) (10,6 18,9 9,1 12,9 × 10,9)<br>12W Der 1(60) 4(3-10) 8(3-5) | Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 330kW 1 × 240kW 380V 50Hz a.c.<br>Fuel 1 175,5t (hvf) 17kn |
| **5206647**<br>SV3893<br>4780<br>Df Esd | **ANTONIS**<br>ex Pantanassa-79 ex Mary-75<br>ex Birte O-73 ex Leopard-73<br>**Thomas Marchessinis**<br>Piraeus Greece | **340**<br>181<br>525 | (GL) | **1950** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven<br>46,69 7,62 3,239<br>41,92 3,66<br>P 8,9 F 6,1 1 dk<br>RW len 51 | **M General Cargo**<br>1 Ho ER<br>G.715 B.675<br>2 Ha (each 12,1 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **7372426**<br>J4IN<br>6963<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTONIS GIANIS H**<br>ex Three Arrows-78<br>**Varna Shipping Co. S.A.**<br>Piraeus Greece | **5 932**<br>4 378<br>9 954 | **100A1**<br>**LMC**<br>EL Y 522,5/52,0U2<br>FN 3368<br>(NK) | **1974** Imabari Zosen—Imabari (321)<br>119,89(BB) 20,55 7,494<br>112,02 20,50 9,56<br>P 22,9 F 12,8 1 dk<br>rf 178<br>SF 4BH WBnil | **M General Cargo**<br>2 Ho ER<br>G.12 960 B.12 330<br>2 Ha (stl) (31,8 31,1 × 10,3) ER<br>4W Der 4(21) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 851,5t (hvf)-21,5pd 13,25kn |
| **7420534**<br>SZNO<br>5719<br>Df Esd<br>Gc Rdr<br>RTv | **ANTONIS P. LEMOS**<br>**Argyros Compania Naviera S.A**<br>Piraeus Greece | **15 934**<br>11 083<br>26 976 | AB | **1976** Namura SB. Co. Ltd.—Osaka (435)<br>178,52(BB) 10,389<br>166,99 22,89 14,48<br>1 dk | **M Bulk Carrier**<br>5 Ho 27,0 28,8 17,6 30,4 24,0 ER<br>G.36 812 B.32 621<br>5 Ha (stl) (11,8 18,3 12,8 18,3 12,8 × 11,5) ER<br>5W Cr 2(15) 3(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Hvy Industries Ltd Japan<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 2 113,5t (hvf) 15kn |
| **7403823**<br>EGJC<br>Df Esd<br>Rdr RT | **ANTONITO PELAYO**<br>Launched as El Canito<br>**Antonio Pelayo Malvarez**<br>Alicante Spain | **189**<br>61<br>— | BV | **1974** Const. Nav. del Sureste S.A.<br>—Alicante (07)<br>30,00 7,01<br>28,15 6,99 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) E made78 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 65,0t (d.o.) 10,75kn |
| **6714562**<br>GXSU<br>168903<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ANTRIM PRINCESS**<br>**Sealink U.K. Ltd.**<br>Stranraer United Kingdom | **3 630**<br>1 309<br>879 | ✠**100A1** CS 2/80<br>Channel service from ports in U.K., south of Oban and Harwich/Hook of Holland<br>✠**LMC**<br>EL (U) 1⅛"U2<br>FN 2847 | **1967**-12 Hawthorn, Leslie (Shipbuilders) Ltd.—Hebburn (765)<br>112,63 17,40 3,658<br>105,47 16,77 10,22<br>B 70,1 2 dks, 3rd dk except in mchy. space<br>rf 152<br>Coll BH to U dk 9 to 2nd dk WB683t | **TM Passenger/RoRo Cargo/Ferry**<br>70bth 1130dk P<br>Bow door/ramp Stern door/ramp | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>14 360bhp (10 563kW)<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Gen 3 × 560kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 81,5t (hvf) 19,5kn |
| **7028910**<br>ESAB<br>M-27398<br>Df Esd<br>Gc Rdr<br>RT | **ANTS LAYKMAA**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**2 707**<br>996<br>1 451 | RS | **1968** Baltiya Shipyard—Klaypeda<br>84,71 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,3 1,3 × 1,2) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller 12,25kn |
| **7919767**<br>ONBK<br>Df Esd<br>Gc Rdr<br>RTm/v | **ANTWERP FLYER**<br>**Antwerp Maritime Co.**<br>Antwerpen Belgium | **1 192**<br>843<br>2 334<br>**2 477**<br>1 616<br>3 514 | NV (Class cont.) | **1982** Belgian Shipbuilders Corp. -Schps. van Langerbrugge—Ghent (141)<br>93,66 13,03 4,952/6,100<br>85,60 13,01 7,93<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>2 Ho ER<br>G.5 567 B.4 880<br>TEU 156 C. 156/20'<br>2 Ha (stl) ER | Vee Oil 4SA 12Cy. 241 × 304 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Cockerill-Sambre S.A. Seraing<br>Gen 2 × 170kW 1 × 80kW 380V 50Hz a.c.<br>Fuel 91,5t (d.o.) 455,0t (hvf)-6,5pd 11kn |
| **7802952**<br>ONAM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTWERPEN**<br>**Antwerp Bulkcarriers N.V.**<br>Sea Lanes N.V.<br>Antwerpen Belgium | **24 353**<br>19 029<br>41 100 | ✠**100A1**<br>bulk carrier strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty or No. 4 hold may be empty for the carriage of containers in holds, on upper deck & hatch covers<br>✠**LMC** **UMS**<br>EL J† 605,0/66,0U3<br>FN 8497 | **1979**-7 N.V. Cockerill Yards Hoboken<br>—Hoboken (890)<br>199,02(BB) 29,37 10,523<br>190,13 29,32 15,37<br>F 14,7 1 dk<br>rf nil DK in way of Nos. 2-7 holds<br>9BH WB21923T incl. Comb. btm & STs in holds 6103T, topside tanks in holds 5914T, No. 4 hold 7884T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 19,5 19,1 18,9 18,9 18,9 18,9 19,8 ER<br>G.50 330<br>TEU 1484<br>C.Ho 1030/20'(40') C.Dk 454/20'(40')<br>7 Ha (stl) (18,9 × 14,9) (19,1 18,9 18,9 18,9 18,9 18,9 × 22,2) ER | Oil 2SA 6Cy. 760 × 1550 geared to sc. shaft<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 179,0t (d.o.) 2 188,0t (hvf) 15,5kn |
| **6724919**<br>ORSC<br>10/68<br>Df Esd<br>Gc Rdr<br>RT | **ANTWERPEN IV**<br>**Dredging International N.V.**<br>Antwerpen Belgium | **5 689**<br>3 638<br>10 255 | BV | **1967** Smit Kinderdijk—Kinderdijk (Co574)<br>113,52 18,85 8,081<br>104,50 18,80 10,60<br>1 dk | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Twin side arms Dredging depth 26,0<br>Hopper 9776T<br>Mchy.aft<br>1 Ho 42,0<br>Hopper 4 800<br>2 sandpumps each 1193kW (1600bhp)<br>Cr 1(12,5) Der 1(5) | 2 Vee Oil 2SA each 20Cy. 300 × 550<br>8 000bhp (5 884kW)<br>NE (s) 69<br>N.V. Smit & Bolnes Zierikzee<br>Gen 3 × 190kW 50Hz a.c. 2 × 150kW d.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 13,75kn |
| **7529457**<br>EHFR<br>Df Esd<br>Gc Rdr<br>RTv | **ANTXON MARI**<br>**Vega de Seoane y Antonio Cominasa**<br>San Sebastian Spain | **697**<br>363<br>1 195 | BV | **1976** Ast. Luzuriaga S.A.—Pasajes (194)<br>63,91 10,62 3,963<br>55,68 10,60 4,47<br>1 dk | **M General Cargo**<br>1 Ho 37,1 ER<br>G.1 650 B.1 370<br>1 Ha (stl) (25,0 × 7,6) ER | Oil 4SA 8Cy. 316 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 114,0t (d.o.) 12,75kn |

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| 5216771<br>SYPV<br>8095<br>Df Esd<br>Gc Rdr<br>RTm | **ANTZELA**<br>ex Carenero-81 ex Mads Skou-78<br>**Porthmos Shipping Co.**<br>Petrozam Marine Enterprises S.A.<br>Piraeus Greece | **4 207**<br>2 311<br>7 112 | ✠**100A1** SS 11/79<br>DTmf & tunnel side tanks<br>—oil FP above 65.5°C or<br>veg. oil<br>✠**LMC**<br>EL z 1$\frac{13}{16}$"SQ<br>FN 3254 | **1962**-1 Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (350)<br>126,90 17,23 7,316<br>116,52 17,20 10,72<br>F 27,2 1 dk & S dk<br>RW rf 152<br>Coll BH to S dk 6 to 2nd dk WB2609t incl.<br>Tunnel tanks 243t DTm990t | **M General Cargo** OSD<br>12P<br>4 Ho 14,1 26,4comb. 17,9 17,8<br>G.13 342 B.12 292<br>5 Ha (stl) (8,2 11,4 9,9 11,4 11,4 ×<br>6,1)<br>16W Der 2(25) 4(10) 12(5) | Oil 2SA 8Cy. 620 × 1150<br>6 550bhp (4 818kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 965,0t (hvf) 16,5kn |
| 7627273<br>J4YE<br>7522<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANTZOULETTA**<br>ex Tri Ever-79<br>**Chalfont Shipping Corp.**<br>Neda Maritime Agency Co. Ltd.<br>Piraeus Greece | **24 941**<br>17 161<br>44 528 | AB | **1978** Tsuneishi Zosen K.K.—Numakuma<br>(356)<br>190,02 11,951<br>183,01 29,51 17,02<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW a.c.<br>Fuel 2 586,0t (d.o.) 15,5kn |
| 5226623<br>SV3857<br>107<br>Df Esd<br>Rdr RT | **ANTZY**<br>ex Nicolaos M-81<br>ex Dieter Karl-72 ex Marsund-68<br>ex Kreuzberg-57<br>ex Anneliese Gleue-54<br>**A. Koutroumanidou & Co.**<br>Thessaloniki Greece | **499**<br>214<br>930 | HR (GL) | **1951** G. Renck Jr. K.G.—Hamburg<br>63,20 9,78 3,899<br>59,42 9,73 5,74<br>B 13,8 F 9,2 1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 36,9 ER<br>G.2 016 B.1 815<br>2 Ha (each 14,9 × 5,9) ER<br>6W Der 1(10) 1(3) 4(2) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 64,0t 10,5kn |
| 6706280<br>ELBW4<br>7184<br>Df Esd<br>Gc Rdr<br>RT | **ANUBIS**<br>ex Senba-82<br>ex Caribbean Hawk-82<br>ex Miyatoyo Maru-81<br>**Camay Navigation Corp.**<br>Monrovia Liberia | **3 784**<br>2 497<br>5 957 | NK | **1967** Onomichi Zosen—Onomichi (180)<br>108,67 16,44 6,528<br>100,41 16,40 7,95<br>P 23,8 F 9,2 1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 220 B.7 751<br>3 Ha (stl) (13,2 21,0 12,7 × 7,6) ER<br>12W Der 1(15) 3(10) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 120kW 445V a.c.<br>Fuel 454,0t-12,0pd 12,5kn |
| 7524615 | **ANUGRAH**<br>**P.T. Perusahaan Pelayaran<br>Lokal Basuma**<br>Surabaya Indonesia | **110**<br>64<br>128 | KI | **1971** P.T. Indomarine—Jakarta<br>... ... ...<br>25,10 5,03 2,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW) Kelvin<br>............. |
| 6616710<br>PPBS<br>Df Esd<br>Pfd Rdr | **ANUNCIATA**<br>ex Anunciata Ramos-81<br>ex Vitoria-73 ex Rigel-68<br>**Empresa de Navegacao Alianca<br>S.A.**<br>Porto Alegre Brazil | **1 996**<br>1 361<br>3 040 | (BV) | **1968** Estaleiro So, S.A.—Porto Alegre (2)<br>79,10 12,55 5,893<br>73,34 12,50 7,47<br>2 dks | **M General Cargo** CSD<br>2 Ho ER<br>G.4 067<br>2 Ha (each 17,9 × 6,4) ER<br>Der 8(10) | Oil 2SA 7Cy. 360 × 600<br>1 680bhp (1 236kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Fuel 100,5t 12kn |
| 7369807<br>ATGI<br>1444<br>RT | **ANUPAMA**<br>**The Shipping Corporation of<br>India Ltd.**<br>Bombay India | **10 526**<br>5 657<br>18 003 | BV | **1975** Santierul Naval Galatz—Galatz (623)<br>145,19 10,142<br>132,70 20,99 13,21<br>1 dk | **M Bulk Carrier**<br>G.20 507 B.19 645<br>4 Ha (15,3 16,9 16,9 16,9 × 10,9)<br>ER<br>Der 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>16kn |
| 5400827<br>VWTK<br>1018<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ANUSANDHANI**<br>**Calcutta Port Trust**<br>Calcutta India | **671**<br>138<br>120 | IRS<br>✠Classed LR until<br>1/4/79 | **1963**-7 Fleming & Ferguson Ltd.—Paisley<br>(799)<br>52,25 10,04 3,220<br>46,94 9,91 4,58<br>Ba 15,3 F 9,5 1 dk, 2nd dk except in<br>mchy. space<br>RW rf 533 | **M Research** | 2 Oil with flexible couplings & reverse<br>reduction gear to sc. shaft<br>1 160bhp (853kW)<br>(i) Oil 4SA 6Cy. 305 × 381<br>Mirrlees National Ltd. Stockport<br>(ii) Oil 4SA 3Cy. 216 × 349<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 100kW 400V 50Hz a.c.<br>Fuel 39,0t (d.o.) |
| 7913543<br>S2GA<br>373483<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANUSANDHANI**<br>**Government of The People's<br>Republic of Bangladesh**<br>Chittagong Bangladesh | **221**<br>67<br>336 | NK | **1979** Narasaki Senpaku Kogyo K.K.<br>—Muroran (159)<br>32,42 3,174<br>29,44 7,51 3,31<br>F 15,0 1 dk | **M Research/Fishing**<br>G.74 B.64 | Oil 4SA 6Cy. 220 × 280 reduction geared<br>to sc. shaft<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 112kW<br>11,5kn |
| 6909844<br>EDBY<br>8917<br>Df Esd<br>Gc Rdr<br>RTm/h | **ANUSKA**<br>**Jose Puerta Oviedo**<br>Vigo Spain | **284**<br>136<br>261 | BV | **1969** Const. Nav. Santodomingo—Vigo<br>(367)<br>39,04 7,40 3,601<br>34,02 7,22 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.270 | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW) E made75 fitted—<br>Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 117,5t (d.o.) 11kn |
| 7500748<br>CNBQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ANWAL**<br>ex Cap Taillat-81<br>**Compagnie Marocaine de<br>Navigation (COMANAV)**<br>Casablanca Morocco | **1 576**<br>780<br>2 743 | BV | **1978** Soc. Nouvelle des At. & Ch. du Havre<br>—Le Havre (240)<br>109,71 17,53 5,214<br>98,86 17,52 11,10<br>P 25,0 B 31,4 2 dks<br>rf 902 | **TM RoRo Cargo**<br>Pallets 12bth P<br>Stern door/ramp<br>1 Ho 40,6 ER 1 TwD 95,4<br>G.13 433 B.12 077 HeCls. B | 2 Oil 4SA each 9Cy. 320 × 420 reduction<br>geared to sc. shafts<br>6 600bhp (4 855kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 440kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 104,5t (d.o.) 380,0t (hvf)-24,5pd 16kn |
| 7403574<br>CNCP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ANWAR**<br>**Compagnie Marocaine de<br>Navigation (COMANAV)**<br>Casablanca Morocco | **16 247**<br>9 642<br>24 750 | BV<br>✠Classed LR until<br>19/9/80 | **1975**-2 G. Dimitrov Shipyard—Varna<br>(110)<br>185,43(BB) 22,86 10,249<br>172,14 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 13,2 10,6 13,1 10,6 13,1<br>10,6 13,1 ER<br>G.32 478<br>7 Ha (stl) (13,2 × 9,9) (10,5 13,1<br>10,5 13,1 10,3 13,1 × 11,4) ER<br>Cr 4(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 630kW 400V 50Hz a.c.<br>Fuel 311,5t (d.o.) 1 614,5t (hvf)-30,0pd<br>15kn |
| 5210478<br>ODMM<br>T34<br>Df Esd<br>Pfd RTm | **ANWAR**<br>ex Aghios Spyridon-70<br>ex Lochee-66 ex Gowrie-48<br>ex Empire Cape-45<br>**Ets. Abdul-Razzak Sattout**<br>Tripoli Lebanon | **872**<br>451<br>1 145 | HR<br>✠Classed LR until 12/70 | **1941**-7 Scott & Sons—Bowling (359)<br>64,32 10,11 4,096<br>60,51 10,06 4,22<br>RQD 37,5 F 8,6 1 dk<br>R rf 152 | **M General Cargo**<br>2 Ho 17,9 18,2 ER<br>G.1 729 B.1 686<br>2 Ha (12,4 13,9 × 6,7) ER<br>2W Der 2(1,5) | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 1 × 60kW 1 × 50kW 1 × 16kW<br>d.c.<br>Fuel 42,5t (d.o.) 10kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5075775**<br>A6EO<br><br>Df Esd<br>Rdr RT | **ANWAR**<br>ex Fortuna II-75<br>ex Claus Schriewer-66<br>**Yousif Abdulla A. Rahim Al Mirza**<br>Sharjah United Arab Emirates | **424**<br>247<br>690 | (GL) | **1955** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (138)<br>54,26 8,21 3,252<br>8,16 3,71<br>P 9,2 F 6,1 1 dk<br>RW len 63 | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,7 ER<br>G.920 B.835<br>1 Ha (19,2 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>9,5kn |
| **5316557**<br>ODII<br><br>Df Esd<br>RT | **ANWAR M**<br>ex Anis III-81 ex Seabreeze-76<br>ex Dita Smits-62<br>ex Wester-Eems-59<br>**Anwar Moumneh**<br>Beirut Lebanon | **454**<br>187<br>681 | ✠**100A1** SS 5/78<br>with freeboard<br>✠**LMC**<br>EL j<br>FN 745 | **1948**-12 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (711)<br>56,60 8,87 3,322<br>52,00 8,84 5,47<br>P 12,5 B 32,0 F 6,4 1 dk & S dk<br>RW<br>3BH WB205t | **M General Cargo** OSD<br>Mchy.aft<br><br>G.1 479 B.1 430 | Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 52,0t 10kn |
| **7912276**<br><br><br>Esd Rdr<br>RT | **ANWESHA**<br><br>**Government of The People's Republic of Bangladesh (Water Development)**<br>Chittagong Bangladesh | **199**<br>32<br>— | ✠ | **1980**-3 Scheepsw. "De Hoop" B.V. —Hardinxveld (752)<br>32,01 7,01 1,851<br>29,16 6,76 3,03<br>1 dk<br>rf nil | **TM Research**<br>Hydrographic Survey | 2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>740bhp (544kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 380V 50Hz a.c. |
| **7416997**<br>ATMJ<br>1624<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANWESHAK**<br><br>**The Oil & Natural Gas Commission**<br>Bombay India | **715**<br>153<br>— | AB | **1975** Atlantic Marine Inc.—Fort George Island, Fl (4116)<br>53,35 11,89 4,115<br>48,52 11,59 4,55<br>F 24,4 1 dk | **TM Research/Supply Ship**<br>Deck Cargo Survey<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 361,5t (d.o.) 13kn |
| **7531096**<br>6ZMQ<br>5833<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANWO VENTURE**<br><br>**Wealth Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **10 409**<br>6 230<br>18 421 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (334)<br>148,22 22,92 9,629<br>140,04 22,86 12,96<br>P 29,6 F 11,0 2 dks | **M General Cargo**<br><br>G.22 329 B.20 903<br>1 Ha (stl) (12,8 × 9,6) 3 Ha (stl) (each 16,5 × 11,2) ER<br>Der 4(15) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 360kW a.c.<br>15kn |
| **6924686**<br>3EOG<br>7603<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ANYI**<br>ex Neptune Amethyst-74<br>**Dawn Maritime Corp. S.A.**<br>Panama Panama | T.Mk<br>**4 845**<br>2 844<br>10 973<br>**8 583**<br>5 613<br>12 883 | NV | **1969** VEB Warnowwerft Warnemuende —Warnemuende (474)<br>151,09(BB) 20,07 —/9,019<br>140,57 20,05 11,56<br>P 23,8 RQD 24,4 B 22,0 F 13,5 1 dk & S dk, 3rd dk in No. 4 hold<br>rf nil | **M General Cargo** OSD/CSD<br><br>5 Ho 18,1 17,1 26,3 16,5 20,3<br>G.17 431 B.15 844<br>5 Ha (stl) (9,1 × 4,5) (10,6 18,9 9,1 × 10,9) (12,9 × 6,0)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 3 × 272kW 390V 50Hz a.c.<br>Fuel 1 222,5t (hvf) 20kn |
| **5199430**<br>JEGL<br>82715<br>Df Esd<br>Rdr RT | **ANYO MARU No. 3**<br>ex Kyokuyo Maru No. 1<br>**Kyokuyo Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **259**<br>128<br>183 | | **1959** Uchida Zosen—Ise (524)<br>41,41 7,04 3,099<br>36,50 6,99 3,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe |
| **7210185**<br>JCXA<br>111167<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANYO MARU No. 8**<br><br>**Anyo Suisan K.K.**<br>Tokyo Japan | **349**<br>188<br>405 | | **1972** Yamanishi Zosen K.K.—Ishinomaki (690)<br>54,41 9,02 3,353<br>48,52 9,00 5,87<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7013408**<br>JMGL<br>105631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANYO MARU No. 10**<br>ex Kosei Maru No. 21-82<br>ex Yamato Maru No. 58-80<br>ex Shoei Maru No. 38<br>**Anyo Suisan K.K.**<br>Tokyo Japan | **284**<br>141<br>— | | **1970** Niigata Eng. Co. Ltd.—Niigata (868)<br>47,63 8,23 3,175<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7381336**<br>JBUA<br>116304<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANYO MARU No. 11**<br><br>**Anyo Suisan K.K.**<br>Tokyo Japan | **349**<br>185<br>521 | | **1974** Yamanishi Zosen K.K.—Ishinomaki (768)<br>56,62 9,12 3,480<br>50,91 9,10 5,62<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 750bhp (2 023kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7327330**<br>JPWK<br>116393<br>Df Gc<br>Pfd Rdr | **ANYO MARU No. 12**<br>ex Shoichi Maru No. 52<br>**Anyo Suisan K.K.**<br>Tokyo Japan | **349**<br>183<br>524 | | **1973** Yamanishi Zosen K.K.—Ishinomaki (761)<br>56,62 9,15<br>50,88 9,12 5,62<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **5198230**<br>JFQO<br>82906<br>Df Esd<br>Rdr | **ANYO MARU No. 12**<br>ex Kuroshio Maru No. 36<br>**Kaiyo Gyogyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **337**<br>183<br>— | | **1959** Miho Zosensho K.K.—Shimizu (244)<br>48,24 7,57 3,461<br>43,03 7,50 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 326 × 460<br><br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **8123119**<br>7JUN<br>125945 | **ANYO MARU No. 18**<br><br>**Anyo Suisan K.K.**<br>Tokyo Japan | **499**<br>217<br>— | | **1981** Yamanishi Zosen K.K.—Ishinomaki (881)<br>3,941<br>54,89 10,41 6,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7354931**<br>JAOF<br>114644<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ANYO MARU No. 21**<br><br>**Anyo Suisan K.K.**<br>Tokyo Japan | **499**<br>265<br>— | | **1973** Narasaki Zosen K.K.—Muroran (850)<br>56,95 9,83<br>50,70 9,81 4,45<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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|---|---|---|---|---|---|---|---|---|---|---|
| 7530274 | **ANYO MARU No. 22** | **499** | | **1976** K.K. Goriki Zosensho—Ise | | | (781) | **M Fishing** | Oil 4SA 6Cy. 300 × 480 | |
| JIXS | | 241 | | | 9,83 | 4,001 | | Tuna Stern-fishing | 1 500bhp (1 103kW) | |
| 119147 | **Anyo Suisan K.K.** | — | | 50,73 | 9,81 | 4,47 | | Mchy.aft | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | Tokyo Japan | | | 1 dk | | | | | Diesels Ltd.) | Yaizu |
| Gc Pfd | | | | | | | | | | |
| Rdr RT | | | | | | | | | | |
| 7128801 | **ANYUY** | **3 468** | | **1971** Rauma-Repola Oy—Rauma/Raumo | | | | **M Tanker** | Oil 2SA 5Cy. 500 × 1100 | |
| UIIP | | 1 606 | | | | | (211) | | 2 900bhp (2 133kW) | B&W |
| M-17305 | **U.S.S.R. -Primorski Shipping Co.** | 5 022 | RS | 106,15 | 15,45 | 6,741 | | Ice strengthened | Bryansk Eng. Works | Bryansk |
| Df Esd | Nakhodka U.S.S.R. | | | 97,01 | 15,42 | 7,93 | | 1 Ho 10 Ta ER | | 14kn |
| Gc Pfd | | | | 1 dk | | | | G.187 L.(oil) 5 908 | | |
| Rdr RT | | | | | | | | 1 Ha (stl) (2,2 × 3,2) ER | | |
| | | | | | | | | 1W Der 1(2) | | |
| 7041285 | **ANZA** | **153** | | **1970** Ch. & At. de la Perriere—Lorient | | | | **M Tug** | Oil 4SA 6Cy. 300 × 450 | |
| CNOD | | 48 | | | | | (362) | Mchy.aft | | |
| | **Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Maritime de Agadir)** | — | BV | 27,36 | 7,40 | 3,887 | | | Masch. Augsburg-Nuernberg (MAN) | |
| Df Esd | | | | 25,25 | 7,14 | | | | | Augsburg |
| Rdr RT | | | | 1 dk | | | | | Gen 2 × 44kW 220/380V 60Hz a.c. | |
| | | | | | | | | | Fuel (d.o.) | 12kn |
| | Agadir Morocco | | | | | | | | | |
| 7327354 | **ANZEN MARU No. 38** | **124** | | **1973** Narasaki Zosen K.K.—Muroran | | | (851) | **M Fishing** | Oil 4SA 6Cy. 280 × 480 | |
| JROG | ex Takasago Maru No. 55-80 | 41 | | 37,72 | 7,42 | 2,280 | | Side-fishing | 1 350bhp (993kW) | |
| 113217 | **Kyowa Suisan K.K.** | — | | 33,02 | 7,40 | 4,65 | | Mchy.aft | Hanshin Nainenki Kogyo | Kobe |
| Df Esd | Muroran, Japan | | | 2 dks | | | | | | |
| Gc Pfd | Hokkaido Pref. | | | | | | | | | |
| Rdr RT | | | | | | | | | | |
| 7712121 | **ANZERE** | **3 894** | | **1978** A. Vuyk & Zonen's Scheepswerven | | | | **TM RoRo Cargo** | 2 Oil 2SA each 8Cy. 400 × 480 geared to | |
| HBDA | | 1 853 | | B.V.—Capelle a/d Ijssel | | | (881) | | sc. shafts | |
| | **Compagnie de Navigation** | 5 482 | AB | 152,33 | | 6,251 | | Stern door/ramp | 10 400bhp (7 650kW) | |
| Df Esd | **Transoceanique Suisse S.A.** | | | 125,02 | 19,51 | 13,59 | | | Sulzer Bros. Ltd. | Switzerland |
| Gc Pfd | Keller Shipping Ltd. | | | 3 dks | | | | | 2 Controllable pitch propellers | |
| Rdr RT | Basle Switzerland | | | | | | | | | 19kn |
| 7413828 | **ANZIKA** | **1 592** | | **1978** Soc. Esercizio Cant.—Viareggio | | | | **M Fishing** | 2 Vee Oil 4SA each 16Cy. 250 × 300 | |
| | | 859 | | | | | (620) | Tuna Seiner Ref. | geared to sc. shaft | |
| | **Societe Italo Congolaise** | 3 450 | RI | 78,82 | 13,75 | 5,716 | | Mchy.aft | 6 000bhp (4 413kW) | |
| Df Esd | **d'Armement et de Peche** | | | 73,21 | 13,73 | 6,66 | | | A/B Bofors Nohab | Trollhattan |
| Gc Pfd | **(SICAPE)** | | | 2 dks | | | | | | 16kn |
| Rdr RTm | Pointe Noire People's Republic of Congo | | | | | | | | | |
| 5179105 | **AO JIANG** | T.Mk | | **1961** Rauma-Repola Oy—Rauma/Raumo | | | | **M General Cargo** | Oil 2SA 6Cy. 570 × 800 | |
| | ex Po Sea-80 ex Svano-75 | **1 950** | | | | | (108) | Ref 4P | 2 640bhp (1 942kW) | |
| | ex Varjakka-74 ex Kaipola-69 | 1 037 | (NV) | 97,87 | 14,20 | 5,830 | | Ice strengthened | Masch. Augsburg-Nuernberg (MAN) | Hamburg |
| Df Esd | **China Ocean Shipping Co.** | 3 627 | | 90,02 | 14,18 | 5,90 | | 3 Ho 26,2 15,3 14,7 ER | Gen 2 × 200kW 440V 60Hz a.c. | |
| Rdr | China | | | 2 dks | | | | G.6 489 B.6 139 | Fuel 287,5t (d.o.)-8,0pd | 13kn |
| RTm/h/v | | | | rf 51 | | | | 4 Ha (8,9 12,0 12,0 9,6 × 6,0) ER | | |
| | | | | | | | | Cr 1(5) 3(3) | | |
| 5400839 | **AO MARU** | **170** | | **1963** Teraoka Shipyard Co. Ltd.—Nandan | | | | **M General Cargo** | Oil 2SA 3Cy. 210 × 330 | |
| 8JWI | | 104 | | | | | (47) | | 150bhp (110kW) | |
| 91603 | **Iyo Unso K.K.** | 300 | | 36,00 | 6,25 | 2,547 | | 1 Ho ER | Hanshin Nainenki Kogyo | Kobe |
| | Imabari, Japan | | | 31,50 | 6,20 | 2,80 | | | Fuel 5,0t-1,0pd | 8kn |
| | Ehime Pref. | | | 1 dk | | | | 1 Ha (13,0 × 4,7) ER | | |
| | | | | RW | | | len 67 | 1W | | |
| 7818755 | **AOBA MARU** | **3 715** | | **1979** Honda Zosen—Saiki | | | (666) | **M Cement Carrier** | Oil 4SA 6Cy. 500 × 800 | |
| JE2486 | | 2 201 | | 107,37 | | 6,951 | | Mchy.aft | 4 000bhp (2 942kW) | |
| 123120 | **Kowa Kaiun K.K. & Shimokita** | 6 373 | NK | 99,83 | 16,21 | 8,31 | | | The Hanshin Diesel Works Ltd. | Japan |
| Esd Gc | **Kaiji K.K.** | | | P 19,9 F 18,3 1 dk | | | | | Gen 3 × 264kW 450V a.c. | |
| Rdr RT | Tohoku Kaihatsu Co. Ltd. | | | | | | | | | |
| | Sendai, Japan | | | | | | | | | |
| | Miyagi Pref. | | | | | | | | | |
| 7038991 | **AOBA MARU** | **194** | | **1970** Nagasaki Zosen K.K.—Nagasaki | | | | **M Fishing** | Oil 4SA 6Cy. 280 × 440 | |
| JBGC | | 68 | | | | | (262) | Side-fishing | 1 200bhp (883kW) | |
| 108865 | **Nippon Suisan K.K.** | — | | 40,09 | 7,24 | 2,896 | | | Niigata Eng. Co. Ltd. | Tokyo |
| Df Gc | Tokyo Japan | | | 34,90 | 7,22 | 3,33 | | | | |
| Rdr RT | | | | 1 dk | | | | | | |
| 7313016 | **AOBA MARU** | **192** | | **1973** Kanagawa Zosen—Kobe | | | (125) | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 | |
| JG3240 | | 64 | | 33,61 | 8,23 | 2,286 | | | | |
| 114550 | **Shinsho Senpaku K.K.** | — | | 29,49 | 8,21 | 3,41 | | | Niigata Eng. Co. Ltd. | Niigata |
| Rdr | Yokohama Japan | | | 1 dk | | | | | | |
| | Kanagawa Pref. | | | RW | | | | | | |
| 8210132 | **AOBA MARU** | **189** | | **1982** Iwagi Zosen K.K.—Iwagi | | | (31) | **TM Tug** | 2 Oil | |
| | | — | | | | 2,601 | | | | |
| | **Nishinippon Eisen Co. & Keiko Co. Ltd.** | — | | 25,76 | 8,62 | 3,81 | | | Niigata Eng. Co. Ltd. | Japan |
| | Japan | | | | | | | | | |
| 6418950 | **AOFUKU MARU No. 3** | **199** | | **1964** Kishimoto Zosen—Kinoe | | | (157) | **M General Cargo** | Oil 2SA 3Cy. 351 × 375 | |
| JK2015 | ex Matsuyoshi Maru No. 3-81 | 127 | | 37,01 | 6,51 | 2,794 | | | 150bhp (110kW) E made57 fitted64 | |
| 94367 | ex Fuji Maru No. 3 | 335 | | 29,01 | 6,48 | 3,00 | | 1 Ho ER | Uemura Tekkosho | Japan |
| | **Sueo Shimazaki** | | | 1 dk | | | | | Fuel 7,0t-1,5pd | 8kn |
| | Hazu, Japan | | | | | | | 1 Ha (15,4 × 4,5) ER | | |
| | Aichi Pref. | | | | | | | Der 1(2) | | |
| 8125870 | **AOI MARU** | **2 860** | | **1982** Murakami Hide Zosen K.K.—Hakata | | | | **M Tanker** | Oil 4SA 6Cy. 400 × 800 | |
| JG4244 | | 1 750 | | | | | (201) | | 3 300bhp (2 427kW) | |
| 126681 | **K.K. Ueno Unyu Shokai & Kyokuto Tanker K.K.** | 5 609 | NK | 105,01(BB) | | 6,854 | | 8 Ta ER | The Hanshin Diesel Works Ltd. | Akashi |
| | | | | 98,02 | 15,02 | 7,83 | | L.(oil) 5 548 | Thw. thrust Contr. pitch propeller fwd | |
| | Yokohama Japan | | | 1 dk | | | | | | |
| | Kanagawa Pref. | | | | | | | | | |

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| **6907822**<br>JFLY<br>105149<br>Esd Gc<br>Rdr RTv | **AOI MARU**<br><br>**Toko Kaiun K.K.**<br>Onomichi, Japan<br>Hiroshima Pref. | **2 609**<br>992<br>2 168 | NK | **1968** Mitsui SB. & Eng. Co. Ltd.—Osaka (843)<br>124,52 16,24 5,004<br>115,02 16,21 6,10<br>P 105,5 F 10,4 2 dks, pt 3rd dk<br>RW | **TM RoRo Cargo**<br><br>Stern door/ramp<br>B.7 070 | 2 Oil 2SA each 12Cy. 420 × 750<br>11 800bhp (8 680kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 280kW 450V 60Hz a.c.<br>Fuel 260,0t (hvf)-87,5pd | B&V<br>Taman<br>20k |
| **7438141**<br>9V2433<br>367793<br>Gc RT | **AOI MARU**<br><br>**Nico Line Pte. Ltd.**<br>Singapore Singapore | **214**<br>116<br>585 | NK | **1972** Wakayama Zosen—Kainan, Wakayama Pref. (483)<br>38,41 7,42 2,794<br>35,01 7,40 3,31<br>P 8,0 F 4,6 1 dk | **M General Cargo**<br><br>3 Ho ER<br><br>1 Ha (15,0 × 4,8) ER | Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 7,5kW a.c. | Amagasa<br>12,5k |
| **8150796**<br>JI2778<br>115794 | **AOI MARU**<br><br>**Kisen Godo Kaiun K.K.**<br>Wakayama, Japan<br>Wakayama Pref. | **199**<br>130<br>715 | | **1975** K.K. Yoshida Zosen Kogyo—Arida<br>59,47 3,850<br>55,00 9,30 5,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. | Japa<br>10,5k |
| **5323768**<br>JDNX<br>84012<br>Rdr RT | **AOI MARU No. 3**<br>ex Shinryu Maru<br>**Kikukawa Kaiun K.K.**<br>Sekizen, Japan<br>Ehime Pref. | **627**<br>330<br>1 270 | | **1959** Tsuneishi Zosen K.K.—Numakuma (27)<br>59,54 9,25 4,242<br>54,01 9,20 4,73<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (26,0 × 5,0) ER<br>6W Der 4(7) | Oil 4SA 6Cy. 320 × 460<br>760bhp (559kW)<br>Nippon.Hatsudoki<br>Gen 1 × 10kW 100V d.c.<br>Fuel 44,5t-2,5pd | Kob<br>10,5k |
| **7709863**<br>JK3951<br>115406<br>Rdr RT | **AOI MARU No. 8**<br><br>**Yoshiya Kaiun K.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **498**<br>320<br>1 547 | | **1977** Yoshiura Zosen—Kure (262)<br>69,40 4,152<br>65,03 11,51 6,08<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japa |
| **8032786**<br>JK4203<br>122137 | **AOI MARU No. 11**<br><br>**Yoshiya Kaiun K.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **424**<br>256<br>— | | **1980** Yoshiura Zosen—Kure (275)<br>... ... ...<br>58,20 10,00 5,69<br>1 dk | **M General Cargo** | Oil | Japa |
| **7854450**<br>JI2349<br>104492 | **AOKI MARU No. 20**<br>ex Bulldozer Maru No. 20<br>**Aoki Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **248**<br>76<br>— | | **1968** Shikoku Dockyard Co. Ltd. —Takamatsu (731)<br>29,01 2,701<br>26,01 8,50 3,92<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Niigata Eng. Co. Ltd. | Japa<br>8k |
| **7737212**<br>7JKT<br>109697 | **AOKI MARU No. 22**<br>ex Bulldozer Maru No. 22<br>**Kowa Marine K.K.**<br>Osaka, Japan<br>Osaka Pref. | **256**<br>70<br>— | | **1970** Kanawa Dockyard Co. Ltd. —Hiroshima<br>29,01 2,701<br>26,50 8,50 3,92<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA<br><br>Daihatsu Diesel Mfg. Co. Ltd. | Japa<br>10k |
| **7855210**<br>JI2677<br>111762 | **AOKI MARU No. 23**<br>ex Bulldozer Maru No. 23<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **216**<br>54<br>— | | **1971** Miura Zosen—Saiki<br>27,21 2,701<br>8,50 4,02<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Daihatsu Diesel Mfg. Co. Ltd. | Japa<br>11k |
| **7016814**<br>JG2821<br>108894<br>Rdr | **AOKI MARU No. 25**<br>ex Bulldozer Maru No. 25<br>ex Isoshio Maru<br>**Aoki Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **245**<br>71<br>— | | **1970** Shimoda Dockyard Co. Ltd. —Shimoda (178)<br>29,01 8,54 2,896<br>26,50 8,49 3,89<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br><br>Daihatsu Kogyo<br>Gen 2 × 50kW 225V a.c.<br>Fuel 98,5t-9,0pd | Osaka |
| **8220905**<br>JI3117<br>125130 | **AOKI MARU No. 28**<br><br>**Kowa Marine K.K.**<br>Osaka, Japan<br>Osaka Pref. | **212**<br>66<br>— | | **1982** Hamamoto Zosensho—Tokushima (630)<br>... ... ...<br>24,01 8,72 4,63<br>1 dk | **M Tug** | Oil<br><br>............ | |
| **7850674**<br>JI2165<br>96615 | **AOKI MARU No. 30**<br>ex Bulldozer Maru No. 30<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **405**<br>113<br>— | | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (693)<br>37,90 3,301<br>35,01 8,91 4,70<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Niigata Eng. Co. Ltd. | Japan<br>11kn |
| **7850935**<br>JI2224<br>99527 | **AOKI MARU No. 31**<br>ex Bulldozer Maru No. 31<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **415**<br>115<br>— | | **1966** Koyo Dockyard Co. Ltd.—Mihara (372)<br>37,90 3,301<br>35,01 8,91 4,70<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Niigata Eng. Co. Ltd. | Japan<br>11kn |
| **7851238**<br>JI2253<br>101996 | **AOKI MARU No. 32**<br>ex Bulldozer Maru No. 32<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **414**<br>118<br>— | | **1967** K.K. Taihei Kogyo—Akitsu<br>37,80 3,301<br>35,01 8,91 4,70<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Niigata Eng. Co. Ltd. | Japan<br>12,5kn |
| **7855416**<br>8KRS<br>115638 | **AOKI MARU No. 33**<br>ex Bulldozer Maru No. 33<br>**Kowa Marine K.K.**<br>Osaka, Japan<br>Osaka Pref. | **268**<br>67<br>— | | **1973** Miura Zosen—Saiki<br>30,00 2,701<br>27,51 8,50 4,02<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Niigata Eng. Co. Ltd. | Japan<br>10kn |
| **7850662**<br>JI2126<br>96535<br>Gc Rdr | **AOKI MARU No. 38**<br>ex Bulldozer Maru No. 38<br>**Aoki Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **360**<br>89<br>— | | **1965** Kurushima Dock Co. Ltd.—Imabari<br>33,25 2,950<br>29,01 9,20 4,40<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 6Cy. 370 × 500<br><br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka<br>9,5kn |

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| 7401435<br>JI2832<br>115790<br>Gc Rdr<br>RT | **AOKI MARU No. 60**<br>ex Bulldozer Maru No. 60<br>**Aoki Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | 688<br>206<br>— | | **1974** Miura Zosen—Saiki (506)<br>32,01 13,01 4,979<br>30,03 12,98 6,00<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 12Cy. 400 × 520<br>Niigata Eng. Co. Ltd. Tokyo<br>13,25kn |
| 7401447<br>JI2839<br>115829<br>Gc Rdr<br>RT | **AOKI MARU No. 61**<br>ex Bulldozer Maru No. 61<br>**Mitsui Shintaku Ginko K.K. (The Mitsui Trust & Banking Co. Ltd.)**<br>K.K. Aoki Kensetsu<br>Osaka, Japan<br>Osaka Pref. | 696<br>212<br>449 | | **1975** Miura Zosen—Saiki (507)<br>32,01 13,01 4,979<br>30,00 12,98 6,51<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 12Cy. 400 × 520<br>Niigata Eng. Co. Ltd. Tokyo<br>13,25kn |
| 6717112<br>JHKB<br>99076<br>Df Esd<br>Pfd Rdr<br>RT | **AOMI MARU No. 1**<br>**K.K. Marusen Shoji**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | 110<br>39<br>— | | **1966** Usuki Tekkosho—Usuki (638)<br>32,31 5,67<br>26,83 5,64 2,67<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 400<br>400bhp (294kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 6717124<br>JHKW<br>99077<br>Df Esd<br>Pfd Rdr<br>RT | **AOMI MARU No. 2**<br>**K.K. Marusen Shoji**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | 110<br>39<br>— | | **1966** Usuki Tekkosho—Usuki (640)<br>32,31 5,67<br>26,83 5,64 2,67<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 400<br>400bhp (294kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7653246<br>JH2627<br>116538<br>Rdr | **AOMINESAN MARU**<br>**K.K. Aofukumaru**<br>Kira, Japan<br>Aichi Pref. | 496<br>282<br>1 100 | | **1974** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>49,31 4,020<br>44,00 11,00 5,01<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 144 | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Japan<br>10kn |
| 7632292<br>JRVW<br>121264<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AOMORI MARU**<br>**Aomori Prefecture**<br>Hachinohe, Japan<br>Aomori Pref. | 499<br>165<br>59 | | **1977** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (731)<br>51,52 8,62 3,691<br>45,01 8,60 3,92<br>1 dk | **M Fishing**<br>Side-fishing Training<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 6929844<br>123148<br>Rdr<br>RTm/v | **AORANGI**<br>**Timaru Harbour Board**<br>Timaru New Zealand | 143<br>0<br>— | ✠Classed LR until 10/72 | **1969**-12 A. & G. Price Ltd.—Auckland (304)<br>25,91 7,65 3,099<br>22,94 7,32 3,66<br>1 dk<br>rf 508 BK 76 | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 260 × 368 reverse geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 2 × 50kW 400V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| 7513654<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AOSHIO MARU**<br>ex Emden-82 ex Young Spirit-81<br>Japan | **32 001**<br>24 629<br>60 344 | NK | **1976** Tsuneishi Zosen K.K.—Numakuma (347)<br>228,23(BB) 32,26 12,251<br>218,02 32,21 18,32<br>F 18,3 1 dk | **M Bulk Carrier**<br>7 Ho 22,4 24,6 25,4 18,6 25,4 25,4 25,4 ER<br>G.74 756 B.73 158<br>7 Ha (stl) (16,0 18,0 18,6 11,8 18,6 18,6 18,6 × 12,8) ER<br>Cr 2(4) Der 7(5) | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel (hvf) 15,25kn |
| 7020401<br>GZSH<br>339349<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AOTEA**<br>ex Ariake-77<br>**Crusader Swire Container Service Ltd.**<br>Overseas Containers Ltd.<br>London United Kingdom | **24 433**<br>13 622<br>23 069 | **✠100A1** CS 11/80<br>**✠LMC**<br>EL Kt 2$\frac{11}{16}$"U3<br>FN 9243 | **1970**-9 Mitsui SB. & Eng. Co. Ltd. —Tamano (869)<br>213,01(BB) 29,98 10,677<br>200,01 29,90 16,31<br>P 42,1 F 31,7 1 dk, 2nd dk except in Nos. 1 & 6 holds<br>RW rf 305<br>NS 8BH WB8003t incl. DTf945t | **M Container Ship**<br>Fixed-guides<br>TEU 1148<br>C.Ho 632/20' C.Dk 516/20' (40')<br>19 Ha (stl) ER<br>Cr 1(1,5-3) | Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 9kgf/cm$^2$ (8,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 4 × 1000kW 445V 60Hz a.c.<br>23kn |
| 5184306<br>HZSA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AOUNALLAH**<br>ex Kayeson-81<br>**Oriental Commercial Establishment**<br>Jeddah Saudi Arabia | **27 601**<br>16 865<br>47 941 | **✠100A1** SS 4/79<br>oil tanker<br>**✠LMC**<br>EL tt 3$\frac{1}{4}$"SQ<br>FN 9381 | **1961**-3 Hawthorn, Leslie (Shipbuilders) Ltd. —Hebburn (743)<br>216,92 29,98 12,091<br>206,13 29,88 15,63<br>P 38,8 F 22,0 1 dk<br>rf 152<br>15BH WB6566t incl. 5580t in clean ballast tanks | **S Tanker**<br>27 Ta ER<br>L.(oil) 55 385 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>16 000shp (11 769kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 WTB 675lbf/in$^2$ (46,6bar) Spt 482,3°C 660lbf/in$^2$ (45,6bar) hs2199,9<br>sg 125lbf/in$^2$ (8,7bar)<br>Fuel 4 053,0t (o.f.)-93,5pd |
| 7204655<br>JG2557<br>103934<br>Rdr RT | **AOZORA**<br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | 565<br>228<br>86 | | **1968** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (148)<br>41,46 16,06 2,375<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 600dk P | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |
| 8122012<br>JG2203<br>117780 | **AOZORA**<br>**Kawasaki City (Ports & Harbours Bureau)**<br>Kawasaki, Japan<br>Kanagawa Pref. | 126<br>64<br>— | | **1982** Hitachi Zosen—Kanagawa Works, Kawasaki (121039)<br>... ... ...<br>... ... ...<br>1 dk | **Aluminium Alloy TM Patrol Ship** | 2 Vee Oil 4SA each 8Cy. 165 × 155 with clutches, flexible couplings & sr geared to sc. shafts<br>1 700bhp (1 250kW) M.T.U.<br>Ikegai Tekkosho Japan |
| 5020665 | **APA**<br>**Arenera 9 de Julio**<br>Buenos Aires Argentina | 247<br>152<br>— | | **1929** .............Carmelo, Uruguay<br>45,73 10,37 2,464<br>... ... ...<br>1 dk<br>R | **TrM General Cargo Barge** | 3 Oil<br>J. & C. G. Bolinder M/V A/B Stockholm |

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| 8104668 | **APA 120**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 188<br>188<br>300 | **✠AN**<br>pontoon<br>protected waters service<br><br>FN 361 | **1982**-1 Goa Shipyard Ltd.—Goa (1100)<br>30,10 10,11 1,450<br>30,00 10,00 2,01<br>1 dk<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104670 | **APA 121**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 188<br>188<br>300 | **✠A1**<br>pontoon<br>protected waters service<br><br>FN 360 | **1982**-1 Goa Shipyard Ltd.—Goa (1101)<br>30,10 10,11 1,450<br>30,00 10,00 1,99<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104682 | **APA 122**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 188<br>188<br>300 | **✠AN**<br>pontoon<br>protected waters service<br><br>FN 361 | **1982**-1 Goa Shipyard Ltd.—Goa (1102)<br>30,10 10,11 1,450<br>30,00 10,00 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104694 | **APA 123**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br><br>FN 282 | **1981**-12 Goa Shipyard Ltd.—Goa (1103)<br>27,11 8,51 1,401<br>27,01 8,41 2,01<br>1 dk<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104709 | **APA 124**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br><br>FN 281 | **1981**-12 Goa Shipyard Ltd.—Goa (1104)<br>27,11 8,49 1,401<br>27,01 8,39 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104711 | **APA 125**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protectrd waters service<br><br>FN 282 | **1981**-12 Goa Shipyard Ltd.—Goa (1105)<br>27,11 8,51 1,401<br>27,01 8,41 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104723 | **APA 126**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br><br>FN 282 | **1981**-12 Goa Shipyard Ltd.—Goa (1106)<br>27,08 8,51 1,401<br>27,01 8,41 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104735 | **APA 127**<br><br>**The National Shipping Co.**<br>**(Aden Coasters Ltd)**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br><br>FN 282 | **1981**-12 Goa Shipyard Ltd.—Goa (1107)<br>27,11 8,51 1,401<br>27,01 8,41 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104747 | **APA 128**<br><br>**The Yemen Navigation Line**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected water service<br><br>FN 282 | **1981**-12 Mazagon Dock (Alcock Ashdown)<br>—Bhavnagar ((712))<br>27,13 8,51 1,410<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104759 | **APA 129**<br><br>**The Yemen Navigation Line**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected water service<br><br>FN 282 | **1981**-12 Mazagon Dock (Alcock Ashdown)<br>—Bhavnagar ((713))<br>27,13 8,51 1,410<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |
| 8104761 | **APA 130**<br><br>**The Yemen Navigation Line**<br>The Yemen Ports & Shipping<br>Organisation<br>Aden People's Dem.<br>Rep. of Yemen | 144<br>144<br>200 | **✠100A1**<br>pontoon<br>protected water service<br><br>FN 282 | **1981**-12 Mazagon Dock (Alcock Ashdown)<br>—Bhavnagar ((714))<br>27,13 8,51 1,410<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo |

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| 8104773 | **APA 131**<br>**The Yemen Navigation Line**<br>The Yemen Ports & Shipping Organisation<br>Aden People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected water service<br>FN 282 | **1981**-12 Mazagon Dock (Alcock Ashdown) —Bhavnagar ((716))<br>27,13 8,51 1,410<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104785 | **APA 132**<br>**The Yemen Navigation Line**<br>The Yemen Ports & Shipping Organisation<br>Aden People's Dem. Rep. of Yemen | **146**<br>146<br>200 | **✠100A1**<br>pontoon<br>protected water service<br>FN 282 | **1981**-12 Mazagon Dock (Alcock Ashdown) —Bhavnagar ((717))<br>27,13 8,51 1,410<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104797 | **APA 133**<br>**The Yemen Navigation Line**<br>The Yemen Ports & Shipping Organisation<br>Aden People's Dem. Rep. of Yemen | **146**<br>146<br>200 | **✠100A1**<br>pontoon<br>protected water service<br>FN 282 | **1981**-12 Mazagon Dock (Alcock Ashdown) —Bhavnagar ((718))<br>27,13 8,51 1,410<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104802 | **APA 134**<br>**The National Shipping Co. (Aden Coasters Ltd)**<br>The Yemen Ports & Shipping Organisation<br>Aden People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br>FN 282 | **1982**-1 Goa Shipyard Ltd.—Goa (1108)<br>27,08 8,51 1,401<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104814 | **APA 135**<br>**The National Shipping Co. (Aden Coasters Ltd)**<br>The Yemen Ports & Shipping Organisation<br>Aden People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br>FN 282 | **1982**-1 Goa Shipyard Ltd.—Goa (1109)<br>27,11 8,51 1,401<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104826 | **APA 136**<br>**The National Shipping Co. (Aden Coasters Ltd)**<br>The Yemen Ports & Shipping Organisation<br>Aden People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br>FN 282 | **1982**-1 Goa Shipyard Ltd.—Goa (1110)<br>27,08 8,51 1,401<br>27,01 8,41 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104840 | **APA 137**<br>**The Yemen Ports & Shipping Organisation**<br>People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br>FN 282 | **1982**-2 Konkan Barge Builders Pvt. Ltd. —Alibag (723)<br>27,13 8,51 1,401<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104838 | **APA 138**<br>**The Yemen Ports & Shipping Organisation**<br>Aden People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br>FN 282 | **1982**-2 Konkan Barge Builders Pvt. Ltd. —Alibag (722)<br>27,13 8,51 1,401<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 8104852 | **APA 139**<br>**The Yemen Ports & Shipping Organisation**<br>Aden People's Dem. Rep. of Yemen | **144**<br>144<br>200 | **✠100A1**<br>pontoon<br>protected waters service<br>FN 282 | **1982**-3 Konkan Barge Builders Pvt. Ltd. —Alibag ((724))<br>27,13 8,51 1,401<br>27,01 8,40 2,01<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| 7723613<br>KFHJ<br>603819<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **APACHE**<br>**Apache Marine Services Inc.**<br>Santa Fe Overseas Inc.<br>Wilmington, De United States of America<br>see Register of Offshore Units | **5 562**<br>2 116<br>9 000 | AB | **1979** Todd Shipyards Corp.—Galveston, Tx (56)<br>122,92 21,37 5,550<br>121,93 21,34 8,69<br>F 18,9 1 dk<br>rf nil | **TM Pipelayer Diving Support**<br>Cr 1(89) 2(40) | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>7 200bhp (5 296kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 900kW 600/460V a.c.<br>1 × 250kW 480V a.c.<br>4 thruster units 2 fwd, 2 aft<br>12,5kn |
| 7915113<br>DAMG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APACHE**<br>**Partenreederei m.s. 'Apache'**<br>Atlantic-Rhederei F. & W. Joch<br>Hamburg Federal Republic of Germany | **1 599**<br>1 168<br>3 659 | GL | **1980** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (185)<br>98,33 (BB) 13,72 5,811<br>89,41 13,71 6,02<br>F 17,7 2 dks | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>13 Ta ER<br>L.3 842 | Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 186,5kW 460V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| 7436741<br>WS5239<br>513045<br>Df Esd<br>Gc Rdr<br>RTh/v | **APACHE**<br>**Crocker Citizens National Bank, Trustee**<br>Seattle, Wa United States of America | **194**<br>111<br>— | AB | **1968** Halter Marine Services, Inc.—New Orleans, La (176)<br>37,04 4,547<br>34,55 10,37 5,03<br>F 10,4 1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 115kW 220/440V 60Hz a.c.<br>Fuel 313,0t (d.o.) 13,5kn |

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| 5224584<br>WB9188<br>249046<br>RT | **APACHE**<br>ex Helen S-75 ex Mabel S-67<br>ex Marilou Reinauer-64<br>ex Hermes-56 ex Gladys Smith<br>**Tarpon Towing Inc.**<br>Apalachicola, Fl United States of America | **118**<br>59<br>— | | **1945** Charles C. Smith & Co.—Houston, Tx (8)<br>*23,93* 6,10<br>6,05 2,72<br>1 dk | **M Tug** | Oil 4SA 8Cy. 305 × 381<br>General Motors Corp. U.S.A.<br>Fuel 54,0t<br>13kn |
| 7948392<br>612938 | **APACHE**<br>**Versaggi Shrimp Corp.**<br>Tampa, Fl United States of America | **116**<br>79<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5020691<br>EBVP<br>1386 | **APAIN**<br>**Lisardo Perez Martinez**<br>San Sebastian Spain | **102**<br>62<br>— | | **1949** Pedro M. Egana—Motrico<br>*24,11* 5,97<br>... ... ... | **Wood M Fishing**<br>Side Trawler | Oil 4Cy. 200 × 340<br>300bhp (221kW)<br>.............<br>10kn |
| 7305801<br>GXUA<br>377423<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APAPA PALM**<br>ex Schauenburg-77<br>**Palm Line Ltd.**<br>London United Kingdom | T.Mk<br>**5 957**<br>2 952<br>8 568<br>**9 396**<br>5 336<br>11 618 | **100A1** SS 10/77<br>strengthened for heavy cargoes<br>Ice Class 1C<br>**LMC** **UMS**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4412<br>(GL) | **1973** Stocznia Szczecinska im. A. Warskiego—Szczecin (B430/01)<br>145,70(BB) 21,57 7,141/8,451<br>134,40 21,51 11,31<br>F 27,2 2 dks<br>rf 178 DK in way of holds 2, 3 & 4<br>SF 6BH to upper 1 to 2nd dk WB1626t incl. DTs in No. 1 hold 358t | **M General Cargo**<br>4 Ho 12,6 26,8 24,0 28,0 5 TwD ER<br>G.19 121 B.17 274 HeCls. B<br>TEU 322<br>C.Ho 210/20' (40') C.Dk 112/20' (40')<br>7 Ha (stl) (12,6 × 7,8) (19,2p&s 19,2p&s 19,2p&s × 7,8) ER<br>21W Der 2(36) 2(25) 3(10) | Oil 2SA 6Cy. 680 × 1250<br>9 950bhp (7 319kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>AuxB (ex.g) 5kgf/cm² (4,9bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 137,0t (d.o.) 1 087,0t (hvf)-35,5pd<br>17kn |
| 7394797<br>H3SF<br>5558<br>-75A<br>Df Esd<br>Gc Rdr<br>RT | **APARRI**<br>ex Zamboanga-80<br>**Bohol Shipping S.A.**<br>Panama Panama | **3 913**<br>2 627<br>7 110 | NK | **1975** Okayama Zosen K.K.—Hinase (250)<br>107,04 7,100<br>98,99 17,20 8,69<br>P 23,2 F 9,8 1 dk | **M General Cargo**<br>G.8 991 B.8 511<br>2 Ha (stl) (26,9 28,6 × 8,6) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Tarami<br>12,5kn |
| 6707076<br>UZHQ<br>M-10191<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APATIT**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 9/68 | **1967**-6 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (819)<br>102,72 16,06 5,560<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds, 4th dk sparred in Nos. 1 & 2 holds<br>rf 178 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>G.304 In.3 395 L.134<br>5 Ha (2,9 2,9 × 2,8) (1,9 1,9 × 1,9) (3,4 × 2,3)<br>6W Der 2(7) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 340kW 1 × 168kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 7644984<br>UUGA<br>M-12505 | **APATITOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **652**<br>217<br>510 | RS | **1977** Zhabarovsk Shipyard—Khabarovsk<br>55,00 9,53 4,339<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>11,25kn |
| 6514792<br>UOGI<br>M-17153<br>Df Esd<br>Gc Rdr<br>RT | **APE**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1965** Rauma-Repola Oy—Rauma/Raumo (138)<br>105,39 14,81 6,211<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 386 HeCls. BC<br>1 Ha (2,3 × 3,1) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd<br>14kn |
| 5020756<br>EDMA<br>8342<br>Df Esd<br>Pfd RT | **APENINO**<br>**Emilio Pena Villaverde y otros**<br>Vigo Spain | **199**<br>78<br>135 | BV | **1961** Maritima del Musel S.A.—Gijon (30)<br>29,01 6,53 2,483<br>3,75 2,75<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,0 × 1,0)<br>Der 1 | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 56,0t (d.o.)<br>12,75kn |
| 7123332<br>JHAP<br>112530<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APENNINES MARU**<br>**Sawayama Steamship Co. Ltd.**<br>Kobe, Hyogo Pref. Japan | **12 367**<br>7 274<br>19 796 | NK | **1971** Nippon Kokan K.K.—Shimizu (311)<br>155,43(BB) 22,86 9,881<br>146,01 22,81 13,42<br>P 29,0 F 11,6 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.26 254 B.23 437<br>5 Ha (stl) (12,3 18,7 8,9 18,7 12,0 × 10,9) ER<br>Cr 2(20) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 708,0t-36,5pd<br>16,25kn |
| 7603045<br>019976<br>Df Gc<br>Rdr RT | **APERA I**<br>**Pacific Sea Foods (Pty.) Ltd.**<br>Port Moresby Papua New Guinea | **142**<br>49<br>186 | NK | **1976** Minami-Nippon Zosen K.K.—Kushikino (253)<br>28,78 2,871<br>24,52 6,51 3,13<br>F 9,8 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>L.102 | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 120kW a.c.<br>10,75kn |
| 7603057<br>020076<br>Df Gc<br>Rdr RT | **APERA II**<br>**Pacific Sea Foods (Pty.) Ltd.**<br>Port Moresby Papua New Guinea | **142**<br>49<br>186 | NK | **1976** Minami-Nippon Zosen K.K.—Kushikino (255)<br>28,78 2,871<br>24,52 6,51 3,13<br>F 9,8 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>L.102 | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 120kW a.c.<br>10,75kn |
| 7306831<br>SXSK<br>4738<br>Df Esd<br>Gc Rdr<br>RTv | **APEX**<br>**Apex Shipping Corp.**<br>Piraeus Greece | **16 398**<br>10 754<br>29 222 | **✠100A1** SS 3/81<br>strengthened for ore cargoes Nos. 1, 4, & 6 holds may be empty<br>**✠LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6396 | **1973**-4 Hakodate Dock Co. Ltd.—Muroran (560)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8920t incl. Comb. btm & STs in Nos. 2-6 holds 3626t Topside tanks in Nos. 2-7 holds 3516t | **M Bulk Carrier**<br>7 Ho 14,8 19,2 22,4 13,5 17,6 20,8 19,0 ER<br>G.37 712 B.33 329<br>7 Ha (6,7 12,7 12,7 9,5 11,2 12,7 11,2 × 9,6) ER<br>Cr 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 1 829,0t (hvf)<br>15,25kn |

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| **6804367**<br>3ETN<br>7726-77<br>Df Esd<br>Gc Rdr<br>RT | **APEX**<br>ex Nego Enterprise-76<br>**Reina Guillermina Compania de Navegacion C.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | **8 927**<br>6 451<br>16 043 | NV | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (1976)<br>147,02 21,24 8,897<br>136,61 21,20 11,79<br>P - B 33,6 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 22,5 26,3 26,3 26,3 ER<br>G.20 643 B.19 734<br>4 Ha (stl) (15,5 18,8 18,8 17,4 × 9,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 935,0t (hvf) 14,5kn |
| **7420273**<br>SYXG<br>5803<br>Df Esd<br>Gc Rdr<br>RT | **APHRODITE**<br>**Olymbos Shipping Corp.**<br>Piraeus Greece | **19 253**<br>13 696<br>36 937 | AB HR | **1978** Hellenic Shipyards—Skaramanga (1109)<br>196,07(BB) 26,57 11,380<br>186,01 26,51 15,42<br>P 32,4 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4 21,2 ER<br>G.46 581 B.44 292<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0 12,2 × 12,4) ER<br>Cr 6(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 101,0t (hvf)-40,5pd 15kn |
| **5205655**<br>5BIQ<br>321196<br>Df Esd<br>Pfd Rdr<br>RTm/v | **APHRODITE**<br>ex Leinster I-69 ex Leinster-68<br>**Med Sun Lines Ferry Ltd.**<br>Limassol Cyprus | **4 753**<br>2 465<br>978 | BV<br>✠Classed LR until 10/9/71 | **1948**-3 Harland and Wolff Ltd.—Belfast (1352)<br>111,82 15,30 4,604<br>105,16 15,24 8,23<br>P 18,3 B 56,7 F 13,2 1 dk & S dk<br>R rf 152 | **TM Ferry/General Cargo** OSD<br>Ref 1500P<br>3 Ho 11,2 10,5 22,7<br>B.2 424 In.220<br>3 Ha (2,9 × 3,5) (3,5 4,1 × 5,4)<br>3W Der 2(3) 1(1,5) | 2 Oil 2SA each 10Cy. 500 × 900<br>5 600bhp (4 119kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 4 × 150kW 220V d.c.<br>Fuel 162,5t (d.o.) 17,5kn |
| **6508389**<br>J4GT<br>6926<br>Gc Pfd<br>Rdr<br>RTm/h/v | **APHRODITE B**<br>ex Illustrious Colocotronis-78<br>ex Moster-72<br>**Gremar Compania Naviera S.A.**<br>Piraeus Greece | **37 073**<br>24 008<br>76 193 | BV (NV) | **1965** Mitsui SB. & Eng. Co. Ltd.—Tamano (706)<br>239,28 37,24 12,663<br>231,66 37,19 16,92<br>1 dk<br>rf 38 | **M Tanker**<br>13 Ta ER<br>L.(oil) 89 339 | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 4 470,5t (hvf) 16,75kn |
| **7624831**<br>DZKX<br>223445<br>RT | **APHRODITE-J**<br>**Southwest Cargo & Shipping Co. S.A.**<br>Manila Philippines | **642**<br>443<br>1 000 | AB | **1977** Philippine Iron Cons. & Marine Works Inc.—Jasa-an, Mindanao (40)<br>58,25 9,45 3,963<br>53,35 9,15 4,88<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER<br>Cr 1(40) | 2 Oil 4SA each 6Cy. 140 × 152 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 36kW a.c. |
| **7388504**<br>LQKA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **API II**<br>ex Api-79<br>Launched as Cieisa Dos-79<br>**Antartida Pesquera Industrial S.A.C.I.F. (API)**<br>Ushuaia Argentina | **1 570**<br>857<br>1 900 | BV | **1978** Const. Nav. Santodomingo—Vigo (445)<br>82,61 13,19 4,901<br>75,01 13,01 8,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | 2 Oil 4SA each 6Cy. 400 × 580 geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 867,0t (d.o.) 16kn |
| **6703226**<br>LW4327<br>Df Esd<br>Gc Pfd<br>Rdr RT | **API III**<br>ex Yeyo-79<br>**Antartida Pesquera Industrial S.A.C.I.F. (API)**<br>Buenos Aires Argentina | **1 173**<br>633<br>1 093 | BV | **1967** Maritima de Axpe S.A.—Bilbao (12)<br>66,50 11,56 4,750<br>57,00 11,51 7,50<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.1 324<br>4 Ha (1,6 × 1,2) (2,9 2,9 × 1,9) (1,3 × 4,1) ER<br>Der 6(1,5) 1(1) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 292,5t (d.o.) 13,75kn |
| **7388310**<br>LQPI<br>Esd Gc<br>Pfd Rdr<br>RT | **API IV**<br>ex Santodomingo Segundo-79<br>ex Santo Domingo Segundo-79<br>**Antartida Pesquera Industrial S.A.C.I.F. (API)**<br>Buenos Aires Argentina | **1 570**<br>857<br>1 900 | BV | **1976** Const. Nav. Santodomingo—Vigo (424)<br>82,61 13,19 4,900<br>75,01 13,01 8,41<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | 2 Oil 4SA each 6Cy. 400 × 580 geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 867,0t (d.o.) 16kn |
| **6400874**<br>J4ZB<br>7476<br>Df Esd<br>Gc Rdr<br>RTm | **APICO**<br>ex Loulwa Al Khalifa-79<br>ex Pavlina-79<br>ex Araneta Ma-Ao-74<br>**Efluck Shipping Co. S.A.**<br>Efshipping Co. S.A. Panama<br>Piraeus Greece | **9 868**<br>5 834<br>16 167 | **✠100A1** CS 1/79<br>DTm—vegetable oil<br>**✠LMC**<br>EL e† $2\frac{1}{4}$"SQ<br>FN 4635 | **1964**-1 Mitsubishi Nippon Heavy Ind. —Yokohama (859)<br>149,61 20,58 9,551<br>140,01 20,50 12,60<br>P 33,0 F 13,5 1 dk<br>RW rf nil<br>7BH to U dk 1 to 2nd dk WB4492t incl. TwD in mchy. space 55t DTm1442t DTf758t | **M General Cargo**<br>4 Ho 21,1 24,0 24,0 24,0 ER<br>G.20 462 B.19 154<br>4 Ha (stl) (11,7 13,4 13,4 13,4 × 8,0) ER<br>8W Der 1(30) 8(5) | Oil 2SA 6Cy. 780 × 1400<br>8 500bhp (6 252kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>AuxB 142lbf/in² (9,8bar)<br>e(ex.g) 185lbf/in² (12,8bar)<br>Gen 2 × 240kW 450V 60Hz a.c.<br>Fuel 1 549,5t (hvf) 15kn |
| **5051987**<br>J4RE<br>7237<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APILIOTIS**<br>ex Brimnes-70<br>**Reinante Transoceanica Navegacion S.A.**<br>Piraeus Greece | **9 733**<br>6 142<br>— | NV | **1963** Lithgows Ltd.—Port Glasgow (1145)<br>152,56 20,43 8,941<br>143,26 20,35 11,89<br>P 27,5 F 10,7 1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,1 21,6 21,7 21,7 21,7 ER<br>G.21 806 B.19 702<br>5 Ha (stl) (11,8 × 8,5) (15,7 15,9 15,9 15,9 × 9,9) ER<br>10W Der 5(5) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>6 200bhp (4 560kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 256kW 440V 60Hz a.c.<br>Fuel 1 249,5t (hvf) 14,5kn |
| **6602862**<br>ATAG<br>1203<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APJ AMBIKA**<br>**Surrendra Overseas Ltd.**<br>Calcutta India | **8 302**<br>5 041<br>13 857<br>**10 929**<br>7 359<br>16 092 | **✠100A1** CS 3/81<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL g† $2\frac{5}{16}$"SQ<br>FN 4974 | **1966**-3 Rheinstahl Nordseewerke—Emden (375)<br>158,43 20,63 8,503/9,360<br>150,02 20,50 12,65<br>F 13,2 1 dk & S dk<br>rf nil DK fwd<br>Coll BH to S dk 7 to 2nd dk WB2736t incl. Tunnel tanks 106t | **M General Cargo** OSD/CSD 8P<br>6 Ho 18,2 20,4 19,9 18,3 19,2 18,3<br>G.23 027 B.21 007<br>6 Ha (stl) (9,8 11,9 11,9 9,6 9,6 9,6 × 8,0)<br>12W Der 1(50) 1(15) 12(5-8) | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>WTAuxB 114lbf/in² (7,9bar)<br>e(ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 041,5t (hvf) 16kn |
| **7641140**<br>ATSN<br>1778<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APJ ANAND**<br>**Surrendra Overseas Ltd.**<br>Calcutta India | **10 392**<br>6 142<br>16 882 | **✠100A1**<br>**✠LMC**<br>EL (C†) 550,0/62,0U2<br>FN 4526<br>IRS | **1977**-10 Kanda Zosensho K.K.—Japan (223)<br>140,01(BB) 22,36 9,341<br>130,00 22,31 12,50<br>P 16,5 F 9,8 1 dk<br>rf nil<br>6BH WB4686t incl. Topside tanks in holds 2033t & Comb. DB 2nd STs in holds 1252t | **M Bulk Carrier**<br>4 Ho 22,7 24,0 24,0 24,0 ER<br>G.20 460 B.19 468<br>4 Ha (stl) (13,3 15,0 15,0 13,4 × 10,5) ER<br>4W Der 4(22) | Oil 2SA 6Cy. 680 × 1250<br>8 200bhp (6 032kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 1 518,0t (hvf) 13,75kn |

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| **7613478**<br>ATQM<br>1730<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APJ ANGAD**<br><br>**Surrendra Overseas Ltd.**<br>Sagar Shipping Co. Ltd.<br>Bombay India | **15 752**<br>9 500<br>27 289 | ✠**100A1** SS 4/82<br><br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6171 | **1977**-4 Koyo Dockyard Co. Ltd.—Mihara<br>(751)<br>177,30(BB) 22,92 10,586<br>164,90 22,81 14,61<br>P 29,3 F 14,7 1 dk<br>rf nil<br>6BH WB9329t incl. Comb. btm & STs 1968t Topside tanks in holds 4944t | **M Bulk Carrier**<br><br>4 Ho 30,4 30,4 30,4 31,1 ER<br>G.31 609 B.30 037<br>4 Ha (stl) (17,9 21,5 21,5 20,8 × 9,1) ER<br>Cr 4(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 170,0t (d.o.) 1 772,0t (hvf) 17kn |
| **8116881**<br>VTFY<br>1952<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APJ ANJLI**<br><br>**Surrendra Overseas Ltd.**<br>Bombay India | **16 900**<br>10 584<br>27 192 | ✠**100A1**<br>bulk carrier<br>✠**LMC**<br>EL Gt 577,5/60,0U3(a)<br>FN 6262 | **1982**-7 Kanasashi Zosensho—Unspecified Works, Shimizu (1316)<br>176,00(BB) 23,14 10,415<br>166,00 23,11 14,61<br>P 9,2 F 13,8 1 dk<br>rf nil<br>7BH WB9274T incl. topside tanks in holds 3888T, Comb. btm and STs in holds 4028T | **M Bulk Carrier**<br><br>5 Ho 23,8 27,0 21,0 27,0 27,0 ER<br>G.32 313 B.31 731<br>5 Ha (stl) (13,3 × 9,3) (16,5 13,5 16,5 16,5 × 10,9)<br>Cr 5(15) | Oil 2SA 6Cy. 660 × 1400<br>11 850bhp (8 716kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 600kW 450V 60Hz a.c. |
| **7613466**<br>ATQL<br>1729<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APJ KARAN**<br><br>**Surrendra Overseas Ltd.**<br>Sagar Shipping Co. Ltd.<br>Bombay India | **15 752**<br>9 500<br>27 289 | ✠**100A1**<br><br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6171 | **1977**-1 Koyo Dockyard Co. Ltd.—Mihara<br>(750)<br>177,30(BB) 22,92 10,586<br>164,90 22,81 14,61<br>P 29,3 F 14,7 1 dk<br>rf nil<br>6BH WB9329t incl. Comb. btm & STs 1968t Topside tanks in holds 4944t | **M Bulk Carrier**<br><br>4 Ho 30,4 30,4 30,4 31,1 ER<br>G.31 609 B.30 037<br>4 Ha (stl) (17,9 21,5 21,5 20,8 × 9,1) ER<br>Cr 4(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 170,0t (d.o.) 1 772,0t (hvf)-38,5pd<br>17kn |
| **7617228**<br>ATPW<br>1717<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APJ PRITI**<br><br>**Surrendra Overseas Ltd.**<br>Calcutta India | **10 186**<br>6 434<br>17 013 | AB | **1976** Imai Zosen—Kochi (357)<br>143,26 9,391<br>135,01 21,00 12,22<br>1 dk | **M Bulk Carrier**<br><br>4 Ho 21,2 26,5 26,5 26,5 ER<br>G.21 912 B.20 862 HeCls. B<br>4 Ha (stl) (13,7 × 8,9) (21,0 21,0 21,0 × 11,3) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 120,0t (d.o.) 482,5t (hvf)-30,0pd<br>14,25kn |
| **6703135**<br>ATBF<br>1224<br>Df Esd<br>Gc Rdr<br>RTh | **APJ PRIYA**<br><br>**Surrendra Overseas Ltd.**<br>Calcutta India | **10 932**<br>7 359<br>15 871 | ✠**100A1** CS 2/77<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL gt $2\frac{5}{16}$"U2<br>FN 4974 | **1967**-3 Rheinstahl Nordseewerke—Emden<br>(378)<br>158,43 20,63 9,659<br>150,02 20,50 12,65<br>F 13,2 2 dks<br>rf nil DK fwd<br>Coll BH to U dk 7 to 2nd dk WB2696t incl. Tunnel tanks 157t | **M General Cargo**<br>8P<br>6 Ho 18,1 20,3 19,9 18,3 19,2 18,3<br>G.23 027 B.21 007<br>6 Ha (stl) (9,8 11,9 11,9 9,6 9,6 9,6 × 8,0)<br>12W Der 1(50) 1(15) 12(5-8) | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsbur<br>WTAuxB 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 336kW 450V 60Hz a.c.<br>Fuel 1 243,5t (d.o & hvf) 16k |
| **5348641**<br>HPDR<br>9798-79<br>Df Esd<br>Gc Rdr<br>RT | **APLI CHAU**<br>ex Tagaytay-79<br>**Hong Kong Ocean Shipping Co. Ltd.**<br>Hong Kong Islands Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**8 579**<br>5 428<br>12 012<br>**11 872**<br>7 836<br>— | ✠**100A1** SS 3/81<br>DTm and tunnel side tanks—vegetable oil<br>Tank over tunnel—latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL (Bt) 2¼"SQ<br>FN 5600 | **1958**-4 Deutsche Werft A.G.—Hamburg<br>(718)<br>188,73 20,05 7,859/8,618<br>175,75 19,97 11,89<br>P 13,8 F 27,8 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 102 DK fwd len 70<br>conv General Cargo 70<br>Coll BH to U dk 7 to 2nd dk WB3447t incl. Tunnel tanks 421t DTm850t | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho<br>G.19 605 B.17 561 In.880<br>TEU 252<br>C.Ho 60/20' 28/40' C.Dk 136/20'<br>3 Ha (stl) (10,9 × 6,1) (16,1 3,8 × 6,0) 6 Ha (stl) (each 13,0 × 5,0) 4 Ha (stl) (2,9 13,4 10,7 × 6,0) (2,9 × 4,8)<br>18W Cr 1(25) Der 1(60) 8(10) 11(5) | Oil 2SA 9Cy. 740 × 1600<br>11 200bhp (8 238kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhav<br>2 AuxB 147lbf/in$^2$ (10,2bar)<br>Fuel 2 566,5t (hvf) 18k |
| **6621349** | **APODI**<br><br>**SALMAC-Salicultores de Mossoro Macau Ltda.**<br>Macau Brazil | **150**<br>—<br>203 | (AB) | **1966** Industrias Reunidas Caneco S.A.—Rio de Janeiro (170)<br>33,33 7,85 1,499<br>31,20 7,50 2,32<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 8Cy. 140 × 178 reverse reductio geared to sc. shaft<br>250bhp (184kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhe |
| **7424396**<br>EVBF<br>M-31151<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APOGEY**<br><br>**U.S.S.R.-'Azcherryba'**<br>Sevastopol U.S.S.R. | **3 931**<br>1 810<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund<br>(425)<br>101,83(BB) 15,24 5,600<br>91,83 15,22 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (stl) (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MA<br>VEB Dieselmotorenwerk Rostock (DMR) Rostoc<br>Controllable pitch propeller<br>15k |
| **7643825**<br>EORC<br>M-33854<br>Df Esd<br>Gc Rdr<br>RT | **APOGON**<br><br>**U.S.S.R.-'Zapryba'**<br>Kaliningrad U.S.S.R. | **710**<br>207<br>350 | RS | **1977** .............U.S.S.R.<br>53,75 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>12,75k |
| **6927755**<br>ZADA<br><br>Df | **APOLLINIA**<br>ex Sazani-82<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **432**<br>—<br>— | | **1955** VEB Elbewerft—Boizenburg<br>50,14 8,21 3,048<br>45,01 8,18 3,76<br>1 dk | **M General Cargo**<br><br>1 Ho 24,7 ER<br><br>2 Ha (10,9 8,7 × 4,9) ER<br>2W Der 2 | Oil 4SA 6Cy. 320 × 480<br>400bhp (294kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu |
| **6828636**<br>ELOU<br>3013<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APOLLO**<br><br>**Apollo Corp.**<br>Monrovia Liberia | **27 989**<br>20 622<br>58 277 | AB | **1968** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (843)<br>226,42 31,15 12,269<br>216,42 31,09 17,53<br>P 28,7 F 15,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,3 27,1 26,0 15,8 27,2 22,8 26,0 ER<br>G.68 109 HeCls. ptB<br>1 Ha (stl) (10,5 × 9,6) 11 Ha (stl) (each 8,9 × 12,8) ER | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Su<br>Uraga Heavy Industries Ltd. Tamash<br>Gen 2 × 540kW 450V 60Hz a.c.<br>Fuel 357,5t (d.o.) 3 032,0t (hvf)-63,5pd<br>18 |

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| 7600835<br>PCSW<br>Df Esd<br>Gc Rdr<br>RT | **APOLLO**<br>**J. P. Broekhoven & Co.**<br>Zeist Netherlands | **4 919**<br>2 470<br>5 125 | BV | **1977** Verolme Scheepswerf Heusden B.V. —Heusden (933)<br>103,21 7,151<br>98,00 18,05 8,67<br>2 dks | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 32,0<br>Hopper 6868T<br>Mchy.aft<br>Hopper 4 700<br>2 sandpumps each 1343kW (1800bhp)<br>Cr 1(20) | 2 Vee Oil 2SA each 18Cy. 190 × 350<br>5 400bhp (3 972kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>2 Controllable pitch propellers<br>12,75kn |
| 5301394<br>Df Esd<br>Pfd Rdr<br>RT | **APOLLO**<br>ex Royal Scotman-69<br>ex Royal Scotsman-67<br>Panama Panama | **3 288**<br>1 459<br>870 | ✠Classed LR until 5/68 | **1936**-6 Harland and Wolff Ltd.—Belfast (964)<br>103,51 14,53 4,268<br>97,54 14,48 5,41<br>P 19,9 B 47,0 F 23,2 2 dks<br>R | **TM Passenger/General Cargo** | 2 Oil 2SA each 8Cy. 500 × 900<br>5 200bhp (3 825kW)<br>Harland and Wolff Ltd. Belfast<br>Fuel 206,5t 17kn |
| 5297347<br>SV3291<br>2028<br>RTv | **APOLLO**<br>ex Roa-73 ex Central No. 4-61<br>ex Empire Polly-47<br>**Maritime Commercial Enterprises Ltd.**<br>Piraeus Greece | **232**<br>—<br>— | ✠Classed LR until 10/48 | **1944**-11 A. Hall & Co. Ltd.—Aberdeen (700)<br>34,40 8,26 4,192<br>8,21<br>R rf 457 BK 191 | **S Tug** | T 3Cy. 406 635 & 1067 × 686<br>A. Hall & Co. Ltd. Aberdeen<br>Gen 1 × 10kW 110V d.c.<br>Fuel 79,5t (d.o.) 10,5kn |
| 7035327<br>WX8647<br>508070<br>Df Esd<br>Gc Rdr<br>RTv | **APOLLO**<br>**Crowley Launch & Tugboat Co.**<br>San Francisco, Ca United States of America | **128**<br>87<br>— | | **1967** Mangone SB. Corp.—Houston, Tx<br>26,52 8,74 4,064<br>24,82 8,54 2,80<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 208V 60Hz a.c.<br>Fuel 143,5t |
| 7316642<br>WA7939<br>247003<br>RT | **APOLLO**<br>ex Mary J.Hayes<br>**Caledonian Fishing Corp.**<br>New Bedford, Ma United States of America | **120**<br>81<br>— | | **1944** Morse Boat Building Co. —Thomaston, Me<br>*27,22* 6,20<br>3,31<br>1 dk | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>U.S.A. |
| 7941447<br>UEW<br>171 | **APOLLO DODICI**<br>**Anna Furio e Giuseppi Serino**<br>Bari Italy | **122**<br>49<br>— | | **1970** SA. Gl. SRL—Monopoli<br>31,88 6,25 2,191<br>25,66 6,23 2,80<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 255 × 300<br>540bhp (397kW)<br>Moteurs Duvant Valenciennes |
| 8023486<br>VRLC<br>385194<br>Esd Gc<br>Rdr<br>RTm/h/v | **APOLLO JET**<br>**Hongkong Macao Hydrofoil Co. Ltd.**<br>Hong Kong Hong Kong (British) | **261**<br>177<br>90 | NV | **1981** Oregrund M/V AB—Oregrund (B46)<br>29,65 9,45 1,142<br>29,01 9,21 2,80 | **Aluminium Alloy TM Hydrofoil Ferry**<br>Twin Hull 215P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 165 × 185 with clutches, flexible couplings & sr geared to sc. shafts<br>3 164bhp (2 327kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 24kW 380V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel 6,0t (d.o.) 33kn |
| 7008726<br>Rdr | **APOLLO MARU**<br>**Taikoo Dockyard & Engineering Co. of Hong Kong Ltd.**<br>Piraeus Greece | **236**<br>76<br>— | | **1969** Matsuura Tekko Zosen—Higashino (201)<br>32,69 9,50 2,998<br>28,50 9,00 3,89<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata |
| 7047564<br>HO7640<br>3029-73<br>Esd Rdr<br>RT | **APOLLO MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | **258**<br>176<br>— | | **1969** Halter Marine Fabricators, Inc.—Moss Point, Ms (211)<br>*47,86* 3,096<br>47,17 11,59 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 13kn |
| 7600706<br>3FOC<br>7773<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APOLLO PEAK**<br>**Apollo Transport S.A.**<br>Panama Panama | **12 755**<br>7 600<br>20 181 | NK | **1976** Mitsubishi Heavy Industries Ltd. —Kobe (1079)<br>161,02(BB) 10,311<br>153,02 23,72 13,85<br>P 33,9 F 11,9 2 dks | **M General Cargo**<br>G.27 073 B.25 101<br>1 Ha (stl) (13,5 × 8,0) 6 Ha (stl) (20,3p&s 20,3p&s 20,3p&s × 8,0) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>17kn |
| 7731115<br>WYL9014<br>582929 | **APOLLO II**<br>**Apollo Trawler Co.**<br>Tampa, Fl United States of America | **111**<br>75<br>— | | **1977** .............Bayou la Batre, Al<br>*20,18* 6,71<br>3,46<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5346502<br>SIHU<br>10270<br>Df Esd<br>Gc Rdr<br>RTm/v | **APOLLO III**<br>ex Svea Jarl-76<br>**P/R Apollo III**<br>Carl Bertil Myrsten<br>Slite Sweden | **4 898**<br>3 196<br>1 115 | ✠**100A1** SS 4/79<br>Kattegat & Baltic service<br>Ice Class 1<br>✠**LMC**<br>EL (x) 1$\frac{13}{16}$"SQ<br>FN 2185 | **1962**-6 A/B Finnboda Varf—Stockholm (375)<br>101,45 17,25 4,763<br>90,61 17,20 6,91<br>B 25,3 F 35,1 1 dk & S dk, 3rd dk except in mchy. space<br>rf 178<br>Coll BH to S dk 7 to 2nd dk WB461t | **M Passenger/RoRo Cargo/Ferry**<br>OSD<br>1250P<br>Side Doors<br>In.72 | Vee Oil 4SA 18Cy. 200 × 270<br>1 800bhp (1 324kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7025267<br>344954<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APOLLO III**<br>**Apollo III Ltd.**<br>Pictou, N.S. Canada | **369**<br>179<br>— | ✠Classed LR until 8/73 | **1971**-4 Ferguson Industries Ltd.—Pictou, N.S. (187)<br>34,98 9,30<br>30,92 9,15 4,63<br>F 13,2 1 dk<br>rf 914 BK | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203 sr reverse geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 208V 60Hz a.c. |
| 7306661<br>PP4421<br>Esd Gc<br>Rdr RT | **APOLLO VI**<br>**Emaq Engenharia e Maquinas S.A.**<br>Rio Grande Brazil | **860**<br>—<br>254 | | **1973** EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (284)<br>32,01 7,98 3,404<br>30,48 7,83 4,70<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW) Daihatsu<br>Ishikawajima do Brasil Rio de Janeiro |

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|---|---|---|---|---|---|---|
| **7026924**<br>SWQW<br>3935<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **APOLLON**<br>**Apollon Shipping Corp.**<br>Piraeus Greece | **18 662**<br>12 307<br>30 781 | **✠100A1** SS 8/79<br>strengthened for heavy cargoes, Nos. 3 or 4 holds may be empty, or Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6851 | **1970**-12 Brodogradiliste "3 Maj"—Rijeka (538)<br>196,63 22,99 10,859<br>183,32 22,89 14,48<br>P 34,5 F 21,7 1 dk<br>RW rf nil<br>NS 10BH WB10468t incl. Comb. btm & side tanks in holds 4925t Topside tanks in holds 4137t DTf589t | **M Bulk Carrier**<br>7 Ho 21,0 16,2 19,5 16,2 19,5 16,2 19,5 ER<br>G.35 267 B.34 945<br>7 Ha (stl) (13,0 9,7 13,0 9,7 13,0 9,7 13,0 × 12,5) ER<br>14W Der 14(10) 2(3) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB 6kgf/cm² (5,9bar)<br>e(ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 893,0t (hvf) 15,5kn |
| **7203376**<br>J4HV<br>7176<br>Df Esd<br>Gc Rdr<br>RT | **APOLLON**<br>**Athenian Shipping Co. S.A.**<br>Piraeus Greece | **13 136**<br>9 392<br>22 240 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2201)<br>164,34(BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,9 25,6 18,4 25,6 26,3 ER<br>C.30 684 B.29 560<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 440V 60Hz a.c.<br>Fuel 1 474,5t (hvf) 15kn |
| **5209601**<br>SVRJ<br>2903<br>Df Esd<br>Rdr RT | **APOLLON**<br>ex Lisieux-66<br>**Agapitos Brothers**<br>Piraeus Greece | **2 940**<br>796<br>— | BV | **1952** Forges & Ch. de La Mediterranee—Le Havre<br>95,51 13,01 3,201<br>12,96<br>B 64,7 3 dks | **TS Passenger/General Cargo/Ferry**<br>B.331<br>2 Ha (3,2 × 3,4) (2,9 × 3,2) | 2 S Turb sr geared to sc. shafts<br>22 000shp (16 182kW) Parsons<br>Forges & Ch. de la Mediterranee Le Havre<br>Fuel 98,5t (o.f.) 23,5kn |
| **5049685**<br>THWR<br>Df Esd<br>Pfd Rdr<br>RTm | **APOLLON**<br>ex Bourrasque-69<br>**Pecheries des Flandre S.A.**<br>Grand Fort Philippe France | **225**<br>74<br>— | (BV) | **1962** At. & Ch. de la Manche—Dieppe (C1171)<br>37,65 7,22 3,048<br>32,06 7,17 3,87<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>B.160 | Oil 4SA 6Cy. 315 × 480<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>Fuel (d.o.) 12kn |
| **6510083**<br>H2HJ<br>Df Esd<br>Rdr RT | **APOLLON DELIOS**<br>ex Apollon-82 ex Assalamah-80<br>ex Neptune Jade-76<br>ex Moresby-70<br>**Fiddle Shipping Co. Ltd.**<br>National Daring Compania Naviera S.A.<br>Limassol Cyprus | **3 927**<br>1 951<br>5 530 | **✠100A1** SS 1/78<br>tunnel side tanks—oil FP above 65.5°C.<br>**✠LMC**<br>EL v 1¾"SQ<br>FN 2207 | **1965**-7 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (73)<br>101,22 15,30 7,405<br>92,21 15,24 8,69<br>P 38,8 F 11,3 2 dks<br>rf 76 DK fwd<br>Coll. BH to U dk 5 to 2nd dk WB467t | **M General Cargo**<br>Ref<br>In.297 | 2 Oil 4SA each 8Cy. 400 × 600 with hydraulic coupling & sr gears to sc. shaft<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg |
| **5414828**<br>SYPZ<br>2277<br>Df Esd<br>Rdr RTm | **APOLLONIA**<br>ex Sidi Bel Abbes-63<br>**Hellenic Mediterranean Lines Co. Ltd.**<br>Piraeus Greece | **5 324**<br>2 867<br>2 124 | BV | **1948** Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1852)<br>122,61 16,31 5,970<br>16,26<br>P & B 85,7 F 21,7 3 dks<br>conv Ref Passenger/General Cargo/Ferry — | **TS Passenger/RoRo Cargo/Ferry**<br>476bth 620dk P<br>2 Ho 18,8 14,4<br>G.3 828 B.3 393 In.850<br>3 Ha (stl) (4,8 × 2,7) (5,7 × 3,8) (4,9 × 3,5)<br>6W Der 6(5) | 6 S Turb dr geared to sc. shafts<br>11 000shp (8 091kW)<br>C. A. Parsons & Co. Ltd. Newcastle<br>Gen 1 × 500kW 3 × 150kW 220V d.c.<br>Fuel 553,5t (o.f.) 21kn |
| **5222093**<br>SV3958<br>5348<br>Df Esd<br>Rdr RT | **APOLLONIA IV**<br>ex Margriet Anja-75<br>**Atlantic Sea Maritime Co. Ltd.**<br>Piraeus Greece | **498**<br>307<br>940 | BV | **1956** C. Amels & Zoon Scheepswerf—Makkum (196)<br>57,89 9,25 3,563<br>52,00 9,15<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 36,2 1 TwD 33,0 ER<br>G.1 716 B.1 586<br>2 Ha (14,3 × 6,1) (13,7 × 3,5) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>750bhp (552kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 6kW 1 × 3kW 110V d.c.<br>Fuel 81,5t (d.o.) 11kn |
| **5219292**<br>SV5407<br>7300<br>Df Esd<br>Rdr<br>RTm/v | **APOLLONIA V**<br>ex Lucien R.E.-79 ex Mangen-66<br>**Spyridon Alexandratos**<br>Apollonia Shipping Co. Ltd.<br>Piraeus Greece | **499**<br>286<br>1 059 | BV | **1962** Scheepswerf "De Waal" N.V.—Zaltbommel (674)<br>74,33 10,42 3,601<br>67,19 10,39<br>F 6,8 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>1 Ho 45,1 ER<br>G.2 297 B.2 169<br>2 Ha (stl) (each 15,8 × 6,0) ER<br>6W Der 6(3) | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 75kW 220V d.c.<br>Fuel 105,5t (d.o.) 14kn |
| **6602111**<br>P3XN<br>307643<br>Pfd Rdr<br>RT | **APOLLONIA VII**<br>ex Sapphire-81<br>**Diochris Naviera S.A.**<br>Limassol Cyprus | **1 267**<br>585<br>1 687 | **✠100A1** SS 4/80<br>Ice Class 3<br>**✠LMC**<br>EL n 1½"SQ<br>FN 1064 | **1966**-3 Ailsa SB. Co. Ltd.—Troon (521)<br>69,45 11,16 4,738<br>65,23 10,67 5,64<br>P 18,0 F 8,6 1 dk<br>RW rf 127<br>NS 5BH WB492t incl. DTm114t | **M General Cargo**<br>2 Ho ER<br>2 Ha (9,7 17,0 × 6,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| **6719598**<br>SXSU<br>3619<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **APOLLONIUS**<br>**Parnes Shipping Co. S.A.**<br>Piraeus Greece | **16 210**<br>10 102<br>27 483 | AB | **1967** Osaka Zosensho—Osaka (253)<br>171,33(BB) 24,90 10,234<br>162,59 24,85 14,00<br>P 35,1 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,1 19,7 18,9 13,6 19,7 20,5 ER<br>G.32 564 B.32 253<br>6 Ha (stl) (10,2 10,5 10,5 6,1 10,5 10,5 × 12,8) ER<br>12W Der 12(7) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 300,5t (hvf) 15kn |
| **7367067**<br>HO2505<br>10064-80A<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **APOLO DEL GOLFO**<br>ex Sir Henry Morgan-79<br>**Gulf Fleet International Inc.**<br>Panama Panama | **224**<br>180<br>— | AB | **1974** Halter Marine Services, Inc.—New Orleans, La (388)<br>59,14 4,407<br>51,82 12,20 5,19<br>F 18,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Fuel 553,5t (d.o.) 13kn |
| **5225796**<br>HO4196<br>8087-PEXT<br>Df Esd<br>Rdr RT | **APOOSTOS**<br>ex Ute V.-79 ex Markab-75<br>ex Vera Parchmann-62<br>ex Alfred Porr-60<br>**Compania Apostos S.A.**<br>Panama Panama | T.Mk<br>**356**<br>124<br>550 | GL | **1953** Husumer Schiffsw.—Husum (1038)<br>53,78 8,06 2,941<br>48,34 8,01 4,96<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,9 ER<br>G.1 121 B.1 048<br>2 Ha (10,5 11,1 × 5,0) ER<br>4W Der 4(2) | Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 36,5t 9kn |

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|---|---|---|---|---|---|---|---|
| 6606337<br>EEUK<br>1692<br>Df Esd<br>RTm | **APOSTOL SAN ANDRES**<br>**Atxaspi S.L.**<br>Gijon Spain | **150**<br>74<br>— | | (BV) | **1965** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.55)<br>30,33 6,56 3,252<br>26,50 6,51 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.133<br>2 Ha (each 1,0 × 0,9) ER | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 12kn |
| 6520492<br>EEVJ<br>1682<br>Df Esd<br>RTm | **APOSTOL SAN JUAN**<br>**Atxaspi S.L.**<br>Gijon Spain | **150**<br>117<br>— | | (BV) | **1965** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.53)<br>30,33 6,56 3,252<br>26,50 6,51 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.133<br>2 Ha (each 1,0 × 0,9) ER | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 11kn |
| 5105532<br>P3BL<br>381004<br>Df Esd<br>Rdr RTm | **APOSTOLO-A**<br>ex Apostolos-77 ex Charis-72<br>ex Totila-69 ex Erin Nubel-68<br>**Promitheas Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**792**<br>357<br>1 530<br>**1 220**<br>661<br>2 250 | | GL | **1954** Schulte & Bruns—Emden (166)<br>70,64 10,62 4,395/5,401<br>65,00 10,60 6,25<br>F 6,4 2 dks<br>RW rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 12,5 28,5 ER<br>G.2 769 B.2 568<br>3 Ha (stl) (10,8 12,5 9,6 × 7,0) ER<br>6W Der 1(10) 6(3-5) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 220V d.c.<br>Fuel 78,0t (d.o.) 11,5kn |
| 5078038<br>SV3058<br>130<br>Df Esd<br>Rdr<br>RTm/h | **APOSTOLOS**<br>ex Vassiliki-77 ex Concepcion-73<br>**Apostolos Shipping Co.**<br>Thessaloniki Greece | **486**<br>266<br>920 | | HR (BV) | **1954** N.V. Scheeps. "Vooruitgang"—Foxhol (177)<br>69,45 10,06 3,271<br>63,66 10,01 5,69<br>F 9,5 1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ho 15,3 25,6<br>G.1 776 B.1 646<br>2 Ha (10,4 17,6 × 5,0)<br>6W Der 6(5) | Oil 4SA 7Cy. 330 × 600<br>700bhp (515kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 20kW 1 × 12kW 110V d.c.<br>Fuel 147,5t (d.o.) 11kn |
| 7222530<br>SZLP<br>5914<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APOSTOLOS ANDREAS**<br>ex Hoyo Maru-76<br>**Apostolos Andreas Compania Naviera S.A.**<br>Piraeus Greece | **17 899**<br>12 419<br>33 867 | **100A1**<br>**LMC** | SS 11/80<br>**UMS**<br>EL It 3"U2<br>FN 7409<br>(NK) | **1972** Kasado Dock Co. Ltd.—Kudamatsu (266)<br>185,02(BB) 27,06 11,018<br>175,01 27,01 15,32<br>P 30,8 F 13,5 1 dk<br>rf 102<br>7BH WB11034T incl. topside tanks in Nos. 1-4 holds 3847T & comb. btm. & STs in holds 4853T | **M Bulk Carrier**<br>5 Ho ER<br>G.41 962 B.40 866<br>1 Ha (stl) (15,0 × 13,2) 4 Ha (stl) (each 16,9 × 13,2) ER<br>Der 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 420kW 445V 60Hz a.c.<br>Fuel 1 843,0t-37,5pd 14,5kn |
| 5381019<br>H8FO<br>11002<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTv | **APOSTOLOS K**<br>ex Aliakmon Leader-82<br>ex Ville du Havre-77<br>**Aspis Co. S.A.**<br>Panama Panama | **6 213**<br>3 584<br>—<br>**9 055**<br>5 250<br>12 302 | | BV | **1962** At. & Ch. de la Seine Maritime—Le Trait (159)<br>155,20 19,94 —/9,151<br>144,74 19,91 12,04<br>P 41,2 B 11,0 F 29,0 2 dks | **M General Cargo** CSD<br>Ref 6P<br>5 Ho 14,6 19,9 21,0 21,0 19,9<br>5 TwD 4 Ta ER<br>G.17 800 B.16 353 In.220 L.400<br>5 Ha (stl) (8,0 × 4,1) (13,1 13,4 13,4 11,9 × 6,3) ER<br>11W Der 1(120) 1(60) 2(15) 8(10) 1(2) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 456kW 1 × 380kW 1 × 172kW 380V 50Hz a.c.<br>Fuel 1 194,0t (hvf) 19kn |
| 5177781<br>HOBK<br>RH-L8<br>5306<br>Df Esd<br>Gc Rdr<br>RTm | **APOSTOLOS M V**<br>ex Aristofilos-82 ex Justinian-70<br>**Marathon Maritime Co. S.A.**<br>San Lorenzo Honduras | **10 608**<br>6 841<br>16 267 | | NV | **1957** A.G. "Weser"—Bremen (1304)<br>159,01 19,94 9,564<br>147,83 19,89 12,65<br>F 15,9 2 dks<br>rf 76 | **M General Cargo** CSD<br>8P<br>5 Ho 20,5 23,0 23,1 22,7 21,7<br>G.23 135 B.21 464<br>5 Ha (stl) (10,2 13,2 13,2 11,7 11,7 × 7,0)<br>14W Der 1(30) 6(10) 2(7,5) 6(5) 1(3) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 200kW 1 × 50kW 450V 60Hz a.c.<br>Fuel 1 070,0t (hvf) 14,5kn |
| 5059965<br>SZUK<br>6807<br>Df Esd<br>Gc Rdr | **APOSTOLOS M. I**<br>ex Silver Sun-79<br>ex Canberra Maru-72<br>**Marmare S.A.**<br>Marimar S.A.<br>Piraeus Greece | **4 979**<br>2 888<br>7 881 | **100A1**<br>**LMC** | SS 9/79<br>EL U 2"U2<br>FN 2938<br>(NK) | **1958** Sanoyasu Dockyard Co. Ltd.—Osaka (148)<br>122,76 16,39 7,525<br>115,02 16,29 9,25<br>P 8,3 B 20,8 F 26,0 1 dk, 2nd dk except in No. 5 hold<br>RW rf 102<br>7BH WB710t incl. Tunnel tanks 114t | **M General Cargo**<br>5 Ho<br>G.10 679 B.9 804<br>5 Ha (8,7 × 5,4) (13,5 8,0 9,6 8,7 × 6,4)<br>12W Der 1(40) 4(10) 8(5) | Oil 2SA 6Cy. 500 × 1100<br>3 480bhp (2 560kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 125kW 230V d.c.<br>Fuel 503,0t 12,75kn |
| 5053715<br>HQCZ<br>Df Esd<br>Gc Rdr<br>RT | **APOSTOLOS M. IV**<br>ex Hadji Dimitar-80 ex Avior-70<br>ex Bronnoy-66<br>**Marlibya Shipping Co. S.A.**<br>Marimar S.A.<br>San Lorenzo Honduras | **9 173**<br>5 102<br>13 440 | | BR NV | **1956** Kieler Howaldtswerke A.G.—Kiel (1038)<br>151,39 18,95 9,087<br>140,67 18,90 11,99<br>P 32,0 B 7,1 F 25,0 2 dks, 3rd dk in No. 3 hold<br>RW | **M General Cargo** CSD<br>Ice strengthened<br>6 Ho ER<br>G.19 331 B.17 368<br>6 Ha (stl) (8,9 8,8 8,8 8,8 10,9 8,8 × 7,6) ER<br>12W Der 1(30) 4(4-8) 8(3-6) | Oil 2SA 6Cy. 780 × 1400<br>5 400bhp (3 972kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 160kW 1 × 32kW 230V d.c.<br>Fuel 1 219,5t 14kn |
| 7044536<br>ESOZ<br>M-12329<br>Df Esd<br>Rdr RT | **APPARATCHIK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **631**<br>223<br>320 | | RS | **1969** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7111781<br>FITV<br>Df Esd<br>Gc Rdr<br>RT | **APPELANT**<br>**Societe de Gerance de Navigation (S.O.G.E.N.A.)**<br>Caen France | **135**<br>—<br>— | | BV | **1971** SOCARENAM—Calais<br>25,51 7,93<br>23,02 7,50 3,89<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>12kn |
| 5020940<br>IBDK<br>599<br>Df Esd<br>Gc Rdr<br>RT | **APPIA**<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **6 100**<br>3 198<br>896 | | AB RI | **1961** Cant. Nav. Breda S.p.A.—Venezia (215)<br>123,12 18,83 5,260<br>110,01 18,79 6,68<br>1 dk & S dk, pt 3rd & 4th dk<br>RW rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>OSD/CSD<br>835bth P | 2 Oil 2SA each 6Cy. 600 × 800<br>6 000bhp (4 413kW)<br>C.R.D. Adriatico Trieste<br>Fuel 395,0t 17,5kn |

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|---|---|---|---|---|---|---|---|
| **6906799**<br>ELVR<br>3147<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **APPLE BLOSSOM**<br>ex Banagrande-77<br>**Irvington Investments Ltd.**<br>Monrovia Liberia | **7 004**<br>3 894<br>7 142 | **✠100A1** SS 12/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL W 2"U2<br>FN 3938 | **1969**-1 Kawasaki Dockyard Co. Ltd.—Kobe (1098)<br>141,03(BB) 18,55 8,103<br>131,60 18,51 11,41<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 483<br>6BH WB290t | **M General Cargo**<br>Ref.<br>4 Ho 26,9 22,4 24,8 20,5<br>In.8 607<br>4 Ha (stl) (6,9 7,1 7,1 7,1 × 5,9)<br>8W Der 8(5) | Oil 2SA 9Cy. 700 × 1200<br>12 600bhp (9 268kW)<br>Kawasaki Dockyard Co. Ltd.<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 163lbf/in² (11,3bar)<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel 2 047,5t | MA<br>Kob |
| **6715425**<br>Esd RT | **APPLE BLOSSOM**<br>ex Choyo Maru No. 85-80<br>**Frabal Fishing Inc.**<br>Manila Philippines | **194**<br>66<br>— | | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (623)<br>36,73 7,01 2,896<br>31,81 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 5,7 ER<br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 40kW 225V 60Hz a.c. | Nagasa |
| **7342653**<br>GXOB<br>378887<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APPLEBY**<br>Launched as Golden Master<br>**Ropner Shipping Co. Ltd.**<br>Ropner Management Ltd.<br>Hartlepool United Kingdom | **64 641**<br>45 399<br>117 613 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL U† 715,0/90,0U3<br>FN 15724 | **1978**-10 Harland and Wolff Ltd.—Belfast (1708)<br>261,50(BB) 40,75 16,201<br>250,73 40,71 22,00<br>F 20,5 1 dk<br>rf nil<br>11BH WB57918T incl. Comb. btm & STs in holds 23,000T & Topside tanks in holds 14,780T & No. 6 hold 14,760T | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,4 21,9 21,7 21,7 21,7 21,7 21,7 21,7 20,8 ER<br>G.131 875<br>1 Ha (stl) (13,2 × 20,1) 8 Ha (stl) (each 13,6 × 20,1) ER | Oil 2SA 9Cy. 840 × 1800<br>24 800bhp (18 242kW)<br>Harland and Wolff Ltd.<br>2 AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7lbf/in² (0,5bar)<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 369,0t (d.o.) 4 847,5t (hvf) | B&V<br>Belfas<br>15k |
| **7342017**<br>GUTY<br>388145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APPLELEAF**<br>Launched as Hudson Cavalier<br>**Matheson & Co. Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>London United Kingdom | **19 975**<br>13 641<br>33 595 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL H† 605,0/70,0U2<br>FN 6801 | **1979**-9 Cammell Laird Shipbuilders Ltd. —Birkenhead (1363)<br>170,69(BB) 25,96 11,864<br>163,51 25,91 15,68<br>P 8,9 1 dk<br>rf nil<br>13BH WB11201T incl. Nos. 2, 4, 6 & 8 wing tanks (p & s) 9999T | **M Tanker**<br>Replenishment<br>Mchy.aft<br>L.(oil) 32 309 | 2 Vee Oil 4SA each 14Cy. 400 × 460 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Crossley Premier Engines Ltd.<br>3 AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 2 × 2704kW 3300V 2 × 626kW 440V 60Hz a.c.<br>Controllable pitch propeller | Pielstic<br>Mancheste |
| **7703429** | **APPOLLO 11**<br>**Nasipit Lumber Co.**<br>Philippines | **180**<br>—<br>— | | **1978** Sandoval Shipyards Inc.—Navotas (16)<br>... ... ...<br>... ... ... | **M Tug** | Oil geared to sc. shaft<br>Niigata Eng. Co. Ltd. | Japa |
| **7336678**<br>TFRD<br>1376<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APRIL**<br>ex Jon Dan-80 ex Ver-77<br>**Samherji H/f**<br>Hafnarfjordur Iceland | **741**<br>241<br>890 | **✠100A1** SS 3/79<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL K 1⅜"U2<br>FN 985 | **1974**-5 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B425/204)<br>60,46 11,38 4,900<br>52,84 11,31 7,32<br>B 7,7 RFD 7,1 2 dks<br>rf 584 Box K 305<br>Coll BH to U dk 3 to 2nd dk WB154T | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 480<br>3 000bhp (2 207kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Emy propulsion by motoring M.E. driven generator<br>Gen 1 × 288kW 400V 50Hz a.c.<br>1 × 200kW 305V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Sulze<br>Swietochlowic |
| **7527801**<br>VJAH<br>Esd Rdr<br>RT | **APRIL HAMER**<br>**Government of State of Victoria (Public Works Department - Division of Ports & Harbors)**<br>*Melbourne, Victoria* Australia | **510**<br>—<br>137 | **✠100A1** SS 12/81<br>dredger for Victoria coasting service<br>**✠LMC**<br>EL (J) H 1"U2<br>FN 560 | **1976**-12 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (123)<br>39,37 11,28 1,759<br>38,21 11,00 3,64<br>1 dk<br>rf nil<br>4BH WB32T | **TM Dredger**<br>Trailing Suction (Boom-delivery)<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 159 × 203 sr geared to sc. shafts<br>1 000bhp (736kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 100kW 1 × 50kW 415V 50Hz a.c. | Peoria, Illinois |
| **8101678**<br>WUS6<br>369<br>636919<br>Df Pfd<br>Rdr RT | **APRIL SHOWERS**<br>**Levy-Mellon Marine**<br>Morgan City, La United States of America | **282**<br>191<br>1 200 | AB | **1981** Halter Marine Inc.—Moss Point, Ms (989)<br>3,664<br>54,87 12,20 4,27<br>F 15,6 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>2 520bhp (1 854kW) E made—reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd | La Grange<br>12kn |
| **8109761**<br>646729<br>Df Esd<br>Gc Rdr<br>RT | **APRIL T. BEKER**<br>**Beker Shipping Co.**<br>St. Philip Towing & Transportation Co.<br>Wilmington, De United States of America | **196**<br>133<br>661 | AB | **1982** Marinette Marine Corp.—Marinette, Wi (8271)<br>44,23 13,42 5,487<br>41,15 12,82 6,41<br>F 20,2 1 dk<br>rf 1295 | **TM Tug**<br>Pusher | 2 Vee Oil 2SA each 20Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW a.c. | La Grange<br>13kn |
| **7235898**<br>FPCP<br>Df Esd<br>Gc Rdr<br>RTh | **APSARA**<br>ex Tender Turbot-77<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **498**<br>149<br>856 | BV (AB) | **1973** Mangone SB. Corp.—Houston, Tx (108)<br>57,46 11,61 4,131<br>51,80 11,59 4,88<br>F 19,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 12P | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div.<br>Gen 1 × 150kW 2 × 125kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 413,5t (d.o.) | La Grange<br>14kn |
| **6704581**<br>HZAJ<br>Df Esd<br>Rdr RT | **APSCO I**<br>ex Koju Maru-75<br>**Arabian Petroleum Supply Co. S.A. (APSCO)**<br>Jeddah Saudi Arabia | **924**<br>535<br>1 528 | BV | **1966** Tsuneishi Zosen K.K.—Numakuma (157)<br>65,77 9,83 4,604<br>60,00 9,81 5,01<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 082 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki | Kobe<br>12kn |
| **7229253**<br>HZHY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APSCO II**<br>ex Ryushin Maru-78<br>**Arabian Petroleum Supply Co. S.A. (APSCO)**<br>Jeddah Saudi Arabia | **1 988**<br>1 320<br>3 804 | NK | **1972** Miyoshi Zosen K.K.—Uwajima (203)<br>92,77 (BB) 13,26 6,097<br>86,01 13,21 7,01<br>P 19,9 F 15,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 801 HeCls. BC | Oil 4SA 6Cy. 470 × 740<br>3 300bhp (2 427kW)<br>Makita Tekkosho<br>Gen 2 × 256kW a.c.<br>Fuel 80,0t (d.o.) 80,0t (hvf)-8,0pd | Takamatsu<br>12,75kn |

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|---|---|---|---|---|---|---|
| 7343140<br>EUWB<br>M-34359<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APSHERON**<br>Launched as Robkap II<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **19 614**<br>11 035<br>32 039 | RS<br>✠Classed LR until 4/79 | **1976**-7 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (71)<br>171,00(BB) 25,79 11,261<br>161,53 25,76 14,99<br>P 18,0 F 18,6 1 dk<br>rf nil | **M Tanker**<br>24 Ta ER<br>L.(oil) 38 375 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 237,0t (d.o.) 3 081,0t (hvf) 15kn |
| 6707349<br>ENGR<br>M-29718<br>Df Esd<br>Gc Rdr<br>RT | **APSHERON**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (206)<br>81,92 13,64 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 055<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6822618<br>M-7625 | **APSHERON**<br>**U.S.S.R.**<br>Feodosiya U.S.S.R. | **756**<br>328<br>565 | (RS) | **1963** .............U.S.S.R.<br>52,58 10,52 4,166<br>10,49 5,49<br>1 dk | **M Tanker**<br>9 Ta ER<br>L.(oil) 1 191<br>1 Ha (1,8 × 2,8) ER<br>Cr 1(1) | Oil 2SA 6Cy. 250 × 340<br>U.S.S.R.<br>6,25kn |
| 6851231<br>UNEJ<br>M-24511 | **APSHERON**<br>**U.S.S.R.**<br>Kerch U.S.S.R. | **304**<br>69<br>284 | RS | **1956** Schiffswerft "Ernst Thalmann"—Brandenberg<br>43,08 7,32 3,210<br>38,26 3,48<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 5 Ta ER<br>B.20 L.(oil) 204<br>1 Ha (1,6 × 1,2) ER<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5021047<br>UGXO<br>M-17085<br>Df Esd<br>Gc Rdr<br>RT | **APSHERONSK**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1963** Rauma-Repola Oy—Rauma/Raumo (127)<br>105,39 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 386 HeCls. BC<br>1 Ha (2,3 × 3,1) ER<br>5W Der 3(3) 1(2) 1(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,5kn |
| 7702085<br>GZHU<br>379849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APTMARINER**<br>ex Devonbrook-81<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>London United Kingdom | **18 042**<br>11 504<br>31 200 | **✠100A1**<br>strengthened for heavy cargoes, holds Nos. 2 & 5 may be empty (cc)<br>**✠LMC UMS**<br>EL Gt 577,5/68,0U2<br>FN 6821 | **1979**-4 Sunderland Shipbuilders Ltd.—North Sands, Sunderland (740)<br>188,75 23,14 10,656<br>181,31 23,11 14,51<br>P 30,8 F 13,8 1 dk<br>rf nil<br>8BH WB15952T incl. Comb. btm & side & Upr. wing tanks 8201T & No. 4 hold 6615T | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 19,8 23,3 23,3 23,3 23,3 22,4 ER<br>G.36 849<br>6 Ha (stl) (11,4 14,4 14,4 14,4 14,4 14,4 × 12,8) ER<br>Cr 2(25) 3(15) | Oil 2SA 4Cy. 760 × 2184<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 142,0t (d.o.) 1 506,5t (hvf) 15kn |
| 6920094<br>OHMP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **APU**<br>**Finnish Board of Navigation**<br>Helsinki/ Helsingfors Finland | **3 950**<br>63<br>864 | | **1969** Oy Wartsila Ab—Helsinki/Helsingfors (388)<br>86,52 21,21 7,300<br>80,75 21,09<br>F 36,9 2 dks | **TD-E Icebreaker**<br>Cr 1(8) | 4 Oil 2SA each 9Cy. 510 × 550 total 13 820bhp (10 165kW) driving 4 gen. each 2 400kW 400V d.c. connected to 2 elec. motors each of 3 400shp (2 501kW) (WL) 2 elec. motors each of 2 200shp (1 618kW) (WL) geared to 2 sc. shafts Sulzer<br>Oy Wartsila Ab Vaasa/Vasa<br>2 propellers aft, 1 fwd<br>Fuel (d.o.) 18kn |
| 7218216<br>IBFY<br>164<br>Df Esd<br>Gc Rdr<br>RT | **APUANA**<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Siracusa Italy | **4 786**<br>2 762<br>7 449 | RI | **1973** Cant. Nav. Apuania—Marina di Carrara (98)<br>127,01(BB) 16,44 7,443<br>117,02 16,41 8,92<br>1 dk | **M Tanker**<br>Mchy.aft<br>15 Ta<br>L.(oil) 9 770 | Oil 2SA 6Cy. 680 × 1200<br>7 650bhp (5 627kW)<br>Fiat S.G.M. Torino<br>16,5kn |
| 7314436<br>PP2778<br>0805<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APUCARANA**<br>**Companhia Brasileira de Offshore**<br>Rio de Janeiro Brazil | **645**<br>252<br>498 | AB | **1973** Shimoda Dockyard Co. Ltd.—Shimoda (214)<br>50,35 3,620<br>45,52 11,59 4,58<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 156kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7902740<br>IBEH<br>740<br>Df Esd<br>Gc Rdr<br>RT | **APULIA**<br>**Lloyd Triestino S.p.A. di Navigazione**<br>Trieste Italy | **6 977**<br>2 935<br>5 408 | AB RI | **1981** Italcantieri S.p.A.—Genova (4375)<br>148,34(BB) 22,76 6,620<br>134,80 22,71 14,94<br>2 dks | **TM RoRo Cargo**<br>Quarter stern door & ramp (s)<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 420 × 500 reduction geared to sc. shafts<br>15 000bhp (11 033kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 850kW 1 × 300kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 129,5t (d.o.) 647,0t (hvf) 20,5kn |
| 7510729<br>YXEO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APURE**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | T.Mk<br>**6 247**<br>3 369<br>9 920<br>**9 757**<br>5 984<br>12 831 | AB | **1978** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (281)<br>158,02(BB) 21,85 —/8,122<br>148,01 21,81 12,27<br>F 11,3 2 dks, 3rd dk in holds 3 & 4<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 19,5 25,4 2,9DTp&s 25,4 ER 9,7 8 TwD 18,9 19,5 25,4Lwr 26,2Upr 25,4Lwr 26,9Upr ER 8,9 10,6<br>G.19 114 B.15 659 In.1 303<br>TEU 96 C. 96/20'<br>6 Ha (stl) (10,5 × 5,0) (12,7 18,7 18,7 × 8,0) ER (2,9 2,9 × 5,7)<br>Cr 2(12,5) Der 1(60) 12(10) | Oil 2SA 6Cy. 780 × 1550<br>13 870bhp (10 202kW) MAN<br>Tvornica Dizel Motora "Split" Split<br>Gen 3 × 680kW a.c.<br>Controllable pitch propeller<br>19,5kn |

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| **5021085**<br>YVAJ<br>Df | **APURE**<br>**Edward Bent S.A.**<br>Maracaibo Venezuela | **3 164**<br>1 669<br>4 485 | ✠Classed LR until 5/61 | **1928**-5 Palmers S.B. & Iron Co. Ltd.<br>—Hebburn (982)<br>102,77 16,82 4,477<br>99,07 16,77 5,03<br>P 22,3 B 6,8 Trunk in well - F 12,2 1 dk<br>R | **TS Tanker**<br>12 Ta ER<br>L.(oil) 5 840 HeCls. BC | T 6Cy. (2) 368 (2) 610 & (2) 1003 × 686<br>Palmers' Co. Ltd. Newcastle<br>Fuel 3 656,5t (o.f.)-19,0pd 8,5kn |
| **5021097**<br>RTm | **APURE**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>Ciudad Bolivar Venezuela | **349**<br>233<br>107 | ✠Classed LR until 2/64 | **1950**-12 Yarrow & Co. Ltd.—Glasgow (1987)<br>42,83 10,37 1,016<br>39,81 10,06 1,99<br>F 8,3 1 dk<br>R rf nil | **TM Ferry/General Cargo**<br>70dk P<br>3 Ho 4,2 9,0 9,0<br>3 Ha (1,1 1,8 1,8 × 1,7) | 2 Oil 2SA each 7Cy. 180 × 300<br>600bhp (441kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 28kW 110V d.c.<br>Fuel (d.o.) 10kn |
| **6722129**<br>OARJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APUS**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 338**<br>958<br>1 486 | PR | **1966** Stocznia Gdanska im. Lenina—Gdansk (B15/25)<br>83,01 13,85 5,500<br>75,01 13,80 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| **7006986**<br>SXGJ<br>7636<br>Df Esd<br>Gc Pfd<br>Rdr RT | **APUS**<br>**Apus Shipping Co.**<br>S. & A. Shipmanagement Ltd.<br>Piraeus Greece | **1 670**<br>1 004<br>—<br>**3 275**<br>2 088<br>— | **✠100A1** SS 11/79<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL S $1\frac{5}{8}$"U2<br>FN 2147 | **1970**-2 J. J. Sietas K.G. Schiffswerft<br>—Hamburg (659)<br>100,56(BB) 15,35 6,757<br>91,24 15,22 8,31<br>P 16,8 F 11,9 2 dks<br>4BH to U dk 1 to 2nd dk | **M General Cargo**<br>2 Ho 29,8 31,0 ER<br>G.6 680 B.6 337<br>2 Ha (stl) (each 25,3 × 10,3) ER<br>12W Der 4(20) | Oil 4SA 8Cy. 370 × 400 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 184kW 440V 60Hz a.c.<br>Fuel 404,5t (hvf) 15kn |
| **5427514**<br>JYME<br>5<br>Df Esd<br>Rdr<br>RTm/h | **AQABA**<br>ex Imber-76<br>**Middle East Ship Management Services (P) Ltd.**<br>Aqaba Jordan | **496**<br>257<br>1 219 | **✠100A1** SS 6/82<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1062 | **1963**-11 N.V. Schpsw. "De Vooruitgang"<br>v/h D. Boot—Alphen a/d Rijn (1305)<br>72,67 10,42 3,817<br>65,23 10,27 6,00<br>Ba 11,3 F 10,7 1 dk & S dk<br>rf 102<br>Coll BH to S dk 2 to 2nd dk WB397t | **M General Cargo** OSD<br>1 Ho 39,9 ER<br>G.2 191 B.1 994<br>6W Der 6(3) | Oil 4SA 6Cy. 400 × 600<br>1 350bhp (993kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 30kW 220V d.c.<br>Fuel 114,0t (d.o.) 13,5kn |
| **7328645**<br>DICC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AQABA CROWN**<br>ex Rienzi-81<br>ex Bavaria Singapore-80<br>ex Columbus Capricorn-79<br>Launched as Rienzi<br>**Coronado Schiffahrtsges. m.b.H. & Co. Cosima Reederei K.G. m.s. 'Rienzi'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | **8 413**<br>5 780<br>12 470 | GL | **1973** Orenstein & Koppel A.G.—Luebeck (699)<br>143,82(BB) 21,57 8,310<br>134,02 21,49 11,10<br>B 21,4 F 11,0 2 dks | **M General Cargo** CSD<br>Portable guides Ref<br>Ice strengthened<br>4 Ho 18,9 35,0 16,5 16,5 ER<br>G.17 892 B.16 778<br>TEU 422<br>C.Ho 212/20' incl. 144 ref C.<br>C.Dk 210/20'<br>7 Ha (stl) (12,5 32,2 32,2 12,7 12,7 12,7 12,7 × 8,0) ER<br>Cr 2(35) Der 1(22) | Vee Oil 4SA 18Cy. 400 × 460 reduction geared to sc. shaft<br>9 630bhp (7 083kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>Gen 1 × 512kW 2 × 248kW 260V 60Hz a.c.<br>Fuel (hvf) 18kn |
| **6708290**<br>ELCH4<br>7271<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQABA FALCON**<br>ex Chitose-81<br>ex Chitosegawa Maru-81<br>**Chantal Corp.**<br>Gearbulk Ltd.<br>Monrovia Liberia | **31 615**<br>20 358<br>73 997 | NV | **1967** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (194)<br>237,50 36,07 12,802<br>226,02 36,01 19,11<br>F 18,0 1 dk | **M Ore/Oil Carrier**<br>12 Ho ER<br>L.(oil) 60 789<br>8 Ha (11,9 11,9 13,4 13,4 11,9 11,9 13,4 13,4 × 8,9) ER | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Hiroshima<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 5 403,5t-59,0pd 15kn |
| **5021102**<br>GXOT<br>147525 | **AQUA**<br>**David Peppercorn**<br>London United Kingdom | **130**<br>98<br>229 | | **1915** Cochrane & Sons Ltd.—Selby<br>32,16 6,56 2,286<br>6,51<br>1 dk<br>R | **M Tank Barge**<br>Water<br>2 Ta ER<br>L.235 HeCls. C | Oil 2SA 2Cy. 300 × 305<br>Campbell Gas Engine Co. Ltd. Halifax, N.S.<br>Fuel 32,0t (d.o.)-1,5pd 7kn |
| **8030790**<br>385857 | **AQUA ENTERPRISE**<br>**Port Fairy Aqua Enterprises Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **171**<br>105<br>— | | **1980** Sosnovka Shipyard—Sosnovka<br>... ... ...<br>22,51 6,81 2,32<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy.<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| **5028215**<br>HO6054<br>8749-78<br>Gc Rdr<br>RT | **AQUA GULF**<br>ex Orso-76 ex Arnav-68<br>ex Atca-66<br>ex Bruno dell'Acqua-62<br>Launched as Andreina Pratolongo<br>**Luce Bay Shipping Co. Ltd.**<br>Gulfeast Ship Management Ltd.<br>Panama Panama | **639**<br>316<br>980 | AB RI | **1960** S.I.S.M.E.T. Cant. Nav.—Genova (1)<br>61,80 9,53 4,160<br>55,00 9,50 4,20<br>P 12,8 F 8,9 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 1 208 | Oil 4SA 6Cy. 370 × 560<br>900bhp (662kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 24kW a.c.<br>11kn |
| **7807251**<br>9VUX<br>381527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUA PRINCESS**<br>**Doce International Line Pte. Ltd.**<br>Singapore Singapore | **3 735**<br>2 320<br>6 262 | NK | **1978** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (202)<br>107,27 16,03 6,651<br>101,53 16,01 8,11<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>G.8 130 B.7 785<br>3 Ha (14,3 × 8,5) (14,4 × 7,0) (22,4 × 8,5) ER<br>Der 2(20) 2(15) | Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12,5kn |
| **5306552**<br>MMPY<br>183843<br>Esd Rdr<br>RTm/v | **AQUA STAR**<br>ex St. Ola II-75 ex St. Ola-73<br>**Fairfield Industries (Bermuda) Ltd.**<br>Aberdeen United Kingdom | **650**<br>137<br>— | **✠100A1** CS 12/77<br>with freeboard<br>**✠LMC**<br>EL k $1\frac{1}{8}$"SQ<br>FN 785 | **1951**-5 A. Hall & Co. Ltd.—Aberdeen (733)<br>54,31 10,11 3,810<br>48,77 10,06 6,02<br>2 dks<br>RW rf 127 BK 191 conv<br>Passenger/General Cargo/Ferry 75<br>4BH to U dk 2 to 2nd dk WB140t incl.<br>Tunnel tanks 38t DTf21t | **M Research** CSD<br>Oceanographic Survey Vessel<br>2 Ho 3,9 7,6<br>B.496<br>1 Ha (5,4 × 3,5)<br>1W Der 1(6) | Oil 2SA 7Cy. 340 × 570<br>1 025bhp (754kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 35kW 220V d.c.<br>Fuel 48,5t (d.o.) 11kn |

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| 6804238<br>SYZD<br>7630<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AQUACHARM**<br>**Phthia Compania Naviera S.A.**<br>Piraeus Greece | 25 168<br>15 710<br>47 394 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (1964)<br>202,72(BB) 29,27 12,272<br>190,08 29,21 17,30<br>P 41,2 RQD 27,8 B 20,8 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,3 20,4 20,4 20,4 20,4 20,4 20,4 ER<br>G.55 009<br>7 Ha (stl) (10,9 12,0 11,8 11,8 11,8 11,8 11,8 × 12,9) ER<br>Cr 4(8) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 480kW 1 × 440kW<br>450V 60Hz a.c.<br>Fuel 2 369,5t (hvf) 15,5kn |
| 6820581<br>SYQK<br>7622<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUAFAITH**<br>**Musa Compania Maritima S.A.**<br>Piraeus Greece | 24 341<br>14 993<br>47 392 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (1965)<br>202,72(BB) 29,27 12,272<br>190,15 29,21 17,30<br>P 7,7 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,3 20,4 20,4 20,4 20,4 20,4 20,4 ER<br>G.55 009<br>7 Ha (stl) (10,9 12,0 11,8 11,8 11,8 11,8 11,8 × 12,9) ER<br>Cr 4(8) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 480kW 1 × 440kW<br>440V 60Hz a.c.<br>Fuel 2 369,5t (hvf) 15,5kn |
| 6728496<br>SVQD<br>7641<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUAGEM**<br>**Citaeron Shipping Co. S.A.**<br>Piraeus Greece | 25 432<br>16 144<br>48 466 | AB | **1968** Kawasaki Dockyard Co. Ltd.—Kobe (1084)<br>202,01(BB) 29,47 12,421<br>190,02 29,41 17,51<br>P 8,6 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,6 19,2 20,4 20,4 20,4 20,4 20,4 ER<br>G.55 238<br>7 Ha (stl) (11,2 11,2 11,8 11,8 11,8 11,8 11,8 × 12,9) ER | Oil 2SA 9Cy. 780 × 1550<br>14 850bhp (10 923kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 480kW 1 × 440kW<br>440V 60Hz a.c.<br>Fuel 2 246,5t (hvf) 15,5kn |
| 6809460<br>SXVQ<br>7623<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUAGLORY**<br>**Skyros Compania Naviera S.A.**<br>Piraeus Greece | 24 696<br>15 495<br>48 348 | AB | **1968** Kawasaki Dockyard Co. Ltd.—Kobe (1085)<br>202,01(BB) 29,47 12,421<br>190,00 29,41 17,51<br>P 8,6 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,6 19,2 20,4 20,4 20,4 20,4 20,4<br>G.55 238<br>7 Ha (stl) (11,2 11,2 11,8 11,8 11,8 11,8 11,8 ER )<br>Cr 4(8) | Oil 2SA 9Cy. 780 × 1550<br>14 850bhp (10 923kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 480kW 1 × 440kW<br>440V 60Hz a.c.<br>Fuel 2 246,5t (hvf) 15,5kn |
| 6826054<br>SYDR<br>7631<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUAGRACE**<br>**Aquarius Compania Naviera S.A.**<br>Piraeus Greece | 25 432<br>16 144<br>48 348 | AB | **1968** Kawasaki Dockyard Co. Ltd.—Kobe (1086)<br>202,01(BB) 29,47 11,989<br>190,02 29,41 17,51<br>P 8,6 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,6 19,2 20,4 20,4 20,4 20,4 20,4<br>G.55 238<br>7 Ha (stl) (11,2 11,2 11,8 11,8 11,8 11,8 11,8 ER )<br>Cr 4(8) | Oil 2SA 9Cy. 780 × 1550<br>14 850bhp (10 923kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 480kW 1 × 440kW<br>440V 60Hz a.c.<br>Fuel 2 246,5t (hvf) 15,25kn |
| 6823258<br>SWQH<br>7640<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **AQUAJOY**<br>**Sagittarius Maritime Co. S.A.**<br>Piraeus Greece | 25 432<br>16 144<br>48 348 | AB | **1968** Kawasaki Dockyard Co. Ltd.—Kobe (1087)<br>202,01(BB) 29,47 12,421<br>190,02 29,41 17,51<br>P 8,6 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,6 19,2 20,4 20,4 20,4 20,4 20,4<br>G.55 009<br>7 Ha (stl) (11,2 11,2 11,8 11,8 11,8 11,8 11,8 ER )<br>Cr 4(8) | Oil 2SA 9Cy. 780 × 1550<br>14 850bhp (10 923kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 480kW 1 × 440kW<br>440V 60Hz a.c.<br>Fuel 2 246,5t (hvf) 15,5kn |
| 7049160<br>WR6919<br>285446 | **AQUALAB**<br>ex Goldfinch ex MSCO 12<br>**Aqualab Offshore Fisheries**<br>Portland, Me United States of America | 257<br>176<br>— | | **1944** Rice Brothers Corp.—East Boothbay, Me<br>*39,23* 7,57 3,36 | **Wood M Research/Fishing** | Oil<br>1 000bhp (736kW)<br>..............<br>Fuel (d.o.) |
| 7206976<br>SXQJ<br>4281<br>Df Esd<br>Gc Rdr<br>RT | **AQUAMARINE**<br>**Gerania II Shipping Co. Inc.**<br>Piraeus Greece | 9 784<br>6 093<br>15 175 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2305)<br>143,03(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.21 501 B.20 382<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>13,5kn |
| 5284780<br>J4GU<br>6927<br>Df Esd<br>Gc Rdr | **AQUAMARINE**<br>ex Marco Polo-78<br>ex Princesa Isabel-69<br>**Commercial Bank of Greece**<br>J. N. Stratakis Shipping Co. Ltd.<br>Piraeus Greece | 9 232<br>4 641<br>3 300 | **✠100A1** CS 9/78<br>**✠LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 3553 | **1962**-8 Soc. Espanola de Const. Nav. —Bilbao (104)<br>145,60 18,65 5,544<br>132,01 18,60 8,31<br>B & F 130,5 Upr. B & F 97,6 2 dks<br>RW rf 152 conv Passenger/General Cargo 79<br>7BH WB903t incl. DTf358t | **TM Passenger Ship**<br>363bth P | 2 Oil 2SA each 8Cy. 500 × 1100<br>9 200bhp (6 767kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 7kgf/cm² (6,9bar)<br>(e(ex.g)(p) 7kgf/cm² (6,9bar) )<br>(e(ex.g)(s) 7kgf/cm² (6,9bar) )<br>17kn |
| 6525387<br>3FGB<br>9039-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUAMARINE**<br>ex Holland Maru-78<br>**Aquamarine Maritime S.A.**<br>Panama Panama | 8 866<br>4 916<br>10 827 | NK | **1965** Kawasaki Dockyard Co. Ltd.—Kobe (1068)<br>151,29 21,04 8,941<br>140,01 21,01 12,50<br>F 25,6 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>5 Ho<br>G.13 358 B.12 422 In.2 050<br>5 Ha (8,2 × 5,3) (11,9 11,9 11,9 11,2 × 7,5)<br>Der 2(25) 10(10) 6(5) | Oil 2SA 8Cy. 700 × 1200<br>10 000bhp (7 356kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 290kW 445V a.c.<br>Fuel 1 393,0t-32,5pd 17,5kn |
| 7358901<br>OVRP<br>D2370<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **AQUAMARINE**<br>**P/R Aquamarine**<br>Mortensen & Lange<br>Kobenhavn Denmark | T.Mk<br>**299**<br>162<br>716 | BV | **1975** A/S Nordsovaerftet—Ringkobing (95)<br>49,71 8,34 3,468<br>44,46 8,30 5,49<br>P 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>G.1 312 B.1 159<br>1 Ha (27,5 × 5,0) ER<br>2W Der 1(5) 1(3) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 1 × 25kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |

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| **7423419**<br>WYM2<br>217<br>570044<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUAMARINE**<br>ex Blue Boy-80<br>ex Aquamarine 502-77<br>**Aquamarine Associates**<br>Houston, Tx United States<br>of America | **287**<br>195<br>— | AB | **1976** South Texas Shipyard Inc.—Corpus<br>Christi, Tx (102)<br>53,32 3,893<br>49,99 12,20 4,55<br>F - 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 16Cy. 216 × 254<br>geared to sc. shafts<br>General Motors Corp. U.S.A.<br>Gen 2 × 150kW<br>Thw. thrust propeller fwd<br>Fuel 363,5t (d.o.) 14kn |
| **6521771**<br>HO5799<br>2134-71B<br>Esd Pfd<br>Rdr RT | **AQUAMARINE 201**<br>ex Blue Baby ex Signal Service-79<br>**Aquamarine Offshore**<br>Panama Panama | **286**<br>195<br>— | | **1965** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (367)<br>47,25 11,64 3,033<br>45,19 11,59 3,66 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7404138**<br>WYU8<br>955<br>561416<br>Gc Pfd<br>RT | **AQUAMARINE 301**<br>**Aquamarine Associates**<br>Houston, Tx United States<br>of America | **275**<br>187<br>— | AB | **1975** South Texas Shipyard Inc.—Corpus<br>Christi, Tx (101)<br>53,35 11,59 3,912<br>49,28 11,54 4,55<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>E made51 fitted75<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 303,0t (d.o.) 14kn |
| **7366427**<br>WYU9<br>604<br>554610<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUAMARINE 501**<br>**Aquamarine Associates**<br>Houston, Tx United States<br>of America | **280**<br>190<br>— | AB | **1974** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (504)<br>54,84 12,20 3,887<br>50,07 12,17 4,58<br>F 14,7 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 16Cy. 230 × 254<br>E made52 fitted74<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 150kW |
| **7423421**<br>WYG6<br>831<br>576988<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUAMARINE 503**<br>**Aquamarine Associates**<br>Houston, Tx United States<br>of America | **289**<br>196<br>850 | AB | **1976** South Texas Shipyard Inc.—Corpus<br>Christi, Tx (103)<br>56,39 3,588<br>51,34 12,20 4,58<br>F 14,4 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 16Cy. 216 × 254<br>geared to sc. shafts<br>General Motors Corp. U.S.A.<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 363,5t (d.o.) |
| **7423433**<br>WYB6<br>791<br>596866<br>Df Gc<br>Pfd Rdr<br>RT | **AQUAMARINE 504**<br>**Aquamarine Associates**<br>Houston, Tx United States<br>of America | **289**<br>196<br>850 | AB | **1978** South Texas Shipyard Inc.—Corpus<br>Christi, Tx (104)<br>56,39 3,982<br>51,34 12,20 4,58<br>F 4,6 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 4SA each 16Cy. 215 × 254<br>geared to sc. shafts<br>E made51 reconditioned & fitted78<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 150kW a.c. 13kn |
| **5097888**<br>YXYE<br>AGSI-<br>1397<br>Df Esd<br>Rdr<br>RTh/v | **AQUANAVES II**<br>ex Eemsmond-74<br>**M. D. Hermoso, R. Fornes & A.**<br>**van Grieken**<br>Aquanaves C.A.<br>La Guaira Venezuela | **499**<br>215<br>833 | ✠Classed LR until<br>9/4/76 | **1957**-6 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (741)<br>64,27 9,40 3,315<br>57,82 9,20 5,47<br>RFD 9,2 1 dk & S dk<br>RW rf nil len 65 | **M General Cargo** OSD<br>2P<br>1 Ho 34,2 ER<br>G.1 869 B.1 699<br>3W Der 3(4) | Oil 2SA 8Cy. 220 × 380<br>600bhp (441kW) ✠ NE 7/66<br>Appingedammer Brons Appingedam<br>Gen 1 × 25kW 1 × 15kW 1 × 5kW<br>220V d.c.<br>Fuel 35,5t (d.o.) 11kn |
| **5021114**<br>WG9376<br>248329<br>Df Esd<br>Gc Rdr<br>RT | **AQUARAMA**<br>ex Marine Star-55<br>**Sand Products Corp.**<br>Wilmington, De United States<br>of America | **12 773**<br>10 894<br>— | AB | **1945** Sun SB. & Dry Dock Co.—Chester,<br>Pa (357)<br>*150,88* 21,85 5,258<br>151,39 21,80 13,26<br>P 43,6 F 42,4 4 dks<br>RW conv General Cargo 56 | **S Passenger/RoRo Cargo/Ferry**<br>2500P<br>Side doors<br>Mchy.aft | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>Fuel 2 096,0t (o.f.) 19kn |
| **7609233**<br>WYX3<br>303<br>556578<br>RT | **AQUARIAN**<br>**Aquarian Enterprises Inc.**<br>Seattle, Wa United States<br>of America | **197**<br>134<br>— | | **1974** John A. Martinolich SB. Corp.<br>—Tacoma, Wa<br>*31,55*<br>8,84 2,75<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7201043**<br>WY8537<br>524637 | **AQUARIAN**<br>ex Janet-80 ex Dorothy R<br>**Curtis Gunnari**<br>Coos Bay, Or United States<br>of America | **112**<br>76<br>— | | **1970** Rockport Yacht & Supply Co.<br>—Rockport, Tx<br>*19,82* 6,68<br>3,31 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| **7520554**<br>WYT9<br>838<br>553036 | **AQUARIUN SEA**<br>ex Norma Yvonne-76<br>**Kenneth Watkins**<br>Corpus Christi, United States<br>Tx of America | **163**<br>112<br>— | | **1973** Toche Enterprises Inc.—Ocean<br>Springs, Ms<br>*24,27* 7,47<br>3,76<br>1 dk<br>conv Fishing 77 | **M Supply Launch** | Oil<br>666bhp (490kW)<br>U.S.A. |
| **7224409**<br>SYYP<br>8060<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUARIUS**<br>ex Newburn-80 ex Afghanistan-79<br>ex Joseph R. Smallwood-76<br>**Sea Sapphire Shipping Corp.**<br>Kassos Maritime Enterprises Ltd.<br>Piraeus Greece | **19 869**<br>11 407<br>32 531 | **✠100A1** SS 7/81<br>oil tanker<br>Ice Class 1<br>**✠LMC**<br>EL Ht 2¾"U2<br>FN 7415 | **1972**-12 Swan Hunter Shipbuilders Ltd.<br>—Hebburn Shipyard, Hebburn (46)<br>192,01 26,95 10,389<br>182,89 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152<br>10BH WB3632t incl. DTf2228t | **M Tanker**<br>18 Ta ER<br>L.(oil) 41 059 | Oil 2SA 7Cy. 760 × 1550 Sulzer<br>14 000bhp (10 298kW)<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>WTAuxB primary 50kgf/cm² (49,1bar)<br>secondary 17kgf/cm² (16,7bar) ( Spt )<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>16kn |
| **5021126**<br>ICDE<br>3204<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUARIUS**<br>Launched as Gorallina<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **12 781**<br>7 080<br>21 074 | AB RI | **1960** Ansaldo S.p.A.—Livorno (1563)<br>174,83 21,01 9,980<br>162,21 20,91 13,21<br>P 31,4 B 6,1 F 15,3 1 dk<br>RW rf 152 | **M Bulk Carrier**<br>6 Ho 18,1 18,1 18,2 18,1 18,1<br>18,1 ER<br>G.24 587 HeCls. B<br>6 Ha (stl) (each 12,4 × 11,5) ER<br>Cr 4(25) Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750 × 1320 Fiat<br>7 300bhp (5 370kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 × 200kW 200V d.c.<br>Fuel 126,0t (d.o.) 1 159,5t (hvf)-26,0pd<br>13,5kn |

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|---|---|---|---|---|---|---|
| 7118404<br>SZXF<br>3666<br>Df Esd<br>Gc Rdr<br>RT | **AQUARIUS**<br>**Hellenic Mediterranean Lines Co. Ltd.**<br>Piraeus Greece | **4 591**<br>2 921<br>900 | BV (AB) | **1972** United Shipping Yard Co.—Perama (54)<br>103,71(BB) 4,468<br>87,20 14,00 5,52<br>2 dks<br>rf nil | **TM Passenger Ship** CSD 312bth P<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 400 × 460 reduction geared to sc. shafts<br>8 000bhp (5 884kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 400kW<br>Fuel 496,0t 19,5kn |
| 7533379<br>PCTI<br>Df Esd<br>Pfd Rdr<br>RT | **AQUARIUS**<br>**Hollands Aannemersbedrijf Zanen Verstoep N.V.**<br>'s Gravenhage Netherlands | **2 094**<br>745<br>1 500 | BV | **1977** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (615)<br>106,00 4,901<br>84,66 19,00 6,56<br>2 dks | **TD-E Dredger**<br>Cutter Suction<br>Dredging depth 25.0<br>Mchy.aft<br>2 sandpumps each 2800kW (3753bhp), sumberged suction pump 1764kW (2365bhp)<br>Cr 2 | 2 Oil 4SA each 6Cy. 410 × 470 total 8 500bhp (6 252kW) driving 4 gen. each 1 173kW connected to 4 elec. motors each of 1 182shp (869kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>11,5kn |
| 7042497<br>WYZ3<br>260<br>530915<br>Df Esd<br>Gc Rdr<br>RT | **AQUARIUS**<br>**Aquarius Fishing Corp.**<br>San Diego, Ca United States of America | **786**<br>388<br>— | | **1971** J. M. Martinac SB. Corp.—Tacoma, Wa (184)<br>*49,99* 11,43<br>10,94 4,63<br>2 dks<br>shortened 76 | **M Fishing**<br>Side-fishing | Vee Oil 2SA 20Cy. 230 × 254<br>3 500bhp (2 574kW)<br>General Motors Corp. La Grange, Illinois |
| 7226251<br>Df Esd<br>Gc Rdr<br>RT | **AQUARIUS**<br>**Wilson Sons S.A., Comercio Industria e Agencia de Navegacao**<br>Santos Brazil | **448**<br>71<br>— | **✠100A1** SS 10/79<br>tug<br>**✠LMC**<br>EL (g) $\frac{15}{16}$"U2<br>FN 528 | **1973**-7 MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (205)<br>40,82 9,61 4,014<br>36,25 9,45 5,11<br>F 17,7 1 dk<br>rf 1549 BK 25<br>5BH WB72t | **M Tug** | Oil 4SA 8Cy. 370 × 400 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 120kW 450V 60Hz a.c. |
| 5338347<br>ATAO<br>1206 | **AQUARIUS**<br>ex Stanvac Lanka-66<br>ex Punta Crena-56<br>ex Esperance-53<br>**Western Star Lines Pvt. Ltd.**<br>Bombay India | **438**<br>199<br>585 | (GL)<br>Classed LR until 1/62 | **1946** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (14)<br>51,06 7,83 3,441<br>45,73 7,78 3,61<br>P 14,7 Trunk 26,0 F 6,1 1 dk<br>RW rf 102 | **M Tanker**<br>Mchy.aft<br>L.(oil) 738 HeCls. C | Oil 2SA 6Cy. 290 × 500<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 51,0t-2,5pd 10kn |
| 7129465<br>WZJ8258<br>537182<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **AQUARIUS**<br>**Berwick Bay Oil Co. Inc.**<br>Morgan City, La United States of America | **147**<br>100<br>— | (AB) | **1972** Houma SB. Inc.—Houma, La (41)<br>... ... ...<br>22,86 7,32 3,20<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 40kW 120/240V 60Hz a.c.<br>Fuel 91,5t (d.o.) 11kn |
| 7613686<br>WYZ2<br>849<br>528276<br>RT | **AQUARIUS**<br>**Lynden Fish Inc.**<br>New York, NY United States of America | **115**<br>78<br>— | | **1970** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>440bhp (324kW)<br>U.S.A. |
| 7940297<br>WYA2<br>981<br>602303 | **AQUARIUS LADY**<br>**Independent Fish Co. Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*19,66* 6,13<br>3,43<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7427336 | **AQUARIUS MARINER**<br>**Pertamina Unit IV**<br>Balikpapan Indonesia | **130**<br>121<br>250 | KI | **1974** Asia Pacific Shpyd (Pte) Ltd. —Singapore (211)<br>... ... ...<br>30,46 7,60 1,83 | **M Barge**<br>Mchy.aft | Oil<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz West Germany |
| 5040067<br>H9MT<br>1126<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AQUATIC**<br>ex Marigoula-81 ex Elmona-76<br>ex Belmona-72<br>**Bramfield Enterprises Inc.**<br>Panama Panama | **10 892**<br>6 168<br>18 406 | NV | **1962** Rheinstahl Nordseewerke—Emden (336)<br>159,37 21,52 9,830<br>148,24 21,20 12,96<br>P 45,2 F 19,2 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Vehicles<br>Ice strengthened Str. heavy cargoes<br>7 Ho 14,7 14,0 14,4 14,4 14,4 14,4 14,4 ER<br>G.20 137<br>7 Ha (stl) (each 8,0 × 10,5) ER<br>14W Der 14(5) | Oil 2SA 5Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Fuel 1 387,0t (d.o & hvf)-23,0pd 15kn |
| 7616846<br>H06548<br>9915-GI<br>Esd Rdr<br>RT | **AQUATIC I**<br>ex Sine of Kishorn-82<br>ex Aquatic-82<br>ex Sine of Kishorn-81<br>**Services Construction Shipping S.A.**<br>Panama Panama | **102**<br>7<br>51 | **✠100A1** SS 4/81<br>Loch Kishorn & Loch Carron service with occasional voyages to Kyleakin<br>**✠LMC**<br>EL (c)<br>FN 160 | **1976**-10 McTay Marine Ltd.—Bromborough (24)<br>19,97 6,41 1,544<br>18,39 6,10 2,60<br>B 10,1 1 dk<br>rf 508 BK 18<br>7BH WBnil | **TM Crewboat**<br>1 Ho 2,7<br>1 Ha (stl) (0,8 × 1,2) | 2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Ltd. Wellingborough<br>Gen 1 × 2,5kW 24V d.c.<br>10kn |
| 5393763<br>GHXK<br>185105<br>RTv | **AQUATOR**<br>ex Bagshot-82 ex Easternstan-75<br>ex Wyesdale H.-70<br>**C. Crawley Ltd.**<br>Hull United Kingdom | **234**<br>130<br>417 | | **1951** Sharpness Shipyard Ltd.—Sharpness<br>41,61 6,51 2,439<br>... ... ...<br>1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>Der 1(1) | Oil 4SA 4Cy. 205 × 275<br>135bhp (99kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 3,0t (d.o.) 7kn |
| 6604896<br>Df Gc<br>Pfd RT | **AQUIDABAN**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **499**<br>—<br>478 | | **1965** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao<br>49,61 10,04 2,045<br>45,01 10,00 3,31<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 6Cy.<br>640bhp (471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7531577<br>Df Esd<br>Gc Rdr<br>RT | **AQUIDAUANA**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Vitoria Brazil | **244**<br>139<br>— | GL | **1977** Est. EBIN/So S.A.—Niteroi (76)<br>26,01 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 330 geared to sc. shaft<br>MAN<br>Mecanica Pesada S.A. Taubate<br>12kn |

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|---|---|---|---|---|---|---|
| 7367823<br>A8GM<br>4928<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUILA**<br>**Flamingo Shipping Corp.**<br>Monrovia Liberia | **112 824**<br>95 256<br>229 288 | **✠100A1** SS 11/79<br>oil tanker<br>**✠LMC UMS**<br>**IGS**<br>EL B* $4\frac{3}{16}$"U3<br>FN 23328 | **1974**-7 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (855)<br>329,68(BB) 48,75<br>314,00 48,68 25,61<br>F 26,9 1 dk<br>rf nil<br>8BH WB11174T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Verolme Machinefabriek Ijsselmonde<br>2 WTB 74kgf/cm² (72,6bar) Spt 513°C<br>64kgf/cm² (62,8bar) hs3832,2<br>sg 16kgf/cm² (15,7bar)<br>Gen 2 × 1200kW 450V 60Hz a.c. |
| 7328360<br>FNVD<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **AQUILA**<br>ex Nahost Pionier-79<br>ex Ehrenfels-77<br>ex Ipswich Pioneer II-76<br>Launched as Aquila<br>**Union Industrielle & Maritime S.A. (U.I.M.)**<br>Marseille France | T.Mk<br>**3 997**<br>2 086<br>4 150 | BV (GL) | **1973** Kroegerwerft G.m.b.H.—Rendsburg<br>149,23(BB) 18,93 6,414<br>137,42 18,42 11,51<br>2 dks<br>len 76 | **M Passenger/RoRo Cargo** 36bth P<br>Ice strengthened Stern ramp<br>G.18 712 B.16 143<br>TEU 152 C. 76/40' | Vee Oil 4SA 16Cy. 410 × 470<br>9 900bhp (7 282kW)<br>Werkspoor-Amsterdam N.V. Zwolle<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 853,5t (hvf) 18kn |
| 7817452<br>SQLP<br>440240<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AQUILA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | **3 724**<br>1 664<br>2 244 | PR | **1981** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B407/01)<br>102,60 17,07 6,000<br>97,92 17,05<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft<br>5 200bhp (3 825kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 1200kW 2 × 640kW 1 × 100kW 400V 50Hz a.c.<br>16,25kn |
| 7515511<br>WYP4<br>794<br>551936 | **AQUILA**<br>**Vernon L. Nelson**<br>Mobile, Al United States of America | **117**<br>80<br>— | | **1973** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,58* 6,71 3,56<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 5021190<br>EAZT<br>7677<br>Esd | **AQUILES VIAL**<br>**Pesquera Arcade S.L.**<br>Vigo Spain | **171**<br>92<br>— | | **1957** Astilleros del Talleres—Santander (28)<br>30,71 6,63<br>... ... ...<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 227 360 & 587 × 475<br>E made54 fitted57<br>Talleres Metal. S. Domingo Vigo<br>Fuel (o.f.) 9kn |
| 5021231<br>THFJ<br>5497<br>Df Esd<br>RTm | **AQUILON**<br>**Basile Pichot et Compagnie**<br>Lorient France | **180**<br>64<br>— | BV | **1961** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5059)<br>31,30<br>29,42 6,72 3,71<br>2 dks<br>RW | **M Fishing**<br>Side Trawler<br>1 Ha (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 320 × 450<br>670bhp (493kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 43,0t (d.o.) 12kn |
| 7113416<br>YXSU<br>AMMT-0981<br>RT | **AQUILONIA**<br>**Frian Pesca C.A.**<br>Venezuela | **111**<br>67<br>— | | **1971** Ast. de Veracruz S.A.—Veracruz (55)<br>7,01<br>27,44<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>..............<br>Fuel (d.o.) |
| 7359905<br>FNOS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AQUITAINE**<br>**Societe Francaise de Transports Maritimes (S.F.T.M) & Pechelbronn**<br>Societe Francaise de Transports Petroliers (S.F.T.P.)<br>Fos-sur-Mer France | **118 658**<br>90 343<br>239 435 | BV | **1975** Ch. Nav. de La Ciotat—La Ciotat (291)<br>334,12(BB) 48,77 20,316<br>316,01 48,71 26,22<br>1 dk<br>rf nil | **S Tanker**<br>COW IGS<br>17 Ta ER<br>L.(oil) 286 817 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1350kW 380V 50Hz a.c.<br>Fuel 10 855,0t (o.f.) 4 045,0t (d.o.)-160,0pd 16,5kn |
| 6404208<br>TQWF<br>3858<br>Df Esd<br>RTm | **AR BREIZAD**<br>**Auguste Lebreton et Cie.**<br>Armement Simon Charlot<br>Concarneau France | **201**<br>79<br>— | (BV) | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5091)<br>30,00 7,52<br>25,00 7,51 4,02<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>8 Ta<br>L.144<br>6 Ha (1,3 1,3 1,3 1,3 2,7 2,7 × 1,3)<br>Der 2 | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Fuel 56,0t (d.o.) 11kn |
| 5021267<br>TPOO<br>3909<br>Df Esd<br>RTm | **AR-BEC**<br>**Eugene Kernaleguen et Cie.**<br>Armement Eugene Jacquin & Cie.<br>Douarnenez France | **230**<br>102<br>— | | **1956** Ch. Nav. de Cornouaille—Douarnenez<br>*29,08* 8,01<br>... ... ... | **Wood Aux M Fishing**<br>Side-fishing | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot |
| 8011380<br>CNFR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AR-RACHID**<br>**Government of The Kingdom of Morocco (La Direction de la Marine Marchande et des Peches Maritimes)**<br>Casablanca Morocco | **270**<br>87<br>213 | NK | **1980** Nagasaki Zosen K.K.—Nagasaki (738)<br>38,51 8,03 2,801<br>35,92 8,01 5,31<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 224kW a.c.<br>10kn |
| 7035482<br>DADJ<br><br>Df Esd<br>Gc Rdr<br>RTh | **ARA**<br>Launched as Schwarzenberg<br>**Partenreeederei m.s. 'Ara'**<br>Walter Johnk<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>276<br>1 420 | GL | **1970** Schiffsw. Scheel & Johnk—Hamburg (459)<br>77,27 12,91 4,052<br>65,36 12,81 8,01<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,4 ER<br>G.4 045 B.3 949<br>1 Ha (stl) (44,4 × 10,5) ER | Oil 4SA 9Cy. 320 × 450<br>1 700bhp (1 250kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 92kW 1 × 26kW 230/400V 50Hz a.c.<br>Fuel 113,0t (d.o.) 13,25kn |
| 7032179<br>GOZY<br>338105<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARAB**<br>ex Ranger Cadmus-73<br>**George Prior Engineering Ltd.**<br>Hull United Kingdom | **1 106**<br>411<br>793 | **✠100A1** SS 1/76<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL M $1\frac{5}{16}$"U2<br>FN 1136 | **1971**-9 Brooke Marine Ltd.—Lowestoft (372)<br>*61,30* 12,25 4,877<br>56,85 12,20 7,78<br>F 27,8 2 dks<br>rf 1067 conv Stern Trawler Fishing 82<br>Coll BH to U dk 6 to 2nd dk WB74t | **M Diving Support Ship**<br>for offshore installations<br>2 Ho 4,8 18,5 ER<br>8 Ha (stl) (1,0 × 1,0) (2,2 × 2,1) (1,3 × 0,9) (0,6 0,6 × 0,6) (1,2 × 1,2) (0,7 × 0,7) (1,2 × 0,6) ER<br>Der 1(1) | Vee Oil 4SA 16Cy. 254 × 305 with emergency electric propulsion & sr geared to sc. shaft<br>2 600bhp (1 912kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 1 × 300kW 2 × 150kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 254,0t (d.o.) 13,5kn |

**LAID UP — SURVEYS OVERDUE 1/80**

| | | | | | | |
|---|---|---|---|---|---|---|
| 5101029<br>HZAN<br>60/95<br>Df Esd<br>Gc Rdr<br>RTv | **ARAB ALHIJAZ**<br>ex Elgaren-75<br>**The Shipping Corporation of Saudi Arabia**<br>Jeddah Saudi Arabia | T.Mk<br>**5 363**<br>2 278<br>7 691<br>**8 124**<br>4 424<br>9 205 | ✠100A1 SS 6/75<br>Str. nav. ice at draught<br>not exceeding 7,193m<br>✠LMC<br>EL c†<br>FN 4046 | **1957**-2 H. C. Stuelcken Sohn—Hamburg (859)<br>143,19 19,28 7,151/7,944<br>131,35 19,21 11,59<br>RAD 8,3 RFD 27,5 2 dks, platform dks in Nos. 2 & 4 holds<br>rf 102 DK fwd<br>Coll BH to U dk 7 to 2nd dk WB1505t incl. Tunnel tanks 168t | **M General Cargo**<br>Ref 12P<br>6 Ho 16,3 17,3 17,3 13,3 14,4 15,7<br>G.12 514 B.11 590 In.1 954<br>6 Ha (stl) (8,2 9,7 10,4 8,2 7,4 9,7 × 6,1)<br>2W Cr 1(5) 5(3) | Oil 2SA 9Cy. 700 × 1200<br>7 500bhp (5 517kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 85lbf/in² (5,9bar)<br>e(ex.g) 114lbf/in² (7,9bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 1 402,0t (hvf)-26,5pd 17kn |
| 6501305<br>HZKA<br>206/400<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARAB DABBOR**<br>ex Booker Valiant-80 ex Tropic-78<br>ex Nova Scotia-76 ex Tropic-74<br>ex Nova Scotia-73<br>**The Shipping Corporation of Saudi Arabia**<br>Jeddah Saudi Arabia | T.Mk<br>**4 555**<br>2 164<br>6 419<br>**6 589**<br>3 449<br>7 620 | ✠100A1 SS 3/78<br>DTsf—vegetable oil<br>Ice Class 3<br>✠LMC<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3517 | **1965**-4 Burntisland S.B. Co. Ltd. —Burntisland (408)<br>130,77 18,75 7,113/7,773<br>120,76 18,60 10,52<br>P 42,1 F 23,5 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 152 DK fwd<br>7BH WB1530t | **M General Cargo**<br>Ref<br>5 Ho 12,1 15,0 8,2DTp&s 6,8DTp&s 21,3 18,2 ER 15,2 9 TwD<br>G.11 043 B.10 215 In.1 290 L.508<br>10 Ha (stl) (6,7 × 5,4) (8,6p&s × 5,1) (13,7p&s 12,1p&s × 6,1) ER (9,0 × 5,0) (8,6p&s × 2,9)<br>Cr 1(15) 1(10) 4(5) Der 4(5) | Oil 2SA 6Cy. 620 × 1400<br>7 150bhp (5 259kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 WTAuxB 100lbf/in² (6,9bar)<br>AuxB (ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 375kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 7533733<br>11018<br>-PEXT | **ARAB FALCON**<br>Launched as Arab Prince<br>**Crowley Towing & Transportation Co.**<br>Panama Panama | **5 280**<br>5 280<br>8 825 | ✠100A1 SS 5/82<br>pontoon<br>EL (C†) 2 1/16"U3<br>FN 4657 | **1976**-6 Kambara Marine Development SB. Co. Ltd.—Numakuma (OE-38)<br>127,16 32,09 4,020<br>122,51 32,01 6,00<br>F 23,8 1 dk with 2 superimposed vehicle decks<br>rf 279<br>4BH WB4634T | **RoRo Cargo/Pontoon**<br>Deck Cargo | |
| 5021310<br>ZNAS<br>174219 | **ARAB GLORY**<br>ex Britt-51 ex Edle-47<br>ex Mona-35 ex Kolsaas ex Spero<br>**Arab Navigation & Transport Co.**<br>United Kingdom | **713**<br>400<br>1 077 | | **1917** Larvik Slip & Verk.—Larvik (25)<br>*54,02* 9,25 3,937<br>9,20<br>R | **S General Cargo**<br>Mchy.aft | T 3Cy. 356 584 & 965 × 686<br>A/S Fredriksstad M/V Fredrikstad |
| 7620536<br>648967 | **ARAB HAWK**<br>**Crowley Towing & Transportation Co.**<br>San Francisco, Ca United States of America | **5 280**<br>5 280<br>8 825 | ✠100A1 SS 8/82<br>pontoon<br>EL C† 2 1/16"U3<br>FN 4653 | **1976**-11 Kambara Marine Development SB. Co. Ltd.—Numakuma (OE-39)<br>127,16 32,09 4,020<br>122,41 32,01 6,00<br>1 dk with 2 superimposed vehicle decks<br>rf 279<br>4BH WB4634t | **RoRo Cargo/Deck Cargo Pontoon** | |
| 6704062<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARAB MAZIN**<br>ex Christl Hermann-82<br>ex Duburg-74<br>**The Shipping Corporation of Saudi Arabia**<br>Jeddah Saudi Arabia | T.Mk<br>**2 679**<br>1 366<br>—<br>**4 385**<br>2 594<br>6 183 | GL<br>✠Classed LR until 8/68 | **1967**-4 Hall, Russell & Co. Ltd.—Aberdeen (932)<br>114,00 16,11 6,224/7,421<br>105,16 16,03 9,30<br>F 9,8 2 dks<br>RW rf 152 | **M General Cargo**<br>4 Ho 14,1 23,4 19,8 17,6<br>G.8 889 B.8 025<br>4 Ha (stl) (8,8 × 4,8) (15,0 10,9 9,6 × 5,9)<br>15W Der 1(60) 2(5-10) 2(3) | Oil 2SA 6Cy. 600 × 1050<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 016,0t (hvf) 15,25kn |
| 7506912<br>EOYW<br>M-31186<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARABAT**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **3 931**<br>1 810<br>2 118 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (437)<br>101,83(BB) 15,24 5,600<br>91,83 15,22 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 6611681<br>UJND<br>Df Esd<br>Rdr RT | **ARABATSKIY**<br>**U.S.S.R.**<br>Odessa U.S.S.R. | **1 972**<br>678<br>— | ✠Classed LR until 6/69 | **1966**-12 A. Stephen & Sons Ltd.—Glasgow (688)<br>82,05 14,28 4,128<br>76,82 13,72 5,19<br>Ba 25,3 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened 1 Ho 6,1<br>1 Hopper 21,9 ER:Twin side arms<br>Dredging depth 15,0<br>Hopper 1 183<br>2 sandpumps each 343kW (460bhp)<br>1 Ha ER<br>Der 2(6) | 2 Oil 4SA each 6Cy. 381 × 457 total 3 000bhp (2 207kW) driving 2 gen. each 1 000kW 835V d.c. connected to 2 elec. motors each of 900shp (662kW) (CC)<br>Mirrlees National Ltd. Ashton/Lyne<br>Gen 1 × 350kW 2 × 150kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>11,5kn |
| 5158682<br>HZBS<br>Df Esd<br>Gc Rdr<br>RT | **ARABDRILL 1**<br>ex Neptune IV-66 ex Il.Ponte-65<br>ex Muriel H.-58 ex LST-212<br>**Arabian Drilling Co. (ADC)**<br>Ras El Khafji Saudi Arabia | **4 516**<br>3 976<br>2 397 | (BV) | **1943** Chicago Bridge & Iron Co.—Seneca, Illinois<br>*99,92* 15,30 5,36<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship 66<br>conv General Cargo 66 | **TM Tender**<br>for offshore installations<br>1 Ha (4,4 × 3,8)<br>Cr 1(20) Der 2(2) | 2 Vee Oil 4SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. Cleveland, Oh<br>7kn |
| 5406522<br>HZBD<br>Df Esd<br>Gc Rdr<br>RT | **ARABDRILL 2**<br>ex Neptune V-67<br>ex Lars Viking-65 ex Torian-62<br>ex Rio Dale-59 ex Kenosha-47<br>**Arabian Drilling Co. (ADC)**<br>Ras El Khafji Saudi Arabia | **3 897**<br>2 119<br>4 500 | BV | **1945** W. Butler Shipbuilders Inc.—Superior, Wi<br>99,55 15,30 6,430<br>97,54 15,24 8,08<br>2 dks<br>conv General Cargo 66 | **M Tender for offshore installations**<br>5 Ha (12,2 × 6,1) (2,6 2,6 × 2,0) (6,2 6,2 × 1,6)<br>Cr 1(20) Der 2(8) 2(5) | Oil 2SA 6Cy. 215 × 290<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>10kn |
| 7433440<br>PPLA<br>8475<br>Df Esd<br>Gc Rdr<br>RT | **ARABELA**<br>**Companhia Brasileira de Transporte de Graneis Ltda. (CBTG)**<br>Rio de Janeiro Brazil | **28 265**<br>19 600<br>38 801 | BV | **1979** Industrias Reunidas Caneco S.A.—Rio de Janeiro (220)<br>200,92 27,23 10,351<br>191,83 27,21 15,22<br>P 33,3 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.47 199<br>7 Ha (stl) ER | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Equipamentos Villares S.A. Brazil<br>Gen 3 × 480kW a.c.<br>16,5kn |

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|---|---|---|---|---|---|---|
| **7396355**<br>D5BM<br>6161<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARABELLA**<br>ex Nedlloyd Sprinter-82<br>ex Arabella-81 ex Stefi-78<br>ex Deckship Arabella-78<br>**Deckships Ltd.**<br>Monrovia Liberia | **1 599**<br>902<br>2 686 | **✠100A1** CS 7/80<br>Non—perishable cargoes<br>**✠LMC** **UMS**<br>EL R 1$\frac{13}{16}$"U2<br>FN 1689 | **1975**-7 Highfield Sea-Land Development<br>Ltd.—Hong Kong (022)<br>76,23 17,30 3,830<br>71,20 17,05 6,66<br>F 12,8 1 dk<br>rf nil<br>7BH WB3749T | **TM Deck Cargo Ship**<br>Stern ramp<br>Mchy.aft<br>TEU 194 C.Dk 194/20'<br>Cr 1(30) | 2 Vee Oil 4SA each 12Cy. 220 × 280<br>reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 105kW 450V 60Hz a.c.<br>Fuel 258,0t 11kn |
| **5332044**<br>HZCP<br>100/96<br>Esd Pfd<br>Rdr RTv | **ARABI**<br>ex Slieve Donard-76<br>**Nashar Saudi Lines**<br>Seratia Marine Services Ltd.<br>Jeddah Saudi Arabia | **1 568**<br>566<br>— | **✠100A1** CS 10/72<br>Mediterranean Sea, Red<br>Sea, Arabian Sea and<br>East African coasting<br>service<br>**✠LMC**<br>EL (t) 1$\frac{13}{16}$"SQ<br>FN 1903 | **1960**-1 Ailsa SB. Co. Ltd.—Troon (506)<br>94,57 14,41 3,976<br>89,01 13,72 7,65<br>2 dks, 3rd dk fwd of mchy. space<br>RW rf 152<br>Coll BH to U dk 4 to 2nd dk WB195t incl.<br>Tunnel tanks 46t DTsf109t | **TM Livestock Carrier**<br>Stern door<br>1 Ho 18,2 3 TwD 31,0 31,7<br>84,1<br>B.4 509<br>4 Ha (stl) (7,9 7,9 7,9 12,8 × 5,4) | 2 Oil 2SA each 8Cy. 340 × 570<br>3 000bhp (2 207kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 4 × 100kW 220V d.c.<br>Fuel 66,0t (d.o.) 13,5kn |
| **7376343**<br>S6BC<br>356810<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARABIAN ADDAX**<br>**Plover Marine Corp.**<br>Singapore Singapore | **43 502**<br>30 561<br>83 513 | NK | **1975** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (831)<br>243,52 35,31 14,301<br>233,00 35,23 19,00<br>F 18,3 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 104 676 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1760kW a.c.<br>15,75kn |
| **7923586**<br>ELBQ6<br>7138<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARABIAN CHALLENGER**<br>Launched as Atlas Challenger<br>**Commodore Maritime**<br>Atlas Maritime Co. S.A.<br>Monrovia Liberia | **21 164**<br>15 086<br>39 600 | NV | **1981** Brodogradiliste "3 Maj"—Rijeka<br>(606)<br>172,93(BB) 11,219<br>169,02 32,01 15,12<br>F - 1 dk | **M Tanker**<br>Oil Chemical<br>26 Ta ER<br>L.44 660 | Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 848kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 150,0t (d.o.) 1 670,0t-49,0pd 12,5kn |
| **7920429**<br>DIKT<br>12870<br>Df Gc<br>Rdr<br>RTm/h/v | **ARABIAN EAGLE**<br>ex Tauria-82<br>**Schiffahrtsges. 'Tauria' Harms K.G.**<br>Hamburg Federal Republic of Germany | **4 999**<br>3 246<br>7 954 | GL | **1980** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (392)<br>126,32(BB) 20,10 6,560<br>117,23 20,01 8,69<br>P 15,0 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 024 B.10 493<br>TEU 516<br>C.Ho 198/20' C.Dk 318/20'<br>2 Ha (stl) (each 37,8 × 15,6) ER<br>Cr 2(35) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| **5144186**<br>3EOQ<br>9462-79<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARABIAN LULUAH**<br>ex Banya-77 ex Havjarl-74<br>**Saudi Bulk Transport Ltd.**<br>Panama Panama | **12 493**<br>7 660<br>21 076 | NV<br>✠Classed LR until 7/62 | **1954**-3 (Aft section) Kockums M/V A/B<br>—Malmo (366)<br>**1962** (Fwd & cargo sections) Luebecker<br>Flender-Werke AG.—Luebeck-Siems<br>166,00 22,05 10,351<br>158,27 22,00 14,20<br>1 dk<br>rf 102 conv Tanker 62 | **M Bulk Carrier**<br>Cement<br>Str. heavy cargoes<br>7 Ho 12,5 17,1 13,5 19,1 13,5<br>19,1 14,4 ER<br>G.27 241 HeCls. ptB<br>7 Ha (stl) (7,7 14,7 9,6 14,4 9,6 14,4<br>9,6 × 10,5) ER<br>Cr 2(16) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 1 × 350kW 2 × 220kW<br>380V 50Hz a.c.<br>Fuel 1 185,5t (hvf)-28,5pd 14kn |
| **7105457**<br>HO5770<br>1882<br>-71C<br>Df Esd<br>Pfd Rdr<br>RT | **ARABIAN MOON**<br>ex Gwen-79<br>**Jackson Marine S.A.**<br>Panama Panama | **204**<br>200<br>— | AB | **1971** Mangone SB. Corp.—Houston, Tx<br>(98)<br>11,59 4,280<br>45,73 4,88<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 216 × 254<br>reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 125kW<br>Fuel (d.o.) |
| **7359010**<br>HZQJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARABIAN SEA**<br>ex Linga-81<br>**Interocean Shipping Agency Ltd.**<br>Dammam Saudi Arabia | **160 435**<br>128 197<br>315 695 | **✠100A1** SS 6/80<br>oil tanker (cc)<br>crude oil—defined<br>ballasting<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 5$\frac{3}{8}$"U2<br>FN 28705 | **1975**-3 Odense Staalskibsvaerft A/S<br>—Odense (53)<br>354,57(BB) 56,47 22,302<br>338,34 56,41 28,43<br>1 dk<br>rf nil<br>11BH WB39925T incl. clean ballast tanks<br>32098T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>24 Ta ER | 2 S Turb tr geared to sc. shaft<br>36 000shp (26 480kW)<br>STAL-LAVAL Turbin AB Finspong<br>WTB(f) 70,6kgf/cm² (69,3bar) Spt 513°C<br>68,5kgf/cm² (67,2bar) hs2879,9<br>WTB(a) 68kgf/cm² (66,7bar) Spt 160,0°C<br>66kgf/cm² (64,8bar) hs499,4<br>Gen 1 × 1400kW 1 × 1200kW<br>440V 60Hz a.c. |
| **7212420**<br>WZJ9721<br>538363<br>Df Esd<br>Rdr RT | **ARABIAN SEAHORSE**<br>**Marine Elevators Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **194**<br>131<br>610 | AB | **1972** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (483)<br>53,65 11,69 3,372<br>50,88 11,59 3,97<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 253,0t (d.o.) |
| **7923550**<br>ELCF6<br>7257<br>Df Esd<br>Gc Rdr<br>RT | **ARABIAN TRADER**<br>**Fairwind Maritime Co. S.A.**<br>Monrovia Liberia | **21 164**<br>15 086<br>39 600 | NV | **1982** Brodogradiliste "3 Maj"—Rijeka<br>(607)<br>173,79(BB) 32,31 11,215<br>169,02 32,01 15,12<br>1 dk | **M Tanker**<br>Oil Chemical<br>26 Ta ER<br>L.47 965 | Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Thw. thrust Contr. pitch propeller fwd |
| **7358042**<br>PPHL<br>7036<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARACAJU**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | AB | **1975** Verolme Est. Reunidos do Brasil S.A.<br>—Jacuacanga (873 /B43)<br>175,55(BB) 25,66 10,061<br>168,03 25,61 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| **7357957**<br>9VKZ<br>376296<br>Df Esd<br>Gc Rdr<br>RT | **ARACAJU**<br>**Tierramarin S.A.**<br>Nautconsult Shipping Co. Ltd.<br>Singapore Singapore | **9 314**<br>6 180<br>14 797 | **✠100A1** CS 12/81<br>**✠LMC**<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4317 | **1976**-12 Cia. Comercio e Navegacao CCN<br>Maua Shipyard—Niteroi (106)<br>140,98 20,55 8,833<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>5BH to U dk 2 to 2nd dk WB3420T incl.<br>No. 3 hold 1774T | **M General Cargo**<br>4 Ho 21,5 29,7 11,4 22,8<br>3 TwD 21,5 41,1 22,8 ER<br>1 Ho 21,3<br>G.21 403 B.19 579<br>5 Ha (stl) (11,6 × 6,7) (12,1 × 8,5)<br>(13,7 × 8,5) (13,5 × 8,5) ER<br>(11,3 × 6,7)<br>Der 1(30) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 232,5t (d.o.) 1 090,0t (hvf)-28,0pd<br>15kn |

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|---|---|---|---|---|---|---|
| 7204320<br>PP3000<br>Esd Rdr<br>RT | **ARACAJU**<br>**Government of The Federative Republic of Brazil (Companhia Brasileiro de Dragagem)**<br>Rio de Janeiro Brazil | **787**<br>386<br>1 829 | ✠Classed LR until 7/5/76 | **1972**-2 Appledore Shipbuilders Ltd.—Appledore (A.S.81)<br>57,76 11,92 3,887<br>53,35 11,59 4,50<br>P 13,5 F 5,8 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 254 × 305 reduction geared to sc. shaft<br>1 320bhp (971kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 120kW 1 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>10kn |
| 5021449<br>PUEO | **ARACAJU**<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **160**<br>98<br>— | | **1913** James Rees & Sons Co.—Pittsburgh, Pa<br>*35,00* 7,98<br>... ... ...<br>1 dk<br>R | **S General Cargo Barge** | T 3Cy.<br>.............. |
| 7302237<br>PP2780<br>0807<br>Df Esd<br>Gc Rdr<br>RT | **ARACATI**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Salvador Brazil | **645**<br>252<br>498 | AB | **1973** Shimoda Dockyard Co. Ltd.—Shimoda (212)<br>50,35 3,620<br>45,52 10,98 4,58<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12bth P<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 156kW 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 231,5t (d.o.) 12kn |
| 7418311<br>CLBX<br>Df Esd<br>Gc Rdr<br>RT | **ARACELIO IGLESIAS**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **10 057**<br>6 045<br>15 193 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4573 | **1977**-4 Brodogradiliste "3 Maj"—Rijeka (577)<br>148,01(BB) 20,65 8,994<br>138,03 20,60 12,53<br>F 14,7 2 dks<br>rf nil<br>SF 7BH to U dk, 1 to 2nd dk WB3758T incl. DTsm 1490T & Tunnel tanks 343T | **M General Cargo**<br>5 Ho 19,5 23,1 9,6DT 13,5 23,1 ER 19,9 5 TwD<br>G.22 161 B.19 898<br>TEU 198 C. 198/20'<br>5 Ha (9,7 × 8,3) (13,4 × 9,9) (13,4 × 9,9) (13,4 × 9,9) ER (10,2 × 8,3)<br>Der 16(5) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 186,0t (d.o.) 1 265,0t (hvf) 16kn |
| 6515722<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARACELY**<br>ex Carla-80 ex Nopal Sand-77<br>ex Don Carlos-73<br>**Naviera Nicaraguense S.A. (NANICA)**<br>Nicaragua | **878**<br>434<br>1 355<br>**2 353**<br>1 703<br>3 775 | **✠100A1** SS 3/80<br>Ice Class 1<br>**✠LMC**<br>EL r 1$\frac{1}{2}$"SQ<br>FN 1604 | **1965**-10 A/B Ekensbergs Varv—Stockholm (233)<br>80,85 13,54 3,772/6,528<br>74,53 13,50 8,01<br>F 10,7 1 dk & S dk<br>rf 102<br>NS 4BH to 2nd dk WB704t | **M RoRo Cargo/General Cargo**<br>OSD/CSD<br>Bow door<br>1 Ho 43,8comb. 1 TwD 63,4comb. ER<br>G.5 380 B.4 814<br>2 Ha (stl) (13,4 × 7,7) (9,2 × 6,8) 1 Ha (w) (12,8 × 7,7) ER<br>Der 1(30) 6(5-10) | Oil 4SA 8Cy. 360 × 450<br>1 498bhp (1 102kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 1 × 52kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.) 12kn |
| 6813162<br>LQLD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARACENA**<br>**Productos del Mar S.A. (PROMAR)**<br>Buenos Aires Argentina | **2 396**<br>1 235<br>3 450 | **✠100A1** SS 4/77<br>stern trawler<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL S 1$\frac{5}{8}$"U2<br>FN 2206 | **1969**-1 Hijos de J. Barreras S.A.—Vigo (1368)<br>106,00 14,53 5,500<br>95,79 14,51 8,51<br>F 42,7 2 dks<br>RW rf 635<br>Coll BH to U dk 5 to 2nd dk WB195t<br>**SURVEYS OVERDUE — CLASS SUSPENDED 2/4/82** | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft<br>In.3 417 | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>db 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 400kW 380V 50Hz a.c.<br>13kn |
| 7915955<br>ELAC7<br>6819<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARACRUZ VENTURE**<br>**Booth Ferry Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **18 599**<br>13 253<br>32 770 | **✠100A1**<br>bulk carrier<br>timber deck cargoes<br>**✠LMC**<br>EL J† 605,0/66,0U3<br>FN 7258 | **1980**-10 Kanda Zosensho K.K.—Japan (254)<br>183,01(BB) 27,69 10,875<br>170,01 27,60 15,09<br>P 26,9 F 15,9 1 dk<br>rf nil<br>7BH WB17843T incl. STs in Nos. 2-5 holds 5037T, No. 3 hold 7984T | **M Bulk Carrier**<br>5 Ho 23,1 30,4 23,1 30,4 21,5 ER<br>G.41 173 B.38 615<br>5 Ha (stl) (16,7 × 13,0) (25,2 19,2 25,2 19,2 × 20,4) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>12 600bhp (9 268kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 510kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 717,0t (hvf) |
| 5161407<br>DXAH<br>225313<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARACTOS BRIDGE**<br>ex Adam S.-78 ex Pilhamn-72<br>ex Ingrid Brodin-71<br>**Arpa Compania Naviera S.A.**<br>Arapko Compania Naviera S.A.<br>Manila Philippines | T.Mk<br>**3 436**<br>1 761<br>6 242<br>**5 231**<br>2 891<br>7 844 | **✠100A1** SS 9/79<br>**✠LMC**<br>EL y<br>FN 3033 | **1956**-6 Oresundsvarvet A/B—Landskrona (139)<br>121,88 16,21 7,748/8,192<br>114,31 16,16 10,37<br>P 8,9 F 26,3 2 dks<br>rf 152<br>6BH to U dk WB1265t incl. Tunnel tanks 185t | **M General Cargo**<br>4P<br>5 Ho 17,8 16,3 16,9 16,9 19,1<br>G.11 440 B.10 506<br>5 Ha (8,2 9,2 9,2 9,2 9,2 × 5,4)<br>10W Der 1(30) 2(10) 8(5) | Oil 2SA 8Cy. 630 × 1300<br>4 800bhp (3 531kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 140kW 220V<br>Fuel 1 040,5t (hvf) 16kn |
| 5091925<br>DZXN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARACTOS GLORY**<br>ex Marivana Maria-78<br>ex Esperanto-74 ex Domsheide-70<br>**Ipiros Shipping Co. Ltd.**<br>Arapko Compania Naviera S.A.<br>Manila Philippines | **9 924**<br>6 222<br>16 217 | **100A1**<br>**LMC**<br>EL f† SQ<br>FN 4742<br>(GL) | **1957** Nordseewerke Emden—Emden (297)<br>157,87 20,48 9,386<br>144,99 20,40 12,30<br>F 15,6 2 dks<br>RW rf 102<br>NS 8BH WB4127T incl. TwDa86T tunnel tanks 1047T | **M General Cargo**<br>G.20 657 B.20 324<br>7 Ha<br>12W Der 2(5) | Oil 2SA 6Cy. 780 × 1400<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>WTAuxB (Comp) 7kgf/cm$^2$ (6,9bar) hs103,1<br>Gen 3 × 180kW 230V d.c.<br>Fuel 1 146,0t 14,5kn |
| 5426223<br>4XSO<br>MS144<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ARAD**<br>**'El-Yam' Bulk Carriers (1967) Ltd.**<br>Haifa Israel | **20 311**<br>12 835<br>30 607 | **✠100A1** SS 11/78<br>strengthened for ore cargoes Nos. 1, 5 & 7 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL o† 2$\frac{3}{4}$"SQ<br>FN 7541 | **1963**-11 Deutsche Werft A.G.—Hamburg (799)<br>200,18 25,05 11,164<br>188,98 24,96 14,94<br>P 33,0 F 15,6 1 dk<br>rf nil DK fwd<br>NS 10BH WB11759t incl. Topside tanks in holds 3814t | **M Bulk Carrier**<br>5P<br>8 Ho 19,9 18,9 18,9 15,0 11,9 18,9 18,9 18,9 ER<br>G.40 493<br>8 Ha (stl) (14,7 15,1 15,1 11,2 8,7 15,1 15,1 15,1 × 11,2) ER<br>Der 1(5) 1(3) 2(1) | Oil 2SA 8Cy. 780 × 1400<br>10 350bhp (7 613kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 2 845,0t (d.o.) 15,5kn |
| 5021451<br>YQSR<br>148<br>Df Esd<br>Gc Rdr | **ARAD**<br>**NAVROM**<br>Constantza Romania | **1 047**<br>482<br>1 015 | RNR | **1961** Santierul Navai Turnu-Severin—Turnu-Severin<br>68,71 10,04 3,799<br>64,62 9,99 5,31<br>1 dk<br>R | **M General Cargo**<br>3 Ho 12,7 13,3 12,7 ER<br>G.1 814 B.1 759<br>3 Ha (each 6,7 × 3,9) ER<br>6W Der 6(2) | Oil 2SA 6Cy. 290 × 500<br>700bhp (515kW) E made37 fitted61<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 57kW 1 × 24kW 230V d.c.<br>Fuel 107,5t (d.o.) 9,25kn |

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| **7304297**<br>ATGL<br>1447<br>Df Esd<br>Pfd Rdr<br>RT | **ARADHANA**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **10 526**<br>5 657<br>18 036 | BV | **1973** Santierul Naval Galatz—Galatz<br>141,41 21,04<br>13,19<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 507 B.19 645<br>4 Ha (15,3 16,9 16,9 16,9 × 10,9) ER<br>Der 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 890kW 220V a.c.<br>16kn |
| **7935199**<br>JL4578<br>121042<br>Gc Rdr | **ARADO MARU No. 2**<br>**Suehiro Kaiun Y.K.**<br>Kato Kaiun K.K.<br>Nakagawa, Tokushima Pref. Japan | **197**<br>125<br>450 | | **1979** K.K. Namikata Zosensho—Namikata (100)<br>55,73 3,101<br>52,00 9,50 4,81<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450 reduction geared to sc. shaft<br>Makita Diesel Co. Ltd. Takamatsu |
| **7612577**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAFAT**<br>**United Arab Shipping Co. (S.A.G.)**<br>Doha Qatar | T.Mk<br>**10 711**<br>6 745<br>18 810<br>**15 040**<br>9 516<br>23 740 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Ft 577,5/66,0U2<br>FN 6314 | **1978**-2 Scotstoun Marine Ltd.—Scotstoun (231)<br>175,34(BB) 23,42 —/10,396<br>168,10 23,36 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6562T incl. DTf958T, STs in No. 2-5 holds 1880T, STs in No. 2-4 TwD 895T | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0DTp&s 25,9 27,1 27,1 28,0 ER<br>G.30 923 B.28 835<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel-45,5pd 16kn |
| **5314418**<br>5B2528<br>374067<br>Df Esd<br>Gc Rdr<br>RT | **ARAFO**<br>ex Haruna-74<br>ex Haruna Maru No. 3-70<br>ex Sasshu Maru No. 10-64<br>**Frio Shipping Co. Ltd.**<br>Limassol Cyprus | **570**<br>310<br>570 | BV | **1956** Miho Zosensho K.K.—Shimizu (211)<br>58,22 9,02<br>51,19 9,00 4,45<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 270,5t 12kn |
| **7015913**<br>GZSE<br>339276<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARAFURA**<br>**Australia Japan Container Line Ltd.**<br>London United Kingdom | **25 247**<br>14 126<br>23 009 | ✠**100A1** CS 8/80<br>✠**LMC**<br>EL Kt 3$\frac{1}{16}$"U2<br>FN 9345 | **1970**-8 Mitsubishi Heavy Industries Ltd. —Kobe (987)<br>211,49(BB) 30,08 10,529<br>200,01 30,00 16,72<br>F 24,4 1 dk<br>rf 330<br>NS 9BH WB6656t incl. DTsf 1196t | **M Container Ship**<br>Fixed-guides<br>7 Cell.Ho 8,0 15,1 28,8 33,0 30,6 16,3 13,8 ER<br>TEU 1148<br>C.Ho 632/20' C.Dk 516/20' (40')<br>18 Ha (stl) ER | Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 4 × 1250kW 445V 60Hz a.c.<br>Fuel 3 328,5t (hvf) 23kn |
| **6813655**<br>H8IX<br>1008<br>9-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ARAFURA CAREER**<br>ex Kathryn Maru-79<br>**Arafura Maritime Carriers Inc.**<br>Prompt Shipping Corp. Ltd.<br>Panama Panama | **20 233**<br>15 376<br>26 597 | NK | **1968** Maizuru Jukogyo K.K.—Maizuru (113)<br>176,21(BB) 25,05 10,021<br>165,00 25,00 17,51<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>5 Ho 26,8 19,9 30,4 19,9 30,4 ER<br>G.48 879<br>5 Ha (stl) (16,9 12,8 22,4 11,9 22,4 × 14,7) ER<br>Cr 2(10) | Oil 2SA 8Cy. 620 × 1400<br>9 600bhp (7 061kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 291,0t (hvf)-32,0pd 12kn |
| **7357921**<br>9VJD<br>376139<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARAFURA SEA**<br>ex Santa Ines-82<br>**Edward Man Shipping Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**5 988**<br>3 482<br>—<br>**9 158**<br>6 507<br>14 900 | GL | **1976** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (103)<br>140,98 20,55 8,687/8,840<br>134,17 20,44 11,74<br>F 11,6 2 dks | **M General Cargo**<br>G.21 256 B.19 556 | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>15kn |
| **7634460** | **ARAFURA 5**<br>**P.T. Maluku Pearl**<br>Ambon Indonesia | **192**<br>121<br>— | KI | **1971** Sagami Zosen Tekko K.K.—Yokosuka<br>... ... ...<br>32,82 7,01 2,11<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 200 × 260<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7229368**<br>PPFQ<br>6575<br>Df Esd<br>Gc Rdr | **ARAGIPE**<br>**H. Dantas Comercio Navegacao e Industria Ltda.**<br>Aracaju Brazil | **2 358**<br>1 569<br>3 673 | AB | **1973** Industrias Reunidas Caneco S.A.—Rio de Janeiro (193)<br>78,57 5,614<br>73,00 15,40 7,22 | **TM General Cargo**<br>3 Ho ER<br>L.4 984<br>3 Ha ER | 2 Oil each 8Cy. 230 × 270<br>2 160bhp (1 589kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 211,5t 11kn |
| **5400877**<br>ELQZ<br>3056<br>Df Esd<br>Rdr RTm | **ARAGO**<br>**Oceangas Shipping (Far East) Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **476**<br>253<br>526 | BV | **1963** At. Duchesne & Bossiere S.A.—Le Havre (165)<br>57,71 8,54 3,550<br>52,10 8,50 5,39<br>B 2,2 F 11,0 1 dk & S dk | **M Liquefied Gas Carrier** OSD<br>LPG<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 706 | Oil 4SA 6Cy. 300 × 450<br>875bhp (644kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 175kW 440V 60Hz a.c.<br>Fuel 62,0t (d.o.) 11,25kn |
| **7386219**<br>EHAG<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARAGON**<br>**Fletamentos Maritimos S.A. (MARFLET)**<br>Ceuta Spain | **122 582**<br>92 217<br>238 959 | ✠**100A1** SS 9/81<br>oil tanker<br>✠**LMC**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 24165 | **1976**-3 Astilleros Espanoles S.A.—Factoria de Puerto Real (99)<br>321,55 51,06 20,352<br>313,01 51,01 26,19<br>1 dk<br>rf nil<br>7BH WB41139T incl. clean ballast tanks 30742T | **M Tanker**<br>20 Ta ER<br>L.(oil) 283 813 | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB 26,3kgf/cm² (25,8bar) (Spt 260°C 22,4kgf/cm² (22,0bar)) hs1369,9<br>AuxB (1 Comp) 7kgf/cm² (6,9bar)<br>Gen 1 × 1000kW 3 × 544kW 440V 60Hz a.c.<br>Fuel 9 779,5t (hvf)-99,5pd 15,25kn |
| **6807333**<br>IMUQ<br>714<br>Df Esd<br>Gc<br>RTm/h/v | **ARAGON**<br>**Armamento Enos Compagnia di Navigazione S.p.A.**<br>Trapani Italy | **496**<br>234<br>980 | RI (BV) | **1967** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5155)<br>62,79 9,91 3,734<br>57,00 9,89 4,07<br>1 dk | **M Tanker**<br>Wine Alcohol<br>20 Ta ER<br>L.1 080 | Oil 4SA 7Cy. 300 × 450<br>1 485bhp (1 092kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 90,0t (d.o.)-4,0pd 12kn |

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| 7348530<br>EKNL<br>M-31211<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAGONIT**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 100**<br>859<br>1 212 | RS | **1976** VEB Mathias-Thesen-Werft—Wismar (364)<br>82,05 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.163 In.1 055 L.9<br>3 Ha (stl) (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 5201752<br>GXSQ<br>300210<br>Esd Pfd<br>Rdr RTm | **ARAGONITE**<br>ex Lady Roslin-82<br>**Silver Star Line Ltd.**<br>Curnow Shipping Ltd.<br>Glasgow United Kingdom | **666**<br>322<br>552 | **✠100A1** SS 6/79<br>**✠LMC**<br>EL j 1$\frac{5}{16}$"SQ<br>FN 709 | **1958**-9 Ardrossan Dockyard Ltd. —Ardrossan (426)<br>53,19 9,78 4,101<br>49,99 9,30 4,88<br>Ba 18,0 RQD 2,5 F 9,2 1 dk<br>RW rf 152<br>3BH WB266t | **M Passenger/General Cargo**<br>2 Ho each 10,0 ER<br>B.1 956<br>2 Ha (each 6,7 × 5,1) ER<br>Der 1(4) 1(2) | Oil 2SA 5Cy. 340 × 570<br>850bhp (625kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 40kW 1 × 20kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7504691<br>YVEW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAGUA**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | **6 790**<br>3 883<br>14 900 | AB | **1978** Oy Navire Ab—Naantali/Nadendal (56)<br>159,01 8,303<br>145,01 22,01 12,02<br>2 dks, 3rd dk in Nos. 2, 3 & 4 holds | **M General Cargo**<br>Ref<br>2 Ho DT 2 Ho ER 1 Ho DT 8 TwD ER 4 TwD<br>G.22 835 B.20 642 In.1 505 L.1 730<br>TEU 143 C. 143/20'<br>7 Ha (stl) (8,1 15,1 15,1 15,1 × 8,0) ER (4,9p&s × 2,9) (2,5 × 4,9)<br>Cr 2(12,5) Der 1(100) 5(10) 1(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Oy Wartsila Ab Finland<br>Gen 3 × 660kW a.c.<br>18,25kn |
| 5021542<br>UYSN<br>M-24271<br>Df Esd<br>Gc Rdr<br>RT | **ARAGVI**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | T.Mk<br>**3 324**<br>1 623<br>—<br>**3 560**<br>1 775<br>4 222 | RS | **1960** Kieler Howaldtswerke A.G.—Kiel (1162)<br>120,55 16,46 7,100<br>109,61 16,18 8,56<br>2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>2 Ho 12 TwD<br>In.5 100<br>4 Ha (each 4,8 × 4,5)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>7 250bhp (5 333kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Fuel 316,0t (d.o.) 1 096,5t (hvf) 18,5kn |
| 6851255<br>ULCM<br>M-22709 | **ARAGVI**<br>**U.S.S.R. -'Azcherryba'**<br>Taganrog U.S.S.R. | **258**<br>99<br>96 | RS | **1955** VEB Rosslauer Schiffswerft—Rosslau<br>38,49 7,27 2,829<br>3,51 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.275<br>4 Ha (each 1,3 × 1,3)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7204899<br>ZMBN<br>332399<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARAHANGA**<br>**Government of New Zealand (Department of Railways)**<br>Wellington New Zealand | **3 893**<br>1 188<br>2 391 | ✠ | **1972**-10 Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (111)<br>127,51 18,75 4,896<br>95,00 18,29 6,38<br>B 67,7 2 dks<br>rf 432 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 40dk P<br>Side door Stern door | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>12 000bhp (8 827kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 4 × 616kW 400V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 183,0t (d.o.) 17kn |
| 7932197<br>WQZ3<br>049<br>606424 | **ARAHO**<br>**Trawler John J. Nagle Inc.**<br>Rockland, Me United States of America | **198**<br>135<br>— | | **1979** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*32,37* 7,85<br>4,09<br>1 dk | **M Fishing**<br>Stern-fishing | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 100bhp (809kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 90kW a.c.<br>13kn |
| 6021551<br>UEJT<br>M-17084<br>Df Esd<br>Gc Rdr<br>RT | **ARAKS**<br>Launched as Amur<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1963** Rauma-Repola Oy—Rauma/Raumo (126)<br>105,11 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 582 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>3W Der 3(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| 7101920<br>EVSD<br>M-30548<br>Df Esd<br>Gc Rdr<br>RT | **ARAKS**<br>**U.S.S.R. -'Kaspryba'**<br>Krasnovodsk U.S.S.R. | **1 361**<br>473<br>526 | RS | **1970** ..............U.S.S.R.<br>72,09 10,83 3,620<br>5,72<br>conv Side Trawler Fishing — | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 7228962<br>EXMU<br>M-30192<br>Df Esd<br>Gc Rdr<br>RT | **ARAKS**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **1 351**<br>611<br>1 725 | (RS) | **1972** Angyalfold Shipyard—Budapest<br>77,81 11,51 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(12) 6(3-5) | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>12,5kn |
| 7601671<br>Df Esd<br>Gc Rdr<br>RT | **ARAKS**<br>**U.S.S.R.**<br>Baku U.S.S.R. | **498**<br>215<br>1 060 | RS (Class cont.) | **1977** Ulstein Hatlo A/S—Ulsteinvik (145)<br>64,39 3,799<br>56,39 13,80 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12P<br>L. 170 (bulk cement/mud)<br>4 Ta cyl vert | 2 Vee Oil 4SA each 16Cy. 250 × 300 reduction geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Trollhattan<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| 6851267<br>UISA<br>M-21166 | **ARAKS**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **464**<br>153<br>361 | RS | **1958** ..............U.S.S.R.<br>51,90 8,01 2,939<br>3,51 | **M Fish Carrier**<br>Ref<br>2 Ho<br>In.388<br>2 Ha (each 2,6 × 3,5)<br>2W Der 2(1,5) | Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |

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| **5021891**<br>YBDJ | **ARAKUNDO**<br>ex Araundo<br>**P.T. Perusahaan Pelayaran Nusantara 'Gula'**<br>Jakarta Indonesia | **170**<br>93<br>174 | KI | **1960** Usuki Tekkosho—Usuki (510)<br>29,80 6,46 2,198<br>26,50 6,41 3,00<br>1 dk | **TM Vehicles Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 110 × 150<br>110bhp (81kW) Mitsubishi<br>Tokyo Boat Inc. Tokyo<br>Gen 1 × 30kW 220V d.c. |
| **7105689**<br>EDUD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARALAR**<br>**Naviera Artola S.A.**<br>Bilbao Spain | **28 021**<br>20 430<br>53 209 | ✠**100A1** SS 7/79<br>strengthened for ore cargoes Nos. 2, 4, & 6, holds may be empty<br>✠**LMC**<br>EL Lt 3$\frac{3}{16}$"U2<br>FN 9137 | **1971**-8 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (159)<br>206,86(BB) 29,06 13,348<br>194,32 29,01 18,01<br>P 33,6 F 16,8 1 dk<br>rf nil<br>NS 9BH WB15431 incl. Topside tanks in holds 6644t Comb. btm & STs in holds 6093t | **M Bulk Carrier**<br>7 Ho 21,0 21,1 21,2 21,2 21,2 21,2 21,2 ER<br>G.68 232 B.58 890<br>7 Ha (stl) (11,2 13,4 14,1 14,1 14,1 14,1 14,1 × 14,0) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 2 513,5t (hvf) 16kn |
| **7223209**<br>EDPO<br>134<br>Df Esd<br>Gc Rdr<br>RT | **ARALAR'KO MIKEL DEUNA**<br>**Pesquerias Gaztiak S.A.**<br>Ondarroa Spain | **286**<br>133<br>153 | BV | **1972** S.A. Balenciaga—Zumaya (216)<br>31,60 7,22 3,480<br>30,94 7,21 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Fuel 57,0t (d.o.) 12kn |
| **5369188**<br>IBLH<br>213<br>Df Esd<br>Gc Rdr<br>RT | **ARALDA**<br>ex Irenes Fidelity-79 ex Troms-78<br>**Morfini S.p.A.-Trasporti Marittimi**<br>Bari Italy | **20 462**<br>12 894<br>36 578 | RI (NV) | **1961** Stord Verft A/S—Stord (44)<br>202,70 26,27 11,151<br>195,56 26,22 14,20<br>1 dk<br>rf 51 | **M Tanker**<br>33 Ta ER<br>L.(oil) 45 517 HeCls. BC | Oil 2SA 9Cy. 750 × 1500 exhaust500<br>15 000bhp (11 033kW) B&W<br>A/S Akers M/V Oslo<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 3 194,5t (hvf)-59,0pd 14,5kn |
| **6851279**<br>UYTU<br>M-5761 | **ARALDY**<br>**U.S.S.R. -'Kaspryba'**<br>Bautino U.S.S.R. | **100**<br>31<br>42 | (RS) | **1962** ..............U.S.S.R.<br>27,08 5,64 1,799<br>2,49<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.29<br>1 Ha (1,6 × 1,9) | Oil 4SA 6Cy. 175 × 240<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 8,75kn |
| **5025419**<br>UMQC<br>M-22393<br>Df Esd<br>Gc Rdr<br>RT | **ARALSK**<br>ex Arsenjev-66<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1960** ..............U.S.S.R.<br>84,69 14,03 5,701<br>78,06 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **5021645** | **ARAMCO 201**<br>**Arabian American Oil Co. Ltd. (ARAMCO)**<br>Saudi Arabia | **135**<br>76<br>— | | **1942** Taylor, Bates & Jones—Chertsey<br>*32,83* 5,49<br>... ... ...<br>1 dk<br>conv Patrol Vessel — | **Wood TM Launch** | 2 Oil 4SA each 12Cy. 145 × 180<br>Hall Scott Motor Co. Berkeley, Ca |
| **5003605**<br>SZJV<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARAMEDIA**<br>ex Weida-81 ex Olau Drot-68<br>ex Adviser-67 ex Olau Drot-62<br>ex Olav Drot-61<br>Launched as Hibata<br>**Aramedia Marine Co.**<br>Piraeus Greece | T.Mk<br>**2 259**<br>1 140<br>—<br>**3 500**<br>2 102<br>4 965 | GL (DSRK)<br>✠Classed LR until 11/71 | **1960**-11 Helsingborgs Varfs A/B —Helsingborg (87)<br>110,22 14,53 —/7,290<br>100,89 14,48 8,64<br>P & B 35,4 F 23,2 1 dk & S dk<br>rf 51 | **M General Cargo** OSD/CSD<br>Ref 4P<br>Ice strengthened<br>4 Ho 14,3 14,3 31,3comb. ER 14,3<br>G.1 532 B.1 400 In.745<br>5 Ha (8,7 8,7 10,4 10,4 × 6,0) ER (6,1 × 5,4)<br>Cr 1(5) 2(3) Der 1(40) 2(7,5) 2(5) | Oil 2SA 6Cy. 500 × 1100<br>3 300bhp (2 427kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 120kW 220V d.c.<br>Fuel (hvf) 14,5kn |
| **6401335**<br>EDXU<br>205<br>Df Esd<br>Rdr RTm | **ARAMIL**<br>**Naviera Albatros**<br>Gijon Spain | **2 498**<br>1 360<br>3 590 | ✠**100A1** SS 1/82<br>✠**LMC**<br>EL s<br>FN 1747 | **1963**-11 Soc. Met. Duro Felguera—Gijon (35)<br>92,36 13,16 6,395<br>84,13 13,11 7,65<br>P 6,8 F 10,1 1 dk<br>R rf 102<br>6BH WB403t | **M General Cargo**<br>4 Ho 15,3 14,7 ER 14,7 13,4<br>G.4 456 B.4 102<br>4 Ha (8,9 8,9 × 6,0) ER (8,3 8,3 × 6,0)<br>8W Der 4(3) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 2 × 150kW 230V d.c.<br>Fuel 213,5t 12,5kn |
| **5418824**<br>TPIH<br>5612<br>Df Esd<br>Pfd Rdr<br>RTm | **ARAMIS**<br>**Pierre Morvant et Compagnie**<br>Lorient France | **153**<br>56<br>— | BV | **1963** S.I.C.C.Na.—St. Malo (58)<br>27,11 7,14 2,801<br>25,30 7,13 3,56 | **M Fishing**<br>Stern Trawler<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2) | Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW) Duvant<br>Moteurs Duvant Valenciennes<br>Fuel 33,0t (d.o.) 11kn |
| **7392361**<br>EGCP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAMO**<br>**Europesca S.A.**<br>Bilbao Spain | **1 950**<br>916<br>2 119 | BV | **1976** Maritima del Musel S.A.—Gijon (154)<br>87,00 14,13 6,198<br>78,75 14,10 8,77<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 738,5t (d.o.) 16,5kn |
| **5021671**<br>ZMRD<br>315620<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAMOANA**<br>**Government of New Zealand (Department of Railways)**<br>Wellington New Zealand | **4 344**<br>1 467<br>1 067 | ✠Classed LR until 11/62 | **1962**-6 Wm. Denny & Bros. Ltd. —Dumbarton (1502)<br>112,15 18,60 4,750<br>103,99 18,57 6,41<br>B 53,1 1 dk & S dk<br>rf 457 | **TD-E RoRo Cargo/Ferry** OSD<br>Rail Vehicles 800dk P<br>Side door Stern door | 6 Vee Oil 4SA each 16Cy. 254 × 305 total 10 590bhp (7 790kW) driving 6 gen. each 1 220kW 507V connected to 4 elec. motors each of 2 250shp (1 655kW) & 2 sc. shafts<br>English Electric Co. Ltd. Rugby<br>Thw. thrust propeller fwd<br>17kn |
| **6524228**<br>Df Esd<br>Gc Rdr<br>RT | **ARAMOKO**<br>ex Ross Vanguard-82<br>**Wale Sea Foods Ltd.**<br>Nigeria | **1 060**<br>354<br>— | ✠LR class withdrawn 5/5/82 | **1966**-6 Cochrane & Sons Ltd.—Selby (1503)<br>*65,72* 12,17<br>60,97 12,04 7,93<br>B 8,6 2 dks<br>rf 838 DK DK fwd | **M Fishing**<br>Stern Trawler | Oil 4SA 9Cy. 318 × 368 sr geared to sc. shaft<br>2 150bhp (1 581kW) Ruston<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 300kW 2 × 170kW 220V d.c.<br>Controllable pitch propeller |

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| 7924839<br>J4BA<br>7968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAN**<br>**Armostis Maritime Corp.**<br>Piraeus Greece | **10 428**<br>7 487<br>17 169 | **✠100A1**<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC** **UMS**<br>EL Bt 550,0/50,0U3<br>FN 4676 | **1980**-9 Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2730)<br>145,55(BB) 21,04 9,486<br>137,04 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK in way of nos. 2-5<br>8BH WB6486T incl. No. 3 hold 4328T | **M General Cargo**<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 173 B.21 069<br>TEU 367<br>C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 5(25) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 9kgf/cm² (8,9bar)<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5374303<br>J4HK<br>6960<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **ARAN BAY**<br>ex Wilhelmina-82 ex Ursa-73<br>**Aran Bay Shipping Ltd.**<br>Armada Marine S.A.<br>Piraeus Greece | T.Mk<br>**2 248**<br>1 167<br>3 810<br>**3 593**<br>2 025<br>5 420 | **✠100A1** CS 2/79<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL v 1¾"SQ<br>FN 2334 | **1959**-7 Helsingborgs Varfs A/B —Helsingborg (86)<br>110,22 14,53 5,995/7,316<br>100,92 14,48 8,64<br>P 36,0 F 23,2 2 dks<br>rf 51<br>Coll BH to U dk 6 to 2nd dk WB836t incl. Tunne! tanks 177t | **M General Cargo**<br>Ref. 4P<br>4 Ho 14,0 14,0 37,0 14,6<br>G.7 437 B.6 891 In.632<br>5 Ha (stl) (8,5 8,5 10,8 8,5 8,5 × 5,4)<br>4W Cr 1(5) 2(3) Der 1(40) 2(7,5) 2(5) | Oil 2SA 6Cy. 500 × 1100<br>3 300bhp (2 427kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 120kW 220V d.c.<br>Fuel 650,5t (hvf) 11kn |
| 6604121<br>OHLV<br>1332<br>RTh/v | **ARANDA**<br>**Finnish Board of Navigation**<br>Turku/Abo Finland | **870**<br>280<br>281 | | **1953** .............Helsinki/Helsingfors<br>52,84 10,49 4,395<br>46,11 10,47 4,81<br>B 36,3 2 dks<br>conv Ferry/General Cargo 78 | **D-E Research**<br>Survey 130P<br>2 Ho each 10,4<br>2 Ha (3,6 3,8 × 2,3)<br>Der 2(3,5) 2(2) | 3 Oil total driving 3 gen. each 315kW 210V d.c. connected to 3 elec. motors each of 1 320shp (971kW) (WL)<br>.............<br>Gen 2 × 120kW 230V d.c. aft, fwd<br>Fuel 69,0t (d.o.)-3,5pd 10,5kn |
| 6806858<br>EB2676<br>Df RTm | **ARANDO CHICO**<br>**Remolques Maritimos S.A.**<br>San Sebastian Spain | **37**<br>13<br>25 | **✠A1** SS 12/79<br>tug<br>Pasajes Harbour service<br>**✠LMC**<br>EL (a) ⅜"U1<br>FN 119 | **1968**-2 Ast. de Murueta S.A.—Guernica (87)<br>17,73 5,49 2,001<br>16,01 5,11 2,32<br>rf 305 BK 102<br>3BH | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 180 × 260 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Fuel 14,0t (d.o.) 10,75kn |
| 6806846<br>EB2694<br>Df RTm | **ARANDO GRANDE**<br>**Remolques Maritimos S.A.**<br>San Sebastian Spain | **71**<br>25<br>47 | **✠100A1** SS 3/80<br>tug<br>For service Bordeaux to Niza and Port Etienne to Bona (North Africa), not more than 100 miles from the coast<br>**✠LMC**<br>EL (a)<br>FN 178 | **1968**-1 Ast. de Murueta S.A.—Guernica<br>21,72 6,38 2,661<br>19,99 6,00 2,90<br>rf 432 BK 102<br>3BH | **M Tug**<br>Mchy.aft | Oil -SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 24kW 1 × 20kW 220V 50Hz a.c.<br>Fuel 22,5t (d.o.) 12kn |
| 5021683<br>EHLV<br>2498<br>Df Esd<br>RTm | **ARANO**<br>**Pesquerias Atlanticas de Gran Altura S.A.**<br>Las Palmas Spain | **428**<br>101<br>— | (BV) | **1951** Ast. de T. Ruiz de Velasco—Bilbao (37)<br>*41,95* 7,60 3,518<br>7,55 4,32<br>len 62 | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.277<br>4 Ha (1,0 1,0 1,0 × 1,3) (0,9 × 1,0)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW) NE 60<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 162,5t (d.o.) 11,5kn |
| 7125689<br>351834<br>Df Esd<br>Gc Rdr<br>RTm | **ARANOS**<br>**Karibib Visserye Beperk**<br>Walvis Bay South Africa | **238**<br>147<br>— | | **1971** Dorman Long Swan Hunter (Pty.) Ltd. —Kaapstad/Cape Town<br>30,48 8,28<br>27,74 8,23 3,97<br>P 9,8 B 4,6 F 8,9 1 dk | **M Fishing**<br>Side-fishing<br>2 Ho each 6,0 ER<br>2 Ha (each 3,2 × 1,9) ER<br>Cr 1(10) Der 1(1) 2(0,5) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 15kW 380V 50Hz a.c.<br>Fuel 35,5t (d.o.) 12kn |
| 7739167<br>WYA2<br>146<br>590480 | **ARANSAS CLIPPER**<br>ex American Lady-79<br>**Aransas Clipper Inc.**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7819137<br>WYQ5<br>741<br>594760<br>Esd Rdr<br>RT | **ARANSAS SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **246**<br>167<br>750 | AB | **1978** Halter Marine Inc.—Moss Point, Ms (726)<br>56,70 3,664<br>51,82 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 98kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 6517067<br>ZMUR<br>317812<br>Df Esd<br>Gc Rdr<br>RT | **ARANUI**<br>**Government of New Zealand (Department of Railways)**<br>Wellington New Zealand | **4 519**<br>1 491<br>1 128 | ✠ | **1966**-4 Vickers Ltd. (Newcastle) —Newcastle (183)<br>112,17 18,62 4,769<br>104,02 17,99 10,98<br>B 53,1 1 dk & S dk<br>rf 457 | **TD-E RoRo Cargo/Ferry** OSD<br>Rail Vehicles 950dk P<br>Side door Stern door | 6 Vee Oil 4SA each 16Cy. 254 × 305 total 10 608bhp (7 803kW) driving 6 gen. each 1 220kW 507V d.c. connected to 4 elec. motors each of 2 250shp (1 655kW) (WL) & 2 sc. shafts<br>English Electric Co. Ltd. Rugby<br>Gen 3 × 450kW 400V 50Hz a.c.<br>17kn |
| 6726175<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARANUI**<br>ex Cadiz-80<br>**Compagnie Polynesienne de Transport Maritime**<br>Papeete French Polynesia | T.Mk<br>**958**<br>464<br>1 540<br>**1 540**<br>891<br>2 420 | BV GL | **1967** J. J. Sietas K.G. Schiffswerft —Hamburg (601)<br>79,66 (BB) 4,598/5,801<br>72,32 11,82 6,76<br>P 16,5 F 8,9 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 17,9 28,1 2 TwD ER<br>G.2 990 B.2 707<br>2 Ha (stl) (10,8 22,7 × 5,0) ER<br>3W Cr 3(3) | Oil 4SA 7Cy. 400 × 600<br>1 970bhp (1 449kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13,5kn |
| 5021724<br>EANL<br>7446<br>Df Esd<br>RTm | **ARANZA**<br>**Domingo & Manuel Garcia Reino**<br>Vigo Spain | **259**<br>115<br>450 | (BV) | **1954** Hijos de J. Barreras S.A.—Vigo (1025)<br>37,27 6,76 3,439<br>32,11 6,71 3,81<br>B 17,1 F 6,1<br>RW | **M Fishing**<br>Side Trawler<br>In.205<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 66,0t (d.o.) 11kn |

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| **5021736**<br>EDNS<br>1662<br>Df Esd<br>RTm | **ARANZAZU**<br><br>**Jose Garrido Garcia y otros**<br>Pasajes Spain | **184**<br>121<br>310 | BV | **1962** Ast. Luzuriaga S.A.—Pasajes (56)<br>28,61 6,20 3,188<br>6,19 3,51<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 1,0 × 0,9) | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 51,0t (d.o.) 9kn |
| **7602390**<br>EHRV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAO**<br><br>**Maritima Astur S.A.**<br>Gijon Spain | T.Mk<br>**6 739**<br>4 838<br>12 930<br>**9 095**<br>7 093<br>14 827 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Bt 550,0/50,0U3(a)<br>FN 4451 | **1981**-8 Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (186)<br>149,33 19,26 —/8,948<br>140,80 19,21 12,40<br>P 2,5 F 11,3 2 dks<br>rf nil<br>SF 7BH WB2165T | **M General Cargo**<br><br>5 Ho 11,2 16,6 11,3 26,9 18,4 ER<br>G.15 233 B.13 278<br>TEU 308<br>C. Ho 230/20′ (40′) C. Dk 78/20′ (40′)<br>5 Ha (stl) ER<br>Cr 2(16) 2(10) | Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 1 × 440kW 3 × 348kW 450V 60Hz a.c.<br>Controllable pitch propeller |
| **7371006**<br>GWEF<br>377190<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAPAHO**<br>ex Seto Bridge-78<br>**Navocean Ltd.**<br>Silver Line Ltd.<br>London United Kingdom | **69 179**<br>45 718<br>123 180 | ✠**100A1** SS 12/81<br>strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty or oil cargoes(cc)<br>✠**LMC** **UMS**<br>**IGS**<br>EL Vt $3\frac{3}{8}$"U3<br>FN 15792 | **1977**-2 Mitsubishi Heavy Industries Ltd. —Hiroshima (264)<br>262,42(BB) 40,64 17,146<br>247,02 40,61 23,32<br>F 22,3 1 dk<br>rf nil<br>12BH WB58864t incl. Comb. btm & Side & Topside tanks in holds 31728t & Comb. underdeck & bulk head lower stool tanks in holds 5701t & No. 6 hold 14229t | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>9 Ho/Ta 22,4 19,2 21,5 19,2 21,5 19,2 21,5 19,2 21,5 ER<br>L.(oil) 131 753<br>9 Ha (stl) (12,8 × 12,8) (11,2 13,5 11,2 13,5 11,2 13,5 11,2 11,2 × 17,6) ER<br>Der 1(15) | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 21,7kgf/cm² (21,3bar)<br>Gen 2 × 850kW 1 × 770kW 450V 60Hz a.c.<br>Fuel 410,5t (d.o.) 5 193,0t (hvf) 15,5kn |
| **7048685**<br>HO6151<br>9940-80<br>Esd Rdr<br>RT | **ARAPAHO**<br><br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **147**<br>100<br>— | | **1967** Breaux's Bay Craft Inc.—Loreauville, La<br>7,32<br>36,58 3,05 | **Aluminium Alloy M Tender**<br>Crewboat Launch | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shaft<br>2 550bhp (1 876kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) |
| **5062883**<br>HO3343<br>1082<br>7-81<br>Esd Rdr<br>RT | **ARAPAHO I**<br>ex Arapaho-80<br>ex Capt. Lew S. Russell, Jr.-74<br>ex Pvt. Robert L. Deckard<br>**Puget Sound Tug & Barge Co.**<br>Panama Panama | **297**<br>202<br>— | (AB) | **1945** Marietta Mfg. Co.—Point Pleasant, WV (534)<br>10,11 4,966<br>42,98 10,06 5,74<br>1 dk | **M Tug** | 2 Oil 2SA each 10Cy. 206 × 254 geared to sc. shaft<br>Fairbanks, Morse & Co. U.S.A. |
| **7208326**<br>EFZQ<br>268<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARAPILES**<br><br>**Compania Espanola de Petroleos S.A. (CEPSA)**<br>Gijon Spain | **1 976**<br>990<br>3 340 | ✠**100A1** SS 6/81<br>oil tanker<br>✠**LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1736 | **1972**-4 Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.104)<br>93,33 (BB) 14,03 5,360<br>85,50 14,00 6,30<br>P 22,6 F 13,2 1 dk<br>rf nil<br>8BH WB994t incl. DTf134t | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 3 604 HeCls. C | Oil 4SA 10Cy. 390 × 680<br>2 440bhp (1 795kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>db 13kgf/cm² (12,8bar)<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.)-6,5pd 14kn |
| **5021762**<br>TCWJ<br>2740<br>Esd Rdr<br>RT | **ARAR**<br><br>**Istanbul Universitesi Hydrobioloji Arastirma Enstitusu**<br>Istanbul Turkey | **174**<br>52<br>— | GL | **1951** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (999)<br>31,27 6,56 2,998<br>28,00 6,55 3,31<br>B 11,9 F 4,9 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1W Der 1(1) | Oil 4SA 6Cy. 285 × 420<br>380bhp (280kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 15,5t |
| **6914708**<br>UYEZ<br>M-17241<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARARAT**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **3 468**<br>1 606<br>5 045 | RS | **1969** Rauma-Repola Oy—Rauma/Raumo (176)<br>106,15 15,45 6,741<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Wine<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.5 908<br>conv Tanker — 1 Ha (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 14kn |
| **6914461**<br>FPFV<br><br>Esd Gc<br>Pfd Rdr<br>RT | **ARAROA**<br>ex Rissa-78<br>**Wing Man Hing**<br>Papeete French Polynesia | **299**<br>179<br>875 | BV (NV) | **1969** Orens M/V—Trondheim (45)<br>56,70 9,33 3,506<br>51,74 9,30 5,52<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.1 662 B.1 498<br>2 Ha (each 13,3 × 6,0) ER<br>2W Der 1(3) | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-3,0pd 11kn |
| **5021803**<br>PUNF<br>4852<br>Df Esd<br>Pfd Rdr | **ARARUAMA**<br>ex Etly Danielsen-58<br>**Empresa de Navegacao da Amazonia S.A. (ENASA)**<br>Belem Brazil | **606**<br>361<br>584 | | **1955** Zaanlandsche Schps. Maats. —Zaandam (465)<br>52,89 8,69 4,395<br>48,19 8,64<br>P 14,7 RQD 16,2 F 8,9 1 dk | **M General Cargo**<br>Mchy.aft<br><br>G.1 019 B.934<br>2W Der 1(4) 1(2) | Oil 4SA 8Cy. 290 × 420<br><br>Maschinenbau Kiel A.G. Kiel<br>Fuel 63,0t 10,5kn |
| **7025592**<br>TCCQ<br>4077<br>Df Esd<br>Gc Rdr<br>RT | **ARAS**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **9 042**<br>5 137<br>13 091 | ✠**100A1** SS 5/81<br>DTm—vegetable oil or oil F.P. above 65,5°C<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4523 | **1971**-2 Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (157)<br>154,24(BB) 19,82 9,310<br>142,22 19,78 12,02<br>F 15,6 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil<br>7BH WB2407t incl. Tunnel tanks 250t | **M General Cargo**<br><br>5 Ho 18,9 20,2 21,0 11,2DTp&s 10,5 ER 23,2 5 TwD Upr 2 TwD Lwr<br>G.18 126 B.16 802<br>5 Ha (stl) (9,1 12,7 11,2 11,2 × 7,0) ER (9,7 × 7,0)<br>Der 1(50) 4(10) 11(5) 1(2) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>AuxB 6kgf/cm² (5,9bar)<br>e(ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 233,5t (d.o.) 1 136,0t (hvf) 19,75kn |
| **7331458**<br>JG3320<br>116097 | **ARASAKI MARU**<br><br>**Sagami Unyu K.K.**<br>Yokosuka, Japan<br>Kanagawa Pref. | **196**<br>66<br>— | | **1973** Sagami Zosen Tekko K.K.—Yokosuka (165)<br>29,90 8,54 2,642<br>28,94 8,51 3,36<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Tokyo |

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| 6701888<br>EPPK<br>Df Esd<br>RT | **ARASS**<br>ex Poodar-80 ex Keyvan-74<br>**Bushehr Port Authority**<br>Bandar Bushehr Iran | **1 161**<br>409<br>— | ✠**100A1** SS 9/80<br>hopper dredger<br>✠**LMC**<br>EL m 1¼"U2<br>FN 1082 | **1967**-1 Orenstein Koppel & Luebecker<br>—Luebeck (642)<br>64,93 13,09 4,160<br>60,00 13,01 5,01<br>1 dk<br>RW rf nil<br>4BH | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 13,0<br>Hopper 1371T<br>Mchy.aft<br>Hopper 686<br>1 sandpump 447kW (600bhp) | 2 Oil 4SA each 6Cy. 235 × 330 reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 176kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| 7428794<br>Esd Gc<br>Rdr RT | **ARATAI**<br>ex Nego Steel-79<br>**Gouvernement General de la Polynesie Francaise (Service des Travaux Publics, des Mines, de l'Infrastructure et de l'Amenagement)**<br>Papeete French Polynesia | **485**<br>239<br>620 | BV (AB) | **1976** Singapore SB. & Eng. Ltd.<br>—Singapore (116)<br>49,79 2,439<br>44,86 12,20 3,20<br>1 dk | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | 2 Oil 4SA each 6Cy. 160 × 165 reverse reduction geared to sc. shafts<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>10kn |
| 7347835<br>ZMFL<br>343873<br>Df Esd<br>Gc Rdr | **ARATIKA**<br>**Government of New Zealand (Department of Railways)**<br>Wellington New Zealand | **5 592**<br>1 623<br>2 132 | ✠Classed LR until 27/3/75 | **1974**-4 Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (138)<br>127,69 18,75 4,896<br>119,18 18,29 10,98<br>B 51,9 2 dks<br>rf 432 conv Rail Vehicles RoRo Cargo 76 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 800dk P<br>Stern door | 2 Vee Oil 4SA each 12Cy. 400 × 460 reduction geared to sc. shafts<br>12 000bhp (8 827kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 600kW 415V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>17,5kn |
| 7826702<br>EHXE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARATZ**<br>**Atuneros del Atlantico S.A.**<br>Bermeo Spain | **1 035**<br>428<br>1 090 | BV | **1981** Ast. Luzuriaga S.A.—Pasajes (220)<br>65,11 5,501<br>56,11 11,60 8,06<br>2 dks | **M Fishing**<br>Tuna Ref. | 2 Vee Oil 4SA each 16Cy. 225 × 300 geared to sc. shaft<br>2 320bhp (1 706kW) Alpha<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>15,25kn |
| 7323255<br>9MYZ<br>325278<br>Rdr RT | **ARAU**<br>ex Nisshin Maru No. 31-82<br>**Mashaha Holdings Sendirian Berhad**<br>Penang Malaysia | **968**<br>604<br>2 030 | | **1973** Higaki Zosen K.K.—Imabari (143)<br>67,92 11,03 5,004<br>63,51 11,00 5,41<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| 5021865<br>LW3612 | **ARAUCANIA**<br>ex Inga Anthonisen-62<br>**La Naviera Linea Argentina de Navegacion Maritima y Fluvial S.A.C.**<br>Buenos Aires Argentina | **150**<br>60<br>— | | **1961** Schiffswerft "Ernst Thalmann"<br>—Brandenberg<br>30,97 6,63<br>2,70<br>F 3,7 1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 240 × 360<br>420bhp (309kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7410888<br>CBAR<br>2160<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAUCO**<br>**Compania Chilena de Navegacion Interoceanica S.A. (CCNI)**<br>Valparaiso Chile | **14 885**<br>8 913<br>26 098 | ✠**100A1**<br>strengthened for heavy cargoes, No. 3 hold may be empty, movable car decks in Nos. 2, 4 & 5 holds<br>✠**LMC**<br>EL Gt 577,5/60,0U3<br>FN 6497 | **1979**-4 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (114)<br>173,18(BB) 26,65 9,754<br>162,01 26,61 13,49<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB12001T incl. Topside tanks in holds 2751T & Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2352T & No. 3 hold 5199T | **M Bulk Carrier**<br>5 Ho 16,6 27,9 18,9 28,0 28,0 ER<br>G.36 780 B.32 100<br>5 Ha (stl) (12,5 × 11,3) (19,5 12,3 19,8 19,8 × 16,4) ER | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>15,5kn |
| 5021906<br>TODZ<br>3673<br>Df Esd<br>Pfd Rdr<br>RTm | **ARAVIS**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **193**<br>67<br>80 | BV | **1959** At. & Ch. de la Manche—Dieppe (1150)<br>31,55<br>29,49 6,88 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (0,9 × 0,9) (0,8 × 0,8)<br>1W Der 1(3) | Oil 4SA 8Cy. 250 × 280<br>750bhp (552kW) NE 70<br>Crepelle et Cie. Lille<br>Fuel 38,0t (d.o.)<br>10kn |
| 7348645<br>9VIN<br>382565<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARAWA BAY**<br>ex Balticland-82<br>**Turtle Bay Shipping Pte. Ltd.**<br>GTW Bereederungsgesellschaft m.b.H.<br>Singapore Singapore | T.Mk<br>**5 569**<br>2 841<br>8 412<br>**8 520**<br>4 770<br>10 893 | GL NV | **1975** VEB Schiffswerft "Neptun"—Rostock (376)<br>145,42(BB) 19,44 —/8,922<br>134,83 19,41 11,31<br>P - F - 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.16 641 B.15 206<br>TEU 330 C. 330/20'<br>1 Ha (stl) (14,0 × 11,5) 4 Ha (stl) (25,9p&s 25,9p&s × 7,6) ER | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 524,0t (hvf)-35,5pd<br>17,5kn |
| 5021918<br>8RAQ<br>82938<br>RT | **ARAWAI**<br>**Shamsul Hussain Belle Plain**<br>Georgetown, Demerara Guyana | **273**<br>124<br>316 | ✠Classed LR until 5/68 | **1939**-7 W. J. Yarwood & Sons Ltd.<br>—Northwich (636)<br>38,10 7,52 2,687<br>35,51 7,47 2,90<br>P 10,1 F 4,6 1 dk | **M General Cargo**<br>1 Ho 20,2 ER<br>G.408<br>2 Ha (6,6 × 3,0) (10,0 × 6,4) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 215 × 360<br>360bhp (265kW) NE 56<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 5kW 110V<br>Fuel 10,0t (d.o.)<br>8kn |
| 7358030<br>PPID<br>7799<br>Df Esd<br>Gc Rdr<br>RTv | **ARAXA**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | AB | **1976** Verolme Est. Reunidos do Brasil S.A.<br>—Jacuacanga (876 /B46)<br>175,55(BB) 25,66 10,061<br>168,03 25,63 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 700kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| 7531527<br>Df Esd<br>Gc Rdr<br>RT | **ARAXA**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Natal Brazil | **244**<br>139<br>— | GL | **1976** Est. EBIN/So S.A.—Niteroi (71)<br>26,01 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 300 geared to sc. shaft<br>MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 1 × 144kW 220V<br>Fuel (d.o.)<br>12kn |
| 6601088<br>IKDD<br>3373<br>Esd RTm | **ARBATAX**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Genova Italy | **494**<br>172<br>160 | RI | **1966** "Navalmeccanica" Cant. Nav.<br>—Castellammare di Stabia (642)<br>49,15 10,34 3,074<br>48,01 10,00 4,91<br>F 22,6 1 dk<br>RW | **M RoRo Cargo/Ferry**<br>350P<br>Bow door/ramp Stern door/ramp | 2 Oil 4SA each 6Cy. 320 × 420<br>1 600bhp (1 177kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 88kW 220V 60Hz a.c.<br>1 Directional propeller aft, 1 fwd<br>Fuel 42,5t (d.o.)<br>13kn |

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|---|---|---|---|---|---|---|
| **6411902**<br>IKCT<br>493<br>Esd Rdr<br>RT | **ARBATAX PRIMA**<br><br>**Ce. Ca. Export S.r.l.**<br>Cagliari Italy | **963**<br>525<br>1 158 | <br><br>RI | **1964** Cant. Nav. Felszegi—Trieste (79)<br>66,81 10,42 4,412<br>60,00 10,41 5,80<br>2 dks<br>RW | **M General Cargo**<br>4P<br>2 Ho 19,7 20,2 ER<br>B.1 988<br>2 Ha (stl) (each 9,9 × 4,6) ER<br>Cr 2(3) | Oil 2SA 4Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 1 × 144kW 1 × 69,5kW<br>380V 50Hz a.c.<br>Fuel (d.o.) |
| **5021970**<br>YIBB<br><br>Df Esd<br>Rdr | **ARBEEL**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **448**<br>104<br>320 | ✠**100A1** CS 2/75<br>tug<br>✠**LMC**<br>EL (g)<br>FN 539 | **1961**-1 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1088)<br>42,75 10,27 3,658<br>38,10 9,81 4,32<br>F 14,7<br>rf 889 BK 140<br>4BH WB78t<br>**SURVEYS OVERDUE** | **M Tug** | Oil 4SA 8Cy. 400 × 600 with flexible coupling & reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Hamburg |
| **7375533**<br>J4UJ<br>469<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARBELA**<br>ex Belladona Venture-80<br>**International Ocean Bulk Transport Ltd.**<br>Andros Greece | **22 575**<br>15 759<br>41 049 | <br><br>BV | **1975** Sanoyasu Dockyard Co. Ltd.—Osaka (339)<br>183,67(BB) 27,64 12,110<br>172,98 27,60 17,00<br>P 37,2 F 14,4 1 dk | **M Bulk Carrier**<br><br>5 Ho 20,6 27,8 27,9 27,9 27,2 ER<br>G.53 674 B.44 949 HeCls. B<br>5 Ha (stl) (10,5 18,2 18,3 18,3 18,3 × 10,9) ER<br>Cr 1(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 408kW 450V 60Hz a.c.<br>Fuel 245,0t (d.o.) 2 140,5t (hvf)-48,0pd<br>17kn |
| **7043958**<br>EFXZ<br>113<br>Df Esd<br>Gc Rdr<br>RT | **ARBELAITZ**<br><br>**Pesquera Saturraran S.A.**<br>Ondarroa Spain | **237**<br>88<br>— | <br><br>BV | **1971** S.A. Balenciaga—Zumaya (197)<br>36,45 3,560<br>30,82 6,61 3,92<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Fuel 55,0t (d.o.) 11,5kn |
| **7203728**<br>ZACA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARBERIA**<br>ex Arapride-78<br>**Government of The People's Socialist Republic of Albania**<br>Durres Albania | T.Mk<br>**7 022**<br>4 157<br>13 931<br>**9 966**<br>6 658<br>16 350 | <br><br>(GL) (NV) | **1972** A.G. "Weser" Werk Seebeck —Bremerhaven (957)<br>150,15(BB) 21,06 8,313/9,272<br>139,83 21,01<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br><br>Str heavy cargoes<br>5 Ho 18,2 18,2 17,6 24,9 24,9 ER<br>G.22 304 B.20 406<br>TEU 228<br>C.Ho 180/20'(40') C.Dk 48/20'(40')<br>1 Ha (stl) (12,5 × 7,7) 4 Ha (stl) (12,7 12,7 17,2 12,7 × 10,3) ER<br>12W Der 1(50) 12(10) | Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 496kW 440V 60Hz a.c.<br>Fuel 1 106,5t (hvf)-30,5pd 16kn |
| **7707229**<br><br><br>Df Esd<br>Rdr RT | **ARBEYAL**<br><br>**Remolcadores Gijonesa S.A. (REGISA)**<br>Gijon Spain | **140**<br>—<br>90 | <br><br>BV | **1979** Const. Nav. del Sureste S.A. —Alicante (45)<br>26,60<br>22,99 7,70 3,48<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Alpha<br>Cons. Echevarria Bermeo<br>12kn |
| **5314119**<br>IUDZ<br>551<br>Rdr RTm | **ARBIA**<br>ex Sardo-65<br>**Compagnia di Navigazione Mediterranea**<br>Roma Italy | **702**<br>374<br>1 118 | <br><br>(RI) | **1953** Cant. Nav. M. & B. Benetti —Viareggio (17)<br>64,85 8,89 4,020<br>52,99 8,54 4,40<br>1 dk<br>RW rf nil | **M General Cargo**<br><br>2 Ho 14,0 19,9 ER<br>G.1 219 B.1 122<br>2 Ha (8,0 12,9 × 5,1) ER<br>4W Der 2(5) 4(3) | Oil 8Cy. 260 × 450<br>700bhp (515kW) E made51 fitted53<br>S.A. Fiat S.G.M. Torino<br>Gen 2 × 30kW 1 × 10kW 110V d.c.<br>Fuel 43,5t (d.o.) 12kn |
| **5021994**<br><br><br>Df Esd<br>RTm | **ARBO**<br><br>**Goodman Fishing Ltd.**<br>United Kingdom | **241**<br>98<br>142 | <br><br>BV | **1957** Hijos de J. Barreras S.A.—Vigo (1039)<br>30,00 6,89 3,550<br>29,75 6,80 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>2 Ha | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>10,5kn |
| **6800036**<br>PJLX<br><br>Df Esd<br>Rdr RT | **ARBON**<br>ex Celtic Prince-77 ex Arbon-68<br>**Arbon N.V.**<br>Willemstad Netherlands Antilles | T.Mk<br>**500**<br>349<br>1 424<br>**1 439**<br>958<br>1 555 | <br><br><br>BV | **1968** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (372)<br>77,65 12,10 3,937/4,141<br>69,58 12,01 6,71<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.3 407 B.3 219<br>2 Ha (stl) (21,9 13,4 × 7,4) ER<br>Der 1(15) 1(5) 1(3) | Oil 4SA 6Cy. 400 × 600<br>1 560bhp (1 147kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 227,5t (d.o.) 12,5kn |
| **7405481**<br>3FDK<br>9511-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARBOREOUS**<br>ex Cherryfield-79<br>**Compania de Naviera Arboreous S.A.**<br>Panama Panama | **6 609**<br>4 375<br>12 005 | <br><br>NK | **1975** Ujina Zosensho—Hiroshima (542)<br>128,78 19,64 8,256<br>120,00 19,59 10,55<br>P 23,8 F 11,0 1 dk | **M Bulk Carrier**<br><br>3 Ho ER<br>G.14 108 B.13 747 HeCls. B<br>3 Ha (stl) (17,6 30,1 18,2 × 9,8) ER<br>4W Der 4(20) | Oil 4SA 8Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho Shimizu<br>Fuel 194,5t (d.o.) 1 055,5t (hvf)-21,0pd<br>13,25kn |
| **7515236**<br>SWKO<br>3036<br>Df Esd<br>Gc Rdr<br>RT | **ARC AEOLOS**<br>ex City of Canterbury-81<br>**Drilco Inc.**<br>Architug Corp.<br>Piraeus Greece | T.Mk<br>**7 525**<br>4 494<br>13 217<br>**10 494**<br>7 057<br>16 342 | ✠**100A1** SS 7/81<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL C† 2$\frac{1}{16}$"U3<br>FN 4647 | **1976**-9 Bremer Vulkan A.G.—Vegesack (1011)<br>150,09(BB) 21,11 8,027/9,367<br>139,50 21,01 12,30<br>P 14,1 F 14,7 2 dks<br>rf nil<br>SF 7BH WB5539T incl. No. 3 hold 3289T | **M General Cargo**<br><br>5 Ho 16,9 19,5 18,5 24,0 18,9 ER 5 TwD ER<br>G.23 483 B.20 944<br>TEU 322 C.Ho 190/20' C.Dk 132/20'<br>5 Ha (stl) (10,4 × 8,0) (12,7 12,7 17,9 12,7 × 10,4) ER<br>Cr 3(12,5) Der 1(60) 1(30) 2(12,5) | Oil 2SA 6Cy. 700 × 1200<br>8 976bhp (6 602kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB (o.f.) 9kgf/cm$^2$ (8,9bar)<br>AuxB (Comp) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 548kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 171,5t (hvf) 16kn |
| **8003797**<br>HKLP<br><br>Df Esd<br>Gc Rdr<br>RT | **ARC MALPELO**<br><br>**Dimar**<br>Ferrostaal A.G.<br>Cartagena Colombia | **780**<br>267<br>327 | <br><br>GL | **1981** Martin Jansen Schiffswerft u. Mfbk. —Leer (152)<br>50,30 4,401<br>44,00 10,01 5,72<br>1 dk | **M Research/Fishing**<br>Oceanographic<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300 reduction geared to sc. shaft<br>1 570bhp (1 155kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |

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|---|---|---|---|---|---|---|
| 7604271<br>SWZS<br>7323<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARC MINOS**<br>ex Bougival-79 ex Bochica-78<br>Launched as Jodew<br>**Pavillion S.A.**<br>Architug Corp.<br>Piraeus Greece | **5 998**<br>3 332<br>7 923 | BV (NV) | **1976** VEB Schiffswerft "Neptun"—Rostock (480)<br>121,85 7,711<br>114,18 17,61 9,94<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 413 B.10 356<br>2 Ha (stl) (26,1 33,4 × 12,7) ER<br>4W Der 4(20) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 779,5t (hvf)-21,5pd 15,25kn |
| 7515212<br>SZHJ<br>3039<br>Df Esd<br>Gc Rdr<br>RT | **ARC ODYSSEUS**<br>ex City of Winchester-81<br>**Solco Inc.**<br>Architug Corp.<br>Piraeus Greece | T.Mk<br>**7 525**<br>4 494<br>12 950<br>**10 494**<br>7 057<br>16 330 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL C† 2$\frac{1}{16}$"U3<br>FN 4647 | **1976**-6 Bremer Vulkan A.G.—Vegesack (1009)<br>150,02(BB) 21,11 8,027/9,354<br>139,50 21,01 12,30<br>P 13,8 F 14,7 2 dks<br>rf nil<br>7BH WB5627T incl. No. 3 hold 3342T | **M General Cargo**<br>5 Ho 16,9 19,5 18,5 24,0 18,9 ER 5 TwD ER<br>G.23 483 B.20 944<br>TEU 322 C.Ho 190/20' C.Dk 132/20'<br>5 Ha (stl) (10,4 × 8,0) (12,7 12,7 17,9 12,7 × 10,4) ER<br>Cr 3(12,5) Der 1(60) 1(30) 2(12,5) | Oil 2SA 6Cy. 700 × 1200<br>8 976bhp (6 602kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB (o.f.) 9kgf/cm² (8,9bar)<br>AuxB (Comp) 9kgf/cm² (8,9bar)<br>Gen 3 × 548kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 171,5t (hvf) 16kn |
| 8003802<br>HKLO<br><br>Df Esd<br>Gc Rdr<br>RT | **ARC PROVIDENCIA**<br><br>**Dimar**<br>Ferrostaal A.G.<br>Cartagena Colombia | **779**<br>268<br>327 | GL | **1981** Martin Jansen Schiffswerft u. Mfbk. —Leer (153)<br>50,91 4,001<br>44,96 10,01 5,72<br>1 dk | **M Research**<br>Oceanographic<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300 reduction geared to sc. shaft<br>1 570bhp (1 155kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| 5283815<br>SZOX<br>4099<br>Df Esd<br>Gc Rdr<br>RTm | **ARCADI**<br>ex Mediterranee-71<br>ex President de Cazalet-67<br>**Arcadi Shipping Co. S.A.**<br>Piraeus Greece | **5 324**<br>2 867<br>2 162 | (BV) | **1948** Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1850)<br>122,54 16,36 5,963<br>16,31<br>P & B 85,7 F 21,4 2 dks<br>RW | **TS Passenger/General Cargo/Ferry**<br>Ref 317bth 500dk P<br>2 Ho 18,8 14,4<br>G.3 866 B.3 431 In.888<br>3 Ha (stl) (4,8 × 2,7) (5,7 × 3,8) (4,9 × 3,5)<br>6W Der 4(5) 2(2) | 6 S Turb sr geared to 2 sc. shafts<br>10 000shp (7 356kW)<br>C. A. Parsons & Co. Ltd. Newcastle<br>Gen 1 × 500kW 3 × 150kW 220V d.c.<br>Fuel 589,5t (o.f.) 19,5kn |
| 7370208<br>ABOJ<br>5134<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCADIA**<br>ex Universe Guardian-80<br>**Gray Shipping Inc.**<br>Monrovia Liberia | **122 199**<br>101 698<br>273 187 | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2336)<br>337,04(BB) 54,54 21,067<br>320,00 54,50 27,01<br>1 dk<br>rf 102 | **S Tanker**<br>COW IGS CBT<br>14 Ta ER<br>L.(oil) 329 650 HeCls. B | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 12 256,5t (hvf)-177,0pd 16kn |
| 6519601<br>J4WJ<br>7347<br>Df Esd<br>Gc Rdr<br>RT | **ARCADIAN FAITH**<br>ex World Harmony-79<br>**Arcadian Faith Maritime Co. Ltd.**<br>Arkadiki Maritime S.A.<br>Piraeus Greece | **12 229**<br>7 326<br>19 375 | ✠**100A1** SS 9/79<br>strengthened for ore cargoes, alternate holds may be empty<br>✠**LMC**<br>EL g† 2$\frac{5}{16}$"SQ<br>FN 5190 | **1965**-8 Hakodate Dock Co. Ltd.—Hakodate (364)<br>157,54 22,71 9,614<br>148,01 22,61 12,45<br>P 31,1 F 14,7 1 dk<br>rf 152<br>7BH WB6171t incl. Topside tanks in holds 2471t | **M Bulk Carrier**<br>5 Ho 19,8 19,2 18,5 19,2 18,5 ER<br>G.23 803 B.23 385<br>5 Ha (stl) (11,6 × 8,9) (14,4 14,4 14,4 14,4 × 10,3) ER | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 142lbf/in² (9,8bar)<br>Fuel 1 571,0t (hvf) 14,5kn |
| 6508468<br>SVAP<br>7797<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARCADIAN SEA**<br>ex Astramarina-80<br>ex Torm Helvig-75 ex Helvig-74<br>**Arcadian Sea Maritime Co. Ltd.**<br>Arkadiki Maritime S.A.<br>Piraeus Greece | **21 002**<br>14 443<br>36 592 | NV | **1965** Rheinstahl Nordseewerke—Emden (372)<br>191,27 26,45 11,316<br>180,60 26,41 15,32<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho 15,2 15,5 16,7 15,8 17,6 16,7 16,7 15,2 ER<br>G.41 003<br>8 Ha (stl) (9,1 9,5 9,5 9,5 9,5 9,5 9,5 9,5 × 12,0) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 2 × 452kW 440V 60Hz a.c.<br>Fuel 2 692,5t (hvf)-40,5pd 15,25kn |
| 6509955<br>J4SY<br>7317<br>Df Esd<br>Gc Rdr<br>RT | **ARCADIAN SKY**<br>ex Eastern Kiku-79<br>**Liberty Investment Corp.**<br>Arkadiki Maritime S.A.<br>Piraeus Greece | **12 229**<br>7 085<br>19 326 | ✠**100A1** SS 9/79<br>strengthened for ore cargoes—alternate holds may be empty<br>✠**LMC**<br>EL g† 2$\frac{5}{16}$"SQ<br>FN 5190 | **1965**-5 Hakodate Dock Co. Ltd.—Hakodate (361)<br>157,54 22,71 9,621<br>148,01 22,61 12,45<br>P 31,1 F 14,7 1 dk<br>RW rf 152<br>NS 7BH WB4171t incl. Topside tanks in holds 2471t | **M Bulk Carrier**<br>5 Ho ER<br>G.23 803 B.23 385<br>5 Ha (stl) (11,5 × 8,8) (14,3 14,3 14,3 14,3 × 10,3) ER<br>10W Der 10(10) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 142lbf/in² (9,8bar)<br>(AuxB (ex.g) 142lbf/in² (9,8bar) )<br>Fuel 1 923,5t 14,5kn |
| 5159210<br>SYDT<br>6126<br>Df Esd<br>Gc Rdr<br>RTm/v | **ARCADIAN STAR**<br>ex Maddalena-77<br>ex Ilse Schulte-71<br>**Bright Star Maritime Co. S.A.**<br>Arkadiki Maritime S.A.<br>Piraeus Greece | **10 162**<br>5 726<br>15 218 | GL (RI) | **1958** Luebecker Flender-Werke AG. —Luebeck-Siems (485)<br>156,01 20,30 9,011<br>144,89 20,21 11,97<br>P 14,4 B 11,9 F 13,2 2 dks<br>RW rf 76 | **M General Cargo** CSD<br>Str. ore cargoes<br>6 Ho 18,1 18,2 17,9 ER 19,6 18,9 18,8<br>G.22 435 B.19 759<br>6 Ha (stl) (10,5 10,6 10,6 × 8,5) ER (10,6 10,6 10,6 × 8,5)<br>13W Der 1(20) 12(5) | Oil 2SA 8Cy. 700 × 1200<br>5 340bhp (3 928kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel (hvf) 14kn |
| 7112400<br>SVHW<br>7966<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCADIAN SUN**<br>ex Pamela-81 ex Hosho Maru-79<br>**Arcadian Sun Maritime Co. Ltd.**<br>Arkadiki Maritime S.A.<br>Piraeus Greece | **4 998**<br>3 645<br>9 948 | NK | **1971** Imabari Zosen—Imabari (236)<br>124,31 19,56 7,519<br>117,02 19,51 9,76<br>P 21,7 F 12,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.13 242 B.12 491<br>2 Ha (stl) (35,0 36,4 × 11,2) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 224kW<br>Fuel 772,0t-23,5pd 13,75kn |
| 7117905<br>FZZZ<br><br>Df Esd<br>Gc Rdr<br>RT | **ARCADIE**<br>ex Joan I-76<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **734**<br>387<br>848 | BV (AB) | **1971** Mangone SB. Corp.—Houston, Tx (101)<br>50,30 11,64 3,960<br>48,16 11,59 4,88<br>B 11,6 F 17,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254 sr geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW 450V 60Hz a.c.<br>Fuel 375,0t 14kn |
| 7811290<br>ISEO<br>752<br>Esd Rdr<br>RT | **ARCANGELO GAETANI**<br><br>**Fratelli Gaetani**<br>Ancona Italy | **150**<br>54<br>— | | **1979** Cant. Nav. M. Morini & C.—Ancona (166)<br>28,20 6,63<br>22,03 6,41 3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 235 × 330 reverse reduction geared to sc. shaft<br>960bhp (706kW) E made76 fitted79<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires |

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| 5208384<br><br>156-C<br>Df RTm | **ARCAVERDE III**<br>ex Lilly Arre-75<br>**Companhia Nacional de Navegacao 'Arca Verde'**<br>Sao Vicente Cape Verde Republic | 216<br>120<br>320 | (BV) | **1954** H. C. Christensens Staalskibsv. af 1949—Marstal (59)<br>41,66 6,51 2,896<br>6,48 2,95<br>P 9,8 F 6,4 1 dk<br>RW BK 119 len 66 | **M General Cargo**<br>1 Ho 24,6 ER<br>G.467 B.447<br>1 Ha (20,8 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 2,5kW 24V d.c.<br>Fuel 9,0t (d.o.) 9kn |
| 8107799<br>KUS6456<br>645666<br>Df Gc<br>Pfd Rdr<br>RT | **ARCEMONT TIDE**<br><br>**Tidewater Grand Isle Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | 295<br>200<br>1 000 | AB | **1982** Atlantic Marine Inc.—Fort George Island, Fl (189)<br>54,87 3,683<br>51,85 12,20 4,27<br>F 16,8 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW d.c.<br>Thw. thrust propeller fwd<br>Fuel 285,0t (d.o.)-8,0pd 11kn |
| 5164344<br>9V2598<br>375986<br>Rdr RT | **ARCH**<br>ex Ishigaki-76 ex Ishigaki Maru-75<br>**Eastern Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | 1 201<br>563<br>1 744 | NK | **1961** Onomichi Zosen—Onomichi (101)<br>71,10 10,85 4,801<br>64,98 10,80 5,49<br>P 17,1 F 7,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.1 973 B.1 886<br>2 Ha (12,5 14,3 × 5,5) ER<br>10W Der 2(10) 1(5) 2(3) | Oil 4SA 6Cy. 430 × 620<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 17kW 105V d.c.<br>Fuel 106,5t-4,5pd 12kn |
| 5364114<br>SV4450<br>6326<br>Df Esd<br>Rdr RT | **ARCHAGELOS**<br>ex Sweet Banana-77<br>ex Gold Fruit-75<br>ex Tom Van Der Heide-70<br>**Archagelos Idiki Naftiliaki Ltd.**<br>Piraeus Greece | 499<br>224<br>823 | BV | **1951** N.V. Werf "Gusto"—Schiedam (984)<br>68,48 9,78 3,474<br>... ... ...<br>P 3,4 1 dk & S dk | **M General Cargo** OSD<br>Ref.<br>In.1 441<br>2 Ha (each 9,6 × 4,5) ER<br>Der 4(5) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW) NE 61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 44,5t 14kn |
| 7369821<br>ATGJ<br>1445<br>RT | **ARCHANA**<br><br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>10 526<br>5 657<br>18 003 | BV | **1976** Santierul Naval Galatz—Galatz (625)<br>145,17 10,140<br>132,67 20,99 13,16<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 507 B.19 645<br>4 Ha (15,3 16,9 16,9 16,9 × 10,9) ER<br>Der 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>15,75kn |
| 7371939<br>SZKW<br>6619<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ARCHANGELOS**<br><br>**Seventh Shipping Corp.**<br>Piraeus Greece | 30 149<br>22 954<br>60 250 | AB | **1976** Hitachi Zosen—Maizuru Works, Maizuru (4385)<br>225,08(BB) 12,401<br>215,02 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho 25,9 24,0 24,0 25,9 24,0 25,9 24,0 ER<br>G.74 170<br>7 Ha (stl) (14,7 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 400kW 450V a.c.<br>Fuel 3 200,5t (hvf) 14,75kn |
| 7042203<br><br><br>Df Esd<br>Pfd RT | **ARCHANGELOS**<br><br>**D. Zacharias & P. Kritikos**<br>Piraeus Greece | 118<br>90<br>59 | | **1971** Th. Zervas & Sons—Perama (94)<br>27,51 6,30 2,350<br>23,50 6,20 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |
| 7350454<br><br>1990<br>Esd Rdr<br>RT | **ARCHANGELOS**<br><br>**John Kokas**<br>Piraeus Greece | 112<br>50<br>— | BV | **1973** "Naus" Shipyard Philippou Bros. S.A. —Perama (111)<br>24,13 2,501<br>20,20 6,10 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) E made75 fitted—<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 33,5t (d.o.) 10kn |
| 5022132<br>SVYG<br>1668<br>Df Esd<br>Gc Rdr | **ARCHANGELOS G**<br><br>**Asomatoi Compania Maritima S.A.**<br>Piraeus Greece | 10 142<br>5 930<br>15 276 | ✠100A1 SS 11/77<br>DTma — vegetable oil<br>✠LMC<br>EL et 2⅜"SQ<br>FN 4621 | **1960**-1 Hitachi Zosen—Sakurajima Works, Osaka (3881)<br>157,99 19,49 9,519<br>145,01 19,41 12,45<br>F 14,1 2 dks<br>rf 76<br>8BH to U dk 1 to 2nd dk WB3716t incl. Tunnel tanks 212t DTma 1398t | **M General Cargo** CSD | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 135lbf/in² (9,4bar) |
| 5421558<br>SVJI<br>5157<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ARCHANGELOS III**<br>ex Naess Liberty-74<br>**Marathon Shipping Co.**<br>Piraeus Greece | 22 103<br>15 229<br>42 243 | AB<br>✠Classed LR until 10/1/75 | **1963**-3 Rheinstahl Nordseewerke—Emden (322)<br>217,99 26,90 11,589<br>207,22 26,80 15,50<br>P 37,5 F 32,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes<br>9 Ho 17,5 19,1 14,4 19,2 14,4 19,2 14,4 19,2 15,1 ER<br>G.47 714<br>9 Ha (stl) (8,7 13,5 8,7 13,5 8,7 13,5 8,7 13,5 8,7 × 12,1) ER<br>Der 2(4) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 3 × 380kW 440V 60Hz a.c.<br>Fuel 2 408,0t (hvf) 15kn |
| 8017580<br>H9NA<br>1113<br>9-81<br>Df Esd<br>Gc Rdr<br>RT | **ARCHERY**<br><br>**Majestic Shipping Ltd. S.A.**<br>Panama Panama | 4 900<br>2 950<br>8 041 | BV | **1981** Iwagi Zosen K.K.—Iwagi (22)<br>116,21 7,201<br>108,01 18,01 9,02<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.10 149 B.9 622<br>2 Ha (stl) (26,5 33,6 × 10,2)<br>Cr 1(35) 3(25) | Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>16,75kn |
| 6420032<br><br>317794<br>Df Esd<br>RT | **ARCHIE I**<br>ex Cayman Pride-68<br>**Garcam Corp. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | 249<br>138<br>— | | **1943** Dekom SB. Corp.—Brooklyn, NY<br>*36,06* 8,54 2,439<br>33,53 7,93 4,12<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 292 × 381<br>300bhp (221kW)<br>Atlas Imperial D.E. Co. Oakland, Ca<br>8kn |
| 5131634<br>IRAS<br>736<br>RTv | **ARCHIMEDE S.**<br>ex Gladstone-68<br>**Societa Anonima Italiana Lavori Edili Marittimi (S.A.I.L.E.M.)**<br>Palermo Italy | 236<br>47<br>— | RI<br>✠Classed LR until 5/68 | **1951**-9 Cochrane & Sons Ltd.—Selby (1370)<br>33,18 8,13 3,722<br>30,18 8,08 3,97<br>1 dk<br>R rf 457 BK 191 | **S Tug** | T 3Cy. 394 660 & 1067 × 762<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 2 × 5kW 110V d.c.<br>Fuel (o.f.) 12kn |

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| 6621260<br>SWFK<br>2918<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARCHIMEDES**<br><br>**Olympus Shipping S.A.**<br>Piraeus Greece | **16 140**<br>10 160<br>27 912 | <br><br>AB | **1966** Osaka Zosensho—Osaka (245)<br>171,33(BB) 24,90 10,234<br>162,46 24,85 14,03<br>1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 19,1 19,7 18,9 13,6 19,7 20,5 ER<br>G.32 564 B.32 253<br>6 Ha (stl) (10,2 10,5 10,5 6,1 10,5 10,5 × 12,8) ER<br>12W Der 12(7) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 300,5t (hvf) 15kn |
| 6700391<br>LJYP<br>19579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCHIMEDES**<br>ex Swanella-81<br>**Kommandittselskapet A/S Archimedes**<br>Kare Misje & Co. Rederi A/S<br>Bodo Norway | **1 349**<br>366<br>— | <br><br>✠LR class withdrawn-<br>Owner's request<br>26/2/82 | **1967**-2 Goole SB. & Repairing Co. Ltd. —Goole (554)<br>74,83 12,40 5,636<br>65,38 12,35 8,08<br>B 22,9 2 dks<br>rf 762 BK 178 | **D-E Fishing**<br>Stern Trawler<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 254 × 305 total 1 550bhp (1 140kW) driving 2 gen. each 835kW 510V d.c. connected to 1 elec. motor of 2 100shp (1 545kW) & sc. shaft<br>English Electric Co. Preston<br>Gen 2 × 300kW 1 × 80kW 415V 50Hz a.c.<br>15kn |
| 7009419<br>SYWP<br>7888<br>Df Esd<br>Gc Rdr<br>RTh/v | **ARCHIMIDIS**<br>ex Hae Duck No. 3-80<br>ex Federal Yodo-79<br>**Archimedes Shipping Co. S.A.**<br>N. J. Andriopoulos Shipping & Commercial Enterprises S.A.<br>Piraeus Greece | **10 490**<br>6 794<br>19 078 | **✠100A1** SS 4/79<br><br>**✠LMC**<br>EL Dt 2$\frac{7}{16}$"U2<br>FN 5155<br>(KR) | **1970**-2 Osaka Zosensho—Osaka (299)<br>154,34(BB) 22,86 9,183<br>146,01 22,80 12,50<br>P 29,0 F 11,6 1 dk<br>rf nil<br>NS 6BH WB5448t incl. Comb. btm & STs in holds 2321t Topside tanks in holds 2375t | **M Bulk Carrier**<br><br>4 Ho 14,7 26,9 26,9 26,9 ER<br>G.22 600 B.21 800<br>4 Ha (stl) (14,7 17,2 17,2 17,2 × 10,9) ER<br>Der 4(30) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 570,0t (hvf) 15kn |
| 5022247<br>SYGJ<br>1934<br>Esd RT | **ARCHIRODON EGEON No. 1**<br>ex Annahda-61<br>**Archimidis A.T.E.**<br>Archirodon S.A. Hellenic Engineering & Construction Co.<br>Piraeus Greece | **282**<br>84<br>320 | <br><br>✠Classed LR until<br>18/4/75 | **1956**-5 Henry Robb Ltd.—Leith (455)<br>35,62 9,33 2,845<br>33,53 8,84 3,20<br>1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Oil 2SA 5Cy. 267 × 343<br>420bhp (309kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 5,0t 8,5kn |
| 7380617<br>A8JG<br>5000<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ARCHON**<br><br>**Inca Cia. Naviera S.A.**<br>Monrovia Liberia | **56 988**<br>44 778<br>123 449 | **✠100A1** SS 6/79<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ut 3$\frac{9}{16}$"U3<br>FN 15378 | **1974**-11 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (914)<br>264,02 38,05 17,374<br>252,00 38,00 23,02<br>1 dk<br>rf 51<br>8BH WB21942T incl. 14321T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 118 978 HeCls. BC | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>2 WTAuxB 17kgf/cm² (16,7bar) hs1179,9<br>e(ex.g) 20,5kgf/cm² (20,1bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 281,5t (d.o.) 4 631,0t (hvf) 15,5kn |
| 5287550<br>SV6300<br>7910<br>Df Esd<br>Gc Rdr<br>RTv | **ARCHON**<br>ex Shark-81 ex Aurora-80<br>ex Putbus-79<br>**Kronos Maritime Co.**<br>Compania Naviera Stavros Lines S. de R. L.<br>Piraeus Greece | T.Mk<br>**536**<br>214<br>840 | <br><br>HR (DSRK) | **1961** VEB Peene-Werft—Wolgast<br>59,14 9,83 3,658<br>53,01 9,78 5,80<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| 7129635<br>SXZM<br>4315<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCHONTISSA KATINGO**<br><br>**Diamante Soc. de Transportes S.A.**<br>Leandros Shipping Co. S.A.<br>Piraeus Greece | **42 252**<br>32 681<br>85 414 | <br><br>AB | **1972** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (256)<br>252,38 32,31 14,822<br>243,85 32,25 20,30<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>9 Ho/Ta 15,7 25,4 14,4 25,4 15,2 25,4 14,4 25,4 16,4 ER<br>G.87 638 L.(oil) 92 278 HeCls. BC<br>13 Ha (stl) (12,5 × 10,7) (12,5 12,5 × 9,7) (12,5 × 10,7) (12,5 12,5 × 9,7) (12,5 × 10,7) (12,5 12,5 × 9,7) (12,5 × 10,7) (12,5 12,5 × 9,7) (12,5 × 10,7) ER<br>2W Der 2(10) | Oil 2SA 7Cy. 860 × 1600<br>15 750bhp (11 585kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 326,0t (d.o.) 3 320,5t (hvf)-62,0pd<br>15kn |
| 5046281<br>HPMO<br>4771-PEXT1<br>Df Esd<br>Gc Rdr<br>RTm | **ARCIPEL**<br>ex Canalgrande-79 ex Bleichen-70<br>**Arcipel Shipping Compania Naviera S.A.**<br>Panama Panama | **2 139**<br>1 287<br>2 955 | <br><br>AB (GL) | **1958** Werft Nobiskrug—Rendsburg (607)<br>93,30 12,35 5,550<br>84,31 12,32 7,19<br>P 24,4 B 7,1 F 18,0 2 dks<br>RW rf nil | **M General Cargo** CSD<br><br>2 Ho 28,5 29,2 ER<br>G.4 323 B.4 030<br>2 Ha (21,4 22,7 × 5,4) ER<br>8W Der 1(20) 1(3-10) 7(3-5) | Oil 4SA 8Cy. 420 × 660<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 88kW 230V d.c.<br>Fuel 186,0t 12kn |
| 6606430<br>C4ZG<br>380911<br>Df Esd<br>Gc Rdr<br>RT | **ARCO**<br>ex La Cinta-77 ex La Rabida-67<br>**Alky Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**1 163**<br>523<br>2 028<br>**2 026**<br>1 135<br>— | **✠100A1** SS 12/78<br>Ice Class 3<br>**✠LMC**<br>EL r 1$\frac{1}{2}$"SQ<br>FN 1554 | **1966**-6 Ast. Construcciones S.A.—Vigo (52)<br>86,62 12,73 4,801/6,141<br>76,92 12,69 7,50<br>F 10,1 2 dks<br>RW rf 102<br>Coll BH to U dk 4 to 2nd dk WB301t | **M General Cargo**<br><br>3 Ho 15,0 20,9 13,7 ER<br>G.4 064 B.3 871<br>3 Ha (stl) (8,9 14,7 8,9 × 6,5) ER<br>8W Der 8(3) | Oil 2SA 8Cy. 350 × 620<br>2 240bhp (1 648kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 75kW 220V d.c.<br>Fuel 166,5t (d.o.) 14kn |
| 5347324<br>THUV<br>1264<br>Df Esd<br>Pfd RT | **ARCO**<br>ex Symbole de l'Esperance-71<br>**Andre Langlois**<br>St. Malo France | **118**<br>44<br>— | | **1962** Ch. Herbert & Heraud—Pont Lorois<br>*23,57* 6,58<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br><br>In.95<br>2 Ha (each 0,9 × 0,[illegible])<br>Der 1(2) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 19,5t (d.o.) 9,5kn |
| 7500877<br>KSBK<br>614544<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCO ALASKA**<br><br>**Arco Marine Inc.**<br>Atlantic Richfield Co.<br>Los Angeles, Ca United States of America | **83 675**<br>73 114<br>191 459 | <br><br>AB | **1979** National Steel & SB. Co.—San Diego, Ca (408)<br>290,36 16,765<br>278,90 50,60 23,80<br>B 9,8 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>15 Ta ER<br>L.(oil) 214 266 HeCls. BptC | 2 S Turb geared to sc. shaft<br>28 000shp (20 596kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>Fuel (o.f.) 15kn |

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|---|---|---|---|---|---|---|---|
| **7318896**<br>WCIO<br>548424<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARCO ANCHORAGE**<br>**Northern Trust Co.**<br>Atlantic Richfield Co.<br>Philadelphia, Pa United States of America | **52 485**<br>44 601<br>122 249 | AB | **1973** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4634)<br>269,15 42,17 15,774<br>259,09 42,07 20,73<br>F 18,3 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>5 Ta 8 Wing Ta ER<br>L.(oil) 134 684 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 000shp (19 125kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 6 515,0t (hvf)-130,0pd 16,5kn |
| **7500889**<br>WMCV<br>623291<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCO CALIFORNIA**<br>**Arco Marine Inc.**<br>Atlantic Richfield Co.<br>Los Angeles, Ca United States of America | **83 675**<br>73 114<br>188 705 | AB | **1980** National Steel & SB. Co.—San Diego, Ca (409)<br>290,38 50,60 18,060<br>278,90 44,51 23,78<br>B 9,8 1 dk<br>rf nil | **S Tanker**<br>17 Ta ER | | 2 S Turb geared to sc. shaft<br>28 000shp (20 596kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>Fuel (o.f.) 15kn |
| **6404363**<br>GWPY<br>300440<br>Esd Rdr<br>RTh | **ARCO DART**<br>ex Pen Dart-73 ex Sand Dart-64<br>**A.R.C. Marine Ltd.**<br>Southampton United Kingdom | **499**<br>179<br>813 ✠ | | **1957**-8 P. K. Harris & Sons Ltd.<br>—Appledore (67)<br>53,04 9,25 3,506<br>48,77 9,15 3,97<br>1 dk<br>rf nil | **M Dredger**<br>Suction<br>Single side arm<br>1 Ho 15,8 ER<br>1 sandpump<br>1 Ha (—open × —) ER | | Oil 4SA 12Cy. 273 × 305<br>720bhp (530kW) NE 63<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 1 × 190kW 1 × 69kW 1 × 20kW<br>400V 50Hz a.c.<br>Fuel (d.o.) |
| **5029099**<br>KALD<br>277623<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARCO ENDEAVOR**<br>ex Atlantic Endeavor-76<br>**Arco Marine Inc.**<br>Atlantic Richfield Co.<br>Wilmington, De United States of America | **18 347**<br>11 995<br>30 779 | AB | **1958** Sun SB. & Dry Dock Co.—Chester, Pa (605)<br>195,38 25,68 10,808<br>187,46 25,61 13,85<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 | **S Tanker**<br>IGS<br>30 Ta ER<br>L.(oil) 39 888 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 3 423,0t (o.f.) 16,5kn |
| **7366300**<br>WGWB<br>559400<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCO FAIRBANKS**<br>**Fairpack Corp.**<br>Atlantic Richfield Co.<br>Los Angeles- Long Beach, Ca United States of America | **52 485**<br>44 601<br>122 520 | AB | **1974** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4636)<br>269,15 42,07 15,774<br>259,09 42,04 20,73<br>F 18,3 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>5 Ta 8 Wing Ta ER<br>L.(oil) 134 684 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 000shp (19 125kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 1000kW<br>Fuel 6 466,0t (o.f.) 17kn |
| **5423324**<br>KAHA<br>293299<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARCO HERITAGE**<br>ex Atlantic Heritage-75<br>**Central Trading Co.**<br>Atlantic Richfield Co.<br>Wilmington, De United States of America | **28 381**<br>18 848<br>54 143 | AB | **1963** Sun SB. & Dry Dock Co.—Chester, Pa (627)<br>227,08 31,17 12,380<br>216,42 31,09 15,73<br>P 43,9 B 14,4 F 28,1 1 dk<br>RW rf 76 | **S Tanker**<br>SBT COW IGS<br>26 Ta ER<br>L.(oil) 55 814 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 680shp (15 211kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 4 522,5t (hvf)-107,0pd 16kn |
| **7390076**<br>KLHV<br>586633<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCO INDEPENDENCE**<br>ex American Independence-82<br>**Atlantic Richfield Co.**<br>Arco Marine Inc.<br>Philadelphia, Pa United States of America | **117 515**<br>105 893<br>266 585 | AB | **1977** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4646)<br>335,26 54,36 20,421<br>323,20 54,28 26,24<br>F 22,6 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>19 Ta ER<br>L.(oil) 326 789 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>35 000shp (25 745kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>Fuel 12 776,5t (hvf)-180,0pd 15,25kn |
| **7366295**<br>KSBG<br>556666<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCO JUNEAU**<br>**Metarc Corp.**<br>Atlantic Richfield Co.<br>Philadelphia, Pa United States of America | **52 485**<br>44 601<br>122 249 | AB | **1974** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4635)<br>269,15 15,774<br>259,09 42,07 20,73<br>F 18,3 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>5 Ta 8 Wing Ta ER<br>L.(oil) 134 684 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 000shp (19 125kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel-130,5pd 16,5kn |
| **7117149**<br>KPFD<br>536496<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCO PRUDHOE BAY**<br>**Tankers Leasing Corp.**<br>Atlantic Richfield Co.<br>Philadelphia, Pa United States of America | **35 646**<br>29 475<br>71 873 | AB | **1971** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4630)<br>246,90 32,09 13,180<br>239,58 32,01 17,38<br>P 27,5 F 17,4 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>18 Ta ER<br>L.(oil) 89 000 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 2 297,5t (o.f.)-106,5pd 16kn |
| **8101317**<br>ELBO9<br>7125<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCO RESOLUTION**<br>**Resolution Seismic Services Inc.**<br>Monrovia Liberia | **1 437**<br>147<br>2 700 | NV | **1982** Mandals Slip & Mek. Verk. A/S<br>—Mandal (87)<br>75,16 5,925<br>66,02 15,61 8,62<br>3 dks | **D-E Research**<br>Seismographic | | 4 Oil 4SA each 9Cy. 250 × 300 total<br>6 120bhp (4 502kW) driving 4 gen. each<br>1 070kW 600V a.c. connected to 4 elec.<br>motors each of 816shp (600kW) & sr<br>geared to sc. shaft<br>A/S Bergens M/V Bergen<br>Gen 1 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 109,5t (d.o.) 498,0t (hvf)-17,5pd 15kn |
| **7205934**<br>WLDF<br>539313<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCO SAG RIVER**<br>**Oil Tankers Leasing Corp.**<br>Atlantic Richfield Co.<br>Philadelphia, Pa United States of America | **35 646**<br>29 500<br>71 507 | AB | **1972** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4631)<br>246,90 32,09 13,180<br>239,58 32,01 17,38<br>P 27,5 F 17,4 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>18 Ta ER<br>L.(oil) 87 226 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel-97,0pd 16kn |
| **7214961**<br>MUYV<br>357806<br>Esd Rdr<br>RT | **ARCO SCHELDT**<br>ex Amey III-73<br>**A.R.C. Marine Ltd.**<br>Southampton United Kingdom | **1 583**<br>837<br>— | BV | **1972** Appledore Shipbuilders Ltd.<br>—Appledore (A.S.87)<br>76,51 14,25 4,928<br>73,16 14,03 6,02<br>1 dk | **M Dredger**<br>Suction<br>Mchy.aft | | Oil 4SA 9Cy. 317 × 368<br>2 460bhp (1 809kW)<br>English Electric Diesels Ltd. Ruston<br>Paxman Div. Colchester<br>Controllable pitch propeller<br>12,5kn |
| **7340629**<br>GUDJ<br>361906<br>Esd Gc<br>Pfd Rdr<br>RT | **ARCO SEVERN**<br>**Consolidated Gold Fields Ltd.**<br>A.R.C. Marine Ltd.<br>Southampton United Kingdom | **1 599**<br>895<br>2 806 | BV | **1974** Appledore Shipbuilders Ltd.<br>—Appledore (A.S.97)<br>81,49 14,13 4,950<br>73,61 14,03 6,02<br>1 dk | **M Dredger/Sand Carrier**<br>Suction Mech. discharge Stationary<br>Single side arm Dredging depth 20,0<br>Mchy.aft<br>Hopper 1 361<br>1 sandpump 559kW (750bhp) | | Oil 4SA 9Cy. 317 × 368<br>2 460bhp (1 809kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>12kn |

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|---|---|---|---|---|---|---|
| 7390064<br>KHLD<br>580245<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCO SPIRIT**<br>ex American Spirit-82<br>**Atlantic Richfield Co.**<br>Arco Marine Inc.<br>Philadelphia, Pa United States of America | **117 515**<br>105 893<br>266 585 | AB | **1977** Bethlehem Steel Corp. SB. Dept.<br>—Sparrows Point, Md (4645)<br>335,26 20,421<br>323,02 54,31 26,22<br>F 22,6 1 dk | **S Tanker**<br>SBT COW IGS<br>19 Ta ER<br>L.(oil) 326 789 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>35 000shp (25 745kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>Fuel 12 776,5t (hvf)-180,0pd 15,25kn |
| 6409521<br>GMWA<br>184204<br>Esd Rdr<br>RT | **ARCO TAMAR**<br>ex Wm. Woolaway-73<br>**A.R.C. Marine Ltd.**<br>Southampton United Kingdom | **355**<br>119<br>— | **✠100A1** SS 12/80<br>sand carrier<br>Bristol Channel & English Channel coasting service<br>**✠LMC**<br>EL f 1⅛"SQ<br>FN 514 | **1964**-3 Goole SB. & Repairing Co. Ltd.<br>—Goole (543)<br>47,55 8,79 2,756<br>43,44 8,69 3,13<br>P 11,9 F 5,8 1 dk<br>rf nil<br>4BH WB156t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm Hopper 396T<br>1 Ho 12,8 ER<br>Hopper 213<br>1 sandpump | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>495bhp (364kW)<br>Blackstone & Co. Ltd. Stamford<br>Fuel 20,0t (d.o.) |
| 6809549<br>GYLE<br>335386<br>Esd Rdr<br>RTm | **ARCO TAW**<br>ex Pen Taw-74<br>**A.R.C. Marine Ltd.**<br>Southampton United Kingdom | **349**<br>124<br>508 | **✠100A1** SS 12/79<br>sand carrier<br>for service in the Bristol Channel east of a line from Caldy Island to Trevose Head<br>**✠LMC**<br>EL (H) 1⅛"U1<br>FN 514 | **1968**-2 Goole SB. & Repairing Co. Ltd.<br>—Goole (562)<br>47,55 8,79 2,839<br>43,44 8,69 3,13<br>P 11,0 F 5,8 1 dk<br>rf nil<br>4BH WB171t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 16,1 ER<br>Hopper 260<br>1 sandpump 142kW (191bhp)<br>1 Ha (16,1 × 4,8) ER | Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>495bhp (364kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 47kW 415V 50Hz a.c.<br>Fuel 18,5t (d.o.) 10kn |
| 7117498<br>GPAS<br>342335<br>Esd Pfd<br>Rdr RTv | **ARCO TEST**<br>ex Amey II-73<br>**A.R.C. Marine Ltd.**<br>Southampton United Kingdom | **594**<br>321<br>— | BV<br>✠Classed LR until 21/3/80 | **1971**-8 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.83)<br>63,56 9,94 3,315<br>59,47 9,76 4,04<br>P 13,5 F 4,9 1 dk<br>rf nil len 74 | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm Hopper 980T<br>1 Ho 21,9 ER<br>Hopper 459<br>1 sandpump | Oil 4SA 6Cy. 260 × 368 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 24,5t (d.o.) 10,5kn |
| 7320394<br>KNFD<br>549197<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARCO TEXAS**<br>ex Chevron Hawaii-81<br>**Arco Marine Inc.**<br>Atlantic Richfield Co.<br>Los Angeles, Ca United States of America | **35 935**<br>29 070<br>88 529 | AB | **1973** (Aft section) Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4638)<br>**1981** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>274,02 32,19 14,541<br>239,58 20,12<br>F 17,4 1 dk<br>rf nil len 81 | **S Tanker**<br>25 Ta ER<br>L.(oil) 87 227 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 2 351,0t (o.f.) 2 297,5t 15kn |
| 7340631<br>GUIH<br>362026<br>Esd Gc<br>Pfd Rdr<br>RTm | **ARCO THAMES**<br>**Consolidated Gold Fields Ltd.**<br>A.R.C. Marine Ltd.<br>Southampton United Kingdom | **2 645**<br>1 474<br>4 357 | BV | **1974** Appledore Shipbuilders Ltd.<br>—Appledore (A.S.98)<br>98,51 15,52 5,436<br>91,50 15,50 7,01<br>P 19,9 F 9,5 1 dk | **M Dredger/Sand Carrier**<br>Suction Mech. discharge Stationary<br>Single side arm Dredging depth 20,0<br>Hopper 3920T<br>Mchy.aft<br>Hopper 1 860<br>1 sandpump 1193kW (1600bhp) | Oil 4SA 6Cy. 381 × 457<br>3 400bhp (2 501kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 12kn |
| 7112383<br>GOZL<br>342272<br>Esd Pfd<br>Rdr RTv | **ARCO TRENT**<br>ex Amey I-74<br>**A.R.C. Marine Ltd.**<br>Southampton United Kingdom | **594**<br>321<br>— | **✠100A1** SS 9/76<br>sand carrier<br>U.K. coasting service & English Channel service also between River Elbe & Brest<br>**✠LMC**<br>EL (J) 1"U2<br>FN 824<br>(BV) | **1971**-7 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.82)<br>63,56 9,94 3,315<br>59,70 9,76 4,04<br>P 13,5 F 4,9 1 dk<br>rf nil len 72<br>5BH WB327t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm Hopper 980T<br>1 Ho 21,9 ER<br>Hopper 459<br>1 sandpump | Oil 4SA 6Cy. 260 × 368 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 24,5t (d.o.) 10,5kn |
| 7366001<br>GOQQ<br>365107<br>Df Esd<br>Gc Rdr<br>RTm | **ARCO TYNE**<br>**Consolidated Gold Fields Ltd.**<br>A.R.C. Marine Ltd.<br>Southampton United Kingdom | **2 684**<br>1 464<br>4 357 | BV | **1975** Appledore Shipbuilders Ltd.<br>—Appledore (A.S.104)<br>98,48 15,50 5,385<br>91,50 15,45 6,99<br>1 dk | **M Dredger/Sand Carrier**<br>Suction Mech. discharge Stationary<br>Single side arm Dredging depth 20,0<br>Hopper 3920T<br>1 Ho ER<br>Hopper 1 860<br>1 sandpump 1193kW (1600bhp) | Oil 4SA 6Cy. 381 × 457<br>3 400bhp (2 501kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 250kW 1 × 90kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.) 13kn |
| 5022297<br>THWV<br>Df Esd<br>RTm | **ARCOLE**<br>**Chevannes-Merceron-Ballery S.A.**<br>Concarneau France | **158**<br>54<br>— | BV | **1962** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5070)<br>27,13 6,76<br>25,00 6,72 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 8,0<br>3 Ha (stl) (0,9 0,9 × 0,9) (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Gen 1 × 20kW 110V d.c.<br>Directional propeller<br>Fuel 30,0t (d.o.) 11kn |
| 6405678<br>2ZMW<br>387009<br>Df Esd<br>Pfd Rdr<br>RTm | **ARCOMINE**<br>ex Arco-79 ex Judith-73<br>ex Cornelia-69<br>**Lew Hunt Leasing**<br>Brixham United Kingdom | **149**<br>47<br>— | | **1963** Fa. S. Seymonsbergen Werf "Concordia"—Amsterdam (644)<br>30,69 6,81<br>... ... ... | **M Fishing**<br>Side-fishing<br>3 Ha (stl) | Oil 4SA 8Cy. 240 × 260<br>540bhp (397kW)<br>Kromhout Motorenfabriek Amsterdam<br>Gen 1 110V d.c. |
| 6916914<br>LQLC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCOS**<br>**Productos del Mar S.A. (PROMAR)**<br>Buenos Aires Argentina | **2 396**<br>1 235<br>3 450 | **✠100A1** SS 10/79<br>stern trawler<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL S 1⅝"U2<br>FN 2206 | **1969**-12 Ast. Construcciones S.A.—Vigo (80)<br>106,00 14,53 5,500<br>95,79 14,51 8,51<br>F 42,7 2 dks<br>RW rf 635<br>Coll BH to U dk 5 to 2nd dk WB195t | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.3 417 | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c. 16kn |

**SURVEYS OVERDUE — CLASS SUSPENDED 11/12/81**

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|---|---|---|---|---|---|---|
| **7517507**<br>VCLM<br>348357<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC**<br><br>**The Royal Trust Co.**<br>Canada Steamship Lines Inc.<br>Ottawa Canada | **19 420**<br>13 342<br>28 096 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 1, 3 & 5 holds may be empty<br>Ice Class 1A Super<br>**✠LMC**<br>EL Ht 605,0/62,0U3<br>FN 7492 | **1978**-6 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (63)<br>209,51 22,92 11,200<br>196,63 22,86 15,24<br>P 29,3 F 19,2 1 dk<br>rf nil<br>8BH WB28329T incl. Comb. btm & STs & Topside tanks in holds 11289T, No. 1 hold 4664T, No. 3 hold 6032T & No. 5 hold 5297T | **M Icebreaking Bulk Carrier**<br>5 Ho 21,9 38,7 23,1 38,7 21,9 ER<br>G.36 051<br>5 Ha (stl) (12,8 × 12,1) (12,8 × 26,8) (12,8 × 13,4) (12,8 12,8 × 14,6) ER<br>Cr 4(20) | Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 770bhp (10 864kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB(outer) 11kgf/cm$^2$ (10,8bar)<br>AuxB(c) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 896kW 460V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 317,0t (d.o.) 1 535,0t (hvf) 15,5kn |
| **6622288**<br>SDXN<br>10770<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC**<br>ex Margit Gorthon-76<br>**'Vanertank'**<br>Vanertank Johnsson & Co.<br>Goteborg Sweden | **4 074**<br>2 197<br>5 749 | **✠100A1** SS 9/79<br>Ice Class 1*<br>**✠LMC**<br>EL w $1\frac{13}{16}$"U2<br>FN* 2435 | **1967**-1 Oy Wartsila Ab—Turku/Abo (1139)<br>102,11 15,85 7,563<br>96,98 15,80 9,30<br>F 12,2 1 dk, 2nd dk in No. 2 hold<br>rf 102<br>6BH WB1018t | **M General Cargo**<br>G.8 212 B.7 646<br>4 Ha (8,3 × 6,3) (12,1 12,1 12,1 × 10,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 560 × 1000<br>4 000bhp (2 942kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>✠ NAuxB (Comp) 8/80 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 256kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 584,0t (d.o.) 15kn |
| **6926024**<br>DIAO<br><br>Df Esd<br>Gc Pfd<br>RTm/h/v | **ARCTIC**<br><br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **2 046**<br>138<br>1 575 | GL | **1970** Rickmers Rhederei G.m.b.H.—Bremerhaven (1746)<br>87,23 14,79 6,309<br>78,01 14,30 7,29<br>B & F 32,4 1 dk | **M Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 370 × 400 reduction geared & hydraulic coupling to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel 1 270,0t (d.o.) 20,5kn |
| **7711543**<br>PCTJ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCTIC**<br><br>**Rederij 'Arctic'**<br>Seatrade Groningen B.V.<br>Groningen Netherlands | **1 242**<br>782<br>2 564 | BV | **1978** E. J. Smit & Zoon's Schpsw. B.V.—Westerbroek (813)<br>82,73 (BB) 13,59 5,260<br>74,66 13,50 8,11<br>P 18,0 F 14,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ref.<br>3 Ho 17,5 16,3 17,5 ER<br>In.3 928<br>3 Ha (stl) (each 10,3 × 8,0) ER<br>Der 6(5) | Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel 285,5t 13,5kn |
| **7625328**<br>HOBI<br>8177-77<br>Df Esd<br>Rdr RTv | **ARCTIC**<br><br>**Arce Shipping Corp.**<br>Panama Panama | **670**<br>357<br>1 215 | **✠100A1** CS 6/82<br>oil tanker for service Indonesian Archipelago, China & Yellow Seas, Sea of Japan & Pacific Ocean west of 130° east<br>**✠LMC**<br>EL K $1\frac{1}{8}$"U2<br>FN 805 | **1977**-6 A. Fai Engineers & Shiprepairers—Hong Kong (62)<br>61,24 9,99 4,068<br>56,01 9,71 4,65<br>P 15,6 F 7,7 1 dk<br>rf 152<br>8BH WB169T | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 426 | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 50kW 380V 1 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller aft<br>Fuel 39,0t (d.o.)-4,5pd 11kn |
| **8026268**<br><br><br>Esd Rdr<br>RT | **ARCTIC**<br><br>**H. C. F. Jansen**<br>Rozenburg Netherlands | **499**<br>—<br>684 | **A1**<br>inland waterways oil & chemical tanker L.S.O. in association with an approved list of cargoes<br>**LMC**<br>EL 0,0/26,0U2<br>FN 582 | **1981**-2 Alblas Scheepswerf—Krimpen a/d Ijssel (8006)<br>62,67 7,24<br>58,53 7,21 2,72<br>1 dk<br>rf nil<br>11BH WB10T | **M Tanker**<br>Oil Chemical<br>8 Ta ER | Vee Oil 2SA 12Cy. 108 × 127 sr geared to sc. shaft<br>360bhp (265kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 140kW 1 × 10kW 380V 50Hz a.c. 2 × 2,75kW 1 × 2,25kW 24V d.c.<br>Thw. thrust propeller fwd |
| **7719997**<br>LHIY<br>19195<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC**<br><br>**A/S Granit**<br>Leidulv Gronnevet<br>Alesund Norway | **456**<br>167<br>300 | NV | **1978** Sterkoder M/V A/S—Kristiansund N. (68)<br>44,02 10,01 5,501<br>38,92 6,71<br>F - 1 dk<br>rf 1003 BK 152 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.450 | Oil 2SA 6Cy. 300 × 450 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 280kW 2 × 120kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>13,75kn |
| **5010907**<br><br>191245<br>Df Esd<br>Gc Rdr<br>RTh | **ARCTIC BAY**<br>ex Algerine-68<br>**Seatrade & Finance Corp.**<br>Georgetown Cayman Islands (British) | **709**<br>338<br>632 | ✠Classed LR until 3/1/69 | **1943** Wheeler SB. Corp.—Whitestone, NY<br>49,38 10,57 5,258<br>47,58 10,52 5,82<br>P 7,7 B 13,8 F 8,3 1 dk | **Wood M General Cargo**<br>2 Ho 10,4 10,9<br>2 Ha (3,6 3,8 × 2,4)<br>Der 2(3) 1(2) | Oil 4SA 8Cy. 395 × 560<br>1 000bhp (736kW) NE 50<br>Cooper-Bessemer Corp. Grove City, Pa<br>Gen 1 × 60kW 1 × 52kW 1 × 15kW 185V a.c. |
| **8129503**<br>KUS6392<br>639265<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC BEAR**<br><br>**Mellon Leasing & Management Co.**<br>Shaver Transportation Co.<br>Portland, Or United States of America | **146**<br>99<br>— | | **1981** Dakota Creek Industries—Anacortes<br>26,09 9,17 1,828/2,439<br>23,19 9,15 3,38<br>B 3,1 F 10,7 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 159 × 203 sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 208V 60Hz a.c.<br>Fuel 102,5t (d.o.)-7,5pd 11kn |
| **6607757**<br>H8CG<br>9748-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC CAREER**<br>ex Fujisan Maru-79<br>**Arctic Maritime Carriers Inc.**<br>Prompt Shipping Corp. Ltd.<br>Panama Panama | **28 413**<br>17 917<br>70 502 | NK | **1966** Mitsui SB. & Eng. Co. Ltd.—Tamano (738)<br>241,00 34,85 12,339<br>231,99 34,80 18,24<br>P 35,4 F 21,7 1 dk | **M Ore Carrier**<br>4 Ho ER<br>G.39 196<br>4 Ha (33,9 38,8 38,8 33,9 × 10,0) ER | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 600kW 450V a.c.<br>Fuel 3 573,0t (d.o.)-58,0pd 12,5kn |
| **5022338**<br>HO5378<br>9387-RH<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC CAVALIER**<br><br>**Oasis Navigation S.A.**<br>Panama Panama | **764**<br>255<br>— | ✠Classed LR until 15/3/81 | **1960**-5 Cook, Welton & Gemmell Ltd.—Beverley (958)<br>*58,44* 10,34<br>57,05 10,22 5,11<br>F 10,7<br>RW rf 914 BK 203 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 483 × 686<br>1 800bhp (1 324kW)<br>Mirrlees, Bickerton & Day Stockport |
| **7342146**<br>GURS<br>362357<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC CHALLENGER**<br><br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Granton United Kingdom | **402**<br>151<br>— | **✠100A1** M 9/80-8mos<br>stern trawler<br>**✠LMC** **UMS**<br>EL (H) pt$\frac{13}{16}$"U2<br>pt$3\frac{1}{4}$"FSWR<br>FN 499 | **1975**-5 Clelands SB. Co. Ltd.—Wallsend (330)<br>42,02 9,56 3,785<br>35,11 9,44 4,75<br>F 16,8 1 dk<br>rf 432 BK 152<br>5BH WB16T | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Vee Oil 4SA 16Cy. 222 × 292 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |

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|---|---|---|---|---|---|---|---|
| 7826946<br>WQZ4<br>456<br>610869<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC COMMAND**<br>**Arctic Command Partnership**<br>Seattle, Wa United States of America | **796**<br>593<br>750 | | AB | **1979** Quality Shipbuilders Inc.—Moss Point, Ms (109)<br>... ... ...<br>55,48 11,60 4,27<br>F 19,9 1 dk<br>rf 610 | **TM Factory Fishing**<br>Fish-factory Stern Trawler Crab Ref.<br>2 Ho<br>In.344<br>2 Ha (stl) | 2 Oil 2SA each 4Cy. 300 × 450 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 395kW 1 × 185kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |
| 5022340<br>GHCB<br>301638<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC CORSAIR**<br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull United Kingdom | **764**<br>256<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 8/76<br>EL (bt) 1¼"SQ<br>FN 875 | **1960**-6 Cook, Welton & Gemmell Ltd.—Beverley (959)<br>*58,44* 10,34<br>57,05 10,22 5,11<br>F 10,7<br>RW rf 914 BK 203<br>4BH WB42t | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 483 × 686<br>1 800bhp (1 324kW)<br>Mirrlees, Bickerton & Day Stockport<br>db 180lbf/in$^2$ (12,5bar) |
| | | | **LAID UP — SURVEYS OVERDUE 8/80** | | | | |
| 5344231<br>GHFK<br>300621<br>Esd Pfd<br>RTm | **ARCTIC CRUSADER**<br>ex Summervale-73<br>**Seaward Fishing Services (Aberdeen) Ltd.**<br>Leith United Kingdom | **217**<br>70<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 4/78<br>EL (c) j<br>FN 343 | **1960**-11 A. J. Mitchell & Co.—Peterhead (5)<br>*32,34* 7,42<br>31,40 7,32 3,59<br>F 5,2<br>R rf 838 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 1 × 25kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 8117873 | **ARCTIC DREAMER**<br>**M.K.H. Boat Co. Inc.**<br>Seattle, Wa United States of America | **195**<br>—<br>— | | | **1980** Bender SB. Co. Inc.—Mobile, Al (132)<br>7,32<br>28,96 3,66<br>1 dk | **M Fishing**<br>Side-fishing Crab | Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5022364<br>VCJJ<br>181806<br>Df Esd<br>Rdr RTm | **ARCTIC ENDEAVOUR**<br>ex Endeavour-62 ex Pretext-56<br>ex John Biscoe-56<br>**Johnson Combined Enterprises Ltd.**<br>Bridgetown, N.S. Canada | **900**<br>411<br>1 250 | Classed LR until 7/56 | BV | **1944** American Car & Foundry Corp.—Wilmington, De<br>53,65 11,28 5,506<br>51,57 10,85 6,28<br>2 dks<br>conv Boom-defence Vessel — | **Wood D-E Research/General Cargo/Sealer**<br>Survey<br>2 Ha (2,9 × 2,1) (1,9 × 1,3)<br>Der 1(15) 1(1) | 2 Oil 4SA each 6Cy. 320 × 330 total 1 800bhp (1 324kW) driving 2 gen. each 720kW 230V d.c. connected to 1 elec. motor of 1 500shp (1 103kW) (Sy)<br>Busch-Sulzer Bros. St. Louis, Mo<br>Gen 2 × 75kW 1 × 60kW 110V d.c.<br>Fuel 107,5t (d.o.) 12kn |
| 7940302<br>WYA5<br>638<br>602365 | **ARCTIC FISHER**<br>ex YF 872<br>**Sea Fisher Products Inc.**<br>Wrangell, Ak United States of America | **191**<br>130<br>— | | | **1945** .............Ambridge, Pa<br>*38,10* 9,15<br>3,71<br>1 dk<br>conv General Cargo Barge — | **M Fishing** | Oil<br>680bhp (500kW)<br>U.S.A. |
| 8129515<br>KUS6392<br>639266<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC FOX**<br>**Mellon Leasing & Management Co.**<br>Shaver Transportation Co.<br>Portland, Or United States of America | **146**<br>99<br>— | | | **1981** Dakota Creek Industries—Anacortes<br>26,09 9,17 1,828/2,439<br>23,19 9,15 3,38<br>B 3,1 F 10,7 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 159 × 203 sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 208V 60Hz a.c.<br>Fuel 102,5t (d.o.)-7,5pd 11kn |
| 6514807<br>GRLU<br>308527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC FREEBOOTER**<br>**Boyd Line Ltd.**<br>T.W. Boyd<br>Hull United Kingdom | **1 183**<br>414<br>— | ✠**100A1**<br>stern trawler<br>✠**LMC** | SS 9/80<br>EL p 1$\frac{1}{16}$"SQ<br>FN 1321 | **1966**-2 Goole SB. & Repairing Co. Ltd.—Goole (546)<br>*67,79* 12,63<br>64,62 12,50 7,93<br>B 12,8 2 dks<br>rf 1092 Box K 406<br>Coll BH to U dk 4 to 2nd dk WB77t | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 483 × 686<br>2 380bhp (1 751kW)<br>Mirrlees National Ltd. Stockport<br>db 60lbf/in$^2$ (4,2bar)<br>Controllable pitch propeller |
| 7114927<br>VC7185<br>345522<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC HARVESTER**<br>**S.I.B. International Industries Ltd.**<br>Vancouver, B.C. Canada | **696**<br>427<br>— | | | **1971** Benson Bros. SB. Co. (1960) Ltd.—Vancouver, B.C. (31)<br>35,36 9,45<br>30,92 9,30 4,65<br>2 dks | **M Fishing**<br>Side Trawler Ref | Oil 12Cy. 230 × 254<br>1 500bhp (1 103kW) NE 76<br>General Motors Corp. Electro-Motive Div. La Grange<br>11kn |
| 7601786<br>CZ7211<br>368382<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC HOOPER**<br>**Arctic Transportation Ltd.**<br>Edmonton, Alberta Canada | **395**<br>45<br>249 | ✠**100A1**<br>tug<br>Ice Class 1*<br>✠**LMC** | SS 7/80<br>EL I 1"U2<br>FN 462 | **1976**-7 Allied Shipbuilders Ltd.—North Vancouver, B.C. (195)<br>33,53 10,83 3,947<br>30,33 10,37 4,86<br>F 18,6 1 dk<br>rf 305 Box K 229<br>5BH WB47t | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW 480V 60Hz a.c.<br>Fuel 178,0t (d.o.) 12kn |
| 7933634<br>609860 | **ARCTIC KING**<br>**Arctic Beauty Inc.**<br>Sitka, Ak United States of America | **197**<br>146<br>— | | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>*24,88* 7,32<br>3,56<br>1 dk | **M Fishing**<br>Crab | Vee Oil 2SA 12Cy. 146 × 146<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7827421<br>WYB7<br>372<br>604215 | **ARCTIC LADY**<br>**Ted Painter Sr.**<br>Portland, Or United States of America | **196**<br>133<br>— | | | **1979** Bender SB. Co. Inc.—Mobile, Al (744)<br>32,62 9,15<br>30,48 4,37<br>1 dk | **TM Fishing**<br>Stern Trawler Beam-fishing | 2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8037449<br>WYM2<br>185<br>568598 | **ARCTIC MIST**<br>ex Columbia-80<br>**James G. Goldade**<br>Seattle, Wa United States of America | **144**<br>112<br>— | | | **1975** .............Freeport, Tx<br>*21,43* 6,84<br>3,59<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>700bhp (515kW)<br>U.S.A. |
| 7112321<br>HP2528<br>5522-75<br>Esd Gc<br>Pfd Rdr<br>RT | **ARCTIC MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | **194**<br>132<br>— | | | **1971** Halter Marine Fabricators, Inc.—Moss Point, Ms (302)<br>11,59<br>48,09 3,84<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shaft<br>3 400bhp (2 501kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **8127787**<br>VY7592<br>801805 | **ARCTIC NANOOK**<br><br>**Arctic Transportation Ltd.**<br>Edmonton, Canada<br>Alberta | **841**<br>254<br>666 | **100A1**<br>Class Contemplated<br><br>FN 725 | **1982** Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (236)<br>46,89 12,63 4,841<br>41,28 12,20 5,34<br>1 dk | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 8Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **8127775**<br>VY7486<br>801804 | **ARCTIC NUTSUKPOK**<br><br>**Arctic Transportation Ltd.**<br>Edmonton, Canada<br>Alberta | **841**<br>254<br>666 | **100A1**<br>Class Contemplated<br><br>FN 725 | **1982** Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (235)<br>46,89 12,63 4,841<br>41,28 12,20 5,34<br>1 dk | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 8Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **5281257**<br>P3YP<br>701600<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC OCEAN**<br>ex Polinnia-81<br>**Feranta Shipping Co.**<br>Triaina Maritime S.A.<br>Limassol Cyprus | **17 297**<br>10 383<br>28 280 | RI (AB) | **1962** Cant. Nav. Breda S.p.A.—Venezia (220)<br>192,03 24,24 10,605<br>177,53 24,16 14,20<br>P 36,3 F 16,2 1 dk<br>RW rf 76 | **M Bulk Carrier**<br>5 Ho ER<br>G.32 850 HeCls. B<br>5 Ha (17,3 12,1 12,1 12,1 12,1 × 12,1) ER<br>Cr 5 | Oil 2SA 9Cy. 750 × 1320<br>12 600bhp (9 268kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel-40,0pd 16kn |
| **6901799**<br>HCQO<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCTIC OCEAN**<br>ex Italian Reefer-78<br>**Naviera del Pacifico**<br>Guayaquil Ecuador | T.Mk<br>**5 978**<br>3 169<br>8 636 | ✠**100A1** SS 2/82<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Z 2"U3<br>FN 4444 | **1968**-12 Aalborg Vaerft A/S—Aalborg (177)<br>145,47(BB) 21,06 8,795<br>131,40 21,01 12,81<br>F 14,7 3 dks, 4th dk fwd of mchy. space<br>rf 152<br>6BH WB232t | **M General Cargo**<br>Ref.<br>4 Ho 26,9 21,4 19,0 ER 30,1<br>In.11 948<br>4 Ha (stl) (7,9 8,4 8,4 × 7,4) ER (8,4 × 7,4)<br>12W Der 4(5) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 692kW 450V 60Hz a.c.<br>Fuel 2 520,0t (hvf)-66,0pd 22,5kn |
| **7324211**<br>CZ3661<br>347856<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC PELLY**<br>ex Federal 7-78<br>**Arctic Transportation Ltd.**<br>Halifax, N.S. Canada | **719**<br>379<br>— | AB | **1973** Star Shipyards Ltd.—New<br>Westminster, B.C. (406)<br>52,13 11,89 4,071<br>49,08 11,59 5,03<br>F 18,9 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 2SA each 16Cy. 216 × 254<br>3 280bhp (2 413kW)<br>General Motors Corp. Vancouver, B.C.<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 295,5t (d.o.) 13kn |
| **6823260**<br>GYLZ<br>334103<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCTIC RAIDER**<br><br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Hull United Kingdom | **928**<br>322<br>1 086 | ✠**100A1** SS 5/82<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL j† 1½"U2<br>FN 1187 | **1968**-12 Stocznia Gdynska im. "Komuny<br>Paryskiej"—Gdynia (B427/B03)<br>*65,26* 12,10 4,998<br>60,30 11,99 7,68<br>B 11,0 RFD 8,0 2 dks<br>rf 660 Box K 305<br>Coll BH to U dk 3 to 2nd dk WB17t | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 381 × 508 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Mirrlees National Ltd. Stockport<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 1 × 400kW 1 × 320kW 230V d.c.<br>Controllable pitch propeller<br>14,5kn |
| **7366130**<br>GURT<br>362358<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC RIEVER**<br><br>**Boyd Line Ltd.**<br>T. W. Boyd<br>Granton United Kingdom | **402**<br>151<br>— | ✠**100A1** SS 9/80<br>stern trawler<br>✠**LMC** **UMS**<br>EL (H) pt$\frac{13}{16}$"U2<br>pt1"FSWR<br>FN 499 | **1975**-7 Clelands SB. Co. Ltd.—Wallsend (331)<br>42,02 9,56 3,785<br>35,11 9,44 4,75<br>F 16,8 1 dk<br>rf 432 BK 152<br>5BH WB16T | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Oil 4SA 16Cy. 222 × 292 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 99,5t (d.o.) 12kn |
| **7029043**<br>WY9778<br>527280<br>Rdr RTh | **ARCTIC SALVOR**<br>ex Manati-80<br>**H. Sighteer Inc.**<br>San Francisco, Ca United States of America | **930**<br>632<br>— | AB | **1970** Equitable Equipment Co.<br>—Madisonville, La (1558)<br>63,40 16,21 3,652<br>59,44 16,16 4,42<br>F 10,4 1 dk<br>conv Deck Cargo Vehicles RoRo Cargo 80 | **TM Salvage Ship**<br>for offshore installations<br>Mchy.aft<br>Cr 1(35) | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW 1 × 50kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 332,0t |
| **8027195**<br>PJBP<br>C798<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC SCAN**<br><br>**Scan Tanker Co. N.V.**<br>Scanheavy ApS<br>Willemstad Netherlands Antilles | **8 785**<br>4 568<br>11 538 | ✠**100A1**<br>oil tanker<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL C† 550,0/52,0U3<br>FN 4241 | **1982**-5 Valmet Oy Helsingin Telakka<br>—Vuosaari, Helsinki/Helsingfors (308)<br>140,80 21,24 7,314<br>132,82 21,21 10,72<br>P 29,0 F 17,1 1 dk<br>rf nil<br>9BH WB6774T incl. DTf329T & Comb. btm & STs 5371T | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 14 120 | Oil 4SA 6Cy. 580 × 600 sr geared to sc. shaft<br>8 157bhp (6 000kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>2 AuxB (o.f.) 8,6kgf/cm$^2$ (8,5bar)<br>e(ex.g) 8,6kgf/cm$^2$ (8,5bar)<br>Gen 1 × 1900kW 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 113,5t (d.o.) 542,0t (hvf) |
| **7819216**<br>WSX6<br>087<br>596137<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC SEA**<br><br>**Kristain B. Poulsen, Barry Ohai & Erik Poulsen**<br>Seattle, Wa United States of America | **187**<br>129<br>— | | **1978** Marine Construction & Design Co.<br>(MARCO)—Seattle, Wa (346)<br>37,34 9,71 3,050<br>33,69 9,44 4,40<br>F - 1 dk | **M Fishing**<br>Crab<br>3 Ho<br>In.269<br>Cr 1(11) | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 155kW<br>12kn |
| **7326257**<br>WZF7171<br>550931<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARCTIC SEAHORSE**<br><br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **292**<br>198<br>945 | AB | **1973** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (498)<br>4,328<br>51,82 12,18 5,03<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 470,5t (d.o.) 14kn |
| **7621645**<br>LFWO<br>19060<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC SEAL**<br><br>**K/S Bergship II A/S & Co.**<br>Odd Berg<br>Tromso Norway<br><br>See Register of Offshore Units | **3 266**<br>988<br>2 012 | NV | **1977** Nylands Verksted—Oslo (784)<br>96,04 19,97 6,300<br>82,99 9,00<br>F - 2 dks<br>rf 597 | **TM Diving Maintenance Support**<br>for offshore installations Fire-fighting<br>Moonpool<br>Mchy.aft<br>1W Cr'1(130) 1(100) 2(5) 1(2) Der 1(160) | 4 Vee Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>6 000bhp (4 413kW)<br>Normo Gruppen A/S Norway<br>Gen 6 × 1070kW 440V 60Hz a.c.<br>2 Controllable pitch propellers aft<br>2 Thw. thrust propellers fwd<br>15kn |

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|---|---|---|---|---|---|---|
| 7048697<br>WX9225<br>500127<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC SEAL**<br>**Seal Fleet Inc.**<br>Galveston, Tx United States of America | **291**<br>198<br>1 219 | | **1965** Burton Construction & SB. Corp. —Port Arthur, Tx (390)<br>50,30 3,277<br>46,94 11,59 3,97<br>B 6,1 F 18,3 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203 reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 240V 60Hz a.c.<br>Fuel 203,0t (d.o.) 11kn |
| 6906127<br>GZKH<br>337794<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **ARCTIC SERVICE**<br>ex Arctic Shore-80<br>**Offshore Marine Ltd.**<br>London United Kingdom | **677**<br>272<br>849 | **✠100A1** SS 6/79<br>Ice Class 3<br>**✠LMC**<br>EL K 1$\frac{1}{16}$"U2<br>FN 778 | **1969**-5 Cochrane & Sons Ltd.—Selby (1524)<br>54,03 11,69 4,192<br>48,09 11,43 4,73<br>F 18,3 1 dk<br>rf 533<br>7BH WB454t | **TM Tug/Supply Ship**<br>Deck Cargo 12P | 2 Oil 4SA each 12Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>Bow jet pump<br>Fuel 44,5t (d.o.) 12,5kn |
| 7533123<br>OXKT<br>D2511<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC SKOU**<br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | **16 644**<br>11 267<br>27 558 | **✠100A1** SS 10/81<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Gt 577,5/68,0U2<br>FN 6275 | **1977**-9 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (953)<br>178,11(BB) 22,92 10,904<br>167,01 22,86 14,71<br>P 30,5 F 13,8 1 dk<br>rf 102<br>8BH WB13510T incl. Comb btm & STs in holds Nos. 2, 3, 4, 5 & 6 2732T & Topside tanks in holds 3952T & hold No. 4 4935T & DTf448T | **M Bulk Carrier**<br>6 Ho 18,4 18,2 23,7 17,8 24,6 22,9 ER<br>G.37 089<br>TEU 550<br>C.Ho 440/20' C.Dk 110/20'<br>6 Ha (9,6 × 7,8) (10,0 16,9 10,2 16,9 14,4 × 9,4) ER<br>Cr 6(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 11kgf/cm$^2$ (10,8bar) rcv 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 630kW 450V 60Hz a.c.<br>Fuel 134,0t (d.o.) 1 406,0t (hvf)-43,5pd 15,5kn |
| 6510746<br>CZ9881<br>395519<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC SOUNDER**<br>ex Sea Sounder-81 ex Yaquina ex FS 210<br>**Arctic Transportation Ltd.**<br>Edmonton, Alberta Canada | **794**<br>330<br>— | AB | **1944** Higgins Industries Inc.—New Orleans, La (76)<br>54,82 9,81 3,306<br>50,68 9,76 4,35<br>F 12,5 1 dk<br>rf 152 conv General Cargo 64 | **TM Research**<br>Survey<br>Mchy.aft | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel 59,0t 10kn |
| 6421361<br>ELNI<br>5486<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARCTIC STAR**<br>ex Palma-76<br>**Karavel Shipping Corp.**<br>Monrovia Liberia | **30 178**<br>18 673<br>60 160 | NV | **1964** A/B Gotaverken—Goteborg (784)<br>236,23 32,31 12,389<br>226,50 32,26 16,06<br>P 49,4 B 15,0 F 26,0 1 dk<br>rf 51 | **M Tanker**<br>SBT<br>17 Ta ER<br>L.(oil) 67 706 HeCls. BC | Oil 2SA 10Cy. 850 × 1700<br>21 000bhp (15 447kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 620kW 1 × 400kW 440V 60Hz a.c.<br>Fuel 404,0t (d.o.) 3 763,0t (hvf)-49,0pd 16kn |
| 7406605<br>348889<br>Esd Gc<br>Rdr RT | **ARCTIC SUN**<br>**Arctic Navigation & Transportation Co. Ltd.**<br>Vancouver, B.C. Canada | **145**<br>51<br>— | | **1974** B.C. Marine Shipbuilders Ltd. —Vancouver, B.C. (34)<br>22,56 7,78 0,915<br>20,73 7,01 2,14<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7360978<br>JWLT<br>18339<br>Df Esd<br>Gc Rdr<br>RT | **ARCTIC SURVEYOR**<br>**K/S Bergship A/S & Co.**<br>Odd Berg<br>Tromso Norway<br>See Register of Offshore Units | **1 252**<br>712<br>1 001 | NV | **1974** Martin Jansen Schiffswerft u. Mfbk. —Leer (118)<br>79,28 12,04 4,147<br>69,63 12,02 6,61<br>2 dks | **TM Research/Drilling Ship**<br>Diving Oceanographic —P<br>Ice strengthened<br>2 Ha (4,1 × 2,3) (1,9 × 1,8) ER<br>Cr 1(60) Der 1(8) | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 640kW 2 × 200kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>1 Thw. thrust Contr. pitch propeller aft, 1 fwd<br>Fuel 337,0t (d.o.)-12,0pd 12kn |
| 7803126<br>VG2448<br>368390<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC SURVEYOR**<br>**Canadian Acceptance Corp. Ltd.**<br>Edmonton, Alberta Canada | **736**<br>—<br>— | AB | **1978** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (272)<br>35,72 13,06 3,610<br>33,53 12,83 3,69<br>1 dk | **TM Research**<br>Seismographic | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7601774<br>CZ7210<br>368381<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC TAGLU**<br>**Arctic Transportation Ltd.**<br>Edmonton, Alberta Canada | **395**<br>45<br>250 | **✠100A1** SS 6/80<br>tug<br>Ice Class 1*<br>**✠LMC**<br>EL I 1"U2<br>FN 463 | **1976**-7 Allied Shipbuilders Ltd.—North Vancouver, B.C. (194)<br>33,53 10,83 3,947<br>30,33 10,37 4,88<br>F 18,6 1 dk<br>rf 305 Box K 229<br>5BH WB47t | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW 480V 60Hz a.c.<br>Fuel 178,0t (d.o.) 12kn |
| 5370694<br>ZGWQ<br>346823<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARCTIC TIDE**<br>ex Tundraland-81<br>**Cardiff Transportation Co. Ltd.**<br>Sun Seaway Enterprises Inc.<br>Georgetown Cayman Islands (British) | **3 349**<br>1 638<br>4 572 | **✠100A1** SS 11/79<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL x 2¼"<br>FN 2886 | **1958**-3 A.G. "Weser"—Bremen (1323)<br>119,79 16,46 6,497<br>109,73 16,41 9,89<br>P & B 41,2 F 11,6 2 dks<br>rf 152<br>Coll BH to U dk 6 to 2nd dk WB1369t incl. Tunnel tanks 113t | **M General Cargo**<br>Ref 8bth P<br>5 Ho 14,4 16,6 15,2 13,7 ER 8,0DTp&s 7,3DT 5,0 7 TwD<br>G.7 836 B.7 361 In.991 L.415<br>1 Ha (stl) (8,9 × 5,4) 4 Ha (w) (10,2 8,7 8,7 × 5,4) ER (8,7 × 5,4) 1 Ha (stl) (3,0 × 3,0)<br>12W Cr 2(3) Der 1(25) 6(7,5) 6(5) | Oil 2SA 6Cy. 700 × 1200<br>3 950bhp (2 905kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 114lbf/in$^2$ (7,9bar)<br>(e(ex.g) 114lbf/in$^2$ (7,9bar) )<br>Gen 3 × 200kW 220V d.c.<br>Fuel 971,5t (hvf) 15kn |
| 6706967<br>WD4095<br>502791 | **ARCTIC TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **177**<br>120<br>— | | **1966** American Marine Corp.—New Orleans, La (942)<br>47,25 11,03 3,172<br>44,56 10,98 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6910702<br>5LJT<br>3372<br>Df Esd<br>Gc Rdr<br>RTv | **ARCTIC TOKYO**<br>**Arctic LNG Transportation Co.**<br>Monrovia Liberia | **44 088**<br>31 905<br>32 878 | AB | **1969** Kockums M/V A/B—Malmo (517)<br>243,34 34,04 10,037<br>230,00 33,99 21,21<br>1 dk<br>rf nil | **S Liquefied Gas Tanker**<br>LNG Atmospheric Ref.<br>6 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 71 500 HeCls. B | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW) Laval<br>Kockums M/V A/B Malmo<br>Gen 2 × 1000kW 440V 60Hz a.c.<br>Fuel 2 491,5t (o.f.)-91,5pd 18,25kn |

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| 5371583<br>VXMM<br>188392<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARCTIC TRADER**<br>ex Tyee Shell-70<br>**Shell Canadian Tankers Ltd.**<br>Saint John, N.B. Canada | **2 701**<br>1 834<br>4 431 | **✠100A1** Lake SS 10/79<br>winters in Great Lakes<br>**✠LMC**<br>EL p 1⅞"SQ<br>FN 1919 | **1958**-10 (Aft section) Collingwood Shipyards—Collingwood, Ont. (167)<br>**1969**-11 (Fwd & cargo sections) Collingwood Shipyards—Collingwood, Ont.<br>96,02 6,192<br>89,92 13,87 7,47<br>RAD 24,7 F 6,4 1 dk<br>rf 152 len, widened & deepened 69<br>12BH WB293t incl. DTf202t | **M Tanker**<br>12 Ta ER<br>L(oil) 5 125 HeCls. C<br>Der 1(4) | 2 Vee Oil each 8Cy. 248 × 254 with fluid couplings sr & reverse gearing to sc. shaft<br>2 000bhp (1 471kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>3 db 200lbf/in² (13,8bar)<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 278,5t (d.o.)-9,5pd 12kn |
| 6931043<br>WEKL<br>517242<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC TRAWLER**<br>ex Seafreezer Atlantic-80<br>**Trans Pacific Seafoods Co.**<br>Seattle, Wa United States of America | **1 593**<br>693<br>1 719 | AB | **1969** Maryland SB. & D.D. Co.—Baltimore, Md (142)<br>89,92 13,52 5,690<br>80,02 13,49 6,00<br>2 dks<br>rf 152 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Mchy.fwd & aft<br>In.1 189<br>Der 2(2) | 3 Oil connected to 2 elec. motors sr geared to sc. shaft<br>(centre) 2SA 8Cy. 230 × 254<br>975bhp (717kW) driving 1 gen. of 670kW d.c.<br>General Motors Corp. Electro-Motive Div. La Grange<br>(wing)2 Oil 2SA each 12Cy. 230 × 254<br>3 000bhp (2 207kW) 2 gen. each 1 000kW d.c.<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 400kW d.c.<br>Fuel 825,0t |
| 7039684<br>GONR<br>341334<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC TROLL**<br>**Cannor Shipping Ltd.**<br>Wilh. Wilhelmsen<br>London United Kingdom | **22 160**<br>13 651<br>32 786 | **✠100A1** SS 6/81<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL Jt 3"U2<br>FN 7411 | **1971**-5 Brodogradiliste "3 Maj"—Rijeka (450)<br>183,32(BB) 26,88 11,367<br>173,11 26,80 16,01<br>F 16,2 1 dk<br>rf nil<br>NS 9BH WB11132t incl. Comb. btm & STs in Nos. 2, 3, 4, 5 and 6 holds 7720t | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB 6kgf/cm² (5,9bar)<br>e(ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 420kW 450V 60Hz a.c. 15,75kn |
| 8127828<br>VY7555<br>801807 | **ARCTIC UBLUREAK**<br>**Arctic Transportation Ltd.**<br>Edmonton, Alberta Canada | **610**<br>70<br>516 | **100A1**<br>Class Contemplated<br>FN 587 | **1982** Vancouver Shipyards Co. Ltd. —Vancouver, B.C. (105)<br>42,37 11,00 4,549<br>36,66 10,98 5,03<br>1 dk | **TM Tug/Survey Vessel**<br>Anchor-handling | 4 Vee Oil 4SA each 12Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 6717485<br>VODM<br>334541<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ARCTIC VIKING**<br>ex Baltic Viking-81<br>**United Baltic Corp. Ltd.**<br>St. John's, Nfl. Canada | T.Mk<br>**698**<br>432<br>1 265<br>**1 599**<br>1 154<br>2 073 | **✠100A1** SS 4/79<br>Ice Class 1<br>**✠LMC**<br>EL o 1⅜"U2<br>FN 1371 | **1967**-6 Kroegerwerft G.m.b.H.—Rendsburg (1343)<br>74,53 12,58 4,090/5,176<br>70,62 12,45 6,96<br>F 8,3 2 dks<br>rf nil<br>Coll BH to U dk 2 to 2nd dk WB454t | **M General Cargo**<br>1 Ho 45,7 ER<br>G.3 689 B.3 502<br>2 Ha (stl) (17,0 × 7,0) (17,0 × 8,2) ER<br>Cr 2(5) Der 2(5-20) | Oil 4SA 8Cy. 360 × 450<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 450V 60Hz a.c.<br>Fuel 236,5t (d.o.) 14kn |
| 7300916<br>SIQT<br>11337<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTIC WASA**<br>**Salenrederierna A/B & Rederi A/B Transoil**<br>Salen Dry Cargo A/B<br>Stockholm Sweden | **15 966**<br>8 432<br>23 222 | NV | **1973** VEB Mathias-Thesen-Werft—Wismar (103)<br>176,66(BB) 22,92 10,110<br>167,70 22,86 14,03<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.29 620 B.29 300 HeCls. B<br>2 Ha (stl) (8,2p&s × 6,7) 8 Ha (stl) (21,7p&s 21,7p&s 21,7p&s 21,7p&s × 8,9) ER<br>Cr 4(25) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 246,0t (d.o.) 1 247,0t (hvf)-33,0pd 15,5kn |
| 7944815<br><br>608216 | **ARCTIC WIND**<br>**Thomas Enterprises Inc.**<br>Seattle, Wa United States of America | **196**<br>133<br>— | | **1979** Marine Construction & Design Co. (MARCO)—Seattle, Wa<br>*32,10* 9,20<br>4,30<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8020599<br>OIPH<br>1669<br>Rdr RT | **ARCTURUS**<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>Helsinki/Helsingfors Finland | **8 425**<br>3 314<br>15 000 | **100A1**<br>Class Contemplated<br>FN 6137 | **1982** Rauma-Repola Oy—Rauma/Raumo (270)<br>155,02 8,465<br>146,01 25,11 16,92 | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 608 C. 608/20' incl. 60 ref C. | 2 Vee Oil 4SA each 12Cy. 400 × 460 with flexible couplings & sr geared to sc. shafts<br>17 946bhp (13 200kW) Pielstick<br>Oy Wartsila Ab Finland<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd . 1 aft |
| 6929557<br>HOUI<br>2135-71<br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>**Cross Seas Shipping Corp.**<br>Panama Panama | T.Mk<br>**6 068**<br>3 460<br>—<br>**9 372**<br>6 363<br>15 124 | **✠100A1** SS 6/79<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL At 2⅞"U2<br>FN 4469<br>JR | **1969**-12 Brodogradiliste "3 Maj"—Rijeka<br>145,01(BB) 20,65 —/8,999<br>135,01 20,60 12,50<br>F 12,8 2 dks<br>rf nil<br>7BH to U dk 1 to 2nd dk WB3223t | **M General Cargo**<br>5 Ho 19,0 23,3 23,3 21,9 21,9 ER<br>G.22 168 B.19 904<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 × 9,9) (10,1 × 8,3) ER<br>16W Der 4(10) 12(5) | Oil 2SA 5Cy. 760 × 1550<br>7 700bhp (5 664kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c. 15,5kn |
| 7350014<br>A8CR<br>4829<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARCTURUS**<br>ex Middle Ground-82 ex Okiti-82<br>**Middle Ground Shipping Co.**<br>Monrovia Liberia | **2 818**<br>1 458<br>4 900 | GL<br>✠LR class withdrawn-Owner's request 7/82 | **1974**-3 Kroegerwerft G.m.b.H.—Rendsburg (1383)<br>114,26(BB) 14,71 6,693<br>97,01 14,51 7,52<br>P 26,3 F 23,2 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>Ice strengthened<br>10 Wing Ta<br>5 Ta (s.stl) ER<br>L.4 719 | 2 Vee Oil 4SA each 16Cy. 225 × 300 geared to sc. shaft<br>4 640bhp (3 413kW) Alpha<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 316kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 14,5kn |
| 7606865<br>SQHX<br><br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Dalmor'**<br>Gdynia Poland | T.Mk<br>**2 603**<br>1 107<br>1 516 | PR | **1977** Stocznia Gdanska im. Lenina—Gdansk (B414/06)<br>89,16 5,600<br>15,02 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 414 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 640kW 2 × 560kW 400V a.c.<br>Controllable pitch propeller 17kn |

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| 6723939<br>DEJI<br>Df Esd<br>Rdr RT | **ARCTURUS**<br>**Argo Reederei Richard Adler & Sohne**<br>Bremen Federal Republic of Germany. | T.Mk<br>**499**<br>279<br>1 123 | GL | **1967** Buesumer Werft G.m.b.H.—Buesum (223)<br>76,41 4,211<br>68,00 13,00 9,94<br>F 8,3 2 dks | **M RoRo Cargo/General Cargo**<br>Stern door/ramp Ice strengthened<br>1 Ho ER<br>G.5 167 B.4 828<br>TEU 70 C.Ho 70/20' incl. 8 ref C.<br>2 Ha (stl) (9,3 14,0 × 5,4) ER | Vee Oil 4SA 16Cy. 220 × 300<br>2 000bhp (1 471kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Thw. thrust propeller fwd<br>14,5kn |
| 5256018<br>187<br>RTh | **ARCTURUS**<br>ex Norfolk Whaler-66<br>**Government of Papua New Guinea (Department of Transport, Work & Supply)**<br>Papua New Guinea | **235**<br>104<br>— | | **1954** E. Wright & Sons—Tuncurry, N.S.W.<br>*36,55* 6,89<br>... ... ...<br>1 dk<br>conv Whaler 66 | **Wood TM Training Ship**<br>1 Ho 24,9<br>1 Ha (1,6 × 1,3)<br>Der 2(2) | 2 Oil 2SA each 6Cy. 127 × 140<br>440bhp (324kW) NE 56<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 8kW 415V 50Hz a.c.<br>Fuel 55,0t (d.o.) |
| 6607628<br>WA2510<br>252001<br>Df Esd<br>Gc RTm | **ARCTURUS**<br>**John J. Szoyka**<br>Biloxi, Ms United States of America | **192**<br>81<br>— | | **1947** Higgins Industries Inc.—New Orleans, La<br>*30,64* 7,65<br>29,88 7,62 3,71 | **M Fishing**<br>Side-fishing | 2 Oil 2SA each 6Cy. 108 × 127 geared to sc. shaft<br>410bhp (302kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 30kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| 7820215<br>Df Esd<br>Gc Rdr<br>RT | **ARCTURUS**<br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Santos Brazil | **180**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL G 302,5/20,5U2(a)<br>FN 366 | **1982**-3 MacLaren BA Est. e Servicos Maritimos—Niteroi (250)<br>30,99 9,07 4,201<br>27,64 8,54 4,68<br>F 8,3 1 dk<br>rf-<br>5BH WB57T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 14Cy. 230 × 300 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>Alpha<br>Industrias Villares Sao Paulo<br>Gen 2 × 77kW 440V 60Hz a.c. |
| 5109215<br>IUAR<br>126<br>Df Esd<br>Gc Rdr<br>RT | **ARDA**<br>ex Etly Danielsen-68<br>**Ravennavi S.p.A.**<br>Ravenna Italy | **1 590**<br>790<br>2 289 | RI (BV) | **1959** Schps. "Hoogezand" J. Bodewes —Bergum (97)<br>85,98 11,97 5,030<br>78,01 11,89 5,54<br>P 18,9 B 18,0 F 8,0 1 dk<br>RW conv General Cargo 69 | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 156 | Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 162,5t 12,75kn |
| 7825552<br>LIXU<br>19421<br>Rdr RT | **ARDAL**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **448**<br>229<br>825 | NV | **1980** Mjellem & Karlsen A/S—Bergen (127)<br>49,66 11,03 3,550<br>45,12 11,00 7,24<br>F - 1 dk<br>rf 996 BK 119 | **M Pallets Carrier**<br>Ref<br>Bow door<br>Side door Stern door/ramp Ice strengthened<br>1 Ho ER<br>B.1 130 In.70<br>1 Ha (stl) (6,4 × 2,9) ER<br>1W Cr 1(10) Der 1(20) | Oil 4SA 8Cy. 250 × 300 geared to sc. shaft<br>1 300bhp (956kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 118kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7637333<br>OXMK<br>D2543<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARDAL**<br>**P/R Ardal**<br>Mogens I. K. Kristensen<br>Aeroskobing Denmark | **400**<br>261<br>1 050 | BV | **1978** A/S Nordsovaerftet—Ringkobing (126)<br>60,03 3,550<br>55,22 10,41 6,02<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.2 252 B.2 000<br>2 Ha (each 15,5 × 6,1) ER<br>2W Cr 2(5) Der 2(10) | Oil 4SA 8Cy. 270 × 400<br>1 000bhp (736kW)<br>Aabenraa Motorfabrik Aabenraa<br>Controllable pitch propeller<br>11kn |
| 6617415<br>UUYC<br>M-17161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARDATOV**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 142**<br>1 544<br>4 399 | RS | **1966** Rauma-Repola Oy—Rauma/Raumo (154)<br>105,39 14,81 6,211<br>96,93 14,74 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 386 HeCls. BC<br>1 Ha (3,1 × 2,3) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 335,5t (d.o.)-15,0pd 13,75kn |
| 7023788<br>EVQH<br>M-30394<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARDATOV**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 654**<br>1 115<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (297)<br>82,00 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,6) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 5405499<br>MHGR<br>302493<br>Df Esd<br>Pfd Rdr | **ARDENLEA**<br>ex Jarlshof-66<br>**R. C. M. Patrick & others**<br>Kirkcaldy United Kingdom | **206**<br>71<br>— | ✠Classed LR until 18/4/80 | **1963**-12 Livingstone & Co. Ltd. —Peterhead (10)<br>*32,47* 7,12 3,112<br>31,53 7,01 3,66<br>RQD 15,9 F 5,8<br>RW rf 1143 BK 152 conv Side Trawler Fishing 75 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Controllable pitch propeller |
| 5297701<br>9HTV<br>0626<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARDENT**<br>ex Aldea-82 ex Arzon-77<br>ex Robert L. D.-64<br>**Already Shipping Co. Ltd.**<br>Valletta Malta | **5 963**<br>3 230<br>9 462 | BV | **1953** At. & Ch. de la Loire—St. Nazaire (357)<br>149,36 18,34 7,760<br>138,00 18,24 11,54<br>P 10,1 B 30,8 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>5 Ho 20,5 29,5 11,7 21,8 21,8<br>G.16 879 B.15 285<br>5 Ha (stl) (9,6 10,1 10,9 10,9 10,1 × 6,7)<br>14W Cr 2(3) Der 8(10) 6(5) 1(2) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Gen 3 × 275kW 220V d.c.<br>Fuel 1 185,5t (hvf) 14,5kn |
| 7922893<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **ARDENT**<br>**Kenneth Pottinger**<br>Lerwick United Kingdom | **103**<br>62<br>— | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>EL 220,0/16,0U1<br>FN 211 | **1981**-10 Marinvarvet—Farosund (83)<br>22,86 6,81 2,975<br>20,63 6,71 3,51<br>B & F 15,3 1 dk<br>rf 102 BK 102<br>4BH WBnil | **M Fishing**<br>Stern Trawler Seiner<br>Mchy.aft | 2 Oil 4SA each 6Cy. 130 × 150 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>580bhp (427kW)<br>A/B Volvo-Penta Goteborg<br>Gen 1 × 27,5kW 1 × 22,5kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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| **7817799**<br>IQVG<br>809<br>Df Esd<br>Gc Rdr<br>RT | **ARDENZA**<br><br>**Gaetano d'Alesio S.a.S.**<br>Livorno Italy | **1 538**<br>652<br>2 000 | RI | **1980** Cant. dell 'alto Adriatico—Trieste (214)<br>74,07 13,82 3,601<br>69,19 13,81 4,27<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 230 × 310 reverse reduction geared to sc. shaft<br>2 090bhp (1 537kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers |
| **7503271**<br><br><br>RT | **ARDESTAN**<br><br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Khorramshahr Iran | **21**<br>8<br>2 | **✠100A1**<br>for service within 3 miles of Kharg Island<br>**✠LMC**<br>EL (A) $\frac{3}{8}$"U1<br>FN 69<br><br>**SURVEYS OVERDUE** | **1975**-8 Van Mill's Schpsb. & Cons. —Hardinxveld (74 -65)<br>13,77 4,02 1,232 (aft)<br>11,89 3,79 1,93<br>1 dk<br>3BH | **TM Patrol Launch** | 2 Oil 4SA each 6Cy. 135 × 160 reverse reduction geared to sc. shafts<br>524bhp (385kW)<br>Kloeckner Humboldt Deutz Koeln |
| **7383279**<br>GURB<br>363713<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARDMAY**<br><br>**P&O Lines Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **19 144**<br>11 958<br>31 600 | **✠100A1** SS 7/80<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL It $2\frac{1}{2}$"U3<br>FN 6551 | **1975**-6 Horten Verft A/S—Horten (184)<br>168,76(BB) 25,94 10,897<br>161,50 25,90 14,66<br>P 33,9 F 17,1 1 dk<br>rf 76<br>12BH WB961T | **M Tanker**<br>IGS<br>26 Ta ER<br>L.(oil) 40 066 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 WTAuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>AuxB (ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 2 317,5t (d.o.)-45,5pd 16kn |
| **7383281**<br>GURA<br>365252<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARDMORE**<br><br>**P&O Lines Ltd.**<br>P&O Bulk Shipping Division<br>Southampton United Kingdom | **19 144**<br>11 958<br>31 600 | **✠100A1** SS 10/80<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL It $2\frac{1}{2}$"U3<br>FN 6551 | **1975**-10 Horten Verft A/S—Horten (185)<br>168,76(BB) 25,94 11,158<br>161,50 25,90 14,66<br>P 33,9 F 17,1 1 dk<br>rf 76<br>12BH WB961T | **M Tanker**<br>IGS<br>26 Ta ER<br>L.(oil) 40 883 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>2 WTAuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>AuxB (ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 142,0t (d.o.) 2 316,5t (hvf) 16kn |
| **5082534**<br>GQCC<br>184984<br>Df Rdr<br>RTm/v | **ARDNEIL**<br>ex Cruiser-69<br>**Carmet Tugs Co. Ltd.**<br>Ardrossan United Kingdom | **330**<br>43<br>— | **✠100A1** SS 8/77<br>tug<br>**✠LMC**<br>EL (e) $1\frac{1}{16}$"<br>FN 443 | **1953**-3 A. Hall & Co. Ltd.—Aberdeen (744)<br>37,32 9,50 3,855<br>34,14 8,84 4,12<br>R rf 457 BK 183<br>4BH WB55t | **M Tug** | Oil 2SA 8Cy. 368 × 483<br>✠ NE 11/63<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 30kW 220V d.c.<br>Fuel (d.o.) 12kn |
| **6923515**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARDOU D'DIAYE**<br>ex Alcotan-81<br>**Pecheries Senegalaises du Thon**<br>Senegal | **497**<br>210<br>541 | BV | **1969** Maritima de Axpe S.A.—Bilbao (45)<br>44,68 3,750<br>39,30 9,31 4,50<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>10 Ha (each 1,5 × 1,5) | Oil 4SA 8Cy. 220 × 280<br>960bhp (706kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| **7637345**<br>OWFC<br>D2544<br>Df Esd<br>Pfd Rdr<br>RT | **ARDUA**<br><br>**P/R Ardua**<br>Mogens I. K. Kristensen<br>Aeroskobing Denmark | **399**<br>261<br>1 050 | BV | **1978** A/S Nordsovaerftet—Ringkobing (127)<br>60,23 3,550<br>55,22 10,41 6,02<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.2 252 B.2 000<br>2 Ha (stl) (each 15,5 × 6,1) ER<br>2W Der 2(10) | Oil 4SA 4Cy. 270 × 400<br>1 000bhp (736kW)<br>Aabenraa Motorfabrik Aabenraa<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.) 11kn |
| **5022857**<br><br>166717<br>Df Esd<br>Pfd RTm | **ARDUOUS**<br>ex Eta-57<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **116**<br>49<br>— | | **1944** Richards Iron Works Ltd.—Lowestoft<br>*28,20* 6,81 3,201<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 260 × 368<br>360bhp (265kW) NE 58<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 7,5kW 220V d.c.<br>Fuel (d.o.) |
| **7428653**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARE MITI**<br>ex Greenville II-80<br>**Spie Batignolles**<br>Nantes France | **232**<br>67<br>— | AB BV | **1975** Asia Pacific Shpyd (Pte) Ltd. —Singapore (237)<br>29,34 3,341<br>27,21 8,54 4,45<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 85kW a.c.<br>11kn |
| **7212236**<br>EGBP<br><br>Df Esd<br>Gc Rdr<br>RT | **AREA COVA**<br><br>**Jesus Vaqueiro Gandon**<br>Vigo Spain | **307**<br>118<br>437 | BV | **1972** Const. Nav. Santodomingo—Vigo (396)<br>36,56<br>33,00 8,26 6,15<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>G.300 | Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 168,0t (d.o.) 11kn |
| **5022869**<br>EDXH<br>8383<br>Esd RT | **AREA MILLA**<br><br>**J. Santodomingo e Hijos Sociedad Ltda.**<br>Vigo Spain | **173**<br>60<br>— | | **1962** Ast. Santodomingo—Vigo (306)<br>30,26 6,51<br>27,51 6,49 3,84<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 220 × 280<br>310bhp (228kW) E made57 fitted62<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 53,0t (d.o.) 10kn |
| **6813980**<br>EFUB<br>8784<br>Df Esd<br>Rdr RTm | **AREASA**<br><br>**Pesquerias Area S.A.**<br>Vigo Spain | **204**<br>75<br>205 | (BV) | **1968** Const. Nav. Yarza—Vigo (19)<br>34,47 6,68 3,052<br>27,11 6,63 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho<br>In.161<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 360<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9kn |
| **7234909**<br>EAGG<br><br>Df Esd<br>Rdr RT | **AREASA DOS**<br><br>**Pesquerias Area S.A.**<br>Marin Spain | **205**<br>93<br>— | BV | **1973** Ast. Gondan—Puerto de Figueras (78)<br>31,25 7,04 3,301<br>29,01 7,00 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>10,75kn |

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|---|---|---|---|---|---|---|
| 5250129<br>KYVN<br>246736<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARECIBO**<br>ex Rose City-74 ex Anchorage-69<br>ex New Orleans-64 ex Alicia-62<br>ex Marine Panther-61<br>**Puerto Rico Maritime Shipping Authority**<br>Puerto Rico Marine Management Inc.<br>San Juan, P.R. Puerto Rico (U.S.A.) | **17 976**<br>14 317<br>16 215 | AB | **1944** (Aft section) Sun SB. & Dry Dock Co. —Chester, Pa (345)<br>**1969** (Fwd & cargo sections) Todd Shipyards Corp.—San Pedro, Ca<br>208,77(BB) 23,86 9,176<br>200,57 23,78 14,33<br>P 43,6 F 19,9 3 dks<br>RW rf nil conv General Cargo 69 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>C.Ho 364/35′ C.Dk 258/35′<br>11 Ha (stl) ER<br>Cr 1(30) Der 1(50) 2(15) 10(5) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 451,5t (o.f.) 17kn |
| 5022883<br>LW2882 | **AREDELTA I**<br>ex Ricardo y Enrique-58<br>ex Talcahuano<br>**Aredelta S.r.l.**<br>Buenos Aires Argentina | **361**<br>154<br>— | | **1920** Lobnitz & Co. Ltd.—Renfrew<br>*46,03* 10,01<br>... ... ...<br>R conv Dredger — | **S General Cargo** | C 2Cy. 330 & 660 × 457<br>Lobnitz & Co. Ltd. Renfrew |
| 5081554<br>ODIF<br>Esd Pfd<br>Rdr<br>RTm/v | **AREF**<br>ex Ballycastle-81 ex Cowdray-76<br>**Issa Navigation Co.**<br>Tripoli Lebanon | **1 588**<br>816<br>2 210 | ✠**100A1** SS 6/81<br>✠**LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1208 | **1959**-6 Grangemouth Dockyard Co. Ltd. —Grangemouth (525)<br>74,73 12,15 4,858<br>70,72 12,04 5,03<br>P 18,6 RQD 46,1 B 4,9 F 8,3 1 dk<br>RW rf nil<br>NS 6BH WB831t incl. DTf125t | **M General Cargo**<br>3 Ho 15,2 14,6 14,0 ER<br>G.3 015 B.2 941<br>3 Ha (stl) (9,1 × 7,0) (9,7 9,7 × 8,0) ER<br>Der 1(3) | Oil 2SA 8Cy. 340 × 570<br>1 180bhp (868kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 80kW 220V d.c.<br>Fuel 69,0t (d.o.) 11kn |
| 7701471<br>Gc | **AREFJAN**<br>**Gulf Dredging Co. (S.A.K.)**<br>Kuwait Kuwait | **478**<br>445<br>— | ✠**100A**<br>dredger<br>restricted service<br>EL (G)<br>FN 647 | **1977**-6 Mitsubishi Heavy Industries Ltd. —Hiroshima (295)<br>64,60 12,04 2,186<br>43,01 12,01 3,03<br>1 dk<br>rf nil<br>2BH WB60T | **Dredger**<br>Cutter Suction | |
| 5360807<br>DAIF<br>10068<br>Df Esd<br>RT | **AREGUA**<br>ex Edna-82 ex Thyra Behrens-79<br>**Rainer Leopold Stussig**<br>Hamburg Federal Republic of Germany | **298**<br>194<br>470 | GL | **1958** J. J. Sietas K.G. Schiffswerft —Hamburg (424)<br>48,01 8,64 2,720<br>42,02 8,62 3,00<br>P 11,0 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.637 B.580<br>1 Ha (23,0 × 5,5) ER | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9kn |
| 5022895<br>PUJE<br>Df Esd<br>Pfd Rdr | **AREIA BRANCA**<br>ex Ulla Danielsen-58<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **500**<br>269<br>756 | | **1956** Zaanlandsche Schps. Maats. —Zaandam (466)<br>52,99 8,67 3,353<br>48,16 8,64 4,42<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 290 × 420<br>Maschinenbau Kiel A.G. Kiel |
| 7311733<br>EDNR<br>Esd Rdr<br>RT | **AREINA**<br>**Enrique Andre Vieira**<br>Vigo Spain | **170**<br>65<br>— | BV | **1973** Const. Nav. Santodomingo—Vigo (382)<br>29,95 3,290<br>25,02 6,80 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 210 × 300<br>600bhp (441kW)<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 58,5t (d.o.) 10,5kn |
| 6908993<br>LOUQ<br>Df Esd<br>Gc Rdr<br>RT | **AREMAR**<br>**Aremar C.I.F.S.A.**<br>Buenos Aires Argentina | **3 255**<br>1 780<br>2 435 | ✠**100A1** SS 2/81<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL R $1\frac{5}{8}$"U2<br>FN 2006 | **1969**-11 Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (127)<br>99,57 (BB) 13,62 5,411<br>89,41 13,61 8,82<br>F 10,1 2 dks, 3rd dk (sparred) in Nos. 2 & 3 holds<br>rf 102<br>5BH WB491t | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 951 | Vee Oil 4SA 12Cy. 420 × 580 sr geared to sc. shaft<br>4 800bhp (3 531kW) Fiat<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>AuxB 10kgf/cm² (9,9bar)<br>Gen 3 × 218kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>16kn |
| 6503585<br>TEB21<br>720<br>Df Esd<br>Rdr RTm | **ARENAL**<br>ex Sierra Escudo-77<br>**Naviera Marfrigo S.A.**<br>Compania Madrilena de Navegacion S.A.<br>Puntarenas Costa Rica | **763**<br>482<br>900 | BV<br>✠Classed LR until 4/11/77 | **1965**-5 Soc. Espanola de Const. Nav. —Bilbao (107)<br>56,24 9,53 4,211<br>50,91 9,50 5,36<br>Ba 11,3 F 8,6 2 dks<br>rf nil | **M General Cargo**<br>Ref.<br>3 Ho 12,3 13,1 6,7 ER.<br>In.1 162<br>3 Ha (7,5 5,7 × 5,0) (3,5 × 3,5) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 72,5kW 380V 50Hz a.c.<br>Fuel 66,0t (d.o.) 10,75kn |
| 5022900<br>TILN<br>158625<br>Df RT | **ARENAL**<br>ex Laida-61 ex Pictou County-45<br>ex Fritzoe-35<br>**Cia. de Moto Navea de Costa Rica**<br>Puerto Limon Costa Rica | **707**<br>445<br>1 016 | | **1920** Nes M/V A/S—Tonsberg<br>*54,81* 9,05 3,861<br>54,56 9,00 4,27<br>P 16,2 F 8,3 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.1 246 B.1 189 | Oil 4SA 6Cy. 480 × 750<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 66,0t |
| 8023395<br>Esd Rdr | **ARENAS DEL ULLA CUATRO**<br>**Arenas y Gravas del Ulla S.L.**<br>Marin Spain | **255**<br>—<br>455 | GL (Class cont.) | **1981** Factoria Naval de Marin S.A.—Marin (03)<br>43,26 2,101<br>40,01 9,01 2,77<br>1 dk | **TM Dredger**<br>Suction | 2 Vee Oil 4SA each 8Cy. 137 × 152<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7010638<br>EFTM<br>Esd Rdr | **ARENAS DEL ULLA SEGUNDO**<br>**Arenas y Gravas del Ulla S.A.**<br>Vigo Spain | **240**<br>—<br>— | | **1970** Enrique Lorenzo y Cia. S.A.—Vigo (357)<br>75,32<br>73,00 8,21 2,27<br>1 dk | **M Dredger**<br>Suction | Oil 4SA 6Cy.<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7305291<br>EGDJ<br>2888<br>Esd Gc<br>Pfd Rdr<br>RT | **ARENAS DEL ULLA TERCERO**<br>**Arenas y Gravas del Ulla S.A.**<br>Vigo Spain | **207**<br>151<br>305 | | **1973** Enrique Lorenzo y Cia. S.A.—Vigo (369)<br>35,51 8,39 1,956<br>33,00 8,21 2,27<br>1 dk | **M Dredger**<br>Suction | Vee Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>8,25kn |

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| **6620864**<br>DALV<br><br>Esd Rdr<br>RTm | **AREND**<br><br>**Reedereigesellschaft Arend**<br>**Brugge K.G.**<br>Vega-Reederei Friedrich Dauber<br>Hamburg Federal Republic of Germany | T.Mk<br>**424**<br>266<br>1 055 | <br><br>BV (GL) | **1966** J. J. Sietas K.G. Schiffswerft —Hamburg (546)<br>61,17 3,887<br>55,00 10,51 6,10<br>P 13,5 B 11,0 F 8,0 2 dks | **M General Cargo**<br><br>1 Ho 38,4 ER<br>G.2 146 B.1 996<br>2 Ha (stl) (each 14,8 × 7,4) ER | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 8kW 110V a.c.<br>Fuel 30,5t (d.o.) 11,5kn |
| **7710381**<br>3YPD<br><br>Esd Rdr<br>RT | **ARENDAL**<br><br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Losavdelingen)**<br>Oslo Norway | **22**<br>8<br>— | ✠**100A1** SS 8/82<br>Norwegian Coastal service<br>✠**LMC**<br>EL (A) 20,0/11,0U1<br>FN 80 | **1978**-2 Fjellstrand Aluminium Yachts —Omastrand (1514)<br>13,24 4,42 1,251<br>11,97 4,39 2,27<br>1 dk<br>rf- Box K<br>2BH WBnil | **Aluminium Alloy TM Pilot Launch** | 2 Vee Oil 2SA each 8Cy. 108 × 127 sr geared to sc. shafts<br>480bhp (353kW)<br>General Motors Ltd. Wellingborough<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel (d.o.) |
| **5022950**<br><br><br>Df Esd<br>Pfd RT | **ARENDJE** | **131**<br>42<br>— | | **1961** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Mónnickendam (101)<br>28,73 6,56<br>24,95 6,51 3,31 | **M Fishing**<br>Side Trawler | Oil 6Cy.<br><br>Kromhout Motorenfabrik Amsterdam |
| **7723091**<br>Y5LB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARENDSEE**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**3 453**<br>1 950<br>4 939<br>**5 650**<br>2 826<br>7 309 | <br><br>DSRK | **1978** VEB Schiffswerft "Neptun"—Rostock (280)<br>120,48(BB) 17,66 6,389/7,786<br>113,11 17,61 9,91<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref 9P<br>Ice strengthened<br>4 Ho 17,2 27,8 27,8 5,9 ER<br>G.8 654 B.8 244 In.334<br>TEU 248<br>C.Ho 182/20′ C.Dk 66/20′<br>7 Ha (stl) (12,5 × 10,2) (18,5p&s 18,5p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | Vee Oil 4SA 12Cy. 420 × 480 geared to sc. shaft<br>7 100bhp (5 222kW)<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V 50Hz a.c.<br>16,25kn |
| **6405381**<br>EEJL<br><br>Df Esd<br>RTm | **ARENE**<br><br>**Pesasur**<br>Gijon Spain | **192**<br>87<br>— | <br><br>BV | **1964** Maritima del Musel S.A.—Gijon (54)<br>31,68 7,04 3,231<br>28,17 7,03 3,56<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br>8 Ha (each 1,1 × 1,1) 1 Ha (1,3 × 1,3) | Oil 4SA 6Cy. 220 × 280<br>565bhp (416kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 77,0t (d.o.) 12kn |
| **6851310**<br>UFBY<br>M-19687 | **ARENSKIY**<br><br>**U.S.S.R.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **115**<br>65<br>16 | <br><br>RS | **1955** .............People's Republic of China<br>26,93 5,26 1,990<br>2,82 | **M Ferry**<br>—P | Vee Oil 4SA 12Cy. 150 × 180 NE 71<br>U.S.S.R.<br>Fuel (d.o.) 11,5kn |
| **7118595**<br>ITGS<br>103<br>Esd Rdr<br>RT | **AREOS**<br>ex Galassia Prima<br>ex Giuseppe L.-71<br>**Giuseppe Lisma e Giacomo Asaro**<br>Mazara del Vallo Italy | **183**<br>89<br>— | | **1971** G. Rondolini & Figli—Pesaro (88)<br>32,01 7,14 2,852<br>25,61 6,99 3,76<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 320 × 480<br>330bhp (243kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>11kn |
| **7043893**<br><br>CE9001<br>Esd Rdr<br>RT | **AREQUIPA 1**<br>ex PM 22-75<br>**Pesquera Alpina SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | <br><br>GL | **1971** Ast. Picsa S.A.—Callao (334)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **7105160**<br><br>CO5877<br>Esd Gc<br>Pfd RT | **AREQUIPA 2**<br>ex Langero-75<br>**Pesquera Piero SCR Ltda.**<br>Callao Peru | **307**<br>137<br>278 | <br><br>(GL) | **1971** Metal Empresa S.A.—Callao (L-40)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 F 5,8 1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 12,8 ER<br><br>1 Ha (3,5 × 2,6) ER | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 14,75kW 110V d.c.<br>Fuel 11,0t (d.o.) 12kn |
| **7113844**<br><br>PS9054<br>Esd Gc<br>Pfd RT | **AREQUIPA 3**<br>ex Mar Austral-75<br>**Pesquera Mar Azul SCR Ltda.**<br>Pisco Peru | **307**<br>137<br>278 | <br><br>GL | **1971** Metal Empresa S.A.—Callao (L-41)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 F 5,8 1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 12,8 ER<br><br>1 Ha (3,5 × 2,6) ER | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 14,75kW 110V d.c.<br>Fuel 11,0t (d.o.) 12kn |
| **7129295**<br><br>SE9091<br>Esd Rdr<br>RT | **AREQUIPA 4**<br>ex Martha-75<br>**Pesquera Mar Florido SCR Ltda.**<br>Supe Peru | **310**<br>140<br>— | <br><br>GL | **1972** Ast. Picsa S.A.—Callao (373)<br>*35,09* 8,03<br>3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **7120859**<br><br>SE9076<br>Esd Rdr<br>RT | **AREQUIPA 5**<br>ex PM 23-75<br>**Persquera Andina SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | <br><br>GL | **1971** Ast. Picsa S.A.—Callao (370)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>1 225bhp (901kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **7031888**<br><br>CE8973<br>Esd Rdr<br>RT | **AREQUIPA 6**<br>ex Petsa 25-76<br>**Pesquera Arequipa 6 S.R. Ltda.**<br>Supe Peru | **310**<br>140<br>— | <br><br>GL | **1970** Ast. Picsa S.A.—Callao (321)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **7031802**<br><br>SE9002<br>Esd Rdr<br>RT | **AREQUIPA 7**<br>ex Tasa 48-76 ex Costamar 19<br>**Pesquera Mar Bello S.R. Ltda.**<br>Supe Peru | **310**<br>140<br>— | <br><br>GL | **1970** Ast. Picsa S.A.—Callao (320)<br>35,34 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |

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|---|---|---|---|---|---|---|
| 7042784<br>009042<br>Esd Rdr<br>RT | **AREQUIPA 8**<br>ex Tasa 32-75<br>**Pesquera Mar Radiante S.R. Ltda.**<br>Callao Peru | **310**<br>140<br>— | GL | **1973** Ast. Picsa S.A.—Callao (331)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 7031864<br>Esd Rdr<br>RT | **AREQUIPA 9**<br>ex Maria Virginia V-76<br>**Pesquera San Juan SCR Ltda.**<br>Callao Peru | **215**<br>127<br>488 | BV | **1970** Maestranza y Astillero Delta S.A. —Callao<br>*28,99* 7,98<br>26,01 7,90 4,02<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler<br>2 Ho<br>2 Ha (each 3,1 × 2,6) | Vee Oil 2SA 16Cy. 114 × 127<br>464bhp (341kW)<br>General Motors Corp. Detroit, Mi<br>Fuel 2,5t (d.o.) 10kn |
| 7014945 | **AREQUIPA 10**<br>ex Polar III-79<br>**Pesquera Santa Ursula SCR Ltda.**<br>Peru | **350**<br>—<br>— | | **1970** Maestranza y Astillero Delta S.A. —Callao (33)<br>... ... ...<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | Oil geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 5349346<br>Df | **ARES**<br>ex Dragon Dorado-71<br>ex Tainui-65 ex Vestria-49<br>**Yodpatankarn Co. Ltd.**<br>Bangkok Thailand | **539**<br>330<br>737 | ✠Classed LR until 25/5/79 | **1945**-10 Kalmar Varv A/B—Kalmar (349)<br>51,97 8,72 3,626<br>47,30 8,69 3,74<br>P 12,8 RQD 17,7 RFD 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>2 Ha (stl) (9,1 11,5 × 5,0) ER<br>3W Der 1(4) 2(2) | Oil 2SA 8Cy. 250 × 420<br>510bhp (375kW)<br>Nydqvist & Holm A/B Trollhattan<br>10kn |
| 7642144<br>Df Esd<br>Rdr RT | **ARES**<br>**Zarzad Portu Gdansk**<br>Gdansk Poland | **336**<br>1<br>— | PR | **1976** Gdynska Stocznia Marynarki Wojennej—Gdynia (H-2500/2)<br>35,51 9,35<br>5,06<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 12Cy. 300 × 450 reduction geared to sc. shaft<br>Fiat<br>H. Cegielski Poznan<br>Gen 2 × 118kW 1 × 48kW 400V a.c.<br>13kn |
| 5023033<br>ECAZ<br>7338<br>Df Esd<br>RTm | **ARES**<br>Launched as Marina Teresa<br>**E. Rivas Villanueva & M. Barreiro Vilarino**<br>Vigo Spain | **276**<br>103<br>142 | BV | **1952** Hijos de J. Barreras S.A.—Vigo<br>34,47 3,607<br>30,99 6,90 3,92<br>B 12,5 F 7,1 1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 74,0t (d.o.) 11kn |
| 5126615<br>WH6550<br>273630<br>Esd Pfd<br>Rdr RTm | **ARES**<br>ex Gatco Alabama-77<br>**Sabine Towing & Transportation Co. Inc.**<br>Baltimore, Md United States of America | **194**<br>78<br>113 | (AB) | **1957** Gulfport SB. Co.—Port Arthur, Tx (500)<br>31,40 7,70 3,547<br>29,37 7,66 3,94<br>BK 64 | **M Tug** | Oil 2SA 12Cy. 216 × 254<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 30kW 110V d.c.<br>Fuel 89,5t (d.o.) |
| 7535121<br>9V2827<br>381485<br>RT | **ARES II**<br>ex Kashima Maru No. 3-78<br>**Eastern Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **669**<br>412<br>1 393 | NK | **1968** Binan Senpaku Kogyo K.K. —Innoshima (417)<br>64,27 9,71 4,395<br>59,01 9,68 4,86<br>P 15,0 F 8,3 1 dk<br>len 70 | **M General Cargo**<br>1 Ho ER<br>G.1 591<br>1 Ha (33,5 × 5,7) ER<br>2W Der 2(5) | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 24kW d.c.<br>Fuel 77,0t-4,0pd 12kn |
| 5403300<br>J4LA<br>7489<br>Df Esd<br>Gc Pfd<br>Rdr | **ARETHUSA**<br>ex Maritime Star-78<br>ex Dona Viviana-69<br>**Elaine Maritime Corp.**<br>Piraeus Greece | **9 777**<br>6 055<br>16 161 | ✠**100A1** SS 7/78<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4755 | **1963**-1 Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (935)<br>153,52 21,26 9,183<br>143,26 21,20 11,99<br>P 31,1 F 13,2 1 dk<br>RW rf 102<br>NS 7BH WB4179t incl. Topside tanks in holds 1730t DTf406t | **M Bulk Carrier**<br>2P<br>4 Ho 21,9 26,3 26,3 26,3 ER<br>G.21 493 B.20 647<br>4 Ha (stl) (16,0 × 8,5) (18,4 18,4 18,4 × 9,9) ER<br>14W Der 8(15) 6(10) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Shin Mitsubishi Heavy Ind. Kobe<br>AuxB 142lbf/in$^2$ (9,8bar)<br>e(ex.g) 199lbf/in$^2$ (13,8bar)<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 1 315,0t (hvf) 14,5kn |
| 7313729<br>SXTX<br>4781<br>Df Esd<br>Gc Rdr<br>RT | **ARETI**<br>**Areti Compania Naviera S.A.**<br>Piraeus Greece | **13 631**<br>9 829<br>22 626 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2261)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>5 Ho 23,7 25,6 18,2 25,6 26,2 ER<br>G.30 582 B.29 449 HeCls. ptB<br>5 Ha (stl) (15,8 15,8 9,4 15,8 15,8 × 12,5) ER<br>Cr 2(10) Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd<br>15kn |
| 7350571<br>4724<br>Gc Rdr<br>RT | **ARETI**<br>**Petros Kritikos**<br>Piraeus Greece | **243**<br>122<br>— | HR | **1975** .............Salamis (109)<br>38,00 7,80<br>33,48 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 2SA 8Cy. 260 × 400<br>750bhp (552kW)<br>Alpha-Diesel A/S Frederikshavn |
| 6922535<br>SZSN<br>7907<br>Df Esd<br>Gc Pfd<br>Rdr | **ARETI L**<br>ex Karakoram-81<br>ex Kaiozan Maru-78<br>**Terminus Compania Naviera S.A.**<br>Laios Maritime Enterprises S.A.<br>Piraeus Greece | **9 343**<br>5 915<br>16 565 | NK | **1969** Kurushima Dock Co. Ltd.—Onishi (480)<br>145,50 21,82 8,916<br>136,00 21,80 11,99<br>P 26,6 F 10,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 627 B.20 194<br>4 Ha (stl) (15,0 × 10,0) (19,7 19,7 19,7 × 10,5) ER<br>15W Der 4(15) | Oil 2SA 6Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 600kW 445V a.c.<br>Fuel 1 191,0t-29,0pd 14,25kn |
| 5331600<br>SVPM<br>6055<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ARETI S.**<br>ex Grantleyhall-76 ex Skycrest-68<br>**Valera Compania Naviera S.A.**<br>Piraeus Greece | T.Mk<br>**6 670**<br>3 630<br>4 409<br>**9 139**<br>5 713<br>14 857 | BV | **1962** Forges & Ch. de La Mediterranee —La Seyne (1349)<br>141,13 18,62 8,281/9,719<br>133,81 18,60 12,35<br>2 dks<br>rf 76 | **M General Cargo**<br>5 Ho 18,6 20,5 15,7 20,5 17,4 ER<br>G.20 537 B.18 459<br>5 Ha (stl) (10,8 11,2 8,9 11,2 11,2 × 7,2) ER<br>10W Der 1(50) 10(10) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>Gen 3 × 207kW 220V d.c.<br>Fuel 1 029,5t (hvf) 17,25kn |
| 5075725<br>SV3293<br>3510<br>Df Esd<br>RTm | **ARETOUSA**<br>ex Northcape-70<br>ex Claus Horn-67<br>**Argyrios & George Theocharis**<br>Piraeus Greece | **612**<br>247<br>825 | GL | **1958** Schlichting-Werft—Travemuende (1297)<br>66,12 9,94 3,531<br>59,52 9,91 5,95<br>F 6,4 1 dk & S dk | **M General Cargo** OSD<br>Ref.<br>In.1 348<br>2 Ha (each 6,9 × 3,6) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 100,5t (d.o.) 12kn |

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| **7328085**<br>IBIA<br>1300<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARETUSA**<br>**'Aretusa' S.p.A. di Navigazione**<br>Napoli Italy | **72 660**<br>63 722<br>136 100 | RI | **1973** Italcantieri S.p.A.—Genova (4292)<br>297,21 40,82 16,476<br>280,02 40,77 22,26<br>P 47,6 F 31,7 1 dk | **S Ore/Oil Carrier**<br>IGS<br>10 Ho each 21,1 22 Ta ER<br>L.(oil) 169 900 Ore 89 223<br>HeCls. BptC<br>10 Ha (stl) (17,5 17,5 17,5 17,5 15,3 15,3 17,5 17,5 17,5 17,5 × 13,8) ER<br>Cr 2(16) 2(2,5) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Gen 1 × 1200kW 1 × 900kW<br>440V 60Hz a.c.<br>Fuel 8 308,5t (o.f.)-125,0pd 16,5kn |
| **5352939**<br>Df Rdr<br>RT | **ARFAZ**<br>ex Dago-72 ex Tarntank-66<br>ex Nerita-60<br>**N.V. Arfaz**<br>Rotterdam Netherlands | **447**<br>172<br>467 | (BV) | **1937** Eriksbergs M/V A/B—Goteborg (279)<br>50,45 7,65 3,175<br>7,60 3,56<br>P 16,2 F 4,0 1 dk<br>R len 48 | **M Tanker**<br>4 Ta ER<br>L.(oil) 501<br>1W Der 1(1,5) | Oil 2SA 8Cy. 250 × 420<br>480bhp (353kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 31,5t (d.o.)-2,0pd 9kn |
| **7304120**<br>UZOE<br>M-7885 | **ARGAM**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **167**<br>43<br>100 | RS | **1972** .............U.S.S.R.<br>33,99 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,5 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7830674** | **ARGANA No. 1**<br>ex Kyosei Maru No. 1-80<br>**Armement et Peche Au Chalut S.A. (ARPEC)**<br>Agadir Morocco | **526**<br>240<br>— | | **1966** Narasaki Zosen K.K.—Muroran (560)<br>*51,70*<br>9,61 6,41<br>1 dk | **M Fishing** | Oil<br>Japan |
| **6909478**<br>Df Esd<br>Gc Rdr<br>RT | **ARGANA No. 2**<br>ex Nisshin Maru No. 68-80<br>**Armement et Peche Au Chalut S.A. (ARPEC)**<br>Agadir Morocco | **182**<br>67<br>— | | **1969** Nichiro Zosen—Hakodate (273)<br>37,01 6,94 2,794<br>31,98 6,91 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7830662** | **ARGANA No. 3**<br>ex Nisshin Maru No. 66-80<br>**Armement et Peche Au Chalut S.A. (ARPEC)**<br>Agadir Morocco | **155**<br>54<br>— | | **1967** Nichiro Zosen—Ishinomaki<br>*29,91*<br>6,61 3,00<br>1 dk | **M Fishing** | Oil<br>Japan |
| **6806652**<br>316133<br>Esd Gc<br>Pfd Rdr<br>RT | **ARGDEP JR**<br>ex Enrus-77 ex Old Joe-69<br>**Trans World Ocean Services Ltd.**<br>Georgetown Cayman Islands (British) | **498**<br>302<br>1 047 | AB | **1966** McDermott Shipyard—Amelia, La (139)<br>*51,82* 10,75 3,760<br>49,94 10,67 4,27<br>F 19,6 1 dk<br>rf nil conv Side-fishing Fishing 69 | **TM General Cargo**<br>Mchy.aft | 4 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 40kW a.c. |
| **5023203**<br>PUAF | **ARGENTINA**<br>**Government of The Federative Republic of Brazil (Navegacao da Bacia do Prata - Ministerio da Viacao e Obras Publicas)**<br>Rio de Janeiro Brazil | **930**<br>513<br>1 131 | | **1927** Deutsche Werft Reiherstiegwerft —Hamburg (99)<br>75,49 11,59 2,718<br>11,54<br>B 19,9 F 7,4 1 dk<br>R | **TM General Cargo**<br>G.1 332<br>2W | 2 Oil 4SA each 8Cy. 290 × 430<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 86,5t 9kn |
| **8030398**<br>SKCJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGENTUM**<br>**Partrederi for M/T Argentum**<br>Laurin Maritime A/B & Co. KB<br>Goteborg Sweden | **6 560**<br>3 676<br>10 501 | NV (Class cont.) | **1982** AB Oskarshamns Varv—Oskarshamn (441)<br>135,74 19,05 8,086<br>127,01 19,02 10,11<br>P 34,8 F 18,0 1 dk | **M Tanker**<br>Oil Chemical SBT CBT<br>20 Ta ER<br>L.12 577 HeCls. BC | Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft<br>5 800bhp (4 266kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 720kW 1 × 570kW<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.) 680,0t (hvf)-18,5pd 14kn |
| **5326318**<br>SZQB<br>4509<br>Df Esd<br>Gc Rdr<br>RTv | **ARGIRO**<br>ex Shropshire-72<br>**Lefkonia Cia. Naviera S.A.**<br>Piraeus Greece | T.Mk<br>**7 055**<br>3 404<br>10 252<br>**8 775**<br>4 953<br>12 253 | ✠100A1 CS 11/76<br>✠LMC<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4320 | **1959**-4 Fairfield SB. & Eng. Co. Ltd. —Govan, Glasgow (788)<br>149,61 19,44 8,256/9,157<br>137,57 19,36 12,04<br>P 10,1 F 13,5 2 dks<br>RW rf 127 DK fwd<br>Coll BH to U dk 5 to 2nd dk WB2576t incl. Tunnel tanks 222t | **M General Cargo**<br>5 Ho 17,8 24,5 19,8 ER 19,0 16,0<br>G.18 123 B.16 339<br>5 Ha (stl) (8,2 × 6,1) (12,1 9,9 × 6,7) ER (9,9 8,3 × 6,7)<br>16W Der 1(50) 1(20) 2(12) 8(10) 6(7) 2(5) | Oil 2SA 6Cy. 725 × 2250<br>8 100bhp (5 958kW) Doxford<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow<br>2 AuxB 125lbf/in² (8,7bar)<br>Gen 3 × 255kW 220V d.c.<br>Fuel 1 371,5t (hvf) 15,5kn |

**LAID UP — SURVEYS OVERDUE 11/81**

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| **6703305**<br>P3TJ<br>394468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGIRO**<br>ex Aldebaran II-80<br>ex City of Athens-77 ex Salmo-74<br>**Spyrthem Shipping Co. Ltd.**<br>Spyridon Goumas<br>Limassol Cyprus | **1 523**<br>708<br>2 391 | ✠100A1 CS 8/81<br>Ice Class 3<br>✠LMC<br>EL t $1\frac{1}{2}$"SQ<br>FN 1861 | **1967**-3 Henry Robb Ltd.—Leith (496)<br>93,88 13,92 6,590<br>85,35 13,87 7,93<br>P 21,1 F 11,0 2 dks<br>rf 127<br>2BH to U dk 3 to 2nd dk WB474t incl. DTf89t | **M General Cargo**<br>Side doors 1(p) 1(s)<br>2 Ho 22,8 27,4 ER 2 TwD<br>G.5 108 B.4 804<br>2 Ha (stl) (each 19,1 × 7,3) ER<br>Cr 3(5) Der 2(25) | Oil 4SA 6Cy. 483 × 686<br>2 580bhp (1 898kW)<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 245kW 1 × 60kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 264,0t (hvf) 13kn |
| **7214636**<br>SZSC<br>8080<br>Df Esd<br>Gc Rdr<br>RTv | **ARGO**<br>ex Naftoporos-81<br>**Panaconti Shipping Co. S.A.**<br>Endeavour Shipping Co. S.A.<br>Piraeus Greece | **16 207**<br>10 330<br>29 193 | ✠100A1<br>strengthened for ore cargoes Nos. 1, 4 & 6 holds may be empty<br>✠LMC UMS<br>EL Ft $2\frac{5}{8}$"U2<br>FN 6396 | **1972**-6 Hakodate Dock Co. Ltd.—Hakodate (510)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>9BH WB8893T incl. Comb. btm & STs in Nos.2-6 holds 3645T topside tanks in Nos. 2-7 holds 3469T | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,1 13,4 17,3 20,5 17,0 ER<br>G.36 917 B.32 586<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(8) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 368kW 450V a.c.<br>15,5kn |

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| 7501613<br>DEBY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGO**<br>ex Argo-Hellas-80 ex Brabant-78<br>ex Argo-77<br>**Argo Reederei Richard Adler & Sohne**<br>Bremen Federal Republic of Germany | T.Mk<br>**3 932**<br>1 698<br>5 485 | GL | **1976** Kroegerwerft G.m.b.H.—Rendsburg (1391)<br>127,03(BB) 19,89 5,411/6,554<br>115,02 19,61 11,82<br>F 9,5 2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>B.15 753 | 2 Vee Oil 4SA each 18Cy. 280 × 290 geared to sc. shafts<br>12 000bhp (8 827kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 720kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>19,5kn |
| 6405006<br>UIRI<br>M-26294<br>Df Esd<br>Gc Rdr<br>RT | **ARGO**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **1 920**<br>603<br>851 | RS | **1963** VEB Volkswerft Stralsund—Stralsund (7016)<br>79,76 13,24 5,060<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>3 Ha (0,9 0,9 × 0,9) (2,2 × 3,5)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>11,75kn |
| 5096016<br>2909-HK<br>Esd RT | **ARGO**<br>ex Eastern Fortune-63<br>ex Marosa-53<br>**Chiat Lee Navigation Trading Co.** | **1 513**<br>839<br>2 337 | | **1925** F. Schichau G.m.b.H.—Elbing<br>82,76 12,22 4,820<br>12,17<br>P 7,4 B 23,2 F 8,9 1 dk<br>R | **S General Cargo**<br>2 Ho 33,0 ER 24,0<br>G.3 194 B.3 070<br>4 Ha<br>7W Der 8(3) | T 3Cy. 495 810 & 1300 × 749<br>900ihp (662kW)<br>F. Schichau G.m.b.H. Elbing<br>Fuel 335,5t (o.f.) 10kn |
| 8003838<br>DABM<br>Esd Rdr<br>RTv | **ARGO**<br>**Philipp Holzmann AG**<br>Hamburg Federal Republic of Germany | **995**<br>930<br>1 829 | GL | **1980** Hermann Suerken—Papenburg (305)<br>63,66 12,32 4,071<br>62,46 12,01 4,53<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Mchy.aft | 2 Oil 4SA each 12Cy. 137 × 165<br>680bhp (500kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>8kn |
| 5023320<br>SV3292<br>1875<br>Df Esd<br>Pfd RT | **ARGO**<br>ex Kiel-61<br>**D. Kallimassias & others**<br>Piraeus Greece | **396**<br>143<br>528 | (HR) | **1950** Flensburger Schiffsbau-Ges. —Flensburg<br>47,00 8,06 4,115<br>42,98 8,01 4,91<br>F 7,4 1 dk<br>RW conv Side Trawler Fishing — | **M General Cargo**<br>2 Ho each 12,7<br>G.660<br>2 Ha (each 8,3 × 3,5)<br>2W Der 2(1,5) | Oil 6Cy. 150 × 190<br>160bhp (118kW) E made— fitted—<br>Daimler-Benz A.G. West Germany<br>Fuel 10,0t (d.o.) 6,5kn |
| 8102593<br>Df Esd<br>Rdr RT | **ARGO**<br>**Zarzad Portu Gdansk**<br>Gdansk Poland | **336**<br>—<br>100 | PR | **1981** Gdynska Stocznia Marynarki Wojennej—Gdynia (H2500/8)<br>35,67 9,38 3,801<br>33,08 9,34 5,06<br>1 dk | **TM Tug** | Vee Oil 4SA 12Cy. 300 × 450 geared to sc. shaft<br>Fiat<br>H. Cegielski Poznan<br>Gen 2 × 120kW 1 × 48kW 400V a.c.<br>14kn |
| 5023813<br>350431<br>Df Esd<br>Pfd RTm | **ARGO**<br>ex Arie Ouwehand-66<br>**South West Trawlers (Pty.) Ltd.**<br>Walvis Bay South Africa | **247**<br>120<br>— | | **1956** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (484)<br>40,59 7,07 3,582<br>33,84 6,99 3,81<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 290 × 450<br>550bhp (405kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 15kW 110V d.c.<br>Controllable pitch propeller |
| 5023332<br>SDEM<br>5031 | **ARGO**<br>**Mats Ove Wallinder**<br>Docksta Sweden | **228**<br>134<br>366 | (GL) | **1909** P. Larsson—Thorskog<br>*33,75* 6,74 2,744<br>6,71 3,18<br>B 8,0 F 3,4 H12t<br>R BK 127 conv General Cargo 52 | **M Tanker**<br>Mchy.aft | Oil 2SA 2Cy. 380 × 410<br>200bhp (147kW) NE 50<br>A/B Bolinder Munktell Eskilstuna<br>Fuel (d.o.) 9kn |
| 5410195<br>Df Esd<br>RTm | **ARGO**<br>**Madec-Guery Guery**<br>Dakar Senegal | **157**<br>53<br>— | (BV) | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5071)<br>30,00 6,76<br>25,00 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>In.100<br>3 Ha (1,0 1,0 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 35,5t 10kn |
| 6506006<br>DGHQ | **ARGO**<br>ex Emma-66<br>**Dietrich & Rudolf Juls G.b.R.**<br>Hamburg Federal Republic of Germany | **148**<br>98<br>270 | | **1929** Gebr. van Diepen—Waterhuizen<br>*34,39* 5,67<br>5,62 2,32<br>RQD 6,4 1 dk<br>R len 55 | **M General Cargo**<br>2 Ha (5,7 12,5 × 3,5)<br>Der 2(2) | Oil 4SA 6Cy. 215 × 360<br>180bhp (132kW) NE 38<br>Deutsche Werke A.G. Kiel<br>Fuel 19,0t (d.o.) 7kn |
| 7211452<br>RT | **ARGO**<br>ex Yv-Yv-80<br>**Neorion Shipyard & Shiprepairing Syros S.A.**<br>Syros Greece | **133**<br>28<br>— | AB | **1972** Neorion & Michanourgia Syros S.A. —Syros (6)<br>26,50 7,47 3,901<br>23,50 7,45 4,14<br>1 dk<br>rf 902 | **M Tug** | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 60kW 220/380V 50Hz a.c.<br>Fuel 34,5t (d.o.) 11kn |
| 6524541<br>2446 | **ARGO**<br>ex Elbes III-81<br>**Heracles Shipping Co. S.A.**<br>Piraeus Greece | **98**<br>64<br>— | **✠100A1** SS 11/73<br>Piraeus Harbour—Island of Salamis<br>**LMC**<br>EL (a)<br>FN 128<br>**LAID UP — SURVEYS OVERDUE 11/77** | **1965-9** Hellenic SB. & Ind. Co. Ltd. —Ambelaki<br>18,50 6,02<br>17,25 6,00 1,38<br>Ba 5,5 RAD 5,2 1 dk<br>rf 51<br>7BH WB83t | **TM Ferry** 240P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 130 × 142 with flexible couplings & reverse geared to sc. shafts<br>300bhp (221kW)<br>Transport Equipment (Thornycroft) Ltd. Basingstoke<br>Gen 1 × 20kW 220V d.c.<br>Fuel 10,0t (d.o.) 10kn |
| 7219076<br>SV2087<br>1621<br>Esd Pfd | **ARGO**<br>**Kyriakos J. Critikos**<br>Piraeus Greece | **66**<br>26<br>— | **✠100A1** SS 2/82<br>trawler<br>Mediterranean service<br>**LMC**<br>EL d<br>FN 189 | **1960-6** D. C. Anastassiades & A. Ch. Tsortanides—Perama<br>24,85 5,64 2,109<br>22,10 5,61 2,90<br>1 dk<br>rf 914 BK 178<br>4BH | **M Fishing**<br>Side Trawler<br>In.50 | Oil 2SA 4Cy. 230 × 400 with hydraulic coupling<br>280bhp (206kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 1kW 1 24V<br>Controllable pitch propeller<br>Fuel (d.o.) |

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| **7435149**<br>SV4246<br>454<br>Gc Rdr<br>RT | **ARGO CHALLENGE**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 587**<br>1 128<br>3 055 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1513 | **1979**-1 Argo SB. & Repairing Co.—Salamis<br>(7608)<br>79,99 (BB) 13,95 5,335<br>74,53 13,76 6,53<br>P 12,5 F 7,4 1 dk<br>rf nil<br>4BH WB911T | **M General Cargo**<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,1) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 51kW<br>380V 50Hz a.c.<br>Controllable pitch propeller |
| **7411234**<br>SV4212<br>396<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGO FAITH**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 579**<br>1 126<br>3 104 | **✠100A1** SS 8/80<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o $1\frac{5}{16}$"U2<br>FN 1511 | **1976**-9 Argo SB. & Repairing Co.—Perama<br>(7404)<br>79,99 (BB) 13,95 5,335<br>74,58 13,75 6,51<br>P 14,7 F 7,4 1 dk<br>rf nil<br>NS 4BH WB904T | **M General Cargo**<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,1) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 136kW 1 × 51kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 13,5kn |
| **7435125**<br>SV4103<br>434<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGO GLORY**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 587**<br>1 126<br>3 055 | **✠100A1** M 6/82-15mos<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o $1\frac{5}{16}$"U2<br>FN 1513 | **1977**-9 Argo SB. & Repairing Co.—Salamis<br>(7506)<br>79,99 (BB) 13,95 5,335<br>74,53 13,76 6,53<br>P 12,5 F 7,4 1 dk<br>rf nil<br>4BH WB911T | **M General Cargo**<br>2 Ho 27,0 25,1 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,1) ER<br>Der 4(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 320bhp (1 706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 48kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 14,25kn |
| **7435113**<br>SV4244<br>400<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGO HOPE**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 579**<br>1 128<br>3 050 | **✠100A1** SS 1/82<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o $1\frac{15}{16}$"U2<br>FN 1513 | **1977**-1 Argo SB. & Repairing Co.—Salamis<br>(7505)<br>79,99 (BB) 13,95 5,335<br>74,53 13,76 6,53<br>P 12,5 F 7,4 1 dk<br>rf nil<br>4BH WB911T | **M General Cargo**<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,0) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 48kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 320,0t (d.o.) 14,25kn |
| **5182827**<br>PKLP<br>2251<br>Rdr | **ARGO MULIYO**<br>ex Karuati-79<br>ex Kashiwasan Maru-59<br>**P.T. Perusahaan Pelayaran**<br>**Pantai Nasional (PEPANA)**<br>Jakarta Indonesia | **1 709**<br>1 149<br>2 202 | KI | **1957** Taiyo Zosen—Nagasaki (92)<br>82,96 12,15 5,176<br>77,45 12,01 6,00<br>P 22,6 F 10,1 1 dk<br>RW | **M General Cargo**<br>G.3 325 B.3 119<br>2 Ha (13,4 18,6 × 6,1) ER<br>6W Der 2(10) 4(5) | Oil 4SA 6Cy. 435 × 650<br>1 400bhp (1 030kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 161,0t 11,5kn |
| **7411222**<br>SV2249<br>386<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARGO PIONEER**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 578**<br>1 127<br>3 050 | **✠100A1** SS 1/80<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o $1\frac{5}{16}$"U2<br>FN 1511 | **1976**-1 Argo SB. & Repairing Co.—Perama<br>(7311)<br>79,99 (BB) 13,95 5,335<br>74,58 13,75 6,51<br>P 14,7 F 7,4 1 dk<br>rf nil<br>NS 4BH WB904T | **M General Cargo**<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,1) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 136kW 1 × 51kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 13,5kn |
| **7411246**<br>SV3500<br>387<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARGO SPIRIT**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 579**<br>1 128<br>3 104 | **✠100A1** SS 4/81<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL o $1\frac{5}{16}$"U2<br>FN 1511 | **1976**-5 Argo SB. & Repairing Co.—Perama<br>(7312)<br>79,99 (BB) 13,95 5,335<br>74,58 13,75 6,51<br>P 14,7 F 7,4 1 dk<br>rf nil<br>NS 4BH WB904T | **M General Cargo**<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,1) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 136kW 1 × 51kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 13,5kn |
| **7112228**<br>VRNH<br>363443<br>Df Rdr<br>RT | **ARGO SPRAY**<br>ex Gallic Minch-81 ex Tornes-74<br>**West Bay Shipping**<br>Hong Kong Hong Kong<br>(British) | **1 589**<br>1 119<br>3 085 | NV | **1971** Batservice Verft A/S—Mandal (571)<br>79,99 13,82 5,328<br>74,55 13,80 6,53<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,8 × 10,1) ER<br>4W Der 4(5) | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>2 250bhp (1 655kW) NE made— fitted79<br>Normo<br>A/S Bergens M/V Norway<br>Gen 2 × 120kW 1 × 38kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 178,0t (d.o.)-8,5pd 13kn |
| **7435137**<br>SV4245<br>444<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGO VALOUR**<br>**Compania Comercial**<br>**Transatlantica S.A.**<br>L. & W. Shipping Agency S.A.<br>Andros Greece | **1 587**<br>1 126<br>3 055 | **✠100A1**<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O 412,5/34,0U2<br>FN 1513 | **1978**-1 Argo SB. & Repairing Co.—Salamis<br>(7607)<br>79,99 (BB) 13,95 5,335<br>74,55 13,76 6,53<br>P 12,5 F 7,4 1 dk<br>rf nil<br>4BH WB911T | **M General Cargo**<br>2 Ho 27,1 26,2 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,7 × 10,0) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 128kW 1 × 57kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 320,0t (d.o.) 14,25kn |
| **5179466**<br>H8IE<br>9058-<br>PEXT<br>Df Rdr<br>RT | **ARGO I**<br>ex Segolene-79 ex Kaiun Maru-76<br>**Evoicos Shipping Co.**<br>Panama Panama | **1 597**<br>950<br>2 700 | (NK) | **1959** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (80)<br>86,64 11,66 5,106<br>80,63 11,61 6,05<br>P 18,0 F 7,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 499 B.3 218<br>2 Ha (stl) (13,2 × 5,5) (28,3 × 5,5) ER<br>9W Der 4(5) | Oil 4SA 6Cy. 460 × 690<br>1 800bhp (1 324kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 30kW 230V d.c.<br>Fuel 95,5t-6,0pd 11,75kn |
| **5089518**<br>HO5781<br>7405-<br>PEXT1<br>Df Rdr<br>RTm/v | **ARGO I**<br>ex White-79 ex Joy-77<br>ex Mapi-75 ex David-74<br>ex Sicadria-73 ex Gaetan-71<br>ex Diamant-70<br>**Maligax S.A.**<br>Panama Panama | **624**<br>403<br>700 | BV | **1953** Husumer Schiffsw.—Husum (1046)<br>50,81 8,06 3,499<br>48,67 8,03 4,96<br>2 dks<br>RW | **M General Cargo** CSD<br>4P<br>1 Ho 32,1 ER<br>G.1 116 B.1 049<br>2 Ha (10,5 11,1 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 12kW 1 × 8kW 110V d.c.<br>Fuel 36,5t (d.o.) 12,5kn |
| **5023318**<br>GZHP<br>377137<br>Df Esd<br>RTm | **ARGO-G**<br>ex Argo D.-78 ex Argo-72<br>**R. Lapthorn & Co. Ltd.**<br>Rochester United Kingdom | **441**<br>297<br>742 | BV | **1950** Scheepswerven Gebr. Niestern<br>—Delfzijl (241)<br>50,27 8,89 2,706<br>49,76 8,84 3,61<br>P & B 33,6 F 8,0 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 33,0 ER<br>G.1 504 B.1 390<br>2 Ha (each 12,9 × 5,4) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW) E made66 fitted—<br>Stork-Werkspoor Diesel B.V. Zwolle<br>8,5kn |

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| 5148302<br>SV4691<br>6672 | **ARGODIGGER**<br>ex Heortnesse-74<br>**Emmanuel Giokakis & Co.**<br>Piraeus Greece | 604<br>321<br>819 | ✠Classed LR until<br>27/4/79 | **1959**-6 Lobnitz & Co. Ltd.—Renfrew (1145)<br>47,71 13,26 3,703<br>45,55 10,67 4,27<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 4Cy. 216 × 349 with flexible couplings & reverse reduction geared to sc. shafts<br>408bhp (300kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 30kW 220V d.c.<br>Fuel (d.o.) |
| 7529160<br>HOYS<br>1087<br>9-AG<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ARGOLIKOS**<br><br>**Blue Mast Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**7 173**<br>4 419<br>13 381<br>**10 003**<br>6 880<br>16 120 | ✠**100A1** SS 3/81<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Bt 550,0/58,0U2<br>FN 4633 | **1977**-10 A.G. "Weser" Seebeckwerft —Bremerhaven (1010)<br>149,82(BB) 21,11 8,179/9,259<br>139,27 21,01 12,25<br>F 12,8 2 dks<br>rf nil DK<br>SF 7BH WB7175T incl. No. 3 hold 3003T | **M General Cargo**<br>Mchy.aft<br>5 Ho 18,9 18,2 17,2 24,9 18,9<br>G.22 304 B.20 406<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,3)<br>Der 1(150) 2(20) 10(5-10) 2(1) | Oil 4SA 9Cy. 520 × 550 sr geared to sc. shaft<br>8 900bhp (6 546kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 464kW 450V 60Hz a.c. 28<br>Fuel 126,0t (d.o.) 1 143,0t (hvf)-32,5pd 16,5kn |
| 6500519<br>SWIJ<br>481<br>Df Esd<br>Gc Rdr<br>RT | **ARGOLIS**<br><br>**Marveloz Compania Naviera S.A.**<br>Andros Greece | **24 058**<br>15 706<br>54 401 | AB | **1964** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (853)<br>222,51 31,60 11,964<br>211,00 31,50 15,60<br>P 40,0 F 16,5 1 dk<br>RW rf nil | **M Tanker**<br>CBT<br>18 Ta ER<br>L.(oil) 52 822 HeCls. C | Oil 2SA 8Cy. 900 × 1550<br>19 000bhp (13 976kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 1 × 580kW 2 × 460kW<br>Fuel 197,5t (d.o.) 2 813,5t (hvf)-59,0pd 16,5kn |
| 5400982<br>UIZB<br>M-17089<br>Df Esd<br>Gc Rdr<br>RT | **ARGON**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 360**<br>1 550<br>4 399 | RS | **1963** Rauma-Repola Oy—Rauma/Raumo (129)<br>105,39 14,81 6,224<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.174 L.(oil) 5 382<br>1 Ha (stl) (1,6 × 2,9) ER<br>3W Der 3(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 14,25kn |
| 6412619<br>SVDM<br>8249<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ARGONAFTIS**<br>ex Argonaut II-81 ex Argonaut-77<br>**Diploma Shipping Corp.**<br>Piraeus Greece | **6 400**<br>2 871<br>—<br>**7 988**<br>4 442<br>8 230 | BV<br>✠Classed LR until<br>18/12/81 | **1964**-11 Eriksbergs M/V A/B—Goteborg (582)<br>149,23 18,98 —/8,541<br>137,45 18,90 11,89<br>P 14,7 F 16,2 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>rf 483 | **M General Cargo**<br>Ref.<br>4 Ho 28,4 20,8 ER 23,9 27,2<br>In.10 605<br>4 Ha (stl) (10,4 10,2 × 5,8) ER (10,2 10,2 × 5,8)<br>Cr 4(5) | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 4 × 396kW 440V 60Hz a.c.<br>Fuel 1 890,0t (hvf)-40,5pd 19kn |
| 6806494<br>SXMM<br>6524<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARGONAUT**<br><br>**Neptune Maritime Co. of Monrovia**<br>Piraeus Greece | **24 893**<br>18 879<br>51 046 | ✠**100A1** SS 12/80<br>strengthened for ore cargoes Nos. 2,4 & 6 holds may be empty ((cc))<br>✠**LMC**<br>EL Kt 3$\frac{1}{16}$"U2<br>FN 9420 | **1968**-4 Doxford & Sunderland SB. & Eng. Co. Ltd.—J. L. Thompson, Sld (722)<br>211,44(BB) 29,95 12,224<br>199,65 29,88 17,30<br>F 15,9 1 dk<br>rf 76<br>9BH WB19294t incl. Comb. btm, side & topside tanks in holds 14752t | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 19,5 23,7 25,6 21,9 25,6 23,7 18,2 ER<br>G.61 041 B.59 990<br>7 Ha (stl) (9,7 × 10,9) (12,8 14,6 12,8 14,6 12,8 9,1 × 13,4) ER | Oil 2SA 6Cy. 760 × 2186<br>13 300bhp (9 783kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>AuxB 161lbf/in² (11,1bar)<br>e(ex.g) 210lbf/in² (14,5bar) Spt 170lbf/in² (11,8bar)<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 3 481,0t (hvf) 15,75kn |
| 7914963<br>9VCG<br>382433<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGONAUT**<br><br>**Moluccan Maritime Pte. Ltd.**<br>Singapore Singapore | **23 381**<br>16 708<br>37 481 | ✠**100A1**<br>bulk carrier<br>Strengthened for heavy cargoes holds 2 & 4 may be empty<br>Ice Class 3<br>EL Jt 605,0/76,0U2<br>FN 8140 | **1982**-1 Industrias Reunidas Caneco S.A. —Rio de Janeiro (215)<br>200,92(BB) 27,26 10,772<br>191,83 27,21 15,22<br>P 33,3 F 15,3 1 dk<br>DK in way of Nos. 1, 2, 3, 4 & 5 cargo holds<br>7BH WB23623T incl. topside tanks in holds 5839T Comb. btm & STs in holds 5557T and No. 3 hold 9997T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>5 Ho 27,2 29,5 29,5 29,5 29,5 ER<br>G.53 269<br>5 Ha (stl) (20,1 20,5 20,5 20,5 20,5 × 12,5) ER<br>Cr 2(35) 2(25) | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Industrias Villares Sao Paulo<br>2 AuxB (1 o.f. 1 ex.g) 9kgf/cm² (8,9bar)<br>Gen 1 × 700kW 3 × 550kW 450V 60Hz a.c.<br>Fuel 2 482,5t (hvf)-54,0pd 15,25kn |
| 7635933<br>KFDV<br>601377<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGONAUT**<br><br>**United States Trust Co. of New York, Trustee**<br>Farrell Lines Inc.<br>New York, NY United States of America | **17 902**<br>12 871<br>16 401 | AB | **1979** Bath Iron Works Corp.—Bath, Me (400)<br>185,93(BB) 23,83 9,630<br>177,35 23,79 16,64<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 27,4 27,4 27,4 27,4 ER 14,9<br>HeCls. B<br>TEU 1070<br>C.Ho 612/20' (40') C.Dk 458/20' (40') incl. 56 ref C.<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 299,5t (o.f.) 20kn |
| 5265069<br>SWXZ<br>2382<br>Df Esd<br>Gc Rdr<br>RTh | **ARGONAUT**<br>ex Orion-64 ex Vixen-50<br>ex Orion-47<br>**Aegean Special Cruises S.A.**<br>Epirotiki Lines S.A.<br>Piraeus Greece | **4 007**<br>1 432<br>339 | BV<br>✠ | **1929**-8 Friedr. Krupp Germaniawerft, A.G. —Kiel<br>*93,27* 14,18 5,639<br>14,15<br>P 7,7 4 dks<br>R conv Yacht 47 | **TM Passenger Ship**<br>280bth P | 2 Oil 4SA each 8Cy. 550 × 900<br>3 600bhp (2 648kW)<br>Friedr. Krupp Germaniawerft A.G. Kiel<br>Gen 3 × 320kW 220V d.c.<br>2 Directional propellers<br>Fuel 159,5t (d.o.) 15kn |
| 7639642<br>DGAL<br>12444<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGONAUT**<br><br>**Walter Lindemann**<br>Hamburg Federal Republic of Germany | **999**<br>679<br>2 384 | GL | **1978** Nitchitsu Industry K.K.—Matsuura (016)<br>86,52 4,860<br>77,02 13,01 7,62<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 52,2 ER<br>G.4 372 B.4 263<br>TEU 140 C.140/20' incl. 15 ref. C.<br>1 Ha (50,2 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br>2 100bhp (1 545kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>14kn |
| 6703070<br>LFYR<br>17820<br>Df Esd<br>Rdr RT | **ARGONAUT**<br>ex Susan Dreyer-70<br>**P/R Argonaut**<br>Halvard Jacobsen<br>Tromso Norway | **299**<br>182<br>579 | BV | **1967** Sonderborg Skibsvaerft A/S —Sonderborg (51)<br>47,12 8,82 3,201<br>42,30 8,81 3,38<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.669 B.592<br>1 Ha (20,8 × 4,8) ER<br>2W Der 2(3) | Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 31,5t (d.o.)-2,0pd 10,25kn |
| 5017955<br>HO4218<br>8904-<br>HA-F<br>Df Esd<br>Gc Rdr | **ARGONAUT II**<br>ex Argonaut-78 ex Anita-Adele-70<br>**Walter Lindemann**<br>Hamburg Panama | **499**<br>305<br>1 000<br>**999**<br>685<br>1 799 | GL | **1960** J. J. Sietas K.G. Schiffswerft —Hamburg (435)<br>74,81 10,83 3,623/4,874<br>68,41 10,80 5,69<br>P 8,6 RQD 4,3 F 9,2 1 dk & S dk | **M General Cargo** OSD/CSD<br><br>2 Ho 23,8 23,4 ER<br>G.2 412 B.2 106<br>2 Ha (16,2 16,2 × 6,2) ER<br>8W Der 8(2-3) | Oil 4SA 8Cy. 320 × 450<br>990bhp (728kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |

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| **5023461**<br>VJLM<br>174383<br>RT | **ARGONAUT II**<br><br>**W. E. Tucker & others**<br>*Hobart, Tas.* Australia | **178**<br>105<br>196 | | **1947** Arga Shipping Co.—St. Helen's, Tas.<br>31,91 7,93 2,540<br>7,88<br>1 dk | **Wood Aux M General Cargo**<br>Ketch<br>1 Ho ER<br>G.326 B.311<br>1 Ha (5,1 × 3,0) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 220 × 292<br><br>R. A. Lister Ltd. Dursley<br>8kn |
| **5290507**<br>YTQA | **ARGONAUT II**<br>ex Rasica-66 ex Nanos ex Eugenio<br>**Brodarska Zadruga s.o.j.**<br>Zadar Yugoslavia | **132**<br>85<br>230 | | **1914** Quercia Pino—Nerezine<br>28,48 7,80 3,099<br>24,62 7,75 3,36<br>P 27,5 1 dk | **Aux M General Cargo**<br><br>1 Ho 15,9 ER<br>G.241 B.222<br>1 Ha (5,9 × 3,9) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 150 × 190<br>135bhp (99kW) NE —<br>Daimler-Benz A.G. Stuttgart<br>Gen 1 × 1,5kW 24V d.c.<br>8kn |
| **5374925**<br>CB2405<br>1979<br>Esd Rdr<br>RTv | **ARGONAUTA**<br>ex Uthlande-68 ex Orange Star-62<br>ex Uthlande-59<br>**Turismo Interocean S.A.**<br>Valparaiso Chile | **334**<br>184<br>— | <br><br>(GL) | **1955** Husumer Schiffsw.—Husum (1068)<br>*43,20* 8,36 1,601<br>3,00<br>1 dk<br>RW | **TM Ferry**<br>619P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 215 × 360<br>400bhp (294kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 25kW 1 × 20kW<br>220/380V a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| **7912197** | **ARGONAUTIS**<br><br>**Argonautiki Epe.**<br>Greece | **766**<br>—<br>250 | <br><br>HR | **1982** Hellenic General Enterprises Co. Ltd.<br>—Perama (766)<br>65,31 2,001<br>54,01 10,43 3,00<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 480<br>2 000bhp (1 471kW) S.K.L.<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg |
| **6912372**<br>ELCD3<br>7238<br>Df Esd<br>Gc Rdr<br>RT | **ARGONAVI**<br>ex Siganto A.S.-80 ex Eriskay-78<br>**Argonavi Ltd.**<br>Monrovia Liberia | **12 485**<br>6 369<br>19 356 | **✠100A1** CS 4/79<br>strengthened for heavy<br>cargoes, Nos. 2 & 4<br>holds may be empty<br>**✠LMC**<br>EL Dt $2\frac{7}{16}$"U2<br>FN 5112 | **1969**-6 Scotts' SB. & Eng. Co. Ltd.<br>—Greenock (714)<br>158,50(BB) 21,77 9,259<br>149,36 21,72 12,50<br>P 29,0 F 12,5 1 dk<br>rf nil<br>NS 7BH WB5943t incl. Comb. btm & STs in No. 1 hold 657t Topside tanks in holds 2787t | **M Bulk Carrier**<br><br>5 Ho 20,6 22,7 22,7 22,7 22,7 ER<br>G.23 984 B.22 993<br>5 Ha (stl) (14,3 × 9,1) (16,7 16,7 16,7 16,7 × 10,6) ER<br>10W Der 10(10) | Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 350kW 445V 60Hz a.c.<br>Fuel 1 372,5t (hvf) 15kn |
| **7405596**<br>LZSN<br><br>Df Esd<br>Gc Rdr<br>RT | **ARGONAVT**<br><br>**Okeansky Ribolov**<br>Bourgas Bulgaria | T.Mk<br>**2 467**<br>1 033<br>1 685 | <br><br>BR (PR) | **1974** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B418/11)<br>88,80 15,02 5,403<br>81,62 14,97 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.2 158<br>3 Ha (each 2,0 × 2,0)<br>Der 2(5) 4(3) | Oil 4SA 6Cy. 400 × 480<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 640kW 2 × 504kW 400V a.c.<br>Controllable pitch propeller<br>15,5kn |
| **5023485**<br>EANH<br>2822<br>Df Esd<br>RTm | **ARGONTE**<br><br>**Hijos de Francisco Rey Mendez**<br>La Coruna Spain | **496**<br>208<br>406 | <br><br>BV | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (108)<br>50,75 8,28 4,287<br>45,01 8,26 4,70<br>2 dks<br>RW | **M Fishing**<br>Side Trawler<br><br>3 Ha (each 1,2 × 1,0)<br>Der 1 | Oil 2SA 5Cy. 350 × 620<br>1 400bhp (1 030kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 155,0t (d.o.) 11kn |
| **7002174**<br>SYOU<br>3569<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARGOS**<br><br>**Argos Shipping Co. Inc.**<br>Piraeus Greece | **9 868**<br>6 260<br>15 177 | <br><br>AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2051)<br>142,27(BB) 19,84 9,037<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 105 B.18 944<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 1 289,5t (hvf) 14kn |
| **5023502**<br>LW2573<br><br>RT | **ARGOS**<br><br>**Overseas Agencia Maritima S.C.A.**<br>Buenos Aires Argentina | **2 224**<br>1 584<br>2 250 | <br><br>✠Classed LR until 9/52 | **1935**-11 Henry Robb Ltd.—Leith (216)<br>*87,48* 15,27 3,201<br>15,22<br>1 dk<br>R | **TM General Cargo Barge**<br><br>3 Ho ER<br>G.3 704 B.3 367 | 2 Oil 2SA each 5Cy. 340 × 570<br>1 450bhp (1 067kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 132,0t (d.o.) 10kn |
| **7364156**<br>SEPI<br><br>Esd Gc<br>Pfd Rdr<br>RT | **ARGOS**<br><br>**Government of The Kingdom of Sweden (Svenska Staten Fiskeristyrelsen)**<br>Goteborg Sweden | **985**<br>—<br>— | <br><br>NV | **1974** Kalmar Varv A/B—Kalmar (435)<br>61,27 11,99 5,066<br>56,01 11,74 7,27<br>2 dks<br>rf 1295 BK 191 | **M Research/Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | 2 Oil 2SA each 9Cy. 260 × 400 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Alpha-Diesel A/S Frederikshavn<br>Also 1 elec. motor 224kW (300shp) for 2ndy propulsion<br>Gen 2 × 520kW 1 × 200kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 249,0t (d.o.)-6,0pd 13,5kn |
| **7726316**<br>FPSA<br><br>Esd Gc<br>Pfd Rdr<br>RT | **ARGOS**<br>ex Ted Martin-81<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **188**<br>128<br>— | <br><br>BV (AB) | **1977** Halter Marine Services, Inc.—Moss Point, Ms (585)<br>54,87<br>50,45 11,59 4,30<br>F 14,7 1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 230 × 254 geared to sc. shafts<br>General Motors<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **5023514**<br>EAUY<br>5850 | **ARGOS**<br><br>**Fernando Perez Prol**<br>Vigo Spain | **152**<br>73<br>— | | **1936** Hijos de J. Barreras S.A.—Vigo<br>*29,11* 6,25<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy. 230 360 & 589 × 460<br>225ihp (166kW)<br>E made24 fitted—<br>Talleres Sanjurja Vigo<br>Fuel 86,5t 10kn |
| **5258171**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGOS**<br>ex Notre Dame de la Meije-69<br>**Pecheries Gabonaises (PEGAB)**<br>Libreville Gabon | **105**<br>35<br>132 | <br><br>(BV) | **1962** Ziegler Freres—Dunkerque (138)<br>26,50 6,46<br>22,51 6,41 3,41<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br>2 Ha (each 1,2 × 1,2) | Oil 4SA 6Cy. 180 × 180<br>450bhp (331kW) NE 70<br>Moteurs Duvant Valenciennes<br>Fuel 25,5t (d.o.) 10,75kn |

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|---|---|---|---|---|---|---|
| 8005434<br>ELAF3<br>6839<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGOS PEACE**<br><br>**Argos Bulk Carriers Ltd.**<br>Monrovia Liberia | **30 507**<br>23 617<br>61 981 | | **1980** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (979)<br>NK 224,01(BB) 32,26 12,350<br>214,00 32,20 17,71<br>F 14,7 1 dk | **M Bulk Carrier**<br><br><br>G.75 075<br>7 Ha (stl) (14,1 × 10,3) (14,7 14,7 14,7 14,7 14,7 14,7 × 14,4) ER | Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>15kn |
| 7229796<br>SYER<br>3554 | **ARGOSTOLI**<br>Launched as Skorpios<br>**Kefalinia & Ithaka Shipping Co. S.A. Argostoli**<br>Piraeus Greece | **2 052**<br>1 018<br>1 071 | | **1977** Th. Zervas & Sons—Ambelaki (101)<br>94,98 4,344<br>BV 88,02 14,61 5,44<br>2 dks | **TM RoRo Cargo/Ferry**<br>—dk P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 360 × 450<br>6 600bhp (4 855kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>18kn |
| 7393949<br>ZCUG<br>366228<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGOSY PACIFIC**<br><br>**Standard Chartered Merchant Bank Ltd.**<br>Seahorse Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **41 250**<br>28 545<br>71 200 | ✠**100A1** CS 7/81<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Pt 3$\frac{1}{16}$"U3<br>FN 11899 | **1976**-7 N.V. Cockerill Yards Hoboken —Hoboken (876)<br>241,87(BB) 32,26 12,999<br>233,76 32,20 18,70<br>1 dk<br>rf nil DK<br>9BH WB33565T incl. comb. btm & STs 13663T topside tanks in holds 8147T & No. 4 hold 8733T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 21,9 31,9 31,9 17,4 18,2 31,9 31,9 ER<br>G.86 018 B.83 091<br>11 Ha (stl) (each 9,1 × 12,8) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>S.A. Cockerill-Ougree-Providence Seraing<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 2 681,5t (hvf) 15kn |
| 5194428<br>LCWO<br>17781<br>Df Esd<br>RTv | **ARGOVIND**<br>ex Avald-73 ex Deang-72<br>ex Koserow-71<br>**Bjorn Ottesen**<br>Bergen Norway | **422**<br>180<br>563 | | **1956** VEB Elbewerft—Boizenburg (1708)<br>49,89 8,28 3,150<br>BV 45,01 8,23 3,76<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho 24,7 ER<br>G.680 B.645<br>2 Ha (10,9 8,7 × 5,0) ER<br>Cr 2(3) | Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) E 64<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 55kW 1 × 48kW 1 × 24kW 1 × 11kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 38,0t (d.o.) 11,5kn |
| 5381253<br>FWOL<br>1243<br>Df Esd<br>RTm | **ARGUENON**<br>ex Vindicat-69<br>ex Vindicat Atque Polit-59<br>**Timac Roullier**<br>St. Malo France | **500**<br>340<br>876 | ✠Classed LR until 29/8/69 | **1950**-8 N.V. Bodewes Schps. —Martenshoek (387)<br>58,27 8,89 3,531<br>52,71 8,84 3,94<br>RQD 11,9 F 10,4 1 dk<br>RW conv General Cargo 69 | **M Sand Carrier**<br><br>1 Ho 35,7 ER<br>G.1 044 B.940<br>2 Ha (11,5 10,9 × 5,5) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 320 × 340<br>540bhp (397kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 6kW 110V d.c.<br>Fuel 42,5t (d.o.) 10,5kn |
| 7105392<br>EBSE<br><br>Df Esd<br>Gc Rdr<br>RT | **ARGUINEGUIN UNO**<br>ex Uralar-75<br>**Cementos Especiales S.A.**<br>Las Palmas Spain | **1 190**<br>865<br>1 942 | | **1971** S.A. Balenciaga—Zumaya (192)<br>73,00<br>BV 64,01 11,31 5,36<br>1 dk | **M General Cargo**<br><br><br><br>2 Ha (stl) (each 18,5 × 7,5) ER | 2 Vee Oil 4SA each 12Cy. 185 × 200 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Soc. des Moteurs Baudouin Marseille<br>11,5kn |
| 8025915<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARGUN**<br>Launched as Kallavere<br>**U.S.S.R.**<br>U.S.S.R. | **4 816**<br>1 637<br>5 863 | | **1982** Rauma-Repola Oy—Rauma/Raumo (275)<br>RS 115,50 17,02 7,001<br>105,01 17,01 8,51<br>1 dk | **M Tanker**<br>Replenishment<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptBptC<br>1 Ha (2,5 × 3,2) ER | Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| 6515485<br>UVBW<br>M-27875<br>Df Esd<br>Gc Rdr<br>RT | **ARGUN**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 531**<br>2 380<br>6 532 | | **1965** Stocznia Gdanska im. Lenina—Gdansk (B45/31)<br>RS 123,88 16,74 7,240<br>114,99 16,69 8,46<br>1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 631<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| 7030860<br>EWAA<br>M-30975<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGUN**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 139 | | **1970** VEB Volkswerft Stralsund—Stralsund (300)<br>RS 82,00 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 480V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 8026270 | **ARGUNGU**<br><br>**Government of The Federal Republic of Nigeria (Ports & Harbours Bureau)**<br>Lagos Nigeria | **714**<br>—<br>— | 100A1<br>Class Contemplated<br><br>FN 663 | **1982** Schpsw. "Friesland" B.V.—Lemmer (376)<br>69,42 3,301<br>45,55 10,01 4,53<br>1 dk | **TM Research**<br>Survey | 2 Oil 4SA each 6Cy. 320 × 480<br>2 286bhp (1 681kW)<br>Motorenw. Mannheim A.G. (MWM)<br>West Germany |
| 7044548<br>ESRL<br>M-29938<br>Df Esd<br>Gc Rdr<br>RT | **ARGUS**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 033**<br>1 091<br>1 420 | | **1969** Kherson Shipyard—Kherson<br>84,64 14,00 5,830<br>RS 78,06 13,97 10,01<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.173 In.550<br>4 Ha (1,2 1,2 × 1,3) (1,2 × 1,2) (1,5 × 1,3)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7104752<br>OVZW<br>D1849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARGUS**<br>ex Argo-71<br>**Government of The Kingdom of Denmark (Den Dansk Stat - Fyrdirektoratet)**<br>Kobenhavn Denmark | **1 126**<br>369<br>610 | | **1971** Svendborg Skibsvaerft A/S —Svendborg (135)<br>BV 68,51 12,04<br>62,41 11,99 5,08<br>1 dk | **M General Cargo/Lighthouse Tender**<br>Ref<br>3 Ho ER<br>G.680 B.612<br>3 Ha (2,3 × 2,3) (3,5 4,1 × 2,9) ER<br>Der 1(15) 3(1,75) | 2 Vee Oil 4SA each 12Cy. 225 × 300 geared to sc. shaft<br>3 300bhp (2 427kW) NE 79 Alpha<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 15,5kn |
| 7012571<br>DKDR<br><br>Df Esd<br>Gc Rdr<br>RT | **ARGUS**<br>ex Tor Humber-73 ex Ronan-73<br>**Partenreederei m.s. 'Argus'**<br>Kurt Behrens<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>376<br>1 370 | | **1970** Husumer Schiffsw.—Husum (1258)<br>76,31 12,10 3,937<br>GL 68,28 11,92 6,41<br>F 6,4 2 dks | **M General Cargo**<br><br>1 Ho 52,8 ER<br>G.2 831 B.2 690<br>1 Ha (43,8 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>13kn |

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| **7730757**<br>SQLG<br>Df Esd<br>Rdr RT | **ARGUS**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **330**<br>0<br>— | PR | **1977** Gdynska Stocznia Marynarki Wojennej—Gdynia (H-2500/4)<br>35,54<br>9,34 5,01<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 300 × 450 geared to sc. shaft<br>Fiat<br>H. Cegielski Poznan<br>Gen 2 × 120kW 1 × 48kW 400V a.c.<br>14kn |
| **5339975**<br>YTYE<br>RTv | **ARGUS**<br>ex Steinbock-68 ex ST 779<br>ex DPC 49<br>**'Brodospas' Poduzece za Spasavanje i Teglenje Brodova**<br>Split Yugoslavia | **134**<br>12<br>— | JR (AB) | **1943** Decatur Iron & Steel Corp.—Decatur, Al (49)<br>26,85 7,35 2,982<br>24,74 7,29 3,26<br>1 dk | **M Tug** | Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 60kW 120V<br>Fuel 24,5t (d.o.) 11kn |
| **6422638**<br>HO6675<br>1003<br>5-AB<br>Df Esd<br>Rdr RT | **ARGUS S**<br>ex Argus Pride-82<br>ex Carda Princess-76<br>ex Hardy Merchant-73<br>**Latam Shipping Co. S.A.**<br>Panama Panama | **469**<br>241<br>— | ✠**100A1** SS 11/77<br>✠**LMC**<br>EL g $\frac{15}{16}$"SQ<br>FN 543 | **1964**-12 Bodewes Schpsw. "Volharding" N.V.—Foxhol (160)<br>50,30 8,49 3,080<br>46,06 8,41 3,36<br>P 11,6 F 7,1 1 dk<br>rf nil<br>3BH WB182t | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>469bhp (345kW)<br>Blackstone & Co. Ltd. Stamford |
| **5122346**<br>MAPH<br>RT | **ARGUS T.**<br>ex Fuerza-80<br>**T.S.A. Tug Ltd.**<br>Maldon United Kingdom | **91**<br>0<br>— | ✠**100A1** SS 4/78<br>tug<br>✠**LMC**<br>EL (d)<br>FN 210 | **1947**-5 Oresundsvarvet A/B—Landskrona (105)<br>23,65 6,28 2,972<br>22,00 6,20 3,31<br>BK 127<br>3BH WB26t incl. DTf12t | **M Tug**<br>—P | Oil 2SA 7Cy. 250 × 420<br>Atlas-Diesel A/B Stockholm<br>Gen 1 × 15kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 20,0t (d.o.) 11kn |
| **6601753**<br>SVCL<br>6271<br>Df Esd<br>Gc Rdr<br>RT | **ARGYLE**<br>ex Japan Lily-77<br>**Argyle Shipping Co S.A.**<br>Allied Shipping International Corp.<br>Piraeus Greece | **36 764**<br>27 583<br>74 055 | AB (NK) | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (654)<br>236,18 37,17 12,523<br>228,00 37,09 18,01<br>F 18,3 1 dk<br>RW | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 93 886 HeCls. BC | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 520kW 450V a.c.<br>Fuel 129,5t (d.o.) 3 176,5t (hvf)-61,0pd<br>14,75kn |
| **5023588**<br>GHXR<br>302902<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARGYLL**<br>**Argyll Shipping Co. Ltd.**<br>London United Kingdom | **39 665**<br>23 834<br>54 155 | AB | **1962** National Bulk Carriers Inc. (Kure Shpyd Div.)—Kure (104)<br>232,72 32,36 12,453<br>219,46 32,31 17,53<br>P 38,1 F 18,3 1 dk<br>RW rf nil | **S Bulk Carrier**<br>Salt Self-unloader<br>6 Ho 37,0 14,4 32,6 14,4 24,8 34,4 ER<br>G.56 473<br>8 Ha (stl) (each 11,4 × 7,5) ER<br>18 Wing Ha (stl) (each 8,8 × 7,5) ER<br>Cr 2(11) Der 1(15) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>General Electric Co. Lynn, Ma<br>Gen 4 × 600kW 450V 60Hz a.c.<br>Fuel 3 640,5t (o.f.) 15kn |
| **8209470** | **ARGYLL**<br>**Brian Walker**<br>United Kingdom | **175**<br>110<br>— | | **1982** Campbeltown Shipyard Ltd. —Campbeltown (062)<br>... ... ...<br>... ... ... | **M Fishing**<br>Seiner | Oil geared to sc. shaft<br>Kloeckner Humboldt Deutz West Germany |
| **6508731**<br>SV6642<br>8096<br>Rdr RT | **ARGYRIOS S**<br>ex Danaos-82 ex Vias D-82<br>ex Kiho Maru-80<br>**Lagousses Shipping Co.**<br>Piraeus Greece | **486**<br>261<br>1 014 | | **1964** Tosa Zosen Tekkosho—Kochi (192)<br>54,01 8,82 4,319<br>49,08 8,79 4,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 207 | Oil 4SA 6Cy. 320 × 460<br>750bhp (552kW)<br>Fuji Seisakusho Tateyama<br>Gen 1 × 7,5kW 105V d.c.<br>Fuel 46,5t-2,5pd 10kn |
| **5208281**<br>SYAJ<br>7527<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARGYRO**<br>ex Eurabia Star-80 ex Reinbek-73<br>ex Rancher-71 ex Reinbek-68<br>ex Lillevann-65<br>ex Insco Lillevann-60<br>Launched as Lillevann<br>**Kea Shipping Co.**<br>Piraeus Greece | **2 343**<br>1 203<br>4 439<br>**3 821**<br>2 284<br>5 956 | GL | **1957** Orenstein Koppel & Luebecker —Luebeck (523)<br>112,81 14,84 6,204/7,360<br>102,93 14,81 9,15<br>P 6,4 B 20,2 F 11,0 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ice strengthened<br>5 Ho<br>G.8 056 B.7 252<br>5 Ha (9,1 9,1 8,3 7,7 7,7 × 6,2)<br>10W Der 1(25) 1(10) 10(3-5) | Oil 2SA 6Cy. 600 × 1050<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 405,5t 13,5kn |
| **5049532**<br>SV3291<br>7882<br>Df Esd<br>Rdr<br>RTm/h | **ARGYRO M**<br>ex Bothniaborg-80<br>**Argyro M Shipping Co. Ltd.**<br>Piraeus Greece | **1 577**<br>883<br>2 488 | BV | **1960** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (214)<br>78,80 12,40 4,998<br>73,00 12,35 5,69<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 52,8 ER<br>G.3 243 B.3 008<br>2 Ha (each 18,6comb. × 6,4) ER<br>8W Der 4(3-5) 4(3) | Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 88kW 1 × 60kW 1 × 30kW 220V d.c.<br>Fuel 91,5t (d.o.) 12kn |
| **7701469**<br>H3CO<br>8574-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARH KIM**<br>**Sabah Pacific Shipping Co. S.A.**<br>Panama Panama | **10 540**<br>7 260<br>18 739 | ✠**100A1**<br>✠**LMC**<br>EL Dt 550,0/64,0U2<br>FN 5064 | **1978**-1 Minami-Kyushu Zosen K.K.—Usuki (516)<br>153,80(BB) 22,89 9,210<br>143,21 22,86 12,50<br>P 27,5 F 11,6 1 dk<br>rf nil<br>SF 6BH WB4711T incl. Comb. btm & STs in Nos. 2, 3 & 4 holds 1544T Topside tanks in holds 2011T | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 315kW 445V 60Hz a.c.<br>14,5kn |
| **6421957**<br>SFRI<br>10554<br>Df Esd<br>Pfd Rdr<br>RT | **ARHOLMA**<br>ex Smaragd-80 ex Sibell-79<br>ex Cortina-77 ex Tarnsjo-70<br>**P/R Arholma**<br>Hans Eriksen<br>Stockholm Sweden | **999**<br>569<br>2 174 | ✠**100A1** SS 8/81<br>oil tanker<br>Ice Class 2<br>✠**LMC**<br>EL k 1$\frac{1}{8}$"SQ<br>FN 1102 | **1964**-12 Karlstads Varv A/B—Karlstad (145)<br>74,35 10,24 4,852<br>68,99 10,20 5,77<br>P 19,2 F 14,4 1 dk<br>rf 203<br>9BH WB222t incl. DTf16t Dk f83t | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 558 | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>AuxB 142lbf/in² (9,8bar)<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.)-4,0pd 12kn |
| **6616617**<br>6ZSV<br>5861<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARHON**<br>ex Moorgate Queen-77<br>ex Vassos Georgiadis-76<br>ex Kongsholm-73<br>**Yuma Shipping Corp.**<br>Titan Brokerage Corp.<br>Monrovia Liberia | **30 604**<br>22 057<br>61 873 | NV | **1966** Mitsui SB. & Eng. Co. Ltd.—Tamano (701)<br>236,23 32,24 12,478<br>227,08 32,19 16,95<br>P 52,5 F 22,6 1 dk<br>RW rf 38 | **M Tanker**<br>15 Ta ER<br>L.(oil) 85 366 HeCls. BC<br>Der 2(10) 2(5) 2(1) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW 440V 60Hz a.c.<br>Fuel 340,5t (d.o.) 3 485,0t (hvf)-71,0pd<br>15,5kn |

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|---|---|---|---|---|---|---|
| 7819606<br>Df Esd<br>Rdr RT | **ARHUACO**<br>**Texas Petroleum Co.**<br>Santa Marta Colombia | **136**<br>98<br>1 000 | AB | **1979** Dravo Steel Ship Corp.—Pine Bluff, Ar (94-106-78)<br>3,231<br>29,42 7,32 3,81<br>F 8,3<br>BK 25 | **TM Tug/Supply Ship**<br>Deck Cargo Survey Fire-fighting<br>Moon pool | 2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 50kW a.c.<br>10kn |
| 5161811<br>HO3917<br>9694-PEXT<br>Df Esd<br>Gc Rdr<br>RTv | **ARI**<br>ex Insel Riems-81<br>**Eagle Rock Inc.**<br>Panama Panama | T.Mk<br>**497**<br>209<br>840 | DSRK | **1961** VEB Peene-Werft—Wolgast<br>59,14 9,83 3,658<br>53,01 9,78 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| 7739789<br>Df RT | **ARIADNA II**<br>ex YO 176<br>**Naviera California S.A.**<br>Ensenada Mexico | **721**<br>536<br>— | (AB) | **1945** Albina Eng. & Mach. Works —Portland, Or (138)<br>52,43 3,922<br>9,76 4,65<br>P 15,0 F 7,4 1 dk<br>rf 76 | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy.<br>560bhp (412kW)<br>Union Diesel Engine Co. U.S.A. |
| 7932678<br>J4XW<br>7466 | **ARIADNE**<br>ex Aria-80<br>**Aria Shipping Corp.**<br>Universal Glow Inc.<br>Piraeus Greece | **16 169**<br>10 213<br>23 300 | BV | **1979** VEB Mathias-Thesen-Werft—Wismar (119)<br>176,51<br>167,42 22,86 14,03<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.29 980 B.29 380 HeCls. B<br>TEU 634 C. 634/20' (40')<br>10 Ha (stl) (13,9p&s × 7,2) (20,1p&s 20,3p&s 20,1p&s 20,1p&s × 8,9) ER<br>Cr 4(25) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 440kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 284,5t (d.o.) 1 308,5t (hvf)-40,5pd<br>15kn |
| 6704402<br>SXNV<br>5535<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARIADNE**<br>ex Tor Hollandia-75<br>**Minoan Lines Shipping S.A.**<br>Iraklion Greece | T.Mk<br>**7 748**<br>3 433<br>2 287 | ✠**100A1** CS 1/77<br>Ice Class 3<br>✠**LMC**<br>EL et 2¼"U2<br>FN 4189 | **1967**-4 Luebecker Flender-Werke AG. —Luebeck-Siems (559)<br>138,03 21,57 5,614<br>125,00 21,01 12,50<br>B 88,4 RFD 5,5 2 dks, intermediate dk at sides, 3rd dk clear of mchy. space<br>rf 305<br>12BH to 2nd dk WB1006t incl. DTf156t DTa250t | **TM Passenger/RoRo Cargo/Ferry**<br>992P<br>Bow & stern doors | 4 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>22 320bhp (16 418kW) Pielstick<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 560kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 650,5t (hvf) 23kn |
| 8107050<br>PCTO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIADNE**<br>**Visserij Maatschappij w.v.d. Zwan B.V.**<br>Scheveningen Netherlands | **1 064**<br>486<br>1 522 | ✠**100A1**<br>stern trawler<br>✠**LMC** **UMS**<br>EL O 448,0/36,0U2<br>FN 1440 | **1982**-3 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (203)<br>77,20 (BB) 12,76 4,973<br>70,13 12,51 8,01<br>B 19,9 2 dks<br>rf 432 Box K 381<br>4BH WB160T | **M Fishing**<br>Stern Trawler Ref.<br>3 Ho ER<br>In.1 930<br>3 Ha (stl) ER | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 550bhp (2 611kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 818kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>13,5kn |
| 5309413<br>HO8852<br>3606-PEXT1<br>RT | **ARIADNE**<br>ex San Antonio-74 ex Santoni-57<br>ex Buddi-55 ex San Antonio-47<br>**Andreas J. Zakariassen**<br>Panama Panama | **462**<br>266<br>540 | BV<br>✠Classed LR until 6/55 | **1909**-10 N.V. Schps. J. Smit, Czn. —Alblasserdam (453)<br>50,47 8,28 3,531<br>47,25 8,23 3,76<br>1 dk<br>R<br>conv Aux Schooner 38<br>conv General Cargo 73 | **M Passenger Ship**<br>Schooner<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW) NE 66<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 220V 50Hz a.c.<br>9kn |
| 7034141<br>DJPT<br>Df Esd<br>Rdr<br>RTm/h/v | **ARIADNE**<br>ex Amanda-80<br>**Delme Schiffahrts G.m.b.H. & Co. K.G. m.s. 'Delme'**<br>Dietrich Sander Bereederungs G.m.b.H.<br>Kiel Federal Republic of Germany | T.Mk<br>**448**<br>261<br>1 044 | GL | **1970** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (165)<br>57,18 10,09 3,925<br>51,62 10,01 6,25<br>P 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,1 ER<br>G.1 952 B.1 834<br>TEU 120 C. 120/20' incl. 18 ref C.<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 36kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 11kn |
| 7417551<br>GWED<br>377145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIAKE**<br>ex Ariake 1-77<br>**Australia Japan Container Line Ltd.**<br>P&O Australia Ltd.<br>London United Kingdom | **37 487**<br>24 233<br>34 346 | ✠**100A1** CS 12/81<br>✠**LMC** **UMS**<br>EL Nt $3\frac{5}{16}$"<br>FN 11865 | **1976**-12 Flender Werft A.G.—Luebeck-Siems (612)<br>237,80(BB) 32,29 11,526<br>225,56 32,20 20,40<br>F 24,7 1 dk<br>rf nil<br>NS 8BH WB7840T incl. DTf 1060T DTa 1047T Comb. btm & STs in Nos. 7 & 8 holds 1761T STs in Nos. 4, 9 & 10 holds 1904T | **TM Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>22 Cell.Ho 6,7p&s 13,1p&s 13,1p&s 13,1p&s 13,1p&s 13,1p&s 13,1p&s 13,1p&s ER 13,1p&s 13,1p&s 13,1p&s<br>TEU 2000<br>C.Ho 1182/20' incl. 606 ref C.<br>C.Dk 818/20' incl. 22 ref C.<br>20 Ha ER | 2 Oil 2SA each 8Cy. 900 × 1600<br>53 280bhp (39 191kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>2 AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 6 × 1325kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 746,0t (d.o.) 4 818,0t (hvf) 26kn |
| 7204629<br>JG2366<br>100089<br>Rdr RT | **ARIAKE**<br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | **498**<br>197<br>125 | | **1966** Nippon Kokan K.K.—Shimizu (262)<br>41,46 16,06 2,350<br>38,00 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>400dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |
| 6601296<br>JK2246<br>95784<br>Rdr RT | **ARIAKE MARU**<br>ex Shinei Maru No. 8-79<br>ex Masaru Maru-69<br>**Ariake Kaiun K.K.**<br>Ryugatake, Kumamoto Pref. Japan | **496**<br>276<br>852 | | **1965** Koyo Dockyard Co. Ltd.—Mihara (335)<br>53,88 8,62 3,798<br>49,00 8,60 4,20<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 028 B.965<br>1 Ha (24,5 × 5,4) ER<br>4W Der 4(5) | Oil 4SA 8Cy. 240 × 330<br>800bhp (588kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 8kW 220V a.c.<br>Fuel 41,5t-3,5pd 11,25kn |
| 7232341<br>JQGY<br>80767<br>Rdr | **ARIAKE MARU**<br>**K.K. Yuhi Kensetsu**<br>Nagasu, Kumamoto Pref. Japan | **496**<br>216<br>149 | | **1958** Taiyo Zosen—Nagasaki (121)<br>47,83 11,03 2,210<br>44,51 10,98 3,41<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 550dk P | 2 Oil 4SA each 6Cy. 180 × 240<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 35kW 1 × 30kW 230V d.c.<br>10kn |

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|---|---|---|---|---|---|---|
| **7603368**<br>JM3871<br>118150<br>Esd Pfd<br>Rdr RT | **ARIAKE MARU**<br><br>**Yutoku Kinkai Kisen K.K.**<br>Omuta, Japan<br>Fukuoka Pref. | **494**<br>259<br>1 097 | | **1976** K.K. Wakamatsu Zosen—Kitakyushu<br>(263)<br>58,83 9,22 4,001<br>54,01 9,21 4,63<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| **7212987**<br>JG3131<br>112859<br>Rdr | **ARIAKE MARU**<br><br>**Toko Service K.K.**<br>Tokyo Japan | **189**<br>62<br>— | | **1972** Kanagawa Zosen—Kobe (117)<br>29,01 8,64 2,604<br>25,51 8,62 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 27,5t 11,5kn |
| **6705793**<br>JM2457<br>100372<br>Rdr RT | **ARIAKE MARU No. 3**<br><br>**Ariakekai Ferryboat K.K.**<br>**(Ariakekai Jidosha Kososen**<br>**Kumiai)**<br>Kumamoto, Japan<br>Kumamoto Pref. | **530**<br>233<br>178 | | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (610)<br>48,37 11,84 2,312<br>46,00 11,51 3,51<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 600dk P | 2 Oil 4SA each 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 80kW 220V a.c.<br>Fuel 13,0t-2,5pd 12,75kn |
| **7104570**<br>JM3430<br>110317<br>Rdr RT | **ARIAKE MARU No. 5**<br><br>**Ariakekai Ferryboat K.K.**<br>**(Ariakekai Jidosha Kososen**<br>**Kumiai)**<br>Nagasaki, Japan<br>Nagasaki Pref. | **530**<br>186<br>177 | | **1971** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (811)<br>49,79 11,59 2,286<br>46,00 11,51 3,48<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 600dk P | 2 Oil 4SA each 6Cy. 250 × 320<br>1 440bhp (1 059kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 140kW 225V a.c.<br>Fuel 15,0t 12,75kn |
| **7632307**<br>JM3818<br>120546 | **ARIAKE MARU No. 6**<br><br>**Ariakekai Ferryboat K.K.**<br>**(Ariakekai Jidosha Kososen**<br>**Kumiai)**<br>Nagasu, Japan<br>Kumamoto Pref. | **695**<br>246<br>284 | | **1977** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (847)<br>54,01 13,11 2,601<br>50,02 12,81 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA each 6Cy. 250 × 320<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7920651**<br>JM4775<br>123325<br>Rdr RT | **ARIAKE MARU No. 7**<br><br>**Ariakekai Ferryboat K.K.**<br>**(Ariakekai Jidosha Kososen**<br>**Kumiai)**<br>Kunimi, Japan<br>Nagasaki Pref. | **692**<br>294<br>262 | | **1980** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (889)<br>2,601<br>50,02 12,81 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 320<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7019359**<br>JL2865<br>102927<br>Rdr | **ARIAKE MARU No. 8**<br>ex Hakusho Maru-79<br>**Y.K. Hashimura Kaiun**<br>Tosa, Japan<br>Kochi Pref. | **497**<br>305<br>1 120 | | **1968** Nishi Zosen K.K.—Imabari (102)<br>53,01 9,22 4,153<br>49,51 9,20 4,50<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>B.1 150<br>1 Ha (25,9 × 5,7) ER<br>Der 6(5) | Oil<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 20kW 1 × 15kW 220V a.c.<br>Fuel 44,5t-3,0pd 10,5kn |
| **5247110**<br>7LLW<br>89411 | **ARIAKE MARU No. 8**<br>ex Naoshima Maru No. 2<br>**Tetsuo Sewaki**<br>Ryuga-dake, Japan<br>Kumamoto Pref. | **191**<br>86<br>204 | | **1961** K.K. Taihei Kogyo—Akitsu (76)<br>33,36 6,56 2,693<br>29,32 6,51 3,05<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 2SA 3Cy. 340 × 380<br>150bhp (110kW)<br>Makita Tekkosho Takamatsu<br>Fuel 6,0t-1,0pd 8,75kn |
| **7650957**<br>JK2790<br>103038<br>Gc Rdr | **ARIAKE MARU No. 18**<br>ex Shinriki Maru No. 3-82<br>**Y.K. Hashimura Kaiun**<br>Tosa, Japan<br>Kochi Pref. | **496**<br>277<br>1 150 | | **1968** Okayama Zosen K.K.—Hinase (172)<br>54,77 4,150<br>49,61 9,20 4,60<br>1 dk | **M General Cargo**<br><br><br>G.957 B.848<br>1 Ha (26,3 × 6,1) ER | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,5kn |
| **7902984**<br>JEKP<br>123852<br>Df Esd<br>Gc Rdr<br>RT | **ARIAKE REEFER**<br><br>**Kumiai Senpaku K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **7 186**<br>3 982<br>8 076 | NK | **1980** Hitachi Zosen—Ariake Works, Nagasu<br>(4647)<br>144,96 18,75 8,075<br>136,02 18,70 11,84<br>F 11,0 2 dks | **M General Cargo**<br>Ref.<br>8 Side doors<br>Mchy.aft<br>4 Ho<br>In.9 463<br>4 Ha (stl) (each 8,0 × 6,4)<br>Der 8(5) | Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 570kW 450V a.c.<br>19kn |
| **7327627**<br>SXNN<br>384<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIANA**<br><br>**Transpacific Carriers Ltd.**<br>Andros Greece | **23 134**<br>16 948<br>41 125 | AB | **1973** Sanoyasu Dockyard Co. Ltd.—Osaka<br>(323)<br>183,70(BB) 27,67 12,107<br>173,01 27,60 17,00<br>P 6,8 F 11,6 1 dk | **M Bulk Carrier**<br><br>5 Ho 20,6 27,8 27,9 27,9 27,2<br>ER<br>G.53 642 B.44 923 HeCls. B<br>5 Ha (stl) (10,5 18,2 18,3 18,3 18,3<br>× 10,9) ER<br>Cr 5(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 420kW<br>Fuel 244,0t (d.o.) 2 133,5t (hvf)-48,0pd<br>15kn |
| **5286013**<br>SWHB<br>6101<br>Df Esd<br>Gc Rdr<br>RT | **ARIANA**<br>ex Protee-73<br>**Lombard Maritime Enterprises**<br>**Corp.**<br>Piraeus Greece | **5 231**<br>2 592<br>7 345 | (BV) | **1957** At. & Ch. de Bretagne—Nantes<br>128,83 15,22<br>122,51 15,21 6,66<br>1 dk<br>RW | **M Ore Carrier**<br><br><br>In.240<br>4 Ha (each 14,2 × 8,7)<br>Der 6(15) 2(10) | 2 Vee Oil 4SA each 8Cy. 400 × 460<br>geared to sc. shaft<br>5 120bhp (3 766kW) Pielstick<br>Soc. Gen. de Const. Mec. (S.G.C.M.)<br>La Courneuve<br>13,25kn |
| **5023629**<br>J4CM<br>6820<br>Df Esd<br>Gc Rdr<br>RT | **ARIANE**<br>ex Bon Vivant-78 ex Freeport II-74<br>ex Ariadne-73 ex Patricia-57<br>**Gilda Maritime Corp.**<br>Piraeus Greece | **6 593**<br>3 182<br>— | GL (BV)<br><br>✠Classed LR until 3/62 | **1951**-5 Swan, Hunter & Wigham<br>Richardson Ltd.—Wallsend (1884)<br>138,41 17,68 5,841<br>126,60 17,66 9,68<br>F 47,3 3 dks<br>RW conv Ref Passenger/General Cargo 77<br>conv Accommodation Ship 78 | **S Passenger Ship**<br>393bth P | 3 S Turb sr geared to sc. shaft<br>865shp (636kW)<br>Parsons Marine Turbine Co. Wallsend<br>Fuel 696,0t (o.f.) 19kn |

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| 7734868<br>258500 | **ARIANE**<br>ex PAT 11 ex SC 1036<br>**Pat N. Savas**<br>Los Angeles- United States<br>Long Beach, Ca of America | **122**<br>26<br>— | | **1943** .............Sturgeon Bay, Wi<br>*32,74* 5,54<br>2,82<br>1 dk<br>conv Submarine Chaser —<br>conv Yacht — | **Wood M Fishing** | Oil<br>2 400bhp (1 765kW)<br>U.S.A. |
| 7028960<br>ELAQ5<br>6929<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARIANE I**<br>ex Sultana-76<br>Launched as Sultanacore<br>**MV Ariane 1 Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**5 683**<br>3 250<br>8 555<br>**8 067**<br>4 816<br>9 881 | **✠100A1** SS 6/80<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4414 | **1970**-12 A/S Bergens M/V—Bergen (639)<br>147,86 20,05 8,586/9,170<br>135,77 20,01 12,50<br>F 13,8 2 dks, 3rd dk clear of mchy. space,<br>4th dk fwd of mchy. space<br>rf 102<br>6BH WB1356t | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 23,6 22,1 ER 19,5<br>11 TwD<br>In.11 774<br>4 Ha (stl) (11,0 11,2 11,2 × 6,9) ER<br>(11,2 × 6,9)<br>14W Der 2(15) 8(5-10) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Akers/Nylands Verksted Oslo<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 524kW 1 × 392kW<br>1 × 192kW 450V 60Hz a.c.<br>Fuel 361,5t (d.o.) 1 358,5t (hvf) 19kn |
| 8007987<br>ELCC2<br>7231<br>Df Esd<br>Gc Rdr<br>RT | **ARIANNA**<br>**Florida Maritime Inc.**<br>Monrovia Liberia | **12 671**<br>8 077<br>20 800 | AB (Class cont.) | **1982** Korea SB. & Eng. Corp.—Busan (1018)<br>9,151<br>148,62 22,97 13,11<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Hitachi Zosen Japan |
| 5248487<br>HO7488<br>2804-72B<br>Df Esd<br>RT | **ARIBEL**<br>ex Reina Elisenda-74<br>ex Nederland-72<br>**Compania de Navegacion Aribel**<br>Spacia Maritime Co. Ltd.<br>Panama Panama | **334**<br>157<br>400 | (BV) | **1953** Scheepsw. A. Apol—Wirdum (170)<br>43,90 7,22 2,756<br>7,19 3,00<br>1 dk | **M General Cargo**<br>G.538 B.481<br>2 Ha (each 8,9 × 4,4) ER<br>2W Der 2(2) | Oil 4SA 3Cy. 290 × 450<br>195bhp (143kW)<br>Appingedammer Brons Appingedam<br>Fuel 16,5t (d.o.) 8kn |
| 7415113<br>LCMQ<br>18749<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARICA**<br>**Sameiet B.V. 989**<br>C. H. Sorensen & Sonner<br>Arendal Norway | **43 143**<br>30 487<br>78 079 | NV | **1976** Bremer Vulkan A.G.—Vegesack (989)<br>253,68 32,26 14,250<br>240,01 32,24 19,51<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>9 Ho/Ta ER<br>G.91 685 B.86 704 L.(oil) 93 301<br>HeCls. BC<br>1 Ha (stl) (12,5 × 11,9) 8 Ha (stl)<br>(each 12,5 × 14,4) ER | Oil 2SA 9Cy. 780 × 1550<br>18 900bhp (13 902kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 1 × 800kW 2 × 600kW<br>440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 3 229,0t (hvf)-56,0pd<br>16kn |
| 7038472<br>H9UN<br>1129<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARICA**<br>ex Taurus-81 ex Norbeth-78<br>**Naviera Arica S.A.**<br>Compania Chilena de Navegacion<br>Interoceanica S.A. (CCNI)<br>Panama Panama | **18 359**<br>13 295<br>28 876 | NV | **1971** Brodogradiliste i Tvornica Dizel<br>Motora "Uljanik"—Pula (292)<br>179,00(BB) 26,07 10,999<br>168,92 26,01 16,21<br>F 18,0 1 dk | **M Bulk Carrier**<br>Vehicles<br>6 Ho 9,9 18,5 21,1 18,5 21,1<br>18,5 ER<br>G.33 486 B.33 049 HeCls. B<br>TEU 852<br>C.Ho 712/20' C.Dk 140/20'<br>11 Ha (stl) (6,2 × 12,1) (18,5p&s<br>18,5p&s 18,5p&s 18,5p&s<br>18,5p&s × 10,2) ER<br>Cr 6(12,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 288,0t (d.o.) 1 708,5t (hvf)-34,0pd<br>13,5kn |
| 7225685<br>PJTU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARICO**<br>ex Caricom I-80 ex Holberg-74<br>**Charon N.V.**<br>Willemstad Netherlands<br>Antilles | **939**<br>644<br>1 400 | NV | **1972** Brattvag Skipsinnredning & J.<br>Johansens Sveiseverks.—Brattvag (28)<br>60,84 9,73 4,249<br>55,61 9,50 5,26<br>1 dk<br>rf 203 | **M General Cargo**<br>1 Ho ER<br>B.1 982<br>2 Ha (18,6 16,2 × 7,3) ER<br>2W Der 2(18) | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 50kW 1 × 17kW<br>220V 50Hz a.c.<br>Fuel 118,0t (hvf)-5,0pd 11kn |
| 5023784<br>Df Esd<br>Pfd Rdr<br>RTm | **ARIE** | **271**<br>123<br>— | | **1959** Schps. "De Hoop" v/h Gebr. Boot<br>—Leiden (1441)<br>41,43 7,12 3,004<br>37,24 7,10 3,66<br>P 5,5 RQD 10,7 B 5,5 F 11,9<br>RW BK 229 | **M Fishing**<br>Side Trawler | Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 11kn |
| 6514819<br>PCTZ<br>221<br>Df Esd<br>Gc Pfd<br>RT | **ARIE JACOB**<br>**H. Krijgsman**<br>Katwijk aan Zee Netherlands | **141**<br>63<br>— | | **1964** Scheepswerf Metz—Urk (14)<br>34,45 6,51<br>6,46 3,26<br>1 dk<br>len 73 | **M Fishing**<br>Side-fishing<br>3 Ha (1,0 1,0 × 1,0) (0,8 × 0,8) | Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW) NE 73<br>Kloeckner Humboldt Deutz Koeln |
| 7415785<br>PCUE<br>122 | **ARIE OUWEHAND**<br>**Ouwehand's Rederij &**<br>**Visverwerking B.V.**<br>Katwijk aan Zee Netherlands | **538**<br>231<br>— | | **1975** T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk (Z102)<br>59,31 10,29 4,446<br>52,51 9,99 6,76<br>2 dks | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 370 × 400<br>2 300bhp (1 692kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller |
| 7030494<br>OGYA<br>1423<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARIEL**<br>**Finska Angfartygs A/B (EFFOA)**<br>**(Finland Steamship Co. Ltd.)**<br>Helsinki/ Finland<br>Helsingfors | T.Mk<br>**4 887**<br>2 184<br>7 590<br>**7 571**<br>3 822<br>9 529 | **✠100A1** SS 10/79<br>Ice Class 1<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Z $2\frac{1}{16}$"U2<br>FN 3993 | **1970**-12 Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (393)<br>147,02 19,08 6,795/7,697<br>137,01 19,00 10,14<br>P 26,6 F 20,8 2 dks, 3rd dk in Nos. 2 &<br>3 holds<br>rf 102 len 74<br>8BH WB1698t incl. DTf 116t | **M General Cargo**<br>Ref 2P<br>6 Ho 9,4DT 11,2 11,2 16,4 17,9<br>17,9 15,7 ER<br>B.12 142 In.1 968<br>7 Ha (stl) (5,0 × 5,9) (7,4 × 7,4) (7,4<br>× 13,4) (14,4 14,4 14,4 × 14,0)<br>(14,4 × 11,9) ER<br>Cr 1(15) 2(11) 3(8) | Oil 2SA 6Cy. 620 × 1400<br>8 200bhp (6 032kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) & htr 12kgf/cm² (11,8bar)<br>rcv 8kgf/cm² (7,9bar)<br>Gen 2 × 520kW 2 × 260kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 752,0t (hvf)-32,5pd 17,5kn |
| 5023863<br>Df | **ARIEL**<br>ex Oresund ex Danemark<br>**Navegacao Savonia S.A.**<br>Rio de Janeiro Brazil | **1 796**<br>939<br>3 150 | (BV) | **1920** A/S Baltica Vaerft—Kjobenhavn (1)<br>91,98 12,25 5,823<br>12,20<br>P 11,6 B 47,9 F 8,9 1 dk<br>R | **S General Cargo**<br>3 Ho<br>G.4 662 B.4 155<br>4 Ha (8,3 8,3 7,7 7,7 × 5,1)<br>8W Der 1(20) | T 3Cy. 457 762 & 1270 × 914<br>900ihp (662kW)<br>NE 28<br>Helsingors Jernskibs og Mask'byg. Helsingor<br>Fuel 134,0t (o.f.) 9kn |

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|---|---|---|---|---|---|---|
| **7226392**<br>IUCS<br>3603<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARIEL**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **454**<br>132<br>411 | RI | **1972** Campanella Cantieri Navali S.p.A.<br>—Savona (66)<br>40,01 10,49 4,941<br>36,00 9,99 5,01<br>1 dk | **M Tug**<br>Salvage | 2 Oil 4SA each 8Cy. 250 × 300 dr geared to sc. shaft<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 284,5t (d.o.)<br>15kn |
| **7048673**<br>WYZ4<br>939<br>512096 | **ARIEL**<br>ex Aqueduct<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **294**<br>200<br>— | | **1967** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (430)<br>11,59 3,302<br>47,71 3,97 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7333963**<br>137/3<br>Rdr RT | **ARIEL**<br>**Varna Port Authority**<br>Varna Bulgaria | **236**<br>—<br>46 | BR | **1968** Leningradskiy Petrozavod—Leningrad<br>29,29 8,49 3,090<br>25,20 8,31 4,35<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 24kW 230V a.c.<br>2 Controllable pitch propellers<br>11kn |
| **6826391**<br>LW3078 | **ARIEL 1**<br>**Pesquerias Ariel S.r.l.**<br>Mar del Plata Argentina | **110**<br>—<br>— | | **1968** Ast. "Anibal Vanoli" y Cia.—Puerto Quequen (19)<br>25,02 6,13<br>22,31 6,10 3,10 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 105 × 250<br>Motores Stork Buenos Aires |
| **7372232**<br>6ZMG<br>5830<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIELA G.**<br>**Capricorn Tankers Inc.**<br>Monrovia Liberia | **61 140**<br>46 184<br>128 300 | AB | **1977** Hitachi Zosen—Sakai (4459)<br>265,62(BB) 16,801<br>255,02 41,41 22,23<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>15,5kn |
| **8029052**<br>HOCG<br>10762-PEXT1 | **ARIES**<br>**Aries Transport**<br>Panama Panama | **10 117**<br>7 103<br>18 500 | NK | **1982** Minami-Kyushu Zosen K.K.—Usuki (551)<br>9,151<br>143,21 22,86 12,53<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 758 B.22 954<br>4 Ha (stl) ER | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan |
| **5131684**<br>SZXW<br>5538<br>Df Esd<br>Gc Rdr<br>RTm | **ARIES**<br>ex Alekos K-78 ex Inchona-75<br>ex Glanely-69<br>**Alkistis Shipping Co. S.A.**<br>Anpo Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**5 407**<br>3 055<br>10 729<br>**7 839**<br>4 635<br>12 193 | ✠**100A1** SS 3/79<br>DTmf—vegetable oil<br>✠**LMC**<br>EL ct 2⅛"SQ<br>FN 3971 | **1960**-7 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (362)<br>142,86 18,19 8,046/8,725<br>132,87 18,14 11,74<br>F 13,5 2 dks<br>RW rf nil<br>6BH to U dk 1 to 2nd dk WB2278t incl. DTmf1412t | **M General Cargo**<br>6 Ho 21,1 27,4 9,9 19,8 20,5 7,3<br>G.8 920<br>6 Ha (10,5 11,4 10,6 10,6 10,6 × 7,3) (2,2 × 3,5)<br>Der 1(30) 5(10) 1(2) | Oil 2SA 4Cy. 700 × 2320<br>4 800bhp (3 531kW) Doxford<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 185kW 220V d.c.<br>Fuel (hvf) |
| **5269455**<br>3FQK<br>10601-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARIES**<br>ex Nimas II-81 ex Ketty-81<br>ex Zea Sky-80 ex Designer-75<br>ex Seamerchant-71<br>ex Happy Bird-69<br>ex Green Dragon-69 ex Pan-68<br>**Lodiamaco Shipping Co. Ltd.**<br>Panama Panama | T.Mk<br>**2 490**<br>1 374<br>5 194<br>**4 168**<br>2 554<br>6 734 | ✠**100A1** SS 9/78<br>Str. nav. ice<br>✠**LMC**<br>EL w<br>FN 2602 | **1958**-2 Cant. Nav. Apuania—Marina di Carrara (50)<br>113,57 15,55 6,522/7,659<br>103,71 15,50 9,58<br>P 7,1 F 11,3 2 dks<br>RW rf 102<br>7BH WB954t | **M General Cargo**<br>5 Ho 15,3 14,7 18,8 13,9 13,3<br>G.8 920<br>5 Ha (7,5 7,8 9,2 7,8 7,8 × 6,1)<br>10W Der 1(15) 10(5) | Oil 2SA 5Cy. 720 × 1250<br>3 500bhp (2 574kW) Sulzer<br>C.R.D. Adriatico Trieste<br>(db 71lbf/in² (4,9bar) )<br>Gen 3 × 120kW 220V d.c.<br>Fuel (d.o.)<br>15kn |
| **6700119**<br>OARI<br>Df Esd<br>Gc Rdr<br>RT | **ARIES**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 301**<br>937<br>1 486 | PR | **1966** Stocznia Gdanska im. Lenina—Gdansk (B15/24)<br>83,09 13,82 5,500<br>75,01 13,77 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| **8128028**<br>MRH597 | **ARIES**<br>**P. Suresh Nayak**<br>India | **404**<br>256<br>800 | NK | **1981** Konkan Barge Builders Pvt. Ltd.<br>—Alibag (344)<br>... ... ...<br>47,02 8,75 2,52 | **TM General Cargo Barge**<br>1 Ho ER<br>G.512<br>1 Ha (stl) (27,9 × 7,0) | 2 Oil 4SA each 6Cy. 130 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>436bhp (321kW)<br>Kirloskar Cummins Ltd. Poona |
| **7708170**<br>YTTI<br>Esd Rdr<br>RT | **ARIES**<br>**Poduzece 'Luka'**<br>Rijeka Yugoslavia | **208**<br>—<br>— | JR | **1977** Dante Castracani—Ancona (109)<br>29,88 8,64 3,080<br>25,66 8,01 4,12<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Vee Oil 4SA 14Cy. 230 × 300 reverse reduction geared to sc. shaft<br>Alpha<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 159kW 380V a.c.<br>13kn |
| **7947702**<br>611365 | **ARIES**<br>**Aries Enterprises Inc.**<br>Seattle, Wa United States of America | **199**<br>135<br>— | | **1979** .............Tacoma, Wa<br>*32,01* 9,76 3,26<br>1 dk | **M Fishing** | Oil<br>1 225bhp (901kW)<br>U.S.A |
| **7117931**<br>532208<br>Df Esd<br>Rdr | **ARIES**<br>**Pan-Alaska Fisheries Inc.**<br>Juneau, Ak United States of America | **197**<br>138<br>— | | **1971** Martinolich SB. Corp.—Tacoma, Wa (392)<br>26,52 7,75 3,353<br>24,08 7,37 4,12<br>2 dks | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 137 × 165<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **8111520**<br>Esd Gc<br>Pfd Rdr<br>RT | **ARIES DSM**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Veracruz Mexico | **146**<br>58<br>62 | ✠**100A1**<br>Mexican coastal service<br>✠**LMC**<br>EL D 247,5/19,0U2<br>FN 251 | **1982**-4 George Brown & Co. (Marine) Ltd.<br>—Greenock (283)<br>27,44 7,40 2,252<br>23,47 7,32 3,36<br>1 dk<br>rf 851 BK 165<br>5BH WB39T | **TM Buoy Tender** | 2 Oil 4SA each 12Cy. 125 × 142 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>735bhp (541kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 25kW 220V 60Hz a.c. |

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| 7945182<br>IMFL<br>1712 | **ARIES 660**<br>**'Aretusa' S.p.A. di Navigazione**<br>Civitavecchia Italy | **565**<br>535<br>— | RI | **1970** Plocka Stocznia Rzeczna—Plock<br>59,03 9,53 3,210<br>56,62 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull | 2 Vee Oil 4SA each 12Cy. 120 × 140<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 6618299<br>IMTH<br>796<br>Df Esd<br>Gc Rdr<br>RT | **ARIETE PRIMO**<br>ex The Corsair-80<br>ex Le Corsaire-75<br>**Servizi Marittimi e Portuali S.r.l. (SEMARPO)**<br>Roma Italy | **452**<br>137<br>228 | RI<br>✠Classed LR until 10/7/81 | **1967**-3 R. Dunston (Hessle) Ltd.—Hessle (S837)<br>45,19 9,89 3,906<br>40,24 9,45 4,50<br>RAD 1,3 B & F 23,8 1 dk<br>rf 610 | **M Tug**<br>Fire-fighting Salvage | Oil 4SA 9Cy. 318 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 80kW 1 × 40kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>14kn |
| 6513607<br>SXBG<br>6667<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARIETTA**<br>ex Japana-78 ex Nopal Japana-76<br>ex Japana-74<br>**David Compania Naviera S.A.**<br>Diana Shipping Agencies S.A.<br>Piraeus Greece | **17 113**<br>11 913<br>34 761 | NV | **1965** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (806)<br>184,36 26,12 11,056<br>175,29 26,07 15,24<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 16,5 18,8 20,0 16,8 20,0 20,0 20,0 ER<br>G.37 689 B.35 931<br>7 Ha (stl) (7,0 × 9,8) (10,0 10,0 10,0 10,0 10,0 10,0 × 11,3) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 973,0t (hvf)-39,5pd 15,25kn |
| 7224978<br>J4FB<br>383<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIETTA GREGOS**<br>ex Tropwind-79<br>**Grevas Compania Maritima S.A.**<br>Syros Greece | **23 678**<br>15 349<br>37 765 | AB<br>✠Classed LR until 11/2/77 | **1973**-1 G. Dimitrov Shipyard—Varna (051)<br>201,30(BB) 27,87 11,234<br>186,01 27,81 15,60<br>P 36,9 F 17,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 21,6 19,2 18,5 18,5 18,5 18,5 18,5 ER<br>G.46 534<br>7 Ha (stl) (11,2 12,7 12,7 12,7 12,7 12,7 12,7 × 13,0) ER<br>Cr 4(12,5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 2 502,5t (hvf)-37,0pd 15kn |
| 6800359<br>TCBB<br>3776<br>Esd Rdr<br>RT | **ARIF**<br>**Arif Goksu Muessesesi Denizcilik Ticaret ve Sanayi A.S.**<br>Istanbul Turkey | **497**<br>298<br>940 | BV | **1967** Celiktrans Deniz Insaat—Istanbul (29)<br>58,70 8,62 3,722<br>53,17 8,60 4,12<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 120 B.1 065<br>2 Ha (9,3 10,9 × 4,5) ER<br>len 70 | Oil 4SA 6Cy. 275 × 360<br>490bhp (360kW)<br>CKD Praha Praha<br>10kn |
| 7901813<br>TCWD<br>4906 | **ARIF KALKAVAN**<br>**Arif Kalkevan Gemi Isletmeciligi**<br>Istanbul Turkey | **496**<br>292<br>1 080 | AB (Class cont.) | **1981** Gemi Insaat Kollektif Sirketi—Balat, Istanbul (39)<br>56,77<br>54,56 9,26 3,64<br>1 dk | **M General Cargo** | Oil<br>1 000bhp (736kW)<br>............. |
| 7721897<br>TCNT<br>4472<br>Df Esd<br>Rdr RT | **ARIF KAPTAN**<br>**Bayraktar Gemicilik Koll Sti., Sadan Bayraktar ve Kardesleri**<br>Istanbul Turkey | **499**<br>299<br>720 | AB | **1978** Gemi-is Kolleketif Sirketi—Fener, Istanbul (36)<br>62,95 8,51 3,701<br>57,05 8,50 4,14<br>P 10,4 F 5,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.1 246 B.1 132<br>2 Ha (stl) (each 14,3 × 4,8) ER | Oil 4SA 4Cy. 320 × 480<br>660bhp (485kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 19,5kW 1 × 16,75kW 1 × 12kW a.c.<br>10kn |
| 6523456<br>CLFL<br>Df Esd<br>Gc Rdr<br>RTm | **ARIGUA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>536 | BV | **1965** S.A. Juliana Const. Gijonesa—Gijon (146)<br>52,02 9,02 3,931<br>49,61 9,01 4,25<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>In.528<br>3 Ha (each 1,7 × 1,6) ER<br>Der 4(1) | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW) MAN<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 298,5t (d.o.) 15kn |
| 7920924<br>JM4677<br>123357<br>Rdr RT | **ARIHO**<br>**Seibu Marine Service K.K.**<br>Onoda, Yamaguchi Pref. Japan | **127**<br>43<br>44 | | **1979** Odo Zosen Tekko K.K.—Shimonoseki (260)<br>26,22 7,01 2,301<br>23,68 7,00 2,90<br>1 dk | **TM Pollution & Surface Clearance Vessel** | 2 Oil 4SA each 6Cy. 165 × 200 reduction geared to sc. shaft<br>700bhp (515kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>10,5kn |
| 7427855<br>FUCA<br>Df Esd<br>Rdr RT | **ARII MOANA**<br>ex Moana Rau<br>**Societe de Commercialisation et d'Exploitation du Poisson**<br>Papeete French Polynesia | **143**<br>83<br>— | (BV) | **1966** Ch. de la Garonne—Bordeaux<br>*20,91* 6,00<br>5,97<br>1 dk | **M Tug**<br>len 73 | Vee Oil 2SA 12Cy. 108 × 127 NE 73<br>General Motors Corp. Detroit, Mi<br>10kn |
| 7236842<br>JEWS<br>111269<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARIISO MARU No. 38**<br>**Takayuki Uozaki**<br>Uozu, Toyama Pref. Japan | **299**<br>149<br>— | | **1972** Niigata Eng. Co. Ltd.—Niigata (1138)<br>48,95 8,34 3,252<br>43,59 8,31 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5023980<br>PJHY<br>Df Gc<br>Pfd<br>RTm/h/v | **ARIKOK**<br>**Bestuurscollege van het Ellandgebled Aruba**<br>Oranjestad Netherlands Antilles | **137**<br>—<br>80 | | **1961** N.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (289)<br>28,86 7,27 2,807<br>... ... ... | **M Tug**<br>Der 1(5) | Oil 4SA 6Cy. 330 × 600<br>N.V. Werkspoor Amsterdam<br>Fuel 51,0t (d.o.) 11kn |
| 7361350<br>OXTH<br>C823<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARILD MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Sonderborg Denmark | **30 468**<br>17 322<br>30 439 | **✠100A1** SS 8/81<br>container ship liquid cargoes in independent tanks in Nos. 6A & 7 holds, FP 60°C (140°F) & above SG up to 1.121 in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>EL Mt $2\frac{7}{8}$"U3<br>FN 10338 | **1976**-8 Flender Werft A.G.—Luebeck-Siems (611)<br>223,45(BB) 30,64 12,026<br>210,07 30,51 18,70<br>F 18,6 2 dks<br>rf 305 DK in way of Nos. 3, 4 & 5 holds<br>len 78<br>NS 9BH WB6039t | **S Container Ship**<br>Fixed-guides<br>8 Cell.Ho 6,2 29,1comb. 12,7 27,2comb. 12,7 27,2comb. ER 27,2comb. 6,5<br>TEU 1942<br>C.Ho 112/20' 399/40' C.Dk 936/20' (40') 32/20' 32/40'<br>12 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) General Electric<br>Kuaerner Brug A/S Oslo<br>2 WTB 75kgf/cm² (73,6bar) Spt 513°C 66kgf/cm² (64,8bar) hs2387,6<br>sg 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1504kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 080,0t (hvf)-188,0pd 26kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7372995** | **ARIMA MARU** | **194** | | **1974** Kanagawa Zosen—Kobe (137) | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 | |
| JG3407 | | 61 | | 33,30 8,23 2,388 | | | |
| 116377 | **Tokyo Kisen K.K.** | — | | 29,49 8,21 3,38 | | Niigata Eng. Co. Ltd. | Niigata |
| Rdr | Yokohama Japan | | | 1 dk | | | |
| | Kanagawa Pref. | | | RW | | | |
| **7850959** | **ARIMA MARU** | **193** | | **1967** Hikari Kogyo K.K.—Yokosuka | **TM Tug** | 2 Oil | |
| JJ3075 | | 73 | | 28,38 2,610 | | | |
| 118833 | **Sanyo Kaiji K.K.** | 60 | | 25,00 8,59 3,48 | | Yanmar Diesel Engine Co. Ltd. | Japan |
| | Amagasaki, Japan | | | 1 dk | | | 11kn |
| | Hyogo Pref. | | | | | | |
| **7373303** | **ARIMASAN MARU** | **75 361** | | **1974** Kawasaki Heavy Ind. Ltd.—Kobe | **M Ore Carrier** | Oil 2SA 9Cy. 900 × 1600 | |
| JIVX | | 26 049 | | (1218) | | 26 100bhp (19 198kW) | MAN |
| 115742 | **Mitsui O.S.K. Lines Ltd. & Baba** | 135 748 | NK | 273,03(BB) 44,05 16,104 | 3 Ho ER | Kawasaki Heavy Ind. Ltd. | Kobe |
| Df Esd | **Daiko Shosen K.K.** | | | 260,00 44,02 21,80 | Ore 77 032 HeCls. B | Gen 3 × 320kW 450V a.c. | |
| Gc Pfd | Osaka, Japan | | | F 16,8 1 dk | 9 Ha (stl) (13,4 15,3 15,3 15,3 15,3 | Fuel 537,5t (d.o.) 6 337,5t (hvf)-90,5pd | |
| Rdr RT | Osaka Pref. | | | | 15,3 15,3 15,3 15,3 × 12,5) ER | | 15kn |
| **7516620** | **ARIMBI** | **8 060** | | **1977** Fukuoka Zosen K.K.—Fukuoka | **M General Cargo/Container Ship** | Oil 2SA 5Cy. 680 × 1250 | |
| H3UM | ex Bergensfjord-81 | 4 976 | | (1052) | Fixed-guides | 8 250bhp (6 068kW) | Sulzer |
| 10723 | **Violet Venus Co. S.A.** | 10 261 | NV | 144,00 19,87 8,002 | Ice strengthened | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| -PEXT | P.T. Perusahaan Pelayaran | | | 133,56 19,82 10,32 | 3 Ho ER | Gen 3 × 424kW 1 × 25kW | |
| Df Esd | Samudera "Karana Line" | | | P - F - 2 dks | G.17 800 | 440V 60Hz a.c. | |
| Gc Pfd | Panama Panama | | | rf nil | 5 Ha (stl) (11,2 × 8,0) (32,1p&s | | 16,5kn |
| Rdr RT | | | | | 32,1p&s × 7,6) ER | | |
| | | | | | Der 1(40) 2(32) 4(10) | | |
| **7124518** | **ARINAS** | **179** | | **1971** Ilya Boyadzhiyev Shipyard—Bourgas | **M Fishing** | Oil 4SA 8Cy. 240 × 360 | |
| EWDI | | 49 | | 31,70 7,42 2,902 | Ref | 300bhp (221kW) | |
| M-30420 | **U.S.S.R. -'Zapryba'** | 84 | RS | 29,32 3,54 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| | Riga U.S.S.R. | | | 1 dk | 1 Ho | (SKL) | Magdeburg |
| | | | | | In.102 | Fuel (d.o.) | 10kn |
| | | | | | 1 Ha (1,5 × 1,3) | | |
| **7607613** | **ARINBJORN** | **378** | | **1978** Stalvik h.f.—Gardahreppi (26) | **M Fishing** | Oil 4SA 8Cy. 320 × 450 | |
| TFPL | | 131 | | 51,16 9,02 | Stern Trawler | 1 800bhp (1 324kW) | |
| 1514 | **Saefinnur H/f** | — | NV | 44,02 6,86 | Mchy.aft | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | Reykjavik Iceland | | | 1 dk | | | |
| Gc Pfd | | | | rf 1600 Box K 178 | | | |
| Rdr RT | | | | | | | |
| **6406311** | **ARINYA** | **178** | | **1962** Walkers Ltd.—Maryborough (43) | **TM Research** | 2 Oil 2SA each 6Cy. 108 × 127 | |
| | | 106 | | 30,64 6,76 2,439 | Survey | 410bhp (302kW) | |
| | **Government of The Republic of** | — | | 27,44 6,71 3,20 | Mchy.aft | General Motors Corp. | Detroit, Mi |
| Esd Gc | **The Philippines (Bureau of** | | | 2 dks | | | |
| Rdr | **Coast & Geodetic Surveys)** | | | | | | |
| | Manila Philippines | | | | | | |
| **7119680** | **ARION** | **131 327** | **✠100A1** SS 10/76 | **1971**-11 Odense Staalskibsvaerft A/S | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| SXZZ | ex Tenaron-81 ex Adele-81 | 114 226 | oil tanker | —Lindo (37) | | 32 000shp (23 538kW) | |
| 8242 | ex Rasmine Maersk-73 | 289 064 | **✠LMC** **UMS** | 347,51(BB) 51,90 22,219 | pt higher tensile steel | STAL-LAVAL Turbin AB | Finspong |
| Df Esd | **Kea Shipping Co.** | | EL D* 4½"U3 | 330,72 51,82 28,43 | 15 Ta ER | WTB 74kgf/cm² (72,6bar) Spt 513°C | |
| Gc Pfd | Allied Shipping International Corp. | | FN 26541 | 1 dk | L.(oil) 353 738 HeCls. B | 66,4kgf/cm² (65,2bar) hs1323,9 | |
| Rdr | Piraeus Greece | | | rf 102 | Der 2(15) 2(10) 2(3) | WTB 69kgf/cm² (67,7bar) Spt 320°C | |
| RTm/h/v | | | | 8BH WB39722t incl. 28102t in clean | | 66,4kgf/cm² (65,2bar) hs710,7 | |
| | | | | ballast tanks | | sg 14,5kgf/cm² (14,3bar) | |
| | | | | | | Gen 1 × 1280kW 1 × 1220kW | |
| | | | | | | 440V 60Hz a.c. | |
| | | | | | | Fuel 10 770,0t (o.f.)-154,5pd | 15kn |
| **7330193** | **ARION** | **16 349** | **✠100A1** SS 2/79 | **1974**-1 Scotstoun Marine Ltd.—Scotstoun | **M Bulk Carrier** | Oil 2SA 6Cy. 740 × 1600 | |
| D5NL | ex Andromeda-1 ex Chi Trust-80 | 11 294 | strengthened for ore | 175,11(BB) 25,53 9,957 | | 11 600bhp (8 532kW) | B&W |
| 6472 | ex Harfleur-79 | 26 019 | cargoes, Nos. 1 & 4 | 163,38 25,46 14,03 | 5 Ho 19,2 28,5 20,4 27,9 27,9 | Harland and Wolff Ltd. | Belfast |
| Df Esd | **Arion Navigation Inc.** | | holds may be empty (cc) | F 13,2 1 dk | ER | AuxB (ex.g) 7kgf/cm² (6,9bar) | |
| Gc Pfd | Monrovia Liberia | | **✠LMC** **UMS** | rf nil | G.38 105 B.32 302 | ✠ NAuxB (o.f.) 5/75 7kgf/cm² (6,9bar) | |
| Rdr | | | EL G† 2$\frac{11}{16}$"U2 | NS 7BH WB7654T incl. Topside tanks in | 5 Ha (stl) (10,2 19,2 10,9 19,5 19,5 | Gen 3 × 512kW 440V 60Hz a.c. | |
| RTm/h/v | | | FN 6452 | holds 4276T Comb. btm & STs in Nos. 2, | × 12,1) ER | Fuel 190,0t (d.o.) 1 579,0t (hvf) | 15,5kn |
| | | | | 3 & 5 holds 1640T | Cr 5(15) | | |
| **7354424** | **ARION** | **13 633** | | **1973** Ishikawajima Harima Heavy Ind. | **M Bulk Carrier** | Oil 4SA 16Cy. 400 × 460 sr geared to sc. | |
| SYZU | | 9 831 | | (I.H.I.)—Aioi (2312) | | shaft | |
| 5486 | **Aegaleo Shipping Co. S.A.** | 22 631 | AB | 164,34(BB) 22,92 9,856 | 5 Ho ER | 8 000bhp (5 884kW) | Pielstick |
| Df Esd | Piraeus Greece | | | 155,45 22,86 13,57 | | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Gc Rdr | | | | 1 dk | 5 Ha (stl) ER | Gen 2 × 310kW 1 × 200kW | |
| RT | | | | | | Fuel 1 329,0t | |
| **5338880** | **ARION** | **9 999** | | **1957** Forges & Ch. de La Mediterranee | **M Bulk Carrier** | Oil 2SA 8Cy. 720 × 1250 | |
| SVBK | ex Barrian-81 ex Persenk-80 | 5 189 | | —La Seyne (1314) | | 5 600bhp (4 119kW) | Sulzer |
| | ex Acamar-70 ex Donau-68 | 14 649 | GL (BR) | 149,41 19,54 9,145 | Ice strengthened | Forges & Ch. de la Mediterranee | Le Havre |
| Df Esd | ex Acamar-66 ex Starclipper-65 | | | 139,76 19,51 11,99 | 4 Ho ER | Gen 3 × 205kW 230V d.c. | |
| Gc Pfd | ex Arthur Stove-62 | | | P 41,2 B 5,5 F 15,0 1 dk | G.17 008 B.15 033 | Fuel 1 656,0t | 13kn |
| Rdr RT | **Arriona Shipping Co.** | | | | 6 Ha (stl) (10,2 10,2 10,2 10,2 9,9 | | |
| | Piraeus Greece | | | | 9,7 × 9,5) ER | | |
| | | | | | 12W Der 2(10) 10(5) | | |
| **6420214** | **ARION** | **7 851** | **✠100A1** SS 2/80 | **1965**-6 Fairfield SB. & Eng. Co. Ltd. | **TM Passenger/RoRo Cargo/Ferry** | 2 Oil 2SA each 6Cy. 560 × 1000 | |
| SZQG | ex Nili-75 ex Jamaica Queen-69 | 3 937 | car ferry | —Govan, Glasgow (825) | OSD | | |
| 22 | ex Nili-67 | 999 | **✠LMC** | 137,12 18,93 5,182 | 544P | Sulzer Bros. Ltd. | Winterthur |
| Df Esd | **Maritime Co. of Lesvos S.A.** | | EL d† 2$\frac{3}{16}$"SQ | 126,40 18,90 13,11 | Der 2(15) | 2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar) | |
| Gc Rdr | Mytilene Greece | | FN 4047 | B 87,8 1 dk & S dk with intermediate dk | | Gen 4 × 550kW 380V 50Hz a.c. | |
| RT | | | | & 4th dk except in mchy. space | | Thw. thrust propeller fwd | |
| | | | | RW rf 229 | | Fuel 406,5t (hvf) | 20kn |
| | | | | Coll BH to intermediate dk 9 to 2nd dk | | | |
| | | | | WB538t | | | |

**DAMAGED BY EXPLOSION AND FIRE 12/81 — CLASS SUSPENDED**

| | | | | | | |
|---|---|---|---|---|---|---|
| 5011640<br>SXGT<br>1771<br>Df Esd<br>Gc Rdr | **ARION**<br>ex Kallixenos-80 ex Ermis-78<br>ex Alkman-74<br>**Legality Shipping Inc.**<br>Ilios Shipping Co. S.A.<br>Piraeus Greece | **7 323**<br>3 987<br>—<br>**9 959**<br>5 911<br>13 997 | BV<br>✠Classed LR until<br>13/12/81 | **1960**-10 Kieler Howaldtswerke A.G.—Kiel (1098)<br>157,84 19,59 —/9,278<br>144,38 19,50 12,04<br>P 7,1 F 14,7 1 dk & S dk<br>rf 152 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>5 Ho<br>G.20 573 B.18 838<br>5 Ha (13,0 13,1 13,1 13,1 13,1 × 7,6)<br>Der 1(30) 1(15) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>Sulzer Bros. Ltd. Winterthur |
| 6505703<br>HO7001<br>8131-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RT | **ARION**<br>**Capt. Streithard Schorn**<br>Hamburg Panama | T.Mk<br>**500**<br>298<br>1 205 | GL | **1965** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (363)<br>72,80 11,51 3,531<br>65,99 11,43 3,64<br>B 8,0 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 16,2 19,8 ER<br>G.3 176 B.2 828<br>2 Ha (stl) (16,2 19,8 × 6,7) ER<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW 230/400V d.c.<br>Fuel 66,5t (d.o.) 12,25kn |
| 5024075 | **ARION**<br>**Companhia Uniao de Transportes e Abastecimento**<br>George Hue<br>Rio de Janeiro Brazil | **400**<br>100<br>— | | **1944** Defoe SB. Co.—Bay City, Mi<br>*46,64* 7,12<br>7,07<br>1 dk<br>conv Landing Craft — | **TM General Cargo** | 4 Vee Oil 2SA each 12Cy. 108 × 127 sr geared to sc. shafts<br>General Motors Corp. Detroit, Mi |
| 7726902<br>DEGW<br>Df Esd<br>Gc Rdr<br>RT | **ARION**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **253**<br>—<br>144 | GL | **1979** Jadewerft (Wilhelmshaven) G.m.b.H.<br>—Wilhelmshaven (145)<br>29,85 2,950<br>28,53 8,81 3,61<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 8Cy. 240 × 330<br>MaK. Maschinenbau G.m.b.H. Kiel<br>2 Directional propellers fwd<br>12kn |
| 6400886<br>HMKU<br>BM11<br>168<br>Df Esd<br>Rdr RT | **ARIRANG**<br>Busan South Korea | **915**<br>412<br>304 | (AB) (KR) | **1963** Tosa Zosen Tekkosho—Kochi (169)<br>*56,76* 9,56 3,299<br>55,00 9,50 4,14<br>B & F 51,3 3 dks<br>RW rf 254 | **TM General Cargo**<br>2 Ho each 10,5<br>B.340<br>2 Ha (each 2,9 × 3,9) | 2 Oil 2SA each 4Cy. 300 × 600<br>1 500bhp (1 103kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 72,0t (d.o.) |
| 7042526<br>SWQU<br>3992<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARIS**<br>**Aris Compania Naviera S.A.**<br>Piraeus Greece | **9 868**<br>6 257<br>15 175 | AB | **1970** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2165)<br>142,27(BB) 19,84 9,037<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 1 289,5t (hvf) 14,5kn |
| 5266491<br>HQFD<br>210<br>Df Esd<br>RT | **ARIS**<br>ex Vasilios-79 ex Catina-71<br>ex Jan Tiedemann-70<br>ex Ostfriesland-64<br>**Compania Naviera Royal S. de R. L.**<br>Compania Naviera Stavros Lines S. de R. L.<br>Puerto Cortes Honduras | **424**<br>283<br>640 | HR | **1951** Martin Jansen Schiffswerft u. Mfbk.<br>—Leer<br>47,55 7,52 3,404<br>44,71 7,47 3,92<br>F 4,6 1 dk<br>RW len 56 | **M General Cargo**<br>1 Ho 31,0 ER<br>G.850<br>2 Ha (14,0 — × 5,1) ER<br>3W Der 3(-) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9kn |
| 5216616<br>SV3944<br>5314<br>Df Esd<br>Rdr RT | **ARIS III**<br>ex Adele-75 ex Madeleine-74<br>**Nik & John Kairis & Co.**<br>John Vastardis<br>Piraeus Greece | **499**<br>266<br>975 | **✠100A1** SS 10/79<br>Str. nav. ice<br>**✠LMC**<br>EL k<br>FN 753 | **1956**-10 Lidingoverken K/B A/B Live<br>—Lidingo (23)<br>60,58 10,06 3,671<br>54,51 10,00 3,81<br>P & B 32,0 F 8,0 1 dk<br>rf 102<br>3BH WB214t | **M General Cargo**<br>1 Ho ER<br>G.1 566 B.1 410<br>2 Ha (12,8 × 4,8) (14,0 × 5,7) ER<br>5W Der 3(3) 2(2) | Oil 2SA 4Cy. 340 × 570<br>760bhp (559kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 78,0t (d.o.) 11,5kn |
| 5410107<br>SVBQ<br>8184<br>Df Esd<br>Gc Rdr | **ARIS VII**<br>ex Armando Reveron-81<br>ex Alefani-76 ex Alhena-74<br>**George Koukoulis & Co.**<br>Piraeus Greece | T.Mk<br>**1 325**<br>583<br>2 243<br>**2 244**<br>1 183<br>3 152 | GL | Adler Werft G.m.b.H.—Bremen (27)<br>Len & Cmpl.**1963** A.G. "Weser" Werk<br>Seebeck—Bremerhaven<br>*86,39* 13,29 5,030/6,027<br>13,21 7,40<br>B 19,6 F 13,8 2 dks<br>RW len 67 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 367 B.4 034<br>2 Ha (stl) (14,4 16,7 × 6,0) ER<br>4W Cr 2(3) Der 1(20) 4(5) | Oil 2SA 5Cy. 520 × 960<br>1 975bhp (1 453kW)<br>Borsig A.G. West Berlin<br>Fuel 166,5t 13kn |
| 7126126<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARIS VIII**<br>ex Oued Souf-82 ex Mounia-78<br>ex Jucar-75<br>Launched as Weser Forwarder<br>**George Koukoulis & Co.**<br>Piraeus Greece | T.Mk<br>**1 599**<br>993<br>2 716<br>**2 934**<br>1 997<br>4 550 | BV (GL) | **1973** Astilleros del Atlantico S.A.<br>—Santander (124)<br>103,31(BB) 5,239/6,636<br>94,01 15,19 8,31<br>2 dks | **M General Cargo**<br>2 Ho each 25,3 ER<br>G.6 994 B.6 400<br>2 Ha (stl) (25,3 × 7,7) (25,3 × 10,3) ER<br>6W Der 2(12-35) 4(5-25) | Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 200kW 380V 50Hz a.c.<br>Fuel 380,0t (hvf) 16kn |
| 8114924<br>JAKT<br>126191 | **ARISHIMA MARU**<br>**Arishima Kaiun K.K.**<br>Hakata, Ehime Pref. Japan | **12 349**<br>8 592<br>21 289 | NK | **1982** Shin Yamamoto Zosen—Kochi (260)<br>152,61(BB) 24,03 9,708<br>142,02 24,01 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 331 B.27 022<br>4 Ha (stl) ER | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe |
| 7529225<br>SVCE<br>3012<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARISTAGELOS**<br>**Pacific & Gulf Carriers Corp.**<br>Michail A. Karageorgis S.A.<br>Piraeus Greece | T.Mk<br>**7 174**<br>4 224<br>13 531<br>**9 960**<br>6 707<br>16 270 | **✠100A1** SS 10/82<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Bt 550,0/58,0U2<br>FN 4629 | **1978**-9 A.G. "Weser" Seebeckwerft<br>—Bremerhaven (1008)<br>149,79(BB) 21,11 —/9,259<br>139,25 20,99 12,25<br>F 12,2 2 dks<br>rf nil DK<br>SF 7BH WB4849T incl. No. 3 hold 3001T | **M General Cargo**<br>5 Ho 20,2 17,5 17,5 23,7 18,2 ER 5 TwD ER<br>G.22 305 B.20 406<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,4) ER<br>Cr 2(20) 4(16) | Vee Oil 4SA 16Cy. 400 × 540 geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 530kW 450V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 025,0t (hvf) 16,5kn |

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|---|---|---|---|---|---|---|
| 7119587<br>J4NY<br>7523<br>Df Esd<br>Gc Rdr<br>RTv | **ARISTAIOS**<br>ex Caribbean Progress-79<br>ex Iranian Progress-76<br>ex Caribbean Progress-75<br>**Transorient Transports Ltd.**<br>Michail A. Karageorgis Lines Corp.<br>Piraeus Greece | **3 822**<br>1 557<br>4 084 | ✠**100A1** SS 1/82<br>✠**LMC** **UMS**<br>EL z 2⅛"U2<br>FN 3412 | **1972**-3 Robb Caledon Shipbuilders Ltd.<br>—Leith (510)<br>117,48(BB) 20,58 6,319<br>104,02 20,30 12,50<br>F 12,2 2 dks<br>rf 152<br>NS Coll BH to U dk 2 to 2nd dk<br>WB2550t | **TM RoRo Cargo/General Cargo**<br>Stern door/ramp<br>1 Ho 103,9 1 TwD 52,7<br>1 Ha (stl) (16,9 × 3,6) ER | 2 Vee Oil 4SA each 10Cy. 400 × 460 sr geared to sc. shafts<br>9 000bhp (6 620kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 2 × 400kW 2 × 300kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 614,5t (hvf) 17,5kn |
| **7636119**<br>SYCY<br>3013<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARISTANAX**<br>**Castilian Marine Carriers Corp.**<br>Michail A. Karageorgis S.A.<br>Piraeus Greece | T.Mk<br>**7 174**<br>4 224<br>13 530<br>**9 960**<br>6 708<br>16 270 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Bt 550,0/58,0U2<br>FN 4629 | **1980**-7 A.G. "Weser" Seebeckwerft<br>—Bremerhaven (1016)<br>149,79(BB) 21,04 —/9,256<br>139,25 20,99 12,25<br>F 12,2 2 dks<br>rf nil DK<br>SF 7BH WB4849T incl. No. 3 hold 3002T | **M General Cargo**<br>5 Ho 18,9 17,7 17,3 24,7 18,8<br>5 TwD ER<br>G.22 304 B.20 406<br>TEU 247<br>C.Ho 185/20' C.Dk 62/20'<br>5 Ha (stl) (12,6 × 7,8) (12,8 12,8 17,3 12,8 × 10,5) ER<br>Der 2(20) 4(16) | Vee Oil 4SA 16Cy. 400 × 450 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 530kW 450V 60Hz a.c. |
| **6907652**<br>SWAZ<br>3620<br>Df Esd<br>Gc Rdr<br>RT | **ARISTARCHOS**<br>**Pindos Shipping Co. S.A.**<br>Piraeus Greece | **10 008**<br>6 286<br>14 908 | AB | **1968** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2042)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 105 B.18 944<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 280,0t 14kn |
| **7384118**<br>ENVK<br>M-33412<br>Df Esd<br>Gc Rdr<br>RT | **ARISTARKH BYELOPOLSKIY**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | T.Mk<br>**3 281**<br>1 189<br>—<br>**6 400**<br>3 250<br>5 880 | RS | **1975** Stocznia Gdanska im. Lenina—Gdansk<br>(B437/08)<br>139,60(BB) 18,04 6,581/7,779<br>128,00 11,51<br>2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>2 Ho ER 2 Ho<br>B.7 430<br>4 Ha (stl) (5,3 6,4 × 6,3) ER (6,4 6,4 × 6,3)<br>8W Der 8(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c. 21,75kn |
| **5182279**<br>J4HL<br>6961<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ARISTEA T**<br>ex Andros-81 ex Holstenburg-78<br>ex Coronado-73<br>ex Karin Bornhofen-71<br>**Kimon Maritime Co. S.A.**<br>Dominion Bay Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**3 365**<br>1 791<br>6 100<br>**5 085**<br>3 074<br>7 600 | GL | **1958** Elsflether Werft A.G.—Elsfleth/Weser (310)<br>119,79 16,06 6,925/7,951<br>105,82 16,01 10,01<br>P 11,9 RQD 18,9 B 10,1 F 11,0 2 dks<br>RW | **M General Cargo** 4P<br>Ice strengthened<br>G.11 002 B.9 809<br>5 Ha (stl) (10,5 10,1 10,1 9,8 10,5 × 6,4)<br>10W Der 1(30) 1(10) 10(3-5) | 2 Oil 4SA each 9Cy. 400 × 600 geared to sc. shaft<br>3 800bhp (2 795kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 130kW 1 × 100kW 220V d.c.<br>Fuel 762,0t (d.o.) 13,5kn |
| **6906684**<br>FNZA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARISTEE**<br>**Societe Navale Caennaise (SNC) Anct. Gaston Lamy & Compagnie**<br>Caen France | **7 291**<br>3 643<br>10 556 | BV | **1969** At. & Ch. de Bretagne—Nantes (114)<br>141,87 17,86 8,179<br>133,03 17,81 10,34<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>4 Ho ER<br>G.12 480 B.11 900<br>4 Ha (13,5 14,7 13,5 14,7 × 8,0) ER<br>Der 1(50) 3(15) | 2 Vee Oil 4SA each 8Cy. 400 × 460 reduction geared to sc. shaft<br>7 440bhp (5 473kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes 18kn |
| **6930154**<br>SWGS<br>3624<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARISTEUS**<br>**Pindaros Shipping Co. S.A.**<br>Piraeus Greece | **9 979**<br>6 286<br>15 175 | AB | **1969** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2050)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.21 492 B.19 142<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 266,0t (hvf) 14,5kn |
| **7940625**<br>Df RT | **ARISTIDES**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>53<br>— | AB | **1976** Ast. Monarca—Guaymas (566)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c. 9kn |
| **5365338**<br>H9HD<br>11197<br>-PEXT<br>Df Esd<br>Rdr | **ARISTO**<br>ex Ramiro Perez-82<br>**Melfi Marine Corp. S.A.**<br>Panama Panama | **2 321**<br>1 275<br>3 300 | ✠**100A1** SS 6/79<br>✠**LMC**<br>EL v<br>FN 2343 | **1957**-4 Empresa Nacional "Elcano"<br>—Seville (9)<br>105,67 14,99 6,122<br>98,00 14,95 8,95<br>RFD 10,7 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>RW rf 127<br>Coll BH to S dk 5 to 2nd dk WB615t | **M General Cargo** OSD 10P<br>4 Ho 20,7 17,7 15,7 13,7<br>G.6 317 B.5 778<br>4 Ha (stl) (10,2 10,2 8,2 8,2 × 6,1)<br>8W Der 12(3) | Oil 2SA 7Cy. 600 × 1040<br>3 850bhp (2 832kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 2 × 165kW 220V d.c.<br>Fuel (hvf) 16,5kn |
| **7049380**<br>WY4413<br>514963 | **ARISTOCRAT**<br>**Clark W. Stockbridge**<br>Philadelphia, Pa United States of America | **129**<br>87<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*23,38* 6,71<br>3,51 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| **7323827**<br>541876 | **ARISTOCRAT**<br>**Jack Dantignac**<br>Tampa, Fl United States of America | **107**<br>73<br>— | | **1972** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,05 | **Wood M Fishing** | Oil<br>370bhp (272kW)<br>.............<br>Fuel (d.o.) |
| **7109659**<br>IKKE<br>087<br>Esd Rdr<br>RT | **ARISTOFANE**<br>ex Eschilo<br>**Giuseppe Asaro**<br>Mazara del Vallo Italy | **182**<br>87<br>— | | **1970** Cant. Nav. M. Morini & C.—Ancona (120)<br>29,60 6,94 2,598<br>26,80 6,81 3,41<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy.<br>450bhp (331kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim 10kn |

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| 7529237<br>SYHL<br>Df Esc<br>Gc Pfd<br>Rdr RT | **ARISTOGENIS**<br>**Seafaith Bulk Carriers Corp.**<br>Piraeus Greece | T.Mk<br>**7 174**<br>4 224<br>13 531<br>**9 960**<br>6 708<br>16 271 | ✠**100A1** strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL B† 550,0/58,0U2<br>FN 4632 | **1980**-2 A.G. "Weser" Seebeckwerft —Bremerhaven (1009)<br>147,81(BB) 21,04 —/9,259<br>139,25 21,01 12,25<br>F 12,2 2 dks<br>rf nil DK<br>SF 7BH WB4849T incl. No. 3 hold 3002T | **M General Cargo**<br>5 Ho 18,9 17,9 17,3 24,7 18,8 5 TwD ER<br>G.22 304 B.20 406<br>TEU 247 C.Ho 185/20' C.Dk 62/20'<br>5 Ha (stl) (12,6 × 7,8) (12,8 12,8 17,3 12,8 × 10,4) ER<br>Der 2(20) 4(16) | Vee Oil 4SA 16Cy. 400 × 450 sr geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>2 AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 530kW 450V 60Hz a.c.<br>Fuel 125,5t (d.o.) 1 129,0t (hvf) |
| 5161550<br>IMQK<br>1349<br>Df Esd<br>Gc Rdr<br>RT | **ARISTON**<br>ex Span Quarta-80 ex Inha-79<br>**Marital S.r.l.**<br>Napoli Italy | **1 566**<br>808<br>2 830<br>**2 476**<br>1 387<br>3 600 | RI (NV) | **1960** Valmet Oy Pansion Tehdas —Turku/Abo (253)<br>100,44 12,76 4,922/5,639<br>93,10 12,70 7,42<br>F 8,6 1 dk & S dk<br>rf 76 len 70 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 27,5 37,4 ER<br>G.5 272 B.4 927<br>2 Ha (14,4 25,8 × 6,0) ER<br>8W Der 1(15) 8(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Gen 2 × 172kW 380V 50Hz a.c.<br>Fuel 197,0t (d.o.)-8,0pd 13,5kn |
| 6515394<br>SV3935<br>6635<br>Df Esd<br>Rdr<br>RTm/v | **ARISTOTELIS**<br>ex Breevoort-77<br>ex Flynderborg-70<br>**Halkis Shipping Ltd.**<br>Piraeus Greece | **1 409**<br>743<br>2 184 | BV | **1965** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (777)<br>80,68 11,84 4,998<br>71,20 11,80 5,69<br>1 dk<br>rf nil | **M General Cargo**<br>1 Ho 44,6 ER<br>G.2 778 B.2 638<br>2 Ha (stl) (each 16,8 × 6,3) ER<br>Der 2(5) 4(1) | Oil 4SA 6Cy. 385 × 580<br>1 500bhp (1 103kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 64kW 380V 50Hz a.c.<br>Fuel (d.o.) 13,5kn |
| 7522318<br>5LJV<br>5590<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARISTOTLE S. ONASSIS**<br>ex Universe Frontier-77<br>**Southport Maritime Corp.**<br>Olympic Maritime S.A.<br>Monrovia Liberia | **125 465**<br>104 958<br>269 574 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2506)<br>337,02 21,002<br>320,02 54,51 27,01<br>1 dk | **S Tanker**<br>COW IGS CBT<br>21 Ta ER<br>L.(oil) 337 649 HeCls. B | 2 S Turb geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Fuel 13 284,5t (hvf)-142,0pd 16kn |
| 5349918<br>H3FP<br>7093-PEXT<br>RT | **ARISTOTLE I**<br>ex Taiyo Maru-76<br>**Astro Taurus Navigation Co. S.A.**<br>Panama Panama | **327**<br>104<br>550 | | **1958** Ujina Zosensho—Hiroshima (324)<br>42,42 7,24 3,163<br>37,98 7,19 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ha (15,8 × 4,4) | Oil 4SA 6Cy. 290 × 420<br>380bhp (280kW)<br>Nippon Hatsudoki Kobe<br>Fuel 11,0t 10kn |
| 7378262<br>JJ2964<br>115986<br>Rdr | **ARITA MARU**<br>**Naikai Eisen K.K.**<br>Kobe, Hyogo Pref. Japan | **273**<br>102<br>107 | | **1974** Towa Zosen K.K.—Shimonoseki (469)<br>33,00 9,61 3,150<br>28,00 9,58 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 340<br>Hanshin Nainenki Kogyo Kobe |
| 8927236<br>UMRV<br>M-6135<br>Df Esd<br>Rdr RT | **ARIYEL**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **600**<br>244<br>315 | RS | **1967** ............U.S.S.R.<br>54,23 9,38 3,699<br>49,99 9,30 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>E made65 fitted67<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 5047986<br>FNWS<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARIZE**<br>ex Sinoe-75 ex Bongo-71<br>**Societe Maritime de Transports Petroliers (Petromer)**<br>Bordeaux France | **2 201**<br>1 016<br>2 970 | BV | **1962** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5062)<br>96,02 12,96 5,320<br>87,79 12,91 5,80<br>P 26,6 F 10,7 1 dk<br>RW rf 102 | **M Tanker**<br>Asphalt Bitumen SBT<br>14 Ta ER<br>L.3 188 HeCls. CptB<br>Der 1(1,5) 1(1) | Oil 4SA 8Cy. 400 × 460 geared to sc. shaft<br>2 940bhp (2 163kW) Pielstick<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Gen 2 × 148kW 380V 50Hz a.c.<br>Fuel 160,0t (d.o.) 80,0t (hvf)-7,5pd 15kn |
| 7361881<br>H3RN<br>8631-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARIZONA**<br>ex Dona Margaro-82<br>ex Heinrich Essberger-79<br>**Oklahoma Tanker Co.**<br>Panama Panama | **67 003**<br>56 524<br>144 148 | GL | **1975** Howaldtswerke-Deutsche Werft—Kiel (76)<br>285,58 41,03 17,800<br>271,99 41,00 22,64<br>F 21,1 1 dk | **S Tanker**<br>SBT IGS CBT<br>14 Ta ER<br>L.(oil) 167 450 HeCls. B | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>Kraftwerk Union A.G. West Berlin<br>Gen 1 × 900kW 1 × 800kW 440V 60Hz a.c.<br>Fuel 6 740,0t (o.f.) 148,5t (d.o.)-130,0pd 16kn |
| 5110240<br>LKSZ<br>16031<br>Df Esd<br>RTh | **ARIZONA**<br>ex Geirodd-75<br>ex Everard Christina-64<br>**Anders Stonghaugen P/R**<br>Kopervik Norway | T.Mk<br>**235**<br>104<br>250 | BV | **1949** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (464)<br>37,27 7,01 3,576<br>33,61 7,00 3,51<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 15,7<br>G.280<br>4 Ha (8,0 × 5,0) (11,8 × 6,1) (3,3 3,3 × 6,1)<br>1W Der 1(3) | Oil 2SA 6Cy. 310 × 490<br>870bhp (640kW) NE made65 fitted76<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 68kW 220V 2 × 7,5kW 1 × 5kW 110V d.c.<br>Fuel 17,5t (d.o.) 12kn |
| 7372206<br>S6FT<br>375968<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARIZONA SUN**<br>ex Sankuru-81<br>ex Woermann Sankuru-76<br>**DAL Deutsche Afrika-Linien G.m.b.H. & Co.**<br>Transocean Liners Reederei G.m.b.H.<br>Singapore Singapore | **11 223**<br>7 058<br>19 425 | AB | **1975** Hitachi Zosen—Mukaishima (4454)<br>156,22 22,66 9,614<br>146,06 22,61 12,91<br>P 27,8 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 26,2 26,2 26,2 28,4 ER<br>G.24 638 B.24 215<br>4 Ha (stl) (17,2 19,8 19,8 19,8 × 10,4) ER<br>4W Der 4(22) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 375kW 440V 60Hz a.c.<br>Fuel 313,0t (d.o.) 1 348,5t (hvf)-32,0pd 15kn |
| 5190044<br>DIMD<br>Df Esd<br>Rdr RTv | **ARJA**<br>ex Klaus Buck-81<br>**Partenreederei m.s. Arja**<br>Hamburg Federal Republic of Germany | **298**<br>155<br>450 | GL | **1956** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (175)<br>45,80 8,11 2,531<br>42,02 8,08 2,87<br>P 10,1 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 25,9 ER<br>G.573 B.540<br>1 Ha (18,9 × 5,4) ER<br>Der 2(1,5) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>8,5kn |
| 5024398<br>VTKS<br>196650 | **ARJUN**<br>**Bombay Port Trust**<br>Bombay India | **250**<br>—<br>— | ✠Classed LR until 5/56 | **1955**-1 Mazagon Dock Ltd.—Bombay (155)<br>32,77 9,17 3,734<br>... ... ... | **TS Tug** | C 4Cy. (2) 260 & (2) 560 × 560<br>Christiansen & Meyer Hamburg<br>Fuel (o.f.) |

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| **7409499** | **ARJUNA** | **227** | | **1975** P.T. Adiguna Shipyard—Jakarta (39) | | | **TM Landing Craft** | 2 Oil 4SA each 6Cy. 121 × 152 | |
| | | 99 | | 39,58 | | 1,474 | | 480bhp (353kW) | |
| | **P.N. Pertambangan Minyak** | 250 | | 36,43 | 9,76 | 1,99 | | Caterpillar Tractor Co. | Peoria, Illinois |
| RT | **Dan Gas Bumi Nasional** | | | 1 dk | | | | | |
| | **(PERTAMINA)** | | | | | | | | |
| | Jakarta Indonesia | | | | | | | | |

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| **5401027** | **ARK AL-FARUQUE** | **730** | **✠100A1** SS 6/73 | **1962**-11 Brooke Marine Ltd.—Lowestoft | | (295) | **TM Ferry/General Cargo** | 2 Oil 4SA each 6Cy. 222 × 292 sr reverse | |
| | | 361 | mouths of the Ganges | | | | 10bth 200dk P | geared to sc. shafts | |
| 191083 | **Ark Navigation Co. of** | — | service & to Chittagong | 53,65 | 9,17 | 2,985 | Mchy.aft | 990bhp (728kW) | |
| Df Esd | **Bangladesh Ltd.** | | **✠LMC** | 48,77 | 9,15 | 3,89 | | Lister Blackstone Mar. Ltd. | Dursley |
| RT | Chittagong Bangladesh | | EL j | 1 dk & Shade dk | | | | | |
| | | | FN 636 | RW rf 152 | | | | | |
| | | | | NS 2BH to shade dk 3 to 2nd dk WB227t | | | | | |
| | | | **SURVEYS OVERDUE—CLASS SUSPENDED 23/3/73** | | | | | | |

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| **5130020** | **ARK AL-HUSSAIN** | **496** | | **1959** Klahn-Werft—West Berlin | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 | |
| | ex Gert Seyd-65 | 301 | | *54,20* | 9,02 | | | 500bhp (368kW) | |
| 191097 | ex Walther Lass-60 | — | (GL) | | | 3,71 | | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **Ark Navigation Co. of** | | | F 6,1 1 dk | | | | | 9,5kn |
| | **Bangladesh Ltd.** | | | | | | | | |
| | Chittagong Bangladesh | | | | | | | | |

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| **5011456** | **ARKADIA** | **2 691** | HR (BV) | **1928**-11 Sir J. Laing & Sons Ltd. | | | **TM Tanker** | 2 Oil 4SA each 6Cy. 385 × 580 | |
| SVSF | ex Alize-71 ex Benno-60 | 1 347 | | —Deptford, Sunderland | | | | 2 000bhp (1 471kW) NE 55 | |
| 3960 | ex Mexphalte ex Paquita | 3 002 | ✠ | 98,20 | 15,30 | 3,963 | 11 Ta ER | Maschinenbau Kiel A.G. | Kiel |
| Df Esd | **Greek Tankershipping Co. Ltd.** | | | 94,16 | 15,24 | 4,65 | L.(oil) 4 334 HeCls. BC | Fuel 487,5t (d.o.)-8,0pd | 10kn |
| Rdr RT | Piraeus Greece | | | P 28,7 F 15,3 1 dk | | | Der 1(3) | | |
| | | | | R | | | | | |

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| **8212922** | **ARKADIY CHERNYSHEV** | T.Mk | | **1982** VEB Volkswerft Stralsund—Stralsund | | | **M Factory Fishing** | Oil 4SA 8Cy. 480 × 720 | |
| | | **3 147** | | 101,45 | 15,22 | 5,709 | Fish-factory Stern Trawler Ref | 3 880bhp (2 854kW) | S.K.L. |
| M-31380 | **U.S.S.R.** | 1 383 | RS | 91,83 | | 9,71 | Ice strengthened | VEB Dieselmotorenwerk Rostock | |
| Rdr RT | U.S.S.R. | 2 118 | | 2 dks | | | | (DMR) | Rostock |
| | | | | | | | | | 16,25kn |

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| **6514821** | **ARKADIY GAYDAR** | T.Mk | | **1965** Brodogradiliste i Tvornica Dizel | | | **M General Cargo** | Oil 2SA 8Cy. 740 × 1600 | |
| UNBD | | **6 428** | | Motora "Uljanik"—Pula | | (252) | | 12 000bhp (8 827kW) | B&W |
| M-28104 | **U.S.S.R. -Black Sea Shipping** | 2 926 | RS | 159,42 | 21,29 | 8,221/9,700 | Ice strengthened | Tvornica Dizel Motora "Uljanik" | Pula |
| Df Esd | **Co.** | — | | 148,39 | 21,25 | 12,65 | 5 Ho 15,0 19,1 27,8 18,9 ER | Fuel 207,5t (d.o.) 2 131,5t (hvf) | 18kn |
| Gc Pfd | Odessa U.S.S.R. | **10 109** | | 2 dks | | | 19,2 | | |
| Rdr RT | | 5 132 | | | | | G.22 276 B.19 368 | | |
| | | 14 170 | | | | | 5 Ha (stl) (9,8 × 9,5) (12,8 19,0 11,9 | | |
| | | | | | | | × 11,0) ER (10,3 × 9,5) | | |
| | | | | | | | 12W Der 2(60) 12(5) | | |

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| **6851322** | **ARKADIY GAYDAR** | **115** | | **1954** ............People's Republic of China | | | **M Ferry** | Vee Oil 4SA 12Cy. 150 × 180 | |
| UGSG | | — | | 26,93 | 5,29 | 1,920 | —P | NE 65 | |
| M-1967 | **U.S.S.R.** | 16 | (RS) | | | 2,80 | | | U.S.S.R. |
| | Vladivostok U.S.S.R. | | | | | | | Fuel (d.o.) | 11kn |

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| **7211311** | **ARKADIY KAMANIN** | T.Mk | | **1972** VEB Schiffswerft "Neptun"—Rostock | | | **M General Cargo** | Oil 2SA 6Cy. 570 × 800 | |
| UEZJ | | **2 137** | | | | (329) | | 3 250bhp (2 391kW) | MAN |
| M-31041 | **U.S.S.R. -Far-Eastern Shipping** | 868 | RS | 105,62 | 15,65 | 5,271/6,771 | Ice strengthened | Halberstadt | Halberstadt |
| Df Esd | **Co.** | — | | 96,02 | 15,60 | 7,29 | 4 Ho 15,1 16,0 16,7 ER 16,3 | Fuel 78,0t (d.o.) 313,0t (hvf) | 13,75kn |
| Gc Pfd | Vladivostok U.S.S.R. | **3 608** | | 2 dks | | | G.6 510 | | |
| Rdr RT | | 1 775 | | | | | 4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) | | |
| | | 4 686 | | | | | (9,9 × 7,0) ER | | |
| | | | | | | | 10W Der 1(40) 1(20) 2(10) 8(5) | | |

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| **5301813** | **ARKAN** | **357** | | **1956** Gebr. Schuerenstedt KG. | | | **M General Cargo** | Oil 4SA 6Cy. 290 × 420 | |
| HQVI | ex Arwad-81 ex Alekos-77 | 179 | | —Bardenfleth/Weser | | (1039) | | 300bhp (221kW) | |
| RH-L8 | ex Tanja-72 ex Rudolf Karstens-66 | 565 | GL | 48,65 | 8,41 | 2,990 | Ice strengthened | Maschinenbau Kiel A.G. | Kiel |
| 1211 | **Mohamed Kaddoura** | | | 45,90 | 8,40 | 3,31 | 1 Ho 23,7 ER | Gen 1 × 1,5kW 1 × 1kW 24V | |
| Df Esd | Amapala Honduras | | | P 18,0 F 11,0 1 dk | | | G.707 B.679 | 1 × 1kW 110V 50Hz a.c. | |
| Rdr RTh | | | | RW | | len 57 | 2 Ha (13,4 10,0 × 5,0) ER | Fuel 30,5t (d.o.) | 9kn |
| | | | | | | | 2W Der 2(2) | | |

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| **7357074** | **ARKANDROS** | **8 826** | | **1975** Jurong Shipyard Ltd.—Singapore | | | **M General Cargo** | Vee Oil 4SA 12Cy. 400 × 460 sr geared to | |
| SXCF | | 6 071 | | | | (1011) | | sc. shaft | |
| 7599 | **Redval Holding Corp. S.A.** | 15 122 | AB | 143,41(BB) | 19,84 | 9,033 | Str. heavy cargoes | 5 130bhp (3 773kW) | Pielstick |
| Df Esd | Fomentos Armadora S.A. | | | 134,12 | 19,82 | 12,35 | 4 Ho 16,0 32,7 15,2 33,5 | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Gc Pfd | Piraeus Greece | | | 2 dks | | | 4 TwD ER | Gen 2 × 310kW 1 × 200kW | |
| Rdr RT | | | | rf 152 DK | | | G.20 140 B.18 990 | 450V 60Hz a.c. | |
| | | | | | | | 6 Ha (stl) (each 9,1 × 9,9) ER | | 13,5kn |
| | | | | | | | 12W Der 12(10) | | |

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| **7369182** | **ARKANSAS** | **292** | | **1974** Tronderverftet A/S—Hommelvik | | | **M Fishing** | Oil 2SA 5Cy. 300 × 450 | |
| LMOR | ex Smavik-81 | 110 | | | | (20) | Stern Trawler | 1 250bhp (919kW) | |
| 18257 | **P/R Jan Stonghaugen** | — | NV | 39,86 | 8,28 | 4,306 | Ice strengthened | Wichmann Motorfabrikk A/S | Rubbestadneset |
| Df Esd | Haugesund Norway | | | 34,27 | 8,26 | 6,25 | 1 Ho ER | Gen 2 × 109kW 220V 50Hz a.c. | |
| Gc Pfd | | | | 1 dk | | | 1 Ha (1,9 × 1,0) ER | Controllable pitch propeller | |
| Rdr RT | | | | | | | | Fuel (d.o.) | |

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| **5371806** | **ARKANSAS** | **106** | | **1961** A/B Marstrands M/V—Marstrand | | | **M Fishing** | Oil 4SA 6Cy. 240 × 300 | |
| | ex Arcansas-71 ex Tyr-65 | 37 | | | | (42) | Side-fishing | 810bhp (596kW) NE 76 | |
| 402023 | **Joe Duffy** | — | NV | 26,09 | 6,74 | 3,809 | Ice strengthened | Grenaa Motorfabrik, A/S | Grenaa |
| Df Esd | Dublin Irish Republic | | | 23,58 | 6,71 | 3,61 | Mchy.aft | Gen 1 × 5kW 1 × 3kW 110V d.c. | |
| RT | | | | F - 1 dk | | | 3 Ha (0,9 × 1,3) (1,5 × 1,5) (0,9 × | Fuel 22,5t (d.o.)-1,5pd | |
| | | | | rf 1847 BK 196 | | | 1,3) | | |
| | | | | | | | 1W Der 1(1) | | |

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| **7374096** | **ARKAS** | **68 906** | | **1974** Mitsui SB. & Eng. Co. Ltd.—Tamano | | | **M Tanker** | Oil 2SA 8Cy. 900 × 1800 | |
| | ex Susanne Onstad-80 | 52 603 | | | | (972) | | 27 300bhp (20 081kW) | B&W |
| | | 138 340 | NV | 271,00(BB) | 44,07 | 17,057 | 15 Ta ER | Mitsui SB. & Eng. Co. Ltd. | Tamano |
| Df Esd | | | | 260,43 | 44,01 | 22,43 | L.(oil) 166 688 HeCls. BC | Gen 1 × 950kW 2 × 760kW | |
| Gc Pfd | | | | 1 dk | | | | 440V 60Hz a.c. | |
| Rdr | | | | | | | | Fuel 7 436,5t (hvf)-93,5pd | 16kn |
| RTm/v | | | | | | | | | |

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| 7213072<br>JROE<br>112277<br>Df Esd<br>Gc Rdr<br>RT | **ARKAS**<br><br>**Taiheiyo Enkai Ferry K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **9 964**<br>5 296<br>3 459 | | **1972** Setoda Zosensho—Setoda (249)<br>167,24 24,03 6,300<br>155,02 24,01 9,71<br>2 dks | **TM RoRo Cargo/Ferry**<br>925P<br>Bow door/ramp<br>Side doors Stern door/ramp | 2 Oil 4SA each 18Cy. 450 × 540<br>18 800bhp (13 829kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 720kW 450V a.c.<br>Fuel 630,0t 21kn |
| 7320538<br>EGRA<br>835<br>Df Gc<br>Rdr RTh | **ARKETAS**<br><br>**Transbalear S.A.**<br>Bilbao Spain | **769**<br>497<br>1 073 | ✠**100A1** SS 7/81<br><br>✠**LMC**<br>EL J 1$\frac{3}{16}$"U1<br>FN 777 | **1973**-6 Ast. de Murueta S.A.—Guernica (114)<br>59,67 10,338/3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil<br>4BH WB307t incl. DTf49t | **M General Cargo**<br>1 Ho 35,8 ER<br>G.1 704 B.1 600<br>1 Ha (stl) (31,3 × 7,6) ER | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW)<br>Carmelo Unanue Zumaya<br>Gen 2 × 40kW 1 × 16kW<br>380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 12kn |
| 5022168<br>UBPE<br>M-26472<br>Df Esd<br>Gc Rdr | **ARKHANGELSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 812**<br>1 888<br>5 129 | RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B31/63)<br>108,51 14,64 6,639<br>101,07 14,61 8,03<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 19,2 16,7 ER 13,4 15,5<br>G.6 400 B.5 996<br>4 Ha (11,9 11,9 × 8,2) ER (8,6 9,9 × 8,2)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 579,0t (o.f.) 12,5kn |
| 6860347<br>ULCQ<br>M-24405 | **ARKHANGELSK**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>99<br>144 | RS | **1955** ..............East Germany<br>38,51 7,37 2,699<br>3,48<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2`Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>E made70 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5022170<br>UYOD<br>M-26507<br>Df Esd<br>Gc Rdr<br>RT | **ARKHANGELSKLES**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 653**<br>2 361<br>6 500 | RS | **1961** Stocznia Gdanska im. Lenina—Gdansk (B514/09)<br>123,93 16,74 7,240<br>114,99 16,13 8,44.<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>B.7 191<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 14kn |
| 7610426<br>UHTK<br>M-33446 | **ARKHIMED**<br><br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**4 742**<br>2 052<br>3 541 | RS | **1979** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B400/03)<br>117,51 17,43 6,641<br>107,45 11,03<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.3 800 | Oil 2SA 6Cy. 400 × 480 geared to sc. shaft<br>7 200bhp (5 296kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Poland<br>15kn |
| 6521472<br>UJIR<br>M-27609<br>Df Esd<br>Gc Rdr<br>RT | **ARKHIP KUINDZHI**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **6 160**<br>2 970<br>5 170 | RS | **1965** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,209<br>120,96 16,79 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 213<br>4 Ha (each 4,2 × 4,1) ER<br>8W Der 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motors & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| 7942817<br><br><br>RT | **ARKHIPELAG**<br><br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>87 | RS | **1981** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller 9,5kn |
| 8022626<br>EIVG<br>402218<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARKLOW ABBEY**<br><br>**Bay Shipping Ltd.**<br>Arklow Shipping Ltd.<br>Dublin Irish Republic | **1 054**<br>758<br>1 644 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>EL M 385,0/32,0U2(a)<br>FN 1026 | **1981**-12 Scheepswerf G. Bijlsma & Zn. B.V.—Wartena (615)<br>70,59 10,80 4,244<br>64,80 10,71 5,11<br>P 12,5 F 7,7 1 dk<br>rf nil<br>3BH WB804T incl. STs in holds 324T | **M General Cargo**<br>1 Ho 42,6 ER<br>G.2 109<br>1 Ha (stl) (40,8 × 8,2) ER | Vee Oil 2SA 8Cy. 220 × 380 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Brons Industrie N.V. Appingedam<br>Gen 3 × 40kW 380V 50Hz a.c.<br>Fuel 94,0t (d.o.)-4,5pd 11kn |
| 8022822<br>EISL<br>402163<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARKLOW CASTLE**<br><br>**Vale Shipping Ltd.**<br>Arklow Shipping Ltd.<br>Dublin Irish Republic | **1 054**<br>758<br>1 644 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>EL M 385,0/32,0U2(a)<br>FN 1026 | **1981**-10 B.V. Scheepswerf "Ferus Smit" —Foxhol (227)<br>70,59 10,80 4,231<br>64,80 10,71 5,11<br>P 12,5 F 7,7 1 dk<br>rf nil<br>3BH WB804T incl. STs in holds 324T | **M General Cargo**<br>1 Ho 42,6 ER<br>G.2 109<br>1 Ha (stl) (40,8 × 8,2) ER | Vee Oil 2SA 8Cy. 220 × 380 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Brons Industrie N.V. Appingedam<br>Gen 3 × 40kW 380V 50Hz a.c.<br>Fuel 77,5t (d.o.) 11kn |
| 7368994<br>EIFL<br>401310<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ARKLOW DAWN**<br>Launched as Annemor<br>**Bay Shipping Ltd.**<br>Arklow Shipping Ltd.<br>Dublin Irish Republic | **946**<br>629<br>1 443 | NV | **1973** Johan Drage A/S—Rognan i Saltdal (370)<br>60,91 9,56 4,312<br>55,68 9,50 5,26<br>P 9,2 F 6,8 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,7 ER<br>B.1 982<br>2 Ha (stl) (18,6 16,2 × 7,3) ER | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 118,0t (hvf)-4,5pd 11kn |
| 5024776<br>DCCT<br><br>Df Esd | **ARKONA**<br>ex Armin-68<br>**Reinhold Becker**<br>Heiligenhafen Federal Republic of Germany | **209**<br>104<br>290 | (GL) | **1928** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn<br>*36,18* 6,10 2,420<br>2,80<br>RQD 8,6 F 4,3 1 dk<br>R len 37 | **M General Cargo**<br>G.415<br>2 Ha | Oil 4SA 6Cy. 260 × 340<br>250bhp (184kW) NE 47<br>Motorenw. Mannheim A.G. Mannheim<br>7kn |

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|---|---|---|---|---|---|---|
| **5410248**<br>UVXT<br>M-27570<br>Df Esd<br>Gc Rdr<br>RT | **ARKOVO**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **2 433**<br>872<br>1 460 | RS | **1963** .............U.S.S.R.<br>84,69 14,03 5,811<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) E made60 fitted63<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **8128860**<br>DLIM<br>SSR1510 | **ARKTIC**<br>**Peter Dorfler Schiffahrts K.G.**<br>Brake Federal Republic of Germany | **10 400**<br>7 000<br>14 033 | GL (Class cont.) | **1982** Orenstein & Koppel A.G.—Luebeck (767)<br>153,63 8,251<br>142,53 22,81 11,10 | **M General Cargo** | Oil 4SA 8Cy. 580 × 600 sr geared to sc. shaft<br>9 852bhp (7 247kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7125081**<br>EWWJ<br>M-30587<br>Df Esd<br>Gc Rdr<br>RT | **ARKTIKA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **10 161**<br>3 861<br>9 995 | RS | **1971** Stocznia Gdanska im. Lenina—Gdansk (B69/20)<br>164,01 21,34 8,081<br>149,00 21,21 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 976<br>5 Ha (each 4,5 × 3,9) ER<br>16W Der 2(10) 14(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>15,25kn |
| **6851346**<br>UWYE<br>M-20082 | **ARKTIKA**<br>**U.S.S.R. -'Azcherryba'**<br>Odessa U.S.S.R. | **257**<br>91<br>112 | RS | **1951** VEB Elbewerft—Boizenburg<br>38,49 7,32 2,799<br>34,98 3,48 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,1 × 1,1)<br>1W Cr 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| **8100131**<br>OWAQ<br>RT | **ARKTIS MOON**<br>**Elite Shipping I/S**<br>Kobenhavn Denmark | *1 510*<br>*554*<br>1 600 | **100A1**<br>Class Contemplated<br>FN 1225 | **1982** A/S Nordsovaerftet—Ringkobing (159)<br>72,47 11,36 3,791<br>68,31 11,21 6,71<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 403 B.3 048<br>TEU 54<br>2 Ha ER | Oil 4SA 7Cy. 225 × 300 sr geared to sc. shaft<br>1 087bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **8100117**<br>OVPE<br>D2843<br>RT | **ARKTIS STAR**<br>**Elite Shipping I/S**<br>Kobenhavn Denmark | **499**<br>322<br>1 630 | **100A1**<br>Class Contemplated<br>FN 1235 | **1982** A/S Nordsovaerftet—Ringkobing (156)<br>72,47 11,26 3,791<br>68,31 11,21 6,86<br>1 dk | **M General Cargo**<br>2 Ho 2 TwD ER<br>G.3 403 B.3 048<br>TEU 54 C. 54/20' (40')<br>2 Ha (stl) (each 18,7 × 8,0) ER<br>Der 2(5-15) | Oil 4SA 7Cy. 225 × 300<br>1 088bhp (800kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **7822419**<br>2YMH<br>KY129<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARKTOS II**<br>**C. Murray & Partners**<br>Kirkcaldy United Kingdom | **110**<br>—<br>— | | **1979** Campbeltown Shipyard Ltd. —Campbeltown (045)<br>25,91 6,74 2,477<br>22,99 6,71 3,38<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203 geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7041338**<br>UVLP<br>M-21590<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARKTUR**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **1 231**<br>545<br>1 740 | RS (RI) | **1971** Cant. Nav. Solimano—Savona (44)<br>68,89 11,03 4,599<br>63,40 11,00 5,01<br>1 dk | **M Tanker**<br>Wine<br>8 Ta ER<br>L.2 033 | Oil 4SA 8Cy. 360 × 450<br>1 650bhp (1 214kW) E made68 fitted71<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>13,5kn |
| **6851358**<br>UZQG<br>M-21639 | **ARKTUR**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **255**<br>88<br>134 | RS | **1952** VEB Elbewerft—Boizenburg<br>38,49 7,35 2,761<br>34,98 3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.275<br>4 Ha (each 1,1 × 1,1)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| **7630713**<br>HO4308<br>9397-79B<br>Gc Rdr<br>RT | **ARLAND**<br>ex Chidori-79<br>ex Myotoku Maru No. 1-79<br>**Arce Shipping Corp.**<br>Panama Panama | **994**<br>641<br>2 010 | NK | **1968** Watanabe Zosen K.K.—Hakata<br>71,07 11,00 4,868<br>65,00 10,98 5,49<br>P 11,9 F 8,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 8 190 | Oil<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki Japan<br>Gen 2 × 80kW<br>12kn |
| **7626396**<br>OEMD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARLBERG**<br>ex Star Abadan-79 ex Arlberg-78<br>**m.s. 'Arlberg' Osterreichischer Lloyd G.m.b.H & Co. K.G.**<br>Osterreichischer Lloyd Ges. m.b.H. & Co. K.G.<br>Wien Austria | **26 844**<br>18 948<br>44 600 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC UMS**<br>EL Mt 632,5/73,0U3<br>FN 8964 | **1978**-9 Gotaverken Arendal AB—Goteborg (902)<br>191,32 32,31 11,300<br>185,58 32,24 16,06<br>F 15,9 1 dk<br>rf nil<br>6BH WB19206T incl. Comb. top, btm & STs in holds 9549T, No. 4 hold 8468T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho ER<br>G.59 872<br>TEU 1500<br>7 Ha (12,9 × 13,0) (12,9 14,9 12,9 14,9 12,9 12,9 × 26,2) ER<br>Cr 4(25) | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>A/B Gotaverken Goteborg<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 1 × 900kW 2 × 680kW 450V 60Hz a.c. |
| **7414327**<br>HOJF<br>6117 -75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARLENE**<br>ex Habsari No. 5-80<br>**Arlene Shipping S.A.**<br>Panama Panama | **3 793**<br>2 530<br>8 332 | NK | **1975** Asakawa Zosen—Imabari (248)<br>106,43(BB) 16,34 6,681<br>97,95 16,30 8,16<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 293 B.7 408<br>2 Ha (stl) (28,5 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12,5kn |
| **6722064**<br>VGWS<br>319741<br>Esd Pfd<br>Rdr RTm | **ARLENE E. MELLON**<br>ex Unifox-69<br>**Booth Fisheries Canadian Co. Ltd.**<br>St. John's, Nfl. Canada | **651**<br>322<br>391 | ✠Classed LR until 10/69 | **1967**-9 Marine Industries Ltd.—Sorel, P.Q. (375)<br>50,75 9,28 4,395<br>43,01 9,24 6,76<br>B 3,4 2 dks<br>rf 787 | **M Fishing**<br>Stern Trawler<br>1 Ho 14,3 ER<br>3 Ha (stl) (1,5 1,5 × 1,0) (1,9 × 1,3) ER | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>15kn |

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|---|---|---|---|---|---|---|
| 7604441<br>OURH<br>D2476<br>Df Esd<br>Pfd Rdr<br>RT | **ARLIL**<br><br>**P/R Arlil**<br>Albert E. Boye & Co. I/S<br>Marstal Denmark | **299**<br>162<br>710 | <br><br>BV | **1976** A/S Nordsovaerftet—Ringkobing<br>(106)<br>49,71 8,34 3,455<br>44,46 8,28 5,52<br>P - 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 31,0 ER<br>G.1 312 B.1 159<br>1 Ha (27,5 × 4,9) ER<br>2W Der 1(5) 1(3) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 47,0t (d.o.)-2,0pd 10kn |
| 7644611<br><br>573728 | **ARLINE SNOW II**<br><br>**Borden Inc.**<br>Philadelphia, Pa United States of America | **151**<br>103<br>— | | **1976** Marine Builders Inc.—Mobile, Al<br>*23,75* 7,32<br>3,41<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>353bhp (260kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5165001<br>GXTT<br>144870<br>Df Esd<br>RT | **ARLINGHAM**<br>ex Isle of Harris-65<br>ex Zeearend-58 ex Tramp-56<br>ex Atlantis-56 ex Frejo-51<br>ex Mr. Harm Smeenge-46<br>**C. St. B. Sylvester**<br>Kingstown St. Vincent | **268**<br>146<br>320 | <br><br>(BV) | **1934** Gebr. van Diepen—Waterhuizen<br>(810)<br>*37,13* 6,79 2,490<br>6,74 2,75<br>1 dk<br>R | **M General Cargo**<br><br>1 Ho 20,9 ER<br>G.473 B.442<br>2 Ha (8,9 6,4 × 3,9) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 240 × 360<br>200bhp (147kW)<br>Appingedammer Brons Appingedam<br>Fuel 10,0t (d.o.) 8kn |
| 6403785<br><br><br>Esd Gc<br>Rdr | **ARLUNYA**<br><br>**Government of The Republic of The Philippines (Bureau of Coast & Geodetic Surveys)**<br>Manila Philippines | **178**<br>106<br>— | | **1963** Walkers Ltd.—Maryborough (44)<br>30,64 6,76 2,439<br>27,44 6,71 3,20<br>2 dks | **TM Research**<br>Survey<br>Mchy.aft | 2 Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW)<br>General Motors Corp. Detroit, Mi |
| 7329895<br>UFHF<br>M-7887<br>Df Esd<br>Rdr RT | **ARLYUK**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **564**<br>212<br>323 | <br><br>RS | **1973** ..............U.S.S.R.<br>54,21 9,38 3,809<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(3) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 5219412<br>3EGE<br>1164<br>2-82<br>Df Esd<br>Gc Rdr<br>RT | **ARMA**<br>ex Manita-82 ex Manila I-81<br>ex Manila-80<br>**Dartmouth Navigation Corp.**<br>Panama Panama | **8 246**<br>4 888<br>11 556 | <br><br>AB | **1959** Mitsubishi Nippon Heavy Ind.<br>—Yokohama (832)<br>146,36 19,08 8,938<br>137,01 19,00 11,82<br>P 15,0 B 27,5 F 12,5 2 dks<br>RW rf 76 | **M General Cargo**<br>Ref 11P<br>6 Ho 16,9 22,0 20,9 9,9 12,9 19,9<br>G.17 034 B.15 442 In.263<br>5 Ha (stl) (8,0 × 6,0) (13,5 11,2 13,0 11,2 × 7,0)<br>16W Der 1(50) 6(10) 10(5) | Oil 2SA 7Cy. 780 × 1400<br>9 300bhp (6 841kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 3 047,0t (hvf) 17kn |
| 5190719<br>TCRY<br>2148 | **ARMA**<br>ex Kocaeli<br>**Nejat Incediken ve Ortaklari**<br>Istanbul Turkey | **496**<br>281<br>589 | | **1944** ..............United Kingdom<br>56,39 9,15 2,744<br>9,10<br>1 dk<br>conv Landing Craft — | **TM General Cargo**<br><br>1 Ho 33,0<br>G.850 B.790<br>2W Der 2(1) | 2 Oil -SA each 6Cy. 190 × 280<br>225bhp (166kW) Buckau<br>..............<br>Fuel 30,5t 10kn |
| 5195501<br><br>222927<br>Rdr RT | **ARMA-NILAD**<br>ex Konan Maru-75<br>**May-Nilad Shipping Corp.**<br>Manila Philippines | **719**<br>343<br>260 | | **1959** Mitsubishi Zosen K.K.—Shimonoseki<br>(534)<br>57,99 8,84 3,201<br>51,49 8,79 3,99<br>1 dk | **M Ferry/General Cargo**<br>180P<br>2 Ho ER<br>G.411 B.371<br>2 Ha (4,1 3,5 × 2,5) ER | Oil 4SA 7Cy. 430 × 620<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 225V d.c.<br>Fuel 57,0t-5,5pd 14kn |
| 6602836<br>PCUD<br><br>Df Esd<br>Rdr RT | **ARMADA MARINER**<br>ex Dicky-79 ex Kraftka-75<br>**Rederij Kwekkeboom & Slagter**<br>Amons & Co.<br>Veere Netherlands | T.Mk<br>**491**<br>313<br>1 168<br>**1 112**<br>755<br>1 890 | ✠**100A1** SS 6/78<br>Ice Class 2 or 3 at<br>draughts not exceeding<br>3,816m & 5,016m<br>respectively<br>✠**LMC**<br>EL n 1$\frac{5}{16}$"SQ<br>FN 1206 | **1966**-1 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (983)<br>72,95 12,12 3,817/5,017<br>65,23 12,02 6,46<br>Ba 10,4 F 10,4 2 dks<br>rf nil<br>Coll BH to U dk 2 to 2nd dk WB361t | **M General Cargo**<br>Mchy.aft<br><br>G.2 715 B.2 478 | Oil 4SA 8Cy. 270 × 500<br>940bhp (691kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 73,0t 11kn |
| 8200761 | **ARMADA 2**<br><br>**Bumi Armada Navigation Sendirian Berhad**<br>Malaysia | **50**<br>—<br>— | **100A1**<br>Class Contemplated<br><br>FN 119 | **1982** Ironwoods Shipyard Sdn. Bhd.<br>—Kuching (30)<br>... ... ...<br>16,57 5,01 2,14 | **M Mooring Launch** | Oil<br><br>Caterpillar Tractor Co. Peoria, Illinois |
| 8200773 | **ARMADA 3**<br><br>**Bumi Armada Navigation Sendirian Berhad**<br>Malaysia | **50**<br>—<br>— | **100A1**<br>Class Contemplated<br><br>FN 119 | **1982** Ironwoods Shipyard Sdn. Bhd.<br>—Kuching (31)<br>... ... ...<br>16,57 5,01 2,14 | **M Mooring Launch** | Oil<br><br>Caterpillar Tractor Co. Peoria, Illinois |
| 6722636<br>SV2088<br>1908<br>RTm | **ARMADORES II**<br>ex Molosso-64<br>ex Esso Standard II-61 ex ST 741<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **137**<br>39<br>— | <br><br>(AB) | **1944** Tampa Marine Corp.—Tampa, Fl<br>(25)<br>*26,22* 7,01 2,921<br>24,67 3,15<br>1 dk<br>BK 64 | **M Tug** | Oil 4SA 6Cy. 330 × 432<br><br>Busch-Sulzer Bros. St. Louis, Mo<br>Gen 2 × 25kW 110V d.c.<br>Fuel 32,5t (d.o.) 10kn |
| 5024594 | **ARMAGNAC-BIGORRE**<br><br>**Societe Anonyme de Peche d'Armement et de Concervation (S.A.P.A.C.)**<br>Pointe Noire People's Republic of Congo | **104**<br>18<br>— | | **1950** Ch. A. Dupret—Gujan Mestras<br>*21,98* 6,20<br>... ... ... | **Wood M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 0,9 × 0,9) | Oil 4SA 7Cy. 230 × 300<br>350bhp (257kW)<br>Etab. Crepelle Lille<br>9,5kn |
| 5024609<br>UYBO<br>M-26486<br>Df Esd<br>Gc Rdr<br>RT | **ARMAN**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **10 033**<br>4 659<br>9 900 | <br><br>RS | **1961** Stocznia Gdanska im. Lenina—Gdansk<br>(B62/10)<br>155,12 20,05 8,200<br>142,02 19,97 11,64<br>3 dks<br>RW | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho<br>In.10 206<br>5 Ha (each 6,0 × 3,9)<br>12W Der 1(25) 10(5) 2(3) | C 8Cy. (4) 440 & (4) 950 × 950 with LP turb & hydraulic coupling<br>5 000ihp (3 678kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 1 × 50kW 220V<br>Fuel (o.f.) 13kn |

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| 7808803<br>3EET<br>1036<br>6-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARMAN**<br>ex Oriental Swallow-81<br>**Arce Shipping Corp.**<br>Panama Panama | 4 750<br>3 187<br>8 026 | NK | **1978** Imabari Zosen—Imabari (369)<br>110,72 16,59 7,800<br>103,03 16,36 9,43<br>P 23,2 F 9,2 1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft<br>L.(oil) 10 302 | Oil 4SA 6Cy. 540 × 850<br>5 000bhp (3 678kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 250kW 450V a.c.<br>13,25kn |
| 7366192<br>GUWL<br>365782<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARMANA**<br>**J. Marr & Son Ltd.**<br>Fleetwood United Kingdom | 393<br>156<br>737 | ✠100A1<br>stern trawler<br>✠LMC UMS<br>EL (H) ⅞"U2<br>FN 440 | **1976**-5 Drypool Eng. & D.D. Co. Ltd.—Hull (1563)<br>39,58 8,51 3,501<br>33,41 8,50 4,65<br>F 16,8 1 dk<br>rf 711 BK<br>5BH WB41T | **M Fishing**<br>Stern Trawler | Oil 4SA 16Cy. 222 × 292<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 107,0t (d.o.)<br>11,5kn |
| 5024611<br>ZSOY<br>350598<br>Df Esd<br>Rdr RTm | **ARMANA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ South Africa<br>Kaapstad | 390<br>138<br>— | ✠Classed LR until 11/68 | **1962**-3 Goole SB. & Repairing Co. Ltd.<br>—Goole (530)<br>*42,56* 8,64<br>41,84 8,54 4,35<br>F 8,6<br>RW rf 533 BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 12,6<br>4 Ha (stl) (2,7 2,7 1,5 × 1,0) (1,1 × 0,9) | Oil 4SA 8Cy. 381 × 457<br>1 250bhp (919kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 40kW 110V d.c.<br>Fuel (d.o.)<br>13kn |
| 7832012<br><br>596380 | **ARMANCE BARRILLEAUX**<br>**Otis Engineering Corp.**<br>Houston, Tx United States of America | 203<br>191<br>— | | **1978** ............Harvey, La<br>*21,80* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| 6709206<br>6ZYL<br>2713<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARMAND HAMMER**<br>ex Margaret C. Mosher-68<br>**Permian Trading Corp.**<br>Anglo Nordic Bulkships (Management) Ltd.<br>Monrovia Liberia | 32 759<br>21 242<br>59 806 | AB | **1967** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1636)<br>240,34(BB) 36,05 11,531<br>227,49 36,01 19,11<br>F 19,2 1 dk<br>rf 38 conv Ore/Oil Carrier 80 | **M Chemical Carrier**<br>Mchy.aft | Oil 2SA 8Cy. 900 × 1550 Sulzer<br>18 400bhp (13 534kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 600kW 2 × 500kW<br>Fuel 4 922,5t<br>15,5kn |
| 7902269<br>VCSJ<br>391570<br>Esd Rdr<br>RT | **ARMAND IMBEAU**<br>**Societe des Traversiers du Quebec**<br>Quebec, P.Q. Canada | 1 285<br>482<br>726 | ✠Classed LR until 6/3/81 | **1980**-4 Marine Industries Ltd.—Sorel, P.Q. (444)<br>62,06 21,95 3,661<br>56,01 21,49 5,59<br>1 dk<br>rf nil | **M Ferry**<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shaft<br>2 480bhp (1 824kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 100kW 550V 60Hz a.c.<br>Controllable pitch propeller fwd , 1 aft |
| 6810134<br><br><br>Esd Pfd<br>Rdr RTv | **ARMANDO MESTRE**<br>ex Saumonards-74<br>ex Jens Rohde-73<br>ex Jens Grau-71<br>**Government of The Republic of Cuba**<br>Habana Cuba | 345<br>170<br>561 | (BV) | **1968** Hermann Suerken—Papenburg (S.204)<br>49,94 8,67 2,947<br>45,09 8,64 3,61<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho ER<br>1 Ha (14,4 × 5,1) ER | Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Fuel (d.o.)<br>10kn |
| 7029768<br>ITAN<br>675<br>Esd Pfd<br>Rdr RT | **ARMANDO NERI**<br>**Comm. Tito Neri**<br>Livorno Italy | 165<br>43<br>— | RI | **1970** Cant. Nav. M. & B. Benetti<br>—Viareggio (89)<br>27,84 7,35 3,252<br>25,02 7,32 4,02<br>1 dk | **M Tug** | Oil 2SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 5024659<br>SUCA<br>19<br>Df Esd<br>Gc Rdr<br>RT | **ARMANT**<br>ex Vittoria Maria G.-53<br>ex Erik Banck-50<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | 2 312<br>1 132<br>3 526 | (AB)<br>✠Classed LR until 2/57 | **1948**-5 Wm. Gray & Co. Ltd.—West Hartlepool (1215)<br>102,27 14,36 5,804<br>94,49 14,28<br>P 7,1 F 9,2 1 dk & S dk<br>RW rf nil | **S General Cargo** OSD<br>3 Ho<br>G.6 481 B.6 017<br>5 Ha<br>10W Der 2(15) | T 3Cy. 508 813 & 1473 × 1067<br>1 500ihp (1 103kW)<br>Central Marine Eng. Wks West Hartlepool<br>Gen 2 × 30kW 1 × 10kW<br>Fuel 305,0t (o.f.)<br>12kn |
| 7047148 | **ARMANTE**<br>ex Puma-80<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | 129<br>87<br>— | BV | **1969** Breaux's Bay Craft Inc.—Loreauville, La<br>33,53 6,25 1,791<br>30,82 6,20 2,98<br>1 dk | **TM Supply Launch**<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 120bhp (1 559kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Fuel (d.o.)<br>20kn |
| 7044550<br>ESOY<br>M-12328<br>Df Esd<br>Rdr RT | **ARMATURSHCHIK**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | 631<br>223<br>320 | (RS) | **1969** ............U.S.S.R.<br>54,21 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7630048<br>UWTR<br>M-12474 | **ARMAVIR**<br>**U.S.S.R. -'Dalryba'**<br>Aleksandrovsk-Sakhalinskiy U.S.S.R. | 163<br>39<br>88 | RS | **1976** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 5024738<br>WE6279<br>265621<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARMCO**<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | 12 448<br>9 443<br>26 773 | AB | **1953** American SB. Co.—Lorain, Oh (870)<br>233,79 21,39 7,621<br>21,34 10,98<br>P 28,4 F 16,8 1 dk<br>rf 76 len 74<br>conv Bulk Carrier 82 | **S Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>24 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>Westinghouse Elec. Corp. Pittsburgh, Pa<br>Gen 2 × 400kW<br>Fuel 540,5t (o.f.)<br>16,5kn |
| 8005226<br>SXXT<br>8214<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARMENISTIS**<br>**Hippalus Maritime Corp.**<br>Empros Lines Shipping Co. Special S.A.<br>Piraeus Greece | 15 857<br>11 294<br>26 975 | ✠100A1<br>bulk carrier strengthened for heavy cargoes, No.3 cargo hold may be empty<br>✠LMC UMS<br>EL Gt 577,5/60,0U3<br>FN 6162 | **1981**-12 Naikai Zosen—Setoda (461)<br>173,01(BB) 22,84 10,626<br>164,01 22,81 14,76<br>P 29,9 F 13,2 1 dk<br>rf nil<br>NS 7BH WB11632T, incl. topside tanks in holds 3872T Comb. btm & STs 2211T & No. 3 hold 4488T | **M Bulk Carrier**<br>5 Ho 23,0 28,0 20,0 23,2 28,8 ER<br>G.37 652 B.32 961 HeCls. B<br>5 Ha (stl) (14,0 19,2 8,7 19,2 19,6 × 11,4) ER<br>Cr 2(25) 2(15) | Oil 2SA 6Cy. 670 × 1700 B&W<br>10 000bhp (7 356kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 125,0t (d.o.) 1 365,0t (hvf)-30,0pd<br>15kn |

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| **5057084**<br>SV3300<br>4472<br>Df Esd<br>RT | **ARMENISTIS**<br>ex Scaldia Trader-73<br>ex Cadans-69<br>**N. Gaglias & Theano N. Metaxas**<br>Piraeus Greece | **495**<br>276<br>935 | ✠**100A1** SS 1/79<br>✠**LMC**<br>EL j<br>FN 732 | **1958**-9 N.V. Bodewes Schps. —Martenshoek (436)<br>60,20 9,33 3,595<br>55,02 9,20 4,09<br>P 16,2 F 11,9 1 dk<br>RW rf 76<br>3BH WB313t incl. Dkm12t Dkf30t | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 152 B.1 070<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 80,5t (d.o.) 10kn |
| **5259345**<br>SV3649<br>3954<br>Df Esd<br>Rdr<br>RTm/h | **ARMENISTIS I**<br>ex Georgios D-81 ex Nusakan-79<br>**New Chios Maritime Ltd.**<br>Piraeus Greece | **997**<br>519<br>1 340 | BV<br>✠Classed LR until 8/73 | **1958**-9 N.V. Schps. Gebr. van Diepen —Waterhuizen (949)<br>71,51 10,34 4,268<br>64,75 10,24 4,86<br>P 18,6 RFD 25,3 F 8,6 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 42,4 ER<br>G.1 855 B.1 773<br>2 Ha (stl) (9,8 19,8 × 5,8) ER<br>6W Der 6(3) | Oil 2SA 8Cy. 300 × 550<br>1 000bhp (736kW)<br>L. Smit & Zoon Kinderdijk<br>Gen 2 × 55kW 1 × 20kW 220V d.c.<br>Fuel 84,5t (d.o.) 11kn |
| **5024752**<br>UDUY<br>M-26935<br>Df Esd<br>Gc Rdr<br>RTm | **ARMENIYA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **5 169**<br>2 323<br>1 355 | RS | **1963** VEB Mathias-Thesen-Werft—Wismar (117)<br>122,15 16,03 5,261<br>110,01 15,96 7,62<br>3 dks<br>RW | **TM Passenger Ship**<br>333bth P<br>Ice strengthened<br>1 Ho<br>B.585<br>1 Ha (5,5 × 3,9)<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 300bhp (6 105kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 264kW 380V<br>18,75kn |
| **7023776**<br>EVQG<br>M-30393<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARMENIYA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 654**<br>1 115<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (296)<br>82,02 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **5024764**<br>TMBR<br>5621<br>Df Esd<br>Pfd RTm | **ARMIDE**<br>**Valentin Naveos**<br>Lorient France | **185**<br>48<br>— | (BV) | **1955** Ch. Nav. de la Pallice—La Rochelle-Pallice (5028)<br>35,41 6,71 3,696<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 1,0)<br>1W Der 1(2) | Oil 4SA 6Cy. 290 × 360<br>420bhp (309kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Fuel 41,5t (d.o.) 11kn |
| **7314400**<br>SXHL<br>4994<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARMONIA**<br>**Hemisphere Navigation Corp.**<br>Piraeus Greece | **23 144**<br>16 967<br>41 052 | AB | **1973** Sanoyasu Dockyard Co. Ltd.—Osaka (322)<br>183,65(BB) 27,67 12,101<br>173,01 27,60 17,00<br>P 11,3 F 5,2 1 dk<br>rf 25 | **M Bulk Carrier**<br>5 Ho 20,5 27,8 27,9 27,9 27,1 ER<br>G.53 674 B.44 949 HeCls. B<br>5 Ha (stl) (10,4 18,1 18,3 18,3 18,3 × 10,9) ER<br>Cr 5(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 133,5t (hvf)-48,0pd<br>15kn |
| **6609573**<br>LW3726<br>Df Esd<br>RT | **ARMONIA**<br>**Amapola S.R.L.**<br>Mar del Plata Argentina | **105**<br>—<br>86 | | **1965** Astilleros A.T.A.M.A.—San Fernando<br>24,08 3,099<br>21,70 6,05 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5379119**<br>SYSQ<br>5507<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARMONIKOS**<br>ex Vestalis-75<br>**Armonikos Shipping Corp.**<br>Mayamar Marine Enterprises<br>Piraeus Greece | **36 797**<br>21 985<br>64 737 | GL (NV) | **1963** Kockums M/V A/B—Malmo (458)<br>236,33 33,28 12,631<br>227,62 33,23 16,24<br>P 53,1 F 33,6 1 dk<br>rf 140 | **M Tanker**<br>21 Ta ER<br>L.(oil) 75 599 HeCls. BC | Oil 2SA 12Cy. 840 × 1600<br>21 600bhp (15 888kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 1 × 456kW 3 × 348kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 3 906,5t (hvf)-59,0pd<br>17,25kn |
| **5272816**<br>RH-Q<br>Df Esd<br>RT | **ARMOR**<br>ex Pantelis-76<br>ex Megalochari Tinou-75<br>ex Peen-74 ex Peenemunde-73<br>Puerto Cortes Honduras | **384**<br>187<br>563 | (DSRK) | **1956** VEB Elbewerft—Boizenburg (1707)<br>49,92 8,28 3,175<br>45,01 8,23 3,76<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,7 ER<br>G.680 B.645<br>2 Ha (10,9 8,7 × 4,9) ER<br>Cr 2(3) | Oil 4SA 6Cy. 320 × 480<br>400bhp (294kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 55kW 1 × 48kW 1 × 24kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) |
| **5384073**<br>THTO<br>289297<br>Df Esd<br>Pfd Rdr<br>RT | **ARMOR**<br>ex Vulcano-78<br>**Jean Le Lamer & Jean Morvan**<br>Groupement des Pecheurs Etellois<br>Lorient France | **125**<br>52<br>— | BV | **1962** S.I.C.C.Na.—St. Malo (T12)<br>24,31 6,86 2,642<br>22,36 6,80 3,41<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.90<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 30,0t (d.o.) 11kn |
| **7108203**<br>FNBX<br>Df Esd<br>Gc Rdr<br>RT | **ARMORIQUE**<br>ex Terje Vigen-75<br>**B. A. I. S.A. Brittany Ferries (Bretagne-Angleterre Irlande)**<br>Morlaix France | T.Mk<br>**5 732**<br>3 036<br>1 168 | BV (NV) | **1972** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (205)<br>116,62(BB) 19,23 4,331<br>108,41 19,21 11,16<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>700P<br>Bow Door Stern doors | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>12 000bhp (8 827kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 120kW<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>21kn |
| **5418848**<br>THYI<br>3133<br>Df Esd<br>Rdr RTm | **ARMORIQUE**<br>**Armement L. Kuhn**<br>Joseph Pensec<br>Camaret France | **254**<br>154<br>— | | **1962** Keraudren Pere & Fils—Camaret<br>*29,24* 7,98<br>7,93 4,63<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>4 Ha (1,3 1,1 × 1,3) (1,6 1,6 × 0,7) | Oil 4SA 5Cy. 220 × 320<br>450bhp (331kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel (d.o.) 9,5kn |
| **8108432**<br>VJEH<br>386172<br>RT | **ARMSTRONG CREEK**<br>**Marine Charters (Aust.) Pty. Ltd.**<br>Lombardo Marine Group Pty. Ltd.<br>*Fremantle, W.A.* Australia | **148**<br>35<br>— | AB | **1981** Ocean Shipyards—Fremantle (137)<br>21,04 7,47 3,401<br>20,78 7,32 3,81<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 137 × 152 with clutches & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 64kW 220/440V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 78,0t (d.o.) 10,5kn |

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| **6851372**<br>URJT<br>M-21748 | **ARMU**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **255**<br>88<br>137 | RS | **1952** VEB Elbewerft—Boizenburg<br>38,49 7,27 2,941<br>3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,1 × 1,1)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5024843**<br><br>480 | **ARMUTLU**<br><br>**Eregli Komurleri Isletmesi**<br>Istanbul Turkey | **108**<br>30<br>— | | **1961** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1080)<br>26,17 7,12<br>24,01 6,71 3,46<br><br>RW | **M Tug** | Oil 4SA 8Cy. 270 × 360<br><br>Kloeckner Humboldt Deutz Koeln |
| **6875483**<br>UBZR<br>M-28181 | **ARNA**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **158**<br>40<br>96 | RS | **1966** ..............U.S.S.R.<br>33,41 6,68 2,640<br>3,51<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.90<br>1 Ha (1,3 × 1,9)<br>Der 2(1,5) | Oil 4SA 8Cy. 240 × 360<br>E made70 fitted—<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7359761**<br>FZKX<br><br>Df Esd<br>Gc Rdr<br>RTm | **ARNAGE**<br><br>**Societe Francaise de Transports**<br>**Maritimes (S.F.T.M.) &**<br>**Walon S.A.**<br>Compagnie Morbihannaise de<br>Navigation<br>Nantes France | **1 592**<br>733<br>1 400 | BV | **1974** Soc. Nouvelle des At. & Ch. du Havre<br>—Le Havre (223)<br>100,46 4,001<br>92,00 15,91 11,10<br>2 dks | **TM RoRo Cargo**<br><br>Stern door/ramp<br>Mchy.aft<br>1 Ho<br>G.13 096<br>Der 1(3) | 2 Vee Oil 4SA each 12Cy. 240 × 280<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 192kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 16kn |
| **5151751**<br>XPQB<br>D2685<br>Esd Rdr<br>RTm | **ARNANES**<br>ex Hjelm-69<br>**Pall Klein**<br>Torshavn Faroe Islands | **156**<br>62<br>240 | BV | **1956** H. C. Christensens Staalskibsv. af<br>1949—Marstal (67)<br>33,38 6,48 2,998<br>30,48 6,43<br>P 10,4 RQD 6,1 B 4,6 F 3,1 1 dk<br>RW rf 152 | **Aux M General Cargo**<br><br>1 Ho 9,9 ER<br>G.170<br>1 Ha (9,9 × 4,1) ER<br>1W Der 1(4) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 110V d.c.<br>Fuel 9,5t (d.o.) 9kn |
| **5327219**<br>EBYR<br>665<br>Df Esd<br>Rdr RTm | **ARNAO**<br>ex Sierra Blanca-78<br>**Ore S. L.**<br>Bilbao Spain | **398**<br>142<br>571<br>**669**<br>323<br>840 | BV | **1960** Indunaval S.A.—Bilbao (31)<br>56,62 9,05 3,350/4,001<br>50,50 8,98 5,36<br>1 dk & S dk<br>RW rf 114 | **M General Cargo** OSD/CSD<br><br>1 Ho 32,5 ER<br>B.1 416<br>2 Ha (8,1 14,7 × 3,9) ER<br>8W Der 6(3) | Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 1 × 40kW 1 × 20kW 220V d.c.<br>Fuel 81,5t (d.o.) 13kn |
| **7326415**<br>TFUM<br>1307<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARNAR**<br><br>**Skagstrendingur H/f**<br>Skagastrond Iceland | **462**<br>146<br>363 | ✠**100A1** SS 2/78<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL (I) J 1"U2<br>FN 661 | **1973**-8 Narasaki Zosen K.K.—Muroran<br>(834)<br>47,10 9,53 4,566<br>41,23 9,50 6,51<br>B & F 18,6 2 dks<br>rf 787 Box K 305<br>Coll BH to U dk 3 to 2nd dk WB nil | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 280V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6423840**<br>TFLL<br>0234<br>Df Esd<br>Pfd Rdr<br>RT | **ARNAR**<br><br>**Audbjorg H/f**<br>Thorlakshofn Iceland | **187**<br>77<br>— | (NV) | **1964** Kaarbos M/V A/S—Harstad (44)<br>33,38 6,81 3,563<br>29,93 6,79 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>1 Ha (3,9 × 1,4) ER<br>1W Der 1(2,5) | Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6910881**<br>TFAZ<br>1047<br>Df Esd<br>Rdr RT | **ARNARBORG**<br>ex Hafalda-72 ex Elding-71<br>**Kofunarstodin H/f**<br>Reykjavik Iceland | **105**<br>32<br>— | | **1967** Stalskipasmidjan—Kopavogi<br>27,44 6,91 2,744<br>22,26 6,86 3,28<br>1 dk | **TM Fishing**<br>Side-fishing<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 140 × 180<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel (d.o.) |
| **7358638**<br>TFRB<br>1531<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ARNARFELL**<br>ex Mercandian Exporter-79<br>**Samband Islenzkra**<br>**Samvinnufelaga (Samband**<br>**Line)**<br>Husavik Iceland | T.Mk<br>**699**<br>426<br>1 626<br>**1 600**<br>998<br>3 099 | NV | **1974** Frederikshavn Vaerft A/S<br>—Frederikshavn (347)<br>78,52 (BB) 13,09 3,969/5,733<br>70,82 13,01 7,01<br>RAD - F - 2 dks<br>rf 203 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.3 802 B.3 378<br>2 Ha (stl) (18,9 19,5 × 8,0) ER<br>Cr 1(5) Der 2(5) | Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 221,5t (d.o.)-8,0pd 13kn |
| **6604559**<br>XPXC<br>D1319<br>Df Esd<br>Pfd Rdr<br>RT | **ARNATINDUR**<br><br>**P/f Farmasigling**<br>Rosing Rasmussen<br>Torshavn Faroe Islands | **339**<br>204<br>708 | NV | **1965** P/F Skala Skipasmidja & Handelsvirki<br>—Skala (7)<br>53,68 9,66 3,404<br>48,01 9,63 3,51<br>1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br><br>Ice strengthened<br>1 Ho ER<br>G.1 359 B.1 274<br>2 Ha (each 11,3 × 4,9) ER<br>2W Der 1(10) 1(3) | Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 30kW 1 × 16kW<br>220V 50Hz a.c.<br>Fuel (d.o.) 9kn |
| **7517624**<br>SDBF<br><br>Df Esd<br>Rdr RT | **ARNE TISELIUS**<br><br>**Government of The Kingdom of**<br>**Sweden (Svenska Staten**<br>**Vetenskapsakademien)**<br>Stockholm Sweden | **150**<br>—<br>— | (NV) | **1976** Th. Hellesoy Skipsbyggeri A/S<br>—Lofallstrand (94)<br>25,02 7,01<br>21,52 6,99 3,51<br>F - 1 dk<br>rf- BK 102 | **M Research/Fishing**<br><br>Ice strengthened | Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller fwd . 1 aft |
| **5024910**<br>LIJV<br>12956<br>RT | **ARNE-JOHAN**<br><br>**Finn Knutsen P/R**<br>Svolvaer Norway | **113**<br>40<br>203 | | **1950** Raudeberg Batrep—Raudeberg<br>27,74 6,41<br>6,35<br>1 dk | **Wood M General Cargo**<br><br>1 Ho ER<br><br>1 Ha ER<br>Der 1(4) | Oil 4SA 5Cy. 250 × 360<br>450bhp (331kW) E made69 fitted73<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7328504<br>UMQV<br>M-32039<br>Df Esd<br>Gc Rdr<br>RT | **ARNEB**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **649**<br>211<br>395 | RS | **1973** .............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5401041<br>LMSM<br>11865<br>Df RT | **ARNES**<br>ex Ornes-62<br>**P/R Arnes**<br>Georg A. Olsen<br>Kopervik Norway | **286**<br>153<br>396 | (NV) | **1947** Karlstads Varv A/B—Karlstad (124)<br>39,20 7,35 3,201<br>35,67 7,29<br>1 dk<br>BK 165 | **M General Cargo**<br>1 Ho ER<br>G.453 B.425<br>1 Ha (15,3 × 4,2) ER<br>2W Der 1(5) 1(3) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW) NE 57<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 26kW 220V d.c.<br>Fuel 20,5t (d.o.) 10kn |
| 6616344<br>TFBH<br>1014<br>Df Esd<br>Rdr RT | **ARNEY**<br>ex Arsaell Sigurdsson-78<br>**Dagur Ingimundarson og Oskar Thorhallsson**<br>Keflavik Iceland | **195**<br>68<br>— | NV | **1966** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (21)<br>34,65 6,84 3,302<br>30,61 6,71 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (0,7 × 0,9) (2,9 × 1,2) ER<br>1W Der 1(3) | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 2 × 25kW 220V d.c.<br>Fuel (d.o.) |
| 7002502<br>VM2135<br>171225<br>Esd Rdr<br>RTh | **ARNHEM T**<br>ex Warleen-69<br>**W. Angliss & Co. Ltd.**<br>*Darwin, N.T.* Australia | **115**<br>62<br>— | | **1938** Melbourne Harbour Trust —Williamstown, Victoria<br>24,80 5,85 3,048<br>22,28 5,82 3,54<br>B 7,7 2 dks<br>R | **M Fishing**<br>Side Trawler Ref<br>2 Ho 8,5 4,5<br>In.71<br>2 Ha (alu) (1,5 × 1,2) (1,5 × 1,5) | Oil 4SA 8Cy. 130 × 152<br>347bhp (255kW) NE 65<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 32kW 1 × 25kW 415V 50Hz a.c.<br>Fuel 40,0t (d.o.) 10kn |
| 5296939<br>LHCF<br>18094<br>Df Esd<br>RT | **ARNHILD**<br>ex Rita Bartels-72<br>**Johannes Skaten**<br>Haugesund Norway | **299**<br>159<br>483 | GL | **1955** J. J. Sietas K.G. Schiffswerft —Hamburg (386)<br>44,51 8,21 3,099<br>39,40 8,16 3,41<br>P 9,2 F 5,5 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.652 B.606<br>1 Ha (21,0 × 5,0) ER<br>Der 2(2) | Oil 4SA 12Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,5kn |
| 7939963<br>Y6DO | **ARNI**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **184**<br>—<br>46 | DSRK | **1977** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets<br>29,32 3,201<br>27,01 8,31 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 55kW 230V a.c.<br>11kn |
| 6710358<br>TFJA<br>1055<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARNI FRIDRIKSSON**<br>**Government of The Republic of Iceland (Hafrannsoknastofnunin)**<br>Reykjavik Iceland | **449**<br>123<br>117 | ✠**100A1** SS 10/79<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL q $1\frac{1}{16}$"SQ<br>FN 520 | **1967**-9 Brooke Marine Ltd.—Lowestoft (357)<br>41,38 9,86 3,671<br>35,82 9,76 4,73<br>F 24,4 1 dk, 2nd dk fwd of mchy. space<br>rf 991<br>3BH WB14t | **M Research/Fishing**<br>Stern Trawler<br>Der 1(3) 1(1) | 2 Oil 4SA each 6Cy. 235 × 330 sr geared to sc. shaft<br>1 030bhp (758kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 125kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| 6427382<br>TFJF<br>0089<br>Df Esd<br>Rdr RT | **ARNI GEIR**<br>ex Asgeir Magnusson-81<br>ex Hafalda-79 ex Mimir-75<br>ex Heimir-68<br>**Einar Palmason**<br>Keflavik Iceland | **168**<br>69<br>— | (NV) | **1963** Flekkefjord Slipp & Mask. —Flekkefjord (72)<br>33,89 6,74 3,296<br>27,31 6,71 3,56<br>1 dk<br>len 66 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (0,9 × 1,3) (3,5 × 1,6) ER<br>1W Der 1(3) | Oil 4SA 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) |
| 7119109<br>TFTG<br>1179<br>Df Esd<br>Pfd Rdr<br>RT | **ARNI I GORDUM**<br>**Einar Gudmundsson H/f**<br>Vestmannaeyjar Iceland | **103**<br>33<br>132 | | **1971** Thorgeir & Ellert h/f—Akranes (25)<br>27,64 6,63 3,048<br>6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 8,0 ER<br>1 Ha (stl) (2,2 × 1,5) ER | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 30kW 1 × 24kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 11,75kn |
| 7125225<br>DAJL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARNIS**<br>**Reederei Hartmut Leistikow K.G.**<br>Kumo Bereederung G.m.b.H.<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>281<br>1 426 | GL | **1971** Schiffsw. Hugo Peters—Wewelsfleth (544)<br>76,56 (BB) 4,058<br>68,08 12,81 7,01<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 45,0 ER<br>G.3 670 B.3 369<br>TEU 163 C. 163/20'<br>3 Ha (stl) (12,6 × 8,3) (13,1 13,1 × 10,3) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 52kW 1 × 25kW 380V 50Hz a.c.<br>Fuel 108,5t (d.o.) 12,25kn |
| 7361336<br>OZGI<br>C821<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARNOLD MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Svendborg Denmark | **30 468**<br>17 322<br>29 813 | ✠**100A1** SS 11/80<br>✠**LMC** **UMS**<br>Mt $2\frac{7}{8}$"U3<br>FN 9673 | **1975**-11 Flender Werft A.G.—Luebeck-Siems (609)<br>209,02(BB) 30,59 11,678<br>196,55 30,51 18,70<br>F 18,6 2 dks<br>rf 305 DK in way of Nos. 2, 3, 4 & 5 holds len 78<br>NS 10BH WB6039t | **S Container Ship**<br>Fixed-guides<br>8 Cell.Ho 6,2 29,1comb. 12,7 27,2comb. 12,7 27,2comb. ER 27,2comb. 6,5<br>TEU 1942<br>C.Ho 112/20' 399/40' C.Dk 936/20' (40') 32/20' 32/40'<br>12 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm² (73,6bar) (Spt 513°C 66,4kgf/cm² (65,2bar)) hs2387,6<br>sg 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1504kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 080,0t (hvf)-188,0pd 25,25kn |
| 5025110<br>PKMX<br>1300/L<br>Df Esd<br>RT | **ARNOLD MONONUTU**<br>**P.T. Perusahaan Pelayaran Sulawesi Selatan**<br>Ujung Pandang Indonesia | **816**<br>471<br>1 063 | KI GL | **1959** Niestern Schps. Unie N.V. —Hellevoetsluis (72)<br>58,63 9,30 4,160<br>52,79 9,20 5,34<br>2 dks<br>RW | **M General Cargo** CSD<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 50kW 220V a.c. |
| 7813779<br>Y4CE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARNOLD ZWEIG**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **3 169**<br>1 425<br>2 244 | DSRK | **1978** VEB Volkswerft Stralsund—Stralsund (205)<br>101,89 15,22 5,800<br>91,65 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho<br>B.430 In.1 715<br>2 Ha (stl) (each 2,2 × 2,2)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |

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|---|---|---|---|---|---|---|
| 7230044<br>4XYP<br>MS228<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARNON**<br>ex Union Transtasman-77<br>**LMB Mineral Carriers in Bulk Ltd.**<br>Sea Lanes N.V.<br>Haifa Israel | **3 166**<br>1 744<br>5 385 | AB | **1972** Tohoku Zosen—Shiogama (140)<br>85,78 15,27 7,443<br>79,23 15,24 9,15<br>P 7,1 B 13,5 F 10,7 1 dk | **M General Cargo**<br>3 Ho 18,2 18,2 17,6 ER<br>G.6 239 B.5 943 HeCls. B<br>3 Ha (stl) (each 12,2 × 7,6) ER<br>3W Der 2(15) 1(10) | Oil 4SA 6Cy. 460 × 740<br>2 550bhp (1 876kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 172kW 450V 60Hz a.c.<br>Fuel 201,0t (hvf)-10,0pd 12,25kn |
| 7387471<br>EGUX<br>Df Esd<br>Gc Rdr<br>RT | **ARNOYA**<br>**Pesquera Congeladora Internacional S.A.**<br>Huelva Spain | **443**<br>223<br>— | BV | **1975** Ast. Gondan—Puerto de Figueras (101)<br>43,52 9,33 4,020<br>38,00 9,30 6,20<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 225 × 300<br>1 200bhp (883kW) B&W<br>Cons. Echevarria Bermeo<br>Fuel 212,5t (d.o.) 11,75kn |
| 5031963<br>LFPF<br>16445<br>Df Esd<br>Rdr RTm | **ARNSTEIN**<br>ex Axel Sif-66<br>**Kommandittselskap A/S Arnstein**<br>Bjorn Inge Hansen<br>Kopervik Norway | **499**<br>316<br>950 | ✠**100A1** SS 8/79<br>**LMC**<br>EL j 1⅛"SQ<br>FN 737 | **1960**-12 Schps. "Hoogezand" J. Bodewes —Hoogezand (101)<br>61,09 9,30 3,645<br>55,61 9,20 4,04<br>RQD 15,3 F 12,5 1 dk<br>RW rf 89<br>3BH WB322t incl Dk a25t m13t | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 133 B.1 062<br>2 Ha (7,7 15,3 × 4,8) ER<br>3W Der 3(3) | Oil 4SA 8Cy. 300 × 450<br>700bhp (515kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 10kW 110V d.c.<br>Fuel 71,0t (d.o.) 11,5kn |
| 7817256<br>LIXI<br>19448<br>Esd Gc<br>Pfd Rdr<br>RT | **ARNT ANGEL**<br>**A/S Tangvag Tralrederi**<br>Arvid Angelsen<br>Svolvaer Norway | **178**<br>56<br>200 | | **1980** Moen Slip & Mek. Verksted A/S —Kolvereid (13)<br>29,37 7,62<br>24,31 7,61 3,69<br>1 dk | **M Fishing**<br>Sealer Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 159<br>940bhp (691kW)<br>Cummins Engine Co. Inc. Columbus, In |
| 7047447<br>IMGL<br>889<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARNUS**<br>ex Padus-73<br>**Grimaldi Compagnia di Navigazione S.A.**<br>Palermo Italy | T.Mk<br>**2 494**<br>1 463<br>— | RI<br>✠Classed LR until 6/74 | **1971**-3 Van der Giessen-de Noord N.V. —Alblasserdam (880)<br>95,61 16,11 5,371<br>88,22 16,01 7,80<br>F 9,8 2 dks<br>rf 203 conv Fixed-guides Container Ship 72 | **M RoRo Cargo/General Cargo**<br>2 Ho 38,4 25,9 ER<br>2 Ha (stl) (32,0 25,9 × 13,4) ER | Oil 4SA 8Cy. 450 × 550 reverse reduction geared to sc. shaft<br>3 500bhp (2 574kW) MaK<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 152kW 400V 50Hz a.c.<br>Fuel 337,5t (hvf) 15,5kn |
| 6828181<br>P3OC<br>394332<br>Df Esd<br>Gc Rdr<br>RT | **ARO**<br>ex Ise Maru No. 12-80<br>**Seaworthy Ltd.**<br>Eurointerlink Ltd.<br>Limassol Cyprus | **2 559**<br>1 557<br>4 354 | NK | **1968** Kurushima Dock Co. Ltd.—Imabari (437)<br>91,80 14,20 6,198<br>84,51 14,18 7,40<br>P 18,0 F 8,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 352 B.5 002<br>2 Ha (stl) (21,0 22,8 × 7,7) ER | Oil 4SA 6Cy. 500 × 700<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW 445V a.c.<br>Fuel 118,0t-9,5pd 12kn |
| 6506329<br>LNXY<br>16165<br>Df Esd<br>Rdr RT | **AROLD**<br>ex Horsa-76<br>**K/S A/S Arold**<br>Kopervik Norway | **499**<br>298<br>1 006 | NV | **1965** Aukra Bruk A/S—Aukra (24)<br>59,87 9,48 3,874<br>53,42 9,45 4,02<br>1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>G.1 648 B.1 501<br>2 Ha (10,5 × 5,2) (13,7 × 6,1)<br>3W Der 1(15) 2(3) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 48kW 220V 50Hz a.c.<br>Fuel 55,0t (d.o.)-2,5pd 11kn |
| 6918314<br>HPXS<br>9220<br>-78A<br>Pfd Rdr<br>RT | **AROMA CHEMICARRY**<br>ex Kokuryu Maru No. 2-79<br>**Kokuka (Panama) S.A.**<br>Korea Chemical Carriers Ltd.<br>Panama Panama | **999**<br>593<br>1 752 | KR | **1969** Imai Zosen—Kochi (271)<br>70,21 10,62 4,966<br>63,51 10,60 5,41<br>P 15,3 F 8,3 1 dk<br>RW | **TM Tanker**<br>Chemical SBT<br>8 Ta ER<br>L.2 265 HeCls. ptB | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 48kW 225V a.c.<br>Fuel 64,0t (d.o.)-6,0pd 11kn |
| 7833066<br>UZGF<br>M-7363<br>RT | **AROMASHEV**<br>ex RS-300 No. 120<br>**U.S.S.R.-'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1979** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 5025160<br>IKHO<br>812<br>RTm | **ARON**<br>**Meloria S.r.l. di Navigazione**<br>Livorno Italy | **497**<br>263<br>775 | RI | **1953** Cant. Nav. Offic. Mecc. "Papette" —Venezia (111)<br>52,61 8,59 3,580<br>47,40 8,56 4,14<br>P 15,0 F 7,1 1 dk<br>RW | **M General Cargo**<br>2 Ho each 17,9<br>2 Ha (each 11,9 × 5,0)<br>Cr 2(3) | Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW)<br>S.A. Ansaldo Genova<br>Gen 1 × 30kW 2 × 20kW 110V d.c.<br>Fuel (d.o.) |
| 7211139<br>OIAR<br>1184<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARONA**<br>**Rederi A/B Asta**<br>Mariehamn Finland | **2 387**<br>867<br>4 090 | NV | **1972** Hollming Oy—Rauma/Raumo (200)<br>118,09(BB) 16,06 5,982<br>108,64 16,01 12,81<br>2 dks<br>rf 51 | **TM RoRo Cargo** 12P<br>Bow door/ramp<br>Stern door/ramp Ice strengthened<br>1 Ho 53,9 ER<br>B.10 380<br>TEU 129<br>C.Ho 28/20' C.RoRo Dk 71/20'<br>C.Dk 30/20' | 2 Oil 4SA each 9Cy. 400 × 460<br>9 000bhp (6 620kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 496kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 360,5t (hvf) 19kn |
| 7119721<br>DAHN<br>Df Esd<br>Gc Rdr<br>RTh/v | **AROS**<br>**Partenreederei m.s. 'Aros'**<br>Reinhold Nibbe<br>Hamburg Federal Republic of Germany | **999**<br>723<br>1 962 | GL | **1971** J. J. Sietas K.G. Schiffswerft —Hamburg (652)<br>74,00 5,042<br>68,38 10,80 6,00<br>P 11,9 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,6 ER<br>G.2 426 B.2 160<br>1 Ha (stl) (40,1 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 112,0t (d.o.) 12kn |
| 7912678<br>OXZT<br>D2714<br>Esd Rdr<br>RT | **AROS TO**<br>**Aarhus Havnevaesen**<br>Arhus Denmark | **171**<br>0<br>60 | ✠**100A1**<br>tug<br>Ice Class 2<br>Danish coasting service<br>✠**LMC**<br>EL (D) B 220,0/17,5U2<br>FN 297 | **1980**-4 Dannebrog Vaerft A/S—Aarhus (174)<br>25,81 9,02 3,901<br>22,81 8,51 4,47<br>1 dk<br>rf 1207 BK 152<br>5BH WB17T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 16Cy. 225 × 300 sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |

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|---|---|---|---|---|---|---|
| 6818930<br>EFVP<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AROSA CUARTO**<br>**Navipesca S.A.**<br>Vigo Spain | **666**<br>323<br>— | BV | **1968** Maritima del Musel S.A.—Gijon (87)<br>50,70 9,20 5,665<br>46,00 9,15 7,12<br>2 dks | **M Fishing**<br>Side Trawler<br>3 Ha (1,9 2,9 × 1,9) (0,9 × 4,8) ER | Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 249,5t (d.o.) 15kn |
| 7404372<br>EHFJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AROSA DIEZ**<br>**Empresa Nacional 'Bazan'**<br>Vigo Spain | **1 492**<br>681<br>500 | BV | **1976** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (166)<br>80,02 5,490<br>72,01 13,50 8,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580 geared to sc. shaft<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 736,0t (d.o.) 15kn |
| 7336484<br>EGQF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AROSA OCTAVO**<br>**S.A. Pesquera Industrial Gallega**<br>Vigo Spain | **1 425**<br>659<br>2 238 | **✠100A1** SS 11/78<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1493 | **1974**-11 Ast. Construcciones S.A.—Meira (134)<br>79,66 (BB) 13,26 5,747<br>70,01 13,01 8,31<br>F 22,6 2 dks<br>rf 483 BK<br>Coll BH to U dk 5 to 2nd dk WB201T | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 400 × 580 sr geared to sc. shaft<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>WTAuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>Gen 4 × 240kW 231/400V 50Hz a.c.<br>Controllable pitch propeller |
| 7404384<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AROSA ONCE**<br>**Harimar S.A. de C.V.**<br>Mexico | **1 492**<br>681<br>500 | BV | **1977** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (167)<br>80,02 5,490<br>72,01 13,50 8,01<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580 geared to sc. shaft<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 736,0t (d.o.) 15kn |
| 6508547<br>EAFJ<br>1689<br>Df Esd<br>RT | **AROSA PRIMERO**<br>**S.A. Pesquera Industrial Gallega**<br>Gijon Spain | **303**<br>129<br>— | **✠100A1** SS 8/78<br>fishing vessel<br>**✠LMC**<br>EL (i)<br>FN 391 | **1965**-11 Maritima del Musel S.A.—Gijon (51)<br>36,86 8,08 3,849<br>32,01 8,01 4,20<br>RFD 17,1<br>rf 279 BK 114<br>4BH | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 220 × 280 sr reverse geared to sc. shaft<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 12kn |
| 6818942<br>EFVQ<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AROSA QUINTO**<br>**Navipesca S.A.**<br>Vigo Spain | **666**<br>323<br>— | BV | **1968** Maritima del Musel S.A.—Gijon (88)<br>50,70 9,20 5,665<br>46,00 9,15 7,12<br>2 dks | **M Fishing**<br>Side Trawler<br>3 Ha (1,9 2,9 × 1,9) (1,0 × 4,8) ER | Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 249,5t (d.o.) 15kn |
| 6810536<br>EFQK<br>8744<br>Df Esd<br>Gc RTm | **AROSA SEGUNDO**<br>**S.A. Pesquera Industrial Gallega**<br>Vigo Spain | **594**<br>277<br>660 | BV | **1967** Maritima de Axpe S.A.—Bilbao (20)<br>48,01 9,86 4,601<br>41,00 9,81 6,91<br>P 4,3 B 12,2 2 dks | **M Fishing**<br>Side Trawler<br>1 Ho 20,5 ER<br>In.675<br>2 Ha (stl) (1,9 2,7 × 1,9) ER | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW) Werkspoor<br>Hijos de J. Barreras Vgo<br>Gen 1 × 220kW 440V d.c.<br>Fuel 223,0t (d.o.) 13kn |
| 7385459<br>EGJB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AROSA SEPTIMO**<br>**S.A. Pesquera Industrial Gallega**<br>Vigo Spain | **1 389**<br>650<br>1 926 | **✠100A1** SS 10/79<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1493 | **1975**-10 Ast. del Cadagua W.E. Gonzales S.A.—Bilbao (92)<br>79,66 (BB) 13,26 5,741<br>70,01 13,01 8,31<br>F 22,6 2 dks<br>rf 483 BK 102<br>Coll BH to U dk 5 to 2nd dk WB201T | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 8Cy. 400 × 500 sr geared to sc. shaft<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>WTAuxB 5kgf/cm$^2$ (4,9bar) hs10,0<br>Gen 4 × 240kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| 7334060<br>EGHM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AROSA SEXTO**<br>**S.A. Pesquera Industrial Gallega**<br>Vigo Spain | **1 389**<br>650<br>1 957 | **✠100A1** SS 5/79<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1492 | **1975**-1 Ast. del Cadagua W.E. Gonzales S.A.—Bilbao (91)<br>79,66 (BB) 13,26 5,754<br>70,01 13,00 8,31<br>F 22,6 2 dks<br>rf 483 BK 102<br>Coll BH to U dk 5 to 2nd dk WB192T | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 400 × 500<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>WTAuxB (o.f.) 5kgf/cm$^2$ (4,9bar) hs199,8<br>Gen 4 × 240kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| 6810548<br>EFSG<br>8745<br>Df Esd<br>Gc RTm | **AROSA TERCERO**<br>**S.A. Pesquera Industrial Gallega**<br>Vigo Spain | **594**<br>277<br>660 | BV | **1967** Maritima de Axpe S.A.—Bilbao (21)<br>48,01 9,86 4,601<br>41,00 9,81 6,91<br>P 4,3 B 12,2 2 dks | **M Fishing**<br>Side Trawler<br>1 Ho 20,5 ER<br>In.675<br>2 Ha (stl) (1,9 2,7 × 1,9) ER | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 220kW 440V d.c.<br>Fuel 223,0t (d.o.) 12,5kn |
| 6515409<br>DNJG<br>Df Esd<br>Gc Rdr<br>RT | **AROSANDRA**<br>ex Hannes Lunstedt<br>**Partenreederei m.s. 'Arosandra'**<br>Johannes Lunstedt<br>Hamburg Federal Republic of Germany | T.Mk<br>**500**<br>332<br>1 146 | GL | **1965** J. J. Sietas K.G. Schiffswerft —Hamburg (492)<br>66,17 10,57 3,963<br>59,24 10,51 6,56<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>G.2 392 B.2 228<br>3 Ha (stl) (9,6 × 6,1) (10,8 10,8 × 7,7) ER<br>Cr 3(3) | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>11,5kn |
| 5427526<br>DIRA<br>Df Esd<br>Rdr RTv | **AROSELLE**<br>ex Trabant-76 ex Imme-71<br>**Ahorn Reederei Rainer L. Stussig**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**424**<br>281<br>1 080 | GL | **1963** J. J. Sietas K.G. Schiffswerft —Hamburg (512)<br>61,63 10,57 3,890<br>55,02 10,51 3,94<br>F 8,0 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,9 ER<br>G.2 041 B.1 832<br>2 Ha (18,1 9,9 × 6,4) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 10,5kW 380V 50Hz a.c.<br>Fuel 61,0t 11kn |
| 7125263<br>DIJJ<br>11605<br>Df Esd<br>Gc Rdr<br>RTm/v | **AROSETTE**<br>**Kapt. Hans-Gustav Suhr**<br>Carsten Rehder<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>340<br>1 262<br>**999**<br>719<br>1 968 | GL | **1971** J. J. Sietas K.G. Schiffswerft —Hamburg (677)<br>74,53 10,83 3,969/5,055<br>68,38 10,80 6,02<br>P 11,9 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 ER<br>G.2 432 B.2 167<br>1 Ha (stl) (40,2 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 1 × 24kW 380V 50Hz a.c.<br>Fuel 145,5t (d.o.) 12kn |

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| **6609858**<br>ZDRP<br>702336<br>Df Esd<br>Rdr<br>RTm/v | **AROSIA**<br>ex Stine Dancoast-82<br>ex Karin Lindhus-73<br>**Ellenbro Ltd.**<br>Gibraltar Gibraltar<br>(British) | **494**<br>345<br>1 350 | <br><br>GL | **1966** Schlichting-Werft—Travemuende<br>(1343)<br>69,45 10,70 3,810<br>63,18 10,62 6,00<br>F 6,8 1 dk & S dk | **M General Cargo** OSD<br><br>Ice strengthened<br>1 Ho 47,2 ER<br>G.2 676 B.2 379<br>2 Ha (stl) (17,3 17,6 × 6,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel G.m.b.H.<br>Gen 2 × 25kW 220/380V 50Hz a.c.<br>Fuel 57,0t (d.o.) | <br><br>Kiel<br><br>11,5kn |
| **6918223**<br>DGWS<br>11213<br>Df Esd<br>Gc Rdr<br>RTm | **AROSITA**<br>ex John Wulff-76<br>**Heinz-Georg Voge**<br>Kustenschiffahrt Bauer &<br>Hauschildt K.G.<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>338<br>1 310<br>**999**<br>710<br>2 000 | <br><br>GL | **1969** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (622)<br>73,87 4,014/6,046<br>67,67 10,80 6,00<br>P 11,9 F 10,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 48,4 ER<br>G.2 432 B.2 169<br>1 Ha (42,9 × 8,0) ER | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 60kW 392V 50Hz a.c.<br>Fuel 101,5t (d.o.) | <br><br>Kiel<br><br>13kn |
| **6919019**<br>LARV<br>17133<br>RT | **AROYBUEN**<br><br>**P/R Kare Vevang**<br>Kristiansund N. Norway | **113**<br>40<br>— | | **1968** Kr. K. Frostad & Sonner—Tomra-i-<br>Romsdal (25)<br>25,96 6,53<br>6,51<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>1 Ha (2,4 × 2,2) ER | Oil 2SA 6Cy. 200 × 300<br>450bhp (331kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) | <br><br><br>10kn |
| **5143687**<br>DXCI<br><br>Df Esd<br>Gc Rdr<br>RT | **ARPA SUN**<br>ex Stern Hasselburg-74<br>ex Hasselburg-74<br>ex Volta Venture-73<br>ex Hasselburg-72<br>**Marivana Maria Compania**<br>**Naviera S.A.**<br>Arapko Compania Naviera S.A.<br>Manila Philippines | **3 881**<br>2 053<br>6 669<br>**5 602**<br>3 350<br>8 560 | **100A1** SS 10/78<br>Tunnel tanks — vegetable<br>oil<br>**LMC**<br>EL W 2$\frac{1}{16}$"SQ<br>FN 3261<br>(GL) | **1957** Kieler Howaldtswerke A.G.—Kiel<br>(1070)<br>126,75 17,28 7,240/8,319<br>117,00 17,20 10,67<br>P 14,1 B 25,0 F 27,2 1 dk & S dk<br>RW rf 152<br>6BH to U dk 1 to 2nd dk WB1802T incl.<br>tunnel tanks 795T | **M General Cargo** OSD/CSD<br><br>5 Ho 14,5 16,6 19,0 ER 16,4<br>18,3<br>G.12 519 B.11 379<br>5 Ha (stl) (8,8 10,8 9,3 × 6,1) ER<br>(9,3 9,3 × 6,1)<br>16W Der 1(50) 1(25) 16(5) | Oil 2SA 8Cy. 700 × 1200<br>5 340bhp (3 928kW)<br>Kieler Howaldtswerke A.G.<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 743,5t | <br>MAN<br>Kiel<br><br>15,5kn |
| **6826171**<br>TCME<br>4438<br>Df Esd<br>Gc Rdr<br>RT | **ARPAD**<br>ex Rigoletto-76<br>**Denizcilik Anonim Sirketi**<br>Istanbul Turkey | **23 636**<br>14 031<br>36 010 | ✠**100A1** CS 11/81<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>Ice Class 3<br>**LMC** **UMS**<br>EL (Jt) 2$\frac{7}{8}$"U2<br>FN 8064 | **1969**-3 Baltic SB. & Eng. Works<br>—Leningrad (624)<br>199,83(BB) 27,87 11,240<br>185,76 27,81 15,60<br>P 37,2 F 17,1 1 dk<br>rf nil<br>NS 9BH WB12050t incl. Comb. btm &<br>topside tanks in Nos. 2-6 holds 8030t | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 21,9 26,8 15,2 15,2 15,2<br>28,0 16,7 ER<br>G.43 480<br>9 Ha (stl) (each 12,9 × 9,3) ER<br>Cr 6(10) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) & htr 7kgf/cm$^2$ (6,9bar)<br>rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 2 540,0t (hvf)-43,5pd | <br>B&W<br>Bryansk<br><br><br><br><br>15,75kn |
| **6813186**<br><br><br>Esd Rdr<br>RT | **ARPEC V**<br><br>**Societe d'Armement et de**<br>**Peche (Arpec)**<br>Port Saint Louis Madagascar | **136**<br>—<br>— | <br><br>BV | **1967** N.V. Schps. v/h H. H. Bodewes<br>—Millingen a/d Rijn (666)<br>27,61 6,96 3,963<br>25,18 6,71 4,02<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) | <br><br>Koeln<br>10kn |
| **7427881**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 1**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Beira Mozambique | **272**<br>61<br>76 | <br><br>✠ | **1977**-3 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (105)<br>31,02 7,93 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller | <br><br><br>Zwolle |
| **7427893**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 2**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Beira Mozambique | **272**<br>61<br>76 | <br><br>✠ | **1977**-3 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (106)<br>31,02 7,93 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller | <br><br><br>Zwolle |
| **7427908**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 3**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>61<br>76 | <br><br>✠ | **1977**-7 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (107)<br>31,02 7,93 3,452<br>25,02 7,66 3,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. | <br><br>Stork<br>Zwolle<br>12kn |
| **7427910**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 4**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Beira Mozambique | **272**<br>61<br>76 | <br><br>✠ | **1977**-7 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (108)<br>31,02 7,93 3,452<br>25,02 7,66 3,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. | <br><br>Stork<br>Zwolle |
| **7427922**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 5**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Beira Mozambique | **272**<br>61<br>76 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL (F) 276,0/22,0U1<br>FN 287 | **1977**-9 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (109)<br>31,02 7,93 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller | <br><br><br>Zwolle<br><br><br>12kn |
| **7427934**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 6**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Beira Mozambique | **272**<br>61<br>76 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL (F) 276,0/22,0U1<br>FN 287 | **1977**-9 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (110)<br>31,02 8,03 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller | <br><br><br>Zwolle<br><br><br>12kn |
| **7427946**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ARPEM 7**<br><br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Beira Mozambique | **272**<br>61<br>76 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL (F) 276,0/22,0U1<br>FN 287 | **1977**-12 INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (111)<br>31,02 8,03 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc.<br>shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller | <br><br><br>Zwolle<br><br><br>12kn |

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|---|---|---|---|---|---|---|
| 7427958<br>Of Esd<br>Gc Rdr<br>RT | **ARPEM 8**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>61<br>76 | **100A1**<br>Class Contemplated<br>FN 287 | **1978** INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (112)<br>31,02 8,03 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Ref. | Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 7427960<br>Of Esd<br>Gc Rdr<br>RT | **ARPEM 9**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>61<br>76 | **100A1**<br>Class Contemplated<br>FN 287 | **1978** INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (113)<br>31,02 8,03 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Ref. | Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 7427972<br>Of Esd<br>Gc Rdr<br>RT | **ARPEM 10**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>61<br>76 | **100A1**<br>Class Contemplated<br>FN 287 | **1978** INCONAV Industria e Comercio<br>Naval S.A.—Rio de Janeiro (114)<br>31,02 8,03 3,452<br>25,02 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102 | **M Fishing**<br>Stern Trawler Ref. | Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 7428081 | **ARPEM XI**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>—<br>157 | **100A1**<br>Class Contemplated<br>FN 287 | **1982** MacLaren IC Est. e Servicos—Rio de<br>Janeiro (115)<br>31,02 3,452<br>25,02 7,66 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 240 × 260 geared to sc. shaft<br>1 050bhp (772kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7428122 | **ARPEM XII**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>—<br>157 | **100A1**<br>Class Contemplated<br>FN 287 | **1982** MacLaren IC Est. e Servicos—Rio de<br>Janeiro (116)<br>31,02 3,452<br>25,02 7,66 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 240 × 260 geared to sc. shaft<br>1 050bhp (772kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7428134 | **ARPEM XIII**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>—<br>157 | **100A1**<br>Class Contemplated<br>FN 287 | **1982** MacLaren IC Est. e Servicos—Rio de<br>Janeiro (117)<br>31,02 3,452<br>25,02 7,66 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 240 × 260 geared to sc. shaft<br>1 050bhp (772kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7428146 | **ARPEM XIV**<br>**Sociedade dos Armadores das**<br>**Pesca de Mocambique**<br>**(ARPEM)**<br>Mozambique | **272**<br>—<br>157 | **100A1**<br>Class Contemplated<br>FN 287 | **1982** MacLaren IC Est. e Servicos—Rio de<br>Janeiro (118)<br>31,02 3,452<br>25,02 7,66 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 240 × 260 geared to sc. shaft<br>1 050bhp (772kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7236232<br>PPHA<br>6713<br>Of Esd<br>Gc Rdr<br>RTv | **ARPOADOR**<br>**Empresa de Navegacao Alianca**<br>**S.A.**<br>Rio de Janeiro Brazil | T.Mk<br>**6 976**<br>3 783<br>—<br>**10 182**<br>5 781<br>12 245 | **✠100A1** CS 3/78<br>DTsf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Ct 2⅜"U2<br>FN 5434 | **1973**-3 Stocznia Gdanska im. Lenina<br>—Gdansk (B444/10)<br>161,02(BB) 22,99 9,722<br>150,02 22,93 13,29<br>P 53,1 F 34,2 1 dk, 2nd dk clear of No.<br>1 hold 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil<br>7BH to U dk 2 to 2nd dk WB2629t incl.<br>Tunnel tanks 443t | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>5 Ho 21,1 22,1 23,0 23,0 22,2<br>G.19 926 B.19 237 In.1 677<br>TEU 88 C.Ho 54/20' C.Dk 34/20'<br>9 Ha (stl) (8,7 × 5,3) (13,4 × 8,0)<br>(13,4 × 5,9) (13,4 13,4 × 5,3)<br>(13,4 × 5,9) (13,4 13,4 × 5,3)<br>(7,0 × 6,6)<br>16W Der 1(60) 1(30) 16(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>21kn |
| 7396812<br>EAHR<br>Of Esd<br>Gc Pfd<br>Rdr RT | **ARPON**<br>ex Kanaima-82 ex Ur Ontzi-79<br>**Ereiremar S.A.**<br>Las Palmas Spain | **499**<br>230<br>— | | **1976** S.L. Ardeag—Bilbao (82)<br>47,12 4,620<br>BV 39,60 9,01 6,58<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 381 × 508<br>1 500bhp (1 103kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Fuel 183,0t (d.o.) 11,75kn |
| 8016201<br>CXKR | **ARPON 1**<br>**Pesquera de Ambrosi S.A.**<br>Uruguay | **150**<br>—<br>— | | **1980** Astilleros del Litoral Ltda.<br>—Montevideo (68)<br>32,01<br>29,52 7,51 4,02 | **M Fishing**<br>Stern Trawler Ref. | Oil<br>880bhp (647kW)<br>Kloeckner Humboldt Deutz West Germany |
| 6504747<br>EERV<br>Of Esd<br>RTm | **ARQUITECTO GAUDI**<br>ex Cementos Rezola Tres-75<br>**Cemenland S.A.**<br>San Sebastian Spain | **943**<br>574<br>1 341 | **✠100A1** SS 3/81<br>**✠LMC**<br>EL I<br>FN 937 | **1965**-8 Ast. de T. Ruiz de Velasco—Bilbao<br>(92)<br>64,78 10,06 4,846<br>58,68 10,01 5,95<br>F 7,1 1 dk<br>rf 102<br>NS 4BH | **M Cement Carrier**<br>Self-unloader<br>2 Ho each 16,0 ER<br>2 Ha (stl) (each 0,9 × 1,9) ER<br>Der 1(3,5) | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW) Werkspoor<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 2 × 40kW 220/380V 50Hz a.c.<br>Fuel 19,5t (d.o.) 11kn |
| 6724488<br>EFPW<br>81<br>Of Esd<br>Pfd Rdr<br>RTm | **ARRANONDO**<br>**Pesqueras Artape S.A.**<br>Ondarroa Spain | **231**<br>85<br>168 | | **1967** Ast. de Murueta S.A.—Guernica<br>(84)<br>BV 36,81 6,94 3,450<br>32,01 6,91 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.182<br>2 Ha (0,9 × 0,9) (1,2 × 1,2) ER | Oil 4SA 8Cy. 250 × 350<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel 196,0t (d.o.) 11,5kn |
| 7925704<br>CNFT<br>36G472<br>Of Esd<br>Gc Rdr<br>RTm/h/v | **ARRAZI**<br>**Maroc Phosphor Ocean**<br>**(MARPHOCEAN)**<br>Casablanca Morocco | **4 752**<br>2 283<br>6 585 | BV (Class cont.) | **1982** Soc. Francaise de Cons. Nav.<br>—Villeneuve-la-Garenne (312)<br>110,72(BB) 17,84 7,101<br>104,40 17,81 8,89<br>1 dk | **M Tanker**<br>Chemical<br>7 Ta (s.stl) 14 Wing Ta ER<br>L.7 250 | Oil 2SA 5Cy. 560 × 1150<br>6 325bhp (4 652kW) Sulzer<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 960kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 169,0t (d.o.) 735,0t (hvf) 14,5kn |

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| **6511415**<br>OXGY<br>D1194<br>Df Esd<br>Rdr RT | **ARREBO**<br>**I/S Arrebo**<br>Andreas B. Kromann<br>Marstal Denmark | **400**<br>216<br>696 | BV | **1965** A/S Nordsovaerftet—Ringkobing (21)<br>50,02 8,23 3,429<br>44,20 8,21 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.1 107 B.1 008<br>2 Ha (12,3 11,2 × 4,9)<br>2W Der 2(2,5) | | Oil 2SA 5Cy. 240 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S<br>Fuel 34,5t (d.o.) | Frederikshavn<br>11kn |
| **7395284**<br>YXJF<br>ADKN-1344<br>Esd Rdr<br>RTv | **ARRECIFE**<br>**Government of The Republic of Venezuela (Ministeiro de Comunicaciones)**<br>La Guaira Venezuela | **217**<br>98<br>467 | ✠ | **1976**-11 Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (140)<br>31,50 8,26 3,582<br>27,61 7,80 4,02<br>RFD 10,4 1 dk<br>rf 610 | **TM Tug** | | 2 Oil 4SA each 8Cy. 210 × 300 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 54kW 440V 60Hz a.c.<br>Fuel 113,0t (d.o.) | Netherlands<br>11,5kn |
| **7212224**<br>EGBQ<br>4133<br>Df Esd<br>Pfd Rdr<br>RT | **ARRETXINAGA'KO MIKEL DEUNA**<br>**Pesquera Zarrak S.A.**<br>Ondarroa Spain | **286**<br>133<br>— | BV | **1972** S.A. Balenciaga—Zumaya (215)<br>37,34 3,601<br>31,60 7,21 3,97<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | | Oil 4SA 8Cy. 222 × 292 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Fuel 57,0t (d.o.) | Dursley<br>12,5kn |
| **8023412**<br>EABP<br>Df Esd<br>Gc Rdr<br>RT | **ARRIAGA**<br>**Naviera Luis de Otero S.A.**<br>Bilbao Spain | **1 587**<br>1 065<br>3 054 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1532 | **1981**-12 Ast. de Murueta S.A.—Guernica (144)<br>84,41 5,100<br>76,21 13,71 6,38<br>P 8,6 F 6,1 1 dk<br>rf nil<br>NS 5BH WB845T incl. DTf200T | **M General Cargo**<br>1 Ho 51,3 ER<br>G.3 847 B.3 590<br>TEU 180<br>C.Ho 64/20' (40') C.Dk 116/20' (40') | | Oil 4SA 8Cy. 320 × 450 with flexible couplings & sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 186kW 1 × 48kW 380V 50Hz a.c. | Kiel |
| **6418106**<br>Df Esd<br>RTm | **ARRICHU**<br>**Rowtrade Ltd.**<br>United Kingdom | **257**<br>112<br>— | BV | **1964** Maritima del Musel S.A.—Gijon (56)<br>38,51 7,27 3,455<br>32,72 7,22 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 93,5t (d.o.) | Koeln<br>14,75kn |
| **6403527**<br>EDZR<br>1218<br>Df Pfd | **ARRILLAGA**<br>**Alejandro Arrillaga Bonazategui**<br>San Sebastian Spain | **112**<br>64<br>— | | **1963** S.L. Ardeag—Bilbao (17)<br>27,01 6,35<br>23,02 6,30 | **M Fishing**<br>Side Trawler | | Oil<br>330bhp (243kW)<br>.............. | 11kn |
| **7386532**<br>EGKB<br>Df Esd<br>Gc Rdr<br>RT | **ARRIROSA**<br>**Arrizabalaga Iriondo Ignacio**<br>Huelva Spain | **268**<br>122<br>191 | BV | **1974** Ast. de Huelva S.A.—Huelva (14)<br>34,93 7,35 3,239<br>31,53 7,32 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 131,0t (d.o.) | Mannheim<br>12,75kn |
| **7325875**<br>EGGN<br>Df Esd<br>Gc Rdr<br>RTh | **ARRISCADO**<br>**Pesquerias Espanolas del Bacalao S.A. (P.E.B.S.A.)**<br>La Coruna Spain | **1 480**<br>775<br>1 626 | BV | **1974** S.A. Juliana Const. Gijonesa—Gijon (232)<br>79,00 (BB) 13,24 5,398<br>72,01 13,01 8,31<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 300kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 542,0t (d.o.) | Deutz<br>Vigo<br>13,75kn |
| **6926488**<br>GNEA<br>338020<br>Esd Pfd<br>Rdr RT | **ARRISHA**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>London United Kingdom | **822**<br>506<br>1 605 | **✠100A1** SS 5/78<br>oil tanker<br>**✠LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 1007 | **1969**-11 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (290)<br>72,04 11,28 3,810<br>65,79 11,00 4,30<br>P 16,2 F 12,5 1 dk<br>rf 102<br>10BH WB215t incl. DTsf135t DTa31t | **M Tanker**<br>Mchy.aft | | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 36kW 1 × 20kW 380V 50Hz a.c. | Koeln<br>10,5kn |
| **5166639**<br>HO3687<br>1195<br>8-82<br>Df Esd<br>RT | **ARRO**<br>ex Greif-81 ex J. H. Jonas-72<br>**Licena Maritime S.A.**<br>Panama Panama | **414**<br>216<br>645 | GL | **1957** Schiffsw. W. Holst—Hamburg (209)<br>53,40 8,49 3,131<br>48,60 8,41 3,56<br>P 10,7 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,3 ER<br>G.853 B.809<br>2 Ha (9,1 15,0 × 5,0) ER<br>3W Der 3(2) | | Oil 4SA 6Cy. 320 × 450 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz<br>Fuel 35,5t (d.o.)-2,0pd | Koeln<br>8,5kn |
| **5025342**<br>EGOC<br>1398<br>Df Esd<br>RTm | **ARROSPE**<br>**Estela S.A.**<br>San Sebastian Spain | **151**<br>84<br>— | (BV) | **1950** Astilleros del Talleres—Santander<br>29,52 6,10 3,099<br>25,46 5,74 3,41 | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,0 × 0,9) (0,7 × 0,6) | | Oil 2SA 4Cy. 250 × 420<br>360bhp (265kW)<br>Atlas-Diesel A/B<br>Fuel 58,0t (d.o.) | Stockholm<br>10kn |
| **6606349**<br>PCUN<br>Df Esd<br>Rdr RT | **ARROW**<br>**Kustvaartrederij 'Arrow'**<br>Beck's Scheepvaartkantoor B.V.<br>Groningen Netherlands | **499**<br>311<br>1 177 | BV | **1966** N.V. Bodewes Schps.—Martenshoek (485)<br>68,92 10,49 3,969<br>62,54 10,42 6,15<br>1 dk & S dk | **M General Cargo**<br>2 Ho ER<br>G.2 294 B.2 118<br>2 Ha (each 14,2 × 5,4) ER<br>4W Der 2(5) 2(3) | OSD | Vee Oil 4SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Appingedammer Brons<br>Fuel 62,0t (d.o.) | Appingedam<br>12kn |
| **5143936**<br>HQIS<br>Esd Pfd<br>Rdr RTm | **ARROW**<br>ex Emmanuel-78<br>ex Agios Nektarios-77<br>ex Ramsli-76 ex Siraholm-73<br>ex Haukeli-71 ex Rytter-60<br>**Express Compania Naviera S.A.**<br>Puerto Cortes Honduras | **462**<br>205<br>880 | (NV) | **1953** Seutelvens Verksted—Fredrikstad (54)<br>60,91 9,15 3,771<br>54,89 9,10 3,81<br>1 dk & S dk<br>rf 305 | **M General Cargo**<br>1 Ho 36,9 ER<br>G.1 727 B.1 557<br>2 Ha (stl) (each 10,8 × 5,1) ER<br>Der 4(5) | OSD | Oil 2SA 4Cy. 345 × 580<br>700bhp (515kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 15kW 1 × 7,5kW 110V d.c.<br>Fuel 26,5t (d.o.)-2,5pd | Trollhattan<br>10,5kn |
| **7724588**<br>H8FB<br>9981-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARROW ACE**<br>**Prince Arrow S.A.**<br>Panama Panama | **2 537**<br>1 601<br>4 946 | NK | **1978** Hashihama Zosen—Imabari (671)<br>97,16 15,52 6,217<br>85,96 15,51 7,57<br>P 21,1 B 5,8 F 11,0 1 dk<br>RW | **M General Cargo**<br>G.5 861 B.5 006<br>2 Ha (15,0 29,8 × 7,8) ER<br>Der 1(25) 2(15) | | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 264kW a.c. | Yaizu<br>12kn |

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| 7230733<br>WYZ5<br>913<br>536241 | **ARROYA CRUZ**<br>**Zimmerman Brothers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7416129<br>LW4317<br>Df Esd<br>Gc Rdr<br>RT | **ARRUFO**<br>**Pesquera Cono Austral, S.A.I.C.**<br>Buenos Aires Argentina | **249**<br>117<br>210 | | BV | **1977** Ast. de Santander S.A.—Santander (112)<br>36,33 4,101<br>34,14 8,81 6,10<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 8Cy. 185 × 210 reduction geared to sc. shaft<br>1 095bhp (805kW) Pielstick<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Controllable pitch propeller<br>Fuel 108,0t (d.o.) 13kn |
| 7226196<br>EVOM<br>M-7805 | **ARS**<br>ex Ars No. 1<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **164**<br>39<br>88 | | RS | **1971** .............U.S.S.R.<br>33,99 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 6506903<br>TFFD<br>0965<br>Df Esd<br>Rdr RT | **ARSAELL**<br>ex Ingiber Olafsson II-74<br>**P/R Arsaell**<br>Heimir H/f & Thorsteinn Arnason<br>Keflavik Iceland | **224**<br>101<br>— | | NV | **1964** Brattvag Skipsbyggeri A/S—Brattvag (15)<br>33,99 7,04<br>29,88 6,99 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,4 1,4 × 2,2) (1,7 × 2,2) ER<br>1W Der 1(3) | Oil 4SA 8Cy. 270 × 400<br>900bhp (662kW) NE made79 fitted—<br>Aabenraa Motorfabrik Aabenraa<br>Gen 2 × 85kW 1 × 58kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 5204376<br>TFAS<br>1160<br>Df Esd<br>Rdr | **ARSAELL SIGURDSSON II**<br>ex Freyja-75 ex Ben Arthur-71<br>ex Lavinda-64<br>**Arsaell S/f**<br>Hafnarfjordur Iceland | **307**<br>113<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 3/77<br>EL (e) I<br>FN 405 | **1960**-6 Cochrane & Sons Ltd.—Selby (1456)<br>42,68 7,75<br>35,36 7,62 3,81<br>F 5,5<br>RW rf 610 BK 178 len 66<br>4BH WB2t | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>750bhp (552kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel (d.o.) |
| 6710346<br>TFTB<br>1121<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARSAELL SIGURUSSUN**<br>ex Dagny-81 ex Milly Ekkenga-70<br>**Arsaell S/f**<br>Hafnarfjordur Iceland | **385**<br>171<br>— | | GL | **1966** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (514)<br>49,15 8,69 3,804<br>43,16 8,51 4,32<br>B & F 39,7 1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7050286<br>WY5459<br>516442 | **ARSCO II**<br>**Delbert L. Broadway**<br>Juneau, Ak United States of America | **153**<br>104<br>— | | | **1969** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*24,36* 7,35<br>3,46 | **M Fishing** | Oil<br>430bhp (316kW)<br>.............<br>Fuel (d.o.) |
| 7042904<br>WY7257<br>521757 | **ARSCO III**<br>**Ellis & Seals Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>69<br>— | | | **1969** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7223699<br>WYZ4<br>620<br>533879 | **ARSCO V**<br>**Ellis & Seals Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>69<br>— | | | **1971** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 7734258<br>WYF4<br>925<br>586572 | **ARSCO VI**<br>**Texas Gulf Shrimp Co.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | | **1977** .............Port Isabel, Tx<br>*20,73*<br>6,20 3,66<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7832189<br>WYA2<br>537<br>595473 | **ARSCO VIII**<br>**Texas Gulf Shrimp Co.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,18<br>3,66<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 5152808<br>SZTI<br>4702<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARSENIA K**<br>ex Despina A II-81<br>ex Goodluck-73<br>ex Achaika Harmony-70<br>ex Hokkai Maru-70<br>**Eleni Z Navigation Corp.**<br>Chrystodoulos Kavadas<br>Piraeus Greece | **7 307**<br>4 091<br>10 220 | **100A1**<br>**LMC** | SS 9/78<br>EL (W)<br>FN 3751<br>(BV) (NK) | **1952**-3 Hakodate Dock Co. Ltd.—Hakodate (197)<br>141,51 18,29 7,925<br>131,98 18,20 10,22<br>P 8,0 B 26,0 F 12,2 2 dks<br>RW rf 152<br>SF 7BH to U dk 1 to 2nd dk WB1250T incl. Tunnel tanks 372T | **M General Cargo**<br>5 Ho ER<br>G.13 931 B.12 359<br>5 Ha (8,9 13,7 8,9 × 7,2) ER (13,7 10,9 × 7,2)<br>14W Der 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 720 × 1250<br>5 600bhp (4 119kW) NE 60 Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 142kW 230V 60Hz a.c.<br>Fuel 1 651,0t 14kn |
| 6867319<br>UTEO<br>M-24397 | **ARSENIY DUBROVSKIY**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **334**<br>88<br>165 | | (RS) | **1960** .............U.S.S.R.<br>43,59 7,65 3,020<br>3,87<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.219<br>2 Ha (each 2,2 × 2,2)<br>Der 1(2) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,75kn |
| 6922872<br>UZUH<br>M-29312<br>Df Esd<br>Gc Rdr<br>RT | **ARSENIY MOSKVIN**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 684**<br>754<br>2 485 | | RS | **1969** Vyborg Shipyard—Vyborg<br>82,00 12,53 5,430<br>74,91 12,48 6,02<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,6 15,0 15,7 ER<br>G.2 980 B.2 870<br>3 Ha (stl) (each 10,6 × 8,0) ER<br>Cr 2(8) | Oil 4SA 6Cy. 525 × 720<br>2 500bhp (1 839kW)<br>CKD Praha Praha<br>Fuel 135,0t (hvf) 12,75kn |

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| **7350363**<br>P3CM<br>380815<br>Df Esd<br>RT | **ARSENOE**<br>**Government of The Republic of Cyprus (Port Authority)**<br>Limassol Cyprus | **133**<br>8<br>— | **✠100A1** SS 6/82<br>tug<br>Mediterranean coastal service<br>**✠LMC**<br>EL D ¾"U2<br>FN 261 | **1973**-11 E. Goumas & Son—Ambelaki (111)<br>26,73 7,57 3,036<br>24,11 7,31 3,51<br>RAD 1,9 1 dk<br>rf 787 BK 152<br>4BH WB30T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 30kW 380V 50Hz a.c. |
| **5025407**<br>UBMZ<br>M-26115<br>Df Esd<br>Gc Rdr<br>RT | **ARSENYEV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **5 524**<br>2 448<br>4 230 | RS | **1960** Baltic SB. & Eng. Works—Leningrad<br>130,89 16,82 6,690<br>117,99 16,72 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.5 400<br>4 Ha (each 4,4 × 4,4) ER<br>10W Der 1(15) 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving gen. connected to elec. motors & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| **7130000**<br>UJUR<br>M-30933<br>Df Esd<br>Gc Rdr<br>RT | **ARSHINTSEVO**<br>**U.S.S.R.**<br>Zhdanov U.S.S.R. | **4 078**<br>1 806<br>4 300 | (RS) | **1971** Navashinskiy Shipyard—Navashino<br>123,53 14,99 4,801<br>117,00 14,94 6,53<br>1 dk | **TM Ore Carrier**<br>Hot cargoes<br>Ice strengthened<br>1 Ho 71,4 ER<br>G.3 660<br>1 Ha (stl) (71,4 × 8,3) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,25kn |
| **7229136**<br>UWIW<br>M-14683<br>Df Esd<br>Rdr RT | **ARSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **570**<br>215<br>313 | RS | **1972** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **5025421**<br>2833 | **ARSLAN**<br>ex Arslan II ex Edremid<br>ex Cap Bojador ex Tavignano<br>**Celalettin Peker ve Ortaklari**<br>Istanbul Turkey | **283**<br>159<br>406 | | **1904** Cie. Francais de Navire et de Const. Nav.—Arles<br>47,00 6,23<br>44,71 6,10 3,79<br>R | **M General Cargo** | Oil 4Cy.<br>375bhp (276kW) NE 30<br>Svenska Masch. Werke Stockholm<br>8kn |
| **5195305**<br>PLQJ<br>Df Pfd<br>Rdr | **ARSOLA**<br>ex Phutanachinda No. 1-75<br>ex Hong Kong Maru-67<br>ex Kotoshiro Maru No. 15-66<br>**P.T. Karunrung**<br>Ujung Pandang Indonesia | **727**<br>371<br>681 | | **1955** Kanasashi Zosensho—Unspecified Works, Shimizu (213)<br>58,91 9,05 3,912<br>52,66 9,00 4,60<br>1 dk<br>RW conv Side-fishing Fishing 66 | **M General Cargo**<br>Ref<br>In.694<br>4 Ha (1,2 × 1,3) (1,6 1,6 1,6 × 1,6) ER<br>Der 2(3) | Oil 4SA 6Cy. 420 × 600<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 287,5t<br>11kn |
| **7311305**<br>ELAU7<br>6963<br>Df Esd<br>Gc Rdr<br>RT | **ARSTERTURM**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **494**<br>231<br>826 | GL | **1973** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (735)<br>52,86 11,33 3,442<br>49,20 11,00 3,97<br>F 20,2 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 8Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 218,5t (d.o.)<br>12,5kn |
| **7645988**<br>HOXV<br>6671-76<br>RT | **ARTA**<br>ex Fabius-77 ex LST 1093<br>**Selefkos S.A.**<br>Panama Panama | **2 709**<br>1 901<br>— | BV | **1945** American Bridge Corp.—Ambridge, Pa<br>99,62 15,19 7,351<br>90,00 7,78<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship 45<br>conv Salvage Ship 74 | **TM Landing Ship**<br>Mchy.aft | 2 Vee Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>9kn |
| **7390428**<br>FPMU<br>481207<br>Df Esd<br>Gc Rdr<br>RT | **ARTABAZE**<br>ex Bure-80 ex Sea Bure-80<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **499**<br>155<br>813 | AB BV | **1975** Mangone SB. Corp.—Houston, Tx (115)<br>52,43 11,61 3,988<br>51,24 11,59 4,88<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 169,5t (d.o.)-14,0pd<br>15kn |
| **7011620**<br>EFFC<br>98<br>Df Esd<br>Pfd Rdr<br>RTh | **ARTABIDE**<br>**Pesquera Artape S.A.**<br>Bilbao Spain | **232**<br>86<br>171 | BV | **1970** Ast. de Murueta S.A.—Guernica (100)<br>36,81 6,91 3,479<br>32,42 6,90 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho 7,4 3,9 ER<br>G.182<br>2 Ha (stl) (each 1,2 × 1,2) ER | Oil 4SA 8Cy. 250 × 350 sr geared to sc. shaft<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 93,0t (d.o.)<br>11,5kn |
| **6851396**<br>UQXG<br>M-21818 | **ARTAGAN**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **255**<br>88<br>126 | RS | **1953** VEB Elbewerft—Boizenburg<br>38,49 7,29 2,999<br>34,98 3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.397<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| **7402570**<br>EGPH<br>861<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ARTEAGA SEGUNDO**<br>**Celtic Maritime Services S.A.**<br>Bilbao Spain | **769**<br>497<br>1 085 | **✠100A1** SS 8/82<br>**✠LMC**<br>EL J 1 1/16"U1<br>FN 777 | **1974**-12 Ast. de Murueta S.A.—Guernica (128)<br>59,67 10,34 3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil<br>4BH WB311T incl. DTf50T | **M General Cargo**<br>Mchy.aft<br>1 Ho 35,8<br>G.1 704 B.1 600<br>1 Ha (stl) (31,3 × 7,6) | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Gen 2 × 40kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 119,0t (d.o.)<br>12kn |

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| 6718673<br>ENGZ<br>M-29742<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEK**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (219)<br>81,97 13,64 5,301<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6860529<br>UOJX<br>M-24608 | **ARTEK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>101<br>125 | RS | **1956** ............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 2SA 8Cy. 240 × 360<br>E made71 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7306843<br>ESPR<br>M-28202 | **ARTEK**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **169**<br>40<br>94 | RS | **1969** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7129697<br>EWVT<br>M-31038<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEMIDA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 242**<br>728<br>1 025 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (105)<br>81,92 13,64 5,249<br>73,00 13,62 9,53<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.255 In.530 L.9<br>4 Ha (2,4 × 2,4) (1,5 1,5 × 1,5) (1,2 × 1,2)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| 7351393<br>IOEW<br>34<br>Esd Rdr | **ARTEMIDE**<br>**Rosario Asaro**<br>Mazara del Vallo Italy | **195**<br>90<br>— | | **1974** Cant. Nav. M. Morini & C.—Ancona (139)<br>32,72 7,01<br>25,00 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Atlas-MaK Maschinenbau Kiel |
| 6714110<br>J4JB<br>6997<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEMIS**<br>ex Athina Carras-78<br>**Rea S.S. Ltd.**<br>Piraeus Greece | **38 461**<br>24 319<br>90 374 | AB | **1967** Mitsubishi Heavy Industries Ltd. —Yokohama (883)<br>250,12(BB) 37,24 14,047<br>237,01 37,19 18,50<br>P 13,2 F 21,1 1 dk<br>RW rf nil | **S Tanker**<br>SBT<br>15 Ta ER<br>L.(oil) 103 059 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 750kW<br>Fuel 4 964,0t (o.f.) 9,0t (d.o.)-73,0pd |
| 7821001<br>J4VV<br>7546<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEMIS**<br>**Transoceanic Petroleum Carriers Corp.**<br>Piraeus Greece | **23 194**<br>17 017<br>40 201 | AB | **1979** Sanoyasu Dockyard Co. Ltd. —Mizushima (1030)<br>182,73(BB) 27,64 12,108<br>173,01 27,61 17,02<br>P 11,6 F 12,5 1 dk<br>rf 196 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.53 689 B.44 967<br>5 Ha (stl) (12,4 18,3 18,3 18,3 18,3 × 11,0) ER<br>Cr 5(25) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 432kW a.c.<br>15,25kn |
| 7608332<br>3FLU<br>11666<br>-82A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEMIS**<br>ex Concord-81<br>**Drava Navigation S.A.**<br>Panama Panama | **12 183**<br>8 099<br>20 162 | NK | **1976** Kanawa Dockyard Co. Ltd. —Hiroshima (208)<br>157,99 23,45 9,502<br>148,01 23,41 13,01<br>P 27,5 F 11,3 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.26 179 B.25 081<br>Der 4(25) | Oil 2SA 6Cy. 650 × 1350<br>10 000bhp (7 356kW) Mitsubishi<br>Ube Tekkosho Ube<br>Gen 2 × 460kW 450V a.c.<br>15,25kn |
| 7533678<br>SXXR<br>6454<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARTEMIS**<br>**Arimanios Corp.**<br>Chios Navigation Co. Ltd.<br>Piraeus Greece | **11 982**<br>7 996<br>21 727 | **✠100A1** SS 8/81<br>strengthened for heavy cargoes<br>Nos. 2 & 3 holds may be empty<br>**✠LMC**<br>EL E† 2½"U2<br>FN 5466 | **1977**-7 Hashihama Zosen—Tadotsu (615)<br>161,40(BB) 22,84 9,951<br>150,02 22,81 13,62<br>P 28,4 F 12,8 1 dk<br>rf nil<br>6BH WB5478T incl. Comb. btm & STs in holds Nos. 1, 2 & 3 2280T & Topside tanks in holds 2438T | **M Bulk Carrier**<br>4 Ho 27,7 28,5 28,5 27,7 ER<br>G.27 533 B.26 850<br>4 Ha (stl) (16,4 × 10,5) (17,9 17,9 17,2 × 11,9) ER<br>Cr 2(15-30) 2(15) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 224,5t (d.o.) 1 585,0t (hvf)-33,5pd<br>15kn |
| 5339341<br>5B2112<br>367234<br>Df Esd<br>Gc Rdr<br>RTm | **ARTEMIS**<br>ex Sergio-79 ex Baltic Sky-77<br>ex Agena-72 ex Berostar-71<br>ex Stavos-69<br>**Model Shipping Co. Ltd.**<br>Limassol Cyprus | **1 087**<br>666<br>1 803 | (NV) | **1962** Aukra Bruk A/S—Aukra (14)<br>67,80 10,34 5,208<br>60,51 10,32 6,02<br>2 dks<br>RW rf 51 | **M General Cargo**<br>2 Ho 19,4 20,5 ER<br>G.2 265 B.2 011<br>2 Ha (stl) (11,9 15,0 × 5,7) ER<br>6W Der 1(15) 1(10) 4(4) | Oil 2SA 9Cy. 280 × 420<br>1 125bhp (828kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 72kW 1 × 15kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 145,0t (hvf) 11kn |
| 5209699<br>OZOY<br>D1355<br>Df Rdr<br>RTm | **ARTEMIS**<br>ex Lister-66 ex Pol II-48<br>**R/I Artemis**<br>Hans Hermansen<br>Marstal Denmark | **299**<br>171<br>457 | BV (NV) | **1926** Nylands Verksted—Oslo (281)<br>45,42 7,07 3,810<br>42,63 7,01 4,27<br>1 dk<br>R len 51 | **M General Cargo**<br>1 Ho 27,5 ER<br>1 Ha (22,8comb. × 3,9) ER<br>2W Der 2(2,5) | Oil 4SA 4Cy. 270 × 400<br>300bhp (221kW) E made61 fitted71<br>Callesen<br>Aabenraa Motorfabrik Abenra<br>Fuel 8,5t (d.o.)-1,0pd 10kn |
| 7343126<br>J4WZ<br>7406<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEMIS GAROFALIDIS**<br>ex Geroi Novorossiyska-79<br>Launched as Interoceanic I<br>**Falcon Marine S.A.**<br>Olympic Maritime S.A.<br>Piraeus Greece | **66 259**<br>46 245<br>112 745 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL U† 715,0/90,0U3<br>FN 15187 | **1977**-9 Swan Hunter Shipbuilders Ltd. —Hebburn SB. Dock, Hebburn (67)<br>260,31(BB) 40,75 15,179<br>249,99 40,70 20,05<br>F 24,7 1 dk<br>rf nil<br>7BH WB39355T incl. clean ballast tanks 34819T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 135 269 | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 WTAuxB 36kgf/cm$^2$ (35,3bar) Spt 31kgf/cm$^2$ (30,4bar) hs1068,4<br>✠ ne(ex.g) 2/79 39kgf/cm$^2$ (38,3bar) Spt 31,5kgf/cm$^2$ (30,9bar)<br>Gen 1 × 900kW 2 × 650kW 440V 60Hz a.c.<br>Fuel 482,0t (d.o.) 7 152,0t (hvf) 16kn |

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| **7608124**<br>3EQO<br>11169<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTEMIS ISLAND**<br>**Star Dust Line S.A.**<br>Panama Panama | **10 673**<br>6 942<br>18 880 | NK | **1976** Kurushima Dock Co. Ltd.—Uwajima (951)<br>146,08 22,86 9,321<br>137,01 22,84 12,63<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>G.23 755 B.22 707<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 445V a.c.<br>14,25kn |
| **7208728**<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARTEMIS I**<br>ex Artemis-82 ex Susan Miller-78<br>**Tacitus Shipping Co. Ltd.**<br>Limassol Cyprus | **3 908**<br>2 586<br>6 178 | GL | **1972** Arnhemsche Schps. Maats.—Arnhem (462)<br>96,86 15,98 7,201<br>90,48 15,96 9,22<br>1 dk | **M General Cargo**<br>3 Ho 14,0 26,9 19,9 ER<br>G.8 161 B.7 877<br>1 Ha (stl) (58,9 × 10,9) ER | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 260kW 1 × 160kW 380V 50Hz a.c.<br>Fuel 335,5t (hvf) 13kn |
| **5086243**<br>HO8836<br>5882-75B<br>Df Esd<br>Rdr RTv | **ARTEMON**<br>ex Universal New Jersey-79<br>ex Woodnymph-76 ex Danix-74<br>**Artemon Shipping S.A.**<br>Panama Panama | T.Mk<br>**498**<br>265<br>1 036 | ✠**100A1** SS 10/79<br>Mediterranean Sea, Red Sea, Gulf of Aden & Arabian Gulf service<br>✠**LMC**<br>EL n 1$\frac{5}{16}$"SQ<br>FN 1062 | **1960**-3 N.V. Schps. Gebr. van Diepen —Waterhuizen (955)<br>72,67 10,37 3,823<br>65,23 10,27 6,00<br>F 10,7 2 dks<br>RW rf 102<br>Coll BH to U dk 2 to 2nd dk WB399t | **M General Cargo**<br>1 Ho 43,2 1 TwD 43,2 ER<br>G.2 226 B.2 030<br>2 Ha (stl) (18,5 11,4 × 5,4) ER<br>6W Der 1(15) 2(5) 2(3) 2(2) | Oil 4SA 6Cy. 385 × 580<br>1 205bhp (886kW) MaK<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 60kW 220V d.c.<br>Fuel 122,0t (d.o.)-4,0pd 12kn |
| **5025823**<br>UJJT<br>M-26090<br>Df Esd<br>Gc Rdr | **ARTEMOVSK**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **665**<br>293<br>317 | (RS) | **1958** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B14/107)<br>59,24 9,07 4,319<br>53,83 9,00 4,96<br>1 dk | **S Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho<br>G.290<br>1 Ha (1,5 × 1,5)<br>2W Der 2(1) | C 4Cy. (2) 295 & (2) 690 × 640<br>800ihp (588kW)<br>H. Cegielski Poznan<br>Fuel (o.f.) 12kn |
| **7119537**<br>Y5GW<br>RTm/h | **ARTERN**<br>ex Grong-73<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **1 586**<br>1 141<br>2 959 | DSRK (NV) | **1971** Stocznia Gdanska im. Lenina—Gdansk (B431/101)<br>84,13 13,62 5,284<br>77,50 13,59 6,38<br>P 20,5 F 11,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,8 27,7 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 22,1 × 8,0) ER<br>4W Der 4(5) | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 84kW 380V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 180,0t (d.o.) 12,5kn |
| **5025574**<br>CB2556<br>Df Esd<br>RTm | **ARTETA**<br>**Compania Pesquera Arauco S.A.**<br>San Antonio Chile | **268**<br>181<br>— | (BV) | **1963** Ast. de Murueta S.A.—Guernica (40)<br>*35,79* 7,27 3,604<br>35,08 7,21 4,12<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 81,5t (d.o.) 11kn |
| **5025627**<br>WM4504<br>280946<br>Df Gc<br>Rdr RT | **ARTHUR B. HOMER**<br>**Bethlehem Steel Corp.**<br>Wilmington, De United States of America | **15 200**<br>10 225<br>33 631 | AB | **1960** Great Lakes Eng. Works—Ashtabula, Oh (303)<br>251,77 22,89 8,586<br>245,98 22,86 11,89<br>P 35,7 F 19,2 1 dk<br>RW rf nil len 76 | **S Bulk Carrier**<br>3 Ho ER<br>25 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>8 000shp (5 884kW)<br>Bethlehem Steel Co. U.S.A.<br>Gen 2 × 600kW<br>Thw. thrust propeller fwd<br>Fuel 782,5t (o.f.) |
| **6614310**<br>Y4IQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTHUR BECKER**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **998**<br>312<br>539 | DSRK | **1965** VEB Peene-Werft—Wolgast (201)<br>61,09 10,62 4,701<br>54,08 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 320kW 1 × 120kW 1 × 60kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) 12,5kn |
| **6419497**<br>WNDV<br>502067<br>Df Esd<br>Gc Rdr<br>RT | **ARTHUR FOSS**<br>ex LT 784-64<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **599**<br>331<br>— | (AB) | **1944** Marietta Mfg. Co.—Point Pleasant, WV (520)<br>10,09 4,966<br>42,98 10,06 5,72<br>1 dk | **M Tug** | 2 Oil 4SA each 8Cy. 343 × 419 geared to sc. shaft<br>NE 66<br>Nordberg Manufacturing Co. St. Louis, Mo<br>Fuel 514,0t |
| **7049213**<br>WM6341<br>282002 | **ARTHUR J. MINNERS**<br>**Second Oceanic Corp.**<br>Boston, Ma United States of America | **187**<br>103<br>— | | **1960** J. F. Bellinger & Son—Jacksonville, Fl<br>*44,90* 7,32<br>2,95 | **M Fishing** | Oil<br>1 050bhp (772kW)<br>.............<br>Fuel (d.o.) |
| **5025689**<br>WD2653<br>214656<br>Df Gc<br>Rdr RTh | **ARTHUR K. ATKINSON**<br>ex Ann Arbor No. 6-59<br>**Ann Arbor Railroad System**<br>Muskegon, Mi United States of America | **3 241**<br>1 826<br>1 996 | AB | **1916** Great Lakes Eng. Works—Ecorse, Mi (130)<br>*113,39* 17,12 4,553<br>113,39 17,07 6,25<br>2 dks<br>RW rf 229 len 59 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 119P | 2 Oil 4SA each 12Cy. 330 × 419<br>5 100bhp (3 751kW) NE 59<br>Nordberg Manufacturing Corp. U.S.A.<br>Gen 2 × 300kW 230V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 272,5t (d.o.) |
| **7050298**<br>WY4022<br>514635 | **ARTHUR M**<br>**Liberty Fish & Oyster Co.**<br>Galveston, Tx United States of America | **111**<br>75<br>— | | **1968** Capell Marine Inc.—Freeport, Tx<br>*21,43* 6,76<br>3,46 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| **5025691**<br>WE4805<br>264207<br>Df Gc<br>Rdr RT | **ARTHUR M. ANDERSON**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **12 342**<br>9 372<br>27 128 | AB | **1952** American SB. Co.—Lorain, Oh (868)<br>233,79 21,39 8,027<br>228,38 21,34<br>P 27,8 F 16,8 1 dk<br>rf 76 len 75 | **S Bulk Carrier**<br>3 Ho ER<br>G.16 115<br>24 Ha (stl) (each 3,3 × 14,0) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>Westinghouse Elec. & Mfg. Co. Philadelphia, Pa<br>Fuel 540,5t (o.f.) 14kn |

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| **7361221**<br>OXRS<br>C828<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ARTHUR MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Ronne Denmark | **29 904**<br>16 794<br>30 042 | ✠100A1 SS 4/81<br>✠LMC UMS<br>EL Mt 2⅞"U3<br>FN 10278 | **1976**-4 Blohm + Voss A.G.—Hamburg (891)<br>224,92(BB) 30,56 11,519<br>208,85 30,51 18,70<br>F 21,7 2 dks<br>rf nil len 78<br>8BH WB6514t | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 31,1comb. 15,7 28,4comb. 14,1 30,4comb. ER 28,5comb. 8,1<br>TEU 1818 C.Ho 102/20' 400/40' C.Dk 916/20' (40')<br>11 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb geared to sc. shaft<br>35 507shp (26 118kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm² (73,6bar) (Spt 513°C 67kgf/cm² (65,7bar)) hs2093,2<br>sg 8,7kgf/cm² (8,6bar)<br>Gen 2 × 2000kW 1 × 1100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 329,0t (d.o.) 6 955,0t (hvf)-191,0pd |
| **5025744**<br>WT4421<br>223540 | **ARTHUR N. HERRON**<br>**American Dredging Co.**<br>Philadelphia, Pa United States of America | **175**<br>81<br>— | | **1924** New York SB. Corp.—Camden, NJ<br>*28,50* 7,07 3,353<br>... ... ...<br>R | **M Tug** | Oil 2SA 12Cy. 216 × 254<br>NE —<br>General Motors Corp. U.S.A. |
| **7343516**<br>VJAP<br>355472<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ARTHUR PHILLIP**<br>**Botany Bay Tanker Co. (Australia) Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **37 196**<br>19 654<br>65 103 | ✠100A1 SS 2/80<br>oil tanker<br>✠LMC UMS<br>EL Pt 3⅞"U2<br>FN 11351 | **1974**-9 Whyalla SB. & Eng. Works —Whyalla (57)<br>239,28(BB) 32,26 13,164<br>228,05 32,21 17,56<br>F 21,4 1 dk<br>rf 51<br>9BH WB14788T incl. DTf2281T & clean ballast tanks 9322T | **M Tanker**<br>13 Ta ER<br>L.(oil) 88 179 HeCls. BC<br>Cr 2(10) | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Commonwealth Govt. Engine Works Melbourne<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs719,1<br>e(ex.g) 18kgf/cm² (17,7bar)<br>Gen 2 × 750kW 415V 50Hz a.c.<br>Fuel 1 887,0t (hvf)-62,0pd 16kn |
| **7531307** | **ARTHUR RIMBAUD**<br>**Port de Djibouti**<br>Jibuti Djibouti | **191**<br>35<br>300 | BV | **1977** Ziegler Freres—Dunkerque (194)<br>32,72 3,410<br>29,01 8,01 4,32<br>1 dk | **M Tug** | Oil 4SA 12Cy. 220 × 280 geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>13,5kn |
| **7035315**<br>WX6714<br>500912<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ARTHUR S**<br>ex Gulf Master<br>**Puget Sound Tug & Barge Co.**<br>Seattle, Wa United States of America | **199**<br>135<br>— | (AB) | **1966** Main Iron Works Inc.—Houma, La (149)<br>32,01 9,35 3,556<br>28,81 9,15 3,94<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 40kW 240V 60Hz a.c. |
| **6511659**<br>EGRB<br>Df Esd<br>Gc Rdr<br>RT | **ARTICO**<br>ex Tabora-74<br>**Compania Naviera Marasia S.A.**<br>Barcelona Spain | T.Mk<br>**6 353**<br>3 746<br>10 440<br>**9 336**<br>5 663<br>13 550 | GL | **1965** Deutsche Werft A.G.—Hamburg (809)<br>155,89 20,55 —/9,154<br>144,53 20,50 12,10<br>P 30,5 F 30,2 2 dks | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 17,6 21,4 24,5 16,9 18,5<br>In.727<br>5 Ha (stl) (8,9 11,8 14,7 11,8 11,8 × 5,7)<br>Der 1(150) 1(25) 8(5-10) 4(3-5) 4(5) 2(3) | Oil 2SA 6Cy. 780 × 1550<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel (hvf) 18,5kn |
| **5294242**<br>150<br>Df Esd<br>Gc Rdr<br>RTm/h | **ARTICO**<br>ex Monte Oliveto-82<br>ex Richard Amlie-66<br>**Misano di Navigazione S.p.A.**<br>Ravenna Italy | **2 996**<br>1 567<br>4 335 | RI (NV) | **1953** Stord Verft A/S—Stord (23)<br>105,11 14,84 6,211<br>96,93 14,79 6,81<br>P 28,1 F 12,8 1 dk<br>rf 51 | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 260 | Oil 2SA 7Cy. 520 × 900<br>2 630bhp (1 935kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 110kW 2 × 100kW 220V d.c.<br>Fuel (d.o.) 13,5kn |
| **7362756**<br>CUFX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTICO**<br>**Sociedade da Fomento da Pesca Ltda. (SOFOPEL)**<br>Ponta Delgada Portugal | **793**<br>—<br>— | ✠100A1 SS 3/81<br>fishing vessel<br>Ice Class 3<br>✠LMC<br>EL I 1"U2<br>FN 678 | Cmpl.**1975**-12 Sorefame—Lobito (80)<br>50,96 9,63 5,087<br>44,02 9,52 5,87<br>2 dks<br>rf 991 BK 127<br>NS 5BH WB34t | **M Fishing**<br>Ref.<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 110kW 440/220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.) |
| **5025794**<br>CXAR | **ARTIGAS**<br>**Government of The Oriental Republic of Uruguay (Administracion Nacional de Puertos) (ANP)**<br>Montevideo Uruguay | **256**<br>44<br>— | ✠Classed LR until 6/32 | **1931**-2 Cant. Nav. Riuniti—Anc (122)<br>29,80 8,01 5,030<br>7,95<br>R BK 170 | **S Tug** | T 3Cy. 449 725 & 1160 × 840<br>Cant. Nav. Riuniti Ancona<br>Fuel 51,0t (o.f.) |
| **7938373**<br>WYA2<br>806<br>599930 | **ARTISTA**<br>**Artista Inc.**<br>Brownsville, Tx United States of America | **142**<br>104<br>— | | **1978** ............Brownsville, Tx<br>*23,72* 6,23<br>3,66<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **5025861**<br>EEYX<br>346 | **ARTRAMA**<br>ex Jose Pumarino-61<br>ex Manuel Salvadores-52<br>**Artrama S.A.**<br>Villagarcia de Arosa Spain | **400**<br>241<br>531 | ✠Classed LR until 2/61 | **1948**-1 S.A. Juliana Const. Gijonesa—Gijon (79)<br>48,87 8,06<br>44,00 8,01 3,41<br>P 12,5 F 5,8 1 dk | **S General Cargo**<br>Mchy.aft | T 3Cy. 181 349 & 551 × 400<br>220ihp (162kW)<br>S.A. Juliana Const. Gijonesa Gijon<br>Fuel (o.f.) 9,5kn |
| **6701101**<br>UUAJ<br>M-25352<br>Df Esd<br>Gc Rdr<br>RT | **ARTSIZ**<br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **1 161**<br>553<br>1 609 | RS | **1966** Angyalfold Shipyard—Budapest<br>74,53 11,33 4,669<br>67,39 11,28 5,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,8) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| **7709899**<br>SQKK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTUR GROTTGER**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland | **13 024**<br>7 881<br>17 064 | PR | **1980** Marine Industries Ltd.—Sorel, P.Q. (441)<br>168,36(BB) 24,06 10,502<br>155,00 24,00 14,00<br>3 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho —DT —DT —DTp&s — — — 2 TwD Lwr 4 TwD Upr ER 1 TwD Lwr<br>G.24 630 B.21 777 In.1 046 L.1 180<br>TEU 304 C.Ho 270/20'(40') C.Dk 134/20'(40')<br>9 Ha (stl) (13,0 × 10,5) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (2,9p&s × 2,5)<br>Cr 2(20) 2(5) Der 1(80) 4(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 1500kW 3 × 768kW 400V 1 × 11kW 220V a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 063,0t (d.o.) 21,5kn |
| **5025897** | **ARTURO**<br>**Von Borstel y Castro**<br>La Paz Mexico | **142**<br>86<br>— | | **1935** E. Luna, Jr.—Mazatlan<br>*25,85* 5,69<br>... ... ...<br>1 dk | **Wood M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 305<br>Atlas Imperial D.E. Co. Oakland, Ca |
| **5134698**<br>Esd Pfd<br>Rdr RTh | **ARTURO JORGE**<br>ex Grampian Glen-73<br>**El Marisco S.A.C.I.**<br>Argentina | **214**<br>74<br>— | ✠Classed LR until 22/11/74 | **1961**-2 J. Lewis & Sons Ltd.—Aberdeen (298)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 318 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>681bhp (501kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **5014965**<br>YXDU<br>AJZL-9012<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARTURO MICHELENA**<br>ex Ammon-72<br>**Compania Anonima Naviera de Transporte y Turismo (TRANSYTUR)**<br>Maracaibo Venezuela | **2 563**<br>1 301<br>3 877<br>**3 840**<br>2 101<br>4 890 | **✠100A1** CS 8/79<br>**✠LMC**<br>EL v 2"SQ<br>FN 2547 | **1959**-9 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (743)<br>119,49 15,02 5,684/6,414<br>110,62 14,94 8,08<br>F 12,2 1 dk & S dk, 3rd dk in No. 1 hold<br>RW rf 102 len 66<br>5BH to S dk 1 to 2nd dk WB498t incl. DTf95t | **M General Cargo** OSD/CSD<br>Ref 12P<br>3 Ho 15,8 20,4 23,0 ER<br>G.6 371 B.5 116 In.330<br>3 Ha (stl) (7,9 × 3,6) (12,5 12,5 × 4,9) ER<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540 × 1150<br>3 600bhp (2 648kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 120lbf/in² (8,3bar)<br>Gen 3 × 130kW 220V d.c.<br>Fuel 161,5t (hvf) 16kn |
| **7364314**<br>TCJC<br>4326<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARTVIN**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 335**<br>1 048<br>2 658 | AB | **1975** Denizcilik Bankasi T.A.O.—Camialti (198)<br>80,02 11,71 5,512<br>69,02 11,69 6,61<br>2 dks | **M General Cargo**<br>Mchy.aft<br>1 Ho 52,4<br>G.3 511 B.3 115<br>2 Ha (stl)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 96kW 1 × 16kW<br>Fuel 253,0t 11,5kn |
| **7320722**<br>UFAO<br>M-7886<br>Df Esd<br>Rdr RT | **ARTYK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **564**<br>212<br>318 | RS | **1973** .............U.S.S.R.<br>54,21 9,38 3,809<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **5025811**<br>UJYJ<br>M-17062<br>Df Esd<br>Gc Rdr | **ARTYOM**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 300**<br>1 573<br>4 314 | RS | **1959** Rauma-Repola Oy—Rauma/Raumo (96)<br>105,11 14,81 6,119<br>96,93 14,74 6,84<br>1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>G.174 L.(oil) 5 370 HeCls. C<br>1 Ha (stl) (2,4 × 3,1) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 261,0t (d.o.)-11,0pd 14kn |
| **7031175**<br>ESAN<br>M-12293<br>Df Esd<br>Rdr RT | **ARTYOM**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **699**<br>262<br>310 | RS | **1968** .............U.S.S.R.<br>54,16 9,38 3,690<br>49,99 9,30 4,73<br>1 dk | **M Research/Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.208<br>1 Ha (1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,75kn |
| **7941796** | **ARTYOMOVSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**1 141**<br>349<br>545 | RS | **1981** Baltiya Shipyard—Klaypeda<br>59,01 13,01 4,873<br>52,02 8,89<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9) | Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>CKD Praha Praha<br>13kn |
| **6405393**<br>EEJK<br>1650<br>Df Esd | **ARTZA**<br>**Atumber S.A.**<br>Bermeo Spain | **192**<br>87<br>— | BV | **1964** Maritima del Musel S.A.—Gijon (53)<br>28,17 7,04 2,896<br>27,59 7,03 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 220 × 280<br>565bhp (416kW)<br>Hijos de J. Barreras S.A. Spain<br>Fuel 57,0t (d.o.) 12kn |
| **5162918**<br>YBAM<br>Df Esd<br>RT | **ARU**<br>ex Irian-63<br>**Government of The Republic of Indonesia (P.N. Pengerukan - Indonesian State Dredging)**<br>Jakarta Indonesia | **1 831**<br>710<br>1 441 | KI | **1961** Orenstein Koppel & Luebecker —Luebeck (562)<br>79,51 13,67 4,007<br>73,00 13,61 5,01<br>1 dk<br>RW | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single arm<br>Dredging depth 15,0 Hopper 1050T<br>Mchy.aft<br>Hopper 750<br>1 sandpump 649kW (870bhp)<br>2W Der 2(3) | 2 Oil 4SA each 7Cy. 300 × 450<br>1 740bhp (1 280kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 416kW 400V<br>8kn |
| **6404894** | **ARU**<br>ex Lovatj-64<br>**Government of The Republic of Indonesia**<br>Indonesia | **1 248**<br>552<br>— | | **1963** Angyalfold Shipyard—Budapest (1944)<br>74,48 11,33<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 10,5kn |

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| 7803035<br>Esd RT | **ARUAK**<br>**Arno Guerreiro**<br>Brazil | **150**<br>—<br>— | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (035)<br>22,00 2,998<br>6,00 3,36<br>1 dk | **M Fishing**<br>In.76 | Vee Oil 4SA 12Cy. 120 × 130 geared to sc. shaft<br>275bhp (202kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany |
| 6930958<br>PJVV<br>Esd Gc<br>Pfd Rdr<br>RT | **ARUBA**<br>ex Passaat Santos-79<br>ex Passaat Bonaire-78<br>ex Shipmair IV-76 ex Vida-74<br>ex Voreda-73<br>**Hatomar Shipping Co. N.V.**<br>Passaat Shipping Agencies N.V.<br>Willemstad Netherlands Antilles | T.Mk<br>**704**<br>446<br>1 614<br>**1 433**<br>879<br>2 597 | **✠100A1** SS 4/81<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL M 1¼"U2<br>FN 1311 | **1969**-12 N.V. Schps. Gebr. van Diepen —Waterhuizen (994)<br>77,55 11,92 4,369/5,741<br>70,16 11,82 6,86<br>P 15,3 F 11,3 2 dks<br>rf 152<br>3BH WB628t incl. DTf45t | **M General Cargo**<br>1 Ho 46,9 ER<br>G.3 119 B.2 818<br>2 Ha (stl) (each 16,7 × 6,0) ER<br>12W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 146,5t (d.o.) 12,25kn |
| 5144679<br>MEGC<br>302243<br>Esd Pfd<br>Rdr | **ARUBA**<br>ex Hawkflight-75<br>**Huxley Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **174**<br>65<br>— | ✠Classed LR until 3/5/73 | **1961**-3 J. Lewis & Sons Ltd.—Aberdeen (305)<br>*30,06* 6,66<br>29,19 6,56 3,36<br>F 4,3<br>RW rf 914 BK 178 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 305 × 381 sr reverse geared to sc. shaft<br>475bhp (349kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Fuel 20,5t 10kn |
| 6420082<br>PJTZ<br>C602<br>Df Esd<br>Gc Rdr<br>RTm | **ARUBA BAY**<br>ex Polar Viking-74<br>**Caribbean Reefers N.V.**<br>Willemstad Netherlands Antilles | T.Mk<br>**536**<br>233<br>945<br>**1 279**<br>752<br>1 676 | **✠100A1** SS 4/74<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL o 1⅜"SQ<br>FN 1206 | **1964**-11 Solvesborgs Varv A/B —Solvesborg (67)<br>72,80 11,03 3,722/5,017<br>66,25 11,00 7,19<br>F 10,7 2 dks<br>rf 102 DK fwd<br>Coll BH to U dk 3 to 2nd dk WB197t | **M General Cargo**<br>Ref. 2P<br>3 Ho 14,0 11,9 14,0 ER<br>In.1 988<br>3 Ha (stl) (each 5,1 × 4,7) ER<br>6W Der 6(3) | Oil 2SA 6Cy. 340 × 570<br>1 658bhp (1 220kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 96kW 440V 60Hz a.c.<br>Fuel 167,5t (d.o.) 14,5kn |
| 7233137<br>EGKN<br>Pfd Rdr<br>RT | **ARUCAS**<br>**Compania Canaria de Remolques S.A.**<br>Las Palmas Spain | **212**<br>64<br>80 | **✠100A1** SS 9/82<br>tug<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 364 | **1974**-1 Enrique Lorenzo y Cia. S.A.—Vigo (366)<br>32,21 8,62 3,804<br>28,96 8,08 4,47<br>RAD 1,3 1 dk<br>rf 1295 BK 51<br>4BH WB22T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 360 × 450 dr geared to sc. shaft<br>MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7395014<br>ATQG<br>1732<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARUNACHAL PRADESH**<br>Launched as Aristolaos<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | T.Mk<br>**7 476**<br>4 085<br>—<br>**11 832**<br>6 820<br>18 848 | **✠100A1** SS 7/81<br>strengthened for ore cargoes<br>**✠LMC** **UMS**<br>EL Dt 2½"<br>FN 5023<br>IRS | **1976**-12 Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (1034)<br>147,71(BB) 23,02 —/9,640<br>140,01 22,86 13,01<br>P 29,6 F 12,5 2 dks<br>rf 51<br>SF 6BH WB4463t | **M General Cargo**<br>4 Ho 23,1 25,3 25,3 25,3 ER<br>G.25 467 B.23 719<br>7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s × 7,0) ER<br>Cr 2(25) 3(12,5) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 119,0t (d.o.) 1 165,5t (hvf) 17kn |
| 5157767<br>VPFX<br>301001<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ARUNKAMAL**<br>ex Hind-79 ex Ibadan Palm-78<br>**Hind Shipping Co. Ltd.**<br>Al Navigation Co. Ltd.<br>Hong Kong Hong Kong (British) | **5 799**<br>2 650<br>9 094 | **✠100A1** SS 11/80<br>DTmf—vegetable oil<br>**✠LMC**<br>EL ct 2¼"SQ<br>FN 3973 | **1959**-9 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1970)<br>140,32 19,13 7,652<br>131,07 19,05 11,26<br>P 11,3 F 13,2 1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 7 to 2nd dk WB2485t incl. Tunnel tanks 289t DTmf1174t | **M General Cargo** OSD 2P<br>5 Ho 15,7 19,2 11,4 22,8 21,2 8,6DT<br>G.15 519 B.14 436<br>5 Ha (6,8 11,0 11,0 11,0 11,0 × 6,1)<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670 × 2320<br>4 500bhp (3 310kW) Doxford<br>Swan, Hunter & Wigham Richardson Newcastle<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 468,5t (hvf) 14kn |
| 6617960<br>ELCN8<br>7323<br>Df Esd<br>Gc Rdr<br>RTv | **ARUNTO**<br>ex Brunto-70<br>**Mara Shipping & Navigation Co. Ltd.**<br>Monrovia Liberia | **1 185**<br>856<br>2 439 | NV | **1966** VEB Schiffswerft "Neptun"—Rostock (420)<br>78,59 11,54 5,060<br>71,46 11,49 5,90<br>1 dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,9 25,6 ER<br>G.2 846 B.2 643<br>2 Ha (18,5 19,2 × 6,3)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 80kW 1 × 19kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.)-5,5pd 11,5kn |
| 5025976<br>TFXJ<br>0016<br>Df Esd<br>Gc Rdr<br>RTm | **ARVAKUR**<br>**Rikissjodur Islands**<br>Den Islandske Stats<br>Reykjavik Iceland | **356**<br>95<br>— | **✠100A1** SS 5/79<br>Ice class 3<br>**✠LMC**<br>EL f<br>FN 467 | **1962**-5 N.V. Bodewes Schps. —Martenshoek (466)<br>43,54 8,39<br>37,80 8,31 4,02<br>B & F 21,7 1 dk<br>rf 991 BK 127<br>4BH WB64t | **M Lighthouse Tender**<br>1 Ho 13,1<br>1 Ha (stl) (5,0 × 2,9)<br>Der 1(12) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 1 × 19kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5401077<br>OZHD<br>A250<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARVEPRINS KNUD**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | **4 836**<br>2 355<br>2 030 | BV | **1963** Helsingor Skibsv. og Maskinbyg. —Helsingor (366)<br>129,90 17,23 4,598<br>128,76 17,21 7,01<br>2 dks<br>rf 305 | **TM Passenger/RoRo Cargo/Ferry**<br>1500dk P<br>Bow & stern doors | 2 Oil 2SA each 9Cy. 500 × 900<br>10 000bhp (7 356kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 5 × 370kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 203,0t (d.o.) 19kn |
| 6708161<br>ATBM<br>1227<br>RTv | **ARVIND**<br>**Bombay Port Trust**<br>Bombay India | **272**<br>—<br>— | ✠Classed LR until 4/68 | **1967**-5 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1131)<br>33,66 9,38 3,404<br>30,26 8,91 4,25<br>1 dk<br>rf 610 BK 102 | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 7Cy. 235 × 330 sr reverse geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 23kW 415V 50Hz a.c.<br>Fuel 30,5t (d.o.) 11kn |
| 7104611<br>FIWS<br>Rdr RTv | **ARVOR**<br>**Societe Francaise Commerciale & Maritime (SOCOMMAR)**<br>Societe Maritime de Transports Petroliers (Petromer)<br>Dunkerque France | **2 988**<br>2 017<br>3 560 | BV | **1971** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (81)<br>106,61 16,03 3,556<br>100,01 16,01 5,82<br>B 4,6 F 9,5 1 dk | **TM Tanker**<br>CBT<br>12 Ta ER<br>L.(oil) 6 316 | 2 Vee Oil 4SA each 12Cy. 220 × 280 sr geared to sc. shafts<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 420kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Directional thrust propeller fwd<br>Fuel 63,0t (d.o.)-11,5pd 11kn |

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| **5329750**<br><br>199105<br>RTv | **ARWA**<br>ex Sir Tom-68<br>**The Yemen Ports & Shipping Organisation**<br>Aden People's Dem. Rep. of Yemen | **81**<br>—<br>36 | **✠100A1** SS 12/79<br>tug<br>Aden harbour service<br>**✠LMC**<br>EL (a)<br>FN 187 | **1957**-7 W. J. Yarwood & Sons Ltd. —Northwich<br>23,35 6,13 2,744<br>20,96 5,80 3,08<br>RW rf 457 BK 127<br>3BH WB26t | **M Tug** | Oil 4SA 7Cy. 260 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 12kW 110V d.c.<br>Fuel (d.o.) |
| **7206378**<br>YKAN<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **ARWAD**<br>ex Viggo Scan-75<br>**Syrian Navigation Co.**<br>Latakia Syria | **1 399**<br>923<br>3 615 | BV | **1972** Buesumer Werft G.m.b.H.—Buesum (241)<br>80,52 (BB) 13,64 6,103<br>74,50 13,62 8,51<br>F 6,1 2 dks<br>rf nil | **M General Cargo**<br>2 Ho 25,9 26,9 ER<br>G.5 373 B.4 987<br>2 Ha (stl) (18,9 25,1 × 10,1) ER<br>4W Der 2(15) 2(5) | Vee Oil 4SA 16Cy. 225 × 300<br>2 250bhp (1 655kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 195kW 2 × 100kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 235,5t (d.o.) 14,5kn |
| **5026023**<br>PWIK<br><br>Df Esd<br>Gc Rdr | **ARY PARREIRAS**<br>**Government of The Federative Republic of Brazil (Comando da Forca de Transporte da Marinha) (TRANSPOMAR)**<br>Rio de Janeiro Brazil | **4 874**<br>2 570<br>4 125 | | **1956** Ishikawajima Jukogyo—Tokyo (748)<br>119,44 16,06 6,268<br>110,22 16,01 8,46<br>2 dks<br>RW | **TS General Cargo** CSD<br>Ref<br>3 Ho<br>G.4 725 B.4 295 In.438 | 2 S Turb dr geared<br>4 800shp (3 531kW)<br>Ishikawajima Jukogyo Tokyo<br>Fuel 847,5t (o.f.) 15kn |
| **5025380**<br>USKD<br>M-24513<br>Df Esd<br>Gc Rdr<br>RT | **ARZAMAS**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 258**<br>1 522<br>4 410 | RS | **1955** VEB Schiffswerft "Neptun"—Rostock<br>102,39 14,43 6,649<br>95,84 14,36 7,93<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 12,9 19,5 ER 16,7 14,1<br>B.5 325<br>4 Ha (stl) (8,3 8,3 × 5,0) ER (7,0 11,7 × 5,0)<br>10W Der 1(35) 1(15) 10(5) | C 4Cy. (2) 465 & (2) 1000 × 1000 & LP turb<br>2 450ihp (1 802kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 589,5t (o.f.) 12,5kn |
| **7023726**<br>EVQF<br>M-30376<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARZAMAS**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (291)<br>82,00 13,64 5,190<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **5026047**<br><br>318/78<br>Esd<br>RTm/h/v | **ARZANAH**<br>**Abu Dhabi Marine Operating Co. (ADMA-OPCO)**<br>Ocean Inchcape Ltd.<br>Abu Dhabi United Arab Emirates | **350**<br>0<br>— | **✠100A1** SS 4/79<br>tug<br>**✠LMC**<br>EL (f) $1\frac{1}{4}$"<br>FN 513 | **1961**-11 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (433)<br>40,21 10,09 3,668<br>36,71 9,61 4,35<br>B 13,5<br>RW rf 457 BK 178<br>3BH WB43t | **M Tug**<br>Fire-fighting Salvage | Oil 2SA 8Cy. 368 × 483 reverse reduction geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 67kW 220V d.c.<br>Fuel 101,5t (d.o.) 12kn |
| **7107883**<br>7TOJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ARZEW**<br>ex Batumi-74<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **15 483**<br>8 528<br>22 610 | **100A1** SS 12/79<br>oil tanker<br>**LMC**<br>EL E† pt$2\frac{7}{8}$"U1 pt$2\frac{7}{8}$"U2<br>FN 6254<br>(RS) | **1971** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (231)<br>186,19 23,47 9,722<br>174,20 23,40 12,50<br>P 40,6 F 21,1 1 dk<br>rf nil<br>9BH WB440T | **M Tanker**<br>16 Ta ER<br>L.(oil) 30 172 | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>2 WTAuxB 12,5kgf/cm$^2$ (12,3bar) hs597,3 e(ex.g) 12,5kgf/cm$^2$ (12,3bar) Spt 12,5kgf/cm$^2$ (12,3bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) 17kn |
| **5026059**<br>PP3118 | **ARZIL**<br>ex Propria-52<br>**Empresa de Navegacao Santa Catarina Ltda.**<br>Sao Francisco do Sul Brazil | **632**<br>334<br>1 118 | (BV) | **1944** Odenbach SB. Corp.—Rochester, NY (34)<br>*54,66* 9,17<br>... ... ...<br>2 dks | **TM General Cargo**<br>4 Ho ER<br>4 Ha<br>Der 4(5) | 2 Oil 2SA each 4Cy. 320 × 405<br>840bhp (618kW)<br>Clark Bros. Co. Cleveland, Oh<br>Fuel 34,5t 7kn |
| **5056066**<br>IKCU<br>992<br>Esd | **ARZILLA**<br>ex Torreglia-75 ex Buxtehude-72<br>**Luigi Mandala**<br>Palermo Italy | **250**<br>131<br>380 | RI (GL) | **1960** J. J. Sietas K.G. Schiffswerft —Hamburg (466)<br>45,52 8,69 2,318<br>42,02 8,64 2,70<br>P 8,6 F 5,2 1 dk<br>len 67 | **M General Cargo Barge**<br>1 Ho ER<br>G.578 B.530<br>1 Ha (16,9 × 4,8) ER<br>Der 2(2) | Oil 4SA 6Cy. 220 × 280<br>198bhp (146kW)<br>Kloeckner Humboldt Deutz Koeln<br>8,5kn |
| **6705133**<br>TCGE<br>3782<br>Df RT | **ARZU**<br>**Turgut Giray**<br>Istanbul Turkey | **498**<br>296<br>975 | ✠LR class withdrawn 9/7/82 | **1967**-12 Suleyman Saim Birkok—Istanbul (25)<br>57,69 9,05 4,120<br>53,75 9,01 4,17<br>P 14,7 F 8,6 1 dk<br>rf nil | **M General Cargo**<br>Mchy.aft<br>G.1 019 B.906 | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 10,5kW 1 × 10kW 110V d.c.<br>10kn |
| **5026073**<br>OXRN<br>D2499<br>RTv | **ASA**<br>**Kobenhavns Havnevaesen**<br>Kobenhavn Denmark | **54**<br>—<br>— | **✠100A1** SS 6/82<br>tug<br>for service in Oresund<br>Ice Class 3<br>**LMC**<br>EL (a)<br>FN 128 | **1960**-3 Aarhus Flydedok og Maskinkp. A/S —Aarhus (107)<br>18,88 5,34 2,299 (aft)<br>17,10 5,21 2,27<br>rf nil<br>4BH WB18t | **M Tug**<br>Tender 25P<br>1 Ho 2,1<br>1 Ha (stl) (1,2 × 1,8) | 2 Oil 2SA each 6Cy. 108 × 127 with flexible coupling & sr reverse geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 2kW 380V 50Hz a.c.<br>Directional propeller<br>Fuel 9,0t (d.o.) 6kn |
| **6509917**<br><br>306257<br>RTv | **ASA BINNS**<br>**Port of London Authority**<br>London United Kingdom | **847**<br>754<br>1 560 | ✠ | **1965**-3 Harland & Wolff Ltd.—North Woolwich, London (928)<br>62,57 11,21 4,026<br>59,70 10,67 4,88<br>1 dk<br>rf nil | **TM Hopper Barge**<br>Bottom doors<br>1 Ho 36,5 ER | 2 Vee Oil 4SA each 8Cy. 168 × 184<br>1 120bhp (824kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 140kW 220V d.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| **8032463**<br>JM4835<br>123452 | **ASA MARU**<br>**Kazuyuki Iwasaki**<br>Matsushima, Kumamoto Pref. Japan | **195**<br>112<br>— | | **1980** Y.K. Okajima Zosen—Nakashima, Ehime Pref. (192)<br>... ... ...<br>42,19 8,01 5,01<br>1 dk | **M General Cargo** | Oil<br>Japan |

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| 6520507<br>OZOR<br>D1258<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASA-THOR**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | **3 544**<br>1 090<br>2 000 | BV | **1965** A/S Nakskov Skibsvaerft—Nakskov (174)<br>131,65 17,71 4,496<br>130,08 17,24 7,01<br>1 dk<br>rf 356 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles —P<br>Mchy.aft | 2 Oil 2SA each 7Cy. 500 × 900<br>7 840bhp (5 767kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 350kW 2 × 210kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 177,0t (d.o.) 17,25kn |
| 8119364 | **ASABA**<br>**Government of The Federal Republic of Nigeria (Federal Ministry of Transport - Inland Waterways Division)**<br>Lagos Nigeria | **160**<br>—<br>50 | **100A1**<br>Class Contemplated<br>FN 333 | **1982** Schiffswerft Schmidt G.m.b.H. —Remagen/Oberwinter (201)<br>1,301<br>33,46 7,61 2,32<br>1 dk | **TM Ferry** | 2 Oil 4SA each 8Cy. 165 × 184 geared to sc. shafts<br>510bhp (375kW)<br>Kelvin Diesels Ltd. Glasgow |
| 7832816<br>RT | **ASACHA**<br>**U.S.S.R.** U.S.S.R. | **163**<br>39<br>88 | RS | **1980** ..........U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 8008125<br>A6E2076<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASAD**<br>**Port Authority of Jebel Ali**<br>Dubai United Arab Emirates | **221**<br>0<br>128 | ✠**100A1**<br>tug<br>Arabian Gulf and Gulf of Oman service<br>✠**LMC**<br>EL (F) D 247,5/19,0U2<br>FN 325 | **1980**-9 B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (754)<br>28,50 9,15 3,261<br>24,90 8,79 4,25<br>RFD 12,5 1 dk<br>rf 686<br>4BH WB35T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 76kW 400V 50Hz a.c.<br>Thw. thrust propeller |
| 6851437<br>UFPV<br>M-19690 | **ASAFYEV**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **115**<br>—<br>13 | RS | **1954** ..........People's Republic of China<br>26,93 5,49 1,899<br>2,80 | **M Ferry**<br>—P | Vee Oil 4SA 12Cy. 150 × 180<br>U.S.S.R.<br>Fuel (d.o.) 11kn |
| 7853535<br>JKSQ<br>63511 | **ASAGAO MARU**<br>**Sanki Jitsugyo Y.K.**<br>Hiroshima, Hiroshima Pref. Japan | **298**<br>136<br>337 | | **1949** Mitsubishi Jukogyo—Nagasaki (1326)<br>40,52 2,971<br>36,00 7,21 3,71<br>1 dk | **M Ferry**<br>426P | Oil<br>250bhp (184kW)<br>Japan<br>7,5kn |
| 7018240<br>JJ2671<br>107747<br>Rdr RT | **ASAGIRI MARU No. 2**<br>**Nippon Doro Kodan**<br>Akashi, Hyogo Pref. Japan | **637**<br>229<br>306 | | **1970** Shin Yamamoto Zosen—Kochi (129)<br>55,73 12,02 2,585<br>50,02 11,99 3,81<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>Deck Cargo<br>250dk P | 2 Oil 4SA each 8Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 60kW a.c.<br>Fuel 43,5t-5,0pd 12,5kn |
| 7235422<br>JG2998<br>111104<br>Rdr RT | **ASAGUMO**<br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | **605**<br>247<br>178 | | **1971** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (153)<br>41,41 15,91 2,667<br>39,83 15,85 4,50<br>1 dk | **TM RoRo Cargo/Ferry**<br>600P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,5t-4,0pd 12,5kn |
| 7735484<br>JG3743<br>121632 | **ASAGUMO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **149**<br>45<br>— | | **1978** Mitsubishi Heavy Industries Ltd. —Shimonoseki (795)<br>... ... ...<br>30,51 6,32 3,31<br>1 dk | **Aluminium Alloy TM Patrol Launch** | 2 Oil<br>Japan |
| 5037694<br>PLZI<br>Df Esd<br>Gc Rdr | **ASAHAN**<br>ex Basra-77<br>**P.T. Perusahaan Pelayaran Samudera 'Trikora Lloyd'**<br>Jakarta Indonesia | **8 661**<br>5 337<br>10 211 | ✠**100A1** M 9/81-3mos<br>DTm & TwDf oil FP above 65.5°C, veg. oil or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4312 | **1959**-4 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (760)<br>151,82 19,44 8,408<br>138,99 19,36 11,66<br>F 27,8 2 dks, 3rd dk in holds<br>rf 102 DK fwd<br>6BH to U dk 1 to 3rd dk WB3095t incl. DTm963t TwDf462t | **M General Cargo**<br>Ref<br>5 Ho ER<br>G.18 515 B.16 544 In.229<br>5 Ha (stl) ER<br>20W Der 1(60) 1(20) 10(5) 10(3) | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Fuel 1 523,0t (hvf)-37,5pd 17,5kn |
| 7011125<br>YBNH<br>RT | **ASAHAN**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **129**<br>—<br>121 | BV | **1969** Robin Shipyard (Pte.) Ltd.—Singapore (23)<br>27,31 7,47 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) 11kn |
| 7634472 | **ASAHAN**<br>**P.T. Tjahaja Kalbar**<br>Jakarta Indonesia | **106**<br>67<br>— | KI | **1974** P.T. Galsia—Jakarta<br>... ... ...<br>29,01 6,00 2,01 | **M Tank Barge** | Oil<br>185bhp (136kW)<br>Tung Fung Province of Taiwan |
| 7377878<br>JRVJ<br>115833<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASAHI MARU**<br>**Asahi Tanker K.K.**<br>Tokyo Japan | **20 375**<br>12 912<br>37 243 | NK | **1975** Kasado Dock Co. Ltd.—Kudamatsu (286)<br>184,44 28,05 11,024<br>174,00 28,00 14,99<br>F 12,5 1 dk | **M Tanker**<br>CBT<br>14 Ta ER<br>L.(oil) 44 624 | Oil 2SA 8Cy. 650 × 1350<br>12 800bhp (9 415kW) Mitsubishi<br>Ube Tekkosho Ube<br>Gen 2 × 500kW 450V a.c.<br>Fuel 1 774,0t-44,5pd 15kn |
| 7425106<br>JL4113<br>117388<br>Rdr RT | **ASAHI MARU**<br>**Asahi Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **699**<br>503<br>2 000 | | **1974** Yamanaka Zosen K.K.—Namikata (133)<br>69,42 11,03 4,700<br>65,00 11,00 5,01<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 120 | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |

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|---|---|---|---|---|---|---|---|---|
| **6717734**<br>JI2241<br>99557<br>Rdr | **ASAHI MARU**<br>ex Tatsumi Maru No. 1<br>**Kyokusen Kaiun K.K.**<br>Osaka,<br>Osaka Pref. | Japan | **595**<br>302<br>926 | | **1967** K.K. Taihei Kogyo—Akitsu (186)<br>60,18 8,54 3,779<br>55,00 8,50 4,20<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 112 B.1 050<br>1 Ha ER | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 32kW 1 × 16kW 225V a.c. | Kobe<br>10kn |
| **7818315**<br>JJ3147<br>118901<br>Rdr RT | **ASAHI MARU**<br><br>**Sankyo Kaiun K.K.**<br>Higashiura,<br>Hyogo Pref. | Japan | **199**<br>121<br>450 | | **1978** Ura Kyodo Zosensho—Awaji (190)<br>3,241<br>42,02 7,51 3,41<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 260<br><br>Hanshin Nainenki Kogyo | Kobe |
| **5026231**<br>7KHR<br>88520 | **ASAHI MARU**<br><br>**T. Kasai**<br>Tonosho<br>Kagawa Pref. | Japan | **198**<br>109<br>313 | | **1961** Murakami Hide Zosensho—Hakata<br>37,50 6,02 2,439<br>35,51 6,00 2,80<br>1 dk<br>conv General Cargo — | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 110 | Oil 4SA 6Cy. 258 × 283<br>250bhp (184kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 12,0t-1,0pd | Yaizu<br>9,75kn |
| **8111233**<br>JK4130<br>124624<br>Rdr RT | **ASAHI MARU**<br><br>**Chugoku Kaiun Soko K.K.**<br>Hiroshima,<br>Hiroshima Pref. | Japan | **194**<br>67<br>— | | **1981** Kanagawa Zosen—Kobe (221)<br>8,62 2,601<br>25,76 8,60 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. | Niigata |
| **8032190**<br>JK4205<br>122139 | **ASAHI MARU**<br><br>**Sakae Kaiun K.K.**<br>Yutaka,<br>Hiroshima Pref. | Japan | **189**<br>109<br>— | | **1980** Hayashi Zosen—Higashino (121)<br>... ... ...<br>43,11 8,01 5,01<br>1 dk | **M General Cargo** | Oil | Japan |
| **5026255**<br>JRSZ<br>80630 | **ASAHI MARU**<br><br>**Tokyo Kisen K.K.**<br>Yokohama<br>Kanagawa Pref. | Japan | **131**<br>33<br>— | | **1958** Osaka Zosensho—Osaka (141)<br>*26,67* 6,81<br>25,02 6,79 3,31<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320<br><br>Ikegai Tekkosho | Tokyo |
| **6804185**<br>JK2457<br>100652<br>Rdr | **ASAHI MARU No. 1**<br>ex Washo Maru<br>**Takeda Kisen Y.K.**<br>Kitakyushu,<br>Fukuoka Pref. | Japan | **496**<br>277<br>1 118 | | **1967** Sasaki Zosen K.K.—Kinoe (110)<br>54,39 9,02 4,090<br>48,98 9,00 4,47<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 500<br>1 100bhp (809kW)<br>Fuji Seisakusho | Tateyama |
| **7935125**<br>JL4714<br>121048<br>Rdr | **ASAHI MARU No. 1**<br><br>**Maruten Kaiun Y.K.**<br>Kurahashi,<br>Hiroshima Pref. | Japan | **196**<br>114<br>450 | | **1979** Y.K. Hashimoto Zosensho—Amakusa (62)<br>55,00 9,20<br>49,92 9,01 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy.<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. | Ise |
| **5026267**<br>JRXV<br>85323 | **ASAHI MARU No. 1**<br><br>**Y.K. Kosei Sangyo**<br>Shimokamagari,<br>Hiroshima Pref. | Japan | **157**<br>68<br>236 | | **1960** Tsuneishi Zosen K.K.—Numakuma (51)<br>32,42 6,74 2,769<br>29,49 6,10 2,90<br>1 dk | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 264 | Oil 4SA 6Cy. 253 × 385<br>250bhp (184kW) E made— refitted60<br>Hanshin Nainenki Kogyo<br>Fuel 8,0t-1,0pd | Kobe<br>8kn |
| **8004624**<br>JLQV<br>123735<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASAHI MARU No. 2**<br><br>**Asahi Tanker K.K.**<br>Tokyo | Japan | **24 021**<br>14 088<br>37 182 | NK | **1981** Kasado Dock Co. Ltd.—Kudamatsu (320)<br>175,34(BB) 30,99 11,018<br>166,02 30,01 16,82<br>1 dk | **M Tanker**<br>IGS<br>8 Ta ER<br>L.(oil) 45 304 | Oil 2SA 7Cy. 600 × 1500<br>12 600bhp (9 268kW)<br>Ube Industries Ltd.<br>Gen 2 × 680kW<br>Fuel-38,0pd | Mitsubishi<br>Ube<br>14,5kn |
| **7815208**<br>JL4559<br>120889<br>Gc Rdr | **ASAHI MARU No. 2**<br><br>**Asahi Kisen K.K.**<br>Hyoki Kaiun K.K.<br>Anan,<br>Tokushima Pref. | Japan | **374**<br>209<br>902 | | **1978** K.K. Matsuura Zosen—Kinoe (261)<br>57,21 9,22 3,920<br>52,02 9,20 5,92<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 430<br>1 000bhp (736kW)<br>Matsue Diesel K.K. | Matsue |
| **8011055**<br>JJNS<br>124180<br>Rdr RT | **ASAHI MARU No. 2**<br><br>**Kiyoshi Watanabe**<br>Tosa,<br>Kochi Pref. | Japan | **299**<br>152<br>— | | **1980** Kochi Jukogyo (Kaisei Zosen) K.K. —Kochi (1332)<br>3,201<br>43,87 8,51 3,56<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7651949**<br>JJ2836<br>113813 | **ASAHI MARU No. 3**<br><br>**Chidori Kaiun Y.K.**<br>Ikata,<br>Ehime Pref. | Japan | **481**<br>222<br>850 | | **1973** Wakayama Zosen—Kainan, Wakayama Pref.<br>51,31 2,801<br>47,50 10,51 5,52<br>1 dk | **M Sand Carrier**<br><br>1 Ha (19,8 × 8,0) ER | Oil<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan<br>12kn |
| **8202472**<br>8LVE<br>125003 | **ASAHI MARU No. 3**<br><br>**Asahi Maru Gyogyo K.K.**<br>Iwaki,<br>Fukushima Pref. | Japan | **299**<br>129<br>— | | **1982** Niigata Eng. Co. Ltd.—Niigata (1751)<br>49,92 (BB) 8,64 3,291<br>44,02 8,60 3,66 | **M Fishing**<br>Line-fishing<br>4 Ho ER<br>In.418<br>4 Ha (stl) ER | Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & dr geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | Niigata |
| **8032310**<br>JK4216<br>124523 | **ASAHI MARU No. 3**<br><br>**Kokyu Kaiun K.K.**<br>Yasuura,<br>Hiroshima Pref. | Japan | **198**<br>131<br>— | | **1980** K.K. Kanmasu Zosen—Omishima (92)<br>... ... ...<br>55,20 10,00 5,21<br>1 dk | **M General Cargo** | Oil | Japan |
| **7004079**<br>JJ2563<br>107597<br>Rdr | **ASAHI MARU No. 3**<br><br>**Emiko Saito**<br>Ieshima,<br>Hyogo Pref. | Japan | **197**<br>106<br>550 | | **1969** Sokooshi Zosensho K.K.—Higashino (212)<br>38,71 8,03 3,302<br>35,01 8,01 3,61<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Kobe Hatsudoki Seizosho | Kobe |

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| 8029533<br>JK4226<br>124533<br>Gc Rdr | **ASAHI MARU No. 3**<br>**Kiyokazu Okita**<br>Ondo, Japan<br>Hiroshima Pref. | **181**<br>96<br>449 | **1981**<br>44,43<br>1 dk | | 3,150<br>4,86 | Sokooshi Zosensho K.K.—Higashino<br>(265) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 420<br>480bhp (353kW)<br>Matsue Diesel K.K. | Matsue |
| 7950383<br>JNKO<br>113346 | **ASAHI MARU No. 6**<br>**Kiyoshi Watanabe**<br>Tosa, Japan<br>Kochi Pref. | **299**<br>150<br>— | **1972**<br>*43,41*<br>1 dk | 8,31 | 3,61 | Kochi Jukogyo K.K.—Kochi (1185) | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan |
| 7903445<br>JI2986<br>119650<br>Gc Rdr<br>RT | **ASAHI MARU No. 6**<br>**Fujiki Kaiun Y.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>120<br>300 | **1979**<br>...<br>51,80<br>1 dk | ...<br>9,01 | ...<br>4,91 | Matsuo Shipbuilding Co. Ltd.<br>—Matsue (2002) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| 6809317<br>JM2376<br>100268<br>Df Esd<br>Rdr RT | **ASAHI MARU No. 6**<br>ex Marufuku Maru No. 67<br>**Risshi Suisan K.K.**<br>Akune, Japan<br>Kagoshima Pref. | **145**<br>75<br>— | **1967**<br>34,90<br>31,02<br>1 dk | 6,02<br>6,00 | 2,591<br>3,00 | Kyokuyo Zosen Tekko K.K.—Chofu<br>(180) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7232315<br>JPUT<br>109517<br>Df Esd<br>Gc Rdr<br>RT | **ASAHI MARU No. 7**<br>**Asahi Maru Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **278**<br>121<br>— | **1972**<br>44,53<br>39,40<br>1 dk | 7,62<br>7,60 | 2,947<br>3,31 | Niigata Eng. Co. Ltd.—Niigata<br>(1088) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7918232<br>JM4391<br>123266<br>Gc Rdr<br>RT | **ASAHI MARU No. 7**<br>**Osaka Asahi Kaiun K.K. (Osaka Asahi Marine Transportation Co. Ltd.)**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>121<br>400 | **1980**<br>...<br>51,01<br>1 dk | ...<br>9,01 | ...<br>4,91 | Matsuo Shipbuilding Co. Ltd.<br>—Matsue (2003) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| 8005800<br>JI2992<br>119707<br>Rdr | **ASAHI MARU No. 8**<br>**Kaichiro Hiroi**<br>Shimotsu, Japan<br>Wakayama Pref. | **497**<br>375<br>1 100 | **1980**<br>54,01<br>1 dk | 10,22 | 4,201<br>4,53 | Suzuki Shipyard Co. Ltd.—Yokkaichi<br>(336) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 245 × 470<br>1 200bhp (883kW)<br>Matsui Iron Works Co. Ltd. | Ise |
| 7701421<br>JJ3074<br>118832<br>Gc Rdr | **ASAHI MARU No. 8**<br>**Hyoki Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **493**<br>298<br>1 599 | **1977**<br>70,11<br>65,03<br>2 dks | 11,02 | 4,274<br>6,33 | K.K. Matsuura Zosen—Kinoe (255) | **M General Cargo** | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. | Japan |
| 7379656<br>JGBU<br>116887<br>Df Gc<br>Pfd Rdr | **ASAHI MARU No. 8**<br>**Asahi Gyogyo K.K.**<br>Makurazaki, Japan<br>Kagoshima Pref. | **374**<br>187<br>518 | **1974**<br>55,45<br>47,02<br>1 dk | 8,54<br>8,51 | 3,556<br>3,94 | Miho Zosensho K.K.—Shimizu (973) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7850686<br>JJ2097<br>97133 | **ASAHI MARU No. 8**<br>**Sankyo Kaiun K.K.**<br>Higashiura, Japan<br>Hyogo Pref. | **371**<br>197<br>600 | **1965**<br>47,50<br>43,01<br>1 dk | 7,51 | 3,401<br>3,61 | Ura Kyodo Zosensho—Awaji (51) | **M Tanker**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>9kn |
| 7854333<br>JL3053<br>102870 | **ASAHI MARU No. 8**<br>**Asahi Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **296**<br>160<br>550 | **1968**<br>45,42<br>40,52<br>1 dk | 7,48 | 3,331<br>3,56 | Hakata Zosen K.K.—Hakata (53) | **M General Cargo**<br>Mchy.aft | Oil<br>420bhp (309kW)<br>Makita Diesel Co. Ltd. | Japan<br>10,75kn |
| 7900534<br>JJSV<br>123046<br>Df Gc<br>Pfd Rdr | **ASAHI MARU No. 8**<br>**Kiyoshi Watanabe**<br>Tosa, Japan<br>Kochi Pref. | **293**<br>151<br>— | **1979**<br>43,62<br>1 dk<br>RW | 8,51 | 3,201<br>3,56 | Kochi Jukogyo K.K.—Kochi (1308) | **M Fishing**<br>Tuna Side-fishing Ref.<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Akasaka Diesels Ltd. | Yaizu |
| 7609166<br>JRMD<br>118102<br>Df Esd<br>Gc Rdr<br>RT | **ASAHI MARU No. 11**<br>**Asahi Gyogyo K.K.**<br>Makurazaki, Japan<br>Kagoshima Pref. | **497**<br>252<br>698 | **1976**<br>63,56<br>53,78<br>1 dk | 9,33<br>9,30 | 3,798<br>4,20 | Miho Zosensho K.K.—Shimizu<br>(1037) | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>1 110bhp (816kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 6911275<br>JCXS<br>102546<br>Df Esd<br>Gc Pfd<br>Rdr | **ASAHI MARU No. 12**<br>ex Fuji Maru No. 68-80<br>**Asahi Maru Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **254**<br>126<br>— | **1968**<br>45,62<br>40,19<br>1 dk | 7,93<br>7,90 | 3,150<br>3,48 | Niigata Eng. Co. Ltd.—Niigata (821) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 8150289<br>JI2301<br>102081 | **ASAHI MARU No. 13**<br>**Kametsuru Mori**<br>Kasaoka, Japan<br>Okayama Pref. | **199**<br>114<br>580 | **1967**<br>45,01<br>41,00<br>1 dk | 7,51 | 3,301<br>5,08 | Matsuo Shipbuilding Co. Ltd.<br>—Matsue | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Otsuka Tekko | Japan<br>9kn |
| 6199877<br>Df Esd<br>Pfd Rdr | **ASAHI MARU No. 15**<br>ex Kyoyo Maru No. 2<br>South Korea | **191**<br>85<br>— | **1962**<br>*32,98*<br>32,97<br>1 dk<br>RW | 6,53<br>6,51 | 2,769<br>3,20 | Uchida Zosen—Ise (569) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Fuel 73,0t | Kobe<br>9,5kn |

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| **7123174**<br>JM3304<br>110484<br>Gc Rdr | **ASAHI MARU No. 16**<br>ex Ebisu Maru No. 11<br>**Osaka Asahi Rikuun**<br>Osaka, Japan<br>Osaka Pref. | **473**<br>296<br>1 099 | **1971** Usuki Tekkosho—Usuki (801)<br>63,96 11,03 4,115<br>60,00 11,00 5,95<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (34,7 × 8,0) ER | Oil 4SA 6Cy. 380 × 500<br>1 700bhp (1 250kW)<br>Usuki Tekkosho<br>Gen 2 × 40kW 225V a.c. | Usuki<br>13kn |
| **7818200**<br>JH2792<br>122572<br>Gc Rdr<br>RT | **ASAHI MARU No. 17**<br>**Nakamura Kaiun**<br>Ise, Japan<br>Mie Pref. | **498**<br>300<br>1 068 | **1979** Matsuo Shipbuilding Co. Ltd. —Matsue (2001)<br>... ... ...<br>55,00 11,00 6,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **8001842**<br>JM4719<br>123292<br>Gc Rdr<br>RT | **ASAHI MARU No. 18**<br>**Asahi Kaiun Y.K.**<br>Hizen, Japan<br>Saga Pref. | **499**<br>318<br>1 600. | **1980** Miura Zosen—Saiki (606)<br>4,241<br>65,03 11,21 6,28<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **8014320**<br>JI3091<br>125087 | **ASAHI MARU No. 18**<br>**Osaka Asahi Kaiun K.K. (Osaka Asahi Marine Transportation Co. Ltd.)**<br>Osaka, Japan<br>Osaka Pref. | **495**<br>310<br>1 000 | **1981** Matsuo Shipbuilding Co. Ltd. —Matsue (2008)<br>... ... ...<br>55,02 11,02 6,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7904293**<br>JL4676<br>119078<br>Rdr RT | **ASAHI MARU No. 18**<br>**Yamanaka Kensetsu K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **196**<br>110<br>400 | **1979** Takebe Zosen—Takamatsu (77)<br>... ... ...<br>35,01 8,21 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8132316**<br>JK4350<br>125778 | **ASAHI MARU No. 22**<br>Oshima, Japan<br>Yamaguchi Pref. | **499**<br>329<br>— | **1981** Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref. (472)<br>... ... ...<br>56,01 9,81 4,60<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft | Oil<br>.............. | |
| **7535286**<br>JL3437<br>107019.<br>Rdr | **ASAHI MARU No. 29**<br>ex Nissan Maru No. 2<br>**Osaka Asahi Kaiun K.K. (Osaka Asahi Marine Transportation Co. Ltd.)**<br>Osaka, Japan<br>Osaka Pref. | **497**<br>292<br>1 050 | **1969** Okayama Zosen K.K.—Hinase<br>57,99 9,53 3,887<br>54,79 9,50 6,51<br>1 dk | **M General Cargo**<br>1 Ho<br>1 Ha (31,0 × 7,0) | Oil<br>1 300bhp (956kW)<br>Makita Tekkosho | Japan<br>11kn |
| **5123168**<br>RTm/v | **ASAHI MARU No. 31**<br>ex Shofuku Maru No. 72<br>ex Fukuho Maru No. 62-63<br>**Kaiho Bussan**<br>South Korea | **109**<br>60<br>— | **1954** Fukabori Zosen—Nagasaki (17)<br>*28,66* 5,47 2,299<br>28,02 5,41 2,72<br>F 5,2 1 dk | **M Fishing**<br>Side-fishing<br>6 Ho 1,2 1,7 2,4 2,4 1,9 2,2 ER<br>6 Ha (0,7 1,7 2,4 1,9 1,9 1,6 × 2,3) ER<br>Der 1(1,5) 1(1) | Oil 4SA 6Cy. 270 × 390<br>430bhp (316kW)<br>Kobe Hatsudoki Seizosho<br>Gen 1 × 10kW 100V 60Hz a.c.<br>Fuel (hvf) | Kobe |
| **6817089**<br>HO6231<br>8882-PEXT<br>Rdr RT | **ASAKA**<br>ex Asaka Maru-80<br>**Full Wind Navigation Co. Ltd.**<br>Panama Panama | **482**<br>256<br>203 | **1968** K.K. Wakamatsu Zosen—Kitakyushu (177)<br>56,60 9,07 3,480<br>55,00 9,05 4,47<br>1 dk | **M RoRo Cargo**<br>Mchy.aft<br>4 Ho | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki | Kobe<br>11kn |
| **7920675**<br>JM4716<br>123290<br>Gc Rdr | **ASAKA MARU No. 1**<br>**Fukuho Kisen K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **1 551**<br>1 079<br>2 113 | **1980** Honda Zosen—Saiki (676)<br>84,51 5,341<br>78,01 13,50 7,78<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 460 × 740<br>3 400bhp (2 501kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **7234129**<br>JD2245<br>106365<br>Gc Rdr<br>RT | **ASAKA MARU No. 3**<br>**Shintoetsu Ferry K.K.**<br>Suzu, Japan<br>Ishikawa Pref. | **999**<br>382<br>— | **1972** Imabari Zosen—Imabari (297)<br>73,00 12,02 3,785<br>67,01 11,99 5,01<br>2 dks<br>RW | **TM Ferry**<br>—P | 2 Oil 4SA each 6Cy. 310 × 380<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. | Niigata<br>16,5kn |
| **7353224**<br>JD2253<br>110147<br>Gc Rdr | **ASAKA MARU No. 8**<br>**Sasai Kaiun Sangyo K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **954**<br>329<br>758 | **1973** Okayama Zosen K.K.—Hinase (238)<br>89,74 14,43 3,810<br>78,52 14,41 4,81<br>RW | **TM RoRo Cargo** | 2 Oil 4SA each 8Cy. 310 × 380<br>5 600bhp (4 119kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8017566**<br>JD2489<br>125541<br>Gc Rdr<br>RT | **ASAKA MARU No. 10**<br>**Sasai Kaiun Sangyo K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **994**<br>363<br>933 | **1981** Hakodate Dock Co. Ltd.—Hakodate (708)<br>87,36 15,22 3,764<br>76,26 15,02 4,81<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 8Cy. 320 × 380<br>6 000bhp (4 413kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Moriyama |
| **5026449**<br>JRTE<br>80228<br>Gc Rdr | **ASAKAWA MARU**<br>ex Kakusan Maru No. 2-61<br>**Hakuryu Kisen K.K.**<br>Ryugatake, Japan<br>Kumamoto Pref. | **426**<br>241<br>600 | **1958** Geibi Zosen Kogyo—Kure (105)<br>41,89 7,42 3,455<br>41,51 7,37 3,89<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 680 | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW) NE 66<br>Hanshin Nainenki Kogyo<br>Gen 1 × 14,5kW 110V a.c. 1 × 14kW 35V d.c.<br>Fuel 25,5t-1,5pd | Kobe<br>10kn |
| **7653076**<br>JM3469<br>116813<br>Rdr | **ASAKAWA MARU No. 2**<br>**Eiju Kaiun K.K.**<br>Hinase, Japan<br>Okayama Pref. | **473**<br>226<br>850 | **1974** Kato Zosensho—Yatsushiro<br>49,81 3,601<br>48,06 9,01 4,40<br>1 dk | **M Tanker**<br>L.(oil) 680 | Oil<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. | Japan<br>11,5kn |

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|---|---|---|---|---|---|
| 7916466<br>8KCS<br>123418<br>Df Esd<br>Gc Rdr<br>RT | **ASAKAZE**<br><br>**K.K. Nippo Unyu Shokai**<br>Tokyo Japan | **10 580**<br>6 818<br>16 982 | **1980** Minami-Kyushu Zosen K.K.—Usuki<br>(531)<br>NK 151,31 22,81 8,716<br>140,01 22,51 12,63<br>F 12,2 1 dk | **M Tanker**<br>Chemical<br>24 Ta ER<br>L.21 770 HeCls. BC | Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 445V a.c.<br>Fuel 126,5t (d.o.) 932,5t (hvf)-19,0pd<br>13,25kn |
| 7204631<br>JG2429<br>100910<br>Rdr RT | **ASAKAZE**<br><br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | **578**<br>235<br>105 | **1967** Nippon Kokan K.K.—Asano Dockyard,<br>Yokohama. (138)<br>41,46 16,06 2,388<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>600P | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |
| 7932941<br>JM4610<br>120711<br>Gc Rdr | **ASAKAZE**<br><br>**Shoei Kaiun Y.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **197**<br>117<br>— | **1979** K.K. Saidaiji Zosensho—Okayama<br>(67)<br>... ... ...<br>49,71 7,00 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 6816279<br>JPFZ<br>100982<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASAKAZE MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japan | **2 816**<br>1 475<br>3 579 | **1967** Miho Zosensho K.K.—Shimizu (629)<br>103,99 14,81 6,300<br>NK 96,02 14,79 7,60<br>P 45,5 F 11,3 1 dk | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 642<br>3 Ha (stl) (each 6,7 × 4,0) ER<br>Cr 3(2) | Oil 4SA 10Cy. 400 × 460<br>4 400bhp (3 236kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 464kW 445V a.c.<br>Fuel 918,5t-17,5pd 15,75kn |
| 7238163<br>JG3188<br>113978<br>RT | **ASAKAZE MARU**<br><br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **216**<br>77<br>— | **1972** Hanasaki Zosensho—Yokosuka<br>(152)<br>32,11 8,82 3,302<br>28,91 8,79 3,89<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 85kW 1 × 25kW 220V a.c.<br>Fuel 32,0t-3,0pd 13kn |
| 7225116<br>JJ2760<br>112571<br>Df Rdr<br>RT | **ASAKAZE MARU No. 2**<br><br>**Nippon Doro Kodan**<br>Akashi, Japan<br>Hyogo Pref. | **644**<br>227<br>300 | **1972** Usuki Tekkosho—Usuki (833)<br>55,73 12,02 2,439<br>49,99 11,99 3,79<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo 250dk P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 60kW 225V a.c.<br>Fuel 30,5t 13,5kn |
| 7118818<br><br><br>Df Esd<br>Rdr RT | **ASALIMI STAR**<br>ex Mercia-81 ex Shozui Maru-80<br>**Asalimi Establishment for Trading, Transport & Marine Services**<br>Saudi Arabia | **1 763**<br>1 181<br>3 381 | **1971** Asakawa Zosen—Imabari (183)<br>88,40 13,06 5,817<br>NK 82,00 13,01 6,61<br>P 19,2 F 12,2 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 4 430 | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 112kW 445V a.c.<br>Fuel 138,0t-9,0pd 12,5kn |
| 5369839<br>HZOA<br>SA632<br>Rdr | **ASALIMI-3**<br>ex Shamrock Satu<br>ex Tsuki Maru-73<br>**Asalimi Establishment for Trading, Transport & Marine Services**<br>Dammam Saudi Arabia | **1 098**<br>567<br>1 645 | **1961** Kurushima Dock Co. Ltd.—Imabari<br>(82)<br>NK 70,31 10,65 4,674<br>63,99 10,60 5,21<br>P 17,4 F 6,4 1 dk<br>RW rf 152 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 2 071 HeCls. BC | Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 20kW 225V d.c.<br>Fuel 67,5t (hvf)-4,0pd 11kn |
| 7124257<br>HZJR<br>112528<br>Rdr RT | **ASALIMI-5**<br>ex Shuko Maru No. 1-79<br>**Asalimi Establishment for Trading, Transport & Marine Services**<br>Dammam Saudi Arabia | **1 991**<br>1 437<br>4 544 | **1971** Mie Shipyard Co. Ltd.—Yokkaichi<br>(27)<br>NK 90,51 13,52 6,198<br>84,03 13,49 6,81<br>1 dk<br>RW | **M Tanker**<br><br>5 Ta ER<br>L.(oil) 5 591 | 2 Oil 4SA each 6Cy. 240 × 290 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 144kW 445V a.c.<br>Fuel 213,5t-9,0pd 12kn |
| 7527227<br>JE2339<br>117940<br>Gc Rdr<br>RT | **ASAMA**<br><br>**Kunifusa Nishimura**<br>Matsushima, Japan<br>Kumamoto Pref. | **697**<br>446<br>2 150 | **1976** Yamanaka Zosen K.K.—Namikata<br>(160)<br>... ... ...<br>67,98 12,01 7,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>12kn |
| 7800318<br>JQUO<br>121646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASAMA MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japan | **8 371**<br>4 698<br>9 321 | **1978** Naikai Zosen—Setoda (431)<br>150,02(BB) 9,024<br>NK 138,03 21,01 12,53<br>F 36,0 4 dks | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.12 126<br>4 Ha (stl) (10,3 10,3 10,3 × 8,0) ER (10,3 × 8,0)<br>Der 12(5) | Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 840kW 450V a.c.<br>20kn |
| 7801489<br>JG3615<br>121409 | **ASAMA MARU**<br><br>**K.K. Nippon Kaiyosha**<br>Yokohama Japan<br>Kanagawa Pref. | **199**<br>69<br>— | **1978** Sagami Zosen Tekko K.K.—Yokosuka<br>(192)<br>... ... ...<br>27,56 8,81 3,51 | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Niigata |
| 7506261<br>JG3515<br>117736<br>Rdr | **ASAMA MARU**<br><br>**Shosen Mitsui Kaiji K.K.**<br>Osaka, Japan<br>Osaka Pref. | **195**<br>69<br>— | **1975** Kanagawa Zosen—Kobe (152)<br>8,67 2,598<br>26,50 8,64 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Niigata |
| 7705984<br>JJ3060<br>118814<br>Esd Gc<br>Rdr RT | **ASANAGI**<br><br>**Nippon Doro Kodan**<br>Akashi, Japan<br>Hyogo Pref. | **683**<br>199<br>277 | **1977** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1092)<br>3,052<br>50,02 12,01 4,02<br>2 dks | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 280 × 340<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7204617<br><br><br>Rdr RT | **ASANAGI**<br><br>**Government of The People's Republic of Bangladesh** | **494**<br>199<br>148 | **1965** Nippon Kokan K.K.—Shimizu (244)<br>41,46 16,06 2,420<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>528P | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 25kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |

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| **5018387**<br>HOJV<br>9375-79<br>Df Esd<br>Gc Rdr<br>RT | **ASANO**<br>ex Cape Palmas-78<br>ex Anna Brodin-69<br>**Wing On S.S. Co. S.A.**<br>Prosperity Steamship Co. Ltd.<br>Panama Panama | **9 861**<br>5 869<br>17 029 | ✠**100A1**<br><br>✠**LMC** | SS 4/74<br><br><br>EL ft 2¼"SQ<br>FN 4853 | **1960**-3 Oresundsvarvet A/B—Landskrona (171)<br>157,26 20,05 9,132<br>148,27 19,92 12,81<br>P 30,5 F 15,6 1 dk<br>rf 25 DK fwd conv Bulk Carrier 78<br>NS 5BH WB5789t incl. Topside tanks in holds 2358t | **M Bulk Carrier**<br>Cement Self-unloader<br>3 Ho ER | Oil 2SA 6Cy. 680 × 1500<br>5 700bhp (4 193kW)<br>A/B Gotaverken Goteborg<br>AuxB 85lbf/in² (5,9bar)<br>e(ex.g) 85lbf/in² (5,9bar) |
| **7815129**<br>JL4548<br>123027<br>Rdr RT | **ASANO MARU No. 8**<br><br>**Kamizaki Unyu K.K.**<br>Anan, Japan<br>Tokushima Pref. | **499**<br>364<br>1 250 | | | **1978** Kochi Jukogyo K.K.—Kochi (1281)<br>4,252<br>59,01 10,01 4,53<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| **6410659**<br>3EZI<br>7444-HK<br>Rdr RT | **ASANO No. 1**<br>ex Hokusen Maru No. 2-77<br>**New Asia Steamship Co. S.A.**<br>Panama Panama | **496**<br>289<br>575 | | (NK) | **1963** Kurushima Dock Co. Ltd.—Imabari (212)<br>47,10 8,44 3,301<br>42,98 8,40 3,51<br>P 10,7 F 4,9 1 dk<br>RW | **M Cement Carrier**<br><br>2 Ho ER<br>G.547 | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Fuji Seisakusho Tateyama<br>Gen 1 × 6kW 110V a.c.<br>Fuel 24,5t 9,5kn |
| **6415283**<br>3FCP<br>7445-HK<br>Rdr RT | **ASANO No. 2**<br>ex Hokusen Maru No. 3-77<br>**New Asia Steamship Co. S.A.**<br>Panama Panama | **437**<br>273<br>569 | | (NK) | **1964** Kurushima Dock Co. Ltd.—Imabari (232)<br>47,10 8,44 3,301<br>42,98 8,40 3,51<br>P 10,7 F 4,9 1 dk<br>RW | **M Cement Carrier**<br><br>2 Ho ER<br>G.547 | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Fuji Seisakusho Tateyama<br>Gen 1 × 6kW 110V a.c.<br>Fuel 19,5t 9,5kn |
| **6419318**<br>H9BN<br>1063<br>7-80<br>Gc Rdr<br>RT | **ASANO No. 3**<br>ex Taka Maru-80<br>**Wing On S.S. Co. S.A.**<br>Prosperity Steamship Co. Ltd.<br>Panama Panama | **2 001**<br>1 175<br>3 292 | | NK | **1964** Hitachi Zosen—Mukaishima (4022)<br>87,00 13,26 5,639<br>80,98 13,21 6,71<br>P 18,3 F 8,9 1 dk | **M Cement Carrier**<br><br>2 Ho each 23,3 ER<br>G.2 821 | Oil 2SA 8Cy. 280 × 500<br>1 520bhp (1 118kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 80kW 450V 60Hz a.c.<br>Fuel 99,5t (d.o.)-6,0pd 11kn |
| **7017143**<br>JG2837<br>108781<br>Rdr RT | **ASASHIO**<br><br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | **565**<br>227<br>94 | | | **1970** Tohoku Zosen—Shiogama (125)<br>41,43 5,31 2,388<br>38,03 5,29 4,09<br>1 dk | **TM RoRo Cargo/Ferry**<br>Twin Hull 600P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 34kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |
| **7510092**<br>JG3522<br>117751<br>Rdr RT | **ASASHIO**<br><br>**Daiei Senpaku K.K.**<br>Tokyo Japan | **199**<br>64<br>— | | | **1975** Shimoda Dockyard Co. Ltd.<br>—Shimoda (250)<br>28,81 9,30 2,591<br>27,51 8,59 3,79<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Tokyo |
| **7108887**<br>JJ2724<br>110287<br>Rdr RT | **ASASHIO MARU No. 2**<br><br>**Nippon Doro Kodan**<br>Akashi, Japan<br>Hyogo Pref. | **626**<br>217<br>304 | | | **1971** Shin Yamamoto Zosen—Kochi (142)<br>55,73 12,02 2,515<br>50,02 11,99 3,79<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>Deck Cargo 250dk P | 2 Oil 4SA each 8Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 60kW 225V a.c.<br>Fuel 44,5t-5,0pd 12,5kn |
| **7832919** | **ASBEST**<br><br>**U.S.S.R.**<br>U.S.S.R. | **652**<br>216<br>495 | | RS | **1980** ..............U.S.S.R.<br>55,02 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,25kn |
| **7638387**<br>TFPU<br>1509<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASBJORN**<br><br>**Isbjorninn H/f**<br>Reykjavik Iceland | **442**<br>195<br>— | | (NV) | **1978** Flekkefjord Slipp & Mask.<br>—Flekkefjord (126)<br>49,87 9,50 4,431<br>44,00 6,61<br>F - 1 dk<br>rf 1702 BK 127 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 168kW 220V 50Hz a.c.<br>Controllable pitch propeller aft |
| **5341851**<br>JWRT<br>14776<br>Df Esd<br>Rdr RT | **ASBJORN SELSBANE**<br>ex Stortind-71<br>**Alf Hansen**<br>Harstad Norway | **310**<br>134<br>— | | NV | **1957** Brodrene Lothe A/S—Haugesund (5)<br>38,87 7,60 4,211<br>34,50 7,57 4,32<br>1 dk<br>rf 1257 BK 140 | **M Fishing**<br>Side Trawler<br><br>6 Ha (each 2,1 × 1,3) ER<br>2W Der 2 | Oil 4SA 6Cy. 250 × 300<br>1 125bhp (828kW) NE 78 Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 108kW 1 × 52kW<br>220V 50Hz a.c.<br>Thw. thrust propeller aft<br>Fuel (d.o.)-2,5pd 10kn |
| **5026578**<br>WEMH<br>248202<br>Df Esd<br>Gc RT | **ASBURY VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 641**<br>4 629<br>10 842 | | AB | **1945** Permanente (Shipyard No. 2)<br>—Richmond, Ca (V764)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **7433608**<br>ELBJ5<br>7081<br>Df Esd<br>Gc Rdr<br>RT | **ASCANIUS**<br>Launched as Docevenus<br>**Trans-Atlantic Bulk Shipping Ltd.**<br>Monrovia Liberia | **19 990**<br>13 224<br>38 172 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes holds Nos. 2, 4 & 6 may be empty<br>✠**LMC** | <br><br><br><br><br><br>EL J† 605,0/66,0U3<br>FN 7758 | **1981**-9 EMAQ-Engenharia & Maquinas S.A.<br>—Rio de Janeiro (304)<br>193,83(BB) 27,64 10,932<br>183,01 27,60 14,79<br>P 34,8 F 13,5 1 dk<br>rf nil<br>9BH WB17499T incl. Comb. btm & STs in holds 4773T Topside tanks in holds 4804T & No. 5 hold 5984T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 16,9 19,5 16,9 22,9 16,9 22,9 16,9 ER<br>G.45 230 B.42 535<br>7 Ha (stl) (9,3 11,8 9,3 15,2 9,3 15,2 9,3 × 13,5) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 429,0t (d.o.) 2 255,5t (hvf) |

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|---|---|---|---|---|---|---|
| 5365223<br>YCHT<br>Df Esd<br>Gc Rdr<br>RT | **ASCARYA**<br>ex Toronto-73<br>**P.T. Perusahaan Pelayaran**<br>**'Samudera Indonesia'**<br>Jakarta Indonesia | T.Mk<br>**5 503**<br>3 184<br>8 332<br>**8 223**<br>4 947<br>9 713 | ✠**100A1** SS 7/78<br>DT & tunnel side tanks—<br>vegetable oil<br>✠**LMC**<br>EL ct 2⅛"SQ<br>FN 3971 | **1956**-8 Kaldnes M/V A/S—Tonsberg (143)<br>141,99 18,34 8,173/8,865<br>130,21 18,29 12,20<br>P 13,5 F 28,1 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW rf 102<br>Coll BH to U dk 6 to 2nd dk WB115t | **M General Cargo**<br>Ref<br>5 Ho<br>G.15 923 B.14 195 In.954<br>6 Ha (7,6 × 5,4) (13,0 10,1 10,1 9,3 × 6,1) (2,9 × 5,0)<br>18W Der 1(60) 4(10) 14(5) | Oil 2SA 10Cy. 720 × 1250<br>7 000bhp (5 149kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 1 452,0t (hvf) 16,5kn |
| 7634771<br>S7IE<br>119932<br>RT | **ASCENSION**<br>ex Far East No.1-76<br>ex Hakuyo Maru No.7-76<br>**Government of The Republic of Seychelles (Ministry of Port & Marine Services)**<br>Port Victoria Seychelles | **190**<br>43<br>— | BV | **1970** Onoda Zosen—Onoda<br>27,31 8,31 3,041<br>24,52 8,30 3,61<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 300 × 460<br>Otsuka Tekko Japan<br>Gen 1 × 440kW 220V 60Hz a.c.<br>2 Controllable pitch propellers<br>11,75kn |
| 8013273<br>385889<br>Esd Rdr<br>RT | **ASCENSION**<br>**Marta Fishing Co. Pty. Ltd.**<br>*Cairns, Queensland* Australia | **112**<br>92<br>— | | **1980** "K" Shipyard Construction Co. —Fremantle (57)<br>22,51 6,13 2,794<br>21,26 6,08 2,16<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 12Cy. 137 × 152<br>364bhp (268kW) Caterpillar<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7128796<br>Y5KC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASCHBERG**<br>ex Bore IX-77<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **3 162**<br>1 100<br>5 050 | DSRK<br>✠Classed LR until 27/5/77 | **1972**-4 Rauma-Repola Oy—Rauma/Raumo (200)<br>113,52 19,23 6,249<br>105,01 19,21 12,60<br>2 dks<br>rf 279 | **M RoRo Cargo** 12P<br>Stern door/ramp Ice strengthened<br>1 Ho 54,0 ER<br>B.11 141 | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shaft<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 296kW 2 × 260kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 457,0t (hvf)-24,5pd 16kn |
| 7921978<br>SWXS<br>8206<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASCONA**<br>**Ascona Shipping Corp.**<br>Neda Maritime Agency Co. Ltd.<br>Piraeus Greece | **30 948**<br>25 932<br>64 942 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL Ot 660,0/78,0U3(a)<br>FN 10756 | **1981**-9 Hitachi Zosen—Maizuru Works, Maizuru (4662)<br>224,52(BB) 32,26 12,901<br>215,02 32,21 17,81<br>F 17,7 1 dk<br>rf 51<br>9BH WB3811T incl. topside tanks in holds 9692T Comb. btm & STs in hold 9508T, No. 4 hold 10849T | **M Bulk Carrier**<br>7 Ho 25,9 23,2 23,2 23,2 23,2 23,2 24,8 ER<br>G.74 695<br>7 Ha (stl) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8,2kgf/cm$^2$ (8,1bar)<br>AuxB (ex.g) & htr 12kgf/cm$^2$ (11,8bar) rcv 8,2kgf/cm$^2$ (8,1bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 180,0t (d.o.) 2 771,0t (hvf) 15kn |
| 7046194<br>HBLC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASCONA**<br>**Alpina Reederei A.G.**<br>Basle Switzerland | **9 600**<br>6 133<br>14 720 | GL | **1971** Rickmers Rhederei G.m.b.H. —Bremerhaven (360)<br>139,76(BB) 21,11 9,189<br>132,11 21,01 12,30<br>P 21,7 F 12,5 2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 15,3 28,6comb. 8,9DTp.c.s 19,5 19,5 6 TwD ER<br>G.19 967 B.17 810 L.1 548<br>TEU 545 C. 545/20'<br>5 Ha (stl) (10,5 × 8,0) (12,7 12,7 12,7 12,7 × 10,5) ER<br>12W Der 2(60) 1(25) 12(5-10) | Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 327kW 440V 60Hz a.c.<br>Fuel 1 163,5t (hvf) 15,5kn |
| 7435096<br>9VNQ<br>381202<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASD HEKTOR**<br>**m.s. Hektor Reederei & Schiffahrts G.m.b.H. K.G.**<br>Reederei Gerhard Schepers<br>Singapore Singapore | **1 998**<br>1 231<br>4 300 | GL | **1977** Salamis Shipyards S.A.—Salamis (125)<br>106,20(BB) 5,017<br>98,30 18,81 8,21<br>F 14,4 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Cell.Ho ER<br>TEU 304<br>C.Ho 140/20'(40') C.Dk 164/20'(40') incl. 40 ref C.<br>5 Ha (stl) (12,6 × 10,9) (12,3 12,3 12,6 12,6 × 13,7) ER<br>Cr 1(35) | Vee Oil 4SA 12Cy. 370 × 400<br>6 300bhp (4 634kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust Contr. pitch propeller fwd<br>16kn |
| 6819099<br>DZDB<br>M:C-0<br>00209<br>Df Esd<br>Gc Rdr<br>RT | **ASEAN GREATNESS**<br>ex E. R. Antverpia-80<br>**Asian Greatness Shipping Inc.**<br>Philippine International Shipping Corp.<br>Manila Philippines | **36 882**<br>26 455<br>66 500 | **100A1**<br>bulk carrier<br>strengthened for heavy cargoes holds Nos. 2, 4, 6 & 8 may be empty<br>**LMC**<br>EL Ot 660,0/78,0U3<br>FN 11238<br>GL | **1968** J. Boel et Fils S.A.—Tamise/Temse (1439)<br>234,80(BB) 32,09 13,237<br>223,86 32,01 18,19<br>F 17,7 1 dk<br>rf nil<br>10BH WB40953T incl. Comb. btm, side & topside tanks in Nos. 1-9 holds incl. 23591T & No. 5 hold 9758T | **M Bulk Carrier**<br>9 Ho each 12,8 ER<br>G.78 359 B.76 696 | Oil 2SA 7Cy. 860 × 1600<br>16 100bhp (11 843kW) MAN<br>A.C.E.C. Gent/Gand<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 495kW 450V 60Hz a.c.<br>Fuel 251,0t (d.o.) 3 266,5t (hvf) 15,5kn |
| 7002215<br>DUDW<br>167<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASEAN INDEPENDENCE**<br>ex Jarama-78<br>**Asian Independence Shipping Inc.**<br>Philippine International Shipping Corp.<br>Manila Philippines | **62 329**<br>38 929<br>97 567 | NV | **1969** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (862)<br>264,35(BB) 38,05 14,631<br>253,40 37,98 22,41<br>F 21,1 1 dk<br>rf 152 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes<br>1 Ho/Ta 17,6 8 Ho/Ta each 21,5<br>Ore 62 590 HeCls. BC<br>1 Ha (stl) (11,2 × 12,8) 8 Ha (stl) (each 12,0 × 16,0) ER<br>Der 2(10) 2(5) | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 670kW 2 × 550kW 440V 60Hz a.c.<br>Fuel 4 328,5t (hvf)-79,5pd 15,75kn |
| 7335466<br>9MYU<br>325268<br>Rdr RT | **ASEAN JAYA**<br>ex Kyokuyo Maru-79<br>ex Asozan Maru<br>**Berjaya Tankers (M) Sendirian Berhad**<br>Berjaya Shipping Sendirian Berhad<br>Penang Malaysia | **498**<br>297<br>1 332 | NK | **1969** Higaki Zosen K.K.—Imabari (92)<br>54,11 8,44 3,966<br>49,61 8,41 4,40<br>P 10,4 F 6,1 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 269 | Oil 4SA 6Cy. 320 × 510<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 25kW<br>Fuel 37,5t-3,5pd 10,5kn |
| 6810079<br>DUOU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASEAN KNOWLEDGE**<br>ex Bjorgfjell-79<br>**Asian Knowledge Shipping Inc.**<br>Philippine International Shipping Corp.<br>Manila Philippines | **42 515**<br>26 025<br>73 816 | NV | **1968** Uddevallavarvet A/B—Uddevalla (219)<br>243,85 32,29 13,926<br>236,53 32,24 18,83<br>1 dk<br>rf 102 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes<br>11 Ho/Ta 18,9 16,3 16,1 16,1 16,1 16,1 16,1 16,1 16,1 16,1 14,7 ER<br>Ore 80 050 HeCls. BC<br>11 Ha (stl) (12,1 × 12,1) (12,1 12,1 12,1 12,1 12,1 12,1 12,1 12,1 12,1 12,1 × 15,7) ER | Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 720kW 2 × 440kW 440V 60Hz a.c.<br>Fuel 3 573,5t-66,0pd 16,5kn |

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| **6807694**<br>DULV<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASEAN LIBERTY**<br>ex Brali-78 ex Havmoy-75<br>**Asian Liberty Shipping Inc.**<br>Philippine International Shipping<br>Corp.<br>Manila Philippines | **42 501**<br>26 997<br>73 765 | <br><br>NV | **1968** Uddevallavarvet A/B—Uddevalla<br>(218)<br>243,85 32,29 13,926<br>236,53 32,24 18,83<br>P 49,1 F 19,2 1 dk<br>rf 102 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes<br>11 Ho/Ta 18,9 16,3 16,1 16,1<br>16,1 16,1 16,1 16,1 16,1<br>16,1 14,7 ER<br>Ore 78 346 HeCls. BC<br>11 Ha (stl) (12,1 × 12,1) (12,1 12,1<br>12,1 12,1 12,1 12,1 12,1 12,1<br>12,1 12,1 × 15,7) ER<br>Der 2(5-10) 2(2,5-5) | Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 370kW 1 × 350kW<br>440V 60Hz a.c.<br>Fuel 3 572,5t (hvf)-70,0pd 16,5kn |
| **6804290**<br>DOUL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASEAN MISSION**<br>ex Bjorghav-79<br>**Asian Mission Shipping Inc.**<br>Philippine International Shipping<br>Corp.<br>Manila Philippines | **42 510**<br>26 048<br>73 816 | <br><br>NV | **1967** Uddevallavarvet A/B—Uddevalla<br>(217)<br>243,85 32,29 14,841<br>236,53 32,24 18,83<br>1 dk<br>rf 102 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Dry cargoes only<br>Str. heavy cargoes<br>11 Ho/Ta ER<br>G.80 050 B.78 347 L.(oil) 80 050<br>1 Ha (stl) (12,1 × 12,1) 10 Ha (stl)<br>(each 12,1 × 15,7) ER | Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 600kW 2 × 440kW<br>440V 60Hz a.c.<br>Fuel 3 573,5t-66,0pd 16,5kn |
| **6709610**<br>DUDR<br>M:C-0<br>00177<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASEAN NATIONS**<br>ex Foreland-79<br>**Asian Nations Shipping Inc.**<br>Philippine International Shipping<br>Corp.<br>Manila Philippines | **23 007**<br>14 007<br>37 758 | **✠100A1** CS 8/80<br><br>**✠LMC**<br>EL (qt) 2$\frac{13}{16}$"U2<br>FN 8239 | **1967**-6 Van der Giessen-de Noord N.V.<br>—Krimpen a/d Ijssel (851)<br>205,19(BB) 27,36 11,316<br>191,78 27,31 15,65<br>P 35,1 F 15,0 1 dk<br>rf nil<br>NS 9BH WB14168t incl. Comb. btm &<br>STs in holds 2819t Topside tanks in holds<br>9340t | **M Bulk Carrier**<br><br>7 Ho ER<br>TEU 888<br>C.Ho 238/20' C.Dk 650/20'<br>7 Ha (stl) (each 17,3 × 11,2) ER | Oil 2SA 6Cy. 900 × 1550<br>14 000bhp (10 298kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 142lbf/in² (9,8bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 3 617,0t (hvf) 17kn |
| **5084477**<br>HSAO<br>BK2406<br>Df Esd<br>Rdr RTm | **ASEAN ROSE**<br>ex Mayuree-82 ex Mock Dan-79<br>ex Daikai Maru-71<br>**Bangkok Straits Shipping Ltd.**<br>Bangkok Thailand | **3 546**<br>2 056<br>5 620 | <br><br>KR (NK) | **1962** Namura SB. Co. Ltd.—Osaka (333)<br>106,74 15,32 6,478<br>100,01 15,31 7,90<br>P 24,1 F 8,9 1 dk<br>RW rf 102 | **M General Cargo**<br><br>3 Ho 18,3 31,0 18,2 ER<br>G.7 412 B.6 964<br>3 Ha (11,6 25,2 10,5 × 6,4) ER<br>12W Der 2(20) 6(10) | Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 292,5t (hvf) 12,25kn |
| **7371721**<br>H3CC<br>4630-74B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASEAN TRADER**<br>ex Establecer-79<br>**Monte Shipping Co. S.A.**<br>Panama Panama | **6 010**<br>4 198<br>10 212 | <br><br>NK | **1974** Hashihama Zosen—Imabari (549)<br>128,02 18,34 7,760<br>119,00 18,31 9,91<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.13 272 B.12 796<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>4W Der 2(20) 2(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 480kW a.c.<br>Fuel 1 143,0t (hvf)-23,0pd 13,25kn |
| **6524943**<br>9GUT<br>316541<br>Df Esd<br>Rdr | **ASEBU**<br><br>**Ocean Fisheries Ltd.**<br>Takoradi Ghana | **1 980**<br>1 264<br>1 852 | <br><br>✠Classed LR until<br>16/6/78 | **1965**-10 Shikoku Dockyard Co. Ltd.<br>—Takamatsu (685)<br>79,48 12,53 4,979<br>72,01 12,50 8,01<br>2 dks<br>rf 102 | **M Fishing**<br>Stern Trawler | Oil 2SA 7Cy. 350 × 620<br>2 160bhp (1 589kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>14,5kn |
| **7947142**<br>TCXV<br>2792 | **ASFALT 1**<br><br>**Karayollari General Md**<br>Istanbul Turkey | **315**<br>144<br>350 | | **1955** Denizcilik Bankasi T.A.O.—Haskoy,<br>Istanbul<br>38,66 3,050<br>6,71<br>1 dk | **S Tanker**<br>Asphalt | T 3Cy. 274 419 & 701 × 400<br>..........<br>9kn |
| **5026645**<br>TCCT<br>3175 | **ASFALT 2**<br>Launched as Kemal Zeytinoglu<br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **1 447**<br>691<br>— | **✠100A1** SS 4/82<br>asphalt tanker<br>**LMC**<br>EL p 1$\frac{11}{16}$"SQ<br>FN 1261 | **1961**-7 Denizcilik Bankasi T.A.O.—Halic,<br>Istanbul (127)<br>77,91 12,55 4,712<br>71,15 12,50 5,21<br>P 23,5 F 10,7 1 dk<br>rf 102<br>10BH WB119t | **S Tanker**<br>Asphalt<br>Mchy.aft | T 3Cy. 432 686 & 1067 × 610<br>1 250ihp (919kW)<br>E made04 fitted61<br>R. & W. Hawthorn, Leslie & Co. Ltd.<br>Newcastle<br>WTB made50 refitted61<br>156lbf/in² (10,8bar) hs299,9<br>ndb made61 fitted69 156lbf/in² (10,8bar)<br>Fuel (o.f.) 11kn |
| **7105419**<br>TCGC<br>4224<br>Rdr RT | **ASFALT III**<br><br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **886**<br>443<br>1 219 | | **1973** Denizcilik Bankasi T.A.O., Alaybey<br>Tersanesi—Izmir (6)<br>62,21 10,04 4,147<br>61,40 10,01 4,25<br>1 dk | **TM Tanker**<br>Asphalt<br>6 Ta ER<br>Asphalt 1 400 | 2 Oil 4SA each 6Cy. 250 × 350<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel (d.o.)-4,0pd 11kn |
| **7105421**<br>TCGA<br>4250<br>Rdr RT | **ASFALT IV**<br><br>**Government of The Republic of Turkey (T.C. Nafia Vekaleti - Ministry of Public Works)**<br>Istanbul Turkey | **886**<br>443<br>1 219 | | **1974** Denizcilik Bankasi T.A.O., Alaybey<br>Tersanesi—Izmir (7)<br>62,21 10,04 4,147<br>61,40 10,01 4,25<br>1 dk | **TM Tanker**<br>Asphalt<br>6 Ta ER<br>Asphalt 1 400 | 2 Oil 4SA each 6Cy. 250 × 350<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel (d.o.)-4,0pd 11kn |
| **6912114**<br>IOEN<br>403<br>Df Esd<br>Gc Rdr<br>RTm/v | **ASFALTIERA**<br>ex Tarjo-72 ex Pellworm-72<br>**Esercizio Cisterne S.p.A.**<br>Cagliari Italy | **1 569**<br>724<br>2 870 | <br><br>GL RI | **1969** Werft Nobiskrug—Rendsburg (655)<br>86,31 12,50 5,030<br>80,27 12,40 6,00<br>P 20,5 F 10,4 1 dk | **M Tanker**<br>Oil Bitumen CBT<br>Ice strengthened<br>10 Ta ER<br>Asphalt 2 881 HeCls. C | Oil 2SA 6Cy. 320 × 450<br>1 550bhp (1 140kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 169,5t (d.o.)-5,0pd 12kn |
| **7928926**<br>EIQJ<br>402135<br>Esd Pfd<br>Rdr RT | **ASGARD II**<br><br>**Government of The Republic of Ireland (Department of Defence)**<br>Dublin Irish Republic | **92**<br>50<br>— | 100A1<br>Class Contemplated<br><br>FN 205 | **1981** John Tyrrell & Sons Ltd.—Arklow<br>(340)<br>26,45 2,896<br>21,42 6,42 3,13<br>1 dk | **Wood Aux M Training Vessel**<br>Brigantine<br>Mchy.aft | Oil 4SA 6Cy. 127 × 143<br>150bhp (110kW)<br>Kelvin Diesels Ltd. Glasgow<br>8kn |
| **7638399**<br>TFPI<br>1505<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASGEIR**<br><br>**Isbjorninn H/f**<br>Reykjavik Iceland | **442**<br>195<br>— | <br><br>(NV) | **1977** Flekkefjord Slipp & Mask.<br>—Flekkefjord (125)<br>49,87 9,56 4,431<br>44,00 9,50 6,61<br>1 dk<br>rf 1702 BK 127 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 168kW 220V 50Hz a.c.<br>Controllable pitch propeller aft |

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| 5090189<br>GNIL<br>337289<br>Df | **ASH LAKE**<br>ex Dina-69 ex Mitropa-40<br>**A. H. Sheaf & Co. Ltd.**<br>Guernsey Channel Islands<br>(British) | **201**<br>92<br>— | **BS***<br>**MBS***<br>SS 2/81<br>CT184 C14<br>FN 318 | **1939**-7 J. Vos & Zoon—Groningen (87)<br>38,51 6,63 2,560<br>33,99 6,58 2,77<br>P 9,8 F 4,9 1 dk<br>R<br>2BH WB34t | **M General Cargo**<br>Mchy.aft<br>G.360 B.340 | Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 7,0t 9kn |
| 7028609<br>ERTB<br>M-6308 | **ASHA**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk- U.S.S.R.<br>Kamchatskiy | **168**<br>39<br>100 | RS | **1970** .............U.S.S.R.<br>34,02 7,09 2,890<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7406069<br>ATNW<br>1665<br>Esd Rdr<br>RT | **ASHA RANI**<br>**Union Carbide India Ltd.**<br>Bombay India | **185**<br>90<br>— | AB | **1976** Mazagon Dock Ltd.—Bombay (354)<br>27,36 8,06 2,901<br>25,91 7,92 3,66<br>F 12,5 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>1 Ha (stl) (18,5 × 18,2) | Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 88kW a.c.<br>10kn |
| 5146720<br>9GXX<br>316610<br>Df Esd<br>Gc Rdr<br>RT | **ASHANTI**<br>ex Moon-77 ex Gulf Ipswich-77<br>ex Leidsegracht-73<br>ex Helga Russ-70<br>**Tema Steamship Co. Ltd.**<br>Takoradi Ghana | T.Mk<br>**1 308**<br>593<br>2 229<br>**2 096**<br>1 356<br>— | GL | **1957** Werft Nobiskrug—Rendsburg (598)<br>93,40 12,37 —/5,614<br>84,31 12,32 7,19<br>F 13,2 2 dks<br>RW rf 51 | **M General Cargo**<br>Ref<br>2 Ho 28,4comb. 27,8comb. ER<br>G.4 270 B.4 029<br>3 Ha (stl) (19,5comb. 9,7 9,7 × 5,4) ER<br>8W Der 1(20) 1(10) 8(3-5) | Oil 4SA 6Cy. 420 × 660<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 89kW 400V 50Hz a.c.<br>Fuel 208,5t (d.o.) 12kn |
| 5134026<br>DACA<br>Df Esd<br>Rdr<br>RTm/v | **ASHAUSEN**<br>ex Fischland-80 ex Walter Kay-71<br>ex Gotaland-68<br>**Bernhard Matthies**<br>Hamburg Federal Republic of Germany | **493**<br>221<br>915 | GL | **1958** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1059)<br>62,74 9,63 3,710<br>57,56 9,61 6,05<br>B 11,6 F 6,4 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD 2P<br>Ice strengthened<br>1 Ho 34,6 ER<br>G.1 844 B.1 608<br>2 Ha (stl) (8,2 14,1 × 4,2) ER<br>6W Der 6(2-3) | Oil 4SA 6Cy. 385 × 580<br>500bhp (368kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 60kW 230V d.c.<br>Fuel 59,0t (d.o.) 10,5kn |
| 7409619 | **ASHDOD**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **1 258**<br>—<br>— | | **1975** Todd Shipyards Corp.—Seattle, Wa (69)<br>67,04 4,877<br>65,51 13,39 5,77<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil each -Cy.<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) 14kn |
| 6422626<br>H05461<br>1126<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASHFORD**<br>ex Taurus-78<br>ex Hans Pickenpack-74<br>**Siam Offshore S.A.**<br>Panama Panama | **1 455**<br>723<br>— | GL | **1964** Rickmers Rhederei G.m.b.H. —Bremerhaven (331)<br>78,01 13,67 5,277<br>69,02 13,61 8,51<br>F 16,5 2 dks<br>conv Fish-factory Stern Trawler Factory Fishing 75<br>conv Salvage Tug 78 | **M Diving Support Ship**<br>for offshore installations<br>Der 1(20) | Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>also oil driving 1 gen. connected to 1 elec. motor for secondary propulsion<br>Controllable pitch propeller<br>15kn |
| 7903146<br>JK4079<br>122141<br>Rdr RT | **ASHIDAGAWA**<br>**Setonaikai Kisen K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **942**<br>466<br>349 | | **1979** Kanda Zosensho K.K.—Japan (240)<br>63,25 14,18 3,101<br>60,03 12,01 4,12<br>3 dks | **TM Ferry** | 2 Oil 4SA each 8Cy. 260 × 320 reverse reduction geared to sc. shafts<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7432393<br>JG3503<br>117714<br>Rdr | **ASHIGARA MARU**<br>**K.K. Nissan Marine Service**<br>Tokyo Japan | **197**<br>62<br>— | | **1975** Kanagawa Zosen—Kobe (150)<br>8,21 2,286<br>29,49 8,18 3,38<br>1 dk<br>RW | **TM Tug** | 2 Oil -SA each -Cy.<br>Niigata Eng. Co. Ltd. Niigata |
| 7717200<br>GXOG<br>379883<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHINGTON**<br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | **4 334**<br>2 228<br>6 570 | ✠**100A1**<br>Ice Class 3 (cc)<br>✠**LMC** **UMS**<br>EL V 495,0/48,0U2<br>FN 2441 | **1979**-4 Clelands SB. Co. Ltd.—Wallsend (341)<br>103,61 16,08 7,033<br>97,52 16,01 9,02<br>P 19,2 F 8,6 1 dk<br>rf nil<br>6BH WB2516T incl. STs 1943T | **M General Cargo**<br>3 Ho 21,9 23,0 23,0 ER<br>G.7 646 B.7 504<br>3 Ha (stl) (each 18,9 × 12,5) ER | Oil 4SA 8Cy. 381 × 457 reduction geared to sc. shaft<br>4 800bhp (3 531kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| 7856848<br>JGVL<br>100867 | **ASHITAKA**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency)**<br>Tokyo Japan | **132**<br>27<br>— | | **1967** Usuki Tekkosho—Usuki<br>33,81 1,850<br>30,48 6,30 3,00<br>1 dk | **M Patrol Ship** | Oil<br>900bhp (662kW)<br>Fuji Seisakusho Japan<br>13kn |
| 7114393<br>JHHT<br>109435<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHITAKA MARU**<br>ex Shoei Maru No. 58-78<br>**Aitakamaru Gyogyo Seisan Kumiai**<br>Yaizu, Japan<br>Shizuoka Pref. | **284**<br>141<br>— | | **1971** Niigata Eng. Co. Ltd.—Niigata (1036)<br>47,66 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5194715<br>Df | **ASHITAKA MARU No. 5**<br>ex Kosho Maru No. 8-64<br>**Koadinited Shipping Corp.** | **252**<br>143<br>— | | **1958** Miho Zosensho K.K.—Shimizu (238)<br>41,51 7,07<br>36,50 7,01 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 420<br>550bhp (405kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10kn |
| 7823566<br>JJ3154<br>118909<br>Rdr RT | **ASHIYA**<br>**Nishi Nippon Eisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **277**<br>96<br>— | | **1979** Kanagawa Zosen—Kobe (196)<br>3,001<br>33,51 9,01 4,02<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Niigata |

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| 7046546<br>JIPN<br>105730<br>Rdr RT | **ASHIZAKI**<br>**Japan Nuclear Ship Development Agency**<br>Mutsu, Japan<br>Aomori Pref. | **152**<br>47<br>— | | **1970** Sanyo Zosen K.K.—Mukaishima (575) | 26,47 7,45 2,401<br>23,53 7,40 3,18<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 400<br>Hanshin Nainenki Kogyo | Kobe |
| 7126009<br>JL3148<br>111297<br>Esd Rdr<br>RT | **ASHIZURI**<br>**Sukomo Kanko Kisen K.K.**<br>Sukomo, Japan<br>Kochi Pref. | **990**<br>377<br>403 | | **1971** Usuki Tekkosho—Usuki (815) | 69,70 13,64 3,112<br>63,00 13,62 4,50<br>2 dks | **TM RoRo Cargo/Ferry**<br>Deck Cargo 500dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 310 × 380<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd. | Niigata<br>16kn |
| 7900869<br>JCFY<br>123519<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHIZURI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **961**<br>256<br>— | | **1979** Sanoyasu Dockyard Co. Ltd. —Mizushima (1032) | 3,352<br>73,00 9,61 5,31<br>2 dks | **TM Patrol Ship** | 2 Oil 4SA each 8Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho | Tateyama |
| 7636810<br>UIGU<br>M-34925<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHKHABAD**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 591**<br>7 905<br>23 900 | RS | **1978** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (284) | 183,01 23,45 10,002<br>174,63 23,41 13,49<br>1 dk | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 29 157 | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works | B&W<br>Bryansk<br>16,75kn |
| 5026774<br>UNFU<br>M-10063<br>Df Esd<br>Gc | **ASHKHABAD**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 349**<br>870<br>1 545 | RS (GL) | **1956** Kieler Howaldtswerke A.G.—Kiel (1028) | 85,20 13,44 5,511<br>75,04 13,42 9,25<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.147 In.1 458<br>5 Ha (3,5 × 1,8) (1,3 × 1,3) (1,3 1,3 × 1,2) (1,0 × 1,0)<br>4W Der 2(5) 2(2) | Oil 2SA 6Cy. 520 × 900<br>1 900bhp (1 398kW)<br>Howaldtswerke | MAN<br>Kiel<br>12,5kn |
| 5026786<br>WA3738<br>243412<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASHLAND**<br>ex Clarence B. Randall-62<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | **9 057**<br>6 793<br>16 805 | AB | **1943** Great Lakes Eng. Works—Ashtabula, Oh (523) | 187,46 18,34 7,773<br>184,11 18,29 10,67<br>F 15,9 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>4 Ho ER<br>G.13 960<br>18 Ha (stl) (each 3,3 × 11,5) ER | T 3Cy. 618 1053 & 1727 × 1067<br>2 500ihp (1 839kW)<br>Gt. Lakes Eng. Works<br>Gen 2 × 100kW<br>Fuel 270,5t (o.f.) | Ashtabula, Oh |
| 5425827<br>GMHG<br>305277<br>Df Esd<br>RT | **ASHLEA**<br>ex Welsh Princess-67<br>**Gallic Shipping Ltd.**<br>Denmac Ltd.<br>Aberdeen United Kingdom | **308**<br>97<br>— | ✠LR class withdrawn-Owner's request 29/9/82 | **1963**-7 Atlantic SB. Co. Ltd.—Newport, Mon. (90) | *36,86* 8,18<br>36,02 8,08 4,42<br>rf 787 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 508<br>875bhp (644kW)<br>Mirrlees National Ltd. | Stockport |
| 6026795<br>WBAE<br>292191<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ASHLEY LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Galveston, Tx United States of America | T.Mk<br>**8 762**<br>5 046<br>—<br>**11 891**<br>7 780<br>14 515 | AB | **1963** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4591) | 180,60 21,09 —/9,789<br>172,98 21,04 12,68<br>F 30,2 2 dks<br>RW rf nil len 73 | **S General Cargo**<br>Ref 12bth P<br>6 Ho<br>G.24 409 B.22 370<br>6 Ha (stl)<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co.<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 976,0t (o.f.) | Lynn, Ma<br>18kn |
| 5170460<br>HZMI<br>Df Esd<br>RTm/v | **ASHRAF AL AOWAL**<br>ex Jarso-80<br>**Halwani Bros.**<br>Jeddah Saudi Arabia | **489**<br>279<br>844 | ✠**100A1** SS 9/78<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL n<br>FN 1063 | **1961**-8 Nystads Varv Ab —Uusikaupunki/Nystad (226) | 71,81 10,55 3,620<br>64,14 10,51 6,05<br>F 5,8 1 dk & S dk<br>rf 51<br>Coll BH to Sdk 3 to 2nd dk WB206t | **M General Cargo** OSD<br>Ref.<br>2 Ho 19,8 19,9 ER<br>In.1 593<br>4 Ha (stl) (each 4,1 × 3,2) ER<br>8W Der 8(3) | Oil 4SA 6Cy. 400 × 580<br>1 450bhp (1 067kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 88kW 450V 60Hz a.c.<br>Fuel 136,0t (d.o.) | Koeln<br>14kn |
| 5085354<br>ODGH<br>B4096<br>Df Esd<br>RTm/h | **ASHRAF I**<br>ex Attiki-80 ex Daje Bohmer-72<br>**Noha Kamel Chouhaibar**<br>Hanna Najib Tabet<br>Beirut Lebanon | **497**<br>256<br>889 | ✠LR class withdrawn-Reported defects 21/5/82 | **1950**-2 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (716) | 64,19 9,89 5,100<br>58,50 9,86 6,00<br>F 7,7 1 dk & S dk<br>RW rf 38 | **M General Cargo** OSD<br>1 Ho 37,3 ER<br>G.1 947 B.1 790<br>2 Ha (8,9 17,9 × 5,0) ER<br>6W Der 3(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW) ✠ NE 5/58<br>Kloeckner Humboldt Deutz<br>Gen 2 × 27kW 1 × 15kW 115V d.c.<br>Fuel 63,0t (d.o.) | Koeln<br>10kn |
| 5051937<br>ODFZ<br>B4078<br>Df Esd<br>Rdr RT | **ASHRAF 2**<br>ex Rafig-81 ex Brigitte Graebe-75<br>**Noha Kamel Chouhaibar**<br>Beirut Lebanon | **492**<br>280<br>850 | GL | **1959** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (195) | 59,34 8,82 3,080<br>56,80 8,79 3,61<br>P 10,4 B 12,2 F 6,1 1 dk<br>RW len 60 | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,7 ER<br>G.1 034 B.949<br>2 Ha (12,4 18,4 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 420<br>500bhp (368kW)<br>Maschinenbau Kiel A.G.<br>Fuel 42,5t | Kiel<br>9kn |
| 7821867<br>JJNK<br>121031<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASHU MARU**<br>**Tokushima Prefecture**<br>Tokushima, Japan<br>Tokushima Pref. | **497**<br>159<br>— | | **1979** Mitsubishi Heavy Industries Ltd. —Shimonoseki (808) | 52,20 8,62 3,501<br>45,22 8,60 3,92<br>1 dk | **M Fishing**<br>Training Ref.<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. | Akashi<br>12kn |
| 6514106<br>8LUY<br>97382<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ASHU MARU**<br>**Washu Sangyo K.K.**<br>Sukomo, Japan<br>Kochi Pref. | **356**<br>150<br>399 | | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (687) | 48,60 8,06 3,398<br>42,50 8,01 3,79<br>1 dk<br>rf 152 | **M Fishing**<br>Training<br>3 Ho ER<br>3 Ha (1,6 1,6 × 1,6) (0,9 × 0,9) ER<br>Der 2(1) | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 225V 60Hz a.c.<br>Fuel (hvf) | Kobe<br>11kn |
| 6801377<br>JL2681<br>102836 | **ASHU MARU**<br>**Takemaru Shimizu**<br>Ondo, Japan<br>Hiroshima Pref. | **198**<br>112<br>390 | | **1967** Takehara Zosen—Takehara (331) | 36,00 7,01 2,896<br>32,97 6,99 3,48<br>1 dk | **M General Cargo**<br>Mchy.aft<br>3 Ha (15,0 × 4,5) (0,9 1,9 × 0,9) | Oil 4SA 6Cy. 180 × 240<br>350bhp (257kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| 7644996<br>UWHL<br>M-33894 | **ASHUG ALEKSER**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 587**<br>1 740<br>4 150 | RS | **1977** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,02 6,51<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>4 Ho 17,6 17,6 18,2 17,6 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (11,8 11,8 13,4 13,4 × 8,0) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |
| 6851592<br>UUUV<br>M-22483 | **ASHUG STALSKIY**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Astrakhan U.S.S.R. | **464**<br>—<br>156 | RS | **1956** Santierul Naval Galatz—Galatz<br>44,48 9,48 3,480<br>4,42<br>1 dk | **TM Tug**<br><br>Ice strengthened<br>1W Der 1(1,5) | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 11kn |
| 6401749<br>GPHV<br>343124<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ASHURST**<br>ex Finse-72<br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | **3 451**<br>2 207<br>5 503 | NV | **1964** Cia. Euskalduna—Bilbao (162)<br>111,66 15,60 6,293<br>102,47 15,55 7,32<br>P 30,8 B 19,6 F 11,6 1 dk<br>rf nil conv General Cargo 72 | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 6 935 HeCls. C | Oil 4SA 7Cy. 520 × 740<br>2 700bhp (1 986kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 120kW 440V 60Hz a.c.<br>Fuel 405,5t (d.o.)-10,0pd 12,5kn |
| 7300435<br><br><br>Rdr | **ASHUZAN MARU**<br><br>**Sampaguita Shipping Corp.** | **498**<br>272<br>1 099 | | **1968** Nishihara Zosen—Ohmishima (135)<br>55,00 9,02 4,090<br>49,51 9,00 4,50<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 310 B.1 120<br>1 Ha (25,3 × 6,0) ER | Oil 4SA 6Cy. 330 × 500<br>1 100bhp (809kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 15kW 1 × 10kW 220V a.c.<br>Fuel 30,5t-4,0pd 11kn |
| 7913696<br>JL4580<br>121044<br>Gc Rdr<br>RT | **ASHUZAN MARU**<br><br>**Y.K. Hosho Kaiun**<br>Anan, Japan<br>Tokushima Pref. | **481**<br>300<br>1 000 | | **1979** Omishima Dock K.K.—Kamiura (1078)<br>64,29 3,801<br>62,01 10,51 5,69<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7630050<br>UVET<br>M-32471 | **ASHVA**<br><br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **180**<br>32<br>77 | RS | **1976** ..............U.S.S.R.<br>31,60 7,32 2,839<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 6711998<br>J4LZ<br>7585<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA**<br>ex Constantinos-81<br>ex Grand Holly-79<br>ex Japan Holly-72<br>**Mascot Compania Maritima S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | **9 525**<br>6 125<br>16 512 | BV | **1967** Kasado Dock Co. Ltd.—Kudamatsu (238)<br>144,48 22,20 8,764<br>135,95 22,18 11,99<br>P 26,6 F 9,2 1 dk | **M Bulk Carrier**<br><br>4 Ho 20,4 26,9 26,9 26,9 ER<br>G.21 155 B.20 949<br>7 Ha (stl) (12,9 × 8,9) (19,2 19,2 19,2 19,2 19,2 19,2 × 7,9) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 315kW 445V 60Hz a.c.<br>Fuel 1 069,0t (hvf) 14kn |
| 7354321<br>JG3340<br>116212<br>Rdr RT | **ASIA**<br><br>**Kogin Lease K.K. (IBJ Leasing)**<br>Tokyo Japan | **216**<br>79<br>— | | **1973** Hanasaki Zosensho—Yokosuka (160)<br>32,11 8,84 3,296<br>30,79 8,82 3,89<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. Tokyo |
| 7425522<br>HPUL<br>6279-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA ACE**<br><br>**Thalia Oceanic Transport S.A.**<br>Panama Panama | **4 093**<br>2 585<br>5 655 | NK | **1975** Oshima Dock K.K.—Yoshiumi (596)<br>118,12 18,06 6,020<br>109,00 17,99 8,23<br>P 22,0 F 17,7 1 dk | **M Container Ship**<br>Fixed-guides<br><br>TEU 320<br>C.Ho 6/20' 73/40' C.Dk 168/20'<br>6 Ha ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>14,5kn |
| 7063472<br>ZCP<br>3775<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA ANVIL**<br>ex Asia Hawk-81<br>**Kewbridge Co. Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia . Liberia | **13 867**<br>9 994<br>24 561 | AB | **1971** Osaka Zosensho—Osaka (313)<br>174,50(BB) 22,86 9,922<br>165,00 22,81 13,80<br>P 28,4 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 18,9 25,3 27,2 27,2 26,3 ER<br>G.30 916 B.30 786<br>5 Ha (stl) (11,8 × 9,9) (18,3 18,3 18,3 18,3 × 16,0) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 1 600,5t (hvf) 14,5kn |
| 7370416<br>A8FW<br>4912<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA BEAUTY**<br><br>**Liberian Belladonna Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 012**<br>10 848<br>25 314 | NK | **1974** Kanda Zosensho K.K.—Kure (183)<br>175,85 25,43 9,624<br>165,00 25,40 13,42<br>P 32,4 B 24,1 F 13,8 1 dk | **M Bulk Carrier**<br><br>5 Ho 16,0 23,2 26,9 26,9 26,9 ER<br>G.36 156 B.31 906<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(20) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 432kW 445V 60Hz a.c.<br>Fuel 1 644,0t 14,5kn |
| 7351850<br>A8CM<br>4824<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA BRAVERY**<br><br>**Liberian Sterculia Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 016**<br>10 846<br>25 304 | NK | **1974** Kanda Zosensho K.K.—Kure (182)<br>175,85 25,43 9,624<br>165,00 25,40 13,42<br>P 32,4 B 24,1 F 13,8 1 dk | **M Bulk Carrier**<br><br>5 Ho 16,0 23,2 25,4 26,9 26,9 ER<br>G.33 505 B.31 906<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 1 789,5t-36,0pd 14,5kn |
| 8025848<br>BLBR<br>7032<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA CEMENT No. 1**<br><br>**Yu-Ming Transport Corp.**<br>Keelung China* | **3 831**<br>2 351<br>6 169 | | **1980** China SB. Corp. (Keelung Division) —Keelung (157)<br>108,44 16,24 6,651<br>100,21 16,22 8,11<br>P 22,3 F 11,9 1 dk | **M Cement Carrier**<br>Self-unloader<br>2 Ho 33,6 31,4 ER<br>G.5 772 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 280kW 1 × 80kW 450V a.c.<br>12,5kn |

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| **7720697**<br>D7YO<br>UM48<br>048<br>Df Esd<br>Gc Rdr<br>RT | **ASIA CHILHO**<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **11 685**<br>6 972<br>19 682 | AB KR | **1978** Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (1982)<br>151,19 9,551<br>143,01 22,86 13,01<br>P 34,8 B 21,1 F 12,8 1 dk | **M Bulk Carrier**<br>G.24 241 B.23 635<br>4 Ha (12,9 × 9,6) (19,5 19,5 19,5 ×<br>11,3) ER<br>Der 1(30) 3(25) | Oil 2SA 6Cy. 620 × 1400<br>8 900bhp (6 546kW)<br>Hitachi Zosen | B&W<br>Japan<br>17kn |
| **7107106**<br>ELKN<br>3851<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ASIA CULTURE**<br>**Liberian Spear Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **48 868**<br>36 949<br>104 942 | AB | **1971** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(891)<br>253,40(BB) 38,99 15,358<br>244,00 38,94 20,91<br>1 dk<br>rf nil | **M Ore/Oil Carrier**<br>4 Ho each 38,4comb. 13 Ta ER<br>G.52 186 L.(oil) 122 243 HeCls. BC<br>8 Ha (stl) (each 15,0 × 11,2) ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 675kW 450V 60Hz a.c.<br>Fuel 5 142,0t (hvf)-81,5pd | B&W<br>Tamano<br>15,5kn |
| **6710994**<br>3EAG2<br>Df Esd<br>Gc Rdr<br>RTv | **ASIA DRAGON**<br>ex Kwangsi-82 ex Perseus-78<br>ex Radnorshire-72<br>Panama Panama | T.Mk<br>**9 472**<br>3 760<br>10 160<br>**12 089**<br>6 558<br>14 182 | **✠100A1** CS 9/82<br>DTsf & a—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL jt 2 9/16"SQ<br>FN 5884 | **1967**-11 Vickers Ltd. (Newcastle)<br>—Newcastle (188)<br>171,89(BB) 23,70 8,764/10,205<br>158,81 23,63 13,42<br>P 60,1 F 28,7 2 dks, 3rd dk except in<br>Nos. 1 & 6 holds<br>RW rf 152 DK in way of No. 2 hold<br>8BH WB5331t incl. DTsf1139t DTsa1090t | **M General Cargo**<br>Ref<br>6 Ho 11,6 18,2 20,9 19,2 19,2<br>19,4<br>G.21 266 B.19 624 In.875<br>6 Ha (stl) (8,2 10,0 × 6,1) (13,7 11,8<br>11,8 × 10,1) (9,1 × 7,9)<br>17W Cr 6(5) Der 1(60) 1(20) 10(5) | Oil 2SA 9Cy. 840 × 1800<br>22 500bhp (16 550kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>WTAuxB 140lbf/in² (9,7bar)<br>WTAuxB 120lbf/in² (8,3bar)<br>e(ex.g) 190lbf/in² (13,1bar)<br>Gen 2 × 650kW 2 × 325kW<br>415V 50Hz a.c.<br>Fuel 2 133,5t (hvf) | Kobenhavn<br>21kn |
| **6801963**<br>D7YJ<br>UM28<br>982<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA EEHO**<br>ex Nebula-77 ex Walnut-73<br>ex Japan Walnut-73<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **10 167**<br>6 692<br>15 993 | BV KR (NK) | **1967** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (132)<br>149,99 22,61 8,840<br>140,01 22,59 11,99<br>P 25,6 F 10,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 22,7 26,9 30,1 27,7 ER<br>G.21 039 B.20 392<br>4 Ha (stl) (15,0 × 9,5) (20,2 20,2<br>20,2 × 10,9) ER<br>14W Der 8(15) 6(10) | Vee Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 180kW 445V 60Hz a.c.<br>Fuel 1 171,5t (hvf) | Pielstick<br>Aioi<br>14,5kn |
| **7380978**<br>A8DC<br>4840<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASIA FALCON**<br>**Liberian Bauhinia Transports**<br>**Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **18 394**<br>11 958<br>34 702 | BV | **1974** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (961)<br>180,02 28,45 10,872<br>170,01 28,40 15,02<br>1 dk | **M Bulk Carrier**<br>5 Ho 23,0 27,8 17,7 27,9 27,9<br>ER<br>G.42 655 B.40 969 HeCls. B<br>5 Ha (stl) (13,9 × 10,4) (18,3 12,8<br>18,3 18,3 × 13,4) ER<br>5W Cr 4(8) Der 1(15) | Oil 2SA 7Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 2 × 520kW 450V 60Hz a.c.<br>Fuel 187,5t (d.o.) 1 709,5t (hvf)-37,5pd | Sulzer<br>Tamashima<br>15kn |
| **7053460**<br>HPZR<br>2086-71<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASIA FIDELITY**<br>**Elite Shipping Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama | **15 662**<br>10 687<br>25 110 | NK | **1971** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (211)<br>174,53 22,86 10,345<br>164,55 22,81 14,36<br>P 29,3 F 13,8 3 dks<br>rf nil | **M Bulk Carrier**<br>5 Ho 22,1 27,9 19,2 27,9 27,9<br>ER<br>G.33 141 B.31 316<br>5 Ha (stl) (11,9 18,3 10,3 18,3 18,3<br>× 10,3) ER<br>15W Der 3(15) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 1 290,5t | Sulzer<br>Aioi<br>15kn |
| **7105550**<br>ELEA<br>3826<br>Df Esd<br>Gc Rdr<br>RTv | **ASIA FLAMINGO**<br>**Liberian Flamingo Transports**<br>**Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **10 438**<br>6 503<br>19 874 | BV | **1971** Nippon Kokan K.K.—Shimizu (295)<br>155,48(BB) 22,86 9,900<br>146,01 22,81 13,01<br>2 dks | **M Bulk Carrier**<br>5 Ho 21,1 26,2 15,0 26,2 17,9<br>ER<br>G.26 070 B.23 320<br>5 Ha (stl) (12,1 18,7 8,9 18,7 11,9 ×<br>10,9) ER<br>4W Cr 4(8) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 560,5t (hvf) | Sulzer<br>Aioi<br>18,75kn |
| **6411445**<br>HORJ<br>11177-LI<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ASIA FREEZER**<br>ex Papagayo Universal-82<br>ex Tzaneen-79<br>ex S. A. Tzaneen-78<br>ex Tzaneen-78<br>ex S. A. Tzaneen-77<br>ex Tzaneen-66<br>**Navy Calm Compania Naviera**<br>**S.A.**<br>Enterprises Shipping & Trading<br>S.A.<br>Panama Panama | **6 474**<br>3 695<br>10 384 | **✠100A1** SS 3/78<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ft 2¼"SQ<br>FN 4794 | **1964**-8 Greenock Dockyard Co. Ltd.<br>—Greenock (505)<br>158,63 21,01 7,621<br>144,48 20,96 12,22<br>F 36,6 1 dk & S dk, 3rd dk fwd of mchy.<br>space<br>rf nil<br>Coll BH to S dk 7 to 2nd dk WB2779t incl.<br>Tunnel tanks 549t | **M General Cargo** OSD<br>Ref.<br>6 Ho 21,0 18,2 18,2 18,2 ER<br>14,6 15,8<br>In.14 216<br>6 Ha (stl) (6,4 × 5,0) (6,4 6,4 6,4 ×<br>6,6) ER (6,4 6,4 × 6,6)<br>12W Der 2(10) 10(5) | Oil 2SA 9Cy. 620 × 1400<br>9 650bhp (7 098kW)<br>J. G. Kincaid & Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 300kW 440V 60Hz a.c.<br>Fuel 1 891,0t (hvf) | B&W<br>Greenock<br>17kn |
| **6924789**<br>3EJK<br>9450-79<br>Df Esd<br>Gc Rdr<br>RT | **ASIA FRIENDSHIP**<br>ex Sanshin Star-76 ex Lunarosa-73<br>ex Tsukikawa Maru-72<br>**Elreal Navegacion S.A.**<br>Panama Panama | **3 981**<br>2 288<br>6 088 | BV | **1969** Kurushima Dock Co. Ltd.—Imabari<br>(470)<br>110,04 16,24 6,681<br>102,44 16,21 8,16<br>P 24,1 B 8,3 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 596 B.8 109<br>2 Ha (stl) (26,8 20,7 × 7,6) ER<br>Der 1(80) 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Fuel 600,5t | Mitsubishi<br>Kobe<br>12,75kn |
| **7714894**<br>D7BY<br>IM1735<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA GIANT**<br>**Hanyang Metal Industrial Co.**<br>**Ltd. (Hanyang Lines)**<br>Inchon South Korea | **4 535**<br>2 719<br>7 376 | KR (NK) | **1977** Shin Yamamoto Zosen—Kochi (205)<br>110,39 17,23 7,103<br>101,91 17,21 8,72<br>P 24,4 F 11,6 1 dk | **M General Cargo**<br>G.9 484 B.9 044<br>2 Ha (26,6 29,4 × 8,7) ER<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 168kW 450V a.c. | Mitsubishi<br>Kobe<br>13kn |
| **7215240**<br>HPRN<br>7932-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA GLOBAL**<br>ex Akifuji Maru-76<br>**Nike (Panama) S.A.**<br>Panama Panama | **4 982**<br>3 203<br>8 556 | NK | **1972** Ujina Zosensho—Hiroshima (522)<br>115,02 18,47 7,335<br>107,02 18,42 9,10<br>P 22,9 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 157 B.10 647<br>2 Ha (stl) (31,3 32,9 × 9,6) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 160kW 445V a.c.<br>Fuel 743,5t-17,5pd | Mitsubishi<br>Yaizu<br>13kn |

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| 7112541<br>ELKP<br>3852<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASIA GOLD**<br><br>**Liberian Gold Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **10 438**<br>6 504<br>19 874 | <br><br>BV | **1971** Nippon Kokan K.K.—Shimizu (296)<br>155,48(BB) 22,86 9,894<br>146,01 22,81 13,42<br>P 35,4 F 15,0 1 dk | **M Bulk Carrier**<br><br>5 Ho 21,1 25,6 15,0 25,6 17,9 ER<br>G.26 070 B.23 320<br>5 Ha (stl) (12,2 18,7 8,9 18,7 11,9 × 10,9) ER<br>Cr 4(8) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 822,0t 18,75kn |
| 5365508<br>OHD<br>1157<br>Df Esd<br>Gc Rdr<br>RT | **ASIA HAWK**<br>ex Toryu Maru-71<br>**Hawk Steamship Co. Ltd.** | **6 816**<br>3 932<br>9 830 | <br><br>(AB) (NK) | **1951** Nishi Nippon Jukogyo—Nagasaki (1419)<br>141,20 18,01 8,027<br>132,31 17,99 9,99<br>P 7,4 B 55,2 F 10,1 2 dks<br>RW | **M General Cargo**<br>6 Ho<br>G.14 609 B.13 569<br>6 Ha (7,7 × 5,9) (11,8 9,3 × 7,0) (5,9 × 7,9) (10,9 8,5 × 7,0)<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 7Cy. 720 × 1250<br>5 000bhp (3 678kW)<br>Nishi Nippon Jukogyo Nagasaki<br>Gen 3 × 200kW 230V d.c.<br>Fuel 1 162,5t 13,5kn |
| 7375222<br>ABDD<br>4841<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA HERON**<br><br>**Liberian Heron Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **20 513**<br>14 481<br>33 092 | <br><br>AB | **1974** Osaka Zosensho—Osaka (342)<br>185,38 26,04 11,339<br>173,74 26,00 16,11<br>P - F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 28,0 32,7 11,9 32,7 28,7 ER<br>G.41 396 B.40 088 HeCls. B<br>5 Ha (stl) (16,7 17,5 × 12,6) (7,9 × 9,9) (17,5 17,5 × 12,6) ER<br>Cr 3(8) | Oil 2SA 6Cy. 760 × 1550<br>11 500bhp (8 459kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 758,0t (hvf)-41,0pd<br>14,75kn |
| 7370428<br>ABLL<br>5057<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA HONESTY**<br><br>**Liberian Jonquil Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 012**<br>10 846<br>25 320 | <br><br>NK | **1974** Kanda Zosensho K.K.—Kure (184)<br>175,85 25,43 9,624<br>164,98 25,40 13,42<br>P 32,4 B 24,1 F 13,8 1 dk<br>rf 13 | **M Bulk Carrier**<br><br>5 Ho 16,0 23,2 25,4 26,9 26,9 ER<br>G.36 157 B.31 907<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 432kW 445V 60Hz a.c.<br>14,5kn |
| 7116767<br>ELWE<br>3943<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **ASIA HUNTER**<br><br>**Liberian Narcissus Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **17 629**<br>12 522<br>29 569 | <br><br>AB | **1971** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (949)<br>171,25(BB) 25,56 11,024<br>165,00 25,51 15,50<br>F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 19,8 23,7 23,1 27,9 21,9 ER<br>G.34 829<br>5 Ha (stl) (12,7 11,9 11,9 15,1 11,9 × 12,3) ER<br>Cr 5(5) Der 1(3) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 2 459,0t (hvf) 15kn |
| 6807852<br>D7YG<br>JM28<br>984<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA ILHO**<br>ex Union Green-77 ex Hemlock-76<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **9 294**<br>5 762<br>15 376 | <br><br>KR NK | **1968** Namura SB. Co. Ltd.—Osaka (367)<br>144,00 21,62 8,560<br>134,02 21,59 11,49<br>P 27,2 F 10,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.19 753 B.19 194<br>4 Ha (stl) (13,6 × 8,9) (19,8 19,8 19,8 × 10,5) ER<br>Der 4(21) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 184kW 445V a.c.<br>Fuel 1 157,5t-24,5pd 14,5kn |
| 5070622<br>DYVE<br><br>Rdr | **ASIA INDONESIA**<br>ex Asia China II-80<br>ex Chitose Maru-74<br>**Trans-Asia Shipping Lines Inc.**<br>Cebu City Philippines | **504**<br>313<br>575 | | **1957** Sanoyasu Dockyard Co. Ltd.—Osaka (152)<br>46,61 8,56 2,604<br>46,00 8,51 3,71<br>1 dk<br>RW | **M Ferry/General Cargo** 603P<br><br>1 Ha (6,0 × 3,9) | Oil 4SA 6Cy. 360 × 520<br>750bhp (552kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 13,0t-2,5pd 12kn |
| 7375234<br>A8GI<br>4924<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASIA INDUSTRY**<br><br>**Liberian Raven Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **20 513**<br>14 481<br>33 034 | <br><br>AB | **1974** Osaka Zosensho—Osaka (343)<br>184,97(BB) 26,04 11,339<br>175,27 26,00 16,11<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 28,0 32,7 11,9 32,7 28,7 ER<br>G.41 396 B.40 088 HeCls. B<br>5 Ha (stl) (16,7 17,5 × 12,6) (7,9 × 9,9) (17,5 17,5 × 12,6) ER<br>Cr 3(8) | Oil 2SA 6Cy. 760 × 1550<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 758,0t (hvf)-41,0pd<br>14,75kn |
| 6606791<br>3ESZ<br>0712-72B<br>Df Esd<br>Gc Rdr<br>RT | **ASIA JEHSON**<br>ex Island Ace-80 ex Big Three-74<br>ex Nanpo Maru-73<br>**Kwang Ping S.S. Co. Ltd.**<br>Panama Panama | **3 912**<br>2 500<br>6 166 | <br><br>BV (NK) | **1965** Usuki Tekkosho—Saiki (1059)<br>109,81 16,03 6,611<br>101,91 15,98 8,08<br>P 23,8 RQD 6,4 B 6,4 F 4,9 1 dk | **M General Cargo**<br>3 Ho 17,9 27,9 27,9 ER<br>G.8 537 B.7 948<br>3 Ha (10,3 20,2 20,2 × 7,6) ER<br>10W Der 2(15) 8(10) | Oil 2SA 6Cy. 450 × 720<br>3 300bhp (2 427kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 386,0t (d.o.) 12,5kn |
| 7203235<br>A2GF<br>4129<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ASIA LARK**<br><br>**Liberian Achilles Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 788**<br>9 760<br>30 643 | <br><br>BV | **1972** Usuki Tekkosho—Saiki (1133)<br>170,01 26,85 10,015<br>162,49 26,80 14,41<br>P 35,4 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 21,5 27,2 20,8 27,2 24,0 ER<br>G.34 977 B.33 716<br>5 Ha (stl) (13,5 19,2 12,8 19,2 16,0 × 12,8) ER<br>Cr 5(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 315kW 450V 60Hz a.c.<br>Fuel 2 656,0t (hvf) 16,5kn |
| 7814151<br>D8PR<br>JM48<br>082<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA LEADER**<br><br>**Dong Hae Merchant Marine Co.**<br>Ulsan South Korea | **18 534**<br>11 696<br>30 529 | <br><br>AB KR | **1980** Hyundai Heavy Industries Co. Ltd. —Ulsan (2793)<br>176,61 25,46 11,515<br>165,00 25,40 16,18<br>F 11,6 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.35 408 B.33 638<br>5 Ha (stl) (11,2 16,0 16,0 16,0 12,8 × 10,5) ER<br>Cr 1(10) 3(5) | Oil 2SA 5Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 500kW 450V a.c.<br>16,25kn |
| 7049304<br>A2DW<br>3781<br>Df Esd<br>Gc Rdr<br>RTv | **ASIA LOYALTY**<br><br>**Liberian Diamond Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **10 438**<br>6 503<br>19 845 | <br><br>BV | **1971** Nippon Kokan K.K.—Shimizu (294)<br>155,48(BB) 22,86 9,900<br>146,01 22,81 13,42<br>2 dks | **M Bulk Carrier**<br><br>5 Ho 21,1 26,2 15,0 26,2 17,9 ER<br>G.26 291 B.23 342<br>5 Ha (stl) (12,1 18,7 8,9 18,7 11,9 × 10,9) ER<br>4W Cr 4(8) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 560,5t (hvf) 18,75kn |

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| **6813746**<br>381761<br>Rdr RT | **ASIA MAJU**<br>ex Eihong-80<br>ex Shomei Maru No. 38-79<br>ex Ryuei Maru No. 6<br>ex Hakuun Maru<br>ex Kyokushin Maru-70<br>**Oceanic Alltrans Pte. Ltd.**<br>Singapore Singapore | **498**<br>331<br>1 039 | NK | **1967** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (263)<br>53,65 8,82 3,988<br>49,51 8,79 4,40<br>P 13,8 F 5,8 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 1 218 | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 16kW 225V a.c.<br>Fuel 45,5t-3,5pd | K<br>1 |
| **7381465**<br>JREW<br>121932<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ASIA MARU**<br>ex Althea-79<br>**Japan Line Ltd.**<br>Tokyo Japan | **116 394**<br>89 032<br>233 365 | NK | **1975** Hyundai SB. & Heavy Industry—Ulsan<br>(7304)<br>319,79 53,09 19,635<br>305,01 53,07 25,20<br>1 dk<br>rf 145 | **S Tanker**<br>COW IGS CBT<br>17 Ta ER<br>L.(oil) 287 860 HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 1600kW 2 × 760kW<br>450V 60Hz a.c.<br>Fuel 6 952,0t (hvf)-172,5pd | K<br>16,2 |
| **7116092**<br>JEMM<br>111659<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **24 278**<br>13 397<br>23 777 | NK | **1971** Hitachi Zosen—Innoshima (4318)<br>212,00 30,05 10,529<br>200,39 30,00 16,29<br>F 58,6 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>6 Cell.Ho<br>TEU 1006<br>C.Ho 410/20′ 142/40′ C.Dk 312/20′<br>10 Ha (stl) ER | Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW)<br>Hitachi Zosen Sakurajima Works, Os<br>Gen 3 × 980kW 450V a.c.<br>Fuel 3 259,5t-113,0pd | Bi<br>22, |
| **7372725**<br>JEPA<br>121103<br>Df Esd<br>Gc Rdr<br>RT | **ASIA MARU No. 2**<br>ex Oceanic Kristin-79<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Amagasaki, Japan<br>Hyogo Pref. | **51 718**<br>35 706<br>96 455 | NK | **1975** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2389)<br>243,01(BB) 40,01 14,910<br>230,00 39,98 19,79<br>F 16,2 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 121 270 HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 900kW 450V a.c. | Su<br>15, |
| **8032279**<br>JL4928<br>124167 | **ASIA MARU No. 2**<br>**Shinichi Kinoshita**<br>Iyo-Mishima, Japan<br>Ehime Pref. | **124**<br>66<br>— | | **1980** M. Ishida—Japan (144)<br>... ... ...<br>28,71 5,81 2,80<br>1 dk | **M Tanker** | Oil | Jap |
| **7854955**<br>JL3394<br>108635 | **ASIA MARU No. 8**<br>**Shinsei Kaiun K.K.**<br>Iyo-Mishima, Japan<br>Ehime Pref. | **254**<br>160<br>450 | | **1971** Segami Tekko—Japan<br>46,56 3,001<br>42,02 8,01 3,20<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>680bhp (500kW)<br>Usuki Tekkosho | Us<br>10 |
| **6820593**<br>ELMJ<br>2970<br>Df Esd<br>Gc Rdr<br>RT | **ASIA MOMO**<br>**Liberian Fame Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **10 267**<br>6 432<br>— | **✠100A1** SS 12/77<br>**✠LMC**<br>EL Dt 2$\frac{7}{16}$"U2<br>FN 5155 | **1968**-7 Osaka Zosensho—Osaka (276)<br>155,05(BB) 22,86 8,954<br>146,01 22,80 12,50<br>P 27,2 F 11,6 1 dk<br>RW rf nil<br>NS 6BH WB6320t incl. Comb. btm & side tanks in Nos. 2-4 holds 1894t Topside tanks in Nos. 2-4 holds 2330t | **M Bulk Carrier**<br>4 Ho 30,8 29,9 29,9 29,9 ER<br>G.22 627 B.22 003<br>4 Ha (stl) (16,6 18,7 18,7 18,7 × 10,9) ER<br>4W Der 1(20) 3(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB 107lbf/in$^2$ (7,4bar)<br>e(ex.g) 170lbf/in$^2$ (11,8bar)<br>Fuel 1 397,0t (hvf) | Sul<br>A<br>15,25 |
| **7044067**<br>5MPG<br>3712<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA MORALITY**<br>**Liberian Crane Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **10 483**<br>6 504<br>19 833 | BV | **1971** Nippon Kokan K.K.—Shimizu (293)<br>155,48(BB) 22,86 9,894<br>146,01 22,81 13,42<br>2 dks<br>rf nil | **M Bulk Carrier**<br>5 Ho 21,1 26,2 15,0 26,2 17,9 ER<br>G.26 070 B.23 320<br>5 Ha (stl) (12,3 18,7 8,9 18,7 11,9 × 10,9) ER<br>4W Cr 3(8) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 560,5t (hvf) | Sul<br>A<br>18,5 |
| **7917123**<br>D8PW<br>UM48<br>090<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA No. 11**<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **14 779**<br>7 891<br>25 443 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6000<br>KR | **1980**-7 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (HS 01)<br>157,99(BB) 26,04 10,016<br>149,99 26,00 14,00<br>F 9,8 1 dk<br>6BH WB15598T incl. Comb. top, btm & STs in holds 7280T, No. 3 hold 7150T | **M Bulk Carrier**<br>4 Ho 26,3 28,8 26,3 28,8 ER<br>G.30 737 B.29 213<br>4 Ha (stl) (19,2 19,2 19,2 19,2 × 12,0) ER<br>4W Der 4(25) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 288,0t (d.o.) 1 306,0t (hvf) | Sub<br>Uls<br>16 |
| **7917135**<br>D8PX<br>UM48<br>103<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA No. 12**<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **14 836**<br>7 947<br>25 502 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>timber deck cargoes<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6000<br>KR | **1980**-9 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (HS 02)<br>157,94(BB) 26,04 10,000<br>149,99 26,00 14,00<br>F 12,2 1 dk<br>rf nil<br>6BH WB16359T incl. Comb. top, btm & STs in holds 7277T No. 3 hold 7923T | **M Bulk Carrier**<br>4 Ho 26,3 28,8 26,3 28,8 ER<br>G.30 737 B.29 213<br>4 Ha (stl) (19,2 19,2 19,2 19,2 × 12,0) ER<br>4W Der 4(25) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 288,0t (d.o.) 1 306,0t (hvf) | Sub<br>Uls<br>16 |
| **7917147**<br>D9HA<br>UM48<br>126<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA No. 14**<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **14 433**<br>8 970<br>25 025 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>timber deck cargoes<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6007<br>KR | **1981**-10 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (HS 03)<br>158,02(BB) 26,04 10,002<br>150,02 26,01 14,03<br>F 12,2 1 dk<br>rf nil<br>6BH WB16240T incl. Comb. top, btm & STs in holds 7186T, No. 3 hold 7923T | **M Bulk Carrier**<br>4 Ho 26,3 28,8 26,3 28,8 ER<br>G.30 737 B.29 213<br>4 Ha (stl) (19,2 19,2 19,2 19,2 × 12,0) ER<br>4W Der 4(25) | Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 400kW 450V 60Hz a.c. | B&<br>Uls |
| **8022523**<br>D9HD<br>UM48<br>134<br>Df Esd<br>Gc Rdr<br>RT | **ASIA No. 15**<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **14 433**<br>8 971<br>25 074 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>timber deck cargoes<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6000<br>KR | **1982**-1 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (HS 04)<br>158,02 26,04 10,002<br>149,99 26,00 14,00<br>F 12,2 1 dk<br>rf nil<br>6BH WB16240T incl. Comb. top, btm & STs in holds 7186T, No. 3 hold 7923T | **M Bulk Carrier**<br>4 Ho 26,3 28,8 26,3 28,8 ER<br>G.30 737 B.29 213<br>4 Ha (stl) (19,2 19,2 19,2 19,2 × 12,0) ER<br>4W Der 4(25) | Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 416,5t (d.o.) 2 707,5t (hvf) | B&<br>Uls |

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|---|---|---|---|---|---|---|
| 8102414<br>D9HE<br>M48<br>140<br>Df Esd<br>Gc Rdr<br>RT | **ASIA No. 16**<br><br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **21 906**<br>15 956<br>37 227 | **100A1**<br>Class Contemplated<br><br>FN 7840<br>KR | **1982** Hyundai Heavy Industries Co. Ltd. —Ulsan (191)<br>186,32(BB) 28,43 11,000<br>178,01 28,41 15,63<br>1 dk | **M Bulk Carrier**<br>5 Ho 26,9 27,3 27,3 27,3 27,7 ER<br>G.46 992 B.44 642<br>5 Ha (stl) (19,0 19,0 19,0 19,0 19,0 × 14,4) ER<br>Cr 4(25) | Oil 2SA 5Cy. 670 × 1700<br>10 900bhp (8 018kW) B&W<br>Hyundai SB. & Heavy Industries Ulsan<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 416,5t (d.o.) 2 707,5t (hvf) 15,5kn |
| 7703560<br>D7YM<br>M48<br>041<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA OHO**<br><br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **14 965**<br>8 007<br>24 623 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL G† 637,4/58,0U3<br>FN 5990<br>KR | **1978**-8 Hyundai Heavy Industries Co. Ltd. —Ulsan (2562)<br>153,19 27,59 10,310<br>143,52 27,55 14,18<br>F 12,8 1 dk<br>rf nil<br>6BH WB16791T incl. Topside tanks in holds 3356T, comb. btm & side tanks in holds 2805T & No. 3 hold 9084T | **M Bulk Carrier**<br>Mchy.aft<br>G.28 902 B.28 324<br>4 Ha (12,4 17,5 17,5 17,5 × 13,7)<br>Der 1(30) 3(25) | Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>9 200bhp (6 767kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (Comp) 7,2kgf/cm$^2$ (7,1bar)<br>Gen 2 × 500kW 450V 60Hz a.c.<br>16kn |
| 5078569<br>D7YQ<br>M48<br>055<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASIA PALHO**<br>ex Okito-78 ex Joseph Okito-75<br>ex Congo Moko-67<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **9 111**<br>7 848<br>12 795 | AB KR | **1959** S.A. Cockerill-Ougree—Hoboken (795)<br>147,12 19,00 9,230<br>136,33 18,90 11,99<br>P 9,2 F 10,1 2 dks<br>rf 152 | **M General Cargo**<br>Ref 5P<br>5 Ho 17,8 24,3 21,5 21,5 18,2<br>G.18 888 B.17 152 In.399<br>5 Ha (stl) (8,6 16,6 10,8 10,8 9,9 × 6,0)<br>16W Der 6(10) 10(5) | Oil 2SA 5Cy. 760 × 1550<br>4 500bhp (3 310kW) Sulzer<br>S.A. Cockerill-Ougree Seraing<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 235,5t (hvf) 13,5kn |
| 7016216<br>3ECW<br>7691<br>-77A<br>Df Esd<br>Gc Rdr<br>RT | **ASIA PEGASUS**<br>ex Sanyo Maru-75<br>**Pegasus Steamship Co. S.A.**<br>Panama Panama | **2 594**<br>1 650<br>4 423 | NK | **1970** Tsuneishi Zosen K.K.—Numakuma (227)<br>94,70 15,04 5,893<br>87,48 15,02 6,99<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 416 B.5 169<br>2 Ha (stl) (16,6 30,3 × 8,0) ER<br>Der 2(15) 1(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 120kW 445V a.c.<br>Fuel 291,5t-8,5pd 11,75kn |
| 7370533<br>A8CD<br>4815<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA PROSPERITY**<br><br>**Liberian Thor Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **13 382**<br>8 969<br>26 601 | NK | **1974** Koyo Dockyard Co. Ltd.—Mihara (666)<br>177,20 22,86 10,443<br>164,90 22,81 14,61<br>P 29,3 F 13,5 1 dk | **M Bulk Carrier**<br>4 Ho 24,0 38,2 38,2 24,0 ER<br>G.31 234 B.30 020<br>4 Ha (stl) (18,2 29,4 29,4 18,2 × 8,9) ER<br>6W Der 6(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 1 818,5t (hvf) 15kn |
| 7429841<br>H3UV<br>6682<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA REGULUS**<br>ex Tres Mar-81<br>**Sanzo Enterprise (Panama) S.A.**<br>Panama Panama | **4 197**<br>2 724<br>7 404 | NK | **1975** Kurinoura Dock K.K.—Yawatahama (113)<br>109,05 17,05 7,027<br>101,81 17,00 8,59<br>P 23,8 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 430 B.8 641<br>2 Ha (stl) (27,3 27,9 × 8,5) ER<br>Der 4(15) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 686,0t (d.o.)-13,0pd 13,5kn |
| 6820610<br>ELMG<br>2969<br>Df Esd<br>Gc Rdr<br>RT | **ASIA RINDO**<br><br>**Liberian Eminence Transport Inc.**<br>Wheelock Marine Services Ltd.<br>Monrovia Liberia | **10 267**<br>6 432<br>18 529 | **✠100A1** SS 2/78<br>**✠LMC**<br>EL D† 2$\frac{7}{16}$"U2<br>FN 5155 | **1968**-8 Osaka Zosensho—Osaka (275)<br>155,05(BB) 22,86 8,945<br>146,01 22,80 12,50<br>P 27,2 F 11,6 1 dk<br>RW rf nil<br>NS 6BH WB6320t incl. Comb. btm & side tanks in Nos. 2-4 holds 1849t Topside tanks in Nos. 2-4 holds 2330t | **M Bulk Carrier**<br>4 Ho 30,8 29,9 29,9 29,9 ER<br>G.22 627 B.22 003<br>4 Ha (stl) (16,6 18,7 18,7 18,7 × 10,9) ER<br>4W Der 1(20) 3(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 107lbf/in$^2$ (7,4bar)<br>e(ex.g) 170lbf/in$^2$ (11,8bar)<br>Gen 3 × 256kW 445V 60Hz a.c.<br>Fuel 1 397,0t (hvf) 15,25kn |
| 6802175<br>D7BQ<br>M1175<br>Df Esd<br>Gc Rdr<br>RTm | **ASIA RIVER**<br>ex Wakatake Maru-72<br>**Hanyang Metal Industrial Co. Ltd. (Hanyang Lines)**<br>Inchon South Korea | **3 979**<br>2 419<br>6 215 | KR (NK) | **1967** Kurushima Dock Co. Ltd.—Imabari (400)<br>109,73 16,21 6,681<br>101,02 16,18 8,13<br>P 24,1 B 8,3 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho 36,8 39,0 ER<br>G.8 596 B.8 109<br>2 Ha (stl) (26,8 30,7 × 7,6) ER<br>8W Der 1(80) 2(15) 2(10) | Oil 4SA 8Cy. 400 × 460<br>3 400bhp (2 501kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 618,0t (hvf) 12,5kn |
| 7703558<br>D7YL<br>M48<br>039<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIA SAMHO**<br><br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **14 965**<br>8 007<br>24 622 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL G† 637,4/58,0U3<br>FN 5991<br>KR | **1978**-7 Hyundai Heavy Industries Co. Ltd. —Ulsan (2561)<br>153,19 27,59 10,310<br>143,52 27,56 14,18<br>F 12,8 1 dk<br>rf nil<br>6BH WB16791T incl. Topside tanks in holds 3356T, comb. btm & side tanks in holds 2805T & No. 3 hold 9084T | **M Bulk Carrier**<br>4 Ho 20,8 26,2 26,9 26,9 ER<br>G.30 925<br>4 Ha (12,4 17,5 17,5 17,5 × 13,7) ER<br>Der 1(30) 3(25) | Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>9 200bhp (6 767kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (Comp) 7,2kgf/cm$^2$ (7,1bar)<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 218,5t (d.o.) 1 492,5t (hvf) 16kn |
| 7370521<br>A8CC<br>4814<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASIA SERENITY**<br><br>**Liberian Saffron Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **14 667**<br>9 862<br>26 904 | NK | **1974** Koyo Dockyard Co. Ltd.—Mihara (665)<br>174,53 24,85 10,121<br>164,42 24,80 13,97<br>P 30,8 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 14,7 26,3 26,3 26,3 26,2 ER.<br>G.32 245 B.31 749<br>5 Ha (stl) (8,3 18,2 18,3 18,3 19,2 × 12,3) ER<br>Cr 4(22) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 310kW 450V 60Hz a.c.<br>Fuel 2 016,0t (hvf)-41,0pd 15kn |
| 8204664 | **ASIA SIRIUS**<br><br>**Gas Carry S.A.**<br>Panama Panama | **2 491**<br>1 728<br>5 119 | NK (Class cont.) | **1982** Tokushima Zosen Sangyo K.K. —Komatsujima (1507)<br>96,04 5,968<br>89,52 16,21 7,19<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 067 B.5 408<br>2 Ha (stl) ER | Oil 4SA 6Cy. 440 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8130071<br>3FKG<br>1238<br>2-82<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASIA STAR**<br><br>**Elreal Navegacion S.A.**<br>Panama Panama | **4 897**<br>2 719<br>8 229 | NK (Class cont.) | **1982** Kochi Jukogyo K.K.—Kochi (2251)<br>115,50(BB) 20,63 6,668<br>106,00 20,62 8,72<br>B 5,5 F 22,0 1 dk | **M Container Ship**<br>Fixed-guides | Oil 2SA 7Cy. 450 × 1150<br>5 950bhp (4 377kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 109,5t (d.o.) 692,5t (hvf)-22,5pd 14,75kn |

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| **7351939** | **ASIA SUCCESS** | **14 670** | | **1974** Koyo Dockyard Co. Ltd.—Mihara | **M Bulk Carrier** | Oil 2SA 6Cy. 740 × 1600 | |
| ELOP | | 9 865 | | (657) | | 11 600bhp (8 532kW) | B&W |
| 4673 | **Liberian Juniper Transports Inc.** | 26 939 | NK | 174,50 24,85 10,121 | 5 Ho 14,7 26,3 26,3 26,3 26,2 | Mitsui SB. & Eng. Co. Ltd. | Tamano |
| Df Esd | World-Wide Shipping Agency Ltd. | | | 164,40 24,80 13,97 | ER | Gen 2 × 450kW 310V 60Hz a.c. | |
| Gc Pfd | Monrovia Liberia | | | P 30,8 F 14,1 1 dk | G.32 245 B.31 749 | Fuel 2 016,0t (hvf)-41,0pd | 15kn |
| Rdr RTv | | | | rf nil | 5 Ha (stl) (8,3 18,2 18,3 18,3 19,2 × | | |
| | | | | | 12,3) ER | | |
| | | | | | Cr 4(22) | | |

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| **7814149** | **ASIA SUN** | **18 534** | | **1980** Hyundai Heavy Industries Co. Ltd. | **M Bulk Carrier** | Oil 2SA 5Cy. 760 × 1550 | |
| D8PS | | 11 696 | | —Ulsan (2792) | Vehicles | 12 000bhp (8 827kW) | Sulzer |
| UM48 | **Dong Hae Merchant Marine Co.** | 30 545 | AB KR | 176,56 25,46 11,515 | Mchy.aft | Hyundai SB. & Heavy Industries | Ulsan |
| 081 | Ulsan South Korea | | | 165,00 25,40 16,18 | G.540 700 | Gen 2 × 500kW 450V a.c. | |
| Df Esd | | | | F 11,6 1 dk | 5 Ha (11,2 16,0 16,0 15,8 12,8 × | | 16,5kn |
| Gc Pfd | | | | | 10,5) | | |
| Rdr RT | | | | | Der 1(10) 3(5) | | |

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| **7109946** | **ASIA SWALLOW** | **13 867** | | **1971** Osaka Zosensho—Osaka (314) | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 | |
| ELIR | | 9 994 | | 174,50(BB) 22,86 9,922 | | 9 900bhp (7 282kW) | Sulzer |
| 3841 | **Enrico Co. Ltd.** | 24 511 | AB | 166,00 22,81 13,90 | 5 Ho 18,9 26,9 27,2 27,2 26,3 | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Df Esd | World-Wide Shipping Agency Ltd. | | | P 28,4 F 11,6 1 dk | ER | Gen 3 × 390kW 450V 60Hz a.c. | |
| Gc Pfd | Monrovia Liberia | | | rf nil | G.30 940 B.30 787 | Fuel 1 575,0t (hvf) | 18kn |
| Rdr RT | | | | | 5 Ha (stl) (11,8 × 9,9) (18,4 18,3 | | |
| | | | | | 18,3 18,3 × 8,0) ER | | |
| | | | | | 4W Cr 4(10) | | |

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| **7720685** | **ASIA YUKHO** | **11 685** | | **1978** Hyundai Heavy Industries Co. Ltd. | **M Bulk Carrier** | Oil 2SA 6Cy. 620 × 1400 | |
| D7YN | | 6 972 | | —Ulsan (1981) | | 8 900bhp (6 546kW) | B&W |
| UM48 | **Asia Merchant Marine Co. Ltd.** | 19 409 | AB KR | 151,19 9,551 | 4 Ho 20,8 26,2 26,9 26,9 ER | Hitachi Zosen | Japan |
| 045 | Ulsan South Korea | | | 143,01 22,86 13,01 | G.24 241 B.23 635 | Fuel 218,5t (d.o.) 1 492,5t (hvf) | 16,25kn |
| Df Esd | | | | P 34,8 B 21,1 F 12,8 1 dk | 4 Ha (12,9 × 9,6) (19,5 19,5 19,5 × | | |
| Gc Rdr | | | | | 11,3) ER | | |
| RT | | | | | Cr 1(30) Der 3(25) | | |

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| **6902729** | **ASIA 1** | **200** | | **1968** Ast. Picsa S.A.—Callao (234) | **M Fishing** | Oil 4SA 6Cy. 159 × 203 | |
| | ex Trisa IX-75 | 89 | | *26,83* 7,07 | Side Trawler | 425bhp (313kW) | |
| HO8114 | **Pesquera Peasu SCR Ltda.** | — | (GL) | 7,04 3,46 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd RT | Pisco Peru | | | 1 dk | | | |

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| **7034206** | **ASIA 2** | **163** | | **1970** Metal Empresa S.A.—Callao (L-30) | **M Fishing** | Oil 4SA 6Cy. 159 × 203 | |
| | ex Imasu 4-76 | — | | ... ... | Side Trawler | 425bhp (313kW) | |
| | **Pesquera Lucha SCR Ltda.** | — | (AB) | 21,49 6,71 3,51 | 1 Ho | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd RT | Supe Peru | | | 1 dk | | Fuel 5,0t (d.o.) | |
| | | | | | 1 Ha (1,9 × 3,3) | | |

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| **7031838** | **ASIA 3** | **158** | | **1970** Metal Empresa S.A.—Callao (L-26) | **M Fishing** | Oil 4SA 6Cy. 159 × 203 sr geared to sc. | |
| | ex Imasu 3-76 | 72 | | ... ... | Side Trawler | shaft | |
| | **Pesquera Marilu S.R. Ltda.** | — | GL (AB) | 21,49 6,71 3,81 | 1 Ho 10,6 | 425bhp (313kW) | |
| Esd RTv | Supe Peru | | | 1 dk | | Caterpillar Tractor Co. | Peoria, Illinois |
| | | | | | 1 Ha (1,9 × 3,3) | Fuel 5,0t (d.o.) | 10kn |

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| **6915790** | **ASIA 4** | **200** | | **1968** Ast. Picsa S.A.—Callao | **M Fishing** | Oil 4SA 6Cy. 159 × 203 | |
| | ex Trisa XI-79 | 89 | | *26,83* 7,07 | Side Trawler | 425bhp (313kW) | |
| | **Nuevo Peru SCR Ltda.** | — | (GL) | 7,04 3,46 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd RT | Huacho Peru | | | 1 dk | | | |

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| **6828985** | **ASIA 5** | **200** | | **1968** Ast. Picsa S.A.—Callao (229) | **M Fishing** | Oil 4SA 6Cy. 159 × 203 reverse reduction | |
| | ex Petsa 16-75 | 89 | | *26,83* 7,07 | Side-fishing | geared to sc. shaft | |
| SE8203 | **Pesquera San Pedro SCR Ltda.** | — | GL | 7,04 3,46 | | 380bhp (280kW) | |
| Esd RT | Supe Peru | | | 1 dk | | Caterpillar Tractor Co. | Peoria, Illinois |

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| **5138723** | **ASIA-AFRIKA** | **6 171** | | **1960** AB Oskarshamns Varv—Oskarshamn | **M General Cargo** OSD/CSD | Oil 2SA 9Cy. 630 × 1300 | |
| | ex Yafel-67 ex Gyda-67 | 3 218 | | (351) | 2bth P | 6 850bhp (5 039kW) | |
| | **Chinese/Tanzanian Joint** | 10 770 | | 147,89 18,80 8,160/9,119 | 5 Ho 17,9 18,9 19,9 ER 14,0 | A/B Gotaverken | Goteborg |
| Df Esd | **Shipping Co.** | **8 971** | | 134,12 18,75 9,30 | 21,0 1 TwD 7,6 | Gen 3 × 200kW 230V d.c. | |
| Gc Rdr | Guangzhou/Canton China | 4 997 | | 1 dk & S dk | G.18 573 B.16 933 | Fuel 1 874,5t (hvf) | 15kn |
| RTm/h/v | | 12 878 | | | 5 Ha (stl) (10,2 12,1 11,4 × 8,0) ER | | |
| | | | | | (16,6 11,4 × 8,0) | | |
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| **5316715** | **ASIALANE** | **6 663** | | **1945** Alabama D.D. & SB. Co.—Mobile, Al | **S Dredger/Sand Carrier** | 2 S Turb dr geared to sc. shaft | |
| H9MY | ex Sealane-81 ex Pan Georgia-56 | 3 790 | | (341) | Suction | 9 350shp (6 877kW) E made46 fitted56 | |
| 944-HK | ex Gold Creek-48 | 8 638 | (AB) | 148,44 20,78 6,879 | Mchy.aft | Joshua Hendy Iron Works | Sunnyvale, Ca |
| Df Esd | **Green Diamond Enterprises** | | | 142,20 20,73 11,97 | | Fuel 2 614,5t (o.f.) | 8kn |
| Gc Rdr | **S.A.** | | | P 41,5 RQD 27,8 B 12,2 F 24,7 1 dk | | | |
| RT | Panama Panama | | | RW rf 229 shortened 47 | | | |
| | | | | conv Tanker 56 | | | |

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| **8022432** | **ASIAN BRIDGE** | **14 264** | | **1981** Kurushima Dock Co. Ltd.—Onishi | **M Bulk Carrier** | Oil 2SA 7Cy. 450 × 1150 | |
| DZAR | | 10 369 | | (2170) | | 7 000bhp (5 149kW) | Mitsubishi |
| 226301 | **Star International Shipping Inc.** | 30 628 | NK | 153,02 12,018 | | Kobe Hatsudoki K.K. | Kobe |
| | Manila Philippines | | | 145,01 25,20 16,21 | | | |
| | | | | P 17,4 F 11,6 1 dk | | | |

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| **7511175** | **ASIAN CLIPPER** | **3 801** | | **1976** Towa Zosen K.K.—Shimonoseki | **M RoRo Cargo** | Oil 4SA 8Cy. 550 × 900 | |
| H8PW | ex Mimi M-80 | 2 254 | | (494) | | 6 700bhp (4 928kW) | |
| 1040 | ex Blue Shimonoseki-79 | 7 479 | NK | 123,60 18,04 7,227 | | Ito Tekkosho | Shimizu |
| 6-80 | **Sun Lotus Navigation Co. S.A.** | | | 113,01 17,99 13,31 | G.16 133 B.15 024 | | 14,25kn |
| Df Esd | Eastern Car Liner K.K. | | | P 26,6 2 dks | 2 Ha (25,6 28,0 × 10,7) ER | | |
| Gc Pfd | Panama Panama | | | | Der 1(60) 4(20) | | |
| Rdr RT | | | | | | | |

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| **7355454** | **ASIAN CORRIDOR** | **4 869** | | **1974** Yamanishi Zosen K.K.—Ishinomaki | **M General Cargo** | Oil 2SA 6Cy. 450 × 800 | |
| 5MXM | ex Nyatoh-78 | 3 020 | | (747) | | 4 500bhp (3 310kW) | Mitsubishi |
| 4572 | **Adelphi Maritime Co. Ltd.** | 7 768 | BV | 115,70 17,48 7,020 | 2 Ho 41,3 38,5 ER | Kobe Hatsudoki K.K. | Kobe |
| Df Esd | Monrovia Liberia | | | 107,09 17,43 8,69 | G.10 654 B.10 295 | Gen 2 × 250kW 445V 60Hz a.c. | |
| Gc Pfd | | | | P 30,2 B 5,8 F 15,0 1 dk | 2 Ha (stl) (each 30,7 × 8,0) ER | Fuel 606,0t (hvf) | 15,25kn |
| Rdr RTv | | | | rf 102 | 4W Der 4(15) | | |

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|---|---|---|---|---|---|---|
| 701993<br>9CR<br>073<br>7-81<br>Esd<br>Rdr<br>T | **ASIAN CROWN**<br>ex Asean Djati-77<br>ex Derdja Utama-75<br>ex Carroll Green-73<br>ex Suisei Maru-72<br>**Hwa Kuon Maritime (Pte.) Ltd.**<br>Speed Shipping Corp. Ltd.<br>Panama Panama | **3 771**<br>2 190<br>5 971 | NK | **1967** Onomichi Zosen—Onomichi (176)<br>108,67 16,46 6,605<br>100,41 16,41 8,21<br>P 23,8 F 9,2 1 dk<br>RW | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.8 219 B.7 750<br>3 Ha (12,5 22,4 12,0 × 7,6) ER<br>15W Der 4(10) | Oil 2SA 6Cy. 450 × 720<br>3 300bhp (2 427kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 578,0t 12,5kn |
| 379113<br>LXS<br>537<br>Esd<br>Pfd<br>dr | **ASIAN ENERGY**<br>**Afran Transport Co.**<br>Monrovia Liberia | **105 795**<br>85 931<br>229 945 | AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2440)<br>317,03(BB) 50,07 20,789<br>300,01 50,00 27,01<br>F - 1 dk | **S Tanker**<br>SBT COW IGS<br>20 Ta ER<br>L.(oil) 278 771 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel 13 029,5t (hvf)-157,5pd 16kn |
| 514608<br>LOC<br>489<br>Esd<br>Pfd<br>dr RT | **ASIAN EXPRESS**<br>**Asia No. 1 Bulk Carriers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **17 073**<br>12 410<br>30 744 | BV | **1976** Tsuneishi Zosen K.K.—Numakuma (348)<br>179,00 25,46 8,000<br>169,98 25,40 15,50<br>1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.35 191 B.33 980<br>5 Ha ER | Vee Oil 4SA 18Cy. 400 × 460<br>11 700bhp (8 606kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>17kn |
| 020451<br>9YC<br>1302<br>-81A<br>Esd<br>Pfd<br>dr | **ASIAN FALCON**<br>ex Kamo Maru-81<br>**Falcon Lines Co. Ltd. S.A.**<br>Panama Panama | **5 625**<br>3 635<br>9 200 | NK | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (925)<br>122,56 18,24 7,722<br>114,00 18,22 10,01<br>P 27,5 F 8,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.12 380 B.11 749<br>3 Ha (stl) (7,4 26,9 26,9 × 8,0) ER<br>17W Der 1(80) 4(20) 1(15) | Vee Oil 4SA 12Cy. 400 × 460<br>5 580bhp (4 104kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 200kW 445V a.c.<br>Fuel 977,5t-17,5pd 13,5kn |
| 020854<br>NW<br>951<br>Esd<br>Pfd<br>dr<br>m/h/v | **ASIAN FOREST**<br>ex Caledonian Forest-78<br>ex Virginia-76 ex Gimleskog-72<br>**Searoute Shipping Inc.**<br>J. P. Samartzis Maritime Enterprises Co. S.A.<br>Piraeus Greece | **17 459**<br>10 024<br>26 450 | NV | **1968** Oresundsvarvet A/B—Landskrona (217)<br>175,80 26,62 9,891<br>168,31 26,52 13,72<br>P 31,1 F 13,2 1 dk<br>rf 43 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 15,3 21,1 21,1 21,1 21,1 18,5 ER<br>G.34 862 B.34 120<br>12 Ha (stl) (12,7p&s × 7,3) (18,5p&s 18,5p&s 18,5p&s 18,5p&s 16,1p&s × 10,5) ER<br>3W Cr 5(12,5) Der 1(8) 2(2) | Oil 2SA 6Cy. 750 × 1600<br>11 400bhp (8 385kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 335,0t (d.o.) 1 415,0t (hvf)-40,0pd<br>15kn |
| 021127<br>PJ<br>095<br>6-81<br>Esd<br>Pfd<br>dr RT | **ASIAN FRIENDSHIP**<br>**Faygo S.S. Co. S.A.**<br>Panama Panama | **3 999**<br>2 700<br>6 444 | NK | **1981** Kochi Jukogyo K.K.—Kochi (2178)<br>105,01 6,585<br>98,02 17,01 8,41<br>P 18,3 F 9,8 1 dk | **M General Cargo**<br>G.7 639 B.7 415<br>TEU 200 C. 200/20′<br>2 Ha (stl) (18,9 32,1 × 12,9)<br>Cr 2(15) Der 1(15) | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>11,25kn |
| 714689<br>TO<br>830<br>Esd<br>Rdr<br>v | **ASIAN GLORY**<br>ex Juan De Austria-79<br>**Bona Shipping Co.**<br>Monrovia Liberia | **33 554**<br>24 504<br>71 817 | ✠Classed LR until 1/2/80<br>AB | **1967**-10 Ast. de Cadiz—Cadiz (84)<br>245,32(BB) 35,56 12,853<br>230,46 35,49 16,72<br>1 dk<br>rf 127 | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 86 773 HeCls. B | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ast. de Cadiz Valencia<br>Gen 1 × 550kW 2 × 400kW 400V 50Hz a.c.<br>Fuel 3 665,0t (hvf)-61,0pd 14,5kn |
| 202276<br>NR<br>28132<br>Esd<br>Rdr<br>T | **ASIAN GLORY**<br>**Asia Reefers K.K.**<br>Tokyo Japan | **13 073**<br>8 706<br>2 243 | NK | **1982** Kurushima Dock Co. Ltd.—Uwajima (2236)<br>9,970<br>150,02 24,60 13,62<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 516 B.27 121<br>4 Ha (stl) ER | Oil 2SA 6Cy. 520 × 1250<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 405508<br>WF<br>231<br>-77A<br>Esd<br>Pfd<br>dr RT | **ASIAN HAWK**<br>ex Atago Maru-77<br>**Estrellado Maritimo Compania (Panama) S.A.**<br>Panama Panama | **11 441**<br>7 984<br>20 260 | NK | **1975** Kanawa Dockyard Co. Ltd. —Hiroshima (201)<br>158,02 23,45 9,526<br>148,01 23,40 13,01<br>P 27,5 F 11,3 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.26 179 B.25 081 HeCls. ptB<br>4 Ha (stl) (19,5 × 11,2) (21,0 21,0 21,0 × 12,8) ER<br>Der 4(25) | Oil 2SA 6Cy. 650 × 1350<br>10 000bhp (7 356kW) Mitsubishi<br>Ube Tekkosho Ube<br>Fuel 105,0t (d.o.) 1 293,0t (hvf)-35,5pd<br>15,25kn |
| 724617<br>LK<br>22460<br>Esd<br>Pfd<br>dr RT | **ASIAN HIGHWAY**<br>**Koyo Shosen K.K.**<br>Imabari, Ehime Pref. Japan | **14 368**<br>7 042<br>17 801 | NK | **1978** Imabari Zosen—Marugame (1055)<br>199,40(BB) 9,326<br>186,01 30,01 12,04<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 640kW 450V a.c.<br>20kn |
| 718046<br>CXL<br>73548<br>Esd<br>Rdr<br>T | **ASIAN JADE**<br>**Asia Australia Express Ltd.**<br>Mercury Shipping Co. Ltd.<br>Hong Kong Hong Kong (British) | **21 121**<br>10 823<br>24 383 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>EL Jt 610,0/66,0U3<br>FN 7772 | **1978**-11 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2668)<br>186,01(BB) 27,67 10,618<br>177,40 27,60 16,21<br>F 29,3 1 dk<br>rf nil<br>6BH WB8541T incl. STs in Nos. 2, 3 & 4 holds 2986T DTsf 1941T | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>5 Cell.Ho 32,0 28,7 28,7 29,8 ER 17,6<br>TEU 1176<br>C.Ho 660/20′ incl. 88 ref C. C.Dk 516/20′ (40′) incl. 52 ref C<br>18 Ha (stl) ER | Oil 2SA 8Cy. 760 × 1550<br>19 200bhp (14 123kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Fuel 364,0t (d.o.) 2 544,0t (hvf) 19kn |
| 200553<br>FO<br>153<br>1-82<br>Esd<br>dr RT | **ASIAN LILY**<br>**Asian Lily S.A.**<br>Panama Panama | **3 647**<br>2 376<br>7 561 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1470)<br>112,17 7,621<br>103,82 16,41 8,51<br>3 dks | **M RoRo Cargo**<br>G.7 691 B.7 396<br>2 Ha (stl) (each 21,0 × 8,0) ER<br>Der 1(25) 3(20) | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Kobe Hatsudoki K.K. Kobe<br>12,5kn |

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|---|---|---|---|---|---|---|---|
| 7530092<br>HP3092<br>6305-75<br>Esd Gc<br>Rdr RT | **ASIAN MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | **449**<br>305<br>1 000 | AB | **1975** Zigler Shipyards Inc.—Mermentau, La<br>(245)<br>3,639<br>49,56 11,60 4,27<br>F 14,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit·Diesel<br>Allison Div.<br>Gen 2 × 75kW a.c. | U.S.A. |
| 7123576<br>3FMT<br>10575-YJ<br>Df Esd<br>Gc Pfd<br>Rdr | **ASIAN NEPTUNE**<br>ex Akihiro Maru-81<br>**Rose Leaf Navigation Co. S.A.**<br>Panama Panama | **2 978**<br>2 030<br>5 926 | NK | **1971** Hashihama Zosen—Imabari (305)<br>101,05 16,26 6,585<br>95,00 16,21 8,23<br>P 19,6 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 455 B.6 932<br>2 Ha (stl) (28,0 29,4 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 128kW 445V a.c.<br>Fuel 572,0t-12,5pd | Mitsubishi<br>Yaizu<br>12,75kn |
| 7701237<br>JKGM<br>122429<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN PALLAS**<br>**Tokai Marine K.K. & Tokei Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **4 296**<br>2 549<br>6 373 | NK | **1977** Kurushima Dock Co. Ltd.—Imabari<br>(2052)<br>119,11 6,524<br>109,02 18,01 8,26<br>P 20,8 F 17,1 1 dk | **M Container Ship**<br>Fixed-guides<br>G.8 393<br>6 Ha ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 356kW 450V a.c. | Mitsubishi<br>Kobe |
| 7373717<br>7KUQ<br>117355<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN PATROOS**<br>ex Grand Helios-78<br>**Yamaju Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **7 177**<br>4 614<br>6 766 | NK | **1974** Kurushima Dock Co. Ltd.—Imabari<br>(808)<br>131,81 19,05 8,311<br>122,81 19,03 10,80<br>P 23,2 B 5,2 F 11,6 1 dk<br>conv General Cargo 78 | **M Container Ship**<br>Fixed-guides<br>3 Cell.Ho ER<br>G.15 694 B.15 154<br>TEU 402<br>C.Ho 234/20′ C.Dk 168/20′<br>6 Ha (stl) ER | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW 445V a.c.<br>Fuel 1 140,0t-20,5pd | Mitsubishi<br>Kobe<br>14kn |
| 7718034<br>ZCKN<br>373544<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN PEARL**<br>**Swire Shipping Agencies Ltd.**<br>Mercury Shipping Co. Ltd.<br>Hong Kong Hong Kong<br>(British) | **21 122**<br>10 824<br>24 355 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>EL J† 613,0/66,0U3<br>FN 7772 | **1978**-9 Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2667)<br>186,01(BB) 27,67 10,618<br>177,40 27,60 16,21<br>F 29,3 1 dk<br>rf nil<br>6BH WB8541T incl. STs in Nos. 2, 3 & 4<br>holds 2986T DTsf 1941T | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>5 Cell.Ho 32,0 28,7 28,7 29,8<br>ER 17,6<br>TEU 1176<br>C.Ho 660/20′ incl. 88 ref C. C.Dk<br>516/20′(40′) incl. 52 ref c.<br>18 Ha (stl) ER | Oil 2SA 8Cy. 760 × 1550<br>19 200bhp (14 123kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 900kW 450V 60Hz a.c. | Sulzer<br>Aioi<br>19kn |
| 7371680<br>7KSY<br>113577<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN PEGASUS**<br>**Mizuho Sangyo K.K.**<br>Namikata, Japan<br>Ehime Pref. | **4 334**<br>2 709<br>5 734 | NK | **1974** Hashihama Zosen—Imabari (538)<br>118,12 18,04 6,351<br>109,02 17,99 8,23<br>P 22,3 F 17,7 1 dk<br>RW | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 310<br>C.Ho 6/20′ 68/40′ C.Dk 4/20′<br>82/40′<br>6 Ha (stl) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 320kW 445V a.c.<br>Fuel 851,5t-20,0pd | Mitsubishi<br>Kobe<br>14,5kn |
| 8214528 | **ASIAN PLUTUS**<br>**Fairwind Navigation S.A.**<br>Panama | **8 571**<br>—<br>12 654 | NK (Class cont.) | **1982** Imabari Zosen—Imabari (417)<br>7,802<br>128,02 21,01 10,72 | **M Container Ship**<br>Fixed-guides | Oil<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. | Mitsubishi<br>Japan |
| 7930682<br>VRKU<br>399416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN PROGRESS**<br>Launched as Pacific Peace<br>**Malone Shipping Ltd.**<br>Golden Peak Maritime Agencies<br>Ltd.<br>Hong Kong Hong Kong<br>(British) | **36 031**<br>26 728<br>62 132 | **✠100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL N† 660,0/76,0U3(a)<br>FN 10799 | **1981**-7 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (155)<br>224,01(BB) 32,26 12,580<br>215,02 32,21 18,01<br>F 17,7 1 dk<br>rf nil<br>9BH WB33169T incl. topside tanks in<br>holds 9815T, Comb. btm & STs in holds<br>9401T & No. 4 hold 11176T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 25,9 24,0 24,0 24,0 24,2<br>24,0 24,0 ER<br>G.74 643<br>7 Ha (stl) (16,0 16,0 16,0 16,0 16,0<br>16,0 16,0 × 13,2) ER | Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW)<br>Hyundai SB. & Heavy Industries<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar) Spt<br>7,8kgf/cm$^2$ (7,7bar)<br>Gen 1 × 570kW 2 × 540kW<br>450V 60Hz a.c.<br>Fuel 256,5t (d.o.) 2 960,0t (hvf) | B&W<br>Ulsan |
| 8210900<br>HPYZ<br>10984-KJ | **ASIAN PROGRESS**<br>**Accord Line S.A.**<br>Panama Panama | **7 150**<br>4 756<br>11 998 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1500)<br>7,897<br>128,00 20,01 10,60 | **M Container Ship**<br>Fixed-guides | Oil<br>7 000bhp (5 149kW)<br>Kobe Hatsudoki K.K. | Japan |
| 7632278<br>OUZC<br>D2613<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN REEFER**<br>**J. Lauritzen A/S**<br>Esbjerg Denmark | **8 890**<br>4 809<br>12 299 | **✠100A1**<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL E† 577,5/58,0U3<br>FN 5265 | **1978**-5 Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (863)<br>144,35(BB) 24,24 10,142<br>134,93 24,21 14,81<br>F 15,6 4 dks, 5th dk in No. 2 & 3 holds<br>rf nil<br>6BH WB357T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,1 22,8 18,8 ER 14,0<br>In.16 444<br>TEU 70 C.Dk 70/20′ ref C.<br>8 Ha (stl) (9,6 × 7,7) (2,7s × 2,0)<br>(9,6 × 7,7) (2,7s × 2,0) (9,6 ×<br>7,7) (2,7s × 2,0) ER (2,7s × 2,0)<br>(9,6 × 7,7)<br>Cr 6(5) | Oil 2SA 6Cy. 670 × 1700<br>14 960bhp (11 004kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 505,0t (d.o.) 2 176,0t (hvf) | B&W<br>Tamano<br>21,25kn |
| 7701108<br>JKCN<br>122408<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASIAN ROSE**<br>**Tokai Marine K.K. & Tokei Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **2 884**<br>1 708<br>6 203 | NK | **1977** Kishigami Zosen K.K.—Akitsu (448)<br>106,00 7,360<br>94,01 16,41 12,32<br>2 dks | **M RoRo Cargo/General Cargo**<br>G.6 191 B.5 966<br>2 Ha (each 20,9 × 8,0) ER<br>Der 4(20) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW a.c. | Mitsubishi<br>Kobe<br>12,25kn |
| 5289601<br>HO3694<br>9534-PEXT2<br>Rdr RT | **ASIAN SAPPHIRE**<br>ex Wave Ruler-82<br>ex Lotus Greeta-81<br>ex Kuwa Mariya-81 ex Otori Maru<br>ex Rakuyo Maru No. 11-71<br>**Compania de Navegacion South Ocean S.A.**<br>Panama Panama | **471**<br>281<br>680 | NK | **1960** Kurushima Dock Co. Ltd.—Imabari<br>(65)<br>50,65 8,06 3,571<br>46,00 8,01 4,02<br>P 11,0 F 5,2 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.916 B.863<br>1 Ha (22,4 × 4,9) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki<br>Gen 1 × 5kW 110V d.c.<br>Fuel 27,5t | Kobe<br>10,5kn |

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| 106607<br>KX<br>831-<br>PEXT4<br>Esd<br>Pfd<br>RT | **ASIAN SPEEDER**<br>ex Ascendant-81<br>ex Yeiju Maru-73<br>**Lotus Steamship Corp.**<br>Panama Panama | **5 816**<br>4 132<br>9 377 | NK | **1971** Usuki Tekkosho—Saiki (1129)<br>127,36 18,06 7,367<br>119,00 18,01 9,30<br>P 22,3 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.12 876 B.12 223<br>3 Ha (stl) (19,3 22,4 33,5 × 10,4) ER<br>12W Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 176kW 445V a.c.<br>Fuel 1 037,5t 14kn |
| 025006<br>SM<br>23769 | **ASIAN STAR**<br>**Japan Leasing Corp. (K.K. Nippon Lease)**<br>Eastern Car Liner K.K.<br>Tokyo Japan | **3 401**<br>2 297<br>6 434 | NK | **1981** Kegoya Dock K.K.—Kure (827)<br>118,19 19,31 6,414<br>110,01 19,00 12,60<br>1 dk | **M RoRo Cargo**<br>2 Ho ER<br>G.17 843 B.16 430 | Oil 4SA 8Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho Shimizu |
| 44796<br>AS<br>12<br>-79A<br>Esd<br>Rdr<br>V | **ASIAN STAR**<br>ex Hayashio Maru-79<br>**Bella Vista Group Of Shipping S.A.**<br>Panama Panama | **1 156**<br>380<br>1 048 | NK | **1960** Mitsubishi Zosen K.K.—Shimonoseki (536)<br>66,83 11,43 4,496<br>60,00 11,41 5,29<br>F 41,5 1 dk<br>rf 399 | **M Salvage Ship**<br>2 Ho 12,5 14,7<br>G.945 B.875<br>1 Ha (w) (5,1 × 3,5) 1 Ha (stl) (4,2 × 2,9)<br>4W Der 2(15) | Oil 2SA 8Cy. 480 × 700<br>3 200bhp (2 354kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 110kW 225V d.c.<br>Fuel 413,5t (d.o.)-12,5pd 13,5kn |
| 00691<br>ZK<br>38<br>-77A<br>Esd<br>Pfd<br>RT | **ASIAN SUMMIT**<br>ex Solar Peak-81<br>**Solar Transport S.A.**<br>Panama Panama | **12 769**<br>7 599<br>20 202 | KR NK | **1977** Mitsubishi Heavy Industries Ltd. —Kobe (1080)<br>161,02(BB) 23,75 10,311<br>153,02 23,72 13,87<br>P 33,9 F 11,9 2 dks | **M General Cargo**<br>G.27 073 B.25 101<br>7 Ha (stl) (13,5 20,4p&s 20,4p&s 20,4p&s × 8,0) ER<br>Cr 6(-) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>17kn |
| 18416<br>ZS<br>Esd<br>Pfd<br>RT | **ASIATIC**<br>**Eastwind Shipping Co. S.A.**<br>Piraeus Greece | **70 481**<br>53 301<br>152 626 | AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2103)<br>290,99(BB) 44,56<br>278,90 44,51 22,99<br>1 dk<br>rf nil | **S Ore/Bulk/Oil Carrier**<br>10 Ho/Ta 26,5 23,0 15,7 23,0 23,0 15,7 23,0 23,0 15,7 23,0 ER<br>G.168 962 L(oil) 165 596<br>HeCls. BC<br>10 Ha (stl) (each 11,9 × 24,0) ER<br>2W Der 2(10) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 1 × 950kW 2 × 610kW 450V 60Hz a.c.<br>Fuel 6 385,0t (o.f.)-122,0pd 16,5kn |
| 12826<br>2627<br>8091<br>Gc<br>RT | **ASIATIC ZEAL**<br>**Energy Equipment Ltd.** | **115**<br>41<br>— | (NK) | **1976** Asahi Zosen K.K.—Sumoto (170)<br>18,52 2,617<br>17,53 7,61 2,82<br>P 1,6 F 10,7 1 dk | **TM Tug**<br>Pusher<br>Mchy.aft | 2 Oil 4SA each 6Cy. 200 × 240<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>10kn |
| 95210<br>U<br>Esd<br>Pfd<br>RT | **ASIL**<br>ex Pamina-82 ex Kauko-79<br>**Irano-Hind Shipping Co. Ltd.**<br>Islamic Republic of Iran Shipping Lines<br>Bandar Abbas Iran | **20 000**<br>13 728<br>34 996 | **✠100A1** SS 7/80<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**LMC** **UMS**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 7296 | **1976**-6 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (185)<br>196,02(BB) 24,29 11,151<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil DK fwd<br>NS 9BH WB15657T incl. comb. btm & STs in Nos. 1, 2, 3, 4 & 7 holds 4078T topside tanks in all holds 3877T & No. 4 hold 5795T | **M Bulk Carrier**<br>7 Ho 19,8 19,8 19,8 19,8 19,8 19,8 19,1 ER<br>G.44 753 B.38 526<br>7 Ha (stl) (each 13,1 × 11,5) ER<br>Cr 4(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 551,5t (hvf)-35,5pd 15,25kn |
| 4291<br>01<br>Rdr<br>T | **ASIM BEY**<br>**Basak Denizcilik Ltd.**<br>Turkey | **1 992**<br>1 449<br>3 040 | AB (Class cont.) | **1980** Sedef Gemi Endustrisi A.S.—Gebze (31)<br>80,29 5,322<br>74,10 13,70 6,53<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>2 180bhp (1 604kW) Skoda<br>Skoda |
| 84508<br>G<br>05<br>Esd<br>Rdr<br>T | **ASIT I**<br>**Gemi Insaa Bakim Anonim Sirketi (GIBAS)**<br>Istanbul Turkey | **2 226**<br>1 287<br>3 400 | AB | **1974** Hidrodinamik A.S. Kavak Tersanesi —Istanbul (6)<br>89,52 5,328<br>82,20 14,00 6,20<br>P 19,9 F 8,9 1 dk<br>rf nil | **M Tanker**<br>Chemical SBT<br>15 Ta ER<br>HeCls. C | Oil 2SA 8Cy. 340 × 570<br>1 880bhp (1 383kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 75kW a.c.<br>Fuel 120,0t 40,0t (d.o.)-6,5pd |
| 81378<br>Esd<br>T | **ASK**<br>ex Greif-64 ex Ingrid-63<br>ex Woterkuken<br>**A. Mazaharally & Sons Ltd.**<br>Guyana | **167**<br>92<br>239 | (BV) | **1923** Blohm & Voss K.a.A.—Hamburg<br>37,01 6,30 2,744<br>33,10 6,25 3,05<br>1 dk<br>R len 31 & 54 | **M General Cargo**<br>1 Ho ER<br>G.368 B.340<br>1 Ha (15,0 × 3,2) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 200 × 340<br>220bhp (162kW) NE 65<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 8,0t (d.o.) 8,5kn |
| 44562<br>UR<br>29949<br>Esd<br>Rdr<br>T | **ASKANIYA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 106**<br>1 126<br>2 490 | RS | **1969** Okean Shipyard—Nikolayev<br>107,52 14,43 6,230<br>10,42 | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>In.3 039<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving 5 gen. connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 51449<br>SI<br>21815 | **ASKANIYA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **255**<br>87<br>128 | RS | **1953** VEB Elbewerft—Boizenburg<br>38,49 7,29 2,771<br>3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.397<br>2 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 28467<br>AC<br>293<br>Gc<br>Rdr<br>T | **ASKELAD 1**<br>**P/R Askelad I**<br>Odd Angelsen<br>Svolvaer Norway | **221**<br>79<br>— | | **1979** Moen Slip & Mek. Verksted A/S —Kolvereid (14)<br>33,48 8,62<br>31,60 8,50 4,09<br>1 dk | **M Patrol Ship**<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 159<br>900bhp (662kW)<br>Cummins Engine Co. Inc. Columbus, In |

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| **6900379** | **ASKITA** | | **299** | | | **1968** I/S Orskovs Staalskibsvaerft | **M General Cargo** | Oil 4SA 8Cy. 222 × 292 | |
| LNDW | ex Bjerkosund-78 | | 204 | | | —Frederikshavn (51) | | 800bhp (588kW) | |
| 18245 | ex Grete Sleire-74 ex Hamlet-74 | | 839 | | BV | 55,30 10,52 3,125 | Ice strengthened | Blackstone & Co. | Stamford |
| Df Esd | **P/R Askita** | | | | | 49,71 10,51 5,67 | 1 Ho 35,0 1 TwD 38,1 ER | Gen 2 × 40kW 220/380V 50Hz a.c. | |
| Pfd Rdr | Jens Marcussen | | | | | 2 dks | G.1 818 B.1 584 | Controllable pitch propeller | |
| RTv | Askeroy | Norway | | | | | 1 Ha (stl) (23,5 × 5,6) ER | Fuel 51,0t (d.o.)-2,0pd | 11kn |
| | | | | | | | 2W Der 2(5) | | |

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| **7407726** | **ASKJA** | | **498** | | | **1975** Fosen M.V.—Fevag (14) | **M Pallets Carrier** | Oil 2SA 9Cy. 300 × 450 | |
| TFCE | ex Lynx-82 | | 250 | | | 76,00 (BB) 13,54 3,449 | | 2 250bhp (1 655kW) | |
| 1619 | **Government of The Republic of** | | 1 200 | | NV | 68,00 13,52 8,41 | Ice strengthened Side doors | Wichmann Motorfabrikk A/S | Rubbestadneset |
| Df Esd | **Iceland (Skipautgerd** | | | | | 2 dks | 1 Ho ER | Gen 2 × 110kW 220V 50Hz a.c. | |
| Gc Pfd | **Rikisins)** | | | | | | B.4 248 | Controllable pitch propeller | |
| Rdr RT | Reykjavik | Iceland | | | | | 1 Ha (stl) (13,1 × 7,7) ER | Thw. thrust propeller fwd | |
| | | | | | | | Cr 1(5) Der 1(28) | Fuel 254,0t (d.o & hvf)-9,0pd | 13kn |

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| **7809247** | **ASKO** | | T.Mk | **✠100A1** | | **1979**-7 Rauma-Repola Oy | **M General Cargo** | Vee Oil 4SA 12Cy. 250 × 300 sr geared to | |
| OIJL | | | **497** | | | —Uusikaupunki/Nystad (295) | Ref. | sc. shaft | |
| 1251 | **R/A Gustaf Erikson** | | 262 | **✠LMC** | **UMS** | 74,61 (BB) 11,05 4,701 | 2 Ho 23,7 26,2 2 TwD ER | 2 200bhp (1 618kW) | Polar |
| Df Esd | Mariehamn | Finland | 1 630 | **✠Lloyd's RMC** | | 67,32 11,00 6,56 | In.2 152 | A/B Bofors Nohab | Trollhattan |
| Gc Pfd | | | **1 234** | | EL M 385,0/32,0U2 | P 16,2 F 8,6 2 dks | 4 Ha (stl) (3,8 5,1 5,1 4,8 × 3,5) ER | Gen 1 × 300kW 3 × 180kW | |
| Rdr RT | | | 776 | | FN 1183 | rf 51 | Der 8(3) | 450V 60Hz a.c. | |
| | | | — | | | 4BH WB246T incl. DTf25T | | Controllable pitch propeller | |
| | | | | | | | | Fuel 252,0t (hvf) | 14kn |

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| **7231426** | **ASKOLD** | | **9 077** | | | **1972** Tohoku Zosen—Shiogama (142) | **M Bulk Carrier** | Oil 2SA 9Cy. 420 × 900 | |
| UHJQ | ex Ocean Gadis-75 | | 4 397 | | | 138,99 19,84 9,340 | | 5 750bhp (4 229kW) | B&W |
| M-12496 | **U.S.S.R. -Black Sea Shipping** | | 14 988 | | BV | 130,00 19,80 11,82 | 3 Ho ER | Hitachi Zosen Hiroshima Works, | Innoshima |
| Df Esd | **Co.** | | | | | 1 dk | G.17 208 B.16 747 | Gen 3 × 360kW 60Hz a.c. | |
| Gc Rdr | Odessa | U.S.S.R. | | | | | 3 Ha (stl) (19,7 25,5 25,5 × 10,5) ER | Fuel 826,0t (hvf) | 13,5kn |
| RT | | | | | | | Der 5(22) | | |

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| **6724127** | **ASKOLD** | | **3 170** | | | **1963** .............U.S.S.R. | **M Factory Fishing** | Oil 2SA 8Cy. 430 × 610 | |
| UVYZ | | | 1 225 | | | 84,69 14,00 5,700 | Fish-factory Stern Trawler Ref | 2 000bhp (1 471kW) | |
| M-27576 | **U.S.S.R. -'Dalryba'** | | 1 424 | | RS | 78,06 13,95, 10,01 | Ice strengthened | CKD Praha | Praha |
| Df Esd | Nakhodka | U.S.S.R. | | | | 2 dks | 5 Ho | Gen 3 × 220kW 220V a.c. | |
| Gc Rdr | | | | | | | G.294 In.1 336 | Controllable pitch propeller | |
| RT | | | | | | | 5 Ha (1,6 × 1,6) (1,3 × 1,5) (1,3 × 1,2) (1,9 1,9 × 0,9) | | 13kn |
| | | | | | | | 4W Der 2(5) 2(1,5) | | |

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| **7805124** | **ASKOY** | | **1 242** | | | **1979** Mjellem & Karlsen A/S—Bergen | **M RoRo Cargo/Ferry** OSD | Oil 2SA 9Cy. 300 × 450 | |
| LINA | | | 733 | | | (125) | 850dk P | 2 300bhp (1 692kW) | |
| 19334 | **Rutelaget Askoy-Bergen A/S** | | 150 | | (NV) | 78,44 13,92 | Mchy.aft | Wichmann Motorfabrikk A/S | Rubbestadneset |
| | Bergen | Norway | | | | 76,03 13,91 5,06 | | Controllable pitch propeller fwd 1, aft | |
| | | | | | | 1 dk & S dk | | | |
| | | | | | | rf 1435 | | | |

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| **7027710** | **ASLEY** | | **13 363** | | | **1970** Sumitomo SB. & Mchy. Co. Ltd. | **M Bulk Carrier** | Oil 2SA 7Cy. 760 × 1550 | |
| SWWS | ex Seafox-81 | | 8 265 | | | —Uraga Shipyard, Yokosuka (915) | | 11 200bhp (8 238kW) | Sulzer |
| 8047 | **Armadores Asley S.A.** | | 21 939 | | AB | 163,51(BB) 22,86 9,630 | Str. heavy cargoes | Sumitomo S.B. & Mchy. Co. Ltd. | Yokosuka |
| Df Esd | Byzantine Maritime Corp. | | | | | 154,54 22,81 13,49 | 6 Ho 18,2 19,0 17,8 17,8 18,6 18,6 ER | Gen 2 × 400kW 450V 60Hz a.c. | |
| Gc Pfd | Piraeus | Greece | | | | F 12,5 1 dk | | Fuel 178,0t (d.o.) 1 322,0t (hvf)-32,0pd | |
| Rdr RTv | | | | | | rf nil | G.28 337 HeCls. ptB | | 16,5kn |
| | | | | | | | 6 Ha (stl) (10,4 × 8,9) (11,0 10,1 10,1 11,3 11,1 × 10,5) ER | | |
| | | | | | | | 12W Cr 2(30) 12(10) | | |

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| **7364429** | **ASLI AYANOGLU** | | **1 221** | | | **1975** Gultekin Dokerel Gemi Insaat—Izmir | **M General Cargo** | Oil 4SA 8Cy. 320 × 480 | |
| TCJW | ex Mehmet Guveli-80 | | 847 | | | (31) | Mchy.aft | 1 320bhp (971kW) | |
| 4333 | **Yilmaz-Osman Ayanogullari** | | 2 150 | | (AB) | 71,00 5,001 | | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Istanbul | Turkey | | | | 64,50 10,70 6,00 | | (SKL) | Magdeburg |
| Rdr RT | | | | | | 1 dk | | | 8kn |

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| **7637670** | **ASMAA** | | T.Mk | **✠100A1** | | **1977**-12 Stocznia Szczecinska im. A. | **M General Cargo** | Oil 2SA 5Cy. 680 × 1250 | |
| SURG | | | **3 876** | Ice Class 3 | | Warskiego—Szczecin (B432/09) | Ref 8bth P | 6 100bhp (4 487kW) | Sulzer |
| | **Federal Arab Maritime Co.** | | 1 633 | **✠LMC** | **UMS** | 123,93(BB) 17,02 6,458/7,338 | 4 Ho 15,6 22,5 21,7 ER 15,0 | H. Cegielski | Poznan |
| Df Esd | **(FAMCO)** | | 4 935 | **✠Lloyd's RMC** | | 114,03 17,00 9,81 | 5 TwD | 2 AuxB (1 o.f. 1 ex.g) 5kgf/cm² (4,9bar) | |
| Gc Pfd | Alexandria | Egypt | **5 366** | | EL W 495,0/52,0U2 | P 38,5 F 14,4 2 dks | G.8 328 B.7 471 In.966 | AuxB (ex.g) 5kgf/cm² (4,9bar) | |
| Rdr RT | | | 2 848 | | FN 3058 | rf 152 DK fwd | TEU 50 | Gen 3 × 680kW 380V 50Hz a.c. | |
| | | | 6 340 | | PR | SF 6BH WB862T incl. Topside tanks in No. 1 hold 92T | C.Ho 36/20′ (40′) C.Dk 14/20′ (40′) | Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd | 15,75kn |
| | | | | | | | 6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0) | | |
| | | | | | | | 6W Cr 3(5) Der 1(40) 6(5) | | |

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| **7227619** | **ASMAA** | | T.Mk | | | **1972** Frederikshavn Vaerft & Tordok A/S | **M General Cargo** | Vee Oil 4SA 10Cy. 225 × 300 | |
| CNCQ | ex Merc Phoenecia-77 | | **499** | | | —Frederikshavn (330) | | 1 250bhp (919kW) | |
| 6-670 | **Maghreb Navigation S.A.** | | 326 | | (BV) | 76,61 (BB) 12,30 3,474 | Ice strengthened | Alpha-Diesel A/S | Frederikshavn |
| Df Esd | | Morocco | 1 327 | | | 68,03 12,21 6,51 | 1 Ho ER | Gen 2 × 72kW 440V 60Hz a.c. | |
| Gc Rdr | | | | | | 2 dks | G.3 243 B.2 947 | Controllable pitch propeller | |
| RT | | | | | | | 2 Ha (stl) (23,4 18,9 × 8,0) ER | Fuel 147,5t (d.o.)-4,5pd | 12kn |
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| **6511257** | **ASMAK 1** | | **151** | | | **1965** Ankerlokken Verft Floro A/S—Floro | **M Fishing** | Oil 4SA 6Cy. 220 × 280 sr geared to sc. | |
| 9KYM2 | | | 50 | | | (60) | Side Trawler | shaft | |
| KT1039 | **United Fisheries of Kuwait** | | — | | (NV) | 27,44 7,01 2,693 | 1 Ho | 350bhp (257kW) | |
| Df Esd | **K.S.C.** | | | | | 23,78 6,71 3,56 | | Kloeckner Humboldt Deutz | Koeln |
| RT | Kuwait | Kuwait | | | | | 1 Ha (stl) | Gen 2 × 70kW a.c. | |
| | | | | | | | | Controllable pitch propeller | 11kn |

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| **6511269** | **ASMAK 2** | | **151** | | | **1965** Ankerlokken Verft Floro A/S—Floro | **M Fishing** | Oil 4SA 6Cy. 220 × 280 sr geared to sc. | |
| 9KYM3 | | | 50 | | | (61) | Side Trawler | shaft | |
| KT1040 | **Shilat Jonoub Iran** | | — | | AB (NV) | 27,44 7,01 2,693 | 1 Ho | 350bhp (257kW) | |
| Df Esd | Kuwait | Kuwait | | | | 23,78 6,71 3,56 | | Kloeckner Humboldt Deutz | Koeln |
| RT | | | | | | | 1 Ha (stl) | Gen 2 × 70kW a.c. | |
| | | | | | | | | Controllable pitch propeller | 11kn |

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| 6511271<br>9KYM4<br>KT1041<br>Df Esd<br>RT | **ASMAK 3**<br><br>**Shilat Jonoub Iran**<br>Kuwait Kuwait | **151**<br>50<br>— | AB (NV) | **1965** Flekkefjord Slipp & Mask.<br>—Flekkefjord (81)<br>27,44 7,01 2,693<br>23,78 6,71 3,56 | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>1 Ha (stl) | | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW a.c.<br>Controllable pitch propeller<br>11kn |
| 6511283<br>9KYM5<br>KT1042<br>Df Esd<br>RT | **ASMAK 4**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **151**<br>50<br>— | AB (NV) | **1965** Flekkefjord Slipp & Mask.<br>—Flekkefjord (82)<br>27,44 7,01 2,693<br>23,78 6,71 3,56 | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>1 Ha (stl) | | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW a.c.<br>Controllable pitch propeller<br>11kn |
| 6512990<br>9KYM6<br>KT1043<br>Df Esd<br>RT | **ASMAK 5**<br><br>**Shilat Jonoub Iran**<br>Kuwait Kuwait | **151**<br>50<br>— | AB (NV) | **1965** Flekkefjord Slipp & Mask.<br>—Flekkefjord (83)<br>27,44 7,01 2,693<br>23,78 6,71 3,56 | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>1 Ha (stl) | | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW a.c.<br>Controllable pitch propeller<br>11kn |
| 6511295<br>9KYM7<br>KT1044<br>Df Esd<br>RT | **ASMAK 6**<br><br>**Shilat Jonoub Iran**<br>Kuwait Kuwait | **151**<br>50<br>— | AB (NV) | **1965** Gravdal Skipsbyggeri—Sunde (359)<br>27,44 7,01 2,693<br>23,78 6,71 3,56 | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>1 Ha (stl) | | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW a.c.<br>Controllable pitch propeller<br>11kn |
| 6512445<br>9KYM9<br>KT1046<br>Df Esd<br>RT | **ASMAK 8**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **151**<br>50<br>— | (NV) | **1965** Skaalurens Skibsbyggeri A/S<br>—Rosendal (207/21)<br>27,44 7,01 2,693<br>23,78 6,71 3,56 | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>1 Ha (stl) | | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW a.c.<br>Controllable pitch propeller<br>11kn |
| 6617491<br>EEZQ<br>1787<br>Df Esd<br>Rdr RTm | **ASMOR**<br>Launched as Aflor<br>**Larrauri Hermanos S.A.**<br>San Sebastian Spain | **251**<br>132<br>351 | | **1966** S.L. Ardeag—Bilbao (32)<br>36,50 7,01 3,534<br>31,02 6,99 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 1,0 × 1,0) | | Oil 4SA 8Cy. 315 × 480<br>800bhp (588kW) Duvant<br>Carmelo Unanue Zumaya<br>11kn |
| 6813344<br>CNSO<br><br>Pfd Rdr<br>RTv | **ASNI**<br>ex Acclivity-81<br>**Societe Marocaine des Petroles Mory**<br>Casablanca Morocco | **299**<br>187<br>643 | ✠**100A1** SS 8/81<br>oil tanker (cc)<br>✠**LMC**<br>EL H<br>FN 593 | **1968**-5 Goole SB. & Repairing Co. Ltd.<br>—Goole (563)<br>51,06 8,62 3,207<br>48,77 8,54 3,61<br>P 13,2 RQD 13,2 F 5,8 1 dk<br>rf 76<br>7BH WB123t incl. TwDa41t | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 866 | HeCls. C | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>660bhp (485kW) ✠ NE 7/72<br>Mirrlees Blackstone Ltd. United Kingdom<br>✠ ndb 6/77 101lbf/in² (7,0bar)<br>Gen 3 × 18kW 220V d.c. |
| 7027899<br>JK3430<br>107988<br>Rdr RT | **ASO**<br><br>**Hirobetsu Kisen K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **1 625**<br>841<br>264 | | **1970** Taguma Zosen—Innoshima (86)<br>68,59 12,02 3,353<br>68,03 11,99 4,81<br>1 dk<br>RW | **TM Ferry** | 790P | 2 Oil 4SA each 8Cy. 260 × 520<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 200kW 445V a.c.<br>Fuel 50,0t-12,0pd 16,5kn |
| 7629386<br>9V2945<br>381982<br>Rdr RT | **ASO**<br>ex Aso Maru-80<br>**Chiyoichi-Sep (F.E.) Pte. Ltd.**<br>Singapore Singapore | **157**<br>41<br>385 | NK | **1968** Shimoda Dockyard Co. Ltd.<br>—Shimoda (157)<br>26,55 8,03 3,144<br>24,01 8,01 3,61<br>1 dk | **TM Tug**<br>Pusher<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Kogyo Osaka<br>Gen 2 × 56kW a.c.<br>10,25kn |
| 7398688<br>JKJN<br>115036<br>Rdr | **ASO**<br><br>**Kumamoto Prefecture**<br>Ushibuka, Japan<br>Kumamoto Pref. | **128**<br>22<br>— | | **1974** Usuki Tekkosho—Usuki (905)<br>36,78 6,13 2,388<br>31,20 6,10 3,00<br>1 dk | **M Patrol Ship**<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 6501525<br>JMVD<br>96090<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ASO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japan | **3 608**<br>1 968<br>3 579 | NK | **1964** Mitsui SB. & Eng. Co. Ltd.—Tamano (713)<br>95,08 16,03 5,995<br>88,02 16,01 9,81<br>P 9,2 B 22,0 F 52,5 2 dks<br>rf 102 | **M Fishing**<br>Stern Trawler Ref<br>3 Ho 6,3 18,3 19,4 ER<br>In.2 861<br>2 Ha (stl) (1,2 × 0,8) (2,3 × 2,3) 1 Ha (w) (2,3 × 4,8) ER<br>Cr 2(5) 2(3) 2(2) Der 2(5) 4(2) | | Oil 2SA 9Cy. 420 × 750<br>3 900bhp (2 869kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 500kW 445V 60Hz a.c.<br>Fuel 1 322,0t (hvf)-16,5pd 14kn |
| 7375375<br>JQYS<br>116302<br>Esd Gc<br>Rdr RT | **ASO MARU**<br><br>**Seiko Kaiun K.K.**<br>Tokyo Japan | **2 268**<br>1 243<br>3 970 | NK | **1974** Oshima Dock K.K.—Yoshiumi (550)<br>83,37 14,46 6,211<br>78,21 14,41 7,12<br>P 16,8 F 14,4 1 dk<br>RW | **M Cement Carrier**<br>Mchy.aft<br><br>G.3 293 | | Oil 4SA 8Cy. 320 × 380<br>2 800bhp (2 060kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 160kW a.c.<br>Fuel 139,0t-10,0pd 12kn |
| 7035652<br>JPAY<br>109377<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASO MARU No. 5**<br>ex Shoichi Maru No. 5-80<br>**Aso Kaiun K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **111**<br>35<br>— | | **1970** Yamanishi Zosen K.K.—Ishinomaki (651)<br>35,31 6,89 2,401<br>29,85 6,86 2,80 | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 270 × 420<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 5027091<br>VTJZ<br>191134 | **ASOKA**<br><br>**Andaman Laccadive Harbour Works (Chief Engineer)**<br>Cochin India | **183**<br>98<br>— | | **1949** Brunton & Co. Eng. Ltd.—Cochin<br>36,38 6,71 2,921<br>... ... ...<br>1 dk | **Composite TM General Cargo** | | 2 Oil 4SA each 6Cy. 165 × 197<br>180bhp (132kW) NE —<br>Bergius Kelvin Co. Ltd. Glasgow<br>8kn |

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|---|---|---|---|---|---|---|---|
| 6810550<br>EABS<br>8763<br>Df Esd<br>Gc RTm | **ASON**<br><br>**Morino Canosa**<br>Cadiz Spain | **458**<br>229<br>476 | BV | **1967** Maritima de Axpe S.A.—Bilbao (26)<br>45,50 8,39 4,052<br>40,01 8,37 4,40<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.400<br>2 Ha (each 1,4 × 1,9) ER<br>1W Der 1(1,5) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 198,5t (d.o.) | Koeln<br>12kn |
| 7632943<br>JM3820<br>120548<br>Gc Pfd<br>Rdr RT | **ASOSAN MARU**<br><br>**Y.K. Tazaki Kaiun**<br>Matsushima, Japan<br>Kumamoto Pref. | **499**<br>320<br>1 150 | | **1976** Omishima Dock K.K.—Kamiura (1056)<br>10,04<br>53,78 10,01 4,42<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 5271707<br>SWAN<br>15<br>Df RT | **ASPA**<br>ex Georgios Hatzioannou-71<br>ex Patria-68<br>**Mavrona Brothers**<br>Mytilene Greece | **331**<br>173<br>— | HR<br>*Classed BC until 3/73 | **1938**-1 N.V. Schpsw. "Foxhol"—Foxhol (44)<br>43,44 7,57 2,928<br>40,64 7,50 3,03<br>P 10,7 RQD 14,4 F 6,8 1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.850 B.793<br>2 Ha (each 6,8 × 5,0) ER<br>2W Der 2 | Oil 4SA 6Cy. 285 × 420<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 45,5t (d.o.) | Mannheim<br>10kn |
| 6918041<br>HP2926<br>9527<br>-79A<br>Rdr RT | **ASPA POWER I**<br>ex Fuji Maru-81<br>**Aspa Marine S.A.**<br>Panama Panama | **236**<br>79<br>— | BV | **1969** Kurushima Dock Co. Ltd.—Imabari (473)<br>32,01 8,82 2,896<br>28,99 8,79 3,99<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 325 × 520<br>Nippon Hatsudoki | Kobe<br>12kn |
| 7856434<br><br>381835 | **ASPA POWER 6**<br>ex Tridaya Baruna X-81<br>ex Hanzan Maru-80<br>**Aspa Shipyard (Pte.) Ltd.**<br>Singapore Singapore | **195**<br>81<br>— | AB | **1967** Usuki Tekkosho—Usuki (647)<br>34,02 3,701<br>27,18 8,81 3,92<br>1 dk | **TM Tug**<br>180P | 2 Oil<br><br>Kawasaki Heavy Ind. Ltd. | Japan<br>13kn |
| 5423312<br>IKIN<br>131<br>Esd Rdr<br>RT | **ASPA SECONDO**<br><br>**L'Oceanica S.p.A.** | **621**<br>304<br>578 | (RI) | **1964** Cant. Nav. Giuliano—Trieste (70)<br>59,59 9,00 4,001<br>54,95 8,97 5,90<br>F 9,5 1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>In.508<br>1W Der 1(1,5) | Oil 4SA 9Cy. 300 × 450<br>1 310bhp (964kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 233,5t | Augsburg<br>13kn |
| 5333294<br>SV2843<br>24<br>Df Esd<br>Rdr RT | **ASPA II**<br>ex Sea Aphrodite-76<br>ex Sol-Britt-75 ex Tarbek-59<br>**Syrianos Brothers**<br>Mytilene Greece | **499**<br>262<br>757 | BV | **1953** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (159)<br>54,44 8,28 3,658<br>8,23 3,92<br>P 11,6 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ref.<br>1 Ho 32,6 ER<br>In.954<br>1 Ha (23,4 × 4,5) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G.<br>Fuel 61,0t (d.o.) | Kiel<br>11kn |
| 5141794<br>SV6801<br>8211<br>Df Esd<br>Rdr RTm | **ASPA III**<br>ex Vania H-82 ex Hanngrid-74<br>**Syrianos Brothers**<br>Piraeus Greece | **499**<br>286<br>910 | GL | **1956** Stader Schiffsw. G.m.b.H.—Stade (181)<br>58,70 8,92 3,901<br>53,70 8,82 5,49<br>P 10,4 RQD 20,5 F 6,1 1 dk<br>RW len 67 | **M General Cargo**<br>Ice strengthened<br>G.1 507 B.1 412<br>3 Ha ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz | Koeln<br>8kn |
| 6406048<br>YTHC<br><br>RT | **ASPALATHOS**<br>ex Labor-71 ex Gina<br>**Union Dalmacija OOUR Flota**<br>Split Yugoslavia | **214**<br>128<br>— | JR | **1946** Brodogradiliste Rovinj—Rovinj<br>34,50 8,01 2,601<br>31,75 7,95 3,76<br>1 dk<br>conv General Cargo 70 | **Wood Aux M Ferry**<br>—P | Oil 4SA 12Cy. 112 × 140<br>260bhp (191kW) NE 70<br>Tvornica Motora "Torpedo"<br>Gen 1 × 40kW 220V a.c. | Rijeka<br>7kn |
| 6419459<br>SXUS<br><br>Df Esd<br>Gc Rdr<br>RT | **ASPASIA**<br>ex Maria V-77 ex Yahiko Maru-76<br>**Massilia Shipping Corp.**<br>Piraeus Greece | **2 062**<br>1 223<br>3 270 | AB (NK) | **1964** Onomichi Zosen—Onomichi (133)<br>88,96 13,06 5,639<br>82,00 13,00 6,71<br>P 22,9 RQD 15,3 B 5,2 F 12,5 1 dk<br>RW | **M General Cargo**<br><br>2 Ho 29,0 28,5 ER<br>G.4 321 B.4 003<br>2 Ha (21,5 23,3 × 7,6) ER<br>8W Der 8(5) | Oil 4SA 8Cy. 430 × 520<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 50kW 445V a.c.<br>Fuel 357,5t (hvf)-6,5pd | Niigata<br>11,75kn |
| 5027027<br>SXKN<br><br>Df Esd<br>Gc Rdr | **ASPASIA M**<br>ex Man Fung-80 ex Asmara-78<br>**Athenmar Marine Co.**<br>Athinais Compania Maritima S.A.<br>Piraeus Greece | T.Mk<br>**7 651**<br>4 304<br>11 288<br>**9 852**<br>6 235<br>— | **✠100A1** SS 6/81<br>DTm & TwDf oil FP<br>above 65.5°C, veg. oil or<br>latex<br>**✠LMC**<br>EL ft 2¼"SQ<br>FN 4785 | **1961**-10 A/S Nakskov Skibsvaerft —Nakskov (160)<br>159,72 20,68 9,410/8,330<br>146,31 20,63 12,07<br>P 3,7 F 29,3 3 dks<br>RW rf 102 DK fwd conv Ref General Cargo 81<br>6BH WB3684t incl. DTm1108t TwDf502t | **M General Cargo**<br>5 Ho ER<br>G.20 263 B.18 463<br>5 Ha (10,3 × 5,4) (12,1 10,5 12,1 11,3 × 6,7) ER<br>20W Der 1(60) 1(25) 12(5) 8(3) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 1 896,0t (hvf)-49,0pd | Kobenhavn<br>18kn |
| 7406760<br>SEYT<br><br>Df Esd<br>Gc Rdr<br>RTv | **ASPEN**<br><br>**Rederi AB Aspen**<br>Stig Erling Gustafsson<br>Karlstad Sweden | **2 999**<br>1 801<br>4 699 | NV (BV) | **1975** B.V. Scheeps. v.d. Werf—Deest (346)<br>88,02 13,01 6,668<br>85,98 12,98 9,10<br>RFD - F - 1 dk<br>rf- | **M Pulp Carrier**<br>Ice strengthened<br>1 Ho ER<br>B.6 371<br>1 Ha (stl) (70,0 × 10,4) ER<br>Cr 2(15) | 2 Vee Oil 2SA each 12Cy. 250 × 300 geared to sc. shaft<br>3 800bhp (2 795kW)<br>Normo Gruppen A/S<br>Gen 3 × —kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf)-15,0pd | Bergen<br>12kn |
| 7049225<br>WA2574<br>235219 | **ASPEN**<br><br>**Atlantic Coastal Clam Co.**<br>Wilmington, De United States of America | **116**<br>42<br>— | | **1936** Humphreys Marine Railway & Lumber Co.—Weems, Va<br>*31,06* 5,95<br>2,72 | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>Cooper-Bessemer Corp.<br>Fuel (d.o.) | U.S.A. |
| 6922092<br>HPYS<br>1306<br>-70A<br>Df Esd<br>Gc Rdr<br>RTh | **ASPEN PINE**<br>ex Gemlock-82<br>ex Eastern Anna-81<br>**Rex Shipping Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama | **3 842**<br>2 272<br>5 987 | NK | **1969** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1129)<br>108,72 16,44 6,611<br>100,41 16,40 8,21<br>P 29,0 F 11,9 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 19,9 31,3 20,1 ER<br>G.8 038 B.7 730<br>3 Ha (stl) (12,5 22,4 11,9 × 7,6) ER<br>4W Cr 1(15) 3(10) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 604,5t (hvf)-13,0pd | B&W<br>Tamano<br>12,75kn |

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|---|---|---|---|---|---|---|---|
| 718398<br>WYU<br>34607<br>Pd Rdr<br>RTm | **ASPERITY**<br>**Clydesdale Shipowners Co. Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | **698**<br>402<br>1 326 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/81<br>EL J 1⅛"U2<br>FN 921 | **1967**-8 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (354)<br>71,86 9,91 3,836<br>65,49 9,81 4,25<br>P 16,2 F 12,8 1 dk<br>rf 102<br>10BH WB187t incl. DTf55t | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 771<br>HeCls. C | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 200lbf/in² (13,8bar)<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel 61,0t (d.o.) 12kn |
| 423996<br>AZS<br>512<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASPHALT TRADER**<br>ex Geres-80<br>**Olympios Zeus Maritime Co.**<br>Piraeus Greece | **18 033**<br>12 868<br>29 389 | ✠Classed LR until 22/8/80 | AB | **1962**-10 Arsenal do Alfeite—Almada (51)<br>191,73 25,23 10,243<br>183,27 25,15 12,96<br>P 40,0 B 14,4 F 24,7 1 dk<br>RW rf 102 | **S Tanker**<br>Bitumen SBT CBT<br>20 Ta ER<br>L.36 132<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>10 500shp (7 723kW)<br>S.A. Cockerill-Ougree Seraing<br>Gen 2 × 560kW 380V 50Hz a.c.<br>Fuel 2 743,5t (o.f.)-56,0pd 15kn |
| 361611<br>3KZ<br>314-75<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ASPIA**<br>**Cement Carriers S.A.**<br>Panama Panama | **4 995**<br>2 728<br>9 558 | **✠100A1**<br>**✠LMC** | SS 10/79<br>EL W 1¾"U3<br>FN 3324 | **1974**-10 J. J. Sietas K.G. Schiffswerft —Hamburg (705)<br>128,30 18,27 7,640<br>119,08 18,00 9,91<br>P 30,2 F 12,2 1 dk<br>NS 8BH WB3497T incl. DTf735T | **M Cement Carrier**<br>Self-unloader<br>Cement 6795<br>4 Ta ER<br>B.59<br>Cr 1(1) Der 2(6) | 2 Oil 4SA each 8Cy. 370 × 400 sr geared to sc. shaft<br>6 400bhp (4 708kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 228kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 163534<br>WJO<br>895<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ASPIDOFOROS**<br>ex Iron Horse-70<br>**Ebony Co. Ltd.**<br>Piraeus Greece | **8 786**<br>4 895<br>16 147 | **✠100A1**<br>ore carrier<br>**✠LMC** | SS 7/78<br>EL ft 2¼"SQ<br>FN 4747 | **1960**-9 Scotts' SB. & Eng. Co. Ltd. —Greenock (682)<br>157,89 21,06 8,770<br>148,27 20,96 11,05<br>P 32,0 F 13,8 1 dk<br>RW rf 152<br>5BH WB9493t | **M Ore Carrier**<br>3 Ho 11,6 47,2 47,2 ER<br>G.13 801 B.13 290<br>1 Ha (stl) (5,4 × 4,1) 6 Ha (stl) (each 11,5 × 10,3) ER<br>4W Der 2(1,5) 2(1) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 210kW 220V d.c.<br>Fuel 1 224,5t (hvf) 11,5kn |
| 928847<br>PSH<br>CC54<br>4859<br>Df Esd<br>Rdr RT | **ASPIN**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **222**<br>79<br>150 | | BV | **1981** Con. Mec. de Normandie—Cherbourg (34/02)<br>34,02 8,01 3,501<br>31,02 7,92 4,27<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 260 × 280<br>800bhp (588kW)<br>Crepelle et Cie. Lille |
| 027182<br>THVI<br>176292<br>Df Esd<br>RTm | **ASPIN**<br>**Armement Cooperatif Finisterien (A.C.F.)**<br>Guilvinec France | **158**<br>53<br>— | | BV | **1962** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5068)<br>30,00 6,76 2,667<br>25,00 6,72 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 0,9 × 1,0) (0,9 × 0,9) | Oil 4SA 6Cy. 270 × 360<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,0t (d.o.) 11kn |
| 211141<br>FGQ<br>17306<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASPINDZA**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **3 468**<br>1 607<br>4 943 | | RS | **1972** Rauma-Repola Oy—Rauma/Raumo (212)<br>106,13 15,45 6,722<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>14kn |
| 016747<br>DJG<br>17234<br>RT | **ASPIRANT**<br>**Per Olav Tornes P/R**<br>Molde Norway | **157**<br>66<br>— | | | **1969** Langsten Slip & Batbyggeri A/S —Tomra-i-Ramsdal (43)<br>30,26 6,56<br>6,53 3,31<br>len 80 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 5Cy. 270 × 400<br>400bhp (294kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel 20,5t (d.o.) 10,75kn |
| 050476<br>YWR<br>538<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASPIS**<br>ex Aphrodite Transoceanic-79<br>ex Branita-77<br>**Cherrywood Co. Inc.**<br>Athenian Tankers Management S.A.<br>Piraeus Greece | **18 657**<br>11 234<br>32 839 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 6/79<br>EL nt 2¾"SQ<br>FN 7211 | **1956**-1 A/B Gotaverken—Goteborg (697)<br>198,13 25,07 10,859<br>184,41 25,00 14,10<br>P 35,1 F 24,1 1 dk<br>rf 38<br>13BH WB2744t incl. DTa218t DTf1384t | **M Tanker**<br>23 Ta ER<br>L.(oil) 40 606 | Oil 2SA 10Cy. 760 × 1500<br>9 860bhp (7 253kW)<br>A/B Gotaverken Goteborg<br>2 AuxB 180lbf/in² (12,5bar)<br>e(ex.g) 180lbf/in² (12,5bar)<br>Gen 2 × 240kW 2 × 165kW 220V d.c.<br>Fuel 1 981,5t (hvf)-29,5pd 14kn |
| 947166<br>JYQ<br>Rdr RT | **ASPO I AV KARLSKRONA**<br>**Karlskrona Kommun Stadsbyggnadskontoret**<br>Karlskrona Sweden | **132**<br>59<br>— | | | **1958** Kristinehamn M/V—Kristinehamn<br>27,97 9,05 —<br>... ... ... | **M RoRo Cargo/Ferry** | Oil<br>.......... |
| 416160<br>BZ<br>428<br>Df Esd<br>Gc Rdr | **ASPRA**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **28 570**<br>17 680<br>45 824 | ✠LR class withdrawn-Owner's request 10/9/82 | RI (AB) | **1965**-2 Ansaldo S.p.A.—La Spezia (1611)<br>229,45 30,13 12,405<br>212,94 30,00 15,98<br>P 41,2 F 22,9 1 dk<br>rf nil conv Ore/Oil Carrier 79 | **M Ore Carrier**<br>6 Ho ER<br>G.23 882<br>12 Ha ER | Oil 2SA 9Cy. 900 × 1600<br>18 900bhp (13 902kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 2 868,5t |
| 031121<br>V3305<br>360<br>Esd Pfd<br>Rdr RT | **ASPROPYRGOS**<br>ex Piraeus IV-71 ex Austility-69<br>ex Forreria-51<br>ex Empire Tedlora-47<br>**Naftiliaki E.P.E.**<br>Piraeus Greece | **933**<br>382<br>1 060 | **BS✱**<br>oil tanker<br>**MBS✱** | SS 9/77<br>CT907 C22 S22<br>FN 862 | **1946**-5 Short Bros. Ltd.—Pallion, Sunderland (490)<br>61,42 10,39 4,103<br>57,92 10,37 4,50<br>P 17,7 F 6,4 1 dk<br>10BH WB109t incl. DT54t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 262 | Oil 2SA 4Cy. 340 × 570<br>640bhp (471kW)<br>British Polar Engines Ltd. Glasgow<br>2 AuxB 180lbf/in² (12,5bar)<br>Fuel 155,5t (d.o.)-4,0pd 9,5kn |
| | **LAID UP — SURVEYS OVERDUE 9/81** | | | | | | |
| 020061<br>H07032<br>2445-72<br>Df Esd<br>Gc Rdr<br>RTm/v | **ASSAD IBN EL FOURAT**<br>ex Brown Fish-82<br>**Islamic Investment Shipping Four S.A.**<br>Panama Panama | **213**<br>69<br>200 | | BV | **1970** Ch. Nav. de La Ciotat—Le Trait (197/2)<br>40,31 7,57 3,001<br>38,51 7,51 3,79<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting<br>24dk P | 2 Oil 4SA each 6Cy. 250 × 300 reduction geared to sc. shafts<br>Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 102kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) 15kn |

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|---|---|---|---|---|---|---|---|---|
| **6821963**<br>GYPU<br>335860<br>Esd Pfd<br>Rdr RT | **ASSAHM**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>London United Kingdom | **653**<br>389<br>1 290 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/77<br>EL J 1"U2<br>FN 870 | **1968**-9 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (357)<br>68,03 10,24 3,842<br>61,17 10,01 4,20<br>P 16,8 F 11,9 1 dk<br>rf 102<br>9BH WB104t incl. DTf58t | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 27kW 1 × 20kW<br>380V 50Hz a.c. | Koeln<br>10,5kn |
| **7647106**<br>9V2673<br>376230<br>RT | **ASSETS 2602**<br>**Marine Structures Pte. Ltd.**<br>Singapore Singapore | **174**<br>29<br>— | | AB | **1976** Sing Koon Seng (Pte.) Ltd. —Singapore (363 T)<br>*24,14* 3,147<br>7,62 3,51<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. | Peoria, Illinois<br>10kn |
| **6417891**<br>GLXA<br>306015<br>Df Esd<br>Pfd | **ASSIDUITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **1 249**<br>497<br>1 512 | **✠100A1**<br>oil tanker<br>or vegetable oil in cargo tanks<br>**✠LMC** | SS 5/78<br>EL o $1\frac{3}{8}$"SQ<br>FN 1034 | **1964**-5 Goole SB. & Repairing Co. Ltd. —Goole (537)<br>71,48 11,05 4,471<br>66,45 10,98 4,58<br>P 20,5 Trunk 33,3 F 11,6 1 dk<br>rf 102<br>13 BH WB324t incl. DTf175t | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 067 | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 000bhp (736kW) ✠ NE 5/73<br>Mirrlees Blackstone (Stamford) Ltd.<br>db 12,7kgf/cm$^2$ (12,5bar)<br>Gen 2 × 50kW 2 × 20kW 220V d.c.<br>Fuel 56,5t | Stamford |
| **6618110**<br>SVHY<br>421<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASSIMINA**<br>ex Texada-71<br>**Seawind Tankers Corp.**<br>Andros Greece | **35 001**<br>26 938<br>70 276 | | AB | **1966** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (825)<br>248,44 31,91 13,224<br>237,12 31,86 18,75<br>P 24,4 F 20,2 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 17,7 32,0 16,0 16,0 16,0 16,0 16,0 32,0 17,6 ER<br>G.80 794<br>11 Ha (stl) (each 9,7 × 15,0) ER | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 881,5t (hvf) | Sulzer<br>Tamashima<br>15,5kn |
| **5027340**<br>SULH<br>19<br>Df Esd<br>Gc Rdr<br>RT | **ASSIOUT**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **2 047**<br>1 263<br>3 251 | **100A1**<br>**LMC** | SS 9/80<br>EL (Q) 412,5/45,0U1<br>FN 1536<br>(GL) | **1962** Suez Canal Authority—Port Fuad (2)<br>78,64 12,91 6,554<br>72,73 12,70 8,41<br>P 15,6 RQD 27,2 F 10,7 2 dks<br>RW rf 127<br>4BH WB496T | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil 4SA 7Cy. 400 × 600 sr geared to sc. shaft<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 75kW 230V d.c. | Augsburg<br>12kn |
| **6912803**<br>HO5715<br>2039<br>-71A<br>Df Esd<br>Gc Rdr<br>RT | **ASSISTANT 1**<br>ex Grey Fish-76<br>**Vroon B.V.**<br>Panama Panama | **226**<br>17<br>203 | | BV | **1969** Ziegler Freres—Dunkerque<br>40,77 7,80 3,201<br>36,94 7,60 3,79<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 24P<br>2W Der 1(25) | 2 Oil 4SA each 8Cy. 250 × 300<br>Nydqvist & Holm A/B<br>Gen 1 × 120kW 1 × 60kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.) | Trollhattan<br>15kn |
| **7052117**<br>SXDB<br>5289<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASSOMATOS**<br>ex Prosperity-74<br>**Assomatos Shipping Co. S.A.**<br>Glafki (Hellas) Naftiki Eteria<br>Piraeus Greece | **8 927**<br>6 083<br>15 112 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** | SS 2/81<br>EL At $2\frac{3}{16}$"U2<br>FN 4315 | **1971**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2220)<br>142,27(BB) 19,87 9,043<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK fwd<br>NS 7BH WB4435t incl. DTf635t Comb. btm, side & topside tanks in No. 3 hold 850t & Comb. btm & topside tanks in Nos. 1 & 2 holds 1731t and topside tanks in No. 4 hold 396t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 141 B.18 990<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 14Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 250,5t (hvf) | Pielstick<br>Aioi<br>14kn |
| **7812593**<br>HO3852<br>9648-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASSOMPTION**<br>**Deep Sea Shipping S.A.**<br>Panama Panama | **294**<br>97<br>— | | BV | **1979** At. & Ch. de la Manche—St. Malo (1281)<br>38,00 9,81 3,650<br>31,20 8,31 4,35<br>1 dk | **M Fishing**<br>Side-fishing Line-fishing Tuna Ref.<br>Mchy.aft | Vee Oil 4SA 12Cy. 175 × 180 reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Soc. Alsacienne de Const. Mec.<br>Fuel 77,5t (d.o.) | Mulhouse<br>12kn |
| **6822632**<br>UFMD<br>M-22696<br>Df Esd | **ASSORA**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **695**<br>342<br>277 | | RS | **1954** VEB Elbewerft—Boizenburg<br>57,26 9,10 2,601<br>53,37 9,02 4,12 | **TD-E Fish Carrier**<br>Ref<br>2 Ho ER<br>In.602<br>2 Ha (each 1,9 × 1,5) ER<br>Cr 2(1) | 2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 200kW connected to 2 elec. motors<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>8,25kn |
| **6717227**<br>IKJR<br>1179<br>Rdr RT | **ASSUNTA RAVENNA**<br>**Petrokan S.p.A.**<br>Ravenna Italy | **388**<br>214<br>1 300 | | RI | **1966** Cant. Nav. di Pesaro—Pesaro (16)<br>59,37 8,87 3,150<br>56,01 8,84 3,48<br>1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 1 331 HeCls. C | 2 Oil 4SA each 6Cy. 140 × 180<br>560bhp (412kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 21,0t (d.o.)-2,0pd | Mannheim<br>9kn |
| **7365241**<br>IBAY<br>761<br>Esd Gc<br>Pfd Rdr<br>RT | **ASSUNTA TONTINI MADRE**<br>**Surgelati Tontini Pesca S.p.A.**<br>Roma Italy | **3 816**<br>2 054<br>— | | RI | **1976** Soc. Esercizio Cant.—Viareggio (616)<br>107,98 16,03 6,301<br>94,65 16,01 9,50<br>2 dks | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>B.546 In.2 926 | 2 Oil 4SA each 6Cy. 320 × 420 geared to sc. shaft<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 880kW 380V 50Hz a.c.<br>2 Controllable pitch propellers | Kiel<br>16kn |
| **5401170**<br>OGHL<br>1082<br>Df Esd<br>Rdr | **ASTA**<br>**Rederi A/B Asta**<br>Mariehamn Finland | **1 599**<br>843<br>2 540 | **✠100A1**<br>Ice Class 1<br>**✠LMC** | SS 6/79<br>EL t $1\frac{5}{8}$"SQ<br>FN 1829 | **1963**-2 A/B Finnboda Varf—Stockholm (377)<br>93,81 13,80 5,074<br>84,71 13,76 7,83<br>P 23,2 F 12,5 1 dk & S dk<br>rf 51<br>Coll & mchy. BH to S dk 3 to 2nd dk WB656t incl. DTf70t | **M General Cargo** OSD<br>2 Ho ER<br>G.5 209 B.4 954<br>2 Ha (each 18,1 × 7,2) ER<br>5W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 450 × 700<br>2 400bhp (1 765kW)<br>N.V. Werkspoor<br>Fuel 266,5t (d.o.) | Amsterdam<br>13,5kn |

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|---|---|---|---|---|---|---|
| 6730059<br>DEJT<br>1487<br>Df Esd<br>Rdr RT | **ASTA**<br>ex Menchie-81 ex Susanna-80<br>**Asta-Schiffahrtsges. m.b.H. & Co. K.G.**<br>Brake Federal Republic of Germany | T.Mk<br>**499**<br>350<br>1 424 | GL | **1967** Jadewerft G.m.b.H.—Wilhelmshaven (109)<br>67,52 9,35 3,911<br>62,57 9,30 6,25<br>RQD 46,1 B 14,4 2 dks<br>len 81 | **M General Cargo**<br>1 Ho 40,6 ER<br>G.2 466 B.2 321<br>1 Ha (stl) (26,5 × 6,0) ER | Oil 4SA 6Cy. 250 × 350<br>640bhp (471kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>10kn |
| 5027405<br>RT | **ASTA**<br>ex Empire Nicholas-47<br>**N.V. Nederland-Indonesie Steenkolen Handel Maats.**<br>Reported sailing as LAUT ARAFURA under Indonesian flag | **257**<br>—<br>— | *Classed BC until 12/63 | **1944**-6 J. Crown & Sons Ltd.—Sunderland (215)<br>34,75 9,20 3,874<br>32,01 9,15 4,12<br>BK 178 | **S Tug** | T 3Cy. 419 686 & 1168 × 762<br>N.E. Mar. Eng. Co. (1938) Ltd. Sunderland<br>Fuel 95,5t (o.f.)<br>11kn |
| 5027417<br>OUVH<br>H273<br>RT | **ASTA**<br>ex Jan-59 ex Asta ex Vorwaarts<br>**Hans V. Christensen**<br>Soby Denmark | **108**<br>49<br>152 | | **1914** J. W. Boerma—Martenshoek<br>29,82 5,64 2,134<br>5,62<br>1 dk<br>R | **M General Cargo** | Oil 2SA 2Cy. 230 × 400<br>120bhp (88kW) NE 50<br>Frederikshavn Jernstoberi & Maskinfabrik A/S<br>Frederikshavn<br>Fuel (d.o.) |
| 5027429<br>SVQK<br>1529<br>Df Esd<br>Gc RTm | **ASTAKOS**<br>ex President Houduce-59<br>**Fishing & Trading Enterprises Corp.**<br>Piraeus Greece | **1 179**<br>568<br>1 450 | (BV) | **1930** Cox & Co. (Engineers) Ltd.—Falmouth (196)<br>70,72 10,55 5,347<br>65,36 10,49 5,85<br>P 2,8 F 14,4 1 dk | **M Fishing**<br>Side Trawler Ref<br>4 Ha (1,7 1,7 1,7 × 1,6) (0,9 × 0,9) | Oil 2SA 9Cy. 340 × 570<br>1 890bhp (1 390kW) NE 66<br>Polar<br>Nydqvist & Holm A/B<br>Trollhattan<br>Fuel 376,0t (d.o.)<br>12kn |
| 8218653<br>M-31389<br>Rdr RT | **ASTAN KESAYEV**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>S.K.L.<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Rostock<br>16,25kn |
| 7045152<br>EWEP<br>M-6251<br>Df Esd<br>Rdr RT | **ASTANKUL SHAKIROV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **633**<br>222<br>318 | RS | **1970** .............U.S.S.R.<br>54,21 9,38 3,810<br>48,72 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 6405630<br>URDR<br>M-19043<br>Df Esd<br>Gc Rdr<br>RT | **ASTARA**<br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | T.Mk<br>**2 433**<br>872<br>4 016 | RS | **1961** .............U.S.S.R.<br>120,02 15,04 4,420<br>111,99 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>B.5 564<br>4 Ha (11,8 11,8 13,7 13,7 × 8,0) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Leningrad<br>Fuel 75,0t (hvf)<br>12,25kn |
| 7334137<br>J4PS<br>7170<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTARTE**<br>ex Juan de Cardona-79<br>**Beltra Maritime Inc.**<br>Piraeus Greece | **3 079**<br>1 855<br>5 399 | BV | **1973** Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.110)<br>101,53 16,54<br>95,00 16,51 7,29<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 6 738 | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW)<br>Deutz<br>Hijos de J. Barreras S.A.<br>Vigo<br>14,75kn |
| 5135410<br>SYSI<br>6048<br>Df Esd<br>Gc Rdr<br>RTm/v | **ASTARTE**<br>ex Pambola-81 ex Queensland-76<br>ex Greathope-64<br>**Astarte Shipping Co. S.A.**<br>Piraeus Greece | **2 750**<br>1 454<br>3 744 | BV<br>✠Classed LR until 15/10/76 | **1958**-8 Austin & Pickersgill Ltd.—South Dock, Sunderland (434)<br>102,42 13,77 5,500<br>96,02 13,72 6,61<br>P 23,8 F 8,6 1 dk<br>RW rf 76 | **M General Cargo**<br>4 Ho 15,2 14,6 15,2 14,6 ER<br>G.4 998<br>4 Ha (stl) (9,2 × 7,6) (10,4 10,4 10,4 × 8,8) ER<br>4W Der 4(5) | Oil 2SA 7Cy. 480 × 700<br>2 100bhp (1 545kW)<br>Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd.<br>Sunderland<br>Gen 2 × 80kW 2 × 60kW 220V d.c.<br>Fuel 223,5t (d.o.)<br>12kn |
| 6422303<br>ILEY<br>1296<br>Df Esd<br>Gc Rdr<br>RTh/v | **ASTARTE**<br>**Verona S.a.s. di Lionello Santiocchia e C.**<br>Napoli Italy | **499**<br>243<br>1 205 | RI (GL) | **1964** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13361)<br>72,75 11,54 3,541<br>66,02 11,45 6,30<br>B 8,0 F 7,4 2 dks | **M General Cargo**<br>2 Ho 16,2 19,8 ER<br>G.3 176 B.2 828<br>2 Ha (stl) (16,2 19,8 × 6,7) ER<br>Cr 1(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz<br>Koeln<br>Gen 1 × 30kW 230/400V d.c.<br>Fuel 66,5t (d.o.)<br>12,5kn |
| 6802254<br>EFRD<br>1821 | **ASTEASU**<br>**Jose Otano Echevarria y Serafin**<br>Santander Spain | **173**<br>87<br>— | | **1967** S.A. Balenciaga—Zumaya (134)<br>28,81<br>26,01 6,20 3,51 | **M Fishing**<br>Side Trawler | Oil<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz<br>Koeln<br>10kn |
| 6407690<br>ZSFR<br>350371<br>Esd RTm | **ASTER**<br>**A. G. Caldeira**<br>Cape Town/ Kaapstad South Africa | **360**<br>120<br>189 | ✠Classed LR until 12/66 | **1964**-6 Charles D. Holmes & Co. Ltd. —Beverley (987)<br>42,63 8,18<br>37,55 8,08 4,20<br>F 7,1<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler<br>2 Ho 8,8 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,2) (1,6 1,6 × 1,0) (1,5 × 1,5) | Oil 2SA 7Cy. 310 × 490<br>840bhp (618kW)<br>Alpha-Diesel A/S<br>Frederikshavn<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5418886<br>TOVX<br>5333<br>Df Esd<br>Pfd Rdr<br>RTm | **ASTER**<br>**J. Herve et Cie.**<br>Lorient France | **119**<br>50<br>— | BV | **1963** Ch. & At. de la Perriere—Lorient<br>24,62 6,79 3,404<br>23,02 6,77 3,46<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>In.100<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(2) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Marseille<br>Controllable pitch propeller<br>Fuel 27,5t (d.o.)<br>10,5kn |
| 6505301<br>SVCJ<br>4029<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTERI**<br>ex Hood River Valley-71<br>**Afromar Inc.**<br>Societe de Gestion Evge S.A.<br>Piraeus Greece | **6 151**<br>3 243<br>6 401 | **✠100A1** CS 1/80<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3575 | **1965**-2 Blohm & Voss A.G.—Hamburg (836)<br>137,06(BB) 17,45 7,894<br>124,29 17,40 11,36<br>F 11,9 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>rf nil<br>7BH WB757t | **M General Cargo**<br>Ref.<br>5 Ho 18,2 18,9 16,7 ER 20,2 18,5<br>In.8 459<br>5 Ha (stl) (7,8 7,8 7,8 × 5,5) ER (9,3 7,8 × 5,5)<br>10W Cr 2(5) Der 10(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Blohm & Voss A.G.<br>Hamburg<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in$^2$ (7,9bar)<br>Fuel 260,5t (d.o.) 1 301,5t (hvf)<br>20kn |

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|---|---|---|---|---|---|---|
| **7021522**<br>SXFL<br>3249<br>Df Esd<br>Gc Rdr<br>RT | **ASTERI**<br>**Loucas G. Matsas**<br>Piraeus Greece | **567**<br>146<br>— | ✠**100A1** SS 9/78<br>tug<br>✠**LMC**<br>EL (h) 1¼"U1<br>FN 614 | **1970**-9 D. C. Anastassiades & A. Ch. Tsortanides—Perama (56)<br>48,11 10,11 4,344<br>42,17 9,61 4,93<br>B & F 24,1 1 dk<br>rf 635 Box K 178<br>4BH | **M Tug**<br>Salvage | Oil 2SA 10Cy. 340 × 570<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 108kW 380V 50Hz a.c.<br>Fuel (d.o.) 15,5kn |
| **5154997**<br>SV3370<br>4267<br>Df Esd<br>Rdr RT | **ASTERI**<br>ex Domna-79 ex Hornbaltic-72<br>ex Vegesack-60<br>**Therapon Therapiotis & Anna Catsounis**<br>Piraeus Greece | **495**<br>230<br>919 | GL | **1954** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (13220)<br>64,19 9,76 3,645<br>58,25 9,71 5,77<br>F 8,3 1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ho ER<br>G.1 883 B.1 662<br>2 Ha (9,3 17,3 × 5,4) ER<br>Der 3(3) | Oil 4SA 8Cy. 290 × 420<br>700bhp (515kW)<br>Maschinenbau Kiel A.G. Kiel<br>11kn |
| **6822046**<br>SVIV<br>5249<br>Df Esd<br>Gc Rdr<br>RTv | **ASTERION**<br>ex Aegis Typhoon-79<br>ex Frumenton-74<br>Launched as East Breeze<br>**Asterion Shipping Co. Ltd.**<br>Baltic Shipping Co. Ltd.<br>Piraeus Greece | **16 112**<br>11 022<br>28 620 | AB<br>✠Classed LR until 3/11/77 | **1968**-8 Hakodate Dock Co. Ltd.—Hakodate (400)<br>181,16 22,92 10,624<br>171,41 22,86 14,41<br>P 20,8 F 14,4 1 dk<br>rf 51 DK fwd | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 14,5 17,1 18,3 14,5 18,3 19,2 20,8 ER<br>G.37 659 B.33 255<br>7 Ha (stl) (7,7 9,6 9,6 9,6 11,2 11,2 9,6 × 9,5) ER<br>12W Cr 1(10) Der 12(10) 2(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 240kW 1 × 90kW 450V 60Hz a.c.<br>Fuel 2 123,5t (hvf) 15kn |
| **7210410**<br>J4BG<br>6924<br>Df Esd<br>Gc Rdr<br>RT | **ASTERION**<br>ex Apollodorus-78<br>**Anax Shipping Co. S.A.**<br>Piraeus Greece | **13 120**<br>9 392<br>22 592 | AB | **1972** Ishikawajima Harima Heavy Ind. —Tokyo (2202)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk<br>rf 127 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,9 25,6 18,4 25,6 26,3 ER<br>G.30 684 B.29 560<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 440V 60Hz a.c.<br>Fuel 1 474,5t (hvf) 15kn |
| **5007687**<br>IMUV<br>140 | **ASTERIX**<br>ex Al Salama-79<br>**S.E.R.S. S.p.A. Societa Esercizio Rimorchi e Salvataggi**<br>Ravenna Italy | **145**<br>—<br>— | ✠**100A1** SS 11/77<br>tug<br>✠**LMC**<br>EL (b)<br>FN 282 | **1957**-1 Schiffsw. Hugo Peters —Wewelsfleth (80)<br>29,88 7,37 3,099<br>27,01 7,00 3,41<br>RW<br>4BH | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **5090347**<br>J4EO<br>6874<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASTEROID**<br>ex Diogenes-78<br>**Asteroid Shipping & Trading S.A.**<br>Constellation Lines S.A.<br>Piraeus Greece | **6 134**<br>3 492<br>7 780 | BV | **1960** C. v.d. Giessen—Krimpen a/d Ijssel (795)<br>138,99 17,63 7,341<br>17,53 9,53<br>2 dks<br>RW rf 102 | **M General Cargo** CSD 12P<br>Ref<br>4 Ho 13,8 21,5 21,5 23,2<br>G.11 256 B.10 367 In.40<br>4 Ha (stl) (8,1 × 5,0) (13,4 13,4 11,9 × 6,0)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>6 000bhp (4 413kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 170kW 220V d.c.<br>Fuel 311,0t (hvf) 16,25kn |
| **6923541**<br>ESJB<br>M-30317<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTEROID**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (268)<br>82,05 13,64 5,190<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 094<br>4 Ha (0,9 × 1,5) (1,6 × 2,1) (2,5 × 2,8) (2,4 × 2,4)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **7024122**<br>TFVA<br>1566<br>Df Esd<br>Gc Rdr<br>RT | **ASTHOR**<br>ex Lofottral III-81<br>**Isbjorninn H/f**<br>Reykjavik Iceland | **297**<br>89<br>330 | NV | **1970** Storviks M/V A/S—Kristiansund N. (40)<br>46,51 9,02 4,534<br>40,04 9,00 6,51<br>2 dks<br>BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.383<br>1 Ha (2,5 × 1,9) ER | Oil 4SA 8Cy. 320 × 480<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 146kW 220V 50Hz a.c.<br>Fuel 124,0t (d.o.)-5,0pd 12,5kn |
| **5126873**<br>EABD<br>66<br>RTm | **ASTILLERO**<br>ex Gayarre-67 ex Arichachu-39<br>**Ignacio Vega Leguina**<br>Santander Spain | **3 493**<br>2 155<br>5 697 | ✠Classed LR until 12/68 | **1920**-12 Echevarrieta y Larrinaga—Cadiz (9)<br>*104,00* 14,64 6,655<br>100,82 14,56 7,83<br>P 9,5 B 27,8 F 9,8 1 dk<br>R rf 229 | **S General Cargo**<br>4 Ho 15,6 19,5 ER 17,3 14,1<br>G.7 561 B.6 768<br>4 Ha (7,3 9,9 × 6,4) ER (9,9 7,3 × 6,4)<br>Cr 8(2) Der 8(3) | T 3Cy. 635 1041 & 1727 × 1143<br>2 000ihp (1 471kW)<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 1 × 12kW 1 × 10kW 110V d.c.<br>Fuel (o.f.) |
| **7016084**<br>SZXJ<br>3881<br>Df Esd<br>Gc Rdr<br>RTm/h | **ASTIPALEA**<br>ex Messiniaki Akti-82<br>ex Stawanda-81<br>**Astipalea Shipping Corp.**<br>Eletson Corp.<br>Piraeus Greece | **17 485**<br>12 016<br>30 228 | ✠**100A1** SS 1/81<br>oil tanker<br>✠**LMC** **UMS**<br>EL Ht 2 7/16"U3<br>FN 6539 | **1970**-7 Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2136)<br>170,82(BB) 26,04 11,011<br>162,01 26,00 14,36<br>P 39,1 F 13,2 1 dk<br>rf nil<br>13BH WB1407t | **M Tanker**<br>24 Ta ER 1 Ho 15,0<br>G.1 186 B.1 111 L.(oil) 36 271<br>HeCls. BptC<br>1 Ha (stl) (2,9 × 4,5)<br>6W Der 4(5) 2(3) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 17kgf/cm² (16,7bar) hs483,1<br>e(ex.g) 20kgf/cm² (19,7bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 2 904,0t (hvf)-37,5pd 16kn |
| **7378884**<br>SZIT<br>5156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTIR**<br>**Kitheron Shipping Co. S.A.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 669 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2361)<br>164,27(BB) 22,89 9,856<br>155,40 22,84 13,57<br>1 dk | **M Bulk Carrier**<br>Mchy.aft<br>5 Ho<br>5 Ha (stl) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15kn |
| **7227097**<br>Df Gc<br>Rdr RTh | **ASTONDO**<br>**Astondo Co. Ltd.**<br>Limassol Cyprus | **769**<br>497<br>1 073 | ✠Classed LR until 7/3/80 | **1972**-7 Ast. de Murueta S.A.—Guernica<br>59,67 10,34 3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 704 B.1 500<br>1 Ha (stl) (31,3 × 7,6) ER | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 40kW 1 × 16kW 390V 50Hz a.c.<br>Fuel 118,0t (d.o.) 11kn |

**DAMAGED BY FIRE 2/77**

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|---|---|---|---|---|---|---|---|
| 8000214<br>DIDA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASTOR**<br>**Hadag Seetouristik und Fahrdienst A.G.**<br>Hamburg Federal Republic of Germany | **18 834**<br>10 695<br>2 500 | | GL | **1981** Howaldtswerke-Deutsche Werft —Hamburg (165)<br>164,34(BB) 22,89 6,101<br>140,01 22,61 16,06<br>6 dks | **TM Passenger Ship** 638bth P<br>Ice strengthened | 4 Oil 4SA each 6Cy. 400 × 450 dr geared to sc. shafts<br>13 200bhp (9 709kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Thw. thrust propeller fwd<br>20,5kn |
| 7432317<br>LDMZ<br>18828<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTOR**<br>**Storesund Rederi**<br>Arne Storesund & Co.<br>Haugesund Norway | **1 592**<br>1 105<br>3 050 | | NV | **1976** Batservice Verft A/S—Mandal (648)<br>79,99 14,20 5,322<br>74,53 13,76 6,53<br>P - F - 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 872 B.3 583<br>2 Ha (each 20,8 × 10,1) ER | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,75kn |
| 6922327<br>H9PK<br>1123<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTOR**<br>ex Tegelersand-81<br>**Metzymar S.A.**<br>Torquato Romano Gennari<br>Panama Panama | T.Mk<br>**999**<br>635<br>2 015<br>**1 999**<br>1 278<br>3 326 | | GL | **1969** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (183)<br>92,33 (BB) 13,75 4,649/6,097<br>82,00 13,49 7,19<br>P 14,1 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,3 29,0 2 TwD ER<br>G.4 717 B.4 246<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 8(5) | Oil 4DA 12Cy. 400 × 500<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 126kW 360V 50Hz a.c.<br>Fuel 244,0t (d.o.) 15,5kn |
| 6827498<br>SWBN<br>5951<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASTOR PRINCESS**<br>ex Bertha Brovig-76<br>**Castillon Maritime Inc.**<br>Natalca Shipping Co. S.A.<br>Piraeus Greece | **13 580**<br>9 738<br>23 644 | | NV | **1968** Hitachi Zosen—Mukaishima (4167)<br>160,48 22,84 10,135<br>152,00 22,81 13,59<br>P 35,1 RQD 24,4 B 8,0 F 15,0 1 dk<br>rf 102 | **M Ore Carrier**<br>6 Ho 16,0 18,9 18,9 18,9 18,9 18,9 ER<br>G.30 118 B.26 598<br>6 Ha (stl) (8,0 × 8,0) (11,2 11,2 11,2 11,2 11,2 × 11,2) ER<br>Cr 3(8) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 032,5t (hvf)-31,0pd 15kn |
| 7922623<br>EFDS<br>Df Gc<br>Rdr RT | **ASTORGA**<br>ex Caterina-82<br>**Maritima Petrolquimica S.A. (MARPETROL)**<br>Sevilla Spain | **9 890**<br>6 107<br>15 456 | ✠**100A1**<br>chemical tanker<br>Type C<br>in association with an approved list of cargoes<br>✠**LMC**<br>EL Dt 556,5/54,0U3<br>FN 4651 | | **1981**-4 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (236)<br>149,59(BB) 21,42 8,851<br>134,02 21,39 13,31<br>P 26,0 F 14,4 1 dk<br>rf nil<br>9BH WB5367T incl. DTf1240T Nos. 4 & 6<br>STs 3139T | **M Tanker**<br>Oil Chemical<br>11 Ta ER<br>L.20 369 | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 2 × 640kW 1 × 400kW 380V 50Hz a.c.<br>Fuel 102,0t (d.o.) 642,0t (hvf) |
| 5119258<br>J4HC<br>6949<br>Df Esd<br>Gc Rdr<br>RTm/h | **ASTORIA**<br>ex Lips-78 ex Francesca-72<br>**San Constantino Cia. Armadora y Fletadora S.A.**<br>Piraeus Greece | **16 967**<br>10 862<br>30 523 | ✠Classed LR until 30/1/81<br>**DAMAGED BY STRANDING 12/78** | | **1960**-1 Blohm & Voss A.G.—Hamburg (806)<br>195,79 25,13 10,630<br>184,74 25,00 14,20<br>P 36,9 F 19,6 1 dk<br>RW rf nil | **M Bulk Carrier** 11P<br>9 Ho 20,2 20,2 19,5 19,5 21,1 20,1 9,9 10,2 10,2 ER<br>G.36 046<br>9 Ha (stl) (10,4 10,2 10,2 10,2 10,2 10,2 9,9 10,2 10,2 × 12,2) ER<br>2W Der 2(3-6) 2(2-6) | Oil 2SA 9Cy. 780 × 1400<br>10 100bhp (7 429kW) MAN<br>Blohm & Voss A.G. Hamburg<br>Gen 2 × 432kW 1 × 240kW 440V 60Hz a.c.<br>Fuel 1 524,0t (hvf) 15kn |
| 7114068<br>WYZ6<br>538<br>529323<br>Df Gc<br>Pfd Rdr<br>RT | **ASTORIA**<br>ex Demarco XII-80<br>ex Gulf Stream-76<br>**Knappton Corp.**<br>Portland, Or United States of America | **145**<br>99<br>203 | | (AB) | **1970** Quality Equipment Inc.—Houma, La (103)<br>8,56 3,836<br>29,11 8,23 3,71<br>RQD 11,9 B 8,0 1 dk<br>BK 76 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 220V a.c.<br>Fuel 178,0t 11kn |
| 7803293<br>HO3851<br>9647-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTOVE**<br>**Deep Sea Shipping S.A.**<br>Panama Panama | **294**<br>97<br>— | | BV | **1980** Ch. Normands Reunis—Courseulles-sur-Mer (55)<br>38,03 9,71 3,701<br>31,20 8,31 4,35<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 12Cy. 175 × 180<br>1 100bhp (809kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 77,5t (d.o.) 12kn |
| 6819489<br>UOTX<br>M-28083<br>Df Esd<br>Gc Rdr<br>RT | **ASTRA**<br>**U.S.S.R. -'Zapryba'**<br>Leningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | | RS | **1966** .............U.S.S.R.<br>84,69 14,03 5,703<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| 5027601<br>HOAJ<br>Df Esd<br>Gc Rdr<br>RTm | **ASTRA**<br>**Bahama Fishing Co. Ltd.**<br>Panama Panama | **499**<br>313<br>380 | | BV | **1960** Kanasashi Zosensho—Unspecified Works, Shimizu (378)<br>51,80 8,84 3,861<br>51,77 8,81 4,32<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 2,1 × 2,2) ER<br>4W Der 4(2) | Oil 4SA 6Cy. 350 × 500<br>850bhp (625kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 134,5t (d.o.) 11kn |
| 6523353<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ASTRA**<br>ex Al Naser-82 ex Nordstern-81<br>**Arab Supply & Trading Establishment**<br>Jeddah Saudi Arabia | T.Mk<br>**498**<br>316<br>1 285 | | GL | **1965** Kroegerwerft G.m.b.H.—Rendsburg (1330)<br>72,07 11,33 3,739<br>66,60 11,31 6,51<br>F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 005 B.2 648<br>2 Ha (21,3 13,4 × 6,4) ER<br>Cr 2(3) Der 1(3) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,25kn |

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|---|---|---|---|---|---|---|
| **7503362**<br>JIRK<br>119689<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA PEAK**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **13 585**<br>7 403<br>20 425 | NK | **1976** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (942)<br>161,02 23,78 10,372<br>152,97 23,72 13,87<br>P 34,5 F 12,5 2 dks | **M General Cargo**<br>4 Ho ER<br>G.26 944 B.25 327<br>TEU 382<br>C.Ho 274/20' C.Dk 108/20' incl. ref C.<br>7 Ha (stl) (14,0 20,2p&s 20,2p&s 20,2p&s × 8,0) ER<br>Cr 2(22) 2(16) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Heavy Ind. Ltd. Sulzer Tamashima<br>17kn |
| **7904968**<br>CXKC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA 1**<br>**Astra Pesquerias Uruguayas S.A.**<br>La Paloma Uruguay | **240**<br>98<br>307 | NV | **1979** B & W Skibsvaerft—Kobenhavn (892)<br>32,59 (BB) 8,11 3,868<br>27,21 7,90 4,09<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>In.270 L.(oil) 55 | Oil 2SA 7Cy. 260 × 400<br>770bhp (566kW)<br>Alpha-Diesel A/S Frederikshavn<br>10,5kn |
| **7904970**<br>CXKD<br>215<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA 2**<br>**Astra Pesquerias Uruguayas S.A.**<br>La Paloma Uruguay | **240**<br>98<br>307 | NV | **1980** B & W Skibsvaerft—Kobenhavn (893)<br>32,59 (BB) 8,11 3,868<br>27,21 7,90 4,09<br>F - 1 dk<br>rf 953 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>In.270 L.(oil) 55 | Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>770bhp (566kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>10,5kn |
| **7904982**<br>CXXE<br>216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA 3**<br>**Astra Pesquerias Uruguayas S.A.**<br>La Paloma Uruguay | **240**<br>98<br>298 | NV | **1980** B & W Skibsvaerft—Kobenhavn (894)<br>32,59 (BB) 8,41 3,868<br>27,21 7,90 4,09<br>F - 1 dk<br>rf 953 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>In.270 L.(oil) 55 | Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>770bhp (566kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>10,5kn |
| **7912642**<br>CXKF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA 4**<br>Launched as Magdalena Maria<br>**Astra Pesquerias Uruguayas S.A.**<br>La Paloma Uruguay | **240**<br>97<br>297 | NV | **1980** B & W Skibsvaerft—Kobenhavn (900)<br>32,59 8,11 3,868<br>27,21 7,90 4,12<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>770bhp (566kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 50kW 220V 50Hz a.c. |
| **7905003**<br>CXKG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA 5**<br>**Astra Pesquerias Uruguayas S.A.**<br>La Paloma Uruguay | **240**<br>97<br>292 | NV | **1980** B & W Skibsvaerft—Kobenhavn (896)<br>32,59 8,11 3,868<br>27,21 7,90 4,12<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>770bhp (566kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 50kW 220V 50Hz a.c. |
| **7905015**<br>CXKH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRA 6**<br>**Astra Pesquerias Uruguayas S.A.**<br>La Paloma Uruguay | **240**<br>97<br>294 | NV | **1980** B & W Skibsvaerft—Kobenhavn (897)<br>32,59 8,11 3,868<br>27,21 7,90 4,12<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 2SA 7Cy. 260 × 400 geared to sc. shaft<br>770bhp (566kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 50kW 220V 50Hz a.c. |
| **5066580**<br>LQXT<br>Df Esd | **ASTRACHUBUT**<br>ex Cazador-74<br>**Astra Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **6 441**<br>3 711<br>9 450 | ✠Classed LR until 9/70 | **1949**-9 Harland & Wolff Ltd.—Govan, Glasgow (1389 G)<br>135,59 16,62 7,800<br>129,55 16,54 9,45<br>P 26,9 B 16,8 F 15,6 1 dk, 2nd dk in way of mchy. space<br>RW | **M Tanker**<br>24 Ta ER<br>L.(oil) 12 224 HeCls. BC<br>2W Der 2(2) | Oil 4SA 6Cy. 650 × 1400<br>3 300bhp (2 427kW)<br>Harland & Wolff Ltd. Govan, Glasgow<br>Fuel 205,0t (d.o.) 3 044,0t (hvf)-10,5pd<br>12kn |
| **5144045**<br>LQXC<br>E/T<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ASTRACRUZ**<br>ex Havbor-77<br>**Astra Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **26 519**<br>14 934<br>44 901 | NV | **1963** A/B Gotaverken—Goteborg (771)<br>213,67 29,34 11,697<br>202,88 29,27 15,09<br>P 49,4 B 15,3 F 25,3 1 dk<br>rf 51 | **TM Tanker**<br>30 Ta ER<br>L.(oil) 54 081 HeCls. CptB | 2 Oil 2SA each 8Cy. 760 × 1500<br>19 000bhp (13 976kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 310kW 440V 60Hz a.c.<br>Fuel 205,0t (d.o.) 3 044,0t (hvf)-56,0pd<br>16kn |
| **6809977**<br>J4OF<br>7252<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASTRAEA**<br>ex Alexandra Carras-78<br>**Aepos Compania Naviera S.A.**<br>Piraeus Greece | **44 646**<br>29 906<br>89 695 | AB | **1968** Mitsubishi Heavy Industries Ltd. —Yokohama (886)<br>253,17(BB) 37,24 14,021<br>237,01 37,19 18,50<br>P 35,1 RQD 29,9 B 22,0 F 25,0 1 dk<br>RW rf nil | **M Tanker**<br>SBT<br>13 Ta ER<br>L.(oil) 103 059 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>19 640bhp (14 446kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 196,0t (d.o.) 4 605,0t (hvf)-51,0pd<br>16kn |
| **7357294**<br>Df Esd<br>Gc Rdr<br>RT | **ASTRAFEDERICO**<br>Launched as Ciudad De San Fernando<br>**Astramar Compania Argentina de Navegacion S.A.C.**<br>Buenos Aires Argentina | **18 000**<br>—<br>25 750 | BV (Class cont.) | **1981** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (142)<br>178,01(BB) 22,92 9,841<br>168,03 22,86 14,03<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,7 29,5 22,4 27,9 22,4 ER<br>G.31 500<br>5 Ha (stl) (13,5 19,2 13,5 19,2 13,5 × 11,2) ER | Oil 2SA 5Cy. 780 × 1600<br>11 500bhp (8 459kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Gray Ensenada<br>Fuel 416,5t (d.o.) 1 830,0t (hvf) |
| **6724139**<br>USPR<br>M-27815<br>Df Esd<br>Rdr RT | **ASTRAKHAN**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **862**<br>213<br>397 | RS | **1964** ............U.S.S.R.<br>55,35 9,50 3,122<br>4,50 | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,3 × 2,3) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>U.S.S.R.<br>10kn |
| **5313476**<br>9HIG<br>0222<br>Df Esd<br>Gc Rdr<br>RT | **ASTRAL**<br>ex Jasnice-78<br>ex Europe Carrier-73<br>ex Sanyo Maru No. 1-71<br>ex Shinwa Maru-62 ex Avanti-55<br>**Interseas Co. Ltd.**<br>Valletta Malta | **9 674**<br>5 448<br>14 382 | BV NK | **1946**-4 Oresundsvarvet A/B—Landskrona (77)<br>155,91 20,05 8,357<br>147,68 20,02 11,21<br>P 30,8 F 12,5 1 dk<br>new forepart 55<br>conv Tanker 62 | **M Bulk Carrier**<br>4 Ho ER<br>G.20 106 B.19 420<br>4 Ha (9,6 16,8 19,2 20,1 × 8,4) ER<br>20W Der 8(20) 4(15) 2(10) | Oil 2SA 8Cy. 680 × 1500<br>5 600bhp (4 119kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 160kW 220V d.c.<br>Fuel 1 353,5t<br>13kn |

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|---|---|---|---|---|---|---|
| 7229306<br>GRHW<br>358853<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRAMAN**<br>**Rowbotham Tankships Ltd.**<br>London United Kingdom | **1 599**<br>1 079<br>3 202 | **✠100A1** SS 8/81<br>chemical tanker (cc)<br>Type A cargoes in Nos.<br>1—5 centre tanks, and<br>Type B in Nos. 1—4<br>wing tanks in association<br>with an approved list of<br>chemical cargoes SG up<br>to 1,4<br>**✠LMC** **UMS**<br>**IGS**<br>EL p 1$\tfrac{7}{16}$"U2<br>FN 1627 | **1973**-3 Cochrane & Sons Ltd.—Selby (1543)<br>87,41 13,75 5,500<br>82,12 13,71 6,10<br>P 18,3 RAD 16,2 Trunk 34,5 RFD 4,9<br>F 9,21 dk<br>rf nil<br>10BH WB1099T | **M Tanker**<br>Chemical IGS<br>13 Ta ER | 2 Vee Oil 4SA each 8Cy. 254 × 305<br>geared to sc. shaft<br>3 520bhp (2 589kW)<br>Ruston Paxman Diesels Ltd.<br>Newton-le-Willows<br>db 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 80kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 6700200<br>LOWN<br>5325<br>Df Esd<br>Gc Rdr<br>RT | **ASTRANORTE II**<br>ex Darwin Maru-79<br>**Marifran S.A.**<br>Buenos Aires Argentina | **23 843**<br>7 199<br>37 972 | NK (BV) | **1966** Uraga Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (874)<br>190,02 29,52 10,008<br>183,01 29,49 14,91<br>F 15,3 1 dk | **M Ore Carrier**<br>6 Ho ER<br>G.64 867<br>6 Ha (stl) (each 18,1 × 7,6) ER | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 138,0t (d.o.) 2 827,5t (hvf)-32,5pd<br>16,5kn |
| 5336179<br>LOYW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASTRAPATAGONIA**<br>ex Scya-Pacific-68<br>**Astra Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | Ore<br>**15 996**<br>6 932<br>23 979<br>Oil<br>—<br>9 658 | NV<br>✠Classed LR until<br>17/11/78 | **1956**-9 A/B Gotaverken—Goteborg (705)<br>181,52 22,76 10,072<br>171,10 22,71 13,49<br>P 32,4 F 22,3 1 dk<br>rf nil | **M Ore/Oil Carrier**<br>Ice strengthened<br>2 Ho 49,6 59,3 22 Ta ER<br>G.10 939 B.9 603 L.(oil) 22 789<br>HeCls. CptB<br>11 Ha (stl) (each 7,2 × 7,4) ER<br>Der 2(3-10) 3(3) 2(1) | Oil 2SA 9Cy. 760 × 1500<br>10 000bhp (7 356kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 240kW 1 × 165kW<br>1 × 110kW 220V d.c.<br>Fuel 1 646,0t (hvf)<br>15kn |
| 5418422<br>LOWX<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ASTRAPATRICIA**<br>ex Welsh Herald-76<br>**Astramar Compania Argentina de Navegacion S.A.C.**<br>Buenos Aires Argentina | **19 543**<br>9 859<br>29 625 | ✠LR class withdrawn-<br>Owner's request<br>16/7/82 | **1963**-4 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (824)<br>187,46 25,76 10,122<br>175,27 25,61 13,80<br>P 34,5 F 23,8 1 dk<br>rf nil conv Ore Carrier 77 | **M Ore Trans-shipment Vessel**<br>2P<br>4 Ho 39,0 39,0 41,4 11,6 ER<br>G.22 465 B.21 903<br>4 Ha (stl) (25,9comb. 25,9comb.<br>25,9comb. × 12,1) (4,7 × 3,4) ER<br>Cr 3(-) Der 1(5) 2(3) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>N.E. Mar. Eng. Co. Ltd. Newcastle<br>Gen 3 × 260kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 1 590,0t (hvf)<br>13kn |
| 6805505<br>SV4191<br>6742<br>Esd Gc<br>Pfd Rdr<br>RTh/v | **ASTRAPI**<br>ex Rimul-78<br>**Lampsis Shipping Lines Ltd.**<br>Piraeus Greece | **299**<br>178<br>838 | NV | **1968** Orens M/V—Trondheim (41)<br>55,28 9,33 3,506<br>50,02 9,30 3,56<br>1 dk & S dk<br>rf nil | **M General Cargo**<br>OSD<br>1 Ho 35,9 ER<br>G.1 587 B.1 428<br>2 Ha (stl) (12,5 13,3 × 6,0) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-3,0pd<br>11kn |
| 5101691<br>H04955<br>1415-70<br>RT | **ASTRAPI**<br>ex Stavros A.-71 ex Elizabeth-65<br>**Marion Compania Maritima S.A.**<br>Panama Panama | **148**<br>118<br>— | (HR) | **1917** .............Netherlands<br>33,63 6,46 2,744<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil 4SA 6Cy.<br>90bhp (66kW) NE 50<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel (d.o.) |
| 5359092<br>Df Esd<br>Gc Pfd<br>Rdr | **ASTRASOL**<br>ex Epiros-82<br>ex Thomas B. Kimball-72<br>**Astra Compania Argentina de Petroleo S.A.**<br>Argentina | **15 403**<br>10 128<br>26 708 | **✠100A1** SS 5/80<br>oil tanker<br>**✠LMC**<br>EL k† 2$\tfrac{9}{16}$"SQ<br>FN 6384 | **1960**-10 Lindholmens Varv. A/B<br>—Goteborg (1066)<br>186,09 23,25 10,326<br>175,57 23,17 13,19<br>P 38,1 F 23,5 1 dk<br>rf 102<br>12BH WB1509t | **M Tanker**<br>26 Ta ER<br>L.(oil) 33 924<br>HeCls. C | Oil 2SA 9Cy. 760 × 1500<br>8 150bhp (5 995kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Fuel 1 529,0t-35,5pd<br>15,5kn |
| 7357309<br>LOAF<br>Df Esd<br>Gc Rdr<br>RT | **ASTRAVALENTINA**<br>ex Ciudad De Tigre-82<br>**Astramar Compania Argentina de Navegacion S.A.C.**<br>Buenos Aires Argentina | **16 699**<br>13 886<br>25 678 | ✠ | **1982**-5 Ast. Argentinos Rio de La Plata S.A.<br>(ASTARSA)—Tigre (143)<br>178,01 22,92 9,841<br>168,03 22,86 14,03<br>F 13,8 1 dk<br>rf nil DK duct keel in way of nos. 2,3,4&5<br>holds | **M Bulk Carrier**<br>5 Ho 24,8 29,6 22,4 28,0 22,4<br>ER<br>G.32 654 B.31 413<br>5 Ha (stl) (13,5 19,2 13,5 19,2 13,5<br>× 11,2) ER | Oil 2SA 5Cy. 780 × 1600<br>11 500bhp (8 459kW) Fiat<br>A.F.N.E., Ast. y Fab. Nav. del Estado<br>S.A. Ensenada<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 380,5t (d.o.) 1 698,5t (hvf) |
| 7604362<br>OIHZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTREA**<br>**Finska Angfartygs A/B (EFFOA)**<br>**(Finland Steamship Co. Ltd.)**<br>Helsinki/ Finland<br>Helsingfors | **13 070**<br>6 170<br>16 560 | **✠100A1**<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL F† 577,5/58,0U3<br>FN 5387 | **1978**-3 Hyundai SB. & Heavy Industry<br>—Ulsan (1660)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK<br>8BH WB7195T incl. STs in holds 4286T,<br>DTma & DTsmf 1077T | **M Bulk Carrier**<br>Pulp Newsprint<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>TEU 540<br>C.Ho 360/20' (40') C.Dk 180/20'<br>(40')<br>1 Ha (13,4T × 9,1) 3 Ha (each 26,8<br>× 17,9) ER<br>Cr 2(30) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 7,2kgf/cm$^2$ (7,1bar)<br>AuxB (ex.g) 7,2kgf/cm$^2$ (7,1bar)<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd<br>Fuel 163,0t (d.o.) 1 028,0t (hvf) 15,5kn |
| 7800540<br>LNM<br>19353<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTREA**<br>Launched as Erik Jarl<br>**K/S Nor-Cargo A/S**<br>Det Bergenske D/S<br>Bergen Norway | **1 599**<br>833<br>3 041 | NV | **1979** Fosen M.V.—Fevag (25)<br>109,00 16,51 4,820<br>100,41 16,50 10,06<br>2 dks<br>rf 500 | **TM RoRo Cargo**<br>Side door (s) Stern door/ramp Ice<br>strengthened<br>2 Ho<br>G.10 126 B.9 963<br>1 Ha (stl) (13,5 × 8,0) ER<br>Cr 1(28) | 2 Oil 2SA each 9Cy. 300 × 450<br>5 600bhp (4 119kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 032,0t-32,0pd 15,5kn |
| 6700585<br>HP2142<br>4931-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/h | **ASTRI TIDE**<br>ex Lady Astri-74<br>**Tidewater Monrovia Inc.**<br>Tidewater Inc.<br>Panama Panama | **482**<br>133<br>670 | BV (NV) | **1966** Verolme Scheepswerf Heusden N.V.<br>—Heusden (749)<br>48,09 10,04 3,550<br>47,20 10,01 4,09<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>12P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW) NE 76<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)<br>13kn |
| 5027766<br>TQWV<br>1759<br>Df Esd<br>RTm | **ASTRIA**<br>**Gerard Clairacq & Alexandre Gendoron**<br>Bayonne France | **185**<br>60<br>— | (BV) | **1958** Ch. Nav. de Cornouaille—Douarnenez<br>*25,52* 7,52<br>... ... ...<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing<br>In.85<br>1 Ha (0,9 × 1,4)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 175 × 192<br>360bhp (265kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 2 × 40kW 220/480V 50Hz a.c.<br>Fuel 25,5t (d.o.) 10kn |

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| 7436143<br><br><br>Rdr RT | **ASTRID**<br>ex Haniel 90<br>**B.V. Rederij Heuvelman & Co.**<br>Krimpen a/d Lek Netherlands | 1 600<br>—<br>2 183 | A-<br>inland waterways<br>chemical tanker<br>Phosphoric Acid,<br>sulphuric acid & nitric<br>acid in independent<br>tanks, SG up to 1.8<br>✠**LMC**<br>EL (J)<br>FN 1555 | **1960** Gutehoffnungshuette Sterkrade A.G.<br>—Walsum<br>109,89 11,51<br>108,36 11,45 2,90<br>1 dk<br>rf nil conv non-propelled Chemical Tank Barge 74<br>8BH WB180T | **TM Tank Barge**<br>Chemical<br>4 Ta (s.stl) cs4<br>4 Ta (s.stl) ER<br>cs 4 | 2 Oil 4SA each 6Cy. 320 × 450<br>2 000bhp (1 471kW) ✠ E added74<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 208kW 1 × 58kW 1 × 30kW<br>380V 50Hz a.c.<br>Bow jet pump |
| 6617386<br>PJZE<br><br>Df Esd<br>Gc Rdr<br>RT | **ASTRID**<br>ex Cape Fisher-79<br>ex Yashima Maru-79<br>**Nereus N.V.**<br>Willemstad Netherlands Antilles | 999<br>417<br>— | | **1966** Usuki Tekkosho—Saiki (1075)<br>68,03 11,03 4,395<br>61,32 11,00 4,91<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>13,75kn |
| 7428744<br>FTYE<br>362183<br>Esd Rdr<br>RT | **ASTRID**<br>ex Progress Transporter<br>**Compagnie Chambon Societe Generale de Remorquage et de Travaux Maritimes**<br>Marseille France | 186<br>63<br>— | (AB) | **1976** Promet Private Ltd.—Singapore (84)<br>30,92<br>28,05 7,29 3,38<br>1 dk | **TM Supply Launch**<br>Mchy.aft | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 40kW 50V d.c.<br>12kn |
| 7351290<br>ITEK<br>31<br>Esd Rdr | **ASTRID**<br><br>**Cosimo Gangitano**<br>Mazara del Vallo Italy | 182<br>94<br>— | | **1974** Fratelli Campana—Mazara del Vallo (12/70)<br>31,91<br>23,55 6,76 3,48<br>1 dk | **Wood M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 203 × 273<br>750bhp (552kW) E made72 fitted74<br>Ruston Paxman Diesels Ltd. Colchester |
| 5130032<br>OYOY<br>D392<br>Df Esd<br>Rdr RTm | **ASTRID BRAMMING**<br>ex Gert Staerke-73<br>**Bjorn Erik Bramming**<br>Frederikshavn Denmark | 460<br>243<br>671 | BV | **1953** H. C. Christensens Staalskibsv. af 1949—Marstal (53)<br>53,01 7,52 3,352<br>48,32 7,47 3,46<br>1 dk<br>RW len 61 | **M General Cargo**<br>1 Ho ER<br>G.963<br>1 Ha (32,2comb. × 5,0) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 230 × 400<br>300bhp (221kW) NE 64<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 5kW 27V<br>Controllable pitch propeller<br>Fuel 49,0t (d.o.)<br>9kn |
| 7615452<br>OWUQ<br>D2541<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRID BRES**<br><br>**P/R for m.s. Astrid Bres**<br>Rederiet Nielsen & Bresling<br>Faborg Denmark | 499<br>359<br>1 066 | BV | **1977** A/S Nordsovaerftet—Ringkobing (123)<br>72,22 3,552<br>67,21 10,41 6,02<br>1 dk & S dk<br>RW len 81 | **M General Cargo** OSD<br>1 Ho 2 TwD ER<br>G.2 929 B.2 633<br>2 Ha (stl) (each 21,3 × 6,1) ER<br>2W Der 2(3-5) | Oil 4SA 8Cy. 270 × 400 with hydraulic coupling & geared to sc. shaft<br>1 000bhp (736kW) Callesen<br>Aabenraa Motorfabrik Abenra<br>11kn |
| 6723733<br>P3GG<br>381066<br>Esd Gc<br>Rdr<br>RTh/v | **ASTRID SCHULTE**<br>ex Cap Maleas-78<br>ex Astrid Schulte-76<br>**St. Theodore Shipping Co. Ltd.**<br>Hanseatic Shipping Co. Ltd.<br>Limassol Cyprus | T.Mk<br>**2 244**<br>1 374<br>4 326<br>**3 567**<br>2 433<br>5 710 | GL | **1967** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (135)<br>107,85(BB) 15,22 6,312/7,406<br>96,14 15,19 9,30<br>B 20,8 F 15,6 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 25,7 25,1 ER<br>G.7 775 B.7 008<br>3 Ha (stl) (8,0 × 6,0) (17,6 17,6 × 7,4) ER<br>10W Der 1(60) 1(25) 10(5) | Oil 4SA 8Cy. 520 × 740<br>3 450bhp (2 538kW) MAN<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 393,0t (hvf)<br>15,5kn |
| 7922829<br>SJAT<br><br>RT | **ASTRID II**<br><br>**Partederiet Astrid II**<br>Leif Johansson<br>Roro Sweden | 177<br>55<br>— | NV | **1981** Karlskronavarvet AB—Karlskrona (405)<br>27,41 7,83 3,501<br>24,52 7,80 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Seiner<br>1 Ho<br>B.77<br>1 Ha (stl) | Oil 4SA 8Cy. 250 × 300 geared to sc. shaft<br>1 760bhp (1 295kW)<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5218901<br><br><br>Df Esd<br>Gc Rdr<br>RT | **ASTRO**<br>ex Venus-82 ex Paola IX-80<br>ex Santiago Express-76<br>ex Vaquline Pierce-74<br>ex Victoria T.-71 ex Manaqui-65<br>ex Shamrock Knot-47<br>Honduras | 3 736<br>2 118<br>5 995 | (AB) | **1945** W. Butler Shipbuilders Inc.—Duluth, Mn (340)<br>103,23 15,27 7,151<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>3 Ho 13,0 24,0 20,5 ER<br>G.6 853 B.6 126<br>3 Ha (6,1 12,3 12,3 × 6,1) ER<br>16W Der 1(20) 1(15) | Oil 2SA 8Cy. 520 × 700<br>1 700bhp (1 250kW)<br>Busch-Sulzer Diesel Engine Co. St. Louis, Mo<br>Gen 2 × 250kW 220V d.c.<br>Fuel 370,0t<br>10kn |
| 5089491<br>5B2385<br>246<br>Df Esd<br>Gc Rdr<br>RTm | **ASTRO**<br>ex Heroic Junior-79 ex Diala-73<br>**Pylos Navigation Co. Ltd.**<br>Rota Maritime S.A.<br>Limassol Cyprus | 1 600<br>1 001<br>2 520 | NV | **1952** A/S Porsgrunds M/V—Porsgrunn (121)<br>78,64 (BB) 11,51 5,385<br>74,38 11,46 6,18<br>P 18,3 B 4,3 F 9,2 1 dk<br>RW rf 102 | **M General Cargo**<br>2 Ho each 25,4 ER<br>G.3 483 B.3 256<br>4 Ha (7,4 8,0 8,0 7,4 × 6,7) ER<br>8W Der 4(5) 4(3) | Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW) NE 59<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 52kW 1 × 30kW 1 × 15kW 220V d.c.<br>Fuel 90,0t (hvf)<br>10kn |
| 7921332<br>7LYM<br>123894<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRO ARIES**<br><br>**Eiho Kisen K.K.**<br>Imabari, Ehime Pref. Japan | 40 725<br>25 023<br>60 952 | NK | **1980** Imabari Zosen—Marugame (1070)<br>220,00(BB) 35,21 11,785<br>210,01 35,01 18,01<br>1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 78 334 | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 720kW 450V a.c.<br>14kn |
| 8009583<br>8KKU<br>125832<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRO COACH**<br><br>**Tsuneishi Zosen K.K.**<br>Numakuma, Hiroshima Pref. Japan | 16 644<br>10 236<br>13 960 | NK | **1980** Tsuneishi Zosen K.K.—Numakuma (469)<br>186,01 32,03 9,002<br>174,02 32,01 13,19 | **M Vehicles Carrier**<br>Side doors 1(p) 1(s) Stern door/ramp<br>Mchy.aft | Oil 2SA 6Cy. 670 × 1400<br>16 800bhp (12 357kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 800kW a.c.<br>18,5kn |
| 7394462<br>HPDB<br>6798-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRO LEO**<br><br>**Wearever Carriers Inc.**<br>Panama Panama | 46 384<br>33 471<br>89 964 | AB | **1976** Imabari Zosen—Marugame (1021)<br>236,81 13,971<br>226,02 39,41 18,72<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 110 212<br>HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 760kW a.c.<br>Fuel 308,5t (d.o.) 4 537,0t (hvf)-62,0pd<br>15kn |

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| 7394450<br>A8PN<br>5165<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRO PEGASUS**<br>**Trans-World Tankship Co. Ltd.**<br>Monrovia Liberia | **50 256**<br>37 335<br>88 999 | AB | **1975** Imabari Zosen—Marugame (1017)<br>236,81(BB) 39,43 13,898<br>226,02 39,39 18,29<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe |
| 7125768<br>HO5997<br>2425<br>-72A<br>RT | **ASTRO I**<br>ex Don Tide-78<br>**Astro Sun Enterprises Inc.**<br>Panama Panama | **252**<br>171<br>— | | **1957** American Marine Corp.—New Orleans, La (626)<br>41,46 9,76 2,394<br>39,48 2,90 | **TM Supply Ship**<br>Deck Cargo | 2 Oil geared to sc. shafts<br>1 200bhp (883kW)<br>..............<br>Fuel (d.o.) 10kn |
| 5027871<br>TMZQ<br>3068<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTROLABE**<br>**Government of The Republic of France (Territoires d'Outre-Mer)**<br>Compagnie Generale Maritime et Financiere (C.G.M.F.)<br>Le Havre France | **584**<br>117<br>— | BV | **1960** At. & Ch. de la Manche—Dieppe<br>48,90 8,97 2,980<br>8,95 4,09<br>2 dks | **M Training Ship**<br>1 Ha (1,7 × 1,4) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes<br>12,75kn |
| 5339743<br>PCVO<br>Esd Rdr<br>RT | **ASTROLOOG**<br>ex Steenbank-72<br>**Smit Internationale Havensleepdienst B.V. (Smit International Harbour Towage Co.)**<br>Rotterdam Netherlands | **183**<br>—<br>— | (BV) | **1960** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (560)<br>30,38 7,55 2,998<br>7,22 3,81<br>1 dk | **D-E Tug** | 2 Oil 4SA each 8Cy. 220 × 280 driving gen. connected to 1 elec. motor & sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 13kn |
| 7052363<br>ZCJC<br>341427<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRON**<br>ex Merzario Sardinia-78<br>ex Londis-76<br>ex Atlantic Bermudian-73<br>**Coastal Shipping Ltd.**<br>Hamilton Bermuda (British) | T.Mk<br>**967**<br>490<br>—<br>**1 593**<br>881<br>1 910 | ✠**100A1** CS 6/81<br>Ice Class 2 at a draught not exceeding 4,178m<br>✠**LMC** **UMS**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1565 | **1971**-6 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (855)<br>85,32 13,82 —/4,706<br>79,15 13,71 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 3BH to U dk 2 to 2nd dk WB766t incl. DTsf204t TwDa111t | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp<br>1 Ho 7,0DT 6,7DT 39,6 ER<br>1 TwD 13,7<br>TEU 108<br>C.Ho 4/20' 20/40' C.Dk 64/20'<br>1 Ha (stl) ER<br>Cr 1(30) | Oil 4SA 6Cy. 410 × 470<br>3 200bhp (2 354kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 243,0t (hvf) 15,5kn |
| 5216238<br>SYWE<br>3653<br>Df Esd<br>Gc Rdr<br>RT | **ASTRONAFTIS**<br>ex Sundove-69 ex Spurt-64<br>ex Mabella-63<br>**Avlis Shipping Co. S.A.**<br>Piraeus Greece | T.Mk<br>**2 535**<br>1 260<br>4 511<br>**3 890**<br>2 097<br>5 969 | NV | **1960** A/S Pusnaes M/V—Arendal (98)<br>108,21 14,81 6,325/7,462<br>101,35 14,79 9,30<br>P 13,8 B 16,5 F 11,0 2 dks<br>RW rf 178 | **M General Cargo**<br>3 Ho<br>G.7 946 B.7 416<br>4 Ha (11,2 15,6 9,8 7,2 × 6,1)<br>10W Der 1(25) 10(5) | Oil 2SA 8Cy. 520 × 900<br>4 000bhp (2 942kW) Gotaverken<br>Marinens Hovedverft Horten<br>Gen 3 × 170kW 1 × 38kW 220V 60Hz a.c.<br>Fuel 579,0t 14,5kn |
| 7408043<br>WYT6<br>538<br>555743<br>Esd RT | **ASTRONAUT**<br>**Modern Products Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (163)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 51,0t (d.o.) 10kn |
| 6707351<br>UPAU<br>M-29725<br>Df Esd<br>Gc Rdr<br>RT | **ASTRONOM**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (209)<br>82,20 13,62 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 075<br>3 Ha (2,3 2,3 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7383889<br>GVOC<br>364436<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASTRONOMER**<br>**Charente S.S. Co. Ltd.**<br>Thos. & Jas. Harrison Ltd. (Harrison Line)<br>Liverpool United Kingdom | **27 867**<br>15 348<br>23 120 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Lt 2$\frac{3}{4}$"U3<br>FN 8997 | **1977**-1 Stocznia Gdanska im. Lenina —Gdansk (B463/101)<br>204,22(BB) 30,99 10,021<br>193,81 30,82 15,60<br>F 23,2 1 dk<br>rf nil DK in way of holds<br>9BH WB8154t incl. DTf639t, STs in holds 4539t | **M Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>In.6 847<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar) rcv 7kgf/cm² (6,9bar)<br>Gen 4 × 960kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 630,0t (d.o.) 3 327,0t (hvf) 22kn |
| 5315486<br>PCVC<br>Esd Rdr<br>RT | **ASTRONOOM**<br>ex Schouwenbank-72<br>**Smit Internationale Havensleepdienst B.V. (Smit International Harbour Towage Co.)**<br>Rotterdam Netherlands | **183**<br>—<br>— | (BV) | **1960** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (559)<br>30,38 7,55 2,998<br>7,22 3,81<br>1 dk | **D-E Tug** | 2 Oil 4SA each 8Cy. 220 × 280 driving gen. connected to 1 elec. motor & sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 13kn |
| 6404272<br>LJSE<br>17600<br>Df Esd<br>Pfd Rdr<br>RTh | **ASTUN**<br>ex Tove-71 ex Gotha-69<br>**Birger M. Torkelsen P/R**<br>Haugesund Norway | **297**<br>201<br>513 | BV | **1963** Westermoen Batbyggeri—Mandal (502)<br>48,11 8,67 3,125<br>43,21 8,64 3,48<br>1 dk | **M General Cargo**<br>1 Ho 30,6 ER<br>G.680 B.595<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(2,5) | Oil 2SA 5Cy. 230 × 400<br>385bhp (283kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 15kW 230V a.c.<br>Fuel 33,5t (d.o.)-1,5pd 10kn |
| 5027900 | **ASTUTO**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Vigo Spain | **151**<br>83<br>— | | **1944** J. R. Curbera—Freijo<br>*26,52* 6,30<br>... ... ... | **Wood M Fishing**<br>Side Trawler | Oil 6Cy. 250 × 330<br>580bhp (427kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Fuel 92,5t (d.o.) 10kn |

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| **7380708**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ASTYANAX**<br>ex Sliedrecht-81<br>**Astyanax Compania Naviera S.A.**<br>S. Stravelakis Compania Naviera S.A.<br>Greece | **38 611**<br>24 943<br>67 826 | AB | **1975** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (927)<br>223,98(BB) 32,21 13,571<br>214,00 32,19 18,70<br>1 dk | **M Bulk Carrier**<br>9 Ho 21,9 16,0 16,0 15,8 15,8 16,0 32,0 16,0 16,0 ER<br>G.76 291<br>1 Ha (stl) (9,6 × 11,2) 9 Ha (stl) (each 9,1 × 12,8) ER<br>Cr 2(10) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 470kW 440V 60Hz a.c.<br>Fuel 2 337,0t (hvf)-46,5pd | Sulzer<br>Tamashima<br>15kn |
| **6416392**<br>9GUE<br>316525<br>Df Esd<br>Gc Rdr<br>RT | **ASUBONE**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 514**<br>671<br>— | **✠100A1** SS 1/78<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (o) j† 1⅜"SQ<br>FN 1178 | **1965**-6 Tangen Verft A/S.—Kragero (569)<br>70,59 11,43 4,801<br>61,30 11,41 7,80<br>B 6,1 F 15,0 2 dks<br>rf 991 Box K 305<br>Coll BH to U dk 6 to 2nd dk WB333t | **M Fishing**<br>Stern Trawler Ref<br>In.976 | Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Controllable pitch propeller | Kobenhavn |
| | | | | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 31/8/82** | | | |
| **7946227**<br>3EUV<br>7029-PEXT<br>Rdr RT | **ASUKA**<br>ex Asuka Maru No. 3<br>**Golden Bond Navigation S.A.**<br>Panama Panama | **496**<br>294<br>950 | | **1967** Kurinoura Dock K.K.—Japan<br>49,87 4,050<br>49,10 8,60 4,50<br>1 dk | **M General Cargo**<br>1 Ha (stl) (25,4 × 6,2) | Oil<br>1 000bhp (736kW)<br>Kanegafuchi | Japan<br>10,5kn |
| **7615050**<br>JL4353<br>120928<br>Gc Rdr<br>RT | **ASUKA**<br>**Y.K. Sonoda Kaiun**<br>Matsushima, Japan<br>Kumamoto Pref. | **434**<br>263<br>1 118 | | **1976** Miura Zosen—Saiki (523)<br>64,50 3,722<br>60,03 10,51 5,64<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Japan |
| **6812077**<br>JJ2379<br>99980<br>Rdr | **ASUKA MARU**<br>ex Sumiei Maru No. 5<br>**Yoshinori Okawa**<br>Owase, Japan<br>Mie Pref. | **491**<br>271<br>864 | len 73 | **1967** Sokooshi Zosensho K.K.—Higashino (171)<br>56,01 8,51 3,601<br>53,01 8,49 4,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.500<br>1 Ha (19,9 × 5,9) ER | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki<br>Gen 2 × 20kW a.c.<br>Fuel 20,5t-3,0pd | Kobe<br>10kn |
| **6408424**<br>JM2076<br>92303<br>Rdr RT | **ASUKA MARU**<br>**Maruwa Senpaku K.K.**<br>Tokyo Japan | **460**<br>276<br>735 | | **1963** Asakawa Zosen—Imabari (60)<br>49,99 8,06 3,709<br>44,99 8,01 3,99<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.865 B.836<br>1 Ha (23,3 × 5,1) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 470<br>750bhp (552kW)<br>Makita Tekkosho<br>Gen 1 × 5kW 105V d.c. | Takamatsu<br>11kn |
| **7405259**<br>JG3438<br>117537<br>Rdr | **ASUKA MARU**<br>**K.K. Kyoshin Shokai**<br>Tokyo Japan | **250**<br>88<br>— | | **1974** Kanagawa Zosen—Kobe (138)<br>32,52 9,22 3,798<br>29,49 9,20 4,20<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Niigata<br>10kn |
| **5414878**<br>8LTU<br>93636<br>Rdr | **ASUKA MARU No. 2**<br>**Nippon Marine K.K.**<br>Saganoseki, Japan<br>Oita Pref. | **404**<br>228<br>649 | | **1963** Imabari Zosen—Imabari (114)<br>47,93 7,62 3,480<br>44,99 7,60 3,81<br>1 dk<br>RW | **M General Cargo**<br>8P<br>G.793 B.739<br>1 Ha (20,0 × 4,7) ER | Oil 4SA 6Cy. 300 × 450<br>700bhp (515kW)<br>Makita Tekkosho<br>Gen 1 × 5kW 105V d.c.<br>Fuel 15,5t-3,0pd | Takamatsu<br>10,75kn |
| **7651755**<br>JM3175<br>106575<br>Gc | **ASUKA MARU No. 3**<br>**Makita Kaiun G.K.**<br>Goshonoura, Japan<br>Kumamoto Pref. | **498**<br>290<br>1 422 | | **1970** Asakawa Zosen—Imabari (158)<br>66,30 4,231<br>60,00 10,00 6,61<br>2dks | **M General Cargo**<br>G.2 229<br>1 Ha (32,0 × 6,0) ER | Oil<br>1 600bhp (1 177kW) | Japan<br>12kn |
| **7740116**<br>JK3891<br>120348<br>Gc Rdr | **ASUKAWA MARU**<br>**Fujishima Kaiun Y.K.**<br>Kure, Japan<br>Hiroshima Pref. | **198**<br>134<br>— | | **1978** Y.K. Furumoto Tekko Zosensho —Osaki (380)<br>3,201<br>47,00 8,31 5,01<br>2 dks | **M General Cargo** | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. | Japan |
| **7128112**<br>JK3459<br>110765<br>Esd Gc<br>Rdr RT | **ASUKAWA MARU No. 5**<br>**Seiyu Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>338<br>1 574 | | **1971** Kishimoto Zosen—Kinoe (403)<br>63,91 11,05 4,249<br>60,00 11,00 4,35<br>2 dks | **M General Cargo**<br>2 Ho<br>1 Ha (33,0 × 8,0) ER | Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 40kW 225V a.c.<br>Fuel 68,0t | Yaizu<br>13kn |
| **7608370**<br>7JBV<br>119520<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASUNARO**<br>**Uwajima Shosen K.K. & Tokyo Kaiji K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **7 082**<br>4 810<br>11 381 | NK | **1976** Kurushima Dock Co. Ltd.—Imabari (977)<br>131,81 19,05 8,313<br>122,81 19,02 10,83<br>P 22,6 F 11,6 2 dks | **M General Cargo**<br>G.15 948 B.15 043<br>3 Ha (stl) (13,5 × 9,3) (26,9 28,5 × 10,6) ER<br>Der 1(50) 5(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 260kW 445V a.c. | MAN<br>Kobe<br>13,5kn |
| **7026833**<br>ZPBC<br>1646<br>Df Esd<br>Gc Rdr<br>RT | **ASUNCION**<br>ex Situla-81 ex Jytte Danielsen-76<br>**Companhia Paraguaya de Navegacion de Ultramar S.A.**<br>Asuncion Paraguay | T.Mk<br>**886**<br>398<br>1 580<br>**1 599**<br>997<br>2 689 | BV | **1970** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (794)<br>79,99 11,99 4,369/5,849<br>72,55 11,89 6,99<br>P 22,0 F 13,5 2 dks<br>rf nil | **M General Cargo**<br>1 Ho 48,0 ER<br>G.3 374 B.3 027<br>2 Ha (stl) (each 16,6comb. × 7,7) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 85kW 1 × 33kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.)-6,5pd | Kiel<br>12kn |
| **5410274**<br>ZGFH<br>384683<br>Df Esd<br>Rdr RT | **ASUNCION**<br>ex Gemma-79 ex Asuncion-73<br>ex Gemma-63<br>**Asuncion Ltd.**<br>Georgetown Cayman Islands (British) | **789**<br>355<br>1 153 | ✠Classed LR until 9/3/73<br>BV | **1958**-6 N.V. Scheeps. "Vooruitgang" —Foxhol (186)<br>77,32 10,32 4,020<br>69,75 10,27 6,35<br>Ba 12,8 F 8,6 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>2 Ho ER<br>G.2 413 B.2 217<br>2 Ha (stl) (11,4 20,4 × 5,1) ER<br>4W Cr 1(2) Der 1(15) 3(4-7) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor | Amsterdam<br>14kn |

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|---|---|---|---|---|---|---|
| 6422315<br>EEIC<br>8544<br>Df Esd<br>RT | **ASUNCION RIVERO**<br>**Jose Antonio Yanez Cudilleiro**<br>Vigo Spain | **225**<br>85<br>— | (BV) | **1964** Construcciones Navales P. Freire S.A.<br>—Vigo (30)<br>34,85 6,71<br>30,00 6,65 3,92<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 92,5t (d.o.) 10kn |
| 7851692<br>JG2685<br>106155 | **ASUZAN MARU No. 5**<br>**Kinkai Tanker K.K.**<br>Tokyo Japan | **492**<br>274<br>708 | | **1969** Asakawa Zosen—Imabari<br>53,01 4,301<br>49,00 9,01 4,50<br>1 dk | **M Tanker**<br>Chemical | Oil<br>1 100bhp (809kW)<br>Fuji Seisakusho Japan<br>11kn |
| 7534359<br>JL3263<br>106877 | **ASUZAN MARU No. 7**<br>**Hashimoto Kisen K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **789**<br>503<br>1 000 | | **1969** Asakawa Zosen—Imabari (138)<br>62,57 9,83 4,446<br>57,00 9,81 4,86<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>12kn |
| 7027887<br>JFSV<br>109755<br>Rdr RT | **ASUZAN MARU No. 8**<br>**Kinkai Tanker K.K.**<br>Tokyo Japan | **805**<br>543<br>1 318 | | **1970** Asakawa Zosen—Imabari (163)<br>61,68 9,83 4,471<br>57,00 9,81 4,96<br>1 dk<br>RW | **M Tanker**<br>Asphalt<br>2 Ta ER<br>Asphalt 1 213 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 52kW a.c.<br>12,5kn |
| 7115517<br>JG2993<br>111091<br>Df Esd<br>Rdr RT | **ASUZAN MARU No. 10**<br>**Daiichi Kaiun K.K.**<br>Tokyo Japan | **689**<br>448<br>1 110 | | **1971** Asakawa Zosen—Imabari (181)<br>57,41 9,53 4,496<br>57,00 9,50 4,60<br>1 dk<br>RW | **M Tanker**<br>Asphalt<br>3 Ta ER<br>Asphalt 1 147 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>12kn |
| 7225491<br>JL3852<br>111490<br>Esd Rdr<br>RT | **ASUZAN MARU No. 11**<br>**Asakawa Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **990**<br>728<br>2 348 | | **1972** Asakawa Zosen—Imabari (206)<br>73,16 12,02 5,188<br>68,00 11,99 5,57<br>1 dk<br>RW | **M Tanker**<br>Asphalt<br>3 Ta ER<br>Asphalt 1 810 | Oil 4SA 6Cy. 320 × 380<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 80kW 225V a.c.<br>Fuel 136,0t-6,0pd 11kn |
| 7534969<br>JL3861<br>113391 | **ASUZAN MARU No. 12**<br>**Fukuho Kisen Y.K.**<br>Hakata, Japan<br>Ehime Pref. | **694**<br>507<br>1 315 | | **1972** Murakami Hide Zosen K.K.—Hakata (102)<br>65,00 10,04 4,319<br>57,99 10,01 4,50<br>1 dk | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.1 240 | Oil<br>1 400bhp (1 030kW)<br>Makita Tekkosho Japan<br>11,5kn |
| 5026956<br>LAOI<br>13683 | **ASVAG**<br>ex Askodd-66 ex Osodd-61<br>ex Slagen-54 ex Schichau-53<br>**Kare Tornes**<br>Molde Norway | **225**<br>126<br>— | | **1934** F. Schichau G.m.b.H.—Danzig Free City<br>43,95 6,66 2,401<br>41,23 6,61 2,70<br>1 dk<br>R len 53 | **M General Cargo**<br>Mchy.aft | Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) E made56 fitted74<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) |
| 5277189<br>SUUL<br>1510<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASWAN**<br>ex Pyramids U-82<br>ex Philippine President Magsaysay-78<br>**Egyptian International Shipping Corp.**<br>Uiterwyk Corp.<br>Alexandria Egypt | **9 950**<br>5 273<br>12 393 | AB | **1960** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (766)<br>155,51 19,56 9,024<br>145,01 19,50 12,30<br>F 10,4 3 dks<br>RW rf 102 | **M General Cargo** CSD<br>Ref<br>3 Ho ER 3 Ho<br>G.18 300 B.17 000 In.400<br>3 Ha ER 3 Ha<br>18W Der 2(20) 2(10) 14(6) | Oil 2SA 9Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Uraga Diesel Kogyo Okayama<br>Fuel 642,0t 18kn |
| 5159882<br>A6E2010<br>413/76<br>Df Gc<br>RTm | **ASWAN**<br>ex Zait-80 ex Esso Antilles-76<br>ex Inagua Tern-69<br>**Amin Rasheed Shipping Corp.**<br>Dubai United Arab Emirates | **483**<br>250<br>839 | ✠**100A1** SS 9/80<br>oil tanker<br>**LMC**<br>EL j 1⅛"SQ<br>FN 713 | **1959**-8 Osaka Zosensho—Osaka (147)<br>58,86 9,35 3,874<br>53,12 9,15 4,27<br>Ba 11,9 F 8,3 1 dk<br>rf 76<br>7BH WB225t | **TM Tanker**<br>10 Ta ER<br>L.(oil) 952 | 2 Vee Oil 4SA each 8Cy. 159 × 203 with oil op. friction clutch, sr & rev. gear with flex. coupling<br>650bhp (478kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 240/480V 60Hz a.c.<br>Fuel 46,5t (d.o.)-25,5pd 10kn |
| 7023922<br>TCTL<br>4922<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ASYA-I**<br>ex Olga Maersk-81<br>**Sonmez Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **30 039**<br>20 503<br>52 164 | NV | **1970** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (831)<br>218,85 30,54 12,104<br>206,46 30,51 17,00<br>P 43,0 F 19,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,4 26,2 19,2 27,2 19,2 25,6 20,8 ER<br>G.62 668 B.61 068<br>7 Ha (stl) (12,1 17,7 12,1 17,7 12,1 17,7 12,1 × 12,9) ER | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 504kW 440V 60Hz a.c.<br>Fuel 3 227,0t (hvf)-58,5pd 16kn |
| 5028021<br>TCYX<br>3387<br>Df Esd<br>Gc Rdr<br>RT | **ATA**<br>Launched as Tenax<br>**Denizcilik Anonim Sirketi**<br>Istanbul Turkey | **30 947**<br>17 491<br>53 350 | AB | **1962** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (242)<br>230,33 30,36 11,939<br>217,25 30,31 15,80<br>P 43,9 B 13,8 F 29,0 1 dk<br>rf 127 | **S Tanker**<br>33 Ta ER<br>L.(oil) 64 709 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>21 696shp (15 959kW) Parsons<br>Cie. Electro-Mecanique, C.E.M. Le Bourget<br>Fuel 25,0t (d.o.) 6 514,0t (hvf)-86,0pd 15kn |
| 7410876<br>CBAT<br>2159<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATACAMA**<br>**Compania Chilena de Navegacion Interoceanica S.A. (CCNI)**<br>Valparaiso Chile | **14 885**<br>8 913<br>26 098 | ✠**100A1**<br>strengthened for heavy cargoes, No. 3 hold may be empty, movable car decks in Nos. 2, 4 & 5 holds<br>✠**LMC**<br>EL Gt 577,5/60,0U3<br>FN 6502 | **1978**-12 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (113)<br>173,18(BB) 26,67 9,748<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB12001T incl. Topside tanks in holds 2751T & Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2352T & No. 3 hold 5199T | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 16,6 27,9 18,9 28,0 28,0 ER<br>G.34 100 B.32 103<br>TEU 518 C. 518/20'<br>5 Ha (stl) (12,5 × 11,3) (19,5 12,3 19,8 19,8 × 16,4) ER<br>Cr 5(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 985,0t (hvf) 15,5kn |
| 7856305<br>JM3528<br>110350 | **ATAGO MARU**<br>**Nishi Nippon Harbor Service K.K.**<br>Sasebo, Japan<br>Nagasaki Pref. | **199**<br>77<br>— | | **1972** K.K. Taihei Kogyo—Akitsu<br>32,52 2,710<br>28,50 8,81 3,84<br>1 dk | **TM Tug** | 2 Oil<br>Niigata Eng. Co. Ltd. Japan<br>12,5kn |

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| **7312799**<br>JG3212<br>114047<br>Rdr RT | **ATAGO MARU**<br><br>**K.K. Kyowa Shokai**<br>Tokyo Japan | **193**<br>46<br>194 | | **1973** Oshima Dock K.K.—Yoshiumi (508)<br>27,82 8,64 3,277<br>23,50 8,62 3,79<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 225V | Niigata<br>12,5kn |
| **7312880**<br>JG3239<br>114547<br>Rdr RT | **ATAGO MARU**<br><br>**Toei Kisen K.K.**<br>Tamano, Japan<br>Okayama Pref. | **187**<br>65<br>— | | **1973** Sagami Zosen Tekko K.K.—Yokosuka<br>(160)<br>30,48 8,82 2,718<br>27,41 8,79 3,46<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br><br>Niigata Eng. Co. Ltd. | Tokyo |
| **7416686**<br>JBWR<br>117564<br>Df Rdr<br>RT | **ATAGO MARU**<br><br>**Nippon Suisan K.K.**<br>Tokyo Japan | **134**<br>57<br>— | | **1974** Nagasaki Zosen K.K.—Nagasaki<br>(505)<br>37,32 7,24 2,388<br>30,79 7,22 4,60<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **7912484**<br>JL4651<br>123061<br>Rdr | **ATAGO MARU No. 3**<br><br>**Aiwa Kaiun K.K.**<br>Tsurumi Yuso K.K.<br>Mikame, Japan<br>Ehime Pref. | **697**<br>521<br>1 800 | | **1979** Hakata Zosen K.K.—Hakata (218)<br>4,752<br>65,21 11,02 5,06<br>1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 2 203 HeCls. ptB | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 10,5t (d.o.) 52,5t (hvf) | Japan<br>12kn |
| **7650593** | **ATAGO MARU No. 8**<br>ex Shoei Maru<br>**T.J.T. Services Co. Ltd.** | **497**<br>280<br>1 249 | | **1969** Hakata Zosen K.K.—Hakata (76)<br>53,88 4,380<br>49,51 9,30 4,70<br>1 dk | **M Tanker** | Oil<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd. | Japan<br>10,75kn |
| **7531175**<br>S6HA<br>376037<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATAIR**<br>ex Merzario Asia-81 ex Zepsea-81<br>ex Gulf Unity-77 ex Zepsea-77<br>**Zepsea Shipping Pte. Ltd.**<br>Reederei Horst Zeppenfeld<br>G.m.b.H. & Co. K.G.<br>Singapore Singapore | **7 422**<br>5 023<br>11 488 | <br><br>BV | **1976** Fukuoka Zosen K.K.—Fukuoka<br>(1039)<br>127,79 20,55 8,051<br>119,00 20,52 10,32<br>P 26,9 B 14,7 F 11,0 1 dk | **M General Cargo**<br><br>3 Ho 20,3 43,8 25,9 ER<br>G.15 333 B.14 501<br>TEU 400 C. 400/20′<br>3 Ha (stl) (12,4 × 10,3) (30,9 18,5 × 12,7) ER<br>4W Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 396,0t (hvf) | Mitsubishi<br>Japan<br><br><br>16,75kn |
| **5028095**<br>DBBA<br><br>Esd Gc<br>Rdr RTh | **ATAIR**<br><br>**Deutsches Hydrographisches Institut**<br>Hamburg Federal Republic of Germany | **157**<br>23<br>— | | **1962** Schlichting-Werft—Travemuende<br>31,70 6,51 2,198<br>27,01 6,46 2,90<br>1 dk | **Wood M Research**<br>Hydrographic<br><br>Der 1(1) | Oil 4SA 12Cy. 135 × 160<br>280bhp (206kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 55kW 220V a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | <br><br>West Germany<br><br><br>10,5kn |
| **7635581**<br>Y4PK | **ATAIR**<br><br>**Fischerei-Produktionsgenossenschaft Wismar**<br>Wismar German Democratic Republic | **117**<br>38<br>60 | <br><br>DSRK | **1977** Stocznia "Ustka"—Ustka (B403/01)<br>26,24 3,050<br>22,99 7,22 3,48 | **M Fishing**<br>Stern Trawler<br><br>B.98 | Oil<br>570bhp (419kW)<br>Puckie Zaklady Mech. | Sulzer<br>Puck<br>10,5kn |
| **5028100**<br><br>3253<br>Rdr | **ATAKOY**<br>ex Genclik-61<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **781**<br>293<br>— | **✠100A1** SS 3/78<br>for ferry purposes in the<br>Bosphorus & Sea of<br>Marmara<br>**✠LMC**<br>EL (n) 1$\frac{5}{16}$″<br>FN 954 | **1961**-8 Fairfield SB. & Eng. Co. Ltd.<br>—Govan, Glasgow (806)<br>69,88 13,57 2,655<br>64,01 10,98 3,92<br>F 11,6 1 dk, 2nd dk except in mchy.<br>space<br>RW rf 305<br>6BH | **TS Ferry**<br>—P | C 8Cy. (4) 280 & (4) 600 × 600<br>1 600ihp (1 177kW)<br>Christiansen & Meyer<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow<br>2 SB 225lbf/in$^2$ (15,6bar) hs457,7<br>Fuel 71,0t (o.f.) | <br><br><br><br><br>13kn |
| **7321207**<br>PPFH<br>6609<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATALAIA**<br><br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | <br><br>AB | **1973** Verolme Est. Reunidos do Brasil S.A.<br>—Jacuacanga (843 /B34)<br>175,55(BB) 25,66 10,061<br>168,03 25,63 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Mecanica Pesada S.A.<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd | <br>MAN<br>Taubate<br><br><br>16kn |
| **5348744**<br>SVKA<br>5671<br>Df Esd<br>Gc Rdr<br>RTv | **ATALANTE**<br>ex Tahitien-72<br>**Aphrodite Cruises Ltd.**<br>Piraeus Greece | **12 614**<br>7 034<br>8 537 | <br><br>BV | **1953** Arsenal de la Marine National<br>Francaise—Brest (M.E.2)<br>167,34 20,60 7,875<br>20,55<br>P 17,4 B 72,0 F 19,2 4 dks<br>R rf nil conv Ref Passenger/General Cargo 72 | **TM Passenger Ship** CSD<br>659bth P<br>2 Side door/ramps 1(p) 1(s)<br>2 Ho 12,1 19,8<br>4 Ha (stl) (4,7 × 1,4) (7,7 8,6 11,7 × 6,0)<br>Der 1(40) 1(20) 4(8) 4(5) 10(3) | 2 Oil 2SA each 10Cy. 620 × 1150<br>10 300bhp (7 576kW)<br>Soc. des Forges & At. du Creusot<br><br>Gen 4 × 320kW 220V d.c.<br>Fuel (hvf) | <br><br><br>Le Creusot<br><br>17kn |
| **5028136**<br><br>163<br>Df Esd<br>RTm | **ATALANTE**<br><br>**Societe Peche Affretement Camerounais (SOPAC)**<br>Douala Cameroon | **120**<br>29<br>— | | **1948** N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (223)<br>*27,38* 6,30<br>... ...<br>1 dk | **M Fishing**<br>Side Trawler<br><br><br>4 Ha (0,9 × 0,8) (0,9 0,9 0,9 × 0,9)<br>1W Der 1(2,5) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW) NE 65<br>Soc. des Moteurs Baudouin<br>Fuel 23,5t (d.o.) | <br><br>Marseille<br>9kn |
| **7117747**<br>SZYY<br>7726<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATALANTI**<br><br>**Alpha Transport Corp.**<br>Piraeus Greece | T.Mk<br>**7 162**<br>4 168<br>—<br>**11 000**<br>6 609<br>17 070 | <br><br>AB | **1972** Doxford & Sunderland Ltd.—Pallion<br>Shpyd. Sunderland (897)<br>164,45 21,39 —/9,668<br>152,41 21,34 12,96<br>2 dks<br>rf 152 | **M General Cargo**<br><br>6 Ho 19,8 12,2 9,1 24,3 24,3 22,8<br>G.24 191 B.22 093<br>5 Ha (stl) (10,9 × 6,1) (13,7 13,7 13,7 13,7 × 8,3)<br>16W Der 1(50) 16(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>G. Clark & N.E.M. Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 610,5t (hvf) | Sulzer<br>Wallsend<br><br>17,5kn |

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| 6602458<br>SVDC<br>4047<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATALANTI**<br>ex Okanagan Valley-71<br>**Afromar Inc.**<br>Societe de Gestion Evge S.A.<br>Piraeus Greece | **6 235**<br>3 337<br>6 340 | **✠100A1** CS 2/81<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3575 | **1966**-1 Blohm & Voss A.G.—Hamburg (842)<br>137,06(BB) 17,45 7,894<br>124,29 17,40 11,36<br>F 11,9 2 dks, 3rd dk in Nos. 1, 2 & 3 holds<br>rf nil<br>7BH WB734t | **M General Cargo**<br>Ref.<br>5 Ho<br>In.8 558<br>5 Ha (7,7 7,8 7,8 9,3 7,7 × 5,5)<br>Cr 2(5) Der 10(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>Blohm & Voss A.G. Hamburg<br>2 WTAuxB (1 o.f. 1 ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 4 × 400kW 450V 60Hz a.c.<br>20,75kn |
| 7604350<br>OIHY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATALAYA**<br>ex Chase Two-79 ex Atalaya-78<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>Helsinki/ Helsingfors Finland | **13 069**<br>6 163<br>16 559 | **✠100A1**<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5387 | **1978**-2 Hyundai SB. & Heavy Industry —Ulsan (1659)<br>163,96 22,94 8,649<br>155,33 22,86 11,82<br>P 25,6 F 15,9 1 dk<br>rf nil DK<br>8BH WB7195T incl. STs in holds 4286T & DTf, DTm, DTa 1077T | **M Bulk Carrier**<br>Pulp Newsprint<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>B.18 558<br>TEU 540<br>C.Ho 360/20' (40') C.Dk 180/20' (40')<br>1 Ha (13,4T × 9,1) 3 Ha (each 26,8 × 17,9) ER<br>Cr 2(30) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd<br>15,5kn |
| 7306570<br>EFYB<br>1919<br>Df Esd<br>Rdr RT | **ATALAYA DEL SUR**<br>**Pescatlantica S.A.**<br>Gijon Spain | **205**<br>85<br>— | GL | **1973** Soc. Met. Duro Felguera—Gijon (97)<br>31,25 7,07<br>27,01 7,01 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy.<br>800bhp (588kW)<br>.............<br>10kn |
| 5028162<br>SUBK | **ATALLAH**<br>ex Jack Payne<br>**Ahmed Ibrahim Atallah & Co.**<br>Egypt | **333**<br>185<br>— | | **1943** .............United Kingdom<br>32,62 8,84 4,573<br>... ... ...<br>1 dk | **TM General Cargo** | 2 Oil each 6Cy.<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7369912<br>GYEQ<br>378076<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATAMAN**<br>ex-Tento-79<br>**Silverdale Co. Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | **22 629**<br>15 033<br>38 252 | NV | **1976** Baltic SB. & Eng. Works—Leningrad (639)<br>199,73(BB) 27,84 11,227<br>185,35 27,79 15,63<br>P - F - 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.47 130<br>9 Ha (stl) (each 12,9 × 9,3)<br>Cr 5(15) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 1 × 80kW 380V 50Hz a.c.<br>Fuel 2 266,0t (hvf)-43,5pd<br>15,75kn |
| 7416571<br>JG3417<br>116389<br>Gc Rdr<br>RT | **ATAMI MARU No. 2**<br>**Hoyo Kaiun Sangyo K.K. (Hoyo Shipping Co. Ltd.)**<br>Yokohama Japan<br>Kanagawa Pref. | **198**<br>71<br>— | | **1974** Sagami Zosen Tekko K.K.—Yokosuka (174)<br>28,43 8,82 2,591<br>26,98 8,79 3,48<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| 8022248<br>JG4156<br>121852<br>Gc Rdr<br>RT | **ATAMI MARU No. 3**<br>**Tokyowan Senpaku Sangyo K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **199**<br>72<br>— | | **1981** Yokohama Yacht Co. Ltd. —Yokohama (782)<br>33,30 9,40 2,890<br>29,49 8,21 3,41<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| 5028186<br>EADN<br>7<br>RT | **ATAN**<br>**Jesus de Labra y Hermanos S.R.C.**<br>La Coruna Spain | **137**<br>120<br>250 | | **1944** F. Cerzan—Villaverde, La Coruna<br>*26,80* 7,19<br>... ...<br>1 dk | **Wood Aux M General Cargo**<br>Mchy.aft | Oil 6Cy. 215 × 300<br>182bhp (134kW) NE 52<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) |
| 7044055<br>VRMI<br>378048<br>Df Esd<br>Gc Rdr<br>RT | **ATARI**<br>ex Setoda-82 ex Carlantic-80<br>**Blue Sky Shipping Ltd.**<br>Hong Kong Hong Kong (British) | **48 684**<br>32 656<br>83 867 | AB | **1971** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (246)<br>251,14 32,34 14,841<br>241,00 32,26 20,40<br>1 dk<br>rf nil len 74 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>8 Ho ER<br>G.94 918 L.(oil) 98 967<br>12 Ha (stl) ER | Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 750kW 1 × 720kW 1 × 356kW 2 × 60kW 450V 60Hz a.c.<br>Fuel 363,5t (d.o.) 3 337,5t (hvf)-65,5pd<br>13,5kn |
| 7630995<br>Df Esd<br>Gc Rdr<br>RT | **ATBARA**<br>ex Tanker No. 12-82<br>**Government of The Arab Republic of Egypt (Naval Forces)**<br>Alexandria Egypt | **350**<br>—<br>508 | ✠ | **1978**-12 Alexandria Shipyard—Alexandria (10112)<br>53,83 9,71 3,101<br>49,41 9,42 4,22<br>1 dk | **M Tanker**<br>Water<br>4 Ta ER | Oil 4SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works Leningrad<br>10kn |
| 7914248<br>KUS<br>630005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATCHAFALAYA**<br>**Gulf Coast Trailing Co.**<br>Houma, La United States of America | **850**<br>760<br>1 000 | AB | **1980** Twin City Shipyard Inc.—St. Paul, Mn (552)<br>3,947<br>60,00 12,40 4,98<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction | 2 Vee Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 125kW 1 × 90kW a.c.<br>2 Directional propellers<br>8,5kn |
| 7237183<br>WYZ7<br>460<br>539603 | **ATCHAFALAYA**<br>ex Zapata Atchafalaya Bay-79<br>**Greyhound Leasing & Financial Corp.**<br>Lake Charles, La United States of America | **533**<br>370<br>— | | **1972** Zigler Shipyards Inc.—Mermentau, La (225)<br>*49,69* 10,22<br>3,64<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6703367<br>PCVI<br>Df Esd<br>Rdr RTm | **ATE**<br>ex Annilil-80<br>ex Wedellsborg Castle-70<br>**Rederij Ate B.V.**<br>Erhardt & Dekkers<br>Rotterdam Netherlands | **399**<br>238<br>1 010 | BV | **1966** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (267)<br>59,34 10,62 3,658<br>53,01 10,60 6,00<br>P 11,9 B 29,9 1 dk & S dk | **M General Cargo** OSD<br>1 Ho 36,8 1 TwD 37,9 ER<br>G.2 025 B.1 862<br>2 Ha (stl) (15,0 11,7 × 6,4) ER<br>3W Der 3(5) | Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 50kW 2 × 35kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)<br>11kn |

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| 6604250<br>EEVY<br>1780<br>Df Esd<br>Gc Rdr<br>RT | **ATEGORRIETA**<br>**Pesquerias Alza S.L.**<br>San Sebastian Spain | **188**<br>109<br>— | BV | **1966** S.A. Balenciaga—Zumaya (89)<br>34,12 5,87 3,280<br>28,61 5,82 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.384<br>2 Ha (each 0,9 × 0,9) ER | Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 73,5t (d.o.) 11kn |
| 5028241<br>LQGI<br>RTm/h | **ATENAS**<br>ex Berlin-41<br>**Nicolas Castellani**<br>Buenos Aires Argentina | **561**<br>301<br>1 331 | | **1928** Cia Uruguaya de Nav.—Uruguay<br>70,16 11,00 3,201<br>10,95<br>1 dk<br>RW | **TM General Cargo Barge**<br>3 Ho 17,9 17,9 11,9<br>G.1 642 B.1 586<br>3 Ha (10,0 10,0 6,1 × 6,1)<br>Der 2(5) 3(3) | 2 Oil each 4Cy. 250 × 310<br>660bhp (485kW)<br>S.A. Ansaldo Genova<br>Gen 2 × 60kW 110V d.c.<br>Fuel 36,5t (d.o.) 9,5kn |
| 7346441<br>CXIE | **ATENEA**<br>**Industria Pesquera S.A. (IPESA)**<br>Uruguay | **250**<br>—<br>— | | **1977** Corena, Metalurgia e Construcoes Navais S.A.—Itajai (P31/3)<br>31,91 3,101<br>28,66 8,45<br>1 dk | **M Fishing** | Oil<br>760bhp (559kW) Maybach<br>M.T.U. Friedrichshafen West Germany |
| 7385394<br>EGQV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATERPE-ALAI**<br>**Atunera Vasco-Canaria S.A.**<br>Bilbao Spain | **988**<br>513<br>1 321 | BV | **1975** Maritima de Axpe S.A.—Bilbao (73)<br>59,42 15,650<br>53,78 12,10 8,21<br>2 dks | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 360 × 450<br>3 000bhp (2 207kW) MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 308,0t (d.o.) 14,5kn |
| 5130264<br>SV4001<br>153<br>Df Esd<br>Rdr RT | **ATHANASIOS**<br>ex Aris IV-82 ex Gesine-75<br>**Nikos Maroukis & Evangelos Papadimitriou**<br>Mytikas Maritime Co. Ltd.<br>Thessaloniki Greece | **425**<br>258<br>910 | GL | **1962** Schiffsw. H. Rancke—Hamburg (194)<br>60,10 9,35 3,639<br>54,01 9,25 3,71<br>P & B 37,5 F 7,1 1 dk<br>RW | **M General Cargo**<br>G.1 534 B.1 406<br>3 Ha (8,5 × 5,0) (10,5 10,5 × 5,4) ER<br>3W Der 1(3) 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,5t 9kn |
| 5357628<br>C4NX<br>374169<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATHANASIOS S**<br>ex Texelstroom-76<br>**Sea Ornament Shipping Co. Ltd.**<br>Limassol Cyprus | **800**<br>374<br>1 250 | BV | **1962** Arnhemsche Schps. Maats.—Arnhem (408)<br>79,18 11,56 4,103<br>72,42 11,41<br>1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>Ref<br>3 Ho 12,3 15,8 16,7 ER<br>G.2 813 B.2 659 In.425<br>3 Ha (stl) (7,1 × 4,5) (11,9 10,7 × 5,1) ER<br>Cr 2 Der 1(3-6) 1(3) | Oil 4SA 7Cy. 390 × 680<br>1 300bhp (956kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 105,5t (d.o.) 13,5kn |
| 7340708<br>SXOX<br>5103<br>Df Esd<br>Gc Rdr<br>RT | **ATHANASSIA**<br>**Verde Shipping Co. Ltd.**<br>Piraeus Greece | **8 915**<br>6 177<br>15 241 | **✠100A1** SS 2/79<br>**✠LMC** **UMS**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1974**-3 Austin & Pickersgill Ltd. —Southwick, Sunderland (890)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB4205T incl. DTm 1780T Tunnel tanks 407T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 24,3 4 TwD 21,5 19,8 21,3 22,8<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(60) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 508,0t (hvf) 15kn |
| 5045299<br>J4CC<br>6791<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATHANIA**<br>ex Athanasia Comninos-81<br>ex Biskopso-74<br>**National Sincerity Compania Naviera S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **13 555**<br>5 954<br>20 382 | **✠100A1** SS 10/79<br>ore carrier<br>Str. nav. ice<br>**✠LMC**<br>EL ht $2\frac{3}{8}$"SQ<br>FN 5342 | **1956**-9 Kockums M/V A/B—Malmo (408)<br>163,30 21,57 9,951<br>152,71 21,49 13,49<br>P 27,8 F 16,8 1 dk<br>rf 25 conv Bulk Carrier 66 conv Bulk Carrier/ Chemical Carrier 73<br>6BH WB9625t incl. Topside tanks 2100t | **M Bulk Carrier**<br>3 Ho each 36,5 ER<br>G.21 974<br>6 Ha (stl) (10,9 14,6 11,1 14,6 14,6 14,6 × 3,2) ER | Oil 2SA 8Cy. 780 × 1400<br>7 200bhp (5 296kW)<br>Kockums M/V A/B Malmo<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 245kW 450V d.c.<br>Fuel 2 133,5t (hvf) 15kn |
| 7413220<br>GWIJ<br>377187<br>Df Esd<br>Gc Rdr<br>RT | **ATHELBROOK**<br>**Tate & Lyle Trading & Developments Ltd.**<br>United Molasses Co.<br>London United Kingdom | **751**<br>316<br>1 031 | **✠100A1** CS 2/82<br>oil or molasses tanker — FP above 60°C and above<br>**✠LMC**<br>EL J $1\frac{3}{16}$"U2<br>FN 789 | **1977**-2 Richards (Shipbuilders) Ltd. —Lowestoft (530)<br>59,67 10,39 3,963<br>55,00 10,06 4,27<br>P 1,6 RQD 18,6 Trunk 24,1 F 8,3 1 dk<br>rf 152<br>9BH WB258t incl. DTf137t | **M Tanker**<br>Oil Molasses<br>6 Ta p&s ER<br>L.(oil) 1 156<br>1W | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>db 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 45kW 220V d.c.<br>11,5kn |
| 7030389<br>GORU<br>339953<br>Df Esd<br>Rdr<br>RTm/v | **ATHELSPRITE**<br>**Tate & Lyle Trading & Developments Ltd.**<br>United Molasses Co.<br>Liverpool United Kingdom | **748**<br>317<br>1 056 | **✠100A1** SS 8/80<br>oil or molasses tanker— FP above 65,5°C<br>**✠LMC**<br>EL J $1\frac{3}{16}$"U2<br>FN 788 | **1971**-1 Richards (Shipbuilders) Ltd. —Lowestoft (501)<br>59,90 10,39 3,963<br>54,95 10,06 4,27<br>RQD 18,6 Trunk 24,1 F 8,3 1 dk<br>rf 152<br>9BH WB259t incl. DTf137t | **M Tanker**<br>Oil Molasses<br>6 Ta ER<br>L.(oil) 1 185<br>Der 1(2) | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>db 150lbf/in$^2$ (10,4bar)<br>Gen 3 × 45kW 220V d.c.<br>Fuel 64,0t (d.o.) 11,5kn |
| 5385807<br>SVHI<br>5554<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHEN SKY**<br>ex S. A. Walvis Bay-75<br>ex Walvis Bay-74 ex Usambara-59<br>**Nipava Navigation Co. S.A.**<br>Vania Compania Naviera S.A.<br>Piraeus Greece | T.Mk<br>**5 035**<br>2 952<br>8 565<br>**7 369**<br>4 618<br>10 420 | (GL) | **1956** Flensburger Schiffsbau-Ges. —Flensburg (560)<br>142,55 17,40 7,690/8,560<br>129,55 17,38 11,31<br>2 dks<br>RW | **M General Cargo** | Oil 2SA 8Cy. 700 × 1200<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 5312173<br>5MOF<br>1768<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHENA**<br>ex Santa Fe Pioneer-68<br>**Transcoast Navigation Ltd. S.A.**<br>Monrovia Liberia | Ore<br>**16 655**<br>9 059<br>51 832<br>Oil<br>**30 681**<br>19 685 | **✠100A1** SS 7/79<br>ore carrier or for oil in side & btm tanks & all holds<br>**✠LMC**<br>EL ut $3\frac{1}{8}$"SQ<br>FN 9952 | **1964**-2 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (602)<br>224,29 30,79 12,078<br>214,28 30,64 15,80<br>P 23,8 F 22,0 1 dk<br>rf 51<br>10BH WB974t | **S Ore/Oil Carrier**<br>Mchy.aft<br>L.(oil) 45 080 | 2 S Turb dr geared to sc. shaft<br>17 600shp (12 946kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>2 WTB 275lbf/in$^2$ (19,0bar) Spt 454,5°C 625lbf/in$^2$ (43,1bar) hs2543,0<br>Fuel (o.f.) |

6810029
J4IM
386
Df Esd
Gc Rdr
RTm

**ATHENA**
ex Akri-80 ex Syrie-78
**Mareduc Maritime Corp.**
Syros Greece

**8 905** ✠100A1 SS 8/82
6 128
14 885 ✠LMC
EL Z 2⅛"U2
FN 4315

**1968**-4 Austin & Pickersgill Ltd.
—Southwick, Sunderland (853)
141,00 20,48 8,840
134,12 20,43 11,74
F 13,2 1 dk, 2nd dk except in No. 5 hold
RW rf nil
6BH to U dk 1 to 2nd dk WB3335t incl.
DTm1752t

**M General Cargo**
5 Ho 21,6 29,7 11,4 22,8 ER
21,3
G.21 642 B.19 793
5 Ha (stl) (11,6 × 6,7) (12,1 13,7
12,9 × 8,5) ER (11,4 × 6,7)
10W Der 10(5)

Oil 2SA 5Cy. 680 × 1250
5 500bhp (4 046kW) Sulzer
Hawthorn, Leslie (Engineers) Ltd. Newcastle
AuxB 100lbf/in² (6,9bar)
Gen 3 × 220kW 440V 60Hz a.c.
Fuel 994,5t (hvf) 14kn

7221768
JIAU
112951
Df Esd
Gc Pfd
Rdr RT

**ATHENA**
ex Kikushio Maru-78
**Toshoku Overall Development Co. Ltd.**
Tokyo Japan

**4 485**
3 036
7 994 NK

**1972** Imai Zosen—Kochi (312)
115,70 18,04 7,240
106,00 17,99 8,92
P 22,3 F 12,2 1 dk
RW

**M General Cargo**
2 Ho ER
G.10 207 B.9 598
2 Ha (stl) (28,8 31,5 × 9,1) ER
Der 2(20) 2(15)

Oil 2SA 6Cy. 450 × 800
4 500bhp (3 310kW) Mitsubishi
Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu
Gen 2 × 152kW 445V a.c.
Fuel 694,0t-15,5pd 13kn

5028497
IKKM
357
Df Esd
RT

**ATHENA**
ex Prinsengracht-59
**Costruzioni Mario Rodittis**
Trapani Italy

**493** RI
262
848 ✠Classed LR until 5/60

**1948**-3 Zaanlandsche Schps. Maats.
—Zaandam (448)
56,09 8,69 3,449
51,57 8,64 3,84
RQD 12,8 F 7,7 1 dk
RW

**M General Cargo**
1 Ho 34,6 ER
G.1 065 B.997
2W Der 2(3)

Oil 4SA 8Cy. 265 × 500
500bhp (368kW) E made42 fitted48
N.V. Werkspoor Amsterdam
Fuel 46,5t 10kn

5028514
SVWX
6
RT

**ATHENA**
ex Konstantinos Fostieris-62
**Constantinos Labrou & Co.**
Lavrion Greece

**144**
110
—

**1949** ..............Piraeus
33,99 5,21
... ... ...
1 dk

**M General Cargo**

Oil 2Cy.
100bhp (74kW) E made— fitted55
Skandiaverken A/B Lysekil

6902884
SZXN
8156
Df Esd
Gc Pfd
Rdr RT

**ATHENA M**
ex Afran Dawn-81 ex Jarena-77
**Atticus Shipping Co. S.A.**
Dolphin Maritime Corp.
Piraeus Greece

**45 678**
33 670
102 093 NV

**1968** Nippon Kokan K.K.—Tsurumi
Shipyard, Yokohama (852)
263,56 38,03 14,871
251,80 37,98 19,51
F - 1 dk
rf 152

**M Tanker**
SBT
11 Ta ER
L.(oil) 117 526 HeCls. BC

Oil 2SA 9Cy. 840 × 1800
20 700bhp (15 226kW) B&W
Mitsui SB. & Eng. Co. Ltd. Tamano
Gen 1 × 520kW 2 × 400kW
440V 60Hz a.c.
Fuel 3 759,5t (hvf)-74,0pd 15,25kn

7624829
DYUH
223344
Esd

**ATHENA-J**
**Southwest Cargo & Shipping Co. S.A.**
Iloilo Philippines

**642**
443
1 000 AB

**1977** Philippine Iron Cons. & Marine
Works Inc.—Jasa-an, Mindanao (39)
58,22 9,45 3,963
53,35 9,15 4,88
1 dk

**TM General Cargo**
Mchy.aft

2 Oil 4SA each 6Cy. 140 × 152 reverse
reduction geared to sc. shafts
730bhp (537kW)
Cummins Engine Co. Inc. Columbus, In

7364120
LMYN
18221
Df Esd
Gc Pfd
Rdr
RTm/h/v

**ATHENE**
**P/R Bang Tank**
A/S Havtor Management
Kristiansand S. Norway

**125 910** ✠100A1 SS 2/79
107 855 oil tanker
260 158 ✠LMC **UMS**
**IGS**
EL D* 4½"U3
FN 25559

**1974**-1 Kockums M/V A/B—Malmo (538)
340,52 51,87 20,073
330,08 51,82 25,61
F 25,0 1 dk
rf nil
9BH WB7907T

**S Tanker**
IGS
pt higher tensile steel
15 Ta ER
L.(oil) 338 750 HeCls. B

2 S Turb geared to sc. shaft
32 000shp (23 538kW) Stal-Laval
Kockums M/V A/B Malmo
2 WTB 73,8kgf/cm² (72,4bar) Spt 510°C
66kgf/cm² (64,8bar) hs2589,9
sg 12,6kgf/cm² (12,4bar)
Gen 1 × 1224kW 2 × 640kW
450V 60Hz a.c.
Fuel 14 839,5t (o.f.)-162,5pd 16kn

6702272
DGHR
Df Esd
Gc Rdr
RTh/v

**ATHENE**
ex Seefalke-76
**Ernst-Friedrich und Betty Diercks**
Hamburg Federal Republic of Germany

T.Mk
**499**
258 GL
1 062

**1966** J. J. Sietas K.G. Schiffswerft
—Hamburg (592)
61,91 10,04 3,957
55,02 10,01 6,20
F 7,1 2 dks

**M General Cargo**
Ice strengthened
1 Ho ER
G.1 999 B.1 832
2 Ha (19,1 10,3 × 6,4) ER
3W Der 3(3)

Oil 4SA 6Cy. 320 × 450
300bhp (221kW)
Kloeckner Humboldt Deutz Koeln
Fuel 30,5t (d.o.) 10,5kn

5098193
Df Esd
Gc Pfd
Rdr
RTm/v

**ATHENIAN**
ex Egmont-72

**23 520** GL
14 487
49 784 ✠Classed LR until 6/71

**1961**-12 Bremer Vulkan A.G.—Vegesack (898)
224,04 31,78 11,632
214,56 31,70 15,70
P 43,3 B 10,7 F 31,7 1 dk
RW rf 76

**S Tanker**
29 Ta ER
L.(oil) 59 558 HeCls. BC

2 S Turb dr geared to sc. shaft
17 600shp (12 946kW)
Bremer Vulcan A.G. Bremen-Vegesack
Gen 2 × 650kW 1 × 135kW
440V 60Hz a.c.
Fuel 4 162,5t (hvf)-85,0pd 16,25kn

8113346
H2GT
701763
Df Esd
Gc Pfd
Rdr
RTm/v

**ATHENIAN ANNA**
**Blue Emblem Shipping Co. Ltd.**
Athenian Tankers Management S.A.
Limassol Cyprus

**11 980** ✠100A1
6 130
15 839 ✠LMC
EL Dt 550,0/62,0U2
FN 5152

**1982**-4 Kherson Shipyard—Kherson (2023)
162,31(BB) 22,26 10,126
144,61 22,20 13,42
P 45,2 B 12,5 F 12,8 2 dks
rf 152
SF 8BH WB3040T

**M General Cargo**
pt higher tensile steel
5 Ho ER
G.21 340 B.19 570
TEU 388
C.Ho 320/20' C.Dk 68/20'
9 Ha (stl) (6,1 × 5,7) (19,1p&s
12,7p&s 25,3p&s 12,7p&s ×
8,0) ER
4W Cr 7(12) Der 1(63)

Oil 2SA 6Cy. 740 × 1600
10 600bhp (7 797kW) B&W
Bryansk Eng. Works Bryansk
AuxB (o.f.) 7,5kgf/cm² (7,4bar)
AuxB (ex.g) 9kgf/cm² (8,9bar)
rcv 7,3bar (7,5kg/cm²)
Gen 3 × 400kW 380V 50Hz a.c.
Fuel 400,0t (d.o.) 1 400,0t (hvf)-36,0pd 16,75kn

7009407
H2MZ
701867
Df Esd
Gc Rdr
RTm/h

**ATHENIAN HARMONY**
ex Messiniaki Avra-82
ex Stakara-81
**Blue Corinth Marine Co.**
Athenian Tankers Management S.A.
Limassol Cyprus

**17 485** ✠100A1 CS 6/75
12 016 oil tanker
30 320 ✠LMC
EL Ht $2\frac{7}{16}$"U3
FN 6539

**1970**-6 Ishikawajima Harima Heavy Ind.
(I.H.I.)—Nagoya (2082)
170,82(BB) 26,04 11,011
162,01 26,00 14,36
P 39,1 F 13,2 1 dk
rf nil
13BH WB1407t

**M Tanker**
1 Ho 15,0 24 Ta ER
HeCls. BptC
1 Ha (2,9 × 4,5)
6W Der 4(5) 2(3)

Oil 2SA 7Cy. 760 × 1550
11 200bhp (8 238kW) Sulzer
Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi
2 WTAuxB 17kgf/cm² (16,7bar)
e(ex.g) 20kgf/cm² (19,7bar)
Gen 3 × 420kW 450V 60Hz a.c.
Fuel 2 904,0t (hvf)-37,5pd 16kn

7917599
P3UM
394489
Df Esd
Gc Pfd
Rdr RT

**ATHENIAN OLYMPICS**
ex Moscow Olympics-81
**Blue Aegean Shipowners Ltd.**
Athenian Tankers Management S.A.
Limassol Cyprus

**18 495** ✠100A1
9 128 oil tanker
29 470 FP 60°C & above
Ice Class 3
✠LMC
EL (Gt) 610,0/72,0U2
FN 6653

**1980**-9 Kherson Shipyard—Kherson (1909)
178,87(BB) 25,33 11,023
165,00 25,30 15,02
P 29,0 F 12,8 1 dk
rf nil
11BH WB2041T

**M Tanker**
CBT
pt higher tensile steel
20 Ta ER

Oil 2SA 6Cy. 740 × 1600
11 600bhp (8 532kW) B&W
Bryansk Eng. Works Bryansk
2 WTAuxB 17,5kgf/cm² (17,2bar)
WTAuxB (ex.g) rcv & htr
17,5kgf/cm² (17,2bar) Spt
15,5kgf/cm² (15,2bar)
Gen 1 × 480kW 2 × 400kW
400V 50Hz a.c.

| | | | | | | |
|---|---|---|---|---|---|---|
| **7306013**<br>SYGH<br>8199<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATHENIAN REEFER**<br>ex Wild Curlew-81<br>**Initial Shipping Services Corp.**<br>Comninos Brothers Shipping Co.<br>S.A.<br>Piraeus Greece | **7 594**<br>3 382<br>9 338 | ✠**100A1** SS 5/82<br><br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL C† 2$\frac{3}{8}$"U2<br>FN 4986 | **1973**-6 Luebecker Flender-Werke AG.<br>—Luebeck-Siems (603)<br>154,46(BB) 21,57 8,719<br>144,00 21,51 13,11<br>RFD 12,2 3 dks, 4th dk fwd of mchy.<br>space<br>rf 203<br>NS 6BH WB2204t incl. Tunnel tanks<br>1304t | **M General Cargo**<br>Ref.<br>4 Side doors<br>4 Ho 22,3 22,4 ER 24,7 24,0<br>In.12 924<br>4 Ha (stl) (7,4 7,4 × 7,4) ER (7,4 7,4<br>× 7,4)<br>8W Der 8(6) | Oil 2SA 9Cy. 780 × 1550<br>17 100bhp (12 578kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 650kW 450V 60Hz a.c.<br>Fuel 471,5t (d.o.) 1 880,5t (hvf) 22,5kn |
| **5092204**<br>6ZSF<br>3807<br>Df Esd<br>Gc Rdr<br>RTm/h | **ATHENIAN SKY**<br>ex South Star-67<br>ex Dona Gisella-66<br>**Xenophon Navigation Co. Ltd.**<br>Monrovia Liberia | T.Mk<br>**6 379**<br>3 760<br>—<br>**8 723**<br>5 248<br>12 834 | ✠**100A1** SS 2/79<br><br>✠**LMC**<br>EL d† 2$\frac{5}{16}$"SQ<br>FN 4256 | **1959**-2 Cant. Nav. Felszegi—Trieste (58)<br>148,85 18,98 —/9,018<br>137,55 18,90 12,04<br>F 12,5 2 dks<br>RW rf 203<br>NS 7BH to U dk 1 to 2nd dk WB3510t<br>incl. Tunnel tanks 377t DTa1403t | **M General Cargo**<br>Ref<br>6 Ho 17,6 17,9 18,8 8,9 18,1<br>14,4<br>G.17 888 B.16 363 In.3 169<br>6 Ha (stl) (9,6 9,9 9,9 6,1 9,9 9,9 ×<br>6,7)<br>14W Der 1(25) 6(10) 6(5) 2(3) | Oil 2SA 6Cy. 760 × 1550<br>6 000bhp (4 413kW) Sulzer<br>C.R.D. Adriatico Trieste<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 1 × 210kW 2 × 155kW 220V d.c.<br>Fuel 1 006,0t 15kn |
| **8016598**<br>H2FC<br>701764<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHENIAN THEODORE**<br><br>**Artemission Shipping Co. Ltd.**<br>Athenian Tankers Management<br>S.A.<br>Limassol Cyprus | **18 509**<br>10 203<br>29 940 | ✠**100A1**<br>oil tanker<br>FP 60°C and above<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (G†) 610,0/72,0U2<br>FN 6653 | **1982**-3 Kherson Shipyard—Kherson<br>(1914)<br>178,87(BB) 25,33 11,100<br>165,00 25,30 15,02<br>P 29,0 F 12,8 1 dk<br>rf nil<br>11BH WB2041T | **M Tanker**<br><br>pt higher tensile steel<br>24 Ta ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 WTAuxB 17,5kgf/cm$^2$ (17,2bar)<br>WTAuxB (ex.g) rcv & htr<br>17,5kgf/cm$^2$ (17,2bar) Spt<br>15,5kgf/cm$^2$ (15,2bar)<br>Gen 1 × 600kW 2 × 480kW<br>400V 50Hz a.c.<br>Fuel 320,0t (d.o.) 1 750,0t (hvf)-37,5pd<br>15kn |
| **7917616**<br>P3XP<br>394544<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHENIAN VICTORY**<br><br>**Blue Saronic Shipping Co. Ltd.**<br>Athenian Tankers Management<br>S.A.<br>Limassol Cyprus | **18 509**<br>10 203<br>29 940 | ✠**100A1**<br>oil tanker<br>FP 60°C & above<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (G†) 610,0/72,0U2<br>FN 6653 | **1981**-4 Kherson Shipyard—Kherson<br>(1911)<br>178,87(BB) 25,33 11,123<br>165,00 25,30 15,02<br>P 29,0 F 12,8 1 dk<br>rf nil<br>11BH WB2041T | **M Tanker**<br>CBT<br>pt higher tensile steel<br>20 Ta ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 WTAuxB 17,5kgf/cm$^2$ (17,2bar)<br>WTAuxB (ex.g) rcv & htr<br>17,5kgf/cm$^2$ (17,2bar) Spt<br>15,5kgf/cm$^2$ (15,2bar)<br>Gen 1 × 600kW 2 × 480kW<br>400V 50Hz a.c. |
| **7917628**<br>H2CB<br>701606<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHENIAN XENOPHON**<br><br>**Blue Tainaron Shipping Co. Ltd.**<br>Athenian Tankers Management<br>S.A.<br>Limassol Cyprus | **18 509**<br>10 203<br>29 940 | ✠**100A1**<br>oil tanker<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL (G†) 610,0/72,0U2<br>FN 6653 | **1981**-9 Kherson Shipyard—Kherson<br>(1912)<br>178,87(BB) 25,33 11,100<br>165,00 25,30 15,02<br>P 29,0 F 12,8 1 dk<br>rf nil<br>11BH WB2041T | **M Tanker**<br><br>pt higher tensile steel<br>24 Ta ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 WTAuxB 17,5kgf/cm$^2$ (17,2bar)<br>WTAuxB rcv & htr 17,5kgf/cm$^2$ (17,2bar)<br>Spt 15,5kgf/cm$^2$ (15,2bar)<br>Gen 1 × 600kW 2 × 480kW<br>400V 50Hz a.c.<br>Fuel 320,0t (d.o.) 1 750,0t (hvf)-37,5pd<br>14kn |
| **6703941**<br>SXGY<br>6863<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHENIC**<br><br>**Planet Shipping Co. S.A.**<br>Piraeus Greece | Ore<br>**36 656**<br>22 851<br>83 878<br>Oil<br>**45 164**<br>31 732 | <br><br>AB | **1967** Kure Zosensho—Kure (89)<br>254,26(BB) 37,88 13,307<br>240,01 37,80 17,51<br>F 17,1 1 dk<br>rf nil | **M Ore/Oil Carrier**<br><br>4 Ho 12 Ta ER<br>L.(oil) 105 197<br>8 Ha (stl) ER | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 5 977,5t |
| **5285356**<br>SYLC<br>5744<br>Pfd Rdr<br>RTm/v | **ATHENS EXPRESS**<br>ex Leto-76<br>ex Prinses Josephine-Charlotte-76<br>ex Car Ferry-52<br>**Aktoploiki S.A.**<br>Piraeus Greece | **2 572**<br>1 197<br>819 | ✠**100A1** SS 4/79<br>East Mediterranean Red<br>Sea — Black Sea service<br>✠**LMC**<br>EL (w) 1$\frac{1}{16}$"<br>FN 2556 | **1949**-4 John Cockerill S.A.—Hoboken<br>(731)<br>114,31 15,07 3,776<br>107,57 15,02 8,74<br>B 48,8 1 dk & S dk, 3rd dk clear of mchy.<br>space<br>R rf 246<br>Coll BH to S dk 7 to 2nd dk WB280t incl.<br>DTsf100t | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>120bth 630dk P<br>Stern door<br>1 Ho 81,0<br>2 Ha (stl) (5,4 × 6,0) (10,9 × 4,8) | 2 Oil 2SA each 10Cy. 510 × 550<br>7 600bhp (5 590kW)<br>Sulzer Bros. Ltd. Winterthur<br>db 105lbf/in$^2$ (7,3bar)<br>Gen 3 × 135kW 230V d.c.<br>Fuel 53,0t (d.o.) 20kn |
| **5249376**<br>SVHC<br>6915<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATHENS SEA**<br>ex Nereus-76<br>**Jasmine Shipping Corp.**<br>Athenian Star Compania Naviera<br>S.A.<br>Piraeus Greece | **3 087**<br>1 504<br>5 050<br>**5 023**<br>2 692<br>6 690 | <br><br>GL | **1961** Bremer Vulkan A.G.—Vegesack<br>(893)<br>126,04 16,11 7,633<br>115,68 16,01 9,66<br>1 dk & S dk<br>rf 56 | **M General Cargo** OSD/CSD<br><br>4 Ho 9,0 16,0 14,0 7,7<br>G.10 110 B.9 266<br>4 Ha (stl) (9,0 16,0 14,0 7,7 × 6,0)<br>12W Der 1(60) 1(15) 12(5) | Oil 2SA 6Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 180kW 400V<br>Fuel 675,5t (d.o.) 16kn |
| **5181079**<br>SXBZ<br>5717<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATHENS STAR**<br>ex Silver Coast-80<br>ex Kandelfels-77<br>**Athens Star Compania Naviera**<br>**S.A.**<br>Stavros Daifas Marine Enterprises<br>S.A.<br>Piraeus Greece | **7 311**<br>4 259<br>10 646 | <br><br>GL | **1954** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (781)<br>156,09 18,70 8,195<br>139,27 18,65 11,99<br>B 8,9 F 12,8 2 dks & S dk<br>rf 127 | **M General Cargo** OSD<br>Ref 11bth P<br>5 Ho 13,0 17,3 25,8 28,1 17,9<br>ER<br>G.19 692 B.17 426 In.231<br>5 Ha (7,0 9,6 9,6 22,6 9,6 × 6,4) ER<br>20W Der 1(165) 2(30) 4(15) 16(3-5)<br>2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) NE 67<br>Masch. Buckau-Wolf Kiel<br>Gen 4 × 700kW 220V d.c.<br>Fuel 1 259,0t (hvf) 16,25kn |
| **6924002**<br>J4HO<br>7071<br>Df Esd<br>Gc Rdr<br>RTv | **ATHERAS**<br>ex Vergray-78<br>ex Rupert de Larrinaga-75<br>**Atheras Shipping Co. Ltd.**<br>Piraeus Greece | **9 099**<br>6 158<br>15 241 | ✠**100A1** SS 5/77<br><br>✠**LMC**<br>EL Z 2$\frac{1}{4}$"U2<br>FN 4317 | **1969**-9 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (862)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil<br>6BH to U dk 1 to 2nd dk WB3753t incl.<br>DTm1767t | **M General Cargo**<br><br>5 Ho 21,5 29,7 11,4 22,8 ER<br>24,3<br>G.21 358 B.19 557<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7<br>12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB(upr) 100lbf/in$^2$ (6,9bar)<br>AuxB(lwr) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 284kW 440V 60Hz a.c.<br>Fuel 1 149,0t (hvf) 14kn |

**LAID UP — SURVEYS OVERDUE 5/81**

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|---|---|---|---|---|---|---|
| 6400848<br>SVPO<br>7901<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATHINA**<br>ex Oluf Maersk-80<br>ex Karen Maersk-76<br>**Titan Bay Shipping Co. Ltd.**<br>Piraeus Greece | **19 695**<br>12 978<br>36 923 | ✠**100A1** SS 2/78<br>oil tanker<br>✠**LMC**<br>EL pt 2⅞"SQ<br>FN 7914 | **1964**-2 Odense Staalskibsvaerft A/S<br>—Odense (168)<br>209,15 25,56 11,265<br>198,13 25,46 14,48<br>P 28,7 B 12,5 F 24,4 1 dk<br>rf 51<br>13BH WB3698t incl. 2710t in clean ballast tanks | **M Tanker**<br>2P<br>25 Ta ER<br>L.(oil) 44 117<br>Der 2(5) 2(1) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>3 AuxB 180lbf/in$^2$ (12,5bar)<br>2 e(ex.g) 180lbf/in$^2$ (12,5bar)<br>Fuel 3 699,5t (hvf) 15,5kn |
| 5256850<br>SXIV<br>1831<br>Df Esd<br>Gc Rdr<br>RT | **ATHINA**<br>ex North Countess-79<br>**Martlet Maritime Inc.**<br>Mykonos Shipping Co. Ltd.<br>Piraeus Greece | **10 662**<br>6 311<br>15 241 | ✠**100A1** CS 11/76<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4944 | **1958**-8 Blythswood SB. Co. Ltd.—Glasgow (123)<br>159,09 20,63 9,468<br>148,29 20,58 12,76<br>F 13,8 2 dks<br>RW rf 152<br>7BH to U dk 1 to 2nd dk WB3333t incl. DTm1638t | **M General Cargo**<br>CSD | Oil 2SA 6Cy. 700 × 2320<br>7 200bhp (5 296kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 120lbf/in$^2$ (8,3bar) |
| 5425451<br>SYUS<br>7613<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATHINA**<br>ex Simandou-80<br>**Parthenon Shipping Co.**<br>Daglia Maritime Co.<br>Piraeus Greece | **10 170**<br>5 911<br>15 535 | ✠**100A1** CS 6/77<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4621 | **1963**-6 Scotts' SB. & Eng. Co. Ltd.<br>—Greenock (694)<br>152,56 20,43 8,656<br>143,26 20,36 11,89<br>P 27,5 F 12,5 1 dk<br>RW rf nil<br>NS 7BH WB5052t incl. Topside tanks in holds 1994t | **M Bulk Carrier**<br>5 Ho 18,2 21,5 21,7 21,7 21,7 ER<br>G.21 806 B.19 702<br>5 Ha (stl) (11,8 × 8,5) (15,7 15,9 15,9 15,9 × 9,9) ER<br>10W Der 10(7) | Oil 2SA 6Cy. 680 × 1250<br>6 510bhp (4 788kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 235kW 440V 60Hz a.c.<br>Fuel 1 241,5t (hvf) 14,5kn |
| 5054173<br>P3CV<br>381133<br>Df Rdr<br>RT | **ATHINA**<br>ex Berenice II-81 ex Uhud-78<br>ex Nava-77 ex Brihav-76<br>ex Mastholm-69 ex Askholm-68<br>ex Brunholm-65<br>**Fiona Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**285**<br>153<br>559<br>**481**<br>297<br>— | (NV) | **1958** Westermoen Batbyggeri—Mandal (460)<br>44,10 8,56 3,264/—<br>39,63 8,54 3,41<br>1 dk.<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.847 B.765<br>2 Ha (each 9,6 × 4,5) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 13kW 220V d.c.<br>Fuel 50,0t (d.o.)-2,0pd 10kn |
| 8113322<br>SVYP<br>8137<br>Df Esd<br>Gc Rdr<br>RT | **ATHINA K**<br>**Anstar Inc.**<br>Athenian Tankers Management S.A.<br>Piraeus Greece | **11 980**<br>6 130<br>15 839 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL Dt 550,0/62,0U2<br>FN 5152 | **1981**-8 Kherson Shipyard—Kherson (2021)<br>162,31(BB) 22,26 10,126<br>144,61 22,20 13,42<br>F 12,8 2 dks<br>rf 152<br>SF 8BH WB3040T | **M General Cargo**<br>pt higher tensile steel<br>5 Ho ER<br>G.21 340 B.19 570<br>TEU 388 C.Ho 320/20' C.dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>11 660bhp (8 577kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>AuxB (ex.g) 9kgf/cm$^2$ (8,9bar)<br>rcv 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 400kW 50Hz a.c. |
| 6820622<br>SWSD<br>284<br>Df Esd<br>Gc Rdr | **ATHINA ZAFIRAKIS**<br>**Explorer Shipping Co. Ltd.**<br>Chios Greece | **16 223**<br>10 458<br>29 098 | ✠**100A1** SS 2/78<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6396 | **1968**-7 Hakodate Dock Co. Ltd.—Hakodate (408)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB12747t incl. Comb. btm & side tanks in holds 3828t Topside tanks in Nos. 2-6 holds 3645t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,6 17,6 20,8 17,6 ER<br>G.35 698 B.32 759<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>AuxB (ex.g) 107lbf/in$^2$ (7,4bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf) 15kn |
| 5044764<br>HP3917<br>5014-PEXT<br>Df Esd<br>RTm | **ATHINA II**<br>ex Eridanus-81 ex Ursa-69<br>ex Biograd-68 ex Electra-60<br>ex Estetal-57<br>**Lindaugh Marine Traders Ltd.**<br>Panama Panama | **499**<br>248<br>1 210 | (JR) (RI) | **1952** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (740)<br>57,21 9,00 4,833<br>51,52 8,95 5,57<br>2 dks<br>RW | **M General Cargo**<br>CSD<br>1 Ho 30,0<br>G.1 427 B.1 303<br>2 Ha (10,5 10,0 × 5,0)<br>Der 4(3) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW) NE 60<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 18kW 1 × 15kW 220V d.c. |
| 5088071<br>SV3251<br>2102<br>Df Esd<br>RTm | **ATHINA II**<br>ex Delfina-63 ex Autumn Sun-62<br>**Greek Atlantic Cod Fishing Co. Ltd.**<br>Piraeus Greece | **204**<br>95<br>178 | (BV) | **1957** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B17/21)<br>34,45 6,79 2,629<br>30,33 6,70 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>2 Ho<br>In.225 | Oil 4SA 6Cy. 320 × 450<br>510bhp (375kW) NE 64<br>Maschinenbau Kiel G.m.b.H. Kiel<br>11kn |
| 5028631<br>SWLD<br>1882<br>Df Esd<br>Gc Rdr | **ATHINAI**<br>ex Santa Paula-61<br>ex Santa Rosa-58<br>**Aegean Steam Navigation Typaldos Bros. Ltd.**<br>Piraeus Greece | **9 237**<br>3 789<br>7 840 | (AB) | **1932** Federal SB. & D.D. Co.—Kearny, NJ (121)<br>154,84 22,00 7,913<br>147,53 21,95 9,15<br>B & F 127,5 2 dks & A dk | **TS Passenger/General Cargo**<br>906bth P<br>B.8 920 In.1 801<br>14W Der 1(50) | 4 S Turb dr geared to 2 sc. shafts<br>13 425shp (9 875kW)<br>General Electric Co. Schenectady, NY<br>Fuel 2 655,0t (o.f.) 19kn |
| 5133565<br>SVAL<br>7442<br>Df Esd<br>Gc Rdr<br>RTv | **ATHINAI**<br>ex Popi-80 ex Klipparen-79<br>ex Cortina-74 ex Goonawarra-71<br>**Greek South America Line Shipping Co. S.A.**<br>Piraeus Greece | T.Mk<br>**7 831**<br>4 286<br>11 156<br>**11 047**<br>6 355<br>12 558 | ✠**100A1** SS 7/80<br>DTsf—vegetable oil<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 4915 | **1962**-7 Lindholmens Varv. A/B—Goteborg (1073)<br>156,32 20,78 8,738/9,468<br>143,90 20,73 13,42<br>P 7,1 B 26,9 F 13,5 3 dks, 4th dk in Nos. 2 & 5 holds<br>rf 152<br>Coll BH to U dk 6 to 2nd dk WB4681t incl. DTsa255t DTm2048t | **M General Cargo**<br>Ref<br>6 Ho 20,3 17,6 19,2 18,5 19,2 12,5<br>G.15 199 B.14 136 In.5 217<br>6 Ha (stl) (11,1 10,4 11,4 12,1 × 6,6) (11,7 × 6,0) (6,9 × 5,9)<br>8W Cr 3(5) 2(3) Der 1(100) 3(10) | Oil 2SA 8Cy. 760 × 1500<br>10 000bhp (7 356kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>AuxB 85lbf/in$^2$ (5,9bar)<br>e(ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 240kW 2 × 120kW 440V 60Hz a.c.<br>Fuel 1 658,0t (hvf)-28,5pd 17,75kn |
| 5028655<br>SVDX<br>1378<br>Df Esd<br>Gc Rdr<br>RT | **ATHINAI**<br>**Hellenic Lines Ltd.**<br>Piraeus Greece | **2 863**<br>1 577<br>4 356<br>**4 301**<br>2 496<br>— | AB | **1956** Iino Jukogyo K.K.—Maizuru (28)<br>111,56 14,84 6,446/7,700<br>102,72 14,79 9,53<br>F 20,2 1 dk & S dk<br>RW rf 102 | **M General Cargo**<br>OSD/CSD<br>Ref<br>4 Ho 14,7 26,5 ER 12,8 20,8<br>G.8 439 B.8 004 In.883<br>4 Ha (8,0 15,3 × 6,0) ER (10,2 8,6 × 6,0)<br>12W Der 1(30) 4(5) 8(3) | Oil 2SA 8Cy. 520 × 900<br>3 500bhp (2 574kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 125kW 220V d.c.<br>Fuel 508,0t (hvf) 16kn |

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| **5195795**<br>SWKB<br>5833<br>Df Esd<br>RTm/v | **ATHINOULA**<br>ex Kleoniko-77 ex Hualien-76<br>ex New Bangkok-75 ex Kowhai-73<br>**Kamsa Compania Naviera S.A.**<br>Piraeus Greece | **3 361**<br>1 928<br>5 410 | **✠100A1** SS 6/79<br>**✠LMC**<br>EL v 1¾"SQ<br>FN 2301 | **1952**-9 A. Stephen & Sons Ltd.—Glasgow (634)<br>105,21 15,37 6,820<br>99,29 15,24 7,93<br>P & B 49,4 F 11,9 1 dk<br>RW rf 76<br>NS in lower part of holds 5BH WB674t | **M General Cargo**<br>3 Ho 23,0 21,1 16,5<br>G.7 239 B.7 066<br>3 Ha (stl) (13,6 14,0 14,2 × 6,1)<br>12W Der 1(25) 12(5) | Oil 2SA 6Cy. 600 × 1040<br>2 410bhp (1 773kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Gen 3 × 135kW 220V d.c.<br>Fuel 340,5t (d.o.) 11,75kn |
| **7640483**<br>J4VP<br>7575<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHLON**<br>**Athlos Shipping Co. Ltd.**<br>Piraeus Greece | **10 428**<br>7 437<br>17 168 | **✠100A1**<br>strengthened for heavy cargoes No.3 hold may be empty<br>**✠LMC** **UMS**<br>EL Bt 550,0/50,0U3<br>FN 4675 | **1979**-11 Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2651)<br>145,50(BB) 21,06 9,487<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK in way of nos. 2-5 holds<br>8BH WB6486T incl. No. 3 hold 4328T | **M General Cargo**<br>5 Ho 21,0 21,0 17,9 21,0 21,0<br>5 TwD ER<br>G.21 173 B.21 069<br>TEU 367<br>C.Ho 311/20'(40') C.Dk 56/20'(40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 3(22) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 9kgf/cm² (8,9bar)<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 196,0t (hvf) 14,5kn |
| **5225772**<br>P3JC<br>381116<br>Df Esd<br>Gc Rdr<br>RT | **ATHLOS I**<br>ex Eurabia Lake-78 ex Markab-77<br>**Athlomar Shipping & Trading Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**498**<br>178<br>840 | GL (DSRK) | **1960** VEB Peene-Werft—Wolgast<br>59,29 9,83 3,658<br>53,01 9,78 5,80<br>B 13,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 518 B.1 426<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| **5009518**<br>ODGB<br>B4084<br>Df Esd<br>Gc Rdr<br>RT | **ATHLOS II**<br>ex Eurabia Bay-78<br>ex Aldebaran-77<br>**Costakis Carapiperis & Nimaor Navigation Co. Ltd.**<br>Beirut Lebanon | **498**<br>178<br>840 | GL (DSRK) | **1961** VEB Peene-Werft—Wolgast<br>59,52 9,83 3,660<br>53,01 9,78 5,80<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 5,0) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 40kW 2 × 28kW 220/380V 50Hz a.c.<br>Fuel 37,5t (d.o.) 10kn |
| **5026906**<br>P3CY<br>380937<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **ATHLOS III**<br>ex Stavros H-80 ex Ask-77<br>**Sealike Navigation Ltd.**<br>Athlomar Shipping & Trading Co. Ltd.<br>Limassol Cyprus | **499**<br>223<br>— | **✠100A1** SS 12/79<br>Ice Class 1<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1078 | **1961**-5 Scheepswerf "De Waal" N.V. —Zaltbommel (671)<br>71,43 10,42 4,319<br>65,05 10,38 6,18<br>F 6,4 1 dk & S dk<br>rf 102<br>Coll BH to S dk 2 to 2nd dk WB496t | **M General Cargo** OSD<br>1 Ho 44,9 ER<br>G.2 221 B.2 108<br>2 Ha (stl) (11,9 × 5,0) (15,6 × 6,0) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 110bhp (816kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 299,5t (d.o.) 12kn |
| **6524010**<br>H2BH<br>394687<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATHLOS IV**<br>ex Nordgard-81 ex Canopus-79<br>**Bayblue Navigation Ltd.**<br>Athlomar Shipping & Trading Co. Ltd.<br>Limassol Cyprus | **498**<br>255<br>881<br>**1 588**<br>1 061<br>2 205 | **✠100A1** SS 6/79<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1353 | **1966**-1 Oy Laivateollisuus Ab—Turku/Abo (238)<br>75,42 11,79 3,563/5,233<br>69,60 11,70 7,73<br>Ba 11,9 F 7,7 1 dk & S dk<br>rf 102<br>Coll BH to S dk 2 to 2nd dk WB439t | **M General Cargo** OSD/CSD<br>Side doors<br>1 Ho 44,5 ER<br>G.4 132 B.3 646<br>3 Ha (stl) (8,4 × 4,5) (8,5 8,8 × 8,9) ER<br>Cr 2(5) | 2 Oil 4SA each 8Cy. 240 × 310 with sr gearing to sc. shaft<br>2 130bhp (1 567kW)<br>Wartsila Kon. Mek. Verks. Vaasa/Vasa<br>Gen 3 × 90kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 102,5t (hvf) 13,75kn |
| **7211737**<br>5MZN<br>4100<br>Df Esd<br>Gc Rdr<br>RT | **ATHOL**<br>**Gramos Shipping Co. S.A.**<br>Monrovia Liberia | **13 124**<br>9 394<br>22 227 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2203)<br>164,34(BB) 22,92 9,868<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,3 25,6 26,3 ER<br>G.30 684 B.29 560<br>5 Ha (stl) (16,0 16,0 9,6 16,0 16,0 × 12,5) ER<br>5W Der 5(10) | Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 1 474,5t (hvf) 15kn |
| **6726400**<br>J4QS<br>7380<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATHOLL FOREST**<br>ex Columbialand-76<br>**Royal Eagle Compania Naviera S.A.**<br>J. P. Samartzis Maritime Enterprises Co. S.A.<br>Piraeus Greece | **17 437**<br>10 147<br>26 420 | NV | **1967** Oresundsvarvet A/B—Landskrona (211)<br>175,22 26,62 9,880<br>167,65 26,52 13,72<br>F 15,6 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 15,2 21,1 21,1 21,1 21,1 18,5 ER<br>G.34 732 B.33 946<br>2 Ha (stl) (12,7p&s × 7,4) 8 Ha (stl) (18,6p&s 18,6p&s 18,6p&s 18,6p&s × 10,4) 2 Ha (stl) (16,0p&s × 10,4) ER<br>3W Cr 5(12) Der 1(8) 2(2) | Oil 2SA 6Cy. 750 × 1600<br>11 400bhp (8 385kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 335,0t (d.o.) 1 415,0t (hvf)-40,0pd 15kn |
| **7381130**<br>FNOG<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATHOS**<br>**Mobil Oil Francaise (Departement Transports Maritimes)**<br>Le Havre France | **140 745**<br>111 080<br>275 225 | BV | **1974** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (1012)<br>340,83(BB) 54,44 21,070<br>324,04 54,41 26,90<br>1 dk | **M Tanker**<br>SBT COW IGS<br>Mchy.aft<br>13 Ta<br>L.(oil) 335 100 HeCls. BptC | 2 Vee Oil 4SA each 12Cy. 570 × 620<br>36 000bhp (26 480kW) NE 80 Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>16,25kn |
| **6922602**<br>SWAO<br>3622<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATHOS**<br>**Athos Shipping Co. S.A.**<br>Piraeus Greece | **10 008**<br>6 286<br>14 935 | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2084)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 105 B.18 944<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 280,0t 14kn |
| **5150616**<br>DNCB<br><br>Df Esd<br>Rdr<br>RTm/v | **ATHOS**<br>ex Douro-82 ex Schulau-79<br>ex Arosienne-77 ex Schulau-76<br>ex Hildegard Bulow-72<br>**Christoph Jakobs**<br>Federal Republic of Germany | T.Mk<br>**424**<br>250<br>725 | GL | **1962** J. J. Sietas K.G. Schiffswerft —Hamburg (516)<br>61,30 10,06 3,912<br>55,02 10,01 6,00<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 39,0 ER<br>G.1 959 B.1 789<br>2 Ha (18,1 × 6,4) (9,9 × 6,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11kn |

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|---|---|---|---|---|---|---|---|
| 5120996<br>SGKD<br>10725<br>Esd Rdr<br>RTv | **ATHOS**<br>ex Ago-82 ex Frej-73<br>**Port of Koping Authority**<br>Koping Sweden | **204**<br>—<br>— | **✠100A1**<br>tug<br>Baltic service<br>Ice Class 1<br>**✠LMC** | SS 5/81<br>EL (c) 5/16"SQ<br>FN 315 | **1960**-11 A/B Gavle Varv—Gavle (106)<br>28,02 8,34 3,601<br>24,52 8,01 4,81<br>RAD 1,9<br>3BH WB32t | **M Tug/Icebreaker**<br>75P | Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 40kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) 12kn |
| 5028722<br>THJU<br>5614<br>Df Esd<br>Rdr RTm | **ATHOS**<br>**Pierre Morvant et Compagnie**<br>Lorient France | **116**<br>47<br>— | | BV | **1961** S.I.C.C.Na.—St. Malo (T11)<br>*24,21* 6,84<br>22,31 6,82 3,26<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>In.85<br>4 Ha (0,9 0,9 × 0,9) (0,8 × 0,8) (0,7 × 0,5)<br>2W Der 1(2) 1(1) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10,75kn |
| 6401115<br>SZYF<br>8106<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ATHOS I**<br>ex Ariel I-81 ex Ariel-78<br>**Regina Maritime Corp.**<br>Piraeus Greece | **7 997**<br>4 434<br>8 230 | ✠Classed LR until 7/8/81 | BV | **1964**-3 Eriksbergs M/V A/B—Goteborg (583)<br>149,23 18,98 8,541<br>137,45 18,90 11,89<br>P 14,7 F 16,2 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>rf 483 | **M General Cargo**<br>Ref.<br>4 Ho 28,5 20,7 ER 24,0 27,2<br>In.10 605<br>4 Ha (stl) (10,4 × 5,7) (10,0 × 5,6) ER (10,0 10,0 × 5,6)<br>Cr 4(5) | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 4 × 395kW 440V 60Hz a.c.<br>Fuel 1 890,0t (hvf)-40,5pd 19kn |
| 7207310<br>SWYC<br>8207<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ATIA C**<br>ex Ile de la Cite-81<br>**Nefeli Compania Maritima S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **105 013**<br>90 502<br>232 979 | | NV | **1972** A/B Gotaverken Arendal—Goteborg (853)<br>332,32(BB) 45,65 20,657<br>320,05 45,60 26,67<br>1 dk | **S Tanker**<br>15 Ta ER<br>L.(oil) 282 961<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 444shp (23 865kW)<br>STAL-LAVAL Turbin AB Finspong<br>Gen 1 × 1480kW 1 × 1250kW 1 × 768kW 1 × 35kW 440V 60Hz a.c.<br>Fuel 10 833,0t (o.f.)-158,5pd 16,5kn |
| 7434327<br>KSFJ<br>586128<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATIGUN PASS**<br>**Hartford National Bank & Trust Co.**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **74 250**<br>63 494<br>176 162 | | AB | **1977** Avondale Shipyards Inc.—Avondale, La (2295)<br>276,16(BB) 17,470<br>262,14 52,74 22,86<br>1 dk<br>rf nil | **S Tanker**<br>SBT IGS<br>5 Ta 6 Wing Ta each —p&s ER<br>L.(oil) 193 062 | 2 S Turb geared to sc. shaft<br>26 700shp (19 639kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 1250kW 1 × 600kW 480V 60Hz a.c.<br>Fuel 5 407,5t (o.f.)-140,0pd 16,5kn |
| 7223247<br>TCGH<br>4160<br>Esd Rdr<br>RT | **ATIL**<br>**Sismanyazici Atil Ortakligi**<br>Istanbul Turkey | **499**<br>299<br>1 050 | | BV | **1973** Deniz Insaat Kizaklari—Buyukdere (131)<br>61,30 10,52 3,680<br>57,99 10,49 5,80<br>1 dk & S dk | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.1 924 B.1 848<br>2 Ha (11,5 16,2 × 6,0)<br>OSD | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>10kn |
| 5283827<br>321755<br>Df RTm | **ATILOLA**<br>ex Anjou-70<br>ex President E. Chalas-63<br>**Kuta Shipping Co. Ltd.**<br>Lagos Nigeria | **481**<br>264<br>320 | | | **1958** Schpsw. "De Dollard"—Landsmeer (871)<br>53,70 7,73 3,029<br>50,50 7,65 4,50<br>P 13,5 B 7,7 F 7,7 1 dk<br>R | **M General Cargo**<br>2 Ho 19,5 14,4 ER<br>B.715<br>2 Ha (9,5 9,0 × 4,0) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 270 × 500<br>540bhp (397kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 45kW 110V d.c. 1 × 15kW<br>Fuel 20,5t (d.o.) 10kn |
| 6028731<br>10<br>RT | **ATIYA**<br>ex Rila-62<br>**'Dimitar Blagoev' Shiprepair Yard**<br>Varna Bulgaria | **183**<br>93<br>224 | | (BR) | **1943** Ch. Nav. de l'Etat Bulgare—Varna<br>32,01 6,81 2,801<br>3,00<br>1 dk<br>RW<br>conv General Cargo — | **M Repair Ship** | Oil 4SA 6Cy. 285 × 320<br>350bhp (257kW) E 41<br>Motorenw. Mannheim A.G. Mannheim<br>Gen 1 × 50kW 1 × 15kW |
| 5028758<br>UVAD<br>M-17025<br>Df Esd<br>Gc Rdr | **ATKARSK**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 411**<br>2 912<br>8 814 | | RS | **1960** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1075)<br>139,40 17,63 7,860<br>130,31 17,61 11,64<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0 16,7<br>G.14 936 B.13 505<br>5 Ha (stl) (9,9 9,9 9,9 × 7,3) ER (9,9 9,6 × 7,3)<br>10W Der 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 1 209,0t (d.o.) 14,5kn |
| 6517079<br>326024<br>Esd Pfd<br>Rdr RTm | **ATKINSON**<br>**Riverport Seafoods Ltd.**<br>Halifax, N.S. Canada | **371**<br>130<br>— | | | **1965** Halifax Shipyards Ltd.—Halifax, N.S. (35)<br>41,46 8,11<br>36,12 8,08 3,97<br>1 dk & S dk<br>rf 914 | **M Fishing**<br>Stern Trawler<br>1 Ho 13,1<br>2 Ha (stl) (each 1,5 × 1,0)<br>OSD | Oil 2SA 16Cy. 219 × 379<br>1 200bhp (883kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 44kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7507734<br>Df Esd<br>Rdr RT | **ATLAMAR**<br>**Albamar Sociedade de Pescas Ltda.**<br>Aveiro Portugal | **189**<br>65<br>113 | | | **1982** Est. Nav. do Mondego—Figueiro da Foz (178)<br>34,52 3,001<br>29,32 7,61 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.fwd<br>1 Ho<br>In.130<br>1 Ha (stl) | Oil 4SA 6Cy. 240 × 330 with flexible couplings & sr geared to sc. shaft<br>1 300bhp (956kW)<br>Krupp MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller |
| 5028772<br>XPOC<br>Df Esd<br>RT | **ATLANDSFARID**<br>**H. Hansen P/R**<br>Midvag Faroe Islands | **168**<br>92<br>— | | | **1936** A/S Frederikssund Skibsvaerft —Frederikssund<br>*32,19* 7,62 3,537<br>7,57<br>1 dk | **Wood Aux M Fishing**<br>Side Trawler Schooner<br>1 Ho<br>1W Der 1(1) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) NE 54<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 9kn |
| 6510382<br>UOLF<br>M-27620<br>Df Esd<br>Gc Rdr<br>RT | **ATLANT**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 170**<br>1 225<br>1 460 | | RS | **1964** Nikolayev Shipyard "Nosenko" —Nikolayev<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |

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| **6724141**<br>UBIJ<br>M-24049<br>Df Esd<br>Gc Rdr<br>RT | **ATLANT**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **828**<br>—<br>405 | RS | **1959** ............U.S.S.R.<br>52,30 11,51 4,592<br>47,60 5,80 | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving gen. connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>13,5kn |
| **7730769**<br>SQLF<br>Df Esd<br>Rdr RT | **ATLANT**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **336**<br>0<br>— | PR | **1976** Gdynska Stocznia Marynarki Wojennej—Gdynia (H-2500/3)<br>35,46<br>9,36 5,06<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 300 × 450<br>Fiat<br>H. Cegielski Poznan<br>Gen 2 × 120kW 1 × 48kW 400V a.c.<br>13kn |
| **6724830** | **ATLANT**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **226**<br>—<br>— | (RS) | **1967** ............U.S.S.R.<br>29,29 8,31<br>... ... ... | **M Tug** | 2 Oil geared to sc. shaft<br>............. |
| **7117735**<br>OGYE<br>1463<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTA**<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>Helsinki/ Helsingfors Finland | T.Mk<br>**8 854**<br>4 593<br>13 537 | **✠100A1** SS 2/82<br>Ice Class 1A<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Et 2½"U2<br>FN 5336 | **1972**-3 Smith's Dock Ltd.—South Bank, Middlesbrough (1317)<br>159,77 22,05 9,170<br>151,06 22,01 13,31<br>P 37,5 F 14,1 1 dk, 2nd dk fwd of mchy. space, 3rd dk in Nos. 1, 2 & 7 holds<br>rf 127 DK fwd of mchy. space<br>5BH to U dk 5BH to 2nd dk WB1984t | **M General Cargo**<br>Ref 4P<br>7 Ho 11,2 12,4 16,3 16,3 15,0 15,0 11,2 ER<br>G.17 903 B.16 553 In.3 850<br>1 Ha (stl) (7,0 × 8,8) 1 Ha (stl) (7,9 × 13,1) 10 Ha (stl) (13,0p&s 13,0p&s 13,0p&s 13,0p&s 7,0p&s × 7,7) ER<br>Cr 4(12,5) 4(8) | Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 640kW 1 × 340kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 578,5t (hvf)<br>19kn |
| **5028801**<br>EICR<br>401143<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTA**<br>**Commissioners of Irish Lights**<br>Dublin Irish Republic | **1 239**<br>305<br>— | **✠100A1** SS 1/80<br>**✠LMC**<br>EL (n) 1¾"SQ<br>FN 1036 | **1959**-11 Philip & Son Ltd.—Dartmouth (1299)<br>70,74 11,61 4,801<br>61,73 11,59 5,19<br>P & B 37,2 F 8,6 1 dk, 2nd dk except in mchy. space<br>RW rf 152 len 75<br>4BH WB100t | **TD-E Lighthouse Tender** | 4 Oil 4SA each 6Cy. 254 × 305 total 2 200bhp (1 618kW) driving 4 gen. each 304kW 230V d.c. connected to 2 elec. motors each of 750shp (552kW) & 2 sc. shafts<br>English Electric Co. Ltd. Newton-le-Willows<br>db 45lbf/in² (3,1bar)<br>Gen 4 × 75kW 2 × 60kW 220V d.c. |
| **6706498**<br>PCUP<br>Df Esd<br>Pfd<br>RTm/h | **ATLANTA**<br>ex Lady Carina-81 ex Micky-75 ex Stacia-72 ex Stacia Smits-71<br>**Rederij Ate B.V.**<br>Erhardt & Dekkers<br>Rotterdam Netherlands | **487**<br>316<br>934 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>EL J 1 1/16"U2<br>FN 680<br>(BV) | **1967**-2 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (370)<br>57,33 9,10 3,810<br>51,80 9,00 4,12<br>P 11,6 F 23,5 1 dk<br>rf 76<br>3BH WB215t | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,2 ER 1 TwD 15,9<br>G.1 408 B.1 317<br>2 Ha (each 12,6 × 5,7) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel 40,5t (d.o.)-3,0pd<br>11,75kn |
| **6704775**<br>CNUS<br>6-758<br>Df Esd<br>Pfd Rdr<br>RTm | **ATLANTA**<br>ex Fiskeskjer-80 ex Skyttenes-77<br>ex Caroline Musholm-76<br>**Compagnie des Pecheries du Sud (COPECSUD)**<br>Casablanca Morocco | **431**<br>191<br>425 | BV (NV) | **1966** Karmsund Verft & M/V A/S —Haugesund (5)<br>42,68 8,56<br>38,00 8,53 4,27<br>1 dk<br>BK 140 | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.400<br>2 Ha (each 2,9 × 2,9) ER<br>1W Der 1(5) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 42/25kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 43,0t (d.o.)<br>11kn |
| **6608713**<br>RT | **ATLANTA**<br>**Atlanta Navigation Co. Ltd.**<br>Chittagong Bangladesh | **285**<br>135<br>386 | ✠LR class withdrawn 4/6/82 | **1966**-4 Brooke Marine Ltd.—Lowestoft (302)<br>47,91 8,34 1,723<br>45,57 8,23 2,44<br>1 dk<br>rf nil | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 140 × 165 reverse reduction geared to sc. shafts<br>280bhp (206kW)<br>Albion Motors Ltd. Chorley<br>Gen 1 × 3kW 24V d.c. |
| **6800127**<br>Esd RT | **ATLANTA 7**<br>**Pesquera Salinas S.A.**<br>Tambo de Mora Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5029829**<br>IRBL<br>470<br>Rdr RT | **ATLANTE**<br>ex Atlas<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **1 274**<br>579<br>— | RI | **1955** Lobnitz & Co. Ltd.—Renfrew (1133)<br>53,04 16,95 3,510<br>50,30 16,92 3,97<br>1 dk | **TS Floating Crane** | T 3Cy. 330 559 & 864 × —<br>1 400ihp (1 030kW)<br>Lobnitz & Co. Ltd. Renfrew |
| **7931076**<br>402142<br>Df Esd<br>Gc Pfd<br>Rdr | **ATLANTEAN**<br>**Desmond Faherty**<br>Dublin Irish Republic | **250**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 598 | **1981** Scheeps. "Voorwaarts" B.V. —Hoogezand (227)<br>40,52 9,68 5,550<br>36,12 9,52 7,01<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref. | Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Controllable pitch propeller |
| **7709136**<br>D5SB<br>6592<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIA**<br>**Atlantia Tanker Corp.**<br>Monrovia Liberia | **42 155**<br>30 059<br>97 124 | AB | **1979** Hitachi Zosen—Ariake Works, Nagasu (4574)<br>260,00(BB) 42,04 13,966<br>233,00 42,00 18,50<br>1 dk<br>rf nil | **M Tanker**<br>SBT<br>Mchy.aft | Oil 2SA 9Cy. 670 × 1776<br>16 800bhp (12 357kW) B&W<br>Hitachi Zosen Osaka<br>Gen 3 × 850kW a.c.<br>14,5kn |
| **7902295**<br>ELAJ4<br>6872<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC**<br>**Home Lines Inc.**<br>Monrovia Liberia | **19 337**<br>8 357<br>7 000 | AB (Class cont.)<br>BV (Class cont.) | **1982** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1432)<br>204,71(BB) 7,381<br>172,02 27,36 17,15<br>1 dk | **TM Passenger Ship**<br>1292bth P<br>Mchy.aft<br>1 Ha<br>Cr 2(-) | 2 Oil 2SA each 10Cy. 600 × 1250<br>30 000bhp (22 067kW) GMT<br>Fiat-OM Applicazioni Industriali Milano<br>Thw. thrust propeller fwd<br>23,5kn |
| **7813822**<br>9V2931<br>381964<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC**<br>**Atlantic Ship Management Pte. Ltd.**<br>Singapore Singapore | **6 165**<br>3 319<br>8 477 | GL | **1980** China SB. Corp. (Keelung Division) —Keelung (102)<br>118,01 8,002<br>104,63 18,22 10,32 | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho ER<br>TEU 443<br>C.Ho 190/20' (40') C.Dk 253/20' (40') incl. 50 ref C.<br>2 Ha (stl) ER | Oil 4SA 7Cy. 520 × 550<br>7 385bhp (5 432kW) MAN<br>Kawasaki Heavy Ind. Ltd. Japan<br>Controllable pitch propeller<br>15,75kn |

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|---|---|---|---|---|---|---|
| 5262081<br>CXEP<br>3206<br>Rdr<br>RTm/h | **ATLANTIC**<br>ex Old Point Comfort-64<br>ex Albany-57 ex LST 970-47<br>**Navegacion Atlantida S.A.**<br>Montevideo Uruguay | **1 622**<br>841<br>1 600 | (AB) | **1945** Bethlehem-Hingham—Hingham, Ma (3440)<br>*93,70* 15,27 2,667<br>92,97 15,24 3,41<br>P & B 75,9 1 dk & S dk<br>conv Naval RoRo Cargo/Tank Landing Ship 47 | **TM RoRo Cargo/Ferry** OSD 632P<br>Mchy.aft | 2 Oil 2SA each 12Cy. 222 × 267 sr reverse geared to sc. shafts<br>2 880bhp (2 118kW)<br>General Motors Corp. Detroit, Mi<br>Gen 3 × 100kW 115/230V d.c.<br>Fuel (d.o.) 14kn |
| 7360679<br>DACP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC**<br>Launched as Vulkan<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **1 597**<br>164<br>1 180 | GL | **1975** Schichau-Unterweser A.G. —Bremerhaven (2254)<br>77,40 13,59 5,820<br>68,71 13,19 6,61<br>F 27,2 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 400 × 500<br>Kloeckner Humboldt Deutz Koeln<br>2 Controllable pitch propellers<br>18,5kn |
| 7235733<br>LJFX<br>17973<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC**<br>**Atlantic A/S**<br>Michael Breivik<br>Alesund Norway | **1 355**<br>408<br>— | NV | **1973** Soviknes Verft A/S—Syvikgrend (76)<br>76,51 12,63 5,682<br>65,56 12,60 8,16<br>2 dks<br>rf 991 BK 196 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 320 × 450 geared to sc. shaft<br>3 500bhp (2 574kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 520kW 1 × 160kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 7727097<br>PCUZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC**<br>**Seatrade Groningen B.V.**<br>Groningen Netherlands | T.Mk<br>**965**<br>462<br>1 815<br>**1 592**<br>819<br>2 145 | ✠**100A1** SS 7/82<br>Ice Class 2<br>when the main engine<br>output restricted to<br>1900 bhp<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL (Q) 522,5/36,0U2<br>FN 1231 | **1979**-5 Tille Scheepsbouw B.V. —Kootstertille (210)<br>65,97 (BB) 13,19 5,049/5,627<br>59,54 13,01 7,65<br>P 13,8 F 10,1 2 dks<br>rf nil len 82<br>6BH WB352T incl. DTsf133T | **M General Cargo**<br>Ref.<br>2 Ho 18,1 17,1 ER 2 TwD<br>In.2 577<br>2 Ha (stl) (each 11,9 × 7,4) ER<br>Cr 1(5) Der 4(3) | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 168kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.) |
| 5028875<br>WA2595<br>233497<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTIC**<br>**Southeastern Leasing Corp.**<br>Boston, Ma United States of America | **163**<br>84<br>— | | **1934** Bethlehem SB. Corp.—Quincy, Ma (1456)<br>*31,25* 6,74<br>31,09 6,71 3,51<br>R | **M Fishing**<br>Side Trawler<br>1 Ho 9,1<br>2 Ha | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW) NE 60<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 18,5t |
| 6524448<br>Esd | **ATLANTIC**<br>**Callao Mills S.A.**<br>Callao Peru | **105**<br>—<br>— | ✠Classed LR until 9/67 | **1966**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (292)<br>22,36 6,76<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing Seiner | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 7534725<br>WYR2<br>780<br>562679 | **ATLANTIC BEACH**<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **655**<br>445<br>— | | **1945** Willamette Iron & Steel Co. —Portland, Or<br>*53,71* 10,09<br>4,37<br>1 dk | **M Fishing** | Oil<br>2 000bhp (1 471kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7506015<br>WGJT<br>573223<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC BEAR**<br>ex Saudi Bear-76<br>Launched as Westward Venture<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **17 525**<br>11 397<br>16 373 | AB | **1976** Sun SB. & Dry Dock Co.—Chester, Pa (674)<br>241,03(BB) 28,05 8,532<br>223,65 27,97 18,34<br>3 dks<br>rf 432 | **S RoRo Cargo/Container Ship**<br>Deck-guides<br>Side door Stern door<br>4 Ho | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 2000kW a.c.<br>Fuel 3 206,5t (o.f.) 25kn |
| 6723745<br>VGGN<br>323031<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ATLANTIC BEATRICE**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | **624**<br>316<br>300 | ✠Classed LR until 27/8/76 | **1967**-10 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (105)<br>46,39 9,68 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho 7,0 11,1 ER<br>In.340<br>2 Ha (stl) (2,2 2,2 × 1,0) ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 13,5kn |
| 7808487<br>LJOA<br>19364<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC BLANA**<br>**K/S A/S Blana**<br>K/S Atlantic Supply A/S<br>Kristiansund N. Norway | T.Mk<br>**498**<br>219<br>1 128 | NV | **1979** Sterkoder M/V A/S—Kristiansund N. (67)<br>64,55 13,82 4,720<br>56,39 4,75<br>F - 2 dks<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 1 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| 7732963<br>WYQ6<br>287<br>585456 | **ATLANTIC BREEZE**<br>ex Excalibur-78<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **733**<br>542<br>— | | **1944** ..............Chicago, Illinois<br>*53,89*<br>10,06 4,30<br>1 dk | **M Fishing** | Oil<br>2 000bhp (1 471kW)<br>U.S.A. |
| 7603631<br>556170 | **ATLANTIC BREEZE**<br>**Tony Tringeli**<br>Jacksonville, Fl United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6914289<br>VC6406<br>329305<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC CAROL**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | **624**<br>317<br>294 | ✠Classed LR until 27/8/76 | **1969**-2 Newfoundland Marine Works Ltd. —Marystown, Nfl. (3)<br>46,41 9,68 3,734<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller |

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| **6913106**<br>GZML<br>337229<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLANTIC CAUSEWAY**<br>**The Cunard Steam-Ship Co. p.l.c.**<br>Cunard Shipping Services Ltd.<br>Liverpool United Kingdom | **14 946**<br>7 405<br>18 146 | ✠**100A1** CS 11/79<br>Ice Class 3<br>✠**LMC**<br>EL L† $3\frac{3}{16}$"U2<br>FN 9283 | **1969**-11 Swan Hunter Shipbuilders Ltd. —Walker Shipyard, Newcastle (1)<br>212,10(BB) 28,05 9,278<br>195,99 28,00 19,36<br>3 dks, lower intermediate dk aft, 4th & 5th dks in No. 2 hold (2nd, intermediate & 5th dks light cargoes only)<br>rf nil DK fwd conv Aircraft Transport RoRo Cargo/Container Ship 82<br>conv Fixed-guides RoRo Cargo/Container Ship 82<br>NS 2BH to U dk 3 to 3rd dk WB8178t incl. DTf554t Tunnel tanks 608t | **TS Roro Cargo/Container/Aircraft Transport Fixed-guides** 2P<br>Side doors<br>Stern door & ramp pt higher tensile steel<br>6 Ho 13,4 13,4 13,4 13,4 13,4 47,8 ER<br>B.32 617<br>TEU 738<br>C.Ho 120/20' 65/40' C.Dk 488/20'(40')<br>5 Ha (stl) (each 12,9 × 15,7) ER | 4 S Turb dr geared to 2 sc. shafts<br>38 500shp (28 319kW)<br>Associated Electrical Industries Ltd., A.E.I. Manchester<br>2 WTB 1055lbf/in² (72,8bar) Spt 510,0°C 900lbf/in² (62,1bar) hs3652,9<br>Gen 2 × 1600kW 2 × 350kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (o.f.) 23kn |
| **7050640**<br>WY5082<br>517028<br>RT | **ATLANTIC CHALLENGER**<br>ex Miss Happy-75<br>**Atlantic Challenger Fish Corp.**<br>New Bedford, Ma United States of America | **133**<br>90<br>— | | **1969** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*22,86* 6,84 3,43<br>1 dk | **M Fishing** | Oil<br>457bhp (336kW) U.S.A.<br>Fuel (d.o.) |
| **7002514**<br>FNZF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC CHAMPAGNE**<br>**Compagnie Generale Maritime (C.G.M.)**<br>Dunkerque France | T.Mk<br>**15 351**<br>7 384<br>18 549 | BV | **1969** Ch. de l'Atlantique—St. Nazaire (N24)<br>212,05(BB) 28,05 9,310<br>196,91 28,01 19,36<br>6 dks<br>rf nil | **TS RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors Stern door & ramp<br>6 Ho 13,4 13,4 13,4 13,4 13,4 47,8 ER<br>B.32 617<br>TEU 738<br>C.Ho 120/20' 65/40' C.Dk 488/20'(40')<br>5 Ha (stl) ER | 4 S Turb dr geared to 2 sc. shaft<br>35 000shp (25 745kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 3 454,5t (o.f.) 23kn |
| **7013496**<br>5LVE<br>3529<br>Df Esd<br>Gc Rdr<br>RTh/v | **ATLANTIC CHARITY**<br>**Ferino (Liberia) Ltd.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **16 015**<br>10 949<br>28 793 | ✠**100A1** SS 4/80<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL F† $2\frac{5}{8}$"U2<br>FN 6383 | **1970**-7 Hakodate Dock Co. Ltd.—Hakodate (439)<br>180,32(BB) 22,92 10,637<br>171,15 22,86 14,43<br>P 30,5 F 14,4 1 dk<br>rf 51 DK fwd<br>NS 9BH WB7613t incl. Comb. btm & side tanks in Nos. 3 & 4 holds 1370t Topside tanks in holds 3525t | **M Bulk Carrier**<br>7 Ho 14,7 18,5 19,9 16,7 19,9 19,9 20,8 ER<br>G.37 039 B.33 384<br>7 Ha (stl) (7,0 9,6 9,6 12,8 12,8 12,8 × 9,4) ER<br>12W Cr 1(10) Der 12(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c. 15,25kn |
| **6926505**<br>SDZA<br>11483<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC CINDERELLA**<br>**Rederi-A/B Wallenco/Wallship**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden | T.Mk<br>**15 437**<br>7 385<br>18 445 | ✠**100A1** CS 2/79<br>Ice Class 3<br>✠**LMC**<br>EL M† $3\frac{5}{16}$"U2<br>FN 9287 | **1970**-2 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (270)<br>212,17(BB) 28,05 9,310<br>195,99 28,00 19,38<br>3 dks, lower intermediate dk aft, 4th & 5th dks in No. 2 hold, 2nd intermediate & 5th dks light cargoes only<br>rf nil<br>NS 2BH to U dk 3 to 3rd dk WB8374t incl. DTf543t Tunnel tanks 653t | **TS RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors<br>Stern door & ramp pt higher tensile steel<br>6 Ho 13,4 13,4 13,4 13,4 13,4 47,8 ER<br>B.32 617<br>TEU 738<br>C.Ho 120/20' 65/40' C.Dk 488/20'(40')<br>5 Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>35 000shp (25 745kW)<br>STAL-LAVAL Turbin AB Finspong<br>2 WTB 77kgf/cm² (75,6bar) Spt 510°C 65kgf/cm² (63,8bar)<br>sg 8kgf/cm² (7,9bar) hs3569,8<br>Gen 2 × 1600kW 1 × 700kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 454,5t (o.f.) 24kn |
| **7356410**<br>VC8218<br>348681<br>Esd Gc<br>Pfd Rdr<br>RT | **ATLANTIC CLAIRE**<br>**Tele-Direct Ltd.**<br>Atlantic Consolidated Foods Ltd.<br>St. John's, Nfl. Canada | **661**<br>335<br>— | ✠Classed LR until 31/12/77 | **1974**-11 Marystown Shipyard Ltd. —Marystown, Nfl. (11)<br>44,76 10,16 3,150<br>38,18 9,91 6,66<br>2 dks<br>rf 813 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho 12,8 ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 150,0t (d.o.) |
| **7039622**<br>ZGDU<br>339951<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC CLIPPER**<br>ex Tiber-79 ex City of Naples-79<br>ex Tiber-74<br>**Atlantic Clipper Ltd.**<br>Chester, Blackburn & Roder Inc.<br>Georgetown Cayman Islands (British) | T.Mk<br>**930**<br>492<br>1 769<br>**1 599**<br>909<br>2 210 | ✠**100A1** CS 12/80<br>Ice Class 2 at a draught not exceeding 4,178m<br>✠**LMC** **UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1564 | **1971**-1 Zaanlandsche Schps. Maats. —Zaandam (520)<br>85,22 13,80 4,141/4,704<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 3BH to U dk 2 to 2nd dk WB764t incl. DTsf & TwDa113t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 13,9 39,9 ER<br>TEU 124<br>C.Ho 4/20' 22/40' C.Dk 76/20'<br>7 Ha (stl) ER | Oil 4SA 6Cy. 410 × 470<br>3 200bhp (2 354kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 233,5t (hvf) 15,5kn |
| **7529342**<br>PECD<br>4798Z<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC COAST**<br>ex Fivel-81<br>**Rederij Hoek van Holland**<br>Oost Atlantic Lijn B.V.<br>Rotterdam Netherlands | **1 598**<br>1 127<br>3 085 | ✠**100A1** SS 3/81<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1524 | **1977**-1 Schps. "Hoogezand" J. Bodewes —Bergum (182)<br>81,72 14,20 5,404<br>74,45 14,00 6,46<br>P 15,3 F 10,4 1 dk<br>rf nil<br>SF 3BH WB885T incl. TwDf88T | **M General Cargo**<br>2 Ho 27,4 25,1 ER<br>G.3 823 B.3 426<br>2 Ha (stl) (each 20,4 × 10,2) ER<br>Cr 2(16) | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 104kW 1 × 52kW 380/220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 240,0t (d.o.) 13kn |
| **7731127**<br>WYQ4<br>390<br>581973 | **ATLANTIC COAST**<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **729**<br>519<br>— | | **1945** ............Portland, Or<br>*53,71* 10,09 4,37<br>1 dk | **M Fishing** | Oil<br>2 000bhp (1 471kW) U.S.A.<br>Fuel (d.o.) |
| **7004366**<br>FNZE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC COGNAC**<br>**Compagnie Generale Maritime (C.G.M.)**<br>Dunkerque France | T.Mk<br>**15 351**<br>7 384<br>18 549 | ✠**100A1** CS 10/80<br>Ice Class 3<br>✠**LMC**<br>EL M† $3\frac{5}{16}$"U2<br>FN 9326<br>(BV) | **1970**-5 Ch. Nav. de La Ciotat—La Ciotat (254)<br>212,07(BB) 28,05 9,310<br>196,91 28,00 19,36<br>3 dks, lower intermediate dk aft, 4th & 5th dks in No. 2 hold, 2nd intermediate & 5th dks, light cargoes only<br>rf nil<br>NS 2BH to U dk 3 to 3rd dk WB8374t incl. DTf543t Tunnel tanks 653t | **TS RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors<br>Stern door & ramp pt higher tensile steel<br>6 Ho 13,4 13,4 13,4 13,4 13,4 47,8 ER<br>B.32 617<br>TEU 738<br>C.Ho 120/20' 65/40' C.Dk 488/20'(40')<br>5 Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>35 000shp (25 745kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 74,3kgf/cm² (72,9bar) Spt 510°C 63,3kgf/cm² (62,1bar) hs3651,0<br>Gen 2 × 1600kW 1 × 700kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 3 454,5t (o.f.) 23kn |

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| **7123502**<br>PCVJ<br>Df Esd<br>Rdr<br>RTm/h/v | **ATLANTIC COMET**<br>ex Cornelia Bosma-78<br>**Oost Atlantic Lijn B.V.**<br>Rotterdam Netherlands | **1 369**<br>839<br>1 971 | **✠100A1** SS 6/81<br>Ice Class 3<br>**✠LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1291 | **1972**-1 N.V. Scheeps. "Vooruitgang"<br>—Foxhol (228)<br>82,10 12,20 4,528<br>74,66 11,92 5,36<br>P 13,2 RAD 2,5 1 dk<br>rf nil len 77<br>NS 4BH WB931t incl. DTf73t | **M General Cargo**<br>1 Ho 48,7 ER<br>G.2 411 B.2 340<br>1 Ha (stl) (46,9 × 7,7) ER | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel 196,0t (d.o.) 13kn |
| **5158060**<br>GOSN<br>340355<br>Df Esd<br>RTh | **ATLANTIC COMET**<br>ex Hoocrest-80 ex Ida-D-70<br>**Mediterranean Commodities Ltd.**<br>Rochester United Kingdom | **490**<br>268<br>691 | ✠Classed LR until 4/72 | **1955**-4 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (134)<br>51,41 8,39 3,429<br>47,10 8,31 3,48<br>P 12,8 RQD 17,1 F 7,4 1 dk<br>R rf nil | **M General Cargo**<br>1 Ho 22,7 ER<br>G.991 B.949<br>2W Der 2(2) | Oil 4SA 7Cy. 290 × 450<br>400bhp (294kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 10kn |
| **6912126**<br>PCVH<br>127962<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC CROWN**<br>**Intercontinental Transport (ICT) B.V.**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Rotterdam Netherlands | **15 469**<br>7 406<br>18 511 | **✠100A1** SS 10/79<br>Ice Class 3<br>**✠LMC**<br>EL Mt $3\frac{5}{16}$"U2<br>FN 9283 | **1969**-12 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (269)<br>212,17(BB) 28,05 9,246<br>195,99 28,00 19,36<br>3 dks, lower intermediate dk aft, 4th & 5th dks in No. 2 hold, 2nd intermediate and 5th dks light cargoes only<br>rf nil<br>NS 2BH to U dk 3 to 3rd dk WB8374t incl. DTf543t Tunnel tanks 653t | **TS RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors<br>Stern door & ramp pt higher tensile steel<br>6 Ho 13,4 13,4 13,4 13,4 13,4 47,8 ER<br>B.32 617<br>TEU 738<br>C.Ho 120/20' 65/40' C.Dk 488/20'(40')<br>5 Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>38 500shp (28 319kW)<br>Associated Electrical Industries Ltd., A.E.I. Manchester<br>2 WTB 1100lbf/in² (75,9bar) Spt 510,0°C 920lbf/in² (63,5bar) hs3569,8<br>sg 114lbf/in² (7,9bar)<br>Gen 2 × 1600kW 1 × 600kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 454,5t (o.f.) 24kn |
| **6814738**<br>5MXZ<br>4090<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIC CURRENT**<br>ex Dirk Mittmann ex Sundirk-71<br>ex Dirk Mittmann-69<br>**Tetuan Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**6 349**<br>4 294<br>13 130<br>**9 025**<br>6 522<br>15 080 | GL | **1968** Flensburger Schiffsbau-Ges. —Flensburg (614)<br>139,73 21,06 —/9,018<br>132,01 21,01 12,30<br>F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,2 29,7 9,6 19,7 19,7 ER<br>G.21 653 B.19 230<br>4 Ha (stl) (10,5 × 7,7) (29,2comb. × 10,3) (12,7 12,7 × 10,3) ER<br>Der 1(50) 2(10) 7(5) | Oil 2SA 6Cy. 680 × 1200<br>7 200bhp (5 296kW)<br>Borsig A.G. West Berlin<br>15kn |
| **7356446**<br>VC8732<br>369438<br>Esd Gc<br>Pfd Rdr<br>RTh | **ATLANTIC DOROTHY**<br>**Tele-Direct Ltd.**<br>Atlantic Consolidated Foods Ltd.<br>St. John's, Nfl. Canada | **661**<br>334<br>— | ✠Classed LR until 31/12/77 | **1975**-5 Marystown Shipyard Ltd. —Marystown, Nfl. (15)<br>44,76 10,16 3,150<br>38,18 9,91 4,37<br>2 dks<br>rf 813 Box K 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho 12,8 ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 149,5t (d.o.) 12,5kn |
| **7210862**<br>H04345<br>9039-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC EARL**<br>ex Nad Monarch-75<br>ex Hainburg-72<br>**Partenreederei m.s. 'Atlantic Earl'**<br>Reederei Horst Zeppenfeld G.m.b.H. & Co. K.G.<br>Hamburg Panama | T.Mk<br>**999**<br>642<br>2 700 | GL | **1972** Schiffswerft Korneuburg A.G. —Korneuburg (700)<br>90,40 (BB) 14,76 4,680<br>82,02 14,51 7,80<br>F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,5 ER<br>G.5 829 B.5 535<br>TEU 183<br>C.Ho 93/20' (40') C.Dk 90/20' (40')<br>1 Ha (stl) (50,3 × 10,3) ER | Oil 4SA 8Cy. 360 × 450 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>14,5kn |
| **7356422**<br>VC8544<br>348699<br>Esd Gc<br>Pfd Rdr<br>RT | **ATLANTIC ELIZABETH**<br>**Tele-Direct Ltd.**<br>Atlantic Consolidated Foods Ltd.<br>St. John's, Nfl. Canada | **661**<br>335<br>— | ✠Classed LR until 31/12/77 | **1975**-1 Marystown Shipyard Ltd. —Marystown, Nfl. (12)<br>44,76 10,14 3,150<br>38,18 9,91 6,66<br>2 dks<br>rf 813 | **M Fishing**<br>Stern Trawler<br>1 Ho 12,8 ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>B.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 145,0t (d.o.) 13kn |
| **7347017**<br>ELRN<br>4678<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ATLANTIC EMPEROR**<br>**Orinoco Shipping Co. Ltd.**<br>Monrovia Liberia | **128 398**<br>110 660<br>292 641 | **✠100A1** SS 10/78<br>oil tanker<br>**✠LMC** **UMS**<br>EL D* $4\frac{1}{2}$"U3<br>FN 26541 | **1974**-1 Odense Staalskibsvaerft A/S —Odense (Lindo 48)<br>347,23 51,87 22,321<br>330,72 51,82 28,43<br>F 29,9 1 dk<br>rf 102<br>8BH WB42617T incl. 28551T in clean ballast tanks | **S Tanker**<br>pt higher tensile steel<br>17 Ta ER<br>L.(oil) 353 918 HeCls. B<br>Der 2(15) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>STAL-LAVAL Turbin AB Finspong<br>WTB(f) 74kgf/cm² (72,6bar) Spt 513°C 66,1kgf/cm² (64,9bar) hs1830,2<br>WTB(a) 70kgf/cm² (68,7bar) Spt 320°C 66,1kgf/cm² (64,9bar) hs562,1<br>sg 15,5kgf/cm² (15,2bar)<br>Gen 3 × 1280kW 450V 60Hz a.c.<br>Fuel 11 268,0t (o.f.)-152,5pd 15,5kn |
| **7641839**<br>350595<br>Esd Rdr<br>RT | **ATLANTIC ENDEAVOUR**<br>**West Point Fishing Corp. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **153**<br>120<br>— | | **1968** Louw & Halvorsen Ltd. —Kaapstad/Cape Town<br>23,78 7,85 3,15<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>568bhp (418kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7014713**<br>350634<br>Df Esd<br>Pfd Rdr<br>RT | **ATLANTIC ENTERPRISE**<br>**Atlantic Harvesters of Namibia (Pty.) Ltd**<br>Cape Town/ Kaapstad South Africa | **153**<br>120<br>— | | **1970** Louw & Halvorsen Ltd. —Kaapstad/Cape Town<br>25,30 8,23<br>24,08 7,93 3,81<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 160 × 180<br>650bhp (478kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>11kn |
| **5091913**<br>5MCR<br>1465<br>Df Esd<br>Gc Rdr<br>RTh | **ATLANTIC EXPRESS**<br>ex Domino Crystal-73<br>**Atlantic Express Corp.**<br>Monrovia Liberia | **5 811**<br>3 308<br>9 652 | AB | **1960** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (776)<br>141,54 18,04 7,875<br>131,98 17,99 10,52<br>P 30,5 F 16,5 1 dk<br>rf nil | **M General Cargo** 2P<br>3 Ho 26,9 26,2 26,9 ER<br>4 Ha (stl) ER<br>Der 3(8,5) 3(1,5) | Oil 2SA 7Cy. 620 × 1400<br>5 840bhp (4 296kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 792,5t (hvf) 16kn |

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| **7226586**<br>9V2467<br>367976<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC FALCON**<br>ex Black Falcon-78<br>**m.s. 'Merkator' Bereederungs G.m.b.H. & Co. K.G.**<br>Reederei Gerhard Schepers<br>Singapore Singapore | T.Mk<br>**1 207**<br>630<br>2 775 | GL<br>✠Classed LR until 2/9/77 | **1973**-1 Hashihama Zosen—Imabari (504)<br>116,24(BB) 18,04 4,011<br>17,61 7,75<br>F 9,5 2 dks<br>rf nil len 82 | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 300 C. 300/20' incl. 40 ref. C.<br>6 Ha (stl) ER | 2 Oil 4SA each 6Cy. 320 × 380 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 170kW 445V 60Hz a.c.<br>Thw. thrust propeller<br>14,25kn |
| **7366037**<br>GUZG<br>366222<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC FISHER**<br>ex Sandgate-82<br>**James Fisher & Sons Public Limited Company**<br>Barrow in Furness United Kingdom | **3 687**<br>2 297<br>5 662 | **✠100A1** SS 4/81<br>strengthened for heavy cargoes<br>No. 2 hold may be empty<br>**✠LMC** **UMS**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2312 | **1976**-7 Appledore Shipbuilders Ltd. —Appledore (A.S.110)<br>102,29(BB) 15,75 6,928<br>95,05 15,55 8,77<br>P 20,8 F 10,7 1 dk<br>rf nil<br>NS 5BH WB2150t incl. Comb. btm & Topside tanks in Nos. 1 & 3 holds 912t & No. 2 hold 790t | **M General Cargo**<br>3 Ho 30,0 7,0 29,4 ER<br>G.7 625 B.7 269<br>4 Ha (stl) (24,0 × 9,9) (2,7p&s × 2,9) (23,0 × 9,9) ER<br>Cr 2(9,75) | Oil 4SA 8Cy. 381 × 457<br>4 500bhp (3 310kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 200kW 440V 50Hz a.c.<br>Fuel 37,0t (d.o.) 480,0t (hvf)<br>14kn |
| **7013769**<br>D5DH<br>6208<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC FOREST**<br>**Lash Carriers Inc.**<br>Monrovia Liberia | **33 221**<br>22 846<br>49 858 | NV | **1970** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (928)<br>261,40(BB) 32,59 12,123<br>235,19 32,50 18,29<br>F - 1 dk<br>rf nil | **M Barge Carrier**<br>5 Ho ER<br>80 Lighters<br>14 Ha (stl) (each 10,0 × 19,0) ER<br>Cr 1(510) Der 1(5) 2(3) | Oil 2SA 9Cy. 900 × 1550<br>26 000bhp (19 125kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 6 150,0t (hvf)-101,5pd<br>18kn |
| **5385417**<br>HP2264<br>5268<br>-75A<br>Df Esd<br>RT | **ATLANTIC FREEZE**<br>ex Sea Sorceress-77<br>ex Waldtraut Horn-69<br>**Trans-Caribbean Services Inc.**<br>Panama Panama | **1 009**<br>593<br>1 215 | (GL) | **1958** Schlichting-Werft—Travemuende (1275)<br>66,30 9,94 4,344<br>9,89 5,77<br>F 6,4 2 dks | **M General Cargo** CSD<br>Ref.<br>G.33 In.1 334<br>2 Ha (each 6,9 × 3,6) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.)<br>11kn |
| **5240320**<br>H8PC<br>1080<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC FREEZER**<br>ex Nissos Kerkyra-80<br>ex Monte Arucas-76<br>**Regma Shipping Corp.**<br>Mavacasa<br>Panama Panama | **3 976**<br>2 001<br>3 861 | **✠100A1** SS 6/77<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL x<br>FN 2739 | **1956**-3 Cia. Euskalduna—Bilbao (136)<br>118,37 16,08 7,195<br>108,21 16,01 9,30<br>F 24,4 2 dks, 3rd dk clear of mchy. space<br>RW rf 381 DK fwd<br>6BH WB312t | **M Passenger/General Cargo**<br>Ref 36P<br>2 Ho ER<br>G.2 402 B.1 938 In.3 732<br>2 Ha ER<br>10W Der 2(5) 8(3) | Oil 2SA 10Cy. 720 × 1250<br>7 300bhp (5 370kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>AuxB 100lbf/in² (6,9bar)<br>Fuel 399,5t<br>19kn |
| | | | **LAID UP — SURVEYS OVERDUE 6/81** | | | |
| **7726029**<br>380662<br>Esd Rdr<br>RT | **ATLANTIC GULF**<br>**Red Sea Maritime Pte. Ltd.**<br>Singapore Singapore | **100**<br>17<br>— | AB | **1977** Gulf Pacific Shipyard (Pte.) Ltd. —Singapore (134)<br>3,195<br>21,37 6,27 3,36<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6813019**<br>HO9776<br>1050<br>3-80<br>Df Esd<br>Rdr RT | **ATLANTIC HARVESTER**<br>**Interocean Transport Ltd.**<br>Panama Panama | **264**<br>137<br>— | | **1968** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (391)<br>30,87 8,62<br>28,61 8,56 4,27<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 219 × 279<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **8024844** | **ATLANTIC HARVESTER**<br>**Lee W. Reilly**<br>United States of America | **189**<br>—<br>— | | **1981** Washburn & Doughty Associates Inc. —Bath, Me (7)<br>... ... ...<br>30,48<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref. | Vee Oil 2SA 16Cy. 146 × 146<br>1 197bhp (880kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **7000322**<br>SXFP<br>292<br>Df Esd<br>Gc Rdr | **ATLANTIC HAWK**<br>**Trader Shipping Co. Ltd.**<br>Chios Greece | **16 229**<br>10 514<br>29 171 | **✠100A1** SS 12/79<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6396 | **1969**-12 Hakodate Dock Co. Ltd. —Hakodate (416)<br>180,80(BB) 23,17 10,688<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf nil BK fwd<br>NS 9BH WB8835t incl. Comb. btm & side tanks in Nos. 2-6 holds 3645t Topside tanks in Nos. 2-7 holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,3 22,4 13,6 17,6 20,8 17,6 ER<br>G.37 020 B.32 682<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB 7,5kgf/cm² (7,4bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf)<br>15kn |
| **6922676**<br>SVMB<br>299<br>Df Esd<br>Gc Rdr | **ATLANTIC HELMSMAN**<br>**Transporter Shipping Co. Ltd.**<br>Chios Greece | **16 229**<br>10 514<br>29 165 | **✠100A1** SS 9/79<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6396 | **1969**-8 Hakodate Dock Co. Ltd.—Hakodate (414)<br>180,80(BB) 23,17 10,688<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8835t incl. Comb. btm & side tanks Nos. 2-6 holds 3645t Topside tanks in holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,6 17,6 20,8 17,6 ER<br>G.37 020 B.32 682<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB 7,5kgf/cm² (7,4bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf)<br>15kn |
| **6927781**<br>SZQW<br>294<br>Df Esd<br>Gc Rdr | **ATLANTIC HERITAGE**<br>**North Clipper Shipping Co. Ltd.**<br>Chios Greece | **16 229**<br>10 514<br>29 168 | **✠100A1** SS 8/79<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6396 | **1969**-10 Hakodate Dock Co. Ltd. —Hakodate (415)<br>180,80(BB) 23,17 10,688<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8835t incl. Btm & side tanks in Nos. 2-6 holds 3645t Topside tanks in holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,6 17,6 20,8 17,6 ER<br>G.37 020 B.32 682<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf)<br>15kn |
| **6917358**<br>SYXF<br>296<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC HERO**<br>**Fighter Shipping Co. Ltd.**<br>Chios Greece | **16 319**<br>10 514<br>29 156 | **✠100A1** SS 1/79<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty.<br>**✠LMC**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6396 | **1969**-4 Hakodate Dock Co. Ltd.—Hakodate (412)<br>180,80(BB) 23,17 10,688<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8835t incl. Comb. btm & side tanks in Nos. 2-6 holds 3645t Topside tanks in Nos. 2-7 holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,4 17,4 21,1 17,6 ER<br>G.37 020 B.32 682<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf)<br>15kn |

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|---|---|---|---|---|---|---|
| 7509835<br>JMVI<br>121067<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC HIGHWAY**<br>**Kawasaki Kisen K.K. (Kawasaki Kisen Kaisha Ltd.)**<br>Kobe, Hyogo Pref. Japan | **13 366**<br>7 220<br>11 290 | NK | **1976** Kawasaki Heavy Ind. Ltd.—Kobe (1244)<br>192,08(BB) 8,281<br>180,02 24,01 9,83<br>P 9,8 F 24,7 2 dks | **M Vehicles Carrier**<br>Side doors 1(p) 2(s) Stern door<br>4 Ho 35,8 37,5 37,5 34,9 ER<br>Cr 1(10) 3(6) | Vee Oil 4SA 18Cy. 520 × 550<br>18 000bhp (13 240kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 920kW 450V 60Hz a.c.<br>Fuel 2 372,5t (hvf) 20,5kn |
| 6510526<br>6ZHF<br>2261<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC HOPE**<br>**Pacific Bulk Carrier Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **18 389**<br>13 197<br>27 995 | **✠100A1** SS 1/80<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL mt 2¾"SQ<br>FN 6902 | **1965**-5 Forges & Ch. de La Mediterranee —La Seyne (1363)<br>193,50 22,97 10,942<br>182,96 22,86 14,86<br>P 31,4 F 14,1 1 dk<br>rf nil<br>NS 9BH WB1045t incl. Topside tanks in holds 5564t | **M Bulk Carrier**<br>7 Ho 17,1 20,0 20,0 20,0 20,0 20,0 20,0 ER<br>7 Ha (stl) (11,6 × 11,3) (13,3 13,3 13,3 13,3 13,3 13,3 × 11,3) ER<br>Der 14(5) 2(4) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>2 AuxB (1 o.f. 1 ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel (hvf) 15kn |
| 6916299<br>SXFB<br>281<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC HORIZON**<br>**Leader Shipping Co. Ltd.**<br>Chios Greece | **16 229**<br>10 514<br>29 163 | **✠100A1** SS 1/79<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Ft 2⅝"U2<br>FN 6396 | **1969**-6 Hakodate Dock Co. Ltd.—Hakodate (413)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB12556t incl. Comb. btm & side tanks in Nos. 2-6 holds 3645t Topside tanks in holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,4 17,4 21,1 17,6 ER<br>G.37 020 B.32 682<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>AuxB 107lbf/in$^2$ (7,4bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf) 15kn |
| 7607429<br>PCVU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC HORIZON**<br>ex Marion Bosma-78<br>**Oost Atlantic Lijn B.V.**<br>Rotterdam Netherlands | **1 599**<br>1 094<br>2 944 | **✠100A1** SS 9/82<br>Ice Class 3<br>**✠LMC**<br>EL Q 1½"U2<br>FN 1512 | **1977**-9 Schpsw. Gebr. Suurmeyer B.V. —Foxhol (238)<br>83,42 14,30 5,109<br>74,83 14,00 6,20<br>P 15,0 F 9,8 1 dk<br>rf 152<br>SF 4BH WB850T incl. comb. btm & STs in hold 590T DTf146T | **M General Cargo**<br>1 Ho 50,9 ER<br>G.3 826 B.3 520<br>2 Ha (stl) (25,7 13,1 × 10,5) ER<br>3W Der 2(10) 1(5) | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 80kW 380/220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 288,5t (d.o.)-9,0pd 12,5kn |
| 5370802<br>VC9791<br>392646<br>Df Esd<br>Rdr RT | **ATLANTIC HORIZON**<br>ex Synsrand-79 ex Jens Mohr-72<br>ex Tungufossur-68<br>**Maxcatch Fisheries Ltd.**<br>Halifax, N.S. Canada | **402**<br>213<br>— | (NV) | **1962** Hatlo Verksted A/S—Ulsteinvik (15)<br>37,93 7,55 3,639<br>33,51 7,47 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>3 Ha (1,0 × 1,0) (1,6 1,6 × 1,3) ER<br>1W Der 1(1,5) | Oil 4SA 5Cy. 300 × 410<br>550bhp (405kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 7033161<br>ZGDT<br>341693<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ATLANTIC INTREPID**<br>ex Tronto-79<br>ex City of La Spezia-79<br>ex Tronto-74<br>**Atlantic Intrepid Ltd.**<br>Chester, Blackburn & Roder Inc.<br>Georgetown Cayman Islands (British) | T.Mk<br>**930**<br>492<br>1 769<br>**1 599**<br>909<br>2 174 | **✠100A1** CS 1/81<br>**✠LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1565 | **1971**-1 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (854)<br>85,32 13,80 4,141/4,704<br>79,15 13,71 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 4BH to U dk 1 to 2nd dk WB757t incl. DTsf201t TwDa113t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 13,9 39,9 ER<br>TEU 124<br>C.Ho 4/20' 22/40' C.Dk 76/20'<br>7 Ha (stl) ER | Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 233,5t (hvf) |
| 7045516<br>H05868<br>9901-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC ISLE**<br>ex Wickenburgh-79<br>ex Atlan Turquesa-75<br>**Atlantic Isle Shipping Co.**<br>Table Bay Marine (Pty.) Ltd.<br>Panama Panama | T.Mk<br>**799**<br>379<br>—<br>**1 434**<br>876<br>2 096 | **✠100A1** CS 5/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL M 1¼"U2<br>FN 1303 | **1971**-2 Soc. Met. Duro Felguera—Gijon (62)<br>77,40 (BB) 12,22 4,071/5,315<br>70,01 12,20 6,41<br>Ba 13,5 F 8,3 1 dk, 2nd dk in holds<br>rf nil<br>5BH WB478t | **M General Cargo**<br>Ref<br>3 Ho 10,5 33,7 11,2 3 TwD 10,5 33,7 11,2 ER<br>G.1 985 In.862<br>3 Ha (stl) (6,7 × 4,5) (22,4 6,7 × 6,7) ER | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 132kW 380V 50Hz a.c. |
| 6700169<br>VOZQ<br>327971<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ATLANTIC JANE**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | **624**<br>317<br>300 | ✠Classed LR until 27/8/76 | **1967**-3 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (102)<br>46,46 9,68 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 7,0 11,2 ER<br>In.340<br>2 Ha (stl) (2,2 2,2 × 1,1) ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 13,5kn |
| 7433775<br>J4DT<br>7204<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC JOY**<br>ex Aurora-78<br>**Grammar Navegacion S.A.**<br>Piraeus Greece | T.Mk<br>**3 445**<br>2 031<br>—<br>**5 868**<br>3 672<br>8 100 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL X 495,0/50,0U2<br>FN 3308 | **1978**-9 Est. EBIN/So S.A.—Porto Alegre (84)<br>127,39(BB) 18,01 —/8,065<br>117,07 17,98 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil<br>SF 6BH WB1534T incl. DTf 256T | **M General Cargo**<br>3 Ho 20,0 29,3 33,3 ER<br>G.11 412 B.10 597 In.423<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER | Oil 4SA 8Cy. 400 × 460 sr geared to sc. shaft<br>5 200bhp (3 825kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>AuxB (Comp) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>15kn |
| 6901971<br>H8QH<br>1036<br>8-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC LADY**<br>ex Meilly-82 ex Asian-80<br>ex Daigoh Maru-77<br>Panama Panama | **31 551**<br>22 529<br>59 819 | NK | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (809)<br>228,61(BB) 32,26 11,915<br>217,99 32,21 18,01<br>F 18,0 1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.74 525<br>9 Ha (stl) (12,8 12,8 13,5 13,5 13,5 13,5 13,5 13,5 13,5 × 12,8) ER | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 450kW 450V a.c.<br>Fuel 3 317,5t-51,5pd 15,25kn |
| 7947219<br>611371 | **ATLANTIC LADY**<br>**James B. Jackson**<br>Savannah, Ga United States of America | **120**<br>82<br>— | | **1979** ..............Savannah, Ga<br>*21,40* 6,86<br>3,13<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7127663<br>350674<br>Df Esd<br>Rdr RT | **ATLANTIC LEADER**<br>**Atlantic Harvesters of Namibia (Pty.) Ltd**<br>Cape Town/ Kaapstad South Africa | **322**<br>188<br>— | | **1971** Globe Engineering Works —Kaapstad/Cape Town (159)<br>32,01 8,26 3,353<br>28,20 8,23 4,58<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7343580<br>VC4959<br>348674<br>Esd Gc<br>Pfd Rdr<br>RT | **ATLANTIC LINDSEY**<br>**Tele-Direct Ltd.**<br>Atlantic Consolidated Foods Ltd.<br>St. John's, Nfl. Canada | 661<br>335<br>— | ✠Classed LR until<br>31/12/77 | **1974** Marystown Shipyard Ltd.<br>—Marystown, Nfl. (10)<br>44,76 10,16 3,150<br>38,18 9,91 6,66<br>2 dks<br>rf 813 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho 12,8 ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 150,0t (d.o.) |
| 6915855<br>VC8952<br>330699<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC MARGARET**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | 624<br>317<br>294 | ✠Classed LR until<br>27/8/76 | **1969**-9 Newfoundland Marine Works Ltd.<br>—Marystown, Nfl. (4)<br>46,41 9,68 3,734<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER | Oil 4SA 6Cy. 400 × 597<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW<br>440V 60Hz a.c.<br>Controllable pitch propeller |
| 6700171<br>VOGQ<br>327970<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ATLANTIC MARIE**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | 624<br>317<br>300 | ✠Classed LR until<br>27/8/76 | **1967**-1 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (101)<br>46,46 9,33 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho 7,0 11,2 ER<br>In.340<br>2 Ha (stl) (2,2 2,2 × 1,1) ER<br>1W | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 115,5t (d.o.) 13,5kn |
| 6619853<br>ELAQ3<br>6927<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC MARINER**<br>ex Sunward-80 ex Rea-78<br>ex Ringar-72<br>**Atlantic Marine International Corp.**<br>Monrovia Liberia | 10 725<br>6 408<br>18 086 | AB (NV) | **1966** A/S Fredriksstad M/V—Fredrikstad (391)<br>165,64 20,60 9,278<br>152,41 20,58 12,20<br>P 42,4 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 19,6 19,6 14,6 19,5 20,2 ER<br>G.23 297 B.22 598 HeCls. ptB<br>6 Ha (stl) (11,2 12,9 12,9 9,5 12,9 12,9 × 9,9) ER<br>Cr 6(8) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 284kW 440V 60Hz a.c.<br>Fuel 1 495,5t (hvf) 15kn |
| 8024820<br>618236<br>Df Esd<br>Gc Rdr | **ATLANTIC MARINER**<br>**Lee W. Reilly**<br>Rockland, Me United States of America | 192<br>142<br>— | | **1980** Spence Brothers Boat Works Inc.<br>—Valparaiso, Fl<br>*25,46* 2,896/2,898<br>7,32 4,14<br>1 dk | **M Fishing**<br>Stern Trawler Seiner | Vee Oil 2SA 12Cy. 146 × 146 geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 30kW<br>Thw. thrust propeller fwd<br>11kn |
| 6817780<br>SVVI<br>320<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLANTIC MARQUESS**<br>**Everest Shipping Co. Ltd.**<br>Chios Greece | 40 548<br>29 889<br>88 272 | AB | **1968** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (198)<br>256,01(BB) 38,59 13,405<br>243,01 38,51 17,66<br>P 34,2 F 17,1 1 dk<br>rf 25 | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 103 429 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 600kW 2 × 550kW<br>440V 60Hz a.c.<br>Fuel 196,0t (d.o.) 2 838,0t (hvf)-68,0pd<br>16kn |
| 7913983<br>JLCE<br>123649<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japan | 51 810<br>25 900<br>81 248 | NK | **1980** Sumitomo Heavy Industries Ltd.<br>—Oppama Shipyard, Yokosuka (1077)<br>233,00(BB) 42,02 12,683<br>222,99 41,80 19,61<br>1 dk | **M Tanker**<br>SBT<br>HeCls. C | Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 600kW 450V a.c.<br>16kn |
| 7813597<br>JIQO<br>119683<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | 15 966<br>10 049<br>22 656 | NK | **1979** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (967)<br>166,00(BB) 26,47 10,310<br>157,00 26,41 14,13<br>P 31,7 F 16,8 2 dks | **M General Cargo**<br>4 Ho ER<br>G.31 495 B.29 319<br>TEU 776 C. 776/20' incl. 30 ref C.<br>4 Ha (stl) ER<br>Cr 2(26) 4(16) | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW<br>Fuel-37,5pd 16kn |
| 7534347<br>WYP4<br>813<br>532093 | **ATLANTIC MIST**<br>ex Aqualab II-78 ex Ely<br>ex PCE 880<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | 723<br>536<br>— | | **1944** Albina Eng. & Mach. Works<br>—Portland, Or<br>*53,92* 10,06<br>4,32<br>conv Escort Vessel —<br>conv Research 78 | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7604180<br>WYP3<br>147<br>554421 | **ATLANTIC MIST**<br>ex Wanda Faye-79<br>**Atlantic Mist Seafoods Inc.**<br>Crisfield, Md United States of America | 110<br>75<br>— | | **1974** Bender SB. Co. Inc.—Mobile, Al<br>*20,85*<br>6,71 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>487bhp (358kW)<br>U.S.A. |
| 8127177<br>HO6735 | **ATLANTIC MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | 422<br>—<br>810 | AB (Class cont.) | **1982** Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore (APS/366)<br>... ... ...<br>54,89 12,20 4,91<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>4 500bhp (3 310kW)<br>Alco Engine Div. of White Industrial Power Inc. U.S.A. |
| 8008503<br>LKOS<br>19658<br>RT | **ATLANTIC NOR**<br>**K/S A/S Norsupply**<br>K/S Atlantic Supply A/S<br>Kristiansund N. Norway | 489<br>181<br>1 100 | NV | **1981** Storviks M/V A/S—Kristiansund N. (99)<br>64,67 4,720<br>56,39 13,83 6,94<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Thw. thrust propeller fwd |
| 6801858<br>VDYS<br>373036<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC NORMA**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | 624<br>317<br>300 | ✠Classed LR until<br>27/8/76 | **1968**-4 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (108)<br>46,41 9,68 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 DK 229 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 7,0 11,2 ER<br>In.340<br>3 Ha (stl) (2,2 2,2 2,2 × 1,1) ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 13,5kn |

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|---|---|---|---|---|---|---|
| 7325708<br>5MVT<br>5751<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC OCEAN**<br>ex Tangelo-76<br>**Atlantic Ocean Steamship Co. Ltd.**<br>Irgens Larsen A/S<br>Monrovia Liberia | T.Mk<br>**7 245**<br>3 350<br>9 551<br>**9 618**<br>5 688<br>10 973 | **✠100A1**<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt $2\frac{3}{16}$"U2<br>FN 4886 | **1974**-3 Nylands Verksted—Oslo (656)<br>155,81(BB) 21,37 —/9.170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB1923T | **M General Cargo**<br>Ref. 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 364<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>Nylands M/V Oslo<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>e(ex.g) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 480,5t (d.o.) 1 823,0t (hvf) 20kn |
| 7356434<br>VC8940<br>348708<br>Esd Gc<br>Pfd Rdr<br>RTh | **ATLANTIC OLGA**<br>**Tele-Direct Ltd.**<br>Atlantic Consolidated Foods Ltd.<br>St. John's, Nfl. Canada | **661**<br>334<br>— | ✠Classed LR until 31/12/77 | **1975**-4 Marystown Shipyard Ltd. —Marystown, Nfl. (14)<br>44,76 10,16 3,150<br>38,18 9,91 4,37<br>2 dks<br>rf 813 Box K 229 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho 12,8 ER | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 125kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 149,5t (d.o.) 12,5kn |
| 6704751<br>VGKP<br>323023<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ATLANTIC PEGGY**<br>**Fishery Products (Marystown) Ltd.**<br>St. John's, Nfl. Canada | **625**<br>317<br>300 | ✠Classed LR until 27/8/76 | **1967**-4 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (103)<br>46,46 9,68 3,849<br>40,01 9,30 6,66<br>B 4,9 2 dks<br>rf 533 BK 229 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 7,0 11,2 ER<br>In.340<br>2 Ha (stl) (2,2 2,2 × 1,1) ER<br>1W | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>N.V. Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Gen 1 × 84kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.) 13,5kn |
| 7412733<br>H3WN<br>6127<br>-75A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIC PIONEER**<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **11 441**<br>7 996<br>20 187 | NK | **1975** Kanawa Dockyard Co. Ltd. —Hiroshima (203)<br>157,99 23,45 9,526<br>147,99 23,40 12,98<br>P 26,9 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 27,5 27,7 27,7 27,7 ER<br>G.26 179 B.25 081 HeCls. B<br>4 Ha (stl) (19,5 × 11,2) (20,9 20,9 20,9 × 12,8) ER<br>4W Cr 4(25) | Oil 2SA 6Cy. 650 × 1350<br>10 000bhp (7 356kW) Mitsubishi<br>Ube Industries Ltd. Ube<br>Gen 2 × 460kW 450V 60Hz a.c.<br>Fuel 106,5t (d.o.) 1 313,5t (hvf)-37,5pd 15,25kn |
| 7227126<br>SHJA<br>11306<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC PRELUDE**<br>ex Montmorency-78<br>**Rederi-A/B Wallenco/Wallship**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden | **11 077**<br>6 870<br>9 663 | **✠100A1** CS 10/82<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL At $2\frac{3}{16}$"U2<br>FN 4771 | **1972**-12 Oy Wartsila Ab—Turku/Abo (1203)<br>162,36(BB) 19,41 7,220<br>147,38 19,36 13,01<br>F 18,9 2 dks<br>rf 102 len 78<br>conv Vehicles RoRo Cargo 78<br>NS Coll BH to U dk 3 to 2nd dk WB3370T incl. DTf214t STs in hold 2111T | **TM RoRo Cargo/Container Ship**<br>Fixed-guides<br>Stern door & ramp<br>4 Cell.Ho each 14,0 ER<br>TEU 1074 C. 640/20' 217/40'<br>4 Ha ER | 2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>8 000bhp (5 884kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 121,5t (hvf) 17kn |
| 7208209<br>SFHN<br>11258<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC PREMIER**<br>ex Mont Royal-78<br>**Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)**<br>Goteborg Sweden | T.Mk<br>**10 999**<br>6 806<br>9 674 | **✠100A1** SS 10/81<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL Et $2\frac{3}{16}$"U2<br>FN 4770 | **1972**-3 Oy Wartsila Ab—Turku/Abo (1197)<br>162,36 19,44 7,220<br>147,35 19,36 13,01<br>F 18,9 2 dks<br>rf 102 len 78<br>conv Vehicles RoRo Cargo 78<br>NS Coll BH to U dk 3 to 2nd dk WB3370T incl. DTf214T STs in hold 2111T | **TM RoRo Cargo/Container Ship**<br>Fixed-guides<br>Stern door & ramp<br>4 Cell.Ho each 14,0 ER<br>G.22 849 B.21 020<br>TEU 542 C.Ho 254/20' 30/40' C.Dk 132/20' 48/40'<br>4 Ha ER | 2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>8 000bhp (5 884kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 227,5t (d.o.) 1 052,5t (hvf) 17kn |
| 8019849 | **ATLANTIC PRIDE**<br>**Wanchese Fish Co.**<br>United States of America | **198**<br>—<br>188 | | **1981** Roanoke Island Steel & Boat Works Inc.—Wanchese (7)<br>34,14<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7206768<br>350675<br>Df Esd<br>Rdr RT | **ATLANTIC PRIDE**<br>**St. Helena Bay Fishing Industries (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **175**<br>128<br>— | | **1972** Louw & Halvorsen Ltd. —Kaapstad/Cape Town<br>25,76 8,23 2,972<br>24,39 7,93 3,97<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>560bhp (412kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 7109362<br>OETK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC PROSPECT**<br>ex Visurgis-81<br>**Thule Reederei G.m.b.H.**<br>Horst-Werner Janssen<br>Wien Austria | **5 997**<br>3 712<br>9 000 | GL | **1971** Elsflether Werft A.G.—Elsfleth/Weser (375)<br>128,43 19,64 8,065<br>115,50 19,50 10,22<br>2 dks | **M Container Ship** CSD<br>Fixed-guides<br>5 Cell.Ho 12,6 12,6 25,4 25,4 12,5 ER<br>TEU 424 C.Ho 6/20' 116/40' C.Dk 93/40'<br>5 Ha (stl) | Vee Oil 4SA 16Cy. 450 × 550<br>8 000bhp (5 884kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 304kW 1 × 150kW 240/380V 50Hz a.c.<br>Fuel 896,0t (hvf) 18kn |
| 7039359<br>SYPU<br>7666<br>Df Esd<br>Gc Rdr<br>RTv | **ATLANTIC PROWESS**<br>ex Cathy-81<br>ex New England Hunter-80<br>ex Fiery Cross Isle-73<br>**Serena Maritime Inc.**<br>Aeco Maritime S.A. Panama<br>Piraeus Greece | **7 232**<br>4 098<br>8 723 | **✠100A1** SS 12/80<br>**✠LMC** **UMS**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4276 | **1971**-11 Van der Giessen-de Noord N.V. —Krimpen a/d Ijssel (875)<br>144,94(BB) 21,57 7,621<br>133,61 21,51 10,49<br>P 30,5 F 18,0 1 dk<br>rf nil<br>NS 6BH WB2900t incl. DTf262t | **M Container Ship**<br>Fixed-guides<br>3 Cell.Ho 28,1comb. 28,8comb. 28,8comb. ER<br>TEU 436 C.Ho 12/20' 122/40' C.Dk 36/20' 72/40'<br>6 Ha (stl) ER | Vee Oil 4SA 18Cy. 520 × 550<br>17 500bhp (12 872kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (Comp) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 417,5t (hvf) 22kn |
| 7049249<br>WX7567<br>502812 | **ATLANTIC QUEEN**<br>ex Ginny<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **630**<br>428<br>— | | **1944** Willamette Iron & Steel Co. —Portland, Or<br>*53,71* 10,09<br>4,37 | **M Fishing** | Oil<br>1 900bhp (1 398kW)<br>.............<br>Fuel (d.o.) |
| 7940003<br>WQZ2<br>143<br>602561 | **ATLANTIC QUEEN**<br>**Frank, Manuel & Carlos Inc.**<br>New York, NY United States of America | **116**<br>79<br>— | | **1979** .............Bayou la Batre, Al<br>*22,38* 6,71<br>3,28<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |

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| **7375569** | **ATLANTIC RAINBOW** | **16 844** | | **1975** Sanoyasu Dockyard Co. Ltd.—Osaka | **M Bulk Carrier** | Oil 2SA 8Cy. 650 × 1350 |
| A8TF | ex Iran Bandar-79 | 11 452 | | (342) | | 12 800bhp (9 415kW) Mitsubishi |
| 5262 | ex Atlantic Rainbow-77 | 28 864 | BV | 169,02(BB) 26,67 10,796 | 6 Ho 16,6 28,5 14,8 15,7 28,5 | Ube Industries Ltd. Ube |
| Df Esd | **Atlantic Rainbow Shipping** | | | 160,00 26,60 15,02 | 14,1 ER | Gen 3 × 400kW 450V 60Hz a.c. |
| Gc Pfd | **Corp.** | | | P 30,2 F - 1 dk | G.34 584 B.34 071 HeCls. B | Fuel 157,5t (d.o.) 2 093,0t (hvf)-38,0pd |
| Rdr RTm | Monrovia Liberia | | | rf nil | 6 Ha (stl) (13,2 × 15,0) (28,5 12,7 | 18kn |
| | | | | | 12,7 28,5 12,7 × 20,5) ER | |
| | | | | | Cr 2(26) | |

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| **7113753** | **ATLANTIC RIVER** | **1 198** | | **1971** Aukra Bruk A/S—Aukra (42) | **M General Cargo** | Oil 4SA 8Cy. 320 × 450 |
| PCVV | ex Munte-81 ex Norimo-74 | 831 | | 77,17 (BB) 13,03 4,763 | | 2 000bhp (1 471kW) |
| 4621 | **Oost Atlantic Lijn B.V.** | 2 489 | NV | 71,81 13,00 5,62 | 1 Ho 53,0 ER | Atlas-MaK Maschinenbau Kiel |
| Df Esd | Rotterdam Netherlands | | | P 16,5 F 10,1 1 dk | G.3 071 B.2 736 | Gen 3 × 100kW 220V 50Hz a.c. |
| Gc Rdr | | | | rf 64 | 2 Ha (stl) (15,5 × 7,0) (22,7 × 8,0) | Fuel 766,0t (hvf) 13kn |
| RTh/v | | | | | ER | |
| | | | | | 4W Der 4(5) | |

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| **8022884** | **ATLANTIC ROLWI** | **493** | | **1982** Brattvag Skipsinnredning—Brattvag | **TM Tug/Supply Ship** | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr |
| LKLY | | 168 | | (39) | Deck Cargo Anchor-handling | geared to sc. shafts |
| | **K/S Rolwi A/S** | 1 050 | NV | 64,67 4,720 | | Nohab Diesel A/B Trollhattan |
| Df Esd | K/S Atlantic Supply A/S | | | 56,39 13,81 6,91 | | Gen 2 × 640kW 2 × 248kW |
| Gc | Bergen Norway | | | 2 dks | | 440V 60Hz a.c. |
| RTm/h/v | | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust Contr. pitch propeller fwd |
| | | | | | | Fuel 687,0t (d.o.)-20,5pd 15kn |

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| **6723757** | **ATLANTIC RUTHANN** | **624** | | **1967**-11 Canadian Vickers Shipyards Ltd. | **M Fishing** | Oil 4SA 6Cy. 400 × 600 |
| VGGY | | 316 | | (G. T. Davie Div.)—Lauzon, PQ (106) | Stern Trawler Ref | 1 500bhp (1 103kW) |
| 323032 | **Fishery Products (Marystown)** | 300 | ✠Classed LR until | 46,41 9,68 3,849 | Ice strengthened | D. & J. Boot "De Industrie" Alphen a/d Rijn |
| Df Esd | **Ltd.** | | 27/8/76 | 40,01 9,30 6,66 | Mchy.aft | Gen 1 × 84kW 1 × 80kW |
| Gc Pfd | St. John's, Nfl. Canada | | | B 4,9 2 dks | 2 Ho 7,0 11,1 | 440V 60Hz a.c. |
| Rdr RT | | | | rf 533 BK 229 | In.340 | Controllable pitch propeller |
| | | | | | 2 Ha (stl) (2,2 2,2 × 1,0) | Fuel 116,0t (d.o.) 13,5kn |

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| **6717813** | **ATLANTIC SAGA** | T.Mk | **✠100A1** SS 2/81 | **1967**-9 Oresundsvarvet A/B—Landskrona | **M RoRo Cargo/Container Ship** | Oil 2SA 9Cy. 850 × 1700 |
| SLNA | | **14 951** | Ice Class 3 | (208) | Fixed-guides | 19 800bhp (14 564kW) |
| 10860 | **Brostroms Rederi A/B** | 7 751 | **✠LMC** | 222,84(BB) 30,00 9,329 | Side doors Stern door & ramp | A/B Gotaverken Goteborg |
| Df Esd | **(Brostrom Shipping Co. Ltd.)** | 22 020 | EL (Kt) 3"U2 | 208,80 27,44 19,31 | 5 Ho 12,3 11,9 12,0 12,0 12,0 | AuxB 100lbf/in$^2$ (6,9bar) |
| Gc Rdr | Goteborg Sweden | | FN 9762 | 3 dks | ER | e(ex.g) 100lbf/in$^2$ (6,9bar) |
| RTm/h/v | | | | rf 381 DK fwd len 76 | B.33 746 | Gen 4 × 720kW 450V 60Hz a.c. |
| | | | | NS Coll BH to U dk 4 to 2nd dk | TEU 1334 | Controllable pitch propeller |
| | | | | WB6179t | C.Ho 198/20' 94/40' C.Dk | Thw. thrust propeller fwd |
| | | | | | 180/20' 384/40' | Fuel 3 759,5t (d.o & hvf)-73,0pd 19kn |
| | | | | | 6 Ha (stl) ER | |

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| **6518449** | **ATLANTIC SEA** | T.Mk | | **1965** Kroegerwerft G.m.b.H.—Rendsburg | **M General Cargo** | Oil 4SA 8Cy. 320 × 450 |
| PCVT | ex Okdine-78 ex Nordfeld-74 | **499** | | (1328) | | 1 320bhp (971kW) |
| | ex Fryken-71 | 329 | GL | 72,07 11,36 3,677 | Ice strengthened | Kloeckner Humboldt Deutz Koeln |
| Df Esd | **Oost Atlantic Lijn B.V.** | 1 245 | | 66,63 11,31 6,51 | 2 Ho ER | 12,25kn |
| Gc Rdr | Rotterdam Netherlands | | | F 6,8 2 dks | G.2 998 B.2 643 | |
| RTv | | | | | 2 Ha (stl) (each 17,3 × 6,4) ER | |
| | | | | | Der 2(3) | |

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| **7390313** | **ATLANTIC SEAHORSE** | **298** | | **1975** Burton Construction & SB. Corp. | **TM Tug/Supply Ship** | 2 Vee Oil 2SA each 6Cy. 230 × 254 |
| WZC6 | | 202 | | —Port Arthur, Tx (511) | Deck Cargo Anchor-handling | reverse reduction geared to sc. shafts |
| 454 | **Eastern Offshore Boats Inc.** | — | AB | 60,94 12,20 4,547 | Ice strengthened | General Motors Corp. Electro-Motive |
| 569078 | Seahorse Inc. | | | 56,70 12,15 5,19 | | Div. La Grange |
| Df Esd | Morgan City, La United States | | | F 15,0 1 dk | | Gen 2 × 99kW a.c. |
| Gc Rdr | of America | | | | | Fuel 514,0t (d.o.) 15kn |
| RT | | | | | | |

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| **7048714** | **ATLANTIC SEAL** | **286** | | **1965** Burton Construction & SB. Corp. | **TM Supply Ship** | 2 Oil each -Cy. |
| WX9226 | | 194 | | —Port Arthur, Tx (391) | Deck Cargo | 1 530bhp (1 125kW) |
| 500320 | **Seal Fleet Inc.** | — | | 11,59 3,277 | | ............. |
| | Galveston, Tx United States | | | 47,12 11,54 3,97 | | Fuel (d.o.) |
| | of America | | | F - 1 dk | | |

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| **6807670** | **ATLANTIC SEATRADE** | **27 495** | | **1968** A/S Fredriksstad M/V—Fredrikstad | **M Bulk Carrier** | Oil 2SA 10Cy. 760 × 1500 |
| D5EO | ex Elin Horn-78 | 20 484 | | (367) | | 14 000bhp (10 298kW) Gotaverken |
| 6242 | **Oriental Ocean Carriers Inc.** | 54 765 | BV (NV) | 214,00 30,54 12,555 | Str. heavy cargoes | A/S Fredriksstad M/V Fredrikstad |
| Df Esd | Monrovia Liberia | | | 202,70 30,48 17,07 | 8 Ho 19,2 20,1 19,4 20,4 19,4 | Gen 3 × 392kW 440V 60Hz a.c. |
| Gc Pfd | | | | P 29,0 F 14,4 1 dk | 20,4 23,1 16,4 ER | Fuel 302,0t (d.o.) 2 728,5t (hvf)-47,0pd |
| Rdr | | | | rf nil | G.64 542 B.62 345 HeCls. B | 14kn |
| RTm/h/v | | | | | 8 Ha (stl) (12,0 12,9 12,9 12,9 12,9 | |
| | | | | | 12,9 15,7 12,0 × 15,4) ER | |
| | | | | | Der 2(5) | |

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| **7207700** | **ATLANTIC SERVICE** | **299** | | **1968** Burton Construction & SB. Corp. | **M Supply Ship** | Oil |
| HO5787 | | 203 | | —Port Arthur, Tx (434) | Deck Cargo | |
| 2157-71 | **Zapata Marine Service Inc.** | — | | 12,20 3,588 | | ............. |
| RT | Panama Panama | | | 48,27 4,27 | | |

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| **6810067** | **ATLANTIC SKOU** | **15 761** | **✠100A1** SS 5/73 | **1968**-5 Howaldtswerke-Deutsche Werft | **M Bulk Carrier** | Oil 2SA 6Cy. 860 × 1600 |
| OUTC | | 9 152 | strengthened for ore | —Kiel (1137) | | 12 600bhp (9 268kW) MAN |
| D1531 | **Ove Skou Rederi A/S** | 25 721 | cargoes, Nos. 2, 4 & 6 | 186,93(BB) 22,89 10,599 | 7 Ho 17,8 18,5 18,5 18,5 18,5 | Howaldtswerke-Deutsche Werft Kiel |
| Df Esd | Benny Skou | | holds may be empty | 174,83 22,70 14,20 | 18,5 18,5 ER | 2 AuxB (1 o.f. 1 ex.g) 114lbf/in$^2$ (7,9bar) |
| Gc Rdr | Kobenhavn Denmark | | Ice Class 3 | P 33,6 F 14,4 1 dk | G.3 211 | Gen 3 × 340kW 450V 60Hz a.c. |
| RTv | | | **✠LMC** **UMS** | rf 102 DK fwd | 6 Ha (stl) (each 12,8 × 10,2) 1 Ha | Fuel 1 938,0t (d.o & hvf)-45,5pd 17kn |
| | | | EL Ft 2$\frac{5}{8}$"U2 | NS 10BH WB7930t incl. Comb. btm & | (stl) (10,6 × 10,2) ER | |
| | | | FN 6452 | side tanks in Nos. 2-4 holds 3058t | 14W Der 1(30) 14(5-10) 2(1) | |
| | | | | Topside tanks in holds 3734t DTf396t | | |

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| **5383483** | **ATLANTIC SKY** | T.Mk | **✠100A1** SS 5/79 | **1962**-4 Ishikawajima do Brasil—Rio de | **M General Cargo** | Oil 2SA 5Cy. 600 × 1040 |
| SZIB | ex Volta Redonda-78 | **3 890** | | Janeiro (1) | Ref | 2 500bhp (1 839kW) Sulzer |
| 7016 | **Biscayne Bay Shipping Co. S.A.** | 2 242 | **✠LMC** | 115,30 16,84 —/7,284 | Mchy.aft | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Catapola Shipping Co. Ltd. | — | EL x 1$\frac{13}{16}$"SQ | 107,02 16,81 9,20 | G.8 900 B.8 200 In.300 | AuxB 100lbf/in$^2$ (6,9bar) |
| Gc Rdr | Piraeus Greece | **4 916** | FN 2784 | P 31,1 F 11,3 2 dks | 12W Der 1(30) 10(5) 2(1-5) | (e(ex.g) 100lbf/in$^2$ (6,9bar) ) |
| | | 2 890 | | rf 102 | | Fuel 518,0t 12kn |
| | | — | | 5BH WB899t | | |

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| 6711766<br>SDQT<br>10832<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC SONG**<br><br>**R/A Soya**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden | T.Mk<br>**14 872**<br>7 817<br>20 283 | ✠**100A1** CS 8/82<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Q† 2⅞"U2<br>FN 9446 | **1967**-9 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (254)<br>223,02(BB) 29,98 9,145<br>208,97 26,20 19,00<br>3 dks<br>rf nil len 76<br>NS Coll BH to U dk 4 to 2nd dk<br>WB8889t | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors Stern door & ramp<br>6 Ho ER<br>6 Ha (stl) ER | Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 700kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 3 353,0t (hvf)-79,5pd 21,5kn |
| 6716613<br>SLPN<br>10854<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLANTIC SPAN**<br><br>**Rederiaktiebolaget Transatlantic**<br>Goteborg Sweden | T.Mk<br>**15 107**<br>8 286<br>— | ✠**100A1** CS 8/77<br>Ice Class 3 at draught not exceeding 8,826m<br>✠**LMC**<br>EL W† 3 1/16"U2<br>FN 9538 | **1967**-8 Rheinstahl Nordseewerke—Emden (383)<br>222,79(BB) 28,96 9,278<br>208,80 26,40 19,28<br>3 dks<br>rf nil len & widened 76<br>NS Coll BH to U dk 4 to 2nd dk<br>WB8047T | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors Stern door & ramp<br>5 Ho ER<br>6 Ha (stl) ER | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 2 × 1120kW 1 × 560kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 794,0t (hvf)-76,0pd 21,5kn |
| 6719603<br>PCVK<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLANTIC STAR**<br><br>**Intercontinental Transport (ICT) B.V.**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Rotterdam Netherlands | T.Mk<br>**15 054**<br>7 624<br>20 346 | ✠**100A1** SS 8/82<br>Ice Class 3<br>✠**LMC**<br>EL (K†) 2⅞"U2<br>FN 9446 | **1967**-11 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (255)<br>223,02(BB) 30,00 9,170<br>208,97 26,20 19,00<br>2 dks, 3rd dk fwd of mchy. space<br>rf nil len 76<br>NS Coll BH to U dk 4 to 2nd dk<br>WB6987t | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Side doors Stern door & ramp<br>Mchy.aft<br>2 Ho 35,0 77,1<br>G.53 382 B.45 246<br>TEU 501<br>C.Ho 25/20' 91/40' C.Dk 2/20' 164/40'<br>4 Ha | Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 700kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 3 353,0t (hvf) |
| 7641619<br>WYT9<br>998<br>569328 | **ATLANTIC STAR**<br><br>**Gordo & Rato Fisheries Inc.**<br>New Bedford, Ma United States of America | **128**<br>87<br>— | | **1975** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7430709<br>OIPG<br>1662<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC STREAM**<br>ex Gulf Express-82<br>ex Finnclipper-81<br>ex Gulf Express-79<br>**O/Y Partek A/B**<br>Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)<br>Helsinki/ Helsingfors Finland | **8 759**<br>4 626<br>14 999 | NV | **1979** AB Oskarshamns Varv—Oskarshamn (426)<br>183,14 24,03 8,479<br>165,00 24,01 16,67<br>B - 1 dk & S dk<br>rf nil | **M RoRo Cargo** OSD<br>2 Quarter stern doors & ramps Ice strengthened<br>3 Ho ER<br>B.34 890<br>TEU 840 C. 840/20' | Oil 2SA 6Cy. 760 × 1550<br>1 200bhp (883kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 640kW 1 × 56kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 275,5t (d.o.) 2 006,5t (hvf)-40,5pd 18,5kn |
| 7413907<br>PCVY<br>17570<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC SUN**<br>ex Okko Bosma-78<br>**Oost Atlantic Lijn B.V.**<br>Rotterdam Netherlands | **1 599**<br>1 094<br>3 022 | ✠**100A1** SS 9/81<br>Ice Class 3<br>✠**LMC**<br>EL Q 1½"U2<br>FN 1512 | **1976**-6 Schpsw. Gebr. Suurmeyer B.V. —Foxhol (236)<br>83,44 14,30 5,109<br>74,83 14,00 6,20<br>P 15,0 F 9,8 1 dk<br>rf 152<br>SF 4BH WB850T incl. DTf146T Comb. btm & STs in hold 590T | **M General Cargo**<br>1 Ho 50,9 ER<br>G.3 823 B.3 540<br>2 Ha (stl) (25,8 10,2 × 10,5) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 80kW 380/220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 331,0t (d.o.) 12,5kn |
| 6516714<br>ZGBY<br>373704<br>Df Esd<br>Rdr RT | **ATLANTIC SUN**<br><br>**Atlantic Sun Ltd.**<br>Georgetown Cayman Islands (British) | **499**<br>281<br>1 027 | BV | **1965** Boele's Schps. & Mchf. N.V.—Bolnes (1021)<br>66,60 10,47 3,701<br>63,35 10,25 3,76<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>2 Ho ER<br>G.1 942 B.1 871 In.766<br>2 Ha (9,6 × 4,5) (16,2 × 5,1) ER<br>Der 1(3-15) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t (d.o.) 11,5kn |
| 7927805<br>VCYC<br>383533 | **ATLANTIC SUPERIOR**<br><br>**Federal Commerce & Navigation Ltd.**<br>Federal Commerce & Navigation Ltd. (Ship Management Division)<br>Collingwood, Ont. Canada | **24 638**<br>16 464<br>38 510 | **100A1**<br>Class Contemplated<br>FN 8324 | **1982** (Aft & pt fwd sections) Collingwood Shipyards—Collingwood, Ont. (222)<br>**1982** (Fwd & aft sections) Port Arthur SB. Co. Div. of Canadian SB & Eng.—Thunder Bay<br>222,54(BB) 23,22 10,651<br>216,77 23,16 15,24<br>1 dk | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 31,1 36,6 36,6 36,6 38,4 ER<br>G.38 322<br>22 Ha (stl) (each 3,2 × 14,5) ER | Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW)<br>Sulzer Bros. Ltd. Winterthur<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 321,0t (d.o.) 1 115,0t (hvf) 14kn |
| 7629958<br>WYS5<br>565<br>552062 | **ATLANTIC SURF**<br>ex Donna Marie-79 ex Whitehall<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **746**<br>615<br>— | (AB) | **1944** Pullman Standard Car Mfg. Co. —Chicago, Illinois (856)<br>*52,16* 9,96 2,769<br>3,81<br>1 dk<br>conv Tug 79 | **TM Fishing** | 2 Vee Oil 2SA each 12Cy. 222 × 267<br>2 000bhp (1 471kW)<br>General Motors Corp. U.S.A.<br>Gen 1 × 100kW 1 × 60kW 1 × 20kW a.c.<br>Fuel 144,5t (d.o.) 15kn |
| 7007045<br>9V2657<br>344210<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLANTIC SWAN**<br>ex ASD Black Swan-78<br>ex Black Swan-76<br>**m.s. 'Black Swan' Reederei-und Schiffahrts G.m.b.H. K.G.**<br>Reederei Gerhard Schepers<br>Singapore Singapore | T.Mk<br>**1 402**<br>800<br>3 700 | GL | **1969** N.V. Scheeps. v.d. Werf—Deest (333)<br>121,54 17,43 3,810<br>114,38 17,20 7,75<br>P 14,1 F 8,6 2 dks<br>len '76 | **M Container Ship**<br>Fixed-guides<br>7 Cell.Ho 10,6 10,6 12,1 12,1 10,6 10,6 10,6 ER<br>C. 177/20'(40') incl. 40 ref C.<br>7 Ha (stl) ER | 2 Oil 4SA each 6Cy. 360 × 450 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 190kW 440V 60Hz a.c.<br>Fuel 437,0t (d.o.) 14,5kn |
| 6706979<br>WE4978<br>503734 | **ATLANTIC TIDE**<br><br>**Tidewater Barges Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **177**<br>120<br>— | | **1966** American Marine Corp.—New Orleans, La (954)<br>47,25 11,03 3,172<br>44,56 10,98 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7214064<br>WY5063<br>500714 | **ATLANTIC TWIN**<br>ex Caribbean Twin<br>**Ocean Seismic Survey Inc.**<br>New York, NY United States of America | **136**<br>100<br>— | | **1965** Twin Hull Boat Co.—Keasbey, NJ (701)<br>*26,19* 8,54 2,286<br>2,39 | **TM Fishing**<br>Twin Hull | 2 Oil each -Cy. geared to sc. shafts<br>456bhp (335kW)<br>.............<br>Fuel (d.o.) 12kn |

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| 7735812<br>587483 | **ATLANTIC VENTURE**<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **754**<br>564<br>— | | 1945 ..............Portland, Or<br>*53,71*<br>10,09 4,37<br>1 dk | **M Fishing** | Oil<br>2 000bhp (1 471kW)<br>U.S.A. |
| 7000607<br>5LLB<br>3395<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC VENTURER**<br>ex Marcona Venturer-79<br>ex San Juan Venturer-73<br>**International Ore Oil Carriers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | Ore<br>—<br>—<br>133 429<br>Oil<br>**75 268**<br>59 772 | AB | 1969 Mitsubishi Heavy Industries Ltd.—Yokohama (900)<br>291,30(BB) 42,07 15,999<br>276,99 42,02 22,61<br>F 21,7 1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>COW IGS<br>5 Ho 26,9 44,9 44,9 44,9 44,9 14 Ta ER<br>G.76 188 L.(oil) 171 146 HeCls. BC<br>9 Ha (stl) (each 15,7 × 14,4) ER<br>Cr 2(3) Der 2(10) | 2 Vee Oil 4SA each 12Cy. 520 × 550 sr geared to sc. shaft<br>25 320bhp (18 624kW) NE 80 MAN<br>Mitsubishi Heavy Industries Ltd. Japan |
| 8028553<br>LKNA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIC VEST**<br>**K/S A/S Atlantic Vest**<br>K/S Atlantic Supply A/S<br>Kristiansund N. Norway | T.Mk<br>**492**<br>168<br>1 150 | NV | 1982 Sterkoder M/V A/S—Kristiansund N. (92)<br>64,67 4,720<br>56,39 13,81 6,91<br>F - 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil 4SA each 8Cy. 330 × 360 geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd |
| 7379149<br>HOAA<br>5519-75B<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLANTIC WING**<br>**United Car Transport Corp. S.A.**<br>Panama Panama | **20 252**<br>13 442<br>34 450 | NK | 1975 Kanasashi Zosensho—Tsukama Works, Shimizu (1105)<br>182,56(BB) 27,44 12,027<br>169,98 27,39 16,90<br>P 36,0 F 12,8 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho 19,5 28,0 24,7 27,9 27,9 ER<br>G.41 366 B.39 109<br>5 Ha (stl) (11,2 16,0 12,8 16,0 16,0 × 11,8) ER<br>Cr 3(8) | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 2 015,0t (hvf)-58,5pd 14,75kn |
| 7805887<br>HO5185<br>Esd RTv | **ATLANTIC 1**<br>**Peea Fishmeal Trading S.A.**<br>Panama Panama | **213**<br>99<br>250 | GL | 1980 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (515)<br>30,26<br>29,29 7,66 3,69<br>1 dk | **M Fishing**<br>Side Trawler Seiner Ref. | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 5087584<br>HPRK<br>10947-LI<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTICA**<br>ex Defiant-82<br>**Carnelian Corp.**<br>Panama Panama | **19 967**<br>14 664<br>37 474 | AB | 1960 Mitsui SB. & Eng. Co. Ltd.—Tamano (651)<br>213,06 23,55 11,726<br>202,47 23,47 16,16<br>F 14,7 1 dk, pt 2nd dk<br>RW rf 102 len & deepened 66 | **M Bulk Carrier**<br>8 Ho ER<br>8 Ha (stl) ER | Oil 2SA 9Cy. 740 × 1600<br>11 250bhp (8 275kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 2 656,0t 16kn |
| 5091810<br>3FDZ<br>11173-LI<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTICO**<br>ex Domeyko-82<br>**Galapagos Line S.A.**<br>Panama Panama | **5 698**<br>3 080<br>8 614 | PR<br>✠Classed LR until 2/64 | 1962-9 Stocznia Szczecinska im. A. Warskiego—Szczecin (B516/01)<br>145,65 18,50 7,690<br>134,96 18,48 11,51<br>F 27,8 1 dk & S dk, 3rd dk in No. 3 hold<br>rf 127 | **M General Cargo** OSD<br>Ref 12bth P<br>3 Ho ER 2 Ho<br>G.14 654 B.13 459 In.2 630<br>5 Ha (8,2 × 6,0) (14,3 7,4 × 7,0) ER (11,9 10,5 × 7,0)<br>10W Der 1(30) 1(15) 1(5) 11(3-5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 256,0t (hvf)-27,0pd .16,5kn |
| 5029611 | **ATLANTICO**<br>ex Ermelino M. ex Magdalene<br>ex Kronprinz Wilhelm<br>**Sociedade de Pesca Oceanica Ltda.**<br>Rio de Janeiro Brazil | **226**<br>88<br>— | | 1917 Reiherstieg Schiffsw.—Hamburg (497)<br>*36,55* 7,42<br>... ... ...<br>R | **S Fishing**<br>Side Trawler | T 3Cy. 320 521 & 819 × 579<br>Reiherstieg Masch. Hamburg |
| 7215537<br>WY8497<br>524452 | **ATLANTICO**<br>ex Mar Atlantico<br>**Atlantico Inc.**<br>Juneau, Ak United States of America | **191**<br>137<br>— | | 1969 Bender Welding & Machine Co. Inc.—Mobile, Al<br>*24,36*<br>7,36 3,46<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW) .<br>U.S.A.<br>Fuel (d.o.) |
| 5401259<br>RTh | **ATLANTICO**<br>**Compania de Obras Edilicias Maritimas Portuarias S.A.**<br>Panama Panama | **115**<br>—<br>— | ✠Classed LR until 2/71 | 1962-7 N.V. Schps. & Mach. "De Klop"—Sliedrecht (Co461-624)<br>26,73 6,86 2,820<br>24,01 6,51 3,31<br>rf 483 | **M Tug** | Oil 4SA 8Cy. 235 × 330 with flexible coupling & sr reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 18kW 220V d.c.<br>Fuel (d.o.) |
| 7122948<br>H3RF<br>9791-PEXT1<br>Df Gc<br>Rdr | **ATLANTICO No. 82**<br>ex Otori Maru No. 18-82<br>**Gulf & Pacific Inc.**<br>Panama Panama | **299**<br>154<br>— | KR | 1971 Kanasashi Zosensho—Unspecified Works, Shimizu (1009)<br>49,51 8,26 3,302<br>44,00 8,23 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7803061<br>PP4336<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTICO SUL**<br>**Universidade do Rio Grande**<br>Brazil | **295**<br>—<br>— | | 1978 EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (054)<br>35,90 3,302<br>7,85 4,25<br>1 dk | **M Research/Fishing**<br>In.160 | Oil 4SA 8Cy. 230 × 270 geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>West Germany |
| 5029659<br>Esd Rdr<br>RT | **ATLANTICO TERZO**<br>**China Resources & Co.**<br>Hong Kong Hong Kong (British) | **500**<br>214<br>555 | (RI) | 1961 Cant. Nav. Giuliano—Trieste (65)<br>56,01 9,05 4,141<br>50,02 9,00 4,75<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho<br>B.512 | Oil 4SA 8Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11,5kn |
| 7323114<br>H9PT<br>1156<br>7-82<br>Df Gc<br>Pfd Rdr | **ATLANTICO 81**<br>ex Tosui Maru No. 28-81<br>**Gulf & Pacific Inc.**<br>Dae Won Fisheries Co. Ltd.<br>Panama Panama | **284**<br>145<br>421 | KR | 1973 Kanasashi Zosensho—Unspecified Works, Shimizu (1117)<br>48,21 8,23 3,252<br>42,30 8,21 3,61<br>P 15,9 F 5,8 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>3 Ha (stl) (0,9 0,9 × 0,9) (1,6 × 1,6) | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 225V a.c. 10,75kn |

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|---|---|---|---|---|---|---|
| **7389376**<br>A8BC<br>4788<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ATLANTICOS**<br>ex Atlantic Sun-81<br>**Fiji Islands Steamship Corp.**<br>Monrovia Liberia | **122 347**<br>107 280<br>259 955 | AB | **1974** Kockums M/V A/B—Malmo (542)<br>340,52 51,87 20,073<br>329,17 51,80 25,58<br>P 52,2 B 12,8 F 26,0 1 dk<br>rf nil | **S Tanker**<br>COW IGS<br>17 Ta ER<br>L.(oil) 331 347 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 1 × 1500kW 2 × 800kW<br>450V 60Hz a.c.<br>Fuel 276,0t (d.o.) 14 605,0t (hvf)-150,0pd<br>16kn |
| **5400841**<br>SZJW<br>2391<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTICOS II**<br>ex Aghia Fotini-70<br>ex Aoi Maru No. 2-64<br>ex Seiju Maru No. 1-62<br>**Atlanticos Maritime & Fishing S.A.**<br>Piraeus Greece | **965**<br>690<br>2 280 | NK | **1956** Kanasashi Zosensho—Unspecified Works, Shimizu (218)<br>66,17 11,03 4,598<br>59,01 11,00 5,29<br>P 23,5 F 6,4<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 390 × 680<br>1 800bhp (1 324kW) E made— fitted—<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Fuel 390,0t (d.o.) 11,5kn |
| **7031371**<br>UMRZ<br>M-6136<br>Df Esd<br>Rdr RT | **ATLANTIDA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **667**<br>245<br>322 | RS | **1968** .............U.S.S.R.<br>54,23 9,38 3,703<br>49,99 9,25 4,88<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **6620694**<br>LW3744<br>Esd RT | **ATLANTIDA**<br>**Celmar y Mozzuga**<br>Mar del Plata Argentina | **105**<br>—<br>— | | **1966** Astilleros A.T.A.M.A.—San Fernando<br>24,11<br>... ... ... | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6707363**<br>UNRG<br>M-27678<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1966** VEB Volkswerft Stralsund—Stralsund (201)<br>81,97 13,64 5,160<br>72,09 13,59 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **6710372**<br>Y4GT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIK**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **644**<br>260<br>397 | DSRK | **1966** VEB Elbewerft—Boizenburg<br>48,93 10,09 3,901<br>44,35 5,52<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.540 | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 176kW 1 × 36,5kW<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **5029570**<br>UPGJ<br>M-9197<br>Df Esd<br>Gc | **ATLANTIKA**<br>ex Aragona-54<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**5 828**<br>3 267 ✠<br>—<br>**8 590**<br>4 864<br>7 128 | RS | **1954**-4 AB Oskarshamns Varv —Oskarshamn (322)<br>143,57 18,78 —/6,541<br>134,12 18,75 11,33<br>F 13,5 2 dks | **M General Cargo**<br>4 Ho<br>B.12 707<br>5 Ha (6,0 × 5,4) (11,4 10,5 10,5 10,5 × 7,0)<br>10W Der 1(15) 10(3) | Oil 2SA 6Cy. 700 × 1200<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13,5kn |
| **6500026**<br>ORSR<br>577<br>Df Esd<br>Rdr<br>RTm/v | **ATLANTIQUE**<br>**Dredging International N.V.**<br>Antwerpen Belgium | **4 451**<br>2 911<br>7 925 | BV | **1964** J. & K. Smit's Scheeps.—Kinderdijk (Co481)<br>106,69 17,61 7,646<br>99,01 17,20 8,64<br>1 dk | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors<br>Sand-pump discharge<br>Single side arm Dredging depth 20,0<br>Hopper 7680T<br>1 Ho 39,4 ER<br>G.4 800 Hopper 4 392<br>1 sandpump 1715kW (2300bhp)<br>Der 2(10) 1(5) | 2 Oil 4SA each 8Cy. 450 × 600<br>4 600bhp (3 384kW) MAN<br>J. & K. Smit's Scheeps. Kinderdijk<br>Gen 2 × 165kW 220V d.c.<br>Fuel 557,0t (d.o.) 12,5kn |
| **5054197**<br>5AKF<br>11<br>Df Esd<br>RTh | **ATLANTIQUE**<br>ex Brunneck-67 ex Acaste-55<br>**Libyan Coast Shipping Lines**<br>Sudani Brothers<br>Tripoli Libya | T.Mk<br>**483**<br>211<br>— | | **1952** A.G. "Weser" Werk Seebeck —Bremerhaven (735)<br>57,00 9,05 3,506<br>5,49<br>P 14,7 B 11,0 F 7,4 2 dks<br>RW rf 51 | **M General Cargo**<br>1 Ho 30,4 ER<br>G.1 420 B.1 289<br>2 Ha (each 9,4 × 4,5) ER<br>4W Der 4(3) | 1P<br>Oil 4SA 8Cy. 290 × 420<br>660bhp (485kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 30kW 220V d.c.<br>Fuel 56,0t (d.o.) 10kn |
| **7430694**<br>SVYO<br>7251<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIS**<br>ex Hamlet Beatrice-79<br>**Firal Shipping Co.**<br>Glafki (Hellas) Naftiki Eteria<br>Piraeus Greece | **35 706**<br>25 600<br>59 750 | NV | **1976** A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (891)<br>225,03 12,501<br>213,01 32,25 18,01<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.79 900<br>7 Ha (stl) (each 14,4 × 15,0) ER<br>Cr 1(5) | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel-62,0pd 15,75kn |
| **5406510**<br>SYLI<br>5112<br>Df Esd<br>Gc Rdr<br>RTh/v | **ATLANTIS**<br>ex Langelsheim-74<br>**Harlech Shipping Co. S.A.**<br>Piraeus Greece | **6 246**<br>3 874<br>11 423 | GL | **1963** A.G. "Weser" Werk Seebeck —Bremerhaven (887)<br>121,34 18,52 8,510<br>115,02 18,51 11,36<br>P 26,9 F 11,9 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho 13,7 19,2 11,2 19,2 12,8 ER<br>G.12 518 B.11 812<br>5 Ha (stl) (8,7 13,5 7,4 13,5 8,7 × 9,6) ER<br>Der 1(1) | Oil 4SA 6Cy. 600 × 1050<br>4 050bhp (2 979kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel (hvf) 12,5kn |
| **5150240**<br>J4TB<br>7335<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIS**<br>ex Hidlefjord-79<br>**Atlantis S.A.**<br>Piraeus Greece | **5 788**<br>3 076<br>5 233 | NV | **1960** A/S Akers M/V—Oslo (530)<br>133,31 16,57 7,163<br>122,00 16,50 11,00<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 399 | **M General Cargo**<br>Ref.<br>4 Ho<br>In.6 796<br>4 Ha (each 8,2 × 4,8)<br>8W Der 8(5) | Oil 2SA 10Cy. 500 × 1100 exhaust400<br>7 900bhp (5 811kW) B&W<br>A/S Akers M/V Oslo<br>Gen 4 × 248kW 440V 60Hz a.c.<br>Fuel 1 573,0t (hvf) 18kn |

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| **6411471**<br>SZLY<br>2793<br>Df Esd<br>Gc Rdr<br>RT | **ATLANTIS**<br>ex Adonis-76<br>**Kavounides Shipping Co. S.A. Ltd.**<br>Piraeus Greece | **4 504**<br>2 572<br>— | ✠**100A1** SS 3/78<br>for service excluding<br>Transatlantic voyages<br>north of 38°N but<br>including the Azores<br>✠**LMC**<br>EL v $1\frac{13}{16}$"SQ<br>FN 2089 | **1965**-6 C.R.D. Adriatico—Monfalcone (1881)<br>97,16 16,06 4,363<br>86,77 16,01 8,06<br>B & F 85,4 2 dks<br>rf 279 conv Passenger/RoRo Cargo/Ferry 76<br>Coll BH to U dk 8 to 2nd dk WB318t | **TM Passenger Ship**<br>447bth P<br>1 Ho 8,2 ER<br>1 Ha ER<br>Der 2(-) | 2 Oil 4SA each 7Cy. 480 × 700<br>5 500bhp (4 046kW)<br>C.R.D. Adriatico<br>db 100lbf/in$^2$ (6,9bar)<br>Thw. thrust Contr. pitch propeller fwd | Sulzer<br>Trieste<br>17kn |
| **7232834**<br>PJSG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIS**<br>**m.v. Atlantis N.V.**<br>Willemstad Netherlands Antilles | **1 831**<br>800<br>— | | **1972** Tacoma B.B. Co. Inc.—Tacoma, Wa (253)<br>72,85 12,50 5,563<br>67,98 12,20 6,41 | **M Fishing**<br>Side-fishing Ref | Vee Oil 4SA 12Cy. 130 × 150<br>4 300bhp (3 163kW)<br>De Laval Turbine Inc. (Enterprise Div.) | Oakland |
| **7822524**<br>DNAN<br>12654<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLANTIS**<br>**Partenreederei m.s. 'Atlantis'**<br>Kpt. Harry Nagel<br>Hamburg Federal Republic of Germany | T.Mk<br>**999**<br>714<br>2 950 | GL | **1979** (Aft section) KG Norderwerft G.m.b.H.—Hamburg<br>**1979** (Fwd section) J. J. Sietas K.G. Schiffswerft—Hamburg (866)<br>88,68 (BB) 15,78 4,852<br>81,51 15,46 6,91<br>P 12,5 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 338 B.4 153<br>TEU 208<br>C.Ho 72/20'(40') C.Dk 136/20'(40') incl. 10 ref C.<br>1 Ha (stl) (50,0 × 12,5) ER | Oil 4SA 8Cy. 320 × 420 geared to sc. shaft<br>1 999bhp (1 470kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 160kW<br>Thw. thrust propeller fwd | Kiel<br>14,5kn |
| **7829900**<br>385611<br>Esd Rdr<br>RT | **ATLANTIS**<br>**A.R.A. Nominees Pty. Ltd., Ian Robert & Ross Samuel Boot**<br>*Cairns, Queensland* Australia | **223**<br>140<br>— | | **1979** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle<br>22,00 7,47 3,175<br>20,58 7,46 3,99<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>465bhp (342kW)<br>Caterpillar Tractor Co. | Peoria, Illinois<br>9,5kn |
| **7415307**<br>OW2100<br>D2208<br>Df Pfd<br>Rdr RT | **ATLANTIS**<br>**Chr. Havur Jacobsen**<br>Torshavn Faroe Islands | **153**<br>67<br>234 | BV | **1974** Logstor Skibsvaerft—Logstor (62)<br>30,82 6,81<br>6,79 3,41<br>1 dk | **M Fishing**<br>3 Ho ER<br>G.217 | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.)-1,5pd | Abenra<br>10kn |
| **6817405**<br>J4HB<br>6948<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLANTIS STAR**<br>ex Golden Mariner-78<br>ex Seiho Maru-75<br>**Mariner Management Co. Ltd.**<br>Atlantis Management Inc.<br>Piraeus Greece | **10 182**<br>6 659<br>15 718 | **100A1** SS 5/80<br>bulk carrier<br>intended solely for the<br>carriage of such cargoes<br>as ore, coal or grain<br>**LMC**<br>EL B† 550,0/58,0U2<br>FN 4845<br>(NK) | **1968** Nipponkai Heavy Ind. Co. Ltd.—Toyama (136)<br>149,66 22,64 8,878<br>140,01 22,61 11,99<br>P 26,0 F 9,8 1 dk<br>rf 102<br>6BH WB4175T incl.Comb. btm, side & topside tanks in holds 2934T | **M Bulk Carrier**<br>Str. ore cargoes<br>4 Ho ER<br>G.21 100 B.20 324<br>4 Ha (stl) (19,1 × 11,8) (19,5 19,5 19,5 × 12,5) ER<br>4W Der 4(22) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 935,0t-23,0pd | B&W<br>14,5kn |
| **5395709**<br>C4CP<br>373929<br>Esd Pfd<br>Rdr RT | **ATLANTIS I**<br>ex Elpis N-81 ex Elias G. II-78<br>ex Yewmount-74<br>**Focusol Marine Ltd.**<br>Martechnic Marine Services Ltd.<br>Limassol Cyprus | **999**<br>485<br>1 361 | ✠**100A1** SS 12/77<br>✠**LMC**<br>EL m<br>FN 929 | **1956**-1 James Lamont & Co. Ltd.—Port Glasgow (384)<br>67,49 10,52 4,198<br>63,10 10,37 4,35<br>P 16,5 RQD 38,1 B 4,6 F 8,6 1 dk<br>RW rf 76<br>NS 4BH WB377t incl. DTf63t | **M General Cargo**<br>Mchy.aft<br>G.1 845 B.1 784<br>3W Der 3(2) | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd.<br>Fuel 67,0t | Glasgow<br>10,5kn |
| **5029752**<br>KADC<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ATLANTIS II**<br>**Woods Hole Oceanographic Institution**<br>Woods Hole, Ma United States of America | **1 529**<br>—<br>977 | AB | **1963** Maryland SB. & D.D. Co.—Baltimore, Md (140)<br>64,09 13,44 5,176<br>57,36 13,42 6,74<br>F 30,5 1 dk, 2nd dk fwd<br>rf 1118 | **TS Research**<br>Oceanographic<br>Cr 1(12) | U 6Cy. 406 × 406<br>1 400ihp (1 030kW)<br>Skinner Engine Co.<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 548,5t (o.f.) | Unaflow<br>Erie, Pa<br>11kn |
| **5029740**<br>H3UF<br>1979-<br>PEXT1<br>Df Esd<br>RTh/v | **ATLANTIS II**<br>ex Atlantis-72<br>**Ostsee Reederei Anstalt**<br>Foerde Reederei G.m.b.H.<br>Panama Panama | **349**<br>200<br>— | GL | **1956** Jadewerft G.m.b.H.—Wilhelmshaven (43)<br>*49,78* 7,42 2,080<br>7,40 2,75<br>B 21,7 F 4,0 1 dk<br>len 60 & 64 | **M Ferry**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) ER<br>Der 1(1) | Oil 4SA 16Cy. 180 × 220<br>1 200bhp (883kW) NE 64<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 65kW 1 × 25kW 220/380V 50Hz a.c.<br>Fuel (d.o.) | Mannheim |
| **5410315**<br>HO6610<br>9975-<br>PEXT<br>Df Esd<br>Rdr RT | **ATLANTIS V**<br>ex Atlandtis IV-82<br>ex Atlantis IV-81 ex Atlantis-80<br>Panama Panama | **299**<br>181<br>740 | GL | **1963** Jadewerft G.m.b.H.—Wilhelmshaven (89)<br>53,62 9,33 3,210<br>48,32 9,30 5,39<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 517 B.1 430<br>1 Ha (26,6 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM) | Mannheim<br>9kn |
| **7039995**<br>UBJR<br>M-27473 | **ATLANTS**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **508**<br>174<br>244 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,590<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 68<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>10kn |
| **7412800**<br>LQVJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLAS**<br>**Compania Argentina de Transportes Maritimos S.A. (CIAMAR)**<br>Buenos Aires Argentina | **9 753**<br>6 614<br>16 213 | BV (NK) | **1976** Hashihama Zosen—Imabari (582)<br>138,44 21,44 9,102<br>128,00 21,42 12,02<br>P 28,7 F 9,8 1 dk | **M Tanker**<br>15 Ta ER<br>L.20 344 L.(oil) 21 107 HeCls. BC | Vee Oil 4SA 16Cy. 400 × 460<br>8 480bhp (6 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 970,0t (d.o.)-22,5pd | Pielstick<br>Aioi<br>15,5kn |

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| 5302776<br>SYMB<br>4474<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLAS**<br>ex Ryndam-72 ex Waterman-68<br>ex Ryndam-68<br>**Hellenic Company for Mediterranean Cruises**<br>Epirotiki Lines S.A.<br>Piraeus Greece | T.Mk<br>**9 114**<br>4 590<br>— | ✠**100A1** SS 3/78<br>✠**LMC**<br>EL (kt) $2\frac{5}{16}$"SQ<br>FN 4684 | **1951**-7 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (732)<br>153,42 21,09 8,764<br>145,01 19,49 12,81<br>B & F 133,5 2 dks, 3rd dk clear of mchy. space, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 conv Passenger/General Cargo 73<br>8BH WB1537t incl. DTf168t | **S Passenger Ship**<br>670bth P<br>2 Ho 1 TwD<br>2 Ha (stl)<br>Cr 1(-) | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW) ✠ NE made45 fitted51<br>General Electric Co. Erie, Pa<br>WTB 525lbf/in$^2$ (36,2bar) Spt 470lbf/in$^2$ (32,5bar)<br>✠ NWTB made46 fitted51 525lbf/in$^2$ (36,2bar) Spt 470lbf/in$^2$ (32,5bar) (hs1431,4)<br>Gen 4 × 300kW 220V d.c.<br>Fuel 1 775,0t (o.f.) 17kn |
| 7501730<br>SZIO<br>7925<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLAS**<br>ex Hispania-81 ex Braunfels-80<br>**Mycenae S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | T.Mk<br>**7 429**<br>4 479<br>13 935<br>**11 804**<br>7 480<br>18 500 | GL | **1977** Flender Werft A.G.—Luebeck-Siems (614)<br>149,16 8,154/9,729<br>140,01 22,86 13,01<br>P 30,8 F 11,0 2 dks | **M General Cargo**<br>4 Ho 4 TwD ER<br>G.24 935 B.23 380<br>TEU 136 C. 136/20'<br>7 Ha (stl) (14,0 18,4p&s 18,4p&s 15,2p&s × 7,0) ER<br>12W Cr 2(5) Der 2(100) 8(5) | Oil 2SA 6Cy. 700 × 1250<br>9 520bhp (7 003kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 400kW 220V 60Hz a.c.<br>Fuel 150,5t (d.o.) 1 463,0t (hvf)-35,5pd 15,5kn |
| 7126138<br>FNFU<br>Df Esd<br>Gc Rdr<br>RTv | **ATLAS**<br>**Union Industrielle & Maritime S.A. (U.I.M.)**<br>Marseille France | **2 552**<br>1 196<br>4 145 | BV | **1972** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (01207)<br>97,90 17,71 6,351<br>89,79 17,51 6,81<br>2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Stern door/ramp<br>2 Ho 13,7 43,2 ER<br>G.10 437<br>2 Ha (stl) (6,2 40,2 × 8,0) ER<br>Der 2(90) 6(10) 2(5) | Oil 4SA 8Cy. 410 × 470<br>4 800bhp (3 531kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 467,5t (d.o.) 15kn |
| 6815897<br>SZNP<br>2539<br>Df Esd<br>Rdr RT | **ATLAS**<br>ex Nisos Zakynthos-76<br>ex Mediator-68<br>**Alexander G. Tsavliris & Sons**<br>Piraeus Greece | **1 047**<br>171<br>1 656 | (BV) | **1944** Henry Robb Ltd.—Leith<br>62,44 11,79 4,522<br>57,92 11,74 5,80<br>B & F 39,4 1 dk | **M Tug**<br>Mchy.aft | 2 Oil 2SA each 8Cy. 340 × 570 geared to sc. shaft<br>British Auxiliaries Ltd. Glasgow<br>Gen 2 × 100kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) 14,5kn |
| 6726163<br>UWRR<br>M-24270<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **828**<br>—<br>405 | RS | **1960** .............U.S.S.R.<br>52,30 11,00 4,499<br>47,20 5,80<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.150<br>1 Ha (2,3 × 1,9)<br>1W Der 1(4) | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>13,5kn |
| 6805476<br>LNXZ<br>16938<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLAS**<br>ex Joker-71<br>**Lorentz Storesund & Sonner**<br>Haugesund Norway | **799**<br>529<br>— | GL | **1968** Schiffsw. H. Rancke—Hamburg (212)<br>59,42 10,11 4,450<br>53,78 10,10 6,00<br>F 4,9 2 dks<br>rf nil | **M General Cargo** CSD<br>1 Ho 35,2 ER<br>G.1 779 B.1 558<br>1 Ha (stl) (27,9 × 6,0) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 59kW 220/380V 50Hz a.c.<br>Fuel 55,0t (d.o.)-4,5pd 11kn |
| 7612319<br>639 | **ATLAS**<br>**NAVROM**<br>Galatz Romania | **701**<br>107<br>— | RNR | **1972** Angyalfold Shipyard—Budapest<br>40,01 19,03 1,931<br>39,98 19,00 2,90<br>1 dk | **TD-E Floating Crane** | 2 Oil 4SA each 8Cy. 160 × 185 total geared to sc. shafts driving 2 gen. each 100kW 230V d.c. connected to 2 elec. motors each of 89shp (65kW)<br>Ganz Waggon & Eng. Works Budapest<br>Gen 2 × 15kW 230V d.c.<br>Fuel 19,5t (d.o.) |
| 5029867<br>1244 | **ATLAS**<br>**Compania Chilena de Navegacion Interoceanica S.A. (CCNI)**<br>Punta Arenas Chile | **348**<br>174<br>— | | **1907** Schps. L. Smit & Zoon—Kinderdijk<br>36,78 7,17<br>7,12<br>1 dk<br>R | **S Tug** | T 3Cy. 365 600 & 1000 × 610<br>.............. |
| 7200116<br>H04930<br>1548<br>-71A | **ATLAS**<br>ex Eastern Service<br>**Genesis Offshore Service S.A.**<br>Panama Panama | **278**<br>189<br>508 | | **1963** Burton Construction & SB. Corp.—Port Arthur, Tx (332)<br>50,30 12,20 3,239<br>49,03 3,97 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254<br>3 280bhp (2 413kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) 12kn |
| 6713087<br>SV6729<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ATLAS**<br>ex Lady Theresa-81<br>ex Yorkshireman-74<br>**Alexander G. Tsavliris & Sons**<br>Piraeus Greece | **251**<br>55<br>— | ✠**100A1** SS 2/80<br>tug<br>✠**LMC**<br>EL (d) $\frac{15}{16}$"U1<br>FN 389 | **1967**-6 Charles D. Holmes & Co. Ltd.—Beverley (1006)<br>32,49 9,38<br>28,96 8,84 4,58<br>rf 457<br>3BH WB49t | **TM Tug**<br>1 Ha (1,4 × 1,8)<br>Der 1(5) | 2 Oil 4SA each 6Cy. 260 × 368 sr reverse geared to sc. shafts<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 78kW 1 × 75kW 1 × 42kW 220V d.c.<br>Fuel 122,0t (d.o.) 13kn |
| 7936727<br>OPEA<br>105<br>Esd Pfd<br>Rdr RTv | **ATLAS**<br>**Rederij Atlas P.V.B.A.**<br>Zeebrugge Belgium | **232**<br>84<br>— | | **1975** Scheepswerven Seghers N.V.—Oostende<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5029922 | **ATLAS**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **190**<br>92<br>— | | **1941** Bristol Yacht Building Co.—Bristol, RI<br>*30,48* 6,86<br>... ... ... | **Wood M Tug**<br>Salvage | Oil 4SA 6Cy. 330 × 405<br>Atlas Imperial D.E. Co. Oakland, Ca |
| 5029946<br>WD5884<br>261843<br>Rdr RT | **ATLAS**<br>**Barworth Corp.**<br>Houston, Tx United States of America | **149**<br>64<br>— | | **1951** Alexander Shipyards Inc.—New Orleans, La<br>27,01 7,62<br>... ... ... | **M Tug** | Oil 2SA 12Cy. 215 × 255<br>General Motors Corp. Detroit, Mi |
| 5029958<br>WA2602<br>237102 | **ATLAS**<br>ex Wissahickon<br>**Atlas Towing Co. Inc.**<br>New York, NY United States of America | **137**<br>59<br>— | | **1904** .............Baltimore, Md<br>29,27<br>25,00 6,28 3,15<br>R | **M Tug** | Oil 2SA 5Cy. 355 × 430 NE 38<br>Fairbanks Morse & Co. Beloit, Wi |

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| **5029960**<br>IKLC<br>480<br>Rdr RTv | **ATLAS**<br>ex Jarl-49 ex Lilla ex ST 718<br>**Panfido e C. S.p.A.**<br>**Rimorchiatori Riuniti**<br>Venezia Italy | **137**<br>41<br>— | RI (AB) | **1945** Smith Shipyards Inc.—Pensacola, Fl (5)<br>26,19 7,07 2,998<br>25,00 7,04 3,15<br>1 dk | **M Tug**<br>Salvage | Oil 2SA 6Cy. 318 × 407<br>Clark Bros. Co. Inc. U.S.A.<br>Gen 2 × 30kW d.c.<br>Fuel (d.o.) 10kn |
| **5035414**<br>RTm | **ATLAS**<br>ex Bamburgh-82<br>**Orchid Maritime Co. Ltd.**<br>Ippocampos Maritime (Hellas) Ltd.<br>Colombo Sri Lanka | **119**<br>0<br>— | **✠100A1** SS 7/77<br>tug<br>**LMC**<br>EL (a) 1"<br>FN 264 | **1956**-3 P. K. Harris & Sons Ltd.<br>—Appledore (59)<br>28,45 7,14 2,536<br>25,61 7,09 3,20<br>rf 432<br>4BH WB33t | **M Tug** | Oil 2SA 12Cy. 216 × 254 with hydraulic coupling & sr geared to sc. shaft<br>E made44 refitted56<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 28kW 110V d.c.<br>Fuel 34,5t (d.o.) 11,25kn |
| **6416055**<br>DLFU<br>10518<br>Esd Pfd<br>Rdr RT | **ATLAS**<br>ex Sagoland-67<br>**Hans & Brigitte Hempel**<br>Federal Republic of Germany | **116**<br>56<br>154 | | **1964** J. W. Berg Varv. & Mek.—Halso<br>27,59 6,91 3,175<br>26,75 6,89 3,64<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 7Cy. 260 × 400<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel (d.o.) 11kn |
| **5235296**<br>D9AY<br>IM15501<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ATLAS CARRIER**<br>ex Milora-72<br>**Halla Maritime Corp.**<br>Inchon South Korea | **11 732**<br>7 322<br>18 113 | KR (NV) | **1962** Rheinstahl Nordseewerke—Emden (337)<br>159,37 21,52 9,824<br>148,85 21,20 12,96<br>P 35,7 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 14,6 13,4 13,4 13,4 13,4 13,4 13,4 ER<br>G.21 549<br>7 Ha (stl) (each 8,0 × 10,5) ER<br>Der 14(5) | Oil 2SA 5Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Fuel 1 402,0t (hvf) 14,5kn |
| **5299292**<br>D9AV<br>IM1936<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLAS CHALLENGER**<br>ex Ronacastle-72<br>ex Cape Rona-70<br>ex Ronacastle-65<br>**Halla Maritime Corp.**<br>Inchon South Korea | **12 185**<br>7 549<br>19 680 | KR (NV) | **1962** Uddevallavarvet A/B—Uddevalla (256)<br>169,17 21,39 9,697<br>158,50 21,34 12,58<br>P 49,4 F 12,8 1 dk<br>rf 56 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.26 572 B.23 497<br>1 Ha (stl) (9,7 × 9,1) 6 Ha (stl) (each 9,7 × 10,6) ER<br>14W Der 14(5) | Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 578,0t (hvf) 15,75kn |
| **5170238**<br>D9AX<br>IM2291<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATLAS COUNSELLOR**<br>ex Jarabella-72<br>**Halla Maritime Corp.**<br>Inchon South Korea | **12 771**<br>6 374<br>20 327 | KR (NV) | **1963** Kaldnes M/V A/S—Tonsberg (149)<br>168,43 21,98 9,443<br>157,99 21,90 13,11<br>P 39,7 F 15,6 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 20,2 19,2 19,2 19,2 19,2 19,2 ER<br>G.25 346 B.22 484<br>6 Ha (stl) (each 12,8 × 10,9) ER<br>12W Der 12(5-10) 2(1) | Oil 2SA 7Cy. 700 × 1200<br>7 140bhp (5 252kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 270,0t (hvf) 14,5kn |
| **7923926**<br>VJQA<br>396353<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS DAMPIER**<br>**Bulkships Container Pty. Ltd.**<br>Atlas Offshore<br>*Sydney, N.S.W.* Australia | **1 179**<br>517<br>2 100 | NV | **1981** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (103)<br>64,01 14,33 5,979<br>56,39 13,81 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>4 Ta | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 3 × 230kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 726,5t (d.o.)-18,0pd 14kn |
| **7923524**<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS EXPORTER**<br>**Seaquest Maritime**<br>Liberia | **34 000**<br>—<br>39 600 | NV (Class cont.) | **1982** Brodogradiliste "Split"—Split (307)<br>173,31 11,200<br>169,02 32,01 15,12 | **M Tanker**<br>Oil Chemical | Oil<br>11 400bhp (8 385kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Yugoslavia |
| **7923512**<br>ELCM6<br>7313<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS MARINER**<br>**Tradewind Maritime Co.**<br>Monrovia Liberia | *22 587*<br>*13 743*<br>39 821 | NV (Class cont.) | **1982** Brodogradiliste "Split"—Split (608)<br>173,31 32,21 11,200<br>169,02 32,01 15,12<br>1 dk | **M Tanker**<br>Oil Chemical IGS<br>26 Ta ER<br>L.44 230 | Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Thw. thrust propeller fwd |
| **7638674**<br>JRZN<br>119617<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLAS MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **15 118**<br>8 297<br>20 763 | NK | **1978** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1093)<br>161,02 9,541<br>152,03 25,40 13,52<br>P 31,1 F 8,6 2 dks | **M General Cargo**<br>Heavy load<br>G.24 945 B.23 746<br>3 Ha (13,4 × 8,3) (35,0 35,0 × 10,5) ER<br>Cr 1(30) 2(16) Der 1(630) 2(30) | Oil 2SA 7Cy. 680 × 1250<br>10 410bhp (7 657kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 560kW 450V a.c.<br>15,75kn |
| **7046675**<br>JM3265<br>108167 | **ATLAS MARU**<br>**Mitsui Shintaku Ginko K.K. (The Mitsui Trust & Banking Co. Ltd.)**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **192**<br>64<br>— | | **1969** Towa Zosen K.K.—Shimonoseki (383)<br>29,98 8,26 2,794<br>29,01 8,21 3,79<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 50kW 220V<br>Fuel 45,5t-7,0pd 12kn |
| **5046891**<br>D9AW<br>IM2022<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS PREMIER**<br>ex Ditmar Koel-71<br>ex Blumenau-64 ex Vossbrook-54<br>**Halla Maritime Corp.**<br>Inchon South Korea | **5 845**<br>3 658<br>10 300 | (GL) (KR) | **1953** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (431)<br>146,89 18,29 7,703<br>135,01 18,22 8,67<br>F 10,7 2 dks H 21,4<br>RW | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.17 197 B.15 656<br>5 Ha (10,5 16,3 10,9 × 7,0) ER (14,0 14,0 × 7,0)<br>16W Der 1(40) 1(15) 16(5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 135kW d.c.<br>Fuel 731,5t 13,5kn |
| **7923938**<br>VJQB<br>396354<br>Df Esd<br>Gc Rdr<br>RTh/v | **ATLAS VAN DIEMEN**<br>**Bulkships Supply Pty. Ltd.**<br>Bulkships Container Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **1 179**<br>517<br>1 921 | NV (Class cont.) | **1982** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (104)<br>64,67 14,33 5,979<br>56,42 13,81 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>4 Ta | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>Gen 3 × 230kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 726,5t (d.o.)-18,0pd 14kn |

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| 6930738<br>TCU<br>4873<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ATLAS I**<br>ex Frimaire-80<br>**Denizcilik Anonim Sirketi**<br>Istanbul Turkey | **79 753**<br>49 891<br>142 800 | BV | **1970** Ch. Nav. de La Ciotat—La Ciotat (252)<br>288,53(BB) 44,05 16,003<br>274,73 44,00 22,51<br>RQD 28,4 1 dk<br>rf nil | **M Tanker**<br>SBT IGS<br>12 Ta ER<br>L.(oil) 164 347 HeCls. B | Oil 2SA 12Cy. 840 × 1800<br>27 720bhp (20 390kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 980kW 380V 50Hz a.c.<br>Fuel 390,0t (d.o.) 6 076,0t (hvf)-95,0pd<br>16kn |
| 5067376<br>SWSO<br>8065<br>Esd Gc<br>Pfd Rdr<br>RTm/h | **ATLAS I**<br>ex Cerdic Ferry-81<br>**Ascot Maritime Co. S.A.**<br>Compania Armadora de Sudamerica S.A.<br>Piraeus Greece | **2 455**<br>890<br>1 554 | ✠Classed LR until 20/11/81<br>BV | **1961**-5 Ailsa SB. Co. Ltd.—Troon (508)<br>110,17 16,79 3,868<br>103,33 16,01 9,91<br>B 39,1 1 dk & S dk<br>RW rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>35bth 25dk P<br>Stern door/ramp<br>1 TwD 97,5<br>TEU 25 C. 25/20'<br>1 Ha (stl) (10,9 × 4,2)<br>Cr 1(20) | 2 Vee Oil 4SA each 16Cy. 248 × 267 with flexible coupling & sr reverse geared to sc. shafts<br>4 000bhp (2 942kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 4 × 150kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 262,0t (d.o.) 14kn |
| 5092888<br>SXUQ<br>8064<br>Esd Gc<br>Pfd Rdr<br>RTm/h | **ATLAS II**<br>ex Doric Ferry-81<br>**Barracuda Maritime Co. S.A.**<br>Compania Armadora de Sudamerica S.A.<br>Piraeus Greece | **2 454**<br>888<br>1 554 | ✠Classed LR until 20/11/81<br>BV | **1962**-2 Ailsa SB. Co. Ltd.—Troon (509)<br>110,19 16,79 3,893<br>103,33 16,01 9,91<br>B 39,1 2 dks<br>RW rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>35bth 25dk P<br>Stern door/ramp<br>TEU 25 C. 25/20'<br>Cr 1(20) | 2 Vee Oil 4SA each 16Cy. 248 × 267 with flexible couplings & sr reverse geared to sc. shafts<br>4 000bhp (2 942kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 4 × 150kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 262,0t (d.o.) 14kn |
| 5127413<br>HP2925<br>5672-75<br>Df Esd<br>Rdr RT | **ATLAS II**<br>ex Atlas-76 ex Gele Zee-64<br>ex Oceanus-53<br>ex Christine Moller-51<br>ex Frosty Moller-50 ex Destiny<br>**Guilan Production Co.**<br>Panama Panama | **556**<br>25<br>— | Classed LR until 2/52<br>AB | **1942** Defoe SB. Co.—Bay City, Mi (197)<br>43,74 10,09 4,712<br>41,00 10,06 5,19<br>F 12,5 2 dks | **D-E Tug** | 2 Oil 2SA each 12Cy. 215 × 265 connected to 2 elec. motors & sc. shaft<br>General Motors Corp. U.S.A.<br>Fuel 207,5t (d.o.) |
| 7517832<br>WYH6<br>500<br>571404<br>Esd Gc<br>Rdr RT | **ATLAS II**<br>**Atlas Offshore Boat Service Inc.**<br>New Orleans, La United States of America | **191**<br>130<br>710 | AB | **1976** Wall Shipyard Inc.—Harvey, La (1975-36)<br>3,595<br>40,11 9,77 3,97<br>F 21,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>3 520bhp (2 589kW)<br>A/B Bofors Nohab Sweden<br>Gen 2 × 99kW a.c.<br>Fuel 184,0t (d.o.) 15,75kn |
| 6611071<br>Df Esd<br>Rdr RT | **ATLAS II**<br>**Zarzad Portu Gdansk**<br>Gdansk Poland | **187**<br>53<br>100 | PR | **1966** Svendborg Skibsvaerft A/S —Svendborg (115)<br>28,58 8,41 3,099<br>26,01 8,01 3,99<br>1 dk | **M Tug**<br>Ice strengthened | 2 Oil 4SA each 5Cy. 260 × 400 reduction geared to sc. shaft<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 50kW 1 × 12kW 380V a.c.<br>Controllable pitch propeller |
| 6420712<br>H03824<br>9620-AB<br>Df Esd<br>Gc Rdr<br>RT | **ATLAS V**<br>ex Arcturus II-82 ex Arcturus N-81<br>ex Varius II-71 ex Kap Dan-69<br>**Compania Naviera Panakarine S.A.**<br>Panama Panama | **775**<br>273<br>— | GL | **1963** H. C. Stuelcken Sohn—Hamburg (908)<br>66,60 10,24 4,446<br>58,50 10,20 7,12<br>B 15,0 2 dks<br>RW conv Tug 71<br>conv Stern-fishing Fishing 69 | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened | Oil 4SA 8Cy. 400 × 580<br>1 830bhp (1 346kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 100,5t 15kn |
| 7701689<br>H8ZY<br>1038<br>7-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLAS 8**<br>**Prince Arrow S.A.**<br>Panama Panama | **4 803**<br>2 818<br>7 501 | BV | **1980** Nishii Dock Co. Ltd.—Japan (287)<br>113,92 7,101<br>105,01 17,42 8,92<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.10 220 B.9 607 | Vee Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>15,5kn |
| 6851528<br>UKJS<br>M-19826 | **ATLASOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **487**<br>106<br>157 | RS | **1957** .............People's Republic of China<br>44,51 9,40 3,371<br>4,42<br>1 dk | **M Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500 geared to sc. shaft<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 11kn |
| 7803358<br>CNWK<br>6-772<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLASSY YASMINE**<br>ex Ben Loyal-82<br>**Peray S.A.**<br>Casablanca Morocco | **290**<br>131<br>156 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (F) $\frac{7}{8}$"U1 FSWR<br>FN 356 | **1979**-6 McTay Marine Ltd.—Bromborough (31)<br>30,46 8,77 3,801<br>27,01 8,75 4,42<br>F 10,7 1 dk<br>rf 686 BK 127<br>4BH | **M Fishing**<br>Stern Trawler Ref. | Oil 2SA 4Cy. 300 × 450<br>1 350bhp (993kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 150kW 1 × 24kW 440V 80Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>10,5kn |
| 7347627<br>SBPR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLE**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket)**<br>Stockholm Sweden | **6 844**<br>237<br>— | | **1974** Oy Wartsila Ab—Helsinki/Helsingfors (402)<br>104,70 23,86 8,408<br>96,02 22,51 12,12<br>2 dks | **TD-E Icebreaker** | 5 Vee Oil 4SA each 12Cy. 400 × 460 total 23 250bhp (17 102kW) driving 5 gen. connected to 4 elec. motors each of 5 500shp (4 046kW) geared to sc. shafts<br>Pielstick<br>Oy Wartsila Ab Turku/Abo<br>2 Controllable pitch propellers aft, 2 fwd<br>18,5kn |
| 7368621<br>JXBR<br>18785<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATLE JARL**<br>**K/S Nor-Cargo A/S**<br>Det Nordenfjeldske D/S<br>Trondheim Norway | **499**<br>280<br>1 284 | NV | **1976** G. Eides Sonner A/S—Hoylandsbygd (98)<br>84,51 (BB) 16,62 4,949<br>77,96 16,59 7,19<br>2 dks | **M Pallets Carrier**<br>Ref.<br>Side door (p) Ice strengthened<br>2 Ho ER<br>In.3 545<br>TEU 24 C.Ho 12/20' C.Dk 12/20'<br>2 Ha (stl) (14,1 × 9,2) (5,5 × 4,0) ER<br>4W Cr 1(40) 1(7) Der 1(40) | Oil 4SA 6Cy. 381 × 457<br>3 600bhp (2 648kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 133kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 376,0t (hvf)-12,0pd 15kn |
| 7414030<br>392839<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATMAR**<br>ex Sula-80<br>**Atman Marine Ltd.**<br>Canada | **565**<br>287<br>— | (NV) | **1974** Soviknes Verft A/S—Syvikgrend (72)<br>39,81 8,56<br>34,80 8,54 4,27<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>2 Ha (1,5 × 1,9) (3,5 × 2,5) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 300 × 450<br>1 375bhp (1 011kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Fuel (d.o.) 12kn |

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| **6867747**<br>UQMG<br>M-21779 | **ATMOSFERA**<br>**U.S.S.R. -Hydrometeorological Service**<br>Korsakov U.S.S.R. | **264**<br>94<br>153 | RS | **1953** ..............East Germany<br>39,15 7,29 3,001<br>3,51<br>1 dk | **M Research**<br>Weather<br>2 Ho<br>B.210<br>2 Ha (each 2,1 × 1,8)<br>Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>NE made73 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>9,5kn |
| **6851530**<br>UFLU<br>M-14033 | **ATNA**<br>**U.S.S.R. -Academy of Sciences**<br>Vladivostok U.S.S.R. | **119**<br>32<br>55 | (RS) | **1954** Schiffswerft "Ernst Thalmann" —Brandenberg<br>29,14 6,20 2,440<br>3,00<br>1 dk<br>conv Fishing 72 | **M Research**<br>Ice strengthened<br>1 Ho<br>B.75<br>1 Ha (2,2 × 1,3)<br>2W Der 2(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>9kn |
| **6712605**<br>ENGV<br>M-29734<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATOLL**<br>**U.S.S.R. -'Azcherryba'**<br>Novorossiysk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (213)<br>81,95 13,64 5,306<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (2,2 × 1,8) (1,3 × 1,3) (2,5 × 2,2) (2,8 × 2,5)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller | Magdeburg<br>13,5kn |
| **8017011**<br>DCFH<br>Df Esd<br>Gc Rdr<br>RTm/v | **ATOLL**<br>**m.s. 'Atoll' Henning Bereederungs K.G.**<br>Leer Federal Republic of Germany | T.Mk<br>**299**<br>161<br>1 173 | GL | **1980** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (8005)<br>74,00 9,86 2,920<br>70,21 9,81 3,10<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 698<br>TEU 33 C. 33/20'<br>1 Ha (stl) (46,7 × 7,4) ER | Oil 4SA 6Cy. 220 × 280 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd | Koeln<br>10kn |
| **6721450**<br>SVYZ<br>6474<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATOMIC**<br>**Albatross Shipping Co. S.A.**<br>Piraeus Greece | **45 292**<br>31 615<br>86 748 | AB | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (653)<br>254,52(BB) 37,88 13,383<br>239,99 37,80 17,51<br>1 dk | **M Tanker**<br>9 Ta ER<br>L.(oil) 109 133 | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) | Sulzer<br>Aioi<br>16kn |
| **5030086**<br>VYJQ<br>138147 | **ATOMIC**<br>**McQueen Marine Ltd.**<br>J. E. McQueen<br>Amherstburg, Ont. Canada | **102**<br>50<br>— | | **1945** Russel-Hipwell Engines Ltd.—Owen Sound, Ont.<br>*23,14* 6,13<br>... ... ... | **M Tug** | Oil 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. | San Francisco, Ca |
| **6523963** | **ATOMO**<br>**Sociedade Cooperativa dos Catraeiros do Porto de Lisboa**<br>Lisboa Portugal | **225**<br>—<br>— | ✠ | **1966**-12 Est. Nav. de Viana do Castelo —Viana do Castelo (70)<br>34,52 8,44<br>31,70 8,01 3,87<br>RW | **M Tug** | Oil 4SA 8Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) | Hamburg |
| **7805174**<br>Esd RT | **ATON**<br>**Egyptian General Co. for Tourism & Hotels (EGOTH)**<br>Alexandria Egypt | **2 114**<br>1 769<br>100 | NV | **1978** Smedvik Mek. Verksted A/S—Tjorvag (67)<br>71,81 11,00<br>68,61 10,99 3,28<br>4 dks<br>rf nil | **TrM Passenger Ship**<br>124bth P | 3 Vee Oil 4SA each 12Cy. 125 × 142 geared to sc. shafts<br>1 365bhp (1 004kW)<br>Mercedes-Benz<br>Thw. thrust propeller fwd | West Germany |
| **5074264**<br>H8PH<br>9306-NY<br>Df Esd<br>Gc Rdr<br>RTm/h | **ATRA**<br>ex Rio Atrato-80<br>ex Ciudad de Armenia-77<br>**Atra Corp.**<br>Panama Panama | **5 269**<br>2 754<br>8 223 | AB | **1960** Empresa Nacional "Elcano"—Seville (18)<br>144,79 18,95 7,319<br>133,99 18,90 10,90<br>P 14,1 RQD 14,7 B 31,7 F 17,4 1 dk & S dk<br>RW conv Ref General Cargo 77 | **M General Cargo** OSD 11P<br>5 Ho 19,8 24,6 13,7 21,0 16,1<br>G.12 456 B.11 384<br>5 Ha (stl) (10,2 × 4,8) (14,4 6,1 10,2 8,2 × 6,1)<br>18W Der 1(35) 1(15) 8(10) 8(5) | Oil 2SA 10Cy. 720 × 1250<br>7 300bhp (5 370kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 300kW 230V d.c.<br>Fuel 870,5t (d.o.) | Winterthur<br>17kn |
| **7378896**<br>SYET<br>5141<br>Df Esd<br>Gc Rdr<br>RT | **ATREUS**<br>**Agrafa Shipping Co. S.A.**<br>Piraeus Greece | **13 633**<br>9 831<br>22 312 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2362)<br>164,34(BB) 22,89 9,856<br>155,43 22,84 13,54<br>1 dk | **M Bulk Carrier**<br>Mchy.aft<br>5 Ho<br>5 Ha (stl) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 200kW<br>Fuel 1 329,0t | Pielstick<br>Aioi<br>15,5kn |
| **6800361**<br>J4OY<br>7131<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ATREVIDA**<br>**Canavial Maritime Inc.**<br>Aeco Maritime S.A. Panama<br>Piraeus Greece | T.Mk<br>**8 930**<br>5 129<br>11 055<br>**12 935**<br>7 285<br>14 956 | ✠Classed LR until 8/2/80<br>NV | **1968**-4 A/S Nakskov Skibsvaerft—Nakskov (180)<br>167,06 24,85 8,549/9,892<br>155,45 24,77 13,31<br>P 37,5 F 31,4 3 dks, 4th dk in Nos. 2-5 holds<br>rf nil DK fwd | **M General Cargo**<br>Portable guides Ref 4P<br>6 Ho 15,5 14,0 24,3 24,3 24,3 13,1 ER<br>G.20 552 B.19 264 In.2 379<br>6 Ha (stl) (8,6 × 6,4) (10,1 × 10,5) (18,9 18,9 18,9 × 8,1) (9,1 × 5,0) ER<br>12W Cr 3(5) Der 2(60) 1(25) 2(10) 10(5) | Oil 2SA 12Cy. 740 × 1600<br>19 800bhp (14 564kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 776kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 326,5t (hvf)-81,0pd | Kobenhavn<br>21,5kn |
| **5030153**<br>EBUH<br>7802<br>Df Esd<br>RTm | **ATREVIDO**<br>**Juan Rodal Barreiro**<br>Vigo Spain | **172**<br>95<br>— | (BV) | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (220)<br>30,46 6,41 3,493<br>22,28 6,30 3,84<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,8 × 0,8) | Oil 2SA 6Cy. 190 × 350<br>300bhp (221kW)<br>Kromhout Motorenfabriek<br>Fuel 69,0t (d.o.) | Amsterdam<br>10,5kn |
| **5030165**<br>CUVF<br>A-1489-C<br>Df Esd<br>RT | **ATREVIDO**<br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portugal | **172**<br>64<br>— | | **1960** Est. Sao Jacinto S.a.r.L.—Aveiro (44)<br>35,08 7,07 2,750<br>29,49 6,96 3,51<br>RW | **M Fishing**<br>Stern Trawler | Oil 2SA 8Cy. 245 × 330<br>Motorenfabriek Darmstadt | Darmstadt |

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| 7217561<br>DAMW<br>Df Esd<br>Gc Rdr<br>RT | **ATRIA**<br>**Partenreederei m.s. 'Atria'**<br>Hans Peter Wegener<br>Hamburg Federal Republic of Germany | T.Mk<br>**500**<br>350<br>1 531 | GL | **1972** J. J. Sietas K.G. Schiffswerft —Hamburg (662)<br>77,02 (BB) 3,931<br>68,81 13,01 7,62<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,0 ER<br>G.4 208 B.4 012<br>TEU 102 C.Ho 70/20' C.Dk 32/20'<br>1 Ha (44,4 × 10,2) ER | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,5kn |
| 7108942<br>3FDY<br>11053-LI<br>Df Esd<br>Gc Rdr<br>RTm | **ATROPOS**<br>ex Taxiarchis-82<br>**St. Mary Maritime Co. S.A.**<br>Marship Corp.<br>Panama Panama | **9 077**<br>6 389<br>15 327 | ✠100A1 SS 7/81<br>✠LMC<br>EL Z 2⅛"U2<br>FN 4317 | **1971**-7 Hellenic Shipyards—Skaramanga (1069)<br>141,00 20,48 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB3661t incl. DTm1752t Tunnel tanks 393t | **M General Cargo**<br>5 Ho 21,6 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 793<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7)<br>10W Der 6(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) 14kn |
| 7620988<br>H3BR<br>11156-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATROPOS ISLAND**<br>**Keypoint Navigation S.A.**<br>Panama Panama | **10 673**<br>7 167<br>18 863 | NK | **1977** Kurushima Dock Co. Ltd.—Uwajima (953)<br>146,08 22,89 9,311<br>137,01 22,86 12,60<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>G.23 755 B.22 707<br>1 Ha (16,0 × 9,6) 3 Ha (each 19,2 × 11,2) ER<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 445V a.c.<br>14kn |
| 5020885<br>SXFJ<br>316<br>Df Esd<br>Gc Rdr<br>RT | **ATROTOS**<br>ex Apollonia-81<br>**Atrotos Maritime S.A.**<br>Karlog Shipping Co. S.A.<br>Andros Greece | **10 893**<br>6 331<br>15 783 | AB | **1961** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (563)<br>154,03 20,27 9,494<br>145,04 20,20 12,60<br>P 33,6 F 10,7 2 dks<br>rf 127 | **M General Cargo** CSD<br>5 Ho ER<br>B.20 898<br>7 Ha ER<br>Der 1(30) 10(5) 2(2) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 1 470,0t (hvf) |
| 7326582<br>JH2504<br>115152<br>Rdr RT | **ATSUMI MARU**<br>**Isewan Ferry K.K.**<br>Toba, Mie Pref. Japan | **990**<br>443<br>403 | | **1973** Naikai Zosen—Taguma Shipyard, Innoshima (374)<br>64,45 13,06 3,010<br>60,00 13,01 4,20<br>2 dks<br>RW | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA each 6Cy. 310 × 380<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7127041<br>JJ2758<br>112568<br>Rdr | **ATSUMI MARU**<br>**Nishi Nippon Eisen K.K.**<br>Kobe, Hyogo Pref. Japan | **184**<br>59<br>— | | **1971** Kanagawa Zosen—Kobe (113)<br>26,75 8,64 2,591<br>23,50 8,62 3,79<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 215V<br>12,5kn |
| 7310167<br>JFVT<br>113982<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATSUTA MARU**<br>**Shoyo Kaiun K.K.**<br>Tokyo Japan | **117 456**<br>94 680<br>217 451 | NK | **1973** Nippon Kokan K.K.—Tsu, Mie Pref. (20)<br>327,82(BB) 50,04 19,101<br>309,99 49,99 25,51<br>1 dk | **S Ore/Oil Carrier**<br>Mchy.aft<br>L.(oil) 260 439<br>11 Ha (stl) (12,5 × 11,8) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 9,9 × 13,8) | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 1540kW 2 × 770kW 450V a.c.<br>Fuel 10 509,0t (o.f.)-148,5pd 15,5kn |
| 6819269<br>JADQ<br>102666<br>Gc Rdr | **ATSUTA MARU**<br>**Fukuju Kigyo K.K.**<br>Miyama, Mie Pref. Japan | **2 502**<br>1 532<br>1 242 | | **1968** Miho Zosensho K.K.—Shimizu (641)<br>99,60 14,64 4,725<br>93,40 14,61 7,65<br>1 dk | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 500 × 700<br>2 700bhp (1 986kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW a.c.<br>Fuel 214,5t-9,0pd 13,5kn |
| 7326635<br>JG3298<br>116152<br>Esd Rdr<br>RT | **ATSUTA MARU**<br>**Asahi Kaiun K.K.**<br>Tokyo Japan | **997**<br>736<br>1 929 | | **1973** Asakawa Zosen—Imabari (228)<br>68,36 12,02 5,398<br>68,00 11,99 5,57<br>1 dk<br>RW | **M Tanker**<br>Asphalt<br>Mchy.aft<br>3 Ta<br>Asphalt 1 834 | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| 7312866<br>JG3223<br>114608<br>Rdr | **ATSUTA MARU**<br>**K.K. Kyowa Shokai**<br>Tokyo Japan | **241**<br>86<br>— | | **1973** Kanagawa Zosen—Kobe (126)<br>32,01 9,22 3,099<br>28,50 9,20 4,20<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 7313779<br>JJ2856<br>113856<br>Rdr RT | **ATSUTA MARU**<br>**Sanyo Kaiji K.K.**<br>Amagasaki, Hyogo Pref. Japan | **197**<br>67<br>79 | | **1973** Ishikawajima Ship & Chemical Plant Co.—Tokyo (438)<br>31,70 8,64 2,744<br>26,50 8,62 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7378236<br>JJ2954<br>115962<br>Rdr RT | **ATSUTA MARU**<br>**Naikai Eisen K.K.**<br>Kobe, Hyogo Pref. Japan | **197**<br>72<br>79 | | **1974** Towa Zosen K.K.—Shimonoseki (465)<br>30,99 8,82 2,591<br>26,98 8,79 3,69<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 370 × 430<br>Hanshin Nainenki Kogyo Kobe |
| 8024258<br>JI3044<br>119774<br>Esd Rdr<br>RT | **ATSUTA MARU**<br>**Kyokusen Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **184**<br>93<br>350 | | **1980** Koa Sangyo—Takamatsu (501)<br>... ... ...<br>38,03 7,71 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7347689<br>FO3336<br>Rdr RT | **ATTENTIF**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | **238**<br>—<br>— | BV | **1974** Ziegler Freres—Dunkerque (186)<br>31,42 9,33<br>29,01 8,78 3,66<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 280<br>Crepelle et Cie. Lille<br>11,75kn |

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|---|---|---|---|---|---|---|
| **7104659**<br>ELGK<br>3835<br>Df Esd<br>Gc Rdr<br>RT | **ATTICA**<br><br>**Attica Shipping Co. S.A.**<br>Monrovia Liberia | **13 166**<br>9 425<br>22 653 | <br><br>AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2200)<br>164,34(BB) 22,92 9,875<br>155,45 22,86 13,57<br>1 dk<br>rf 13 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.30 695 B.29 166<br>5 Ha (stl) ER | Oil 4SA 16Cy. 400 × 460<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 300kW 1 × 200kW<br>Fuel 1 501,5t |
| **7229679**<br>SWVL<br>8200<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ATTICA REEFER**<br>ex Wild Cormorant-81<br>**Leslie Shipping Corp.**<br>Comninos Brothers Shipping Co. S.A.<br>Greece | **7 594**<br>3 382<br>9 315 | **✠100A1** SS 1/78<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 2⅜"U2<br>FN 4986 | **1973**-2 Luebecker Flender-Werke AG.—Luebeck-Siems (602)<br>154,46(BB) 21,57 8,713<br>144,00 21,51 13,11<br>RFD 12,2 3 dks, 4th dk fwd of mchy. space<br>rf 203<br>NS 6BH WB2204t incl. Tunnel tanks 1304t | **M General Cargo**<br>Ref.<br>4 Side doors<br>4 Ho 22,3 22,4 ER 24,7 24,0<br>In.12 926<br>4 Ha (stl) (7,4 7,4 × 7,3) ER (7,4 7,4 × 7,3)<br>8W Der 8(5) | Oil 2SA 9Cy. 780 × 1550<br>17 100bhp (12 578kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 650kW 450V 60Hz a.c.<br>Fuel 472,5t (d.o.) 1 745,0t (hvf) 22,5kn |
| **7525970**<br>SXZB<br>6116<br>Df Esd<br>Gc Rdr<br>RT | **ATTICOS**<br><br>**Poseidon Compania Naviera S.A.**<br>Piraeus Greece | **16 366**<br>11 052<br>29 165 | **✠100A1** SS 12/81<br>strengthened for heavy cargoes<br>Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL F† 2⅝"U2<br>FN 6396 | **1976**-12 Hakodate Dock Co. Ltd.—Hakodate (648)<br>180,83(BB) 23,14 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK in way Nos. 2-7 holds incl.<br>9BH WB11942T incl. comb. btm & STs in Nos.2,3,4 & 5 holds 2884T topside tanks in Nos. 2-7 holds 3616T & No. 4 hold 3784T | **M Bulk Carrier**<br><br>7 Ho 14,9 19,2 22,4 13,5 17,6 20,8 19,8 ER<br>G.34 207 B.33 221<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Der 14(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (1 o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 154,5t (d.o.) 1 830,0t (hvf) 15kn |
| **7122780**<br>SXCP<br>4340<br>Df Esd<br>Gc Rdr<br>RT | **ATTIKA HOPE**<br>ex Sunhope-76 ex Attika Hope-73<br>**Miscal Shipping Co. S.A.**<br>Piraeus Greece | T.Mk<br>**6 653**<br>3 946<br>—<br>**9 301**<br>6 408<br>15 428 | **✠100A1** SS 3/82<br><br>**✠LMC**<br>EL B† 2"U3<br>FN 4421 | **1972**-3 Rickmers Rhederei G.m.b.H.—Bremerhaven (352)<br>139,58 21,32 9,189<br>132,70 21,01 12,30<br>F 12,5 2 dks<br>rf nil<br>7BH WB4986T incl. lower hold 2864t | **M General Cargo**<br><br>5 Ho 16,0 19,2 17,0 21,6 19,3 ER<br>G.21 482 B.19 120<br>5 Ha (stl) (10,5 × 7,9) (12,6 11,2 14,1 12,6 × 10,5) ER<br>10W Der 1(50) 10(5-10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulkan West Germany<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 320kW 450V 60Hz a.c.<br>Fuel 91,5t (d.o.) 1 136,0t (hvf) 16kn |
| **5247586**<br>HO3193<br>9408-<br>PEXT<br>Df Esd<br>Rdr<br>RTm/h | **ATTIKI**<br>ex Nassauborg-80<br>**Pondo Chartering Inc.**<br>Panama Panama | **1 384**<br>928<br>2 245 | <br><br>BV | **1961** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (224)<br>77,98 10,65 4,990<br>74,43 10,51 6,02<br>P 14,4 B 6,1 F 10,1 1 dk<br>RW rf 56 len 69 | **M General Cargo**<br><br>1 Ho 53,4 ER<br>G.3 215 B.3 031<br>3 Ha (stl) (12,0 13,1 14,3 × 8,0) ER<br>3W Der 3(5) | Oil 4SA 6Cy. 400 × 600<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 88kW 1 × 44kW 1 × 30kW 220V d.c.<br>Fuel 84,5t (d.o.) 13kn |
| **7209708**<br>SV3143<br>7337<br>Rdr RT | **ATTIKI**<br>ex Naniwa Maru No. 1-79<br>**Promitheus Transportation Co. Ltd.**<br>Greek Tankershipping Co. Ltd.<br>Piraeus Greece | **966**<br>642<br>2 149 | <br><br>HR | **1971** Matsuura Tekko Zosen—Higashino (216)<br>71,91 11,43 5,100<br>65,99 11,41 5,52<br>1 dk | **M Tanker**<br><br>8 Ta ER | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 445V a.c.<br>11,5kn |
| **7208754**<br><br>3549<br>RT | **ATTIKI**<br><br>**Sourmeli Brothers**<br>Piraeus Greece | **150**<br>60<br>183 | | **1972** E. Goumas & Son—Ambelaki<br>27,28 5,97 2,401<br>26,27 5,80 2,90<br>1 dk | **M Dredger**<br>Suction<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 sr geared to sc. shaft<br>350bhp (257kW) E made65 fitted72<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 1 × 30kW 1 × 22kW a.c. |
| **5081334**<br><br>803<br>Df Esd<br>RT | **ATTINGUIE**<br>ex Patudo-73 ex Coullnec-65<br>**Entreprise de Peche Ivoirienne (E.P.I.)**<br>Abidjan Ivory Coast | **111**<br>50<br>— | <br><br>(BV) | **1958** Etab. Varnier—Rouen<br>24,74 6,56<br>21,92 6,41 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br><br>2 Ha (1,0 × 1,0) (0,8 × 0,6)<br>Der 1(1) | 2 Oil 4SA each 6Cy. 140 × 180 sr geared to sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 10,5kn |
| **7397799**<br>TMRS<br><br>RT | **ATTIS**<br>ex Furet-77 ex ST 732<br>**Societe Auxiliaire de Materiel Armor**<br>Nantes France | **123**<br>—<br>— | <br><br>BV (AB) | **1944** Port Houston Iron Works Inc.—Houston, Tx (66)<br>25,15<br>23,75 6,76 3,15<br>1 dk | **M Tug** | Vee Oil 4SA 16Cy. 175 × 180 NE 66<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>12,5kn |
| **5030270**<br><br>312815<br>Df Esd<br>Pfd Rdr<br>RT | **ATTU**<br><br>**Arnet & Sons Fishing Ltd.**<br>Vancouver, B.C. Canada | **115**<br>78<br>— | | **1959** Allied Shipbuilders Ltd.—North Vancouver, B.C. (103)<br>23,17 6,63<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Oil 4SA 6Cy. 210 × 300<br>Gebr. Stork & Co. N.V. Hengelo<br>Controllable pitch propeller |
| **8128547**<br>HO6642<br>1000<br>1-RH | **ATTYAH**<br><br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **695**<br>135<br>560 | <br><br>AB (Class cont.) | **1982** E. J. Smit & Zoon's Schpsw. B.V.—Westerbroek (825)<br>2,752<br>55,02 11,51 4,02<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo Anchor-handling | Vee Oil 2SA 16Cy. 146 × 146 geared to sc. shaft<br>General Motors Corp. U.S.A |
| **6615285**<br>ATAX<br>1209<br>RTv | **ATUL**<br><br>**Bombay Port Trust**<br>Bombay India | **284**<br>—<br>— | <br><br>✠Classed LR until 4/68 | **1966**-10 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1117)<br>33,66 9,38 3,391<br>30,26 8,91 4,25<br>rf 610 BK 102 | **TM Tug**<br><br>Der 1(1) | 2 Oil 4SA each 7Cy. 235 × 330 sr reverse geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 23kW 415V 50Hz a.c.<br>Fuel 38,5t (d.o.) 12kn |
| **5131103**<br>COLO<br><br>Df Esd<br>Rdr | **ATUN**<br>ex Gipsa Primero-64<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **509**<br>259<br>— | | **1961** Indunaval S.A.—Bilbao (51)<br>8,11<br>50,47 8,06 4,14<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona |

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| 5030294<br>EHWT<br>6588 | **ATUN**<br>**Herederos de Baltasar Pujales Valverde**<br>Vigo Spain | **157**<br>77<br>130 | | **1944** Hijos de J. Barreras S.A.—Vigo<br>28,99 6,43 3,607<br>6,38 | **Wood S Fishing**<br>Side-fishing<br>1 Ho 7,4 | T 3Cy. 216 356 & 559 × 406<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 54,0t (o.f.) 9kn |
| 7721677 | **ATUN I**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **600**<br>—<br>— | AB | **1980** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (804)<br>55,17 5,381<br>51,16 10,70 7,93 | **M Fishing**<br>Tuna Side Trawler | Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. U.S.A.<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>15kn |
| 7721665 | **ATUN II**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mazatlan Mexico | **600**<br>—<br>— | AB | **1980** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (803)<br>55,17 5,381<br>51,16 10,70 7,93 | **M Fishing**<br>Tuna Side Trawler | Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>15kn |
| 7930723 | **ATUN III**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | **650**<br>—<br>— | AB (Class cont.) | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (805)<br>... ... ...<br>49,08 10,98 5,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>2 875bhp (2 115kW)<br>General Motors Corp. U.S.A. |
| 7930735 | **ATUN IV**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | **650**<br>—<br>— | AB (Class cont.) | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (806)<br>... ... ...<br>49,08 10,98 5,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>2 875bhp (2 115kW)<br>General Motors Corp. U.S.A. |
| 7930747 | **ATUN V**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Topolobampo Mexico | **650**<br>—<br>— | AB (Class cont.) | **1982** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (807)<br>... ... ...<br>49,08 10,98 5,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>2 875bhp (2 115kW)<br>General Motors Corp. U.S.A. |
| 7043996<br>EAWJ<br>9142<br>Df Esd<br>Rdr RT | **ATURUXO**<br>**Pescovi S.A.**<br>Vigo Spain | **228**<br>91<br>161 | BV | **1971** Construcciones Navales P. Freire S.A. —Vigo (64)<br>35,21 7,29<br>31,58 6,95 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.240 | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>800bhp (588kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 79,5t (d.o.) 12kn |
| 7410450<br>EHCX<br>Esd Gc<br>Rdr RT | **ATXASPI**<br>**Juan Urrosolo Azpillaga**<br>Gijon Spain | **270**<br>130<br>219 | BV | **1977** Ast. Gondan—Puerto de Figueras (138)<br>38,41 7,62 3,641<br>33,51 7,51 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 170,0t (d.o.) 11kn |
| 6913948<br>Esd Gc<br>Pfd Rdr<br>RT | **ATYIMBA**<br>**Government of The Republic of The Philippines (Bureau of Coast & Geodetic Surveys)**<br>Philippines | **680**<br>463<br>220 | ✠Classed LR until 7/71 | **1969**-7 Walkers Ltd.—Maryborough (58)<br>49,08 10,19 2,744<br>44,30 10,06 4,42<br>F 22,9 1 dk<br>rf 305 | **TM Research**<br>Hydrographic<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 sr reverse geared to sc. shafts<br>810bhp (596kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 75kW 1 × 25kW 440V 60Hz a.c. |
| 5030335<br>HPBO<br>91-62<br>Df Esd<br>Gc Rdr<br>RTm | **AUBADE**<br>**Maritime & Commercial Corp. Inc.**<br>Panama Panama | **14 861**<br>9 240<br>27 335 | **✠100A1** ss 10/81<br>strengthened for heavy cargoes<br>Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL kt $2\frac{5}{8}$"SQ<br>FN 6239 | **1961**-12 Verolme Schpsw.—Alblasserdam (647)<br>180,35 22,48 10,846<br>168,51 22,41 14,61<br>P 32,7 F 17,7 1 dk<br>rf nil<br>NS 10BH WB9722t incl. Topside tanks in holds 3481t DTsf513t | **M Bulk Carrier**<br>7 Ho 17,8 17,0 17,2 17,2 17,2 17,2 17,2 ER<br>G.32 381<br>7 Ha (stl) (10,5 × 9,8) (9,8 9,8 9,8 9,8 9,8 9,8 × 10,9) ER<br>Cr 1(5) | Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 300kW 220V d.c.<br>Fuel 959,0t (d.o.) 1 059,5t (hvf) |
| 7205972<br>DLIO<br>Df Esd<br>Gc Rdr<br>RT | **AUBERG**<br>**K.G. m.s. 'Auberg' Karl-Heinz Ivo & Co.**<br>Nordenham Federal Republic of Germany | T.Mk<br>**488**<br>244<br>1 109 | GL | **1972** Brodogradiliste "Tito"—Beograd (265)<br>67,09 (BB) 10,49 2,896<br>62,36 10,42 5,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 186 B.1 970<br>1 Ha (stl) (39,0 × 8,6) ER | Oil 4SA 8Cy. 230 × 270<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11kn |
| 7721524 | **AUBOR 101**<br>**Nile General Co. for River Transport**<br>Egypt | **200**<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1981** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1005)<br>1,601<br>50,63 7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed | |
| 7721536 | **AUBOR 102**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | **200**<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1981** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1006)<br>50,83 1,501<br>50,63 7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed | |
| 7721548 | **AUBOR 103**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | **200**<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 467 | **1981** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1007)<br>50,60 1,601<br>48,39 7,40 2,24<br>1 dk | **General Cargo Barge**<br>Pushed | |

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| 7721550 | **AUBOR 104**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 467 | **1981** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1008)<br>50,60 1,601<br>48,39 7,40 2,24<br>1 dk | **General Cargo Barge**<br>Pushed | |
| 7721562 | **AUBOR 105**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 467 | **1981** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1009)<br>50,60 1,601<br>48,39 7,41 2,24<br>1 dk | **General Cargo Barge**<br>Pushed | |
| 7721574 | **AUBOR 106**<br>**Nile General Co. for River Transport**<br>Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1981** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1010)<br>50,63 1,601<br>7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed<br>1 Ho<br>1 Ha | |
| 7721586 | **AUBOR 107**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1982** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1011)<br>1,601<br>50,63 7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed | |
| 7640081 | **AUBOR 108**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1982** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1012)<br>1,601<br>50,63 7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed | |
| 7721421 | **AUBOR 109**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1982** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1013)<br>1,601<br>50,63 7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed<br>1 Ho<br>1 Ha (stl) | |
| 7721433 | **AUBOR 110**<br>**Nile General Co. for River Transport**<br>Cairo Egypt | 200<br>—<br>380 | 100A1<br>Class Contemplated<br>FN 491 | **1982** Egyptian Company for Metallic Constructions "Metalco"—Cairo (1014)<br>1,601<br>50,63 7,41 2,27<br>1 dk | **General Cargo Barge**<br>Pushed<br>1 Ho<br>1 Ha (stl) | |
| 7229564<br>FNTJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUBRAC**<br>ex Anne Reed-75<br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Le Havre France | T.Mk<br>**6 271**<br>3 295<br>10 099<br>**9 806**<br>5 979<br>13 870 | BV (NV) | **1972** VEB Warnowwerft Warnemuende —Warnemuende (378)<br>152,61(BB) 20,05 9,411/9,722<br>140,42 19,99 11,92<br>2 dks<br>rf 102 | **M General Cargo**<br>4 Ho<br>G.21 157 B.18 550<br>TEU 300 C. 300/20′<br>6 Ha (stl) (13,0 × 8,5) (21,2 21,2 19,8 19,8 × 7,7) (13,0 × 10,9)<br>12W Der 1(80) 2(23) 5(8) 2(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 452kW 380V 50Hz a.c.<br>Fuel 1 479,5t (hvf)-36,5pd 18kn |
| 5030359<br>9WXL<br>196214<br>Df Esd<br>Rdr | **AUBY**<br>**Sarawak S.S. Co. Ltd.**<br>Kuching Malaysia | **1 733**<br>854<br>1 133 | **✠100A1** SS 3/81<br>**✠LMC**<br>EL p 1$\frac{7}{16}$"SQ<br>FN 1282 | **1954**-2 Henry Robb Ltd.—Leith (434)<br>69,73 13,47 3,595<br>64,62 13,42 6,41<br>2 dks<br>RW<br>4BH WB522t incl. DTsf116t | **TM General Cargo** CSD<br>Mchy.aft<br>G.2 676 B.2 577<br>6W Der 2(10) | 2 Oil 4SA each 7Cy. 260 × 370 sr geared to sc. shafts<br>1 260bhp (927kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 94,5t 10,5kn |
| 5030373<br>199091<br>RTv | **AUCKLANDER**<br>**Auckland Harbour Board**<br>Auckland New Zealand | **454**<br>0<br>— | ✠Classed LR until 11/61 | **1958**-3 Fleming & Ferguson Ltd.—Paisley (784)<br>39,55 10,85 4,045<br>35,97 10,37 4,58<br>RW rf 381 BK 152 | **TS Tug** | T 6Cy. (2) 381 (2) 610 & (2) 1016 × 686<br>Fleming & Ferguson Ltd. Paisley<br>Gen 1 × 15kW 230V d.c.<br>Fuel 109,5t (o.f.) 10kn |
| 6404727<br>CXKL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUDACIA**<br>ex Para-79 ex Vikfrost-77<br>ex Thorsdrott-72<br>**Naviera Uruguaya S.A.**<br>Montevideo Uruguay | T.Mk<br>**4 172**<br>2 114<br>6 223 | NV | **1964** A/S Framnaes M/V—Sandefjord (162)<br>128,05 17,10 7,767<br>118,88 17,07 11,28<br>B 28,1 3 dks 4th dk in Nos. 1 & 2 holds<br>rf 254 | **M General Cargo**<br>Ref.<br>Ice strengthened<br>4 Ho 33,6 18,2 16,8 23,6<br>In.7 348<br>4 Ha (stl) (7,3 7,0 7,0 7,0 × 4,4)<br>8W Der 8(5) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Marinens Hovedverft Horten<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 1 408,0t (hvf) 19kn |
| 6519259<br>TO2057<br>4021<br>RTv | **AUDACIEUX**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | **207**<br>—<br>— | BV | **1965** Ziegler Freres—Dunkerque (151)<br>32,29 8,67 2,998<br>29,01 8,01 3,99<br>1 dk<br>RW | **M Tug**<br>1 Ha (19,6 × 11,2) | Oil 4SA 8Cy. 330 × 600<br>Werkspoor<br>Ziegler Freres Dunkerque<br>Gen 2 × 48kW 110V d.c.<br>Fuel (d.o.) 13kn |
| 6825701<br>GYXE<br>336965<br>Pfd Rdr<br>RTm | **AUDACITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **699**<br>460<br>— | **✠100A1** SS 7/77<br>oil tanker (cc)<br>**✠LMC**<br>EL K 1$\frac{1}{8}$"U2<br>FN 1060 | **1968**-11 Goole SB. & Repairing Co. Ltd. —Goole (564)<br>72,60 11,10 4,401<br>67,09 10,98 4,81<br>P 22,3 RFD 15,6 F 16,2 1 dk<br>rf 102<br>9BH WB350t incl. TwDf148t | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 081 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>1 380bhp (1 015kW) ✠ NE 8/72<br>Kloeckner Humboldt Deutz Koeln<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 50kW 1 × 30kW 220V d.c. |
| 6930324<br>H9RO<br>1122<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AUDAX**<br>ex Burhaversand-81<br>**Metzymar S.A.**<br>Torquato Romano Gennari<br>Panama Panama | T.Mk<br>**999**<br>646<br>2 000<br>**1 999**<br>—<br>3 300 | GL | **1969** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (184)<br>92,31 (BB) 13,70 4,661/6,100<br>82,00 13,52 7,19<br>P 14,1 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,3 29,0 2 TwD ER<br>G.4 714 B.4 244<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 8(5) | Vee Oil 4SA 12Cy. 400 × 500<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 244,0t (d.o.) 15.5kn |

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| 6709957<br>321542 | **AUDREY**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **176**<br>101<br>— | | **1956** Aldous Successors Ltd.—Brightlingsea (875)<br>*31,19* 6,91<br>... ... ...<br>1 dk | **M Tanker** | Oil 8Cy. 140 × 197<br>152bhp (112kW)<br>L. Gardner & Sons Ltd. Manchester<br>8kn |
| 5348794<br>1621-PEXT<br>Df Esd<br>Rdr RTv | **AUDREY B.**<br>ex Tai Koo-71<br>**Asia Marine Corp. Ltd.**<br>Panama Panama | **813**<br>197<br>563 | | **1950** Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (327)<br>51,90 10,70 4,433<br>10,65<br>R rf 356 | **TS Tug**<br>Salvage | T 6Cy. (2) 356 (2) 578 & (2) 940 × 686<br>Taikoo Dock & Eng. Co. Hong Kong<br>Gen 1 × 25kW 1 × 15kW 110V d.c.<br>Fuel 246,0t (o.f.) 12kn |
| 5382594<br>H02464<br>502-PEXT<br>Df Esd<br>RTh | **AUDREY B.**<br>ex Viti-67<br>**M. J. Batty & Co. (Panama) Ltd. S.A.**<br>Panama Panama | **701**<br>261<br>447 | AB<br>✠Classed LR until 5/61 | **1940**-7 Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (285)<br>51,06 9,63 3,861<br>47,40 9,61 4,58<br>F 10,1 1 dk & Prom dk | **TM General Cargo**<br>Ref<br>2 Ho 10,9 10,0<br>G.471 B.452<br>2 Ha (stl) (6,2 × 3,4) (4,2 × 3,2)<br>4W Der 2(3) | 2 Oil 2SA each 5Cy. 290 × 500<br>1 100bhp (809kW)<br>Taikoo Dock & Eng. Co. Hong Kong<br>Gen 1 × 60kW 3 × 24,5kW 220V d.c.<br>Fuel 101,5t (d.o.) 10kn |
| 7515523<br>WYP2<br>594<br>551694<br>RT | **AUDREY G**<br>**Horace J. Guidry, Jr.**<br>Houma, La United States of America | **123**<br>84<br>— | | **1973** Cajun SB. Inc.—Golden Meadow, La<br>*22,86* 6,71<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>400bhp (294kW)<br>U.S.A. |
| 7323839<br>WZJ3473<br>542206 | **AUDREY LEE**<br>**J & W Trawlers Inc.**<br>Corpus Christi, Tx United States of America | **110**<br>75<br>— | | **1972** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| 7324065<br>WYZ8<br>209<br>541685<br>RT | **AUDREY LYNN**<br>ex Victoria Ann<br>**Philip Henry Ruhle**<br>New Bedford, Ma United States of America | **119**<br>81<br>— | | **1972** New Bern Shipyards Inc.—New Bern, NC<br>*20,55* 6,41<br>3,10<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW)<br>U.S.A. |
| 5382192<br>Y5DT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AUE**<br>ex Virtala-69<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **15 827**<br>6 727<br>23 815 | DSRK<br>✠Classed LR until 6/71 | **1959**-6 Kockums M/V A/B—Malmo (446)<br>181,64 22,79 10,005<br>170,69 22,71 13,49<br>P 31,1 F 21,4 1 dk<br>rf 25 | **M Ore/Oil Carrier**<br>Ice strengthened<br>2 Ho 53,2 57,7 22 Ta ER<br>G.11 091 L.(oil) 22 081 HeCls. BC<br>11 Ha (stl) (each 7,3 × 7,6) ER<br>Der 1(7,5) 2(5) | Oil 2SA 8Cy. 780 × 1400<br>7 300bhp (5 370kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 4 × 196kW 450V 60Hz a.c.<br>Fuel 1 656,0t (hvf)-25,0pd 14,5kn |
| 7225037<br>DHRE<br>11686<br>Esd Rdr<br>RTv | **AUE**<br>ex Shell 55-81<br>**Partenreederei m.s. 'Aue'**<br>Jurgen Frommann K.G.<br>Hamburg Federal Republic of Germany | **163**<br>88<br>286 | GL | **1972** Schiffsw. Scheel & Johnk—Hamburg (464)<br>39,50 6,86 1,980<br>37,01 6,51<br>F 5,8 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 165 HeCls. C | Vee Oil 4SA 12Cy. 140 × 180 reverse reduction geared to sc. shaft<br>325bhp (239kW)<br>Motorenw. Mannheim A.G., Suddeutsche Bremsen A.G. Munich<br>Fuel 3,5t (d.o.)-1,0pd 12kn |
| 7013068<br>Y6GH | **AUFBAU**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **291**<br>156<br>— | DSRK | **1953** Schiffswerft Schoenebeck—Schoenebeck<br>46,00 8,06 2,699<br>45,06 3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho | Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 9,5kW 230V 50Hz a.c.<br>8kn |
| 5030488<br>Df Esd<br>RT | **AUFBAU**<br>Rostock German Democratic Republic | **253**<br>108<br>300 | (DSRK) | **1951** VEB Volkswerft Stralsund—Stralsund<br>39,22 7,37 2,701<br>36,45 7,32 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>400bhp (294kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 45,5kW 1 × 21,5kW 115V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| 7817610<br>S2VT<br>373472<br>Esd Rdr<br>RT | **AUGNI PROHORI**<br>**Chalna Port Authority**<br>Chalna Bangladesh | **254**<br>2<br>— | **✠100A1**<br>tug<br>Bangladesh coastal service<br>**✠LMC**<br>EL (F) 247,5/19,0U2<br>FN 326 | **1979**-10 N.V. Scheepswerf van Rupelmonde—Rupelmonde (442)<br>28,48 9,12 3,263<br>24,90 8,81 4,25<br>RFD 12,5 1 dk<br>rf 686<br>4BH WB19T | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 16Cy. 142 × 160 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 44kW 1 × 11kW 440V 50Hz a.c. |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 1/5/81** | | | |
| 6612996<br>UDVK<br>M-27367<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST ALLE**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**2 407**<br>866<br>1 288 | RS | **1964** ............U.S.S.R.<br>84,69 14,03 5,701<br>78,06 13,95 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 492<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(7,5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V d.c.<br>Controllable pitch propeller<br>13kn |
| 6801676<br>YTQQ<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST CESAREC**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Istok)**<br>Rijeka Yugoslavia | T.Mk<br>**6 042**<br>3 207<br>7 805 | BV JR | **1967** Brodogradiliste "3 Maj"—Rijeka (511)<br>151,31 20,02 7,316<br>138,31 19,99 11,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.13 940 B.12 552<br>5 Ha (stl) (9,0 11,9 × 5,5) (11,9 11,9 × 7,0) ER (11,9 × 7,0)<br>18W Der 1(25) 6(10) 10(5) 2(3) | Oil 2SA 6Cy. 750 × 1600<br>10 000bhp (7 356kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 4 × 400kW 390V a.c.<br>20,5kn |

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| 5429419<br>TFUF<br>0262<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST GUDMUNDSSON**<br>ex Klaengur-82 ex Andri-76<br>ex Arni Krist Jansson-74<br>ex Videy-73<br>**Valdimar H/f**<br>Vogar Iceland | **184**<br>76<br>— | (NV) | **1964** Brattvag Skipsbyggeri A/S—Brattvag (14)<br>34,04 7,04<br>30,38 6,96 3,66<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (0,9 × 1,2) (3,1 × 1,6) ER<br>1W Der 1(3) | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 40kW 1 × 18kW 220V d.c.<br>Fuel (d.o.) |
| 6919461<br>UJUU<br>M-28625<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST JAKOBSON**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | **6 455**<br>2 698<br>4 269 | RS | **1966** "61 Kommunar" Shipyard—Nikolayev<br>130,89 16,87 6,700<br>120,96 16,79 9,56<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho<br>In.5 400<br>4 Ha (each 4,1 × 4,4)<br>8W Der 1(15) 4(3) 4(2) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| 6925903<br>UVQD<br>M-29859<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST KORK**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**2 985**<br>1 074<br>—<br>**3 555**<br>1 559<br>2 537 | RS | **1967** ............U.S.S.R.<br>99,37 14,03 5,522<br>90,00 14,00 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 4,1 × 3,5) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>13,5kn |
| 7028805<br>UURC<br>M-30176<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST KULBERG**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | **1 350**<br>611<br>1 886 | RS | **1969** Angyalfold Shipyard—Budapest<br>77,91 11,51 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,0) ER<br>6W Der 1(12) 6(3-5) | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 152,5t (hvf) 12,5kn |
| 7385966<br>9VOG<br>382055<br>Df Esd<br>Gc Rdr<br>RTv | **AUGUST LEONHARDT**<br>ex Ibn Majid-80<br>**Lotte Shipping Co. Pte. Ltd.**<br>Leonhardt & Blumberg Reederei Schiffs-und Versicherungsmakler<br>Singapore Singapore | **6 414**<br>3 038<br>9 124 | ✠**100A1** SS 11/79<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL x 2"U2<br>FN 3356 | **1974**-9 Ast. de T. Ruiz de Velasco—Bilbao (131)<br>133,38(BB) 18,06 7,582<br>123,73 18,00 9,12<br>P 24,7 Trunk 78,4 F 12,8 1 dk<br>rf nil DK fwd<br>NS 6BH WB3198T incl. DTf190T Topside tanks in holds 1100T | **M Bulk Carrier**<br>3 Ho 28,1 30,0 25,4 ER<br>G.11 987<br>3 Ha (stl) (12,8 18,9 18,9 × 12,5) ER<br>15W Der 3(25) 2(16) | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 152kW 380V 50Hz a.c.<br>Fuel 672,5t (hvf) 14,25kn |
| 7007253<br>3FER<br>3321-73B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUGUST MOON**<br>ex Wakatosan Maru-72<br>**Ken Fleet S.A.**<br>Panama Panama | **10 825**<br>6 509<br>17 297 | NK | **1970** Onomichi Zosen—Onomichi (217)<br>154,13 22,26 8,992<br>142,50 22,20 12,12<br>P 24,7 F 11,9 1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 258 B.21 644<br>7 Ha (stl) (17,8 × 10,5) (18,3 18,3 18,3 18,3 18,3 18,3 × 8,3) ER<br>Der 4(20) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 220kW 450V a.c.<br>Fuel 1 020,0t 14,5kn |
| 5375333<br>SDZX<br>Df Esd<br>Gc Rdr<br>RT | **AUGUST STRINDBERG**<br>ex Bjarnoy II-80 ex Vagbingur-74<br>**Rederi A/B Sommar & Sol**<br>Stockholm Sweden | **792**<br>303<br>626 | ✠Classed LR until 6/3/81 | **1959**-11 Est. Nav. de Viana do Castelo —Viana do Castelo (45)<br>61,02 9,86 4,668<br>56,01 9,76 5,03<br>F 12,5<br>RW rf 991 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened | Oil 4SA 7Cy. 400 × 600 with flexible coupling<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7910773<br>ELBC7<br>7026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUGUST THYSSEN**<br>**City Corp.**<br>Suisse-Outremer Reederei A.G.<br>Monrovia Liberia | **37 913**<br>29 427<br>75 470 | ✠**100A1**<br>multi—purpose bulk carrier<br>strengthened for heavy cargoes hold Nos. 2, 4, 6 & 8 may be empty or oil cargoes<br>✠**LMC** **UMS**<br>**IGS**<br>EL Q† 687,5/81,0U3<br>FN 12395 | **1981**-6 Bremer Vulkan A.G.—Vegesack (1016)<br>243,47 32,29 14,339<br>235,01 32,24 20,50<br>F 14,4 1 dk<br>rf nil<br>15BH WB28069T incl. Topside tanks in holds 9156T Comb. btm & STs in holds 16192T | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>pt higher tensile steel<br>9 Ho 20,9 18,9 18,9 18,9 18,9 18,9 18,9 18,9 20,9 ER<br>G.87 292 L.(oil) 85 546 HeCls. BC<br>9 Ha (stl) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 14,3) ER | Oil 2SA 8Cy. 700 × 1250<br>16 533bhp (12 161kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>WTAuxB (o.f.) 17,3kgf/cm$^2$ (17,0bar) Spt 230°C 16,3kgf/cm$^2$ (16,0bar) hs725,8<br>AuxB (ex.g) & htr 8,1kgf/cm$^2$ (8,0bar) Spt 7,1kgf/cm$^2$ (7,0bar) hs2234,2 rcv 250°C<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 3 255,0t (hvf)-54,0pd<br>15kn |
| 5030567<br>WA2623<br>215870<br>Df Gc<br>Rdr RT | **AUGUST ZIESING**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>Duluth, Mn United States of America | **7 969**<br>6 143<br>13 107 | ✠**100A-** Lake SS 4/74<br>Great Lakes service<br>✠**LMC**<br>EL (ft)<br>FN 4959 | **1918**-4 Great Lakes Eng. Works—Ecorse, Mi (170)<br>182,89 18,34 6,560<br>176,79 18,29 9,76<br>F 16,5 1 dk<br>R<br>4BH WB6850t | **S Bulk Carrier**<br>3 Ho ER<br>35 Ha (stl) (each 2,7 × 11,5) ER | T 3Cy. 622 1016 & 1651 × 1067<br>2 100ihp (1 545kW)<br>Gt. Lakes Eng. Works Ecorse, Mi<br>✠ 2 NWTB 3/55 250℔f/in$^2$ (17,3bar) Spt 207℔f/in$^2$ (14,3bar) (hs595,1)<br>Fuel 362,5t (c) 10kn |
| 5030581 | **AUGUSTA**<br>ex Bahr Nagash-59<br>ex LCT(4) 796-47<br>**Sai Shipping & Trading Co.**<br>Iran | **404**<br>250<br>— | Classed LR until 9/55 | **1943** Alexander Findlay & Co. Ltd. —Glasgow<br>57,10 11,61 1,556<br>51,82 11,59 2,29<br>P 14,7 F 4,0 1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft 47<br>conv Ferry/General Cargo — | **TM General Cargo** 8bth P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 180 × 195 sr geared to sc. shafts<br>Davey, Paxman & Co. Ltd. Colchester |
| 5151220<br>IBDL<br>124<br>Df Esd<br>Rdr<br>RTm/h | **AUGUSTANA**<br>ex Hinrich-67<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Siracusa Italy | **1 844**<br>801<br>2 501 | RI (GL) | **1953** A.G. "Weser" Werk Seebeck —Bremerhaven (762)<br>78,49 12,83 5,462<br>74,50 12,81 6,00<br>P 22,9 F 13,5 1 dk<br>RW rf 297 | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 600<br>Der 2(5) 1(1) | 2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>1 600bhp (1 177kW) E made43 fitted53<br>Wumag Kiel<br>Friedr. Krupp Germaniawerft A.G.<br>Gen 2 × 70kW 230/400V d.c.<br>11,5kn |
| 7817141<br>IRQD<br>1335<br>Esd Rdr<br>RT | **AUGUSTEO**<br>**'Augustea' Imprese Marittime S.p.A.**<br>Napoli Italy | **199**<br>43<br>— | RI | **1979** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (35)<br>32,11 9,17 3,798<br>28,00 8,50 4,25<br>1 dk | **M Tug**<br>Fire-fighting | Vee Oil 4SA 12Cy. 250 × 300 reverse reduction geared to sc. shaft<br>Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 118kW 220/380V 50Hz a.c. |

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| 7422960<br>Esd Rdr<br>RT | **AUGUSTO BAGAO**<br>**Bagao, Nunes & Machado Ltda.**<br>Lisboa Portugal | **189**<br>60<br>102 | **✠100A1**<br>stern trawler<br>**✠LMC** | SS 10/81<br>EL (E) ¾"U2<br>FN 302 | **1976**-12 Est. Sao Jacinto S.a.r.L.—Aveiro (112)<br>34,02 (BB) 7,75 3,001<br>27,64 7,50 3,41<br>B & F 23,5 1 dk<br>rf 787 Box K 178<br>5BH WBnil | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450 direct coupled through clutch<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 64kW 400/231V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 63,0t (d.o.) |
| 5030672<br>PP2263<br>Df Esd | **AUGUSTO MONTENEGRO**<br>**Empresa de Navegacao da Amazonia S.A. (ENASA)**<br>Belem Brazil | **1 354**<br>733<br>813 | ✠Classed LR until 2/58 | | **1955**-6 Amsterdamsche Droogdok Mij. N.V. —Amsterdam (93)<br>71,40 12,83 2,413<br>65,54 12,50 3,20<br>1 dk & Shade dk<br>RW rf 152 | **TM Passenger/General Cargo/Ferry**<br>398P<br>Mchy.aft<br>2 Ho<br>G.1 112 B.1 049 | 2 Oil 2SA each 6Cy. 290 × 500<br>1 300bhp (956kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 103,5t (d.o.) 11kn |
| 7043776<br>JXRF<br>17568<br>Df Rdr<br>RT | **AUKASKJAER**<br>ex Frost Askot-82 ex Fryser-76<br>**P/R Brodrene Nordbotn**<br>Hans Petter Nordbotn<br>Trondheim Norway | **147**<br>89<br>366 | | NV | **1971** J. M. Kleivset—Bardset, Nordmore (168)<br>36,48 8,03 3,169<br>30,99 8,01 5,16<br>2 dks<br>rf nil | **M General Cargo**<br>Ref.<br>1 Ho ER<br>In.552<br>1 Ha (stl) (15,0 × 5,0)<br>2W Der 2(5) | Vee Oil 2SA 16Cy. 108 × 127 sr geared to sc. shaft<br>487bhp (358kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 25kW 220V 50Hz a.c.<br>Fuel 26,5t (d.o.)-2,5pd 10,5kn |
| 7704631<br>LGPH<br>19138<br>Rdr RT | **AUKRA**<br>**More og Romsdal Fylkesbatar**<br>Molde Norway | **574**<br>286<br>582 | | NV | **1978** Aukra Bruk A/S—Aukra (65)<br>64,34 3,101<br>59,39 11,31 4,22<br>1 dk<br>rf 1727 BK 178 | **M RoRo Cargo/Ferry**<br>399P | Oil 4SA 6Cy. 360 × 450<br>1 345bhp (989kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller fwd , 1 aft<br>Fuel 30,5t (d.o.)-5,0pd 12,5kn |
| 7348750<br>UUPM<br>M-31113<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUKSHTAYTIYA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**3 019**<br>1 241<br>2 063 | | RS | **1974** VEB Volkswerft Stralsund—Stralsund (413)<br>101,86(BB) 15,22 5,601<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 7830741<br>384725 | **AULEMIC I**<br>ex Sandy D.<br>**Aulemic Marine Co. Ltd.**<br>Georgetown Cayman Islands (British) | **128**<br>58<br>— | | | **1979** .............Venezuela<br>23,80<br>6,10 3,20<br>1 dk | **M Tender** | Oil 4SA 8Cy. 159 × 203<br>550bhp (405kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>17kn |
| 5030749<br>GFHC<br>301027<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AULICA**<br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **12 321**<br>7 223<br>19 023 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 12/80<br>EL ht 2$\frac{9}{16}$"SQ<br>FN 5342 | **1960**-2 Kieler Howaldtswerke A.G.—Kiel (1078)<br>170,69 21,19 9,360<br>161,86 21,11 11,89<br>P 34,2 B 11,9 F 14,7 1 dk<br>rf 76<br>16BH WB496t | **S Tanker**<br>33 Ta<br>L.(oil) 25 202<br>HeCls. C<br>1 Ha (stl) (2,4 × 2,4) ER<br>Der 1(5) | 2 S Turb dr geared to sc. shaft<br>7 500shp (5 517kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>2 WTB 753lbf/in² (52,0bar) Spt 454,5°C<br>653lbf/in² (45,1bar) hs781,9<br>sg 142lbf/in² (9,8bar)<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 686,5t (o.f.)-48,5pd 14,5kn |
| 7927946<br>OIOH<br>583<br>Df Esd<br>Rdr RT | **AULIS**<br>**Neste O/Y**<br>Porvoo/Borga Finland | **263**<br>88<br>80 | **✠100A1**<br>tug<br>extended protected water service<br>Ice Class 1A<br>**✠LMC** | **UMS**<br>EL (G) 275,0/19,0U2<br>FN 420 | **1981**-10 Hollming Oy—Rauma/Raumo (238)<br>30,99 10,49 4,341<br>27,94 10,00 5,01<br>1 dk<br>rf nil<br>4BH | **TM Tug**<br>Fire-fighting Water Carrier | 2 Oil 4SA each 8Cy. 220 × 240 with clutches, flexible couplings & dr geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 76kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 76,0t (d.o.) 12,5kn |
| 8012097<br>LKEZ<br>19642<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AUN**<br>**A/S Finn Johnsens Rederi**<br>Bergen Norway | **1 425**<br>1 025<br>3 020 | | NV | **1981** Mandals Slip & Mek. Verk. A/S —Mandal (86)<br>79,63 5,552<br>74,02 14,01 6,91<br>P 9,8 B 6,8 F 18,0 1 dk | **M Tanker**<br>Chemical SBT<br>12 Ta ER<br>L.2 620<br>HeCls. CptB | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>1 970bhp (1 449kW)<br>A/S Bergens M/V Bergen<br>Gen 3 × 198kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 43,0t (d.o.) 150,0t (hvf)-9,0pd 12,5kn |
| 5030775<br>XYMJ<br>1146<br>Df Esd<br>Rdr | **AUNG ZEYA**<br>**Burma Five Star Shipping Corp.**<br>Rangoon Burma | **754**<br>342<br>483 | **✠100A1**<br>**✠LMC** | SS 1/79<br>EL k 1⅛"SQ<br>FN 737 | **1960**-12 Ujina Zosensho—Hiroshima (352)<br>60,97 9,76 3,360<br>54,51 9,71 3,81<br>B & F 26,6 1 dk<br>rf 127<br>6BH WB64t | **M General Cargo** | Oil 2SA 7Cy. 290 × 490<br>840bhp (618kW) Alpha<br>Hitachi Zosen Hiroshima Works, Innoshima |
| 6621313<br>LJPS<br>17914<br>Df Esd<br>Rdr<br>RTm/v | **AUNHOLM**<br>ex Havstril-74 ex Nicoto-73<br>**Gunnar Bakke**<br>Namsos Norway | **300**<br>192<br>813 | | NV | **1966** Glommens M/V—Fredrikstad (165)<br>57,46 10,22 3,474<br>51,52 10,20 6,15<br>F 8,0 1 dk & S dk<br>rf 203 | **M General Cargo**<br>OSD<br>Ice strengthened<br>1 Ho 34,1 ER<br>G.2 039 B.1 897<br>1 Ha (stl) (27,5 × 6,0) ER<br>2W Der 2(5) | Oil 4SA 12Cy. 159 × 203<br>800bhp (588kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 56kW 1 × 16kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 110,0t (d.o.)-3,0pd 11kn |
| 5133917<br>ZSII<br>350256<br>Df Gc<br>Rdr RTm | **AUNTY LIL**<br>ex Gos V-63<br>Cape Town/ Kaapstad South Africa | **590**<br>192<br>282 | | (NV) | **1952** A/S Pusnaes M/V—Arendal (82)<br>52,68 9,02 4,769<br>8,97 5,26<br>1 dk<br>RW conv Whaler 66 | **S Tender** | C 4Cy. (2) 370 & (2) 870 × 826<br>1 689ihp (1 242kW)<br>Kaldnes M/V A/S Tonsberg<br>Gen 2 × 18kW 110V d.c.<br>Fuel (o.f.) |

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| **7343334**<br>ELBS6<br>7154<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURA ADVENTURE**<br>ex Strait of Canso-82<br>**Ching Tankers Ltd.**<br>A/S Sigurd Sverdrup<br>Monrovia Liberia | **17 795**<br>12 475<br>32 290 | **✠100A1** SS 9/80<br>oil tanker<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Ht 2¾"U2<br>FN 7415 | **1975**-10 Swan Hunter Shipbuilders Ltd.<br>—Readhead Shipyard, S. Shields (90)<br>191,98 26,95 10,388<br>182,89 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152<br>10BH WB3700T incl. DTf2269T | **M Tanker**<br>18 Ta ER<br>L.(oil) 40 999 | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>WTAuxB primary 50kgf/cm$^2$ (49,1bar)<br>secondary 17kgf/cm$^2$ (16,7bar) ( Spt )<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 194,0t (d.o.) 1 822,0t (hvf) 15kn |
| **7304869**<br>ELBS7<br>7155<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURA BRAVERY**<br>ex Simonburn-82 ex Kurdistan-79<br>ex Frank D. Moores-76<br>**Ching Tankers Ltd.**<br>A/S Sigurd Sverdrup<br>Monrovia Liberia | **17 795**<br>12 487<br>32 531 | **✠100A1**<br>oil tanker<br>Ice Class 1<br>**✠LMC**<br>EL Ht 2¾"U2<br>FN 7415 | **1973**-6 (Aft & pt cargo sections) Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (47)<br>**1979** (Fwd & pt cargo sections) Nederlandse Scheepsbouw Mij. B.V. —Amsterdam<br>192,01 26,95 10,389<br>182,89 26,90 13,64<br>P 15,9 F 22,9 1 dk<br>rf 152<br>10BH WB3632T incl. DTf2228T | **M Tanker**<br>18 Ta ER<br>L.(oil) 41 036 | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>WTAuxB primary 50kgf/cm$^2$ (49,1bar)<br>secondary 15kgf/cm$^2$ (14,8bar)<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>16kn |
| **6523975**<br>LEQN<br>16312<br>Rdr RT | **AURE**<br><br>**More og Romsdal Fylkesbatar**<br>Alesund Norway | **331**<br>177<br>— | (NV) | **1965** A. M. Liaaen Skibs. & M/V. —Alesund (107)<br>49,08 10,62 2,883<br>46,03 10,32 3,36<br>1 dk<br>BK 152 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Oil 4SA 12Cy. 159 × 203<br>700bhp (515kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 34kW 220V 50Hz a.c.<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) |
| **5379171**<br>LDYU<br>5169<br>RT | **AUREGUTT**<br>ex Sandgutt-79 ex Vestfold IV-74<br>**Asbjorn Oldervik**<br>Trondheim Norway | **132**<br>62<br>254 | (NV) | **1912** Moss Vaerft Akties—Moss (11)<br>29,47 5,92<br>... ... ...<br>1 dk<br>R BK 127 | **M General Cargo**<br><br>1 Ho ER<br><br>2 Ha (4,8 4,2 × 2,7) ER<br>1W Der 1(3) 1(2) | Oil 2SA 4Cy. 300 × 360<br>122bhp (90kW) E made65 fitted72 Normo<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) |
| **6515849**<br>3FNP<br>1058<br>3-NY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURELIA**<br>ex Velma-72<br>**Nautical Tanker Corp.**<br>Panama Panama | **39 677**<br>26 801<br>75 939 | NV | **1965** A/B Gotaverken Arendal—Goteborg (790)<br>239,28 36,94 12,739<br>231,66 36,89 16,46<br>1 dk<br>rf 64 | **M Tanker**<br><br>18 Ta ER<br>L.(oil) 87 470 | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 700kW 440V 60Hz a.c.<br>Fuel 4 012,5t (hvf)-67,0pd 16kn |
| **7602120**<br>IBIE<br>1362<br>Df Esd<br>Gc Rdr<br>RT | **AURELIA**<br><br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **9 485**<br>5 511<br>3 250 | RI | **1980** Italcantieri S.p.A.—Castellammare di Stabia (4351)<br>135,97(BB) 23,04 6,290<br>125,02 23,00 7,62<br>6 dks | **TM RoRo Cargo/Ferry**<br>568bth 160dk P<br>Stern door/ramp | 2 Vee Oil 4SA each 16Cy. 420 × 500 sr<br>geared to sc. shaft<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>22,25kn |
| **5098416**<br>SYQZ<br>6491<br>Df Esd<br>Gc Rdr | **AURELIA**<br>ex Eibe Oldendorff-74<br>**Olive Sea Shipping Co. S.A.**<br>Dolphin Maritime Corp.<br>Piraeus Greece | T.Mk<br>**5 913**<br>3 499<br>11 190 | BV (GL) | **1956** Flensburger Schiffsbau-Ges. —Flensburg (561)<br>147,86 18,50 8,325<br>136,02 18,42 11,36<br>P 11,3 B 10,1 F 15,0 2 dks<br>RW | **M General Cargo**<br><br>5 Ho<br>G.16 551 B.15 144<br>6 Ha (stl) (10,4 8,0 8,0 9,6 11,2 11,2 × 8,0)<br>12W Der 1(25) | Oil 2SA 7Cy. 700 × 1200<br>4 200bhp (3 089kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 1 117,5t 13,75kn |
| **7119783**<br>PCWJ<br><br>Df Esd<br>Pfd Rdr<br>RT | **AURELIA**<br><br>**Nederlandse Dierkundige Vereniging Leiden**<br>Nederlands Instituut voor Onderzoek der Zee<br>Oudeschild, Texel Netherlands | **247**<br>100<br>— | | **1971** N.V. Schps. "De Dageraad" —Woubrugge (529)<br>31,78 7,55 3,398<br>27,11 7,50 3,81<br>1 dk | **M Research/Fishing**<br>Mchy.aft | Oil 4SA 6Cy.<br>720bhp (530kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| **5389815**<br>ICGK<br>303<br>Df Esd<br>Gc Rdr<br>RT | **AURELIA DI MAIO**<br>ex Andrea Gritti-79 ex Wilke-69<br>**SETTEMARI Compagnia di Navigazione S.p.A.**<br>Torre del Greco Italy | **8 998**<br>5 307<br>13 300 | RI<br>✠Classed LR until 31/10/80 | **1961**-10 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1066)<br>146,13 19,56 10,880<br>134,50 19,51 12,10<br>F 12,8 2 dks<br>rf 51 | **M General Cargo** CSD<br><br>Ice strengthened<br>5 Ho<br>G.20 093 B.18 025<br>5 Ha (10,2 15,1 9,0 10,5 10,5 × 7,4)<br>16W Der 1(30) 1(20) 12(5) 4(3) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 2 718,0t 15,25kn |
| **7004665**<br>LKMQ<br>17354<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AURELIAN**<br><br>**R/A Trajan**<br>Rederiet Johan Reksten<br>Bergen Norway | **109 440**<br>89 181<br>219 000 | NV | **1969** Stord Verft A/S—Stord (658)<br>327,72(BB) 46,46 20,422<br>312,23 46,41 26,01<br>P 60,4 F 26,3 1 dk<br>rf 152 | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 283 429 HeCls. BptC | 2 S Turb geared to sc. shaft<br>30 147shp (22 175kW) General Electric<br>Kuaerner Brug A/S Oslo<br>Gen 1 × 1000kW 1 × 800kW<br>1 × 428kW 1 × 148kW<br>440V 60Hz a.c.<br>Fuel 421,5t (d.o.) 9 269,5t (o.f.)-144,5pd<br>16kn |
| **7416600**<br>DZXT<br>226981<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AURELIO III**<br><br>**Royal Transport Corp.**<br>Eddie Litonjua Shipping Co. Inc.<br>Manila Philippines | **4 050**<br>2 528<br>6 667 | **100A1** CS 6/80<br>**LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2499<br>(NK) | **1975** Shimoda Dockyard Co. Ltd. —Shimoda (243)<br>106,71 17,05 6,927<br>98,00 17,00 8,49<br>P 20,2 F 10,4 1 dk<br>rf 102<br>NS 4BH WB714T | **M General Cargo**<br><br>G.8 688 B.8 212<br>2 Ha (28,5 28,6 × 8,3) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 2 × 176kW 445V 60Hz a.c.<br>13kn |

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|---|---|---|---|---|---|---|---|
| 7333846<br>7TEO<br>Df Esd<br>Gc Rdr<br>RT | **AURES**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **2 835**<br>1 942<br>5 883 | | GL | **1973** Schlichting-Werft—Travemuende (1363)<br>116,69(BB) 17,25 7,519<br>107,96 17,20 9,89<br>F 8,6 1 dk | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>3 Ho ER<br>G.10 630 B.9 900<br>3 Ha (stl) (13,0 × 7,7) (19,5 19,5 × 10,5) ER<br>Der 1(60) 10(5-10) 1(1) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 256kW 230/400V 50Hz a.c.<br>15,75kn |
| 7324508<br>7TGQ<br>Rdr RT | **AURES EL MEIDE**<br>ex Johannes B.-76<br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **3 725**<br>—<br>2 959 | ✠Classed LR until 16/7/76 | | **1973**-10 Werkhuizen Sint-Barbara N.V.—Eisden (759)<br>110,01 11,26<br>107,12 11,21 3,76<br>1 dk<br>rf nil | **TM Tank Barge**<br>14 Ta ER<br>L.(oil) 2 962 | 2 Oil 4SA each 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 2kW 24V d.c.<br>Thw. thrust propeller<br>10kn |
| 7601748<br>YBHO | **AURI III**<br>**P.T. Inkopau Pukadara**<br>Jakarta Indonesia | **473**<br>245<br>610 | | KI | **1959** Kasado Dock Co. Ltd.—Kudamatsu<br>... ... ...<br>47,53 8,31 3,94<br>1 dk | **M General Cargo** | Oil 4SA 5Cy. 300 × 420<br>450bhp (331kW) MAN<br>............. |
| 5030880<br>DCFO<br>3291 | **AURICH**<br>**Rolf H. Schlink**<br>Leer Federal Republic of Germany | **296**<br>158<br>508 | | | **1956** Lubbe Voss—Westerende (1)<br>51,57 6,30 1,982<br>51,01 6,25 2,52<br>1 dk<br>RW | **M General Cargo**<br>G.420<br>3 Ha ER | Oil 2SA 4Cy. 225 × 330<br>280bhp (206kW)<br>Motorenfabriek Darmstadt Darmstadt<br>9kn |
| 5030892<br>ICOB<br>3242<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AURIGA**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **12 740**<br>7 053<br>21 020 | | AB RI | **1961** Ansaldo S.p.A.—Livorno (1565)<br>174,83 21,01 9,981<br>162,21 20,91 13,21<br>P 31,4 F 15,3 1 dk<br>RW rf nil | **M Bulk Carrier**<br>6 Ho 18,1 18,1 18,2 18,1 18,1 18,1 ER<br>G.24 587 HeCls. B<br>6 Ha (stl) (each 12,4 × 11,5) ER<br>Cr 4(25) Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750 × 1320<br>7 350bhp (5 406kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 200kW 220V d.c.<br>Fuel 126,0t (d.o.) 1 159,5t (hvf)-26,0pd<br>13,5kn |
| 6704763<br>SZIZ<br>6500<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AURIGA**<br>**Argobe Shipping Co. S.A.**<br>Piraeus Greece | **2 776**<br>1 437<br>3 697 | | GL | **1967** Oy Wartsila Ab—Turku/Abo (1140)<br>91,55 14,05 5,417/6,516<br>82,00 14,00 7,90<br>P 21,4 B 16,2 F 14,7 2 dks<br>rf 76 | **M General Cargo** CSD<br>2 Ho 29,1 25,8 ER<br>G.5 356 B.4 912<br>2 Ha (stl) (20,7 18,9 × 10,9) ER<br>Cr 2(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 190kW 380V 50Hz a.c.<br>Fuel 355,5t (d.o.) 13,5kn |
| 6515497<br>OBDJ<br>Df Esd<br>Gc Rdr<br>RT | **AURIGA**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 302**<br>939<br>1 484 | | PR | **1965** Stocznia Gdanska im. Lenina—Gdansk (B15/22)<br>83,06 13,85 5,500<br>75,01 13,82 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 250kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 5030919<br>Df Esd<br>Rdr | **AURIGA**<br>**Government of The People's Republic of China**<br>China | **433**<br>196<br>559 | | | **1958** Scheepswerf "De Waal" N.V.—Zaltbommel (666)<br>58,35 8,92 3,271<br>52,28 8,83<br>P 15,0 F 7,4 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Ref.<br>In.991<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| 7048350<br>WV4346<br>298691 | **AURIGA**<br>**Woods Hole, Martha's Vineyard & Nantucket Steamship Authority**<br>New Bedford, Ma United States of America | **286**<br>194<br>— | | | **1965** Halter Marine Services, Inc.—New Orleans, La (114)<br>10,37 2,591<br>45,42 10,32 3,51<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil each -Cy.<br>2 120bhp (1 559kW)<br>.............<br>Fuel (d.o.) |
| 8119182 | **AURIGA II**<br>**James Vanko & Others**<br>Leith United Kingdom | **175**<br>100<br>94 | | | **1981** Campbeltown Shipyard Ltd.—Campbeltown (058)<br>24,36 3,510<br>21,09 7,17 4,02<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref.<br>1 Ho ER<br>In.110 | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller |
| 7617072<br>LFFS<br>18987<br>Rdr | **AURLAND**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **585**<br>311<br>100 | | (NV) | **1977** Loland Verft A/S—Leirvik (40)<br>64,32 3,075<br>56,01 11,26 4,22<br>1 dk<br>rf 1745 BK 203 | **M RoRo Cargo/Ferry**<br>Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450 hydraulic coupling<br>1 300bhp (956kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>1 Controllable pitch propeller aft, 1 fwd |
| 7391525<br>ATMS<br>1636<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUROBINDO**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **15 045**<br>7 977<br>24 411 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | SS 10/81<br>**UMS**<br>EL G† 2⅜"U3<br>FN 5673<br>IRS | **1976**-12 Brodogradiliste "3 Maj"—Rijeka (554)<br>159,90(BB) 23,04 10,770<br>153,35 22,99 14,00<br>P 37,5 F 18,3 1 dk<br>rf nil<br>13BH WB7176T incl. DTf989T TwDf197T clean ballast tanks 4734T | **M Tanker**<br>IGS<br>24 Ta ER<br>L.(oil) 26 453 | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 WTAuxB (o.f.)<br>primary 50kgf/cm$^2$ (49,1bar)<br>secondary 14kgf/cm$^2$ (13,8bar) hs947,6<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 277,5t (d.o.) 1 041,5t (hvf) 15,75kn |
| 7343011<br>GUSS<br>365988<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURORA**<br>**Bulk Shipping Associates Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **81 175**<br>59 706<br>154 489 | **✠100A1**<br>strengthened for ore cargoes Nos. 2, 4, 6 & 8 holds may be empty (cc)<br>**✠LMC** | CS 11/80<br>**UMS**<br>EL W† 3¾"U3<br>FN 18577 | **1975**-11 Sunderland Shipbuilders Ltd.—North Sands, Sunderland (733)<br>291,45(BB) 42,75 17,298<br>280,83 42,68 23,47<br>RFD 14,7 1 dk<br>rf 76<br>NS 12BH WB82721T incl. comb. btm & STs in holds 30538T topside tanks in holds 11645T No. 4 hold 19252T & No. 6 hold 19252T | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 23,5 25,9 23,7 23,5 23,3 23,3 23,1 25,9 24,9 ER<br>G.172 041<br>9 Ha (stl) (14,6 × 13,8) (17,0 14,6 14,6 14,6 14,6 14,6 17,0 15,8 × 19,0) ER | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 920kW 440V 60Hz a.c.<br>Fuel 386,0t (d.o.) 6 167,5t (hvf) 15kn |

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|---|---|---|---|---|---|---|
| 7102388<br>OGYD<br>1444<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AURORA**<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>Helsinki/ Helsingfors Finland | 8 854<br>4 593<br>13 537 | ✠100A1 SS 7/81<br>Ice Class 1A<br>✠LMC UMS<br>✠Lloyd's RMC<br>EL E† 2½"U2<br>FN 5336 | **1971**-10 Smith's Dock Ltd.—South Bank, Middlesbrough (1316)<br>159,77 22,05 9,170<br>151,06 22,01 13,31<br>P 37,5 F 14,1 1 dk, 2nd dk fwd of mchy. space, 3rd dk in Nos. 1, 2 & 7 holds<br>rf 127 DK fwd of mchy. space<br>5BH to U dk 5 to 2nd dk WB1984t | **M General Cargo**<br>Ref 4P<br>7 Ho 11,2 12,4 16,3 16,3 15,0 15,0 11,2 ER<br>G.17 903 B.16 553 In.3 850<br>1 Ha (stl) (7,0 × 8,8) 1 Ha (stl) (7,9 × 13,1) 8 Ha (stl) (each 13,0 × 7,7) 2 Ha (stl) (each 7,0 × 7,7) ER<br>Cr 2(12,5) 6(8) | Oil 2SA 9Cy. 680 × 1250 Sulzer<br>14 850bhp (10 923kW)<br>G. Clark & N.E.M. Ltd. Sunderland<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 640kW 1 × 340kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 2 578,5t (hvf)-61,0pd 19kn |
| 7703625<br>D8XJ<br>BM38<br>722<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURORA**<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | 4 252<br>2 594<br>5 650 | KR NK | **1976** Dae Dong SB. Co.—Busan (155)<br>112,63(BB) 17,89 5,995<br>106,00 17,51 8,21<br>P 17,7 F 6,8 1 dk | **M General Cargo**<br>5 Ho 21,4 14,3 14,3 14,3 14,3 ER<br>G.8 171 B.6 785<br>TEU 244<br>C.Ho 144/20' (40') C.Dk 100/20' (40') incl. 13 ref C.<br>6 Ha (6,4 × 5,4) (12,6 × 11,2) (12,6 12,6 12,6 12,6 × 13,8) ER | Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 144kW a.c.<br>12kn |
| 7502332<br>WYM9<br>567<br>582567<br>Esd Gc<br>Rdr RT | **AURORA**<br>**State of Alaska (Department of Transportation and Public Facilities)**<br>Juneau, Ak United States of America | 1 280<br>453<br>800 | AB | **1977** Peterson Builders Inc.—Sturgeon Bay, Wi (9335)<br>71,86 17,48 3,887<br>64,04 17,45 5,80<br>1 dk | **TM RoRo Cargo/Ferry**<br>250P<br>Side doors (p & s) Stern door/ramp | 2 Vee Oil 2SA each 12Cy. 230 × 254 with hydraulic coupling & geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 300kW a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| 6405408<br>EEAO<br>727<br>Df Esd | **AURORA**<br>**Compania Naviera del Vapor Aurora S.A.**<br>Bilbao Spain | 941<br>573<br>1 450 | BV | **1964** S.A. Juliana Const. Gijonesa—Gijon (138)<br>68,61 11,05 4,150<br>63,51 11,00 5,69<br>1 dk<br>RW | **M General Cargo**<br>3 Ha ER | Oil 4SA 6Cy. 300 × 450 MAN<br>820bhp (603kW)<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 92,5t (d.o.) 12kn |
| 5031016<br>HO3753<br>9581-PEXT<br>Df Esd<br>Rdr RTm | **AURORA**<br>**Inter-Rider Compania Naviera S.A.**<br>Panama Panama | 381<br>196<br>470 | BV | **1955** Schpsb. Firma Hijlkema & Zonen —Martenshoek (2/61)<br>45,45 7,80 2,845<br>43,29 7,65 3,15<br>1 dk<br>RW rf 152 | **M General Cargo**<br>1 Ho 27,9 ER<br>G.717 B.676<br>2 Ha (stl) (each 10,3 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 5kW 110V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| 7831991<br><br>595811 | **AURORA**<br>**Ottens Harbor Clam Inc.**<br>Philadelphia, Pa United States of America | 263<br>179<br>— | | **1931** .............Bath, Me<br>*47,77* 7,83<br>4,02<br>1 dk | **M Fishing** | Oil<br>1 300bhp (956kW)<br>U.S.A. |
| 7003790<br><br><br>Df Rdr<br>RTh | **AURORA**<br>**Caribbean Transport Ltd.**<br>British Virgin Islands | 185<br>126<br>— | | **1966** Halter Marine Services, Inc.—New Orleans, La (151)<br>43,29 9,45 3,233<br>36,45 9,15 3,38<br>F 11,0 1 dk | **TM Supply Ship**<br>Deck Cargo 10bth 6dk P<br>Mchy.aft<br>2 Ta ind | 2 Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 40kW 220V 60Hz a.c. |
| 7108100<br>CZ9745<br>344924 | **AURORA EXPLORER**<br>**Arctic Shallow Marine Ltd.**<br>Edmonton, Alberta Canada | 156<br>106<br>— | | **1970** Alem Construction Ltd.—Edmonton, Alberta<br>*27,44* 7,35<br>... ... ...<br>1 dk | **TM Research**<br>Survey | 2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 7527459<br>H9OK<br>11103-KJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURORA GLORY**<br>ex San Carlos-82<br>Panama Panama | 4 388<br>2 591<br>7 717 | NK | **1976** Kurushima Dock Co. Ltd.—Uwajima (932)<br>106,58 17,05 7,773<br>98,02 17,01 9,53<br>P 21,1 F 10,1 1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft<br>L.(oil) 8 985 | Oil 2SA 6Cy. 450 × 800 Mitsubishi<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>13kn |
| 8017944<br>JLRJ<br>123736<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURORA MARU**<br>**Iino Kaiun K.K., Yamashita-Shinnihon Kisen K.K. & Nippon Kisen**<br>Tokyo Japan | 6 346<br>4 088<br>8 377 | NK | **1980** Shin Yamamoto Zosen—Kochi (254)<br>133,08 6,001<br>125,02 21,01 8,11<br>P 21,7 F 17,4 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Ha (stl) ER | Oil 2SA 7Cy. 450 × 1150 Mitsubishi<br>7 000bhp (5 149kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 400kW a.c.<br>13,75kn |
| 7108112<br>CZ9746<br>344923 | **AURORA SURVEYOR**<br>**Arctic Shallow Marine Ltd.**<br>Edmonton, Alberta Canada | 156<br>106<br>— | | **1970** Alem Construction Ltd.—Edmonton, Alberta<br>*27,44* 7,35<br>... ... ...<br>1 dk | **TM Research**<br>Survey | 2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 5014903<br>TQLX<br>1631<br>Df Esd<br>RT | **AURRESKU**<br>ex Admiral Decoux-65<br>**Marcel Helou**<br>Bayonne France | 105<br>34<br>— | | **1957** Ch. Herbert & Heraud—Etel<br>*22,44* 6,51<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>5 Ta<br>L.60<br>3 Ha (0,8 × 0,9) (0,6 × 0,7) (0,6 × 0,5) | Oil 4SA 8Cy. 180 × 220 MAN<br>300bhp (221kW)<br>Les Acieries du Nord Maubeuge<br>9kn |
| 8030386<br>SJZQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AURUM**<br>**Partrederi for M/T Aurum**<br>Laurin Maritime A/B & Co. KB<br>Goteborg Sweden | 6 560<br>3 676<br>10 579 | NV (Class cont.) | **1982** AB Oskarshamns Varv—Oskarshamn (440)<br>135,74 19,05 8,092<br>127,01 19,02 10,11<br>1 dk | **M Tanker**<br>Oil Chemical SBT CBT<br>Ice strengthened<br>23 Ta ER<br>L.12 577 HeCls. BC | Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft Sulzer<br>5 800bhp (4 266kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 720kW 1 × 570kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.) 679,5t (hvf)-18,5pd 14kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7015195<br>UQQH<br>M-17266<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSEKLIS**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 468**<br>1 607<br>4 976 | RS | **1970** Rauma-Repola Oy—Rauma/Raumo (183)<br>106,15 15,45 6,741<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>B.187 L.(oil) 5 906 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 13,25kn |
| 8033168 | **AUSHRA**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**282**<br>80<br>150 | RS | **1981** .......... U.S.S.R.<br>35,72 8,82 3,429<br>5,95<br>1 dk | **M Fishing**<br>Ice stengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | Oil 4SA 8Cy. 240 × 360 geared to sc. shaft<br>340bhp (250kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,5kn |
| 6725224<br>OVQC<br>H403<br>RT | **AUSKERRY**<br>ex Marianne Bodker-71<br>**Karl H. Back P/R**<br>Esbjerg Denmark | **121**<br>56<br>— | | **1967** A/S Nordsovaerftet—Ringkobing (31)<br>28,76 6,43<br>26,01 6,41 3,20<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 3Cy.<br>400bhp (294kW) semi-diesel<br>Grenaa Motorfabrik, A/S Grenaa<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5031078<br>IBAX<br>568<br>Df Esd<br>Gc Rdr<br>RT | **AUSONIA**<br>**Italia Crociere Internazionali S.p.A**<br>Venezia Italy | **11 878**<br>6 633<br>3 542 | **✠100A1** CS 3/79<br>**✠LMC**<br>EL gt $2\frac{7}{16}$"SQ<br>FN 4594<br>RI (AB) | **1957**-9 C.R.D. Adriatico—Monfalcone (1821)<br>159,26 21,29 6,541<br>140,01 21,20 11,61<br>B 61,6 F 29,6 2 dks, 3rd dk except in mchy. space<br>rf 203 conv Passenger/General Cargo 79<br>Coll BH to U dk 7 to 2nd dk WB400t | **TS Passenger Ship** 529bth P | 4 S Turb dr geared to 2 sc. shafts<br>17 400shp (12 799kW)<br>C.R.D. Adriatico Trieste<br>3 WTB 675lbf/in² (46,6bar) Spt 454,5°C 650lbf/in² (44,9bar) hs3381,5<br>db 100lbf/in² (6,9bar)<br>sg 127lbf/in² (8,8bar)<br>Fuel 1 097,5t (o.f.) 20,75kn |
| 7926291<br>3FXH<br>10635-PEXT1 | **AUSTANGER**<br>**Dae Woo Austanger & Co.**<br>Westfal-Larsen & Co. A/S<br>Panama Panama | **13 331**<br>8 672<br>23 077 | KR NV | **1982** Daewoo SB. & Heavy Machinery Ltd. —Koje (2002)<br>158,02 9,802<br>149,92 23,11 14,03<br>1 dk | **M Tanker**<br>Chemical IGS<br>Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 550 × 1380<br>10 500bhp (7 723kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan |
| 8112689 | **AUSTBORG**<br>**Borgen Shipping Co. A/S**<br>Norway | **199**<br>—<br>840 | NV (Class cont.) | **1982** Vaagland Batbyggeri A/S—Vaagland (102)<br>... ... ...<br>... ... ... | **M General Cargo** | Oil geared to sc. shaft<br>825bhp (607kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5031119<br>IKNQ<br>597<br>Df Esd<br>Rdr<br>RTm/h/v | **AUSTERUS**<br>ex Marius Chambon-61<br>**Panfido e C. S.p.A. Rimorchiatori Riuniti**<br>Venezia Italy | **269**<br>54<br>— | RI (BV) | **1954** Ch. & At. de Provence—Port de Bouc (278)<br>33,28 8,03 3,803<br>30,74 7,98 4,50<br>1 dk<br>RW | **M Tug**<br>Salvage<br>Der 1(2) | 2 Oil 4SA each 8Cy. 310 × 460 geared to sc. shaft<br>Swiss Locomotive & Mch. Works Winterthur<br>Gen 2 × 50kW 220V d.c.<br>Fuel 74,0t (d.o.) 11kn |
| 7812529<br>LIGT<br>19330<br>Rdr RT | **AUSTEVOLL**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **484**<br>208<br>250 | (NV) | **1979** Batservice Verft A/S—Mandal (657)<br>64,32 11,46<br>56,01 11,26 4,22<br>1 dk<br>rf 1745 BK 165 | **M RoRo Cargo/Ferry** 350dk P<br>Mchy.aft | Oil 2SA 4Cy. 300 × 450<br>1 300bhp (956kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 72kW 230V 50Hz a.c.<br>1 propeller aft, fwd |
| 6504292<br>375039<br>Esd RT | **AUSTFISH HARVESTER**<br>ex Harvest Castor-78<br>ex Corvina-76<br>**Austfish Pty. Ltd.**<br>*Eden, N.S.W.* Australia | **421**<br>136<br>— | (BV)<br>✠Classed LR until 11/11/77 | **1965**-4 Brooke Marine Ltd.—Lowestoft (324)<br>39,63 9,28 3,963<br>34,14 9,15 4,27<br>RAD 4,6 B & F 25,3<br>RW rf 305 BK 127 | **M Fishing**<br>Stern Trawler<br>1 Ho 11,8<br>1 Ha (5,1 × 1,9) | Oil 4SA 6Cy. 325 × 370 with flexible coupling & sr geared to sc. shaft<br>1 100bhp (809kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 1 × 50kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 67,0t (d.o.) 12kn |
| 5209493<br>WC6809<br>259370<br>Pfd Rdr<br>RTm | **AUSTILL PHARR**<br>ex Lisa R-67 ex William H<br>**Eastern Marine Equipment Inc.**<br>Norfolk, Va United States of America | **140**<br>70<br>— | (AB) | **1950** Tampa Marine Corp.—Tampa, Fl (72)<br>26,37 6,15<br>24,80 6,10 3,28<br>1 dk<br>BK 127 | **M Tug** | Oil 2SA 12Cy. 215 × 225 E made44 fitted50<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 30kW 115V d.c.<br>Fuel 53,0t (d.o.) |
| 7383669<br>C2AB<br>Df Esd<br>Gc Rdr<br>RT | **AUSTIN BERNICKE**<br>ex Camana-80<br>**Consejo Del Gobierno Local De Nauru**<br>Nauru Nauru | **948**<br>584<br>— | BV | **1977** Ast. Picsa S.A.—Peru (406)<br>47,38 11,03 5,001<br>42,68 10,67 8,11<br>2 dks | **M Fishing**<br>Side-fishing Ref. | Vee Oil 4SA 16Cy. 200 × 210 sr geared to sc. shaft<br>2 100bhp (1 545kW) Pielstick<br>Ch. de l'Atlantique France<br>Fuel 75,0t (d.o.) 13,5kn |
| 6511518<br>3FSH<br>8442-78A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AUSTRAL**<br>ex Jawaga-77<br>**Sociedad Maritima Rivera S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | **13 313**<br>7 732<br>21 164 | NV | **1965** Kaldnes M/V A/S—Tonsberg (163)<br>164,90 21,37 9,989<br>158,65 21,34 13,42<br>1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 13,7 19,8 19,8 19,8 19,8 19,8 ER<br>G.24 267<br>5 Ha (stl) (11,1 × 9,7) (13,1 13,1 13,1 13,1 × 10,3) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 760 × 1500<br>9 800bhp (7 208kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 1 678,5t (hvf)-35,5pd 15,5kn |
| 6614700<br>FPQT<br>303401<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRAL**<br>ex Pierre Pleven-80<br>**Societe Anonyme de Peche Maritime et de Ravitaillement (S.A.P.M.E.R.)**<br>La Reunion Reunion (French) | **1 379**<br>614<br>1 320 | BV | **1966** At. & Ch. de Nantes (Bretagne-Loire) —Nantes (16106)<br>78,03 (BB) 12,02 5,665<br>68,00 11,99 8,23<br>F 29,9 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Mchy.aft<br>2 Ho 11,9 16,0<br>In.1 255 | Oil 4SA 6Cy. 400 × 460<br>2 330bhp (1 714kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Gen 1 × 600kW 1 × 450kW 1 × 120kW<br>Controllable pitch propeller<br>Fuel 431,5t (d.o.) 15kn |
| 5031145<br>875<br>RT | **AUSTRAL**<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Punta Arenas Chile | **528**<br>286<br>544 | ✠ | **1912**-1 Mackay Bros.—Alloa<br>*48,80* 8,23<br>... ... ...<br>B 15,3 F 7,7 1 dk<br>R | **S General Cargo**<br>G.680 | T 3Cy. 343 559 & 889 × 610<br>W. V. V. Lidgerwood Glasgow<br>Fuel 81,5t (c) 9kn |

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|---|---|---|---|---|---|---|
| **7396862** | **AUSTRAL** | **250** | | **1975** Ast. de Santander S.A.—Santander | **M Fishing** | 2 Vee Oil 4SA each 12Cy. 150 × 150 |
| | | 118 | | (100) | | geared to sc. shaft |
| | | 230 | (BV) | 32,01 7,50 3,658 | | 1 200bhp (883kW) Baudouin |
| Df Esd | | | | 31,98 3,89 | | Internacional Diesel S.A. Zumaya |
| Rdr RT | | | | 1 dk | | 11kn |
| **7326233** | **AUSTRAL ENTENTE** | **30 990** | | **1973** Ingalls SB. Corp.—Pascagoula, Ms | **S Container Ship/Pallets Carrier** | 2 S Turb dr geared to sc. shaft |
| KIRH | | 25 196 | | (1183) | Fixed-guides Ref 12bth P | 28 500shp (20 963kW) |
| 552706 | **Hartford National Bank & Trust** | — | AB | **1977** (Additional cargo section) Avondale | 12 Ho | Westinghouse Elec. Corp. Sunnyvale, Ca |
| Df Esd | **Co.** | | | Shipyards Inc.—Avondale, La | G.61 108 B.34 178 | Gen 2 × 1500kW 450V 60Hz a.c. |
| Gc Pfd | Farrell Lines Inc. | | | 247,81(BB) 27,49 10,084 | TEU 1708 C. 1708/20' | Fuel 4 510,0t (o.f.) 23kn |
| Rdr RT | New York, NY United States | | | 237,80 27,44 16,16 | 42 Ha (stl) | |
| | of America | | | 2 dks | Der 1(70) 1(30) | |
| | | | | rf nil len 77 | | |
| **7116315** | **AUSTRAL ENVOY** | **30 990** | | **1972** Ingalls SB. Corp.—Pascagoula, Ms | **S Container Ship/Pallets Carrier** | 2 S Turb dr geared to sc. shaft |
| WPGK | | 25 196 | | (1180) | Fixed-guides Ref 12bth P | 28 500shp (20 963kW) |
| 541868 | **United States Trust Co. of New** | — | AB | **1977** (Additional cargo section) Avondale | 12 Ho | Westinghouse Elec. Corp. Sunnyvale, Ca |
| Df Esd | **York, Trustee** | | | Shipyards Inc.—Avondale, La | G.61 108 B.34 178 | Gen 2 × 1500kW 450V 60Hz a.c. |
| Gc Pfd | Farrell Lines Inc. | | | 247,81(BB) 27,49 10,084 | TEU 1708 C. 1708/20' | Fuel (o.f.) 23kn |
| Rdr | New York, NY United States | | | 237,80 27,44 16,16 | 42 Ha (stl) | |
| RTm/h/v | of America | | | 2 dks | 6W Der 1(70) 1(30) | |
| | | | | rf nil len 77 | | |
| **7050248** | **AUSTRAL LIGHTNING** | **26 406** | | **1971** Avondale Shipyards Inc.—Avondale, | **S Barge Carrier** | 2 S Turb dr geared to sc. shaft |
| WEZA | ex Lash Espana-76 | 18 706 | | La (1186) | | 32 000shp (23 538kW) |
| 530144 | **Farrell Lines Inc.** | 30 298 | AB | 249,94(BB) 30,54 10,694 | 6 Ho each 33,5 ER | De Laval Turbine Inc. Trenton, NJ |
| Df Esd | San Francisco, Ca United States | | | 220,68 30,48 18,29 | G.44 684 | Gen 1 × 2500kW 1 × 2000kW |
| Gc Pfd | of America | | | F 44,9 1 dk | 40 Lighters or C.564/20'(40') below | 440V 60Hz a.c. |
| Rdr RTv | | | | rf nil | dk 30 Lighters or C.276/20'(40') | Fuel 5 500,0t (hvf) 22,5kn |
| | | | | | above dk | |
| | | | | | 14 Ha (stl) (each 10,2 × 19,0) ER | |
| | | | | | Cr 1(446) 1(30) 2(5) | |
| **7225714** | **AUSTRAL MOON** | **26 456** | | **1973** Avondale Shipyards Inc.—Avondale, | **S Barge Carrier** | 2 S Turb dr geared to sc. shaft |
| WEZT | ex Australia Bear-76 | 18 706 | | La (1194) | Mchy.aft | 32 000shp (23 538kW) |
| 530142 | ex Philippine Bear-75 | 30 298 | AB | 249,94(BB) 30,54 10,700 | 6 Ho | De Laval Turbine Inc. Trenton, NJ |
| Df Esd | **United States Lines Inc.** | | | 220,68 30,48 18,29 | TEU 720 | Gen 1 × 2500kW 1 × 2000kW |
| Gc Pfd | New York, NY United States | | | F 44,9 1 dk | C.Ho 504/20' C.Dk 216/20' | Fuel 5 429,5t (o.f.) 22,5kn |
| Rdr RT | of America | | | rf nil | 14 Ha (stl) | |
| | | | | | Cr 1(446) 1(30) 2(5) | |
| **7617890** | **AUSTRAL PIONEER** | **30 685** | | **1979** Bethlehem Steel Corp. SB. Dept. | **S General Cargo/Container Ship** | 2 S Turb geared to sc. shaft |
| WSRL | | 25 085 | | —Sparrows Point, Md (4650) | Fixed-guides Portable guides Ref | 28 500shp (20 963kW) |
| 612085 | **Hartford National Bank & Trust** | 28 150 | AB | 247,89(BB) 10,059 | 12bth P | Westinghouse Elec. Corp. U.S.A. |
| Df Esd | **Co.** | | | 236,13 27,44 16,16 | 12 Ho —DT —DT 21,9 14,6 14,6 | Gen 2 × 2500kW a.c. |
| Gc Pfd | Farrell Lines Inc. | | | 2 dks | 14,6 14,6 14,6 14,6 14,6 | Thw. thrust propeller fwd |
| Rdr RT | New York, NY United States | | | rf nil | 14,6 14,6 14,6 ER 25,9 —DT | 22,5kn |
| | of America | | | | B.5 056 L.495 HeCls. B | |
| | | | | | TEU 1708 | |
| | | | | | C.Ho 1186/20'(40') C.Dk | |
| | | | | | 522/20'(40') incl. 828 ref C. | |
| | | | | | 40 Ha (stl) | |
| | | | | | 6W Der 1(70) 1(30) | |
| **7617905** | **AUSTRAL PURITAN** | **30 686** | | **1980** Bethlehem Steel Corp. SB. Dept. | **S General Cargo/Container Ship** | 2 S Turb geared to sc. shaft |
| KRGB | | 25 085 | | —Sparrows Point, Md (4651) | Fixed-guides Portable guides Ref | 28 500shp (20 963kW) |
| 623168 | **Hartford National Bank & Trust** | 28 150 | AB | 247,89(BB) 10,321 | 12bth P | Westinghouse Elec. Corp. Sunnyvale, Ca |
| Df Esd | **Co.** | | | 234,40 27,44 16,16 | 12 Ho —DT —DT 21,9 14,6 14,6 | Gen 2 × 2500kW a.c. |
| Gc Pfd | Farrell Lines Inc. | | | 2 dks | 14,6 14,6 14,6 14,6 14,6 | Thw. thrust propeller fwd |
| Rdr RT | New York, NY United States | | | rf nil | 14,6 14,6 14,6 ER 25,9 —DT | 22,5kn |
| | of America | | | | B.5 056 L.495 HeCls. B | |
| | | | | | TEU 1708 | |
| | | | | | C.Ho 1186/20'(40') C.Dk | |
| | | | | | 522/20'(40') incl. 828 ref C. | |
| | | | | | 40 Ha (stl) ER | |
| | | | | | 6W Der 1(70) 1(30) | |
| **7207645** | **AUSTRAL RAINBOW** | **26 456** | | **1972** Avondale Shipyards Inc.—Avondale, | **S Barge Carrier** | 2 S Turb dr geared to sc. shaft |
| WEZP | ex China Bear-75 | 18 706 | | La (1191) | | 32 000shp (23 538kW) |
| 530141 | **Farrell Lines Inc.** | 30 223 | AB | 249,94(BB) 30,54 10,700 | 6 Ho 33,5 33,5 33,5 11,1 22,3 | De Laval Turbine Inc. Trenton, NJ |
| Df Esd | San Francisco, Ca United States | | | 220,68 30,48 18,29 | 22,3 ER | Gen 1 × 2500kW 1 × 2000kW |
| Gc Pfd | of America | | | F 44,9 1 dk | TEU 1008 | 450V 60Hz a.c. |
| Rdr RTv | | | | rf nil | C.Ho 684/20' C.Dk 324/20' | Fuel 5 501,0t (o.f.) 22,5kn |
| | | | | | 14 Ha (stl) ER | |
| | | | | | Cr 1(446) 1(30) 2(5) | |
| **6815536** | **AUSTRAL TIDE** | **663** | | **1968** A. B. Rea SB. Pty. Ltd.—Newcastle, | **TM Tender** | 2 Oil 4SA each 12Cy. 159 × 203 |
| VMAT | | 273 | | N.S.W. (9) | Mchy.aft | 1 700bhp (1 250kW) |
| 332239 | **Tidewater Port Jackson Marine** | 710 | AB | 50,73 11,99 3,525 | | Caterpillar Tractor Co. Peoria, Illinois |
| Esd Gc | **Pty. Ltd.** | | | 47,00 11,59 4,12 | | Gen 2 × 100kW |
| Rdr RT | Tidewater Inc. | | | F 14,1 1 dk | | Fuel 183,0t (d.o.) 12,5kn |
| | *Sydney, N.S.W.* Australia | | | | | |
| **5189514** | **AUSTRALGAS** | **397** | | **1957** Svendborg Skibsvaerft A/S | **M Liquefied Gas Carrier** | Oil 2SA 4Cy. 290 × 490 |
| CBAU | ex Kitte Tholstrup-70 | 269 | | —Svendborg (80) | LPG Pressurised | 480bhp (353kW) |
| | **Sociedad Naviera Ultragas** | 330 | GL | 51,31 8,72 3,010 | 4 Ta (stl) spherical vert ER | Alpha-Diesel A/S Frederikshavn |
| Df Gc | **Ltda.** | | | 8,67 3,92 | L.(gas) 421 | 9kn |
| Rdr RT | Punta Arenas Chile | | | P 8,9 B & F 14,7 1 dk | | |
| | | | | RW | | |
| **7233735** | **AUSTRALIA FREEZER** | T.Mk | **100A1** SS 6/82 | **1973** Smith's Dock Ltd.—South Bank, | **M General Cargo** | Oil 2SA 9Cy. 680 × 1250 |
| SYDD | ex Andria-81 | **4 938** | | Middlesbrough (1321) | Ref. | 14 850bhp (10 923kW) Sulzer |
| 8226 | ex Teesside Clipper-77 | 2 636 | **LMC** **UMS** | 140,75(BB) 18,06 8,287/9,032 | Side doors 5(p) 5(s) | G. Clark & N.E.M. Ltd. Sunderland |
| Df Esd | **Akropol Maritime Co. S.A.** | 7 846 | **Lloyd's RMC** | 131,48 18,00 11,64 | 4 Ho 22,1 20,6 ER 22,1 19,8 | AuxB (o.f.) 8kgf/cm$^2$ (7,9bar) |
| Gc Pfd | Enterprises Shipping & Trading | **6 680** | EL X 495,0/50,0U2 | F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds | 11 TwD | e(ex.g) 8kgf/cm$^2$ (7,9bar) |
| Rdr | S.A. | 3 638 | FN 3898 | rf 102 | In.9 770 | Gen 4 × 520kW 450V 60Hz a.c. |
| RTm/h | Piraeus Greece | 9 340 | (NV) | 6BH WB1739T incl. tunnel side tanks | 4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 | Fuel (d.o.) 23kn |
| | | | | 942T | × 4,4) | |
| | | | | | 8W Der 8(5) | |

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|---|---|---|---|---|---|---|
| 6926517<br>JAIK<br>104666<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **24 044**<br>13 378<br>23 312 | NK | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (849)<br>213,04(BB) 29,04 10,491<br>200,03 29,01 16,29<br>RQD 38,8 F 28,7 2 dks | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 1 Cell.Ho<br>TEU 1016<br>C.Ho 684/20' C.Dk 332/20'<br>26 Ha ER | Oil 2SA 9Cy. 980 × 2000<br>34 200bhp (25 156kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 4 × 880kW 450V a.c.<br>Fuel 3 396,5t-109,5pd 22,5kn |
| 7636676<br>GXYY<br>379682<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIA STAR**<br>**Brodies (London) Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **17 082**<br>8 930<br>16 114 | **✠100A1** container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL H† 605,0/70,0U2<br>FN 6563 | **1978**-9 Smith's Dock Co. Ltd.—Haverton Hill (1340)<br>168,87(BB) 25,20 9,373<br>160,61 25,16 15,70<br>F 20,2 1 dk<br>rf 152<br>8BH WB5648T incl. DTf213T, Comb. btm & STs in No. 1-4 holds 1530T STs in No. 1 & 2 holds 1272T Tunnel tanks 620T | **M Container Ship**<br>Fixed-guides Ref<br>6 Cell.Ho 15,5 33,3comb. 17,3 16,6 ER 16,3 12,5<br>In.8 313<br>TEU 721<br>C.Ho 433/20' incl. 308 ref C.<br>C.Dk 299/20'(40')<br>7 Ha (stl) ER<br>12 Wing Ha (stl) ER<br>Cr 1(35) 3(26) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>AuxB (o.f.) 7,2kgf/cm$^2$ (7,1bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 815kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>18kn |
| 8104474<br>DGGC<br>13250<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AUSTRALIAN EAGLE**<br>ex Champion-82<br>**Kommanditgesellschaft Projex-Schiffahrtsgesellschaft m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **5 257**<br>3 407<br>7 865 | GL | **1981** Rickmers Rhederei G.m.b.H.—Bremerhaven (404)<br>126,29(BB) 20,43 6,574<br>117,20 20,01 8,72<br>P 15,0 F 9,2 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 106 B.10 539<br>TEU 584<br>C.Ho 200/20' (40') C.Dk 384/20' (40') incl. 50 ref C.<br>2 Ha (stl) (each 37,8 × 15,6) ER<br>Cr 2(35) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 1 × 440kW 3 × 240kW 1 × 39kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel-20,5pd 15,5kn |
| 7373171<br>VKAE<br>355483<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AUSTRALIAN EMBLEM**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **21 731**<br>11 390<br>23 467 | **✠100A1** CS 1/80<br>**✠LMC** **UMS**<br>EL N† 3"U3<br>FN 10025 | **1975**-1 Kawasaki Heavy Ind. Ltd.—Kobe (1203)<br>222,26(BB) 30,05 10,510<br>205,01 30,00 18,90<br>B 25,6 F 70,1 1 dk, 2nd dk aft of fwd holds<br>rf 584<br>NS 5BH to U dk 2 to 2nd dk WB9126T | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Stern door<br>4 Ho 6,5 15,9 15,9 16,3 ER<br>B.35 405<br>TEU 1453<br>C.Ho 304/20' C.RoRo Dk 546/20'<br>C.Dk 603/20'(40') incl. ref C<br>14 Ha (stl) ER | 3 Vee Oil sr geared to sc. shaft<br>46 000bhp (33 836kW) MAN<br>(f) 2 Vee Oil 4SA each 14Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>(a) Vee Oil 4SA 18Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 2 × 2480kW 1 × 1480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 216,5t (d.o.) 3 782,5t (hvf) 22,75kn |
| 6916110<br>VJAE<br>332298<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN ENDEAVOUR**<br>Launched as ACT 3<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **25 144**<br>14 403<br>26 844 | **✠100A1** CS 5/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL J† 3"U2<br>FN 9237 | **1969**-8 Bremer Vulkan A.G.—Vegesack (941)<br>217,25(BB) 29,06 10,827<br>205,75 28,96 15,93<br>P 32,7 F 27,2 2 dks<br>rf 152<br>NS 12BH WB5533t | **S Container Ship**<br>Fixed-guides Ref 4bth P<br>10 Cell.Ho 15,0 14,2 14,2 14,2 14,2 14,2 15,7 15,7 15,7 15,7 ER<br>In.17 968<br>TEU 1223<br>C.Ho 768/20' C.Dk 455/20' incl. 326 ref C.<br>19 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Bremer Vulkan A.G. Bremen-Vegesack<br>2 WTB 1055lbf/in$^2$ (72,8bar) Spt 515,6°C 960lbf/in$^2$ (66,2bar)<br>WTAuxB 100lbf/in$^2$ (6,9bar) hs2842,8 sg 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 1360kW 2 × 410kW 450V 60Hz a.c.<br>Fuel 5 011,0t (o.f.) 22kn |
| 6917750<br>VJJY<br>332301<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AUSTRALIAN ENTERPRISE**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **11 347**<br>4 931<br>18 575 | **✠100A1** CS 8/79<br>**✠LMC** **UMS**<br>EL H† 2$\frac{11}{16}$"U2<br>FN 8142 | **1969**-8 Kawasaki Heavy Ind. Ltd.—Kobe (1127)<br>210,42(BB) 25,05 8,846<br>196,70 25,00 16,39<br>P 43,6 2 dks, 2 intermediate dks fwd<br>rf 330 len 78<br>NS Coll BH to U dk 4 to 2nd dk WB8099T incl. Comb. btm & STs in hold 1617t | **M RoRo Cargo/Container Ship**<br>Deck-guides<br>Stern door<br>TEU 589<br>C.Ho 371/20' C.Dk 218/20'<br>2 Ha (stl) ER<br>Cr 2(2) | 3 Vee Oil 4SA each 16Cy. 400 × 540 sr geared to sc. shaft<br>26 070bhp (19 176kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>2 e(ex.g) 11,5kgf/cm$^2$ (11,3bar)<br>Gen 2 × 2480kW 1 × 1200kW 1 × 310kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 498,5t (hvf) 21kn |
| 7373391<br>VJCX<br>355791<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN ESCORT**<br>ex James Cook-76<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **21 708**<br>11 295<br>23 617 | **✠100A1** CS 9/80<br>**✠LMC** **UMS**<br>EL N† 3"U3<br>FN 10025 | **1975**-9 Kawasaki Heavy Ind. Ltd.—Kobe (1227)<br>222,26(BB) 30,05 10,510<br>205,01 30,00 18,90<br>Ba 25,6 F 70,1 1 dk, 2nd dk aft of fwd holds<br>rf 584<br>NS 5BH to U dk 2 to 2nd dk WB9126T | **M RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Stern door<br>4 Cell.Ho 6,4 16,0 16,0 16,3 ER<br>B.35 405<br>TEU 1453<br>C.Ho 304/20' C.RoRo Dk 546/20'<br>C.Dk 603/20'(40') incl. ref C<br>14 Ha (stl) ER | 3 Vee Oil sr geared to sc. shaft<br>46 000bhp (33 836kW) MAN<br>(f) 2 Vee Oil 4SA each 14Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>(a) Vee Oil 4SA 18Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 2 × 2480kW 1 × 1480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 216,5t (d.o.) 3 782,5t (hvf) 22,75kn |
| 7015389<br>VMMW<br>343568<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **AUSTRALIAN EXPLORER**<br>ex Matthew Flinders-75<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | T.Mk<br>**11 353**<br>4 934<br>18 425 | **✠100A1** CS 12/79<br>**✠LMC** **UMS**<br>EL H† 2$\frac{11}{16}$"U2<br>FN 8146 | **1970**-6 Kawasaki Heavy Ind. Ltd.—Kobe (1140)<br>210,42(BB) 25,05 8,865<br>196,70 25,00 16,41<br>2 dks, 2 intermediate dks fwd<br>rf 356 len 78<br>WB8099t incl. Comb. btm & STs in hold 1608t | **M RoRo Cargo/Container Ship**<br>Deck-guides<br>Stern door<br>TEU 589<br>C.Ho 371/20' C.Dk 218/20<br>2 Ha (stl) ER | 3 Vee Oil 4SA each 16Cy. 400 × 540 sr geared to sc. shaft<br>26 070bhp (19 176kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>2 e(ex.g) 12,5kgf/cm$^2$ (12,3bar)<br>Gen 2 × 2480kW 1 × 1200kW 1 × 350kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 314,0t (d.o.) 2 499,5t (hvf) 25,5kn |

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| **7211335**<br>VLAE<br>344010<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AUSTRALIAN EXPORTER**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **23 486**<br>15 326<br>27 978 | ✠**100A1** CS 7/77<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Kt $3\frac{1}{16}$"U2<br>FN 9237 | **1972**-7 Bremer Vulkan A.G.—Vegesack (973)<br>217,25(BB) 29,04 10,827<br>205,75 28,96 15,93<br>P 33,0 F 36,6 1 dk<br>rf 152<br>NS 10BH WB3188t incl. DTf397t Side tanks in Nos. 4 & 5 holds 1301t | **S Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 17,5 14,1 14,1 16,6 16,6 16,6 16,6 16,6 16,6 ER<br>In.32 718<br>TEU 1208<br>C.Ho 656/20' 20/40' C.Dk 512/20' (40') incl. 556 ref C.<br>19 Ha (stl) ER<br>Cr 1(40) 2(4) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 WTB 76kgf/cm² (74,6bar) Spt 514°C 69kgf/cm² (67,7bar) hs3098,3<br>AuxB 8kgf/cm² (7,9bar)<br>sg 8kgf/cm² (7,9bar)<br>Gen 3 × 1360kW 2 × 750kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 6 267,0t (o.f.)<br>22kn |
| **8009416**<br>ELAW8<br>6980<br>Df Esd<br>Gc Rdr<br>RT | **AUSTRALIAN GRAIN**<br>**Co-op International Co. Ltd.**<br>Monrovia Liberia | **12 965**<br>9 229<br>22 655 | AB | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2756)<br>164,34(BB) 22,92 9,849<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| **8100973**<br>JFUX<br>125190<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN HIGHWAY**<br>**Kobe Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **9 579**<br>4 815<br>9 147 | NK | **1981** Kurushima Dock Co. Ltd.—Onishi (2193)<br>154,51 7,802<br>142,91 27,61 11,56<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Oil<br>9 300bhp (6 841kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |
| **7389663**<br>VKAP<br>374445<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN PIONEER**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **64 920**<br>51 187<br>122 750 | ✠**100A1** CS 7/81<br>strengthened for ore cargoes Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL Wt $3\frac{3}{4}$"U3<br>FN 15859 | **1976**-8 Gotaverken Oresundsvarvet AB —Landskrona (252)<br>267,60 39,04 16,080<br>259,93 39,01 22,00<br>1 dk<br>rf nil<br>NS 12BH WB62168t incl. Comb. btm & Topside STs in holds 23342t & Nos. 4 & 6 holds 35386t | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho each 23,0<br>G.152 154 B.142 833<br>1 Ha (stl) (14,9T × 9,0) 8 Ha (stl) (each 14,9 × 18,5) ER<br>6W Cr 1(6) | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 530,5t (d.o.) 5 573,0t (hvf)<br>15,75kn |
| **8020290**<br>385828<br>Df Esd<br>Pfd Rdr<br>RT | **AUSTRALIAN PRIDE**<br>**Australian Shipbuilding Industries (WA) Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **138**<br>84<br>— | | **1980** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (189)<br>22,59 6,25 2,944<br>21,37 6,20 3,79<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW) Caterpillar<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **7408823**<br>VMAP<br>374847<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN PROGRESS**<br>**Australian Progress Ltd.**<br>*Melbourne, Victoria* Australia | **74 513**<br>53 878<br>139 400 | ✠**100A1** CS 2/79<br>strengthened for ore cargoes No. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL Xt 742,5/96,0U3<br>FN 17500 | **1977**-12 Blohm + Voss A.G.—Hamburg (894)<br>Cmd.**1979**-2<br>283,29 42,78 16,441<br>270,01 42,50 22,31<br>F 19,9 1 dk<br>rf nil<br>11BH WB93127t incl. Topside tanks in holds 19866t Comb. btm & STs in holds 29090t No. 4 hold 16826t, No. 6 hold 16828t | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,7 24,4 23,6 23,6 23,6 23,6 23,6 23,6 22,7 ER<br>8 TwD ER<br>1 Ha (stl) (13,7 × 17,5) 8 Ha (stl) (each 14,7 × 17,5) ER | Oil 2SA 8Cy. 900 × 1800<br>26 600bhp (19 566kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) & rcv 10kgf/cm² (9,9bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 591,5t (d.o.) 3 655,5t (hvf)<br>15kn |
| **7408811**<br>VLAP<br>374576<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN PROSPECTOR**<br>**Australian Prospector Finance Ltd.**<br>*Melbourne, Victoria* Australia | **74 513**<br>53 878<br>139 400 | ✠**100A1** CS 12/81<br>strengthened for ore cargoes Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL Xt $3\frac{13}{16}$"U3<br>FN 17500 | **1976**-12 Blohm + Voss A.G.—Hamburg (893)<br>283,27 42,78 16,428<br>270,01 42,50 22,31<br>F 19,9 1 dk<br>rf nil DK in way of all holds<br>NS 11BH WB93127T incl. Topside tanks in holds 19866T Comb. btm & STs in holds 29090T & Nos. 4 & 6 holds 16826T | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho ER<br>G.144 455<br>1 Ha (stl) (13,7 × 17,5) 8 Ha (stl) (each 14,8 × 17,5) ER | Oil 2SA 8Cy. 900 × 1800<br>26 600bhp (19 566kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 10lbf/in² (0,7bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Fuel 591,0t (d.o.) 3 656,0t (hvf)<br>15kn |
| **7389675**<br>VJAJ<br>374594<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN PURPOSE**<br>**Australian Purpose Finance Ltd.**<br>*Melbourne, Victoria* Australia | **64 920**<br>51 187<br>122 750 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL Wt $3\frac{3}{4}$"U3<br>FN 15859 | **1977**-5 Gotaverken Oresundsvarvet AB —Landskrona (257)<br>Cmd.**1979**-2<br>267,60 39,04 16,079<br>259,93 39,01 22,00<br>1 dk<br>rf nil<br>12BH WB62168t incl. Comb. btm & Topside tanks in holds 23342t & Nos. 4 & 6 holds 35386t | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 800kW 450V 60Hz a.c.<br>15,75kn |
| **6926529**<br>JIZQ<br>104879<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN SEAROADER**<br>**Kawasaki Kisen K.K. (Kawasaki Kisen Kaisha Ltd.)**<br>Kobe, Hyogo Pref. Japan | **9 270**<br>3 465<br>14 299 | NK | **1969** Kawasaki Heavy Ind. Ltd.—Kobe (1128)<br>181,69(BB) 25,05 8,992<br>168,03 25,02 10,11<br>2 dks, 2 intermediate dks fwd<br>rf 330 | **M RoRo Cargo/Container Ship**<br>Deck-guides<br>Stern door<br>1 Ho 81,3 ER<br>TEU 890<br>C.Ho 648/20' C.Dk 242/20' (40')<br>2 Ha (stl) ER<br>Cr 2(2) | 3 Vee Oil 4SA each 16Cy. 400 × 540 geared to sc. shaft<br>26 070bhp (19 176kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 2480kW 1 × 656kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 677,5t-74,0pd<br>21,25kn |
| **7416911**<br>VJAV<br>374582<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTRALIAN VENTURE**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **43 878**<br>32 011<br>39 450 | ✠**100A1** CS 2/82<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Qt $3\frac{3}{16}$"<br>FN 12815 | **1977**-2 Bremer Vulkan A.G.—Vegesack (1004)<br>248,60(BB) 32,31 12,027<br>238,36 32,24 21,52<br>B & F 225,9 1 dk<br>rf nil DK in way of Nos. 4,5,6,7,& 8 holds<br>9BH WB5959T incl. DTf618T, DTsa1173T, Side tanks in Nos. 4 & 7 holds 1590T | **TM Container Ship**<br>Fixed-guides Ref<br>12 Cell.Ho 15,7 16,8 16,8 16,8 16,8 16,8 16,8 16,8 ER 15,7 17,8 15,7 9,6<br>In.48 324<br>TEU 1700<br>C.Ho 1111/20' C.Dk 589/20' incl. 913 ref C.<br>22 Ha (stl) ER 12 Ha (stl) | 2 Oil 2SA each 8Cy. 900 × 1600<br>53 360bhp (39 249kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 AuxB (ex.g) & rcv 8kgf/cm² (7,9bar)<br>Gen 5 × 1320kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 047,5t (d.o.) 7 279,0t (hvf)<br>23kn |

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|---|---|---|---|---|---|---|
| **7222994**<br>LGHD<br>17845<br>Df Rdr<br>RT | **AUSTRAT**<br><br>**Fosen Trafikklag A/S**<br>Trondheim Norway | **518**<br>213<br>— | <br><br>NV | **1972** Tronderverftet A/S—Hommelvik<br>(15)<br>51,59 10,04<br>46,13 9,96 4,32<br>1 dk<br>rf 800 BK 140 | **M RoRo Cargo/Ferry**<br>Deck Cargo 292dk P<br>Mchy.aft | Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 14,5kn |
| **7325459**<br>LMDX<br>18147<br>Rdr RT | **AUSTRHEIM**<br><br>**A/S Bergen-Nordhordland Rutelag**<br>Bergen Norway | **396**<br>209<br>215 | <br><br>(NV) | **1973** Loland Motorverstad A/S—Leirvik<br>(35)<br>49,03 10,57 3,099<br>47,02 10,32 4,22<br>1 dk<br>BK 229 DK 229 | **M RoRo Cargo/Ferry**<br>Deck Cargo 250dk P<br>Side doors Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 280 × 420<br>825bhp (607kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 45kW 220V 50Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel 49,0t (d.o.) 11kn |
| **6711792**<br>JWUS<br>18356<br>Df Esd<br>Rdr RT | **AUSTVAG**<br>ex Austnes-79 ex Conland-74<br>ex Birthe Rilse-70<br>**K/S A/S Hanes & Co.**<br>Jon Harald Hanes<br>Alesund Norway | **297**<br>185<br>466 | <br><br>BV | **1967** Martin Jansen Schiffswerft u. Mfbk.<br>—Leer (80)<br>44,96 7,60 3,074<br>41,00 7,50 3,10<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.649 B.621<br>1 Ha (20,5 × 4,9) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 240 × 400<br>340bhp (250kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 24,5t (d.o.)-1,5pd 9,5kn |
| **7926409**<br>LJKE<br>19510<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUSTVIK**<br><br>**Storesund Rederi**<br>Arne Storesund & Co.<br>Haugesund Norway | T.Mk<br>**1 599**<br>1 089<br>3 855 | <br><br>NV | **1980** Brattvag Skipsinnredning—Brattvag<br>(38)<br>85,86 14,33 6,114<br>78,92 14,30 8,51<br>P - F - 2 dks<br>rf 102 | **M General Cargo**<br><br><br><br>1 Ha (stl) (48,0 × 11,2) ER | Oil 4SA 6Cy. 450 × 550<br>2 750bhp (2 023kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 156kW 1 × 92kW<br>380V 50Hz a.c.<br>Controllable pitch propeller |
| **5031200**<br>IKNS<br>600<br>Esd Rdr<br>RTm/v | **AUSUS**<br><br>**Panfido e C. S.p.A. Rimorchiatori Riuniti**<br>Venezia Italy | **179**<br>44<br>— | <br><br>RI | **1961** Cant. Nav. Breda S.p.A.—Venezia<br>(218)<br>29,01 7,35 3,288<br>26,52 7,32 3,74<br>1 dk<br>RW | **M Tug**<br>Salvage<br><br>Der 1(2) | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7360071**<br>FNXK<br>11850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUTAN**<br>ex Labiosa-81<br>**Total Compagnie Francaise de Navigation (T.C.F.N.)**<br>Dunkerque France | **138 460**<br>108 235<br>278 219 | <br><br>BV | **1975** Ch. de l'Atlantique—St. Nazaire<br>(T25)<br>342,98 51,87 21,351<br>330,69 51,80 27,03<br>1 dk | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 335 475 HeCls. ptBptC | 2 S Turb dr geared to sc. shaft<br>32 400shp (23 832kW)<br>Ch. de l'Atlantique St Nazaire<br>Fuel 8 695,0t (o.f.) 344,0t (d.o.)-164,5pd<br>15kn |
| **7233486**<br>SZLG<br>5093<br>Df Esd<br>Gc Rdr<br>RT | **AUTHENTIC**<br><br>**Trade Wind Shipping Co. S.A.**<br>Piraeus Greece | **73 492**<br>57 247<br>152 661 | <br><br>AB | **1973** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2162)<br>291,02(BB) 44,56 17,019<br>278,82 44,51 24,52<br>1 dk | **S Ore/Bulk/Oil Carrier**<br><br>Str. heavy cargoes<br>10 Ho 10 Ta ER<br>L.(oil) 168 994<br>10 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel 7 094,0t |
| **7715422**<br>GXZY<br>388171<br>Esd Pfd<br>Rdr RT | **AUTHENTICITY**<br><br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **1 409**<br>860<br>2 550 | <br><br>BV | **1979** Goole SB. & Repairing Co. Ltd.<br>—Goole (596)<br>79,25 13,19 4,877<br>74,50 13,11 5,95<br>1 dk | **M Tanker**<br>Oil Vegetable oil CBT<br>10 Ta p&s ER<br>L.(oil) 2 700 HeCls. C | Vee Oil 4SA 12Cy. 254 × 305 geared to sc. shaft<br>2 200bhp (1 618kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 5 × 465kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 84,0t (d.o.)-6,0pd 12kn |
| **7905924**<br>GBSA<br>389169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUTHOR**<br>ex Benarmin-82 ex Author-81<br>**Barclays Mercantile Industrial Finance Ltd.**<br>Liverpool United Kingdom | **28 031**<br>14 789<br>22 858 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL (L†) 632,5/73,0U3<br>FN 9610 | **1980**-12 Stocznia Gdanska im. Lenina<br>—Gdansk (B463/103)<br>204,02(BB) 30,97 10,027<br>193,55 30,82 18,83<br>B & F 150,6 1 dk<br>rf nil DK in way of all holds<br>10BH WB8022T incl. DTf741T, STs in holds 4295T & Comb. btm & STs in No. 3 hold 617T | **M Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>Mchy.aft<br>In.6 819 | Oil 2SA 10Cy. 900 × 1550<br>29 402bhp (21 627kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 4 × 960kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 642,0t (d.o.) 3 190,5t (hvf) 22kn |
| **6622226**<br>GVTE<br>309796<br>Pfd Rdr<br>RT | **AUTHORITY**<br><br>**Thames Tankers Ltd.**<br>London United Kingdom | **500**<br>298<br>1 118 | **✠100A1** SS 12/76<br>oil tanker<br>**✠LMC**<br>EL k 1⅛"U2<br>FN 814<br>**LAID UP — SURVEYS OVERDUE 12/80** | **1967**-1 Nieuwe Noord Nederlandse<br>Scheepswerven N.V.—Groningen (351)<br>65,41 9,91 3,544<br>59,03 9,81 3,97<br>P 15,9 RFD 12,2 F 12,8 1 dk<br>rf 102<br>9BH WB184t incl. TwDf43t | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 359 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW) ✠ NE 4/70<br>Kloeckner Humboldt Deutz Koeln<br>db (o.f.) 205lbf/in² (14,2bar)<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel 53,0t (d.o.)-5,0pd 12,5kn |
| **7217963**<br>SV4185<br>6311<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AUTO COURIER**<br>ex Auto Gulf-81<br>ex Aegean Mark-78 ex Rah-77<br>ex Ra-74<br>Launched as Navirus<br>**Karolos Shipping Co. Ltd.**<br>Piraeus Greece | **1 339**<br>700<br>2 489 | **✠100A1** SS 6/81<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL P 1 7/16"U2<br>FN 1609 | **1972**-6 Oy Laivateollisuus Ab—Turku/Abo<br>(288)<br>75,85 14,43 5,176<br>68,64 14,41 9,02<br>2 dks<br>rf 152<br>NS Coll BH to U dk 3 to 2nd dk WB830t | **TM RoRo Cargo/General Cargo**<br><br>Side doors Stern door & ramp<br>1 Ho 45,0 ER<br>B.4 394<br>Cr 1(60) | 2 Oil 4SA each 8Cy. 240 × 310 sr geared to sc. shafts<br>2 130bhp (1 567kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 3 × 120kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 254,0t (d.o & hvf)-9,0pd 12kn |
| **7033202**<br>SV6749<br>8164<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **AUTO TRADER**<br>ex Ulidia-81 ex Stena Carrier-74<br>**Corvo Shipping Inc.**<br>Manta Line Inc.<br>Piraeus Greece | **1 581**<br>559<br>1 157 | <br><br>NV | **1970** Kristiansands M/V A/S—Kristiansand<br>(215)<br>105,90(BB) 16,03 4,954<br>93,58 16,01 11,61<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br><br>16bth 20dk P<br>Ice strengthened<br>Mchy.aft | 4 Oil geared to sc. shafts<br>4 590bhp (3 376kW)<br>(i) 2 Oil 2SA each 8Cy. 250 × 300<br>Normo Gruppen A/S Bergen<br>(ii)2 Oil 4SA each 9Cy. 250 × 300<br>Normo Gruppen A/S Bergen<br>Gen 1 × 240kW 1 × 152kW<br>1 × 12kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 100,0t-22,0pd 16kn |

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|---|---|---|---|---|---|---|---|
| **7129207**<br>GBFQ<br>388218<br>Df Esd<br>Gc Rdr<br>RTm/h | **AUTOBAHN**<br><br>**Aall Shipping Co. Ltd.**<br>Ugland (U.K.) Ltd.<br>London United Kingdom | T.Mk<br>**499**<br>241<br>864 | ✠**100A1**<br><br>✠**LMC** | SS 8/81<br><br>**UMS**<br>EL R 1 9/16"U2<br>FN 2067 | **1972**-3 Batservice Verft A/S—Mandal<br>(600)<br>92,46 14,69 3,887<br>84,99 14,51 9,81<br>P & B 79,0 2 dks<br>rf 1499<br>1BH to U dk 3 to 2nd dk WB407t | **M Vehicles Carrier**<br><br>Stern door/ramp<br>Mchy.aft<br>B.8 284 | 2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shaft<br>2 400bhp (1 765kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 150kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 66,0t (d.o.) 290,5t (hvf)-5,0pd 14kn |
| **7826324**<br>PPNS<br>9055<br>RT | **AUTOESTRADA**<br><br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio de Janeiro Brazil | **4 983**<br>2 106<br>6 680 | | <br><br>BV PR | **1981** Stocznia Gdanska im. Lenina—Gdansk<br>(B485/01)<br>133,51 7,081<br>126,75 20,81 12,86<br>2 dks | **TM RoRo Cargo**<br><br>Stern door & ramp<br>2 Ho ER<br>B.14 551 | 2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>7 800bhp (5 737kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>18kn |
| **7113648**<br>PPIF<br>7494<br>Df Esd<br>Gc Rdr<br>RTm/h | **AUTOLLOYD**<br>ex Autoroute-76<br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio de Janeiro Brazil | **498**<br>240<br>864 | ✠**100A1**<br><br>✠**LMC** | SS 7/79<br><br>**UMS**<br>EL R 1 9/16"U2<br>FN 2067 | **1971**-7 Batservice Verft A/S—Mandal<br>(593)<br>92,46 14,69 3,887<br>84,99 14,51 9,81<br>P & B 79,0 2 dks<br>rf 1499<br>1BH to U dk 3 to 2nd dk WB420t | **M Vehicles Carrier**<br><br>Stern door/ramp<br>Mchy.aft | 2 Oil 4SA each 8Cy. 250 × 300 sr geared to sc. shaft<br>2 240bhp (1 648kW)<br>A/S Bergens M/V Bergen<br>Gen 1 × 136kW 1 × 130kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 66,0t (d.o.) 290,5t (hvf)-5,0pd 14kn |
| **5181926**<br><br>1772-47 | **AUTOLY**<br>ex Karalta-66 ex Tusna-54<br>**Hermes Asia Shipping & Trading Agency**<br>Panama Panama | **389**<br>154<br>443 | ✠Classed LR until 10/66 | | **1947**-4 C.R.D. Adriatico—Monfalcone<br>(375)<br>48,34 8,23 2,890<br>44,00 8,21 3,26<br>1 dk<br>RW rf nil | **M General Cargo**<br>Mchy.aft<br><br>G.570 B.539<br>2W | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>C.R.D. Adriatico Trieste<br>Fuel 34,5t 9kn |
| **5031286**<br><br>1640<br>Df Esd<br>Pfd Rdr<br>RTm | **AUTOMNE**<br><br>**Societe Dieppoise d'Armement a la Peche (S.D.A.P.)**<br>Dieppe France | **497**<br>152<br>457 | | <br><br>(BV) | **1959** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (779)<br>54,34 9,00<br>48,14 8,95 5,47<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br>In.400<br>4 Ha (each 1,0 × 1,0)<br>2W Der 1(4) 1(1,5) | 2 Oil with Vulcan hydraulic coupling to sc. shaft<br>1 360bhp (1 000kW)<br>(i) Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>(ii) Oil 4SA 6Cy. 240 × 360<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| **7924437**<br>H8YZ<br>1038<br>2-80<br>Df Esd<br>Gc Rdr<br>RT | **AUTOMOBIL ACE**<br><br>**Green Auklet Shipping Co. S.A.**<br>Panama Panama | **8 361**<br>4 765<br>10 032 | | <br><br>AB | **1980** Kanda Zosensho K.K.—Kure (257)<br>176,00 7,601<br>167,01 27,61 10,83<br>5 dks<br>rf 800 | **M Vehicles Carrier**<br><br>Side door<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460 reverse reduction geared to sc. shaft<br>13 600bhp (10 004kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 650kW a.c.<br>18kn |
| **7822079**<br>GBCL<br>388175<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUTOROUTE**<br><br>**Aall Shipping Co. Ltd.**<br>Ugland (U.K.) Ltd.<br>London United Kingdom | **2 462**<br>721<br>1 894 | ✠**100A1**<br>roll on—roll off cargo ship<br>movable decks<br>✠**LMC** | <br><br><br><br>**UMS**<br>EL W 495,0/44,0U3<br>FN 3010 | **1979**-10 Mitsui Eng. & SB. Co. Ltd. —Tamano (1197)<br>100,01(BB) 17,43 4,212<br>94,01 17,40 14,61<br>3 dks, & 2 intermediate movable dks, all dks light cargoes only<br>rf 483<br>Coll BH to U dk, 4 to 2nd dk WB1157T incl. DTf286T, DTsm648T | **M Vehicles Carrier**<br><br>Stern door/ramp<br>Mchy.aft | Oil 4SA 6Cy. 420 × 450 dr geared to sc. shaft<br>4 500bhp (3 310kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 1 × 450kW 2 × 400kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 95,5t (d.o.) 593,0t (hvf) 15,25kn |
| **7109219**<br>GPHZ<br>342997<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AUTOSTRADA**<br><br>**Aall Shipping Co. Ltd.**<br>Ugland (U.K.) Ltd.<br>London United Kingdom | **610**<br>230<br>857 | ✠**100A1**<br><br>✠**LMC** | SS 8/81<br><br>**UMS**<br>EL R 1 9/16"U2<br>FN 2067 | **1971**-12 Langvik Sarpsborg M/V —Sarpsborg<br>92,36 14,71 3,887<br>84,99 14,51 9,81<br>P & B 79,0 2 dks<br>rf 1473<br>1BH to U dk 3 to 2nd dk WB362t | **M Vehicles Carrier**<br><br>Stern door/ramp<br>Mchy.aft | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 240bhp (1 648kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 175kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 66,0t (d.o.) 290,5t (hvf) 14,25kn |
| **7826336**<br>PPNV<br>9054<br>RT | **AUTOVIA**<br><br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio de Janeiro Brazil | **4 983**<br>2 106<br>6 670 | | <br><br>BV PR | **1981** Stocznia Gdanska im. Lenina—Gdansk<br>(B485/02)<br>133,51 7,081<br>126,75 20,81 14,18<br>2 dks | **TM RoRo Cargo**<br><br>Stern door & ramp<br>2 Ho ER<br>B.14 551 | 2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>7 800bhp (5 737kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>17,25kn |
| **7325576**<br>GBFS<br>388219<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **AUTOWEG**<br><br>**Aall Shipping Co. Ltd.**<br>Ugland (U.K.) Ltd.<br>London United Kingdom | **498**<br>260<br>1 042 | ✠**100A1**<br><br>✠**LMC** | SS 9/82<br><br>**UMS**<br>EL R 1 9/16"U2<br>FN 2058 | **1973**-9 Batservice Verft A/S—Mandal<br>(607)<br>91,80 15,19 3,861<br>84,00 15,00 9,50<br>P & B 79,6 RFD 8,6 2 dks for light cargoes only<br>rf nil<br>NS Coll BH to U dk 3 to 2nd dk WB643T | **M Vehicles Carrier**<br><br>Side doors only<br>Mchy.aft<br>B.8 488 | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 480bhp (1 824kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 190kW 380/220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 66,0t (d.o.) 290,5t (hvf) 14kn |
| **6924868**<br>UYDL<br>M-17247<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AUTSE**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 468**<br>1 607<br>4 995 | | <br><br>RS | **1969** Rauma-Repola Oy—Rauma/Raumo<br>(178)<br>106,15 15,45 6,741<br>97,16 15,41 7,93<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>3W Der 1(2) 2(1,5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd<br>13,25kn |

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| 7827122<br>WOZ4<br>515<br>613059<br>Pfd Rdr<br>RT | **AUTUMN LEAF**<br>**Don F. Levy Inc.**<br>Morgan City, La United States of America | **233**<br>158<br>1 000 | | AB | **1979** Halter Marine Inc.—Chickasaw, Al (805)<br>3,423<br>49,33 11,60 3,97<br>F 15,3 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7121102<br>H03798<br>1181<br>9-82<br>Rdr RT | **AUTUMN TIDE**<br>**Tidewater Monrovia Inc.**<br>Tidewater Inc.<br>Panama Panama | **197**<br>134<br>— | | AB | **1971** American Marine Corp.—New Orleans, La (1076)<br>3,404<br>47,66 11,59 3,97<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 227,5t |
| 8002705<br>DGNE<br>Df Esd<br>Gc Rdr<br>RT | **AUVERGNE**<br>ex Estetrader-82<br>**Dietrich Tamke K.G. m.s. 'Estetrader'**<br>Hamburg Federal Republic of Germany | **3 052**<br>2 073<br>6 652 | | GL | **1980** J. J. Sietas K.G. Schiffswerft —Hamburg (821)<br>113,11(BB) 6,430<br>103,36 19,02 8,51<br>P 11,0 F 11,9 3 dks | **M General Cargo**<br>Portable guides<br>Ice strengthened<br>2 Ho 26,5 39,1 2 TwD ER<br>G.9 216 B.8 754<br>TEU 405<br>C.Ho 172/20'(40') C.Dk 233/20'(40') incl. 30 ref C.<br>2 Ha (stl) (25,1 37,8 × 15,3) ER<br>Cr 2(35) | Oil 4SA 8Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller<br>15,5kn |
| 7614898<br>Df Esd<br>Rdr RT | **AUXIN**<br>**P. & M. Sampedro Nunez**<br>Gijon Spain | **112**<br>—<br>100 | | | **1978** Armon de Navia—Navia (23)<br>19,51 2,941<br>6,51 3,51<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 150 × 150 geared to sc. shaft<br>500bhp (368kW) B&W<br>Cons. Echevarria Spain |
| 5410327<br>XYMK<br>1185<br>Df Esd<br>Gc Pfd<br>Rdr | **AVA**<br>**Burma Five Star Shipping Corp.**<br>Rangoon Burma | **4 875**<br>2 634<br>7 884<br>**7 435**<br>4 357<br>10 282 | ✠**100A1**<br>✠**LMC** | CS 5/78<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3647 | **1963**-4 A.G. "Weser" Werk Seebeck —Bremerhaven (885)<br>135,77 18,93 7,220/—<br>124,64 18,31 10,95<br>P 8,3 F 26,6 1 dk & S dk<br>rf nil<br>Coll BH to S dk 6 to 2nd dk WB1473t incl. Tunnel tanks 321t | **M General Cargo** OSD/CSD<br>5 Ho<br>G.15 753 B.14 006<br>5 Ha<br>16W Der 1(100) 2(10-15) 6(5-10) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>WTAuxB 114lbf/in² (7,9bar)<br>AuxB (ex.g) 114lbf/in² (7,9bar)<br>e(ex.g) & rcv 114lbf/in² (7,9bar) & stm rcv<br>Fuel 903,5t 15,5kn |
| 5031315<br>JWZI<br>14976<br>Pfd Rdr<br>RT | **AVA**<br>**K/S A/S Grusgutt & Co.**<br>Herstein Halvorsen<br>Haugesund Norway | **300**<br>160<br>508 | | NV | **1958** Westermoen Batbyggeri—Mandal (461)<br>44,10 8,56 3,087<br>39,63 8,54 3,41<br>1 dk<br>rf nil | **M Cement Carrier**<br>1 Ho ER<br>1 Ha (16,2 × 5,0) ER<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 200kW 1 × 26kW 220V 50Hz a.c.<br>10kn |
| 7739179<br>WQZ3<br>203<br>590316 | **AVA MARIA**<br>**Kenneth E. Clark Trawlers**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7000580<br>1925<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVA MINTI**<br>ex Ivory Oak-81<br>ex Green Lotus-78<br>ex Tokuko Maru-74<br>**Dura Steamship Pvt. Ltd.**<br>Bombay India | **2 872**<br>1 879<br>4 766 | | NK | **1969** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1140)<br>97,39 15,22 6,300<br>90,00 15,19 7,70<br>P 22,6 F 8,3 1 dk, pt 2nd dk | **M General Cargo**<br>2 Ho ER<br>G.6 351 B.5 875<br>2 Ha (stl) (22,4 23,7 × 7,5) ER<br>Cr 1(15) 3(8) | Oil 4SA 6Cy. 470 × 820<br>3 200bhp (2 354kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 148kW a.c.<br>Fuel 395,0t-11,0pd 12,5kn |
| 7827304<br>9V2969<br>382225<br>RT | **AVA I**<br>**Siong Huat Marine Pte. Ltd.**<br>Singapore Singapore | **131**<br>19<br>79 | | AB | **1981** Siong Huat Shipyard (Pte.) Ltd. —Singapore (SH15)<br>2,274<br>21,01 7,51 3,20 | **TM Tug** | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7237315<br>UTRP<br>M-30604<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVACHA**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **13 087**<br>5 997<br>10 093 | | RS | **1972** Stocznia Gdanska im. Lenina—Gdansk (B69/24)<br>164,01 21,34 8,090<br>149,00 21,29 12,65<br>2 dks & S dk | **M Factory Ship** OSD<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 896<br>5 Ha (each 3,9 × 4,5) ER<br>16W Der 2(10) 14(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>15,25kn |
| 6860359<br>ULCR<br>M-24406 | **AVACHINSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **258**<br>99<br>144 | | RS | **1955** ............East Germany<br>38,51 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>2 Ho<br>In.210<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br>E made69 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7643837<br>UQXD<br>M-33640 | **AVACHINSKIY**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **923**<br>263<br>346 | | RS | **1976** Riga Shiprepair Works—Riga<br>55,48 12,83 4,499<br>50,40 12,21 6,00 | **D-E RoRo Cargo/Ferry**<br>Ice strengthened | 3 Oil 4SA each 6Cy. 318 × 330 total driving gen. connected to elec. motors & sc. shaft<br>Kharkov<br>Thw. thrust propeller<br>13,5kn |
| 6805488<br>DZSW<br>226097<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **AVALO**<br>ex Federal Avalon-80<br>ex Seaspeed Trailer-74<br>ex Skyway-73 ex Mandeville-70<br>**Vicca Marine Corp.**<br>Manila Philippines | **1 221**<br>386<br>1 568 | **100A1**<br>**LMC** | ss 5/80<br>EL R $1\frac{11}{16}$"SQ<br>FN 1961<br>(NV) | **1968** Trosvik Verksted A/S—Brevik (88)<br>92,00 18,01 4,769<br>80,40 17,40 6,99<br>B & F 75,0 2 dks<br>rf 1499 conv Vehicles RoRo Cargo 80<br>NS Coll BH to U dk 4 to 2nd dk WB1050T incl. DTf99T TwDa127T | **TM Livestock Carrier** OSD<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 450 sr geared to sc. shafts<br>2 800bhp (2 060kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 288,5t (d.o.) 15kn |

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|---|---|---|---|---|---|---|
| **5025615**<br>SVOF<br>3344<br>Df Esd<br>Pfd Rdr<br>RT | **AVANCE**<br>ex Arthur Albright-68<br>**Oak Co. Ltd.**<br>Piraeus Greece | **6 646**<br>3 442<br>10 440 | ✠**100A1** SS 2/78<br>strengthened for heavy<br>cargoes<br>✠**LMC**<br>EL z $1\frac{15}{16}$"SQ<br>FN 3362 | **1960**-12 Burntisland S.B. Co. Ltd.<br>—Burntisland (392)<br>126,19 17,45 8,573<br>118,88 17,30 10,98<br>Ba 28,1 F 9,8 1 dk<br>RW rf 76<br>NS 9BH WB3626t incl. DTm803t<br>DTf828t | **M Bulk Carrier**<br>4 Ho ER<br>4 Ha (stl) (11,8 × 9,1) (11,4 11,4<br>11,4 × 9,1) ER | Oil 2SA 4Cy. 600 × 2320<br>3 300bhp (2 427kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Fuel 691,0t 13kn |
| **6724842**<br>UDOB<br>M-27555<br>Df Esd<br>Gc Rdr<br>RT | **AVANGARD**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **844**<br>240<br>365 | RS | **1963** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,420<br>59,14 9,45 5,47 | **D-E Whaler**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total<br>driving 4 gen. connected to 1 elec. motor<br>& sc. shaft<br>Kharkov<br>17kn |
| **7358054**<br>PPHS<br>7158<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AVARE**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de**<br>**Petroleiros**<br>Rio de Janeiro Brazil | **18 318**<br>11 170<br>31 145 | AB | **1975** Verolme Est. Reunidos do Brasil S.A.<br>—Jacuacanga (874 /B44)<br>175,55(BB) 25,66 10,061<br>168,03 25,63 13,39<br>P 17,7 F 13,5 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 33 492 HeCls. BC | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 972,0t (hvf)-41,5pd<br>16kn |
| **5313672**<br>Df Esd<br>Gc Rdr<br>RT | **AVARE**<br>ex Sao Miguel-72<br>ex Valborg Nielson-60<br>**Diogo y Cia. Ltda.**<br>Santos Brazil | **2 668**<br>1 442<br>3 505 | ✠Classed LR until<br>23/2/73 | **1949**-10 Wm. Gray & Co. Ltd.—West<br>Hartlepool (1235)<br>99,37 13,95 5,804<br>93,71 6,18<br>P 8,6 RQD 26,3 B 40,6 F 9,2 1 dk<br>RW | **S General Cargo**<br>G.5 777 B.5 380 | T 3Cy. 508 813 & 1473 × 1067<br>2 500ihp (1 839kW)<br>Central Marine Eng. Wks West Hartlepool<br>Fuel 530,5t (o.f.) 12,5kn |
| **6860634**<br>ULDY<br>M-14057 | **AVARETS**<br>**U.S.S.R. -'Kaspryba'**<br>Makhachkala U.S.S.R. | **258**<br>99<br>124 | RS | **1957** ............East Germany<br>38,51 7,22 2,880<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.279<br>4 Ha (each 1,2 × 1,2)<br>Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5337666**<br>SYXE<br>4694<br>Df Esd<br>Gc Rdr<br>RT | **AVAX**<br>ex Port Maria-73<br>ex Stad Vlaardingen-72<br>**Saronis Shipping Co. S.A.**<br>Efshipping Co. S.A. Panama<br>Piraeus Greece | **10 405**<br>6 655<br>16 460 | ✠**100A1** SS 10/80<br>Ice Class 3<br>✠**LMC**<br>EL gt $2\frac{1}{2}$"SQ<br>FN 4989 | **1962**-4 Flensburger Schiffsbau-Ges.<br>—Flensburg (591)<br>162,87 20,30 9,399<br>152,03 20,21 12,60<br>RAD 18,9 F 33,6 1 dk, 2nd dk in No. 1<br>hold<br>RW rf nil DK fwd<br>9BH WB3450t incl. Topside tanks a302t<br>DTf1090t | **M General Cargo**<br>7 Ho 21,0 19,2 4,8 20,8 20,8<br>20,8 12,8<br>G.22 893 B.21 344<br>7 Ha (stl) (11,2 11,2 4,8 11,2 11,2<br>11,2 × 8,5) (8,0 × 7,0)<br>12W Der 12(5) | Oil 2SA 8Cy. 700 × 1200<br>5 265bhp (3 873kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 156lbf/in$^2$ (10,8bar)<br>Gen 2 × 150kW 1 × 120kW 230V d.c.<br>Fuel (hvf) 14kn |
| **7409097**<br>EHBU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVE**<br>**Naviera Astro S.A.**<br>Santander Spain | **3 312**<br>2 109<br>5 080 | BV<br>✠LR class withdrawn-<br>Owner's request<br>29/9/82 | **1976**-2 Astilleros del Atlantico S.A.<br>—Santander (185)<br>99,73 (BB) 15,32 6,649<br>90,02 15,21 8,21<br>P 14,4 F 6,8 1 dk, 2nd dk in Nos. 1 & 3<br>holds<br>rf nil | **M General Cargo** CSD<br>3 Ho ER<br>G.7 200 B.6 500<br>TEU 132 C.Ho 96/20' C.Dk 36/20'<br>3 Ha (stl) (25,9 6,4 25,9 × 10,9) ER<br>Cr 2(10) | Oil 4SA 8Cy. 400 × 540<br>4 500bhp (3 310kW) MAN<br>Empresa Nacional "Bazan" de C.N.M.<br>S.A. Cartagena<br>Gen 3 × 160kW 380V 50Hz a.c.<br>15kn |
| **5038791**<br>WA2766<br>239037<br>Df | **AVE MARIA**<br>ex Beatrice & Ida-76<br>**Ave Maria Fishing Corp.**<br>New Bedford, Ma United States<br>of America | **119**<br>89<br>— | | **1939** Fred. W. Schultz—New York, NY<br>*26,92* 6,28<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 375<br>400bhp (294kW)<br>Humboldt-Deutzmotoren Koeln-Deutz |
| **7226768**<br>ATKW<br>1567 | **AVE MARIA I**<br>**Esmario Export Enterprises**<br>Cochin India | **104**<br>65<br>— | AB | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (431)<br>... ... ...<br>19,72 6,10 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,4<br>1 Ha (w) (2,2 × 1,3) | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW) Caterpillar<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7226770**<br>ATKX<br>1568 | **AVE MARIA II**<br>**Esmario Export Enterprises**<br>Cochin India | **104**<br>65<br>— | AB | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan (432)<br>... ... ...<br>19,72 6,10 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,4<br>1 Ha (w) (2,2 × 1,3) | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW) Caterpillar<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6416172**<br>4XMC<br>MS149<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AVEDAT**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **23 537**<br>14 760<br>33 981 | ✠**100A1** SS 6/79<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC**<br>EL pt $2\frac{13}{16}$"SQ<br>FN 7863 | **1964**-12 Navalmeccanica Cant. Nav.<br>—Castellammare di Stabia<br>195,99(BB) 27,08 10,669<br>185,40 27,01 15,40<br>P 32,4 F 17,4 1 dk<br>RW rf nil<br>NS 11BH WB14810t incl. Comb. btm &<br>STs in holds 6185t Topside tanks in holds<br>5004t DTf363t | **M Bulk Carrier**<br>7 Ho 13,1 26,2 15,6 20,1 16,3<br>26,3 12,8 ER<br>G.44 166<br>9 Ha (stl) (8,9 8,9 8,9 12,1 15,0 12,1<br>8,9 8,9 8,9 × 12,5) ER<br>Der 2(5) 2(2) | Oil 2SA 8Cy. 750 × 1320<br>11 200bhp (8 238kW)<br>S.A. Fiat S.G.M. Torino<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>AuxB (ex.g) rcv & htr 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel (hvf) 16kn |
| **5031391**<br>CSTM<br>H363<br>Df<br>RTm/v | **AVEIRO**<br>ex Alberton-48<br>**Companhia Nacional de**<br>**Navegacao S.a.r.l.**<br>Lisboa Portugal | **242**<br>47<br>— | *Classed BC until<br>3/10/75 | **1944**-10 Montreal Dry Docks Ltd.<br>—Montreal, P.Q.<br>33,84 8,13 3,277<br>31,70 8,08 3,81<br>RQD 1,6 F 8,6<br>RW rf 533 | **M Tug** | Oil 2SA 9Cy. 290 × 500<br>Sulzer<br>Dominion Eng. Works Ltd. Lachine, P.Q.<br>Gen 2 × 40kW 220V d.c.<br>Fuel 96,5t (d.o.) 11kn |
| **5031406**<br>TQVC<br>3965<br>Df Esd<br>Pfd RTm | **AVEL A BENN**<br>**Jacques Girard**<br>Lorient France | **134**<br>43<br>— | BV | **1958** Ch. & At. de la Perriere—Lorient<br>27,06 6,94 3,450<br>6,93<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.133<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2,5) | Oil 4SA 8Cy. 220 × 320<br>500bhp (368kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 36,5t (d.o.) 12kn |

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| 6606363<br>FTJH<br><br>Esd Pfd<br>Rdr RTm | **AVEL-MAD**<br><br>**Robert Le Goff & Compagnie**<br>Robert Le Goff<br>Lorient France | **210**<br>82<br>305 | <br><br>BV | **1965** Etab. Varnier—Rouen (85)<br>32,01 7,70 3,720<br>28,76 7,60 4,30<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>In.141<br>2 Ha (0,9 × 0,9) (1,9 × 1,2) | Oil 4SA 8Cy. 255 × 300<br>700bhp (515kW) E made78 fitted—<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.) 11,5kn |
| 6422339<br>TMUY<br>4080<br>Df Esd<br>Pfd Rdr<br>RTm | **AVEL-MOR**<br><br>**Robert Le Goff & Compagnie**<br>Robert Le Goff<br>Lorient France | **179**<br>60<br>— | <br><br>BV | **1964** S.I.C.C.Na.—St. Malo (68)<br>31,86 7,22<br>27,36 7,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.145<br>2 Ha (each 0,9 × 0,9) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Fuel 45,0t (d.o.) 11,5kn |
| 6422341<br>TMPI<br>4079<br>Df Esd<br>Pfd Rdr<br>RTm | **AVEL-VRAZ**<br><br>**Robert Le Goff & Compagnie**<br>Robert Le Goff<br>Douarnenez France | **179**<br>59<br>— | <br><br>BV | **1964** S.I.C.C.Na.—St. Malo (67)<br>31,86 7,22<br>27,36 7,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>1 Ho<br>In.145<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Controllable pitch propeller<br>Fuel 45,0t (d.o.) 11,75kn |
| 6811140<br>EAHH<br>753<br>Df Rdr<br>RTm | **AVELINA**<br><br>**Union Maritima del Estrecho S.A.**<br>Bilbao Spain | **362**<br>227<br>533 | ✠**100A1** SS 1/81<br>short international<br>voyages<br>✠**LMC**<br>EL F $\frac{15}{16}$"U1<br>FN 452 | **1968**-3 Ast. de Murueta S.A.—Guernica (89)<br>45,19 7,70 3,391<br>39,98 7,60 3,69<br>P 9,2 F 6,1 1 dk<br>RW rf nil<br>4BH WB74t incl. DTf38t | **M General Cargo**<br>1 Ho 21,1 ER<br>1 Ha (21,1 × 4,5) ER | Oil 4SA 8Cy. 160 × 180 reverse reduction geared to sc. shaft<br>625bhp (460kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 8kW 110V d.c. |
| 7342988<br>GUQJ<br>366027<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVELONA STAR**<br><br>**Avelona Star Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | T.Mk<br>**7 618**<br>3 438<br>9 680<br>**9 784**<br>5 428<br>11 092 | ✠**100A1** SS 10/80<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Bt 2"U3<br>FN 4886 | **1975**-12 Smith's Dock Ltd.—South Bank, Middlesbrough (1330)<br>155,81(BB) 21,49 —/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB2690T incl. DT548T | **M General Cargo**<br>Ref.<br>5 Ho 20,5 12,2DTp&s 8,2DTp&s 23,7 20,1 20,1 ER 17,8<br>11 TwD ER 2 TwD<br>In.13 202<br>5 Ha (stl) (7,4 10,5 10,5 10,5 × 7,0) ER (9,7 × 7,0)<br>Cr 6(5) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 816kW 2 × 625kW 450V 60Hz a.c.<br>Fuel 328,0t (d.o.) 2 306,5t (hvf) 24kn |
| 7367550<br>ELBR4<br>7144<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AVENGER**<br>ex Cape Clear-82 ex Carisle-81<br>**Avenger Shipping Ltd.**<br>Monrovia Liberia | **39 271**<br>29 232<br>78 063 | <br><br>AB | **1974** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (263)<br>236,58 32,31 14,885<br>226,32 32,26 20,60<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>8 Ho/Ta 26,5 14,7 25,6 15,7 14,7 26,5 14,7 27,1 ER<br>G.87 324 L.(oil) 89 123 HeCls. B | Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW) MAN<br>Tvornica Dizel Motora "Split" Split<br>Gen 2 × 600kW 1 × 488kW 440V 60Hz a.c.<br>Fuel 4 064,0t-61,0pd 15kn |
| 5401297<br>GKSU<br>304381<br>Rdr RTm | **AVENGER**<br><br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **293**<br>0<br>— | ✠**100A1** SS 2/80<br>tug<br>✠**LMC**<br>EL (e)<br>FN 456 | **1962**-11 Cochrane & Sons Ltd.—Selby (1482)<br>36,10 9,28 3,950<br>33,53 9,15 4,42<br>RW rf 660 BK 178<br>4BH WB88t | **M Tug** | Oil 2SA 9Cy. 340 × 570<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 80kW 2 × 40kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 76,0t (d.o.) 12kn |
| 5309968<br>WK6591<br>277633<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVENGER**<br>ex Kelly Murphy-73<br>ex San Jacinto-69<br>**Oregon Coast Towing Co.**<br>Portland, Or United States of America | **163**<br>65<br>— | | **1958** San Diego Mar. Co.—San Diego, Ca (129)<br>33,69 7,19 3,106<br>31,60 7,17 3,61 | **TM Tug** | 2 Oil 4SA each 12Cy. 114 × 127 E made— fitted63<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5031444<br>H07742<br>7643-PEXT2<br>Df Esd<br>Rdr RT | **AVENIR**<br>ex Micheline I-80 ex Avatar-78<br>ex Avenir-77<br>**A. J. Kruithoff**<br>Panama Panama | **399**<br>229<br>525 | <br><br>BV | **1962** Schpsw. Gebr. Coops N.V. —Hoogezand (228)<br>46,08 8,01 2,991<br>44,00 7,90 3,23<br>1 dk<br>RW | **M General Cargo**<br>G.784 B.725<br>2 Ha (each 11,5 × 4,6) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 320 × 450<br>224bhp (165kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Fuel (d.o.) 8,5kn |
| 5031432<br>HOXT<br>10875-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/v | **AVENIR I**<br>ex Avenir-82<br>**Epimoni Compania Naviera S.A.**<br>Panama Panama | **10 753**<br>5 632<br>17 776 | <br><br>BV (NV) | **1962** Bremer Vulkan A.G.—Vegesack (901)<br>155,43 20,32 9,557<br>144,15 20,27 12,43<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,4 17,8 17,6 17,6 17,6 16,7 ER<br>G.72 703 B.70 146<br>6 Ha (stl) (9,6 10,9 10,9 10,9 10;9 10,9 × 9,3) ER<br>Cr 8(5) | Oil 2SA 6Cy. 700 × 1200<br>6 120bhp (4 502kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 1 463,0t (hvf) 15kn |
| 5031468<br>DGDL | **AVENTURA**<br><br>**Alfred Meyer** | **197**<br>97<br>260 | <br><br>(GL) | **1938** Heinrich Brand—Oldenburg<br>37,75 6,51 2,337<br>6,46 2,54<br>P 10,1 F 6,1 1 dk<br>R | **M General Cargo**<br>1 Ho 20,5 ER<br>G.368<br>1W | Oil 4SA 3Cy. 280 × 450 reverse reduction geared to sc. shaft<br>150bhp (110kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>7kn |
| 7708821<br>SGPY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVESTA**<br><br>**Axel Axelson Johnson (Johnson Line)**<br>Stockholm Sweden | **16 886**<br>7 783<br>12 178 | <br><br>AB | **1978** Nippon Kokan K.K.—Tsu, Mie Pref. (62)<br>195,76(BB) 31,73 8,500<br>180,02 31,72 29,06<br>2 dks<br>rf 81 | **M Vehicles Carrier**<br>2 Side door/ramps (s)<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shaft<br>20 800bhp (15 300kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 1 × 1440kW 3 × 1000kW a.c.<br>Controllable pitch propeller<br>Fuel 3 966,5t (hvf) 20,75kn |

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|---|---|---|---|---|---|---|---|
| **7640550**<br>UKMQ<br>M-33877 | **AVETIK ISAAKYAN**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 587**<br>1 740<br>4 150 | RS | **1976** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 6,48<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,6 17,6 18,2 17,6 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works | Lening<br>11,7 |
| **6718697**<br>UWAY<br>M-29738<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVIATOR**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 562**<br>1 130<br>1 152 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (218)<br>82,20 13,64 5,179<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.168 In.1 073 L.8<br>4 Ha (2,4 2,4 2,7 × 2,4) (1,5 × 1,9)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller | Magdeb<br>13, |
| **8103688**<br>7JNU<br>123798<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVILA**<br>**Mitsubishi Shoji K.K.**<br>Tokyo Japan | **42 191**<br>22 250<br>65 916 | NK | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2757)<br>236,51(BB) 12,599<br>227,01 32,21 19,41<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 75 887 | Oil 2SA 6Cy. 760 × 1600<br>13 200bhp (9 709kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) | Su<br>14,5 |
| **7223364**<br>UWPG<br>M-29623 | **AVILYAY**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **180**<br>50<br>85 | RS | **1972** ..............U.S.S.R.<br>31,60 7,32 2,841<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeb<br>9, |
| **6918819**<br>J4OH<br>7079<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AVIN OIL LEADER**<br>ex Sipca Jubail-79 ex Sipca II-78<br>ex Texaco Hamburg-78<br>**Sea Sand Compania Naviera S.A.**<br>Avin International Corp. of Panama S.A.<br>Piraeus Greece | **104 616**<br>79 057<br>209 408 | ✠**100A1** SS 3/74<br>oil tanker (cc)<br>✠**LMC**<br>EL A* 4"U3<br>FN 22264 | **1969**-7 Howaldtswerke-Deutsche Werft—Kiel (1207)<br>325,33(BB) 47,22 18,984<br>310,55 47,17 24,52<br>1 dk<br>rf nil<br>9BH WB30009t incl. 14068t in clean ballast tanks DTf8892t | **S Tanker**<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 258 312 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Kraftwerk Union A.G.<br>WTB 1000lbf/in² (69,0bar) Spt 515,6°C hs2140,7<br>WTAuxB 967lbf/in² (66,7bar) Spt 365,6°C 938lbf/in² (64,7bar) hs398,3<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 7 778,0t (o.f.)-142,0pd | A<br>West Be<br>15,5 |
| **6902949**<br>SWAH<br>5452<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AVIN OIL TRADER**<br>ex Alexandros M.-79 ex Fruen-75<br>ex Solstad-73<br>**Avin Oil Trading S.A.**<br>Avin International Corp. of Panama S.A.<br>Piraeus Greece | **51 073**<br>38 514<br>110 293 | NV | **1968** Eriksbergs M/V A/B—Goteborg (632)<br>277,05(BB) 39,02 14,726<br>267,88 38,94 19,31<br>1 dk<br>rf 102 | **M Tanker**<br>14 Ta ER<br>L.(oil) 130 652 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>23 000bhp (16 918kW)<br>Eriksbergs M/V A/B<br>Gen 1 × 600kW 2 × 585kW 440V 60Hz a.c.<br>Fuel 4 582,5t (hvf)-82,5pd | B&<br>Gotebo<br>16 |
| **6604248**<br>XCAV<br>Df Esd<br>Rdr RT | **AVIOR**<br>**Gestoria Maritima Mexicana S.A. de C.V. (NORPESCA)**<br>Veracruz Mexico | **765**<br>394<br>610 | ✠LR class withdrawn-Owner's request 1/82 | **1966**-10 Maritima de Axpe S.A.—Bilbao (9)<br>56,19 9,53 4,465<br>50,25 9,30 4,73<br>B & F 42,7<br>rf 584 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>In.900 | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW)<br>Hijos de J. Barreras<br>Gen 2 × 160kW 1 × 120kW 220V 50Hz a.c. | Werkspo<br>V |
| **7111509**<br>EWDH<br>M-30414 | **AVIRIS**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **179**<br>49<br>84 | RS | **1971** Ilya Boyadzhiyev Shipyard—Bourgas<br>31,70 7,42 2,901<br>29,32 3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.102<br>1 Ha (1,5 × 1,3) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdebu<br>10 |
| **7309091**<br>WH5552<br>272817 | **AVITAR**<br>ex Angela & Kristine-79<br>ex Stanley M. Fisher<br>**A & K Fisheries Inc.**<br>New Bedford, Ma United States of America | **101**<br>71<br>— | | **1956** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*21,98* 5,92<br>2,80 | **Wood M Fishing** | Oil<br>430bhp (316kW)<br>Cummins Engine Co. Inc.<br>Fuel (d.o.) | U.S. |
| **7347861**<br>Df Esd<br>Gc RT | **AVLEKETE**<br>**Government of The People's Republic of Benin (Ministere des Transports, Postes et Telecommunications)**<br>Cotonou Benin | **182**<br>—<br>105 | BV | **1974** Soc. des At. Francais de l'Ouest—St. Nazaire (RD19)<br>28,96 7,70 3,353<br>25,99 7,29 3,92<br>1 dk | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 260 × 280 reverse reduction geared to sc. shaft<br>Crepelle et Cie. | Lil<br>12k |
| **7222487**<br>SYQH<br>375<br>Df Esd<br>Gc Rdr<br>RTh | **AVLIS**<br>**Meltemi Shipping Corp.**<br>Andros Greece | **16 402**<br>11 715<br>29 020 | AB | **1972** Hakodate Dock Co. Ltd.—Hakodate (522)<br>180,80(BB) 23,14 10,681<br>170,01 23,11 14,51<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br>7 Ho 15,0 18,2 22,4 13,5 17,6 20,8 19,2 ER<br>G.37 319 B.32 936 HeCls. B<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 158,5t (d.o.) 1 871,5t (hvf)-37,5pd | Sulz<br>Ad<br>15k |
| **7705544**<br>J4FQ<br>7349<br>Df Esd<br>Gc Rdr<br>RT | **AVLIS**<br>**Avlis Shipping Co. Ltd.**<br>Piraeus Greece | **10 993**<br>7 731<br>17 187 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2633)<br>145,52(BB) 21,04 9,484<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 152 B.21 067<br>TEU 367 C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller | Pielstic<br>Ad<br>14,5k |

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| 5191309<br>SXVG<br>6201<br>Esd Gc<br>Rdr<br>RTm/v | **AVLIS EXPRESS**<br>ex Maria-81 ex Vamos-78<br>ex Bellatrix I-77 ex Koholyt-71<br>ex Koholyt Hugo Stinnes-71<br>ex Koholyt-62<br>**Finda Transport Enterprises S.A.**<br>Piraeus Greece | **3 357**<br>1 732<br>4 162 | | BV (GL) | **1960** Atlas Werke A.G.—Bremen (407)<br>110,75 14,43 6,147<br>101,43 14,41 6,71<br>1 dk<br>RW rf nil len 70 | **M General Cargo**<br>2 Ho ER<br>3 Ha (stl) (15,0 12,6 15,0 × 7,2) ER<br>10W Der 8(5-8) 2(3-5) | 2 Oil 4SA each 6Cy. 385 × 580 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 200kW 1 × 60kW 230V d.c.<br>Fuel 269,5t (d.o.) 12,5kn |
| 7646499 | **AVLON**<br>ex Chloris (ARVE 4)-77<br>ex LST 1094<br>**Mornos Shipping Co. S.A.**<br>Panama Panama | **2 709**<br>1 901<br>— | | BV | **1945** American Bridge Corp.—Ambridge, Pa<br>99,62 15,19<br>90,00 7,78<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship —<br>conv Fire-fighting Ship — | **TM RoRo Cargo/Landing Ship**<br>Bow door & ramp<br>1 Ha (9,9 × 3,9) ER | 2 Vee Oil 2SA each 12Cy. 216 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. La Grange, Illinois<br>Fuel (d.o.) 9kn |
| 6616552<br>SZOH<br>Df Esd<br>Gc Rdr<br>RTv | **AVON**<br>ex Hoegh Merchant-74<br>**Argostoli Shipping Co. Ltd.**<br>Piraeus Greece | **14 383**<br>9 163<br>25 315 | | NV | **1966** Hakodate Dock Co. Ltd.—Hakodate (382)<br>178,52 22,86 10,237<br>168,00 22,80 14,10<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho 18,9 20,4 20,4 20,4 20,4 20,4 ER<br>G.28 908 B.28 425<br>6 Ha (stl) (11,8 13,1 13,1 13,1 13,1 13,1 × 10,2) ER<br>12W Der 12(12) | Oil 2SA 7Cy. 780 × 1400<br>10 500bhp (7 723kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 1 647,0t (hvf)-35,5pd 15,5kn |
| 5031602<br>186547<br>RTv | **AVON**<br>**Northwood (Fareham) Ltd.**<br>Bristol United Kingdom | **542**<br>236<br>691 | **✠100A1**<br>hopper barge<br>**✠LMC** | EL h<br>FN 639 | **1956**-8 Charles Hill & Sons Ltd.—Bristol (402)<br>53,35 9,25 3,353<br>50,42 8,62 4,04<br>1 dk<br>RW rf nil<br>5BH WB75T | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 2SA each 6Cy. 180 × 300 sr geared to sc. shafts<br>620bhp (456kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 40kW 110V d.c.<br>Fuel 20,5t (d.o.) 9,5kn |
| 7324390<br>GOZT<br>337392<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AVON FOREST**<br>**Carlton S.S. Co. Ltd.**<br>Harrisons (Clyde) Ltd.<br>Newcastle upon Tyne United Kingdom | **16 382**<br>9 918<br>20 544 | **✠100A1**<br>Ice Class 1<br>**✠LMC** | CS 7/78<br>**UMS**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 7699 | **1973**-8 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (56)<br>208,19(BB) 22,92 9,297<br>189,90 22,86 17,68<br>F 28,7 3 dks<br>rf nil<br>Coll BH to U dk 6 to 2nd dk WB7720T incl. DT- | **TM Newsprint Vehicles Carrier**<br>2 Side doors (s) 2 Ramps (s)<br>4 Ho 30,1 31,0 31,0 31,0 ER<br>B.35 428 | 2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>18 000bhp (13 240kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 900kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 126,0t (d.o.) 1 345,0t (hvf) 19kn |
| 7372878<br>JMWJ<br>121068<br>Df Esd<br>Gc Rdr<br>RT | **AVON MARU**<br>ex Avon-79<br>**Taiyo Kaiun K.K. (Ocean Transport Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **34 103**<br>21 964<br>60 814 | | NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2426)<br>207,02 32,24 13,582<br>197,01 32,21 18,32<br>F 21,1 1 dk | **M Tanker**<br>14 Ta ER<br>L.(oil) 75 531 | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 720kW a.c.<br>15,5kn |
| 8117706<br>9V3003<br>382475<br>RT | **AVONBEG**<br>**Clew Enterprises Pte. Ltd.**<br>Singapore Singapore | **340**<br>103<br>— | | AB | **1981** Dynamic Marine Shipyard (Pte.) Ltd. —singapore (23)<br>3,379<br>38,03 9,52 3,71 | **TM Utility Vessel** | 2 Vee Oil 4SA each 12Cy. 137 × 152 sr reverse geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 96kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 186,5t (d.o.)-5,5pd 10,5kn |
| 5197468<br>Df Esd<br>Rdr<br>RTm/v | **AVONDALE**<br>ex Bismarck Sea-81<br>ex Cobargo-78 ex Kumalla-73<br>**Segment Holdings Ltd.**<br>Hetherington Kingsbury Pty. Ltd.<br>Tonga | **1 744**<br>843<br>1 866 | **✠100A1**<br>**✠LMC** | CS 6/79<br>EL q $1\frac{7}{16}$"SQ<br>FN 1317 | **1956**-11 Henry Robb Ltd.—Leith (456)<br>76,94 13,87 4,268<br>71,63 13,73 4,65<br>P & B 35,4 F 10,7 1 dk<br>RW rf 127<br>5BH WB655t incl. DTm166t | **M General Cargo**<br>2 Ho 33,5 12,1<br>G.2 716 B.2 600<br>2 Ha (stl) (24,8 7,9 × 8,5)<br>6W Der 6(5) | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 75kW 220V d.c.<br>Fuel 95,0t (d.o.) 10kn |
| 7342689<br>GUZK<br>365590<br>Esd Gc<br>Rdr RT | **AVONDYKE**<br>ex Skirbeck-78<br>**North British Shipping Ltd.**<br>Hull United Kingdom | **1 594**<br>973<br>2 583 | **✠100A1**<br>**✠LMC** | SS 7/80<br>**UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1374 | **1976**-1 Charles Hill & Sons Ltd.—Bristol (476)<br>77,78 13,19 4,979<br>71,81 13,11 6,02<br>P 13,2 RFD 7,7 F 8,3 1 dk<br>rf 76<br>NS 4BH WB1085T incl. DTf141T & STs219T | **M General Cargo**<br>1 Ho 48,0 ER<br>G.3 146 B.3 120<br>1 Ha (stl) (40,4 × 10,7) ER | Oil 4SA 6Cy. 381 × 457<br>2 782bhp (2 046kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 70kW 1 × 25kW 440V 50Hz a.c.<br>Fuel 261,0t (d.o.) 13kn |
| 5031676<br>GHBF<br>301567<br>RTv | **AVONGARTH**<br>**Cory Ship Towage Ltd.**<br>Bristol United Kingdom | **156**<br>—<br>— | **✠100A1**<br>tug<br>U.K. Eire and between River Elbe and Brest service<br>**✠LMC** | SS 3/82<br>EL (b) I<br>FN 284 | **1960**-6 W. J. Yarwood & Sons Ltd. —Northwich (920)<br>29,37 7,60 3,264<br>26,22 7,17 3,66<br>RW rf 533 BK 152<br>3BH WB35t | **M Tug** | Oil 4SA 8Cy. 318 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 40kW 220V d.c.<br>Fuel 36,5t (d.o.) 10kn |
| 8123690<br>9V3030<br>382587<br>RT | **AVONMORE**<br>**Avonmore Offshore Pte. Ltd.**<br>Singapore Singapore | **347**<br>95<br>434 | AB (Class cont.) | | **1982** Dynamic Marine Shipyard (Pte.) Ltd. —singapore (38)<br>38,03 9,53 3,380<br>36,50 9,50 3,71<br>1 dk | **TM Utility Vessel** | 2 Vee Oil 4SA each 12Cy. 137 × 152 sr reverse geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 96kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 186,5t (d.o.)-5,5pd 10,5kn |
| 7367691<br>PCWQ<br>92<br>Df Esd<br>Pfd Rdr<br>RTm | **AVONTUUR**<br>**J. van den Berg**<br>Urk Netherlands | **266**<br>104<br>— | | | **1973** N.V. Scheepswerf Haak—Zaandam (922)<br>37,50 7,50<br>30,00 7,41 4,60<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 9Cy. 240 × 260<br>1 425bhp (1 048kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam |

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| **8028357**<br>PCWR<br>94 | **AVONTUUR**<br>**Gebr. C. & D. Boersen**<br>Oudeschild, Netherlands<br>Texel | **266**<br>104<br>— | | **1981** Scheepswerf Haak B.V.—Zaandam (958)<br>37,06 8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 9Cy. 240 × 260 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 200kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 91,5t (d.o.)-7,0pd 13,5kn |
| **5336600**<br>H09758<br>7540-PEXT<br>RT | **AVONTUUR**<br>ex Spes-77 ex Catharina-32<br>ex Avontuur-23<br>**Vela Mar Shipping Co.**<br>Panama Panama | **148**<br>89<br>195 | BV | **1920** O. Schmidt—Staadskanaal<br>31,37 5,82 2,440<br>29,01 5,80 2,60<br>1 dk<br>R BK 152 | **M General Cargo**<br>G.198<br>3 Ha (8,0 × 3,3) (2,1 × 2,1) (1,0 × 0,9) ER | Oil 4SA 6Cy. 127 × 145 sr geared to sc. shaft<br>230bhp (169kW) NE 72<br>Saab-Scania Sodertalje<br>Fuel (d.o.) |
| **6406555**<br>OXLL<br>H852<br>Df Esd<br>Gc Rdr<br>RT | **AVOQ**<br>ex V. U. Hammershaimb-81<br>ex Ross Valiant-75<br>**Kanajaq Trawl ApS**<br>Godthab Greenland (Danish) | **803**<br>291<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (n)<br>FN 1078 | **1964**-7 Cochrane & Sons Ltd.—Selby (1489)<br>*62,98* (BB) 11,16<br>57,92 11,13 7,47<br>2 dks<br>rf 762 BK 152<br>Coll BH to U dk, 6 to 2nd dk WB39T | **D-E Fishing**<br>Stern Trawler | 3 Vee Oil 4SA each 8Cy. 220 × 280 total 1 160bhp (853kW) driving 3 gen. each 445kW 220V d.c. connected to 2 elec. motors each of 825shp (607kW) & sr geared to sc. shaft<br>✠ NE 4/78<br>Kloeckner Humboldt Deutz Koeln<br>db 120lbf/in² (8,3bar)<br>Gen 3 × 200kW 1 × 54kW 415V 50Hz a.c. |
| **7048738**<br>SURA<br>1266 | **AVOYELLES**<br>**Gulf of Suez Petroleum Co. (GUPCO)**<br>Alexandria Egypt | **635**<br>339<br>— | AB | **1964** American Marine Corp.—New Orleans, La (901)<br>10,67 3,074<br>43,24 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW a.c.<br>Fuel (d.o.) |
| **6708381**<br>J4JC<br>6998<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AVRA**<br>ex Calliopi Carras-78<br>**Phantasia Compania Naviera S.A.**<br>Piraeus Greece | **38 461**<br>24 319<br>90 150 | AB | **1967** Mitsubishi Heavy Industries Ltd. —Yokohama (882)<br>251,04(BB) 37,24 14,018<br>237,01 37,20 18,50<br>P 13,2 F 21,1 1 dk<br>RW rf nil | **S Tanker**<br>CBT<br>15 Ta ER<br>L.(oil) 103 130 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>General Electric Co. Schenectady, NY<br>Gen 2 × 750kW<br>Fuel 4 964,0t (o.f.) 9,0t (d.o.)-72,0pd 16kn |
| **6815653**<br>SWDP<br>Df Esd<br>Gc Rdr<br>RTh | **AVRA**<br>ex Inca Tupac Yupanqui-80<br>**Forth Shipping Corp.**<br>Piraeus Greece | **9 096**<br>5 766<br>13 179 | (AB) | **1968** Soc. Espanola de Const. Nav.—Bilbao (153)<br>156,83 19,72 9,078<br>143,26 19,66 11,97<br>P 45,8 F 10,7 2 dks<br>rf 76 | **M General Cargo** CSD<br>5 Ho 20,6 21,3 21,3 23,2 21,3<br>G.21 165 B.18 043<br>5 Ha (stl) (12,3 × 6,1) (12,1 13,7 13,7 12,1 × 7,6)<br>16W Der 1(60) 4(10) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 1 321,0t (hvf) 16,5kn |
| **5180518**<br>SZSN<br>1181 | **AVRA**<br>ex Kalydon III-66 ex Larsen-50<br>**Nicolaos Metaxas S.S. Co.**<br>Piraeus Greece | **259**<br>137<br>— | Classed LR until 7/53 | **1944** Tees Side Bridge & Eng. Works Ltd. —Middlesbrough<br>49,13 6,71<br>... ... ...<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft —<br> | **TM General Cargo**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 180 × 195<br>1 150bhp (846kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel (d.o.) |
| **6406414**<br>J4WY<br>7404<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AVRAFROST**<br>ex Nienburg-82<br>Friomar Compania Naviera S.A.<br>Piraeus Greece | T.Mk<br>**4 566**<br>2 386<br>6 515 | GL | **1964** Bremer Vulkan A.G.—Vegesack (916)<br>137,29 18,14 7,608<br>126,70 18,09 10,98<br>3 dks, pt 4th dk | **M General Cargo**<br>Ref.<br>4 Ho 24,3 22,4 ER 24,6 19,8<br>G.278 In.9 059<br>4 Ha (stl) (6,6 8,2 × 5,0) ER (8,2 6,6 × 5,0)<br>8W Der 8(5) | Oil 2SA 7Cy. 700 × 1200<br>8 080bhp (5 943kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 321,0t (hvf) |
| **7364443**<br>TCKJ<br>4363<br>Df Esd<br>Gc Rdr<br>RT | **AVSA**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **1 901**<br>922<br>209 | **✠100A1** SS 2/80<br>Bosphorus and Sea of Marmara service<br>**✠LMC**<br>EL M 36,0/0;0U2<br>FN 1349 | **1976**-1 Denizcilik Bankasi T.A.O.—Halic, Istanbul (184)<br>80,24 12,45 2,998<br>71,91 12,04 6,71<br>B 37,2 2 dks 3rd dk clear of mchy space<br>rf 483<br>1BH to U dk, 6 to 2nd dk WB127T | **TM RoRo Cargo/Ferry** 1100P<br>Side doors | 2 Oil 2SA each 8Cy. 360 × 650<br>2 800bhp (2 060kW) Fiat<br>Grandi Motori Trieste Trieste<br>db (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 180kW 230/115V d.c.<br>Fuel (d.o.) 15kn |
| **7044574**<br>ESOX<br>M-12327<br>Df Esd<br>Rdr RT | **AVTOGENSHCHIK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **631**<br>223<br>320 | RS | **1969** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller 12kn |
| **7712573**<br>IPIJ<br>47<br>Df Esd<br>Gc Rdr<br>RT | **AVVOCATO FERRARO**<br>**Nuramare S.p.A.**<br>Gaeta Italy | **994**<br>365<br>1 500 | RI | **1978** Nuovi Cantieri Liguri—Pietra Ligure (112)<br>85,71 13,85 3,911<br>78,01 13,82 8,92<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab Trollhattan<br>Controllable pitch propeller |
| **6725523**<br>JG2436<br>100943<br>Esd Gc<br>Rdr RT | **AWA MARU**<br>**Japanese National Railways**<br>Tokyo Japan | **3 080**<br>1 197<br>1 101 | | **1967** Mitsubishi Heavy Industries Ltd. —Shimonoseki (645)<br>88,88 15,80 3,683<br>84,00 15,78 5,44<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 1800P | 2 Oil 4SA each 14Cy. 260 × 400<br>4 620bhp (3 398kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 560kW 445V a.c.<br>2 Controllable pitch propellers<br>Fuel 108,5t-9,0pd 15,25kn |
| **6518346**<br>JL2262<br>97391<br>Rdr RT | **AWA MARU**<br>**Kyodo Kisen K.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **1 051**<br>449<br>396 | | **1965** Hashihama Zosen—Imabari (181)<br>68,71 12,65 3,150<br>63,00 12,60 4,40<br>1 dk<br>RW | **TM Ferry**<br>595P | 2 Oil 4SA each 8Cy. 310 × 380<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 180kW 225V a.c.<br>Fuel 68,0t-12,0pd 15kn |

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| 8151611 | **AWA MARU** | | **199** | | **1977** | Koa Sangyo—Takamatsu | | | **M Tanker** | Oil | |
| JK3850 | | | 130 | | 45,70 | | | | Chemical | 600bhp (441kW) | |
| 120289 | **Nansei Kaiun K.K.** | | 540 | | | 7,70 | 3,41 | | Mchy.aft | Yanmar Diesel Engine Co. Ltd. | Japan |
| | Kurashiki, | Japan | | | 1 dk | | | | | | 9,5kn |
| | Okayama Pref. | | | | | | | | | | |

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| 7323451 | **AWA MARU** | | **191** | | **1973** | Kanagawa Zosen—Kobe | | (128) | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 | |
| JG3311 | | | 63 | | 32,82 | 8,28 | 2,299 | | | | |
| 114671 | **Yamashin Unyu K.K.** | | — | | 29,49 | 8,21 | 3,41 | | | Niigata Eng. Co. Ltd. | Niigata |
| Rdr | Yokohama | Japan | | | 1 dk | | | | | | |
| | Kanagawa Pref. | | | | RW | | | | | | |

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| 6410099 | **AWA MARU** | | **108** | | **1963** | Shin Yamamoto Zosen—Kochi | | (30) | **TM Tug** | 2 Oil 4SA each 6Cy. 230 × 380 | |
| JJ2002 | | | 29 | | 26,34 | 6,25 | 2,286 | | | | |
| 93751 | **Oshimoto Kaiji Kogyo K.K.** | | — | | 23,50 | 6,20 | 3,00 | | | Fuji Seisakusho | Tateyama |
| | Kobe, | Japan | | | 1 dk | | | | | Gen 1 × 20kW 1 × 7,5kW 225V a.c. | |
| | Hyogo Pref. | | | | RW | | | | | Fuel 11,0t-2,5pd | 11kn |

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| 7850727 | **AWA MARU No. 3** | | **436** | | **1965** | Yamanaka Zosen K.K.—Namikata | | | **M General Cargo** | Oil | |
| JL2266 | | | 230 | | 51,01 | | 3,501 | | Mchy.aft | 700bhp (515kW) | |
| 97396 | **Takeru Nakano** | | 730 | | 46,00 | 8,01 | 3,92 | | | Nippon Hatsudoki | Japan |
| | Hofu, | Japan | | | 1 dk | | | | B.800 | | 10kn |
| | Yamaguchi Pref. | | | | | | | | | | |

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| 7852799 | **AWAJI** | | **386** | | **1973** | Usuki Tekkosho—Usuki | | (855) | **TM Patrol Ship** | 2 Oil | |
| JFTS | | | 101 | | 58,04 | | 2,661 | | | 3 000bhp (2 207kW) | |
| 113975 | **Government of Japan (Ministry** | | — | | 52,91 | 7,38 | 4,20 | | | Niigata Eng. Co. Ltd. | Japan |
| | **of Transportation - Maritime** | | | | 1 dk | | | | | | 17kn |
| | **Safety Agency)** | | | | | | | | | | |
| | Tokyo | Japan | | | | | | | | | |

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| 7810351 | **AWAJI** | | **120** | | **1978** | Hongawara Zosen K.K.—Fukuyama | | | **M Mooring Launch** | Oil 4SA 6Cy. 200 × 240 | |
| JJ3099 | | | 36 | | | | | (62) | Mchy.aft | 430bhp (316kW) | |
| 116079 | **K.K. Yoshidagumi** | | — | | ... | ... | ... | | | Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| | Himeji, | Japan | | | 22,56 | 7,51 | 2,70 | | | | |
| | Hyogo Pref. | | | | 1 dk | | | | | | |
| | | | | | RW | | | | | | |

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| 7016802 | **AWAJI MARU** | | **245** | | **1970** | Shimoda Dockyard Co. Ltd. | | | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320 | |
| JG2844 | | | 72 | | | —Shimoda | | (177) | | | |
| 108804 | **Bingo Kyodo Kisen K.K.** | | — | | 28,99 | 8,54 | 2,801 | | | Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| Rdr | Numakuma, | Japan | | | 26,50 | 8,49 | 3,89 | | | Gen 2 × 60kW 225V a.c. | |
| | Hiroshima Pref. | | | | 1 dk | | | | | | |

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| 7419573 | **AWAJI MARU** | | **186** | | **1974** | Kanagawa Zosen—Kobe | | (144) | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 | |
| JG3479 | | | 65 | | | 8,23 | 2,515 | | | | |
| 117608 | **Baba Daiko Shosen K.K.** | | — | | 28,50 | 8,21 | 3,59 | | | Niigata Eng. Co. Ltd. | Niigata |
| Rdr | Tokyo | Japan | | | 1 dk | | | | | | |
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| 7330129 | **AWAJI MARU No. 1** | | **572** | | **1967** | Teraoka Shipyard Co. Ltd.—Nandan | | | **M Tanker** | Oil 4SA 6Cy. 225 × 460 | |
| JJ2306 | | | 315 | | 54,39 | 9,02 | 3,455 | | Chemical | 900bhp (662kW) | |
| 102091 | **Shoei Kaiun K.K.** | | 893 | | 49,00 | 9,00 | 4,35 | | 6 Ta ER | Nippon Hatsudoki | Kobe |
| | Tokuyama, | Japan | | | 1 dk | | | | L.670 | | 10kn |
| | Yamaguchi Pref. | | | | | | | | | | |

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| 7108875 | **AWAJI MARU No. 2** | | **309** | | **1971** | Shikoku Dockyard Co. Ltd. | | | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320 | |
| JG2928 | | | 95 | | | —Takamatsu | | (749) | | | |
| 110955 | **Kusakabe Kisen K.K.** | | — | | 30,48 | 9,33 | 2,794 | | | Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| Esd Gc | Kobe, | Japan | | | 28,00 | 9,30 | 3,89 | | | Gen 2 × 60kW 225V a.c. | |
| Rdr RT | Hyogo Pref. | | | | 1 dk | | | | | | |
| | | | | | RW | | | | | | |

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| 7031539 | **AWASHIMA MARU** | | **2 618** | | **1970** | Tsuneishi Zosen K.K.—Numakuma | | | **M General Cargo** | Oil 4SA 6Cy. 470 × 820 | |
| JKZN | | | 1 575 | | | | | (225) | | 3 200bhp (2 354kW) | |
| 108158 | **Yamamoto Kisen K.K.** | | 4 360 | NK | 94,72 | 15,04 | 5,906 | | 2 Ho ER | Ito Tekkosho | Shimizu |
| Df Esd | Saiki, | Japan | | | 87,51 | 15,02 | 7,01 | | G.5 416 B.5 169 | Fuel 370,0t-11,0pd | 13,25kn |
| Gc Rdr | Oita Pref. | | | | P 20,2 F 10,4 1 dk | | | | 2 Ha (stl) (16,6 29,7 × 8,0) ER | | |
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| 7397189 | **AWEER JACKS** | | **158** | | **1974** | Promet Private Ltd.—Singapore | | (56) | **M Tug** | 2 Oil each 6Cy. sr geared to sc. shaft | |
| A6EE | | | — | | 27,44 | | 2,566 | | Anchor-handling | | |
| | **Jackson Marine Corp.** | | — | | 25,20 | 7,32 | 3,18 | | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Dubai | United Arab | | | 1 dk | | | | | | |
| RT | | Emirates | | | | | | | | | |

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| 7606839 | **AWIOR** | | T.Mk | | **1977** | Stocznia Polnocna im. Bohaterow | | | **M Factory Fishing** | Oil 4SA 6Cy. 400 × 480 reduction geared | |
| SQGK | | | **2 440** | | | Westerplatte 3—Gdansk | | (B418/304) | Fish-factory Stern Trawler Ref | to sc. shaft | |
| | **Przedsiebiorstwo Polowow** | | 1 010 | PR | 88,88 | 15,24 | 5,184 | | Ice strengthened | 3 600bhp (2 648kW) | Sulzer |
| Df Esd | **Dalekomorskich i Uslug** | | 1 564 | | 85,37 | 15,03 | 9,40 | | 2 Ho | "Zgoda" Zaklady Urzadzen | |
| Gc Rdr | **Rybackich 'Gryf'** | | | | 2 dks | | | | In.1 768 | Technicznych | Swietochlowice |
| RT | Szczecin | Poland | | | | | | | | Gen 2 × 560kW 2 × 504kW | |
| | | | | | | | | | | 1 × 48kW 400V a.c. | |
| | | | | | | | | | | Controllable pitch propeller | |
| | | | | | | | | | | | 16kn |

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| 8001505 | **AWOBASAN MARU** | | **72 264** | | **1981** | Ishikawajima Harima Heavy Ind. | | | **M Bulk Carrier** | Oil 2SA 6Cy. 900 × 1900 | |
| JJIL | | | 50 542 | | | (I.H.I.)—Kure | | (2755) | | 20 400bhp (15 005kW) | Sulzer |
| 125086 | **Mitsui O.S.K. Lines Ltd. &** | | 138 655 | NK | 271,25 | 43,08 | 16,808 | | 9 Ho ER | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Df Esd | **Sawayama S.S. Co. Ltd.** | | | | 260,03 | 43,01 | 22,81 | | G.155 843 HeCls. B | Gen 1 × 720kW 450V 60Hz a.c. | |
| Gc Pfd | Osaka, | Japan | | | 1 dk | | | | 9 Ha (stl) (11,9 × 15,3) (14,4 14,4 | Fuel 434,5t (d.o.) 5 035,5t (hvf)-62,0pd | |
| Rdr RT | Osaka Pref. | | | | | | | | 14,4 14,4 14,4 14,4 14,4 × | | 14,75kn |
| | | | | | | | | | 20,4) (11,9 × 15,3) ER | | |

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| 6415465 | **AXEL** | | **223** | | **1964** | F. Schichau G.m.b.H.—Bremerhaven | | | **M Tug** | Oil 4SA 6Cy. 400 × 580 | |
| DNGF | ex Bugsier 26-77 | | 23 | | | | | (1727) | Salvage | | |
| | **J. Johannsen & Sohn** | | 140 | GL | 29,70 | 9,43 | 3,582 | | Ice Strengthened | Kloeckner Humboldt Deutz | Koeln |
| Esd Rdr | **Schleppschiffahrt** | | | | 27,01 | | 3,92 | | | Gen 1 × 50kW 1 × 35kW 220V d.c. | |
| RT | Luebeck | Federal Republic | | | 1 dk | | | | | Fuel (d.o.) | 12kn |
| | | of Germany | | | | | widened 77 | | | | |

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|---|---|---|---|---|---|---|---|
| 6720743<br>SKOR<br>10870<br>Df Esd<br>Rdr RTv | **AXEL**<br>**Roda Bolaget**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Stockholm Sweden | **220**<br>—<br>— | ✠100A1<br>tug<br>Ice Class 1<br>✠LMC | SS 6/80<br>EL (c)<br>FN 339 | **1967**-9 Cochrane & Sons Ltd.—Selby (1514)<br>29,52 9,00 4,039<br>25,94 8,46 4,58<br>rf 305 BK 76<br>3BH WB34t | **M Tug**<br>Fire-fighting | Oil 4SA 9Cy. 318 × 368 sr geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 75kW 1 × 50kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.) 13,5kn |
| 7944451<br>WXM5<br>684<br>607598 | **AXEL D**<br>**Norman Ursin**<br>Juneau, Ak United States of America | **197**<br>134<br>— | | | **1979** .............Wilmington, Ca<br>*31,58* 7,95<br>3,18<br>1 dk | **M Fishing** | Oil<br>750bhp (552kW)<br>U.S.A. |
| 5031925<br>SHNQ<br>9892<br>Df Esd<br>Pfd Rdr<br>RTm | **AXEL ENSTROM**<br>**Svenska Cellulosa A/B**<br>Sundsvall Sweden | **271**<br>76<br>— | ✠100A1<br>tug<br>Baltic service<br>Str. nav. ice<br>✠LMC | SS 5/76<br>EL (c)<br>FN 401 | **1958**-12 A/B Asi-Verken—Amal (43)<br>33,02 9,02 4,014<br>29,27 8,81 4,86<br>RAD 1,3 RFD 5,5<br>rf 1753<br>3BH WB54t | **M Tug** | Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.)-4,0pd |
| 6910544<br>SMPN<br>11072<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AXEL JOHNSON**<br>**Axel Axelson Johnson (Johnson Line)**<br>Stockholm Sweden | *15 932*<br>*7 391*<br>14 936 | | AB | **1969** Oy Wartsila Ab—Turku/Abo (1169)<br>174,20(BB) 25,84 10,084<br>157,21 25,75 15,85<br>1 dk | **TM General Cargo/Container Ship**<br>Fixed-guides Ref 6bth P<br>5 Ho ER 2 Ho<br>G.5 437 In.2 124<br>TEU 744<br>C.Ho 376/20' 46/40' C.Dk 244/20' 16/40'<br>13 Ha (stl) (6,3 × 7,6) (13,2 13,2 13,2 13,2 13,2 12,4 × 5,1) ER (6,2p&s 6,2p&s × 10,5) (6,4p&s × 7,9)<br>12 Wing Ha (stl) (13,2p&s 13,1p&s 13,1p&s 13,1p&s 13,1p&s 12,4p&s × 5,1)<br>Cr 1(35) 2(25) 1(10) | 4 Oil geared to sc. shafts<br>26 040bhp (19 154kW) Pielstick<br>(i) 2 Oil 4SA each 12Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>(ii)2 Oil 4SA each 16Cy. 400 × 460<br>Oy Wartsila Ab Turku/Abo<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 4 459,5t (hvf) 23kn |
| 7361233<br>OXSF<br>C829<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AXEL MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Troense Denmark | **29 903**<br>16 792<br>30 461 | ✠100A1<br>✠LMC | SS 4/81<br>**UMS**<br>EL M† 2⅞"U3<br>FN 10308 | **1976**-5 Blohm + Voss A.G.—Hamburg (892)<br>224,95(BB) 30,56 11,519<br>209,46 30,51 18,70<br>F 21,7 2 dks<br>rf nil len 78<br>8BH WB6514t | **S Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 31,1comb. 15,7 28,4comb. 14,1 30,4comb. ER 28,5comb. 8,1<br>TEU 1818<br>C.Ho 102/20' 400/40' C.Dk 916/20' (40')<br>11 Ha (stl) ER<br>18 Wing Ha (stl) ER | 2 S Turb geared to sc. shaft<br>35 507shp (26 118kW) General Electric<br>A.G. "Weser" Bremen<br>2 WTB 75kgf/cm$^2$ (73,6bar) (Spt 513°C 67kgf/cm$^2$ (65,7bar)) hs2093,2<br>sg 8,7kgf/cm$^2$ (8,6bar)<br>Gen 2 × 2000kW 1 × 1100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 329,0t (d.o.) 6 955,0t (hvf)-191,0pd 26kn |
| 5160843<br>SYAC<br>6774<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **AXIOS**<br>ex Inga-82<br>**Axios Shipping S.A.**<br>Armada Marine S.A.<br>Piraeus Greece | **2 382**<br>972<br>3 580<br>**3 860**<br>1 915<br>4 285 | ✠100A1<br>Str. nav. ice<br>✠LMC | CS 3/81<br>EL v<br>FN 2306 | **1958**-4 Helsingborgs Varfs A/B —Helsingborg (84)<br>105,29 14,53 5,868/6,478<br>95,10 14,48 9,76<br>F 11,3 1 dk & S dk<br>rf 51<br>Coll & mchy. BH to S dk 3 to 2nd dk WB1262t incl. DTm242t | **M General Cargo** OSD/CSD 2P<br>2 Ho 37,0 21,4 ER<br>G.6 819 B.6 379<br>3 Ha (each 12,1 × 7,0) ER<br>Der 4(3) | Oil 2SA 6Cy. 520 × 900<br>2 250bhp (1 655kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 110kW 1 × 75kW 220V d.c.<br>Fuel 260,0t (hvf)-8,5pd 11kn |
| 5065287<br>HOBC<br>6925-PEXT2<br>Df Esd<br>Gc RTm | **AXIOS**<br>ex Border-75 ex Casamance-65<br>**Crystal Dawn Compania Naviera**<br>Panama Panama | **2 281**<br>1 431<br>3 400 | ✠100A1<br>✠LMC | SS 7/77<br>EL r<br>FN 1568 | **1957**-3 Ch. Nav. de la Pallice—La Rochelle-Pallice (5033)<br>90,23 12,58 6,039<br>80,02 12,50 7,09<br>P 19,6 F 10,7 2 dks<br>RW rf 102<br>5BH WB204t | **M General Cargo** CSD<br>3 Ho 14,6 18,9 18,2 ER<br>G.4 342 B.3 912<br>3 Ha (9,2 14,9 11,1 × 6,3) ER<br>6W Der 1(15) 6(5) | Oil 4SA 8Cy. 420 × 660<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 1 × 20kW 220V d.c.<br>Fuel 229,5t (d.o.) 12kn |
| 5406089<br>3FZR<br>8273-77<br>Rdr RT | **AXIS No. 1**<br>ex Kobe Maru No. 2-77<br>**Swallow Shipping Co. Ltd.**<br>Panama Panama | **1 594**<br>858<br>2 722 | | BV (NK) | **1963** Onomichi Zosen—Onomichi (117)<br>83,11 12,04 5,131<br>77,48 11,99 6,00<br>P 21,7 F 8,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 113 B.2 806<br>2 Ha (11,9 25,9 × 6,0) ER<br>9W Der 4(15) 2(10) | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 25kW 105V d.c.<br>Fuel 181,0t-6,0pd 11,5kn |
| 7385930<br>EEXR<br>885<br>Df Esd<br>Gc Rdr<br>RTh | **AXPE**<br>**Trans-Balear S.A.**<br>Bilbao Spain | **769**<br>497<br>1 085 | ✠100A1<br>✠LMC | SS 6/78<br>EL J 1⅜"U2<br>FN 777 | **1974**-7 Ast. de Murueta S.A.—Guernica (125)<br>59,67 10,34 3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil<br>4BH WB311t incl. DTf50t | **M General Cargo**<br>1 Ho 35,8 ER<br>G.1 704 B.1 600<br>1 Ha (stl) (31,3 × 7,6) ER | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Gen 2 × 40kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 119,0t (d.o.) 12kn |
| 6707325<br>ENGP<br>M-29709<br>Df Esd<br>Gc Rdr<br>RT | **AY-PETRI**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 151 | | RS | **1967** VEB Volkswerft Stralsund—Stralsund (202)<br>81,97 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6725274<br>USKM<br>M-20943<br>Df Rdr | **AY-PETRI**<br>**U.S.S.R. -Ministry of Geology**<br>Odessa U.S.S.R. | **1 002**<br>392<br>175 | | RS | **1962** G. Dimitrov Shipyard—Varna<br>63,78 9,33 2,998<br>5,87<br>conv Ferry/General Cargo — | **M Research**<br>1 Ho ER<br>B.170<br>1 Ha (2,9 × 1,9) ER<br>1W Der 1(1) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>13kn |

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| 7014921<br>Esd Gc<br>Pfd RT | **AYACUCHO 1**<br>ex Punta Condor-75<br>**Pesquera Albatros S.R. Ltda.**<br>Chimbote Peru | **258**<br>132<br>142 | BV GL | **1970** CONASA—Callao (18)<br>35,46 7,65 3,633<br>7,62 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (w) (1,3 1,3 × 2,7) ER | Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4,75kW<br>Fuel 17,5t (d.o.) 12kn |
| 7120914<br>Esd Rdr<br>RT | **AYACUCHO 2**<br>ex Pasa VI-75<br>**Pesquera Tupac Amaru 1 SCR Ltda.**<br>Chimbote Peru | **314**<br>170<br>— | BV | **1971** Ast. Gumar S.A.—Callao (14)<br>*35,45*<br>7,70 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (2,9 × 3,8) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) 11kn |
| 7014892<br>Esd Gc<br>Pfd RT | **AYACUCHO 3**<br>ex Pasa V-75<br>**Pesquera San Cristobal SCR Ltda.**<br>Chimbote Peru | **258**<br>132<br>142 | (BV) | **1970** CONASA—Callao (10)<br>31,70 7,65 3,633<br>7,62 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (w) (1,3 1,3 × 2,7) ER | Vee Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4,75kW<br>Fuel 17,5t (d.o.) 12kn |
| 7011371<br>Esd Gc<br>Pfd RT | **AYACUCHO 4**<br>ex Punta Dardo-75<br>**Pesquera Piquero SCR Ltda.**<br>Pisco Peru | **258**<br>132<br>142 | BV | **1970** CONASA—Callao (17)<br>31,60 7,65 3,633<br>7,62 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (w) (1,3 1,3 × 2,7) ER | Vee Oil 4SA 12Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4,75kW<br>Fuel 17,5t (d.o.) 12kn |
| 7304194<br>UUWI<br>M-7815<br>Df Esd<br>Rdr RT | **AYAKS**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **600**<br>158<br>293 | RS | **1972** ..............U.S.S.R.<br>54,23 9,38 3,630<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>B.215<br>2 Ha (each 1,6 × 1,5)<br>2W Der 1(3) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7731816<br>UFAT<br>M-12603 | **AYAKS**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>88 | RS | **1978** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 6929284<br>UVDU<br>M-29030<br>Df Esd<br>Gc Rdr<br>RT | **AYAN**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 179**<br>1 431<br>4 139 | RS | **1966** ..............U.S.S.R.<br>104,50 14,41 6,370<br>94,52 14,38 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>G.5 316<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,75kn |
| 6851619<br>UWWO<br>M-944 | **AYAN**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **239**<br>10<br>100 | RS | **1951** ..............U.S.S.R.<br>32,59 7,98 2,960<br>4,02<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 320 480 & 790 × 500<br>U.S.S.R.<br>10kn |
| 7336020<br>UGYI<br>M-28264 | **AYANKA**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1973** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7810052 | **AYARMIN No. 1**<br>**Petro-Chemical Industries Corp.**<br>Rangoon Burma | **150**<br>—<br>80 | | **1978** Yokohama Yacht Co. Ltd. —Yokohama (750-1)<br>35,82 8,49 1,351<br>33,00 8,01 2,32<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 145 × 160 geared to sc. shafts<br>270bhp (199kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama |
| 7820124 | **AYARMIN No. 2**<br>**Petro-Chemical Industries Corp.**<br>Rangoon Burma | **150**<br>—<br>— | | **1978** Yokohama Yacht Co. Ltd. —Yokohama (750-2)<br>35,82 8,49 1,351<br>33,02 8,01 2,32<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 145 × 160 geared to sc. shafts<br>Mitsubishi Heavy Industries Ltd. Sagamihara |
| 7315507<br>TCHH<br>4248<br>Esd Rdr<br>RT | **AYDAN**<br>**'Aydan' Gemisi Donatma Istiraki**<br>Istanbul Turkey | **1 275**<br>825<br>2 200 | BV | **1974** Gemi-is Kolleketif Sirketi—Fener, Istanbul (18)<br>73,06 12,02 4,496<br>65,00 11,99 5,74<br>2 dks | **M General Cargo** CSD<br>Mchy.aft<br>3 Ho<br>G.2 557 B.2 429<br>3 Ha (9,9 10,0 9,9 × 7,1) | Oil 4SA 8Cy. 320 × 480 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,5kn |
| 7226524<br>EVOO<br>M-7856 | **AYDAR**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **167**<br>43<br>100 | RS | **1972** ..............U.S.S.R.<br>33,99 7,09 2,890<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.95<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7638076<br>Rdr RT | **AYDIN GULER**<br>**Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi**<br>Istanbul Turkey | **456**<br>208<br>180 | | **1981** Denizcilik Bankasi T.A.O.—Istinye, Istanbul (40)<br>58,20 10,62 2,401<br>52,81 10,60 3,61<br>2 dks | **TM Ferry** | 2 Oil 4SA each 8Cy. 210 × 310 geared to sc. shafts<br>750bhp (552kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |

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| **6615962**<br>TCAG<br>3688<br>Rdr RT | **AYDIN REIS**<br><br>**Petrol Ofisi Genel Mudurlugu**<br>Istanbul Turkey | **498**<br>294<br>1 118 | **✠100A1** SS 12/78<br>oil tanker<br>**✠LMC**<br>EL j 1¼"U1<br>FN 739 | **1966**-10 Denizcilik Anonim Sirketi Beykoz<br>Tersanesi—Beykoz (9)<br>61,12 9,33 3,683<br>55,00 9,30 4,12<br>P 13,5 F 8,6 1 dk<br>rf nil<br>7BH WB81t | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 15kW 1 × 5,25kW<br>440V 50Hz a.c.<br>10,5kn |
| **7707047**<br>9GTB<br>316620<br>Df Esd<br>Gc Rdr<br>RT | **AYENSU**<br><br>**State Fishing Corp.**<br>Takoradi Ghana | **1 296**<br>570<br>1 039 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL (M) 385,0/32,0U2<br>FN 1253 | **1979**-4 Soc. Esercizio Cant.—Viareggio<br>(622)<br>73,16 (BB) 12,02 5,014<br>62,79 12,01 7,93<br>2 dks<br>rf 813<br>2BH to U dk, 4 to 2nd dk WBnil | **M Fishing**<br>Stern Trawler Ref.<br>side doors<br>Mchy.aft<br>In.1 221 | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 440kW 1 × 64kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| | | | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 14/5/82** | | | |
| **8017229**<br><br><br>RTv | **AYER MAWAR**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **299**<br>134<br>450 | <br><br>AB | **1981** Pan Asia Shipyard & Eng. (Pte.) Ltd.<br>—Singapore (PA/59)<br>43,01 9,05 2,601<br>41,51 9,01 3,15 | **TM Tanker**<br>Water<br>4 Ta ER | 2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>900bhp (662kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW a.c.<br>9,5kn |
| **8017231**<br><br><br>RTv | **AYER MELOR**<br><br>**Port of Singapore Authority**<br>Singapore Singapore | **299**<br>134<br>450 | <br><br>AB | **1981** Pan Asia Shipyard & Eng. (Pte.) Ltd.<br>—Singapore (PA/60)<br>43,01 9,05 2,601<br>41,51 9,01 3,13 | **TM Tanker**<br>Water | 2 Oil 4SA each 6Cy. 159 × 203<br>900bhp (662kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5152456**<br>P3QC<br>394309<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **AYESHA**<br>ex Mariverda-79<br>ex Sophia Colocotroni-78<br>ex Hoegh Traveller-67<br>**Sevenoaks Shipping Co. Ltd.**<br>Limassol Cyprus | **14 544**<br>8 427<br>22 500 | <br><br>AB | **1962** At. & Ch. de Dunkerque & Bordeaux<br>(France-Gironde)—Dnk (241)<br>178,06 22,81 9,487<br>167,01 22,71 13,49<br>P 42,1 B 29,9 F 17,1 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>4 Ho 30,1 29,7 29,7 30,6<br>3 TwD each 13,7 ER<br>G.33 851<br>4 Ha (stl) (15,7 14,0 14,0 15,7 × 8,3)<br>2W Cr 4(8) Der 1(8) 1(3) 2(1) | Oil 2SA 6Cy. 740 × 1600<br>7 520bhp (5 531kW) B&W<br>Soc. des Forges & At. du Creusot<br>Le Creusot<br>Gen 2 × 400kW 1 × 75kW<br>440V 60Hz a.c.<br>Fuel (hvf) 14,5kn |
| **6705145**<br>TCZI<br>3771<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AYGAZ**<br><br>**Aygaz Anonim Sirketi**<br>Istanbul Turkey | **696**<br>441<br>533 | <br><br>AB | **1966** Denizcilik Bankasi T.A.O.—Halic,<br>Istanbul (173)<br>61,07 9,02 3,099<br>55,50 9,00 4,25<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 800 | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW) NE 71<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>10kn |
| **7115024**<br>TCEI<br>4125<br>Df Esd<br>Gc Rdr<br>RT | **AYGAZ 2**<br>Launched as Alevgaz<br>**Aygaz Anonim Sirketi**<br>Istanbul Turkey | **953**<br>562<br>752 | AB<br><br>✠Classed LR until<br>23/1/76 | **1972**-3 Marmara Transport A.S.—Haskoy<br>(1)<br>65,23 10,04 3,588<br>59,21 10,00 4,96<br>P 12,8 F 6,8 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>6 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 250 | Oil 4SA 6Cy. 250 × 300 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 120kW 1 × 76kW<br>380V 50Hz a.c.<br>10kn |
| **7522382**<br>TCLX<br>4440<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AYGAZ 3**<br><br>**Aygaz Anonim Sirketi**<br>Istanbul Turkey | **1 986**<br>1 220<br>2 018 | <br><br>AB | **1976** K.K. Taihei Kogyo—Akitsu (318)<br>89,01 14,05 4,820<br>83,01 14,00 5,80<br>P 17,1 F 11,9 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 2 800 | Oil 4SA 8Cy. 280 × 320 reverse reduction geared to sc. shaft<br>2 120bhp (1 559kW) B&W<br>Hitachi Zosen Japan<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 246,0t-7,5pd 12kn |
| **7926447**<br>TCGX<br><br>Rdr RT | **AYGAZ 4**<br>ex Fridtjof Nansen-82<br>**Aygaz Anonim Sirketi**<br>Istanbul Turkey | **1 999**<br>1 400<br>2 750 | <br><br>NV | **1981** Kristiansands M/V A/S—Kristiansand<br>(236)<br>88,85 6,281<br>83,17 14,01 7,12<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta cyl horizontal ER<br>L.(gas) 3 470 | Oil 2SA 9Cy. 300 × 450 with flexible couplings & sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 508kW 1 × 72kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>14,25kn |
| **8018194** | **AYIASSOS**<br><br>**Ayiassos Shipping Corp.**<br>Greece | **30 848**<br>23 392<br>59 940 | 100A1<br>Class Contemplated<br><br>FN 10685 | **1982** Nippon Kokan K.K.—Tsurumi<br>Shipyard, Yokohama (987)<br>12,842<br>214,03 32,21 17,71 | **M Bulk Carrier** | Oil<br>14 400bhp (10 592kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima |
| **6802864**<br>UTUF<br>M-17219<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AYKHAL**<br><br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **3 468**<br>1 607<br>5 042 | <br><br>RS | **1968** Rauma-Repola Oy—Rauma/Raumo<br>(165)<br>106,15 15,45 6,741<br>97,01 15,41 7,93<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>3W Der 1(2) 2(1,5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 13,5kn |
| **7723285**<br>A6E2050<br>447/76<br>RT | **AYMAN**<br><br>**Sultan Ali Abdulla & Ali Bin Salim Bin Jassim**<br>Dubai United Arab Emirates | **271**<br>157<br>338 | <br><br>AB | **1978** Mazagon Dock, West Coast<br>Lighterage Co. Pte.—Jamnagar (41)<br>36,00 8,79 2,052<br>33,02 8,51 2,72<br>F 3,7 1 dk<br>rf nil | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 165 × 184 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 4,75kW a.c.<br>8kn |
| **6827010**<br>EWIJ<br>M-17234<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AYNAZHI**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 468**<br>1 607<br>4 995 | <br><br>RS | **1969** Rauma-Repola Oy—Rauma/Raumo<br>(172)<br>106,15 15,45 6,739<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 904 HeCls. BC<br>1 Ha (stl) (2,2 × 3,2) ER<br>3W Der 1(2) 2(1,5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 40,5t (d.o.) 260,0t (hvf)-12,0pd 13,5kn |

6813083 **AYON**
UUH
M-17227 **U.S.S.R. -'Dalryba'**
Df Esd Vladivostok U.S.S.R.
Gc Pfd
Rdr RT

**3 674**
1 728
5 042

RS

**1968** Rauma-Repola Oy—Rauma/Raumo
106,15 15,45 6,741
97,01 15,41 7,93
1 dk

**M Tanker**
Water
Ice strengthened
1 Ho 10 Ta ER
G.187 L.5 904 HeCls. BC
1 Ha (stl) (2,2 × 3,2) ER
1W Der 1(2)

Oil 2SA 5Cy. 500 × 1100
2 900bhp (2 133kW) B&W
Valmet Oy Rautpohjan Tehdas Jyvaskyla
Fuel 40,5t (d.o.) 260,0t (hvf)-12,5pd 14kn

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6924856 **AYON**
UOPO
M-17248 **U.S.S.R. -Primorski Shipping Co.**
Df Esd Nakhodka U.S.S.R.
Gc Pfd
Rdr RT

**3 468**
1 607
5 045

RS

**1969** Rauma-Repola Oy—Rauma/Raumo (179)
106,15 15,45 6,741
97,01 15,41 7,93
1 dk
conv Oil Tanker 77

**M Tanker**
Oil Vegetable oil
Ice strengthened
1 Ho 10 Ta ER
G.187 L.(oil) 5 908 HeCls. BC
1 Ha (stl) (2,2 × 3,2) ER
1W Der 1(2)

Oil 2SA 5Cy. 500 × 1100
2 900bhp (2 133kW) B&W
Valmet Oy Rautpohjan Tehdas Jyvaskyla
Fuel 40,5t (d.o.) 260,0t (hvf)-12,5pd 14kn

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8037164 **AYRSHIRE**
WY5747
509856 **Twenty Grand Marine Inc.**
Tidewater Inc.
Morgan City, La United States of America

**123**
84
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**1967** Big River SB—Vicksburg, Ms
*18,96* 7,93
2,19
1 dk

**M Tug**

Oil
U.S.A.

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6850354 **AYSBERG**
UUUM
M-21196 **U.S.S.R.**
Magadan U.S.S.R.

**463**
153
323

RS

**1960** ..............U.S.S.R.
51,90 8,01 2,980
3,51

**M Fish Carrier**
Ref
2 Ho
In.388
2 Ha (each 3,5 × 2,6)
2W Der 2(1,5)

Oil 2SA 4Cy. 300 × 500
Russkiy-Diesel Works Leningrad
Fuel (d.o.) 9kn

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6850342 **AYSBERG**
UWYB
M-20074 **U.S.S.R. -'Zapryba'**
Ventspils U.S.S.R.

**257**
91
144

RS

**1951** VEB Elbewerft—Boizenburg
38,51 7,22 2,928
35,01 3,51

**M Fish Carrier**
Ref
Ice strengthened
2 Ho
In.239
4 Ha (each 1,0 × 1,2)
1W Der 1(1)

Oil 4SA 8Cy. 240 × 360
300bhp (221kW) NE 63
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
Fuel (d.o.) 9kn

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6850316 **AYSBERG**
UOXS
M-21841 **U.S.S.R. -'Azcherryba'**
Izmail U.S.S.R.

**255**
88
115

RS

**1953** VEB Elbewerft—Boizenburg
38,51 7,37 2,690
35,01 3,51

**M Fish Carrier**
Ref.
Ice strengthened
2 Ho
In.267
4 Ha (each 1,2 × 1,2)
1W Der 1(1)

Oil 4SA 8Cy. 240 × 360
300bhp (221kW)
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
Fuel (d.o.) 9,5kn

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6726084 **AYTODOR**
USKQ
M-20945 **U.S.S.R. -Academy of Sciences**
Df Rdr Sevastopol U.S.S.R.

**1 002**
392
176

RS

**1962** G. Dimitrov Shipyard—Varna
63,78 9,35 2,998
5,87

**M Ferry/General Cargo** —P
1 Ho ER
B.170
1 Ha (2,9 × 1,9) ER
Cr 1(1)

Oil 4SA 8Cy. 320 × 480
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
13kn

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6874697 **AYTODOR**
UBRL
M-5958 **U.S.S.R.**
Kerch U.S.S.R.

**100**
40
58

(RS)

**1965** ..............U.S.S.R.
27,16 5,69 1,899
2,52

**M Fish Carrier**
Ref
Ice strengthened
2 Ho
In.66
1 Ha (2,8 × 1,8)

Oil 4SA 6Cy. 180 × 220
U.S.S.R.
Fuel (d.o.) 9kn

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6710877 **AYTON CROSS**
GWDA
187330 **Tees Towing Co. Ltd.**
Esd Rdr Middlesbrough United Kingdom
RTv

**214**
—
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✠Classed LR until 27/11/81

**1967**-6 R. Dunston (Hessle) Ltd.—Hessle (S844)
32,47 8,23 3,696
29,11 8,08 4,63
1 dk
rf 610 BK 152

**M Tug** 12P

Oil 2SA 9Cy. 267 × 343 sr reverse geared to sc. shaft
Crossley Premier Engines Ltd. Manchester
Gen 1 × 30kW 1 × 10kW 110V d.c.
Fuel 45,5t (d.o.) 11kn

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6707296 **AYU-DAG**
ENGQ
M-29714 **U.S.S.R. -'Azcherryba'**
Df Esd Sevastopol U.S.S.R.
Gc Rdr
RT

T.Mk
**2 177**
746
1 152

RS

**1967** VEB Volkswerft Stralsund—Stralsund (205)
81,92 13,64 5,301
73,00 13,59 9,56
2 dks

**M Factory Fishing**
Fish-factory Stern Trawler Ref
Ice strengthened
4 Ho 1 Ta
G.163 In.1 075 L.10
4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)
4W Der 2(5) 2(3)

2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft
2 320bhp (1 706kW)
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
Gen 4 × 256kW 380V a.c.
Controllable pitch propeller
13,5kn

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6724816 **AYU-DAG**
UOLZ
M-20941 **U.S.S.R. -Academy of Sciences**
Df Rdr Tallin U.S.S.R.

**898**
143
176

RS

**1961** G. Dimitrov Shipyard—Varna
63,78 9,33 2,998
5,85
conv Ferry/General Cargo —

**M Research** —P
1 Ho ER
B.170
1 Ha (2,9 × 1,9) ER
Cr 1(1)

Oil 4SA 8Cy. 320 × 480
E made57 fitted61
VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg
13kn

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8000185 **AYUBIA**
AQPA
368010 **Pakistan National Shipping Corp.**
Df Esd Karachi Pakistan
Gc Pfd
Rdr RT

T.Mk
**7 923**
4 740
—
**11 940**
7 179
18 050

✠**100A1**
✠**LMC** **UMS**
EL Et 577,5/64,0U2
FN 5209

**1981**-11 Austin & Pickersgill Ltd. —Southwick, Sunderland (1409)
152,00 22,86 —/9,494
145,01 22,81 13,11
F 12,5 2 dks
rf nil
6BH WB4137T incl. STs in Nos. 2 & 3 holds 1946T

**M General Cargo**
4 Ho 20,0 30,4 30,4 21,6
4 TwD ER
G.24 346 B.22 226
TEU 494
C.Ho 248/20' (40') C.Dk 246/20' (40')
7 Ha (stl) (12,8 × 10,5) (19,2p&s 19,2p&s 12,8p&s × 8,0) ER
6W Der 2(35) 4(25)

Oil 2SA 6Cy. 680 × 1250
11 400bhp (8 385kW) Sulzer
Clark Hawthorn Ltd. Newcastle
2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)
Gen 3 × 480kW 440V 60Hz a.c.
Fuel 260,0t (d.o.) 1 460,5t (hvf)-36,0pd
15,75kn

| | | | | | | |
|---|---|---|---|---|---|---|
| 5032125<br>TCUX<br>750<br>Df Esd<br>Rdr RTm | **AYVALIK**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **1 926**<br>982<br>642 | ✠**100A1** SS 6/79<br>for service between all<br>European, Mediterranean<br>& Black Sea ports<br>✠**LMC**<br>EL q<br>FN 1327 | **1952**-11 N.V. Mch. & Schps. P. Smit, Jr.<br>—Rotterdam (602)<br>85,91 12,30 3,810<br>77,50 12,25 4,86<br>B & F 56,1 1 dk, 2nd dk clear of ER<br>RW<br>7BH WB211t | **TM Passenger/General Cargo** 591P<br>1 Ho 18,5<br>G.594 B.510<br>1 Ha (6,1 × 3,2)<br>2W Cr 1(3) | 2 Oil 2SA each 8Cy. 420 × 750<br>3 800bhp (2 795kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>db 711bf/in² (4,9bar)<br>Gen 3 × 135kW 1 × 38kW<br>115/230V d.c.<br>Fuel 99,5t (d.o.) 16kn |
| 7411959<br>UHVL<br>M-34944<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AYVAZOVSKIY**<br>**U.S.S.R. -Soviet Danube**<br>**Shipping Co.**<br>Izmail U.S.S.R. | **7 127**<br>3 083<br>710 | RS | **1977** Dubigeon-Normandie S.A.—Prairie-au-<br>Duc, Nantes (144)<br>121,49 17,84 4,399<br>108,49 17,48 9,00<br>4 dks | **TM Passenger Ship** 312bth P<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 8Cy. 400 × 460 reduction<br>geared to sc. shafts<br>10 400bhp (7 650kW) Pielstick<br>Ch. de l'Atlantique, Usine de Montoir<br>St. Nazaire<br>Gen 4 × 760kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>19kn |
| 7412783<br>P3OZ<br>394270<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZAHAR**<br>ex Toyu Maru-79<br>**Fucsia Shipping Co. Ltd.**<br>Seaarland Shipping Management<br>G.m.b.H.<br>Limassol Cyprus | **11 667**<br>8 957<br>15 771 | AB (NK) | **1975** Hashihama Zosen—Imabari (580)<br>138,41 21,42 9,119<br>128,00 21,39 11,99<br>P 28,7 F 9,8 1 dk<br>rf nil | **M Tanker**<br>SBT CBT<br>12 Ta ER<br>L.(oil) 27 333 HeCls. ptB | Vee Oil 4SA 16Cy. 400 × 460<br>8 480bhp (6 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 445V a.c.<br>Fuel 149,5t (d.o.) 974,5t (hvf)-28,5pd 14kn |
| 6916366<br>D9IG<br>IM242<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZALEA**<br>ex Shokyo Maru-82<br>**Korea Line Corp.**<br>Inchon South Korea | **44 876**<br>16 220<br>78 571 | KR NK | **1969** Nippon Kokan K.K.—Tsurumi<br>Shipyard, Yokohama (869)<br>248,04(BB) 36,63 13,266<br>236,02 36,58 17,81<br>1 dk | **M Ore Carrier**<br>2 Ho ER<br>Ore 45 547 HeCls. B<br>9 Ha (stl) (each 13,2 × 9,1) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 480kW 450V a.c.<br>Fuel 204,0t (d.o.) 5 011,5t (hvf)-50,0pd<br>14kn |
| 7522758<br>JIYO<br>119148<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZALEA**<br>**Kogin Lease K.K. (IBJ Leasing)**<br>Tokyo Japan | **7 193**<br>4 890<br>11 200 | NK | **1976** Kurushima Dock Co. Ltd.—Imabari<br>(918)<br>131,81 19,03 8,306<br>122,81 19,00 10,83<br>P 22,6 F 11,6 2 dks | **M General Cargo**<br>G.15 950 B.15 017<br>3 Ha (stl) (12,4 × 9,3) (25,4 25,4 ×<br>10,7) ER<br>Der 1(80) 5(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 325kW 445V a.c.<br>14kn |
| 7109051<br>ZTHF<br>350670<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZALEA**<br>**Irvin & Johnson (Trawlers) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ South Africa<br>Kaapstad | **802**<br>270<br>563 | ✠Classed LR until 9/72 | **1971**-9 Hall, Russell & Co. Ltd.—Aberdeen<br>(951)<br>60,97 11,76 4,090<br>52,58 11,74 7,40<br>B 5,8 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 318 × 368 sr geared to sc.<br>shaft<br>1 800bhp (1 324kW)<br>English Electric Diesels Ltd. Ruston<br>Eng. Div. Lincoln<br>Gen 3 × 220kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7905120<br>2ZQK<br>Df Esd<br>Gc Rdr<br>RT | **AZALEA**<br>**Joseph Simpson**<br>Lerwick United Kingdom | **420**<br>—<br>— | ✠**100A1**<br>fishing vessel<br>✠**LMC**<br>EL H 302,5/22,0U2<br>FN 568 | **1980**-1 Eid Verft A/S—Nordfjordeid (15)<br>39,25 (BB) 9,10 5,801<br>35,08 9,01 7,17<br>2 dks<br>BK 152<br>2BH, 3 to 2nd dk | **M Fishing**<br>Side Trawler Seiner Ref.<br>Mchy.aft | Oil 4SA 6Cy. 320 × 420 sr geared to sc.<br>shaft<br>2 200bhp (1 618kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 6705559<br>DVNO<br>Df Esd<br>Gc RT | **AZALEA**<br>ex Choyo Maru No. 75-80<br>**Frabal Fishing Inc.**<br>Manila Philippines | **190**<br>69<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (612)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 6711259<br>H3VA<br>9641<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AZAR I**<br>ex Shinzan Maru-79<br>**Forward Marine Inc.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | **18 033**<br>11 344<br>55 227 | NK | **1967** Hitachi Zosen—Sakai (4142)<br>219,36 32,34 11,608<br>210,01 32,29 16,11<br>P 20,2 F 17,1 1 dk | **M Ore Carrier** 2P<br>2 Ho each 73,9 ER<br>Ore 32 238<br>4 Ha (stl) (each 29,6 × 10,8) ER | Oil 2SA 10Cy. 740 × 1600<br>16 500bhp (12 137kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 675kW 1 × 573kW<br>450V 60Hz a.c.<br>Fuel 189,5t (d.o.) 3 663,0t (hvf)-67,0pd<br>15kn |
| 7515963<br>EPXC<br>46 | **AZARMIDOKHT I**<br>**Middle East Towing Co. (W.L.L.)**<br>Iran | **169**<br>115<br>— | | **1968** Corpus Christi Marine Service<br>—Corpus Christi, Tx<br>*32,44* 7,93<br>3,36<br>1 dk | **TM Tender**<br>Crewboat Launch —P | 2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>Detroit Diesel Detroit, Mi<br>12kn |
| 7515951<br>EPXD<br>47 | **AZARMIDOKHT II**<br>**Awal Contracting & Trading**<br>**Co. (AWALCO)**<br>Iran | **169**<br>115<br>— | | **1968** Corpus Christi Marine Service<br>—Corpus Christi, Tx<br>*32,44* 7,93<br>3,36<br>1 dk | **TM Tender**<br>Crewboat Launch —P | 2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>Detroit Diesel Detroit, Mi<br>12kn |
| 7378951<br>EPBF<br>210<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZARPAD**<br>**National Iranian Tanker Co.**<br>Khorramshahr Iran | **121 970**<br>87 987<br>233 788 | BV (NK) | **1975** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Yokohama (2386)<br>317,00 50,04 20,778<br>300,01 50,00 27,01<br>1 dk | **S Tanker**<br>22 Ta ER<br>G.278 882 L.(oil) 27 888 | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel 7 746,5t (o.f.)-166,5pd 17kn |
| 7052234<br>EAFO<br>117<br>Df Esd<br>Gc RT | **AZCARATE BERRIA**<br>**Juan Oyenarte Revillado y**<br>**otros**<br>Ondarroa Spain | **228**<br>99<br>— | BV | **1971** S.A. Balenciaga—Zumaya (198)<br>34,02 3,120<br>28,00 5,14<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.230 | Oil 2SA 6Cy. 260 × 400 sr geared to sc.<br>shaft<br>600bhp (441kW) Alpha<br>Cons. Echevarria Bermeo<br>Fuel 76,0t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| 5378012<br>HOKT<br>6996-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **AZEEM**<br>ex Sun Yu-75<br>ex Pantelis A. Lemos-70<br>ex Venezuela-65<br>**Azeem Shipping Corp. S.A.**<br>Panama Panama | T.Mk<br>**4 930**<br>2 873<br>5 690 | BV<br>Classed LR until<br>17/1/75 | **1948**-3 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (684)<br>134,07 17,43 7,640<br>126,68 17,38 8,62<br>F 11,6 2 dks<br>RW | **M General Cargo**<br>2 Ho ER 2 Ho<br>G.15 884 B.14 173<br>4 Ha (stl) (12,4 14,7 × 6,4) ER (14,7 11,0 × 6,4)<br>Der 14(3-5) | Oil 2SA 7Cy. 620 × 1150<br>7 240bhp (5 325kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 691,0t 14kn |
| 7359474<br>UFZX<br>M-17364<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZERBAYDZHAN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**13 251**<br>5 398<br>2 251 | RS | **1975** Oy Wartsila Ab—Turku/Abo (1221)<br>156,24(BB) 22,05 5,920<br>134,02 21,80 16,31<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>504bth 505dk P<br>Bow door/ramp Side door & ramp (s)<br>Stern door/ramp Ice strengthened | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 912kW 1 × 168kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>21,25kn |
| 7604374<br>Df Esd<br>Gc RT | **AZERBAYDZHAN**<br>**U.S.S.R.**<br>Baku U.S.S.R. | **12 000**<br>—<br>8 000 | (RS) | **1978** Blohm + Voss A.G.—Hamburg (897)<br>127,01 34,78 5,562<br>121,01 34,51 7,50<br>2 dks | **TD-E Crane Ship**<br>Mchy.aft<br>Cr 1(2500) | 3 Vee Oil 4SA each 12Cy. 250 × 300 total 8 760bhp (6 444kW) driving gen. connected to elec. motors<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 950kW 600V 50Hz a.c.<br>10kn |
| 7039907<br>UBJE<br>M-24346 | **AZERI**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | **502**<br>184<br>263 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,520<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,7)<br>3W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11kn |
| 6414083<br>4XNK<br>MS167<br>Df Esd<br>Gc Rdr<br>RT | **AZGAD III**<br>**Atlantic Fisheries & Shipping Co. Ltd.**<br>Haifa Israel | **1 443**<br>622<br>658 | **✠100A1** SS 3/80<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (o) jt $1\frac{3}{8}$"SQ<br>FN 1178 | **1965**-1 Nylands Verksted—Oslo (574)<br>70,59 11,43 5,106<br>61,30 11,41 7,80<br>B 6,1 F 15,0 2 dks<br>rf 991 Box K 292<br>Coll BH to U dk 6 to 2nd dk WB334t | **M Fishing**<br>Stern Trawler Ref<br>In.991 | Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller |
| 7425900<br>EQQC<br>Df Esd<br>Rdr RT | **AZHDAR**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Abbas Iran | **167**<br>48<br>71 | **✠100A1**<br>tug<br>Persian Gulf service<br>**✠LMC**<br>EL (D) B $\frac{3}{4}$"U2<br>FN 264<br>**SURVEYS OVERDUE** | **1976**-4 Towa Zosen K.K.—Shimonoseki (488)<br>27,92 7,35 2,760<br>25,10 7,00 3,51<br>RAD 2,5<br>rf 584<br>4BH WB3T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 52kW 225V 50Hz a.c. |
| 5401235<br>ODJD<br>Df Esd<br>Pfd Rdr<br>RTh | **AZIZ**<br>ex Vassilo-81 ex Telemaque-77<br>ex Poseidon-74 ex Atid-69<br>ex Ferdinandstor-63<br>**A. Aziz Halabi**<br>Beirut Lebanon | **1 365**<br>673<br>2 186 | GL | **1953** Jos. L. Meyer—Papenburg (461)<br>71,91 11,05 5,462<br>64,01 10,98 6,48<br>P 15,9 F 7,1 2 dks H5,2m<br>RW rf 102 | **M General Cargo** CSD 6P<br>2 Ho 21,4 21,9 ER<br>G.2 552 B.2 397<br>2 Ha (stl) (each 13,7 × 6,0) ER<br>6W Der 6(3) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 45kW 220V d.c.<br>Fuel 93,5t (d.o.) 12kn |
| 7200037<br>HP3797<br>6978-76<br>Esd Pfd<br>Rdr RTm | **AZIZ**<br>ex Dantzler Ash-76<br>**Mansal Offshore Panama S.A.**<br>Panama Panama | **191**<br>129<br>— | AB | **1967** Halter Marine Fabricators, Inc.—Moss Point, Ms (159)<br>36,58 2,998<br>34,14 8,54 3,20<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW 240V 60Hz a.c.<br>Fuel 101,5t (d.o.) 10kn |
| 6605761<br>AQMD<br>191069<br>Df Esd<br>Gc Rdr<br>RT | **AZIZ BHATTI**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**7 017**<br>3 918<br>—<br>**9 406**<br>5 396<br>— | **✠100A1** CS 6/81<br>**✠LMC**<br>EL ft $2\frac{1}{4}$"SQ<br>FN 4713 | **1966**-5 A.G. "Weser" Werk Seebeck —Bremerhaven (914)<br>152,18 20,45 —/9,462<br>144,56 20,40 12,20<br>F 20,8 3 dks<br>rf nil<br>Coll BH to U dk 6 to 2nd dk WB1555t | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.181 | Oil 2SA 6Cy. 780 × 1550<br>9 900bhp (7 282kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c. |
| 7206653<br>HZQI<br>Rdr RT | **AZIZA**<br>ex Matsuyama Maru No. 11-81<br>**Arabian Marine Operating Co. Ltd.**<br>Jeddah Saudi Arabia | **981**<br>570<br>1 929 | NK | **1971** Kochi Jukogyo K.K.—Kochi (698)<br>70,74 11,05<br>65,00 11,00 5,34<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 404 | Oil 4SA 6Cy. 350 × 550<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 36kW a.c.<br>Fuel 74,0t 11kn |
| 5190367<br>ITFR<br>3562<br>Df Esd<br>Rdr<br>RTm/v | **AZIZA**<br>ex Coral-74 ex Birthe Scan-69<br>ex Knudsholm-66<br>**Medafrica Line S.p.A.**<br>Genova Italy | **662**<br>237<br>1 128<br>**1 121**<br>564<br>1 585 | RI (BV) | **1959** N.V. Scheeps. "Westerbroek" —Westerbroek (155)<br>73,49 10,32 3,820/4,573<br>67,11 10,22<br>P 16,8 F 8,6 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD/CSD<br>1 Ho 40,0 ER<br>G.2 342 B.2 151<br>3 Ha (stl) (each 9,6 × 5,7) ER<br>6W Der 1(15) 6(3-5) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 55kW 220V d.c.<br>Fuel 145,5t (d.o.) 11,5kn |
| 5237397<br>ODOO<br>T5<br>Df Esd<br>Rdr RTm | **AZIZA**<br>ex Haj Saadallah-80<br>ex Saadalah-78 ex Mitropa-73<br>**Ahmed Saadallah Haddad**<br>Beirut Lebanon | **499**<br>244<br>1 080 | ✠Classed LR until<br>13/11/81 | **1956**-11 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (739)<br>91,24 10,19 3,772<br>62,79 10,00 5,95<br>F 9,8 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD 2P<br>1 Ho 40,7 ER<br>G.2 138 B.1 826<br>2 Ha (17,9comb. 12,5 × 6,0) ER<br>Der 2(10) 1(5) | Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 15kW 110V d.c.<br>Fuel (d.o.) |
| 6906141<br>EAOL<br>3924<br>Df Esd<br>Gc Rdr<br>RT | **AZNAR JOSE LUIS**<br>**Compania de Remolcadores Ibaizabal S.A.**<br>Bilbao Spain | **383**<br>104<br>308 | **✠100A1** SS 5/78<br>tug<br>**✠LMC**<br>EL (e) 1"U1<br>FN 429 | **1969**-4 Ast. de Murueta S.A.—Guernica (90)<br>37,32 9,56 4,217<br>31,73 8,91 4,60<br>RAD 2,2 B & F 21,1<br>rf 483<br>5BH WB67t incl. DTf31t | **M Tug** | 2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 100kW 380V 50Hz a.c.<br>13,5kn |

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|---|---|---|---|---|---|---|---|
| 5032228<br>UFRO<br>M-16853<br>Df Esd | **AZNEFT**<br><br>**U.S.S.R.**<br>Kaliningrad U.S.S.R. | **1 117**<br>524<br>1 059 | <br><br>(RS) | **1954** Valmet Oy Pansion Tehdas<br>—Turku/Abo (194)<br>66,93 10,11 4,446<br>10,06 4,65<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 616<br>4W Der 2(1) 2(0,5) | Oil -SA 6Cy. 340 × 570<br><br>Nydqvist & Holm A/B | <br><br>Trollhattan<br>10,5kn |
| 7808619<br>PCWY<br><br>Df Esd<br>Gc Rdr<br>RT | **AZOLLA**<br><br>**Rederij 'Azolla'**<br>Groot-Ammers Netherlands | **940**<br>603<br>1 548 | <br><br>BV | **1978** Schps. Barkmeijer Stroobos B.V.<br>—Stroobos (210)<br>65,66 11,10 4,311<br>59,97 10,71 5,11<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 018 B.1 936<br>1 Ha (stl) (33,6 × 7,7) ER<br>Cr 2(3) | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co.<br>Fuel 106,5t | <br><br>Peoria, Illinois<br>12,5kn |
| 5002508<br>HO6030<br>7990-<br>PEXT2<br>Df RT | **AZORES**<br>ex Gunda-Gisela-78<br>ex Adele Hagenah-65<br>ex Peter Ahrens-59<br>ex Albert Friesecke-58 ex Wilhelm<br>**H. Umberto Cordeiro**<br>Panama Panama | **292**<br>142<br>430 | <br><br>(GL) | **1909** J. Frerichs & Co. A.G.—Einswarden<br>43,01 7,01 2,896<br>41,10 6,96 3,28<br>P 10,1 F 5,8 1 dk<br>R | **M General Cargo**<br><br>1 Ho 24,0 ER<br>G.623 B.566<br>2 Ha (9,4 8,3 × 5,0) ER<br>2W | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW) NE 52<br>Maschinenbau Kiel A.G.<br>Fuel 17,5t | <br><br>Kiel<br>9kn |
| 7300928<br>UWUG<br>M-31092<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZOV**<br><br>**U.S.S.R. -'Azcherryba'**<br>Novorossiysk U.S.S.R. | T.Mk<br>**3 160**<br>1 288<br>2 063 | <br><br>RS | **1973** VEB Volkswerft Stralsund—Stralsund<br>(404)<br>101,81(BB) 15,24 5,601<br>91,83 15,22 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR)<br>Controllable pitch propeller | MAN<br><br>Rostock<br><br>15kn |
| 5032278 | **AZOV**<br><br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **336**<br>79<br>— | <br><br>(RS) | **1951** Ruona Oy—Raahe/Brahestad<br>*37,53* 8,08<br>... ... ... | **TS Tug** | C 4Cy. (2) 260 & (2) 552 × 400<br><br>Ruona Oy | <br><br>Raahe/Brahestad |
| 6850287<br>UYPO<br>M-5696 | **AZOV**<br><br>**U.S.S.R.**<br>Odessa U.S.S.R. | **107**<br>—<br>53 | <br><br>(RS) | **1961** ............U.S.S.R.<br>27,31 5,49 2,052<br>2,49 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.32<br>1 Ha (2,9 × 1,6) | Oil 4SA 6Cy. 175 × 240<br><br><br>Fuel (d.o.) | <br><br>East Germany<br>8,75kn |
| 5164837<br>3FAW<br>7977<br>-77A<br>Df Esd<br>Gc Rdr<br>RT | **AZOV SEA**<br>ex Island Mariner-73<br>**ROC Maritime Inc.**<br>Panama Panama | T.Mk<br>**6 848**<br>3 989<br>—<br>**10 133**<br>6 126<br>15 655 | ✠100A1 SS 10/78<br><br>✠LMC<br>EL et 2⅜"SQ<br>FN 4639 | **1958**-10 C. v.d. Giessen—Krimpen a/d<br>Ijssel (789)<br>157,41 20,07 —/9,589<br>142,68 20,01 12,50<br>F 15,0 2 dks<br>RW rf nil<br>7BH WB4198t incl. Tunnel tanks 402t<br>DTm2017t | **M General Cargo**<br><br>5 Ho 19,7 18,0 12,6 ER 26,0<br>23,5<br>G.22 213 B.19 871<br>5 Ha (stl) (10,5 12,8 12,8 × 7,4) ER<br>(12,8 10,5 × 7,4)<br>12W Der 1(30) 1(20) 12(10) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>N.V. Koninklijke Maats. "De Schelde"<br><br>2 AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 128lbf/in² (8,9bar)<br>Gen 3 × 180kW 230V d.c.<br>Fuel 1 752,5t (hvf) | <br>Sulzer<br><br>Vlissingen<br><br><br><br>16kn |
| 6850299<br>UNRJ<br>M-16619 | **AZOVETS**<br><br>**U.S.S.R.**<br>U.S.S.R. | **302**<br>—<br>105 | <br><br>RS | **1949** ............Finland<br>36,00 8,84 3,429<br>4,50<br>1 dk | **S Tug**<br><br>Ice strengthened | T 3Cy. 340 545 & 900 × 600<br><br><br>Fuel (o.f.) | <br><br>Finland<br>10,25kn |
| 7832921<br>UZFG<br>M-35005<br>RT | **AZOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1979** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL)<br>Controllable pitch propeller | <br><br><br>Magdeburg<br><br>9,5kn |
| 7365784<br>UPXV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZOVSKOYE MORE**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Odessa U.S.S.R. | **3 424**<br>1 539<br>4 048 | <br><br>BV | **1975** IHC Verschure B.V.—Amsterdam<br>(Co831)<br>92,69 4,979<br>86,70 15,98 7,29<br>1 dk | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>(Shore-delivery Boom-discharge)<br>Twin side arms Dredging depth 25,0<br>Hopper 3500T<br>Mchy.aft<br>Hopper 2 500<br>2 sandpumps each 373kW (500bhp) | 2 Oil 2SA each 5Cy. 300 × 550 total<br>4 600bhp (3 384kW) driving 2 gen.<br>connected to elec. motors & geared to<br>sc. shafts<br>N.V. Smit & Bolnes<br>2 Controllable pitch propellers | <br><br><br><br>Zierikzee<br><br>12kn |
| 7115969<br>UJRX<br>M-30930<br>Df Esd<br>Gc Rdr<br>RT | **AZOVSTAL**<br><br>**U.S.S.R.**<br>Zhdanov U.S.S.R. | **4 078**<br>1 806<br>4 300 | <br><br>(RS) | **1971** Navashinskiy Shipyard—Navashino<br>123,53 14,99 4,801<br>117,00 14,94 6,53<br>1 dk | **TM Ore Carrier**<br>Hot cargoes<br>Ice strengthened<br>1 Ho ER<br>G.3 630<br>1 Ha (stl) (71,4 × 8,3) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works | <br><br>Leningrad<br>11,25kn |
| 7035523<br>HOVE<br>194-P<br>EXT1<br>Df Gc<br>Pfd Rdr<br>RTm | **AZTEC**<br>ex Aztec Chief-81<br>**Apollo Shipping Ltd.**<br>Panama Panama | **1 892**<br>1 370<br>4 481 | <br><br>(BV) | **1950** Christy Corp.—Sturgeon Bay, Wi<br>88,40 13,31 4,960<br>83,83 13,26 6,41<br>1 dk<br>conv Articulated Pusher Tug — | **M General Cargo**<br><br>8 Ho 7,3 8,2 8,2 8,2 8,2 8,2<br>8,2 8,2 ER<br>G.4 336 B.4 018<br>8 Ha (stl) (each 5,4 × 3,0) ER<br>2W Cr 2(5) | Oil 2SA 8Cy. 206 × 254<br>1 280bhp (942kW)<br>Fairbanks Morse & Co.<br>Gen 2 × 60kW 230V d.c.<br>Fuel 305,0t | <br><br>Beloit, Wi<br><br>9kn |
| 7917745<br>KUS6217<br>621731<br>Df Gc<br>Pfd Rdr<br>RT | **AZTEC MOON**<br><br>**Jackson Marine Corp.**<br>Corpus Christi, United States<br>Tx of America | **287**<br>195<br>750 | <br><br>AB | **1980** Halter Marine Inc.—Lockport, La<br>(859)<br>... ... ...<br>50,60 11,59 3,97<br>F 13,8 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd | <br><br><br>Detroit<br><br><br><br>12kn |

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| 6816982<br>XCAT<br>Df Esd<br>Gc Rdr<br>RT | **AZTECA**<br>**Transportacion Maritima Mexicana S.A. (TMM)**<br>Veracruz Mexico | **16 039**<br>10 572<br>26 072 | **✠100A1** SS 2/79<br>strengthened for ore cargoes Nos. 1, 3 or 4 or 2 & 5 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Ft $2\frac{5}{8}$"U2<br>FN 6216 | **1969**-1 Stocznia Szczecinska im. A. Warskiego—Szczecin (B449/01)<br>186,01(BB) 22,86 10,573<br>168,00 22,80 14,20<br>P 33,3 F 15,9 1 dk<br>rf nil<br>NS 9BH WB8040t incl. Comb. btm & STs in Nos. 1, 2 & 6 holds 1784t Topside tanks in holds 2793t | **M Bulk Carrier**<br>6 Ho ER<br>G.35 108<br>6 Ha (stl) ER<br>Cr 3(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>NAuxB (ex.g) 8/78 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 100,0t 15,5kn |
| 7393171<br>XCAQ<br>Df Esd<br>Gc Rdr<br>RT | **AZTECA**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>Mazatlan Mexico | **6 823**<br>4 279<br>1 125 | **✠100A1** SS 2/79<br>**✠LMC**<br>EL V $1\frac{5}{8}$"U3<br>FN 2727 | **1975**-3 Jos. L. Meyer—Papenburg (575)<br>108,87(BB) 17,58 4,579<br>96,70 17,20 11,00<br>B 72,0 2 dks 3rd dk clear of mchy space<br>rf 254<br>NS 12BH to 2nd dk WB508T incl. DTf 138T | **TM Passenger/RoRo Cargo/Ferry**<br>182bth 514dk P<br>Bow & stern doors | 2 Vee Oil 4SA each 12Cy. 400 × 500<br>8 000bhp (5 884kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 600kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) 19kn |
| 7398365<br>WYU8<br>075<br>546781 | **AZTECA**<br>**Jorge Gonzalez**<br>Brownsville, Tx United States of America | **128**<br>90<br>— | | **1974** Jorge Gonzalez—Brownsville, Tx<br>*21,16* 6,13<br>3,92<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>380bhp (280kW)<br>............. |
| 7806300<br>Df Esd<br>Gc Rdr<br>RT | **AZTECA I**<br>**Productos Alimenticios del Mar S.A. (PALMAR)**<br>Ensenada Mexico | **1 200**<br>—<br>— | | **1980** Campbell Industries—San Diego, Ca (126)<br>67,52 12,81 5,792<br>59,44 12,20 5,85<br>1 dk | **M Fishing**<br>Tuna Seiner Ref. | Vee Oil 2SA 12Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>16kn |
| 8003228<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZTECA 2**<br>**Grupo Visa S.A.**<br>Ensenada Mexico | **1 165**<br>595<br>— | | **1980** J. M. Martinac SB. Corp.—Tacoma, Wa (222)<br>68,10 13,26<br>59,29 12,81 5,57<br>1 dk | **M Fishing**<br>Tuna Seiner Ref. | Vee Oil 2SA 20Cy. 232 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| 7802110<br>DHNA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AZTEK**<br>**Partenreederei m.s. 'Aztek'**<br>Atlantic-Rhederei F. & W. Joch<br>Hamburg Federal Republic of Germany | **1 599**<br>1 168<br>3 659 | GL | **1978** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (173)<br>98,33 (BB) 5,811<br>89,41 13,71 6,02<br>F 17,7 2 dks | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>13 Ta ER<br>L.3 835 | Oil 4SA 6Cy. 320 × 420 geared to sc. shaft<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 186,5kW 460V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,75kn |
| 6713362<br>XCZN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AZTLAN**<br>ex Sunnyway-80 ex Nerina-78 ex Jade-76 ex Lyra-76 ex Besor-70<br>**Compania Naviera Minera del Golfo S.A. de C.V. (NAVIMIN)**<br>Lazaro Cardenas Mexico | **35 192**<br>21 770<br>61 855 | **✠100A1** SS 6/82<br>strengthened for ore cargoes Nos. 2, 5 & 7 holds may be empty<br>Ice Class 3<br>**✠LMC** **(UMS)**<br>EL vt $3\frac{3}{16}$"U2<br>FN 10652 | **1967**-6 Maizuru Jukogyo K.K.—Maizuru (81)<br>226,02 31,58 13,196<br>216,01 31,50 17,81<br>P 37,5 F 14,4 1 dk<br>rf nil DK fwd<br>NS 11BH WB21610t incl. Comb. btm & side tanks in holds 1300t Topside tanks in holds 7380t | **M Bulk Carrier** 12P<br>8 Ho 23,3 20,2 20,4 16,9 20,4 20,4 20,4 20,4 ER<br>8 Ha (stl) (13,7 × 10,9) (14,1 13,6 10,7 13,6 13,6 13,6 13,6 × 14,6) ER<br>Cr 2(0,5) Der 2(30) | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Maizuru Jukogyo Maizuru<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 142lbf/in$^2$ (9,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>16kn |
| 7705051<br>5NFN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZU**<br>**Nigerian National Fish Co. Ltd.**<br>Lagos Nigeria | **1 804**<br>695<br>2 220 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (R) 467,5/42,0U2<br>FN 1569 | **1981**-4 Soviknes Verft A/S—Syvikgrend (88)<br>77,30 14,23 6,585<br>67,01 14,00 9,40<br>F 16,8 2 dks<br>rf 483<br>2BH to U dk, 3 to 2nd dk WB26T | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Mchy.aft<br>In.1 770 | Oil 4SA 8Cy. 370 × 400 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz West Germany<br>db (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 621,5t (d.o.) |
| 7418440<br>YQDB<br>324<br>Df Esd<br>Gc Rdr<br>RT | **AZUGA**<br>**NAVROM**<br>Constantza Romania | **2 473**<br>1 039<br>—<br>**3 531**<br>1 748<br>4 800 | RNR | **1974** Santierul Naval Braila—Braila<br>105,97 14,84 —/7,060<br>92,66 14,79 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,0 21,3 20,5 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 272,5t 14kn |
| 6502191<br>Rdr | **AZUKI MARU**<br>**Cardinal Shipping Corp.** | **473**<br>193<br>165 | | **1964** Hashihama Zosen—Imabari (168)<br>41,71 12,25 2,515<br>37,50 12,20 3,61<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>650dk P | 2 Oil 4SA each 6Cy. 260 × 320<br>1 100bhp (809kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 64kW 1 × 3kW 440V a.c.<br>Fuel 20,5t-2,0pd 12,5kn |
| 6604236<br>J4SA<br>7260<br>Df Esd<br>Gc Pfd<br>RTm/v | **AZUMA**<br>**Fenchurch Maritime Ltd.**<br>Aeco Maritime S.A. Panama<br>Piraeus Greece | T.Mk<br>**8 440**<br>4 582<br>11 380 | NV<br>✠Classed LR until 2/5/80 | **1966**-3 Mitsui SB. & Eng. Co. Ltd.—Tamano (732)<br>164,22(BB) 23,53 8,865<br>152,61 23,47 13,31<br>P 22,3 F 32,0 2 dks, 3rd dk except in No. 1 hold, 4th dk in No. 3 hold<br>rf 203 DK fwd | **M General Cargo**<br>Ref 4P<br>5 Ho 19,0 21,7 22,3 20,7 17,4<br>G.22 575 B.20 103 In.1 381<br>5 Ha (stl) (8,3 × 6,4) (11,9 × 8,0) (15,1 × 10,9) (12,7 × 10,9) (8,7 × 8,0)<br>8W Cr 5(5) Der 1(60) 4(12,5) 4(5) | Oil 2SA 10Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 592kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 945,5t (hvf)-59,0pd 21kn |
| 7855272<br>JG3047<br>112710 | **AZUMA MARU**<br>**K.K. Hamayoshi Kaisoten**<br>Yokohama Japan<br>Kanagawa Pref. | **218**<br>166<br>470 | | **1971** Sugane Zosen—Yokohama<br>40,11 2,601<br>36,00 7,41 3,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>250bhp (184kW)<br>Fuji Seisakusho Japan<br>8kn |

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| **6902042**<br>JM2834<br>104364 | **AZUMA MARU**<br>ex Hoei Maru<br>**Tomaru Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **198**<br>108<br>450 | **1968** Sasaki Zosen K.K.—Kinoe (87)<br>39,53 7,01 2,998<br>35,01 6,99 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>500bhp (368kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| **7603265**<br>JD2273<br>116766 | **AZUMA MARU**<br>**Tomako Service K.K.**<br>Tomakomai, Japan<br>Hokkaido Pref. | **197**<br>70<br>— | **1976** Sagami Zosen Tekko K.K.—Yokosuka (184)<br>2,601<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7231567**<br>JG3228<br>113954<br>Rdr | **AZUMA MARU**<br>**Tokyo Kisen K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **195**<br>66<br>— | **1972** Kanagawa Zosen—Kobe (120)<br>8,23 2,299<br>29,49 8,21 3,41<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Niigata |
| **7231452**<br>7MDR<br>114072<br>Df Gc<br>Pfd Rdr | **AZUMA MARU No. 1**<br>ex Sanyo Maru No. 15<br>**Sanyo Fishing Co. ltd.**<br>Tokyo Japan | **288**<br>155<br>319 | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu (1069)<br>47,33 8,23 3,404<br>41,20 8,21 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **6502189**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 2**<br>**Servicios Portuarios S.A.**<br>Costa Rica | **192**<br>96<br>— | **1964** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1025)<br>42,47 6,63<br>33,99 6,61 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. | Niigata |
| **7302512**<br>7MDY<br>114085<br>Df Gc<br>Pfd Rdr | **AZUMA MARU No. 3**<br>ex Sanyo Maru No. 85<br>**Okinawa Sangyo Gyogyo K.K.**<br>Tokyo Japan | **284**<br>151<br>— | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu (1098)<br>47,30 8,23 3,404<br>41,20 8,21 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7217406**<br>JDQE<br>112790<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 5**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **371**<br>166<br>472 | **1972** Miho Zosensho K.K.—Shimizu (826)<br>55,45 8,54 3,550<br>47,00 8,51 3,94<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7217482**<br>JDQL<br>112791<br>Df Esd<br>Gc Pfd<br>Rdr | **AZUMA MARU No. 7**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **371**<br>166<br>570 | **1972** Miho Zosensho K.K.—Shimizu (827)<br>55,45 8,54 3,550<br>47,00 8,51 3,94<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **5032424**<br>Df Esd<br>Rdr RT | **AZUMA MARU No. 8**<br>**Korea Marine Industry Development Corp.**<br>South Korea | **475**<br>261<br>— | **1960** Azuma Zosen—Yokosuka (521)<br>52,20 8,95 3,658<br>47,30 8,79 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 213,5t | Yaizu<br>11,5kn |
| **7379591**<br>JBGW<br>116204<br>Df Esd<br>Gc Pfd<br>Rdr | **AZUMA MARU No. 8**<br>**K.K. Suya Shoten**<br>Iwaki, Japan<br>Fukushima Pref. | **374**<br>187<br>511 | **1974** Miho Zosensho K.K.—Shimizu (963)<br>55,45 8,54 3,556<br>47,02 8,51 3,97<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7379606**<br>JBHG<br>116205<br>Df Gc<br>Pfd Rdr | **AZUMA MARU No. 9**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **373**<br>188<br>480 | **1974** Miho Zosensho K.K.—Shimizu (964)<br>55,45 8,51 3,556<br>47,25 8,49 3,94<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **5032462**<br>JFPL<br>86238<br>Df Esd<br>Rdr RT | **AZUMA MARU No. 11**<br>**Yamamitsubo Suisan K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **430**<br>228<br>— | **1960** Azuma Zosen—Yokosuka (522)<br>52,20 8,95 3,658<br>8,89 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 213,5t | Yaizu<br>11,5kn |
| **6409337**<br>3EXQ<br>9188-78<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 15**<br>**New Century Ltd. S.A.**<br>Osadjere Fishing Co. Ltd.<br>Panama Panama | **253**<br>123<br>302 | **1963** Azuma Zosen—Yokosuka (609)<br>41,58 7,45 3,201<br>KR 36,99 7,40 3,51<br>P 14,4 F 4,6 1 dk | **M Fish Carrier**<br>Ref<br>Mchy.aft<br>2 Ha (each 1,6 × 1,6) | Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 60kW a.c.<br>Fuel 156,5t | Niigata<br>10kn |
| **5032503**<br>Df | **AZUMA MARU No. 17**<br>South Korea | **437**<br>222<br>— | **1954** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (836)<br>50,47 8,16<br>44,96 8,11 4,14<br>P 18,6 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>B.444<br>1W | Oil 2SA 5Cy. 380 × 600<br>750bhp (552kW)<br>Hayashikane Zosen<br>Fuel 190,0t | Shimonoseki<br>10kn |
| **7903354**<br>JL4728<br>123077<br>Gc Rdr<br>RT | **AZUMA MARU No. 18**<br>**Azuma Kisen K.K.**<br>Eiyu Kaiun Co. Ltd.<br>Namikata, Japan<br>Ehime Pref. | **2 360**<br>1 309<br>4 872 | **1979** Kurushima Dock Co. Ltd.—Imabari (1303)<br>NK 94,24 6,738<br>88,02 14,81 7,62<br>P 23,2 F 12,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.4 831 | Oil 4SA 6Cy. 470 × 760<br>3 400bhp (2 501kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW a.c. | Yaizu<br>12,5kn |

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|---|---|---|---|---|---|---|---|
| 7818614<br>JQXV<br>121668<br>Df Gc<br>Pfd Rdr<br>RT | **AZUMA MARU No. 18**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **342**<br>174<br>430 | | | **1978** Shimoda Dockyard Co. Ltd.—Shimoda (291)<br>52,91 8,92 3,588<br>46,41 8,91 3,81<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Yaizu |
| 7118844<br>JCTQ<br>110972<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 28**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **313**<br>161<br>430 | | | **1971** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (698)<br>50,98 8,34 3,506<br>45,22 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 6802759<br>JDNI<br>101004<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 31**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **310**<br>147<br>341 | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (661)<br>48,11 8,01 3,175<br>42,50 7,98 3,69<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,1 16,0 ER<br>G.381 B.336<br>3 Ha (1,3 1,3 × 1,0) (1,9 × 1,9) ER<br>4W | Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 244,0t (d.o.) 12kn |
| 6802761<br>JDZP<br>101059<br>Df Esd<br>Gc Rdr<br>RT | **AZUMA MARU No. 32**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **323**<br>153<br>352 | | | **1967** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (662)<br>48,11 8,01 3,175<br>42,50 7,98 3,69<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,1 16,0 ER<br>G.381 B.336<br>3 Ha (1,3 1,3 × 1,0) (1,9 × 1,9) ER<br>4W | Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 249,0t (d.o.) 12kn |
| 6811504<br>JEHE<br>103455<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 35**<br>**Oe Kaiun Y.K.**<br>Numazu, Shizuoka Pref. Japan | **314**<br>165<br>— | | | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (833)<br>49,08 8,11 3,328<br>43,49 8,08 3,69<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6817106<br>JEQP<br>103852<br>Df Gc<br>Pfd Rdr<br>RT | **AZUMA MARU No. 36**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **311**<br>164<br>— | | | **1968** Yamanishi Zosen K.K.—Ishinomaki (576)<br>49,92 8,11 3,252<br>43,52 8,08 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6819271<br>JETG<br>103853<br>Df Gc<br>Pfd Rdr<br>RT | **AZUMA MARU No. 37**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **327**<br>168<br>— | | | **1968** Yamanishi Zosen K.K.—Ishinomaki (577)<br>49,92 8,11 3,252<br>43,49 8,08 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7026077<br>JCUN<br>108829<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 38**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **314**<br>158<br>448 | | | **1970** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (688)<br>51,01 8,34 3,379<br>45,01 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 8004258<br>JLLG<br>121872<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZUMA MARU No. 58**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **314**<br>157<br>419 | | | **1980** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (758)<br>52,41 8,72<br>45,98 8,70 3,66<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 reverse geared to sc. shaft<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7032997<br>FNYY<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **AZUR**<br>ex Eagle-75<br>**Nouvelle Compagnie de Paquebots**<br>Toulon France | **10 718**<br>5 455<br>2 085 | **✠100A1**<br><br>**✠LMC** | CS 1/81<br><br><br>EL Ct 2⅜"U2<br>FN 4537 | **1971**-5 Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (123)<br>142,12(BB) 22,64 5,519<br>129,57 21,90 13,11<br>B 102,8 2 dks<br>rf 381<br>NS Coll BH to U dk 11BH to 2nd dk<br>WB948t incl. DTa131t DTf329t | **TM Passenger/RoRo Cargo**<br>637bth P<br>Stern door | 2 Vee Oil 4SA each 12Cy. 480 × 520 sr geared to sc. shafts<br>21 800bhp (16 035kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>2 AuxB (o.f.) 105lbf/in² (7,3bar)<br>Gen 5 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 949,0t (hvf) 23kn |
| 7106956<br>ELAK8<br>6884<br>Df Esd<br>Gc Rdr<br>RTv | **AZUR MED**<br>ex Happy Med-82 ex Timi-81<br>ex Rikke Bewa-76<br>ex Cap Carmel-74<br>**Seatriumph Marine Corp.**<br>Monrovia Liberia | T.Mk<br>**2 728**<br>1 746<br>5 775<br>**4 940**<br>3 436<br>7 500 | | GL | **1971** Werft Nobiskrug—Rendsburg (670)<br>125,02(BB) 17,25 6,566/7,646<br>114,81 17,20 10,11<br>2 dks | **M General Cargo**<br>3 Ho 20,2 29,4 28,6 ER<br>G.11 243 B.10 443<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5) ER<br>Cr 5(12) | Vee Oil 4SA 12Cy. 400 × 460<br>5 500bhp (4 046kW)<br>Blohm + Voss A.G. Hamburg<br>Gen 2 × 480kW 1 × 232kW 440V 60Hz a.c.<br>Fuel (hvf) 17kn |
| 5335319<br>H8MW<br>10153<br>-80A<br>Df Esd<br>Gc Rdr<br>RTv | **AZURE SEAS**<br>ex Calypso I-80 ex Calypso-80<br>ex Southern Cross-73<br>**Western Steamship Lines Inc.**<br>Panama Panama | **14 673**<br>5 576<br>7 206 | **✠100A1**<br><br>**✠LMC** | CS 12/79<br><br><br>EL nt 2¾"SQ<br>FN 6415 | **1955**-3 Harland and Wolff Ltd.—Belfast (1498)<br>184,06 24,41 7,976<br>170,69 23,78 13,80<br>B & F 107,9 3 dks, 2 lower dks fwd of mchy space<br>RW rf 305 conv Passenger/General Cargo 74<br>9BH WB4896t incl. DTsf2315t | **TS Passenger Ship**<br>1000bth P<br>Mchy.aft | 4 S Turb dr geared to 2 sc. shafts<br>20 000shp (14 711kW)<br>Harland and Wolff Ltd. Belfast<br>3 WTB 560lbf/in² (38,7bar) Spt 550lbf/in² (38,0bar) hs3446,2<br>2 wtdb 80lbf/in² (5,6bar)<br>Gen 6 × 600kW 220V d.c.<br>Fuel 736,5t (d.o.) 4 424,0t (hvf) 20kn |
| 6718685<br>ENHA<br>M-29743<br>Df Esd<br>Gc Pfd<br>Rdr RT | **AZURIT**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | | RS | **1967** VEB Volkswerft Stralsund—Stralsund (220)<br>81,95 13,64 5,301<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |

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| **7630062**<br>UQKD<br>M-12497 | **AZURITOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **633**<br>223<br>520 | RS | **1976** .............U.S.S.R.<br>55,00 9,50 4,299<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.648<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(1,5) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdebu<br>11,5 |
| **5332264**<br>SPID<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **AZYMUT**<br>ex Slowik-65<br>**Wyzsza Szkola Morska**<br>Szczecin Poland | **213**<br>35<br>100 | PR | **1953** Stocznia Polnocna im. Bohaterow<br>Westerplatte 3—Gdansk (B11/S316)<br>32,57 6,74 3,048<br>6,71 3,36<br>1 dk<br>RW conv Fishing 65 | **M Training Ship** | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW) E made49 fitted53<br>Buckau Wolf Magdebu<br>Gen 2 × 54,5kW 220V d.c.<br>Fuel (d.o.) 9 |
| **5032591**<br>Rdr RT | **AZZAHRA**<br>**Emirates Lube Oil Co.**<br>Sharjah United Arab Emirates | **488**<br>252<br>— | Classed LR until 12/6/81 | **1962** Nieuwe Noord Nederlandse<br>Scheepswerven N.V.—Groningen (323)<br>59,72 9,00 3,487<br>54,13 8,79 3,71<br>P 15,0 Trunk 31,7 RFD 9,2 1 dk<br>rf 102 | **M Tanker**<br>6 Ta ER | Oil 4SA 8Cy. 320 × 450<br>360bhp (265kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 1 × 12kW 3 × 7kW 110V d.c.<br>Fuel 40,5t-1,5pd 10 |
| **7925699**<br>CNBX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **AZZAHRAOUI**<br>**Maroc Phosphor Ocean (MARPHOCEAN)**<br>Casablanca Morocco | **4 752**<br>2 283<br>6 585 | BV (Class cont.) | **1982** Soc. Francaise de Cons. Nav.<br>—Villeneuve-la-Garenne (311)<br>110,75 17,84 7,101<br>104,43 17,81 8,92<br>P 2,2 B 28,7 F 17,4 1 dk | **M Tanker**<br>Chemical SBT IGS CBT<br>7 Ta (s.stl) 14 Wing Ta ER<br>L.7 250 HeCls. BC | Oil 2SA 5Cy. 560 × 1150<br>6 325bhp (4 652kW) Sulze<br>Cie. de Const. Mec. Sulzer, CCM Mante<br>Gen 3 × 960kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 169,0t (d.o.) 735,0t (hvf) 14,5 |
| **7812799**<br>KT1384<br>Esd Rdr<br>RT | **AZZAUR**<br>**Touristic Enterprises Co. K.S.C.**<br>Kuwait Kuwait | **275**<br>98<br>108 | **✠100A1**<br>ferry<br>Kuwait coasting service<br>**✠LMC**<br>EL (I) H 302,5/22,0U2<br>FN 393 | **1979**-2 Selco Shipyard Pte. Ltd.<br>—Singapore (280)<br>37,44 11,28 1,512<br>27,84 11,00 3,10<br>1 dk<br>rf nil<br>5BH WB116T | **TM RoRo Cargo/Ferry**<br>96dk P<br>Bow door/ramp Stern ramp<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 120 × 130<br>geared to sc. shafts<br>770bhp (566kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 64kW 415V 50Hz a.c.<br>2 Controllable pitch propellers |
| **8211710** | **AZZAWIYA 4**<br>**Azzawiya O.R.C. Inc.**<br>Libya | **41**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 252 | **1982** Van der Giessen Scheepswerf B.V.<br>—Hardinxveld-Giessendam ((3443))<br>15,78 1,956<br>14,66 2,32<br>·1 dk | **TM Tug** | 2 Vee Oil 2SA each 8Cy. 108 × 127 with<br>clutches, flexible couplings & sr reverse<br>geared to sc. shafts<br>General Motors Corp. U.S.A |
| **7804077**<br>Rdr RT | **A71**<br>**Government of The Republic of India (Navy Department)**<br>India | **112**<br>46<br>23 | **100A1**<br>Class Contemplated<br>FN 238 | **1982** Goa Shipyard Ltd.—Goa (1083)<br>28,38 6,41 1,040<br>26,01 6,10 3,03<br>1 dk | **TM Torpedo Recovery Vessel** | 2 Vee Oil 4SA each 12Cy. 140 × 152<br>geared to sc. shafts<br>340bhp (250kW)<br>Kirloskar Cummins Ltd. Poona |
| **7804089**<br>RT | **A72**<br>**Government of The Republic of India (Navy Department)**<br>India | **250**<br>—<br>40 | **100A1**<br>Class Contemplated<br>FN 228 | **1982** Goa Shipyard Ltd.—Goa (1084)<br>28,38 6,41 1,501<br>24,67 6,10 3,13<br>1 dk | **TM Torpedo Recovery Vessel** | 2 Vee Oil 4SA each 12Cy. 140 × 152<br>geared to sc. shafts<br>340bhp (250kW)<br>Kirloskar Cummins Ltd. Poona |
| **8019112** | **B I**<br>**Government of The Republic of Iraq (State Organisation for Operation & Maintenance of Irrigation Projects)**<br>Baghdad Iraq | **20**<br>—<br>48 | **✠AN**<br>inland waterways hopper barge<br>FN 88 | **1981**-4 Alblas Scheepswerf—Krimpen a/d<br>Ijssel (8013)<br>17,23 3,84 1,151<br>17,00 3,80 1,35<br>1 dk<br>rf nil<br>2BH WBnil | **Hopper Barge**<br>Bottom doors | |
| **8019124** | **B 2**<br>**Government of The Republic of Iraq (State Organisation for Operation & Maintenance of Irrigation Projects)**<br>Baghdad Iraq | **20**<br>—<br>48 | **✠AN**<br>FN 88 | **1981**-4 Alblas Scheepswerf—Krimpen a/d<br>Ijssel (8013A)<br>17,23 3,84 1,151<br>17,00 3,80 1,35<br>1 dk<br>rf nil<br>2BH WBnil | **Hopper Barge**<br>Bottom doors | |
| **8019136** | **B 3**<br>**Government of The Republic of Iraq (State Organisation for Operation & Maintenance of Irrigation Projects)**<br>Baghdad Iraq | **20**<br>—<br>48 | **✠AN**<br>FN 88 | **1981**-4 Alblas Scheepswerf—Krimpen a/d<br>Ijssel (8013B)<br>17,23 3,84 1,151<br>17,00 3,80 1,35<br>1 dk<br>rf nil<br>2BH WBnil | **Hopper Barge**<br>Bottom doors | |
| **8019148** | **B 4**<br>**Government of The Republic of Iraq (State Organisation for Operation & Maintenance of Irrigation Projects)**<br>Baghdad Iraq | **20**<br>—<br>48 | **✠AN**<br>inland waterways hopper barge<br>FN 88 | **1981**-4 Alblas Scheepswerf—Krimpen a/d<br>Ijssel (8013C)<br>17,23 3,84 1,151<br>17,00 3,80 1,35<br>1 dk<br>rf nil<br>2BH WBnil | **Hopper Barge**<br>Bottom doors | |
| **6922688**<br>Rdr<br>RTm/h/v | **B 40**<br>**R. Boltje & Zonen G.m.b.H.**<br>Hamburg Federal Republic of Germany | **824**<br>567<br>1 829 | | **1969** Th. Buschmann Schiffswerft<br>—Hamburg (S125)<br>65,03 11,03 3,480<br>60,03 10,95 3,51<br>P 11,0 F 7,1 1 dk | **TM Sand Carrier**<br>1 Ho 48,0 ER<br>1 Ha (48,0 × 8,0) ER | 2 Oil 4SA each 8Cy.<br>1 000bhp (736kW)<br>English Electric Diesels Ltd. Dorman<br>Eng. Div. Stafford<br>Gen 2 × 33,5kW 380V 50Hz a.c.<br>Directional thrust propeller fwd<br>10kn |

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| 7004213<br>Rdr<br>RTm/h/v | **B 42**<br>**R. Boltje & Zonen G.m.b.H.**<br>Hamburg Federal Republic of Germany | **824**<br>568<br>1 829 | | **1969** Schiffsw. Scheel & Johnk—Hamburg (455)<br>65,03 11,31 3,480<br>60,03 10,80 3,51<br>P 11,0 F 7,1 1 dk | **TM Sand Carrier**<br>1 Ho 48,0 ER<br>1 Ha (48,0 × 8,0) ER | 2 Oil 4SA each 8Cy.<br>1 000bhp (736kW)<br>English Electric Diesels Ltd. Dorman Eng. Div. Stafford<br>Gen 2 × 33,5kW 380V 50Hz a.c.<br>Directional thrust propeller fwd<br>10kn |
| 7827081<br>WQZ4<br>495<br>612017<br>Esd Gc<br>Pfd Rdr<br>RT | **B. A. ADAMS**<br>**Oil & Gas Rental Services Inc.**<br>Morgan City, La United States of America | **284**<br>193<br>1 200 | AB | **1979** Halter Marine Inc.—Lockport, La (798)<br>... ... ...<br>56,11 12,20 4,91<br>F 16,2 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made63 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 5032632<br>EDEE<br>1219 | **B. ALONSO**<br>ex Alonso<br>**Pesqueras Zulebar S.A.**<br>Gijon Spain | **148**<br>76<br>— | | **1945** Cia. Euskalduna—Bilbao<br>*26,22* 6,00<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 6Cy.<br>625bhp (460kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 42,5t (d.o.) |
| 7312153<br>VY2583<br>359170<br>Df Esd<br>Gc Pfd<br>Rdr RT | **B. C. M. ATLANTIC**<br>ex Seafridge Petrel-80<br>ex Gadus Petrel-79<br>ex Seafridge Petrel-77<br>**B.M.C. Investments Ltd.**<br>Osvald Longva Jr.<br>Halifax, N.S. Canada | **878**<br>357<br>— | (NV)<br>Classed LR until 4/9/81 | **1973** A. M. Liaaen A/S—Alesund (119)<br>60,51 (BB) 11,03<br>52,51 11,00 7,37<br>B & F 35,7 2 dks<br>rf 991 BK 279 Box K 279 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 260 × 400 sr geared to sc. shaft<br>2 160bhp (1 589kW)<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Gen 2 × 146kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5273810<br>CYFN<br>175687<br>Df Esd<br>RTm | **B. C. P.**<br>ex Pender Isle-81<br>**Packers S.S. Co. Ltd.**<br>Vancouver, B.C. Canada | **100**<br>58<br>91 | | **1944** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>*21,01* 6,46<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 10,8<br>Der 1(3) | Oil 8Cy.<br>200bhp (147kW) NE —<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 1 × 2kW 38V d.c.<br>Fuel (d.o.) |
| 5032668<br>WA2899<br>226895<br>Df Gc<br>Rdr RT | **B. F. AFFLECK**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>Duluth, Mn United States of America | **7 992**<br>6 311<br>13 686 | **✠100A1** SS 4/77<br>Great Lakes service<br>**✠LMC**<br>EL (ft)<br>FN 4959 | **1927**-8 Toledo S.B. Co.—Toledo, Oh (178)<br>184,11 18,39 6,693<br>176,79 18,29 9,76<br>1 dk<br>R<br>NS 3BH WB7504t | **S Bulk Carrier**<br>3 Ho ER<br>18 Ha (stl) ER | T 3Cy. 622 1041 & 1651 × 1067<br>2 200ihp (1 618kW)<br>Toledo SB. Co. Toledo, Oh<br>2 NWTB 4/60 250lbf/in$^2$ (17,3bar) hs743,3<br>Fuel 416,5t (c) 10kn |
| 5238377<br>MWWZ<br>186332<br>RTv | **B. G. 1**<br>ex Blackfriars-77 ex Mobilfuel-70<br>**Isaac Obiesill Okwusogu**<br>London United Kingdom | **425**<br>152<br>508 | **✠100A1** SS 2/78<br>oil tanker<br>FP above 60°C.<br>for U.K. service & between River Elbe & Brest<br>**✠LMC**<br>EL g<br>FN 537 | **1955**-11 N.V. IJsselwerf—Rotterdam (107)<br>48,24 9,25 2,299<br>45,73 8,84 2,90<br>RAD 15,3 Trunk 22,6 RFD 8,6 1 dk<br>RW rf 76<br>8BH WB77T incl. DTf23T | **M Tanker**<br>4 Ta ER<br>HeCls. C | Oil 4SA 6Cy. 285 × 420<br>380bhp (280kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (Comp) 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 10kW 110V d.c.<br>Fuel 11,0t (d.o.)-1,5pd 8,5kn |
| 7634783<br>GUQF<br>363776 | **B. J. ISLANDER**<br>ex Bruinisse M 856-75<br>ex AMS 168 | **341**<br>104<br>— | | **1952** National Steel & SB. Co.—San Diego, Ca<br>*42,19* 8,31<br>... ... ...<br>1 dk<br>conv Minesweeper 75 | **TM Stand-by Safety Vessel**<br>for offshore installations | 2 Oil 4SA each 8Cy. 165 × 178<br>900bhp (662kW)<br>General Motors Corp. Detroit, Mi<br>14kn |
| 7647778<br>WYC2<br>725<br>578678 | **B. J. THOMAS**<br>**Charles M. Cravey**<br>Eureka, Ca United States of America | **143**<br>97<br>— | | **1976** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1dk | **M Fishing** | Oil<br>340bhp (250kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6726096<br>UPDM<br>M-7616<br>Df Esd<br>Gc Rdr<br>RT | **B. K. BABA ZADE**<br>**U.S.S.R.-'Kaspnefteflot'**<br>Baku U.S.S.R. | **2 335**<br>853<br>232 | RS | **1962** Volgograd Shipyard—Volgograd<br>82,40 13,90 3,560<br>76,82 5,62 | **TD-E Ferry**<br>600P | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 2 elec. motors & geared to 2 sc. shafts<br>E made60 fitted62<br>Kharkov<br>16kn |
| 7840031<br>YCFS<br>Esd Pfd<br>Rdr RT | **B. LANCANG I**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **379**<br>103<br>208 | AB | **1977** Yokohama Zosen—Chiba (1371)<br>36,02 3,801<br>33,02 10,01 4,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 275 × 320 geared to sc. shafts<br>Fuji Seisakusho Tateyama |
| 7840043<br>YCFT<br>Esd Pfd<br>Rdr RT | **B. LANCANG II**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **379**<br>103<br>208 | AB | **1977** Yokohama Zosen—Chiba (1372)<br>36,02 3,801<br>33,02 10,01 4,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 275 × 320 geared to sc. shafts<br>Fuji Seisakusho Tateyama |
| 7840055<br>YCFU<br>Esd Pfd<br>Rdr RT | **B. LANCANG III**<br>**Perusahaan Pertambangan Minyak Dan Gas Bumi Negara**<br>Jakarta Indonesia | **379**<br>103<br>— | AB | **1978** Yokohama Zosen—Chiba (1373)<br>36,00 10,04 3,801<br>33,00 10,01 4,81 | **TM Tug** | 2 Oil 4SA each 8Cy. 275 × 320<br>Fuji Seisakusho Japan |

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|---|---|---|---|---|---|---|
| 7373860<br>ATJX<br>1545<br>Df Esd<br>Gc Pfd<br>Rdr RT | **B. R. AMBEDKAR**<br><br>**The Shipping Corporation of**<br>**India Ltd.**<br>Bombay India | **51 718**<br>36 773<br>89 453 | AB IRS | **1974** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1050)<br>236,02(BB) 39,45 13,977<br>226,02 39,40 18,72<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>11 Ta ER<br>L.(oil) 105 817 HeCls. BC | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 4 425,0t (hvf)-62,5pd<br>15,5kn |
| 5033272<br>TCSS<br>3400<br>Df Esd<br>Gc Rdr<br>RTm | **B. RESIT PASA**<br><br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **3 655**<br>1 994<br>5 316 | AB | **1962** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (94)<br>106,61 15,07 6,681<br>100,01 15,00 8,51<br>P 10,1 B 22,9 F 9,5 2 dks<br>RW rf 76 | **M General Cargo** OSD/CSD<br><br>4 Ho 17,9 20,2 16,8 16,6<br>G.6 697 B.6 216<br>4 Ha (stl) (9,8 × 5,4) (9,8 9,8 9,8 × 6,0)<br>8W Cr 8(5) Der 1(25) | Oil 2SA 5Cy. 600 × 1040<br>3 200bhp (2 354kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 150kW 115/230V d.c.<br>Fuel 387,0t (hvf) 13kn |
| 7397218<br><br><br>RT | **B. S. O. DALI**<br><br>**O.I.L. Asia Pte. Ltd.**<br>Kuching Malaysia | **280**<br>—<br>— | | **1974** Nautec Far East (Pte.) Ltd.<br>—Singapore (11)<br>30,48 9,15 1,982<br>28,05 9,00 3,05<br>1 dk | **TM Work & Supply Ship**<br>35bth P<br>Mchy.aft<br>Der 2(1,5) | 2 Oil each 8Cy. 135 × 160 reverse reduction geared to sc. shafts<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz West Germany<br>Fuel 10,0t<br>9,5kn |
| 7506027<br>WFQE<br>590208<br>Df Esd<br>Gc Pfd<br>Rdr RT | **B. T. ALASKA**<br><br>**Bankers Trust Co., Trustee**<br>Marine Transport Lines Inc.<br>New York, NY United States of America | **83 649**<br>73 088<br>188 099 | AB | **1978** National Steel & SB. Co.—San Diego, Ca (405)<br>290,38 50,65 17,981<br>289,87 50,60 23,78<br>1 dk<br>rf nil | **S Tanker**<br>SBT IGS CBT<br>5 Ta 10 Wing Ta ER<br>L.(oil) 209 980 | 2 S Turb geared to sc. shaft<br>28 000shp (20 596kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>14,25kn |
| 7506039<br>WSVR<br>598680<br>Df Esd<br>Gc Pfd<br>Rdr RT | **B. T. SAN DIEGO**<br><br>**Bankers Trust Co., Trustee**<br>Marine Transport Lines Inc.<br>New York, NY United States of America | **83 649**<br>73 088<br>191 117 | AB | **1978** National Steel & SB. Co.—San Diego, Ca (406)<br>289,87 50,65 17,981<br>278,90 50,60 23,78<br>1 dk<br>rf nil | **S Tanker**<br><br>5 Ta 10 Wing Ta ER<br>L.(oil) 209 980 | 2 S Turb geared to sc. shaft<br>28 000shp (20 596kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>Fuel 7 999,5t (hvf)-124,0pd 15,25kn |
| 5389231<br>BOSU<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **BA SHAN**<br>ex Yu Shan-78 ex Mingwei-75<br>ex Wein-72<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **6 380**<br>3 638<br>8 360<br>**8 390**<br>4 690<br>10 580 | (GL) | **1957** Howaldtswerke Hamburg A.G.<br>—Hamburg (928)<br>155,53 18,52 7,986/9,037<br>141,10 18,46 11,76<br>P 18,9 B 29,0 F 36,0 2 dks & S dk<br>RW rf 76 | **M General Cargo** OSD/CSD<br>Ref 12P<br>5 Ho 14,0 20,1 23,1 ER 23,1 22,4<br>G.16 838 B.15 171 In.772<br>5 Ha (stl) (5,5 × 4,8) (11,9 14,4 × 5,5) ER (14,4 11,9 × 5,5)<br>20W Der 1(60) 1(20) 8(10) 10(5) 2(2) | Oil 2SA 8Cy. 780 × 1400<br>9 000bhp (6 620kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 3 × 220kW 400V 50Hz a.c.<br>Fuel 885,0t (hvf) 17kn |
| 8034124<br>IMEY<br>6256 | **BA 810**<br><br>**Vianini Dragaggi Lavori**<br>**Marittimi S.p.A.**<br>Roma Italy | **1 192**<br>1 164<br>— | RI | **1972** Scheepsw. & Mach. Fab. "De Liesboch" B.V.—Jutphaas (134)<br>63,43 13,77 4,301<br>60,81 13,71 4,45<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165<br>740bhp (544kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8034136<br>IMFU<br>6255 | **BA 811**<br><br>**Vianini Dragaggi Lavori**<br>**Marittimi S.p.A.**<br>Roma Italy | **1 192**<br>1 164<br>— | RI | **1972** Est. Nav. do Mondego—Figueiro da Foz<br>63,43 13,77 4,301<br>60,81 13,71 4,45<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165<br>740bhp (544kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7945974<br>HO8010<br>1033<br>2-80<br>RT | **BA 812**<br><br>**Vianini Dragaggi Lavori**<br>**Marittimi S.p.A.**<br>Panama Panama | **415**<br>375<br>— | BV | **1973** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>43,03 3,010<br>43,01 8,59 3,92<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho<br>G.400 | 2 Oil 4SA each 6Cy. 121 × 152<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers |
| 7945986<br>HO7873<br>1045<br>8-80<br>RT | **BA 813**<br><br>**Vianini Dragaggi Lavori**<br>**Marittimi S.p.A.**<br>Panama Panama | **415**<br>375<br>— | BV | **1973** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>43,03 3,010<br>43,01 8,59 3,92<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho<br>G.400 | 2 Oil 4SA each 6Cy. 121 × 152<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers |
| 7945998<br>HO8114<br>1030<br>1-80<br>RT | **BA 814**<br><br>**Vianini Dragaggi Lavori**<br>**Marittimi S.p.A.**<br>Panama Panama | **415**<br>375<br>— | BV | **1973** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>43,03 3,010<br>43,01 8,59 3,92<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho<br>G.400 | 2 Oil 4SA each 6Cy. 121 × 152<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers |
| 8034150<br>IMHQ<br>7620 | **BA 815**<br><br>**Vianini Dragaggi Lavori**<br>**Marittimi S.p.A.**<br>Roma Italy | **1 192**<br>1 164<br>— | RI | **1968** Scheepsw. & Mach. Fab. "De Liesboch" B.V.—Jutphaas<br>63,43 13,77 4,301<br>59,75 13,71 4,45<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5028710<br>ODOR<br>B2756<br>Df Esd<br>Gc Rdr<br>RT | **BAABDA**<br>ex Athos-73<br>**Associated Levant Lines S.A.L.**<br>T. Gargour & Fils<br>Beirut Lebanon | **2 661**<br>1 285<br>3 280 | BV | **1962** Frederikshavn Vaerft & Flydedok A/S<br>—Frederikshavn (231)<br>110,37 15,55 6,097<br>100,01 15,50 9,30<br>1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ref 12P<br>4 Ho<br>G.5 833 B.5 465 In.1 841<br>4 Ha (7,3 9,6 8,9 7,5 × 5,3)<br>12W Der 1(30) 1(10) 2(5) 10(3) | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 2 × 355kW 1 × 215kW 440V 60Hz a.c.<br>Fuel 464,5t (d.o.) 15,25kn |
| 7226988<br>PCXE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAARN**<br>ex Araluck-76<br>Launched as Appian<br>**Koninklijke Nederlandsche**<br>**Stoomboot-Maatschappij**<br>**B.V. (KNSM) (Royal**<br>**Netherlands Steamship Co.)**<br>Amsterdam Netherlands | T.Mk<br>**7 043**<br>4 011<br>—<br>**9 954**<br>6 624<br>16 612 | NV (GL) | **1972** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (959)<br>150,12(BB) 21,06 8,313/9,272<br>139,76 21,01 12,27<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 18,2 18,2 17,6 24,9 24,9 ER<br>G.22 304 B.20 406<br>TEU 245<br>C.Ho 185/20'(40') C.Dk 60/20'(40')<br>1 Ha (stl) (12,5 × 7,7) 4 Ha (stl) (12,7 12,7 17,2 12,7 × 10,3) ER<br>12W Der 1(50) 12(10) | Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 496kW 440V 60Hz a.c.<br>Fuel 1 106,5t (hvf) 16,5kn |

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| 5239539<br>Df RT | **BAB AL BAHRAIN**<br>ex Monica-65<br>**Bahrain Navigation Co.**<br>Bahrain Bahrain | **325**<br>126<br>411 | ✠Classed LR until 11/67 | **1932**-9 J. Koster Hzn. "De Gideon"<br>—Groningen (138)<br>44,10 7,88 3,023<br>41,86 7,70 3,10<br>P 15,0 F 6,1 1 dk<br>R conv Tanker 65 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 500<br>330bhp (243kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 20,5t-1,5pd 10kn |
| 7310832<br>HNGR<br>Df Esd<br>Gc Rdr<br>RTv | **BABA GURGUR**<br>**Government of The Republic of Iraq (Iraqi Oil Tanker Enterprise)**<br>Basrah Iraq | **21 375**<br>13 511<br>36 397 | ✠**100A1** SS 1/78<br>oil tanker<br>✠**LMC**<br>EL It 2⅞"U2<br>FN 7777 | **1973**-7 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (171)<br>201,02(BB) 26,55 10,961<br>192,01 26,50 14,00<br>P 38,5 F 18,9 1 dk<br>rf nil<br>9BH WB8891t incl. DTf981t & 7034t in clean ballast tanks | **M Tanker**<br>13 Ta ER<br>L.(oil) 40 011 HeCls. BC | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 WTAuxB (o.f.) 14kgf/cm² (13,8bar) hs534,2<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 1 × 500kW 2 × 472kW 380V 50Hz a.c.<br>Fuel 1 749,5t (hvf)-51,0pd 16kn |
| 7032155 | **BABAK**<br>**Iran Brothers**<br>Khorramshahr Iran | **209**<br>—<br>457 | | **1969** Yorkshire D.D. Co. Ltd.—Hull (144)<br>39,65 7,12 2,439<br>38,26 7,01 2,75<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 8Cy. 140 × 197<br>200bhp (147kW)<br>L. Gardner & Sons Ltd. Manchester |
| 5049996<br>H8KY<br>10076<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BABANAFT ONE**<br>ex Olivia-79 ex Dolphin Olivia-79<br>ex Braconda-78<br>**Babanaft Shipping S.A.**<br>Panama Panama | **12 478**<br>7 560<br>20 778 | NV | **1960** A/B Gotaverken—Goteborg (741)<br>169,81 21,70 9,608<br>162,08 21,65 12,40<br>1 dk<br>rf 38 | **M Tanker**<br>19 Ta ER<br>L.(oil) 27 156 HeCls. BC | Oil 2SA 9Cy. 760 × 1500<br>10 000bhp (7 356kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 240kW 1 × 120kW 220V d.c.<br>Fuel 193,0t (d.o.) 1 117,5t (hvf)-28,5pd 15kn |
| 7831070<br>Df Esd<br>Gc Rdr<br>RT | **BABAYEVSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 380**<br>1 432<br>1 815 | RS | **1980** .............U.S.S.R.<br>103,71 16,01 5,900<br>94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha<br>14kn |
| 6721632<br>EFPJ<br>8724<br>Df Esd<br>RT | **BABIECA**<br>**Cooperativa del Mar 'Saudade'**<br>Vigo Spain | **181**<br>74<br>134 | (BV) | **1967** Const. Nav. Yarza—Vigo (17)<br>31,32 6,86 3,074<br>26,01 6,81 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,4 × 1,6) | Oil 4SA 8Cy. 270 × 360<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 7124611<br>Df Esd<br>Rdr RT | **BABIEGA** | **213**<br>99<br>249 | ✠Classed LR until 25/4/80 | **1971**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (429)<br>30,08 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 11,0t (d.o.) 9kn |
| 7829584<br>385607 | **BABINDA**<br>**Moreton Tug & Lighter Co. Pty. Ltd.**<br>*Cairns, Queensland* Australia | **108**<br>8<br>— | | **1979** Stannard Bros. Slipway & Eng. Pty. Ltd.—Sydney, N.S.W.<br>18,19 6,46<br>2,34 | **M Tug** | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp. U.S.A.<br>10kn |
| 7423122<br>7TGQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BABOR**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**7 797**<br>4 343<br>—<br>**11 665**<br>7 184<br>16 727 | ✠**100A1**<br>strengthened for heavy cargoes DTsm — vegetable oil<br>✠**LMC** **UMS**<br>EL Et 2½"U2<br>FN 5288<br>(BV) | **1976**-12 Marine Industries Ltd.—Sorel, P.Q. (422)<br>159,09(BB) 22,89 —/10,027<br>146,84 22,80 13,21<br>P 33,0 F 33,6 2 dks<br>5BH to Upper deck 2 to 2nd dk WB3427T incl. DT amidships 809T and side tanks in No. 3 hold 904T | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 23,9 24,6 4,5DTp&s 24,6 27,1 ER 15,5<br>G.24 457 B.22 583<br>8 Ha (stl) (13,2 19,3p&s 19,3p&s 19,3p&s × 8,0) ER (4,1 × 8,0)<br>Cr 2(20) 4(12,5) 1(5) | Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 600kW 460V 60Hz a.c.<br>17,25kn |
| 6521484<br>UNNO<br>M-28040<br>Df Esd<br>Gc Rdr<br>RT | **BABUSHKIN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 569**<br>2 939<br>—<br>**9 869**<br>4 930<br>12 715 | RS | **1965** Nikolayev Shipyard "Nosenko" —Nikolayev<br>155,61 20,63 8,330/9,060<br>140,01 20,53 12,35<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 7 TwD<br>G.17 830 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) 15,5kn |
| 5033387<br>PKAN | **BABUT**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **194**<br>76<br>71 | ✠Classed LR until 9/58 | **1952**-9 Schps. L. Smit & Zoon—Kinderdijk (Co179)<br>38,21 6,53 2,026<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7924891<br>H8OE<br>10047<br>-80A<br>Df Esd<br>Gc Rdr<br>RT | **BABUYAN**<br>ex Western Hemlock-81<br>**Babuyan Carriers S.A.**<br>Panama Panama | **4 248**<br>2 358<br>7 525 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1360)<br>118,50 20,83 5,450<br>112,02 20,81 7,52<br>F 12,5 1 dk | **M Tanker**<br>Oil Deck Cargo<br>Mchy.aft<br>L.(oil) 7 447 | Oil 4SA 6Cy. 400 × 460<br>3 900bhp (2 869kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 480kW a.c.<br>11,5kn |

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| **7828528**<br>UQJJ<br>M-35200<br>Df Esd<br>Gc Rdr<br>RT | **BABYKINO**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk- U.S.S.R.<br>Kamchatskiy | T.Mk<br>**3 380**<br>1 432<br>1 815 | RS | **1979** ............U.S.S.R.<br>103,71 16,01 5,900<br>10,19<br>2 dks | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | 2 Oil 4SA each 6Cy. 525 × 720<br>CKD Praha | Prah<br>14k |
| **7217937**<br>HNBB<br>M-31549<br>Df Esd<br>Gc Rdr<br>RT | **BABYLON**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | **9 859**<br>4 957<br>13 656 | **100A1** SS 10/80<br>Ice Class 3<br>**LMC**<br>EL Bt 2$\frac{7}{16}$"U2<br>FN 4638 | **1972** Kherson Shipyard—Kherson (1334)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3523t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 16,0 16,7 17,9 28,1 17,2 7 TwD<br>G.18 431 B.17 647 In.150<br>10 Ha (stl) (8,6 13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 2(8) 9(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>AuxB 7kgf/cm² (6,9bar)<br>rcv 5kgf/cm² (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c. | B&V<br>Bryans<br>16k |
| **8027640**<br>Esd Gc | **BAC DE L'UNITE**<br>**Government of The Republic of Djibouti**<br>Jibuti Djibouti | **500**<br>—<br>50 | | **1980** Frd. Krupp Schiffsw.—Duisburg (637)<br>46,51 11,51 1,001<br>11,02 2,42<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 145 × 160<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz | Koel |
| **7424827**<br>XCBA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BACAB**<br>ex Bow Clipper-77<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **17 627**<br>11 188<br>30 800 | **100A1**<br>chemical tanker<br>Type A cargoes centre tanks Type B cargoes wing tanks CR (s.stl) centre tanks SG 1.85 in association with a list of approved cargoes<br>**LMC** **UMS**<br>EL Jt 0,0/66,0U3<br>FN 6956<br>(NV) | **1976** (Aft section) Ankerlokken Verft Floro A/S—Floro (104)<br>**1976** (Fwd section) Ankerlokken Verft Forde A/S—Forde<br>170,69(BB) 29,55 10,002<br>162,62 29,51 13,26<br>P 23,2 F 15,0 1 dk<br>rf nil<br>10BH WB5695T | **M Tanker**<br>Chemical<br>6 Ta (s.stl) 12 Wing Ta ER<br>L.34 347 | Oil 2SA 7Cy. 670 × 1400<br>13 090bhp (9 628kW)<br>Nylands Verksted A/S<br>AuxB (ex.g) 18,5kgf/cm² (18,2bar)<br>2 AuxB (o.f.) 10kgf/cm² (9,9bar)<br>sg 9kgf/cm² (8,9bar)<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 260,5t (d.o.) 2 035,0t (hvf) | B&V<br>Osl<br>15,5kn |
| **6600682**<br>308013<br>RTv | **BACALAC TRANSPORT**<br>ex Kirstie of Kishorn-79<br>ex Fixity-76<br>**Johnson Combined Enterprises Ltd.**<br>St. John's, Nfl. Canada | **200**<br>125<br>329 | **✠100A1** SS 9/79<br>east coast of Canada including Hudson Bay & east coast of U.S.A. but not south of New York<br>**✠LMC**<br>EL c<br>FN 354 | **1966**-1 Fellows & Co. Ltd.—Great Yarmouth (375)<br>35,82 7,70<br>33,61 7,62 2,90<br>Ba 6,4 F 4,0 1 dk<br>RW rf 76<br>3BH WB137t | **M General Cargo**<br>1 Ho 22,0<br>G.440 B.395<br>1 Ha (stl) (16,1 × 5,1) ER<br>1W Der 1(1) | Oil 4SA 4Cy. 222 × 292 sr reverse geared to sc. shaft<br>330bhp (243kW)<br>Blackstone & Co. Ltd.<br>Gen 1 24V d.c.<br>Fuel 9,5t (d.o.) | Stamford<br>9kn |
| **5033428**<br>159895<br>Df RT | **BACALAR**<br>**Belize Trading Co. Ltd.**<br>Belize Belize | **262**<br>159<br>305 | | **1944** Stocie L. Tewes—Belize<br>41,76 8,69 2,744<br>8,64<br>1 dk | **Wood TrM General Cargo**<br>G.283<br>1W Der 1(5) | 3 Oil<br>(i) 2SA 4Cy. 255 × 320<br>Fairbanks Morse & Co.<br>(ii)2 Oil each 6Cy. 145 × 205<br>Caterpillar Tractor Co.<br>Fuel 10,0t | Beloit, W<br>Peoria, Illinois<br>10kn |
| **7002320**<br>YVAY<br>APNN-3632<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BACANOVA**<br>**Eveba S.A.**<br>Puerto Sucre Venezuela | **557**<br>266<br>625 | BV | **1970** Maritima de Axpe S.A.—Bilbao (46)<br>50,02 10,06 4,750<br>44,00 10,00 4,81<br>1 dk & S dk | **M Fishing** OSD<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 390 × 680<br>1 240bhp (912kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 1 × 190kW 2 × 75kW 380/440V 50Hz a.c.<br>Fuel 223,0t (d.o.) | Werkspoor<br>Cadiz<br>12,5kn |
| **7329534**<br>ATTP<br>1805<br>Df Esd<br>Gc Rdr<br>RT | **BACAT 1**<br>**MacKinnon MacKenzie & Co. Ltd.**<br>Bombay India | **1 399**<br>521<br>2 682 | IRS NV | **1974** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (336)<br>103,51(BB) 18,80 5,417<br>93,20 18,75 10,52<br>2 dks | **TM Barge Carrier Dock Ship**<br>Twin Hull<br>Ice strengthened<br>1 Ho ER<br>13 Lighters<br>1 Ha (stl) (1,9 × 4,3) ER<br>Cr 1(2) | 2 Vee Oil 4SA each 16Cy. 225 × 300<br>4 320bhp (3 178kW)<br>Alpha-Diesel A/S<br>Gen 2 × 168kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.)-14,0pd | Frederikshavn<br>11kn |
| **6502000**<br>YQBH<br>178<br>Df Esd<br>Gc Rdr | **BACAU**<br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1964** Santierul Naval Galatz—Galatz (534)<br>98,30 13,92 5,500/6,579<br>90,91 13,89 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho —DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 108kW 1 × 57kW 230V d.c.<br>Fuel 228,5t (d.o.) | Winterthur<br>12,5kn |
| **7408158**<br>HZCW<br>97/96<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BACCA**<br>**Saudi Arabian Shipping Co. Ltd. (SASCO)**<br>Jeddah Saudi Arabia | **135 119**<br>103 168<br>271 895 | NK | **1976** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1001)<br>332,01(BB) 56,06 20,551<br>318,02 56,00 26,40<br>1 dk | **M Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 326 901 HeCls. ptBptC | Vee Oil 2SA 12Cy. 900 × 1800<br>40 900bhp (30 084kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Fuel 392,0t (d.o.) 9 630,0t (hvf)-137,0pd | B&W<br>Tamano<br>16kn |
| **7118246**<br>FSBG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BACCARA**<br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **198**<br>67<br>— | BV | **1972** S.I.C.C.Na.—St. Malo (119)<br>33,25 3,560<br>29,29 7,50 6,00<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho<br>G.150 In.160 | Oil 4SA 8Cy. 255 × 300 sr geared to sc. shaft<br>780bhp (574kW)<br>Moteurs Duvant<br>Controllable pitch propeller<br>Fuel 42,0t (d.o.) | Valenciennes<br>12kn |

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| **7433842**<br>WYH7<br>047<br>570891<br>Esd Gc<br>Rdr RT | **BACCARA**<br>**Offshore Logistics Inc.**<br>Morgan City, La United States of America | **190**<br>129<br>1 000 | | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (514)<br>12,20 3,658<br>49,92 12,15 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 222,5t (d.o.) 13kn |
| **5033442**<br>GZQH<br>300969 | **BACCARAT**<br>**Bowker & King Ltd.**<br>London United Kingdom | **293**<br>154<br>325 | ✠Classed LR until 6/9/74 | | **1959**-9 N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (556)<br>45,67 8,72 2,153<br>43,24 8,39 2,60<br>Trunk 23,5 RFD 6,8<br>rf nil | **M Tank Barge**<br>CBT<br>4 Ta ER<br>L.(oil) 469 | Oil 4SA 6Cy. 222 × 292 with flexible coupling, clutches & sr reverse geared to sc. shaft<br>337bhp (248kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 1 × 25kW 1 × 13kW 110V d.c.<br>Fuel (d.o.)-6,5pd 8,5kn |
| **6522971**<br>IRAJ<br>3542<br>Df Esd<br>Rdr RT | **BACCO**<br>ex Vinum-79 ex Jalta-73<br>**Giuseppe Messina**<br>Genova Italy | **496**<br>242<br>— | | RI (BV) | **1965** N.V. Bodewes Schps.—Martenshoek (483)<br>60,20 9,25 3,760<br>55,00 9,20 4,04<br>1 dk | **M General Cargo**<br>1 Ho 38,0 ER<br>G.1 120 B.1 029<br>2 Ha (each 12,1 × 5,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 9kW 1 × 7kW 110V d.c.<br>Fuel (d.o.) 11kn |
| **7400675**<br>7TJA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BACHIR CHIHANI**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **80 328**<br>46 239<br>63 610 | | BV | **1979** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1415)<br>281,72 41,61 11,331<br>266,20 41,60 27,61<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (Ni.stl) membrane prismatic ER<br>L.(gas) 129 500 HeCls. B | 2 S Turb geared to sc. shaft<br>36 000shp (26 480kW) General Electric<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M) La Seyne<br>Gen 1 × 6000kW 440/220V 60Hz a.c.<br>19,5kn |
| **5385168**<br>PKWN<br>1195/L<br>Rdr | **BACHTERA BAKTI**<br>ex Wakatake Maru-66<br>**P.T. Pelayaran Bachtera Line**<br>Jakarta Indonesia | **1 591**<br>921<br>2 602 | | KI | **1956** Sanoyasu Dockyard Co. Ltd.—Osaka (131)<br>82,96 12,02 5,131<br>77,50 11,99 6,00<br>1 dk | **M General Cargo**<br>G.3 274 B.3 041<br>2 Ha (13,5 25,9 × 6,1) ER | Oil 2SA 6Cy. 360 × 600<br>1 200bhp (883kW)<br>Uraga Diesel Kogyo Tamashima<br>Fuel 129,0t (d.o.) 11kn |
| **6605204**<br>SGIH<br>9487<br>RT | **BACKAFALL**<br>ex Hugo Hammar-80<br>**Landskrona Kommun**<br>Hamnkaptenen<br>Landskrona Sweden | **216**<br>129<br>— | | (NV) | **1954** Lodose Varv A/B—Lodose (123)<br>*24,85* 8,13<br>8,11<br>1 dk<br>BK 127 | **M Ferry** 398P | 2 Oil 4SA each 6Cy. 175 × 220 geared to sc. shaft<br>300bhp (221kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 6kW 220V<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) 7kn |
| **5033507**<br>SDHI<br>5674<br>Df Rdr<br>RT | **BACKE**<br>ex Trygg-67 ex Backe-64 ex Neb<br>**Sven Lindberg**<br>Stockholm Sweden | **148**<br>38<br>— | | (NV) | **1910** A/S Akers M/V—Oslo (300)<br>*31,16* 5,59 3,201<br>5,54<br>1 dk<br>R BK 140 | **S Tug** | T 3Cy. 279 457 & 737 × 610<br>A/S Akers M/V Oslo<br>Fuel (o.f.) 10kn |
| **8036249**<br>619949 | **BACKMAN ENTERPRISE**<br>**Backmans Seafood Inc.**<br>Jacksonville, Fl United States of America | **131**<br>91<br>— | | | **1980** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| **7940637**<br>Df RT | **BACO**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mazatlan Mexico | **104**<br>54<br>— | | AB | **1976** Ast. Monarca—Guaymas (559)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| **7812115**<br>DCDP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BACO-LINER 1**<br>**Baco Liner G.m.b.H. & Co. K.G.**<br>Emden Federal Republic of Germany | *21 900*<br>*6 570*<br>21 801 | | GL | **1979** Thyssen Nordseewerke G.m.b.H. —Emden (457)<br>205,01 6,651<br>195,00 28,50 14,18<br>F 38,5 2 dks | **M Barge Carrier Dock Ship**<br>2 Bow doors<br>Mchy.aft<br>TEU 501<br>C.Dk 501/20'(40') incl. 78 ref C & 12 Lighters<br>Cr 1(40) | Oil 2SA 8Cy. 550 × 1350<br>9 859bhp (7 252kW)<br>B&W Maskinfabrik Kobenhavn<br>2 Thw. thrust propellers fwd<br>Fuel-38,5pd 15kn |
| **7904621**<br>DCEH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BACO-LINER 2**<br>**Baco Liner G.m.b.H. & Co. K.G.**<br>Emden Federal Republic of Germany | *21 900*<br>*6 570*<br>21 801 | | GL | **1980** Thyssen Nordseewerke G.m.b.H. —Emden (458)<br>205,01 6,652<br>195,03 28,52 14,18<br>F 38,5 2 dks | **M Barge Carrier Dock Ship**<br>2 Bow doors<br>Mchy.aft<br>TEU 501<br>C.Dk 501/20'(40') incl. 78 ref C & 12 Lighters<br>Cr 1(40) | Oil 2SA 8Cy. 550 × 1350<br>9 859bhp (7 252kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>2 Thw. thrust propellers fwd<br>Fuel-38,5pd 14,5kn |
| **7940649**<br>Df RT | **BACOCHIBAMPO X**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>54<br>— | | AB | **1976** Ast. Monarca—Guaymas (562)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| **7940819**<br>Df RT | **BACOCHIBAMPO XI**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>54<br>— | | AB | **1976** Ast. Monarca—Guaymas (569)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 3kW 1 × 1,75kW d.c.<br>9kn |

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| **7940871**<br><br><br>Df RT | **BACOCHIBAMPO XII**<br><br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>54<br>— | <br><br>AB | **1976** Ast. Monarca—Guaymas (577)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br><br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 215 × 215 reverse reduction geared to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| **7620108**<br><br>223470<br>Rdr RT | **BACOLOD CITY**<br><br>**Philippine National Oil Co.**<br>Luzon Stevedoring Corp.<br>Manila Philippines | **1 242**<br>1 004<br>2 300 | <br><br>AB | **1977** Bataan Shipyard & Eng. Co. Inc. —Mariveles (013)<br>69,19 16,24 3,118<br>67,95 16,21 3,81<br>1 dk | **TM Tank Barge**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 600bhp (1 177kW) General Motors<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **6403539**<br><br><br>Df Esd<br>RTm | **BACORETA**<br><br>**Cooperativa de Fabricantes de Conservas del S. de Espana**<br>Cadiz Spain | **117**<br>37<br>— | | **1964** Ast. Construcciones S.A.—Vigo (39)<br>26,45 6,15 2,972<br>22,00 6,10 3,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br>2 Ha (each 0,8 × 0,8) | Oil 4SA 8Cy. 140 × 180<br>320bhp (235kW) MWM<br>Suddeutsche Bremsen A.G. Muenchen<br>Fuel 40,5t (d.o.) 10kn |
| **7726873**<br>GZAH<br>379922<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BADAGRY PALM**<br><br>**Palm Line Ltd.**<br>London United Kingdom | T.Mk<br>**8 242**<br>4 270<br>12 593<br>**12 279**<br>7 106<br>16 525 | ✠**100A1**<br>DT No. 4—vegetable oil<br>✠**LMC**<br>EL Dt 550,0/54,0U3<br>FN 5286 | **1979**-11 Sunderland Shipbuilders Ltd. —North Sands, Sunderland (741)<br>154,67 22,97 —/9,548<br>148,01 22,90 12,81<br>P 29,6 RAD 31,1 F 12,5 2 dks<br>rf nil DK in way of Nos. 3 & 4 holds<br>SF 6BH to U dk, 4BH to 2nd dk WB4319T incl. DTf207T, DTmf903T, DTa1050T | **M General Cargo**<br><br>Side doors 5(p) 5(s)<br>4 Ho 15,3 27,2 27,2 6,4DTp,c,s 14,4 4 TwD ER<br>G.22 932 B.21 255 L.1 024<br>TEU 732 C.Ho 442/20'(40') C.Dk 290/20'(40') incl. 50 ref C.<br>7 Ha (stl) (12,6 × 8,0) (25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>12W Der 2(50) 4(35) | Oil 2SA 4Cy. 760 × 2180<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 440V 60Hz a.c.<br>Fuel 141,0t (d.o.) 1 092,0t (hvf) 16,75kn |
| **7944334**<br>YCMW<br>685011D<br>Df Esd<br>Gc Rdr<br>RT | **BADAI AQUARIA**<br>ex Badai-81<br>**P.T. Aquaria Shipping Ltd.**<br>Balikpapan Indonesia | **106**<br>19<br>— | <br><br>AB | **1978** Tech 4 Marine (Pte.) Ltd.—Singapore (107)<br>1,950<br>19,99 6,80<br>1 dk<br>rf 297 | **TM Tug** | 2 Oil 4SA each 6Cy. reverse reduction geared to sc. shafts<br>Deutz<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 19kW a.c.<br>9kn |
| **5033533** | **BADAK**<br><br>**Government of Malaysia (Office of The Federal Secretary for Sarawak)**<br>*Kuching* Malaysia | **240**<br>105<br>270 | | **1956** Cheoy Lee Shipyard—Hong Kong (657)<br>41,46 8,54 1,677<br>39,63 8,39 2,29<br>1 dk | **M Tanker**<br>Water<br>Mchy.aft<br>4 Ta | Oil 4SA 6Cy. 222 × 292<br>R. A. Lister & Co. Ltd. Dursley<br>Fuel 17,5t-1,0pd 7kn |
| **7419688**<br>9MWC<br>324157<br>Rdr RT | **BADANG DUA**<br><br>**Malaysia Shipyard & Engineering Sendirian Berhad**<br>Penang Malaysia | **262**<br>0<br>192 | **100A1**<br>tug<br>**LMC**<br>EL E 275,0/26,0U2<br>FN 365<br>BV | **1975** Matsuura Tekko Zosen—Higashino (244)<br>33,00 9,61 3,301<br>28,00 9,01 4,02<br>P 2,8 B 13,2 1 dk<br>rf 330<br>5BH WB20T | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320 sr geared to sc. shafts<br>Fuji Seisakusho Tateyama<br>Gen 2 × 60kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 13,5kn |
| **7425974**<br>9MWE<br>324159<br>Rdr RT | **BADANG EMPAT**<br><br>**Malaysia Shipyard & Engineering Sendirian Berhad**<br>Penang Malaysia | **262**<br>0<br>192 | **100A1**<br>tug<br>**LMC**<br>EL E 275,0/26,0U2<br>FN 365<br>BV | **1975** Matsuura Tekko Zosen—Higashino (247)<br>33,00 9,61 3,301<br>28,00 9,01 4,02<br>P 2,8 B 13,2 1 dk<br>rf 330<br>5BH WB20T | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320 sr geared to sc. shafts<br>Fuji Seisakusho Tateyama<br>Gen 2 × 60kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 13,5kn |
| **7419676**<br>9MWB<br>324156<br>Rdr RT | **BADANG SATU**<br><br>**Malaysia Shipyard & Engineering Sendirian Berhad**<br>Penang Malaysia | **262**<br>0<br>192 | **100A1**<br>tug<br>**LMC**<br>EL E 275,0/26,0U2<br>FN 365<br>BV | **1975** Matsuura Tekko Zosen—Higashino (243)<br>33,00 9,61 3,301<br>28,00 9,01 4,02<br>P 2,8 B 13,2 1 dk<br>rf 330<br>5BH WB20T | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320 sr geared to sc. shafts<br>Fuji Seisakusho Tateyama<br>Gen 2 × 60kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 13,5kn |
| **7425962**<br>9MWD<br>324158<br>Rdr RT | **BADANG TIGA**<br><br>**Malaysia Shipyard & Engineering Sendirian Berhad**<br>Penang Malaysia | **262**<br>0<br>192 | **100A1**<br>tug<br>**LMC**<br>EL E 275,0/26,0U2<br>FN 365<br>BV | **1975** Matsuura Tekko Zosen—Higashino (246)<br>33,00 9,61 3,301<br>28,00 9,01 4,02<br>P 2,8 B 13,2 1 dk<br>rf 330<br>5BH WB20T | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320 sr geared to sc. shafts<br>Fuji Seisakusho Tateyama<br>Gen 2 × 60kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) 13,5kn |
| **7320590**<br><br><br>Rdr RT | **BADANG II**<br><br>**Government of Malaysia (Director of Marine - Sabah)**<br>Labuan Malaysia | **285**<br>78<br>— | | **1974** Nautec Far East (Pte.) Ltd. —Singapore (1)<br>32,01 9,48<br>31,25 9,45 3,05<br>1 dk | **TM Buoy & Lighthouse Tender**<br>Mchy.aft | 2 Oil each -Cy.<br>Deutz<br>Cummins Engine Co. Inc. Columbus, In |
| **7361831**<br>DIEB<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BADEN**<br><br>**Veba Oel A.G.**<br>Veba-Chemie Poseidon Tankschiff G.m.b.H.<br>Hamburg Federal Republic of Germany | **73 926**<br>55 866<br>143 814 | <br><br>GL | **1974** Howaldtswerke-Deutsche Werft—Kiel (64)<br>285,53 41,05 17,082<br>272,02 41,00 22,43<br>F 24,1 1 dk | **S Tanker**<br>COW IGS<br>13 Ta ER<br>L.(oil) 171 125 HeCls. B | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>A.E.G.-Telefunken West Berlin<br>Gen 2 × 800kW 450V 60Hz a.c.<br>Fuel 148,0t (d.o.) 6 077,0t (hvf)-125,0pd<br>16kn |
| **5177834**<br>P3EZ<br>380923<br>Df Esd<br>RT | **BADER T**<br>ex Al Rayess-81 ex Apollon-79<br>ex Jutland-78<br>**Banias Shipping Co Ltd.**<br>Limassol Cyprus | **499**<br>328<br>786 | <br><br>BV | **1953** Scheepswerf "De Waal" N.V. —Zaltbommel (649)<br>57,41 8,56 3,379<br>52,00 8,50 3,81<br>P 11,9 F 6,1 1 dk | **M General Cargo**<br><br>1 Ho 34,6 ER<br>G.1 019 B.953<br>2 Ha (each 1,3 × 4,5) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 6kW 1 × 5kW 110V d.c.<br>Fuel 93,5t (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| 5033583<br>WE7878<br>265156<br>Df Esd<br>Gc Rdr<br>RTm | **BADGER**<br>**Chesapeake & Ohio Railway Co.**<br>Muskegon, Mi United States of America | **4 244**<br>2 033<br>3 058 | AB | **1953** Christy Corp.—Sturgeon Bay, Wi (370)<br>125,13 5,639<br>119,69 18,14 7,32<br>1 dk<br>RW rf 305 | **TS Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 235P | U 8Cy. (4) 572 & (4) 1295 × 660<br>8 000ihp (5 884kW) Unaflow<br>Skinner Engine Co. Erie, Pa<br>Gen 2 × 500kW 240V 60Hz a.c.<br>Fuel 598,5t (c) 18kn |
| 6618639<br>Df Esd<br>Gc Rdr<br>RT | **BADGER**<br>ex Ube-82 ex Asia Mahon-77<br>ex Kazukawa Maru-73<br>**North Sea Maritime Corp.**<br>Philippines | **3 741**<br>2 231<br>6 179 | NK | **1966** Nipponkai Heavy Ind. Co. Ltd. —Toyama (127)<br>110,01 16,01 6,655<br>101,50 15,98 8,08<br>P 23,8 F 9,8 1 dk<br>RW | **M General Cargo**<br>3 Ho 17,9 33,6 19,5 ER<br>G.8 171 B.7 822<br>3 Ha (stl) (10,6 × 7,0) (26,2 11,9 × 8,5) ER<br>6W Der 2(20) 6(10) | Oil 2SA 6Cy. 450 × 750<br>3 300bhp (2 427kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 150kW 445V 60Hz a.c.<br>Fuel 337,5t (hvf) 12,75kn |
| 5029996<br>WA6978<br>251442<br>Df Rdr<br>RTm | **BADGER STATE**<br>ex Loc Bay-81<br>ex Atlas Traveler-77<br>ex Lake Charles-62<br>ex Spindletop-46<br>**Cement Transit Co.**<br>Wilmington, De United States of America | **938**<br>496<br>1 491 | AB | **1943** Lancaster Iron Works—Perryville, Md (201)<br>67,37 11,31 4,096<br>65,08 11,28 4,42<br>P 13,8 F 6,1 1 dk<br>rf 152 conv Tanker 62 | **M Cement Carrier**<br>Self-unloader<br>3 Ho 17,0 10,6 6,4 ER<br>6 Ha (stl) (each 0,9 × 0,6) ER | Oil 2SA 12Cy. 216 × 254<br>1 200bhp (883kW) E made60 fitted62<br>General Motors Corp. Cleveland, Oh<br>Fuel 68,0t (d.o.) |
| 8034966 | **BADIJA**<br>ex D-8-65<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **218**<br>140<br>200 | JR | **1954** Brodogradiliste "Uljanik"—Pula<br>33,43 13,70 2,301<br>24,21<br>1 dk<br>conv Landing Craft — | **TM RoRo Cargo/Ferry** | 2 Vee Oil 4SA each 12Cy. 120 × 140<br>Tvornica Motora "Torpedo" Rijeka<br>6,75kn |
| 5005079 | **BADIR**<br>ex Aghios Nicolaos-69<br>**Government of Libya**<br>Libya | **181**<br>106<br>— | | **1945** .............Skiathos<br>32,59 8,46<br>... ... ...<br>1 dk | **Wood Aux M General Cargo**<br>Mchy.aft | Oil 2DA 5Cy.<br>Sulzer Bros. Ltd. Winterthur |
| 5277232<br>DZRF<br>210132<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BADJAO**<br>ex Philippine Rizal-82<br>**National Development Co.**<br>Manila Philippines | **9 912**<br>5 402<br>12 198 | AB | **1960** Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (906)<br>156,19 19,49 9,208<br>145,01 19,41 12,50<br>2 dks, 3rd dk amidships<br>rf 140 | **M General Cargo** CSD<br>Ref 11P<br>6 Ho 15,2 21,4 19,8 ER 15,7 19,8 14,7<br>G.18 300 B.17 000 In.400<br>6 Ha (stl) (7,5 × 6,1) (12,8 10,3 × 7,0) ER (8,7 12,8 × 7,0) (7,0 × 6,1)<br>18W Der 2(20) 2(10) 14(6) | Oil 2SA 9Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 3 × 275kW 440V 60Hz a.c.<br>Fuel 642,0t (hvf) 18,25kn |
| 7335416<br>Rdr | **BADR**<br>ex Myoei Maru No. 3-80<br>**Muhammadi Navigation Ltd.**<br>Chittagong Bangladesh | **494**<br>275<br>903 | BV | **1968** Higaki Zosen K.K.—Imabari (86)<br>54,13 8,72 4,050<br>49,10 8,69 4,40<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,3 × 5,4) ER<br>Cr 2(1) | Oil 4SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 40,5t (d.o.) 12,25kn |
| 5214577<br>HZFP<br>63 | **BADR**<br>ex Albatros P-66 ex Lun-66<br>**The Arabian Navigation Co.**<br>Jeddah Saudi Arabia | **391**<br>242<br>559 | | **1957** Brodogradiliste "Punat"—Punat<br>41,53 9,50 4,217<br>9,45<br>RQD 8,0 F 8,9 1 dk | **M General Cargo** | Oil 4SA 7Cy.<br>Ansaldo S.p.A. Genova<br>Fuel 25,5t 8kn |
| 7728857<br>SUZM<br>RT | **BADR**<br>**Alexandria Port Authority**<br>Alexandria Egypt | **199**<br>—<br>128 | ✠Classed LR until 20/2/81 | **1979**-1 Towa Zosen K.K.—Shimonoseki (512)<br>30,00 8,77 2,915<br>27,01 8,41 3,61<br>RAD 2,2 1 dk<br>rf 305 | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 240 × 290 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 52kW 380/220V 50Hz a.c.<br>12kn |
| 7110933<br>JYRB<br>Df Esd<br>Gc Rdr<br>RT | **BADRE**<br>ex Al Gurainiah-82<br>**Jordan National Shipping Lines Co. Ltd.**<br>Middle East Ship Management Services (P) Ltd.<br>Aqaba Jordan | **9 481**<br>5 144<br>13 717 | **100A1** SS 8/80<br>Ice Class 3<br>**LMC**<br>EL Bt $2\frac{7}{16}$"SQ<br>FN 4638 | **1971** Kherson Shipyard—Kherson (1329)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3525t incl. TwDa153t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho ER<br>G.18 030 B.17 130 In.150<br>8 Ha ER<br>2W Cr 4(8) 7(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>(AuxB (ex.g) & rcv 5kgf/cm$^2$ (4,9bar) rcv 5kgf/cm$^2$ (4,9bar))<br>Gen 3 × 300kW 400V a.c.<br>17,5kn |
| 7129257<br>TFCH<br>1447<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BAEJARFOSS**<br>ex Nordkynfrost-75<br>**H/f Eimskipafelag Islands (The Iceland Steamship Co. Ltd.)**<br>Reykjavik Iceland | T.Mk<br>**241**<br>149<br>539 | NV | **1972** Sandnessjoen Slip & M/V A/S —Sandnessjoen (25)<br>52,74 9,53 3,195<br>46,49 9,50 5,52<br>2 dks<br>rf 305 | **M General Cargo**<br>Ref.<br>2 Ho each 15,0 ER<br>In.991<br>2 Ha (stl) (each 10,5 × 6,0) ER<br>2W Der 2(2,5) | Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 96kW 220V 50Hz a.c.<br>Fuel 109,5t (d.o.)-3,5pd 12,25kn |
| 6420355<br>Df Esd<br>Gc Rdr | **BAEK DU SAN**<br>**Government of The Democratic People's Republic of North Korea (Korean Fishing Owners Industry)**<br>Pyongyang North Korea | **7 218**<br>3 782<br>5 080 | ✠Classed LR until 9/66 | **1964**-12 Verolme Schpsw.—Alblasserdam (687)<br>130,33 17,96<br>120,00 17,61 10,85<br>P 34,5 F 13,5 3 dks<br>rf nil | **M Factory Ship**<br>Fish-factory Ref.<br>Mchy.aft<br>In.7 693 | Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW) MAN<br>Verolme Machinefabriek Ijsselmonde |
| 6902406<br>BF21243<br>Df Esd<br>Gc Rdr<br>RT | **BAEK DU SAN**<br>**Government of The Republic of South Korea (Ministry of Education)**<br>Busan South Korea | **150**<br>45<br>99 | (KR) | **1966** Dae Sun SB. & Eng. Co. Ltd.—Pusan<br>*34,90* 6,23 2,280<br>33,00 6,20 2,80<br>1 dk | **M Research/Fishing**<br>2 Ha (1,4 × 1,3) (1,3 × 1,6)<br>Der 1(2) 1(1) | Oil 4SA 6Cy. 310 × 460<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11,5kn |

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|---|---|---|---|---|---|---|---|
| 7220520<br>6KLH<br>JJ9400<br>-A192<br>Df Esd<br>Gc Rdr<br>RT | **BAEK KYUNG**<br><br>**Jeju University**<br>Cheju South Korea | **389**<br>133<br>225 | KR | **1965** Korea SB. & Eng. Corp.—Pusan<br>47,20 8,03 3,501<br>42,02 8,01 3,89<br>P 16,2 F 7,7 1 dk | **M Fishing**<br>Training Ref.<br>Mchy.aft<br>In.60<br>1 Ha (1,3 × 1,6)<br>Der 2(2) | Oil 4SA 6Cy. 310 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 445V a.c. | Japan<br>12kn |
| 7944683<br>HMYB<br><br>RT | **BAEK MA KANG**<br><br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **2 800**<br>1 537<br>— | | **1980** .............North Korea<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br><br>.............<br>Fuel (d.o.) | |
| 6603256<br>6KJR<br>IF2320<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 101**<br><br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **135**<br>58<br>— | (KR) | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (259 /1)<br>27,21 6,38<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 6609432<br>6KJP<br>IF2321<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 102**<br><br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **135**<br>58<br>— | (KR) | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (259 /2)<br>27,26 6,41<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 6609444<br>6KJK<br>IF2274<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 103**<br><br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **135**<br>58<br>— | (KR) | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (259 /3)<br>27,26 6,41 3,156<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 6610704<br>6KJN<br>IF2266<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 105**<br><br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **135**<br>58<br>— | (KR) | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (259 /4)<br>27,21 6,38 3,156<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 6615297<br>6KJQ<br>IF2322<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 106**<br><br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **135**<br>58<br>— | (KR) | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (259 /5)<br>27,21 6,38 3,156<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 6704529<br>6KNY<br>IF2294<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 109**<br><br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **135**<br>58<br>— | (KR) | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (260 /3)<br>27,21 6,38 3,156<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(0,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 6711015<br>6KFY<br>IF2339<br>Df Esd<br>Gc Rdr<br>RTm | **BAEK YEONG No. 111**<br><br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **135**<br>58<br>— | (KR) | **1967** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (260 /5)<br>27,21 6,38 3,163<br>22,99 6,35 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.119<br>2 Ha (each 1,0 × 1,0)<br>Der 1(0,5) | Oil 4SA 8Cy. 230 × 350<br>460bhp (338kW)<br>S.A. Fiat S.G.M.<br>Fuel 37,5t (d.o.) | Torino<br>11kn |
| 5033636<br>CGCL<br>188703<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAFFIN**<br><br>**Government of Canada (Ministry of The Environment)**<br>Ottawa Canada | **3 460**<br>1 319<br>965 | ✠100A1 SS 4/78<br>Ice Class 1<br>✠LMC<br>EL u 1¾"SQ<br>FN 1936 | **1957**-1 Canadian Vickers Ltd.—Montreal, P.Q. (264)<br>87,03 15,09 5,728<br>80,02 15,04 9,15<br>2 dks, 3rd dk except in mchy. space<br>rf 152<br>5BH WB597t incl. Tunnel tanks 121t DTf 148t | **TM Research/Icebreaker**<br>Hydrographic<br><br><br>1 Ha (stl) (3,2 × 2,4)<br>Der 1(5) 2(2) | 4 Oil 2SA each 12Cy. 206 × 508 with hydraulic couplings & sr geared to sc. shafts<br>8 160bhp (6 002kW) Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>2 wtdb 75lbf/in² (5,2bar)<br>Gen 2 × 600kW 460V 60Hz a.c.<br>Fuel 914,5t (d.o.) | 15.5kn |
| 8108042<br>WRX4<br>306<br>643471<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAFFIN SEAL**<br><br>**Sealcraft Operators Inc.**<br>Wilmington, De United States of America | **292**<br>198<br>1 200 | AB | **1981** RYSCO Shipyard, Inc.—Blountstown, Fl (54)<br>56,39 12,20 3,712<br>52,56 11,60 4,27<br>F 18,0 1 dk<br>rf 686 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW a.c.<br>Thw. thrust propeller fwd | 12kn |
| 5033648<br>DURF<br><br>RTm | **BAFISCO I**<br><br>**Government of The Republic of The Philippines**<br>Bataan Fishing Corporation<br>Manila Philippines | **164**<br>67<br>— | | **1961** K.K. Ichikawa Zosensho—Ise (1201)<br>31,02 7,07 2,794<br>28,20 6,71 3,10<br>1 dk<br>RW | **TM Fishing**<br>Side-fishing | 2 Oil 4SA each 6Cy. 230 × 360<br>420bhp (309kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel 26,5t (d.o.) | Ise<br>10.5kn |
| 5183027<br>PKIF<br><br>Rdr RT | **BAGAK**<br>ex Kashiwa Maru-79<br>**P.T. Pelayaran Bahtera Adhiguna**<br>Jakarta Indonesia | **696**<br>370<br>1 043 | (NK) | **1956** Setoda Zosensho—Setoda (70)<br>59,54 9,25 4,166<br>54,06 9,20 4,68<br>P 19,2 F 8,0 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.1 263 B.1 160<br>2 Ha (9,0 11,0 × 4,5) ER<br>4W Der 4(5) | Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 12kW 105V d.c.<br>Fuel 67,0t | Kobe<br>10.5kn |

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|---|---|---|---|---|---|---|
| 7830753<br>UQZH<br>M-37016<br>Df Esd<br>Gc Rdr<br>RT | **BAGANOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Mago U.S.S.R. | T.Mk<br>**3 380**<br>1 432<br>1 815 | <br><br>RS | **1979** ............U.S.S.R.<br>103,71 16,01 5,900<br>94,01 10,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha<br>14kn |
| 7830765<br>URJG<br>M-37017<br>Df Esd<br>Gc Rdr<br>RT | **BAGAREVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | T.Mk<br>**3 380**<br>1 432<br>1 815 | <br><br>RS | **1979** ............U.S.S.R.<br>103,71 16,01 5,900<br>94,01 10,22<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha<br>14kn |
| 5218614<br>PLPX<br>2539<br>RTm | **BAGAS**<br>ex Sandy-74 ex Maltara-67<br>ex Ino-54<br>**P.T. Perusahaan Pelayaran Nusantara 'Bahari Bahtera'**<br>P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd"<br>Jakarta Indonesia | **959**<br>500<br>1 026 | <br><br>✠Classed LR until 27/8/79 | **1946**-4 Goole SB. & Repairing Co. Ltd. —Goole (428)<br>63,81 9,58 4,147<br>60,97 9,53 4,25<br>RQD 40,9 F 5,8 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 38,5comb. ER<br>G.1 836 B.1 738<br>2 Ha (stl) (8,9 12,8 × 6,1) ER | Oil 2SA 7Cy. 250 × 420<br>520bhp (382kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 50kW 1 × 15kW 220V d.c.<br>Fuel 66,0t (d.o.) 10kn |
| 6522385<br>AQVX<br>191065<br>Df Esd<br>Gc Rdr<br>RT | **BAGH-E-DACCA**<br><br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**6 095**<br>3 334<br>10 877<br>**8 967**<br>5 067<br>12 843 | **✠100A1** CS 2/81<br><br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4442 | **1966**-3 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (211)<br>154,90 19,61 8,186/9,030<br>141,00 19,51 11,99<br>F 14,4 2 dks<br>RW<br>Coll BH to U dk 7 to 2nd dk WB2970t incl. DTma1205t | **M General Cargo**<br><br>5 Ho<br><br>5 Ha (stl)<br>Der 1(10) 16(5) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>H. Cegielski Poznan<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>17,5kn |
| 6411031<br>AQVM<br>191057<br>Df Esd<br>Gc Rdr<br>RTm/v | **BAGH-E-KARACHI**<br><br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**6 148**<br>3 360<br>10 872<br>**8 999**<br>5 107<br>12 843 | **✠100A1** CS 9/79<br><br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4446 | **1964**-8 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (190)<br>155,00 19,59 8,198/9,024<br>141,00 19,51 12,02<br>F 14,4 2 dks<br>RW<br>NS Coll BH to U dk 7 to 2nd dk WB2999t incl. DTma1234t | **M General Cargo**<br><br>6 Ho 17,9 20,8 20,1 14,1 22,1 6,3 8,4DT<br>G.19 279 B.17 454<br>6 Ha (stl) (9,7 12,7 11,2 12,7 10,5 × 6,9) (2,5 × 3,6)<br>16W Der 1(50) 4(10) 12(5) 1(1) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 114lbf/in$^2$ (7,9bar)<br>AuxB (ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 288kW 450V 60Hz a.c.<br>Fuel 1 249,5t (hvf) 17,5kn |
| 7113870<br>HNBD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAGHDAD**<br><br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | **9 859**<br>4 957<br>13 656 | **100A1** SS 12/79<br>Ice Class 3<br>**LMC**<br>EL Bt 2$\frac{7}{16}$"U2<br>FN 4648<br>(RS) | **1971**-5 Kherson Shipyard—Kherson (1328)<br>155,76 20,65 9,513<br>140,95 20,60 12,37<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3580T | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 16,0 16,7 17,9 28,1 17,2 7 TwD ER<br>G.18 431 B.17 647 In.150<br>10 Ha (stl) (8,6 13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 2(8) 9(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar) rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 300kW 400V a.c.<br>16kn |
| 5033674<br>HNBD | **BAGHDAD**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **2 790**<br>1 485<br>2 900 | **✠100A1** CS 8/74<br>hopper dredger<br>**✠LMC**<br>EL t 1⅝"SQ<br>FN 2256 | **1940**-2 W. Simons & Co. Ltd.—Renfrew (726)<br>93,07 16,51 5,055<br>89,31 16,46 8,79<br>F 12,8<br>5BH WB433t incl. DTf93t | **TS Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | T 6Cy. (2) 457 (2) 711 & (2) 1219 × 686<br>2 115ihp (1 556kW)<br>Wm. Simons & Co. Ltd. Renfrew<br>3 SB 180lbf/in$^2$ (12,5bar) hs657,2<br>Fuel 249,0t (o.f.) 9kn |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 3/12/76** | | | |
| 6613304<br>GUBD<br>309329<br>Esd Rdr<br>RTv | **BAGLAN**<br><br>**British Transport Docks Board**<br>Cardiff United Kingdom | **1 889**<br>798<br>2 235 | <br><br>✠Classed LR until 9/68 | **1966**-10 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (446)<br>76,23 14,79 4,877<br>71,33 14,33 5,85<br>1 dk<br>rf nil | **TD-E Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge<br>Twin side arms Dredging depth 17,0<br>1 Ho 29,8 ER<br>Hopper 1 529<br>2 sandpumps each 447kW (600bhp) | 2 Vee Oil 4SA each 16Cy. 248 × 267 total 402bhp (296kW) driving 2 gen. each 1 200kW 730V connected to 2 elec. motors each of 1 100shp (809kW) (CC)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 2 × 200kW 1 × 36kW 220V d.c.<br>Fuel 61,0t (d.o.) 12kn |
| 7627730<br>EOJF<br>M-31246<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAGRATIONOVSK**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 931**<br>1 810<br>2 063 | <br><br>RS | **1977** VEB Volkswerft Stralsund—Stralsund (459)<br>101,86(BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (2,2 × 2,2) (2,3 × 2,3)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16,25kn |
| 6703006<br>3FZM<br>8706-78<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAGRU**<br><br>**Kilbracken Shipping Corp.**<br>Panama Panama | **11 677**<br>6 963<br>20 366 | <br><br>BV (NV) | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (223)<br>153,93 22,36 10,249<br>145,40 22,31 13,57<br>P 38,1 F 15,0 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Ice strengthened Str. heavy cargoes<br>7 Ho 12,3 17,9 11,5 17,0 11,5 18,4 11,5 ER<br>G.23 807 B.23 499<br>7 Ha (stl) (7,5 13,4 7,7 13,1 7,7 13,8 7,7 × 11,0) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 365kW 440V 60Hz a.c.<br>Fuel 417,5t (d.o.) 1 307,5t (hvf)-32,5pd<br>15,5kn |
| 8109084<br>YCZS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAGUR**<br><br>**P.T. Perusahaan Pelayaran Nusantara 'Bahari Bahtera'**<br>Indonesia | **2 437**<br>1 507<br>3 507 | <br><br>NK | **1982** Narasaki Zosen K.K.—Muroran (1022)<br>91,90 14,03 5,644<br>88,55 14,01 5,95<br>P 22,3 B 8,0 F 4,6 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.4 990 In.4 667<br>TEU 100 C.100/20'<br>2 Ha (stl) ER | Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 175kW 445V 60Hz a.c.<br>Fuel 40,5t (d.o.) 214,5t (hvf)-7,0pd 10,5kn |

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|---|---|---|---|---|---|---|
| **5070531**<br>PLRY<br>Df Esd<br>Gc Rdr | **BAGUS**<br>ex Sigrid Adele-74<br>**P.T. Perusahaan Pelayaran Nusantara 'Bahari Bahtera'**<br>P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd"<br>Jakarta Indonesia | **499**<br>305<br>1 199 | KI (BV) | **1958** Kalmar Varv A/B—Kalmar (391)<br>65,36 9,50 3,969<br>59,14 9,48 5,29<br>P & B 31,4 F 9,5 1 dk<br>RW rf 127 len 70 | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,1 ER<br>G.2 065 B.1 865<br>2 Ha (18,2 × 6,1) (15,8 × 5,9) ER<br>3W Der 3(3) | Oil 4SA 8Cy. 270 × 360<br>690bhp (508kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 27kW 1 × 15kW 115V d.c.<br>Fuel 87,5t (d.o.) 11kn |
| **7909891**<br>HPJP<br>1092<br>2-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAH KIM**<br>**Pacific Maritime Carriers Co. S.A.**<br>Panama Panama | **20 698**<br>13 550<br>34 040 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4 & 6 may be empty<br>ice class 3<br>✠**LMC** **UMS**<br>EL Jt 605,0/66,0U3<br>FN 7547 | **1982**-6 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B533/02)<br>186,37(BB) 28,53 11,015<br>173,01 28,50 15,12<br>P 10,7 F 15,9 1 dk<br>rf nil<br>9BH WB17557T incl. topside tanks in holds 5022T & Comb. btm & STs in holds 4578T & No. 4 hold 6422T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho ER<br>G.41 509 B.38 546<br>TEU 700 C. 700/20'<br>7 Ha (stl) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Sulzer Poznan<br>AuxB (Comp) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 720kW 450V 60Hz a.c. |
| **7514347**<br>TCOK<br>4491<br>Esd Pfd<br>Rdr | **BAHA**<br>**Gemsan Deniz Nakliyat Ticaret ve Sanayi Ltd. Sirketi**<br>Istanbul Turkey | **482**<br>268<br>790 | BV | **1976** Hidrodinamik A.S. Kavak Tersanesi—Istanbul (8)<br>54,79 3,690<br>48,44 9,11 4,14<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.940 B.923<br>1 Ha (22,0 × 6,1) ER<br>Cr 4(3) | Oil 4SA 6Cy. 320 × 480<br>660bhp (485kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>10,5kn |
| **7417513**<br>Pfd Rdr<br>RT | **BAHADUR**<br>**Karachi Port Trust**<br>Karachi Pakistan | **281**<br>0<br>97 | ✠**100A1**<br>tug<br>Pakistan coastal service<br>✠**LMC**<br>EL (H) F 275,0/19,0U2<br>FN 439 | **1978**-2 Karachi Shipyard & Eng. Works Ltd.—Karachi (143)<br>35,01 9,43 3,528<br>32,01 9,01 4,68<br>RAD 3,4 2 dks<br>rf 737 Box K 25<br>6BH WB82T incl. DTa28T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>H. Cegielski Sulzer Poznan<br>Gen 2 × 60kW 380V 50Hz a.c. |
| **6912621**<br>Esd RT | **BAHADUR SHAH**<br>**Bangladesh Railways Board**<br>Dacca Bangladesh | **360**<br>—<br>— | ✠Classed LR until 1/71 | **1969**-7 Frd. Krupp Schiffsw.—Duisburg (456)<br>45,90 9,53<br>42,68 9,15 2,67<br>B 5,8 1 dk<br>rf nil | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 20kW 110V d.c.<br>Fuel (d.o.) 14,5kn |
| **8109072**<br>YCZR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAHADURI**<br>**P.T. Perusahaan Pelayaran Nusantara 'Bahari Bahtera'**<br>P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd"<br>Jakarta Indonesia | **2 437**<br>1 337<br>3 566 | NK | **1982** Narasaki Zosen K.K.—Muroran (1021)<br>91,90 14,03 5,650<br>88,55 14,01 5,95<br>P 22,3 B 8,0 F 4,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 990 B.4 666<br>TEU 100 C.100/20'<br>2 Ha (stl) ER | Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 175kW 445V 60Hz a.c.<br>Fuel 40,5t (d.o.) 214,5t (hvf)-7,0pd 10,5kn |
| **5038246**<br>PKGK<br>243/Z | **BAHAGIA**<br>ex Bawean-74 ex Rijn-51<br>**P.T. Perusahaan Pelayaran Lokal Lautan Kumala**<br>Jakarta Indonesia | **396**<br>191<br>469 | KI | **1950** Scheeps. "Voorwaarts"—Martenshoek (156)<br>49,99 7,95 2,731<br>46,64 7,90 3,03<br>1 dk | **M General Cargo**<br>2 Ha (each 12,6 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 5Cy. 290 × 450<br>300bhp (221kW)<br>Appingedammer Brons Appingedam<br>9,5kn |
| **5406352**<br>PKHI<br>Esd | **BAHAGIA II**<br>ex Kumamba-74 ex Irian-63<br>**P.T. Pelayaran Nusantara Salam Sejahtera**<br>Jakarta Indonesia | **861**<br>347<br>1 321 | KI<br>✠Classed LR until 3/68 | **1951**-3 C.R.D. Adriatico—Trieste (1752)<br>61,40 9,94 5,011<br>56,88 9,91 5,74<br>Ba 15,0 RFD 6,4 2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 559 B.1 444<br>6W | Oil 2SA 6Cy. 360 × 600<br>1 080bhp (794kW)<br>C.R.D. Adriatico Sulzer Trieste<br>Gen 1 × 29kW 220V<br>Fuel 101,5t 10kn |
| **5183091**<br>PKRN<br>1953/L<br>Df Esd<br>RT | **BAHAGIA IV**<br>ex Kedawung-74 ex Kasimbar-73<br>**P.T. Pelayaran Nusantara Salam Sejahtera**<br>Jakarta Indonesia | **2 189**<br>1 336<br>3 560 | KI | **1948** Nederlandsche Dok & Scheepsbouw Mij. N.V.—Amsterdam (403)<br>84,41 13,16 4,465<br>80,93 13,11 5,85<br>2 dks | **M General Cargo**<br>Ref<br>G.3 175 B.3 064<br>3 Ha (5,9 5,9 7,9 × 4,5)<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480 × 700<br>1 300bhp (956kW)<br>N.V. Werkspoor Sulzer Amsterdam<br>Gen 1 × 230kW 220V<br>Fuel 96,5t 9kn |
| **5041839**<br>PLOP<br>2188/L<br>Df Esd<br>Rdr RTm | **BAHAGIA VI**<br>ex Daya Kurnia-75<br>ex Slidre Barat-73 ex Berby-65<br>**P.T. Pelayaran Nusantara Salam Sejahtera**<br>Jakarta Indonesia | **1 108**<br>474<br>1 250 | (NV) | **1950** Moss Vaerft & Dokk A/S—Moss (114)<br>69,93 10,85 4,630<br>64,11 10,80 4,83<br>P & B 36,9 F 8,3 1 dk<br>RW rf 76 | **S General Cargo**<br>Ice strengthened<br>2 Ho 25,8comb. 18,2comb. 4 TwD 3,5 7,4 10,2 10,2<br>G.2 234 B.2 017<br>2 Ha (18,2 × 4,8) ER (9,0 × 4,8)<br>7W Der 1(15) 2(5) 5(3) | C 4Cy. (2) 330 & (2) 770 × 730<br>964ihp (709kW)<br>Moss Vaerft & Dokk A/S Moss<br>Gen 1 × 15kW 1 × 12kW 110V d.c.<br>Fuel 162,5t (o.f.) 11,5kn |
| **5314901**<br>PKMB<br>2215 | **BAHAGIA VII**<br>ex Sawit-82 ex Sempana-59<br>ex Atjeh-58<br>**P.T. Pelayaran Nusantara Salam Sejahtera**<br>Jakarta Indonesia | **508**<br>240<br>577 | KI | **1939** N.V. Droogdok Maats. "Soerabaja"—Soerabaya<br>52,02 9,22<br>48,42 9,20 4,02<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>350bhp (257kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 33kW 220V<br>6kn |
| **5033703**<br>187023<br>Df Esd<br>Pfd | **BAHAMA**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **204**<br>67<br>— | ✠Classed LR until 5/59 | **1957**-9 Henry Scarr Ltd.—Hessle (749)<br>*32,31* 7,12<br>31,25 7,01 3,43<br>RQD 17,1 F 4,9<br>RW rf 305 BK 152 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 318 × 381 sr reverse geared to sc. shaft<br>300bhp (221kW)<br>Ruston & Hornsby Ltd. Lincoln |
| **5127138**<br>C6GO<br>Df Esd<br>Rdr RT | **BAHAMA ADVENTURE**<br>ex Douwe S-77 ex Geestsluis-72<br>**Bahama Adventurer Shipping Ltd.**<br>Nassau Bahamas | **487**<br>293<br>400 | BV | **1962** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (759)<br>51,82 7,47 2,710<br>49,71 7,45 3,00<br>RQD 18,0 F 10,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 28,5 ER<br>G.641 B.612<br>1 Ha (20,7 × 4,8) ER<br>2W Der 2(2) | Oil 2SA 8Cy. 190 × 350<br>400bhp (294kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Fuel 30,5t (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| 7634824 | **BAHAMA ISLE**<br>ex Barracuda-76<br>**Wholesale Seafoods Inc.**<br>United States of America | **107**<br>56<br>— | | **1970** Diesel Engine Sales Inc.—St. Augustine, Fl<br>*20,43* 6,15<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Der 1(-) | Oil 4SA 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 7100835<br>356123 | **BAHAMA LAND**<br>ex Black Creek-73<br>**Trans-Bahama Shipping Ltd.**<br>Nassau Bahamas | **184**<br>125<br>— | | **1955** F. B. Walker & Sons—Pascagoula, Ms<br>*25,24* 6,43<br>... ...<br>1 dk | **TM General Cargo** | 2 Oil each 6Cy. 127 × 140<br>320bhp (235kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| 7005774<br>JJPO<br>107675<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHAMA MARU**<br>**Taiyo Kaiun K.K. (Ocean Transport Co. Ltd.)**<br>Kobe, Hyogo Pref. Japan | **8 822**<br>5 342<br>12 114 | NK | **1970** Hitachi Zosen—Mukaishima (4274)<br>141,03 20,86 9,170<br>130,23 20,81 12,50<br>F 22,3 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>5 Ho<br>G.17 741 B.16 328 In.466 L.511<br>5 Ha (stl) (7,4 × 6,1) (14,0 14,0 13,2 11,8 × 7,7)<br>16W Der 1(80) 2(30) 6(10) 8(5) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 240kW 450V a.c.<br>Fuel 1 044,5t-29,0pd 16kn |
| 7227322<br>C6GV<br>356105 | **BAHAMA SEAS**<br>ex Cheryl J.-72<br>**R. I. Sawyer**<br>Nassau Bahamas | **148**<br>98<br>— | | **1966** A. Jackson—Roatan<br>*26,37* 6,86<br>... ...<br>1 dk | **Wood M General Cargo** | Oil 4SA 6Cy. 114 × 127<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 8kn |
| 7321489<br>C6T2028<br>356116<br>Pfd Rdr<br>RTh | **BAHAMARAMA MAMA**<br>ex Carol L-77<br>**Bahamas Tendering Services Ltd.**<br>Nassau Bahamas | **109**<br>56<br>244 | | **1956** Higgins Industries Inc.—New Orleans, La<br>30,56 6,81 1,651<br>28,55 6,41 2,95<br>P 6,4 B 2,5 1 dk<br>len 72 | **TM Tanker**<br>7 Ta ER | 2 Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW) NE 72<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 11,5kn |
| 7365734<br>A8YZ<br>5412<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHAMAS**<br>ex Nepco Bahamas-79<br>**Charter Marine Corp.**<br>Monrovia Liberia | **107 717**<br>89 379<br>230 139 | **✠100A1** SS 11/79<br>oil tanker<br>**✠LMC (UMS)**<br>**IGS**<br>EL B* 4$\frac{3}{16}$"U3<br>FN 23233 | **1975**-10 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (872)<br>329,68(BB) 48,75 19,921<br>314,00 48,38 25,61<br>F 26,9 1 dk<br>rf nil<br>8BH WB27708T incl. clean ballast tanks 19578T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>20 Ta ER<br>L.(oil) 274 542 | 2 S Turb dr geared to sc. shaft<br>31 562shp (23 216kW)<br>Verolme Machinefabriek Ijsselmonde<br>WTB 73kgf/cm² (71,6bar) Spt 513°C 70,3kgf/cm² (69,0bar) hs3107,7<br>WTB 70,8kgf/cm² (69,5bar) Spt 320°C 67,3kgf/cm² (66,0bar) hs755,7<br>sg 17,5kgf/cm² (17,2bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 208,5t (d.o.) 7 933,5t (hvf) 16kn |
| 6718520<br>317956 | **BAHAMAS BIG DIPPER**<br>ex Big Dipper-67<br>**The West Indies Oil Co. Ltd.**<br>St. Johns Antigua & Barbuda | **147**<br>100<br>— | | **1942** American Electric Welding Co. —Baltimore, Md<br>*30,45* 5,49<br>... ... ...<br>1 dk | **M General Cargo** | Oil 5Cy. 254 × 311<br>Fairbanks Morse & Co. Beloit, Wi<br>8kn |
| 5033789<br>C6K2019<br>315679 | **BAHAMAS IMPROVER**<br>**Manny's Barge Service Ltd.**<br>Nassau Bahamas | **125**<br>59<br>— | | **1960** Gibbs Corp.—Jacksonville, Fl<br>39,43 9,20 1,772<br>... ... ...<br>1 dk | **TrM General Cargo Barge**<br>Mchy.aft | 3 Oil 2SA each 6Cy. 108 × 127<br>615bhp (452kW) E made— fitted60<br>General Motors Corp. Detroit, Mi |
| 7910204<br>C6TY<br>372964<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHAMAS RANGER**<br>**Bahamas Ranger Ltd.**<br>Nassau Bahamas | **271**<br>94<br>350 | AB | **1980** Breton Industrial & Marine Ltd.—Port Hawkesbury, N.S. (14)<br>39,63 10,06 2,052<br>39,32 9,96 2,67<br>1 dk | **TM RoRo Cargo/Landing Craft**<br>Deck Cargo<br>Bow ramp<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>12kn |
| 6724854<br>GXSH<br>334630<br>Df RTm | **BAHAMASHELL**<br>**Shell Bahamas Ltd.**<br>London United Kingdom | **266**<br>132<br>320 | AB | **1967** Dade Dry Dock Corp.—Miami, Fl (130)<br>38,71 7,98 2,286<br>37,98 7,93 3,05<br>P 13,5 B 10,4 F 6,1 1 dk<br>rf 229 | **TM Tanker**<br>4 Ta ER<br>Der 1(3) | 2 Oil 4SA each 6Cy. 137 × 165<br>650bhp (478kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 12kW 120V 60Hz a.c.<br>Fuel 30,5t (d.o.)-3,0pd 10,5kn |
| 7616470<br>3EBA2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHAMASTARS**<br>ex Kako Maru-82<br>**Affiliated Transport S.A.**<br>J. R. Teihcson & Management Co. Ltd.<br>Panama Panama | **16 557**<br>9 722<br>27 606 | NK | **1977** Sanoyasu Dockyard Co. Ltd.—Osaka (360)<br>169,58(BB) 24,85 10,302<br>160,00 24,81 14,33<br>P 26,3 F 11,3 1 dk | **M Bulk Carrier**<br>5 Ho 16,6 26,3 26,3 26,3 25,5 ER<br>G.33 980 B.32 544<br>5 Ha (stl) (11,2 × 10,9) (20,5 20,5 20,5 20,5 × 11,9) ER<br>Cr 5(22) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 372kW 450V a.c.<br>14,75kn |
| 5399341<br>HSAN<br>8/2522<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHAR AL SIAM**<br>ex Tong Samut-81<br>ex Zuiho Maru-79<br>**P.T. Perusahaan Pelayaran Samudera 'Admiral Lines'**<br>Bangkok Thailand | **3 675**<br>2 149<br>5 682 | NK | **1961** Usuki Tekkosho—Saiki (1025)<br>107,09 15,65 6,452<br>99,01 15,60 7,85<br>P 22,3 F 8,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.7 662 B.7 194<br>3 Ha (9,6 18,1 19,5 × 7,0) ER<br>13W Der 2(20) 6(10) | Oil 4SA 8Cy. 490 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW 440V a.c.<br>Fuel 285,5t-8,0pd 14kn |
| 7503295<br>RT | **BAHARESTAN**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Khomeini Iran | **21**<br>8<br>2 | **✠100A1**<br>for service within 3 miles of Bandar Shahpour<br>**✠LMC**<br>EL (A) $\frac{3}{8}$"U1<br>FN 69<br>**SURVEYS OVERDUE** | **1975**-11 Van Mill's Schpsb. & Cons. —Hardinxveld (74 -67)<br>13,77 4,02 1,232 (aft)<br>11,89 3,79 1,93<br>1 dk<br>3BH | **TM Patrol Launch** | 2 Oil 4SA each 6Cy. 135 × 160 reverse reduction geared to sc. shafts<br>524bhp (385kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5105037<br>PLQO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BAHARI**<br>ex Marijke Irene-74<br>ex Erasmus-65 ex Rampart-60<br>**P.T. Perusahaan Pelayaran Nusantara 'Bahari Bahtera'**<br>P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd"<br>Jakarta Indonesia | **1 050**<br>514<br>1 697<br>**1 324**<br>722<br>— | KI<br>✠LR class withdrawn- Owner's request 1/11/81 | **1952**-10 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk<br>84,51 10,85 4,147/4,744<br>79,00 10,83 6,41<br>P 15,0 1 dk & S dk<br>RW rf 102 len 65 | **M General Cargo** OSD/CSD<br>2 Ho 28,1 27,5 ER<br>G.2 469 B.2 199<br>2 Ha (22,7 21,5 × 7,1) ER<br>6W Der 1(90) 2(3-10) 4(2-3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 50kW 2 × 45kW 220V d.c.<br>Fuel 143,5t (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| 8114170<br>YDAX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHARI PRASETYA**<br>ex Kaiho-81<br>**P.T. Perusahaan Pelayaran Nusantara Bahari**<br>Jakarta Indonesia | **1 146**<br>753<br>3 202 | NK | **1981** Kinoura Zosen—Hakata (72)<br>80,19 5,563<br>75,01 13,50 8,16<br>2 dks | **M General Cargo**<br>G.5 345 B.4 765<br>2 Ha (stl) (9,8 24,4 × 8,9) ER<br>Der 1(15) 2(10) | Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 96kW a.c.<br>11kn |
| 8001995<br>YCWJ<br>Esd Gc<br>Pfd Rdr<br>RT | **BAHARI PRATAMA**<br>ex Sansho Maru-81<br>**P.T. Perusahaan Pelayaran Nusantara Bahari**<br>Jakarta Indonesia | **997**<br>698<br>3 218 | (NK) | **1980** K.K. Namikata Zosensho—Namikata (101)<br>80,90 13,52 5,569<br>75,01 13,50 8,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 600<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7636690<br>HO6327<br>7955<br>-77A<br>Esd | **BAHATI**<br>**Carleton Shipping & Leasing Corp.**<br>Panama Panama | **483**<br>341<br>500 | GL | **1977** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (759)<br>30,99 2,610<br>29,01 11,02 4,78<br>1 dk | **TM Cement Barge**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 120 × 140 geared to sc. shaft<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>5kn |
| 5033806<br>SUPM<br>Df Esd<br>Rdr RT | **BAHER**<br>**Suez Canal Authority**<br>Port Said Egypt | **239**<br>150<br>— | (GL) | **1962** Scheepswerven Gebr. Niestern —Delfzijl (261)<br>31,98 8,84 3,201<br>29,01 8,39 4,04<br>RQD 1,6 F 4,9 1 dk | **M Tug** | Oil 2SA 16Cy. 216 × 254<br>General Motors Corp. Cleveland, Oh |
| 7631341<br>SUUE<br>Esd Gc<br>Rdr RT | **BAHER/2**<br>**Suez Canal Authority**<br>Port Said Egypt | **362**<br>0<br>265 | **✠100A1**<br>tug<br>**✠LMC**<br>EL (H) 332,0/24,0U2<br>FN 513 | **1978**-3 Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (872)<br>36,17 11,54 3,410<br>33,51 11,26 4,02<br>1 dk<br>rf 356<br>4BH WB31T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 134,5kW 380V 50Hz a.c.<br>2 Directional propellers |
| 7638832<br>RT | **BAHGAT BADAWI**<br>**Suez Canal Authority**<br>Port Said Egypt | **1 052**<br>401<br>— | AB | **1977** Mitsubishi Heavy Industries Ltd. —Hiroshima (288)<br>45,29 20,30 2,001<br>45,01 19,72 3,61<br>1 dk | **TM Floating Crane**<br>Cr 1(100) | 2 Oil 4SA each 6Cy. 220 × 280<br>1 260bhp (927kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 400kW 1 × 75kW a.c.<br>2 Controllable pitch propellers |
| 5033820<br>PP2837<br>Df Esd<br>Gc | **BAHIA**<br>ex Charlotte<br>**State of Bahia**<br>Salvador Brazil | **1 536**<br>—<br>820 | (AB) | **1944** Globe S.B. Co.—Superior, Wi (114)<br>*87,61* 11,28 3,823<br>87,18 11,23 5,34<br>B & F 71,1 2 dk<br>RW | **TS General Cargo** | T 8Cy. (2) 470 (2) 787 & (4) 978 × 762<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Fuel (o.f.) |
| 5033832<br>LOPP<br>Df Esd<br>Gc Rdr | **BAHIA AGUIRRE**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 828**<br>2 118<br>2 865 | ✠Classed LR until 5/52 | **1950**-4 Halifax Shipyards Ltd.—Halifax, N.S. (16)<br>102,42 14,38 5,627<br>14,33<br>2 dks | **TM Passenger/General Cargo**<br>Ref 100P<br>2 Ho ER 1 Ho<br>G.4 849 B.4 413 In.139 | 2 Oil 2SA each 5Cy. 545 × 735<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Fuel 464,5t (d.o.)<br>15kn |
| 5426314<br>SIJX<br>10473<br>Df Esd<br>Gc Pfd<br>Rdr | **BAHIA BLANCA**<br>**Axel Axelson Johnson (Johnson Line)**<br>Stockholm Sweden | **10 351**<br>5 735<br>12 355 | **✠100A1** CS 11/73<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (At) 2$\frac{3}{16}$"U2<br>FN 5074 | **1964**-4 Lindholmens Varv. A/B—Goteborg (1081)<br>173,31 19,28 8,713<br>162,36 19,21 12,04<br>RAD 18,3 F 28,4 2 dks, 3rd dk except in No. 6 hold<br>rf 178 len 68<br>conv Ref General Cargo 69<br>9BH WB2099t | **TM General Cargo/Container Ship**<br>Fixed-guides Ref<br>7 Ho 17,1 15,5 19,2 17,6 25,6 ER 16,0 12,8<br>G.11 707 B.11 216 In.3 807<br>TEU 150 C.Ho 90/20' C.Dk 60/20'<br>9 Ha (stl) (5,4 9,6 × 5,4) (12,8 9,6 × 4,8) (6,1 6,1 6,1 × 5,1) ER (8,3 × 4,8) (7,1 × 5,4)<br>12 Wing Ha (stl) (9,3p&s 9,3p&s × 3,2) (6,1p&s 6,1p&s 6,1p&s × 5,1) ER (5,4p&s × 3,2)<br>Cr 1(25) 2(7,5) 10(5) | 4 Vee Oil 4SA each 12Cy. 400 × 460 in pairs with electro-magnetic slip couplings & sr geared to sc. shafts<br>12 000bhp (8 827kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>2 AuxB 100lbf/in² (6,9bar)<br>Fuel 1 134,0t (hvf)-38,5pd 19kn |
| 5033856<br>LOPQ<br>Df Esd<br>Gc Rdr | **BAHIA BUEN SUCESO**<br>**Government of The Argentine Republic (Servicio de Transportes Navales)**<br>Buenos Aires Argentina<br>REPORTED TRANSFERRED TO NAVAL SERVICE | **3 828**<br>2 118<br>2 865 | ✠LR class withdrawn 26/7/82 | **1950**-5 Halifax Shipyards Ltd.—Halifax, N.S. (17)<br>102,42 14,38 5,627<br>95,10 14,33 7,93<br>B 51,3 2 dks<br>rf 229 | **TM Passenger/General Cargo**<br>Ref 100P<br>2 Ho ER 1 Ho<br>G.4 849 B.4 413 In.139 | 2 Oil 2SA each 5Cy. 545 × 735<br>3 750bhp (2 758kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Fuel 464,5t (d.o.)<br>15kn |
| 6524474<br>LW3746<br>Df Esd<br>Rdr<br>RTm/h | **BAHIA CAMARONES**<br>**Galme Pesquera S.A.I.C.**<br>Mar del Plata Argentina | **231**<br>75<br>504 | (BV)<br>✠Classed LR until 16/8/74 | **1966**-7 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.90)<br>35,49 7,55 3,988<br>30,48 7,50 4,09<br>B & F 16,5 1 dk<br>RW rf 483 BK 178 | **M Fishing**<br>Stern Trawler<br>2 Ho 12,7 2,5 | Oil 4SA 6Cy. 270 × 360<br>675bhp (497kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7437484<br>WYU8<br>233<br>548321 | **BAHIA CLIPPER**<br>ex Juanita V-74<br>**Bahia del Golfo Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>365bhp (268kW)<br>U.S.A |
| 5102970<br>HKOC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHIA COLOMBIA**<br>ex Avalon-82 ex Fermenco-74<br>ex Unique Developer-69<br>ex Elys Harbour-67 ex Benarty-62<br>ex Empire Wallace-56<br>**M. D. Abillo & Compania Ltda.**<br>Barranquilla Colombia | **7 577**<br>4 280<br>10 522 | **✠100A1**<br>**✠LMC**<br>EL ct<br>FN 4129 | **1946**-2 Greenock Dockyard Co. Ltd. —Greenock (461)<br>143,21 20,40 8,256<br>135,64 20,22 10,22<br>P 35,7 B 9,8 F 18,0 1 dk<br>RW<br>7BH WB3566t incl. DTsm1393t, DTsf422t | **M General Cargo**<br>Mchy.aft<br>G.14 045 B.13 026<br>14W Der 3(120) | Oil 2SA 3Cy. 600 × 2000<br>3 310bhp (2 435kW) ✠ NE made51 refitted3/63<br>Wm. Doxford & Sons Ltd. Sunderland<br>AuxB 105lbf/in² (7,3bar)<br>Fuel 1 617,5t 14.5kn |
| 6403515<br>EEIU<br>2517<br>Df Esd<br>Rdr RTm | **BAHIA DE BERMEO**<br>Launched as Amaya Reyes<br>**Pedro Campos Allica y otros**<br>Bilbao Spain | **179**<br>56<br>— | | **1964** S.A. Balenciaga—Zumaya (81)<br>32,92 6,46<br>26,01 6,41 3,51<br>RW | **M Fishing**<br>Side Trawler | Oil 2SA 4Cy.<br>430bhp (316kW)<br>Cons. Echevarria Bermeo<br>Fuel 31,5t (d.o.) 10kn |

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| 7901746<br>EHWW<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA DE CADIZ**<br>**Islena de Navegacion S.A. (ISNASA)**<br>Algeciras Spain | **3 717**<br>1 188<br>1 147 | | **1980** Ast. de Santander S.A.—Santander<br>(151)<br>AB 99,52 (BB) 17,66 4,501<br>90,02 17,01 10,52<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1300P<br>Bow door/ramp Stern door/ramp | 2 Vee Oil 4SA each 12Cy. 400 × 500 geared to sc. shafts<br>8 800bhp (6 473kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 400kW 380V 50Hz a.c.<br>19,25kn |
| 7825980<br>EHXS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAHIA DE CEUTA**<br>**Islena de Navegacion S.A. (ISNASA)**<br>Vigo Spain | **3 717**<br>1 189<br>850 | | **1980** Hijos de J. Barreras S.A.—Vigo<br>(1456)<br>AB 99,52 4,250<br>90,02 17,01 10,52 | **TM Ferry**<br>1300P<br>Bow door/ramp Stern door/ramp<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 400 × 500 geared to sc. shafts<br>8 800bhp (6 473kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 400kW 1 × 80kW 1 × 20kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>18kn |
| 6914710<br>CLHS<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA DE COCHINOS**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **10 972**<br>6 158<br>15 799 | ✠100A1 CS 7/79<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Bt 2$\frac{15}{16}$"U2<br>FN 5021 | **1969**-7 Uddevallavarvet A/B—Uddevalla<br>(228)<br>161,88 20,55 9,792<br>150,40 20,50 12,88<br>F 15,9 2 dks, 3rd dk in Nos. 1 & 4 holds<br>4th dk in No. 4 hold<br>rf 51<br>9BH to U dk 1 to 2nd dk WB3940t incl.<br>TwDa1345t Tunnel tanks 245t | **M General Cargo**<br>Ref<br>7 Ho<br>G.20 974 In.1 741<br>7 Ha (stl)<br>20W Der 1(60) 1(30) 18(10) 2(3) | Oil 2SA 7Cy. 740 × 1600<br>11 900bhp (8 753kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 364kW 450V 60Hz a.c.<br>18kn |
| 6917774<br>EAUE<br>Esd Gc<br>Rdr RTm | **BAHIA DE GUIPUZCOA**<br>**Herederos de Juan Velasco S.A.**<br>Vigo Spain | **668**<br>262<br>986 | | **1969** Const. Nav. Yarza—Vigo (23)<br>50,50 10,65<br>BV 46,00 10,19 7,01<br>2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.770<br>3 Ha (4,3 × 1,3) (2,9 2,9 × 1,9) ER<br>Der 1(60) 1(16) | Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 277,5t (d.o.) 10,75kn |
| 6621040<br>EFHQ<br>1798<br>Df Esd<br>Gc Rdr<br>RTm | **BAHIA DE LOS VASCOS**<br>**Herederos de Juan Velasco S.A.**<br>San Sebastian Spain | **497**<br>201<br>518 | | **1966** Ast. Celaya—Bilbao (82)<br>45,47 9,73 4,250<br>BV 38,99 9,71 4,45<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.536<br>3 Ha (3,9 3,1 × 2,4) (4,2 × 1,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 030bhp (758kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 184,5t (d.o.) 11kn |
| 7901734<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA DE MALAGA**<br>**Islena de Navegacion S.A. (ISNASA)**<br>Algeciras Spain | **3 717**<br>1 189<br>1 147 | | **1980** Ast. de Santander S.A.—Santander<br>(150)<br>AB 99,52 (BB) 17,63 4,501<br>90,02 17,01 10,52<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1300P<br>Bow door/ramp Stern door/ramp | 2 Vee Oil 4SA each 12Cy. 400 × 500 geared to sc. shafts<br>8 800bhp (6 473kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 3 × 400kW 380V 50Hz a.c.<br>19,25kn |
| 5033894<br>CLYM<br>Df Esd<br>Gc | **BAHIA DE MARIEL**<br>ex Half Hitch-48<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **3 805**<br>2 133<br>6 061 | | **1945** Consolidated Steel Corp.<br>—Wilmington, Ca (1230)<br>*98,73* 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.7 051 B.6 428 In.278 | Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Fuel 876,0t 10,5kn |
| 5033911<br>CLYO<br>Df Gc | **BAHIA DE NIPE**<br>ex Coastal Charger-48<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **3 805**<br>2 123<br>6 117 | | **1945** Consolidated Steel Corp.<br>—Wilmington, Ca (1341)<br>*98,73* 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.7 051 B.6 428 In.278 | Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Fuel 876,0t 10,5kn |
| 5033959<br>ECAG<br>1464<br>Df Esd<br>RTm | **BAHIA DE PASAJES**<br>**Herederos de Juan Velasco S.A.**<br>Pasajes Spain | **308**<br>144<br>— | | **1952** S.A. Balenciaga—Zumaya<br>*36,95* 6,89 3,607<br>(BV) 36,94 6,85 3,92<br>1 dk<br>len 57 | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 91,5t (d.o.) 10kn |
| 6917786<br>EATY<br>Esd Gc<br>Rdr RTm | **BAHIA DE SAN SEBASTIAN**<br>**Herederos de Juan Velasco S.A.**<br>Vigo Spain | **668**<br>262<br>986 | | **1969** Const. Nav. Yarza—Vigo (22)<br>55,00 10,65 4,501<br>BV 47,60 10,61 7,01<br>2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.770<br>3 Ha (4,3 × 1,3) (2,9 2,9 × 1,9) ER<br>Der 1(60) 1(16) | Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 278,0t (d.o.) 11kn |
| 6702052<br>EFIQ<br>2720<br>Esd Rdr<br>RT | **BAHIA DE SANTONA**<br>**Cooperativa Bahia de Santona**<br>Bilbao Spain | **120**<br>52<br>— | | **1967** Ast. Zamacona S.A.—Bilbao (22)<br>26,65 6,43 2,661<br>23,50 6,41 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 175 × 205<br>420bhp (309kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>10,5kn |
| 7332323<br>EGGO<br>Df Esd<br>Rdr RT | **BAHIA DEL CON**<br>**Manuel Mora Dominguez**<br>Moana Spain | **237**<br>100<br>— | | **1973** Ast. Gondan—Puerto de Figueras<br>(76)<br>BV 33,30 7,01 3,401<br>30,97 7,00 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 83,5t (d.o.) 10kn |
| 5033997<br>EDKM<br>240<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA GADITANA**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **20 867**<br>13 718<br>35 470 | ✠Classed LR until 9/11/79 | **1961**-10 Ast. de Cadiz—Cadiz (51)<br>202,72 26,62 10,732<br>192,01 26,56 14,20<br>P 43,6 B 13,2 F 25,6 1 dk<br>rf 152 conv Tanker 72 | **M Tanker**<br>Storage<br>20 Ta ER | Oil 2SA 12Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>17kn |
| 7940596<br>Df RT | **BAHIA GUAYMAS-EMPALME II**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **122**<br>78<br>— | | **1976** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (151)<br>AB ... ... ...<br>20,45 6,16 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br>1 Ha (stl) (2,8 × 1,7) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 30kW 1 × 20kW a.c.<br>9,5kn |

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| **7940584**<br>Df RT | **BAHIA GUAYMAS-EMPALME III**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>53<br>— | AB | **1979** Astillero Navarro—Guymas (56)<br>... ... ...<br>20,58 6,20 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,7 × 1,7) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 45kW 1 × 3kW a.c. |
| **7940651**<br>Df RT | **BAHIA GUAYMAS-EMPALME IV**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>53<br>— | AB | **1976** Ast. Monarca—Guaymas (592)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 215 × 215 reverse reductio geared to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc.<br>Gen 1 × 3kW 1 × 1,75kW d.c. |
| **5088291**<br>HPMG<br>7876-77B<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA MAGDALENA**<br>ex Chavez-80 ex Pacific Carrier-78<br>ex Delphic Oracle-69<br>**Pacos Carrier Inc.**<br>Panama Panama | **12 487**<br>7 345<br>20 066 | AB | **1959** Hitachi Zosen—Sakurajima Works, Osaka (3812)<br>176,74 22,13 9,941<br>167,01 22,00 12,65<br>P 36,3 F 14,7 1 dk<br>RW rf 127 | **M Bulk Carrier**<br>Self-unloader<br>7 Ho 23,2 17,3 17,6 8,7 17,6 17,6 22,4 ER<br>G.16 318 HeCls. ptB<br>7 Ha (12,8 11,2 11,2 5,5 11,2 11,2 12,8 × 8,9) ER | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Hitachi Zosen Sakurajima Works, Os<br>Gen 2 × 250kW 1 × 120kW 230V d.c<br>Fuel 164,5t (d.o.) 1 299,5t (hvf)-29,5pd |
| **8012970**<br>LOBA | **BAHIA PARAISO**<br>**Government of The Argentine Republic (Direccion Nacional del Antartica)**<br>Buenos Aires Argentina<br>REPORTED TRANSFERED TO NAVAL SERVICE | **5 270**<br>—<br>9 200 | AB (Class cont.) | **1981** Menghi y Penco S.A. Principe —Avellaneda (147)<br>132,72 7,001<br>117,71 19,51 10,01<br>1 dk | **TM Passenger/General Cargo**<br>Hospital Ship | 2 Oil 4SA each 6Cy. 250 × 300<br>12 000bhp (8 827kW)<br>Cie. de Const. Mec. Sulzer, CCM |
| **7036527**<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA PORTETE**<br>ex Havbjorn-82<br>**Transportadora Colombiana de Graneles S.A. ('GRANELCO')**<br>Colombia | **18 028**<br>10 765<br>27 258 | NV | **1971** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/01)<br>163,20 25,94 10,992<br>156,67 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>5 Ho ER<br>G.34 651 B.33 460 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(25) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 271,5t (d.o.) 2 022,0t (hvf)-36,0pd |
| **7529029**<br>LOBB<br>Df Esd<br>Gc Rdr<br>RT | **BAHIA SAN BLAS**<br>**Government of The Argentine Republic (Servicio de Transportes Navales)**<br>Buenos Aires Argentina | **7 838**<br>—<br>7 640 | AB | **1978** Menghi y Penco S.A. Principe —Avellaneda (109)<br>119,92 17,81 7,494<br>109,33 17,51 9,71<br>P 24,1 F 15,0 2 dks<br>rf nil | **TM General Cargo**<br>TEU 120 C. 120/20′ | 2 Oil 4SA each 6Cy. 400 × 480 geared t sc. shafts<br>8 700bhp (6 399kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A.<br>Gen 3 × 320kW a.c. |
| **5034006**<br>CLSC<br>Df Esd | **BAHIA SANTIAGO DE CUBA**<br>ex Pebane-56<br>ex Phinas Winsor-48<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **1 954**<br>1 065<br>2 792 | | **1944** Pennsylvania Shipyards Inc. —Beaumont, Tx (308)<br>78,87 12,86 5,484<br>76,21 12,83 6,23<br>P 6,8 B 19,2 F 6,8 1 dk | **S General Cargo**<br>2 Ho ER 2 Ho<br>G.3 519 B.3 332<br>6W Der 6(3) | C 6Cy. (3) 508 & (3) 1118 × 686<br>1 300ihp (956kW)<br>Ajax Uniflow Co.<br>Fuel 356,5t (o.f.) |
| **5034018**<br>LOPR<br>Df Esd<br>Gc Rdr | **BAHIA THETIS**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 828**<br>2 118<br>2 865 | ✠Classed LR until 5/52 | **1950**-8 Halifax Shipyards Ltd.—Halifax, N.S. (18)<br>102,42 14,38 5,627<br>14,33<br>2 dks | **TM Passenger/General Cargo**<br>Ref 100P<br>2 Ho ER 1 Ho<br>G.4 849 B.4 413 In.139 | 2 Oil 2SA each 5Cy. 545 × 735<br>3 740bhp (2 751kW)<br>Nordberg Manufacturing Corp. St. Louis, M<br>Fuel 464,5t (d.o.) |
| **7813743**<br>YQMX<br>Gc Rdr<br>RT | **BAHLUI**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 163**<br>1 421<br>2 116 | RNR | **1978** VEB Volkswerft Stralsund—Stralsund (232)<br>101,48(BB) 15,22 5,800<br>91,80 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho<br>In.1 820<br>2 Ha (stl) (each 2,2 × 2,2)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller |
| **6621272**<br>HPNR<br>9563 -79A<br>Df Esd<br>Gc Rdr<br>RT | **BAHMA**<br>**Mansell Shipping Corp.**<br>Panama Panama | **11 682**<br>6 969<br>20 321 | BV (NV) | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (222)<br>153,90 22,36 10,221<br>145,01 22,00 13,57<br>P 38,1 F 15,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho 12,3 17,9 11,5 17,0 11,5 18,4 11,5 ER<br>G.23 807 B.23 499<br>7 Ha (7,5 13,4 7,7 13,1 7,7 13,8 7,7 × 11,0) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 365kW 440V 60Hz a.c.<br>Fuel 417,5t (d.o.) 1 307,5t (hvf) |
| **7410967**<br>9KJA<br>KT1397<br>Df Esd<br>Gc Rdr<br>RT | **BAHRAH**<br>**Kuwait National Petroleum Co. (KNPC)**<br>Kuwait Kuwait | **18 012**<br>11 569<br>30 509 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 6551<br>RI | **1979**-2 Italcantieri S.p.A.—Castellammare di Stabia (4331)<br>170,72(BB) 25,94 11,024<br>161,50 25,90 14,66<br>P 10,7 F 17,7 1 dk<br>rf nil<br>7BH WB7356T | **M Tanker**<br>12 Ta ER<br>L.(oil) 36 252 | 2 Oil 4SA each 6Cy. 550 × 590 sr geared to sc. shafts<br>14 400bhp (10 592kW)<br>Grandi Motori Trieste<br>WTAuxB (o.f.) 13kgf/cm² (12,8bar) hs400.1<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 2800kW 2 × 700kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 136,0t (d.o.) 1 621,5t (hvf) |
| **7032600**<br>9KJC<br>KT1408<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAHRAINIAH**<br>ex Berge Fister-79<br>**Gulf Marine Transport Co. KSC**<br>Sig. Bergesen D.Y. & Co.<br>Kuwait Kuwait | **83 224**<br>62 750<br>164 366 | NV | **1970** Moss Rosenberg Verft A/S —Stavanger (193)<br>291,42 41,18 19,679<br>278,70 41,10 25,43<br>P 47,3 F 28,1 1 dk<br>rf 51 | **M Tanker**<br>IGS CBT<br>18 Ta ER<br>L.(oil) 206 135 HeCls. B | Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Sulzer Bros. Ltd.<br>Gen 1 × 908kW 2 × 872kW 440V 60Hz a.c.<br>Fuel 430,0t (d.o.) 6 502,5t (hvf)-110,0pd |

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| 8104228<br>FUEH | **BAHRAM**<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **500**<br>—<br>1 000 | BV (Class cont.) | **1981** At. & Ch. de la Manche—Dieppe (1300)<br>53,01 (BB) 13,01 4,501<br>51,01 6,76<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>3 Ta<br>G.136 | 2 Vee Oil 4SA each 12Cy. 200 × 300 with flexible couplings & sr geared to sc. shafts<br>5 200bhp (3 825kW)<br>A/S Bergens M/V Bergen<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 7822184<br>BODF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAI HE KOU**<br>**China Merchants Steam Navigation Co. Ltd.**<br>China Ocean Shipping Co.<br>Shanghai China | **5 986**<br>1 793<br>7 349 | ✠LR class withdrawn-Owner's request 4/6/82 | **1980**-5 Kawasaki Heavy Ind. Ltd.—Sakaide (1317)<br>146,56(BB) 22,64 6,817<br>130,00 22,60 14,20<br>2 dks<br>rf 152 | **M RoRo Cargo**<br>Angled stern door/ramp (s)<br>Ice strengthened<br>1 Ho 68,5 ER<br>B.18 900<br>TEU 430<br>C.Ho 32/20' C.Ro/Ro Dk 208/20' C.Dk 190/20' | Vee Oil 4SA 10Cy. 520 × 550 sr geared to sc. shaft<br>10 550bhp (7 760kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 740kW 2 × 720kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 126,0t (d.o.) 644,0t (hvf)-35,0pd 19kn |
| 6612544<br>BAZK<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BAI YIN SHAN**<br>ex Izumo Maru-82<br>**China Ocean Shipping Co.**<br>China | **10 100**<br>5 697<br>12 653 | NK | **1966** Hitachi Zosen—Mukaishima (4128)<br>157,03(BB) 22,05 9,449<br>146,01 22,00 13,31<br>P 9,2 F 25,0 2 dks, pt 3rd dk<br>RW rf 246 | **M General Cargo**<br>Ref 4P<br>6 Ho 16,3 18,2 20,5 20,5 ER 10,1DTp&s 11,4 16,0<br>G.20 324 B.18 601 In.518<br>6 Ha (stl) (7,4 × 4,5) (10,5 12,1 14,4 × 7,0) ER (12,8 × 7,0) (8,3 × 5,0)<br>20W Der 2(20) 2(10) 16(6) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 1 322,0t (hvf)-37,5pd 18,5kn |
| 6709139<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BAI YU HAI**<br>ex Aegis Thunder-79 ex Vigan-74<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **22 146**<br>13 438<br>38 752 | AB (NV) | **1967** A/B Gotaverken—Goteborg (813)<br>199,96 27,08 11,107<br>192,08 26,98 15,04<br>P 42,1 F 18,0 1 dk<br>rf 43 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,3 23,6 16,3 27,1 16,3 25,3 16,3 ER<br>G.49 767<br>7 Ha (stl) (10,9 16,4 16,0 16,4 10,9 16,4 10,9 × 13,2) ER<br>Cr 5(8) | Oil 2SA 7Cy. 740 × 1600<br>12 050bhp (8 863kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 2 123,5t (hvf)-40,5pd 15kn |
| 6700949<br>BOMC<br>Df Esd<br>Gc Rdr<br>RT | **BAI YUN HAI**<br>ex Sunima-77<br>**China Ocean Shipping Co.**<br>Shanghai China | **13 769**<br>8 094<br>20 031 | (NV) | **1967** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (279)<br>174,05 22,56 9,024<br>164,04 22,51 12,60<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strenghened<br>6 Ho ER<br>G.26 164 B.25 404<br>6 Ha (stl) (12,5 12,8 12,8 12,8 12,8 12,8 × 12,0) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 6714859<br>BWBG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BAI YUN SHAN**<br>ex Susanne Skou-80<br>**China Ocean Shipping Co.**<br>Fuzhou/Foochow China | T.Mk<br>**4 571**<br>2 500<br>7 062<br>**7 345**<br>4 253<br>9 906 | ✠Classed LR until 7/8/81 | **1967**-9 Helsingor Skibsv. og Maskinbyg. —Helsingor (379)<br>137,57 18,39 7,151/8,681<br>125,76 18,34 11,18<br>RAD 9,8 F 27,8 2 dks<br>RW rf 102 | **M General Cargo** 12P<br>5 Ho 13,3 20,6 21,8 23,0 15,1<br>G.14 914 B.13 296<br>5 Ha (stl) (8,2 12,1 11,5 12,2 7,9 × 6,1)<br>16W Der 1(30) 1(25) 6(10) 10(5) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 328,0t (hvf) 17,5kn |
| 5034056<br>ILPG<br>845<br>RTh/v | **BAIA**<br>ex Citta di Napoli-62<br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **217**<br>20<br>— | RI | **1959** Cant. Nav. M. & B. Benetti —Viareggio (30)<br>31,48 8,01 3,210<br>29,01 7,98 4,04<br>1 dk<br>RW | **S Tug**<br>Salvage<br>Der 1(1,5) | T 3Cy. 343 584 & 965 × 686 E made42 fitted59<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 1 × 15kW 110V d.c.<br>Fuel (o.f.) |
| 6702715<br>HPOJ<br>7568-77<br>Esd Gc<br>Rdr RT | **BAIA DE SAO BRAS**<br>ex Rio Nansa-71<br>**Rederij m.s. 'Baia de Sao Bras'**<br>Irish & Continental Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**902**<br>407<br>—<br>**1 712**<br>932<br>1 996 | ✠**100A1** SS 10/76<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL q 1$\frac{7}{16}$"U2<br>FN 1460 | **1967**-8 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (206)<br>86,24 12,15 —/5,017<br>77,40 12,10 6,76<br>Ba 17,4 F 9,8 2 dks<br>rf nil<br>5BH WB415t incl. DTf34t | **M General Cargo**<br>Ref.<br>3 Ho 14,0 23,1 12,1 ER<br>In.2 563<br>3 Ha (stl) (6,1 9,7 6,1 × 4,5) ER<br>Cr 8 | Oil 2SA 5Cy. 420 × 900<br>2 500bhp (1 839kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 62,5t (d.o.) 205,5t (hvf) 13,5kn |
| 6519613<br>YQSA<br>187<br>Df Esd<br>Gc Rdr | **BAIA MARE**<br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1965** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,89 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho —DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 108kW 1 × 57kW 230V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| 7614159<br>631<br>RT | **BAICOI**<br>ex NR 4392<br>**Administratia Fluviale a Dunarii de Jos (A.F.D.J.)**<br>Galatz Romania | **832**<br>800<br>1 243 | RNR | **1972** Santierul Naval Giurgiu—Giurgiu<br>54,28 9,99 3,620<br>52,35 4,93<br>1 dk | **TM Tank Barge**<br>8 Ta ER<br>L.(oil) 1 358 | 2 Oil 4SA each 6Cy. 175 × 205 geared to sc. shaft<br>560bhp (412kW)<br>Intreprinderea "23 August" Bucharest<br>Gen 2 × 100kW 400V 50Hz a.c.<br>Fuel 17,5t (d.o.) 6,5kn |
| 7223613<br>VCBD<br>372001<br>Df Esd<br>Gc Rdr<br>RT | **BAIE COMEAU II**<br>ex Monte Almanzor-77<br>**Quebec & Ontario Transportation Co. Ltd.**<br>Toronto, Ont. Canada | **5 343**<br>3 514<br>7 476 | ✠**100A1** SS 10/80<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL W 2"U2<br>FN 2826 | **1973**-2 S.A. Juliana Const. Gijonesa—Gijon (227)<br>118,12 17,66 7,354<br>108,29 17,30 8,79<br>P 24,1 F 11,3 1 dk<br>rf nil<br>NS 5BH WB2252t incl. topside tanks in holds 662t | **M General Cargo**<br>3 Ho 19,9 28,0 23,7 ER<br>G.10 105 B.9 748<br>3 Ha (stl) (13,0 19,8 20,5 × 10,3) ER<br>10W Der 2(35) 10(10) | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 765,0t (hvf) 14kn |

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| **5034070**<br>CYJW<br>313967<br>Df Esd<br>Gc Rdr<br>RTh/v | **BAIE ST. PAUL**<br><br>**C.S.L. Group Inc.**<br>Canada Steamship Lines Inc.<br>Toronto, Ont. Canada | **17 810**<br>12 423<br>27 453 | ✠**100A1** Lake SS 6/73<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (ot) 2⅜"SQ<br>FN 7517 | **1963**-6 Davie SB. Ltd.—Lauzon, P.Q. (639)<br>222,56 22,97 8,167 FW<br>216,06 22,85 11,94<br>Ba 33,3 F 17,4 1 dk<br>rf 76<br>NS 3BH WB11227t | **S Bulk Carrier** 4P<br>6 Ho 27,1 29,2 29,2 29,2 29,2<br>29,2 ER<br>G.34 702<br>17 Ha (stl) (each 6,1 × 16,3) ER<br>Cr 1 | 2 S Turb dr geared to sc. shaft<br>10 000shp (7 356kW)<br>The John Inglis Co. Ltd. Toronto, C<br>2 WTB 575lbf/in² (39,7bar) Spt 407,3°C<br>520lbf/in² (35,9bar) hs1083,3<br>Gen 1 × 600kW 1 × 500kW<br>550V 60Hz a.c.<br>Fuel 559,0t (o.f.)<br>14, |
| **7807859**<br>JLIV<br>123701<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAIKO MARU**<br><br>**Dolphin Shipping Ltd.**<br>Tokyo Japan | **42 649**<br>28 262<br>70 743 | NK | **1980** Kawasaki Heavy Ind. Ltd.—Sakaide (1292)<br>236,02(BB) 13,525<br>227,01 32,21 20,12<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>7 Ho/Ta ER<br>G.81 349 L.(oil) 83 751 HeCls. BC<br>7 Ha (stl) (each 14,8 × 14,0) ER<br>2W Der 2(15) | Vee Oil 4SA 12Cy. 520 × 550<br>12 100bhp (8 900kW) M<br>Kawasaki Heavy Ind. Ltd. K<br>Gen 3 × 1012kW a.c.<br>Fuel 236,0t (d.o.) 3 510,5t (hvf)-39,5pd<br>14, |
| **7404279**<br>EGXG<br><br>Df Esd<br>Gc Rdr<br>RTm | **BAIKOR**<br><br>**Bilbao Shipping S.A.**<br>Bilbao Spain | **1 390**<br>882<br>2 252 | BV | **1975** Astilleros del Atlantico S.A.<br>—Santander (171)<br>67,85 5,601<br>60,00 12,20 6,20<br>2 dks | **M General Cargo** CSD<br><br>1 Ho 43,5 ER<br>G.310 B.283<br>1 Ha (stl) (37,1 × 8,6) ER | Oil 4SA 6Cy. 241 × 305<br>1 500bhp (1 103kW)<br>S.A. Cockerill-Ougree-Providence Sera<br>Gen 2 × 125kW 380V 50Hz a.c.<br>Fuel 151,5t (d.o.) 14,2 |
| **7025504**<br>ATDU<br>1333<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAILADILA**<br><br>**The Shipping Corporation of**<br>**India Ltd.**<br>Bombay India | **45 752**<br>31 875<br>87 203 | ✠**100A1** SS 9/80<br>ore or oil carrier<br>✠**LMC**<br>**IGS**<br>EL Rt 3¾"U2<br>FN 12737<br>IRS | **1971**-2 Brodogradiliste i Tvornica Dizel<br>Motora "Uljanik"—Pula (286)<br>256,62(BB) 32,29 15,107<br>244,00 32,21 19,99<br>F 19,9 1 dk<br>rf 203<br>8BH WB70082t incl DTf4933t | **M Ore/Oil Carrier**<br>COW IGS<br>pt higher tensile steel<br>4 Ho each 42,2 22 Ta ER<br>G.46 748 L.(oil) 108 415 HeCls. BC<br>8 Ha (stl) (each 14,4 × 12,5) ER<br>Der 2(10) | Oil 2SA 9Cy. 860 × 1600<br>22 500bhp (16 550kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsb<br>2 WTAuxB primary 37kgf/cm² (36,3bar)<br>secondary 16kgf/cm² (15,7bar) hs783,<br>AuxB (Comp) 16kgf/cm² (15,7bar)<br>Gen 3 × 880kW 450V 50Hz a.c.<br>Fuel 260,0t (d.o.) 5 385,0t (hvf)-79,5pd<br>16 |
| **5242457**<br>H9AY<br>11071-TT<br>Df Esd<br>Gc Rdr<br>RTm/h | **BAILEE**<br>ex Regal Sabre-82 ex Moshill-76<br>**Fritz Steamship Corp.**<br>Panama Panama | **14 500**<br>8 750<br>26 639 | NV | **1961** Mitsubishi Zosen K.K.—Nagasaki<br>(1533)<br>176,79 22,97 10,656<br>168,08 22,86 14,00<br>P 31,7 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes Ice strengthened<br>6 Ho 18,9 20,4 21,0 21,0 21,0<br>21,0 ER<br>G.32 063<br>6 Ha (stl) (10,2 14,9 15,1 15,1 15,1<br>15,1 × 11,3) ER<br>12W Der 12(5-12) | Oil 2SA 8Cy. 780 × 1400<br>10 660bhp (7 841kW) MA<br>Mitsubishi Nippon Heavy Ind. Yokoha<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel 2 205,0t (hvf) 15,25 |
| **7387017**<br>EGVJ<br>292<br>Df Esd<br>Gc Rdr<br>RT | **BAILEN**<br><br>**Compania Espanola de**<br>**Petroleos S.A. (CEPSA)**<br>Gijon Spain | **5 542**<br>3 743<br>9 462 | ✠**100A1** SS 11/80<br>asphalt tanker<br>✠**LMC**<br>EL X 2"U2<br>FN 3086 | **1975**-4 Ast. del Cantabrico y de Riera<br>—Factoria Cantabrico, Gijon (C.118)<br>120,22(BB) 18,55 7,589<br>113,01 18,51 8,79<br>P 26,9 Trunk 13,8 F 13,8 1 dk<br>rf nil<br>9BH WB4269T incl. DT432T Comb. btm & STs abreast Nos. 1, 2, 3 & 5 cargo tanks 2769T & STs abreast No. 4 cargo tank 375T | **M Tanker**<br>Asphalt<br>5 Ta ER<br>Asphalt 9 484 | Oil 4SA 6Cy. 410 × 470 sr geared to sc.<br>shaft<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A. Ca<br>Gen 3 × 204kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13 |
| **8001799**<br>H9HA<br>1076<br>5-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAILEY**<br><br>**Bailey Shipping Co. Ltd.**<br>Panama Panama | **16 105**<br>10 749<br>28 234 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes hold Nos. 2 & 4 may be empty<br>timber deck cargoes<br>✠**LMC**<br>EL Gt 577,5/68,0U2<br>FN 6290 | **1980**-12 Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (825)<br>177,40(BB) 22,92 10,624<br>168,00 22,86 14,58<br>P 29,3 F 15,6 1 dk<br>rf 43<br>7BH WB8866T incl. topside tanks in holds 3621T & Comb. btm & STs in holds 3149T | **M Bulk Carrier**<br><br>5 Ho 20,9 28,1 27,9 27,9 23,2<br>ER<br>G.37 808 B.31 924<br>5 Ha (stl) (11,2 × 9,3) (16,0 16,0<br>16,0 12,8 × 10,8) ER<br>Cr 5(15) | Oil 2SA 8Cy. 560 × 1150<br>10 120bhp (7 444kW) Sulz<br>Mitsubishi Heavy Industries Ltd. Kol<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 155,0t (d.o.) 1 342,0t (hvf) 14,5 |
| **6607305**<br>HPDW<br>7390-76<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAILU**<br>ex Olau Leif-72<br>**Brilliance Steamship Corp. S.A.**<br>Panama Panama | **3 757**<br>1 928<br>5 334 | ✠**100A1** SS 1/80<br>oil tanker ((cc)) all cargo tanks, side tanks Nos. 3, 4 & 5 (p&s) SG up to 1.4<br>Ice Class 1<br>✠**LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2345 | **1966**-3 Helsingborgs Varfs A/B<br>—Helsingborg (96)<br>111,87 14,53 7,316<br>103,33 14,48 8,21<br>P 45,8 F 17,4 1 dk<br>rf 51<br>13BH WB164t | **M Tanker**<br><br>24 Ta ER<br>L.(oil) 6 793 HeCls. C | Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenha<br>2 WTAuxB primary 782lbf/in² (54,0bar)<br>secondary 180lbf/in² (12,5bar)<br>Gen 3 × 210kW 440V 60Hz a.c.<br>Fuel 658,5t (hvf)-18,5pd 15,5 |
| **6906139**<br>CSAZ<br>1-376<br>Df Esd<br>Gc Rdr<br>RT | **BAILUNDO**<br>Launched as Artemonas<br>**C.T.M.-Companhia Portuguesa**<br>**de Transportes Maritimos**<br>**E.P.**<br>Lisboa Portugal | T.Mk<br>**7 674**<br>4 271<br>12 507<br>**11 586**<br>8 120<br>16 097 | ✠Classed LR until<br>12/12/75 | **1969**-9 Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B441/01)<br>158,40(BB) 21,06 8,408/10,027<br>143,01 21,01 13,37<br>Ba 32,0 F 14,7 2 dks<br>RW rf nil | **M General Cargo**<br><br>Ice strengthened<br>5 Ho ER<br>G.23 902 B.21 676<br>TEU 144 C. 144/20'<br>5 Ha ER<br>Der 1(50) 2(25) 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulz<br>H. Cegielski Pozn<br>Gen 3 × 320kW 400V 50Hz a.c.<br>14k |
| **5180843**<br>HPDL<br>7351-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAIMA**<br>ex Kamoharu Maru-72<br>**Fortune Sea Transport Corp.**<br>**(Panama) S.A.**<br>Panama Panama | **9 112**<br>5 413<br>12 654 | NK | **1958** Hitachi Zosen—Innoshima (3847)<br>157,05 19,69 9,284<br>145,01 19,60 12,40<br>F 11,3 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>6 Ho<br>G.16 904 B.15 375 In.439<br>6 Ha (7,4 × 5,4) (13,3 11,2 7,1 13,5<br>8,0 × 7,4)<br>18W Der 4(10) 14(5) | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>Hitachi Zosen Sakurajima Works, Osak<br>Gen 2 × 340kW 450V a.c. 19k<br>Fuel 1 655,0t |
| **5034135**<br>WA2671<br>236505 | **BAINBRIDGE**<br><br>**Sam Mirkovich & others**<br>Seattle, Wa United States of America | **130**<br>68<br>— | | **1937** Al Larson—Los Angeles, Ca<br>*23,96* 6,91<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 4SA 4Cy. 330 × 405<br>240bhp (177kW)<br>Atlas Imperial Engine Co. Oakland, C |

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| 5322805<br>HOVV<br>7298-76<br>Df Esd<br>Gc Rdr<br>RT | **BAIPAO**<br>ex Shigaharu Maru-73<br>**United Freighter Corp. Panama S.A.**<br>Panama Panama | **9 112**<br>5 433<br>12 651 | NK | **1959** Hitachi Zosen—Innoshima (3875)<br>157,00 19,69 9,297<br>145,01 19,61 12,40<br>F 11,3 2 dks, pt 3rd dk | **M General Cargo** CSD<br>Ref<br>6 Ho<br>G.17 034 B.15 474 In.390<br>6 Ha (7,4 × 5,4) (13,4 11,1 × 7,4) ER (7,1 13,5 7,9 × 7,4)<br>18W Der 4(10) 14(5) | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 340kW 450V a.c.<br>Fuel 1 471,0t 19kn |
| 6520533<br>CLGH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAIRE**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **7 000**<br>3 693<br>10 570<br>**9 390**<br>5 238<br>13 853 | **✠100A1** CS 8/75<br>strengthened for heavy cargoes— DTsf veg. oil<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL et 2¼"SQ<br>FN 4499 | **1966**-2 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (191)<br>156,83 19,74 8,002/9,272<br>143,26 19,66 11,74<br>Ba 45,2 F 14,7 1 dk & S dk<br>rf 76<br>4BH to S dk 4 to 2nd dk WB2493t | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 21,1 21,3 21,3 21,3 ER 21,3 5 TwD 21,1 21,3 21,3 21,3 ER 25,1Upr<br>G.18 999 B.17 339 In.1 133<br>5 Ha (stl) (12,3 × 6,1) (12,1 12,1 12,1 × 7,6) ER (12,1 × 7,6)<br>Der 1(50) 8(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Empresa Nacional "Elcano" Valencia<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>17kn |
| 5034147<br>203634<br>Gc | **BAIS**<br>ex Elcano ex FS 319<br>**Metropolitan Insurance**<br>Cebu Philippines | **736**<br>438<br>894 | | **1944** J. H. Mathis Co.—Camden, NJ (157)<br>65,97 9,99 3,655<br>9,94<br>rf 152 len —<br>conv General Cargo — | **M Passenger/General Cargo/Ferry**<br>292P<br>4 Ho 10,3 12,1 7,0 7,9<br>4 Ha (6,1 6,1 3,6 × 4,8) (1,8 × 1,8)<br>Der 1(15) 2(5) 1(3) | 2 Oil 2SA each 6Cy. 305 × 380 geared to sc. shaft<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW 240V d.c.<br>Fuel (d.o.) 12kn |
| 5121196<br>HP3429<br>6182-PEXT1<br>Df Esd<br>Rdr RTh | **BAIS**<br>ex Freya-75<br>**Blue Stone Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**499**<br>305<br>—<br>**993**<br>722<br>— | AB (GL) | **1962** J. J. Sietas K.G. Schiffswerft —Hamburg (510)<br>69,60 10,85 —/—<br>63,02 10,80 6,05<br>P 11,3 B 8,6 F 9,2 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 512 B.2 246<br>4 Ha (each 11,0 × 6,4) ER<br>6W Der 6(3) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 78,5t (d.o.) 11kn |
| 7404267<br>EGUV<br>Df Esd<br>Gc Rdr<br>RTm | **BAITIN**<br>**Bilbao Shipping S.A.**<br>Bilbao Spain | **1 454**<br>957<br>2 252 | BV | **1975** Astilleros del Atlantico S.A. —Santander (170)<br>67,85 5,601<br>60,00 12,20 6,20<br>2 dks | **M General Cargo** CSD<br>1 Ho 43,5 ER<br>G.3 100 B.2 831<br>1 Ha (stl) (37,1 × 8,6) ER | Oil 4SA 6Cy. 241 × 305<br>1 500bhp (1 103kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>Gen 2 × 125kW 380V 50Hz a.c.<br>Fuel 151,5t (d.o.) 14kn |
| 6503341<br>000049<br>RTv | **BAIUNE**<br>**Bulolo Gold Dredging Ltd.**<br>Port Moresby Papua New Guinea | **118**<br>58<br>135 | | **1964** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W.<br>*24,51* 7,52<br>7,47<br>1 dk | **TM RoRo Cargo Barge**<br>8P<br>Bow door<br>1 Ho 18,2<br>Cr 1(10) | 2 Oil 4SA each 6Cy. 124 × 152<br>280bhp (206kW)<br>Cummins Engine Co. Ltd. Shotts<br>Gen 1 × 2kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| 7503324<br>EGWT<br>3820<br>Esd RT | **BAIX EMPORDA**<br>**Hermanos Figueras**<br>Barcelona Spain | **107**<br>39<br>115 | | **1976** Ast. Cardona—Barcelona (654)<br>27,92 6,66 1,969<br>24,21 6,53 3,20 | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 300 × 410<br>870bhp (640kW)<br>A/S Volund Kobenhavn<br>12,5kn |
| 5034161<br>XCBJ | **BAJA CALIFORNIA**<br>ex Korrigan III-38<br>**Government of Mexico**<br>Naviera de Acapulco<br>Mazatlan Mexico | **962**<br>579<br>— | | **1912** At. & Ch. de la Loire—Nantes<br>*59,32* 9,45<br>9,40<br>R | **S General Cargo** | T 3Cy. 460 760 & 1250 × 960<br>At. & Ch. de la Loire Nantes<br>Fuel (o.f.) |
| 7202205 | **BAJA CALIFORNIA**<br>ex Jeanne Lynn-70<br>**Atun Mexicanos S.C.L.**<br>Mexico | **471**<br>185<br>— | | **1951** .............Tacoma, Wa<br>*35,06* 8,54<br>... ... ...<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW)<br>.............<br>Fuel (d.o.) |
| 7108590<br>WY9181<br>513266 | **BAJA SEAHORSE**<br>ex Auster-80<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **299**<br>206<br>— | | **1968** Halter Marine Fabricators, Inc.—Moss Point, Ms (188)<br>11,59 3,099<br>47,17 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5034185<br>EBUO<br>7832<br>Df Esd<br>RTm | **BAJAMAR**<br>**Flota Mar S.A.**<br>Vigo Spain | **207**<br>101<br>— | (BV) | **1958** Hijos de J. Barreras S.A.—Vigo (1080)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,6 × 0,6) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 50,0t (d.o.) 10,5kn |
| 5034197<br>PKAZ | **BAJAN**<br>Launched as Belatik<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **193**<br>75<br>71 | ✠Classed LR until 9/58 | **1953**-8 N.V. Schpsw. Janssen—Druten (J.129)<br>38,21 6,53 2,013<br>35,01 6,51 2,98<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo**<br>—P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7820447<br>5NFK<br>375731<br>Esd Rdr<br>RT | **BAJIMA**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **326**<br>0<br>296 | **✠100A1**<br>tug<br>Nigerian coasting service<br>**✠LMC**<br>EL G 302,5/20,5U2(a)<br>FN 469 | **1980**-8 Robb Caledon Shipbuilders Ltd. —Leith (526)<br>38,21 9,63 3,834<br>34,14 9,21 4,50<br>1 dk<br>rf 483<br>3BH WB93T | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 1 × 31kW 400V 50Hz a.c. |
| 7230252<br>LITC<br>17929<br>Df Esd<br>Gc Rdr<br>RT | **BAJKA**<br>**P/R Bajka**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | **18 051**<br>10 718<br>27 269 | NV | **1972** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/09)<br>163,20 25,94 10,999<br>156,57 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>Ore 34 651 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 094,0t (hvf)-33,0pd<br>15kn |

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|---|---|---|---|---|---|---|---|
| **6524527**<br>CLFM<br><br>Df Esd<br>Gc Rdr<br>RT | **BAJONAO**<br><br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>659 | BV | **1966** S.A. Juliana Const. Gijonesa—Gijon (147)<br>52,02 9,02 3,931<br>49,61 9,01 4,25<br>1 dk<br>RW | **M Fishing**<br>Stern Trawler<br>3 Ho ER<br>In.555<br>3 Ha (each 1,6 × 1,6) ER<br>4W Der 4(1) | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Cia. Euskalduna S.A.<br>Fuel 297,5t (d.o.) | M<br>Bil<br>1 |
| **6702296** | **BAJRA**<br><br>**Bangladesh River Steamers Ltd.**<br>Narayanganj Bangladesh | **200**<br>24<br>— | ✠ | **1967**-1 R. Dunston (Hessle) Ltd.—Hessle (836)<br>29,42 8,18 1,804<br>7,85 2,44 | **TM Tug** | 2 Oil 2SA each 6Cy. 267 × 343<br><br>Crossley Premier Engines Ltd. | Manches |
| **7374503**<br><br>454øPPJ<br>Df Esd<br>Gc Rdr<br>RTh/v | **BAJUBANG/PERMINA 1012**<br><br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Government of The Republic of Indonesia (Directorate for Shipping & Telecommunications P. & T.)<br>Jakarta Indonesia | **8 793**<br>5 128<br>13 666 | **✠100A1** SS 6/78<br>oil tanker<br>**✠LMC**<br>EL At $2\frac{3}{16}$"U2<br>FN 4200 | **1974**-11 Naikai Zosen—Setoda (376)<br>135,67 22,84 7,335<br>128,02 22,79 10,01<br>P 29,9 F 15,6 1 dk<br>rf 102<br>11BH WB17959T | **M Tanker**<br><br>20 Ta ER<br>L.(oil) 17 751 | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Os<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar)<br>Spt 215°C 15,5kgf/cm² (15,2bar)<br>hs294,5<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 370kW 450V 50Hz a.c.<br>Fuel 1 610,5t (hvf)-31,5pd | B&<br><br>13,75 |
| **6926854**<br>YBQR<br><br>Rdr RT | **BAKAHUNI**<br>ex Nagahama-75<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **492**<br>175<br>203 | | **1969** Kyokuyo Zosen Tekko K.K.—Chofu (205)<br>49,00 11,33 2,617<br>45,12 11,31 3,71<br>1 dk | **TM Ferry** 300P | 2 Oil 4SA each 8Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo<br>Gen 1 × 65kW 225V | Os<br>12 |
| **7217729**<br>ELCJ8<br>7291<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAKAR**<br><br>**Bakar Inc.**<br>Monrovia Liberia | **16 012**<br>11 228<br>27 376 | NV | **1972** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/06)<br>163,20 25,94 10,999<br>156,65 25,89 15,22<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>Ore 34 651 HeCls. B<br>TEU 550<br>5 Ha (stl) (14,4 16,9 14,4 19,2 16,7 × 13,1) ER<br>Cr 1(16) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 094,0t (hvf)-33,0pd | Sul<br>Pozn<br>15 |
| **6906153**<br>YTUG<br>216<br>Df Esd<br>Gc Rdr<br>RT | **BAKAR**<br><br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Istok)**<br>Rijeka Yugoslavia | T.Mk<br>**6 239**<br>3 283<br>8 713 | **✠100A1** SS 8/81<br>DTm—oil FP above 65,5°C. or vegetable oil or latex<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL At $2\frac{3}{16}$"U3<br>FN 4350<br>JR (RI) | **1969**-6 Italcantieri S.p.A.—Monfalcone (1909)<br>152,23(BB) 20,05 7,751<br>138,00 20,01 11,51<br>F 15,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW rf nil DK fwd<br>7BH WB1990t incl. DTm535t | **M General Cargo**<br>Ref<br>4 Ho ER 1 Ho<br>G.14 638 B.13 159 In.426<br>5 Ha (stl) (8,8 × 5,5) (11,9 11,9 11,9 × 7,0) ER (11,9 × 7,0)<br>18W Der 1(25) 6(10) 10(5) 2(3) | Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>C.R.D. Adriatico<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 300kW 400V 50Hz a.c. | F<br>Tries<br>18 |
| **6912152**<br>UUBY<br>M-28494<br>Df Esd<br>Gc Rdr<br>RT | **BAKARITSA**<br><br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 507**<br>2 078<br>6 459 | RS | **1968** Vyborg Shipyard—Vyborg<br>121,95 16,74 7,090<br>113,01 16,69 8,34<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (11,1 × 8,0) (13,3 13,3 × 9,5) ER (13,3 × 9,5)<br>Cr 4(5) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) | B&<br>Bryan<br>14,5 |
| **7944231**<br>HO2284<br>1076<br>7-81<br>RT | **BAKASSI**<br><br>**Services & Transport Armement Etranger**<br>Panama Panama | **181**<br>70<br>— | BV | **1979** Service Machine & SB. Corp. —Amelia, La (128)<br>35,97 7,93 2,431<br>32,80 3,48<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 123 × 127<br>1 200bhp (883kW)<br>General Motors Corp., Detroit Diesel Allison Div. | Detr<br>11k |
| **5327051**<br>USUV<br>M-27532<br>Df Esd<br>Gc Rdr<br>RT | **BAKAYEVO**<br>ex Sidimi<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 420 | RS | **1962** ..............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,6 × 1,6) (1,5 × 1,5) (1,3 × 1,2)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller | Prah<br>13k |
| **8014356**<br>PCZE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAKENGRACHT**<br><br>**C.V. Scheepv. Onderneming 'Bakengracht'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 489<br>**3 482**<br>2 257<br>6 197 | **✠100A1**<br>Ice Class 1A at a draught not exceeding 5.97 metres<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1987 | **1981**-3 Miho Zosensho K.K.—Shimizu (1183)<br>80,22 (BB) 16,11 5,971/8,473<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk, WB1250T incl. DTf192T & STs in hold 187T | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 460<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) | Kob<br>12,75k |
| **5263944**<br>3FGP<br>8014-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BAKER ISLAND**<br>ex Penn Hills-81 ex Monarch-77<br>ex Julien Delmas-76<br>ex Oppelia-68<br>**Penn Hills Maritime Co. Ltd. S.A.**<br>Panama Panama | **10 790**<br>6 539<br>18 454 | BV (AB) | **1960** Forg. & Ch. de la Gironde—Bordeaux (243)<br>162,57 21,04 9,170<br>154,74 21,01 13,42<br>P 34,5 F 14,1 1 dk<br>RW rf 51 | **M Bulk Carrier**<br>Str. ore cargoes<br>4 Ho 28,0 27,5 27,5 27,5 ER<br>G.22 348 B.21 138 In.53 HeCls. B<br>8 Ha (stl) (10,5 10,5 10,9 10,9 9,9 9,9 10,5 10,5 × 8,9) ER<br>Der 8(15) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>Soc. des Forges & At. du Creusot<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Fuel 150,5t (d.o.) 1 724,5t (hvf)-27,5pd | B&W<br>Le Creuso<br>14,25kn |

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| 6827280<br>UIHS<br>M-29788<br>Df Esd<br>Gc Rdr<br>RT | **BAKHCHISARAY**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 152 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (242)<br>81,97 13,64 5,160<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7117321<br>UYHG<br>M-12341<br>Df Esd<br>Gc Rdr<br>RT | **BAKHCHISARAY**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 110**<br>491<br>1 545 | RS | **1971** Krasnoyarsk Shipyard—Krasnoyarsk<br>72,17 11,31 4,630<br>65,41 5,01<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.1 830<br>2 Ha (stl) (each 14,4 × 7,0) ER<br>Cr 1(8) | Oil 2SA 8Cy. 300 × 500<br>1 000bhp (736kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 150kW 400V 50Hz a.c.<br>11kn |
| 7041821<br>UBKM<br>M-24737 | **BAKHMACH**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **508**<br>174<br>300 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 9,00 3,582<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.465<br>2 Ha (each 1,8 × 1,6)<br>Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 100kW 1 × 64kW 1 × 16kW 230V d.c.<br>Fuel (d.o.)<br>11,5kn |
| 5034276<br>LCJX<br>5556<br>RT | **BAKKENAESS**<br>ex Sardinen-61 ex Hillevaag<br>ex Blackbird<br>**T. K. Naess**<br>Stavanger Norway | **197**<br>119<br>218 | ✠Classed LR until 10/08 | **1894**-8 Earle's SB. & Eng. Co. Ltd.—Hull (389)<br>55,00 6,30 3,963<br>6,28<br>1 dk<br>R BK 191 len 30 | **M Fishing**<br>Side Trawler<br>1 Ho<br>G.255 B.227<br>1 Ha (10,5 × 3,5)<br>1W Der 1(3) | Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) E made63 fitted76<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.)<br>8,5kn |
| 6721151<br>LLSV<br>16779<br>Esd Pfd<br>Rdr RT | **BAKKETUN**<br>ex Ramlo-75<br>**P/R Ivar Lothe**<br>Namsos Norway | **299**<br>178<br>838 | NV | **1967** Orens M/V—Trondheim (40)<br>54,97 9,33 3,506<br>50,02 9,28 3,56<br>1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 586 B.1 416<br>2 Ha (12,5 13,3 × 6,0) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 21kW 220V 50Hz a.c.<br>Fuel 57,0t (d.o.)-3,0pd<br>11kn |
| 6802773<br>LZRG<br>112/2<br>Df Esd<br>Gc Rdr<br>RT | **BAKLAN**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **3 012**<br>1 143<br>1 490 | BR | **1967** "Chernomorskiy" Shipyard—Nikolayev<br>84,69 14,03 5,700<br>78,03 14,00 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>B.2 122<br>4 Ha (2,5 × 2,5) (1,8 × 1,8) (1,4 × 1,2) (1,2 × 1,3)<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>14kn |
| 7920041<br>Rdr | **BAKLAN**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **712**<br>—<br>260 | RS (Class cont.) | **1980** Ishikawajima Ship & Chemical Plant Co.—Tokyo (510)<br>43,01 3,601<br>38,00 10,41 4,40<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 290 geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 7945663<br>UNPP<br>Df Esd<br>Gc Rdr | **BAKLANOVO**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1981** ............U.S.S.R.<br>103,71 16,01 5,801<br>94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha |
| 6510904 | **BAKTI**<br>**Mgr. J. Grent, Bishop of Amboina Diocese**<br>Ambon Indonesia | **131**<br>43<br>66 | KI | **1965** Paans N.V. Scheepsbouwwerf —Roodevaart-Moerdijk (242)<br>27,26 6,25 2,102<br>24,01 6,10 2,49<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.116 B.107<br>1 Ha (5,7 × 2,9)<br>1W Der 1(2) | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 13,0t (d.o.)<br>13kn |
| 6726254<br>UBHC<br>M-19037<br>Df Rdr | **BAKU**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 398**<br>1 735<br>4 316 | RS | **1959** ............U.S.S.R.<br>120,00 15,02 4,401<br>111,99 14,97 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>G.5 485<br>4 Ha (stl) (11,8 13,7 13,7 13,7 × 8,0) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 75,0t (hvf)<br>11,5kn |
| 6851712<br>ULDT<br>M-14052 | **BAKU**<br>**U.S.S.R. -'Kaspryba'**<br>Baku U.S.S.R. | **258**<br>99<br>124 | RS | **1957** VEB Rosslauer Schiffswerft—Rosslau<br>38,49 7,22 2,880<br>3,51<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.279<br>2 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| 5034305<br>XPZQ<br>D848<br>Df Esd<br>Rdr RT | **BAKUR**<br>**P/R Bakur**<br>Arni Joensen<br>Torshavn Faroe Islands | **354**<br>141<br>— | (NV) | **1961** Soviknes Verft A/S—Syvikgrend (51)<br>47,38 7,68 3,798<br>42,50 7,47 4,04<br>1 dk<br>BK 152 len 63 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>4 Ha ER<br>2W Der 1(10) 1(3) | Oil 2SA 5Cy. 290 × 490<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |

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| **6521496**<br>UNNV<br>M-28031<br>Df Esd<br>Gc Rdr<br>RT | **BAKURIANI**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 569**<br>2 939<br>—<br>**9 869**<br>4 930<br>12 715 | RS | **1965** Nikolayev Shipyard "Nosenko" —Nikolayev<br>155,61 20,63 7,941/9,059<br>140,01 20,55 12,35<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 7 TwD ER<br>G.18 429 B.16 440<br>10 Ha (stl) (8,3 × 6,6) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) | B&<br>Brya<br>15, |
| **6851736**<br>ULDP<br>M-14044 | **BAKUVI**<br><br>**U.S.S.R. -Academy of Sciences**<br>Baku U.S.S.R. | **258**<br>99<br>83 | RS | **1957** ............East Germany<br>39,15 7,35 2,699<br>3,56<br>1 dk | **M Fishing**<br>1 Ho<br>B.70<br>1 Ha (1,8 × 2,2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeb<br>9, |
| **5051078**<br><br>208136<br>RT | **BALABAC**<br>ex Breeze-66<br>**Balabac Navigation Inc.**<br>Manila Philippines | **625**<br>314<br>782 | ✠Classed LR until 12/65 | **1933**-11 Scott & Sons—Bowling (324)<br>54,72 9,17 3,779<br>53,19 9,15 3,81<br>RQD 30,2 B 3,4 F 9,2 1 dk Well dk<br>R | **M General Cargo**<br>Mchy.aft<br>B.1 048 | Oil 2SA 5Cy. 340 × 570<br>725bhp (533kW)<br>British Auxiliaries Ltd.<br>Fuel 51,0t | Glasg<br>10 |
| **7044366**<br>UQVX<br>M-29969<br>Df Esd<br>Gc Rdr<br>RT | **BALADZHARY**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **1 722**<br>573<br>1 660 | RS | **1970** ............Kerch<br>83,55 12,04 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 126,0t (d.o.)-7,5pd | Pr<br>12,5 |
| **7051450**<br>WH2334<br>271507 | **BALAENA**<br>ex Jimbo ex BSP 1047<br>**Alaska Packers Association Inc.**<br>Bellingham, Wa United States of America | **192**<br>153<br>— | | **1944** Martinolich SB. Corp.—San Francisco, Ca<br>*30,24* 9,15<br>2,75<br>rebuilt 58 | **Wood M Fishing** | Oil<br>270bhp (199kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illin |
| **8033053**<br>UNMY<br><br>Df Esd<br>Gc Rdr | **BALAKHNA**<br><br>**U.S.S.R.**<br>U.S.S.R. | **3 385**<br>1 435<br>1 810 | RS | **1981** ............U.S.S.R.<br>103,13 5,801<br>94,01 16,02 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>............. | 14 |
| **6404181**<br>UECI<br>M-26546<br>Df Esd<br>Gc Rdr<br>RT | **BALAKHNALES**<br><br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **4 520**<br>2 300<br>6 346 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/08)<br>123,88 16,74 7,241<br>114,99 16,67 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 2(10) 6(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) | B&<br>Gdan<br>16 |
| **5034317**<br>UQHN<br>M-27851<br>Df Esd<br>Gc Rdr<br>RT | **BALAKLAVA**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **12 588**<br>6 642<br>19 030 | RS<br>✠Classed LR until 2/63 | **1962**-2 Stocznia Gdanska im. Lenina —Gdansk (B70/02)<br>176,89 21,85 9,530<br>165,03 21,81 11,84<br>P 38,8 B 12,5 F 24,1 1 dk<br>RW rf nil | **M Tanker**<br>1 Ho 22 Ta ER<br>G.813 L.(oil) 25 098 HeCls. BC<br>1 Ha (4,5 × 3,5)<br>2W Der 2(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>H. Cegielski<br>Fuel 252,0t (d.o.) 1 857,5t (hvf)-29,5pd | Sul<br>Pozn<br>15,25 |
| **6415738**<br>UIQK<br>M-26957<br>Df Esd<br>Gc Rdr<br>RT | **BALAKLAVA**<br><br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **1 920**<br>603<br>850 | RS | **1964** VEB Volkswerft Stralsund—Stralsund (7027)<br>79,74 13,24 5,020<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>3 Ha (0,9 0,9 × 0,9) (2,2 × 3,5)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller | Magdebu<br>12,75 |
| **8117445**<br><br><br>Esd Rdr<br>RTv | **BALALI**<br><br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **227**<br>0<br>130 | **100A1**<br>Class Contemplated<br>FN 330 | **1981** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (753)<br>28,33 8,79 3,261<br>26,19 8,31 4,27 | **TM Tug** | 2 Oil 4SA each 6Cy. 230 × 270 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 70kW 220/380V 50Hz a.c.<br>Fuel 49,0t (d.o.) | Mannhei<br>12k |
| **5034329**<br>PKAY | **BALAM**<br><br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **193**<br>75<br>71 | ✠Classed LR until 9/58 | **1953**-8 C.V. Schps. & Ghbw. Jonker & Stans—Hendrik-Ido-Ambacht (271)<br>38,21 6,53 2,013<br>35,01 6,51 2,98<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor<br>Fuel 22,5t (d.o.) | Amsterda<br>10k |
| **7517260**<br>J5MA | **BALANA**<br>ex Osminog-76<br>**Government of The Republic of Guinea-Bissau**<br>Guinea-Bissau | **180**<br>32<br>73 | (RS) | **1975** ............U.S.S.R.<br>31,60 7,35 2,839<br>3,54<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdebu<br>9,5k |
| **5384566**<br>PLNU<br>102/L<br>Df Esd<br>RTm | **BALANGAN**<br>ex Waddenzee-71<br>**P.T. Perusahaan Nusantara Wasaka**<br>Bandjarmasin Indonesia | **498**<br>267<br>721 | KI | **1959** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (5)<br>54,51 8,56 3,175<br>49,28 8,51 3,51<br>1 dk<br>RW | **M General Cargo** 2P<br>2 Ho 16,9 16,0 ER<br>G.983 B.878<br>2 Ha (each 12,1 × 5,1) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>535bhp (394kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 6kW 110V d.c.<br>Fuel 52,0t (d.o.) | Mannhei<br>10,5k |

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| 8201179 | **BALANTA**<br>**West Coast Fisheries**<br>Lagos Nigeria | **130**<br>—<br>— | | **1981** Marine Mart Inc.—Port Isabel, Tx<br>25,33<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing Beam-fishing | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7731086<br>9V2720<br>380645<br>Gc Rdr<br>RT | **BALANTANG**<br>ex Taiyo Maru<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **494**<br>327<br>1 365 | NK | **1970** Komasu Zosen—Japan (72)<br>68,38 4,025<br>61,12 11,00 4,04<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Nippon Hatsudoki Kobe<br>13,25kn |
| 7303542<br>LKFH<br>17995<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALAO**<br>**P/R Balao**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | **18 209**<br>10 614<br>27 178 | NV | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/10)<br>163,20 25,94 10,999<br>156,57 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>Ore 34 515 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 257,5t (d.o.) 2 093,0t (hvf)-39,0pd<br>15kn |
| 8008072<br>Esd Rdr<br>RT | **BALASA**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **209**<br>0<br>— | ✠**100A1**<br>tug<br>**LMC**<br>EL F 275,0/19,0U2<br>FN 320 | **1981**-3 Alblas Scheepswerf—Krimpen a/d Ijssel (3112)<br>30,21 8,06 3,310<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51<br>3BH | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 48kW 1 × 25kW 380V 50Hz a.c.<br>Fuel 69,5t (d.o.) |
| 6600345<br>UNNW<br>M-28032<br>Df Esd<br>Gc Rdr<br>RT | **BALASHIKHA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**6 569**<br>2 939<br>—<br>**9 869**<br>4 930<br>12 779 | RS | **1965** Kherson Shipyard—Kherson<br>155,61 20,63 8,330/9,060<br>140,01 20,55 12,35<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 7 TwD ER<br>G.18 429 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) 15,5kn |
| 5034367<br>USKE<br>M-24514<br>Df Esd<br>Gc Rdr<br>RT | **BALASHOV**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 258**<br>1 522<br>4 410 | RS | **1955** VEB Schiffswerft "Neptun"—Rostock<br>102,39 14,43 6,649<br>95,84 14,36 7,93<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 12,9 19,5 ER 16,7 14,1<br>G.5 325 B.4 948<br>4 Ha (stl) (8,3 8,3 × 5,0) ER (11,7 7,0 × 5,0)<br>10W Der 1(35) 1(15) 2(5) 8(3) | C 4Cy. (2) 465 & (2) 1000 × 1000 & LP turb<br>2 450ihp (1 802kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 589,5t (o.f.) 12,5kn |
| 7311551<br>URIY<br>M-32008<br>Df Esd<br>Gc Rdr<br>RT | **BALASHOV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **686**<br>216<br>333 | RS | **1973** .............U.S.S.R.<br>49,23 (BB) 10,72 4,250<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>13kn |
| 5034379<br>174249 | **BALATA**<br>**I. Mindel**<br>Kingston, Ja. Jamaica | **313**<br>145<br>— | | **1922** Botje, Ensing & Co.—Groningen<br>*36,89* 7,07<br>... ...<br>1 dk<br>R | **M General Cargo** | Oil 2SA 6Cy. 355 × 430 E made48 fitted—<br>Fairbanks Morse & Co. Beloit, Wi |
| 7517052<br>PJWG<br>Esd Rdr<br>RT | **BALAU**<br>**Balau N.V.**<br>Smit International (Antilles) B.V.<br>Willemstad Netherlands Antilles | **231**<br>—<br>— | ✠**100A1** SS 10/81<br>tug<br>✠**LMC**<br>EL H 1⅛"U2<br>FN 367 | **1976**-10 Scheepsw. "De Hoop" B.V.—Hardinxveld (739)<br>31,02 9,63 3,804<br>27,21 9,01 4,45<br>RFD 13,8 1 dk<br>rf 483<br>4BH WB39T | **TM Tug** | 2 Oil 4SA each 8Cy. 240 × 260 sr geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 96kW 390V 50Hz a.c.<br>2 Controllable pitch propellers |
| 6711601<br>6ZXP<br>2691<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALBINA**<br>**Balbina Shipping Corp.**<br>Suisse-Outremer Reederei A.G.<br>Monrovia Liberia | **43 449**<br>32 365<br>85 461 | AB | **1967** Kure Zosensho—Kure (117)<br>254,52(BB) 36,63 14,015<br>243,01 36,50 20,02<br>F 17,4 1 dk<br>rf 13 | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>Str. heavy cargoes<br>9 Ho/Ta 20,5 20,5 20,5 12,5 20,5 12,5 20,5 20,5 20,5 ER<br>G.95 901 L.(oil) 96 241 HeCls. BC<br>9 Ha (stl) (12,5 12,5 12,5 9,7 12,5 9,7 12,5 12,5 12,5 × 15,0) ER | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 650kW 1 × 600kW 1 × 100kW 440V 60Hz a.c.<br>Fuel 320,0t (d.o.) 4 159,0t (hvf)-63,0pd<br>15kn |
| 7311214<br>3FAM<br>11442<br>-81A | **BALBOA STAR**<br>ex Seiren Maru-81<br>**Balboa Marine Carriers S.A.**<br>Panama Panama | **927**<br>480<br>2 655 | | **1972** Fukushima Zosen Ltd.—Matsue (252)<br>72,70 11,54 5,500<br>11,51 5,82<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER | Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Makita Tekkosho Takamatsu<br>Fuel 118,0t 11,5kn |
| 7201990<br>WX6240<br>503677 | **BALD EAGLE**<br>ex Horn Isle<br>**Esther Joy Inc.**<br>Elizabeth City, NC United States of America | **129**<br>88<br>— | | **1966** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,56<br>3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 5036432<br>WKIY<br>278103<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDBUTTE**<br>ex Barbara Jane-73<br>**Baldbutte Shipping Co.**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **19 385**<br>11 782<br>34 014 | AB | **1958** Ingalls SB. Corp.—Pascagoula, Ms (1054)<br>202,90 25,66 11,142<br>192,03 25,61 14,25<br>P 37,8 B 15,3 F 26,0 1 dk<br>RW rf 76 | **S Tanker**<br>Oil Chemical<br>25 Ta ER<br>L.(oil) 39 797 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>20 460shp (15 050kW)<br>Westinghouse Elec. Corp. Lester, Pa<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 4 236,0t (o.f.)-117,0pd 17,5kn |

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| 5034458<br>SLDO<br>8213<br>Df Rdr<br>RTm | **BALDER**<br>ex Port Stanley-48<br>**PLM Atervinning A/B**<br>Ystad Sweden | **245**<br>—<br>— | (NV) | **1925** Jarlso Vaerft A/S—Tonsberg (16)<br>*36,40* 6,96 3,937<br>4,27<br>RW BK 191 | **S Tug** | T 3Cy. 343 559 & 953 × 610<br>A/S Fredriksstad M/V Fredriksta<br>Gen 1 × 20kW 1 × 9,5kW<br>400V 50Hz a.c.<br>Fuel 112,0t (o.f.)-8,5pd |
| 7406930<br>JXFF<br>18424<br>Rdr | **BALDER**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **148**<br>0<br>— | NV | **1975** Kaarbos M/V A/S—Harstad (79)<br>26,70 8,23 4,299<br>23,50 8,18 4,50<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Vee Oil 4SA 12Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhatta<br>Gen 2 × 76kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 52,5t (d.o.) 12,5k |
| 6801066<br>SJEK<br>10897<br>Rdr RT | **BALDER**<br>**Roda Bolaget**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Goteborg Sweden | **92**<br>—<br>— | ✠**100A1** SS 6/79<br>tug<br>Swedish coasting service<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL (a) ¾"U1<br>FN 218 | **1967**-12 Kalmar Varv A/B—Kalmar (419)<br>23,47 7,17 3,353<br>20,76 6,71 3,76<br>1 dk<br>rf 559 BK 102<br>3BH WB18t | **M Tug** | 4 Oil 4SA each 6Cy. 127 × 145 with Vee belts to sc. shaft<br>A/B Scania Vabis Sodertalj<br>Gen 2 × 6,5kW 25V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7604817<br>ONAG<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER ANTWERPEN**<br><br>**N.V. Cockerill Yards Hoboken**<br>Parley Augustsson (Management) A/S<br>Antwerpen Belgium | T.Mk<br>**6 293**<br>3 825<br>12 910<br>**9 394**<br>7 568<br>15 373 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL B† 550,0/55,0U3<br>FN 4380 | **1979**-11 N.V. Cockerill Yards Hoboken —Hoboken (885)<br>141,46 20,53 —/9,341<br>132,19 20,50 12,63<br>F 11,3 2 dks<br>rf nil<br>SF 6BH WB4246T incl. DTf293T, DTmf896T, DTma982T, Tunnel tanks 161T | **M General Cargo**<br>4 Ho 20,2 25,0 25,0 ER 27,5<br>4 TwD<br>G.21 365 B.20 093<br>4 Ha (stl) (15,3 15,3 15,3 × 8,7) ER (15,3 × 8,7)<br>19W Der 1(30) 8(5) 8(3) | Oil 2SA 5Cy. 620 × 1400 geared to sc. shaft<br>7 400bhp (5 443kW)<br>B&W Maskinfabrik Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 81,0t (d.o.) 772,0t (hvf) |
| 7347031<br>OZPD<br>D1978<br>Df Gc<br>Rdr RT | **BALDER B**<br>ex Lykke Bewa-78<br>**P/R Balder B**<br>Poul Lehmann Sivertsen<br>Naestved Denmark | T.Mk<br>**499**<br>317<br>1 252<br>**1 399**<br>911<br>2 620 | BV | **1974** I/S Orskovs Staalskibsvaerft —Frederikshavn (68)<br>71,48 13,01 3,760/5,684<br>65,61 12,98 6,76<br>P 14,4 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,0 ER<br>G.3 278 B.2 890<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>4W Der 4(5) | Vee Oil 4SA 14Cy. 225 × 300<br>2 030bhp (1 493kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12,5kn |
| 7623916<br><br>388547<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER BAFFIN**<br><br>**Deasea Ltd.**<br>Parley Augustsson (Management) A/S<br>Halifax, N.S. Canada<br>See Register of Offshore Units | **1 599**<br>767<br>1 604 | NV | **1980** Marystown Shipyard Ltd. —Marystown, Nfl. (27)<br>72,07 16,01 5,265<br>66,60 6,51<br>F - 2 dks<br>rf 686 | **TM Diving Support Ship**<br>for offshore installations<br>Ice strengthened Moonpool | 2 Oil 4SA each 12Cy. 228 × 266 reduction geared to sc. shafts<br>5 435bhp (3 998kW) Alco<br>MLW Industries Montreal, P.Q.<br>Gen 3 × 386kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft<br>Fuel 733,5t (hvf)-17,5pd 14kn |
| 5422368<br>H3ZY<br>1075<br>1-AG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALDER BORG**<br>ex Thracian Shirley-81<br>ex Balder Borg-79 ex Herborg-77<br>ex Samnanger-73<br>**Viralina Shipping Co. S.A.**<br>Panama Panama | **31 142**<br>20 962<br>61 471 | AB NV | **1963** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (778)<br>236,23 32,31 12,629<br>227,57 32,26 16,24<br>P 52,2 B 14,7 F 23,5 1 dk<br>rf 64 | **M Tanker**<br>SBT<br>37 Ta ER<br>L.(oil) 67 422 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 580kW 1 × 550kW<br>440V 60Hz a.c.<br>Fuel 249,0t (d.o.) 3 752,0t (hvf)-45,0pd<br>16,5kn |
| 8123169<br><br>800512<br>RT | **BALDER BORKUM**<br><br>**Canspray No. 2 Ltd.**<br>Halifax, N.S. Canada | T.Mk<br>**1 467**<br>678<br>— | NV (Class cont.) | **1982** Husumer Schiffsw.—Husum (1479)<br>64,67 4,720<br>56,42 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil 4SA each 9Cy. 320 × 420 sr geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 7623930<br>GBXQ<br>390926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER CABOT**<br><br>**Deasea Ltd.**<br>Parley Augustsson (Management) A/S<br>London United Kingdom<br>See Register of Offshore Units | **1 599**<br>767<br>1 650 | NV | **1981** Marystown Shipyard Ltd. —Marystown, Nfl. (29)<br>72,07 16,41 4,723<br>66,60 16,01 6,51<br>F - 2 dks<br>rf 686 | **TM Diving Support Ship**<br>for offshore installations<br>Moonpool Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 228 × 267 reduction geared to sc. shafts<br>5 424bhp (3 990kW) Alco<br>MLW Industries Montreal, P.Q.<br>Gen 3 × 355kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft<br>14kn |
| 7705714<br>ELBK5<br>7089<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALDER CARRIER**<br>ex Ventuari-81<br>**Lancaster Transport Co. Ltd.**<br>Monrovia Liberia | T.Mk<br>**6 301**<br>3 012<br>9 000 | GL | **1978** Kawasaki Heavy Ind. Ltd.—Kobe (1269)<br>148,01(BB) 8,002<br>136,02 24,01 8,92<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 520 × 550 reduction geared to sc. shafts<br>12 000bhp (8 827kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>18kn |
| 6621844<br>HPYN<br>9167<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER CHUANCHOW**<br>ex Halmahera Career-81<br>ex Honduras Maru-78<br>**Chuanchow Maritime S.A.**<br>Panama Panama | **8 808**<br>5 354<br>12 138 | NK | **1966** Hitachi Zosen—Mukaishima (4120)<br>20,86 9,179<br>132,64 20,83 11,46<br>F 22,3 2 dks, pt 3rd dk<br>len 81 | **M General Cargo**<br>Ref<br>5 Ho ER<br>G.18 249 B.16 763 In.466<br>5 Ha (7,4 × 6,1) (14,0 14,0 13,2 11,8 × 7,7) ER<br>Der 1(80) 2(20) 6(10) 8(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works. Osaka<br>Gen 3 × 240kW 450V a.c.<br>Fuel 942,0t-25,5pd 16kn |
| 7623928<br>LJKZ<br>19507<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER DAVIS**<br><br>**K/S A/S Ocean Supply 1**<br>Parley Augustsson (Management) A/S<br>Oslo Norway<br>See Register Of Offshore Units | T.Mk<br>**1 589**<br>689<br>1 604 | NV | **1980** Marystown Shipyard Ltd. —Marystown, Nfl. (28)<br>72,07 16,44 4,701<br>66,60 16,01 6,51<br>F - 2 dks<br>rf 686 | **TM Diving Support Ship**<br>for offshore installations<br>Moonpool Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 228 × 267 sr geared to sc. shafts<br>5 424bhp (3 990kW)<br>MLW Industries Montreal, P.Q.<br>Gen 3 × 386kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft |

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| 7816496<br>SHWB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER DONA**<br>**Dag Engstroms Rederi A/B**<br>Lysekil Sweden | **1 599**<br>669<br>3 085 | AB | **1980** Karlskronavarvet AB—Karlskrona (397)<br>110,70(BB) 16,51 4,601<br>110,22 10,90<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 185 C. 185/20' | 2 Vee Oil 4SA each 16Cy. 250 × 300 reduction geared to sc. shafts<br>3 000bhp (2 207kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 336kW 3 × 160kW a.c.<br>Thw. thrust propeller fwd<br>16kn |
| 6105623<br>LNXC<br>12478<br>Df Esd<br>Gc Rdr<br>RTm | **BALDER EARL**<br>ex Erling Jarl-82<br>**K/S Oslo Carriers Ltd. A/S**<br>Parley Augustsson (Management) A/S<br>Trondheim Norway | **2 125**<br>1 140<br>508 | (NV) | **1949** Cant. Nav. Riuniti—Anc (229)<br>81,92 12,45 4,522<br>74,83 12,40 7,17<br>B 10,1 F 30,2 3 dks<br>RW rf 406 | **M Passenger/General Cargo/Ferry**<br>Ref 575P<br>2 Ho 7,4 ER 12,1<br>In.670<br>2 Ha (3,4 × 2,9) ER (2,9 × 2,9)<br>4W Der 4(3) | Oil 2SA 8Cy. 520 × 960<br>2 500bhp (1 839kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 125kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 145,5t (hvf)-16,5pd 15kn |
| 7811446<br>C6FC<br>399771<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER EEMS**<br>ex Pamera-80 ex Balder Eems-80<br>**Silver Venus Co. S.A.**<br>Nassau Bahamas | **1 180**<br>529<br>1 770 | NV | **1979** Scheepswerf "Waterhuizen" B.V. J. Pattje—Waterhuizen (339)<br>93,81 (BB) 18,42 3,501<br>87,25 14,81 8,92<br>2 dks | **TM RoRo Cargo**<br>2 Stern door/ramps Ice strengthened<br>1 Ho 54,2 ER<br>TEU 52 C.Dk 52/20' | 2 Vee Oil 4SA each 12Cy. 250 × 300 with flexible coupling & sr geared to sc. shafts<br>4 800bhp (3 531kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 180kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 425,5t 15kn |
| 8118372<br>8KOQ<br>125965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER ESPERANZA**<br>**Fuji Shipping Co. Ltd.**<br>Tokyo Japan | **14 649**<br>9 756<br>24 885 | NK | **1981** Kurushima Dock Co. Ltd.—Onishi (2188)<br>160,00 10,002<br>149,99 25,01 13,72<br>P 25,6 F 12,2 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |
| 8118360<br>7JTF<br>125939<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER FORTUNA**<br>**Daimaru Kaiun K.K.**<br>Tokyo Japan | **14 651**<br>9 759<br>24 850 | NK | **1981** Kurushima Dock Co. Ltd.—Onishi (2187)<br>160,00 10,007<br>150,02 25,01 13,72<br>P 25,6 F 12,2 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki |
| 8008565<br>LJWT<br>19584<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER FOSNA**<br>**K/S A/S Balder Supply 4**<br>Parley Augustsson (Management) A/S<br>Oslo Norway | **492**<br>167<br>1 050 | NV | **1981** Ulstein Smedvik A/S—Tjorvag (173)<br>64,67 14,13 4,720<br>55,12 13,82 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 664kW 2 × 240kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 800,0t (d.o.)-20,0pd 16kn |
| 7705726<br>D5SP<br>6606<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALDER FREIGHTER**<br>ex African Soul-82<br>**Lancaster Transport Co. Ltd.**<br>Monrovia Liberia | T.Mk<br>**6 280**<br>2 992<br>9 810 | GL | **1979** Kawasaki Heavy Ind. Ltd.—Kobe (1273)<br>148,01(BB) 8,002<br>136,02 24,01 16,01<br>2 dks | **M RoRo Cargo** | 2 Oil 4SA each 6Cy. 520 × 550<br>12 000bhp (8 827kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>18kn |
| 7604829<br>ONBA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER GENT**<br>**N.V. Cockerill Yards Hoboken**<br>Parley Augustsson (Management) A/S<br>Antwerpen Belgium | T.Mk<br>**6 293**<br>3 825<br>12 910<br>**9 344**<br>7 568<br>15 373 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Bt 550,0/50,0U3<br>FN 4376 | **1979**-12 N.V. Cockerill Yards Hoboken —Hoboken (886)<br>141,46 20,53 —/9,341<br>132,19 20,50 12,60<br>F 11,3 2 dks<br>rf nil<br>SF 6BH WB4246T incl. DTf293T, DTmf896T, DTma982T, Tunnel tanks 161T | **M General Cargo**<br>4 Ho 20,1 24,9 24,9 ER 27,5<br>4 TwD<br>G.21 365 B.20 093<br>4 Ha (stl) (15,3 15,3 15,3 × 8,6) ER (15,3 × 8,6)<br>19W Der 1(30) 8(5) 8(3) | Oil 2SA 5Cy. 620 × 1400 geared to sc. shaft<br>7 400bhp (5 443kW)<br>B&W Maskinfabrik Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 79,5t (d.o.) 760,0t (hvf) |
| 8112653 | **BALDER GRIP**<br>Norway | **1 600**<br>—<br>2 500 | NV (Class cont.) | **1982** Sterkoder M/V A/S—Kristiansund N. (96)<br>68,03 4,901<br>63,61 17,51 7,32 | **TM Supply Ship**<br>Deck Cargo | 2 Oil geared to sc. shafts<br>5 400bhp (3 972kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 8108717 | **BALDER HANSA**<br>Oslo Norway | **499**<br>167<br>1 011 | NV (Class cont.) | **1982** Kroegerwerft G.m.b.H.—Rendsburg (1507)<br>64,42 4,720<br>56,42 13,81 6,91 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 7811434<br>PJYZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER HAREN**<br>ex Balder Maracai-81<br>ex Balder Haren-79<br>**Parley Augustsson (Management) A/S**<br>Willemstad Netherlands Antilles | **1 180**<br>529<br>1 770 | NV | **1979** Scheepswerf "Waterhuizen" B.V. J. Pattje—Waterhuizen (336)<br>93,81 (BB) 18,42 3,501<br>87,25 14,81 8,92<br>P - 2 dks<br>rf 102 | **TM RoRo Cargo**<br>2 Stern door/ramps Ice strengthened<br>1 Ho 54,2 ER<br>TEU 52 C.Dk 52/20' | 2 Vee Oil 4SA each 12Cy. 250 × 300 with flexible coupling & sr geared to sc. shafts<br>4 800bhp (3 531kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 180kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 425,5t 15kn |
| 8123171 | **BALDER HEIDE**<br>Norway | **499**<br>—<br>895 | NV (Class cont.) | **1982** Husumer Schiffsw.—Husum (1480)<br>64,42 4,701<br>56,42 13,81 6,91 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 8029480<br>H9WB<br>1121<br>0-81<br>Df Esd<br>Gc Rdr<br>RTv | **BALDER HOPE**<br>**Fairway Transportation Co. S.A.**<br>Vermilion Overseas Management Co. Ltd.<br>Panama Panama | **10 234**<br>7 638<br>18 758 | NK | **1981** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (298)<br>146,08 22,89 9,297<br>137,01 22,86 12,60<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 197 B.22 379 HeCls. B<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 240kW 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 621,5t (hvf)-25,0pd<br>14,25kn |

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| **7717389**<br>LHMO<br>19212<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER HORTEN**<br><br>**K/S A/S Balder Product I**<br>Parley Augustsson (Management)<br>A/S<br>Oslo Norway | **18 014**<br>11 915<br>32 107 | <br><br>NV | **1978** Horten Verft A/S—Horten (191)<br>168,79(BB) 25,94 11,518<br>161,53 25,91 14,66<br>P - F - 1 dk<br>rf 76 | **M Tanker**<br>Oil Chemical Alcohol<br>8 Ta 16 Wing Ta ER<br>L.(oil) 41 160 HeCls. BC<br>Der 2(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>Gen 1 × 1200kW 2 × 600kW<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 139,0t (d.o.) 2 270,0t (hvf)-40,0pd<br>15,5kn |
| **7623904**<br><br>388546<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER HUDSON**<br><br>**Deasea Ltd.**<br>Parley Augustsson (Management)<br>A/S<br>Halifax, N.S. Canada<br><br>See Register of Offshore Units | **1 599**<br>767<br>1 604 | <br><br>NV | **1980** Marystown Shipyard Ltd.<br>—Marystown, Nfl. (26)<br>72,07 16,01 5,265<br>66,60 6,51<br>F - 2 dks<br>rf 686 | **TM Diving Support Ship**<br>for offshore installations<br>Ice strengthened Moonpool | 2 Oil 4SA each 12Cy. 228 × 266 reverse<br>reduction geared to sc. shafts<br>5 435bhp (3 998kW) Alco<br>MLW Industries Montreal, P.Q.<br>Gen 3 × 386kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd , 1 aft<br>Fuel 733,5t (hvf)-17,5pd 14kn |
| **8105076**<br><br>800510<br>Df Esd<br>Gc<br>RTm/h/v | **BALDER HUSUM**<br><br>**Canspray No. 9 Ltd.**<br>Halifax, N.S. Canada | T.Mk<br>**1 467**<br>678<br>1 050 | <br><br>NV (Class cont.) | **1982** Husumer Schiffsw.—Husum (1478)<br>64,67 4,720<br>56,42 13,81 6,91<br>F - 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>4 Ta<br>G.170 | 2 Oil 4SA each 9Cy. 320 × 420 sr geared<br>to sc. shafts<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 244kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 758,0t (d.o.)-28,5pd 16kn |
| **6712148**<br>3ENV<br>1157<br>5-82<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALDER JIANGCHOW**<br>ex Lloyd Brisbane-81 ex Tanga-81<br>ex Lloyd Brisbane-79<br>ex Swellendam-79<br>**Jiangchow Maritime S.A.**<br>Panama Panama | T.Mk<br>**6 609**<br>3 953<br>10 265<br>**9 719**<br>6 025<br>13 550 | <br><br>GL | **1967** Deutsche Werft A.G.—Hamburg<br>(823)<br>156,11 20,53 7,849/9,130<br>144,53 20,50 12,10<br>P 30,5 B 16,5 F 29,9 2 dks | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>Mchy.aft<br>6 Ho 18,0 21,5 24,7 23,3 22,4<br>6,7<br>G.21 520 B.19 287 In.906<br>7 Ha (stl) (9,0 11,8 14,8 11,8 11,8 ×<br>5,9) (2,3 2,3 × 2,5)<br>18W Der 1(180) 1(25) 8(10) 8(5)<br>2(3) | Oil 2SA 6Cy. 780 × 1550<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 1 659,0t (hvf) 18,5kn |
| **7342005**<br>GURK<br>386245<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BALDER LONDON**<br>Launched as Hudson Progress<br>**Lloyds Industrial Leasing Ltd.**<br>London United Kingdom | **19 976**<br>13 642<br>33 751 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Ht 605,0/70,0U2<br>FN 6796 | **1979**-7 Cammell Laird Shipbuilders Ltd.<br>—Birkenhead (1362)<br>170,69(BB) 25,94 11,864<br>163,51 25,91 15,65<br>P 8,9 F 21,1<br>rf nil<br>13BH WB1202T | **M Tanker**<br>IGS<br>24 Ta ER<br>L.(oil) 41 881 HeCls. BC | 2 Vee Oil 4SA each 14Cy. 400 × 460 sr<br>geared to sc. shaft<br>14 000bhp (10 298kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>3 AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 2 × 2704kW 3300V 2 × 626kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 119,0t (d.o.) 2 601,0t (hvf) 16,25kn |
| **8126965** | **BALDER MANDAL**<br><br><br>Norway | **499**<br>—<br>1 050 | <br><br>NV (Class cont.) | **1982** Batservice Verft A/S—Mandal (664)<br>64,42 4,701<br>56,42 13,81 6,91 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil geared to sc. shafts<br><br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| **8129814** | **BALDER PHENIX**<br><br>**Sanzo Enterprise (Panama) S.A.**<br>Panama | **4 200**<br>2 700<br>4 100 | <br><br>NK (Class cont.) | **1982** Fukuoka Zosen K.K.—Fukuoka<br>(1098)<br>5,901<br>96,81 17,61 7,73 | **M Liquefied Gas Carrier**<br>LPG | Oil<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Japan |
| **8028474**<br>LKMC<br>19689<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALDER RISSA**<br><br>**K/S A/S Balder Supply 6**<br>Parley Augustsson (Management)<br>A/S<br>Oslo Norway | T.Mk<br>**492**<br>167<br>1 250 | <br><br>NV | **1982** Fosen M.V.—Fevag (29)<br>64,67 4,720<br>55,12 13,81 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr<br>geared to sc. shafts<br>Nohab Diesel A/B Trollhattan<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 758,0t (d.o.)-28,5pd 16kn |
| **8008553**<br>LJXG<br>19618<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER RUNDE**<br><br>**K/S A/S Balder Supply 4**<br>Parley Augustsson (Management)<br>A/S<br>Alesund Norway | **492**<br>167<br>1 050 | <br><br>NV | **1981** Ulstein Hatlo A/S—Ulsteinvik (172)<br>64,67 14,13 4,720<br>55,12 13,81 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo<br>4 Ta ER<br>G.170 | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>reverse reduction geared to sc. shafts<br>Polar<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 640kW 2 × 300kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 800,0t (d.o.)-20,0pd 16,75kn |
| **8102531**<br>LLFF<br><br>RT | **BALDER TORUNGEN**<br><br>**K/S A/S Balder Supply 7**<br>Parley Augustsson (Management)<br>A/S<br>Oslofjord Norway | *490*<br>*167*<br>1 060 | <br><br>NV (Class cont.) | **1982** Aker Vindholmen—Arendal (832)<br>64,67 4,720<br>56,42 13,83 6,91<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 18Cy. 250 × 300<br><br>A/S Bergens M/V Bergen<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| **7724710**<br>ELBZ8<br>7211<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER TRADER**<br>ex Nopal Trader-82<br>ex Balder Trader-82<br>ex Butterfly-82<br>**Lancaster Transport Co. Ltd.**<br>Monrovia Liberia | **6 341**<br>3 281<br>11 020 | <br><br>AB | **1978** Kawasaki Heavy Ind. Ltd.—Kobe<br>(1276)<br>147,89(BB) 24,03 8,114<br>136,02 24,01 15,73<br>3 dks | **M RoRo Cargo**<br><br>Stern door & ramp<br>Quarter stern door & ramp (p)<br>1 Ho 129,3 ER | Vee Oil 4SA 12Cy. 520 × 550<br>12 660bhp (9 312kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 800kW a.c.<br>Thw. thrust propeller fwd<br>18kn |
| **7817074**<br>LIKI<br>19340<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER TURKU**<br><br>**K/S A/S Balder Supply 1**<br>Parley Augustsson (Management)<br>A/S<br>Oslo Norway | **497**<br>191<br>1 100 | <br><br>NV | **1979** Oy Wartsila Ab—Turku/Abo (1243)<br>64,55 13,82 4,720<br>58,04 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil 4SA each 9Cy. 320 × 350 geared to<br>sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 240kW 1 × 100kW<br>450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 750,0t-30,0pd 16kn |

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|---|---|---|---|---|---|---|
| 7817086<br>LIRM<br>19382<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER VAASA**<br>**K/S A/S Balder Supply 1**<br>Parley Augustsson (Management) A/S<br>Oslo Norway | **497**<br>191<br>1 100 | NV | **1979** Oy Wartsila Ab—Turku/Abo (1244)<br>64,55 13,82 4,720<br>58,04 6,91<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil 4SA each 9Cy. 320 × 350 geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 240kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| 8102529<br>LKVM<br>19719<br>Df Esd<br>Gc<br>RTm/h/v | **BALDER VIGEN**<br>**K/S A/S Balder Supply 7**<br>Parley Augustsson (Management) A/S<br>Oslo Norway | T.Mk<br>**490**<br>167<br>1 090 | NV (Class cont.) | **1982** Aker Vindholmen—Arendal (831)<br>64,67 13,87 4,720<br>56,42 13,81 6,91<br>B 7,1 F 24,1 2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 18Cy. 200 × 300 sr geared to sc. shafts<br>A/S Bergens M/V Norway<br>Gen 2 × 665kW 2 × 245kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 758,0t (d.o.)-28,5pd 16kn |
| 7816501<br>SHWA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDER VINGA**<br>**Dag Engstroms Rederi A/B**<br>Lysekil Sweden | **1 568**<br>824<br>3 085 | AB | **1980** Karlskronavarvet AB—Karlskrona (398)<br>136,05(BB) 16,51 4,601<br>110,22 10,90<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 185 C. 185/20′ | 2 Vee Oil 4SA each 16Cy. 250 × 300 reduction geared to sc. shafts<br>4 800bhp (3 531kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 360kW 1 × 160kW a.c.<br>Thw. thrust propeller fwd<br>16kn |
| 6711077<br>SXRQ<br>7880<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BALDER ZEA DAWN**<br>ex Ionian Career-80<br>ex El Salvador Maru-78<br>**Zea Dawn Shipping Co. S.A.**<br>Fairmar Co. S.A.<br>Piraeus Greece | **8 798**<br>5 344<br>12 115 | **100A1** SS 1/81<br>**LMC**<br>EL (Y) 550,0/56,0U2<br>FN 4379<br>(NK) | **1967** Hitachi Zosen—Mukaishima (4121)<br>141,03 20,86 9,145<br>130,23 20,81 12,81<br>F 26,6 2 dks, 3rd dk in way of Nos. 2, 3, & 4 holds<br>RW rf 102 conv Ref General Cargo 80<br>SF 8BH WB1233T incl. tunnel tanks 324T<br>STs in No. 4 hold 140T | **M General Cargo**<br>5 Ho 14,7 20,9 22,1 29,4 ER 16,9<br>G.18 249 B.16 763 In.466<br>5 Ha (stl) (7,3 × 6,1) (14,0 14,0 13,1 × 7,6) ER (11,9 × 7,6)<br>16W Der 1(80) 2(20) 6(10) 8(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 1 028,0t (hvf)-25,5pd 16kn |
| 6605541<br>SXMW<br>7959<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BALDER ZEA STAR**<br>ex Zea Star-81<br>ex Bismarck Career-80<br>ex Guatemala Maru-78<br>**Zea Star Shipping Co. S.A.**<br>Fairmar Co. S.A.<br>Piraeus Greece | **8 938**<br>5 412<br>10 910 | **100A1**<br>**LMC**<br>EL (Y) 550,0/56,0U2<br>FN 4331<br>NK | **1966** Hitachi Zosen—Mukaishima (4119)<br>141,03 20,86 8,560<br>130,00 20,81 12,50<br>B 20,5 F 26,6 2 dks, 3rd dk in way of Nos. 2,3 & 4 holds<br>RW rf 102 BK 297 SF<br>8BH WB1417T incl. Tunnel tanks 324T<br>STs in No. 4 hold 140T | **M General Cargo**<br>Ref 2P<br>5 Ho 14,7 21,0 22,1 22,1 14,7<br>G.17 527 B.16 142 In.444<br>5 Ha (stl) (7,1 × 6,1) (14,1 14,1 13,3 11,5 × 7,7)<br>16W Cr 8(5) 8(3) Der 1(75) 2(20) 6(10) 8(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 942,0t (hvf)-25,5pd 15,75kn |
| 6703018<br>IMHF<br>1252<br>Df Esd<br>Pfd Rdr<br>RTh | **BALDERI**<br>ex Balder-77<br>**Tommaso Mizar di Coppola**<br>Napoli Italy | **491**<br>261<br>1 082 | BV RI | **1967** N.V. Scheeps. "Vooruitgang"—Foxhol (216)<br>61,60 10,32 3,734<br>55,99 10,22 6,10<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 718 B.1 559<br>1 Ha (stl) (9,9 × 5,0) 1 Ha (w) (14,8 × 5,3) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 18kW 1 × 15kW 220V<br>Fuel 91,5t (d.o.)-3,0pd 11kn |
| 7703546<br>OIIJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALDERO**<br>**R/A Gustaf Erikson**<br>Mariehamn Finland | **12 637**<br>6 626<br>16 304 | **✠100A1**<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5388 | **1978**-10 Hyundai Heavy Industries Co. Ltd. —Ulsan (1679)<br>163,96 22,94 8,649<br>155,35 22,86 11,82<br>P 25,6 F 16,8 1 dk<br>rf nil DK fwd<br>8BH WB7172T incl. STs in holds 4283T, & DTsm, f & a 1062t | **M Bulk Carrier**<br>Pulp Newsprint<br>4 Ho 13,4 26,8 26,8 26,8 ER<br>G.18 891 B.18 558<br>TEU 540<br>C.Ho 360/20′ (40′) C.Dk 180/20′ (40′)<br>1 Ha (13,4T × 9,1) 3 Ha (each 26,8 × 17,9) ER<br>Cr 2(30) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 AuxB (1 o.f. 1 ex.g) 7,2kgf/cm² (7,1bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 725kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 024,0t-161,5pd 15,5kn |
| 5414933<br>UGZD<br>M-26509<br>Df Esd<br>Gc Rdr<br>RT | **BALDONE**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **12 588**<br>6 642<br>19 180 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B70/04)<br>176,89 21,85 9,530<br>165,03 21,82 11,84<br>1 dk<br>RW | **M Tanker**<br>1 Ho 22 Ta ER<br>G.813 L.(oil) 24 882 HeCls. BC<br>1 Ha (4,5 × 3,5) ER<br>7W Der 5(5) 2(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>15,25kn |
| 7411387<br>LAPM<br>18640<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALDUIN**<br>**P/R Balduin**<br>Fred. Olsen & Co.<br>Oslo Norway | T.Mk<br>**5 171**<br>2 681<br>10 320 | NV | **1975** Ankerlokken Verft Floro A/S—Floro (102)<br>**1980** (Additional cargo section) Frederikshavn Vaerft A/S—Frederikshavn<br>168,00(BB) 21,04 6,998<br>155,61 20,99 14,41<br>2 dks<br>rf 699 len 80 | **TM RoRo Cargo**<br>12bth P<br>Stern door & ramp<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>12 000bhp (8 827kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 480kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 998,0t (hvf)-46,5pd 18,5kn |
| 7601724<br>DGDB<br>Df Esd<br>Gc Rdr<br>RT | **BALDUR**<br>ex Contship Four-79 ex Baldur-78<br>**Partenreederei m.s. 'Baldur'**<br>Karl-Heinrich Danz<br>Hamburg Federal Republic of Germany | **1 598**<br>1 027<br>3 765 | GL | **1977** Husumer Schiffsw.—Husum (1450)<br>95,28 5,893<br>85,30 14,61 8,62<br>P 16,5 F 12,8 2 dks | **M General Cargo**<br>Portable guides<br>Ice strengthened<br>1 Ho 52,5 ER<br>G.6 540 B.5 932 HeCls. B<br>TEU 218<br>C.Ho 94/20′ (40′) C.Dk 124/20′ (40′)<br>1 Ha (stl) (51,8 × 10,5) ER | Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 125,0t (d.o.) 405,0t (hvf)-14,0pd<br>14,5kn |
| 7330313<br>Esd Pfd<br>Rdr RT | **BALDUR**<br>ex Glen Urquhart-82<br>**Ufsastrond H/f**<br>Johann Antonsson<br>Dalvik Iceland | **301**<br>113<br>— | **✠100A1**<br>stern trawler<br>**✠LMC** **(UMS)**<br>EL F $\frac{3}{4}$″U2<br>FN 387 | **1974**-1 Goole SB. & Repairing Co. Ltd. —Goole (579)<br>*32,44* 8,44<br>29,60 8,31 4,75<br>F 13,5 1 dk<br>rf 381 BK 127<br>4BH WB19T | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>1 Ho 8,5<br>In.184<br>2 Ha (stl) (each 1,8 × 1,2) | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 250bhp (919kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 79,5t (d.o.) 12kn |

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| **6727155**<br>OWVN<br>D2723<br>Df Esd<br>Rdr<br>RTm/v | **BALDUR**<br>ex Beni-79<br>**I/S M/S Asbjorn**<br>Esbjerg Denmark | **250**<br>—<br>— | NV | **1967** P. Hoivolds M/V A/S—Kristiansand (40)<br>30,15 8,41<br>27,41 8,40 5,11<br>1 dk<br>BK 140 | **M Tug/Icebreaker** | Oil 4SA 6Cy. 450 × 550<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 56kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.) 13kn |
| **6609846**<br>TFGK<br>0994<br>Df Esd<br>Rdr RT | **BALDUR**<br>**Floabaturinn Baldur H/f**<br>Stykkisholmur Iceland | **193**<br>102<br>174 | | **1966** Stalskipasmidjan—Kopavogi<br>32,59 6,63 2,750<br>6,61 3,31<br>1 dk<br>len 70 | **TM Ferry/General Cargo**<br>—P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 165 × 184<br>640bhp (471kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Fuel 11,0t (d.o.)-2,0pd |
| **7336630**<br>EGIY<br>Df Esd<br>Rdr RT | **BALEARES**<br>**Islena de Navegacion S.A. (ISNASA)**<br>Palma de Mallorca Spain | **1 251**<br>667<br>299 | BV | **1975** Ast. Celaya—Bilbao (144)<br>69,73<br>62,26 11,61 6,41<br>3 dks | **TM Ferry**<br>—P | 2 Vee Oil 4SA each 12Cy. 400 × 500<br>8 000bhp (5 884kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>18,5kn |
| **7523635**<br>Esd Gc<br>Rdr RT | **BALHAF**<br>**Public Corporation for Fish Wealth**<br>Aden People's Dem. Rep. of Yemen | **182**<br>44<br>102 | ✠100A1<br>✠LMC<br>EL (D) ¾"U2<br>FN 264 | **1977**-10 Const. Nav. Santodomingo—Vigo (523)<br>29,88 6,89<br>25,40 6,81 3,56<br>P 10,7 F 5,5 1 dk<br>rf 889 BK 127<br>4BH WB29T | **M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>600bhp (441kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 44kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , & 1 aft |
| **5034587**<br>YBAK<br>Esd | **BALI**<br>**Government of The Republic of Indonesia (P.N. Pengerukan - Indonesian State Dredging)**<br>Jakarta Indonesia | **1 435**<br>486<br>1 475 | KI | **1957** Orenstein Koppel & Luebecker —Luebeck (517)<br>73,03 13,29 4,182<br>69,22 13,21 5,01<br>1 dk<br>RW | **TS Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single centre arm<br>Dredging depth 13,0<br>Mchy.aft<br>Hopper 750<br>1 sandpump 462kW (620bhp)<br>Der 2(3) | C (2) 240 & (2) 520 × 520<br>1 380ihp (1 015kW)<br>Christiansen & Meyer Hamburg<br>Gen 1 × 345kW 230V d.c.<br>Fuel 122,0t (o.f.) 10kn |
| **7333676**<br>HO8862<br>5648-75B<br>Esd Rdr<br>RT | **BALI TIDE**<br>ex Catherine-81<br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **176**<br>47 | AB | **1973** Promet Private Ltd.—Singapore (44)<br>30,48 7,60 2,934<br>29,09 7,46 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, MI<br>Gen 2 × 48kW<br>11kn |
| **5034604**<br>TQFB<br>1625<br>Df Esd | **BALIDAR**<br>**Chambre de Commerce et d'Industrie de Dieppe**<br>Dieppe France | **156**<br>—<br>— | BV | **1957** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne<br>*25,30* 7,27<br>3,87<br>1 dk | **M Tug** | 2 Oil 4SA each 6Cy. 270 × 360 geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 20,5t (d.o.) 11kn |
| **7389883**<br>TCKG<br>4885<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALIKESIR**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **12 095**<br>7 691<br>17 834 | AB | **1981** Golcuk Naval Yard—Golcuk, Turkey (56)<br>154,01(BB) 22,43 9,141<br>145,01 22,41 12,50<br>P 29,6 F 10,1 1 dk | **M Ore Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250 dr geared to sc. shaft<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Yugoslavia |
| **7364558**<br>TCJM<br>4322<br>Esd Gc<br>Rdr RT | **BALIKESIR I**<br>**Necdet Urs**<br>Istanbul Turkey | **498**<br>292<br>1 016 | ✠100A1 SS 3/79<br>oil tanker<br>Mediterranean & Black Sea service<br>✠LMC<br>EL J 1"U2<br>FN 783 | **1975**-2 Marmara Tersanesi—Yarimca (5 a)<br>62,82 9,78 3,779<br>57,13 9,50 4,20<br>P 12,5 F 6,1 1 dk<br>rf nil<br>7BH WB27T | **M Tanker**<br>6 Ta ER | Oil 4SA 6Cy. 350 × 500<br>660bhp (485kW)<br>CKD Praha Praha<br>db 8kgf/cm² (7,9bar)<br>Gen 2 × 20kW 1 × 12kW 380V 50Hz a.c.<br>10kn |
| **6922274**<br>DZMZ<br>225107<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALINTAWAK**<br>ex Oder-79<br>**Maritime Co. of The Philippines Inc.**<br>Manila Philippines | T.Mk<br>**6 176**<br>3 315<br>10 148<br>**9 043**<br>5 411<br>13 639 | GL | **1969** Luebecker Flender-Werke AG. —Luebeck-Siems (578)<br>148,62(BB) 21,11 7,976/9,443<br>140,01 21,02 11,99<br>P 57,0 F 28,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>6 Ho 18,2 20,4 24,0 22,4 19,9 ER 11,2<br>G.22 001 B.19 860 In.1 115<br>6 Ha (stl) (9,0 × 7,0) (12,8 12,8 × 8,0) (16,0 12,8 × 10,3) ER (5,7 × 3,5)<br>18W Der 1(100) 16(10) 2(3) 1(2) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 480kW 380V 50Hz a.c.<br>Fuel 1 249,5t (hvf) 19kn |
| **7211775**<br>HOJQ<br>8527-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALIWAG**<br>ex Tosei Maru-77<br>**Baliwag Navigation (Manila) S.A.**<br>Panama Panama | **4 092**<br>2 673<br>7 122 | NK | **1972** Shin Yamamoto Zosen—Kochi (161)<br>107,47 16,57 7,055<br>99,01 16,51 8,62<br>P 22,0 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.9 031 B.8 534<br>2 Ha (stl) (27,2 28,7 × 8,6) ER<br>Der 4(20) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Hitachi Zosen Hiroshima Works. Innoshima<br>Gen 2 × 200kW 445V a.c.<br>Fuel 661,5t-14,0pd 13kn |
| **7116078**<br>3EGF<br>9339 -79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALIWAG DOS**<br>ex Virginia Moon-80<br>ex Kaihei Maru-78<br>**West Pacific Maritime Co. S.A.**<br>Panama Panama | **2 999**<br>2 123<br>6 051 | NK<br>LR class withdrawn-Owner's request 7/81 | **1971** Watanabe Zosen K.K.—Hakata (134)<br>102,27 16,34 6,681<br>96,02 16,31 8,16<br>P 19,9 F 12,2 1 dk<br>RW rf 356 | **M General Cargo**<br>2 Ho ER<br>G.7 444 B.7 112<br>2 Ha (stl) (27,8 28,6 × 8,3) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi Kobe<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V 60Hz a.c.<br>Fuel 567,0t-13,0pd 12.5kn |
| **7427374**<br>LZDF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALKAN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **16 088**<br>8 577<br>24 385 | BR | **1975** G. Dimitrov Shipyard—Varna (111)<br>185,20(BB) 22,86 10,100<br>171,69 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.32 629 HeCls. B<br>7 Ha (stl) (13,3 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,3) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW<br>Fuel 311,0t (d.o.) 1 590,0t (hvf)-34,0pd 14,5kn |

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|---|---|---|---|---|---|---|
| 7632280<br>OYKK<br>D2614<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALKAN REEFER**<br>**J. Lauritzen A/S**<br>Esbjerg Denmark | **8 939**<br>4 853<br>12 310 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Et 577,5/58,0U3<br>FN 5263 | **1978**-9 Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (864)<br>144,35(BB) 24,26 10,140<br>134,93 24,21 14,79<br>F 15,6 4 dks, 5th dk in No. 2 & 3 holds<br>rf nil<br>6BH WB397T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,1 22,8 18,8 ER 14,0<br>In.16 514<br>TEU 70 C.Dk 70/20' ref C.<br>8 Ha (stl) (9,6 × 7,7) (2,7s × 2,0) (9,6 × 7,7) (2,7s × 2,0) (9,6 × 7,7) (2,7s × 2,0) ER (2,7s × 2,0) (9,6 × 7,7)<br>Cr 6(5) | Oil 2SA 6Cy. 670 × 1700<br>14 960bhp (11 004kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 505,0t (d.o.) 2 176,0t (hvf)-54,0pd<br>21,25kn |
| 6525143<br>YUEM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALKANIJA**<br>ex Dana Gloria-81<br>ex Mette Mo-77<br>ex Mette Mols-74<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **2 446**<br>986<br>869 | JR<br>✠Classed LR until 4/9/81 | **1966**-5 Aalborg Vaerft A/S—Aalborg (164)<br>92,66 16,72 4,166<br>83,70 16,50 5,36<br>B & F 80,2 1 dk, 2nd dk except in mchy. space<br>rf 152 | **TM RoRo Cargo/Ferry**<br>800P<br>Bow & stern doors | 4 Vee Oil 4SA each 12Cy. 260 × 400 sr geared to sc. shafts<br>9 600bhp (7 061kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 464kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 122,0t (d.o.)-32,5pd 19,5kn |
| 6500741<br>Df Esd<br>Gc Rdr<br>RT | **BALKHASH**<br>**U.S.S.R.**<br>U.S.S.R. | **3 897**<br>1 195<br>— | (RS) | **1964** VEB Schiffswerft "Neptun"—Rostock<br>111,51 14,41 6,001<br>101,86 14,36 7,90 | **D-E Research**<br>Der 6 | 4 Vee Oil 4SA each 6Cy. — × 430 total 4 000bhp (2 942kW) driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>13,25kn |
| 7005669<br>UWPK<br>M-12339<br>Df Esd<br>Gc Rdr<br>RT | **BALKHASH**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 124**<br>495<br>1 545 | RS | **1969** Krasnoyarsk Shipyard—Krasnoyarsk<br>72,12 11,33 4,630<br>65,41 11,31 5,01<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.1 830<br>2 Ha (stl) (each 14,4 × 7,0) ER<br>Cr 1(8) | Oil 2SA 8Cy. 300 × 500<br>1 000bhp (736kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 150kW 400V 50Hz a.c.<br>11kn |
| 7391977<br>CZ5836<br>369558<br>Esd Gc<br>Rdr RT | **BALLANTYNE STRAITS**<br>**Purvis Ritchie Ltd.**<br>Rivtow Straits Ltd.<br>Vancouver, B.C. Canada | **149**<br>9<br>— | | **1975** B.C. Marine Shipbuilders Ltd. —Vancouver, B.C. (33)<br>22,86 7,32 3,963<br>21,49 3,36<br>1 dk<br>rf- | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>Detroit Diesel Detroit, Mi<br>12kn |
| 5034721 | **BALLENA**<br>ex Marthe W. Vinke-52<br>ex Vestfold II-46<br>ex Chr. Castberg-34<br>**Factoria Lima**<br>Callao Peru | **320**<br>34<br>— | *Classed BC until 9/61 | **1929**-9 Smith's Dock Ltd.—South Bank, Middlesbrough (906)<br>43,29 7,80<br>42,22 7,78 4,42<br>R BK 191 | **S Whaler** | T 3Cy. 406 667 & 1130 × 660<br>Smith's Dock Co. Ltd. Middlesbrough |
| 6618146<br>Df Esd<br>Gc Rdr<br>RT | **BALLENA**<br>**Exportadora de Sal S.A.**<br>Isla de Cedros Mexico | **294**<br>125<br>203 | AB | **1966** Mitsubishi Heavy Industries Ltd. —Shimonoseki (604)<br>33,28 8,72 4,039<br>31,40 8,69 5,16<br>1 dk<br>BK 76 | **TM Tug** | 2 Vee Oil each 16Cy. 213 × 267 reverse reduction geared to sc. shafts<br>E made43 reconditioned & fitted7/66<br>General Motors Corp. Cleveland, Oh |
| 5034745<br>H3NQ<br>7213-76<br>Df Esd<br>Gc Rdr<br>RTm/h | **BALLENITA**<br>**Ballenita S.A.**<br>Panama Panama | **2 232**<br>1 189<br>2 170<br>**2 693**<br>1 484<br>3 170 | NV | **1957** A/B Norrkoping Varv & Verk. —Norrkoping (156)<br>94,95 13,62 5,411/6,427<br>87,91 13,61 9,15<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 4P<br>3 Ho 16,1 13,7 ER 21,9<br>In.3 300<br>4 Ha (stl) (each 5,1 × 3,6)<br>8W Cr 8(3) Der 8(3) | Oil 2SA 6Cy. 600 × 1040<br>3 250bhp (2 391kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 200kW 230V d.c.<br>Fuel 355,5t (d.o.) 15kn |
| 6902664<br>Esd RT | **BALLESTAS 1**<br>ex Pierola-79<br>**Pesquera Rosa Mar SCR Ltda.**<br>Chimbote Peru | **188**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao<br>*29,08* 7,32<br>7,29 3,05 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6906414<br>Esd RT | **BALLESTAS 2**<br>ex Hannelore-79<br>**Pesquera La Arenilla SCR Ltda.**<br>Chimbote Peru | **150**<br>—<br>— | ✠ | **1968**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (368)<br>27,67 7,78<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 Box K | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>499bhp (367kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| 6909492<br>Esd RT | **BALLESTAS 3**<br>ex Isla Ballestas 3-76<br>ex Petamor 1-76<br>**Enrique Rodriguez Montanez y otros**<br>Tambo de Mora Peru | **150**<br>—<br>— | ✠LR class withdrawn 28/7/82 | **1969**-2 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (373)<br>27,67 7,78<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 BK | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| 6911615<br>Esd RT | **BALLESTAS 4**<br>ex Isla Ballestas 4-76<br>ex Petamor 2-76<br>**Marcos Rodriguez Montanez y otros**<br>Tambo de Mora Peru | **150**<br>—<br>— | ✠LR class withdrawn 28/7/82 | **1969**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (374)<br>27,67 7,78<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 BK | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| 6728941<br>Esd RT | **BALLESTAS 5**<br>ex Trisa IV-79<br>**Pesquera Trinidad S.A.**<br>Huacho Peru | **200**<br>89<br>— | | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6801262<br>Esd RT | **BALLESTAS 6**<br>ex Trisa V-79<br>**Rosario Calamar SCR Ltda.**<br>Huacho Peru | **200**<br>89<br>— | | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **6826327**<br>Esd RT | **BALLESTAS 7**<br>ex Trisa VI-79<br>**Pesquera Maru SCR Ltda.**<br>Huacho Peru | **200**<br>89<br>— | GL | **1968** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6826339**<br>Esd RT | **BALLESTAS 8**<br>ex Trisa VII-75<br>**Pesquera Pescarolina S.R. Ltda.**<br>Huacho Peru | **200**<br>89<br>— | GL | **1968** Ast. Picsa S.A.—Callao (226)<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6912944**<br>HO8146<br>Esd RT | **BALLESTAS 9**<br>ex Trisa X-75<br>**Pesquera Chapsa SCR Ltda.**<br>Huacho Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao<br>*26,80* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6809721**<br>Esd RT | **BALLESTAS 10**<br>ex Maria-76<br>**Pesquera Pescarolina S.R. Ltda.**<br>Huacho Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7004574**<br>LJIF<br>17390<br>Df Esd<br>Gc Rdr<br>RT | **BALLSTAD**<br>**Lofoten Tralerrederi A/S**<br>Svolvaer Norway | T.Mk<br>**295**<br>88<br>549 | NV | **1969** Storviks M/V A/S—Kristiansund N. (38)<br>46,54 9,02 4,534<br>40,04 9,00 6,51<br>2 dks<br>BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,5 × 1,9) ER<br>1W Der 1(1,5) | Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW) NE 77<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 68kW 220V 50Hz a.c.<br>Fuel 317,0t (d.o.)-5,0pd 13kn |
| **8104280**<br>GCKG<br>701403<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BALLYGARVEY**<br>**John Kelly Ltd.**<br>Belfast United Kingdom | **1 599**<br>914<br>2 535 | ✠**100A1**<br>part (cc)<br>✠**LMC**<br>EL O 412,5/34,0U2(a)<br>FN 1373 | **1982**-4 Goole Shipbuilders Ltd.—Goole (600)<br>77,09 13,19 4,963<br>71,81 13,11 6,00<br>P 13,2 F 8,0 1 dk<br>rf 76<br>5BH WB1300T incl. STs in holds 657T | **M General Cargo**<br>4 Ho 13,0 11,5 11,5 12,1 ER<br>G.3 082 B.3 038 HeCls. ptB<br>4 Ha (stl) (9,9 9,5 11,5 9,2 × 10,5) ER | Oil 4SA 6Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>2 450bhp (1 802kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 250kW 2 × 140kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 20,0t (d.o.) 90,0t (hvf)-6,5pd 12kn |
| **7396628**<br>GYHR<br>366451<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALLYKELLY**<br>ex Lis Danielson-79<br>**John Kelly Ltd.**<br>Belfast United Kingdom | **1 596**<br>1 147<br>3 011 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1509 | **1975**-11 Schpsw. Gebr. Suurmeyer B.V. —Foxhol (235)<br>83,47 14,13 5,074<br>74,88 14,00 6,15<br>P 15,0 F 9,8 1 dk<br>rf 152<br>SF 4BH WB823T incl. DTf 155T | **M General Cargo**<br>2 Ho each 24,6 ER<br>G.3 761 B.3 463<br>2 Ha (stl) (each 20,3 × 10,5) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 80kW 1 × 76kW 380/220V 50Hz a.c.<br>Fuel 217,5t (d.o.)-6,5pd 12,5kn |
| **7413945**<br>GUYT<br>366036<br>Df Esd<br>Gc Rdr<br>RT | **BALLYKERN**<br>ex Baxtergate-80<br>**John Kelly Ltd.**<br>Belfast United Kingdom | **1 598**<br>1 185<br>3 109 | ✠**100A1** SS 11/80<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Q $1\frac{1}{2}$"U2<br>FN 1519 | **1976**-1 E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (808)<br>83,52 14,13 5,188<br>74,86 14,00 6,28<br>P 15,0 F 9,8 1 dk<br>rf 152<br>4BH WB884T incl. DT(f)107T | **M General Cargo**<br>2 Ho 26,9 24,5 ER<br>G.350 B.320<br>2 Ha (stl) (each 19,8 × 10,5) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 80kW 380/220V 50Hz a.c.<br>Fuel 178,0t (d.o.) 12,5kn |
| **5034850**<br>GBHE<br>300041<br>Df Esd<br>Pfd RTm | **BALLYLESSON**<br>**John Kelly Ltd.**<br>Belfast United Kingdom | **1 280**<br>630<br>1 626 | ✠**100A1** SS 8/79<br>✠**LMC**<br>EL (n) $1\frac{1}{4}$"SQ<br>FN 1054 | **1959**-2 A. Hall & Co. Ltd.—Aberdeen (875)<br>76,21 10,44 4,249<br>71,63 10,29 4,42<br>B 4,9 F 8,6 1 dk<br>RW rf 13 len 64<br>NS 7BH WB466t incl. DTm123t DTf72t | **M General Cargo**<br>3 Ho 12,8 15,8 17,8 ER<br>G.2 379 B.2 282<br>3 Ha (stl) (7,3 × 5,7) (9,1 12,1 × 6,4) ER | Oil 2SA 6Cy. 340 × 570<br>1 005bhp (739kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 37,5t (d.o.) 11kn |
| **5401390**<br>GLBU<br>300064<br>Esd Pfd<br>Rdr RTm | **BALLYRORY**<br>**John Kelly Ltd.**<br>Belfast United Kingdom | **1 575**<br>751<br>1 961 | ✠**100A1** M 6/82-10mos<br>✠**LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1222 | **1963**-1 Hall, Russell & Co. Ltd.—Aberdeen (903)<br>78,03 12,02 4,623<br>73,16 11,89 4,81<br>B 4,9 F 10,1 1 dk<br>RW rf nil<br>NS 7BH WB680t incl. DTm180t DTf78t | **M General Cargo**<br>3 Ho 15,2 14,6 14,6 ER<br>G.2 809 B.2 466<br>3 Ha (stl) (9,7 10,0 10,6 × 7,3) ER<br>3W Der 3(3) | Oil 2SA 8Cy. 340 × 570<br>1 520bhp (1 118kW)<br>Nydqvist & Holm A/B Polar Trollhattan<br>Gen 2 × 60kW 220V d.c.<br>Fuel 46,5t (d.o.) 11,5kn |
| **5034915**<br>GKVA<br>300062<br>Esd Pfd<br>Rdr RTm | **BALLYRUSH**<br>**John Kelly Ltd.**<br>Belfast United Kingdom | **1 575**<br>751<br>1 961 | ✠**100A1** SS 7/81<br>✠**LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1222 | **1962**-11 Hall, Russell & Co. Ltd. —Aberdeen (902)<br>78,03 12,02 4,623<br>73,16 11,89 4,81<br>B 4,9 F 10,1 1 dk<br>RW rf nil<br>NS 7BH WB657t incl. DTm180t DTf78t | **M General Cargo**<br>3 Ho 15,2 14,6 14,6 ER<br>G.2 809 B.2 466<br>3 Ha (stl) (9,7 10,0 10,6 × 7,3) ER<br>3W Der 3(3) | Oil 2SA 8Cy. 340 × 570<br>1 520bhp (1 118kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 60kW 220V d.c.<br>Fuel 46,5t (d.o.) 11,5kn |
| **5034927**<br>MDMZ<br>183576<br>RTv | **BALMORAL**<br>**Craig Inns Ltd.**<br>Southampton United Kingdom | **688**<br>298<br>699 | ✠Classed LR until 8/57 | **1949**-11 J. I. Thornycroft & Co. Ltd. —Southampton (4120)<br>62,03 9,76 2,020<br>58,27 9,15 3,38<br>RQD 2,2 B & F 44,5 1 dk<br>R | **TM Ferry**<br>892dk P | 2 Oil 2SA each 6Cy. 320 × 425<br>1 200bhp (883kW) Newbury<br>J. I. Thornycroft & Co. Ltd. Southampton<br>Gen 2 × 35kW 220V d.c.<br>Fuel 23,5t (d.o.) 14,5kn |
| **5034941**<br>Df Esd<br>RTm | **BALMUNG**<br>**Dietrich Maass**<br>Hamburg Federal Republic of Germany | **248**<br>155<br>386 | | **1961** Jadewerft G.m.b.H.—Wilhelmshaven (75)<br>*40,18* 7,57 2,413<br>7,50 2,75<br>1 dk<br>rf nil len 64 | **M General Cargo**<br>1 Ho 21,0 ER<br>G.544 B.513<br>1 Ha (21,0 × 5,4) ER<br>Der 3(1) | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 1kW 24V d.c.<br>Directional propeller<br>Fuel (d.o.) 9kn |
| **7825825**<br>9MXM<br>324211<br>Esd Rdr<br>RT | **BALOK**<br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Penang Malaysia | **273**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL G 332,5/22,0U2<br>FN 379 | **1980**-1 Malaysia Shipyard & Eng. Sdn. —Johore Bahru (003)<br>33,41 8,72 3,410<br>29,32 8,50 4,40<br>F 13,8 1 dk<br>rf 483<br>5BH WB54T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 88kW 1 × 40kW 420V 50Hz a.c. |

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| 7392191<br>3EOH<br>7215-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALONGAN/PERMINA 3002**<br>**Rawlins Navigation S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)<br>Panama Panama | **19 944**<br>12 698<br>36 407 | NK | **1976** Kanasashi Zosensho—Tsukama Works, Shimizu (1125)<br>182,05(BB) 27,03 11,723<br>170,01 27,01 17,00<br>P 39,4 F 13,8 1 dk | **M Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 44 923 HeCls. BC | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1440kW a.c.<br>Fuel 182,5t (d.o.) 2 479,5t (hvf)-44,5pd<br>15,5kn |
| 5034965<br>LEKK<br>13377<br>Rdr RT | **BALOY**<br>ex Stjornfjell-79 ex Baloy-67<br>ex Saetre-55 ex Nils Jakobsen-53<br>ex Loven II-51 ex Vaagekallen<br>ex Bergen II ex More<br>**Kristoffer Kristensen**<br>Stavanger Norway | **248**<br>153<br>290 | | **1907** Orens M/V—Trondheim (6)<br>36,83 5,85 4,395<br>34,19 5,80 4,81<br>1 dk<br>R BK 140 | **M General Cargo**<br>1 Ha (11,9 × 3,3) ER<br>2W Der 1(4) 1(2,5) | Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW) NE made74 fitted76<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 6kW 24/110V d.c.<br>Fuel (d.o.) 8,5kn |
| 8015946<br>YOKK<br>RT | **BALS**<br>**I EFM Navrom Constanta**<br>NAVROM<br>Constantza Romania | **32 100**<br>23 034<br>54 311 | **100A1**<br>Class Contemplated<br>FN 10095 | **1982** Santierul Naval Mangalia—Mangalia (900/95)<br>220,02(BB) 32,16 12,353<br>205,54 32,11 17,00<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 600 × 1600<br>17 400bhp (12 799kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 2 × 640kW 1 × 504kW 400V 50Hz a.c.<br>Fuel 414,0t (d.o.) 3 275,0t (hvf) |
| 7111200<br>VRBD<br>343814<br>Rdr RTv | **BALSA**<br>**Far East Hydrofoil Co. Ltd.**<br>Hong Kong Hong Kong (British) | **131**<br>67<br>11 | **✠100A1** SS 11/79<br>hydrofoil craft<br>Hong Kong—Macao service<br>**LMC**<br>EL (A)<br>FN 233 | **1971**-6 Hitachi Zosen—Kanagawa Works, Kawasaki (117045)<br>27,56 10,67<br>24,72 5,85 3,54<br>1 dk<br>rf 940<br>4BH | **Aluminium Alloy TM Hydrofoil Ferry**<br>126dk P | 2 Vee Oil 4SA each 12Cy. 175 × 205 with magnetic clutches & reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW) Mercedes Benz<br>Ikegai Tekkosho Kawasaki<br>Fuel (d.o.) 32kn |
| 8015099<br>H9CW<br>1051<br>8-80<br>Df Esd<br>Gc Rdr<br>RT | **BALSA I**<br>**Ambitious Angela S.A.**<br>Panama Panama | **3 743**<br>2 523<br>6 234 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1411)<br>106,43 16,44 6,703<br>97,97 16,41 8,16<br>1 dk | **M General Cargo** | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8022121<br>H9IV<br>1070<br>5-81<br>Df Esd<br>Gc Rdr<br>RT | **BALSA II**<br>**Mar de Coloso S.A.**<br>Panama Panama | **3 743**<br>2 523<br>6 246 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1412)<br>106,43 6,701<br>97,97 16,41 8,16<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (each 28,5 × 8,3)<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 2 × 160kW a.c.<br>12,5kn |
| 7900936<br>3ECT<br>9917-80B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALSA III**<br>ex Kendari No. 4-81<br>**Centuria Navegacion S.A.**<br>Dowa Line Co. Ltd.<br>Panama Panama | **3 743**<br>2 523<br>6 286 | NK | **1979** K.K. Taihei Kogyo—Akitsu (1312)<br>106,43 16,44 6,703<br>97,97 16,41 8,16<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Cr 4(15) Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>12,5kn |
| 7900950<br>H8HP<br>9926<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALSA IV**<br>ex Laksana I-80<br>**Fortuna Star Shipping S.A.**<br>Panama Panama | **3 743**<br>2 523<br>6 288 | NK | **1979** K.K. Taihei Kogyo—Akitsu (2089)<br>106,43 16,44 6,703<br>97,97 16,41 8,16<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>12,5kn |
| 8005824<br>H9NK<br>1089<br>7-81<br>Df Esd<br>Gc Rdr<br>RT | **BALSA V**<br>Launched as Habsari No. 5<br>**Gloxinia Shipholding S.A.**<br>Panama Panama | **3 743**<br>2 523<br>6 273 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1425)<br>106,43 6,703<br>97,97 16,41 8,16<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,5 × 8,3) (28,2 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,5kn |
| 8103937<br>H9TR<br>1122<br>9-81<br>RT | **BALSA 6**<br>ex Balsa VI-82<br>**Artemis Navigation S.A.**<br>Panama Panama | **3 743**<br>2 524<br>6 264 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1440)<br>106,43 16,41 6,703<br>97,95 16,40 8,31<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 346 B.7 653<br>2 Ha (stl) ER | Oil 2SA 6Cy. 370 × 880<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,5kn |
| 8103949<br>H9YZ<br>1126<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALSA VII**<br>**Balsa Navegacion S.A.**<br>Panama Panama | **3 743**<br>2 524<br>6 251 | NK | **1981** Kurushima Dock Co. Ltd.—Imabari ((1441))<br>106,43 16,44 6,703<br>97,95 16,40 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3)<br>Der 4(15) | Oil 2SA 6Cy. 370 × 880<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,75kn |
| 8130904<br>3EMJ<br>1137<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **BALSA 8**<br>ex Balsa VIII-82<br>**Coral Leasing S.A.**<br>Panama Panama | **3 743**<br>2 524<br>6 268 | NK | **1981** K.K. Taihei Kogyo—Akitsu (1442)<br>106,43 16,44 6,703<br>97,95 16,40 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3)<br>Der 4(15) | Oil 2SA 6Cy. 370 × 880<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,75kn |
| 8105662<br>H9TQ<br>1107<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALSA 9**<br>ex Balsa IX-82<br>**Fumania Shipping S.A.**<br>Panama Panama | **4 318**<br>3 125<br>7 067 | NK | **1981** Imai Zosen—Kochi (508)<br>107,19 17,63 6,879<br>100,01 17,61 8,72<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>G.9 761 B.8 939<br>2 Ha (stl) (each 28,6 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 148kW a.c.<br>13kn |

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| **7900948**<br>H8EU<br>9825<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALSA 10**<br>ex Balsa X-82 ex Kendari No. 5-81<br>**Mandril (Panama) S.A.**<br>Panama Panama | **3 743**<br>2 523<br>6 271 | NK | **1979** K.K. Taihei Kogyo—Akitsu (1313)<br>106,43 16,44 6,703<br>97,97 16,41 8,16<br>P 21,1 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Cr 4(15) Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 160kW a.c. | Mitsubis<br>Yai<br>12,5k |
| **8217685**<br>3EDC<br>1011-YJ | **BALSA 21**<br>**Balsa Navegacion S.A.**<br>Panama Panama | **3 724**<br>—<br>6 623 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1516)<br>6,847<br>98,02 16,51 8,41<br>1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,5 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 1150<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japa |
| **8221911**<br>3FVS<br>11268-YJ | **BALSA 22**<br>**Maritime Cygnus S.A.**<br>Panama Panama | **3 724**<br>—<br>6 654 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1517)<br>6,847<br>98,02 16,51 8,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 160kW a.c. | Mitsubis<br>Yai<br>12,75k |
| **8204080**<br>HOXZ<br>11213-YJ | **BALSA 23**<br>**Balsa Navegacion S.A.**<br>Panama Panama | **3 724**<br>2 363<br>6 699 | NK (Class cont.) | **1982** Kochi Jukogyo K.K.—Kochi (2260)<br>105,52(BB) 16,51 6,847<br>98,00 16,50 8,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 346 B.7 653<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 160kW a.c. | Mitsubis<br>Yai<br>12,75k |
| **5034989**<br>VOQG<br>177108<br>Df Rdr<br>RTm | **BALSAM LAKE**<br>ex Detector<br>**Government of Canada (Minister of Industrial Development for The Province of Newfoundland)**<br>St. John's, Nfl. Canada | **178**<br>94<br>— | | **1941** Gibbs Gas Engine Co. Ltd. —Jacksonville, Fl<br>28,10 6,58 3,048<br>6,53 | **Wood M Tug** | Oil 6Cy. 355 × 405<br>Diesel Eng. Co.<br>Fuel (d.o.) | White Superi<br>Cleveland, O<br>10k |
| **5035000**<br>UBCL<br>M-17063<br>Df Esd<br>Gc Rdr<br>RT | **BALTA**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **3 300**<br>1 573<br>4 314 | RS | **1959** Rauma-Repola Oy—Rauma/Raumo (97)<br>105,11 14,81 6,104<br>96,93 14,69 6,84<br>1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>G.174 L.(oil) 5 370 HeCls. C<br>1 Ha (3,1 × 2,3) ER<br>3W Der 1(3) 2(1) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel 279,5t (d.o.)-11,0pd | Kobenhav<br>13,5k |
| **6827292**<br>UIND<br>M-29769<br>Df Esd<br>Gc Rdr<br>RT | **BALTA**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (234)<br>81,97 13,64 5,301<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller | Magdeburg<br>13,5k |
| **5251159**<br>H8ED<br>8954-PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **BALTCHICK**<br>ex Maria S-82 ex Eagle-79<br>ex Baltchik-79<br>ex Nikola Vaptzarov-76<br>Panama Panama | **1 552**<br>771<br>3 105 | (BR) | **1949** J. Boel et Fils S.A.—Tamise/Temse (1167)<br>92,06 13,52 5,650<br>8,21<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>3 Ho 14,6 26,5 ER 25,6<br>G.5 142 B.4 142<br>3 Ha (6,7 14,1 × 6,0) ER (14,1 × 6,0)<br>10W Der 1(30) 1(10) 10(3-5) | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW) E made47 fitted49<br>N.V. Werkspoor<br>Gen 2 × 80kW 230V d.c.<br>Fuel 328,0t | Amsterdam<br>12k |
| **7633492**<br>DDFF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALTIC**<br>ex Zim Trader-82<br>ex Zim Singapore-82 ex Baltic-78<br>**Partenreederei m.s. 'Baltic'**<br>Reederei Hans Beilken OHG<br>Brake Federal Republic of Germany | T.Mk<br>**1 599**<br>1 200<br>3 960<br>**4 510**<br>3 230<br>7 000 | GL | **1978** J. J. Sietas K.G. Schiffswerft —Hamburg (828)<br>118,42 4,795/8,700<br>108,01 17,81<br>F 8,9 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 76,5<br>G.9 911 B.9 288<br>TEU 428 C. 428/20'<br>1 Ha (stl) (76,5 × 12,7) | Oil 4SA 12Cy. 330 × 390 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 1044kW 380V 50Hz a.c.<br>Controllable pitch propeller | Mannheim<br>17k |
| **7727114**<br>PCYI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC**<br>**Seatrade Groningen B.V.**<br>Groningen Netherlands | T.Mk<br>**969**<br>471<br>1 730<br>**1 198**<br>774<br>2 153 | ✠**100A1** SS 12/81<br>Ice Class 2<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL (Q) 522,5/36,0U2<br>FN 1244 | **1979**-10 Schpsw. "Friesland" B.V. —Lemmer (367)<br>66,73 (BB) 13,21 5,049/5,658<br>60,20 13,01 7,65<br>P 14,7 F 10,1 2 dks<br>rf nil len 81<br>7BH WB485T incl. DTsf136T | **M General Cargo**<br>Ref.<br>2 Ho 18,1 17,6 ER 2 TwD<br>In.2 577<br>2 Ha (stl) (12,1 12,1 × 7,4) ER<br>Cr 1(5) Der 4(3) | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 500kW 3 × 168kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.) | Koeln<br>12,5k |
| **6926048**<br>DAIA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALTIC**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **661**<br>113<br>— | GL | **1969** F. Schichau G.m.b.H.—Bremerhaven (1745)<br>50,78 11,71 4,865<br>44,99 11,21 5,36<br>F 14,4 1 dk | **M Tug/Salvage Ship**<br>Ice strengthened<br>1 Ho 6,5<br>1 Ha (1,6 × 1,9)<br>Der 1(5) | Oil 4SA 12Cy. 400 × 500<br>Kloeckner Humboldt Deutz<br>Gen 3 × 160kW 380V 50Hz a.c.<br>1 × 64kW 440V 50Hz a.c.<br>Fuel 345,5t (d.o.) | Koeln<br>15k |
| **6503418**<br>Pfd RT | **BALTIC**<br>ex Glimfors-74 ex Glimfjord-57<br>ex Erna R ex Dievenow<br>**Baltic Ltd.**<br>Tortola British Virgin Islands | **328**<br>169<br>440 | (BV) | **1915** Caesar Wolheim—Cosel a.d. Oder<br>44,07 6,84 2,896<br>40,26 6,79 3,41<br>1 dk<br>R conv Tanker 57 | **M General Cargo**<br>1 Ho ER<br>2 Ha (9,2 10,9 × 4,5) ER<br>2W Der 2(2,5) | Oil 4SA 8Cy. 220 × 280<br>390bhp (287kW) NE 59<br>Kloeckner Humboldt Deutz<br>Fuel 10,0t (d.o.) | Koeln<br>9,5k |
| **7923225**<br>618711 | **BALTIC**<br>**Hercules Fish Products Inc.**<br>New Bedford, Ma United States of America | **194**<br>147<br>— | | **1980** Blount Marine Corp.—Warren, RI (227)<br>*25,73* 7,65<br>4,09<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>800bhp (588kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |

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| 6505349<br>DKDM<br>Rdr RTh | **BALTIC CLIPPER**<br>ex Ems Clipper-79<br>ex Sundbuss Henrik II-76<br>**Rolf Bottcher**<br>Neustadt Federal Republic of Germany | **208**<br>113<br>— | GL (NV) | **1964** Lindstols Skibs. & Batbyg. A/S<br>—Risor (260)<br>31,15 7,52 2,013<br>28,61 7,31 2,62<br>B 11,0 F 2,8 1 dk | **TM Ferry**<br>200P<br>Ice strengthened | 2 Oil 4SA each 6Cy. 121 × 140<br>400bhp (294kW)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 49kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 12,0t (d.o.)-1,0pd 12kn |
| 7804065<br>GBBZ<br>388177<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC EAGLE**<br>**United Baltic Corp. Ltd.**<br>London United Kingdom | **6 376**<br>2 897<br>9 450 | **✠100A1**<br>roll on — roll off cargo ship<br>Ice Class 1 and Ice Class 1A both at a draught not exceeding 7,9m<br>**✠LMC** **UMS**<br>EL Dt 550,0/62,0U2<br>FN 4934 | **1979**-10 Rauma-Repola Oy—Rauma/Raumo (258)<br>137,12 26,01 8,214<br>126,78 23,00 15,91<br>B 74,7 2 dks<br>rf 483<br>2BH to U dk 4 to 2nd dk WB4668T incl. DTf954T, STs in hold 1701T | **TM RoRo Cargo**<br>12bth P<br>2 Stern door/ramps<br>1 Ho ER<br>TEU 354<br>C.Ho 52/20' C.RoRo Dk. 188/20'<br>C.Dk 114/20' incl. 40 ref C. | 2 Oil 4SA each 9Cy. 410 × 470 sr geared to sc. shafts<br>13 000bhp (9 562kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 752kW 400V 50Hz a.c.<br>2 Controllable pitch propellers aft<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 113,5t (d.o.) 508,5t (hvf) 18kn |
| 7310997<br>GREF<br>360633<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC ENTERPRISE**<br>**United Baltic Corp. Ltd.**<br>London United Kingdom | **4 665**<br>1 511<br>5 710 | **✠100A1** CS 6/78<br>Ice Class 1<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL Ct 2⅜"U2<br>FN 4870 | **1973**-6 Rauma-Repola Oy—Rauma/Raumo (209)<br>137,52 22,36 6,643<br>126,75 22,31 16,11<br>2 dks, intermediate dk for light cargoes only<br>rf 508<br>NS Coll BH to U dk 5 to 2nd dk WB2302t incl. DTf565t DTa669t | **TM RoRo Cargo**<br>12bth P<br>Stern door side loader<br>Mchy.aft<br>TEU 290 C. 290/20' | 2 Oil 4SA each 9Cy. 410 × 470 sr geared to sc. shafts<br>10 500bhp (7 723kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 528kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18kn |
| 7528661<br>GZOM<br>379708<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC FERRY**<br>ex Stena Transporter-80<br>ex Finnrose-80<br>ex Stena Transporter-79<br>**Stena Line Ltd.**<br>Atlantic Steam Navigation Co. Ltd.<br>London United Kingdom | **6 455**<br>3 248<br>8 704 | **✠100A1**<br>Ice Class 1A when each main engine output restricted to 6,500bhp<br>**✠LMC** **UMS**<br>EL Et 577,5/56,0U3<br>FN 4737 | **1978**-9 Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (652)<br>151,01(BB) 21,67 7,319<br>137,01 19,91 14,66<br>Ba 28,4 2 dks, 2nd dk light cargoes only<br>3rd dk moveable in holds<br>rf nil DK conv RoRo Cargo 80<br>1BH to U dk, 3BH to 2nd dk WB2810T incl. DTf807T, DTa678T Comb. btm & STs in hold 305T | **TM Passenger/RoRo Cargo**<br>Stern door<br>Mchy.aft<br>TEU 562 C.562/20' | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shafts<br>15 600bhp (11 475kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 760kW 2 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>17kn |
| 5263554<br>HOUB<br>10852<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr | **BALTIC FREEZER**<br>ex Ondine-78<br>**Shipmonde Fourth Shipping Co. S.A.**<br>Enterprises Shipping & Trading S.A.<br>Panama Panama | **4 426**<br>1 648<br>4 433 | GL<br>✠Classed LR until 8/73 | **1960**-3 Chantiers Navals de Flandre S.A.<br>—Bruges/Brugge (36)<br>139,15 16,92 7,163<br>125,81 16,86 11,36<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>RW rf 203 | **M General Cargo**<br>Ref.<br>4 Ho<br>In.6 828<br>4 Ha (6,9 7,0 8,3 7,0 × 5,4) | Oil 2SA 8Cy. 780 × 1400<br>7 200bhp (5 296kW) MAN<br>Howaldtswerke Hamburg A.G. Hamburg |
| 7707712<br>DGTS<br>Df Esd<br>Gc Rdr<br>RT | **BALTIC HERON**<br>ex Theodor Storm-78<br>**m.s. 'Theodor Storm'**<br>**Schiffahrtsges. Schluter K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>700<br>2 720 | GL | **1977** Kroegerwerft G.m.b.H.—Rendsburg (1447)<br>84,26 4,960<br>75,37 13,49 7,52<br>P 13,8 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.5 034 B.4 601<br>TEU 149 C. 149/20'<br>1 Ha (stl) (49,8 × 10,2) ER | Oil 4SA 8Cy. 320 × 420<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>14kn |
| 7703247<br>DJOQ<br>15477<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALTIC LINK**<br>ex Maria Catharina-80<br>**Reederei Georg Peterson**<br>Rendsburg Federal Republic of Germany | **1 598**<br>1 073<br>4 165 | GL | **1978** Schiffsw. Hugo Peters—Wewelsfleth (565)<br>104,22 5,750<br>94,21 16,01 8,51<br>P 16,8 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 62,7<br>G.8 643 B.8 273<br>TEU 264 C. 264/20'<br>1 Ha (stl) (63,5 × 12,7)<br>Cr 2(-) | Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 168kW 380V 50Hz a.c.<br>15,75kn |
| 7110622<br>S6CP<br>381780<br>Gc Pfd<br>Rdr RT | **BALTIC MARINER**<br>ex Sumi Maru No. 35-82<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **298**<br>85<br>325 | NK | **1971** Matsuura Tekko Zosen—Higashino (211)<br>43,72 8,84 3,353<br>38,99 8,39 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 1 × 240kW 440V a.c.<br>Fuel 203,0t-10,0pd 11,5kn |
| 6618328<br>ELAL3<br>6887<br>Df Esd<br>Gc Rdr<br>RTv | **BALTIC NEPTUNE**<br>ex Panamax Jupiter-80<br>ex Nordic Talisman-77<br>ex Naess Talisman-74<br>**United Overseas Marine Corp.**<br>Monrovia Liberia | **36 282**<br>26 218<br>73 228 | BV<br>✠Classed LR until 28/2/78 | **1967**-2 Lithgows Ltd.—Port Glasgow (1157)<br>249,94 31,75 13,361<br>242,68 31,70 18,29<br>Ba 8,3 F 18,9 1 dk<br>RW rf 127 | **M Bulk Carrier**<br>9 Ho 21,9 17,6 21,3 21,3 21,3 17,7 21,3 21,3 21,3 ER<br>G.86 341 B.83 886<br>9 Ha (stl) (15,0 10,6 14,2 14,2 14,2 10,6 14,2 14,2 14,2 × 15,2) ER<br>Cr 1(5) 3(3) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>Gen 1 × 750kW 2 × 600kW 440V 60Hz a.c.<br>Fuel 260,0t (d.o.) 5 150,5t (hvf) 15kn |
| 7222700<br>GXEZ<br>367509<br>Df Esd<br>Gc Rdr<br>RTm/v | **BALTIC OSPREY**<br>ex Atlantic Viscount-77<br>ex Nad Prince-75 ex Kalkgrund-74<br>**United Baltic Corp. Ltd.**<br>London United Kingdom | T.Mk<br>**998**<br>464<br>2 225 | GL | **1972** Jadewerft G.m.b.H.—Wilhelmshaven (129)<br>88,30 (BB) 13,80 4,350<br>81,41 13,70 8,01<br>B 13,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,0 ER<br>G.4 412 B.3 883<br>TEU 148 C. 148/20'<br>1 Ha (stl) (50,9 × 10,6) ER | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 228,5t (d.o.) 14kn |
| 7802067<br>SHIX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC PRESS**<br>**P/R Gustav Edvardsson**<br>Rudolf Jonsson & Co. A/B<br>Skarhamn Sweden | **1 366**<br>753<br>3 400 | AB | **1979** Karlskronavarvet AB—Karlskrona (395)<br>135,85(BB) 16,79 4,601<br>103,03 16,51 10,93<br>2 dks | **M RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>TEU 189<br>C.Ho 134/20' C.Dk 55/20' | Oil 2SA 9Cy. 300 × 450 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 180kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |

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| **7802079**<br>SHIY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC PRINT**<br>**P/R Baltic Print**<br>Rudolf Jonsson & Co. A/B<br>Skarhamn Sweden | **1 599**<br>900<br>3 400 | AB | **1979** Karlskronavarvet AB—Karlskrona (396)<br>110,01(BB) 16,79 4,601<br>103,03 16,51 10,93<br>2 dks | **M RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>TEU 189<br>C.Ho 134/20' C.Dk 55/20' | Oil 2SA 9Cy. 300 × 450 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Wichmann Motorfabrikk A/S Rubbestadn<br>Gen 3 × 180kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13 |
| **7333717**<br>GTEU<br>360960<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC PROGRESS**<br>**United Baltic Corp. Ltd.**<br>London United Kingdom | **4 665**<br>1 512<br>5 710 | **✠100A1** CS 7/78<br>Ice Class 1 Ice Class 1A<br>**✠LMC** **UMS**<br>C† 2⅜"U2<br>FN 4861 | **1974**-2 Rauma-Repola Oy—Rauma/Raumo (216)<br>137,52 22,36 6,643<br>126,50 22,31 16,11<br>2 dks, intermediate deck for light cargoes only<br>rf 508<br>NS COLL BH to U dk 5 to 2nd dk WB2359T incl. DTf582T DTa685T | **TM RoRo Cargo** 12bth P<br>Stern door Side-loader<br>Mchy.aft<br>TEU 290 C. 290/20' | 2 Oil 4SA each 9Cy. 410 × 470 sr gear to sc. shafts<br>10 500bhp (7 723kW)<br>Stork-Werkspoor Diesel N.V. Amster<br>Gen 3 × 528kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7362536**<br>H8YY<br>10489<br>-80A<br>Df Esd<br>Gc Rdr<br>RT | **BALTIC SEA**<br>ex Politechnika Slaska-80<br>ex Politechnika Gliwicka-74<br>**Hong Fat Shipping Inc.**<br>Yick Fung Shipping & Enterprises Co. Ltd.<br>Panama Panama | **34 348**<br>23 560<br>54 609 | GL PR | **1974** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B521/206)<br>221,32(BB) 32,31 12,377<br>205,52 32,21 17,00<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.74 622<br>10 Ha (stl) (each 11,6 × 15,5) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) S<br>H. Cegielski Po<br>Gen 3 × 640kW 400V a.c.<br>Fuel 3 047,0t (hvf) 15,7 |
| **7129506**<br>WZK3<br>703<br>537716<br>Df Esd<br>Gc Rdr<br>RT | **BALTIC SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **194**<br>131<br>975 | AB | **1972** Burton Construction & SB. Corp. —Port Arthur, Tx (482)<br>53,65 11,64 3,201<br>50,88 11,59 3,81<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Ill<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 253,0t (d.o.) 1 |
| **7433945**<br>WYG6<br>748<br>577547<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC SEAL**<br>**Seal Offshore Inc.**<br>Wilmington, De United States of America | **295**<br>200<br>— | AB | **1976** American Marine Corp.—New Orleans, La (1134)<br>62,49 3,918<br>56,52 12,20 4,58<br>F 18,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 8Cy. 228 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. U.<br>Gen 2 × 210kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 405,5t (d.o.) 1 |
| **7533135**<br>OXIZ<br>D2512<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIC SKOU**<br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | **16 650**<br>11 314<br>27 554 | **✠100A1**<br>strengthened for heavy cargoes Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL G† 577,5/68,0U2<br>FN 6275 | **1977**-10 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (954)<br>178,11(BB) 22,92 10,904<br>167,01 22,86 14,71<br>P 30,5 F 13,8 1 dk<br>rf 102<br>8BH WB13510T incl. Comb. btm & STs in holds Nos. 2, 3, 4, 5 & 6 2732T & Topside tanks in holds 3952T & hold No. 4 4935T & DTf 448T | **M Bulk Carrier**<br>6 Ho 18,4 18,2 23,7 17,8 24,6 22,9 ER<br>G.37 089<br>TEU 550<br>C.Ho 440/20' C.Dk 110/20'<br>6 Ha (9,6 × 7,8) (10,0 16,9 10,2 16,9 14,4 × 9,4) ER<br>Cr 6(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Su<br>Sumitomo Heavy Ind. Ltd. Tamash<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>AuxB (ex.g) 11kgf/cm² (10,8bar) rcv 7,5kgf/cm² (7,4bar)<br>Gen 3 × 630kW 450V 60Hz a.c.<br>Fuel 134,0t (d.o.) 1 406,0t (hvf)-43,5pd 15, |
| **5044893**<br>3FGU<br>1018<br>4-80<br>Df Esd<br>Gc Rdr<br>RTm/v | **BALTIC STAR**<br>ex Minisea-78 ex Bore Nord-77<br>ex Birger Jarl-73<br>**Caribbean Shipping Co. Inc.**<br>Gamborg & Co.<br>Panama Panama | **2 798**<br>1 435<br>864 | **✠100A1** SS 9/78<br>Str. nav. ice<br>**✠LMC**<br>EL t<br>FN 1860 | **1953**-6 A/B Finnboda Varf—Stockholm (351)<br>92,66 14,28 4,903<br>84,59 14,20 7,78<br>F 25,3 2 dks, 3rd dk in way of No. 2 hold<br>RW<br>5BH to U dk 1 to 2nd dk WB280t | **S Passenger/General Cargo/Ferry**<br>252bth 348dk P<br>1 Ho 16,6<br>G.476 B.425<br>1 Ha (stl) (6,0 × 2,9)<br>2W Der 2(5) | Q 4Cy. 476 679 779 & 1349 × 1116 with turbo compressor<br>2 800ihp (2 060kW)<br>Helsingor Skibsv. og Maskinbyg. Helsin<br>2 WTB 327lbf/in² (22,6bar) Spt 300lbf/in² (20,7bar) hs764,1<br>Gen 2 × 220kW 230V d.c.<br>Fuel 192,0t (o.f.) 1 |
| **5404964**<br>DNDD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALTIC STAR**<br>ex Stena Finlandica-75<br>ex Helgoland-72<br>**Seetouristik G.m.b.H. & Co. K.G.**<br>Luebeck Federal Republic of Germany | **2 746**<br>1 212<br>— | GL | **1963** Howaldtswerke Hamburg A.G. —Hamburg (943)<br>91,52 14,53 3,899<br>82,00 14,30 5,49<br>2 dks, 3rd dk fwd & aft | **TM Passenger/Ferry** 1500P<br>Ice strengthened<br>Cr 1(1) | 2 Oil 4SA each 12Cy. 400 × 500<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz Ko<br>Gen 3 × 240kW 1 × 170kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **5226867**<br>DGNB<br>SSR9900<br>Df Esd<br>Rdr<br>RTm/h/v | **BALTIC WINTER**<br>ex Stem-82<br>ex Martha Friesecke-76<br>**Partenreederei m.s. 'Baltic Winter'**<br>Walther Moller & Co.<br>Hamburg Federal Republic of Germany | **498**<br>324<br>807 | GL | **1957** J. J. Sietas K.G. Schiffswerft —Hamburg (420)<br>58,78 8,97 3,302<br>52,71 8,87 3,81<br>P 8,9 B 9,2 F 5,2 1 dk<br>RW len 61 | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,7 ER<br>G.1 202 B.1 117<br>2 Ha (each 15,3 × 5,4) ER<br>4W Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Kloeckner Humboldt Deutz Ko<br>Fuel 21,5t 10,25 |
| **7040994**<br>HO5225<br>9610-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BALTICA**<br>ex Scol Hunter-77 ex Baltica-76<br>**Baltica Shipping S.A.**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Panama | T.Mk<br>**999**<br>748<br>2 445 | GL | **1971** J. J. Sietas K.G. Schiffswerft —Hamburg (679)<br>88,50 5,258<br>80,42 13,82 5,49<br>P 20,2 B 14,1 F 11,0 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 57,6 ER<br>G.4 570 B.4 437<br>TEU 128 C. 128/20' incl. 5 ref C.<br>1 Ha (stl) (47,9 × 10,2) ER | Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 188,0t (d.o.) 14 |
| **8010673**<br>SJOY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTICA**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket)**<br>Norrkoping Sweden | **856**<br>251<br>350 | NV (Class cont.) | **1982** A/B Asi-Verken—Amal (132)<br>54,92 12,04 2,701<br>50,12 12,01 5,01<br>1 dk | **M Buoy Tender**<br>1 Ho ER<br>1 Ha (stl) ER | 2 Vee Oil 4SA each 12Cy. 185 × 210 sr geared to sc. shaft<br>2 590bhp (1 905kW) Hedem<br>AB Hedemora Verkstader Hedem<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |

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| 5302063<br>DJCC<br>Esd Rdr<br>RTv | **BALTICA**<br>ex Rum Hart-82<br>**Rolf Bottcher**<br>Neustadt Federal Republic of Germany | **372**<br>193<br>122 | GL | **1959** Husumer Schiffsw.—Husum (1136)<br>48,57 8,87 1,801<br>44,99 8,31 3,00<br>B 22,0 F 5,2 1 dk<br>RW | **TM Ferry** 512P<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 215 × 360<br>800bhp (588kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 25kW 1 × 15kW 220/380V a.c.<br>2 Controllable pitch propellers<br>Fuel 59,5t (d.o.) 12kn |
| 8013211<br>IBAB | **BALTICO**<br>**Misano di Navigazione S.p.A.**<br>Italy | **12 000**<br>—<br>19 684 | RI (Class cont.) | **1982** Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (1123)<br>8,451<br>160,03 24,21 11,92<br>1 dk | **M Tanker** | Oil 2SA 6Cy. 560 × 1150<br>9 000bhp (6 620kW)<br>Sulzer Bros. Ltd. Winterthur |
| 7931698<br>EABY<br>Df Esd<br>Gc Rdr<br>RT | **BALTICO**<br>**Compania Naviera Surena S.A.**<br>Gijon Spain | **2 203**<br>1 601<br>4 000 | BV | **1981** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (140)<br>85,58 13,85 5,681<br>79,69 13,81 7,01<br>1 dk | **TM General Cargo**<br>2 Ho ER<br>G.4 341<br>5 Ha (stl) (6,9 6,9 × 6,9) (4,9 × 5,9) (21,8 21,8 × 7,7) ER | 2 Oil 4SA each 6Cy. 280 × 320 geared to sc. shafts<br>2 400bhp (1 765kW) Alpha<br>B&W Holeby Diesel Div. of B&W Diesel A/S Denmark<br>12,5kn |
| 5035024<br>GBXD<br>397706<br>Df Esd<br>Gc Rdr<br>RTv | **BALTICO**<br>ex Baltic-81<br>**Seaway International Cable Co. Ltd.**<br>Hartlepool United Kingdom | T.Mk<br>**1 556**<br>752<br>2 591<br>**2 572**<br>1 423<br>3 597 | ✠**100A1** SS 6/81<br>Ice Class 1<br>✠**LMC**<br>EL Q 1$\frac{9}{16}$"SQ<br>FN 1899 | **1960**-11 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1082)<br>101,28 13,14 5,169/6,125<br>92,13 13,11 7,50<br>RAD 19,9 F 11,3 2 dks<br>rf 102 len 68<br>conv General Cargo 81<br>2BH to U dk, 4 to 2nd dk WB572t incl. DTm156t | **M Recovery Ship**<br>Mchy.aft | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Bow jet pump<br>Fuel 233,5t (hvf)-6,5pd 13,5kn |
| 7348853<br>YTAO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIK**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Istok)**<br>Rijeka Yugoslavia | **6 075**<br>2 855<br>7 112<br>**8 955**<br>4 939<br>13 945 | BV JR | **1974** VEB Warnowwerft Warnemuende —Warnemuende (385)<br>152,76(BB) 20,35 —/9,321<br>140,75 20,30 11,89<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.19 023 B.17 404<br>4 Ha ER 1 Ha<br>20W Der 1(70) 16(10) 1(2) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 300kW 390V a.c.<br>Fuel 1 391,0t (hvf) 17kn |
| 5035294<br>UVMO<br>M-644<br>Df Esd<br>Gc | **BALTIKA**<br>ex Vyacheslav Molotov-57<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **7 494**<br>3 452<br>2 463 | RS | **1940** Nederlandsche Dok & Scheepsbouw Mij. N.V.—Amsterdam (276)<br>135,69 18,39 6,300<br>18,29 9,66<br>3 dks | **TT-E Passenger/General Cargo**<br>Ref 437bth P<br>Ice strengthened<br>2 Ho ER 1 Ho<br>B.1 362 In.300<br>3 Ha (6,0 6,0 × 3,9) ER (4,1 × 2,9)<br>6W Der 4(5) 2(2) | 2 S Turb driving 2 gen connected to 2 elec. motors<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Fuel (o.f.) 15kn |
| 7022617<br>SUWD<br>70<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIM**<br>**Egyptian High Seas Fisheries Co.-General Egyptian Organisation for Aquatic Resources**<br>Alexandria Egypt | **2 394**<br>1 116<br>3 335 | ✠**100A1** SS 9/80<br>trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL S 1$\frac{5}{8}$"U2<br>FN 2211 | **1971**-1 Hijos de J. Barreras S.A.—Vigo (1371)<br>106,00 14,53 5,131<br>96,02 14,51 8,51<br>F 43,6 2 dks<br>RW rf 635<br>3BH to U dk 3 to 2nd dk WB195t | **TM Fishing**<br>Stern Trawler Ref.<br>3 Ho 25,5 21,0 23,0 ER<br>In.3 738<br>3 Ha (stl) (each 4,5 × 2,9) ER | 2 Oil 4SA each 8Cy. 390 × 680<br>4 000bhp (2 942kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 400kW 380V 50Hz a.c.<br>Fuel 999,0t (d.o.) 15kn |
| 5297373<br>WSIS<br>246103<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BALTIMORE**<br>(Aft section)<br>ex Roanoke-70<br>ex Esso Roanoke-56<br>(Fwd & cargo sections)<br>ex Baltimore (LR No. 5224742)-70<br>ex Marine Cardinal-65<br>**Monterey Transportation Co. Inc.**<br>Wilmington, De United States of America | **10 947**<br>7 036<br>9 181 | AB | **1944** (Aft section) Sun SB. & Dry Dock Co. —Chester, Pa (416)<br>**1945** (Fwd & cargo sections) Kaiser Co. Inc —Vancouver, Wa (503)<br>151,59 21,92 9,167<br>143,62 21,80 13,26<br>RQD 32,7 F 21,1 4 dks<br>rf nil joined 70<br>conv General Cargo 67<br>conv Tanker 70 | **T-E Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER<br>C.Ho 217/35′ C.Dk 108/35′<br>7 Ha (stl) ER | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 1 × 600kW 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 519,0t (o.f.) |
| 5267990<br>KASJ<br>270179<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BALTIMORE TRADER**<br>ex P. W. Thirtle-71<br>**American Trading Transportation Co. Inc.**<br>Baltimore, Md United States of America | **31 093**<br>25 266<br>58 813 | AB<br>Classed LR until 17/7/70 | **1955**-8 (Aft section) Bethlehem-Sparrows Point Shipyard—Sparrows Pt., Md (4542)<br>**1971** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>243,85 31,17 12,164<br>234,86 31,09 15,63<br>F 23,5 1 dk<br>RW rf 81 len 71 | **S Tanker**<br>CBT<br>24 Ta ER<br>L.(oil) 79 500 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW a.c.<br>Fuel-86,5pd 15,75kn |
| 6851750<br>UVFX<br>M-994 | **BALTIYETS**<br>**U.S.S.R. -Ministry of Shipbuilding**<br>Vladivostok U.S.S.R. | **239**<br>10<br>100 | RS | **1952** ..............U.S.S.R.<br>32,59 8,03 3,099<br>4,02<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 320 480 & 790 × 500<br>U.S.S.R.<br>10kn |
| 6851762<br>UIVS<br>M-25155 | **BALTIYETS**<br>**U.S.S.R.**<br>Riga U.S.S.R. | **239**<br>10<br>90 | RS | **1958** ..............U.S.S.R.<br>32,64 8,03 3,099<br>4,09<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 320 480 & 790 × 500<br>U.S.S.R.<br>10,5kn |
| 5035282<br>UUFF<br>M-12023<br>Df Esd<br>Gc Pfd | **BALTIYSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 550**<br>1 727<br>3 829 | (RS) | **1955** Verschure & Co's Schps. —Amsterdam (Co261)<br>114,71 14,05 6,530<br>102,93 14,03 8,23<br>2 dks<br>RW | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho<br>In.4 673<br>4 Ha (each 3,9 × 4,7)<br>8W Der 8(3) | Oil 2SA 8Cy. 480 × 700<br>Sulzer<br>N.V. Werkspoor Amsterdam<br>13kn |

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| 6851786<br>UFTZ<br>M-24069 | **BALTIYSK**<br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **368**<br>—<br>155 | RS | **1959** ..............U.S.S.R.<br>44,40 9,50 3,260<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>1 Ho<br>B.71<br>1 Ha (1,5 × 1,8)<br>1W Der 1(1,5) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Fuel (d.o.) | Leningrad<br>12,25kn |
| 7121841<br>EWRT<br>M-29412 | **BALTIYSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **180**<br>50<br>69 | RS | **1971** ..............U.S.S.R.<br>31,60 7,32 2,901<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>9,5kn |
| 7020437<br>EVGB<br>Df Esd<br>Gc Rdr<br>RT | **BALTIYSKAYA**<br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **1 584**<br>490<br>265 | | **1970** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (D-0004)<br>77,20 14,03 3,099<br>67,54 14,00 5,11<br>1 dk | **M Dredger**<br>Bucket<br>Dredging depth 18,0<br>Mchy.aft | Oil 4SA 8Cy. 300 × 450<br>1 700bhp (1 250kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 1 × 780kW 1 × 300kW 1 × 75kW d.c. | MAN<br>Yokohama |
| 8031160<br>Rdr RT | **BALTIYSKAYA KOSA**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1980** VEB Volkswerft Stralsund—Stralsund (253)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) | MAN<br>Rostock<br>16,25kn |
| 6615974<br>USYQ<br>M-27118<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKAYA SLAVA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**12 487**<br>7 553<br>11 007 | RS | **1966** Kieler Howaldtswerke A.G.—Kiel (1184)<br>167,27 24,03 7,549<br>153,63 23,93 14,84<br>P 33,3 F 29,3 2 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 550<br>5 Ha (3,9 3,9 3,9 3,9 × 3,9) (3,9 × 3,5) ER<br>10W Der 2(10) 8(5) | Oil 2SA 6Cy. 700 × 1200<br>5 640bhp (4 149kW)<br>Kieler Howaldtswerke A.G. | MAN<br>Kiel<br>14,75kn |
| 7906904<br>UOMY<br>M-31299<br>Df Esd<br>Rdr RT | **BALTIYSKIY BEREG**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | T.Mk<br>**7 856**<br>4 314<br>9 606 | RS | **1979** VEB Mathias-Thesen-Werft—Wismar (210)<br>152,69 22,26 8,000<br>142,02 22,22 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Schwermaschinenbau Halberstadt | MAN<br>Halberstadt<br>17kn |
| 6703525<br>UFAR<br>S-19049<br>Df Rdr | **BALTIYSKIY-1**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1962** "Krasnoye Sormovo" Shipyard —Gorkiy<br>96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10kn |
| 6703537<br>UPWH<br>S-27811<br>Df Rdr | **BALTIYSKIY-2**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1964** "Krasnoye Sormovo" Shipyard —Gorkiy<br>96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10kn |
| 6703549<br>UPWR<br>S-27813<br>Df Rdr | **BALTIYSKIY-3**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1964** "Krasnoye Sormovo" Shipyard —Gorkiy<br>96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10kn |
| 6703551<br>UEDW<br>S-27053<br>Df Rdr | **BALTIYSKIY-4**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>936<br>2 121 | RS | **1962** "Krasnoye Sormovo" Shipyard —Gorkiy<br>95,61 13,21 3,361<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>11,25kn |
| 7335820<br>UICQ<br>S-27055<br>Df Rdr | **BALTIYSKIY-5**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1962** "Krasnoye Sormovo" Shipyard —Gorkiy<br>95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10kn |
| 7335832<br>UICR<br>S-27056<br>Df Rdr | **BALTIYSKIY-6**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1963** "Krasnoye Sormovo" Shipyard —Gorkiy<br>95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10kn |
| 6703563<br>EKPI<br>S-27814<br>Df Rdr | **BALTIYSKIY-7**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1964** "Krasnoye Sormovo" Shipyard —Gorkiy<br>96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10kn |

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| 6703575<br>EKPK<br>S-27820<br>Df Rdr | **BALTIYSKIY-8**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 96,02<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 7335844<br>UICT<br>S-27057<br>Df Rdr | **BALTIYSKIY-9**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703587<br>UVWS<br>S-27058<br>Df Rdr | **BALTIYSKIY-10**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | (RS) 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703599<br>UITX<br>S-27060<br>Df Rdr | **BALTIYSKIY-11**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>936<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,25kn |
| 6806030<br>UITZ<br>S-27062<br>Df Rdr | **BALTIYSKIY-12**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>936<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,25kn |
| 6804276<br>UIIR<br>S-27063<br>Df Rdr | **BALTIYSKIY-13**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>936<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,25kn |
| 6703604<br>UDWF<br>S-27065<br>Df Rdr | **BALTIYSKIY-14**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,87<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703616<br>UDWG<br>S-27066<br>Df Rdr | **BALTIYSKIY-15**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,87<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703628<br>ULPB<br>S-27068<br>Df Rdr | **BALTIYSKIY-16**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1963** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | (RS) 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 7335856<br>ULPJ<br>S-27069<br>Df Rdr | **BALTIYSKIY-17**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 7335868<br>ULPK<br>S-27072<br>Df Rdr | **BALTIYSKIY-18**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703630<br>ULPN<br>S-27073<br>Df Rdr | **BALTIYSKIY-19**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | (RS) 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 7335870<br>ULPO<br>S-27045<br>Df Rdr | **BALTIYSKIY-20**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 7335882<br>ULPP<br>S-27075<br>Df Rdr | **BALTIYSKIY-21**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | RS 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |

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| **6703642**<br>ULPQ<br>S-27076<br>Df Rdr | **BALTIYSKIY-22**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | (RS) 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeb<br>10 |
| **7335894**<br>ULQN<br>S-27077<br>Df Rdr | **BALTIYSKIY-23**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeb<br>10 |
| **6703654**<br>ULQZ<br>S-27078<br>Df Rdr | **BALTIYSKIY-24**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeb<br>10 |
| **6703666**<br>ULPY<br>S-27079<br>Df Rdr | **BALTIYSKIY-25**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | (RS) 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1964** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeb<br>10 |
| **6703678**<br>EKPL<br>S-27821<br>Df Rdr | **BALTIYSKIY-26**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeb<br>10 |
| **6703680**<br>EMDO<br>S-27826<br>Df Rdr | **BALTIYSKIY-27**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>10 |
| **6703692**<br>EMDP<br>S-27827<br>Df Rdr | **BALTIYSKIY-28**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>10 |
| **6703707**<br>EMDQ<br>S-27838<br>Df Rdr | **BALTIYSKIY-29**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>10 |
| **6703719**<br>EMDR<br>S-27839<br>Df Rdr | **BALTIYSKIY-30**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>10 |
| **6721577**<br>EMDS<br>S-27840<br>Df Rdr | **BALTIYSKIY-31**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>10 |
| **6703721**<br>EMDT<br>S-27841<br>Df Rdr | **BALTIYSKIY-32**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02 13,21 3,260<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebur<br>10 |
| **7205556**<br>EKRX<br>S-27080<br>Df Rdr | **BALTIYSKIY-33**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebur<br>10 |
| **6703733**<br>EKRY<br>S-27084<br>Df Rdr | **BALTIYSKIY-34**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10 |
| **7205568**<br>EKRZ<br>S-27085<br>Df Rdr | **BALTIYSKIY-35**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61 13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10 |

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| 6728305<br>EKSA<br>S-27086<br>Df Rdr | **BALTIYSKIY-36**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703745<br>EKSB<br>S-27098<br>Df Rdr | **BALTIYSKIY-37**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>938<br>2 193 | RS 95,87<br>13,21 3,401<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,25kn |
| 6703757<br>EKSC<br>S-27099<br>Df Rdr | **BALTIYSKIY-38**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>938<br>2 193 | RS 95,87<br>13,21 3,401<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,25kn |
| 6703769<br>EKSD<br>S-27089<br>Df Rdr | **BALTIYSKIY-39**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703771<br>EKSE<br>S-27087<br>Df Rdr | **BALTIYSKIY-40**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 95,61<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703783<br>EKSF<br>S-27091<br>Df Rdr | **BALTIYSKIY-41**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | (RS) 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703795<br>EKSG<br>S-27092<br>Df Rdr | **BALTIYSKIY-42**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 7208015<br>EMMK<br>S-27094<br>Df Rdr | **BALTIYSKIY-43**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>*2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6919021<br>EMML<br>S-27097<br>Df Rdr | **BALTIYSKIY-44**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1965** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6703800<br>UEKH<br>S-28804<br>Df Rdr | **BALTIYSKIY-45**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6719744<br>ULEN<br>S-28805<br>Df Rdr | **BALTIYSKIY-46**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6719756<br>EMYH<br>S-28806<br>Df Rdr | **BALTIYSKIY-47**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6719768<br>EMYI<br>S-28822<br>Df Rdr | **BALTIYSKIY-48**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1966** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |
| 6719770<br>EMYJ<br>S-28824<br>Df Rdr | **BALTIYSKIY-49**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS 96,02<br>13,21 3,260<br>13,01 5,52<br>1 dk | **1967** "Krasnoye Sormovo" Shipyard<br>—Gorkiy | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10kn |

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|---|---|---|---|---|---|---|---|---|---|
| **6724634**<br>EMYK<br>S-28825<br>Df Rdr | **BALTIYSKIY-50**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy | 96,02<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6703812**<br>EMRI<br>S-27102<br>Df Rdr | **BALTIYSKIY-51**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>938<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 96,02<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **6801212**<br>EMRJ<br>S-27103<br>Df Rdr | **BALTIYSKIY-52**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>938<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 96,02<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **7208027**<br>EMRK<br>S-27107<br>Df Rdr | **BALTIYSKIY-53**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 96,02<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **7208039**<br>EMRL<br>S-27108<br>Df Rdr | **BALTIYSKIY-54**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 96,02<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **7208041**<br>EMRM<br>S-27111<br>Df Rdr | **BALTIYSKIY-55**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 121 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,61<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6703824**<br>EMRN<br>S-27112<br>Df Rdr | **BALTIYSKIY-56**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,61<br>1 dk | 13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6719782**<br>EMRO<br>S-27115<br>Df Rdr | **BALTIYSKIY-57**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,260<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6719794**<br>EMRP<br>S-27116<br>Df Rdr | **BALTIYSKIY-58**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6714574**<br>EMRQ<br>S-27123<br>Df Rdr | **BALTIYSKIY-59**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6714134**<br>EMRR<br>S-27124<br>Df Rdr | **BALTIYSKIY-60**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6719809**<br>EMRS<br>S-27128<br>Df Rdr | **BALTIYSKIY-61**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| **6714146**<br>EMRT<br>S-27129<br>Df Rdr | **BALTIYSKIY-62**<br>**U.S.S.R. -Western River Shipping Co.**<br>Kaliningrad U.S.S.R. | **1 865**<br>938<br>2 140 | RS | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,401<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **6924064**<br>ERRR<br>S-27130<br>Df Rdr | **BALTIYSKIY-63**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 865**<br>938<br>2 140 | RS | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy | 95,87<br>1 dk | 13,21<br>13,01 | 3,280<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |

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|---|---|---|---|---|---|---|---|---|
| 6919033<br>ERRO<br>S-27131<br>Df Rdr | **BALTIYSKIY-64**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 865**<br>938<br>2 140 | RS<br>1 dk | 95,87 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,280<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 6922884<br>ERRP<br>S-27132<br>Df Rdr | **BALTIYSKIY-65**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 865**<br>938<br>2 140 | RS<br>1 dk | 95,87 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,280<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 6919045<br>EOAE<br>S-27137<br>Df Rdr | **BALTIYSKIY-66**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS<br>1 dk | 95,87 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| 6801224<br>EOAF<br>S-27138<br>Df Rdr | **BALTIYSKIY-67**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS<br>1 dk | 95,87 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| 6919057<br>EOAG<br>S-27139<br>Df Rdr | **BALTIYSKIY-68**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS<br>1 dk | 95,87 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| 6919069<br>EOAH<br>S-27140<br>Df Rdr | **BALTIYSKIY-69**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 865**<br>927<br>2 140 | RS<br>1 dk | 95,87 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,410<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 192<br>3 Ha (stl) (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| 7208053<br>EOAI<br>S-28826<br>Df Rdr | **BALTIYSKIY-70**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 865**<br>938<br>2 128 | RS<br>1 dk | 95,99 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,271<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,6) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10kn |
| 7121413<br>EONZ<br>S-28828<br>Df Rdr | **BALTIYSKIY-71**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 865**<br>938<br>2 128 | RS<br>1 dk | 95,99 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,271<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,6) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7121425<br>EOOA<br>S-28830<br>Df Rdr | **BALTIYSKIY-72**<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 865**<br>938<br>2 128 | RS<br>1 dk | 95,99 | **1967** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,21<br>13,01 | 3,271<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,5 × 9,6) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 6823686<br>EMHG<br>S-28170 | **BALTIYSKIY-73**<br>ex Morskoy-1<br>**U.S.S.R. -Amur River Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **1 862**<br>1 021<br>2 162 | RS<br>1 dk | 95,99 | **1965** "Krasnoye Sormovo" Shipyard —Gorkiy<br>13,24<br>13,01 | 3,280<br>5,52 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.3 467<br>3 Ha (each 16,5 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7612436<br>EKJJ<br>S-17403<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-101**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS<br>1 dk | 95,00<br>90,20 | **1978** Oy Laivateollisuus Ab—Turku/Abo (320)<br>13,21<br>13,01 | 3,999<br>5,49 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |
| 7612503<br>EKPP<br>S-17407<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-102**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS<br>1 dk | 95,00<br>90,20 | **1978** Oy Laivateollisuus Ab—Turku/Abo (321)<br>13,21<br>13,01 | 3,999<br>5,49 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |
| 7612498<br>UDOV<br>S-17414<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-103**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS<br>1 dk | 95,00<br>90,20 | **1978** Oy Laivateollisuus Ab—Turku/Abo (322)<br>13,21<br>13,01 | 3,999<br>5,49 | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |

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| **7612474**<br>UKGF<br>S-17427<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-105**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS | **1979** Oy Laivateollisuus Ab—Turku/Abo (324)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |
| **7612462**<br>UKII<br>S-17432<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-106**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS | **1979** Oy Laivateollisuus Ab—Turku/Abo (325)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |
| **7612450**<br>UKJO<br>S-17433<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-107**<br>**U.S.S.R. -North-Western River Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS | **1979** Oy Laivateollisuus Ab—Turku/Abo (326)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |
| **7612424**<br>UKJX<br>S-17439<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-108**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS | **1979** Oy Laivateollisuus Ab—Turku/Abo (327)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>12,5kn |
| **7612515**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-109**<br>**U.S.S.R.**<br>U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS | **1980** Oy Laivateollisuus Ab—Turku/Abo (328)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller<br>12,5kn |
| **7612527**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-110**<br>**U.S.S.R.**<br>U.S.S.R. | **1 987**<br>1 002<br>2 554 | RS | **1980** Oy Laivateollisuus Ab—Turku/Abo (329)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 35/20'<br>3 Ha (stl) (16,4 × 8,3) (16,4 16,4 × 10,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller<br>12,5kn |
| **7612448**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-111**<br>**U.S.S.R.**<br>U.S.S.R. | **1 990**<br>1 002<br>2 600 | RS | **1980** Oy Laivateollisuus Ab—Turku/Abo (330)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho ER<br>B.3 475<br>TEU 83 C.Ho 48/20' C.Dk 36/20'<br>3 Ha (stl) (16,5 × 8,3) (16,5 16,5 × 10,2) ER | 2 Oil 4SA each 8Cy. 320 × 420<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller<br>12,5kn |
| **7612412**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BALTIYSKIY-112**<br>**U.S.S.R.**<br>U.S.S.R. | **2 233**<br>691<br>1 987 | RS | **1980** Oy Laivateollisuus Ab—Turku/Abo (331)<br>95,00 13,21 4,001<br>90,20 13,01 5,49<br>1 dk | **TM General Cargo/Training Ship**<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller<br>12,5kn |
| **6412621**<br>URVN<br>Df Esd<br>Pfd Rdr<br>RT | **BALTIYSKOYE MORE**<br>**U.S.S.R.**<br>Riga U.S.S.R. | **5 468**<br>2 356<br>— | | **1964** At. & Ch. de Nantes (Bretagne-Loire) —Nantes (14435)<br>120,50 18,06 6,319<br>110,06 18,01 8,01<br>1 dk | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 20,0<br>Hopper 4200T<br>Mchy.aft<br>Hopper 3 500<br>2 sandpumps each 1104kW (1480bhp)<br>1 Ha (2,3 × 4,5)<br>Cr 1(8) 1(3) | 4 Oil 4SA each 6Cy. 400 × 460 total 11 160bhp (8 209kW) connected to 2 elec. motors & 2 sc. shafts<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Thw. thrust propeller fwd<br>14,75kn |
| **7600562**<br>DCVR<br>Esd Rdr | **BALTRUM I**<br>ex Baltrum V-78<br>**Baltrum-Linie G.m.b.H. & Co. K.G.**<br>Baltrum Federal Republic of Germany | **499**<br>229<br>— | GL | **1977** Julius Diedrich, Schiffswerft —Oldersum (135)<br>45,70 12,04 1,258<br>42,60 12,02 2,75<br>B 24,7 1 dk | **TM Ferry**<br>1000dk P | 2 Vee Oil 4SA each 12Cy. 160 × 165<br>1 450bhp (1 067kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>11kn |
| **5347154**<br>HO4228<br>7526-PEXT1<br>Df Esd<br>Rdr<br>RTm/h/v | **BALTYSKI**<br>ex Picca-81 ex Aksvik-77<br>ex Sydskjell-70<br>**Javelin Trading & Investment Co. S.A.**<br>Panama Panama | **485**<br>233<br>666 | GL (NV) | **1955** Stord Verft A/S—Stord (31)<br>58,40 8,41 3,450<br>53,22 8,39 3,81<br>P 14,1 F 8,9 1 dk<br>RW rf 196 | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 922<br>HeCls. C | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 45kW 110V d.c.<br>Fuel 34,5t-3,0pd<br>10,75kn |

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| 7378157<br>EPPQ | **BALUCHESTAN**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Khorramshahr Iran | **167**<br>49<br>135 | ✠LR class withdrawn 19/11/82 | **1974**-6 Towa Zosen K.K.—Shimonoseki (451)<br>27,92 7,35 3,074<br>25,23 7,00 3,51<br>RAD 2,5<br>rf 584 | **M Tug**<br>Fire-fighting | Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 52kW 225V 50Hz a.c. |
| 5414945<br>USNY<br>M-27853<br>Df Esd<br>Gc Rdr<br>RT | **BALVY**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **12 588**<br>6 642<br>19 270 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B70/05)<br>176,89 21,85 9,530<br>165,03 21,82 11,84<br>1 dk<br>RW | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.813 L.(oil) 24 882 HeCls. BC<br>1 Ha (4,5 × 3,5) ER<br>5W Der 4(5) 1(1,5) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>H. Cegielski Poznan<br>15,25kn |
| 7533769<br>UDOY<br>M-12427 | **BALZIN**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7406174<br>UKFN<br>M-17385<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAM**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **12 212**<br>6 144<br>17 125 | RS | **1977** Rauma-Repola Oy—Rauma/Raumo (238)<br>160,00 23,04 9,170<br>147,99 23,00 12,91<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.1 235 B.840 L.(oil) 17 940<br>1 Ha (stl) (7,0 × 6,8)<br>4W Der 2(5) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (hvf) 16,25kn |
| 7651078<br>H09128<br>8558-PEXT3<br>Rdr RT | **BAMBI**<br>ex Meitoku Maru No. 2-79<br>**Bambi Oil Transporter Inc.**<br>Panama Panama | **498**<br>255<br>997 | | **1969** Shirahama Zosen K.K.—Honai<br>54,01 4,201<br>49,51 9,01 4,50<br>3dks | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 232 | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10kn |
| 5177925<br>HPMU<br>7417-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAMBOO ROOT**<br>ex Katori-82 ex Diamond Eagle-76<br>ex Juzan Maru-74<br>**Steelside Navigation Co. Ltd. S.A.**<br>Panama Panama | **8 820**<br>5 416<br>13 396 | NK | **1958** Mitsubishi Zosen K.K.—Hiroshima (138)<br>147,73 19,21 8,764<br>138,03 19,18 11,16<br>P 17,1 F 11,3 1 dk<br>len 63 | **M General Cargo**<br>4 Ho ER<br>G.18 538 B.17 619<br>4 Ha (10,2 × 6,4) (19,9 19,9 14,0 × 8,0) ER<br>16W Der 4(15) 8(10) | Oil 2SA 7Cy. 650 × 1250<br>6 000bhp (4 413kW)<br>Mitsubishi Zosen K.K. Nagasaki<br>Gen 2 × 180kW 445V a.c.<br>Fuel 774,0t 15kn |
| 5418977<br>H3ZA<br>6495-76<br>Df Esd<br>Gc Rdr<br>RTh/v | **BAMBURI**<br>**Norsun Shipping & Trading Ltd.**<br>Öden Shipping A.G.<br>Panama Panama | **3 291**<br>1 710<br>5 175 | **✠100A1** SS 1/79<br>**✠LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2426 | **1963**-11 Howaldtswerke Hamburg A.G. —Hamburg (960)<br>106,69 16,54 6,446<br>100,01 16,50 7,75<br>P 31,4 F 13,8 1 dk<br>RW rf nil<br>NS 7BH WB1324t incl. TwDf237t<br>**DELAYED IN SHATT—AL—ARAB** | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft | 2 Oil 4SA each 8Cy. 400 × 580 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 200kW 400V 50Hz a.c.<br>Fuel (d.o.) |
| 7725843<br>GYAY<br>379923<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAMENDA PALM**<br>**Palm Line Ltd.**<br>London United Kingdom | T.Mk<br>**6 891**<br>4 091<br>11 028<br>**11 223**<br>6 891<br>14 822 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Et 577,5/64,0U2<br>FN 4938 | **1979**-7 Hyundai Heavy Industries Co. Ltd. —Ulsan (1294)<br>149,82(BB) 22,92 —/9,643<br>138,03 22,86 12,91<br>P 26,3 F 13,2 2 dks<br>rf nil DK in way of Nos. 3 & 4 holds<br>6BH WB3663T incl. DTf349T & DTma1023T | **M General Cargo**<br>4 Ho 13,3 29,9 26,9 DTp,c,s 14,2 4 TwD ER<br>G.21 909 B.20 146<br>TEU 597 C.Ho 307/20' C.Dk 290/20'<br>7 Ha (stl) (13,3 25,5p&s 25,5p&s 12,7p&s × 8,0) ER<br>Der 2(60) 4(35) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>2 AuxB (1 Comp 1 ex.g) 70kgf/cm$^2$ (68,7bar)<br>Gen 3 × 550kW 380V 50Hz a.c.<br>Fuel 150,0t (d.o.) 981,0t (hvf) 17kn |
| 6816865<br>SHCY<br>10931<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BAMMEN**<br>ex Sommen-79<br>**Frans Elof Gerald Blom**<br>Brommosund Sweden | T.Mk<br>**662**<br>355<br>1 600<br>**1 599**<br>1 096<br>2 310 | GL | **1968** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (6702)<br>83,90 12,02 3,709/4,611<br>75,80 11,99 6,71<br>F 8,0 2 dks<br>rf 102<br>len 73 | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,2 ER<br>G.2 941 B.2 748<br>2 Ha (stl) (16,1 17,3 × 8,4) ER<br>Cr 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 140kW 1 × 34kW 380V 50Hz a.c.<br>Fuel 87,5t (d.o.)-5,5pd 12,75kn |
| 7319228<br>OXYL<br>D1891<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BAMSA DAN**<br>**J. Lauritzen A/S**<br>Esbjerg Denmark | **5 000**<br>2 819<br>7 620 | **✠100A1** SS 5/78<br>Ice Class 1*<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Y 2"U3<br>FN 3716 | **1973**-10 Aalborg Vaerft A/S—Aalborg (199)<br>135,11 18,24 7,468<br>126,32 18,15 11,26<br>F 12,5 3 dks, 4th dk fwd of mchy. space<br>rf 203<br>Coll BH to U dk 5 to 2nd dk WB1411Tincl. Comb. btm & STs in No. 1 hold 502T | **M General Cargo**<br>Ref 2bth P<br>pt higher tensile steel Side door<br>3 Ho ER<br>B.10 194 In.1 134<br>3 Ha (stl) (20,1 20,1 14,1 × 6,2) ER<br>4W Der 1(50) 3(10) | Vee Oil 4SA 12Cy. 500 × 540<br>9 000bhp (6 620kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 8lbf/in$^2$ (0,6bar)<br>Gen 1 × 580kW 2 × 504kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 514,0t (hvf) 17kn |
| 6504345<br>RT | **BAN JAM**<br>**Khulna Newsprint Mills Ltd.**<br>*Khulna* Bangladesh | **158**<br>77<br>— | | **1964** Khulna Shipyard—Khulna<br>22,97 6,56 1,524<br>20,58 6,35 2,09<br>1 dk | **TM General Cargo/Supply Ship**<br>Mchy.aft | 2 Oil 2SA each -Cy. 108 × 127<br>General Motors Corp. Detroit, Mi |
| 6619011<br>DULB<br>Df RTm | **BANAHAW**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **163**<br>59<br>137 | | **1965** Fukuoka Zosen K.K.—Fukuoka<br>33,41 6,43<br>29,72 6,41 3,00<br>1 dk<br>BK | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Usuki Tekkosho Usuki<br>Fuel 32,5t (d.o.) 10kn |

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| **7114666**<br>Esd RT | **BANANA**<br>**Government of The Republic of Zaire (Ministere des Transports et Communications - Service des Voies Navigables)**<br>Boma Zaire | **1 929**<br>876<br>2 642 | (GL) | **1970** St. Pieter Scheepsw.—Hemixem (237)<br>81,31 14,05 5,004<br>75,01 14,01 6,00<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 800<br>1 sandpump 895kW (1200bhp)<br>Der 1(8) 1(4) 1(3) | 2 Oil 4SA each 9Cy. 420 × 560<br>2 000bhp (1 471kW)<br>A.C.E.C.<br>Gen 2 × 252kW 220/380V 50Hz a.c.<br>Fuel (d.o.) | Gent/Gand |
| **6621973**<br>HPBD<br>10887<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANANA CARRIER**<br>ex Mare Artico-82<br>**Federal Transport Co. Inc.**<br>Del-Monte Banana Co.<br>Panama Panama | **6 955**<br>3 717<br>5 664 | AB RI | **1966** Ansaldo S.p.A.—La Spezia (1639)<br>142,40(BB) 18,45 8,738<br>130,00 18,39 11,69<br>B 34,8 4 dks | **M General Cargo**<br>Ref. 6P<br>4 Ho 24,8 16,2 18,5 20,3<br>In.7 787<br>4 Ha (stl) (each 7,0 × 6,0)<br>8W Der 8(5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 4 × 450kW 450V 60Hz a.c. | B&W<br>Genova<br>20kn |
| **5416503**<br>3EBL<br>9370-79<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANANA EXPRESS**<br>ex Mare Somalo-78<br>**Federal Transport Co. Inc.**<br>Del-Monte Banana Co.<br>Panama Panama | **5 169**<br>2 723<br>3 885 | BV (RI)<br>✠Classed LR until 12/1/79 | **1963**-5 Ansaldo S.p.A.—Genova (1586)<br>131,98 17,05 6,414<br>120,02 17,01 9,02<br>2 dks & S dk, 4th dk fwd of mchy. space<br>rf 381 | **M General Cargo** OSD<br>Ref. 12P<br>Mchy.aft<br>5 Ho 16,6 16,0 12,4 16,0 16,0<br>In.7 173<br>5 Ha (stl) (each 7,3 × 4,4)<br>Der 5(5) | Oil 2SA 7Cy. 620 × 1400<br>7 600bhp (5 590kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 4 × 375kW 440V 60Hz a.c.<br>Fuel (hvf) | B&W<br>Genova<br>17kn |
| **5127126**<br>3EGG<br>2316<br>-72A<br>Df Esd<br>Gc Rdr<br>RT | **BANANA PLANTER**<br>ex Geestland-71<br>**Federal Transport Co. Inc.**<br>Del-Monte Banana Co.<br>Panama Panama | **1 927**<br>1 001<br>2 153 | BV | **1960** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (238)<br>94,09 13,70<br>89,97 13,52 5,72<br>2 dks & S dk | **M General Cargo** OSD<br>Ref.<br>In.3 940<br>2 Ha (each 10,9 × 4,9) ER<br>2W Der 2(3) | Vee Oil 2SA 20Cy. 300 × 550<br>3 400bhp (2 501kW) NE 64<br>N.V. Smit-Bolnes<br>Fuel 473,5t (d.o.) | Zierikzee<br>17kn |
| **5127140**<br>3EGH<br>2317<br>-72A<br>Df Esd<br>Gc Rdr<br>RT | **BANANA REEFER**<br>ex Geeststar-71<br>**Federal Transport Co. Inc.**<br>Del-Monte Banana Co.<br>Panama Panama | **1 972**<br>1 001<br>2 030 | BV | **1960** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (332)<br>94,09 13,70 4,249<br>90,00 13,50 5,72<br>2 dks & S dk | **M General Cargo** OSD<br>Ref.<br>2 Ho ER<br>In.3 725<br>2 Ha (each 11,2 × 4,9) ER<br>2W Der 2(3) | Vee Oil 2SA 20Cy. 300 × 550<br>3 400bhp (2 501kW) NE 64<br>N.V. Smit-Bolnes<br>Controllable pitch propeller<br>Fuel 508,0t (d.o.) | Zierikzee<br>17kn |
| **6716467**<br>H9BT<br>11075<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **BANANA TRADER**<br>ex Mare Boreale-82<br>**Federal Transport Co. Inc.**<br>Del-Monte Banana Co.<br>Panama Panama | **5 493**<br>2 831<br>5 667 | AB RI | **1967** Italcantieri S.p.A.—Genova (1641)<br>142,40 18,45 8,738<br>130,00 18,39 11,69<br>B 34,8 4 dks | **M General Cargo** CSD<br>Ref.<br>4 Ho<br>In.7 787<br>4 Ha (stl) (each 7,0 × 6,0)<br>8W Der 8(5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 4 × 450kW 450V 60Hz a.c.<br>Fuel 1 656,0t | B&W<br>Genova<br>20kn |
| **6406517**<br>H9OD<br>1104<br>3-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANANERA**<br>ex Mare Arabico-81<br>**Federal Transport Co. Inc.**<br>Panama Panama | **5 170**<br>2 716<br>3 766 | BV RI<br>✠Classed LR until 24/4/81 | **1964**-6 Ansaldo S.p.A.—La Spezia (1608)<br>132,90 17,05 6,414<br>120,05 17,02 11,46<br>2 dks & S dk, 4th dk fwd of mchy. space<br>rf 381 | **M General Cargo** OSD<br>Ref. 12P<br>5 Ho 16,9 16,3 12,7 16,3 16,3<br>In.7 787<br>5 Ha (stl) (each 7,3 × 4,4)<br>10W Der 10(5) | Oil 2SA 7Cy. 620 × 1400<br>7 600bhp (5 590kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 4 × 375kW 440V 60Hz a.c.<br>Fuel 1 371,5t (hvf) | B&W<br>Genova<br>18,5kn |
| **5184095**<br>PLPU<br>2540<br>Df RTm | **BANANG**<br>ex Cindee-74 ex Katul-67<br>**P.T. Perusahaan Pelayaran Nusantara 'Bahari Bahtera'**<br>P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd"<br>Jakarta Indonesia | **912**<br>421<br>1 283 | KI<br>*Classed BC until 5/73 | **1946**-3 Henry Robb Ltd.—Leith (354)<br>68,28 11,21 4,261<br>64,01 11,13 6,61<br>B 8,3 F 8,6 1 dk & S dk<br>R rf 152 | **M General Cargo** OSD<br>2 Ho 14,6 25,6 ER<br>B.2 261<br>2 Ha (8,5 17,6 × 4,2) ER<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 350 × 620<br>800bhp (588kW)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 50kW 220V d.c.<br>Fuel 151,5t (d.o.) | B&W<br>Greenock<br>9kn |
| **8129709** | **BANANI**<br>**Government of The People's Republic of Bangladesh (Ministry of Forests)**<br>Bangladesh | **110**<br>—<br>150 | KR (Class cont.) | **1982** Chungmu Shipyard Co. Ltd. —Chungmu (114)<br>... ... ...<br>... ... ... | **TM General Cargo** | 2 Oil<br>Yanmar Diesel Engine Co. Ltd. | Japan |
| **5035529**<br>CB2452 | **BANANO**<br>ex Humble CI-1-54<br>ex Humble LCI-1 ex Pattco<br>ex LCI 997<br>**Eleedoro Barria Torres**<br>Valparaiso Chile | **346**<br>182<br>— | | **1944** Continental SB.—Brooklyn, NY (997)<br>*46,33* 6,99<br>... ... ...<br>1 dk<br>conv Landing Craft — | **TrM General Cargo** | 3 Vee Oil 2SA each 6Cy. 108 × 127<br>General Motors Corp. | Detroit, Mi |
| **7372696**<br>YQCU<br>305<br>Df Esd<br>Gc Rdr<br>RT | **BANAT**<br>**NAVROM**<br>Constantza Romania | **46 889**<br>30 844<br>86 094 | RNR<br>✠Classed LR until 4/3/77 | **1975**-1 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2370)<br>242,12(BB) 40,06 13,612<br>230,00 40,01 18,01<br>F 17,4 1 dk<br>rf nil | **M Tanker**<br>14 Ta ER<br>L.(oil) 102 190 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 760kW 1 × 530kW 450V 60Hz a.c.<br>Fuel 3 357,0t (hvf) | Sulzer<br>Aioi<br>15,75kn |
| **5035531**<br>YTHY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANAT**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | T.Mk<br>**6 253**<br>3 436<br>—<br>**9 013**<br>5 190<br>13 020 | BV JR | **1963** Brodogradiliste "3 Maj"—Rijeka (471)<br>151,80 18,88 —/9,091<br>140,01 18,80 12,02<br>F 33,6 2 dks<br>RW | **M General Cargo**<br>G.19 754 B.17 858<br>6 Ha (9,6 12,9 12,1 × 7,0) ER (12,6 12,6 × 7,0) (3,0 × 2,3)<br>16W Der 1(25) 4(10) 8(5) 4(3) 2(1,5) | Oil 2SA 8Cy. 720 × 1250<br>7 200bhp (5 296kW)<br>C.R.D. Adriatico<br>Gen 4 × 175kW 440V a.c.<br>Fuel 1 219,5t | Sulzer<br>Trieste<br>15kn |
| **7527019** | **BANAWA**<br>**P.T. Pelayaran Husen Donggala**<br>Donggala Indonesia | **145**<br>72<br>— | KI | **1971** P.T. Ippa Gaya Baru—Semarang<br>6,00<br>27,54 5,97 2,39<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 145 × 200<br>150bhp (110kW)<br>Daiya Diesels<br>Gen 1 × 3kW 110V d.c. | Japan |

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|---|---|---|---|---|---|---|
| 6516805<br>PCXV<br>12084Z<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANCKERT**<br>ex Maasbank-77<br>**B.V. Nieuwe Rotterdamse Sleepdienst**<br>Rotterdam Netherlands | **226**<br>3<br>— | | **1965** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (641)<br>AB 32,75 7,85 3,518<br>30,03 7,35 3,99<br>F 11,0 1 dk<br>rf 508 | **M Tug** | 2 Oil 4SA each 8Cy. 210 × 300 geared to sc. shaft<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Fuel 86,5t (d.o.) |
| 7016589<br>FTGR<br>Gc Rdr | **BANCO**<br>**Les Sabliers de l'Odet**<br>Guilvinec France | **269**<br>148<br>457 | | **1970** At. de la Charente—Tonnay-Charente<br>36,38 8,18 2,890<br>BV 35,01 8,01 3,31<br>1 dk | **TM Sand Carrier**<br>1 Ho ER<br>G.213<br>1 Ha (11,9 × 6,0) ER<br>Cr 1(4) | 2 Oil 4SA each 6Cy. 150 × 180 reverse reduction geared to sc. shafts<br>300bhp (221kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>8kn |
| 7627235<br>TUN2193<br>AN915<br>Df Esd<br>Rdr RT | **BANCO**<br>**Union des Remorqueurs d'Abidjan (U.R.A.)**<br>Abidjan Ivory Coast | **200**<br>54<br>— | | **1977** Niigata Eng. Co. Ltd.—Niigata (1532)<br>BV 29,42 3,401<br>26,01 8,11 3,76<br>1 dk | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 250 × 320 geared to sc. shaft<br>Niigata Eng. Co. Ltd. Niigata<br>11,5kn |
| 7386398<br>EGYA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BANDA AZUL**<br>Launched as Ponte Pedrido<br>**Naviera del Noroeste S.A.**<br>La Coruna Spain | **17 355**<br>12 333<br>30 499 | **✠100A1** SS 6/80<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Gt 2⅜"U3<br>FN 6652 | **1975**-10 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (180)<br>190,66 22,86 10,688<br>177,98 22,79 14,58<br>P 28,1 F 16,8 1 dk<br>rf nil DK throughout holds<br>NS 9BH WB13939T incl. Comb. btm & STs 3696T Topside tanks in holds 3603T and No. 4 hold 5041T | **M Bulk Carrier**<br>7 Ho 21,5 19,2 18,3 18,3 18,3 19,2 19,2 ER<br>G.39 982<br>7 Ha (stl) (each 12,8 × 10,9) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 643,0t (hvf)-43,5pd 14kn |
| 7357933<br>9VJR<br>376192<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANDA SEA**<br>ex Santa Teresa-82<br>**Frederick Man Shipping Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**5 988**<br>3 842<br>—<br>**9 158**<br>6 507<br>14 900 | | **1976** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (104)<br>GL 140,98 20,58 8,840/8,687<br>137,01 20,48 11,74<br>F 11,6 2 dks | **M General Cargo**<br>G.21 256 B.19 556<br>5 Ha (stl) ER | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>15kn |
| 7390430<br>WYP4<br>638<br>561338<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANDA SEAHORSE**<br>ex Dearborn 203-75<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **295**<br>201<br>1 016 | | **1974** Bellinger Shipyards Inc.—Jacksonville, Fl (108)<br>AB 61,14 12,25 4,115<br>55,40 12,20 5,03<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 229 × 267<br>Alco<br>White Industrial Power Inc. Auburn, Pa<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 405,5t (d.o.) 16kn |
| 5035593<br>JRLL<br>85532<br>RT | **BANDAI MARU**<br>**Fukushima Prefecture**<br>Iwaki, Fukushima Pref. Japan | **126**<br>32<br>— | | **1960** Osaka Zosensho—Osaka (163)<br>26,45 7,24 2,299<br>7,22 3,20<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 400<br>Fuji Seisakusho Tateyama<br>11kn |
| 7358547<br>LEFR<br>18895<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANDAK**<br>ex Milles-76<br>**A/S Borgestad**<br>Porsgrunn Norway | **30 341**<br>21 072<br>40 000 | | **1974** A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (856)<br>NV 221,75(BB) 30,56 12,085<br>206,43 30,51 17,02<br>P 43,9 F 18,0 1 dk, portable dks in holds<br>rf nil conv Bulk Carrier 76 | **M Bulk Carrier**<br>Vehicles<br>3 Side doors (s)<br>7 Ho 21,7 25,3 18,3 21,1 18,3 24,7 21,5 ER<br>G.63 395 B.61 474<br>7 Ha (stl) (12,1 17,8 12,1 17,8 12,1 17,8 12,1 × 12,8) ER | Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 464kW 440V 60Hz a.c.<br>Fuel 3 084,5t (hvf) 17,5kn |
| 7610220<br>TUMG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANDAMA**<br>ex Silveravon-78<br>**Societe Ivoirienne de Navigation Maritime (SIVOMAR)**<br>Silver Line Ltd.<br>Abidjan Ivory Coast | **11 083**<br>6 269<br>15 745 | ✠Classed LR until 21/3/80 | BV **1977**-7 Mitsubishi Heavy Industries Ltd. —Hiroshima (283)<br>151,24 21,24 9,468<br>138,99 21,20 12,40<br>P 29,3 F 11,9 1 dk & 2nd dk except in Nos. 1 & 3 holds<br>rf 102 | **M General Cargo**<br>Portable guides<br>4 Ho 20,6 27,3 27,4 27,2 ER<br>G.21 880 B.20 989<br>TEU 506<br>C.Ho 120/20' 40/40' C.Dk 176/20' 65/40'<br>4 Ha (stl) (13,0 × 8,4) (19,5 19,5 17,1 × 6,1) ER<br>Cr 1(5) Der 1(60) 4(22) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Fuel 82,0t (d.o.) 1 212,0t (hvf)-25,0pd<br>17,5kn |
| 5035610<br>EGVL<br>2045 | **BANDAMA**<br>**Juan Mellan Schamann**<br>Las Palmas Spain | **211**<br>92<br>— | | **1948** Troncoso & Santodomingo—Vigo<br>*27,31* 6,71<br>… … … | **Wood S Fishing**<br>Side-fishing | T 3Cy. 216 356 & 584 × 457<br>220ihp (162kW)<br>M. Sanjurja Otera Vigo<br>Fuel 94,5t 9kn |
| 6603799<br>YCUE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BANDAR DEMAK**<br>ex Deltadrecht-81<br>**P.T. Indonesian Ratu Segara Bulkcarriers**<br>Jakarta Indonesia | **24 699**<br>16 298<br>38 918 | | **1966** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (250)<br>BV 197,47 29,09 11,869<br>187,00 29,00 16,01<br>P 35,7 F 15,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>7 Ho 17,1 24,0 15,9 23,9 15,9 23,9 16,8 ER<br>G.54 478 B.48 926<br>7 Ha (stl) (10,5 10,5 10,5 10,5 18,4 18,4 18,4 × 11,8) ER<br>Der 2(2) 2(1) | Oil 2SA 9Cy. 750 × 1320<br>12 600bhp (9 268kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 159,0t (hvf)-44,5pd 14,5kn |
| 6515382<br>YCUC<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **BANDAR DENPASAR**<br>ex Dordrecht-81<br>**P.T. Indonesian Ratu Segara Bulkcarriers**<br>Phs. van Ommeren (Nederland) B.V.<br>Jakarta Indonesia | **24 599**<br>16 298<br>42 496 | | **1965** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (248)<br>BV 196,96 29,09 11,881<br>187,00 29,00 16,01<br>P 36,0 F 14,7 1 dk<br>rf 102 | **M Bulk Carrier**<br>7 Ho 17,0 24,0 15,8 23,7 15,8 23,7 16,7 ER<br>G.54 650<br>7 Ha (stl) (10,5 18,5 10,5 18,5 10,5 18,5 10,5 × 11,9) ER | Oil 2SA 9Cy. 750 × 1320<br>12 600bhp (9 268kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 101,0t (d.o.) 1 990,5t (hvf)-40,5pd<br>15,5kn |

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| **6523523**<br>YCUD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BANDAR DENTA**<br>ex Duivendrecht-81<br>**P.T. Indonesian Ratu Segara Bulkcarriers**<br>Jakarta Indonesia | **24 699**<br>16 298<br>38 918 | BV | **1965** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (249)<br>196,96 29,09 11,869<br>187,00 29,00 16,01<br>P 35,1 F 15,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>7 Ho 17,1 24,0 15,9 23,8 15,9 23,8 16,8 ER<br>G.54 478<br>7 Ha (stl) (10,5 10,5 10,5 10,5 21,3 21,3 21,3 × 11,9) ER<br>Der 2(2) 2(1) | Oil 2SA 9Cy. 750 × 1320<br>12 600bhp (9 268kW)<br>S.A. Fiat S.G.M. Tori<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 159,0t (hvf)-44,5pd 15,5 |
| **5386162**<br>EQGI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANDAR-E-DEYLAM**<br>ex Kolstrup-77<br>ex Warflethersand-72<br>**Sattar Nadjmechi & Mehdi Rajab Shirazi**<br>Khorramshahr Iran | **506**<br>309<br>1 106<br>**961**<br>682<br>1 734 | GL | **1962** Elsflether Werft A.G.—Elsfleth/Weser (336)<br>67,06 10,44 3,860/4,941<br>61,32 10,41 5,82<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>1 Ho ER<br>G.2 246 B.1 974<br>1 Ha (stl) (15,0 × 6,0) 1 Ha (w) (15,0 × 6,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koe<br>Fuel 71,0t (d.o.)-4,0pd 11,25 |
| **5035658** | **BANDEIRANTE**<br>ex Elbnixe<br>**Companhia Amarante**<br>Rio de Janeiro Brazil | **342**<br>233<br>— | | **1922** Gebr. Klahn—Neustadt<br>*46,64* 7,88<br>... ... ...<br>1 dk | **Wood Aux M General Cargo**<br>Schooner<br>Mchy.aft | Oil 2SA 2Cy. 315 × 315<br>H. Callesen & Co. Aabenr |
| **8006309**<br>VG7985<br>394166<br>Esd Rdr<br>RT | **BANDERA**<br>**Broughton Towing Ltd.**<br>Vancouver, B.C. Canada | **144**<br>—<br>— | | **1980** Allied Shipbuilders Ltd.—North Vancouver, B.C. (226)<br>21,95 7,75 3,556<br>7,32<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146 geared to sc. shafts<br>General Motors Corp. U.S. |
| **7002758**<br>EFGD<br>7595<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BANDERAS**<br>**Compania Naviera Vascongada S.A.**<br>Bilbao Spain | **15 528**<br>11 454<br>27 179 | ✠100A1 SS 4/79<br>strengthened for ore cargoes—Nos. 2, 4 & 6 holds may be empty<br>✠LMC<br>EL Ft 2⅝"U2<br>FN 6286 | **1970**-3 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (237)<br>183,12(BB) 22,46 10,510<br>171,69 22,41 14,20<br>P 29,9 F 15,9 1 dk<br>rf nil DK fwd<br>NS 9BH WB7925t incl. Comb. btm & side tanks in Nos. 2-7 holds 3484t Topside tanks in holds 3338t | **M Bulk Carrier**<br>7 Ho 18,4 18,9 20,8 13,5 19,9 22,4 16,7 ER<br>G.35 902 B.31 905<br>7 Ha (stl) (10,2 12,8 14,4 8,0 14,4 14,4 9,6 × 11,4) ER<br>Cr 7(10) Der 1(1,5) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW) MA<br>Ast. Espanoles S.A. Sestao Works, Bilb<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 2 × 336kW 1 × 280kW 450V 60Hz a.c.<br>Fuel 1 252,0t (hvf) 14k |
| **8004583**<br>S2SX<br>373498<br>Gc Rdr<br>RT | **BANDHAN**<br>**Bengal Fisheries Ltd.**<br>Chittagong Bangladesh | **193**<br>67<br>151 | ✠100A1<br>trawler<br>✠LMC<br>EL (D) 25,0/24,0U2(a)<br>FN 293 | **1980**-7 Kanmon Zosen K.K.—Shimonoseki (350)<br>31,86 7,27 3,401<br>27,51 7,21 3,41<br>B & F 16,5 1 dk<br>rf 305<br>4BH WBnil | **M Fishing**<br>Side Trawler Beam-fishing Ref.<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osak<br>Gen 2 × 64kW 225V 60Hz a.c.<br>Fuel 94,0t (d.o.) 11k |
| **6500583**<br>6VJZ<br>Esd Rdr<br>RT | **BANDIALA**<br>ex Kyoshin Maru No. 52-72<br>**Societe de Peche de L'Afrique Occidentale (S.O.P.A.O.)**<br>Dakar Senegal | **311**<br>115<br>— | BV (NK) | **1965** Mitsubishi Zosen K.K.—Shimonoseki (603)<br>40,04 7,83 3,633<br>38,51 7,80 3,71<br>B 13,2 F 9,2 1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.307 B.267 | Oil 4SA 6Cy. 340 × 470<br>1 000bhp (736kW)<br>Fuji Seisakusho Tateyam<br>Fuel 100,0t (d.o.) 11k |
| **5071884**<br>GUPA<br>364548<br>Df Esd | **BANDICK**<br>ex Christine-74<br>**Marine Services Ltd.**<br>Guernsey Channel Islands (British) | **248**<br>152<br>380 | GL | **1961** Jadewerft G.m.b.H.—Wilhelmshaven (77)<br>42,27 7,57 2,439<br>39,02 7,50 2,75<br>P 8,6 F 4,9 1 dk | **M General Cargo**<br>1 Ho ER<br>G.566 B.538<br>1 Ha (21,0 × 4,8) ER<br>Der 2(1) | Vee Oil 4SA 12Cy. 140 × 152 sr geared t sc. shaft<br>292bhp (215kW) E made78 fitted81<br>Cummins Engine Co. Inc. Columbus,<br>8k |
| **7217808**<br>332096 | **BANDILL**<br>**Planet Fisheries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **118**<br>77<br>— | | **1972** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (121)<br>5,52 2,591<br>17,76 5,49 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 165 × 184<br>240bhp (177kW)<br>English Electric Diesels Ltd., Kelvin Marine Div. Glasgo<br>10k |
| **7389869**<br>TCSM<br>177<br>Df Esd<br>Gc Rdr<br>RTv | **BANDIRMA**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **3 213**<br>1 723<br>1 000 | AB | **1976** Denizcilik Bankasi T.A.O.—Camialti (201)<br>91,39 4,499<br>81,41 16,50 5,80<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>34bth 1150dk P<br>Bow, side & stern doors | 2 Oil 4SA each 6Cy. 410 × 470 reverse reduction geared to sc. shafts<br>8 000bhp (5 884kW)<br>Stork-Werkspoor Diesel B.V. Netherland<br>Gen 3 × 320kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18k |
| **5035672**<br>Y4SZ<br>Df Esd<br>Rdr RT | **BANDROBBE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **134**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 1(1,25) | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstad<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>9k |
| **7360564**<br>9OBA<br>Df Esd<br>Gc Rdr<br>RT | **BANDUNDU**<br>**Compagnie Maritime Zairoise**<br>Matadi Zaire | T.Mk<br>**6 572**<br>4 241<br>—<br>**9 441**<br>6 529<br>15 322 | GL | **1975** Bremer Vulkan A.G.—Vegesack (998)<br>139,55 21,59 9,164<br>131,98 20,99 12,30<br>F 11,9 2 dks | **M General Cargo**<br>5 Ho 16,4 19,4 17,4 21,9 16,4 ER<br>G.19 809 B.17 655<br>5 Ha (stl) (10,4 × 7,9) (12,6 11,2 14,1 12,6 × 10,4) ER<br>11W Der 1(60) 2(22) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 296,5t (hvf) 16k |
| **7217339**<br>Df Esd<br>Gc Rdr<br>RT | **BANDUNG**<br>ex Eisho Maru-82<br>**Naviera Asean Jaya S. de R.L.**<br>Honduras | **996**<br>662<br>2 451 | | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (196)<br>76,41 11,26 5,284<br>70,52 11,21 5,85<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 66 | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osak<br>11,5k |

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|---|---|---|---|---|---|---|
| 7530614<br>3FFP<br>8169<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANFF**<br>ex United Sea Angel-82<br>**United Sea Transport S.A.**<br>Panama Panama | **10 166**<br>6 967<br>16 953 | **1977** Onomichi Zosen—Onomichi<br>154,11 22,26 9,030<br>NK 142,53 22,20 12,12<br>P 27,8 F 12,2 2 dks | (274) | **M General Cargo**<br>G.22 773 B.21 709<br>4 Ha (stl) (12,8 21,2 21,6 21,6 × 10,9) ER<br>Der 4(25) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,5kn |
| 7031682<br>Esd RT | **BANFOCO 12**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1970** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (78) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034048<br>Esd RT | **BANFOCO 13**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1970** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (79) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034050<br>Esd RT | **BANFOCO 14**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1970** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (80) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034062<br>Esd RT | **BANFOCO 15**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (56) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034074<br>Esd RT | **BANFOCO 16**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1970** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (57) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034086<br>Esd RT | **BANFOCO 17**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (58) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034098<br>Esd RT | **BANFOCO 18**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (59) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034103<br>Esd RT | **BANFOCO 19**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (60) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034115<br>Esd RT | **BANFOCO 20**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (61) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7034127<br>Esd RT | **BANFOCO 21**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (62) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7103514<br>Esd RT | **BANFOCO 22**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>21,95 6,18 2,560<br>(AB) 19,51 6,05 3,41<br>1 dk | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7104867<br>Esd RT | **BANFOCO 23**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (64) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7104879<br>Esd RT | **BANFOCO 24**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (65) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7104881<br>Esd RT | **BANFOCO 25**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (66) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7104893<br>Esd RT | **BANFOCO 26**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | **1971** Ast. de Veracruz S.A.—Veracruz<br>(AB) 21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (67) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |

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| 7104908<br>Esd RT | **BANFOCO 27**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (68) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7104910<br>Esd RT | **BANFOCO 28**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (69) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7113430<br>Esd RT | **BANFOCO 29**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (70) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7113442<br>Esd RT | **BANFOCO 30**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (71) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7113454<br>Esd RT | **BANFOCO 31**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (72) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7113466<br>Esd RT | **BANFOCO 32**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (73) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7113478<br>Esd RT | **BANFOCO 33**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (74) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7113480<br>Esd RT | **BANFOCO 34**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (75) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7120586<br>Esd RT | **BANFOCO 35**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (76) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7120598<br>Esd RT | **BANFOCO 36**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | (AB) | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1971** | Ast. de Veracruz S.A.—Veracruz | (77) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>327bhp (241kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 29,5t |
| 7031694<br>Esd RT | **BANFOCO 37**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1970** | AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7031709<br>Esd RT | **BANFOCO 38**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1970** | AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7031711<br>Esd RT | **BANFOCO 39**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1970** | AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7031723<br>Esd RT | **BANFOCO 40**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1970** | AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7034024<br>Esd RT | **BANFOCO 41**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1970** | AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7034036<br>Esd RT | **BANFOCO 42**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | 21,95<br>19,51<br>1 dk | 6,18<br>6,05 | 2,560<br>3,41 | **1970** | AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |

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| 7044172<br>Esd RT | **BANFOCO 43**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7033977<br>Esd RT | **BANFOCO 62**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (1) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7033989<br>Esd RT | **BANFOCO 63**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (2) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7033991<br>Esd RT | **BANFOCO 64**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (3) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113492<br>Esd RT | **BANFOCO 65**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (4) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113507<br>Esd RT | **BANFOCO 66**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (5) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113519<br>Esd RT | **BANFOCO 67**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (6) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113521<br>Esd RT | **BANFOCO 68**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (7) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7034000<br>Esd RT | **BANFOCO 69**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (8) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7034012<br>Esd RT | **BANFOCO 70**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (9) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7044184<br>Esd RT | **BANFOCO 71**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1971** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (10) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7129099<br>Esd RT | **BANFOCO 72**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1972** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (11) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7129104<br>Esd RT | **BANFOCO 73**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1972** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (12) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7129116<br>Esd RT | **BANFOCO 74**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | | **1972** Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (13) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7211816<br>Esd RT | **BANFOCO 75**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | ✠Classed LR until 30/1/76 | **1972**-5 Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | (14) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 5kW 32V d.c. |
| 7226809<br>Esd RT | **BANFOCO 76**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | 110<br>52<br>— | ✠Classed LR until 30/1/76 | **1972**-6 Ast. Monarca—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | (15) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 5kW 32V d.c. |

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| 7104843<br>Esd RT | **BANFOCO 77**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(34) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7104855<br>Esd RT | **BANFOCO 78**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(35) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113533<br>Esd RT | **BANFOCO 79**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(37) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113545<br>Esd RT | **BANFOCO 80**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(36) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7113557<br>Esd RT | **BANFOCO 81**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(38) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7120603<br>Esd RT | **BANFOCO 82**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(39) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7120615<br>Esd RT | **BANFOCO 83**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(40) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7120627<br>Esd RT | **BANFOCO 84**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(41) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7128576<br>Esd RT | **BANFOCO 85**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(42) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7129128<br>Esd RT | **BANFOCO 86**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(43) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7103526<br>Esd RT | **BANFOCO 87**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. y Rep. de Buques S.A.<br>—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7120639<br>Esd RT | **BANFOCO 88**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | ✠Classed LR until<br>30/1/76 | **1972**-8 Const. y Rep. de Buques S.A.<br>—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk<br>rf 838 BK 102 | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 5kW 32V d.c. |
| 7113569<br>Esd RT | **BANFOCO 91**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | **1971** Const. y Rep. de Buques S.A.<br>—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7306465<br>Esd RT | **BANFOCO 97**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | Lch.**1972** Cons. Nav e Hidraulicas<br>—Mazatlan<br>Len & Cmpl.**1979** Astilleros La Sirena S.A.<br>—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(6) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7315698<br>Esd RT | **BANFOCO 98**<br>**Productos Pesqueros**<br>**Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | Lch.**1973** Cons. Nav e Hidraulicas<br>—Mazatlan<br>Len & Cmpl.**1978** Astilleros La Sirena S.A.<br>—Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | **M Fishing**<br>(7) Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction<br>geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |

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|---|---|---|---|---|---|---|---|
| 7315703<br>Esd RT | **BANFOCO 99**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | Lch.**1973** Cons. Nav e Hidraulicas —Mazatlan<br>Len & Cmpl.**1978** Astilleros La Sirena S.A. —Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (8) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7325112<br>Esd RT | **BANFOCO 100**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | Lch.**1973** Cons. Nav e Hidraulicas —Mazatlan<br>Len & Cmpl.**1979** Astilleros La Sirena S.A. —Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (9) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7325124<br>Esd RT | **BANFOCO 101**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | Lch.**1973** Cons. Nav e Hidraulicas —Mazatlan<br>Len & Cmpl.**1979** Astilleros La Sirena S.A. —Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (10) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 7325136<br>Esd RT | **BANFOCO 102**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Guaymas Mexico | **110**<br>52<br>— | | Lch.**1973** Cons. Nav e Hidraulicas —Mazatlan<br>Len & Cmpl.**1979** Astilleros La Sirena S.A. —Mazatlan<br>21,95 6,18 2,560<br>19,51 6,05 3,41<br>1 dk | (11) | **M Fishing**<br>Side-fishing Seiner Ref<br>1 Ho 5,4<br>1 Ha (2,7 × 1,8) | Oil 4SA 8Cy. 130 × 152 reverse reduction geared to sc. shaft<br>343bhp (252kW)<br>Rolls-Royce Ltd. Shrewsbury |
| 5143467<br>HSAS<br>BK2100<br>Df Esd<br>Gc Rdr<br>RT | **BANG LAMUNG**<br>ex Hartvig Maersk-78<br>**Seatran Marine Co. Ltd.**<br>Bangkok Thailand | **5 189**<br>3 224<br>8 027 | ✠**100A1** SS 11/81<br>DTm—molasses or veg. oil DTm & DTf—oil FP above 65,5°C or latex<br>✠**LMC**<br>EL y $1\frac{15}{16}$"SQ<br>FN 3010 | **1957**-9 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn<br>125,56 16,51 6,784<br>114,79 16,46 9,76<br>Ba 30,5 F 12,8 2 dks<br>rf 102 DK fwd<br>Coll & mchy. BH to U dk 6 to 2nd dk<br>WB1605t incl. DTm361t DTf163t | (749) | **M General Cargo**<br>4 Ho ER<br>G.11 893 B.10 874<br>5 Ha (each 11,5 × 6,1) ER<br>10W Der 2(25) 10(5) 2(1,5) | Oil 2SA 8Cy. 500 × 1100<br>4 600bhp (3 384kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>AuxB (ex.g) 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB (o.f.) 5/60 100lbf/in$^2$ (6,9bar)<br>Fuel 1 327,0t (hvf)-13,0pd |
| 5019769<br>HSLP<br>273<br>Df Esd<br>RT | **BANG NARA**<br>ex Antifer-63<br>**Vanakarn Co. Ltd.**<br>Bangkok Thailand | **785**<br>319<br>1 100 | (BV) | **1952** Ch. & At. de St. Nazaire (Penhoet) —Grand Quevilly<br>65,21 10,55 3,950<br>62,59 10,49 6,51<br>F 8,3 1 dk & S dk<br>RW | (Q14) | **M General Cargo** OSD<br>G.2 410 B.2 263<br>2 Ha (13,3 15,0 × 5,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 460 × 660<br>1 000bhp (736kW) MAN<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel 69,0t 11,5kn |
| 5035713 | **BANGAU**<br>**Brunei Shell Petroleum Co. Ltd.**<br>Miri Malaysia | **707**<br>402<br>325 | | **1956** Cheoy Lee Shipyard—Hong Kong<br>56,55 11,94<br>51,52 11,59 3,71<br>1 dk | (664) | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 178 × 197<br>Davey, Paxman & Co. Ltd. Colchester |
| 6911392<br>381782<br>Rdr RT | **BANGKA**<br>ex Kiyomi Maru-79<br>ex Kirishima Maru-79<br>**Sultan Shipping Pte. Ltd.**<br>Singapore Singapore | **265**<br>97<br>85 | NK | **1969** Osaka Zosensho—Osaka<br>34,85 9,83 4,025<br>33,79 9,81 4,40<br>1 dk | (305) | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Seisakusho Tateyama<br>Gen 1 × 48kW 1 × 36kW 225V a.c.<br>Fuel 62,0t 13,5kn |
| 7101657<br>Rdr RT | **BANGKA RAYA**<br>ex Hiuchi-82<br>**P.T. Perusahaan Angkutan Ferry (Jemla Ferry)**<br>Indonesia | **198**<br>124<br>127 | | **1970** Matsuura Tekko Zosen—Higashino<br>31,91 9,07 1,982<br>29,49 8,01 2,80<br>1 dk | (207) | **M Ferry** 250P<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>9,5kn |
| 6522074<br>HSAQ<br>BK2414<br>Df Esd<br>Gc Rdr<br>RT | **BANGKAJA**<br>ex Heiyo Maru-79<br>**Vanakarn Co. Ltd.**<br>Ruamchai Shipping Co. Ltd.<br>Bangkok Thailand | **2 972**<br>1 842<br>4 840 | NK | **1965** Usuki Tekkosho—Saiki<br>97,49 14,94 6,300<br>90,00 14,89 7,65<br>P 20,8 F 10,4 1 dk | (1057) | **M General Cargo**<br>2 Ho ER<br>G.6 364 B.5 734<br>2 Ha (22,1 25,1 × 6,4) ER<br>12W Der 8(10) | Oil 2SA 6Cy. 420 × 700<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 450V a.c.<br>Fuel 371,0t-11,0pd 11,5kn |
| 7527021 | **BANGKALAN**<br>**Government of The Republic of Indonesia (P.N. Kereta Api - Indonesian State Railways)**<br>Surabaya Indonesia | **194**<br>68<br>80 | KI | **1935** ............Netherlands<br>... ... ...<br>24,69 5,72 2,24<br>1 dk | | **M Ferry** | Oil 4SA 6Cy. 130 × 170<br>90bhp (66kW) Deutz<br>Humboldt-Deutzmotoren Germany<br>6kn |
| 6907743<br>HSCA<br>BK2892<br>Df Esd<br>Gc Rdr | **BANGKHUNPROM**<br>ex Nisshin Trader-81<br>ex Akakura Maru-79<br>**Phulsawat Navy Co. Ltd.**<br>Bangkok Thailand | **2 984**<br>1 967<br>5 687 | NK | **1968** Imabari Zosen—Imabari<br>101,58 15,73 6,605<br>94,01 15,70 8,01<br>P 19,9 F 9,8 1 dk<br>RW | (192) | **M General Cargo**<br>2 Ho ER<br>G.7 323 B.7 002<br>2 Ha (stl) (24,6 28,1 × 8,3) ER<br>Der 3(15) 1(10) | Oil 2SA 6Cy. 450 × 720<br>3 300bhp (2 427kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 160kW 445V a.c.<br>Fuel 521,0t-12,5pd 12kn |
| 7027746<br>HSCN<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANGKOK**<br>ex Carbet-82<br>ex Gunther Schulte-76<br>ex Wameru-76<br>ex Gunther Schulte-75<br>**Thai Maritime Navigation Co. Ltd.**<br>Bangkok Thailand | T.Mk<br>**3 294**<br>1 782<br>6 100<br>**5 523**<br>3 705<br>8 100 | BV (GL) | **1970** Schiffbau-Ges. Unterweser A.G. —Bremerhaven<br>124,52 18,09 6,846/8,084<br>114,00 18,01 10,19<br>2 dks | (475) | **M General Cargo**<br>3 Ho 18,2 26,5 32,7 ER<br>G.12 275 B.11 436<br>3 Ha (12,5 19,5 26,0 × 10,2) ER<br>10W Der 1(80) 10(10) | Oil 4SA 16Cy. 370 × 400 sr geared to sc. shaft<br>6 400bhp (4 708kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 285kW 1 × 72kW 380V 50Hz a.c.<br>Fuel 914,5t (hvf) 16,5kn |
| 7643411<br>HSKV<br>Esd Rdr<br>RT | **BANGKOK ORIENT 4**<br>ex Sally B-77<br>ex Sumi Maru No. 35-68<br>**Bangkok Orient Co.**<br>Bangkok Thailand | **223**<br>65<br>— | (BV) | **1965** Matsuura Tekko Zosen—Higashino<br>35,36<br>32,01 7,78 3,61<br>1 dk | (168) | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo |

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| **5246178**<br>S2LJ<br>356651<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR ALO**<br>ex Stolt Vidar-76<br>ex Stolt Sveve-74 ex Sveve-71<br>ex Nakskov-70<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **12 203**<br>7 028<br>19 269 | ✠**100A1** SS 1/79<br>oil tanker<br>✠**LMC**<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5536 | **1960**-10 A/S Nakskov Skibsvaerft<br>—Nakskov (155)<br>170,64 22,00 9,411<br>163,20 21,95 11,97<br>P 35,1 B 13,5 F 22,6 1 dk<br>rf 102<br>13BH WB134t | **M Tanker**<br>24 Ta ER<br>L.(oil) 25 460 HeCls. BC | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>2 WTAuxB primary 710lbf/in$^2$ (49,0bar)<br>secondary 192lbf/in$^2$ (13,3bar)<br>AuxB 180lbf/in$^2$ (12,5bar)<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 1 427,5t-34,0pd | Kobenha<br>Spt<br>16 |
| **6806353**<br>S2LU<br>317527<br>Df Esd<br>Gc Rdr<br>RT | **BANGLAR ASHA**<br>ex Mosor-73 ex Garciani-70<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**6 024**<br>3 507<br>—<br>**8 275**<br>5 151<br>14 530 | ✠**100A1** SS 10/81<br>✠**LMC**<br>EL At 2$\frac{3}{16}$"U2<br>FN 4128<br>(JR) | **1968**-1 Cia. Euskalduna—Bilbao (213)<br>145,09 18,75 —/9,405<br>134,68 18,66 11,99<br>Ba 64,1 F 30,2 2 dks<br>RW rf nil<br>8BH WB2716t incl. Tunnel tanks 306t<br>DTm859t | **M General Cargo**<br>5 Ho 17,8 19,2 19,5 26,2 22,4<br>G.20 742 B.19 223<br>5 Ha (stl) (9,6 13,4 10,5 17,2 9,7 × 7,6)<br>10W Cr 1(5) Der 2(20) 10(5) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Cia. Euskalduna S.A.<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 184kW 440V 60Hz a.c. | MA<br>Bilb |
| **7393365**<br>S2LV<br>373453<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR BAANI**<br>ex Industria-78<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **9 345**<br>6 225<br>15 088 | ✠**100A1** SS 9/80<br>✠**LMC**<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4317 | **1976**-5 Austin & Pickersgill Ltd.—South Dock, Sunderland (454)<br>141,00 20,55 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>NS 6BH to U dk 1 to 2nd dk WB4205T incl. DTmf1780T & Tunnel tanks 407T | **M General Cargo**<br>4 Ho 21,5 29,7 11,4 22,8<br>4 TwD ER 1 Ho 21,3<br>G.21 425 B.19 648<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(80) 1(30) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 125,0t (d.o.) 1 157,0t (hvf) | Sulz<br>Wallse<br>15k |
| **5382374**<br>S2LB<br>317526<br>Df Esd<br>Gc Rdr<br>RT | **BANGLAR DOOT**<br>ex Vishva Prem-72<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**6 220**<br>2 960<br>—<br>**8 885**<br>5 060<br>12 564 | ✠**100A1** CS 11/81<br>tunnel side tanks—<br>vegetable oil<br>✠**LMC**<br>EL et 2$\frac{1}{4}$"SQ<br>FN 4441 | **1963**-1 Hindustan Shipyard Ltd.<br>—Visakhapatnam (VC.150)<br>154,01 19,51 —/9,246<br>141,54 19,45 11,92<br>P 9,8 F 12,5 2 dks, 3rd dk in No. 3 hold<br>RW rf 102<br>Coll BH to U dk 6 to 2nd dk WB2105t incl. Tunnel tanks 1277t | **M General Cargo**<br>Ref<br>5 Ho 11,2 14,9 11,9 11,9 11,9<br>G.18 812 B.17 321 In.150<br>5 Ha (11,2 14,9 11,9 11,9 11,9 × 7,0)<br>16W Der 1(40) 1(20) 10(10) 6(5) | Oil 2SA 7Cy. 780 × 1400<br>8 100bhp (5 958kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 212kW 400V 50Hz a.c.<br>Fuel 1 146,0t (hvf) | Augsbur<br>17k |
| **5130680**<br>S2LH<br>356619<br>Df Esd<br>Gc Rdr<br>RTm | **BANGLAR JOY**<br>ex Mardulce-76 ex Gilsland-68<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**4 906**<br>2 609<br>8 867<br>**7 242**<br>3 998<br>10 597 | ✠**100A1** SS 1/81<br>DTm—vegetable oil<br>✠**LMC**<br>EL at 2"SQ<br>FN 3640 | **1961**-10 Burntisland S.B. Co. Ltd.<br>—Burntisland (398)<br>137,17 17,25 7,646/8,567<br>128,33 17,23 11,13<br>Ba 25,0 F 11,3 2 dks<br>RW rf 76 DK fwd<br>Coll BH to S dk 7 to 2nd dk WB2791t incl. DTm1159t | **M General Cargo**<br>5 Ho 17,0 18,2 9,1 8,9DT 16,4 16,3 ER<br>G.15 247 B.13 966<br>5 Ha (stl) (9,6 10,6 10,6 10,6 10,6 × 6,1) ER<br>10W Der 1(30) 2(10) 3(5) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd.<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>(AuxB (ex.g) 100lbf/in$^2$ (6,9bar))<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 016,0t (hvf) | Sunderlan<br>15k |
| **7611602**<br>S2LW<br>373477<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR KAKOLI**<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **12 572**<br>6 970<br>17 234 | ✠**100A1**<br>strengthened for heavy cargoes<br>timber deck cargoes<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ft 577,5/58,0U3<br>FN 5196 | **1979**-12 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1205)<br>154,79(BB) 22,43 9,694<br>145,01 22,41 13,42<br>P 30,2 F 13,8 1 dk<br>rf 203<br>6BH WB5249T incl. STs2435T | **M General Cargo**<br>Ref<br>5 Ho 22,5 31,5 31,5 12,8 7,5<br>4 TwD ER<br>G.23 251 B.22 120 In.768<br>TEU 275<br>C.Ho 131/20'(40') C.Dk 144/20'(40')<br>4 Ha (stl) (13,5 × 9,0) (20,2 20,2 13,5 × 12,0) ER<br>4W Cr 1(15) 2(10) 1(3) Der 1(60) 4(15) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 232,5t (d.o.) 915,5t (hvf) | B&W<br>Taman<br>15k |
| **7611614**<br>S2LX<br>373485<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR KALLOL**<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **12 573**<br>6 970<br>17 223 | ✠**100A1**<br>strengthened for heavy cargoes<br>timber deck cargoes<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ft 577,5/58,0U3<br>FN 5193 | **1980**-1 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1206)<br>154,82(BB) 22,43 9,502<br>145,01 22,39 13,42<br>P 30,2 F 13,8 1 dk<br>rf 203<br>6BH WB5249T incl. STs2435T | **M General Cargo**<br>Ref<br>5 Ho 22,5 31,5 31,5 12,8 7,5<br>4 TwD ER<br>G.23 251 B.22 120 In.768<br>TEU 275<br>C.Ho 131/20'(40') C.Ho 144/20'(40')<br>4 Ha (stl) (13,5 × 9,0) (20,2 20,2 13,5 × 12,0) ER<br>4W Cr 1(15) 2(10) 1(3) Der 1(60) 4(15) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 232,5t (d.o.) 915,5t (hvf) | B&W<br>Tamand<br>15kn |
| **5389463**<br>S2LL<br>356652<br>Df Esd<br>Gc Rdr<br>RTh/v | **BANGLAR KHEYA**<br>ex Anja-76 ex Wilchief-72<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **12 020**<br>7 477<br>19 935 | NV | **1961** Uddevallavarvet A/B—Uddevalla (196)<br>170,72 21,32 9,627<br>162,16 21,26 12,10<br>1 dk<br>rf 38 | **M Tanker**<br>IGS<br>30 Ta ER<br>L.(oil) 24 862 HeCls. BC | Oil 2SA 7Cy. 760 × 1550<br>8 750bhp (6 436kW)<br>Uddevallavarvet A/B<br>Gen 2 × 284kW 1 × 220kW<br>1 × 160kW 440V 60Hz a.c.<br>Fuel 1 681,0t (hvf)-27,0pd | Gotaverken<br>Uddevalla<br>15kn |
| **6708599**<br>S2LQ<br>356655<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BANGLAR MAAN**<br>ex Hirado-77<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**7 294**<br>3 852<br>10 465<br>**10 619**<br>5 875<br>13 391 | ✠**100A1** CS 1/82<br>DTsf & TwDa—vegetable oil or latex<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL gt 2$\frac{7}{16}$"U2<br>FN 4995 | **1967**-6 Eriksbergs M/V A/B—Goteborg (602)<br>156,14 21,42 8,402/8,402<br>144,99 21,34 13,11<br>F 24,4 2 dks, 3rd dk clear of No. 2 hold<br>rf 279<br>7BH WB3459t incl. Topside tanks in holds 513t | **M General Cargo**<br>Ref<br>5 Ho 22,6 20,8 18,3 18,3 19,2 ER<br>G.20 725 B.19 097 In.875<br>5 Ha (stl) (each 5,1 × 3,8) 8 Ha (stl) (each 15,1 × 7,1) ER<br>3W Cr 6(8) 1(5) Der 1(65) 2(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Uddevallavarvet A/B<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 119lbf/in$^2$ (8,2bar)<br>Gen 2 × 340kW 2 × 280kW<br>450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 818,5t (hvf) | B&W<br>Uddevalla<br>19kn |
| **5292268**<br>S2LM<br>356483<br>Df Esd<br>Gc Rdr<br>RTm/h | **BANGLAR MAITRI**<br>ex Bangla Rego-74 ex Rego-73<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**5 963**<br>3 243<br>—<br>**8 755**<br>4 984<br>12 682 | **100A1** SS 12/74<br>**LMC**<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4165<br>(NV) | **1960** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (511)<br>145,85 18,85 9,119/—<br>135,11 18,75 12,07<br>P 8,6 F 12,8 2 dks<br>RW rf nil<br>7BH | **M General Cargo**<br>5 Ho 16,6 18,8 21,4 19,4 21,5<br>G.17 961 B.16 445<br>5 Ha (stl) (9,0 12,0 13,6 12,0 12,0 × 7,3)<br>16W Der 1(30) 1(20) 4(10) 12(5) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 200kW 230V d.c.<br>Fuel 1 859,5t (hvf) | Augsburg<br>14,5kn |

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| 7913270<br>S2BS<br>373493<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR MAMATA**<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**6 983**<br>3 667<br>—<br>**12 193**<br>6 913<br>15 877 | ✠**100A1**<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL E† 586,0/56,0U3(a)<br>FN 5074 | **1980**-6 Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (816)<br>154,16(BB) 22,26 —/9,002<br>144,02 22,22 13,01<br>F 13,8 2 dks<br>rf nil<br>6BH WB3409T incl. STs in hold 640T | **M General Cargo**<br>Ref<br>4 Ho 19,2 28,8 28,8 20,8<br>4 TwD ER 1 TwD<br>G.23 069 B.21 476 In.776<br>6 Ha (stl) (10,3 × 7,7) (19,2 19,2<br>12,8 × 10,3) ER (3,9p&s × 1,9)<br>Cr 2(12,5) Der 1(60) 8(10) 2(5) 2(4) | Oil 2SA 6Cy. 560 × 1150<br>7 590bhp (5 583kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel-23,5pd 16kn |
| 7913282<br>S2BA<br>373494<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR MAYA**<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**6 983**<br>3 668<br>15 833<br>**12 193**<br>6 914<br>— | ✠**100A1**<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL E† 582,2/56,0U3(a)<br>FN 5106 | **1980**-9 Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (817)<br>154,16(BB) 22,26 —/9,016<br>144,91 22,22 13,01<br>Ba 14,1 F 13,8 2 dks<br>rf nil<br>6BH WB3409T incl. STs in hold 640T | **M General Cargo**<br>Ref<br>4 Ho 19,2 28,8 28,8 20,8<br>4 TwD ER 1 TwD<br>G.23 069 B.21 476 In.776<br>6 Ha (stl) (10,3 × 7,7) (19,2 19,2<br>12,8 × 10,3) ER (3,9p&s × 1,9)<br>Cr 2(12,5) Der 1(60) 8(10) 2(5) 2(4) | Oil 2SA 6Cy. 560 × 1150<br>7 590bhp (5 583kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>16kn |
| 6619827<br>S2LI<br>356659<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR MITA**<br>ex Hokkaido-77<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**7 298**<br>3 855<br>10 465<br>**10 621**<br>5 875<br>13 391 | ✠**100A1** CS 2/82<br>DTsf & TwDa—vegetable<br>oil or latex<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL g† $2\frac{7}{16}$"U2<br>FN 4995 | **1966**-12 Eriksbergs M/V A/B—Goteborg<br>(598)<br>156,14 21,42 8,402/9,507<br>144,99 21,34 13,11<br>F 24,4 2 dks, 3rd dk clear of No. 2 hold<br>rf 279<br>7BH WB3456t incl. Topside tanks in holds<br>513t DTsf618t | **M General Cargo**<br>Ref<br>5 Ho 26,5comb. 20,8 18,3 18,3<br>19,2 ER<br>G.19 356 B.16 949 In.1 372<br>4 Ha (stl) (each 5,1 × 3,8) 8 Ha (stl)<br>(each 15,1 × 7,1) ER<br>4W Cr 6(8) 1(5) Der 1(65) 4(10) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 199lbf/in$^2$ (13,8bar)<br>Gen 2 × 340kW 2 × 280kW<br>450V 60Hz a.c.<br>Fuel 1 778,0t (hvf)-148,5pd 19kn |
| 6702181<br>S2LR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANGLAR NOOR**<br>ex Vestan-77<br>**Bangladesh Shipping Corp.**<br>Wilh. Wilhelmsen<br>Chittagong Bangladesh | **55 752**<br>35 206<br>94 518 | NV | **1967** Hitachi Zosen—Sakai (4127)<br>252,10(BB) 39,04 14,447<br>241,38 38,99 19,66<br>1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>5 Ho 34,6 27,9 40,0 27,5 31,3<br>25 Ta ER<br>G.62 857 L.(oil) 117 221 HeCls. BC<br>10 Ha (stl) (9,9 9,9 9,9 9,9 12,9 12,9<br>9,9 9,9 9,9 12,9 × 15,7) ER<br>Der 2(10) 1(1,5) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 560kW 3 × 360kW<br>440V 60Hz a.c.<br>Fuel 5 331,0t (hvf)-78,0pd 15,75kn |
| 5370979<br>S2LE<br>Df Esd<br>Gc Rdr<br>RT | **BANGLAR PREETI**<br>ex Turandot-76<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**6 270**<br>3 120<br>9 083<br>**8 861**<br>5 414<br>10 364 | ✠**100A1** SS 4/76<br>DTm and tunnel side<br>tanks—vegetable oil<br>✠**LMC**<br>EL e† 2¼"SQ<br>FN 4422 | **1957**-11 C. Connell & Co. Ltd.—Glasgow<br>(486)<br>149,36 19,59 8,332/9,170<br>137,47 19,51 12,65<br>P 12,8 F 29,9 2 dks, 3rd dk in Nos. 2, 3<br>& 4 holds<br>rf 102 DK fwd<br>Coll BH to S dk 6 to 2nd dk WB2747t incl.<br>Tunnel tanks 360t DTm910t | **M General Cargo**<br>Ref 12P<br>5 Ho<br>G.17 266 B.16 030 In.1 278<br>6 Ha (8,2 13,4 11,8 10,9 9,2 × 6,1)<br>(2,5 × 5,0)<br>18W Der 1(60) 8(10) 10(5) | Oil 2SA 6Cy. 750 × 2500<br>9 000bhp (6 620kW) Doxford<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>AuxB (o.f.) 145lbf/in$^2$ (10,0bar)<br>AuxB (ex.g) 140lbf/in$^2$ (9,7bar)<br>Fuel 2 567,5t (hvf)-35,5pd 17kn |
| 7013587<br>S2LP<br>356476<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BANGLAR PROGOTI**<br>ex Transamerica-74<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**4 309**<br>2 362<br>6 200<br>**7 077**<br>4 116<br>9 189 | **100A1** SS 3/75<br>DTsa—vegetable oil<br>**LMC**<br>✠**Lloyd's RMC**<br>EL Z 2⅛"U2<br>FN 3565<br>(GL) | **1970** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (948)<br>130,92 19,36 6,814/8,370<br>120,02 19,31 10,39<br>P 44,9 B 20,2 F 25,0 2 dks<br>rf nil<br>6BH WB1098T | **M General Cargo**<br>Ref<br>4 Ho 15,2 27,4 26,0 21,1 ER<br>G.14 012 B.12 879 In.574<br>4 Ha (stl) (9,0 × 6,2) (19,5 19,5 ×<br>7,8) (9,7 × 5,0) ER<br>10W Cr 1(3) Der 1(50) 10(10)<br>2(3-5) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 320kW 1 × 200kW<br>380V 50Hz a.c.<br>Fuel 943,0t (hvf) 17,5kn |
| 7025281<br>S2LT<br>1300<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANGLAR SAMPAD**<br>ex Vishva Darshan-73<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **6 339**<br>3 019<br>9 805<br>**9 087**<br>4 998<br>12 883 | ✠**100A1** SS 4/80<br>DTsa—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL e† 2¼"U2<br>FN 4429 | **1971**-5 Hindustan Shipyard Ltd.<br>—Visakhapatnam (VC.168)<br>153,93 19,51 7,760/9,214<br>141,13 19,46 11,92<br>P 10,1 F 12,2 1 dk & S dk, 3rd dk in No.<br>3 hold<br>RW rf 102<br>7BH to S dk 4 to 2nd dk WB1439t<br>DTsa594t | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 16,7 21,5 18,7 18,7 20,2<br>G.18 465 B.17 013<br>5 Ha (stl) (11,2 15,0 11,9 11,9 11,9<br>× 7,0)<br>16W Der 1(40) 1(30) 10(5-10)<br>6(3-5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 50Hz a.c.<br>Fuel 1 422,5t (hvf) 17kn |
| 7029677<br>S2LN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BANGLAR SWAPNA**<br>ex Transcanada-74<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **4 309**<br>2 362<br>9 189<br>**7 077**<br>4 116 | **100A1** SS 1/81<br>DTsa—vegetable oil<br>Ice Class 2<br>**LMC**<br>✠**Lloyd's RMC**<br>EL Z 2⅛"U2<br>FN 3569<br>(GL) | **1971**-1 A.G. "Weser" Werk Seebeck<br>—Bremerhaven (949)<br>130,92 19,36 8,370<br>120,02 19,31 10,42<br>P 44,9 F 25,0 2 dks<br>rf nil<br>6BH WB1098T | **M General Cargo**<br>Ref 12bth P<br>4 Ho 15,1 27,3 25,9 ER 21,1<br>G.14 012 B.12 879 In.574<br>TEU 240 C. 240/20'<br>5 Ha (stl) (9,9 × 6,2) (19,5 19,5p&s<br>× 7,8) ER (9,7 × 6,2)<br>10W Cr 1(3) Der 1(50) 10(10)<br>2(3-5) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 320kW 1 × 200kW<br>380V 50Hz a.c.<br>Fuel 943,0t (hvf) 17,5kn |
| 5126732<br>S2LY<br>Df Esd<br>Gc Rdr<br>RTv | **BANGLAR TARANI**<br>ex Gautatyr-73<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | T.Mk<br>**4 675**<br>2 558<br>8 464<br>**6 706**<br>3 809<br>10 435 | ✠**100A1** SS 10/77<br>strengthened for heavy<br>cargoes<br>DTmf—vegetable oil<br>✠**LMC**<br>EL a† 2"SQ<br>FN 3548 | **1962**-1 A/S Nakskov Skibsvaerft—Nakskov<br>(159)<br>133,48 17,58 7,824/8,618<br>123,45 17,53 11,21<br>P 8,3 F 14,4 2 dks<br>RW rf 76 DK fwd<br>Coll BH to U dk 6 to 2nd dk WB2881t incl.<br>DTmf1346t | **M General Cargo**<br>4 Ho 20,1 25,2comb. 10,3DT<br>19,9 19,2<br>G.15 005 B.13 629<br>5 Ha (9,1 11,2 11,2 11,2 9,6 × 6,7)<br>12W Der 1(20) 4(10) 8(5) | Oil 2SA 7Cy. 620 × 1150<br>5 050bhp (3 715kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 200V d.c.<br>Fuel 471,5t (d.o.) 848,5t (hvf) 14,5kn |
| 6418510<br>S2LZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGLAR UPOHAR**<br>ex Monte Sollube-73<br>**Bangladesh Shipping Corp.**<br>Bangladesh | T.Mk<br>**6 062**<br>3 517<br>—<br>**8 304**<br>5 295<br>14 784 | ✠**100A1** SS 12/77<br>✠**LMC**<br>EL d† $2\frac{3}{16}$"SQ<br>FN 4121 | **1965**-6 Cia. Euskalduna—Bilbao (127)<br>145,93 18,75 —/9,583<br>134,47 18,65 11,99<br>P & B 64,7 F 30,2 2 dks<br>rf nil<br>8BH WB2713t incl. Tunnel tanks 311t<br>DTf874t | **M General Cargo**<br>G.20 814 B.19 365<br>10W Der 10(5) | Oil 2SA 8Cy. 700 × 1200<br>7 520bhp (5 531kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Fuel 957,0t 16kn |
| 6702533<br>HSBK<br>BK2823<br>Df Esd<br>Gc Rdr | **BANGLUMPOO**<br>ex Asian Pleiad-81<br>ex Cosmos Star-80 ex Bali Bay-79<br>ex Sun Auk-77<br>ex Asafukujin Maru-74<br>**Phulsawat Navy Co. Ltd.**<br>Bangkok Thailand | **2 911**<br>1 861<br>5 222 | NK | **1966** Kurushima Dock Co. Ltd.—Imabari<br>(380)<br>97,21 15,37 6,532<br>90,00 15,32 7,60<br>P 22,0 B 6,1 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 527 B.6 314<br>2 Ha (stl) (25,4 25,9 × 7,3) ER<br>Der 1(50) 1(20) 2(15) 1(10) | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 445V a.c.<br>Fuel 438,0t-9,0pd 12kn |

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| **6408814**<br>HSBD<br>BK2781<br>Df Esd<br>Pfd Rdr<br>RT | **BANGMOD**<br>ex Pacific Rose-81<br>ex Yamashima Maru-78<br>**Tor Phaibul Transport Ltd. Part**<br>Bangkok Thailand | **1 998**<br>1 127<br>3 249 | NK | **1964** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (110)<br>86,87 12,73 5,649<br>80,60 12,70 6,61<br>P 20,5 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 229 B.3 988<br>2 Ha (12,3 × 7,0) (24,0 × 7,0) ER<br>6W Der 4(10) 2(8) | Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho<br>Gen 3 × 50kW 445V a.c.<br>Fuel 198,0t-7,0pd |
| **5035751**<br>PKAO | **BANGO**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **194**<br>76<br>71 | ✠Classed LR until 9/58 | **1952**-9 N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (591)<br>38,21 6,53 2,026<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor<br>Fuel (d.o.) |
| **6728513**<br>H3EU<br>9944<br>-80A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANGOR**<br>**Meynell Shipping Corp.**<br>Panama Panama | **11 669**<br>6 988<br>20 357 | BV (NV) | **1967** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Nagoya (230)<br>153,93 22,36 10,243<br>145,27 22,31 13,57<br>P 38,1 F 15,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 12,3 17,9 11,5 17,6 11,5<br>18,5 11,5 ER<br>G.23 807 B.23 499<br>7 Ha (7,5 13,5 7,7 13,1 7,7 13,8 7,7<br>× 10,9) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 365kW 450V 60Hz a.c.<br>Fuel 417,5t (d.o.) 1 307,5t (hvf)-32,5 |
| **6611588**<br>S6DZ<br>381838<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BANGPRA-IN**<br>ex Trader-80<br>**Hong Leong-Seatran Lines Pte. Ltd.**<br>Seatran Marine Co. Ltd.<br>Singapore Singapore | T.Mk<br>**3 491**<br>1 606<br>5 432<br>**5 788**<br>2 941<br>8 186 | **✠100A1** SS 12/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3229 | **1966**-9 Lindholmens Varv. A/B—Goteborg<br>(1097)<br>127,46 18,06 6,522/8,154<br>116,13 17,99 9,81<br>P 46,4 RFD 28,1 F 11,3 2 dks<br>rf 102<br>7BH WB1435t | **M General Cargo**<br>Ref<br>Mchy.aft<br>4 Ho 17,4 21,3 21,4 15,2<br>G.11 668 B.10 704 In.172<br>4 Ha (stl) (10,5 × 7,6) (14,0 14,0 ×<br>11,9) (10,5 × 7,6)<br>6W Cr 2(10) 2(5) Der 1(70) 6(5) | 2 Vee Oil 4SA each 8Cy. 440 × 46<br>electro-magnetic slip couplings &<br>geared to sc. shaft<br>6 400bhp (4 708kW)<br>Lindholmens Varv. A/B<br>Gen 2 × 336kW 2 × 204kW<br>450V 60Hz a.c.<br>Fuel 821,0t (d.o.) |
| **5190343**<br>9VBL<br>381572<br>Df Esd<br>Gc Rdr<br>RT | **BANGRAK**<br>ex Knud Maersk-80<br>**Hong Leong-Seatran Lines Pte. Ltd.**<br>Seatran Marine Co. Ltd.<br>Singapore Singapore | T.Mk<br>**5 942**<br>3 548<br>6 777 | **✠100A1** SS 3/78<br>DTsmf—oil FP above<br>65,5°C., vegetable oil,<br>latex or molasses<br>FPT—oil FP above<br>65,5°C. or latex<br>**✠LMC**<br>EL z 1$\frac{15}{16}$"SQ<br>FN 3194 | **1958**-8 A/S Burmeister & Wain's Maskin-<br>og Skibsbyggeri—Kobenhavn (748)<br>136,43 16,51 6,738<br>124,69 15,85 9,76<br>P 5,2 F 24,7 2 dks<br>rf 102 len 60<br>Coll BH to U dk 8 to 2nd dk WB2267t incl.<br>Tunnel tanks 165t DTsmf949t | **M General Cargo**<br>5 Ho 8,2 12,3 15,9 5,7DTp&s ER<br>10,9 8,6<br>G.12 374 B.11 298<br>5 Ha (8,2 × 4,8) (12,2 21,0 × 5,4)<br>ER (10,8 × 5,4) (8,0 × 4,8)<br>16W Der 1(40) 1(30) 5(10) 11(5) | Oil 2SA 6Cy. 620 × 1150<br>4 900bhp (3 604kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri<br>AuxB 100lbf/in$^2$ (6,9bar)<br>(AuxB (ex.g) 100lbf/in$^2$ (6,9bar) )<br>Fuel (hvf) |
| **5035775**<br>LAPD<br>C15377<br>Esd Rdr<br>RT | **BANGSUND**<br>**Albert Collett**<br>Namsos Norway | **143**<br>1<br>— | NV | **1960** Ulstein M/V A/S—Ulsteinvik (14)<br>26,09 7,04<br>3,87<br>1 dk | **M Tug/Icebreaker** | Oil 4SA 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 45kW 1 × 20kW 220V<br>Fuel (d.o.) |
| **7816111**<br>P3RD<br>394300<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANGUI**<br>**Bobangui Marine Corp.**<br>Limassol Cyprus | T.Mk<br>**1 593**<br>815<br>3 545 | GL | **1979** Howaldtswerke-Deutsche Werft—Kiel<br>(159)<br>93,02 18,42 3,661<br>79,99 18,00 8,62<br>F 11,0 2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>Str. for heavy cargoes<br>Mchy.aft<br>1 Ho<br>B.5 847<br>TEU 260<br>C.Ho 132/20′ C.Dk 128/20′<br>1 Ha (stl) (68,2 × 15,0)<br>Cr 2(25) | 2 Oil 4SA each 6Cy. 250 × 300<br>3 240bhp (2 383kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>West G |
| **6607991**<br>3FAF<br>9277<br>-78A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BANI**<br>**Mandeville Shipping Corp.**<br>Panama Panama | **11 726**<br>7 059<br>20 216 | BV (NV) | **1966** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Nagoya (220)<br>153,93 22,36 10,237<br>145,14 22,31 13,57<br>P 38,1 F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>Ice strengthened<br>Str. for heavy cargoes<br>7 Ho 12,2 17,9 11,5 17,6 11,5<br>18,5 11,5 ER<br>G.23 807 B.23 499<br>7 Ha (stl) (7,5 13,4 7,7 12,9 7,7 13,8<br>7,7 × 10,9) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 365kW 445V 60Hz a.c.<br>Fuel 1 725,0t (d.o.)-32,5pd |
| **6615986**<br>YTEK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BANIJA**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **16 906**<br>10 399<br>28 000 | BV JR | **1966** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (203)<br>187,03 22,97 9,600<br>174,50 22,92 14,10<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>6 Ho 22,0 22,0 18,2 21,0 22,3<br>18,2 ER<br>G.36 733 B.28 587 HeCls. B<br>6 Ha (stl) (14,3 15,1 12,8 12,8 15,1<br>12,8 × 11,2) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>S.A. Fiat S.G.M.<br>Gen 3 × 360kW 450V a.c.<br>Fuel 205,0t (d.o.) 1 765,0t (hvf)-33,5pd |
| **7121578**<br>YTOZ<br>RT | **BANJA**<br>ex PV-14<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslavia | **148**<br>71<br>240 | JR | **1952** Brodogradiliste "Titovo"—Kraljevica<br>31,35 6,74 2,331<br>30,00 6,71 2,80<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Oil 2SA each 4Cy. 200 × 340<br>200bhp (147kW)<br>Titovi Zavodi "Litostroj"<br>Gen 1 × 25kW a.c. |
| **6813461**<br>YTTC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANJA LUKA**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **16 018**<br>11 790<br>26 193 | **✠100A1** SS 12/81<br>strengthened for ore<br>cargoes<br>Ice Class 3<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6516<br>JR | **1968**-6 C.R.D. Adriatico—Trieste (1905)<br>190,48(BB) 22,86 10,586<br>176,99 22,81 14,00<br>P 20,8 F 34,5 1 dk<br>RW<br>NS 11BH WB10604t incl. Comb. btm &<br>side tanks in holds 4337t Topside tanks<br>in holds 5083t TwDf228t | **M Bulk Carrier**<br>7 Ho 15,0 24,0 15,0 15,0 15,0<br>24,0 16,9 ER<br>G.34 342<br>7 Ha (stl) (9,9 15,3 9,9 9,9 9,9 15,3<br>9,9 × 10,9) ER<br>14W Der 12(10) 2(5) | Oil 2SA 8Cy. 750 × 1320<br>12 000bhp (8 827kW)<br>C.R.D. Adriatico<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 250kW 450V 60Hz a.c. |

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| 222334<br>CXU<br>d Gc<br>r RTv | **BANJAARDSBANK**<br>**B.V. Nieuwe Rotterdamse Sleepdienst**<br>Rotterdam Netherlands | **253**<br>—<br>— | | **1972** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (703)<br>33,25 9,58<br>31,32 9,21 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 10Cy. 215 × 260<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 2 × 80kW 380V 50Hz a.c.<br>11,5kn |
| 019111<br>BEW<br>026<br>2-80<br>f Esd<br>c Rdr<br>Tm/h/v | **BANKO**<br>ex Sabine II-82 ex Sabine 1-80<br>ex City of Bochum-79<br>ex Annemarie Kruger-76<br>**Transocean Transit Inc.**<br>Panama Panama | T.Mk<br>**2 062**<br>1 189<br>3 125<br>**3 346**<br>2 061<br>5 260 | GL | **1962** Jos. L. Meyer—Papenburg (515)<br>103,00 14,25 6,900/8,200<br>95,10 14,20 8,21<br>RQD 59,2 F 8,9 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.7 263 B.6 828<br>4 Ha (stl) (7,9 11,2 12,9 7,2 × 7,0) ER<br>Der 1(25) 2(10) 8(5) | Oil 2SA 8Cy. 520 × 960<br>3 600bhp (2 648kW)<br>Borsig A.G. West Berlin<br>15kn |
| 524967<br>GUU<br>16542<br>f Esd<br>c Rdr<br>T | **BANKO**<br>**Ocean Fisheries Ltd.**<br>Takoradi Ghana | **1 980**<br>1 263<br>1 778 | ✠Classed LR until 25/11/77 | **1966**-1 Fujinagata Zosensho—Osaka (121)<br>79,51 12,53 5,004<br>72,01 12,50 8,01<br>2 dks<br>rf 102 | **M Fishing**<br>Stern Trawler | Oil 2SA 7Cy. 350 × 620<br>2 160bhp (1 589kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>14,5kn |
| 035256<br>H05996<br>8764-<br>PEXT1<br>f Esd<br>dr<br>Tm/h | **BANKO I**<br>ex Christine I-82 ex Balticborg-79<br>Panama Panama | **1 505**<br>851<br>2 428 | BV | **1957** C. Amels & Zoon Scheepswerf —Makkum (201)<br>79,43 12,50 5,004<br>72,01 12,32 5,72<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 51,6 ER<br>G.3 224 B.2 986<br>2 Ha (each 18,6comb. × 6,4) ER<br>8W Der 8(3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 80kW 1 × 30kW 220V d.c.<br>Fuel (d.o.) 11kn |
| 035816<br>VGTF<br>188246<br>f Esd<br>c Rdr<br>Th | **BANKSLAND SURVEYOR**<br>ex Banksland-81 ex Auriga-56<br>**Nortran Offshore Ltd.**<br>Winnipeg Canada | **510**<br>440<br>666 | Classed LR until 5/64 | **1953** Scheepswerf "De Waal" N.V. —Zaltbommel (647)<br>53,70 8,31 3,290<br>48,34 8,26 3,64<br>P 12,8 F 6,1 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 33,5 ER<br>G.963 B.884<br>2 Ha (each 11,5 × 4,7) ER<br>2W | Oil 2SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 110V d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 073143<br>WUT<br>272077<br>f Esd<br>c Pfd<br>dr RTh | **BANNER**<br>ex Cities Service Miami-76<br>**Grand Bassa Tankers Inc.**<br>Wilmington, De United States of America | **19 474**<br>13 025<br>35 337 | AB | **1956** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4544)<br>201,48 27,56 10,869<br>192,03 27,44 13,80<br>P 41,8 B 11,0 F 24,7 1 dk<br>RW rf 203 | **S Tanker**<br>Oil Chemical<br>32 Ta ER<br>L.(oil) 43 210 HeCls. B | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel-91,5pd 16,5kn |
| 111000<br>WFGT<br>286124<br>f Esd<br>c Pfd<br>dr RT | **BANNER**<br>ex Export Banner-82<br>**Government of The United States of America (Department of Transportation)**<br>New York, NY United States of America | T.Mk<br>**7 939**<br>4 466<br>—<br>**10 659**<br>6 465<br>12 832 | AB | **1961** National Steel & SB. Co.—San Diego, Ca (324)<br>150,27 22,33 —/9,316<br>143,26 22,26 12,86<br>P 47,0 F 20,5 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>Mchy.aft<br>6 Ho<br>G.21 608 B.20 039 In.722<br>6 Ha (stl)<br>21W Cr 2(5) Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 700kW a.c.<br>Fuel 3 222,0t (o.f.) 18,5kn |
| 401438<br>KOD<br>3317<br>Tm/h | **BANNOCK**<br>**Fratelli Cosulich**<br>Genova Italy | **1 277**<br>447<br>866 | RI | **1942** Charleston SB. & D.D. Co. —Charleston, SC<br>70,11 11,74 5,462<br>59,59 11,69 6,79<br>1 dk<br>RW rf 381 conv — | **D-E Research**<br>Oceanographic<br>2 Ho 7,1 5,2<br>B.200<br>2 Ha (stl) (2,1 2,3 × 1,8)<br>Der 1(2) | 4 Oil 2SA each 12Cy. 215 × 266 total 3 060bhp (2 251kW) driving 4 gen. each 900kW 500V d.c. connected to 4 elec. motors each of 760shp (559kW) (WL) & sc. shaft<br>General Motors Corp. U.S.A.<br>Gen 3 × 100kW 120V d.c.<br>Fuel (d.o.) 16kn |
| 7946203<br>H08888<br>6607<br>-75A<br>RT | **BANNOCK**<br>ex LCI-1061<br>**Crowley Maritime International S.A.**<br>Panama Panama | **330**<br>225<br>— | | **1944** Defoe SB. Co.—Bay City, Mi<br>... ... ...<br>30,43 9,78 3,18<br>1 dk | **TM Tug** | 8 Oil 2SA each 6Cy. 108 × 127<br>General Motors Corp. U.S.A. |
| 7401796<br>YCMC<br>1176<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANOWATI**<br>ex Aldrich-79<br>**P.T. Perusahaan Pelayaran Samudra Arpeni Pratama Ocean Line**<br>Jakarta Indonesia | **3 728**<br>2 568<br>7 077 | NK | **1975** Kurushima Dock Co. Ltd.—Uwajima (840)<br>106,46 17,05 7,113<br>98,00 17,00 8,69<br>P 18,9 B 7,7 F 10,1 1 dk | **M General Cargo**<br>G.8 815 B.8 212<br>2 Ha (30,6 28,7 × 8,3) ER<br>Der 1(50) 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 517,0t-13,5pd 12,25kn |
| 8008046 | **BANPESCA 1**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **105**<br>—<br>— | AB (Class cont.) | **1981** Astilleros del Golfo—Tampico (1)<br>... ... ...<br>19,49 6,49 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>330bhp (243kW)<br>............. |
| 8008175<br>Esd Rdr<br>RT | **BANSARA**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **209**<br>0<br>— | ✠**100A1**<br>tug<br>**LMC**<br>EL F 275,0/19,0U2<br>FN 320 | **1981**-4 Scheepswerf Ton Bodewes B.V. —Franeker (F77)<br>30,21 8,06 3,310<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51<br>3BH | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 48kW 1 × 25kW 380V 50Hz a.c.<br>Fuel 69,5t (d.o.) |
| 6415568<br>JQRA<br>94711<br>Df Esd<br>Gc Pfd<br>Rdr | **BANSHU MARU**<br>ex Taiyo Maru No. 81<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **2 123**<br>1 008<br>— | | **1964** Taiyo Zosen—Nagasaki (505)<br>88,19 14,05 6,198<br>79,99 14,01 9,20<br>B 14,1 2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho<br>B.2 000<br>2 Ha (2,6 × 1,9) (2,9 × 2,9)<br>8W Der 2(5) 8(2) | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 400kW 1 × 248kW 445V a.c.<br>Fuel 928,5t-11,0pd 12,75kn |

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| 7856331<br>JG2337<br>96117 | **BANSHU MARU**<br>ex Tamashima Maru<br>ex V. S. P. Sakura Maru<br>**Shinsei Kaiji K.K.**<br>Himeji, Japan<br>Hyogo Pref. | **194**<br>68<br>— | | **1964** Osaka Zosensho—Osaka (231)<br>31,96 2,731<br>30,87 8,21 3,81<br>1 dk | **TM Tug** | 2 Oil<br>Niigata Eng. Co. Ltd. | Jap<br>12,7 |
| 7338559<br>JHGJ<br>98841<br>Rdr | **BANSHU MARU No. 3**<br>ex Taiyo Maru No. 85<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **1 858**<br>949<br>1 070 | | **1966** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1062)<br>77,02 12,81 5,309<br>72,01 12,78 6,05<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>2 Ha (each 2,9 × 2,6) ER<br>4W Der 4(5) | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 256kW 445V a.c.<br>Fuel 605,5t-10,5pd | Mitsubi<br>Ko<br>12,5 |
| 6418015<br>JHYS<br>92495<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANSHU MARU No. 6**<br>ex Taiyo Maru No. 76<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **2 155**<br>1 166<br>1 063 | | **1964** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1001)<br>79,91 12,83 5,716<br>74,20 12,81 8,64<br>B 19,6 2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho<br>B.1 772<br>2 Ha (each 2,9 × 2,6)<br>6W Der 2(12) 6(1,5) | Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Kobe Hatsudoki Seizosho<br>Gen 3 × 240kW 445V a.c.<br>Fuel 609,5t-7,5pd | Mitsubi<br>Ko<br>13 |
| 6701943<br>JIMK<br>99120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANSHU MARU No. 7**<br>ex Nagasaki Maru<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **2 202**<br>1 180<br>1 100 | | **1966** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1068)<br>80,45 12,81 5,716<br>72,01 12,78 8,64<br>2 dks | **M Fishing**<br>Stern Trawler<br>4 Ho ER<br>2W Der 2(5) 2(3) | Oil 2SA 7Cy. 450 × 750<br>3 500bhp (2 574kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 256kW 445V a.c.<br>Fuel 751,0t-10,5pd | Mitsubi<br>Ko<br>13,5 |
| 6607226<br>JCCQ<br>98836<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BANSHU MARU No. 8**<br>ex Taiyo Maru No. 78<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **1 859**<br>950<br>1 070 | | **1965** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1057)<br>80,45 12,83 5,716<br>72,01 12,78 6,05<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>2 Ha (each 2,9 × 2,6) ER<br>4W Der 4(5) | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Hayashikane Zosen<br>Gen 3 × 256kW 445V a.c.<br>Fuel 605,5t-10,5pd | Shimonose<br>12,5 |
| 7211282<br>Y5OQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BANSIN**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**494**<br>267<br>1 111 | DSRK | **1972** Elbewerften Boizenburg/Rosslau —Boizenburg (214)<br>70,95 (BB) 10,39 3,680<br>66,05 10,11 5,80<br>P 13,5 F 5,2 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>G.2 207 B.1 993<br>2 Ha (stl) (19,3 19,2 × 7,7) ER | Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 128kW 1 × 116kW<br>1 × 76,75kW 390V 50Hz a.c.<br>Controllable pitch propeller | Magdebu<br>12,25 |
| 7725972<br>OLME<br>28<br>Esd Gc<br>Rdr RT | **BANSKA BYSTRYCA**<br>**Czechoslovak Danube Shipping National Enterprise (Ceskoslovenska Plavba Dunajská)**<br>Praha Czechoslovakia | **2 191**<br>1 519<br>3 613 | PR | **1978** Stocznia Gdanska im. Lenina—Gdansk (B479/04)<br>93,60 13,64 5,581<br>86,64 13,61 6,94<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho 32,2 30,7 ER<br>2 Ha (stl) (23,1 25,5 × 7,7) ER<br>Cr 2(2-5) Der 1(2-5) | Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 3 × 200kW 1 × 100kW 400V a.c. | GM<br>Pozna<br>14,75 |
| 7105201<br>ELCJ7<br>7290<br>Df Esd<br>Gc Rdr<br>RT | **BANTA**<br>**Banta Inc.**<br>Torvald Klaveness & Co. A/S<br>Monrovia Liberia | **18 028**<br>10 741<br>27 259 | NV | **1971** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/03)<br>163,23 25,94 10,999<br>156,65 25,89 15,19<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>Ore 34 651 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>H. Cegielski<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 272,0t (d.o.) 2 094,0t (hvf)-33,0pd | Sulz<br>Pozna<br>15 |
| 6802527<br>9GVB<br>316549<br>Df Esd<br>Gc Rdr<br>RTh/v | **BANTEMA**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 083**<br>444<br>— | ✠100A1 SS 4/74<br>stern trawler<br>✠**LMC**<br>**(✠Lloyd's RMC)**<br>EL (o) $1\frac{7}{16}$"SQ<br>FN 1236 | **1968**-5 (95)<br>Cmd.**1970**-2<br>72,90 11,61 5,030<br>63,56 11,59 7,85<br>B 9,5 2 dks<br>rf 610 Box K 305<br>Coll BH to U dk 5 to 2nd dk WB113t | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 14,6 14,0 ER<br>In.1 001<br>2 Ha (stl) (each 2,4 × 2,4) ER<br>Der 2(1) | Oil 4SA 6Cy. 483 × 686<br>2 308bhp (1 698kW)<br>Mirrlees National Ltd.<br>Gen 3 × 160kW 440V 50Hz a.c.<br>Controllable pitch propeller | Stockpo<br>15 |
| | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED** | | | | | | |
| 6706436<br>PLWN<br>Rdr RT | **BANTEN**<br>ex Seikan Maru-77<br>**P.T. Perusahaan Angkutan Ferry (Jemla Ferry)**<br>Jakarta Indonesia | **984**<br>524<br>394 | | **1967** Taguma Zosen—Innoshima (49)<br>69,80 12,02 2,947<br>63,02 11,99 4,47<br>1 dk<br>RW | **TM Ferry** 188P<br>1 Ho | 2 Oil 4SA each 6Cy. 300 × 380<br>2 660bhp (1 957kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW<br>Fuel 61,0t-9,0pd | Osak<br>15,5 |
| 6803349<br>EIXJ<br>400649<br>Esd Rdr<br>RTv | **BANTRY BAY**<br>**Bantry Bay Towing Co. Ltd.**<br>Cory Ship Towage Ltd.<br>Cork Irish Republic | **299**<br>—<br>153 | ✠100A1 SS 4/81<br>tug<br>✠**LMC**<br>EL (e) $1\frac{1}{8}$"SQ<br>FN 462 | **1968**-8 Charles D. Holmes & Co. Ltd. —Beverley (1008)<br>39,35 9,12<br>35,59 8,69 4,27<br>1 dk<br>rf 533 BK 152<br>3BH WB97t | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 381 × 457 sr reverse geared to sc. shaft<br>Mirrlees National Ltd.<br>Gen 1 × 75kW 2 × 55kW 220V d.c.<br>Fuel 71,0t (d.o.) | Stockpo<br>12,5 |
| 7809649<br>GZAA<br>388317<br>Esd Rdr<br>RT | **BANWELL**<br>**Bowker & King Ltd.**<br>London United Kingdom | **999**<br>522<br>1 710 | ✠100A1<br>oil tanker<br>U.K. coasting service & between River Elbe & Brest<br>✠**LMC**<br>EL K 357,5/28,0U2<br>FN 1043 | **1980**-3 Cubow Ltd.—Woolwich, London (717)<br>71,94 11,13 3,728<br>68,08 11,00 4,32<br>Ba 12,5 Trunk 37,8 F 12,5 1 dk<br>rf 102<br>7BH WB709T incl. DTf285T | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 947 | Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>1 240bhp (912kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Gen 2 × 40kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 39,0t (d.o.) | Frederiksha<br>10 |
| 5296783<br>JDBX<br>84830<br>Rdr RT | **BANYO MARU**<br>ex Rirei Maru<br>**Donan Kaiji K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **191**<br>104<br>69 | | **1960** Tosa Zosen Tekkosho—Kochi (138)<br>30,48 5,77 2,083<br>27,01 5,74 2,60<br>1 dk<br>RW | **M Ferry** 91P<br>B.109<br>1 Ha (3,6 × 2,3)<br>Der 2(2) | Oil 4SA 6Cy. 260 × 400<br>320bhp (235kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 16kW 105V a.c.<br>Fuel 9,5t-1,5pd | Kob<br>10,5 |

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| 5036054<br>EAZS<br>7667<br>Df Esd | **BAO**<br>**Jose Barreiro Betanzos**<br>Vigo Spain | **206**<br>100<br>— | | **1957** Hijos de J. Barreras S.A.—Vigo (1037)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 49,0t (d.o.) 9kn |
| 7623435<br>BOWH<br>Df Esd<br>Gc Rdr<br>RT | **BAO AN**<br>**China Ocean Shipping Co.**<br>Shanghai China | **2 493**<br>1 104<br>3 030<br>**3 578**<br>1 801<br>4 690 | RNR | **1975** Santierul Naval Galatz—Galatz<br>106,10 14,79 5,639/7,060<br>93,48 8,49<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,3 21,4 22,1 ER<br>G.6 421 B.5 898<br>3 Ha (stl) (11,3 × 7,9) (14,7 14,7 × 9,7) ER<br>8W Cr 1(5) Der 8(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 315,0t (hvf) 14,5kn |
| 8029337<br>BIBW<br>Esd Rdr<br>RT | **BAO GANG TUO No. 1**<br>**Government of The People's Republic of China**<br>Shanghai China | **335**<br>87<br>524 | NK | **1981** Odo Zosen Tekko K.K.—Shimonoseki (276)<br>35,51 9,83 3,101<br>33,25 9,81 4,32<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW<br>13,75kn |
| 8029349<br>BIBX<br>Esd Rdr<br>RT | **BAO GANG TUO No. 2**<br>**Government of The People's Republic of China**<br>Shanghai China | **335**<br>87<br>524 | NK | **1981** Odo Zosen Tekko K.K.—Shimonoseki (277)<br>35,51 9,83 3,101<br>33,25 9,81 4,32<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 160kW<br>13,75kn |
| 6601210<br>BKFK<br>8070<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAO HSING**<br>ex Patrona-81 ex Kai Yuan-79<br>ex Japan Pine-73<br>**Sincere Navigation Corp.**<br>Kaohsiung China* | **33 549**<br>21 146<br>54 212 | NK | **1965** Mitsubishi Heavy Industries Ltd. —Kobe (956)<br>224,01 31,86 11,527<br>211,03 31,81 17,51<br>F 16,8 1 dk | **M Ore Carrier**<br>6 Ho ER<br>G.67 501<br>1 Ha (stl) (11,6 × 12,8) 10 Ha (stl) (each 9,6 × 14,4) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 350kW 450V a.c.<br>Fuel 4 026,5t 16kn |
| 6704220<br>BOSN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAO HU**<br>ex John Knudsen-75<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **41 113**<br>26 374<br>75 492 | (NV) | **1967** A/B Gotaverken Arendal—Goteborg (818)<br>239,28 36,94 12,739<br>231,68 36,89 16,46<br>1 dk<br>rf 64 | **M Tanker**<br>16 Ta ER<br>L.(oil) 87 472 | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 4 173,0t (d.o.)-70,0pd 16,25kn |
| 7049299<br>BODC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAO QING HAI**<br>ex Moslane-78<br>**China Ocean Shipping Co.**<br>Shanghai China | **45 844**<br>25 708<br>85 163 | (NV) | **1971** Mitsubishi Heavy Industries Ltd. —Yokohama (918)<br>239,07(BB) 36,02 14,358<br>226,98 36,00 19,66<br>1 dk<br>rf 38 | **M Ore Carrier**<br>1 Ho ER<br>G.46 394<br>8 Ha (stl) (each 13,4 × 8,9) ER | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 570kW 440V 60Hz a.c.<br>Fuel (hvf) 15,5kn |
| 5131323<br>VRGI<br>384786<br>Df Esd<br>Gc Rdr<br>RT | **BAO SHAN**<br>ex Zinal-80 ex Giuanin Fassio-70<br>**Bao Shan Marine Transport Ltd.**<br>Hong Kong Hong Kong (British) | **7 114**<br>3 945<br>10 820<br>**9 386**<br>5 160<br>— | AB<br>✠Classed LR until 11/70 | **1959**-8 Ansaldo S.p.A.—Genova (1545)<br>152,53 19,46 7,963/—<br>139,96 19,41 12,12<br>F 15,6 1 dk & S dk<br>rf 178 | **M General Cargo** OSD/CSD<br>5 Ho<br>G.18 163 B.16 347<br>5 Ha<br>18W Der 1(30) 1(15) 6(10) 1(8) 11(5) | Oil 2SA 7Cy. 750 × 1320<br>7 000bhp (5 149kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 1 168,5t 16kn |
| 5393488<br>BOST<br>Df Esd<br>Gc Rdr<br>RT | **BAO SHAN**<br>ex Minglang-75 ex Worms-72<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **6 474**<br>3 665<br>8 395<br>**8 515**<br>5 005<br>10 610 | (GL) | **1959** Howaldtswerke Hamburg A.G. —Hamburg (904)<br>155,53 18,52 7,992/9,040<br>141,08 18,46 11,76<br>P 12,5 F 28,4 2 dks & S dk<br>RW rf 76 | **M General Cargo** OSD/CSD<br>Ref 12P<br>5 Ho 14,0 19,2 22,8 ER 22,8 22,4<br>G.15 366 B.13 703 In.772<br>5 Ha (stl) (5,5 × 4,8) (11,9 14,4 × 5,5) ER (14,4 11,9 × 5,5)<br>20W Der 1(60) 1(20) 8(5-10) 10(3-5) 2(2) | Oil 2SA 8Cy. 780 × 1400<br>9 000bhp (6 620kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 2 × 350kW 1 × 275kW 400V 50Hz a.c.<br>Fuel 1 487,5t (hvf) 17,5kn |
| 6501111<br>BOSC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAO TING**<br>ex Datuho-72 ex Wihuri-71<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **7 325**<br>3 990<br>—<br>**9 817**<br>5 539<br>14 073 | (NV) | **1965** Rauma-Repola Oy—Rauma/Raumo (143)<br>151,29 21,01 8,560/9,646<br>139,63 20,93 9,91<br>P 49,1 B 20,2 F 29,9 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>rf 51 | **M General Cargo** OSD/CSD<br>Ref<br>Ice Strengthened<br>3 Ho 8,9DT 10,2DTp&s 22,5 24,3 25,1 ER 8 TwD ER 4 TwD<br>G.19 747 B.17 574 In.1 342<br>8 Ha (stl) (8,2 × 6,0) (14,4 × 8,4) (15,2p&s 12,8p&s × 6,0) ER (3,6 3,3 × 4,7)<br>2 Wing Ha (stl) (6,1p&s × 2,2) ER<br>16W Der 6(7,5) 10(5) | Oil 2SA 7Cy. 760 × 1500<br>9 800bhp (7 208kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 248kW 2 × 120kW 440V 60Hz a.c.<br>Fuel 1 930,5t 18kn |
| 5414373<br>BOPI<br>Df Esd<br>Gc Rdr<br>RT | **BAO XING**<br>ex Wieniawski-77<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>China | **7 099**<br>3 779<br>10 518<br>**9 190**<br>5 518<br>12 699 | (PR)<br>✠Classed LR until 11/63 | **1962**-12 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (176)<br>153,30 18,90 8,059/9,018<br>140,42 18,80 11,99<br>Ba 23,8 F 13,2 1 dk & S dk, 3rd dk in No. 3 hold<br>rf 152 | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>5 Ho ER<br>G.17 704 B.16 843 In.2 703<br>5 Ha (8,2 12,1 × 7,4) (8,3 × 6,0) (15,1 8,3 × 7,4) ER<br>12W Der 1(50) 2(10) 10(3) | Oil 2SA 7Cy. 750 × 1320<br>6 000bhp (4 413kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 2 × 336kW 1 × 240kW 400V a.c.<br>Fuel 1 629,5t (d.o.) 15kn |
| 5297359<br>YTAB<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BAR**<br>ex Roald Amundsen-68<br>**Prekookeanska Plovidba**<br>Bar Yugoslavia | T.Mk<br>**6 267**<br>3 354<br>—<br>**8 684**<br>5 023<br>13 117 | BV JR | **1956** Forges & Ch. de La Mediterranee —La Seyne (1311)<br>144,84 18,78 —/9,332<br>134,70 18,75 12,04<br>P 10,7 F 11,3 2 dks<br>RW | **M General Cargo**<br>6P<br>5 Ho 17,1 19,8 21,7 ER 18,5 22,0 5 TwD 17,6 20,1 19,9 21,1 18,1<br>G.17 565 B.16 563<br>5 Ha (stl) (8,8 12,1 12,1 × 7,9) ER (12,1 9,0 × 7,9)<br>16W Der 1(30) 1(10) 16(5) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>Forges & Chantiers de la Mediterranee La Seyne<br>Gen 3 × 205kW 1 × 50kW 220V d.c.<br>Fuel (hvf) 14kn |

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| **8116697**<br>DDMT<br>30097 | **BAR**<br>**Hapag-Lloyd A.G.**<br>Bremen Federal Republic of Germany | **212**<br>55<br>397 | GL (Class cont.) | **1982** Detlef Hegemann Rolandwerft G.m.b.H.—Bremen (117)<br>28,50 3,501<br>8,81 4,27<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers |
| **7606009**<br>2OAZ<br>357545<br>Esd Rdr<br>RT | **BAR MAID**<br>**Allied Irish Investment Bank Ltd.**<br>Coleraine United Kingdom | **191**<br>160<br>231 | **✠100A1** SS 5/81<br>hopper dredger<br>U.K. home trade service<br>**✠LMC**<br>EL (E) C ⅝"U2<br>FN 314 | **1977**-6 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1454)<br>30,51 8,44 2,210<br>28,50 8,21 2,80<br>RAD 11,3 RFD 9,2 1 dk<br>rf nil<br>4BH WB77t | **M Hopper/Dredger**<br>Grab-dredger Suction Bottom doors<br>Single side arm<br>1 Ho 8,3 ER<br>Hopper 130<br>1 sandpump<br>Cr 1 | Oil 4SA 6Cy. 137 × 165<br>250bhp (184kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 2kW 24V d.c.<br>Directional propeller |
| **7324821**<br>WCGI<br>554026<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAR-423**<br>ex Choctaw II-81<br>**Brown & Root Inc.**<br>Wilmington, De United States of America<br>See Register of Offshore Units | **4 944**<br>2 372<br>— | **✠100A1** SS 4/79<br>EL Ft 2½"FSWR<br>FN 5959 | **1974**-4 Blohm + Voss A.G.—Hamburg (883)<br>134,14 38,16 9,437<br>121,93 32,28 16,59<br>2 dks<br>rf nil<br>8BH WB12259T | **Pipelayer Crane Barge**<br>Semi-submersible Twin Hull<br>Diving support<br>Cr 1(135) Der 1(600-750) | ✠ ndb 2/77 150lbf/in² (10,4bar)<br>Gen 4 × 600kW 1 × 250kW 460V 60Hz a.c. |
| **7802263**<br>A7EK<br>037/81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAR'ZAN**<br>Launched as Barazan<br>**United Arab Shipping Co. (S.A.G.)**<br>Doha Qatar | **20 659**<br>12 446<br>24 302 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL It 605,0/64,0U3<br>FN 7311 | **1979**-9 Hyundai Heavy Industries Co. Ltd. —Ulsan (115)<br>183,24(BB) 27,49 10,018<br>168,76 27,41 15,91<br>F 22,9 1 dk<br>rf nil DK in way of holds<br>8BH WB9355T incl. DTf1005T, Nos. 2A, 2B, 3A, 5A & 5B(p&s) STs in way of holds 3707T | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>5 Cell.Ho 6,4 27,2 27,2 27,2 27,2 ER<br>TEU 1612<br>C.Ho 334/20' 178/40' C.Dk 470/20' 226/40' incl. 96 ref C.<br>17 Ha (stl) ER | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 720kW 440V 60Hz a.c. |
| **8222123**<br>FUGZ | **BARA GWINIZ**<br>**Armement Bigouden S.A.**<br>Guilvinec France | **102**<br>30<br>— | BV | **1982** Ch. Pierre Glehen—Guilvinec (242)<br>24,01<br>20,02 6,71 5,62<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin |
| **7830284**<br>FPKE<br>Esd Rdr<br>RTv | **BARA PEMDEZ**<br>**Armement Bigouden S.A.**<br>Guilvinec France | **101**<br>36<br>— | BV | **1979** Ch. Pierre Glehen—Guilvinec<br>24,01 2,720<br>19,99 6,71 5,54<br>1 dk | **M Fishing**<br>Stern Trawler<br>G.18 | Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin<br>Controllable pitch propeller<br>Fuel 26,0t (d.o.) |
| **5036092**<br>USUS<br>M-27531<br>Df Esd<br>Gc Rdr<br>RT | **BARABASH**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **3 170**<br>1 225<br>1 424 | RS | **1962** ............U.S.S.R.<br>84,69 14,00 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller |
| **5036107**<br>UBHW<br>M-24726<br>Df Esd<br>Rdr RT | **BARABINSK**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **3 174**<br>1 700<br>4 388 | RS | **1959** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>95,71 14,36 7,90<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (9,0 × 6,0) (7,7 × 7,0) ER (7,7 × 7,0) (9,0 × 6,0)<br>8W Der 1(40) 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch.<br>Gen 3 × 184kW 400V<br>Fuel 343,5t (d.o.) 152,5t (hvf) |
| **6910415**<br>AML5 | **BARAC**<br>**Delek Paz & Sonol Oil Cos.**<br>Ashdod Israel | **184**<br>135<br>326 | ✠Classed LR until 1/70 | **1969**-1 Israel Shipyards Ltd.—Haifa (17)<br>25,61 8,46 2,261<br>24,01 8,01 2,90<br>1 dk<br>rf 229 | **M Tank Barge**<br>Mchy.aft | Oil 4SA 6Cy. 127 × 145 reverse reduct geared to sc. shaft<br>153bhp (113kW)<br>A/B Scania Vabis<br>Gen 1 × 6kW 1 × 1kW 28V d.c. |
| **8037968**<br>CLAR<br>Df Esd<br>Gc Rdr<br>RT | **BARACOA**<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **1 913**<br>900<br>2 883<br>**3 374**<br>1 674<br>4 545 | RNR | **1981** Santierul Naval Braila—Braila<br>105,95 5,630/7,060<br>93,58 14,81 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD | Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 50Hz a.c.<br>Fuel 310,0t (d.o.) |
| **5080081** | **BARACUDA**<br>ex Wouter-72 ex Cornelis-71<br>**Mr. Pauli**<br>Netherlands | **125**<br>43<br>— | | **1938** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge<br>*27,35* 6,74<br>... ... ...<br>R conv Side Trawler Fishing — | **M Fishing**<br>Sport-fishing | Oil 2SA 3Cy. 240 × 360<br>Appingedammer Brons |
| **7806714**<br>YKBX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARADA**<br>**Syro-Jordanian Shipping Co. (SYJOMAR)**<br>Latakia Syria | T.Mk<br>**3 865**<br>1 635<br>4 935<br>**5 355**<br>2 854<br>6 333 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL (W) 520,1/52,0U2<br>FN 3058 | **1979**-3 Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/212)<br>123,91(BB) 17,05 —/7,341<br>114,00 17,01 9,81<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd<br>SF 6BH WB862T incl. topside tanks in No. 1 hold 92T | **M General Cargo**<br>Ref 8bth P<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 328 B.7 471 In.966<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,2) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>WTAuxB (ex.g) & rcv 5kgf/cm² (4,9bar) hs154,8<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd |
| **5036133**<br>RTm | **BARADA**<br>**Latakia Port Co.**<br>Latakia Syria | **174**<br>102<br>— | ✠Classed LR until 11/72 | **1956**-9 Obuda Shipyard—Budapest<br>28,48 6,89 2,502<br>26,01 6,51 3,26<br>RFD 3,4<br>rf 584 BK 102 | **M Tug** | Oil 4SA 8Cy. 315 × 450<br>Lang Gepgyar<br>Gen 2 × 120kW 1 × 15kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 9,0t (d.o.) |

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|---|---|---|---|---|---|---|
| 7812878<br>LGUP<br>19169<br>Esd Gc<br>Rdr RT | **BARAGUTT**<br>**Eilif Hansen**<br>Narvik Norway | **156**<br>62<br>240 | NV | **1978** Svolvaer M/V—Svolvaer (7)<br>27,46 7,62 3,833<br>24,36 5,90<br>F - 1 dk<br>rf 1351 BK 127 | **M Fishing**<br>Ice strengthened<br>3 Ta ER | Oil 4SA 6Cy. 240 × 300<br>810bhp (596kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Thw. thrust propeller fwd , 1 aft<br>12,5kn |
| 7427362 | **BARAHA**<br>**Sheikh Rashid Bin Said Al Maktoum**<br>Dubai United Arab Emirates | **263**<br>154<br>345 | BV | **1976** Asia Pacific Shpyd (Pte) Ltd. —Singapore (176)<br>36,71 1,840<br>35,67 10,19 2,44<br>1 dk | **M Landing Barge**<br>Mchy.aft | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Directional propeller<br>8,5kn |
| 7043441<br>6VOH<br>Df Esd<br>Gc RT | **BARAK**<br>ex Shemahi VI-77<br>**Armement Dakar-Peche**<br>Dakar Senegal | **131**<br>65<br>— | BV | **1971** At. & Ch. de la Manche—Dieppe (8)<br>25,20 6,81 2,490<br>22,59 6,68 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.140<br>1 Ha (1,2 × 1,6) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 9kn |
| 7400572<br>ELCG4<br>7263<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARAKA**<br>ex Alrai-82 ex Athelmonarch-80<br>**Divichi Navigation Co.**<br>Thome & Co. Pte. Ltd.<br>Monrovia Liberia | **23 060**<br>16 581<br>39 728 | **✠100A1**<br>oil tanker<br>Ice Class 3 (cc)<br>**✠LMC** **UMS**<br>EL J† $2\frac{5}{8}$"U3<br>FN 8244 | **1977**-5 Davie SB. Ltd.—Lauzon, P.Q. (689)<br>182,89 32,31 11,418<br>173,74 32,28 15,17<br>F 19,2 1 dk<br>rf nil<br>13BH WB1755t | **M Tanker**<br>24 Ta ER<br>L.(oil) 52 411<br>Der 2(5-10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>2 WTAuxB 19,2kgf/cm$^2$ (18,9bar) hs729,7<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| 7710240<br>A6BT<br>Esd Rdr<br>RT | **BARAKAH**<br>**H.H. Sheikh Zaid Bin Sultan Al Nahiyan**<br>Abu Dhabi United Arab Emirates | **544**<br>303<br>950 | ✠Classed LR until 20/6/80 | **1978**-1 B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (598)<br>49,99 10,24 1,702<br>49,51 10,00 3,46<br>B 47,0 1 dk<br>rf nil | **TM Tanker/Landing Craft**<br>Water<br>Bow Ramp<br>8 Ta ER | 2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 48kW 380/220V 50Hz a.c.<br>Fuel 21,5t (d.o.) |
| 5282823<br>HZSG<br>1-401C<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARAKATALLAH**<br>ex Maracana I-81 ex Maracana-79<br>ex Arquero-77 ex Trude-74<br>ex Gruno Trude-73<br>ex Hoegh Trude-73<br>ex Gruno Trude-71 ex Porthos-70<br>**Oriental Commercial Establishment**<br>Redadria Seas Link Co. Ltd.<br>Jeddah Saudi Arabia | **6 191**<br>3 516<br>10 618<br>**8 373**<br>5 087<br>12 782 | NV | **1956** Uddevallavarvet A/B—Uddevalla (157)<br>142,45 18,57 8,046/9,056<br>131,43 18,52 12,35<br>1 dk & S dk<br>rf 51 | **M General Cargo** OSD/CSD 6P<br>5 Ho<br>G.17 471 B.15 914<br>5 Ha (stl) (10,9 11,3 11,3 16,6 12,1 × 7,9)<br>16W Der 1(30) 4(10) 12(2,5) 1(1,5) | Oil 2SA 6Cy. 760 × 1500<br>5 600bhp (4 119kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 200kW 220V d.c.<br>Fuel (hvf) 13,5kn |
| 6820701<br>8QKF<br>133/ 10/T<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARAKATH**<br>ex Montiron-82<br>Male Maldives | **11 301**<br>6 757<br>19 536 | AB | **1968** Hitachi Zosen—Mukaishima (4218)<br>156,01 22,66 9,535<br>146,01 22,61 12,91<br>P 29,6 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.23 843 B.23 333<br>4 Ha (stl) ER | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW<br>Fuel 1 764,0t 15kn |
| 6402614<br>SNUQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARAKUDA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Gdansk Poland | T.Mk<br>**1 005**<br>382<br>591 | PR | **1964** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/03)<br>69,42 11,00 5,052<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>3 Ho<br>In.650 | Oil 4SA 6Cy. 381 × 508 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. Stockport<br>Gen 1 × 240kW 1 × 210kW 1 × 185kW 1 × 120kW 220V d.c.<br>Controllable pitch propeller<br>13,5kn |
| 7426887<br>VKAM<br>355493<br>Esd Rdr<br>RT | **BARAMEDA**<br>**Peninsula Food Products Pty. Ltd.**<br>*Cairns, Queensland* Australia | **130**<br>58<br>85 | | **1975** A/T Shipbuilding Pty. Ltd.—Brisbane (1)<br>26,83 7,62 2,915<br>24,57 7,32 3,36<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 165 × 184<br>415bhp (305kW)<br>English Electric Diesels Ltd., Kelvin Marine Div. Glasgow<br>Fuel (d.o.) 11kn |
| 5036171 | **BARANA**<br>**Government of The Democratic Socialist Republic of Sri Lanka (Government Stores Department)**<br>Colombo Sri Lanka | **361**<br>—<br>— | ✠Classed LR until 6/59 | **1955**-5 J. I. Thornycroft & Co. Ltd. —Southampton (4162)<br>37,34 10,09 3,442<br>35,06 9,61 4,42<br>RW rf 610 | **TS Tug** | T 6Cy. (2) 343 (2) 546 & (2) 889 × 686<br>J. I. Thornycroft & Co. Ltd. Southampton<br>Fuel (o.f.) |
| 6718477<br>YTTA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARANJA**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **16 019**<br>11 791<br>26 385 | **✠100A1** SS 5/81<br>strengthened for ore cargoes<br>Ice Class 3<br>**✠LMC**<br>EL G† $2\frac{11}{16}$"U2<br>FN 6516<br>JR | **1967**-10 Italcantieri S.p.A.—Monfalcone<br>190,48(BB) 22,86 10,580<br>176,99 22,81 14,00<br>P 20,8 F 34,5 1 dk<br>RW rf nil<br>NS 11BH WB10604t incl. Comb. btm & side tanks in holds 4337T Topside tanks in holds 5083t TwDf228t | **M Bulk Carrier**<br>7 Ho 15,0 24,0 15,0 15,0 15,0 24,0 16,9 ER<br>G.34 342<br>7 Ha (stl) (9,9 15,3 9,9 9,9 9,9 15,3 9,9 × 10,9) ER<br>14W Der 12(10) 2(5) | Oil 2SA 8Cy. 750 × 1320<br>12 000bhp (8 827kW) Fiat<br>C.R.D. Adriatico Trieste<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 250kW 450V 60Hz a.c.<br>15,5kn |
| 7380849<br>A8NP<br>5114<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARANOF**<br>**Plow Shipping Co. Ltd.**<br>Monrovia Liberia | **11 433**<br>7 872<br>16 262 | NK | **1975** Nipponkai Heavy Ind. Co. Ltd. —Toyama (183)<br>153,73 20,83 9,018<br>144,99 20,78 14,89<br>2 dks | **M Pulp Carrier**<br>Pallets<br>Side doors (p only)<br>G.25 959 B.21 161<br>1 Ha (6,4 × 3,2) ER<br>Der 1(5) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>7 200bhp (5 296kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 059,5t (hvf)-24,0pd 14,5kn |
| 5036183<br>PUER | **BARAO DE CAMETA**<br>**Nicolaus & Co.**<br>Belem Brazil | **360**<br>275<br>— | ✠ | **1911**-3 Smith's Dock Ltd.—South Bank, Middlesbrough (461)<br>*48,77* 10,09<br>... ... ...<br>1 dk & Prom dk<br>R | **TS General Cargo** | C 4Cy. (2) 305 & (2) 686 × 406<br>Shields Eng. Co. Ltd. South Shields |

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|---|---|---|---|---|---|---|
| **5401431**<br>PUAW<br>5772<br>Df Esd<br>Gc Rdr | **BARAO DE JACEGUAY**<br>**Navegacao Mansur Ltda.**<br>Rio de Janeiro Brazil | T.Mk<br>**3 604**<br>2 373<br>—<br>**5 010**<br>3 779<br>5 993 | ✠Classed LR until<br>7/2/75 | **1963**-12 Cia. Com. e Nav. Estaleiro Maua —Rio de Janeiro (7)<br>116,72 16,39 —/7,081<br>106,84 16,36 9,40<br>F 9,5 2 dks<br>RW rf nil | **M General Cargo**<br>5 Ho 14,6 15,3 14,6 16,6 14,6<br>G.9 367 B.8 407<br>5 Ha<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 5Cy. 600 × 1050<br>2 600bhp (1 912kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 669,5t (d.o.) 12,5kn |
| **7391812**<br>PPMO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARAO DE MAUA**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **140 646**<br>125 342<br>279 913 | AB | **1979** Ishikawajima do Brasil—Rio de Janeiro (063)<br>337,30(BB) 54,56 21,600<br>319,95 54,51 27,79<br>1 dk<br>rf 13 | **S Tanker**<br>6 Ta 16 Wing Ta ER<br>L.(oil) 358 801 HeCls. B | 2 S Turb dr geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 2 × 1800kW 1 × 1500kW a.c.<br>Fuel 429,0t (d.o.) 13 172,0t (hvf)-185,0pd<br>15,75kn |
| **5357680**<br>PWBT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BARAO DE TEFFE**<br>ex Thala Dan-82<br>**Government of The Federative Republic of Brazil (Ministerio da Marinha do Brasil)**<br>Brazil | **2 183**<br>939<br>2 164 | **✠100A1** SS 6/82<br>Str. nav. ice<br>DTf—oil fuel FP above 65,5°C.<br>**✠LMC**<br>EL r 1¾"SQ<br>FN 1379 | **1957**-10 Aalborg Vaerft A/S—Aalborg (101)<br>75,14 13,77 6,293<br>65,54 13,72 7,32<br>F 11,0 2 dks<br>rf 381<br>6BH 2 to 2nd dk WB737T incl. D Tsf389T | **M Passenger/General Cargo**<br>Ref 50bth P<br>3 Ho 10,9 12,1 10,9 ER<br>G.2 697 B.2 430<br>3 Ha (stl) (6,1 7,9 6,1 × 4,9) ER<br>6W Der 1(30) 1(10) 2(5) | Oil 2SA 7Cy. 350 × 620<br>1 970bhp (1 449kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 340kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 457,0t (d.o.) 12kn |
| **5036212**<br>PUBD<br>5760<br>Df Esd<br>Gc Rdr | **BARAO DO RIO BRANCO**<br>**Navegacao Mansur Ltda.**<br>Rio de Janeiro Brazil | T.Mk<br>**3 604**<br>2 373<br>—<br>**5 010**<br>3 779<br>5 993 | ✠Classed LR until<br>20/9/74 | **1963**-12 Cia. Com. e Nav. Estaleiro Maua —Rio de Janeiro (6)<br>116,72 16,39 —/7,081<br>106,84 16,36 9,40<br>F 9,5 2 dks<br>RW rf nil | **M General Cargo**<br>5 Ho 14,6 15,3 14,6 16,6 14,6<br>G.9 367 B.8 400<br>5 Ha<br>Cr 2(5) 8(3) | Oil 2SA 5Cy. 600 × 1050<br>2 600bhp (1 912kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 150kW 450V 60Hz a.c.<br>Fuel 669,5t (d.o.) 12,5kn |
| **7051474**<br>WX9282<br>508201 | **BARATARIA BAY**<br>**Zapata Haynie Corp.**<br>Morgan City, La United States of America | **537**<br>366<br>— | | **1967** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*49,57* 10,09<br>3,56 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| **7819151**<br>WXS9<br>701<br>599941 | **BARATARIA SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **246**<br>167<br>750 | AB | **1978** Halter Marine Inc.—Moss Point, Ms (728)<br>56,39 3,658<br>51,82 12,20 4,27<br>F 4,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 98kW a.c.<br>12kn |
| **7363126**<br>350848 | **BARATZ**<br>**Lusitania Fishing Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **184**<br>101<br>— | | **1974** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (86)<br>32,21 7,40 3,360<br>27,51 7,37 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 7Cy. 225 × 300<br>1 085bhp (798kW) B&W<br>Cons. Echevarria Spain |
| **5036224**<br>PKAU | **BARAU**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **195**<br>76<br>71 | ✠Classed LR until 9/58 | **1953**-9 N.V. Bodewes Schps. —Martenshoek (401)<br>38,21 6,53 2,020<br>35,01 6,51 2,98<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| **7012519**<br>ATDW<br>1344<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARAUNI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **45 752**<br>31 875<br>87 203 | **✠100A1** SS 7/80<br>ore or oil carrier<br>**✠LMC**<br>EL Rt 3¾"U2<br>FN 12740<br>IRS | **1970**-10 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (285)<br>256,62(BB) 32,26 15,139<br>244,00 32,19 20,02<br>F 19,9 1 dk<br>rf 203<br>8BH WB67443T incl. DTf5010T | **M Ore/Oil Carrier**<br>pt higher tensile steel<br>4 Ho each 42,2 22 Ta ER<br>G.46 748 L.(oil) 108 415 HeCls. BC<br>8 Ha (stl) (each 14,4 × 12,5) ER<br>Der 2(10) | Oil 2SA 9Cy. 860 × 1600<br>22 500bhp (16 550kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB primary 37kgf/cm² (36,3bar) secondary 16kgf/cm² (15,7bar) hs783,9<br>AuxB (Comp) 16kgf/cm² (15,7bar)<br>Gen 3 × 840kW 450V 50Hz a.c.<br>Fuel 260,0t (d.o.) 5 385,0t (hvf) 16kn |
| **5336521**<br>H8ES<br>8966-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBA**<br>ex Eurabia Wave-79<br>ex Sperber-75<br>ex Abelone Vendila-62<br>**Corozal Shipping Co.**<br>Panama Panama | **2 764**<br>1 464<br>4 052 | DSRK GL<br>✠Classed LR until 12/63 | **1954**-6 Helsingor Skibsv. og Maskinbyg. —Helsingor (317)<br>101,22 14,25 6,500<br>95,64 14,20 7,95<br>P 8,0 RQD 28,1 B 37,5 F 11,9 2 dks<br>RW rf 76 | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 16,7 16,7 ER 15,3 13,2<br>G.5 735 B.5 212<br>1 Ha (stl) (9,5 × 5,4) 3 Ha (w) (10,9 × 6,7) ER (9,6 9,6 × 6,7)<br>8W Der 1(12) 8(5) | Oil 2SA 6Cy. 500 × 1100<br>3 000bhp (2 207kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 3 × 80kW 220V d.c.<br>Fuel 430,0t (hvf) 13kn |
| **7208077**<br>343541<br>Esd Rdr<br>RTm/v | **BARBADOS**<br>**Government of Barbados (Port Department)**<br>Bridgetown Barbados | **221**<br>0<br>— | AB | **1972** Equitable Equipment Co. —Madisonville, La (1628)<br>29,11 8,64<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 45kW 208V 50Hz a.c.<br>Fuel 130,0t (d.o.) 12,5kn |
| **5036250**<br>187034<br>Df Esd<br>Pfd | **BARBADOS**<br>**Claridge Trawlers Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **213**<br>71<br>— | ✠Classed LR until 3/60 | **1958**-8 J. S. Doig (Grimsby) Ltd.—Grimsby (63)<br>*32,25* 7,12<br>31,81 7,01 3,43<br>RQD 17,7 F 5,5<br>RW rf 762 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 318 × 381 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln |
| **7313468**<br>343543 | **BARBADOS 1**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (133)<br>22,86 6,71 2,744<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |

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| 7313470<br>343644 | **BARBADOS 2**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (134) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7313482<br>343645 | **BARBADOS 3**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (135) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7313494<br>356406 | **BARBADOS 4**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (136) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7322005<br>356407 | **BARBADOS 5**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (138) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7322017<br>356408 | **BARBADOS 6**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (140) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7322029<br>356409 | **BARBADOS 7**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (141) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7322031<br>356410 | **BARBADOS 8**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (142) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7331989<br>356411 | **BARBADOS 9**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (143) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7331991<br>356412 | **BARBADOS 10**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (144) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7366594<br>356708 | **BARBADOS 11**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (145) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7366609<br>356709 | **BARBADOS 12**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (146) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7366611<br>356710 | **BARBADOS 14**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (147) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7395416<br>356711 | **BARBADOS 15**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (148) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7395428<br>356712 | **BARBADOS 16**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (149) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7395430<br>356713 | **BARBADOS 17**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (150) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7395442<br>356714 | **BARBADOS 18**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1973**<br>22,86<br>...<br>1 dk | Desco Marine—St. Augustine, Fl<br>6,71<br>... | 2,744<br>... | (151) | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 137 × 165 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |

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| 7395480<br>356715<br>Esd RT | **BARBADOS 19**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1974** Desco Marine—St. Augustine, Fl (152)<br>22,86 6,71<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| 7395492<br>356716<br>Esd RT | **BARBADOS 20**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1974** Desco Marine—St. Augustine, Fl (153)<br>22,86 6,71<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinoi |
| 7395507<br>Esd RT | **BARBADOS 21**<br>**International Seafoods Ltd.**<br>Barbados | **125**<br>85<br>— | **1974** Desco Marine—St. Augustine, Fl (154)<br>22,86 6,71<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinoi |
| 7395519<br>356717<br>Esd RT | **BARBADOS 22**<br>**International Seafoods Ltd.**<br>Barbados | **127**<br>85<br>— | **1974** Desco Marine—St. Augustine, Fl (155)<br>22,86 6,71<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinoi |
| 5358878<br>SV3283<br>3782<br>Df Esd<br>Rdr RT | **BARBALIAS**<br>ex Antonios-80 ex Thetis-70<br>**Elias Xafas**<br>Piraeus Greece | **414**<br>242<br>607 | (GL) **1950** Norderwerft Koser & Meyer —Hamburg<br>46,59 7,52 3,055<br>3,71<br>P 9,2 F 5,5 1 dk<br>RW len 56 | **M General Cargo**<br>G.843 B.768<br>2 Ha (each 12,5 × 4,9) ER | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koel<br>Fuel (d.o.) 9k |
| 7032404<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BARBARA**<br>**Murri Freres**<br>Mogadiscio Somali Republic | **178**<br>121<br>— | AB **1970** Halter Marine Services, Inc.—New Orleans, La (263)<br>33,53 9,66 4,280<br>31,91 9,48 5,01<br>1 dk | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinoi<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 192,0t 12kn |
| 5036341<br>TQXF<br>3655<br>Df Esd<br>Pfd RTm | **BARBARA**<br>**S.A.R.L. Complex Industriel des Produits de la Mer (C.I.P.R.O.M.E.R.)**<br>Concarneau France | **127**<br>53<br>— | **1959** Chantier Le Goanvic & Cie. —Concarneau<br>*22,59* 6,81<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>1 Ha (0,9 × 0,9)<br>1W Der 1(2,5) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 9,5kn |
| 7947415<br>WQZ4<br>451<br>610713 | **BARBARA**<br>**Frances Brander Inc.**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*22,26* 6,15<br>3,69<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 5097187<br>WGAB<br>240028<br>Df Gc<br>Rdr<br>RTm/h/v | **BARBARA ANDRIE**<br>ex Edmond J. Moran<br>**Bultema Marine Transportation Inc.**<br>Wilmington, De United States of America | **298**<br>152<br>— | (AB) **1940** Pennsylvania Shipyards Inc. —Beaumont, Tx (231)<br>37,65 9,02 4,433<br>35,36 9,00 4,88<br>1 dk, 2nd dk fwd & aft<br>BK 140 | **D-E Tug** | 2 Oil 2SA each 6Cy. 215 × 265 driving 2 gen. each 600kW 560V d.c. connected to 2 elec. motors & geared to sc. shaft<br>General Motors Corp. Detroit, M<br>Gen 2 × 30kW 2 × 24kW 125V d.c.<br>Fuel 198,0t (d.o.) |
| 7732896<br>WYC4<br>300<br>585114 | **BARBARA ANN**<br>**Barbara Ann Inc.**<br>Mobile, Al United States of America | **129**<br>87<br>— | **1977** ..............Bayou la Batre, Al<br>*23,69*<br>6,79 3,54<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| 8037724<br>WYR7<br>759<br>616813 | **BARBARA ANN**<br>**Sea Gold Fisheries Inc.**<br>Boston, Ma United States of America | **105**<br>72<br>— | **1980** ..............East Boothbay, Me<br>*19,27* 6,41<br>3,18<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>450bhp (331kW)<br>U.S.A. |
| 7739181<br>WYC5<br>261<br>589996 | **BARBARA ANNE**<br>**Leon W. Vona**<br>Philadelphia, Pa United States of America | **167**<br>114<br>— | **1978** ..............Bayou la Batre, Al<br>*24,88* 7,32<br>3,84<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| 7613571<br>WYU8<br>917<br>561297 | **BARBARA BROOKS**<br>**Boats Inc.**<br>Galveston, Tx United States of America | **114**<br>77<br>— | **1974** J. F. Forcke—Freeport, Tx<br>*20,06* 6,43<br>3,48<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 8002987<br>LLBW<br>19735<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BARBARA BROVIG**<br>**A/S Brovigseil**<br>Th. Brovig<br>Farsund Norway | **30 687**<br>17 510<br>55 363 NV (Class cont.) | **1982** Horten Verft A/S—Horten (200)<br>207,42 32,29 12,604<br>198,69 32,26 16,74<br>P 27,8 B 14,4 F 9,8 1 dk | **M Tanker**<br>SBT IGS<br>19 Ta ER<br>L.(oil) 59 643 HeCls. BC | Oil 2SA 6Cy. 760 × 1550 Sulzer<br>12 000bhp (8 827kW) Horten<br>A/S Horten Verft<br>Gen 2 × 1015kW 2 × 640kW 450V 60Hz a.c.<br>Fuel 261,0t (d.o.) 2 022,0t (hvf)-42.5pd 15,25k |
| 7511993<br>WYL4318<br>573848<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBARA FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **198**<br>134<br>— | AB **1976** McDermott Shipyard—New Iberia, La (100)<br>4,172<br>36,66 10,37 4,96<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 115kW a.c.<br>Fuel 448,0t (d.o.) 13kn |

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| 5036420<br>WH9682<br>273945<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BARBARA GEORGE**<br>**Bay-Houston Towing Co.**<br>Galveston, Tx United States of America | **197**<br>134<br>— | (AB) | **1957** Gulfport SB. Co.—Port Arthur, Tx (505)<br>32,47 8,51 3,871<br>30,56 8,26 4,27<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 16Cy. 222 × 267<br>E made42 fitted57<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 60kW 1 × 20kW<br>110/220V d.c.<br>Fuel 84,5t (d.o.) |
| 7323841<br>541086 | **BARBARA H**<br>**Arthur F. Haworth**<br>San Diego, Ca United States of America | **131**<br>81<br>— | | **1972** Mitchel Duane Phares—Wilmington, Ca<br>*22,26* 6,86<br>2,85 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| 7816587<br>617115<br>Df Pfd<br>Rdr | **BARBARA H. NEUHAUS**<br>**Bay Houston Maritime Industries Inc.**<br>Galveston, Tx United States of America | **172**<br>117<br>— | AB | **1979** Diamond Manufacturing Co.—Savannah, Ga (M-472)<br>28,15<br>26,12 9,76 6,13<br>1 dk<br>BK 76 | **M Tug** | Vee Oil 2SA 16Cy. 230 × 254 geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW a.c.<br>9kn |
| 8036811<br>623210 | **BARBARA LEE**<br>**St. Charles Steelworks Inc.**<br>Houma, La United States of America | **266**<br>181<br>— | | **1980** .............Thibodeaux, La<br>*28,17* 8,67<br>3,89<br>1 dk | **M Fishing** | Oil<br>1 060bhp (780kW)<br>U.S.A. |
| 6829850<br>H8CJ<br>8908-HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARBARA LEONHARDT**<br>ex Wille II-79<br>ex Columbus Tahiti-79<br>ex Meta Reith-77<br>**Alster Navigation S.A.**<br>Leonhardt & Blumberg Reederei Schiffs-und Versicherungsmakler<br>Hamburg Panama | T.Mk<br>**2 881**<br>1 929<br>5 370<br>**5 478**<br>3 927<br>7 314 | GL | **1968** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (464)<br>124,49(BB) 17,68 6,300/7,398<br>114,00 17,58 10,19<br>2 dks | **M General Cargo** 8P<br>G.10 908 B.10 489<br>3 Ha (stl) (12,5 × 8,0) (19,5 19,5 × 12,8) ER<br>5W Cr 1(24) 1(16) 2(8) | Oil 4SA 16Cy. 370 × 400 reduction geared to sc. shaft<br>4 500bhp (3 310kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 345,5t (hvf) 18kn |
| 6826846<br>VC6125<br>326140 | **BARBARA LOUISE**<br>**C. W. McLeod Fisheries Ltd.**<br>Lunenburg, N.S. Canada | **189**<br>82<br>— | | **1967** Smith & Rhuland—Lunenburg, N.S.<br>30,48 7,52<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 270 × 360<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7515535<br>WYT9<br>665<br>552079<br>RT | **BARBARA LYNN**<br>**Levi Simmons**<br>Mobile, Al United States of America | **110**<br>75<br>— | | **1973** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7407881<br>WYT9<br>763<br>553420<br>Df Esd<br>RT | **BARBARA M**<br>**World Wide Marketers Ltd.**<br>Astoria, Or United States of America | **110**<br>75<br>— | | **1974** Bender Welding & Machine Co. Inc.—Mobile, Al (420)<br>22,86 6,71<br>20,86 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7331941<br>WYT8<br>305<br>549225 | **BARBARA McGINN**<br>**Barbara McGinn Inc.**<br>Houma, La United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (124)<br>*20,97* 6,74<br>3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5050517<br>WB4958<br>255247<br>Rdr RTm | **BARBARA MORAN**<br>ex Brant-70<br>**Richmond Curtis Bay Co.**<br>Wilmington, De United States of America | **193**<br>89<br>— | | **1948** Gulfport SB. & D.D. Co—Port Arthur, Tx (324)<br>31,15 7,35<br>29,27 7,32 3,81 | **M Tug** | Oil 2SA 16Cy. 220 × 265 sr geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 30kW 1 × 20kW<br>120/230V d.c.<br>Fuel (d.o.) |
| 7418945<br>VC8346<br>370541<br>Esd Gc<br>Pfd Rdr<br>RT | **BARBARA N.**<br>**Canso Seafoods Ltd.**<br>H. B. Nickerson & Sons Ltd.<br>Pictou, N.S. Canada | **796**<br>376<br>— | ✠ | **1976**-4 Ferguson Industries Ltd.—Pictou, N.S. (199)<br>45,95 11,16 4,268<br>39,48 10,98 6,74<br>F 18,3 2 dks<br>rf nil BK 229 | **M Fishing**<br>Stern Trawler<br>Side doors<br>1 Ho 16,0 ER | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 200kW 1 × 65kW<br>230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 173,0t (d.o.) 10kn |
| 7914561<br>615570<br>Gc Pfd<br>Rdr RT | **BARBARA PELHAM**<br>**Pelham Marine Inc.**<br>New Orleans, La United States of America | **287**<br>195<br>1 200 | AB | **1979** Halter Marine Inc.—Calumet, La (852)<br>3,395<br>48,77 11,60 3,97<br>1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7210783<br>WX7818<br>506606<br>Esd Gc<br>Pfd Rdr<br>RT | **BARBARA R. McALLISTER**<br>ex Paris Theriot-79<br>**McAllister Brothers Inc.**<br>Wilmington, De United States of America | **186**<br>126<br>— | AB | **1967** Nolty J. Theriot Inc.—Golden Meadow, La (20)<br>4,217<br>35,92 9,61 4,86<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW<br>Fuel 233,5t (d.o.) |
| 7368061<br>GUGY<br>363214<br>Df Esd<br>Gc Rdr<br>RTv | **BARBARA WESTON**<br>ex Frendo Pride-76<br>**George Weston Holding Shipping Ltd.**<br>London United Kingdom | **1 599**<br>1 084<br>2 794 | NV | **1974** N.V. Schps. Ferus Smit—Foxhol (211)<br>63,58 13,37 6,541<br>55,02 13,29 7,70<br>P 3,1 B 2,5 F 6,1 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 39,9 ER<br>G.3 252 B.3 227<br>1 Ha (stl) (34,6 × 10,3) ER | Oil 4SA 9Cy. 250 × 300<br>1 495bhp (1 100kW)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 162,5t (d.o.)-5,0pd 11kn |

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|---|---|---|---|---|---|---|---|
| **5271317**<br>HO3233<br>8697-RH<br>Esd Pfd<br>Rdr RTv | **BARBARA VII**<br>ex Agbarha Otor-81<br>ex Pass of Dalveen-72<br>**Volta Trading & Finance Co. S.A.**<br>Panama Panama | **965**<br>397<br>1 169 | <br><br>✠Classed LR until 14/3/80 | **1958**-11 Rolandwerft G.m.b.h.—Bremen (871)<br>65,99 9,61 4,350<br>59,26 9,50 4,65<br>P 18,3 Trunk 32,0 F 10,4 1 dk<br>rf nil | **M Tanker**<br><br>Ice strengthened<br>14 Ta ER<br>L.(oil) 1 518 HeCls. BC | Oil 2SA 5Cy. 340 × 570<br>1 050bhp (772kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 25kW 110V d.c.<br>Fuel 47,0t (d.o.)-3,0pd | <br><br>Trollha<br><br>11, |
| **6919837**<br>DHPA<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **BARBARA-ANN**<br><br>**K.G. Canwood Schiffahrt G.m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **500**<br>357<br>1 479 | <br><br>GL | **1969** J. J. Sietas K.G. Schiffswerft —Hamburg (657)<br>77,88 13,03 3,988<br>70,72 13,01 6,30<br>P 9,2 F 8,0 1 dk & S dk | **M General Cargo** OSD<br><br>Ice strengthened<br>G.3 052 B.2 936<br>1 Ha (stl) (44,5 × 10,2) ER | Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 138kW 1 × 104kW 1 × 32kW 400V 50Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 101,5t (d.o.) | <br><br>K<br><br><br>1 |
| **7413581**<br>DGBB<br><br>Df Esd<br>Gc Rdr<br>RT | **BARBARA-BRITT**<br><br>**Reedereiges. Hans Schirren K.G.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>292<br>1 530<br>**792**<br>584<br>1 970 | <br><br>GL | **1975** Schiffsw. Hugo Peters—Wewelsfleth (556)<br>82,12 (BB) 4,172/4,765<br>72,29 12,78 6,99<br>F 4,0 2 dks | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.4 026 B.3 780<br>TEU 100 C. 100/20′ (40′)<br>2 Ha (stl) (14,4T × 8,0) (33,0 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br><br>Atlas-MaK Maschinenbau<br>Gen 3 × 88kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd | <br><br><br><br><br>13 |
| **7612280**<br>DABC<br>12277<br>Df Esd<br>Gc Rdr<br>RT | **BARBARA-CHRIS**<br><br>**Reedereiges. Hans Schirren K.G.**<br>Hamburg Federal Republic of Germany | **950**<br>650<br>2 340 | <br><br>GL | **1977** Schiffsw. Hugo Peters—Wewelsfleth (562)<br>75,01 (BB) 4,852<br>68,64 12,81 7,12<br>P 12,5 F 7,4 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 47,4 ER<br>G.3 550 B.3 267<br>TEU 126 C.Ho 50/20′ C.Dk 76/20′<br>2 Ha (stl) (6,5 × 7,6) (37,1 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br>1 990bhp (1 464kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 116kW 1 × 80kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 172,5t (d.o.) | <br><br><br><br><br><br>13,2 |
| **5276745**<br>HO8741<br>1090<br>5-81<br>Esd Pfd<br>Rdr<br>RTm/v | **BARBAROSSA**<br>ex Eftyhia-80 ex Petworth-78<br>**Kiama S.A.**<br>Panama Panama | **998**<br>467<br>1 250 | **✠100A1** SS 6/78<br>oil tanker<br>**✠LMC**<br>EL o 1⅜"SQ<br>FN 980 | **1958**-4 Clelands (Successors) Ltd. —Wallsend (224)<br>71,25 10,90 4,185<br>65,54 10,67 4,27<br>P 24,1 F 9,2 1 dk<br>rf 76<br>9BH WB335t | **M Tanker**<br><br>4 Ta p 4 Ta s ER | Oil 2SA 7Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd.<br>db(f) 100lbf/in$^2$ (6,9bar)<br>(db(a) 100lbf/in$^2$ (6,9bar) )<br>Gen 3 × 90kW 110V d.c.<br>Fuel (d.o.) | <br><br>Glas |
| **7933660**<br><br>613597 | **BARBAROSSA**<br><br>**Barbarossa Inc.**<br>Seattle, Wa United States of America | **195**<br>149<br>— | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>*24,88* 7,32<br>3,23<br>1 dk | **M Fishing**<br>Crab | Vee Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors Corp., Detroit Diesel Allison Div. | <br><br><br>U. |
| **5139612**<br>8QJX<br>126/ 10/T<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARBARY**<br>ex Aristides-81 ex Hafnia-75<br>**Maldives Shipping Ltd.**<br>Male Maldives | **12 271**<br>6 936<br>20 209 | **100A1** SS 10/76<br>strengthened for heavy cargoes<br>**LMC**<br>EL Dt $2\frac{7}{16}$"U2<br>FN 5385<br>(NV) | **1963** Uddevallavarvet A/B—Uddevalla (258)<br>169,40 21,42 9,697<br>158,73 21,34 12,58<br>P 49,4 F 16,2 1 dk<br>rf 51<br>9BH WB7225T incl. Comb. btm & STs in holds Nos. 2-7 1947T and topside tanks in holds 2572T | **M Bulk Carrier**<br><br>7 Ho 14,7 14,7 15,6 15,6 15,6 16,2 14,7 ER<br>G.26 924 B.23 674<br>7 Ha (each 9,7 × 10,5) ER<br>14W Der 7(10) 7(5) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>Uddevallavarvet A/B<br>WTAuxB 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 473,5t (hvf)-27,0pd | <br>Gotaver<br>Uddev<br><br><br>14, |
| **7815727**<br>VJBH<br>385347<br>Esd Rdr<br>RT | **BARBARY**<br><br>**Queensland Tug Co. Pty. Ltd.**<br>*Brisbane,* Australia<br>*Queensland* | **266**<br>39<br>— | **✠100A1**<br>tug<br>**✠LMC** **UMS**<br>EL (F) 275,0/22,0U2<br>FN 358 | **1979**-6 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (131)<br>30,00 9,96 4,025<br>24,80 9,71 4,70<br>1 dk<br>rf- BK 25<br>3BH WB53T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 72kW 415V 50Hz a.c. | <br><br>Stamf |
| **6402626**<br>SNUP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBATA**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**1 005**<br>382<br>580 | <br><br>PR | **1963** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/02)<br>69,42 11,00 5,052<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.650 | Oil 4SA 6Cy. 381 × 508 reduction geare to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd.<br>Gen 1 × 240kW 1 × 210kW 1 × 185kW 1 × 120kW 225V d.c.<br>Controllable pitch propeller | <br><br><br>Stockp<br><br><br>13,5 |
| **7601542**<br>ELCG6<br>7265<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER MEMNON**<br>ex Memnon-80<br>**Barber Menelaus Shipping Corp.**<br>Ocean Fleets Ltd.<br>Monrovia Liberia | T.Mk<br>**9 436**<br>5 244<br>15 293<br>**14 905**<br>8 685<br>21 287 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Ht 605,0/70,0U2<br>FN 6231 | **1977**-8 Mitsubishi Heavy Industries Ltd. —Nagasaki (1807)<br>164,52(BB) 26,07 8,738/10,630<br>155,00 26,00 14,20<br>P 34,2 F 25,6 2 dks<br>rf nil<br>7BH WB4712t incl. DTf663t & Comb. btm & STs in holds 3 & 4 2690t | **M General Cargo**<br><br>5 Ho 14,2 24,0 24,0 24,0 24,8 5 TwD ER<br>G.30 335 B.28 814<br>TEU 773 C.Ho 407/20′ C.Dk 366/20′ incl. 76 ref C.<br>9 Ha (stl) (9,0 × 7,9) (19,2p&s × 8,0) (19,2p&s 19,2p&s 19,2p&s × 10,4) ER<br>9W Der 3(35) 5(22) 1(10) | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 11kgf/cm$^2$ (10,8bar) rcv 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 168,0t (d.o.) 1 536,0t (hvf)-53,0pd | <br>Su<br>Ko<br><br><br><br><br><br>18 |
| **7601530** | **BARBER MENELAUS**<br>ex Menelaus-80<br>**Barber Menelaus Shipping Corp.**<br>Ocean Fleets Ltd. | T.Mk<br>**9 436**<br>5 244<br>15 500<br>**14 905**<br>8 685<br>21 241 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Ht 2¾"U2<br>FN 6231 | **1977**-7 Mitsubishi Heavy Industries Ltd. —Nagasaki (1806)<br>164,52(BB) 26,07 8,738/10,624<br>155,00 26,00 14,20<br>P 34,2 F 25,6 2 dks<br>rf nil<br>7BH WB4712t incl. DTf 663t & Comb. btm & STs in holds 3 & 4 2690t | **M General Cargo**<br><br>5 Ho 14,2 24,0 24,0 24,0 24,8 5 TwD ER<br>G.30 335 B.28 814<br>TEU 773 C.Ho 407/20′ C.Dk 366/20′ incl. 76 ref C.<br>9 Ha (stl) (9,0 × 7,9) (19,2p&s × 8,0) (19,2p&s 19,2p&s 19,2p&s × 10,4) ER<br>9W Der 3(35) 5(22) 1(10) | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 11kgf/cm$^2$ (10,8bar) rcv 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 168,0t (d.o.) 1 536,0t (hvf)-53,0pd | <br>Su<br>Ko<br><br><br><br><br><br>18 |

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|---|---|---|---|---|---|---|
| 7601566<br>GXIH<br>378040<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER MENESTHEUS**<br>ex Menestheus-80<br>**Airlease International**<br>**Nominees (Moorgate) Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | T.Mk<br>**10 443**<br>5 537<br>15 087<br>**16 031**<br>8 666<br>21 081 | ✠**100A1**<br>strengthened for heavy<br>cargoes<br>✠**LMC** **UMS**<br>EL H† 605,0/70,0U2<br>FN 6231 | **1977**-12 Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1809)<br>164,60(BB) 26,07 8,738/10,623<br>155,00 26,00 14,20<br>P 34,2 F 25,6 2 dks<br>rf nil<br>7BH WB4712t incl. DTf663t & btm & STs in holds 3 & 4 2690t | **M General Cargo**<br><br>5 Ho 14,2 24,0 24,0 24,0 24,8<br>5 TwD ER<br>G.30 335 B.28 814<br>TEU 773<br>C.Ho 407/20' C.Dk 366/20' incl. 76 ref C.<br>9 Ha (stl) (9,0 × 7,9) (19,2p&s × 8,0) (19,2p&s 19,2p&s 19,2p&s × 10,4) ER<br>9W Der 3(35) 5(22) 1(10) | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 11kgf/cm² (10,8bar)<br>rcv 8kgf/cm² (7,9bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 168,0t (d.o.) 1 536,0t (hvf)-53,0pd<br>18kn |
| 7718577<br>SGKY<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER NARA**<br><br>**Brostroms Rederi A/B**<br>**(Brostrom Shipping Co. Ltd.)**<br>Goteborg Sweden | T.Mk<br>**22 087**<br>12 121<br>33 300 | ✠**100A1**<br>roll on—roll off cargo<br>ship<br>✠**LMC** **UMS**<br>EL Q† 687,5/81,0U3<br>FN 11112 | **1979**-5 Mitsui Eng. & SB. Co. Ltd.<br>—Tamano (1187)<br>228,53(BB) 32,29 10,818<br>212,02 32,26 20,15<br>B 41,5 3 dks, Upr. intermediate dk fwd., 2nd intermediate hoistable dk<br>rf nil<br>3BH to U. dk, 3 to 2nd dk WB8422T incl. STs 3439T | **M RoRo Cargo**<br><br>Angled stern door & ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 1848<br>C.Ho474/20' C.Dk 746/20'<br>C.RoRo Dk 628/20' incl. 120 ref C.<br>Cr 1(40) | Oil 2SA 9Cy. 900 × 1800<br>30 700bhp (22 582kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 2000kW 2 × 1550kW<br>450V 60Hz a.c.<br>2 Thw. thrust propellers , 1 fwd, 1 aft<br>Fuel 574,0t (d.o.) 4 095,5t (hvf) 22kn |
| 7724095<br>GYEW<br>378088<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER PERSEUS**<br><br>**Speakshaw Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | T.Mk<br>**21 747**<br>11 999<br>32 434 | ✠**100A1**<br>roll on—roll off cargo<br>ship<br>movable decks<br>✠**LMC** **UMS**<br>EL R† 687,5/84,0U3<br>FN 11101 | **1979**-6 Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1841)<br>228,51(BB) 32,31 10,821<br>211,51 32,26 20,22<br>Ba 36,6 3 dks, 4th dk in No. 1 Upr. TwD, movable dk in intermediate TwDs light cargoes only<br>rf nil<br>3BH to U dk, 3BH to 2nd dk WB9476T incl. DTf730T, lower STs 2328T Upr. STs 2393T | **M RoRo Cargo**<br><br>Angled stern door & ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 1778<br>C.Ho 500/20' C.RoRo Dk 583/20' C.Dk 695/20' incl. 120 ref C.<br>Cr 1(40) | Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & htr 10kgf/cm² (9,9bar)<br>rcv 7kgf/cm² (6,9bar)<br>Gen 5 × 1500kW 450V 60Hz a.c.<br>2 Thw. thrust propellers , 1 fwd, 1 aft<br>Fuel 677,5t (d.o.) 3 607,0t (hvf)-99,0pd<br>22kn |
| 7724083<br>GYEV<br>378075<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER PRIAM**<br><br>**Ocean Transport & Trading plc**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | T.Mk<br>**21 747**<br>11 999<br>32 037 | ✠**100A1**<br>roll on—roll off cargo<br>ship<br>movable decks<br>✠**LMC** **UMS**<br>EL R† 687,5/84,0U3<br>FN 11105 | **1979**-4 Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1840)<br>228,43(BB) 32,31 10,821<br>211,51 32,28 20,22<br>Ba 36,6 3 dks, 4th dk in No. 1 Upr. TwD, movable dk in intermediate TwDs light cargoes only<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB39476T incl. DTf730T lower STs2328T, Upr STs2393T | **M RoRo Cargo**<br><br>Angled stern door & ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 1778<br>C.Ho 500/20' C.RoRo Dk 583/20' C.Dk 695/20' incl. 120 ref C.<br>Cr 1(40) | Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & htr 10kgf/cm² (9,9bar)<br>rcv 7kgf/cm² (6,9bar)<br>Gen 5 × 1500kW 450V 60Hz a.c.<br>2 Thw. thrust propellers , 1 fwd, 1 aft<br>Fuel 677,5t (d.o.) 3 607,0t (hvf)-99,0pd<br>22kn |
| 7704930<br>LIBD<br>19323<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TAIF**<br><br>**P/R Barber Taif**<br>Wilh. Wilhelmsen<br>Oslo Norway | **21 976**<br>12 006<br>31 931 | <br><br><br>NV | **1979** Tangen Verft A/S.—Kragero (785)<br>228,51(BB) 32,29 10,802<br>212,02 20,20<br>3 dks | **M RoRo Cargo**<br><br>Angled stern door & ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 1774<br>C. 1774/20' incl. 120 ref C.<br>Cr 1(40) | Oil 2SA 9Cy. 900 × 1800<br>30 700bhp (22 582kW) B&W<br>Nylands Verksted A/S Oslo<br>Gen 2 × 2000kW 2 × 1550kW<br>440V 60Hz a.c.<br>2 Thw. thrust propellers , 1 fwd, 1 aft<br>Fuel 677,5t (d.o.) 3 607,0t (hvf)-99,0pd<br>21kn |
| 7530482<br>LFEN<br>19057<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TALISMAN**<br>ex Talisman-81<br>**P/R Barber Talisman**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | T.Mk<br>**12 755**<br>6 841<br>22 050 | ✠**100A1**<br><br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 6983 | **1977**-10 Nippon Kokan K.K.—Tsu, Mie Pref. (52)<br>171,02(BB) 26,37 9,948<br>165,00 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152<br>SF 7BH WB4816T incl. Comb. btm & STs in holds Nos. 3 & 4 2832T | **M General Cargo**<br>Heavy load<br>5 Ho 11,2 27,0 27,7 27,7 26,0<br>9 TwD ER<br>G.38 249 B.34 716 HeCls. B<br>TEU 726<br>C.Ho 390/20' (40') C.Dk 336/20' (40') incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd<br>17,5kn |
| 7515327<br>LFEI<br>19005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TENNESSEE**<br>ex Tennessee-81<br>**P/R Barber Tennessee**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | T.Mk<br>**12 755**<br>6 841<br>22 050 | ✠**100A1**<br>DTf — latex<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 6983 | **1977**-6 Nippon Kokan K.K.—Tsu, Mie Pref. (49)<br>171,02(BB) 26,37 9,983<br>165,00 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152<br>SF 7BH WB4816T incl. Comb. btm & STs in Nos. 3 & 4 holds 2832T | **M General Cargo**<br>Heavy load<br>5 Ho 11,2 27,0 27,7 27,7 26,0<br>9 TwD ER<br>G.38 234 B.34 663 HeCls. B<br>TEU 726<br>C.Ho 390/20' (40') C.Dk 336/20' (40') incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd<br>17,5kn |
| 7515315<br>LFEA<br>18989<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TERRIER**<br>ex Terrier-81<br>**P/R Barber Terrier**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | T.Mk<br>**12 751**<br>6 838<br>22 180 | ✠**100A1**<br>DTf — latex<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 6983 | **1977**-5 Nippon Kokan K.K.—Tsu, Mie Pref. (48)<br>171,02(BB) 26,37 9,983<br>165,00 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152<br>SF 7BH WB4816T incl. Comb. btm & STs in Nos. 3 & 4 holds 2832T | **M General Cargo**<br>Heavy load<br>5 Ho 11,2 27,0 27,7 27,7 26,0<br>9 TwD ER<br>G.38 234 B.34 663 HeCls. B<br>TEU 726<br>C.Ho 390/20' (40') C.Dk 336/20' (40') incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd<br>17,5kn |

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|---|---|---|---|---|---|---|
| **7515339**<br>LFEL<br>19021<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER THERMOPYLAE**<br>ex Thermopylae-81<br>**P/R Barber Thermopylae**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | T.Mk<br>**12 755**<br>6 841<br>21 990 | **✠100A1** SS 3/82<br>DTf — latex<br>**✠LMC** **UMS**<br>EL I† 2⅞″U2<br>FN 7001 | **1977**-7 Nippon Kokan K.K.—Tsu, Mie Pref. (50)<br>171,02(BB) 26,37 9,983<br>165,41 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152<br>SF 7BH WB4816T incl. Comb. btm & STs in Nos. 3 & 4 holds 2832T | **M General Cargo**<br>Heavy load<br>5 Ho 11,2 27,0 27,7 27,7 26,0<br>9 TwD ER<br>G.38 234 B.34 663 HeCls. B<br>TEU 726<br>C.Ho 390/20′ (40′) C.Dk 336/20′ (40′) incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd |
| **7705972**<br>LHOE<br>19268<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TOBA**<br>**P/R Barber Toba**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | T.Mk<br>**22 008**<br>11 867<br>32 015 | **✠100A1**<br>roll on—roll off cargo ship movable decks<br>**✠LMC** **UMS**<br>EL Q† 687,5/84,0U3<br>FN 11026 | **1979**-1 Mitsubishi Heavy Industries Ltd. —Kobe (1094)<br>228,51(BB) 32,31 10,829<br>210,01 32,28 20,22<br>Ba 35,4 3 dks, 4th dk in No. 1 Upr. TwD, movable dk in intermediate TwDs light cargoes only<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB9545T incl. Upr. STs2322T Lwr. STs2932T DTf726T | **M RoRo Cargo**<br>Angled stern door & ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 1772<br>C. 1772/20′ incl. 120 ref C.<br>Cr 1(40) | Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 1 × 1550kW 450V 60Hz a.c.<br>2 Thw. thrust propellers , 1 fwd, 1 aft<br>Fuel 677,5t (d.o.) 3 607,0t (hvf)-99,0pd |
| **7704942**<br>LIDD<br>19347<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TONSBERG**<br>**P/R Barber Tonsberg**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | **22 070**<br>12 090<br>31 800 | NV | **1979** Kaldnes M/V A/S—Tonsberg (212)<br>228,51(BB) 32,31 10,823<br>210,01 32,29 20,20<br>3 dks<br>rf nil | **M RoRo Cargo**<br>Angled stern door & ramp (s)<br>Mchy.aft<br>HeCls. B<br>TEU 1790<br>C. 1790/20′ incl. 120 ref C.<br>Cr 1(40) | Oil 2SA 9Cy. 900 × 1800<br>30 700bhp (22 582kW)<br>Nylands Verksted A/S<br>2 Thw. thrust propellers , 1 fwd, 1 aft<br>Fuel 677,5t (d.o.) 3 607,0t (hvf)-99,0pd |
| **7515303**<br>LEVT<br>18968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARBER TSU**<br>ex Tsu-81<br>Launched as Thalatta<br>**P/R Barber Tsu**<br>Wilh. Wilhelmsen<br>Tonsberg Norway | T.Mk<br>**12 750**<br>6 838<br>22 060 | **✠100A1** SS 4/82<br>DTf — latex<br>**✠LMC** **UMS**<br>EL I† 2⅞″U2<br>FN 6983 | **1977**-4 Nippon Kokan K.K.—Tsu, Mie Pref. (47)<br>171,02(BB) 26,37 9,983<br>165,00 26,31 16,01<br>F 12,5 2 dks, 3rd dk except in No. 1 hold<br>rf 152<br>SF 7BH WB4816T incl. Comb. btm & STs in Nos. 3 & 4 holds 2832T | **M General Cargo**<br>Heavy load<br>5 Ho 11,2 27,0 27,7 27,7 26,0<br>9 TwD ER<br>G.38 234 B.34 663 HeCls. B<br>TEU 726<br>C.Ho 390/20′ (40′) C.Dk 336/20′ (40′) incl. 20 ref C.<br>9 Ha (stl) (6,3 × 10,5) (19,5p&s 19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>12W Cr 4(16) Der 1(150) 10(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 740kW 450V 60Hz a.c.<br>Fuel 160,5t (d.o.) 1 885,5t (hvf)-46,0pd |
| **5036523**<br>191093<br>RT | **BARBERINA**<br>**Sat Sagor Shipping Corp. Ltd.**<br>Bangladesh Coastal Conference<br>Chittagong Bangladesh | **477**<br>253<br>821 | **100A1** SS 5/75<br>**LMC**<br>EL i<br>FN 688 | **1956** Fratelli Pippa—Trieste<br>55,48 9,66 3,480<br>51,01 9,61 3,87<br>P 14,7 F 7,4 1 dk<br>rf 102<br>3BH WB184t | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) |
| | | | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 16/4/82** | | | |
| **5167176**<br>GJMU<br>303686<br>Df Esd<br>Pfd RT | **BARBUDA**<br>ex Jacklyn-75<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **162**<br>59<br>— | ✠Classed LR until 21/11/75 | **1962**-9 Richards Iron Works Ltd. —Lowestoft (470)<br>*28,50* 6,81<br>27,21 6,71 3,28<br>F 4,9<br>RW rf 305 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>475bhp (349kW)<br>Mirrlees National Ltd. |
| **5036597**<br>AQAP<br>151404 | **BARBUS**<br>**Karachi Port Trust**<br>Karachi Pakistan | **830**<br>332<br>— | ✠Classed LR until 5/27 | **1924**-3 W. Simons & Co. Ltd.—Renfrew (663)<br>65,23 11,97 3,506<br>11,92<br>F 7,1<br>R | **TS Dredger**<br>Bucket | T 6Cy. (2) 368 (2) 584 & (2) 940 × 610<br>Wm. Simons & Co. Ltd.<br>Fuel (o.f.) |
| **7939834** | **BARCA 9**<br>**Varonas Investment Corp. S.A.**<br>Nauticol Scheepvaart en Agentuurmij B.V.<br>Belgium | —<br>—<br>787 | **A1** SS 11/79<br>inland waterways oil barge<br>EL 0,0/25,0U1<br>FN 587 | **1958** Ewald Berninghaus—Duisburg<br>61,35 7,04<br>60,51 7,00 2,70<br>Trunk 45,8 1 dk<br>rf nil conv Tanker 79<br>9BH WBnil | **Tank Barge**<br>10 Ta | Gen 1 × 1kW 24V d.c. |
| **7736983**<br>BR18<br>074B<br>Rdr RT | **BARCA 10**<br>**Barca Schiffahrts A.G.**<br>Nauticol Scheepvaart en Agentuurmij B.V.<br>Belgium | **1 072**<br>—<br>— | **A1** SS 7/78<br>inland waterways oil barge<br>EL 0,0/32,0U1<br>FN 778 | **1952** H. H. Bodewes—Millingen a/d Rijn (152)<br>72,50 8,26<br>72,47 8,21 2,52<br>Trunk 60,1 1 dk<br>rf nil<br>10BH WBnil | **Tank Barge**<br>12 Ta | |
| **7223625**<br>EEMO<br>141<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BARCELONA**<br>**Fletamentos Maritimos S.A. (MARFLET)**<br>Ceuta Spain | **122 770**<br>91 107<br>235 000 | BV | **1973** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (89)<br>334,02 51,06 19,813<br>313,11 51,01 26,19<br>1 dk | **M Tanker**<br>14 Ta ER<br>L.(oil) 290 000 | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW)<br>Ast. Espanoles S.A. Manises Works.<br>Gen 4 × —kW 450V 60Hz a.c.<br>Fuel 7 802,0t (hvf)-81,5pd |
| **6705808**<br>JLBB<br>99517<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARCELONA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Osaka Pref. Japan | **10 463**<br>5 981<br>12 554 | NK | **1967** Mitsubishi Heavy Industries Ltd. —Kobe (967)<br>166,02 23,27 8,992<br>156,01 23,22 12,91<br>P 32,7 F 28,1 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>6 Ho ER<br>G.22 364 B.20 706 In.648<br>6 Ha (8,2 × 5,1) (10,9 × 7,0) (14,4 12,0 12,0 × 8,9) (12,8 × 5,4) ER<br>20W Cr 3(10) Der 1(30) 16(6) | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 360kW 450V a.c.<br>Fuel 1 578,0t-63,5pd |

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| 7916973<br>Esd Gc<br>Rdr RT | **BARCO**<br>**O. Slokkers & others**<br>Zwijndrecht Netherlands | **2 000**<br>—<br>3 585 | ✠**A1**<br>inland waterways<br>container and ore carrier<br>L.S.O. to a maximum<br>draught of 3.20m<br>✠**LMC**<br>EL 180,0/34,0U2<br>FN 1620 | **1981**-6 Schps. van Langerbrugge —Gent/Gand (6600)<br>110,01 11,41 11,400<br>106,13 11,37 3,89<br>1 dk<br>rf nil<br>5BH WB137T in STs at fwd & aft ends of cargo hold (p & s) | **TM General Cargo Barge**<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 1 × 54kW 1 × 26kW 1 × 15kW 380V 50Hz a.c.<br>Thw. thrust propeller |
| 7302809<br>SILA<br>11318<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARDALAND**<br>Launched as Anna Presthus<br>**P/R Bardaland**<br>Bernt Abrahamsson<br>Goteborg Sweden | T.Mk<br>**5 570**<br>2 847<br>8 431<br>**8 522**<br>4 778<br>10 892 | NV | **1973** VEB Schiffswerft "Neptun"—Rostock (372)<br>145,42(BB) 19,44 7,748/8,916<br>134,78 19,41 11,31<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>3 Ho 19,8 32,5 32,5<br>G.16 607 B.15 173<br>1 Ha (stl) (14,0 × 11,5) 4 Ha (stl) (25,9p&s 25,9p&s × 7,6)<br>5W Der 5(30) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel (d.o.) 17,5kn |
| 7017909<br>DEAM<br>Esd Rdr<br>RT | **BARDENFLETH**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **138**<br>—<br>— | GL | **1970** Elsflether Werft A.G.—Elsfleth/Weser (373)<br>26,01 8,01 2,858<br>23,02 7,60 3,64<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 56kW 380V 50Hz a.c.<br>Fuel 37,0t (d.o.) 12kn |
| 7384340<br>TFTS<br>1548<br>Df Esd<br>Pfd Rdr<br>RT | **BARDI**<br>ex Boulonnais-79<br>**Sildarvinnslan H/f**<br>Neskaupstadur Iceland | **453**<br>153<br>334 | BV | **1975** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B416/04)<br>45,57 4,547<br>10,52 4,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.370 | Oil 4SA 8Cy. 260 × 280<br>1 500bhp (1 103kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) 13,5kn |
| 5261893<br>TFHZ<br>0160<br>Df Esd<br>Pfd Rdr<br>RT | **BARDINN**<br>ex Jon Sturlaugsson-80<br>ex Valafell-78 ex Olafur Bekkur-72<br>**Utgerdarfelagid Bardinn H/f**<br>Reykjavik Iceland | **131**<br>42<br>— | (NV) | **1960** Holmens Verft—Risor (91)<br>27,89 6,68<br>24,01 6,56 3,46<br>1 dk<br>BK 152 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>1 Ha (1,9 × 1,5) ER<br>1W Der 1(2,5) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| 7412551<br>S6FQ<br>375964<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARDOMAR**<br>**Etablissement Maritime Camille**<br>Germania Schiffahrt G.m.b.H.<br>Singapore Singapore | **3 855**<br>2 588<br>7 124 | GL (BV) (NK) | **1976** Kurushima Dock Co. Ltd.—Onishi (876)<br>114,28 7,113<br>98,00 17,00 8,69<br>P 23,8 B 5,8 F 14,1 1 dk<br>rf 51 | **M General Cargo**<br>Mchy.aft<br>2 Ho 39,1 33,4<br>G.8 820 B.8 217<br>2 Ha (stl) (31,3 × 8,3) (28,7 × 8,3)<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 165kW 445V 60Hz a.c.<br>Fuel 447,5t (hvf) 12,5kn |
| 7610464<br>LIGS<br>19314<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARDU**<br>**P/R Bardu**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | **22 076**<br>13 889<br>33 660 | NV | **1979** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B515/03)<br>176,82 27,49 11,491<br>169,45 27,44 15,80<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>Ore 41 700 HeCls. B<br>7 Ha (stl) (7,0 16,7 9,4 16,7 9,4 16,7 9,4 × 12,8)<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 246,0t (d.o.) 2 470,5t (hvf)-39,0pd<br>15kn |
| 7363102<br>EDZV<br>Df Esd<br>Gc Rdr<br>RT | **BARE**<br>**Bacaladera Vascongada S.A.**<br>Pasajes Spain | **330**<br>131<br>— | BV | **1975** S.A. Balenciaga—Zumaya (239)<br>38,99 8,03<br>34,98 8,01 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 178,5t (d.o.) 13,75kn |
| 5036743<br>EBXW<br>7870<br>Df Esd<br>RTm | **BAREDO**<br>**A. Gonzalez Pazos**<br>Vigo Spain | **207**<br>101<br>— | BV | **1959** Hijos de J. Barreras S.A.—Vigo (1082)<br>29,01 6,05 3,328<br>6,00 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 52,0t (d.o.) 10kn |
| 5291288<br>H04916<br>7367-PEXT<br>Esd Pfd<br>Rdr RT | **BAREFOOT ROGUE**<br>ex Acadia Gull-79<br>ex Red Gauntlet-63<br>**Barefoot Rogue Ltd.**<br>Panama Panama | **147**<br>98<br>— | ✠Classed LR until 8/3/74 | **1955**-7 J. Lewis & Sons Ltd.—Aberdeen (251)<br>*42,22* 8,21<br>41,15 8,08 4,04<br>RQD 22,6 F 6,8<br>RW rf 762 BK 203 | **M Fishing**<br>Side Trawler | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 81,5t 11,25kn |
| 7631377<br>SUUF<br>Esd Gc<br>Rdr RT | **BAREH/2**<br>**Suez Canal Authority**<br>Port Said Egypt | **362**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (H) 332,0/24,0U2<br>FN 504 | **1978**-3 Oshima Zosen—Nagasaki (10024)<br>36,20 11,51 3,410 (aft)<br>33,51 11,00 4,02<br>1 dk<br>rf 356<br>4BH WB31T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 134kW 380V 50Hz a.c.<br>2 Directional propellers |
| 7501728<br>SYMY<br>7899<br>Df Esd<br>Gc Rdr<br>RT | **BARENBELS**<br>ex Barenfels-80<br>**Athens Cape Compania Naviera S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | T.Mk<br>**7 426**<br>4 476<br>13 934<br>**11 801**<br>7 513<br>18 500 | GL | **1976** Flender Werft A.G.—Luebeck-Siems (613)<br>149,16 22,97 8,103/9,700<br>140,01 22,86 13,01<br>P 30,8 F 11,0 2 dks | **M General Cargo**<br>4 Ho 4 TwD ER<br>G.25 195 B.24 320<br>7 Ha (stl) (14,0 18,4p&s 18,4p&s 15,2p&s × 7,0) ER<br>12W Cr 2(5) Der 2(100) 8(5) | Oil 2SA 6Cy. 700 × 1250<br>9 500bhp (6 988kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel 172,5t (d.o.) 1 293,5t (hvf) 15,5kn |
| 7392919<br>PCYG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARENDSZ**<br>**J. Vermaas Scheepvaartbedrijf B.V.**<br>Verenigd Scheepvaartbedrijf V.S.B.<br>Rotterdam Netherlands | **1 599**<br>1 122<br>3 050 | ✠**100A1** SS 3/80<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1524 | **1975**-3 Scheepswerf Bijlholt B.V.—Foxhol (598)<br>81,67 14,10 5,379<br>74,45 14,00 6,46<br>P 15,3 RAD 4,9 RFD 8,0 F 11,0 1 dk<br>rf nil<br>NS 4BH WB844T incl. TwDf89T | **M General Cargo**<br>2 Ho 27,4 25,2 ER<br>G.3 823 B.3 426<br>2 Ha (stl) (each 20,4 × 10,2) ER | Oil 2SA 7Cy. 300 × 550<br>2 730bhp (2 008kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 3 × 96kW 220/380V 50Hz a.c.<br>12,5kn |

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| **5036767**<br><br><br>Df Esd<br>RT | **BARENDSZ**<br>ex Snabell-78 ex Barendsz-69<br><br>Honduras | **499**<br>339<br>850 | ✠Classed LR until<br>8/11/74 | **1954**-11 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (305)<br>55,78 9,05 3,569<br>51,82 9,00 4,09<br>P 11,6 F 9,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 072 B.991<br>2W Der 2(3) | Oil 4SA 8Cy. 305 × 460<br>515bhp (379kW)<br>N.V. Motorenfabriek "De Industrie"<br>Alphen a |
| **5170355**<br>HPPN<br>7616-77B<br>Df Esd<br>Gc Rdr<br>RTv | **BARENTS SEA**<br>ex Saab-72 ex Jarita-68<br>**Yick Fung Shipping & Enterprises Co. Ltd.**<br>Panama Panama | T.Mk<br>**6 181**<br>3 795<br>11 328<br>**8 836**<br>5 291<br>13 892 | NV | **1960** Kieler Howaldtswerke A.G.—Kiel (1082)<br>151,39 18,93 8,214/9,272<br>141,20 18,90 11,99<br>2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 13,4 21,0 21,9 21,9 18,2 ER<br>G.19 196 B.17 164<br>5 Ha (stl) (10,3 11,5 13,1 13,1 10,3 × 7,6) ER<br>10W Der 3(5-10) | Oil 2SA 8Cy. 700 × 1200<br>6 500bhp (4 781kW)<br>Kieler Howaldtswerke A.G.<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 155,0t (hvf) |
| **7366441**<br>WYR2<br>583<br>559782<br>Df Esd<br>Gc Rdr<br>RTm/v | **BARENTS SEAHORSE**<br><br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **292**<br>198<br>945 | AB | **1974** Burton Construction & SB. Corp. —Port Arthur, Tx (507)<br>57,89 12,20 4,331<br>51,82 12,17 5,03<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 403,5t (d.o.) |
| **6710384**<br>Y4GU<br><br>Df Esd<br>Gc Rdr<br>RT | **BARENTSEE**<br><br>**VEB Fischfang Sassnitz**<br>Rostock German Democratic Republic | **644**<br>260<br>397 | DSRK | **1966** VEB Elbewerft—Boizenburg<br>48,93 10,09 3,887<br>46,69 9,99 4,55<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.540 | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Mag<br>Gen 2 × 176kW 1 × 36,5kW 390V 50Hz a.c.<br>Controllable pitch propeller |
| **7418488**<br>UKTG<br>M-29606 | **BARENTSYEVO MORE**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 503**<br>463<br>556 | RS | **1974** Baltiya Shipyard—Klaypeda<br>59,01 (BB) 13,01 4,871<br>52,00 8,92<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.104 In.493<br>3 Ha (1,3 × 1,2) (0,7 × 0,7) (1,9 × 1,9)<br>2W Der 2(1,5) | Oil 4SA 6Cy. 525 × 720 reduction g to sc. shaft<br>2 200bhp (1 618kW)<br>CKD Praha<br>Controllable pitch propeller<br>1 |
| **7929633**<br>PCZB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARENTZGRACHT**<br><br>**C.V. Scheepv. Onderneming 'Brouwersgracht'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 444<br>**3 466**<br>2 241<br>6 151 | ✠**100A1**<br>Ice Class 1A at a draught not exceeding 7.25 metres and Ice Class 1B<br>✠**LMC**<br>EL T 467,5/44,0U2<br>FN 1987 | **1981**-1 Miho Zosensho K.K.—Shimizu (1165)<br>80,22 (BB) 16,11 5,985/8,484<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T and STs in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) 1 |
| **6611083**<br>GTCU<br>309324<br>Rdr RTv | **BARGARTH**<br><br>**Cory Ship Towage Ltd.**<br>Cardiff United Kingdom | **161**<br>—<br>— | ✠**100A1** SS 10/79<br>tug<br>✠**LMC**<br>EL (b) 1"<br>FN 284 | **1966**-7 Richards (Shipbuilders) Ltd. —Lowestoft (486)<br>28,96 7,60 3,150<br>26,22 7,17 3,66<br>RW rf 533 BK 152<br>3BH WB38t | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 sr reverse g to sc. shaft<br>Blackstone & Co. Ltd. St<br>Gen 2 × 30kW 220V d.c.<br>Fuel 36,5t (d.o.) 1 |
| **7528221** | **BARGE No. 2**<br><br>**Barber Wilhelmsen Agencies Ltd.**<br>Khorramshahr Iran | **206**<br>144<br>363 | **A** SS 5/75<br>Persian Gulf harbours service<br>EL (c)<br>FN 273<br>**SURVEYS OVERDUE** | **1961** Wing On Shing Shipyard—Hong Kong<br>23,30 9,17 2,464<br>23,04 8,92 2,90<br>1 dk<br>rf nil<br>SF 2BH WB nil | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| **7528233** | **BARGE No. 3**<br>ex Barge No. 4-76<br>**Barber Wilhelmsen Agencies Ltd.**<br>Khorramshahr Iran | **206**<br>144<br>363 | **A** SS 5/75<br>Persian Gulf harbours service<br>EL (c)<br>FN 273<br>**SURVEYS OVERDUE** | **1962** Wing On Shing Shipyard—Hong Kong<br>23,30 9,17 2,464<br>23,04 8,92 2,90<br>1 dk<br>rf nil<br>SF 2BH WB nil | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| **7528245** | **BARGE No. 4**<br>ex Barge No. 7-76<br>**Barber Wilhelmsen Agencies Ltd.**<br>Khorramshahr Iran | **206**<br>144<br>363 | **A** SS 5/75<br>Persian Gulf harbours service<br>EL (c)<br>FN 273<br>**SURVEYS OVERDUE** | **1962** Wing On Shing Shipyard—Hong Kong<br>23,30 9,17 2,464<br>23,04 8,92 2,90<br>1 dk<br>rf nil<br>SF 2BH WB nil | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| **7528257** | **BARGE No. 5**<br>ex Barge No. 8-76<br>**Barber Wilhelmsen Agencies Ltd.**<br>Khorramshahr Iran | **211**<br>148<br>369 | **A** SS 5/75<br>Persian Gulf harbours service<br>EL (c)<br>FN 271<br>**SURVEYS OVERDUE** | **1962** Wing On Shing Shipyard—Hong Kong<br>23,30 9,17 2,464<br>23,04 8,92 2,82<br>1 dk<br>rf nil<br>SF 2BH WB nil | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| **7528269** | **BARGE No. 6**<br>ex Barge No. 16-76<br>**Barber Wilhelmsen Agencies Ltd.**<br>Khorramshahr Iran | **206**<br>144<br>363 | **A** SS 5/75<br>Persian Gulf harbours service<br>EL (c)<br>FN 273<br>**SURVEYS OVERDUE** | **1963** Wing On Shing Shipyard—Hong Kong<br>23,30 9,17 2,464<br>23,04 8,92 2,90<br>1 dk<br>rf nil<br>SF 2BH WBnil | **General Cargo Barge**<br>1 Ho<br>1 Ha | |

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| 7528271 | **BARGE No. 7**<br>ex Barge No. 17-76<br>**Barber Wilhelmsen Agencies Ltd.**<br>Khorramshahr Iran | **206**<br>144<br>363 | **A** SS 5/75<br>Persian Gulf harbours<br>service<br>EL (c)<br>FN 273<br>**SURVEYS OVERDUE** | **1963** Wing On Shing Shipyard—Hong Kong<br>23,30 9,17 2,464<br>23,04 8,92 2,90<br>1 dk<br>rf nil<br>SF 2BH WBnil | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| 7904645 | **BARGE No. 7**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **170**<br>—<br>314 | **100A1**<br>Class Contemplated<br>FN 291 | **1981** Marine Constructions of Piraeus Ltd.—Salamis (730)<br>31,60 6,18 2,658<br>31,55 5,91 3,31<br>1 dk | **M Tank Barge**<br>Water | Oil 2SA 12Cy. 108 × 127<br>340bhp (250kW) General Motors<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7907142 | **BARGE No. 8**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **350**<br>—<br>500 | **100A1**<br>Class Contemplated<br>FN 401 | **1981** Engineering Enterprises for Steel Work "Steelco"—Cairo (50)<br>39,50 7,42 2,701<br>38,51 7,09 3,31<br>1 dk | **M Tank Barge**<br>Water<br>L.500 | Vee Oil 2SA 16Cy. 108 × 127 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7907154 | **BARGE No. 9**<br>**Alexandria General Water Authority**<br>Alexandria Egypt | **350**<br>—<br>500 | **100A1**<br>Class Contemplated<br>FN 402 | **1982** Engineering Enterprises for Steel Work "Steelco"—Cairo (51)<br>39,53 7,42 2,701<br>38,51 7,12 3,31<br>1 dk | **M Tank Barge**<br>Water<br>6 Ta ER<br>L.500 | Oil geared to sc. shaft<br>General Motors<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7708558 | **BARGE No. 250**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-8** Egyptian SB. & Repairs Co.—Alexandria (44/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7708560 | **BARGE No. 251**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-8** Egyptian SB. & Repairs Co.—Alexandria (45/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7708572 | **BARGE No. 252**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-8** Egyptian SB. & Repairs Co.—Alexandria (46/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7708584 | **BARGE No. 253**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-10** Egyptian SB. & Repairs Co.—Alexandria (47/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7708596 | **BARGE No. 254**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-11** Egyptian SB. & Repairs Co.—Alexandria (48/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7708601 | **BARGE No. 255**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-10** Egyptian SB. & Repairs Co.—Alexandria (49/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7728259 | **BARGE No. 256**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-11** Egyptian SB. & Repairs Co.—Alexandria (50/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7728261 | **BARGE No. 257**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠100AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1978-11** Egyptian SB. & Repairs Co.—Alexandria (51/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |
| 7728273 | **BARGE No. 258**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | **120**<br>—<br>200 | **✠100AN**<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1979-1** Egyptian SB. & Repairs Co.—Alexandria (52/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** | |

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| 7728285 | **BARGE No. 259**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | 120<br>—<br>200 | ✠100AN<br>inland waterways<br>non—perishable cargoes<br>EL (A)<br>FN 271 | **1979**-1 Egyptian SB. & Repairs Co.<br>—Alexandria (53/75)<br>30,33 7,47 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil<br>2BH | **General Cargo Barge** |
| 7918385 | **BARGE No. 291**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | 150<br>—<br>250 | ✠AN<br>inland waterways<br>non—perishable cargoes<br>FN 272 | **1980**-2 Alexandria Shipyard—Alexandria (10227)<br>28,30 7,83 1,501<br>28,00 7,50 2,21<br>1 dk<br>rf nil<br>2BH WBnil | **General Cargo Barge** |
| 7918397 | **BARGE No. 292**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | 150<br>—<br>250 | ✠AN<br>inland waterways<br>non—perishable cargoes<br>FN 272 | **1980**-2 Alexandria Shipyard—Alexandria (10228)<br>28,30 7,83 1,501<br>28,00 7,50 2,21<br>1 dk<br>rf nil<br>2BH WBnil | **General Cargo Barge** |
| 8118944 | **BARGE No. 528**<br>**Canal Stevedoring Co.**<br>Port Said Egypt | 200<br>—<br>500 | **100A1**<br>Class Contemplated<br>FN 420 | **1982** Port Said Engineering Works—Egypt (520)<br>38,41 1,701<br>38,03 8,51 2,52 | **General Cargo Barge** |
| 7924657 | **BARGE No. 1010**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 120<br>—<br>200 | **100A1**<br>Class Contemplated<br>FN 271 | **1980** Egyptian SB. & Repairs Co.<br>—Alexandria (118/79)<br>30,31 7,32 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil | **General Cargo Barge** |
| 7924798 | **BARGE No. 1022**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 120<br>—<br>200 | **100A1**<br>Class Contemplated<br>FN 271 | **1981** Egyptian SB. & Repairs Co.<br>—Alexandria (132/79)<br>30,31 7,32 1,401<br>30,00 7,00 2,01<br>1 dk<br>rf nil | **General Cargo Barge** |
| 7924803 | **BARGE No. 1023**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 120<br>—<br>200 | **100A1**<br>Class Contemplated<br>FN 271 | **1981** Egyptian SB. & Repairs Co.<br>—Alexandria (133/79)<br>1,401<br>30,00 7,01 2,01<br>1 dk | **General Cargo Barge** |
| 7924815 | **BARGE No. 1024**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 120<br>—<br>200 | **100A1**<br>Class Contemplated<br>FN 271 | **1981** Egyptian SB. & Repairs Co.<br>—Alexandria (134/79)<br>1,401<br>30,03 7,01 2,01<br>1 dk | **General Cargo Barge** |
| 8018584 | **BARGE No. 4002**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 280 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (343)<br>30,41 7,42 1,601<br>30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) |
| 8018596 | **BARGE No. 4003**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 281 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (344)<br>30,43 1,601<br>30,03 7,01 2,32<br>1 dk | **General Cargo Barge** |
| 8018601 | **BARGE No. 4004**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 281 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (345)<br>30,43 1,601<br>30,03 7,01 2,32<br>1 dk | **General Cargo Barge** |
| 8018613 | **BARGE No. 4005**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 281 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (346)<br>30,43 1,601<br>30,03 7,01 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) |
| 8018625 | **BARGE No. 4006**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 281 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (347)<br>30,43 1,601<br>30,03 7,01 2,32<br>1 dk | **General Cargo Barge** |
| 8018637 | **BARGE No. 4007**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 280 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (348)<br>30,41 7,42 1,601<br>30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) |
| 8018649 | **BARGE No. 4008**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 280 | **1982** Canal Naval Construction Co.—Port<br>Said (Port Fuad) (349)<br>30,41 7,42 1,601<br>30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) |

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| 8018651 | **BARGE No. 4009**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (350)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018663 | **BARGE No. 4010**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (351)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018675 | **BARGE No. 4011**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (352)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018687 | **BARGE No. 4012**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (353)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018699 | **BARGE No. 4013**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (354)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018704 | **BARGE No. 4014**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (355)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018716 | **BARGE No. 4015**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (356)<br>30,41 7,42 1,601<br>FN 280 30,00 7,00 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018728 | **BARGE No. 4016**<br>**United Arab Stevedoring Co.**<br>Port Said Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (357)<br>30,41 7,42 1,601<br>FN 280 30,00 7,01 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018730 | **BARGE No. 4017**<br>**United Arab Stevedoring Co.**<br>Port Said Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (358)<br>30,41 7,42 1,601<br>FN 280 30,00 7,01 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018742 | **BARGE No. 4018**<br>**United Arab Stevedoring Co.**<br>Port Said Egypt | 150<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (359)<br>30,41 7,42 1,601<br>FN 280 30,00 7,01 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha (stl) | |
| 8018766 | **BARGE No. 4020**<br>**United Arab Stevedoring Co.**<br>Port Said Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (361)<br>30,41 7,42 1,601<br>FN 280 30,00 7,01 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| 8018778 | **BARGE No. 4021**<br>**United Arab Stevedoring Co.**<br>Port Said Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (362)<br>30,41 7,42 1,601<br>FN 280 30,00 7,01 2,32<br>1 dk | **General Cargo Barge**<br>1 Ho<br>1 Ha | |
| 8018819 | **BARGE No. 4025**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (366)<br>30,43 1,601<br>FN 281 30,03 7,01 2,32 | **General Cargo Barge** | |
| 8018821 | **BARGE No. 4026**<br>**United Arab Stevedoring Co.**<br>Alexandria Egypt | 150<br>—<br>250 | 100A1<br>Class Contemplated | **1982** Canal Naval Construction Co.—Port Said (Port Fuad) (367)<br>30,43 1,601<br>FN 281 30,03 7,01 2,32 | **General Cargo Barge** | |
| 8007262<br>Esd Gc<br>Rdr | **BARGE 790**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **573**<br>257<br>880 | | **1980** Universal Dockyard Ltd.—Hong Kong (111)<br>BV 54,11 10,72 2,801<br>51,21 10,71 3,61<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 500 | 2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 206bhp (887kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 76,75kW 380V 50Hz a.c.<br>2 Directional propellers<br>9kn |
| 8007274<br>Esd Gc<br>Rdr | **BARGE 791**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **573**<br>256<br>880 | | **1980** Universal Dockyard Ltd.—Hong Kong (112)<br>BV 54,11 10,72 2,801<br>51,21 10,71 3,61<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 500<br>1 Ha (stl) ER | 2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 206bhp (887kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 76,75kW 380V 50Hz a.c.<br>2 Directional propellers<br>9kn |

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| **8007286**<br><br><br>Esd Gc<br>Rdr | **BARGE 792**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **573**<br>256<br>880 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (113)<br>54,11 10,72 2,801<br>51,21 10,71 3,61<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 500 | 2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 206bhp (887kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 76,75kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>9kn |
| **8007298**<br><br><br>Esd Gc<br>Rdr | **BARGE 793**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **573**<br>256<br>880 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (114)<br>54,11 10,72 2,801<br>51,21 10,71 3,61<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 500 | 2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 206bhp (887kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 76,75kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>9kn |
| **8007303**<br><br><br>Esd Gc<br>Rdr | **BARGE 794**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **378**<br>156<br>540 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (115)<br>48,34 1,980<br>46,21 9,00 3,20<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 220<br>1 Ha (26,9open × 8,0) ER | 2 Oil 4SA each 6Cy. 142 × 160<br>614bhp (452kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>8,25kn |
| **8007315**<br><br><br>Esd Gc<br>Rdr | **BARGE 795**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **378**<br>156<br>540 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (116)<br>48,34 1,980<br>46,21 9,00 3,20<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 220<br>1 Ha (26,9open × 8,0) ER | 2 Oil 4SA each 6Cy. 142 × 160<br>614bhp (452kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>8,25kn |
| **8007327**<br><br><br>Esd Gc<br>Rdr | **BARGE 796**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **378**<br>156<br>540 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (117)<br>48,34 1,980<br>46,21 9,00 3,20<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 220<br>1 Ha (26,9open × 8,0) ER | 2 Oil 4SA each 6Cy. 142 × 160<br>614bhp (452kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>8,25kn |
| **8007339**<br><br><br>Esd Gc<br>Rdr | **BARGE 797**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **378**<br>156<br>540 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (118)<br>48,34 1,980<br>46,21 9,01 3,20<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 220<br>1 Ha (26,9open × 8,0) ER | 2 Oil 4SA each 6Cy. 142 × 160<br>614bhp (452kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>8,25kn |
| **8007341**<br><br><br>Esd Gc<br>Rdr | **BARGE 798**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **378**<br>156<br>540 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (119)<br>48,34 1,980<br>46,21 9,01 3,20<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 220<br>1 Ha (26,9open × 8,0) ER | 2 Oil 4SA each 6Cy. 142 × 160<br>614bhp (452kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>8,25kn |
| **8007353**<br><br><br>Esd Gc<br>Rdr | **BARGE 799**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **378**<br>156<br>540 | <br><br>BV | **1980** Universal Dockyard Ltd.—Hong Kong (120)<br>48,34 1,980<br>46,21 9,00 3,20<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>1 Ho ER<br>Hopper 220<br>1 Ha (26,9open × 8,0) ER | 2 Oil 4SA each 6Cy. 142 × 160<br>614bhp (452kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers | <br><br>Koeln<br><br><br>8,25kn |
| **7414559**<br><br>376857 | **BARGEMAN**<br><br>**Star Offshore Services (Tugs) Ltd. & United Towing (Duncan) Ltd.**<br>Hull United Kingdom | **4 763**<br>3 861<br>— | ✠100A1 SS 3/82<br>pontoon<br>EL (P) 0,0/38,0FSWR<br>FN 3068 | **1977**-5 Dredge & Marine Ltd.—Penryn (S71)<br>91,98 27,97 4,846<br>91,45 27,44 6,10<br>1 dk<br>rf nil<br>5BH WB13342T | **Pontoon**<br>Deck Cargo | | |
| **6611930**<br>UGRI<br>M-27657<br>Df Esd<br>Gc Rdr<br>RT | **BARGUZIN**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 224**<br>1 560<br>4 302 | <br><br>RS | **1965** VEB Schiffswerft "Neptun"—Rostock<br>105,85 14,64 6,560<br>95,71 14,53 8,01<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 775<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(35) 1(15) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (hvf) | <br>MAN<br><br>Rostock<br>13,5kn |
| **6726747**<br>UDVT<br>M-26469 | **BARGUZIN**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **502**<br>87<br>212 | <br><br>RS | **1960** .............Shanghai<br>45,67 9,78 4,001<br>5,01 | **TM Tug**<br><br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works | <br><br>Leningrad<br>11kn |
| **5036872**<br>SUDP<br><br>RT | **BARIE**<br>ex Atlas-58<br>**Suez Canal Authority**<br>Egypt | **650**<br>21<br>— | | **1926** J. P. Rennoldson & Sons Ltd.—South Shields (327)<br>50,47 9,81 4,471<br>... ... ...<br>R | **TS Tug**<br>Salvage | T 6Cy. (2) 508 (2) 838 & (2) 1372 × 838<br><br>J. P. Rennoldson & Sons Ltd. | <br><br>South Shields |
| **5036896**<br>8RAE<br>82937<br>RTm | **BARIMA**<br><br>**Government of The Republic of Guyana**<br>Georgetown, Demerara Guyana | **284**<br>110<br>198 | <br><br>✠Classed LR until 11/41 | **1939**-5 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (340)<br>40,26 8,87 2,642<br>8,82<br>F 9,5<br>R | **TM Ferry/General Cargo** 397P<br><br>2 Ho 15,2 6,1<br><br>2 Ha (4,5 × 3,0) (2,2 × 2,2)<br>1W Der 1(4) | 2 Oil 4SA each 6Cy. 175 × 255 sr geared to sc. shafts<br>720bhp (530kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 1 × 30kW 1 × 15kW 220V d.c.<br>Fuel 4,0t (d.o.) | <br><br><br>Colchester<br><br>10kn |
| **6718611**<br>HO4279<br>7659-PEXT<br>Df Esd<br>Pfd Rdr<br>RTh | **BARIS**<br>ex Oliver B-77 ex Seagull-75<br>ex Inge-72<br>**Kibris Turk Denizcilik Ltd. Sirketi (Cyprus Turkish Shipping Co. Ltd.)**<br>Panama Panama | **211**<br>130<br>572 | (GL)<br><br>Classed LR until 5/12/12/80 | **1967** Deutsche Industrie-Werke A.G.—West Berlin (6137)<br>50,12 9,07 2,820<br>45,29 9,01 5,11<br>P 12,2 2 dks<br>rf nil | **M General Cargo** OSD<br><br>1 Ho 32,0 ER<br>G.1 133 B.1 019<br>1 Ha (24,6 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 12kW 1 × 20kW 380V 50Hz a.c.<br>Fuel 34,5t (d.o.) | <br><br>Koeln<br><br><br>9,75kn |

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| 7348542<br>EMWG<br>M-31213<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARIT**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 100**<br>859<br>1 212 | RS | **1976** VEB Mathias-Thesen-Werft—Wismar (365)<br>82,02 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5422514<br>YBMI<br>RTm | **BARITO**<br>ex Hikmah II-76 ex Slamet VIII-74<br>ex Slamet Delapan-69 ex Betiri-63<br>**P.T. Tjahaja Kalbar**<br>Pontianak Indonesia | **567**<br>194<br>742 | ✠Classed LR until 5/3/71 | **1954**-7 Clelands (Successors) Ltd. —Wallsend (187)<br>52,23 9,17 3,226<br>48,67 9,15 3,66<br>P 13,2 F 6,4 1 dk<br>RW rf 76 | **TM Tanker**<br>8 Ta ER<br>L.(oil) 894 | 2 Oil 2SA each 4Cy. 265 × 340<br>680bhp (500kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 20kW 110V d.c.<br>Fuel 33,5t (d.o.)-3,0pd 9kn |
| 7104087<br>YBNS<br>RT | **BARITO**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **128**<br>109<br>94 | AB | **1971** Robin Shipyard (Pte.) Ltd.—Singapore (44)<br>29,11 7,62 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 55,0t (d.o.) 11kn |
| 5231939<br>HPHF<br>7169-PEXT2<br>Esd RTh | **BARKAT**<br>ex Fairplay ex Membau-77<br>**Al Barkat Shipping Corp.**<br>Panama Panama | **745**<br>325<br>921 | ✠LR class withdrawn 24/11/82 | **1959**-12 Pacific Islands S.B. Co. Ltd. —Hong Kong (238)<br>57,61 10,16 3,677<br>53,17 10,06 4,42<br>P 14,4 Trunk 25,6 F 6,4 1 dk<br>RW rf 25 | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 229 × 305 sr reverse geared to sc. shaft<br>619bhp (455kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 85kW 400V 50Hz a.c.<br>Fuel (d.o.) |
| 7208235<br>SKHA<br>Df Esd<br>Gc Rdr<br>RTv | **BARKEN**<br>ex A. C. Crosbie-82<br>ex Ida Lundrigan-76<br>**Bengt Rune I. Bengtsson P/R**<br>Karlstad Sweden | **6 850**<br>3 554<br>9 792 | **✠100A1** SS 9/80<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL Z 2⅛"U2<br>FN 3448 | **1972**-11 Robb Caledon Shipbuilders Ltd. —Dundee (558)<br>122,69 19,05 8,103<br>114,92 19,00 11,00<br>RAD 19,6 F 13,8 1 dk<br>rf 152 conv Fixed-guides General Cargo/Container Ship 82<br>NS 8BH WB3441t incl. DTmf 278t DTma 278t | **M General Cargo**<br>Paper-carrying Pulp<br>4 Ho 9,1 18,9 27,3 19,6 ER<br>B.11 900<br>4 Ha (stl) (4,8 × 6,5) (18,9 27,3 23,8 × 16,4) ER<br>Cr 4(12,25) | Vee Oil 4SA 14Cy. 400 × 460 sr geared to sc. shaft<br>7 000bhp (5 149kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 1 × 400kW 3 × 344kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 87,0t (d.o.) 938,0t (hvf) 15kn |
| 7530884<br>DKCD<br>Df Esd<br>Gc Rdr<br>RT | **BARKENKOPPEL**<br>ex Nordholm-79<br>**Schiffahrts K.G. Beteiligungsges. Alster m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **999**<br>670<br>2 206 | GL | **1976** Hashimoto Zosensho—Hinase (500)<br>4,769<br>70,01 12,41 7,22<br>P 13,2 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (stl) (43,7 × 10,0) ER | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>12kn |
| 7533771<br>UDVL<br>M-12428 | **BARKHATOVO**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7501699<br>D5DA<br>6201<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARKNES**<br>**Brockway Shipping Ltd.**<br>Wheelock Marine Services Ltd.<br>Monrovia Liberia | **19 169**<br>12 572<br>34 556 | **✠100A1**<br>**✠LMC** **UMS**<br>EL J† 605,0/76,0U2<br>FN 7382 | **1978**-3 Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (988)<br>180,02(BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil<br>7BH WB17700T incl. comb. btm. side & topside tanks in Nos. 1, 2 & 3 holds 5934T, comb. btm. & side tanks in Nos. 4 & 5 holds 2758T, No. 3 hold 7357T | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>15,5kn |
| 5036925<br>PKBG<br>Esd | **BARLIAN**<br>**Government of The Republic of Indonesia**<br>Indonesia | **664**<br>435<br>508 | ✠Classed LR until 9/58 | **1953**-5 Gebr. van Diepen—Waterhuizen (923)<br>58,53 9,73 2,934<br>52,43 9,71 2,98<br>P 12,8 RQD 12,8 B 24,4 F 6,8 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.565<br>4W | Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 51,0t (d.o.) 9kn |
| 7303451<br>SQCO<br>Df Esd<br>Gc Rdr<br>RT | **BARLINEK**<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | **807**<br>362<br>1 071 | PR | **1973** Stocznia "Wisla"—Gdansk (B457/03)<br>59,80 10,22 4,201<br>54,01 4,81<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,5 ER<br>G.1 443 B.1 420<br>2 Ha (stl) (each 11,2 × 6,7) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 360 × 600<br>900bhp (662kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 72kW 1 × 20kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 53,0t (d.o.)-3,5pd 11,5kn |
| 5036949<br>EDNE<br>7231<br>Df Esd<br>RT | **BARLOVENTO**<br>ex Emfa-54<br>**Justo Goberna Serodio**<br>Vigo Spain | **153**<br>90<br>— | | **1944** Ast. del Cantabrico Angel Riva Suardiaz—Gijon<br>*27,50* 6,10 3,455<br>... ... ... | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 295 × 420<br>500bhp (368kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 11kn |
| 6826145<br>LCJQ<br>17216<br>Esd Rdr<br>RT | **BARMNES JUNIOR**<br>ex Haroysund-75<br>**P/R Johan Thevik**<br>Trondheim Norway | **176**<br>70<br>— | | **1969** Vaagland Batbyggeri A/S—Vaagland (77)<br>31,12 7,04<br>6,94 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **5036987**<br>KCVC<br>247659<br>Df Esd<br>Gc Rdr<br>RT | **BARNARD VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (V742)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,7 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 60kW 240V d.c.<br>Fuel 2 928,0t (o.f.)<br>15kn |
| **6707375**<br>UDUS<br>M-27922<br>Df Esd<br>Gc Rdr<br>RT | **BARNAUL**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 531**<br>2 383<br>6 631 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/53)<br>123,83 16,74 7,240<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 1 × 300kW 1 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf)<br>16,5kn |
| **7402934**<br>GUXR<br>376313<br>Esd Pfd<br>Rdr RT | **BARNBY QUEEN**<br>**Talisman Trawlers (North Sea) Ltd.**<br>Lowestoft United Kingdom | **349**<br>132<br>— | ✠100A1 SS 6/80<br>stern trawler<br>✠LMC<br>EL (G) ¾"U2<br>FN 417 | **1976**-4 Goole SB. & Repairing Co. Ltd. —Goole (587)<br>37,98 8,34 3,801<br>31,86 8,31 4,75<br>F 15,9 1 dk<br>rf 356 BK 152<br>4BH WB22t | **M Fishing**<br>Stern Trawler<br>Mchy.fwd & aft | Vee Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 250bhp (919kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **6800153**<br>WYT3<br>887<br>255385 | **BARNEGAT**<br>**Pavilion Beach Corp.**<br>Gloucester, Ma United States of America | **165**<br>87<br>— | | **1948** R.T.C. SB. Corp—Camden, NJ<br>*36,58* 6,56<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 6Cy. 305 × 381<br>600bhp (441kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>10kn |
| **5198888**<br>HO6129<br>8840-PEXT2<br>Df Esd<br>Gc Rdr<br>RTm/v | **BARNEY MAC**<br>ex Estland-82 ex Turquoise-79<br>ex Kylebank-75<br>**Estrella Maritime Inc.**<br>Panama Panama | **1 045**<br>539<br>1 674 | ✠100A1 SS 12/81<br>✠LMC<br>EL n $1\frac{5}{16}$"SQ<br>FN 1017 | **1961**-3 Clelands SB. Co. Ltd.—Wallsend (249)<br>69,50 10,93 4,592<br>65,54 10,83 4,68<br>P 16,8 F 7,1 1 dk<br>RW rf 102<br>NS 5BH WB503t incl. DTf143t | **M General Cargo**<br>3 Ho 14,0 13,7 12,5 ER<br>G.2 334 B.2 218<br>3 Ha (stl) (8,5 × 6,4) (8,5 8,5 × 7,0) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 381 × 508<br>1 050bhp (772kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 50kW 1 × 25kW 220V d.c.<br>Fuel 81,5t (d.o.)<br>11kn |
| **5037008**<br>WG7275<br>270843<br>Rdr | **BARNEY TURECAMO**<br>**Vincent C. Turecamo Inc.**<br>Wilmington, De United States of America | **167**<br>114<br>— | | **1956** Jakobson Shipyard Inc.—Oyster Bay, NY (362)<br>*27,38* 3,445<br>27,34 7,62 3,79 | **M Tug** | Oil 2SA 16Cy. 216 × 267<br>General Motors Corp. Cleveland, Oh |
| **5037022**<br>GHGD<br>301827<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARNSLEY**<br>**Dagon Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **409**<br>146<br>— | ✠100A1 SS 6/79<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of longitude 15°N & the coast of Europe<br>✠LMC<br>EL (g) $1\frac{3}{16}$"<br>FN 540 | **1960**-10 Goole SB. & Repairing Co. Ltd. —Goole (523)<br>*42,65* 8,67<br>41,84 8,54 4,35<br>F 8,6<br>RW rf 381 BK 178 conv Side Trawler Fishing 80<br>4BH WB22t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 381 × 457<br>1 120bhp (824kW)<br>Mirrlees, Bickerton & Day Stockport |
| **5290260**<br>GUOA<br>362882<br>Df Esd<br>RTm | **BARNSTAPLE TRADER**<br>ex Isle Of Rona-81 ex Ranskar-74<br>ex Stortemelk-60<br>**West County Shipping Ltd.**<br>Barnstaple United Kingdom | **436**<br>209<br>594 | ✠100A1 SS 3/80<br>✠LMC<br>EL g<br>FN 534 | **1956**-9 Schpsbw. & Rep. Gebr. Sander N.V.—Delfzijl (202)<br>51,92 8,34 3,068<br>46,31 8,16 3,36<br>P 11,9 F 5,8 1 dk<br>RW rf nil<br>3BH WB201t | **M General Cargo**<br>1 Ho ER<br>G.793 B.736<br>2 Ha (each 11,3 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 305 × 460<br>395bhp (291kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 25,5t (d.o.)<br>9kn |
| **6927676**<br>GHFG<br>301636<br>RTv | **BARNSTON I**<br>ex Weasdale H-77<br>**C. Crawley Ltd.**<br>Hull United Kingdom | **270**<br>125<br>381 | | **1960** John Harker Ltd.—Knottingley (288)<br>... ... ...<br>41,15 6,63 2,75<br>P 6,4 RQD 6,8 F 6,1 1 dk<br>RW rf 76 BK 25 | **M Tanker**<br>4 Ta ER<br>L.(oil) 547 | Oil 4SA 6Cy. 178 × 197<br>240bhp (177kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 1 × 10kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 5,0t (d.o.)<br>8kn |
| **7311410**<br>UWGT<br>M-31076<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAROGRAF**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**2 211**<br>639<br>1 091 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (122)<br>81,95 13,64 5,300<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>G.155 In.520<br>3 Ha (1,3 × 1,9) (2,3 × 2,3) (2,3 × 2,6)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14,25kn |
| **6706981**<br>506014<br>Esd Rdr<br>RT | **BAROID BULLET**<br>**National Lead Co. (Baroid Division)**<br>New Orleans, La United States of America | **194**<br>132<br>— | | **1966** American Marine Corp.—New Orleans, La (957)<br>40,54 3,109<br>37,75 9,76 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi |
| **6706993**<br>WX5032<br>502314 | **BAROID RANGER**<br>**National Lead Co. (Baroid Division)**<br>New Orleans, La United States of America | **194**<br>132<br>— | | **1966** American Marine Corp.—New Orleans, La (934)<br>40,54 3,109<br>37,75 9,76 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>15kn |

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| 7625043<br>EHQH<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BAROJA**<br><br>**Transportes Navales S.A.**<br>Cadiz Spain | **22 452**<br>14 451<br>38 401 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 1, 4 & 6<br>holds or Nos. 2 & 4<br>holds may be empty<br>✠**LMC**<br>EL J† 605,0/66,0U3<br>FN 7879 | **1979**-1 Astilleros Espanoles S.A.—Factoria<br>de Puerto Real (9)<br>186,67(BB) 29,06 9,751<br>175,01 29,01 16,01<br>F 15,9 1 dk<br>rf nil DK in way of holds<br>10BH WB16669T incl. Comb. btm & STs<br>in holds 5691T Topside tanks in holds<br>3274T No. 4 hold 6271T | **M Bulk Carrier**<br>Cement Self-unloader<br>Self-unloader<br>6 Ho 19,0 21,5 22,4 14,1 22,4<br>14,1 ER<br>G.44 073<br>6 Ha (stl) (9,9 12,4 12,4 9,9 14,9 9,9<br>× 14,0) ER | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 AuxB (1 o.f. 1 ex.g) 6,5kgf/cm$^2$ (6,4bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 227,0t (d.o.) 1 207,0t (hvf)-29,0pd<br>14kn |
| 7413842<br>PCYH<br>4674<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAROK**<br>ex Audrey Johanna-81<br>**J. & D. Damhof**<br>B.V. Scheepvaartbedrijf<br>"Poseidon"<br>Delfzijl Netherlands | **1 599**<br>1 069<br>2 800 | <br><br>BV | **1975** Peter's Scheepsbouw B.V.—Kampen<br>a/d Ijssel (114)<br>78,42 12,35 5,385<br>74,43 12,02 6,58<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.3 416 B.3 345<br>1 Ha (stl) (43,2 × 8,7) ER | Vee Oil 2SA 12Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam<br>Fuel 205,0t (d.o.) 12kn |
| 7126360<br>LEBZ<br>17736<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAROK**<br><br>**Fred. Olsen & Co.**<br>Oslo Norway | T.Mk<br>**1 516**<br>780<br>2 856 | <br><br>NV | **1971** Trondhjems M/V, Aker Trondelag<br>A/S—Trondheim (646)<br>87,00 15,04 6,147<br>77,17 14,99 10,85<br>2 dks<br>rf 51 | **M RoRo Cargo/General Cargo**<br>Pallets<br>Side doors (s) Stern door/ ramp<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>B.6 351<br>4 Ha (stl) (18,4p&s 24,6p&s × 5,3)<br>2W Cr 1(5) Der 1(18) 1(16) | Oil 4SA 8Cy. 410 × 470<br>4 400bhp (3 236kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 156kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 254,0t (hvf)-19,5pd 15kn |
| 7352452<br>3FOE<br>4194-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARON**<br><br>**Crimson Navigation Co. S.A.**<br>Panama Panama | **3 939**<br>2 822<br>6 544 | <br><br>NK | **1973** Imabari Zosen—Imabari (314)<br>105,54 16,36 6,808<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br><br><br>G.8 421 B.8 000<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 2(19,5) 2(14,75) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 525,5t (d.o.)-12,0pd 12,75kn |
| 7045669<br>GOVG<br>335587<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BARON BELHAVEN**<br><br>**Alcan Shipholding (Bermuda) Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan United Kingdom | **14 885**<br>8 802<br>23 714 | ✠**100A1** CS 3/81<br>strengthened for heavy<br>cargoes, Nos. 2 & 5<br>holds may be empty,<br>Nos. 2 & 5 holds & No.<br>2 side tank (p & s)—oil<br>FP above 65,5°C<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 5791 | **1971**-3 Kaldnes M/V A/S—Tonsberg<br>(187)<br>165,21(BB) 22,92 10,237<br>156,98 22,86 14,03<br>P 29,0 F 14,4 1 dk<br>rf 51 DK fwd<br>NS 8BH WB8627t incl. Comb. btm, side<br>& topside tanks in Nos. 1-4 holds 4640t<br>Topside tanks in Nos. 5 & 6 holds 1485t | **M Bulk Carrier**<br><br>pt higher tensile steel<br>6 Ho 23,9 12,5 22,5 22,5 12,5<br>22,4 ER<br>G.28 442 B.27 015<br>6 Ha (stl) (17,9 8,0 17,9 17,9 8,0<br>17,9 × 11,5) ER | Oil 2SA 5Cy. 760 × 1550<br>10 000bhp (7 356kW) Sulzer<br>A/S Horten Verft Horten<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 390kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) 1 520,0t (hvf) 15kn |
| 5037084<br>ORKJ<br>316 | **BARON DE MAERE**<br>ex Mico-47<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Zeebrugge Belgium | **107**<br>23<br>— | | **1939** Schps. L. Smit & Zoon—Kinderdijk<br>(899)<br>27,46 6,48 2,794<br>5,95<br>F 2,8 1 dk<br>R | **M Tug** | Oil 4SA 8Cy. 220 × 280<br>NE 64<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7433074<br>GCFE<br>378849<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARON KINNAIRD**<br><br>**Salvador Shipping Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan United Kingdom | **16 023**<br>10 174<br>26 066 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, No. 3 hold may<br>be empty<br>✠**LMC**<br>EL G† 577,5/60,0U3<br>FN 6502 | **1981**-12 Cia. Comercio e Navegacao CCN<br>Maua Shipyard—Niteroi (142)<br>173,18(BB) 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>7BH WB11986T incl. topside tanks in<br>holds 2751T, Comb. btm & STs in Nos.<br>2, 3, 4 & 5 holds 2324T and incl. No. 3<br>hold 5220T | **M Bulk Carrier**<br><br>5 Ho 16,7 28,0 19,1 29,0 27,3<br>ER<br>G.34 038 B.32 041 HeCls. B<br>TEU 174 C. Dk 174/20' (40')<br>5 Ha (stl) (12,5 × 11,3) (19,6 12,4<br>19,8 19,8 × 16,5) ER<br>Cr 4(24,5) | Oil 2SA 7Cy. 700 × 1250<br>13 000bhp (9 562kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 1 949,0t (hvf)-34,5pd<br>15kn |
| 8110447<br>JKVG<br>125824 | **BARON MINTO**<br><br>**Kanbara Kisen K.K.**<br>Numakuma, Japan<br>Hiroshima Pref. | **18 824**<br>11 971<br>32 131 | <br><br>NK | **1982** Tsuneishi Zosen K.K.—Numakuma<br>(493)<br>11,178<br>170,01 25,40 15,52<br>1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.40 010 B.38 810<br>5 Ha (stl) ER | Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| 7520231<br>GWES<br>364286<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARON MURRAY**<br><br>**Baron Murray Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan United Kingdom | **20 819**<br>11 510<br>32 490 | ✠**100A1** SS 8/81<br>strengthened for heavy<br>cargoes No. 3 hold may<br>be empty<br>✠**LMC** **UMS**<br>EL J† 2$\frac{5}{8}$"U3(a)<br>FN 7110 | **1977**-4 Mitsui Eng. & SB. Co. Ltd., Chiba<br>Works—Ichihara (1094)<br>179,03(BB) 27,06 10,675<br>170,01 27,01 14,81<br>P 32,4 F 13,8 1 dk<br>rf nil<br>7BH WB11685t incl. Comb. btm & STs in<br>holds 5459t Topside tanks in holds No. 1,<br>2 & 5 2747t & STs in No. 3 hold 2197t | **M Bulk Carrier**<br><br>5 Ho 25,7 27,1 19,2 27,1 27,1<br>ER<br>G.39 843<br>5 Ha (stl) (16,7 × 13,2) (18,3 12,1<br>18,3 18,3 × 14,9) ER<br>Cr 4(16) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 152,0t (d.o.) 1 936,0t (hvf) 15,5kn |
| 7342471<br>GVEJ<br>364278<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARON NAPIER**<br><br>**H. Hogarth & Sons Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan United Kingdom | **16 646**<br>9 782<br>26 931 | ✠**100A1** CS 6/81<br>strengthened for heavy<br>cargoes, Nos. 1 & 4<br>holds or Nos. 1 & 3<br>holds may be empty (cc)<br>✠**LMC** **UMS**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6452 | **1976**-6 Govan Shipbuilders Ltd.—Govan,<br>Glasgow (217)<br>175,11(BB) 25,51 10,148<br>163,38 25,46 14,03<br>P 29,3 F 13,2 1 dk<br>rf nil<br>NS 7BH WB13555T incl. Comb. btm &<br>STs in Nos. 2, 3 & 5 holds 1470T<br>Topside tanks in holds 4395T & No. 3<br>hold 5947T | **M Bulk Carrier**<br><br>5 Ho 19,2 28,3 20,1 28,3 28,1<br>ER<br>G.34 021 B.31 968<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2<br>× 12,1) ER<br>Cr 4(18) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 645,0t (hvf) 15kn |
| 7342483<br>GVEK<br>364279<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARON PENTLAND**<br><br>**H. Hogarth & Sons Ltd.**<br>Scottish Ship Management Ltd.<br>Ardrossan United Kingdom | **16 844**<br>9 931<br>26 815 | ✠**100A1** CS 6/81<br>strengthened for heavy<br>cargoes, Nos. 1 & 4<br>holds or Nos. 1 & 3<br>holds may be empty (cc)<br>✠**LMC** **UMS**<br>EL F† 2$\frac{5}{8}$"U2<br>FN 6452 | **1976**-6 Govan Shipbuilders Ltd.—Govan,<br>Glasgow (218)<br>175,11(BB) 25,51 10,148<br>163,38 25,46 14,03<br>P 29,3 F 13,2 1 dk<br>rf nil<br>NS 7BH WB13713T incl. Comb. btm &<br>STs in Nos. 2, 3, 4 & 5 holds 2073T<br>Topside tanks in Nos. 2, 3, 4 & 5 holds<br>3950T & No. 3 hold 5947T | **M Bulk Carrier**<br><br>5 Ho 19,2 28,3 20,1 28,3 28,1<br>ER<br>G.34 021 B.31 968<br>5 Ha (stl) (10,2 19,2 10,9 19,2 19,2<br>× 12,1) ER<br>Cr 4(18) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 645,0t (hvf) 15kn |

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| **7705881**<br>H3QM<br>9211-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARON STAR**<br>ex Five Star-78<br>**Bredia Shipholding S.A.**<br>Pioneer Line Co. Ltd.<br>Panama Panama | **10 686**<br>7 436<br>18 725 | NK | **1977** Minami-Kyushu Zosen K.K.—Usuki (514)<br>152,53 22,89 9,170<br>143,21 22,86 12,50<br>P 28,7 F 10,1 1 dk | **M Bulk Carrier**<br>G.23 607 B.22 813<br>4 Ha (19,9 × 9,7) (21,1 21,1 20,3 × 11,2) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K. | Mitsubishi<br>Nagasaki<br>14,75kn |
| **8105260**<br>HOFP<br>10783<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARONIA**<br>**Baronia Shipping Co. S.A.**<br>Panama Panama | **16 964**<br>11 458<br>28 076 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2 & 4 may be empty<br>**✠LMC**<br>EL H† 605,0/70,0U2<br>FN 6715 | **1982**-3 Dalian Shipyard—Dalian/Dairen (B270/2)<br>197,16(BB) 23,12 10,002<br>180,02 23,00 14,30<br>P 32,0 F 19,6 1 dk<br>rf nil<br>NS 7BW WB11432T incl. topside tanks in holds 4905T & Comb btm & STs in hold 5194T | **M Bulk Carrier**<br>5 Ho 30,1 31,5 21,5 31,5 28,2 ER<br>G.38 267 B.33 479<br>5 Ha (stl) (18,2 21,5 13,2 21,5 19,0 × 11,0) ER<br>Cr 4(25) | Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW)<br>Makita Diesel Co. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11,5kgf/cm$^2$ (11,3bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 268,0t (d.o.) 1 594,5t (hvf)-34,0pd | B&W<br>Takamatsu<br>14,5kn |
| **7403524**<br>EPNG<br>212<br>Df Esd<br>Rdr RT | **BAROOMAND**<br>**National Iranian Oil Co.**<br>Khorramshahr Iran | **426**<br>126<br>248 | **✠100A1**<br>tug<br>**✠LMC**<br>EL J 1⅛"U2<br>FN 587<br>**SURVEYS OVERDUE** | **1975**-11 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (334)<br>39,50 10,60 4,773<br>36,81 10,34 5,59<br>RFD 9,5 1 dk<br>rf 1346<br>5BH WB33T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 381 × 457 sr geared to sc. shaft<br>Mirlees Blackstone (Stockport) Ltd.<br>Gen 2 × 245kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Stockport<br>13kn |
| **5037216**<br>113148<br>RT | **BAROONA**<br>**North Shore Ferries Ltd.**<br>Auckland New Zealand | **129**<br>73<br>— | | **1904** G. A. Radcliffe—Newcastle, N.S.W.<br>35,06 6,56 2,363<br>... ... ...<br>2 dks | **Wood TM Ferry**<br>—P | 2 Oil each 8Cy. 165 × 184<br>480bhp (353kW) E made68 fitted72<br>Bergius Kelvin Co. Ltd. | Glasgow<br>10kn |
| **6914306**<br>LGEN<br>17255<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAROY**<br>**K/S Nord-Poolen A/S**<br>A/S Ofotens D/S<br>Narvik Norway | T.Mk<br>**492**<br>247<br>818 | NV | **1969** Kaarbos M/V A/S—Harstad (63)<br>61,27 11,00 3,874<br>55,81 10,98 6,51<br>2 dks<br>len 73 | **M General Cargo**<br>Pallets Ref<br>Ice strengthened Side door<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 96kW 1 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-4,5pd | Kiel<br>13kn |
| **5037266**<br>EFNM<br>7295 | **BARRA**<br>**Salvador Barreras Masso y otros**<br>Vigo Spain | **207**<br>101<br>— | | **1951** Hijos de J. Barreras S.A.—Vigo (618)<br>*28,99* 6,00 3,328<br>5,95 3,66 | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A.<br>Fuel 52,0t (d.o.) | Werkspoor<br>Vigo<br>10kn |
| **7915307**<br>GBHV<br>387791<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARRA HEAD**<br>**Christian Salvesen Ltd.**<br>Christian Salvesen (Shipping) Ltd.<br>Leith United Kingdom | **4 691**<br>2 619<br>7 162 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL W 495,0/50,0U2<br>FN 2663 | **1980**-6 Miho Zosensho K.K.—Shimizu (1151)<br>110,55 17,56 7,016<br>101,91 17,51 8,62<br>P 21,7 F 11,0 1 dk<br>rf 102<br>6BH WB1923T incl. STs in No. 2 hold 523T | **M General Cargo**<br>3 Ho 18,6 17,5 35,6 ER<br>G.9 442 B.9 065<br>4 Ha (stl) (12,5 × 12,0) (12,5 12,5 12,5 × 13,4) ER | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel-15,0pd | Mitsubishi<br>Kobe<br>12,75kn |
| **7217860**<br>OYQI<br>D1997<br>Df Esd<br>Pfd Rdr<br>RT | **BARRA HEAD**<br>ex Magnus I Rituvik-80<br>**Jorgen Muller Nordestgaard**<br>Esbjerg Denmark | **236**<br>116<br>— | NV | **1972** Esbjerg Skibsvaerft—Esbjerg (72)<br>39,83 7,35 2,620<br>7,32 3,61<br>rf 1003 len 80 | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>3 Ha (each 0,7 × 1,2) ER | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S<br>Gen 1 × 40kW 1 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Frederikshavn |
| **7014385**<br>PCYL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARRACUDA**<br>**Smit Tak International Ocean Towage & Salvage Co.**<br>Rotterdam Netherlands | **439**<br>151<br>435 | BV | **1970** Bodewes Schpsw. "Volharding" N.V.—Foxhol (168)<br>44,99 11,82 3,233<br>38,99 11,51 4,50<br>P 27,2 B 15,9 1 dk | **TM Salvage Ship**<br>1 Ho 13,7<br>1 Ha (stl) (1,9 × 3,0)<br>Der 1(30) 1(10) | 2 Oil 4SA each 6Cy. 220 × 280<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 164kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) | Koeln<br>11kn |
| **7052911**<br>HO3299<br>8917-RH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARRACUDA**<br>**Varonas Investment Corp. S.A.**<br>Nauticol Scheepvaart en Agentuurmij B.V.<br>Panama Panama | **356**<br>49<br>150 | AB | **1971** Soc. des At. Francais de l'Ouest—St. Nazaire (RT13)<br>37,17 9,43 4,201<br>33,53 9,00 4,81<br>1 dk<br>BK 152 | **M Tug**<br>1W Der 1(2,5) | Oil 4SA 12Cy. 260 × 280<br>Crepelle et Cie.<br>Gen 2 × 88kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 132,0t (d.o.) | Lille<br>13kn |
| **5399573**<br>Df Esd<br>RT | **BARRACUDA**<br>ex Zwaluw-67 ex Anna-61<br>ex Kieldiep-53 ex Arma-38<br>**N.V. Fishermenclub**<br>Vlissingen Netherlands | **190**<br>93<br>227 | (BV) | **1929** Noord Nederlandse Scheepswerven N.V.—Groningen (98)<br>*31,16* 6,18 2,369<br>6,13 2,54<br>1 dk<br>R conv General Cargo 67 | **M Fishing**<br>Sport-fishing<br>2 Ha (4,8 8,6 × 3,7)<br>2W Der 2(1,5) | Oil 4SA 3Cy. 280 × 350<br>135bhp (99kW)<br>Appingedammer Brons | Appingedam<br>7kn |
| **7511448** | **BARRACUDA**<br>**Pescaribe**<br>Cartagena Colombia | **118**<br>26<br>— | (GL) | **1972** Cia. Colombiana de Ast. Ltda. (CONASTIL)—Cartagena (2)<br>*22,32* 6,08 3,36<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7644738**<br>WYP9<br>307<br>575068 | **BARRACUDA**<br>**Modern Seafoods Inc.**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6;25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) | U.S.A. |

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| 5182580<br>IKPO<br>285<br>Df Esd<br>Rdr RT | **BARRACUDA PRIMO**<br>ex Karmoybuen-64<br>ex Nungesser et Coll-54<br>**Claudio Gasparroni e C.**<br>Ancona Italy | **482**<br>228<br>— | RI (BV) (NV) | **1947** Ch. Navals de Caen—Blaineville (11)<br>52,74 8,26 5,487<br>48,21 8,21 8,01<br>B 26,6 F 8,9 1 dk<br>BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 10,9<br>G.295 | Oil 2SA 9Cy. 280 × 420<br>900bhp (662kW) NE 60<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 243,0t 12kn |
| 7107182<br>GPEY<br>343075<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BARRANCA**<br>**Fyffes Group Ltd.**<br>London United Kingdom | **4 087**<br>1 866<br>3 480 | **✠100A1** CS 12/76<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 2641 | **1972**-3 Hijos de J. Barreras S.A.—Vigo (1410)<br>104,35 17,12 5,804<br>97,03 17,07 10,14<br>2 dks<br>rf 305<br>NS 6BH WB1433t incl. DTf58t | **TM Container Ship**<br>Fixed-guides<br>4 Cell.Ho 13,8 13,8 13,8 26,7 ER<br>TEU 186 C.Ho 47/40' C.Dk 46/40'<br>6 Ha (stl) ER<br>Cr 1(29) | 2 Vee Oil 4SA each 12Cy. 400 × 500 sr geared to sc. shafts<br>6 400bhp (4 708kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 528kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 453,0t (d.o.) 16kn |
| 7208297<br>SGWA<br>11289<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARRANDUNA**<br>**Rederiaktiebolaget Transatlantic**<br>Goteborg Sweden | **13 822**<br>7 022<br>23 725 | **✠100A1** CS 5/82<br>DTsf—vegetable oil<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Mt 2⅞"U3<br>FN 8996 | **1972**-9 Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (662)<br>207,40(BB) 29,62 9,951<br>193,71 29,57 16,87<br>B & F 190,2 2 dks, 3rd dk fwd of mchy. space in holds<br>rf nil DK fwd<br>NS 1 BH to U dk 4 to 2nd dk WB5466t incl. DTsf2129t Comb. btm & STs in holds 474t STs in holds 1983t | **M RoRo Cargo**<br>Ref<br>Quarter stern door & ramp<br>1 Ho 8,4DTp&s 6,2DTp&s 102,0 ER<br>B.52 859 In.1 571 L.1 267<br>HeCls. C<br>TEU 1495<br>C.Ho 92/20' C.RoRo Dk 847/20' C.Dk 556/20' incl. 120 ref C.<br>2 Ha (stl) (13,1p&s × 8,0) ER | 3 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shaft<br>27 000bhp (19 860kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 2200kW 2 × 992kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 561,5t (d.o.) 3 613,0t (hvf)-101,5pd 22kn |
| 5037307<br>KISL<br>248430<br>Df Esd<br>Gc RT | **BARRE VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 604**<br>4 549<br>10 754 | AB | **1945** Bethlehem-Fairfield—Baltimore, Md (2497)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 220V d.c.<br>Fuel 2 883,5t (o.f.) 15kn |
| 5036353<br>PUAL<br>Df Esd<br>Rdr RTh | **BARREIRINHAS**<br>ex Barbara Ann-67<br>ex Mary North-58<br>**Companhia de Navegacao Maritima Netumar**<br>Rio de Janeiro Brazil | **500**<br>269<br>737 | | **1956** Zaanlandsche Schps. Maats. —Zaandam (467)<br>52,89 8,69 3,353<br>48,29 8,64 4,40<br>1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 29,0 ER<br>G.1 019 B.934<br>1 Ha (21,9comb. × 5,0) ER<br>4W Der 2(4) 2(2) | Oil 4SA 8Cy. 290 × 420<br>415bhp (305kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 9kW 115V d.c.<br>Fuel 54,5t (d.o.) 11kn |
| 5037333<br>EDAK<br>Df Esd<br>RT | **BARRERAS MASSO**<br>**Domingo Garcia Reino**<br>Huelva Spain | **320**<br>162<br>— | (BV) | **1959** Hijos de J. Barreras S.A.—Vigo (1078)<br>40,49 7,45 3,810<br>35,01 7,36 4,14<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 167,5t (d.o.) 11kn |
| 6706084<br>CBBA<br>2213<br>Df Esd<br>Rdr RT | **BARRERAS MASSO DOS**<br>**Sociedad Pesquera Unipesca Ltda.**<br>Valparaiso Chile | **1 285**<br>599<br>1 330 | BV | **1967** Hijos de J. Barreras S.A.—Vigo (1355)<br>74,00 13,03 7,049<br>67,01 13,01 7,40<br>2 dks | **M Fishing** CSD<br>Stern Trawler<br>3 Ho<br>In.1 725<br>3 Ha (4,1 × 1,3) (4,1 × 2,3) (3,2 × 1,9) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 416,0t (d.o.) 14kn |
| 5037345<br>EBZM<br>158<br>Df Esd<br>Rdr RT | **BARRERAS PUENTE**<br>Launched as Francisco Barreras<br>**Antonio Armas Curbelo S.A.**<br>Las Palmas Spain | **373**<br>198<br>470 | (BV) | **1959** Maritima del Musel S.A.—Gijon (21)<br>49,26 8,64 4,744<br>8,59 5,26<br>1 dk & S dk | **M General Cargo** OSD<br>2 Ha (each 8,6 × 3,9) ER | Oil 4SA 8Cy. 295 × 420<br>520bhp (382kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 59,0t (d.o.) 11kn |
| 5372305<br>MHMT<br>187767 | **BARRIER**<br>ex Ulco-72<br>**Bowker & King Ltd.**<br>London United Kingdom | **487**<br>229<br>605 | ✠Classed LR until 26/2/71 | **1958**-5 J. Pollock, Sons & Co. Ltd. —Faversham (2105)<br>52,35 10,42 2,680<br>49,54 10,06 3,20<br>RQD 13,8 Trunk 25,3 1 dk<br>RW rf nil | **M Tank Barge**<br>CBT<br>7 Ta ER<br>L.(oil) 671<br>HeCls. C | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 20,5t-2,0pd 9,5kn |
| 7810492<br>JBHB<br>122983<br>Df Esd<br>Gc Rdr<br>RT | **BARRIOS**<br>**Ace Reefers K.K.**<br>Onishi, Ehime Pref. Japan | **6 372**<br>3 481<br>9 118 | NK | **1979** Kurushima Dock Co. Ltd.—Onishi (2040)<br>151,11 8,624<br>140,01 21,20 12,70<br>3 dks | **M General Cargo**<br>Vehicles Ref<br>8 Side doors<br>4 Ho<br>In.11 618<br>4 Ha (each 9,1 × 5,9)<br>Cr 4(10) | Vee Oil 4SA 12Cy. 570 × 620<br>18 000bhp (13 240kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 4 × 570kW a.c.<br>20kn |
| 7932616<br>DICM<br>13300<br>Df Esd<br>Rdr<br>RTm/h/v | **BARRISTER**<br>ex Carmen-81<br>**Conti Seetransport G.m.b.H. & Co. K.G. m.s. 'Carmen'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | **18 575**<br>12 984<br>25 160 | GL | **1981** Howaldtswerke-Deutsche Werft—Kiel (158)<br>169,04(BB) 25,46 9,961<br>160,03 25,40 15,52<br>F 9,5 1 dk | **M Bulk Carrier**<br>Portable guides<br>Ice strengthened<br>8 Ho ER<br>G.37 100<br>TEU 1176<br>C.Ho 712/20' (40') C.Dk 464/20' (40') incl. 32 ref C.<br>8 Ha (stl) (12,8 × 10,3) (12,9 12,8 12,8 12,8 12,8 12,8 12,9 × 20,1) ER<br>Cr 5(25) | Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 550kW 450V 60Hz a.c.<br>16,5kn |
| 7357660<br>PPHW<br>7181<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BARRO BRANCO**<br>**Companhia Siderurgica Nacional**<br>Rio de Janeiro Brazil | **11 188**<br>6 512<br>15 429 | BV (AB) | **1975** Industrias Reunidas Caneco S.A.—Rio de Janeiro (EC203)<br>147,00 21,24 8,687<br>136,00 21,19 11,79<br>P 26,3 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho each 26,4 ER<br>G.19 424<br>4 Ha (stl) (13,1 17,3 17,3 17,3 × 9,9) ER | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 2 × 310kW 380V 50Hz a.c.<br>Fuel 152,5t (d.o.) 784,5t (hvf)-27,5pd 15kn |

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| **5037383**<br>PWGK<br><br>Df Esd<br>Gc Rdr | **BARROSO PEREIRA**<br><br>**Government of The Federative Republic of Brazil (Comando da Forca de Transporte da Marinha) (TRANSPOMAR)**<br>Rio de Janeiro Brazil | **5 026**<br>—<br>4 342 | | **1954** Ishikawajima Jukogyo—Tokyo (727)<br>119,44 16,06 6,251<br>110,34 16,01 8,46<br>2 dks | **TS General Cargo**<br>Ref<br>3 Ho<br>G.4 725 B.4 295 In.438<br>3 Ha (stl) | CSD 2 S Turb dr geared<br>4 800shp (3 531kW)<br>Ishikawajima Jukogyo<br>Fuel 861,0t (o.f.) | Toky<br>15k |
| **8008840**<br>EAEQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BARRUETA**<br><br>**Naviera Insular Frigorifica S.A. (NAVIFRISA)**<br>Las Palmas Spain | T.Mk<br>**2 338**<br>1 422<br>4 133<br>**3 456**<br>2 028<br>— | GL (Class cont.) | **1982** S.A. Juliana Const. Gijonesa—Gijon (276)<br>103,76 —/6,668<br>94,52 16,01 9,53<br>P 14,1 B 7,1 F 10,4 3 dks | **M General Cargo**<br>Ref.<br>4 Ho ER<br>In.5 515<br>TEU 54 C. 54/20′<br>4 Ha (stl) ER<br>Cr 3(3) | Oil 2SA 5Cy. 450 × 900<br>4 940bhp (3 634kW)<br>Ast. Espanoles S.A. Manises Works,<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 250,0t (d.o.) 1 057,5t (hvf)-16,5pd | B&W<br>Valenci<br>16k |
| **7610476**<br>LIPE<br>19401<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARRY**<br><br>**P/R Barry**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | **22 076**<br>13 890<br>33 595 | NV | **1979** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B515/04)<br>176,66 27,49 11,489<br>169,45 27,44 15,80<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho ER<br>HeCls. B<br>7 Ha (stl) (7,0 16,7 9,5 16,7 9,5 16,7 9,5 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Fuel 246,0t (d.o.) 2 463,5t (hvf)-38,5pd | Sulze<br>Poznan |
| **6619633**<br>SZPP<br>6365<br>Df Esd<br>Gc Rdr<br>RTv | **BARRY**<br>ex Hoegh Merit-74<br>**Eaton Shipping Co. Ltd.**<br>Piraeus Greece | **14 383**<br>9 163<br>25 217 | NV | **1966** Hakodate Dock Co. Ltd.—Hakodate (383)<br>178,52 22,86 10,389<br>168,00 22,81 14,13<br>1 dk<br>rf 102 | **M Bulk Carrier**<br><br>6 Ho 18,9 20,4 20,4 20,4 20,4 20,4 ER<br>G.28 977 B.28 504<br>6 Ha (stl) (11,8 13,1 13,1 13,1 13,1 13,1 × 10,2) ER<br>12W Der 12(12) | Oil 2SA 7Cy. 780 × 1400<br>10 500bhp (7 723kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 1 788,0t (hvf)-35,5pd | MAN<br>Kobe<br>15,5kn |
| **7729837**<br>ENOT<br>M-34847 | **BARS**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **2 781**<br>0<br>1 140 | RS | **1977** Admiralteiskiy Shipyard—Leningrad<br>92,79 (BB) 15,63 5,900<br>80,40 7,70<br>B & F - 2 dks | **M Tug**<br>Fire-fighting Salvage<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 600 reduction geared to sc. shaft<br>Gen 4 × 240kW 1 × 80kW 400V a.c.<br>Thw. thrust propeller fwd | U.S.S.R<br>18,75kn |
| **6851841**<br>UTFZ<br>M-12186 | **BARS**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **334**<br>89<br>155 | RS | **1961** ............U.S.S.R.<br>43,59 7,65 3,001<br>3,87<br>1 dk | **M Fishing**<br><br>2 Ho<br>In.219<br>2 Ha (each 2,2 × 2,2)<br>Der 1(2) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>10kn |
| **5037412**<br>DBLS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BARSEMEISTER BREHME**<br><br>**Government of The Federal Republic of Germany (wasser-und Schiffahrtsamt Bremerhaven)**<br>Bremen Federal Republic of Germany | **258**<br>73<br>328 | GL | **1960** Jadewerft G.m.b.H.—Wilhelmshaven (64)<br>41,46 8,03 1,829<br>37,55 8,01 3,00<br>1 dk | **TM Buoy Ship**<br>Mchy.aft<br><br>Cr 1(9) | 2 Oil 4SA each 8Cy. 175 × 220 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 15kW 220V d.c.<br>2 Directional propellers<br>Fuel (d.o.) | Augsburg<br>11kn |
| **6912102**<br>HP3814<br>6824-PEXT3<br>Df Esd<br>Pfd Rdr<br>RTm | **BART**<br>ex Garza-82 ex Geestduin-76<br>**Sea Side Maritime Enterprise S.A.**<br>Panama Panama | **980**<br>605<br>1 010 | BV | **1969** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (376)<br>70,57 10,34 4,041<br>64,80 10,27 5,52<br>1 dk & S dk | **M General Cargo**<br><br>1 Ho 37,9 ER<br>G.1 945 B.1 867<br>2 Ha (stl) (5,0 × 5,0) (32,0 × 7,4) ER | OSD 3P Oil 2SA 10Cy. 190 × 350<br>1 050bhp (772kW)<br>N.V. Mach. "Bolnes"<br>Gen 2 × 250kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 71,0t (d.o.) | Krimpen a/d Lek<br>12,5kn |
| **7338808**<br>WY4882<br>515484<br>Df Gc<br>Pfd Rdr<br>RT | **BART J. TURECAMO**<br><br>**Bart J. Turecamo Inc.**<br>Wilmington, De United States of America | **266**<br>181<br>— | AB | **1968** Matton Shipyard Co. Inc.—Cohoes, NY (332)<br>4,141<br>30,48 8,54 4,55<br>1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 206 × 254<br>Fairbanks, Morse & Co.<br>Gen 2 × 60kW<br>Fuel 151,5t (d.o.) | U.S.A. |
| **7017040**<br>Y6DM | **BARTH**<br><br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **532**<br>136<br>— | DSRK | **1956** VEB Rosslauer Schiffswerft—Rosslau<br>55,63 9,76 2,499<br>54,51 9,53 4,02<br>1 dk | **TD-E Dredger**<br>Bucket<br>Mchy.aft<br>Cr 1(5,5) Der 1(5,5) | 2 Oil 4SA each 6Cy. 240 × 360 total 600bhp (441kW) driving 2 gen. each 160kW connected to 2 elec. motors each of 150shp (110kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 2 × 52kW 230V 50Hz a.c. 1 × 12,75kW | Magdeburg<br>5,5kn |
| **6522854**<br>Y5CA<br><br>Df Esd<br>Gc Rdr<br>RTv | **BARTH**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**495**<br>240<br>1 050 | DSRK<br>✠Classed LR until 1/67 | **1965**-12 Schpsw. "Friesland" N.V.—Lemmer (41)<br>63,07 10,70 3,861<br>60,13 10,49 6,08<br>RFD 8,6 2 dks<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 35,2 ER<br>G.2 023 B.1 858<br>2 Ha (stl) (each 12,1 × 5,4) ER<br>Cr 2(5) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 70kW 390V 50Hz a.c.<br>Fuel 92,5t (d.o.) | Koeln<br>12kn |
| **6613639**<br>TCAE<br>3703<br>Df Esd<br>Rdr RT | **BARTIN**<br><br>**Sukru Goksu ve Ortaklari**<br>Istanbul Turkey | **489**<br>298<br>1 016 | BV | **1967** Celiktrans Deniz Insaat—Istanbul (26)<br>54,89 9,07 3,899<br>54,11 9,01 4,27<br>1 dk | **M General Cargo**<br><br>G.1 133 B.1 048<br>2 Ha (each 10,9 × 5,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 350 × 500<br>660bhp (485kW)<br>CKD Praha | Praha<br>11kn |

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| 5080108<br>DDBF<br>Df Esd<br>RT | **BARTINA KLAZINA**<br>ex Yke-72<br>ex Cornelis Den Dulk-68<br>**Linstedt Fischerei G.m.b.H.**<br>Wilhelmshaven Federal Republic of Germany | **369**<br>130<br>— | | **1960** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1282)<br>44,86 7,60<br>38,64 7,50 3,99<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>11,25kn |
| 7365796<br>PCZC<br>22<br>Esd Pfd<br>Rdr RT | **BARTINA KLAZINA**<br>ex Abraham-80<br>**Omega Vastgoed B.V.**<br>Oudeschild, Netherlands<br>Texel | **174**<br>62<br>— | | **1974** Scheepswerf "Vooruit" C.V. —Zaandam (346 A)<br>30,61 7,19<br>7,17 3,81<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 9Cy. 240 × 260<br>1 420bhp (1 044kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7006778<br>CGOR<br>328107<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARTLETT**<br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **1 317**<br>491<br>515 | ✠Classed LR until 23/6/78 | **1969**-12 Marine Industries Ltd.—Sorel, P.Q. (388)<br>57,74 13,09 3,823<br>51,82 12,96 5,03<br>P & B 25,3 F 10,7 1 dk<br>rf 152 | **TM Buoy & Supply Ship**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 381 × 508<br>2 100bhp (1 545kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 180kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>11kn |
| 7742114<br>NBAD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARTLETT**<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>United States of America | **1 143**<br>397<br>— | AB | **1969** Northwest Marine Iron Works—Swan Id., Portland, Or (54)<br>63,51 11,89 4,661<br>58,37 11,36 6,58<br>F 27,5 1 dk | **D-E Research**<br>Oceanographic Survey | 2 Vee Oil 4SA each 12Cy. 159 × 203 total 1 330bhp (978kW) driving gen. connected to elec. motors<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 200kW<br>Thw. thrust propeller fwd<br>10kn |
| 7946019<br>H05738<br>6571-PEXT3<br>RT | **BARTLEY 15**<br>ex Beach Mariner-81<br>**Bartley Shipping Corp.**<br>Panama Panama | **169**<br>115<br>— | (NV) | **1956** .............West Germany<br>36,00 7,01<br>2,11<br>1 dk | **TM RoRo Cargo/Landing Craft** | 2 Oil 4SA each 8Cy. 220 × 1350<br>440bhp (324kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7341829<br>CLTA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARTOLOME MASO**<br>ex Strathdirk-81<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **9 230**<br>6 103<br>15 088 | ✠**100A1**<br>✠**LMC**<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4317 | **1976**-7 Austin & Pickersgill Ltd.—South Dock, Sunderland (455)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk 1 to 2nd dk WB3798T incl. DTmf1780T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,9 ER 21,2 3 TwD 21,5 41,1comb. 22,9<br>G.21 424 B.19 647<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(50) 1(26) 4(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 125,0t (d.o.) 1 039,5t (hvf)-26,0pd<br>15kn |
| 8115928<br>646300 | **BARTON TIDE**<br>**Tidewater Ventures Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **300**<br>—<br>1 200 | AB (Class cont.) | **1982** McDermott Shipyard—New Iberia, La (145)<br>54,87 3,728<br>50,37 12,20 4,27<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 223,5t (d.o.)-13,5pd 12,5kn |
| 5348500<br>C4WX<br>380762<br>Df Esd<br>Rdr<br>RTm/h/v | **BARU**<br>ex Venturer-77<br>ex Tafawa Balewa-66<br>**Baru Shipping Co. Ltd.**<br>Baru Seri Inc.<br>Limassol Cyprus | **2 406**<br>1 328<br>4 206 | ✠**100A1** SS 11/81<br>✠**LMC**<br>EL u 1$\frac{11}{16}$"SQ<br>FN 2009 | **1960**-4 Hall, Russell & Co. Ltd.—Aberdeen (870)<br>103,33 14,08 5,944<br>97,54 14,03 6,56<br>Ba 16,5 RQD 62,8 F 10,1 1 dk<br>RW rf nil<br>NS 6BH WB1135t incl. DTm201t | **M General Cargo**<br>4 Ho 15,0 15,7 15,7 13,7 ER<br>G.5 547<br>4 Ha (stl) (8,9 × 7,6) (8,9 8,9 8,9 × 9,1) ER<br>8W Der 1(20) 8(3) | Oil 2SA 7Cy. 500 × 700<br>1 850bhp (1 361kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 125kW 220V d.c.<br>Fuel 251,0t 10kn |
| 5308005<br>HOBK<br>6527-67A<br>Df Esd<br>Gc RTm | **BARU JUNIOR**<br>ex Evros-81 ex Barrier-75<br>ex Saloum-65<br>**Victorious Maritime Inc.**<br>Baru Seri Inc.<br>Panama Panama | T.Mk<br>**1 418**<br>676<br>—<br>**2 281**<br>1 431<br>3 400 | ✠**100A1** SS 8/81<br>✠**LMC**<br>EL r<br>FN 1568 | **1957**-8 Ch. Nav. de la Pallice—La Rochelle-Pallice (5034)<br>90,23 12,60 —/6,020<br>80,02 12,50 7,09<br>P 19,6 F 10,7 2 dks<br>RW rf 102<br>5BH WB163T | **M General Cargo**<br>3 Ho 14,7 19,1 18,5 ER<br>G.4 342 B.3 912<br>3 Ha (9,2 15,0 11,1 × 6,3) ER<br>6W Der 1(15) 6(5) | Oil 4SA 8Cy. 420 × 660<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 1 × 20kW 220V d.c.<br>Fuel 229,5t (d.o.) 12kn |
| 5110915<br>J4U<br>7084<br>Df Esd<br>Gc Rdr<br>RTm/v | **BARU SPIRIT**<br>ex Link Trust-81 ex Explorer-78<br>**Corallina Maritime Inc.**<br>Baru Seri Inc.<br>Piraeus Greece | T.Mk<br>**4 907**<br>2 365<br>6 846<br>**6 950**<br>3 560<br>9 182 | ✠**100A1** SS 7/80<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL at 2$\frac{1}{16}$"SQ<br>FN 3551 | **1961**-3 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (490)<br>134,14 18,22 7,328/8,598<br>121,93 18,14 10,98<br>P 8,9 F 12,5 2 dks<br>RW rf 152 DK fwd<br>6BH to U dk 2 to 2nd dk WB1465t incl. Tunnel tanks 284t | **M General Cargo**<br>Ref<br>4 Ho 18,9 24,3 21,9 20,4<br>In.101<br>4 Ha (stl) (8,9 14,4 13,0 8,2 × 6,4)<br>Der 1(70) 4(15) 4(10) 4(5) 1(3) | Oil 2SA 5Cy. 760 × 1550<br>6 500bhp (4 781kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 230V d.c.<br>Fuel (hvf) |
| 6705365<br>SYRO<br>8271<br>Df Esd<br>Rdr<br>RTm/h/v | **BARU TRUST**<br>ex African Coral-82<br>ex Cassarate-80<br>**Baru Trust Corp.**<br>Baru Seri Inc.<br>Piraeus Greece | **8 677**<br>4 766<br>12 360 | NV | **1966** VEB Warnowwerft Warnemuende —Warnemuende (448)<br>150,73 19,99 8,859<br>140,32 19,94 11,56<br>P 25,3 B 14,1 F 27,8 2 dks | **M General Cargo**<br>5 Ho 9,0 10,5 18,9 9,1 ER 12,8<br>G.18 279 B.16 701<br>5 Ha (stl) (9,0 × 5,9) (8,6 14,4 8,0 × 10,6) ER (10,8 × 10,6)<br>12W Der 1(60) 4(3-10) 8(3-5) | Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 330kW 1 × 240kW 380V 50Hz a.c.<br>Fuel 1 175,5t (hvf) 17kn |
| 7823059<br>H4DQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARUKA**<br>**Government of The Solomon Islands (Ministry of Transport & Communications)**<br>Honiara Solomon Islands | **224**<br>89<br>126 | ✠ | **1980**-3 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1462)<br>31,40 7,40 2,744<br>25,43 7,32 3,36<br>P 6,4 F 11,3 1 dk<br>rf nil | **M Ferry/General Cargo**<br>8bth 50dk P<br>1 Ho 8,6 ER<br>G.150<br>1 Ha (4,8 × 3,2) ER<br>1W Der 1(2) | Oil 4SA 8Cy. 165 × 185 reverse reduction geared to sc. shaft<br>414bhp (305kW)<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 15kW 220V 50Hz a.c.<br>Fuel 34,0t (d.o.) |

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| 7521869<br>YBCC<br>RT | **BARUNA ARTHA**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **300**<br>—<br>500 | | **1976** P.T. Dok "Surabaya"—Surabaya (488)<br>55,86 3,001<br>50,02 9,01 5,52<br>2 dks | **M General Cargo** CSD<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400 with hydraulic coupling & geared to sc. shaft<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7639678<br>YDFM<br>Df Esd<br>Gc Pfd<br>Rdr | **BARUNA PERKASA**<br>ex Fanny-82 ex Kizan-82<br>**P.T. Nuruda Lines**<br>Jakarta Indonesia | **1 113**<br>779<br>3 245 | NK | **1977** Usuki Tekkosho—Usuki (973)<br>85,25 13,03 5,311<br>79,71 13,01 7,37<br>F 79,6 2 dks | **M General Cargo**<br>G.4 768 B.4 445<br>4 Ha (stl) (11,2 25,7 × 8,9) (15,3 30,7 × 9,3) ER<br>Der 1(15) 2(10) | Oil 4SA 6Cy. 360 × 540<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 192kW 445V a.c.<br>11kn |
| 7329728<br>LMRH<br>18202<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARWA**<br>**P/R Barwa**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | **18 210**<br>10 623<br>27 146 | NV | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/13)<br>163,20 25,94 10,999<br>156,67 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. Heavy cargoes<br>5 Ho ER<br>G.34 515 B.33 305 HeCls. B<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 1(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 257,5t (d.o.) 2 092,0t (hvf)-39,5pd<br>15kn |
| 6407755<br>SNUR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARWENA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**1 005**<br>382<br>580 | PR | **1964** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/04)<br>69,35 11,00 5,052<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.650 | Oil 2SA 6Cy. 381 × 508 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. Stockport<br>Gen 1 × 240kW 1 × 210kW 1 × 185kW 1 × 120kW 220V d.c.<br>Controllable pitch propeller<br>13,5kn |
| 5037486<br>SPJN<br>Df Esd<br>RT | **BARYCZ**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Dalmor'**<br>Gdynia Poland | **650**<br>219<br>492 | (PR) | **1955** Stocznia Gdanska im. Lenina—Gdansk (B10/65)<br>59,24 9,07 4,91<br>1 dk<br>RW | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>In.371 | C 4Cy. (2) 330 & (2) 770 × 730<br>1 220ihp (897kW)<br>A/S Atlas Maskinfabrik Kobenhavn<br>Gen 2 × 20kW 220V d.c.<br>12,5kn |
| 7706342<br>H9RY<br>10092-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BARYON**<br>ex Cresta V-81 ex Sea Ruby-78<br>**Baryon Shipping Corp S.A.**<br>Neptune Maritime Ltd.<br>Panama Panama | **5 096**<br>3 699<br>8 033 | **✠100A1**<br>**✠LMC**<br>EL X 495,0/50,0U2<br>FN 2973 | **1978**-5 Shimoda Dockyard Co. Ltd. —Shimoda (275)<br>118,42 18,04 7,201<br>110,01 18,00 9,02<br>P 24,4 F 13,2 1 dk<br>rf 102<br>SF 5BH WB1644T | **M General Cargo**<br>2 Ho 37,8 39,4 ER<br>G.11 320 B.10 533<br>2 Ha (stl) (each 30,7 × 10,3) ER<br>Der 2(25) 2(20) | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 2 × 360kW 1 × 120kW 445V 60Hz a.c.<br>13kn |
| 5065366<br>LGNK<br>15687<br>Rdr RTm | **BAS**<br>ex Casino-66<br>**A/S Bas**<br>Sigurd Tollevik<br>Haugesund Norway | **264**<br>160<br>450 | NV | **1962** Sandnessjoen Slip & M/V A/S —Sandnessjoen (5)<br>41,46 7,40 3,182<br>31,70 7,38 3,41<br>P 10,1 F 4,9 1 dk<br>BK 76 len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho 15,7 ER<br>G.481 B.381<br>1 Ha (15,7 × 5,4) ER<br>2W Cr 1(5) Der 2(3) | Oil 2SA 3Cy. 280 × 420<br>375bhp (276kW) NE 70<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 4,5kW 1 × 2kW 24V<br>Controllable pitch propeller<br>Fuel 14,0t (d.o.)<br>9,25kn |
| 7328968<br>172 | **BASAK I**<br>**Gubre Fabrikalari T.A.S.**<br>Iskenderun Turkey | **376**<br>313<br>600 | **✠A1** SS 6/78<br>hopper barge<br>Protected waters service<br>**✠LMC**<br>EL (C) $\frac{9}{16}$"U1<br>FN 531 | **1974**-2 Denizcilik Anonim Sirketi Beykoz Tersanesi—Beykoz (26)<br>49,51 8,01 2,490<br>48,85 7,80 3,05<br>RAD 9,2 RFD 9,2 1 dk<br>rf nil<br>6BH WBnil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 135 × 160<br>345bhp (254kW) Deutz<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 24V d.c.<br>Directional propeller |
| 7364261<br>173 | **BASAK II**<br>**Gubre Fabrikalari T.A.S.**<br>Iskenderun Turkey | **376**<br>313<br>600 | **✠A1** SS 6/78<br>hopper barge<br>Protected waters service<br>**✠LMC**<br>EL (C) $\frac{9}{16}$"U1<br>FN 531 | **1974**-2 Denizcilik Anonim Sirketi Beykoz Tersanesi—Beykoz (27)<br>49,51 8,01 2,490<br>48,85 7,80 3,05<br>RAD 9,2 RFD 9,2 1 dk<br>rf nil<br>6BH WBnil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 135 × 160<br>345bhp (254kW) Deutz<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 24V d.c.<br>Directional propeller |
| 7015315<br>9V2285<br>344305<br>Df Esd<br>Gc Rdr<br>RT | **BASALT**<br>**m.s. 'Dolomit' Hamburger Seereederei G.m.b.H.**<br>Otto A. Muller<br>Singapore Singapore | **1 546**<br>790<br>2 538 | GL | **1970** Angyalfold Shipyard—Budapest (2221)<br>76,41 11,31 5,309<br>68,89 6,41<br>1 dk len 75 | **M General Cargo**<br>Str. heavy cargoes<br>Mchy.aft<br>G.2 837 | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 88kW 1 × 66kW 220V<br>11,5kn |
| 5037503<br>UTFW<br>M-22562<br>Df Esd<br>Gc Rdr<br>RT | **BASARGIN**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1961** ..............U.S.S.R.<br>84,69 14,00 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>13kn |
| 5037515<br>TCBN<br>2770 | **BASARI**<br>ex Oilshipper-42<br>ex Gilda Ambatielou-37 ex Belbec<br>ex Chaudronnier<br>**Kazim Kaptanoglu**<br>Istanbul Turkey | **698**<br>293<br>1 100 | Classed BC until 10/42 | **1920** Forges & Ch. de La Mediterranee —La Seyne (1126)<br>70,26 10,42 4,496<br>66,86 3,61<br>P 22,9 F 8,9 1 dk<br>R conv Replenishment Tanker — conv Oil Tanker 67 | **TM General Cargo**<br>Mchy.aft<br>G.1 557 B.1 416 | 2 Oil 4SA<br>540bhp (397kW) NE —<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11kn |

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| 7025669<br>HOFM<br>7515-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **BASCA**<br>ex Kokai Maru-76<br>**New Neca Shipping Corp. S.A.**<br>Panama Panama | **3 169**<br>2 218<br>5 940 | NK | **1970** Hashihama Zosen—Imabari (283)<br>101,10 16,24 6,605<br>95,00 16,21 8,21<br>P 19,6 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 454 B.6 931<br>2 Ha (stl) (8,0 29,4 × 8,0) ER<br>12W Der 4(15) | Oil 4SA 6Cy. 260 × 320<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 445V a.c.<br>Fuel 541,5t-11,0pd 12,75kn |
| 7301829<br>9VXC<br>381407<br>Df Esd<br>Gc Rdr<br>RT | **BASEL**<br>ex Ocean Angin-73<br>**Intersafe AG.**<br>Singapore Singapore | **9 274**<br>4 759<br>14 118 | BV | **1973** Tohoku Zosen—Shiogama (143)<br>138,99 19,84 8,916<br>130,00 19,80 11,79<br>1 dk | **M General Cargo**<br>3 Ho<br>G.17 208 B.16 747<br>3 Ha (19,7 25,5 25,5 × 10,5) ER<br>5W Der 5(22) | Oil 2SA 9Cy. 420 × 900<br>5 750bhp (4 229kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Fuel 73,0t (d.o.) 647,0t (hvf) 13kn |
| 5419000<br>Df Esd<br>RT | **BASEL**<br>ex Sonderstrand-63<br>**Industria Pesquera de Alta Mar Isesa S.A.**<br>Chile | **149**<br>59<br>— | (BV) | **1959** Svendborg Skibsvaerft A/S —Svendborg (87)<br>30,56 6,38<br>27,51 6,35 3,15<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 0,9)<br>2W Der 1(3) 1(0,5) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 26,5t (d.o.) 9,5kn |
| 7831389<br>SUUG<br>Esd Gc<br>Rdr RT | **BASEL 2**<br>**Suez Canal Authority**<br>Port Said Egypt | **362**<br>0<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL (H) 332,0/24,0U2<br>FN 504 | **1978**-3 Oshima Zosen—Nagasaki (10025)<br>36,20 11,51 3,410 (aft)<br>33,51 11,00 4,02<br>1 dk<br>rf 356<br>4BH WB31T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 3 × 134kW 380V 50Hz a.c.<br>2 Directional propellers |
| 6608050<br>LMPC<br>18175<br>Df Esd<br>Rdr<br>RTm/v | **BASEN**<br>ex Marie Frem-73<br>**Bjorn & Peder J. Nilsen**<br>Haugesund Norway | **299**<br>185<br>575 | BV | **1966** Sonderborg Skibsvaerft A/S —Sonderborg (48)<br>47,12 8,82 3,087<br>42,32 8,81 3,38<br>P 14,1 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,8 ER<br>G.665 B.589<br>1 Ha (20,8 × 5,0) ER<br>2W Der 2(3) | Oil 2SA 4Cy. 240 × 400<br>340bhp (250kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 1 × 12kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) 10kn |
| 8022834<br>Esd Rdr<br>RT | **BASHAR**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **209**<br>0<br>— | **✠100A1**<br>tug<br>**LMC**<br>EL F 275,0/19,0U2<br>FN 320 | **1981**-4 B.V. Scheepswerf "Ferus Smit" —Foxhol ((3115))<br>30,21 8,06 3,310<br>26,95 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51<br>3BH | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 48kW 1 × 25kW 380V 50Hz a.c.<br>Fuel 69,5t (d.o.) |
| 6622240<br>H9SK<br>1132<br>5-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BASHAYER I**<br>ex Katherine Alexandra-81<br>ex Beaufort-78<br>**Bashayer Shipping Inc.**<br>Panama Panama | **40 852**<br>26 309<br>75 675 | NV | **1966** A/B Gotaverken Arendal—Goteborg (810)<br>239,28 36,94 12,739<br>231,68 36,89 16,46<br>P 50,0 F 24,1 1 dk<br>rf 64 | **M Tanker**<br>16 Ta ER<br>L.(oil) 87 472 HeCls. BC | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 4 078,0t (hvf)-62,0pd 16kn |
| 5277608<br>9KEF<br>Df Esd<br>RTm | **BASHCO**<br>ex Silvia VIII-76 ex Pial-75<br>ex Hink-61 ex Urmajo-54<br>**Faisal Hamoud Ali Hussein Bash**<br>Kuwait Kuwait | **309**<br>142<br>404 | (BV) | **1937** Scheepswerven Gebr. Niestern —Delfzijl (210)<br>38,38 7,35 2,858<br>7,29 3,13<br>1 dk<br>R | **M General Cargo**<br>1 Ho 24,7 ER<br>G.550 B.518<br>2 Ha (9,9 8,5 × 4,8) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 220 × 380<br>220bhp (162kW) NE 59<br>Appingedammer Brons Appingedam<br>Gen 2 × 9kW 24V d.c.<br>Fuel 16,5t (d.o.) 8kn |
| 7018135<br>JJWW<br>107730<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BASHI MARU**<br>**Kawasaki Kisen K.K. & Nippon Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **8 093**<br>4 914<br>12 193 | NK | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2007)<br>137,52 20,53 8,700<br>128,02 20,50 11,51<br>P 27,8 F 31,1 2 dks | **M General Cargo**<br>3 Ho ER<br>G.17 636 B.16 283<br>3 Ha (stl) (12,9 × 6,0) (26,9 26,9 × 8,9) ER<br>16W Der 1(120) 10(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 240kW 450V a.c.<br>Fuel 1 116,5t-30,0pd 15kn |
| 5037539<br>UIBD<br>M-16972<br>Df Esd | **BASHKIR**<br>**U.S.S.R.**<br>Ilyichyovsk U.S.S.R. | **533**<br>—<br>250 | RS | **1957** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1046)<br>47,20 9,96 3,601<br>4,70 | **S Tug**<br>Ice strengthened | T 3Cy. 420 700 & 1150 × 700<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 5414971<br>UFGV<br>M-26960<br>Df Esd<br>Gc Rdr<br>RT | **BASHKIRIYA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **5 261**<br>2 174<br>1 355 | RS | **1964** VEB Mathias-Thesen-Werft—Wismar (190)<br>122,15 16,06 5,211<br>110,01 15,93 7,62<br>3 dks<br>RW | **TM Passenger Ship** 333bth P<br>Ice strengthened<br>1 Ho ER<br>B.585<br>1 Ha (5,5 × 3,9) ER<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 300bhp (6 105kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 264kW 380V a.c.<br>17kn |
| 7229617<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BASHKIRIYA**<br>**U.S.S.R.**<br>U.S.S.R. | **4 824**<br>937<br>2 049 | (RS) | **1973** VEB Mathias-Thesen-Werft—Wismar (118)<br>124,21 17,05<br>110,01 17,00 5,21<br>3 dks | **TM Research**<br>Ref | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW) MAN<br>Halberstadt Halberstadt<br>2 Thw. thrust propellers fwd<br>18,25kn |
| 7914913<br>JE2488<br>123117<br>Gc RT | **BASHO MARU No. 5**<br>**Marufumi Matsushima Kisen K.K.**<br>Shiogama, Miyagi Pref. Japan | **102**<br>51<br>— | | **1979** Yamanishi Zosen K.K.—Ishinomaki (852)<br>22,00 6,30 1,401<br>19,00 5,71 2,11<br>1 dk | **M Ferry** 300dk P<br>Mchy.aft | Oil 4SA 6Cy. 130 × 150 reduction geared to sc. shaft<br>270bhp (199kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>9kn |

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|---|---|---|---|---|---|---|---|
| **6614982**<br>DZCX<br>206005 | **BASILAN**<br>ex Susana-52 ex Froilan<br>ex FS 197<br>**Nasipit Lumber Co.**<br>Compania Maritima<br>Manila Philippines | **573**<br>273<br>— | | | **1944** Higgins Industries Inc.—New Orleans, La (63)<br>*51,21* 9,89 2,756<br>50,68 9,76 4,35<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>.............<br>Fuel 99,5t |
| **7700116**<br>HBFK<br>103<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BASILEA**<br>**Alpina Reederei A.G.**<br>Basle Switzerland | T.Mk<br>**875**<br>456<br>1 386<br>**1 597**<br>910<br>2 183 | | GL | **1978** Buesumer Werft G.m.b.H.—Buesum (270)<br>78,11 (BB) 12,76 4,660/5,760<br>70,82 12,51 7,52<br>P 15,6 F 7,1 2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>3 Ho 17,9 14,3 13,3 3 TwD ER<br>3 Ha (each 8,4 × 3,9) ER<br>8W Der 6(3) | Oil 4SA 6Cy. 320 × 420<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 500kW 380V 50Hz a.c. |
| **7371408**<br>A8AL<br>4771<br>Df Esd<br>Gc Pfd<br>Rdr | **BASILICA**<br>**Veronica Co. Ltd.**<br>Monrovia Liberia | **6 257**<br>4 103<br>8 127 | | NK | **1974** Asakawa Zosen—Imabari (227)<br>105,70 18,19 7,621<br>98,00 18,14 13,01<br>1 dk<br>rf 203 | **M General Cargo**<br>2 Ho 35,9 35,9 ER<br>G.14 545 B.13 500<br>2 Ha (stl) (28,5 30,7 × 8,8) ER<br>4W Der 4(20) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 418,5t (hvf)-15,5pd |
| **5037644**<br>IKQP<br>998 | **BASILUZZO**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **801**<br>332<br>203 | | RI | **1962** Cant. Nav. Cassaro—Messina (115)<br>62,01 9,83 2,794<br>56,04 9,78 4,32<br>1 dk<br>RW | **TM General Cargo**<br>1 Ho ER<br>B.160 | 2 Oil 2SA each 5Cy. 280 × 500<br>1 730bhp (1 273kW)<br>Cant. Nav. Riuniti |
| **5037668**<br>YTGY<br>Df Esd<br>Gc Rdr<br>RT | **BASKA**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Zapad)**<br>Rijeka Yugoslavia | T.Mk<br>**4 384**<br>2 358<br>6 496<br>**6 662**<br>3 759<br>6 916 | | BV JR | **1960** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (164)<br>136,38 18,22 7,147/7,471<br>124,01 18,19 10,83<br>2 dks | **M General Cargo**<br>Ref<br>5 Ho<br>G.11 850 B.10 739<br>5 Ha (6,3 × 5,4) (12,4 11,8 × 6,4) ER (11,8 8,1 × 6,4)<br>16W Der 1(45) 1(25) 6(10) 8(5) 2(3) | Oil 2SA 7Cy. 750 × 1320<br>8 400bhp (6 179kW)<br>S.A. Fiat S.G.M.<br>Gen 4 × 255kW 440V a.c. |
| **6851877**<br>UUBV<br>M-10161 | **BASKUNCHAK**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **315**<br>211<br>38 | | RS | **1963** .............U.S.S.R.<br>42,14 7,12 1,399<br>2,49<br>1 dk | **TM Ferry** —P | 2 Oil 4SA each 6Cy. 180 × 220<br>Fuel (d.o.) |
| **5037709**<br>YIAB | **BASRA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **2 547**<br>1 075<br>2 906 | ✠100A1<br>✠LMC | SS 8/77<br>EL s<br>FN 1881 | **1937**-9 W. Simons & Co. Ltd.—Renfrew (711)<br>90,07 15,30<br>86,87 15,24 6,41<br>F 11,0<br>R<br>5BH WB303t | **TS Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | T 6Cy. (2) 457 (2) 711 & (2) 1219 × 686<br>2 100ihp (1 545kW)<br>Wm. Simons & Co. Ltd.<br>3 SB 180lbf/in² (12,5bar) hs657,2<br>Fuel 256,0t (o.f.) |

**SURVEYS OVERDUE — CLASS SUSPENDED 31/3/79**

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|---|---|---|---|---|---|---|---|
| **7119422**<br>HNBS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BASRAH**<br>**Government of The Republic of Iraq (Iraqi State Enterprise for Maritime Transport)**<br>Basrah Iraq | **9 859**<br>4 957<br>13 656 | **100A1**<br>Ice Class 3<br>**LMC** | SS 4/81<br>EL Bt $2\frac{7}{16}$"U2<br>FN 4638<br>(RS) | **1971** Kherson Shipyard—Kherson (1330)<br>155,76 20,65 9,513<br>140,95 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>RW rf 152<br>7BH WB3580T | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 16,0 16,7 17,9 28,1 17,2 7 TwD ER<br>G.18 431 B.17 647 In.150<br>10 Ha (stl) (8,6 13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,2) ER (2,9 × 3,8)<br>2W Cr 2(8) 9(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>✠ NAuxB (o.f.) made79 fitted1/80 5kgf/cm² (4,9bar)<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar) rcv 5kgf/cm² (4,9bar)<br>Gen 3 × 300kW 400V a.c. |
| **5357616**<br>OUIB<br>H737<br>Df Esd<br>RT | **BASS ROCK**<br>ex Skantic-69 ex Texel-65<br>**Egon Mikkelsen**<br>Hanstholm Denmark | **105**<br>46<br>— | | (BV) | **1961** Zaanlandsche Schps. Maats. —Zaandam (486)<br>27,61 6,51 2,801<br>6,43 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 2SA 12Cy. 222 × 292<br>675bhp (497kW) NE 77<br>Blackstone & Co. Ltd.<br>Fuel (d.o.) |
| **7235551**<br>VJBT<br>355299<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BASS TIDE**<br>ex Bass Shore-79<br>**Tidewater Port Jackson Marine Pty. Ltd.**<br>Tidewater Inc.<br>*Sydney, N.S.W.* Australia | **731**<br>251<br>— | ✠100A1<br>✠LMC | SS 1/78<br>EL L $1\frac{1}{4}$"U2<br>FN 867 | **1973**-6 Adelaide Ship Cons. (a Div. of Adelaide SS Ind. Pty Ltd)—Adl (75)<br>56,39 12,15 4,547<br>50,96 11,89 5,11<br>F 18,0 1 dk<br>rf 330<br>7BH WB332t | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 16Cy. 222 × 292<br>reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 250kW 1 × 100kW 415V 50Hz a.c. |
| **7356252**<br>VJWY<br>374444<br>Df Esd<br>Gc Rdr<br>RT | **BASS TRADER**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **6 374**<br>2 170<br>7 480 | ✠100A1<br>✠LMC | CS 7/81<br>**UMS**<br>EL Et $2\frac{1}{2}$"U2<br>FN 4862 | **1976**-7 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (94)<br>141,97(BB) 23,42 7,182<br>127,01 23,26 15,02<br>F 12,2 2 dks, 3rd dk fore end of hold 3rd & 4th dks (moveable aft end of hold<br>rf 5 DK in way of hold<br>Coll BH to U dk 4 to 2nd dk WB3969t incl. DTsf 569t & STm2026t | **TM RoRo Cargo/Ferry**<br>Stern door<br>Mchy.aft | 2 Oil 4SA each 9Cy. 520 × 550<br>geared to sc. shafts<br>18 000bhp (13 240kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 800kW 1 × 550kW 415V 50Hz a.c.<br>2 Controllable pitch propellers aft<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 458,0t (hvf) |
| **5015335**<br>B2774<br>Df Esd<br>RTm | **BASSAM**<br>ex Amstelborg-73<br>**Bachir Sinno & Ali Badra**<br>Beirut Lebanon | **500**<br>358<br>752 | | BV | **1953** C. Amels & Zoon Scheepswerf —Makkum (169)<br>53,07 8,56 3,277<br>48,65 8,51 3,66<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 100 B.1 017<br>2 Ha (each 14,3 × 5,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) |
| **5407514**<br>ODIO<br>Df Esd<br>Rdr RT | **BASSAM B**<br>ex Nordsee-81<br>**National Trading & Shipping Agency**<br>Beirut Lebanon | **498**<br>277<br>1 301 | | RI (GL) | **1963** Kroegerwerft G.m.b.H.—Rendsburg (1189)<br>70,41 11,05 2,780<br>63,00 10,98 3,97<br>2 dks<br>rf nil | **M General Cargo**<br>1 Ho 44,9 1 TwD 46,1 ER<br>G.2 644 B.2 367<br>2 Ha (stl) (each 16,2 × 6,4) ER<br>Der 6(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 20kW 1 × 10,75kW 380V 50Hz a.c.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 5204273<br>TQAU<br>8175<br>Df Esd<br>Pfd Rdr<br>RTm | **BASSE NEVEZ**<br>ex Lautaret-66<br>**Armement Bigouden S.A.**<br>Guilvinec France | **116**<br>18<br>50 | <br><br>BV | **1957** At. & Ch. de la Manche—Dieppe 3,125<br>24,36<br>22,51 6,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br><br>In.70<br>1 Ha (1,0 × 1,0)<br>1W Der 1(1) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW) NE 66<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 41,5t (d.o.) 12kn |
| 5030347<br>TPYT<br>8167<br>Df Esd<br>Pfd RTm | **BASSE SPINEC**<br>ex Aubisque-66<br>**Daniel Carrot**<br>Guilvinec France | **116**<br>18<br>50 | <br><br>BV | **1956** At. & Ch. de la Manche—Dieppe<br>24,36 6,15<br>22,51 6,14 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br><br>In.70<br>1 Ha (1,3 × 1,3)<br>1W Der 1(1) | Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW) NE 66<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 41,5t (d.o.) 12kn |
| 5410377<br>XYMN<br>1193<br>Df Esd<br>Gc Pfd<br>Rdr | **BASSEIN**<br><br>**Burma Five Star Shipping Corp.**<br>Rangoon Burma | **4 875**<br>2 635<br>7 884<br>**7 435**<br>4 357<br>10 282 | ✠**100A1** CS 4/78<br><br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3641 | **1963**-11 A.G. "Weser" Werk Seebeck<br>—Bremerhaven (890)<br>135,77 18,93 7,220/8,459<br>124,64 18,31 10,90<br>P 8,3 F 26,6 1 dk & S dk<br>rf nil<br>Coll BH to S dk 6 to 2nd dk WB1473t incl.<br>Tunnel tanks 321t | **M General Cargo** OSD/CSD<br><br>5 Ho<br>G.15 753 B.14 006<br>5 Ha<br>16W Der 1(100) 2(10-15) 6(5-10)<br>8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>AuxB (o.f.) 114lbf/in² (7,9bar)<br>AuxB (ex.g) 114lbf/in² (7,9bar) & stm rcv<br>Fuel (hvf) |
| 5037761<br>SUGH<br>983<br>RT | **BASSEL**<br>ex LT 23-49<br>ex Major C. A. McGarrigle<br>**Timsah Shipping Co.**<br>Port Said Egypt | **248**<br>105<br>— | <br><br>AB | **1943** Tampa Marine Corp.—Tampa, Fl (6)<br>34,78 7,65 3,880<br>32,62 7,62 4,17<br><br>BK 102 | **M Tug** | Oil 4SA 8Cy. 405 × 510<br><br>Enterprise Engine & Foundry Co.<br>San Francisco, Ca<br>Controllable pitch propeller<br>Fuel 73,0t |
| 8129149<br>A642139<br>178 | **BASSI**<br><br>**Abu Dhabi Petroleum Ports Operating Co.**<br>Sharjah United Arab Emirates | **462**<br>127<br>— | **100A1**<br>Class Contemplated<br><br>FN 542 | **1982** Singmarine Shipyard (Pte.) Ltd.<br>—Singapore (043)<br>39,60 3,583<br>34,83 11,02 4,53 | **TM Tug**<br>Fire-fighting Anchor-handling | 2 Oil 4SA each 6Cy. 254 × 305 with clutches, flexible couplings & sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 6910740<br><br><br>Df Esd<br>RTm | **BASSI I**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | <br><br>AB (BV) | **1968** Ch. Normands Reunis—Courseulles-sur-Mer (4)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW<br>Fuel 56,0t 10kn |
| 6910752<br><br><br>Df Esd<br>RTm | **BASSI II**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | <br><br>AB (BV) | **1968** Ch. Normands Reunis—Courseulles-sur-Mer (5)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.140<br>1 Ha | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>10kn |
| 6916598<br><br>Esd RT | **BASSI III**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | <br><br>AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170/1)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.140<br>1 Ha | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>10kn |
| 6916603<br><br>Esd RT | **BASSI IV**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | <br><br>AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170/2)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho 11,5<br>In.140<br>1 Ha (w) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW<br>Fuel 56,0t 10kn |
| 6916615<br><br>Esd RT | **BASSI V**<br>ex Pai 1-77 ex Bassi V-71<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>66<br>— | <br><br>AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-3/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (stl) (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t (d.o.) 10kn |
| 6916627<br><br>Esd RT | **BASSI VI**<br>ex Pai 2-78 ex Bassi VI-71<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>64<br>— | <br><br>(BV) | **1969** At. & Ch. de la Manche—Dieppe (1214/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (stl) (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t (d.o.) 10kn |
| 6916639<br><br>Esd RT | **BASSI VII**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | <br><br>AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-3/2)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.140<br>1 Ha | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>10kn |
| 6916641<br><br>Esd RT | **BASSI VIII**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | <br><br>AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-3/3)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW<br>Fuel 56,0t 10kn |
| 6916653<br><br>Esd RT | **BASSI IX**<br><br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | <br><br>AB (BV) | **1969** Ch. Normands Reunis—Courseulles-sur-Mer (6)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW<br>Fuel 56,0t 10kn |

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|---|---|---|---|---|---|---|
| **6930582**<br>Df Esd<br>Gc RT | **BASSI X**<br>ex Pai 3-77 ex Bassi X-71<br>**Sherkate Towlidi Shrimp Inc.**<br>Kuwait Kuwait | **131**<br>66<br>— | AB (BV) | **1969** At. & Ch. de la Manche—Dieppe (1214/11)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (stl) (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reductio<br>geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t (d.o.)<br>10 |
| **7533783**<br>UDXO<br>M-12429 | **BASTAN**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdebu<br>9.5 |
| **7805148**<br>LIAJ<br>19319<br>Esd Gc<br>Rdr RT | **BASTESEN**<br>**Steinar Bastesen**<br>Bronnoysund Norway | **232**<br>86<br>— | | **1979** H. & E. Nordtveit—Nordtveitgrend (71)<br>32,42 7,55 4,171<br>29,01 7,51 6,43<br>1 dk | **M Fishing**<br>Side Trawler Whaler Line-fishing<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400 geared to sc.<br>shaft<br>500bhp (368kW)<br>B&W Alpha Diesel Div. of B&W<br>Diesel A/S Frederiksha |
| **7351082**<br>IPNB<br>455<br>Esd Gc<br>Pfd Rdr<br>RT | **BASTIA**<br>**Navigazione Arcipelago Maddalenino S.p.A. (NAV.AR.MA)**<br>Cagliari Italy | **498**<br>201<br>410 | RI | **1974** Cant. Nav. M. & B. Benetti —Viareggio (104)<br>74,76 12,53 3,315<br>65,03 12,50 4,30<br>2 dks | **TM RoRo Cargo/Ferry**<br>—dk P | 2 Oil 4SA each 8Cy. 360 × 450<br>6 000bhp (4 413kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhe<br>18 |
| **5401493**<br>Df Esd<br>Pfd Rdr<br>RTm | **BASTIAAN** | **260**<br>107<br>— | | **1962** N.V. Scheepswerf Haak—Zaandam<br>37,11 7,29<br>32,52 7,19 3,81<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhe<br>Fuel 53,0t (d.o.) 12 |
| **6901658**<br>PCYV<br>Df Esd<br>Rdr<br>RTm/h/v | **BASTIAAN BROERE**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **1 278**<br>776<br>2 303 | ✠100A1 SS 4/78<br>oil & chemical tanker<br>SG up to 1.6<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1317 | **1968**-12 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (359)<br>82,30 12,25 5,004<br>74,94 11,98 5,59<br>P 20,5 F 12,8 1 dk<br>rf 102<br>13BH WB132t incl. DTf70t | **M Tanker**<br>Oil Chemical<br>14 Ta ER<br>L.2 816 HeCls. C | Oil 4SA 6Cy. 400 × 600<br>1 499bhp (1 103kW)<br>N.V. Motorenfabriek "De Industrie"<br>Alphen a/d R<br>2 wtdb 142lbf/in² (9,8bar)<br>Gen 2 × 64kW 1 × 24kW<br>380V 50Hz a.c.<br>Fuel 128,0t (d.o.)-5,0pd 12 |
| **5037826**<br>EATT<br>Df Esd<br>RTm | **BASTIAGUEIRO**<br>**Pescanova S.A.**<br>Las Palmas Spain | **258**<br>120<br>517 | BV | **1955** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>38,36 6,86 3,645<br>6,58 3,92<br>1 dk<br>len 59 | **M Fishing**<br>Side Trawler<br>2 Ho<br>B.240<br>2 Ha (stl) (each 0,9 × 0,9) | Oil 4SA 8Cy. 295 × 420<br>520bhp (382kW) Kru<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelo<br>Gen 2 × 8kW 220V d.c.<br>Fuel 86,5t (d.o.) 1 |
| **7337933**<br>UMUK<br>M-12382 | **BASTION**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **633**<br>223<br>470 | RS | **1973** ............U.S.S.R.<br>55,00 9,50 4,179<br>5,16 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.648<br>2 Ha (each 2,9 × 2,9)<br>4W Der 2(3) 2(1,5) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeb<br>11,2 |
| **5037838**<br>187217<br>RT | **BASTION**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **172**<br>101<br>249 | | **1958** J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1168)<br>29,27 6,84 2,134<br>27,44 6,71 2,75<br>1 dk | **M General Cargo**<br>1 Ho 18,6 ER<br>B.368<br>1 Ha (15,4 × 4,5) ER | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW) NE —<br>Bergius Co. Ltd. Glasg<br>Fuel 6,0t (d.o.) 1 |
| **6729892**<br>P3UN<br>394471<br>Df Esd<br>Gc Rdr<br>RT | **BASTION ALPHA**<br>ex Bussum-80 ex Ferngulf-74<br>**Bastiona Navigation Ltd.**<br>Limassol Cyprus | **13 705**<br>7 954<br>20 687 | NV | **1968** Kaldnes M/V A/S—Tonsberg (175)<br>165,03 21,37 10,091<br>159,11 21,34 13,87<br>P 34,2 F 14,1 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 18,2 19,5 19,5 19,5 19,5 19,5 ER<br>G.27 037<br>6 Ha (stl) (11,2 × 9,8) (13,0 13,0 13,0 13,0 13,0 × 10,5) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 750 × 1320<br>9 800bhp (7 208kW)<br>S.A. Fiat S.G.M. To<br>Gen 3 × 336kW 440V 60Hz a.c.<br>Fuel 1 418,5t (hvf)-35,0pd 15 |
| **5258078**<br>H3QQ<br>6566-PEXT1<br>Df Esd<br>Rdr RT | **BASTION I**<br>ex Notre Dame d'Afrique-75<br>**Paolo Murri**<br>Panama Panama | **2 631**<br>1 405<br>3 590 | BV | **1960** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (782)<br>100,01(BB) 14,48 6,903<br>92,00 14,46 8,72<br>2 dks<br>RW | **M General Cargo/Tanker**<br>Wine Ref<br>3 Ho 30 Ta<br>In.3 919 L.9 024<br>3 Ha (6,4 14,2 13,5 × 5,3)<br>Der 1(25) 2(10) 8(5) | 2 Oil 4SA each 9Cy. 400 × 460 geare<br>sc. shaft<br>5 760bhp (4 237kW)<br>Ch. de l'Atlantique<br>Gen 3 × 180kW 220V d.c.<br>Controllable pitch propeller |
| **7700415**<br>LGZT<br>19162<br>Gc Rdr<br>RT | **BASTO I**<br>**A/S Alpha**<br>Moss Norway | **2 476**<br>938<br>1 129 | NV | **1978** A/S Framnaes M/V—Sandefjord (190)<br>99,85 17,84 4,601<br>92,31 5,36<br>2 dks<br>rf 1397 | **TM RoRo Cargo/Ferry** CSD<br>700dk P<br>Bow door & stern doors | 4 Oil 4SA each 6Cy. 250 × 300<br>4 600bhp (3 384kW)<br>A/S Bergens M/V<br>2 Controllable pitch propellers aft. 2 fwd |
| **7727425**<br>LIKN<br>19329<br>Rdr RT | **BASTO II**<br>**A/S Alpha**<br>Moss Norway | **2 536**<br>952<br>700 | NV | **1979** Moss Rosenberg Verft A/S —Stavanger (209)<br>99,52 17,84 4,601<br>92,03 17,81 10,62<br>2 dks<br>rf 1676 | **TM RoRo Cargo/Ferry**<br>700dk P<br>Bow door Stern door | 4 Oil 4SA each 6Cy. 250 × 300 geare<br>sc. shafts<br>4 600bhp (3 384kW)<br>Normo Gruppen A/S<br>Gen 4 × 152kW 220V 50Hz a.c.<br>2 Directional propellers aft. 2 fwd |

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| 6812871<br>JXEU<br>17056<br>Esd Gc<br>Rdr RT | **BASTO III**<br>**A/S Alpha**<br>Moss Norway | T.Mk<br>**1 246**<br>374<br>— | NV | **1968** Ankerlokken Verft Glommen A/S<br>—Fredrikstad (168)<br>65,59 13,31 3,417<br>60,20 13,00 5,19<br>2 dks | **M RoRo Cargo/Ferry**<br>600dk P<br>Bow & stern doors Ice strengthened | Oil 2SA 5Cy. 360 × 600<br>1 300bhp (956kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 108kW 1 × 38kW<br>220V 50Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel (d.o.) |
| 6525868<br>EETW<br>729<br>Df Esd | **BAT**<br>ex Gerardo Toro-77<br>**Naviero Prego S.A.**<br>Bilbao Spain | **374**<br>245<br>537 | **✠100A1** SS 7/81<br>**✠LMC**<br>EL e<br>FN 453 | **1965**-11 Ast. de Murueta S.A.—Guernica (70)<br>45,19 7,62 3,391<br>39,98 7,60 3,71<br>P 9,2 F 6,1 1 dk<br>RW rf nil<br>4BH WB63t incl. DTf38t | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 160 sr reverse<br>geared to sc. shaft<br>520bhp (382kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 220V 50Hz a.c. |
| 5037890<br>C409 | **BATA NOVO**<br>**Sociedade Ultramarina de Transportes Ltda.**<br>Luanda Angola | **246**<br>138<br>365 | | **1949** J. Martins Novaes—Vila do Conde<br>*35,24* 8,18<br>... ... ...<br>1 dk | **Wood M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 290 × 380<br>Atlas Imperial D.E. Co. Oakland, Ca |
| 8014370<br>PCZH<br>Df Esd<br>Gc Rdr<br>RT | **BATAAFGRACHT**<br>**C.V. Scheepv. Onderneming 'Bakengracht'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 444<br>**3 466**<br>2 241<br>6 156 | **✠100A1**<br>Ice Class 1A at a draught not exceeding 7.25 metres<br>Ice Class 1B<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1987 | **1981**-10 Miho Zosensho K.K.—Shimizu (1184)<br>80,22 (BB) 16,11 5,985/8,484<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T & STs in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 1 × 132kW<br>445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) 12,75kn |
| 6922896<br>LZHM<br>14A/1<br>Df Esd<br>Gc Rdr<br>RT | **BATAK**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 326**<br>487<br>1 536<br>**1 812**<br>969<br>2 255 | BR | **1966** I. Dimitrov Shipyard—Rousse (2)<br>80,65 11,92 4,350/5,290<br>74,58 11,89 6,66<br>P 25,0 1 dk & S dk | **M General Cargo** OSD/CSD<br>2 Ho ER<br>G.3 111<br>2 Ha (10,5 × 6,0) (21,1 × 6,1) ER<br>Cr 2(3) | Oil 2SA 6Cy. 360 × 600<br>1 320bhp (971kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 3 × 80kW 400V a.c. |
| 5037929<br>SUDQ<br>RT | **BATAL**<br>ex Titan-58<br>**Suez Canal Authority**<br>Egypt | **617**<br>19<br>— | ✠Classed LR until 7/04 | **1899**-5 J. P. Rennoldson & Sons—South Shields<br>50,47 9,78 4,490<br>... ... ...<br>2 dks<br>R | **TS Tug** | T 6Cy. (2) 508 (2) 838 & (2) 1372 × 838<br>J. P. Rennoldson & Sons South Shields |
| 5037943 | **BATAL EL SALAM**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **120**<br>31<br>— | ✠Classed LR until 5/65 | **1962**-3 Angyalfold Shipyard—Budapest (1916)<br>29,06 6,91 2,763<br>26,12 6,51 3,26<br>RAD 1,9 RFD 3,4 | **M Tug** | Oil 4SA 8Cy. 315 × 450 with flexible couplings<br>Lang Gepgyar Budapest |
| 7631353<br>SUUE<br>Esd Gc<br>Rdr RT | **BATAL/2**<br>**Suez Canal Authority**<br>Port Said Egypt | **362**<br>0<br>265 | **✠100A1**<br>tug<br>**✠LMC**<br>EL (H) 332,0/24,0U2<br>FN 504 | **1978**-4 Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (873)<br>36,17 11,54 3,410 (aft)<br>33,51 11,02 4,02<br>1 dk<br>rf 356<br>4BH WB31T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 3 × 134kW 380V 50Hz a.c.<br>2 Directional propellers |
| 7420766<br>CLBU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATALLA DE STA. CLARA**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Cienfuegos Cuba | T.Mk<br>**496**<br>248<br>—<br>**1 327**<br>777<br>1 582 | **✠100A1** SS 1/81<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL M 1¼"U2<br>FN 1183 | **1975**-12 Nystads Varv Ab<br>—Uusikaupunki/Nystad (279)<br>74,12 (BB) 11,21 —/4,712<br>67,32 11,00 6,56<br>P 16,2 RAD 16,8 F 8,6 2 dks<br>rf 51<br>4BH to U dk 1 to 2nd dk WB246T | **M General Cargo**<br>Ref.<br>2 Ho 19,5 19,8 ER 2 TwD<br>In.2 024<br>4 Ha (stl) (3,8 5,1 5,1 5,1 × 3,5) ER<br>Der 8(3) | Vee Oil 4SA 12Cy. 250 × 300<br>2 200bhp (1 618kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 140kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 261,5t (hvf) 14kn |
| 7420778<br>CLBV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATALLA DE YAGUAJAY**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Caibarien Cuba | T.Mk<br>**496**<br>248<br>—<br>**1 327**<br>777<br>1 582 | **✠100A1**<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL M 1¼"U2<br>FN 1183 | **1976**-5 Nystads Varv Ab<br>—Uusikaupunki/Nystad (280)<br>74,12 (BB) 12,12 —/4,712<br>67,32 11,00 6,56<br>P 16,2 RAD 16,8 F 8,6 2 dks<br>4BH to U dk 1 to 2nd dk WB246T | **M General Cargo**<br>Ref.<br>2 Ho 19,5 19,8 ER 2 TwD<br>In.2 024<br>4 Ha (3,8 5,1 5,1 5,1 × 3,5) ER<br>Der 8(3) | Vee Oil 4SA 12Cy. 250 × 300<br>2 200bhp (1 618kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 140kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 261,5t (hvf) 14kn |
| 6821212<br>381781<br>Rdr RT | **BATAM**<br>ex Sanyo Maru-79<br>ex Asama Maru-79<br>**Sultan Shipping Pte. Ltd.**<br>Singapore Singapore | **264**<br>97<br>85 | NK | **1968** Osaka Zosensho—Osaka (285)<br>34,07 9,83 4,025<br>30,74 9,81 4,40<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Seisakusho Tateyama<br>Gen 1 × 48kW 1 × 36kW 225V a.c.<br>Fuel 62,0t 13,5kn |
| 6619023<br>DZBI<br>RT | **BATANES**<br>ex Iraya ex Batanes-69<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **541**<br>270<br>381 | (NK) | **1965** Fukuoka Zosen K.K.—Fukuoka<br>52,43<br>47,55 9,15 3,97<br>P 15,0 F 4,9 1 dk | **TM General Cargo**<br>2 Ho ER<br>G.671 B.609<br>2 Ha (each 4,2 × 3,5) ER<br>Der 2(5) 2(3) | 2 Oil 4SA each 6Cy. 260 × 400<br>640bhp (471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 59,0t (d.o.) 10kn |
| 5037955<br>PKSF<br>2045/L<br>Df Esd<br>Rdr | **BATANGHARI**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **2 575**<br>1 179<br>1 727 | KI<br>✠Classed LR until 19/6/78 | **1957**-1 N.V. Scheeps. v.d. Werf—Deest (258)<br>87,00 14,03 3,944<br>81,87 14,00 5,49<br>P & B 49,7 F 11,3 Upr. F 9,5 1 dk<br>rf 76 | **M General Cargo** | Oil 2SA 6Cy. 520 × 700<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 1 × 540kW 230V d.c.<br>11,5kn |

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| **8109058**<br>YCZQ<br>BAø5692<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BATARA**<br>**P.T. Perusahaan Pelayaran**<br>**Nusantara 'Bahari Bahtera'**<br>Jakarta Indonesia | **2 357**<br>1 275<br>3 508 | NK | **1981** Narasaki Zosen K.K.—Muroran (1019)<br>91,90 14,03 5,611<br>88,55 14,01 5,95<br>P 22,3 B 8,0 F 4,6 1 dk | **M General Cargo**<br>— | Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 175kW 445V 60Hz a.c.<br>Fuel 40,5t (d.o.) 214,5t (hvf)-7,0pd | K<br>10, |
| **7367861**<br>PCZA<br>41<br>Esd Rdr<br>RT | **BATAVIA**<br>ex Eben Haezer-80<br>**W. 't Mannetje & Zn.**<br>Goedereede Netherlands | **220**<br>77<br>— | | **1974** Scheepswerf "Vooruit" C.V. —Zaandam (346)<br>33,89 7,55 3,798<br>32,26 7,52<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 305 × 460<br>1 240bhp (912kW)<br>Schps. & Mach. Welgelegen | De Indus<br>Harlin |
| **5212696**<br>TOJX<br>4713<br>Df Esd<br>Rdr RT | **BATAVIA**<br>ex Louis Bernard-70<br>**Bernard Dubois**<br>Cherbourg France | **141**<br>46<br>282 | | **1959** Ch. Mar. du Midi—La Seyne<br>27,51 7,70<br>23,50 7,65 2,67<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (1,2 × 1,2)<br>Der 1 | 2 Oil 4SA each 6Cy. 150 × 190 geared<br>sc. shaft<br>575bhp (423kW)<br>Moteurs Duvant<br>Fuel 26,5t (d.o.) | Valencien<br>1 |
| **6722739**<br>UKKN<br>M-21383<br>Df Esd<br>Rdr RT | **BATAYSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**4 307**<br>623<br>2 780 | RS | **1955** Stocznia Gdanska im. Lenina—Gdansk (B31/16)<br>108,46 14,71 5,960<br>101,07 14,64 10,24<br>1 dk<br>conv General Cargo — | **S Fishing**<br>Training<br>Ice strengthened<br>1 Ho<br>B.400<br>1 Ha (2,5 × 2,5)<br>4W Der 2(3) 2(1,5) | C 4Cy. (2) 455 & (2) 980 × 980 with LP<br>turb & hydraulic coupling<br>2 300ihp (1 692kW)<br>"Zgoda" Zaklady Urzadzen<br>Technicznych | Swietochlow<br>11, |
| **7524536**<br>USUN<br>M-28300 | **BATAYSK**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | Magdeb<br>9, |
| **6805141**<br>RT | **BATEI**<br>**Suez Canal Authority**<br>Ismailia Egypt | **160**<br>—<br>— | (GL) | Lch.**1967** Cmpl.**1975** Timsah SB. Co. —Ismailia (154)<br>30,00 2,147<br>27,13 8,62 3,66<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Ko<br>10,75 |
| **5149162**<br>ZGKQ<br>364689<br>Df Esd<br>Rdr RT | **BATELEUR**<br>ex Sea Queen-80 ex Hermes-76<br>**Eagle Tugs Ltd.**<br>Shipmarc Ltd.<br>Georgetown Cayman Islands (British) | **287**<br>0<br>— | GL | **1956** F. Schichau G.m.b.H.—Bremerhaven (1668)<br>38,51 8,39 4,031<br>34,80 4,50<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 6Cy. 420 × 720<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 1 × 30kW 230V d.c.<br>Thw. thrust propeller aft<br>Fuel (d.o.) | Ko<br>13,5 |
| **5046463**<br>PLSO<br>Df Esd<br>Rdr RT | **BATIK**<br>ex Tropic Venture-75<br>ex Arne Vik-74 ex Normannvik-73<br>ex Sirabuen-70 ex Blink-69<br>**P.T. Perusahaan Pelayaran**<br>**Nusantara 'Bahari Bahtera'**<br>P.T. Perusahaan Pelayaran<br>Samudera "Gesuri Lloyd"<br>Jakarta Indonesia | **907**<br>567<br>1 575 | (NV) | **1957** Schlichting-Werft—Travemuende (1267)<br>66,55 9,94 4,909<br>60,20 9,91 5,77<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 011 B.1 756<br>3 Ha (9,6 8,9 8,9 × 5,5) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 18kW 1 × 17kW 2 × 11kW<br>220V d.c.<br>Fuel 84,5t-3,5pd | Ko<br>11,5 |
| **7348724**<br>UKEF<br>M-31107<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATILIMAN**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**3 019**<br>1 241<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (410)<br>101,83(BB) 15,22 5,600<br>91,83 15,21 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR)<br>Controllable pitch propeller | MA<br>Rosto<br>15 |
| **7360095**<br>FNWJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BATILLUS**<br>**Societe Maritime Shell**<br>Fos-sur-Mer France | **275 268**<br>225 473<br>553 662 | BV | **1976** Chantiers de l'Atlantique—St. Nazaire (V25)<br>414,21 28,501<br>395,74 63,01 35,01<br>1 dk | **TS Tanker**<br>SBT COW IGS<br>37 Ta ER<br>L.(oil) 677 325 HeCls. ptB<br>Cr 2(15,75) | 4 S Turb geared to sc. shafts<br>64 800shp (47 664kW)<br>Ch. de l'Atlantique<br>Gen 2 × 1700kW 440V 60Hz a.c.<br>Fuel 13 020,0t (o.f.) 474,5t (d.o.)-335,5pd | Stal-Lav<br>St Nazai<br>16,5 |
| **5401510**<br>Df Esd<br>Rdr RTm | **BATISS**<br>ex Rodrigue-63<br>**G. & Aris Lambropoulo**<br>Piraeus Greece | **244**<br>80<br>— | BV | **1962** S.I.C.C.Na.—St. Malo (48)<br>37,01 7,80 3,379<br>32,16 7,75 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,0 1,0 1,0 × 1,0) (1,0 × 0,8)<br>2W Der 1(2) 1(1) | Oil 4SA 6Cy. 305 × 460<br>750bhp (552kW)<br>D. & J. Boot "De Industrie"<br>Fuel 51,0t (d.o.) | Alphen a/d R<br>12,5 |
| **7705647**<br>7THP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATNA**<br>**Compagnie Nationale**<br>**Algerienne de Navigation**<br>**(C.N.A.N.)**<br>Alger Algeria | **12 838**<br>8 050<br>20 600 | BV | **1978** Kanasashi Zosensho—Toyohashi (1255)<br>156,17 9,902<br>146,01 22,81 13,52<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.27 478 B.24 471<br>5 Ha (stl) (8,0 × 8,0) (16,5 10,5 16,5 10,5 × 10,9) ER<br>Cr 4(15) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. | B&<br>Tama<br>19 |
| **7122687**<br>HO5255<br>1118<br>7-81<br>Esd Pfd<br>Rdr<br>RTm/v | **BATORE**<br>ex Bucklaw-81<br>**Batore Investment Inc.**<br>Panama Panama | **947**<br>602<br>950 | BV | **1971** Boele's Schps. & Mchf. N.V.—Bolnes (1042)<br>64,70 10,32 3,595<br>59,47 10,24 5,82<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta cyl horizontal ER<br>L.(gas) 1 187 | Oil 4SA 6Cy. 222 × 292<br>750bhp (552kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Gen 3 × 53kW 440V 60Hz a.c.<br>Fuel 69,0t (d.o.)-3,5pd | Dursl<br>11,5 |

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| 5022077<br>ODCU<br>84028<br>Df Esd<br>Gc Rdr<br>RTv | **BATROUN**<br>ex City of Famagusta-77<br>ex Arcadian-74<br>**Associated Levant Lines S.A.L.**<br>T. Gargour & Fils<br>Beirut Lebanon | **3 057**<br>1 289<br>4 518 | ✠**100A1** SS 2/80<br>side tanks in mchy. space —oil FP above 65,5°C. or vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL x 1$\frac{11}{16}$"SQ<br>FN 2686 | **1960**-7 Henry Robb Ltd.—Leith (473)<br>111,82 16,59 6,395<br>103,64 16,46 9,45<br>P 8,9 F 9,2 1 dk & S dk, 3rd dk in No. 3 hold<br>RW rf 76<br>Coll BH to S dk 6 to 2nd dk WB943t incl. Tunnel tanks 103t | **M General Cargo** OSD<br>Ref<br>5 Ho 14,0 20,4 9,1 15,2 16,0<br>In.835<br>5 Ha (stl) (4,1 × 4,5) (13,7 3,8 7,6 6,1 × 6,1)<br>Der 1(15) 12(5) | Oil 2SA 7Cy. 600 × 1040<br>3 500bhp (2 574kW) Sulzer<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow<br>AuxB 60lbf/in² (4,2bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel (hvf) 13kn |
| 7607120<br>LDXD<br>18887<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATSFJORD**<br>**Batsfjord Havfiskeselskap A/S**<br>Brodrene Aarsaether A/S<br>Alesund Norway | **293**<br>107<br>— | NV | **1976** Kleivset Batbyggeri—Bardset, Nordmore (74)<br>46,54 9,40 4,533<br>39,98 9,00 6,51<br>F - 1 dk<br>rf 1600 BK 178 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 122,0t-5,0pd 12kn |
| 5423386<br>304719 | **BATSMAN**<br>**Bowker & King Ltd.**<br>London United Kingdom | **217**<br>103<br>315 | ✠Classed LR until 10/70 | **1963**-10 R. Dunston (Hessle) Ltd.—Hessle (S805)<br>35,13 7,50 2,344<br>33,53 7,17 2,75<br>Trunk 15,6 F 6,1 1 dk<br>rf nil | **M Tank Barge**<br>CBT<br>2 Ta ER<br>L.(oil) 391 HeCls. C | Oil 4SA 8Cy. 165 × 184 with flexible coupling & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 30kW 220V d.c.<br>Fuel 8,0t (d.o.) 8,5kn |
| 7845005<br>UGTP<br>M-33094<br>Df Esd<br>Gc Rdr<br>RT | **BATTERFISH**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **710**<br>206<br>350 | RS | **1977** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>12,5kn |
| 8419012<br>TQHB<br>3874<br>Df Esd<br>Pfd Rdr<br>RTm | **BATTERIE**<br>**Yves Goalabre**<br>Armement Yves Goalabre<br>Concarneau France | **179**<br>59<br>— | BV | **1963** S.I.C.C.Na.—St. Malo (56)<br>31,86 7,24 2,845<br>27,36 7,21 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>In.100<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2) | Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valenciennes<br>Fuel 441,5t (d.o.) 11,75kn |
| 8017592<br>H9TL<br>1133<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATTERY**<br>**Magnificent Shipping Ltd. S.A.**<br>Panama Panama | **4 827**<br>2 940<br>8 034 | BV | **1981** Iwagi Zosen K.K.—Iwagi (23)<br>116,21 7,201<br>108,01 18,01 9,02<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 149 B.9 622<br>2 Ha (stl) (8,1 10,2 × 3,1) ER<br>Cr 1(35) 3(25) | Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>16,75kn |
| 5038105<br>WARJ<br>248432<br>Df Esd<br>Gc | **BATTLE CREEK VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 633**<br>4 615<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (V716)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7019775<br>TCRG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BATU**<br>ex Kyrgo-81 ex Silverharrier-80<br>**Denizcilik Isletmesi A.S.**<br>Istanbul Turkey | **4 616**<br>2 273<br>6 261 | ✠**100A1** SS 9/80<br>tanker<br>oil cargoes in centre & wing tanks, or chemicals or sulphuric acid in centre tanks up to SG 1.84<br>✠**LMC**<br>EL v 1$\frac{7}{8}$"U2<br>FN 2566 | **1970**-9 Hall, Russell & Co. Ltd.—Aberdeen (948)<br>106,99 16,67 7,341<br>100,59 16,50 9,00<br>P 28,4 F 14,7 1 dk<br>rf nil<br>8BH WB4751t incl. 3766t in clean ballast tanks DTf213t | **M Tanker**<br>Oil Chemical<br>6 Ta ER<br>L.3 415 HeCls. B | Oil 4SA 8Cy. 381 × 457 dr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>2 AuxB (1 o.f. 1 ex.g) 150lbf/in² (10,4bar)<br>Gen 3 × 345kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 464,5t (hvf)-13,0pd 14kn |
| 5038155<br>YBCA | **BATU PUTIH**<br>**P.T. Perusahaan Pelayaran Lokal Basuma**<br>Kalianget Indonesia | **319**<br>126<br>264 | KI | **1953** "Soerabaja" D.D. Maats.—Surabaya (373)<br>7,60 2,007<br>43,01 7,55 2,87<br>P 11,9 F 7,4 1 dk | **M General Cargo**<br>Mchy.aft<br>G.410 B.380<br>4W Der 4(3) | Oil 4SA 6Cy. 290 × 380<br>320bhp (235kW)<br>Atlas Imperial D.E. Co. Oakland, Ca<br>Gen 1 × 10,5kW 115V<br>Fuel 27,0t 9kn |
| 5038167<br>UOWP<br>M-11708<br>Df Rdr | **BATUMI**<br>ex Batum-39<br>ex Batumsky Soviet-34<br>**U.S.S.R.**<br>Nakhodka U.S.S.R. | **6 578**<br>3 431<br>9 957 | ✠ (RS) | **1932**-1 Odense Staalskibsvft. ved A. P. Moller—Odense (43)<br>129,27 16,67 8,268<br>123,96 16,62 9,89<br>P 29,0 B 11,3 Trunks in Well - F 11,3 1 dk<br>R | **M Tanker**<br>1 Ho 16 Ta ER<br>G.560 L.(oil) 12 663 HeCls. C<br>1 Ha (4,8 × 3,4)<br>4W Der 2(3) 2(2) | Oil 4SA 6Cy. 740 × 1500<br>2 340bhp (1 721kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 752,0t (d.o.)-10,0pd 11,5kn |
| 6913936<br>ESIY<br>M-30272<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BATUMI**<br>ex Askaniya<br>**U.S.S.R. -'Azcherryba'**<br>Poti U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1968** VEB Volkswerft Stralsund—Stralsund (253)<br>82,02 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 194<br>4 Ha (0,9 × 1,5) (1,6 × 2,1) (2,5 × 2,8) (2,3 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V d.c.<br>Controllable pitch propeller<br>13,5kn |
| 7533795<br>USTG<br>M-28295 | **BATURINO**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |

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| 7637840<br>LJGX<br>19491<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAUCHI**<br>**P/R Bauchi**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | 22 076<br>13 890<br>33 680 | NV | **1980** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B515/06)<br>176,66 27,49 11,481<br>169,45 27,44 15,80<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>Ore 41 700 HeCls. B<br>7 Ha (stl) (7,0 16,7 9,4 16,7 9,4 16,7 9,4 × 13,1) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 680kW 220V 60Hz a.c.<br>Fuel 246,0t (d.o.) 2 470,5t (hvf)-40,5pd<br>15kn |
| 8026828<br>ELAF7<br>6843<br>Df Esd<br>Gc Rdr<br>RT | **BAUCI**<br>**Fernandina Maritime Inc.**<br>Seaarland Shipping Management G.m.b.H.<br>Monrovia Liberia | 19 566<br>13 431<br>37 648 | 100A1<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**LMC** **UMS**<br>EL (Jt) 681,4/72,0U2<br>FN 8075<br>(RS) | **1980** Baltic SB. & Eng. Works—Leningrad (646)<br>199,80(BB) 27,87 11,227<br>186,01 27,81 15,60<br>P 37,2 F 17,1 1 dk<br>rf nil<br>9BH WB17673T incl. Comb. topside tanks Nos. 2-7 holds & btm & STs Nos. 3-6 holds 8303T Comb. btm & STs in No. 2 hold 1425T & No. 3 hold 5516T | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft | Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW) B&W<br>Bryansk Eng. Works Bryansk<br>WTAuxB (o.f.) 6kgf/cm² (5,9bar)<br>AuxB (ex.g) & htr 7kgf/cm² (6,9bar) rcv 6kgf/cm² (5,9bar)<br>Gen 3 × 400kW 400V 50Hz a.c. |
| 7126102<br>5B2362<br>367392<br>Df Esd<br>Gc Rdr<br>RTh/v | **BAUCIS**<br>ex Alice Bolten-73<br>**Baucis Shipping Co. Ltd.**<br>Limassol Cyprus | 3 983<br>2 554<br>6 126 | GL | **1972** Van der Giessen-de Noord N.V. —Alblasserdam (886)<br>96,86 16,06 7,195<br>90,45 15,97 9,25<br>F 8,0 1 dk | **M General Cargo**<br>3 Ho 14,1 26,8 20,5 ER<br>G.8 161 B.7 877<br>TEU 437 C. 437/20'<br>3 Ha (stl) (12,9 25,3 19,2 × 10,8) ER | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 230kW 1 × 180kW 380V 50Hz a.c.<br>Fuel 376,0t (hvf)<br>13kn |
| 8027767<br>OVJK<br>D2783<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BAUGE**<br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Fredericia Denmark | 218<br>0<br>112 | ✠100A1<br>tug<br>Ice Class 3<br>✠LMC **UMS**<br>EL E 275,0/25,0U1<br>FN 331 | **1981**-10 Dannebrog Vaerft A/S—Aarhus (178)<br>30,21 9,02 3,433<br>26,40 8,50 4,02<br>1 dk<br>rf 584 BK 76<br>4BH WBnil | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 225 × 300 with flexible couplings, clutches & sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 106kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 118,0t (d.o.)-8,0pd<br>14kn |
| 7928134<br>ELBB8<br>7019<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAUMARE**<br>**Baumare Inc.**<br>Torvald Klaveness & Co. A/S<br>Monrovia Liberia | 33 343<br>26 712<br>64 120 | NV | **1981** B & W Skibsvaerft—Kobenhavn (883)<br>225,03(BB) 32,31 13,080<br>213,77 32,25 18,01<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.78 790 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 1 × 100kW 440V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 810,0t (hvf)-40,5pd<br>15kn |
| 7393107<br>OXRR<br>H685<br>Df Esd<br>Pfd Rdr<br>RT | **BAUNEHOJ**<br>**P/R Baunehoj**<br>Jens Varg Jensen<br>Hanstholm Denmark | 173<br>86<br>— | | **1975** Martin Jansen Schiffswerft u. Mfbk. —Leer (127)<br>31,50 7,40 3,175<br>28,10 7,35 3,46<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.)<br>10kn |
| 8031134<br>H9IA<br>1110<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **BAUNTON**<br>**Baunton Shipping Corp.**<br>Panama Panama | 5 574<br>3 520<br>7 805 | NV | **1980** VEB Schiffswerft "Neptun"—Rostock (492)<br>121,85 7,724<br>113,44 17,61 9,91<br>P - F - 1 dk | **M General Cargo**<br>Ref<br>2 Ho ER<br>2 Ha (stl) (26,6 33,5 × 17,8) ER | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 1 × 80kW 380V 50Hz a.c. |
| 5047924<br>HPZL<br>7789-77<br>Df Esd<br>Gc Rdr<br>RTm/v | **BAUPRE ISLAND**<br>ex Saudi Glory-76 ex Thorsile-75<br>ex Bonanza-70<br>**Hong Kong Baupre Shipping Co. Ltd. S.A.**<br>Hong Kong Islands Shipping Co. Ltd.<br>Panama Panama | 6 887<br>4 010<br>9 528 | 100A1 SS 3/82<br>**LMC**<br>EL A† $2\frac{11}{16}$"<br>FN 4521<br>(NV) | **1953** A/B Gotaverken—Goteborg (673)<br>155,78 19,38 5,423<br>143,24 19,36 12,20<br>P 20,2 F 27,5 3 dks, 4th dk in Nos. 3, 4 & 6 holds<br>RW rf 305 conv Ref General Cargo 78<br>NS 4BH to U dk, 4BH to 3rd dk WB1080T | **M Livestock Carrier** OSD 12P | Oil 2SA 9Cy. 760 × 1500<br>8 200bhp (6 032kW)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>e(ex.g) 6kgf/cm² (5,9bar)<br>Gen 2 × 200kW 2 × 165kW 220V d.c.<br>Fuel 1 524,0t (hvf)<br>17kn |
| 7357995<br>PPHM<br>7576<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAURU**<br>ex Braganca-82<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | 65 074<br>48 358<br>116 655 | ✠100A1 CS 3/81<br>oil tanker (cc)<br>✠LMC **UMS**<br>EL T† $3\frac{7}{16}$"U3<br>FN 15901 | **1976**-3 Verolme Est. Reunidos do Brasil S.A.—Jacuacanga (863 /B35)<br>271,74(BB) 42,07 15,012<br>258,00 42,02 19,61<br>F 21,7 1 dk<br>rf 102<br>9BH WB19193T incl. DTf2720T & clean ballast tanks 13733T | **M Tanker**<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 138 910 | Oil 2SA 9Cy. 840 × 1800<br>24 800bhp (18 242kW) B&W<br>Industrias Villares Sao Paulo<br>AuxB (o.f.) 12,5kgf/cm² (12,3bar)<br>AuxB (ex.g) 13kgf/cm² (12,8bar) Spt 13kgf/cm² (12,8bar)<br>WTAuxB 32kgf/cm² (31,4bar) Spt 30kgf/cm² (29,5bar)<br>Gen 3 × 810kW 440V 60Hz a.c.<br>Fuel 503,0t (d.o.) 5 043,5t (hvf)<br>15kn |
| 7041352<br>JXPI<br>17553<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **BAUS**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | 479<br>0<br>— | NV | **1970** P. Hoivolds M/V A/S—Kristiansand (44)<br>36,28 10,04 5,563<br>32,21 10,01 6,20<br>F 15,0 1 dk<br>BK 152 | **M Tug/Icebreaker**<br>Der 1(2,5) | Oil 4SA 8Cy. 450 × 550<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 116kW 1 × 12kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 292,5t (d.o.)<br>13,5kn |
| 5038208<br>UYPF<br>M-26420<br>Df Esd<br>Gc Rdr<br>RT | **BAUSKA**<br>Launched as Profesor Huber<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | 12 588<br>6 642<br>19 088 | RS<br>✠Classed LR until 6/63 | **1961**-1 Stocznia Gdanska im. Lenina —Gdansk (B70/01)<br>176,89 21,85 9,530<br>165,03 21,81 11,84<br>P 38,8 B 12,5 F 24,1 1 dk<br>RW rf nil | **M Tanker**<br>1 Ho 22 Ta ER<br>G.813 L.(oil) 25 101 HeCls. BC<br>1 Ha (4,5 × 3,5) ER<br>7W Der 4(5) 3(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 252,0t (d.o.) 1 857,5t (hvf)-28,5pd<br>15,25kn |
| 7610452<br>LHTJ<br>19261<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAVANG**<br>**P/R Bavang**<br>Torvald Klaveness & Co. A/S<br>Oslo Norway | 22 076<br>13 890<br>33 608 | NV | **1978** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B515/02)<br>176,82 27,46 11,491<br>169,30 27,44 15,80<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>Ore 41 700 HeCls. B<br>7 Ha (stl) (7,0 16,7 9,5 16,7 9,5 16,7 9,5 × 13,1) ER<br>Cr 2(25) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 246,0t (d.o.) 2 470,5t (hvf)-39,0pd<br>15kn |

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|---|---|---|---|---|---|---|
| 6609690<br>OMEB<br>Df Esd<br>Gc Rdr<br>RTv | **BAVARIA**<br>**Hapag-Lloyd International S.A.**<br>Hapag-Lloyd A.G.<br>Hamburg Federal Republic of Germany | **8 074**<br>4 376<br>9 786<br>**10 896**<br>6 495<br>12 430 | GL | **1966** Blohm & Voss A.G.—Hamburg (846)<br>164,50(BB) 22,18 8,671/9,729<br>152,25 22,00 12,86<br>RQD 26,0 F 27,2 2 dks & S dk | **M General Cargo** OSD/CSD<br>Ref 12P<br>Ice strengthened<br>6 Ho 16,2 18,3 19,2 24,0 ER 16,9 —<br>G.19 134 B.17 085 In.75<br>TEU 272 C. 272/20'<br>7 Ha (stl) (12,1 × 5,0) (12,1 12,1 16,9 12,1 × 7,0) ER (5,0p&s × 3,5)<br>23W Cr 1(3) Der 1(80) 16(5-10) 6(3-5) | Oil 2SA 9Cy. 860 × 1600<br>18 900bhp (13 902kW) MAN<br>Blohm + Voss A.G. Hamburg<br>Gen 3 × 360kW 1 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 2 249,5t (hvf) 21kn |
| 7228467<br>Y3LL<br>Df Esd<br>Rdr | **BAWA 1**<br>ex Minol 14-81<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **325**<br>138<br>421 | DSRK (PR) | **1972** Wroclawska Stocznia Rzeczna —Wroclaw (ZB400/01)<br>43,31 8,26 3,004<br>40,67 8,11 3,41<br>1 dk | **M Tanker**<br>Ice strengthened<br>Mchy.aft<br>L.(oil) 558 | Oil 4SA 6Cy. 220 × 320<br>440bhp (324kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 48kW 400V a.c.<br>10kn |
| 5038222<br>PKEI | **BAWAKARA ENG**<br>**P.T. Perusahaan Pelayaran Sulawesi Selatan**<br>Jakarta Indonesia | **176**<br>86<br>— | | **1944** .............Australia<br>*36,58* 7,32<br>... ... ... | **TM General Cargo** | 2 Oil each 2Cy. 220 × —<br>Fairbanks Morse & Co. Beloit, Wi |
| 7425168<br>YBJZ<br>Df Esd<br>Gc Rdr<br>RT | **BAWAL PUTIH**<br>**Direktorat Jenderal Perikanan Dep. Pertanian**<br>Jakarta Indonesia | **192**<br>74<br>91 | (NK) | **1975** Yamanishi Zosen K.K.—Ishinomaki (782)<br>31,27 6,81 2,744<br>26,98 6,79 3,79 | **M Fishing**<br>Training<br>2 Ho ER<br>G.47 B.42<br>2 Ha (1,2 × 0,9) (0,7 × 1,0)<br>Der 2(3) 2(1) | Oil 4SA 6Cy. 200 × 240<br>550bhp (405kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Fuel 60,0t (d.o.)-2,5pd |
| 7641047<br>Df Esd<br>Rdr RT | **BAWAL PUTIH 11**<br>**Government of The Republic of Indonesia (Academy of Fisheries)**<br>Semarang Indonesia | **300**<br>—<br>— | | **1977** Weng Chan Eng. Co. (Pte.) Ltd. —Singapore (V.83)<br>36,02<br>30,92 9,43 4,86 | **M Research/Fishing**<br>Stern Trawler Seiner Training | Oil<br>1 200bhp (883kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7936519<br>YBAT | **BAWOMATALUO**<br>**Government of The Republic of Indonesia (Department for North Sumatra)**<br>Belawan Indonesia | **760**<br>315<br>— | KI | **1975** P.T. Menara—Tegal<br>... ... ...<br>55,50 9,81 5,52<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau West Germany<br>12kn |
| 5111012<br>WGKC<br>286965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAY**<br>ex Export Bay-80<br>**Central Gulf Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**7 939**<br>4 466<br>—<br>**10 659**<br>6 465<br>12 832 | AB | **1961** National Steel & SB. Co.—San Diego, Ca (325)<br>150,27 22,33 —/9,316<br>143,26 22,26 12,86<br>P 47,0 F 20,5 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>21W Cr 2(5) Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 700kW a.c.<br>Fuel 3 222,0t (o.f.) 18,5kn |
| 5241702<br>WMDW<br>283541<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BAY**<br>ex Mormacbay-77<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**6 590**<br>3 801<br>—<br>**9 252**<br>5 527<br>12 660 | AB | **1960** Sun SB. & Dry Dock Co.—Chester, Pa (618)<br>147,30 20,78 —/9,576<br>139,60 20,73 12,65<br>F 11,9 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 17,8 20,5 22,1 ER 23,6 20,5<br>B.15 942 In.1 115<br>5 Ha (stl) (7,5 × 4,8) (11,4 12,1 × 6,7) ER (12,1 10,6 × 6,7)<br>18W Der 1(75) 8(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>12 100shp (8 900kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 5 461,0t (o.f.) 19kn |
| 7009926<br>3EYN<br>9742<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAY BRIDGE**<br>ex New Golden Phoenix-81<br>ex Golden Phoenix-79<br>ex Scotland Maru-79<br>**Baybridge Naviera S.A.**<br>Panama Panama | **19 037**<br>11 627<br>16 161<br>Classed LR until 3/11/78 | NK | **1970** Kawasaki Heavy Ind. Ltd.—Kobe (1136)<br>200,62(BB) 24,06 9,824<br>189,62 24,01 16,90<br>P 34,2 F 40,6 1 dk<br>rf 381 conv Ref General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>side doors<br>5 Cell.Ho 14,0DT 13,2 21,7 23,1 21,5 ER 21,9<br>TEU 1010 C. 1010/20'<br>10 Ha (stl) ER | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 225,5t (d.o.) 2 669,0t (hvf)-67,0pd<br>19,5kn |
| 7231804<br>Rdr | **BAY BRIDGE**<br>ex Koyo Maru-80 ex Hiro Maru<br>**Nazrul Islam Khan & Co. (Pvt.) Ltd.**<br>Dacca Bangladesh | **299**<br>194<br>726 | | **1971** Fukae Zosen K.K.—Ogaki (130)<br>45,50 8,44 3,550<br>41,99 8,41 3,81 | **M Tanker**<br>3 Ta | Oil<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>10,25kn |
| 7424035<br>GBDV<br>359134<br>Df Esd<br>Gc Rdr<br>RT | **BAY FISHER**<br>ex Atlantic Coast-79<br>**James Fisher & Sons Public Limited Company**<br>Barrow in Furness United Kingdom | **1 394**<br>990<br>2 807 | BV | **1976** I/S Orskovs Staalskibsvaerft —Frederikshavn (84)<br>71,48 13,03 5,722<br>68,86 12,98 6,76<br>P 14,1 F 8,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,0 ER<br>G.3 443 B.3 166<br>2 Ha (stl) (each 21,1 × 8,4) ER<br>Cr 3(5) | Oil 4SA 6Cy. 320 × 420<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 262,0t (d.o.)-6,0pd 12kn |
| 7042916<br>WY7442<br>521200 | **BAY ISLANDER**<br>**Bender Welding & Machine Co. Inc.**<br>Mobile, Al United States of America | **131**<br>89<br>— | | **1969** Bender Welding & Machine Co. Inc. —Mobile, Al<br>22,13 6,84<br>6,79 3,51<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 5056509<br>WA3974<br>253463<br>RTv | **BAY PRINCE**<br>ex C. Stewart Lee ex Wahneta-47<br>**Bay Towing Corp.**<br>Norfolk, Va United States of America | **199**<br>135<br>— | | **1939** U.S. Naval Shipyard—Mare Island, Ca<br>30,48 7,62<br>30,41 7,57 2,57<br>1 dk | **D-E Tug**<br>2W | Oil 2SA 12Cy. connected to 1 elec. motor<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 11kn |

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| 7051539<br><br>512052 | **BAY PRINCE**<br><br>**Southern Fisheries Inc.**<br>Wilmington, De United States of America | **126**<br>85<br>— | | **1967** Marine Builders Inc.—Mobile, Al<br>*22,56*<br>6,84 3,43<br>1 dk | **M Fishing** | Oil<br>330bhp (243kW)<br>Fuel (d.o.) | U.S.A |
| 7391185<br>WPTP<br>600128<br>Df Gc<br>Pfd Rdr<br>RT | **BAY RIDGE**<br><br>**United States Trust Co. of New York, Trustee**<br>Cove Shipping Inc.<br>New York, NY United States of America | **103 812**<br>90 743<br>205 000 | AB | **1979** Seatrain SB. Corp.—Brooklyn, NY (103)<br>334,93 21,337<br>322,03 43,74 27,77<br>1 dk<br>rf 152 | **S Tanker**<br>15 Ta ER<br>L.(oil) 263 147 | 2 S Turb geared to sc. shaft<br>50 000shp (36 778kW)<br>De Laval Turbine Inc.<br>Gen 2 × 1750kW a.c.<br>Fuel 10 318,5t (o.f.) | U.S.A<br>17kn |
| 8120026<br>WRT3<br>952<br>647673<br>Df Esd<br>Gc Rdr<br>RTm/h | **BAY SERVICE**<br><br>**Zapata Marine Service Ltd. S.A.**<br>Houston, Tx United States of America | **455**<br>309<br>1 066 | AB (Class cont.) | **1982** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms (89)<br>62,79 3,810<br>56,39 12,20 4,58<br>B 12,2 F 20,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 sr geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-10,5pd | La Grange<br>12kn |
| 7945596<br>NRXE | **BAY STATE**<br>ex Geiger-80<br>Launched as President Adams<br>**Government of The United States of America (Department of Commerce)**<br>United States of America | **13 319**<br>7 158<br>— | AB | **1952** New York SB. Corp.—Camden, NJ (486)<br>8,259<br>152,53 22,26 14,91<br>RQD 4,9 B 57,0 4 dks<br>rf nil conv Passenger/General Cargo 52<br>conv Passenger/General Cargo/Troopship 80 | **S Passenger/General Cargo/Training Ship**<br>4 Ha (stl) (each 5,3 × 9,7) ER | 2 S Turb dr geared to sc. shaft<br>16 940shp (12 460kW)<br>General Electric Co.<br>Gen 3 × 600kW a.c. | U.S.A |
| 6506551<br>WHMW<br><br>Df Esd<br>Gc Rdr | **BAY STATE**<br>ex Empire State IV-73<br>ex Henry Gibbins ex Biloxi-43<br>**Government of The United States of America (Department of Commerce)**<br>United States of America | **12 069**<br>6 577<br>5 363 | (AB) | **1943** Ingalls SB. Corp.—Pascagoula, Ms (297)<br>*141,65* 21,24 7,782<br>141,74 21,19 13,87<br>B & F 112,5 4 dks<br>rf nil conv Passenger Ship — | **S General Cargo/Training Ship**<br>2 Ho ER 2 Ho<br>B.2 917<br>2 Ha ER 2 Ha<br>Der 2(15) 1(10) 4(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>General Electric Co.<br>Gen 3 × 300kW<br>Fuel 2 219,0t (o.f.) | U.S.A |
| 5038349 | **BAYAD**<br><br>**MISR Petroleum Co.**<br>Egypt | **452**<br>234<br>831 | ✠A1 SS 3/82<br>oil tanker<br>FP above 65.5°C<br>Alexandria Harbour service<br>✠LMC<br>EL (h) $\frac{15}{16}$"<br>FN 645 | **1954**-8 George Brown & Co. (Marine) Ltd.—Greenock (258)<br>53,01 9,43<br>49,99 9,00 3,89<br>1 dk<br>RW rf nil<br>10BH WB106t incl. DTf53t | **S Tank Barge**<br>4 Ta ER<br>Der 2(2) | C 2Cy. 305 & 610 × 457<br>380ihp (280kW)<br>Plenty & Son Ltd.<br>SB 140lbf/in² (9,7bar) hs86,0<br>Gen 1 × 6kW 110V d.c.<br>Fuel (o.f.) | Newbury |
| 7037284<br>WIAG<br>530007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAYAMON**<br>ex Eric K. Holzer-77<br>**650 Leasing Co.**<br>Puerto Rico Marine Management Inc.<br>Wilmington, De United States of America | **15 131**<br>10 004<br>14 407 | AB | **1970** Sun SB. & Dry Dock Co.—Chester, Pa (650)<br>213,37(BB) 28,05 8,564<br>195,99 27,97 12,83<br>3 dks & ´S dk<br>rf 432 | **S RoRo Cargo** ´ OSD<br>3 Ho ER | 3 S Turb geared to sc. shaft<br>32 000shp (23 538kW)<br>General Electric Co.<br>Gen 2 × 1250kW<br>Fuel 3 246,5t (o.f.) | Lynn, Ma |
| 6728317<br>UOLN<br>M-22442 | **BAYAN**<br><br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **464**<br>—<br>155 | RS | **1954** Santierul Naval Galatz—Galatz<br>44,30 9,50 3,469<br>4,40 | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works | Leningrad<br>11kn |
| 7114850<br>GPHU<br>343185<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BAYANO**<br><br>**Fyffes Group Ltd.**<br>London United Kingdom | **4 087**<br>1 866<br>3 480 | ✠100A1 CS 5/82<br>✠LMC<br>EL S 1⅝"U2<br>FN 2641 | **1972**-5 Hijos de J. Barreras S.A.—Vigo (1411)<br>104,35 17,12 5,798<br>97,03 17,07 10,14<br>2 dks<br>rf 305<br>NS 6BH WB1433t incl. DTf58t | **TM Container Ship**<br>Fixed-guides<br>4 Cell.Ho 13,8 13,8 13,8 26,7 ER<br>TEU 186 C.Ho 47/40′ C.Dk 46/40′<br>6 Ha (stl) ER<br>Cr 1(29) | 2 Vee Oil 4SA each 12Cy. 400 × 500 sr geared to sc. shafts<br>6 400bhp (4 708kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 528kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd | Deutz<br>Vigo |
| 7225647<br>HO6524<br>9054-PEXT1<br>Gc RT | **BAYANO**<br>ex Biyo Maru-80<br>**Servicios Marinos NYK De Panama S.A.**<br>Panama Panama | **198**<br>58<br>— | NK | **1972** Shin Yamamoto Zosen—Kochi (156)<br>30,46 8,64 2,598<br>25,99 8,62 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 225V a.c.<br>Fuel 54,0t-6,0pd | Niigata |
| 7382366<br>JXFV<br>18433<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BAYARD**<br><br>**P/R Bayard**<br>Fred. Olsen & Co.<br>Oslo Norway | T.Mk<br>**5 171**<br>2 681<br>10 320 | NV | **1975** Ankerlokken Verft Floro A/S—Floro (99)<br>**1981** (Additional cargo section) Frederikshavn Vaerft A/S—Frederikshavn<br>167,52(BB) 21,04 6,211<br>20,99 14,41<br>2 dks<br>rf 699 len 81 | **TM RoRo Cargo** 12bth P<br>Stern door & ramps<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>12 000bhp (8 827kW)<br>Lindholmen Motor AB.<br>Gen 3 × 480kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 998,0t (hvf)-46,5pd | Pielstick<br>Goteborg<br>18,5kn |
| 6423967<br>TMAX<br><br>Df Esd<br>Pfd Rdr<br>RT | **BAYARD**<br><br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>La Rochelle France | **222**<br>8<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5092)<br>30,51 8,39 3,988<br>27,51 8,01 4,30<br>1 dk | **M Tug**<br>1 Ha (3,3 × 0,9)<br>1W Der 1(2,5) | Oil 2SA 6Cy. 340 × 570<br>Ch. & At. de Provence<br>Gen 2 × 70kW 125/140V d.c.<br>Controllable pitch propeller<br>Fuel 62,0t (d.o.) | Polar<br>Marseille |
| 5127877<br>DZGP<br>202938<br>Df | **BAYBAY**<br>ex P. Aboitiz ex General Lukban<br>ex General del Pilar ex FS 253<br>ex FP 253<br>**La Suerte Shipping**<br>Manila Philippines | **742**<br>372<br>710 | (AB) | **1944** Wheeler SB. Corp.—Whitestone, NY (67)<br>66,15 9,76<br>9,71 4,55<br>2 dks<br>len — | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br>General Motors Corp. | Detroit, M |

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| 6907028<br>ELAE4<br>6832<br>Df Esd<br>Gc Rdr<br>RT | **BAYBRIDGE**<br>ex Freedom A.S.-80<br>ex Cape York-79<br>**Baybridge Shipping Co.**<br>Ugland Management Co. A/S<br>Monrovia Liberia | **12 087**<br>8 174<br>22 373 | **✠100A1** CS 4/79<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>**✠LMC**<br>EL E† 2½"U2<br>FN 5425 | **1969**-5 Horten Verft A/S—Horten (165)<br>159,82(BB) 22,92 9,776<br>150,88 22,86 13,09<br>P 30,2 F 12,2 1 dk<br>rf 76 DK fwd shortened 82<br>NS 8BH WB6595t incl. Comb. btm, side & topside tanks in Nos. 2-6 holds 5404t<br>Topside tanks in No. 1 holds 229t | **M Bulk Carrier**<br>6 Ho 17,1 19,3 16,1 19,3 19,3 17,7 ER<br>G.26 983 B.25 559<br>6 Ha (stl) (12,8 12,8 9,6 12,8 12,8 12,8 × 12,8) ER | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>A/S Horten Verft Horten<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 1 270,0t (hvf) 15,5kn |
| 7524512<br>USVX<br>M-12424 | **BAYER**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7421980<br>DNBV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAYERN**<br>**Tanker-und Schiffahrtsgesellschaft TTB m.b.H.**<br>Veba-Chemie Poseidon Tankschiff G.m.b.H.<br>Hamburg Federal Republic of Germany | **70 687**<br>59 398<br>136 960 | GL | **1976** Howaldtswerke-Deutsche Werft —Hamburg (93)<br>284,01 15,701<br>272,02 43,41 20,63<br>F 21,4 1 dk | **S Tanker**<br>COW IGS<br>24 Ta ER<br>L.(oil) 160 897 HeCls. BC<br>Cr 1(3) 1(1) | 2 S Turb geared to sc. shaft<br>24 000shp (17 653kW) AEG<br>B.V. Koninklijke Mij. Schps. & Mach. "De Schelde" Netherlands<br>Gen 2 × 900kW 450V 60Hz a.c.<br>16kn |
| 7828530<br>UQJK<br>M-35199<br>Df Esd<br>Gc Rdr<br>RT | **BAYEVO**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | T.Mk<br>**3 380**<br>1 432<br>1 815 | RS | **1979** ..............U.S.S.R.<br>103,71 16,01 5,900<br>10,22<br>2 dks | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | 2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>2 Controllable pitch propellers<br>14kn |
| 5379585<br>CYFK<br>346084<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BAYFIELD**<br>ex Hildur-74 ex Vicca-72<br>**Government of Canada (Ministry of The Environment)**<br>Ottawa Canada | **178**<br>88<br>— | ✠Classed LR until 5/10/79 | **1960**-6 Kristiansands M/V A/S —Kristiansand (200 *a)<br>31,32 6,56 2,515<br>27,16 6,41 3,28<br>1 dk<br>rf 1219 | **TM Research**<br>Hydrographic Survey | 2 Oil 4SA each 6Cy. 159 × 203 sr reverse geared to sc. shafts<br>580bhp (427kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 37,5kW 220V 60Hz a.c.<br>Fuel 40,5t (d.o.) |
| 5034082<br>Df Esd<br>Rdr | **BAYKAL**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **7 661**<br>4 285<br>7 620 | ✠<br>(RS) | **1957**-7 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (283)<br>130,21 18,88 8,167<br>118,45 18,84 11,21<br>P 14,4 3 dks | **D-E General Cargo**<br>3 Ho 14,4 15,2 8,8DTp&s 15,6 9 TwD<br>G.10 489 B.8 404<br>6 Ha (8,3 10,2 2,7 3,2 10,2 8,3 × 7,4)<br>12W Der 2(50) 2(10) 10(5) | 4 Oil 2SA each 8Cy. 420 × 500 total 9 020bhp (6 635kW) driving 4 gen. each 1 392kW connected to 1 elec. motor of 7 000shp (5 149kW) & geared to sc. shaft Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 225kW 220V d.c.<br>Fuel 1 191,0t (d.o.) 15kn |
| 5401352<br>USKC<br>M-26914<br>Df Esd<br>Gc Rdr<br>RT | **BAYKAL**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **5 236**<br>2 165<br>1 357 | RS | **1962** VEB Mathias-Thesen-Werft—Wismar (115)<br>121,85 16,03 5,201<br>110,01 15,93 10,32<br>3 dks<br>RW | **TM Passenger Ship** 333bth P<br>Ice strengthened<br>1 Ho ER<br>B.505<br>1 Ha (5,4 × 4,1) ER<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 300bhp (6 105kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 264kW 380V a.c.<br>17kn |
| 6417138<br>Df Esd<br>Gc Rdr<br>RT | **BAYKAL**<br>**U.S.S.R.**<br>U.S.S.R. | **3 897**<br>1 195<br>— | (RS) | **1964** VEB Schiffswerft "Neptun"—Rostock<br>111,56 14,41 6,001<br>101,86 14,36 7,90 | **D-E Research** | 4 Vee Oil 4SA each 6Cy. — × 430 total 4 000bhp (2 942kW) driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>13,5kn |
| 5034094<br>UTFO<br>M-22524<br>Df Esd<br>Gc Rdr<br>RT | **BAYKAL**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **3 170**<br>1 225<br>1 460 | (RS) | **1961** ..............U.S.S.R.<br>84,69 14,00 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 6851695<br>UJBF<br>M-2914<br>RT | **BAYKAL**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **305**<br>78<br>286 | RS | **1957** VEB Elbewerft—Boizenburg<br>43,08 7,32 3,210<br>38,26 3,48<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 6 Ta ER<br>G.20 L.(oil) 267<br>1 Ha (1,6 × 1,2) ER<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5034109<br>UKNZ<br>M-17081<br>Df Esd<br>Gc Rdr<br>RT | **BAYKALLES**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **2 925**<br>1 362<br>3 779 | RS | **1962** Nystads Varv Ab —Uusikaupunki/Nystad (229)<br>102,27 14,03 6,000<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,6 14,7 16,0 ER 17,5<br>G.5 169 B.4 769<br>4 Ha (stl) (9,9 9,9 9,9 × 8,3) ER (9,9 × 7,0)<br>6W Cr 2(3) Der 1(35) 1(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 259,0t (hvf) 12,5kn |

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| 7524079<br>UHUL<br>M-34937<br>Df Esd<br>Gc Rdr<br>RT | **BAYKALSK**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Nakhodka U.S.S.R. | 1 179<br>—<br>352 | RS | **1976** Nichiro Zosen—Hakodate (324)<br>43,69 13,52 4,501<br>39,98 13,50 6,51<br>1 dk | **TM Tug**<br>Pusher<br>Ice strengthened | 2 Oil 4SA each 8Cy. 320 × 380 reduction geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>13,75kn |
| 6805127<br>UZCV<br>M-29106<br>Df Esd<br>Gc Rdr<br>RT | **BAYKONUR**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | 4 531<br>2 383<br>6 631 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/63)<br>123,83 16,74 7,230<br>114,99 16,64 8,44<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 137<br>4 Ha (stl) (12,5 × 6,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>H. Cegielski Poznan<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| 7832713<br><br><br>Df Esd<br>Gc Rdr | **BAYKOVSK**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1980** ............U.S.S.R.<br>103,71 16,01 5,798<br>94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha<br>14kn |
| 7342031<br>GCDC<br>399072<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAYLEAF**<br><br>**Lombard Leasing Services Ltd.**<br>London United Kingdom | 20 076<br>11 573<br>29 999 | ✠100A1<br>oil tanker (cc)<br>✠LMC<br>EL Ht 605,0/70,0U2<br>FN 6801 | **1982**-4 Cammell Laird Shipbuilders Ltd. —Birkenhead (1366)<br>170,69(BB) 25,94 11,861<br>163,51 25,91 15,68<br>P 8,9 1 dk<br>rf nil<br>13BH WB11201T incl. Nos. 2, 4, 6 & 8 wing tanks (p&s) 9999T | **M Tanker**<br>Replenishment<br>24 Ta ER | 2 Vee Oil 4SA each 14Cy. 400 × 460 with clutches, flexible couplings & sr geared to sc. shaft<br>14 000bhp (10 298kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 2 × 2704kW 3300V 60Hz a.c. 2 × 626kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>16,5kn |
| 6726101<br>UNNS<br>M-28073<br>Df Esd<br>Gc Rdr<br>RT | **BAYMAK**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 569**<br>2 939<br>—<br>**9 869**<br>4 930<br>12 715 | RS | **1965** Nikolayev Shipyard "Nosenko" —Nikolayev<br>155,61 20,65 8,330/9,060<br>140,01 20,60 12,35<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 6 TwD ER 1 TwD<br>G.18 429 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) 15,5kn |
| 6726113<br>UMEL<br>M-25162 | **BAYMAK**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | 795<br>265<br>843 | (RS) | **1958** ............U.S.S.R.<br>63,15 10,22 3,750<br>10,16 4,04<br>1 dk | **TM Tanker**<br><br>Ice strengthened<br>9 Ta ER<br>L.(oil) 861 | 2 Oil 2SA each 8Cy. 300 × 500 NE 68<br>Russkiy-Diesel Works Leningrad<br>12,5kn |
| 5069063<br>MFMD<br>169730<br>Df<br>RTm/h | **BAYMEAD**<br>ex Chartsman-66<br>ex Empire Boxer-46<br>**Coastal Prospecting Ltd.**<br>Ashmead (Padstow) Ltd.<br>London United Kingdom | 330<br>146<br>274 | ✠Classed LR until 12/69 | **1944**-2 Rowhedge Ironworks Co. Ltd. —Rowhedge (629)<br>46,33 9,15 2,706<br>43,06 7,17 2,93<br>P 12,8 F 6,8 1 dk<br>RW rf 51 conv Tanker 67 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 12,1 ER | Oil 2SA 4Cy. 250 × 420<br>395bhp (291kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel 15,0t (d.o.) 9kn |
| 5038492<br>XUDA | **BAYON**<br>ex Brenda-56 ex Baralaba-52<br>ex Solskin ex Nurnberg<br>**Cie. de Commerce et de Navigation du Cambodge**<br>Nation Trading S.A.<br>Phnom-Penh Kampuchea | 998<br>557<br>1 481 | Classed LR until 8/64 | **1921** Stettiner Oderwerke A.G.—Stettin<br>68,18 10,34 4,649<br>64,39 10,29 4,93<br>P 4,9 RQD 16,2 B 16,8 F 6,8 1 dk Well dk<br>R | **S General Cargo**<br><br><br>G.2 025 B.1 944<br>6W Der 1(10) | T 3Cy. 400 640 & 1049 × 749<br>Stettiner Oderwerke Stettin<br>Fuel 231,5t (o.f.) 9kn |
| 5141079<br>HO7419<br>5714-75<br>Rdr RT | **BAYON TRADER**<br>ex Hama Maru No. 1-72<br>**Transportation Management Associates (Panama) Inc.**<br>Panama Panama | 998<br>505<br>1 631 | (NK) | **1961** Taiyo Zosen—Nagasaki (310)<br>69,40 10,24 4,573<br>63,02 10,20 5,11<br>P 17,1 F 6,1 1 dk<br>RW | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 869 | Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Kinoshita Tekkosho Akash<br>Gen 2 × 28kW 225V a.c.<br>Fuel 94,5t 10kn |
| 6815902<br>FZMZ<br>242704 | **BAYONNE**<br>ex Tradeway ex W.D. Freeway<br>ex Alphons-Frans<br>**Ponts et Chaussees de Bayonne**<br>Bayonne France | 1 241<br>756<br>— | BV | **1955** N.V. Amsterdasche Ballast Mij "De Liesbosch"—Jutphaas<br>*67,06* 11,41 4,623<br>11,28 5,11<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho<br>Hopper 966 | Oil 4SA 8Cy. 320 × 480<br>2 100bhp (1 545kW) NE 60<br>Motorenw. Mannheim A.G. (MWM) Mannhei<br>Fuel 109,5t (d.o.) |
| 7803267<br>TUN2221<br>AN 958 | **BAYOTA**<br><br>**Scierie Moderne de Grand-Lahou (S.M.G.L.)**<br>Abidjan Ivory Coast | 1 146<br>508<br>1 560 | BV | **1980** At. & Ch. de la Manche—Dieppe (1278)<br>69,02 5,987<br>61,50 12,81 8,51<br>2 dks | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 400 × 460 reduction geared to sc. shaft<br>3 900bhp (2 869kW) Pielstick<br>Alsthom-Atlantique Montoir, St. Nazai<br>Thw. thrust propeller<br>Fuel 368,5t (d.o.) 17kn |
| 7391032<br>WYT8<br>482<br>553389<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAYOU BANDIT**<br>ex Pisces-81<br>**Misener Marine Construction Inc.**<br>Tampa, Fl United States of America | 134<br>91<br>— | AB | **1974** Marine Industries Ltd.—Morgan City, La (4)<br>7,32<br>21,01 7,29 3,20<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp. U.S.A.<br>Gen 2 × 40kW<br>Fuel 78,0t (d.o.) 8kn |
| 7050121<br>WA3186<br>513102 | **BAYOU BLUES**<br>ex State Gold-77<br>**Leroy Stanley**<br>Houston, Tx United States of America | 149<br>89<br>— | | **1968** ............Fort George Island, Fl<br>*22,86* 7,32<br>3,54<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>............<br>Fuel (d.o.) |

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| 7917836<br>WYB7<br>076<br>597520<br>Df Pfd<br>Rdr | **BAYOU CHAMP**<br>**M. J. Leblanc**<br>New Orleans, La United States of America | 183<br>124<br>— | | **1979** Joseph Adaulph Toche Sr. Inc.<br>—Biloxi, Ms<br>... ... ...<br>27,44 8,06 3,66<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 159 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 40kW a.c. |
| 7100744<br>WN2271<br>291815 | **BAYOU CHICO**<br>**Western Geophysical Co. of America**<br>Biloxi, Ms United States of America | 251<br>178<br>— | | **1963** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (346)<br>8,08 2,820<br>36,07 3,28<br>1 dk | **M Supply Ship** | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |
| 7513020<br>WYT8<br>268<br>549805 | **BAYOU PRINCESS**<br>**John A. Chantrey**<br>New Orleans, La United States of America | 122<br>83<br>— | | **1973** Toche Enterprises Inc.—Ocean Springs, Ms<br>*22,53* 6,71<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>500bhp (368kW)<br>U.S.A. |
| 7329974<br>H03780<br>1181<br>8-82<br>Esd Rdr<br>RT | **BAYOU TIDE**<br>**Tidewater Monrovia Inc.**<br>Tidewater Inc.<br>Panama Panama | 274<br>186<br>— | AB | **1973** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (508)<br>3,379<br>47,22 11,59 3,97<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 120,0t |
| 6813667 | **BAYOUMI**<br>Launched as Khaled 1<br>**Suez Canal Authority**<br>Port Said Egypt | 220<br>—<br>— | **✠A1** SS 3/80<br>pontoon<br>U.A.R. or Syrian harbours service<br>**✠LMC**<br>EL (c) 1"U1<br>FN 362 | **1969**-2 Soc. du Canal pour les Const. Navales—Port Said<br>23,02 13,52 1,601<br>22,69 13,19 2,75<br>1 dk<br>rf nil<br>3BH | **TD-E Crane Pontoon** | 3 Oil 4SA each 6Cy. 135 × 160 total 675bhp (497kW) driving 3 gen. each 75kW connected to 2 elec. motors each of 125shp (92kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers |
| 5038545<br>TCMB<br>5 | **BAYRAKLI**<br>ex New Dagenham-38<br>**Muzaffer Taviloglu ve Ortaklari**<br>Izmir Isletmesi Mudurlugu<br>Izmir Turkey | 295<br>130<br>— | ✠Classed LR until 6/38 | **1934**-3 Ind. Maats. De Noord<br>—Alblasserdam (524)<br>43,95 12,15 1,524<br>... ... ...<br>1 dk<br>R | **TM General Cargo** | Oil 2SA 6Cy. 250 × 340<br>300bhp (221kW) E made73 fitted—<br>U.S.S.R. |
| 6717497<br>VGNC<br>325745<br>Rdr RTv | **BAYSHELL**<br>**Shell Canadian Tankers Ltd.**<br>Montreal, P.Q. Canada | 1 072<br>987<br>1 838 | **✠A1** Lake SS 3/78<br>oil tanker<br>FP above 65,5°C.<br>St. Lawrence River—Montreal to Quebec City<br>**LMC**<br>EL K 1"SQ<br>FN 1006 | **1967**-7 Collingwood Shipyards<br>—Collingwood, Ont. (190)<br>60,97 12,25 3,556<br>60,66 12,20 4,37<br>1 dk<br>rf 102<br>5BH | **TM Tank Barge**<br>1 Ho 4,8 ER 5 Ta<br>L.(oil) 2 190 HeCls. C | 2 Vee Oil 4SA each 12Cy. 178 × 197 reverse reduction geared to sc. shafts<br>1 000bhp (736kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>db 300lbf/in² (20,7bar)<br>Gen 1 × 80kW 575V 60Hz a.c.<br>2 Directional propellers<br>Fuel 14,0t (d.o.)-3,0pd 11kn |
| 7501869<br>S6HD<br>376044<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAYU**<br>ex Rhombus-78<br>**Tema Shipping Pte. Ltd.**<br>Singapore Singapore | **4 612**<br>2 810<br>8 150 | GL (BV) | **1976** Watanabe Zosen K.K.—Hakata (178)<br>117,61 7,301<br>110,01 18,01 9,02<br>1 dk | **M General Cargo**<br>Mchy.aft<br>3 Ho<br>G.10 134 B.9 928<br>3 Ha (stl) (11,8 × 9,8) (20,2 20,2 × 9,8)<br>15W | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 350kW 445V 60Hz a.c.<br>Fuel (hvf)-20,0pd 15kn |
| 5015414<br>5MQJ<br>6055<br>Df Esd<br>Gc Rdr | **BAYVILLE**<br>ex Amstelstad-77<br>**Bayville Inc.**<br>Mercury Shipping Co. Ltd.<br>Monrovia Liberia | T.Mk<br>**6 824**<br>3 897<br>12 283<br>**9 397**<br>5 880<br>14 114 | **✠100A1** SS 7/81<br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4470 | **1962**-2 Werf De Noord—Alblasserdam (666)<br>155,15 19,44 8,306/9,056<br>142,35 19,36 12,04<br>P 8,0 F 14,7 2 dks<br>rf nil<br>7BH to U dk 1 to 2nd dk WB2511t incl. DTmf1448t | **M General Cargo**<br>5 Ho 24,5 22,9 13,7 8,5DT 21,1 23,0<br>G.20 829 B.19 536<br>5 Ha (each 13,0 × 8,0)<br>12W Der 12(3-5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 925,5t (hvf) 13kn |
| 7014050<br>EVWK<br>M-30358<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BAZALT**<br>**U.S.S.R. -'Zapryba'**<br>Liepaya U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 139 | RS | **1970** VEB Volkswerft Stralsund—Stralsund (285)<br>82,02 13,64 5,190<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7911636<br>SOKO<br>Rdr | **BAZALT**<br>**Petrobaltic**<br>Gdansk Poland | 999<br>352<br>1 008 | PR | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B90/02)<br>64,52 4,701<br>54,62 13,81 6,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Sweden<br>Gen 3 × 312kW 440V a.c.<br>16,5kn |
| 8027145<br>M-17494 | **BAZALT**<br>**U.S.S.R.**<br>U.S.S.R. | *691*<br>*67*<br>245 | RS (Class cont.) | **1982** Hollming Oy—Rauma/Raumo (242)<br>... ... ...<br>... ... ... | **TM Tug** | 2 Oil geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa |
| 7630074<br>UQJH<br>M-12461 | **BAZALTOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | 633<br>223<br>520 | RS | **1976** .............U.S.S.R.<br>55,00 9,53 4,299<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.648<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(1,5) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,5kn |
| 6851645<br>UPNN<br>M-19685 | **BAZHENOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | 115<br>65<br>16 | RS | **1955** .............People's Republic of China<br>26,93 5,29 1,920<br>2,82<br>1 dk | **M Ferry**<br>—P | Vee Oil 4SA 12Cy. 150 × 180<br>U.S.S.R.<br>Fuel (d.o.) 11kn |

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| 7831812<br>Df Esd<br>Gc Rdr<br>RT | **BAZHENOVSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 380**<br>1 432<br>1 815 | | RS | **1980** ............U.S.S.R.<br>103,71 16,01 5,801<br>94,01 10,22<br>2 dks | **TM Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | 2 Oil 4SA each 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha |
| 7524524<br>USVP<br>M-12425 | **BAZHINSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | 163<br>39<br>88 | | RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magd<br>— |
| 7832828<br>RT | **BAZOVYY**<br>**U.S.S.R.**<br>U.S.S.R. | 163<br>39<br>88 | | RS | **1980** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magd<br>Controllable pitch propeller |
| 5110214<br>185670 | **BD 14**<br>ex Evenlode-82<br>**Bristol City Council**<br>Port of Bristol Authority<br>Bristol United Kingdom | 540<br>345<br>— | ✠100A1<br>dredger | SS 5/77<br>EL (j)<br>FN 737 | **1953**-10 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (405)<br>56,80 11,00<br>50,30 10,98 3,66<br>1 dk<br>RW rf nil<br>4BH WB314t | **Dredger**<br>Bucket | ✠ db 180lbf/in$^2$ (12,5bar)<br>Gen 1 × 10kW 110V d.c. |
| 5187736<br>MQTY<br>823681<br>RTv | **BD 15**<br>ex Kingroad-82<br>**Bristol City Council**<br>Port of Bristol Authority<br>Bristol United Kingdom | 1 045<br>594<br>1 710 | ✠100A1<br>hopper barge<br>✠LMC | SS 3/82<br>EL m<br>FN 1012 | **1953**-5 Lobnitz & Co. Ltd.—Renfrew (1128)<br>60,79 11,92 4,820<br>58,22 11,89 5,49<br>RW<br>4BH WB101t | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 8Cy. 250 × 265 sr ge<br>to sc. shafts<br>852bhp (627kW)<br>Mirrlees, Bickerton & Day Stoc<br>Gen 1 × 45kW 1 × 36kW 220V d.c<br>Fuel 30,5t (d.o.) |
| 8106472 | **BDR-SHAHJALAL**<br>**Bangladesh Rifles**<br>Chittagong Bangladesh | 176<br>—<br>— | NK (Class cont.) | | **1981** Sumidagawa Zosen K.K.—Tokyo (N55-33)<br>34,02<br>33,28 6,01 3,08 | **TM Patrol Launch** | 2 Vee Oil 4SA each 16Cy. 142 × 160<br>2 480bhp (1 824kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 36kW a.c. |
| 7825837<br>HO5155<br>Esd RT | **BEA**<br>**Banco Nacional de Panama**<br>Balboa, C.Z. Panama | 141<br>—<br>110 | | | **1979** Ast. Picsa S.A.—Callao (424)<br>21,72 6,91<br>19,54 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. Peoria, Il |
| 7051541<br>WC5452<br>257543 | **BEACH HAVEN**<br>**Beach Haven Inc.**<br>Crisfield, Md United States of America | 177<br>101<br>— | | | **1949** R.T.C. SB. Corp—Camden, NJ<br>*36,70* 6,56<br>2,54 | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| 7051553<br>WX9220<br>288224 | **BEACHCOMBER**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | 487<br>331<br>— | | | **1962** Burton Construction & SB. Corp. —Port Arthur, Tx (323)<br>*48,77* 9,78<br>3,36 | **TM Fishing** | 2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 020bhp (750kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Fuel (d.o.) |
| 7944827<br>609073 | **BEACHCOMBER**<br>**John Fernandez**<br>Galveston, Tx United States of America | 141<br>96<br>— | | | **1979** J & S Marine—Brazoria, Tx<br>*20,64* 6,56<br>3,74<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>400bhp (294kW)<br>Caterpillar Tractor Co. Peoria, Il |
| 6922339<br>PJUA<br>Df Esd<br>Gc Rdr<br>RTv | **BEACHWAY**<br>ex Transmundum III-74<br>**Marine International B.V.**<br>Willemstad Netherlands Antilles | 2 970<br>1 931<br>— | | BV | **1969** Norderwerft J. R. Koser—Hamburg (867)<br>95,00 16,06 5,252<br>91,65 16,01 6,00<br>P 15,3 F 16,2 1 dk<br>rf nil | **TrM Hopper/Dredger**<br>Suction Bottom doors<br>2 Ho ER<br>Hopper 3 260<br>Der 2(10) 2(3) | 3 Oil 2SA each 7Cy. 190 × 350<br>3 150bhp (2 317kW) NE made76 fitted<br>N.V. Mach. "Bolnes" Krimpen a/d<br>Gen 4 × 250kW 400V 50Hz a.c.<br>2 Thw. thrust propellers<br>Fuel 233,5t (d.o.) |
| 8108078<br>643267 | **BEACON FLEET 601**<br>**Beacon Fleet Marine-81 Ltd.**<br>New Orleans, La United States of America | 285<br>193<br>1 181 | AB (Class cont.) | | **1981** Zigler Shipyards Inc.—Jennings, La (280)<br>50,30 3,960<br>47,10 11,60 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 160 × 180<br>reverse reduction geared to sc. shafts<br>2 280bhp (1 677kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| 7235953<br>GRUW<br>360122<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BEACON GRANGE**<br>ex Orduna-82<br>**Royal Mail Lines Ltd.**<br>Furness Withy (Shipping) Ltd.<br>Liverpool United Kingdom | T.Mk<br>**8 396**<br>4 302<br>14 549<br>**12 321**<br>6 798<br>18 080 | ✠100A1<br>✠LMC | SS 3/78<br>**UMS**<br>EL Dt 2⅛"U3<br>FN 5458 | **1973**-3 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1355)<br>161,45 22,36 8,637/9,856<br>152,97 22,26 13,42<br>F 14,4 2 dks<br>rf 152<br>6BH to U dk 1 to 2nd dk WB3141t incl. DTm691t | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 25,3 28,3 30,4 27,6<br>G.24 306 B.22 140<br>6 Ha (stl)<br>6W Cr 4(26) 2(10,5) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>J. G. Kincaid & Co. Ltd. Green<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 450kW 440V 60Hz a.c.<br>Fuel 1 714,0t (hvf) |

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| 6522725<br>VRLD<br>308035<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEACON HILL**<br>ex Fares Reefer-81<br>ex Westmorland-80<br>**Dunston Shipping Co. Ltd.**<br>Blue Star Ship Management Ltd.<br>Hong Kong Hong Kong<br>(British) | **8 230**<br>4 467<br>12 048 | **✠100A1** SS 8/81<br>DTma—liquid cargoes FP<br>above 65,5°C.<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ht $2\frac{3}{8}$"SQ<br>FN 5261 | **1966**-2 Lithgows Ltd.—Port Glasgow<br>(1158)<br>160,81 21,70 9,265<br>149,36 21,65 13,57<br>F 19,9 2 dks, 3rd dk except in mchy. space<br>RW rf 76<br>7BH WB2843t incl. Tunnel tanks 840t | **M General Cargo**<br>Ref.<br>5 Ho 17,8 23,8 20,9 28,5 19,2<br>G.1 463 In.13 584 L.480<br>5 Ha (stl) (6,8 14,7 14,7 14,7 9,3 × 7,0)<br>24W Der 1(30) 3(15) 4(10) | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB 120lbf/in$^{2}$ (8,3bar)<br>Gen 4 × 350kW 440V 60Hz a.c.<br>Fuel 1 775,0t (hvf) 19,5kn |
| 7000683<br>GNEB<br>335174<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEACON POINT**<br>ex Duncansby Head-76<br>**Central Electricity Generating Board**<br>Christian Salvesen (Shipping) Ltd.<br>Leith United Kingdom | **4 440**<br>2 171<br>7 063 | **✠100A1** SS 3/82<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL U $1\frac{13}{16}$" U2<br>FN 2623 | **1969**-12 Schps. "De Hoop" N.V.—Lobith<br>(272)<br>112,53 15,96 6,862<br>106,43 15,80 8,84<br>P 22,0 F 11,3 1 dk<br>rf 102<br>4BH WB2518t incl. Comb. btm. & STs in holds 1290t Topside tanks in holds 452t | **M General Cargo**<br>2 Ho 36,7 37,0 ER<br>G.8 070 B.8 014<br>4 Ha (stl) (10,2 10,9 10,9 11,0 × 9,9) ER | Oil 4SA 8Cy. 520 × 740<br>3 450bhp (2 538kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 140kW 415V 50Hz a.c.<br>Fuel 351,5t (d.o.) 12,75kn |
| 7217652<br>3FVP<br>3821-73<br>Df Esd<br>Gc Rdr<br>RT | **BEACONS**<br>ex Japan Plum-73<br>**Beacons Navigation S.A.**<br>Patt, Manfield & Co. Ltd.<br>Panama Panama | **16 456**<br>10 414<br>24 549 | BV | **1972** Tsuneishi Zosen K.K.—Numakuma<br>(272)<br>175,22 25,05 9,805<br>163,00 25,00 14,03<br>P 26,3 F 12,2 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho ER<br>G.35 085 B.34 390 HeCls. B<br>5 Ha (stl) (12,9 × 11,5) (20,2 20,2 20,2 20,2 × 13,1) ER<br>Cr 5(25) Der 5 | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 221,5t (d.o.) 1 469,0t (hvf)-34,5pd<br>17,5kn |
| 7216969<br>9VPJ<br>382105<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAGLE**<br>ex Saltnes-80<br>**Jebsens Beagle Shipping Pte. Ltd.**<br>Singapore Singapore | **12 982**<br>8 046<br>21 916 | **✠100A1** SS 3/77<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Et $2\frac{1}{2}$"U2<br>FN 5330 | **1972**-8 Nippon Kokan K.K.—Shimizu (306)<br>155,53(BB) 22,92 9,835<br>145,70 22,86 13,72<br>P 25,6 F 15,3 1 dk<br>rf 102 DK fwd<br>NS 7BH WB6082t incl. Comb. btm, side & topside tanks in holds 4989t | **M Bulk Carrier**<br>5 Ho 21,0 24,8 16,8 25,2 24,9 ER<br>G.26 900 B.25 852<br>5 Ha (stl) (11,2 × 11,0) (14,2 10,0 14,2 14,2 × 11,2) ER<br>5W Der 5(12) | Vee Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>9 000bhp (6 620kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>AuxB 100lbf/in$^{2}$ (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>14,75kn |
| 5044178<br><br>183170 | **BEAM**<br>ex Bickley Hall<br>**A. Rutland**<br>London United Kingdom | **146**<br>73<br>193 | | **1916** ..........<br>31,58 6,46 2,591<br>6,41<br>1 dk<br>R conv Tanker — | **TM General Cargo Barge**<br>4 Ta ER | 2 Oil 2SA each 3Cy. 180 × 230<br>NE 48<br>Crossley Bros. Ltd. Manchester<br>Fuel 5,0t 8kn |
| 7217731<br>DZEX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEARCAT**<br>ex Teak Star-81<br>ex Southern Union-74<br>**Loadstar International Shipping Inc.**<br>Manila Philippines | **3 403**<br>2 315<br>5 807 | NK | **1972** Fukuoka Zosen K.K.—Fukuoka<br>(1002)<br>100,84 15,73 6,706<br>94,01 15,70 8,21<br>P 21,1 F 10,1 1 dk | **M General Cargo**<br>G.7 365 B.6 901<br>2 Ha (stl) (25,0 27,9 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Fuel (d.o.) 13kn |
| 7430747<br>FNGH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEARN**<br>**Societe Nationale Elf Aquitaine (SNEA)**<br>Societe Nantaise des Chargeurs de l'Ouest (S.N.C.O.)<br>Bayonne France | **7 088**<br>3 890<br>9 799 | BV | **1977** Lodose Varv A/B—Lodose (172)<br>146,21 7,601<br>139,71 16,31 11,03<br>F - 1 dk | **M Tanker**<br>Chemical Sulphur<br>4 Ta ER<br>L.5 543 | Vee Oil 4SA 16Cy. 280 × 290 sr geared to sc. shaft<br>5 600bhp (4 119kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| 5038686<br>PKEO | **BEASO**<br>**P.T. Pelajaran Rakjat Indonesia (PERINDO)**<br>Jakarta Indonesia | **172**<br>80<br>163 | KI | **1947** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek<br>37,09 7,04<br>6,99 2,54<br>F 4,3 1 dk | **M General Cargo**<br>1 Ho 21,1<br>G.277 B.269<br>3W | Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>Motorenfabriek "De Industrie"<br>Alphen a/d Rijn<br>Fuel 6,0t 8kn |
| 7322196<br>9VVJ<br>382176<br>Df Esd<br>Gc Pfd<br>Rdr | **BEATA LEONHARDT**<br>ex May Carp-81<br>ex Lansing Ace-73<br>**Beata Leonhardt Schiffahrts G.m.b.H. & Co.**<br>Leonhardt & Blumberg Reederei Schiffs-und Versicherungsmakler<br>Singapore Singapore | **4 446**<br>2 892<br>7 292 | NK | **1973** Hashihama Zosen—Imabari (520)<br>110,01 17,56 7,036<br>101,91 17,51 8,59<br>P 25,0 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 325 B.8 836<br>2 Ha (stl) (27,3 27,9 × 8,7) ER<br>Der 1(30) 3(15) | Oil 2SA 6Cy. 450 × 800<br>4 200bhp (3 089kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 160kW a.c.<br>Fuel 724,5t-15,0pd 12,75kn |
| 6416421<br>EEBF<br>8502<br>Df Gc<br>RT | **BEATA TERESA JORMET**<br>**Pesqueras del Bujeo S.L.**<br>Vigo Spain | **168**<br>66<br>— | | **1964** Ast. Santodomingo—Vigo (323)<br>31,50 6,79<br>27,01 6,72 3,51 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy.<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 66,0t (d.o.) 9,5kn |
| 6712435<br>DLET<br>Df Esd<br>Gc Rdr<br>RTm/v | **BEATE**<br>ex Niederelbe I-82 ex Sybille-75<br>**Partenreederei m.s. 'Beate'**<br>Helmut Luhrs<br>Hamburg Federal Republic of Germany | **424**<br>298<br>1 170 | GL | **1967** Kroegerwerft G.m.b.H.—Rendsburg<br>(1338)<br>62,79 10,70 3,901<br>56,49 10,67 3,94<br>F 6,1 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.2 230 B.2 039<br>2 Ha (stl) (each 13,7 × 6,3) ER<br>Der 4(3-5) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau Kiel<br>11,5kn |
| 6517861<br>H3XH<br>8020-KJ<br>Rdr RT | **BEATO FIVE**<br>ex Kobe Maru No. 5-79<br>**Beato Shipping Corp. S.A.**<br>Panama Panama | **999**<br>565<br>1 845 | (NK) | **1964** Kanda Zosensho K.K.—Kure (94)<br>70,31 10,44 4,700<br>64,50 10,39 5,41<br>P 15,9 B 7,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 140 B.1 755<br>2 Ha (9,2 × 6,0) (24,3 × 6,5) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 380 × 530<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 28kW 225V a.c.<br>Fuel 66,0t-3,5pd 12kn |
| 5417703<br>5MAB<br>6026<br>Df Esd<br>Gc Rdr<br>RT | **BEATRICE**<br>ex Senorita-77<br>**Dale Shipping Co. Ltd.**<br>Monrovia Liberia | **10 804**<br>5 604<br>29 719 | **✠100A1** SS 12/77<br>ore carrier<br>Ice Class 3<br>**✠LMC**<br>EL mt $2\frac{11}{16}$"SQ<br>FN 6711 | **1963**-10 Smith's Dock Ltd.—South Bank, Middlesbrough<br>(1276)<br>184,21 24,16 10,548<br>175,39 24,08 14,18<br>P 33,0 F 18,6 1 dk<br>rf 102<br>7BH WB25242t | **M Ore Carrier**<br>3 Ho 24,7 49,5 49,5 ER<br>G.38 397 B.16 225<br>5 Ha (stl) (each 18,5 × 8,6) ER | Oil 2SA 6Cy. 760 × 1300<br>7 300bhp (5 370kW) Gotaverken<br>N.E. Mar. Eng. Co. Ltd. Newcastle<br>AuxB 100lbf/in$^{2}$ (6,9bar)<br>Gen 2 × 328kW 1 × 116kW 440V 60Hz a.c.<br>Fuel 1 618,5t (hvf)-24,5pd 13kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6604999 | **BEATRICE** | **2 486** | | **1966** Fr. Luerssen Werft G.m.b.H. & Co. | **M General Cargo** | 2 Oil 4SA each 8Cy. 250 × 300 geared to | |
| IMTA | ex Korsnes-77 | 1 274 | | —Bremen-Vegesack (367) | | sc. shaft | |
| 959 | **Compagnia Siciliana Trasporti** | 3 617 | RI (NV) | 95,81 13,92 4,409 | Ice strengthened | 2 080bhp (1 530kW) | Normo |
| Df Esd | **Mare S.p.A. (CO.SI.MAR.)** | | | 87,13 13,90 6,51 | 2 Ho each 30,8 ER | A/S Bergens M/V | Bergen |
| Gc Pfd | Palermo Italy | | | P 18,9 F 7,1 1 dk | G.5 134 B.4 970 | Gen 2 × 120kW 1 × 76kW | |
| Rdr | | | | rf nil | 2 Ha (stl) (each 22,7 × 8,9) ER | 380V 50Hz a.c. | |
| RTm/h/v | | | | | 4W Der 4(5) | Fuel 203,0t (d.o.)-7,0pd | 12,5kn |
| 5038777 | **BEATRICE MAUD** | **102** | | **1910** A. White—Sittingbourne | **Wood Aux M General Cargo Barge** | Oil 4SA 4Cy. 150 × 230 | |
| MFJL | | 76 | | *26,86* 6,46 2,134 | Spritsail | 88bhp (65kW) NE 41 | |
| 129112 | **Christopher Hardy Wise Kent** | 173 | | 6,41 | 1 Ho 22,5 ER | Bergius Co. Ltd. | Glasgow |
| Rdr | London United Kingdom | | | 1 dk | | Fuel 2,0t (d.o.) | 6kn |
| | | | | | 2 Ha (stl) (3,6 10,9 × 3,9) ER | | |
| | | | | | Der 1 | | |
| 5038789 | **BEATRICE VICTORY** | **7 638** | | **1945** Permanente (Shipyard No. 1) | **S General Cargo** | 2 S Turb dr geared to sc. shaft | |
| WAEG | | 4 616 | | —Richmond, Ca (580) | | 6 600shp (4 855kW) | |
| 247131 | **Government of The United** | 10 852 | AB | 138,77 18,93 8,706 | 5 Ho 17,5 13,7 23,4 ER 24,6 | General Electric Co. | Lynn, Ma |
| Df Esd | **States of America** | | | 133,05 18,90 11,59 | 22,8 | Gen 2 × 300kW 240V d.c. | |
| Gc Rdr | **(Department of Commerce)** | | | F 26,6 3 dks | G.14 725 B.12 827 | Fuel 2 928,0t (o.f.) | 15kn |
| RT | Washington, DC United States | | | rf nil | 5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 | | |
| | of America | | | | 7,3 × 6,7) | | |
| | | | | | 14W Der 1(50) 1(30) 14(5) | | |
| 6417619 | **BEATRINES** | T.Mk | | **1964** Batservice Verft A/S—Mandal (506) | **M General Cargo** | Vee Oil 2SA 8Cy. 240 × 400 | |
| OYKA | ex Hebe-81 ex Elise Bres-74 | **299** | | 55,00 9,33 3,315 | | 680bhp (500kW) | |
| D1103 | ex Lee-74 ex Elise Bres-72 | 179 | BV (NV) | 49,56 9,30 3,36 | Ice strengthened | Alpha-Diesel A/S | Frederikshavn |
| Esd Pfd | **Rederiet Nesship I/S** | 764 | | 2 dks | 1 Ho 33,9 ER | Controllable pitch propeller | |
| Rdr RT | Niels-Erik Soltoft | | | rf nil | G.1 581 B.1 451 | Fuel 41,5t (d.o.)-2,5pd | 11kn |
| | Marstal Denmark | | | | 2 Ha (each 13,3 × 6,0) ER | | |
| | | | | | 2W Der 2(3) | | |
| 5038806 | **BEATRIZ** | **863** | | **1944** .......... | **D-E General Cargo** | 2 Oil 4SA each 6Cy. 320 × 330 total | |
| | ex Marylin | 595 | | 55,48 11,28 | Ref | 900bhp (662kW) driving gen. connected | |
| | **Inter America de Naviera y** | 670 | | ... ... ... | 2 Ho 14,3 14,9 | to 2 elec. motors & sc. shaft | |
| Df Esd | **Negocios S.A.** | | | 1 dk | | .............. | |
| Gc Rdr | Callao Peru | | | RW | 2 Ha (5,1 5,4 × 4,2) | Gen 2 × 75kW 230V d.c. | |
| RTm/h | | | | | Der 2(2) | Fuel (d.o.) | |
| 5038818 | **BEATRIZ** | **319** | | **1961** Burton Construction & SB. Corp. | **M Tug** | Oil 2SA 16Cy. 222 × 267 | |
| YXLP | | 80 | | —Port Arthur, Tx (299) | | E made44 fitted61 | |
| AJZL- | **Terminales Maracaibo C.A.** | — | AB | 8,08 4,112 | | General Motors Corp. | Cleveland, Oh |
| 7321 | Maracaibo Venezuela | | | 29,21 8,03 4,40 | | Fuel 14,0t | |
| Gc RT | | | | | | | |
| | | | | BK 64 | | | |
| 6525856 | **BEATRIZ** | **197** | | **1965** S.A. Balenciaga—Zumaya (94) | **M Fishing** | Oil | |
| EETB | | 109 | | *32,62* | Side Trawler | 430bhp (316kW) | |
| 1278 | **Francisco Alberdi y Pedro** | — | | 27,51 6,91 3,71 | | Cons. Echevarria | Bermeo |
| Esd RT | **Arbizu** | | | 1 dk | | | 10,5kn |
| | San Sebastian Spain | | | | | | |
| 6923553 | **BEATRIZ DEL MAR** | **1 987** | | **1970** Maritima de Axpe S.A.—Bilbao (33) | **M Container Ship** | Oil 4SA 8Cy. 400 × 580 | |
| EDGG | | 1 334 | | 79,94 12,83 5,620 | Fixed-guides | 2 140bhp (1 574kW) | Deutz |
| 776 | **Contenemar S.A.** | 2 900 | (GL) | 72,01 12,78 6,61 | Mchy.aft | Hijos de J. Barreras S.A. | Vigo |
| Df Esd | Bilbao Spain | | | P 9,8 F 5,2 1 dk | TEU 112 | | 13kn |
| Gc Rdr | | | | | C.Ho 34/20' 22/40' C.Dk 2/20' | | |
| RT | | | | | 16/40' incl. 42 ref C. | | |
| 7804261 | **BEATRIZ EUGENIA** | **305** | | **1979** Ast. Monarca—Guaymas (701) | **M Fishing** | Oil geared to sc. shaft | |
| | | — | | ... ... ... | Tuna Seiner | 565bhp (416kW) | |
| | | — | AB (Class cont.) | 26,62 7,32 3,61 | | Caterpillar Tractor Co. | Peoria, Illinois |
| | Mexico | | | | | | |
| 5424392 | **BEATRIZ MONTEIRO** | T.Mk | **✠100A1** SS 8/78 | **1964**-8 Verolme Est. Reunidos do Brasil | **M General Cargo** | Oil 2SA 7Cy. 700 × 1200 | |
| PUBB | ex Julio Regis-82 | **6 183** | DTmf Veg oil | S.A.—Jacuacanga (652 /B3) | Ref 12P | 7 420bhp (5 458kW) | MAN |
| 5773 | **Brasilmar Navegacao S.A.** | 3 531 | **✠LMC** | 142,30 19,56 8,230/— | Mchy.aft | Verolme Machinefabriek | Ijsselmonde |
| Df Esd | Rio de Janeiro Brazil | 10 562 | EL c† 2⅛"SQ | 130,00 19,51 12,25 | G.18 250 In.450 L.1 055 | AuxB 100lbf/in$^2$ (6,9bar) | |
| Gc Rdr | | **8 256** | FN 4129 | P 33,0 F 13,8 2 dks | 14W Der 16(5) | e(ex.g) 100lbf/in$^2$ (6,9bar) | |
| RT | | 5 560 | | rf nil | | Gen 3 × 220kW 450V 60Hz a.c. | |
| | | 12 738 | | Coll & mchy. BH to U dk 5 to 2nd dk | | Fuel 1 117,5t (d.o.) | 18,25kn |
| | | | | WB2269t incl. DTm1062t | | | |
| 5328017 | **BEATRIZ REGINE** | **550** | | **1958**-2 Cia. Uniao Fabril—Lisboa (156) | **M General Cargo** | Oil 2SA 6Cy. 280 × 500 | |
| D3V2107 | ex Silva Gouveia-67 | 232 | | 55,83 8,77 3,506 | 12P | 600bhp (441kW) | |
| C505 | **Sociedade Angolana de** | 599 | ✠Classed LR until | 51,16 8,70 3,92 | 2 Ho 14,7 17,0 ER | A/S Burmeister & Wain's Maskin- og | |
| Df Esd | **Navegacao Ltda.** | | 20/11/70 | Ba 18,3 F 6,1 1 dk | G.823 B.777 | Skibsbyggeri | Kobenhavn |
| RTm | Luanda Angola | | | R rf 102 | 2 Ha (stl) (8,7 × 3,8) (8,7 × 5,1) ER | Gen 2 × 32kW 110V d.c. | |
| | | | | | 4W Der 4(2) | Fuel (d.o.) | 11kn |
| 7710862 | **BEAUFORT** | **475** | | **1978** N.V. Scheepswerf van Rupelmonde | **TM Tug** | 2 Oil 4SA each 12Cy. 230 × 270 geared | |
| ORKD | | 85 | | —Rupelmonde (439) | Fire-fighting Salvage | to sc. shafts | |
| 80439 | **N.V. Scheldt Towage Co. S.A.** | — | BV | 37,52 4,422 | | Motorenw. Mannheim A.G. (MWM) | |
| Df Esd | Antwerpen Belgium | | | 34,42 10,01 5,29 | | | Mannheim |
| Gc Pfd | | | | 1 dk | | 2 Controllable pitch propellers | |
| Rdr RT | | | | | | Thw. thrust propeller fwd | |
| | | | | | | | 14,5kn |
| 5414995 | **BEAUFORT** | **347** | | **1963**-9 R. Dunston (Hessle) Ltd.—Hessle | **M Tanker** | Oil 4SA 6Cy. 222 × 292 with flexible | |
| | ex Beefeater-69 | 185 | | (800) | | coupling & sr reverse geared to sc. shaft | |
| 304691 | **Bowker & King Ltd.** | 406 | ✠Classed LR until | 45,83 8,72 2,572 | 5 Ta ER | 337bhp (248kW) | |
| | London United Kingdom | | 20/6/80 | 43,29 8,39 2,90 | | Blackstone & Co. Ltd. | Stamford |
| | | | | Trunk 23,5 RFD 6,8 1 dk | | Gen 2 × 28kW 110V d.c. | 8kn |
| | | | | rf nil | | Fuel 7,5t (d.o.)-1,5pd | |
| 6506795 | **BEAUFORT MARINER** | **30 982** | | **1965** Ishikawajima Harima Heavy Ind. | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| 6ZFL | ex Arco Colombia-79 | 23 345 | | (I.H.I.)—Tokyo (871) | SBT IGS | 19 250shp (14 160kW) | |
| 2215 | ex Sinclair Colombia-70 | 59 378 | AB | 230,00 31,81 12,361 | 13 Ta ER | Ishikawajima Harima Heavy Ind. (I.H.I.) | Tokyo |
| Df Esd | **Beaufort Mariner Inc.** | | | 217,99 31,70 16,26 | L.(oil) 72 094 HeCls. BC | Fuel 3 053,0t (o.f.) | |
| Gc Pfd | Monrovia Liberia | | | P 24,1 F 28,1 1 dk | | | |
| Rdr RT | | | | RW rf nil | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7208651<br>CZ9719<br>344932<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEAUFORT SEA EXPLORER**<br>**Arctic Transportation Ltd.**<br>Edmonton, Canada<br>Alberta | **408**<br>255<br>— | | **1971** Vito Steel Boat & Barge Cons. Ltd.<br>—Delta, B.C. (122)<br>AB Reassembled**1972** Alberta Equipment<br>—Hay River, N.W.T.<br>35,97 11,23 2,826<br>35,54 10,98 3,20<br>F 11,9 1 dk<br>rf nil | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 95kW<br>Fuel 159,5t 10kn |
| 7502423<br>WYQ2<br>646<br>577561<br>Esd Gc<br>Pfd Rdr<br>RT | **BEAUFORT SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **287**<br>195<br>851 | | **1976** Equitable Equipment Co.<br>—Madisonville, La (1671)<br>AB 62,72 12,25 4,026<br>58,53 12,20 4,73<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 228 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn |
| 7224760<br>FNIR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BEAUGENCY**<br>**Societe Francaise des Petroles BP**<br>Dunkerque France | **118 461**<br>86 078<br>239 604 | | **1973** Ch. Nav. de La Ciotat—La Ciotat (288)<br>BV 334,12(BB) 48,75 20,318<br>316,01 48,70 26,19<br>1 dk<br>rf nil | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 280 870 HeCls. B | 2 S Turb tr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 135kW 380V 50Hz a.c.<br>Fuel 432,0t (d.o.) 6 195,0t (hvf)-166,0pd 15,5kn |
| 5116971<br>KHTS<br>267198<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BEAUJOLAIS**<br>ex New York Getty-82 ex Flying A<br>ex New York-68<br>**Crest Tankers Inc.**<br>Wilmington, De United States of America | **17 379**<br>10 718<br>29 270 | | **1954** Newport News SB. & D.D. Co.<br>—Newport News, Va (508)<br>AB 191,42 25,20 10,246<br>183,24 25,15 12,96<br>P 38,5 B 10,7 F 22,3 1 dk, 2nd dk fwd & aft<br>RW rf nil | **S Tanker**<br>30 Ta ER<br>L.(oil) 37 191 HeCls. BC<br>1 Ha (stl) (3,0 × 6,1)<br>Der 6(5) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 2 702,5t (o.f.)-61,0pd 16,5kn |
| 8126757<br>P24399<br>RT | **BEAUMARIS**<br>**Coastal Shipping Co. Pty. Ltd.**<br>Rabaul Papua New Guinea | **353**<br>142<br>300 | | **1981** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong<br>BV 37,52 2,452<br>33,58 8,62 4,22<br>1 dk | **TM RoRo Cargo/Tanker/Landing Craft**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 8Cy. 137 × 152 with clutches & sr reverse geared to sc. shafts<br>700bhp (515kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,25kn |
| 5038911<br>CG2105<br>313110<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAUPORT**<br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **813**<br>291<br>107 | ✠Classed LR until 23/6/78 | **1960**-6 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (71)<br>51,06 10,85 2,756<br>47,20 10,37 5,06<br>B 16,2 1 dk, 2nd dk except in mchy. space<br>rf 305 | **TM Research**<br>Survey 5P<br>Ice strengthened<br>1 Ho 10,5 ER<br>1 Ha (2,1 × 1,8) ER<br>Cr 1(8) | 2 Oil 2SA each 4Cy. 206 × 508 with clutch & dr geared to sc. shafts<br>1 280bhp (942kW) Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Sc. shafts also driven dead slow by 2 elec. motors |
| 7100756<br>H05435<br>1114<br>6-81 | **BEAUREGARD**<br>**Tidewater Nautico Inc.**<br>Tidewater Inc.<br>Panama Panama | **185**<br>126<br>— | | **1964** American Marine Corp.—New Orleans, La (902)<br>46,89 10,67 3,074<br>43,24 3,66<br>1 dk<br>len — | **M Supply Ship**<br>Deck Cargo | Oil<br>1 530bhp (1 125kW)<br>..............<br>Fuel (d.o.) |
| 5231953<br>H9VH<br>10192<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEAUTIFUL**<br>ex Solomon Sea-81<br>ex Seamaid Proto-79<br>ex Memnon-73<br>**Greenleaf Navigation S.A.**<br>Smipt Shipping & Trading Pte. Ltd.<br>Panama Panama | T.Mk<br>**2 559**<br>1 332<br>3 816<br>**3 832**<br>2 102<br>4 813 | ✠LR class withdrawn 20/9/82 | **1958**-11 C. v.d. Giessen—Krimpen a/d Ijssel (791)<br>119,49 15,02 5,684/6,414<br>110,62 14,94 8,08<br>F 10,4 2 dks, 3rd dk in No. 1 hold<br>RW rf 102 len 67 | **M General Cargo**<br>Ref 12P<br>3 Ho 15,8 25,0 27,0 ER<br>G.6 395 B.5 979 In.325<br>3 Ha (stl) (7,8 × 3,6) (15,1 15,8 × 4,8) ER<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540 × 1150<br>3 600bhp (2 648kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 3 × 130kW 220V d.c.<br>Fuel 498,0t (hvf) 16kn |
| 7903392<br>D5WK<br>6704<br>Df Esd<br>Gc Rdr<br>RT | **BEAUTY BLUE**<br>**Beauty Blue Shipping Inc.**<br>Monrovia Liberia | **4 678**<br>3 183<br>7 849 | | **1980** Kurushima Dock Co. Ltd.—Imabari (2108)<br>BV 114,26 17,61 7,201<br>104,02 17,01 9,02<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 601 B.10 028<br>2 Ha (30,3 34,2 × 8,6) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 551,5t (d.o.) 16kn |
| 6521513<br>Esd Rdr<br>RT | **BEAUTY VANDA**<br>ex Brunei No. 1-74 | **804**<br>337<br>1 000 | | **1964** Takehara Zosen—Takehera<br>60,86 9,50 4,242<br>(NK) 56,01 9,48 4,75<br>P 18,9 F 7,7 1 dk | **M General Cargo**<br>G.1 247 B.1 170<br>1 Ha (21,4 × 5,0) ER<br>Der 4(5) | Oil 4SA 6Cy. 380 × 540<br>1 265bhp (930kW)<br>Kinoshita Tekkosho Akashi<br>13kn |
| 6903709<br>H8LX<br>1024<br>9-80<br>Esd Gc<br>Rdr RT | **BEAUXARTS**<br>ex Koan Maru No. 7-79<br>**Petro Gas Transporte S. de R. L.**<br>Panama Panama | **2 201**<br>1 371<br>3 296 | | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (701)<br>NK 89,54 12,81 5,730<br>83,01 12,78 6,51<br>P 19,9 F 8,0 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 547 HeCls. C | 2 Oil 4SA each 6Cy. 320 × 380 sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 120kW 445V a.c.<br>Fuel 339,5t-6,5pd 12,25kn |
| 5045548<br>LDKJ<br>9441<br>RT | **BEAVER**<br>ex Bjonn-69 ex Bamse-47<br>ex Bamse I-34 ex Bransfield<br>**Fekete & Co. A/S**<br>Tonsberg Norway | **209**<br>66<br>— | *Classed BC until 11/34 | (NV) **1924** Smith's Dock Ltd.—South Bank, Middlesbrough<br>35,84 7,04 3,912<br>32,31 6,99 4,17<br>1 dk<br>R rf 762 BK 191 conv Whaler 47 | **S Tug**<br>Salvage | T 3Cy. 356 584 & 991 × 610<br>Smith's Dock Co. Ltd. Middlesbrough<br>Gen 1 × 5kW 110V d.c.<br>Fuel (o.f.) 10,5kn |
| 5038947<br>187646<br>RTv | **BEAVER CHIEF**<br>ex Australle-57<br>**Westminster Dredging Co. Ltd.**<br>Toronto, Ont. Canada | **857**<br>710<br>— | **✠100A1** SS 3/82<br>dredger<br>EL (I)<br>FN 956 | **1957**-5 N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (Co315-606)<br>75,16 12,55 2,534<br>58,02 12,50 3,97<br>1 dk<br>rf nil len & widened 69<br>4BH WB84t | **Dredger**<br>Bucket | Gen 1 × 50kW 440V 50Hz a.c.<br>1 × 100kW 220V d.c. |

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| **6519792**<br>CZ5893<br>307873 | **BEAVER MACKENZIE**<br>ex W.D. Thames-74 ex Batavus-65<br>**Westminster Dredging Co. Ltd.**<br>Toronto, Ont. Canada | **2 185**<br>1 015<br>1 990 | BV | **1939** Verschure & Co's Schps.<br>—Amsterdam<br>86,52 13,06 4,420<br>78,21 5,72<br>1 dk<br>R | **TM Dredger**<br>Suction<br>Mchy.aft | 2 Oil 4SA each 6Cy. 450 × 600<br>1 600bhp (1 177kW) Smit-Bolnes<br>J. & K. Smit's Scheeps. Kinderdijk<br>2 Controllable pitch propellers<br>Fuel (d.o.) 11kn |
| **7390466**<br>KCBM<br>572359<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEAVER STATE**<br>**Yeon Shipping Corp.**<br>New York, NY United States of America | **44 875**<br>35 066<br>93 323 | AB | **1976** National Steel & SB. Co.—San Diego, Ca (395)<br>272,50(BB) 32,24 14,961<br>260,61 32,16 19,66<br>F 22,6 1 dk<br>rf nil | **S Tanker**<br>6 Ta 12 Wing Ta ER<br>HeCls. BC | 2 S Turb geared to sc. shaft<br>24 500shp (18 021kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 100kW 1 × 693kW a.c.<br>Fuel-112,0pd 17kn |
| **5038973**<br>KCXG<br>247555<br>Df Esd<br>Gc | **BEAVER VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 561<br>10 886 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V58)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6<br>22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9<br>7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **6522426**<br>VGKB<br>323008<br>Df Esd<br>Gc Rdr<br>RT | **BEAVERCLIFFE HALL**<br>**Halco Inc.**<br>Toronto, Ont. Canada | **17 895**<br>13 061<br>27 738 | **✠100A1** Lake SS 4/75<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL (o†) 2¾"SQ<br>FN 7524 | **1965**-10 Davie SB. Ltd.—Lauzon, P.Q. (655)<br>222,59 22,94 8,160<br>216,19 22,86 11,94<br>Ba 32,7 F 17,4 1 dk<br>RW rf 76<br>NS 8BH WB11336t | **M Bulk Carrier**<br>Mchy.aft<br>6 Ho<br>G.35 962<br>17 Ha | 6 Oil all sr geared to sc. shaft<br>9 400bhp (6 914kW)<br>(i) 4 Oil 2SA each 12Cy. 206 × 254<br>Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont<br>(ii)2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel 457,0t (d.o.) 17kn |
| **6423890**<br>LLJH<br>16112<br>Rdr RT | **BEBE**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **151**<br>0<br>— | NV | **1964** P. Hoivolds M/V A/S—Kristiansand (32)<br>26,83 7,55 3,429<br>25,10 7,50 3,56<br>1 dk<br>rf 399 BK 203 | **M Tug**<br>Salvage<br>Ice strengthened | Oil 2SA 7Cy. 300 × 450<br>NE 75<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 21kW 1 × 20kW 220V d.c.<br>Fuel 45,5t (d.o.)-3,0pd |
| **7436648**<br>ELBU9<br>7173<br>RT | **BEBEDOURO**<br>ex Oak-79 ex Bow Oak-78<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **4 853**<br>3 495<br>7 310 | NV | **1974** Santierul Naval Galatz—Galatz (640)<br>106,00 18,04 8,243<br>98,05 18,01 10,37<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>2 Ha (stl) (each 31,7 × 13,0) ER<br>4W | 2 Oil 4SA each 6Cy. 360 × 450 geared to sc. shaft<br>4 500bhp (3 310kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **6800024**<br>GYFS<br>334743<br>Rdr RT | **BEBINGTON**<br>ex Pando-77<br>**Bowker & King Ltd.**<br>London United Kingdom | **647**<br>311<br>1 056 | ✠Classed LR until 1/78 | **1968**-1 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.38)<br>58,91 10,70 2,947<br>56,24 10,38 3,51<br>Trunk 29,6 1 dk<br>rf nil len 69 | **M Tank Barge**<br>5 Ta ER<br>L.(oil) 987<br>HeCls. C | Oil 4SA 6Cy. 203 × 273 sr reverse geared to sc. shaft<br>755bhp (555kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 60kW 220V d.c.<br>Fuel 39,5t (d.o.) 9,25kn |
| **7126358**<br>LCRX<br>17712<br>Df Esd<br>Pfd Rdr<br>RT | **BEBKO**<br>**Sameiet Bebko**<br>Chr. Biering & Son A/S<br>Oslo Norway | **790**<br>580<br>— | NV | **1971** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (27)<br>60,79 (BB) 9,50 3,544<br>54,69 9,45 5,26<br>2 dks<br>rf 241 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>2 Ha (stl) (17,9 16,8 × 7,4) ER<br>2W Der 2(5) | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 1 × 17kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **5191842**<br>3FUS<br>3725<br>-73A<br>Df Esd<br>Gc Rdr<br>RTh/v | **BECENA**<br>ex Koln-73<br>**Romen Inc. S.A.**<br>Panama Panama | **5 618**<br>3 103<br>8 350 | GL | **1953** Bremer Vulkan A.G.—Vegesack (825)<br>151,80 18,04 7,595<br>141,28 17,99 11,36<br>F 15,9 1 dk & S dk H 24,7<br>RW rf 102 | **M General Cargo** OSD 6P<br>Ice strengthened<br>5 Ho 16,3 22,7 21,0 ER 23,3<br>22,4<br>G.16 758 B.14 869<br>5 Ha (stl) (6,3 11,9 15,1 × 5,5) ER<br>(15,1 11,9 × 5,5)<br>Der 1(50) 4(5-10) 14(3-5) 2(1) | Oil 2DA 7Cy. 720 × 1200<br>7 800bhp (5 737kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 150kW 230V d.c.<br>Fuel 1 270,0t (hvf) 16kn |
| **7729162**<br>7THX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BECHAR**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **8 384**<br>5 096<br>11 941 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL C† 550,0/60,0U2<br>FN 4081 | **1978**-10 Kanasashi Zosensho—Toyohashi (1280)<br>134,93(BB) 21,65 8,362<br>125,02 21,61 11,03<br>P 27,8 F 11,0 1 dk, 2nd dk in holds & mchy space<br>rf 203<br>6BH WB3083T incl. DTf324T & Topside tanks in holds 1317T | **M General Cargo**<br>3 Ho 17,6 33,0 33,0 3 TwD ER<br>G.16 163 B.15 186<br>5 Ha (stl) (13,4 25,5p&s 25,5p&s × 8,0) ER<br>Cr 2(12,5) Der 1(100) 6(10) | Oil 2SA 8Cy. 450 × 1200 B&W<br>7 050bhp (5 186kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 300kW 385V 50Hz a.c.<br>Fuel 163,0t (d.o.) 1 127,0t (hvf) 15kn |
| **7822330**<br>GBDN<br>388256<br>Esd Pfd<br>Rdr RT | **BECKENHAM**<br>**Bowker & King Ltd.**<br>London United Kingdom | **825**<br>540<br>1 165 | **✠100A1**<br>oil tanker<br>U.K. home trade service<br>**✠LMC**<br>EL I 330,0/24,0U2<br>FN 927 | **1980**-1 A/S Nordsovaerftet—Ringkobing (138)<br>64,17 11,51 3,263<br>60,51 11,19 4,12<br>Trunk 35,7 F 10,7 1 dk<br>rf nil<br>6BH WB390T incl. DTf172T, DTa66T | **M Tanker**<br>14 Ta ER<br>L.(oil) 1 379 | Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>999bhp (735kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 42kW 415V 50Hz a.c.<br>Controllable pitch propeller 11kn |
| **7426241**<br>H3LD<br>8812-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BECKNES**<br>**K.G. Jebsen Hamburg G.m.b.H.**<br>Reederei J. Jost<br>Hamburg Panama | **20 164**<br>12 514<br>35 164 | GL | **1977** Nippon Kokan K.K.—Shimizu (354)<br>177,02 27,84 11,131<br>167,01 27,81 15,02<br>P 31,7 F 12,2 1 dk | **M Bulk Carrier**<br>Strengthened for heavy cargoes<br>6 Ho 19,5 20,3 21,5 16,7 21,5<br>21,5 ER<br>G.40 389 B.38 774<br>6 Ha (stl) (9,8 × 11,2) (11,2 12,8 9,6<br>12,8 12,8 × 14,4) ER<br>Cr 5(15) | Oil 2SA 7Cy. 760 × 1550 Sulzer<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd 15,5kn |

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| 7107833<br>GOSB<br>342772<br>Esd Rdr<br>RTm/v | **BECKTON**<br>Launched as Onward Voyager<br>**Bowker & King Ltd.**<br>London United Kingdom | **239**<br>115<br>339 | ✠**100A1** SS 5/80<br>oil tanker<br>U.K. coasting service<br>✠**LMC**<br>EL C<br>FN 344 | **1971**-7 John Harker Ltd.—Knottingley (348)<br>40,24 6,74 2,483<br>37,50 6,41 2,75<br>P 7,4 Trunk 22,6 RFD 5,8 1 dk<br>rf 76<br>7BH WB101t incl. DTf23t Dta30t | **M Tanker**<br>6 Ta ER<br>L.(oil) 492<br>Der 1(1) | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 2 × 15kW 230V 50Hz a.c.<br>Fuel 7,0t (d.o.)-1,5pd 8,5kn |
| 7021821<br>DLHJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BECKUMERSAND**<br>**Partenreederei m.s. 'Beckumersand'**<br>Helmut Meyer<br>Brake Federal Republic of Germany | T.Mk<br>**999**<br>651<br>2 015<br>**1 999**<br>1 290<br>3 326 | GL | **1970** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (6902)<br>92,21 (BB) 13,59 4,547/6,087<br>82,00 13,52 7,19<br>F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 714 B.4 244<br>2 Ha (stl) (19,2 25,3 × 8,3) ER<br>8W Der 2(20) 2(5) 4(3) | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>15kn |
| 7925170<br>HO3289<br>8895-PEXT2<br>Esd Gc<br>Rdr RT | **BECKY**<br>**Somico Navigation Co. Inc.**<br>Panama Panama | **256**<br>41<br>210 | AB | **1980** Promet Private Ltd.—Singapore (P1062)<br>... ... ...<br>36,58 8,55 3,69<br>1 dk<br>rf nil | **TM Utility Vessel**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 090bhp (802kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW a.c.<br>10kn |
| 7933531<br>WQZ2<br>567<br>606357 | **BECKY M**<br>**Mirkovich Inc.**<br>Corpus Christi, Tx United States of America | **184**<br>125<br>— | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>*25,30* 7,35<br>3,41<br>1 dk | **TM Fishing**<br>Shellfish | 2 Vee Oil 4SA each 8Cy. 137 × 152<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7735111<br>PCZO<br>Rdr RT | **BECO 1**<br>ex Docat 9<br>**A. Sybesma**<br>Nigtevecht Netherlands | **57**<br>2<br>— | **100A1** SS 10/79<br>tug<br>extended protected waters service<br>**LMC**<br>EL A 120,0/19,0U1<br>FN 163 | **1956** Scheepswerf Jonkerpaans—Dordrecht (278)<br>23,30 5,72<br>20,78 5,40 2,44<br>1 dk<br>rf 356 len 81<br>RW 5BH WBnil | **M Tug**<br>Pusher | Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c. |
| 6803351<br>VGKT<br>328833<br>Esd Pfd<br>Rdr RTh | **BEDEQUE**<br>**Riverport Seafoods Ltd.**<br>Charlottetown, P.E.I. Canada | **511**<br>247<br>— | ✠Classed LR until 6/69 | **1968**-6 Fishermen's Loan Board of P.E.I.—Georgetown, P.E.I. (18)<br>39,32 8,56<br>33,23 8,54 6,56<br>F 11,6 2 dks<br>rf 610 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 15,0 7,7 ER<br>1 Ha (alu) (2,7 × 1,8) ER | Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 040bhp (765kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 67,0t (d.o.) 12kn |
| 7021467<br>D5OU<br>6507<br>Df Esd<br>Gc Rdr<br>RT | **BEDFORD**<br>ex Saint Etienne-82<br>ex Ravenna-79<br>ex Nopal Ravenna-76<br>ex Star Ravenna-75<br>**Bedford Shipping Ltd.**<br>Monrovia Liberia | **20 795**<br>13 970<br>35 993 | AB<br>✠Classed LR until 9/1/81 | **1970**-10 Baltic SB. & Eng. Works—Leningrad (627)<br>199,83(BB) 27,87 11,227<br>185,76 27,81 15,60<br>P 37,2 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>Mchy.aft | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V 50Hz a.c.<br>15,75kn |
| 5039094<br>Df Esd<br>Pfd Rdr<br>RTh | **BEDFORD II**<br>ex Galloway Kent-51 ex North Bay<br>**Thomas Cuni & Jack Trainer**<br>Miami, Fl United States of America | **1 104**<br>811<br>798 | | **1943** Collingwood Shipyards—Collingwood, Ont.<br>63,40 10,06 4,725<br>10,01 7,09<br>2 dks<br>RW rf 457 | **M General Cargo**<br>3 Ho 10,0 13,7 7,6 4 TwD 15,8 18,2 10,9 36,2<br>B.2 019<br>3 Ha (6,1 × 3,6) (6,7 × 4,2) (3,9 × 3,6)<br>6W Der 6(3) | Oil 4SA 6Cy. 406 × 508<br>1 000bhp (736kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 30kW 220V d.c.<br>Fuel 136,0t (d.o.) 9kn |
| 7380459<br>5LHW<br>5983<br>Df Esd<br>Gc Pfd<br>RTv | **BEDOUIN BIRKNES**<br>ex Birknes-77<br>**Roxburgh Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Monrovia Liberia | **18 695**<br>12 235<br>35 224 | ✠**100A1** SS 7/79<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7153 | **1974**-11 Nippon Kokan K.K.—Shimizu (331)<br>177,02(BB) 27,84 11,151<br>166,99 27,81 15,02<br>P 31,7 F 15,3 1 dk<br>rf 102<br>NS 7BH WB16911T incl. Comb. btm & STs in holds 6162T Topside tanks in Nos. 1-3 holds 2007T & No. 4 hold 5935T | **M Bulk Carrier**<br>6 Ho 18,9 20,1 22,4 17,5 22,4 22,1 ER<br>G.40 389 B.38 773<br>1 Ha (stl) (9,7 × 11,2) 5 Ha (stl) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(16) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd<br>15,5kn |
| 7617620<br>D5BD<br>6120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEDOUIN BRUNES**<br>ex Brunes-77<br>**Renfrew Shipping Ltd.**<br>Monrovia Liberia | **19 158**<br>12 659<br>34 488 | ✠**100A1** SS 11/81<br>✠**LMC** **UMS**<br>EL J† 3"U2<br>FN 7384 | **1977**-4 Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (1047)<br>180,02(BB) 28,45 10,897<br>170,01 28,41 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil<br>7BH WB17789T incl. Comb. btm & Side & Topside tanks in Nos. 1, 2 & 3 holds 5934T Comb. btm & STs in Nos. 4 & 5 holds 2757T & No. 3 hold 7358T | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>15,5kn |
| 6728379<br>UBFV<br>M-22252<br>Df Esd<br>Gc Rdr<br>RT | **BEDOVYY**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>332 | RS | **1957** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,490<br>59,14 9,48 5,47 | **D-E Whaler**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 1 elec. motor & sc. shaft<br>Kharkov<br>17,5kn |
| 6619932<br>GVVA<br>309789<br>RTv | **BEECHCROFT**<br>**Bowker & King Ltd.**<br>London United Kingdom | **615**<br>316<br>833 | ✠**100A1** SS 9/80<br>oil tanker<br>FP above 65.5°C<br>River Tyne—Southampton—Penzance<br>✠**LMC**<br>EL h 1"SQ<br>FN 695 | **1966**-11 Appledore Shipbuilders Ltd.—Appledore (A.S.19)<br>52,86 10,34 3,112<br>50,60 9,91 3,81<br>Trunk 29,3 F 4,6 1 dk<br>rf nil len 77<br>9BH WB192t | **M Tanker**<br>Mchy.aft<br>HeCls. ptC | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>540bhp (397kW)<br>Blackstone & Co. Ltd. Stamford<br>db 150lbf/in² (10,4bar)<br>Gen 1 × 25kW 1 × 24kW 110V d.c.<br>Fuel 11,5t (d.o.) 9,5kn |

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|---|---|---|---|---|---|---|---|
| **6411299**<br>MHKS<br>306484<br>Rdr RT | **BEECHGARTH**<br>**Rea Towing Co. Ltd.**<br>Liverpool United Kingdom | **207**<br>0<br>— | ✠**100A1** SS 3/81<br>tug<br>✠**LMC**<br>EL (c)<br>FN 343 | **1964**-5 W. J. Yarwood & Sons Ltd.<br>—Northwich (943)<br>31,12 8,62<br>28,05 8,08 4,12<br>B 11,0<br>rf 787 BK 76<br>6BH WB46t | **M Tug** | 2 Oil 4SA each 6Cy. 260 × 368 with hydraulic couplings & sr reverse gear to sc. shaft<br>Ruston & Hornsby Ltd. | Linco |
| **5068693**<br>VGRK<br>370154<br>Df Gc<br>Rdr RT | **BEECHGLEN**<br>ex Pierson Daughters-82<br>ex Charles M. Schwab-75<br>(Aft section)<br>ex Gulfport<br>**Pierson Steamships Ltd.**<br>Hamilton, Ont. Canada | **10 542**<br>8 144<br>14 808 | AB | **1942** (Aft section) Bethlehem-Sparrows Point Shipyard—Sparrows Pt., Md (4372)<br>**1923** (Fwd & cargo sections) American SB. Co.—Cleveland, Oh (496)<br>207,27 18,34 —<br>202,67 18,29 9,76<br>1 dk<br>R rf 76 joined & len 61 | **S Bulk Carrier**<br>4 Ho ER<br>21 Ha (stl) (each 3,6 × 11,5) ER | 2 S Turb dr geared to sc. shaft<br>3 960shp (2 913kW) NE 42<br>Bethlehem Steel Co.<br>Fuel 620,0t (o.f.) | U.S.<br>14 |
| **7119068**<br>GPEP<br>342987<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEEDING**<br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | **1 595**<br>1 114<br>3 220 | ✠**100A1** SS 3/81<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1580 | **1971**-12 A/B Falkenbergs Varv<br>—Falkenberg (159)<br>87,03 12,73 4,960<br>84,00 12,60 6,20<br>P 16,2 F 10,7 1 dk<br>rf nil<br>4BH WB1119t incl. DTf143t | **M General Cargo**<br>2 Ho each 28,4 ER<br>B.3 690 In.3 456<br>2 Ha (each 24,9 × 9,9) ER | Oil 2SA 16Cy. 220 × 380<br>2 000bhp (1 471kW)<br>Appingedammer Brons<br>Gen 2 × 144kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 154,5t | Appingeda<br>12 |
| **8127141** | **BEELAN**<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore | **405**<br>—<br>750 | AB (Class cont.) | **1982** Pan United Shipping Pte. Ltd.<br>—Singapore (P-31)<br>... ... ...<br>45,12 9,77 3,05 | **TM Tanker**<br>Bunkering Vessel | 2 Oil<br>680bhp (500kW)<br>............. | |
| **7203912**<br>Y5PX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEERBERG**<br>ex Bore X-78<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **3 056**<br>1 114<br>5 050 | DSRK<br>✠Classed LR until 29/6/79 | **1972**-5 Rauma-Repola Oy—Rauma/Raumo (204)<br>113,47 19,23 6,249<br>105,01 19,21 12,60<br>2 dks<br>rf 279 | **M RoRo Cargo** 12P<br>Stern door Ice strengthened<br>1 Ho 54,0 ER<br>B.11 141 | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shaft<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau<br>Gen 1 × 296kW 2 × 260kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 457,0t (hvf)-24,5pd | Ki<br>16 |
| **7230290**<br>YQCJ<br>294<br>Df Esd<br>Gc Rdr<br>RT | **BEGA**<br>**NAVROM**<br>Constantza Romania | **1 907**<br>770<br>1 979 | RNR | **1972** Santierul Naval Turnu-Severin—Turnu-Severin<br>85,91 12,40 5,100<br>78,34 12,39 7,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,2 18,9 14,5 ER<br>G.3 441 B.3 149<br>3 Ha (11,5 10,2 × 5,1) (14,1 × 5,2) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 3 × 132kW 390V 50Hz a.c.<br>Fuel 188,0t (d.o.) | Sulz<br>Swietochlowic<br>13,25k |
| **6704696**<br>356470<br>Rdr RT | **BEGABATI**<br>ex Yamane Maru No. 3<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **584**<br>305<br>864 | NK | **1966** Geibi Zosen Kogyo—Kure<br>53,19 3,847<br>48,01 8,60 4,25<br>1 dk | **M General Cargo**<br>1 Ho 24,2 ER<br>G.1 068 B.996<br>1 Ha (stl) (24,2 × 5,0) ER | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki<br>Gen 2 × 20kW d.c. | Kob<br>11,5k |
| **5039197**<br>EBRN<br>28 | **BEGEDONI**<br>**Transportes Maritimos J. Torres S.L.**<br>La Coruna Spain | **135**<br>80<br>150 | | **1958** Daniel Senande—Corme<br>*25,00* 6,71<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil<br>200bhp (147kW)<br>.............<br>Fuel 10,0t (d.o.) | 8k |
| **7008740**<br>EEZR<br>248<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BEGONA DEL MAR**<br>**Trans-Balear S.A.**<br>Gijon Spain | **721**<br>582<br>1 085 | GL | **1970** Maritima del Musel S.A.—Gijon (117)<br>61,65 10,47 3,906<br>54,01 10,42 4,40<br>P 12,2 F 6,4 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>1 Ho 37,6 ER<br>G.1 648 B.1 473<br>1 Ha (stl) (33,0 × 7,6) ER | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Soc. Espanola de Const. Nav.<br>Gen 1 × 72kW 2 × 32kW 380V 50Hz a.c.<br>Fuel 58,0t (d.o.) | Werkspoo<br>Bilba<br>11,5k |
| **7343310**<br>GXWR<br>364016<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEGONIA**<br>**Stag Line Ltd.**<br>North Shields United Kingdom | **16 329**<br>10 687<br>26 741 | ✠**100A1** SS 6/82<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>✠**LMC** **UMS**<br>EL Ft 577,5/66,0U2<br>FN 6484 | **1978**-5 Swan Hunter Shipbuilders Ltd.<br>—Walker Shipyard, Newcastle (88)<br>182,96(BB) 23,27 10,416<br>173,74 22,94 14,38<br>P 34,8 F 14,1 1 dk<br>rf nil DK fwd<br>8BH WB15284T incl. Comb. btm & STs in holds 5149T, Topside tanks in holds 2595T & No. 3 hold 6976T | **M Bulk Carrier**<br>5 Ho 25,3 24,9 25,1 24,9 26,8 ER<br>G.35 096<br>5 Ha (stl) (14,3 × 9,1) (18,4 × 10,6) (17,6 17,6 × 10,6) (18,4 × 10,6) ER<br>Cr 4(15) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgo<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 10,3kgf/cm² (10,1bar) rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 431,0t (d.o.) 1 032,5t (hvf) | Sulz<br>16k |
| **6907834**<br>3EHQ<br>2212<br>-71A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEGONIA**<br>ex Byakudan Maru-71<br>**Begonia Shipping Co. S.A.**<br>Panama Panama | **9 383**<br>6 456<br>17 366 | NK | **1968** Mitsubishi Heavy Industries Ltd.<br>—Kobe (994)<br>148,04 21,62 9,376<br>136,02 21,59 12,20<br>P 33,0 B 14,4 F 15,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 22,4 26,0 26,0 26,0 ER<br>G.21 122 B.20 688<br>4 Ha (stl) (13,7 × 9,1) (19,5 19,5 19,5 × 10,0) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 300kW 450V a.c.<br>Fuel 2 390,5t (hvf) | Sulz<br>Kobe<br>14,5k |
| **7325629**<br>PJTW<br>C599<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEGONIA**<br>Launched as Fernhill<br>**N.V. Stoomvaart-Maatschappij 'Oostzee'**<br>Vinke & Zonen<br>Willemstad Netherlands Antilles | **1 889**<br>903<br>3 433 | NV | **1974** Kristiansands M/V A/S—Kristiansand (220)<br>124,19 16,03 4,979<br>111,89 16,01 11,61<br>2 dks | **TM RoRo Cargo**<br>Bow door/ramp<br>Stern door/ramp Ice strengthened<br>Mchy.aft | 4 Oil 4SA each 9Cy. 250 × 300 geared to sc. shafts<br>5 040bhp (3 707kW)<br>A/S Bergens M/V<br>Gen 1 × 426kW 2 × 320kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) | Norm<br>Bergen<br>17kn |

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|---|---|---|---|---|---|---|
| 8003553<br>ZTEJ<br>350892<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEGONIA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **685**<br>335<br>432 | BV | **1981** Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (6500)<br>47,38 (BB) 11,38 4,750<br>39,91 11,21 5,69<br>2 dks | **M Fishing**<br>Stern Trawler Processing Ref.<br>1 Ho<br>In.463<br>1 Ha | Oil 4SA 8Cy. 260 × 280 with flexible couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Crepelle et Cie. Lille<br>Gen 1 × 250kW 220V d.c. 1 × 140kW 1 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.)-4,0pd 12kn |
| 6415659<br>ZSMH<br>350394<br>Df Esd<br>Pfd RTm | **BEGONIA**<br>**B. Gelcer & Co. (Pty.) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ Kaapstad South Africa | **340**<br>100<br>189 | ✠Classed LR until 5/66 | **1964**-10 Hall, Russell & Co. Ltd. —Aberdeen (916)<br>42,60 8,16<br>37,65 8,08 4,20<br>F 7,1<br>RW rf 762 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 8,8 3,8<br>5 Ha (0,9 × 1,0) (1,0 × 1,3) (1,6 1,6 × 1,0) (1,5 × 1,5) | Oil 2SA 7Cy. 310 × 490 with hydraulic coupling<br>840bhp (618kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 40kW 1 × 25kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5021889<br>H8UI<br>1124<br>9-81<br>Df Esd<br>Gc Rdr<br>RTh | **BEGONIA D.**<br>ex Voulla-80 ex Arauco-70<br>**Thorax Compania Naviera S.A.**<br>Panama Panama | **4 836**<br>2 773<br>6 983 | BV (AB)<br>✠Classed LR until 10/70 | **1960**-1 Orenstein Koppel & Luebecker —Luebeck (547)<br>117,48 16,29 7,614<br>108,01 16,21 9,58<br>P 6,4 F 11,9 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 10P<br>4 Ho 17,0 25,9 18,5 15,8<br>G.9 226 B.8 682 In.297<br>4 Ha (stl) (10,9 14,4 10,8 9,2 × 6,3)<br>12W Der 1(50) 1(25) 10(5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 250kW 220V d.c.<br>Fuel 676,5t (d.o & hvf) 14kn |
| 6805668<br>3ENZ<br>9549-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEGONIELLA**<br>ex Yakumosan Maru-79<br>**Begonia Maritime Inc.**<br>Panama Panama | **34 160**<br>21 763<br>54 908 | NK | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (673)<br>31,75 11,507<br>215,15 31,70 17,30<br>F 15,0 1 dk<br>len 81 | **M Bulk Carrier**<br>5 Ho ER<br>G.71 097<br>5 Ha (12,8 26,9 26,9 26,9 26,9 × 13,4) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 384kW 450V<br>Fuel 3 355,0t-50,5pd 15kn |
| 5039238<br>EDHK<br>8111<br>Esd | **BEGONITA**<br>**Juan Rodal Barreiro y otros**<br>Vigo Spain | **156**<br>69<br>— | | **1948** Ast. de T. Ruiz de Velasco—Bilbao (25)<br>*26,61* 6,10<br>... ... ... | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 240 × 370<br>375bhp (276kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel (d.o.) 11kn |
| 7419212<br>EGUN<br>Df Esd<br>Pfd Rdr<br>RT | **BEGUIRARI**<br>**Ignacio Zabaleta Cortazar y otros**<br>Ondarroa Spain | **193**<br>60<br>— | BV | **1975** S.A. Balenciaga—Zumaya (258)<br>32,85 7,42 3,190<br>27,36 7,40 3,81<br>1 dk | **M Fishing**<br>1 Ha (0,9 × 0,9) ER | Oil 2SA 8Cy. 260 × 400 reverse reduction geared to sc. shaft<br>800bhp (588kW) Alpha<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller 11kn |
| 8125595 | **BEHR PAIMA**<br>**Government of The Islamic Republic of Pakistan (Ministry of Communications)**<br>Pakistan | **1 183**<br>305<br>400 | 100A1<br>Class Contemplated<br>FN 982 | **1982** Ishikawajima Ship & Chemical Plant Co.—Tokyo (539)<br>3,901<br>55,02 11,82 6,02 | **TM Research**<br>Oceanographic Survey | 2 Oil<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 7403512<br>EPNF<br>211<br>Df Esd<br>Rdr RT | **BEHZAD**<br>**National Iranian Oil Co.**<br>Khorramshahr Iran | **426**<br>126<br>248 | ✠100A1<br>tug<br>✠LMC<br>EL J 1⅛"U2<br>FN 588<br>SURVEYS OVERDUE | **1975**-9 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (333)<br>39,50 10,60 4,773<br>36,81 10,37 5,59<br>RFD 9,5 1 dk<br>rf 1346<br>5BH WB33t | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 381 × 456 sr geared to sc. shaft<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 245kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 13kn |
| 7517935<br>BOWE<br>Df Esd<br>Gc Rdr<br>RT | **BEI AN**<br>**China Ocean Shipping Co.**<br>China | **2 493**<br>1 104<br>3 030<br>**3 577**<br>1 767<br>4 690 | | **1974** Santierul Naval Galatz—Galatz<br>106,10 14,79 5,639/7,060<br>93,48 8,49<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,2 21,4 22,1 ER<br>G.6 421 B.5 898<br>3 Ha (stl) (11,2 × 7,9) (14,7 14,7 × 9,6) ER<br>8W Cr 1(5) Der 8(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulzer<br>Jugoturbina Karlovac<br>Fuel 315,0t (hvf) 14,5kn |
| 5424689<br>BOTT<br>Df Esd<br>Gc Rdr<br>RTm/v | **BEI HAI**<br>ex Margarethe Bolten-74<br>**China Ocean Shipping Co.**<br>Shanghai China | **15 445**<br>9 455<br>22 836 | (GL) | **1963** Luebecker Flender-Werke AG. —Luebeck-Siems (538)<br>190,13 22,28 9,881<br>178,04 22,00 14,20<br>P 42,1 F 9,8 1 dk | **M Bulk Carrier**<br>7 Ho 16,9 17,9 18,2 18,2 18,2 18,2 18,2 ER<br>G.30 944<br>7 Ha (stl) (13,1 13,1 13,1 13,1 13,1 13,1 12,2 × 8,7) ER<br>14W Der 12(5-8) 2(3-5) | Oil 2SA 9Cy. 750 × 1320<br>12 600bhp (9 268kW) Fiat<br>Borsig A.G. West Berlin<br>Gen 2 × 330kW 1 × 150kW 400V 50Hz a.c.<br>Fuel 1 829,0t (hvf) 17,25kn |
| 7934602<br>Df Esd<br>Rdr | **BEI HAI 5020**<br>**Government of The People's Republic of China**<br>Beihai China | **131**<br>91<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,86 6,71 2,896<br>20,73 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Ref. | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7934614<br>Df Esd<br>RT | **BEI HAI 5021**<br>**Government of The People's Republic of China**<br>Beihai China | **131**<br>91<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,86 6,71 2,896<br>20,73 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Ref. | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7934626<br>Df Esd<br>Rdr | **BEI HAI 5022**<br>**Government of The People's Republic of China**<br>Beihai China | **131**<br>91<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,86 6,76 2,896<br>20,73 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Ref. | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7903158**<br><br><br>Rdr RT | **BEI HAI 5031**<br><br>**Bei Hai United Fishery Co.**<br>Beihai China | **148**<br>48<br>103 | | **1979** Kanmon Zosen K.K.—Shimonoseki (345)<br>29,14 6,81 2,620<br>25,00 6,80 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 220 × 280 reduction geare<br>to sc. shaft<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriya<br>9,5 |
| **7903160**<br><br><br>Rdr RT | **BEI HAI 5032**<br><br>**Bei Hai United Fishery Co.**<br>Beihai China | **148**<br>48<br>103 | | **1979** Kanmon Zosen K.K.—Shimonoseki (346)<br>29,14 6,81 2,620<br>25,00 6,80 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 220 × 280 reduction geare<br>to sc. shaft<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriya<br>9,5 |
| **7903172**<br><br><br>Rdr RT | **BEI HAI 5033**<br><br>**Bei Hai United Fishery Co.**<br>Beihai China | **148**<br>48<br>103 | | **1979** Kanmon Zosen K.K.—Shimonoseki (347)<br>29,14 6,81 2,620<br>25,00 6,80 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 220 × 280 reduction geare<br>to sc. shaft<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriya<br>9,5 |
| **7903184**<br><br><br>Rdr RT | **BEI HAI 5034**<br><br>**Bei Hai United Fishery Co.**<br>Beihai China | **148**<br>48<br>103 | | **1979** Kanmon Zosen K.K.—Shimonoseki (348)<br>29,14 6,81 2,620<br>25,00 6,80 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 220 × 280 reduction geare<br>to sc. shaft<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriya<br>9,5 |
| **5048100**<br>HPVX<br>7622<br>-77A<br>Df Esd<br>Gc Rdr<br>RTm/v | **BEI SHAN**<br>ex Bonnard-75<br>**Yick Fung Shipping &**<br>**Enterprises Co. Ltd.**<br>Panama Panama | T.Mk<br>**2 252**<br>1 094<br>—<br>**3 434**<br>1 878<br>4 090 | NV | **1958** Oresundsvarvet A/B—Landskrona (165)<br>106,28 15,14 —/7,681<br>96,68 15,09 8,46<br>2 dks<br>RW rf 152 | **M General Cargo**<br>Ref 2P<br>Ice strengthened<br>3 Ho 25,3 26,0 11,7<br>G.6 201 B.5 635<br>3 Ha (stl) (19,1 19,8 × 5,9) (9,6 × 5,4)<br>Cr 4(5) 1(3) Der 2(5-12) | Oil 2SA 8Cy. 520 × 900<br>3 300bhp (2 427kW) Gotaverk<br>A/B Finnboda Varf Stockho<br>Gen 3 × 165kW 220V d.c.<br>Fuel 487,5t (hvf) 15,25 |
| **7003647**<br>H8ME<br>1034<br>7-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEIHAI CAREER**<br>ex Tenko Maru-80<br>**Freda Maritime S.A.**<br>Prompt Shipping Corp. Ltd.<br>Panama Panama | **9 546**<br>6 413<br>13 725 | NK | **1969** Tsuneishi Zosen K.K.—Numakuma (219)<br>152,00 21,65 9,643<br>141,99 21,61 12,81<br>P 29,6 F 14,7 2 dks | **M General Cargo**<br><br>5 Ho ER<br>G.21 757 B.19 687<br>5 Ha (stl) (8,1 × 6,0) (13,8 14,1 14,1 9,6 × 8,0) ER<br>8W Der 1(25) 4(15) 2(10) 10(5) | Oil 2SA 7Cy. 620 × 1400<br>9 900bhp (7 282kW) B&<br>Mitsui SB. & Eng. Co. Ltd. Tama<br>Gen 3 × 280kW 445V a.c.<br>Fuel 1 000,0t (hvf)-32,0pd 15 |
| **5039264**<br><br><br>RT | **BEIHAN**<br>ex Halfaya-55 ex Seaforth-51<br>ex Empire Seaforth-47<br>**Abdul Razak Mohamed Saleh Al Haddad**<br>Dubai United Arab Emirates | **519**<br>291<br>419 | ✱Classed BC until 4/63 | **1945**-3 Shipbuilding Corp., Tyne Branch —Walker<br>45,17 8,26 3,055<br>42,78 8,23 5,49<br>2 dks | **M General Cargo**<br>Mchy.aft<br><br>G.855 B.797<br>2W | Oil 4SA 6Cy. 255 × 330 sr reverse geared<br>to sc. shaft<br>National Gas & Oil Eng. Co. Ashton/Ly<br>Fuel 27,5t 8 |
| **5039288**<br>VC4418<br>311875<br>Df Esd<br>Rdr RTh | **BEINIR**<br><br>**Minister of Education for the**<br>**Province of Newfoundland**<br>St. John's, Nfl. Canada | **201**<br>129<br>— | | **1957** Hatlo Verksted A/S—Ulsteinvik (5)<br>36,07 6,99<br>32,62 6,91 3,54 | **M Fishing**<br>Side Trawler<br>2 Ho 2,2 11,3 ER<br><br>3 Ha (stl) (0,9 × 1,1) (2,0 2,0 × 1,6) ER | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 1 × 16kW 1 × 5kW 220V a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5419036**<br>CSAC<br>H489<br>Df Esd<br>Gc Rdr<br>RT | **BEIRA**<br><br>**Companhia Nacional de**<br>**Navegacao S.a.r.l.**<br>Lisboa Portugal | **8 611**<br>4 721<br>14 025 | ✠Classed LR until 8/8/75 | Lch.**1962**-11 Arsenal do Alfeite—Almada (C54)<br>Len & Cmpl.**1963**-5 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam<br>161,78 21,32 10,721<br>146,46 21,26 12,65<br>P 8,3 F 13,2 2 dks, 3rd dk except in No. 5 hold<br>rf 152 | **M General Cargo** CSD<br>Ref 12P<br>6 Ho 19,8 10,3 8,7 24,0 9,6 12,0<br>In.2 229<br>6 Ha (stl) (9,5 12,8 12,8 12,8 12,8 1,3 × 7,2)<br>Der 1(60) 1(30) 2(10) 16(5) | Oil 2SA 8Cy. 750 × 1600<br>10 250bhp (7 539kW)<br>Gebr. Stork & Co. N.V. Hengel<br>Gen 3 × 250kW 230V<br>Fuel (hvf) 17.5 |
| **7202463**<br>WY2159<br>510969<br>RT | **BEIRA LIOTORAL**<br>ex Cape Cod-78<br>ex Josette Marie-74<br>**P.G.G. Fishing Corp.**<br>New Bedford, Ma United States of America | **135**<br>92<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*21,86*<br>6,77 3,51<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW) U.S.A<br>Fuel (d.o.) |
| **7422958**<br><br>A-2448-C<br>Df Esd<br>Rdr RT | **BEIRA MAR**<br><br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portugal | **189**<br>60<br>100 | ✠**100A1** SS 2/80<br>stern trawler<br>✠**LMC**<br>EL (E) ¾"U1<br>FN 301 | **1976**-2 Est. Sao Jacinto S.a.r.L.—Aveiro (111)<br>33,99 (BB) 7,75 3,020<br>27,64 7,51 3,38<br>B & F 23,5 1 dk<br>rf 787 Box K 178<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 240 × 330<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. Ke<br>Gen 1 × 64kW 231/400V 50Hz a.c.<br>Controllable pitch propeller |
| **7117022**<br><br>LX-106-C<br>Df Esd<br>Rdr RT | **BEIRA RIA**<br><br>**Pescarias Beira Litoral S.a.r.l.**<br>Lisboa Portugal | **180**<br>56<br>71 | ✠Classed LR until 15/2/74 | **1971**-10 Est. Sao Jacinto S.a.r.L.—Aveiro (89)<br>32,01 7,45 2,763<br>27,08 7,21 3,41<br>F 22,9<br>RW rf 787 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 240 × 350 sr geared to sc. shaft<br>630bhp (463kW)<br>Atlas-MaK Maschinenbau Ke<br>Gen 2 × 28kW 220/380V 50Hz a.c.<br>Controllable pitch propeller |
| **7235862**<br><br><br>Df Esd<br>Rdr RT | **BEIRA VOUGA**<br><br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portugal | **180**<br>56<br>79 | ✠Classed LR until 2/74 | **1973**-4 Est. Sao Jacinto S.a.r.L.—Aveiro (95)<br>32,01 7,45 2,763<br>27,08 7,21 3,41<br>F 22,9<br>RW rf 787 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 240 × 350 sr geared to sc. shaft<br>750bhp (552kW)<br>Atlas-MaK Maschinenbau Ke<br>Gen 2 × 38kW 400V 50Hz a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 7024184<br>JOBD<br>108849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEISHU MARU**<br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japan | **23 667**<br>12 938<br>24 191 | NK | **1970** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1020)<br>212,50(BB) 30,05 10,529<br>200,03 30,00 16,29<br>F 23,5 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell.Ho ER<br>TEU 1010<br>C.Ho 464/20' 96/40' C.Dk 354/20'<br>16 Ha (stl) ER | Oil 2SA 9Cy. 1050 × 1800<br>34 200bhp (25 156kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 990kW 450V a.c.<br>Fuel 3 819,5t-108,5pd 22,5kn |
| 5290337<br>ODQD<br>84027<br>Df Esd<br>Gc Rdr<br>RTm/v | **BEITEDDINE**<br>ex City of Limassol-77<br>ex Rapallo-75<br>**Associated Levant Lines S.A.L.**<br>T. Gargour & Fils<br>Beirut Lebanon | T.Mk<br>**3 047**<br>1 302<br>—<br>**4 405**<br>2 453<br>— | ✠**100A1** SS 9/82<br>Side tanks in mchy. space—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2686 | **1960**-4 Henry Robb Ltd.—Leith (472)<br>111,51 16,59 —/—<br>103,64 16,46 9,45<br>P 8,9 F 9,2 2 dks, 3rd dk in No. 3 hold<br>RW rf 76.<br>Coll BH to S dk 6 to 2nd dk WB943t incl. Tunnel tanks 103t | **M General Cargo**<br>Ref<br>5 Ho 13,7 20,2 9,1 15,0 16,0<br>G.6 953 B.6 415 In.835<br>5 Ha (stl) (4,8 × 4,5) (15,2 4,5 7,6 6,1 × 6,1)<br>10W Der 10(5) | Oil 2SA 7Cy. 600 × 1040<br>3 500bhp (2 574kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>db 60lbf/in² (4,2bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel 696,0t (d.o.) 13,5kn |
| 5360077<br>TFSD<br>0226<br>Df Esd<br>Pfd Rdr<br>RT | **BEITIR**<br>ex Oli Oskars-81<br>ex Thormodur Godi-79<br>**Sildarvinnslan H/f**<br>Neskaupstadur Iceland | **753**<br>357<br>— | ✠Classed LR until 18/3/81 | **1958**-4 A.G. "Weser" Werk Seebeck<br>—Bremerhaven (840)<br>65,87 10,22 4,827<br>60,10 10,06 5,19<br>P 3,4 F 14,1<br>RW rf 838 BK 203 | **M Fishing**<br>Side Trawler | Oil 4SA 9Cy. 385 × 500 with hydraulic coupling & dr reverse geared to sc. shaft<br>1 680bhp (1 236kW)<br>Frd. Krupp A.G. Essen<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel (d.o.) |
| 7411624<br>LCLU<br>18752<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEITO**<br>ex Ask-82<br>**P/R Beito**<br>Paal Wilson & Co. A/S<br>Bergen Norway | **1 594**<br>1 108<br>3 049 | NV | **1976** Stocznia Gdanska im. Lenina—Gdansk (B431/701)<br>84,13 13,62 5,322<br>77,55 13,59 6,41<br>P - F - 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>2 Ha (stl) ER | Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW) GMT<br>H. Cegielski Poznan<br>Gen 2 × 96kW 1 × 40kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |
| 7941136<br>YOHZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEIUS**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1978** Santierul Naval Constantza<br>—Constantza<br>219,72 32,21 12,402<br>205,44 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,6 15,3 ER<br>B.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t 16,25kn |
| 7389778<br>7TGS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEJAIA**<br>Launched as Messiniaki Proodos<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **18 013**<br>11 688<br>31 692 | NV | **1977** AB Oskarshamns Varv—Oskarshamn (411)<br>170,72 25,94 11,092<br>161,86 25,91 14,48<br>1 dk | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 563 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 284,5t (d.o.) 2 157,5t (hvf)-35,0pd 15,25kn |
| 5209223<br>ODFG<br>T71<br>Df Esd<br>Rdr RTh | **BEJOU**<br>ex Le Trieux-78 ex Lion-65<br>**Anwar Az Kabbara**<br>Tripoli Lebanon | **500**<br>297<br>914 | (BV) | **1958** F. Smit v/h Smit & Zoon—Foxhol (126)<br>65,89 9,10 3,506<br>60,25 9,00 4,02<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 41,9 ER<br>G.1 121 B.1 009<br>3 Ha (each 9,9 × 4,5) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 61,0t (d.o.) 12kn |
| 5039343<br>PKBD | **BEKAKA**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **193**<br>75<br>71 | ✠Classed LR until 9/58 | **1953**-8 Schps. "De Hoop" v/h Gebr. Boot<br>—Leiden (1427)<br>38,21 6,53 2,013<br>35,08 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7114771<br>YDDH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEKAPAI/PERMINA 56**<br>ex Sletta-82<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **4 710**<br>2 276<br>6 726 | ✠**100A1** SS 10/81<br>oil tanker<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL V 2$\frac{1}{16}$"U2<br>FN 2809<br>Kl | **1971**-12 G. Dimitrov Shipyard—Varna (604)<br>128,02 16,06 6,598<br>117,96 16,01 7,80<br>P 29,3 F 14,4 1 dk<br>rf 51<br>12BH WB453t incl. DTf165t | **M Tanker**<br>18 Ta ER<br>L.(oil) 8 281 HeCls. C | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW) MAN<br>Halberstadt Halberstadt<br>2 AuxB (o.f.) 15kgf/cm² (14,8bar)<br>AuxB (ex.g) & rcv 5kgf/cm² (4,9bar)<br>Gen 3 × 192kW 400V 50Hz a.c.<br>Fuel 366,0t (d.o & hvf)-13,0pd 13,5kn |
| 6913950<br>LZRR<br>172<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEKAS**<br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **2 654**<br>1 133<br>1 152 | BR | **1969** VEB Volkswerft Stralsund—Stralsund (260)<br>82,02 13,64 5,201<br>73,00 13,59 9,50<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 211<br>4 Ha (2,2 2,2 2,2 × 2,2) (1,8 × 1,2)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 5 × 256kW 1 × 300kW 380V d.c.<br>Controllable pitch propeller<br>13,5kn |
| 7032947<br>YDDE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEKASAP/PERMINA 54**<br>ex Slora-82<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **4 153**<br>1 923<br>5 852 | ✠**100A1** SS 12/80<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>EL V 1$\frac{7}{8}$"SQ<br>FN 2526<br>Kl | **1971**-6 G. Dimitrov Shipyard—Varna (602)<br>116,01 16,06 6,693<br>106,08 16,01 7,80<br>P 30,2 F 14,4 1 dk<br>rf 51<br>11BH WB444t incl. DTf164t | **M Tanker**<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 7 265 HeCls. BC<br>Der 4(1,5) | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW) MAN<br>Halberstadt Halberstadt<br>2 WTAuxB (o.f.) 15kgf/cm² (14,8bar)<br>AuxB (ex.g) & htr 7kgf/cm² (6,9bar) rcv 5kgf/cm² (4,9bar)<br>Gen 3 × 172kW 400V 50Hz a.c.<br>Fuel 147,5t (d.o.) 385,0t (hvf)-12,5pd 13kn |
| 7729198<br>7TIA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEL-ABBES**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **8 384**<br>5 095<br>11 969 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Ct 550,0/60,0U2<br>FN 4079 | **1979**-2 Kanasashi Zosensho—Toyohashi (1283)<br>134,93(BB) 21,65 8,364<br>125,00 21,63 11,00<br>P 27,8 F 11,0 1 dk, 2nd dk in holds and mchy space<br>rf 203<br>6BH WB3083T incl. DTf324T & topside tanks in holds 1317T | **M General Cargo**<br>3 Ho 17,6 33,0 33,0 3 TwD ER<br>G.16 164 B.15 186<br>5 Ha (stl) (13,4 21,0p&s 21,0p&s × 8,0) ER<br>Cr 2(12) Der 1(100) 6(10) | Oil 2SA 8Cy. 450 × 1200<br>7 050bhp (5 186kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 300kW 385V 50Hz a.c.<br>Fuel 172,5t (d.o.) 1 240,5t (hvf) 15kn |

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| **6910257**<br>UYUI<br>M-29117<br>Df Esd<br>Gc Rdr<br>RT | **BELA KHUN**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 391**<br>3 105<br>—<br>**10 028**<br>5 436<br>12 640 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B40/06)<br>154,49 20,63 8,011/8,979<br>143,19 20,60 12,73<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>G.19 518 B.17 860<br>5 Ha (stl) (11,9 × 8,0) (13,4 13,4 13,4 × 10,9) ER (11,5 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) |
| **7429358**<br>H3XS<br>5819-75B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELA KOSMO**<br><br>**Crisantema Line S.A.**<br>Panama Panama | **4 319**<br>2 977<br>7 164 | NK | **1975** Geibi Zosen Kogyo—Kure (262)<br>107,63 17,02 6,751<br>100,59 17,00 8,49<br>P 22,3 F 10,4 1 dk | **M General Cargo**<br><br>G.9 709 B.9 216<br>2 Ha (stl) (29,3 28,6 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo |
| **7378432**<br>H3DM<br>5255<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELA MONDO**<br><br>**Giant Line Inc. S.A.**<br>Panama Panama | **9 654**<br>6 421<br>16 877 | NK | **1974** Usuki Tekkosho—Saiki (1182)<br>149,33 22,05 8,900<br>138,00 22,00 12,50<br>P 25,0 F 10,4 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.21 467 B.20 498<br>4 Ha (stl) (16,0 19,2 21,1 19,2 × 11,2) ER<br>Der 4(22) | Vee Oil 4SA 14Cy. 400 × 460<br>6 300bhp (4 634kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 1 142,0t-30,5pd |
| **7429346**<br>H3TX<br>5183<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELA ROZO**<br><br>**Central Shipping (Panama) Inc.**<br>Panama Panama | **4 349**<br>3 007<br>7 192 | NK | **1975** Geibi Zosen Kogyo—Kure (261)<br>107,63 17,02 6,744<br>100,59 17,00 8,49<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br><br>G.9 709 B.9 216<br>2 Ha (stl) (29,3 28,6 × 8,3) ER<br>Der 4(14,75) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo<br>Fuel 578,0t (d.o.)-17,5pd |
| **7730745**<br>7TGO | **BELAHCEL BOUZEGZA**<br><br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **675**<br>344<br>1 030 | BV | **1977** At. & Ch. Nav. de Chalon-sur- Saone —Chalon-sur-Saone (2053)<br>59,64<br>58,50 9,01 4,02<br>1 dk | **TM Tanker**<br><br>8 Ta ER<br>L.(oil) 1 100 | 2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shafts<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin<br>Gen 2 × 104kW 220V 50Hz a.c. |
| **7428756** | **BELAIT ALBATROSS**<br><br>**Sharikat Perkapalan Bintang Biru**<br>Malaysia | **262**<br>—<br>300 | | **1979** Singapore SB. & Eng. Ltd. —Singapore (112)<br>36,00 9,25 1,801<br>9,01 2,75<br>1 dk | **TM Landing Craft** | 2 Oil geared to sc. shafts<br>600bhp (441kW)<br>.............. |
| **7397347**<br>9WZV<br>325075 | **BELAIT KINGFISHER**<br>ex Uisc 1-77<br>**Belait Shipping Co. Ltd.**<br>Castele Trading Co. Sendirian Berhad<br>Kuching Malaysia | **275**<br>135<br>529 | NK | **1974** Singapore S.B. Industries (Pte) Ltd. —Singapore (79)<br>38,51 9,07<br>34,14 9,02 2,49<br>1 dk | **TM Landing Craft**<br>Mchy.aft<br><br>L.388 | 2 Vee Oil 4SA each 12Cy. 135 × 140<br>480bhp (353kW)<br>Shanghai Diesel Engine Works |
| **5252816**<br>3DPW<br><br>Esd Rdr<br>RTm/h | **BELAMA**<br>ex Ninikoria-66<br>**Wong's Shipping Co. Ltd.**<br>Suva Fiji | **285**<br>137<br>155 | ✠Classed LR until 4/67 | **1958**-12 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (953)<br>38,66 8,16 2,452<br>34,68 7,93 2,90<br>F 5,5 1 dk<br>RW rf 127 | **TM General Cargo**<br><br>1 Ho 15,0 ER<br><br>1 Ha (5,8 × 3,0) ER<br>Der 2(5) | 2 Oil 4SA each 8Cy. 140 × 197 geared to sc. shafts<br>288bhp (212kW)<br>L. Gardner & Sons Ltd.<br>Gen 2 × 24kW 220V d.c.<br>Fuel (d.o.) |
| **7823047**<br>H4DP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELAMA**<br><br>**Government of The Solomon Islands (Ministry of Transport & Communications)**<br>Honiara Solomon Islands | **224**<br>89<br>126 | ✠ | **1980**-3 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1461)<br>31,40 7,40 2,744<br>25,43 7,32 3,36<br>P 6,4 F 11,3 1 dk<br>rf nil | **M Ferry/General Cargo**<br>8bth 50dk P<br>1 Ho 8,6 ER<br>G.150<br>1 Ha (4,8 × 3,2) ER<br>1W Der 1(2) | Oil 4SA 8Cy. 165 × 185 reverse geared to sc. shaft<br>414bhp (305kW)<br>Kelvin Diesels Ltd.<br>Gen 2 × 15kW 220V 50Hz a.c.<br>Fuel 34,0t (d.o.) |
| **7117230**<br>ZIHH<br><br>Df Esd<br>Gc Rdr<br>RTv | **BELANGKAS**<br><br>**Government of The State of Brunei**<br>Brunei Brunei | **616**<br>215<br>498 | ✠**100A1**<br>hopper dredger<br>For service up to 30 miles offshore along the coast of Sabah Brunei and Sarawak and occasional voyages to Singapore<br>✠**LMC**<br>EL (J) 1"U2 | **1972**-12 Scheepsw. & Mach. Fab. "De Liesboch" B.V.—Jutphaas<br>44,66 10,49 3,302<br>41,46 10,22 3,84<br>1 dk<br>rf nil<br>4BH WB59T | **TM Hopper/Dredger**<br>Suction Bottom doors<br>Twin side arms Dredging depth 13,5<br>1 Ho 10,9 ER<br>Hopper 330<br>1 sandpump 373kW (500bhp)<br>4 Ha (stl) (2,6 × 1,8) (13,3 × 0,7) (1,2 1,2 × 1,2) ER<br>Der 2(3) | 2 Oil 4SA each 6Cy. 222 × 292 to sc. shafts<br>956bhp (703kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Gen 2 × 80kW 1 × 40kW 220V d.c.<br>Fuel 40,5t (d.o.) |
| **6713350**<br>LZGT<br>28A<br>Df Esd<br>Gc Rdr<br>RTm | **BELASITZA**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **6 071**<br>3 174<br>9 545 | BR<br>✠Classed LR until 8/1/71 | **1967**-6 Hakodate Dock Co. Ltd.—Hakodate (381)<br>126,02 17,66 7,601<br>118,01 17,59 10,22<br>F 12,2 1 dk<br>RW rf 102 | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 19,9 21,0 21,0 21,0 ER<br>G.11 876<br>4 Ha (11,9 × 7,6) (13,4 13,4 13,4 × 9,1) ER | Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 170kW 390V 50Hz a.c.<br>Fuel 505,0t (hvf) |
| **8003412**<br>PKDZ<br>KN205<br>Df Esd<br>Gc Rdr<br>RT | **BELATI**<br><br>**Government of The Republic of Indonesia (Ministry of Communications & Transport)**<br>Jakarta Indonesia | **189**<br>45<br>— | | **1982** Soc. Francaise de Cons. Nav. —Villeneuve-la-Garenne (780/5)<br>38,31 6,38 1,780<br>35,49 6,09 4,02<br>1 dk | **TM Search & Rescue Vessel**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 195 × 180 reverse reduction geared to sc. shafts<br>4 400bhp (3 236kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse |

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| 6404636<br>Df Esd<br>Rdr | **BELBECK**<br>U.S.S.R.<br>U.S.S.R. | **1 211**<br>448<br>— | (RS) | **1961** Angyalfold Shipyard—Budapest<br>69,98 10,01<br>9,96<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 216 × 310<br>Ganz Waggon & Eng. Works Budapest<br>9,5kn |
| 7383205<br>LAVB<br>18652<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELCARGO**<br>**Belships Co. Ltd. S/A**<br>Christen Smith Shipping Co.<br>Oslo Norway | **59 962**<br>43 966<br>108 700 | NV | **1975** A/S Fredriksstad M/V—Fredrikstad (424)<br>265,59(BB) 38,46 15,393<br>252,51 38,38 21,47<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho 19,8 19,8 19,8 17,9 17,9 19,8 19,8 17,9 20,7 ER<br>G.131 445 B.129 026 HeCls. B<br>1 Ha (stl) (13,7 × 14,0) 8 Ha (stl) (each 15,5 × 17,9) ER | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>A/S Horten Verft Horten<br>Gen 3 × 524kW 1 × 25kW 440V 60Hz a.c.<br>Fuel 245,0t (d.o.) 2 140,5t (hvf)-48,0pd<br>14,5kn |
| 7525657<br>SQHE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BELCHATOW**<br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Szczecin Poland | **39 309**<br>25 123<br>71 277 | PR (NV) | **1976** Mitsubishi Heavy Industries Ltd. —Kobe (1073)<br>232,37(BB) 32,24 13,875<br>220,00 32,20 19,11<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 21,2 25,2 25,2 25,2 25,2 25,2 25,2 ER<br>G.81 248 HeCls. B<br>7 Ha (stl) (11,7 × 5,4) (16,2 16,2 16,2 16,2 16,2 16,2 × 7,2) ER<br>2W | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 650kW 450V a.c.<br>Fuel 264,0t (d.o.) 2 468,5t (hvf)-51,0pd<br>14,5kn |
| 8103004<br>WRA4<br>531<br>641333<br>Pfd Rdr<br>RTv | **BELCHER MIAMI**<br>**Belcher Oil Co.**<br>Belcher Towing Co.<br>Miami, Fl United States of America | **163**<br>111<br>— | AB (Class cont.) | **1981** Main Iron Works Inc.—Houma, La (367)<br>27,44 10,22 3,701<br>24,39 10,08 4,53<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW 220V 60Hz a.c.<br>12kn |
| 7814539<br>636207<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELCHER PORT EVERGLADES**<br>**Manatee Towing Co.**<br>Miami, Fl United States of America | **282**<br>191<br>— | AB | **1981** Diamond Manufacturing Co. —Savannah, Ga (M-478)<br>49,69 7,859<br>45,73 16,16 8,54<br>F 28,4 1 dk | **M Tug**<br>Pusher<br>(linked with 26634 gross ton barge Belcher 102) | Oil 2SA 7Cy. 670 × 1400 dr geared to sc. shaft<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhaven<br>Gen 2 × 550kW a.c.<br>14kn |
| 7814527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELCHER TAMPA**<br>**Manatee Towing Co.**<br>Belcher Towing Co.<br>Miami, Fl United States of America | **282**<br>191<br>— | AB (Class cont.) | **1982** Diamond Manufacturing Co. —Savannah, Ga (M-479)<br>50,91 7,849<br>45,73 16,16 8,54<br>F 28,4 1 dk | **M Tug**<br>Pusher<br>(linked with 21300 gross ton barge Belcher 101) | Oil 2SA 7Cy. 670 × 1400 dr geared to sc. shaft<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 2 × 550kW a.c.<br>14kn |
| 7938969<br>301620 | **BELDALE H.**<br>**J. R. Rix & Sons Ltd.**<br>Hull United Kingdom | **207**<br>129<br>— | | **1959** John Harker (Shipyards) Ltd. —Knottingley<br>50,91 5,19 2,286<br>49,74 5,08 2,34<br>1 dk<br>rebuilt 79 | **M Tanker** | Oil 4SA 8Cy. 140 × 196<br>152bhp (112kW)<br>L. Gardner & Sons Ltd. Manchester |
| 5248865<br>H9NF<br>11100<br>-MFLA<br>Df Esd<br>Gc Pfd<br>Rdr | **BELEMAR**<br>ex Reem I-82 ex Raha-79<br>ex Nelly Maersk-76<br>Panama Panama | T.Mk<br>**1 965**<br>901<br>—<br>**2 980**<br>1 643<br>4 735 | **✠100A1** SS 9/79<br>**✠LMC**<br>EL t $1\frac{3}{4}$"SQ<br>FN 1979 | **1961**-1 Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (160)<br>91,45 14,53 —/7,176<br>85,40 14,48 8,69<br>Ba 18,3 F 11,0 2 dks<br>rf 102 DK fwd<br>Coll BH to U dk 4 to 2nd dk WB860t incl. DTf85t | **M General Cargo**<br>2 Ho ER<br>G.6 003 B.5 437<br>4 Ha (each 10,0 × 4,8) ER<br>8W Der 2(10) 6(5) | Oil 4SA 7Cy. 520 × 740<br>2 520bhp (1 854kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 419,5t (hvf) 13,5kn |
| 7207308<br>EFXP<br>Df Esd<br>Gc Rdr<br>RTv | **BELEN**<br>**Compania Trasatlantica Espanola S.A.**<br>Barcelona Spain | **5 450**<br>2 726<br>9 513 | **✠100A1** CS 12/77<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3920 | **1972**-12 Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (147)<br>140,04(BB) 19,28 7,436<br>129,75 19,21 11,00<br>F 14,1 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf nil DK fwd<br>4BH to U dk 2 to 2nd dk WB1202t | **M General Cargo**<br>Ref<br>2 Side doors (p)<br>4 Ho 21,7 26,4 26,4 21,4<br>G.12 886 B.11 585 In.500<br>TEU 67 C.Ho 44/20' C.Dk 23/20'<br>4 Ha (stl) (12,6 × 5,1) (17,9 17,9 13,5 × 7,7)<br>13W Cr 2(12,5) 1(3) Der 1(40) 1(20) 1(10) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 344kW 440V 60Hz a.c.<br>Fuel 904,5t (hvf) 18kn |
| 5039434<br>EDCM<br>8153<br>Df Esd<br>RTm | **BELESAR**<br>**Pescanova S.A.**<br>Vigo Spain | **208**<br>101<br>— | BV | **1960** Hijos de J. Barreras S.A.—Vigo (1103)<br>33,51 6,10 3,341<br>29,01 6,00 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 40,5t (d.o.) 10kn |
| 5039460<br>LPAF<br>665<br>RTm/h | **BELFAST**<br>ex Hamburgo-41<br>**Mariano R. Stabile**<br>Buenos Aires Argentina | **1 507**<br>859<br>1 854 | | **1930** A. & J. Inglis Ltd.—Glasgow (876 P)<br>87,71 13,16 3,658<br>13,11<br>P 11,3 B 14,1 F 6,4 1 dk<br>RW | **TM General Cargo Barge**<br>4 Ho 11,9 17,9 17,9 17,9<br>G.2 209 B.2 180<br>4 Ha (each 8,5 × 4,8)<br>Der 2(5) 6(3,5) 1(1) | 2 Oil 4SA each 6Cy. 400 × 750<br>1 180bhp (868kW)<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 1 × 99kW 1 × 66kW 220V d.c.<br>Fuel 75,0t (d.o.) 11kn |
| 7815856 | **BELGHIMOUS**<br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **675**<br>344<br>1 030 | BV | **1978** At. & Ch. Nav. de Chalon-sur- Saone —Chalon-sur-Saone<br>59,64<br>58,53 9,01 3,99<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 100 | 2 Vee Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 130kW 220V 50Hz a.c.<br>10kn |

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| **5039513**<br>OPME<br>317<br>Df Esd<br>Pfd Rdr<br>RTm | **BELGIAN LADY**<br><br>**Noordvisserij N.V.**<br>Oostende Belgium | **414**<br>140<br>— | | **1960** Beliard, Crighton & Cie. S.A.<br>—Oostende (172)<br>50,02 8,69<br>45,01 8,60 4,65<br>P 19,6 B 6,4 F 9,2 1 dk<br>RW rf 165 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Fuel 124,0t (d.o.) |
| **7349780**<br>C6CR<br>372980<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELGIAN REEFER**<br>ex Blumenthal-81<br>**Frigg Shipping Ltd.**<br>J. Lauritzen A/S<br>Nassau Bahamas | T.Mk<br>**6 219**<br>3 382<br>9 885<br>**8 728**<br>5 070<br>11 150 | GL | **1974** Howaldtswerke-Deutsche Werft<br>—Hamburg (74)<br>146,06(BB) 21,54 8,662/9,551<br>136,00 21,51 12,65<br>F 20,2 3 dks, 4th dk in Nos. 2 & 3 holds | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s) Ice strengthened<br>4 Ho 17,7 27,9 27,9 ER 24,2<br>11 TwD<br>In.13 928<br>4 Ha (stl) (7,4 7,4 7,4 × 7,0) ER (7,4 × 7,0)<br>8W Der 8(3-5) | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>geared to sc. shaft<br>23 400bhp (17 212kW)<br>Blohm + Voss A.G.<br>Gen 2 × 1960kW 2 × 900kW<br>440V 60Hz a.c.<br>Controllable pitch propeller |
| **5039537**<br>OPMF<br>318<br>Df Esd<br>RTm/v | **BELGIAN SAILOR**<br><br>**Belgian Sailor P.V.B.A.**<br>Oostende Belgium | **183**<br>65<br>— | | **1946** Beliard, Crighton & Cie. S.A.<br>—Oostende (109)<br>40,01 7,40 4,115<br>7,35<br>F 4,6 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho | Oil 4SA 6Cy. 270 × 360<br>600bhp (441kW) NE 58<br>Kloeckner Humboldt Deutz<br>Fuel 42,5t (d.o.) |
| **8007145**<br>DHKO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELGICA**<br>Launched as Heidkamp<br>**Harald Osterwisch Schiffahrts K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>717<br>3 220 | GL | **1980** Werft Nobiskrug—Rendsburg (702)<br>89,01 (BB) 4,941<br>81,82 15,71 8,01<br>P 14,1 F 7,1 1 dk & S dk | **M General Cargo** OSD<br><br>Ice strengthened<br>2 Ho ER<br>G.5 281 B.5 030<br>TEU 218<br>C.Ho 98/20′ C.Dk 120/20′<br>2 Ha (stl) (25,1 24,5 × 12,5) ER<br>Cr 1(30) | Vee Oil 4SA 6Cy. 370 × 400 reduction<br>geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **8007456**<br>ITMR<br>3745<br>Df Rdr<br>RTm/v | **BELGIO**<br><br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **199**<br>30<br>191 | RI | **1982** Campanella Cantieri Navali S.p.A.<br>—Savona (89)<br>30,41 8,41 3,841<br>26,50 4,45<br>B 10,4 1 dk | **M Tug** | Vee Oil 4SA 12Cy. 250 × 300 with<br>clutches, flexible couplings & sr geared to<br>sc. shaft<br>Nohab Diesel A/B<br>Gen 2 × 52kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>Fuel 114,0t (d.o.)-7,0pd |
| **7357529**<br>ONMR<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BELGIUM**<br>ex Mineral Belgium-79<br>**CMB S.A.**<br>Antwerpen Belgium | **35 897**<br>28 094<br>66 513 | ✠**100A1** CS 6/81<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds or, Nos. 2, 5 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL O† $3\frac{1}{16}$"U3<br>FN 11238 | **1976**-6 N.V. Boelwerf S.A.—Tamise/Temse (1486)<br>234,80(BB) 32,09 13,267<br>223,86 32,01 18,19<br>B 27,2 F 17,7 1 dk<br>NS 11BH WB32426T incl. Comb. btm side & topside tanks in holds 16188T Comb. btm & ST in No. 1 hold 1185T & No. 5 hold 9758T | **M Bulk Carrier**<br><br>9 Ho 19,7 18,7 19,1 19,1 20,7 19,1 19,1 19,1 18,5 ER<br>G.78 359 B.76 696<br>9 Ha (stl) (13,0T × 11,8) (13,0 13,0 13,0 13,0 13,0 13,0 13,0 13,0 × 13,7) ER | Oil 2SA 7Cy. 860 × 1600<br>16 100bhp (11 843kW)<br>A.C.E.C.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 356kW 450V 60Hz a.c.<br>Fuel 257,5t (d.o.) 1 959,5t (hvf) |
| **5039575**<br>KWCY<br>245445<br>Df Esd<br>Gc | **BELGIUM VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 608**<br>4 551<br>10 849 | AB | **1944** Oregon SB. Corp.—Portland, Or (1008)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co.<br><br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **6611942**<br>UPCN<br>M-28033<br>Df Esd<br>Gc Rdr<br>RT | **BELGOROD-DNESTROVSKIY**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 690**<br>3 003<br>—<br>**10 052**<br>4 949<br>12 859 | RS | **1965** .............U.S.S.R.<br>155,61 20,65 8,330/9,060<br>140,01 20,60 12,35<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 7 TwD ER<br>G.17 129 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 11(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) |
| **6404428**<br>UGPO<br>M-26386<br>Df Esd<br>Gc Rdr<br>RT | **BELGRAD**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 817**<br>15 518<br>50 599 | RS | **1964** Admiralteiskiy Shipyard—Leningrad<br>230,51 31,04 11,818<br>214,00 30,94 15,45<br>1 dk | **S Tanker**<br><br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works<br>Gen 2 × 750kW 1 × 270kW<br>1 × 100kW 400V a.c.<br>Fuel 4 389,5t (o.f.)-114,5pd |
| **7384467**<br>ELXV<br>5539<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BELGRANO**<br>ex Juthlandia-82<br>**Marenave Transport Corp.**<br>Christian F. Ahrenkiel<br>Monrovia Liberia | **32 971**<br>24 941<br>52 225 | NV | **1976** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B521/D03)<br>224,42(BB) 12,377<br>205,39 32,21 17,02<br>F - 1 dk<br>rf nil | **M Bulk Carrier/Vehicles Carrier**<br><br>Side door Ice strengthened<br>7 Ho 16,8 30,3 16,9 26,9 16,9 29,7 15,3 ER<br>G.65 720 Ore 29 094<br>4 Ha (stl) (each 11,6 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 240kW 440V 50Hz a.c. |
| **7636872**<br>GXWY<br>379000<br>Df Esd<br>Pfd Rdr<br>RT | **BELGRAVE**<br><br>**Onesimus Dorey (Shipowners) Ltd.**<br>Guernsey Channel Islands (British) | **985**<br>641<br>1 559 | ✠**100A1** SS 7/82<br>✠**LMC**<br>EL L 385,0/30,0U2<br>FN 972 | **1978**-4 J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wivenhoe (1456)<br>66,91 10,77 4,125<br>62,49 10,52 5,03<br>P 11,6 F 5,2 1 dk<br>rf 152<br>3BH WB506T | **M General Cargo**<br><br>1 Ho 45,1 ER<br>G.2 180 B.2 040<br>TEU 58 C.Ho 38/20′ C.Dk 20/20′<br>1 Ha (stl) (37,8 × 7,3) ER | Oil 4SA 8Cy. 222 × 292 reverse reduction<br>geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 60kW 1 × 20kW<br>415/240V 50Hz a.c. |
| **7722102**<br>YUCK<br><br>Df Esd<br>Gc Rdr<br>RT | **BELI KAMIK**<br><br>**Poduzece Luka Rijeka**<br>Rijeka Yugoslavia | **324**<br>74<br>131 | JR | **1979** Brodogradiliste "3 Maj"—Rijeka (590)<br>33,46 3,082<br>31,50 11,13 4,02<br>F - 1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 16Cy. 225 × 400<br>reduction geared to sc. shafts<br><br>Alpha-Diesel A/S |

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| 5039654<br>IKOS<br>690<br>Rdr RT | **BELICE**<br>**Montemar S.r.l.**<br>Venezia Italy | **741**<br>567<br>1 185 | RI | **1961** Industrie Nav. Mecc. Affini S.p.A.<br>I.N.M.A.—La Spezia (43)<br>68,26 9,53 2,750<br>64,50 9,50 3,41<br>1 dk | **TM Tanker**<br>5 Ta ER<br>L.(oil) 1 641 | 2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 20,5t-3,0pd 9,5kn |
| 7360320<br>TUN2170<br>AN852<br>Df Esd<br>Rdr RT | **BELIER**<br>**Societe Ivoirienne de Peche et d'Armement (S.I.P.A.R.)**<br>Chevannes-Merceron-Ballery S.A.<br>Abidjan Ivory Coast | **608**<br>290<br>828 | BV | **1974** At. & Ch. de la Manche—Dieppe (1239)<br>44,86 5,087<br>10,61 5,11<br>2 dks | **M Fishing**<br>Ref | Vee Oil 4SA 16Cy. 220 × 240<br>2 200bhp (1 618kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 184,0t (d.o.) 14kn |
| 6708666<br>FNUN<br>Df Esd<br>Rdr<br>RTm/v | **BELIER**<br>**Societe Entrepose G.T.M. pour les Travaux Petroliers Maritimes (E.T.P.M.)**<br>Port aux Francais, Kerguelen Reunion (French) | **350**<br>9<br>310 | BV | **1967** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5154)<br>39,68 9,81 4,598<br>35,69 9,10 4,65<br>1 dk | **M Tug** | Oil 4SA 8Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 193,0t (d.o.) 13,5kn |
| 5039678<br>CY3195<br>194231 | **BELINA**<br>**Luigi Benedet**<br>Vancouver, B.C. Canada | **138**<br>94<br>— | | **1951** A. C. Benson Shipyards Ltd.<br>—Vancouver, B.C.<br>*23,63* 7,04<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 8Cy. 159 × 203<br>500bhp (368kW) NE 73<br>.............<br>Fuel (d.o.) 11kn |
| 7213474<br>ELBZ4<br>7208<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELINDA**<br>**Belinda Shipping Co. Ltd.**<br>Arthur H. Mathiesen<br>Monrovia Liberia | **48 179**<br>37 526<br>108 198 | NV | **1972** Harland and Wolff Ltd.—Belfast (1690)<br>260,61(BB) 40,75 14,783<br>251,04 40,70 20,12<br>F 19,9 1 dk<br>rf 152 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 22,6 22,4 21,9 21,9 21,9 21,9 21,9 21,9 21,0 ER<br>G.118 222 B.112 067 HeCls. B<br>1 Ha (stl) (13,0 × 20,1) 8 Ha (stl) (each 13,7 × 20,1) ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 314,0t (d.o.) 5 000,0t (hvf)-75,0pd 14,75kn |
| 5412363<br>H06131<br>10014<br>-80A<br>Df Esd<br>Rdr<br>RTm/h | **BELINDA**<br>ex Denzo-81 ex Dubhe-79<br>ex Lloyd-74<br>**Jurrien Pinkster**<br>Panama Panama | **498**<br>295<br>1 118 | ✠**100A1** SS 4/81<br>✠**LMC**<br>EL m 1¼"SQ<br>FN 1023 | **1963**-3 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (973)<br>68,64 10,32 3,969<br>62,51 10,20 6,15<br>F 7,7 1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 2 to 2nd dk WB262t | **M General Cargo** OSD<br>1 Ho 41,0 ER<br>G.2 051 B.1 889<br>2 Ha (each 14,3 × 5,4) ER<br>4W Der 4(3) | Vee Oil 2SA 12Cy. 220 × 380 reverse geared to sc. shaft<br>900bhp (662kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 15kW 2 × 10kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |
| 8104060<br>396265 | **BELINDA**<br>**Sam Sarin & Sons Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **268**<br>176<br>269 | NV (Class cont.) | **1982** Port Lincoln Ship Construction Pty. Ltd.—Port Lincoln (1)<br>32,31<br>28,81 8,42 3,18<br>1 dk<br>rf 1796 | **M Fishing**<br>Tuna Ref.<br>Mchy.fwd<br>8 Ho<br>In.120 L.139<br>8 Ha (stl) | Oil 4SA 8Cy. 230 × 270 sr geared to sc. shaft<br>1 184bhp (871kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>12kn |
| 5141653<br>OXTF<br>D2213<br>Df Esd<br>RTv | **BELINDA JO**<br>ex Hanna Dreier-73<br>**Nicolai P. Johannsen**<br>Egernsund Denmark | **381**<br>208<br>589 | GL | **1956** Schiffsw. H. Rancke—Hamburg (173)<br>45,73 8,13 2,920<br>44,40 8,12 3,08<br>P 9,8 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,6 ER<br>G.725 B.692<br>2 Ha (12,6 12,0 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 26,5t (d.o.) 8,5kn |
| 5039719<br>UJWN<br>M-22288<br>Df Esd<br>Gc Rdr<br>RT | **BELINSKIY**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 301 | RS | **1958** .............U.S.S.R.<br>84,69 14,03 5,709<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>6W Der 2(5) 2(3) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 5426364<br>UDVN<br>M-27502<br>Df Esd<br>Gc Rdr<br>RT | **BELITSK**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 414**<br>3 485<br>—<br>**10 478**<br>6 068<br>14 932 | RS<br>✠Classed LR until 12/65 | **1963**-7 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (792)<br>160,33 21,24 8,310/9,819<br>148,22 21,19 12,78<br>F 32,0 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,5 17,8 24,9 24,9 ER 27,7<br>G.22 242 B.20 409<br>5 Ha (10,9 × 8,0) (10,9 16,1 17,9 × 9,9) ER (16,1 × 8,0)<br>4W Cr 6(5) Der 2(60) | Oil 2SA 6Cy. 840 × 1800<br>12 600bhp (9 268kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 2 950,5t (d.o.) 18,75kn |
| 5401584<br>159917 | **BELIZEAN STAR**<br>ex Reina-63<br>**Honduran Trading Co.**<br>Belize Belize | **243**<br>173<br>— | | **1953** U.S. Naval Shipyard—Philadelphia, Pa<br>*41,76* 7,32<br>7,27<br>1 dk | **Wood TM General Cargo** | 2 Oil each 8Cy. 165 × 178<br>General Motors Corp. Cleveland, Oh |
| 7209277<br>HZIX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELKIS I**<br>ex Oinoussai-79<br>**Saudi Maritime Agencies**<br>Cabo SK Marine Agencies<br>Jeddah Saudi Arabia | **3 114**<br>1 765<br>1 016 | ✠**100A1** SS 5/81<br>✠**LMC**<br>EL R 1⅝"U2<br>FN 1931 | **1973**-7 Argo SB. & Repairing Co.—Perama (70)<br>92,56 14,08 4,334<br>81,23 14,06 9,71<br>B 48,2 2 dks, 3rd & 4th dk fwd of mchy space<br>rf 178<br>NS Coll BH to U dk 11 to 2nd dk WB365T | **TM RoRo Cargo/Ferry** 376P<br>Stern door | 2 Oil 4SA each 8Cy. 410 × 470 with flexible couplings & sr geared to sc. shafts<br>8 600bhp (6 326kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>17,5kn |
| 7947714<br>611053 | **BELL**<br>**Tveit Fishing Corp.**<br>New Bedford, Ma United States of America | **178**<br>121<br>— | | **1979** Eastern Marine Inc.—Panama City, Fl<br>*25,03* 7,17<br>3,71<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 159 × 203<br>675bhp (497kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7610775** | **BELL CLIPPER** | | **5 697** | | **1976** Mie Shipyard Co. Ltd.—Yokkaichi | | | **M General Cargo** | Oil 2SA 6Cy. 520 × 900 | |
| 3ESD | ex Wakafuji-81 | | 3 436 | | | | (169) | | 6 000bhp (4 413kW) | Mitsubishi |
| 1156 | **Bell Clipper Navigation S.A.** | | 8 903 | NK | 116,06 | 18,62 | 7,601 | | Kobe Hatsudoki K.K. | Kobe |
| 3-82 | Panama | Panama | | | 107,02 | 18,61 | 9,50 | G.11 134 B.10 646 | Gen 2 × 200kW 445V a.c. | |
| Df Esd | | | | | P 22,6 F 8,0 1 dk | | | 3 Ha (11,4 22,4 21,7 × 9,8) ER | | 13,5kn |
| Gc Pfd | | | | | | | | Der 4(25) 1(15) | | |
| Rdr RT | | | | | | | | | | |

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| **6729945** | **BELL COMET** | | T.Mk | | **1967** Schiffswerft Heinrich Brand G.m.b.H. | | | **M General Cargo** | Oil 4SA 8Cy. 400 × 580 | |
| | ex Lemwerdersand-81 | | **999** | | & Co. KG—Oldenburg | | (179) | | 2 000bhp (1 471kW) | |
| | **Kaveas Oceanica Shipping Co.** | | 569 | GL | 80,02 | 12,45 | 5,106/6,030 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **S.A.** | | 2 130 | | 70,72 | 12,25 | 7,04 | G.3 805 B.3 370 | Gen 3 × 112kW 220V d.c. | |
| Gc Pfd | Piraeus | Greece | **1 599** | | P 13,8 F 9,2 2 dks | | | 2 Ha (stl) (17,4 15,3 × 6,4) ER | Fuel 189,0t (d.o.) | 12,5kn |
| Rdr | | | 1 111 | | | | | 8W Der 1(10) 3(3) | | |
| RTm/h/v | | | 2 823 | | | | | | | |

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| **7613428** | **BELL RACER** | | T.Mk | | **1977** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EIJX | | | **499** | | —Kagoshima | | (93) | Portable guides | 2 100bhp (1 545kW) | |
| 401682 | **Bell Lines Ltd.** | | 300 | GL | 80,02 | | 3,315/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | Bell Groupe | | 1 581 | | 72,01 | 13,61 | 6,51 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | Waterford | Irish Republic | **1 593** | | F 6,4 2 dks | | | G.3 528 B.3 123 | | 13,75kn |
| RT | | | 992 | | | | | TEU 122 | | |
| | | | 2 213 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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| **7709356** | **BELL RAIDER** | | T.Mk | | **1977** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EIKW | | | **499** | | —Kagoshima | | (114) | Portable guides | 2 100bhp (1 545kW) | |
| 401687 | **James Fisher & Sons Public** | | 296 | GL | 80,02 | | 3,331/4,611 | 1 Ho 50,9 ER | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | **Limited Company** | | 1 581 | | 72,01 | 13,56 | 6,81 | G.3 528 B.3 123 | Controllable pitch propeller | |
| Gc Rdr | Waterford | Irish Republic | **1 593** | | F 6,4 2 dks | | | TEU 122 | | 13,75kn |
| RT | | | 982 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | 2 213 | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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| **7613442** | **BELL RANGER** | | T.Mk | | **1976** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| DECA | | | **499** | | —Kagoshima | | (95) | Portable guides | 2 100bhp (1 545kW) | |
| | **Erich Johannes Hanisch** | | 296 | GL | 79,99 | | 3,685/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | Erich Hanisch | | 1 581 | | 72,01 | 13,61 | 6,81 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | Schiffahrtsgesellschaft m.b.H. | | **1 598** | | F 6,4 2 dks | | | G.3 528 B.3 123 | | 13,75kn |
| RT | & Co. KG | | 945 | | | | | TEU 122 | | |
| | Bremen | Federal Republic | 2 213 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | of Germany | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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| **7709368** | **BELL REBEL** | | T.Mk | | **1977** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EIKX | | | **499** | | —Kagoshima | | (115) | Portable guides | 2 100bhp (1 545kW) | |
| 401688 | **James Fisher & Sons Public** | | 296 | GL | 80,02 | | 3,315/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | **Limited Company** | | 1 581 | | 72,01 | 13,56 | 6,81 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | Waterford | Irish Republic | **1 593** | | F 6,4 2 dks | | | G.3 528 B.3 123 | | 13,75kn |
| RT | | | 982 | | | | | TEU 122 | | |
| | | | 2 213 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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|---|---|---|---|---|---|---|---|---|---|---|
| **7709409** | **BELL RELIANT** | | T.Mk | | **1978** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EILY | | | **499** | | —Kagoshima | | (119) | Portable guides | 2 100bhp (1 545kW) | |
| 401815 | **James Fisher & Sons Public** | | 296 | GL | 75,60 | | 3,315/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | **Limited Company** | | 1 445 | | 72,01 | 13,56 | 6,81 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | Waterford | Irish Republic | **1 598** | | F 6,4 2 dks | | | G.3 532 B.3 127 | | 13,75kn |
| RT | | | 982 | | | | | TEU 122 | | |
| | | | 2 160 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,8 × 10,3) ER | | |

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| **7709382** | **BELL RENOWN** | | T.Mk | | **1978** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EILQ | | | **499** | | —Kagoshima | | (117) | Portable guides | 2 100bhp (1 545kW) | |
| 401811 | **James Fisher & Sons Public** | | 296 | GL | 75,60 | | 3,315/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | **Limited Company** | | 1 581 | | 72,01 | 13,56 | 6,81 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | Waterford | Irish Republic | **1 593** | | F 6,4 2 dks | | | G.3 532 B.3 127 | | 13,75kn |
| RT | | | 982 | | | | | TEU 122 | | |
| | | | 2 213 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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| **7709394** | **BELL RESOLVE** | | T.Mk | | **1978** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EILS | | | **499** | | —Kagoshima | | (118) | Portable guides | 2 100bhp (1 545kW) | |
| 401813 | **James Fisher & Sons Public** | | 296 | GL | 75,60 | | 3,315/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | **Limited Company** | | 1 445 | | 72,01 | 13,56 | 6,81 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | Waterford | Irish Republic | **1 593** | | F 6,4 2 dks | | | G.3 532 B.3 127 | | 13,75kn |
| RT | | | 982 | | | | | TEU 122 | | |
| | | | 2 160 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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| **7613430** | **BELL ROVER** | | T.Mk | | **1976** Kagoshima Dock & I.W. Co. Ltd. | | | **M General Cargo** | Oil 4SA 6Cy. 320 × 420 | |
| EIJV | | | **499** | | —Kagoshima | | (94) | Portable guides | 2 100bhp (1 545kW) | |
| 401680 | **Scotstoun Shipping Co. Ltd.** | | 307 | GL | 80,02 | | 3,315/4,611 | Ice strengthened | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | Waterford | Irish Republic | 1 581 | | 72,01 | 13,61 | 6,81 | 1 Ho 50,9 ER | Controllable pitch propeller | |
| Gc Rdr | | | **1 592** | | F 6,4 2 dks | | | G.3 528 B.3 123 | | 13,75kn |
| RT | | | 997 | | | | | TEU 122 | | |
| | | | 2 213 | | | | | C.Ho 52/20' (40') C.Dk 70/20' | | |
| | | | | | | | | (40') incl. 15 ref C. | | |
| | | | | | | | | 1 Ha (stl) (44,9 × 10,4) ER | | |

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|---|---|---|---|---|---|---|
| 7613454<br>EUY<br>401683<br>Df Esd<br>Gc Rdr<br>RT | **BELL RULER**<br>**James Fisher & Sons Public Limited Company**<br>Waterford Irish Republic | T.Mk<br>**499**<br>300<br>1 581<br>**1 593**<br>992<br>2 213 | GL | **1977** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (96)<br>80,02 3,315/4,611<br>72,01 13,56 6,81<br>F 6,4 2 dks | **M General Cargo**<br>Portable guides<br>Ice strengthened<br>1 Ho 50,9 ER<br>G.3 528 B.3 123<br>TEU 122<br>C.Ho 52/20' (40') C.Dk 70/20' (40') incl. 15 ref C.<br>1 Ha (stl) (44,9 × 10,4) ER | Oil 4SA 6Cy. 320 × 420<br>2 100bhp (1 545kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>13,75kn |
| 6714433<br>D5KW<br>6405<br>Df Esd<br>Gc Pfd<br>Rdr | **BELLA**<br>ex Eastern Logger-79<br>ex Pacific Ocean-78<br>ex Shoto Maru-74<br>**County Maritime Inc.**<br>Arcom Shipping Management Ltd.<br>Monrovia Liberia | **9 287**<br>6 273<br>15 403 | NK | **1967** Sanoyasu Dockyard Co. Ltd.—Osaka (257)<br>144,25 21,26 8,727<br>136,00 21,21 11,99<br>P 26,3 F 9,8 1 dk | **M General Cargo**<br>4 Ho ER<br>G.19 865 B.19 409<br>7 Ha (stl) (10,9 × 9,9) (19,6 19,6 19,5 19,5 19,6 19,6 × 7,6) ER<br>Der 4(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 220kW 445V a.c.<br>Fuel 1 154,0t-28,5pd 15kn |
| 5104318<br>LFWQ<br>9440<br>Rdr RT | **BELLA**<br>ex Engens-65<br>**Trygve Andersen og Sonn P/R**<br>Kragero Norway | **154**<br>71<br>160 | NV | **1930** Holmens Verft—Risor (82)<br>31,17 5,85 2,826<br>28,71 5,80 2,90<br>1 dk<br>R rf 152 BK 140 len 65 | **M General Cargo**<br>1 Ho ER<br>1 Ha (9,4 × 2,7) ER<br>1W Der 1(2,5) | Oil 2SA 8Cy. 108 × 127<br>350bhp (257kW) NE 68<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 12kW 220V d.c.<br>Fuel (d.o.) 8,5kn |
| 5032175<br><br>3511<br>Df Esd<br>Gc Rdr<br>RTm | **BELLA MARIA**<br>ex Delos-80 ex Azemmour-69<br>**Aquaviva Shipping Co. Ltd.**<br>Piraeus Greece | **3 921**<br>2 125<br>— | BV | **1951** At. & Ch. de Bretagne—Nantes<br>113,59 14,99 6,909<br>103,54 14,94 8,51<br>P & B 72,0 F 29,9 3 dks<br>RW rf 508 conv Passenger/General Cargo<br>— | **S Passenger Ship**<br>500bth P | 2 S Turb dr geared to sc. shaft<br>4 660shp (3 428kW)<br>At. & Ch. de Bretagne Nantes<br>Gen 1 × 300kW 2 × 175kW 200V d.c.<br>Fuel 485,5t (o.f.) 17kn |
| 5039812<br>IUDX<br>936 | **BELLA MARIA**<br>ex Luigino M.-54 ex Sardina-52<br>**Societa Mediterranea**<br>Palermo Italy | **120**<br>88<br>— | (RI) | **1944** Cant. Nav. Istria—Capodistria<br>25,81 7,01 3,371<br>22,71 6,89 3,41<br>1 dk | **Wood M General Cargo**<br>1 Ho | Oil 4SA 4Cy. 215 × 310<br>110bhp (81kW) E made46 fitted—<br>S.A. Ansaldo Genova |
| 6503626<br>OYUX<br>D1181<br>Df Esd<br>Pfd Rdr<br>RTm | **BELLA NOVA**<br>ex Selvig-82 ex Holka-78<br>ex Gerso-69<br>**George Christian Sjelle**<br>Korsor Denmark | **300**<br>191<br>760 | BV | **1964** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (242)<br>53,50 9,61 3,350<br>48,16 9,50 3,66<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 33,9 ER<br>G.1 584 B.1 445<br>1 Ha (stl) (25,5 × 6,0) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 240 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 40,5t (d.o.) 10,5kn |
| 5039824 | **BELLA OTERO**<br>**Julian Garcia Gonzalez**<br>Vigo Spain | **262**<br>153<br>— | | **1961** Manuel Places Pineiro—Boiro<br>*32,98* 7,60<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil<br>400bhp (294kW)<br>..............<br>Fuel 30,5t (d.o.) 9,5kn |
| 6417736<br>H04242<br>9555-79<br>Df Esd<br>Rdr<br>RTm/v | **BELLAMAR**<br>ex Roondiep-82 ex Roendiep-79<br>ex Ronndiek-74<br>**Lygnum Vitae Ltd.**<br>Panama Panama | **499**<br>327<br>1 170 | GL | **1964** Stader Schiffsw. G.m.b.H.—Stade (201)<br>63,81 10,27 3,971<br>57,41 10,22 6,13<br>P & B 38,1 F 8,0 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.1 699 B.1 642<br>2 Ha (8,8 19,8 × 6,2) ER<br>Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>10,5kn |
| 6610948<br>FTBI<br>5461<br>Df Esd<br>Pfd Rdr<br>RTm | **BELLAMY**<br>**Societe Coopamat**<br>Andre Langlois<br>St. Malo France | **149**<br>52<br>— | (BV) | **1965** Ch. Herbert & Heraud—Pont Lorois<br>27,01<br>23,40 6,82 4,04<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>11,5kn |
| 7360100<br>FNWL<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BELLAMYA**<br>**Societe Maritime Shell**<br>Fos-sur-Mer France | **275 268**<br>225 473<br>553 662 | BV | **1976** Chantiers de L'Atlantique—St. Nazaire (X25)<br>414,23 28,603<br>395,74 63,01 35,92<br>P 43,0 1 dk | **TS Tanker**<br>SBT COW IGS<br>37 Ta ER<br>L.(oil) 647 934 HeCls. ptB<br>Cr 2(17,75) 2(15,75) | 4 S Turb geared to sc. shafts<br>64 800shp (47 664kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1700kW 440V 60Hz a.c.<br>Fuel 13 020,0t (o.f.) 474,5t (d.o.)-335,5pd<br>17kn |
| 6421660<br>OWJX<br>D111<br>Df Esd<br>Pfd Rdr<br>RTv | **BELLAN TRE**<br>ex Margrethe Hoyer-77<br>**Hans Eidesgaard Bergmann**<br>Svendborg Denmark | **484**<br>217<br>619 | BV | **1964** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (165)<br>55,35 8,72 3,201<br>48,29 8,68 3,43<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 885<br>Der 2(1) | Oil 4SA 6Cy. 320 × 450<br>499bhp (367kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 26,5t (d.o.)-1,5pd 10,75kn |
| 7431765<br>VJBW<br>355782<br>Esd Rdr<br>RT | **BELLARINE**<br>ex Bandit-76<br>**Jaygin Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **266**<br>53<br>— | **✠100A1** CS 11/80<br>tug<br>**✠LMC** **UMS**<br>EL F ⅞"U2<br>FN 358 | **1975**-11 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (112)<br>29,01 9,96 3,988<br>24,80 9,71 4,70<br>1 dk<br>rf nil BK 25<br>3BH WB22T | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW 415V 50Hz a.c.<br>12kn |
| 6922949<br>ATDV<br>1343<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELLARY**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **45 752**<br>31 875<br>86 962 | **✠100A1** SS 11/79<br>ore or oil carrier<br>**✠LMC**<br>**IGS**<br>EL Rt 3¾"U2<br>FN 12737<br>IRS | **1970**-2 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (284)<br>256,62(BB) 32,29 14,980<br>244,00 32,21 19,99<br>F 19,9 1 dk<br>rf 203 DK fwd<br>8BH WB70082t incl. DTf4933t | **M Ore/Oil Carrier**<br>COW IGS<br>pt higher tensile steel<br>4 Ho ER<br>G.46 723 L.(oil) 108 425<br>8 Ha (stl) (each 14,4 × 12,1) ER<br>Der 2(10) | Oil 2SA 9Cy. 860 × 1600<br>22 500bhp (16 550kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB primary 37kgf/cm² (36,3bar) secondary 16kgf/cm² (15,7bar)<br>AuxB 16kgf/cm² (15,7bar)<br>Gen 4 × 880kW 450V 50Hz a.c. |

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| **7236153**<br>WEUI<br>545201<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLATRIX**<br>ex Sea-Land Trade-82<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>Wilmington, De United States of America | **41 127**<br>25 389<br>29 293 | AB | **1973** Rheinstahl Nordseewerke—Emden (430)<br>288,50(BB) 32,19 10,608<br>268,33 32,16 15,83<br>B & F 57,0 2 dks<br>rf 305 | **TS Container Ship**<br>Fixed-guides<br>11 Cell.Ho 15,7 16,0 11,4 22,8 22,8 22,8 25,9 ER 11,4 11,4 22,8 22,8 22,8<br>B.3 751<br>C.Ho 554/35' 140/40' C.Dk 342/35' 60/40' incl. 102 ref C.<br>23 Ha (stl) ER<br>16 Wing Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>120 000shp (88 267kW)<br>General Electric Co.<br>Gen 2 × 3000kW 1 × 1500kW 450V 60Hz a.c.<br>Fuel 5 558,5t (o.f.)-624,0pd | Lynn, Ma<br>33kn |
| **6923864**<br>HOFA<br>994-69<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLATRIX**<br>**Cross Seas Shipping Corp.**<br>Panama Panama | T.Mk<br>**6 068**<br>3 460<br>—<br>**9 372**<br>6 363<br>15 124 | **✠100A1** SS 4/82<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL A† 2 3/16"U2<br>FN 4469<br>JR | **1969**-11 Brodogradiliste "3 Maj"—Rijeka (528)<br>145,09(BB) 20,65 —/9,100<br>135,01 20,60 12,50<br>F 12,8 2 dks<br>rf nil<br>7BH to U dk 1 to 2nd dk WB3223t incl. DTm1325t | **M General Cargo**<br>5 Ho 18,9 23,3 23,3 21,9 18,9 ER<br>G.22 168 B.19 904<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 × 9,9) (10,1 × 8,3) ER<br>16W Der 4(10) 21(5) | Oil 2SA 5Cy. 760 × 1550<br>7 700bhp (5 664kW)<br>Tvornica Dizel Motora "3 Maj"<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 246,5t (hvf) | Sulzer<br>Rijeka<br>15,5kn |
| **5039850**<br>Y5SQ<br>Df Esd<br>Gc Rdr<br>RT | **BELLATRIX**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **537**<br>212<br>819 | DSRK | **1961** VEB Peene-Werft—Wolgast<br>59,47 9,83 3,601<br>56,55 9,78 5,80<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 5,0) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>500bhp (368kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 2 × 40kW 2 × 28kW 390V 50Hz a.c.<br>Fuel 37,5t (d.o.) | Magdeburg<br>10kn |
| **7901708**<br>EHTS<br>Df Esd<br>Gc Rdr<br>RT | **BELLATRIX**<br>**Gabarras del Mediterraneo S.A.**<br>Algeciras Spain | **199**<br>—<br>92 | AB | **1979** S.A. Balenciaga—Zumaya (295)<br>26,80 3,350<br>23,98 7,90 3,94<br>1 dk | **M Tug** | Vee Oil 4SA 14Cy. 225 × 300 geared to sc. shaft<br>Cons. Echevarria | Alpha<br>Bermeo |
| **7820203**<br>Df Esd<br>Gc Rdr<br>RT | **BELLATRIX**<br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **180**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL G 302,5/20,5U2(a)<br>FN 366 | **1981**-12 MacLaren BA Est. e Servicos Maritimos—Niteroi (249)<br>31,02 9,07 4,201<br>27,64 8,54 4,70<br>F 8,3 1 dk<br>rf-<br>5BH WB57T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 14Cy. 225 × 300 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>Equipamentos Villares S.A.<br>Gen 2 × 77kW 440V 60Hz a.c. | Alpha<br>Sao Paulo |
| **7515808**<br>WYP2<br>339<br>551622<br>RT | **BELLATRIX**<br>ex Rotomber-74<br>**Felix C. Birch**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW) | U.S.A. |
| **6814817**<br>Esd Rdr<br>RT | **BELLAVISTA**<br>**Autoridad Portuaria del Callao**<br>Callao Peru | **132**<br>—<br>— | (GL) | **1968** Atlas Mak. Masch.—Bremen (442)<br>29,42 7,19<br>26,01 7,00 2,70<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Atlas-MaK Maschinenbau<br>Controllable pitch propeller | Kiel |
| **6509864**<br>SITR<br>7467<br>Esd | **BELLE AMIE**<br>ex Prins Axel-68 ex Helga<br>**Agnar H. Johansson**<br>Goteborg Sweden | **118**<br>62<br>180 | | **1915** .............Vlaardingen<br>27,03 6,28<br>23,93 6,23 2,95<br>1 dk<br>R | **M Ferry/General Cargo** —P<br>1 Ho 11,9 ER<br>2 Ha (8,3 × 3,5) (1,5 × 1,9) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 127 × 135<br>200bhp (147kW) NE 60<br>A/B Scania Vabis<br>Controllable pitch propeller<br>Fuel (d.o.) | Sodertalje |
| **5039903**<br>TPPN<br>3059<br>Df Esd<br>RTm | **BELLE BRETONNE**<br>**Jean Claude Leroux**<br>Camaret France | **214**<br>100<br>— | | **1956** Chantier A. Peron—Camaret<br>*26,40* 8,08<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 230 × 300<br>270bhp (199kW)<br>Etab. Crepelle<br>Fuel (d.o.) | Lille<br>5kn |
| **7209356**<br>FTDJ<br>Rdr RT | **BELLE DE DINARD**<br>ex Karmsund-76<br>**Societe Anonyme des Bateaux de la Cote d'Emerande 'Les Vedettes Blanches'**<br>St. Malo France | **195**<br>110<br>— | BV (NV) | **1972** Westermoen Hydrofoil A/S—Mandal (22)<br>26,67 9,02 1,201<br>24,62 9,01 2,77<br>1 dk | **Aluminium Alloy TM Ferry** 140P<br>Twin Hull<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Union Friedrichshafen<br>Gen 1 × 10kW 220V 50Hz a.c.<br>Fuel (d.o.) | Friedrichshafen |
| **6807060**<br>FSER<br>Esd Rdr<br>RT | **BELLE DE JERSEY**<br>ex Emsland-73<br>**Bateaux de la Cote d'Emeraude S.A.**<br>St. Malo France | **153**<br>66<br>— | BV (GL) | **1967** C. Cassens Schiffswerft—Emden (87)<br>35,79 6,51 1,550<br>30,48 6,20 2,29<br>2 dks | **TM Ferry** 230dk P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Maybach Mercedes-Benz Motorenbau<br>Gen 2 × 40kW 231/400V 50Hz a.c.<br>Fuel (d.o.) | Friedrichshafen<br>19kn |
| **5132781**<br>FUWG<br>1038<br>Df RT | **BELLE GELICA**<br>ex Goeree-67 ex Diet-56<br>ex Nanjo-54 ex Jemo-52<br>ex Merel-52 ex Zwaluw-48<br>ex Annie-47<br>**Marcel Charry**<br>Bordeaux France | **196**<br>105<br>269 | | **1927** Noord Nederlandse Scheepswerven N.V.—Groningen<br>*32,83* 6,86 2,420<br>... ... ...<br>1 dk<br>R conv General Cargo 67 | **M Sand Carrier**<br>2 Ha (7,7 6,1 × 4,2) ER<br>Der 1(2) 1(1,5) | Oil 2SA 4Cy. 310 × 350<br>160bhp (118kW)<br>Appingedammer Brons<br>Fuel 10,0t (d.o.) | Appingedam<br>9kn |
| **7046209**<br>3BBN<br>174465<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLE ISLE**<br>**Mauritius Steam Navigation Co. Ltd.**<br>Rogers & Co. Ltd.<br>Port Louis Mauritius | **9 327**<br>6 408<br>15 139 | **✠100A1** CS 12/80<br>**✠LMC**<br>EL Z 2 1/8"U2<br>FN 4317 | **1971**-4 Austin & Pickersgill Ltd. —Southwick, Sunderland (870)<br>141,00 20,55 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil<br>6BH to U dk 1 to 2nd dk WB3738t incl. DTm1752t | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 24,3<br>G.21 390 B.19 611<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 996,5t (hvf) | Sulzer<br>Wallsend<br>15kn |

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| 5130903<br>3FXR<br>8493<br>-78A<br>Df Esd<br>Gc Rdr<br>RTm | **BELLE P**<br>ex Elviuba-81 ex Murices-77<br>ex Lattuga-76<br>ex Giorgio Parodi-65<br>**Ocean Lords Navigation Co. S.A.**<br>Panama Panama | **8 716**<br>5 459<br>12 740 | AB | **1956** Cant. del Tirreno—Genova (232)<br>147,30 19,13 8,878<br>135,97 19,09 11,92<br>F 10,7 2 dks<br>RW rf 127 | **M General Cargo** CSD<br>6 Ho 19,4 18,9 17,4 10,7 21,1 19,8<br>G.18 704 B.17 364<br>6 Ha (stl) (8,3 10,7 8,4 × 8,0) (4,6 × 6,4) (10,7 8,4 × 8,0)<br>12W Der 4(5) | Oil 2SA 6Cy. 740 × 1600<br>5 540bhp (4 075kW) B&W<br>Cant. Nav. Riuniti Ancona<br>Gen 3 × 200kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 965,0t (hvf) 14,5kn |
| 7514684<br>WXU3<br>434<br>585852<br>Df Esd<br>Gc Rdr<br>RT | **BELLE RIVER**<br>**Armstrong Steamship Co.**<br>Boland & Cornelius<br>Wilmington, De United States of America | **35 923**<br>33 534<br>82 209 | AB | **1977** Bay Shipbuilding Corporation —Sturgeon Bay, Wi (716)<br>304,81 10,383<br>301,79 32,01 17,10<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>7 Ho 39,0 36,5 43,8 43,8 43,8 36,5 31,7 ER<br>G.78 319<br>37 Ha (stl) (each 3,3 × 17,0) ER | 4 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>14 000bhp (10 298kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 600kW 480V 60Hz a.c. 2 × 2500kW 4160V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd & aft<br>13,5kn |
| 7340693<br>3BBS<br>356390<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELLE ROSE**<br>**Mauritius Steam Navigation Co. Ltd.**<br>Rogers & Co. Ltd.<br>Port Louis Mauritius | **9 327**<br>6 408<br>15 143 | **✠100A1** SS 7/78<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1974**-1 Austin & Pickersgill Ltd. —Southwick, Sunderland (889)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB3798t incl. DTm1780T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 362 B.19 588<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(30) 6(10) 8(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 970,5t (hvf) 15kn |
| 5039977<br>DKRJ | **BELLEVUE**<br>**Kieler Verkehrs A.G.**<br>Kiel Federal Republic of Germany | **150**<br>95<br>— | GL | **1961** Kroegerwerft G.m.b.H.—Rendsburg (1180)<br>33,56 6,51 1,340<br>29,27 6,20 2,21<br>1 dk<br>rf 64 | **M Ferry**<br>320dk P<br>Ice strengthened | Oil 4SA 8Cy. 140 × 180 reverse reduction geared to sc. shaft<br>200bhp (147kW)<br>Suddeutsche Bremsen A.G. Muenchen<br>Fuel (d.o.) 11,5kn |
| 7380485<br>A8VY<br>5333<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BELLNES**<br>**Merryfield Steamship Inc.**<br>A/S Kristian Jebsens Rederi<br>Monrovia Liberia | **18 642**<br>12 305<br>35 223 | **✠100A1** SS 3/80<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7149 | **1975**-7 Nippon Kokan K.K.—Shimizu (335)<br>177,02(BB) 27,87 11,158<br>167,01 27,81 14,99<br>P 31,7 F 15,3 1 dk<br>rf 102<br>NS 7BH WB16911T incl. Comb. btm & STs in holds 6362T Topside tanks in Nos. 1-3 holds 2007T & No. 4 hold 5935T | **M Bulk Carrier**<br>6 Ho 18,9 19,9 21,9 16,4 20,9 21,4 ER<br>G.40 389 B.38 773<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,7 9,5 12,7 12,7 × 14,4) ER<br>Cr 5(16) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd<br>15,5kn |
| 6508406<br>GPYU<br>307329<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BELLO**<br>ex Tina B.-82 ex Da Noli-80<br>ex Benledi-72<br>**Bellona Ltd.**<br>London United Kingdom | **8 462**<br>4 640<br>10 262<br>**11 541**<br>6 470<br>14 006 | **✠100A1** SS 8/78<br>DTsf & a and TwDsa—veg. oil or latex<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL j† 2½"SQ<br>FN 5752<br>RI | **1965**-6 C. Connell & Co. Ltd.—Glasgow (505)<br>171,61(BB) 22,94 8,814/10,249<br>159,24 22,86 13,26<br>Ba 50,3 F 33,9 1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 305<br>8BH WB2125t incl. TwDm63t | **M General Cargo** OSD/CSD<br>Ref 12P<br>4 Ho 21,9DT 22,8 20,5 20,8 20,1<br>G.23 958 B.20 828 In.395<br>10 Ha (stl) (11,6 11,7 × 6,4) (12,5 12,5 × 4,1) (14,2 × 6,4) (12,5 12,5 × 4,1) (15,9 × 6,4) (9,2 × 6,2) (3,0 × 6,1)<br>10W Cr 6(5) Der 1(70) 8(10) 2(5) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>AuxB 120lbf/in$^2$ (8,3bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 4 × 430kW 440V 60Hz a.c.<br>Fuel 2 179,5t (hvf) 21,5kn |
| 6514376<br>SIME<br>10617<br>Df Esd<br>Gc Rdr<br>RTm/h | **BELLONA**<br>ex Stella Atlantic-78<br>**Rederi A/B Castor**<br>A. E. Mengwall<br>Uddevalla Sweden | **1 590**<br>948<br>2 996 | NV | **1965** AB Oskarshamns Varv—Oskarshamn (388)<br>87,03 12,45 5,449<br>82,20 12,40 6,02<br>1 dk<br>rf 102 | **M Tanker**<br>Ice strengthened<br>13 Ta ER<br>L.(oil) 3 794<br>Der 1(2) | Oil 4SA 9Cy. 400 × 600<br>1 990bhp (1 464kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 116kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 125,0t (d.o.)-5,0pd 13kn |
| 5040043<br>125244<br>RT | **BELLUBERA**<br>**Pacifica Enterprises Ltd.**<br>*Sydney, N.S.W.* Australia | **505**<br>332<br>— | | **1910** Mort's Dock & Eng. Co. Ltd. —Sydney, N.S.W. (34)<br>64,01 9,81 3,709<br>9,76<br>2 dks<br>R | **D-E Ferry**<br>1317P | 3 Oil 4SA each 7Cy. 225 × 305 total connected to 1 elec. motor & 2 sc. shafts<br>E made49 fitted54<br>English Electric Co. Ltd. Rugby<br>1 propeller aft, 1 fwd<br>Fuel 51,0t 12,5kn |
| 7044586<br>ESSW<br>M-30127<br>Df Esd<br>Rdr RT | **BELLYATRIKS**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **638**<br>220<br>367 | RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,899<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 5029726<br>HO5876<br>4678-PEXT3<br>Df Esd<br>RT | **BELMAR**<br>ex Promar-81 ex Atlantis I-77<br>ex Atlantis-71<br>**Belmar Navigation Co S.A.**<br>H. M. De Mos<br>Panama Panama | **499**<br>293<br>940 | **✠100A1** SS 5/81<br>**✠LMC**<br>EL i<br>FN 697 | **1958**-7 Schpsw. "De Beer"—Zaandam (1173)<br>59,03 9,02 3,537<br>53,90 8,95 3,97<br>P 11,3 F 10,4 1 dk<br>rf 25<br>3BH WB247t incl. Dk a8t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW) ✠ NE 8/77<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 8kW 110V d.c. |
| 7321178<br>LZHG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BELMEKEN**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **15 696**<br>8 707<br>23 738 | BR | **1973** G. Dimitrov Shipyard—Varna (105)<br>185,22(BB) 22,86 9,802<br>172,02 22,81 14,18<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. ore cargoes<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.32 360 HeCls. B<br>7 Ha (stl) (13,3 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,3) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW<br>Fuel 277,0t (d.o.) 1 200,0t (hvf)-33,0pd<br>14kn |
| 7051591<br>WIAR<br>240768 | **BELMONT**<br>**Trawler Belmont Inc.**<br>Boston, Ma United States of America | **225**<br>134<br>— | | **1941** Snow Shipyard Inc.—Rockland, Me<br>*35,64* 7,19<br>3,61 | **Wood M Fishing** | Oil<br>575bhp (423kW)<br>.............<br>Fuel (d.o.) |

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| **7112113**<br>IPSD<br>437<br>Esd Rdr<br>RT | **BELO**<br>ex Secondo Dea Fortuna<br>**Guido Ferri**<br>Pescara Italy | **119**<br>46<br>— | | **1971** Cant. Nav. di Pesaro—Pesaro (25)<br>26,52 6,20 2,502<br>21,52 3,05<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 250 × 350<br>220bhp (162kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannh |
| **7531498**<br>PP8123<br>Df Esd<br>Gc Rdr<br>RT | **BELO HORIZONTE**<br>**Empresa de Portos do Brasil S.A. (PORTOBRAS)**<br>Vitoria Brazil | **244**<br>139<br>— | GL | **1975** Est. EBIN/So S.A.—Niteroi (68)<br>26,01 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 330 geared<br>sc. shaft<br>Mecanica Pesada S.A.<br>Fuel (d.o.) |
| **7522667**<br>DZSO<br>M:C-0<br>00270<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BELO MUNDO**<br>ex Bless River-81<br>**Transocean Transport Corp.**<br>Manila Philippines | **19 210**<br>13 334<br>33 663 | AB | **1978** Kanasashi Zosensho—Toyohashi (020)<br>182,20(BB) 27,03 10,940<br>170,01 27,01 15,22<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.46 225 B.39 141 HeCls. ptB<br>5 Ha (stl) (12,5 × 11,9) (16,8 12,8 16,8 16,8 × 11,9) ER<br>Der 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Fuel 170,0t (d.o.) 1 996,5t (hvf)-39,0pd |
| **7618973**<br>DZUT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELO RIO**<br>ex Fancy River-82 ex Poseidon-78<br>**Transocean Transport Corp.**<br>Manila Philippines | **19 211**<br>13 334<br>33 670 | AB | **1978** Kanasashi Zosensho—Toyohashi (033)<br>182,20(BB) 27,03 10,802<br>170,01 27,01 15,22<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. |
| **7360473**<br>JWLU<br>18325<br>Df Esd<br>Gc Rdr<br>RT | **BELOBO**<br>**Belships Co. Ltd. S/A**<br>Christen Smith Shipping Co.<br>Oslo Norway | **42 789**<br>31 013<br>78 078 | NV | **1974** Bremer Vulkan A.G.—Vegesack (987)<br>253,63(BB) 32,26 14,237<br>240,01 32,22 19,51<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>9 Ho/Ta 22,0 19,3 19,9 19,9 19,8 19,5 19,9 19,8 21,6 ER<br>G.91 685 B.86 704 L.(oil) 91 697 HeCls. BC<br>1 Ha (stl) (12,5 × 11,9) 8 Ha (stl) (each 12,5 × 14,4) ER | Oil 2SA 9Cy. 780 × 1550<br>18 900bhp (13 902kW)<br>Bremer Vulcan A.G. Bremen-Veges<br>Gen 1 × 800kW 2 × 600kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 3 229,0t (hvf) |
| **6605838**<br>UYWH<br>M-27622<br>Df Esd<br>Gc Rdr<br>RT | **BELOGORSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>813 | RS | **1965** VEB Volkswerft Stralsund—Stralsund (7052)<br>79,81 13,21 5,020<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.950<br>3 Ha (3,5 1,6 1,6 × 2,3)<br>4W Der 2(6) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared<br>sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller |
| **7610945**<br>UQAW<br>M-33736 | **BELOGORYE**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **648**<br>211<br>404 | RS | **1975** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (stl) (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **5040122**<br>USJH<br>M-26416<br>Df Esd<br>Gc Rdr<br>RT | **BELOMORSKLES**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 519**<br>2 300<br>6 436 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk (B45/01)<br>123,88 16,74 7,020<br>114,99 16,69 8,39<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 524<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>Stocznia Gdanska im. Lenina<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) |
| **7205570**<br>EWWO<br>M-30474<br>Df Esd<br>Gc Rdr<br>RT | **BELOMORYE**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 094**<br>1 097<br>2 625 | RS | **1971** ............U.S.S.R.<br>107,52 14,43 6,230<br>10,42<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total<br>5 000bhp (3 678kW) driving 5 gen. connected to 1 elec. motor & sc. shaft<br>U.S.S<br>Controllable pitch propeller |
| **7038147**<br>UYHF<br>M-12340<br>Df Esd<br>Gc Rdr<br>RT | **BELOMORYE**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 110**<br>490<br>1 545 | RS | **1970** Krasnoyarsk Shipyard—Krasnoyarsk<br>72,24 11,33 4,630<br>65,41 11,31 5,01<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.1 830<br>2 Ha (stl) (each 14,4 × 7,0) ER<br>Cr 1(8) | Oil 2SA 8Cy. 300 × 500<br>1 000bhp (736kW)<br>Russkiy-Diesel Works Leningra<br>Gen 2 × 150kW 400V 50Hz a.c. |
| **6727545**<br>FVUS<br>4099<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELON**<br>ex Tagant-69<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **852**<br>345<br>1 214<br>**1 520**<br>759<br>1 673 | BV | **1967** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (496)<br>82,71 11,89 4,064/4,801<br>73,51 11,80 6,51<br>1 dk & S dk<br>rf 279 | **M General Cargo** OSD/CSD 10P<br>Ref.<br>Ice strengthened<br>3 Ho 17,3 14,3 13,7 ER<br>In.2 116<br>3 Ha (stl) (each 7,3 × 3,9) ER<br>6W Der 6(3) | Vee Oil 4SA 16Cy. 240 × 220/230<br>2 500bhp (1 839kW)<br>Soc. Alsacienne de Const. Mec. Mulhou<br>Gen 2 × 200kW 1 × 88kW 380V 50Hz a.c.<br>Fuel 239,0t (d.o.) |
| **6407767**<br>SNUS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELONA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**999**<br>375<br>580 | PR | **1964** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/05)<br>69,32 11,00 5,052<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.650 | Oil 4SA 6Cy. 381 × 508 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. Stockpo<br>Gen 1 × 240kW 1 × 210kW 1 × 185kW 1 × 120kW 225V d.c.<br>Controllable pitch propeller |

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| 5040146<br>USMZ<br>M-3170<br>Df Esd<br>Gc Rdr<br>RT | **BELORETSK**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 414**<br>3 485<br>—<br>**10 478**<br>6 068<br>14 900 | RS<br><br>✠Classed LR until 8/64 | **1962**-5 A/S Nakskov Skibsvaerft—Nakskov<br>(166)<br>160,33 21,26 8,310/9,819<br>148,22 21,19 12,78<br>F 32,0 2 dks<br>rf 102 | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 17,5 17,8 24,9 24,9 ER 27,7<br>G.22 242 B.20 409<br>5 Ha (stl) (10,9 × 8,0) (10,9 16,1 17,9 × 9,9) ER (16,1 × 8,0)<br>4W Cr 6(5) Der 2(60) | Oil 2SA 6Cy. 840 × 1800<br>12 600bhp (9 268kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 2 950,5t 17,5kn |
| 7642326<br><br><br><br>RT | **BELOSLAV**<br><br>**'Transimpex'**<br>Varna Bulgaria | **263**<br>108<br>299 | <br><br>BR | **1955** G. Dimitrov Shipyard—Varna<br>40,42 6,41 2,850<br>3,00<br>1 dk | **M Tanker**<br>Bunkering Vessel<br>4 Ta ER<br>L.(oil) 321 | Oil 4SA 6Cy. 180 × 250<br>200bhp (147kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 12kW<br>Fuel 3,0t (d.o.) 7kn |
| 5040201<br>USXP<br>M-3189<br>Df Esd<br>Gc Rdr<br>RT | **BELOVODSK**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 414**<br>3 485<br>—<br>**10 478**<br>6 068<br>14 485 | RS<br><br>✠Classed LR until 12/64 | **1962**-10 A/S Nakskov Skibsvaerft —Nakskov<br>(167)<br>160,33 21,24 8,311/9,670<br>148,22 21,19 12,78<br>F 32,0 2 dks<br>rf 102 | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 17,5 17,8 24,9 24,9 ER 27,7<br>G.22 242 B.20 409<br>5 Ha (stl) (10,9 × 8,0) (10,9 16,1 17,9 × 9,9) ER (16,1 × 8,0)<br>4W Cr 6(5) Der 2(60) | Oil 2SA 6Cy. 840 × 1800<br>12 600bhp (9 268kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 2 950,5t (d.o.) 18,75kn |
| 7044378<br>UOVS<br>M-29968<br>Df Esd<br>Gc Rdr<br>RT | **BELOYARSK**<br><br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **1 722**<br>573<br>1 660 | <br><br>RS | **1970** .............Kerch<br>83,57 12,04 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 12,5kn |
| 7418490<br>UZPB<br>M-29610 | **BELOYE MORE**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 503**<br>463<br>611 | <br><br>RS | **1974** Baltiya Shipyard—Klaypeda<br>58,98 (BB) 13,01 4,869<br>52,00 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.104 In.493<br>3 Ha (1,5 × 1,2) (0,7 × 0,7) (1,9 × 1,9)<br>2W Der 2(1,5) | Oil 4SA 6Cy. 525 × 720 reduction geared to sc. shaft<br>2 200bhp (1 618kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>13,5kn |
| 7431349<br>UWTO<br>M-31597<br>Df Esd<br>Rdr RT | **BELOZERSK**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **632**<br>219<br>397 | <br><br>RS | **1972** .............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 5040213<br>USJN<br>M-26534<br>Df Esd<br>Gc Rdr<br>RT | **BELOZERSKLES**<br><br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 520**<br>2 300<br>6 035 | <br><br>RS | **1962** Stocznia Gdanska im. Lenina—Gdansk (B45/03)<br>123,88 16,74 7,020<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 558<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 5235624<br>5ZPC<br>4874<br>Df Esd<br>Gc Rdr<br>RT | **BELSKY**<br>ex Panagia-81 ex Neda-80<br>ex Minoan Star-73<br>ex Minami Maru-69<br>**Afea Navigation Corp.**<br>Piraeus Greece | **7 974**<br>5 409<br>11 998 | **100A1** SS 4/75<br><br>**LMC**<br>EL z 2⅛"SQ<br>FN 4056 | **1957** Osaka Zosensho—Osaka (130)<br>145,29 18,37 8,560<br>136,00 18,31 11,51<br>F 13,2 1 dk<br>RW rf 102<br>NS 7BH WB2676t incl. Topside tank in Nos. 2 & 3 holds 526t | **M General Cargo**<br>3P<br>5 Ho 15,7 24,9 17,3 17,3 17,6 ER<br>G.18 340 B.16 928<br>5 Ha (10,2 17,6 11,8 11,9 11,9 × 7,1) ER<br>12W Der 4(9) 6(4,5) | Oil 2SA 6Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 12,5kgf/cm² (12,3bar)<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Fuel 825,0t (d.o.) 13,75kn |

**REPAIRS REQUIRED — SURVEYS OVERDUE — CLASS SUSPENDED 31/5/82**

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|---|---|---|---|---|---|---|
| 7209370<br>LFAL<br>17787<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELSTAR**<br><br>**Belships Co. Ltd. S/A**<br>Christen Smith Shipping Co.<br>Oslo Norway | **22 494**<br>14 298<br>38 406 | <br><br>NV | **1972** A/S Fredrikstad M/V—Fredrikstad (412)<br>193,45(BB) 26,27 11,767<br>181,72 26,22 16,08<br>P 41,5 F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 25,4 21,8 21,8 21,8 21,8 21,8 ER<br>G.46 696 B.45 332 HeCls. B<br>1 Ha (stl) (18,6 × 14,0) 5 Ha (stl) (each 17,2 × 14,0) ER<br>Cr 6(15) | Oil 2SA 8Cy. 760 × 1500<br>10 700bhp (7 870kW) Gotaverken<br>A/S Fredrikstad M/V Fredrikstad<br>Gen 3 × 425kW 440V 60Hz a.c.<br>Fuel 280,5t (d.o.) 2 416,0t (hvf)-35,5pd<br>15kn |
| 5028033<br>SXIK<br>6318<br>Df Esd<br>Gc Rdr<br>RTm/h | **BELSTAR**<br>ex Ai Fanouris-80 ex Royal-78<br>ex Atago Maru-73<br>**Bellaire Corp.**<br>Piraeus Greece | **4 883**<br>2 815<br>7 542 | <br><br>NK | **1956** Kawasaki Dockyard Co. Ltd.—Kobe (954)<br>122,81 16,44 7,367<br>114,00 16,40 9,30<br>P 31,7 F 11,9 1 dk<br>RW rf 102 | **M General Cargo**<br><br>3 Ho 14,1 33,6 32,2 ER<br>G.10 190 B.9 525<br>3 Ha (7,3 × 6,0) (25,5 25,5 × 7,1) ER<br>16W Der 2(95) 10(15) | Oil 2SA 5Cy. 700 × 1200<br>3 400bhp (2 501kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 498,0t (hvf) 13kn |
| 5040287<br>UVTC<br>M-25258<br>Df Esd<br>Gc Rdr<br>RT | **BELTSY**<br><br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **1 179**<br>547<br>1 324 | <br><br>RS | **1961** Angyalfold Shipyard—Budapest<br>74,50 11,33 4,009<br>67,39 11,31 5,31<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 117 B.2 082<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 10,5kn |
| 7051606<br>WA2796<br>249514 | **BELUGA**<br>ex BSP 1930<br>**Offshore Industries Inc.**<br>Juneau, Ak United States of America | **164**<br>132<br>— | | **1944** Maritime Shipyards—Seattle, Wa<br>*25,03* 8,11<br>2,65 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>.............<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **5040299**<br>EDVU<br>7294<br>Df Esd<br>RTm | **BELUSO**<br>ex Balea-53<br>**Salvador Barreras Masso y otros**<br>Vigo Spain | **207**<br>101<br>— | | **1951** Hijos de J. Barreras S.A.—Vigo (619)<br>*29,02* 6,00 3,328<br>5,95 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>360bhp (265kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 52,0t (d.o.) 10kn |
| **7710898**<br>ONAJ<br>15913<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BELVAUX**<br>**Cobelfret S.A. (Compagnie Belge d'Affretements)**<br>N.V. UBEM S.A.<br>Antwerpen Belgium | T.Mk<br>**3 506**<br>1 840<br>5 064 | ✠**100A1** SS 3/82<br>roll on—roll off cargo ship<br>moveable decks<br>✠**LMC** **UMS**<br>EL X 495,0/46,0U3<br>FN 3264 | **1979**-4 N.V. Cockerill Yards Hoboken—Hoboken (889)<br>116,69(BB) 18,93 6,301<br>106,03 18,81 11,97<br>F 13,5 2 dks<br>rf nil<br>2BH to U dk, 4 to 2nd dk WB2157T incl. DTsf735T | **M RoRo Cargo**<br>Stern door & ramp<br>Mchy.aft<br>TEU 63 C. 63/20′ | Oil 4SA 8Cy. 381 × 457 sr geared to sc. shaft<br>4 800bhp (3 531kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>AuxB (Comp) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 730,0t (hvf)-10,0pd 15kn |
| **7613765**<br>VLBL<br>Esd Rdr<br>RT | **BELYANDO**<br>**J. Fenwick & Co. Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **360**<br>101<br>— | ✠**100A1** SS 3/81<br>tug<br>✠**LMC** **UMS**<br>EL H 1″U2<br>FN 483 | **1977**-3′ Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (126)<br>35,01 10,29 4,649<br>31,55 10,00 5,29<br>1 dk<br>rf nil BK 51<br>4BH | **TM Tug**<br>Fire-fighting | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW 415V 50Hz a.c.<br>12kn |
| **8022195**<br>5RLW<br>81010<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BEMOLANGA**<br>**Solitany Malagasy (SOLIMA)**<br>Mahajanga Madagascar | **2 734**<br>927<br>4 284 | BV | **1981** Usuki Tekkosho—Usuki (1519)<br>100,01 14,03 5,966<br>94,01 14,01 6,35<br>P 4,9 B 18,3 F 4,3 1 dk | **M Tanker**<br>SBT IGS CBT<br>14 Ta ER<br>L.(oil) 4 500 HeCls. BC | Oil 4SA 6Cy. 400 × 600<br>2 210bhp (1 626kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 210kW 380V 50Hz a.c.<br>Fuel 45,0t (d.o.) 279,0t (hvf)-8,0pd 12,75kn |
| **6609078**<br>GRNA<br>308078<br>Df Esd<br>Rdr<br>RTm/v | **BEN AIN**<br>ex Gretchen Weston-76<br>ex Deben-71<br>**Ramsey S.S. Co. Ltd.**<br>Ramsey Isle of Man (British) | **500**<br>289<br>756 | ✠**100A1** SS 4/75<br>✠**LMC**<br>EL h 1″SQ<br>FN 639 | **1966**-3 Boele's Schps. & Mchf. N.V.—Bolnes (1023)<br>55,94 8,72 3,341<br>50,42 8,69 3,97<br>P 12,2 F 7,4 1 dk<br>rf nil<br>3BH WB162t | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 048 B.1 006<br>1 Ha (stl) (23,7 × 5,5) ER | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr geared to sc. shaft<br>530bhp (390kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 3 × 10kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 31,5t (d.o.) 10,5kn |
| **7385497**<br>EGOV<br>Df Esd<br>Rdr | **BEN AMADO**<br>**Amador Ben Lopez**<br>Burela Spain | **264**<br>93<br>— | (GL) | **1975** Ast. Celaya—Bilbao (146)<br>33,79 3,401<br>29,49 7,50 3,81<br>P 14,7 1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 315 × 480<br>800bhp (588kW) Duvant<br>Carmelo Unanue Zumaye<br>11kn |
| **7108605**<br>WA2801<br>251491 | **BEN B**<br>ex BSP 2075<br>**New England Fish Co. (NEFCO)**<br>Ketchikan, Ak United States of America | **165**<br>133<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*25,03* 8,11<br>2,65 | **Wood TM Fish Carrier** | 2 Oil<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **5040380**<br>GHBJ<br>187931<br>Df Esd<br>Pfd Rdr | **BEN CHOURN**<br>**Sea Trails Ltd.**<br>North Shields United Kingdom | **278**<br>95<br>— | ✠**100A1** SS 1/77<br>trawler<br>✠**LMC**<br>EL (e) m<br>FN 420 | **1960**-8 J. Lewis & Sons Ltd.—Aberdeen (295)<br>*38,10* 7,75<br>36,71 7,62 3,81<br>RQD 21,4 F 5,5<br>RW rf 762 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>712bhp (524kW)<br>Mirrlees, Bickerton & Day Stockport<br>db 100lbf/in$^2$ (6,9bar) |
| **7305875**<br>EIPB<br>401217<br>Rdr | **BEN EADAR**<br>**Dublin Port & Docks Board**<br>Dublin Irish Republic | **198**<br>—<br>— | ✠**100A1** SS 11/77<br>tug<br>✠**LMC**<br>EL (c) $\frac{13}{16}$″U2<br>FN 354 | **1973**-3 R. Dunston (Hessle) Ltd.—Hessle (885)<br>29,11 9,35 2,286<br>28,20 8,91 3,61<br>1 dk<br>rf 432 BK 25<br>4BH WB18t | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 sr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 50kW 2 × 40kW 380V 50Hz a.c.<br>2 Directional propellers<br>10kn |
| **5111268**<br>WA4951<br>244783<br>RTv | **BEN F. ROYAL**<br>ex F. F. Clain ex DPC 47-46<br>**Carteret Towing Co. Inc.**<br>Beaufort-Morehead City, NC United States of America | **146**<br>99<br>— | (AB) | **1943** Decatur Iron & Steel Corp.—Decatur, Al (47)<br>25,91 7,37<br>25,00 7,32 3,20<br>BK 76 | **M Tug**<br>1W | Oil 2SA 8Cy. 215 × 255<br>General Motors Corp. Cleveland, Oh<br>Fuel 71,0t (d.o.) 11kn |
| **7330480**<br>FNSP<br>10098<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BEN FRANKLIN**<br>**Methane Marine S.A.**<br>Gazocean Armement<br>Dunkerque France | **80 071**<br>45 619<br>63 445 | BV | **1975** Ch. Nav. de La Ciotat—La Ciotat (301)<br>272,78 41,05 11,100<br>256,14 41,01 25,81<br>1 dk | **S Liquefied Gas Tanker**<br>LNG LPG Atmospheric Ref.<br>6 Ta membrane prismatic ER<br>L.(gas) 120 152 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1700kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 4 877,0t (o.f.) 447,0t (d.o.)-172,5pd 19kn |
| **5040421**<br>GHRD<br>187936<br>Df Esd<br>Pfd Rdr | **BEN GLAS**<br>**Richard Irvin & Sons Ltd.**<br>North Shields United Kingdom | **218**<br>76<br>— | ✠**100A1** SS 1/79<br>trawler<br>✠**LMC**<br>EL (c)<br>FN 340 | **1961**-11 J. Lewis & Sons Ltd.—Aberdeen (328)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>635bhp (467kW)<br>Mirrlees, Bickerton & Day Stockport |
| **5244778**<br>LJLV<br>15845<br>Df Esd<br>Rdr RT | **BEN HUR**<br>ex Nordkyntral-73 ex Myrefisk-70<br>**Erling P. Nilsen**<br>Sortland Norway | **163**<br>51<br>— | NV | **1963** Lindstols Skibs. & Batbyg. A/S—Risor (258)<br>27,77 7,04<br>24,74 7,01 3,74<br>BK 51 | **M Fishing**<br>Stern Trawler<br>2 Ha (0,9 × 1,3) (1,6 × 1,1) | Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 16kW 230V 50Hz a.c.<br>Fuel (d.o.) |

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| 5040483<br>GHTP<br>187937<br>Df Esd<br>Pfd Rdr<br>RT | **BEN LORA**<br><br>**Richard Irvin & Sons Ltd.**<br>North Shields United Kingdom | **219**<br>76<br>— | **✠100A1** SS 9/79<br>trawler<br>**✠LMC**<br>EL (c) j<br>FN 340 | **1961**-11 J. Lewis & Sons Ltd.—Aberdeen (329)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>635bhp (467kW)<br>Mirrlees, Bickerton & Day Stockport |
| 5118498<br>ODIU<br>82790<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEN MAJED**<br>ex Mamaya-79 ex Krakow-75<br>ex Fortuna Bay-65<br>**Naji Kazak & Sleiman Alkhaled**<br>Development & Trading Co.<br>(DETRACO)<br>Beirut Lebanon | **1 145**<br>696<br>1 611 | NV (DSRK) | **1957** N.V. Scheeps. "Westerbroek"<br>—Westerbroek (151)<br>73,49 10,22 4,560<br>67,11 10,19 6,00<br>2 dks<br>RW rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 40,2comb. ER<br>G.2 386 B.2 192<br>3 Ha<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 35kW 1 × 15kW 220V d.c.<br>Fuel 147,5t (d.o.) 12kn |
| 7402922<br>GUUU<br>366477<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEN OCEAN LANCER**<br><br>**Ben Odeco Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom<br><br>See Register of Offshore Units . | **10 823**<br>5 290<br>9 193 | **✠100A1**<br>drilling ship<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL D† 2$\frac{7}{16}$"U2<br>FN 4936 | **1977**-3 Scotts' SB. Co. Ltd.—Greenock (744)<br>153,68 23,53 8,002<br>137,32 23,46 12,48<br>P 18,0 F 29,9 2 dks<br>rf nil<br>8BH to U dk, 1 to 2nd dk WB3001T | **TD-E Drilling Ship**<br>Mchy.aft<br>Cr 1(40) 1(25) | 5 Vee Oil 4SA each 16Cy. 240 × 220/232<br>total 12 000bhp (8 827kW) driving 5<br>gen. each 2 400kW 6 600V a.c.<br>connected to 4 elec. motors each of<br>1 500shp (1 103kW) sr geared AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>2 AuxB 7kgf/$cm^2$ (6,9bar)<br>Gen 2 × 600kW 1 × 124kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>3 Thw. thrust propellers fwd , 2 aft<br>13kn |
| 7017557<br>3EFA<br>7122-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEN OCEAN TYPHOON**<br>ex Ocean Typhoon-76<br>ex Typhoon-75 ex Karin-69<br>**Canam Offshore Ltd. - Ben Line Offshore Contractors(Typhoon) Ltd.**<br>Panama Panama<br>See Register of Offshore Units | **5 282**<br>2 941<br>6 018 | AB | **1945** Pennsylvania Shipyards Inc.<br>—Beaumont, Tx (320)<br>115,68 21,34 6,452<br>8,74<br>B 27,5 F 11,0 2 dks<br>len & widened 69<br>conv General Cargo 69 | **M Drilling Ship**<br>3 Ha (stl) (3,0 2,0 1,8 × 3,0) ER | Oil -SA 6Cy. 546 × 737<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. U.S.A.<br>Gen 3 × 250kW |
| 7803360<br>GYEZ<br>364019<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEN ROY**<br><br>**Richard Irvin & Sons Ltd.**<br>North Shields United Kingdom | **290**<br>131<br>156 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (F) 25,0/22,0U1<br>FN 356 | **1979**-11 McTay Marine Ltd.—Bromborough (32)<br>30,46 8,77 3,501<br>27,01 8,75 4,42<br>F 10,7 1 dk<br>rf 686 BK 127<br>4BH | **M Fishing**<br>Stern Trawler Ref. | Oil 2SA 4Cy. 300 × 450<br>1 350bhp (993kW) Wichmann<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 154kW 1 × 24kW<br>440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>10,5kn |
| 7823346<br>ZRBP<br>351178<br>Df Esd<br>Gc Rdr<br>RT | **BEN SCHOEMAN**<br><br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **430**<br>126<br>— | ✠Classed LR until<br>10/4/81 | **1980**-2 Dorman Long Vanderbijl Corp.<br>(DORBYL) Ltd.—Durban (5800)<br>Cmd.**1981**-3<br>36,40 11,61 3,563<br>33,28 11,00 4,12<br>RFD 11,9 1 dk<br>rf 102 | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 250 × 300 dr geared<br>to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 92kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 75,5t (d.o.) 11kn |
| 5040586<br>VMVB<br><br>RTv | **BEN SHORTRIDGE**<br><br>**Government of State of New South Wales (Department of Public Works)**<br>*Newcastle, N.S.W.* Australia | **146**<br>—<br>— | ✠Classed LR until 6/56 | **1954**-6 N.S.W. Govt. Eng. & SB. U'takng<br>(State Dkyd.)—Newcastle, N.S.W. (46)<br>32,01 6,51 2,941<br>30,18 6,48 3,20<br>RW rf 305 | **S Tug** | T 3Cy. 305 483 & 813 × 610<br>N.S.W. Govt. Eng. & SB. U'tkng.<br>(State Dkyd.) Newcastle, N.S.W.<br>Gen 1 × 5kW 1 × 1,5kW 220V a.c.<br>Fuel 30,0t (o.f.) 9kn |
| 5231214<br><br>Df Esd | **BEN THUY**<br>ex Meisei Maru-63<br>Vietnam | **1 662**<br>963<br>2 560 | | **1958** Nishii Dock Co. Ltd.—Nansei (21)<br>83,14 12,02 5,131<br>74,99 11,99 6,05<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 470 × 670<br>E made52 refitted58<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu |
| 5401601<br>GKGA<br>184822<br>Df Esd<br>Rdr<br>RTm/v | **BEN VARREY**<br><br>**Ramsey S.S. Co. Ltd.**<br>Ramsey Isle of Man<br>(British) | **440**<br>217<br>— | **✠100A1** SS 11/81<br><br>**✠LMC**<br>EL g $\frac{15}{16}$" ptSQ<br>FN 549 | **1963**-3 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (769)<br>51,95 8,46 3,201<br>46,00 8,41 3,51<br>P 12,2 F 8,3 1 dk<br>rf nil<br>3BH WB169t | **M General Cargo**<br>2 Ho 15,3 15,9 ER<br>G.850 B.810<br>2 Ha (each 10,9 × 5,0) ER<br>2W Der 2(3) | Vee Oil 2SA 8Cy. 200 × 380<br>712bhp (524kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 7kW 110V d.c.<br>Fuel 42,5t 10,75kn |
| 6519481<br>GRME<br>307950<br>Esd Pfd<br>Rdr<br>RTm/v | **BEN VEEN**<br>ex Plover-71<br>**Ramsey S.S. Co. Ltd.**<br>Ramsey Isle of Man<br>(British) | **486**<br>274<br>567. | **✠100A1** SS 7/80<br><br>**✠LMC**<br>EL g<br>FN 575 | **1965**-9 Richards (Shipbuilders) Ltd.<br>—Lowestoft (482)<br>49,08 8,95 3,214<br>43,29 8,84 4,42<br>RAD 10,4 RFD 6,1 1 dk<br>RW rf 76<br>3BH WB200t | **M General Cargo**<br>1 Ho 28,6 ER<br>1 Ha (stl) (21,3 × 5,1) ER | Oil 4SA 6Cy. 241 × 305 sr reverse geared<br>to sc. shaft<br>540bhp (397kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 7014270<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEN VENUE**<br>ex Takuyo Maru-80<br>**Naviera Astro S. de R.L.**<br>Amapala Honduras | **1 989**<br>1 342<br>3 512 | NK | **1969** Kurinoura Dock K.K.—Yawatahama (61)<br>88,85 12,63 5,716<br>82,81 12,60 6,61<br>P 18,3 F 10,1 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 4 366 | Oil 4SA 6Cy. 460 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 440V a.c.<br>Fuel 333,5t-15,5pd 12,5kn |
| 7401318<br>JXLD<br>18477<br>Df Esd<br>Gc Rdr<br>RT | **BEN VIKING**<br><br>**K/S Viking Supply Ships A/S**<br>Bendt Rasmussens Rederi<br>Kristianšand S. Norway | **499**<br>174<br>758 | NV | **1975** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1162)<br>61,17 13,03 4,496<br>52,81 12,98 6,35<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Cr 1(8) | 2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 604,5t (d.o.)-26,5pd 14kn |

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|---|---|---|---|---|---|---|---|
| **6602707**<br>GRXY<br>186355<br>Df Rdr<br>RT | **BEN-MY-CHREE**<br>**The Isle of Man Steam Packet Co. Ltd.**<br>Douglas Isle of Man (British) | **2 762**<br>997<br>660 | **✠100A1** SS 1/82<br>Irish Channel service<br>**✠LMC**<br>EL (w) 1$\frac{13}{16}$"SQ<br>FN 2334 | **1966**-5 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1320)<br>104,83 16,13 3,823<br>99,07 15,24 8,31<br>B 48,8 1 dk & S dk, 3rd dk clear of mchy. space<br>rf 152<br>Coll BH to S dk 9 to 2nd dk WB337t | **TS RoRo Cargo/Ferry** OSD<br>1400dk P<br>Side doors | 2 S Turb dr geared<br>9 500shp (6 988kW)<br>Cammell Laird & Co (Shipbuilders & Engineers) Ltd.<br>2 WTB 413lbf/in$^2$ (28,5bar) Spt 343,4°C 380lbf/in$^2$ (26,2bar) hs897,1<br>db 60lbf/in$^2$ (4,2bar)<br>Gen 3 × 200kW 220V d.c.<br>Thw. thrust propeller fwd | Birkenhead |
| **5104540**<br>C4EY<br>374024<br>RT | **BENACO**<br>ex Enri-75<br>**Triad Maritime Co. Ltd.**<br>Limassol Cyprus | **1 408**<br>797<br>1 740 | (AB) (RI)<br>✠Classed LR until 4/55 | **1953**-4 Cant. Nav. Giuliano—Trieste (30)<br>71,79 11,03 5,042<br>64,22 11,00 6,91<br>RFD 8,6 2 dks<br>RW | **M General Cargo** CSD<br>3 Ho<br>G.2 762 B.2 520<br>6W Der 1(6) 6(2,5) | Oil 2SA 6Cy. 360 × 650<br>1 050bhp (772kW)<br>S.A. Fiat S.G.M.<br>Fuel 106,5t | Torino<br>11,5kn |
| **6406347**<br>6OYE<br>21<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BENADIR**<br>ex Brunsland-71<br>**National Shipping Line**<br>Mogadiscio Somali Republic | **4 767**<br>2 724<br>4 220 | GL (RI)<br>Classed LR until 24/9/81 | **1964** Blohm & Voss A.G.—Hamburg (830)<br>135,97(BB) 16,84 6,555<br>124,01 16,79 8,89<br>B & F 117,1 2 dks, 3rd dk clear of mchy. space<br>rf nil | **M General Cargo**<br>Ref. 12P<br>Ice strengthened<br>4 Ho<br>G.8 728 B.8 391 In.8 044<br>4 Ha (stl) (each 7,0 × 5,5)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Blohm & Voss A.G.<br>Gen 3 × 400kW 1 × 185kW 230V 50Hz a.c.<br>Fuel 1 717,0t (hvf) | MAN<br>Hamburg<br>21kn |
| **8025977**<br><br>387852<br>Esd Pfd<br>Rdr RT | **BENAIAH II**<br><br>**Dennis Jones**<br>Belfast United Kingdom | **100**<br>45<br>— | | **1981** Campbeltown Shipyard Ltd. —Campbeltown (055)<br>21,26 6,71 2,501<br>19,23 3,46<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 165 × 184 geared to sc. shaft<br>Kelvin Diesels Ltd. | Glasgow<br>10kn |
| **7128435**<br>YDDM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENAKAT/PERMINA 57**<br>ex Slensvik-82<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **4 710**<br>2 276<br>6 727 | **✠100A1** SS 11/81<br>oil tanker<br>Ice Class 3<br>**✠LMC**<br>EL V 2$\frac{1}{16}$"U2<br>FN 2809<br>KI | **1972**-6 G. Dimitrov Shipyard—Varna (605)<br>128,02 16,06 6,598<br>117,96 16,01 7,80<br>P 29,3 F 14,4 1 dk<br>rf 51<br>12BH WB442t incl. DTf161t | **M Tanker**<br>18 Ta ER<br>L.(oil) 8 281 HeCls. C | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW)<br>Halberstadt<br>2 AuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>AuxB (ex.g) & rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 192kW 400V 50Hz a.c.<br>Fuel 366,0t (d.o & hvf)-13,0pd | MAN<br>Halberstadt<br>13,5kn |
| **7358494**<br>GUUV<br>366009<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENALBANACH**<br>ex Eredine-81<br>**The Ben Line Steamers Ltd.**<br>London United Kingdom | **35 716**<br>25 385<br>60 907 | **100A1** SS 6/80<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**LMC** **UMS**<br>EL Ot 3$\frac{1}{16}$"U3<br>FN 10744<br>(NV) | **1975** A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (864)<br>224,42 32,31 13,104<br>213,88 32,24 17,99<br>1 dk<br>rf nil DK throughout holds<br>NS 9BH WB28836T incl. Comb. btm & STs in holds 9734T Topside tanks 5010T & No. 4 hold 11583T | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft<br>7 Ho<br>7 Ha (stl) | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971<br>WTAuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c. | Kobenhavn<br>15,75kn |
| **7214894**<br>GQUY<br>340219<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENALDER**<br>**The Ben Line Steamers Ltd. & Domino Container Ships Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **58 283**<br>34 387<br>49 593 | **✠100A1**<br>**✠LMC**<br>EL Rt 3$\frac{5}{16}$"U3<br>FN 14636 | **1972**-10 Howaldtswerke-Deutsche Werft —Kiel (43)<br>289,57(BB) 32,34 12,980<br>273,97 32,26 21,16<br>B & F 268,0 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 305 DK fwd<br>NS 9BH to U dk 1 to 2nd dk WB9429t incl. DTf730t Comb. btm & STs in way of No. 3 hold 547t STs in way of Nos. 4 & 6 holds 3237t Tunnel STs 636t | **TS Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>9 Cell.Ho 14,7 32,6 29,4 28,8 29,4 29,4 ER 30,0 14,0 14,0<br>TEU 2804<br>C.Ho 1284/20' 332/40' C.Dk 556/20' 150/40'<br>15 Ha (stl) ER | 2 S Turb dr geared to sc. shafts<br>88 000shp (64 729kW)<br>GEC Turbine Generators Ltd.<br>2 WTB 79,5kgf/cm$^2$ (78,0bar) Spt 515°C 68kgf/cm$^2$ (66,7bar) hs8305,3<br>AuxB (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>sg 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 1800kW 2 × 900kW 440V 60Hz a.c.<br>Fuel 404,0t (d.o.) 10 201,0t (hvf)-420,0pd | Manchester<br>26,5kn |
| **7507758**<br>EHJQ<br><br>Df Gc<br>Rdr RT | **BENASQUE**<br><br>**Cia. Hispano-Americana de Offshore S.A.**<br>Santander Spain | **597**<br>213<br>820 | AB | **1977** Astilleros del Atlantico S.A. —Santander (190)<br>41,18 5,492<br>38,10 11,59 6,10<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>Ast. Espanoles S.A. Sestao Works, Bilbao | Sulzer<br>13kn |
| **7224758**<br>GRIF<br>359336<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENAVON**<br>**The Ben Line Steamers Ltd. & Domino Container Ships Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **58 283**<br>34 387<br>49 593 | **✠100A1** CS 1/82<br>**✠LMC**<br>EL Rt 3$\frac{5}{16}$"U3<br>FN 14636 | **1973**-1 Howaldtswerke-Deutsche Werft —Kiel (44)<br>289,57(BB) 32,34 13,031<br>273,97 32,26 21,16<br>B & F 268,0 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 305 DK fwd<br>NS 9BH to U dk 1 to 2nd dk WB9429t incl. DTf730t comb. btm & STs in way of Nos. 4 & 6 holds 3237t Tunnel STs 636t | **TM Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>9 Cell.Ho 14,7 32,6 29,4 28,8 29,4 29,4 ER 30,0 14,0 14,0<br>TEU 2804<br>C.Ho 1284/20' 332/40' C.Dk 556/20' 150/40'<br>15 Ha (stl) | 2 Oil 2SA each 7Cy. 900 × 1600<br>51 380bhp (37 793kW) ✠ NE 1/82<br>Kawasaki Heavy Ind. Ltd.<br>✠ 2 NAuxB (o.f.) 1/82 10kgf/cm$^2$ (9,9bar)<br>✠ 2 ne(ex.g) 1/82 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 1700kW 2 × 900kW 450V 60Hz a.c. | MAN<br>Japan |
| **7406394**<br>EGYV<br><br>Df Esd<br>Gc Rdr<br>RT | **BENCENO**<br><br>**Naviera Quimica S.A.**<br>Bilbao Spain | **2 555**<br>1 261<br>3 971 | **✠100A1** SS 3/81<br>chemical tanker<br>Type A in association with an approved list of cargoes SG up to 1,88<br>Ice Class 3<br>**✠LMC**<br>EL Q 1$\frac{1}{2}$"U2<br>FN 1949 | **1977**-2 T. Ruiz de Velasco S.A.—Bilbao (143)<br>101,02(BB) 14,28 6,408<br>90,20 14,00 7,60<br>P 22,6 RAD 18,9 RFD 12,8 F 13,5 1 dk<br>rf 203<br>9BH WB730T incl. DTf85T | **M Tanker**<br>Chemical<br>10 Ta (s.stl) CR ER<br>L.3 265 HeCls. C | Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A.<br>2 db (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 152kW 380V 50Hz a.c.<br>Fuel 288,0t (d.o.)-9,5pd | Cadiz<br>15kn |
| **7206392**<br>EHYZ<br><br>Df Esd<br>Gc Rdr<br>RT | **BENCHIJIGUA**<br>ex Bonanza-80<br>**Ferry Gomera S.A.**<br>San Sebastian Spain | **2 699**<br>1 364<br>765 | NV | **1972** Ulstein M/V A/S—Ulsteinvik (64)<br>94,70 (BB) 16,26 4,501<br>84,97 16,21 11,03<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles Ref 750dk P<br>Ice strengthened Stern & side doors<br>Mchy.aft | 2 Oil 4SA each 8Cy. 410 × 470<br>8 800bhp (6 473kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) | Amsterdam<br>19kn |

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| 7432070<br>GVUW<br>366476<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENCLEUCH**<br>**The Ben Line Steamers Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **1 599**<br>951<br>2 549 | **✠100A1** CS 11/81<br>chemical tanker<br>Type A SG, up to 1.5 in association with an approved list of cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O 1 1/16"U2<br>FN 1405 | **1976**-11 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (388)<br>80,78 (BB) 12,78 5,411<br>72,85 12,70 6,58<br>P 19,2 F 11,0 1 dk<br>rf 102<br>12BH WB1336T incl. DTf 26T & Comb. btm & STs in way of cargo tanks 878T | **M Tanker**<br>Chemical<br>12 Ta ER<br>L.2 630<br>cs 12 | Oil 2SA 7Cy. 300 × 550<br>2 730bhp (2 008kW)<br>N.V. Smit & Bolnes Zierikzee<br>2 db 10kgf/cm$^2$ (9,9bar)<br>Gen 4 × 160kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 268,0t (d.o.) 13,5kn |
| 6412633<br>MHMZ<br>305268<br>Df Esd<br>RT | **BENCOL**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Colchester United Kingdom | **200**<br>137<br>254 | | **1964** J. Samuel White & Co. Ltd.—Cowes (2023)<br>32,24 6,91 2,617<br>29,88 6,86 2,90<br>1 dk | **M General Cargo**<br>1 Ho 20,2 ER<br>G.428 B.405<br>1 Ha (w) (17,0 × 4,5) ER | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Fuel (d.o.) |
| 8119560 | **BENCOMO**<br>**Blandford Shipping Co. Ltd.**<br>United Kingdom | **2 990**<br>—<br>3 950 | NV (Class cont.) | **1982** FEAB Marstrandsverken—Marstrand (158)<br>128,12 5,550<br>117,81 18,01 11,61 | **M General Cargo**<br>Pallets Ref.<br>In.9 911 | Oil<br>8 000bhp (5 884kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 5040809<br>PKAX | **BENDALU**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **193**<br>75<br>71 | ✠Classed LR until 9/58 | **1953**-8 N.V. Mach. H. J. Koopman —Dordrecht (151)<br>38,21 6,53 2,013<br>35,01 6,51 2,98<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo**<br>2 Ho<br>2W<br>—P | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7647273<br>WYC2<br>233<br>578559 | **BENDER**<br>**Alcardinho Fishing Corp.**<br>New Bedford, Ma United States of America | **146**<br>102<br>— | | **1976** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*22,96* 6,71 3,38<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7948407<br>615085 | **BENDER ROVER**<br>**F/V Bristol Bay Partnership**<br>Port Townsend, Wa United States of America | **199**<br>155<br>— | | **1979** ............Mobile, Al<br>*24,88* 7,32 3,20<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| 5105348<br>Pfd RT | **BENDY**<br>ex Erik-69 ex Taurus ex Snapp<br>**Yacoob Ally**<br>Guyana | **299**<br>146<br>437 | BV | **1908** AB Oskarshamns Varv—Oskarshamn (234)<br>37,80 6,89 3,277<br>36,17 6,84 3,71<br>RQD 6,1 F 3,4 1 dk<br>R len 28 | **TM General Cargo**<br>1 Ho 23,7 ER<br>G.595 B.538<br>1 Ha (17,6 × 4,5) ER | Oil 2SA 5Cy. 230 × 400 geared to sc. shafts<br>290bhp (213kW) NE 54 Alpha<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 17,5t (d.o.) 9kn |
| 7024407<br>ICIB<br>798<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENEDETTA F.**<br>**Silos Granari della Sicilia S.p.A.**<br>Palermo Italy | **28 242**<br>17 387<br>47 789 | RI | **1970** Cant. Nav. del Tirreno e Riuniti —Ancona (271)<br>215,50 29,44 11,875<br>200,01 29,39 16,49<br>1 dk | **M Bulk Carrier**<br>7 Ho 20,4 21,9 19,9 19,9 19,9 21,8 19,8 ER<br>G.64 539<br>7 Ha (stl) (14,1 × 14,0) (14,1 × 16,0) (14,1 × 14,0) (14,1 × 16,0) (14,1 × 14,0) (14,1 × 16,0) (14,1 × 14,0) ER | Oil 2SA 7Cy. 840 × 1800<br>14 700bhp (10 813kW) B&W<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel (d.o.) (hvf) 17kn |
| 7521467<br>GYAH<br>378071<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENEDICT**<br>**Benedict Shipping Co. Ltd.**<br>Blue Star Ship Management Ltd.<br>Liverpool United Kingdom | **3 636**<br>1 967<br>5 344 | **✠100A1**<br>**✠LMC**<br>EL W 495,0/50,0U2<br>FN 2976 | **1979**-2 EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (316)<br>115,65(BB) 17,43 6,501<br>108,59 17,39 10,01<br>F 9,8 2 dks<br>rf nil<br>SF 5BH WB905T | **M General Cargo**<br>3 Ho 21,7 30,0 23,0 ER 3 TwD<br>G.10 449 B.9 682<br>TEU 105 C.Ho 72/20' C.Dk 33/20'<br>3 Ha (stl) (12,7 × 5,9) (19,4 19,4 × 8,9) ER<br>Der 4(22) | Oil 4SA 7Cy. 400 × 450 sr geared to sc. shaft<br>4 375bhp (3 218kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 260kW 450V 60Hz a.c.<br>Fuel 89,5t (d.o.) 439,0t (hvf) 15kn |
| 5040873<br>MBEH<br>300420<br>Df Esd<br>Gc Rdr | **BENELLA**<br>**J. Marr & Son Ltd.**<br>Hull United Kingdom | **789**<br>288<br>— | **✠100A1** SS 9/80<br>for service within the sea area enclosed between the Parallels of 62°N and 48°N, the Meridian of 15°W and the coast of Europe<br>**✠LMC**<br>EL (I) 1¼"SQ<br>FN 865 | **1959**-2 Cook, Welton & Gemmell Ltd. —Beverley (936)<br>*57,86* 10,34 4,263<br>56,39 10,22 5,11<br>F 10,7<br>RW rf 914 BK 203 conv Side Trawler Fishing 77<br>4BH WB24t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 10Cy. 390 × 680<br>1 700bhp (1 250kW) Werkspoor<br>Charles D. Holmes & Co. Ltd. Hull<br>db 100lbf/in$^2$ (6,9bar) |
| 7517612<br>5LLP<br>5606<br>Df Esd<br>Gc Rdr<br>RT | **BENETNASCH**<br>**Benetnasch Transport Inc.**<br>Monrovia Liberia | **12 693**<br>8 389<br>22 021 | AB | **1976** Nippon Kokan K.K.—Shimizu (349)<br>155,71(BB) 22,92 9,910<br>145,73 22,86 13,62<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER<br>Cr 4(4-10) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 170kW a.c.<br>15,25kn |
| 5084180<br>DVER<br>213556<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENEVOLENT**<br>ex Kaiki Maru No. 18-72<br>ex Dai Maru No. 15-71<br>**Linda-Mar Corp.**<br>Manila Philippines | **340**<br>211<br>— | | **1961** Kanasashi Zosensho—Unspecified Works, Shimizu (418)<br>48,90 7,78<br>43,16 7,75 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1 Ho 42,9 | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe<br>11kn |
| 6507658<br>HPWU<br>9434-79<br>Df Esd<br>Gc Rdr<br>RT | **BENGAL CAREER**<br>ex Yamahata Maru-79<br>**Bengal Maritime Carriers Inc.**<br>Panama Panama | **21 746**<br>13 528<br>35 751 | NK | **1965** Hitachi Zosen—Innoshima (4052)<br>186,01 27,23 10,705<br>176,00 27,21 15,50<br>P 16,8 F 17,1 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho ER<br>B.44 108<br>5 Ha (13,7 × 10,9) (20,4 20,4 20,4 20,4 × 11,9) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 360kW 450V a.c.<br>Fuel 2 060,5t-38,5pd 14,25kn |

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|---|---|---|---|---|---|---|---|
| **7627285**<br>9VND<br>380661<br>Df Esd<br>Gc Rdr<br>RT | **BENGAL ENTERPRISE**<br>ex Straits Enterprise-82<br>**Straits Container Line Pte. Ltd.**<br>Straits Steamship Co. Ltd.<br>Singapore Singapore | **5 198**<br>2 846<br>5 758 | **✠100A1**<br>**✠LMC** | EL Z $1\frac{7}{8}$"U3<br>FN 3213 | **1977**-6 Hashihama Zosen—Imabari (625)<br>120,05(BB) 20,68 5,671<br>111,64 20,57 8,21<br>P 10,7 F 9,8 1 dk<br>rf nil<br>NS 9BH WB2212t incl. DTf 184t & Comb. btm & STs in Nos. 2 - 5 holds 1690t | **M General Cargo**<br>6 Ho 8,6 14,4 14,4 14,4 14,4 14,4 ER<br>TEU 310 C.Ho 166/20' C.Dk 144/20'<br>11 Ha (stl) (6,4 × 5,7) (12,9p&s 12,9p&s 12,9p&s 12,9p&s × 7,9) ER<br>Cr 1 | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (Comp) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 108,0t (d.o.) 664,0t (hvf)<br>16kn |
| **5272581**<br>S2HC<br>384888<br>Df Esd<br>Gc Rdr<br>RTm/h | **BENGAL PRIDE**<br>ex Trader-81 ex Pearl Trader-79<br>**Bengal Liner Ltd.**<br>Chittagong Bangladesh | T.Mk<br>**7 136**<br>4 028<br>13 239<br>**10 025**<br>5 936<br>15 342 | **✠100A1**<br>**✠LMC** | SS 1/80<br>EL et $2\frac{1}{4}$"SQ<br>FN 4716 | **1962**-2 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (850)<br>155,23 20,53 8,408/9,253<br>143,62 20,43 12,40<br>F 13,5 2 dks<br>RW rf 152<br>8BH WB3400t incl. DTma1561t | **M General Cargo**<br>6 Ho 17,8 20,1 20,5 ER 9,0 21,3 22,1<br>G.22 204 B.20 317<br>6 Ha (w) (9,6 11,4 11,4 × 6,7) ER (4,5 11,4 11,4 × 6,7)<br>12W Der 1(25) 2(10) 8(5) 5(3) | Oil 2SA 4Cy. 670 × 2100<br>6 000bhp (4 413kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 130,0t (d.o.) 1 180,5t (hvf)-18,0pd<br>14,5kn |
| **7227396**<br>WZJ9756<br>541024<br>Esd Rdr<br>RTm/h | **BENGAL SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **188**<br>128<br>757 | | AB | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (333)<br>50,68 11,64 3,379<br>48,06 11,59 3,97<br>F 14,4 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 153,5t (d.o.) |
| **7821142**<br>WQZ3<br>299<br>608866<br>Df Gc<br>Pfd Rdr<br>RT | **BENGAL SEAL**<br>**Three R. Trust Inc.**<br>Wilmington, De United States of America | **288**<br>196<br>1 200 | | AB | **1979** Zigler Shipyards Inc.—Mermentau, La (265)<br>3,501<br>56,44 11,60 4,30<br>F 18,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW a.c.<br>13kn |
| **6512081**<br>S2HH<br>399686<br>Df Esd<br>Gc Rdr<br>RT | **BENGAL STAR**<br>ex Family Unity-82<br>ex Ernebank-79<br>**Bengal Liner Ltd.**<br>Chittagong Bangladesh | T.Mk<br>**7 355**<br>4 136<br>13 119<br>**10 115**<br>5 902<br>15 876 | **✠100A1**<br>**✠LMC** | SS 9/81<br>EL ft $2\frac{1}{4}$"SQ<br>FN 4736 | **1965**-7 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (871)<br>154,95 20,50 8,395/9,507<br>144,25 20,43 12,40<br>F 13,5 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB4486t incl. Tunnel tanks 469t DTmf1734t | **M General Cargo**<br>5 Ho 19,8 23,4 14,3 21,3 20,4 9,7DT<br>G.21 798 B.19 914<br>5 Ha (stl) (10,2 13,7 13,7 × 7,6) ER (10,6 10,6 × 7,6)<br>Der 1(50) 6(10) 10(6) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 250kW 1 × 20kW 1 × 5kW 220V d.c.<br>Fuel (hvf) |
| **5133175**<br>S2HB<br>373465<br>Df Esd<br>Gc Rdr<br>RTm | **BENGAL TOWER**<br>ex Islami Jhanda-80<br>ex Goldstone-79<br>Launched as Moonstone<br>**Bengal Liner Ltd.**<br>Chittagong Bangladesh | T.Mk<br>**6 255**<br>3 681<br>—<br>**8 596**<br>5 138<br>12 829 | **✠100A1**<br>**✠LMC** | CS 12/76<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4235 | **1958**-5 Cant. Nav. di Taranto—Taranto (148)<br>148,65 19,00 8,109/9,265<br>137,17 18,90 11,97<br>F 30,2 2 dks<br>RW rf 152<br>8BH WB2159t incl. DTa1418t | **M General Cargo**<br>5 Ho 16,0 22,7 19,7 18,2 18,4<br>G.19 265 B.17 460<br>5 Ha (stl) (8,1 × 6,0) (10,5 10,5 10,5 8,3 × 8,0)<br>12W Der 1(30) 1(15) 4(10) 8(5) | Oil 2SA 7Cy. 750 × 1320<br>7 350bhp (5 406kW)<br>S.A. Fiat S.G.M. Torino<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 180kW 450V 60Hz a.c.<br>Fuel 842,5t (hvf)<br>16kn |
| **5040938**<br>PKSC<br>2049/L<br>Df Esd<br>Rdr | **BENGAWAN**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **2 574**<br>1 178<br>1 727 | ✠Classed LR until 10/67 | GL KI | **1957**-1 N.V. Werf "Gusto"—Schiedam (CO329)<br>87,00 14,03 3,944<br>81,87 14,00 5,49<br>P & B 49,7 F 11,3 Upr. F 9,5 2 dks<br>rf 76 | **M General Cargo**<br>3 Ho 20,7 17,3 14,3<br>3 Ha<br>Der 7 | Oil 2SA 6Cy. 520 × 700<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 180kW 230V<br>10,5kn |
| **7802146**<br>7TIC<br>Df Esd<br>Gc Rdr<br>RT | **BENGHAZI**<br>**Compagnie Algero-Libyenne de Transport Maritime (CALTRAM)**<br>Alger Algeria | **4 612**<br>2 822<br>6 070 | | BV | **1978** Jos. L. Meyer—Papenburg (586)<br>108,82 7,522<br>99,90 15,40 10,80<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta (C.mn.stl) ind double-cyl horizontal ER<br>L.(gas) 5 661 | Vee Oil 4SA 12Cy. 370 × 400 geared to sc. shaft<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz Voerde<br>Fuel 86,5t (d.o.) 523,5t (hvf)-17,5pd 15kn |
| **8000862**<br>PJBJ<br>Esd Rdr<br>RT | **BENGHAZI**<br>ex Overijssel-82<br>**General Tugboat Co. N.V.**<br>Willemstad Netherlands Antilles | **238**<br>—<br>— | | BV | **1981** Tille Scheepsbouw B.V.—Kootstertille (223)<br>28,81 9,33 3,752<br>27,01 9,02 4,37<br>1 dk | **M Tug** | Oil 2SA 8Cy. 190 × 350<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>11,75kn |
| **5161469**<br>OZTL<br>H433<br>Df Esd<br>Pfd RTh | **BENGIKA**<br>ex Lars Herup-82<br>ex Eva Thinnesen-77<br>ex Inger Jorg-67 ex Ingrid Pau-66<br>**Henning Nielsen**<br>Esbjerg Denmark | **148**<br>47<br>— | | | **1960** Svendborg Skibsvaerft A/S —Svendborg (96)<br>30,56 6,38<br>27,51 6,35 3,15<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho | Oil 2SA 5Cy. 230 × 400<br>480bhp (353kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6913118**<br>D3V2501<br>Df Esd<br>Gc Rdr<br>RT | **BENGO**<br>**Direccao de Exploracao do Porto e Fiscalizacao do Caminhos de Ferro de Mocamedes**<br>Mocamedes Angola | **350**<br>133<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 8/73<br>EL (f) $1\frac{1}{16}$"U2<br>FN 451 | **1969**-4 Sorefame—Lobito (38)<br>36,58 9,50 4,166<br>33,33 8,96 4,55<br>RAD 2,2<br>rf 762 Box K<br>4BH WB130t | **M Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 300 sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 85kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| | **SURVEYS OVERDUE — CLASS SUSPENDED 5/12/80** | | | | | | |
| **6814831**<br>ZRIT<br>351796<br>Df Esd<br>Gc Rdr<br>RTv | **BENGUELA**<br>**Government of The Republic of South Africa (Secretary for Industries, Pretoria)**<br>Walvis Bay South Africa | **486**<br>163<br>142 | **✠100A1**<br>stern trawler<br>**✠LMC** | SS 5/77<br>EL (h) $\frac{15}{16}$" U2<br>FN 504 | **1968**-10 Barens SB. & Eng. Corp. Ltd. —Durban (33)<br>44,20 9,48 3,671<br>37,50 9,45 3,97<br>B & F 32,0 1 dk<br>rf 508 DK fwd<br>4BH WB49t | **M Research/Fishing**<br>Stern Trawler<br>Cr 1(1) | 2 Oil 2SA each 6Cy. 260 × 400 sr geared to sc. shaft<br>1 200bhp (883kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 250kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>Fuel 122,0t (d.o.) |

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| 5041011<br>SGBO<br>8357<br>Df RT | **BENGUELA**<br>ex Bonny-58<br>**Anne Elizabeth Blidholm**<br>Arbelius<br>Edhultshall Sweden | **381**<br>206<br>500 | GL | **1952** Rolandwerft G.m.b.h.—Bremen<br>(835)<br>49,51 7,52 2,845<br>7,47 3,26<br>P 9,8 F 4,9 1 dk<br>RW len 55 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.708<br>2 Ha (each 10,9 × 5,1) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 16,5t (d.o.)-1,5pd 9,5kn |
| 6508444<br>ZSPO<br>350424<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENGUELLA KING**<br>ex Dorissimo<br>**Benguela Fishing Co. (Pty.) Ltd.**<br>Walvis Bay South Africa | **165**<br>86<br>— | | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>33,53 6,71<br>6,66 3,31<br>F 4,3 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>560bhp (412kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 5389700<br><br>350444<br>Df Esd | **BENGUELLA TRIUMPH**<br>ex Wilhelmina<br>**Benguela Fishing Co. (Pty.) Ltd.**<br>Walvis Bay South Africa | **127**<br>41<br>— | | **1956** D. & J. Boot Schpsw. "De Industrie"<br>—Alphen a/d Rijn (1252)<br>27,06 6,53<br>... ... ...<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 5080055<br><br>350648<br>Df Esd<br>Rdr RT | **BENGUELLA VIKING**<br>ex Zeeland-76<br>ex Cornelia Maria-70<br>**Benguela Sea Products (Pty.) Ltd.**<br>Walvis Bay South Africa | **300**<br>158<br>— | | **1960** D. & J. Boot Schpsw. "De Industrie"<br>—Alphen a/d Rijn (1287)<br>44,63 7,60<br>38,64 7,50 3,99<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 7356630<br>GXZH<br>378117<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENHOPE**<br><br>**Sheaf Steam Shipping Co. Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **39 087**<br>26 528<br>72 100 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 1, 3, 5 & 7 holds may be empty (cc)<br>✠**LMC**<br>EL N† 660,0/76,0U3<br>FN 11238 | **1978**-4 Sunderland Shipbuilders Ltd.<br>—Deptford, Sunderland (858)<br>228,12(BB) 32,29 14,021<br>218,42 32,24 19,21<br>F 16,5 1 dk<br>rf nil<br>10BH WB4128T incl. Comb. top, btm & STs in Nos. 1, 2, 3, 4, 6 & 7 holds 12332T, Comb. btm & STs in No. 8 hold 706T, No. 5 hold 11454T, No. 3 hold (part full) 3518T (sheltered waters 7036T) No. 7 hold (part full) 3504T (sheltered waters 7007T) Comb. btm, side, topside & UnDk tanks in No. 5 hold 1953T | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 13,1 21,5 21,3 25,2 21,5 25,2 21,5 21,5 ER<br>G.87 506<br>8 Ha (stl) (9,1 × 10,0) (12,5 12,5 14,4 12,5 14,4 12,5 12,5 × 15,0) ER | Oil 2SA 8Cy. 760 × 2180<br>20 000bhp (14 711kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (o.f.) 11,2kgf/cm² (11,0bar)<br>e(ex.g) 12,3kgf/cm² (12,1bar) Spt 11,2kgf/cm² (11,0bar)<br>Gen 1 × 650kW 2 × 625kW 440V 60Hz a.c.<br>Fuel 259,0t (d.o.) 4 206,0t (hvf) 15kn |
| 7523415<br><br><br>Esd Gc<br>Rdr | **BENI AROUSS**<br>Launched as Fripesca Dos<br>**The Anglo Maroccan State Co. S.A.**<br>Tangier Morocco | **251**<br>78<br>210 | BV | **1979** Const. Nav. del Sureste S.A.<br>—Alicante (17)<br>38,10 3,880<br>32,42 8,01 6,00<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Vee Oil 4SA 12Cy. 150 × 150<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin France<br>Controllable pitch propeller<br>Fuel 160,0t (d.o.) 10,5kn |
| 7102792<br>7TDV<br><br>Df Esd<br>Gc Rdr<br>RTm | **BENI SAF**<br>ex Arcade-73<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **1 066**<br>468<br>1 700 | BV | **1971** Ast. Construcciones S.A.—Meira (111)<br>76,31 14,36 4,750<br>73,87 13,95 4,81<br>2 dks | **M RoRo Cargo/General Cargo** CSD<br>Stern door<br>Mchy.aft<br>3 Ho<br>G.5 418<br>6 Ha (stl) (12,8 12,8 12,6 12,6 12,6 12,6 × 5,7) | Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 192kW 450V 60Hz a.c.<br>Fuel 280,5t (d.o.) 15,25kn |
| 7387055<br>EHFG<br>1691<br>Df Esd<br>Gc Rdr<br>RT | **BENICADELL**<br><br>**Union Naval de Levante S.A.**<br>Compania Valenciana de Remolcadores S.A.<br>Valencia Spain | **297**<br>37<br>— | ✠**100A1** SS 6/80<br>tug<br>✠**LMC** **UMS**<br>EL H $\frac{7}{8}$"U2<br>FN 390 | **1976**-9 Soc. Met. Duro Felguera—Gijon (118)<br>31,96 9,73 4,084<br>28,05 9,20 4,70<br>RAD 1,0 Trunk 15,9 RFD 9,8 1 dk<br>rf 533 BK 76<br>3BH WB71T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 3 × 84kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 7511917<br>EHLT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENIFASAR**<br><br>**Naviera de Exportacion Agricola S.A. (N.E.A.S.A.)**<br>Vigo Spain | **2 361**<br>745<br>3 676 | ✠**100A1**<br>roll on—roll off cargo ship<br>✠**LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1979**-4 Ast. Construcciones S.A.—Rios (246)<br>101,50(BB) 16,74 6,116<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil<br>2BH to U dk, 3BH to 2nd dk WB1257T incl. DTf271T | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Oil 4SA 8Cy. 410 × 470 dr geared to sc. shaft<br>5 600bhp (4 119kW) Werkspoor<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (ex.g) 4,5kgf/cm² (4,5bar)<br>db (o.f.) 4kgf/cm² (4,0bar)<br>Gen 1 × 400kW 2 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| 7638569<br>HOHK<br>9247-78<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENIGNITY**<br>Launched as Sea Gull<br>**Brilliance Steamship Corp. S.A.**<br>Panama Panama | **13 213**<br>9 462<br>22 311 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2640)<br>164,34(BB) 22,92 9,849<br>155,43 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,5 25,4 18,5 25,4 25,4 ER<br>HeCls. ptB<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 310kW 1 × 260kW a.c.<br>Fuel 174,0t (d.o.) 1 093,0t (hvf)-27,0pd 14kn |
| 5041102 | **BENIGNO CORREA**<br><br>**Benigno Correa Garcia**<br>Vigo Spain | **214**<br>111<br>— | | **1959** Candido Correa—Bayona<br>28,96 7,09<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 3Cy. 350 × 410<br>............ |
| 5041114<br><br>Esd | **BENIGNO MARQUEZ FALQUE**<br><br>**F. Marquez Falque y Compania Ltda.**<br>Vigo Spain | **112**<br>69<br>— | | **1943** Construcciones Navales P. Freire S.A.<br>—Vigo<br>*23,81* 5,67 3,328<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 178 270 & 416 × 349<br>120ihp (88kW)<br>............<br>Fuel 41,5t (o.f.) 8kn |

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|---|---|---|---|---|---|---|
| **7511905**<br>EHKB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BENIJOFAR**<br>**Naviera de Exportacion Agricola S.A. (N.E.A.S.A.)**<br>Vigo Spain | **2 361**<br>745<br>3 676 | **✠100A1** SS 12/81<br>roll on—roll off cargo ship<br>**✠LMC UMS**<br>EL T 467,5/44,0U2<br>FN 2479 | **1978**-3 Ast. Construcciones S.A.—Rios (245)<br>101,50(BB) 16,74 5,450<br>90,10 16,51 11,00<br>B 24,1 2 dks<br>rf nil<br>2BH to U dk, 3BH to 2nd dk WB1257T incl. DTf271T | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Oil 4SA 8Cy. 410 × 470 dr geared to sc. shaft<br>5 600bhp (4 119kW) Stork<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (ex.g) 4,5kgf/cm$^2$ (4,5bar)<br>db (o.f.) 4kgf/cm$^2$ (4,0bar)<br>Gen 1 × 400kW 2 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| **6930594**<br>GXXA<br>321832<br>Esd Rdr<br>RTv | **BENIN CREEK**<br>ex Benin River-71<br>**Universal Trading & Shipping Ltd.**<br>London United Kingdom | **121**<br>37<br>120 | ✠Classed LR until 12/9/75 | **1969**-6 Holland Launch N.V.—Zaandam (435)<br>26,01 6,79 2,007<br>23,93 6,51 3,15<br>RFD 4,9 1 dk<br>rf 737 | **TM Launch**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 160 × 180 reverse reduction geared to sc. shafts<br>1 070bhp (787kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 28kW 440V 50Hz a.c.<br>12kn |
| **8022846** | **BENIN RIVER**<br>**Shell-BP Petroleum Development Co. of Nigeria Ltd.**<br>Warri Nigeria | **90**<br>0<br>— | **✠100A1**<br>tug<br>extended protected waters service (from the port of Buruta)<br>**LMC**<br>EL (B) 180,0/16,0U2<br>FN 176 | **1981**-3 Scheepswerf Aalst/'t Gilde B.V.—Aalst ((995))<br>22,00 6,38 2,126<br>20,65 6,01 2,49<br>rf nil<br>3BH | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 137 × 152 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 24kW 1 × 12kW 220/380V 50Hz a.c. |
| **7625392**<br>6ZOP<br>6115<br>Esd Rdr<br>RT | **BENIN SEAHORSE**<br>**Seahorse Liberia Ltd.**<br>Seahorse Inc.<br>Monrovia Liberia | **120**<br>21<br>— | BV | **1977** Scheepswerf & Constr. Bedrijf Jac. den Breejen—Hardinxveld (797)<br>25,71<br>23,17 6,63 3,00<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7615309**<br>EHNS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENIRREDRA**<br>**Naviera de Exportacion Agricola S.A. (N.E.A.S.A.)**<br>Vigo Spain | **2 361**<br>745<br>3 676 | **✠100A1**<br>roll on—roll off cargo ship<br>**✠LMC UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1979**-7 Ast. Construcciones S.A.—Rios (247)<br>101,50(BB) 16,74 5,450<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil<br>2BH to U dk, 3 to 2nd dk WB1257T incl. DTf271T | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Oil 4SA 8Cy. 410 × 470 dr geared to sc. shaft<br>5 600bhp (4 119kW) Werkspoor<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (o.f.) 4kgf/cm$^2$ (4,0bar)<br>e(ex.g) 4,5kgf/cm$^2$ (4,5bar)<br>Gen 2 × 320kW 1 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| **6814960**<br>XCBC<br>Df Esd<br>Gc Rdr<br>RTm/h | **BENITO JUAREZ**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **12 753**<br>7 550<br>21 824 | ✠LR class withdrawn-Reported defects 30/6/82 | **1968**-6 Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (1952)<br>170,75 22,08 9,468<br>163,07 22,03 12,10<br>P 39,7 F 24,4 1 dk<br>rf nil | **M Tanker**<br>24 Ta ER<br>L.(oil) 25 189 HeCls. BC | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 390kW 445V 60Hz a.c.<br>Fuel 119,0t (d.o.) 1 921,5t (hvf)-25,5pd<br>15,5kn |
| **6501915**<br>XCBJ<br>Df Esd<br>Gc Rdr<br>RTm | **BENITO JUAREZ**<br>ex Olanningen-72<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>Santa Rosalia Mexico | **1 414**<br>457<br>464 | **✠100A1** SS 9/81<br>short international voyages<br>Ice Class 3<br>**✠LMC**<br>EL r 1½"SQ<br>FN 1561 | **1965**-5 A/S Langesunds M/V—Langesund (51)<br>71,00 14,58 3,715<br>65,00 14,10 9,91<br>1 dk & S dk, 3rd dk except in mchy. space<br>RW rf 152<br>12BH WB122t | **TM RoRo Cargo/Ferry** OSD 600P | 2 Oil 4SA each 8Cy. 360 × 450 with flexible couplings & sr geared to sc. shafts<br>4 600bhp (3 384kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **6706682**<br>HSAK<br>BK2357<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BENJAMAS**<br>ex Strathbrora-79<br>**United Thai Shipping Corp. Ltd.**<br>Bangkok Thailand | **9 172**<br>4 834<br>12 806 | **✠100A1** CS 12/81<br>DTsm—vegetable oil, latex or suitable chemicals FP above 65,5°C.<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL kt 2⅔"SQ<br>FN 6095 | **1967**-3 Mitsui SB. & Eng. Co. Ltd.—Tamano (749)<br>171,61(BB) 24,31 9,170<br>159,49 24,24 13,97<br>P 9,8 F 25,0 2 dks, 3rd dk except in Nos. 1 & 6 holds<br>RW rf 279 DK fwd<br>10BH WB1497t incl. DTf390t DTsm533t | **M General Cargo**<br>Ref<br>6 Ho 11,4 15,7 21,1 17,8 2,3DTp&s 15,3 ER 17,8 13 TwD<br>G.21 765 B.19 637 In.637 L.540<br>10 Ha (stl) (6,1 × 4,1) (11,1 × 5,6) (11,2p&s 11,2p&s 11,2p&s × 8,0) ER (9,6 × 5,5) (4,0 × 4,7)<br>6W Cr 1(15) 7(5) Der 1(30) 1(15) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 AuxB (o.f.) 121lbf/in$^2$ (8,4bar)<br>e(ex.g) 177lbf/in$^2$ (12,2bar)<br>Gen 4 × 440kW 220/440V 60Hz a.c.<br>Fuel 2 429,5t (hvf)<br>21kn |
| **5189409**<br>GYOH<br>329738<br>Df Esd<br>Gc Rdr<br>RTm | **BENJAMIN BOWRING**<br>ex Martin Karlsen-79<br>ex Kista Dan-67<br>**Halba Shipping Ltd.**<br>London United Kingdom | **1 184**<br>550<br>1 285 | **✠100A1**<br>Str. nav. ice<br>**✠LMC**<br>EL L 1⅓"SQ<br>FN 1023<br>(NV) | **1952**-5 Aalborg Vaerft A/S—Aalborg (96)<br>64,90 11,21 6,001<br>57,00 10,98 6,96<br>RQD 25,3 B 10,7 F 11,3 2 dks<br>rf 356 conv General Cargo 68<br>conv General Cargo/Sealer 79<br>4BH WB194T | **M Research/General Cargo**<br>2 Ho 12,1 12,8 ER<br>G.1 472 B.1 331<br>2 Ha (stl) (7,3 7,9 × 4,4) ER<br>4W Der 1(20) 4(5) | Oil 2SA 6Cy. 350 × 620<br>1 200bhp (883kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 150kW 1 × 120kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 218,5t (d.o.)<br>11,5kn |
| **5041279**<br>WA2806<br>242260<br>Df Gc<br>Rdr RT | **BENJAMIN F. FAIRLESS**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **10 294**<br>6 403<br>19 414 | AB | **1942** American SB. Co.—Lorain, Oh (824)<br>194,93 20,48 7,646<br>189,97 20,43 10,67<br>F 16,8 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>3 Ho ER<br>G.14 129<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>4 400shp (3 236kW)<br>Westinghouse Elec. & Mfg. Co. Philadelphia, Pa<br>Gen 2 × 360kW d.c. 1 × 60kW a.c.<br>Fuel 360,5t (o.f.)<br>12,5kn |
| **7932331**<br>623866<br>Df Gc<br>Pfd Rdr<br>RT | **BENJAMIN FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **106**<br>72<br>— | AB | **1980** Main Iron Works Inc.—Houma, La (352)<br>... ... ...<br>23,17 8,08 3,51<br>1 dk<br>rf nil | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 revese reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>12kn |

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| 7729459<br>WFLG<br>624457<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENJAMIN HARRISON**<br>**Waterman Steamship Corp.**<br>New York, NY United States of America | **29 965**<br>22 468<br>21 500 | | **1980** Avondale Shipyards Inc.—Avondale, La (2307)<br>AB 272,30(BB) 11,613<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>7 Ho each 33,5 ER<br>TEU 665 C. 665/20' or 80 lighters<br>6 Ha (stl) (10,2 10,0 10,0 10,0 10,0 10,0 × 18,9) ER<br>Cr 1(455) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>DELAVAL Turbine Inc. U.S.A.<br>Gen 2 × 2000kW a.c.<br>Thw. thrust propeller fwd<br>22,5kn |
| 7428378<br>GVOM<br>363066<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENLEDI**<br>ex Ros Castle-81<br>Launched as Sheaf Crest<br>**The Ben Line Steamers Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **35 706**<br>25 420<br>64 059 | | **1976** A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (890)<br>NV 224,64 32,31 13,101<br>213,57 32,25 17,78<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 26,9 23,3 23,3 23,3 23,3 23,3 25,1 ER<br>G.79 900 B.76 300<br>7 Ha (stl) (each 14,4 × 15,0) ER<br>Cr 1(5) | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 306,0t (d.o.) 3 943,0t (hvf)-69,0pd<br>15,75kn |
| 7423809<br>H3XM<br>6692-<br>PEXT3<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENLOMOND**<br>ex Fredericksburg-81<br>**The Ben Line Steamers Ltd.**<br>Atlantic Drilling Co. Ltd.<br>Panama Panama<br>See Register of Offshore Units | **4 319**<br>2 313<br>4 572 | | **1975** Far East-Levingston SB. Ltd. —Singapore (B144)<br>AB 117,66 26,98 5,893<br>110,34 21,34 6,71<br>2 dks<br>rf nil | **TD-E Drilling Ship**<br>Mchy.aft<br>Cr 1(125) 1(45) | 5 Vee Oil 4SA each 16Cy. 159 × 203 total 5 600bhp (4 119kW) driving 2 gen. each 1 850kW 1 gen. of 950kW 600V a.c. connected to 4 elec. motors each of 850shp (625kW) geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers<br>4 Thw. thrust propellers<br>Fuel (d.o.) |
| 7421863<br>GVHZ<br>366468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENMACDHUI**<br>**Charles Connell & Co. Ltd.**<br>Leith United Kingdom | **1 596**<br>951<br>2 751 | **✠100A1** CS 6/81<br>chemical tanker<br>Type A, SG up to 1.5 in association with an approved list of cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O 1$\tfrac{5}{16}$"U2<br>FN 1405 | **1976**-6 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (387)<br>80,78 (BB) 12,78 5,411<br>72,85 12,70 6,58<br>P 19,2 F 11,0 1 dk<br>rf 102<br>12BH WB1315T incl. DTf 26T & Comb. btm & STs in way of cargo tanks 864T | **M Tanker**<br>Chemical<br>12 Ta ER cs 12<br>L.2 630 | Oil 2SA 7Cy. 300 × 550<br>2 730bhp (2 008kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 4 × 160kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 268,0t (d.o.)<br>13,5kn |
| 6504278<br>GPYE<br>184823<br>Df Gc<br>Rdr<br>RTm/v | **BENN**<br>ex Ben Veg-80<br>**Interisland Shipping Co. (West Indies) Ltd.**<br>Ramsey Isle of Man (British) | **346**<br>151<br>461 | ✠Classed LR until 19/6/81<br>**IN PORT DAMAGED 8/80** | **1965**-3 Clelands SB. Co. Ltd.—Wallsend (280)<br>43,82 8,03 2,858<br>41,23 7,93 3,13<br>P 11,6 F 5,2 1 dk<br>rf 76 | **M General Cargo**<br>2 Ho 12,1 13,1 ER<br>G.609 B.591<br>2 Ha (stl) (each 8,6 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>405bhp (298kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 1 × 5kW 1 × 3kW 110V d.c.<br>Fuel 24,5t (d.o.)<br>8,5kn |
| 8209092<br>H3NP<br>10688-<br>PEXT1 | **BENNY FORTUNA**<br>**Atlantic Overseas Marine S.A.**<br>Panama Panama | **4 770**<br>3 432<br>8 832 | | **1982** K.K. Taihei Kogyo—Akitsu (1482)<br>7,621<br>NK 104,91 18,61 9,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 8005393<br>7KBF<br>123762<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENNY QUEEN**<br>**Showa Kaiun K.K. (Showa Line Ltd.)**<br>Tokyo Japan | **42 930**<br>28 278<br>45 587 | | **1981** Nippon Kokan K.K.—Tsu, Mie Pref. (72)<br>NK 224,52(BB) 10,978<br>214,03 32,21 22,03<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind rectangular ER<br>L.(gas) 70 793 HeCls. ptB | Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 800kW 1 × 540kW 450V 60Hz a.c.<br>Fuel 289,0t (d.o.) 2 511,5t (hvf)-37,0pd<br>15,5kn |
| 6828686<br>OWJG<br>D1570<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BENNY SKOU**<br>ex Ditte Skou-82<br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | **9 230**<br>5 837<br>17 337<br>**14 332**<br>9 295<br>21 060 | **✠100A1** SS 8/78<br>strengthened for heavy cargoes<br>holds 1, 3 & 5 may be empty<br>certified container securing arrangements<br>**✠LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 5956 | **1969**-1 (Aft section) Helsingor Skibsv. og Maskinbyg.—Helsingor<br>**1982** (Fwd & cargo sections) Nippon Kokan K.K.—Asano Dockyard, Yokohama.<br>156,37(BB) 23,78 8,832/10,000<br>154,01 23,70 14,97<br>RAD 39,7 F 13,2 2 dks<br>len, widened & deepened 82<br>conv Ref General Cargo 82<br>SF 7BH WB5672T | **M General Cargo**<br>4bth P<br>5 Ho 11,6 26,3 26,3 26,3 18,7 5 TwD ER<br>G.29 669 B.27 377<br>TEU 532 C.Ho 330/20' (40') C.Dk 202/20' (40')<br>8 Ha (stl) (6,5 × 10,3) (19,5p&s 19,5p&s 19,5p&s × 8,0) (12,7 × 12,8) ER<br>Cr 2(25,5) 3(25) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>ne(ex.g) made81 fitted2/82 12lbf/in$^2$ (0,9bar) rcv 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 448kW 440V 60Hz a.c.<br>Fuel 292,0t (d.o.) 1 676,5t (hvf) 18kn |
| 5000445<br>OZKS<br>D2383<br>Df Esd<br>Pfd Rdr<br>RT | **BENNY-DORTHE**<br>ex Likiva-81 ex Dissingdal-74<br>ex Aafke-74<br>**P/R Benny-Dorthe**<br>Lars Arne Markusen<br>Thyboron Denmark | **318**<br>169<br>— | | **1959** Schps. "De Hoop" v/h Gebr. Boot —Leiden<br>BV 43,49 7,65<br>38,51 7,60 3,99<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 8Cy. 260 × 400 geared to sc. shaft<br>800bhp (588kW) NE 74<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.)<br>10,5kn |
| 6406995<br>EEFN<br>2897<br>Df Esd<br>RTm | **BENS**<br>**Fomento Pesquero del Noroeste S.A.**<br>La Coruna Spain | **243**<br>111<br>298 | | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (180)<br>BV 38,13 6,86 3,601<br>33,18 6,85 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.257<br>3 Ha (each 0,9 × 0,9) ER<br>Der 1 | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 103,5t (d.o.)<br>13kn |
| 7364417<br>TCJE<br>4314<br>Df Esd<br>Rdr RT | **BENSAN**<br>Launched as Guney<br>**Densan Deniz Nakliyati ve Sanayi Anonim Sirketi**<br>Istanbul Turkey | **1 558**<br>844<br>2 743 | | **1974** Golcuk Naval Yard—Golcuk, Turkey (44)<br>AB 80,42 5,309<br>74,43 12,60 6,30<br>P 19,2 F 9,5 1 dk | **M Tanker**<br>Chemical<br>12 Ta ER<br>G.3 029 L.3 029 HeCls. C | Oil 2SA 6Cy. 340 × 570<br>1 650bhp (1 214kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 75kW 220/380V 50Hz a.c.<br>11kn |
| 6507567<br>HO5213<br>9562-<br>PEXT3<br>Rdr RT | **BENSON**<br>ex Seiko Maru No. 3-80<br>ex Shohaku Maru-70<br>**Benson Product Carriers Inc.**<br>Panama Panama | **1 167**<br>611<br>2 099 | | **1964** Hashihama Zosen—Imabari (174)<br>69,80 10,52 5,106<br>63,99 10,49 5,49<br>1 dk | **TM Tanker**<br>4 Ta ER<br>L.(oil) 2 292 | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 40kW 230V a.c.<br>Fuel 54,0t-5,5pd<br>11,25kn |

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|---|---|---|---|---|---|---|
| **5041554**<br>WB9995<br>223909<br>Df Esd<br>Gc Rdr<br>RT | **BENSON FORD**<br>**Rouge Steel Co.**<br>Detroit, Mi United States of America | **8 193**<br>5 193<br>13 095 | AB | **1924** Great Lakes Eng. Works—River Rouge, Mi (245)<br>186,54 18,95 6,563<br>181,34 18,90 9,76<br>F 17,7 1 dk<br>R rf 76 | **M Bulk Carrier**<br>3 Ho ER<br>G.17 698 B.17 105<br>18 Ha (stl) ER | Oil 2SA 4Cy. 575 × 2310<br>3 000bhp (2 207kW) Doxford<br>Sun Shipbuilding Co. Chester, Pa<br>Fuel 322,0t 11kn |
| **7051620**<br>WF5987<br>267471 | **BENSON RIGGIN**<br>**Gilbert P. Smith**<br>Biloxi, Ms United States of America | **194**<br>146<br>— | | **1954** ............Port Arthur, Tx<br>*36,37* 6,25<br>2,62<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **5041566**<br>EGVC<br>2046<br>Esd | **BENTAYGA**<br>**Juan Mellan Schamann**<br>Las Palmas Spain | **211**<br>93<br>— | | **1948** Troncoso & Santodomingo—Vigo<br>*27,31* 6,71<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy. 216 356 & 600 × 451<br>220ihp (162kW)<br>M. Sanjurja Otera Vigo<br>Fuel 94,5t (o.f.) 9kn |
| **7424009**<br>OWSN<br>D2559<br>Df Esd<br>Pfd Rdr<br>RT | **BENTE FOLMER**<br>ex Bente Frem-82<br>**P/R Bente Frem**<br>Elly Kirstine Jensen<br>Kobenhavn Denmark | **299**<br>162<br>710 | BV | **1976** A/S Nordsovaerftet—Ringkobing (113)<br>49,71 8,34 3,404<br>44,46 8,31 5,52<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.1 312 B.1 159<br>1 Ha (24,3 × 4,8) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>10,5kn |
| **5381291**<br>OXBY<br>D1850<br>Df Esd<br>Pfd RT | **BENTE LOTH**<br>ex Stromvig-82<br>ex Pia Vanggaard-77 ex Vinga-71<br>**Bente Moller Loth**<br>Hirtshals Denmark | **134**<br>55<br>— | BV | **1962** Schiffswerft "Ernst Thalmann" —Brandenberg<br>30,94 6,61 2,998<br>28,55 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ha (each 1,5 × 1,1) ER | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW) E made70 fitted—<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Fuel 17,5t (d.o.) 12kn |
| **7435541**<br>Df Esd<br>Gc Pfd<br>Rdr | **BENTEN MARU No. 15** | **298**<br>150<br>420 | | **1975** Miho Zosensho K.K.—Shimizu (1029)<br>51,06 9,33 3,328<br>42,98 8,01 3,69<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7613131**<br>JKDY<br>118471<br>Df Gc<br>Pfd Rdr<br>RT | **BENTEN MARU No. 51**<br>**Chiba Suisan K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **124**<br>44<br>— | | **1976** K.K. Murakami Zosensho—Ishinomaki (982)<br>37,88 7,40 2,286<br>31,78 7,36 4,55<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340 geared to sc. shaft<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **5041619**<br>PKEP | **BENTENAN**<br>**P.T. Pelajaran Rakjat Indonesia (PERINDO)**<br>Jakarta Indonesia | **176**<br>83<br>163 | | **1946** Gebr. van Diepen—Waterhuizen<br>37,09 7,04<br>6,99 2,54<br>F 6,8 1 dk | **M General Cargo**<br>1 Ho 21,1 ER<br>G.277 B.269<br>3W | Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Fuel 6,0t 8kn |
| **7433567**<br>3FFN<br>9233-78<br>Df Esd<br>Gc Rdr<br>RT | **BENTHEIM**<br>**U.S. Trust Co. of New York**<br>Kosmos Bulkschiffahrt G.m.b.H.<br>Panama Panama | **20 328**<br>14 120<br>37 880 | GL | **1978** EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (297)<br>193,86 27,64 10,940<br>183,01 27,61 14,81<br>P 34,8 F 10,1 1 dk | **M Bulk Carrier**<br>G.47 390 B.42 602<br>7 Ha (stl) (9,0 11,6 9,1 15,0 9,1 15,0 9,0 × 13,4) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima do Brasil Brazil<br>15kn |
| **7052416**<br>GORF<br>342090<br>Df Esd<br>Pfd Rdr<br>RT | **BENTLEY QUEEN**<br>**Talisman Trawlers (North Sea) Ltd.**<br>Lowestoft United Kingdom | **284**<br>94<br>128 | ✠100A1<br>trawler<br>✠LMC<br>SS 9/79<br>EL I 1"U1<br>FN 394 | **1971**-6 Richards (Shipbuilders) Ltd. —Lowestoft (504)<br>38,71 7,88<br>33,53 7,78 3,97<br>P 0,7 F 5,5 1 dk<br>rf 305 BK 152<br>5BH WB23t | **M Fishing**<br>Side Trawler<br>1 Ho 10,7 ER<br>4 Ha (1,3 1,3 0,8 1,0 × 1,0) ER | Vee Oil 4SA 8Cy. 250 × 300 reverse geared to sc. shaft<br>1 200bhp (883kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 25kW 220V d.c.<br>Fuel 63,5t (d.o.) 12,5kn |
| **5251458**<br>IROH<br>107<br>Rdr RTm | **BENTO SHIP**<br>ex Elenazeta-74 ex Nicoletta-73<br>ex Oberon-61<br>**Compagnia Elbana di Navigazione S.r.l.**<br>Portoferraio Italy | **1 125**<br>641<br>1 727 | RI | **1952** Cant. Nav. Apuania—Marina di Carrara (40)<br>71,48 10,85 4,769<br>65,00 10,80 5,34<br>RQD 18,9 F 7,4 1 dk<br>RW | **M General Cargo** 12P<br>2 Ho 22,4 15,3 ER<br>G.2 045 B.2 023<br>3 Ha (6,6 × 5,0) (7,9 10,9 × 5,0) ER<br>6W Der 1(10) 6(3) | Oil 2SA 6Cy. 360 × 650<br>1 050bhp (772kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 1 × 60kW 2 × 45kW 220V d.c.<br>Fuel 118,0t (d.o.) 12kn |
| **7802366**<br>D5JS<br>6375<br>Df Esd<br>Gc Rdr<br>RT | **BENTOL**<br>**National Port Authority of Monrovia, Liberia**<br>Monrovia Liberia | **352**<br>60<br>— | ✠100A1<br>tug<br>**LMC**<br>EL H 334,9/24,0U2(a)<br>FN 419 | **1978**-7 Schps. Bodewes Bergum B.V. —Bergum (189)<br>33,23 9,81 4,604<br>29,01 9,50 4,91<br>F 15,0 1 dk<br>rf nil<br>5BH WB12T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 230 × 250 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 60kW 220V 60Hz a.c. |
| **8200917**<br>9V3040<br>382617<br>RT | **BENUA ANTAR NUSA I**<br>**Kartic Pte. Ltd.**<br>Singapore Singapore | **139**<br>4<br>— | AB (Class cont.) | **1982** Heng Huat SB. & Construction (Pte.) Ltd.—Singapore (T3)<br>7,52<br>22,03 7,51 3,13<br>1 dk | **TM Tug** | 2 Oil<br>............. |
| **8200929**<br>RT | **BENUA ANTAR NUSA II**<br>**Kartic Pte. Ltd.**<br>Singapore Singapore | **139**<br>4<br>— | AB (Class cont.) | **1982** Heng Huat SB. & Construction (Pte.) Ltd.—Singapore (T4)<br>7,52<br>22,03 7,51 3,13<br>1 dk | **TM Tug** | 2 Oil<br>............. |

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|---|---|---|---|---|---|---|
| 7810545<br>GYAV<br>378125<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BENVALLA**<br>**E. G. Thomson (Shipping) Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **7 112**<br>3 512<br>8 319 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL Bt 550,0/50,0U3<br>FN 3528 | **1979**-3 Mitsubishi Heavy Industries Ltd.<br>—Kobe (1101)<br>120,30(BB) 20,55 6,914<br>111,99 20,50 11,00<br>F 13,8 1 dk<br>rf nil<br>5BH WB3219T incl. DTf569T & STs in holds 993T | **M Container Ship**<br>Fixed-guides<br>3 Cell.Ho 14,0 28,0 28,0 ER<br>TEU 426<br>C.Ho 216/20' C.Dk 210/20'<br>10 Ha (stl) ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 105,5t (d.o.) 474,0t (hvf) 14kn |
| 7365576<br>GUPH<br>364088<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **BENVENUE**<br>**Etylise Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **1 598**<br>943<br>2 581 | ✠**100A1** CS 8/79<br>chemical tanker<br>Type A, SG up to 1.5 in association with an approved list of cargoes (cc)<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1405 | **1974**-12 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (382)<br>80,78 (BB) 12,78 5,385<br>72,85 12,70 6,58<br>P 17,4 F 11,0 1 dk<br>rf 102<br>12BH WB1278T incl. DTf26T & Comb. btm & STs in way of cargo tanks 844T | **M Tanker**<br>Chemical<br>12 Ta ER<br>L.2 641 HeCls. C | Oil 2SA 7Cy. 300 × 550<br>2 730bhp (2 008kW)<br>N.V. Smit & Bolnes Zierikzee<br>2 db 10kgf/cm$^2$ (9,9bar)<br>Gen 4 × 160kW 380V 50Hz a.c.<br>Fuel 261,0t (d.o.)-10,5pd 12,75kn |
| 7422427<br>GWAM<br>365788<br>Df Esd<br>Rdr RT | **BENVOLIO**<br>ex Olivia-76<br>Launched as Devotion<br>**Peter Buchan Ritchie & others**<br>Fleetwood United Kingdom | **164**<br>63<br>107 | | **1976** Berwick Shipyard Ltd.—Berwick (1003)<br>26,22 6,96 2,901<br>23,25 6,86 3,69<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>720bhp (530kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>10,75kn |
| 7225726<br>GREE<br>337386<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BENVORLICH**<br>ex Sheaf Royal-78<br>**Sheaf Steam Shipping Co. Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **22 867**<br>15 150<br>38 711 | ✠**100A1** SS 9/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Jt 2$\frac{5}{8}$"U3<br>FN 8077 | **1972**-11 Oresundsvarvet A/B—Landskrona (236)<br>199,96 27,06 11,145<br>192,21 26,98 15,04<br>P 36,3 F 16,5 1 dk<br>rf 25<br>NS 10BH WB10754t incl. btm & STs in holds 5451t Topside tanks in holds 4155t | **M Bulk Carrier**<br>pt higher tensile steel<br>14 Wing Ta p&s ER<br>G.50 230 B.43 540<br>7 Ha (stl) (10,7 16,1 10,7 16,1 10,7 16,1 10,7 × 13,4) ER<br>Cr 6(12) 1(8) | Oil 2SA 7Cy. 750 × 1600<br>13 300bhp (9 783kW)<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 490kW 450V 60Hz a.c.<br>Fuel 2 540,0t (hvf) 16kn |
| 7329900<br>GSHE<br>363057<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENWYVIS**<br>ex Alnwick Castle-81<br>**The Ben Line Steamers Ltd.**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **57 255**<br>40 019<br>108 144 | NV | **1974** Swan Hunter Shipbuilders Ltd.<br>—Walker Shipyard, Newcastle (56)<br>254,46 40,80 14,790<br>251,06 40,70 20,12<br>F 17,7 1 dk<br>rf 152 | **M Bulk Carrier**<br>9 Ho 22,6 22,4 21,9 21,9 21,9 21,9 21,9 21,9 21,0 ER<br>G.118 263 B.112 133<br>1 Ha (stl) (13,0 × 18,2) 8 Ha (stl) (each 13,7 × 20,1) ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 323,0t (d.o.) 5 850,0t (hvf)-71,0pd<br>15,5kn |
| 6523468<br>9GVG<br>316553<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BENYA RIVER**<br>**Black Star Line Ltd.**<br>Takoradi Ghana | T.Mk<br>**4 838**<br>2 658<br>—<br>**7 337**<br>4 238<br>10 178 | ✠**100A1** SS 3/79<br>✠**LMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3868 | **1965**-11 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (2008)<br>138,54 19,11 —/8,541<br>129,22 19,05 10,88<br>P 11,3 F 12,2 2 dks<br>rf nil<br>Coll BH to U dk 7 to 2nd dk WB1200t incl. Tunnel tanks 222t | **M General Cargo** 8P<br>5 Ho 16,4 22,1 19,5 20,2 18,6<br>G.14 356 B.12 945<br>5 Ha (stl) (8,8 × 4,2) (14,5 11,3 12,1 × 7,0) (7,2 × 6,1)<br>16W Der 1(60) 1(25) 12(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Wallsend Slipway Engineers Ltd. Wallsend<br>AuxB (o.f.) 103lbf/in$^2$ (7,1bar)<br>AuxB (ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 713,5t (d.o.) 17kn |
| 5041750<br>PKAP | **BEO**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **194**<br>76<br>71 | ✠Classed LR until 9/58 | **1952**-9 N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (Co181)<br>38,21 6,53 2,026<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7332191<br>YTQI<br>Df Esd<br>Gc Rdr<br>RT | **BEOGRAD**<br>**Prekookeanska Plovidba**<br>Bar Yugoslavia | **15 396**<br>10 978<br>27 020 | BV JR | **1973** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (161)<br>182,86 22,46 10,542<br>171,61 22,41 14,20<br>1 dk | **M Bulk Carrier**<br>strengthened for heavy cargoes<br>7 Ho 18,5 19,5 21,0 14,0 19,9 22,4 16,9 ER<br>G.35 794 B.32 576 HeCls. B<br>7 Ha (stl) (10,2 11,9 13,5 8,0 13,5 14,4 8,8 × 11,4) ER<br>4W Cr 4(10) Der 2(2,5) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 160,0t (d.o.) 1 263,5t (hvf)-35,0pd<br>16kn |
| 7428342<br>VY3526<br>348666 | **BEOTHIC VENTURE**<br>ex Oddstein-74<br>**Beothic Fish Processors Ltd.**<br>St. John's, Nfl. Canada | **135**<br>59<br>— | | **1974** Th. Hellesoy Skipsbyggeri A/S<br>—Lofallstrand<br>*22,41* 6,53<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel (d.o.) |
| 7809285<br>TUN2218<br>AN 956<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEOUMI**<br>**Societe Ivoirienne de Peche et d'Armement (S.I.P.A.R.)**<br>Chevannes-Merceron-Ballery S.A.<br>Abidjan Ivory Coast | **1 147**<br>508<br>1 610 | BV | **1980** At. & Ch. de la Manche—Dieppe (1280)<br>69,02<br>61,50 12,81 8,51<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>Mchy.aft | Vee Oil 4SA 20Cy. 240 × 220 reduction geared to sc. shaft<br>4 200bhp (3 089kW) AGO<br>Soc. Alsacienne de Const. Mec. de Mulhouse Mulhouse<br>Fuel 356,5t (d.o.) 17,5kn |
| 7353298<br>JL3942<br>113528<br>Gc Rdr<br>RT | **BEPPU**<br>**Uwajima Unyu K.K.**<br>Uwajima, Ehime Pref. Japan | **2 012**<br>756<br>724 | | **1973** Oshima Dock K.K.—Yoshiumi (545)<br>86,09 15,07 4,014<br>78,01 15,02 5,41<br>1 dk<br>RW | **TM RoRo Cargo** 700P | 4 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 500kW 445V a.c.<br>18,75kn |
| 7034646<br>Esd Rdr<br>RT | **BERASTAGI**<br>ex Maeshima Maru-81<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju** | **496**<br>265<br>1 338 | (NK) | **1970** Asakawa Zosen—Imabari (157)<br>66,30 10,04 4,166<br>60,00 10,01 4,32<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 314 B.2 098<br>1 Ha (stl) (30,4 × 6,0) ER<br>Der 2(8) | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 80kW 225V a.c.<br>Fuel 141,0t-6,5pd 12,5kn |

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| **6826602**<br>SWXB<br>7895<br>Df Esd<br>Gc Rdr<br>RTv | **BERBERA II**<br>ex Atlantic Princess-81<br>ex Espresso Lombardia-81<br>**Atlantic Ro/Ro Transport Corp. S.A.**<br>Piraeus Greece | **1 950**<br>1 102<br>2 545 | NV (RI) | **1969** Cant. Nav. "Luigi Orlando"—Livorno (127)<br>104,70(BB) 17,53 5,052<br>96,50 17,51 10,70<br>B 15,9 1 dk & S dk<br>RW rf 102 | **TM Passenger/RoRo Cargo** OSD<br>Wine Vegetable oil 44bth P<br>Stern door<br>1 Ho 2 Ta<br>B.2 170 L.302 | 2 Oil 2SA each 6Cy. 440 × 760<br>6 800bhp (5 002kW)<br>C.R.D. Adriatico<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel (hvf) |
| **7118208**<br>LAUH<br>17651<br>Df Esd<br>Pfd Rdr<br>RTm | **BERBY**<br><br>**P/R Berby**<br>Fred. Olsen & Co.<br>Oslo Norway | T.Mk<br>**1 516**<br>780<br>2 873 | NV | **1971** Trondhjems M/V, Aker Trondelag A/S—Trondheim (645)<br>87,00 (BB) 15,37 6,154<br>77,17 15,00 10,88<br>2 dks | **M RoRo Cargo/General Cargo**<br>Pallets<br>Side doors (s) Stern door/ ramp<br>Ice strengthened<br>1 Ho 73,5 ER<br>B.6 351<br>2 Ha (stl) (each 18,4 × 5,3) 2 Ha (stl) (each 25,1 × 5,3) ER<br>2W Cr 1(5) Der 1(20) 1(6,5) | Oil 4SA 8Cy. 410 × 470 sr geared to sc. shaft<br>4 400bhp (3 236kW)<br>N.V. Werkspoor<br>Gen 3 × 130kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 254,0t (hvf)-19,5pd |
| **5095000**<br>FONN<br><br>Df Esd<br>Pfd Rdr<br>RTm | **BERDER**<br>ex Duperre II-63<br>**Armement 'Berder'**<br>Maurice Gautier<br>Lorient France | **378**<br>150<br>336 | | **1947** Beliard, Crighton & Cie. S.A. —Oostende (112)<br>*43,68* 8,23 5,614<br>8,18<br>F 7,7 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>5 Ha (1,0 × 0,7) (0,9 0,9 0,9 1,0 × 1,0)<br>1W Der 1(3) 2(1,5) | Oil 4SA 6Cy. 460 × 660<br>750bhp (552kW)<br>Soc. Gen. de Const. Mec. (S.G.C.M.)<br>Fuel 121,0t |
| **5041841**<br>EAZC<br>7658<br>Df Esd<br>RT | **BERDIA**<br><br>**Jose Barreiro Betanzos**<br>Vigo Spain | **168**<br>75<br>120 | | **1956** Hijos de J. Barreras S.A.—Vigo<br>31,96 6,96 3,696<br>27,61 6,80 3,92 | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 350<br>412bhp (303kW)<br>Hijos de J. Barreras S.A.<br>Fuel 35,5t (d.o.) |
| **7429853**<br>YCMV<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BERDIKARI**<br>ex May Breeze-79<br>**P.T. Bahana Utama Line**<br>Jakarta Indonesia | **4 177**<br>2 723<br>7 388 | NK | **1975** Kurinoura Dock K.K.—Japan (114)<br>109,02 17,05 7,027<br>101,81 17,00 8,59<br>P 23,5 F 11,6 1 dk | **M General Cargo**<br>Ref<br><br>G.9 430 B.8 641<br>2 Ha (stl) (27,3 27,9 × 8,5) ER<br>Der 4(15) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 320kW a.c. |
| **7044380**<br>UQVN<br>M-29971<br>Df Esd<br>Gc Rdr<br>RT | **BERDSK**<br><br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **1 611**<br>600<br>1 660 | RS | **1970** ............Kerch<br>83,55 12,02 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 126,0t (d.o.)-7,5pd |
| **7640562**<br>UWEM<br>M-33878 | **BERDY KERBABAYEV**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 587**<br>1 740<br>4 150 | RS | **1976** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 6,51<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>4 Ho 17,6 17,6 18,2 17,6 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (11,8 11,8 13,4 13,4 × 8,0) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works |
| **5041877**<br>UIWP<br>M-17020<br>Df Esd<br>Gc Rdr | **BERDYANSK**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 436**<br>2 958 ✠<br>8 762 | RS | **1959-5** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1058)<br>139,40 17,63 7,860<br>130,31 17,61 11,64<br>RAD 9,5 RFD 25,6 2 dks<br>rf 152 | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0 16,7<br>B.13 506<br>5 Ha (stl) (9,9 9,9 9,9 × 7,3) ER (9,9 9,6 × 7,3)<br>10W Der 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW)<br>Wartsila Kon. Crichton-Vulcan<br>Fuel 1 209,0t (d.o.) |
| **5041889**<br>WADG<br>247508<br>Df Esd<br>Gc | **BEREA VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 640**<br>4 594<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (V734)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **8218603**<br><br>M-31386<br>Df Esd<br>Rdr RT | **BEREG NADEZHDY**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**7 945**<br>4 403<br>9 606 | RS | **1982** VEB Mathias-Thesen-Werft—Wismar<br>152,69 22,26 8,002<br>142,02 22,22 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>Der 2(10) 7(5) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Schwermaschinenbau Halberstadt |
| **5426376**<br>Y5PB<br><br>RT | **BEREITSCHAFT**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **267**<br>85<br>131 | DSRK | **1953** Schiffsreparaturwerft Genthin —Genthin<br>38,41 7,29 2,540<br>34,70 7,24 3,51<br>1 dk<br>rf 145 | **M Salvage Ship**<br><br>Ice strengthened<br>1 Ho 8,0<br>G.100 B.60<br>1 Ha (stl) (2,5 × 2,5)<br>Der 1(1-5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 65kW 1 × 55kW 220/380V d.c.<br>Fuel (d.o.) |
| **7739662**<br>PDAQ | **BEREND MUSING**<br><br>**Musing Transport B.V.**<br>Delfzijl Netherlands | **730**<br>439<br>1 448 | | **1977** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena<br>70,03 3,122<br>68,97 9,42 3,56<br>1 dk | **M Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 21,0<br>Hopper 1440T<br>Mchy.aft<br>Hopper 850<br>1 sandpump 537kW (720bhp) | Oil 2SA 6Cy. 190 × 350 geared to sc. shaft<br>900bhp (662kW)<br>N.V. Mach. "Bolnes"<br>Thw. thrust propeller fwd |

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| 8113580<br>PDAU<br>34 | **BERENDINA**<br><br>**K. Romkes**<br>Urk Netherlands | **277**<br>103<br>— | | **1981** Schps. Barkmeijer Stroobos B.V.<br>—Stroobos (218)<br>37,39<br>37,17 8,01 4,42<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>1 800bhp (1 324kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7228651<br>PDAS<br>175<br>Esd Pfd<br>Rdr RT | **BERENDINA HERMINA**<br>ex Lubbertje Kramer-80<br>**A. Romkes**<br>Urk Netherlands | **192**<br>75<br>— | | **1972** N.V. Scheepswerf Haak—Zaandam<br>(919)<br>33,96 7,50<br>30,00 7,40 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Oil 2SA 10Cy.<br>1 200bhp (883kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 6705468<br>SUWE<br>VI-5-592<br>Df Esd<br>Gc Rdr<br>RT | **BERENICE**<br><br>**Egyptian High Seas Fisheries Co.-General Egyptian Organisation for Aquatic Resources**<br>Alexandria Egypt | **1 239**<br>509<br>1 417 | ✠**100A1** SS 7/79<br>stern trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL lt 1⅝"U1<br>FN 1294 | **1967**-7 Ast. Construcciones S.A.—Vigo<br>(66)<br>76,99 12,02 4,769<br>67,01 12,01 7,29<br>F 13,5 2 dks<br>RW rf 330 BK 102<br>Coll BH to U dk, 4 to 2nd dk WB180t | **M Fishing**<br>Stern Trawler Ref<br><br>In.1 412 | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 280kW 380V 50Hz a.c. |
| 7824754 | **BERENICE**<br><br>**Coop. Assopesca**<br>Italy | **150**<br>—<br>— | RI (Class cont.) | **1981** Cant. Nav. SIMAR S.p.A.—Trapani<br>(2)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Oil geared to sc. shaft<br><br>............. |
| 5041918<br><br>301014 | **BERESFORD**<br><br>**Bowker & King Ltd.**<br>London United Kingdom | **304**<br>166<br>430 | ✠Classed LR until 27/6/75 | **1959**-11 N.V. Schps. v/h H. H. Bodewes<br>—Millingen a/d Rijn (563)<br>42,22 8,31 2,109<br>39,63 8,01 2,87<br>Trunk 22,0 RFD 6,1 1 dk<br>rf 76 | **M Tank Barge**<br>CBT<br>3 Ta ER<br>L.(oil) 482 HeCls. C | Oil 4SA 5Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>280bhp (206kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 1 × 15kW 1 × 13kW 110V d.c.<br>Fuel 6,5t (d.o.) 7,5kn |
| 5041932<br>UPHL<br>M-16835<br>Df | **BEREZAN**<br><br>**U.S.S.R.**<br>Odessa U.S.S.R. | **533**<br>—<br>250 | RS | **1954** Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (972)<br>47,88 9,96 3,739<br>9,45 4,70 | **S Tug**<br><br>Ice strengthened | T 3Cy. 420 700 & 1150 × 700<br><br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 6857314<br>URFN<br>M-3030 | **BEREZAN**<br>ex MSB-6<br>**U.S.S.R.**<br>Ventspils U.S.S.R. | **197**<br>74<br>236 | (RS) | **1961** .............U.S.S.R.<br>48,27 6,51 2,001<br>45,45 2,62<br>1 dk | **TM General Cargo**<br><br>1 Ho ER<br>B.247<br>1 Ha (21,0 × 3,9) ER | 2 Vee Oil 4SA each 12Cy. 150 × 180<br><br>U.S.S.R.<br>Fuel (d.o.) 11,25kn |
| 7306855<br>ESPT<br>M-28204 | **BEREZHLIVYY**<br><br>**U.S.S.R. -'Dalryba'**<br>Okhotsk U.S.S.R. | **169**<br>40<br>94 | RS | **1969** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7028934<br>UXXT<br>M-30163<br>Df Esd<br>Gc Rdr<br>RT | **BEREZINA**<br><br>**U.S.S.R.**<br>Odessa U.S.S.R. | **1 248**<br>552<br>1 285 | (RS) | **1968** Angyalfold Shipyard—Budapest<br>74,50 11,33 4,001<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 10,75kn |
| 6403474<br>UEDV<br>M-26521<br>Df Esd<br>Gc Rdr<br>RT | **BEREZINALES**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 520**<br>2 300<br>6 447 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/10)<br>123,88 16,74 7,240<br>114,99 16,69 8,46<br>1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 15kn |
| 6814843<br>UVUH<br>M-17202<br>Df Esd<br>Gc Rdr<br>RT | **BEREZNIK**<br><br>**U.S.S.R. -Lithuanian Shipping Co.**<br>Klaypeda U.S.S.R. | **2 723**<br>1 305<br>3 930 | RS | **1968** Valmet Oy Helsingin Telakka<br>—Helsinki/Helsingfors (249)<br>102,27 14,03 6,201<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>B.5 171<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf) 13,5kn |
| 6421402<br>UYES<br>M-3484<br>Df Esd<br>Gc Rdr<br>RT | **BEREZNIKI**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 365**<br>3 330<br>—<br>**10 472**<br>5 884<br>14 490 | RS<br><br>✠Classed LR until 3/67 | **1964**-12 A/S Nakskov Skibsvaerft<br>—Nakskov (173)<br>159,67 21,26 8,030/9,640<br>148,24 21,19 13,11<br>F 33,9 2 dks<br>rf 102 DK fwd | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 17,5 17,8 24,9 24,9 ER 27,7<br>G.22 242 B.20 409<br>5 Ha (stl) (10,9 × 8,0) (10,9 16,1 17,9 × 9,9) ER (16,1 × 8,0)<br>4W Cr 6(5) Der 2(60) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>17,5kn |
| 7215367<br>UUKT<br>M-31530<br>Df Esd<br>Gc Rdr<br>RT | **BEREZNIKI**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 094**<br>1 097<br>2 624 | RS | **1972** Okean Shipyard—Nikolayev<br>107,50 14,43 6,230<br>10,42<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving gen. connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>Controllable pitch propeller<br>13kn |

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|---|---|---|---|---|---|---|
| **6721424**<br>UUVT<br>M-28067<br>Df Esd<br>Gc Rdr<br>RT | **BEREZOVKA**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 690**<br>3 003<br>—<br>**10 052**<br>4 949<br>13 836 | RS | **1967** Kherson Shipyard—Kherson<br>155,66 20,71 7,941/9,460<br>140,01 20,65 12,32<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 7 TwD<br>G.18 030 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 11(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V a.c. |
| **7109336**<br>EWRJ<br>M-29975<br>Df Esd<br>Gc Rdr<br>RT | **BEREZOVNEFT**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **1 611**<br>600<br>1 660 | RS | **1971** ..............Kerch<br>83,55 12,04 4,650<br>74,00 11,97 5,31<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Fuel 126,0t (d.o.)-7,5pd |
| **7359357**<br>UVCD<br>M-17363<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEREZOVO**<br><br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **12 196**<br>6 639<br>17 200 | RS | **1975** Rauma-Repola Oy—Rauma/Raumo (232)<br>160,00 23,04 9,199<br>148,01 23,00 12,91<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.1 235 B.1 143 L.(oil) 17 937<br>1 Ha (7,0 × 7,0) ER<br>4W Der 2(5) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (hvf) |
| **7511230**<br>ZSRW<br>351171<br>Df Esd<br>Gc Rdr<br>RT | **BERG**<br><br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | **7 551**<br>4 476<br>8 943 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL At 522,5/56,0U2<br>FN 4105 | **1977**-11 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (4700)<br>135,77(BB) 21,06 7,521<br>127,01 21,01 11,31<br>F 14,1 1 dk<br>rf nil<br>10BH WB3381T incl. DTf155T Comb. btm & STs in Nos. 2, 3, 5 & 6 holds 1600T, UnDk tank 75T, STs in Nos. 1 & 4 holds 546T | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 408<br>C.Ho 264/20' C.Dk 144/20' incl. 42 ref C.<br>12 Ha (stl) ER<br>Cr 1(35) | 2 Oil 4SA each 8Cy. 450 × 550 sr ge to sc. shaft<br>10 000bhp (7 356kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 4 × 320kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller |
| **5041956**<br>LLJT<br>11161<br>Df Esd<br>Rdr RT | **BERG BJORN**<br>ex Suderoy VIII-54 ex Krill-49<br>ex Waage-46<br>**R. J. Falkevik A/S**<br>Alesund Norway | **333**<br>133<br>— | NV | **1942** A/S Framnaes M/V—Sandefjord (133)<br>41,58 7,80 4,553<br>37,72 7,75 4,68<br>1 dk<br>BK 191 conv Whaler 75 | **M Fishing** | Oil 4SA 6Cy. 320 × 450<br>850bhp (625kW) E made66 fitted75<br>Atlas-MaK Maschinenbau |
| **6716728**<br>7TCI<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERGA**<br>ex Pascal-70<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **5 137**<br>2 529<br>5 290 | BV | **1967** Ch. Nav. de La Ciotat—La Ciotat (239)<br>116,90 16,54 3,361<br>105,67 16,49 8,79<br>P 33,0 F 11,9 1 dk<br>rf 152 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 6 311 HeCls. ptB | Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer)<br>Gen 3 × 320kW 1 × 75kW 440V 60Hz a.c.<br>Fuel 89,0t (d.o.) 520,0t (hvf)-18,5pd |
| **5041970**<br><br>7 | **BERGAMA**<br><br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Izmir Turkey | **519**<br>322<br>— | (GL) | **1951** Atlas Werke A.G.—Bremen (382)<br>44,35 8,08 2,159<br>8,03 3,15<br>F 4,9 2 dks | **TM Ferry**<br><br><br>G.5 239 B.4 672<br>8W Der 1(15) | 2 Oil 2SA each 4Cy. 290 × 500<br>760bhp (559kW)<br>Halberg Masch. |
| **7721108**<br>LJKR<br>19502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGANGER**<br><br>**P/R Berganger**<br>Westfal-Larsen & Co. A/S<br>Bergen Norway | **19 882**<br>13 503<br>34 450 | NV | **1980** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (52)<br>173,67(BB) 32,03 10,496<br>166,50 32,01 13,62<br>P - F - 1 dk | **M Tanker**<br>Chemical Vegetable oil<br>31 Ta ER<br>L.42 278 HeCls. BC | Oil 4SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>B&W Maskinfabrik<br>Gen 3 × 900kW 1 × 96kW 440V 60Hz a.c.<br>Fuel 2 170,0t (d.o & hvf)-42,0pd |
| **7214222**<br>LJEJ<br>17933<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE ADRIA**<br><br>**P/R Berge Adria**<br>Sig. Bergesen D.Y. & Co.<br>Stavanger Norway | **117 409**<br>80 282<br>227 558 | NV | **1972** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (297)<br>314,00 50,04 20,413<br>300,36 49,99 26,01<br>1 dk<br>rf nil | **TM Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>5 Ho 46,4 48,0 48,0 48,0 48,0 20 Wing Ta ER<br>Ore 135 426 HeCls. B<br>1 Ha (stl) (14,4 × 13,9) 9 Ha (stl) (each 14,4 × 17,9) ER | 2 Oil 2SA each 7Cy. 840 × 1800<br>35 000bhp (25 745kW)<br>Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 960kW 440V 60Hz a.c.<br>Fuel 711,0t (d.o.) 10 786,5t (hvf)-122 |
| **7382251**<br>LAPP<br>18659<br>Df Esd<br>Gc Rdr<br>RT | **BERGE BIG**<br>ex Cyprian-82<br>**P/R Berge Big**<br>Sig. Bergesen D.Y. & Co.<br>Stavanger Norway | **140 681**<br>118 645<br>285 400 | NV | **1975** Stord Verft A/S—Stord (682)<br>344,56(BB) 51,85 22,129<br>331,33 51,80 28,40<br>P - F - 1 dk<br>rf 152 | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 376 254 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Kuaerner Brug A/S<br>Gen 1 × 1400kW 1 × 1200kW 440V 60Hz a.c.<br>Fuel 12 415,0t (o.f.) 421,5t (d.o.)-162 |
| **7303217**<br>LKIG<br>18001<br>Df Esd<br>Gc Rdr<br>RT | **BERGE BORG**<br>ex Julian-82<br>**P/R Berge Borg**<br>Sig. Bergesen D.Y. & Co.<br>Stavanger Norway | **140 463**<br>120 666<br>285 700 | NV | **1973** Stord Verft A/S—Stord (674)<br>347,84(BB) 51,85 22,143<br>331,45 51,82 28,40<br>P - F - 1 dk<br>rf 152 | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 373 976 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Kuaerner Brug A/S<br>Gen 1 × 1400kW 1 × 1200kW 1 × 390kW 1 × 184kW 440V 60Hz a.c.<br>Fuel 11 430,0t (o.f.)-160,0pd |
| **7222322**<br>LGJL<br>17842<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE BOSS**<br>ex Berge Beaumaris-82<br>ex Beaumaris-81<br>**P/R Berge Boss**<br>Sig. Bergesen D.Y. & Co.<br>Stavanger Norway | **109 485**<br>89 990<br>222 971 | NV | **1972** Stord Verft A/S—Stord (672)<br>327,72(BB) 46,44 20,391<br>312,12 46,39 26,04<br>1 dk<br>rf 152 | **S Tanker**<br>SBT IGS CBT<br>15 Ta ER<br>L.(oil) 285 365 HeCls. ptBptC | 2 S Turb geared to sc. shaft<br>30 416shp (22 373kW)<br>STAL-LAVAL Turbin AB<br>Gen 3 × 1200kW 440V 60Hz a.c.<br>Fuel 414,5t (d.o.) 9 838,5t (hvf)-148,5 |

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| 7321893<br>LLAK<br>18062<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE BRIONI**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **117 390**<br>80 288<br>227 558 | NV | **1973** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (299)<br>314,00(BB) 50,07 20,413<br>300,36 49,99 26,01<br>1 dk<br>rf nil | **TM Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>5 Ho 46,4 48,0 48,0 48,0 48,0<br>20 Wing Ta ER<br>Ore 135 426 HeCls. B<br>1 Ha (stl) (14,4 × 13,9) 9 Ha (stl) (each 14,4 × 17,9) ER | 2 Oil 2SA each 7Cy. 840 × 1800<br>35 000bhp (25 745kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 960kW 440V 60Hz a.c.<br>Fuel 711,0t (d.o.) 10 786,5t (hvf)-122,0pd 16kn |
| 7382263<br>LCFX<br>18707<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE CHIEF**<br>ex Berge Beaumont-82<br>ex Beaumont-81<br>**P/R Berge Chief**<br>Sig. Bergesen D.Y. & Co.<br>Stavanger Norway | **140 588**<br>111 053<br>289 979 | NV | **1976** Stord Verft A/S—Stord (683)<br>344,56(BB) 51,87 22,129<br>331,33 51,81 28,43<br>F - 1 dk<br>rf 152 | **S Tanker**<br>SBT IGS CBT<br>23 Ta ER<br>L.(oil) 344 600 HeCls. ptBptC | 2 S Turb dr geared to sc. shaft<br>34 472shp (25 356kW)<br>STAL-LAVAL Turbin AB Finspong<br>Gen 2 × 1400kW 440V 60Hz a.c.<br>Fuel 454,0t (d.o.) 12 669,0t (hvf)-163,5pd 15,5kn |
| 7326427<br>LLSW<br>18150<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGE DUKE**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **139 776**<br>104 073<br>284 002 | **✠100A1** SS 9/78<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL D* 4½"U3<br>FN 26191 | **1973**-9 Mitsui SB. & Eng. Co. Ltd. —Ichihara (976)<br>342,91(BB) 51,90 21,775<br>329,19 51,82 27,74<br>1 dk<br>rf 25<br>11BH WB41055t incl. 33630t in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 341 300 HeCls. B<br>Cr 1(6,5) Der 2(20) 2(2) | Oil 2SA 9Cy. 980 × 2000<br>35 300bhp (25 965kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 WTAuxB primary 55kgf/cm² (54,0bar)<br>secondary 18kgf/cm² (17,7bar)<br>Spt 220°C 18kgf/cm² (17,7bar)<br>hs1765,1<br>e(ex.g) 24kgf/cm² (23,6bar) Spt 17kgf/cm² (16,7bar)<br>Gen 1 × 1000kW 2 × 945kW 450V 60Hz a.c.<br>Fuel 9 652,5t (hvf)-122,0pd 15,5kn |
| 7005114<br>LLHS<br>17365<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERGE EDDA**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **83 168**<br>63 439<br>164 702 | NV | **1970** Moss Rosenberg Verft A/S —Stavanger (192)<br>291,42 41,18 19,679<br>278,70 41,10 25,43<br>P 47,0 F 28,1 1 dk<br>rf 51 | **M Tanker**<br>IGS CBT<br>18 Ta ER<br>L.(oil) 206 005 HeCls. B | Oil 2SA 7Cy. 980 × 2000<br>27 500bhp (20 228kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 852kW 2 × 773kW<br>1 × 72kW 440V 60Hz a.c.<br>Fuel 233,5t (d.o.) 5 893,0t (hvf)-96,5pd 15,5kn |
| 7379917<br>LARG<br>18671<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE EMPEROR**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **211 359**<br>170 387<br>423 700 | NV | **1975** Mitsui SB. & Eng. Co. Ltd.—Ichihara (1004)<br>391,83(BB) 68,05 22,788<br>365,01 68,00 28,68<br>F - 1 dk | **S Tanker**<br>COW IGS CBT<br>8 Ta 24 Wing Ta ER<br>L.(oil) 513 679 HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1280kW 1 × 450kW 450V 60Hz a.c.<br>Fuel 538,5t (d.o.) 16 500,5t (hvf)-234,5pd 16kn |
| 7379929<br>LCDN<br>18747<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE EMPRESS**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **211 359**<br>170 387<br>423 700 | NV | **1976** Mitsui SB. & Eng. Co. Ltd.—Ichihara (1005)<br>381,82(BB) 68,08 22,788<br>365,03 68,01 28,66<br>F - 1 dk | **S Tanker**<br>COW IGS CBT<br>8 Ta 24 Wing Ta ER<br>L.(oil) 513 679 HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Laval<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1280kW 1 × 450kW 450V 60Hz a.c.<br>Fuel 538,5t (d.o.) 16 500,5t (hvf)-234,5pd 15,5kn |
| 7708302<br>LJZW<br>19607<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE ENTERPRISE**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **198 544**<br>136 062<br>360 700 | NV | **1981** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1112)<br>340,52(BB) 65,05 23,232<br>326,68 65,00 31,53<br>P 58,9 B 15,9 1 dk | **M Tanker**<br>SBT COW IGS<br>18 Ta ER<br>L.(oil) 416 178 | Oil 2SA 12Cy. 900 × 2180<br>40 900bhp (30 084kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 1400kW 1 × 680kW 220V 60Hz a.c.<br>Fuel 800,0t (d.o.) 10 874,0t (hvf)-110,0pd 15,25kn |
| 8003010<br>LKSW<br>19704<br>RT | **BERGE FISTER**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **20 792**<br>12 012<br>31 485 | NV (Class cont.) | **1982** Moss Rosenberg Verft A/S —Stavanger (210)<br>158,25 27,64 13,607<br>149,76 27,60 18,22<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>3 Ta ER<br>L.(gas) 30 270 | Oil 2SA 6Cy. 760 × 1600<br>13 860bhp (10 195kW) Sulzer<br>A/S Horten Verft Horten<br>Thw. thrust propeller fwd |
| 7026091<br>LNTV<br>17502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE KING**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **140 012**<br>104 120<br>284 919 | **✠100A1** SS 1/81<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL d* 4½"U3<br>FN 26191 | **1970**-10 Mitsui SB. & Eng. Co. Ltd. —Ichihara (817)<br>342,91(BB) 51,90 21,775<br>329,19 51,82 27,74<br>1 dk<br>rf 25<br>10BH WB40362t incl. 33100t in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>18 Ta ER<br>L.(oil) 341 300 HeCls. B<br>Cr 1(6,5) Der 2(20) 2(2) | Oil 2SA 9Cy. 980 × 2000<br>35 300bhp (25 965kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 WTAuxB primary 55kgf/cm² (54,0bar)<br>secondary 18kgf/cm² (17,7bar) Spt<br>hs1233,8<br>e(ex.g) 24kgf/cm² (23,6bar) Spt 17kgf/cm² (16,7bar)<br>Gen 1 × 1014kW 2 × 945kW 450V 60Hz a.c.<br>Fuel (hvf)-122,0pd 15kn |
| 7328255<br>LMHZ<br>18186<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGE LORD**<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **139 776**<br>104 073<br>284 500 | **✠100A1** SS 11/78<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL D* 4½"U3<br>FN 26191 | **1973**-11 Mitsui SB. & Eng. Co. Ltd. —Ichihara (934)<br>342,91(BB) 51,90 21,775<br>329,19 51,82 27,74<br>1 dk<br>rf 25<br>10BH WB41055T incl. 33630T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 341 300 HeCls. B<br>Cr 1(6.5) Der 2(20) 2(2) | Oil 2SA 9Cy. 980 × 2000<br>35 300bhp (25 965kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>2 WTAuxB (o.f.)<br>primary 55kgf/cm² (54,0bar)<br>secondary 18kgf/cm² (17,7bar)<br>Spt 220°C 18kgf/cm² (17,7bar)<br>hs1782,0<br>e(ex.g) 24kgf/cm² (23,6bar) Spt 17kgf/cm² (16,7bar)<br>Gen 1 × 1000kW 2 × 945kW 450V 60Hz a.c.<br>Fuel 9 652,5t (hvf)-122,0pd 15,5kn |
| 8011249<br>9VEO<br>382546<br>RT | **BERGE MASTER**<br>**Park Shipping Pte. Ltd.**<br>Sig. Bergesen D.Y. & Co.<br>Singapore Singapore | **66 413**<br>53 049<br>143 745 | NV (Class cont.) | **1982** Mitsubishi Heavy Industries Ltd. —Nagasaki (1877)<br>264,27 43,06 17,327<br>258,10 43,01 23,83<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.156 397<br>9 Ha (stl) (13,6 × 15,3) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 18,7) ER | Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW) Sul<br>Mitsubishi Heavy Industries Ltd. K<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 335,5t (d.o.) 6 613,5t (hvf)-55,0 |

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| **7363982** | **BERGE ODEL** | **83 025** | **✠100A1** SS 4/79 | **1974**-4 Eriksbergs M/V A/B—Goteborg | **M Ore/Bulk/Oil Carrier** | Oil 2SA 8Cy. 980 × 2000 |
| LDGN | ex Lappland-76 | 63 167 | strengthened for ore | (669) | IGS | 32 600bhp (23 979kW) |
| | **Sig. Bergesen D.Y. & Co.** | 155 048 | cargoes, Nos. 2, 4, 6, 8 | 291,68(BB) 45,19 17,019 | pt higher tensile steel | Eriksbergs M/V A/B |
| Df Esd | Stavanger Norway | | & 10 holds may be | 279,26 45,12 23,02 | 11 Ho/Ta 18,5 18,5 18,5 18,5 | 2 WTAuxB primary 50kgf/cm$^2$ (49,1bar) |
| Gc Pfd | | | empty, or oil cargoes | F 19,2 1 dk | 18,5 19,3 18,5 18,5 18,5 | secondary 15kgf/cm$^2$ (14,8bar) hs10 |
| Rdr RTv | | | **✠LMC** **UMS** | rf nil | 18,5 19,1 ER | e(ex.g) 15kgf/cm$^2$ (14,8bar) Spt |
| | | | **IGS** | NS 14BH WB49696T incl. Comb. btm | G.170 740 L.(oil) 223 850 | Gen 3 × 600kW 1 × 552kW |
| | | | EL Yt $3\frac{3}{16}$"U3 | side & topside tanks 41687T | HeCls. CptB | 450V 60Hz a.c. |
| | | | FN 19029 | | 1 Ha (stl) (14,1 × 14,0) 10 Ha (stl) | Fuel 383,0t (d.o.) 7 142,0t (hvf)-120,0p |
| | | | | | (each 14,1 × 20,1) ER | |
| | | | | | Cr 1(5) Der 2(10) | |

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| **7382249** | **BERGE PILOT** | **140 590** | | **1975** Stord Verft A/S—Stord (681) | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| JXUI | ex Berge Beaurivage-82 | 111 052 | | 344,53(BB) 51,85 22,129 | SBT IGS CBT | 34 472shp (25 356kW) |
| 18507 | ex Beaurivage-81 | 289 979 | NV | 331,33 51,80 28,43 | 23 Ta ER | STAL-LAVAL Turbin AB |
| Df Esd | **P/R Berge Pilot** | | | F - 1 dk | L.(oil) 344 600 HeCls. ptC | Gen 2 × 1400kW 1 × 184kW |
| Gc Pfd | Sig. Bergesen D.Y. & Co. | | | rf 152 | | 440V 60Hz a.c. |
| Rdr RT | Stavanger Norway | | | | | Fuel 454,0t (d.o.) 12 669,0t (hvf)-163,5 |

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| **7708314** | **BERGE PIONEER** | **198 545** | | **1980** Mitsui Eng. & SB. Co. Ltd., Chiba | **M Tanker** | Oil 2SA 12Cy. 900 × 2180 |
| LJBL | | 136 063 | | Works—Ichihara (1113) | SBT COW IGS | 40 900bhp (30 084kW) |
| 19472 | **Sig. Bergesen D.Y. & Co.** | 355 020 | NV | 340,52(BB) 65,05 23,232 | Mchy.aft | Mitsui Eng. & SB. Co. Ltd. |
| Df Esd | Stavanger Norway | | | 326,68 65,00 31,50 | L.(oil) 416 178 | Gen 3 × 1400kW 1 × 680kW |
| Gc Pfd | | | | 1 dk | | 440V 60Hz a.c. |
| Rdr RT | | | | | | Fuel 11 200,0t (d.o & hvf)-110,0pd |

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| **7300708** | **BERGE PRINCE** | **139 776** | **✠100A1** SS 1/78 | **1973**-3 Mitsui SB. & Eng. Co. Ltd. | **M Tanker** | Oil 2SA 9Cy. 980 × 2000 |
| LKCV | | 104 070 | oil tanker | —Ichihara (899) | IGS | 35 300bhp (25 965kW) |
| 18006 | **Sig. Bergesen D.Y. & Co.** | 284 522 | **✠LMC** **UMS** | 342,91(BB) 51,90 21,775 | pt higher tensile steel | Mitsui SB. & Eng. Co. Ltd. |
| Df Esd | Stavanger Norway | | **IGS** | 329,19 51,82 27,74 | 16 Ta ER | 2 WTAuxB (o.f.) |
| Gc Pfd | | | EL D* $4\frac{1}{2}$"U3 | 1 dk | L.(oil) 341 300 HeCls. B | primary 55kgf/cm$^2$ (54,0bar) |
| Rdr | | | FN 26191 | rf 25 | Cr 1(6,5) Der 2(20) 2(2) | secondary 18kgf/cm$^2$ (17,7bar) |
| RTm/h/v | | | | 10BH WB40408t incl. 33100t in clean | | (Spt 220°C 18kgf/cm$^2$ (17,7bar)) |
| | | | | ballast tanks | | hs2229,6 |
| | | | | | | e(ex.g) 24kgf/cm$^2$ (23,6bar) ( Spt |
| | | | | | | 17kgf/cm$^2$ (16,7bar)) |
| | | | | | | Gen 1 × 1000kW 2 × 945kW |
| | | | | | | 450V 60Hz a.c. |
| | | | | | | Fuel 9 652,5t (hvf)-122,0pd |

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| **7220489** | **BERGE PRINCESS** | **139 776** | **✠100A1** SS 10/77 | **1972**-9 Mitsui SB. & Eng. Co. Ltd. | **M Tanker** | Oil 2SA 9Cy. 980 × 2000 |
| LHFZ | | 104 070 | oil tanker | —Ichihara (875) | IGS | 35 300bhp (25 965kW) |
| 17891 | **Sig. Bergesen D.Y. & Co.** | 284 507 | **✠LMC** **UMS** | 342,91(BB) 51,90 21,775 | pt higher tensile steel | Mitsui SB. & Eng. Co. Ltd. |
| Df Esd | Stavanger Norway | | EL D* $4\frac{1}{2}$"U3 | 329,19 51,82 27,74 | 16 Ta ER | 2 WTAuxB (o.f.) |
| Gc Pfd | | | FN 26191 | 1 dk | L.(oil) 341 300 HeCls. B | primary 55kgf/cm$^2$ (54,0bar) |
| Rdr | | | | rf 25 | Cr 1(6,5) Der 2(20) 2(2) | secondary 18kgf/cm$^2$ (17,7bar) |
| RTm/h/v | | | | 10BH WB40408t incl. 33100t in clean | | (Spt 220°C ) hs1233,8 |
| | | | | ballast tanks | | e(ex.g) 24kgf/cm$^2$ (23,6bar) ( Spt |
| | | | | | | 17kgf/cm$^2$ (16,7bar)) |
| | | | | | | Gen 3 × 945kW 450V 60Hz a.c. |
| | | | | | | Fuel 9 652,5t (hvf)-122,0pd |

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| **7042461** | **BERGE QUEEN** | **139 999** | **✠100A1** SS 6/80 | **1971**-3 Mitsui SB. & Eng. Co. Ltd. | **M Tanker** | Oil 2SA 9Cy. 980 × 2000 |
| JXWN | | 104 122 | oil tanker | —Ichihara (863) | IGS | 35 300bhp (25 965kW) |
| 17580 | **Sig. Bergesen D.Y. & Co.** | 284 976 | **✠LMC** **UMS** | 342,91(BB) 51,90 21,775 | pt higher tensile steel | Mitsui SB. & Eng. Co. Ltd. |
| Df Esd | Stavanger Norway | | **IGS** | 329,19 51,82 27,74 | 18 Ta ER | 2 WTAuxB primary 55kgf/cm$^2$ (54,0bar) |
| Gc Pfd | | | EL D* $4\frac{1}{2}$"U3 | 1 dk | L.(oil) 341 300 HeCls. B | secondary 18kgf/cm$^2$ (17,7bar) ( Spt ) |
| Rdr RT | | | FN 26191 | rf 25 | Cr 1(6,5) Der 2(20) 2(2) | hs1233,8 |
| | | | | 10BH WB40362t incl. 33100t in clean | | e(ex.g) 24kgf/cm$^2$ (23,6bar) ( Spt |
| | | | | ballast tanks | | 17kgf/cm$^2$ (16,7bar)) |
| | | | | | | Gen 3 × 945kW 450V 60Hz a.c. |
| | | | | | | Fuel (hvf)-122,0pd |

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| **7411571** | **BERGE SAGA** | **42 654** | | **1979** Oy Wartsila Ab—Perno (1232) | **M Liquefied Gas Carrier** | Oil 2SA 7Cy. 900 × 1550 |
| LIRO | | 31 400 | | 224,77(BB) 34,24 10,794 | LPG Atmospheric Ref. | 23 450bhp (17 249kW) |
| 19387 | **Sig. Bergesen D.Y. & Co.** | 55 173 | NV | 215,60 34,21 21,59 | Ice strengthened | Oy Wartsila Ab |
| Df Esd | Stavanger Norway | | | 1 dk | 4 Ta (C.mn.stl) ind prismatic horizontal | Gen 4 × 1050kW 1 × 200kW |
| Gc Pfd | | | | rf nil | ER | 450V 60Hz a.c. |
| Rdr RT | | | | | L.(gas) 75 684 HeCls. B | Fuel 647,0t (d.o.) 4 519,0t (hvf)-71,0pd |

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| **7354864** | **BERGE SEPTIMUS** | **139 780** | **✠100A1** SS 4/79 | **1974**-5 Mitsui SB. & Eng. Co. Ltd. | **M Tanker** | Oil 2SA 9Cy. 980 × 2000 |
| LNTY | | 104 073 | oil tanker | —Ichihara (946) | IGS | 35 300bhp (25 965kW) |
| 18293 | **Sig. Bergesen D.Y. & Co.** | 284 512 | **✠LMC** **UMS** | 342,91(BB) 51,90 21,775 | pt higher tensile steel | Mitsui SB. & Eng. Co. Ltd. |
| Df Esd | Stavanger Norway | | **IGS** | 329,19 51,82 27,74 | 16 Ta ER | 2 WTAuxB primary 55kgf/cm$^2$ (54,0bar) |
| Gc Pfd | | | EL D* $4\frac{1}{2}$"U3 | 1 dk | L.(oil) 341 300 HeCls. B | secondary 18kgf/cm$^2$ (17,7bar) |
| Rdr | | | FN 26191 | rf 25 | | Spt 220°C hs1782,0 |
| RTm/h/v | | | | 10BH WB41055T incl. 33630T in clean | | e(ex.g) 24kgf/cm$^2$ (23,6bar) Spt |
| | | | | ballast tanks | | 17kgf/cm$^2$ (16,7bar) |
| | | | | | | Gen 1 × 1013kW 2 × 1008kW |
| | | | | | | 450V 60Hz a.c. |
| | | | | | | Fuel 9 652,5t (hvf)-122,0pd |

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| **7411557** | **BERGE SISAR** | **42 587** | | **1979** Oy Wartsila Ab—Perno (1231) | **M Liquefied Gas Carrier** | Oil 2SA 7Cy. 900 × 1550 |
| LHVU | | 31 306 | | 224,75(BB) 34,24 13,024 | LPG Atmospheric Ref. | 23 450bhp (17 249kW) |
| 19286 | **Sig. Bergesen D.Y. & Co.** | 55 172 | NV | 215,60 34,21 21,59 | Ice strengthened | Oy Wartsila Ab |
| Df Esd | Stavanger Norway | | | 1 dk | 4 Ta (C.mn.stl) ind prismatic horizontal | Gen 4 × 840kW 1 × 160kW |
| Gc Pfd | | | | rf nil | ER | 450V 60Hz a.c. |
| Rdr RT | | | | | L.(gas) 75 684 HeCls. B | Fuel 647,0t (d.o.) 4 519,0t (hvf)-71,0pd |

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| **7411545** | **BERGE SISU** | **42 587** | | **1978** Oy Wartsila Ab—Perno (1230) | **M Liquefied Gas Carrier** | Oil 2SA 7Cy. 900 × 1550 |
| LHOR | | 31 306 | | 224,75(BB) 34,24 13,023 | LPG Atmospheric Ref. | 23 450bhp (17 249kW) |
| 19241 | **Sig. Bergesen D.Y. & Co.** | 55 172 | NV | 215,60 34,21 21,62 | Ice strengthened | Oy Wartsila Ab |
| Df Esd | Stavanger Norway | | | 1 dk | 4 Ta (C.mn.stl) ind prismatic horizontal | Gen 4 × 840kW 1 × 160kW |
| Gc Pfd | | | | rf nil | ER | 450V 60Hz a.c. |
| Rdr RT | | | | | L.(gas) 75 684 HeCls. B | Fuel 647,0t (d.o.) 4 519,0t (hvf)-71,0pd |

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| 7420089<br>LKTP<br>19721<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERGE STRAND**<br><br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **42 278**<br>31 338<br>55 173 | <br><br>NV (Class cont.) | **1982** Oy Wartsila Ab—Perno (1235)<br>224,75(BB) 34,22 13,023<br>215,60 32,25 21,62<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (C.mn.stl) ind prismatic horizontal ER<br>L.(gas) 75 684 HeCls. B | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 925kW 4 × 840kW<br>440V 60Hz a.c.<br>Fuel 657,0t (d.o.) 4 591,0t (hvf)-71,0pd<br>17,25kn |
| 7420077<br>LKBJ<br>19625<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGE SUND**<br><br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **42 278**<br>31 338<br>55 500 | <br><br>NV | **1981** Oy Wartsila Ab—Perno (1234)<br>224,75(BB) 34,24 13,023<br>215,60 34,21 21,62<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (C.mn.stl) ind prismatic ER<br>L.(gas) 75 684 | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 1 × 925kW 4 × 840kW<br>450V 60Hz a.c.<br>Fuel 657,5t (d.o.) 4 591,5t-81,0pd 17,25kn |
| 6912334<br>LDTP<br>17212<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERGE TASTA**<br><br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **79 969**<br>61 435<br>158 909 | <br><br>NV | **1969** A/S Rosenberg M/V—Stavanger (190)<br>291,42 41,18 19,008<br>278,42 41,10 24,39<br>P 60,1 F 28,1 1 dk<br>rf 51 | **M Tanker**<br>COW IGS CBT<br>18 Ta ER<br>L.(oil) 198 673 HeCls. BptC | Oil 2SA 7Cy. 980 × 2000<br>27 500bhp (20 228kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 800kW 2 × 725kW<br>440V 60Hz a.c.<br>Fuel 233,5t (d.o.) 5 588,0t (hvf)-96,5pd<br>15,5kn |
| 7330258<br>LDGP<br>18795<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BERGEBONDE**<br>ex Atland-76<br>**Sig. Bergesen D.Y. & Co.**<br>Stavanger Norway | **83 005**<br>63 155<br>155 048 | **✠100A1** SS 10/78<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty, or oil cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL Y† $3\frac{13}{16}$"U3<br>FN 19029 | **1973**-12 (Aft section) Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (668)<br>**1973**-12 (Fwd section) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>291,68(BB) 45,19 17,006<br>279,26 45,12 23,02<br>F 19,2 1 dk<br>rf nil<br>NS 14BH WB48810T incl. Comb. Side & Topside tanks in holds 45500T | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>11 Ho/Ta 18,5 18,5 18,5 18,5 18,5 19,3 18,5 18,5 18,5 18,5 19,1 ER<br>G.170 711 L.(oil) 186 870<br>HeCls. CptB<br>1 Ha (stl) (14,1 × 14,0) 10 Ha (stl) (each 14,1 × 20,1) ER<br>Cr 1(5) Der 2(10) | Oil 2SA 8Cy. 980 × 2000<br>36 200bhp (26 627kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>2 WTAuxB primary 50kgf/$cm^2$ (49,1bar) secondary 15kgf/$cm^2$ (14,8bar) hs1040,5<br>e(ex.g) 15kgf/$cm^2$ (14,8bar) Spt<br>Gen 3 × 600kW 1 × 552kW<br>450V 60Hz a.c.<br>Fuel 383,0t (d.o.) 7 142,0t (hvf)-120,0pd<br>16,5kn |
| 7818468<br>Y5OZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGEN**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **5 972**<br>3 020<br>7 923 | <br><br>DSRK | **1978** VEB Schiffswerft "Neptun"—Rostock (486)<br>121,80 17,61 7,721<br>114,18 17,57 9,91<br>1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.10 706 B.10 607<br>2 Ha (stl) (26,2 33,5 × 12,8) ER<br>4W Der 2(30) 2(15) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Schwermaschinenbau Halberstadt<br>Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 779,5t (hvf)-22,0pd 15kn |
| 6618433<br>JKYB<br>99487<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGEN MARU**<br><br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **10 450**<br>5 959<br>12 587 | <br><br>NK | **1966** Mitsubishi Heavy Industries Ltd. —Kobe (966)<br>166,02 23,25 8,992<br>156,01 23,19 12,91<br>P 32,7 F 28,1 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>6 Ho<br>G.22 364 B.20 706 In.648<br>6 Ha (8,2 × 5,1) (10,9 × 7,0) (14,4 11,9 11,9 × 8,9) (12,8 × 5,4)<br>16W Cr 3(10) Der 16(6) | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 360kW 450V a.c.<br>Fuel 1 578,0t-63,5pd 20,75kn |
| 7007473<br>LLSH<br>18080<br>Df Esd<br>Rdr<br>RTm/h/v | **BERGFJORD**<br>ex Gullfoss-74 ex Balco-73<br>**Trygve Gjerde P/R**<br>Haugesund Norway | T.Mk<br>**293**<br>173<br>898 | <br><br>NV | **1969** Batservice Verft A/S—Mandal (548)<br>57,26 9,33 3,550<br>50,40 9,30 5,62<br>2 dks<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 37,5 1 TwD 39,3 ER<br>G.1 646 B.1 502<br>1 Ha (stl) (28,4 × 6,0) ER<br>2W Der 3(5) | Oil 4SA 6Cy. 240 × 280<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 28kW 1 × 12kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 59,0t (d.o.)-4,0pd 10kn |
| 5261843<br>LKRP<br>16680<br>Df Esd<br>Pfd Rdr<br>RT | **BERGHOLM**<br>ex Ola Horn-67 ex Oli Horn-61<br>**Romandus Stave**<br>Maloy Norway | **191**<br>76<br>— | <br><br>NV | **1960** Hatlo Verksted A/S—Ulsteinvik (10)<br>33,81 6,86 3,029<br>29,37 6,84 3,51<br>1 dk<br>BK 119 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br><br>3 Ha (0,9 × 0,9) (1,6 1,6 × 1,3) ER<br>1W Der 1(1,5) | Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 69<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 80kW 1 × 72kW<br>220V 50Hz a.c.<br>Fuel (d.o.)-2,0pd 10,75kn |
| 7122730<br>LCXZ<br>17715<br>Df Esd<br>Gc Rdr<br>RT | **BERGLJOT**<br><br>**P/R Gillship**<br>A/S Bill<br>Oslo Norway | **18 049**<br>10 704<br>27 279 | <br><br>NV | **1971** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/04)<br>163,23 25,94 10,999<br>156,65 25,89 15,22<br>1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes Ice strengthened<br>5 Ho ER<br>G.34 300<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 2 000,0t-35,0pd 15kn |
| 7600225<br>3FTF<br>1061<br>6-HA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGNES**<br><br>**Magic Overseas Inc.**<br>K.G. Jebsen Hamburg G.m.b.H.<br>Panama Panama | **20 473**<br>12 597<br>34 503 | **✠100A1** SS 3/82<br><br>**✠LMC** **UMS**<br>EL J† 3"U2<br>FN 7282 | **1977**-1 Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (1000)<br>180,02(BB) 28,15 10,302<br>170,01 27,81 15,02<br>P 32,4 F 13,8 1 dk<br>rf 1250 BK 152<br>NS 7BH WB17789T incl. Comb. top btm & STs in Nos. 1, 2 & 3 holds 5934T Comb. btm & STs in Nos. 4 & 5 holds 2757T No. 3 hold 7358T | **M Bulk Carrier**<br><br>5 Ho 23,0 27,7 20,8 27,8 27,8 ER<br>G.42 553 B.40 796<br>5 Ha (14,0 × 10,5) (18,2 12,8 18,2 18,2 × 13,4) ER<br>Cr 4(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Hvy Industries Ltd Japan<br>AuxB (o.f.) 8kgf/$cm^2$ (7,9bar)<br>e(ex.g) 13kgf/$cm^2$ (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 2 151,0t (hvf)-48,0pd 15,5kn |
| 7625732<br>LIWM<br>19432<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGO**<br><br>**P/R Bergo**<br>A/S Bill<br>Oslo Norway | **22 076**<br>13 890<br>33 693 | <br><br>NV | **1980** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B515/05)<br>176,66 27,49 11,499<br>169,48 27,44 15,80<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho ER<br>G.41 701<br>7 Ha (stl) (7,0 16,7 9,5 16,7 9,5 16,7 9,5 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 1 440V 60Hz a.c.<br>15kn |

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| **5117468**<br>LKRH<br>15354<br>Df Esd<br>RT | **BERGSETH**<br>ex Tunstein-73 ex Feistein-72<br>ex Sandy-70 ex Gamel-70<br>ex Fonnland-67 ex Fonland-62<br>ex Kristiane Jacobsen-61<br>ex Grip-60<br>**Ove Bernes**<br>Bergen Norway | **199**<br>99<br>305 | | **1915** Moss Vaerft Akties—Moss (26)<br>39,96 6,56 3,353<br>6,53 3,51<br>1 dk<br>R rf 305 BK 157 len 40 | **M Buoy Ship**<br>1 Ho ER<br>G.283<br>1 Ha (9,5 × 3,6) ER<br>1W Der 1(3) | Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) E made59 fitted78<br>Wichmann Motorfabrikk A/S Rubbestadn<br>Fuel (d.o.) |
| **6708563**<br>LJHU<br>16591<br>Esd Gc<br>Pfd Rdr<br>RT | **BERGSTRAUM**<br>ex Reitan-74<br>**P/R Bergstraum**<br>Trygve Gjerde<br>Haugesund Norway | T.Mk<br>**299**<br>180<br>—<br>**415**<br>291<br>— | NV | **1966** Orens M/V—Trondheim (39)<br>70,08 9,33 3,506<br>65,08 9,28 4,58<br>2 dks<br>rf nil len 79 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 293 B.2 067<br>2 Ha (each 13,4 × 5,9) ER<br>2W Der 1(5) 2(2) | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Blackstone & Co. Ltd. Stam<br>Gen 2 × 21kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.)-3,0pd 1 |
| **5042209**<br>LCZJ<br>4994<br>Df RT | **BERGSUND**<br>ex Sulevaer Senior-81<br>ex Sulevaer-79 ex Tolleid-77<br>ex Bergsund-74 ex Ingeborg I-53<br>**P/R Bergsund**<br>Knut Strandheim<br>Bergen Norway | **195**<br>107<br>254 | NV | **1911** A/S Akers M/V—Oslo (325)<br>36,78 6,20 4,268<br>6,18<br>1 dk<br>R BK 157 len 55 & 77<br>conv Whaler 53 | **M General Cargo**<br>1 Ho ER<br>G.198<br>1 Ha (13,0 × 2,9) ER<br>Der 1(5) | Oil 2SA 3Cy. 280 × 420<br>240bhp (177kW) NE 53<br>Wichmann Motorfabrikk A/S Rubbestadn<br>Gen 1 × 10kW 110V d.c.<br>Fuel 8,5t (d.o.) 9, |
| **5042223**<br>9VPE<br>196495<br>RT | **BERGUNA**<br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **287**<br>86<br>— | (NK)<br>Classed LR until 2/4/76 | **1955**-2 Clelands (Successors) Ltd.<br>—Wallsend (191)<br>33,20 9,12 4,045<br>30,48 8,54 4,27<br>RW BK 152 | **TM Tug** | 2 Oil 2SA each 8Cy. 226 × 342 sr gear<br>to sc. shafts<br>Crossley Bros. Ltd. Manche |
| **6513920**<br>TFFK<br>0968<br>Df Esd<br>Rdr RT | **BERGUR**<br>ex Bergur II ex Hilmir-77<br>ex Bjarni Asmundar-75<br>ex Hilmir-74 ex Krossanes-72<br>**Bergur H/f**<br>Vestmannaeyjar Iceland | **243**<br>108<br>— | (NV) | **1964** VEB Elbewerft—Boizenburg<br>33,94 7,22<br>7,19 3,59 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 75<br>Aabenraa Motorfabrik Abe<br>Fuel (d.o.) |
| **7237286**<br>TFLK<br>1285<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERGVIK**<br>ex Julius Geirmundsson-79<br>**Hradfrystihus Keflavikur H/f**<br>Keflavik Iceland | **407**<br>173<br>406 | NV | **1972** Flekkefjord Slipp & Mask.<br>—Flekkefjord (109)<br>46,56 9,53 4,303<br>40,70 9,50 6,61<br>1 dk<br>BK 119 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>Wichmann Motorfabrikk A/S Rubbestadn<br>Gen 2 × 126kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7726885**<br>DDFT<br>1443<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERHARD S**<br>ex Ville de Lumiere-82<br>ex Bernhard S-80<br>**Reederei Schepers & Co. K.G.**<br>**m.s. 'Bernhard S.'**<br>Tim Schepers & Sohne<br>Elsfleth Federal Republic of Germany | T.Mk<br>**2 657**<br>1 874<br>4 830<br>**5 214**<br>3 587<br>7 430 | GL | **1978** Schiffswerft Heinrich Brand G.m.b.H.<br>& Co. KG—Oldenburg (203)<br>117,20 17,96 —/7,690<br>105,01 17,81 10,01<br>P 11,9 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.10 477 B.10 052<br>TEU 426<br>C.Ho 208/20' C. Dk 218/20'<br>1 Ha (69,1 × 12,5) ER<br>2W | Oil 4SA 9Cy. 450 × 520 reduction gear<br>to sc. shaft<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. 1 |
| **6414772**<br>UTJZ<br>M-28004<br>Df Esd<br>Gc Rdr<br>RT | **BERILL**<br>**U.S.S.R. -'Zapryba'**<br>Leningrad U.S.S.R. | **3 170**<br>1 225<br>1 560 | RS | **1964** .............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9)<br>(1,8 × 1,8)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Pr<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller 1 |
| **7740453**<br>EOGT<br>M-12597 | **BERILL**<br>**U.S.S.R. -Academy of Sciences**<br>Vladivostok U.S.S.R. | **166**<br>18<br>36 | RS | **1978** .............U.S.S.R.<br>33,96 7,09 2,591<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeb |
| **6728393**<br>UQBO<br>M-11959 | **BERING**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **402**<br>149<br>418 | RS | **1952** .............U.S.S.R.<br>46,39 8,41 3,260<br>7,98 3,51<br>1 dk | **M General Cargo**<br>2 Ho<br>B.478<br>2 Ha (each 5,4 × 3,5)<br>4W Der 4(1,5) | Oil 4SA 6Cy. 320 × 480<br>NE 65<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeb<br>9,5 |
| **7051632**<br>WM9683<br>282525 | **BERING**<br>**Golden North Fisheries Inc.**<br>Juneau, Ak United States of America | **290**<br>197<br>— | | **1944** George Lawley & Son Corp.<br>—Neponset, Ma<br>*46,46* 7,12<br>3,46 | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S<br>Fuel (d.o.) |
| **7742035**<br>WYZ4<br>914<br>534248 | **BERING**<br>ex Spree III-78<br>**Middle Rock Inc.**<br>Juneau, Ak United States of America | **125**<br>87<br>— | | **1971** .............Seattle, Wa<br>*17,99*<br>6,18 3,08<br>1 dk<br>conv Yacht 78 | **M Pilot Cutter** | Oil<br>440bhp (324kW) U.S |
| **7100768**<br>WH5902<br>272796 | **BERING EXPLORER**<br>ex Berm Tide ex Whiskey Pass<br>**Nekton Inc.**<br>San Diego, Ca United States of America | **197**<br>134<br>— | | **1956** American Marine Corp.—New<br>Orleans, La (620)<br>2,185<br>34,60 9,76 2,60<br>1 dk<br>conv Deck Cargo Supply Ship 72 | **M Research/Supply Ship**<br>Deck Cargo Geophysical | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7930175<br>JLDL<br>123656<br>Esd Gc<br>Pfd Rdr<br>RT | **BERING MARU**<br>**Phoenix Sangyo K.K.**<br>Tokyo Japan | **995**<br>512<br>2 028 | NK | **1980** Kishimoto Zosen K.K.—Kinoe (488)<br>83,01 5,052<br>77,02 13,21 7,88<br>1 dk | **M Fish Carrier**<br>Ref.<br>In.2 620<br>3 Ha (stl) (each 4,8 × 5,0) ER<br>Der 2(5) 4(4) | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 720kW a.c.<br>14kn |
| 6820995<br>HPFN<br>9261-76<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERING SEA**<br>ex Nanfri-78<br>**Banda Shipping Inc.**<br>Panama Panama | **19 226**<br>13 577<br>36 273 | NV | **1968** Haugesund M/V A/S—Haugesund (33)<br>216,14 22,92 10,986<br>206,33 22,86 14,97<br>P 40,3 F 17,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho 21,0 19,3 19,5 19,5 19,5 19,5 19,5 18,5 ER<br>G.44 686 B.42 999<br>8 Ha (stl) (12,8 12,5 12,8 12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>Cr 4(8) | Oil 2SA 8Cy. 780 × 1550<br>12 800bhp (9 415kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 2 179,5t (hvf)-44,5pd 15,5kn |
| 5042259<br>Df Esd<br>Rdr | **BERING SEA**<br>ex Penobscot-46 ex Lexington-38<br>ex Eckmuhl<br>**Nueva Pesquera de Topolobampo S.A.**<br>Mexico | **422**<br>287<br>— | ✠Classed LR until 9/29 | **1919**-8 Foundation Co.—Savannah, Ga<br>42,68 7,68<br>7,62 4,45<br>RQD 24,1 1 dk<br>R BK 152 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 370 × 560<br>NE 26<br>New London Ship & Engine Building Co. New London, Ct |
| 7051644<br>WR7485<br>285125 | **BERING SEA**<br>ex LSIL 1091<br>**Bering Sea Fisheries Inc.**<br>Seattle, Wa United States of America | **298**<br>202<br>— | | **1944** Defoe SB. Co.—Bay City, Mi<br>*46,09* 7,12<br>3,46 | **M Fishing** | Oil<br>450bhp (331kW)<br>............<br>Fuel (d.o.) |
| 7421734<br>WYX2<br>910<br>554126<br>Esd Gc<br>Rdr RTv | **BERING SEA**<br>**Kristian E. Poulsen Enterprises Inc.**<br>Seattle, Wa United States of America | **198**<br>159<br>— | | **1974** Fairhaven Marine Inc.—Fairhaven, Ma<br>34,73<br>31,45 9,20 3,46<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 135kW<br>11kn |
| 5042261<br>CY5368<br>312047<br>Esd Pfd<br>Rdr RT | **BERING SEA**<br>**Bering Sea Boat Ltd.**<br>Vancouver, B.C. Canada | **110**<br>75<br>— | | **1959** J. Manly Ltd.—New Westminster, B.C.<br>23,17 6,41<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW) NE 74<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 7114044<br>WZQ7<br>506<br>530857<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BERING SEAHORSE**<br>**Seahorse Boat Service Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **196**<br>133<br>— | | **1971** American Marine Corp.—New Orleans, La (1063)<br>53,65 11,64 3,366<br>50,91 11,59 3,97<br>B & F 12,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 218,5t 13,5kn |
| 7641059<br>WYM2<br>318<br>572486<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERING SEAL**<br>**Seal Offshore Inc.**<br>Wilmington, De United States of America | **291**<br>198<br>1 000 | AB | **1976** Zigler Shipyards Inc.—Mermentau, La (247)<br>64,04 12,20 3,912<br>54,89 12,15 4,58<br>F 18,9 1 dk<br>rf 76 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 229 × 267 reverse reduction geared to sc. shafts<br>3 640bhp (2 677kW)<br>Alco Engine Div. of White Industrial Power Inc. U.S.A.<br>Gen 2 × 210kW a.c.<br>2 propellers aft<br>Thw. thrust propeller fwd<br>Fuel 436,0t (d.o.) 12kn |
| 7816769<br>WSX5<br>188<br>593310<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BERING STAR**<br>**Harold A. Rice**<br>Seattle, Wa United States of America | **198**<br>135<br>— | | **1978** Marine Construction & Design Co. (MARCO)—Seattle, Wa (344)<br>32,92 8,82<br>29,57 7,93 4,40<br>F - 1 dk | **M Fishing**<br>Crab<br>In.212<br>Cr 1(5) | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 95kW<br>12kn |
| 5290911<br>WHIB<br>237743<br>Df Gc<br>Rdr RT | **BERING TRADER**<br>ex Raymond J. Bushey-80<br>ex Traverse City Socony-62<br>**Bering Trader Inc.**<br>Seattle, Wa United States of America | **2 837**<br>2 080<br>4 521 | (AB) | **1938** Manitowoc SB. Corp.—Manitowoc, Wi (299)<br>88,40 15,14 5,138<br>85,45 15,09 6,25<br>P 19,6 F 8,9 1 dk<br>rf 152 conv Tanker 79 | **TM Factory Ship**<br>Fish-factory Ref<br>Mchy.aft | 2 Oil 4SA each 6Cy. 405 × 560<br>1 500bhp (1 103kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Fuel 99,5t 10,5kn |
| 7436258<br>UDSI<br>M-32073<br>Df Esd<br>Gc Rdr<br>RT | **BERINGOV PROLIV**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **13 083**<br>7 044<br>11 613 | RS | **1974** "61 Kommunar" Shipyard—Nikolayev<br>172,09(BB) 23,04 8,100<br>160,00 13,75<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.15 807<br>4 Ha (stl) (each 6,4 × 3,9) ER<br>8W Der 8(5) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>18,75kn |
| 6701113<br>UUSP<br>M-28064<br>Df Esd<br>Gc Rdr<br>RT | **BERISLAV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 690**<br>3 003<br>—<br>**10 052**<br>4 949<br>12 858 | RS | **1966** Nikolayev Shipyard "Nosenko" —Nikolayev<br>155,73 20,71 8,330/9,060<br>140,01 20,63 12,32<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 7 TwD<br>G.18 429 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 11(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>15,5kn |

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|---|---|---|---|---|---|---|---|
| **5401651**<br>OGIF<br>1093<br>Df Esd<br>Gc Rdr<br>RT | **BERIT**<br>**Angfartygs A/B Alfa**<br>Lundqvist Rederierna<br>Mariehamn Finland | **1 599**<br>878<br>2 540 | ✠**100A1** SS 7/78<br>Ice Class 1<br>✠**LMC**<br>EL t 1⅝"SQ<br>FN 1827 | **1963**-8 A/B Finnboda Varf—Stockholm (378)<br>93,81 13,80 5,081<br>84,71 13,76 7,80<br>P 23,2 F 12,5 1 dk & S dk<br>rf 51<br>Coll & mchy. BH to S dk 3 to 2nd dk WB656t incl. DTf70t | **M General Cargo** OSD<br>2 Ho ER<br>G.5 210 B.4 955<br>2 Ha (each 18,1 × 7,2) ER<br>1W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 450 × 700<br>2 400bhp (1 765kW)<br>N.V. Werkspoor<br>Fuel 270,5t (d.o.)-8,0pd | Amsterda<br>14 |
| **6714809**<br>OYHC<br>D1988<br>Esd Rdr<br>RT | **BERIT NORDFISK**<br>ex Saibon-71<br>**P/R Berit Nordfisk**<br>Poul Erik Nielsen, I/S Nordfisk<br>Skagen Denmark | **192**<br>69<br>— | (NV) | **1967** Bolsones Verft—Molde (215)<br>33,53 7,52<br>29,27 7,47 3,74<br>1 dk<br>BK 119 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>3 Ha (1,0 2,7 1,5 × 1,2) ER<br>1W Der 1(3) | Oil 4SA 10Cy. 260 × 400<br>1 200bhp (883kW)<br>A/B Jonkopings Motfb.<br>Gen 2 × 5kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Jonkopin |
| **6708226**<br>9VBA<br>381569<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERJAYA**<br>ex Mosbay-79<br>**Ban Chu Transworld Bulkers (Pte.) Ltd.**<br>Inter Maritime Management Private Ltd.<br>Singapore Singapore | **17 345**<br>9 680<br>28 455 | NV | **1967** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (881)<br>167,01 24,85 10,959<br>158,40 24,81 15,02<br>1 dk<br>rf nil conv Bulk Carrier 69 | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>5 Ho ER<br>G.36 110<br>C.Ho 110/35' C.Dk 181/35'<br>5 Ha (stl) (12,5 × 9,0) (14,4 14,4 14,4 13,5 × 12,1) ER<br>2W Der 2(25) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 898,0t (hvf)-34,5pd | Sulz<br>Tamashim<br>16k |
| **5193230**<br>9WBP<br>324831<br>Df<br>RTm/v | **BERJAYA**<br>ex Tung Lee-77 ex Bonatrade-74<br>ex Konul-69<br>**Syarikat Perkapalan Bersinar Sendirian Berhad**<br>Labuan Malaysia | **2 485**<br>1 317<br>3 006 | ✠Classed LR until 4/74 | **1949**-2 Henry Robb Ltd.—Leith (362)<br>93,07 13,26 5,328<br>88,55 13,11 5,95<br>P & B 46,7 F 8,3 1 dk<br>RW rf 114 | **TM General Cargo**<br>3 Ho 13,4 24,3 23,7<br>G.4 387 B.4 121<br>3 Ha (stl) (7,9 × 7,9) (16,9 15,7 × 8,5)<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340 × 570<br>1 450bhp (1 067kW)<br>British Polar Engines Ltd.<br>Gen 3 × 114kW 220V d.c.<br>Fuel 160,5t (d.o.) | Glasgo<br>9,75k |
| **5324827**<br><br>RH-W8<br>4067<br>Rdr RT | **BERJAYA**<br>ex Kohaku-79 ex Kohaku Maru-78<br>ex Shirogai Maru No. 1-72<br>**Skill Marine Engineering Co. S. de R. L.**<br>Amapala Honduras | **2 046**<br>1 282<br>4 066 | NK | **1961** Nagoya Zosen—Nagoya (163)<br>97,54 12,83 5,371<br>91,47 12,78 6,38<br>P 24,1 F 19,2 1 dk<br>len 72 | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 667 HeCls. C | 2 Oil 4SA each 6Cy. 240 × 290 geared to sc. shaft<br>2 200bhp (1 618kW) NE 72<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 104kW 445V a.c.<br>Fuel-9,0pd | Amagasa<br>11,5k |
| **6708850**<br>PLXW<br>Esd Rdr<br>RTm/v | **BERKAH**<br>ex Ijsselmeer-77 ex Rowin-73<br>**P.T. Abadi Inti Lines**<br>Tanjung Priok Indonesia | **500**<br>330<br>1 168 | ✠**100A1** SS 10/80<br>✠**LMC**<br>EL J 1"U2<br>FN 839 | **1967**-4 Bodewes Schpsw. "Volharding" N.V.—Foxhol (163)<br>64,80 10,42 3,849<br>58,73 10,30 3,97<br>P & B 38,1 RFD 9,8 F 10,4 1 dk<br>rf 152<br>3BH WB446t incl. TwDf15t | **M General Cargo**<br>2 Ho<br>G.1 812 B.1 614<br>2 Ha (10,4 × 6,2) (16,4 × 6,4)<br>3W Der 1(15) 2(3) | Vee Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Appingedammer Brons<br>Gen 1 × 18kW 1 × 15kW 1 × 8kW 220V d.c.<br>Fuel 112,0t (d.o.) | Foxho<br>11,5k |
| **6914318**<br>GZDL<br>337163<br>Rdr<br>RTm/v | **BERKELEY**<br>**Bowker & King Ltd.**<br>London United Kingdom | **730**<br>332<br>1 219 | ✠**100A1** SS 4/78<br>oil tanker<br>U.K. coasting service between Shoreham & Poole not more than 10 miles offshore<br>✠**LMC**<br>EL (I) 357,5/28,0U1<br>FN 842 | **1969**-5 N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (680)<br>64,55 9,22 3,671<br>62,01 9,15 4,42<br>Ba 12,2 RFD 10,7 1 dk<br>rf 102<br>9BH WB218t incl. DTf55t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 433 HeCls. C | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Blackstone & Co. Ltd.<br>Gen 2 × 23,5kW 380V 50Hz a.c.<br>Fuel 17,0t (d.o.)-2,0pd | Stamfor<br>10k |
| **5042314**<br>KCXK<br>247143<br>Df Esd<br>Gc | **BERKELEY VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 601**<br>4 612<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (551)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) | Pittsburgh, P<br>15k |
| **7004598**<br>GYZK<br>337240<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERKSHIRE**<br>**Bibby Freighters Ltd.**<br>Bibby Brothers & Co.<br>Liverpool United Kingdom | **19 061**<br>11 502<br>32 280 | ✠**100A1** CS 3/80<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL Ht 2 7/16"U3<br>FN 7064 | **1970**-9 Doxford & Sunderland SB. & Eng. Co. Ltd.—N. Sands Shpyd, Sld (727)<br>182,58(BB) 26,40 10,669<br>173,13 26,37 14,43<br>P 31,1 F 15,0 1 dk<br>rf 76<br>9BH WB10020t incl. Comb. btm & STs in holds 4261t Topside tanks in holds 4267t | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 19,5 18,2 20,1 18,2 20,1 18,2 18,2 ER<br>G.38 942<br>7 Ha (stl) (9,1 × 9,1) (10,6 12,8 11,4 12,8 11,4 11,4 × 12,6) ER<br>14W Der 14(10) 2(2) | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 405kW 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf) | Sunderlan<br>16k |
| **7397567**<br>EVHM<br>M-31140<br>Df Esd<br>Gc Pfd<br>Rdr | **BERKUT**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**3 017**<br>1 246<br>2 063 | RS | **1974** VEB Volkswerft Stralsund—Stralsund (422)<br>101,83(BB) 15,24 5,600<br>91,83 15,22 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Controllable pitch propeller | MAN<br>Rostock<br>15k |
| **7325605**<br>LMET<br>18181<br>Df Esd<br>Gc Rdr<br>RT | **BERLEVAGFISK I**<br>**Finnmark og Lofoten Havfiskeselskap A/S**<br>Vardo Norway | **299**<br>98<br>— | NV | **1973** Sterkoder M/V A/S—Kristiansund N. (34)<br>41,64 9,22 4,001<br>35,41 9,20 6,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Fuel (d.o.) | |
| **6504917**<br>LNEF<br>16145<br>Df Esd<br>Rdr RT | **BERLEVAGFISK II**<br>ex Andenesfisk I-73<br>**Finnmark og Lofoten Havfiskeselskap A/S**<br>Vardo Norway | **290**<br>98<br>— | NV | **1965** Kaarbos M/V A/S—Harstad (45)<br>35,23 8,06 4,325<br>28,10 8,01<br>1 dk<br>BK 81 | **M Fishing**<br>Stern Trawler<br>1 Ho<br>1 Ha (3,9 × 2,9)<br>1W Der 1(2) | Oil 2SA 5Cy. 280 × 420<br>750bhp (552kW)<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 1 × 68kW 1 × 36kW 220V 50Hz a.c.<br>Fuel (d.o.) | |

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|---|---|---|---|---|---|---|
| 7360863<br>6ZEN<br>5794<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERLIN**<br>ex Ioannis Colocotronis-76<br>**Alfa Tanker Shipping Inc.**<br>Kosmos Bulkschiffahrt G.m.b.H.<br>Monrovia Liberia | **176 008**<br>152 277<br>392 798 | AB | **1975** A.G. "Weser"—Bremen (1390)<br>370,01 64,06 22,404<br>356,50 64,01 28,61<br>F 27,5 1 dk | **S Tanker**<br>24 Ta ER<br>L.(oil) 484 456 HeCls. B<br>Cr 2(5) Der 2(20) 2(2) | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) GEC<br>A.G. "Weser" Bremen<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel (o.f.)-228,5pd 16kn |
| 7005061<br>5BYU<br>367137<br>Df Esd<br>Gc Rdr<br>RTh/v | **BERLIN**<br>ex Alchimist Berlin-80<br>ex Chemartemis-80<br>ex Alchimist Berlin-79<br>**Chemlloyd Shipping Corp.**<br>Hamburger Lloyd G.m.b.H.<br>Limassol Cyprus | **1 596**<br>1 144<br>3 014 | GL | **1970** Rolandwerft G.m.b.h.—Bremen (972)<br>89,29 12,35 5,500<br>82,30 12,30 6,38<br>B 21,1 F 11,9 1 dk | **M Tanker**<br>Chemical<br>10 Ta (s.stl) 6 Wing Ta ER<br>L.3 562 HeCls. ptC | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 130kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.)-7,0pd 12,5kn |
| 8030996<br>Y5BD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERLIN HAUPTSTADT DER DDR**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **10 140**<br>5 751<br>13 600 | DSRK | **1980** VEB Warnowwerft Warnemuende —Warnemuende (446)<br>156,85(BB) 21,85 9,000<br>146,77 21,81 11,97<br>P 51,6 F 33,3 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.17 497 B.16 364 In.746 L.637 L.(oil) 664<br>TEU 283<br>C.Ho 177/20'(40') C.Dk 106/20'(40')<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf) 18kn |
| 7509134<br>ELAA8<br>6804<br>Df Esd<br>Pfd Rdr | **BERLINERTOR**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **559**<br>190<br>1 321 | GL | **1975** Gutehoffnungshuette Sterkrade A.G. —Walsum (1123)<br>52,84 11,66 4,050<br>49,97 11,61 4,60<br>B & F 18,0 1 dk | **TM Research/Drilling Ship**<br>Cr 1(2,25-5) Der 1(50) | 2 Oil 4SA each 8Cy. 230 × 270 reverse reduction geared to sc. shafts<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>11kn |
| 5042417<br>EBTF<br>7754<br>Df Esd<br>RTm | **BERLINGAS**<br>**Braulio & Amable Marquez Alvarez**<br>Vigo Spain | **207**<br>101<br>— | (BV) | **1957** Hijos de J. Barreras S.A.—Vigo (1070)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 56,0t (d.o.) 9,5kn |
| 6604884<br>Df Gc<br>Pfd RT | **BERMEJO**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **499**<br>—<br>478 | | **1965** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (57)<br>49,61 10,04 2,045<br>45,01 10,01 3,31<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft<br>G.846 B.760 | 2 Oil 4SA each 6Cy.<br>640bhp (471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7385423<br>EGNG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERMEOTARAK DOS**<br>**Javier Garay Campos y Otros**<br>Bilbao Spain | **611**<br>249<br>— | BV | **1975** Maritima de Axpe S.A.—Bilbao (85)<br>44,46 10,75 4,998<br>41,00 10,72 5,06<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 360 × 450<br>1 800bhp (1 324kW) MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 248,5t (d.o.) 13kn |
| 7105225<br>EAXA<br>2613<br>Df Esd<br>Gc Rdr<br>RT | **BERMEOTARRAK**<br>**Javier Garay Campos y Otros**<br>Bilbao Spain | **750**<br>392<br>— | BV | **1972** Maritima de Axpe S.A.—Bilbao (63)<br>49,10 5,208<br>45,01 11,32 7,70<br>2 dks | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 198,5t (d.o.) 12kn |
| 5300584<br>GJWS<br>304775<br>Df Esd<br>Rdr RT | **BERMUDA**<br>ex Ross Mallard-80<br>**Drifter Trawlers Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **266**<br>83<br>— | **✠100A1** SS 11/80<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (d) 1"<br>FN 370 | **1962**-9 Cochrane & Sons Ltd.—Selby (1478)<br>*33,62* 7,57<br>32,77 7,47 3,81<br>F 6,1<br>RW rf 762 BK 178 conv Side Trawler Fishing 80<br>4BH WB13t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 with flexible coupling & sr reverse geared to sc. shaft<br>785bhp (577kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 5126627<br>ZCDG<br>302060<br>RTv | **BERMUDIAN**<br>ex Gatcombe-69<br>**Bermuda Marine & Port Authority**<br>Hamilton Bermuda (British) | **489**<br>155<br>— | **✠100A1** SS 7/69<br>tug<br>**✠LMC**<br>EL (g)<br>FN 532 | **1960**-7 J. I. Thornycroft & Co. Ltd. —Southampton (4192)<br>41,46 10,70 3,201<br>37,50 9,76 4,42<br>F 21,4<br>RW rf 305<br>7BH | **TM Tug/Tender**<br>250P | 2 Oil 2SA each 8Cy. 222 × 292 sr geared to sc. shafts<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 50kW 220V d.c.<br>Fuel 60,0t (d.o.) 12,5kn |
| 6606210<br>6ZFN<br>5796<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERN**<br>ex Crusader Colocotronis-76<br>ex Bergebig-72<br>**Delta Tanker Shipping Inc.**<br>Denholm Ship Management Ltd.<br>Monrovia Liberia | **70 214**<br>50 576<br>151 912 | NV | **1966** Hitachi Zosen—Innoshima (4006)<br>279,03 44,25 17,857<br>265,69 44,20 23,02<br>P 29,0 F 29,0 1 dk<br>rf 51 | **M Tanker**<br>Mchy.aft<br>17 Ta<br>L.(oil) 173 328 HeCls. BC<br>Der 2(15) 2(7) 2(2) 2(1) | Oil 2SA 12Cy. 840 × 1800<br>27 600bhp (20 301kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 730kW 440V 60Hz a.c.<br>Fuel 8 876,0t (hvf)-96,5pd 16kn |
| 5042493<br>LPAM<br>842 | **BERNA**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **1 819**<br>1 222<br>— | ✠Classed LR until 1/14 | **1911**-10 A. & J. Inglis Ltd.—Glasgow (296)<br>83,44 11,31 2,591<br>11,26<br>1 dk & Prom dk<br>R | **PS Ferry**<br>352P | T 3Cy. 546 889 & 1372 × 1676<br>950ihp (699kW)<br>A. & J. Inglis Ltd. Glasgow<br>Fuel (o.f.) 12,5kn |

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| **5042508** | **BERNA**<br>ex Magda-58 ex Marcel-Jean-51<br>ex Erno-32 ex Gunther ex Duen<br>ex Noris<br>**Eurosa Ltd.**<br>Panama Panama | **210**<br>127<br>305 | | **1920** Marstal Staalskibsbyggeri A/S<br>—Marstal (28)<br>34,47 6,89 2,794<br>6,84<br>RQD 7,1 1 dk<br>R len 28 | **M General Cargo**<br>Mchy.aft<br>G.255<br>1W | Oil 2SA 3Cy. 230 × 400<br>NE 53<br>Frederikshavn Jernstoberi &<br>Maskinfabrik A/S |
| **5042534**<br>WYR2<br>732<br>249164<br>Df Esd | **BERNADETTE**<br>**Bernadette Fisheries Inc.**<br>San Diego, Ca United States<br>of America | **401**<br>149<br>— | | **1946** The Campbell Machine Co.—San<br>Diego, Ca<br>44,05 9,17 3,658<br>40,85 9,15 4,58<br>1 dk | **Wood M Fishing**<br>2W | Oil 4SA 6Cy. 405 × 520<br>840bhp (618kW)<br>Union Diesel Engine Co.<br>Fuel 175,0t |
| **7051656**<br>WX7506<br>506059 | **BERNADETTE**<br>**Bernadette Fisheries Inc.**<br>Coos Bay, Or United States<br>of America | **111**<br>75<br>— | | **1966** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23 | **M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| **5401663**<br>EDRN<br>1685<br>Df Esd<br>Gc Pfd<br>RTm | **BERNARAS**<br>**Miguel Erquicia Saizar**<br>Pasajes Spain | **192**<br>127<br>— | (BV) | **1962** Ast. del Abra S.A.—Bilbao (44)<br>*28,60* 6,23 3,277<br>6,18 3,61<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 0,9) | Oil 4SA 6Cy. 220 × 280<br>400bhp (294kW)<br>Carmelo Unanue<br>Fuel 65,0t (d.o.) |
| **7741689**<br>BR13513<br>RT | **BERNARD**<br>**Mme. H. Imfeld-Van Habost**<br>Belgium | —<br>—<br>309 | **A1** SS 2/78<br>inland waterways<br>chemical tanker<br>Sulphuric acid in<br>independent tanks SG up<br>to 1.8<br>**LMC**<br>EL 0,0/22,0U1<br>FN 287 | **1949** J. Boel et Fils S.A.—Tamise/Temse<br>38,77 5,06<br>38,00 5,05 2,49<br>1 dk<br>rf 38<br>6BH WBnil | **M Chemical Carrier Barge**<br>4 Ta ER | Oil 4SA 4Cy. 98 × 110<br>113bhp (83kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div.<br>Gen 2 × 1kW 24V d.c. |
| **7010860**<br>FPMS<br>Esd Gc<br>Rdr | **BERNARD LAFITTE**<br>ex Ferton-80<br>ex Letizia Napoleone-78<br>**Marine et Transport Route du**<br>**Hoc**<br>Marseille France | **1 523**<br>851<br>2 721 | BV RI | **1970** Cant. Nav. Sgorbini—La Spezia (60)<br>81,49 12,53 4,344<br>76,61 12,50 5,01<br>1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 3 389 | 2 Oil 4SA each 8Cy. 220 × 280<br>1 920bhp (1 412kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 38kW 220V 50Hz a.c.<br>Fuel 112,0t (d.o.)-7,5pd |
| **5042572**<br>314595<br>Esd Rdr<br>RT | **BERNARD N. SEELEY**<br>**Laurence Sweeney Fisheries**<br>**Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **132**<br>82<br>— | | **1962** A. F. Theriault & Son—Meteghan,<br>N.S.<br>*27,53* 7,22<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 12Cy. 127 × 140<br>General Motors Corp. |
| **7125677**<br>CSDH<br>1-411<br>Df Esd<br>Gc Rdr<br>RTv | **BERNARDINO CORREA**<br>ex Daphne-72<br>**C.T.M.-Companhia Portuguesa**<br>**de Transportes Maritimos**<br>**E.P.**<br>Lisboa Portugal | T.Mk<br>**6 976**<br>3 790<br>12 245<br>**11 612**<br>7 619<br>12 441 | NV<br>✠Classed LR until<br>15/4/76 | **1972**-4 Stocznia Gdanska im. Lenina<br>—Gdansk (B444/08)<br>161,02(BB) 22,99 —/9,722<br>150,02 22,93 13,31<br>P 52,8 F 34,2 1 dk, 2nd dk except in No.<br>1 hold, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 21,1 22,1 23,0 23,0 22,3<br>G.19 926 B.19 242<br>TEU 172 C. 172/20'<br>9 Ha (stl) (8,8 × 5,3) (13,4 × 8,0)<br>(13,4 × 5,3) (13,4 × 6,0) (13,4<br>13,4 × 5,3) (13,4 × 6,0) (13,4 ×<br>5,3) (7,1 × 6,7)<br>16W Der 1(60) 1(30) 16(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 2 317,5t (d.o & hvf) |
| **5042584**<br>EECV<br>6587<br>Df Esd<br>RTm | **BERNARDO ALFAGEME**<br>**Manuel Valverde Gonzalez**<br>Vigo Spain | **167**<br>91<br>— | | **1944** Hijos de J. Barreras S.A.—Vigo<br>*31,00* 6,00<br>5,95 3,26 | **M Fishing**<br>Side Trawler<br>3 Ha (0,6 × 0,6) (0,9 × 0,9) (0,9 ×<br>0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A.<br>Fuel 51,0t (d.o.) |
| **6921830**<br>LQSC<br>6462<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BERNARDO HOUSSAY**<br>ex Barfonn-79<br>**Navigas S.A.C.I.M.**<br>Buenos Aires Argentina | **6 892**<br>3 776<br>6 950 | NV | **1969** Ch. Nav. de La Ciotat—La Ciotat<br>(259)<br>126,22 18,45 7,316<br>116,62 18,37 9,76<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta ER<br>L.(gas) 8 504 HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Cie. de Const. Mec. Sulzer (CCM<br>Sulzer)<br>Gen 3 × 496kW 440V 60Hz a.c.<br>Fuel 863,5t (hvf)-27,5pd |
| **6727753**<br>Y5KL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNBURG**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic<br>Republic | T.Mk<br>**5 364**<br>2 962<br>8 210<br>**8 501**<br>5 048<br>10 080 | DSRK | **1967** VEB Warnowwerft Warnemuende<br>—Warnemuende (208)<br>150,25 20,25 7,240/8,202<br>143,72 20,20 11,71<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>5 Ho —DT 17,3 18,9 18,0 27,2<br>ER 15,9<br>G.16 043 B.14 934 In.330 L.511<br>5 Ha (stl) (10,4 × 7,0) (12,1 12,1<br>11,6 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14)<br>4(5-8) 6(3-5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR)<br>Gen 3 × 340kW 1 × 240kW<br>390V 50Hz a.c.<br>Fuel 845,5t (d.o.) 852,5t (hvf) |
| **6724153**<br>DEJC<br>Df Esd<br>RT | **BERND**<br>**Partenreederei m.s. 'Bernd'**<br>Hans Lothar Gerken<br>Bremen Federal Republic<br>of Germany | **498**<br>252<br>993 | GL | **1967** Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (1000)<br>65,69 8,34 3,509<br>62,69 8,31 3,81<br>P 19,6 B 6,1 F 11,0 1 dk<br>rf 102 len 69 | **M Tanker**<br>SBT<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 194 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>550bhp (405kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 37kW 1 × 20kW<br>380V 50Hz a.c.<br>Fuel 40,0t (d.o.)-2,5pd |
| **6711778**<br>DAGV<br>Df Esd<br>Gc Rdr<br>RT | **BERND BECKER**<br>ex Bell Valiant-77<br>Launched as Bernd Becker<br>**Anna Becker K.G. m.s. 'Bernd**<br>**Becker' G.m.b.H. & Co.**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>333<br>1 151 | GL | **1967** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (609)<br>74,43 13,03 3,610<br>66,88 13,01 5,90<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 661 B.2 480<br>3 Ha (stl) (12,6 × 7,7) (12,6 12,6 ×<br>10,4) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Fuel 90,5t (d.o.) |

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| 7227669<br>DGLR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BERNE**<br>ex Garant-82<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **298**<br>—<br>— | GL | **1972** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (174)<br>35,41 9,45 3,988<br>30,99 9,00 4,50<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 370 × 400<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| 6600230<br>Y5MH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNHARD BASTLEIN**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**5 011**<br>2 384<br>7 675<br>**7 723**<br>4 121<br>10 300 | DSRK | **1965** VEB Warnowwerft Warnemuende—Warnemuende (118)<br>142,25 18,70 7,220/8,551<br>130,92 18,62 11,26<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>G.14 003 B.12 734<br>5 Ha (stl) (9,7 × 5,9) (13,1 20,4 × 9,9) ER (11,6 × 9,9) (11,6 × 8,0)<br>12W Der 1(50) 1(15) 8(5-10) 4(3-5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 200kW 390V 50Hz a.c.<br>Fuel (d.o.) 14,5kn |
| 6509840<br>Y4BR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERNHARD KELLERMANN**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **2 410**<br>912<br>1 320 | DSRK | **1964** VEB Mathias-Thesen-Werft—Wismar<br>85,25 13,52 5,309<br>83,93 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.1 162<br>Der 1(1,5) | Oil 2SA 6Cy. 480 × 720<br>2 300bhp (1 692kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14kn |
| 6710724<br>HPMW<br>8387-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BERNHARD OLDENDORFF**<br>**Wursata Shipping Corp.**<br>Luebeck Panama | **30 509**<br>21 323<br>55 009 | GL | **1967** Bremer Vulkan A.G.—Vegesack (927)<br>213,88 31,04 12,154<br>204,20 30,85 16,79<br>1 dk<br>rf nil | **M Bulk Carrier** 10bth P<br>Ice strengthened<br>9 Ho 15,7 20,1 14,4 18,9 14,4 18,9 14,4 19,8 15,0 ER<br>G.65 043 HeCls. B<br>9 Ha (stl) (8,0 11,1 8,0 11,1 8,0 11,1 8,0 11,1 8,0 × 13,7) ER<br>Cr 1(4) | Oil 2SA 6Cy. 860 × 1600<br>13 800bhp (10 151kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 400kW 1 × 240kW 220/380V 50Hz a.c.<br>Fuel 238,0t (d.o.) 1 494,0t (hvf)-53,0pd<br>14,75kn |
| 5042728<br>DCMX<br>Df Esd<br>Rdr RT | **BERNHARD SCHEPERS**<br>**Heinrich Dopp**<br>Haren/Ems Federal Republic of Germany | **290**<br>174<br>335 | BV | **1960** Jadewerft G.m.b.H.—Wilhelmshaven (74)<br>38,31 7,57 2,439<br>35,01 7,50 2,75<br>P 9,2 F 5,5 1 dk | **M General Cargo**<br>1 Ho<br>G.572 B.436<br>1 Ha (17,3 × 5,3)<br>Der 2(1) | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>8,5kn |
| 7434949<br>DNBS<br>Df Esd<br>Gc Rdr<br>RT | **BERNHARD SCHULTE**<br>**Bernhard Schulte**<br>Hamburg Federal Republic of Germany | **4 845**<br>3 138<br>7 850 | GL | **1976** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (199)<br>106,61 17,40 7,851<br>95,03 17,21 9,66<br>P 17,4 B 14,1 F 10,1 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 16,1 25,1 25,1 ER<br>G.10 082 B.9 855<br>TEU 246<br>C.Ho 158/20' C.Dk 88/20'<br>1 Ha (stl) (64,4 × 10,9) ER<br>Cr 2(11) | Oil 4SA 6Cy. 450 × 550<br>3 600bhp (2 648kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 470kW 400V 50Hz a.c.<br>Fuel 65,0t (d.o.) 388,0t (hvf) 13,5kn |
| 7814369<br>HBDQ<br>Df Rdr<br>RT | **BERNINA**<br>**St. Gotthard Schiffahrts A.G.**<br>Suisse-Outremer Reederei A.G.<br>Basle Switzerland | **10 524**<br>5 614<br>11 000 | BV | **1981** Stocznia Gdanska im. Lenina—Gdansk (B360/02)<br>152,41(BB) 9,451<br>138,51 22,61 13,47<br>P - F - 4 dks | **M General Cargo**<br>Ref.<br>3 Ho ER 1 Ho<br>In.14 594<br>TEU 122 C. 122/20'<br>4 Ha (stl) ER<br>Cr 5(-) Der 2(5) | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>H. Cegielski Poznan<br>Controllable pitch propeller<br>23,75kn |
| 5042821 | **BEROMBANG**<br>**P.T. Pelajaran Rakjat Indonesia (PERINDO)**<br>Indonesia | **172**<br>80<br>163 | | **1947** Schps. "De Gideon" v/h J. Koster Hzn.—Groningen<br>37,09 7,04<br>6,99<br>B 11,9 F 4,3 | **M General Cargo**<br>1 Ho 21,1 ER<br>G.277 B.269<br>3W | Oil 4SA 3Cy. 280 × 400<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Fuel 6,0t 7kn |
| 7303669<br>Df Esd<br>Rdr RT | **BERRECHID I**<br>ex Garbancito-81<br>**PECHEMAR S.A.**<br>Morocco | **263**<br>99<br>— | BV | **1973** Ast. Celaya—Bilbao (138)<br>33,46<br>29,49 7,50 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>B.214 | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 69,0t (d.o.) 12kn |
| 6713805<br>Df Esd<br>Pfd RT | **BERRECHID 4**<br>ex Isaro-81<br>**PECHEMAR S.A.**<br>Casablanca Morocco | **257**<br>174<br>— | BV | **1967** S.A. Balenciaga—Zumaya (118)<br>33,58 3,580<br>31,98 6,99 3,79<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>In.200<br>2 Ha (each 1,5 × 1,5)<br>1W Der 1(0,5) | Oil 4SA 6Cy. 315 × 480<br>900bhp (662kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 82,0t (d.o.) 10kn |
| 6702387<br>Df Esd<br>Gc Rdr<br>RT | **BERRI 1**<br>**Arabian American Oil Co. Ltd. (ARAMCO)**<br>Ras Tanura Saudi Arabia | **254**<br>9<br>— | AB | **1966** Hellenic Shipyards—Skaramanga (1039)<br>32,47 9,76 3,350<br>30,03 9,15 4,22 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 250kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7914250<br>EAUJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERRIA**<br>**Naviera de Cantabria S.A.**<br>Santander Spain | **3 353**<br>1 945<br>6 243 | **✠100A1**<br>cement carrier<br>**✠LMC** **UMS**<br>EL U 467,5/46,0U2<br>FN 2383 | **1981**-2 Ast. Construcciones S.A.—Rios (253)<br>106,84(BB) 15,83 6,782<br>97,16 15,80 8,72<br>P 8,9 F 10,7 1 dk<br>rf nil DK in way of all cement holds<br>9BH WB1791T incl. DTf195T | **M Cement Carrier**<br>Self-unloader<br>8 Ho 16,9p&s 15,6p&s 15,6p&s 15,6p&s ER | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 376kW 440V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 71,0t (d.o.) 341,5t (hvf) |

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| **7647429**<br>7TGN | **BERRICHE**<br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **675**<br>344<br>1 030 | BV | **1977** At. & Ch. Nav. de Chalon-sur- Saone —Chalon-sur-Saone<br>59,64 2,998<br>58,48 9,01 4,02<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 100 | 2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shafts<br>860bhp (633kW)<br>Soc. des Moteurs Baudouin Mars<br>Gen 2 × 104kW 220V 50Hz a.c.<br>1 |
| **7314474**<br>9V2315<br>344474<br>Esd Rdr<br>RT | **BERSAMA**<br>**Toa Harbor (S) Pte. Ltd.**<br>Singapore Singapore | **223**<br>67<br>177 | NK | **1973** Towa Zosen K.K.—Shimonoseki (439)<br>32,21 9,02 2,896<br>28,50 9,00 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo K<br>Gen 2 × 80kW a.c.<br>1 |
| **7314486**<br>9V2316<br>344475<br>Rdr RT | **BERSATU**<br>**Toa Harbor (S) Pte. Ltd.**<br>Singapore Singapore | **223**<br>67<br>94 | NK | **1973** Towa Zosen K.K.—Shimonoseki (440)<br>32,21 9,02 2,896<br>28,50 9,00 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 510<br>Hanshin Nainenki Kogyo K<br>Gen 2 × 80kW a.c.<br>1 |
| **5190501**<br>9V2293<br>344342<br>Rdr RT | **BERSINAR**<br>ex Sprinhouse Progress-81<br>ex Lion City No. IV-76<br>ex Koan Maru No. 1-73<br>ex Munakata Maru No. 2-62<br>**Uni-Ocean Tankers Pte. Ltd.**<br>Singapore Singapore | **1 491**<br>696<br>2 227 | NK | **1961** Setoda Zosensho—Setoda (105)<br>78,54 11,74 5,284<br>71,48 11,69 5,85<br>P 27,2 RQD 18,6 B 4,6 F 10,4 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 660 | Oil 4SA 6Cy. 470 × 680<br>1 600bhp (1 177kW)<br>Kinoshita Tekkosho Ak<br>Gen 2 × 40kW 225V 60Hz a.c.<br>Fuel 135,0t (hvf)-6,5pd 11,7 |
| **5042871**<br>GJXU<br>302638<br>Esd RT | **BERT PRIOR**<br>**J. J. Prior (Transport) Ltd.**<br>London United Kingdom | **175**<br>60<br>289 | | **1961** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z76)<br>32,92 6,81 2,490<br>... ... ...<br>1 dk len 63 | **M General Cargo Barge**<br>Sand<br>1 Ho ER<br>1 Ha (—open × —) ER | Oil 2SA 2Cy. 320 × 370<br>E made57 fitted61<br>Skandiaverken A/B Lys |
| **5270595**<br>WA9330<br>236989<br>Df Gc<br>Rdr RT | **BERT REINAUER II**<br>ex Paratex-75<br>**R.T.C. No. Six Corp.**<br>New York, NY United States of America | **1 597**<br>1 195<br>3 062 | AB | **1938** Pennsylvania Shipyards Inc. —Beaumont, Tx (131)<br>89,49 13,14 4,338<br>87,33 13,11 5,34<br>P 15,6 F 11,6 1 dk<br>rf 76 len 61 | **TM Tanker**<br>15 Ta ER | 2 Oil 2SA each 4Cy. 355 × 595<br>1 440bhp (1 059kW) Su<br>American Locomotive Co. Schenectady,<br>Fuel 44,5t-5,0pd 10, |
| **5042895**<br>EECL<br>1 | **BERTA**<br>**Ramon Millares Gonzalez**<br>Gijon Spain | **126**<br>66<br>170 | | **1942** Maria Barreiro Suarez—Noya<br>*25,52* 6,00<br>... ... ...<br>1 dk | **Wood S General Cargo** | T 3Cy. 141 210 & 344 × 249<br>40ihp (29kW)<br>E made44 fitted—<br>Carmelo Unanue Zum<br>Fuel 15,0t |
| **5042924** | **BERTA OF IBIZA**<br>ex Berta Costa-75<br>**Transmar Ltd.**<br>London United Kingdom | **162**<br>118<br>— | | **1946** Antonio Torres—Ibiza<br>29,90 8,01<br>... ... ...<br>1 dk | **Wood Aux M General Cargo** | Oil 4SA 8Cy. 191 × 216<br>250bhp (184kW) NE made64 fitted65<br>Joshua Hendy Iron Works Sunnyvale,<br>Fuel 1,0t (d.o.) |
| **7909669**<br>IBZK<br>Gc Rdr<br>RT | **BERTANI BENETTI**<br>**Etrusca di Navigazione S.p.A.**<br>Roma Italy | **3 657**<br>2 005<br>6 000 | RI | **1980** Cant. Nav. M. & B. Benetti —Viareggio (114)<br>106,41 15,83 7,890<br>95,51 15,80 8,72<br>1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 8Cy. 300 × 450<br>4 000bhp (2 942kW)<br>Grandi Motori Trieste Trie<br>Controllable pitch propeller |
| **6809757**<br>VC8566<br>329039 | **BERTHA JOYCE II**<br>ex Beothic Endeavour-79<br>ex Noble Endeavour-77<br>**Raymond B. Berkshire**<br>St. John's, Nfl. Canada | **135**<br>92<br>— | | **1967** F. C. Noble—Centreville, De<br>*30,79* 6,99<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 8Cy. 165 × 184<br>240bhp (177kW)<br>Bergius Co. Ltd. Glasg<br>1 |
| **5275741**<br>WB9406<br>240365 | **BERTHA M.**<br>ex Groton-76<br>ex Peter B. McAllister-68<br>ex Edward Card-56<br>**East Coast Tender Services Inc.**<br>New York, NY United States of America | **132**<br>89<br>— | (AB) | **1941** Liberty D.D. Inc.—Brooklyn, NY (38)<br>*24,45* 6,81<br>24,87 6,71 3,03<br>1 dk | **M Tug** | Oil 4SA 8Cy. 370 × 455<br>National Supply Co. Springfield,<br>Fuel 34,5t |
| **7515949**<br>SEKM<br>11386 | **BERTIL**<br>**Lundqvist & Soner Muddrings A/B**<br>Uddevalla Sweden | **273**<br>258<br>— | | **1974** Ekstrand Verksted A/S—Stathelle<br>45,47 7,50<br>7,47<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 130 × 150<br>300bhp (221kW)<br>A/B Volvo-Penta Gotebo<br>Directional propeller<br>Fuel (d.o.) |
| **7366996**<br>WZN3<br>907<br>554083<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERTILE CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **192**<br>130<br>— | AB | **1974** Equitable Equipment Co. —Madisonville, La (1648)<br>3,683<br>49,26 11,59 4,27<br>F 15,0 1 dk<br>rf 533 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 260 × 254<br>U.S.<br>General Motors Corp.<br>Gen 2 × 75kW<br>Fuel 327,0t (d.o.) |
| **5043057**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERTOLT BRECHT**<br>Rostock German Democratic Republic | **2 956**<br>1 259<br>1 420 | (DSRK) | **1960** VEB Mathias-Thesen-Werft—Wismar (171)<br>85,60 13,52 5,309<br>79,53 13,49 7,01<br>2 dks<br>RW | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 413<br>Der 2(1,5) | Oil 4SA 8Cy. 470 × 660<br>2 100bhp (1 545kW)<br>Halberstadt Halberst<br>Gen 5 × 200kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>12,5 |

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| 7904542<br>DIER<br>12733<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BERTRAM RICKMERS**<br>(Main cargo section)<br>ex Leverkusen-79<br>**K.G. m.s. 'Bertram Rickmers' G.m.b.H. & Co.**<br>Rickmers-Linie K.G. (AG & Co.)<br>Hamburg Federal Republic of Germany | T.Mk<br>**10 777**<br>6 913<br>17 769<br>**14 442**<br>9 923<br>20 376 | GL | **1979** (Aft section) Bremer Vulkan A.G.—Vegesack (1013)<br>**1970** (Main cargo section) Howaldtswerke-Deutsche Werft—Hamburg (10)<br>**1979** (Fwd & pt cargo sections) Rickmers Rhederei G.m.b.H.—Bremerhaven<br>170,72 9,875/10,688<br>161,32 24,52 14,51<br>F 24,1 3 dks | **M General Cargo**<br>Ice strengthened<br>6 Ho 14,0 6,2DT 4,8DT 24,9 18,4 3,0DTp.c.s 16,9 4,5DTp.c.s 18,4 19,2 11 TwD ER<br>G.29 642 B.27 734 L.1 904 HeCls. BC<br>TEU 480 C.Ho 273/20' C.Dk 207/20'(40') incl. 20/40' ref C.<br>6 Ha (stl) (9,0 × 5,3) (19,0 12,8 12,8 12,8 12,8 × 8,0)<br>8 Wing Ha (stl) (each 12,8p&s × 5,3) ER<br>18W Cr 3(11) Der 2(40) 10(15) 2(10) | Oil 2SA 6Cy. 700 × 1250<br>12 390bhp (9 114kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Fuel 290,0t (d.o.) 1 500,0t (hvf)-47,0pd<br>28kn |
| 7206419<br>FNHI<br>4259<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BERTRAND DELMAS**<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>Fos-sur-Mer France | **12 204**<br>7 798<br>15 917 | BV | **1972** Usuki Tekkosho—Saiki (1141)<br>147,22 21,24 9,075<br>136,12 21,19 12,04<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,8 26,4 26,4 26,4 ER<br>G.20 757 B.20 260<br>4 Ha (stl) (13,7 18,1 18,1 17,3 × 10,9) ER<br>4W Der 3(22) 2(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) 17,5kn |
| 6728408<br>UODB<br>M-98910<br>RT | **BERTYUL**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Nikolayevsk-na-Amure U.S.S.R. | **402**<br>149<br>442 | RS | **1954** ..............U.S.S.R.<br>46,39 8,01 3,250<br>7,98 3,51<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho<br>G.478<br>2 Ha (each 5,4 × 3,5)<br>4W Der 4(3) | Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>9,5kn |
| 5401675<br>RT | **BERUANG**<br>**Government of Malaysia (Office of The Federal Secretary for Sarawak)**<br>Kuching Malaysia | **230**<br>—<br>— | | **1963** Cheoy Lee Shipyard—Hong Kong (1050)<br>35,36 8,01 1,372<br>31,32 7,73 1,83<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 4Cy. 222 × 292<br>Lister Blackstone Mar. Ltd. Dursley |
| 6522440<br>4QQW<br>174353<br>Df Esd<br>RT | **BERUWALA**<br>**Ceylon Fisheries Corp.**<br>Colombo Sri Lanka | **236**<br>69<br>— | ✠LR class withdrawn 18/6/82 | **1965**-11 Ladjedelnica Piran—Piran (43)<br>33,36 7,35 3,563<br>28,35 7,31 3,76<br>F 14,4<br>rf 584 | **M Fishing**<br>Stern Trawler | Oil 2SA 6Cy. 230 × 400 with hydraulic clutch<br>460bhp (338kW) Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>9,75kn |
| 7201354<br>WX9221<br>288223 | **BERWICK BAY**<br>ex Fat Chance-75<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **487**<br>331<br>— | | **1962** Burton Construction & SB. Corp.—Port Arthur, Tx (322)<br>*48,77* 9,78<br>3,36 | **TM Fishing** | 2 Vee Oil 4SA each 12Cy. 137 × 152<br>1 020bhp (750kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5331612<br>ODOQ<br>B2751<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BERYTE**<br>ex Skyros-73<br>**Associated Levant Lines S.A.L.**<br>T. Gargour & Fils<br>Beirut Lebanon | **2 661**<br>1 285<br>3 280 | BV | **1962** Frederikshavn Vaerft & Flydedok A/S—Frederikshavn (232)<br>105,19 15,55 6,097<br>100,01 15,50 6,41<br>F 25,3 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ref 12P<br>4 Ho 17,5 16,0 15,4 18,3<br>G.5 833 B.5 465 In.1 841<br>4 Ha (7,3 9,6 8,9 7,5 × 5,3)<br>12W Der 1(30) 1(10) 2(5) 10(3) | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 2 × 355kW 1 × 215kW 60Hz a.c.<br>Fuel 464,5t 14,5kn |
| 5061724<br>VXWQ<br>176883 | **BESBRO LADY**<br>ex Cape Palmerston-66<br>**John C. Best**<br>Vancouver, B.C. Canada | **110**<br>68<br>— | | **1940** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>*24,45* 6,28<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 8Cy. 170 × 255<br>Vivian Engine Works Ltd. Vancouver, B.C. |
| 7413438 | **BESELINJA**<br>**Albanian State Fishing Enterprise**<br>Durres Albania | **150**<br>—<br>— | | **1974** Durres Shipyard—Durres<br>29,67 6,20<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>400bhp (294kW)<br>East Germany<br>11kn |
| 7825813<br>9MXN<br>324210<br>Esd Rdr<br>RT | **BESERAH**<br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Penang Malaysia | **284**<br>0<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL G 332,5/22,0U2<br>FN 379 | **1979**-10 Malaysia Shipyard & Eng. Sdn.—Johore Bahru (002)<br>33,41 8,72 3,410<br>29,32 8,50 4,40<br>F 13,8 1 dk<br>rf 483<br>5BH WB54T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 280 × 340 reverse reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 88kW 1 × 40kW 420V 50Hz a.c. |
| 7129439<br>TCER<br>4159<br>Rdr RT | **BESERLER**<br>**Beserler Kollektif Sirketi**<br>Istanbul Turkey | **381**<br>252<br>650 | BV | **1972** Celiktrans Deniz Insaat—Istanbul (40)<br>46,66 8,23 3,429<br>44,30 8,21 3,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.886 B.844<br>2 Ha (9,3 10,4 × 4,1) ER<br>Cr 2(3) | Oil 4SA 6Cy. 275 × 360<br>550bhp (405kW)<br>CKD Praha Praha<br>10kn |
| 7832933 | **BESHTAU**<br>**U.S.S.R.**<br>U.S.S.R. | **422**<br>—<br>377 | RS | **1980** ..............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M Tug**<br>Ice strengthened | Oil<br>U.S.S.R. |
| 5043100<br>TCUG<br>57 | **BESIKTAS**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **283**<br>153<br>— | (GL) | **1951** Schps. L. Smit & Zoon—Kinderdijk (Co156)<br>32,59 7,65 2,413<br>7,62 2,70<br>1 dk | **TM Ferry** | 2 Oil 2SA each 6Cy. 220 × 360<br>520bhp (382kW)<br>Waggon u. Maschb. Hamburg<br>10kn |

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| **7028958**<br>YDDG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BESITANG/PERMINA 53**<br>ex Slagen-82<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **4 153**<br>1 918<br>5 852 | **✠100A1** SS 12/80<br>oil tanker<br>Ice Class 3<br>**✠LMC**<br>EL V $1\frac{7}{8}$"SQ<br>FN 2526<br>KI | **1971**-1 G. Dimitrov Shipyard—Varna (601)<br>116,01 16,06 6,693<br>106,08 16,01 7,80<br>P 30,2 F 14,4 1 dk<br>rf 51<br>11BH WB444t incl. DTf164t | **M Tanker**<br>pt higher tensile steel<br>Mchy.aft<br>L.(oil) 7 265 HeCls. BC<br>Der 4(1,5) | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW)<br>Halberstadt Halber<br>2 WTAuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar) header, rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 172kW 400V 50Hz a.c.<br>Fuel 147,5t (d.o.) 385,0t (hvf)-12,5pd |
| **7108825**<br>HZOG<br>249/401<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BESMALLAH**<br>ex Ise Maru-80<br>**Oriental Commercial Establishment**<br>Jeddah Saudi Arabia | **997**<br>628<br>2 499 | AB | **1971** Kurinoura Dock K.K.—Yawatahama (77)<br>67,42 11,61 6,097<br>67,01 11,59 5,90<br>1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 65 | Oil 4SA 6Cy. 600 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW a.c. |
| **7430682**<br>ELCO9<br>7332<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BESOR**<br>ex Bonnieway-82<br>**Byblos Holdings Ltd.**<br>Monrovia Liberia | **35 771**<br>25 451<br>60 740 | **✠100A1** CS 4/81<br>**✠LMC** **UMS**<br>EL O† $3\frac{1}{16}$"U3<br>FN 10742<br>(NV) | **1976**-5 'A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (888)<br>224,42 32,31 12,605<br>213,85 32,24 17,99<br>1 dk<br>rf nil DK throughout holds<br>NS 9BH WB28836T incl. Comb. btm & STs in holds 9734T topside tanks 5010T & No. 4 hold 11583T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho ER<br>7 Ha (stl) ER | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kober<br>WTAuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>WTAuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>15, |
| **5043148**<br>PKEN | **BESORI**<br><br>**P.T. Pelayaran Tirta-Djaja**<br>Makassar Indonesia | **172**<br>80<br>— | | **1947** Schps. "De Gideon" v/h J. Koster Hzn.—Groningen<br>*33,99* 7,01<br>... ... ... | **M General Cargo**<br>Mchy.aft | Oil 4SA 3Cy. 280 × 400<br><br>Motorenfabriek "De Industrie" Alphen a/ |
| **6728707**<br>UBFW<br>M-22253<br>Df Esd<br>Gc Rdr<br>RT | **BESPOKOYNYY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **718**<br>190<br>331 | RS | **1957** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,401<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving gen. connected to elec. motor geared to sc. shaft<br>Kh<br>1 |
| **6728719**<br>UBFU<br>M-22274<br>Df Esd<br>Gc Rdr<br>RT | **BESPOSHCHADNYY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>332 | RS | **1958** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,399<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving gen. connected to elec. motor geared to sc. shaft<br>Kh<br>1 |
| **7412434**<br>DVJT<br>222705<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BESSANG PASS**<br>ex San Vicente-79<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **4 928**<br>3 446<br>8 487 | NK | **1975** Kyokuyo Zosen Tekko K.K.—Chofu (277)<br>116,49 18,34 7,290<br>106,99 18,29 9,30<br>P 19,6 F 9,8 1 dk | **M General Cargo**<br><br>G.10 493 B.9 744<br>3 Ha (13,1 × 7,4) (32,1 17,3 × 9,1) ER<br>Der 4(30) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 240kW a.c.<br>Fuel 852,5t-15,5pd<br>1 |
| **5043150**<br>GXZG<br>363082<br>Df Esd<br>Gc Rdr<br>RT | **BESSEGGEN**<br><br>**Bella Coola Shipping Co. Ltd.**<br>Newcastle upon Tyne United Kingdom | **7 408**<br>4 287<br>9 348 | NV | **1963** Kaldnes M/V A/S—Tonsberg (155)<br>139,96 19,56 7,748<br>129,09 19,51 10,37<br>P 32,0 F 20,2 1 dk | **M Bulk Carrier**<br>Self-unloader<br>Mchy.aft<br>6 Ho<br>G.9 373<br>1 Ha (stl) (12,1 × 10,2) 5 Ha (stl) (each 12,1 × 13,9)<br>Cr 2(13) | Oil 2SA 6Cy. 630 × 1350<br>5 880bhp (4 325kW)<br>Gebr. Stork & Co. N.V. Her<br>Gen 5 × 244kW 440V 60Hz a.c.<br>Fuel 1 321,0t (hvf) |
| **5043162**<br>KCXS<br>248503<br>Df Esd<br>Gc | **BESSEMER VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 561<br>10 893 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V90)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwauke<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **6728721**<br>UFYY<br>M-22251<br>Df Esd<br>Gc Rdr<br>RT | **BESSHUMNYY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>332 | RS | **1957** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,401<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving gen. connected to elec. motor geared to sc. shaft<br>Kha<br>17 |
| **7311745**<br>TFIU<br>1313<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BESSI**<br><br>**Alftfirdingur H/f**<br>Sudavik Iceland | **407**<br>173<br>406 | NV | **1973** Flekkefjord Slipp & Mask. —Flekkefjord (111)<br>46,56 9,53 4,446<br>40,72 9,50 6,61<br>1 dk<br>BK 119 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,7 × 2,4) ER | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>Wichmann Motorfabrikk A/S Rubbestadn<br>Gen 2 × 128kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7127704**<br><br>536823<br>Df Esd<br>Rdr RT | **BESSIE CANDIES**<br><br>**Otto Candies Inc.**<br>Houma, La United States of America | **181**<br>123<br>— | AB | **1972** Burton Construction & SB. Corp. —Port Arthur, Tx (481)<br>50,30 11,64 3,334<br>48,04 11,59 3,97<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 210 × 300<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel N.V. Amster<br>Gen 2 × 75kW<br>Fuel 112,0t |
| **7051668**<br>WF2380<br>265982 | **BESSIE M**<br>ex Barwell ex BSP 3142<br>**Robert L. Proulx**<br>Juneau, Ak United States of America | **163**<br>131<br>— | | **1944** Sagstad Shipyards—La Conner, Wa<br>*25,09* 8,11<br>2,65<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>Buda Co. U.<br>Fuel (d.o.) |

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| 43186<br>NB<br>5219<br>Rdr | **BESSIE SURTEES**<br>**Central Electricity Generating Board**<br>Stephenson Clarke Shipping Ltd.<br>London United Kingdom | **561**<br>177<br>787 | **✠100A1** SS 7/79<br>hopper barge<br>**✠LMC**<br>EL h 1 1/16"SQ<br>FN 650 | **1955**-4 Charles Hill & Sons Ltd.—Bristol (396)<br>48,14 10,14 3,563<br>45,73 10,06 4,14<br>P 15,3 1 dk<br>R rf nil<br>4BH WB291t | **M Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>G.381<br>1 Ha (15,8 × 6,1) ER | Oil 2SA 6Cy. 340 × 570<br>845bhp (622kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 100kW 1 × 25kW 220V d.c.<br>Fuel 25,5t (d.o.) 10,75kn |
| 26215<br>U<br>05<br>Esd<br>Pfd<br>RT | **BESSNES**<br>**Elmslie Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Monrovia Liberia | **19 169**<br>12 572<br>34 537 | **✠100A1** SS 7/82<br>**✠LMC** **UMS**<br>EL J 605,0/76,0U2<br>FN 7382 | **1977**-7 Sumitomo Heavy Industries Ltd.<br>—Uraga Shipyard, Yokosuka (987)<br>180,02(BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil<br>7BH WB17700t incl. comb. btm side & Topside tanks in Nos. 1, 2 & 3 holds 5934t comb. btm & STs in Nos. 4 & 5 holds 2758t & No. 3 hold 7357t | **M Bulk Carrier**<br>5 Ho 23,0 27,8 20,8 27,8 27,8 ER<br>G.42 553 B.40 796<br>5 Ha (stl) (14,0 × 10,5) (18,2 12,8 18,2 18,2 × 13,4) ER<br>Cr 4(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 976,0t (hvf) 15,5kn |
| 43198<br>EJ<br>7104<br>Esd<br>Rdr | **BESSTRASHNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **1 152**<br>—<br>605 | RS | **1963** Valmet Oy Pansion Tehdas<br>—Turku/Abo (265)<br>61,30 11,82 4,700<br>55,33 11,51 5,77<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.94<br>1 Ha (2,8 × 1,9)<br>2W Der 1(10) 1(1,5) | Oil 2SA 7Cy. 520 × 740<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>15kn |
| 15030<br>E<br>7108<br>Esd<br>Rdr | **BESSTRASHNYY**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 152**<br>—<br>605 | RS | **1963** Valmet Oy Pansion Tehdas<br>—Turku/Abo (266)<br>61,22 11,82 4,709<br>55,33 11,51 5,77<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.94<br>1 Ha (2,8 × 1,9)<br>2W Der 1(10) 1(1,5) | Oil 2SA 7Cy. 520 × 740<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>15kn |
| 28733<br>YT<br>22250<br>Esd<br>Rdr | **BESSTRASHNYY**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>332 | RS | **1957** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,401<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving gen. connected to elec. motors & geared to sc. shaft<br>Kharkov<br>17,5kn |
| 52259<br>TZ<br>6616 | **BESSTRASHNYY**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **235**<br>—<br>112 | (RS) | **1947** ............U.S.S.R.<br>35,74 8,21 2,750<br>3,51<br>1 dk | **M Tug** | Oil 2SA 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 10,5kn |
| 38909<br>B<br>Esd<br>Rdr | **BESSY K**<br>ex Theofilos J. Vatis-73<br>ex Beaumont-65<br>**George K. Cia. Naviera S.A.**<br>Syros Greece | **15 895**<br>9 334<br>— | (AB)<br>**REPORTED BROKEN UP** | **1958** Kaldnes M/V A/S—Tonsberg (141)<br>190,51 24,13 10,342<br>178,01 24,08 13,11<br>P 46,7 B 13,8 F 30,2 1 dk<br>rf 51 | **S Tanker**<br>13 Ta ER<br>L.(oil) 33 038 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13 200shp (9 709kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 550kW 1 × 112kW 440V 60Hz a.c.<br>Fuel 2 178,5t (o.f.)-76,0pd 16,25kn |
| 27779<br>RH<br>784<br>Esd<br>Pfd<br>RT | **BESTLA**<br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Kalundborg Denmark | **218**<br>0<br>112 | **✠100A1**<br>tug<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL E 275,0/25,0U1<br>FN 331 | **1981**-11 Dannebrog Vaerft A/S—Aarhus (179)<br>30,21 9,02 3,433<br>26,40 8,50 4,02<br>1 dk<br>rf 584 BK 76<br>4BH WBnil | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 225 × 300 with flexible couplings, clutches & sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 106kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 118,0t (d.o.)-8,0pd 14kn |
| 68973<br>TT<br>24450 | **BESTUZHEV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **264**<br>94<br>168 | (RS) | **1955** ............East Germany<br>39,15 7,45 2,980<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.200<br>2 Ha (each 2,0 × 1,8)<br>Der 1(2) | Oil 4SA 8Cy. 240 × 360<br>E made62 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 43239<br>ER<br>57<br>Esd<br>m | **BESUGO**<br>Launched as Pevisa XI<br>**Salvador Barreras Masso y otros**<br>Vigo Spain | **207**<br>101<br>— | (BV) | **1960** Hijos de J. Barreras S.A.—Vigo (1107)<br>35,13 6,89<br>29,77 6,80 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 81,5t 9,75kn |
| 93888<br>CN<br>4<br>Esd<br>Pfd<br>r RT | **BETA**<br>ex Ca Negra-79 ex Ronald-71<br>ex Korsholm-66<br>**Im. Com. Sider S.p.A.**<br>Olbia Italy | **999**<br>553<br>1 255 | RI (BV) | **1950** Frederikshavn Vaerft & Flydedok A/S<br>—Frederikshavn (216)<br>66,71 10,06 3,871<br>60,97 10,01 4,42<br>P 16,8 RQD 28,7 F 7,1 1 dk<br>rf 76 | **M General Cargo** 2P<br>2 Ho 8,8 29,2 ER<br>G.1 952 B.1 803<br>3 Ha (6,1 × 4,8) (11,9 6,8 × 4,7) ER<br>6W Der 1(10) 6(3) | Oil 2SA 5Cy. 340 × 570<br>580bhp (427kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 3 × 40kW 220V d.c.<br>Fuel 76,0t (d.o.) 10kn |
| 12401<br>6158<br>781<br>d Rdr | **BETA**<br>ex Giulia Berlingieri-80<br>**Beta Navigation Co.**<br>Vera Shipping Co. Ltd.<br>Piraeus Greece | **493**<br>264<br>1 133 | RI | **1969** Cant. Nav. Sgorbini—La Spezia (62)<br>64,50 10,01 3,950<br>55,96 9,99 4,30<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 453 | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Kiel |
| 502476<br>DX<br>45<br>Esd<br>Rdr<br>Tm/h/v | **BETACRUX**<br>ex Haensel-77 ex Hassel-75<br>**Compagnia Siciliana Trasporti Mare S.p.A. (CO.SI.MAR.)**<br>Palermo Italy | **2 847**<br>1 407<br>4 105 | RI (NV) | **1965** A/S Akers M/V—Oslo (562)<br>100,87 13,59 6,077<br>93,35 13,57 6,81<br>P 29,6 B 20,2 F 11,0 1 dk<br>rf 76 | **M Tanker**<br>Chemical CBT<br>14 Ta ER<br>L.4 490 L.(oil) 6 739 HeCls. CptB | Oil 2SA 5Cy. 420 × 900<br>2 500bhp (1 839kW) B&W<br>A/S Akers M/V Oslo<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Fuel 345,5t (hvf)-9,5pd 12kn |

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| **5043306** | **BETANA**<br><br>**Government of The Republic of Indonesia**<br>P.T. Pelajaran Rakjat Indonesia (PERINDO)<br>Jakarta Indonesia | **176**<br>83<br>163 | | **1947** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (707)<br>37,09 7,04<br>6,99<br>F 6,8 | **M General Cargo**<br><br>1 Ho 21,1 ER<br>G.277 B.269<br>3W | Oil 4SA 3Cy. 280 × 400<br>150bhp (110kW)<br>Motorenfabriek "De Industrie" Alphen a/d<br>Fuel 6,0t |
| **7310923**<br>EDZA<br><br>Df Esd<br>Gc Rdr<br>RTv | **BETANZOS**<br><br>**Pescanova S.A.**<br>Vigo Spain | **1 517**<br>737<br>— | | **1974** Ast. Construcciones S.A.—Meira (128)<br>BV 72,07 12,55 4,750<br>64,04 12,50 7,35<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>G.963<br>2W Der 2(3) | 2 Vee Oil 4SA each 16Cy. 160 × 180<br>geared to sc. shaft<br>2 400bhp (1 765kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Carta<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 421,0t (d.o.) |
| **6921268**<br>HOZF<br>689-69<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BETELGEUSE**<br><br>**Cross Seas Shipping Corp.**<br>Panama Panama | T.Mk<br>**6 068**<br>3 460<br>—<br>**9 372**<br>6 363<br>15 124 | ✠**100A1** SS 6/82<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 4469<br>JR | **1969**-9 Brodogradiliste "3 Maj"—Rijeka (527)<br>145,01(BB) 20,65 —/9,100<br>135,01 20,60 12,50<br>F 12,8 2 dks<br>rf nil<br>7BH to U dk 1 to 2nd dk WB3222t incl.<br>DTm1425t | **M General Cargo**<br><br>5 Ho 18,9 23,3 23,3 21,9 ER<br>18,9<br>G.22 168 B.19 904<br>5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 × 9,9) ER (10,1 × 8,3)<br>16W Der 4(10) 12(5) | Oil 2SA 5Cy. 700 × 1550<br>7 700bhp (5 664kW)<br>Tvornica Dizel Motora "3 Maj"<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 246,5t (hvf) |
| **7646475**<br>PDBN<br>18376<br>Df Rdr<br>RTv | **BETELGEUZE**<br><br>**C. Lont**<br>Den Oever Netherlands<br><br>See Register of Offshore Units | **432**<br>155<br>— | **100A1** SS 1/82<br>English Channel service<br>limiting line West<br>Weymouth to Cherbourg<br>also North Sea service<br>limiting line North<br>Yarmouth to the River Elbe<br>EL G $1\frac{1}{8}$"U1<br>FN 601 | **1951** N.V. Schps. Gebr. Pot—Bolnes (919)<br>45,95 8,44 3,398<br>42,07 8,41 5,87<br>2 dks<br>rf nil<br>6BH to U dk 1 to 2nd dk WBnil | **M Diving Support Ship**<br>for offshore installations<br><br>Cr 2(2,5)<br><br>conv Pilot Ship 77 | Oil 4SA 6Cy. 365 × 550<br>650bhp (478kW)<br>J. & K. Smit's Scheeps. Kinde<br>Gen 2 × 80kW 230V d.c.<br>Controllable pitch propeller |
| **6722416**<br>UOAA<br>M-3163<br>Df Esd<br>Rdr RT | **BETELGEYZE**<br>ex SRTM-8013-71 ex Alferans-69<br>ex SRTM-1220-65<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **699**<br>265<br>337 | | **1964** .............U.S.S.R.<br>54,26 9,48 3,831<br>RS 49,99 9,40 4,78<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.358<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magde<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **7625720**<br>LHDX<br>19210<br>Df Esd<br>Gc Pfd<br>Rdr | **BETH**<br><br>**P/R Beth**<br>A/S Bill<br>Oslo Norway | **22 076**<br>13 890<br>32 500 | | **1978** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B515/01)<br>NV 176,59 27,46 11,513<br>169,30 27,44 15,83<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br><br>7 Ho ER<br>G.41 700<br>7 Ha (stl) (7,0 16,7 9,5 16,7 9,5 16,7 9,5 × 13,1) ER<br>Cr 2(25) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Po<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 2 627,0t-38,0pd |
| **7230757**<br>WYZ6<br>180<br>536194 | **BETH LOMONTE**<br><br>**Trawlers Inc.**<br>Galveston, Tx United States of America | **114**<br>77<br>— | | **1971** Heritage Marine—Freeport, Tx<br>*20,06* 6,43<br>3,48 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| **6718063**<br>ZCGX<br>356679<br>Df Esd<br>Gc Rdr<br>RT | **BETH TIDE**<br>ex Lady Beth-75<br>**Tidewater Georgetown Inc.**<br>Tidewater Inc.<br>Georgetown Cayman Islands (British) | **487**<br>173<br>765 | | **1967** Verolme Scheepswerf Heusden N.V. —Heusden (765)<br>BV 48,62 10,04 3,550<br>47,20 10,01 4,12<br>2 dks | **TM Supply Ship**<br>Deck Cargo<br><br>Der 1(10) | 2 Oil 4SA each 10Cy. 215 × 260<br>2 600bhp (1 912kW)<br>N.V. Werkspoor Amste<br>Thw. thrust propeller fwd |
| **7389766**<br>7TOM<br>102276<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BETHIOUA**<br>Launched as Messiniaki Doxa<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **18 013**<br>11 688<br>31 190 | | **1976** AB Oskarshamns Varv—Oskarshamn (410)<br>NV 170,69 25,94 11,092<br>161,86 25,90 14,51<br>1 dk | **M Tanker**<br><br>21 Ta ER<br>L.(oil) 39 563 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Po<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Fuel 284,5t (d.o.) 2 157,5t (hvf)-35,0pd 15, |
| **5050816**<br><br><br>RTv | **BETHIOUA**<br>ex Kevin-75 ex Mansouriah-74<br>ex Brave-66<br>**Societe Salmar**<br>Arzew Algeria | **240**<br>—<br>— | | **1953** Ziegler Freres—Dunkerque (1)<br>31,98 7,62 4,750<br>(BV) 7,57<br>1 dk<br>RW | **S Tug**<br>Mchy.aft<br><br>1W | C 4Cy. (2) 330 & (2) 679 × 420<br>Christiansen & M Dunke<br>At. & Ch. de France<br>Gen 2 × 10kW 110V d.c.<br>Fuel 99,5t (o.f.) |
| **7613064**<br>5MDH<br>6032<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BETHORE**<br>ex Cast Elk-81<br>ex Nordic Merchant-80<br>**Interocean Shipping Co.**<br>Monrovia Liberia | **32 508**<br>22 882<br>61 308 | | **1977** Mitsubishi Heavy Industries Ltd. —Nagasaki (1790)<br>AB 236,81(BB) 32,24 12,201<br>225,03 32,21 18,22<br>P 36,0 RQD 22,6 F 26,0 1 dk<br>rf 297 | **M Bulk Carrier**<br><br>7 Ho 21,5 28,9 21,5 28,9 21,5 28,9 21,5 ER<br>G.75 887 HeCls. ptB<br>10 Ha (stl) (13,7 × 11,4) (11,2 11,2 15,1 11,2 11,2 15,1 11,2 11,2 15,1 × 12,9) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 295,0t (d.o.) 3 322,5t (hvf)-63,0pd 15 |
| **7015705**<br>EEZT<br>2572<br>Df Esd<br>Rdr RT | **BETI ALAI**<br><br>**Pesquerias Echebastar S.A.**<br>Bermeo Spain | **889**<br>542<br>1 044 | | **1971** Maritima de Axpe S.A.—Bilbao (51)<br>57,51 11,76 5,811<br>BV 53,01 11,70 6,05<br>1 dk & S dk | **M Fishing** OSD<br>Side Trawler Ref | Oil 4SA 8Cy. 360 × 450 sr geared to shaft<br>2 400bhp (1 765kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 337,5t (d.o.) |
| **7129374**<br>EGAO<br>124 | **BETI GURE JAVIER**<br><br>**Beti Gure Javier**<br>Bilbao Spain | **160**<br>47<br>— | | **1972** S.L. Ardeag—Bilbao<br>30,05<br>26,01 6,61 3,71 | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Ill<br>Fuel (d.o.) |

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| 7222164<br>EAMN<br>1868 | **BETI SAN LUIS**<br>**Antonio Echevarria Olaizola, J.Ma Echevarria Olaizola & Angel Echevarria Urquizu**<br>San Sebastian Spain | **147**<br>62<br>— | | **1972** Ast. Zamacona S.A.—Bilbao (85)<br>29,06<br>26,01 6,81 3,59<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 160 × 180<br>760bhp (559kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>11kn |
| 7120146<br>EFZA<br>125<br>Df Esd<br>Gc | **BETI SENDI DEUNA**<br>**Leon Solabarrieta Bedialauneta**<br>Bilbao Spain | **154**<br>60<br>— | | **1972** S.L. Ardeag—Bilbao (63)<br>29,14 6,63<br>26,01 6,61 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4DA 6Cy. 255 × 300<br>540bhp (397kW) Deutz<br>Carmelo Unanue Zumaya<br>10,5kn |
| 6904404<br>OWMR<br>D2790<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BETINA THOLSTRUP**<br>ex Thor-80 ex Thor Heyerdahl-78<br>**Kosan Tankers A/S**<br>Kobenhavn Denmark | **3 061**<br>1 595<br>3 279 | NV | **1969** Moss Vaerft & Dokk A/S—Moss (162)<br>101,94 14,46 5,716<br>94,21 14,41 7,12<br>P 27,2 F 11,9 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>6 Ta cyl horizontal ER<br>L.(gas) 3 708 | Oil 2SA 9Cy. 360 × 600<br>2 340bhp (1 721kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 230kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 406,5t (hvf)-10,0pd 13kn |
| 7223637<br>S6AQ<br>367988<br>Df Esd<br>Gc Rdr<br>RT | **BETIS**<br>ex Arenal-75<br>**Afretamentomarin S.A.**<br>Singapore Singapore | **15 683**<br>10 740<br>26 958 | **✠100A1** SS 3/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6286 | **1973**-3 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (155)<br>182,84(BB) 22,46 10,554<br>171,69 22,41 14,20<br>P 30,8 F 15,9 1 dk<br>rf nil DK fwd<br>NS 10BH WB7918t incl. DTf265t Comb. btm & STs3228t Topside tanks 3298t | **M Bulk Carrier**<br>7 Ho 17,6 19,5 19,8 14,3 19,8 22,2 16,7 ER<br>G.35 885<br>7 Ha (stl) (8,9 11,9 11,9 8,0 11,9 11,9 9,6 × 11,4) ER<br>14W Der 14(5-10) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 460kW 1 × 350kW 440V 60Hz a.c.<br>Fuel (hvf) 16kn |
| 5169552<br>LHKG<br>17904<br>Df Esd<br>Rdr RT | **BETON**<br>ex Jan Kluver-72<br>**Otto Barsten**<br>Molde Norway | **287**<br>170<br>459 | NV (GL) | **1962** Martin Jansen Schiffswerft u. Mfbk. —Leer (50)<br>42,98 7,52 2,794<br>38,99 7,50 3,10<br>P 12,8 F 6,1 1 dk | **M General Cargo**<br>1 Ho 26,5 ER<br>G.617 B.591<br>1 Ha (20,5 × 5,0) ER<br>2W Der 2(1,5) | Oil 4SA 8Cy. 220 × 280<br>390bhp (287kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 1 × 9kW 1 × 6kW 220V d.c.<br>Fuel 22,5t (d.o.)-1,0pd 10kn |
| 5043411<br>Df Esd<br>Pfd Rdr | **BETS EN GERDA** | **326**<br>137<br>— | | **1962** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1301)<br>44,23 7,37<br>38,66 7,31 3,99 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 305 × 460<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 5043459<br>PKAQ | **BETTET**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **194**<br>76<br>71 | ✠Classed LR until 9/58 | **1952**-9 N.V. Schps. & Mach. "De Klop" —Sliedrecht (596)<br>38,21 6,53 2,026<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7393676<br>OYGN<br>D2245<br>Esd Rdr<br>RT | **BETTINA**<br>ex Bente Nordfisk-82<br>**Jan Trane P/R**<br>Esbjerg Denmark | **277**<br>140<br>300 | NV | **1975** Bolsones Verft—Molde (238)<br>41,15 8,08 3,175<br>36,99 8,06 4,14<br>F - 1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 6 Ta ER<br>3 Ha (0,9 0,9 1,5 × 1,2) | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 82,0t-4,5pd |
| 7010793<br>SZYM<br>7934<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BETTY**<br>ex Sam Mi No. 1-81<br>**Armadores Betty S.A.**<br>Byzantine Maritime Corp.<br>Piraeus Greece | **10 494**<br>6 669<br>16 979 | NK (KR) | **1970** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1139)<br>148,42 22,53 8,967<br>138,03 22,51 11,89<br>P 27,2 F 9,8 1 dk<br>rf nil | **M Bulk Carrier** 2P<br>4 Ho 20,2 21,7 21,7 21,7 ER<br>G.21 847 B.21 281 HeCls. ptB<br>4 Ha (stl) (16,3 × 11,3) (19,5 19,5 19,5 × 11,9) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 150,0t (d.o.) 1 692,0t (hvf)-25,0pd<br>14,75kn |
| 7734260<br>WYC4<br>514<br>587407 | **BETTY ANNE**<br>**Betty Anne Inc.**<br>Norfolk, Va United States of America | **160**<br>108<br>— | | **1977** Deep Sea Boat Builders—Bayou la Batre, Al<br>*23,60*<br>6,71 3,59<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>In.113 | Vee Oil 4SA 12Cy. 137 × 165 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7504237<br>OYRT<br>D2563<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BETTY BELINDA**<br>ex Mitaq Trawler-80<br>**'Nisa Trawl' ApS**<br>Nuk Greenland (Danish) | **428**<br>176<br>— | NV | **1977** Maritime Sveiseindustri A/S —Gjerdsvika (10)<br>44,51 4,801<br>37,62 9,52 7,12<br>2 dks<br>rf 1250 BK 208 | **M Fishing**<br>Stern Trawler Ref.<br>Ice strengthened<br>Mchy.aft<br>In.459 | Vee Oil 4SA 10Cy. 225 × 300<br>1 550bhp (1 140kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 148kW 380V 50Hz a.c. |
| 7358896<br>OWWC<br>H587<br>Df Esd<br>Pfd Rdr<br>RT | **BETTY BORSMOSE**<br>ex Hans Sme-77<br>**P/R Betty Borsmose**<br>Thorvald Borsmose<br>Hjerting Denmark | **185**<br>94<br>— | | **1975** A/S Nordsovaerftet—Ringkobing (91)<br>34,09 6,71<br>31,35 6,68 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>H. Callesen & Co. Aabenraa<br>Fuel (d.o.) |
| 5043526<br>WA8623<br>237007 | **BETTY C**<br>ex New Bol ex Grouse ex New Bol<br>**m/v Viking Inc.**<br>Seattle, Wa United States of America | **131**<br>81<br>— | | **1938** Martinolich SB. Corp.—Tacoma, Wa<br>*22,32* 7,37<br>7,32<br>1 dk | **Wood M General Cargo** | Oil<br>350bhp (257kW)<br>National Supply Co. Springfield, Oh |
| 5018909<br>EIMN<br>401943<br>Df Esd<br>Gc Rdr<br>RTh | **BETTY C.**<br>ex Nordgard-79 ex Knud-75<br>ex Anne Catharina-69<br>**Carisbrooke Shipping Ltd.**<br>Dublin Irish Republic | **499**<br>325<br>825 | GL | **1961** Schiffsw. Hugo Peters—Wewelsfleth (514)<br>60,38 9,05 3,410<br>53,65 9,00 3,79<br>P 11,0 F 8,3 1 dk<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,5 ER<br>G.1 047 B.991<br>2 Ha (8,9 17,9 × 5,3) ER<br>3W Der 3(2-3) | Oil 4SA 6Cy. 320 × 450<br>499bhp (367kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 9,5kW 1 × 8kW 110V d.c.<br>Fuel 19,5t (d.o.) 10kn |

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| **7426875**<br>CZ9730<br>348884 | **BETTY COULTER**<br>**North Western Dredging Co. Ltd.**<br>Vancouver, B.C. Canada | **141**<br>40<br>— | | **1974** Zenith Steel Fabricators Ltd. —Richmond, B.C.<br>*19,91* 7,65<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil each 12Cy. 140 × 165<br>.............<br>Fuel (d.o.) |
| **7035547**<br>WY2162<br>511297<br>Df Esd<br>Gc Rdr<br>RT | **BETTY CULBREATH**<br>**Gulfcoast Transit Co.**<br>Tampa, Fl United States of America | **197**<br>133<br>— | (AB) | **1968** Gulfport SB. Co.—Port Arthur, Tx (693)<br>9,81 5,373<br>34,52 9,61 5,74<br>F 15,3 1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 12Cy. 229 × 254 rev reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La<br>Gen 2 × 125kW<br>Fuel 138,0t |
| **7356977**<br>3BEC<br>372913<br>Df Esd<br>RT | **BETTY DES MASCAREIGNES**<br>ex Betty-76<br>**Government of Mauritius**<br>Port Louis Mauritius | **148**<br>38<br>— | ✠Classed LR until 25/11/77 | **1975**-11 Taylor Smith & Co. Ltd.—Port Louis (17773)<br>28,91 8,03 2,763<br>26,12 7,60 3,43<br>1 dk<br>rf 787 BK 25 | **TM Tug** | 2 Oil 4SA each 8Cy. 165 × 184 reve reduction geared to sc. shafts<br>GEC Diesels Ltd. Kelvin Marine Div. G<br>Gen 2 × 40kW 400V 50Hz a.c. |
| **7035535**<br>WZY4<br>254<br>516836<br>Df Gc<br>Rdr RT | **BETTY G. DEFELICE**<br>ex Betty G-78<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **190**<br>129<br>— | AB | **1968** Halter Marine Services, Inc.—New Orleans, La (202)<br>8,84 3,836<br>31,73 8,69 4,12<br>1 dk | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 95kW<br>Fuel 289,5t |
| **7337892**<br>WR7615<br>270690<br>Esd Pfd<br>Rdr RTh | **BETTY GALE**<br>ex Miss Peggy ex Gopher State<br>ex Harbor Ace<br>**O. L. Schmidt Barge Lines Inc.**<br>Chicago, Il United States of America | **134**<br>56<br>— | | **1955** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi<br>25,30 2,286<br>23,88 7,32 3,05<br>1 dk<br>BK 152 | **TM Tug** | Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria,<br>Fuel 35,5t (d.o.) |
| **7743649**<br>WSX6<br>172<br>595427 | **BETTY LEE**<br>**Gilbert Kriglaum**<br>Juneau, Ak United States of America | **116**<br>81<br>— | | **1978** .............Hoquiam, Wa<br>*19,91* 6,51<br>3,51<br>1dk | **M Fishing** | Oil<br>540bhp (397kW) |
| **7621798**<br>WYR2<br>414<br>555036 | **BETTY LYN II**<br>**Pennzoil Production Co.**<br>Houston, Tx United States of America | **186**<br>126<br>— | | **1974** Breaux's Bay Craft Inc.—Loreauville, La (1270)<br>... ... ...<br>34,78 8,37 3,59<br>1 dk | **M Supply Launch** | Oil |
| **7513032**<br>WYX2<br>793<br>550839 | **BETTY N**<br>**Gengo Nabeshima**<br>Honolulu, Hi United States of America | **161**<br>120<br>— | | **1973** John A. Martinolich SB. Corp. —Tacoma, Wa<br>*24,21* 7,65<br>3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>565bhp (416kW) |
| **7412496**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BETTY No. 2**<br>ex Timber Leader-81<br>**P.T. Djajanti Djaja**<br>Jakarta Indonesia | **6 030**<br>4 189<br>10 138 | NK | **1974** Kochiken Zosen—Kochi (569)<br>127,97 18,34 7,748<br>119,00 18,31 9,91<br>P 23,8 F 10,1 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (16,0 30,7 19,5 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mit<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 1 062,0t-22,5pd |
| **5043629**<br>OXCW<br>D661<br>RTh | **BETTY NORDGAS**<br>**Gulf Benzin A/S**<br>Odense Denmark | **204**<br>88<br>137 | BV | **1958** Svendborg Skibsvaerft A/S —Svendborg (85)<br>33,71 6,43 2,623<br>30,48 6,41 3,20<br>P & B 8,0 1 dk<br>RW BK 140 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>1 Ta (C.mn.stl) cyl horizontal ER<br>L.(gas) 175 | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW)<br>Alpha-Diesel A/S Frederi<br>Gen 2 × 5kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.)-1,0pd |
| **7114006**<br>VM5318<br>332067<br>Esd Rdr<br>RT | **BETTY OTT**<br>**Markwell Ross Fisheries Pty. Ltd. & K. H. Ott**<br>K. H. Ott<br>*Fremantle, W.A.* Australia | **125**<br>76<br>— | | **1971** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (100)<br>22,26 6,35 3,201<br>19,44 6,20 3,74<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 152 × 184<br>320bhp (235kW)<br>English Electric Diesels Ltd., Kelvin Marine Div. G |
| **5422992**<br>HO3115<br>8869-PEXT2<br>Df Esd<br>Gc Rdr<br>RTv | **BETTY S**<br>ex Sea Carrier I-81<br>**Threegrey Ltd.**<br>Panama Panama | T.Mk<br>**485**<br>216<br>840 | (DSRK) | **1963** VEB Peene-Werft—Wolgast<br>59,21 9,83 3,658<br>53,01 9,78 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,8 ER<br>G.1 550 B.1 456<br>2 Ha (stl) (each 11,1 × 4,9) ER<br>Cr 2(3) | Oil 4SA 8Cy. 320 × 480<br>550bhp (405kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Mag<br>Gen 2 × 40kW 2 × 28kW 220/380V 50Hz a.c.<br>Fuel (d.o.) |
| **6408981**<br>WO4929<br>293230<br>Esd Rdr<br>RT | **BETTY SMITH**<br>**Harbor & Tidelands Towing Corp.**<br>New Orleans, La United States of America | **148**<br>70<br>— | (AB) | **1963** Equitable Equipment Co. —Madisonville, La (1290)<br>25,91 7,37 2,439<br>23,78 7,32 3,15<br>1 dk<br>BK 38 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203 rev reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria,<br>Fuel 63,0t |
| **7236024**<br>WYZ8<br>766<br>544994<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BETTY WOOD**<br>**Gulfcoast Transit Co.**<br>Tampa, Fl United States of America | **175**<br>119<br>— | AB | **1973** Gulfport SB. Co.—Port Arthur, Tx (735)<br>45,14 12,35 6,360<br>41,56 12,20 6,84<br>1 dk | **M Tug** | 2 Oil 2SA each 20Cy. 230 × 254 gea to sc. shaft<br>General Motors Corp. La Grange.<br>Gen 2 × 150kW |

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| 7024158<br>HO6229<br>1042<br>2-80<br>Df Esd<br>Rdr RT | **BETTY-K-V**<br>ex Toste Jarl-80<br>**Dorica Navigation S.A.**<br>Panama Panama | T.Mk<br>**299**<br>197<br>789 | NV | **1970** Vaagen Verft A/S—Kyrksaeterora (33)<br>62,13 (BB) 10,22 3,512<br>55,99 10,20 5,74<br>2 dks<br>rf nil | **M General Cargo**<br>Pallets<br>Side door<br>1 Ho ER<br>G.1 740 B.1 522<br>2 Ha (stl) (10,2 × 5,1) (10,2 × 6,2) ER<br>2W Der 1(22) 1(5) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 120kW 220V 50Hz a.c.<br>Fuel 73,0t (d.o.) 13kn |
| 6807357<br>SMDE<br>10927<br>Df Esd<br>Gc Rdr<br>RTh | **BETULA**<br>**Scandinavian Ferry Lines AB**<br>Helsingborg Sweden | **2 291**<br>1 064<br>880 | **✠100A1** SS 1/81<br>Kattegat & Baltic service<br>Ice Class 1<br>**✠LMC**<br>EL R $1\frac{5}{16}$"U2<br>FN 1394 | **1968**-4 Jos. L. Meyer—Papenburg (532)<br>71,30 16,74 4,001<br>64,17 16,31 5,41<br>B & F 60,7 1 dk, 2nd dk clear of mchy.<br>spaces spaces<br>rf 152<br>NS 10BH WB286t incl. DTf105t | **TM RoRo Cargo/Ferry**<br>24bth 776dk P<br>Bow & stern doors | 4 Oil 4SA each 8Cy. 220 × 280 sr geared to sc. shafts<br>4 400bhp (3 236kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 115kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14,5kn |
| 7104726<br>YDDB<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BETUNG/PERMINA 55**<br>ex Slitan-82<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **4 710**<br>2 276<br>6 726 | **✠100A1** SS 1/81<br>oil tanker<br>Ice Class 3<br>**✠LMC**<br>EL V $2\frac{1}{8}$"U1<br>FN 2809 | **1971**-10 G. Dimitrov Shipyard—Varna (603)<br>127,69 16,06 6,598<br>117,96 16,01 7,80<br>P 29,3 F 14,4 1 dk<br>rf 51<br>12BH WB453t incl. DTf165t | **M Tanker**<br>18 Ta ER<br>L.(oil) 8 281<br>Der 4(1,5)<br>HeCls. C | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW) MAN<br>Halberstadt Halberstadt<br>2 AuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>AuxB (ex.g) & rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 192kW 400V 50Hz a.c.<br>Fuel 366,0t (d.o & hvf)-13,0pd 13,5kn |
| 7228443<br>542117<br>Df Esd<br>Gc Rdr<br>RT | **BEULAH CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **197**<br>134<br>— | AB | **1972** Burton Construction & SB. Corp. —Port Arthur, Tx (486)<br>53,35 11,69 3,048<br>51,82 11,59 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy.<br>1 200bhp (883kW)<br>General Motors Corp. Cleveland, Oh |
| 8004791<br>PDBV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BEURSGRACHT**<br>**C.V. Scheepv. Onderneming 'Groesbeek'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 448<br>**3 466**<br>2 241<br>6 156 | **✠100A1**<br>Ice Class 1A at a draught not exceeding 7.25 metres & Ice Class 1B<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1987 | **1981**-9 Miho Zosensho K.K.—Shimizu (1179)<br>80,22 (BB) 16,11 5,985/8,484<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T & STs in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) 12,75kn |
| 5276123<br>6VMO<br>Df Esd<br>RT | **BEUTIEUK**<br>ex Petite Creole-76<br>**Societe Africaine de Peche de l'Atlantique (S.A.P.A.)**<br>Dakar Senegal | **117**<br>24<br>— | | **1957** Ch. "Espoir Sablais"—Les Sables d'Olonne<br>*23,44* 7,07<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>In.80<br>4 Ha (0,9 0,9 × 1,7) (0,6 0,6 × 0,6) | Oil 4SA 8Cy. 220 × 320<br>330bhp (243kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel (d.o.) 9,5kn |
| 7403184<br>LLFU<br>Esd Rdr<br>RTv | **BEVER**<br>ex Peter-82<br>**Bukser & Bjergningsselskapet A/S**<br>Porsgrunn Norway | **171**<br>0<br>— | GL | **1974** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (190)<br>26,17 8,84 4,795<br>24,82 8,79 3,59<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>11kn |
| 5045043<br>MQGP<br>168727<br>RTv | **BEVERLEY**<br>ex Birket-79 ex M.O.W.T. 7-46<br>**British Transport Docks Board**<br>Hull United Kingdom<br>See Register of Offshore Units | **777**<br>310<br>213 | **✠A1** SS 5/80<br>crane ship<br>**✠LMC**<br>EL (n)<br>FN 1118 | **1942**-8 Fleming & Ferguson Ltd.—Paisley (587)<br>54,82 17,99 2,591<br>52,74 17,38 3,81<br>R rf 305 BK 203<br>4BH | **TS Crane Ship**<br>Mchy.aft<br>1W Cr 1(60) | C 4Cy. (2) 432 & (2) 864 × 610<br>800ihp (588kW)<br>Fleming & Ferguson Ltd. Paisley<br>✠ 2 NSB made59 refitted5/63 125lbf/in$^2$ (8,7bar) hs238,4 ND<br>Gen 1 × 15kW 220V d.c.<br>Fuel 45,5t (o.f.) 9,5kn |
| 6601648<br>Df Esd<br>RTm | **BEVERLEY BROOK**<br>**Mossad Shilbaya**<br>Egypt | **245**<br>133<br>310 | | **1937** R. Dunston Ltd.—Thorne<br>39,63 7,70 2,286<br>38,56 7,68 2,75<br>1 dk<br>RW rf 305 | **M General Cargo**<br>1 Ho 22,1 ER<br>G.496 B.460<br>1 Ha (20,1 × 5,6) ER | Oil 4SA 8Cy. 165 × 184<br>240bhp (177kW) NE 63 Kelvin<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 1kW 24V d.c.<br>Fuel 13,0t (d.o.) 8kn |
| 6501800<br>322324 | **BEVERLEY FAYE**<br>**Beverley Faye M.V. Ltd.**<br>Shelburne, N.S. Canada | **143**<br>66<br>— | | **1964** Harley S. Cox & Sons Ltd. —Shelburne, N.S.<br>*26,22* 6,84<br>6,79<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 12Cy. 140 × 152<br>Cummins Engine Co. Inc. Columbus, In |
| 5233913<br>WE3078<br>263176<br>Gc Pfd<br>Rdr RT | **BEVERLY B.**<br>ex American Endeavor-78<br>ex William A. Weber-77<br>ex Michael J. McAllister<br>ex Pottsville-61<br>**E. N. Bisso & Son**<br>New Orleans, La United States of America | **147**<br>100<br>— | (AB) | **1952** R.T.C. SB. Corp—Camden, NJ (208)<br>33,56 7,95<br>31,75 7,78 3,97<br>1 dk | **M Tug** | Oil 2SA 10Cy. 216 × 254 sr geared to sc. shaft<br>E made44 refitted52<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 114,0t |
| 8036251<br>620142 | **BEVERLY JEAN**<br>**Gary A. Harris**<br>Key West, Fl United States of America | **117**<br>79<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7406667<br>CZ9731<br>348855<br>Esd Gc<br>Rdr RT | **BEVERLY LAMBERT**<br>**North Western Dredging Co. Ltd.**<br>Northern Construction Co. Ltd.<br>Vancouver, B.C. Canada | **131**<br>49<br>43 | | **1974** Allied Shipbuilders Ltd.—North Vancouver, B.C. (191)<br>21,34 7,83 1,372<br>20,88 7,62 2,82<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| **8030788**<br>KUS6403<br>640364<br>Df Pfd<br>Rdr RT | **BEVERLY PELHAM**<br><br>**Linden Inc.**<br>Houma, La United States<br>of America | **285**<br>193<br>1 200 | AB | **1981** Zigler Shipyards Inc.—Jennings, La<br>(277)<br>3,469<br>47,10 11,60 3,97<br>1 dk<br>rf 229 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4DA each 16Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 135kW a.c.<br>Thw. thrust propeller fwd | Peoria, Illino<br>12 |
| **6614384**<br>GTVA<br>309718<br>Esd Gc<br>Rdr RTv | **BEXLEY**<br><br>**Thames Water Authority**<br>London United Kingdom | **2 175**<br>983<br>2 471 | ✠100A1 SS 7/78<br>sludge carrier<br>✠LMC<br>EL s 1 9/16"U2<br>FN 1731 | **1966**-8 Caledon SB. & Eng. Co. Ltd.<br>—Dundee (545)<br>89,87 15,14 4,064<br>85,35 14,64 5,64<br>1 dk<br>rf 152<br>6BH WB345t incl. DTf244t | **TM Sludge Carrier**<br><br>3 Ta ER<br>L.227<br>1 Ha (alu) (7,9 × 0,7) | 2 Oil 4SA each 6Cy. 260 × 368 reverse<br>reduction geared to sc. shafts<br>2 480bhp (1 824kW)<br>Ruston & Hornsby Ltd.<br>Gen 3 × 82kW 415V 50Hz a.c.<br>Fuel 101,5t (d.o.)-4,0pd | Linco<br>12 |
| **5274785**<br>HO9018<br>7019-<br>PEXT<br>Df Esd<br>Gc RTv | **BEYCHEVELLE**<br>ex Khair Eddin-74<br>ex Heide Catrin-73 ex Perikles-68<br>**Expinmar S.A. Lineas**<br>**Maritimas Expinsa**<br>Panama Panama | **498**<br>236<br>926 | BV (GL) | **1957** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13270)<br>65,31 9,81 3,610<br>62,39 9,76 4,96<br>F 8,3 1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>Mchy.aft<br>2 Ho 9,3 17,3<br>G.1 917 B.1 762<br>2 Ha (stl) (9,3 17,3 × 5,4)<br>6W Der 4(3-5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 40kW 230V<br>Fuel 88,5t (d.o.) | Koe<br>10,5 |
| **5043734**<br>TCXS<br>1827<br>RT | **BEYHAN**<br>ex Le Zeramna-51 ex Ain-Sefra-34<br>ex Honorine Achaque ex Holland<br>**Orhan Deval ve Ogullari**<br>**Kollektif Sirketi**<br>Istanbul Turkey | **492**<br>274<br>787 | Classed LR until 11/23 | **1919** N.V. Werf Zeeland—Hansweert<br>46,97 7,95 3,810<br>7,90 3,76<br>P 26,3 B 2,8 F 8,3 1 dk<br>R | **S General Cargo**<br><br>1 Ho 32,5 ER<br>G.963 B.850<br>2 Ha ER<br>2W Der 2(2-10) | T 3Cy. 300 443 & 800 × 443<br>540ihp (397kW)<br>N.V. Mach. Fulton<br>Gen 1 × 12kW 110V | Hoogezan<br>8 |
| **5043746**<br><br>2820 | **BEYKOZ**<br><br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir<br>Hatlari Isletmesi<br>Istanbul Turkey | **512**<br>285<br>— | ✠100A1 SS 5/82<br>Bosphorus and Sea of<br>Marmara service<br>**LMC**<br>EL f<br>FN 502 | Lch.**1955**-4 Cmpl.**1959**-9 Denizcilik<br>Bankasi T.A.O.—Haskoy, Istanbul (19)<br>47,10 10,29 2,413<br>42,91 8,31 3,38<br>F 8,3 1 dk<br>RW rf 406<br>4BH WB13t | **TM Ferry** | 2 Oil 4SA each 6Cy. 300 × 450 with<br>clutch & sr reverse geared to sc. shafts<br>884bhp (650kW)<br>S.A. Fiat S.G.M. | Torin<br>12 |
| **5043758**<br>TCNB<br>568 | **BEYKOZ**<br>ex Cyrus-43<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Liman Isletmesi<br>Istanbul Turkey | **435**<br>198<br>620 | | **1922** Ch. Navals Francais—Blaineville (25)<br>47,50 7,83 3,760<br>7,78<br>P 5,5 1 dk<br>RW rf nil | **S Tanker**<br>Water<br>8 Ta ER | T 3Cy. 241 394 & 660 × 457<br>270ihp (199kW)<br>Cooper & Greig<br>Gen 2 × 5kW 110V d.c.<br>Fuel 36,5t (o.f.) | Dunde<br>7 |
| **5043772**<br><br>53<br>Pfd Rdr | **BEYLERBEYI**<br><br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir<br>Hatlari Isletmesi<br>Istanbul Turkey | **483**<br>264<br>— | (GL) | **1951** Verschure & Co's Schps.<br>—Amsterdam (Co158)<br>50,83 9,81 2,413<br>47,00 8,21 3,15<br>1 dk | **TM Ferry** | 2 Oil 2SA each 5Cy. 290 × 500<br>900bhp (662kW)<br>N.V. Koninklijke Maats. "De Schelde" | Sulz<br>Vlissinge<br>12 |
| **7363798**<br>EGWC<br><br>Df Esd<br>RT | **BEYO UNO**<br><br>**Enrique Aquilar**<br>Santander Spain | **130**<br>84<br>— | | **1976** Astilleros La Parilla—San Estaban de<br>Pravia (41)<br>26,70 6,53<br>23,22 6,01 3,31<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>360bhp (265kW)<br>............. | |
| **5039331**<br>UPHE<br>M-19500<br>Df Rdr | **BEZHETSK**<br><br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 200**<br>448<br>1 088 | RS | **1954** "Gheorghiu Dej" Shipyard—Budapest<br>69,50 10,04 3,810<br>64,62 9,96 5,31<br>1 dk | **TM General Cargo**<br><br>3 Ho 12,5 13,1 12,7 ER<br>G.1 697 B.1 596<br>3 Ha (each 6,9 × 3,9) ER<br>6W Der 6(2) | 2 Oil 4SA each 6Cy. 320 × 480<br>800bhp (588kW) NE 59<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | Magdebur<br>9,5k |
| **6415740**<br>USMX<br>M-27589<br>Df Esd<br>Gc Rdr<br>RT | **BEZHITSA**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 449**<br>2 865<br>—<br>**9 961**<br>4 948<br>12 727 | RS | **1963** Kherson Shipyard—Kherson<br>155,61 20,65 8,330/9,060<br>140,01 20,60 12,35<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6<br>ER 7 TwD<br>G.17 840 B.16 440 In.350<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s<br>13,5p&s 24,0p&s 13,5p&s ×<br>6,1) ER (3,4 × 3,8)<br>2W Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Bryansk Eng. Works | B&W<br>Bryans<br>15,5k |
| **6728410**<br>UBFT<br>M-22273<br>Df Esd<br>Gc Rdr<br>RT | **BEZUPRECHNYY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **718**<br>190<br>332 | RS | **1958** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,401<br>59,14 9,48 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total<br>driving 4 gen. connected to 2 elec.<br>motors & geared to sc. shaft | Kharko<br>17,25k |
| **7631781**<br>SDTA | **BH 130**<br><br>**Bogser A/B Sven**<br>Goteborg Sweden | **1 367**<br>1 347<br>2 400 | ✠100A<br>pontoon<br>Ice Class 1B<br>EL (I)<br>FN 1323 | **1977**-2 FEAB Marstrandsverken—Marstrand<br>(130)<br>60,03 19,05 3,001<br>57,51 19,02 3,97<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon** | | |
| **5043784** | **BHADANA**<br><br>**Sawad Sukhum Banij Ltd.**<br>Bangkok Thailand | **320**<br>219<br>— | | **1908** Hong Kong & Whampoa Dock Co.<br>Ltd.—Kowloon, Hong Kong<br>*41,03* 7,93<br>... ...<br>1 dk<br>R conv General Cargo Barge — | **S General Cargo**<br>Mchy.aft | C 2Cy. 305 & 610 × 406<br><br>............. | |

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|---|---|---|---|---|---|---|
| 5367764<br>VWDL<br>1119<br>Df Esd<br>Rdr | **BHADRAVATI**<br>ex Travemunde-64<br>**Western Star Lines Pvt. Ltd.**<br>Bombay India | **2 573**<br>1 344<br>3 861 | GL | **1953** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (432)<br>100,84 13,52 6,060<br>91,80 13,49 6,71<br>B 16,2 F 6,1 1 dk<br>RW rf 102 | **S General Cargo**<br>5 Ho 10,2 12,1 11,5 ER 11,5 12,1<br>5 Ha (stl) (7,7 × 7,6) (7,7 7,7 × 8,6) ER (9,7 × 8,6) (9,0 × 8,6)<br>Der 1(25) 6(3-5) 4(3) | C 4Cy. (2) 421 & (2) 900 × 900 & LP turb<br>1 795ihp (1 320kW)<br>E made50 fitted53<br>Luebecker Flender-Werke AG. Luebeck-Siems<br>Gen 1 × 20kW 1 × 18kW 220V d.c.<br>Fuel (o.f.) |
| 7369936<br>ATJR<br>1539<br>Df Esd<br>Gc Rdr<br>RT | **BHAGAT SINGH**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **10 759**<br>5 686<br>16 297 | **100A1** SS 1/80<br>oil tanker<br>**LMC**<br>EL C† 2$\frac{5}{8}$"<br>FN 4881<br>IRS | **1974**-12 Baltic SB. & Eng. Works<br>—Leningrad (618)<br>162,39(BB) 21,44 8,929<br>149,66 21,40 11,21<br>P 37,2 F 15,9 1 dk<br>rf nil<br>14BH | **M Tanker**<br>pt higher tensile steel<br>Mchy.aft | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 WTAuxB 15kgf/$cm^2$ (14,8bar)<br>AuxB (ex.g) 8kgf/$cm^2$ (7,9bar) Spt 15kgf/$cm^2$ (14,8bar) rcv 8kgf/$cm^2$ (7,9bar)<br>Gen 1 × 500kW 2 × 300kW 400V 50Hz a.c. |
| 5043801<br>VWKG<br>199143<br>RTv | **BHAGIRATHI**<br>**Calcutta Port Trust**<br>Calcutta India | **4 697**<br>1 896<br>3 048 | ✠**100A1** CS 3/82<br>hopper dredger<br>✠**LMC**<br>EL (x) 2$\frac{3}{16}$"SQ<br>FN 2798 | **1957**-11 W. Simons & Co. Ltd.—Renfrew (805)<br>113,39 19,00 5,500<br>106,69 18,90 7,32<br>1 dk<br>RW rf nil<br>6BH WB170t | **TS Hopper/Dredger**<br>Suction Bottom doors<br>Single side arm 1 Ho -<br>1 Hopper 22,8 ER<br>Mchy.aft<br>1 sandpump | T 6Cy. (2) 635 (2) 1041 & (2) 1702 × 762<br>4 200ihp (3 089kW)<br>Wm. Simons & Co. Ltd. Renfrew<br>4 SB 200lbf/$in^2$ (13,8bar) hs1315,5<br>Gen 2 × 120kW 220V d.c.<br>Fuel 711,0t (o.f.) |
| 5060524<br>AQNP<br>317846<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BHAIRAB**<br>ex Cap Colorado-71<br>Launched as Norderdiek<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**3 234**<br>1 736<br>4 926<br>**5 101**<br>2 922<br>6 926 | GL<br>✠Classed LR until 12/65 | **1961**-3 Schiffsw. A. Pahl—Hamburg (319)<br>119,13 16,06 6,452/7,760<br>110,57 16,01 9,61<br>P 35,1 F 11,9 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho<br>G.8 212 B.7 445 In.1 229<br>5 Ha (stl) (9,0 10,5 14,7 7,0 9,0 × 5,4)<br>12W Cr 3(3) Der 1(50) 1(20) 2(7,5-15) 2(5-10) 6(3-5) 2(3) | Oil 2SA 9Cy. 600 × 1050<br>5 850bhp (4 303kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 792,5t (hvf) 16kn |
| 7345679<br>571/IID<br>Rdr RT | **BHAITA BANTENG**<br>ex Benoi H-76<br>**P.T. Pelayaran Nusantara Khusus Lepas Pantai 'Bhaita'**<br>Jakarta Indonesia | **114**<br>7<br>— | AB | **1974** Singapore SB. & Eng. Ltd.<br>—Singapore (B064)<br>*22,01* 6,51 2,410<br>21,95 6,41 3,00<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 160 × 180<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 7708924<br>YCOH<br>475øllK | **BHAITA KARYA**<br>ex Adolina 1-80<br>**P.T. Pelayaran Nusantara Khusus Lepas Pantai 'Bhaita'**<br>Samarinda Indonesia | **112**<br>43<br>88 | AB | **1977** Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (135)<br>1,356<br>23,04 7,47 1,91<br>1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 121 × 152 reverse reduction geared to sc. shafts<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW a.c.<br>8kn |
| 8213639 | **BHAITA TRTYA**<br>**P.T. Bhaita**<br>Indonesia | **900**<br>—<br>1 800 | AB (Class cont.)<br>KI (Class cont.) | **1982** Kanrei Zosen K.K.—Naruto (298)<br>4,301<br>57,03 13,01 8,92<br>1 dk | **TM Landing Craft**<br>Deck Cargo<br>Mchy.aft | 2 Oil<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 7397294<br>PLUT | **BHAITADWITYA**<br>**P.T. Pelayaran Nusantara Khusus Lepas Pantai 'Bhaita'**<br>Jakarta Indonesia | **753**<br>395<br>1 899 | NV | **1975** Singapore SB. & Eng. Ltd.<br>—Singapore (82)<br>53,78 14,41 2,509<br>52,89 3,51<br>1 dk | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | 2 Oil 4SA each 8Cy. 160 × 180<br>1 380bhp (1 015kW)<br>M.T.U. Friedrichshafen West Germany<br>10kn |
| 5043825<br>HSLC<br>312 | **BHANURANGSI**<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thailand | **686**<br>410<br>539 | ✠ | **1927**-5 A/S Nakskov Skibsvaerft—Nakskov (31)<br>64,01 9,91 2,985<br>9,86<br>1 dk & Shade dk<br>R | **TM General Cargo**<br>G.1 104 B.1 019<br>4W | 2 Oil 4SA each 6Cy. 330 × 600<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 72,0t 10kn |
| 5043837 | **BHARASINDHU**<br>**Government of The Kingdom of Thailand (Harbour Bureau)**<br>Bangkok Thailand | **104**<br>33<br>— | Classed LR until 3/40 | **1937** Tsurumi Seitetsu Zosen—Yokohama (337)<br>26,42 5,97<br>... ... ...<br>R | **TM Tug** | 2 Oil 4SA each 6Cy. 295 × 490<br>Hanshin Tekkosho Kobe |
| 7306219<br>Df Esd<br>Gc Rdr<br>RT | **BHARAT SEEMA**<br>ex Basto V-82 ex Hanstholm-81<br>ex Basto V-79<br>**Government of The Republic of India (Administration of Union Territory of Lakshadweer Kavarrati)**<br>Bombay India | **1 877**<br>911<br>767 | NV | **1973** Moss Rosenberg Verft A/S—Moss (178)<br>86,54 18,29 4,915<br>77,96 18,25 10,37<br>2 dks<br>rf 203 | **TM Passenger/RoRo Cargo/Ferry**<br>500dk P<br>Bow, side & stern doors Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 8Cy. 280 × 320<br>3 696bhp (2 719kW) NE 82<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd |
| 5401699<br>VWRT<br>1057<br>Df Esd<br>Gc Rdr<br>RTv | **BHARATA**<br>ex Bharata Jayanti-74<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **21 282**<br>14 380<br>37 000 | ✠**100A1** CS 4/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL o† 2$\frac{3}{4}$"SQ<br>FN 7725<br>IRS | **1963**-1 Mitsubishi Zosen K.K.—Nagasaki (1565)<br>191,12 27,49 10,973<br>183,01 27,40 14,81<br>P 33,9 F 15,6 1 dk<br>rf 25<br>NS 10BH WB13201t incl. Topside tanks in holds 4766t DTf1242t | **M Bulk Carrier**<br>7 Ho 18,5 18,8 18,8 18,8 18,8 18,8 18,8 ER<br>G.42 693<br>1 Ha (stl) (12,3 × 10,2) 6 Ha (stl) (each 12,1 × 13,5) ER<br>14W Der 14(6) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>AuxB 7kgf/$cm^2$ (6,9bar)<br>e(ex.g) 11kgf/$cm^2$ (10,8bar)<br>Gen 3 × 438kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 418,0t (hvf) 12,5kn |

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| **7719234**<br>ATUD<br>1819<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BHARATENDU**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **11 311**<br>6 317<br>15 624 | ✠**100A1**<br>✠**LMC**<br>EL Et 577,5/56,0U3(a)<br>FN 5141 | Lch.**1978** Cmpl.**1981**-2 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (320)<br>152,51(BB) 22,66 9,589<br>144,00 22,61 13,09<br>P 33,0 F 13,2 2 dks<br>rf nil DK in way of holds<br>SF 7BH WB4102T incl. DTf552T, STs1984T in way of holds & tween dks | **M General Cargo**<br>5 Ho 14,4 17,6 25,6 25,6 17,6 4 TwD ER<br>G.21 512<br>TEU 412<br>C.Ho 289/20'(40') C.Dk 123/20'(40') incl. 12 ref C.<br>8 Ha (stl) (7,1 × 8,0) (12,8 × 10,3) (19,2p&s 19,2p&s 12,8p&s × 8,0) ER<br>Cr 4(20) Der 1(5) | Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW)<br>Tvornica Dizel Motora "Uljanik"<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>e(ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 568kW 450V 60Hz a.c.<br>Fuel 242,5t (d.o.) 1 202,5t (hvf) |
| **7604972**<br>ATMT<br>1637<br>RT | **BHARATSAGAR**<br>**Shaparia Dock & Steel Co. Pvt. Ltd.**<br>Bombay India | **531**<br>285<br>— | BV | **1975** Shaparia Dock & Steel Co. Ltd. —Bombay<br>51,29 2,109<br>49,46 9,50 3,05<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 175 × 220<br>231bhp (170kW)<br>Kirloskar Oil Engines Ltd. |
| **6515681**<br>VWWG<br>1154<br>Df Esd<br>Gc Rdr<br>RT | **BHASKARA**<br>ex Bhaskara Jayanti-73<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **15 528**<br>10 227<br>21 940 | ✠**100A1** SS 7/77<br>ore carrier—or for oil in all tanks except No. 2 centre<br>✠**LMC**<br>EL it 2$\tfrac{7}{16}$"SQ<br>FN 5769<br>IRS | **1965**-8 Mitsubishi Heavy Industries Ltd. —Hiroshima (172)<br>169,02 22,92 9,634<br>159,70 22,86 13,26<br>P 34,5 F 12,2 1 dk<br>rf nil<br>NS 9BH WB28314t incl. DTf1341t | **M Ore/Oil Carrier**<br>4 Ho 30,0 30,0 15,0 30,0 8 Ta ER<br>G.30 316 L.(oil) 26 315 HeCls. BC<br>7 Ha (stl) (each 8,2 × 8,0) ER<br>Der 12(6) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Mitsubishi Heavy Industries Ltd.<br>WTAuxB primary 51kgf/cm² (50,1bar) secondary 17kgf/cm² (16,7bar)<br>e(ex.g) 21,5kgf/cm² (21,1bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 930,5t (hvf)-36,0pd |
| **7719208**<br>ATUF<br>1823<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BHAVABHUTI**<br>Launched as Bhushan<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **11 311**<br>6 318<br>15 714 | ✠**100A1**<br>✠**LMC**<br>EL Et 577,5/56,0U3(a)<br>FN 5097<br>IRS | Lch.**1978** Cmpl.**1981**-3 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (321)<br>152,51(BB) 22,66 9,611<br>144,00 22,61 12,78<br>P 33,0 F 13,2 2 dks<br>rf nil DK in way of holds<br>SF 7BH WB4102T incl. DTf552T, ST51984T in way of holds & tween dks | **M General Cargo**<br>5 Ho 14,4 17,6 25,6 25,6 17,6 4 TwD ER<br>G.21 512<br>TEU 412<br>C.Ho 289/20'(40') C.Dk 123/20'(40') incl. 12 ref C.<br>8 Ha (stl) (7,1 × 8,0) (12,8 × 10,3) (19,2p&s 19,2p&s 12,8p&s × 8,0) ER<br>Cr 4(20) Der 1(5) | Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW)<br>Tvornica Dizel Motora "Uljanik"<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>e(ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 568kW 450V 60Hz a.c.<br>Fuel 242,5t (d.o.) 1 202,5t (hvf) |
| **7651482**<br>HO3321<br>1061<br>9-80<br>Rdr RT | **BHAYU BARINGKASSI**<br>ex Akitsu-80 ex Akitsu Maru-80<br>**Eastern Kings Lines S.A.**<br>Panama Panama | **497**<br>253<br>1 450 | | **1969** K.K. Uno Zosensho—Namikata (26)<br>51,01 4,401<br>49,51 9,30 4,70<br>1 dk | **M General Cargo**<br>G.1 969 B.1 794<br>1 Ha (31,0 × 6,4) ER | Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. |
| **5366631**<br>H9ZP<br>10320<br>-PEXT<br>Df Esd<br>Rdr RTh | **BHAYU HIRO**<br>ex Toyo Maru No. 5-81<br>**New Arrow Pacific S.A.**<br>Panama Panama | **2 445**<br>1 308<br>3 823 | NK | **1961** Osaka Zosensho—Osaka (169)<br>90,71 13,44 5,741<br>84,00 13,39 6,96<br>P 21,1 F 9,2 1 dk<br>rf 127 conv General Cargo 71 | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 3 980 HeCls. BC | Oil 2SA 6Cy. 420 × 900<br>2 550bhp (1 876kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 20,0t (d.o.) 98,0t (hvf)-8,0pd |
| **5065859**<br>HO3266<br>1043<br>3-80<br>Df Esd<br>RTv | **BHOJA MARINER**<br>ex Irini-P-80 ex Sloman Algier-76<br>ex Castor-69<br>**Intraco Ltd.**<br>Panama Panama | **1 590**<br>881<br>2 538 | GL | **1952** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (353)<br>80,07 11,79 5,411<br>11,74 6,71<br>B 11,0 F 9,5 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD 7P<br>2 Ho 16,4 12,1<br>G.3 280 B.2 299<br>2 Ha (stl) (16,4 12,1 × 4,1)<br>Der 2(3-5) 2(3) 2(2) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW) NE 65<br>Kloeckner Humboldt Deutz<br>Gen 1 × 80kW 1 × 15kW 230V d.c.<br>Fuel (d.o.) |
| **5060603**<br>HQADI<br>RHQ-8<br>3200<br>Df Esd<br>Rdr RT | **BHOJA PIONEER**<br>ex Maleka-79 ex Cap Farina-77<br>ex Rharb-59<br>**United Line Agencies Ltd.**<br>Puerto Cortes Honduras | T.Mk<br>**1 123**<br>468<br>1 544 | **100A1** M 6/79-12mos<br>**LMC**<br>EL N 1$\tfrac{5}{8}$"U1<br>FN 1411<br>(BV) | **1952** Solvesborgs Varv A/B—Solvesborg (35)<br>*78,25* 12,02 4,420<br>74,99 11,97 6,84<br>P 22,9 B 4,6 F 6,1 2 dks<br>RW rf 152<br>3BH to S dk 5 to 2nd dk WB340T<br>**EQUIPMENT INCOMPLETE — CLASS SUSPENDED 7/5/82** | **M General Cargo**<br>Wine Ref<br>3 Ho ER 3 TwD ER<br>G.2 850 B.2 617 In.83<br>3 Ha (9,0 11,5 10,9 × 5,0) ER<br>6W Der 2(5) 4(3) | Oil 2SA 5Cy. 500 × 700<br>1 600bhp (1 177kW)<br>Atlas-Diesel A/B<br>Gen 2 × 85kW 220V d.c.<br>Fuel 189,0t (d.o.) |
| **5096705**<br>H9SR<br>10114<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **BHOJA TRADER**<br>ex Notis-81 ex Tarrens-76<br>ex Equador-70 ex Ecuador-68<br>**Intraco Ltd.**<br>Panama Panama | T.Mk<br>**4 777**<br>2 799<br>9 043 | BV<br>✠Classed LR until 26/8/77 | **1955**-4 Helsingor Skibsv. og Maskinbyg. —Helsingor (319)<br>139,91 17,89 7,671<br>126,50 17,84 11,21<br>F 27,8 2 dks<br>RW rf 76 | **M General Cargo** 12P<br>Ice strengthened<br>5 Ho 14,4 19,5 20,8comb. ER 22,3 16,0<br>G.15 538 B.13 829<br>5 Ha (8,2 11,2 10,8 × 6,4) ER (9,9 8,0 × 6,4)<br>16W Der 1(50) 1(30) 16(5) | Oil 2SA 8Cy. 620 × 1150<br>4 800bhp (3 531kW)<br>Helsingor Skibsv. og Maskinbyg.<br>Gen 2 × 240kW 1 × 160kW 220V d.c. |
| **7203948**<br>6ZFX<br>4128<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BI JIN**<br>ex Hop Chong-78<br>**All Oceans Shipping Co. Ltd.**<br>Monrovia Liberia | **14 078**<br>9 423<br>27 023 | AB (BV) | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (314)<br>161,25 24,87 7,722<br>160,00 24,80 14,36<br>1 dk<br>conv Bulk Carrier 78 | **M Vehicles Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Sumitomo SB. & Mchy. Co. Ltd. |
| **7333808**<br>BOPL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BI SHENG**<br>ex Boleslaw Prus-82<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>China | T.Mk<br>**6 750**<br>4 402<br>13 650<br>**9 784**<br>6 813<br>16 271 | PR (GL) | **1973** A.G. "Weser" Werk Seebeck —Bremerhaven (971)<br>150,04(BB) 21,06 8,322/9,257<br>139,25 21,01 12,25<br>F 11,3 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 18,9 17,6 24,9 18,9 ER<br>G.22 304 B.20 406<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>10W Der 1(60) 10(5-10) | Vee Oil 4SA 16Cy. 400 × 540 reduction geared to sc. shaft<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 392kW 360V 60Hz a.c.<br>Fuel 126,0t (d.o.) 1 097,5t (hvf)-34,0pd |

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|---|---|---|---|---|---|---|
| 6506941<br>9GUM<br>316534<br>Df Esd<br>Gc Rdr<br>RTv | **BIA RIVER**<br>**Black Star Line Ltd.**<br>Takoradi Ghana | T.Mk<br>**4 927**<br>2 704<br>—<br>**7 479**<br>4 319<br>10 236 | ✠**100A1** CS 7/78<br>Ice Class 3<br>✠**LMC**<br>EL c† 2⅛"SQ<br>FN 3855 | **1965**-3 Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (851)<br>138,69 19,11 —/8,535<br>128,78 19,05 10,88<br>P 11,3 F 11,9 2 dks<br>rf 127<br>Coll BH to U dk 7 to 2nd dk WB1242t incl. Tunnel tanks 224t | **M General Cargo** 12P<br>5 Ho 15,3 23,3 21,7 ER 19,8 17,8<br>G.14 330 B.13 053<br>5 Ha (stl) (6,7 × 5,4) (14,3 11,2 × 7,0) ER (11,9 × 7,0) (7,3 × 6,1) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Fuel (hvf) |
| 6607537<br>CLGE<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BIAJAIBA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **1 114**<br>524<br>2 100 | BV | **1966** Ast. Construcciones S.A.—Vigo (57)<br>59,49 11,54 6,884<br>56,32 11,21 7,40<br>1 dk<br>RW | **M Fishing**<br>Stern Trawler<br>4 Ho<br>In.1 200<br>8 Ha (1,5 1,5 1,5 × 1,5) (1,0 1,0 × 1,5) (2,3 × 1,5) (3,8 × 1,3) (0,7 × 0,7) | Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 319,5t (d.o.) 12,75kn |
| 7394424<br>H3HN<br>6306<br>-75A<br>Df Esd<br>Gc Rdr<br>RT | **BIAK**<br>ex Chiang Long-76 ex Biak-75<br>**Chiang Long I S.A.**<br>Panama Panama | **5 945**<br>4 398<br>10 013 | NK | **1974** Imabari Zosen—Imabari (322)<br>119,97 20,55 7,494<br>112,02 20,50 9,56<br>P 23,8 F 13,2 1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.13 056 B.12 425<br>2 Ha (stl) (31,8 31,1 × 10,3)<br>4W Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 887,0t (hvf)-21,0pd 13kn |
| 5044013<br>C6FK<br>372931<br>Df Esd<br>Rdr RT | **BIAK**<br>**Marsh Harbour Shipping Co. Ltd.**<br>Abaco Bahamas | **499**<br>315<br>678 | BV | **1958** N.V. Schpsw. "Appingedam" —Appingedam (180)<br>51,69 8,51 3,277<br>49,51 8,41 3,59<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.983 B.926<br>2 Ha (each 12,3 × 5,0)<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 20kW 220V d.c.<br>Fuel 50,0t 10,5kn |
| 6708185<br>3FGG<br>8728-78B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIAKH**<br>**Jermyn Shipping Corp.**<br>Panama Panama | **11 695**<br>6 987<br>20 321 | (NV) | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (224)<br>153,93 22,36 10,237<br>145,27 22,31 13,57<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho ER<br>G.23 807 B.23 499<br>7 Ha (7,5 13,4 7,7 13,1 7,7 13,8 7,7 × 11,0) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 368kW 440V 60Hz a.c.<br>Fuel 1 723,0t (hvf) 15,5kn |
| 5044051<br>PKRA<br>Esd RT | **BIAN**<br>ex Carino-62 ex Kalianda-60<br>**P.T. Pelayaran Nusa Nipa**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **2 199**<br>1 509<br>1 837 | KI | **1947** C. v.d. Giessen—Krimpen a/d Ijssel (733)<br>84,26 13,16 4,446<br>13,11<br>P 10,1 B 24,7 F 12,5 1 dk | **M General Cargo**<br>G.2 832 B.2 765<br>3 Ha (5,9 5,9 7,9 × 4,5)<br>9W Der 1(15) 8(3) | Oil 2SA 5Cy. 480 × 750<br>200bhp (147kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 8kW 110V<br>Fuel 106,5t 11kn |
| 5044063<br>80/Z | **BIAN HAP**<br>**P.T. Perusahaan Pelayaran Persatuan Nasional**<br>Jakarta Indonesia | **117**<br>54<br>100 | KI | **1950** Vereenigde Prauwen Verer—Jakarta<br>*29,24* 5,54<br>30,97 5,52 2,27 | **M General Cargo** | Oil 2SA 6Cy. 180 × 230<br>200bhp (147kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 8kW 110V |
| 6511312<br>C6CU<br>372984<br>Df Esd<br>Gc Rdr<br>RTm/v | **BIANCA**<br>ex Biafra-81<br>**Reefer Services Co. Ltd.**<br>Nassau Bahamas | **5 672**<br>3 293<br>4 940 | BV | **1965** Blohm & Voss A.G.—Hamburg (837)<br>125,56 16,57 7,365<br>120,02 16,51 11,21<br>3 dks | **M General Cargo** CSD<br>Ref. 2P<br>Ice strengthened<br>4 Ho 26,8 17,9 17,9 ER 17,9<br>In.7 751<br>4 Ha (stl) (6,4 6,4 6,4 × 5,1) ER (6,4 × 5,1)<br>8W Der 8(3-6) | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Blohm & Voss A.G. Hamburg<br>Gen 3 × 470kW 450V 60Hz a.c.<br>Fuel 1 197,0t (hvf) 20,5kn |
| 7433220<br>PPVO<br>9182<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIANCA**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | T.Mk<br>**5 175**<br>2 729<br>—<br>**8 680**<br>5 812<br>14 328 | GL | **1981** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (147)<br>140,98 20,55 —/8,867<br>134,17 20,44 11,74<br>B 18,9 F 14,1 2 dks | **M General Cargo**<br>G.21 726 B.19 484 L.8 680 | Oil 2SA 6Cy. 700 × 1200 dr geared to sc. shaft<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 164,0t (d.o.) 939,0t (hvf)-27,0pd 15kn |
| 7004976<br>332032<br>Df Esd<br>Rdr RTh | **BIARRI**<br>**Seafarer Industries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **124**<br>76<br>137 | | **1969** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (90)<br>22,26 6,33<br>19,33 3,74<br>F 3,1 1 dk<br>rf nil BK 152 | **M Fishing**<br>Side Trawler Ref<br>1 Ho 7,6 ER<br>3 Ha (stl) (0,9 × 0,7) (0,6 × 0,6) (1,8 × 1,2) ER | Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 60kW 440V 50Hz a.c.<br>Directional propeller<br>Fuel 37,5t (d.o.) 10kn |
| 7423134<br>7TGR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIBAN**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**7 796**<br>4 343<br>—<br>**11 665**<br>7 184<br>16 727 | ✠**100A1** SS 4/82<br>strengthened for heavy cargoes DTsm — vegetable oil<br>✠**LMC** **UMS**<br>EL E† 2½"U2<br>FN 5282<br>(BV) | **1977**-2 Marine Industries Ltd.—Sorel, P.Q. (423)<br>159,01(BB) 22,86 —/10,040<br>146,74 22,80 13,19<br>P 33,0 F 33,6 2 dks<br>rf nil<br>5BH to U dk 2 to 2nd dk WB3427T incl. DTm 809T & STs in No. 3 hold 965T | **M General Cargo**<br>pt higher tensile steel<br>5 Ho 23,9 24,6 4,5DTp&s 24,6 27,1 ER 15,5<br>G.24 457 B.22 583<br>8 Ha (stl) (13,2 19,3p&s 19,3p&s 19,3p&s × 8,0) ER (4,1 × 8,0)<br>Cr 2(20) 3(12,5) 1(5) | Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>14 000bhp (10 298kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 600kW 460V 60Hz a.c.<br>17,25kn |
| 7722126<br>GBKL<br>365825<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIBI**<br>**Titan Ltd.**<br>Sir William Reardon Smith & Sons Ltd.<br>Cardiff United Kingdom | T.Mk<br>**10 776**<br>6 555<br>15 897<br>**16 818**<br>10 446<br>22 378 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 6840 | **1979**-2 Hitachi Zosen—Hiroshima Works, Innoshima (4611)<br>178,26(BB) 26,57 —/10,408<br>168,00 26,51 14,20<br>P 20,5 F 14,7 2 dks<br>rf nil DK<br>SF 7BH to U dk, 2 to 2nd dk WB5037T incl. DTm /DTma/DTmf 1859T | **M General Cargo**<br>Heavy load<br>5 Ho 17,6 15,1 27,2 28,8 16,0 ER 5 TwD ER<br>G.31 594 B.29 812<br>TEU 816<br>C.Ho 444/20'(40') C.Dk 372/20'(40') incl. 40/20' ref C.<br>9 Ha (stl) (12,8 12,8p&s × 8,3) (25,6p&s 25,6p&s 12,8p&s × 10,5) ER<br>Cr 5(20) Der 1(250) 4(10) | Oil 2SA 8Cy. 670 × 1700<br>15 000bhp (11 033kW) B&W<br>Hitachi Zosen Osaka<br>AuxB (o.f.) 8,2kgf/cm$^2$ (8,1bar)<br>AuxB (ex.g) & htr 12kgf/cm$^2$ (11,8bar) rcv 8,2kgf/cm$^2$ (8,1bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 381,0t (d.o.) 1 894,5t (hvf) 18kn |

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| **6613471**<br>323749 | **BIBIANE MARIE**<br>**Bibiane Marie Ltd.**<br>Caraquet, N.B. Canada | **123**<br>59<br>— | | **1965** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>*24,94* 6,53<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Il |
| **7633715**<br>YQDQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BICAZ**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1976** Santierul Naval Constantza —Constantza<br>219,77 32,19 12,401<br>205,42 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t (hvf) 16, |
| **7644740**<br>576278 | **BICENTENNIAL 76**<br>**Alvin O. Zar**<br>New Orleans, La United States of America | **130**<br>90<br>— | | **1976** A. W. Covacevich Shipyard—Biloxi, Ms<br>*22,80* 7,07<br>3,46<br>1 dk | **M Fishing** | Oil<br>730bhp (537kW)<br>Fuel (d.o.) |
| **7929645**<br>PDCR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BICKERSGRACHT**<br>**C.V. Scheepv. Onderneming 'Brouwersgracht'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 488<br>**3 466**<br>2 257<br>6 195 | **✠100A1**<br>Ice Class 1A at a draught not exceeding 5.97 metres<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1987 | **1981**-2 Miho Zosensho K.K.—Shimizu (1166)<br>80,22 (BB) 16,11 5,985/8,484<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T & STs in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165 C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 386,5t (hvf) 12, |
| **6604028**<br>VC9754<br>323529<br>Esd Pfd<br>Rdr RT | **BICKERTON PRIDE**<br>**m.v. Mersey Seven Ltd.**<br>Pictou, N.S. Canada | **283**<br>122<br>— | | **1965** Ferguson Industries Ltd.—Pictou, N.S. (155)<br>36,58 7,52 3,201<br>32,31 7,50 3,92<br>F 7,1 1 dk<br>BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 10,5<br>2 Ha | Oil 4SA 6Cy. 270 × 360<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz<br>Fuel 40,5t (d.o.) |
| **5044166**<br>GJBE<br>302410<br>Df Esd<br>Pfd RTm | **BICKLEIGH**<br>**Bickleigh Fishing Co. Ltd.**<br>Aberdeen United Kingdom | **164**<br>61<br>— | ✠LR class withdrawn-Owner's request 30/7/82 | **1962**-2 Richards Iron Works Ltd. —Lowestoft (467)<br>*28,50* 6,81<br>27,74 6,71 3,28<br>F 4,9<br>RW rf 305 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 reverse reduc geared to sc. shaft<br>660bhp (485kW) ✠ NE 3/73<br>Mirlees Blackstone (Stockport) Ltd. Stoc<br>Gen 2 × 15kW 220V d.c. |
| **7739923** | **BIDDLE**<br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>*Portland, Me* United States of America | **4 988**<br>2 497<br>— | | **1947** Ingalls SB. Corp.—Pascagoula, Ms (503)<br>107,02 18,29 6,706<br>101,05 9,20<br>1 dk | **TT-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 19,0<br>Hopper 4600T<br>Mchy.aft<br>Hopper 2 300<br>2 sandpumps each 858kW (1150bhp) | 4 S Turb 6 000shp (4 413kW) driving - connected to 2 elec. motors<br>Westinghouse Elec. Corp. U 12, |
| **5044219**<br>EAEO<br>1531<br>Df Esd<br>Pfd Rdr<br>RTm | **BIDEBIETA**<br>**Jose Antonio Lasa S.A.**<br>San Sebastian Spain | **253**<br>111<br>— | BV | **1953** Ast. de Murueta S.A.—Guernica (15)<br>36,35 6,53 3,006<br>27,56 6,48 3,79<br>1 dk<br>len 62 | **M Fishing**<br>Side Trawler<br>2 Ha (7,5 4,5 × 2,9) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amste<br>Fuel 107,0t (d.o.) 11 |
| **5044245**<br>PKAR | **BIDO**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **194**<br>76<br>71 | ✠Classed LR until 9/58 | **1953**-2 Ams. Schp. G. de Vries Lentsch, Jr. —Alphen a/d Rijn (2255)<br>38,21 6,53 1,982<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amste<br>Fuel 22,5t (d.o.) |
| **7508879**<br>WYK2<br>365<br>582451<br>Df Gc<br>Pfd Rdr<br>RT | **BIEHL TRADER**<br>**Biehl Offshore Inc.**<br>Houston, Tx United States of America | **1 181**<br>484<br>1 295 | AB | **1977** Campbell Industries—San Diego, Ca (116)<br>63,91 13,31 5,341<br>60,56 13,01 6,30<br>F 28,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 432 × 533 geared to sc. shafts<br>Delaval Turbine Inc. (Enterprise Div.) Oaklan<br>Gen 4 × 136kW a.c.<br>2 Controllable pitch propellers aft 14 |
| **7508881**<br>WYK2<br>364<br>584627<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIEHL TRAVELER**<br>**Biehl Offshore Inc.**<br>Houston, Tx United States of America | **1 181**<br>484<br>1 295 | AB | **1977** Campbell Industries—San Diego, Ca (117)<br>63,91 13,31 5,341<br>60,56 13,00 6,35<br>F 28,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 432 × 533 geared to sc. shafts<br>Delaval Turbine Inc. (Enterprise Div.) Oaklan<br>Gen 4 × 136kW a.c.<br>2 Controllable pitch propellers 14 |
| **7501431**<br>JM3890<br>118026<br>Rdr RT | **BIEI MARU**<br>**Hoyu Kaiun K.K.**<br>Owase, Mie Pref. Japan | **687**<br>486<br>1 564 | | **1975** Kyoei Zosen K.K.—Mihara (63)<br>65,36 10,83 4,547<br>60,00 10,80 4,81<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 544 | Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo<br>Fuel 76,0t-4,5pd |
| **7510781**<br>DLGG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIELEFELD**<br>ex Cargo-Liner I-81<br>**Dal Drittvertrieb-Vermietungs G.m.b.H.**<br>Duisburg-Ruhrort Federal Republic of Germany | **927**<br>589<br>2 100 | GL | **1973** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (166)<br>80,02 9,00 2,991<br>77,70 8,97 4,40<br>P 13,2 F 5,8 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,4 ER<br>G.1 590<br>1 Ha (stl) (47,4 × 7,0) ER | Oil 4SA 8Cy. 320 × 480<br>995bhp (732kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magde |

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| 8003498<br>PDCT<br>43<br>Esd Pfd<br>Rdr RT | **BIEM VAN DER VIS**<br><br>**Gebr. van der Vis**<br>Oosterend. Netherlands<br>Texel | **266**<br>101<br>— | **1980** Schpsw. Hoogezand B.V.<br>—Hoogezand (209)<br>36,48 8,08 3,401<br>32,11 8,01 4,42<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 2SA 12Cy. 190 × 350<br>1 800bhp (1 324kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 5044348<br><br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **BIEN**<br><br>**A/S H. J. Hansen**<br>Odense Denmark | **120**<br>17<br>76 | **1917** Motala Verk. Nya—Motala (467)<br>27,31 6,15 2,972<br>6,10 3,43<br><br>RW | **M Tug**<br>Salvage<br>1 Ho 4,1<br><br>1 Ha (1,9 × 1,8)<br>Der 1(3) | Oil 4SA 6Cy. 260 × 370<br>NE 51<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 15kW 1 × 10kW 110V d.c.<br>Fuel 16,5t (d.o.) |
| 7504251<br>XVOA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIEN DONG**<br><br>**Government of The Socialist Republic of Vietnam (La Direction General Pour de Produit Aquatique)**<br>Haiphong Vietnam | **495**<br>121<br>— | **1976** Mjellem & Karlsen A/S—Bergen<br>(119)<br>(NV) 47,50 10,34 3,750<br>42,98 10,30 6,48<br>2 dks<br>rf 1250 BK 152 | **M Research/Fishing**<br>Mchy.aft | Oil 4SA 9Cy. 250 × 300 geared to sc. shaft<br>1 500bhp (1 103kW)<br>A/S Bergens M/V Bergen |
| 7031515<br>DEBN<br><br>Df Esd<br>Gc Rdr<br>RT | **BIENE**<br><br>**Partenreederei m.s. 'Biene'**<br>Emil Hartmann<br>Bremen Federal Republic of Germany | **492**<br>264<br>1 142 | **1970** Schiffswerft u. Masch. Max Sieghold<br>—Bremerhaven (156)<br>GL 62,54 9,45 3,582<br>56,72 9,40 4,12<br>P 14,1 F 6,8 1 dk | **M Tanker**<br><br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 367 | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>11,5kn |
| 5044350<br><br>313943<br>Esd Pfd<br>Rdr | **BIENVENUE**<br><br>**Poissonnerie Boulay Inc.**<br>Gaspe, P.Q. Canada | **127**<br>59<br>— | **1961** Marine Industries Ltd.—Sorel, P.Q.<br>(280)<br>*22,38* 6,61<br>22,26 6,56 3,36<br>1 dk | **M Fishing**<br>Side-fishing | Oil 2SA 4Cy. 230 × 400<br>Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |
| 5044374<br>VDFY<br>148859<br>RT | **BIENVILLE**<br>ex McKie<br>**Rene Tellier**<br>Quebec, P.Q. Canada | **822**<br>378<br>— | **1925** Napier & Miller Ltd.—Glasgow<br>*43,90* 16,03<br>... ... ...<br>1 dk<br>R | **S Ferry** | C 2Cy. 483 & 1016 × 686<br><br>McKie & Baxter Ltd. Glasgow<br>Fuel (o.f.) |
| 7100770<br>WY3645<br>289924<br>RT | **BIENVILLE**<br><br>**Tidewater Grand Isle Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **199**<br>102<br>— | **1962** American Marine Corp.—New Orleans, La (828)<br>*42,98* 10,06 2,667<br>10,01 3,15<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 560bhp (1 147kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6912877<br>SPYH<br><br>Df Esd<br>Gc Rdr<br>RT | **BIESZCZADY**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **10 847**<br>5 790<br>15 680 | **1968** Stocznia Szczecinska im. A. Warskiego—Szczecin (B520/06)<br>PR 156,47 20,45 9,170<br>144,51 20,38 12,55<br>1 dk | **M Bulk Carrier**<br>6bth P<br>Str. ore cargoes Ice strengthened<br>5 Ho ER<br>G.20 465<br>5 Ha (stl) (12,2 × 9,9) (11,4 15,3 15,3 13,8 × 11,9) ER<br>4W | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V<br>Fuel 1 301,5t (hvf)-22,0pd 15,5kn |
| 7909695<br><br><br>Esd Rdr<br>RT | **BIEZELINGE**<br><br>**Government of The Kingdom of The Netherlands (Rijkswaterstaat)**<br>Netherlands | **300**<br>—<br>— | **1979** Appingedam Niestern Delfzijl B.V.<br>—Delfzijl (499)<br>25,81 9,07 1,001<br>24,52 9,01 2,52<br>1 dk | **TM Drilling Pontoon** | 2 Vee Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>12,5kn |
| 7394905<br>JL4147<br>117402<br>Gc Rdr<br>RT | **BIFUKU MARU**<br><br>**Bifuku Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **498**<br>325<br>1 630 | **1974** K.K. Uno Zosensho—Namikata (75)<br>65,92 11,03 4,547<br>58,98 11,00 6,48<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>13kn |
| 5067053<br>LMIT<br>12595 | **BIG**<br>ex Cement 8-68<br>**Sameiet Big**<br>Johan A. Scheele A/S<br>Fredrikstad Norway | **104**<br>0<br>— | **1947** Glommens M/V—Fredrikstad (109)<br>27,89 6,35 2,623<br>NV 25,48 6,33 3,10<br>1 dk<br>BK 127 | **M Tug** | Oil 2SA 8Cy. 280 × 420<br>E made64 fitted71<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 11,5kW 115V d.c.<br>Thw. thrust propeller fwd<br>Fuel 10,0t (d.o.) 10kn |
| 7732602<br>WYG7<br>389<br>583095 | **BIG BEND**<br><br>**Paul H. Spell**<br>Brownsville, Tx United States of America | **101**<br>68<br>— | **1977** ..............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7037753<br>WV4463<br>298385<br>Df Gc<br>Pfd Rdr<br>RTm/v | **BIG BILL**<br><br>**Steuart Transportation Co.**<br>Wilmington, De United States of America | **198**<br>135<br>— | **1965** Wiley Mfg. Co.—Port Deposit, Md<br>(657)<br>AB 37,29 5,138<br>36,20 9,30 5,69<br>2 dks | **M Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 343 × 419 geared to sc. shaft<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 1 × 125kW 1 × 100kW |
| 7940015<br>WRB7<br>905<br>601825 | **BIG BLUE**<br><br>**Timothy D. Abena**<br>Juneau, Ak United States of America | **176**<br>119<br>— | **1978** ..............Marshall, Ca<br>*23,66* 7,83<br>4,20<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>U.S.A. |

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| **7927702**<br>ORSZ<br><br>Esd Rdr | **BIG BOSS**<br><br>**Dredging International N.V.**<br>Antwerpen Belgium | **717**<br>556<br>— | BV | **1980** N.V. Cockerill Yards Hoboken<br>—Hoboken (896)<br>41,05 18,52 2,431<br>39,15 18,50 3,51<br>1 dk | **TD-E Dredger**<br>Dipper | 2 Oil 4SA each 8Cy. 230 × 270 total 1 200bhp (883kW) driving 1 gen. of 1 000kW connected to 2 elec. motors each of 1 340shp (986kW) & geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **8102567** | **BIG BOSS**<br><br>**D.M.C. Shipbuilders Inc.**<br>Zamboanga Philippines | **283**<br>139<br>283 | 100A1<br>Class Contemplated<br><br>FN 233 | **1982** D. M. Consunji—Zamboanga (27)<br>2,806<br>22,51 7,01 3,31 | **TM Tug** | 2 Oil geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn |
| **7832232**<br><br>596945 | **BIG BRUCE**<br><br>**Jerry Phelps**<br>Wilmington, NC United States of America | **117**<br>79<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*22,35* 6,30<br>2,93<br>1dk | **Wood M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>335bhp (246kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **7735824**<br>WYL9722<br>587992 | **BIG DIPPER III**<br><br>**Big Dipper Shrimp Inc.**<br>Tampa, Fl United States of America | **111**<br>76<br>— | | **1977** .............Bayou la Batre, Al<br>*20,46*<br>6,71 3,46<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A |
| **7408079**<br><br>567439 | **BIG ED**<br><br>**Alamo Chemical Transportation Co.**<br>Houston, Tx United States of America | **402**<br>273<br>— | | **1975** Todd Shipyards Corp.—Galveston, Tx (39)<br>38,08 10,37 2,718<br>36,86 10,32 3,36<br>1 dk | **TM Tug**<br>Pusher | 2 Vee Oil 2SA each 12Cy. geared to sc. shafts<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel (d.o.) |
| **8113839**<br>JAIB<br>125533 | **BIG EIGHT**<br><br>**Daihachi Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **1 518**<br>1 106<br>3 973 | NK | **1982** Hakata Zosen K.K.—Hakata (263)<br>87,28 5,900<br>81,01 14,51 6,02<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.7 625 B.7 084<br>2 Ha (stl) ER | Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **7426071**<br>JPCB<br>119094<br>Df Esd<br>Gc Pfd<br>Rdr | **BIG GLORY**<br>ex Blue Tokyo-78<br>**Kobe Shipping Agency Co. Ltd.**<br>Kobe, Japan<br>Hyogo Pref. | **2 499**<br>1 479<br>4 643 | NK | **1976** Honda Zosen—Saiki (633)<br>92,08 16,03 6,833<br>84,82 16,01 7,40<br>P 1,0 F 77,2 2 dks | **M Vehicles Carrier**<br><br><br>G.9 924 B.8 527<br>2 Ha (21,0 22,7 × 8,6) ER<br>Der 1(35) 3(20) | Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 288kW 445V a.c.<br>14,25kn |
| **7100809**<br>WN5299<br>292280 | **BIG JOE**<br><br>**Offshore Logistics Services Inc.**<br>Mobile, Al United States of America | **146**<br>99<br>— | | **1963** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (344)<br>31,40 2,134<br>29,57 7,42 3,03<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil 4SA 6Cy. 159 × 203<br>770bhp (566kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7220300**<br>9GBJ<br>316677<br>Df Gc<br>Rdr RT | **BIG JOHN**<br>ex Kuroshio Maru No. 62-82<br>**Ghana Tuna Fishing Development Co. Ltd.**<br>Takoradi Ghana | **284**<br>118<br>312 | | **1972** Miho Zosensho K.K.—Shimizu (801)<br>46,11 8,64 3,347<br>39,02 8,62 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7730783**<br>PJWX | **BIG LIFT 211**<br><br>**Exploitatie Maatschappij J.C.O.**<br>B.V. Zeehavenbedrijf<br>Willemstad Netherlands Antilles | **447**<br>447<br>— | ✠100A<br>pontoon<br>restricted service<br>EL D<br>FN 521 | **1977**-3 B.V. Schpsw. en Mfbk. "Holland"<br>v/h M. Calje—Hardinxveld (004.7023)<br>26,42 16,62<br>25,89 16,60 3,51<br>1 dk<br>rf nil<br>4BH WB- | **Submersible Pontoon**<br>Deck Cargo Heavy load | |
| | | | **LAID UP — SURVEYS OVERDUE 3/81** | | | |
| **7324429**<br><br>9877 | **BIG LIFT 411**<br><br>**Big Lift (Iran) B.V.**<br>Big Lift B.V.<br>Khorramshahr Iran | **447**<br>—<br>930 | ✠100A SS 11/78<br>pontoon<br>EL (D)<br>FN 631 | **1973**-7 Singapore Slpwy & Eng. Co. (Pte.)<br>Ltd.—Singapore<br>43,39 11,82 2,375<br>43,21 11,60 3,00<br>1 dk<br>rf nil<br>6BH | **Pontoon**<br>Deck Cargo Heavy load | |
| | | | **SURVEYS OVERDUE** | | | |
| **7513044**<br>WYP2<br>735<br>550720 | **BIG MAMA**<br><br>**Howard Attaway Sr.**<br>Brunswick, Ga United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>U.S.A |
| **7743637**<br><br>595416 | **BIG O.T.**<br><br>**Otis Thomas**<br>Galveston, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5197195**<br>ZGBK<br>373675<br>Df Esd<br>Gc Rdr<br>RT | **BIG ORANGE**<br>ex Krystina F-81 ex Krynica-78<br>**Orange Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **3 442**<br>1 823<br>5 347 | PR | **1958** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B55/01)<br>124,06 16,54 6,509<br>111,97 16,50 9,99<br>1 dk & S dk<br>RW | **M General Cargo** OSD 12P<br>4 Ho ER 1 Ho<br>G.10 105 B.9 386<br>5 Ha (8,2 9,1 11,9 8,9 × 5,7) ER (7,7 × 5,7)<br>Der 1(30) 13(5) | Oil 2SA 6Cy. 700 × 1200<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 175kW 230V d.c.<br>Fuel 1 199,0t (d.o.)<br>14,5kn |
| **7228388**<br>HO3905<br>3357-73<br>Df Esd<br>Gc Rdr<br>RT | **BIG ORANGE I**<br><br>**Zodiac Work Boats S.A.**<br>Panama Panama | **188**<br>128<br>691 | AB | **1973** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (491)<br>53,35 11,64 3,360<br>51,82 11,59 3,97<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 141,0t |

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| 7729071<br>FPRT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIG ORANGE X**<br>**Carleton Corp.**<br>Port aux Francais, Kerguelen Reunion (French) | **497**<br>338<br>1 200 | AB BV | **1979** Burton Shipyard Inc.—Port Arthur, Tx (526)<br>64,01<br>60,81 14,65 4,88<br>F 28,7 1 dk | **TD-E Supply Ship**<br>Deck Cargo | 3 Vee Oil 4SA each 16Cy. 229 × 267 total<br>11 400bhp (8 385kW) driving 3 gen.<br>each 2 650kW a.c. connected to 2 elec.<br>motors each of 1 500shp (1 103kW) & sr<br>geared to sc. shafts<br>General Electric Co. Erie, Pa<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 8002200<br>HO3400<br>10618<br>-80A<br>Esd Gc<br>Rdr RT | **BIG ORANGE XV**<br>**Swire Supply Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **856**<br>324<br>680 | AB | **1980** Teraoka Shipyard Co. Ltd.—Nandan (195)<br>3,810<br>52,51 12,21 4,53<br>F 38,1 1 dk<br>rf 152 | **TM Production Testing Supply Ship**<br>Deck Cargo for offshore installations | 2 Vee Oil 4SA each 12Cy. 250 × 290<br>reverse reduction geared to sc. shafts<br>2 600bhp (1 912kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 400kW 1 × 96kW a.c.<br>12kn |
| 8117744<br>HO6500<br>10892-SS | **BIG ORANGE XIX**<br>**UN International Ltd.**<br>Panama Panama | **1 205**<br>692<br>1 500 | AB (Class cont.) | **1982** Santan Slipway & Eng. Co. (Pte.) Ltd. —Singapore (028)<br>60,00 16,24<br>58,86 16,21 4,50<br>1 dk | **TM Cement Carrier** | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7427673<br>WYT9<br>260<br>569686<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIG PRO**<br>ex A. W. Martin-80<br>**Halter Marine Services Inc.**<br>New Orleans, La United States of America | **498**<br>338<br>— | AB | **1975** Halter Marine Fabricators, Inc.—Moss Point, Ms (497)<br>4,992<br>58,30 13,11 5,80<br>F 19,6 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 6Cy. 410 × 470 geared to<br>sc. shafts<br>8 000bhp (5 884kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 300kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,5t (d.o.) 12kn |
| 7501340<br>JLLS<br>117647<br>Esd Gc<br>Pfd Rdr | **BIG PROGRESS**<br>ex Blue Malacca-77<br>**Y.K. Enga Kaiun**<br>Mikame, Ehime Pref. Japan | **1 331**<br>764<br>2 463 | | **1975** Honda Zosen—Saiki (631)<br>78,09 14,53 5,017<br>71,00 14,51 5,36<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7647285<br>WYG6<br>787<br>577830 | **BIG SANDY**<br>**Big Sandy Inc.**<br>Brownsville, Tx United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5169045<br>WB4118<br>229399 | **BIG SHOT**<br>ex James Mcallister-78<br>ex Van Dyke 4-56<br>**McAllister Brothers Inc.**<br>Wilmington, De United States of America | **134**<br>91<br>— | | **1930** Kensington Shipyard & D.D. Co. —Philadelphia, Pa<br>29,98 6,41<br>6,35<br>1 dk<br>R | **D-E Tug** | Oil 2SA 12Cy. 216 × 254 connected to 1<br>elec. motor<br>E made58 fitted—<br>General Motors Corp. U.S.A.<br>Fuel 71,0t |
| 7829003<br>593771 | **BIG T.**<br>**Toomer Shrimp Co.**<br>Key West, Fl United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20.27* 6,23<br>2,75<br>1dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8037736<br>624231 | **BIG THEO**<br>**Theo Chassion Welding Service**<br>Houma, La United States of America | **107**<br>73<br>— | | **1980** ..............Houma, La<br>*19,82* 6,71<br>2,82<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW)<br>U.S.A. |
| 7048374<br>ZCGH<br>356681<br>Df Esd<br>Rdr RTh | **BIG TIDE**<br>ex Tilman J. No. 3<br>**Tidewater Cayman Inc.**<br>Tidewater Inc.<br>Georgetown Cayman Islands (British) | **267**<br>181<br>— | | **1963** Burton Construction & SB. Corp. —Port Arthur, Tx (329)<br>45,73 11,03 3,064<br>43,29 10,98 3,66<br>1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 220V 60Hz a.c.<br>11kn |
| 7050327<br>WY5025<br>515719 | **BIG VALLEY**<br>**Ralph W. Botkin**<br>Anchorage, Ak United States of America | **169**<br>115<br>— | | **1968** Marine Builders Inc.—Mobile, Al<br>*24,72* 7,32<br>3,71 | **M Fishing** | Oil<br>680bhp (500kW)<br>.............<br>Fuel (d.o.) |
| 6729141<br>EFRE<br>2201<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIGARENA**<br>**Pesqueras Alkar S.A.**<br>San Sebastian Spain | **434**<br>199<br>447 | BV | **1967** Maritima del Musel S.A.—Gijon (84)<br>46,26 8,36 4,052<br>40,01 4,40<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.1 500 In.500<br>3 Ha (each 1,9 × 1,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 201,0t (d.o.) 13kn |
| 6801353<br>EFSM<br>8748<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BIGARO**<br>**Pesqueras Cies S.A.**<br>Vigo Spain | **352**<br>170<br>386 | BV | **1968** Construcciones Navales P. Freire S.A. —Vigo (50)<br>42,83 7,52 4,101<br>38,00 7,47 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.351<br>3 Ha (each 1,5 × 1,3) ER | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 146,5t (d.o.) 12kn |
| 7208572<br>LEQS<br>17865<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIGGAS**<br>**Hammerfest Industrifiske A/S**<br>Hammerfest Norway | **299**<br>102<br>520 | NV | **1972** Sterkoder M/V A/S—Kristiansund N. (25)<br>46,69 9,02 4,490<br>40,01 9,00 6,46<br>1 dk<br>BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,2 × 1,9) ER | Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.,<br>Fuel 51,0t (d.o.)-5,0pd 12,5kn |

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|---|---|---|---|---|---|---|
| **7390296**<br>WYM2<br>045<br>570621<br>Df Esd<br>Gc Rdr<br>RT | **BIGORANGE IV**<br><br>**American Olympic Corp.**<br>Port Arthur, Tx United States of America | **290**<br>197<br>— | AB | **1975** Burton Construction & SB. Corp. —Port Arthur, Tx (505)<br>54,84 12,20 3,810<br>50,22 12,15 4,58<br>F 17,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 250kW a.c.<br>Fuel 384,0t (d.o.)<br>10kn |
| **7415254**<br><br>563134<br>Df Esd<br>Gc Rdr<br>RT | **BIGORANGE V**<br><br>**Zodiac Offshore Inc.**<br>Wilmington, De United States of America | **198**<br>135<br>— | AB | **1975** Burton Construction & SB. Corp. —Port Arthur, Tx (518)<br>11,59<br>49,89 11,54 3,97<br>F 16,8 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Fuel 169,5t (d.o.)<br>10kn |
| **7528805**<br>WYR2<br>947<br>569681<br>Df Esd<br>Gc Rdr<br>RT | **BIGORANGE VII**<br><br>**American Offshore Inc.**<br>Houston, Tx United States of America | **195**<br>132<br>— | AB | **1975** Rockport Yacht & Supply Co. —Rockport, Tx (101)<br>11,59 3,429<br>49,89 11,54 3,97<br>1 dk | **TM Supply Launch** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 182,0t (d.o.)<br>10kn |
| **7115218**<br>HO7542<br>6977-<br>PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIGORANGE IX**<br>ex American Delta II-76<br>**Scorpio Offshore Inc.**<br>Panama Panama | **198**<br>135<br>— | (AB) | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (459)<br>53,65 11,66 3,376<br>47,22 11,59 3,97<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 159 × 203<br>3 400bhp (2 501kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW<br>Fuel 179,0t |
| **7810741**<br>HO9802<br>8020-<br>PEXT1<br>Esd Rdr<br>RT | **BIGORANGE XI**<br><br>**Swire Supply Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **851**<br>321<br>680 | AB | **1978** Teraoka Shipyard Co. Ltd.—Nandan (180)<br>3,652<br>57,71 12,21 4,53<br>1 dk | **TM Production Testing Supply Ship**<br>Deck Cargo for offshore installations | 2 Oil 2SA each 6Cy. 250 × 290 reverse reduction geared to sc. shafts<br>2 600bhp (1 912kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 400kW 1 × 96kW a.c.<br>12kn |
| **7909188**<br>HO9919<br>9904-80<br>Esd Gc<br>Rdr RT | **BIGORANGE XII**<br><br>**Swire Supply Vessels Corp.**<br>Swire Pacific Offshore Services Ltd.<br>Panama Panama | **855**<br>324<br>950 | AB | **1979** Teraoka Shipyard Co. Ltd.—Nandan (187)<br>3,812<br>52,23 12,21 4,53<br>F 38,1 1 dk<br>rf 152 | **TM Production Testing Supply Ship**<br>Deck Cargo for offshore installations | 2 Oil 4SA each 6Cy. 250 × 290 reverse reduction geared to sc. shafts<br>2 600bhp (1 912kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 400kW 1 × 96kW a.c.<br>12,75kn |
| **8003034**<br>HOGC<br>9554-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **BIGORANGE XVI**<br><br>**Dowell Schlumberger Western S.A.**<br>Panama Panama | **3 645**<br>3 293<br>4 600 | AB | **1980** Robin Shipyard (Pte.) Ltd.—Singapore (310)<br>102,01 3,106<br>99,52 23,40 5,41<br>1 dk<br>rf nil | **TM Cement Carrier**<br>Self-unloader | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 000bhp (736kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 135kW a.c.<br>8kn |
| **8110423**<br>HO3949<br>9721-<br>PEXT1 | **BIGORANGE XVII**<br><br>**Swire Craneship Corp.**<br>Panama Panama | **1 224**<br>478<br>1 200 | AB | **1981** Teraoka Shipyard Co. Ltd.—Nandan (209)<br>... ... ...<br>55,91 12,21 5,52 | **TD-E Production Testing Supply Ship**<br>Deck Cargo for offshore installations<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 275 × 320 total 7 500bhp (5 517kW) driving gen. connected to elec. motors & sr geared to sc. shafts<br>Fuji Seisakusho Chiba<br>Thw. thrust propeller fwd<br>12,5kn |
| **5423403**<br>THYP<br>5007<br>Df Esd<br>Pfd RTm | **BIGORRE**<br><br>**Arment Sevellec et Cie.**<br>Societe de Gerance d'Armement a la Peche (SO.GER.AP.) | **220**<br>73<br>177 | (BV)<br>✠Classed LR until 2/65 | **1963**-6 Haarlemsche Schps. Maats. —Haarlem (582)<br>35,72 7,09 3,804<br>30,00 7,00 3,99<br>F 5,5<br>rf 940 BK 152 | **M Fishing**<br>Side Trawler<br>4 Ha (1,2 1,2 × 0,9) (0,4 0,4 × 0,4)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 270 × 500 with flexible coupling & sr reverse geared to sc. shaft<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam |
| **5044439** | **BIGUA**<br>ex Mosqueiro<br>**Companhia Nacional de Navegacao Costeira Autarquia Federal**<br>Rio de Janeiro Brazil | **486**<br>231<br>— | ✠ | **1912**-6 Murdoch & Murray Ltd.—Port Glasgow (250)<br>*54,90* 9,48<br>... ... ...<br>1 dk & Prom dk<br>R | **TS General Cargo** | T 6Cy. (2) 356 (2) 584 & (2) 965 × 610<br>J. G. Kincaid & Co. Ltd. Greenock |
| **7354101**<br>JL4062<br>113573<br>Rdr RT | **BIHO MARU**<br><br>**Maki Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **999**<br>639<br>1 067 | NK | **1973** Towa Zosen K.K.—Shimonoseki (458)<br>66,60 11,03 4,211<br>60,00 11,00 5,01<br>P 14,4 F 5,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 375 | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Fuel 109,5t-6,5pd<br>12kn |
| **7506390**<br>JG3544<br>119104<br>Rdr RT | **BIHO MARU**<br><br>**Sansho Kisen K.K.**<br>Iyo-Mishima, Ehime Pref. Japan | **497**<br>330<br>1 158 | | **1975** Kyoei Zosen K.K.—Mihara (66)<br>60,13 10,01 4,045<br>55,00 9,99 4,20<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 450<br>1 200bhp (883kW)<br>Fuji Seisakusho Toky |
| **8014306**<br>JK4179<br>122234<br>Rdr RT | **BIHO MARU**<br><br>**Kido Kaiun K.K.**<br>Kaminoseki, Yamaguchi Pref. Japan | **185**<br>86<br>350 | | **1980** Maeno Zosen K.K.—Onoda (63)<br>36,50 6,86 3,028<br>32,52 6,80 3,15<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 380<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. |
| **7337529**<br>YQCW<br>314<br>Df Esd<br>Gc Rdr<br>RT | **BIHOR**<br><br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 209<br>**6 253**<br>4 024<br>8 659 | RNR | **1973** Santierul Naval Galatz—Galatz<br>130,77(BB) 17,68 6,601/8,100<br>120,99 10,19<br>2 dks | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 150<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250 Sulz<br>6 100bhp (4 487kW) Pozna<br>H. Cegielski<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t<br>15kn |

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| 7355430<br>JBBO<br>116172<br>Rdr | **BIHORO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **503**<br>131<br>— | | **1974** Tohoku Zosen—Shiogama (162)<br>63,35 7,83<br>60,00 7,80 4,30<br>1 dk | **TM Patrol Ship** | Oil<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5076183<br>HP3753<br>7195-76<br>Df RT | **BIJAN**<br>ex Provincia-77 ex Clothilda M.-70<br>**Janhjani Mohamed**<br>Panama Panama | **342**<br>167<br>436 | (BV) | **1952** N.V. Sch. Delfzijl v/h Sander—Delfzijl (190)<br>44,00 7,55 2,794<br>... ... ...<br>1 dk | **M General Cargo**<br>G.601 B.586<br>2 Ha (each 9,0 × 4,5)<br>Der 2(2) | Oil 4SA 4Cy. 285 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 31,5t 8,5kn |
| 5042675<br>9HJW<br>0297<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIJELA**<br>ex Rigel-77 ex Splendid Breeze-77<br>ex Executive Trader-74<br>ex Bernhard-73<br>**Dabinovic (Valletta) Ltd.**<br>Bozo A. Dabinovic<br>Valletta Malta | **10 416**<br>6 245<br>16 612 | NV | **1963** Flensburger Schiffsbau-Ges.<br>—Flensburg (584)<br>153,98 20,65 9,126<br>143,16 20,60 12,30<br>1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.19 878 B.19 170 HeCls. ptB<br>5 Ha (each 11,9 × 9,2) ER<br>10W Der 10(5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 1 086,0t (hvf)-20,5pd 13,5kn |
| 6620527<br>OUID<br>D1387<br>Esd RT | **BIKEMO**<br>ex Trippe-75 ex Triane-71<br>ex Birger Wernerfelt-71<br>**Carl Ove Nielsen**<br>Hirtshals Denmark | **149**<br>75<br>168 | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau (3179)<br>31,17 6,61 2,761<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.180<br>2 Ha (stl) (each 1,7 × 1,2) ER<br>1W Der 1(0,5) | Oil 4SA 6Cy. 250 × 300<br>800bhp (588kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 28kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 28,5t (d.o.) 11kn |
| 5044477<br>UVZS<br>M-24789<br>Df Esd<br>Gc Rdr<br>RT | **BIKIN**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 174**<br>1 700<br>4 388 | RS | **1960** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>95,71 14,36 7,93<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (9,0 × 6,0) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(40) 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 3 × 184kW 440V<br>Fuel 394,0t (d.o.) 12,5kn |
| 5044489<br>UTFV<br>M-22561<br>Df Esd<br>Gc Rdr<br>RT | **BIKIN**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 420 | RS | **1961** ..............U.S.S.R.<br>84,69 14,00 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,6 × 1,6) (1,3 × 1,5) (1,3 × 1,2)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7646401<br>HP3759<br>6638-PEXT3<br>Df Rdr<br>RT | **BILAL**<br>ex Red River (LFR 522)<br>ex LSMR 522<br>**Inter Division Shipping Co. S.A.**<br>Panama Panama | **485**<br>202<br>667 | AB | **1945** Brown SB. Co.—Houston, Tx<br>62,69 2,293<br>60,38 10,37 3,48<br>F 9,2 1 dk<br>rf nil conv Naval RoRo Cargo/Landing Ship Medium 77 | **TM Vehicles Carrier** | 2 Vee Oil 2SA each 16Cy. 222 × 266<br>1 330bhp (978kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW a.c.<br>14kn |
| 6615039<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BILBAO**<br>ex Commander Colocotronis-76<br>ex Bergehaven-71 | **76 408**<br>56 784<br>151 955 | NV | **1966** Hitachi Zosen—Sakai (4007)<br>279,03 44,25 17,857<br>265,69 44,20 23,02<br>1 dk<br>rf 51 | **M Tanker**<br>17 Ta ER<br>L.(oil) 179 296 HeCls. BC<br>Der 2(15) 2(7) 2(2) 2(1) | Oil 2SA 12Cy. 840 × 1800<br>27 600bhp (20 301kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 7 619,5t (d.o.) (hvf) 16kn |
| 5147267<br>3EYI<br>9670-79<br>Df Esd<br>Gc Rdr<br>RTm/v | **BILBARAKAH**<br>ex Southern Isles-79 ex Helmi-73<br>**Intermarine Tramping Corp.**<br>Shipmarc Ltd.<br>Panama Panama | **1 198**<br>477<br>1 920<br>**1 958**<br>970<br>2 808 | GL | **1963** Beliard-Murdoch S.A.—Oostende (C.183)<br>83,19 13,24 5,011/6,111<br>76,66 13,21 7,40<br>B 16,2 F 10,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 23,3 24,6 ER<br>G.3 862 B.3 470<br>2 Ha (stl) (14,5 16,7 × 5,9) ER<br>4W Cr 2(3) Der 1(20) 4(3-5) | Oil 4SA 6Cy. 520 × 740<br>2 320bhp (1 706kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 115kW 380V 50Hz a.c.<br>Fuel 161,5t (d.o.) 14kn |
| 7125706<br>PDCU<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BILDERDYK**<br>**Bahulu Shipping Co.**<br>Intercontinental Transport (ICT) B.V.<br>Rotterdam Netherlands | **36 974**<br>20 553<br>44 799 | **✠100A1** SS 3/77<br>All holds limited to lighter and container cargoes only<br>**✠LMC** **UMS**<br>EL Mt 2⅞"U3<br>FN 11819 | **1972**-3 N.V. Cockerill Yards Hoboken<br>—Hoboken (859)<br>261,42 32,29 11,278<br>234,02 32,21 18,29<br>F 49,1 1 dk<br>rf nil<br>NS 8BH WB32226t incl. DTsf5202t<br>Comb. btm & STs in way of No. 1 hold 4346t STs in way of Nos.2&3 holds 9653t | **M Barge Carrier**<br>5 Ho 22,4 33,5 33,5 33,5 33,5 ER<br>83 lighters<br>14 Ha (stl) (each 10,0 × 19,0) ER<br>Cr 1(455) Der 1(5) 2(3) | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>AuxB (o.f.) 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 470kW 450V 60Hz a.c.<br>Fuel 460,5t (d.o.) 3 585,5t (hvf) 18kn |
| 8126252<br>386091 | **BILGARA**<br>**Giuseppe & Coral Raye Rotondella & Abermain Nominees Pty. Ltd.**<br>*Cairns, Queensland* Australia | **112**<br>92<br>— | | **1981** "K" Shipyard Construction Co.<br>—Fremantle (61)<br>22,51 6,13 2,794<br>21,26 6,05 2,16<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7527332<br>ULLK<br>M-34940<br>Df Esd<br>Gc Rdr<br>RT | **BILIBINO**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **1 179**<br>—<br>336 | RS | **1977** Hashimoto Zosensho—Kobe (396)<br>43,69 13,52 4,499<br>39,98 13,49 6,51<br>1 dk | **TM Tug**<br>Pusher<br>Ice strengthened | 2 Oil 4SA each 8Cy. 320 × 380<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>13,75kn |

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| **7733412**<br>EOMV<br>M-12594<br>RT | **BILIBINO**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>87 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>9kn |
| **6400800**<br>Df Esd<br>Rdr RT | **BILINGA**<br>ex Atlantic Merchant I-75<br>ex Atlantic Merchant-73<br>ex Barbara-68<br>**Societe Comorienne de Navigation**<br>Moroni Comoro Islands | T.Mk<br>**649**<br>342<br>1 358 | BV | **1964** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (331)<br>80,75 10,44 3,715<br>74,40 10,29 3,76<br>2 dks<br>len 68 | **M General Cargo**<br>Ref<br>2 Ho ER<br>G.2 728 B.2 553 In.688<br>2 Ha (10,2 16,1 × 5,1) ER<br>6W Der 1(15) 5(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Fuel 152,5t (d.o.) | Koeln<br>12kn |
| **5229754**<br>MTDW<br>169858<br>RT | **BILL BRUSH**<br>ex Maureen Brush-71<br>ex C. 621-61<br>**Maldon Shipping Co. Ltd.**<br>London United Kingdom | **192**<br>77<br>— | ✠ | **1944**-5 J. Pollock, Sons & Co. Ltd.—Faversham<br>32,16 6,94<br>... ... ... | **M General Cargo Barge**<br>Mchy.aft | Oil 8Cy. 140 × 197<br>200bhp (147kW) E made46 fitted66<br>L. Gardner & Sons Ltd.<br>Fuel (d.o.) | Manchester<br>7,5kn |
| **7942776**<br>603826 | **BILL EVERETT**<br>**Otis Engineering Corp.**<br>Houston, Tx United States of America | **187**<br>134<br>— | | **1979** ............Harvey, La<br>*21,77* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW) | U.S.A. |
| **7743089**<br>591949 | **BILL GOUGER**<br>**Otis Engineering Corp.**<br>Houston, Tx United States of America | **180**<br>169<br>— | | **1978** ............Harvey, La<br>*21,80* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW) | U.S.A. |
| **7502473**<br>WYH6<br>580<br>573156<br>Esd Rdr<br>RT | **BILL TIDE II**<br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **285**<br>194<br>— | AB | **1976** Halter Marine Services, Inc.—Lockport, La (528)<br>54,87 11,59<br>50,37 11,54 4,27<br>F 18,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 282,5t (d.o.) | La Grange<br>12kn |
| **5044532**<br>DKFG<br>Df | **BILLE**<br>ex Marlies-59 ex Margita-55<br>ex Alma-51 ex N. P. Petersen<br>**Werner K. Heinz**<br>Hamburg Federal Republic of Germany | **293**<br>214<br>483 | | **1917** A. G. & R. P. Petersen—Thuro<br>*39,78* 8,77 4,115<br>4,25<br>RQD 8,0 1 dk | **Wood Aux M General Cargo**<br>Schooner<br>2 Ha | Oil 2SA 4Cy. 220 × 330<br>150bhp (110kW) NE 51<br>Kloeckner Humboldt Deutz | Koeln<br>8kn |
| **7007502**<br>OUPP<br>D1624<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BILLESBORG**<br>**Dannebrog Rederi AS**<br>Weco-Shipping I/S<br>Kobenhavn Denmark | T.Mk<br>**1 600**<br>1 169<br>4 084 | ✠**100A1** SS 4/78<br>oil or chemical tanker<br>Ice Class 3<br>✠**LMC**<br>EL Q 1½"U2<br>FN 2124 | **1970**-1 Frederikshavn Vaerft & Tordok A/S—Frederikshavn (294)<br>107,32 14,03 5,208<br>100,06 14,00 7,22<br>P 22,3 F 12,8 2 dks<br>rf 203 len 74<br>3BH to U dk 4 to 2nd dk WB869t incl. TwD735t | **M Tanker**<br>Oil Chemical<br>17 Ta ER<br>L.4 748 HeCls. C | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 115kW 1 × 137kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 191,0t (d.o.)-8,0pd | Koeln<br>12kn |
| **7939145** | **BILLFISH EXPLORER**<br>ex Bellatrix-80<br>**Deepsea Overseas Shipping Co. Ltd.**<br>Nassau Bahamas | **432**<br>155<br>— | BV | **1951** Boele's Schps. & Mchf. N.V.—Bolnes<br>45,95 3,691<br>42,02 8,40 5,87<br>2 dk | **M Pilot Tender** | Oil 4SA 6Cy. 190 × 350<br>650bhp (478kW)<br>N.V. Smit-Bolnes | Zierikzee |
| **7934054**<br>WQZ3<br>813<br>610562 | **BILLIE FRANCES**<br>**Capt. Sonny Inc.**<br>Mobile, Al United States of America | **198**<br>147<br>— | | **1979** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*24,21* 8,23<br>3,76<br>1 dk | **TM Fishing**<br>Shellfish | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>730bhp (537kW)<br>General Motors Corp., Detroit Diesel Allison Div. | U.S.A. |
| **7336915**<br>WYC6<br>771<br>545114 | **BILLIE JEAN**<br>ex Esther K-78<br>**John Hamil**<br>Corpus Christi, Tx United States of America | **106**<br>72<br>— | | **1973** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,05 | **Wood M Fishing** | Oil<br>325bhp (239kW)<br>..............<br>Fuel (d.o.) | |
| **7397828**<br>WYX2<br>752<br>550190 | **BILLIKIN**<br>**Trident Seafoods Corp.**<br>Seattle, Wa United States of America | **389**<br>281<br>— | | **1973** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>41,15 9,48<br>3,41 | **M Fishing**<br>Ref | Oil geared to sc. shaft<br>1 130bhp (831kW)<br>..............<br>Fuel (d.o.) | |
| **5044570**<br>YBTC | **BILLITON II**<br>ex LCT(3) 477-47<br>**P.N. Perusahaan Pertambangan Timah Belitung (U.P.T. Bil)**<br>Jakarta Indonesia | **484**<br>354<br>540 | KI<br>Classed BS until 4/62 | **1943** Sir Wm. Arrol & Co. Ltd.—Meadowside<br>Rebuilt**1947** Verschure & Co's Schps.—Amsterdam<br>57,76 9,17 1,956<br>53,35 9,15 2,70<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft 47 | **TM General Cargo**<br>1 Ho 28,0 ER<br>3 Ha (4,8 7,3 7,3 × 6,5) ER<br>2W Der 1(2) 1(1,5) | 2 Vee Oil 4SA each 12Cy. 108 × 127<br>680bhp (500kW) NE made69 fitted—<br>General Motors Corp.<br>Gen 1 × 50kW 110V<br>Fuel 24,5t | U.S.A.<br>11kn |
| **7609245**<br>556767 | **BILLY AND MIKE**<br>**St. George Packing Co. Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illinois |

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| 7938036<br>WSZ7303<br>598642 | **BILLY DON**<br>**Oceanic Ventures Inc.**<br>Juneau, Ak United States of America | **191**<br>133<br>— | | **1978** ..............Seward, Ak<br>*25,36* 7,45 3,15<br>1dk | **M Fishing** | Oil<br>700bhp (515kW)<br>U.S.A. |
| 7913799<br>ELAP4<br>6920<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BILLY JEANNE A**<br>**New Resolution Carriers Corp.**<br>Monrovia Liberia | **42 825**<br>32 153<br>92 790 | AB | **1981** Sanoyasu Dockyard Co. Ltd. —Mizushima (1037)<br>245,04(BB) 13,520<br>234,02 41,61 19,03<br>1 dk<br>rf nil | **M Tanker**<br>SBT<br>9 Ta ER<br>L.(oil) 103 827 | Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 640kW a.c.<br>16kn |
| 7047746<br>WY7646<br>522575 | **BILLY JO**<br>ex Captain Cricket<br>**Higbee & Higbee Inc.**<br>Philadelphia, Pa United States of America | **146**<br>99<br>— | | **1969** Southern SB. Co.—Brownsville, Tx<br>*23,96* 6,71<br>3,66 | **M Fishing** | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) |
| 6715645<br>3ETS<br>10445-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BILQUIS**<br>ex Savannah Maru-81<br>**Saima Shipping Lines S.A.**<br>Panama Panama | **6 756**<br>3 695<br>10 930 | NK | **1967** Mitsui SB. & Eng. Co. Ltd.—Tamano (744)<br>155,73 21,85 8,654<br>145,01 21,80 13,21<br>F 24,7 2 dks, pt 3rd dk | **M General Cargo**<br>6 Ho ER<br>G.7 313 B.6 842<br>9 Ha (stl) (6,8 × 6,0) (8,3 × 7,0) (13,6 13,6 × 5,5) (14,4 14,4 13,5 13,5 × 6,2) (9,6 × 7,0) ER<br>Cr 2(15) 1(10) 2(6) 3(5) Der 4(6) | Oil 2SA 7Cy. 740 × 1600<br>11 200bhp (8 238kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 478,5t 18,5kn |
| 5329657<br>199104<br>RTv | **BILQUIS**<br>ex Sir John Hall-68<br>**The Yemen Ports & Shipping Organisation**<br>Aden People's Dem. Rep. of Yemen | **81**<br>—<br>36 | **✠100A1** SS 3/79<br>tug<br>Aden harbour service<br>**✠LMC**<br>EL (a)<br>FN 187 | **1956**-12 W. J. Yarwood & Sons Ltd. —Northwich (904)<br>23,35 6,13 2,744<br>20,96 5,80 3,08<br>RW rf 457 BK 127<br>3BH WB26t | **M Tug** | Oil 4SA 7Cy. 260 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 12kW 110V d.c.<br>Fuel (d.o.) |
| 6712136<br>DANS<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **BILSTEIN**<br>ex Duburg-80 ex Bilstein-78<br>ex Conti Syria-78 ex Antony-77<br>ex Bilstein-75<br>ex Hoegh Susann-68<br>Launched as Susan von Bargen<br>**Lauter-Elbe Reederei G.m.b.H.**<br>Hamburg Federal Republic of Germany | **1 898**<br>1 055<br>3 440<br>**3 061**<br>1 853<br>4 600 | GL | **1967** VEB Schiffswerft "Neptun"—Rostock (490)<br>104,58 14,23 5,579/6,560<br>94,49 14,20 7,70<br>P 25,0 RQD 36,6 F 15,9 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 32,7 31,3 ER<br>G.6 629 B.6 081<br>2 Ha (stl) (22,7 24,6 × 7,4) ER<br>4W Der 1(50) 1(20) 2(8) | Oil 2SA 8Cy. 450 × 700<br>3 300bhp (2 427kW)<br>N.V. Werkspoor Amsterdam<br>Gen 4 × 175kW 1 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 353,5t (d.o.) 13,5kn |
| 5234577<br>HOFE<br>4626-PEXT4<br>Df Esd<br>Gc Rdr<br>RT | **BIM SABHA 20**<br>ex Al Reafa I-82 ex Circle Pioneer<br>ex Sta. Maria-75<br>ex Mieke Legenhausen-69<br>**Bin Sabha Transport & Marine Service**<br>Panama Panama | **1 563**<br>742<br>2 437<br>**2 392**<br>1 395<br>3 539 | (BV) (GL) | **1959** A.G. "Weser" Werk Seebeck —Bremerhaven (860)<br>88,85 12,98 5,081/6,274<br>79,99 12,91 7,50<br>P 24,1 B 12,5 F 11,9 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD 4P<br>2 Ho 25,3 24,3 ER<br>G.4 445 B.4 074<br>2 Ha (stl) (each 17,9comb. × 6,4) ER<br>8W Der 1(25) 8(3-5) | 2 Oil 4SA each 7Cy. 385 × 560 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Frd. Krupp A.G. Essen<br>Gen 3 × 80kW 230V d.c.<br>Fuel 152,5t (d.o.) 13kn |
| 5204443<br>PKGC<br>1502/L<br>Df Esd<br>RT | **BIMA**<br>ex Lawin<br>**P.T. Pelayaran Meratus**<br>Jakarta Indonesia | **552**<br>235<br>575 | KI | **1953** Elsflether Werft A.G.—Elsfleth/Weser (290)<br>57,87 9,12 3,379<br>51,01 9,00 3,71<br>F 6,8 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.985 B.883<br>2 Ha (each 8,2 × 5,1)<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 220 × 280<br>465bhp (342kW) NE made66 fitted—<br>Deutz<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 48kW 115V<br>Fuel 45,5t (d.o.) 10kn |
| 7350727<br>YCBP<br>RT | **BIMA**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **227**<br>105<br>254 | KI | **1973** P.T. Adiguna Shipyard—Jakarta<br>39,58 9,76 1,474<br>36,43 2,39<br>1 dk | **TM Landing Barge** | 2 Oil 4SA each 6Cy. 121 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 34kW<br>Fuel (d.o.) |
| 7101683<br>YCVZ<br>Esd Gc<br>Rdr | **BIMA RAYA**<br>ex Toko Maru No. 2-81<br>**P.T. Porodisa Raya Shipping Lines**<br>Jakarta Indonesia | **998**<br>540<br>2 013 | | **1970** Honda Zosen—Saiki (580)<br>70,01 11,03 4,979<br>66,81 11,00 5,59<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 201 B.1 995<br>1 Ha (31,8 × 6,5) ER<br>6W Der 2(12) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 104kW 450V a.c.<br>Fuel 131,0t-8,5pd 14,5kn |
| 8127713<br>Esd Gc<br>Rdr RT | **BIMA SAMUDERA I**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **329**<br>—<br>50 | AB | **1981** Boeing Marine Systems—Seattle, Wa (0022)<br>27,44 9,17 1,521<br>23,93 8,54 2,60<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry** | 2 Gas turb dr geared to sc. shafts 7 600shp (5 590kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW a.c.<br>Thw. thrust propeller fwd<br>43kn |
| 8118047<br>C6G2036<br>384575<br>RT | **BIMINI MACK**<br>**Bimini Businessmen's Association Ltd.**<br>Nassau Bahamas | **246**<br>145<br>350 | | **1981** St. Augustine Trawlers Inc.—St. Augustine, Fl (S-54)<br>... ... ...<br>29,24 7,62 2,62<br>1 dk | **M General Cargo** | Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 6915427<br>332540 | **BIMINI TRADER**<br>ex Kermac Workboat 1-68<br>**Bimini Conveyor Ltd.**<br>Nassau Bahamas | **127**<br>79<br>— | | **1954** Kerr McGee Oil Ind. Inc.—Harvey, La<br>*30,21* 8,54 2,013<br>... ... ...<br>1 dk | **TrM General Cargo Barge** | 3 Vee Oil 2SA each 6Cy. 108 × 127<br>615bhp (452kW) E made44 fitted54<br>General Motors Corp. Detroit, Mi<br>8kn |
| 5274981<br>YCBM<br>402<br>Esd | **BIMOLI 01**<br>ex Permina VI-74 ex Anlok-62<br>ex Frenulina-62<br>ex Empire Grosvenor-47<br>**P.T. Bimoli**<br>Jakarta Indonesia | **1 641**<br>594<br>1 164 | KI<br>✠Classed LR until 3/62 | **1945**-11 A. & J. Inglis Ltd.—Glasgow (1303 P)<br>69,96 9,76 4,039<br>66,76 9,72 4,50<br>P 17,7 RQD 17,7 Trunk 36,6 RFD 11,6 F 6,81 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 100 | Oil 2SA 4Cy. 340 × 570<br>640bhp (471kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 73kW 110V<br>Fuel 122,0t-4,5pd 9,5kn |

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| **5416785** | **BIMOLI 02** | **416** | | **1962** Nishii Dock Co. Ltd.—Nansei (69) | **M Tanker** | Oil 4SA 6Cy. 260 × 400 |
| YBLX | ex Slamet XVII-73 | 248 | | 42,02 7,65 3,404 | | 450bhp (331kW) |
| | ex Nanayo Maru | — | KI | 40,01 7,60 3,79 | 3 Ta ER | Hanshin Nainenki Kogyo |
| Esd Rdr | **P.T. Bimoli** | | | 1 dk | | |
| | Surabaya Indonesia | | | RW | | |

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| **5412416** | **BIN HAI** | **20 388** | | **1963** Lindholmens Varv. A/B—Goteborg | **M Bulk Carrier** | Oil 2SA 8Cy. 760 × 1500 |
| BOZC | ex Mai Bente-73 | 11 955 | | (1082) | | 10 000bhp (7 356kW) Gota |
| | **China Ocean Shipping Co.** | 33 529 | (NV) | 195,13 24,44 11,024 | Str. heavy cargoes Ice strengthened | Lindholmens Varv. A/B Go |
| Df Esd | Shanghai China | | | 185,10 24,39 15,40 | 7 Ho 21,6 26,5 15,8 17,6 15,8 | Gen 3 × 360kW 440V 60Hz a.c. |
| Gc Pfd | | | | 1 dk | 26,5 15,8 ER | Fuel 2 595,0t (hvf)-37,5pd |
| Rdr | | | | rf 102 | G.40 635 B.35 736 | |
| RTm/h/v | | | | | 7 Ha (stl) (15,0 19,9 11,5 11,5 11,5 | |
| | | | | | 19,9 11,5 × 11,9) ER | |
| | | | | | Cr 5(10) | |

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| **7330210** | **BIN HAI 207** | **499** | | **1974**-1 Aarhus Flydedock A/S—Aarhus | **TM Tug/Supply Ship** | 2 Oil 4SA each 8Cy. 320 × 450 |
| | ex Marselisborg-74 | 230 | | (155) | Deck Cargo 12P | |
| | **Government of The People's** | 757 | ✠Classed LR until | 53,35 11,23 3,455 | Ice strengthened | Atlas-MaK Maschinenbau |
| Df Esd | **Republic of China** | | 7/2/73 | 50,02 11,00 4,02 | 1 Ho 10,8 8 Ta | Gen 3 × 132kW 380V 50Hz a.c. |
| Gc Pfd | Hsingkang China | | | F 18,3 1 dk | L.612 | 2 Controllable pitch propellers |
| Rdr RTh | | | | rf 254 | 1W Der 1(3) | Thw. thrust propeller fwd |
| | | | | | | Fuel 81,5t (d.o.) |

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| **7346879** | **BIN HAI 208** | **500** | | **1974**-7 Aarhus Flydedock A/S—Aarhus | **TM Tug/Supply Ship** | 2 Oil 4SA each 8Cy. 320 × 450 |
| | ex Weco Offshore I-74 | 230 | | (157) | Deck Cargo | |
| | **Government of The People's** | 738 | ✠Classed LR until 8/75 | 53,35 11,23 3,455 | Ice strengthened | Atlas-MaK Maschinenbau |
| Df Esd | **Republic of China** | | | 50,02 11,00 4,02 | | Gen 3 × 132kW 380V 50Hz a.c. |
| Gc Pfd | Quanzhou/ China | | | F 18,3 1 dk | | 2 Controllable pitch propellers |
| Rdr RT | Tsinkiang | | | rf 254 | | Thw. thrust propeller fwd |

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| **7358432** | **BIN HAI 214** | **1 295** | (NK) | **1975**-5 Aarhus Flydedock A/S—Aarhus | **TM Tug/Supply Ship** | 2 Oil 4SA each 8Cy. 320 × 450 |
| | ex Weco Offshore II-75 | 230 | | (160) | Deck Cargo | |
| | **Government of The People's** | 738 | ✠Classed LR until | 53,32 11,26 3,429 | Ice strengthened | Atlas-MaK Maschinenbau |
| Df Esd | **Republic of China** | | 15/10/76 | 49,99 11,00 4,02 | | Gen 3 × 132kW 380V 50Hz a.c. |
| Gc Pfd | Quanzhou/ China | | | F 18,3 1 dk | | 2 Controllable pitch propellers |
| Rdr RT | Tsinkiang | | | rf 254 | | Thw. thrust propeller fwd |

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| **7818224** | **BIN HAI 261** | **1 190** | | **1979** Mitsui Eng. & SB. Co. Ltd., Fujinagata | **TM Tug/Supply Ship** | 2 Vee Oil 4SA each 12Cy. 280 × 32 |
| BFOB | | 451 | | Works—Osaka (F544) | Deck Cargo Anchor-handling Fire- | |
| | **Government of The People's** | 1 170 | NK | 61,91 12,53 5,241 | fighting | Niigata Eng. Co. Ltd. |
| Df Esd | **Republic of China** | | | 57,76 12,50 6,41 | Ice strengthened | Gen 3 × 643kW a.c. |
| Gc Pfd | Tianjin/Tientsin China | | | F 20,2 1 dk | Cr 2(5) | |
| Rdr | | | | | | |

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| **7809338** | **BIN HAI 281** | **1 597** | | **1979** Mitsui Eng. & SB. Co. Ltd., Fujinagata | **TM Tug/Supply Ship** | 2 Vee Oil 4SA each 16Cy. 280 × 32 |
| BFNZ | | 615 | | Works—Osaka (F540) | Deck Cargo Anchor-handling Fire- | |
| | **Government of The People's** | 1 528 | NK | 67,01 14,61 5,641 | fighting | Niigata Eng. Co. Ltd. |
| Df Esd | **Republic of China** | | | 60,25 14,60 7,01 | Ice strengthened | Gen 3 × 643kW a.c. |
| Gc Pfd | Tianjin/Tientsin China | | | F 26,0 1 dk | Der 2(5) | 2 Controllable pitch propellers |
| Rdr RT | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 820,0t |

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| **7809340** | **BIN HAI 282** | **1 597** | | **1979** Mitsui Eng. & SB. Co. Ltd., Fujinagata | **TM Tug/Supply Ship** | 2 Vee Oil 4SA each 16Cy. 280 × 32 |
| BFOA | | 615 | | Works—Osaka (F541) | Deck Cargo Anchor-handling Fire- | |
| | **Government of The People's** | 1 527 | NK | 67,01 14,61 5,641 | fighting | Niigata Eng. Co. Ltd. |
| Df Esd | **Republic of China** | | | 60,25 14,60 7,01 | Ice strengthened | Gen 3 × 643kW a.c. |
| Gc Pfd | Tianjin/Tientsin China | | | F 26,0 1 dk | Der 2(5) | 2 Controllable pitch propellers |
| Rdr RT | | | | | | Thw. thrust propeller fwd |
| | | | | | | Fuel 820,0t |

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| **7800277** | **BIN HAI 511** | **1 295** | | **1978** Mitsui Eng. & SB. Co. Ltd., Fujinagata | **TM Research** | 2 Oil 4SA each 6Cy. 320 × 380 gear |
| BFOF | | 340 | | Works—Osaka (F530) | Geophysical | sc. shafts |
| | **Government of The People's** | 1 008 | NK | 79,00 13,44 4,601 | Mchy.aft | 4 200bhp (3 089kW) |
| Df Esd | **Republic of China** | | | 70,01 12,17 7,01 | | Daihatsu Diesel Mfg. Co. Ltd. |
| Gc Pfd | Tianjin/Tientsin China | | | F - 2 dks | | Gen 6 × 1850kW a.c. |
| Rdr RT | | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller fwd |

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| **7800289** | **BIN HAI 512** | **1 295** | | **1979** Mitsui Eng. & SB. Co. Ltd., Fujinagata | **TM Research** | 2 Oil 4SA each 6Cy. 320 × 380 gear |
| BFOG | | 340 | | Works—Osaka (F531) | Geophysical | sc. shafts |
| | **Government of The People's** | 1 003 | NK | 79,00 13,44 4,601 | Ice strengthened | 4 200bhp (3 089kW) |
| Df Esd | **Republic of China** | | | 70,01 12,17 6,05 | Mchy.aft | Daihatsu Diesel Mfg. Co. Ltd. |
| Gc Pfd | Tianjin/Tientsin China | | | 2 dks | | Gen 6 × 1850kW a.c. |
| Rdr RT | | | | | | 2 Controllable pitch propellers |
| | | | | | | Thw. thrust propeller fwd |

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| **7510107** | **BIN HU** | **18 232** | | **1975** Shin Yamamoto Zosen—Kochi (182) | **M Tanker** | Oil 2SA 7Cy. 680 × 1250 |
| BOJD | ex Baron Albatross-76 | 12 338 | | 181,49(BB) 26,24 10,743 | Mchy.aft | 11 550bhp (8 496kW) |
| | **China Ocean Shipping Co.** | 32 801 | (NK) (NV) | 170,01 26,20 14,20 | | Mitsubishi Heavy Industries Ltd. |
| Df Esd | Tianjin/Tientsin China | | | P 33,6 F 13,5 1 dk | L.(oil) 41 930 | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |

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| **7820564** | **BIN JAWAD** | **129** | **✠100A1** | **1980**-11 Khalkis Shipyard S.A.—Khalkis | **M Fishing** | Oil 2SA 5Cy. 260 × 400 reduction ge |
| | | 33 | stern trawler | (923) | Stern Trawler Ref. | to sc. shaft |
| | **National Fishing & Marketing** | — | **✠LMC** | 24,52 (BB) 7,01 2,501 | | 500bhp (368kW) |
| Df Esd | Tripoli Libya | | EL (B) 247,5/16,0U2 | 19,56 7,00 3,51 | | Alpha-Diesel A/S |
| Rdr RT | | | FN 206 | F 11,3 1 dk | | Gen 2 × 32kW 380V 50Hz a.c. |
| | | | | rf 495 | | Controllable pitch propeller |
| | | | | 4BH WB20T | | Fuel 19,0t (d.o.) |

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| **7929023** | **BINAH** | **156** | | **1981** Soc. Esercizio Cant.—Viareggio | **M Fishing** | Oil 4SA 6Cy. 240 × 280 reverse redu |
| | | 61 | | (657) | Stern Trawler | geared to sc. shaft |
| | **Societe Togolaise Arabe** | — | RI | 30,10 7,19 2,775 | Mchy.aft | Krupp MaK. Maschinebau G.m.b.H. |
| Esd Rdr | **Libiyenne (STAL PECHE)** | | | 23,88 7,18 3,31 | | |
| RT | Lome Togo | | | 1 dk | | |

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| 7618052<br>YBOO | **BINAMA No. 1**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **140**<br>56<br>— | | **1974** Misaki Senpaku Kogyo K.K.—Miura (26)<br>... ... ...<br>22,71 6,51 3,00<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 75kW 225V |
| 7618064<br>YBOP | **BINAMA No. 2**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **140**<br>56<br>— | | **1974** Misaki Senpaku Kogyo K.K.—Miura (27)<br>... ... ...<br>22,71 6,51 3,00 | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 72kW 225V |
| 7634484<br>YCDF | **BINAMA No. 3**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **137**<br>55<br>— | KI | **1975** Misaki Senpaku Kogyo K.K.—Miura (31)<br>... ... ...<br>22,71 6,51 3,00 | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 75kW 225V |
| 7513783<br>YCDG<br>Df Gc<br>Rdr RT | **BINAMA No. 5**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **143**<br>47<br>108 | KI | **1975** Tokushima Zosen K.K.—Fukuoka (1173)<br>27,13 6,51 2,693<br>22,99 6,48 3,00<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 75kW 225V |
| 7513795<br>YCDH<br>Df Gc<br>Rdr RT | **BINAMA No. 6**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **143**<br>47<br>108 | KI | **1975** Tokushima Zosen K.K.—Fukuoka (1175)<br>27,13 6,51 2,693<br>22,99 6,48 3,00<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 75kW 225V |
| 7608239<br>YCDU<br>Df Esd<br>Pfd Rdr<br>RT | **BINAMA No. 7**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **144**<br>47<br>164 | | **1976** Tokushima Zosen K.K.—Fukuoka (1201)<br>27,13 6,53 2,648<br>23,02 6,51 3,03<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203 geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7608241<br>YCDV<br>Df Esd<br>Pfd Rdr<br>RT | **BINAMA No. 8**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **143**<br>47<br>164 | | **1976** Tokushima Zosen K.K.—Fukuoka (1202)<br>27,13 6,53 2,648<br>22,71 6,51 3,03 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203 geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7920948<br>Esd Pfd<br>Rdr RT | **BINAMA No. 10**<br>**P.T. Pelayaran Dwi Bina Utama**<br>Sorong. Indonesia<br>West Irian | **140**<br>40<br>— | | **1979** Tokushima Zosen K.K.—Fukuoka (1328)<br>27,16 2,501<br>22,71 6,51 3,03<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203 reduction geared to sc. shaft<br>410bhp (302kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 6610223<br>YBQA<br>1480<br>Esd Rdr<br>RT | **BINAMARGA I**<br>**Perusahaan Aspal Negara**<br>**Departemen Bina Marga**<br>Jakarta Indonesia | **780**<br>462<br>738 | KI | **1965** Fukuoka Zosen K.K.—Fukuoka (766)<br>58,68 9,86 3,506<br>56,19 9,81 5,16<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 393 B.1 305<br>2 Ha (8,2 12,6 × 4,5) ER<br>4W Der 2(5) 2(2,5) | Oil 4SA 8Cy. 235 × 330<br>765bhp (563kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Fuel 89,5t (d.o.) 12kn |
| 7217705<br>LGKW<br>17921<br>Rdr RT | **BINDAL**<br>**A/S Torghatten Trafikkselskap**<br>Bronnoysund Norway | **320**<br>122<br>— | (NV) | **1972** Johan Drage A/S—Rognan i Saltdal (373)<br>37,11 9,43 3,099<br>33,56 9,38 4,22<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300<br>840bhp (618kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 48kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 6419411<br>PLTX<br>BA32<br>57/L<br>Df Esd<br>Gc Rdr | **BINEKA No. 1**<br>ex Tosei Maru-72<br>**P.T. Perusahaan Pelayaran**<br>**Samudera Bhinneka Lines**<br>Jakarta Indonesia | **3 016**<br>2 223<br>4 918 | NK | **1964** Sanoyasu Dockyard Co. Ltd.—Osaka (219)<br>95,15 14,84 6,351<br>90,00 14,80 7,70<br>P 21,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.6 594 B.5 994<br>3 Ha (12,3 17,1 17,1 × 7,7) ER<br>9W Der 2(15) 4(10) | Oil 2SA 6Cy. 480 × 700<br>2 650bhp (1 949kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 96kW 445V a.c.<br>Fuel 270,5t-9,0pd 12kn |
| 8005836<br>H8VZ<br>10293<br>-80A<br>Df Esd<br>Gc Rdr<br>RT | **BINEKA No. 2**<br>ex Kendari No. 6-81<br>**Tokyo Leasing (Singapore) Pte. Ltd.**<br>Panama Panama | **3 743**<br>2 523<br>6 249 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1408)<br>106,43 16,44 6,703<br>97,97 16,41 8,16<br>P 21,1 F 10,7 1 dk | **M General Cargo** | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7527655<br>H3MO<br>6709<br>-79C<br>Df Esd<br>Gc Rdr<br>RT | **BINEKA No. 3**<br>**Maritime Cygnus S.A.**<br>Panama Panama | **3 379**<br>2 357<br>6 145 | NK | **1976** Oshima Dock K.K.—Yoshiumi (604)<br>102,60 16,24 6,651<br>96,40 16,21 8,31<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>G.7 607 B.7 050<br>2 Ha (27,9 29,4 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12,5kn |
| 8005812<br>H9FH<br>1066<br>8-81<br>Df Esd<br>Gc Rdr<br>RT | **BINEKA No. 4**<br>**East Grove Maritime S.A.**<br>Panama Panama | **3 743**<br>2 523<br>6 251 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1410)<br>106,43 16,44 6,703<br>97,97 16,41 8,16<br>P 21,1 F 10,7 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (each 28,5 × 8,3)<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,5kn |

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|---|---|---|---|---|---|---|---|
| **7334448**<br>PLYK<br>BA40<br>61/L<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BINEKA No. 5**<br>ex Kendari No. 2-78<br>ex Nusantara II-75<br>**P.T. Perusahaan Pelayaran**<br>**Samudera Bhinneka Lines**<br>Jakarta Indonesia | **3 278**<br>2 306<br>5 950 | NK | **1973** Kochiken Zosen—Kochi (527)<br>101,07 16,24 6,579<br>94,98 16,20 8,21<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>G.7 478 B.7 019<br>2 Ha (27,9 29,4 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW a.c.<br>Fuel 600,5t-13,5pd | Mitsu<br>Y<br>12,7 |
| **7371458**<br>YCKB<br>Df Esd<br>Gc Pfd<br>Rdr | **BINEKA No. 6**<br>ex Kendari No. 1-79<br>ex Mardeco-75<br>**P.T. Perusahaan Pelayaran**<br>**Samudera Bhinneka Lines**<br>Jakarta Indonesia | **3 793**<br>2 527<br>6 164 | NK | **1974** Asakawa Zosen—Imabari (235)<br>106,43 16,34 6,684<br>97,95 16,30 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 393 B.7 309<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 160kW a.c.<br>Fuel 537,5t (hvf)-12,0pd | Mitsu<br>Y<br>12,7 |
| **7412616**<br>YCKC<br>Df Esd<br>Gc Pfd<br>Rdr | **BINEKA No. 7**<br>ex Maravillano II-79<br>**P.T. Perusahaan Pelayaran**<br>**Samudera Bhinneka Lines**<br>Jakarta Indonesia | **3 070**<br>2 087<br>5 934 | NK | **1975** Oshima Dock K.K.—Yoshiumi (567)<br>101,12 16,24 6,585<br>95,00 16,21 8,21<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>Mchy.aft<br>G.7 454 B.6 931<br>2 Ha (27,9 29,4 × 8,0)<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW a.c.<br>Fuel 567,0t-13,0pd | Mitsu<br>Y<br>12,7 |
| **7535298**<br>JG2238<br>98284<br>Rdr | **BINGO**<br>ex Yokohama Maru<br>**Showa Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **525**<br>286<br>204 | | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (653)<br>49,76 13,31 2,388<br>47,00 13,29 3,41<br>1 dk | **TM Ferry** | 2 Oil -SA each -Cy.<br>1 400bhp (1 030kW)<br>Fuji Seisakusho | Ja<br>12, |
| **7921356**<br>JK4107<br>122198<br>Df Pfd<br>Rdr | **BINGO**<br>**Bingo Shosen K.K.**<br>Numakuma, Japan<br>Hiroshima Pref. | **220**<br>125<br>50 | | **1980** Kanbara Zosen K.K.—Onomichi (246)<br>37,80 2,152<br>29,49 8,51 2,98<br>1 dk | **M Ferry** | Oil 4SA 6Cy. 240 × 290 reduction gear to sc. shaft<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. | Amaga |
| **7336252**<br>JL3617<br>109189<br>Rdr | **BINGO MARU**<br>**Tetsuun Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **684**<br>405<br>2 200 | | **1970** Asakawa Zosen—Imabari<br>74,02 11,41 4,801<br>69,19 11,38 6,81<br>1 dk | **M General Cargo**<br>1 Ho<br>G.2 913 B.2 703<br>1 Ha (41,6 × 8,9) ER | Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Makita Tekkosho<br>Gen 1 × 65kW 225V a.c. | Takama<br>1 |
| **6826743**<br>Esd Rdr<br>RTm/h | **BINI I**<br>ex Tiara III-80 ex Mauritius-80<br>ex Mare Spumans-70<br>**Holbrook Shipping Ltd.**<br>Regal Marine Inc.<br>Georgetown Cayman Islands (British) | **632**<br>300<br>587 | RI | **1968** Cant. Nav. Giuliano—Trieste (82)<br>58,98 9,00 4,014<br>52,84 8,97 4,75<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler Ref<br>1 Ho 24,0comb. ER<br>In.445<br>2 Ha (stl) (1,3 1,3 × 1,0) ER<br>Cr 1(2) | Oil 2SA 6Cy. 290 × 400<br>1 285bhp (945kW)<br>N.V. Werkspoor<br>Gen 3 × 135kW 220V d.c.<br>Fuel 270,5t (d.o.) | Amsterd<br>1. |
| **7412070**<br>Esd Rdr<br>RT | **BINTANG AQUARIA I**<br>**P.T. Sarpindo Gloria Shipping Inc.**<br>Jakarta Indonesia | **100**<br>17<br>80 | AB | **1975** Asia Pacific Shpyd (Pte) Ltd. —Singapore (AP203)<br>21,34 7,93 2,642<br>6,11 3,51 | **TM Tug** | 2 Oil 4SA each 6Cy. 137 × 165 geared sc. shafts<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illi |
| **7618076** | **BINTANG BAIDURI**<br>**P.T. Pelayaran Sumatra Putra**<br>Palembang Indonesia | **173**<br>97<br>— | | **1974** P.N. Alir Menjay—Palembang<br>... ... ...<br>35,62 7,01 2,19 | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>370bhp (272kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 1 × 7,5kW 110/220V | Ja |
| **5414919**<br>9MUN<br>324140<br>Rdr RT | **BINTANG BARAT**<br>ex Awaji Maru-75<br>**Sem Siong Industries Bhd.**<br>Penang Malaysia | **501**<br>251<br>103 | | **1963** Sanoyasu Dockyard Co. Ltd.—Osaka (204)<br>54,39 8,64 2,286<br>49,99 8,60 3,51<br>P 2,5 F 8,6 1 dk<br>RW | **M Ferry**<br>570dk P<br>Mchy.aft | Oil 2SA 6Cy. 330 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 56kW 445V a.c.<br>Fuel 16,5t-5,0pd | Mitsub<br>Ya<br>15 |
| **7434729**<br>C5SB<br>100007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BINTANG BOLONG**<br>ex Janada-78<br>**Gambia National Line**<br>Banjul Gambia | **1 597**<br>977<br>2 900 | NV | **1976** Hjorungavaag Verksted A/S —Hjorungavaag (24)<br>63,71 13,31 6,585<br>56,85 12,51 7,73<br>P - F - 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (34,5 × 10,4) ER | Oil 4SA 9Cy. 250 × 300 geared to sc. shaft<br>1 575bhp (1 159kW)<br>A/S Bergens M/V<br>Gen 2 × 128kW 380V 50Hz a.c.<br>Fuel (hvf) | Nor<br>Berg<br>12 |
| **7373688**<br>D7ND<br>BM38<br>502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BINTANG HARAPAN**<br>**Hyopsung Maritime Co. Ltd.**<br>Busan South Korea | **5 415**<br>4 037<br>10 010 | KR NK | **1974** Kurushima Dock Co. Ltd.—Imabari (803)<br>121,24 19,23 7,862<br>111,49 19,21 10,01<br>P 22,9 B 6,1 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.12 923 B.11 786<br>2 Ha (stl) (34,3 34,4 × 9,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 216kW a.c.<br>Fuel 992,5t-20,5pd | M<br>Ko<br>13,5 |
| **7735006**<br>PLZY<br>Rdr RT | **BINTANG HARAPAN**<br>ex Takata Maru<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **158**<br>51<br>73 | (NK) | **1967** Kurushima Dock Co. Ltd.—Japan (415)<br>27,92 2,701<br>25,00 7,80 3,41<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki | Jap<br>11,75 |
| **5319573**<br>PKUR<br>321/L | **BINTANG INDAH**<br>ex Bintang Samudra I-77<br>ex Selat Sumba-71<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **779**<br>385<br>583 | | **1961** Taiyo Zosen—Nagasaki (238)<br>57,94 9,83 2,998<br>53,50 9,81 5,14<br>1 dk & S dk | **M General Cargo**<br>OSD<br>2 Ha (8,8 10,5 × 4,5) ER<br>4W Der 4(2) | Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Mitsubishi Nippon Heavy Ind.<br>Fuel (d.o.) | M<br>Yokoha<br>10 |
| **7046560**<br>PLZZ<br>Rdr RT | **BINTANG JAYA**<br>ex Maiko Maru-78<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **133**<br>37<br>236 | (NK) | **1970** Sanyo Zosen K.K.—Mukaishima (601)<br>24,31 7,24 2,515<br>22,56 7,22 3,10<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 275 × 410<br>Fuji Seisakusho | Tateya<br>11,5 |

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|---|---|---|---|---|---|---|---|
| 6913778<br>YCMD<br>Rdr RT | **BINTANG JAYA 1**<br>ex Takeda Maru-79<br>**P.T. Industri Kenten Djaja**<br>Palembang Indonesia | **177**<br>49<br>— | (NK) | **1968** Honda Zosen—Saiki (562)<br>28,55 8,03 3,114<br>26,01 8,01 3,79<br>1 dk | **M Tug** | | 2 Oil 4SA each 6Cy. 320 × 450 geared to sc. shaft<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW a.c.<br>12kn |
| 7739612<br>9V2849<br>381532<br>Esd RT | **BINTANG LAUT 5**<br>**Comfort Marine (Pte.) Ltd.**<br>Singapore Singapore | **546**<br>303<br>851 | NK | **1978** Asian Welding Machinery (Pte.) Ltd. —Singapore<br>54,97 10,62 2,731<br>51,95 10,60 3,38<br>P 12,8 F 6,1 1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 972 | | 2 Vee Oil 4SA each 12Cy. 140 × 152<br>1 240bhp (912kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 77kW a.c.<br>10kn |
| 5250038 | **BINTANG MAS**<br>ex New Coronation-67<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Indonesia | **201**<br>95<br>191 | | **1954** Cheng Tua Chye—Singapore<br>*32,13* 7,78 0,737<br>... ... ...<br>1 dk<br>rf nil | **Wood M General Cargo**<br>2 Ho 9,1 4,8<br>2 Ha (9,1 × 3,6) (4,8 × 3,0)<br>Der 1(0,5) 2(0,25) | | Oil 4SA 6Cy. 280 × 305<br>375bhp (276kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 220/230V d.c.<br>Fuel 8,0t (d.o.) |
| 7618088 | **BINTANG MUTIARA**<br>**P.T. Pelayaran Sumatra Putra**<br>Palembang Indonesia | **174**<br>104<br>— | | **1974** P.N. Alir Menjay—Palembang<br>... ... ...<br>31,58 6,02 2,57 | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 220 × 280<br>150bhp (110kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 7,5kW 110/220V |
| 5080158<br>PLPQ<br>671<br>Df Esd<br>Rdr RTm | **BINTANG PALAPA**<br>ex Gunung Merah-77<br>ex Cornelis van der Schoot-74<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **500**<br>328<br>800 | (BV) | **1962** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (22)<br>55,99 8,74 3,353<br>51,01 8,70 3,71<br>P 13,5 B 11,9 F 10,7 1 dk<br>RW | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 023 B.972<br>2 Ha (each 12,6 × 5,0) ER<br>2W Der 2(2) | 3P | Oil 4SA 6Cy. 320 × 480<br>525bhp (386kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 10kW 2 × 6kW 110V d.c.<br>Fuel 55,0t (d.o.)<br>9,5kn |
| 7525138<br>289/L | **BINTANG PERMATA**<br>**P.T. Pelayaran Sumatra Putra**<br>Palembang Indonesia | **171**<br>102<br>— | KI | **1971** P.N. Alir Menjay—Palembang<br>... ... ...<br>35,31 6,53 2,29<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | | Oil 4SA 6Cy. 200 × 240<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 1 × 6kW 110/220V |
| 5244857<br>PKXE<br>0894<br>Df Esd<br>Rdr RTm | **BINTANG SAMUDRA II**<br>ex Cherry Myson-70 ex Myson-70<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Palembang Indonesia | **663**<br>219<br>668 | KI<br>✠Classed LR until 7/71 | **1956**-5 Scheepswerven Gebr. Niestern —Delfzijl (252)<br>55,22 8,62 3,341<br>49,99 8,50 5,47<br>P 11,3 RQD 15,0 1 dk, pt S dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 32,4 ER<br>G.1 168<br>2W Der 2(3) | OSD | Oil 4SA 8Cy. 290 × 420<br>735bhp (541kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 20kW 1 × 15kW 1 × 10kW 110V d.c.<br>Fuel 51,0t (d.o.)<br>11kn |
| 5139363<br>PLNZ<br>322/L<br>Df Esd<br>Rdr RT | **BINTANG SAMUDRA III**<br>ex Cherry Laju-72 ex Habicht-69<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Palembang Indonesia | **691**<br>303<br>875<br>**1 122**<br>635<br>1 230 | KI (GL) | **1954** Adler Werft G.m.b.H.—Bremen (4)<br>68,89 10,57 3,709/4,369<br>61,09 10,52 5,85<br>P 11,6 F 7,1 1 dk & S dk<br>RW | **M General Cargo**<br>G.1 866 B.1 671<br>2 Ha ER<br>6W Der 1(10) 6(3-5) | OSD/CSD | Oil 2SA 8Cy. 350 × 550<br>1 330bhp (978kW)<br>Waggon u. Maschb. Hamburg<br>Gen 1 × 167kW 220V<br>Fuel 92,5t<br>12kn |
| 5033375<br>YBLR<br>Esd RT | **BINTANG SAMUDRA IV**<br>ex Babinda<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Palembang Indonesia | **659**<br>321<br>770 | KI<br>✠Classed LR until 11/62 | **1936**-4 Scott & Sons—Bowling (337)<br>55,20 9,63 3,779<br>53,78 9,40 3,81<br>RQD 31,4 B 3,4 F 10,7 1 dk<br>R | **M General Cargo**<br>1 Ho 30,3 ER<br>G.1 125 B.1 042<br>6W Der 1(10) | | Oil 2SA 5Cy. 340 × 570<br>640bhp (471kW) Polar<br>British Auxiliaries Ltd. Glasgow<br>Gen 1 × 4kW 220V<br>Fuel 74,5t (d.o.)<br>9,5kn |
| 7436076<br>YBLS<br>1192/L | **BINTANG SAMUDRA V**<br>ex Langsa<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **495**<br>242<br>670 | KI | **1939** Smith's Dock Ltd.—South Bank, Middlesbrough<br>49,08<br>8,34 4,27<br>1 dk | **M General Cargo** | | Oil 2SA 7Cy. 250 × 420<br>520bhp (382kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 1 × 20kW 220V d.c.<br>8kn |
| 5178424<br>PKUD<br>60/Z | **BINTANG SAMUDRA VI**<br>ex Kali Tjitarum-74 ex Kah Hua<br>ex Antjol IV-50 ex Sanko Maru<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **406**<br>260<br>660 | KI<br>Classed LR until 10/62 | **1941** Matsue Zosensho—Matsue<br>42,98 7,60 3,506<br>40,34 7,57 3,84<br>P 11,6 F 5,5 1 dk | **M General Cargo**<br>1 Ho 25,6 ER<br>3W Der 2(1,5) | | Oil 4SA 6Cy. 270 × 400<br>300bhp (221kW) MAN<br>Niigata Eng. Works Ltd. Tokyo<br>Gen 1 × 10kW 110V<br>Fuel 45,5t<br>7kn |
| 5203372<br>PKNF<br>Df Esd<br>RT | **BINTANG SAMUDRA VII**<br>ex Bidara-74 ex Langsat-66<br>Launched as Lengkeng<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **1 086**<br>735<br>1 254 | KI<br>✠Classed LR until 4/65 | **1960**-10 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B471/06)<br>65,82 10,55 3,715<br>59,01 10,51 5,97<br>F 8,0 2 dks<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>G.1 968 B.1 784 | CSD | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn |
| 5246489<br>PKNJ<br>Df Esd<br>RT | **BINTANG SAMUDRA VIII**<br>ex Buleleng-74 ex Nanas<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **1 086**<br>735<br>862 | KI<br>✠Classed LR until 5/65 | **1961**-1 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B471/09)<br>65,82 10,55 3,722<br>59,01 10,51 5,95<br>F 8,0 2 dks<br>rf 102 | **M General Cargo**<br>Mchy.aft | CSD | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.)<br>8kn |
| 5362879 | **BINTANG SAMUDRA IX**<br>ex Todak-74<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Jakarta Indonesia | **299**<br>94<br>322 | KI<br>✠Classed LR until 11/66 | **1952**-10 Henry Scarr Ltd.—Hessle (692)<br>41,89 7,52 2,655<br>38,10 7,47 2,93<br>P 13,2 F 4,3 1 dk<br>RW | **M General Cargo**<br>1 Ho 19,7 ER<br>2W Der 2(1,5) | | Oil 2SA 5Cy. 265 × 345<br>425bhp (313kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 40kW 110V<br>Fuel 12,0t<br>9kn |
| 5277737<br>YBLL<br>Df Esd<br>Pld Rdr<br>RTm/h/v | **BINTANG SAMUDRA X**<br>ex Slamet X-74<br>ex Slamet Sepuluh-70<br>ex Piccolo-67<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Palembang Indonesia | **554**<br>248<br>727 | KI (NV) | **1961** Valmet Oy Pansion Tehdas —Turku/Abo (256)<br>59,95 8,54 3,449<br>55,96 8,50 3,69<br>P 21,1 B 17,1 F 9,8 1 dk<br>rf 102 | **M Tanker**<br>1 Ho 3,0 6 Ta ER<br>G.10 L.(oil) 946<br>1 Ha (stl) (0,7 × 0,7) | HeCls. BC | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 15kW 115V<br>Fuel 32,5t (d.o.)-2,0pd<br>10kn |

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| **7731000**<br>PLYO<br><br>Rdr RT | **BINTANG SAMUDRA XII**<br>ex Chiyoda Maru No. 5<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Palembang Indonesia | **308**<br>183<br>605 | (NK) | **1969** K.K. Namikata Zosensho—Namikata<br>46,94 3,401<br>43,01 7,60 3,61<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 655 | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Tekkosho | Niigata<br>10kn |
| **7730965**<br><br><br>RT | **BINTANG SAMUDRA XII**<br>ex Kiso Maru<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Palembang Indonesia | **172**<br>49<br>58 | KI (NK) | **1968** Kanagawa Zosen—Kobe<br>32,01 3,001<br>25,00 8,01 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 325 × 520<br>Nippon Hatsudoki | Kobe<br>12,75kn |
| **7113105** | **BINTANG SRIWIDJAJA**<br>**Pemerintah Darerah (Provincial Government)**<br>Jakarta Indonesia | **433**<br>247<br>813 | (GL) | **1971** Lau Chong Kee Shipyard—Hong Kong<br>*43,90* 7,32<br>2,01<br>P 10,1 F 7,7 1 dk | **TrM Landing Barge**<br>Bow door | 3 Oil 4SA each 6Cy. 140 × 152 reverse reduction geared to sc. shafts<br>759bhp (558kW)<br>Cummins Engine Co. Inc.<br>Gen 1 380/220V a.c.<br>Fuel (d.o.) | Columbus, In<br><br>8kn |
| **7903316**<br>D5YP<br>6761<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BINTANG TIMUR**<br>**East Tank Ltd.**<br>Thome & Co. Pte. Ltd.<br>Monrovia Liberia | **11 322**<br>8 401<br>20 000 | ✠100A1<br>oil tanker<br>✠LMC UMS<br>EL Ft 577,5/58,0U3<br>FN 5702 | **1980**-3 Kurushima Dock Co. Ltd.—Onishi (2105)<br>159,49(BB) 27,23 7,454<br>149,99 27,21 10,80<br>P 5,8 F 12,5 1 dk<br>rf nil<br>10BH WB7985T incl. DTf1067T, No. 3 STs (p&s) 4960t & No. 5 STs (p&s) 1180T | **M Tanker**<br>15 Ta ER<br>L.(oil) 25 555 | Oil 2SA 5Cy. 560 × 1150<br>6 700bhp (4 928kW)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 140,5t (d.o.) 1 023,0t (hvf) | Sulzer<br>Tamashima<br><br>13,5kn |
| **5409768**<br>HCBE<br><br>Df Esd<br>Gc Rdr<br>RTv | **BINTANG UTARA**<br>ex Caltex Sydney-75 ex Widan-68<br>**Ecuanave C.A.**<br>Guayaquil Ecuador | **4 039**<br>2 136<br>5 542 | AB | **1963** Moss Vaerft & Dokk A/S—Moss (149)<br>114,36 14,84 6,598<br>106,05 14,79 7,50<br>P 38,1 F 13,2 1 dk<br>rf 51 | **M Tanker**<br>1 Ho 21 Ta ER<br>L.(oil) 7 249 HeCls. ptB<br>1 Ha (3,2 × 2,4) | Oil 2SA 5Cy. 560 × 1000<br>3 750bhp (2 758kW)<br>Marinens Hovedverft<br>Gen 3 × 165kW 440V 60Hz a.c.<br>Fuel 55,5t (d.o.) 384,5t (hvf)-4,0pd | Sulzer<br>Horten<br><br>11kn |
| **7431533**<br><br>324143 | **BINTANG UTARA**<br>**Bintang Travel System Sendirian Berhad**<br>Penang Malaysia | **122**<br>79<br>— | | **1974** Tan Boon Hong—Telak Anson<br>*24,08* 5,54<br>... ... ...<br>1 dk | **Wood TM Ferry**<br>—P | 2 Oil 4SA each 12Cy. 140 × 152<br>500bhp (368kW)<br>Cummins Engine Co. Inc. | Columbus, In<br>15kn |
| **7634965** | **BINTANG 1**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **131**<br>—<br>200 | KI | **1968** P.T. IPPA Tiradjaja—Jakarta<br>... ... ...<br>26,50 6,51 2,39<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz | West Germany |
| **7634977** | **BINTANG 2**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **124**<br>—<br>— | KI | **1968** P.T. IPPA Tiradjaja—Jakarta<br>... ... ...<br>26,50 6,51 2,39<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz | West Germany |
| **7634989** | **BINTANG 3**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **148**<br>123<br>— | KI | **1970** P.N. Pakin—Djakarta<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz | West Germany |
| **7634991** | **BINTANG 4**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **164**<br>84<br>— | KI | **1970** P.T. Menara—Tegal<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made66 fitted—<br>Kloeckner Humboldt Deutz | West Germany |
| **7635000** | **BINTANG 5**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **164**<br>84<br>— | KI | **1970** P.T. Menara—Tegal<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made66 fitted—<br>Kloeckner Humboldt Deutz | West Germany |
| **7635012** | **BINTANG 6**<br>**Government of The Republic of Indonesia**<br>Jayapura, West Irian Indonesia | **156**<br>—<br>— | KI | **1970** P.T. P.A.L.—Surabaya<br>... ... ...<br>33,81 6,72 2,82<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz | West Germany |
| **7635024** | **BINTANG 7**<br>**Government of The Republic of Indonesia**<br>Jayapura, West Irian Indonesia | **156**<br>—<br>— | KI | **1970** P.T. P.A.L.—Surabaya<br>... ... ...<br>33,81 6,72 2,82<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz | West Germ |
| **7635036** | **BINTANG 8**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **147**<br>122<br>— | KI | **1970** P.N. Alir Menjay—Palembang<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made67 fitted—<br>Kloeckner Humboldt Deutz | West Germ |
| **7635048** | **BINTANG 9**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **142**<br>118<br>— | KI | **1970** P.T. Djantra—Jakarta<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz | West Germ |

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| 7635050 | **BINTANG 10**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **147**<br>119<br>— | **1970** P.N. Pakin—Djakarta<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7635062 | **BINTANG 11**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **148**<br>126<br>— | **1970** P.T. Dok "Tanjung Priok"—Tanjung Priok<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made67 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635074 | **BINTANG 12**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **147**<br>118<br>— | **1970** P.T. Ippa Gaya Baru—Jakarta<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635086 | **BINTANG 13**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **147**<br>115<br>— | **1970** P.T. Ippa Gaya Baru—Semarang<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635098 | **BINTANG 14**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **147**<br>115<br>— | **1970** P.T. Ippa Gaya Baru—Cirebon<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635103 | **BINTANG 15**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **145**<br>113<br>— | **1970** P.T. Ippa Gaya Baru—Jakarta<br>KI | 30,71<br>1 dk | 6,00 | 1,950<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7635115 | **BINTANG 16**<br>**Government of The Republic of Indonesia**<br>Surabaya Indonesia | **156**<br>—<br>— | **1970** P.T. P.A.L.—Surabaya<br>KI | ...<br>33,81<br>1 dk | ...<br>6,72 | ...<br>2,82 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7635127 | **BINTANG 17**<br>**Government of The Republic of Indonesia**<br>Surabaya Indonesia | **156**<br>—<br>— | **1970** P.T. P.A.L.—Surabaya<br>KI | ...<br>33,81<br>1 dk | ...<br>6,72 | ...<br>2,82 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7635139 | **BINTANG 18**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **147**<br>119<br>— | **1970** P.N. Pakin—Djakarta<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7635141 | **BINTANG 19**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **145**<br>111<br>— | **1970** P.T. Indomarine—Jakarta<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made66 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635153 | **BINTANG 20**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **169**<br>89<br>— | **1970** P.T. Menara—Tegal<br>KI | ...<br>30,69<br>1 dk | ...<br>6,00 | ...<br>2,49 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635165 | **BINTANG 21**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **144**<br>117<br>— | **1970** P.T. Pelita Bahari—Jakarta<br>KI | ...<br>30,59<br>1 dk | ...<br>6,02 | ...<br>2,06 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made65 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635177 | **BINTANG 23**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **151**<br>114<br>— | **1970** P.T. Pelita Bahari—Jakarta<br>KI | ...<br>30,59<br>1 dk | ...<br>6,02 | ...<br>2,06 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7635189 | **BINTANG 24**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **151**<br>114<br>— | **1970** P.T. Pelita Bahari—Jakarta<br>KI | ...<br>30,59<br>1 dk | ...<br>6,02 | ...<br>2,06 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) Deutz<br>Kloeckner Humboldt Deutz West Germany |
| 7635191 | **BINTANG 25**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **145**<br>114<br>— | **1971** P.T. IPPA Tiradjaja—Jakarta<br>KI | ...<br>30,23 | ...<br>6,00 | ...<br>1,96 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made66 fitted—<br>Kloeckner Humboldt Deutz West Germany |
| 7635206 | **BINTANG 26**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **145**<br>114<br>— | **1971** P.T. IPPA Tiradjaja—Jakarta<br>KI | ...<br>30,23 | ...<br>6,00 | ...<br>1,96 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made66 fitted—<br>Kloeckner Humboldt Deutz West Germany |

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| **7635218** | **BINTANG 27**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **157**<br>122<br>— | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7635220** | **BINTANG 28**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **157**<br>126<br>— | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7635232** | **BINTANG 29**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **157**<br>126<br>— | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7635244** | **BINTANG 30**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **157**<br>126<br>— | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7635256** | **BINTANG 31**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **149**<br>122<br>— | KI | **1971** P.T. Ippa Gaya Baru—Semarang<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7635268** | **BINTANG 32**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **152**<br>123<br>— | KI | **1971** P.T. Indomarine—Jakarta<br>... ... ...<br>30,69 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7635270** | **BINTANG 33**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **150**<br>119<br>— | KI | **1971** P.T. IPPA Tiradjaja—Jakarta<br>... ... ...<br>31,53 6,00 1,96 | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW) E made66 fitted—<br>Kloeckner Humboldt Deutz West Gern |
| **7635282** | **BINTANG 34**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **156**<br>118<br>— | KI | **1971** P.T. Dok "Surabaya"—Surabaya<br>... ... ...<br>30,00 6,00 2,49<br>1 dk | **M General Cargo Barge** | Vee Oil 4SA 12Cy. 120 × 140<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz West Gern |
| **7349479**<br>9LHD<br>10024<br>Df Esd<br>Gc Rdr<br>RT | **BINTIMANI**<br>**Government of The Republic of Sierra Leone (Port Authority)**<br>Freetown Sierra Leone | **409**<br>118<br>55 | **✠100A1**<br>tug<br>**✠LMC**<br>EL (I) $\frac{15}{16}$"U2<br>FN 462 | **1974**-8 Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (112)<br>36,58 9,99 3,417<br>33,10 9,45 4,50<br>1 dk<br>rf 483<br>4BH WB68T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz K<br>Gen 2 × 116kW 415/240V 50Hz a.c. 1 |
| **6518918**<br>9WUB<br>325080<br>Rdr RT | **BINTULU No. 1**<br>ex Toyo Maru No. 3-80<br>**Bintulu Contractors Sendirian Berhad**<br>Kuching Malaysia | **748**<br>452<br>649 | BV | **1965** Ujina Zosensho—Hiroshima (439)<br>75,21 10,72 3,302<br>73,16 10,70 4,14<br>1 dk | **M RoRo Cargo**<br>1 Ho | Oil 4SA 6Cy. 320 × 390<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo K<br>Gen 2 × 60kW 225V a.c.<br>Fuel 87,5t-5,0pd 12 |
| **7345136**<br>RT | **BINTUNI**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Sorong, Indonesia<br>West Irian | **128**<br>109<br>— | AB | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (98)<br>2,845<br>26,83 7,42 3,36<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 420 reverse reduction geared to sc. shafts<br>Matsui Iron Works Co. Ltd.<br>Gen 1 × 24kW 1 × 12kW a.c. |
| **5186615**<br>CB2660<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIO MAR I**<br>ex Schilksee I-79 ex Kiel-72<br>**Sociedad Pesquera Bio Bio Ltda.**<br>Valparaiso Chile | **917**<br>329<br>— | GL | **1961** Werft Nobiskrug—Rendsburg (621)<br>68,51 10,52 4,960<br>60,05 10,49 5,52<br>F 11,3 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | 2 Oil dr geared to sc. shaft<br>(i) Oil 4SA 9Cy. 300 × 450<br>1 310bhp (964kW)<br>Masch. Augsburg-Nuernberg (MAN) Augs<br>(ii) Oil 4SA 6Cy. 300 × 450<br>745bhp (548kW)<br>Masch. Augsburg-Nuernberg (MAN) Augs 1 |
| **5213391**<br>CB2659<br>Df Esd<br>Gc Rdr<br>RT | **BIO MAR II**<br>ex Lubeck-79<br>**Sociedad Pesquera Bio Bio Ltda.**<br>Talcahuano Chile | **916**<br>330<br>632 | GL | **1961** Luebecker Flender-Werke AG. —Luebeck-Siems (526)<br>67,70 10,57 4,960<br>60,03 10,51 7,75<br>B 11,3 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened | 2 Oil geared to sc. shaft<br>2 055bhp (1 512kW)<br>(i) Oil 4SA 9Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augs<br>(ii) Oil 4SA 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augs 14 |
| **5044752**<br>LW3034 | **BIO-BIO**<br>ex Empire Goblin-48<br>**Compania Argentina de Navegacion Angel Gardella Ltda.**<br>Buenos Aires Argentina | **277**<br>—<br>— | ✠Classed LR until 3/50 | **1942**-6 Cochrane & Sons Ltd.—Selby (1244)<br>34,04 8,11<br>... ... ... | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Amos & Smith Ltd. |

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| 7208168<br>EWXI<br>M-6408<br>Df Esd<br>Rdr RT | **BIOLOG**<br>**U.S.S.R. -'Kaspryba'**<br>Baku U.S.S.R. | **561**<br>210<br>266 | RS | **1971** ..............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>G.146 In.135<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7119575<br>YTYB<br>Esd Rdr<br>RT | **BIOS**<br>**Institut za Oceanografiju i Ribarstvo**<br>Split Yugoslavia | **162**<br>74<br>— | JR | **1952** Brodogradiliste Martinscica—Rijeka<br>*27,74* 7,14 3,001<br>25,00 7,12 4,09<br>1 dk | **Wood M Research**<br>1 Ho<br>1 Ha (2,2 × 1,9)<br>1W Der 1(1,5) | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW) Alpha<br>Frederikshavn Jernst. & Mask. af 1933 A/S Frederikshaven<br>Gen 2 × 8kW 115V d.c.<br>Fuel 6,5t (d.o.)<br>10kn |
| 7638222<br>UQTQ<br>M-31257<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIOSFERA**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **3 931**<br>1 810<br>2 118 | RS | **1977** VEB Volkswerft Stralsund—Stralsund (467)<br>101,48(BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| 8028383 | **BIR ANZARANE**<br>**Government of The Kingdom of Morocco (Ministere de L'Equipment & de La Promotion Nationale)**<br>Safi Morocco | **909**<br>403<br>1 255 | BV | **1981** IHC Gusto Staalbouw B.V. —Slikkerveer (CO1146)<br>60,23 3,501<br>56,70 11,90 4,02<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 20,0<br>Hopper 1195T<br>Mchy.aft<br>Hopper 750<br>1 sandpump 345kW (470bhp) | 2 Vee Oil 4SA each 12Cy. 160 × 165 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 460bhp (1 074kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 100kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>8,75kn |
| 5124291<br>6VKY<br>Df Rdr<br>RTm/h | **BIRAM**<br>ex Furet IV-73<br>**Union des Remorqueurs de Dakar (U.R.D.)**<br>Dakar Senegal | **212**<br>78<br>— | BV | **1959** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam (1959)<br>31,98 9,00 3,398<br>28,00 8,56 3,99<br>1 dk<br>RW | **M Tug** | 2 Oil 4SA each 6Cy. 320 × 450 geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 43kW 220V d.c.<br>Fuel 76,0t (d.o.) 12,5kn |
| 5304279<br>HOUF<br>4387-PEXT4<br>Df Esd<br>RT | **BIRBA**<br>ex Sea Glory-81<br>ex Eastern Union-79<br>ex Sea Luck-72<br>ex Eastern Luck-70 ex Sabang-68<br>**Birba Navigation S.A.**<br>Panama Panama | **1 874**<br>1 192<br>2 157 | BV | **1950** C. v.d. Giessen—Krimpen a/d Ijssel (755)<br>90,76 11,99 4,446<br>87,48 11,96 5,80<br>B 22,9 F 14,1 1 dk | **M General Cargo**<br>Mchy.aft<br>3 Ho<br>B.3 404<br>3 Ha (11,7 11,7 7,7 × 5,6)<br>11W Der 1(38,5) | Oil 2SA 7Cy. 340 × 570<br>975bhp (717kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 89,5t 11kn |
| 7315765<br>OYFA<br>H538<br>RT | **BIRCH**<br>**Henry Christensen**<br>Esbjerg Denmark | **142**<br>76<br>— | | **1972** Esbjerg Skibsvaerft—Esbjerg (75)<br>32,95 6,43<br>6,41 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy.<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| 5391076<br>VOQV<br>370162<br>Df Gc<br>Rdr RT | **BIRCHGLEN**<br>ex Joan M. McCullough-82<br>ex Samuel Mather-66<br>ex William McLauchlan-66<br>**Pierson Steamships Ltd.**<br>Hamilton, Ont. Canada | **9 071**<br>6 599<br>13 706 | AB | **1927** American SB. Co.—Lorain, Oh (793)<br>*178,62* 18,34 6,611<br>179,18 18,29 9,76<br>1 dk<br>R | **S Bulk Carrier**<br>4 Ho ER<br>18 Ha (stl) (each 3,6 × 11,5) ER | T 3Cy. 622 1041 & 1656 × 1067<br>2 500ihp (1 839kW)<br>American S.B. Co. Lorain, Oh<br>Fuel (o.f.) 11kn |
| 7051709<br>WY4670<br>271851 | **BIRD ISLAND**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **181**<br>123<br>— | | **1956** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*37,92* 7,35<br>3,31 | **M Fishing** | Oil<br>600bhp (441kW)<br>..............<br>Fuel (d.o.) |
| 5044855<br>191315<br>RTm | **BIRD OF PARADISE**<br>**Government of The Republic of Trinidad & Tobago**<br>Port of Spain Trinidad & Tobago | **1 268**<br>639<br>708 | **✠100A1** SS 9/76<br>for ferry purposes between Trinidad & Windward Islands<br>**✠LMC**<br>EL m 1¼"SQ<br>FN 983 | **1960**-1 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (427)<br>60,58 11,16 3,061<br>55,81 11,13 6,48<br>1 dk & S dk<br>RW rf 152<br>NS Coll BH to S dk 7 to 2nd dk WB271t incl. DTa157t | **TM Passenger/General Cargo/Ferry**<br>OSD<br>Ref 340P<br>1 Ho 6,7<br>In.24<br>1 Ha (stl) (3,6 × 3,6)<br>Der 1(2,5) | 2 Oil 2SA each 8Cy. 267 × 343<br>1 550bhp (1 140kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 60kW 220V d.c.<br>Fuel (d.o.) |
| 7621944<br>D5TZ<br>6641<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRDIE**<br>Launched as Argo Endeavour<br>**Hong Shipping Ltd.**<br>Wallem Shipmanagement Ltd.<br>Monrovia Liberia | **34 078**<br>24 573<br>67 228 | AB | **1979** Hitachi Zosen—Ariake Works, Nagasu (4553)<br>237,70(BB) 33,53 12,226<br>228,02 33,51 16,31<br>1 dk | **M Tanker**<br>COW IGS CBT<br>13 Ta ER<br>L.(oil) 80 101 HeCls. BC | Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>Fuel 365,0t (d.o.) 2 822,5t (hvf)-57,0pd<br>16kn |
| 5105283<br>OXZG<br>H498<br>Df Esd<br>RT | **BIRGIT HELENE**<br>ex Dalboen-73<br>ex Erich Honecker-71<br>**Svend A. Nielsen P/R**<br>Esbjerg Denmark | **243**<br>113<br>— | | **1951** VEB Volkswerft Stralsund—Stralsund<br>39,17 7,32 2,693<br>7,27<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 8Cy.<br>880bhp (647kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 49,0t (d.o.)-3,0pd 11kn |
| 8002729<br>DGJB<br>12880<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIRGIT JURGENS**<br>**Klaus Jurgens**<br>Hamburg Federal Republic of Germany | **856**<br>518<br>2 400 | GL | **1980** J. J. Sietas K.G. Schiffswerft —Hamburg (922)<br>85,83 3,950<br>81,97 11,31 4,25<br>P 14,1 F 5,8 2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 256 B.3 228<br>TEU 90 C.Ho 54/20' C.Dk 36/20'<br>1 Ha (stl) (55,3 × 8,9) ER | Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>10kn |

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| **7926851**<br><br>616323<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRGIT N**<br><br>**Alaska Sea Inc.**<br>Seattle, Wa United States of America | **188**<br>128<br>— | | **1979** Tacoma B.B. Co. Inc.—Tacoma, Wa (352)<br>37,50 4,571<br>33,53 10,16 5,19<br>1 dk | **M Fishing**<br>Stern Trawler Crab Ref.<br><br>Cr 2(10) | Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW 1 × 90kW<br>12kn |
| **5270820**<br>DIVM<br><br>Df Esd<br>Gc Rdr<br>RT | **BIRGIT SABBAN**<br>ex Nordstrand II-74 ex Parnass-67<br>**Hans August Sabban**<br>Hamburg Federal Republic of Germany | T.Mk<br>**423**<br>288<br>1 150 | GL | **1963** Kroegerwerft G.m.b.H.—Rendsburg (1188)<br>61,63 10,60 3,899<br>55,33 10,46 6,05<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 40,0 ER<br>G.2 120 B.1 921<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>499bhp (367kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 42,0t<br>10kn |
| **6810158**<br>SICV<br><br>Df Esd<br>Pfd Rdr<br>RTh | **BIRGIT T**<br>ex Miquelon-82<br>ex Pep Miquelon-79<br>ex Miquelon-76<br>ex Karelli Coast-74<br>ex Jytte Bewa-73<br>ex Merc Jytte-70<br>**Stefan Trybom Aktiebolag**<br>Gavle Sweden | T.Mk<br>**399**<br>233<br>1 021 | BV | **1968** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (278)<br>59,34 10,62 3,652<br>53,01 10,60 5,80<br>2 dks | **M General Cargo**<br><br>1 Ho 43,7 ER<br>G.2 167 B.1 989<br>2 Ha (stl) (16,1 9,2 × 6,4) ER<br>3W Der 3(35) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)<br>12kn |
| **7434195**<br>DIBH<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BIRGITTA**<br><br>**'Elbe' Transport-Union G.m.b.H.**<br>Hamburg Federal Republic of Germany | **997**<br>721<br>1 850 | GL | **1976** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (1041)<br>73,61 11,56 4,620<br>68,00 11,51 6,91<br>P 16,5 F 13,8 2 dks | **M Tanker** CSD<br><br>Ice strengthened<br>10 Ta ER<br>L.(oil) 1 951 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 140kW 1 × 82kW 380V 50Hz a.c.<br>Fuel 83,5t (d.o.)-6,0pd<br>12kn |
| **7734131**<br>OYEV<br>H243<br>Esd Pfd<br>Rdr RT | **BIRGITTE MALENE**<br><br>**Per Anton Adamsen**<br>Thyboron Denmark | **100**<br>46<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam<br>28,35 5,82<br>... ... ...<br>len 71 | **M Fishing**<br>Stern Trawler<br><br>3 Ha | Oil<br><br>............. |
| **5044996**<br>9GTE<br>316507<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BIRIM RIVER**<br><br>**Black Star Line Ltd.**<br>Takoradi Ghana | T.Mk<br>**4 903**<br>2 782<br>7 148<br>**7 354**<br>4 661<br>9 912 | ✠**100A1** SS 6/74<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3652 | **1962**-3 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (313)<br>140,49 18,37 7,100/8,516<br>125,00 18,31 10,90<br>P 7,7 F 13,8 2 dks<br>rf nil<br>Coll BH to U dk 7 to 2nd dk WB1286t | **M General Cargo**<br>Ref 12P<br>5 Ho 15,3 22,4 13,4 20,2 15,7<br>In.796<br>5 Ha (stl) (5,9 × 6,3) (14,9 9,2 12,6 × 6,9) (7,3 × 8,1)<br>Der 1(40) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>4 500bhp (3 310kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 9kgf/cm² (8,9bar)<br>Fuel (hvf) |
| **6522983**<br>DFSH<br><br>Df Esd<br>Rdr RT | **BIRKA**<br>ex Inka-78<br>ex Johanna Catharina-70<br>**Heinrich Beutler K.G.**<br>Luebeck Federal Republic of Germany | **499**<br>304<br>1 068 | GL | **1965** Schiffsw. Hugo Peters—Wewelsfleth (527)<br>64,83 10,01 3,734<br>57,03 9,99 5,87<br>P & B 36,3 F 7,4 1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>G.1 804 B.1 644<br>3 Ha (8,9 × 5,4) (10,8 10,8 × 6,0) ER<br>Der 3(3) | Oil 4SA 8Cy. 320 × 450<br>500bhp (368kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>10,5kn |
| **5136464**<br>OYZT<br>D672<br>Df Esd<br>Rdr RTm | **BIRKA**<br>ex Grollen-66<br>**R/I Birka**<br>Marstal Denmark | **224**<br>127<br>323 | BV | **1955** H. C. Christensens Staalskibsv. af 1949—Marstal (60)<br>42,27 6,51 2,744<br>30,48 6,48 2,95<br>P 9,8 F 6,4 1 dk<br>RW rf 51 BK 119 len 58 & 64 | **M General Cargo**<br><br>1 Ho 25,1 ER<br>G.303<br>2 Ha (9,3 11,1 × 4,1) ER<br>2W Der 2(2) | Vee Oil 4SA 8Cy. 127 × 140<br>314bhp (231kW) NE 74<br>Saab-Scania Sodertalje<br>Gen 2 × 18kW 24V d.c.<br>Fuel 9,0t (d.o.)<br>10kn |
| **5335412**<br>JWTD<br>16460<br>Df Gc<br>Rdr RT | **BIRKELAND**<br>ex Southern Guider-65<br>Launched as Pesca 2<br>**Arne Birkeland P/R**<br>Bergen Norway | **532**<br>243<br>772 | ✱**100A1** SS 6/82<br>fishing vessel<br>✱**LMC**<br>EL (H) h<br>FN 677 | **1950**-5 Smith's Dock Ltd.—South Bank, Middlesbrough (1199)<br>54,31 8,41 4,280<br>50,02 8,39 5,14<br>B & F 50,0 1 dk<br>RW BK 191 len 77<br>conv Whaler 66<br>7BH WB31t incl. DTsf31t | **M Fishing**<br>Side-fishing<br>3 Ho ER<br><br>3 Ha (each 3,2 × 3,2) ER<br>1W Der 1(4) | Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW) ✠ NE 66<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 30kW a.c. 1 × 19kW 220V a.c.<br>Fuel 71,0t (d.o.)-5,0pd<br>11,5kn |
| **7053410**<br>6VMB<br><br>Esd RT | **BIRKELANE**<br>ex Shemahi VII-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | BV | **1971** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (00160)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.141<br>1 Ha (1,2 × 1,6) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.)<br>9kn |
| **5045079**<br>SPDI<br><br>Df Esd<br>Gc Rdr<br>RT | **BIRKUT**<br><br>**Morski Instytut Rybacki**<br>Gdynia Poland | **159**<br>47<br>63 | PR | **1952** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B11/S238)<br>32,57 6,76<br>3,38<br>1 dk | **M Research/Fishing** | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 1 × 66kW 1 × 18kW 1 × 10kW 1 × 3,25kW 110/330V d.c.<br>9kn |
| **7641982**<br>YQEP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRLAD**<br><br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1977** Santierul Naval Constantza —Constantza<br>219,87 32,19 12,401<br>205,42 17,00<br>1 dk | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t (hvf)<br>16,25kn |
| **7628435**<br>GXAA<br>377461<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRLING**<br><br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | **1 583**<br>1 002<br>3 920 | ✠**100A1** SS 11/81<br>Ice Class 3 at a draught not exceeding 5.435 metres (cc)<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1877 | **1977**-12 Clelands SB. Co. Ltd.—Wallsend (338)<br>91,27 14,58 5,449<br>84,28 14,51 7,75<br>P 12,2 F 8,0 2 dks<br>rf nil<br>4BH to U dk 1BH to 2nd dk WB2096T incl. STs in holds 980T tween deck tanks 492T | **M General Cargo**<br><br>2 Ho 31,8 28,1 ER 2 TwD ER<br>G.4 983 B.4 616<br>2 Ha (stl) (each 7,7 × 11,2) ER | Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>3 300bhp (2 427kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 220kW 2 × 165kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>14kn |

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| 5045081<br>WG4197<br>269455<br>Rdr<br>RTm/h | **BIRMINGHAM**<br>**Parker Towing Co. Inc.**<br>Mobile, Al United States of America | **257**<br>118<br>— | | **1955** Arnold V. Walker Shipyard —Pascagoula, Ms (104)<br>*23,75* 10,06<br>24,39 2,57 | **TM Tug** | 2 Oil 2SA each 4Cy. 216 × 254<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 60kW 110/220V 60Hz a.c.<br>Fuel (d.o.) 10kn |
| 8025862<br>OWAC<br>D2749<br>Rdr RT | **BIRNES**<br>**P/R Soinvest**<br>J. Poulsen<br>Marstal Denmark | **399**<br>259<br>1 106 | BV | **1980** Sakskobing Mask. og Skibsvaerft —Sakskobing (26)<br>62,90 3,641<br>57,00 11,23 6,20<br>1 dk | **M General Cargo**<br>2 Ho ER<br>1 Ha (stl) ER<br>Cr 2(5) | Oil 4SA 6Cy. 270 × 400<br>880bhp (647kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>9kn |
| 7044598<br>ESSU<br>M-27409<br>Df Esd<br>Gc Rdr<br>RT | **BIRSHTONAS**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**2 693**<br>848<br>1 518 | RS | **1969** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 336<br>5 Ha (1,3 1,3 × 1,2) (1,8 × 1,8) (1,9 1,9 × 1,9)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 7534048<br>UPNH<br>M-32775<br>Df Esd<br>Rdr RT | **BIRSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **648**<br>211<br>404 | RS | **1975** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7018628<br>DICL<br>Df Esd<br>Gc Rdr<br>RT | **BIRTE**<br>ex Arktis-82 ex Tor Timber-75<br>ex Arktis-72<br>**Partenreederei m.s. 'Birte'**<br>Claus Speck<br>Hamburg Federal Republic of Germany | T.Mk<br>**498**<br>371<br>1 370 | GL | **1970** Husumer Schiffsw.—Husum (1292)<br>76,31 12,07 3,950<br>68,28 11,92 6,41<br>F 6,4 2 dks | **M General Cargo**<br>Portable guides<br>Ice strengthened<br>Mchy.aft<br>TEU 72<br>C.Ho 10/20' (30') 15/40' C.Dk 16/20' (30') 8/40' | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,25kn |
| 5426455<br>GUZZ<br>366522<br>Esd RTm | **BIRTE**<br>ex Birte Flint-76<br>**Seravend Ltd.**<br>Cornish Shipping Ltd.<br>Guernsey Channel Islands (British) | **299**<br>177<br>490 | GL | **1963** Norderwerft Koser & Meyer —Hamburg (853)<br>47,12 8,54 2,699<br>43,54 8,49 2,80<br>P 13,5 F 1,9 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,9 ER<br>G.641 B.584<br>1 Ha (21,1 × 5,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 220 × 280<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 24kW 220V<br>Fuel 12,5t (d.o.) 10kn |
| 6403383<br>OZHM<br>D1091<br>Df Esd<br>Pfd Rdr<br>RT | **BIRTE CLIPPER**<br>ex Mette Viking-78<br>ex Ann Charlott-75<br>ex Ann Bach-70<br>ex Ruth Lindinger-67<br>**P/R Birte Clipper**<br>Juhl & Ehrhorn<br>Esbjerg Denmark | **400**<br>218<br>480 | BV | **1964** A/S Nordsovaerftet—Ringkobing (13)<br>46,41 8,23 3,404<br>44,20 8,21 3,51<br>P 26,3 F 5,5 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 076 B.977<br>2 Ha (11,9 × 4,9) (12,6 × 5,9) ER<br>4W Der 4(2,5) | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 10kn |
| 7634068<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRTERFAS**<br>Launched as Lispafish Dos<br>**Libyan Spanish Fishing Co. (LISPAFISH)**<br>Tripoli Libya | **269**<br>123<br>170 | BV | **1978** Const. Nav. Santodomingo—Vigo (452)<br>30,71 7,52 3,731<br>27,56 7,50 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 119,0t (d.o.) 10,5kn |
| 5275973<br>OVPM<br>Df Esd<br>Pfd Rdr<br>RT | **BIRTHE BJORN**<br>ex Petra-82 ex Nina-78<br>ex Peter Saxberg-68<br>**Thomas Brocklebank A.m.b.a.**<br>Nyborg Denmark | **399**<br>299<br>605 | BV | **1957** Pohl & Jozwiak Schiffsw.—Hamburg (N.77)<br>56,39 8,44 2,998<br>50,81 8,41 3,31<br>1 dk<br>RW len 61 | **M General Cargo**<br>1 Ho 24,2 ER<br>G.765 B.736<br>2 Ha (16,9 8,9 × 4,7) ER<br>3W Der 3(4) | Oil 2SA 6Cy. 230 × 400<br>360bhp (265kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-1,5pd 9,5kn |
| 6704854<br>OZUN<br>D1435<br>Df Esd<br>Rdr RT | **BIRTHE DANCOAST**<br>ex Inge Frank-74<br>**Rederiet Dancoast 5 I/S**<br>H. Folmer & Co.<br>Vejle Denmark | **499**<br>320<br>1 227 | BV | **1966** Husumer Schiffsw.—Husum (1236)<br>67,11 10,47 3,887<br>60,08 10,44 6,05<br>P 14,1 B 13,2 F 10,1 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 46,1 1 TwD 43,2 ER<br>G.2 387 B.2 199<br>2 Ha (stl) (19,8 11,3 × 6,3) ER<br>5W Der 1(10) 4(3) | Oil 4SA 8Cy. 380 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 97,5t (d.o.) 12,25kn |
| 6520545<br>DNKE<br>Esd Rdr<br>RTv | **BIRTHE ESSBERGER**<br>**John T. Essberger**<br>Hamburg Federal Republic of Germany | **999**<br>508<br>1 520 | GL | **1965** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (680)<br>67,52 10,75 4,649<br>62,01 10,70 4,70<br>P 18,3 RQD 13,8 B 21,7 F 9,8 1 dk | **M Tanker**<br>Chemical SBT<br>Ice strengthened<br>8 Ta ER<br>L.1 682 L.(oil) 1 682 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Fuel 101,5t (d.o.)-5,5pd 12kn |
| 5045158<br>OZFS<br>D960<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BIRTHE THOLSTRUP**<br>**Kosan Tankers A/S**<br>Esbjerg Denmark | **1 044**<br>545<br>641 | BV | **1962** Aarhus Flydedok og Maskinkp. A/S —Aarhus (117)<br>66,58 9,50 3,652<br>60,00 9,45 5,52<br>F 10,1 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 919 | Oil 4SA 8Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 83,5t (d.o.) 13,5kn |
| 7521388<br>TFEJ<br>1495<br>Df Esd<br>Rdr RT | **BIRTINGUR**<br>ex Delos-77<br>**Sildarvinnslan H/f**<br>Neskaupstadur Iceland | **453**<br>153<br>334 | BV | **1976** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B416/11)<br>45,60 10,49 4,811<br>40,11 6,89<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 260 × 280<br>1 500bhp (1 103kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) 13,25kn |

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| **7646542**<br>UIYS<br>M-33696<br>RT | **BIRVETA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **187**<br>48<br>80 | RS | **1977** ..............U.S.S.R.<br>31,63 7,32 2,899<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (stl) (1,4 × 1,1)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | Magdeburg<br>9,5kn |
| **7000475**<br>ESTU<br>M-17260<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRYUSA**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 674**<br>1 728<br>5 045 | RS | **1970** Rauma-Repola Oy—Rauma/Raumo (180)<br>106,13 15,45 6,741<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>G.187 L.(oil) 5 908 HeCls. BC<br>1 Ha (2,2 × 3,2) ER<br>3W Der 1(2) 2(1,5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Valmet Oy Rautpohjan Tehdas<br>Fuel 40,5t (d.o.) 260,5t (hvf)-12,0pd | B&W<br>Jyvaskyl<br>14kn |
| **6600357**<br>UGRF<br>M-27638<br>Df Esd<br>Gc Rdr<br>RT | **BIRYUSA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **3 212**<br>1 559<br>4 302 | RS | **1965** VEB Schiffswerft "Neptun"—Rostock<br>105,90 14,64 6,571<br>95,71 14,53 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 272 B.5 767<br>4 Ha (stl) (9,9 × 7,0) (14,0 14,0 × 8,9) ER (9,9 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) | MAN<br>Rostock<br>13,5kn |
| **7427075**<br>EOQZ<br>M-32719<br>Df Esd<br>Gc Rdr<br>RT | **BIRYUSINSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 182 | RS | **1974** ..............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,6 × 2,6)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Controllable pitch propeller | Praha<br>12kn |
| **7527320**<br>UKAO<br>M-34938<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIRYUSINSK**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **1 179**<br>—<br>336 | RS | **1976** Hashimoto Zosensho—Kobe (395)<br>43,69 13,52 4,501<br>39,98 13,49 6,51<br>1 dk | **TM Tug**<br>Pusher<br>Ice strengthened | 2 Oil 4SA each 8Cy. 320 × 380 reduction geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka<br>13,75kn |
| **6404478**<br>UWMK<br>M-27583<br>Df Esd<br>Gc Rdr<br>RT | **BIRYUZA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 424 | RS | **1963** ..............U.S.S.R.<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller | Praha<br>13kn |
| **7733424**<br>LYAY<br>M-12531<br>RT | **BIRYUZOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **652**<br>216<br>510 | RS | **1978** ..............U.S.S.R.<br>55,00 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | Magdeburg<br>11,25kn |
| **5101550**<br>YTKJ<br>Rdr RT | **BISACE**<br>ex Donatella Ievoli-76<br>ex Elisabetta Montanari-72<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslavia | **499**<br>230<br>706 | (RI) | **1953** Cant. Nav. Felszegi—Trieste (48)<br>53,29 8,62 3,658<br>47,99 8,59 3,79<br>P 14,4 F 6,4 1 dk<br>RW | **M Tanker**<br>6 Ta ER<br>L.(oil) 950 | Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW)<br>S.A. Ansaldo<br>Gen 3 × 26kW 110V a.c. | Genova<br>10,5kn |
| **8032114**<br>JL4701<br>125451 | **BISAN**<br>**Shikoku Kisen K.K.**<br>Naoshima, Japan<br>Kagawa Pref. | **565**<br>228<br>— | | **1980** Fujiwara Zosensho—Omishima (71)<br>... ... ...<br>49,92 16,21 3,81<br>1 dk | **TM Ferry** | 2 Oil | Japan |
| **7535028**<br>JI2619<br>111600<br>Rdr | **BISAN MARU**<br>ex Tatsumi Maru No. 22<br>**K.K. Tatsumi Shokai & Sanetsu Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **670**<br>390<br>1 262 | | **1971** Kyoei Zosen K.K.—Mihara (20)<br>61,55 9,53 4,395<br>56,01 9,50 4,50<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>12kn |
| **6811528**<br>JK2571<br>100753<br>Rdr | **BISAN MARU**<br>**Sanyo Kisen K.K.**<br>Kasaoka, Japan<br>Okayama Pref. | **660**<br>319<br>262 | | **1967** Kanda Zosensho K.K.—Kure (127)<br>49,99 18,01 2,642<br>44,96 17,99 3,87<br>1 dk | **TM RoRo Cargo/Ferry** 550P | 2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW a.c.<br>Fuel 22,0t-6,0pd | Osaka<br>13kn |
| **7370753**<br>JG3364<br>116280<br>Rdr RT | **BISAN MARU**<br>**Uyeno Chemical Unyu K.K.**<br>Tokyo Japan | **497**<br>301<br>1 236 | | **1973** Kyoei Zosen K.K.—Mihara (55)<br>60,13 10,04 4,141<br>55,02 10,01 4,20<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 300 × 450<br>1 200bhp (883kW)<br>Fuji Seisakusho | Tateyama |
| **7395753**<br>JJ2952<br>115955<br>Rdr RT | **BISAN MARU**<br>**Sanyo Kaiji K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **270**<br>98<br>91 | | **1974** Ishikawajima Ship & Chemical Plant Co.—Tokyo (460)<br>32,85 9,50 3,302<br>26,50 9,48 4,30<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **6914760**<br>JLIW<br>105486<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BISCAY MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japan | **56 688**<br>41 536<br>101 723 | NK | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2100)<br>250,50(BB) 38,94 15,190<br>240,01 38,92 21,01<br>1 dk | **M Ore/Oil Carrier**<br>8 Ta 3 Ho/Ta 1 Ho ER<br>G.52 709 L.(oil) 119 744 HeCls. BC<br>8 Ha (stl) (14,4 14,4 14,4 14,4 12,9 12,9 14,4 14,4 × 9,9) ER | Oil 2SA 9Cy. 900 × 1550<br>21 600bhp (15 888kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 710kW 450V a.c.<br>Fuel 6 263,0t-72,0pd | Sulzer<br>Aioi<br>15kn |

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|---|---|---|---|---|---|---|
| 7707279<br>WTZ2975<br>580255<br>Df Esd<br>Pfd Rdr<br>RT | **BISCAY SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **198**<br>134<br>658 | AB | **1977** Halter Marine Services, Inc.—Moss Point, Ms (571)<br>56,39 3,664<br>50,70 12,20 4,12<br>F 15,9 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 700bhp (1 986kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW a.c.<br>12kn |
| 7368334<br>GSAC<br>360891<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BISCAY SERVICE**<br>ex Viking Shore-80<br>**Barclays Export & Finance Co. Ltd.**<br>Offshore Marine Ltd.<br>London United Kingdom | **898**<br>343<br>1 099 | **✠100A1**<br>Ice Class 3<br>**✠LMC**<br>SS 4/78<br>EL N 1$\frac{5}{16}$"U2<br>FN 968 | **1973**-11 Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (152)<br>59,67 13,06 4,465<br>53,22 12,81 5,36<br>F 21,7 1 dk<br>rf 356<br>8BH WB418T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>12P<br>5 Ho/Ta 4,8 4,1 4,8 ER 11,4 6,6<br>3 Ha (stl) (6,0 6,0 × 6,0) ER (6,0 × 6,0)<br>1W Der 1(5) | 2 Vee Oil 4SA each 16Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 320kW 1 × 120kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 660,5t (d.o.)-21,5pd 14,5kn |
| 5045201<br>SIKG<br>10272<br>Df Esd<br>Pfd RTm | **BISCAYA**<br>**Rolf K.O. Karlsson**<br>Roro Sweden | **148**<br>65<br>— | BV | **1962** Schiffswerft "Ernst Thalmann"—Brandenberg<br>28,55 6,63<br>26,19 6,62 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 × 0,5) (1,5 1,5 × 1,1) | Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW) NE 67<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 12kn |
| 6412645<br>HP3655<br>7148-PEXT3<br>Df Esd<br>Gc Rdr<br>RT | **BISCAYNE FREEZE**<br>ex Omega One-81<br>ex Southern Isle-79<br>ex Blue Cloud-72<br>**Vessel Associates Ltd. S.A.**<br>Panama Panama | **1 126**<br>603<br>— | ✠Classed LR until 1/1/81 | **1964**-6 Davie SB. Ltd.—Lauzon, P.Q. (646)<br>67,06 10,75 4,287<br>61,02 10,67 5,80<br>2 dks<br>rf 76 | **M General Cargo**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>In.1 229 | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| 7104374<br>HP3780<br>1057<br>7-80<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BISCAYNE NAVCO**<br>ex Hercules Scan-79<br>**Gurud Shipping Co. S.A.**<br>Panama Panama | **499**<br>338<br>1 278 | BV | **1971** Buesumer Werft G.m.b.H.—Buesum (238)<br>71,48 (BB) 13,21 3,982<br>65,72 13,19 6,30<br>F 6,4 2 dks<br>rf 140 | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,7 ER<br>G.2 674 B.2 544<br>TEU 77 C.Ho 47/20' (40') C.Dk 30/20' (40')<br>1 Ha (stl) (43,7T × 6,0) ER<br>4W Der 2(30-50) | Vee Oil 4SA 14Cy. 225 × 300<br>1 750bhp (1 287kW) NE 77<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 85kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.)-6,5pd 14,5kn |
| 7034919<br>H05167<br>1031<br>1-80<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BISCAYNE SUN**<br>ex Unit Scan-79<br>**Gurud Shipping Co. S.A.**<br>Panama Panama | **499**<br>338<br>1 278 | BV | **1970** Buesumer Werft G.m.b.H.—Buesum (236)<br>68,71 (BB) 13,26 3,982<br>65,72 13,21 6,30<br>F 6,4 2 dks<br>rf 140 | **M General Cargo**<br>1 Ho 43,7 ER<br>G.2 674 B.2 544<br>1 Ha (stl) (43,7T × 6,0) ER<br>4W Der 2(30) | Vee Oil 4SA 14Cy. 225 × 300<br>1 710bhp (1 258kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 85kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.)-6,5pd 13,5kn |
| 7515298<br>DEBS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BISCHOFSTOR**<br>**Partenreederei m.s. 'Bischofstor'**<br>Schlussel Reederei Bereederungs K.G.<br>Bremen Federal Republic of Germany | **21 685**<br>13 405<br>35 660 | GL | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2526)<br>182,86(BB) 28,45 10,821<br>173,21 28,41 15,32<br>F 13,8 1 dk | **M Bulk Carrier**<br>5 Ho 24,7 23,8 26,3 23,8 26,9 ER<br>G.41 290 HeCls. ptB<br>5 Ha (stl) (each 17,6 × 12,6) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 560kW 440V 50Hz a.c.<br>Fuel 178,0t (d.o.) 2 414,0t (hvf)-40,5pd 15,25kn |
| 7336305<br>JG2689<br>106173 | **BISEI MARU No. 8**<br>**K.K. Bisei Kaisoten**<br>Tokyo Japan | **149**<br>81<br>317 | | **1969** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka<br>35,77 7,55 2,369<br>33,53 7,52 2,60<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 364 | Oil 4SA 6Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Fuel 5,0t 9kn |
| 5045249<br>7JKA<br>86792 | **BISEI MARU No. 10**<br>**K.K. Bisei Kaisoten**<br>Tokyo Japan | **250**<br>138<br>430 | | **1960** Azuma Zosen—Yokosuka (533)<br>39,10 7,40 2,972<br>36,10 7,19 3,20<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 482 | Oil 4SA 5Cy. 260 × 400<br>250bhp (184kW)<br>Fuji Seisakusho Tateyama<br>Fuel 8,0t-1,0pd 9,5kn |
| 7653856<br>JG3473<br>117601 | **BISEI MARU No. 11**<br>**K.K. Bisei Kaisoten**<br>Tokyo Japan | **194**<br>116<br>393 | | **1974** Fujiwara Zosensho—Omishima (51)<br>35,49 3,001<br>33,51 7,21 3,31<br>1 dk | **M Tanker**<br>Chemical | Oil<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>8,75kn |
| 7426564<br>7JUJ<br>116637<br>Df Gc<br>Rdr RT | **BISHAMON MARU**<br>**Y. Nagashima**<br>Heta, Yamaguchi Pref. Japan | **434**<br>219<br>722 | | **1975** Miho Zosensho K.K.—Shimizu (1016)<br>57,46 10,34 3,683<br>49,00 9,00 4,12<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 900bhp (1 398kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7933024<br>JL4627<br>123013<br>Gc Rdr<br>RT | **BISHO MARU**<br>**Maki Kisen K.K.**<br>Namikata, Ehime Pref. Japan | **497**<br>336<br>— | | **1979** K.K. Yoshida Zosen Kogyo—Arida (315)<br>... ...<br>61,50 10,51 6,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7648887<br>Gc Rdr | **BISHO MARU**<br>**Superb Ocean Navigation S.A.** | **496**<br>283<br>1 218 | | **1968** Oura Dock—Namikata<br>54,62 4,620<br>49,51 9,30 4,70<br>1dk | **M General Cargo**<br>G.1 664 B.1 457<br>1 Ha (26,3 × 6,6) ER | Oil<br>950bhp (699kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,5kn |
| 7501429<br>JG3491<br>117685 | **BISHO MARU**<br>**Masashi Ebisu**<br>Nagahama, Ehime Pref. Japan | **495**<br>336<br>1 016 | | **1975** Kyoei Zosen K.K.—Mihara (62)<br>60,13 10,01 3,988<br>55,00 9,99 4,20<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>11kn |

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| **7400390**<br>GUYJ<br>365577<br>Esd Pfd<br>Rdr RT | **BISHOP BURTON**<br>**Mike Burton Ltd.**<br>Hull United Kingdom | **165**<br>60<br>— | | **1975** Beverley SB. & Eng. Co. Ltd.<br>—Beverley (1565)<br>25,58 7,45 2,667<br>22,99 7,29 3,59<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| **8000874**<br>PJBL<br>Esd Rdr<br>RT | **BISHR**<br>ex Utrecht-82<br>**General Tugboat Co. N.V.**<br>Willemstad Netherlands<br>Antilles | **238**<br>—<br>— | BV | **1981** Tille Scheepsbouw B.V.—Kootstertille<br>(224)<br>28,81 9,33 3,752<br>27,01 9,02 4,37<br>1 dk | **M Tug**<br>Mchy.aft | Oil 2SA 8Cy. 190 × 350<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>11,75kn |
| **8114027**<br>DVUU<br>M:TG-0<br>00050<br>Rdr RT | **BISIG**<br>**Philippine Shipyard & Engineering Corp.**<br>Subic Philippines | **206**<br>—<br>99 | NK | **1981** Ishikawajima Ship & Chemical Plant Co.—Tokyo (531)<br>31,73 2,874<br>29,75 8,62 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 330<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| **8008424**<br>LIYR<br>19446<br>Gc RT | **BISKOPSBUSSEN**<br>**Fosen Trafikklag A/S**<br>Trondheim Norway | **190**<br>99<br>50 | NV | **1980** Fjellstrand Aluminium Yachts<br>—Omastrand (1527)<br>25,66 9,05 1,201<br>3,48 | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 165 × 185<br>geared to sc. shafts<br>2 400bhp (1 765kW)<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 24kW 220V 50Hz a.c. |
| **7729186**<br>7THZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BISKRA**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **8 384**<br>5 096<br>11 937 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL C† 550,0/60,0U2<br>FN 4081 | **1979**-1 Kanasashi Zosensho—Toyohashi<br>(1282)<br>134,93(BB) 21,65 8,362<br>125,02 21,61 11,03<br>P 27,8 F 11,0 1 dk, 2nd dk in holds & mchy space<br>rf 203<br>6BH WB3083T incl. DTf324T & Topside tanks in holds 1317T | **M General Cargo**<br>3 Ho 17,6 33,0 33,0 ER<br>G.16 163 B.15 186<br>5 Ha (stl) (13,4 25,5p&s 25,5p&s × 8,0) ER<br>Cr 2(12,5) Der 1(100) 6(10) | Oil 2SA 8Cy. 450 × 1200<br>7 050bhp (5 186kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 300kW 385V 50Hz a.c.<br>Fuel 163,0t (d.o.) 1 127,0t (hvf) 15kn |
| **6916122**<br>GZDK<br>337829<br>Rdr<br>RTm/v | **BISLEY**<br>**Bowker & King Ltd.**<br>London United Kingdom | **701**<br>345<br>1 290 | ✠**100A1** SS 8/79<br>oil tanker<br>Bristol Channel service<br>limiting port seawards<br>Swansea<br>✠**LMC**<br>EL I 1⅛"U2<br>FN 837 | **1969**-6 R. Dunston (Hessle) Ltd.—Hessle<br>(S863)<br>64,34 9,25 3,772<br>61,68 9,15 4,42<br>Ba 11,6 RFD 9,8 1 dk<br>rf 51<br>9BH WB254t incl. DTf97t DTa36t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 433 | Oil 4SA 8Cy. 222 × 292 sr reverse geared<br>to sc. shaft<br>660bhp (485kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 23kW 380V 50Hz a.c.<br>Fuel 31,5t (d.o.)-2,0pd 10kn |
| **5277763**<br>DUHZ<br>Df Esd<br>Rdr RTm | **BISLIG TRANSPORT**<br>ex San Miguel Maltster-73<br>ex Pickhuben-67<br>**Sea Transport Co. Inc.**<br>Manila Philippines | **762**<br>331<br>1 310 | GL | **1953** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1101)<br>66,15 10,32 4,268<br>10,27 6,41<br>F 6,1 1 dk & S dk H12,2m<br>RW | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 41,1 ER<br>G.2 511 B.2 358<br>2 Ha (8,3 21,6 × 5,4) ER<br>Der 7(10) 6(3-5) | Oil 4SA 6Cy. 385 × 580<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 60kW 1 × 18kW 230V d.c.<br>Fuel 71,0t (d.o.) 12kn |
| **5344047**<br>3EMI<br>9467<br>-79A<br>Df Esd<br>Gc Rdr<br>RTh | **BISMARCK STAR**<br>ex Takashiro Maru No. 23-80<br>ex Sumiyoshi Maru No. 3<br>**Star of the Pacific S.A.**<br>Panama Panama | **1 377**<br>824<br>2 000 | KR | **1962** Miho Zosensho K.K.—Shimizu (340)<br>79,99 12,83 4,954<br>72,80 12,81 5,69<br>P 32,4 B 9,2 F 9,2 1 dk<br>RW | **M Fish Carrier**<br>Ref<br>3 Ho 10,8 15,0 19,8 ER<br>In.2 408<br>4 Ha (stl) (1,2 × 1,2) (1,9 × 1,9) (2,2 2,2 × 2,2)<br>6W Der 3(15) 1(10) | Oil 2SA 6Cy. 420 × 700<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 240kW 1 × 64kW 445V a.c.<br>Fuel 601,5t (d.o.)-7,0pd 14kn |
| **6819740**<br>DAMF<br>Df Esd<br>Gc Rdr<br>RTm/v | **BISMARCKSTEIN**<br>ex Stephanie-80<br>ex Bismarckstein-78<br>ex Elbestroom-75 ex Eland-72<br>ex Bismarckstein-69<br>**Helfried Fahje**<br>Hamburg Federal Republic of Germany | T.Mk<br>**993**<br>717<br>1 275 | GL | **1968** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (624)<br>74,07 (BB) 10,83 5,081<br>67,67 10,80 6,10<br>2 dks | **M General Cargo**<br>1 Ho 48,6 1 TwD 49,7 ER<br>G.2 455 B.2 189<br>1 Ha (stl) (40,1 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 112,0t (d.o.) 13kn |
| **7104972**<br>LCNS<br>17695<br>Df Esd<br>Gc Rdr<br>RT | **BISMILLAH**<br>**P/R Bismillah**<br>Fred. Olsen & Co.<br>Oslo Norway | **1 514**<br>765<br>2 822 | NV | **1971** Ulstein M/V A/S—Ulsteinvik (60)<br>87,03 15,04 6,154<br>77,35 15,02 11,16<br>3 dks<br>rf 495 | **M RoRo Cargo/General Cargo**<br>Pallets<br>Side doors (s) Stern door/ ramp<br>Ice strengthened<br>2 Ho ER<br>B.6 235<br>4 Ha (stl) (18,4 18,4 25,2 25,2 × 5,2) ER<br>4W Der 2(6,5) 2(5) | Oil 4SA 8Cy. 410 × 470<br>4 400bhp (3 236kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 204kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 247,0t (hvf)-19,5pd 14,75kn |
| **7361570**<br>GUNH<br>363569<br>Df Esd<br>Gc Rdr<br>RT | **BISON**<br>**P&O Ferries Ltd.**<br>P&O Ferries<br>London United Kingdom | **4 377**<br>1 759<br>4 170 | NV | **1975** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (755)<br>141,81(BB) 19,05 4,701<br>128,78 19,00 11,99<br>2 dks<br>rf nil len 81<br>conv Vehicles Deck-guides RoRo Cargo 80 | **TM RoRo Cargo/Container Ship**<br>OSD<br>Deck-guides 76P<br>Stern door Ice strengthened<br>Mchy.aft<br>C. 131/30' | 2 Vee Oil 4SA each 12Cy. 370 × 400<br>12 000bhp (8 827kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 532kW 1 × 265kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>19,5kn |
| **5208152**<br>Df Esd<br>Rdr RT | **BISON**<br>ex Lightwell-66 ex Ohm-48<br>**Rederij R. K. Roelofs**<br>Scheveningen Netherlands | **319**<br>85<br>— | GL | **1941** D. W. Kremer Sohn—Elmshorn<br>(852)<br>37,60 7,75 2,550<br>36,05 7,70 3,20<br>F 11,6 1 dk | **D-E General Cargo** | 2 Oil 4SA each 6Cy. 210 × 300 total<br>driving gen. connected to 2 elec. motors<br>& sc. shaft<br>NE 66<br>Kon. Mach. Stork & Co. N.V. Zwolle |
| **7318963**<br>WYT8<br>014<br>545831 | **BISON**<br>**Portal Boat Co.**<br>Morgan City, La United States of America | **199**<br>135<br>— | | **1973** Halter Marine Fabricators, Inc.—Moss Point, Ms (353)<br>3,506<br>53,19 12,20 4,27 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 9Cy. 240 × 260<br>3 400bhp (2 501kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam |

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| 8002999<br>LJOT<br>19555<br>Esd Gc<br>Rdr RT | **BISON**<br>**Bukser & Bjergningsselskapet A/S**<br>Porsgrunn Norway | **197**<br>0<br>— | NV | **1981** Kaarbos M/V A/S—Harstad (96)<br>30,26 9,50<br>28,10 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300<br>A/S Bergens M/V Bergen<br>Gen 1 × 80kW 1 × 76kW<br>220V 50Hz a.c.<br>Fuel 160,0t (d.o.)-6,0pd 12kn |
| 7507851<br>Y6KF | **BISON**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **183**<br>—<br>46 | DSRK | **1973** Leningradskiy Petrozavod—Leningrad<br>29,32 8,49 3,020<br>27,01 8,31 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 40kW 230V a.c.<br>2 Controllable pitch propellers<br>11kn |
| 7349792<br>HO3497<br>8103-PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BISON I**<br>ex Bison-79<br>**Sea Fortress Shipping Co.**<br>Murri International Salvage Operation Co.<br>Panama Panama | **476**<br>2<br>— | NV | **1974** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1159)<br>42,30 10,85 4,649<br>36,30 10,83 5,57<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | 2 Oil 4SA each 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 150kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 30,5t (d.o.)-14,0pd 13,5kn |
| 7806013<br>ZFUT<br>384239<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BISSARUNI**<br>**Guybulk Shipping Ltd.**<br>Torvald Klaveness & Co. A/S<br>Hamilton Bermuda (British) | **9 633**<br>6 664<br>13 359 | NV | **1981** Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (117)<br>121,67 5,792<br>117,86 22,86 10,42<br>1 dk | **TM Bulk/Oil Barge**<br>1 Ho 8 Ta ER<br>1 Ha (stl) (77,5 × 10,2) ER<br>Cr 2(20) | 2 Oil 4SA each 8Cy. 250 × 300<br>4 000bhp (2 942kW) E made78 fitted81<br>Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 1120kW 2 × 268kW<br>440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 637,0t (d.o.) 987,5t (hvf)-15,0pd 14kn |
| 5045330<br>CSPN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BISSAYA BARRETO**<br>**Parceria Maritima Esperanca Lda.**<br>Figueira da Foz Portugal | **1 232**<br>640<br>1 415 | ✠Classed LR until 31/12/81 | **1951**-7 Est. Nav. do Mondego—Figueiro da Foz (8)<br>71,46 11,03 5,220<br>64,01 11,00 5,69<br>P 6,4 F 14,7<br>R BK 191 | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho each 13,5<br>In.1 249<br>8 Ha (stl) (2,3 2,3 × 1,8) (2,3 × 1,7) (2,1 × 0,9) (0,7 0,7 0,7 0,7 × 0,7)<br>Cr 1 Der 1(6) | Oil 2SA 6Cy. 350 × 620<br>1 200bhp (883kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 128kW 1 × 50kW 1 × 40kW<br>1 × 22kW 220V d.c.<br>Fuel 437,0t 10kn |
| 7357440<br>FZZV<br>Esd Gc<br>Rdr RT | **BISSON**<br>**Societe du Chalutier Bisson**<br>Societe d'Armement a la Peche Jego Quere et Compagnie<br>Lorient France | **651**<br>290<br>399 | BV | **1976** Beliard-Murdoch S.A.—Oostende (C.224)<br>52,43 4,603<br>45,27 10,66 6,10<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 16Cy. 200 × 220<br>2 000bhp (1 471kW) Pielstick<br>Ch. de l'Atlantique, Usine de Montoir St. Nazaire<br>Controllable pitch propeller<br>Fuel 175,5t (d.o.) 14,25kn |
| 5045366<br>Df Esd<br>RT | **BISTER TRADER**<br>ex Bernisse-60 | **756**<br>384<br>— | (AB)<br>*Classed BC until 9/49 | **1948**-3 Scheepsbouw Mij. Nieuwe Waterweg N.V.—Schiedam (241)<br>65,28 9,30 4,365<br>60,00 9,25 4,65<br>P 27,8 F 8,6 1 dk<br>rf nil | **M General Cargo**<br>3 Ho ER<br>G.1 659 B.1 464<br>4 Ha ER<br>3W Der 1(5) | Oil 4SA 8Cy. 320 × 450<br>750bhp (552kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 61,0t 10,5kn |
| 7532777<br>YQMK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BISTRITA**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 063 | RNR | **1976** VEB Volkswerft Stralsund—Stralsund (221)<br>101,86(BB) 15,22 9,703<br>91,80 15,19 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 560kW 2 × 480kW<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14kn |
| 5223011<br>Rdr RT | **BITARINI**<br>ex Pasha Rini II-71<br>ex Maria Luisa-68<br>**United Trading Corp.**<br>Chittagong Bangladesh | **778**<br>454<br>1 100 | (RI) | **1962** Cant. Nav. Soc. Nettuno—Reggio nell Amelia (9)<br>68,92 9,53 2,801<br>64,75 9,50 3,41<br>1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 1 598 | 2 Oil 2SA each 5Cy. 230 × 400<br>700bhp (515kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 38,5t-3,0pd 10kn |
| 7389857<br>TCKD<br>4884<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BITLIS**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **12 095**<br>7 692<br>17 983 | AB | **1981** Denizcilik Bankasi T.A.O.—Camialti (203)<br>154,01(BB) 22,43 9,121<br>145,01 22,41 12,50<br>P 29,6 F 10,1 1 dk<br>rf nil | **M Ore Carrier**<br>5 Ho ER<br>Ore 23 729<br>5 Ha (stl) ER | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 392kW a.c.<br>15,5kn |
| 5045407<br>Y4FW<br>Df Esd<br>Gc Rdr<br>RT | **BITTERFELD**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **938**<br>290<br>— | DSRK | **1959** VEB Peene-Werft—Wolgast<br>65,56 10,39 4,649<br>58,40 10,37 5,69<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>2 Ha<br>Cr 2(5) Der 2(2,5) | 3 Oil geared to sc. shaft<br>1 420bhp (1 044kW)<br>(i) 2 Oil 4SA each 8Cy. 365 × 550<br>Goerlitzer Masch. Goerlitz<br>(ii) Oil 6Cy. 325 × 440<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 200kW 1 × 160kW<br>1 × 78,5kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 5256903<br>IOAZ<br>397<br>RTv | **BITTI**<br>ex Figari-75 ex North End-72<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **224**<br>13<br>102 | RI<br>✠Classed LR until 7/69 | **1957**-6 W. J. Yarwood & Sons Ltd. —Northwich (905)<br>31,81 8,59 3,512<br>28,96 8,08 3,97<br>1 dk<br>RW rf 457 BK 191 | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 1 × 15kW 1 × 12kW 220V d.c.<br>Fuel (o.f.) |

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| **8027705**<br>SKDR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BITUMA**<br><br>**Bjorn Leiditz**<br>Kungsbacka Sweden | **1 599**<br>899<br>2 770 | <br><br>NV | **1981** Werft Nobiskrug—Rendsburg (708)<br>86,98 (BB) 12,50 5,041<br>80,60 12,41 6,02<br>1 dk | **M Tanker**<br>Oil Asphalt Bitumen Hot cargoes<br>10 Ta ER<br>L.2 837 HeCls. C | Oil 4SA 6Cy. 320 × 420 sr geared to sc. shaft<br>2 445bhp (1 798kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 264kW 1 × 78kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Kiel<br>12,5kn |
| **5233743**<br>ICBA<br>606<br>Df Esd<br>Gc Rdr<br>RTm | **BITUMAR**<br>ex Petro Bassens-66<br>ex Mexphalte-66<br>**Cabotaggi S.p.A.**<br>Livorno Italy | **1 996**<br>901<br>2 480 | <br><br>RI | **1950** Ch. & At. de St. Nazaire (Penhoet) —Grand Quevilly<br>79,91 14,08 4,900<br>76,28 14,03 5,16<br>P 29,0 F 8,6 1 dk<br>R | **M Tanker**<br>Asphalt Bitumen CBT<br>5 Ta ER<br>Asphalt 2 467 HeCls. BC | Oil 2SA 5Cy. 520 × 700<br>1 160bhp (853kW) E made46 fitted—<br>Ch. & At. de St. Nazaire (Penhoet)<br>Gen 2 × 70kW 110V d.c.<br>Fuel 152,5t (d.o.) 244,0t (hvf)-5,0pd | MAN<br>Grand Quevilly<br>11kn |
| **5045421**<br>IKTH<br>371<br>Rdr RT | **BITUMIERA**<br><br>**Sarda Petrolifera Navigazione S.p.A. (SA.PE.NA.)**<br>Cagliari Italy | **968**<br>504<br>1 420 | <br><br>RI | **1960** Cant. Gardano & Giampieri—Porto Recanati (46)<br>68,81 10,55 4,519<br>62,24 10,51 4,70<br>1 dk | **M Tanker**<br>Asphalt<br>8 Ta ER<br>Asphalt 1 992 | Oil 2SA 7Cy. 280 × 500<br>1 210bhp (890kW)<br>Cant. Nav. Riuniti | B&W<br>Ancona<br>12,25kn |
| **5064245**<br>DGVA | **BITUNAMEL III**<br>ex Shell 53-75 ex Carlsson III-64<br>**Bitunamel Feldmann & Co. K.G.**<br>Luebeck Federal Republic of Germany | **101**<br>59<br>168 | <br><br>GL | **1953** Schiffsw. Scheel & Johnk—Hamburg (361)<br>*29,14* 5,24 1,899<br>5,19 2,27<br>1 dk H9,2m<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz | Koeln |
| **5045433**<br>TPGY<br>1437<br>Df Esd<br>RTm | **BIXINTXO**<br><br>**Paul Menat, Marcel Sein & Jean Ubartemendia**<br>Bayonne France | **114**<br>42<br>— | <br><br>(BV) | **1955** Ch. Nav. de la Pallice—La Rochelle-Pallice<br>*24,39* 6,51<br>22,99 6,46 3,61 | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 150 × 180<br>414bhp (305kW) NE 73<br>Soc. Surgerienne de Const. Mec. | Surgeres<br>10kn |
| **6415245**<br>UYEQ<br>M-3483<br>Df Esd<br>Gc Rdr<br>RT | **BIYSK**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 365**<br>3 330<br>—<br>**10 472**<br>5 884<br>15 070 | RS<br><br>✠Classed LR until 11/67 | **1964**-10 A/S Nakskov Skibsvaerft —Nakskov (172)<br>158,81 21,26 8,310/9,870<br>148,24 21,19 13,11<br>F 33,9 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,5 17,8 24,9 24,9 ER 27,7<br>G.22 242 B.20 409<br>5 Ha (stl) (10,9 × 8,0) (10,9 16,1 17,9 × 9,9) ER (16,1 × 8,0)<br>4W Cr 6(5) Der 2(60) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri | Kobenhavn<br>17,5kn |
| **6502218**<br>JM2043<br>92467<br>Rdr RT | **BIZAN MARU**<br><br>**Kyushu Shosen K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **688**<br>330<br>231 | | **1963** Taiyo Zosen—Nagasaki (396)<br>49,81 13,21 3,785<br>44,56 13,16 2,49<br>1 dk<br>RW | **TM Ferry**<br>700dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 460<br>1 400bhp (1 030kW)<br>Kobe Hatsudoki Seizosho<br>Gen 3 × 44kW 220V a.c.<br>Fuel 30,5t-5,5pd | Kobe<br>12,5kn |
| **8029806**<br>JM5025<br>124820<br>Gc Rdr | **BIZAN MARU**<br><br>**Takeshi Nishimoto**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **465**<br>269<br>1 220 | | **1981** K.K. Uno Zosensho—Namikata (155)<br>64,60 4,020<br>61,60 10,51 6,10<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 145 × 175<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. | Japan |
| **7028001**<br>EFGW<br><br>Df Esd<br>Rdr RT | **BIZARRO**<br><br>**Eliseo y Jose Gonzalez Basanta**<br>Burela Spain | **213**<br>67<br>152 | <br><br>(BV) | **1970** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.101)<br>32,49 7,01 3,449<br>28,50 7,00 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 315 × 480<br>800bhp (588kW)<br>Carmelo Unanue | Duvant<br>Zumaya<br>14kn |
| **6414617**<br>JI2032<br>95254 | **BIZEN MARU**<br>ex Tonan Maru No. 3<br>ex Tatsumi Maru No. 86<br>**Soichi Nakagawa**<br>Kasaoka, Japan<br>Okayama Pref. | **186**<br>85<br>255 | | **1963** K.K. Taihei Kogyo—Akitsu (123)<br>33,36 6,56 2,693<br>29,32 6,51 3,05<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.113 | Oil -SA 3Cy. 340 × 370<br>150bhp (110kW)<br>Makita Tekkosho<br>Fuel 6,5t | Takamatsu<br>8kn |
| **7800306**<br>TSLQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BIZERTE**<br><br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **7 806**<br>4 370<br>8 345 | <br><br>BV | **1979** Naikai Zosen—Setoda (435)<br>137,32(BB) 19,54 7,017<br>125,99 19,50 10,49<br>P - F - 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.15 093 B.13 853<br>5 Ha (stl) ER<br>Cr 2(16) Der 1(80) 1(22) 4(10) | Oil 2SA 8Cy. 450 × 900<br>7 050bhp (5 186kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Controllable pitch propeller<br>Bow jet pump | B&W<br>17,25kn |
| **5045445**<br>TCEL<br>3027 | **BIZIM REIS**<br><br>**Tittas Trakya Gemicilik Isletmesi A.S.**<br>Istanbul Turkey | **499**<br>292<br>762 | | **1960** Celiktrans Deniz Insaat—Istanbul<br>64,85 7,29 3,101<br>60,56 7,24 3,87<br>1 dk | **M Tanker**<br><br>6 Ta ER | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) | Alpha<br>Kobenhavn<br>8kn |
| **7618844**<br>EHGR<br><br>Df Esd<br>Gc Rdr<br>RT | **BIZKOR**<br><br>**Sixto Garcia S.A.**<br>Bilbao Spain | **162**<br>11<br>92 | <br><br>BV | **1976** S.A. Balenciaga—Zumaya (275)<br>26,80 7,93 2,911<br>24,59 7,90 3,97<br>1 dk | **M Tug** | Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Cons. Echevarria | Alpha<br>Bermeo<br>12,25kn |
| **6728343**<br>UZTB<br>M-27934<br>Df Esd<br>Gc Rdr<br>RT | **BIZON**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 975**<br>1 345<br>1 321 | <br><br>RS | **1967** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B26/203)<br>82,94 13,85 5,500<br>75,01 13,82 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 560<br>5 Ha (4,8 1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Jugoturbina | Sulzer<br>Karlovac<br>12,75kn |

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| 7601645<br>Df Esd<br>Gc Rdr<br>RTv | **BIZON**<br>ex Biscay Star-79<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **645**<br>21<br>734 | RS (NV) | **1977** Ulstein Hatlo A/S—Ulsteinvik (147)<br>45,67 6,063<br>40,16 10,81 6,56<br>1 dk | **M Tug**<br>Fire-fighting Anchor-handling<br>Ice strengthened<br>Cr 1(10) | 2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shaft<br>Polar<br>A/B Bofors Nohab Sweden<br>Gen 2 × 160kW 1 × 950kW 440V 60Hz a.c.<br>15,5kn |
| 6852326<br>UKLE<br>M-12110<br>RT | **BIZON**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **334**<br>89<br>155 | (RS) | **1960** ............U.S.S.R.<br>43,59 7,65 3,001<br>3,87<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.219<br>2 Ha (each 2,2 × 2,2) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| 6415855<br>OZDO<br>D1097<br>Df Esd<br>Rdr<br>RTm/v | **BJARKE**<br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Nyborg Denmark | **157**<br>0<br>102 | BV | **1964** Schulte & Bruns—Emden (237)<br>27,34 7,52 2,750<br>25,00 7,50 3,51<br>1 dk | **M Tug**<br>1 Ho 3,9<br>1 Ha (1,2 × 2,1) | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 94kW 220/380V 1 × 25kW 24V 50Hz a.c.<br>Fuel 36,5t (d.o.) |
| 7112137<br>LATN<br>17649<br>Rdr RT | **BJARKOY**<br>**A/S Troms Fylkes D/S**<br>Tromso Norway | **286**<br>143<br>— | (NV) | **1971** Sandnessjoen Slip & M/V A/S—Sandnessjoen (24)<br>37,50 8,54 3,569<br>33,51 8,51 3,71<br>1 dk<br>BK 119 | **M Ferry/General Cargo**<br>Ref<br>1 Ho ER<br>1 Ha (2,7 × 2,7) ER<br>Der 1(15) | —P<br>Oil 4SA 6Cy. 250 × 360<br>540bhp (397kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 28kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 6617647<br>LGJB<br>16520<br>Df Esd<br>Rdr RT | **BJARKOYBUEN**<br>**P/R Asbjorn og Jon Magne Sirevag**<br>Asbjorn Sirevag<br>Egersund Norway | **168**<br>73<br>— | | **1966** Forra Slip & Batbyggeri—Forra (113)<br>29,52 7,19 2,591<br>7,17 2,77<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 3Cy. 280 × 420<br>450bhp (331kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 12,0t (d.o.) 9kn |
| 7311276<br>TFLP<br>1298<br>Df Esd<br>Rdr RT | **BJARNAREY**<br>**Hradfrystistodin i Reykjavik H/f**<br>Vestmannaeyjar Iceland | **147**<br>67<br>— | | **1973** Slippstodin h/f—Akureyri (45)<br>30,82 6,71<br>6,68<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 230 × 270<br>765bhp (563kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) |
| 7212248<br>TFAH<br>1270<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJARNI BENEDIKTSSON**<br>**Baejarutgerd Reykjavikur**<br>Reykjavik Iceland | **969**<br>321<br>793 | **✠100A1** SS 5/82<br>stern trawler<br>Ice Class 2<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1133 | **1972**-12 Ast. Luzuriaga S.A.—Pasajes (111)<br>68,66 11,71 4,801<br>59,21 11,60 7,52<br>F 21,1 2 dks<br>rf 838 Box K 597<br>Coll BH to U dk 5 to 2nd dk WB28t | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | 2 Oil 4SA each 8Cy. 300 × 450 geared to sc. shaft<br>2 820bhp (2 074kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>db 8kgf/cm² (7,9bar)<br>Gen 2 × 380kW 1 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 16kn |
| 7393597<br>TFTW<br>1324<br>RT | **BJARNI GISLASON**<br>ex Otto Watne-81<br>**Eskey H/f**<br>Hornafjordur Iceland | **101**<br>42<br>— | | **1973** Velsmidja Seydisfjordar h/f—Seydisfjordur<br>26,55<br>5,94 2,80<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7511541<br>TFBR<br>1473<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJARNI HERJOLFSSON**<br>**Arborg H/f**<br>Stokkseyri Iceland | **488**<br>165<br>265 | **✠100A1** SS 11/81<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL J 1$\frac{3}{16}$"U2<br>FN 776 | **1977**-2 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B402/03)<br>51,82 10,85 4,871<br>43,79 10,76 6,96<br>B 10,1 2 dks<br>rf 762 Box K 305<br>1BH to U dk, 3BH to 2nd dk WB7T | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho 16,3 ER | Vee Oil 4SA 12Cy. 250 × 300 sr geared to sc. shaft<br>2 200bhp (1 618kW) Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 200kW 440V 50Hz a.c.<br>Controllable pitch propeller aft<br>Fuel 44,0t (d.o.) 124,0t (hvf) 14,5kn |
| 7707841<br>TFRF<br>1504<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJARNI OLAFSSON**<br>**Runolfur Hallfredsson**<br>Akranes Iceland | **556**<br>204<br>700 | NV | **1977** Karlstads Varv A/B—Karlstad (135)<br>53,78 10,34 4,901<br>43,01 7,32<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler<br>7 Ho ER<br>7 Ha ER | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 162kW 1 × 48kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft |
| 7017466<br>TFEA<br>1131<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BJARNI SAEMUNDSSON**<br>**Rikissjodur Islands**<br>Den Islandske Stats<br>Reykjavik Iceland | T.Mk<br>**777**<br>208<br>401 | GL | **1970** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (473)<br>55,89 10,60 4,611<br>48,98 10,57 7,01<br>2 dks | **D-E Research/Fishing**<br>Ice strengthened<br>Mchy.aft | 3 Oil 4SA each 6Cy. 235 × 330 total 1 800bhp (1 324kW) driving 3 gen. each 580kW 380V a.c. connected to 2 elec. motors each of 700shp (515kW) & sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Directional propeller fwd<br>Fuel 178,0t (d.o.) 12kn |
| 7237987<br>TFNV<br>1278<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJARTUR**<br>**Sildarvinnslan H/f**<br>Neskaupstadur Iceland | **461**<br>145<br>368 | **✠100A1** SS 1/81<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL I 1"U2<br>FN 657 | **1973**-1 Niigata Eng. Co. Ltd.—Niigata (1161)<br>47,02 9,66 4,560<br>41,00 9,50 6,51<br>F 18,6 2 dks<br>rf 787 BK 305<br>Coll BH to U dk 3 to 2nd dk WB61t | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 6617946<br>TFGT<br>0975<br>Df Esd<br>Rdr RT | **BJARTUR**<br>ex Vikurberg-81<br>ex Grimseyingur-76 ex Bjartur-72<br>**Visir H/f**<br>Grindavik Iceland | **208**<br>77<br>— | | **1965** VEB Elbewerft—Boizenburg<br>33,94 7,22<br>7,19 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) |

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| **5045512**<br>LCJH<br>13665<br>Df Rdr<br>RT | **BJERK**<br><br>**Julius Solnes**<br>Maloy Norway | **191**<br>69<br>264 | (NV) | **1912** A/S Akers M/V—Oslo (344)<br>34,40 6,56<br>6,51 3,97<br>1 dk<br>R BK 191 conv Whaler 55 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>1 Ha (6,4 × 2,9) ER<br>1W Der 1(3) | Oil 4SA 4Cy. 290 × 440<br>300bhp (221kW) E made53 fitted55<br>A/S Volund Kobenhavn<br>Fuel (d.o.) 10kn |
| **7004586**<br>LJMA<br>17344<br>Rdr RT | **BJONN**<br><br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **136**<br>0<br>— | NV | **1969** P. Hoivolds M/V A/S—Kristiansand (43)<br>25,66 7,52 3,468<br>23,02 7,50 3,81<br>1 dk<br>rf 119 BK 102 | **M Tug/Icebreaker** | Oil 4SA 6Cy. 320 × 450<br><br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 28kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7607065**<br>TFPY<br><br>Df Esd<br>Gc Pfd<br>Rdr | **BJORGULFUR**<br><br>**Utgerdarfelag Dalvikinga H/f**<br>Dalvik Iceland | **424**<br>—<br>400 | NV | **1977** Flekkefjord Slipp & Mask.<br>—Flekkefjord (122)<br>49,87 5,106<br>44,02 9,52 6,61<br>1 dk<br>rf 1702 BK 127 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>G.438<br>1 Ha (2,7 × 2,3) ER<br>Cr 1(3,75) | Oil 2SA 7Cy. 300 × 450 with hydraulic coupling<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 216kW 220V 50Hz a.c.<br>Fuel 137,0t (d.o.) 12kn |
| **7425209**<br>LADK<br>18580<br>Rdr RT | **BJORGVIN**<br><br>**Rutelaget Askoy-Bergen A/S**<br>Bergen Norway | **912**<br>514<br>493 | (NV) | **1975** Loland Verft A/S—Leirvik<br>65,99 12,27 3,055<br>61,52 12,26 5,01<br>2 dks | **M RoRo Cargo/Ferry**<br>600dk P | Oil 2SA 6Cy. 300 × 450<br>1 500bhp (1 103kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 99kW 220V 50Hz a.c.<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) 13kn |
| **7332414**<br>TFBS<br>1335<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BJORGVIN**<br><br>**Utgerdarfelag Dalvikinga H/f**<br>Dalvik Iceland | **407**<br>172<br>406 | NV | **1974** Flekkefjord Slipp & Mask.<br>—Flekkefjord (114)<br>46,56 9,53 4,439<br>40,72 9,50 6,63<br>1 dk<br>BK 119 | **TM Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,7 × 2,4) ER | Oil 2SA 6Cy. 300 × 450<br>2 000bhp (1 471kW) NE 81<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 156kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **5045615**<br>TFRW<br>0027<br>Df Esd<br>Rdr RT | **BJORGVIN**<br><br>**Hrauhofn H/f**<br>Reykjavik Iceland | **230**<br>73<br>— | | **1958** VEB Volkswerft Stralsund—Stralsund<br>38,66 7,32<br>7,27 | **M Fishing**<br>Side Trawler<br>Ice strengthened | Oil 2SA 6Cy. 300 × 450<br>800bhp (588kW) NE 81<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) |
| **5045653**<br>SLGU<br>8811 | **BJORKO**<br>ex Fortuna III-61 ex Teresia-43<br>ex Regin<br>**Rolf Elis Wiklund**<br>Stockholm Sweden | **115**<br>68<br>142 | | **1904** ..............Netherlands<br>28,05 5,77 2,134<br>5,72<br>1 dk<br>R | **M General Cargo**<br><br>1 Ho ER<br>G.198<br>1 Ha ER<br>1W Der 2(1,5) | Oil<br>150bhp (110kW) NE 57<br>A/B Penta Goteborg<br>Fuel 2,0t (d.o.) 7kn |
| **6801078**<br>SDCK<br>10912<br>Esd Rdr<br>RT | **BJORN**<br><br>**Helsingborgs Bogser A/B**<br>Helsingborg Sweden | **240**<br>65<br>— | **✠100A1** SS 4/80<br>tug<br>Skagerak, Kattegatt &<br>Baltic coasting service<br>Ice Class 1<br>**✠LMC**<br>EL (c) ⅞"U2<br>FN 330 | **1968**-3 A/B Falkenbergs Varv—Falkenberg (148)<br><br>28,81 8,34 3,836<br>25,53 8,31 4,60<br>1 dk<br>rf nil BK 127<br>3BH WB110t | **M Tug** | Oil 4SA 6Cy. 400 × 600<br><br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 56kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8112627** | **BJORN ESKIL**<br><br>**Taubatkompaniet A/S**<br>Norway | **199**<br><br>— | NV (Class cont.) | **1982** Stadlandsverftet—Stadlandet (7)<br>... ... ...<br>... ... ... | **TM Tug** | 2 Oil<br><br>Normo Gruppen A/S Norway |
| **5045718**<br>LLSB<br>11348<br>RT | **BJORN-WEST**<br>ex Tyr-51<br>**A/S Saki**<br>Bergen Norway | **163**<br>64<br>— | | **1887** Marinens Hovedverft—Horten<br>*30,94* 8,56<br>...<br>1 dk<br>R conv General Cargo Barge 51<br>conv General Cargo 53 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW) NE 51<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **5045720**<br>SGDH<br>9421<br>Df Pfd<br>Rdr RT | **BJORNEN**<br><br>**Tommie Persson**<br>Hallstavik Sweden | **185**<br>—<br>— | **✠100A1** SS 5/79<br>tug<br>harbour service<br>Str. nav. ice<br>**✠LMC**<br>EL (a)<br>FN 322 | **1953**-6 Kockums M/V A/B—Malmo (393)<br>27,44 8,13<br>25,40 8,11 4,55<br><br>BK 152<br>3BH WB35t | **S Tug** | T 3Cy. 343 584 & 965 × 686<br>✠ NE made41 refitted53<br>Charles D. Holmes & Co. Ltd. Hull<br>NSB made41 refitted53<br>200lbf/in² (13,8bar) hs246,2 ND<br>Gen 1 × 15kW 110V d.c.<br>Fuel 55,0t (o.f.) 11kn |
| **7015470**<br>LMCF<br>17420<br>Df Esd<br>Gc Rdr<br>RTh | **BJORNHOLM**<br><br>**Jan Halsen P/R**<br>Alesund Norway | **189**<br>85<br>— | | **1970** Langsten Slip & Batbyggeri A/S<br>—Tomra-i-Ramsdal (48)<br>33,51 7,19<br>7,17 3,81<br>P 12,8 F 8,3 1 dk<br>BK 318 len 79 | **M Fishing**<br>Side-fishing<br>2 Ho 8,9 5,4 ER<br>Cr 1(2,5) | Oil 2SA 4Cy. 280 × 420<br>690bhp (508kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 60kW 220V a.c.<br>Fuel 50,0t (d.o.)-3,0pd 10,5kn |
| **6810081**<br>LNZH<br>16947<br>Df Esd<br>Gc Rdr<br>RTh | **BJORNOY**<br><br>**Bernt Skarbovik A/S**<br>Alesund Norway | **415**<br>176<br>579 | NV | **1968** Smedvik Mek. Verksted A/S—Tjorvag (15)<br>44,66 8,56 4,471<br>38,00 8,54 6,68<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho 5,4 3,5 15,4 ER<br>4 Ha (stl) (3,0 × 1,9) (3,5 × 2,5) (1,5 × 1,9) (1,5 × 1,5) ER<br>1W Der 1(3) | Oil 2SA 8Cy. 280 × 420<br>1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 92kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11,75kn |
| **7804170** | **BKMP XXXIII**<br><br>**Badan Pengusahaan Pelabuhan - Tanjung Priok**<br>Indonesia | **150**<br>—<br>— | KI (Class cont.) | **1980** P.T. PAKIN ......—Indonesia (803)<br>... ...<br>... ... ...<br>1 dk | **M Tug** | Oil<br><br>............ |

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| 7605328 | **BL 12**<br>**Government of The Federative Republic of Brazil (Companhia Brasileiro de Dragagem)**<br>Rio de Janeiro Brazil | **214**<br>211<br>799 | ✠Classed LR until 16/1/81 | **1977**-4 MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (232)<br>49,81 9,76 2,661<br>48,01 9,52 3,81<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 137 × 165<br>440bhp (324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 24V a.c.<br>Directional propeller<br>Fuel (d.o.) |
| 7605330 | **BL 13**<br>**Government of The Federative Republic of Brazil (Companhia Brasileiro de Dragagem)**<br>Rio de Janeiro Brazil | **214**<br>211<br>799 | ✠Classed LR until 16/1/81 | **1977**-3 MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (233)<br>49,81 9,76 2,661<br>48,01 9,52 3,81<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 137 × 165<br>440bhp (324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 24V d.c.<br>Directional propeller<br>Fuel (d.o.) |
| 7605342 | **BL 14**<br>**Government of The Federative Republic of Brazil (Companhia Brasileiro de Dragagem)**<br>Rio de Janeiro Brazil | **214**<br>211<br>799 | ✠Classed LR until 16/1/81 | **1977**-6 MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (234)<br>49,81 9,76 2,661<br>48,01 9,52 3,81<br>1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 137 × 165<br>440bhp (324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 24V a.c.<br>Directional propeller<br>Fuel (d.o.) |
| 8033649 | **BLACE**<br>ex Dst 106-68<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **224**<br>128<br>101 | JR | **1955** Brodogradiliste "Uljanik"—Pula<br>31,48 13,59 2,301<br>24,21 1,66<br>1 dk<br>conv Landing Craft 80 | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 150 × 190<br>Daimler-Benz A.G. West Berlin<br>Gen 1 × 8kW 24V d.c.<br>8kn |
| 7609491<br>557510 | **BLACK AND WHITE**<br>ex Miss America II-80<br>**Infante Bouza**<br>Galveston, Tx United States of America | **112**<br>77<br>— | | **1974** Quality Marine Inc.—Theodore, Al<br>*21,71*<br>6,71 3,26<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 5045811<br>CYKP<br>318682<br>Esd Gc<br>Rdr<br>RTh/v | **BLACK BAY**<br>**C.S.L. Group Inc.**<br>Canada Steamship Lines Inc.<br>Montreal, P.Q. Canada | **17 848**<br>12 589<br>27 433 | ✠**100A1** Lake SS 4/79<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (ot) 2⅜"SQ<br>FN 7522 | **1963**-4 Collingwood Shipyards —Collingwood, Ont. (172)<br>222,51 23,02 8,160<br>216,06 22,89 11,92<br>Ba 33,6 F 17,4 1 dk<br>rf 76<br>NS 3BH WB11208t | **S Bulk Carrier**<br>6 Ho ER<br>G.35 339<br>17 Ha (stl) (each 6,1 × 16,3) ER<br>4P | 2 S Turb dr geared to sc. shaft<br>9 000shp (6 620kW)<br>Canadian General Electric Co. Ltd. Peterborough, Ont.<br>2 WTB 575lbf/in² (39,7bar) Spt 407,3°C 515lbf/in² (35,6bar) hs1083,3<br>Gen 2 × 500kW 550V 60Hz a.c.<br>Fuel 903,5t (d.o.) 15,5kn |
| 8034447 | **BLACK CAT**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>23,80 3,661<br>6,72<br>1 dk | **M Fishing**<br>Side Trawler<br>In.65 | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6915946<br>316132 | **BLACK DOUGLAS**<br>**Atonia Corp. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **397**<br>214<br>— | | **1930** Bath Iron Works Corp.—Bath, Me<br>*40,70*<br>... ... ...<br>1 dk | **M General Cargo** | Oil 6Cy. 305 × 381<br>NE 41<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>7,5kn |
| 7315844<br>FPEN<br>41<br>Esd Gc<br>Pfd Rdr<br>RT | **BLACK FISH II**<br>ex Sea Supplier-78<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Port aux Francais, Kerguelen Reunion (French) | **480**<br>153<br>782 | ✠**100A1** SS 1/82<br>✠**LMC**<br>EL K 1¼"U2<br>FN 803 | **1973**-8 Brodogradiliste "Tito"—Beograd<br>55,38 12,12 3,874<br>48,70 11,60 4,88<br>F 18,3 1 dk<br>rf 1092<br>4BH WB438T | **TM Tug/Supply Ship**<br>Deck Cargo<br>12P | 2 Oil 2SA each 6Cy. 300 × 450<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 160kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 169,5t (d.o.) 14kn |
| 5391765<br>MDPK<br>183357<br>Df Rdr<br>RTm | **BLACK GEM**<br>ex Sand Gem-81<br>ex Jersey Castle-70<br>ex Wimborne-68<br>**Malcolm Carrington & Stephen Charles Smart**<br>Bristol United Kingdom | **313**<br>155<br>— | ✠Classed LR until 8/70 | **1949**-7 Philip & Son Ltd.—Dartmouth (1188)<br>44,91 7,65 2,998<br>41,28 7,62 3,28<br>P 11,3 F 6,4 1 dk<br>RW conv General Cargo 70 | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft<br>2W Der 2(0,5) | Oil 2SA 5Cy. 265 × 345<br>375bhp (276kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 3kW 110V d.c.<br>Fuel 16,5t (d.o.) 9,5kn |
| 7021962<br>WS5259<br>515015<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BLACK HAWK**<br>**Puget Sound Tug & Barge Co.**<br>Seattle, Wa United States of America | **194**<br>111<br>— | AB | **1968** Halter Marine Services, Inc.—New Orleans, La (178)<br>37,19 10,52 4,420<br>34,17 10,37 5,03<br>1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 216 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 115kW 440V 60Hz a.c.<br>Fuel 457,0t 10kn |
| 7332775<br>LMLB<br>18200<br>Df Esd<br>Rdr<br>RTm/h | **BLACK ICE**<br>ex Nafjord-82 ex Nes Trader-77<br>ex Gullfyk-76 ex Jokar-74<br>**Ejnar S. Nielsens Mek. Verkstad A/S**<br>Harstad Norway | T.Mk<br>**197**<br>117<br>584 | NV | **1973** Elbewerften Boizenburg/Rosslau —Rosslau<br>49,59 (BB) 10,11 2,807<br>44,00 10,09 5,62<br>F 11,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.1 450 B.1 318<br>1 Ha (stl) (22,5 × 6,2) ER<br>2W Der 1(5) 1(3) | Vee Oil 4SA 16Cy. 142 × 160<br>968bhp (712kW) NE 82<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller |
| 8112835<br>9V3071<br>382743<br>RT | **BLACK JAGUAR**<br>**East Asia Offshore Services Pte. Ltd.**<br>Singapore Singapore | **1 144**<br>337<br>1 200 | AB (Class cont.) | **1982** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (126)<br>... ... ...<br>63,61 13,61 5,21<br>1 dk | **TM Supply Ship** | 2 Oil<br>7 200bhp (5 296kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8206026 | **BLACK LION**<br>**Southern Ocean Shipping Co. Pte. Ltd.**<br>Singapore | **261**<br>9<br>— | AB (Class cont.) | **1982** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (135)<br>... ... ...<br>36,50 9,52 3,71 | **TM Utility Vessel** | 2 Oil geared to sc. shafts<br>2 000bhp (1 471kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |

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| **6827656**<br>HO3693<br>1185<br>2-82<br>Df Esd<br>Gc Rdr<br>RTm | **BLACK MOLLY**<br>ex Jaeren-81<br>**Blue Lakes Trade Corp.**<br>Panama Panama | T.Mk<br>**487**<br>239<br>920 | NV | **1968** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (637)<br>61,78 10,04 3,976<br>54,72 10,01 6,25<br>P 17,1 F 8,9 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,1 1 TwD 45,4 ER<br>G.2 002 B.1 778<br>2 Ha (stl) (each 7,7 × 3,5) ER<br>1W Cr 1(6) Der 1(6) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 76kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-3,5pd<br>12kn |
| **6613328**<br>LHXI<br>16547<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLACK PRINCE**<br>**Fred. Olsen & Co. & Det Bergenske D/S**<br>Fred. Olsen & Co.<br>Kristiansand S. Norway<br>See also No. 6613328 VENUS in the Register | **9 499**<br>5 272<br>3 043 | NV | **1966** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (561)<br>141,64(BB) 20,27 6,522<br>129,29 20,02 16,26<br>B 107,0 2 dks & S dk<br>RW rf 140 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>Ref 584bth 126dk P<br>2 Side door/ramps (s)<br>Stern door/ramp<br>3 Ho 15,3 12,5 13,1 4 TwD<br>In.3 371 | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>16 740bhp (12 313kW) Pielstick<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>Gen 4 × 648kW 1 × 130kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 625,5t (hvf)-64,0pd<br>22,5kn |
| **7329338**<br>GREU<br>363380<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLACK ROVER**<br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **7 574**<br>3 256<br>6 799 | ✠**100A1** CS 10/78<br>oil tanker (cc)<br>Ice Class 3<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 3858 | **1974**-7 Swan Hunter Shipbuilders Ltd.<br>—Wallsend (60)<br>140,62 19,26 7,316<br>131,07 19,21 10,22<br>P 50,9 F 40,3 1 dk<br>rf 305<br>12BH WB1825t | **M Tanker/Supply Ship**<br>Replenishment<br>13 Ta ER 1 Ho<br>G.976 B.812 L.319 L.(oil) 8 128 | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shaft<br>15 360bhp (11 298kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>Gen 8 × 340kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7125251**<br><br><br>Esd Gc<br>Rdr RT | **BLACK SAND I**<br>**Coronel Jaimie Garcia Naranjo**<br>Ecuador | **1 432**<br>902<br>3 763 | AB | **1971** Albina Eng. & Mach. Works<br>—Portland, Or (428)<br>72,85 15,30 4,877<br>68,59 15,24 6,56<br>1 dk | **M Ore Carrier**<br>1 Ho 49,9 ER<br>1 Ha (stl) ER | Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Controllable pitch propeller |
| **7707839**<br>SFEQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLACK SEA**<br>**P/R for m.s. Black Sea**<br>Sten Goran Haggerud<br>Kalmar Sweden | **3 913**<br>2 423<br>6 433 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 1A when four portable ice cross beams fitted<br>✠**LMC** **UMS**<br>EL (T) 467,5/44,0U2<br>FN 2388 | **1978**-10 Gotaverken Solvesborg AB<br>—Solvesborg (88)<br>105,64 14,94 6,843<br>99,90 14,90 9,00<br>F 8,9 1 dk & S dk<br>rf 102<br>4BH to U dk, 1 to 2nd dk WB1700T incl. Comb. btm & STs 427T, topside tanks 578T | **M General Cargo** OSD<br>2 Ho 38,5 35,2 ER<br>G.8 415 B.7 746<br>TEU 238<br>C.Ho 138/20' C.Dk 100/20'<br>2 Ha (stl) (33,5 32,3 × 12,5) ER | Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>3 500bhp (2 574kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 300kW 2 × 200kW<br>440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>13,25kn |
| **7802691**<br>WYA2<br>825<br>600226<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLACK SEAL**<br>**First Seal Inc.**<br>Sealcraft Operators Inc.<br>Wilmington, De United States of America | **210**<br>143<br>664 | AB | **1978** RYSCO Shipyard, Inc.—Blountstown, Fl (34)<br>56,39 3,633<br>54,36 11,60 4,27<br>F 17,1 1 dk | **TM Research**<br>Seismographic Survey | 2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>2 500bhp (1 839kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 210kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7809417**<br><br>381518<br>Esd Rdr<br>RT | **BLACK TIGER**<br>**Southern Ocean Shipping Co. Pte. Ltd.**<br>Singapore Singapore | **283**<br>55<br>— | AB | **1978** Marine Builders (Pte.) Ltd.—Singapore (1036)<br>33,99<br>32,49 8,51 3,51<br>F 14,1 1 dk | **TM Supply Ship** | 2 Vee Oil 4SA each 12Cy. 142 × 160<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Kiel<br>10kn |
| **6609834**<br>LFOM<br>16492<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BLACK WATCH**<br>**Fred. Olsen & Co. & Det Bergenske D/S**<br>Fred. Olsen & Co.<br>Bergen Norway<br>See also No. 6609834 JUPITER in the Register | **9 499**<br>5 272<br>3 043 | NV | **1966** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (560)<br>141,64(BB) 20,27 6,522<br>129,29 20,02 16,16<br>B 107,0 2 dks & S dk<br>RW rf 152 | **TM Passenger/RoRo Cargo/Ferry** OSD<br>Ref 584bth 126dk P<br>2 Side door/ramps (s)<br>Stern door/ramp<br>3 Ho 15,3 12,5 13,1 4 TwD<br>In.3 371 | 2 Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>16 740bhp (12 313kW) Pielstick<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>Gen 4 × 648kW 1 × 130kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 801,5t (hvf)-64,0pd<br>22kn |
| **7425625**<br>D9EO<br>IM179<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLACK WHALE**<br>**New Neca Shipping Corp. S.A.**<br>Seyang Shipping Co. Ltd.<br>Inchon South Korea | **3 793**<br>2 829<br>6 363 | KR (NK) | **1975** Asakawa Zosen—Imabari (250)<br>106,43(BB) 6,725<br>97,95 16,30 8,13<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 403 B.7 699<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW 445V a.c.<br>12,5kn |
| **6423955**<br>GSQU<br>306209<br>Rdr RT | **BLACKBURN**<br>ex Astro-72<br>**Bowker & King Ltd.**<br>London United Kingdom | **551**<br>278<br>833 | ✠Classed LR until 2/71 | **1964**-11 Henry Robb Ltd.—Leith (492)<br>53,73 10,39 2,883<br>50,91 10,06 3,51<br>Trunk 26,9 1 dk<br>rf nil | **M Tanker**<br>CBT<br>3 Ta ER<br>L.(oil) 931 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 23,5t (d.o.)-3,0pd<br>9,5kn |
| **5401742**<br>GLCA<br>304781<br>Df Esd<br>Gc Rdr<br>RT | **BLACKBURN ROVERS**<br>**Huxley Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **408**<br>145<br>— | ✠**100A1** SS 10/81<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (g) $1\frac{3}{16}$"<br>FN 540<br>**LAID UP — SURVEYS OVERDUE 5/77** | **1962**-12 Goole SB. & Repairing Co. Ltd.<br>—Goole (535)<br>*42,65* 8,67<br>41,84 8,54 4,35<br>F 8,6<br>RW rf 381 BK 178 conv Stern Trawler Fishing 81<br>4BH WB22t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 381 × 457<br>1 120bhp (824kW)<br>Mirrlees National Ltd. Stockport |
| **7051711**<br>WB4936<br>255194 | **BLACKFISH**<br>**Alaska Packers Association Inc.**<br>Juneau, Ak United States of America | **114**<br>97<br>— | | **1948** Maritime Shipyards—Seattle, Wa (37)<br>*23,20* 7,32<br>1,63 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| 6915635<br>DGHV<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BLACKFOOT**<br>ex Victoriasand-77<br>**Hansa Tank-Reederei G.m.b.H.**<br>Atlantic-Rhederei F. & W. Joch<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>379<br>1 310 | GL | **1969** Buesumer Werft G.m.b.H.—Buesum (229)<br>73,74 11,99 3,649<br>68,31 4,98<br>P 22,9 B 14,1 F 8,0 2 dks | **M Tanker**<br>Oil Vegetable oil Molasses<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 576 HeCls. C | Oil 2SA 4Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 60kW 380V 50Hz a.c.<br>Fuel 110,5t (d.o.)-4,0pd 11,5kn |
| 7822342<br>GBDR<br>388318<br>Esd Pfd<br>Rdr RT | **BLACKHEATH**<br>**Bowker & King Ltd.**<br>London United Kingdom | **751**<br>431<br>1 098 | ✠**100A1**<br>oil tanker<br>U.K. home trade service<br>✠**LMC**<br>EL J 357,5/26,0U2<br>FN 878 | **1980**-3 A/S Nordsovaerftet—Ringkobing (139)<br>60,00 11,31 3,363<br>56,90 11,21 4,22<br>Ba 13,8 Trunk 30,5 F 10,7 1 dk<br>rf 102<br>8BH WB405T incl. DTf196T | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 458 | Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>999bhp (735kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 42kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 5373646<br>GMRH<br>304409<br>RT | **BLACKPOOL**<br>ex Uno-72<br>**Bowker & King Ltd.**<br>London United Kingdom | **530**<br>264<br>833 | ✠Classed LR until 2/71 | **1962**-12 Henry Robb Ltd.—Leith (484)<br>52,20 10,39 2,909<br>49,38 10,06 3,51<br>Trunk 25,3 1 dk<br>rf nil | **M Tanker**<br>CBT<br>3 Ta ER<br>L.(oil) 833 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 27,0t (d.o.)-3,0pd 9,5kn |
| 6503975<br>307104<br>RT | **BLACKTHORN**<br>ex Eden Fisher-79<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 173**<br>684<br>1 623 | ✠**100A1** SS 7/79<br>✠**LMC**<br>EL n<br>FN 1005 | **1965**-4 N.V. Schpsw. "Foxhol"—Foxhol (120)<br>72,27 10,60 4,534<br>66,02 10,46 4,75<br>P 17,1 F 8,3 1 dk<br>RW rf 102<br>NS 3BH WB339t incl. TwDa5t | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5046023<br>H06237<br>7413-76B<br>Esd Pfd<br>Rdr<br>RTm/v | **BLACKWELL POINT**<br>ex Blackwall Point-76<br>**Erika Shipping Co. S.A.**<br>Colon Panama | **1 599**<br>1 101<br>2 753 | ✠**100A1** SS 5/81<br>✠**LMC**<br>EL q 1½"SQ<br>FN 1382 | **1951**-5 S. P. Austin & Son Ltd.—South Dock, Sunderland (408)<br>82,45 12,04 5,201<br>78,34 11,99 5,64<br>RQD 48,2 B 6,1 F 7,7 1 dk<br>RW rf nil<br>NS 4BH WB935t incl. DTm164t | **M General Cargo**<br>3 Ho 19,8 16,4 15,0 ER<br>G.3 653<br>3 Ha (stl) (13,1 × 7,0) (11,5 9,1 × 8,2) ER<br>1W | Oil 2SA 8Cy. 360 × 600<br>1 280bhp (942kW) Sulzer<br>G. Clark (1938) Ltd. Sunderland<br>Gen 2 × 35kW 1 × 18kW 220V d.c.<br>Fuel 47,0t (d.o.) 11kn |
| 5046035<br>TFPJ<br>0029<br>Df Esd<br>Rdr RTm | **BLAFELL**<br>Launched as Ano Syros<br>**Oliufelagid H/f**<br>Reykjavik Iceland | **146**<br>77<br>201 | (AB) | **1962** Neorion & Michanourgia Syros S.A.—Syros<br>33,56 6,23 2,318<br>30,00 6,20 2,60<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 198 | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 5kW 32V<br>Fuel 15,0t (d.o.) |
| 7618416<br>OW2161<br>D2372 | **BLAFOSSUR**<br>**P/f Marknadarrokt**<br>Tvoroyri Faroe Islands | **182**<br>64<br>— | NV | **1976** Szczecinska Stocznia Remontowa—Szczecin (B30/02)<br>32,69 (BB)<br>28,12 7,62 5,72<br>1 dk<br>rf- BK | **M Fishing**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,4 × 1,1) ER | Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 56kW 380V 50Hz a.c. |
| 6913974<br>UZMY<br>M-17243<br>Df Esd<br>Gc Rdr<br>RT | **BLAGOVESHCHENSK**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **2 723**<br>1 302<br>3 930 | RS | **1969** Nystads Varv Ab—Uusikaupunki/Nystad (249)<br>102,27 14,03 6,211<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>B.5 171<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 30,5t (d.o.) 254,0t (hvf) 13,5kn |
| 7045164<br>EWBA<br>M-12352<br>Df Esd<br>Rdr RT | **BLAGOVESHCHENSK**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **600**<br>220<br>313 | RS | **1970** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7645512<br>6VHA | **BLAISE DIAGNE**<br>**Port Autonome de Dakar**<br>Dakar Senegal | **130**<br>79<br>— | BV | **1975** D.C.A.N. Direction des Const. et Armes-Navales—Dakar<br>28,50<br>6,80 2,75<br>1 dk | **TM General Cargo** | 2 Oil 4SA each 6Cy. 150 × 180<br>480bhp (353kW) Poyaud<br>Soc. Surgerienne de Const. Mec. Surgeres<br>11kn |
| 7806805<br>YQGH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLAJ**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 540 | RNR | **1978** Santierul Naval Galatz—Galatz (670)<br>219,84 32,19 12,401<br>205,42 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1600<br>19 980bhp (14 696kW) MAN<br>Kawasaki Heavy Ind. Ltd. Japan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>16,25kn |
| 7124350<br>GPEK<br>342949<br>Rdr RT | **BLAKELEY**<br>**Bowker & King Ltd.**<br>London United Kingdom | **728**<br>363<br>1 229 | ✠**100A1** SS 11/81<br>oil tanker<br>near continental trading area<br>✠**LMC**<br>EL I 1⅛"U1<br>FN 836 | **1971**-11 Appledore Shipbuilders Ltd.—Appledore (A.S.85)<br>64,32 9,25 3,747<br>61,57 9,15 4,42<br>Ba 11,6 RFD 9,8 1 dk<br>rf 51<br>10BH WB251t incl. DTf121t | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 23kW 380V 50Hz a.c.<br>10kn |
| 7426930<br>PKWG | **BLAMBANGAN**<br>ex Kintamani<br>**Government of The Republic of Indonesia (P.N. Kereta Api - Indonesian State Railways)**<br>Jakarta Indonesia | **353**<br>209<br>122 | KI | **1963** Carya SB. Co.—Djakarta<br>44,20 9,02 2,286<br>39,98 9,00 2,90<br>F - | **M Ferry/General Cargo**<br>Vehicles Livestock 350dk P<br>Side door | Oil 4SA 6Cy. 270 × 300<br>560bhp (412kW) E made61 fitted—/63<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 16kW 1 × 8kW 115V d.c. |

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| **7321532**<br>LKIJ | **BLANA**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **105**<br>27<br>76 | NV | **1973** Volda M/V A/S—Volda (8)<br>23,68 6,81 1,982<br>19,97 6,76 3,33 | **M Tender**<br>Ice strengthened<br>Mchy.aft<br>2W Der 2(3) | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp.<br>Gen 2 × 29kW 220V 50Hz a.c.<br>Fuel (d.o.) | Detroit, Mi |
| **5000859**<br>FZRS | **BLANC MISSERON**<br>ex Abeille No. 3-74<br>**Compagnie Francaise D'Enterprises Metalliques**<br>Dunkerque France | **102**<br>—<br>— | **✠100A1** SS 5/78<br>tug<br>English Channel & French coasting service & to Rotterdam<br>**✠LMC**<br>EL (a)<br>FN 219<br>(BV) | **1956**-10 Schpsw. P. de Vries Lentsch —Alphen a/d Rijn (379)<br>25,51 6,89 2,591<br>23,02 6,41 3,10<br>RW rf 483 BK 152<br>4BH WB1t | **M Tug** | Oil 4SA 6Cy. 320 × 450 with flexible coupling & dr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Fuel 35,5t (d.o.) | Koeln<br>12kn |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 12/12/80** | | | | |
| **5148352**<br>EDBI<br>670<br>Df Esd<br>RTm | **BLANCA DEL MAR**<br>ex Eco Maria-73 ex Herada-64<br>**Compania Canaria de Navegacion S.A.**<br>Las Palmas Spain | **1 381**<br>842<br>2 044 | **✠100A1** SS 5/79<br>**✠LMC**<br>EL o<br>FN 1186 | **1960**-4 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (105)<br>71,10 (BB) 11,56 6,020<br>64,70 11,51 6,81<br>RFD 8,3 2 dks<br>R rf 102 conv General Cargo 73<br>4BH WB360t | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho ER<br>TEU 75<br>C.Ho 14/20' 18/40' C.Dk 11/20' 7/40'<br>1 Ha (stl) ER | Vee Oil 4SA 16Cy. 160 × 180 reverse reduction geared to sc. shaft<br>1 350bhp (993kW) ✠ NE 4/75<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>Gen 2 × 60kW 1 × 25kW 220V d.c.<br>Fuel 91,5t (d.o.) | MAN<br>Spain<br>12kn |
| **7047033**<br>H3NB<br>8055-PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLANCA RAINIER**<br>ex White Ray-80<br>ex Honan Maru-77<br>**Blanca Naviera S.A.**<br>Panama Panama | **2 602**<br>1 753<br>4 448 | NK | **1970** Kurushima Dock Co. Ltd.—Imabari (613)<br>93,22 15,04 6,077<br>86,01 15,02 7,22<br>P 19,6 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 818 B.5 503<br>2 Ha (stl) (24,0 24,5 × 7,3) ER<br>12W Der 1(15) 3(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Fuel 428,0t-8,0pd | Kobe<br>11,5kn |
| **7721809**<br>3EXY<br>1172<br>7-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLANCHE**<br>ex Hailung No. 2-81<br>**Libby Shipping Inc.**<br>Panama Panama | **3 972**<br>2 405<br>6 166 | | **1979** China SB. Corp.—Kaohsiung (26)<br>108,51 16,24 6,601<br>100,01 16,21 8,11<br>1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 35,5 35,3 ER<br>G.8 496 B.7 996<br>2 Ha (stl) (28,1 27,2 × 8,3) ER<br>4W Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 450V a.c.<br>Fuel 467,5t (hvf) | Mitsubishi<br>Kobe<br>12,5kn |
| **7819682**<br>WZN3<br>907<br>615324<br>Df Gc<br>Pfd Rdr<br>RT | **BLANCHE CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **198**<br>135<br>750 | AB | **1979** Halter Marine Inc.—Lockport, La (720)<br>51,82 3,658<br>49,99 13,42 4,27<br>F 16,2 1 dk<br>rf 25 BK 25 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 215 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 3 × 150kW a.c.<br>Thw. thrust propeller fwd | U.S.A<br>12kn |
| **5357317**<br>KFDG<br>265006<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BLANCO**<br>ex Texaco North Dakota-81<br>ex North Dakota.-60<br>**Sabine Towing & Transportation Co. Inc.**<br>Baltimore, Md United States of America | **12 789**<br>7 479<br>20 482 | AB | **1953** Newport News SB. & D.D. Co. —Newport News, Va (495)<br>172,22 22,92 10,024<br>163,43 22,86 12,35<br>P 37,2 B 10,4 F 27,2 1 dk<br>RW rf nil | **S Tanker**<br>27 Ta ER<br>L.(oil) 24 381<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 999,5t (o.f.) | 18,5kn |
| **5319779**<br>LMFS<br>14100<br>Df Esd | **BLANCO**<br>ex Torrand-74 ex Selstein-66<br>**P/R Blanco**<br>Knut Nygard<br>Molde Norway | **172**<br>84<br>— | NV | **1955** Soviknes Verft A/S—Syvikgrend (37)<br>32,31 6,71 3,398<br>29,60 6,68<br>F 7,7 1 dk<br>BK 127 | **M Fishing**<br>Side-fishing<br>1 Ho 2 Ta ER<br>3 Ha (3,7 3,7 × 1,3) (2,6 × 2,2) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 240 × 300<br>750bhp (552kW) NE 82<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) | Grenaa |
| **6806860**<br>OLGD<br>18<br>Df Esd<br>Gc Rdr<br>RTm | **BLANIK**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Spolecnest)**<br>Praha Czechoslovakia | **3 416**<br>1 770<br>5 367<br>**5 517**<br>3 037<br>6 005 | PR | **1967** Stocznia Szczecinska im. A. Warskiego—Szczecin (B455/10)<br>127,01 17,00 6,439/6,849<br>116,90 16,96 9,91<br>P 13,2 B 21,1 F 10,4 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 12P<br>Ice strengthened<br>4 Ho 19,2 21,8 14,0 ER 17,6<br>G.9 701 B.8 821 In.288<br>4 Ha (stl) (10,2 × 6,4) (15,4 10,9 × 8,7) ER (7,3 × 5,9)<br>14W Der 1(30) 3(10) 2(5) 8(2,5) | Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel 892,0t (d.o.) | Sulzer<br>Cartagena<br>14,5kn |
| **6727765**<br>Y5FS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLANKENBURG**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**5 364**<br>2 962<br>8 210<br>**8 501**<br>5 048<br>10 150 | DSRK | **1967** VEB Warnowwerft Warnemuende —Warnemuende (206)<br>150,15 20,25 7,240/8,202<br>130,00 20,20 11,74<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>5 Ho —DT 17,3 18,9 18,0 21,1 ER 15,8<br>G.15 532 B.14 093 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 10,9) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5-8) 6(3-5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 340kW 1 × 240kW 390V 50Hz a.c.<br>Fuel 845,5t (d.o.) 852,5t (hvf) | MAN<br>Rostock<br>18,5kn |
| **7803827**<br>Y5LK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLANKENSEE**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**3 453**<br>1 950<br>4 939<br>**5 650**<br>2 825<br>7 309 | DSRK | **1978** VEB Schiffswerft "Neptun"—Rostock (281)<br>120,61(BB) 17,63 6,389/7,851<br>113,11 17,61 9,91<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref 9P<br>Ice strengthened<br>4 Ho 17,2 27,8 2,8 5,9 ER<br>G.8 654 B.8 244 In.334<br>TEU 248<br>C.Ho 182/20' C.Dk 66/20'<br>7 Ha (stl) (12,5 × 10,2) (18,5p&s 18,5p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | Vee Oil 4SA 12Cy. 420 × 480 geared to sc. shaft<br>7 100bhp (5 222kW)<br>Schwermaschinenbau Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V 50Hz a.c. | Halberstadt<br>16,25kn |

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|---|---|---|---|---|---|---|
| 7817361<br>EHXU<br>960<br>Df Esd<br>Gc Rdr<br>RT | **BLAS DE LEZO**<br>ex Maria Francisca-82<br>ex Blas de Lezo-81<br>**Naviera Gorbea S.A.**<br>Bilbao Spain | **3 680**<br>2 481<br>6 673<br>**6 122**<br>4 006<br>9 290 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** UMS<br>EL Y 522,5/46,0U3<br>FN 3576 | **1981**-3 Soc. Met. Duro Felguera—Gijon (154)<br>130,79(BB) 19,28 6,665/8,008<br>120,71 19,00 10,62<br>P 17,4 F 9,8 2 dks, tween hatch covers for light cargoes only<br>rf nil<br>SF 5BH to U dk 3BH to 2nd dk WB2746T incl. OTf 112T OTmf 308T & DTm 669T | **M General Cargo** OSD/CSD<br>3 Ho 22,7 35,2 33,7 3 TwD ER<br>G.13 244<br>TEU 341<br>C.Ho 175/20' (40') C.Dk 166/20' (40')<br>3 Ha (stl) (12,7 × 8,0) (25,5 25,5 × 12,8) ER<br>5W Der 2(25-75) 3(22) | Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>WTAuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>AuxB (ex.g) 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 336kW 1 × 512kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| 5046205<br>HKMS<br>023<br>Df Gc | **BLAS DE LEZO**<br>ex Kalamazoo-48<br>**Government of The Republic of Colombia**<br>Cartagena Colombia | **1 134**<br>581<br>1 473 | | **1944** East Coast Shipyards Inc.—Bayonne, NJ (12)<br>*74,32* 11,31 3,823<br>74,22 11,28 4,42<br>P 13,8 F 8,9 1 dk<br>rf 152 len 49 | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 022 | Oil 2SA 5Cy. 405 × 510<br>860bhp (633kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 58,0t-5,0pd 10kn |
| 6521563<br>LMPD<br>15561<br>RT | **BLASTHOLM**<br>ex Gollenes-66<br>**P/R Bendik Male**<br>Molde Norway | **129**<br>58<br>— | | **1961** Kleven M/V A/S—Ulsteinvik (1)<br>29,34 6,30<br>... ... ...<br>1 dk<br>len 64 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 3Cy. 315 × 380<br>220bhp (162kW) E made57 fitted61<br>Brodrene Brunvoll Motorfabrik Molde<br>Fuel (d.o.) |
| 6915867<br>GZPP<br>335999<br>Df Esd<br>Rdr RTm | **BLATENCE**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **392**<br>278<br>591 | | **1969** J. R. Hepworth & Co. (Hull) Ltd. —Paull (104)<br>44,43 7,88 3,048<br>42,37 7,78 3,76<br>F 3,7 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 32,0 ER<br>G.858 B.783<br>1 Ha (stl) (25,6 × 4,5) ER | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 2kW 24V d.c.<br>Fuel 21,5t (d.o.) 9kn |
| 5046229<br>Y4EH<br>Df Esd<br>Rdr RT | **BLAUHAI**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 6,66 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 5046231<br>Y4EB<br>Df Esd<br>Rdr RT | **BLAUROBBE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 6,66 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 5046243<br>Y4ST<br>Df Esd<br>Rdr RT | **BLAUWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,71 3,550<br>23,40 6,66 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 6808313<br>FTTL<br>Df Esd<br>Gc Rdr<br>RT | **BLAVET**<br>ex Barrad Wave-77<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | T.Mk<br>**1 568**<br>810<br>2 743 | BV<br>✠Classed LR until 1/12/78 | **1968**-3 At. & Ch. de La Rochelle-Pallice —La Roch.-Pal. (5157)<br>86,67 (BB) 13,64 6,211<br>76,99 13,61 8,89<br>3 dks<br>rf 102 | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 596<br>3 Ha (each 6,0 × 4,5) ER<br>Der 6(3) | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 300kW 400V 50Hz a.c.<br>16kn |
| 5046267<br>GHYB<br>303782<br>Esd<br>RTh/v | **BLEASDALE**<br>**British Transport Docks Board**<br>Fleetwood United Kingdom | **1 029**<br>444<br>1 245 | **✠100A1** SS 12/80<br>U.K. coasting service<br>**✠LMC**<br>EL m<br>FN 933 | **1962**-8 Simons-Lobnitz Ltd.—Renfrew (1160)<br>58,83 12,32 4,687<br>54,87 11,74 5,26<br>1 dk<br>RW rf nil BK 140 at centre & sides<br>4BH WB71t | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 12,2<br>1 Ho 19,3 ER<br>Hopper 1 000<br>2 sandpumps<br>Der 2(2) | 2 Oil 4SA each 8Cy. 248 × 318 total 1 808bhp (1 330kW) driving 2 gen. each 229kW 222V d.c. 2 propulsion/pumping gen. each 327kW 305/318V d.c. connected to 2 elec. motors each of 1 200shp (883kW) (WL)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 130kW 220V d.c.<br>Directional thrust propeller fwd<br>10,5kn |
| 5046308<br>PKAS | **BLEKOK**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **192**<br>75<br>71 | ✠Classed LR until 9/58 | **1952**-8 Scheepswerven Gebr. Niestern —Delfzijl (243)<br>38,21 6,53 1,982<br>35,01 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo** —P<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 22,5t (d.o.) 10kn |
| 7037997<br>ESDE<br>M-6164<br>Df Esd<br>Rdr RT | **BLESK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **663**<br>247<br>306 | RS | **1968** ..............U.S.S.R.<br>54,23 9,38 3,699<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7943419<br>605423 | **BLESSING**<br>**Robert W. Osgood**<br>Houma, La United States of America | **102**<br>76<br>— | | **1979** .............Baytown, NY<br>*20,12* 6,71<br>3,48<br>1 dk | **M Fishing** | Oil<br>360bhp (265kW)<br>U.S.A. |
| 5046360<br>PKVT<br>Df Esd<br>Rdr RT | **BLEWAH**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **840**<br>355<br>950 | | **1962** Brodogradiliste "Tito"—Beograd (176)<br>69,37 10,52 3,849<br>60,61 10,49<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ha (each 9,6 × 5,0) ER<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>Fuel 98,5t 12,25kn |

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| **6407602**<br>DDUD<br><br>Esd RTv | **BLEXEN**<br><br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **152**<br>—<br>— | GL | **1963** F. Schichau G.m.b.H.—Bremerhaven (1724)<br>26,50 7,85 3,499<br>24,01 7,50 2,95<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 184kW 1 × 56kW 230/400V 50Hz a.c.<br>Fuel 33,5t (d.o.)<br>12,25kn |
| **7705635**<br>7THO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLIDA**<br><br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **12 838**<br>8 050<br>20 586 | BV | **1978** Kanasashi Zosensho—Toyohashi (1250)<br>156,11(BB) 9,902<br>146,01 22,81 13,52<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.27 478 B.24 471<br>5 Ha (stl) (8,0 × 8,0) (16,4 10,5 16,4 10,5 × 10,9) ER<br>Cr 4(15) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd. B&W Tamano<br>Gen 3 × 400kW 200V 50Hz a.c.<br>18kn |
| **5046425**<br>VDGN<br>170946 | **BLIGH ISLAND**<br><br>**Walter Kukuljan**<br>Vancouver, B.C. Canada | **113**<br>46<br>— | | **1938** Boeing Aircraft of Canada Ltd.—Vancouver, B.C.<br>*21,74* 6,23<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) NE 73<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **5046437**<br>PKUP<br>2085/L<br>Df Esd<br>Rdr RT | **BLIGO**<br><br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **839**<br>332<br>957 | KI | **1962** Ladjedelnica Piran—Piran (35)<br>69,40 10,49 3,849<br>60,61 10,47 6,10<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ha (each 9,6 × 5,0) ER<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290 × 490<br>853bhp (627kW)<br>Titovi Zavodi "Litostroj" Alpha Ljubljana<br>Gen 1 × 160kW 200V d.c.<br>Fuel 98,5t<br>10,5kn |
| **5261922**<br>TFRY<br>0162<br>Df Esd<br>Rdr RT | **BLIKI**<br>ex Hringur-80<br>ex Olafur Tryggvason-76<br>**Bliki H/f**<br>Dalvik Iceland | **148**<br>45<br>— | (NV) | **1960** Eidsvik Skipsbyggeri A/S—Uskedal (14)<br>29,95 6,43 3,271<br>6,41 3,41<br>1 dk<br>BK 102 len 78 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (1,9 × 1,5) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 210 × 300<br>400bhp (294kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel (d.o.) |
| **5010555**<br>LFAM<br>9269<br>RT | **BLIKOGUTT**<br>ex Alfjord-75 ex Masfjord-54<br>ex Saetre-44 ex Stubbenkammer<br>**P/R Mathiassens Mekanisk Verksted**<br>Reidar J. Mathiassen.<br>Trondheim Norway | **168**<br>77<br>203 | | **1925** Stettiner Oderwerke A.G.—Stettin (719)<br>33,81 6,66 3,048<br>2,90<br>1 dk<br>R | **M Ferry/General Cargo** —P<br>1 Ho ER<br>G.311<br>2W Der 2(2) | 2 Oil 4SA each 6Cy. 121 × 140 geared to sc. shaft<br>400bhp (294kW) NE 63<br>A/B Volvo-Penta Skovde<br>Fuel (d.o.)<br>12kn |
| **7704849**<br>OW2269<br>D2629<br>Esd Gc<br>Pfd Rdr<br>RT | **BLIKUR**<br><br>**P/f Skipafelagid Foroyar**<br>Torshavn Faroe Islands | **947**<br>471<br>1 460 | NV | **1979** Fosen M.V.—Fevag (24)<br>76,92 (BB) 4,401<br>70,21 14,51 9,43<br>RAD - 2 dks & S dk<br>rf 1105 | **M Pallets Carrier** OSD 12P<br>Ref<br>Side door (s) Ice strengthened<br>1 Ho ER<br>In.4 885<br>TEU 26<br>C.Ho 12/20' (40') C.Dk 14/20' (40') incl. 6 ref C.<br>1 Ha (stl) (12,1 × 6,1) ER<br>Cr 1(30) | Oil 2SA 9Cy. 300 × 450 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 179kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 292,0t (hvf)-10,0pd<br>13kn |
| **5046451**<br><br><br>Df Esd<br>Rdr RT | **BLIMBING**<br><br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **840**<br>335<br>950 | | **1962** Brodogradiliste "Titovo"—Kraljevica (396)<br>69,37 10,49 3,849<br>60,61 10,47 6,10<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>Mchy.aft<br>2 Ha (each 9,6 × 5,0)<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Titovi Zavodi "Litostroj" Alpha Ljubljana<br>Fuel 98,5t<br>12,25kn |
| **5046499**<br>PLPA<br><br>Df Esd<br>Gc Rdr<br>RTv | **BLITAR**<br><br>**P.T. Perusahaan Pelayaran Samudera 'Trikora Lloyd'**<br>Jakarta Indonesia | T.Mk<br>**7 038**<br>4 099<br>—<br>**8 926**<br>5 364<br>12 619 | ✠100A1 SS 6/78<br>DTsa—vegetable oil<br>DTsf—vegetable oil or molasses<br>✠LMC<br>EL ft ptSQ<br>FN 4524 | **1949**-7 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (722)<br>156,88 19,13 —/9,519<br>145,50 19,05 12,04<br>B 52,5 F 33,3 2 dks, 3rd dk clear of mchy. spaces & No. 5 hold<br>RW<br>WB4912t incl. Tunnel tanks 1984t DTsm 1185t | **TM Passenger/General Cargo** 26P<br>Ref<br>5 Ho 22,2 21,9 24,5 21,9 20,2<br>B.17 227 In.85<br>6 Ha (6,7 11,8 × 6,0) (5,1 5,1 × 7,0) (10,1 8,3 × 6,0)<br>18W Der 2(50) 4(10) 5(5) 8(3) | 2 Oil 2SA each 6Cy. 720 × 1250<br>9 200bhp (6 767kW) ✠ NE made46 fitted49<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 213lbf/in² (14,7bar)<br>e(ex.g) 227lbf/in² (15,7bar)<br>Gen 3 × 225kW 220V d.c.<br>Fuel 1 750,5t (hvf)<br>16kn |
| **7325734**<br>LMDF<br>18144<br>Df Esd<br>Gc Rdr<br>RT | **BLIX**<br><br>**I/S Blix**<br>A/S Bill<br>Oslo Norway | **18 210**<br>10 623<br>27 269 | NV | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B523/12)<br>163,20 25,94 10,999<br>156,67 25,89 15,22<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>5 Ho ER<br>G.34 652 B.33 460<br>5 Ha (stl) (14,5 16,7 14,5 19,2 16,7 × 13,1) ER<br>Cr 2(16) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Sulzer Poznan<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 2 094,0t (hvf)<br>15kn |
| **5326734**<br>TOLG<br>3749<br>Df Esd<br>Pfd RT | **BLIZZARD**<br>ex Si.Ro.Ma.Mau<br>**Andre Charlot**<br>Concarneau France | **125**<br>46<br>55 | (BV) | **1959** At. & Ch. de la Manche—Dieppe (1153)<br>27,51 6,38 2,998<br>22,86 6,35 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ha (0,9 × 0,9)<br>Der 1(3) | Oil 4SA 5Cy. 315 × 480<br>500bhp (368kW)<br>Moteurs Duvant Valenciennes<br>Fuel 24,5t (d.o.)<br>11,25kn |
| **5046516**<br>WR3315<br>226004<br>Rdr RTm | **BLOCK ISLAND**<br>ex Fishers Island<br>ex Col. John E. Baxter<br>ex Fishers Island<br>**Nelseco Navigation Co.**<br>New London, Ct United States of America | **862**<br>563<br>— | | **1926** Bethlehem SB. Corp.—Wilmington, De (3504)<br>*45,76* 12,25<br>12,20<br>RW rf 762 | **M RoRo Cargo/Ferry** 685dk P<br>Mchy.aft | Oil 2SA 8Cy. 356 × 597<br>1 440bhp (1 059kW) E made42 fitted60<br>American Locomotive Co. Schenectady, NY<br>Gen 2 × 75kW 440V 60Hz a.c. 1 × 5kW 125V d.c.<br>Directional propeller<br>Fuel (d.o.) |

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| 7929621<br>PDDU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLOEMGRACHT**<br>**C.V. Scheepv. Onderneming 'Brouwersgracht'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 052<br>3 444<br>**3 466**<br>2 241<br>6 151 | ✠100A1<br>Ice Class 1A at a draught not exceeding 7.25 metres & Ice Class 1B<br>✠LMC<br>EL T 467,5/44,0U2<br>FN 1987 | **1980**-11 Miho Zosensho K.K.—Shimizu (1164)<br>80,22 16,11 5,985/8,471<br>74,86 16,01 10,52<br>RFD 9,8 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T, ST in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 460<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) 12,75kn |
| 7427611<br>PDDW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLOEMPOORT**<br>ex Flowergate-82<br>**Intermarine B.V.**<br>A. Schuur & Zoon B.V.<br>Netherlands | **1 598**<br>1 185<br>3 109 | ✠100A1 SS 11/80<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠LMC UMS<br>EL Q 1½"U2<br>FN 1519 | **1976**-4 B.V. Scheepswerven Gebr. van Diepen—Waterhuizen (1008)<br>83,52 14,13 5,188<br>74,86 14,00 6,28<br>P 15,0 F 9,8 1 dk<br>rf 152<br>4BH WB884T incl. DT(f)107T | **M General Cargo**<br>2 Ho 26,5 24,4 ER<br>G.3 720 B.3 470<br>2 Ha (stl) (each 19,8 × 10,5) ER | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 80kW 380/220V 50Hz a.c.<br>Fuel 209,0t (d.o.) 12,5kn |
| 6121691<br>LFDC<br>4353<br>RT | **BLOMAS**<br>ex Hoievarde-72 ex Friland-66<br>ex Trafik 5-57<br>**P/R Knut og Ole Vik**<br>Knut Vik<br>Bergen Norway | **141**<br>70<br>173 | | **1907** A/S Fredriksstad M/V—Fredrikstad (113)<br>29,19 5,82 2,667<br>5,80 2,75<br>1 dk<br>R rf 76 BK 127 | **M General Cargo**<br>1 Ho ER<br>G.255<br>1 Ha ER<br>1W Der 1(2,5) | Oil 2SA 3Cy. 300 × 360<br>210bhp (154kW) NE 65 Normo<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) 7,75kn |
| 6512859<br>307015 | **BLOORS**<br>**R. P. Slack**<br>Portsmouth United Kingdom | **245**<br>185<br>— | | **1945** Tees Side Bridge & Eng. Works Ltd. —Middlesbrough<br>*44,78* 6,74<br>... ... ...<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM General Cargo** | 2 Oil 4SA each 5Cy. 114 × 165 NE —<br>Crossley Bros. Ltd. Manchester |
| 7641891<br>350281 | **BLOUBERG**<br>**Government of The Republic of South Africa (Department of Prisons)**<br>Cape Town/ Kaapstad South Africa | **134**<br>91<br>— | | **1958** Globe Eng. Works Ltd. —Kaapstad/Cape Town<br>27,64 6,13<br>2,24<br>1 dk | **M General Cargo Barge** | Oil<br>............. |
| 5046592<br>SUJL<br>41<br>Df Esd<br>Gc Rdr<br>RT | **BLOUDAN**<br>Launched as Ilri<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **1 946**<br>1 250<br>2 895 | GL | **1960** VEB Schiffswerft "Neptun"—Rostock (1014)<br>*85,14* 12,07 5,720<br>12,02 6,81<br>P 15,6 F 8,3 2 dks | **M General Cargo** CSD<br>Ice strengthened | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| 7412458<br>JOOC<br>117713<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE ACE**<br>**Mitsubishi Shoji K.K.**<br>Tokyo Japan | **6 990**<br>4 230<br>10 423 | NK | **1975** K.K. Taihei Kogyo—Akitsu (312)<br>132,82 19,23 8,298<br>124,01 19,21 10,90<br>P 29,9 F 9,2 2 dks | **M General Cargo**<br>G.15 339 B.13 719<br>3 Ha (stl) (11,0 × 8,2) (26,5 25,9 × 9,6) ER<br>Der 1(50) 4(20) 1(15) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 300kW 445V a.c.<br>Fuel 751,0t-26,5pd 15kn |
| 5114210<br>HOSG<br>10838-TT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BLUE ADVANCE**<br>ex Tampa-82 ex Fernlake-76<br>**Blue Ocean Lines S.A.**<br>Blue Ocean Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**8 168**<br>4 568<br>10 979<br>**11 519**<br>6 919<br>12 773 | NV | **1961** A/B Gotaverken—Goteborg (757)<br>172,22 20,78 7,938/8,383<br>163,76 20,73 12,60<br>P 21,4 F 35,1 2 dks<br>rf 152 len 70<br>conv General Cargo 70 | **M General Cargo/Container Ship**<br>Fixed-guides Ref 4P<br>Side doors<br>7 Ho 19,8 20,1 11,2 5,2DTp&s 21,0 ER 7,5 5,2DTp&s 21,7 10,4Upr<br>G.15 164 B.13 734 In.753 L.1 113<br>TEU 219<br>C.Ho 90/20' C.Dk 129/20'<br>15 Ha (stl) (11,6 12,5 9,3 × 6,3) (6,1p,c,s 6,1p,c,s 6,1p,c,s × 5,4) ER (12,6 12,6 × 6,3) (4,8 × 6,8)<br>22W Cr 1(25) Der 1(75) 1(30) 12(5-10) 8(5) | Oil 2SA 9Cy. 760 × 1500<br>11 300bhp (8 312kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 653,0t (d.o.) 1 787,0t (hvf) 19,25kn |
| 7003635<br>H9LM<br>1123<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE ANGEL**<br>ex Shiny River-81<br>**Blue Angel Navigation Panama S.A.**<br>Panama Panama | **2 994**<br>2 052<br>4 962 | | **1969** Tsuneishi Zosen K.K.—Numakuma (216)<br>101,91 15,04 6,371<br>94,11 15,00 7,70<br>P 21,1 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho 34,7 33,2 ER<br>G.6 493 B.6 115<br>2 Ha (stl) (27,8 26,8 × 8,0) ER<br>12W Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 720<br>3 500bhp (2 574kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 450,0t (hvf) 12,5kn |
| 8037140<br>ATPX<br>1720<br>Esd Gc<br>RT | **BLUE ANGEL**<br>**Britannia Industries Ltd.**<br>Bombay India | **116**<br>79<br>79 | IRS | **1977** Ast. IMESA—Salina Cruz<br>23,17 7,47 2,545<br>19,94 7,32 3,41<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) 9kn |
| 7049419<br>WY4352<br>514718 | **BLUE ANGEL**<br>**Kogutt Shrimping Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>69<br>— | | **1968** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,46 | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| 8037152<br>ATPY<br>1721<br>Esd Gc<br>RT | **BLUE BANANA**<br>**Britannia Industries Ltd.**<br>Bombay India | **116**<br>79<br>79 | IRS | **1977** Ast. IMESA—Salina Cruz<br>23,17 7,47 2,545<br>19,94 7,32 3,41<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW 120V 50Hz a.c.<br>Fuel 39,5t (d.o.) 9kn |

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| 5427473<br>J4ZA<br>4106<br>Df Esd<br>Gc Rdr<br>RTv | **BLUE BAY**<br>ex Lord Hastings-80<br>ex Eleni E. F.-74 ex Hopecrag-71<br>**Elit Maritime Compania S.A.**<br>Piraeus Greece | T.Mk<br>**6 882**<br>3 917<br>—<br>**9 657**<br>5 879<br>15 348 | ✠Classed LR until 7/8/80 | BV **1963**-8 Barclay, Curle & Co. Ltd.—Whiteinch, Glasgow (749)<br>152,76 19,44 —/9,608<br>143,90 19,36 12,53<br>F 12,2 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 19,2 20,1 19,6 20,9 24,1<br>G.20 811 B.18 725<br>5 Ha (stl) (each 11,6 × 7,3)<br>10W Der 4(10) 6(5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW)<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasg<br>Gen 3 × 220kW 220V d.c.<br>Fuel 229,5t (d.o.) 1 401,0t (hvf) |
| 7933452<br>603301 | **BLUE BAYOU**<br>**Blue Bayou Inc.**<br>Mobile, Al United States of America | **131**<br>89<br>— | | **1979** Bayou Marine Builders Inc.—Bayou la Batre (2)<br>*22,13* 6,76 3,54<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illin |
| 6504589<br>OPQR<br>418<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BLUE BIRD**<br>ex Atlas-77<br>**Constant Couwijzer**<br>Zeebrugge Belgium | **198**<br>71<br>— | | **1964** Schps. "De Rietpol", J. E. Verharen—Spaarndam (33)<br>35,31 7,35<br>31,65 7,29 3,92<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 10Cy. 190 × 350<br>500bhp (368kW)<br>N.V. Mach. "Bolnes" Krimpen a/d |
| 7051723<br>WA2961<br>249712 | **BLUE BIRD**<br>ex BSP 1925<br>**Alaska Coasting & Trading Inc.**<br>Juneau, Ak United States of America | **166**<br>135<br>— | | **1944** Maritime Shipyards—Seattle, Wa<br>*25,09* 8,11<br>2,65 | **Wood TM Fishing** | Oil<br>230bhp (169kW)<br>Caterpillar Tractor Co. Peoria, Illin<br>Fuel (d.o.) |
| 7827110<br>WYB7<br>422<br>611026<br>Df Gc<br>Pfd Rdr<br>RT | **BLUE CAT**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **289**<br>196<br>1 200 | | **1979** Halter Marine Inc.—Moss Point, Ms (803)<br>AB 56,39 3,658<br>51,85 12,20 4,27<br>F 14,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. U.S<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd 12 |
| 7049421<br>WY4299<br>515194 | **BLUE CHIP**<br>**Rondal K. Tillett**<br>Elizabeth City, NC United States of America | **129**<br>88<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 5046621<br>HP3407<br>6733-76B<br>Df Rdr<br>RT | **BLUE CLOUD**<br>ex Golden Penny<br>ex Avalon Trader-76<br>ex Blue Cape-68 ex Blue Cloud-64<br>Launched as Ottawa Maycloud<br>**Interworld Tradewinds Shipping Co.**<br>Panama Panama | **499**<br>238<br>432 | ✠Classed LR until 3/68 | **1947**-5 Saint John D.D. & SB. Co. Ltd.—St. John, N.B. (24)<br>46,03 8,28 3,506<br>42,68 8,23 5,34<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>Mchy.aft<br>In.633<br>2W | Oil 4SA 6Cy. 330 × 405<br>400bhp (294kW) E made44 fitted47<br>Atlas Imperial D.E. Co. Oakland, C<br>Fuel 77,0t 9.5 |
| 8208983<br>H3OO<br>10698-YJ | **BLUE COLUMBIA**<br>**World Empire Lines S.A.**<br>Panama Panama | **2 625**<br>1 752<br>4 816 | | **1982** Imai Seisakusho—Iwagi (221)<br>6,405<br>NK 83,32 15,21 7,62<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Jap |
| 8109917<br>JCGV<br>125148<br>Df Esd<br>Gc Rdr<br>RT | **BLUE COSMO**<br>**Tensei Kisen Co. Ltd. & Blue Shipping Co. Ltd.**<br>Japan | **14 960**<br>9 779<br>25 426 | | **1982** Imabari Zosen—Imabari (409)<br>10,229<br>NK 150,02 25,20 14,00<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.32 730 B.31 087<br>4 Ha (stl) (18,4 20,0 20,0 20,0 × 12,8) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 7Cy. 560 × 1150<br>8 960bhp (6 591kW)<br>Mitsubishi Heavy Industries Ltd. |
| 7814606<br>WYB7<br>455<br>608075<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE CRAB**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **290**<br>197<br>1 200 | | **1979** Halter Marine Inc.—Lockport, La (796)<br>AB 54,87 12,20 3,658<br>51,85 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detr<br>Gen 2 × 125kW a.c. |
| 5428415<br>3EOH<br>1114<br>8-HK<br>Df Esd<br>Gc Rdr | **BLUE CRYSTAL**<br>ex Niuvakai-82 ex Wilri-63<br>**Longline Shipping Co. S.A.**<br>Panama Panama | **1 144**<br>537<br>2 263<br>**1 820**<br>1 124<br>— | **100A1** M 5/80-4mos<br>**LMC**<br>EL q ptSQ<br>FN 1429<br>**REPAIRS REQUIRED — CLASS SUSPENDED 12/8/82** | **1959** VEB Schiffswerft "Neptun"—Rostock<br>84,56 12,04 4,471/—<br>75,90 12,01 6,81<br>P 15,3 F 11,3 1 dk & S dk<br>RW rf 51<br>Coll BH to S dk 3 to 2nd dk WB409t | **M General Cargo**<br>2 Ho 25,7 25,1 ER<br>2 Ha (stl) (16,7 18,4 × 6,2) ER<br>Der 8(5) | OSD/CSD 4P<br>Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 80kW 2 × 40kW 400V 50Hz a.c.<br>Fuel 379,0t (d.o.) |
| 5401754<br>318908<br>Esd Rdr<br>RT | **BLUE DAWN**<br>**Blue Sea Fishing Co. Ltd.**<br>Lunenburg, N.S. Canada | **154**<br>63<br>— | | **1962** R. W. Snyder—Dayspring, N.S.<br>29,57 7,17<br>7,12<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW) NE made75 fitted76<br>General Motors of Canada Ltd. Oshawa, On |
| 7100847<br>WY2400<br>511849 | **BLUE DOLPHIN**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **246**<br>167<br>— | | **1967** American Marine Corp.—New Orleans, La (981)<br>10,98 3,201<br>44,33 10,93 3,81<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| 7203077<br>WH7408<br>273339 | **BLUE DOLPHIN**<br>ex Lorie Clark Quinn II<br>**Mavar Boat Co. Inc.**<br>Biloxi, Ms United States of America | **191**<br>129<br>— | | **1957** M. M. Flechas—Pascagoula, Ms<br>*32,10* 6,71<br>33,53 3,05 | **M Fishing** | Oil<br>1 160bhp (853kW)<br>General Motors Corp. USA<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 5018222<br>H07101<br>2027-<br>PEXT4<br>RT | **BLUE EAGLE**<br>ex Ever Faithful-81<br>ex Global Trader-74 ex Anli-72<br>ex Stia-60 ex Empire Seabird-47<br>**Sunrise Asia Shipping Inc.**<br>Panama Panama | **529**<br>315<br>536 | ✱Classed BC until 11/4/74 | **1945**-8 Henry Scarr Ltd.—Hessle (472)<br>45,22 8,26 3,366<br>42,98 8,23 5,49<br>2 dks<br>rf nil | **M General Cargo**<br>2 Ho 12,1 12,7 ER<br>G.877 B.804<br>2 Ha (stl) (each 6,1 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 41,5t 7kn |
| 8002078<br>ELBI3<br>7070<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE EXCELSIOR**<br>**Blue Excelsior Maritime Corp.**<br>Monrovia Liberia | **22 082**<br>14 738<br>38 565 | AB | **1981** Onomichi Zosen—Onomichi (297)<br>182,30(BB) 31,42 10,951<br>172,02 31,41 17,23<br>1 dk | **M Tanker**<br>7 Ta ER<br>L.(oil) 47 680 | Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 560kW 1 × 40kW 450V a.c.<br>Fuel-36,0pd 14,5kn |
| 5231135<br>H3UK<br>4818-74B<br>Df Esd<br>Gc Rdr<br>RT | **BLUE EXPRESS**<br>ex Ventura Mundial-79<br>ex Meikun Maru-74<br>**Blue Ocean Lines S.A.**<br>Blue Ocean Shipping Co. Ltd.<br>Panama Panama | **6 109**<br>3 517<br>12 716 | NK | **1960** Fujinagata Zosensho—Osaka (73)<br>147,50 18,95 8,560<br>137,47 18,90 11,74<br>F 11,3 2 dks | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.18 989 B.17 406<br>5 Ha (8,6 13,7 12,1 × 7,0) ER (13,7 9,1 × 7,0)<br>16W Der 2(20) 2(10) 12(5) | Oil 2SA 7Cy. 620 × 1400<br>6 300bhp (4 634kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 168kW 445V a.c.<br>Fuel 917,5t-21,5pd 14,25kn |
| 6921270<br>WY4822<br>516256<br>Esd Rdr | **BLUE FIN**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **199**<br>135<br>— | | **1968** American Marine Corp.—New Orleans, La (1005)<br>50,60 11,21 2,972<br>47,99 10,98 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6815067<br>ATDG<br>1320<br>Df Esd<br>Rdr RT | **BLUE FIN**<br>**Government of The Republic of India (Director of Central Institute of Fisheries Operatives)**<br>Cochin India | **182**<br>48<br>— | | **1968** Solvesborgs Varv A/B—Solvesborg (71)<br>28,35 7,32 3,150<br>26,60 7,29 3,66<br>1 dk<br>rf 1080 BK 107 | **M Fishing**<br>Side Trawler<br>1 Ho<br>1 Ha (1,8 × 1,6)<br>1W Der 2 | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| 7722035<br>WYB7<br>212<br>591542<br>Esd Rdr<br>RT | **BLUE FISH**<br>ex Saturn-79<br>**Garber Brothers Inc.**<br>New Orleans, La United States of America | **187**<br>127<br>450 | AB | **1978** Halter Marine Services, Inc. —Lockport, La (642)<br>54,87 3,658<br>51,85 11,60 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 3 × 99kW a.c.<br>Thw. thrust propeller fwd<br>11kn |
| 7321348<br>FPEG<br>40<br>Esd Gc<br>Pfd Rdr<br>RT | **BLUE FISH II**<br>ex Sea Garnet-78<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Port aux Francais, Kerguelen Reunion (French) | **480**<br>153<br>785 | BV<br>✠Classed LR until 3/78 | **1973**-10 Brodogradiliste "Tito"—Beograd<br>55,48 12,12 3,861<br>48,98 11,60 4,88<br>F 18,3 1 dk<br>rf 1092 | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>2 Ta ER | 2 Oil 2SA each 6Cy. 300 × 450<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 160kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 169,5t (d.o.) 13,5kn |
| 7049433<br>WY4221<br>514665 | **BLUE FOX**<br>**Pacific Draggers Inc.**<br>Coos Bay, Or United States of America | **101**<br>69<br>— | | **1968** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>350bhp (257kW)<br>............<br>Fuel (d.o.) |
| 7409205<br>398553<br>Df Esd<br>Gc Rdr<br>RT | **BLUE GATE**<br>ex Canarte-80<br>**Biscay Fishing Co. Ltd.**<br>Brixham United Kingdom | **260**<br>92<br>— | BV | **1975** Ast. Luzuriaga S.A.—Pasajes (187)<br>38,00 7,22 3,801<br>34,17 7,21 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Fuel 139,0t (d.o.) 12,75kn |
| 7800370<br>D5HZ<br>6330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE HAWK**<br>**Giants Shipping Corp.**<br>Monrovia Liberia | **13 666**<br>8 871<br>13 987 | NK | **1978** Tsuneishi Zosen K.K.—Numakuma (431)<br>186,01 32,03 12,001<br>174,02 32,01 13,19 | **M Vehicles Carrier**<br>Side doors & ramps<br>Mchy.aft | Oil 2SA 9Cy. 670 × 1700<br>16 800bhp (12 357kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 800kW a.c.<br>18,25kn |
| 7515509<br>JL4138<br>117492<br>Df Rdr<br>RT | **BLUE HAWK**<br>**Showa Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **191**<br>111<br>26 | | **1975** Mitsui SB. & Eng. Co. Ltd.—Ichihara (CP20-01)<br>26,47 8,82 1,258<br>24,46 8,79 2,49<br>1 dk | **TM Ferry**<br>Twin Hull 200P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 165 × 155<br>2 250bhp (1 655kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 40kW 220V 60Hz a.c.<br>28,5kn |
| 5046683<br>VOJB<br>194580<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE HAZE II**<br>**P. & A. Longliner Ltd.**<br>Liverpool, N.S. Canada | **323**<br>115<br>— | ✠Classed LR until 2/1/70 | **1953**-2 J. Lewis & Sons Ltd.—Aberdeen (230)<br>41,76 7,68 4,115<br>36,58 7,62<br>P 21,4 F 5,5<br>RW BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 10,0<br>1W | Oil 4SA 6Cy. 380 × 455<br>723bhp (532kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 35,5t 11,5kn |
| 7938385<br>WYC7<br>693<br>598179<br>Pfd Rdr<br>RT | **BLUE HORIZON**<br>**Frank E. Heuschkel**<br>Eureka, Ca United States of America | **157**<br>106<br>— | | **1978** Gulf Coast Marine Builders Inc. —Bayou la Batre, Al<br>*23,75* 7,32<br>3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 12Cy. 146 × 146<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7738280<br>WYL9878<br>588846 | **BLUE HORIZON II**<br>**Blue Horizon Shrimp Inc.**<br>Tampa, Fl United States of America | **112**<br>76<br>— | | **1944** ............Bayou la Batre, Al<br>*20,97* 6,71<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |

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| **7126437** | **BLUE LINE** | **496** | | **1970** Sanuki Zosen Tekkosho K.K. | **M Ferry** | Oil 4SA 6Cy. 260 × 400 | |
| JL3724 | | 174 | | —Takuma (552) | 400dk P | 1 000bhp (736kW) | |
| 109313 | **Uchinomi Ferry K.K.** | 163 | | 51,01 10,42 2,502 | | Niigata Eng. Co. Ltd. | |
| Rdr | Uchinomi, Japan | | | 47,00 10,39 3,51 | | Gen 1 × 60kW 1 × 40kW a.c. | Niigata |
| | Kagawa Pref. | | | 1 dk | | | 13,5kn |
| **8217673** | **BLUE MAGPIE** | **3 801** | | **1982** K.K. Taihei Kogyo—Akitsu (1512) | **M General Cargo** | Oil | |
| HPDM | | 2 747 | | 7,111 | Mchy.aft | 3 900bhp (2 869kW) | Mitsubishi |
| 10893-KJ | **Continental Freighters S.A.** | 7 060 | NK | 98,02 17,01 8,72 | | Akasaka Tekkosho K.K., (Akasaka | |
| | Panama Panama | | | 1 dk | | Diesels Ltd.) | Japan |
| **7418256** | **BLUE MARLIN** | **16 000** | | **1975** Onomichi Zosen—Onomichi (258) | **M Tanker** | Oil 2SA 7Cy. 680 × 1250 | |
| D5VX | ex Gloria-79 | 11 149 | | 172,40(BB) 24,64 10,618 | CBT | 11 550bhp (8 496kW) | Sulzer |
| 6691 | Launched as Ryumei Maru | 28 527 | NK | 163,00 24,60 14,30 | 12 Ta ER | Mitsubishi Heavy Industries Ltd. | Kobe |
| Df Esd | **Everest Bulk Transport Inc.** | | | F 15,9 1 dk | L.(oil) 36 753 HeCls. B | Fuel 140,0t (d.o.) 1 400,0t (hvf)-34,0pd | |
| Gc Pfd | Monrovia Liberia | | | | | | 15kn |
| Rdr RT | | | | | | | |
| **7027734** | **BLUE MARLIN** | T.Mk | | **1970** Jos. L. Meyer—Papenburg (557) | **M General Cargo** | Oil 4SA 8Cy. 370 × 400 | |
| HPFI | ex Hartford Express-82 | **1 558** | | 103,38 15,50 4,788/6,220 | | 3 000bhp (2 207kW) | |
| 10901 | ex Conti Holanda-82 | 1 019 | GL | 95,99 15,40 8,01 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| -PEXT | ex Hartford Express-81 | 3 145 | | B 12,8 F 9,8 2 dks | 2 Ho 38,7 33,0 ER | Gen 4 × 160kW 230/380V 50Hz a.c. | |
| Df Esd | Launched as Peter Wehr | **3 258** | | | G.7 647 B.7 035 | Fuel 448,0t (d.o.) | 14,5kn |
| Gc Rdr | **Red Sea Maritime Services Inc.** | 2 232 | | | 2 Ha (stl) (each 25,3 × 10,5) ER | | |
| RTm/h/v | Panama Panama | 5 084 | | | 5W Der 1(25) 4(3-5) | | |
| **7713474** | **BLUE MARLIN** | **475** | | **1977** Halter Marine Services, Inc.—Moss | **TM Tug/Supply Ship** | 2 Oil 2SA each 12Cy. 230 × 254 reverse | |
| WYH7 | | 323 | | Point, Ms (607) | Deck Cargo | reduction geared to sc. shafts | |
| 787 | **Garber Brothers Inc.** | — | AB | 54,87 3,664 | | E made54 reconditioned & fitted9/77 | |
| 586615 | Morgan City, La United States | | | 50,55 12,20 4,27 | | General Motors Corp. Electro-Motive | |
| Df Esd | of America | | | F 15,6 1 dk | | Div. | La Grange |
| Gc Pfd | | | | | | Gen 2 × 125kW a.c. | |
| Rdr RT | | | | | | | 12kn |
| **7430216** | **BLUE MARS** | **6 396** | | **1976** Narasaki Zosen K.K.—Muroran (902) | **M General Cargo** | Oil 2SA 6Cy. 520 × 1050 | |
| JPSX | | 4 070 | | 127,64 18,34 7,811 | | 6 200bhp (4 560kW) | Mitsubishi |
| 119112 | **Yasuda Shintaku Ginko K.K.** | 10 231 | NK | 119,00 18,31 9,91 | | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | **(Yasuda Trust & Banking** | | | P 23,8 F 10,7 1 dk | G.13 774 B.13 183 | Diesels Ltd.) | Yaizu |
| Gc Pfd | **Co. Ltd.)** | | | | 3 Ha (stl) (15,3 30,0 18,7 × 8,9) ER | Gen 2 × 240kW 445V a.c. | |
| Rdr RT | Tokyo Japan | | | | Der 4(20) 1(2) | | 13,5kn |
| **5167920** | **BLUE MARU** | **496** | | **1956** Jos. L. Meyer—Papenburg (437) | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 | |
| HZHB | ex Sea Prosperity-77 | 315 | | 50,60 8,64 3,480 | | 400bhp (294kW) | |
| | ex Falderntor-75 | 720 | GL | 44,99 8,62 3,81 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | ex Hermann Grave-73 | | | P 11,0 F 5,2 1 dk | Mchy.aft | | 9kn |
| RT | ex Jakob Ekkenga-68 | | | RW | G.963 B.906 | | |
| | **Ahmed Mohamed Baaboud &** | | | | 2 Ha | | |
| | **Co.** | | | | | | |
| | Jeddah Saudi Arabia | | | | | | |
| **7110359** | **BLUE MASTER** | **20 718** | | **1971** Brodogradiliste i Tvornica Dizel | **M Bulk Carrier** | Oil 2SA 6Cy. 740 × 1600 | |
| LCSK | | 13 187 | | Motora ”Uljanik”—Pula (294) | Vehicles | 11 600bhp (8 532kW) | B&W |
| 17708 | **I/S Car Master** | 28 876 | NV | 179,00(BB) 26,04 11,094 | 6 Ho 11,5 22,1 22,1 22,1 22,1 | Tvornica Dizel Motora ”Uljanik” | Pula |
| Df Esd | Golden West Shipping Co. A/S | | | 170,16 26,01 16,21 | 22,1 ER | Gen 3 × 500kW 440V 60Hz a.c. | |
| Gc Pfd | Oslo Norway | | | F 21,1 1 dk | G.32 950 B.32 731 HeCls. B | Controllable pitch propeller | |
| Rdr RTv | | | | rf nil | 1 Ha 10 Ha (18,5p&s 18,5p&s | Fuel 292,5t (d.o.) 1 674,5t (hvf)-38,5pd | |
| | | | | | 18,5p&s 18,5p&s 18,5p&s × | | 16,5kn |
| | | | | | 10,2) ER | | |
| | | | | | Cr 6(12,5) | | |
| **7204069** | **BLUE MAX** | **102** | | **1970** Capell Marine Inc.—Freeport, Tx | **M Fishing** | Oil | |
| WYP3 | ex Quintana Miss-74 | 69 | | *21,31* | | 475bhp (349kW) | |
| 978 | **Frank E. Heuschkel** | — | | 6,14 3,51 | | | U.S.A |
| 529682 | Eureka, Ca United States | | | 1 dk | | Fuel (d.o.) | |
| | of America | | | | | | |
| **7430199** | **BLUE MERCURY** | **6 397** | | **1975** Narasaki Zosen K.K.—Muroran (900) | **M General Cargo** | Oil 2SA 6Cy. 520 × 1050 | |
| JMQL | | 4 073 | | 127,64 18,32 7,824 | Mchy.aft | 6 200bhp (4 560kW) | Mitsubish |
| 117733 | **Sumitomo Shintaku Ginko K.K.** | 10 192 | NK | 118,98 18,29 9,89 | | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | Tokyo Japan | | | P 23,8 F 10,7 1 dk | G.13 774 B.13 183 | Diesels Ltd.) | Yaizu |
| Gc Pfd | | | | | 3 Ha (stl) (15,3 30,0 18,7 × 8,9) ER | Gen 2 × 240kW 445V a.c. | |
| Rdr RT | | | | | Der 4(20) | | 13,5kn |
| **8108286** | **BLUE MOON** | **889** | | **1982** Mickon Marine Industries (Pte.) Ltd. | **TM RoRo Cargo/Landing Craft** | 2 Vee Oil 4SA each 12Cy. 137 × 152 | |
| 9V3036 | | 509 | | —Singapore (217) | | reverse reduction geared to sc. shafts | |
| 382598 | **Marine Contractors (S) Pte. Ltd.** | 1 168 | AB | 57,31 2,661 | | 1 040bhp (765kW) | |
| RT | Singapore Singapore | | | 54,89 13,72 3,69 | TEU 80 C.RoRo Dk 80/20' | Caterpillar Tractor Co. | Peoria, Illinois |
| | | | | 1 dk | | | |
| **5049037** | **BLUE MOON** | **470** | | **1962** Stocznia Polnocna im. Bohaterow | **M Livestock Carrier** OSD | Oil 2SA 8Cy. 265 × 345 | |
| P3EX | ex Evon-77 ex Boruta-73 | 192 | | Westerplatte 3—Gdansk (B475/02) | | 680bhp (500kW) | |
| 373806 | **Baaboud Trading & Shipping** | 527 | HR (PR) | 59,85 9,61 3,420 | Ice strengthened | Crossley Bros. Ltd. | Manchester |
| Df Esd | **Agencies** | | | 55,00 9,56 5,80 | 1 Ho 33,5 ER | Gen 2 × 45kW 1 × 32kW 230V d.c. | 11kn |
| Gc Rdr | Limassol Cyprus | | | 1 dk & S dk | 2 Ha (8,9 11,9 × 5,4) ER | Fuel 44,5t (d.o.) | |
| RTm | | | | | 2W Der 2(3) | | |
| **7513599** | **BLUE NAGOYA** | **3 636** | | **1976** Kegoya Dock K.K.—Kure (705) | **M RoRo Cargo/General Cargo** | Oil 4SA 8Cy. 550 × 900 | |
| JKXV | | 2 389 | | 118,17 19,03 7,049 | | 6 700bhp (4 928kW) | |
| 119209 | **Sekihyo Seibaku K.K.** | 7 613 | NK | 110,01 19,00 7,60 | | Ito Tekkosho | Shimiz |
| Df Esd | Sendai, Japan | | | 2 dks | G.18 152 B.15 254 | Gen 2 × 240kW 445V a.c. | 14,5kn |
| Gc Pfd | Miyagi Pref. | | | | 2 Ha (each 25,9 × 10,8) ER | | |
| Rdr | | | | | Der 1(80) 4(20) | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7818107<br>STBN<br>020/80<br>Df Esd<br>Gc Rdr<br>RT | **BLUE NILE**<br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudan | T.Mk<br>**5 314**<br>3 379<br>7 765<br>**9 140**<br>6 654<br>12 905 | ✠**100A1**<br>container cargoes in<br>holds, on hatch covers &<br>upper deck, roll on—roll<br>off cargoes in tween<br>deck, DTf veg. oil FP<br>above 65.5°C<br>✠**LMC**<br>EL Dt 550,0/54,0U3<br>FN 4000 | **1980**-4 B & W Skibsvaerft—Kobenhavn (880)<br>133,31(BB) 20,53 9,402/12,285<br>122,31 20,50 12,20<br>RAD 25,6 Trunk 63,7 RFD 34,8 2 dks<br>rf nil<br>SF 3BH to U dk, 3 to 2nd dk WB3892T<br>incl. mSTs in holds 358T & No. 1 hold<br>529T | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp<br>4 Ho 11,2 17,2 33,0 30,7 ER<br>3 TwD<br>G.22 180 B.20 345<br>TEU 368 C. 368/20'<br>4 Ha (stl) (6,7 × 7,3) (14,1 × 10,2)<br>(26,9 26,9 × 10,5) ER<br>Cr 2(36) 1(18) 2(12,5) | Oil 2SA 5Cy. 550 × 1380<br>6 700bhp (4 928kW)<br>B&W Maskinfabrik Kobenhavn<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 500kW 1 × 300kW<br>450V 60Hz a.c.<br>16,5kn |
| 7384481<br>D5UC<br>6644<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE OCEAN**<br>ex Hoegh Swallow-79<br>**Blue Ocean Gas Transport Inc.**<br>Monrovia Liberia | **42 576**<br>30 375<br>49 880 | NV | **1976** Stocznia Gdynska im. "Komuny<br>Paryskiej"—Gdynia (B550/01)<br>229,32 32,24 12,923<br>219,79 32,21 22,51<br>1 dk<br>DK | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (C.mn.stl) ind rectangular<br>horizontal ER<br>L.(gas) 75 715 | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Fuel 4 826,0t (hvf)-81,5pd 17,25kn |
| 7709540<br>JXOH<br>122497<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE OCEAN**<br>**Yuko Sangyo K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **17 486**<br>11 089<br>29 308 | NK | **1977** Kurushima Dock Co. Ltd.—Onishi (2032)<br>167,60(BB) 10,405<br>155,02 28,01 14,30<br>P 22,3 F 11,9 1 dk | **M Bulk Carrier**<br>G.36 342 B.34 625<br>4 Ha (23,1 × 12,8) (25,6 25,6 25,6<br>× 14,0) ER<br>Der 4(25) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 432kW 450V a.c.<br>14,25kn |
| 7394199<br>8KYR<br>119720<br>Esd Rdr | **BLUE OCEAN**<br>ex Takuyo Maru-79<br>**Shoei Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 953**<br>1 413<br>4 386 | | **1974** Hakata Zosen K.K.—Hakata (151)<br>96,30 13,01 5,792<br>91,17 12,98 6,48<br>1 dk<br>RW | **M Sludge Carrier**<br>6 Ta ER<br>L.(oil) 4 000 HeCls. B | 2 Oil 4SA each 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Fuel 20,0t (d.o.) 158,0t (hvf)-7,0pd |
| 5143871<br>236979<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE OCEAN**<br>ex Haugar-80 ex Blue Ocean-79<br>ex Hauger-79 ex Raagan-47<br>ex Curlew-46 ex Kittywake-41<br>**Blue Water Partnership**<br>Seattle, Wa United States<br>of America | **198**<br>134<br>437 | BV | **1937** Charleston SB. & D.D. Co.<br>—Charleston, SC<br>45,04 8,72<br>39,63 8,67 4,42<br>P 2,2 F 6,8 2 dks<br>R BK 178 conv Sealer Side Trawler Fishing 42<br>conv Minelayer 46 conv Side-fishing Seiner<br>Fishing 78 | **M Factory Fishing**<br>Fish-factory Stern Trawler Seiner<br>Processing Ref.<br>1 Ho ER<br>G.595<br>2 Ha (2,9 5,4 × 3,6) ER<br>2W Der 1(5) 2(3) | Oil 4SA 9Cy. 250 × 300 reduction geared<br>to sc. shaft<br>1 700bhp (1 250kW) E made67 fitted74<br>Normo Gruppen A/S Norway<br>Controllable pitch propeller<br>Bow jet pump fwd 1, aft<br>Fuel 32,5t (d.o.) 13,5kn |
| 8214853 | **BLUE OCEAN No. 2**<br>**Kanbara Tank Cleaning Service<br>Co. Ltd.**<br>Japan | **3 700**<br>—<br>6 000 | NK (Class cont.) | **1982** Shinhama Dock K.K.—Anan (737)<br>6,851<br>90,02 17,81 7,83 | **M Tank cleaning Vessel** | Oil<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 7933608<br>603402 | **BLUE PACIFIC**<br>**Roglew Inc.**<br>Juneau, Ak United States<br>of America | **189**<br>129<br>— | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>*24,85*<br>7,32 3,54<br>1 dk | **M Fishing**<br>Crab | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A. |
| 7626982<br>JL4293<br>120900<br>Gc Rdr<br>RT | **BLUE PAILAND**<br>**Hokkyo Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **696**<br>423<br>2 173 | | **1976** Yamanaka Zosen K.K.—Namikata (165)<br>4,700<br>65,00 10,80 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7501766<br>H8BF<br>9698-79B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE PINE**<br>ex Choho Maru-79<br>**Pine (Panama) S.A.**<br>Panama Panama | **15 513**<br>10 925<br>27 059 | NK | **1976** Namura SB. Co. Ltd.—Imari (440)<br>177,02 22,97 10,402<br>167,01 22,92 14,51<br>P 29,0 F 13,2 1 dk | **M Bulk Carrier**<br>G.36 841 B.32 595<br>5 Ha (stl) (11,6 18,4 12,8 18,4 12,8<br>× 11,5) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>15kn |
| 7516589<br>JJHY<br>119164<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE POLARIS**<br>**Sekihyo Seibaku K.K.**<br>Polaris Marine K.K.<br>Sendai, Japan<br>Miyagi Pref. | **11 325**<br>9 596<br>6 859 | NK | **1977** Honda Zosen—Saiki (638)<br>120,33 23,04 6,219<br>113,52 23,00 7,95<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft<br>G.40 400 B.38 430 | Vee Oil 4SA 14Cy. 400 × 460 geared to<br>sc. shaft<br>9 100bhp (6 694kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>Gen 2 × 280kW 445V a.c.<br>15kn |
| 7908172<br>KNJD<br>633428<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE RIDGE**<br>**Union Oil Co. of California**<br>West Coast Shipping Co.<br>Port Arthur, Tx United States<br>of America | **21 359**<br>15 284<br>42 268 | AB | **1981** National Steel & SB. Co.—San Diego,<br>Ca (415)<br>200,72(BB) 30,54 11,219<br>192,03 30,48 15,09<br>F 17,4 1 dk<br>rf nil | **S Tanker**<br>SBT IGS<br>18 Ta ER | 2 S Turb dr geared to sc. shaft<br>13 000shp (9 562kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW a.c.<br>15,5kn |
| 7002409<br>GYXS<br>339224<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE ROVER**<br>**Government of The United<br>Kingdom (Director General<br>of Supplies & Transport<br>(Naval) Ministry of Defence<br>(Navy))**<br>London United Kingdom | **7 513**<br>3 185<br>7 042 | ✠**100A1** CS 10/79<br>oil tanker (cc)<br>Ice Class 3<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 3858 | **1970**-7 Swan Hunter Shipbuilders Ltd.<br>—Hebburn Shipyard, Hebburn (8)<br>140,62 19,26 7,316<br>131,07 19,21 10,22<br>P 50,9 F 40,3 1 dk<br>rf 305<br>12BH WB1797t | **M Tanker/Supply Ship**<br>Replenishment<br>13 Ta ER 1 Ho<br>G.976 B.812 L.319 L.(oil) 8 128<br>HeCls. BC | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr<br>geared to sc. shaft<br>15 382bhp (11 314kW) NE 3/73 Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB 200lbf/in² (13,8bar)<br>Gen 8 × 340kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 965,0t (hvf)-35,5pd 19,25kn |
| 5280693<br>LNGY<br>12248<br>Df Esd<br>Rdr RTh | **BLUE SAFE**<br>ex Lem Senior-81 ex Polarbris I-66<br>ex Rau VIII-48<br>**K/S A/S Blue**<br>Helge Mogster<br>Bergen Norway | **488**<br>239<br>— | NV | **1937** Deutsche Schiff u. Masch.<br>—Wesermuende (580)<br>48,93 8,06 4,449<br>44,35 8,03 5,03<br>1 dk<br>R BK 191 len 69<br>conv Whaler 66 | **M Fishing**<br>Side-fishing<br>2 Ho 3 Ta ER<br>1 Ha (stl) (2,8 × 2,2) 1 Ha (alu) (2,5<br>× 4,5) 1 Ha (stl) (2,8 × 2,2) ER<br>Cr 1(4) Der 1(1) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW) NE 66<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 166kW 1 × 43kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.)-4,0pd 12kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **6520430**<br>5B2325<br>367372<br>Rdr<br>RTm/h/v | **BLUE SAGA**<br>ex Bernd Wesch II-73 ex Bari-66<br>**Blue Saga Shipping Co. Ltd.**<br>Agencia Maritima Artiaca-Zuazaga S.A.<br>Limassol Cyprus | **3 040**<br>1 954<br>4 550 | GL | **1965** VEB Schiffswerft "Neptun"—Rostock (1150)<br>104,58 11,99 6,560<br>98,48 7,70<br>P 19,9 RQD 36,9 F 9,8 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho 33,0 37,5 ER<br>G.6 724 B.6 168 In.87<br>2 Ha (stl) (22,7 24,6 × 7,4)<br>8W Der 1(50) 1(20) 8(8) | CSD<br>3P | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsb<br>Gen 2 × 175kW 2 × 135kW 380V 50Hz a.c.<br>Fuel 369,0t (d.o.) 13,5 |
| **7217054**<br>LJWB<br>19572<br>Df Esd<br>Gc Rdr<br>RTm/v | **BLUE SCAN**<br>ex Ingeborg-81 ex Tor Avon-75<br>ex Ingeborg-72<br>**K/S A/S Scan-Leader 1**<br>Trondheim Norway | **494**<br>,356<br>1 550 | GL | **1972** Schps. "Hoogezand" J. Bodewes —Hoogezand (513)<br>76,41 11,92 3,934<br>69,02 11,79 6,05<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,5 ER<br>G.2 929 B.2 755<br>1 Ha (stl) (43,7 × 7,7) ER | OSD | Oil 4SA 6Cy. 360 × 450<br>1 800bhp (1 324kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhe<br>Gen 3 × 60kW 220/380V 50Hz a.c.<br>Fuel 89,0t (hvf)-6,0pd 13 |
| **5011200**<br>SZQU<br>5950<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BLUE SEA**<br>ex George F-81 ex Quebec-76<br>ex Alice Bowater-69<br>**Blue Sea Shipping Corp.**<br>Piraeus Greece | **3 778**<br>2 034<br>5 537 ✠ | | **1959**-1 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1282)<br>99,14 15,30 7,449<br>94,75 15,24 9,15<br>P 10,4 F 11,9 1 dk<br>RW rf 152 DK fwd | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,8 14,4 15,0 21,2<br>G.7 503 B.7 011<br>4 Ha (stl) (each 8,9 × 7,0)<br>8W Der 8(6) | 4P | Oil 2SA 6Cy. 600 × 1040<br>2 700bhp (1 986kW) Su<br>N.V. Werkspoor Amsterda<br>Gen 3 × 180kW 220V d.c.<br>Fuel 633,0t (d.o.) 12 |
| | | | | **DAMAGED BY EXPLOSION AND FIRE 4/82** | | | |
| **7326570**<br>ELAI<br>4505<br>Gc Rdr<br>RTv | **BLUE SEA**<br>**Oil Gas Carrier Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **1 464**<br>915<br>1 412 | NK | **1973** Tokushima Zosen Sangyo K.K. —Komatsujima (365)<br>73,23 12,25 4,557<br>67,01 12,21 5,44<br>P 20,5 F 11,6 1 dk<br>rf 254 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta ER<br>L.(gas) 1 627 | | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 80kW 445V 60Hz a.c.<br>Fuel 149,5t-7,5pd 12,25 |
| **7827108**<br>WYB7<br>421<br>607378<br>Df Gc<br>Pfd Rdr<br>RT | **BLUE SEA**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **289**<br>196<br>1 200 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (802)<br>56,39 3,658<br>51,85 12,20 4,27<br>F 14,1 1 dk | **TM Supply Ship**<br>Deck Cargo | | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Gran<br>Gen 2 × 125kW a.c. 12 |
| **5222160**<br>HPBQ<br>1115<br>4-HA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE SEA I**<br>ex Blue Sea-82<br>ex Heinrich Wesch-72 ex Mari-65<br>Panama Panama | **1 946**<br>1 224<br>2 920 | GL | **1961** VEB Schiffswerft "Neptun"—Rostock (1079)<br>90,10 12,02 5,690<br>85,02 11,97 6,81<br>P 15,6 F 8,3 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 060 B.3 723<br>2 Ha (stl) (17,9 21,0 × 6,2) ER<br>Der 2(20) 8(5) | CSD | Oil 4SA 8Cy. 420 × 660<br>1 850bhp (1 361kW)<br>Kloeckner Humboldt Deutz Koe<br>12,5 |
| **7050339**<br>WY4701<br>515716 | **BLUE SEAS II**<br>**Master Marine Inc.**<br>Mobile, Al United States of America | **129**<br>88<br>— | | **1969** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56 | **M Fishing** | | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) |
| **7425297**<br>D9EN<br>IM182<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE SHARK**<br>**Seyang Shipping Co. Ltd.**<br>Inchon South Korea | **3 762**<br>2 478<br>6 364 | KR (NK) | **1975** Asakawa Zosen—Imabari (252)<br>106,46 6,725<br>97,95 16,29 8,36<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 403 B.7 699<br>2 Ha (28,5 28,5 × 8,3) ER<br>Der 4(15) | | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akas<br>Gen 2 × 132kW 445V a.c. 12,75k |
| **7644257**<br>WYH7<br>789<br>583789<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE SHARK**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **409**<br>278<br>— | AB | **1977** Halter Marine Services, Inc. —Lockport, La (584)<br>51,85 12,20 3,639<br>50,45 11,60 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detro<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd 12k |
| **7028142**<br>7KID<br>123993<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE SHINYO**<br>ex Rio Borde-80 ex Koyo Maru-79<br>**Shinyo Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **1 668**<br>1 043<br>1 324 | NK | **1970** Geibi Zosen Kogyo—Kure (223)<br>92,00 12,83 4,909<br>83,01 12,81 10,98<br>3 dks | **M RoRo Cargo**<br>1 Ha (stl) (7,7 × 6,2) ER<br>Cr 1(2,5) | | Oil 4SA 6Cy. 460 × 680<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo Kob<br>Gen 2 × 104kW 445V a.c.<br>Fuel 201,0t-8,0pd 14k |
| **5036860**<br>5B2060<br>367151<br>Df Esd<br>Gc Rdr<br>RTm/h | **BLUE SKY**<br>ex Kirsten Wesch-73 ex Bari-64<br>**Blue Sky Maritime Co. Ltd.**<br>Agencia Maritima Artiaca-Zuazaga S.A.<br>Limassol Cyprus | **1 946**<br>1 224<br>2 980 | GL | **1961** VEB Schiffswerft "Neptun"—Rostock (562)<br>90,20 11,99 5,720<br>85,04 11,94 6,81<br>P 15,6 F 8,3 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 054 B.3 716<br>2 Ha (stl) (20,7 17,9 × 6,2) ER<br>Der 2(20) 8(5) | CSD | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koel<br>Fuel (d.o.) 12k |
| **7908990**<br>JL4575<br>121039<br>Rdr RT | **BLUE SKY**<br>**Tokushima Kosokusen K.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **275**<br>153<br>24 | | **1979** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1601)<br>32,82 9,22 1,251<br>30,51 9,20 2,82<br>2 dks | **Aluminium Alloy TM Ferry**<br>Mchy.aft | | 2 Vee Oil 4SA each 16Cy. 185 × 210 geared to sc. shafts<br>5 080bhp (3 737kW) Chib<br>Fuji Seisakusho |
| **6424492**<br>5B2326<br>367363<br>Rdr<br>RTm/h/v | **BLUE SPIRIT**<br>ex Egon Wesch-73 ex Jiri-65<br>**Blue Spirit Shipping Co. Ltd.**<br>Agencia Maritima Artiaca-Zuazaga S.A.<br>Limassol Cyprus | **2 774**<br>1 592<br>4 130 | GL | **1964** VEB Schiffswerft "Neptun"—Rostock (313)<br>97,57 14,20 6,630<br>7,70<br>P 19,9 B 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 30,6 27,9 ER<br>G.5 936 B.5 478<br>2 Ha (stl) (each 21,4 × 7,4) ER<br>8W Der 1(50) 1(20) 8(8) | CSD | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 2 × 175kW 2 × 135kW 380V 50Hz a.c.<br>Fuel (d.o.) 13k |

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| 6725640<br>D7SU<br>BM49<br>014<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BLUE STAR**<br>ex Honshu Maru-78<br>**Kuk Je Shipping Co. Ltd.**<br>Busan South Korea | **17 288**<br>12 142<br>22 109 | KR NK | **1967** Nippon Kokan K.K.—Shimizu (273)<br>163,02 23,75 9,729<br>153,02 23,70 17,00<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 26,5 26,9 11,9 24,0 24,7 ER<br>G.40 203<br>5 Ha (stl) (13,7 15,0 8,9 11,9 11,9 × 11,8) ER<br>Cr 2(8) | Oil 2SA 6Cy. 650 × 1350<br>8 100bhp (5 958kW) Mitsubishi<br>Ube Tekkosho Ube<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 1 119,5t (hvf)-28,0pd 14kn |
| 5298834<br>P3EY<br>373807<br>Df Esd<br>Gc Rdr<br>RTm | **BLUE STAR**<br>ex Said-78 ex Robita ex Rokita-73<br>**Baaboud Trading & Shipping Agencies**<br>Limassol Cyprus | **470**<br>192<br>535 | HR (PR) | **1961** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B475/01)<br>59,85 9,61 3,417<br>55,00 9,56 5,80<br>1 dk & S dk<br>rf 902 | **M Livestock Carrier** OSD<br>Ice strengthened<br>1 Ho 33,5 ER<br>2 Ha (8,9 11,9 × 5,4) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 267 × 343<br>680bhp (500kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 45kW 1 × 32kW 230V d.c.<br>Fuel 44,5t (d.o.) 10,25kn |
| 5371026<br>WB3993<br>248824<br>Rdr | **BLUE STAR**<br>ex Turecamo Boys-73<br>**Eastern Shore Marine Inc.**<br>Cambridge, Md United States of America | **113**<br>76<br>— | | **1945** Jakobson Shipyard Inc.—Oyster Bay, NY (311)<br>*22,86* 6,41 2,591<br>... ... ... | **M Tug** | Oil 2SA 8Cy. 220 × 265<br>General Motors Corp. Cleveland, Oh |
| 5426948<br>DJTY<br>Rdr<br>RTm/v | **BLUE STAR**<br>ex Moltenort I-82<br>ex Niels-Ole Olesen-73<br>ex Niels-Ole-72 ex Elsa-67<br>Launched as Ingegerd<br>**Hauke Beberniss**<br>Kiel Federal Republic of Germany | **113**<br>47<br>— | | **1962** Kvernenes Skibs—Brandasund<br>25,20 6,89<br>21,95 6,56 3,43<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW) E made56 fitted62<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7742774<br>WYC6<br>873<br>592517 | **BLUE STAR**<br>**William L. Ferrell, Jr.**<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6925915<br>332871 | **BLUE TANG**<br>**A. & M. De Gocas**<br>Georgetown, Demerara Guyana | **100**<br>58<br>— | | **1966** Diesel Engine Sales Inc.—St. Augustine, Fl<br>*20,43* 6,28<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>245bhp (180kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>8kn |
| 7827093<br>WYB7<br>420<br>605889<br>Df Gc<br>Pfd Rdr<br>RT | **BLUE TARPON**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **289**<br>196<br>1 200 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (801)<br>56,39 3,658<br>51,85 12,20 4,27<br>F 14,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 233 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 125kW a.c.<br>12kn |
| 8210388<br>HOOF<br>10835<br>-YJ1 | **BLUE TAURUS**<br>**Libra Transport Co. Ltd.**<br>Patt, Manfield & Co. Ltd.<br>Panama Panama | **16 299**<br>12 281<br>28 780 | NK | **1982** Kurushima Dock Co. Ltd.—Onishi (2195)<br>10,019<br>165,00 27,01 14,03<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 560 × 1150<br>8 960bhp (6 591kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima |
| 5415872<br>SV6736<br>8149<br>Df Esd<br>Gc Rdr<br>RT | **BLUE TRADER**<br>ex Nikopolis-81 ex Sea Horse I-78<br>ex Sea Horse-78 ex Northman-78<br>ex Inyala-77 ex Erna Witt-63<br>**Friendship II Maritime Co.**<br>Blue Flag Navigation Ltd.<br>Piraeus Greece | T.Mk<br>**1 099**<br>569<br>—<br>**1 808**<br>1 247<br>2 102 | GL | **1957** Kroegerwerft G.m.b.H.—Rendsburg (1083)<br>78,47 12,04 —/4,903<br>72,52 11,99 7,27<br>B 7,1 F 10,1 2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>G.3 694 B.3 374<br>8W Der 1(19,5) 8(2,75) | Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 156,5t 13kn |
| 7430204<br>H3KT<br>10679-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE VENUS**<br>**Crest Shipholding S.A.**<br>Panama Panama | **6 395**<br>4 072<br>10 239 | NK | **1975** Narasaki Zosen K.K.—Muroran (901)<br>127,64 18,32 7,817<br>118,98 18,29 9,89<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>G.13 774 B.13 183<br>3 Ha (15,3 30,0 18,8 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW 445V a.c.<br>13,5kn |
| 7006883<br>343505 | **BLUE WALRUS**<br>**Marine Corp. Pty. Ltd.**<br>*Darwin, N.T.* Australia | **125**<br>82<br>— | | **1968** D. Hay & Co.—Port Kembla, N.S.W.<br>*23,17* 6,10<br>... ... ...<br>1 dk | **TM Landing Craft** | 2 Vee Oil 2SA each 8Cy. 114 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 12,25kn |
| 6409648<br>C6SC<br>316319 | **BLUE WATER**<br>**Blue Water Co. Ltd.**<br>Nassau Bahamas | **110**<br>43<br>— | | **1963** Benny Sawyer—Cherokee Sound, Gt. Abaco Id.<br>*21,77* 6,23<br>6,18<br>1 dk | **Wood TM Fishing**<br>Side-fishing | 2 Vee Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW) E made44 fitted63<br>General Motors Corp. Detroit, Mi |
| 5410418<br>CZ4012<br>319936<br>Df Esd<br>Pfd Rdr<br>RT | **BLUE WATERS**<br>**D. G. Vaccher**<br>St. Andrews, N.B. Canada | **181**<br>84<br>— | | **1963** Bathurst Marine Ltd.—Bathurst, N.B. (4)<br>28,00 6,86<br>24,39 6,71 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Ltd., Diesel Division London, Ont. |
| 5102334<br>SYJW<br>6245<br>Df Esd<br>Gc Rdr | **BLUE WAVE**<br>ex Elmbank-77<br>**Kater Maritime Corp.**<br>Teo Shipping Corp.<br>Piraeus Greece | T.Mk<br>**6 311**<br>3 628<br>10 382<br>**8 573**<br>5 066<br>12 281 | ✠**100A1** SS 4/75<br>DTma—oil FP above 65,5°C or palm oil<br>✠**LMC**<br>EL dt 2 3/16"SQ<br>FN 4241 | **1960**-4 Harland and Wolff Ltd.—Belfast (1636)<br>147,33 19,13 7,976/8,910<br>137,72 19,05 11,74<br>P 11,6 F 13,2 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB1650t incl. DTma149t | **M General Cargo**<br>5 Ho 18,2 21,6 18,2 8,5DT 8,5DT 15,7 20,4<br>G.18 942 B.17 188<br>7 Ha (8,9 10,6 6,8 4,5 9,1 9,1 × 6,7) (2,4 × 4,5)<br>15W Der 1(25) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>6 700bhp (4 928kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 175kW 1 × 20kW 220V d.c.<br>Fuel 1 202,0t (hvf) 15kn |

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| **7713486**<br>WYH7<br>790<br>587466<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE WAVE**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **475**<br>323<br>— | AB | **1977** Halter Marine Services, Inc.—Moss Point, Ms (608)<br>54,87 3,664<br>50,55 12,20 4,27<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>E made69 reconditioned & fitted10/77<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW a.c.<br>La Grang<br>12kn |
| **7713462**<br>WYH7<br>788<br>585868<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BLUE WHALE**<br>**Garber Brothers Inc.**<br>Morgan City, La United States of America | **335**<br>227<br>— | AB | **1977** Halter Marine Services, Inc.—Moss Point, Ms (606)<br>54,87 3,664<br>50,55 12,20 4,27<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>E made57 reconditioned & fitted8/77<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 125kW a.c.<br>La Grang<br>12kn |
| **5158072**<br>Df Esd<br>Rdr RT | **BLUE WING**<br>ex Maranatha-80 ex Blue Wing-78<br>ex Maranatha-78<br>ex Ida Jacoba-73<br>**National Suriname Shipping Co.**<br>Paramaribo Surinam | **498**<br>334<br>770 | BV | **1952** N.V. Schpsb. v/h Th. J. Fikkers —Martenshoek (81)<br>56,19 8,97 3,239<br>49,43 8,95 3,64<br>1 dk | **M General Cargo**<br>G.1 019 B.930<br>2 Ha (each 13,7 × 4,7) ER<br>2W Der 2(2) | Oil 2SA 8Cy. 220 × 380<br>600bhp (441kW) NE 61<br>Appingedammer Brons<br>Fuel 54,0t (d.o.)<br>Appingedam<br>10.5kn |
| **8000032**<br>VKBF<br>386130<br>Df Esd<br>Gc Rdr<br>RT | **BLUEFIN**<br>**Australian Maritime College**<br>*Launceston, Tas.* Australia | **387**<br>101<br>175 | ✠ | **1981**-9 Tamar SB. Pty. Ltd.—Launceston, Tas. (32)<br>34,52 10,22 3,501<br>30,05 10,00 4,50<br>F 18,0<br>rf- BK 76 | **M Fishing**<br>Stern Trawler Ref | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 76kW 240/480V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5420047**<br>6NOL<br>IF1825<br>Df Esd<br>Rdr RT | **BLUEFIN No. 2**<br>ex Fukuyoshi Maru No. 18-72<br>**Korea Marine Industry Development Corp.**<br>Inchon South Korea | **328**<br>173<br>— | (KR) | **1961** Miho Zosensho K.K.—Shimizu<br>*43,90* 8,11<br>8,06<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Niigata<br>10.5kn |
| **5046853**<br>VDND<br>198334<br>Df Esd<br>Gc Rdr<br>RTm | **BLUENOSE**<br>**CN Marine Inc.**<br>Yarmouth, N.S. Canada | **6 419**<br>3 341<br>1 094 | ✠Classed LR until 2/59 | **1955**-12 Davie SB. Ltd.—Lauzon, P.Q. (598)<br>105,42 20,12 5,055<br>97,47 19,82 11,43<br>F 42,4 2 dks<br>rf 305 | **TM Passenger/Ferry**<br>600P | 6 Oil 2SA each 12Cy. 206 × 254 sr geared to sc. shafts<br>12 000bhp (8 827kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 3 × 200kW 220V d.c.<br>Fuel 241,0t (d.o.)<br>18.5kn |
| **5419086**<br>320756<br>Df Esd<br>Rdr RT | **BLUENOSE II**<br>**Government of Canada (Ministry of Tourism for The Province of Nova Scotia)**<br>Lunenburg, N.S. Canada | **191**<br>96<br>— | | **1963** Smith & Rhuland—Lunenburg, N.S.<br>43,59 8,23<br>8,18<br>1 dk | **Wood Aux TM General cargo/ Replica Ship**<br>Schooner 12P<br>1 Ho 4,7 | 2 Oil 4SA each 6Cy. 114 × 140<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW 1 × 24kW 230V 60Hz a.c.<br>Fuel (d.o.) |
| **7051759**<br>WH5850<br>231139 | **BLUEPOINTS**<br>ex Clara C. Raye<br>**f/v Skilligolee Inc.**<br>Philadelphia, Pa United States of America | **171**<br>146<br>— | | **1931** J. F. James & Sons—Essex, Ma<br>*28,23* 8,69<br>2,72<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>Fairbanks, Morse & Co.<br>Fuel (d.o.)<br>USA |
| **7935644**<br>WYC6<br>745<br>594981<br>Df Esd<br>Rdr | **BLUEWATER**<br>**Blue Water Partnership**<br>Seattle, Wa United States of America | **199**<br>135<br>— | | **1978** Quality Marine Inc.—Bayou la Batre, Al<br>25,76 7,32<br>4,12<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7051761**<br>WA5928<br>251754 | **BLUEWATERS**<br>**Silvario Gaspar**<br>Gloucester, Ma United States of America | **130**<br>56<br>— | | **1941** Greenport Basin & Construction Co. —Greenport, NY<br>*27,19* 6,51<br>2,75 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>Cooper-Bessemer Corp.<br>Fuel (d.o.)<br>USA |
| **7108617**<br>333270<br>RTh | **BLUFF CREEK**<br>**Tolo Holdings Ltd.**<br>*Fremantle, W.A.* Australia | **148**<br>100<br>— | | **1953** Arnold V. Walker Shipyard —Pascagoula, Ms<br>*25,15* 6,76<br>... ... ...<br>B 10,7 1 dk<br>rf 813 | **TM Supply Ship**<br>Deck Cargo 12P<br>1 Ho 10,3<br>1 Ha (w) (2,1 × 2,2) | 2 Oil 2SA each 6Cy. 127 × 140<br>450bhp (331kW) E made— fitted—<br>General Motors Corp. USA<br>Gen 2 × 30kW 110/220V 60Hz a.c.<br>Fuel 30,5t (d.o.)<br>10.5kn |
| **6407614**<br>DDUH<br>Esd RTv | **BLUMENTHAL**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **152**<br>—<br>— | GL | **1964** F. Schichau G.m.b.H.—Bremerhaven (1725)<br>26,50 7,85 3,501<br>24,01 7,50 3,76<br>1 dk | **M Tug**<br>Ice strengthened<br>Der 1 | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 56kW 2 × 18,5kW 230/400V 50Hz a.c.<br>Fuel 33,5t (d.o.)<br>12.25kn |
| **7943122**<br>RT | **BLYESTYASHCHIY**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>88 | RS | **1981** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller aft<br>9.5kn |
| **5401766**<br>304167<br>RTv | **BLYTHSWOOD**<br>**Clyde Port Authority**<br>Glasgow United Kingdom | **786**<br>239<br>— | ✠**100A1** SS 8/80<br>dredger<br>Firth of Clyde service<br>✠**LMC**<br>EL (l) 1½″ pt1½″SQ<br>FN 897 | **1963**-9 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (438)<br>64,06 13,26<br>53,42 12,81 3,97<br>1 dk<br>RW rf nil<br>3BH | **TM Dredger**<br>Bucket<br>Mchy.aft<br>Cr 1(7) | 2 Oil 4SA each 6Cy. 241 × 305 sr reverse geared to sc. shafts<br>1 300bhp (956kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 180kW 2 × 30kW 220V d.c.<br>Fuel (d.o.) |

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| 7212793<br>D2SF<br>N.C-0<br>00277<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BMC MARINE 1**<br>ex Gardenia-81 ex Koun Maru-78<br>**BMC Marine Inc.**<br>Reyes & Lim Co. Inc.<br>Manila Philippines | **3 067**<br>2 121<br>5 950 | NK | **1972** Kochiken Zosen—Kochi (420)<br>101,05 16,24 6,587<br>95,00 16,21 8,21<br>P 19,6 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 454 B.6 931<br>2 Ha (stl) (27,9 29,4 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 561,0t-11,0pd 12,75kn |
| 7009938<br>D9DA<br>IM500<br>Df Esd<br>Gc Rdr<br>RTv | **BO AH**<br>ex Maritime Victor-80<br>**Boyang Shipping Co. Ltd.**<br>Inchon South Korea | **11 672**<br>6 100<br>19 464 | AB KR | **1970** Hitachi Zosen—Mukaishima (4242)<br>156,17 22,64 9,291<br>146,01 22,61 12,91<br>P 27,8 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho 26,9 26,9 26,9 26,9 ER<br>G.23 394 B.22 897<br>4 Ha (stl) (17,1 × 8,6) (17,9 17,9 17,9 × 10,3) ER<br>4W Der 4(20) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 143,5t (d.o.) 1 755,0t (hvf)-29,5pd 15kn |
| 6700406<br>3EID<br>11024-YJ<br>Df Esd<br>Gc Pfd<br>Rdr | **BO BENGISSON**<br>ex Yamahide Maru-82<br>**Faran S.A.**<br>Common Brothers (Management) PLC<br>Panama Panama | **22 043**<br>15 158<br>29 059 | NK | **1966** Mitsubishi Heavy Industries Ltd. —Yokohama (888)<br>187,48 27,51 10,516<br>178,26 27,49 18,29<br>1 dk, pt 2nd dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>8 Ta (stl) rectangular ER<br>L.(gas) 39 565 | Oil 2SA 8Cy. 780 × 1400<br>12 400bhp (9 121kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 700kW 445V a.c.<br>Fuel 1 937,5t-39,5pd 15kn |
| 7031577<br>D7CI<br>IM397<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BO CHURN**<br>ex Calamus-78 ex Gulf Gallant-77<br>ex Kobe Maru No. 7-75<br>**ICC Steamship Corp.**<br>Inchon South Korea | **3 049**<br>1 917<br>5 928 | KR NK | **1970** Hashihama Zosen—Imabari (282)<br>101,05 16,26 6,587<br>95,00 16,21 8,21<br>P 19,6 F 10,4 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.23 814 B.23 308 HeCls. B<br>2 Ha (stl) (27,9 29,4 × 8,0)<br>16W Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 750<br>3 230bhp (2 376kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 445V a.c.<br>Fuel 572,0t-12,5pd 12,75kn |
| 7225582<br>D9EJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BO MIN**<br>ex Satsuki Maru-81<br>**Boyang Shipping Co. Ltd.**<br>Inchon South Korea | **5 993**<br>4 305<br>9 368 | KR NK | **1972** Kurushima Dock Co. Ltd.—Imabari (723)<br>126,09 18,45 7,886<br>116,03 18,39 10,11<br>P 24,4 B 10,7 F 15,0 1 dk<br>RW | **M General Cargo**<br>4 Ho ER<br>G.12 812 B.12 078<br>2 Ha (stl) (33,2 33,0 × 8,0) ER<br>Der 1(120) 6(20) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 1 210,0t-22,5pd 14kn |
| 7100859<br>WQ4462<br>294683 | **BO TRUC No. 8**<br>**Cheramie Bo Truc 8 Inc.**<br>New Orleans, La United States of America | **132**<br>90<br>— | | **1964** American Marine Corp.—New Orleans, La<br>10,06<br>23,47 3,13<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 060bhp (780kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 7029665<br>BODE<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BO XING HAI**<br>ex Louisana-78<br>**China Ocean Shipping Co.**<br>Shanghai China | **10 937**<br>7 059<br>19 816 | (AB) | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (288)<br>154,26(BB) 22,86 9,214<br>146,01 22,81 12,60<br>P 26,9 F 10,4 1 dk<br>rf 25 | **M Bulk Carrier**<br>4 Ho 25,7 26,9 26,9 26,9 ER<br>G.23 326 B.22 400<br>4 Ha (stl) (16,5 18,7 18,7 18,7 × 10,9) ER<br>Cr 4(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 1 316,0t (hvf) |
| 7338420 | **BO-731**<br>**Government of The People's Republic of China**<br>Dalian/Dairen China | **363**<br>171<br>396 | (NK) | **1973** Nichiro Zosen—Hakodate (320)<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.255<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>8,5kn |
| 7338432 | **BO-732**<br>**Government of The People's Republic of China**<br>Dalian/Dairen China | **363**<br>171<br>396 | (NK) | **1973** Nichiro Zosen—Hakodate (321)<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.255<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>8,75kn |
| 7330820 | **BO-733**<br>**Government of The People's Republic of China**<br>Dalian/Dairen China | **363**<br>171<br>392 | (NK) | **1973** Hashimoto Zosensho—Kobe (367)<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.256<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>8kn |
| 7330832 | **BO-734**<br>**Government of The People's Republic of China**<br>Dalian/Dairen China | **363**<br>171<br>392 | (NK) | **1973** Hashimoto Zosensho—Kobe (368)<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.256<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>8,75kn |
| 7338444 | **BO-735**<br>**Government of The People's Republic of China**<br>Wanpoo China | **363**<br>171<br>397 | (NK) | **1973** Hakodate Dock Co. Ltd.—Muroran<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.255<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>8,5kn |
| 7338456 | **BO-736**<br>**Government of The People's Republic of China**<br>Wanpoo China | **363**<br>171<br>397 | (NK) | **1973** Hakodate Dock Co. Ltd.—Muroran<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.255<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>8,5kn |
| 7338468 | **BO-737**<br>**Government of The People's Republic of China**<br>Wanpoo China | **363**<br>171<br>397 | (NK) | **1973** Hakodate Dock Co. Ltd.—Muroran<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.255<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>8,5kn |
| 7338470 | **BO-738**<br>**Government of The People's Republic of China**<br>Wanpoo China | **363**<br>171<br>397 | (NK) | **1973** Hakodate Dock Co. Ltd.—Muroran<br>45,01 2,690<br>43,01 8,81 3,20<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>G.255<br>4 Ha (each 3,8 × 3,9) ER | Oil 4SA 6Cy. 260 × 320<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>8,5kn |

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|---|---|---|---|---|---|---|---|
| **6500325**<br>Esd Pfd<br>Rdr<br>RTm/v | **BOA ENTRADA**<br>ex Hoofort-82 ex Ramsey-74<br>**Teodore Jose Nasciamento**<br>Sao Vicente Cape Verde Republic | **446**<br>188<br>571 | ✠**100A1** SS 3/78<br>U.K., Eire, Channel Islands, Isle of Man service and between River Elbe and Brest<br>✠**LMC**<br>EL g $\frac{15}{16}$"SQ<br>FN 550 | **1965**-1 Ailsa SB. Co. Ltd.—Troon (519)<br>47,45 8,92 3,531<br>44,20 8,54 3,89<br>P 14,1 F 6,1 1 dk<br>RW rf 102<br>NS 4BH WB192t incl. DTf32t | **M General Cargo**<br>1 Ho 24,3 ER<br>1 Ha (stl) (15,2 × 4,7) ER | Oil 2SA 6Cy. 250 × 420<br>490bhp (360kW)<br>British Polar Engines Ltd.<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) | Glasgow |
| **6816310**<br>PPCS<br>5904<br>Df Esd<br>Gc Rdr<br>RT | **BOA ESPERANCA**<br>**Companhia de Navegacao Maritima Netumar**<br>Manaus Brazil | T.Mk<br>**4 277**<br>2 399<br>—<br>**5 419**<br>3 541<br>6 353 | ✠**100A1** SS 10/79<br>DTf—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2936 | **1969**-10 Verolme Est. Reunidos do Brasil S.A.—Jacuacanga (780 /B17)<br>121,04 17,00 —/7,709<br>110,34 16,92 9,68<br>P 23,8 F 12,8 1dk, 2nd dk in holds<br>rf nil<br>6BH WB1475t incl. DTf590t | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.9 521 B.8 881 In.137 | Oil 2SA 6Cy. 600 × 1050<br>5 400bhp (3 972kW)<br>Mecanica Pesada S.A.<br>✠ NAuxB 2/72 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 248kW 450V 60Hz a.c. | MAN<br>Taubate<br>16kn |
| **7332763**<br>D4BN<br>18199<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BOA VISTA**<br>ex Lys Brott-78 ex Jojet-74<br>**Companhia Nacional de Navegacao 'Arca Verde'**<br>Sao Vicente Cape Verde Republic | T.Mk<br>**198**<br>117<br>584 | NV | **1973** Elbewerften Boizenburg/Rosslau —Rosslau (3343)<br>49,59 (BB) 10,11 2,805<br>44,00 10,09 5,62<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.1 450 B.1 318<br>1 Ha (stl) (22,5 × 6,2) ER<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,5pd | Mannheim<br>12kn |
| **7522100**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOA VISTA I**<br>**Government of The Federative Republic of Brazil (Departamento Nacional de Portos e Vias Navegaveis)**<br>Rio de Janeiro Brazil | **5 519**<br>3 091<br>13 571 | BV | **1977** IHC Smit B.V.—Kinderdijk (872)<br>107,52 18,34 7,494<br>100,03 18,31 9,71<br>P - F - 1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 32,0<br>1 Ho ER<br>Hopper 5 000 | 2 Oil 2SA each 6Cy. 250 × 300<br>5 880bhp (4 325kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Thw. thrust propeller fwd | Sulzer<br>Augsburg<br>13kn |
| **5046970**<br>LLFG<br>16071<br>Rdr RT | **BOB**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **148**<br>0<br>— | NV | **1963** Bolsones Verft—Molde (189)<br>26,83 7,50<br>25,10 7,45 3,51<br>1 dk<br>BK 178 | **M Tug**<br>Salvage<br>Ice strengthened | Oil 4SA 8Cy. 290 × 420<br>Maschinenbau Kiel A.G.<br>Gen 1 × 28kW 1 × 20kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 33,5t (d.o.)-3,0pd | Kiel |
| **7645615**<br>576631 | **BOB & THELMA II**<br>**St. George Packing Co. Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>Fuel (d.o.) | U.S.A. |
| **7828853**<br>588867 | **BOB B2**<br>**D. L. Brigdon**<br>Savannah, Ga United States of America | **101**<br>73<br>— | | **1977** .............Midway, Ga<br>*19,57* 5,92<br>2,98<br>1dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **7051785**<br>WA3023<br>252233 | **BOBBIE**<br>ex BSP 134<br>**William C. Crawford**<br>Juneau, Ak United States of America | **147**<br>122<br>— | | **1941** Maritime Shipyards—Seattle, Wa (66 A)<br>*24,94* 7,95<br>2,34 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>..............<br>Fuel (d.o.) | |
| **7643473**<br>WYP8<br>262<br>573043 | **BOBBIE GAIL**<br>**E J & E Partnership**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) | U.S.A. |
| **7736074**<br>588305 | **BOBBY B.**<br>**Felix C. Birch**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **7049445**<br>AMMT-1030 | **BOBBY D**<br>**Empresa San Roman S.r.l.**<br>Venezuela | **151**<br>71<br>— | | **1968** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) | |
| **7937367**<br>598134 | **BOBBY JEN**<br>ex Tina Jean-79<br>**Bobby & Jen Inc.**<br>Philadelphia, Pa United States of America | **136**<br>92<br>— | | **1978** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 123 × 127<br>620bhp (456kW)<br>General Motors Corp., Detroit Diesel Allison Div. | Detroi |
| **7926825**<br>611554 | **BOBBY'S PRIDE**<br>**Gene Summer**<br>United States of America | **104**<br>70<br>— | | **1979** San Sebastian Marine Inc.—St. Augustine, Fl (009)<br>23,50<br>6,41 2,75<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 159 with clutches & s<br>geared to sc. shaft<br>470bhp (346kW)<br>Cummins Engine Co. Inc.<br>Directional propeller | Columbus, I |
| **7203807**<br>DZFU<br>M:C-0 00251<br>Df Esd<br>Gc Pfd<br>Rdr | **BOBCAT**<br>ex Pine Star-81<br>ex Lampung Maru-74<br>ex Panpon Maru<br>**Loadstar Shipping Co. Inc.**<br>Manila Philippines | **3 535**<br>2 460<br>6 081 | NK | **1971** Fukuoka Zosen K.K.—Fukuoka (1005)<br>101,43 16,34 6,605<br>95,00 16,31 8,21<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 720 B.7 270<br>2 Ha (stl) (30,1 25,9 × 8,0) ER<br>Der 4(21) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Fuel 632,0t-12,0pd | Mitsubish<br>Nagasak<br>12.5kn |

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|---|---|---|---|---|---|---|
| 7525633<br>DHBH<br>Df Esd<br>Gc Rdr | **BOBERG**<br>**K.G. m.s. 'Boberg' Rhein-Nord-Ostsee Schiffahrtsges. Rolf Boese & Co.**<br>Hamburg Federal Republic of Germany | **999**<br>670<br>2 250 | GL | **1977** Watanabe Zosen K.K.—Hakata (186)<br>79,15 4,769<br>73,00 12,41 7,22<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (43,7 × 10,0) ER | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>12kn |
| 5084752<br>H8DO<br>6787-79<br>Df Esd<br>Gc Rdr<br>RT | **BOBI**<br>ex Dainanoh Maru-79<br>**Xista (Panama) S.A.**<br>Panama Panama | **6 198**<br>3 632<br>9 384 | NK | **1962** Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (926)<br>131,02 18,06 8,002<br>121,01 18,01 10,29<br>P 27,5 F 9,8 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.12 982 B.12 419<br>3 Ha (7,5 26,5 26,5 × 8,0) ER<br>16W Der 1(120) 10(15) | Oil 2SA 6Cy. 680 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 2 × 170kW 445V a.c.<br>Fuel 890,0t-20,5pd 14,5kn |
| 7204930<br>3EFV<br>8030-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOBO IV**<br>ex Virgon-81 ex Hakuryu Maru-77<br>**Utomo Marine Pte. Ltd.**<br>Panama Panama | **2 983**<br>1 862<br>4 992 | NK | **1971** Watanabe Zosen K.K.—Hakata (141)<br>102,77 15,27 6,000<br>96,02 15,22 7,80<br>P 23,8 F 10,4 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 6 185 | Oil 4SA 6Cy. 540 × 860<br>4 200bhp (3 089kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 639,0t-14,5pd 13,5kn |
| 7645756<br>Rdr RT | **BOBR**<br>**Zarzad Portu Gdansk**<br>Gdansk Poland | **111**<br>0<br>— | PR | **1975** Leningradskiy Petrozavod—Leningrad (578)<br>24,19 6,94<br>2,98<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 250 × 340<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 24kW 380V a.c.<br>10kn |
| 5047027<br>USJM<br>M-26533<br>Df Esd<br>Gc Rdr<br>RT | **BOBRUYSKLES**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 673**<br>2 369<br>6 500 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk (B45/02)<br>123,88 16,74 7,240<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 526<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | Oil 2SA 5Cy. 620 × 1400<br>4 550bhp (3 347kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 15kn |
| 7738888<br>WYB8<br>057<br>589854 | **BOBS BOAT**<br>ex Yog 77 USN<br>**Robert L. Matthews**<br>Coos Bay, Or United States of America | **195**<br>67<br>— | | **1945** .............Bremerton, Wa<br>*50,75* 9,76<br>4,58<br>1 dk | **M Fishing** | Oil<br>750bhp (552kW)<br>U.S.A. |
| 5047039<br>CBBL<br>Df Esd<br>Gc Rdr | **BOCA MAULE**<br>**Naviera Coronel S.A.**<br>Valparaiso Chile | **6 292**<br>4 148<br>9 490 | ✠Classed LR until 25/11/77 | **1948**-8 Wm. Gray & Co. Ltd.—West Hartlepool (1213)<br>134,12 17,23 7,722<br>126,50 9,91<br>P 32,7 F 12,8 1 dk<br>RW | **S General Cargo**<br>4 Ho ER<br>G.11 735 B.11 239<br>17W Der 16(7,5) | T 3Cy. 584 914 & 1651 × 1219<br>2 600ihp (1 912kW)<br>Central Marine Eng. Wks West Hartlepool<br>Fuel (o.f.) 11kn |
| 6717954<br>EFPE<br>1132<br>Df Esd<br>RTm | **BOCA NEGRA**<br>**Pesquera Onubense S.A.**<br>Huelva Spain | **156**<br>54<br>246 | BV | **1967** Construcciones Navales P. Freire S.A.—Vigo (41)<br>26,78 6,33 3,125<br>23,02 6,30 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>In.154<br>2 Ha (each 1,0 × 1,3) | 2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>320bhp (235kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 31,0t (d.o.) 10kn |
| 6921282<br>ICEF<br>1076<br>Df Esd<br>Gc Rdr<br>RT | **BOCCACCIO**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **6 900**<br>3 495<br>1 981 | RI | **1970** Italcantieri S.p.A.—Monfalcone (4237)<br>131,07(BB) 20,02 5,576<br>118,01 19,99 7,22<br>3 dks<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>506bth 494dk P<br>Stern & side doors | 2 Oil 2SA each 9Cy. 600 × 800<br>16 560bhp (12 181kW)<br>Fiat S.G.M. Torino<br>Gen 4 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>22kn |
| 5047065<br>EAYH<br>2983<br>Df Esd<br>RTm | **BOCELO**<br>**Salvador Vazquez Crespo**<br>Santa Cruz de Tenerife Spain | **161**<br>67<br>114 | | **1956** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (78)<br>27,34 5,90 2,998<br>24,54 5,80 3,69<br>RW | **M Fishing**<br>Side Trawler<br>Der 1(1) | Oil 4SA 6Cy. 195 × 250<br>525bhp (386kW)<br>Tuxham A/S Kobenhavn<br>Gen 1 × 15kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) 10kn |
| 7047411<br>D5NK<br>6471<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOCHA**<br>ex Acuario-79<br>**Aquarius Ltd.**<br>Transportacion Maritima Mexicana S.A. (TMM)<br>Monrovia Liberia | **5 446**<br>3 688<br>8 814 | **✠100A1** SS 9/80<br>**✠LMC**<br>EL W 2"U2<br>FN 3207 | **1971**-2 Ast. del Cantabrico y de Riera—Factoria Cantabrico, Gijon (C.97)<br>130,87(BB) 17,56 7,551<br>120,94 17,51 9,00<br>P 24,7 Trunk 84,8 F 13,2 1 dk<br>rf nil<br>NS 6BH WB3158t incl. DTf200t Comb. btm & STs in holds 1029t Comb. topside and STs in holds 1214t | **M General Cargo**<br>3 Ho 28,5 29,7 27,6 ER<br>G.11 695 B.11 500<br>TEU 160 C.Ho 160/20'<br>3 Ha (stl) (18,9 × 10,5) (19,2 19,2 × 12,8) ER<br>12W Cr 6(10) 6(5) Der 13 | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>18kn |
| 7362706<br>SQET<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOCHNIA**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | T.Mk<br>**3 541**<br>1 679<br>5 172<br>**5 545**<br>2 930<br>6 372 | PR | **1976** Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/05)<br>123,78(BB) 17,02 6,451/7,319<br>113,90 17,00 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>Ref 6bth P<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 372 B.7 623 In.961<br>TEU 50 C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd<br>16,75kn |
| 5047077<br>Df Esd<br>Gc Rdr | **BOCHO MARU No. 1**<br>**Frabal Fishing Inc.**<br>Philippines | **318**<br>—<br>— | | **1955** Kanasashi Zosensho—Unspecified Works, Shimizu (197)<br>*42,80* 7,50<br>42,02 7,45 3,81<br>F 5,2 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>1W Der 1(1) | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 163,5t 9,5kn |

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|---|---|---|---|---|---|---|---|
| **7412501**<br>YUCZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOCNA**<br>ex Santal-80<br>**Splosna Plovba Piran**<br>Koper Yugoslavia | **9 513**<br>6 225<br>16 584 | NK | **1975** Kochi Jukogyo K.K.—Kochi (812)<br>141,97 22,05 9,100<br>133,71 21,84 12,20<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>1 Ha (stl) (14,4T × 8,9) 3 Ha (stl) (each 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 632kW a.c. | Mitsubishi<br>Kobe<br>14kn |
| **7610505**<br>YQDV<br>355<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOCSA**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1976** Santierul Naval Constantza —Constantza<br>219,82 32,24 12,401<br>219,74 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t (hvf) | Sulzer<br>Poznan<br>16,25kn |
| **5415092**<br>XPVW<br>D1005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BODANES**<br>**P/f Bodanes**<br>Torshavn Faroe Islands | **288**<br>124<br>— | NV | **1963** P/F Skala Skipasmidja & Handelsvirki —Skala (1)<br>38,64 7,57<br>35,67 7,55 3,64<br>1 dk<br>BK 152 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 3 Ta ER<br>5 Ha (stl) (1,1 × 1,3) (1,7 × 3,3) (1,7 × 2,0) (1,7 1,7 × 1,3) ER | Oil 4SA 6Cy. 300 × 410<br>450bhp (331kW)<br>A/S Volund<br>Gen 1 × 64kW 1 × 60kW 220V 50Hz a.c.<br>Fuel (d.o.) | Kobenhavn |
| **6805177**<br>UPWB<br>M-27942<br>Df Esd<br>Gc Rdr<br>RT | **BODAYBO**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 531**<br>2 383<br>6 610 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/61)<br>123,81 16,74 7,240<br>114,99 8,46<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW)<br>H. Cegielski<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) | B&W<br>Poznan<br>16.5kn |
| **5047144**<br>Y4SB<br>Df Esd<br>Rdr RT | **BODE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,71 3,556<br>23,40 6,66 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 21,5kW 1 × 12kW 115V d.c. | Magdeburg<br>9kn |
| **5047156**<br>5NAN<br>321506<br>Df Esd<br>Gc Rdr<br>RT | **BODE THOMAS**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **1 159**<br>408<br>— | ✠**100A1** SS 2/79<br>Nigerian coasting service<br>✠**LMC**<br>EL m 1¼"SQ<br>FN 989 | **1960**-2 Brooke Marine Ltd.—Lowestoft (271)<br>62,77 11,92 3,525<br>56,39 11,89 5,64<br>1 dk, 2nd dk except in mchy. space<br>RW rf 127<br>8BH WB135t | **TM Buoy Ship**<br>1 Ho 17,0 ER<br>1 Ha (9,4 × 4,5) ER<br>4W Der 1(30) | 2 Oil 4SA each 6Cy. 222 × 292<br>600bhp (441kW) ✠ NE 9/73<br>Mirrlees Blackstone (Stamford) Ltd. | Stamford |
| **5047168** | **BODEKER**<br>ex Empire Mead-48<br>**N.V. Nederland-Indonesie Steenkolen Handel Maats.**<br>Reported sailing as LAUT BELAWAN under Indonesian flag | **252**<br>—<br>— | ✠Classed LR until 9/63 | **1942**-6 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (360)<br>35,34 8,26 3,950<br>32,62 8,23 4,20<br>BK 178 | **S Tug**<br>2W Der 1(3) | T 3Cy. 394 648 & 1067 × 686<br>Ferguson Bros. (Port Glasgow) Ltd.<br>Fuel 152,5t (o.f.) | Port Glasgow<br>10kn |
| **6617984**<br>TFFI<br>0971<br>Df Esd<br>Rdr RT | **BODI**<br>ex Gudrun Gudleifsdottir-74<br>**Fiskverkun Gardars Magnussonar H/f**<br>Keflavik Iceland | **208**<br>78<br>— | | **1965** VEB Elbewerft—Boizenburg<br>33,91 7,22<br>7,19<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd.<br>Fuel (d.o.) | Dursley |
| **7236311**<br>OWIJ<br>D1976<br>Esd Gc<br>Rdr RT | **BODIL DAMMANN**<br>**Superfos Dammann-Luxol A/S**<br>Esbjerg Denmark | **287**<br>120<br>610 | BV | **1972** Bogense Skibsvaerft & Badebygger —Bogense (209)<br>39,98 9,25 3,401<br>37,52 9,22 3,71<br>1 dk | **M Dredger**<br>1 Ho ER<br>Hopper 371<br>1 Ha (stl) ER | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Controllable pitch propeller<br>Fuel (d.o.) | Frederikshavn<br>9.5kn |
| **7392323**<br>OXCC<br>D2280<br>Df Esd<br>Pfd Rdr<br>RT | **BODIL GJEDSIG**<br>**Soren C. G. Larsen P/R**<br>Hirtshals Denmark | **287**<br>126<br>— | BV (NV) | **1974** I/S Orskovs Staalskibsvaerft —Frederikshavn (82)<br>39,76 8,31<br>34,02 8,21 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,5 1,0 1,0 × 1,0) ER<br>Der 1(3) | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.) | Frederikshavn<br>11,5kn |
| **7431375**<br>LNDT<br>17467<br>RT | **BODIN**<br>**Saltens D/S A/S**<br>Bodo Norway | **107**<br>46<br>— | | **1970** Johan Drage A/S—Rognan i Saltdal<br>28,35 6,25<br>6,23 2,19<br>1 dk<br>len 74 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P | Oil 4SA 8Cy. 135 × 160<br>385bhp (283kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) | Koeln |
| **7710355**<br>3YGZ<br>Esd Rdr<br>RT | **BODO**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Losavdelingen)**<br>Oslo Norway | **22**<br>8<br>— | ✠**100A1** SS 6/82<br>Norwegian Coastal service<br>✠**LMC**<br>EL (A) $\frac{7}{16}$"U1<br>FN 80 | **1977**-11 Fjellstrand Aluminium Yachts —Omastrand (1511)<br>13,24 4,42 1,251<br>11,97 4,39 2,27<br>1 dk<br>rf- Box K<br>2BH WBnil | **Aluminium Alloy TM Pilot Launch** | 2 Vee Oil 2SA each 8Cy. 108 × 127 sr geared to sc. shafts<br>480bhp (353kW)<br>General Motors Ltd.<br>Gen 2 × 1,5kW 24V d.c. | Wellingborough |
| **6614322**<br>Y4IO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BODO UHSE**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **2 627**<br>1 097<br>1 955 | DSRK | **1966** VEB Mathias-Thesen-Werft—Wismar (282)<br>87,74 14,23 5,703<br>84,13 14,15 9,81<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 167<br>6 Ha<br>Der 2(1,5) | Oil 2SA 8Cy. 460 × 720<br>3 050bhp (2 243kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 400kW 2 × 312kW 1 × 240kW<br>Controllable pitch propeller | Rostock<br>14,25kn |

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| 7516709<br>HAAB<br>Esd Gc<br>Rdr RT | **BODROG**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **2 190**<br>1 518<br>3 605 | PR | **1977** Stocznia Gdanska im. Lenina—Gdansk (B479/01)<br>93,53 5,581<br>86,64 13,61 6,96<br>1 dk | **M General Cargo**<br>2 Ho 32,2 30,7 ER<br>2 Ha (stl) (23,1 25,5 × 7,7) ER<br>Cr 2(2-5) Der 1(2-5) | Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW) Fiat<br>H. Cegielski Poznan<br>Gen 3 × 250kW 1 × 125kW 400V d.c.<br>13,5kn |
| 5047235<br>TCBO<br>3180<br>Df Esd<br>Gc Rdr<br>RTm/h | **BODRUM**<br>**Koctug Denizcilik Isletmesi Donatma Istiraki (Koctug Lines) (Koctug Shipping & Trading Inc.)**<br>Istanbul Turkey | **3 141**<br>1 697<br>—<br>**4 379**<br>2 797<br>6 371 | **✠100A1** SS 7/81<br>Ice Class 3<br>**✠LMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2616 | **1961**-3 A.G. "Weser" Werk Seebeck —Bremerhaven (852)<br>115,73 15,88 —/7,157<br>105,39 15,80 9,02<br>F 11,6 1 dk & S dk<br>RW rf 102<br>Coll & mchy. BH to S dk 4 to 2nd dk<br>WB1347t incl. DTf290t | **M General Cargo** OSD/CSD<br>3 Ho 14,6 24,9 24,3 ER<br>G.9 028 B.8 084<br>3 Ha (stl) (15,2 16,7 16,7 × 6,0) ER<br>Der 1(50) 1(15) 4(3-10) 6(3-5) | 2 Oil 4SA each 9Cy. 400 × 600 with hydraulic coupling & sr geared to sc. shaft<br>3 780bhp (2 780kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 150kW 1 × 100kW 230V d.c.<br>Fuel (d.o.) 14kn |
| 6852522<br>UPCB<br>M-1268 | **BODRYY**<br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **239**<br>9<br>102 | RS | **1955** ..............U.S.S.R.<br>32,52 7,62 3,099<br>4,09<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 320 480 & 790 × 500<br>U.S.S.R.<br>10,5kn |
| 5395577<br>TCZN<br>3028 | **BODURLAR I**<br>ex Yeni Buyukdere<br>**Husnu Sismanyazicioglu**<br>Sile Turkey | **330**<br>152<br>508 | | **1960** Celiktrans Deniz Insaat—Istanbul<br>39,07 7,27 2,617<br>35,36 7,24 2,93<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 3Cy.<br>E made— refitted60<br>Petters Ltd. Loughborough<br>Fuel 14,0t 9kn |
| 8106654<br>3EZS<br>1168<br>8-82 | **BOE FJORD**<br>**Judas Maritime (Panama) S.A.**<br>Panama Panama | **5 076**<br>3 247<br>8 960 | NK | **1981** Towa Zosen K.K.—Shimonoseki (535)<br>7,630<br>107,02 18,61 9,50<br>1 dk | **M General Cargo** | Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe |
| 7224356<br>HOTA<br>8610-<br>PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr | **BOE OAK**<br>ex Green Lime-82<br>ex Shinpo Maru-79<br>**Lime (Panama) S.A.**<br>Panama Panama | **5 935**<br>4 168<br>10 119 | NK | **1972** Hashihama Zosen—Imabari (329)<br>128,00 18,34 7,760<br>118,98 18,29 9,89<br>P 24,7 F 10,4 1 dk<br>RW | **M General Cargo**<br>G.13 333 B.12 894<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 480kW a.c.<br>Fuel 1 171,5t-22,5pd 14,25kn |
| 8113968<br>H3DK<br>10658<br>-YJ1 | **BOE SOUND**<br>**Katsura Bay Shipping**<br>Panama Panama | **4 836**<br>3 490<br>9 588 | NK | **1982** Honda Zosen—Saiki (695)<br>7,505<br>110,01 19,41 9,81<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 082 B.10 329<br>3 Ha (stl) ER | Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki |
| 7904853<br>PDEI<br>106<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOEIER**<br>**Jaczon Rederij & Haringhandel B.V.**<br>Scheveningen Netherlands | **842**<br>365<br>1 101 | **✠100A1**<br>stern trawler<br>**✠LMC** **UMS**<br>EL N 440,0/36,0U2(a)<br>FN 1223 | **1980**-2 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (195)<br>67,06 12,76 4,801<br>59,57 12,51 8,01<br>B 12,2 2 dks<br>rf 432 Box K 254<br>4BH to U dk, 2 to 2nd dk WB143T | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Mchy.aft<br>In.800 | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 856kW 1 × 706kW<br>1 × 67kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 445,0t 13,5kn |
| 5052046<br>HP2322<br>5245<br>-75A<br>Df RT | **BOEKANIER**<br>ex Brinio-75<br>**Compania Axvro S.A.**<br>Panama Panama | **345**<br>167<br>410 | BV | **1952** N.V. Sch. Delfzijl v/h Sander—Delfzijl (192)<br>41,79 7,55 2,807<br>38,54 7,50 3,05<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.616 B.597<br>2 Ha (9,0 9,6 × 4,8)<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>9kn |
| 5047247 | **BOENAKEN**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **135**<br>82<br>— | R | **1936** "Tandjung Priok" N.V. Droogdok Maats.—Tandjung Priok<br>*30,97* 6,10<br>6,05 | **M General Cargo**<br>Mchy.aft | Oil 2SA 3Cy.<br>Appingedammer Brons Appingedam |
| 6700482<br>EFIC<br>8654<br>Df Esd<br>RTm | **BOER**<br>Launched as Dominga Jose<br>**Jesus Lago Lorenzo**<br>Vigo Spain | **169**<br>76<br>328 | (BV) | **1966** Const. Nav. Santodomingo—Vigo (345)<br>31,09 6,25 3,341<br>25,20 6,20 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.166<br>2 Ha (each 1,1 × 1,1) ER | Oil 4SA 6Cy. 220 × 280<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,5kn |
| 7125299<br>351829<br>Df Esd<br>Rdr RT | **BOETIE AKIE**<br>**A. J. Theart**<br>Walvis Bay South Africa | **178**<br>119<br>— | | **1971** Louw & Halvorsen Ltd. —Kaapstad/Cape Town<br>25,76 8,23 2,972<br>24,39 7,93 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>560bhp (412kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5047273<br>OGAE<br>494 | **BOFORS**<br>ex Skoghall VI-58<br>**V. V. Nyblom**<br>Porvoo/Borga Finland | **212**<br>123<br>305 | | **1916** Sixten Groth—Sjotorp<br>32,03 6,89 3,099<br>6,84<br>1 dk | **Composite M General Cargo**<br>Mchy.aft | Oil 2SA 2Cy. 330 × 340<br>120bhp (88kW)<br>J. & C. G. Bolinder M/V A/B Stockholm<br>7kn |
| 5298640<br>HO5632<br>4407<br>-59A<br>Df Esd<br>Rdr RT | **BOGA**<br>ex Roga-78<br>**Kapiro Corp.**<br>Panama Panama | **499**<br>295<br>955 | ✠Classed LR until 24/10/80 | **1957**-1 N.V. Scheepsbouw Unie —Groningen (268)<br>61,80 9,33 3,512<br>56,11 9,30 4,04<br>P 15,6 F 10,7 1 dk<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>G.1 160 B.1 076<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 121,0t 11kn |
| 7128643<br>GCMP<br>700057<br>Df Esd<br>Rdr RT | **BOGA**<br>ex Gran Boga Boga-82<br>**Whiteplain Ltd.**<br>Rawlings & Co.<br>Milford Haven United Kingdom | **194**<br>95<br>— | (BV) | **1971** S.A. Balenciaga—Zumaya (205)<br>...<br>27,51 6,51 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) Alpha<br>Cons. Echevarria Bermeo<br>11kn |

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| **5047285**<br>PKBF | **BOGA**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **193**<br>75<br>71 | ✠Classed LR until 9/58 | **1953**-8 Spaarndammer Schps. Stapel<br>—Spaarndam (26)<br>38,21 6,53 2,026<br>34,96 6,51 2,95<br>B & F 14,7 1 dk<br>RW | **M Ferry/General Cargo**<br>2 Ho<br>2W | Oil 4SA 6Cy. 270 × 500<br>—P 430bhp (316kW)<br>N.V. Werkspoor Amste<br>Fuel 22,5t (d.o.) |
| **7301350**<br>Esd RT | **BOGA BERINGIN** | **357**<br>255<br>— | (NK) | **1974** Ho Ah Lam Shipyard Pte. Ltd.<br>—Singapore<br>39,86 7,95 2,286<br>38,10 7,93 3,97<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 120 × 125<br>380bhp (280kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 70kW 415V |
| **7301362**<br>PLZK<br>Esd RT | **BOGA MELANTI**<br>Indonesia | **357**<br>204<br>203 | | **1974** Ho Ah Lam Shipyard Pte. Ltd.<br>—Singapore<br>39,86 7,95 2,286<br>38,10 7,93 3,97<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 120 × 125<br>380bhp (280kW)<br>Kloeckner Humboldt Deutz |
| **7637747**<br>SQIG<br>Df Esd<br>Gc Rdr<br>RT | **BOGAR**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | T.Mk<br>**2 440**<br>1 010<br>1 564 | PR | **1977** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B418/36)<br>88,88 5,184<br>15,02 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 768 | Oil 4SA 6Cy. 400 × 480 reduction ge to sc. shaft<br>3 600bhp (2 648kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochl<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller |
| **8205943** | **BOGARSARI BARGE No. 1**<br>**P.T. Bogasari Flour Mills**<br>Pacific Carriers Pte. Ltd.<br>Jakarta Indonesia | **1 078**<br>—<br>2 000 | AB (Class cont.) | **1982** Central Maritime Services & Engineers (Pte.) Ltd.—Singapore (014)<br>... ... ...<br>50,02 11,51 6,28<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha ER | Vee Oil 4SA 16Cy. 159 × 203<br>1 000bhp (736kW)<br>Caterpillar Tractor Co. Peoria, I |
| **7613985**<br>PLYA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOGASARI DUA**<br>**P.T. Bogasari Flour Mills**<br>Jakarta Indonesia | **21 338**<br>14 009<br>33 747 | BV | **1977** Osaka Zosensho—Osaka (371)<br>199,70(BB) 10,061<br>196,09 26,31 14,23<br>F - 1 dk<br>len 79 | **M Bulk Carrier**<br>6 Ho 15,3 31,4 31,9 18,8 26,6 31,0 ER<br>G.45 106 B.44 491 HeCls. B<br>6 Ha (stl) (6,4 25,5 25,3 10,4 19,2 25,2 × 12,8) ER<br>Cr 2(25) 3(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 221,0t (d.o.) 1 983,5t (hvf)-32,0p |
| **7613973**<br>YCSG<br>Df Esd<br>Gc Rdr<br>RT | **BOGASARI EMPAT**<br>ex Goldensari II-81<br>**P.T. Bogasari Flour Mills**<br>Jakarta Indonesia | **21 338**<br>14 009<br>33 815 | BV | **1978** Osaka Zosensho—Osaka (372)<br>199,70(BB) 9,770<br>191,09 26,31 14,23<br>F - 1 dk<br>len 80 | **M Bulk Carrier**<br>6 Ho 15,3 31,4 31,9 18,8 26,6 31,0 ER<br>G.45 106 B.44 491 HeCls. B<br>6 Ha (stl) (6,4 25,5 25,3 10,4 19,2 25,2 × 12,8) ER<br>Cr 2(25) 3(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel 221,0t (d.o.) 1 983,5t (hvf)-32,0p |
| **7533185**<br>PLWD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOGASARI SATU**<br>**P.T. Bogasari Flour Mills**<br>Jakarta Indonesia | **16 916**<br>11 149<br>26 432 | AB (NV) | **1977** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (848)<br>176,97(BB) 10,251<br>165,00 25,01 14,23<br>P 28,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,5 27,9 18,4 27,9 27,2 ER<br>G.34 390 B.33 766 HeCls. B<br>5 Ha (stl) (16,0 17,6 12,8 17,6 17,6 × 12,0) ER<br>Cr 4(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 550kW 445V 60Hz a.c.<br>Fuel 359,5t (d.o.) 1 642,5t (hvf)-32,0p |
| **7533197**<br>YCSA<br>5055øKA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOGASARI TIGA**<br>ex Goldensari I-80<br>**P.T. Bogasari Flour Mills**<br>Jakarta Indonesia | **16 918**<br>11 152<br>26 398 | AB (NK) | **1977** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (849)<br>174,02(BB) 22,94 10,450<br>166,02 22,86 14,51<br>P 28,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 26,6 28,0 18,4 28,0 27,2 ER<br>G.34 390 B.33 766 HeCls. B<br>5 Ha (stl) (16,0 17,6 12,8 17,6 17,6 × 12,0) ER<br>Cr 4(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 550kW 445V 60Hz a.c.<br>Fuel 359,5t (d.o.) 1 642,5t (hvf)-32,0p |
| **7832309**<br>RT | **BOGAT**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>88 | RS | **1980** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magde<br>Controllable pitch propeller |
| **6875990**<br>UKKI<br>M-658 | **BOGATYR**<br>**U.S.S.R.**<br>Astrakhan U.S.S.R. | **375**<br>—<br>129 | (RS) | **1938** .............Germany<br>47,99 10,19 2,499<br>3,18<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Lenin<br>Fuel (d.o.) |
| **7326063**<br>EGEV<br>Df Esd<br>Gc Rdr<br>RT | **BOGAVANTE**<br>**Pesqueras Bogavante S.A.**<br>La Coruna Spain | **284**<br>111<br>— | (GL) | **1974** Ast. Zamacona S.A.—Bilbao (92)<br>37,70 3,680<br>31,20 7,50 3,97<br>P 16,5 F 5,8 1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau |
| **5047314**<br>TCFO<br>22 | **BOGAZICI**<br>ex Bosphorus No. 66-54<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **433**<br>234<br>— | (GL)<br>✠ | **1910**-8 Fairfield SB. & Eng. Co. Ltd.<br>—Govan, Glasgow (476)<br>46,77 7,95 2,490<br>7,90 3,28<br>1 dk<br>R | **TS Ferry** | T 6Cy. (2) 254 (2) 381 & (2) 635 × 45<br>455ihp (335kW)<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glas |

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|---|---|---|---|---|---|---|---|
| 5418898<br>LZHA<br>53A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOGDAN**<br>ex Atlas-70 ex Raunala-63<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **8 769**<br>2 494<br>12 100 | ✠Classed LR until 13/8/71 | BR | **1946**-4 A/B Gotaverken—Goteborg (595)<br>149,00 18,11 8,459<br>139,73 17,99 10,83<br>P 54,0 F 18,6 1 dk<br>RW conv Ore/Oil Carrier — | **M Ore Carrier**<br>Ice strengthened<br>4 Ho 22,3 23,2 21,4 21,4 ER<br>G.6 548 L.12 151<br>8 Ha (stl) (each 7,3 × 7,3) ER<br>4W Der 4 | Oil 2SA 6Cy. 680 × 1500<br>4 200bhp (3 089kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 110kW 1 × 75kW 1 × 50kW 220V d.c.<br>Fuel 964,0t 13kn |
| 5047326<br>UPKP<br>M-1230<br>Df Esd | **BOGDAN KHMELNITSKIY**<br>Launched as Stanpool<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**5 469**<br>2 968<br>—<br>**7 348**<br>4 245<br>10 060 | ✠ | RS | **1954**-7 Wm. Gray & Co. Ltd.—West Hartlepool (1266)<br>135,97 17,48 —/8,230<br>128,02 17,45 11,31<br>F 11,9 2 dks<br>RW | **S General Cargo**<br>5 Ho 17,9 18,4 21,4 ER 16,7 20,5<br>G.15 120 B.13 881<br>5 Ha (10,6 10,6 10,6 × 7,0) ER (10,6 9,6 × 7,0)<br>10W Der 1(30) 1(15) 10(2,5) | T 3Cy. 559 940 & 1651 × 1219 & LP turb with dr gearing &hydraulic coupling<br>3 050ihp (2 243kW)<br>Central Marine Eng. Wks West Hartlepool<br>Fuel 990,5t (o.f.) 11,75kn |
| 7608758<br>LFU<br>18996<br>Gc Rdr<br>RT | **BOGNES**<br>**A/S Nord-Ferjer**<br>Narvik Norway | **671**<br>297<br>200 | | NV | **1977** A/S Tromso Skibs. & M/V—Tromso (45)<br>55,86 11,61 3,201<br>50,98 4,20<br>2 dks<br>rf 1250 | **M RoRo Cargo/Ferry**<br>Mchy.aft | Oil 4SA 9Cy. 250 × 300<br>1 700bhp (1 250kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5295155<br>SKOE<br>10200<br>Df Esd<br>RT | **BOGO**<br>ex Saltskar-78 ex Irland-72<br>ex Rimfors-67<br>**Bjorn Erik Sjoberg**<br>Fiskeback Sweden | **123**<br>53<br>— | | (BV) | **1961** Fa. S. Seymonsbergen Werf "Concordia"—Amsterdam (632)<br>27,54 6,51 2,439<br>24,54 6,43 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha ER<br>Der 1 | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Fuel (d.o.) 11kn |
| 5047405<br>PKSD<br>2048/L<br>Df Esd<br>Rdr | **BOGOWONTO**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **2 574**<br>1 178<br>1 626 | ✠Classed LR until 3/68 | KI (GL) | **1957**-2 Scheepswerf "De Waal" N.V. —Zaltbommel (657)<br>87,13 14,05 3,944<br>82,00 14,00 5,49<br>P & B 49,7 F 7,7 Upr. F 9,5 2 dks<br>rf 76 | **M Passenger/General Cargo/Ferry**<br>66bth 600dk P | Oil 4SA 9Cy. 300 × 450 sr geared to sc. shaft<br>2 205bhp (1 622kW) NE —/74<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen — × 560kW 220V<br>11kn |
| 5163053<br>JXEG<br>17694<br>Df Esd<br>RTm | **BOGTIND**<br>ex Hidrafjord-76 ex Moholmen-73<br>ex Audtun-72 ex Marilene-70<br>ex Iris-67<br>**P/R Bogtind**<br>Harald S. Boge<br>Bergen Norway | T.Mk<br>**296**<br>148<br>508 | | (GL) | **1953** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (365)<br>51,85 8,54 3,658<br>46,49 8,49 5,01<br>P 8,9 F 7,1 2 dks<br>RW rf 102 | **M General Cargo**<br>1 Ho 29,9 ER<br>G.1 186 B.1 109<br>2 Ha (stl) (20,5 × 4,6) (20,5 × 5,2) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 32,5t (d.o.)-1,5pd 9,75kn |
| 8038168<br>M-36721 | **BOGUCHAR**<br>**U.S.S.R.**<br>U.S.S.R. | **744**<br>209<br>332 | | RS | **1982** ..............U.S.S.R.<br>53,75 4,333<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (1,6 × 1,6)<br>Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,75kn |
| 7337402<br>UFLR<br>M-7888<br>Df Esd<br>Rdr RT | **BOGUSLAV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **600**<br>234<br>323 | | RS | **1973** ..............U.S.S.R.<br>54,21 9,38 3,809<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(3) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 8003137<br>WD6177<br>617785<br>Df Gc<br>Pfd Rdr<br>RT | **BOH TIDE**<br>**Tidewater Enterprises Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **267**<br>182<br>185 | | AB | **1980** Halter Marine Inc.—Moss Point, Ms (877)<br>51,85 3,709<br>50,75 12,20 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7504706<br>Esd Rdr<br>RT | **BOHAYAN**<br>Launched as Jaya Sakti<br>**Government of Malaysia (Director of Marine - Sabah)**<br>Labuan Malaysia | **168**<br>76<br>172 | | | **1976** Chung Wah SB. & Eng. Co. Ltd. —Hong Kong (156)<br>33,46 9,78 1,617<br>29,42 9,45 2,14<br>1 dk | **TM Landing Craft**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 6810811<br>H9CK<br>11431-81A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOHEME**<br>**Hanseatic Caribbean Shipping Co. Inc.**<br>Bremen Panama | **10 328**<br>5 160<br>— | ✠Classed LR until 12/12/80 | (GL) | **1968**-11 Oy Wartsila Ab—Turku/Abo (1161)<br>134,32 21,04 5,512<br>118,80 19,91 12,30<br>B & F 121,1 2 dks, intermediate dk amids, 3rd dk fwd of mchy space<br>rf nil | **TM Passenger Ship**<br>504bth P<br>Ice strengthened | 2 Oil 2SA each 8Cy. 560 × 1000<br>14 000bhp (10 298kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 608kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 7101827<br>WYZ3<br>114530277<br>Df Esd<br>Gc Rdr<br>RT | **BOHEMIA**<br>**Bohemia Lumber Co. Inc.**<br>Reedsport, Or United States of America | **188**<br>90<br>— | | (AB) | **1970** Albina Eng. & Mach. Works —Portland, Or (425)<br>28,96 8,69 3,810<br>8,54 4,42<br>1 dk | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c. |
| 5051406<br>SFOI<br>2970<br>Df RTm | **BOHEMIAN**<br>ex Maj-82 ex Bremo-74<br>ex Ostkusten-49 ex Osterien-48<br>ex Munkedal-44<br>**Janchart Ab**<br>Visby Sweden | **199**<br>113<br>178 | | | **1896** Eriksbergs M/V A/B—Goteborg (106)<br>36,58 6,30 2,794<br>6,25 3,26<br>1 dk<br>R BK 102 len 59 | **M General Cargo**<br>2 Ho 12,3 6,4 ER<br>G.425<br>2 Ha (12,3 6,4 × 3,5) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 55<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 24kW 220V<br>Fuel (d.o.) 11kn |

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| **7382378**<br>JXYG<br>18544<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOHEMUND**<br>**Fred. Olsen & Co.**<br>Oslo Norway | **5 171**<br>2 681<br>10 320 | NV | **1975** Ankerlokken Verft Floro A/S—Floro (100)<br>**1981** (Additional cargo section)<br>Frederikshavn Vaerft A/S—Frederikshavn<br>168,00(BB) 21,04 7,013<br>154,87 20,99 14,41<br>2 dks<br>rf 699 len 81 | **TM RoRo Cargo**<br>12bth P<br>Stern door & ramp<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>12 000bhp (8 827kW) Pi<br>Lindholmen Motor AB. Got<br>Gen 3 × 480kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 998,0t (hvf)-46,5pd<br>1 |
| **7106176**<br>DZCL<br>Df Esd<br>Gc Rdr<br>RTv | **BOHOL**<br>ex Saint Nazaire-81<br>**Botelho Shipping Corp.**<br>Manila Philippines | **3 214**<br>1 850<br>5 656 | AB | **1971** Tohoku Zosen—Shiogama (131)<br>85,83 15,30 7,452<br>79,25 15,24 9,15<br>F 22,0 1 dk<br>rf nil | **M General Cargo**<br>4 Ho 12,1 14,6 11,5 15,8 ER<br>G.6 401<br>4 Ha (stl) (7,9 9,7 9,7 9,7 × 7,6) ER | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 130kW 450V 60Hz a.c.<br>Fuel 324,0t<br>1 |
| **5047467**<br>DZCB | **BOHOL**<br>ex FS 550<br>**Compania Maritima**<br>Manila Philippines | **560**<br>262<br>701 | (AB) | **1944** United Concrete Pipe Corp.—Long Beach, Ca (111)<br>53,80 9,76 3,601<br>9,71<br>F 8,0 1 dk<br>rf 152 | **TM General Cargo**<br>2 Ho each 12,8 ER<br>G.684 B.626<br>2 Ha (6,1 8,5 × 4,8) ER<br>4W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy. 220 × 265<br>1 000bhp (736kW)<br>General Motors Corp. Detr<br>Gen 2 × 100kW 110/220V d.c.<br>Fuel 66,0t (d.o.) |
| **7363968**<br>SELR<br>11409<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOHUS**<br>**Bohus Tug AB**<br>Uddevalla Sweden | **353**<br>105<br>— | **✠100A1** SS 4/82<br>tug<br>North Sea service<br>Ice Class 1*<br>Ice Class 1A<br>**✠LMC**<br>EL H $\frac{7}{8}$"U2<br>FN 456 | **1974**-5 A/B Asi-Verken—Amal (105)<br>33,13 10,39 5,125<br>29,32 9,76 5,77<br>RFD 12,2 1 dk<br>rf nil<br>3BH | **M Tug/Icebreaker**<br>Fire-fighting | Oil 4SA 6Cy. 400 × 460<br>Pi<br>Lindholmen Motor AB. Go<br>Gen 2 × 130kW 1 × 64kW<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5047481**<br>SDKM<br>5592<br>RT | **BOHUSLAN**<br>**Angbaten Ekonomisk Forening**<br>Goteborg Sweden | **327**<br>123<br>— | | **1913** Eriksbergs M/V A/B—Goteborg (166)<br>*42,43* 7,27 2,744<br>7,22<br>1 dk<br>R | **S Ferry**<br>300P | T 3Cy. 349 570 & 930 × 610<br>Eriksbergs M/V A/B Go<br>Fuel 15,0t (o.f.)-6,0pd |
| **7528984**<br>SEWB<br>11404<br>RT | **BOHUSLAN AV FISKEBACK**<br>ex Bohuslan-79<br>**Lennart Georg Oskarsson**<br>Fiskeback Sweden | **209**<br>93<br>— | NV | **1974** Karlstads Varv A/B—Karlstad (105)<br>37,95 7,35<br>29,60 7,32 4,02<br>1 dk<br>BK 221 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (each 1,5 × 1,5) ER | Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbesta<br>Gen 2 × 25kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| **8006165** | **BOIM 1**<br>**Amazonex Industrial Exportadores Ltda.**<br>Belem Brazil | **200**<br>—<br>400 | **100A1**<br>Class Contemplated<br>FN 478 | **1980** Engenharia e Estaleiro Paranaval Ltda.—Belem (B400/1)<br>38,00 11,03 1,450<br>37,11 11,00 1,86<br>1 dk | **Pontoon**<br>Deck Cargo | |
| **7020114**<br>IM104<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOIN**<br>ex Clintona-80<br>ex Yamashige Maru-79<br>**Boyang Shipping Co. Ltd.**<br>Inchon South Korea | **8 442**<br>5 244<br>12 139 | NK | **1970** Hitachi Zosen—Mukaishima (4296)<br>140,06 20,86 8,992<br>130,00 20,81 12,12<br>P 27,5 F 10,1 2 dks | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.16 610 B.15 559 In.430<br>4 Ha (stl) (7,0 × 6,1) (18,7 26,2 11,2 × 7,7) ER<br>Cr 1(120) 2(15) Der 4(10) 4(5) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Maizuru Works, M<br>Gen 3 × 300kW 450V a.c.<br>Fuel 987,5t-30,5pd<br>1 |
| **6718867**<br>Y5KG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOIZENBURG**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**5 364**<br>2 962<br>8 210<br>**8 501**<br>5 048<br>10 080 | DSRK | **1967** VEB Warnowwerft Warnemuende —Warnemuende (203)<br>150,30 20,20 7,262/8,202<br>143,62 19,97 11,74<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>5 Ho —DT 17,3 18,9 18,0 21,1 ER 15,8<br>G.15 532 B.14 000 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 7,0) ER (9,9 × 8,0)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5-8) 6(3-5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) R<br>Gen 3 × 340kW 1 × 240kW<br>390V 50Hz a.c.<br>Fuel 845,5t (d.o.) 852,5t (hvf) 19 |
| **6904088**<br>OLMA<br>16<br>Df Esd<br>Gc Rdr | **BOJNICE**<br>**Czechoslovak Danube Shipping National Enterprise (Ceskoslovenska Plavba Dunajska)**<br>Czechoslovakia | **1 403**<br>645<br>— | | **1966** Angyalfold Shipyard—Budapest (2047)<br>81,39 11,38 3,099<br>4,91<br>1 dk | **TM General Cargo**<br>3 Ha ER<br>Cr 2(3) | 2 Oil 4SA each 8Cy. 216 × 310<br>1 600bhp (1 177kW)<br>Lang Gepgyar Bu |
| **6406696**<br>YTZS<br>RT | **BOK**<br>ex Sisak-67 ex Herta<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslavia | **154**<br>113<br>219 | JR | **1934** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht<br>38,71 5,03 1,801<br>4,98<br>1 dk<br>R | **M Tanker**<br>Water<br>Mchy.aft<br>L.145<br>Der 1(0,5) | Oil 2SA 4Cy. 200 × 340<br>220bhp (162kW) NE 63<br>Titovi Zavodi "Litostroj" Lju<br>Gen 1 × 2kW 24V d.c. |
| **7426655**<br>YTZX | **BOKANJAC**<br>ex PN-17-72<br>**Jugoslavenska Tankerska Plovidba (JUGOTANKER)**<br>Zadar Yugoslavia | **345**<br>148<br>390 | JR | **1953** Brodogradiliste i Tvornica Dizel Motora "Split"—Split<br>44,18 7,93 3,699<br>40,90 7,90 4,20<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 478 | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobe<br>Gen 3 × 16kW 110V d.c.<br>Fuel 7,0t (d.o.) |
| **7029744**<br>HPVY<br>10972-PEXT2<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOKE**<br>ex Westgate Token-82<br>ex Dukegat-82<br>Panama Panama | T.Mk<br>**901**<br>533<br>2 100<br>**1 976**<br>1 326<br>3 280 | GL | **1970** Schulte & Bruns—Emden (262)<br>84,51 12,86 5,138/6,605<br>76,48 12,79 7,70<br>B 11,6 F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,9 ER<br>G.4 775 B.4 217<br>2 Ha (stl) (each 18,9 × 10,2) ER<br>4W Der 2(20) 2(5) | Oil 4SA 8Cy. 400 × 580<br>2 670bhp (1 964kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 115kW 2 × 58kW<br>400V 50Hz a.c.<br>Fuel 152,5t (d.o.) 1 |

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|---|---|---|---|---|---|---|
| 5280473<br>9GBC<br>316669<br>Df Esd<br>RT | **BOKEK 1**<br>ex Lone Atlantic-81<br>ex Silversund-78<br>ex Jean Roxane-75<br>ex Poitou Bretagne-69<br>**Bokek Fishing Co. Ltd.**<br>Takoradi Ghana | **208**<br>69<br>— | <br><br>(BV) | **1961** Ch. & At. de la Perriere—Lorient<br>(L16)<br>36,50 7,93<br>32,01 7,90 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.170<br>4 Ha (0,7 0,9 0,9 0,9 × 0,9)<br>Der 1(11) | Oil 4SA 8Cy. 220 × 320<br>850bhp (625kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel (d.o.) 12,5kn |
| 6618005<br>JXTB<br>18509<br>Df Esd<br>Rdr RT | **BOKNATRAL**<br>ex Lestholm-82 ex Halkion-75<br>**P/R Boknatral**<br>Magne Are<br>Haugesund Norway | **199**<br>73<br>— | <br><br>NV | **1965** VEB Elbewerft—Boizenburg<br>33,84 7,19<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 1 × 40kW 2 × 33kW 220V d.c.<br>Fuel (d.o.) |
| 7361489<br>DHLA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOKNIS**<br>**Reederei Hartmut Leistikow K.G. m.s. 'Arnis'**<br>Kumo Bereederung G.m.b.H.<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>293<br>1 530 | <br><br>GL | **1976** Stader Schiffsw. G.m.b.H.—Stade<br>((552))<br>82,15 12,96 4,176<br>72,32 12,81 7,01<br>F 4,0 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 17,9 33,6 ER<br>G.4 038 B.3 735<br>TEU 95 C. 95/20'<br>3 Ha (stl) (14,3 18,5 12,5 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 65,5kW 1 × 42,5kW 400V 50Hz a.c.<br>13,5kn |
| 7348554<br>EMWH<br>M-31217<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOKSIT**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 100**<br>859<br>1 212 | <br><br>RS | **1976** VEB Mathias-Thesen-Werft—Wismar<br>(366)<br>82,05 13,62 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14kn |
| 7431351<br>UWRQ<br>M-31598<br>Df Esd<br>Rdr RT | **BOKSITOGORSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **632**<br>219<br>398 | <br><br>RS | **1972** ............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW) E made74 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7645017<br>UEJZ<br>M-12507 | **BOKSITOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **652**<br>217<br>510 | <br><br>RS | **1977** ............U.S.S.R.<br>55,00 9,56 4,338<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7705477<br>3FNR<br>8496-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOKUHO**<br>**Ocean Aries Tankship Co.**<br>Panama Panama | **29 934**<br>22 778<br>60 961 | <br><br>NK | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi<br>(2658)<br>217,20(BB) 36,05 11,721<br>207,02 36,01 16,31<br>F 14,7 1 dk | **M Tanker**<br>SBT<br>13 Ta ER<br>L.(oil) 76 268 HeCls. BC | Vee Oil 4SA 18Cy. 400 × 460 reduction geared to sc. shaft<br>11 700bhp (8 606kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Controllable pitch propeller<br>Fuel 181,0t (d.o.) 2 042,0t (hvf)-40,0pd<br>14kn |
| 7822108<br>AQOM<br>317866<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLAN**<br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**8 070**<br>4 054<br>13 946<br>**12 479**<br>6 910<br>18 153 | **✠100A1**<br>DTsm vegetable oil<br>**✠LMC UMS**<br>EL Et 580,5/56,0U3<br>FN 5282 | **1980**-8 Kawasaki Heavy Ind. Ltd.—Kobe<br>(1322)<br>153,02(BB) 23,04 8,252/9,746<br>145,01 23,00 13,42<br>F 11,9 2 dks<br>rf nil<br>6BH WB3390T incl. Comb. btm & STs in No. 3 hold 1371T | **M General Cargo**<br>4 Ho 19,9 25,6 25,6 27,9 4 TwD ER<br>G.23 560 B.22 253<br>TEU 386 C.Ho 266/20'(40') C.Dk 120/20'(40')<br>7 Ha (stl) (12,8 19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>Cr 2(25) Der 5(25) | Oil 2SA 6Cy. 700 × 1250<br>11 200bhp (8 238kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8,6kgf/cm² (8,5bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 580kW 450V 60Hz a.c. |
| 5173876<br>WF2560<br>266270<br>Df Gc<br>Rdr RT | **BOLAND**<br>ex John J. Boland-82<br>**Clemens Ships Inc.**<br>Boland & Cornelius<br>Wilmington, De United States of America | **12 557**<br>9 038<br>19 390 | <br><br>AB | **1953** Manitowoc SB. Corp.—Manitowoc, Wi<br>(417)<br>195,00 22,00 7,800<br>189,90 21,95 11,00<br>P 36,3 F 20,2 1 dk<br>rf 76 | **S Bulk Carrier**<br>Self-unloader<br>6 Ho ER<br>30 Ha (stl) (each 3,6 × 13,9) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Fuel 396,5t (o.f.) 14kn |
| 7514854<br>WYN9<br>800<br>569276<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLD ADVENTURESS**<br>**Bold Adventuress Joint Venture**<br>Caribbean Marine Service Inc.<br>San Diego, Ca United States of America | **1 185**<br>594<br>— | | **1975** J. M. Martinac SB. Corp.—Tacoma, Wa<br>(202)<br>68,13<br>59,31 12,81 5,57<br>1 dk | **M Fishing**<br>Tuna Seiner | Vee Oil 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) |
| 7123485<br>WYZ5<br>897<br>536109<br>Df Esd<br>Gc Rdr<br>RT | **BOLD CONTENDER**<br>**Bold Contender Seafood Co.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **1 245**<br>754<br>— | | **1971** J. M. Martinac SB. Corp.—Tacoma, Wa<br>(187)<br>58,22 12,65<br>50,91 12,20 5,59<br>2 dks | **M Fishing**<br>Tuna Seiner | 2 Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 7228699<br>PJXH | **BOLD FLEET**<br>ex Carol Virginia-78<br>**Curacao Fishing Co. N.V.**<br>Curacao Netherlands Antilles | **823**<br>460<br>— | | **1972** San Diego Mar. Co.—San Diego, Ca<br>(179)<br>65,23 11,00 4,877<br>... ... ... | **M Fishing** | Oil geared to sc. shaft<br>3 600bhp (2 648kW)<br>............<br>Fuel (d.o.) 15kn |

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| **5047572**<br>GYPL<br>301215 | **BOLD KNIGHT**<br><br>**Tyne Tees Waste Disposals Ltd.**<br>London United Kingdom | **464**<br>242<br>518 | ✠Classed LR until 8/73 | **1960**-10 Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (925)<br>51,72 10,39 2,439<br>49,61 10,06 3,36<br>Trunk 28,7 1 dk<br>rf nil | **M Tank Barge**<br><br>7 Ta ER<br>L.(oil) 1 416 | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 49kW 400V a.c.<br>Fuel 8,5t (d.o.) | Koeln<br><br>9,5kn |
| **7520530**<br>WYT9<br>689<br>553377 | **BOLD LADY**<br>ex Miss Edith Z-74<br>**Three S. Fisheries Corp.**<br>Seattle, Wa United States of America | **114**<br>77<br>— | | **1973** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW) | U.S.A |
| **7902207**<br>VG3115<br>392246<br>Esd Gc<br>Rdr RT | **BOLD PERFORMANCE**<br><br>**Abbot Enterprises Ltd., Sarnecke Enterprises Ltd., Westfjord Fishing Ltd. & Northern Breeze Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **115**<br>—<br>— | | **1979** Allied Shipbuilders Ltd.—North Vancouver, B.C. (218)<br>24,31 7,01<br>22,03 6,90 3,66<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7217107**<br>PJXI | **BOLD PHOENICIAN**<br>ex Maria Elena-77<br>**Willemstad Fishing Co. N.V.**<br>Willemstad Netherlands Antilles | **785**<br>458<br>— | | **1972** San Diego Mar. Co.—San Diego, Ca<br>65,23 11,00 4,877<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>3 600bhp (2 648kW)<br>Alco Engine Inc.<br>Fuel (d.o.) | U.S.A<br>15kn |
| **7514842**<br>WYX4<br>537<br>566642<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLD PRODUCER**<br><br>**Bold Producer Joint Venture**<br>San Diego, Ca United States of America | **1 183**<br>593<br>— | | **1975** J. M. Martinac SB. Corp.—Tacoma, Wa (201)<br>*61,21* 12,81 —<br>12,76 4,68<br>1 dk | **M Fishing**<br>Tuna Seiner | Vee Oil 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp.<br>Fuel (d.o.) | La Grange, Illinois |
| **7511876**<br><br>6599-76 | **BOLD TURTLE**<br><br>**Pontones Machos S.A.**<br>Panama Panama | **3 377**<br>3 211<br>10 160 | ✠**100A1** SS 3/81<br>pontoon<br>EL (P) 1½"FSWR<br>FN 3068 | **1976**-1 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (932)<br>91,67 27,84 4,825<br>91,45 27,44 6,10<br>1 dk<br>rf nil<br>4BH WB14317T | **Pontoon**<br>Deck Cargo | | |
| **7032052**<br>WY3052<br>513392<br>Df Esd<br>Gc Rdr<br>RT | **BOLD VENTURE**<br><br>**Bumble Bee Samoa Inc.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **898**<br>496<br>— | | **1968** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>53,83 10,93<br>10,88 6,48<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 16Cy. 230 × 254<br>2 700bhp (1 986kW)<br>General Motors Corp. Electro-Motive Div. | La Grange |
| **8034801**<br><br>615199 | **BOLD VENTURE**<br>ex YG 23<br>**Bold Venture Inc.**<br>Brownsville, Tx United States of America | **194**<br>132<br>— | | **1943** .............Brooklyn, NY<br>*33,11* 8,03<br>3,31<br>1 dk<br>conv General Cargo Barge — | **M Fishing**<br>Shellfish | Vee Oil 2SA 12Cy. 216 × 254<br>1 200bhp (883kW)<br>General Motors Corp. Electro-Motive Div. | La Grange |
| **7042928**<br>WY6659<br>520470 | **BOLD VENTURE**<br><br>**Bonnie F. Duffy**<br>Astoria, Or United States of America | **135**<br>97<br>— | | **1969** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38 | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) | |
| **7641994**<br>YQFA<br><br>Df Esd<br>Gc Rdr<br>RT | **BOLDESTI**<br><br>**I.F.L.G.S.**<br>Constantza Romania | **650**<br>195<br>768 | RNR | **1976** Santierul Naval Braila—Braila<br>51,01 11,00 3,999/5,995<br>47,33 4,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 6Cy. 280 × 360 geared to sc. shafts<br>2 400bhp (1 765kW)<br>Intreprinderea de Const. de Masini Resita<br>Gen 2 × 140kW 400V 50Hz a.c.<br>Fuel 15,0t (d.o.) | Resita<br><br>12kn |
| **7405015**<br>UQPF<br>M-33642<br>Df Esd<br>Gc Rdr<br>RT | **BOLDURI**<br>Launched as Robin Transoceanic II<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **9 060**<br>5 482<br>9 551 | BV RS | **1976** Jos. L. Meyer—Papenburg (577)<br>139,66(BB) 20,53 —/8,219<br>127,49 20,50 13,49<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (stl) ind double-cyl horizontal ER<br>L.(gas) 11 995 | Oil 2SA 6Cy. 620 × 1400<br>8 940bhp (6 576kW)<br>Stocznia Gdanska im. Lenina<br>Gen 3 × 800kW 400V 50Hz a.c.<br>Fuel 522,0t (d.o.) 1 012,0t (hvf) | B&W<br>Gdansk<br><br>16kn |
| **7221433**<br>LKCL<br>17982<br>Df Esd<br>Gc Pfd<br>Rdr | **BOLERO**<br>ex Scandinavica-82 ex Bolero-78<br>**Samiet Bolero**<br>Fred. Olsen & Co.<br>Oslo Norway | **10 568**<br>5 617<br>1 829 | NV | **1973** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (133 A.)<br>141,46 21,92 7,013<br>135,31 7,78<br>rf 297 | **TM Passenger/RoRo Cargo/Ferry**<br>872bth 728dk P<br>Bow door Side doors 2(s) | 2 Vee Oil 4SA each 12Cy. 480 × 520<br>20 400bhp (15 005kW)<br>Ch. de l'Atlantique<br>Gen 4 × 690kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd | Pielstick<br>St Nazaire |
| **7653026**<br>HO7557<br>8583-PEXT3<br>Rdr RT | **BOLERO**<br>ex Ote Maru No. 2-79<br>**Bolero Tankers S.A.**<br>Panama Panama | **496**<br>267<br>1 131 | | **1969** Kyoei Zosen K.K.—Mihara (11)<br>57,00 4,101<br>52,00 9,01 4,50<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 230 | Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>10.5kn |

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| 6711326<br>SPXM<br>Df Esd<br>Gc Rdr<br>RT | **BOLESLAW CHROBRY**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **5 527**<br>2 947<br>7 915<br>**8 427**<br>4 767<br>9 895 | PR<br>✠Classed LR until 8/73 | **1967**-10 Stocznia Szczecinska im. A. Warskiego—Szczecin (B445/02)<br>145,12 18,85 7,341/8,306<br>135,01 18,80 11,69<br>B 43,6 F 13,5 1 dk & S dk, 3rd dk in mchy. space , & No. 4 hold<br>RW rf nil | **M General Cargo** OSD/CSD<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 11,9 —DTp&s ER 23,2<br>G.15 088 B.13 645 In.1 475<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 16(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 584,0t (hvf)-25,5pd 16,75kn |
| 7041120<br>SPYA<br>Df Esd<br>Gc Rdr<br>RT | **BOLESLAW KRZYWOUSTY**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | T.Mk<br>**5 367**<br>2 956<br>8 137<br>**8 146**<br>4 695<br>11 627 | PR | **1970** Stocznia Szczecinska im. A. Warskiego—Szczecin (B445/09)<br>145,19 18,85 —/9,091<br>135,01 18,75 11,71<br>2 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) ER (11,9 × 8,9)<br>18W Der 1(60) 4(10) 12(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 584,0t (hvf)-10,0pd 17,5kn |
| 7709904<br>SQKT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLESLAW RUMINSKI**<br>**Polish Ocean Lines (Polskie Linie Oceaniczne)**<br>Gdynia Poland | **13 024**<br>7 880<br>17 608 | PR | **1980** Marine Industries Ltd.—Sorel, P.Q. (442)<br>168,36(BB) 24,06 10,502<br>155,00 24,01 14,03<br>3 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>G.25 125 B.21 537 In.1 180 L.360<br>TEU 304<br>C.Ho 270/20'(40') C.Dk 134/20'(40')<br>7 Ha (stl) (13,1 × 10,5) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 2(5) Der 1(80) 2(10) | Oil 2SA 8Cy. 900 × 1500<br>23 200bhp (17 065kW) Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 1500kW 3 × 768kW 400V a.c. 1 × 11kW 220V a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 063,0t (d.o.) 22kn |
| 6822515<br>SPXN<br>Df Esd<br>Gc Rdr<br>RT | **BOLESLAW SMIALY**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **5 527**<br>2 945<br>7 773<br>**8 429**<br>4 767<br>10 042 | PR | **1967** Stocznia Szczecinska im. A. Warskiego—Szczecin (B445/03)<br>145,37 18,85 7,309/8,411<br>135,01 18,80 11,69<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 12bth P<br>Ice strengthened<br>5 Ho 17,7 17,7 20,1 DTp&s 11,9 ER 23,2 6 TwD<br>G.15 088 B.13 645 In.1 366<br>6 Ha (stl) (9,6 × 7,0) (11,2 12,1 × 9,3) (3,8 4,5 × 7,0) ER (10,4 × 8,9)<br>18W Der 1(60) 16(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 584,0t (hvf)-28,0pd 16,25kn |
| 7725568<br>SQJL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLESLAWIEC**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko-Brytijskie Przedsiewziecie Zeglugowe, Spolka)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 997**<br>1 613<br>4 390 | PR<br>✠Classed LR until 5/12/80 | **1979**-3 Govan Shipbuilders Ltd.—Govan, Glasgow (236)<br>95,08 14,64 5,971<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER<br>Cr 2(5-10) | Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 260kW 1 × 80kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd 12kn |
| 7344261<br>ATNI<br>1643<br>Esd | **BOLGHATTY**<br>**Cochin Port Trust**<br>Cochin India | **775**<br>293<br>895 | **✠100A1** SS 7/81<br>hopper dredger<br>Cochin Harbour service<br>**✠LMC**<br>EL (K) 0,0/31,0U1<br>FN 763 | **1976**-12 Garden Reach Workshops Ltd.—Calcutta (970)<br>50,22 12,15 3,931<br>46,72 11,71 4,60<br>RAD 18,9 F 6,1 1 dk<br>rf nil<br>4BH WB107T | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Dredging depth 16,5 Hopper 812T<br>1 Ho 13,0 ER<br>Hopper 498<br>Cr 2 | 2 Oil 4SA each 5Cy. 300 × 450 reverse reduction geared to sc. shafts<br>2 120bhp (1 559kW) MAN<br>Garden Reach Workshops Ranchi<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Fuel 88,0t (d.o.) 10,5kn |
| 6913522<br>UWIL<br>M-34225<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOLGRAD**<br>ex McDermott-79 ex Bolina-79<br>ex Jotina-77<br>Launched as Sigyn<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **4 071**<br>2 554<br>6 453 | NV | **1969** VEB Schiffswerft "Neptun"—Rostock (364)<br>114,71 16,67 6,730<br>106,15 16,41 7,80<br>P 22,0 RQD 20,2 B 16,5 F 17,1 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho ER<br>G.8 587 B.8 122<br>3 Ha (stl) (18,9 18,9 12,5 × 9,9) ER<br>5W Der 1(50) 1(15) 3(8) | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 208kW 220/380V 50Hz a.c.<br>Fuel 574,0t (hvf) 14,5kn |
| 6730138<br>UDVU<br>M-26674 | **BOLID**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **502**<br>87<br>212 | RS | **1960** ..............Shanghai<br>45,67 9,43 4,001<br>5,01 | **TM Tug**<br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 7041778<br>6OYC<br>Df Esd<br>Gc Rdr<br>RT | **BOLIMOG**<br>ex Anabar-74<br>**National Shipping Line**<br>Mogadiscio Somali Republic | **1 360**<br>611<br>1 826 | (BV) (RS) | **1971** Angyalfold Shipyard—Budapest<br>77,91 11,51 4,960<br>69,83 11,46 5,64<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,4 14,6 14,1 ER<br>G.2 453 B.2 289<br>3 Ha (stl) (7,6 × 6,7) (9,2 9,2 × 8,6) ER<br>6W Der 1(15) 6(5) | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 370kW 220V 50Hz a.c.<br>Fuel 152,5t (hvf) 12,5kn |
| 7420027<br>CLSB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOLIVAR**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **9 656**<br>5 499<br>14 530 | **✠100A1**<br>DTf—vegetable oil<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4590 | **1976**-10 Helsingor Vaerft A/S—Helsingor (409)<br>154,11 19,82 9,507<br>141,99 19,79 12,53<br>Ba 50,3 F 31,4 2 dks<br>rf 102 DK<br>6BH to U dk 2 to 2nd dk WB2888T incl. DTf870T | **M General Cargo** CSD<br>Ref<br>2 TwD 13,2Upr 21,0Upr 5 TwD 16,3 22,8 22,4 21,0 21,0 5 Ho 14,0 16,6 6,4DTp&s 22,4 21,0 21,0 ER<br>G.19 572 B.18 532 In.1 173 L.830<br>TEU 152 C. 152/20'<br>1 Ha (stl) (6,2 × 4,5) 4 Ha (stl) (each 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW) B&W<br>Helsingor Vaerft A/S Helsingor<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>AuxB (ex.g) 12kgf/cm² (11,8bar) rcv 9,5kgf/cm² (9,3bar)<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 509,5t (hvf) 18kn |

**DELAYED IN SHATT—AL—ARAB**

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| **6821602**<br>ELUS<br>3129<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOLIVAR**<br>ex Golar Frost-76<br>**Intercontinental Transportation Services Ltd.**<br>Irgens Larsen A/S<br>Monrovia Liberia | **6 661**<br>3 721<br>7 519 | NV | **1968** Drammen Slip & Verk.—Drammen (64)<br>139,27 18,04 8,141<br>130,00 18,01 11,64<br>2 dks<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors<br>4 Ho 23,4 22,4 24,0 21,7<br>G.9 940 B.9 486 In.9 741<br>4 Ha (7,1 7,0 7,0 7,0 × 4,5)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Marinens Hovedverft<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 473,5t (hvf) |
| **5047637**<br><br>4077-56 | **BOLIVAR**<br>Launched as Acoriana<br>**Industrias Reunidas F. Matarazzo S.A.**<br>Porto Alegre Brazil | **184**<br>—<br>— | ✠Classed LR until 9/2/79 | **1956**-7 J. Boel et Fils S.A.—Tamise/Temse (1293)<br>32,31 7,73<br>30,36 7,50 3,20<br>RW rf 330 | **M Tug** | Oil 5Cy. 360 × 600<br>Sulzer Bros. Ltd. |
| **6515332**<br>CPMA<br>Df Esd<br>Gc Rdr<br>RTv | **BOLIVIA**<br>ex Alemannia-79<br>**Lineas Navieras Bolivianas (LINABOL)**<br>La Paz Bolivia | T.Mk<br>**7 870**<br>4 332<br>9 900<br>**10 915**<br>5 310<br>12 544 | GL | **1965** Blohm & Voss A.G.—Hamburg (840)<br>164,50(BB) 22,18 8,651/9,730<br>152,28 22,01 13,16<br>RQD 25,6 F 27,2 3 dks | **M General Cargo**<br>Ref 12bth P<br>Ice strengthened<br>6 Ho 16,3 18,2 19,4 24,3 16,9 9,8<br>G.19 825 B.17 890 In.751<br>TEU 274 C. 274/20'<br>6 Ha (stl) (12,1 × 5,0) (12,1 12,1 16,9 12,1 × 7,0) (5,0 × 3,5)<br>19W Cr 1(3) Der 1(80) 16(5-10) 6(3-5) | Oil 2SA 9Cy. 860 × 1600<br>18 900bhp (13 902kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 360kW 380V 50Hz a.c.<br>Fuel (hvf) |
| **5047687**<br>SIRM<br>10129<br>Df Esd<br>RT | **BOLJAREN**<br>**Folke H. Jansson P/R**<br>Foto Sweden | **149**<br>66<br>— | NV | **1961** Skaalurens Skibsbyggeri A/S —Rosendal (198/12)<br>31,50 6,56<br>6,53 3,15<br>1 dk<br>BK 157 len 67 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>4 Ha (1,3 1,3 1,3 0,9 × 0,9) ER<br>Der 1(1) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW) NE 67<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7524562**<br>UBZN<br>M-12426 | **BOLKHOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) |
| **8003151**<br>WD6190<br>619050<br>Df Gc<br>Pfd Rdr<br>RT | **BOLLING TIDE**<br>**Tidewater Enterprises Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **267**<br>182<br>1 200 | AB | **1980** Halter Marine Inc.—Moss Point, Ms (879)<br>51,85 3,709<br>50,75 12,20 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd |
| **6730140**<br>UOBO<br>M-26866 | **BOLON**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **2 288**<br>966<br>1 005 | (RS) | **1961** VEB Volkswerft Stralsund—Stralsund<br>82,40 13,03 5,150<br>73,00 6,74 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>3 Ho ER<br>In.1 740<br>2 Ha (each 4,2 × 3,5) ER<br>4W Der 4(2) | Oil 4SA 8Cy. 365 × 550<br>1 300bhp (956kW)<br>Goerlitzer Masch.<br>Gen 2 × 270kW 2 × 200kW 2 × 57kW 230V d.c. |
| **7740829**<br>LYCC<br>M-33707 | **BOLSHAKOVO**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **187**<br>48<br>80 | RS | **1979** ..............U.S.S.R.<br>31,63 7,35 2,901<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) |
| **6910269**<br>UHAB<br>M-29141<br>Df Esd<br>Gc Rdr<br>RT | **BOLSHEVIK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 333**<br>940<br>1 321 | RS | **1968** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B26/211)<br>83,14 13,85 5,501<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 1,9 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(2) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Jugoturbina |
| **6852601**<br>UPBR<br>M-20354 | **BOLSHEVIK**<br>**U.S.S.R.**<br>Sukhumi U.S.S.R. | **368**<br>31<br>156 | RS | **1955** ..............U.S.S.R.<br>44,46 9,45 3,339<br>4,40<br>1 dk | **TM Tug**<br>Ice strengthened<br>1 Ho<br>B.71<br>1 Ha (1,8 × 1,5) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works<br>Fuel (d.o.) |
| **6730152**<br>UIAI<br>M-19029 | **BOLSHEVIK B. SARDAROV**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 821**<br>2 002<br>4 683 | RS | **1957** ..............U.S.S.R.<br>123,50 16,01 4,399<br>115,02 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 5 850 HeCls. C<br>Der 2(1) | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd |
| **6414784**<br>UJYX<br>M-20930 | **BOLSHEVIK KARAYEV**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 821**<br>2 002<br>4 717 | RS | **1959** G. Dimitrov Shipyard—Varna<br>123,50 16,01 4,399<br>115,02 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 5 850 HeCls. C<br>Der 2(1) | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd |

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| 6730164<br>UIAH<br>M-19028 | **BOLSHEVIK N. NARIMANOV**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 821**<br>2 002<br>4 683 | RS | **1957** ..........U.S.S.R.<br>123,50 16,01 4,399<br>115,02 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 5 850 HeCls. C<br>Der 2(1) | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd 11kn |
| 5047716<br>UJYP<br>M-26401<br>Df Esd<br>Gc Rdr | **BOLSHEVIK SUKHANOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**8 061**<br>4 089<br>—<br>**9 518**<br>5 261<br>11 302 | RS | **1959** Stocznia Gdanska im. Lenina—Gdansk (B54/14)<br>153,90 19,44 8,271/8,770<br>141,61 19,38 12,58<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 20,8 20,8 ER 23,7 19,2<br>G.18 026 B.16 897<br>5 Ha (stl) (7,4 11,5 11,5 × 6,4) ER (11,5 8,3 × 6,4)<br>14W Der 1(60) 1(25) 2(10) 12(5) | Oil 2SA 8Cy. 750 × 1320<br>7 800bhp (5 737kW)<br>Fiat S.G.M. Torino<br>Fuel 1 020,0t (hvf) 17kn |
| 6611954<br>UYYL<br>M-27634<br>Rdr RT | **BOLSHEVO**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **1 920**<br>603<br>850 | RS | **1965** VEB Volkswerft Stralsund—Stralsund (7058)<br>79,81 13,24 5,201<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>3 Ha (0,9 0,9 × 0,9) (2,2 × 3,5)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 7340904<br>362277<br>Esd Pfd<br>Rdr RT | **BOLTBY QUEEN**<br>**Talisman Trawlers (North Sea) Ltd.**<br>Lowestoft United Kingdom | **349**<br>132<br>— | **✠100A1** SS 5/78<br>stern trawler<br>**✠LMC**<br>EL (F) ¾"U2<br>FN 417 | **1974**-4 Goole SB. & Repairing Co. Ltd. —Goole (580)<br>8,34<br>31,86 8,31 4,75<br>F 15,9 1 dk<br>rf 356 BK 152<br>4BH WB22T | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 250bhp (919kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7006663<br>Y5OA<br>Df Esd<br>Gc Rdr<br>RTm | **BOLTENHAGEN**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**299**<br>137<br>780 | DSRK | **1970** Elbewerften Boizenburg/Rosslau —Boizenburg (271)<br>57,79 (BB) 10,27 3,683<br>55,05 10,11 5,80<br>1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,6 ER<br>G.1 539 B.1 400<br>1 Ha (stl) (30,0 × 7,7) ER | Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 128kW 50Hz a.c. 1 × 93kW 1 × 61,5kW<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) 12kn |
| 7429164<br>VOFF<br>801255<br>Df Esd<br>Gc Rdr<br>RT | **BOLTENTOR**<br>**Boltentor Supply Vessel Ltd.**<br>St. John's, Nfl. Canada | **1 406**<br>686<br>1 165 | GL | **1976** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (753)<br>61,96 13,03 5,052<br>58,37 13,01 6,23<br>B & F 20,8 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 9Cy. 320 × 420<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 350kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 302,5t (d.o.) 15,5kn |
| 6415879<br>GTUU<br>360675<br>Esd Gc<br>Rdr<br>RTm/h | **BOLTON**<br>ex Makurdi-73 ex Else Terkol-72<br>ex Chemitrader-65<br>**Bowker & King Ltd.**<br>London United Kingdom | **495**<br>319<br>1 030 | **✠100A1** SS 10/80<br>oil tanker<br>south coast of England service<br>Ice Class 3<br>**✠LMC**<br>EL k 1⅛"SQ<br>FN 770 | **1964**-9 Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (360)<br>63,07 9,63 3,760<br>56,82 9,45 4,09<br>P 16,5 F 11,0 1 dk<br>rf 51<br>8BH WB131t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 359 | Oil 2SA 6Cy. 310 × 490<br>750bhp (552kW)<br>Alpha-Diesel A/S Frederikshavn<br>db 171lbf/in² (11,8bar)<br>Gen 2 × 40kW 1 × 16,75kW 380V 50Hz a.c.<br>Fuel 48,0t (d.o.) 11kn |
| 7925259<br>EAGK<br>Df Esd<br>Gc Pfd<br>RT | **BOLUDA HUIT**<br>**Vicente Boluda Mari**<br>Valencia Spain | **107**<br>—<br>60 | **✠100A1**<br>tug<br>**✠LMC**<br>EL B 220,0/19,0U2<br>FN 224 | **1981**-4 S.L. Ardeag—Bilbao (130)<br>23,14 7,17<br>20,15 7,00 4,09<br>2 dks<br>rf 1727 BK 152<br>4BH WBnil | **M Tug**<br>Mchy.aft | Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 32kW 220V 50Hz a.c. |
| 8112847<br>Df Esd<br>Gc Pfd<br>RT | **BOLUDA NOU**<br>**Vicente Boluda Mari**<br>Valencia Spain | **115**<br>—<br>68 | | **1982** S.L. Ardeag—Bilbao (131)<br>7,50<br>20,12 7,01 4,12<br>1 dk | **M Tug** | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7030690<br>EFVY<br>1574<br>Df RT | **BOLUDA PRIMERO**<br>**Remolcadores de Cartagena S.A.**<br>Valencia Spain | **160**<br>33<br>111 | **✠100A1** SS 9/79<br>tug<br>**✠LMC**<br>EL (b) ⅞"U2<br>FN 282 | **1971**-3 Ast. Neptuno—Valencia (32)<br>27,59 8,06 3,404<br>23,98 7,51 4,22<br>RQD 1,3 RFD 10,4<br>rf 1372 BK 165<br>3BH WB10t | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>MWM<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 1 × 40kW 1 × 36kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7408500<br>EGTJ<br>Df RT | **BOLUDA QUINTO**<br>**Vicente Boluda Mari**<br>Valencia Spain | **170**<br>0<br>80 | **✠100A1** SS 6/81<br>tug<br>**✠LMC**<br>EL (D) ⅞"U2<br>FN 282 | **1976**-5 Ast. Neptuno—Valencia (58)<br>27,59 7,95 3,607<br>23,98 7,51 4,22<br>RFD 10,4 1 dk<br>rf 1372 BK 152<br>3BH WB10T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 360 × 450 dr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| 7129582<br>EGAE<br>1606<br>Df RT | **BOLUDA SEGUNDO**<br>**Remolcadores de Cartagena S.A.**<br>Valencia Spain | **223**<br>82<br>194 | ✠Classed LR until 11/7/80 | **1972**-8 Ast. Neptuno—Valencia (42)<br>32,09 9,15 4,020<br>28,50 8,60 4,65<br>RFD 10,4<br>rf nil BK 178 | **M Tug** | Oil 4SA 8Cy. 360 × 450 dr geared to sc. shaft<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 64kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |

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|---|---|---|---|---|---|---|---|---|
| **7917484**<br>EHXO<br><br>Df Esd<br>Pfd Rdr<br>RT | **BOLUDA SET**<br><br>**Remolcadores de Cartagena S.A.**<br>Valencia Spain | **261**<br>—<br>82 | **✠100A1**<br>tug<br>**✠LMC** | <br><br><br>EL E 275,0/20,5U1<br>FN 379 | **1981**-5 Union Naval de Levante S.A. —Valencia (502)<br>32,09 9,12 3,841<br>28,50 8,62 4,65<br>RFD 10,4<br>rf 1499 BK 178<br>3BH WBnil | **M Tug** | Oil 4SA 8Cy. 360 × 450 with flexible couplings & dr geared to sc. shaft<br>Fabrica de San Carlos S.A.<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller | MWM<br>Cadiz |
| **7516785**<br>EHHM<br><br>Df RT | **BOLUDA SEXTO**<br><br>**Remolques del Mediterraneo S.A.**<br>Valencia Spain | **170**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 5/80<br><br><br>EL D ⅞"U2<br>FN 282 | **1977**-2 Const. Nav. del Sureste S.A. —Alicante (41)<br>27,59 7,95 3,401<br>23,98 7,51 4,22<br>RFD 10,4 1 dk<br>rf 1372 Box K 152<br>3BH WB10T | **M Tug** | Oil 4SA 6Cy. 360 × 450 dr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 46,0t (d.o.) | Mannheim |
| **5094264**<br><br><br>Df Esd<br>Rdr RTm | **BOMA**<br>ex Duchesse De Brabant-75<br>**Peche Maritime du Zaire (PERMARZA)**<br>Zaire | **574**<br>192<br>476 | | <br><br>(BV) | **1956** Beliard, Crighton & Cie. S.A. —Oostende (157)<br>*52,71* 9,40<br>... ... ...<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>5 Ha (each 1,1 × 1,0) | Oil 4SA 8Cy. 340 × 525<br>1 250bhp (919kW)<br>Soc. d'Electricite & de Mec., S.E.M.<br>Fuel (d.o.) | Gent/Gand<br>15kn |
| **7802809**<br>PPKY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOMARE**<br>ex Ouro Fino-81<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **877**<br>145<br>883 | | <br><br>AB | **1978** Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (F532)<br>46,00 13,03 5,512<br>40,01 13,01 6,41<br>F 19,9 1 dk<br>rf 399 | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 8Cy. 400 × 460 reverse reduction geared to sc. shafts<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 270kW 1 × 80kW a.c.<br>Thw. thrust propeller fwd | Japan<br>13,75kn |
| **7120720**<br>HO5330<br>10009<br>-HA-F<br>Df Esd<br>Gc Rdr<br>RT | **BOMBERG**<br>ex Roxane Kersten-80<br>ex Bomberg-77<br>**m.s. 'Bomberg' Reederei Fr. und H. Osterwisch K.G.**<br>Osterwisch & Sohn Schiffahrtsbetriebe<br>Hamburg Panama | T.Mk<br>**999**<br>721<br>2 580 | | <br><br>GL | **1971** J. J. Sietas K.G. Schiffswerft —Hamburg (690)<br>90,81 5,182<br>82,76 13,81 8,01<br>P 12,2 B 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 59,4 ER<br>G.4 689 B.4 587<br>TEU 285 C. 285/20'<br>1 Ha (stl) (50,9 × 10,2) ER | Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz | Koeln<br>15kn |
| **8007080**<br>DGBE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOMIN EMDEN**<br><br>**Trans-Oel Ges. fur Oltransport u. Handel m.b.H.**<br>Hamburg Federal Republic of Germany | **3 999**<br>2 200<br>6 679 | | <br><br>GL | **1980** Husumer Schiffsw.—Husum (1469)<br>112,40(BB) 7,001<br>104,40 16,62 8,92<br>P 28,4 F 10,1 1 dk | **M Tanker**<br>Chemical<br>12 Ta ER<br>L.6 621 | Oil 4SA 8Cy. 370 × 400 reduction geared to sc. shaft<br>4 800bhp (3 531kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Koeln<br>15kn |
| **5011638**<br>9VFC<br>367519<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BOMIN WILHELMSHAVEN**<br>ex Bomin II-80<br>ex Ocean Trader-74<br>ex Alkmaar-73<br>**Ocean Oil International Ltd.**<br>Transerz Reedereikontor G.m.b.H.<br>Singapore Singapore | **12 201**<br>6 914<br>18 543 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 5/81<br><br><br>EL ht 2 9/16"SQ<br>FN 5342 | **1958**-7 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (475)<br>169,40 21,19 9,367<br>161,86 21,11 11,89<br>P 35,1 B 14,4 F 15,3 1 dk<br>RW rf 76<br>16BH WB294t | **S Tanker**<br>33 Ta ER<br>L.(oil) 25 220 HeCls. BC<br>Der 3(5) | 2 S Turb dr geared to sc. shaft<br>8 250shp (6 068kW)<br>N.V. Werkspoor<br>2 WTB 570lbf/in² (39,3bar) Spt 426,7°C 555lbf/in² (38,3bar) hs1202,9<br>sg 135lbf/in² (9,4bar)<br>Gen 2 × 450kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 1 662,0t (o.f.)-49,0pd | Amsterdam<br>15,5kn |
| **7712755**<br>LGMS<br>19106<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOMMELFISK**<br><br>**Harry Ytroy P/R**<br>Bergen Norway | **250**<br>104<br>— | | | **1978** Th. Hellesoy Skipsbyggeri A/S —Lofallstrand (97)<br>33,53 7,62<br>29,01 6,51<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil<br>700bhp (515kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S | Aabenraa |
| **7128590**<br>LEBS<br>17953<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOMMELOY**<br><br>**K/S A/S Bommeloy & Co.**<br>Haugesund Norway | **1 186**<br>757<br>— | | <br><br>NV | **1971** Ulstein M/V A/S—Ulsteinvik (65)<br>61,80 10,04 5,411<br>56,19 10,01 6,10<br>1 dk<br>BK 152 len 73 | **M Fishing**<br>Side-fishing<br>2 Ho 6 Ta ER<br>1 Ha (1,7 × 5,0) 6 Ha (each 2,5 × 1,7) 1 Ha (1,7 × 5,0) ER<br>1W Der 1(5) | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>Wichmann Motorfabrikk A/S<br>Gen 1 × 208kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 83,5t (d.o.)-8,5pd | Rubbestadneset<br>12kn |
| **6930659**<br>GUCK<br>332580<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **BON ACCORD**<br>ex Decca Recorder-79<br>ex Clearwater-73<br>**Attacus Investments Ltd.**<br>J. McKee & Partners Ltd.<br>London United Kingdom | **294**<br>18<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 2/75<br><br><br>EL (d) 1 1/16"U2<br>FN 397 | **1969**-12 N.V. Schpsw. "Appingedam" —Appingedam (208)<br>38,66 8,62 2,991<br>33,84 8,21 3,51<br>F 13,2 1 dk<br>rf 381<br>8BH WB89T | **TM Tug** | 2 Vee Oil 2SA each 6Cy. 220 × 380 reverse geared to sc. shafts<br>Appingedammer Brons<br>Gen 2 × 40kW 440V 50Hz a.c. 1 × 15kW 110V d.c.<br>Thw. thrust propeller fwd<br>Fuel 142,0t | Appingedam<br>12kn |
| **7307718**<br>WYZ3<br>250<br>528283<br>RT | **BON CHANCE**<br>ex Julie D-80 ex Palm Bounty-75<br>**Triton Fish Co.**<br>Providence, RI United States of America | **123**<br>83<br>— | | | **1970** Sermons Shipyard—Tarpon Springs, Fl<br>23,78 6,76<br>3,48<br>1 dk | **M Fishing** | Oil<br>360bhp (265kW) | U.S.A. |
| **5053466**<br>GBBC<br>304629<br>Df Esd<br>Rdr RTv | **BON ENTENTE**<br>ex Decca Surveyor-80<br>ex Britonia-71<br>**J. McKee & Partners Ltd.**<br>London United Kingdom | **568**<br>75<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 4/80<br><br><br>EL (j) 1½"SQ<br>FN 633 | Lch.**1963** P. K. Harris & Sons Ltd. —Appledore (161)<br>Len & Cmpl.**1963**-7 Appledore Shipbuilders Ltd.—Appledore<br>48,01 10,06 4,357<br>43,44 9,61 4,96<br>B & F 24,7<br>rf 1016<br>5BH | **M Tug**<br>Salvage<br>Der 1(3) | Oil 2SA 8Cy. 340 × 570<br>British Polar Engines Ltd.<br>Gen 2 × 100kW 1 × 35kW 220V d.c.<br>Bow jet pump<br>Fuel (d.o.) | Glasgow<br>1 × 15kW |
| **6411081**<br>TO3004<br>2183<br>Rdr | **BON SECOURS I**<br><br>**Societe de Remorquage Louis Thomas et Cie.**<br>Rouen France | **103**<br>—<br>— | | <br><br>BV | **1964** N.V. Bodewes Schps.—Martenshoek (477)<br>25,00 6,76 2,648<br>22,99 6,41 3,20<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz | Koeln<br>10kn |

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| 7006455<br>T02288<br>Rdr | **BON SECOURS III**<br>**Societe de Remorquage Louis Thomas et Cie.**<br>Rouen France | **131**<br>—<br>— | BV | **1969** N.V. Bodewes Schps.—Martenshoek (503)<br>27,01 3,125<br>24,01 7,19 3,69<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>11,25kn |
| 6514455<br>H09401<br>4544-74B<br>Df Esd<br>Gc Rdr<br>RTm/h | **BON VENTURE**<br>ex Decca Mariner-80<br>ex Lady Laura-74<br>**Aventuris S.A.**<br>Panama Panama | **449**<br>108<br>619 | BV | **1965** Verolme Scheepswerf Heusden N.V. —Heusden (727)<br>46,33 10,06 2,998<br>45,70 10,01 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo 12P<br>14 Ta ER<br>L.423<br>Der 1(10) | 2 Oil 4SA each 8Cy. 240 × 260<br>1 700bhp (1 250kW)<br>Kromhout Motorenfabrik Amsterdam<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12,25kn |
| 7326661<br>3FMI<br>4325<br>-74A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONA**<br>ex Jesamine-81 ex Jasmine-78<br>**Flambo Maritime Corp.**<br>Boyang Shipping Co. Ltd.<br>Panama Panama | **6 094**<br>4 248<br>9 545 | KR NK | **1973** Kochi Jukogyo K.K.—Kochi (763)<br>126,04 18,45 7,849<br>116,01 18,39 10,11<br>P 23,8 F 11,6 1 dk | **M General Cargo**<br>3 Ho 19,3 34,4 32,0 ER<br>G.13 575 B.12 906<br>3 Ha (stl) (12,4 26,9 26,9 × 8,0) ER<br>5W Der 1(80) 5(20) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 1 143,0t (hvf)-20,0pd 14kn |
| 6603555<br>IPOM<br>1171<br>Df Esd<br>RT | **BONA**<br>**Antonio Colandrea**<br>Napoli Italy | **494**<br>263<br>1 092 | RI (NV) | **1966** Brodrene Lothe A/S—Haugesund (25)<br>63,20 10,11 3,906<br>57,41 10,09 3,99<br>1 dk<br>rf 102 | **M General Cargo**<br>1 Ho ER<br>G.1 340<br>2 Ha (9,6 × 5,0) (20,9 × 6,2) ER<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 1 × 40kW 220V 50Hz a.c.<br>Fuel 73,0t (d.o.) 12kn |
| 7315258<br>OIIT<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BONA FE**<br>ex Norrstal-77<br>**Fagerstad R/A**<br>Porvoo/Borga Finland | **1 583**<br>1 037<br>2 815 | ✠**100A1** SS 7/78<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1469 | **1973**-6 E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (803)<br>86,44 12,02 5,455<br>79,23 11,90 6,63<br>P 17,1 F 11,0 1 dk<br>rf 102<br>4BH WB837t incl. DTf96t | **M General Cargo**<br>2 Ho each 26,9 ER<br>2 Ha (stl) (21,6 22,0 × 8,5) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 1 × 58kW 220/380V 50Hz a.c.<br>Fuel 141,0t (d.o.) 12,5kn |
| 7530339<br>HOQQ<br>6910<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **BONA STAR**<br>ex Genlek-80<br>**Bona Star Line S.A.**<br>Panama Panama | **3 768**<br>2 682<br>6 504 | NK | **1976** Higaki Zosen K.K.—Imabari (177)<br>105,59 16,36 6,701<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (25,1 27,9 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 264kW a.c.<br>12,5kn |
| 5047895<br>INDF<br>467<br>RTm | **BONACCIA**<br>ex Fiumicino-54 ex LCT(3) 322<br>**Compagnia di Navigazione Mediterranea**<br>Roma Italy | **456**<br>303<br>569 | | **1943** ..............United Kingdom<br>58,73 9,22 2,101<br>53,70 9,14 2,70<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Craft — | **TM General Cargo**<br>1 Ho 32,0 ER<br>G.878 B.850<br>1 Ha (26,9 × 4,1) ER | 2 Oil 4SA each 12Cy. 180 × 190<br>1 000bhp (736kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 1 × 20kW d.c. 1 × 10kW 110V<br>Fuel 25,5t (d.o.) 9kn |
| 5386148<br>9V2202<br>177230<br>Rdr RT | **BONAHOPE**<br>ex Wareatea-71<br>**Poriental Navigation Co. S.A.**<br>Singapore Singapore | **1 439**<br>721<br>1 724 | NK<br>✠Classed LR until 27/10/72 | **1952**-5 Henry Robb Ltd.—Leith (418)<br>77,42 11,33 4,611<br>74,38 11,28 4,88<br>RQD 47,0 B 5,8 F 8,3 1 dk<br>RW | **M General Cargo**<br>Ref<br>G.2 588 B.2 421 In.54<br>4 Ha (5,7 5,7 × 5,4) (6,1 6,1 × 5,4) ER<br>8W Der 1(20) | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 99,5t 11kn |
| 8111831<br>DNBB<br>Df Gc<br>Rdr<br>RTm/h/v | **BONAIRE**<br>**Partenreederei m.s. 'Bonaire'**<br>Kompass Reederei G.m.b.H.<br>Hamburg Federal Republic of Germany | **2 813**<br>1 725<br>4 506 | GL | **1982** Ernst Menzer, Schiffswerft —Geesthacht (513)<br>99,12 5,950<br>92,03 15,51 7,01<br>F 18,9 1 dk | **M Tanker**<br>Chemical<br>9 Ta (s.stl) 16 Wing Ta ER<br>L.5 225 | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 1 × 224kW 2 × 212kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>14kn |
| 7612230<br>ELGL<br>5914<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONANZA**<br>ex Itel Bonanza-80 ex Bonanza-79<br>**Lytham Shipping Inc.**<br>Monrovia Liberia | **16 731**<br>11 097<br>27 494 | AB | **1977** Sumitomo Heavy Industries Ltd. —Oppama Shipyard, Yokosuka (1035)<br>177,98 23,02 9,751<br>168,03 22,97 14,61<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Hvy Industries Ltd Japan<br>16kn |
| 6820634<br>SVQT<br>5546<br>Df Esd<br>Gc Rdr<br>RTv | **BONANZA**<br>ex Efploia-81 ex Bonanza-75<br>**Marpacific Shipping Corp.**<br>Piraeus Greece | **15 982**<br>10 564<br>27 312 | AB | **1968** Mitsui SB. & Eng. Co. Ltd.—Osaka (139)<br>178,01 22,92 10,573<br>168,00 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,8 20,5 21,2 21,2 21,2 21,0 ER<br>G.31 464 B.30 820<br>6 Ha (stl) (10,2 11,8 11,8 11,8 11,8 11,8 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 556,5t (hvf) 15,5kn |
| 7739818<br>Df Rdr<br>RT | **BONANZA**<br>**Bonanza de Turismo S.A.**<br>Acapulco Mexico | **250**<br>195<br>— | | **1967** Blount Marine Corp.—Warren, RI<br>9,15 2,941<br>33,61 9,12<br>1 dk | **TM Passenger Ship**<br>—dk P | 2 Oil 4SA each 8Cy. geared to sc. shafts<br>1 200bhp (883kW)<br>General Motors Corp. U.S.A. |
| 7738773 | **BONANZA**<br>Ciudad del Carmen Mexico | **106**<br>71<br>— | | **1963** F. Wicks—Clontarf, Queensland<br>... ... ...<br>... ... ... | **Wood M Fishing** | Oil<br>.............. |

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| **5356727**<br>3EZE<br>7327-NY<br>Rdr RT | **BONANZA III**<br>ex Nep Trader-72<br>ex Tetsusho Maru-70<br>**Tavatchai Chareonsri** | **1 597**<br>887<br>2 576 | (NK) | **1957** Sanoyasu Dockyard Co. Ltd.—Osaka (165)<br>82,96 12,04 5,157<br>77,50 11,99 6,00<br>P 28,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 256 B.3 004<br>2 Ha (13,4 25,9 × 6,1) ER<br>9W Der 6(9,75) | Oil 4SA 6Cy. 435 × 1200<br>1 400bhp (1 030kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 200kW 115V d.c.<br>Fuel 169,5t 11,5kn |
| **5128223**<br>INQV<br>127<br>RTm | **BONARIA**<br>ex Gennargentu-65 ex Irishman-61<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **222**<br>8<br>— | (RI)<br>✠Classed LR until 4/63 | **1929**-4 Cochrane & Sons Ltd.—Selby (1041)<br>32,29 7,65 3,880<br>30,48 7,62 3,97<br>1 dk<br>R BK 191 | **S Tug** | T 3Cy. 368 610 & 1016 × 686<br>Earle's S.B. & Eng. Co. Ltd. Hull<br>Gen 1 × 6kW 110V d.c.<br>Fuel (o.f.) |
| **5246879**<br>9V2398<br>367733<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONATIDE**<br>ex Dijksgracht-74<br>ex West March-70<br>ex Nanni Russ-69<br>**Horizon Maritime (Pte.) Ltd.**<br>Singapore Singapore | **1 389**<br>606<br>2 195 | GL | **1957** Werft Nobiskrug—Rendsburg (597)<br>93,40 12,35 4,660<br>84,31 12,32 7,19<br>Ba 3,4 F 13,2 1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho 28,4comb. 27,8comb. ER<br>G.4 270 B.4 029<br>3 Ha (stl) (19,5comb. 9,7 9,7 × 5,4) ER<br>8W Der 1(20) 1(10) 8(3-5) | Oil 4SA 6Cy. 420 × 660<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 78kW 400V 50Hz a.c.<br>Fuel 208,5t (d.o.) 12kn |
| **7051797**<br>WA3051<br>242401 | **BONAVENTURE**<br>**Vessel Bonaventure Inc.**<br>Gloucester, Ma United States of America | **119**<br>81<br>— | | **1942** Lennox L. Sargent—Southwest Harbor, Me<br>*27,44* 6,56<br>3,20 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **7210874**<br>VOBR<br>800374<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONAVENTURE II**<br>ex Atlantic King-81<br>ex Shaikah Al Quraichi-79<br>ex Atlantic King-78<br>ex Nad King-75 ex Korneuburg-72<br>**Harvey Container Ship Ltd.**<br>St. John's, Nfl. Canada | **2 694**<br>1 888<br>3 106 | GL | **1972** Schiffswerft Korneuburg A.G. —Korneuburg (702)<br>90,40 (BB) 14,76 5,201<br>82,02 14,51 7,80<br>2 dks | **M General Cargo**<br>1 Ho 51,5 ER<br>G.5 829 B.5 535<br>TEU 183<br>C.Ho 93/20' (40') C.Dk 90/20' (40')<br>1 Ha (stl) (50,3 × 10,3) ER | Oil 4SA 8Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>14,5kn |
| **5047962**<br>VOSY<br>198409<br>Df Esd<br>Gc Rdr<br>RTm | **BONAVISTA**<br>**CN Marine Inc.**<br>St. John's, Nfl. Canada | **1 174**<br>575<br>1 389 | ✠Classed LR until 9/58 | **1956**-4 Hall, Russell & Co. Ltd.—Aberdeen (852)<br>65,46 10,70 5,246<br>60,66 10,67 5,95<br>F 12,2 2 dks<br>rf 152 | **M Passenger/General Cargo**<br>Ref 100P<br>3 Ho 10,9 7,3 10,9<br>G.932 B.827 In.71<br>3 Ha (3,5 3,0 3,6 × 3,3)<br>3W Der 3(4) | Oil 2SA 8Cy. 216 × 508 with hydraulic coupling & sr geared to sc. shaft<br>1 280bhp (942kW) Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 2 × 100kW 1 × 50kW 220V d.c.<br>Fuel 152,5t (d.o.) 12kn |
| **5338115**<br>9V2898<br>381760<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BONAWIND 1**<br>ex Daliastar-79 ex Stanford-72<br>**Horizon Maritime (Pte.) Ltd.**<br>Singapore Singapore | **1 437**<br>795<br>2 543 | GL NV | **1959** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (Z70)<br>88,09 12,63 4,371<br>81,01 12,58 5,29<br>F 11,6 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>3 Ho 12,8 19,8 19,8 ER<br>G.4 502 B.4 078<br>3 Ha (stl) (8,2 13,1 13,1 × 6,3) ER<br>10W Der 10(5) | Oil 4SA 8Cy. 390 × 680<br>1 600bhp (1 177kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 80kW 380V 60Hz a.c.<br>Fuel 196,0t (d.o.) 13kn |
| **6518578**<br>LALT<br>16290<br>Df Esd<br>Rdr RT | **BONDO SENIOR**<br>ex K.S.K.-73<br>**Einar Bondo P/R**<br>Namsos Norway | **397**<br>172<br>— | NV | **1965** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (19)<br>47,55 8,03 4,515<br>42,02 8,01 4,63<br>1 dk<br>BK 119 len 69 | **M Fishing**<br>Side-fishing<br>1 Ho 6 Ta ER<br>7 Ha (2,5 × 2,9) (2,5 2,5 × 1,9) (2,5 2,5 2,5 2,5 × 1,6) ER<br>1W Der 1(3) | Oil 2SA 8Cy. 280 × 420<br>800bhp (588kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 166kW 1 × 42kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7905390** | **BONDOC PEN**<br>**J & C Deep Sea Fishing Corp.**<br>Philippines | **115**<br>—<br>85 | | **1979** Sandoval Shipyards Inc.—Navotas (7802)<br>... ... ...<br>... ... ... | **TM Fishing**<br>Stern-fishing | 2 Oil geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **7614434**<br>TUNY<br>AN906<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONDOUKOU**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Ivory Coast | **11 771**<br>6 407<br>16 000 | BV | **1978** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (209)<br>157,66(BB) 22,86 9,951<br>142,42 22,81 13,11<br>1 dk | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.22 794 B.21 034<br>7 Ha (stl) (13,1 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 1(3) Der 7(10-25) | Oil 2SA 7Cy. 680 × 1250 Sulzer<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Fuel 1 598,0t 18kn |
| **7126059**<br>YCQI<br>111516<br>Rdr RT | **BONE RAYA**<br>ex Kibi Maru-80<br>**P.T. Perusahaan Angkutan Ferry (Jemla Ferry)**<br>Jakarta Indonesia | **633**<br>281<br>249 | | **1971** Matsuura Tekko Zosen—Higashino (214)<br>47,81 13,19 2,833<br>43,97 11,00 3,79<br>2 dks | **TM RoRo Cargo/Ferry**<br>541P | 2 Oil 4SA each 6Cy. 240 × 290<br>2 000bhp (1 471kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Fuel 40,5t-5,0pd 13,5kn |
| **7385370**<br>EGDG<br>2287<br>Df Esd<br>Gc Pfd<br>RT | **BONEA**<br>**Bonea S.A.**<br>Pasajes Spain | **348**<br>128<br>— | BV | **1975** S.L. Ardeag—Bilbao (80)<br>38,99 8,01<br>36,02 7,98 4,20<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 178,5t (d.o.) 13kn |
| **6421323**<br>XVLC | **BONG HONG No. 9**<br>ex Thanh Huong<br>Ho Chi Minh City Vietnam | **625**<br>315<br>800 | (BV)<br>✠Classed LR until 10/1/75 | **1964**-12 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1033)<br>52,00 11,18 2,991<br>49,28 10,98 3,66<br>1 dk<br>rf 102 | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 184 × 254 sr reverse geared to sc. shafts<br>654bhp (481kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **5208968**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONG SAN**<br>ex Cosmos Traders-79<br>ex Lindisfarne-75<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **12 733**<br>5 633<br>18 573 | ✠Classed LR until 13/2/81 | **1960**-7 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (699)<br>160,03 21,42 9,005<br>153,93 21,34 12,55<br>P 33,0 F 17,7 1 dk<br>RW rf 76 | **M Ore Carrier**<br>2 Ho each 51,2 ER<br>G.12 658<br>6 Ha (stl) (each 12,1 × 8,5) ER<br>Der 4(5) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>Gen 3 × 320kW 220V d.c.<br>Fuel 1 148,0t (hvf) 12kn |

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| 6509022 | **BONGA**<br>ex Genkai Maru No. 72-75<br>**Africamer S.A.** | **119**<br>42<br>— | | (BV) | **1964** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1035)<br>32,90 5,85 2,363<br>29,01 5,69 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>420bhp (309kW)<br>Kobe Hatsudoki Seizosho Kobe<br>11,75kn |
| 7374527<br>YCRL<br>6929øBA<br>Df Esd<br>Gc Rdr<br>RT | **BONGAS/PERMINA 1014**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Government of The Republic of Indonesia (Directorate for Shipping & Telecommunications P. & T.)<br>Jakarta Indonesia | **8 215**<br>4 741<br>13 833 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 8/79<br>EL Z 2$\frac{1}{16}$"U2<br>FN 4110 | **1975**-5 Naikai Zosen—Setoda (378)<br>134,98 22,84 7,335<br>128,02 22,80 9,30<br>P 29,9 F 15,0 1 dk<br>rf 102<br>11BH WB16679T | **M Tanker**<br>18 Ta ER<br>L.(oil) 15 792 | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>WTAuxB 18kgf/cm² (17,7bar) (Spt 215°C 15,5kgf/cm² (15,2bar)) hs294,5<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 370kW 450V 50Hz a.c.<br>Fuel 1 288,5t (hvf) 13,5kn |
| 7523295<br>LCKB<br>18736<br>Df Esd<br>Gc Rdr<br>RT | **BONGO**<br>**Paal Wilson & Co. A/S**<br>Bergen Norway | **1 133**<br>721<br>1 781 | | NV | **1976** Loland Verft A/S—Leirvik (39)<br>70,54 10,01 4,471<br>65,03 9,99 5,24<br>P - F - 1 dk<br>len 80 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (34,2 × 7,3) ER | Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 41kW 220V 50Hz a.c. |
| 7435747<br>WYT8<br>013<br>548099 | **BONGO**<br>**Portal Boat Co.**<br>Morgan City, La United States of America | **208**<br>141<br>— | | | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (356)<br>53,35 3,506<br>53,19 12,20 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 9Cy. 240 × 260<br>3 400bhp (2 501kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Fuel (d.o.) |
| 5071676<br>H07081<br>9053-78B<br>Df Esd<br>Pfd Rdr<br>RTm | **BONHEUR**<br>ex Jans-81 ex Christian-73<br>**A. G. M. Peperkamp**<br>Wagenborg Scheepvaart B.V.<br>Panama Panama | **403**<br>244<br>550 | | BV | **1962** Niewe Schps. "De Durme"—Tielrode (335)<br>52,51 7,22 2,502<br>7,17 2,87<br>1 dk<br>R | **M General Cargo**<br>2 Ho 16,3 16,7 ER<br>2 Ha (each 11,9 × 5,4) ER | Oil 2SA 6Cy. 225 × 330<br>450bhp (331kW)<br>Motorenfabriek Darmstadt Darmstadt<br>Fuel (d.o.) 10kn |
| 7732901<br>WYL3126<br>585163 | **BONHOMME RICHARD**<br>**Walter Toler**<br>Elizabeth City, NC United States of America | **100**<br>69<br>— | | | **1977** .............Fort George Island, Fl<br>*16,77*<br>6,61 2,67<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>U.S.A. |
| 7521479<br>GYAS<br>378082<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONIFACE**<br>**Boniface Shipping Co. Ltd.**<br>Blue Star Ship Management Ltd.<br>Liverpool United Kingdom | **3 636**<br>1 967<br>5 344 | **✠100A1**<br>**✠LMC** | EL W 495,0/50,0U2<br>FN 2977 | **1979**-6 EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (317)<br>115,65(BB) 17,43 6,517<br>108,59 17,40 10,01<br>F 9,8 2 dks<br>rf nil<br>SF 5BH WB905T | **M General Cargo**<br>3 Ho 21,7 30,0 23,0 ER 3 TwD<br>G.10 449 B.9 682<br>TEU 105 C.Ho 72/20' C.Dk 33/20'<br>3 Ha (stl) (12,7 × 5,9) (19,4 19,4 × 8,9) ER<br>Der 4(22) | Oil 4SA 7Cy. 400 × 450 sr geared to sc. shaft<br>4 375bhp (3 218kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 260kW 450V 60Hz a.c.<br>Fuel 89,5t (d.o.) 439,0t (hvf) 15kn |
| 6603878<br>IKWI<br>3369<br>Esd Rdr<br>RT | **BONIFACIO**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Genova Italy | **631**<br>285<br>183 | | RI | **1966** "Navalmeccanica" Cant. Nav. —Castellammare di Stabia (640)<br>57,51 9,83 3,175<br>52,79 9,81 4,47<br>1 dk | **TM RoRo Cargo/Ferry**<br>1 Ho<br>G.86 | 2 Oil 4SA each 8Cy. 320 × 420<br>2 400bhp (1 765kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>2 Controllable pitch propellers |
| 6808583<br>ELCM8<br>7315<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BONITA**<br>ex Kristin Brovig-76<br>**Bonita Marine Corp.**<br>Ugland Shipping Co. A/S<br>Monrovia Liberia | **13 766**<br>8 113<br>22 116 | | NV | **1968** Hitachi Zosen—Mukaishima (4114)<br>160,48 22,84 9,653<br>152,00 22,81 13,59<br>P 35,1 F 15,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho 16,0 18,9 18,9 18,9 18,9 18,9 ER<br>G.30 120 B.26 599<br>6 Ha (stl) (8,0 × 8,0) (11,2 11,2 11,2 11,2 11,2 × 11,2) ER<br>Cr 3(8) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 95,0t (d.o.) 830,0t (hvf)-33,5pd 14,5kn |
| 7619769<br>WE5010<br>264127<br>RT | **BONITA**<br>**C. H. Steding III Administrator**<br>Galveston, Tx United States of America | **148**<br>65<br>— | | | **1952** Alexander Shipyards Inc.—New Orleans, La<br>*24,91* 7,62 —<br>7,57 3,33<br>1 dk | **M Tug** | Vee Oil 12Cy.<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7425510<br>HOGY<br>6500-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONITA ACE**<br>**Bonita Shipping (Panama) S.A.**<br>Panama Panama | **4 093**<br>2 585<br>6 279 | | NK | **1975** Oshima Dock K.K.—Yoshiumi (597)<br>118,09 18,06 6,373<br>109,00 17,99 8,23<br>P 22,0 F 17,7 1 dk | **M General Cargo**<br>TEU 474 C.Ho 168/20' 82/40' C.Dk 6/20' 68/40'<br>6 Ha (6,5 × 5,7) (12,5 × 10,8) (12,5 12,5 12,5 12,5 × 13,5) ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>14,75kn |
| 7521431<br>SQGW<br>Df Esd<br>Gc Rdr<br>RT | **BONITO**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | T.Mk<br>**2 440**<br>1 010<br>1 564 | | PR | **1976** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B418/303)<br>88,88 15,24 5,184<br>85,37 15,02 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 768 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 560kW 2 × 504kW 1 × 48kW 400V a.c.<br>Controllable pitch propeller<br>16kn |
| 6515708<br>COEE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONITO**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>660 | | BV | **1965** Ast. Celaya—Bilbao (78)<br>55,02 9,05<br>49,61 9,00 4,25<br>RW | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>In.555<br>3 Ha (each 1,6 × 1,6) | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 291,0t (d.o.) 13kn |

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|---|---|---|---|---|---|---|
| **7226500**<br>UUUX<br>M-7813<br>Df Esd<br>Rdr RT | **BONITO**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **564**<br>213<br>318 | RS | **1972** ..............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(3) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeb<br>Gen 3 × 88kW<br>Controllable pitch propeller |
| **8008149**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BONITO**<br><br>**Government of The Republic of Trinidad & Tobago**<br>Port of Spain Trinidad & Tobago | **292**<br>0<br>91 | **✠100A1**<br>tug<br>for Trinidad & Tobago coastal service in the Gulf of Paria<br>**✠LMC**<br>EL (G) 302,5/20,5U2(a)<br>FN 395 | **1981**-1 B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (756)<br>31,12 9,61 3,218<br>28,00 9,50 4,60<br>1 dk<br>rf 737<br>4BH WB53T | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 330 with clutches, flexible couplings & sr revers geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 90kW 1 × 10kW<br>240/415V 60Hz a.c.<br>Fuel 44,5t (d.o.) |
| **7361154**<br>DEBW<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BONN**<br><br>**Hapag-Lloyd A.G.**<br>Kosmos Bulkschiffahrt G.m.b.H.<br>Bremen Federal Republic of Germany | **188 668**<br>152 247<br>392 799 | AB GL | **1976** A.G. "Weser"—Bremen (1394)<br>370,24 64,09 22,581<br>356,50 64,01 28,61<br>F 18,3 1 dk | **S Tanker**<br><br>24 Ta ER<br>L.(oil) 384 429<br>Cr 2(5) Der 2(16) 2(2) | 2 S Turb dr geared to sc. shaft<br>44 380shp (32 644kW) General Ele<br>A.G. "Weser" Bre<br>Gen 2 × 2000kW 440V 60Hz a.c.<br>Fuel 13 196,5t (hvf)-233,5pd |
| **5048112** | **BONNE AVENTURE**<br><br>**Texaco Trinidad Inc.**<br>*Port of Spain* Trinidad & Tobago | **218**<br>—<br>— | **✠100A1** SS 3/77<br>tug<br>**✠LMC**<br>EL (c)<br>FN 349<br>**LAID UP — SURVEYS OVERDUE 3/81** | **1962**-7 W. J. Yarwood & Sons Ltd. —Northwich (936)<br>31,70 8,31 3,537<br>29,27 7,93 3,97<br>rf 559 BK 152<br>4BH WB38t | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 368 with flexible coupling & sr reverse geared t sc. shafts<br>Ruston & Hornsby Ltd. Lin |
| **5315101**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BONNE BAY**<br>ex Scania-73<br><br>Limassol Cyprus | T.Mk<br>**2 714**<br>1 366<br>4 714<br>**4 310**<br>2 574<br>5 918 | **✠100A1** SS 9/81<br>DTm—vegetable oil<br>Ice Class 2<br>**✠LMC**<br>EL (v) 1¾"SQ<br>FN 2674 | **1962**-9 Lindholmens Varv. A/B—Goteborg (1078)<br>121,34 14,53 5,798/6,960<br>112,81 14,48 9,22<br>P 5,2 F 12,2 2 dks<br>rf 102 len 67<br>6BH WB1182t incl. DTm211t | **M General Cargo** 4P<br><br>6 Ho 12,2 10,9 12,9 13,5 13,5 12,9 ER<br>G.8 778 B.8 041<br>6 Ha (stl) (7,7 × 6,4) (8,1 10,2 10,2 10,2 10,2 × 11,4) ER<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520 × 900<br>2 900bhp (2 133kW) Gotave<br>Lindholmens Varv. A/B Goteb<br>Gen 3 × 140kW 230V d.c.<br>Fuel 363,5t (hvf) |
| **7807586**<br>WYB7<br>074<br>600784<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONNE CHANCE I**<br><br>**Bonne Chance Marine Inc.**<br>Morgan City, La United States of America | **287**<br>195<br>1 000 | AB | **1978** Halter Marine Inc.—Lockport, La (740)<br><br>3,377<br>50,60 11,60 3,97<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. De<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd |
| **7807598**<br>WYB7<br>075<br>602654<br>Df Esd<br>Pfd Rdr<br>RT | **BONNE CHANCE II**<br><br>**Bonne Chance Marine Inc.**<br>New Orleans, La United States of America | **287**<br>195<br>1 000 | AB | **1979** Halter Marine Inc.—Lockport, La (741)<br><br>3,377<br>49,33 11,60 3,97<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. De<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd |
| **6510576**<br>FTAI<br>5804<br>Df Esd<br>Pfd Rdr<br>RTm | **BONNE MADELEINE**<br><br>**Pierre Morvant et Compagnie**<br>Lorient France | **151**<br>48<br>— | BV | **1965** Ch. & At. de la Perriere—Lorient (L39)<br>28,43 6,86 3,252<br>26,22 6,80 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.115<br>2 Ha (each 1,0 × 1,0) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augs<br>Fuel 36,0t (d.o.) |
| **5204297**<br>HO7272<br>5258<br>-75A<br>Df Esd<br>RTm | **BONNO**<br>ex Bonny-72 ex Lauwersborg-68<br>ex Mercator-54<br>**STM Compania Naviera S.A.**<br>Panama Panama | **298**<br>186<br>362 | (BV) | **1952** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1214)<br>43,49 7,45 2,731<br>37,14 7,40 3,00<br>1 dk<br>RW rf nil | **M General Cargo**<br><br>1 Ho 24,2 ER<br>G.530 B.496<br>1 Ha (18,8comb. × 4,4) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 280 × 400<br>195bhp (143kW)<br>D. & J. Boot "De Industrie" Alphen a/d<br>Gen 1 × 37kW 60V d.c.<br>Fuel 13,0t (d.o.) |
| **6900616**<br>OGVE<br>1154<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONNY**<br><br>**Rederiaktiebolaget Sally**<br>Algot Johansson<br>Mariehamn Finland | **51 485**<br>30 040<br>97 743 | NV | **1969** Uddevallavarvet A/B—Uddevalla (225)<br>255,25(BB) 38,99 14,383<br>244,53 38,94 19,03<br>1 dk<br>rf 102 | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 111 797 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Eriksbergs M/V A/B Goteb<br>Gen 1 × 600kW 2 × 584kW<br>1 × 24kW 440V 60Hz a.c.<br>Fuel 304,5t (d.o.) 3 596,5t (hvf)-53,0pd |
| **5421584**<br>HOHV<br>9761-79<br>Df Esd<br>Gc Rdr<br>RTm | **BONNY CARRIER**<br>ex Nestos-79<br>**Cimentos Compania Naviera**<br>Panama Panama | **16 073**<br>9 667<br>26 580 | AB | **1964** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (181)<br>191,47 22,94 10,843<br>179,69 22,86 14,10<br>P 43,6 F 17,1 1 dk, 2nd dk fwd & aft<br>RW rf 51 conv Bulk Carrier 79 | **S Cement Handling Ship**<br>Storage Self-unloader<br>7 Ho 15,8 18,9 20,1 20,7 17,3 16,7 16,7 ER<br>G.31 253 B.29 393<br>7 Ha (stl) (8,1 × 8,0) (11,2 × 10,9) (11,2 11,2 11,2 11,2 11,2 × 11,2) ER<br>14W Der 14(10) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>STAL-LAVAL Turbin AB Finsp<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 2 203,0t (o.f.) |
| **7408196**<br>6NGE<br>BM38<br>285<br>Df Esd<br>Gc Rdr<br>RT | **BONNY OCEAN**<br><br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | **2 593**<br>2 202<br>4 135 | KR NK | **1975** Yamanishi Zosen K.K.—Ishinomaki (781)<br>82,81 15,02 6,068<br>76,18 14,99 7,60<br>F 8,6 1 dk | **M General Cargo**<br><br><br>G.4 778 B.4 660<br>2 Ha (each 19,8 × 5,1) ER<br>Cr 1(30) | Oil 4SA 6Cy. 380 × 560<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Ya<br>Gen 2 × 200kW 445V a.c.<br>Fuel 372,0t-7,5pd |

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| 7910955<br>D8MS<br>8M11<br>375<br>Df Esd<br>Gc Rdr<br>RT | **BONNY STAR**<br>**Kuk Je Shipping Co. Ltd.**<br>Busan South Korea | **1 993**<br>1 057<br>2 299 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7714)<br>87,51 13,52 4,207<br>81,01 13,50 6,51<br>P 15,9 F 5,2 1 dk | **M General Cargo**<br>Mchy.aft<br>G.4 211 B.4 011<br>TEU 198 C. 102/20' 48/40'<br>3 Ha (stl) (6,6 × 5,1) (12,5 26,3 × 9,9)<br>Cr 1(30) Der 1(20) | Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>13,5kn |
| 7003893<br>HO5990<br>2427-72<br>Esd Rdr<br>RTm | **BONNY TIDE**<br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **297**<br>202<br>— | | **1967** American Marine Corp.—New Orleans, La (974)<br>50,60 11,76 3,576<br>47,91 11,59 4,27<br>F 11,9 2 dks<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 120V 60Hz a.c.<br>Fuel 97,5t 12kn |
| 7614446<br>TUNZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONOUA**<br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Ivory Coast | **11 771**<br>6 407<br>16 000 | BV | **1978** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (210)<br>157,66 22,86 9,840<br>142,75 22,81 13,11<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 794 B.21 034<br>9 Ha (stl) (13,1 × 10,2) (19,3 19,3 19,3 19,3 19,3 19,3 × 8,0) (7,6 7,6 × 4,1) ER<br>Cr 1(3,5) Der 6(25) 5(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Fuel 1 598,0t 18kn |
| 7707073<br>9GZC<br>316640<br>Df Esd<br>Gc Rdr<br>RT | **BONSA**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 799**<br>867<br>2 155 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL O 412,5/34,0U2<br>FN 1454 | **1980**-12 Soc. Esercizio Cant.—Viareggio (625)<br>80,47 (BB) 14,05 6,544<br>71,38 13,73 6,63<br>2 dks<br>rf 432 Box K 229<br>3BH to U dk, 4 to 2nd dk WBnil | **M Fishing**<br>Side-fishing Seiner Tuna Ref.<br>Mchy.aft<br>In.1 976 | 2 Oil 4SA each 6Cy. 370 × 400 with clutches, flexible couplings & sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5047936<br>C6YA<br>343964<br>Df Rdr<br>RT | **BONSELLA**<br>ex Bonanza-69<br>**Livestock Liners Ltd.**<br>Nassau Bahamas | **400**<br>199<br>480 | AB | **1960** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (338)<br>48,16 7,80 2,852<br>43,52 7,76 3,13<br>P 11,0 F 5,8 1 dk<br>rf 25 | **M Livestock Carrier**<br>1 Ho 28,6 ER<br>G.706 B.666<br>1 Ha (21,6 × 4,5) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 190 × 350 sr reverse geared to sc. shaft<br>390bhp (287kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 1 × 10kW 1 × 6kW 1 × 4kW<br>Fuel 49,0t 10kn |
| 6410013<br>Df Esd<br>Gc Rdr | **BONSU**<br>**Passer Maritime Ltd.** | **618**<br>246<br>— | | **1963** Leninskaya Kuznitsa—Kiyev<br>54,21 9,30<br>49,99 9,25 4,70 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 5183637<br>9GOB<br>316660<br>Df Esd<br>Rdr RT | **BONSU**<br>ex Kathe-Marie-81<br>**Continental African Maritime Co. Ltd.**<br>Takoradi Ghana | **413**<br>242<br>700 | (GL) | **1952** Ernst Menzer, Schiffswerft—Hamburg<br>*56,39* 8,54 3,252<br>5,01<br>F 6,4 1 dk & S dk<br>RW len 56 | **M General Cargo** OSD<br>1 Ho 36,2 ER<br>G.1 627 B.1 561<br>2 Ha (9,6 19,4 × 5,4) ER<br>Der 1(3) 2(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 56<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7430424<br>YCEW<br>S1361<br>Esd Pfd<br>Rdr RT | **BONTANG 01**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Balikpapan Indonesia | **298**<br>93<br>— | AB | **1975** Yokohama Zosen—Chiba (1361)<br>32,01 9,02 3,379<br>29,01 9,00 4,60<br>RQD 1,6 F 10,7 1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Seisakusho Chiba<br>Gen 2 × 140kW a.c.<br>Fuel 150,5t 12,5kn |
| 7430436<br>YCEX<br>S1362<br>Esd Pfd<br>Rdr RT | **BONTANG 02**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **298**<br>93<br>— | AB | **1975** Yokohama Zosen—Chiba (1362)<br>32,01 9,25 3,379<br>31,98 9,00 4,60<br>RQD 1,6 F 10,7 1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Seisakusho Japan<br>Gen 2 × 140kW a.c.<br>Fuel 150,5t (d.o.) 12,5kn |
| 7430448<br>YCEY<br>S1363<br>Esd Pfd<br>Rdr RT | **BONTANG 03**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Balikpapan Indonesia | **298**<br>93<br>— | AB | **1975** Yokohama Zosen—Chiba (1363)<br>32,01 9,02 3,379<br>29,01 9,00 4,60<br>RQD 1,6 F 10,7 1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 275 × 320 reverse reduction geared to sc. shafts<br>Fuji Seisakusho Chiba<br>Gen 2 × 140kW a.c.<br>Fuel 150,5t 12,5kn |
| 5048162<br>ZTJQ<br>196005<br>Esd<br>RTm/v | **BONTEBOK**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **3 318**<br>1 915<br>4 243 | ✠Classed LR until 12/56 | **1953**-10 W. Simons & Co. Ltd.—Renfrew (795)<br>100,23 16,72 5,684<br>96,02 16,62 7,01<br>P 8,0 1 dk<br>R rf nil | **TS Hopper/Dredger**<br>Suction Bottom doors<br>2 Ho 6,7comb. 10,9comb. ER<br>4 Ha (each 0,9 × 1,2) ER | T 6Cy. (2) 495 (2) 813 & (2) 1359 × 686<br>3 000ihp (2 207kW)<br>Wm. Simons & Co. Ltd. Renfrew<br>Fuel 318,0t (c) 10kn |
| 8004806<br>PDFB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BONTEGRACHT**<br>**C. V. Scheepv. Onderneming 'Sambeek'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 437<br>**3 466**<br>2 241<br>6 144 | **✠100A1**<br>Ice Class 1A at a draught not exceeding 7.25 metres & Ice Class 1B<br>**✠LMC**<br>EL 467,5/44,0U2<br>FN 1987 | **1981**-9 Miho Zosensho K.K.—Shimizu (1180)<br>80,22 (BB) 16,11 5,987/8,484<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T & STs in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165 C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) 12,75kn |
| 7426928 | **BONTOMANAI**<br>**P.T. Perusahaan Pelayaran Bone Lloyd**<br>Ujung Pandang Indonesia | **290**<br>285<br>203 | KI | **1967** P.T. Menara—Tegal<br>... ...<br>32,01 6,81 2,52<br>1 dk | **M General Cargo Barge** | Oil 4SA 4Cy. 260 × 400<br>210bhp (154kW)<br>Hanshin Nainenki Kogyo Kobe |

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| **6822163**<br>3968 | **BONTOMARANNU**<br>Launched as Pakin<br>**P.T. Perusahaan Pelayaran Bone Lloyd**<br>Jakarta Indonesia | **323**<br>150<br>394 | KI | **1970** P.N. Pabrik Kapal Indonesia (PAKIN) —Djakarta<br>45,27 2,642<br>39,93 7,62 3,00<br>P 16,5 F 9,2 1 dk<br>rf nil | **M Ferry/General Cargo**<br>50dk P<br>2 Ho 11,9 15,0 ER<br>G.520 B.496<br>2 Ha (each 6,5 × 4,5) ER<br>2W Der 1(2,5) 1(1,5) | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 8kW 1 × 5kW 110V 50Hz<br>Fuel 29,0t (d.o.) |
| **7426916** | **BONTOSUNGGU**<br>**P.T. Perusahaan Pelayaran Bone Lloyd**<br>Ujung Pandang Indonesia | **327**<br>172<br>— | KI | **1967** P.N. Pakin—Djakarta<br>... ... ...<br>39,96 7,60 3,00<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW) E made62 fitted67<br>Kloeckner Humboldt Deutz<br>Gen 1 × 13kW 110V d.c. |
| **7020580**<br>VRFI<br>339341<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BONTRADER**<br>ex Amorgos-81<br>ex Sydney Bridge-78<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | **35 831**<br>23 780<br>59 662 | **✠100A1** SS 5/80<br>strengthened for ore cargoes Nos. 2 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL ot 3$\frac{1}{16}$"U3<br>FN 10877 | **1970**-9 Harland and Wolff Ltd.—Belfast (1680)<br>224,04(BB) 32,31 12,524<br>215,81 32,26 18,14<br>1 dk<br>rf 127 DK fwd<br>9BH WB44282t incl. 13924t in comb. btm & STs in holds 8950t in topside tanks in holds | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,2 22,7 22,5 22,7 22,7 22,7 23,4 ER<br>G.72 179<br>2 Ha (stl) (each 15,7 × 14,9) 5 Ha (stl) (each 15,5 × 14,9) ER | Oil 2SA 7Cy. 840 × 1800<br>15 900bhp (11 695kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9b<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 3 322,5t (hvf) |
| **6512524**<br>RH-W8<br>3099<br>Rdr RT | **BONVOY**<br>ex Kakuei Maru-79<br>**Sociedad Inversiones Lejano Oriente S. de R.L.**<br>Amapala Honduras | **1 921**<br>969<br>3 499 | NK | **1965** Setoda Zosensho—Setoda (181)<br>90,00 12,86 5,550<br>82,56 12,81 6,51<br>P 22,6 F 9,2 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 752 | 2 Oil 4SA each 6Cy. 300 × 380 gear sc. shaft<br>1 840bhp (1 353kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW 445V a.c.<br>Fuel 182,0t-8,5pd |
| **5186598**<br>6LYM<br>IM1555 | **BOO HEUNG No. 7**<br>ex Koyo Maru No. 7-71<br>ex Kibo Maru No. 58<br>**Boo Heung Construction Co. Ltd.**<br>Inchon South Korea | **798**<br>446<br>1 272 | | **1958** Hashihama Zosen—Imabari (59)<br>9,02 4,217<br>59,52 9,00 4,58<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 585 | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Nippon Hatsudoki<br>Fuel 58,0t |
| **7728390**<br>D8ZL<br>BM11<br>308<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOO YONG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **11 503**<br>7 351<br>18 899 | AB KR | **1979** Korea SB. & Eng. Corp.—Busan (1015)<br>155,33 9,191<br>146,01 22,81 12,53<br>P 27,8 B 32,0 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 26,5 26,9 26,9 26,9 ER<br>G.24 182 B.21 768 HeCls. B<br>4 Ha (stl) (16,5 18,7 18,7 18,7 × 10,9) ER<br>Der 4(25) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sumitomo Hvy Industries Ltd<br>Gen 3 × 272kW 445V a.c.<br>Fuel 164,0t (d.o.) 1 335,0t (hvf)-27,0p |
| **7705934**<br>SGQN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOGABILLA**<br>**Rederiaktiebolaget Transatlantic**<br>Goteborg Sweden | **22 325**<br>12 190<br>31 460 | **✠100A1**<br>roll on—roll off container ship movable decks, forward cargo tanks—Tallow oil<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Rt 687,5/84,0U3<br>FN 11026 | **1978**-8 Mitsubishi Heavy Industries Ltd. —Nagasaki (1831)<br>228,51(BB) 32,31 10,821<br>210,01 32,28 20,22<br>Ba 36,6 3 dks, 2 intermediate dks in No. 1 Upr. Twd (movable at centre), light cargoes only<br>rf nil<br>5BH to U dk, 1BH to 2nd dk WB8976T incl. Upr. TwD 1950T, Lwr. TwD 2322T | **M RoRo Cargo**<br>Ref<br>Angled stern door & ramp (s)<br>Mchy.aft<br>B.60 716 In.2 359 L.730<br>TEU 1707 C. 1707/20' incl. 200 ref C. | Oil 2SA 9Cy. 900 × 1550<br>30 150bhp (22 177kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 2 × 2000kW 2 × 1550kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 654,0t (d.o.) 3 475,0t (hvf)-98,5p |
| **6902418**<br>6KSL<br>BF21323<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOK AHK SAN No. 1**<br>**Government of The Republic of South Korea (Ministry of Education)**<br>Busan South Korea | **148**<br>30<br>82 | (KR) | **1966** Korea SB. & Eng. Corp.—Pusan<br>*33,53* 6,23<br>33,00 6,20 2,80<br>1 dk | **M Research/Fishing** | Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. |
| **7221354**<br>GBCA<br>378097<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOKER CHALLENGE**<br>ex Sol Michel-79<br>ex Lloyd Copenhague-76<br>ex Sol Michel-72<br>**Booker Line Ltd.**<br>Liverpool United Kingdom | T.Mk<br>**5 343**<br>3 279<br>8 410<br>**8 336**<br>5 176<br>10 700 | NV | **1972** VEB Schiffswerft "Neptun"—Rostock (371)<br>145,42(BB) 19,44 7,786/8,903<br>134,83 19,41 11,31<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.16 641 B.15 206<br>1 Ha (stl) (14,0 × 11,5) 4 Ha (stl) (25,9p&s 25,9p&s × 7,6) ER<br>5W Der 5(30) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halb<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 524,0t (hvf)-35,5pd |
| **7324728**<br>GBPV<br>389160<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOKER COURAGE**<br>ex Brageland-80<br>**Booker Line Ltd.**<br>Liverpool United Kingdom | T.Mk<br>**5 572**<br>2 845<br>8 189<br>**8 522**<br>4 773<br>10 700 | NV | **1973** VEB Schiffswerft "Neptun"—Rostock (373)<br>145,50(BB) 19,44 7,614/8,916<br>134,83 19,41 11,31<br>2 dks<br>rf nil | **M General Cargo**<br>3 Ho ER<br>G.16 441 B.15 206<br>TEU 330 C. 330/20'<br>1 Ha (stl) (14,0 × 11,5) 4 Ha (stl) (each 25,9 × 7,6) ER<br>5W Der 5(30) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halb<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 570,0t (hvf)-32,5pd |
| **7348633**<br>GBCX<br>378096<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOOKER CRUSADE**<br>ex Sol Neptun-79<br>ex Wolfgang Russ-77<br>ex Sol Neptun-76<br>**Booker Line Ltd.**<br>Liverpool United Kingdom | T.Mk<br>**5 350**<br>3 283<br>8 189<br>**8 347**<br>5 164<br>10 700 | NV | **1975** VEB Schiffswerft "Neptun"—Rostock (375)<br>145,42 19,44 8,891<br>134,85 19,41 11,28<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.16 441 B.15 206<br>1 Ha (stl) (14,0 × 11,5) 4 Ha (stl) (each 25,9 × 7,6) ER<br>5W Der 5(30) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW)<br>Halberstadt Halb<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 500,0t (hvf)-37,0pd |
| **6826315**<br>GUPB<br>358702<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOOKER VULCAN**<br>ex Seahawk-74<br>ex Concordia Sea-70<br>ex Sea Viking-69 ex Seahawk-68<br>**Booker Line Ltd.**<br>Liverpool United Kingdom | T.Mk<br>**2 220**<br>1 295<br>6 600<br>**4 129**<br>2 831<br>— | **100A1** SS 7/77<br>**LMC**<br>EL V 1$\frac{7}{8}$"U2<br>FN 2768<br>(NV) | **1968** Stocznia Gdanska im. Lenina—Gdansk (B448/01)<br>116,52 16,87 5,728/7,236<br>106,81 16,81 9,10<br>P 17,7 F 9,5 2 dks<br>rf nil<br>6BH WB1146T | **M General Cargo**<br>4 Ho 19,5 20,2 20,2 20,2 ER<br>G.9 684 B.8 438<br>4 Ha (stl) (13,2 × 7,0) (14,0 14,0 14,0 × 8,9) ER<br>4W Cr 2(5) Der 1(25) 4(5) | Oil 4SA 8Cy. 381 × 457 sr geared to shaft<br>4 200bhp (3 089kW) E made73 fitted<br>Mirlees Blackstone (Stockport) Ltd. Sto<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 574,0t (hvf) |

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| 7233307<br>VLBO<br>355127 | **BOOLATHANA**<br>**Texada Mines Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **155**<br>—<br>— | | **1972** Index Slipway & Eng. Pty. Ltd.<br>—Brisbane<br>*23,99* 8,11<br>... ...<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| 7046663<br>HO6367<br>1194<br>5-82 | **BOONE 1**<br>ex Kiire Maru No. 2-82<br>**Boone Enterprises Ltd.**<br>Panama Panama | **278**<br>86<br>— | | **1969** Towa Zosen K.K.—Shimonoseki (378)<br>31,70 9,53 3,150<br>28,00 9,50 4,32<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 275 × 320<br>Fuji Seisakusho Tateyama<br>Gen 2 × 40kW 225V a.c.<br>Fuel 44,5t-13,5pd 13kn |
| 7005401<br>HO6368<br>1194<br>3-82<br>Rdr RT | **BOONE 2**<br>ex Kiire Maru No. 3-82<br>**Boone Enterprises Ltd.**<br>Panama Panama | **277**<br>86<br>— | | **1969** Towa Zosen K.K.—Shimonoseki (379)<br>31,70 9,53 3,150<br>28,00 9,50 4,32 | **TM Tug** | 2 Oil 4SA each 12Cy. 275 × 320<br>Fuji Seisakusho Tateyama<br>Gen 2 × 40kW 225V a.c.<br>13kn |
| 5402112<br>Df Esd<br>Gc Rdr<br>RTm/v | **BOONKRONG II**<br>ex Captain Glyptis-81<br>ex Carola-79 ex Calanda-78<br>**Mah Boonkrong Shipping Co. Ltd.**<br>Bangkok Thailand | **3 392**<br>1 550<br>5 420<br>**5 296**<br>2 801<br>7 050 | BV (GL) | **1963** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (319)<br>126,63 16,62 6,541/7,621<br>113,42 16,60 9,63<br>1 dk & S dk<br>RW rf 25 | **M General Cargo** OSD/CSD<br>5 Ho 18,9 27,9 23,7 15,3 5,4<br>5 Ha (stl) (9,8 16,7 14,0 8,4 × 6,4) (2,3 × 2,9)<br>Der 2(30) 8(10) 4(5) | Oil 2SA 6Cy. 600 × 1040<br>4 100bhp (3 016kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 7910072<br>385212<br>Esd Rdr<br>RT | **BOOTLEGGER**<br>**A.R.A. Nominees Pty. Ltd., Ian Robert & Ross Samuel Boot**<br>*Cairns, Queensland* Australia | **223**<br>140<br>— | | **1979** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (163)<br>22,00 7,47 3,175<br>20,58 7,45 3,99<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| 5074898<br>VJDF<br>144888 | **BOOYA**<br>ex Claire Crouch-71<br>ex Argosy Lemal-49<br>ex Ametco-49 ex De Lauwers<br>**Denham Island Transport Pty. Ltd.**<br>*Townsville, Queensland* Australia | **262**<br>186<br>234 | | **1917** Gebr. van Diepen—Waterhuizen<br>*35,82* 7,47 3,125<br>7,42<br>RQD 7,1 F 3,7 1 dk H 5,5<br>R | **Aux M General Cargo**<br>Schooner<br>1 Ho<br>2W | Oil 2SA 4Cy. 267 × 343<br>280bhp (206kW) NE 50<br>Crossley Bros. Ltd. Manchester<br>Fuel 8,5t 8kn |
| 7703039<br>Esd Gc<br>Rdr RT | **BOPESSI**<br>**Government of The People's Republic of Benin (Ministere des Transports, Postes et Telecommunications)**<br>Cotonou Benin | **172**<br>0<br>105 | BV | **1978** Soc. des At. Francais de l'Ouest—St. Nazaire (RD.23)<br>28,96 7,70 3,350<br>26,01 7,31 3,94<br>1 dk | **M Tug** | Oil 4SA 8Cy. 260 × 280 reverse reduction geared to sc. shaft<br>Crepelle et Cie. Lille<br>13,5kn |
| 5048227<br>EAUM<br>7518<br>Df Esd<br>RTm | **BOQUERON**<br>ex Toralla<br>**Vicente Franco Rial**<br>Vigo Spain | **205**<br>99<br>— | (BV) | **1954** Hijos de J. Barreras S.A.—Vigo (620)<br>*29,02* 6,00 3,302<br>28,96 5,95 3,64<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 57,0t (d.o.) 10kn |
| 7392828<br>GUXE<br>303549<br>Esd Rdr<br>RT | **BOQUHAN**<br>**Royal Bank Leasing Ltd.**<br>Forth Tugs Ltd.<br>Grangemouth United Kingdom | **326**<br>0<br>271 | ✠**100A1** SS 2/80<br>tug<br>U.K. coasting service<br>✠**LMC**<br>EL G $\frac{7}{8}$"U2<br>FN 468 | **1975**-12 Robb Caledon Shipbuilders Ltd.<br>—Leith (518)<br>38,16 9,66 3,810<br>34,12 9,20 4,50<br>1 dk<br>rf 483 BK 152<br>3BH WB88T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 108kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) 14kn |
| 5054276<br>UTCT<br>M-26265<br>Df Esd<br>Gc Rdr<br>RT | **BORA**<br>ex Brunsholm-64<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**3 076**<br>1 166<br>3 355 | RS (GL) | **1960** Kieler Howaldtswerke A.G.—Kiel (1120)<br>128,76 15,85 6,119<br>121,01 15,75 6,51<br>B & F 111,3 2 dks<br>RW conv Ref. General Cargo — | **M Fish Carrier**<br>Ref.<br>2 Ho ER 2 Ho<br>In.6 543<br>4 Ha (6,9 6,9 × 4,5) ER (6,9 10,3 × 4,5)<br>9W Der 1(10) 7(5) 1(2) | Oil 2SA 8Cy. 700 × 1200<br>6 650bhp (4 891kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Fuel 914,5t 18kn |
| 7638105<br>TCXN<br>4773 | **BORA BURAK**<br>**Marmara Transport A.S.**<br>Istanbul Turkey | **2 200**<br>—<br>5 100 | AB | **1980** Marmara Tersanesi—Yarimca (9 A)<br>(BB) 6,820<br>85,12 14,22 8,51<br>P 11,0 F 6,8 1 dk<br>rf nil | **M General Cargo**<br>2 Ho — 33,6 ER<br>G.6 682 B.6 456<br>2 Ha (stl) (— 25,2 × 10,2) ER<br>4W Der 3(22) 1(5) | Vee Oil 4SA 16Cy. 250 × 300 sr geared to sc. shaft<br>3 400bhp (2 501kW) Polar<br>A/B Bofors Nohab Sweden<br>Gen 2 × 172kW 1 × 25kW a.c.<br>Controllable pitch propeller<br>14kn |
| 7119800<br>TCBC<br>4998<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BORA ISIK**<br>ex Caroline S-82 ex Artagan-79<br>**Bartin Deniz Nakliyati A.S.**<br>Istanbul Turkey | **5 174**<br>2 749<br>7 591 | ✠**100A1** SS 3/81<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC**<br>EL W 2"U2<br>FN 2826 | **1972**-2 S.A. Juliana Const. Gijonesa—Gijon (222)<br>118,12 17,66 7,354<br>108,29 17,30 8,79<br>P 24,1 F 11,3 1 dk<br>rf nil<br>NS 5BH WB2252t incl. Topside tanks in holds 662t | **M General Cargo**<br>Mchy.aft<br>3 Ho 19,9 28,0 23,7<br>G.10 159 B.9 748<br>3 Ha (stl) (13,0 19,8 20,5 × 10,3)<br>10W Der 2(35) 10(10) | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 911,5t (hvf) 14kn |
| 7809807<br>ZFFT<br>384219<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORA UNIVERSAL**<br>**Maybury Shipping Ltd.**<br>Hamilton Bermuda (British) | **8 429**<br>4 259<br>9 175 | AB | **1979** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (318)<br>154,01(BB) 22,56 8,502<br>140,01 22,51 13,11<br>4 dks | **M General Cargo**<br>Ref.<br>4 Ho<br>In.12 091<br>6 Ha (stl)<br>Cr 2(5) Der 8(5) | Oil 2SA 8Cy. 680 × 1250<br>15 200bhp (11 181kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>21kn |

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| **5084805**<br>H3EK<br>8548-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **BORA II**<br>ex Daioh Maru-78<br>**Ameno (Panama) S.A.**<br>Panama Panama | **6 175**<br>3 613<br>9 571 | | NK | **1960** Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (913)<br>131,02 18,06 8,002<br>121,01 18,01 10,29<br>P 29,3 F 10,4 2 dks<br>RW | **M General Cargo**<br>3 Ho ER<br>G.13 019 B.12 419<br>3 Ha (7,5 26,5 26,5 × 8,0) ER<br>16W Der 2(120) 10(15) | | Oil 2SA 6Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Mitsubishi Heavy Ind. Reorg.<br>Gen 2 × 150kW 445V a.c.<br>Fuel 852,5t-15,0pd | Sulzer<br>Kobe<br>13,5kn |
| **6717966**<br>YTKB<br>Df Esd<br>Gc Rdr<br>RT | **BORAC**<br>ex Cantabrico-71<br>**'Brodospas' Poduzece za Spasavanje i Teglenje Brodova**<br>Split Yugoslavia | **430**<br>30<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 3/80<br>EL (f) $1\frac{3}{16}$"U1<br>FN 528<br>JR | **1967**-12 Maritima de Axpe S.A.—Bilbao (19)<br>42,02 9,86 4,249<br>36,30 9,71 4,81<br>F 18,3 1 dk<br>rf 686 BK 152<br>3BH WB202t | **M Tug**<br>Mchy.aft | | Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 120kW 380V 50Hz a.c. | Mannheim |
| **7402506**<br>3DRB<br>385141<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORAL GAS**<br>ex Hebe-80<br>**Huddart Parker Industries Ltd.**<br>Boral Gas Ltd.<br>Suva Fiji | **4 492**<br>2 451<br>6 033 | | NV | **1976** Moss Rosenberg Verft A/S—Moss (185)<br>107,75 17,02 7,416<br>98,66 17,00 8,87<br>P - F - 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (stl) 1 double-cyl 3 cyl horizontal ER<br>L.(gas) 5 169 | | Oil 4SA 6Cy. 400 × 480<br>3 900bhp (2 869kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>Gen 3 × 328kW 440V 60Hz a.c. | Mantes<br>14,75kn |
| **5211501**<br>HO9957<br>9152-78<br>Df Esd<br>Rdr RTm | **BORAX TRADER**<br>ex Loneli-77<br>**J. J. L. Lettinga**<br>Panama Panama | **293**<br>157<br>450 | | BV | **1962** A/S Nordsovaerftet—Ringkobing (7)<br>40,82 7,62 2,998<br>39,02 7,60 3,20<br>P 11,9 F 7,1 1 dk | **M General Cargo**<br>1 Ho 25,3 ER<br>G.609 B.551<br>2 Ha (each 8,7 × 4,8) ER<br>2W Der 2(2) | | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW)<br>Alpha-Diesel A/S<br>Gen 2 × 5kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.)-1,5pd | Frederikshavn<br>9,5kn |
| **7509500**<br>YYAM<br>AMMT-<br>1261<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORBURATA**<br>**Maraven S.A.**<br>Las Piedras Venezuela | **19 600**<br>14 450<br>30 500 | | (AB) | **1981** DIANCA, Diques y Ast. Nac. C.A. —Puerto Cabello (143)<br>10,302<br>176,03 25,81 13,52<br>1 dk | **M Tanker**<br>Mchy.aft | | 2 Oil 4SA each 12Cy. 399 × 479 geared to sc. shaft<br>15 600bhp (11 475kW)<br>Sulzer Bros. Ltd. | Switzerland<br>18kn |
| **7637101** | **BORBURATA**<br>**Government of The Republic of Venezuela (Institute Nacional de Canalizaciones)**<br>Caracas Venezuela | **427**<br>—<br>— | **100A1**<br>dredger<br>Venezuelan coastal service | SS 10/81<br>EL (F) 0,0/36,0FSWR<br>FN 531<br>(BV) | **1977** IHC De Klop B.V.—Sliedrecht (02062)<br>48,80 12,32<br>36,00 11,89 2,85<br>1 dk<br>rf nil<br>5BH WB179T | **Dredger**<br>Dismountable Cutter Suction | | Gen 2 × 20kW 380V 50Hz a.c. | |
| **6700494**<br>EFIT<br>1801<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BORDA AUNDI**<br>**Ciriza Huarte S.A.**<br>San Sebastian Spain | **465**<br>181<br>— | | BV | **1966** Ast. Luzuriaga S.A.—Pasajes (96)<br>48,32 8,28 4,319<br>44,99 8,26 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.638<br>5 Ha (2,2 2,2 2,2 × 2,2) (1,4 × 1,4) (1,0 × 1,0) ER<br>2W Der 1(1) 1(0,5) | | Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 188,0t (d.o.) | Cadiz<br>13kn |
| **6700509**<br>EFJK<br>1802<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BORDA BERRI**<br>**Ciriza Huarte S.A.**<br>San Sebastian Spain | **465**<br>181<br>— | | BV | **1966** Ast. Luzuriaga S.A.—Pasajes (97)<br>48,32 8,28 4,319<br>44,99 8,26 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.638<br>5 Ha (2,2 2,2 2,2 × 2,2) (1,4 × 1,4) (1,0 × 1,0) ER<br>2W Der 1(1) 1(0,5) | | Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 188,0t (d.o.) | Cadiz<br>13kn |
| **7741964**<br>LFXQ<br>19062 | **BORDANES**<br>**Jan Valkvae P/R**<br>Trondheim Norway | **197**<br>78<br>— | | | **1977** Solstrand Slip & Batbyggeri A/S —Tomrefjord (25)<br>30,41 7,35<br>... ... ...<br>1 dk | **M Fishing** | | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik | Aabenraa |
| **5122188**<br>KIOJ<br>248716<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BORDEAUX**<br>ex San Antonio-81<br>(Aft section)<br>ex Fruitvale Hills-65<br>**Trinidad Corp.**<br>Wilmington, De United States of America | **14 831**<br>11 344<br>27 590 | | AB | **1945** (Aft section) Marinship Corp. —Sausalito, Ca (92)<br>**1965** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>190,05 22,61 10,097<br>181,06 22,56 13,26<br>P 33,0 B 11,0 F 19,6 1 dk<br>RW rf 89 len 65 | **T-E Tanker**<br>18 Ta ER<br>L.(oil) 36 049 | HeCls. B | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (S)<br>General Electric Co.<br>Gen 2 × 600kW 2 × 500kW 450V 60Hz a.c.<br>Fuel 2 091,0t (o.f.)-50,0pd | Lynn, Ma<br>14,5kn |
| **7647431**<br>7TGM | **BORDJ MENAIEL**<br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **675**<br>344<br>1 030 | | BV | **1977** At. & Ch. Nav. de Chalon-sur- Saone —Chalon-sur-Saone (2503)<br>59,64 2,998<br>58,48 9,01 4,02<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 100 | | 2 Vee Oil 4SA each 12Cy. 150 × 150 geared to sc. shafts<br>760bhp (559kW)<br>Soc. des Moteurs Baudouin<br>Gen 2 × 104kW 220V 50Hz a.c. | Marseille<br>10kn |
| **6808533**<br>XPTK<br>D1425<br>Df Esd<br>Pfd Rdr<br>RTm | **BORDOYARNES**<br>**S/f Boreas**<br>Klakksvik Faroe Islands | **413**<br>181<br>589 | | NV | **1967** P/F Skala Skipasmidja & Handelsvirki —Skala (11)<br>45,01 8,51<br>38,51 8,46 4,42<br>1 dk & S dk<br>BK 272 | **M Fishing**<br>Side-fishing<br>Ice strenthened<br>2 Ho 8,0 15,3 ER<br>1 Ha (w) (1,3 × 1,3) 3 Ha (stl) (1,3 2,9 1,5 × 1,3) ER<br>1W Der 1(1,5) | OSD | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 32kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 127,0t (d.o.) | Koeln<br>12,5kn |
| **5048497**<br>SELA<br>2437<br>RT | **BORE**<br>**Malmo Kommun (Hamnforvaltning)**<br>Malmo Sweden | **374**<br>139<br>— | | | **1894** Kockums M/V A/B—Malmo (70)<br>*39,81* 8,89 5,360<br>8,84<br>2 dks<br>R | **S Icebreaker**<br>1 Ho<br>G.2 633 B.2 464<br>1 Ha (2,4 × 2,4)<br>1W | —P | C 2Cy. 540 & 965 × 700<br>605ihp (445kW)<br>Kockums M/V A/B<br>Fuel 61,0t (c) | Malmo<br>12kn |

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| 5048502<br>SHMX<br>10302<br>Rdr | **BORE AF VASTERAS**<br>ex Bore-80<br>**Vasteras Kommun**<br>Vasteras Sweden | **167**<br>58<br>— | | **1962** Oresundsvarvet A/B—Landskrona (184)<br>26,80 7,98 3,607<br>24,01 7,93 4,35<br>1 dk<br>RW | **M Tug/Icebreaker/Ferry**<br>150dk P | Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 17,5kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 25,5t (d.o.)-2,5pd |
| 7902635<br>OIKP<br>1635<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE KING**<br>**O/Y Bore Line A/B**<br>Helsinki/ Helsingfors Finland | T.Mk<br>**6 849**<br>2 268<br>7 984 | **✠100A1**<br>Ice Class 1A super<br>**✠LMC** **UMS**<br>EL (Et) 577,5/66,0U2<br>FN 5263 | **1980**-9 Rauma-Repola Oy—Rauma/Raumo (260)<br>142,09 23,04 7,617<br>129,90 23,00 17,51<br>2 dks, 1 movable dk (hoistable) in Tw dk<br>rf 495<br>2BH to U dk, 4BH to 2nd dk. WB5349T incl. DTf1122T, STf947T, STm557T, Comb. btm & STs (stabilising) 327T, DTa784T & STa896T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>B.23 772<br>TEU 440 C. 440/20′ | 2 Oil 4SA each 9Cy. 450 × 550 with clutches, flexible couplings & sr geared to sc. shafts<br>12 000bhp (8 827kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 800kW 3 × 568kW 1 × 128kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 220,0t (d.o.) 852,5t (hvf)-42,0pd 17,5kn |
| 7902647<br>OIKQ<br>1642<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE QUEEN**<br>**O/Y Bore Line A/B**<br>Helsinki/ Helsingfors Finland | T.Mk<br>**6 850**<br>2 268<br>7 984 | **✠100A1**<br>Ice Class 1A super<br>**✠LMC** **UMS**<br>EL (Et) 577,5/66,0U2<br>FN 5263 | **1980**-12 Rauma-Repola Oy—Rauma/Raumo (261)<br>142,09 23,04 7,617<br>129,90 23,00 17,51<br>2 dks, 1 movable dk (hoistable) in Tw dk<br>rf 495<br>2BH to U dk, 4BH to 2nd dk WB5349T incl. DTf1122T, STf945T, STm557T, Comb. btm & STs (stabilising) 327T, DTa784T & STa896T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>B.23 772<br>TEU 440 C. 440/20′ | 2 Oil 4SA each 9Cy. 450 × 550 with clutches, flexible couplings & sr geared to sc. shafts<br>12 000bhp (8 827kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 800kW 3 × 568kW 1 × 128kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 220,0t (d.o.) 852,5t (hvf)-42,0pd 17,5kn |
| 7624013<br>OIKA<br>1556<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE SEA**<br>ex Buraidah-79<br>**O/Y Bore Line A/B**<br>Turku/Abo Finland | T.Mk<br>**3 773**<br>1 691<br>6 100 | **✠100A1**<br>**✠LMC** **UMS**<br>EL Z 522,5/54,0U2(a)<br>FN 3892 | **1978**-2 Rauma-Repola Oy—Rauma/Raumo (247)<br>129,22 19,23 6,308<br>120,40 19,21 13,11<br>2 dks<br>rf 297<br>Coll BH to U dk 4 to 2nd dk WB2054T incl. STs in hold 960T TwDa319T and DTf125T | **M RoRo Cargo** —P<br>Stern door/ramp Ice strengthened<br>1 Ho ER<br>B.15 027<br>TEU 355<br>C.Ho 221/20′ C.Dk 134/20′ | 2 Oil 4SA each 6Cy. 450 × 550 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 360kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 199,0t (d.o.) 793,5t (hvf)-30,5pd 17kn |
| 7521950<br>OIIE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE SKY**<br>**O/Y Bore Line A/B**<br>Turku/Abo Finland | T.Mk<br>**4 745**<br>1 857<br>6 615 | NV | **1977** A/S Fredriksstad M/V—Fredrikstad (430)<br>142,22 19,26 7,001<br>129,50 19,21 14,56<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>B.16 182 | 4 Oil 4SA each 8Cy. 360 × 450 hydraulic coupling & dr geared to sc. shafts<br>12 800bhp (9 415kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 568kW 1 × 60kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 725,0t (hvf)-55,0pd 18kn |
| 7624001<br>OIUZ<br>1558<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE SONG**<br>ex Abha-79<br>**O/Y Bore Line A/B**<br>Turku/Abo Finland | T.Mk<br>**3 773**<br>1 169<br>6 100 | **✠100A1**<br>**✠LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 3892 | **1977**-11 Rauma-Repola Oy—Rauma/Raumo (246)<br>129,22 19,23 6,308<br>120,40 19,21 13,11<br>2 dks<br>rf 297<br>Coll BH to U dk 4 to 2nd dk WB2054T incl. STs in hold 960T TWDa319T & DTf125T | **M RoRo Cargo** —P<br>Stern door/ramp Ice strengthened<br>1 Ho ER<br>B.15 027<br>TEU 355<br>C.Ho 221/20′ C.Dk 134/20′ | 2 Oil 4SA each 6Cy. 450 × 550 sr geared to sc. shaft<br>8 000bhp (5 884kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 360kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 17kn |
| 7521962<br>OIIF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORE SUN**<br>**O/Y Bore Line A/B**<br>Turku/Abo Finland | **4 985**<br>2 212<br>7 200 | NV | **1977** A/S Fredriksstad M/V—Fredrikstad (431)<br>150,93(BB) 19,26 7,001<br>137,50 19,21 14,56<br>1 dk | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>B.17 622 | 4 Vee Oil 4SA each 8Cy. 360 × 450 hydraulic coupling & dr geared to sc. shafts<br>12 800bhp (9 415kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 748kW 3 × 568kW 1 × 60kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 774,0t (hvf)-45,5pd 18kn |
| 7233709<br>SJOH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORE XI AV STOCKHOLM**<br>**Aug. Lindholms Eftr. Ab**<br>O/Y Bore Line A/B<br>Stockholm Sweden | T.Mk<br>**1 321**<br>1 080<br>4 665 | **✠100A1** CS 3/78<br>Ice Class 1<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL X 2″U2<br>FN 3341 | **1973**-3 Rauma-Repola Oy—Rauma/Raumo (217)<br>113,52 19,26 6,249<br>105,01 19,21 12,60<br>2 dks<br>rf 279<br>NS Coll BH to U dk 5 to 2nd dk WB2076t incl. STs in hold 658t TwDa311t | **M RoRo Cargo**<br>12P<br>Stern door<br>1 Ho 54,0 ER<br>B.11 141 | 2 Oil 4SA each 6Cy. 450 × 550 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 296kW 2 × 260kW 1 × 36kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 457,0t (hvf)-24,5pd 16kn |
| 5048485<br>OGBF<br>1385<br>Df Esd<br>Gc Rdr<br>RTm/v | **BOREA**<br>ex Bore-77<br>**Jaakon-Linja O/Y (Jakob Lines A/B)**<br>Pietarsaari/ Jakobstad Finland | **3 878**<br>1 817<br>884 | **✠100A1** CS 4/79<br>for ferry purposes in the Baltic<br>Ice Class 1<br>**✠LMC**<br>EL w $1\frac{13}{16}$″SQ<br>FN 2249 | **1960**-4 AB Oskarshamns Varv —Oskarshamn (353)<br>99,85 15,30 5,017<br>90,35 15,26 9,63<br>F 18,3 1 dk & S dk, 3rd dk except in mchy. space<br>rf 305<br>Coll BH to S dk 6 to 2nd dk WB598t incl. Tunnel tanks 81t | **S Passenger/RoRo Cargo/Ferry**<br>OSD<br>353bth 362dk P<br>Side doors<br>1 Ha (stl) (6,4 × 3,9)<br>Cr 1(3) | Q 4Cy. 480 720 900 & 1560 × 1000 with exhaust turb drivingcompressor<br>4 000ihp (2 942kW)<br>A/B Oskarshamns Varv Oskarshamn<br>2 WTB 336lbf/in² (23,2bar) Spt hs644,8<br>AuxB 142lbf/in² (9,8bar)<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 203,0t (o.f.) 16,25kn |
| 5127592<br>ICPG<br>408<br>Df Esd<br>Gc RT | **BOREA**<br>ex Atlantico IV°-74<br>ex Genepesca I°-71<br>**Frescogel S.p.A.**<br>Cagliari Italy | **1 654**<br>939<br>1 828 | RI | **1950** C.R.D. Adriatico—Trieste (1761)<br>76,48 11,89 5,509<br>69,45 11,82 6,28<br>P 18,3 F 19,6 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ho | Oil 2SA 6Cy. 450 × 740<br>1 200bhp (883kW) E made42 fitted50<br>C.R.D. Adriatico Trieste<br>Fuel 568,0t 11kn |

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| **7110969**<br>HO8648<br>5816-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RT | **BOREA**<br>**Universal Schiffahrtsgesellschaft m.t.s. 'Borea' m.b.H. & Co.**<br>Hamburg Panama | **1 599**<br>927<br>3 095 | BV | **1971** Kalmar Varv A/B—Kalmar (430)<br>86,42 5,420<br>79,48 12,02 6,61<br>P 15,6 F 8,3 2 dks | **M Tanker**<br>20 Ta ER<br>L.(oil) 3 485 | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>1 960bhp (1 442kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 130kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>12kn |
| **7802811**<br>PPKX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOREAL**<br>ex Ouro Preto-81<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **877**<br>145<br>869 | (AB) | **1978** Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (F533)<br>46,00 13,03 5,514<br>40,01 13,01 6,41<br>F 19,9 1 dk<br>rf 399 | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 8Cy. 400 × 460 reverse reduction geared to sc. shafts<br>Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 270kW 1 × 80kW a.c.<br>Thw. thrust propeller fwd<br>13,75kn |
| **6404222**<br>9GXO<br>Df Esd<br>RTm | **BOREAL**<br>**Mankoadze Fisheries Ltd.**<br>Ghana | **244**<br>108<br>238 | (BV) | **1964** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (803)<br>31,96 7,60<br>25,66 7,51 4,07<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ta<br>L.150<br>3W Der 1(3) 2(2,5) | Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 57,0t (d.o.) 10.25kn |
| **5048590**<br>EDAJ<br>1033<br>RTm | **BOREAL**<br>**Excavaciones Submarinas S.A.**<br>Sevilla Spain | **111**<br>2<br>— | BV | **1959** Empresa Nacional "Elcano"—Seville (48)<br>26,12 6,08 2,693<br>24,01 6,05 3,00<br>1 dk | **M Tug**<br>Der 1 | Oil 4SA 6Cy. 295 × 420<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 21,5t (d.o.) 11kn |
| **6400032**<br>HO3033<br>9648-79<br>Df Esd<br>RT | **BOREAS S**<br>ex Boreas-79<br>**Josef Staedele**<br>Panama Panama | **248**<br>133<br>390 | GL | **1963** Stader Schiffsw. G.m.b.H.—Stade (200)<br>41,03 7,32 2,461<br>38,66 7,26 2,80<br>P 9,5 F 4,6 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.538 B.495<br>1 Ha (18,9 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **5111725**<br>HO8980<br>7682-<br>PEXT<br>Esd RTv | **BOREAS I**<br>ex Boreas-79 ex Fairplay VI-78<br>**Scheepvaart- en Handelsbedrijf 'Vios' B.V.**<br>Panama Panama | **135**<br>38<br>— | GL | **1957** Th. Buschmann Schiffswerft —Hamburg (65)<br>27,89 7,14 2,910<br>26,01 7,10 4,07<br>1 dk<br>R | **M Tug**<br>Ice strengthened | Oil 4SA 7Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 90kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| **7372103**<br>FNIH<br>11161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOREE**<br>ex Spio-79<br>Launched as Stran Spio<br>**Total Compagnie Francaise de Navigation (T.C.F.N.)**<br>Le Havre France | **145 835**<br>111 863<br>283 861 | BV (AB) | **1976** Hitachi Zosen—Sakai (4432)<br>343,01(BB) 22,091<br>325,03 53,01 28,33<br>1 dk | **S Tanker**<br>COW IGS CBT<br>22 Ta ER<br>L.(oil) 341 274 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Hitachi Zosen Osaka<br>Fuel 14 873,0t (o.f.) 31,0t (d.o.)-175,5pd<br>15,5kn |
| **5322374** | **BOREHAM**<br>ex Shell Spirit I-72<br>**Mossad Shilbaya**<br>Egypt | **440**<br>234<br>559 | ✠Classed LR until 9/43 | **1938**-12 Schps. L. Smit & Zoon —Kinderdijk (890)<br>49,38 9,78<br>9,73<br>Trunk 27,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 8Cy. 222 × 292<br>450bhp (331kW) E made57 fitted74<br>Blackstone & Co. Stamford<br>8,5kn |
| **5415107**<br>OGJB<br>1666<br>Df Esd<br>Gc Rdr<br>RT | **BORELLA**<br>ex Bore VII-71<br>**Boxo Rederi A/B**<br>Helsinki/ Helsingfors Finland | T.Mk<br>**498**<br>228<br>1 082<br>**1 269**<br>845<br>1 880 | **✠100A1** CS 6/78<br>Ice Class 3<br>**✠LMC**<br>EL o 1⅜"SQ<br>FN 1184 | **1963**-8 AB Oskarshamns Varv —Oskarshamn (381)<br>71,73 11,03 3,531/5,436<br>67,21 11,00 6,61<br>Ba 8,0 F 7,4 2 dks<br>rf 102<br>Coll BH to U dk 3 to 2nd dk WB479t | **M General Cargo**<br>1 Ho 47,4 ER<br>G.2 936 B.2 568<br>2 Ha (stl) (18,5 13,1 × 6,4) ER<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 96kW 440V 60Hz a.c.<br>Fuel 67,5t (d.o.)-4,5pd 12,5kn |
| **5048655**<br>362314<br>Df Esd<br>Rdr RTv | **BORELLY**<br>**Valley Commercial Co.**<br>Road Bay Anguilla (British) | **430**<br>203<br>516 | BV | **1956** N.V. Schpsw. Janssen—Druten (J.141)<br>50,98 8,08 2,845<br>46,49 8,01 3,15<br>1 dk<br>RW | **M General Cargo**<br>1 Ho<br>G.763 B.700<br>2 Ha (each 11,5 × 4,8)<br>Cr 1(5) | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 36,0t 10kn |
| **5048679**<br>IKVZ<br>2316<br>Rdr | **BORETTO**<br>**Navigazione Costiera S.p.A.** | **374**<br>227<br>864 | (RI) | **1959** Cant. Nav. Soc. Nettuno—Reggio nell Amelia (2)<br>58,12 9,56<br>57,00 9,40 2,21<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 902 | 2 Oil 2SA each 4Cy. 200 × 340 Alpha<br>400bhp (294kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 8,0t 8kn |
| **7006687**<br>ESQN<br>M-30342<br>Df Esd<br>Gc Rdr<br>RT | **BOREY**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **233**<br>4<br>91 | RS | **1969** VEB Schiffswerft "Edgar Andre" —Magdeburg (7023)<br>34,80 8,51 2,969<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>11kn |
| **7640574**<br>UQII<br>M-12491 | **BOREY**<br>**U.S.S.R. -Academy of Sciences**<br>Vladivostok U.S.S.R. | **166**<br>18<br>36 | RS | **1976** ..............Khabarovsk<br>33,96 7,09 2,590<br>3,66 | **M Research**<br>Ice strengthened | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| **7210898**<br>LGTD<br>17870<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORG**<br>**P/R Borg**<br>A/S Borgestad<br>Porsgrunn Norway | **19 578**<br>11 509<br>28 106 | NV | **1972** N.V. Cockerill Yards Hoboken —Hoboken (858)<br>172,52(BB) 27,06 10,516<br>163,48 27,01 14,81<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>4 Ho 10 Ta ER<br>G.30 199 L.3 608<br>4 Ha (stl) (each 23,5 × 22,0)<br>Cr 2(25) | Oil 2SA 7Cy. 740 × 1600 B&W<br>13 700bhp (10 077kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>Gen 3 × 560kW 1 × 50kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 2 387,5t (hvf)-51,0pd 15.25kn |

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|---|---|---|---|---|---|---|
| 6810649<br>HO3675<br>1124<br>4-81<br>Df Esd<br>Rdr<br>RTm/h/v | **BORG**<br>ex Skafta-80 ex Silesia-74<br>**Partrederiet Borg**<br>Panama Panama | **518**<br>324<br>1 320 | GL | **1966** Atlas Werke A.G.—Bremen (437)<br>74,71 11,41 3,641<br>67,21 11,31 6,25<br>B 12,2 F 6,8 1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 959 B.2 707<br>2 Ha (stl) (each 16,7 × 6,0) ER<br>Cr 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel (d.o.) 11kn |
| 6814320<br>XPSN<br>D1656<br>Df Esd<br>Rdr RT | **BORGARIN**<br>**P/f Klakkur**<br>Klakksvik Faroe Islands | T.Mk<br>**242**<br>91<br>— | NV | **1969** Ulstein M/V A/S—Ulsteinvik (55)<br>36,58 7,52 3,550<br>31,53 7,50 6,18<br>2 dks | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha (4,0 × 2,1) ER<br>1W Der 1(3) | Oil 4SA 5Cy. 260 × 400<br>600bhp (441kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Fuel (d.o.) |
| 6827503<br>KWQ<br>79<br>Esd Rdr<br>RT | **BORGEA**<br>**Salvatore Greco**<br>Porto Italy<br>Empedocle | **171**<br>74<br>— | RI | **1968** Cant. Nav. Mario Morini—Ancona (137)<br>32,19 6,94 3,099<br>23,98 6,81 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER | Oil 4SA 4Cy. 320 × 420<br>665bhp (489kW)<br>Ansaldo Meccanico Nucleare S.p.A. Gen |
| 7358315<br>JXUQ<br>18552<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORGEN**<br>**P/R Borgen**<br>A/S Kristiansands D/S Selskap<br>Kristiansand S. Norway | **7 570**<br>4 285<br>1 219 | NV | **1975** Aalborg Vaerft A/S—Aalborg (206)<br>130,21 19,77 4,954<br>98,00 17,75 6,48<br>3 dks<br>len 82 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 335bth 800dk P<br>Bow door/ramp Side doors<br>Stern door/ramp Ice strengthened<br>Mchy.aft | 4 Oil 4SA each 6Cy. 410 × 470 dr geared to sc. shafts<br>16 000bhp (11 769kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 4 × 520kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 355,5t (hvf)-26,5pd 21kn |
| 5048708<br>LLON<br>11686<br>Df Esd | **BORGENES**<br>ex Calliff-47<br>**Kare Nordhus**<br>Hammerfest Norway | **481**<br>162<br>— | (NV) | **1942** Collingwood Shipyards—Collingwood, Ont.<br>*46,76* 8,41 4,522<br>50,20 8,39 4,58<br>1 dk | **S Fishing**<br>Side Trawler<br>3 Ha (1,0 × 1,0) (1,6 1,6 × 1,6) | T 3Cy. 343 584 & 965 × 686<br>124ihp (91kW)<br>Collingwood Shipyards Collingwood, Ont.<br>Gen 2 × 15kW 110V d.c.<br>Fuel (o.f.) |
| 6913132<br>LHFR<br>17332<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORGESTAD**<br>**A/S Borgestad**<br>Knut Knutsen<br>Porsgrunn Norway | **18 524**<br>11 157<br>27 248 | NV | **1969** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (287)<br>163,02 26,07 11,094<br>154,21 26,01 16,21<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>6 Ho ER<br>G.29 142 B.28 663<br>10 Ha (stl) (15,6p&s × 12,1) (15,7p&s 15,7p&s 15,7p&s 15,5p&s × 10,2) ER<br>6W Der 5(10) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 456kW 440V 60Hz a.c.<br>Fuel 1 650,0t (hvf)-42,5pd 15,5kn |
| 7600768<br>GWUE<br>377274<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORGNES**<br>**Jebsens (U.K.) Ltd.**<br>London United Kingdom | **20 384**<br>12 307<br>35 371 | **✠100A1** SS 10/81<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7154 | **1977**-5 Nippon Kokan K.K.—Shimizu (359)<br>177,02(BB) 27,87 11,158<br>167,01 27,81 15,02<br>P 31,7 F 15,3 1 dk<br>rf 102 DK fwd<br>8BH WB1691t incl. Comb. btm & STs in holds 6362t Topside tanks in Nos. 1, 2 & 3 holds 2007t & No. 4 hold 5935t | **M Bulk Carrier**<br>6 Ho 18,9 19,9 22,0 16,5 20,9 21,4 ER<br>G.40 389 B.38 774<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd 15,5kn |
| 6720901<br>OICL<br>1196<br>Df Esd<br>Rdr RTm | **BORGO**<br>ex Frio Carrier-73<br>**O/Y Hango Ship-Owners A/B**<br>Hanko/Hango Finland | T.Mk<br>**499**<br>345<br>1 189<br>**1 189**<br>753<br>2 047 | NV | **1967** Kleven M/V A/S—Ulsteinvik (15)<br>81,44 12,02 3,823/5,017<br>74,22 11,99 6,46<br>2 dks<br>rf 102 | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.2 019<br>3 Ha (stl) (each 7,3 × 4,5) ER<br>3W Der 3(3) | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 240bhp (1 648kW) NE 70 Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 126kW 1 × 40kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 324,0t (d.o.) 16kn |
| 7396434<br>GBFC<br>379246<br>Df Esd<br>Gc Rdr<br>RT | **BORGOYGUTT**<br>**Richard Donnan & Sons**<br>Newry United Kingdom | **589**<br>254<br>— | NV | **1975** Mandals Slip & Mek. Verk. A/S —Mandal (48)<br>55,12 10,04 5,884<br>51,95 9,96 7,52<br>2 dks<br>rf 800 | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>1 Ho 6 Ta ER<br>3 Ha (2,9 × 2,9) (2,5 2,5 × 7,0) ER | Oil 2SA 9Cy. 300 × 450<br>2 500bhp (1 839kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 216kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 136,0t (d.o.)-8,0pd 13,5kn |
| 5048801<br>LAYP<br>14500<br>Df Esd<br>Pfd Rdr<br>RT | **BORGUNDFJORD**<br>**K/S A/S Redningsfartoy**<br>Einar Svino Shipping A/S<br>Alesund Norway | **357**<br>146<br>— | NV | **1957** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (4)<br>38,87 7,12 4,299<br>34,98 7,01 6,02<br>1 dk<br>BK 152 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450<br>1 375bhp (1 011kW) NE 75<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 112kW 1 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 12kn |
| 7713527<br>YTYQ<br>Esd Rdr<br>RT | **BORIK**<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **437**<br>242<br>170 | JR | **1978** Brodogradiliste "Titovo"—Kraljevica (421)<br>44,56 12,70 2,841<br>39,22 12,41 4,12<br>1 dk | **TM RoRo Cargo/Ferry** | 4 Oil 4SA each 8Cy. 120 × 140<br>1 000bhp (736kW) Fiat<br>Tvornica Motora "Torpedo" Rijeka<br>2 Controllable pitch propellers fwd 2 aft<br>9,5kn |
| 7416868<br>OXPF<br>D2436<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORINGIA**<br>**A/S Det Ostasiatiske Kompagni (The East Asiatic Co. Ltd.)**<br>Kobenhavn Denmark | **21 084**<br>12 475<br>19 149 | **✠100A1**<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL I† 605,0/73,0U2<br>FN 7751 | **1978**-3 A/S Nakskov Skibsvaerft—Nakskov (216)<br>201,76(BB) 26,01 9,695<br>186,26 25,91 15,70<br>P 39,7 F 31,4 1 dk<br>rf nil DK<br>7BH WB4547T incl. DTf 468T, Comb. btm & STs in Nos. 2, 3, 8 & 9 holds 1546T, Comb. top, btm &STs in No. 6 & 7 holds | **M Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 17,9 14,1 14,9 14,1 13,2 14,1 13,2 13,2 16,0 ER<br>In.5 381<br>TEU 1006<br>C.Ho 690/20'(40') C.Dk 316/20'(40')<br>5 Ha ER 12 Ha ER<br>Cr 2(35) | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>AuxB (o.f.) 7,4kgf/cm² (7,3bar)<br>rcv 7,5kgf/cm² (7,4bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>Gen 4 × 792kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 530,0t (d.o.) 3 262,0t (hvf) 22,25kn |

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|---|---|---|---|---|---|---|
| 6706773<br>ZDOI<br>399763<br>Df Esd<br>Rdr RTv | **BORINGIA**<br>ex Tender Ship-82<br>ex Nikolaj Sif-79<br>**Sado Shipping Ltd.**<br>Gibraltar Gibraltar (British) | **499**<br>357<br>1 254 | BV | **1967** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (783)<br>73,41 11,84 3,696<br>66,48 11,79 6,25<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,0 ER<br>G.2 878 B.2 591<br>2 Ha (stl) (20,9 11,9 × 6,0) ER<br>3W Der 3(3) | OSD Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 15kW 1 × 10kW 220V d.c.<br>Fuel 112,0t (d.o.)-4,0pd |
| 5224845<br>KPCV<br>248239<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORINQUEN**<br>ex Trenton-75<br>ex Marine Falcon-66<br>**Puerto Rico Maritime Shipping Authority**<br>Puerto Rico Marine Management Inc.<br>San Juan, P.R. Puerto Rico (U.S.A.) | **17 189**<br>13 044<br>17 249 | AB | **1945** (Fwd & aft sections) Kaiser Co. Inc —Vancouver, Wa (504)<br>**1966** (Cargo section) Ingalls SB. Corp. —Pascagoula, Ms<br>208,77 23,86 9,186<br>200,57 23,78 14,33<br>P 43,6 F 19,6 2 dks<br>rf nil len 66<br>conv General Cargo 66 | **S Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>C. Ho 355/35'<br>C.Dk 218/35' 36/40'<br>11 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Joshua Hendy Iron Works Sunnyvale<br>Gen 3 × 400kW<br>Fuel 2 077,0t (o.f.) |
| 6707014<br>WI4980<br>506497<br>Pfd Rdr<br>RT | **BORINQUEN**<br>**Caribe Tugboat Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **191**<br>101<br>152 | AB | **1966** Equitable Equipment Co. —Madisonville, La (1465)<br>29,11 8,84 3,598<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Ill<br>Gen 2 × 40kW<br>Fuel 138,0t |
| 8218665<br>M-31390<br>Rdr RT | **BORIS ALEKSEYEV**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) |
| 7620158<br>M-32520 | **BORIS BORZENKO**<br>**U.S.S.R.**<br>Anadyr U.S.S.R. | **247**<br>121<br>51 | RS | **1976** Nakhodkinskiy Shiprepairs Yard —Nakhodka<br>38,41 6,71 2,180<br>2,90<br>1 dk | **TM Ferry** 180P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220 |
| 7622883<br>URUS<br>M-33800<br>Df Esd<br>Gc Rdr<br>RT | **BORIS BUTOMA**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **63 180**<br>38 586<br>109 640 | RS | **1978** Okean Shipyard—Nikolayev (101)<br>258,96(BB) 39,86 15,601<br>244,03 21,39<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>Ice strengthened<br>9 Ho/Ta 14 Wing Ta ER<br>L.(oil) 114 340<br>9 Ha (stl) (each 13,7 × 19,0) ER | Oil 2SA 9Cy. 840 × 1800<br>21 100bhp (15 520kW)<br>Bryansk Eng. Works<br>Gen 1 × 640kW 3 × 400kW a.c. |
| 7740465<br>UFBR<br>M-34857 | **BORIS BUVIN**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | T.Mk<br>**3 987**<br>1 543<br>4 600 | RS | **1978** "A. Zhdanov" SB. Yard—Leningrad<br>139,63(BB) 19,23 6,620<br>127,39 13,11<br>2 dks | **M RoRo Cargo**<br>Bow door Ice strengthened<br>Mchy.aft<br>1 Ho<br>B.11 610<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40') C.RoRo Dk 123/20' (40') | Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW)<br>Bryansk Eng. Works |
| 6719550<br>UIXV<br>M-27926<br>Df Esd<br>Gc Rdr<br>RT | **BORIS GORBATOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 587 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B44/22)<br>155,05 20,22 7,860/8,981<br>143,19 20,15 11,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>G.19 100 B.18 160<br>5 Ha (stl) (12,0 × 8,0) (13,4 13,4 11,5 × 10,9) ER (13,4 × 10,9)<br>12W Der 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) |
| 6804252<br>UVSY<br>M-27941<br>Df Esd<br>Gc Rdr<br>RT | **BORIS LAVRENYOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 587 | RS | **1967** Stocznia Gdanska im. Lenina—Gdansk (B44/25)<br>154,08 20,25 7,862/8,979<br>143,19 20,20 11,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>G.19 100 B.18 160<br>5 Ha (stl) (12,9 × 8,5) (15,3 25,9 13,8 × 10,9) ER (14,6 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 244,0t (d.o.) 866,5t (hvf) |
| 7941629<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BORIS LAVROV**<br>**U.S.S.R.**<br>U.S.S.R. | **4 417**<br>1 994<br>5 485 | RS | **1980** Navashinskiy Shipyard—Navashino<br>124,42 16,41 5,501<br>117,02 15,82 7,50<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>TEU 165 C. 165/20'<br>4 Ha (stl) (13,2 × 10,5) (13,2 13,2 13,2 × 12,8) ER<br>Cr 4(8) | 2 Oil 2SA each 6Cy. 360 × 450<br>3 000bhp (2 207kW)<br>Russkiy-Diesel Works |
| 7013939<br>UPUB<br>M-25638<br>Df Esd<br>Gc Rdr<br>RT | **BORIS NIKOLAYCHUK**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 019**<br>1 412<br>4 230 | RS | **1969** Santierul Naval Galatz—Galatz<br>104,50 14,41 6,370<br>94,52 14,36 7,14<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 273<br>4 Ha (stl) (10,4 × 8,0) (10,4 10,4 × 9,5) ER (10,4 × 9,5)<br>8W Der 1(15) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>Bryansk Eng. Works<br>Fuel 92,5t (d.o.) 201,0t (hvf) |

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|---|---|---|---|---|---|---|
| 6825634<br>UKDN<br>M-28601<br>Df Esd<br>Gc Rdr<br>RT | **BORIS SAFONOV**<br>ex Bashkir-73<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **6 455**<br>2 698<br>4 269 | RS | **1966** .............U.S.S.R.<br>130,92 16,84 6,720<br>120,96 16,79 9,53<br>2 dks<br>conv Fish Carrier — | **D-E Training Ship**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>In.5 400<br>4 Ha (each 4,4 × 4,1) ER<br>8W Der 1(15) 4(3) 4(2) | 4 Oil 2SA each 10Cy. 207 × 508 total<br>7 200bhp (5 296kW) driving 4 gen.<br>connected to 2 elec. motors & sc. shaft<br>U.S.S.R.<br>15,75kn |
| 7803906<br>UKVL<br>M-31280<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORIS TSINDELIS**<br>**U.S.S.R. -'Dalryba'**<br>Korsakov U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (484)<br>101,48(BB) 15,22 5,709<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| 7129805<br>UEUA<br>M-31034<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORIS ZHEMCHUZHIN**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 627**<br>3 092<br>9 450<br>**9 323**<br>5 378<br>13 150 | RS | **1972** VEB Warnowwerft Warnemuende —Warnemuende (324)<br>151,39 20,35 7,330/8,960<br>140,01 20,30 11,92<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,8) ER (10,3 × 9,9)<br>4W Cr 6(5) Der 1(60) 4(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>17kn |
| 6905458<br>UUNW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORISLAV**<br>ex Jane Austen-80 ex Roselina-78<br>ex Joselin-77<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **4 081**<br>2 509<br>6 043 | NV | **1968** VEB Schiffswerft "Neptun"—Rostock (363)<br>114,69 6,433<br>106,03 16,41 7,80<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 587 B.8 122<br>3 Ha (stl) (14,0 18,9 18,9 × 10,0) ER<br>5W Der 1(50) 1(15) 3(8) | Oil 2SA 6Cy. 570 × 800<br>4 000bhp (2 942kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 200kW 1 × 56kW<br>380V 50Hz a.c.<br>Fuel 1 151,0t (hvf)-14,0pd 14kn |
| 7045774<br>UOWT<br>M-29973<br>Df Esd<br>Gc Rdr<br>RT | **BORISOGLEBSK**<br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **1 611**<br>600<br>1 660 | RS | **1970** .............Kerch<br>83,57 12,04 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 12,5kn |
| 7941631 | **BORISOV**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1980** .............U.S.S.R.<br>103,71 16,03 5,900<br>94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | 2 Oil 4SA each 6Cy. 525 × 720<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |
| 7421277<br>EMAK<br>M-32716<br>Df Esd<br>Gc Rdr<br>RT | **BORISPOL**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 182 | RS | **1974** .............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 6608476<br>6KPL<br>IM2040<br>Df Esd<br>Gc Rdr<br>RTh | **BORISU**<br>**Korea Marine Transport Co. Ltd.**<br>Inchon South Korea | **2 596**<br>1 543<br>4 166 | KR (AB) | **1966** Korea SB. & Eng. Corp.—Pusan (SN27)<br>93,71 13,85 6,260<br>86,80 13,80 7,40<br>P 23,8 F 9,2 1 dk<br>rf 119 | **M General Cargo**<br>Mchy.aft<br>2 Ho 28,9 30,7<br>G.5 339 B.5 323<br>2 Ha (stl) (19,5 21,2 × 6,6)<br>8W Der 4(10) 4(5) | Oil 2SA 6Cy. 420 × 700<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 120kW 1 × 8kW<br>445V 60Hz a.c.<br>Fuel 506,0t (d.o.) 14,25kn |
| 7035171<br>DGRU<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BORKUM**<br>**Leth & Co.**<br>Hamburg Federal Republic of Germany | **1 242**<br>973<br>3 491 | GL | **1970** Kroegerwerft G.m.b.H.—Rendsburg (1373)<br>92,97 12,88 5,201<br>86,44 12,70 7,14<br>1 dk<br>len 75 | **M Tanker**<br>Oil Chemical CBT<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 3 996 HeCls. C | Oil 4SA 6Cy. 360 × 450 reverse reduction geared to sc. shaft<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 125kW 1 × 70kW<br>220/380V 50Hz a.c.<br>Fuel 80,0t (d.o.)-4,5pd 12kn |
| 5048851<br>DACI<br>Df Esd<br>RT | **BORKUMRIFF**<br>**John-Paul Stuven**<br>Hamburg Federal Republic of Germany | **497**<br>313<br>880 | GL | **1958** Schiffsw. H. Rancke—Hamburg (179)<br>58,98 9,30 3,541<br>51,92 9,26 5,49<br>P 10,1 B 13,2 F 6,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>1 Ho 35,7<br>G.1 125 B.1 070<br>2 Ha (17,9 9,5 × 5,4)<br>3W Der 3(2) | Oil 4SA 8Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 33,5t 10kn |
| 6821638<br>TFND<br>1293<br>Df Esd<br>Rdr RTh | **BORKUR**<br>ex Devonshire Bay-73<br>**Sildarvinnslan H/f**<br>Neskaupstadur Iceland | **711**<br>342<br>1 028 | **✠100A1** SS 6/78<br>stern trawler<br>**✠LMC**<br>EL ct 1$\frac{3}{16}$"U2<br>FN 868 | **1968**-7 Trondhjems M/V, Aker Trondelag A/S—Trondheim (629)<br>52,08 10,95<br>45,75 10,90 8,06<br>2 dks<br>rf 483 BK 203<br>Coll BH to U dk 6 to 2nd dk WB234t | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>1 Ho 14,4<br>2 Ha (stl) (each 2,4 × 3,5)<br>1W Der 1(5) | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW) ✠ NE 8/79<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 118kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 89,5t (d.o.) 12,5kn |
| 6917504<br>GZDU<br>337837<br>Rdr<br>RTm/v | **BORMAN**<br>**Bowker & King Ltd.**<br>London United Kingdom | **730**<br>331<br>1 219 | **✠100A1** SS 7/79<br>oil tanker<br>Bristol Channel service<br>limiting line Hartland Point to Milford Haven<br>**✠LMC**<br>EL (I) H 1$\frac{1}{8}$"U1<br>FN 842 | **1969**-6 N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (681)<br>64,55 9,22 3,671<br>62,01 9,15 4,42<br>Ba 12,2 RFD 10,7 1 dk<br>rf 102<br>9BH WB218t incl. DTf55t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 433 HeCls. C | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 23,5kW 380V 50Hz a.c.<br>Fuel 17,5t (d.o.)-2,0pd 10kn |

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| **6920109**<br>9HFK<br>0149<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BORMLA**<br>ex Tudor Prince-75<br>ex Lise Nielsen-74<br>**Sea Malta Co. Ltd.**<br>Valletta Malta | **1 400**<br>876<br>2 469 | ✠**100A1** SS 5/79<br>Ice Class 3<br>✠**LMC**<br>EL O 1$\frac{3}{16}$"U2<br>FN 1375 | **1969**-9 N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (993)<br>80,19 12,43 5,436<br>73,00 12,40 6,43<br>P 18,9 F 6,8 2 dks<br>rf 152<br>4BH WB231t | **M General Cargo**<br>2 Ho 26,5 24,7 ER<br>G.3 279 B.2 803<br>2 Ha (stl) (17,3 16,0 × 7,7) ER<br>4W Der 1(5-20) 3(5) | Oil 4SA 6Cy. 450 × 550<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 168kW 38V 50Hz a.c.<br>Fuel 254,0t (hvf) | Kiel<br>13kn |
| **5133876**<br>LEKH<br>12812<br>Df Gc<br>RT | **BORN SAFETY**<br>ex Klara Birting-82<br>**K/S Odd og Sverre Borno Birting Offshore Service A/S**<br>Maritime Management A/S<br>Harstad Norway | **871**<br>526<br>— | NV | **1949** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (615)<br>58,76 9,05 5,106<br>47,00 9,00 7,22<br>1 dk<br>RW BK 196 conv Whaler 65 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>2 Ha (1,3 × 1,8) (2,3 × 3,1) | Oil 2SA 8Cy. 310 × 490<br>1 050bhp (772kW) NE 65<br>Alpha-Diesel A/S<br>Gen 1 × 304kW 2 × 75kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) | Frederikshavn |
| **7425845**<br>EQQH<br><br>Esd Rdr<br>RT | **BORNA**<br><br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Bushehr Iran | **167**<br>48<br>71 | ✠**100A1**<br>tug<br>Persian Gulf service<br>✠**LMC**<br>EL (D) B $\frac{3}{4}$"U2<br>FN 264<br>**SURVEYS OVERDUE** | **1975**-10 Towa Zosen K.K.—Shimonoseki (482)<br>27,92 7,35 2,763<br>25,10 7,00 3,51<br>RAD 2,5 1 dk<br>rf 584<br>4BH WB3T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 52kW 225V 50Hz a.c. | Stamford |
| **6824288**<br>D7DY<br>IM2026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORNEO**<br>ex Nichimei Maru-72<br>**Korea Marine Transport Co. Ltd.**<br>Inchon South Korea | **3 920**<br>2 511<br>6 402 | KR (NK) | **1968** Tsuneishi Zosen K.K.—Numakuma (190)<br>107,14 16,44 6,757<br>99,50 16,41 8,26<br>P 21,4 F 11,0 1 dk | **M General Cargo**<br>G.8 243 B.7 937<br>2 Ha (stl) (28,7 28,8 × 8,4) ER<br>12W Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 720<br>3 500bhp (2 574kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 144kW 450V a.c.<br>Fuel 720,5t | Kobe<br>14,75kn |
| **6509204**<br>9WDB<br>324867<br>Rdr RT | **BORNEO**<br>ex Toyo Maru No. 2-80<br>**Borneo Maritime Transport (Sabah) Sendirian Berhad**<br>Labuan Malaysia | **773**<br>480<br>926 | | **1965** Ujina Zosensho—Hiroshima (434)<br>74,00 10,72 3,302<br>68,28 10,70 4,14<br>1 dk | **M RoRo Cargo**<br>1 Ho ER | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo<br>Fuel 46,5t-4,0pd | Kobe<br>11kn |
| **6608725**<br>DLBB<br>4308<br>Df Esd<br>Gc Rdr<br>RT | **BORNHEIM**<br><br>**Hapag-Lloyd A.G.**<br>Kosmos Bulkschiffahrt G.m.b.H.<br>Bremen Federal Republic of Germany | **26 516**<br>19 027<br>42 805 | GL | **1966** Rheinstahl Nordseewerke—Emden (380)<br>227,11 27,28 10,721<br>217,20 27,21 15,73<br>P 33,3 F 16,5 1 dk<br>len 68 | **M Bulk Carrier**<br>Ice strengthened<br>8 Ho ER<br>G.56 123<br>8 Ha (stl) (10,5 16,9 9,6 14,4 16,9 9,6 16,9 9,6 × 12,6) ER<br>Cr 1(4) | Oil 2SA 7Cy. 780 × 1550<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>15kn |
| **7530858**<br>DGNK<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORNHOLM**<br>ex Neukloster-81<br>**Schulauer Schiffscharter G.m.b.H. & Co. K.G.**<br>Gunther Schulz Schulauer Schiffahrtskontor<br>Hamburg Federal Republic of Germany | **1 290**<br>928<br>3 100 | GL | Lch.**1977** Kyokuyo Zosen Tekko K.K. —Hikoshima (502)<br>Len & Cmpl.**1977** Hyundai SB. & Heavy Industry—Ulsan<br>95,81 (BB) 4,728<br>89,79 12,41 7,22<br>P 13,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho 69,5 ER<br>G.5 381 B.5 380<br>TEU 207<br>C.Ho 107/20' (40') C.Dk 100/20' (40')<br>1 Ha (stl) (60,5 × 10,0) ER | Oil 4SA 6Cy. 280 × 380 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 95kW 1 × 50kW 440V 60Hz a.c.<br>Fuel 193,0t (d.o.)-6,0pd | Amagasaki<br>11,5kn |
| **5048916**<br><br>356986<br>Df Esd | **BORNO**<br>ex Mars-56<br>**Baltic Schooner Association Ltd.**<br>Georgetown Cayman Islands (British) | **255**<br>159<br>375 | (BV) | **1915** Gebr. Bos—Groningen<br>38,56 6,56 2,896<br>6,51 2,85<br>P 10,1 1 dk<br>R BK 254 len 45 | **M General Cargo**<br>1 Ho 21,0 ER<br>G.481 B.439<br>2 Ha (8,8 7,9 × 3,9) ER<br>2W Der 2(1,5) | Oil 4SA 3Cy. 300 × 410<br>330bhp (243kW) NE 60<br>A/S Volund<br>Fuel 4,5t (d.o.) | Kobenhavn<br>11,5kn |
| **7937252**<br>PDRR | **BORNRIF**<br>ex Veritas-79 ex Dolfijn-75<br>**H. Schurink**<br>Rotterdam Netherlands | **474**<br>301<br>— | GL | **1971** Scheepsw. West-Vlaamse N.V. —Oostkamp (69C)<br>*53,83* 7,22 2,159<br>3,00<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 210 × 300<br>100bhp (74kW)<br>Stork-Werkspoor Diesel B.V. | Zwolle |
| **7036541**<br>FNEK<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORODINE**<br><br>**Compagnie Generale Trans-Baltique (C.G.T.B.)**<br>Dunkerque France | **2 656**<br>1 271<br>5 287 | BV | **1971** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (204)<br>106,00 17,53 6,757<br>96,96 17,51 12,35<br>P 22,9 B 12,5 2 dks<br>rf nil | **M RoRo Cargo/General Cargo**<br>Pallets<br>Stern door<br>2 Ho ER<br>G.3 715<br>2 Ha (13,9 × 5,2) (16,0 × 3,6) ER<br>Der 1(45) 2(2) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW)<br>Soc. Mec. Precision de l'Atlantique<br>Gen 3 × 240kW 220/380V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel 338,5t (d.o.) | Pielstick<br>St. Nazaire<br>15,5kn |
| **6910271**<br>UWNT<br>M-29488<br>Df Esd<br>Gc Rdr<br>RT | **BORODINO**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 524**<br>16 217<br>50 569 | RS | **1969** ..............Leningrad<br>231,71 31,04 11,853<br>214,00 30,92 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>22 Ta ER<br>L.(oil) 57 585 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works<br>Fuel 4 389,5t (o.f.)-114,5pd | Leningrad<br>17kn |
| **6722222**<br>UVAU<br>M-28614<br>Df Esd<br>Gc Rdr<br>RT | **BOROVICHI**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **5 227**<br>969<br>1 834 | RS | **1965** ..............U.S.S.R.<br>121,93 16,74 4,671<br>113,01 16,69 8,34<br>conv General Cargo 67 | **M Research**<br>Ice strengthened<br>1 Ho 17,3<br>G.1 450<br>1 Ha (11,1 × 8,0)<br>Cr 1(5) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) | B&W<br>Bryansk<br>15kn |
| **7041792**<br>UBKE<br>M-24728 | **BOROVICHI**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **508**<br>174<br>300 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 9,00 3,582<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.465<br>2 Ha (each 1,8 × 1,6)<br>Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 100kW 1 × 64kW 230V d.c.<br>Fuel (d.o.) | Magdeburg<br>1 × 16kW<br>11,25kn |

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| 7420596<br>UONF<br>M-32627<br>Df Esd<br>Rdr RT | **BOROVSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **649**<br>211<br>404 | RS | **1974** ..............U.S.S.R.<br>54,82 9,94 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7416131<br>Df Esd<br>Gc Rdr<br>RT | **BORRASCA**<br>**Pesquera Cono Austral, S.A.I.C.**<br>Buenos Aires Argentina | **249**<br>117<br>210 | BV | **1977** Ast. de Santander S.A.—Santander (113)<br>36,33 4,101<br>34,14 8,81 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 185 × 210 geared to sc. shaft<br>1 095bhp (805kW) Pielstick<br>Ast. Espanoles S.A. Spain<br>Controllable pitch propeller<br>Fuel 108,0t (d.o.) 13kn |
| 6048978<br>EBSQ<br>1708<br>Df Esd<br>RTm | **BORRASCA**<br>Pasajes Spain | **136**<br>56<br>102 | | **1949** Ast. de T. Ruiz de Velasco—Bilbao (26)<br>*27,01* 6,00 2,883<br>5,95 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 9,9<br>2 Ha (each 1,0 × 0,7)<br>1W | Oil 4SA 4Cy. 210 × 300<br>290bhp (213kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 40,5t 9kn |
| 7940807<br>Df RT | **BORRASCOSA III**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>53<br>— | AB | **1976** Ast. Monarca—Guaymas (581)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 215 × 215 reverse reduction geared to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| 6048992<br>LFEY<br>6362<br>Rdr RT | **BORRE**<br>ex Utstein-52 ex Telegraaf XVII<br>**Olle Hector**<br>Oslo Norway | **122**<br>61<br>132 | | **1913** E. J. Smit & Zoon—Hoogezand<br>31,86 5,36 1,829<br>5,34 2,24<br>1 dk<br>R | **M General Cargo**<br>1 Ho 20,0 ER<br>2 Ha (7,0 4,5 × 3,2) ER<br>Cr 1(5) | Oil 2SA 8Cy. 108 × 127<br>350bhp (257kW) NE 67<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 9kn |
| 7030676<br>EFXE<br>9112<br>Df Esd<br>RT | **BORREIROS**<br>**Jose Pereira Alvarez**<br>Vigo Spain | **171**<br>63<br>138 | BV | **1971** Const. Nav. Santodomingo—Vigo (380)<br>27,79 6,84 3,449<br>25,51 6,57 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho | Oil 4SA 6Cy. 210 × 300 sr geared to sc. shaft<br>500bhp (368kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 59,5t (d.o.) 10,75kn |
| 7375519<br>VRMB<br>363454<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BORRENMILL**<br>ex La Ensenada-81<br>**Borrenmill Ltd.**<br>Patt, Manfield & Co. Ltd.<br>Hong Kong Hong Kong (British) | **25 532**<br>13 530<br>39 001 | BV | **1974** Sanoyasu Dockyard Co. Ltd.—Osaka (337)<br>177,98(BB) 29,06 11,605<br>174,00 28,99 16,08<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.42 223 B.41 133 HeCls. B<br>5 Ha (stl) (20,9 × 16,5) (25,6 25,6 25,6 19,2 × 23,0) ER<br>Cr 2(25) | Oil 2SA 7Cy. 750 × 1600<br>13 100bhp (9 636kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 244,0t (d.o.) 1 922,5t (hvf)-41,0pd<br>17kn |
| 7228479<br>342741<br>Rdr RTv | **BORROWDALE H**<br>**John Harker Ltd.**<br>Hull United Kingdom | **357**<br>170<br>551 | | **1972** John Harker Ltd.—Knottingley (349)<br>50,60 6,71 3,064<br>47,55 6,63 3,43<br>P 14,1 B 4,9 F 9,2 1 dk<br>rf nil | **M Tanker**<br>Oil Vegetable oil<br>5 Ta ER<br>L.(oil) 638 HeCls. C | Oil 4SA 6Cy. 260 × 368<br>410bhp (302kW) E made67 fitted72<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 30kW 110V d.c. 1 × 3kW 24V d.c.<br>Fuel-1,0pd 8kn |
| 7644568<br>YQGC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORSEC**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1977** Santierul Naval Constantza —Constantza<br>219,74 32,21 12,401<br>205,37 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t (hvf) 16,25kn |
| 5090751<br>DIMA<br>Df Esd<br>RTm/v | **BORSFLETH**<br>ex Dithmarschen-64<br>**Edgar Pahl**<br>Glueckstadt Federal Republic of Germany | **468**<br>320<br>586 | GL | **1956** Husumer Schiffsw.—Husum (1093)<br>*51,76* 8,31 3,010<br>8,23 3,48<br>P 8,6 F 5,8 1 dk<br>RW len 78 | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,1 ER<br>G.807 B.792<br>2 Ha (each 12,3 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel (d.o.) 8,5kn |
| 7532909<br>Esd RT | **BORSON 101**<br>**Borson Shipping Corp.**<br>Cebu Philippines | **130**<br>—<br>— | | **1976** Borson Shipping Corp.—Cebu<br>30,48<br>26,32 7,62 3,81<br>1 dk | **Wood M Fishing**<br>Stern Trawler<br>Mchy.aft<br>2W | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>548bhp (403kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7532911 | **BORSON 102**<br>**Borson Shipping Corp.**<br>Cebu Philippines | **130**<br>—<br>— | | **1978** Borson Shipping Corp.—Cebu (102)<br>30,48<br>26,32 7,62 3,81 | **Wood M Fishing**<br>Stern Trawler | Oil geared to sc. shaft<br>548bhp (403kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7604867<br>GWIM<br>378111<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORTHWICK**<br>**George Gibson & Co. Ltd.**<br>Leith United Kingdom | **1 596**<br>1 105<br>2 104 | BV | **1977** Robb Caledon Shipbuilders Ltd. —Leith (521)<br>79,15 12,83 5,301<br>73,21 12,81 6,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 2 500 | Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>2 170bhp (1 596kW) Alpha<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971<br>Controllable pitch propeller<br>14kn |
| 7925118<br>LIBC<br>19326<br>Gc Rdr<br>RT | **BORTIND**<br>**Saltens D/S A/S**<br>Bodo Norway | **190**<br>101<br>50 | (NV) | **1979** Fjellstrand Aluminium Yachts —Omastrand (1524)<br>25,68 1,201<br>9,29 3,51<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 165 × 185 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen West Germany<br>26kn |

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| **6520557**<br>DNKZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **BORUSSIA**<br><br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic<br>of Germany | **8 075**<br>4 370<br>9 786<br>**10 897**<br>6 490<br>12 430 | <br><br>GL | **1965** J. Boel et Fils S.A.—Tamise/Temse<br>(1431)<br>164,34(BB) 22,18 8,671/9,730<br>152,28 22,01 13,16<br>RQD 26,0 F 27,2 2 dks & S dk | **M General Cargo** OSD/CSD<br>12P<br>Ice strengthened<br>6 Ho 16,3 18,2 19,4 29,7 16,9<br>9,8<br>G.19 134 B.17 085 In.1 037<br>TEU 272 C. 272/20'<br>6 Ha (stl) (12,1 × 5,0) (12,1 12,1<br>16,9 12,1 × 7,0) (5,0 × 3,5)<br>Cr 1(3) Der 1(80) 16(5-10) 6(3-5) | Oil 2SA 9Cy. 860 × 1600<br>18 900bhp (13 902kW)<br>Masch. Augsburg-Nuernberg (MAN) Au<br>Gen 3 × 360kW 380V 50Hz a.c.<br>Fuel (hvf) |
| **6822797**<br>JXHW<br>17027<br>Df Esd<br>Pfd Rdr<br>RT | **BORVAG**<br>ex Vikheim-71<br>**P/R Hakon Arne Strom**<br>Hammerfest Norway | **170**<br>68<br>— | <br><br>NV | **1968** Ejnar S. Nielsen M/V A/S—Harstad<br>(12)<br>33,02 7,04 3,658<br>29,01 7,01 3,79<br>1 dk<br>BK 81 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br><br>1 Ha (2,5 × 1,9) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Gen 2 × 36kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7111614**<br>UJBY<br>M-31015<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORYA TSARIKOV**<br><br>**U.S.S.R. -Far-Eastern Shipping**<br>**Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**2 133**<br>874<br>—<br>**3 608**<br>1 776<br>4 687 | <br><br>RS | **1971** VEB Schiffswerft "Neptun"—Rostock<br>(323)<br>105,70 15,65 6,771/7,290<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9)<br>ER (9,9 × 7,0)<br>8W Der 1(40) 1(10) 8(5) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Halberstadt Halb<br>Fuel 78,0t (d.o.) 313,0t (hvf) |
| **6712629**<br>ULKA<br>M-28146<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BORZHOMI**<br><br>**U.S.S.R. -Novorossiysk Shipping**<br>**Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 300 | <br><br>RS | **1967** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (220)<br>186,01 23,45 9,810<br>174,02 23,41 12,53<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (stl) (5,0 × 3,2) ER<br>2W Der 2(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "Uljanik"<br>Fuel 2 296,5t (d.o.)-42,5pd |
| **6620967**<br>YTKL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSANKA**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **16 955**<br>10 403<br>26 299 | <br><br>BV JR | **1967** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (212)<br>187,03 22,97 10,713<br>174,50 22,92 14,10<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes<br>6 Ho ER<br>G.36 733 B.33 078<br>6 Ha (stl) (14,4 15,2 12,8 12,8 15,2<br>12,8 × 11,2) ER<br>14W Der 12(10) 1(1,5) 1(1) | Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW)<br>S.A. Fiat S.G.M.<br>Gen 3 × 360kW 450V a.c.<br>Fuel 205,0t (d.o.) 1 765,0t (hvf)-33,5 |
| **5195862**<br>JHAB<br>81402<br>Df Esd<br>Gc Rdr | **BOSEI MARU No. 2**<br>ex Koyo Maru-78<br>**Gako Hojin Tokai Daigaku**<br>Tokyo Japan | **1 218**<br>410<br>672 | | **1958** Mitsubishi Zosen K.K.—Shimonoseki<br>(528)<br>72,22 11,23 4,471<br>64,90 11,21 5,59<br>2 dks<br>RW | **M Fishing**<br>Training | Oil 2SA 6Cy. 480 × 700<br>1 800bhp (1 324kW)<br>Uraga Diesel Kogyo Tam<br>Gen 2 × 280kW 450V a.c.<br>Fuel 349,5t |
| **7509562**<br>UJHL<br>M-29379 | **BOSFOR VOSTOCHNYY**<br><br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **922**<br>257<br>345 | <br><br>RS | **1974** Riga Shiprepair Works—Riga<br>55,48 12,83 4,499<br>50,40 12,21 6,00 | **D-E RoRo Cargo/Ferry**<br>—dk P<br>Ice strengthened | 3 Oil 4SA each 6Cy. 318 × 330 tota<br>3 800bhp (2 795kW) driving 3 gen<br>connected to elec. motors & sc. sh<br><br>Thw. thrust propeller |
| **5049491**<br>UERE<br>M-26481<br>Df Esd<br>Gc Rdr | **BOSHNYAKOVO**<br><br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 688**<br>1 908<br>5 140 | <br><br>RS | **1960** Stocznia Gdanska im. Lenina—Gdansk<br>(B31/70)<br>108,26 14,64 6,620<br>101,07 14,58 8,06<br>1 dk<br>RW | **S General Cargo**<br><br>Ice strengthened<br>4 Ho 19,2 16,7 ER 13,4 15,5<br>G.6 390 B.5 996<br>4 Ha (11,9 11,9 × 8,2) ER (8,6 9,9<br>× 8,2)<br>8W Der 1(25) 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with<br>turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen<br>Technicznych Swietoch<br>Fuel 579,0t (o.f.) |
| **6902573**<br>YTCB<br><br>Df Esd<br>Gc Rdr<br>RT | **BOSNA**<br>ex Pleiades-69<br>**JUGOLINIJA (Osnovna**<br>**Organizacija Udruzenog**<br>**Rada-Istok)**<br>Rijeka Yugoslavia | T.Mk<br>**6 963**<br>3 665<br>—<br>**9 503**<br>5 306<br>1 380 | **✠100A1** M 7/81-12mos<br>DTma—veg. oil or latex<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL At $2\frac{3}{16}$"U2<br>FN 4742<br>JR | **1969**-3 Brodogradiliste "3 Maj"—Rijeka<br>(509)<br>155,02 20,55 8,160/—<br>145,01 20,50 12,20<br>F 26,9 2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW rf nil DK fwd<br>7BH WB1984t | **M General Cargo**<br>Ref<br>3 Ho ER 2 Ho<br>G.18 824 B.16 139 In.588<br>5 Ha (8,9 × 6,0) (12,0 12,8 × 7,0)<br>ER (12,0 12,0 × 7,0)<br>18W Der 1(45) 1(20) 8(10) 10(5) | Oil 2SA 6Cy. 750 × 1600<br>10 500bhp (7 723kW)<br>Gebr. Stork & Co. N.V. H<br>AuxB (o.f.) 85lbf/in$^2$ (5,9bar)<br>AuxB (ex.g) & rcv 85lbf/in$^2$ (5,9bar)<br>Gen 4 × 300kW 400V 50Hz a.c. |
| **5049063**<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **BOSO MARU**<br><br>**Romar Import & Export** | **408**<br>213<br>350 | | **1953** Niigata Eng. Co. Ltd.—Niigata (228)<br>47,71 7,62<br>42,02 7,60 3,89<br>P 16,5 F 6,8 2 dks | **M Research/Fishing**<br><br>3 Ho ER<br><br>2 Ha (each 2,2 × 2,2) ER<br>1W | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Niigata Tekkosho<br>Gen 1 × 40kW 110V a.c.<br>Fuel 150,5t |
| **6606272**<br>EABJ<br>8608<br>Df Esd<br>RTm | **BOSOKO**<br><br>**Vda. e Hijos de Manuel Barreiro**<br>**Estevez**<br>Vigo Spain | **181**<br>43<br>191 | <br><br>(BV) | **1965** Construcciones Navales P. Freire S.A.<br>—Vigo (27)<br>31,68 7,07 2,909<br>27,61 7,01 3,56<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br>In.176<br>10 Ha (1,1 1,1 1,1 1,1 1,1 1,1 1,1<br>1,1 × 1,1) (1,3 × 1,3) (0,6 × 0,7) | Oil 4SA 6Cy. 220 × 280<br>565bhp (416kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7632682**<br>3ERC<br>9350-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSOM FRIEND**<br>Launched as Primo Mundo<br>**Bosom Friend Navigation S.A.**<br>Panama Panama | **4 394**<br>2 937<br>7 616 | <br><br>NK | **1978** Mie Shipyard Co. Ltd.—Yokkaichi<br>(183)<br>109,25 17,05 7,167<br>101,81 17,01 8,82<br>P 29,3 F 11,6 1 dk | **M General Cargo**<br><br><br>G.9 430 B.9 080<br>2 Ha (stl) (27,3 27,9 × 8,4) ER<br>Der 1(20) 3(15) | Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Tak<br>Gen 2 × 288kW a.c. |

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| 8038338<br>623932 | **BOSON 5**<br>**Boson Equipment Inc.**<br>New Orleans, La United States of America | **272**<br>185<br>— | | **1980** ..............U.S.A.<br>*23,17* 11,59<br>2,32<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| 7237561 | **BOSPHORUS BRIDGE**<br>**Cleveland Bridge Ltd.**<br>Istanbul Turkey | **215**<br>—<br>— | ✠Classed LR until 3/74 | **1972**-11 Gemak Sanayii ve Ticaret Koll. Sirketi—Istanbul<br>33,02 8,89 2,058<br>33,00 8,60 2,42<br>1 dk<br>rf nil | **TM Pontoon** | 4 Oil<br>300bhp (221kW)<br>(i) 2 Oil 4SA each 6Cy. 127 × 130<br>Dorman Diesels Ltd. United Kingdom<br>(ii)2 Oil 4SA each 6Cy. 101 × 115<br>150bhp (110kW)<br>Ford Motor Co. Daventry<br>2 Directional propellers aft, 2 fwd (removable units) |
| 6049099<br>LANV<br>15817<br>Rdr<br>RTm/v | **BOSS**<br>**K/S A/S Be-Po & Co.**<br>Tromso Norway | **181**<br>0<br>— | NV | **1960** Stord Verft A/S—Stord (53)<br>30,66 8,13 4,141<br>26,83 8,11 4,53<br>1 dk<br>BK 152 | **M Tug/Icebreaker**<br>Salvage | Oil 4SA 6Cy. 385 × 580<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 40kW 1 × 20kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-3,5pd |
| 7100885<br>Rdr RT | **BOSSIER**<br>**Perforadora Central S.A. de C.V.**<br>Mexico | **178**<br>85<br>— | | **1962** American Marine Corp.—New Orleans, La (821)<br>39,63 9,81 2,471<br>36,53 9,76 2,90<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 2SA each 16Cy.<br>914bhp (672kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 30kW 220V 60Hz a.c.<br>10kn |
| 5046358<br>6VLW | **BOSSOYA FOUTA**<br>ex Bleun Brug-74<br>**Societe des Pecheries Senegalaises de l'Atlantique (SOPESEA)**<br>Dakar Senegal | **108**<br>51<br>— | | **1958** Ch. Joseph Keraudren—Camaret<br>*22,80* 6,86<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 175 × 180<br>360bhp (265kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel (d.o.) |
| 7735836<br>WYC4<br>615<br>587471 | **BOSSY LADY**<br>**Elwin Guidry Sr.**<br>New Orleans, La United States of America | **155**<br>105<br>— | | **1977** ..............Bayou la Batre, Al<br>*23,75*<br>7,32 3,69<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |
| 5323249<br>191118<br>Rdr RT | **BOSTAMI**<br>ex Shinho Maru No. 18-65<br>**Karnafuly Navigation Co.**<br>Chittagong Bangladesh | **496**<br>253<br>848 | NK | **1959** Kanda Zosensho K.K.—Kure (18)<br>54,39 8,44 3,709<br>48,98 8,41 4,12<br>P 11,3 F 6,1 1 dk | **M General Cargo**<br>G.992 B.946<br>1 Ha (23,2 × 4,6) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 5kW a.c.<br>Fuel 36,5t 11kn |
| 7230381<br>4253<br>Rdr RT | **BOSTANCI**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **600**<br>259<br>— | | **1973** Denizcilik Bankasi T.A.O.—Camialti (194)<br>66,76 12,20 2,591<br>60,91 12,01 3,89<br>1 dk | **TM Ferry**<br>—P | 2 Oil 4SA each 8Cy. 240 × 260<br>1 980bhp (1 456kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>15kn |
| 6903137<br>WNDW<br>511485<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON**<br>ex General M. M. Patrick-68<br>**Reynolds Leasing Corp.**<br>Sea-Land Service Inc.<br>Wilmington, De United States of America | **11 521**<br>7 607<br>9 466 | AB | **1944** Kaiser Co. Inc.—Richmond, Ca (16)<br>159,39 21,95 9,319<br>151,36 21,80 13,87<br>P 43,6 F 21,1 4 dks<br>RW rf nil deepened 68<br>conv Passenger/Troopship 68 | **S Container Ship**<br>Fixed-guides<br>4 Cell.Ho each 12,1 ER<br>C.Ho 217/35' C.Dk 125/35' 18/40'<br>7 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Westinghouse Elec. Corp. Brooklyn, NY<br>Gen 2 × 400kW 440V d.c.<br>Fuel 1 725,0t (o.f.) 16kn |
| 5239931<br>LACG<br>18013<br>Df Esd<br>Pfd | **BOSTON**<br>ex Esmi-77 ex Mont des Cats-73<br>**Torres H. Vea**<br>Kopervik Norway | **299**<br>162<br>— | BV | **1949** Ch. Navals de Caen—Blaineville (14)<br>41,84 7,52<br>7,50 4,27<br>1 dk<br>conv Side Trawler Fishing — | **M General Cargo**<br>1 Ho ER<br>G.453<br>1 Ha (13,2 × 4,5) ER<br>Der 1(3) | Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 73<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) 10kn |
| 5049130<br>GFZA<br>301530<br>Df Esd<br>RTm | **BOSTON ARGOSY**<br>**W. H. Kerr (Ship Chandlers) Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Lowestoft United Kingdom | **195**<br>68<br>— | ✠**100A1** SS 6/81<br>For service within the limits of the Continental Shelf & Continental Slope in an area bounded in the north by Parallel 62°N, in the west by Meridian 15°W and in the south by Parallel 48°N<br>✠**LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 329 | **1960**-5 Richards Iron Works Ltd. —Lowestoft (454)<br>*32,56* 7,12 2,896<br>31,70 7,01 3,36<br>F 5,5<br>RW rf 305 BK 178 conv Side Trawler Fishing 75<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 305 × 381<br>515bhp (379kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 7343425<br>355513<br>Df Esd<br>Gc Rdr<br>RT | **BOSTON BAY**<br>**Blasar Fisheries Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **247**<br>—<br>— | ✠Classed LR until 10/10/75 | **1974**-7 Metalcraft Construction Pty. Ltd. —Adelaide (17)<br>30,94 8,49<br>29,88 8,39 4,27<br>F 14,7 1 dk<br>rf 1448 | **M Fishing**<br>Side-fishing | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 72kW 1 × 45kW 415V 50Hz a.c. |
| 7106889<br>CB2865<br>2246<br>Esd Gc<br>Pfd Rdr<br>RTv | **BOSTON BEVERLEY**<br>**Beneficiadora de Productos del Mar S.A. (BENMAR)**<br>Valparaiso Chile | **517**<br>175<br>308 | ✠**100A1** SS 6/80<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL u $1\frac{1}{16}$"U2<br>FN 674 | **1971**-8 R. Dunston (Hessle) Ltd.—Hessle (879)<br>*42,83* 10,16 4,268<br>39,63 10,06 6,94<br>B 10,1 2 dks<br>rf 610 BK 178<br>2BH to U dk 2 to 2nd dk WB31t | **M Fishing**<br>Stern Trawler<br>1 Ho 16,4<br>1 Ha (stl) (2,4 × 1,8)<br>Der 1(3) | Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>1 950bhp (1 434kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 160kW 2 × 96kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 142,0t (d.o.) 13,5kn |

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|---|---|---|---|---|---|---|
| **7120263**<br>CB2866<br>2247<br>Esd Gc<br>Pfd Rdr<br>RT | **BOSTON BLENHEIM**<br>**Sociedad Agropequera y Commercial Santa Rosa de Las Islas Ltda.**<br>Beneficiadora de Productos del Mar S.A. (BENMAR)<br>Valparaiso Chile | **517**<br>175<br>296 | **✠100A1** SS 6/80<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL u $1\frac{1}{16}$"U2<br>FN 674 | **1972**-1 R. Dunston (Hessle) Ltd.—Hessle (S880)<br>*42,83* 10,16 4,268<br>39,63 10,06 6,94<br>B 10,1 2 dks<br>rf 610 BK 178<br>2BH to U dk 2 to 2nd dk WB31t | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 254 × 305<br>1 950bhp (1 434kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 160kW 2 × 96kW 440V 60Hz a.c. |
| **5049180**<br>GGMU<br>302385<br>Df Esd<br>Pfd RTm | **BOSTON COMET**<br>**Fleetwood Near Water Trawlers Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Lowestoft United Kingdom | **137**<br>47<br>— | **✠100A1** SS 3/81<br>for service in the North Sea south of Parallel 54°N in the English Channel east of a line between Ushant and the western extremity of the Scilly Isles and on the west coast of the U.K. south of a line from Butt of Lewis to Cape Wrath, east of Outer Hebrides, east of a line between Inishtrahull Island and Barra Head and east of a line from Hook Head Lighthouse to the western extremity of the Scilly Isles<br>1st April — 31st October in the North Sea between the Parallels of 54°N and 59°N<br>**✠LMC**<br>EL (b) g<br>FN 272 | **1960**-11 James & Stone (Brightlingsea) Ltd.—Brightlingsea (399)<br>*28,53* 6,81 2,845<br>27,44 6,71 3,20<br>F 4,6<br>rf 457 BK 127 conv Side Trawler Fishing 76<br>4BH WB4t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **5049207**<br>GCZA<br>301515<br>Df Esd<br>Pfd RTm | **BOSTON CORSAIR**<br>**Carry On Fishing Co. Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Lowestoft United Kingdom | **134**<br>45<br>— | **✠100A1** SS 6/79<br>for service 1st.Nov. — 31st.Mch. in North Sea S. of 59°N, in English Channel E. of line from Ushant to W. extremity of Scilly Isles and on W. coast of U.K. S. of line Butt of Lewis to Cape Wrath, E. of Outer Hebrides, E. of line Inistrahull Island to Barra Head and E. of line Hook Head Lighthouse to W. extremity of Scilly Isles 1st.Apl. — 31st.Oct. within area between 62°N and 48°N and between 15°W and coast of Europe,<br>Also may be employed in area between 60°N and 62°N and W. of Greenwich Meridian only in period 16th.Apl. — 15th.Oct.<br>**✠LMC**<br>EL (b) f<br>FN 270 | **1959**-5 Richards Iron Works Ltd.—Lowestoft (447)<br>*28,11* 6,81 3,061<br>27,23 6,71 3,20<br>F 4,9<br>RW rf 457 BK 152 conv Side Trawler Fishing 75<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 15kW 220V d.c.<br>Fuel 327,0t (d.o.) 10.5kn |
| **7342380**<br>GUUL<br>364903<br>Esd Pfd<br>Rdr RT | **BOSTON HALIFAX**<br>**Boston Deep Sea Fisheries Ltd.**<br>Fleetwood United Kingdom | **389**<br>145<br>247 | **✠100A1** SS 9/79<br>stern trawler<br>**✠LMC** **UMS**<br>EL (G) $\frac{3}{4}$"U2<br>FN 458 | **1975**-9 Goole SB. & Repairing Co. Ltd.—Goole (584)<br>39,30 9,48 3,785<br>32,26 9,44 4,75<br>F 15,9 1 dk<br>rf 432 BK 152<br>4BH WB11T | **M Fishing**<br>Stern Trawler | Oil 4SA 16Cy. 222 × 292 sr geared to sc. shaft<br>1 440bhp (1 059kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 88kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller 12.5kn |
| **5049245**<br>GGNA<br>301527<br>Df Esd<br>Pfd RTm | **BOSTON HORNET**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **131**<br>48<br>— | **✠100A1** SS 4/81<br>trawler<br>**✠LMC**<br>EL (b)<br>FN 272 | **1960**-5 James & Stone (Brightlingsea) Ltd.—Brightlingsea (398)<br>*27,92* 6,81<br>27,44 6,71 3,20<br>rf 457 BK 127 conv Side Trawler Fishing 76<br>3BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **6524034**<br>350397<br>Df Esd<br>Pfd RT | **BOSTON JAGUAR**<br>ex Dicketa-73<br>**Namibian Fishing Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **174**<br>88<br>56 | ✠LR class withdrawn 29/10/82 | **1966**-4 R. Dunston (Hessle) Ltd.—Hessle (S828)<br>*28,69* 7,12 2,744<br>27,08 7,01 3,36<br>F 5,2<br>rf 457 BK 152 | **M Fishing**<br>Side Trawler<br>1 Ho 8,3<br>3 Ha (1,3 1,3 0,6 × 0,9) | Oil 4SA 8Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>528bhp (388kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 20kW 220V d.c.<br>Fuel 24,0t (d.o.) 10kn |
| **6600955**<br>GRPH<br>308710<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON KESTREL**<br>**North Cape Fishing Co. Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Fleetwood United Kingdom | **431**<br>170<br>— | **✠100A1** SS 6/82<br>for service within the sea area enclosed between the Parallels 62°N and 48°N, the meridian 15°W and the coast of Europe<br>**✠LMC**<br>EL (g) $1\frac{3}{16}$"<br>FN 555 | **1966**-2 Charles D. Holmes & Co. Ltd.—Beverley (997)<br>*43,29* 8,95 3,506<br>40,85 8,84 4,73<br>rf 787 BK 152 conv Side Trawler Fishing 78<br>4BH WB35t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 390 × 680<br>1 145bhp (842kW)<br>Charles D. Holmes & Co. Ltd. Werkspoor Hull |

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| 6727179<br>GYBE<br>333948<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON LINCOLN**<br>**Boston Deep Sea Fisheries Ltd.**<br>Grimsby United Kingdom | **994**<br>374<br>— | **✠100A1** SS 2/82<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL (n) 1½"U2<br>FN 1241 | **1968**-4 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B427/A02)<br>*67,34* 12,10 5,004<br>63,28 11,99 7,62<br>B 10,1 RFD 8,0 2 dks<br>rf 660 Box K 305 len 70<br>Coll BH to U dk 3 to 2nd dk WB18t | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 381 × 508 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Mirrlees National Ltd. Stockport<br>Emy. propulsion by motoring M.E. driven generator<br>AuxB 100lbf/in² (6,9bar)<br>Gen 1 × 350kW 1 × 320kW 230V d.c.<br>14,5kn |
| 6517093<br>GRPU<br>303800<br>Df Esd<br>Gc Rdr<br>RT | **BOSTON PHANTOM**<br>**Grimsby Near Water Trawlers Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Fleetwood United Kingdom | **431**<br>170<br>— | **✠100A1** SS 2/79<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (g) 1³⁄₁₆"<br>FN 555 | **1965**-10 Charles D. Holmes & Co. Ltd. —Beverley (996)<br>*43,29* 8,95 4,014<br>40,85 8,84 4,73<br>rf 787 BK 152 conv Side Trawler Fishing 78<br>4BH WB35t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 390 × 680<br>1 145bhp (842kW) Werkspoor<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 2 × 65kW 220V d.c. |
| 7703089<br>GXZF<br>376323<br>Esd Rdr<br>RT | **BOSTON SEA COBRA**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **189**<br>61<br>139 | **✠100A1** SS 4/82<br>stern trawler<br>**✠LMC** **UMS**<br>EL (F) 275,0/22,0U1<br>FN 268 | **1978**-4 Richards (Shipbuilders) Ltd.—Great Yarmouth (536)<br>26,27 7,88 3,231<br>23,02 7,80 3,81<br>F 12,5 1 dk<br>rf 483 BK 152<br>3BH WB30T | **M Fishing**<br>Stern Trawler<br>1 Ho 8,0 | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>700bhp (515kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| 7122699<br>GOEQ<br>342103<br>Esd Pfd<br>Rdr RTv | **BOSTON SEA DART**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **312**<br>109<br>168 | **✠100A1** SS 8/80<br>stern trawler<br>**✠LMC**<br>EL I 1"U2<br>FN 393 | **1972**-4 Hugh McLean & Sons Ltd. —Renfrew (5008)<br>*33,32* 8,21 3,201<br>30,79 8,18 4,58<br>B & F 18,3 1 dk<br>rf 1067 BK 152<br>4BH | **M Fishing**<br>Stern Trawler<br>1 Ho 11,2<br>1 Ha (stl) (1,8 × 1,2)<br>Der 1(2) | Oil 4SA 6Cy. 254 × 305 sr geared to sc. shaft<br>910bhp (669kW)<br>Ruston Paxman Diesels Ltd. United Kingdom<br>Gen 2 × 70kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 88,0t (d.o.) 11kn |
| 7224772<br>GOEX<br>359294<br>Esd Pfd<br>Rdr RT | **BOSTON SEA FURY**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **312**<br>109<br>168 | **✠100A1** SS 6/81<br>stern trawler<br>**✠LMC**<br>EL I 1"U2<br>FN 393 | **1972**-10 Hugh McLean & Sons Ltd. —Renfrew (5009)<br>*33,26* 8,21 3,201<br>30,79 8,18 4,58<br>B & F 18,3 1 dk<br>rf 1067 BK 152<br>4BH | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 254 × 305 sr geared to sc. shaft<br>1 095bhp (805kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 70kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 7711438<br>GZOT<br>376324<br>Esd Rdr<br>RT | **BOSTON SEA GAZELLE**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **190**<br>62<br>115 | **✠100A1** SS 9/82<br>stern trawler<br>**✠LMC**<br>EL (F) 275,0/22,0U2<br>FN 268 | **1978**-8 Richards (Shipbuilders) Ltd.—Great Yarmouth (537)<br>26,24 7,95 2,841<br>23,02 7,82 3,81<br>F 12,5 1 dk<br>rf 483 Box K 152<br>3BH WB24T | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292 geared to sc. shaft<br>700bhp (515kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 110kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| 7811109<br>GYOP<br>376335<br>Esd Rdr<br>RT | **BOSTON SEA HARRIER**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **313**<br>106<br>281 | **✠100A1**<br>stern trawler<br>**✠LMC** **UMS**<br>EL G 302,5/20,5U2<br>FN 405 | **1979**-8 Richards (Shipbuilders) Ltd.—Great Yarmouth (545)<br>33,23 9,22 4,041<br>29,01 9,16 4,78<br>F 14,7 1 dk<br>rf 330 BK 127<br>3BH WB60T incl. DTf12T | **M Fishing**<br>Stern Trawler | Oil 4SA 12Cy. 222 × 241 geared to sc. shaft<br>1 200bhp (883kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 160kW 2 × 64kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 5049348<br>GQNJ<br>183991<br>Df Esd<br>Pfd RT | **BOSTON SEA HAWK**<br>**Seahawk Fishing Co. (Fleetwood) Ltd.**<br>Aberdeen United Kingdom | **180**<br>62<br>— | ✠Classed LR until 5/63 | **1953**-6 Henry Scarr Ltd.—Hessle (702)<br>*31,16* 6,74<br>30,48 6,71 3,28 | **M Fishing**<br>Side Trawler | Oil 6Cy. 222 × 292<br>NE 64<br>Lister Blackstone Marine Ltd. Dursley |
| 7409308<br>GUZL<br>362290<br>Esd Pfd<br>Rdr RT | **BOSTON SEA KING**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **171**<br>59<br>91 | **✠100A1** SS 12/79<br>stern trawler<br>**✠LMC** **UMS**<br>EL (D) ¹¹⁄₁₆"U1<br>FN 249 | **1976**-1 J. R. Hepworth & Co. (Hull) Ltd. —Paull (119)<br>25,86 7,40 2,591<br>22,99 7,31 3,51<br>F 11,3 1 dk<br>rf 813 BK 152<br>4BH WB17T | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292<br>700bhp (515kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 42,5t (d.o.) 10kn |
| 7409310<br>GVET<br>376314<br>Esd Rdr<br>RT | **BOSTON SEA KNIGHT**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **171**<br>59<br>91 | **✠100A1** SS 5/80<br>stern trawler<br>**✠LMC** **UMS**<br>EL (D) ¹¹⁄₁₆"U1<br>FN 249 | **1976**-6 J. R. Hepworth & Co. (Hull) Ltd. —Paull (120)<br>25,86 7,40 2,593<br>22,99 7,31 3,51<br>F 11,3 1 dk<br>rf 813 BK 152<br>4BH WB17T | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292<br>700bhp (515kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| 7813925<br>GBCQ<br>386483<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSTON SEA LANCE**<br>**Boston Deep Sea Fisheries Ltd.**<br>Hull United Kingdom | T.Mk<br>**696**<br>371<br>925<br>**1 463**<br>812<br>1 815 | **✠100A1**<br>2nd dk light cargoes only<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL O 412,5/34,0U2<br>FN 1302 | **1979**-10 Cochrane Shipbuilders Ltd.—Selby (108)<br>73,97 (BB) 12,10 —/5,214<br>68,03 12,01 7,12<br>F 10,1 2 dks, 2nd dk light cargoes only<br>rf 203<br>6BH WB329T | **M General Cargo**<br>Ref.<br>3 Ho 16,3 14,4 13,1 3 TwD ER<br>G.2 253 In.2 253<br>3 Ha (stl) (each 7,1 × 7,0) ER<br>Der 6(3) | Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 450kW 2 × 200kW 415V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 408,0t (d.o.) 13,5kn |

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|---|---|---|---|---|---|---|
| **7711440**<br>GSVF<br>376325<br>Esd Rdr<br>RT | **BOSTON SEA STALLION**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **190**<br>62<br>115 | **✠100A1**<br>stern trawler<br>**✠LMC** **UMS**<br>EL (F) 275,0/22,0U2<br>FN 268 | **1978**-11 Richards (Shipbuilders) Ltd.—Great Yarmouth (538)<br>26,27 7,88 2,858<br>23,02 7,80 3,81<br>F 12,5 1 dk<br>rf 483 Box K 152<br>3BH WB24T | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292 geared to sc. shaft<br>700bhp (515kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 1 × 70kW 440V 1 × 110kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| **7703077**<br>GXXN<br>376322<br>Esd Rdr<br>RT | **BOSTON SEA VIXEN**<br>**Boston Deep Sea Fisheries Ltd.**<br>Lowestoft United Kingdom | **189**<br>61<br>139 | **✠100A1** SS 1/82<br>stern trawler<br>**✠LMC** **UMS**<br>EL (F) 275,0/22,0U1<br>FN 268 | **1978**-1 Richards (Shipbuilders) Ltd.—Great Yarmouth (535)<br>26,27 7,88 3,231<br>23,02 7,80 3,81<br>F 12,5 1 dk<br>rf 483 BK 152<br>3BH WB30T | **M Fishing**<br>Stern Trawler<br>1 Ho 7,4 | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>700bhp (515kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| **7342378**<br>GUSU<br>365774<br>Esd Pfd<br>Rdr RT | **BOSTON STIRLING**<br>**Boston Deep Sea Fisheries Ltd.**<br>Fleetwood United Kingdom | **389**<br>145<br>247 | **✠100A1**<br>stern trawler<br>**✠LMC** **UMS**<br>EL (G) $\frac{3}{4}$"U2<br>FN 458 | **1975**-6 Goole SB. & Repairing Co. Ltd. —Goole (583)<br>39,30 9,48 3,785<br>32,26 9,44 4,75<br>F 15,9 1 dk<br>rf 432 BK 152<br>4BH WB11T | **M Fishing**<br>Stern Trawler | Oil 4SA 16Cy. 222 × 292<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 88kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **5410420**<br>MCIT<br>301581<br>Df Esd<br>Pfd Rdr<br>RTm | **BOSTON VICTOR**<br>ex Woodside-63<br>**Thomas Chalmers**<br>Lowestoft United Kingdom | **190**<br>63<br>— | ✠Classed LR until 2/73 | **1959**-11 A. Hall & Co. Ltd.—Aberdeen (879)<br>*30,82* 7,12<br>30,03 7,01 3,36<br>F 4,9<br>RW rf 305 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 305 × 381 with clutch<br>500bhp (368kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 20kW 220V d.c.<br>Fuel 27,5t (d.o.)<br>10,5kn |
| **6514132**<br>GQVA<br>306585<br>Df Esd<br>Pfd RT | **BOSTON VIKING**<br>**Scupham Fishing**<br>Lowestoft United Kingdom | **174**<br>60<br>— | **✠100A1** SS 12/78<br>trawler<br>**✠LMC**<br>EL (b) g<br>FN 281 | **1965**-10 R. Dunston (Hessle) Ltd.—Hessle (S821)<br>*28,69* 7,12 2,744<br>27,08 7,01 3,36<br>F 5,2<br>rf 457 BK 152<br>4BH WB13t | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>528bhp (388kW)<br>Blackstone & Co. Ltd. Stamford<br>10kn |
| **5049427**<br>Df Esd<br>Pfd Rdr | **BOSTON WASP**<br>**Willy Randolph** | **300**<br>101<br>— | ✠Classed LR until 31/7/81 | **1960**-5 Hall, Russell & Co. Ltd.—Aberdeen (882)<br>*35,33* 8,03<br>34,90 7,93 4,04<br>F 6,1<br>rf 559 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day Stockport |
| **6508119**<br>350898<br>Df Esd<br>Pfd RTm | **BOSTON WAYFARER**<br>**Namibian Fishing Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **174**<br>86<br>— | ✠LR class withdrawn-Owner's request 8/82 | **1965**-4 R. Dunston (Hessle) Ltd.—Hessle (S819)<br>*28,69* 7,12 2,744<br>27,08 7,01 3,36<br>F 5,2<br>rf 508 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>528bhp (388kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 20kW 220V<br>Fuel (d.o.) |
| **5049439**<br>ZSOT<br>303278<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOSTON WEELSBY**<br>**East Fisheries Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ Kaapstad South Africa | **409**<br>142<br>— | ✠Classed LR until 12/69 | **1961**-9 Cook, Welton & Gemmell Ltd. —Beverley (973)<br>*42,65* 8,64<br>41,81 8,54 4,42<br>F 7,4<br>rf 762 BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho 12,5<br>5 Ha (w) (1,1 × 0,8) (1,1 × 0,9) (1,1 × 0,8) (2,0 2,0 × 1,1) 1 Ha (stl) (2,0 × 1,1)<br>Der 1(2) 2(1) | Oil 4SA 6Cy. 390 × 680<br>1 050bhp (772kW) Werkspoor<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 2 × 35kW 220V d.c.<br>Fuel 86,5t (d.o.)<br>10kn |
| **5049453**<br>GHVQ<br>303678<br>Df Esd<br>Pfd RTm | **BOSTON WHIRLWIND**<br>**Boston Deep Sea Fisheries Ltd. & Putford Enterprises Ltd.**<br>Boston Deep Sea Fisheries Ltd.<br>Lowestoft United Kingdom | **165**<br>61<br>— | **✠100A1** SS 4/81<br>for service in the North Sea south of Parallel 54°N in the English Channel east of a line from Ushant to the western extremity of the Scilly Isles and on the west coast of the U.K. south of a line from Butt of Lewis to Cape Wrath, east of Outer Hebrides, east of a line between Inishtrahull Island and Barra Head and in the Irish Sea East of a line from Hook Head Lighthouse to the western extremity of the Scilly Isles<br>1st April — 31st October in the North Sea between the Parallels 54°N and 59°N.<br>**✠LMC**<br>EL (b) g<br>FN 278 | **1962**-4 Richards Iron Works Ltd. —Lowestoft (466)<br>*28,50* 6,81 2,598<br>27,74 6,71 3,28<br>F 4,9<br>RW rf 305 BK 152 conv Side Trawler Fishing 79<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>475bhp (349kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **6709842**<br>MVJE<br>306446<br>Esd RT | **BOSTONIAN**<br>**Port of Boston Authority**<br>Boston United Kingdom | **50**<br>—<br>— | **✠100A1** SS 7/79<br>tug<br>North Sea service<br>**✠LMC**<br>EL (a) $\frac{11}{16}$"U1<br>FN 154 | **1967**-5 R. Dunston Ltd.—Thorne (T1209)<br>20,58 6,13 1,982<br>18,29 5,80 2,60<br>rf 305 BK 127<br>4BH WB12t | **M Tug** | Oil 4SA 6Cy. 203 × 273 sr geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 15kW 1 × 7,5kW 220V d.c. |

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| 8107267<br>GHJD<br>302603<br>Pfd Rdr<br>RTv | **BOSUN BIRD**<br>ex Cherrybobs-81<br>ex Esso Dover-80<br>**St. Helena Shipping Co. Ltd.**<br>Curnow Shipping Ltd.<br>Penzance United Kingdom | **490**<br>200<br>565 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 4/81<br>EL h 1⅛"SQ<br>FN 544 | **1961**-3 J. Bolson & Son Ltd.—Poole (536)<br>53,57 8,31 3,264<br>46,64 8,23 3,43<br>P 15,6 Trunk 23,2 F 6,4 1 dk<br>rf 76<br>7BH WB99t | **M Tanker**<br>8 Ta ER<br>L.(oil) 733<br>Der 1(2) | Oil 4SA 5Cy. 248 × 267 with flexible coupling & reverse geared to sc. shaft<br>530bhp (390kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 40kW 220V d.c.<br>Fuel 26,0t (d.o.)-2,5pd 10kn |
| 6812160<br>LGUO<br>16241<br>Df Esd<br>Rdr RT | **BOSUND**<br>ex Knut Aarset-80 ex Norvoll-75<br>ex Norafjell-70<br>**P/R Brodrene Staknes**<br>Ole Staknes<br>Kristiansund N. Norway | **197**<br>109<br>305 | | NV | **1965** Hjorungavaag Verksted A/S —Hjorungavaag (5)<br>35,77 7,45 3,017<br>31,81 7,40 3,31<br>1 dk<br>BK 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>B.340<br>1 Ha (16,4 × 4,5) ER<br>2W Der 2(2,5) | Oil 4SA 5Cy. 270 × 400<br>400bhp (294kW) NE 70<br>Aabenraa Motorfabrik Abenra<br>Gen 1 × 38kW 1 × 25kW 220V 50Hz a.c.<br>Fuel (d.o.) 9,25kn |
| 6723886<br>YTXY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSUT**<br>ex Raknes-77<br>**Splitska Plovidba**<br>Split Yugoslavia | **2 812**<br>1 719<br>4 405 | | JR NV | **1967** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (369)<br>95,79 13,92 6,351<br>87,48 13,90 7,88<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 725 B.5 614<br>2 Ha (each 22,7 × 8,9) ER<br>4W Der 4(5) | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 080bhp (1 530kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 3 × 445kW 400V a.c.<br>Fuel 249,0t (d.o.)-7,5pd 12,25kn |
| 7814757<br>GYIF<br>378092<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOSWELL**<br>**Boswell Shipping Co. Ltd.**<br>Blue Star Ship Management Ltd.<br>Liverpool United Kingdom | **9 324**<br>6 151<br>15 160 | **✠100A1**<br>No. 3 side tanks — veg. oil<br>**✠LMC** | EL Z 522,5/54,0U2<br>FN 4427 | **1979**-7 Austin & Pickersgill Ltd. —Southwick, Sunderland (1389)<br>144,02 20,48 8,867<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1 to 2nd dk WB2329T incl. No. 3 hold 695T | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 6,8DTp&s 4,5DTp&s 22,8 ER 21,3 3 TwD 21,0 42,6comb. 11,4<br>G.20 315 B.18 670 L.1 060<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 144,0t (d.o.) 1 202,5t (hvf) 15kn |
| 7030597<br>PPDR<br>6153<br>Df Esd<br>Gc Rdr<br>RTv | **BOTAFOGO**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | T.Mk<br>**6 893**<br>3 790<br>9 856<br>**10 192**<br>5 790<br>12 396 | **✠100A1**<br>DTsf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC** | CS 3/76<br>EL C† 2⅜"U2<br>FN 5439 | **1971**-3 Stocznia Gdanska im. Lenina —Gdansk (B444/02)<br>161,02(BB) 22,99 —/9,722<br>150,02 22,94 13,31<br>P 52,8 F 34,8 1 dk, 2nd dk in Nos. 2, 3, 4 & 5 holds, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil<br>7BH to U dk 2 to 2nd dk WB2695t incl. Tunnel tanks 454t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 21,1 22,1 23,0 23,0 22,3<br>G.19 926 B.19 237 In.1 677<br>TEU 210 C. 210/20'<br>9 Ha (stl) (8,8 × 5,3) (13,4 × 8,0) (13,4 13,4 × 5,3) (13,4 × 6,0) (13,4 13,4 × 5,3) (13,4 × 6,0) (7,0 × 6,7) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 2 317,5t (d.o & hvf) 20,5kn |
| 6907016<br>GYSE<br>337752<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY BAY**<br>**Furness, Withy & Co. Ltd. (Furness Withy Group)**<br>Overseas Containers Ltd.<br>London United Kingdom | **26 876**<br>14 597<br>29 262 | **✠100A1**<br>**✠LMC** | CS 4/79<br>EL L† 2⅞"U3<br>FN 10035 | **1969**-5 Howaldtswerke-Deutsche Werft —Hamburg (1001)<br>227,31(BB) 30,56 10,700<br>213,77 30,48 16,46<br>P 39,4 F 36,9 2 dks<br>rf nil<br>NS 9BH WB9455t | **S Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>6 Cell.Ho 14,6 16,2 29,2 29,2 34,5 17,2 ER<br>TEU 1530 C.Ho 774/20' C.Dk 756/20'<br>11 Ha (stl) ER<br>Cr 2(3) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>STAL-LAVAL Turbin AB Finspong<br>2 WTB 1055lbf/in² (72,8bar) Spt 510,0°C 934lbf/in² (64,4bar) hs3367,7<br>db 100lbf/in² (6,9bar)<br>sg 100lbf/in² (6,9bar)<br>Gen 1 × 2000kW 3 × 752kW 415V 50Hz a.c.<br>Fuel 5 366,5t (o.f.) 21,5kn |
| 7238084<br>H9FE<br>10624<br>-80A<br>Df Esd<br>Gc Rdr<br>RT | **BOTANY CHEMIST**<br>**Neptune Shipping S.A.**<br>Panama Panama | **3 417**<br>2 117<br>5 703 | | NK | **1972** Fukuoka Zosen K.K.—Fukuoka (1013)<br>105,52 15,65 6,757<br>98,00 15,60 8,23<br>P 22,3 F 8,9 1 dk | **M Tanker**<br>Oil Chemical<br>14 Ta ER<br>L.(oil) 5 665 HeCls. BC | Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 1 × 280kW 440V a.c.<br>Fuel 88,0t (d.o.) 692,0t (hvf)-20,0pd 14kn |
| 7606035<br>374356<br>Esd Rdr<br>RT | **BOTANY COVE**<br>**Lease Underwriting Ltd. & Commercial Banking Co. of Sydney**<br>J. Fenwick & Co. Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **267**<br>53<br>— | | AB | **1976** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (118)<br>29,01 9,96 4,001<br>24,72 9,71 4,73<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>12kn |
| 7237884<br>H8TT<br>1037<br>2-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRADER**<br>**Marine Chartering Services (Panama) Inc.**<br>Panama Panama | **2 691**<br>1 617<br>4 595 | | NK | **1972** K.K. Taihei Kogyo—Akitsu (282)<br>94,19 14,20 6,452<br>88,02 14,18 7,09<br>P 21,1 F 11,0 1 dk | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.(oil) 5 239 HeCls. BC | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 445V a.c.<br>Fuel 383,0t-12,0pd 12,75kn |
| 8013467<br>JJEV<br>119793<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRADITION**<br>**Daiichi Shosen K.K.**<br>Osaka, Osaka Pref. Japan | **3 781**<br>2 548<br>6 575 | | NK | **1980** Fukuoka Zosen K.K.—Fukuoka (1083)<br>106,15 16,59 7,201<br>98,61 16,54 8,21<br>P 4,9 F 13,2 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.8 126 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW a.c.<br>12,5kn |
| 8025434<br>JLSA<br>123766<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRANSCENDENT**<br>**Mitsuhama Kisen K.K.**<br>Tokyo Japan | **4 557**<br>2 501<br>7 803 | | NK | **1981** K.K. Taihei Kogyo—Akitsu (1438)<br>107,02 8,021<br>100,01 17,21 9,81<br>P 23,8 F 9,2 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.8 901 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 300kW a.c.<br>13kn |
| 7812268<br>JALK<br>122043<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TREASURE**<br>**Abo Shoten Ltd.**<br>Onomichi, Hiroshima Pref. Japan | **2 800**<br>1 617<br>4 306 | | NK | **1978** Koyo Dockyard Co. Ltd.—Mihara (823)<br>94,42 14,23 6,303<br>88,70 14,20 7,12<br>P 20,5 F 11,0 1 dk | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.(oil) 5 095 HeCls. BC | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 450V a.c.<br>Fuel 51,0t (d.o.) 365,0t (hvf)-10,0pd 12,5kn |

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| **8126082**<br>JKTE<br>124567<br>Df Esd<br>Gc Rdr<br>RTv | **BOTANY TRIAD**<br><br>**Abo Shoten Ltd.**<br>Onomichi, Japan<br>Hiroshima Pref. | **3 405**<br>2 122<br>5 988 | NK | **1982** K.K. Taihei Kogyo—Akitsu (1478)<br>100,51 6,720<br>94,01 16,01 8,21<br>P 23,2 B 4,9 F 13,2 1 dk | **M Tanker**<br>CBT<br>12 Ta ER<br>L.7 140 | | Oil 4SA 6Cy. 460 × 720 sr geared t<br>shaft<br>2 720bhp (2 001kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 250kW 450V 60Hz a.c.<br>Fuel 68,0t (d.o.) 430,0t (hvf)-10,0pd |
| **8025018**<br>H9NY<br>1084<br>0-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRIBUTE**<br><br>**Argus Overseas Shipping Co. S.A.**<br>Panama Panama | **4 688**<br>2 978<br>7 838 | NK | **1981** Kochi Jukogyo K.K.—Kochi (2162)<br>107,02 17,23 8,024<br>100,01 17,21 9,81<br>P - F - 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.(gas) 8 898 | | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **8113736**<br>7JQU<br>125926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRIDENT**<br><br>**K.K. Nippo Unyu Shokai**<br>Tokyo Japan | **3 780**<br>2 545<br>6 572 | NK | **1981** Fukuoka Zosen K.K.—Fukuoka (1090)<br>106,15(BB) 16,54 7,216<br>99,80 16,51 8,21<br>P 26,9 F 12,8 1 dk | **M Tanker**<br>Chemical SBT<br>17 Ta ER<br>L.8 126 | HeCls. BC | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 300kW 445V 60Hz a.c.<br>Fuel 843,5t (d.o.)-14,0pd |
| **8126070**<br>JKTC<br>124566 | **BOTANY TRINITY**<br><br>**Abo Shoten Ltd.**<br>Onomichi, Japan<br>Hiroshima Pref. | **3 458**<br>2 176<br>6 030 | NK (Class cont.) | **1982** K.K. Taihei Kogyo—Akitsu (1477)<br>6,786<br>94,01 16,01 8,21<br>1 dk | **M Tanker**<br>CBT<br>12 Ta ER<br>L.7 140 | | Oil 4SA 6Cy. 460 × 720 sr geared t<br>shaft<br>2 720bhp (2 001kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 250kW 450V 60Hz a.c.<br>Fuel 68,0t (d.o.) 430,0t (hvf)-10,0pd |
| **7823657**<br>H8MI<br>9993-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRITON**<br><br>**Mula (Panama) S.A.**<br>Panama Panama | **3 890**<br>2 722<br>6 654 | NK | **1980** Miyoshi Zosen K.K.—Uwajima (253)<br>106,74 16,54 7,216<br>98,61 16,50 8,21<br>P 23,2 F 13,2 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 8 166 | | Oil 2SA 6Cy. 450 × 750<br>7 600bhp (5 590kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 480kW a.c. |
| **7314462**<br>H9JW<br>1079<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TRIUMPH**<br><br>**Marine Chartering Services (Panama) Inc.**<br>Panama Panama | **2 689**<br>1 621<br>4 607 | NK | **1973** K.K. Taihei Kogyo—Akitsu (286)<br>94,19 14,20 6,452<br>88,02 14,18 7,09<br>P 21,1 F 11,0 1 dk | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.5 836 L.(oil) 5 209 | HeCls. BC | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 445V a.c.<br>Fuel 383,0t-12,0pd |
| **7121463**<br>H3IO<br>5856<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTANY TROJAN**<br>ex Sankaku Maru-74<br>**Marine Chartering Services (Panama) Inc.**<br>Panama Panama | **2 717**<br>1 659<br>5 255 | NK | **1971** Mie Shipyard Co. Ltd.—Yokkaichi (29)<br>91,39 15,07 6,986<br>84,03 15,02 7,01<br>P 20,5 F 8,9 1 dk<br>RW | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.(oil) 6 406 | HeCls. BptC | Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 144kW 445V a.c.<br>Fuel 452,0t-12,0pd |
| **8001866**<br>JCQL<br>124030<br>Df Esd<br>Gc Rdr | **BOTANY TROUBADOUR**<br><br>**Yamato Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **4 088**<br>2 535<br>6 569 | NK | **1981** Miyoshi Zosen K.K.—Uwajima (265)<br>106,74 16,54 7,216<br>98,61 16,51 8,21<br>1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft | | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7430357**<br>JAKE<br>120214<br>Df Esd<br>Gc Pfd<br>Rdr | **BOTANY TRUST**<br><br>**Abo Shoten Ltd.**<br>Onomichi, Japan<br>Hiroshima Pref. | **2 803**<br>1 604<br>4 034 | NK | **1976** K.K. Taihei Kogyo—Akitsu (316)<br>94,39 14,25 6,303<br>88,02 14,22 7,12<br>P 21,1 F 11,0 1 dk | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.(oil) 5 238 | HeCls. BC | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 128kW 445V a.c.<br>Fuel 398,0t (d.o.)-11,5pd |
| **5049506**<br>EBTW<br>7764<br>Df Esd<br>RTm | **BOTEIRA**<br><br>**Braulio Marquez Alvarez**<br>Vigo Spain | **207**<br>101<br>— | (BV) | **1958** Hijos de J. Barreras S.A.—Vigo (1071)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>RW | **M Fishing**<br>Side Trawler<br><br>2 Ha (each 0,9 × 0,9) | | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. |
| **5129784**<br>LZIO<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BOTEVGRAD**<br>ex Germa-69<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **2 334**<br>1 241<br>4 013 | BR | **1962** Kristiansands M/V A/S—Kristiansand (200)<br>102,77 14,36 6,211<br>94,49 14,33 9,15<br>F 8,6 1 dk & S dk<br>rf 89 | **M General Cargo**<br>Ice strengthened<br>4 Ho 14,0 13,3 12,0 10,8 ER<br>G.7 193 B.6 768<br>4 Ha (stl) (10,7 11,4 11,4 10,7 × 6,7) ER<br>8W Der 8(5) | OSD | Oil 2SA 4Cy. 500 × 1100 exhaust40<br>2 400bhp (1 765kW)<br>A/S Akers M/V<br>Gen 3 × 120kW 1 × 32kW 440V 60Hz a.c.<br>Fuel 279,5t (hvf) |
| **7645029**<br>ESYW<br>M-34534<br>Df Esd<br>Gc Rdr<br>RT | **BOTNA**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **635**<br>199<br>395 | RS | **1977** .............U.S.S.R.<br>54,82 9,96 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Controllable pitch propeller |
| **7224370**<br>OIJJ<br>248<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTNIA EXPRESS**<br>ex Diana-79<br>**Finska Foretags Finans AB**<br>Rederiaktiebolaget Sally<br>Vaasa/Vasa Finland | T.Mk<br>**4 152**<br>1 720<br>1 118 | BV | **1972** Jos. L. Meyer—Papenburg (566)<br>108,72(BB) 17,25 4,598<br>96,47 17,20 6,02<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br><br>Bow & stern doors | 336bth 864dk P | 2 Vee Oil 4SA each 12Cy. 400 × 50<br>8 000bhp (5 884kW)<br>Kloeckner Humboldt Deutz<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 508,0t (d.o.) |

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| 7010858<br>ESWH<br>M-31479<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTNICHESKIY ZALIV**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | **12 891**<br>6 872<br>11 816 | RS (BV) | **1970** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1386)<br>164,62 22,05 8,021<br>153,17 22,00 13,54<br>3 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>5 Ho ER<br>B.1 460 In.14 075<br>5 Ha (3,4 6,0 6,0 6,0 6,0 × 3,9) ER<br>13W Der 2(10) 8(5) 3(1) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Controllable pitch propeller<br>17,5kn |
| 7043764<br>LADF<br>17560<br>Df Esd<br>Rdr<br>RTm/h | **BOTNO**<br>**Paal Wilson & Co. A/S**<br>Bergen Norway | T.Mk<br>**455**<br>351<br>1 240 | NV | **1971** Orens M/V—Trondheim (51)<br>74,83 10,04 3,718<br>68,33 10,01 5,77<br>P 12,5 F 4,9 2 dks<br>rf nil len 77 | **M General Cargo**<br>Ice strengthened<br>1 Ho 39,0 ER<br>G.2 586 B.2 338<br>2 Ha (13,5 × 5,9) (26,9 × 5,9) ER<br>2W Der 1(3,5) 1(2,5) | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 40kW 1 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.)-2,5pd 11kn |
| 6827515<br>PP2354<br>Df Esd<br>Rdr RT | **BOTO**<br>**Industria Grandense de Pescado**<br>Rio Grande Brazil | **165**<br>54<br>— | ✠Classed LR until 1/6/73 | **1968**-12 Ruhrorter Schiffs. u. Masch. —Duisburg (445)<br>31,12 7,60 3,201<br>26,22 7,50 3,71<br>F 13,2<br>rf 635 BK 25 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 230 × 270 sr reverse geared to sc. shaft<br>610bhp (449kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 38kW 1 × 18kW 440V 60Hz a.c. |
| 5049582<br>PKMY<br>1297/L<br>Esd RT | **BOTO LEMPANGANG**<br>**P.T. Perusahaan Pelayaran Sulawesi Selatan**<br>Ujung Pandang Indonesia | **816**<br>472<br>1 063 | KI | **1959** Firma Niestern's Schpsw.—Groningen (6)<br>58,58 9,30 4,147<br>52,76 9,20 5,34<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 50kW 220V a.c. |
| 7646994<br>YOGD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTOSANI**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1977** Santierul Naval Constantza —Constantza<br>219,87 12,401<br>205,34 32,21 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t (hvf) 16,25kn |
| 7504304<br>LAQA<br>18633<br>Df Esd<br>Gc Rdr<br>RT | **BOTRAL III**<br>**Bo Havfiskeselskap A/S**<br>Sortland Norway | **298**<br>110<br>— | NV | **1975** Sterkoder M/V A/S—Kristiansund N. (50)<br>41,64 9,22 4,217<br>34,98 9,20 6,41<br>F - 1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 100kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13kn |
| 7720001<br>LHLU<br>19127<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOTRAL IV**<br>**Bo Havfiskeselskap A/S**<br>Sortland Norway | **466**<br>171<br>— | NV | **1978** Storviks M/V A/S—Kristiansund N. (79)<br>50,75 10,29 4,680<br>44,00 6,76<br>1 dk<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.500 | Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 240kW<br>Controllable pitch propeller<br>Fuel 164,0t (d.o.) 13kn |
| 7044419<br>ERUS<br>M-29885<br>Df Esd<br>Rdr RT | **BOTSMAN**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **658**<br>244<br>325 | RS | **1968** ..............U.S.S.R.<br>54,26 9,38 3,720<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7637797<br>UQNY<br>M-33424<br>Df Esd<br>Gc Rdr<br>RT | **BOTSMAN MOSHKOV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **10 179**<br>5 373<br>14 220 | RS | **1977** Stocznia Gdanska im. Lenina—Gdansk (B540/19)<br>151,75 21,06 8,691<br>140,01 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 070 B.16 353<br>9 Ha (stl) (12,8T × 8,9) (15,0p&s 15,0p&s 15,0p&s 15,0p&s × 7,7) ER<br>18W Der 9(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 380V 50Hz a.c.<br>15,75kn |
| 5239498<br>UYYO<br>M-24764<br>Df Esd<br>Gc Rdr<br>RT | **BOTSMAN ZOTOV**<br>ex Mongugay-73<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 174**<br>1 700<br>4 388 | RS | **1960** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>95,71 14,38 7,93<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (9,0 × 6,0) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(40) 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 3 × 184kW 400V<br>Fuel 242,0t (d.o.) 152,5t (hvf) 12,5kn |
| 6616370<br>SJNZ<br>RTm | **BOTTENOPP**<br>**Goteborgs Stad (Hamndirektoren)**<br>Goteborg Sweden | **450**<br>—<br>— | ✠A1 SS 8/78<br>dredger<br>for service within 15 miles of Gothenburg<br>EL (f)<br>FN 599 | **1966**-10 Orenstein Koppel & Luebecker —Luebeck (637)<br>49,92 9,99 1,829<br>47,50 9,61 3,00<br>1 dk<br>rf nil<br>5BH WB17t | **Dredger**<br>Bucket | |
| 8111788<br>DCIS | **BOTTENSEE**<br>**Peraltasee Schiffahrtsges. m.b.H.**<br>Schoning-Intersee-Gruppe<br>Haren Federal Republic of Germany | **999**<br>660<br>2 860 | GL | **1982** Martin Jansen Schiffswerft u. Mfbk. —Leer (168)<br>88,04 11,38 4,501<br>84,26 11,31 6,23<br>P 14,1 F 8,9 2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 738 B.3 624<br>TEU 72 C. 72/20'<br>1 Ha (stl) (55,3 × 9,3) ER | Oil 4SA 8Cy. 230 × 270 with flexible couplings & sr geared to sc. shaft<br>590bhp (434kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |

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| **7613480**<br>PDFI<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BOTTENVIKEN**<br>Launched as Deltasee<br>**Noordlijn B.V.**<br>Intersee Schiffahrts-Gesellschaft m.b.H.<br>Rotterdam Netherlands | **1 596**<br>1 127<br>3 100 | GL | **1977** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (361)<br>81,01 5,335<br>74,81 13,81 6,46<br>P 14,1 F 7,4 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,8 ER<br>G.3 171<br>1 Ha (stl) (42,6 × 11,2) ER | Oil 4SA 6Cy. 330 × 360 reduction gea<br>to sc. shaft<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) | Mann<br>12 |
| **7720295**<br>ILMT<br>991<br>Rdr RT | **BOTTICELLI**<br><br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **173**<br>114<br>40 | RI | **1980** Navaltecnica—San Benedetto del Tronto (201)<br>30,97 12,60 3,691<br>26,24 6,51 3,71<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 190 × 230<br>geared to sc. shafts<br>3 540bhp (2 604kW)<br>M.T.U. Friedrichshafen GmbH | May<br>Friedrichsh |
| **5049609**<br>6VGR<br>4<br>RT | **BOU EL MOGDAD**<br><br>**Messageries du Senegal**<br>Dakar Senegal | **654**<br>463<br>320 | (BV) | **1950** N.V. Schps. & Mfbk. "De Biesbosch"—Dordrecht (259)<br>51,01 10,01 1,994<br>9,96 3,00<br>3 dks | **TM General Cargo**<br>Ref<br>2 Ha (each 5,0 × 5,9)<br>4W Der 2(2) 2(1) | 2 Oil 4SA each 6Cy. 220 × 320<br>500bhp (368kW)<br>Cie. de Const. Mec., CCM<br>Fuel 19,5t (d.o.) | S<br>St. [ |
| **5320974**<br><br><br>Df Esd<br>RT | **BOU ISMAIL**<br>ex Sunrise II ex Setas-72<br>**Cia. de Navegacion Lentamar S.A.**<br>Alger Algeria | **399**<br>215<br>574 | (BV) | **1954** G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (270)<br>*44,99* 8,21 3,150<br>8,16 4,20<br>1 dk<br>RW | **M General Cargo**<br>G.838 B.808<br>2 Ha (9,6 11,9 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons<br>Fuel 45,5t (d.o.) | Appinge |
| **5049611**<br>SUNC<br>238 | **BOU REGREG**<br><br>**Fathi & Hussan El Fass**<br>Alexandria Egypt | **382**<br>182<br>203 | Classed LR until 7/50 | **1924** Philip & Son Ltd.—Dartmouth (677)<br>42,88 9,17 1,524<br>... ... ...<br>Trunk 19,9 1 dk<br>R | **S Tanker**<br>6 Ta ER<br>L.(oil) 544 HeCls. BC | C 2Cy. 343 & 711 × 508<br>Philip & Son Ltd.<br>Fuel 12,0t (o.f.)-4,5pd | Dartm |
| **7614422**<br>TUNX<br>AN905<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOUAKE**<br><br>**Societe Ivoirienne de Transport Maritime (SITRAM)**<br>Abidjan Ivory Coast | **11 771**<br>6 407<br>16 000 | BV | **1978** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (208)<br>156,93(BB) 22,86 9,951<br>142,42 22,81 13,11<br>1 dk | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.22 794 B.21 034<br>7 Ha (stl) (13,1 × 10,2) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER<br>Cr 1(3) Der 7(10-25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Ast. Espanoles S.A. Manises Works, Vale<br>Fuel 1 598,0t | S |
| **7931959**<br>EAFG | **BOUCINA**<br><br>**Pesquerias Santa Clara S.A.**<br>Carlos Molares<br>Vigo Spain | **348**<br>159<br>431 | GL | **1981** Const. Nav. Santodomingo—Vigo (468)<br>43,74 (BB) 9,02 4,052<br>37,32 9,01 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>2 Ho ER<br>In.474<br>1 Ha (stl) ER | Oil 4SA 8Cy. 220 × 280 sr geared to s<br>shaft<br>1 000bhp (736kW)<br>Hijos de J. Barreras S.A. | [ |
| **6729153**<br>FNVU<br><br>Df Esd<br>Gc Rdr<br>RTm | **BOUGAINVILLE**<br><br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Dunkerque France | **10 618**<br>5 941<br>13 723 | BV | **1967** Ch. Nav. de La Ciotat—La Ciotat (245)<br>157,26 21,82 9,707<br>145,75 21,80 12,50<br>P & B 57,0 F 31,7 2 dks<br>rf 102 | **M General Cargo**<br>Ref 2P<br>Mchy.aft<br>4 Ho 6,7DT 6,7DT 8,5DT 19,2 19,2 19,2 19,2 2 TwD 14,3Upr 14,9Upr 6 Ta<br>G.18 699 B.17 281 In.283 L.911<br>12 Ha (stl) (7,4 × 5,3) (11,9 × 7,4) (13,5 × 7,4) (13,5p&s × 3,5) (13,5 × 7,4) (13,5p&s × 3,5) (13,5 × 7,4) (13,5p&s × 3,5) (9,3 × 5,3)<br>10W Cr 5(5) Der 1(80) 8(13) 2(5) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Cie. de Const. Mec. Sulzer (CCM Sulzer)<br>Gen 3 × 505kW 400V 50Hz a.c.<br>Fuel 2 048,5t (hvf) | S<br>Ma |
| **7429774**<br>HPAD<br>6924-76<br>Df Esd<br>Gc Rdr<br>RT | **BOUGAINVILLE**<br><br>**Bougainville Maritime Inc.**<br>Panama Panama | **5 109**<br>3 245<br>8 294 | NK | **1976** Setouchi Zosen K.K.—Kinoe (453)<br>118,01 18,34 7,214<br>109,99 18,01 9,12<br>P 23,8 F 8,9 1 dk | **M General Cargo**<br>G.10 878 B.10 085<br>3 Ha (13,7 23,0 21,6 × 8,9) ER<br>Der 1(25) 4(20) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW)<br>Hitachi Zosen | B<br>Hirosl<br>12,7 |
| **5049647**<br>TPNU<br><br>Df Esd<br>RTm | **BOUGAINVILLE**<br><br>**Yvonnick Guhel**<br>Lorient France | **121**<br>26<br>— | BV | **1956** Ch. Nav. de la Pallice—La Rochelle-Pallice<br>24,49 6,51 2,807<br>22,51 6,30 3,71<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 7,0<br>1 Ha (stl) (0,9 × 0,9)<br>Der 1(3) | Oil 4SA 3Cy. 290 × 360<br>350bhp (257kW)<br>Cie. de Const. Mec., CCM<br>Gen 1 × 10kW 24V d.c.<br>Fuel 21,0t (d.o.) | S<br>St. D<br>11,2 |
| **7217626**<br>JAUT<br>112606<br>Df Esd<br>Gc Pfd<br>Rdr | **BOUGAINVILLE MARU**<br><br>**Sanyu Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **14 397**<br>5 057<br>22 151 | NK | **1972** Koyo Dockyard Co. Ltd.—Mihara (586)<br>166,88 23,58 9,424<br>158,02 23,53 12,81<br>P 29,0 F 17,1 1 dk | **M Ore Carrier**<br>4 Ho ER<br>Ore 14 768<br>4 Ha (stl) (19,9 20,8 20,8 20,8 × 9,6) ER<br>Der 8(10) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 312kW 450V a.c.<br>Fuel 174,5t (d.o.) 1 529,0t (hvf)-31,5pd | B<br>Tam<br>14,7 |
| **7729174**<br>7THY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOUIRA**<br><br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **8 384**<br>5 096<br>11 917 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC UMS**<br>EL Ct 550,0/60,0U2<br>FN 4081 | **1978**-11 Kanasashi Zosensho—Toyohashi (1281)<br>134,93(BB) 21,65 8,362<br>125,02 21,61 11,03<br>P 27,8 F 11,0 1 dk, 2nd dk in holds & mchy space<br>rf 203<br>6BH WB3083T incl. DTf324T & Topside tanks in holds 1317T | **M General Cargo**<br>3 Ho 17,6 33,0 33,0 ER<br>G.16 163 B.15 186<br>5 Ha (stl) (13,4 25,5p&s 25,5p&s × 8,0) ER<br>Cr 2(12,5) Der 1(100) 6(10) | Oil 2SA 8Cy. 450 × 1200<br>7 050bhp (5 186kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) (ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 300kW 385V 50Hz a.c.<br>Fuel 163,0t (d.o.) 1 127,0t (hvf) | B<br>Tam<br>1 |
| **7418983**<br>CNBL<br>6-632<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOUJNIBA**<br><br>**Compagnie Marocaine de Navigation (COMANAV)**<br>Casablanca Morocco | **16 247**<br>9 642<br>24 750 | BV | **1975** G. Dimitrov Shipyard—Varna (112)<br>185,17(BB) 10,230<br>171,69 22,79 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 13,2 10,5 13,1 10,5 13,1 10,5 13,1 ER<br>G.32 478<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,2 10,5 × 11,4) ER<br>Cr 8(12,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>Gen 3 × 504kW 1 × 56kW 400V 50Hz a.c.<br>Fuel 312,0t (d.o.) 1 544,0t (hvf)-29,0pd | Su<br>Pos<br>1 |

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| 5049659<br>KSUR<br>246572<br>Df Esd<br>Gc RT | **BOULDER VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 606**<br>4 613<br>10 852 | AB | **1944** Permanente (Shipyard No. 1) —Richmond, Ca (V536)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 6806925<br>FPLA<br>Df Esd<br>Pfd Rdr<br>RT | **BOULONNAIS**<br>ex Bardi-80 ex Mousson-71<br>**J. B. Delpierre & P. Wattez Armement**<br>Boulogne France | **328**<br>116<br>284 | BV | **1967** At. & Ch. de la Manche—Dieppe (1201)<br>43,21 8,92 4,111<br>38,41 8,91 4,20<br>2 dks | **M Fishing**<br>Stern Trawler<br>3 Ha | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 103,5t (d.o.) 13kn |
| 7103150<br>6VMA<br>Esd RT | **BOUNKILING**<br>ex Shemahi III-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | BV | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (00158)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.148<br>1 Ha (1,2 × 1,6) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 9kn |
| 7814656<br>WSX6<br>805<br>593404<br>Df Esd<br>Gc Rdr<br>RT | **BOUNTIFUL**<br>**Trident Seafoods Corp.**<br>Seattle, Wa United States of America | **909**<br>793<br>— | | **1979** Maxon Marine Industries Inc.—Tell City, In<br>50,91 14,30<br>50,30 14,03 5,16<br>1 dk | **TM Factory Fishing**<br>Fish-factory Ref<br>Cr 2(8) | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 260kW 1 × 90kW<br>Thw. thrust propeller fwd<br>10,5kn |
| 5325302<br>DVER<br>212698<br>Df Esd<br>Gc Pfd<br>Rdr | **BOUNTIFUL**<br>ex Shoichi Maru No. 25-68<br>**Linda-Mar Corp.**<br>Manila Philippines | **387**<br>241<br>— | | **1960** Yamanishi Zosen K.K.—Ishinomaki (378)<br>49,79 8,06 3,112<br>44,51 8,01 3,79<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.708 | Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10kn |
| 7051814<br>WK8034<br>508287 | **BOUNTIFUL**<br>**Bountiful Inc.**<br>New Bedford, Ma United States of America | **163**<br>110<br>— | | **1967** A. C. Fuller SB. Co.—East Boothbay, Me<br>*24,97* 7,04<br>3,71<br>1 dk | **M Fishing** | Oil<br>765bhp (563kW)<br>.............<br>Fuel (d.o.) |
| 7513135<br>WYU8<br>258<br>549754<br>RT | **BOUNTIFUL CLIPPER**<br>ex Doris T-74<br>**Isbell Enterprises Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 8003577<br>VL5812<br>386083<br>Df Gc<br>Pfd Rdr<br>RT | **BOUNTIFUL PEARL**<br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **164**<br>144<br>— | NV | **1980** Kali Boat Building (Pty.) Ltd. —Adelaide (32)<br>23,02 7,50<br>22,46 7,41 4,07<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 2SA 12Cy. 146 × 146 sr geared to sc. shaft<br>495bhp (364kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 180kW 1 × 112kW 415V 50Hz a.c.<br>9,5kn |
| 8118085<br>Df Esd<br>Pfd Rdr<br>RT | **BOUNTIFUL II**<br>**Capt. Edison Love**<br>United States of America | **168**<br>—<br>— | | **1981** Washburn & Doughty Associates Inc. —Bath, Me (9)<br>32,01<br>7,93 4,45<br>1 dk | **M Fishing**<br>Shellfish Stern Trawler Ref.<br>1 Ho<br>In.198 | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 5038363<br>FNSG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOUNTY**<br>ex Capitaine La Perouse-79<br>ex Tui Cakau-78<br>ex Capitaine La Perouse-75<br>ex Negosky-73 ex Bayard-72<br>**Compagnie Tahitienne Maritime**<br>Noumea New Caledonia (French) | T.Mk<br>**2 374**<br>1 177<br>2 865 | BV (NV) | **1951** Helsingborgs Varfs A/B—Helsingborg<br>105,49 14,08 5,766<br>95,71 14,03 7,60<br>P 22,9 F 9,5 2 dks<br>RW | **M General Cargo**<br>Ref 10P<br>Mchy.aft<br>3 Ho 24,9 24,9 16,9<br>G.4 423 B.4 117 In.633<br>5 Ha (8,0 8,0 8,0 8,0 × 6,1) (7,3 × 3,6)<br>10W Cr 1(3) Der 1(12) 8(3-5) | Oil 2SA 8Cy. 520 × 900<br>3 000bhp (2 207kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 140kW 220V d.c.<br>Fuel 441,0t (d.o.) 15,5kn |
| 6819403<br>3ETO<br>8465-78B<br>Df Esd<br>Gc Rdr<br>RTh | **BOUNTY**<br>ex Danie-81 ex First Flight-79<br>ex Pointe du Minou-75<br>ex Laetitia-75<br>**Trans-Ship Corp. Inc.**<br>Panama Panama | **2 300**<br>1 760<br>3 682 | BV (GL) | **1968** Werft Nobiskrug—Rendsburg (658)<br>96,17 13,52 5,912<br>88,27 13,50 7,88<br>1 dk | **M General Cargo**<br>2 Ho 28,3 29,2 ER<br>G.5 072 B.4 779<br>4 Ha (stl) (each 9,9 × 6,9) ER<br>Der 2(10) 2(5) | Oil 4SA 6Cy. 450 × 550<br>2 300bhp (1 692kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 130kW 400V 50Hz a.c.<br>Fuel 232,5t (d.o.) 13,5kn |
| 6608385<br>FNCE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOUNTY III**<br>ex Javron-81 ex Ilkon Dalio-76<br>ex Coventry City-74<br>**Compagnie Tahitienne Maritime**<br>Papeete French Polynesia | **7 559**<br>4 434<br>10 892 | ✠**100A1** CS 3/81<br>TwDm—cresylic acid FP above 150°F<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL C† 2⅛"SQ<br>FN 4073 | **1966**-7 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (873)<br>141,66 19,38 9,018<br>131,25 19,21 11,82<br>F 29,0 2 dks<br>RW rf 152 DK fwd<br>7BH WB2524t incl. DTf1228t | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 19,2 10,6 23,7 25,9 ER 18,2<br>G.16 107 B.14 680 In.336<br>7 Ha (8,3 × 5,8) (5,3 × 8,2) (16,0p&s 16,0p&s × 6,5) ER (7,6 × 6,7)<br>Cr 3(5) Der 2(17) 4(5) | Oil 2SA 6Cy. 760 × 1500<br>9 600bhp (7 061kW)<br>Fairfield-Rowan Ltd. Glasgow<br>Gen 3 × 345kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| 5352434<br>OSBY<br>Df Esd<br>RT | **BOUNTY 4**<br>ex Tanny-72 ex Constant-53<br>**Bounty S.p.r.l.**<br>Oostende Belgium | **230**<br>130<br>274 | (BV) | **1932** N.V. Scheeps. v.d. Werf—Deest (190)<br>42,70 6,28<br>6,23 2,54<br>RQD 8,9 RFD 5,8 1 dk<br>R len 56 | **M General Cargo**<br>1 Ho 27,9 ER<br>G.459 B.445<br>2 Ha (9,9 9,5 × 4,2) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 190 × 350<br>200bhp (147kW) NE 55 semi-diesel<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel 10,0t (d.o.) 8kn |

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|---|---|---|---|---|---|---|
| **7107455**<br>3VDW<br>Df Esd<br>Rdr RT | **BOURAQ**<br>**Government of The Republic of Tunisia (Mercantile Marine School)**<br>Sousse Tunisia | **148**<br>67<br>— | BV | **1970** Cant. Nav. di La Spezia—La Spezia<br>26,50 6,41 2,096<br>23,60 6,20 3,41<br>1 dk | **M Fishing**<br>Training<br>1 Ha (0,7 × 0,7)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Fuel 10,5t (d.o.) |
| **6924181**<br>FPSL<br>Df Esd<br>Rdr RTh | **BOURBONNAIS**<br>ex Bresling Bres-81 ex Rathlin-74<br>ex Bresling Bres-72<br>**Navale et Commerciale Havraise Peninsulaire (N.C.H.P.)**<br>Dzaoudzi Mayotte (French) | T.Mk<br>**399**<br>241<br>1 042 | BV | **1969** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (301)<br>64,62 11,03 3,658<br>56,98 10,99 6,20<br>F 9,2 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6 ER<br>G.2 500 B.2 263<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>3W Der 3(3-5) | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Gen 2 × 45kW 1 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd |
| **7431686**<br>DIKG<br>12057<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BOURGOGNE**<br>ex Komet I-78<br>ex Saracen Prince-76<br>Launched as Komet<br>**Reedereiges. m.s. 'Komet' Henry Gerdau K.G.**<br>Henry Gerdau<br>Hamburg Federal Republic of Germany | **999**<br>672<br>2 559 | GL | **1975** J. J. Sietas K.G. Schiffswerft —Hamburg (745)<br>81,41 13,64 5,042<br>74,17 13,39 7,50<br>P 13,2 F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 730 B.4 417<br>TEU 149 C. 149/20'<br>1 Ha (50,3 × 10,2) ER | Oil 4SA 8Cy. 320 × 420<br>2 650bhp (1 949kW)<br>Atlas-MaK Maschinenbau |
| **7930515**<br>A6E2066<br>793/80<br>Esd Rdr<br>RT | **BOURI**<br>**Abu Dhabi Petroleum Ports Operating Co.**<br>Sharjah United Arab Emirates | **353**<br>0<br>— | ✠100A1<br>tug<br>Arabian Gulf service<br>✠LMC<br>EL (H) 220,0/26,0U2<br>FN 473 | **1980**-10 Yokohama Zosen—Chiba (1384)<br>35,51 10,52 4,025<br>31,50 10,00 5,01<br>F 12,2 1 dk<br>rf 297 BK 25<br>4BH WB62T incl. DTa41T | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320 with clutches, flexible couplings & sr rev geared to sc. shafts<br>Fuji Seisakusho<br>Gen 2 × 112kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 92,0t (d.o.) |
| **5410432**<br>SULL<br>Rdr RT | **BOURI**<br>**Suez Canal Authority**<br>Port Said Egypt | **200**<br>—<br>— | GL | **1962** Timsah SB. Co.—Ismailia (5)<br>27,23 7,88 2,693<br>25,00 7,24 3,81<br>1 dk | **M Tug** | Vee Oil 2SA 16Cy. 216 × 254 sr gea sc. shaft<br>General Motors Corp.<br>Controllable pitch propeller |
| **5102047**<br>YKBH<br>Df Esd<br>Rdr RT | **BOUSAMRA**<br>ex L'Armoricain-77<br>ex Turquoise-69<br>ex Ellen Helleskov-65<br>**Mustafa Jindi Maritime Agency**<br>Syria | **499**<br>314<br>960 | ✠100A1 SS 11/78<br>Ice Class 3<br>✠LMC<br>EL j $1\frac{1}{8}$"SQ<br>FN 737 | **1961**-9 Schps. "Hoogezand" J. Bodewes —Hoogezand (105)<br>61,09 9,30 3,645<br>55,61 9,20 4,04<br>RQD 15,3 F 12,5 1 dk<br>RW rf 152<br>3BH WB329t incl. Dk a26t m13t | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 110 B.1 041<br>2 Ha ER<br>3W Der 3(3) | Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G.<br>Fuel 72,0t |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 13/11/81** | | | |
| **7503300**<br>RT | **BOUSTAN**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Abbas Iran | **21**<br>8<br>2 | ✠100A1<br>for service within 3 miles of Bandar Abbas<br>✠LMC<br>EL (A) $\frac{5}{16}$"U1<br>FN 69 | **1975**-11 Van Mill's Schpsb. & Cons. —Hardinxveld (74 -68)<br>13,77 4,02 1,232<br>11,89 3,80 1,93<br>1 dk<br>3BH | **TM Patrol Launch** | 2 Oil 4SA each 6Cy. 135 × 160 reve reduction geared to sc. shafts<br>524bhp (385kW)<br>Kloeckner Humboldt Deutz |
| | | | **SURVEYS OVERDUE** | | | |
| **5050206**<br>ODJV<br>B4090<br>Df Esd<br>Gc Rdr<br>RTv | **BOUSTANY I**<br>ex Danielle-82 ex Archangelos-79<br>ex Brakersand-72 ex Fossum-61<br>**Joseph & Noel Boustany**<br>Beirut Lebanon | **1 552**<br>782<br>2 220 | NV | **1953** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (592)<br>78,64 12,55 4,661<br>73,16 12,50 5,29<br>P 21,1 F 7,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 883 B.2 724<br>2 Ha (each 17,9comb. × 6,4) ER<br>8W Der 4(5) 4(3) | Oil 4SA 6Cy. 400 × 600<br>1 200bhp (883kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 65kW 1 × 36kW 220V d.<br>Fuel 162,5t (d.o.) |
| **5049702**<br>FIVN<br>SM23<br>6194 | **BOUTONNE**<br>**Timac Roullier**<br>St. Malo France | **181**<br>93<br>225 | | **1955** Atelier de Bordeaux-Bassens —Bordeaux<br>*28,29* 7,35<br>... ... ...<br>1 dk | **TM Dredger**<br>G.300<br>1 Ha (10,5 × 4,9) | 2 Oil 4SA each 3Cy. 140 × 180<br>276bhp (203kW)<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.) |
| **5217086**<br>HP2483<br>5239-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BOUVET**<br>ex Calulo-81 ex S. Nicolau<br>ex Magga Dan-70<br>**Initial Navegation S.A.**<br>Fekete & Co. A/S<br>Panama Panama | **1 285**<br>483<br>1 885<br>**1 925**<br>870<br>— | ✠100A1<br>Str. nav. ice<br>✠LMC<br>EL r $1\frac{3}{4}$"SQ<br>FN 1379 | **1956**-9 Aalborg Vaerft A/S—Aalborg (99)<br>75,14 13,77 6,293<br>65,54 13,72 7,32<br>F 11,0 2 dks<br>rf 381<br>6BH WB420t incl. DTf78t | **M Passenger/General Cargo**<br>Ref 67bth P<br>Mchy.aft<br>3 Ho 10,3 10,9 8,0<br>In.1 771<br>3 Ha (stl) (5,6 7,5 5,6 × 4,5)<br>6W Der 1(30) 6(5) | Oil 2SA 7Cy. 350 × 620<br>1 970bhp (1 449kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 4 × 170kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 461,5t (d.o.) |
| **5149992**<br>ISZN<br>435<br>Rdr | **BOVE**<br>ex Hestia-75<br>**La Dorica S.p.A.**<br>Cagliari Italy | **145**<br>6<br>— | RI (BV) | **1942** Enterprise Eng. & Fdry Co.—San Francisco, Ca<br>26,40 7,04 2,971<br>24,67 7,01 3,15<br>1 dk | **M Tug** | Oil 4SA 8Cy. 304 × 380 E made44 fitted—<br>Enterprise Engine & Foundry Co. San Francis<br>Fuel 20,5t (d.o.) |
| **5049752**<br>LW2779 | **BOVRIL**<br>**S.A. de Frigorificos Regionales Argentinos (SAFRA)**<br>Buenos Aires Argentina | **342**<br>227<br>— | | **1928** J. I. Thornycroft & Co. Ltd. —Southampton (1081)<br>48,77 10,98 1,524<br>10,93<br>R | **TM General Cargo Barge**<br>Mchy.aft<br>Der 2(1) | 2 Oil 2SA each 4Cy. 335 × 380<br>L. Gardner & Sons Ltd.<br>Fuel 19,5t |
| **7368889**<br>LNVC<br>18274<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW CECIL**<br>**Sameiet Bow Cecil**<br>Rederiet Jacob Christensen<br>Bergen Norway | **3 567**<br>2 320<br>6 147 | NV | **1974** Soviknes Verft A/S—Syvikgrend (78)<br>103,38 15,85 6,979<br>94,98 15,79 8,31<br>P - F - 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>Ice strengthened<br>17 Ta ER<br>L.6 560 | Vee Oil 4SA 12Cy. 400 × 460<br>6 000bhp (4 413kW)<br>Lindholmen Motor AB.<br>Gen 3 × 326kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 485,0t (hvf)-25,0pd |

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| 7005308<br>LHVT<br>17314<br>Df Esd<br>Gc Rdr<br>RTv | **BOW CEDAR**<br>**Sameiet Bow Cedar**<br>A/S Rederiet Odfjell<br>Bergen Norway | **12 868**<br>8 438<br>21 723 | NV | **1969** Nylands Verksted—Oslo (661)<br>170,72 21,95 10,078<br>162,29 21,65 13,16<br>P 37,5 F 17,1 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>Mchy.aft<br>4 Ta 22 Ta (s.stl)<br>L.23 172 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Akers/Nylands Verksted Oslo<br>Gen 1 × 496kW 2 × 392kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 656,0t (hvf)-29,5pd |
| 7113674<br>LCEF<br>17681<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW ELM**<br>**Sameiet Bow Elm**<br>A/S Rederiet Odfjell<br>Bergen Norway | **6 792**<br>3 882<br>8 725 | NV | **1971** Moss Rosenberg Verft A/S—Moss (174)<br>125,36(BB) 19,05 8,648<br>115,22 19,00 10,83<br>P 35,1 F 15,9 1 dk<br>rf nil | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>Ice strengthened<br>2 Ta<br>6 Ta (s.stl) ind cyl horizontal ER<br>L.711 L.(gas) 7 418 HeCls. B | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Nylands M/V Oslo<br>Gen 3 × 490kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 97,5t (d.o.) 1 208,0t (hvf)-30,5pd 17kn |
| 7359424<br>JXRU<br>18495<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW FAGUS**<br>**K/S A/S Chem-Tank I**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 919**<br>12 104<br>31 501 | NV | **1975** Oy Wartsila Ab—Turku/Abo (1216)<br>170,72(BB) 25,94 11,329<br>163,10 25,89 15,30<br>F - 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>30 Ta ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 370,5t (hvf)-49,0pd<br>16,25kn |
| 8012126<br>LKTT<br>19708<br>RT | **BOW FIGHTER**<br>**K/S A/S Bow Fighter**<br>A/S Rederiet Odfjell<br>Bergen Norway | **19 313**<br>12 975<br>34 982 | NV (Class cont.) | **1982** Sarpsborg Mek. Verksted A/S K/S<br>—Sarpsborg (53)<br>173,67 10,508<br>166,53 32,01 13,62<br>1 dk | **M Tanker**<br>Chemical SBT IGS<br>31 Ta ER<br>L.40 000 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Nylands Verksted A/S Oslo |
| 7359448<br>LAKP<br>18591<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW FLOWER**<br>**K/S A/S Chem-Tank II**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 919**<br>12 102<br>31 501 | NV | **1975** Oy Wartsila Ab—Turku/Abo (1218)<br>170,72(BB) 25,94 11,373<br>163,07 25,89 15,32<br>F - 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>30 Ta ER<br>L.35 000 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 370,5t (hvf)-49,0pd<br>16,25kn |
| 7384792<br>LATV<br>18638<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW FORTUNE**<br>**P/R Bow Polship**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 060**<br>11 277<br>28 059 | NV | **1975** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B76/01)<br>170,52 25,35 11,081<br>159,92 25,30 14,46<br>P - F - 1 dk<br>rf- | **M Tanker**<br>Chemical<br>2 horizontal cyl Ta on dk<br>38 Ta ER<br>L.3 167 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 228,5t (d.o.) 2 052,5t (hvf) 17kn |
| 7926289<br>3FXI<br>10636-<br>PEXT1 | **BOW PIONEER**<br>**Dae Woo Bow Pioneer**<br>A/S Rederiet Odfjell<br>Panama Panama | **13 331**<br>8 672<br>23 077 | KR NV | **1982** Daewoo SB. & Heavy Machinery Ltd.<br>—Koje (2001)<br>158,02 9,802<br>149,92 23,11 14,03<br>1 dk | **M Tanker**<br>Chemical IGS<br>2 horizontal cyl Ta on dk<br>20 Ta (s.stl) 4 Ta ER<br>L.24 900 HeCls. C | Oil 2SA 5Cy. 550 × 1380<br>10 500bhp (7 723kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 8009753<br>LKIF<br>Rdr RT | **BOW SAPHIR**<br>**K/S A/S Chem-Tank III**<br>A/S Rederiet Odfjell<br>Bergen Norway | **11 450**<br>7 308<br>15 200 | NV (Class cont.) | **1982** G. Eides Sonner A/S—Hoylandsbygd (112)<br>160,59(BB) 9,302<br>149,92 23,11 12,02<br>1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>25 Ta ER<br>L.22 929 HeCls. C | Oil 2SA 5Cy. 550 × 1380<br>8 800bhp (6 473kW) B&W<br>A/S Nye Fredriksstad Mek. Verk. Fredrikstad<br>Thw. thrust propeller fwd |
| 7431222<br>LGDO<br>19078<br>Df Esd<br>Gc Rdr<br>RT | **BOW SEA**<br>**P/R Bow Polship**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 056**<br>11 271<br>28 084 | NV | **1978** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B76/12)<br>170,52 25,33 11,094<br>163,02 25,32 14,41<br>P - F - 1 dk<br>rf- | **M Tanker**<br>Chemical<br>16 Ta 22 Wing Ta ER<br>L.34 656<br>Cr 1(3) Der 2(3) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 720kW 450V 60Hz a.c.<br>17kn |
| 7384883<br>LFBD<br>18982<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW SKY**<br>**P/R Bow Polship**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 056**<br>11 217<br>28 060 | NV | **1977** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B76/10)<br>170,52 25,33 11,000<br>163,18 25,32 14,41<br>P - F - 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>16 Ta 22 Wing Ta ER<br>L.34 656<br>Cr 1(3) Der 2(3) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 720kW 1 × 65kW<br>440V 60Hz a.c.<br>Fuel 2 390,0t-63,0pd 17kn |
| 7384819<br>LCGU<br>18714<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW SPRING**<br>**P/R Bow Polship**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 056**<br>11 273<br>28 059 | NV | **1976** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B76/03)<br>170,52(BB) 25,33 11,000<br>159,92 25,30 14,46<br>P - F - 1 dk | **M Tanker**<br>Chemical<br>16 Ta 22 Wing Ta ER<br>L.34 656<br>Cr 1(3) Der 2(3) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 720kW 1 × 52kW<br>440V 60Hz a.c.<br>Fuel 2 390,0t-63,0pd 17kn |
| 7384845<br>LDQC<br>18839<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW STAR**<br>**P/R Bow Polship**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 056**<br>11 271<br>28 060 | NV | **1976** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B76/06)<br>170,52 10,999<br>163,02 25,32 14,41<br>P - F - 1 dk | **M Tanker**<br>Chemical<br>16 Ta 22 Wing Ta ER<br>L.34 656<br>Cr 1(3) Der 2(3) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 720kW 450V 60Hz a.c.<br>17kn |
| 7384869<br>LDZE<br>18898<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW SUN**<br>**P/R Bow Polship**<br>A/S Rederiet Odfjell<br>Bergen Norway | **17 056**<br>11 217<br>28 021 | NV | **1976** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B76/08)<br>170,52 25,33 11,075<br>163,02 25,30 14,43<br>P - F - 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>16 Ta 22 Wing Ta ER<br>L.34 656<br>Cr 1(3) Der 2(3) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 2 428,5t (hvf)-64,0pd 17kn |
| 7706433<br>3EPG<br>8513<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOW'S BROTHER**<br>ex Sarina-79<br>**Bow's Brother Navigation S.A.**<br>Panama Panama | **4 719**<br>3 286<br>7 713 | NK | **1977** K.K. Taihei Kogyo—Akitsu (325)<br>117,51 17,56 6,881<br>109,02 17,51 8,62<br>P 23,5 F 11,6 1 dk | **M General Cargo**<br>G.10 418 B.9 719<br>2 Ha (stl) (30,8 31,4 × 8,7) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 400kW a.c.<br>13kn |

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| **6413235**<br>GNLE<br>306078<br>Esd Rdr<br>RTv | **BOWBELLE**<br><br>**British Dredging (Sand & Gravel) Ltd.**<br>London United Kingdom | **1 475**<br>751<br>1 880 | **✠100A1** SS 8/82<br>sand carrier<br>U.K. coasting service<br>**✠LMC**<br>EL q 1⅝"SQ<br>FN 1424 | **1964**-7 Ailsa SB. Co. Ltd.—Troon (517)<br>79,91 13,59 4,223<br>76,21 13,49 5,19<br>RQD 23,2 RFD 7,4 1 dk<br>RW rf 178 DK fwd<br>4BH WB523t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 23,1 ER<br>Hopper 1 076<br>1 sandpump<br>1 Ha (stl) (23,1 × 9,1) ER<br>Cr 1(3) | Oil 4SA 8Cy. 381 × 508<br>1 864bhp (1 371kW)<br>Mirrlees National Ltd. Stock<br>Gen 2 × 75kW 220V d.c.<br>Fuel 40,5t (d.o.) 11,7 |
| **6719328**<br>GXCU<br>333731<br>Esd Pfd<br>Rdr<br>RTm/v | **BOWCROSS**<br>ex Chichester Cross-71<br>**British Dredging Aggregates Ltd.**<br>Cardiff United Kingdom | **968**<br>487<br>1 786 | **✠100A1** CS 4/79<br>sand carrier<br>U.K. coastal service Eire & between River Elbe & Brest<br>**✠LMC**<br>EL (K) J 1⅛"SQ<br>FN 951 | **1967**-8 Goole SB. & Repairing Co. Ltd. —Goole (556)<br>59,75 11,97 4,344<br>56,39 11,89 4,96<br>P 11,0 F 7,4 1 dk<br>rf nil<br>4BH WB416t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 23,4 ER<br>Hopper 805<br>1 sandpump 298kW (400bhp) | Oil 4SA 8Cy. 222 × 292 sr reverse gea<br>to sc. shaft<br>1 000bhp (736kW)<br>Blackstone & Co. Ltd. Stam<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 43,5t (d.o.) 1 |
| **7738450**<br>NCSR<br>248303<br>Df Esd<br>Gc Rdr | **BOWDITCH**<br>ex South Bend Victory-58<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>United States of America | **7 606**<br>4 549<br>10 821 | AB | **1945** Oregon SB. Corp.—Portland, Or (1256)<br>138,77 18,95 7,621<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil conv General Cargo 58 | **S Research**<br>Oceanographic Survey<br>4 Ho<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW)<br>General Electric Co. U<br>Gen 3 × 300kW 240V a.c.<br>16 |
| **5049805**<br>KCZB<br>247451<br>Df Esd<br>Gc Rdr<br>RT | **BOWDOIN VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 640**<br>4 605<br>10 852 | AB | **1945** Permanente (Shipyard No. 1) —Richmond, Ca (588)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 1 |
| **6600967**<br>VGXR<br>323854<br>Rdr RT | **BOWEN QUEEN**<br><br>**British Columbia Ferry Corp.**<br>Victoria, B.C. Canada | **1 476**<br>965<br>515 | **✠A1** SS 2/80<br>Jervis Inlet services<br>**✠LMC**<br>EL (L) 467,5/25,5U2<br>FN 1817 | **1965**-12 Victoria Mchy. Depot Co. —Victoria, B.C. (131)<br>84,97 18,65 2,439<br>79,41 18,60 4,27<br>1 dk<br>rf 762 len 80<br>8BH | **TM RoRo Cargo/Ferry** —dk P | 4 Oil dr geared to sc. shafts<br>3 560bhp (2 619kW)<br>(i) 2 Oil 4SA each 8Cy. 232 × 267<br>White Motor Co. Springfield<br>(ii)2 Oil 4SA each 8Cy. 232 × 267<br>✠ E made65 refitted2/80<br>White Motor Co. Springfield<br>Gen 2 × 75kW 450V 60Hz a.c.<br>2 Directional propellers fwd , 2 aft |
| **5049817**<br>WL6521<br>279514<br>RT | **BOWERY BAY**<br><br>**City of New York (Department of Enviromental Protection) (Water Resources)**<br>New York, NY United States of America | **1 578**<br>912<br>2 687 | (AB) | **1959** J. H. Mathis Co.—Camden, NJ (214)<br>86,26 13,75 4,312<br>80,78 13,72 5,19<br>2 dks<br>rf 76 | **TM Sludge Carrier**<br><br>Self-unloader<br>6 Ta ER | 2 Oil 4SA each 6Cy. 394 × 559<br>1 860bhp (1 368kW)<br>Cooper-Bessemer Corp. Mount Vernon<br>Fuel 83,5t |
| **7940039**<br>WSX7<br>318<br>604231 | **BOWFIN**<br><br>**Bowfin Fisheries**<br>Seattle, Wa United States of America | **498**<br>420<br>— | | **1944** .............San Pedro, Ca<br>*50,60* 9,76<br>4,58<br>1 dk | **M Fishing** | Oil<br>1 200bhp (883kW)<br>U |
| **6515540**<br>GRQH<br>308794<br>Esd Pfd<br>Rdr RTv | **BOWFLEET**<br><br>**British Dredging (Sand & Gravel) Ltd.**<br>Cardiff United Kingdom | **1 548**<br>737<br>— | **✠100A1** CS 2/80<br>sand carrier<br>U.K. coasting & English Channel service also between River Elbe & Bordeaux<br>**✠LMC**<br>EL q 1⅝"SQ<br>FN 1424 | **1965**-9 Ailsa SB. Co. Ltd.—Troon (520)<br>80,70 13,67 4,490<br>76,21 13,49 5,19<br>P 18,9 F 8,6 1 dk<br>RW rf 178<br>4BH WB482t | **M Dredger/Sand Carrier**<br>Suction (Shore-delivery)<br>Single side arm<br>1 Ho 24,3 ER<br>Hopper 1 184<br>1 sandpump<br>1 Ha (stl) (24,3 × 9,1) ER<br>Cr 1(3) | Oil 4SA 8Cy. 381 × 508<br>1 864bhp (1 371kW)<br>Mirrlees National Ltd. Stock<br>Gen 2 × 100kW 220V d.c.<br>Fuel (d.o.) 12,2 |
| **7304845**<br><br>361437<br>Esd Pfd<br>Rdr RT | **BOWHERALD**<br><br>**British Dredging (Sand & Gravel) Ltd.**<br>Cardiff United Kingdom | **2 965**<br>1 564<br>4 722 | BV | **1974** Ailsa SB. Co. Ltd.—Troon (534)<br>95,56 18,24 5,061<br>93,00 17,71 6,86<br>1 dk | **M Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge<br>Single side arm Dredging depth 23,0<br>Hopper 3800T<br>1 Ho ER<br>Hopper 2 079<br>1 sandpump 373kW (500bhp) | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shaft<br>4 260bhp (3 133kW)<br>British Polar Engines Ltd. Glas<br>Gen 3 × 120kW 440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13 |
| **7340588**<br>2EPC<br>361446<br>Esd Pfd<br>Rdr RT | **BOWKNIGHT**<br><br>**British Dredging (Sand & Gravel) Ltd.**<br>Cardiff United Kingdom | **2 965**<br>1 564<br>4 734 | BV | **1974** Ailsa SB. Co. Ltd.—Troon (535)<br>99,07 18,24 5,061<br>95,61 17,71 6,86<br>1 dk | **M Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge<br>Single side arm Dredging depth 23,0<br>Hopper 3800T<br>1 Ho ER<br>Hopper 2 079<br>1 sandpump 373kW (500bhp) | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shaft<br>4 620bhp (3 398kW)<br>British Polar Engines Ltd. Glas<br>Gen 3 × 120kW 440V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13 |
| **5419103**<br><br>304705 | **BOWLER**<br><br>**Bowker & King Ltd.**<br>London United Kingdom | **217**<br>103<br>284 | ✠Classed LR until 10/70 | **1963**-9 R. Dunston (Hessle) Ltd.—Hessle (S803)<br>35,13 7,50 2,344<br>33,53 7,17 2,75<br>Trunk 15,6 F 6,1 1 dk<br>rf.nil | **M Tanker**<br>CBT<br>2 Ta ER<br>L.(oil) 391 HeCls. C | Oil 4SA 8Cy. 165 × 184 with flexible<br>coupling & sr reverse geared to sc. sh<br>240bhp (177kW) Ka<br>Bergius Kelvin Co. Ltd. Glas<br>Gen 1 × 30kW 220V d.c.<br>Fuel-1,0pd 8 |

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| 5049829<br>MTSJ<br>185362<br>Esd Rdr<br>RTm | **BOWLINE**<br><br>**British Dredging Aggregates Ltd.**<br>Cardiff United Kingdom | **596**<br>274<br>652 | <br><br>✠Classed LR until<br>11/4/75 | **1953**-9 N.V. Bodewes Schps.<br>—Martenshoek (399)<br>54,56 8,89 3,906<br>49,36 8,84 4,27<br>P 16,2 F 7,4 1 dk<br>RW rf 76 | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 13,1 ER<br>1 sandpump<br>1 Ha (13,1 × 5,7) ER<br>Der 1(5) | Oil 4SA 8Cy. 290 × 420<br>860bhp (633kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 40kW 220V d.c.<br>Fuel (d.o.) |
| 5186483<br>HPRA<br>9437-79<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BOWON**<br>ex Kibi Maru-78<br>**Pisang (Panama) S.A.**<br>Panama Panama | **5 640**<br>3 135<br>8 393 | <br><br>NK | **1957** Kure Zosensho—Kure (28)<br>127,51 17,25 7,570<br>118,01 17,20 9,66<br>P 31,7 F 12,8 1 dk, pt 2nd dk<br>RW rf 127 | **M General Cargo**<br>4P<br>3 Ho 16,3 34,5 33,0 ER<br>G.11 582 B.10 833<br>3 Ha (8,8 25,5 25,5 × 7,1) ER<br>16W Der 2(110) 10(15) | Oil 2SA 5Cy. 700 × 1200<br>4 100bhp (3 016kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 618,0t (hvf)-14,5pd 13,5kn |
| 7352531<br>D9OU<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOWOON No. 1**<br>ex Kosmoceras-81<br>ex Pacific Trader-79<br>ex Bravery-78<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **9 739**<br>7 013<br>16 071 | <br><br>KR NK | **1974** Imai Zosen—Kochi (326)<br>144,99 19,82 9,881<br>135,01 19,79 12,02<br>P 20,8 F 12,5 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 22 235 | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Fuel 1 539,5t-26,5pd 14kn |
| 6927212<br>D9EQ<br>M195<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOWOON No. 3**<br>ex Yuyo Maru-74<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **2 549**<br>1 589<br>4 102 | <br><br>KR (NK) | **1969** Koyo Dockyard Co. Ltd.—Mihara<br>(550)<br>92,92 13,42 6,046<br>86,01 13,39 6,91<br>P 20,5 F 8,3 1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 5 273 HeCls. CptB | Oil 4SA 6Cy. 460 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 345V a.c.<br>Fuel 432,0t-11,0pd 12,75kn |
| 7304417<br>D7DI<br>M2131<br>Df Esd<br>Gc Rdr<br>RT | **BOWOON No. 5**<br>ex Kogen Maru-75<br>**Korea Industrial Leasing Co. Ltd.**<br>Bowoon Shipping Co. Ltd.<br>Inchon South Korea | **1 998**<br>1 315<br>3 806 | <br><br>KR (NK) | **1972** Miyoshi Zosen K.K.—Uwajima (201)<br>93,43 13,24 6,106<br>86,01 13,21 7,01<br>P 19,9 F 15,0 1 dk | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 4 841 HeCls. CptB | Oil 4SA 6Cy. 460 × 720<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 445V a.c.<br>Fuel 21,0t (d.o.) 225,0t (hvf)-8,0pd 12,5kn |
| 7004237<br>D7AV<br>M15666<br>Df Esd<br>Gc Rdr<br>RT | **BOWOON No. 7**<br>ex Tenkei Maru No. 2-77<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **3 084**<br>1 556<br>5 482 | <br><br>KR (NK) | **1969** Koyo Dockyard Co. Ltd.—Mihara<br>(558)<br>99,45 15,04 6,766<br>92,00 15,02 7,78<br>P 20,5 F 11,9 1 dk | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 6 828 HeCls. CptB | Oil 4SA 6Cy. 510 × 840<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 100kW 445V a.c.<br>Fuel 47,5t (d.o.) 429,0t (hvf)-12,0pd 11kn |
| 7225178<br>D7BO<br>M1831<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOWOON No. 9**<br>ex Tomiwaka Maru No. 8-77<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **4 213**<br>2 713<br>7 609 | <br><br>KR NK | **1972** Imabari Zosen—Imabari (293)<br>109,63 16,39 6,963<br>103,00 16,34 8,39<br>P 22,3 F 9,5 1 dk<br>RW | **M Tanker**<br>Oil Molasses<br>10 Ta ER<br>L.(oil) 8 951 HeCls. CptB | Oil 2SA 8Cy. 450 × 800<br>5 400bhp (3 972kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 445V a.c.<br>Fuel 88,0t (d.o.) 769,0t (hvf)-16,5pd 13,5kn |
| 7035119<br>D7CJ<br>M2043<br>Rdr RT | **BOWOON No. 21**<br>ex Seisen Maru No. 28-78<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **963**<br>524<br>981 | <br><br>KR (NK) | **1970** Usuki Tekkosho—Saiki (1122)<br>61,32 10,55 4,293<br>55,02 10,52 4,81<br>P 13,8 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 186 HeCls. ptB | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 32kW 225V a.c.<br>Fuel 67,0t (d.o.)-4,0pd 11,5kn |
| 7044237<br>D7CK<br>M1905<br>Rdr RT | **BOWOON No. 23**<br>ex Izumi Maru No. 31-78<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **991**<br>554<br>986 | <br><br>KR (NK) | **1970** Usuki Tekkosho—Saiki (1123)<br>62,41 10,52 4,293<br>56,11 10,49 4,81<br>P 13,8 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 243 HeCls. ptB | Oil 4SA 6Cy. 260 × 320 reduction geared<br>to sc. shaft<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 32kW 225V a.c.<br>Fuel 76,0t (d.o.)-4,0pd 11,5kn |
| 7019658<br>D8OJ<br>M1155<br>Rdr RT | **BOWOON No. 25**<br>ex Eiyu Maru No. 15-79<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **999**<br>586<br>1 004 | <br><br>KR (NK) | **1970** Imai Zosen—Kochi (283)<br>63,07 10,52 3,988<br>56,29 10,49 4,81<br>P 14,4 F 8,9 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 241 HeCls. ptB | Oil 4SA 8Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 225V a.c.<br>Fuel 82,5t (d.o.)-4,0pd 12kn |
| 7010664<br>D9CF<br>M129<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOWOON No. 27**<br>ex Izumi Maru No. 25-80<br>**Bowoon Shipping Co. Ltd.**<br>Inchon South Korea | **978**<br>560<br>731 | <br><br>KR (NK) | **1969** Shin Yamamoto Zosen—Kochi (127)<br>61,32 10,52 4,268<br>55,00 10,49 4,81<br>P 14,4 F 8,6 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 238 HeCls. ptB | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 32kW 220V a.c.<br>Fuel 69,5t (d.o.)-4,0pd 11,25kn |
| 6420379<br>GNVE<br>306188<br>Esd Pfd<br>Rdr RTv | **BOWPRINCE**<br><br>**British Dredging (Sand & Gravel) Ltd.**<br>London United Kingdom | **1 485**<br>722<br>2 083 | ✠**100A1** SS 1/78<br>sand carrier<br>U.K. coasting service<br>✠**LMC**<br>EL q $1\frac{7}{16}$"SQ<br>FN 1424 | **1964**-11 Ailsa SB. Co. Ltd.—Troon (518)<br>80,70 13,82 4,496<br>76,21 13,49 5,19<br>P 18,9 F 9,2 1 dk<br>RW rf 178 DK<br>6BH WB585t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 24,3 ER<br>Hopper 1 184<br>1 sandpump<br>1 Ha (stl) (24,3 × 9,1) ER<br>Cr 1(3) | Oil 4SA 8Cy. 381 × 508<br>1 864bhp (1 371kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 75kW 220V d.c.<br>Fuel (d.o.) |
| 5401833<br>GLJE<br>303642<br>Esd Rdr<br>RTv | **BOWQUEEN**<br><br>**British Dredging Aggregates Ltd.**<br>Newport, Gwent United Kingdom | **1 238**<br>619<br>1 577 | ✠**100A1** SS 12/79<br>sand carrier<br>U.K. coasting service<br>✠**LMC**<br>EL p $1\frac{5}{8}$"SQ<br>FN 1255 | **1963**-2 Ailsa SB. Co. Ltd.—Troon (515)<br>78,52 12,15 4,592<br>73,16 11,89 5,26<br>P 18,9 F 8,6 1 dk<br>RW rf 152 DK fwd<br>4BH WB644t incl. DTf126t & DTa71t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 23,1 ER<br>Hopper 1 049<br>1 sandpump<br>1 Ha (stl) (23,1 × 8,5) ER<br>2W Der 1(10) 1(3) | Oil 4SA 8Cy. 381 × 508<br>1 864bhp (1 371kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 110kW 220V d.c.<br>Fuel 56,0t (d.o.) 12,5kn |

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| 6701620<br>GVLE<br>309332<br>Esd Pfd<br>Rdr RTv | **BOWSPRITE**<br>**British Dredging (Sand & Gravel) Ltd.**<br>Cardiff United Kingdom | **1 503**<br>814<br>2 093 | **✠100A1** CS 3/82<br>sand carrier<br>near continental trading area<br>**✠LMC**<br>EL q 1⅝"SQ<br>FN 1426 | **1967**-3 Ailsa SB. Co. Ltd.—Troon (523)<br>80,47 13,95 4,306<br>76,21 13,49 5,21<br>RQD 23,2 RFD 8,6 1 dk<br>RW rf 178 DK DK fwd<br>4BH WB490t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 20,4 ER<br>G.1 076 Hopper 934<br>1 sandpump<br>1 Ha (stl) (20,4 × 8,5) ER<br>Cr 1(3) | Oil 4SA 8Cy. 381 × 508<br>1 864bhp (1 371kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 165kW 1 × 35kW 220V 60Hz a.c.<br>Fuel 40,0t (d.o.)<br>12,25kn |
| 7039464<br>GOTF<br>341250<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BOWSTREAM**<br>ex Hudson Stream-72<br>**British Dredging (Sand & Gravel) Ltd.**<br>Cardiff United Kingdom | **1 555**<br>797<br>2 400 | BV<br>✠Classed LR until 15/4/76 | **1971**-3 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (853)<br>82,61 13,03 4,693<br>76,94 13,01 5,85<br>B 9,8 F 12,2 1 dk<br>rf nil<br>len 73<br>conv Effluents Tanker 73 | **TM Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>Hopper 1769T sand, 2245T aggregate<br>1 Ho ER<br>Hopper 1 026<br>1 sandpump 748kW (1000bhp)<br>Cr 1(2) | 2 Oil 4SA each 8Cy. 222 × 292<br>2 000bhp (1 471kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 50kW 415V 50Hz a.c.<br>Fuel 101,5t (d.o.)<br>12,5kn |
| 6908618<br>GZJK<br>338382<br>Esd Pfd<br>Rdr RTv | **BOWTRADER**<br>**British Dredging (Sand & Gravel) Ltd.**<br>Cardiff United Kingdom | **1 592**<br>814<br>2 636 | **✠100A1** SS 1/78<br>sand carrier<br>U.K. coasting & English Channel service, also between River Elbe & Brest<br>**✠LMC**<br>EL M 1⅝"U2<br>FN 1601 | **1969**-7 Ailsa SB. Co. Ltd.—Troon (528)<br>86,21 14,66 4,242<br>81,69 14,33 5,26<br>RQD 23,2 RFD 8,6 1 dk<br>rf 178 DK DK fwd<br>6BH WB719t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm Dredging depth 21,9<br>1 Ho 23,7 ER<br>1 sandpump<br>1 Ha (23,7 × 9,3) ER | Oil 4SA 6Cy. 350 × 368 reduction geared to sc. shaft<br>2 100bhp (1 545kW) ✠ NE 5/81<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 120kW 220V d.c.<br>Fuel 32,5t (d.o.)<br>12kn |
| 7713838<br>D5JL<br>6368<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BOX HILL**<br>ex Young Sky-81<br>**Dynamic Shipping Co. Inc.**<br>Monrovia Liberia | **13 323**<br>9 716<br>23 565 | NK | **1978** Imabari Zosen—Marugame (1051)<br>159,85(BB) 24,64 9,954<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho 28,8 28,8 28,8 29,5 ER<br>G.31 000 B.29 689<br>4 Ha (stl) (17,5 × 11,1) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Mitsubishi Heavy Industries Ltd.<br>Sulzer Kobe<br>Fuel 137,0t (d.o.) 1 184,0t (hvf)-34,5pd<br>15kn |
| 7208481<br>J4XP<br>7451<br>Df Esd<br>Gc RT | **BOX TRADER**<br>ex Frontier-79<br>**Bayworth Shipping Corp.**<br>Manta Line Inc.<br>Piraeus Greece | **3 621**<br>2 250<br>6 533 | **✠100A1** CS 10/77<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 2061 | **1972**-10 Astilleros del Atlantico S.A. —Santander (116)<br>99,73 (BB) 15,30 6,401<br>90,00 15,19 7,70<br>P 15,9 F 8,3 1 dk<br>rf nil<br>5BH WB1183t | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 174<br>C.Ho 140/20'(40') C.Dk 34/20'(40') incl. 30 ref C.<br>Cr 1(25) | Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Deutz Vigo<br>Gen 3 × 160kW 380V 50Hz a.c.<br>15kn |
| 7512466<br>ORLI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOXER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **504**<br>90<br>— | BV | **1977** N.V. Scheepswerf van Rupelmonde —Rupelmonde (438)<br>42,02 10,72 4,096<br>37,01 10,42 5,14<br>1 dk | **M Tug**<br>Mchy.aft | Oil 4SA 16Cy. 241 × 305 reduction geared to sc. shaft<br>S.A. Cockerill-Ougree-Providence Seraing<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| 8036275<br><br>617748 | **BOXER**<br>ex Anamosa YTM 409-82<br>**Cabras Marine Corp.**<br>Guam Guam (U.S.A.) | **194**<br>132<br>— | | **1945** Ira S. Bushey & Sons Inc.—New York, NY<br>*30,79* 7,62 3,099<br>3,38<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| 7051826<br>WC7351<br>259592 | **BOXER**<br>ex Uzinki<br>ex Sgt. Howard L. Kimsey BSP 1924<br>**E. H. Bendiksen**<br>Seattle, Wa United States of America | **182**<br>151<br>— | | **1944** Maritime Shipyards—Seattle, Wa (140 E)<br>*25,09* 8,11<br>2,65 | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7806609<br>ZFFD<br>384216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOXER CAPTAIN COOK**<br>**Boxer 3 Ltd.**<br>Sea Containers Ltd.<br>Hamilton Bermuda (British) | **5 654**<br>2 025<br>8 945 | **✠100A1**<br>container & roll on—roll off cargo ship<br>**✠LMC** **UMS**<br>EL (B†) 550,0/60,0U2<br>FN 4558 | **1979**-8 Kanda Zosensho K.K.—Japan (235)<br>133,51(BB) 25,28 6,511<br>122,64 25,01 12,15<br>RAD 29,3 F 22,3 2 dks<br>rf 13<br>1BH to U dk, 7 to 2nd dk WB7457T incl. DTf1890T, DTmf1235T, DTm1299T & DTma1612T | **M RoRo Cargo**<br>Side door/ramp (s) Stern door/ramp<br>Mchy.aft | Vee Oil 4SA 14Cy. 520 × 550 s.r. geared to sc. shaft<br>14 770bhp (10 864kW)<br>Kawasaki Heavy Ind. Ltd.<br>MAN Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 4 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 466,5t (d.o.) 2 578,5t (hvf)<br>17kn |
| 7531369<br>SGQA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOXY**<br>**Karl Gustav Lennart Kihlberg**<br>Goteborg Sweden | **6 227**<br>3 224<br>8 139 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 1A when portable cross beam at frames 71—72 is fitted<br>**✠LMC** **UMS**<br>EL Y 534,5/46,0U3<br>FN 3217 | **1978**-10 Kalmar Varv A/B—Kalmar (444)<br>121,01 18,04 7,622<br>114,81 18,01 10,01<br>P 20,2 F 11,3 1 dk<br>rf nil<br>4BH WB3431T incl. DTf198T, & Comb. btm & STs in holds 2009T | **M General Cargo**<br>Newsprint<br>1 Ho 75,2 ER<br>B.10 355<br>TEU 286 C. 286/20'<br>1 Ha (76,2 × 14,4) ER<br>Cr 2(25) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW)<br>B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar)<br>Gen 4 × 247kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (hvf)-18,0pd<br>14kn |
| 7816056<br>2WKN<br><br>Esd Pfd<br>Rdr RT | **BOY ANDREW**<br>**Norman D. Bremner & others**<br>Wick United Kingdom | **146**<br>81<br>— | | **1979** Campbeltown Shipyard Ltd. —Campbeltown (044)<br>25,94 6,86 2,482<br>22,99 6,72 3,36<br>1 dk | **M Fishing**<br>Stern-fishing Line-fishing Seiner Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>650bhp (478kW)<br>Mirrlees Blackstone Ltd. United Kingdom |
| 6516726<br>UGNK<br>M-27382<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BOYEVAYA SLAVA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**12 487**<br>7 553<br>11 086 | RS | **1965** Kieler Howaldtswerke A.G.—Kiel (1180)<br>167,27 24,03 7,551<br>153,52 24,01 14,81<br>P 33,3 F 29,3 4 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 500<br>5 Ha (3,9 3,9 3,9 3,9 3,5 × 3,9) ER<br>10W Der 2(10) 8(5) | Oil 2SA 6Cy. 700 × 1200<br>5 460bhp (4 016kW)<br>Kieler Howaldtswerke A.G.<br>MAN Kiel<br>13,5kn |

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|---|---|---|---|---|---|---|
| 6925927<br>UKAB<br>M-29066<br>Df Rdr | **BOYEVOY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | T.Mk<br>**2 985**<br>1 074<br>—<br>**3 558**<br>1 551<br>2 583 | RS | **1967** ..............U.S.S.R.<br>99,37 14,03 —/5,611<br>90,00 14,00 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.3 270<br>3 Ha (each 4,1 × 3,5) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total<br>4 000bhp (2 942kW) driving 1 gen. of<br>3 040kW connected to 1 elec. motor &<br>geared to sc. shaft<br>Kharkov<br>13,5kn |
| 6730114<br>UUUW<br>M-23806 | **BOYEVOY**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Astrakhan U.S.S.R. | **368**<br>—<br>156 | RS | **1956** Santierul Naval Galatz—Galatz<br>44,51 9,48 3,360<br>4,40<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 6517768<br>JK2243<br>95777<br>Rdr | **BOYO MARU**<br>**Boyo Kisen K.K.**<br>Yanai, Japan<br>Yamaguchi Pref. | **464**<br>245<br>— | | **1965** Kanda Zosensho K.K.—Kure (100)<br>43,52 11,51 2,667<br>38,99 10,01 3,61<br>1 dk | **TM RoRo Cargo/Ferry**<br>251dk P | 2 Oil 4SA each 8Cy. 260 × 330<br>750bhp (552kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 36kW 225V a.c.<br>13kn |
| 5049910<br>3359 | **BOZBURUN**<br>Launched as Karadon<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Liman Isletmesi<br>Istanbul Turkey | **175**<br>42<br>— | ✠Classed LR until<br>27/1/78 | Lch.**1955** Cmpl.**1962**-7 Denizcilik Bankasi<br>T.A.O.—Halic, Istanbul (107)<br>28,81 7,83 2,496<br>27,01 7,31 3,66<br>RW rf 686 | **M Tug** | Oil 2SA 6Cy. 360 × 600<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 60kW 1 × 5kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 5401132<br>8KWC<br>92518<br>Rdr RT | **BOZE MARU No. 10**<br>ex Ashizuri Maru No. 3<br>**Boze Kisen K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **193**<br>116<br>83 | | **1962** Shin Yamamoto Zosen—Kochi (18)<br>37,80 6,81 2,058<br>33,99 6,80 3,00<br>1 dk<br>RW | **M Ferry**<br>1 Ho ER<br>1 Ha ER<br>350P | Oil 4SA 6Cy. 275 × 410<br>650bhp (478kW)<br>Ito Tekkosho Shimizu<br>12,25kn |
| 5267770<br>7LND<br>88275<br>Rdr | **BOZE No. 11**<br>ex Oyashio<br>**Boze Kisen K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **264**<br>128<br>49 | | **1961** Hashihama Zosen—Imabari (124)<br>40,75 7,04 2,998<br>36,99 6,99 3,20<br>1 dk | **M Ferry**<br>315P | Oil 4SA 6Cy. 325 × 460<br>750bhp (552kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 25kW 225V a.c.<br>Fuel 9,0t-3,0pd 13kn |
| 5049922<br>3410 | **BOZKIR**<br>Launched as Dilaver<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Liman Isletmesi<br>Istanbul Turkey | **175**<br>42<br>— | ✠Classed LR until<br>27/1/78 | Lch.**1955** Cmpl.**1962**-11 Denizcilik<br>Bankasi T.A.O.—Halic, Istanbul (106)<br>28,81 7,83 2,496<br>27,01 7,31 3,66<br>RW rf 686 | **M Tug** | Oil 2SA 6Cy. 360 × 600<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 60kW 1 × 5kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 6720080<br>TCZP<br>3814<br>Esd RT | **BOZKURT 1**<br>**Bozkurt 1 Gemisi Donatma**<br>**Istiraki**<br>Istanbul Turkey | **458**<br>297<br>970 | BV | **1967** Deniz Insaat Kizaklari—Buyukdere<br>(104)<br>61,60 8,49 3,601<br>57,54 8,46 3,97<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 067 | Oil 4SA 8Cy. 295 × 420<br>600bhp (441kW)<br>Masch. Buckau-Wolf Kiel<br>Fuel 50,0t (d.o.)-3,0pd 10kn |
| 7036709 | **BOZTEPE**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Trabzon Turkey | **108**<br>—<br>— | | **1970** Denizcilik Bankasi T.A.O., Alaybey<br>Tersanesi—Izmir (5)<br>26,17 7,12 3,099<br>24,03 6,71 3,43<br>1 dk | **M Tug** | Oil 4SA 8Cy. 220 × 280 reverse reduction<br>geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |
| 5032955 | **BP AL-RODHA**<br>**Aden Bunkering Co.**<br>Aden People's Dem.<br>Rep. of Yemen | **47**<br>24<br>61 | **✠A1** SS 10/81<br>oil tanker—FP above<br>65,5°C. Aden harbour<br>service<br>**✠LMC**<br>EL (a) $\frac{11}{16}$″<br>FN 133 | **1960**-3 J. Bolson & Son Ltd.—Poole<br>(534)<br>22,41 4,58 1,524<br>21,11 4,35 1,91<br>1 dk<br>rf nil<br>3BH WB9t | **M Tanker**<br>2 Ta ER | Oil 4SA 6Cy. 140 × 197 reverse geared to<br>sc. shaft<br>106bhp (78kW)<br>L. Gardner & Sons Ltd. Manchester<br>Fuel-0,5pd 5,75kn |
| 6620022<br>GVBE<br>309916<br>Rdr RT | **BP ALERT**<br>ex Pronto-76<br>**BP Oil Ltd.**<br>London United Kingdom | **652**<br>310<br>1 008 | **✠100A1** SS 8/80<br>oil tanker<br>FP above 65.5°C<br>Thames Estuary service<br>& to Ipswich or Mersey<br>Estuary service<br>**✠LMC**<br>EL H<br>FN 773 | **1967**-6 Cochrane & Sons Ltd.—Selby<br>(1508)<br>58,91 10,70<br>56,24 10,37 3,36<br>Trunk 22,9 1 dk<br>rf nil len 70<br>9BH WB150t | **M Tank Barge**<br>Mchy.aft | Oil 4SA 6Cy. 248 × 318 reverse geared<br>708bhp (521kW)<br>Mirrlees National Ltd. Stockport<br>db 150lbf/in² (10,4bar)<br>Gen 2 × 60kW 1 × 38kW 220V d.c. |
| 6803375<br>GXLU<br>334765<br>Gc Rdr<br>RT | **BP BATTLER**<br>ex Inverness-76<br>**BP Oil Ltd.**<br>London United Kingdom | **1 529**<br>762<br>2 228 | **✠100A1** SS 6/82<br>oil tanker<br>near continental trading<br>area<br>**✠LMC**<br>EL M 1¼″U2<br>FN 1257 | **1968**-2 Hall, Russell & Co. Ltd.—Aberdeen<br>(936)<br>75,95 12,48 4,668<br>71,63 12,40 5,14<br>P 17,1 Trunk 44,5 F 10,4 1 dk<br>rf 152<br>10BH WB348t incl. DTf209t | **M Tanker**<br>12 Ta ER<br>HeCls. C | Oil 2SA 6Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>(db 150lbf/in² (10,4bar) )<br>Gen 2 × 75kW 1 × 30kW 220V d.c.<br>11,5kn |
| 6708173<br>VJCS<br>191879<br>Df Esd<br>Gc Rdr<br>RT | **BP ENDEAVOUR**<br>**BP Shipping Ltd.**<br>*Newcastle, N.S.W.* Australia | **13 187**<br>8 217<br>19 813 | **✠100A1** CS 11/80<br>oil tanker (cc)<br>**✠LMC**<br>EL it 2$\frac{7}{16}$″U2<br>FN 5558 | **1967**-9 N.S.W. Govt. Eng. & SB. U'takng<br>(State Dkyd.)—Newcastle, N.S.W. (76)<br>170,85 22,46 9,405<br>161,55 22,41 11,99<br>P 34,8 F 19,2 1 dk<br>rf 102<br>15BH WB564t | **M Tanker**<br>Oil Chemical<br>33 Ta ER<br>L.27 955<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Commonwealth Govt. Engine Works<br>Melbourne<br>WTAuxB 314lbf/in² (21,7bar) Spt<br>AuxB (o.f.) 145lbf/in² (10,0bar)<br>AuxB (ex.g) 300lbf/in² (20,7bar) Spt<br>Gen 2 × 550kW 1 × 200kW<br>415V 50Hz a.c.<br>Fuel 1 254,0t (d.o.)-32,0pd 14kn |

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| **6815548**<br>VJCT<br>191880<br>Df Esd<br>Gc Rdr<br>RTv | **BP ENTERPRISE**<br>**BP Shipping Ltd.**<br>*Newcastle, N.S.W.* Australia | **13 185**<br>8 218<br>19 793 | ✠**100A1** SS 3/77<br>oil tanker (cc)<br>✠**LMC**<br>EL it 2$\frac{7}{16}$"U2<br>FN 5558 | **1968**-7 N.S.W. Govt. Eng. & SB. U'takng<br>(State Dkyd.)—Newcastle, N.S.W. (77)<br>170,85 22,46 9,405<br>161,55 22,41 11,99<br>P 34,8 F 19,2 1 dk<br>rf 102<br>15BH WB564t | **M Tanker**<br>33 Ta ER<br>L.(oil) 27 955 HeCls. BC<br>Cr 2(5) | Oil 2SA 6Cy. 760 × 1550 Sulzer<br>7 500bhp (5 517kW)<br>Commonwealth Govt. Engine Works Melbourne<br>WTAuxB 314lbf/in² (21,7bar) Spt<br>AuxB (o.f.) 145lbf/in² (10,0bar)<br>AuxB (ex.g) 300lbf/in² (20,7bar) Spt<br>Gen 2 × 550kW 1 × 200kW<br>415V 50Hz a.c.<br>Fuel 1 338,0t (hvf)-32,0pd 14kn |
| **7816032**<br>GYOE<br>388356<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BP HARRIER**<br>**BP Oil Ltd.**<br>London United Kingdom | **1 595**<br>1 052<br>3 120 | ✠**100A1**<br>chemical tanker<br>cargo Type B in<br>association with a<br>defined list of cargoes<br>(cc)<br>✠**LMC**<br>EL Q 440,0/38,0U2<br>FN 1694 | **1980**-5 Appledore Shipbuilders Ltd.<br>—Appledore (127)<br>82,02 (BB) 15,04 5,755<br>78,01 15,00 6,71<br>P 17,7 F 10,4 1 dk<br>rf 152<br>6BH WB1,159T incl. DTf124T | **M Tanker**<br>Oil Chemical SBT<br>12 Ta ER<br>L.3 650 | Vee Oil 4SA 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>2 940bhp (2 163kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 200kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 196,0t (d.o.) 14kn |
| **7939157**<br><br>2005817<br>Gc Rdr<br>RT | **BP HOLLAND 27**<br><br>**BP Handel Maatschappij Nederland B.V.**<br>Amsterdam Netherlands | —<br>—<br>1 310 | **A1**<br>inland waterways oil<br>tanker<br>Type III L.S.T.<br>**LMC**<br>EL 0,0/26,0U1<br>FN 941 | **1961** Scheeps. "Piet Hein"—Papendrecht<br>(676)<br>84,64 9,00<br>81,01 8,91 2,70<br>RAD 16,5 Trunk 56,1 1 dk<br>RW rf 51<br>12BH WB51T | **TM Tanker**<br>12 Ta ER | 2 Oil 2SA each 5Cy. 190 × 350<br>500bhp (368kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 2 × 2,5kW 24V d.c.<br>Thw. thrust propeller |
| **7940558**<br><br><br>Rdr RT | **BP HOLLAND 33**<br><br>**BP Handel Maatschappij Nederland B.V.**<br>Rotterdam Netherlands | —<br>—<br>— | **A1**<br>inland waterways oil<br>tanker<br>Type III L.S.T<br>**LMC**<br>EL 0,0/32,0U1<br>FN 979 | **1964** Scheeps. "Piet Hein"—Papendrecht<br>(712)<br>80,02 9,50<br>80,02 9,43 2,80<br>Trunk 50,9 1 dk<br>rf 51<br>11BH WB50T | **TM Tanker**<br>10 Ta ER | 2 Oil 2SA each 6Cy. 190 × 350 reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 2 × 2kW 24V d.c.<br>Thw. thrust propeller |
| **7816044**<br>GYOF<br>388508<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BP HUNTER**<br>**BP Oil Ltd.**<br>London United Kingdom | **1 595**<br>1 052<br>3 120 | ✠**100A1**<br>chemical tanker<br>cargo Type B in<br>association with a<br>defined list of cargoes<br>(cc)<br>✠**LMC**<br>EL Q 440,0/38,0U2<br>FN 1694 | **1980**-7 Appledore Shipbuilders Ltd.<br>—Appledore (128)<br>82,00 (BB) 15,04 5,755<br>78,01 15,00 6,71<br>P 17,7 F 10,4 1 dk<br>rf 152<br>6BH WB1159T incl. Dkf124T | **M Tanker**<br>Oil Chemical SBT<br>12 Ta ER<br>L.3 650 | Vee Oil 4SA 16Cy. 250 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>2 940bhp (2 163kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 200kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 196,0t (d.o.) 14kn |
| **7230496**<br>GPHM<br>358682<br>Esd Gc<br>Rdr RT | **BP JOUSTER**<br>ex Swansea-76<br>**BP Oil Ltd.**<br>London United Kingdom | **1 598**<br>771<br>2 342 | ✠**100A1** SS 11/80<br>oil tanker<br>short international<br>voyages<br>✠**LMC**<br>EL M 1$\frac{5}{16}$"U2<br>FN 1379 | **1972**-11 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.90)<br>78,95 12,58 5,225<br>74,12 12,50 6,10<br>P 18,9 F 11,0 1 dk<br>rf 152<br>9BH WB338t incl. DTf198t | **M Tanker**<br>Mchy.aft | Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW) NE 5/77<br>Alpha-Diesel A/S Frederikshavn<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 130kW 440V 50Hz a.c.<br>Controllable pitch propeller 12kn |
| **7016060**<br><br>333218<br>Gc Rdr<br>RTv | **BP MARINE 70**<br><br>**BP Singapore Pte. Ltd.**<br>Singapore Singapore | **397**<br>361<br>788 | ✠**A1** SS 8/78<br>oil tanker<br>FP above 65,5°C.<br>Singapore harbour<br>service<br>✠**LMC**<br>EL (H) 1$\frac{1}{16}$"U2<br>FN 627 | **1970**-4 Jurong Shipbuilders Pte. Ltd.<br>—Singapore (66)<br>45,47 10,52 2,883<br>45,12 10,37 3,51<br>1 dk<br>rf 102<br>9BH | **TM Tank Barge**<br>10 Ta ER<br>L.(oil) 900<br>Der 1(1) | 2 Oil 4SA each 6Cy. 130 × 152<br>490bhp (360kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 1 × 10kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) 7,75kn |
| **7721005** | **BP PROGRESS**<br><br><br>Lagos Nigeria | **483**<br>—<br>600 | BV | **1977** Scheeps. Damen B.V.—Gorinchem<br>(913)<br>... ... ...<br>45,01 10,00 3,00<br>1 dk | **TM Tank Barge**<br>6 Ta ER<br>L.822 | 2 Oil 4SA each 6Cy. 121 × 152 geared to sc. shafts<br>368bhp (271kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers |
| **7341661**<br>GUKC<br>363490<br>Rdr RT | **BP RAPID**<br>ex Sheppey-76<br>**BP Oil Ltd.**<br>London United Kingdom | **589**<br>286<br>704 | ✠**A1** SS 4/79<br>oil tanker<br>River Thames service<br>✠**LMC**<br>EL (H) $\frac{7}{8}$"U2<br>FN 788 | **1974**-10 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.102)<br>58,91 10,27<br>57,31 10,00 3,74<br>RAD 2,2 RFD 7,1 1 dk<br>rf 102<br>6BH WB217T | **M Tank Barge**<br>6 Ta ER | Oil 2SA 8Cy. 260 × 400<br>880bhp (647kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller |
| **6413417**<br>GMUK<br>306044<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BP SCORCHER**<br>ex Killingholme-76<br>**BP Oil Ltd.**<br>London United Kingdom | **1 182**<br>530<br>1 509 | ✠**100A1** SS 8/80<br>oil tanker<br>✠**LMC**<br>EL n 1$\frac{5}{8}$"SQ<br>FN 985 | **1964**-7 Henry Robb Ltd.—Leith (487)<br>65,49 11,36 4,280<br>61,57 11,26 4,73<br>P 17,4 Trunk 36,0 F 8,3 1 dk<br>rf 152<br>9BH WB130t | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 975 | Oil 2SA 6Cy. 340 × 570<br>1 230bhp (905kW)<br>British Polar Engines Ltd. Glasgow<br>db 160lbf/in² (11,1bar)<br>Gen 2 × 75kW 220V d.c.<br>Fuel 75,5t (d.o.) |
| **6903008**<br>GYXT<br>337105<br>Esd Gc<br>Rdr RTv | **BP SPRINGER**<br>ex Dublin-76<br>**BP Oil Ltd.**<br>London United Kingdom | **1 077**<br>493<br>1 562 | ✠**100A1** SS 9/81<br>oil tanker<br>✠**LMC**<br>EL K 1$\frac{1}{8}$"U2<br>FN 985 | **1969**-4 Hall, Russell & Co. Ltd.—Aberdeen<br>(944)<br>65,46 11,33 4,452<br>61,57 11,26 4,73<br>P 17,1 Trunk 36,3 F 8,6 1 dk<br>rf 152<br>10BH WB121t | **M Tanker**<br>5 Ta ER<br>L.(oil) 1 979 HeCls. C | Oil 4SA 6Cy. 280 × 320 sr geared to sc. shaft<br>1 590bhp (1 170kW) ✠ NE 74 B&W<br>Holeby Dieselmotor Fabrik A/S Holeby<br>✠ nwtdb 9/81 10kgf/cm² (9,9bar)<br>Gen 2 × 90kW 1 × 30kW 220V d.c. 11,5kn |
| **6421646**<br>GNVH<br>306174<br>Rdr RTv | **BP SPRITE**<br>ex Torksey-76<br>**BP Oil Ltd.**<br>London United Kingdom | **215**<br>114<br>305 | ✠**A1** SS 3/80<br>oil tanker — FP above<br>65,5°C. River Thames<br>service<br>✠**LMC**<br>EL (c)<br>FN 358 | **1964**-12 R. Dunston (Hessle) Ltd.—Hessle<br>(S814)<br>35,67 8,11<br>33,99 7,78 2,75<br>Trunk 13,5 F 6,8 1 dk<br>rf 102<br>8BH WB46t | **M Tank Barge**<br>3 Ta ER<br>Der 1(1) | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>300bhp (221kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |

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| 7517492<br>374400<br>RT | **BP SYDNEY**<br>**BP Australia Ltd.**<br>*Melbourne, Victoria* — Australia | **896**<br>395<br>1 500 | AB | **1977** The Hornibrook Group—Brisbane (ES20)<br>54,01 13,90 3,785<br>53,01 13,70 4,78<br>1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>12 Ta ER<br>L.(oil) 1 500 | 2 Vee Oil 4SA each 12Cy. 140 × 152 geared to sc. shafts<br>800bhp (588kW)<br>Cummins Engine Co. Inc. — Columbus, In<br>Fuel 10,0t (d.o.) — 7,5kn |
| 5033222 | **BP TAWAHI**<br>**Aden Bunkering Co.**<br>Aden — People's Dem. Rep. of Yemen | **114**<br>76<br>152 | ✠A SS 12/79<br>oil tanker—FP above 65,5°C. Aden harbour service<br>EL a $\frac{5}{8}$"<br>FN 231 | **1954**-9 Clelands (Successors) Ltd.—Wallsend (200)<br>24,57 7,07 1,524<br>24,39 7,01 2,44<br>1 dk<br>2BH | **Tank Barge**<br>2 Ta<br>L.(oil) 204 | |
| 6422353<br>OZLG<br>D1149<br>RT | **BP VERA**<br>**BP Tankskibsrederiet A/S**<br>Kobenhavn — Denmark | **69**<br>27<br>— | ✠100A1 SS 3/81<br>oil tanker<br>Baltic & Kattegat service<br>Ice Class 2<br>✠**LMC**<br>EL (a) $\frac{9}{16}$"<br>FN 147 | **1964**-8 Bolsones Verft—Molde (201)<br>20,12 6,02<br>17,25 5,74 2,75<br>1 dk<br>rf 381 BK 102<br>6BH WB21t | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 130 × 152 sr reverse geared to sc. shaft<br>170bhp (125kW)<br>Rolls-Royce Ltd. — Shrewsbury<br>Fuel (d.o.) |
| 6814740<br>GYMV<br>335821<br>Gc Rdr<br>RT | **BP WARRIOR**<br>ex Grangemouth-76<br>**BP Oil Ltd.**<br>London — United Kingdom | **1 529**<br>762<br>2 257 | ✠100A1 SS 8/80<br>oil tanker<br>✠**LMC**<br>EL M $1\frac{1}{4}$"U2<br>FN 1257 | **1968**-7 Hall, Russell & Co. Ltd.—Aberdeen (938)<br>75,95 12,48 4,668<br>71,63 12,40 5,14<br>P 17,1 Trunk 44,5 F 10,4 1 dk<br>rf 152<br>10BH WB348t incl. DTf209t | **M Tanker**<br>12 Ta ER<br>HeCls. C | Vee Oil 4SA 12Cy. 250 × 300 reverse reduction geared to sc. shaft<br>1 250bhp (919kW) — Polar<br>Nydqvist & Holm A/B — Trollhattan<br>nwtdb 10/81 10kgf/$cm^2$ (9,9bar)<br>Gen 2 × 75kW 1 × 30kW 220V d.c.<br>14kn |
| 5032802<br>HO4614<br>8646<br>-78A<br>Df Esd<br>Rdr RTm | **BP 25**<br>ex Mil 25-55<br>**Michel Basile Yamanis**<br>Panama — Panama | **387**<br>134<br>451 | (NV) | **1953** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1020)<br>47,02 8,06 3,074<br>42,02 8,01 3,31<br>P 17,7 F 8,9 1 dk<br>RW rf 152 | **M Tanker**<br>8 Ta ER | Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G. — Kiel<br>Gen 2 × 30kW 110V d.c.<br>Fuel 36,5t (d.o.) — 10kn |
| 5032929 | **BP 38**<br>**Aden Bunkering Co.**<br>Aden — People's Dem. Rep. of Yemen | **70**<br>—<br>— | ✠A SS 7/81<br>oil tanker—FP above 65,5°C. Aden harbour service<br>EL (a)<br>FN 146 | **1959**-3 Clelands (Successors) Ltd.—Wallsend (241)<br>18,62 7,29 1,220<br>18,29 6,10 1,83<br>rf nil<br>3BH<br>conv Tank Barge 79 | **Crane Barge**<br>1 Ta<br>L.(oil) 51 | |
| 5049934<br>LGJQ<br>7993<br>RT | **BRA**<br>ex Hvitskjael-56<br>**Hans J. Jensen**<br>Stokmarknes — Norway | **138**<br>64<br>152 | ✠Classed LR until 6/56 | **1921**-11 "De Waal" N.V.—Nijmegen (55)<br>32,01 5,59 2,591<br>30,18 5,49 2,75<br>1 dk<br>R<br>conv Tanker 57 | **M General Cargo**<br>1 Ho ER<br>1W Der 1(2) | Oil 4SA 6Cy. 121 × 140<br>200bhp (147kW) E made63 fitted69<br>A/B Volvo-Penta — Goteborg<br>Fuel 10,0t (d.o.)-1,0pd — 8kn |
| 8117495<br>PDFD<br>20486 | **BRABANT**<br>**Wijsmuller-Brabant B.V.**<br>Wijsmuller B.V.<br>Ijmuiden — Netherlands | **235**<br>84<br>— | BV | **1982** Tille Scheepsbouw B.V.—Kootstertille (229)<br>28,53 3,752<br>9,33 4,37<br>1 dk | **TM Tug** | 2 Oil 2SA each 8Cy.<br>.............. |
| 8034978 | **BRAC**<br>ex D-7-65<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka — Yugoslavia | **218**<br>140<br>200 | JR | **1955** Brodogradiliste "Uljanik"—Pula<br>33,43 13,70 2,301<br>27,21<br>1 dk<br>conv Landing Craft — | **TM RoRo Cargo/Ferry** | 2 Vee Oil 4SA each 12Cy. 112 × 140<br>Tvornica Motora "Torpedo" — Rijeka<br>8kn |
| 7943017<br>396275 | **BRAC**<br>ex Amalia Charlotte-82<br>**Ivan & Neda Simunovich**<br>Auckland — New Zealand | **173**<br>106<br>— | | **1980** Sosnovka Shipyard—Sosnovka<br>22,51 6,81<br>2,32 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 180 × 260<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) — Magdeburg<br>9,5kn |
| 6913572<br>GZPA<br>337199<br>Df Esd<br>Rdr RTm | **BRAC EXPRESS**<br>ex Tower Princess-81<br>**Matthew Ship Chartering Ltd.**<br>Georgetown — Cayman Islands (British) | **200**<br>161<br>430 | ✠100A1 SS 8/78<br>✠**LMC**<br>EL F $\frac{3}{4}$"U2<br>FN 434 | **1969**-5 Clelands SB. Co. Ltd.—Wallsend (302)<br>41,86 7,73 2,699<br>39,37 7,62 3,38<br>P 5,2 F 4,9 1 dk<br>rf 152<br>3BH WB223t | **M General Cargo**<br>1 Ho 27,4 ER<br>G.550 B.494<br>1 Ha (stl) (24,0 × 4,9) ER | Vee Oil 4SA 8Cy. 168 × 184 reverse reduction geared to sc. shaft<br>340bhp (250kW)<br>Rolls-Royce Ltd. — Shrewsbury<br>Gen 3 × 1,5kW 24V d.c. |
| 6806406<br>YTNB<br>RT | **BRACANKA**<br>ex Costas Th.-69<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka — Yugoslavia | **329**<br>130<br>85 | JR (HR) | **1967** Camitsis & Co.—Piraeus<br>48,01 10,65 1,420<br>43,82 10,29 1,96<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil each 12Cy. 125 × 160<br>1 030bhp (758kW)<br>Kloeckner Humboldt Deutz — Koeln<br>Gen 2 × 34kW 380V 50Hz a.c.<br>Fuel 81,5t — 11kn |
| 6917516<br>GZNH<br>337223<br>Df Esd<br>Rdr<br>RTm/v | **BRACKENGARTH**<br>**Rea Towing Co. Ltd.**<br>Liverpool — United Kingdom | **334**<br>0<br>— | ✠100A1 CS 8/79<br>tug<br>✠**LMC**<br>EL (e) 1"U1<br>FN 447 | **1969**-8 Appledore Shipbuilders Ltd.—Appledore (A.S.67)<br>36,56 10,01 3,963<br>31,70 9,45 4,65<br>RAD 1,6 B & F 17,7 2 dks<br>rf 914 BK 152<br>4BH WB10t | **M Tug**<br>Fire-fighting<br>3 Ha (stl) (0,7 1,0 × 1,0) (0,5 × 0,5) | 2 Oil 4SA each 6Cy. 318 × 368 dr geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. — Lincoln<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 87,5t (d.o.) — 14kn |
| 7008025<br>Esd Rdr<br>RT | **BRACODEN**<br>**G. Alexander**<br>J. Marr (Aberdeen) Ltd.<br>Banff — United Kingdom | **115**<br>68<br>102 | | **1970** Hugh McLean & Sons Ltd.—Renfrew (4885)<br>6,99<br>22,10 6,86 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>Lister Blackstone Mirrlees Marine Ltd. — Dursley |

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|---|---|---|---|---|---|---|
| **5050000**<br>MEFB<br>302246<br>Df Esd<br>Pfd Rdr | **BRACONDENE**<br><br>**George Wood (Aberdeen) Ltd.**<br>George R. Wood<br>Aberdeen United Kingdom | **215**<br>75<br>— | ✠Classed LR until<br>23/11/79<br><br><br><br>**BROKEN UP** | **1961**-3 J. Lewis & Sons Ltd.—Aberdeen<br>(308)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho<br><br>4 Ha (0,9 0,9 0,9 0,9 × 0,9)<br>Der 1(1,5) | Oil 4SA 6Cy. 250 × 300<br>800bhp (588kW) ✠ NE 10/74<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 15kW 220V d.c. |
| **7126073**<br>YQCD<br>275<br>Df Esd<br>Gc Rdr<br>RT | **BRAD**<br><br>**NAVROM**<br>Constantza Romania | **2 473**<br>1 039<br>—<br>**3 531**<br>1 748<br>4 800 | <br><br>NR | **1971** Santierul Naval Galatz—Galatz<br>106,20 14,81 5,641/7,060<br>92,66 14,79 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>3 Ho 19,0 21,3 20,5 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 272,5t 14kn |
| **6808179**<br>VA8834<br>328165<br>Esd Pfd<br>Rdr RTm | **BRADELLE**<br><br>**A. Giasson**<br>Gaspe, P.Q. Canada | **123**<br>61<br>79 | | **1967** Ch. Maritimes (1966) Inc.—Gaspe, P.Q.<br>26,40 6,61<br>23,17 3,79<br>F 3,4 1 dk<br>rf 1295 | **Wood M Fishing**<br>Side Trawler<br>1 Ho 7,8 ER<br><br>2 Ha (each 1,0 × 0,9) ER | Vee Oil 4SA 8Cy. 159 × 203<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 7kW 115/230V 60Hz a.c.<br>Fuel 14,5t (d.o.) 10kn |
| **7436179**<br>WYZ4<br>090<br>273567 | **BRADENTON**<br>ex Buffalo<br>**Manatee Tug & Barge Lines Inc.**<br>Tampa, Fl United States of America | **252**<br>171<br>— | | **1957** Bethlehem Steel Co. Inc. SB. Div.<br>—Staten Island, NY<br>... ... ...<br>30,00 8,01 4,04<br>1 dk | **M Tug** | Oil 8Cy.<br><br>General Motors Corp. U.S.A |
| **5423908**<br>D5JH<br>6364<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRADEVERETT**<br>ex Finnforest-78<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | **6 306**<br>3 576<br>8 402 | **✠100A1** SS 5/78<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL At 2¼"SQ<br>FN 4265<br>(NV) | **1963**-6 Rheinstahl Nordseewerke—Emden<br>(345)<br>152,33 18,78 7,113<br>141,15 18,70 11,51<br>P 44,2 F 30,2 1 dk & S dk<br>rf nil len 68<br>conv General Cargo 68<br>Coll BH & AP BH to S dk 7 to 2nd dk<br>WB2494t incl. Tunnel tanks 161t | **M General Cargo/Container Ship**<br>OSD<br>Fixed-guides Ref<br>6 Ho<br>G.13 366 B.12 459<br>TEU 198<br>C.Ho 120/20′ C.Dk 78/20′<br>6 Ha (9,8 11,1 × 6,1) (12,5 12,5 × 16,0) (10,4 × 6,1) (7,3 × 4,1)<br>18W Der 1(40) 4(10-17,5) 8(10) 4(5) 2(3) | Oil 2SA 6Cy. 620 × 1400<br>6 500bhp (4 781kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Fuel 1 384,0t (hvf)-22,5pd 16kn |
| **5365209**<br>GMRA<br>302771<br>RT | **BRADFORD**<br>ex Toro-72<br>**Gordon Victor Storey & Terence Leslie Restall**<br>London United Kingdom | **512**<br>255<br>732 | <br><br>✠Classed LR until 1/68 | **1961**-10 Henry Robb Ltd.—Leith (481)<br>52,20 10,39 2,820<br>49,38 10,06 3,20<br>RQD 14,4 Trunk 25,3 1 dk<br>rf nil | **M Tanker**<br>CBT<br>3 Ta ER<br>L.(oil) 789 HeCls. B | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 24,5t (d.o.)-3,0pd 9,5kn |
| **5050050**<br>MPZR<br>182723<br>Rdr RTv | **BRADING**<br><br>**Sealink U.K. Ltd.**<br>Portsmouth United Kingdom | **988**<br>531<br>182 | | **1948** Wm. Denny & Bros. Ltd.—Dumbarton<br>(1412)<br>61,04 14,53 2,134<br>55,35 14,03 3,20<br>1 dk<br>rf nil | **TM Ferry/General Cargo**<br>1331dk P<br><br>B.108<br>1 Ha (stl) (6,1 × 3,0) | 2 Oil 2SA each 8Cy. 320 × 380<br>1 900bhp (1 398kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 60kW 225V d.c.<br>Fuel 26,5t (d.o.) 14kn |
| **7391305**<br>GULS<br>364089<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRAE SEA**<br>ex Scotoil 5-79<br>ex Theriot Offshore V-77<br>**North Sea Logistics Ltd.**<br>Leith United Kingdom | **1 258**<br>398<br>1 697 | <br><br>AB | **1975** Todd Shipyards Corp.—Seattle, Wa<br>(62)<br>67,04 13,42 4,903<br>65,51 13,39 5,77<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 12P | 2 Vee Oil 2SA each 20Cy. 230 × 254<br><br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 149kW 440V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 401,5t (d.o.) 15kn |
| **7017492**<br>LNOT<br>17466<br>Df Esd<br>Gc Rdr<br>RT | **BRAGA**<br><br>**P/R Braga**<br>Fred. Olsen & Co.<br>Oslo Norway | T.Mk<br>**1 516**<br>768<br>2 822 | <br><br>NV | **1970** Ulstein M/V A/S—Ulsteinvik (59)<br>87,03 (BB) 15,04 6,154<br>77,40 14,99 10,85<br>2 dks | **M RoRo Cargo/General Cargo**<br>Pallets<br>Side doors (s) Stern door/ ramp<br>Ice strengthened<br>2 Ho ER<br>B.6 236<br>2 Ha (each 18,4 × 5,3) 2 Ha (each 24,6 × 5,3) ER | Oil 4SA 8Cy. 410 × 470 sr geared to sc. shaft<br>4 400bhp (3 236kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 204kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 254,0t (hvf)-19,5pd 14,75kn |
| **7332488**<br>LNDS<br>18227<br>Df Esd<br>Gc Rdr<br>RT | **BRAGD**<br><br>**K/S Bras A/S III**<br>Rederiet S. Bartz-Johannessen A/S<br>Bergen Norway | **1 598**<br>1 204<br>3 546 | <br><br>NV | **1974** Vaagen Verft A/S—Kyrksaeterora<br>(38)<br>82,71 13,03 6,598<br>76,08 13,00 6,91<br>P 18,6 F 16,2 1 dk<br>rf 102 | **M Tanker**<br>Oil Chemical SBT CBT<br>Ice strengthened<br>10 Ta ER<br>L.3 850 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 132kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 120,0t (d.o.)-9,0pd 13kn |
| **6826078**<br>DHNB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRAGE**<br><br>**Seereederei 'Frigga' A.G.**<br>Hamburg Federal Republic of Germany | **45 703**<br>33 144<br>82 325 | <br><br>GL | **1968** Rheinstahl Nordseewerke—Emden<br>(400)<br>254,95(BB) 13,720<br>240,06 35,01 19,72<br>P 48,8 RQD 29,9 B 29,9 F 16,2 1 dk | **M Bulk Carrier**<br>4P<br>Ice strengthened<br>10 Ho 16,6 19,2 21,4 16,3 21,4 16,3 21,4 16,3 21,4 16,3 ER<br>G.95 624 HeCls. ptB<br>10 Ha (stl) (11,1 11,1 13,7 11,1 13,7 11,1 × 15,0) (13,7 11,1 13,7 11,1 × 15,0) ER<br>Cr 2(5) 1(4) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) E made65 fitted68<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 650kW 400V 50Hz a.c.<br>Fuel 260,0t (d.o.) 2 716,0t (hvf) 16kn |
| **7533367**<br>OUKP<br>D2425<br>Df Esd<br>Pfd Rdr<br>RT | **BRAGE**<br><br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Kobenhavn Denmark | **149**<br>0<br>— | <br><br>BV | **1975** Scheepswerf Haak B.V.—Zaandam<br>(926)<br>27,49 7,52 3,101<br>25,48 7,51 3,51<br>1 dk | **M Tug/Icebreaker**<br><br>Ice strengthened | Oil 4SA 10Cy. 225 × 300<br><br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |

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| 7418335<br>SERN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAGE**<br><br>**Gavle Sjofarts A/B**<br>Gavle Sweden | **124**<br>0<br>— | ✠**100A1** SS 5/81<br>tug<br>Gavle Harbour Service<br>Ice Class 1<br>✠**LMC**<br>EL C $\frac{13}{16}$"U2<br>FN 257 | **1977**-3 A/B Asi-Verken—Amal (117)<br>24,39 8,18 4,101<br>21,32 7,75 4,30<br>1 dk<br>rf- BK 102<br>4BH WB25T | **M Tug/Icebreaker**<br>Fire-fighting | Vee Oil 4SA 12Cy. 225 × 300 hydraulic<br>coupling & sr gearing<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 88kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 7383592<br>PJAL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAGE ATLANTIC**<br>ex Stainless Shipper-78<br>**Brage N.V.**<br>Willemstad Netherlands Antilles | **2 973**<br>2 171<br>5 350 | NV | **1974** Trosvik Verksted A/S—Brevik (111)<br>116,80 15,45 6,001<br>104,78 15,40 7,42<br>1 dk | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>16 Ta (s.stl) ER<br>L.5 700 | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shaft<br>4 500bhp (3 310kW) NE 81<br>A/S Bergens M/V Bergen<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 656,0t (hvf)-20,0pd 15kn |
| 7922128<br>LKKO<br>19509<br>Df Esd<br>Gc Rdr<br>RT | **BRAGE BALTIC**<br><br>**K/S Bras A/S VI**<br>Rederiet S. Bartz-Johannessen A/S<br>Bergen Norway | T.Mk<br>**2 508**<br>1 893<br>5 300 | NV | **1980** Mandals Slip & Mek. Verk. A/S<br>—Mandal (85)<br>101,40 15,88 6,711<br>94,52 15,71 9,40<br>P - F - 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 450 × 550<br>3 500bhp (2 574kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 240,0t (d.o & hvf)-15,0pd 12,5kn |
| 8012138<br>LKCF<br>19644<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAGE NORDIC**<br><br>**K/S Bras A/S VIII**<br>Bergen Norway | **2 592**<br>1 947<br>5 000 | NV | **1981** Trondhjems M/V, Aker Trondelag<br>A/S—Trondheim (821)<br>101,43 6,712<br>94,52 15,71 7,07<br>1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>19 Ta ER | Oil 4SA 6Cy. 450 × 550 with flexible<br>couplings & sr geared to sc. shaft<br>3 500bhp (2 574kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 7383607<br>PJAO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAGE PACIFIC**<br>ex Stainless Supplier-78<br>**Brage N.V.**<br>Willemstad Netherlands Antilles | **2 977**<br>2 171<br>5 350 | NV | **1975** Trosvik Verksted A/S—Brevik (112)<br>116,80 15,45 6,001<br>104,78 15,40 7,42<br>P - F - 1 dk<br>rf 229 | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>16 Ta (s.stl) ER<br>L.5 700 | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shaft<br>4 500bhp (3 310kW) NE 81<br>A/S Bergens M/V Bergen<br>Gen 2 × 152kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 656,0t (hvf)-20,0pd 15kn |
| 6600852<br>YJWA2<br><br>Df Esd<br>Gc Rdr<br>RT | **BRAHMAN EXPRESS**<br>ex Car Express-81<br>ex Rijnstroom-76<br>**Janet Shipping Co. Ltd.**<br>Port Vila Vanuatu | **555**<br>256<br>835 | BV | **1966** Arnhemsche Schps. Maats.—Arnhem (438)<br>77,35 10,88 3,361<br>74,50 10,83 3,41<br>1 dk & S dk<br>conv Vehicles RoRo Cargo 77 | **M RoRo Cargo** OSD<br>Livestock<br>Stern door/ramp<br>3 Ho ER<br>G.3 014<br>2 Ha ER | Oil 4SA 8Cy. 300 × 450<br>1 800bhp (1 324kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>14kn |
| 7042643<br>JXGD<br>17507<br>Df Esd<br>Gc Rdr<br>RT | **BRAHOLMEN**<br>ex Broa-81 ex Bonn-77<br>**Karl Greiff**<br>Namsos Norway | T.Mk<br>**218**<br>116<br>—<br>**466**<br>314<br>555 | NV | **1970** Brattvag Skipsinnredning & J.<br>Johansens Sveiseverks.—Brattvag (26)<br>41,13 9,17 3,404/4,534<br>37,17 9,15 3,76<br>F 5,5 1 dk | **M General Cargo**<br>1 Ho 33,9 ER<br>G.985 B.878<br>1 Ha (stl) (22,0 × 7,1) ER<br>2W Der 1(5) 2(3) | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW) NE 80<br>Aabenraa Motorfabrik Aabenraa<br>Gen 1 × 25kW 1 × 24kW 1 × 18kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 28,0t-3,0pd 10kn |
| 5050165<br>YQSS<br>145<br>Df Esd<br>Gc Rdr | **BRAILA**<br><br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1961** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>3 Ho —DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 ×<br>6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| 6919370<br>3FDA<br>9260-78<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRAINPOWER**<br>ex Belval-78<br>**Brilliance Steamship Corp. S.A.**<br>Panama Panama | **12 830**<br>9 298<br>20 349 | ✠**100A1** SS 9/78<br>strengthened for heavy<br>cargoes<br>✠**LMC** **UMS**<br>EL Et $2\frac{3}{16}$"U3<br>FN 5489 | **1969**-10 J. Boel et Fils S.A.<br>—Tamise/Temse (1445)<br>160,03(BB) 22,97 9,875<br>150,04 22,86 13,72<br>F 13,2 2 dks<br>rf nil<br>NS 7BH WB5930t incl. DTm2670t | **M General Cargo**<br><br>4 Ho 21,4 25,1 25,6 28,0 ER<br>G.29 591 B.24 437<br>7 Ha (stl) (14,0 × 8,9) (20,7 20,7<br>20,7 20,7 20,7 20,7 × 7,9) ER<br>4W Der 1(30) 3(20) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>A.C.E.C. Gent/Gand<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel 186,0t (d.o.) 1 258,0t (hvf) 15,5kn |
| 7634161<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAK**<br>Launched as Lispafish Doce<br>**Libyan Spanish Fishing Co. (LISPAFISH)**<br>Tripoli Libya | **280**<br>—<br>200 | NV | **1980** Const. Nav. Santodomingo—Vigo (462)<br>30,71 7,52 3,352<br>27,82 7,51 5,41<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 119,0t (d.o.) 10,25kn |
| 6605723<br>DCTG<br><br>Df Esd<br>Rdr RT | **BRAKE**<br>ex Rewi-78 ex Reind-75<br>**Partenreederei 'Jating'**<br>D. Schlichting & U. R. Jacobs<br>Hamburg Federal Republic of Germany | **287**<br>172<br>550 | GL | **1966** C. Cassens Schiffswerft—Emden (73)<br>*49,75* 8,49 2,680<br>8,39 3,10<br>P 9,2 F 5,8 1 dk<br>len 80 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.615 B.559<br>1 Ha (21,1 × 5,1) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 250 × 350<br>295bhp (217kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10kn |
| 8116685<br>DLDJ<br><br>Esd Rdr<br>RTv | **BRAKE**<br><br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **207**<br>—<br>55 | GL | **1982** Detlef Hegemann Rolandwerft<br>G.m.b.H.—Bremen (116)<br>28,02 8,84 3,501<br>26,52 8,81 4,27<br>1 dk | **TM Tug** | 2 Oil Deutz<br>Kloeckner Humboldt Deutz West Germany<br>2 Directional propellers |
| 7389065<br>LDSI<br>18848<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRALANTA**<br><br>**Ludv. G. Braathens Rederi A/S**<br>Oslo Norway | **80 739**<br>63 623<br>155 200 | NV | **1976** A/B Gotaverken Arendal—Goteborg (884)<br>285,50 44,23 17,150<br>275,90 44,20 22,43<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>4 Ta 8 Wing Ta ER<br>L.(oil) 191 898 HeCls. CptB | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>A/B Gotaverken Goteborg<br>Gen 3 × 1240kW 1 × 56kW<br>440V 60Hz a.c.<br>Fuel 535,0t (d.o.) 9 060,0t (hvf)-99,0pd<br>14kn |

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|---|---|---|---|---|---|---|
| **7342029**<br>GZAD<br>388293<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAMBLELEAF**<br>Launched as Hudson Deep<br>**Finance For Shipping Ltd.**<br>Matheson & Co. Ltd.<br>London United Kingdom | **20 440**<br>10 680<br>33 257 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL Ht 605,0/70,0U2<br>FN 6796 | **1980**-2 Cammell Laird Shipbuilders Ltd.<br>—Birkenhead (1365)<br>170,69(BB) 27,18 11,864<br>163,51 25,91 15,65<br>P 8,9 1 dk<br>rf nil<br>13BH WB1120T incl. Nos. 2, 4, 6, & 8<br>wing tanks (p & s) 9999T | **M Tanker**<br>Replenishment<br>24 Ta ER | 2 Vee Oil 4SA each 14Cy. 400 × 460 sr<br>geared to sc. shaft<br>14 000bhp (10 298kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>3 AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 2 × 626kW 2 × 270kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>15kn |
| **5272165**<br>DHOT<br><br>Df Esd<br>RT | **BRAMMER**<br>ex Friedel Rabeler-76 ex Paula-64<br>**Hans & Gunther Janke**<br>Hamburg Federal Republic<br>of Germany | **279**<br>149<br>400 | GL | **1951** Stader Schiffsw. G.m.b.H.—Stade<br>(159)<br>*38,68* 7,50 2,858<br>7,45 3,15<br>P 9,2 F 5,5 1 dk<br>RW | **M General Cargo**<br><br><br>G.610 B.561<br>2 Ha ER | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz<br>Koeln<br>8kn |
| **7613375**<br><br>282<br>Esd Rdr<br>RT | **BRAN**<br><br>**NAVROM**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1971** Santierul Naval Braila—Braila<br>29,24 8,31 2,950<br>4,32<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 4SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.) |
| **6617300**<br>HPQE<br>10943<br>-KJ1<br>Df Esd<br>Gc Rdr<br>RT | **BRANCA I**<br>ex Matsushima Maru-82<br>**Dereck Line S.A.**<br>Panama Panama | **2 991**<br>1 620<br>4 918 | NK | **1966** Kurushima Dock Co. Ltd.—Onishi<br>(356)<br>98,38 15,22 6,249<br>90,99 15,19 7,52<br>P 21,1 F 11,9 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.6 184 B.5 984<br>2 Ha (23,6 25,1 × 7,1) ER<br>12W Der 1(15) 3(10) | Oil 4SA 6Cy. 420 × 820<br>2 850bhp (2 096kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 64kW 230V a.c.<br>Fuel 293,5t<br>13kn |
| **5367219**<br>LCOA<br>12784<br>RT | **BRAND VII**<br>ex Tranoy-66 ex Kvinnherad-57<br>**Aanen Nilsen Shipping A/S**<br>Kopervik Norway | **599**<br>322<br>— | (NV) | **1950** Mjellem & Karlsen A/S—Bergen<br>(70)<br>45,12 8,06 4,420<br>8,01 4,53<br>1 dk<br>RW BK 107 | **M Ferry/General Cargo**<br>—P<br>1 Ho<br>B.198<br>1 Ha (1,9 × 2,5)<br>Der 1(3) | Oil 2SA 9Cy. 280 × 420<br>1 125bhp (828kW) NE 61<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 30,5t (d.o.)-4,0pd<br>14kn |
| **6510760**<br><br>323113<br>Esd Pfd<br>Rdr RT | **BRANDAL**<br><br>**m.v. Tem Ltd.**<br>Halifax, N.S. Canada | **457**<br>191<br>— | AB | **1965** Halifax Shipyards Ltd.—Halifax, N.S.<br>(34)<br>41,61 8,11<br>36,12 8,08 3,97<br>F 9,2 1 dk<br>BK 127 conv Stern Trawler Fishing 70 | **M Research**<br>Survey | Vee Oil 2SA 16Cy. 219 × 379<br>1 200bhp (883kW)<br>Appingedammer Brons Appingedam<br>Fuel 82,5t |
| **5050323**<br>DCDG<br><br>Df | **BRANDARIS**<br><br>**Fritjof Kaiser**<br>Hamburg Federal Republic<br>of Germany | **210**<br>126<br>300 | GL | **1931** Noord Nederlandse Scheepswerven<br>N.V.—Groningen<br>*36,34* 6,25 2,610<br>2,90<br>P 8,9 F 3,4 1 dk<br>R len 51 deepened 55 | **M General Cargo**<br><br><br><br>2 Ha ER | Oil 4SA 6Cy. 270 × 360<br>240bhp (177kW) NE 56<br>Kloeckner Humboldt Deutz<br>Koeln<br>8kn |
| **5399614**<br>PDGC<br><br>Df Esd | **BRANDARIS II**<br>ex Dependance-73 ex Zwerver-64<br>**A. Veldman**<br>West-Terschelling Netherlands | **195**<br>95<br>234 | ✠Classed LR until<br>29/10/76 | **1929** N.V. Schpsw. "De Vooruitgang" v/h<br>D. Boot—Alphen a/d Rijn<br>35,97 6,35 2,255<br>34,29 6,30 2,49<br>RQD 9,8 RFD 5,2 1 dk<br>R | **M General Cargo**<br><br>1 Ho 20,5 ER<br>G.462 B.436<br>1W | Oil 2SA 4Cy. 190 × 350<br>195bhp (143kW) ✠ NE 51<br>"Bolnes" Motorenfabriek B.V.<br>Krimpen a/d Lek<br>Fuel 66,0t<br>7,5kn |
| **5050361**<br>Y4FU<br><br>Df Esd<br>Gc Rdr<br>RT | **BRANDENBURG**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic<br>Republic | **938**<br>290<br>— | DSRK | **1959** VEB Peene-Werft—Wolgast<br>65,56 10,39 4,649<br>58,40 10,27 5,69<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>2 Ha | 2 Oil geared to sc. shaft<br>1 420bhp (1 044kW)<br>(i) Oil 4SA 8Cy. 365 × 550<br>Goerlitzer Masch. Goerlitz<br>(ii) Oil 4SA 6Cy. 320 × 440<br>Goerlitzer Masch. Goerlitz<br>Gen 2 × 225kW 230V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>11kn |
| **5050385**<br>DJWI<br><br>Df Esd<br>Rdr RTv | **BRANDENBURG**<br><br>**Gunther Cunze & Holger**<br>**Petersen**<br>Husum Federal Republic<br>of Germany | **147**<br>93<br>240 | GL | **1936** Gebr. Wiemann—Brandenburg (291)<br>38,49 6,00 1,982<br>5,95 2,27<br>P 7,7 RQD 3,7 1 dk<br>R len 38 | **M General Cargo**<br><br>1 Ho 24,1 ER<br>G.382 B.349<br>1W Der 1(2,5) 1(1,5) | Oil 4SA 6Cy. 215 × 360<br>180bhp (132kW) E made51 fitted63<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 4,0t<br>8kn |
| **7325265**<br>PDFM<br>38<br>Esd Pfd<br>Rdr RT | **BRANDING**<br><br>**J. C. Betsema**<br>Oudeschild, Netherlands<br>Texel | **165**<br>56<br>— | | **1973** Scheepswerf "Vooruit" C.V.<br>—Zaandam (344 A)<br>29,37 7,22<br>28,05 7,19 3,33 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. reverse reduction geared to sc.<br>shaft<br>1 125bhp (828kW) NE 79<br>Lister Blackstone Mirrlees Marine Ltd.<br>Dursley |
| **5050414**<br><br>186554<br>Pfd RTm | **BRANDON**<br><br>**Invicta Shipping (Thames) Ltd.**<br>Gibraltar Gibraltar<br>(British) | **586**<br>297<br>790 | **✠100A1** SS 11/79<br>U.K. Home Trade service<br>**✠LMC**<br>EL h<br>FN 617 | **1957**-6 Charles Hill & Sons Ltd.—Bristol<br>(407)<br>51,74 8,97 3,664<br>49,23 8,77 3,76<br>P 14,7 F 5,2 R dk f of P 15,2 1 dk<br>R rf 119<br>NS 3BH WB235t | **M General Cargo**<br><br>2 Ho 13,7 16,4 ER<br><br>2 Ha (10,9 11,9 × 5,1) ER<br>Der 1(0,75) | Oil 4SA 6Cy. 260 × 368 sr reverse geared<br>to sc. shaft<br>540bhp (397kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 22kW 1 × 19kW 220V d.c.<br>Fuel (d.o.) |
| **6809484**<br>EIXN<br>400653<br>Esd Rdr<br>RT | **BRANDON BAY**<br><br>**Bantry Bay Towing Co. Ltd.**<br>Cory Ship Towage Ltd.<br>Cork Irish Republic | **299**<br>—<br>153 | **✠100A1** SS 4/81<br>tug<br>**✠LMC**<br>EL (e) 1⅛"SQ<br>FN 462 | **1968**-8 Charles D. Holmes & Co. Ltd.<br>—Beverley (1009)<br>39,35 9,12<br>35,59 8,69 4,27<br><br>rf 533 BK 152<br>3BH WB97t | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 381 × 457 sr reverse geared<br>to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 1 × 75kW 2 × 55kW 220V d.c.<br>12.5kn |

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|---|---|---|---|---|---|---|
| 5050452<br>XPYO<br>C787<br>Df Esd<br>Gc Rdr<br>RTh | **BRANDUR SIGMUNDARSON**<br>**P/f Kopasker**<br>Poul Hansen<br>Torshavn Faroe Islands | **1 036**<br>369<br>— | ✠Classed LR until 2/73 | **1960**-3 Frederikshavn Vaerft & Flydedok A/S—Frederikshavn (229)<br>70,21 10,62 4,700<br>63,20 10,51 5,62<br>F 14,4<br>RW rf 508 BK 203 | **S Fishing**<br>Side Trawler<br>2 Ho 7,7 8,0<br>5 Ha (stl) (1,2 × 0,9) (1,8 1,8 1,8 1,8 × 1,2)<br>Der 1(2) | T 3Cy. 430 700 & 1130 × 700 with exhaust turb & fluid coupling<br>1 373ihp (1 010kW)<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 1 × 135kW 1 × 90kW 1 × 60kW 400V 50Hz a.c.<br>Fuel 305,0t (o.f.) 13,5kn |
| 7216529<br>WI4132<br>290353 | **BRANDY**<br>ex Seneca-80<br>**Irelands Salvage Co.**<br>Miami, Fl United States of America | **144**<br>98<br>— | | **1963** Burton Construction & SB. Corp.—Port Arthur, Tx (337)<br>7,32<br>31,09 3,20<br>1 dk<br>conv Supply Ship 80 | **TM Fishing** | 2 Oil 4SA each 8Cy. 159 × 203<br>1 170bhp (861kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7051838<br>WC7687<br>259759 | **BRANDYWINE**<br>**Trawler Brandywine Inc.**<br>Philadelphia, Pa United States of America | **198**<br>119<br>— | | **1950** R.T.C. SB. Corp—Camden, NJ<br>*39,78* 6,86<br>2,60 | **M Fishing** | Oil<br>800bhp (588kW)<br>..............<br>Fuel (d.o.) |
| 8024507<br>YQKT<br>RT | **BRANESTI**<br>Launched as Dionyssos<br>**IEFM Navrom Constanta**<br>NAVROM<br>Constantza Romania | **38 090**<br>26 374<br>64 700 | RNR | **1982** Santierul Naval Constantza—Constantza (410)<br>... ... ...<br>239,71 32,21 17,02<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>17 400bhp (12 799kW)<br>.............. |
| 5050464 | **BRANIEWO**<br>**Government of The People's Republic of China**<br>China | **640**<br>280<br>936 | | **1955** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B53/32)<br>57,64 9,02 4,249<br>9,00<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 290 × 420<br>Maschinenbau Kiel A.G. Kiel |
| 5278406<br>FOOZ<br>5644<br>Df Esd<br>Pfd Rdr<br>RTm | **BRANLY**<br>ex Pilote Avisse-70<br>ex Pierre Barris-62<br>**Etablissements Gautier et Cie.**<br>Boulogne France | **587**<br>220<br>471 | (BV) | **1955** Beliard, Crighton & Cie. S.A.—Oostende (155)<br>*55,42* 9,58<br>52,10 9,40 5,31<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>5 Ha (each 1,1 × 1,0) | Oil 4SA 8Cy. 330 × 600<br>1 250bhp (919kW) E made64 fitted72<br>N.V. Werkspoor Amsterdam<br>15,25kn |
| 5050488<br>OVYI<br>D1800<br>Df Esd<br>RTm | **BRANLY**<br>**P/R Branly**<br>Carl Edmund Thomsen<br>Thyboron Denmark | **247**<br>113<br>— | BV | **1948** Marine Industries Ltd.—Sorel, P.Q. (171)<br>39,30 7,57 3,734<br>36,81 7,56 4,25<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,0 1,0 0,9 1,0 × 1,0)<br>2W Der 1(3) 1(1) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 70<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 72,5t (d.o.) 12,5kn |
| 7029079<br>ZDLG<br>315003<br>Df Esd<br>Gc Rdr<br>RT | **BRANSFIELD**<br>**Natural Environment Research Council**<br>British Antarctic Survey<br>Port Stanley Falkland Islands (British) | **5 816**<br>1 577<br>3 495 | **✠100A1** CS 9/80<br>Ice Class 1*<br>**✠LMC**<br>EL W 2"U2<br>FN 2503 | **1970**-12 Robb Caledon Shipbuilders Ltd.—Leith (508)<br>99,17 18,37 6,662<br>90,00 18,31 9,50<br>F 11,6 2 dks<br>rf 305<br>8BH to U dk 2 to 2nd dk WB1362t incl. DTf215t | **D-E Research**<br>Survey Ref<br>3 Ho 3,5 15,0 13,1<br>G.3 596 B.3 452 In.86<br>3 Ha (stl) (2,3 7,7 × 4,5) (13,7 × 5,9)<br>1W Cr 1(5) Der 1(15) | 2 Oil 4SA each 8Cy. 381 × 457 total 6 400bhp (4 708kW) driving 2 gen. each 1 975kW 700V d.c. connected to 2 elec. motors & geared to sc. shaft<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>AuxB (Comp) 100lbf/in$^2$ (6,9bar)<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 487kW 1 × 132kW 440V 50Hz a.c.<br>Controllable pitch propeller |
| 6508652<br>H9BS<br>11073<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRANT POINT**<br>ex Oran-78 ex Devora-78<br>Panama Panama | **2 304**<br>1 437<br>3 390 | **✠100A1** SS 11/80<br>Ice Class 3<br>**✠LMC**<br>EL s $1\frac{9}{16}$"SQ<br>FN 1601 | **1965**-4 Schps. "De Hoop" N.V.—Lobith (251)<br>87,89 13,42 6,316<br>78,24 13,31 7,14<br>Ba 19,6 F 9,5 2 dks<br>rf 51<br>5BH WB549t | **M General Cargo**<br>3 Ho 14,0 21,9 15,8 ER<br>3 Ha (stl) (8,4 13,9 9,6 × 5,7) ER<br>Der 2(10) 6(3-5) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 109kW 450V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 5050529<br>PKSE<br>2047/L<br>Df Esd<br>Rdr | **BRANTAS**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **2 575**<br>1 179<br>1 700 | KI<br>✠Classed LR until 3/68 | **1957**-2 De Haan & Oerlemans—Heusden (277)<br>87,13 14,05 3,944<br>82,00 14,00 5,49<br>P & B 49,7 F 11,3 Upr. F 9,5 1 dk<br>rf 76 | **M General Cargo** | Oil 2SA 6Cy. 520 × 700<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 180kW 230V a.c.<br>10kn |
| 7357165<br>YCBU<br>RT | **BRANTAS**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **128**<br>109<br>— | (AB) (GL) | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (142)<br>2,744<br>26,83 7,42 3,36 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 24kW 1 × 12kW a.c.<br>12kn |
| 7407702<br>LCJV<br>18723<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAS**<br>**K/S Bras A/S V**<br>Rederiet S. Bartz-Johannessen A/S<br>Bergen Norway | **1 999**<br>1 525<br>4 249 | NV | **1976** Fosen M.V.—Fevag (15)<br>92,79 14,53 6,833<br>84,21 14,51 7,22<br>P - 1 dk | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>22 Ta ER<br>L.4 590 | Oil 4SA 8Cy. 320 × 420<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 166kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 259,0t (hvf)-12,0pd 13kn |
| 5419115<br>PP2479<br>Df Esd<br>RT | **BRASIL PRIMEIRO**<br>ex Brasil-Primeiro-65<br>ex Cabana-63<br>**Ismael July Osorio**<br>Rio de Janeiro Brazil | **242**<br>100<br>173 | | **1961** Construcciones Navales P. Freire S.A.—Vigo (7)<br>33,56 6,74<br>29,01 6,66 3,92<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 295 × 420 Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 81,5t 10,25kn |
| 5050593<br>IKWZ<br>3229<br>RTm/h/v | **BRASILE**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **167**<br>17<br>— | RI | **1961** Cant. del Tirreno—Genova (251 R)<br>28,96 7,32 3,720<br>26,17 7,27 4,20<br>1 dk<br>RW | **M Tug** | Oil 2SA 8Cy. 280 × 500<br>Cant. Nav. Riuniti Ancona<br>Gen 1 × 30kW 1 × 10kW 110V d.c.<br>Fuel (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| **7208479**<br>ICGS<br>1283<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRASILIA**<br>**Pluto S.p.A. di Navigazione**<br>Napoli Italy | **72 774**<br>63 812<br>135 987 | RI | **1972** Italcantieri S.p.A.—Genova (4272)<br>297,24 40,82 16,479<br>280,60 40,77 22,26<br>P 47,6 F 31,7 2 dks | **S Ore/Oil Carrier**<br>10 Ho/Ta ER<br>L.(oil) 167 479 HeCls. BptC<br>10 Ha (stl) (17,5 17,5 17,5 17,5 15,3 15,3 17,5 17,5 17,5 17,5 × 13,9) ER<br>Cr 2(16) 2(2,5) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Gen 2 × 900kW 440V 60Hz a.c.<br>Fuel 8 425,0t (o.f.) 198,0t (hvf)-120,0pd<br>16,5kn |
| **5050608**<br>SLZD<br>10102<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRASILIA**<br>**Axel Axelson Johnson (Johnson Line)**<br>Stockholm Sweden | **10 287**<br>5 701<br>12 436 | **✠100A1** CS 10/73<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL A† 2$\frac{3}{16}$"U2<br>FN 5070 | **1960**-12 Lindholmens Varv. A/B —Goteborg (1057)<br>173,31 19,28 8,713<br>162,24 19,21 12,04<br>RAD 18,3 F 29,0 2 dks, 3rd dk except in aft hold<br>rf 203 len 68<br>conv General Cargo 68<br>8BH WB1929t | **TM General Cargo/Container Ship**<br>Fixed-guides Ref<br>7 Ho 17,1 15,5 19,2 17,6 25,6 ER 16,0 12,8<br>G.12 217 B.11 216 In.2 766<br>TEU 151 C.Ho 90/20' C.Dk 61/20'<br>9 Ha (stl) (5,4 9,6 × 5,4) (12,8 9,6 × 4,8) (6,1 6,1 6,1 × 5,1) ER (8,3 × 4,8) (7,1 × 5,4)<br>12 Wing Ha (stl) (9,3p&s 9,3p&s × 3,2) (6,1p&s 6,1p&s 6,1p&s × 5,1) ER (5,4p&s × 3,1)<br>Cr 1(25) 2(5) 9(3) | 4 Vee Oil 4SA each 12Cy. 400 × 460 in pairs with electro-magnetic slip couplings & sr geared to sc. shafts<br>12 000bhp (8 827kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>✠ NAuxB (o.f.) 9/65 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB (o.f.) 11/71 100lbf/in$^2$ (6,9bar)<br>✠ ne(ex.g) 11/71 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 340kW 2 × 275kW 220V d.c.<br>18,5kn |
| **5050610**<br>PUZQ<br>Df Gc<br>RT | **BRASILIA**<br>ex Guaranesia-58 ex LST(2) 1105<br>**Transportes Maritimos Piaui S.A.**<br>Rio de Janeiro Brazil | **2 902**<br>1 606<br>3 944 | (BV) (AB) | **1945** Missouri Valley Bridge & Iron Works —Evansville, In<br>*96,63* 15,30 4,582<br>94,19 15,24 7,62<br>1 dk<br>rf nil conv Naval RoRo Cargo/Tank Landing Ship 50 | **TM General Cargo**<br>4 Ho ER<br>G.5 236 B.4 760<br>4 Ha (each 13,4 × 6,7) ER | 2 Vee Oil 2SA each 12Cy. 215 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.)<br>10kn |
| **6413728**<br>IKWW<br>1310 | **BRASILIA QUINCI**<br>Launched as Brasilia<br>**Vincenzo Giacalone e C.**<br>Mazara del Vallo Italy | **199**<br>109<br>— | (RI) | **1964** Fratelli Campana—Mazara del Vallo<br>36,53 7,52<br>29,62 7,47 3,64<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho | Oil 4SA 6Cy. 270 × 360<br>600bhp (441kW) NE 66<br>Kloeckner Humboldt Deutz Koeln |
| **7017351**<br>LLOB<br>17411<br>Df Rdr<br>RT | **BRASKEN**<br>**Karl H. Morsund P/R**<br>Molde Norway | **199**<br>116<br>366 | | **1970** J. M. Kleivset—Bardset, Nordmore (167)<br>35,21 7,01<br>31,50 7,00 3,66<br>1 dk | **M General Cargo**<br>Mchy.aft | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) |
| **5415121**<br>USJX<br>M-26542<br>Df Esd<br>Gc Rdr<br>RT | **BRASLAVLES**<br>**U.S.S.R.-Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 520**<br>2 300<br>6 035 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/05)<br>123,88 16,74 7,020<br>114,99 16,67 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 444 B.7 558<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(10) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 18kn |
| **6410415**<br>YQBG<br>841<br>Df Esd<br>Gc Rdr | **BRASOV**<br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1963** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho —DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| **6913912**<br>D9BB<br>IM180<br>Df Esd<br>Gc Rdr<br>RT | **BRASSIA**<br>ex Yuho Maru-75<br>**Korea Line Corp.**<br>Inchon South Korea | **3 002**<br>1 872<br>5 489 | KR NK | **1969** Kurushima Dock Co. Ltd.—Imabari (535)<br>99,50 16,03 6,528<br>92,00 16,01 7,90<br>P 21,7 F 11,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 021 B.6 499<br>2 Ha (stl) (26,2 26,5 × 7,7) ER<br>3W Der 1(15) 3(10) | Oil 4SA 6Cy. 520 × 860<br>3 500bhp (2 574kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 132kW 445V a.c.<br>Fuel 406,0t-11,0pd 12,5kn |
| **7364663**<br>3FCG<br>1175<br>3-82<br>Df Gc<br>Pfd Rdr<br>RT | **BRASSIE**<br>ex Failaka-81 ex Team Sinmar-80<br>ex Team Gerwi-76<br>**Manby Shipping Inc.**<br>Salen Tanker A/B<br>Panama Panama | **18 307**<br>12 452<br>31 095 | AB | **1975** Hellenic Shipyards—Skaramanga (1090)<br>170,72(BB) 26,01 10,999<br>161,98 25,99 14,43<br>P 32,0 F 16,5 1 dk<br>rf nil | **M Tanker**<br>21 Ta ER<br>L.(oil) 41 351 HeCls. C | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 500kW<br>Fuel 194,5t (d.o.) 1 592,0t (hvf)-39,0pd<br>15,25kn |
| **7526285** | **BRATASENA PC 1**<br>**Lembaga Pemilihan Umum**<br>Ambon Indonesia | **119**<br>—<br>102 | KI | **1971** P.T. Dok "Surabaya"—Surabaya<br>... ... ...<br>25,71 6,00 2,21<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 145 × 200<br>200bhp (147kW)<br>Daiya Diesels Japan<br>Gen 1 × 10kW 110V<br>9kn |
| **7526297**<br>YBKG | **BRATASENA PC 2**<br>**Lembaga Pemilihan Umum**<br>Sabang Indonesia | **137**<br>104<br>— | KI | **1971** P.T. Ippa Gaya Baru—Semarang<br>... ... ...<br>24,01 6,00 2,21<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 145 × 200<br>200bhp (147kW)<br>Daiya Diesels Japan<br>Gen 1 × 10kW 110V<br>9kn |
| **7526302** | **BRATASENA PC 3**<br>**Lembaga Pemilihan Umum**<br>Indonesia | **186**<br>90<br>— | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>24,01 6,00 2,21<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 145 × 200<br>200bhp (147kW)<br>Daiya Diesels Japan<br>Gen 1 × 5kW 110V<br>9kn |
| **7526314** | **BRATASENA PC 4**<br>**Lembaga Pemilihan Umum**<br>Telukbayur Indonesia | **186**<br>90<br>— | KI | **1971** P.T. Menara—Tegal<br>... ... ...<br>24,01 6,00 2,21<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 145 × 200<br>200bhp (147kW)<br>Daiya Diesels Japan<br>Gen 1 × 5kW 110V<br>9kn |

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|---|---|---|---|---|---|---|
| 6415142<br>UUOS<br>M-26399<br>Df Esd<br>Gc Rdr<br>RT | **BRATISLAVA**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 817**<br>15 518<br>50 770 | RS | **1964** Baltic SB. & Eng. Works—Leningrad<br>230,51 31,04 11,853<br>214,00 30,94 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>2 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 720kW 1 × 270kW<br>1 × 100kW 400V a.c.<br>Fuel 4 389,5t (o.f.)-114,5pd 16,5kn |
| 7333470<br>OLGO<br>24<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRATISLAVA**<br>**Czechoslovak Ocean Shipping International Joint Stock Co. (Ceskoslovenska Namorni Spolecnest)**<br>Praha Czechoslovakia | **20 559**<br>12 717<br>31 881 | ✠**100A1** SS 5/79<br>strengthened for ore cargoes, Nos. 1, 3, 5 & 7 or 2, 4 & 6 or 2 & 6 holds or No. 4 hold may be empty<br>✠**LMC** **UMS**<br>EL I† 2⅞"U2<br>FN 7307<br>(PR) | **1974**-1 Stocznia Szczecinska im. A. Warskiego—Szczecin (B447/18)<br>198,76(BB) 24,46 10,637<br>184,89 24,40 15,12<br>P 12,8 F 15,9 1 dk<br>rf nil<br>NS 9BH WB9769T incl. Topside tanks in holds 3568T Comb. btm & STs in holds 5151T | **M Bulk Carrier**<br>7 Ho ER<br>G.43 891 B.37 411<br>9 Ha (stl) (each 10,8 × 12,0) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) & rcv 5kgf/cm$^2$ (4,9bar)<br>Gen 3 × 540kW 400V a.c.<br>Controllable pitch propeller<br>15,5kn |
| 5050696<br>UIAC<br>M-25126<br>Df Esd<br>Gc Rdr | **BRATSK**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 518**<br>2 952<br>8 760 | RS<br>✠ | **1957**-9 Wartsila Kon. Crichton-Vulcan—Turku/Abo (959)<br>139,40 17,63 7,849<br>130,31 17,61 11,64<br>RQD 9,8 RFD 25,3 2 dks<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0 16,7<br>B.13 688<br>5 Ha (stl) (9,9 9,9 9,9 × 7,3) ER (9,9 9,6 × 7,3)<br>8W Der 1(30) 8(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>14,5kn |
| 6420111<br>UEBV<br>M-26563<br>Df Esd<br>Gc Rdr<br>RT | **BRATSKLES**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 531**<br>2 380<br>6 470 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B45/18)<br>123,88 16,74 7,230<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 526<br>4 Ha (stl) (12,5 × 8,0) (12,8 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>H. Cegielski Poznan<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 6702882<br>ULFX<br>M-28062<br>Df Esd<br>Gc Rdr<br>RT | **BRATSLAV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**6 690**<br>3 003<br>—<br>**10 052**<br>4 949<br>12 859 | RS | **1966** Kherson Shipyard—Kherson<br>155,61 20,71 8,330/9,060<br>140,01 20,63 12,32<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 7 TwD ER<br>G.18 429 B.16 440<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (2,9 × 3,8)<br>2W Cr 11(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) 15,5kn |
| 6405044<br>UDXO<br>M-27595<br>Df Esd<br>Gc Rdr<br>RT | **BRATSTVO**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**7 724**<br>3 987<br>—<br>**11 509**<br>6 340<br>16 230 | RS | **1963** Kherson Shipyard—Kherson<br>169,91 21,82 8,249/9,749<br>158,81 21,72 12,96<br>2 dks | **S General Cargo**<br>Ice strengthened<br>6 Ho 16,7 19,2 18,7 ER 19,5 19,5 16,9<br>G.23 765 B.19 865<br>6 Ha (stl) (8,3 × 7,0) (11,8 11,8 × 8,9) ER (11,8 11,8 × 8,9) (9,3 × 7,0)<br>4W Cr 12(5) Der 2(60) | 2 S Turb geared to sc. shaft<br>13 000shp (9 562kW)<br>Kirov Works Leningrad<br>Fuel 2 357,0t (o.f.) 19kn |
| 7031228<br>EOQQ<br>M-29091<br>Df Esd<br>Rdr RT | **BRATSTVO**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **676**<br>252<br>296 | RS | **1967** ............U.S.S.R.<br>54,26 9,38 3,590<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7010030<br>OVYD<br>D1696<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRATTINGSBORG**<br>**Dannebrog Rederi AS**<br>Weco-Shipping I/S<br>Kobenhavn Denmark | T.Mk<br>**1 600**<br>1 169<br>4 084 | ✠**100A1** SS 4/80<br>oil or chemical tanker<br>Ice Class 3<br>✠**LMC**<br>EL Q 1½"U2<br>FN 2124 | **1970**-4 Frederikshavn Vaerft & Tordok A/S—Frederikshavn (295)<br>107,32 14,03 5,208<br>100,06 14,00 7,22<br>P 22,3 F 12,8 2 dks<br>rf 203 len 74<br>3BH to U dk 4 to 2nd dk WB975t incl. TwD842t | **M Tanker**<br>Oil Chemical<br>17 Ta ER<br>L.4 748 HeCls. C | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 115kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 191,0t (d.o.)-8,0pd 12kn |
| 5340546<br>SGHW<br>10245<br>Df Esd<br>Pfd RT | **BRATTSKAR**<br>ex Stenskar-78<br>**Alf Myhrborg P/R**<br>Styrso Sweden | **147**<br>63<br>— | | **1961** Schiffswerft "Ernst Thalmann"—Brandenberg<br>30,94 6,61<br>6,58<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 × 0,5) (1,5 1,5 × 1,1) | Oil 4SA 8Cy. 260 × 400<br>960bhp (706kW) NE 67<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel 20,5t (d.o.) 12,5kn |
| 7214765<br>D4BL<br>Df Esd<br>Rdr<br>RTm/h | **BRAVA**<br>ex Lys Sky-77 ex Jogood-72<br>**Companhia Nacional de Navegacao 'Arca Verde'**<br>Mindelo Cape Verde Republic | T.Mk<br>**197**<br>116<br>610 | NV | **1972** Elbewerften Boizenburg/Rosslau—Rosslau (425)<br>49,59 (BB) 10,11 2,856<br>44,02 10,09 5,62<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.1 450 B.1 318<br>1 Ha (stl) (22,2 × 7,0) ER<br>2W Der 2(5) | Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 29kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.)-3,5pd 11kn |
| 7336824<br>WYU8<br>012<br>545466 | **BRAVA CRUZ**<br>**Zimmerman Brothers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7423732**<br>LFVV<br>19030<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAVADO**<br>**K/S A/S Bravado**<br>Rederiet S. Bartz-Johannessen A/S<br>Bergen Norway | **1 999**<br>1 520<br>4 250 | NV | **1977** Fosen M.V.—Fevag (16)<br>92,82 14,69 6,833<br>83,72 14,51 9,12<br>2 dks | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>22 Ta ER<br>L.4 600 | Oil 4SA 8Cy. 320 × 420<br>2 800bhp (2 060kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 133kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 250,0t-10,0pd | Kiel<br>13kn |
| **7041443**<br>TO2333<br>4229<br>RTv | **BRAVE**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | **230**<br>—<br>— | BV | **1971** Ziegler Freres—Dunkerque (178)<br>31,40 9,33 4,217<br>29,01 8,79 6,30<br>1 dk<br>rf 305 | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 280<br>E made67 fitted70<br>Crepelle et Cie.<br>Gen 2 × 40kW 110V d.c.<br>2 Directional propellers fwd only<br>Fuel 61,0t (d.o.) | Lille<br>12kn |
| **7405819**<br>6ZSY<br>5862<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRAVE EAGLE**<br>**Sun America Maritime Co. Ltd.**<br>Monrovia Liberia | **20 652**<br>14 287<br>33 051 | AB | **1977** Oshima Zosen—Nagasaki (007)<br>185,40 26,07 11,342<br>175,01 26,01 16,11<br>1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.41 396 B.40 088 HeCls. B<br>5 Ha (stl) (16,7 × 12,7) (17,6 × 12,7) (8,0 × 9,9) (17,6 × 12,7) (17,6 × 12,7) ER<br>Cr 3(8) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sumitomo Hvy Industries Ltd<br>Fuel 214,0t (d.o.) 1 786,0t (hvf)-42,0pd | Sulzer<br>Japan<br>15kn |
| **7610244**<br>JIQA<br>119679<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAVE PIONEER**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **12 314**<br>6 618<br>19 205 | NK | **1976** Mitsui Eng. & SB. Co. Ltd.—Tamano (1084)<br>148,42 22,64 10,002<br>140,01 22,61 13,52<br>P 32,7 F 11,9 2 dks | **M General Cargo**<br>4 Ho ER<br>G.24 028 B.22 659<br>4 Ha (stl) (12,5 16,4 16,4 16,4 × 11,4) ER<br>Cr 2(20) Der 4(10) 4(8,5) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 420kW 450V a.c. | B&W<br>Tamano<br>15,25kn |
| **7029524**<br>ZCGA<br>356670<br>Esd Rdr<br>RTm | **BRAVE TIDE**<br>**Tidewater Cayman Inc.**<br>Tidewater Inc.<br>Georgetown Cayman Islands (British) | **290**<br>197<br>— | | **1970** American Marine Corp.—New Orleans, La (1051)<br>50,60 11,59 3,576<br>47,86 11,54 4,27<br>B 6,4 F 15,6 3 dks<br>rf 457 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp.<br>Gen 2 × 75kW 440V 60Hz a.c. | La Grange, Illinois |
| **7380502**<br>A8ST<br>5250<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRAVENES**<br>**Evans Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Monrovia Liberia | **18 642**<br>12 305<br>35 223 | **✠100A1** SS 3/79<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL I† $2\frac{7}{8}$"U2<br>FN 7154 | **1975**-4 Nippon Kokan K.K.—Shimizu (340)<br>177,02(BB) 27,87 11,158<br>167,01 27,81 15,02<br>P 31,7 F 15,3 1 dk<br>rf 102<br>NS 7BH WB16911T incl. Comb. btm & STs in holds 6362T Topside tanks in nos. 1-3 holds 2007T & No. 4 hold 5935T | **M Bulk Carrier**<br>6 Ho 18,9 19,8 21,9 16,4 20,9 21,4 ER<br>G.40 389 B.38 773<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,7 9,5 12,7 12,7 × 14,4) ER<br>Cr 5(16) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd | Sulzer<br>Tamashima<br>15,5kn |
| **6601662**<br>VRGN<br>308026<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRAVERY**<br>ex La Sierra-80<br>**Hemisphere Shipping Co. Ltd.**<br>Ocean Tramping Co. Ltd.<br>Hong Kong Hong Kong (British) | **28 004**<br>18 003<br>47 293 | **✠100A1** CS 3/81<br>strengthened for ore cargoes, Nos. 2, 4, 6 and 8 holds may be empty<br>**✠LMC**<br>EL (t†) $3\frac{3}{8}$"SQ<br>FN 9345 | **1966**-2 Harland and Wolff Ltd.—Belfast (1661)<br>219,46 28,15 12,237<br>209,20 28,05 16,62<br>P 36,3 F 16,8 1 dk<br>rf 127<br>NS 12BH WB19032t incl. Comb. btm & STs in holds 8968t & Topside tanks in holds 8244t | **M Bulk Carrier**<br>9 Ho 16,4 18,2 18,2 15,5 18,2 15,5 18,2 18,2 15,5 ER<br>G.52 737 HeCls. B<br>9 Ha (stl) (9,1 10,0 10,0 9,1 10,0 9,1 10,0 10,0 9,1 × 15,2) ER<br>4W Der 2(1,5) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 284,5t (d.o.) 3 326,5t (hvf)-44,5pd | Belfast<br>15kn |
| **7002978**<br>3FMF<br>9081-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAVES No. 1**<br>ex Braves-78 ex Tashima Maru-78<br>**Braves Lines S.A**<br>Panama Panama | **2 997**<br>1 898<br>5 856 | NK | **1969** Imabari Zosen—Imabari (217)<br>101,99 16,34 6,712<br>96,02 16,31 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW 445V a.c.<br>Fuel 549,5t-16,5pd | Mitsubishi<br>Kobe<br>12,75kn |
| **6605175**<br>SIWK<br>10664<br>Df Esd<br>Rdr RT | **BRAVIK AF STYRSO**<br>ex Bravik-81<br>**Rune Tullock**<br>Styrso Sweden | **127**<br>61<br>— | | **1966** A/B Broderna Olsson & Co. —Skredsvik<br>26,88 6,66 2,972<br>6,10<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 350<br>660bhp (485kW)<br>Skandiaverken A/B<br>Fuel (d.o.) | Lysekil<br>10kn |
| **6620321**<br>IKXG<br>121<br>Df Esd<br>RT | **BRAVO**<br>**'Augustea' Imprese Marittime S.p.A.**<br>Siracusa Italy | **218**<br>56<br>— | RI | **1966** Cant. Nav. M. & B. Benetti —Viareggio (71)<br>30,46 8,54 3,556<br>28,00 8,51 4,25<br>1 dk<br>RW | **M Tug**<br>Salvage | Oil 4SA 8Cy. 300 × 400<br>S.A. Fiat S.G.M. | Torino |
| **5023019**<br>SWGC<br>6191<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRAVO ARES**<br>ex Ares-77<br>**Bravo Ares Shipping Corp. S.A.**<br>Luis Compania Naviera S.A.<br>Panaga<br>Piraeus Greece | T.Mk<br>**4 193**<br>2 245<br>6 200<br>**6 236**<br>3 505<br>7 680 | **100A1** SS 5/79<br>**LMC**<br>EL W 495,0/56,0U2<br>FN 3440<br>(BV) | **1959** Amsterdamsche Droogdok Mij. N.V. —Amsterdam (103)<br>138,99 17,63 6,489/7,338<br>127,11 17,53 9,53<br>P 9,2 F 13,8 2 dks<br>RW rf 102 len 66<br>6BH to U dk, 1 to 2nd dk WB806T incl. Tunnel tanks 198T | **M General Cargo**<br>Ref 12P<br>4 Ho 13,8 21,5 21,4 ER 23,0<br>G.9 862 B.8 988 In.40<br>4 Ha (stl) (8,1 × 5,0) (13,4 13,4 × 6,0) ER (11,9 × 6,0)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>6 000bhp (4 413kW)<br>Gebr. Stork & Co. N.V.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 170kW 220V d.c.<br>Fuel (hvf) | Hengelo<br>17kn |
| **5067417**<br>SVAY<br>6268<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRAVO CERES**<br>ex Ceres-77<br>**Bravo Ceres Shipping Corp. S.A.**<br>Luis Compania Naviera S.A.<br>Panaga<br>Piraeus Greece | T.Mk<br>**4 185**<br>2 263<br>—<br>**6 132**<br>3 490<br>7 780 | **100A1** SS 6/79<br>**LMC**<br>EL W 495,0/56,0U2<br>FN 3434<br>(BV) | **1959** C. v.d. Giessen—Krimpen a/d Ijssel (794)<br>138,99 17,63 —/7,316<br>126,90 17,53 9,53<br>P 9,2 F 13,8 2 dks<br>RW rf 102 len 67<br>part SF 6BH to U dk, 1 to 2nd dk WB806T incl. Tunnel tanks 198T | **M General Cargo**<br>Ref 12P<br>4 Ho 13,7 26,7 25,9 23,0<br>G.11 327 B.10 364 In.40<br>4 Ha (stl) (7,8 × 5,0) (16,9 16,9 × 6,0) (11,7 × 5,7)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>6 000bhp (4 413kW)<br>Gebr. Stork & Co. N.V.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 170kW 220V d.c.<br>Fuel (hvf) | Hengelo<br>17kn |

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| 6812433<br>Df Esd<br>Gc Rdr<br>RT | **BRAVO GEORGE**<br>ex Romeo Braga-81<br>**Lefteros Shipping Inc.**<br>Luis Compania Naviera S.A.<br>Panaga<br>Greece | T.Mk<br>**6 856**<br>4 776<br>11 298<br>**9 084**<br>6 819<br>13 158 | ✠100A1 SS 10/79<br>✠LMC<br>✠Lloyd's RMC<br>EL dt $2\frac{1}{16}$"SQ<br>FN 4282 | **1966**-11 Ishikawajima do Brasil—Rio de Janeiro (17)<br>145,50 19,54 7,938/8,751<br>135,01 19,51 12,20<br>F 11,6 2 dks<br>RW rf nil<br>Coll BH to U dk 5 to 2nd dk WB1780t | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.500<br>Cr 12(3) Der 4(5) | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel (d.o.) |
| | | | **DAMAGED BY FIRE 5/81 — CLASS SUSPENDED** | | | |
| 5268920<br>J4KT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRAVO KATERINA**<br>ex Palamedes-79<br>**Cova Maritime Corp. S.A.**<br>Luis Compania Naviera S.A.<br>Panaga<br>Piraeus Greece | T.Mk<br>**4 206**<br>2 236<br>5 987<br>**6 155**<br>3 479<br>7 658 | BV | **1961** C. v.d. Giessen—Krimpen a/d Ijssel (806)<br>138,94 17,58 6,446/7,347<br>117,35 17,53 9,53<br>2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>4 Ho 13,8 21,5 21,5 23,2<br>G.9 345 B.8 410 In.286<br>4 Ha (stl) (8,1 × 5,0) (13,4 13,4 11,9 × 6,0)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>6 200bhp (4 560kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 170kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 311,0t (hvf) 12,5kn |
| 5151995<br>SWHY<br>4229<br>Df Esd<br>Gc Rdr<br>RT | **BRAVO LUIS**<br>ex Luis-77 ex Hodur-71<br>**Bravo Luis Compania Naviera S.A.**<br>Luis Compania Naviera S.A.<br>Panaga<br>Piraeus Greece | **6 103**<br>3 022<br>12 127 | 100A1 SS 12/79<br>LMC<br>EL Y $2\frac{3}{8}$"U1<br>FN 3926<br>(GL) | **1954** Nordseewerke Emden—Emden (272)<br>144,23 18,24 8,783<br>134,02 17,86 11,43<br>F 9,8 1 dk & S dk<br>RW rf 102<br>7BH WB- | **M General Cargo** OSD<br>G.16 562 B.15 000<br>5 Ha ER<br>10W Der 1(30) 10(5) | Oil 2SA 6Cy. 700 × 1200<br>3 500bhp (2 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 150kW 230V d.c.<br>Fuel 787,5t 13kn |
| 5097852<br>SVEQ<br>5334<br>Df Esd<br>Gc Rdr<br>RTv | **BRAVO MARIA**<br>ex Eemland-75<br>**Bravo Maria Shipping Corp. S.A.**<br>Luis Compania Naviera S.A.<br>Panaga<br>Piraeus Greece | T.Mk<br>**4 252**<br>2 477<br>7 210<br>**6 483**<br>3 960<br>— | ✠100A1 SS 7/75<br>✠LMC<br>EL at $2\frac{1}{8}$"SQ<br>FN 3420 | **1953**-7 C. v.d. Giessen—Krimpen a/d Ijssel (768)<br>131,60 17,76 6,839/7,938<br>123,68 17,61 10,04<br>F 14,4 2 dks<br>RW rf 102<br>Coll BH to U dk 5 to 2nd dk WB552t incl. Tunnel tanks 372t | **M General Cargo**<br>8P<br>4 Ho 21,7 25,2 22,0 22,7<br>G.13 429 B.12 259<br>4 Ha (11,8 12,9 12,9 12,1 × 6,0)<br>16W Der 1(40) 1(15) 2(10) 14(5) | Oil 2SA 7Cy. 720 × 1250<br>4 950bhp (3 641kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 150kW 220V d.c.<br>Fuel 1 095,5t (hvf) 14kn |
| 7638959<br>H8VP<br>1036<br>6-80<br>Df Esd<br>Gc Rdr<br>RT | **BRAVOEXPORTER**<br>**Golden Chain Compania Naviera S.A.**<br>Bravo Maritime S.A.<br>Panama Panama | **3 826**<br>2 451<br>6 468 | BV | **1977** Higaki Zosen K.K.—Imabari (193)<br>105,59 6,820<br>98,61 16,34 8,41<br>1 dk | **M General Cargo**<br>2 Ho 36,8 35,5 ER<br>G.8 383 B.7 909<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>12W Der 2(30) 2(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 610,5t (d.o.)-12,0pd 15kn |
| 6725652<br>H9HJ<br>1070<br>9-81<br>Df Esd<br>Gc Rdr<br>RT | **BRAVONOLA**<br>ex Giannis-80 ex Loong Hwa-77<br>ex Ocean Rentis-73<br>ex Ise Maru-70<br>**Daisy Maritime S.A.**<br>Bravo Maritime S.A.<br>Panama Panama | **4 658**<br>2 826<br>7 491 | BV | **1967** Kurushima Dock Co. Ltd.—Imabari (395)<br>117,46 17,23 6,782<br>109,02 17,20 8,62<br>1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.10 120 B.9 658<br>3 Ha (13,1 23,0 23,0 × 8,9) ER<br>Cr 2(15) 3(10) | Oil 2SA 8Cy. 450 × 720<br>4 200bhp (3 089kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 817,0t 13kn |
| 6820608<br>H9KP<br>9861-PEXT<br>Df Gc<br>Rdr<br>RTm/h | **BRAVORIO**<br>ex Alexandra-81 ex Asia Ran-76<br>**Himalaya Maritime S.A.**<br>Bravo Maritime S.A.<br>Panama Panama | **3 860**<br>2 342<br>6 271 | BV (NK) | **1967** Tohoku Zosen—Shiogama (108)<br>109,56 16,36 6,757<br>101,94 16,31 8,26<br>P 24,4 F 9,8 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 19,9 32,0 21,6 ER<br>G.8 564 B.8 121<br>3 Ha (stl) (13,1 23,7 13,2 × 7,6) ER<br>12W Der 1(15) 3(10) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 615,5t (hvf) 14,75kn |
| 6730176<br>UHWJ<br>M-22248<br>Df Esd<br>Gc Rdr<br>RT | **BRAVYY**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>331 | RS | **1957** .............U.S.S.R.<br>63,58 9,50 4,399<br>59,14 9,45 5,47<br>1 dk<br>conv Whaler — | **D-E Pilot Vessel**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 1 gen. connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>17,25kn |
| 5171347<br>WA5658<br>230866<br>Df | **BRAYTON POINT**<br>ex Jeffrey K. McAllister-67<br>ex Charles E. Dunlap-61<br>ex Harry B. Williams<br>**Global International Leasing & Sales Corp**<br>Savannah, Ga United States of America | **268**<br>182<br>— | (AB) | **1931** Manitowoc SB. Corp.—Manitowoc, Wi (268)<br>*33,01* 8,01 4,217<br>33,23 7,93 4,60<br>R | **M Tug** | Oil 2SA 10Cy. 206 × 254<br>E made44 fitted55<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel 137,0t |
| 5356868<br>H9RM<br>10082-LI<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRAZIL**<br>ex Caminito-81 ex Tewkesbury-72<br>**Colbrook Shipping Corp.**<br>Panama Panama | **8 532**<br>4 792<br>12 447 | ✠100A1 CS 7/77<br>DTf & tunnel side tanks —vegetable oil<br>✠LMC<br>EL ct $2\frac{1}{8}$"SQ<br>FN 3997 | **1959**-6 Burntisland S.B. Co. Ltd. —Burntisland (388)<br>139,30 18,88 8,992<br>131,07 18,83 11,66<br>F 12,2 2 dks, 3rd dk in No. 4 hold<br>RW rf 152<br>7BH to U dk 1 to 2nd dk WB2898t incl. Tunnel tanks 878t DTf629t | **M General Cargo**<br>5 Ho 17,8 21,1 20,5 ER 22,8 16,0<br>G.17 513 B.16 043<br>5 Ha (9,6 12,1 10,6 × 6,1) ER (12,1 9,1 × 6,1)<br>16W Der 1(50) 6(12,5) 8(5) 2(2) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 123,5t (hvf) 13kn |
| 7902178<br>C6DK<br>372989<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRAZIL GLORY**<br>**Globtik Holdings Ltd.**<br>Globtik Management Ltd.<br>Nassau Bahamas | **54 094**<br>36 343<br>88 389 | AB | **1981** Ishikawajima do Brasil—Rio de Janeiro (122)<br>246,84(BB) 39,93 13,020<br>236,81 39,91 19,03<br>1 dk | **M Tanker**<br>SBT COW IGS<br>11 Ta ER<br>L.(oil) 102 495 HeCls. BC | Vee Oil 4SA 10Cy. 570 × 620 sr geared to sc. shaft<br>15 000bhp (11 033kW) Pielstick<br>Ishikawajima do Brasil Brazil<br>Gen 1 × 800kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 2 428,5t (hvf) 15kn |
| 7916208<br>ELAV3<br>6967<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAZIL VENTURE**<br>**Boston Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **18 610**<br>13 250<br>32 680 | ✠100A1<br>bulk carrier<br>timber deck cargoes<br>✠LMC<br>EL Jt 605,0/66,0U3(a)<br>FN 7258 | **1981**-3 Kanda Zosensho K.K.—Kure (256)<br>183,01(BB) 27,69 10,875<br>170,01 27,60 15,09<br>P 26,9 F 15,9 1 dk<br>rf nil<br>7BH WB17843T incl. STs Nos. 2-5 holds 5037T No. 3 hold 7984T | **M Bulk Carrier**<br>5 Ho 23,0 30,4 23,0 30,4 21,4 ER<br>G.41 173 B.38 615<br>5 Ha (stl) (16,6 × 12,9) (25,1 19,2 25,1 19,2 × 20,4) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>12 600bhp (9 268kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 510kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 717,0t (hvf) |

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| **5050878** | **BRAZIL VICTORY** | **7 612** | | | **1944** California SB. Corp.—Los Angeles, Ca | | **S General Cargo** | 2 S Turb dr geared to sc. shaft | |
| WMIF | | 4 555 | | | | (V8) | | 9 350shp (6 877kW) | |
| 245618 | **Government of The United** | 10 869 | | AB | 138,77 18,93 8,706 | | 5 Ho 17,5 13,7 23,4 ER 24,6 | Westinghouse Elec. & Mfg. Co. | |
| Df Esd | **States of America** | | | | 133,05 18,90 11,59 | | 22,8 | | Pittsburgh, Pa |
| Gc | **(Department of Commerce)** | | | | F 26,6 3 dks | | G.14 725 B.12 827 | Gen 2 × 300kW 240V d.c. | |
| | Washington, DC United States | | | | rf nil | | 5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 | Fuel 2 928,0t (o.f.) | 17kn |
| | of America | | | | | | 7,3 × 6,7) | | |
| | | | | | | | 14W Der 1(50) 1(30) 14(5) | | |

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| **6515150** | **BRAZILIAN EXPRESS** | **9 777** | | | **1965** Mitsubishi Heavy Industries Ltd. | | **M General Cargo** | Oil 2SA 9Cy. 750 × 1500 | |
| H8OG | ex Yamaguchi Maru-80 | 5 836 | | | —Nagasaki | (1615) | Ref 4P | 13 000bhp (9 562kW) | |
| 1025 | **Burley Investments Inc.** | 12 671 | | BV (NK) | 161,02(BB) 23,04 9,310 | | 6 Ho 17,6 19,8 18,2 19,8 ER | Mitsubishi Heavy Industries Ltd. | Nagasaki |
| 0-80 | Panama Panama | | | | 149,99 23,00 12,81 | | 21,4 17,9 | Gen 2 × 480kW 450V 60Hz a.c. | |
| Df Esd | | | | | P 9,8 F 25,0 2 dks, pt 3rd dk | | G.20 473 B.18 921 In.435 | Fuel 1 563,5t (hvf)-45,0pd | 22kn |
| Gc Pfd | | | | | RW rf 318 | | 6 Ha (stl) (8,2 × 4,5) (11,0 × 6,4) | | |
| Rdr RTm | | | | | | | (11,9 14,4 × 8,0) ER (12,8 × 8,0) | | |
| | | | | | | | (9,6 × 6,4) | | |
| | | | | | | | 20W Der 2(20) 2(10) 16(6) | | |

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| **7394242** | **BRAZILIAN EXPRESS** | **6 042** | | | **1975** Hashihama Zosen—Imabari | (563) | **M General Cargo** | Oil 2SA 6Cy. 520 × 900 | |
| DZCF | ex Nancy Moon-77 | 4 111 | | | 127,97 18,34 7,773 | | | 6 000bhp (4 413kW) | Mitsubishi |
| | **Vroon B.V.** | 10 058 | | BV (NK) | 119,00 18,31 9,91 | | 4 Ho ER | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | Manila Philippines | | | | P 23,8 F 10,7 1 dk | | G.13 035 B.12 449 | Diesels Ltd.) | Yaizu |
| Gc Pfd | | | | | | | 4 Ha (16,0 16,4 15,7 15,7 × 8,9) ER | Fuel 956,0t-23,5pd | 17kn |
| Rdr | | | | | | | Der 2(20) 2(15) | | |

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| **7358169** | **BRAZILIAN FRIENDSHIP** | **48 938** | | | **1977** Taiwan SB. Corp.—Keelung | (41) | **M Ore/Oil Carrier** | Oil 2SA 8Cy. 900 × 1550 | |
| 6ZOV | | 35 780 | | | 253,02 15,145 | | CBT | 23 200bhp (17 065kW) | Sulzer |
| 5846 | **Crystal Maritime Inc.** | 93 070 | | AB | 240,27 36,81 20,63 | | 16 Ta ER | Ishikawajima Harima Heavy Ind. | Japan |
| Df Esd | Golden Peak Maritime Agencies | | | | 1 dk | | L.(oil) 107 974 Ore 50 746 HeCls. B | Fuel 187,0t (d.o.) 3 119,5t (hvf)-73,5pd | |
| Gc Pfd | Ltd. | | | | | | 1 Ha (stl) (11,9 × 8,5) 7 Ha (stl) (each | | 15,5kn |
| Rdr RT | Monrovia Liberia | | | | | | 14,2 × 10,2) ER | | |

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| **7360887** | **BRAZILIAN HOPE** | **177 044** | | | **1976** A.G. "Weser"—Bremen | (1392) | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| 5LEX | Launched as World Giant | 153 290 | | | 369,99 64,06 22,611 | | COW IGS CBT | 44 380shp (32 644kW) | General Electric |
| 5569 | **Latin America Energy** | 392 809 | | AB | 355,99 63,99 28,58 | | 20 Ta ER | A.G. "Weser" | Bremen |
| Df Esd | **Transport Co. Inc.** | | | | F 18,6 1 dk | | L.(oil) 474 774 HeCls. B | Gen 2 × 2000kW a.c. | |
| Gc Pfd | Golden Peak Maritime Agencies | | | | rf nil | | | Fuel 274,0t (d.o.) 8 814,5t (hvf)-196,0pd | |
| Rdr RT | Ltd. | | | | | | | | 18kn |
| | Monrovia Liberia | | | | | | | | |

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| **7382081** | **BRAZILIAN MARINA** | **150 517** | **✠100A1** | CS 2/81 | **1976**-7 Verolme Dok & Schpsb. | | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| 5LVZ | | 126 406 | oil tanker (cc) | | —Rozenburg, Rotterdam | (886) | IGS | 35 526shp (26 132kW) | General Electric |
| 5643 | **International Bulkers Corp.** | 319 226 | crude oil—defined | | 352,61(BB) 55,43 22,359 | | pt higher tensile steel | Verolme Machinefabriek | Ijsselmonde |
| Df Esd | Monrovia Liberia | | ballasting | | 336,00 55,40 28,55 | | 24 Ta ER | WTB 73kgf/cm$^2$ (71,6bar) (Spt 513°C | |
| Gc Pfd | | | **✠LMC** | **UMS** | 1 dk | | L.(oil) 384 486 HeCls. B | 69kgf/cm$^2$ (67,7bar)) hs3516,3 | |
| Rdr RT | | | **IGS** | | rf nil | | | WTB 70,8kgf/cm$^2$ (69,5bar) hs789,7 | |
| | | | | EL E* 4⅝"U3 | 11BH WB33717T incl. ballast only tank | | | Gen 1 × 1400kW 1 × 1200kW | |
| | | | | FN 28208 | 20627T | | | 1 × 600kW 450V 60Hz a.c. | |
| | | | | RI | | | | Fuel 7 686,0t (o.f.) 136,0t (d.o.) | 15,75kn |

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| **7379890** | **BRAZILIAN PRIDE** | **176 007** | **✠100A1** | SS 12/80 | **1975**-8 Mitsui SB. & Eng. Co. Ltd. | | **S Tanker** | 2 S Turb dr & tr geared to sc. shaft | |
| D5FI | ex Malmros Mariner-78 | 151 722 | oil tanker | | —Ichihara | (996) | IGS | 45 000shp (33 100kW) | Stal-Laval |
| 6262 | **Latin America Petroleum** | 372 201 | **✠LMC** | **UMS** | 363,69(BB) 63,48 22,651 | | pt higher tensile steel | Mitsui SB. & Eng. Co. Ltd. | Tamano |
| Df Esd | **Carriers Inc.** | | **IGS** | | 348,01 63,40 28,71 | | 28 Ta ER | 2 WTB 75kgf/cm$^2$ (73,6bar) Spt 515°C | |
| Gc Pfd | Golden Peak Maritime Agencies | | | EL G* 5"U3 | 1 dk | | L.(oil) 459 135 HeCls. B | 63,6kgf/cm$^2$ (62,4bar) hs4245,6 | |
| Rdr | Ltd. | | | FN 32056 | rf nil | | | sg 11kgf/cm$^2$ (10,8bar) | |
| RTm/h/v | Monrovia Liberia | | | | 10BH WB44465T incl. 36906T in clean | | | Gen 1 × 1400kW 2 × 750kW | |
| | | | | | ballast tanks | | | 450V 60Hz a.c. | |
| | | | | | | | | Fuel 16 100,0t (o.f.)-219,5pd | 18kn |

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| **7383085** | **BRAZILIAN REEFER** | T.Mk | | | **1975** Drammen Slip & Verk.—Drammen | | **M General Cargo** | 2 Vee Oil 4SA each 18Cy. 400 × 460 | |
| C6DH | ex Bremerhaven-81 | **5 877** | | | | (80) | Ref. | geared to sc. shaft | |
| 372981 | **Frigg Shipping Ltd.** | 3 324 | | GL | 143,41(BB) 21,52 —/9,424 | | Ice strengthened | 23 400bhp (17 212kW) | Pielstick |
| Df Esd | J. Lauritzen A/S | 5 100 | | | 136,00 21,49 12,50 | | 4 Ho 15,1 28,8 22,8 ER 15,8 | Blohm + Voss A.G. | Hamburg |
| Gc Rdr | Nassau Bahamas | **8 413** | | | F 38,5 3 dks, 4th dk in Nos. 2 & 3 holds | | 11 TwD | | 23,5kn |
| RTm/h/v | | 5 284 | | | | | In.13 882 | | |
| | | 11 300 | | | | | 4 Ha (stl) (7,4 7,4 7,4 × 7,0) ER (7,4 | | |
| | | | | | | | × 7,0) | | |
| | | | | | | | 8W Der 8(5) | | |

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| **7235238** | **BRAZILIAN SKY** | **31 860** | | | **1973** Sumitomo SB. & Mchy. Co. Ltd. | | **M Bulk Carrier** | Oil 2SA 6Cy. 760 × 1550 | |
| 6ZXJ | ex Gohyo-82 | 23 147 | | | —Uraga Shipyard, Yokosuka | (954) | Wood-chip | 12 000bhp (8 827kW) | Sulzer |
| 4385 | **Eastwood Shipping Corp.** | 37 190 | | BV | 195,99(BB) 29,44 10,827 | | 6 Ho 28,6 22,1 24,0 20,8 22,4 | Sumitomo SB. & Mchy. Co. Ltd. | Tamashima |
| Df Esd | European Navigation Inc. | | | | 187,99 29,41 20,81 | | 27,9 ER | Gen 3 × 620kW 445V 60Hz a.c. | |
| Gc Pfd | Monrovia Liberia | | | | 1 dk | | G.76 566 HeCls. ptB | Fuel 160,5t (d.o.) 1 784,0t (hvf)-41,0pd | |
| Rdr | | | | | rf nil | | 6 Ha (stl) (14,0 13,5 13,5 13,5 13,5 | | 15kn |
| RTm/h/v | | | | | | | 14,4 × 13,4) ER | | |
| | | | | | | | Cr 3(10,5) | | |

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| **7379888** | **BRAZILIAN SPLENDOUR** | **176 052** | **✠100A1** | SS 12/79 | **1974**-12 Mitsui SB. & Eng. Co. Ltd. | | **S Tanker** | S Turb dr & tr geared to sc. shaft | |
| 6ZDB | ex Hemland-77 | 153 504 | oil tanker | | —Ichihara | (995) | IGS | 45 000shp (33 100kW) | Stal-Laval |
| 6082 | **United Oil Carriers Inc.** | 372 201 | **✠LMC** | **(UMS)** | 363,00(BB) 63,45 22,658 | | pt higher tensile steel | Mitsui SB. & Eng. Co. Ltd. | Tamano |
| Df Esd | Golden Peak Maritime Agencies | | **IGS** | | 348,01 63,40 28,71 | | 28 Ta ER | 2 WTB 75kgf/cm$^2$ (73,6bar) (Spt 515°C | |
| Gc Pfd | Ltd. | | | EL G* 5"U3 | 1 dk | | L.(oil) 459 130 HeCls. B | 63,6kgf/cm$^2$ (62,4bar)) hs4245,6 | |
| Rdr | Monrovia Liberia | | | FN 32056 | rf nil | | | sg 11kgf/cm$^2$ (10,8bar) | |
| RTm/h/v | | | | | 10BH WB44465T | | | Gen 1 × 1400kW 2 × 750kW | |
| | | | | | | | | 445V 60Hz a.c. | 18kn |
| | | | | | | | | Fuel 16 100,0t (hvf)-219,5pd | |

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| **7516125** | **BRAZILIAN TRADER** | **69 338** | **✠100A1** | | **1977**-11 Kawasaki Heavy Ind. Ltd. | | **M Ore/Oil Carrier** | Oil 2SA 9Cy. 900 × 1600 | MAN |
| 5LSB | | 54 718 | ore or oil carrier | | —Sakaide | (1249) | IGS | 28 800bhp (21 184kW) | Kobe |
| 6010 | **Kornal Trade & Finance Inc.** | 137 586 | **✠LMC** | **UMS** | 273,24(BB) 44,07 16,390 | | pt higher tensile steel | Kawasaki Heavy Ind. Ltd. | |
| Df Esd | Monrovia Liberia | | **IGS** | | 260,00 44,00 22,20 | | 5 Ho 37,5 39,6 39,6 39,6 39,6 | WTAuxB (o.f.) 24kgf/cm$^2$ (23,6bar) | |
| Gc Pfd | | | | EL W† 742,5/95,0U3 | F 20,8 1 dk | | ER | e(ex.g) 30kgf/cm$^2$ (29,5bar) | |
| Rdr RT | | | | FN 17212 | rf 102 | | L.(oil) 166 429 Ore 75 497 | Gen 3 × 900kW 450V 60Hz a.c. | |
| | | | | | 9BH WB58795t incl. ST 9968t | | 1 Ha (stl) (9,4 × 9,4) 9 Ha (stl) (each | Fuel 677,0t (d.o.) 8 256,5t (hvf)-95,0pd | 15,25kn |
| | | | | | | | 13,1 × 9,4) ER | | |
| | | | | | | | Der 2(15) | | |

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| 7816113<br>ELCZ<br>5873<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRAZILIAN VITORIA**<br><br>**Gem Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | Ore<br>—<br>—<br>139 774<br>Oil<br>**69 339**<br>54 718 | **✠100A1** SS 3/82<br>ore or oil carrier<br>**✠LMC** **UMS**<br>**IGS**<br>EL Wt 3¾"U3<br>FN 17212 | **1977**-5 Kawasaki Heavy Ind. Ltd.—Sakaide (1248)<br>273,24(BB) 44,07 16,390<br>260,00 44,00 22,20<br>F 20,8 1 dk<br>rf 102<br>9BH WB58795T incl. ST9968T | **M Ore/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>5 Ho 37,5 39,6 39,6 39,6 39,6<br>10 Wing Ta 2 Ta ER<br>L.(oil) 166 429 Ore 75 497<br>10 Ha (stl) ER<br>2W Der 2(15) | Oil 2SA 9Cy. 900 × 1600<br>28 800bhp (21 184kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>WTAuxB (o.f.) 24kgf/cm$^2$ (23,6bar)<br>e(ex.g) 30kgf/cm$^2$ (29,5bar)<br>Gen 3 × 900kW 450V 60Hz a.c.<br>Fuel 517,0t (d.o.) 7 638,5t (hvf)-96,5pd<br>15,25kn |
| 5060892<br>KQYK<br>247583<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BRAZOS**<br>ex Santa Paula-55<br>**Sabine Towing &**<br>**Transportation Co. Inc.**<br>Baltimore, Md United States of America | **13 903**<br>10 452<br>24 354 | AB | **1945** (Aft section) Sun SB. & Dry Dock Co. —Chester, Pa (482)<br>**1967** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>177,86 22,61 9,932<br>168,87 22,56 13,26<br>RQD 33,0 B 17,4 F 19,6 1 dk<br>rf 89 len 67 | **T-E Tanker**<br><br>27 Ta ER<br>L.(oil) 24 041 HeCls. B | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 525kW 440V 60Hz a.c.<br>Fuel 2 026,5t (hvf)-56,5pd 15kn |
| 8206870 | **BRAZOS EXPRESS**<br><br>**Offshore Express Inc.**<br>United States of America | **285**<br>—<br>1 200 | AB (Class cont.) | **1982** Offshore Boatbuilding Company —Palatka, Fl (25)<br>... ... ...<br>... ... ... | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br><br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 8119974<br>WRA9<br>600<br>647353<br>Esd Gc<br>Rdr<br>RTh/v | **BRAZOS MOON**<br><br>**Jackson Marine Corp.**<br>Corpus Christi, Tx United States of America | **283**<br>189<br>454 | AB | **1982** Goldston Shipbuilding Corp.—Corpus Christi, Tx (110)<br>48,39 3,736<br>46,03 11,60 4,27<br>F 15,3 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 170 × 190 reverse reduction geared to sc. shafts<br>2 110bhp (1 552kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 158,0t (d.o.)-6,5pd 12kn |
| 7819149<br>WXS9<br>700<br>599417<br>Esd Rdr<br>RT | **BRAZOS SEAHORSE**<br><br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **246**<br>167<br>750 | AB | **1978** Halter Marine Inc.—Moss Point, Ms (727)<br>56,70 3,664<br>51,82 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 98kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 5107310<br>H07564<br>2538-<br>PEXT2<br>Df Esd<br>Rdr<br>RTh/v | **BREA**<br>ex Corbit One-81 ex Rio Tar-77<br>ex Esso Emden-72<br>**Naviera Sanamar S.A.**<br>Panama Panama | **921**<br>503<br>1 596 | GL | **1959** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1067)<br>68,66 11,00 4,430<br>63,91 10,90 4,70<br>P 14,7 B 18,0 F 10,1 1 dk<br>rf 102 | **M Tanker**<br>Bitumen<br>Ice strengthened<br>8 Ta ER<br>L.1 785 HeCls. C | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 115V d.c.<br>Fuel 67,5t (d.o.)-5,0pd 12kn |
| 7906253<br>YQII<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREADZA**<br><br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | RNR | **1979** Santierul Naval Constantza —Constantza (76100014)<br>219,82 32,19 12,401<br>205,37 17,00<br>1 dk | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t (hvf) 16,25kn |
| 7802756<br>SHYI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREANT**<br><br>**Partrederiet for m/s Breant**<br>Goteborg Sweden | **1 599**<br>838<br>3 328 | **✠100A1**<br>roll on—roll off cargo ship<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL V 495,0/48,0U2<br>FN 2825 | **1979**-11 Karlskronavarvet AB—Karlskrona (403)<br>110,01 16,79 4,601<br>103,03 16,51 10,90<br>RAD 16,8 2 dks<br>rf nil<br>2BH to U dk, 2 to 2nd dk WB2266T incl. STs in hold 785T | **M RoRo Cargo**<br><br>Stern door<br>Mchy.aft | Vee Oil 4SA 18Cy. 280 × 320 sr geared to sc. shaft<br>3 990bhp (2 935kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 336kW 3 × 180kW 450V 60Hz a.c. 1 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 60,5t (d.o.) 339,0t (hvf) 14kn |
| 5050945<br>GMIT<br>167954<br>Esd RTv | **BRECKLAND**<br><br>**Humber Work Boats (Barton) Ltd.**<br>King's Lynn United Kingdom | **418**<br>167<br>888 | ✠Classed LR until 10/62 | **1960**-10 Henry Scarr Ltd.—Hessle (770)<br>42,22 10,11 2,915<br>39,63 9,76 3,28<br>RQD 15,3 1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Dredging depth 15,2<br>1 Ho 12,5 ER<br>Hopper 268<br>Cr 1(5,5) | Oil 4SA 8Cy. 248 × 267 with flexible coupling & sr reverse geared to sc. shaft<br>830bhp (611kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) 9,75kn |
| 7224071<br>PDFO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREDA**<br>ex Gordian-76<br>**Koninklijke Nederlandsche Stoomboot-Maatschappij B.V. (KNSM) (Royal Netherlands Steamship Co.)**<br>Amsterdam Netherlands | T.Mk<br>**7 021**<br>4 157<br>13 712<br>**9 954**<br>6 624<br>16 350 | NV (GL) | **1972** A.G. "Weser" Werk Seebeck —Bremerhaven (958)<br>150,12(BB) 21,04 8,313/9,272<br>139,83 21,01 10,98<br>F 15,0 2 dks<br>rf nil | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 18,2 18,2 17,6 24,9 24,9 ER<br>G.22 304 B.20 406<br>TEU 245<br>C.Ho 185/20'(40') C.Dk 60/20'(40')<br>1 Ha (stl) (12,5 × 7,7) 4 Ha (stl) (12,7 12,7 17,2 12,7 × 10,3) ER<br>12W Der 1(50) 12(10) | Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 496kW 1 × 145kW 440V 60Hz a.c.<br>Fuel 1 190,0t (hvf)-30,5pd 16,5kn |
| 5221570<br>Df Esd<br>Rdr RT | **BREDAL**<br>ex Bredo-72 ex Joruna-68<br>ex Margaret C. Ertel-63<br>**Kaiser Corp. Ltd.**<br>Nassau Bahamas | **1 291**<br>730<br>1 960 | (BV) | **1953** Schiffsw. A. Pahl—Hamburg (303)<br>80,52 10,67 4,433<br>74,40 10,62 4,96<br>P 15,6 RQD 21,1 F 6,1 1 dk<br>RW len 57 | **M General Cargo**<br><br>2 Ho ER<br>G.2 662 B.2 492<br>4 Ha (9,0 9,0 10,7 9,6 × 6,4) ER<br>4W Der 2(10) 2(5) | Oil 4SA 8Cy. 320 × 450<br>925bhp (680kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 101,5t (d.o.) 10,5kn |
| 7002629<br>DIAP<br>11235<br>Df Esd<br>Rdr<br>RTm/v | **BREDENBEK**<br><br>**Partenreederei m.s. 'Bredenbek'**<br>Knohr & Burchard Nfl. (G.m.b.H.) & Co.<br>Hamburg Federal Republic of Germany | **999**<br>623<br>1 804 | GL | **1969** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (704)<br>74,05 (BB) 4,620<br>68,69 10,71 6,00<br>P 27,2 RQD 7,4 B 23,8 F 9,2 2 dks | **M Tanker**<br><br>Ice strengthened<br>8 Ta ER<br>L.(oil) 2 295 HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 90kW 2 × 45kW 380V 50Hz a.c.<br>Fuel 150,0t (d.o.)-4,0pd 11,75kn |

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| **6923876**<br>PDGR<br>Rdr RT | **BREEDBANK**<br>ex Canada-79 ex Breedbank-76<br>**B.V. Nieuwe Rotterdamse Sleepdienst**<br>Rotterdam Netherlands | **253**<br>—<br>— | | **1969** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (683)<br>33,23 9,56<br>31,32 9,20 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 10Cy. 215 × 260<br>N.V. Werkspoor<br>2 Directional propellers<br>Fuel 49,0t | Amsterdam<br>11kn |
| **7511242**<br>ZUBR<br>351174<br>Df Esd<br>Gc Rdr<br>RT | **BREEDE**<br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | **7 551**<br>4 476<br>8 943 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL At 522,5/56,0U2<br>FN 4105 | **1978**-3 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (4800)<br>135,77(BB) 21,06 7,521<br>127,01 21,01 11,31<br>F 14,1 1 dk<br>rf nil<br>10BH WB3381T incl. DTf 155T, Comb. btm & STs in Nos. 2, 3, 5 & 6 holds 1600T, UnDk tank 75T, STs in Nos. 1 & 4 holds 546T | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 408<br>C.Ho 264/20' C.Dk 144/20' incl. 42 ref C.<br>12 Ha (stl) ER<br>Cr 1(35) | 2 Oil 4SA each 8Cy. 450 × 550 sr geared to sc. shaft<br>10 000bhp (7 356kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 4 × 320kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller | Kiel<br>17kn |
| **6515693**<br>HOSZ<br>10845<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREEDEN**<br>ex Polys-82 ex Berry-76<br>ex Bolette-70<br>**Breeden Inc.**<br>Panama Panama | **40 284**<br>25 235<br>78 143 | BV | **1965** Mitsui SB. & Eng. Co. Ltd.—Tamano (707)<br>243,85 36,94 13,044<br>234,70 36,86 16,92<br>1 dk<br>rf 38 | **M Tanker**<br>13 Ta ER<br>L.(oil) 89 736 | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 560kW 450V 60Hz a.c. | B&W<br>Tamano<br>15kn |
| **7211983**<br>PDGJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREEHEES**<br>ex Vaddas-75<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 585**<br>1 119<br>2 998 | NV | **1972** Batservice Verft A/S—Mandal (577)<br>79,96 (BB) 13,80 5,328<br>74,58 13,76 6,53<br>P 15,0 F 8,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,1 25,1 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,8 × 10,1) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW)<br>Nydqvist & Holm<br>Gen 2 × 120kW 1 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 220,0t (hvf)-7,0pd | Polar<br>Trollhattan<br>13kn |
| **7106994**<br>PDGG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREEHELLE**<br>ex Angelika Lehmann-73<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 592**<br>1 117<br>2 980 | BV (NV) | **1971** Batservice Verft A/S—Arendal (567)<br>78,97 (BB) 13,95 5,315<br>74,50 13,76 6,53<br>P 15,0 F 8,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,1 25,1 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,8 × 10,1) ER<br>4W Der 2(10) 2(5) | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 120kW 1 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 265,0t (d.o.)-7,0pd | Koeln<br>12kn |
| **7223039**<br>PDFR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREEHOEK**<br>ex Blankenburg-76<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 583**<br>1 129<br>2 995 | GL (NV) | **1972** Batservice Verft A/S—Mandal (601)<br>78,97 (BB) 13,95 5,331<br>74,50 13,75 6,53<br>P 12,5 F 7,4 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,1 25,2 ER<br>G.3 936 B.3 596<br>2 Ha (stl) (each 20,8 × 10,1) ER<br>4W Der 2(10) 2(5) | Oil 400 × 500<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 120kW 1 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 265,0t (d.o.)-7,0pd | Koeln<br>12,75kn |
| **7120782**<br>PDGL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREEHORN**<br>ex Lyshav-75<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 585**<br>1 117<br>3 036 | NV | **1971** Batservice Verft A/S—Arendal (569)<br>79,96 (BB) 13,80 5,315<br>74,58 13,76 6,53<br>P 15,0 F 8,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,1 25,1 ER<br>G.3 947 B.3 621<br>2 Ha (stl) (each 20,8 × 10,1) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 120kW 1 × 50kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 220,0t (hvf)-7,0pd | Polar<br>Trollhattan<br>13kn |
| **7325643**<br>PDGI<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BREEKADE**<br>ex Mini Cloud-78<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 584**<br>1 221<br>3 068 | NV | **1973** Sterkoder M/V A/S—Kristiansund N. (24)<br>79,91 14,33 5,282<br>74,76 14,30 6,35<br>P 9,2 F 5,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,9 26,9 ER<br>G.4 130 B.3 764<br>2 Ha (stl) (19,8 24,0 × 9,9) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 250 × 300<br>2 800bhp (2 060kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Fuel 254,0t (d.o.)-10,0pd | Trollhattan<br>14kn |
| **7208508**<br>PDGK<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **BREEKANT**<br>ex Keizersgracht-79<br>ex Mini Sun-73<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 599**<br>1 223<br>3 068 | NV | **1972** Sterkoder M/V A/S—Kristiansund N. (21)<br>79,91 14,33 5,284<br>74,76 14,30 6,35<br>P 9,2 F 5,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,9 26,9 ER<br>G.4 130 B.3 764<br>2 Ha (stl) (19,8 24,0 × 9,9) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 250 × 300<br>2 800bhp (2 060kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Fuel 188,0t (d.o.) | Polar<br>Trollhattan<br>14kn |
| **7405065**<br>PDGP<br>Df Esd<br>Gc Rdr<br>RT | **BREEZAND**<br>**P. A. van Es & Co. B.V.**<br>Rotterdam Netherlands | **1 586**<br>1 048<br>3 200 | **✠100A1** SS 3/80<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1452 | **1975**-1 Martin Jansen Schiffswerft u. Mfbk. —Leer (131)<br>79,51 (BB) 13,62 5,550<br>72,01 13,50 6,66<br>P 15,0 F 7,7 1 dk<br>rf 483<br>3BH WB775T | **M General Cargo**<br>1 Ho ER<br>G.3 766 B.3 341<br>2 Ha (stl) (each 18,5 × 10,2) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 72kW 1 × 32kW 231/400V 50Hz a.c. | Kiel<br>12,5kn |
| **6408084**<br>J4NH<br>316<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREEZE**<br>ex Howard Smith-79<br>ex Hoegh Helm-69<br>**Avra Compania Naviera S.A.**<br>Chios Greece | **35 082**<br>20 664<br>59 215 | AB (NV) | **1964** Kieler Howaldtswerke A.G.—Kiel (1130)<br>235,64 32,29 12,516<br>222,82 32,20 16,41<br>P 52,2 B 32,0 F 22,9 1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>8 Ho 18,2 18,2 17,9 18,2 18,1 18,1 18,1 18,1 24 Ta ER<br>G.27 552 L.(oil) 70 213 HeCls. BC<br>8 Ha (stl) (each 12,1 × 9,9) ER<br>Cr 2(10) Der 1(3) 1(1) | Oil 2SA 8Cy. 850 × 1700<br>17 600bhp (12 946kW)<br>Kieler Howaldtswerke A.G.<br>Gen 1 × 550kW 2 × 350kW 440V 60Hz a.c.<br>Fuel 3 600,0t (hvf)-61,0pd | Gotaverken<br>Kiel<br>15kn |
| **5041621**<br>DZAZ<br>211770<br>RTh | **BREEZE**<br>ex Bentong-66<br>**Madrigal Shipping Co. Inc.**<br>Manila Philippines | **2 128**<br>1 188<br>1 510 | *Classed BC until 8/66 | **1946**-4 Grangemouth Dockyard Co. Ltd. —Grangemouth (467)<br>67,82 11,13 4,896<br>64,01 11,10 6,61<br>F 8,0 2 dks<br>RW rf 152 | **M General Cargo** 7P<br>2 Ho 13,8 24,2 ER<br>B.2 305<br>2 Ha (6,6 14,6 × 4,2) ER<br>Der 2(10) 4(5) | Oil 2SA 5Cy. 350 × 620<br>800bhp (588kW)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 50kW 220V d.c.<br>Fuel 75,0t (d.o.) | Greenock<br>9kn |
| **5200459**<br>VYLX<br>178231<br>Rdr RT | **BREEZE**<br>ex Seaspan Breeze-78<br>ex La Brise-72 ex Sea Giant-60<br>**Breeze Enterprises Inc.**<br>Victoria, B.C. Canada | **182**<br>36<br>— | | **1944** Pacific Boat Building Co.—Tacoma, Wa<br>30,48 7,42 4,268<br>7,37 | **Wood M Tug**<br>1 Ho 4,5<br>1 Ha (1,9 × 2,5) | Vee Oil 4SA 12Cy. 159 × 203 NE 62<br>Caterpillar Tractor Co. | Peoria, Illinois<br>11kn |

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| 7229473<br>FSOF<br>Esd Rdr<br>RT | **BREHAT**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>St. Nazaire France | **282**<br>25<br>217 | | BV | **1972** Soc. des At. Francais de l'Ouest—St. Nazaire<br>34,50 9,20 4,522<br>29,93 8,79 4,75<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 260 × 280 reverse reduction geared to sc. shaft<br>Crepelle et Cie. Lille<br>12kn |
| 6506264<br>LNYK<br>16204<br>Df Esd<br>Rdr RT | **BREISTRAND**<br>ex Andenesfisk V-78<br>ex Andenesfisk II-73<br>**Arne Bye & Co. K/S**<br>Sortland Norway | **297**<br>127<br>— | | NV | **1965** Kaarbos M/V A/S—Harstad (46)<br>35,23 8,06 4,325<br>29,01 8,01<br>1 dk<br>BK 81 | **M Fishing**<br>Stern Trawler<br>1 Ho<br>1 Ha (3,9 × 2,9)<br>1W Der 1(2) | Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW) NE 79<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 94kW 1 × 68kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 5426510<br>LMRW<br>11766<br>Df Gc<br>Rdr RT | **BREISUND**<br>ex Pol XII-63<br>**Elling Aarseth & Co. A/S**<br>Alesund Norway | **437**<br>192<br>— | *Classed BC until 11/62 | | **1947**-11 Smith's Dock Ltd.—South Bank, Middlesbrough (1168)<br>48,65 8,41 4,274<br>45,27 8,39 4,73<br>1 dk<br>BK 191 conv Whaler 63 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW) E made61 fitted63<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7107613<br>C4UN<br>380797<br>Gc Rdr<br>RT | **BREITHORN**<br>ex Shigekawa Maru-76<br>**Iron Maritime Co. Ltd.**<br>Contal Shipping Ltd.<br>Limassol Cyprus | **3 266**<br>2 295<br>3 607 | | BV | **1971** Kanda Zosensho K.K.—Kure (156)<br>108,34 13,82 6,341<br>102,04 13,80 9,05<br>P 20,5 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 241 B.3 934<br>2 Ha (stl) (14,1 29,9 × 6,8) ER<br>Der 3(15) 1(5) | Oil 4SA 6Cy. 510 × 840<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 547,5t-10,5pd 15,5kn |
| 7038874<br>Y4CN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREITLING**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **2 876**<br>1 228<br>2 500 | | DSRK | **1968** Okean Shipyard—Nikolayev<br>99,35 14,03 5,611<br>94,60 7,24<br>1 dk | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>In.3 270<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 700kW d.c. connected to 1 elec. motor & geared to sc. shaft Kharkov<br>Gen 2 × 180kW 127V d.c.<br>14kn |
| 5121938<br>ZGRF<br>399516<br>Df Esd<br>RT | **BREITUSS**<br>ex Lindbak-73 ex Knarr-71<br>ex Frode-65<br>**Deeps Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **377**<br>165<br>554 | | NV | **1954** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (545)<br>47,27 7,80 3,201<br>42,78 7,78 3,51<br>P 14,1 F 7,1 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 27,3 ER<br>G.708 B.671<br>1 Ha (20,4 × 4,8) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 20,5t (d.o.) 9,75kn |
| 5163077<br>LNNY<br>18248<br>Df Esd<br>Pfd Rdr<br>RTm | **BREIVAAG**<br>ex Ardea-74 ex Iris Clausen-65<br>**Vaagan Sparebank**<br>Svolvaer Norway | **288**<br>133<br>457 | Classed LR until 28/10/77 | (BV) | **1959** Brodogradiliste "Titovo"—Kraljevica (363)<br>47,73 8,77 3,658<br>42,58 8,54 5,49<br>Ba 11,9 B 11,6 1 dk<br>RW rf 64 conv Livestock Carrier 74 | **M General Cargo**<br>1 Ho 25,8 ER<br>G.1 149 B.1 091<br>2 Ha (8,2 13,1 × 6,3) ER<br>1W Der 1(2) | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW) NE 9/76<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 45kW 1 × 20kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 10,5kn |
| 7006819<br>FNSR<br>Df Esd<br>Gc Rdr<br>RTm/h | **BREIZH-IZEL**<br>ex Iniochos Express-80<br>ex Rata Hills-78 ex Wanaka-76<br>**Sealines Transport Corp.**<br>B. A. I. S.A. Brittany Ferries (Bretagne-Angleterre Irlande)<br>Morlaix France | **2 708**<br>766<br>2 601 | ✠**100A1**<br>✠**LMC** | CS 1/80<br>EL V $1\frac{7}{8}$"U2<br>FN 2875 | **1970**-4 Taikoo Dockyard & Eng. Co. —Quarry Bay, Hong Kong (598)<br>111,66(BB) 17,18 4,441<br>103,03 17,07 10,83<br>B 29,6 2 dks<br>RW rf 152<br>NS Coll BH to U dk 9 to 2nd dk WB1513t incl. DTf156t | **TM Passenger/RoRo Cargo/Ferry**<br>63bth 7dk P<br>Stern door<br>B.5 699 | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>11 300bhp (8 312kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 337,5t (d.o.) 17,5kn |
| 7423055<br>TFGS<br>1459<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREKI**<br>ex Gudmundur Jonsson-78<br>**Fiskimjolsverksmidjan**<br>Vestmannaeyjar Iceland | **491**<br>196<br>— | | NV | **1976** Slippstodin h/f—Akureyri (57)<br>49,92<br>39,10 9,52 4,40<br>F - 1 dk<br>rf 500 BK 254 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Vee Oil 4SA 12Cy. 225 × 300<br>1 860bhp (1 368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 192kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 7040176<br>UBKQ<br>M-24743 | **BREKSIS**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **508**<br>174<br>244 | | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,409<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) E made69 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11kn |
| 7360875<br>6ZDY<br>5793<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMEN**<br>ex Vassiliki Colocotronis-76<br>**Beta Tanker Shipping Inc.**<br>Kosmos Bulkschiffahrt G.m.b.H.<br>Monrovia Liberia | **176 008**<br>152 277<br>379 999 | | AB | **1975** A.G. "Weser"—Bremen (1391)<br>369,99 21,997<br>356,50 63,99 28,58<br>1 dk<br>rf nil | **S Tanker**<br>24 Ta ER<br>L.(oil) 484 456 HeCls. B<br>Cr 2(5) Der 2(20) 2(2) | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel-224,5pd 16kn |
| 7217999<br>DFCX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMEN**<br>**'Nordsee' Deutsche Hochseefischerei G.m.b.H.**<br>Bremerhaven Federal Republic of Germany | **3 180**<br>1 361<br>— | | GL | **1972** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (483)<br>92,00 (BB) 5,398<br>82,20 15,02 9,56<br>B & F 67,7 2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Der 2(3) | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shaft<br>4 800bhp (3 531kW)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>15,5kn |
| 7711787<br>DEFE<br>15588<br>Df Esd<br>Gc Rdr<br>RTm/h | **BREMEN**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **279**<br>—<br>— | | GL | **1978** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1186)<br>31,53 3,801<br>28,07 8,91 4,32<br>1 dk<br>widened 78 | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>MaK. Maschinenbau G.m.b.H. Kiel<br>13,5kn |

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|---|---|---|---|---|---|---|
| **7207061**<br>DDUT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREMEN EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Bremen Federal Republic<br>of Germany | **57 535**<br>37 573<br>48 064 | GL | **1972** Bremer Vulkan A.G.—Vegesack<br>(977)<br>289,54(BB) 32,31 12,701<br>279,00 32,24 25,00<br>B & F - 1 dk | **S Container Ship**<br>Fixed-guides<br>8 Cell.Ho 15,5 30,3 28,5 29,7<br>28,5 28,9 ER 28,9 30,4<br>TEU 2952<br>C.Ho 1152/20' 434/40' C.Dk<br>932/20' incl. 100 ref C.<br>30 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>81 100shp (59 654kW) Stal-Laval<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 1800kW 2 × 900kW<br>450V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 10 478,0t (o.f.) 297,0t (d.o.)-193,0pd<br>23kn |
| **6612441**<br>JKKU<br>99443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREMEN MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **10 430**<br>5 973<br>12 550 | NK | **1966** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(742)<br>166,02(BB) 23,25 9,005<br>156,01 23,19 12,91<br>P 33,3 F 28,1 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>6 Ho<br>G.22 364 B.20 706 In.648<br>6 Ha (stl) (8,2 × 5,4) (10,9 × 7,0)<br>(14,4 11,9 11,9 × 8,9) (12,8 ×<br>5,4)<br>16W Cr 3(10) Der 1(30) 16(6) | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 360kW 450V a.c.<br>Fuel 1 539,5t-62,5pd<br>22,75kn |
| **5051171**<br>9HBM<br>0027<br>Df Esd<br>Rdr RTv | **BREMEN TERRIER**<br>ex Bremen-65<br>**Mediterranean Towage Co. Ltd.**<br>Valletta Malta | **138**<br>41<br>— | (GL) | Lch.**1945** Cmpl.**1952** Scheepswerven<br>Gebr. Niestern—Delfzijl<br>*29,02* 6,63<br>6,58 3,15<br>1 dk<br>R | **M Tug** | Oil 4SA 6Cy. 400 × 460<br>E made44 fitted—<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 1 × 60kW 1 × 40kW 220V d.c.<br>Thw. thrust propeller aft<br>Fuel 61,0t (d.o.)<br>10kn |
| **7639616**<br>DGSJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREMER FLAGGE**<br>ex Schwinge-77<br>**J.E. Ahrens K.G.**<br>Hamburg Federal Republic<br>of Germany | **999**<br>681<br>2 389 | GL | **1977** Nitchitsu Industry K.K.—Matsuura<br>(013)<br>86,52 (BB) 4,860<br>77,02 13,01 7,62<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,2 ER<br>G.4 750 B.4 623<br>TEU 140 C. 140/20'<br>1 Ha (stl) (50,3 × 10,2) ER | Oil 4SA 6Cy. 320 × 420 reduction geared<br>to sc. shaft<br>2 100bhp (1 545kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>12,5kn |
| **7324871**<br>DIJC<br>Df Esd<br>Gc Rdr<br>RTm/v | **BREMER HANDEL**<br>ex Birte Ritscher-82<br>ex Bell Voyager-79<br>**Bruno Bischoff Reederei**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>324<br>1 491 | GL | **1973** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (698)<br>77,45 (BB) 13,03 3,918<br>68,81 13,01 7,62<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,4 ER<br>G.4 200 B.3 870<br>TEU 122<br>C.Ho 52/20' (40') C.Dk 70/20'<br>(40') incl. 15 ref C.<br>1 Ha (stl) (44,3 × 10,2) ER | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 125kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)<br>13,5kn |
| **7104348**<br>DLBN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BREMER HORST BISCHOFF**<br>**Bruno Bischoff Reederei**<br>Bremen Federal Republic<br>of Germany | T.Mk<br>**1 396**<br>938<br>2 519 | GL | **1971** Rolandwerft G.m.b.h.—Bremen<br>(973)<br>104,63 15,17 5,030<br>95,99 15,02 8,11<br>P 17,7 F 10,4 2 dks | **M General Cargo**<br>9P<br>Ice strengthened<br>2 Ho 31,7 33,5 ER<br>G.6 812 B.6 267<br>2 Ha (stl) (each 25,4 × 10,3) ER<br>Cr 2(11) 2(5) | Vee Oil 4SA 12Cy. 370 × 400 sr geared to<br>sc. shaft<br>4 800bhp (3 531kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 192kW 1 × 54kW<br>380V 50Hz a.c.<br>Fuel 294,5t (d.o.)<br>17kn |
| **6616796**<br>DEIH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMER MERCUR**<br>**Bruno Bischoff Reederei**<br>Bremen Federal Republic<br>of Germany | **498**<br>326<br>1 115 | GL | **1966** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (456)<br>68,13 10,77 3,753<br>61,40 10,71 6,18<br>F 8,0 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 43,9 ER<br>G.2 586 B.2 392<br>2 Ha (stl) (19,8 11,8 × 7,0) ER<br>Cr 3(3) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 1 × 30kW<br>220/380V 50Hz a.c.<br>Fuel 107,5t (d.o.)<br>12kn |
| **7638507**<br>LGZJ<br>19173<br>Df Esd<br>Gc Rdr<br>RT | **BREMER NORDEN**<br>ex Coaster Emmy-82<br>**K/S A/S Saetreship**<br>Saetre Invest V & Harold Saetre<br>Bergen Norway | **475**<br>317<br>690 | NV | **1978** Johan Drage A/S—Rognan i Saltdal<br>(377)<br>63,28 11,03 3,798<br>58,30 11,00 8,03<br>1 dk & S dk<br>rf 399 len 79 | **M Pallets Carrier** OSD<br>Side door Stern door<br>Ice strengthened<br>1 Ho ER<br>G.1 869 B.1 784<br>1 Ha (stl) (21,0 × 6,3) ER<br>1W Der 1(28) | Vee Oil 4SA 16Cy. 159 × 203 geared to<br>sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd |
| **7207114**<br>DDQX<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BREMER ROLAND**<br>**Bruno Bischoff Reederei**<br>Bremen Federal Republic<br>of Germany | T.Mk<br>**361**<br>248<br>941 | (NV) | **1972** Hjorungavaag Verksted A/S<br>—Hjorungavaag (16)<br>60,71 9,53 3,518<br>55,00 9,50 3,59<br>2 dks | **M General Cargo**<br>2 Ho 23,0 18,5 ER<br>G.1 798<br>2 Ha (stl) (17,9 16,8 × 7,3) ER<br>2W Der 2(5) | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 50kW 1 × 17kW<br>220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 112,0t (d.o.)<br>11kn |
| **6705298**<br>DEIX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMER SATURN**<br>**Bruno Bischoff Reederei**<br>Bremen Federal Republic<br>of Germany | **498**<br>325<br>1 115 | GL | **1967** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (457)<br>67,98 10,90 3,760<br>61,40 10,80 6,18<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,9 ER<br>G.2 586 B.2 392<br>2 Ha (stl) (19,8 11,9 × 7,0) ER<br>Cr 1(5) 1(3) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 230/440V 50Hz a.c.<br>Fuel 48,0t (d.o.)<br>11,75kn |
| **6710762**<br>DEJB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BREMER URANUS**<br>ex Horst Bischoff-70<br>**Delta Schiffahrtsges. m.b.H. &**<br>**Co. K.G.**<br>Bremen Federal Republic<br>of Germany | T.Mk<br>**498**<br>325<br>1 115 | GL | **1967** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (458)<br>68,08 10,88 3,760<br>61,40 10,80 6,18<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,3 ER<br>G.2 586 B.2 392<br>2 Ha (stl) (19,8 11,9 × 7,0) ER<br>Cr 1(5) 1(3) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 1 × 24kW<br>220/380V 50Hz a.c.<br>Fuel 51,0t (d.o.)<br>11,75kn |
| **7711799**<br>DEFU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BREMERHAVEN**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic<br>of Germany | **279**<br>—<br>— | GL | **1978** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1187)<br>31,53 3,801<br>28,07 10,41 4,53<br>1 dk<br>widened 78 | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 420<br>MaK. Maschinenbau G.m.b.H. Kiel<br>14kn |

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| 7638416<br>UGOO<br>19127<br>Rdr RT | **BREMNES**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **296**<br>110<br>386 | NV | **1978** Skaalurens Skibsbyggeri A/S —Rosendal (228/41)<br>40,16 9,30 3,747<br>35,21 3,79<br>1 dk<br>rf 1448 BK 140 | **M RoRo Cargo**<br>Pallets 200P<br>Side door Ice strengthened<br>1 Ho ER<br>1 Ha (2,9 × 3,5) ER<br>Cr 1(5) | Oil 4SA 6Cy. 230 × 270 sr geared to sc. shaft<br>805bhp (592kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 92kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 23,0t-3,0pd 11,5kn |
| 6051391<br>Rdr | **BREMNESING**<br>ex Bremnes-78<br>**Tartan Arrow (Marine) Ltd.**<br>United Kingdom | **238**<br>118<br>— | (NV) | **1949** Mjellem & Karlsen A/S—Bergen (69)<br>*32,83* 6,84<br>... ... ...<br>1 dk<br>RW | **M Ferry/General Cargo**<br>261P<br>1 Ho 8,9 ER<br>1 Ha (2,3 × 1,8) ER<br>Der 1 | Oil 2SA 6Cy. 265 × 345<br>400bhp (294kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 7,0t (d.o.)-1,5pd |
| 7419365<br>SDFL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BREMON**<br>**Anders F. Patriksson P/R**<br>Skarhamn Sweden | **4 324**<br>2 839<br>6 890 | **✠100A1** SS 6/81<br>Ice Class 1B<br>Ice Class 1A at a draught not exceeding 7.30m<br>**✠LMC** **UMS**<br>EL (M) 0,0/38,0FSWR<br>FN 2970 | **1976**-12 A/B Falkenbergs Varv —Falkenberg (168)<br>120,05(BB) 16,62 6,427<br>111,41 16,49 10,16<br>P 20,5 F 12,5 1dk, trunk dk at sides in way of holds<br>len 79′ len & deepened 82′<br>NS 6BH WB2389T incl. DTsf 91T & TwD tanks 793T | **M General Cargo**<br>2 Ho 47,4 33,6 ER<br>G.9 808 B.9 171<br>2 Ha (stl) (39,6 28,5 × 10,9) ER | Vee Oil 4SA 16Cy. 280 × 320 sr geared to sc. shaft<br>4 240bhp (3 119kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 4 × 166kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 559,0t (d.o.)-15,0pd 14kn |
| 5120207<br>3EKD<br>10414-LI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRENDA**<br>ex Stelios II-81<br>ex Dimitris Giorgis-76<br>ex Frans Gorthon-71<br>**Brenda Shipping Corp.**<br>Universal Red Sea Line S.A.<br>Panama Panama | **3 332**<br>2 027<br>4 791 | **✠100A1** TD 11/72<br>Ice Class 2<br>**✠LMC**<br>EL (u) 1⅞″ ptSQ<br>FN 2114 | **1956**-8 J. Boel et Fils S.A.—Tamise/Temse (1338)<br>101,94 13,39 6,827<br>97,21 13,35 8,39<br>RQD 23,2 F 9,5 2 dks<br>RW rf 102 len 64<br>Coll BH to U dk 5 to 2nd dk WB1212t incl. Tunnel tank 118t DTm315t | **M General Cargo** CSD<br>4 Ho 25,8 4,5 ER 12,4 29,7<br>G.6 484 B.6 005<br>5 Ha (6,6 × 5,4) (9,2 7,9 8,6 7,9 × 6,4)<br>10W Der 1(20) 10(5) | Oil 2SA 6Cy. 520 × 900<br>2 560bhp (1 883kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 110kW 220V d.c.<br>Fuel 558,0t (hvf) 13kn |
| 7049457<br>AMMT-1029 | **BRENDA & RON**<br>**Empresa San Roman S.r.l.**<br>Venezuela | **151**<br>71<br>— | | **1968** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*22,16* 6,84<br>3,54<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| 7603930<br>554097 | **BRENDA GAIL**<br>ex Miss Lynne Marie-74<br>**Ethridge L. Leonard**<br>Wilmington, NC United States of America | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7948108<br>612525 | **BRENDA J**<br>**Will D. Arthur**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,74<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8003216<br>625397<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRENDA JOLENE**<br>**Manuel & Joe Jorge**<br>Los Angeles-Long Beach, Ca United States of America | **1 157**<br>599<br>— | | **1980** J. M. Martinac SB. Corp.—Tacoma, Wa (221)<br>*61,21* 13,26<br>12,81 4,68<br>2 dks | **M Fishing**<br>Tuna Seiner Ref. | Oil 4SA 9Cy. 320 × 420 geared to sc. shaft<br>3 600bhp (2 648kW)<br>MaK. Maschinenbau G.m.b.H. Kiel |
| 7051852<br>WY2171<br>509528 | **BRENDA KAY**<br>**Esther Joy Inc.**<br>Elizabeth City, NC United States of America | **137**<br>93<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13* 6,71<br>3,48 | **M Fishing** | Oil<br>320bhp (235kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7731139<br>582619 | **BRENDA MICHELLE**<br>**James Wescovich & Corley Inc.**<br>Mobile, Al United States of America | **112**<br>76<br>— | | **1977** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Fuel (d.o.) |
| 5134818<br>MTQN<br>184001<br>Df Esd<br>Pfd RT | **BRENDA WILSON**<br>ex Granby Queen-67<br>**Hubert Jones (Trawlers) Ltd.**<br>Lowestoft United Kingdom | **181**<br>65<br>— | ✠Classed LR until 8/71 | **1954**-10 J. Lewis & Sons Ltd.—Aberdeen (245)<br>*31,70* 6,74<br>30,48 6,71 3,28<br>F 5,5<br>RW BK 178 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 265 × 345<br>350bhp (257kW)<br>Crossley Bros. Ltd. Manchester |
| 7904750<br>402057<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRENDELEN**<br>**B. Gill**<br>Sligo Irish Republic | **147**<br>70<br>— | | **1980** Scheepswerf De Amstel—Ouderkerk ((164))<br>26,95 7,40 3,101<br>24,01 7,31 3,71<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 6612269<br>GRYZ<br>306452<br>Rdr RT | **BRENDONIA**<br>**J. Wharton (Shipping) Ltd.**<br>Goole United Kingdom | **604**<br>302<br>837 | **✠100A1** SS 5/79<br>**✠LMC**<br>EL i 1$\frac{1}{16}$″SQ<br>FN 624 | **1966**-6 Goole SB. & Repairing Co. Ltd. —Goole (552)<br>54,03 9,10 3,607<br>49,23 9,00 3,66<br>P 13,8 RQD 16,8 F 6,8 1 dk<br>rf 51<br>NS 3BH WB265t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 11,25kW 45V 50Hz a.c. |
| 7341984<br>200N<br>Esd Rdr<br>RT | **BRENLYN**<br>Launched as Star of Hope<br>**A. Masson**<br>J. Marr & Son Ltd.<br>Fraserburgh United Kingdom | **133**<br>78<br>— | | **1977** George Brown & Co. (Marine) Ltd. —Greenock (278)<br>26,01 7,12 3,201<br>23,37 7,10 4,14<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone Ltd. United Kingdom |

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| **5051482**<br>EBRG<br>23<br>Df Esd<br>RT | **BRENS**<br>**S.I.C.A.R. Ltda. Suministros e Industrias Castro-Rial S.L.**<br>La Coruna Spain | **480**<br>297<br>686 | BV | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (214)<br>52,86 7,98 3,150<br>7,90 4,27<br>1 dk<br>RW len 71 | **M General Cargo**<br>B.977<br>2 Ha<br>2W Cr 2(5) Der 2(5) | Oil 2SA 4Cy. 290 × 500<br>400bhp (294kW)<br>Soc. Espanola de Const. Nav. |
| **7928196**<br>GBMT<br>388543<br>Esd Pfd<br>Rdr RT | **BRENTWOOD**<br>**Bowker & King Ltd.**<br>London United Kingdom | **994**<br>542<br>1 640 | ✠**100A1**<br>oil tanker<br>U.K. home trade service<br>✠**LMC**<br>EL (J) 357,5/28,0U2<br>FN 1024 | **1980**-8 A/S Nordsovaerftet—Ringkobing (142)<br>69,80 11,28 3,760<br>66,35 11,21 4,22<br>P 15,9 Trunk 7,1 F 10,7 1 dk<br>rf 107<br>9BH WB402T incl. DTf196T | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 969 | Oil 4SA 7Cy. 225 × 300 reverse redu geared to sc. shaft<br>999bhp (735kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frede<br>Gen 2 × 39kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **6713647**<br><br>316670<br>Df Esd<br>Gc Pfd<br>Rdr | **BRENYA**<br>ex Dong Won No. 803-81<br>ex Shoei Maru No.18<br>**Atlantic Tuna Complex Ltd.**<br>Takoradi Ghana | **249**<br>97<br>— | KR | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (765)<br>46,33 2,972<br>37,95 7,17 3,43<br>F 4,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.97<br>6 Ha (1,0 × 1,8) (1,2 1,2 1,2 1,2 1,2 × 1,2) | Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd. |
| **5426522**<br>EDYJ<br>2881<br>Df RT | **BREOGAN**<br>**Ramon Casal Mino**<br>La Coruna Spain | **158**<br>68<br>— | | **1963** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.43)<br>30,48 6,53 3,658<br>26,50 6,51 3,81<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 200 351 & 549 × 400<br>200ihp (147kW)<br>E made— fitted63<br>Viuda de Martin Martin Sar<br>Fuel 76,0t (o.f.) |
| **5051547**<br>OXMZ<br>D745<br>Df Esd<br>RTm | **BRESSAY**<br>**Frode Andersen**<br>Hirtshals Denmark | **129**<br>64<br>— | BV | **1960** I/S Orskovs Staalskibsvaerft —Frederikshavn (7)<br>26,65 6,05<br>24,64 6,02 3,18<br>1 dk<br>len 66 | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,4 1,4 × 0,9) | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 71<br>Aabenraa Motorfabrik<br>Fuel 17,5t (d.o.) |
| **7511682**<br>FZXN<br><br>Df Esd<br>Pfd Rdr<br>RT | **BRESSAY BANK**<br>**Societe Courouge, Scaviner & Chauchet**<br>Lorient France | **453**<br>153<br>334 | BV | **1975** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B416/08)<br>45,60 10,60 4,801<br>40,09 10,48 6,86<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 260 × 280<br>1 500bhp (1 103kW)<br>Crepelle et Cie.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) |
| **5180324**<br>YTAC<br><br>Rdr RTv | **BRESTOVA**<br>ex Kalmarsund IV-70<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **215**<br>76<br>85 | JR | **1948** Kalmar Varv A/B—Kalmar (358)<br>38,00 8,56 2,261<br>33,00 8,54 3,20<br>1 dk<br>RW | **M RoRo Cargo/Ferry**<br>Deck Cargo 468dk P | Oil 2SA 6Cy. 250 × 420<br>465bhp (342kW)<br>Atlas-Diesel A/B Sto<br>Gen 1 × 15kW 1 × 10kW 110V d.<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) |
| **6805464**<br>EVTF<br>M-33512<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRESTSKAYA KREPOST**<br>ex Golar Nel-75<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **6 820**<br>3 527<br>7 090 | RS (NV) | **1968** Drammen Slip & Verk.—Drammen (63)<br>139,27 18,04 7,919<br>130,61 18,01 11,64<br>2 dks<br>rf 102 conv Ref. General Cargo 75 | **M Fish Carrier**<br>Ref.<br>4 Ho 23,4 22,4 ER 24,0 21,7<br>In.8 785<br>4 Ha (stl) (7,7 7,4 × 5,0) ER (7,4 7,4 × 5,0)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Win<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 473,5t (hvf)-51,0pd |
| **8120856**<br>DLIU | **BRETAGNE**<br>ex Thea S-82<br>**Tim Schepers & Sohne**<br>Elsfleth Federal Republic of Germany | **5 400**<br>—<br>8 120 | GL (Class cont.) | **1982** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (212)<br>124,01(BB) 18,80 7,721<br>111,03 18,61 10,22<br>2 dks | **M General Cargo**<br>3 Ho 3 TwD ER<br>G.11 048 B.10 704<br>TEU 504<br>C.Ho 258/20' C.Dk 246/20'<br>3 Ha (stl) (6,2 × 10,2) (31,7 37,8 × 15,3) ER<br>Cr 2(40) | Oil 4SA 6Cy. 580 × 600<br>6 000bhp (4 413kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7648174**<br>HO3639<br>9250-PEXT1<br>Gc Rdr<br>RT | **BRETHREN I**<br>ex Tetsuun Maru No. 15-80<br>**Natuna Navigation S.A.**<br>Panama Panama | **499**<br>292<br>1 482 | BV | **1970** Hakata Zosen K.K.—Hakata (75)<br>61,35 4,471<br>57,00 10,00 4,55<br>2dks | **M General Cargo**<br>G.2 060 B.1 846<br>1 Ha (31,7 × 7,0) ER | Oil<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd. |
| **6804563**<br>EAGQ<br>230<br>Df Esd<br>RT | **BRETON**<br>**Naviera Luis de Otero S.A.**<br>Gijon Spain | **936**<br>574<br>1 671 | ✠**100A1** SS 8/81<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 986 | **1968**-3 S.A. Juliana Const. Gijonesa—Gijon (170)<br>4,344<br>63,56 11,00 4,50<br>Ba 12,8 RQD 42,1 F 6,4 1 dk<br>RW rf nil<br>NS 5BH WB456t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 45kW 2 × 20kW 220V d. |
| **7423976**<br>OUNW<br>H713<br>Df Esd<br>Pfd Rdr<br>RT | **BRETON**<br>ex Anny Hadobi-80<br>**K/S Idefix V/YNF 602 ApS**<br>Bodil V. B. Pedersen<br>Esbjerg Denmark | **149**<br>73<br>— | | **1976** Esmadan Skibsvaerft ApS—Esbjerg (90)<br>31,55 6,91 3,048<br>27,49 6,89 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>550bhp (405kW)<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) |
| **8119986**<br><br>641621<br>Df Gc<br>Pfd Rdr<br>RT | **BRETON EXPRESS**<br>**Shearson Equipment Investors**<br>Houma, La United States of America | **284**<br>193<br>1 200 | AB | **1981** Halter Marine Inc.—Calumet, La (1040)<br>3,395<br>48,80 11,60 3,97<br>F 13,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 14 reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd |

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| 7716892<br>590105<br>Esd Gc<br>Rdr RT | **BRETON ISLAND**<br>**Arthur Levy Enterprises Inc.**<br>New Orleans, La United States of America | **273**<br>186<br>— | AB | **1978** Halter Marine Services, Inc.—New Orleans, La (617)<br>56,39 3,658<br>51,85 12,20 4,27<br>F 15,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>E made60 reconditioned & fitted2/78<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7061864<br>271518 | **BRETON ISLAND**<br>**Berwick Marine Salvage Corp.**<br>Morgan City, La United States of America | **174**<br>118<br>— | | **1956** Burton Construction & SB. Corp.—Port Arthur, Tx<br>*37,92* 7,35<br>2,09 | **M Fishing** | Oil<br>600bhp (441kW)<br>............<br>Fuel (d.o.) |
| 7061876<br>WX5456<br>502988 | **BRETON ISLE**<br>**Marlene Frances Corp.**<br>Philadelphia, Pa United States of America | **129**<br>88<br>— | | **1966** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,35<br>3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>............<br>Fuel (d.o.) |
| 7213278<br>WN9169<br>511351 | **BRETON SEAHORSE**<br>ex M. A. Levy-77<br>**Seahorse Cargo Boats Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **199**<br>135<br>— | | **1967** American Marine Corp.—New Orleans, La (972)<br>10,98 3,150<br>47,96 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7302392<br>TFTE<br>1279<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRETTINGUR**<br>**Tangi H/f**<br>Vopnafjordur Iceland | **461**<br>145<br>367 | ✠Classed LR until 5/74 | **1973**-1 Niigata Eng. Co. Ltd.—Niigata (1162)<br>47,05 9,66 4,566<br>41,00 9,50 6,51<br>F 18,6 2 dks<br>rf 787 Box K 305 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 385V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7334709<br>OPUC<br>507<br>Esd Pfd<br>Rdr RTv | **BREUGHEL**<br>**Louis-Albert Demunter & Eugene Savels**<br>Zeebrugge Belgium | **109**<br>39<br>— | | **1966** N.V. Scheepswerven L. de Graeve—Zeebrugge<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | Oil<br>375bhp (276kW) MaK<br>............ |
| 6704426<br>SFAM<br>10836<br>Df Esd<br>Pfd Rdr<br>RT | **BREVIK**<br>Launched as Venern<br>**R/A Brevik**<br>Rolf Eliasson<br>Ockero Sweden | **999**<br>528<br>2 138 | ✠**100A1** SS 5/80<br>oil tanker<br>Ice Class 2<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 1103 | **1967**-6 Karlstads Varv A/B—Karlstad (147)<br>74,55 10,24 4,871<br>68,97 10,22 5,77<br>P 18,9 F 14,1 1 dk<br>rf 178 len & deepened 72<br>9BH | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 536 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 166bhp (858kW)<br>Kloeckner Humboldt Deutz Koeln<br>AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 44kW 1 × 28kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-2,0pd 11,5kn |
| 5049154<br>GHVP<br>302409<br>Df Esd<br>Pfd RTm | **BREYDON MALLARD**<br>ex Boston Beaver-78<br>**Breydon Marine Ltd.**<br>Lowestoft United Kingdom | **165**<br>61<br>— | ✠**100A1** SS 6/74<br>for service in the North Sea south of Parallel 54°N in the English Channel east of a line between Ushant and the western extremity of the Scilly Isles and on the west coast of the U.K. south of a line from Butt of Lewis to Cape Wrath, east of Outer Hebrides east of a line between Inishtrahull Island and Barra Head and east of a line from Hook Head Lighthouse to the western extremity of the Scilly Isles<br>1st April — 31st October in the North Sea between Parallels 54°N and 59°N<br>✠**LMC**<br>EL (b) g<br>FN 278 | **1962**-1 Richards Iron Works Ltd.—Lowestoft (465)<br>*28,50* 6,81 2,598<br>27,74 6,71 3,28<br>F 4,9<br>RW rf 305 BK 152 conv Stern Trawler Fishing 78<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>475bhp (349kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 15kW 220V d.c.<br>Fuel 24,5t (d.o.) 10kn |
| 5049465<br>GHTL<br>302408<br>Df Esd<br>Pfd RTm | **BREYDON WIDGEON**<br>ex Boston Widgeon-73<br>**Breydon Marine Ltd.**<br>Leith United Kingdom | **165**<br>61<br>— | ✠**100A1** SS 1/80<br>service in the sea area enclosed between Parallels of Latitude 68°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (b) g<br>FN 278 | **1961**-11 Richards Iron Works Ltd.—Lowestoft (464)<br>*28,50* 6,81 2,820<br>27,74 6,71 3,28<br>F 4,9<br>RW rf 305 BK 152 conv Side Trawler Fishing 76<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>475bhp (349kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 7533800<br>UDXX<br>M-12430 | **BRIAKAN**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 5401883<br>WI4122<br>285265<br>Esd Gc<br>Pfd Rdr<br>RT | **BRIAN A. McALLISTER**<br>ex Margaret Moran-63<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **195**<br>132<br>— | AB | **1961** Dravo Corp.—Wilmington, De (4121)<br>4,052<br>29,47 8,23 4,53<br>1 dk<br>rf nil | **M Tug** | Oil 4SA 16Cy. 216 × 254 sr & reverse geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Fuel 122,0t 10kn |

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| **7015327**<br>GONA<br>341035<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BRIAN BOROIME**<br><br>**Sealink U.K. Ltd.**<br>London United Kingdom | **4 098**<br>1 882<br>3 150 | **✠100A1** CS 8/80<br>channel service from<br>ports in U.K. south of<br>Oban and Harwich—<br>Hook of Holland<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 2474 | **1970**-10 Verolme Cork Dockyards Ltd.<br>—Cork (809)<br>107,30 17,40 4,101<br>100,13 16,77 7,93<br>B 16,5 1 dk<br>rf 152<br>NS 5BH WB1609t | **TM Container Ship**<br>Fixed-guides<br>2 Cell.Ho 26,8 39,0 ER<br>TEU 182<br>C.Ho 134/20' C.Dk 48/20'<br>7 Ha (stl) ER | 2 Oil 4SA each 6Cy. 381 × 508 sr re<br>geared to sc. shafts<br>4 200bhp (3 089kW)<br>Mirlees Blackstone (Stockport) Ltd. Sto<br>Gen 3 × 160kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 96,5t (d.o.) |
| **6808181**<br><br>323924 | **BRIAN D**<br><br>**Omstead Fisheries (1961) Ltd.**<br>Chatham, N.B. Canada | **108**<br>77<br>— | | **1967** Hike Metal Products Ltd.—Wheatley,<br>Ont.<br>*18,84* 6,71<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, |
| **5051705** | **BRIAN McALLISTER**<br>ex Ariosa-58<br>**South Florida Ship Corp.**<br>Mexico | **262**<br>178<br>— | | **1907** J. H. Dialogue & Son—Camden, NJ<br>(414)<br>*32,92* 7,62<br>... ... ...<br><br>R | **S Tug** | T 3Cy. 356 559 & 914 × 660<br><br>J. H. Dialogue & Son Camd |
| **7702528**<br>YUCG<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIBIR**<br><br>**JUGOLINIJA (Osnovna**<br>**Organizacija Udruzenog**<br>**Rada-Istok)**<br>Rijeka Yugoslavia | T.Mk<br>**5 597**<br>3 226<br>7 478 | **✠100A1**<br>roll on—roll off cargo<br>ship<br>**✠LMC** **UMS**<br>EL D† 550,0/62,0U2<br>FN 4590 | **1979**-12 Brodogradiliste "3 Maj"—Rijeka<br>(588)<br>147,00(BB) 21,75 6,922<br>130,79 21,70 13,39<br>F 13,2 2 dks, 2nd dk portable<br>rf nil DK in way of holds<br>2BH to U. dk, 5BH to 2nd dk WB4055T<br>incl. DTf270T, STs in No. 2 & 3 holds<br>1179T, TwDk Tks 1003T | **M RoRo Cargo**<br><br>Slewing stern ramp stern door<br>3 Ho 19,9 26,8 27,9 ER<br>TEU 414 C.414/20' incl. 36 ref C.<br>11 Ha (stl) (12,5 × 5,3) (12,8p&s ×<br>5,1) (12,8p&s 12,8p&s 12,8p&s<br>12,8p&s × 7,7) ER<br>Cr 1(40) 1(25) | Vee Oil 4SA 12Cy. 480 × 520 sr gea<br>sc. shaft<br>11 400bhp (8 385kW) P<br>Tvornica Dizel Motora "3 Maj"<br>2 AuxB (1 o.f. 1 ex.g) 6kgf/cm² (5,9ba<br>Gen 1 × 1200kW 3 × 720kW<br>450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller<br>Fuel 203,0t (d.o.) 877,0t (hvf) 1 |
| **5120659**<br>IBRD<br>3497<br>Esd Pfd<br>Rdr<br>RTm/v | **BRICK DECIMO**<br>ex Braemar-71<br>ex Frederick John Evans-66<br>**Gino Gardella S.p.A.**<br>Genova Italy | **2 942**<br>1 571<br>4 648 | RI<br><br>✠Classed LR until<br>28/2/75 | **1954**-2 S. P. Austin & Son Ltd.—South<br>Dock, Sunderland (418)<br>104,86 14,10 6,149<br>99,07 14,03 6,81<br>Ba 19,6 RQD 62,5 F 8,6 1 dk<br>RW rf 76 | **S General Cargo**<br><br>3 Ho 13,4 15,6 32,0 ER<br>G.6 272<br>3 Ha (stl) (9,7 × 7,6) (10,9 24,0 ×<br>9,1) ER<br>1W Der 1(3) | T 3Cy. 483 787 & 1372 × 991<br>1 275ihp (938kW)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sunc<br>Gen 2 × 60kW 1 × 25kW 220V d.<br>Fuel 208,5t (o.f.) |
| **5025952**<br>IXKB<br>3517<br>Df Esd<br>Pfd Rdr<br>RTm/v | **BRICK DODICESIMO**<br>ex Arundel-72<br>**Gino Gardella S.p.A.**<br>Genova Italy | **2 933**<br>1 541<br>4 628 | RI<br><br>✠Classed LR until<br>6/9/74 | **1956**-11 Austin & Pickersgill Ltd.—South<br>Dock, Sunderland (428)<br>104,86 14,10 6,149<br>99,07 14,03 6,81<br>RQD 62,5 F 8,6 1 dk<br>RW rf 76 | **S General Cargo**<br><br>4 Ho 13,4 15,4 17,0 14,8 ER<br>G.6 272 B.6 020<br>4 Ha (stl) (8,5 × 7,6) (9,2 10,4 10,4<br>× 9,1) ER<br>1W Der 1(3) | T 3Cy. 483 787 & 1372 × 991 Rht<br>1 450ihp (1 067kW)<br>G. Clark & N.E.M. (Sunderland) Ltd.<br>Sund<br>Gen 2 × 60kW 220V d.c.<br>Fuel 308,0t (o.f.) |
| **5087027**<br>ICKL<br>3492<br>Esd Pfd<br>Rdr<br>RTm/v | **BRICK NONO**<br>ex Dagny K-70<br>ex David Pollock-67<br>**Gino Gardella S.p.A.**<br>Genova Italy | **2 948**<br>1 589<br>4 730 | RI<br><br>✠Classed LR until 6/72 | **1954**-8 Hall, Russell & Co. Ltd.—Aberdeen<br>(836)<br>103,33 14,10 6,171<br>97,54 14,03 6,84<br>RQD 60,4 F 8,9 1 dk<br>RW rf 76 | **S General Cargo**<br><br>4 Ho 14,1 15,7 16,2 15,2 ER<br>G.6 264<br>4 Ha (stl) (9,8 × 7,6) (10,9 10,8 11,4<br>× 9,1) ER<br>1W Der 1(3) | T 3Cy. 483 787 & 1372 × 991<br>1 450ihp (1 067kW)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sund<br>Gen 2 × 60kW 220V d.c.<br>Fuel 224,5t (o.f.) 1 |
| **5359303**<br>IBCA<br>3452<br>Esd Pfd<br>Rdr<br>RTm/v | **BRICK OTTAVO**<br>ex Thomas Goulden-68<br>**Gino Gardella S.p.A.**<br>Genova Italy | **2 979**<br>1 597<br>4 637 | RI<br><br>✠Classed LR until 8/68 | **1955**-4 Hall, Russell & Co. Ltd.—Aberdeen<br>(837)<br>103,33 14,10 6,128<br>97,54 14,03 6,81<br>RQD 60,4 F 8,9 1 dk<br>RW rf 76 | **S General Cargo**<br><br>4 Ho 14,3 15,8 16,1 15,2 ER<br>G.6 264<br>4 Ha (stl) (9,8 × 7,6) (10,9 10,8 11,4<br>× 9,1) ER<br>Der 1(3) | T 3Cy. 483 787 & 1372 × 991<br>1 450ihp (1 067kW)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sund<br>Gen 2 × 60kW 220V d.c.<br>Fuel 224,5t (o.f.) 1 |
| **5329463**<br>ICAW<br>3502<br>Esd Pfd<br>Rdr<br>RTm/v | **BRICK UNDICESIMO**<br>ex Bowcombe-71<br>ex Sir David II-69<br>**Gino Gardella S.p.A.**<br>Genova Italy | **2 957**<br>1 603<br>4 745 | RI<br><br>✠Classed LR until 6/73 | **1954**-5 Hall, Russell & Co. Ltd.—Aberdeen<br>(835)<br>103,33 14,10 6,224<br>97,54 14,03 6,81<br>RQD 60,4 F 8,9 1 dk<br>RW rf 76 | **S General Cargo**<br><br>4 Ho 14,3 15,8 16,1 15,2 ER<br>G.6 264<br>4 Ha (stl) (9,8 × 7,6) (10,9 10,8 11,4<br>× 9,1) ER<br>1W Der 1(3) | T 3Cy. 483 787 & 1372 × 991 (Rht)<br>1 450ihp (1 067kW)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sund<br>Gen 2 × 60kW 220V d.c.<br>Fuel 224,5t (o.f.) 1 |
| **7817830**<br>ITDZ<br>220<br>Rdr RT | **BRIDGE**<br><br>**Tourist Ferry-Boat S.p.A.**<br>Messina Italy | **1 396**<br>399<br>1 452 | <br><br>RI | **1979** C.N. "Visentini" di Visentini<br>Francesco & C.—Donada (136)<br>88,19 17,00 3,810<br>83,42 16,50 5,08<br>1 dk | **TM Ferry**<br>Vehicles | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shafts<br>5 000bhp (3 678kW)<br>A/B Bofors Nohab Troll |
| **7210812**<br>GPOF<br>358466<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRIDGEMAN**<br><br>**Rowbotham Tankships Ltd.**<br>London United Kingdom | **3 701**<br>2 308<br>6 310 | **✠100A1** SS 8/80<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL S 1⅝"U2<br>FN 2231 | **1972**-6 Hall, Russell & Co. Ltd.—Aberdeen<br>(955)<br>103,64 14,97 6,986<br>97,54 14,94 7,93<br>P 23,2 Trunk 60,4 RFD 11,9 F 12,5 1<br>dk<br>rf 76<br>9BH WB491t incl. DTf227t | **M Tanker**<br><br>16 Ta ER<br>L.(oil) 8 086 HeCls. C | Vee Oil 4SA 16Cy. 254 × 305<br>3 520bhp (2 589kW)<br>Ruston Paxman Diesels Ltd. Colc<br>db 150lbf/in² (10,4bar)<br>Gen 3 × 237kW 1 × 60kW<br>415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 284,5t (d.o.)-20,5pd |
| **6910439**<br>GFZE<br>337183<br>Rdr<br>RTm/v | **BRIDGENESS**<br><br>**Bowker & King Ltd.**<br>London United Kingdom | **898**<br>533<br>1 321 | **✠100A1** SS 8/79<br>oil tanker<br>Bristol Channel service<br>limiting line Milford<br>Haven to Hartland Point<br>**✠LMC**<br>EL (J) I 1⅛"U2<br>FN 933 | **1969**-5 Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (1008)<br>64,80 11,10 3,391<br>62,21 11,00 3,99<br>Ba 11,6 Trunk 36,9 RFD 9,5 1 dk<br>rf 102 len 71<br>10BH WB547t incl. DTm113t DTf219t | **M Tank Barge**<br>Mchy.aft<br><br><br>HeCls. C | Oil 4SA 8Cy. 222 × 292 sr reverse ge<br>to sc. shaft<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Sta<br>Gen 2 × 23,5kW 400V 50Hz a.c.<br>Fuel 16,5t (d.o.)-2,5pd |

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| 6821763<br>JGHH<br>106150<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIDGESTONE MARU No. 5**<br>**Showa Kaiun K.K. (Showa Line Ltd.)**<br>Tokyo Japan | **40 934**<br>25 516<br>48 956 | NK | **1969** Kawasaki Heavy Ind. Ltd.—Kobe (1130)<br>210,52(BB) 32,57 12,201<br>200,03 32,52 21,80<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>10 Ta (C.mn.stl) semi-membrane rectangular horizontal ER<br>L.(gas) 72 344 HeCls. B | Oil 2SA 8Cy. 780 × 1550<br>14 000bhp (10 298kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1000kW 450V a.c.<br>Fuel 400,5t (d.o.) 2 359,5t (hvf)-45,5pd<br>14,75kn |
| 6617207<br>JJ2111<br>67190<br>Rdr RTm | **BRIDGESTONE MARU No. 101**<br>**Nissan Prince Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **565**<br>227<br>593 | | **1966** Tohoku Zosen—Shiogama (79)<br>52,58 9,33 3,099<br>47,99 9,30 4,02<br>P 17,1 B 5,8 F 7,1 1 dk<br>BK 89 | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl vert ER<br>L.(gas) 895 | Oil 4SA 8Cy. 260 × 320<br>850bhp (625kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 160kW 1 × 80kW 445V a.c.<br>Fuel 3,0t (d.o.) 11kn |
| 6806325<br>Rdr RT | **BRIDGESTONE MARU No. 202**<br>**Great Eastern Shipping Inc.** | **394**<br>259<br>589 | | **1967** Asahi Zosen Tekkosho—Kitakyushu<br>42,02 7,62 2,591<br>37,98 7,60 3,31<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>1 Ta cyl vert ER<br>L.(gas) 568 | Oil 4SA 6Cy. 200 × 360<br>360bhp (265kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 30kW 225V a.c.<br>7,5kn |
| 7714973<br>JJ3081<br>118842<br>Esd Rdr<br>RT | **BRIDGESTONE MARU No. 303**<br>**Nissan Prince Kaiun K.K.**<br>Tokyo Japan | **695**<br>447<br>730 | NK | **1978** K.K. Taihei Kogyo—Akitsu (328)<br>53,93 15,52 3,891<br>53,50 15,51 4,30<br>P 12,5 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 093 | Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 18,5t (hvf)-4,0pd |
| 8007432<br>EIQV<br>401931<br>Esd Pfd<br>Rdr RT | **BRIDGET CARMEL**<br>**J. Keating**<br>Wexford Irish Republic | **145**<br>74<br>90 | | **1980** John Tyrrell & Sons Ltd.—Arklow (339)<br>24,41 7,40<br>22,97 7,33 3,66<br>1 dk | **Wood M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 210 × 300<br>660bhp (485kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>12kn |
| 6923888<br>PDGQ<br>Rdr RT | **BRIELSEBANK**<br>ex Aquanaut-79 ex Brielsebank-76<br>**B.V. Nieuwe Rotterdamse Sleepdienst**<br>Rotterdam Netherlands | **253**<br>—<br>— | | **1969** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (684)<br>33,23 9,56<br>31,32 9,20 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 10Cy. 215 × 260<br>N.V. Werkspoor Amsterdam<br>2 Directional propellers<br>Fuel 49,0t 11kn |
| 7646554<br>UBWL<br>M-12541 | **BRIG**<br>**U.S.S.R. -Academy of Sciences**<br>Vladivostok U.S.S.R. | **166**<br>18<br>36 | RS | **1977** ..............U.S.S.R.<br>33,96 7,09 2,591<br>3,69<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7400936<br>GVUF<br>376964<br>Esd Rdr<br>RT | **BRIGADIER**<br>**Rea Towing Co. Ltd.**<br>Glasgow United Kingdom | **392**<br>0<br>— | ✠**100A1**<br>tug<br>U.K. home trade service<br>✠**LMC**<br>EL (I) G $1\frac{3}{16}$"U2<br>FN 518 | **1976**-11 Ailsa SB. Co. Ltd.—Troon (548)<br>37,95 10,85 4,161<br>34,02 10,30 4,91<br>1 dk<br>rf 889 BK 152<br>3BH WB92T | **M Tug**<br>Fire-fighting Pollution Control | Vee Oil 4SA 16Cy. 254 × 305<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 7319486<br>ESPA<br>M-12330<br>Df Esd<br>Rdr RT | **BRIGADIR**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **631**<br>223<br>320 | RS | **1969** ..............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7944425<br>WYC9<br>969<br>606807 | **BRIGADOON**<br>**Willis J. Short**<br>Coos Bay, Or United States of America | **141**<br>98<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7422996<br>VJBI<br>355784<br>Esd Rdr<br>RT | **BRIGAND**<br>**Queensland Tug Co. Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **266**<br>53<br>— | ✠**100A1** CS 5/80<br>tug<br>✠**LMC** **UMS**<br>EL F $\frac{7}{8}$"U2<br>FN 358 | **1975**-6 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (107)<br>29,01 9,96 4,001<br>24,80 9,71 4,70<br>1 dk<br>rf nil BK 25<br>3BH WB22T | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 50kW 415V 50Hz a.c.<br>12kn |
| 5051860<br>WRHW<br>247188 | **BRIGHAM VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 639**<br>4 630<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (598)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 5005988<br>3FSS<br>8555-78<br>Df Esd<br>Gc Rdr<br>RTm | **BRIGHT FRUIT**<br>ex Blue Fruit-77<br>ex Chen Cheng-73<br>ex Ahrensburg-68<br>**Chung Lien Navigation Co. S.A.**<br>Panama Panama | **3 016**<br>1 336<br>3 383 | (GL) | **1956** Kieler Howaldtswerke A.G.—Kiel (1035)<br>126,02 15,65 5,817<br>115,02 15,60 8,77<br>P 14,1 B 29,0 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Ref. 12P<br>4 Ho 24,0 18,9 ER 17,9 19,9<br>In.6 164<br>4 Ha (stl) (6,6 7,0 × 4,5) ER (5,5 5,5 × 5,0)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>5 140bhp (3 781kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 4 × 175kW 230V d.c.<br>Fuel 726,5t (d.o.) 17kn |
| 7123667<br>H8RU<br>1021<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT HARVEST**<br>ex Meiho Maru-80<br>**Bright Harvest Shipping (Panama) S.A.**<br>Panama Panama | **4 993**<br>3 660<br>9 915 | NK | **1971** Kurushima Dock Co. Ltd.—Imabari (663)<br>121,21 19,26 7,862<br>111,51 19,21 9,20<br>P 22,9 B 6,1 F 12,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.12 930 B.11 918<br>2 Ha (stl) (34,3 34,4 × 10,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 280kW 445V a.c.<br>Fuel 973,5t-21,0pd 13,5kn |

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| **7394319**<br>HOEY<br>6126<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT MELBOURNE**<br>**Jade Shipping S.A.**<br>Panama Panama | **6 033**<br>4 193<br>10 178 | NK | **1975** Kochiken Zosen—Kochi (578)<br>127,95 18,32 7,798<br>120,91 18,31 10,04<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. |
| **7713876**<br>D5CK<br>6185<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT PEAK**<br>**Liberian Seabourne Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **9 735**<br>7 142<br>16 868 | NK | **1978** Imabari Zosen—Imabari (374)<br>146,69(BB) 22,92 9,056<br>136,02 22,86 12,22<br>P 23,8 F 11,3 2 dks | **M Bulk Carrier**<br>4 Ho ER<br>G.21 944 B.20 698<br>4 Ha (14,4 × 9,6) (17,6 17,6 17,6 × 11,2) ER<br>Der 1(17,5) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 320kW a.c. |
| **6911469**<br>SXFA<br>5866<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT SKY**<br>ex Koyo Maru-76<br>**Arcady Shipping Co. Ltd.**<br>Catapola Shipping Co. Ltd.<br>Piraeus Greece | **2 994**<br>1 958<br>5 691 | NK | **1969** Imabari Zosen—Imabari (203)<br>101,30 15,73 6,605<br>94,01 15,70 8,01<br>P 19,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 323 B.7 002<br>2 Ha (stl) (24,6 28,0 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW 445V a.c.<br>Fuel 521,0t-17,0pd |
| **7527588**<br>D9FV<br>BM22<br>403<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT STAR**<br>ex Wisteria-81<br>**Kuk Je Shipping Co. Ltd.**<br>Busan South Korea | **10 199**<br>6 356<br>16 957 | KR NK | **1976** Mitsubishi Heavy Industries Ltd. —Shimonoseki (764)<br>148,01 21,65 9,373<br>136,12 21,61 12,22<br>P 26,0 F 9,8 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.20 828 B.20 264<br>3 Ha (stl) (4,1 × 2,7) (9,3 9,3 × 3,3)<br>Der 5(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 480kW 450V a.c. |
| **6709012**<br>HO2650<br>RT | **BRIGHT STAR**<br>ex Sea Raider II-79<br>Panama Panama | **365**<br>248<br>— | | **1966** Patterson Shipyard Inc.—Patterson, La<br>*42,65*<br>9,20<br>1 dk | **TM Fishing**<br>Side Trawler | 2 Oil 2SA each 24Cy. 114 × 127<br>1 460bhp (1 074kW)<br>General Motors Corp. |
| **7701847**<br>H3AG<br>9456<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT SUN**<br>ex Daffodil-81<br>ex Wakayoshi Maru-79<br>**Bright Sun Navigation S.A.**<br>Panama Panama | **9 629**<br>6 575<br>17 694 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (366)<br>146,01(BB) 22,33 9,281<br>138,00 22,31 12,45<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>G.22 074 B.21 394<br>4 Ha (stl) (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 720kW a.c. |
| **7513977**<br>H8FC<br>9865-79B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHT VEGA**<br>ex Blue Virgo-79<br>**Pacific KB Maritime S.A.**<br>Panama Panama | **7 408**<br>5 541<br>4 733 | NK | **1976** Miho Zosensho K.K.—Shimizu (1035)<br>19,84 11,000<br>143,03 19,82 19,72<br>B 105,5 F 6,4 7 dks<br>len 81 | **M Vehicles Carrier**<br>Mchy.aft<br>Der 2(5) | Vee Oil 4SA 16Cy. 400 × 460 geare sc. shaft<br>10 400bhp (7 650kW)<br>Nippon Kokan K.K. Tsurumi Works, Yo<br>Gen 2 × 640kW a.c. |
| **7368750**<br>Df Esd<br>Rdr RT | **BRIGHTER DAWN**<br>**A. Morgan**<br>Peterhead United Kingdom | **120**<br>—<br>— | | **1974** Sigbjorn Iversen M/V. Skips. —Flekkefjord (27)<br>... ... ...<br>7,01 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy.<br>650bhp (478kW)<br>Lister Blackstone Mirrlees Marine Ltd. |
| **7377921**<br>3EUU<br>5246<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGHTFAITH**<br>**Brightfaith Navigation S.A.**<br>Panama Panama | **3 987**<br>2 686<br>6 610 | NK | **1974** Kyokuyo Zosen Tekko K.K.—Chofu (272)<br>106,71 17,05 6,900<br>98,00 17,00 8,49<br>P 21,7 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 597 B.8 079<br>2 Ha (stl) (27,9 28,6 × 8,0) ER<br>4W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 674,5t (hvf)-14,5pd |
| **5369023**<br>HPST<br>9038-78<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRIGHTNESS**<br>ex Trojaland-78<br>**Brilliance Steamship Corp. S.A.**<br>Panama Panama | T.Mk<br>**4 176**<br>2 031<br>6 207 | **✠100A1** SS 1/79<br>DTm—vegetable oil<br>Ice Class 1<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at $2\frac{1}{8}$"SQ<br>FN 3476 | **1963**-1 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1089)<br>134,65 17,58 6,503<br>123,02 17,53 10,72<br>P & B 41,5 F 17,7 2 dks, 3rd dk in No. 3 hold<br>rf 152<br>Coll BH to U dk 7 to 2nd dk WB1783t | **M General Cargo**<br>Ref 4P<br>5 Ho 17,7 20,4 13,1 24,9 12,4<br>G.9 871 B.9 138 In.1 929<br>6 Ha (stl) (8,1 × 6,0) (13,5 11,4 14,8 × 6,5) (6,6 × 4,0) (2,4 × 2,3)<br>10W Cr 3(3) Der 1(30) 10(5-7,5) | Oil 2SA 6Cy. 760 × 1300<br>5 450bhp (4 009kW)<br>A/B Gotaverken<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 236,5t (hvf)-21,5pd |
| **5051901**<br>WA3568<br>246778<br>Esd Pfd<br>Rdr RT | **BRIGHTON**<br>ex Charles M. Fauci, Jr.-49<br>**Lofoten Island Fishing Corp.**<br>New Bedford, Ma United States of America | **152**<br>77<br>— | (AB) | **1944** Somerset Shipyards Inc.—Somerset, Ma (12)<br>6,91<br>26,40 6,86 3,89<br>RQD 10,1 F 4,3<br>BK 127 | **M Fishing**<br>Side Trawler<br>1 Ho 8,6<br>2 Ha | Oil 4SA 12Cy. 146 × 203<br>400bhp (294kW) NE 51<br>Caterpillar Tractor Co. Peoria.<br>Fuel 23,5t |
| **5328330**<br>VWFY<br>1126<br>Df Esd<br>Gc Rdr<br>RTh | **BRIGHU**<br>ex Jaldoot Ashok-81<br>ex Jalagouri-81 ex Silverforce-64<br>**Moti Shipping Pvt. Ltd.**<br>Bombay India | **5 869**<br>3 012<br>10 081<br>**8 058**<br>4 455<br>11 862 | **✠100A1** SS 4/75<br>DTsm—oil FP above 65.5°C. or vegetable oil<br>**✠LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3822 | **1957**-10 Sir J. Laing & Sons Ltd. —Deptford, Sunderland (812)<br>137,95 18,19 7,906/8,795<br>128,33 18,14 11,64<br>P 9,5 F 10,7 1 dk & S dk<br>RW rf 152<br>7BH WB1582t | **M General Cargo** OSD/CSD<br>5 Ho 16,9 19,5 18,1 21,4 20,1<br>1 Ha (stl) (8,9 × 6,1) 4 Ha (w) (11,4 9,9 9,9 9,9 × 6,1) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sund<br>AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel (hvf) |
| **7103136**<br>OZAT<br>D1739<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRIGIT**<br>ex Betty Bewa-76<br>**Finn J. Poulsen P/R**<br>Korsor Denmark | T.Mk<br>**399**<br>260<br>1 096 | BV | **1971** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (298)<br>64,62 11,08 3,588<br>56,98 11,00 6,20<br>2 dks | **M General Cargo**<br>2 Ho 25,7 20,6 ER<br>G.2 500 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Der 3(3-5) | Oil 4SA 6Cy. 240 × 330<br>1 000bhp (736kW) NE made79 fitted<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 2 × 45kW 220/380V 50Hz a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 006073<br>KNC<br>707<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIGITTA MONTANARI**<br>ex Ligur-73<br>**Cispa Gas Trasporti S.p.A.**<br>Trieste Italy | **1 297**<br>622<br>1 559 | NV RI | **1970** (Aft section) Schpsw. en Mfbk. "Vahali" N.V.—Gendt (428)<br>**1970** (Cargo section) Scheepswerf G. Bijlsma & Zn. N.V.—Wartena (581)<br>**1970** (Fwd section) Schps. Barkmeijer Stroobos—Stroobos (174)<br>68,41 11,84 5,211<br>62,77 11,49 5,82<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>4 Ta membrane cyl horizontal ER<br>L.(gas) 1 496 | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 160kW 1 × 48kW 440V 60Hz a.c.<br>Fuel 178,0t (d.o.)-5,5pd 11,5kn |
| 7927726<br>702AN<br>Esd Rdr<br>RT | **BRIGITTE**<br>**Rudiger Clemens Janssens**<br>Antwerpen Belgium | **2 000**<br>—<br>3 609 | ✠A1 inland waterways container & ore carrier L.S.O. to a maximum draught of 3.20 metres<br>✠LMC<br>EL 180,0/34,0U2<br>FN 1620 | **1981**-3 N.V. Scheepswerf van Rupelmonde —Rupelmonde (448)<br>110,01 11,41 3,831<br>106,13 11,37 3,89<br>1 dk<br>5BH WB137T in STs at fwd & aft ends of cargo hold (p & s) | **TM General Cargo**<br>1 Ho 86,2 ER<br>TEU 112<br>C.Ho 56/20' (40') C.Dk 56/20' (40')<br>1 Ha (86,2 × 9,9) ER | 2 Vee Oil 4SA each 12Cy. 159 × 203 with clutches, flexible couplings & reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW 1 × 20kW 1 × 10kW 380V 50Hz a.c.<br>Thw. thrust propeller |
| 7624439<br>DAPG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRIGITTE GRAEBE**<br>**G. Graebe Reedereigesellschaft m.s. 'Brigitte Graebe'**<br>Reederei Gunter Graebe<br>Hamburg Federal Republic of Germany | **898**<br>533<br>2 200 | GL | **1977** Schiffsw. Hugo Peters—Wewelsfleth (563)<br>87,03 12,83 4,741<br>77,04 12,81 7,01<br>F 5,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 040 B.3 735<br>TEU 135 C. 135/20' incl. 10 ref C.<br>2 Ha (stl) (12,6 × 8,0) (37,1 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 152kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 225,5t (d.o.)-8,5pd 13,5kn |
| 7920558<br>DJUF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRIGITTE JACOB**<br>**Erste Nordland Schiffahrtsgesellschaft m.b.H. & Co. Produkten-Carrier K.G.**<br>Ernst Jacob<br>Flensburg Federal Republic of Germany | **24 575**<br>16 563<br>43 190 | GL | **1980** Flender Werft A.G.—Luebeck-Siems (621)<br>176,18(BB) 32,24 12,024<br>167,01 32,21 16,21<br>F 11,9 1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>21 Ta ER<br>L.43 499 HeCls. ptC | Oil 2SA 7Cy. 700 × 1250<br>14 460bhp (10 636kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 1 × 1088kW 4 × 900kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 452,5t (d.o.) 2 080,0t (hvf) 15kn |
| 7829821<br>DFUL<br>Rdr RT | **BRIGITTE-M**<br>ex Agnes<br>**Ingwer Fielandt**<br>Pellworm Federal Republic of Germany | **149**<br>90<br>250 | GL | **1909** W. Mulder—Stadskanaal<br>36,15 2,140<br>5,16 4,70<br>1 dk<br>len 37 len & deepened 55 | **M General Cargo** | Oil 2SA 6Cy. 160 × 270<br>500bhp (368kW)<br>Motorenfabrik Darmstadt G.m.b.H. Darmstadt |
| 5051949<br>EAYI<br>2985<br>Df Esd<br>RTm | **BRIGO**<br>**Salvador Vazquez Crespo**<br>Santa Cruz de Tenerife Spain | **161**<br>67<br>114 | | **1956** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (80)<br>27,34 5,90 2,998<br>24,54 5,80 3,69<br>RW | **M Fishing**<br>Side Trawler<br>Der 1(1) | Oil 4SA 6Cy. 195 × 250<br>525bhp (386kW)<br>Tuxham A/S Kobenhavn<br>Gen 1 × 15kW 1 × 10kW 220V d.c.<br>Fuel 39,5t (d.o.) 9kn |
| 7377816<br>ELBS3<br>7151<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRILLIANCY**<br>**Albatross Marine Corp.**<br>The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)<br>Monrovia Liberia | **44 698**<br>34 324<br>90 986 | NK | **1976** Kasado Dock Co. Ltd.—Kudamatsu (280)<br>242,30 40,06 14,174<br>230,00 39,98 18,90<br>F 16,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 115 551 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1800kW a.c.<br>15,5kn |
| 8420123<br>UTBJ<br>M-28011<br>Df Esd<br>Gc Rdr<br>RT | **BRILLIANT**<br>**U.S.S.R. -'Zapryba'**<br>Leningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | RS | **1964** .............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 6817120<br>HPVK<br>9173-78<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRILLIANT SKY**<br>ex Brilliant Star-82<br>ex Daiki Maru-78<br>**Kai Sun Shipping Co. S.A.**<br>Panama Panama | **19 126**<br>14 837<br>24 928 | NK | **1968** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (895)<br>168,03 25,05 10,821<br>160,00 25,00 17,12<br>1 dk, pt 2nd dk | **M Bulk Carrier**<br>Wood-chip<br>6 Ho ER<br>G.45 669 HeCls. B<br>6 Ha (stl) (10,9 × 9,3) (14,8 15,9 9,5 15,9 15,9 15,9 × 10,9) ER<br>Cr 2(10,5) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 360kW 445V a.c.<br>Fuel 76,5t (d.o.) 1 090,0t (hvf)-32,0pd 14kn |
| 7526508<br>5MSK<br>5726<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRILLIANT STAR**<br>**Celestial Maritime Inc.**<br>Patt. Manfield & Co. Ltd.<br>Monrovia Liberia | **15 354**<br>10 707<br>25 489 | AB | **1976** Kanasashi Zosensho—Tsukama Works, Shimizu (1215)<br>175,83(BB) 25,46 9,637<br>165,00 25,42 13,42<br>P 25,6 F 12,5 1 dk | **M Bulk Carrier**<br>5 Ho 11,2 17,9 17,9 17,9 17,9 ER<br>G.35 946 B.31 773 HeCls. B<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7 18,7 18,7 × 12,5) ER<br>5W Der 5(25) | Oil 2SA 6Cy. 700 × 1200<br>9 400bhp (6 914kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 131,0t (d.o.) 1 453,0t (hvf)-32,5pd 14,5kn |
| 7916313<br>VRLQ<br>399429<br>Df Esd<br>Gc Rdr<br>RT | **BRILLIANT VENTURE**<br>**Bridgetower Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Hong Kong Hong Kong (British) | **34 294**<br>21 156<br>58 412 | BV | **1981** Koyo Dockyard Co. Ltd.—Mihara (1002)<br>222,99 32,26 12,350<br>213,01 32,21 17,91<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.70 090 B.68 668 HeCls. B<br>7 Ha (stl) (14,0 16,9 17,0 13,7 17,0 17,0 15,3 × 12,8) ER | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 231,0t (d.o.) 3 073,0t (hvf)-40,0pd 16,75kn |
| 5051951<br>HO9995<br>8383-PEXT5<br>Pfd Rdr<br>RTm/v | **BRILLIANTE**<br>ex Slemish-80 ex Brilliant-78<br>**Polybus Shipping Co.**<br>Panama Panama | **1 056**<br>569<br>1 465 | ✠100A1 SS 4/76<br>✠LMC<br>EL m<br>FN 945 | **1958**-10 Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (240)<br>68,36 10,29 4,426<br>64,01 10,15 4,60<br>RQD 42,4 F 8,0 1 dk<br>RW rf 102<br>NS 4BH WB434t | **M General Cargo**<br>2 Ho 16,4 23,4 ER<br>G.2 155 B.2 079<br>2 Ha (stl) (12,0 × 5,4) (15,9 × 5,9) ER<br>3W Der 3(2) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 220V d.c.<br>Fuel 65,0t (d.o.) 11kn |

**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 19/11/80**

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|---|---|---|---|---|---|---|
| **5051638**<br>JWUC<br>14838<br>Df RT | **BRIM**<br>ex Brettingen-67<br>**P/R Alfred & Leif Raknes**<br>Kristiansund N. Norway | **299**<br>168<br>528 | NV | **1958** Bodo Skibsverft M/V A/S—Bodo (27)<br>44,38 8,56 3,252<br>39,63 8,54 3,38<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,9 ER<br>G.850<br>1 Ha (stl) (8,3 × 4,7) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 420<br>400bhp (294kW) NE 67<br>Atlas-MaK Maschinenbau<br>Gen 2 × 6,75kW 110V d.c.<br>Fuel (d.o.) |
| **7384871**<br>LEOU<br>18947<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRIMANGER**<br>**Westfal-Larsen & Co. A/S**<br>Bergen Norway | **17 057**<br>11 271<br>28 088 | NV | **1977** Stocznia Szczecinska im. A. Warskiego—Szczecin (B76/09)<br>170,52(BB) 11,000<br>163,25 25,32 14,41<br>P - F - 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>2 Ta (s.stl) cyl horizontal on dk<br>16 Ta (s.stl) 22 Wing Ta ER<br>L.34 655 HeCls. BC | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 720kW 1 × 65kW 440V 60Hz a.c.<br>Fuel 275,0t (d.o.) 2 375,0t (hvf)-58,0pd |
| **6808820**<br>PDGS<br>6510<br>Df Esd<br>Gc Rdr<br>RTm | **BRIMAR**<br>ex Haico Holwerda-81<br>ex Roelof Holwerda-76<br>ex Tor Parisia-73 ex Parisia-71<br>**Rederij 'Brimar'**<br>Scheepvaartkantoor Holwerda<br>Heerenveen Netherlands | **375**<br>248<br>840 | BV (NV) | **1967** Gerh. Voldnes A/S Skips.—Fosnavaag (7)<br>58,43 10,01 3,442/—<br>52,99 10,00 5,67<br>B 11,0 1 dk & S dk | **M General Cargo** OSD<br>1 Ho 38,2 ER<br>G.1 954 B.1 784<br>1 Ha (stl) (20,8 × 6,2) ER | Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollh<br>Gen 3 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| **7732327**<br>OW2230<br>D2582 | **BRIMBORG**<br>**Borgaknappur A/S**<br>Jacob Joensen<br>Vag Faroe Islands | **133**<br>46<br>— | BV | **1977** Karlstads Varv A/B—Karlstad<br>27,79 6,99<br>24,03 3,46<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Il<br>Controllable pitch propeller<br>Fuel 25,0t (d.o.) |
| **5415523**<br>TFQI<br>0044<br>Df Esd<br>Rdr RT | **BRIMNES**<br>ex Gudfinna Steinsdottir-81<br>ex Brynjolfur-77 ex Hunarost-75<br>ex Draupnir-73 ex Engey-71<br>**Johanessar og Helga Fiskverkun**<br>Dalvik Iceland | **149**<br>56<br>— | (NV) | **1963** A/S Framnaes M/V—Sandefjord (163)<br>30,97 6,74<br>27,36 6,71 3,56<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (0,9 × 1,3) (2,2 × 1,6) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Mar. Ltd. Du<br>Fuel (d.o.) |
| **5424184**<br>TFIF<br>0098<br>Df Esd<br>Rdr RT | **BRIMNES**<br>ex Magnus Kristinn-82<br>ex Jokull-80 ex Valur-73<br>ex Hilmir II-68<br>**Stefan Hjaltson**<br>Olafsvik Iceland | **103**<br>30<br>— | | **1963** J. W. Berg Varv. & Mek.—Halso<br>28,50 6,43<br>25,00 6,20 2,54<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy.<br>500bhp (368kW)<br>Kromhout Motorenfabrik Amste<br>Fuel (d.o.) |
| **5147683**<br>JWVY<br>14948<br>Esd Pfd<br>Rdr RT | **BRIMOY**<br>ex Henning-74<br>**Norvald Bugge P/R**<br>Alesund Norway | **120**<br>49<br>— | | **1958** Loland Motorverstad A/S—Leirvik (9)<br>29,55 6,23<br>6,20 3,15<br>1 dk<br>len 69 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) NE 70<br>Alpha-Diesel A/S Frederiks<br>Fuel (d.o.) |
| **7327940**<br>Df Esd<br>Gc Rdr<br>RTh | **BRINCADOR**<br>**Surpacifico Empresa Pesquera S.A.**<br>Peru | **1 480**<br>775<br>1 626 | BV | **1974** S.A. Juliana Const. Gijonesa—Gijon (233)<br>79,02 (BB) 13,24 5,398<br>72,01 13,01 8,31<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>Gen 3 × 300kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 542,0t (d.o.) |
| **5052010**<br>HO2965<br>8993-PEXT1<br>Df Esd<br>Rdr RT | **BRINDA**<br>**Sherman & Ovid Stoll**<br>Panama Panama | **895**<br>594<br>1 270 | ✠100A1<br>✠LMC<br>SS 12/79<br>EL i ptSQ<br>FN 847 | **1956**-9 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (313)<br>63,58 9,12 4,115<br>59,34 9,01 5,26<br>1 dk<br>R rf 76 len & deepened 69<br>3BH WB280t | **M General Cargo**<br>2 Ho 9,4 11,2 ER<br>G.1 322 B.1 220<br>Der 2(3) | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>Motorenfabriek "De Industrie" Alphen a/d<br>Gen 1 × 7,25kW 110V 50Hz a.c.<br>Fuel (d.o.) |
| **7829182**<br>WSX5<br>801<br>543272 | **BRINGEMBAKALIVE**<br>**Yankee Fish Co.**<br>Bellingham, Wa United States of America | **102**<br>94<br>— | | **1972** .............Bellingham, Wa<br>*16,01*<br>7,32 2,19<br>1 dk<br>conv Barge 78 | **Wood M Fishing** | Oil<br>350bhp (257kW) |
| **5052058**<br>WLAO<br>288699<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BRINTON LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Mobile, Al United States of America | T.Mk<br>**8 762**<br>5 046<br>—<br>**11 891**<br>7 780<br>14 515 | AB | **1962** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4588)<br>**1972** (Additional cargo section) Todd Shipyards Corp.—Galveston, Tx<br>180,60 21,14 —/9,789<br>172,98 21,04 12,68<br>RQD 46,7 F 30,2 2 dks<br>RW rf nil len 72 | **S General Cargo**<br>Ref 12bth P<br>6 Ho 27,4 21,4 22,1 22,1 15,2 26,9<br>G.16 830 B.15 999 In.463<br>5 Ha (stl) (9,6 × 5,4) (12,1 10,6 10,6 9,1 × 7,6)<br>16W Der 4(35) 16(15) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co. Lynn,<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 976,0t (o.f.) |
| **5052072** | **BRIO**<br>ex Magdalene-54 ex Adele-50<br>ex Nanny | **174**<br>113<br>203 | (GL) | **1906** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>35,11 6,56 3,048<br>6,53 3,13<br>1 dk<br>len 51<br>conv sailing vessel 26 | **M General Cargo**<br>G.340<br>2 Ha (8,9 × 2,9) (7,0 × 3,9) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) NE 54<br>Alpha-Diesel A/S Frederiks<br>Fuel 8,0t (d.o.) |
| **6916330**<br>ELBA5<br>7008<br>Df Esd<br>Gc Rdr<br>RT | **BRIOLETTE**<br>ex Volga Maru-81<br>**Caspian Marine Corp.**<br>Monrovia Liberia | **36 031**<br>25 442<br>76 285 | NK | **1969** Mitsubishi Heavy Industries Ltd. —Yokohama (902)<br>239,02 36,05 13,272<br>226,02 36,00 19,05<br>F 18,3 1 dk | **M Ore/Oil Carrier**<br>Adapted for Oil cargoes only<br>8 Ho ER<br>G.40 563 L.(oil) 92 113<br>8 Ha (stl) (11,9 11,9 13,4 13,4 13,4 13,4 13,4 13,4 × 8,9) ER | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW)<br>Mitsubishi Heavy Industries Ltd. Yoko<br>Gen 2 × 550kW 450V a.c.<br>Fuel 5 285,5t-62,5pd |

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|---|---|---|---|---|---|---|---|
| 6371260<br>YTEB<br>Esd Rdr<br>RTm | **BRIONI**<br>ex Tuskar-68<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | T.Mk<br>**1 592**<br>649<br>2 231 | ✠**100A1**<br>✠**LMC** | SS 4/78<br>EL s 1⅜"SQ<br>FN 1757<br>JR | **1962**-6 C. Connell & Co. Ltd.—Glasgow (499)<br>89,92 13,80 5,201<br>82,89 13,11 8,08<br>2 dks, 3rd dk in Nos. 1 & 2 holds<br>rf 102<br>Coll BH to U dk 4 to 2nd dk WB491t incl. Tunnel tanks 193t | **M Livestock Carrier**<br>3 Ho 10,6 11,5 ER 17,3<br>Cr 1(15) 3(5) | Oil 2SA 6Cy. 500 × 700<br>2 000bhp (1 471kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 100kW 440V 60Hz a.c.<br>Fuel 213,5t (d.o.) 13kn |
| 6819855<br>EADL<br>2136<br>Df Esd<br>Rdr RT | **BRIOSO**<br>**Remolques y Servicios Maritimos S.A. (REYSER)**<br>Santander Spain | **220**<br>19<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 6/81<br>EL (c) $\frac{13}{16}$"U1<br>FN 362 | **1968**-11 Ast. de Santander S.A. —Santander (46)<br>32,26 9,25 3,423<br>28,50 8,60 4,09<br>RFD 5,2 1 dk<br>rf 1727<br>4BH WB34t | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 220V 50Hz a.c.<br>10kn |
| 7927673<br>VL6341<br>386076<br>Esd Gc<br>Pfd Rdr<br>RT | **BRISBANE PEARL**<br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **164**<br>144<br>— | | NV | **1980** Kali Boat Building (Pty.) Ltd. —Adelaide (31)<br>23,02 7,40 3,501<br>20,50 4,07<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 146 × 146 geared to sc. shaft<br>500bhp (368kW) General Motors<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 180kW 1 × 100kW 415V 50Hz a.c.<br>9,5kn |
| 6909624<br>VJMV<br>332304<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRISBANE TRADER**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **6 326**<br>2 961<br>4 305 | ✠**100A1**<br>✠**LMC** | CS 10/79<br>EL dt 2$\frac{3}{16}$"U2<br>FN 4197 | **1969**-10 Evans Deakin & Co. Pty. Ltd. —Brisbane (71)<br>136,68 21,52 6,420<br>123,45 21,34 12,65<br>B & F 67,4 1 dk & S dk, 3rd dk clear of mchy. space<br>RW rf 457<br>Coll BH to S dk 6 to 2nd dk | **TM RoRo Cargo** OSD 12P<br>Stern door | 2 Oil 2SA each 8Cy. 570 × 800<br>10 640bhp (7 826kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>3 AuxB (1 o.f. 2 ex.g) 49lbf/in² (3,4bar)<br>Gen 3 × 600kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 355,5t (hvf) 17,5kn |
| 5052163<br>EAIH<br>8245<br>Df Esd<br>RTm | **BRISCA**<br>**J. Santodomingo e Hijos Sociedad Ltda.**<br>Vigo Spain | **234**<br>110<br>— | | BV | **1961** Ast. Santodomingo—Vigo (301)<br>33,30 6,81 3,607<br>6,57 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha | Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW) E made71 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 61,0t (d.o.) 10,5kn |
| 5090282<br>5BVW<br>321488<br>Df Esd<br>Pfd Rdr<br>RTm | **BRISE II**<br>ex Dora Reith-68 ex Dinklage-64<br>**Acacia Shipping Co. Ltd.**<br>Contal Shipping Ltd.<br>Limassol Cyprus | **1 000**<br>602<br>2 148 | | BV | **1957** Alfred Hagelstein—Luebeck (588)<br>80,22 10,85 5,004<br>73,89 10,80 6,25<br>RQD 17,4 F 9,2 1 dk<br>RW len & deepened 68 | **M General Cargo** 2P<br>1 Ho ER<br>G.2 977 B.2 755<br>2 Ha (15,0 23,5 × 6,0) ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 380V 50Hz a.c.<br>Fuel (d.o.) 11,5kn |
| 7507485<br>D5CA<br>6175<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRISKNES**<br>**Maybray Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Monrovia Liberia | **18 639**<br>12 317<br>35 246 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS** | EL I 605,0/73,0U2<br>FN 7154 | **1978**-2 Nippon Kokan K.K.—Shimizu (355)<br>177,02(BB) 27,87 11,164<br>167,01 27,81 15,02<br>P 31,7 F 15,3 1 dk<br>rf 102 DK<br>7BH WB16911T incl. comb. btm & STs 6362T, topside tanks in No. 1-3 holds 2007T, No. 4 hold 5935T | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd<br>15,5kn |
| 6712150<br>OVIT<br>H441<br>Esd Pfd<br>Rdr RTm | **BRISON**<br>ex Poul Hedekaer-78<br>ex Hedekaer-75 ex Troja-67<br>**Jens K. Friis**<br>Esbjerg Denmark | **148**<br>70<br>— | | | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,58 2,699<br>29,57 6,56 3,31<br>1 dk<br>rf 597 BK 152 | **M Fishing**<br>Side-fishing<br>2 Ho 4,8 6,8 ER<br>B.180<br>2 Ha (stl) (each 1,6 × 1,2) ER<br>Der 1(0,5) | Oil 4SA 8Cy. 240 × 360<br>560bhp (412kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 16kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,5t (d.o.) 12kn |
| 7359967<br>FNUI<br>303<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRISSAC**<br>**Societe Francaise des Petroles BP**<br>Dunkerque France | **117 857**<br>87 082<br>239 726 | | BV | **1976** Ch. Nav. de La Ciotat—La Ciotat (303)<br>334,12 20,318<br>316,01 48,71 26,22<br>1 dk | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 280 870 HeCls. B | S Turb geared<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1350kW 380V 50Hz a.c.<br>Fuel 432,0t (d.o.) 6 195,0t (hvf)-143,5pd<br>16,5kn |
| 6415128<br>P3LG<br>394237<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRISTOL**<br>ex Sprucebank-79<br>**Delicia Shipping Co. Ltd.**<br>Richmond Maritime Corp. Liberia<br>Limassol Cyprus | T.Mk<br>**6 163**<br>3 459<br>10 570<br>**8 403**<br>4 880<br>12 386 | ✠**100A1**<br>DTsma — vegetable oil<br>✠**LMC** | SS 7/81<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4213 | **1964**-8 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (865)<br>148,47 18,98 7,976/8,805<br>137,50 18,90 11,74<br>F 12,5 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB3095T incl. DTma1459T f1244T | **M General Cargo**<br>4 DT each 8,2 2 DT each 9,5<br>5 Ho 17,1 18,7 11,2 17,5 25,5<br>G.18 354 B.16 424<br>6 Ha (8,9 9,7 9,7 3,8 9,7 9,7 × 6,7)<br>14W Der 1(50) 4(10) 10(6) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 250kW 1 × 40kW 220V d.c.<br>Fuel 1 226,5t (hvf) 15kn |
| 5052216<br>SEXR<br>10230<br>Df Esd<br>Pfd RT | **BRISTOL**<br>**Albert Jansson**<br>Donso Sweden | **167**<br>60<br>— | | (GL) | **1961** Nya Halmstavarvet A/B—Halmstad (91)<br>34,45 6,71<br>6,68 3,51<br>1 dk<br>len 67 | **M Fishing**<br>Side Trawler<br>Ice strengthened | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) 13kn |
| 6510772 | **BRISTOL GIANT**<br>**Bristol City Council**<br>Port of Bristol Authority<br>Bristol United Kingdom | **1 280**<br>1 041<br>— | ✠**A1**<br>Bristol Channel service, limiting line Barry Dock pier, Steepholm & Brean Down | SS 10/77<br>EL o<br>FN 1206 | **1965**-6 Charles Hill & Sons Ltd.—Bristol (449)<br>46,06 22,89 1,829<br>45,73 22,56 3,81<br>1 dk<br>rf nil<br>4BH WB DTa600t | **Floating Crane** | Gen 1 × 60kW 220V d.c. |

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| 7229904<br>JFJB<br>112890<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRISTOL MARU**<br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japan | **96 010**<br>74 685<br>168 394 | NK | **1973** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (1002)<br>297,52(BB) 47,45 17,577<br>285,05 47,40 24,80<br>1 dk | **S Ore/Bulk/Oil Carrier**<br>7 Ho/Ta ER<br>G.157 255 L.(oil) 207 147<br>7 Ha (stl) (each 17,8 × 21,8) ER | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Sumitomo S.B. & Mchy. Co. Ltd. Yo<br>Gen 2 × 1350kW 1 × 150kW 445<br>Fuel 8 966,5t (hvf)-129,0pd |
| 6615558<br>JKJO<br>99442<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRISTOL MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **14 213**<br>9 522<br>13 579 | NK | **1966** Mitsui SB. & Eng. Co. Ltd.—Tamano (743)<br>180,02(BB) 9,211<br>176,56 23,21 12,91<br>P 33,3 F 27,8 2 dks, pt 3rd dk<br>len 78 | **M General Cargo**<br>Ref<br>6 Ho<br>G.22 364 B.20 706 In.648<br>6 Ha (stl) (8,2 × 5,4) (10,9 × 7,0) (14,4 11,9 11,9 × 8,9) (12,8 × 5,4)<br>16W Cr 3(10) Der 1(30) 16(6) | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 360kW 450V a.c.<br>Fuel 1 539,5t-62,5pd |
| 6906165<br>GZFF<br>337093<br>Rdr<br>RTm/v | **BRISTOLIAN**<br>**Bowker & King Ltd.**<br>London United Kingdom | **899**<br>533<br>1 321 | ✠**100A1** SS 5/79<br>oil tanker<br>United Kingdom coasting service<br>✠**LMC**<br>EL (J) $1\frac{1}{8}$"U2<br>FN 933 | **1969**-3 Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (1007)<br>64,62 11,10 3,391<br>62,21 11,00 3,99<br>Ba 11,6 Trunk 36,9 RFD 9,5 1 dk<br>rf 102 len 71<br>10BH WB547t incl. DTm113t DTf219t | **M Tank Barge**<br>10 Ta ER<br>L.(oil) 1 837 | Oil 4SA 8Cy. 222 × 292 sr reverse g<br>to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. St<br>Gen 2 × 23,5kW 400V 50Hz a.c.<br>Fuel 16,5t (d.o.)-2,5pd |
| 7344405<br>ATOF<br>1673<br>Esd Rdr<br>RT | **BRISTOW**<br>**Cochin Port Trust**<br>Cochin India | **313**<br>0<br>117 | ✠Classed LR until 21/10/77 | **1976**-5 Hooghly Docking & Eng. Co. Ltd.<br>—Calcutta (426)<br>37,22 9,68 3,660<br>33,48 9,14 4,42<br>1 dk<br>rf 762 | **TM Tug** | 2 Oil 4SA each 5Cy. 300 × 450 reve<br>reduction geared to sc. shafts<br>Garden Reach Workshops<br>Gen 2 × 85kW 415V 50Hz a.c. |
| 6729933<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BRISTVA**<br>ex Hornisse-82<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslavia | **424**<br>200<br>942 | GL | **1967** Schiffswerft u. Masch. Max Sieghold<br>—Bremerhaven (142)<br>57,10 9,30 3,577<br>51,62 4,20<br>P 12,8 F 6,8 1 dk | **M Tanker**<br>Ice strengthened<br>6 Ta ER<br>L.(oil) 1 070 | Oil 4SA 6Cy. 320 × 480<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mar |
| 6511984<br>JWMS<br>18378<br>Df Esd<br>Pfd Rdr<br>RT | **BRIT MARI**<br>ex Normannes-74 ex Balka-74<br>ex Birgitta Coast-72<br>ex Jeffmine-72<br>**P/R Aksel Johannessen & Sonner**<br>Aksel Johannessen<br>Haugesund Norway | T.Mk<br>**292**<br>179<br>610 | NV | **1965** P/F Skala Skipasmidja & Handelsvirki<br>—Skala (5)<br>48,65 9,71 3,461<br>43,24 9,66 4,88<br>2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 189 B.1 090<br>1 Ha (24,0 × 5,6) ER<br>2W Der 2(3) | Oil 2SA 7Cy. 280 × 420<br>700bhp (515kW) NE made65 fitted75<br>Wichmann Motorfabrikk A/S Rubbesta<br>Gen 2 × 20kW 1 × 11kW<br>220V 50Hz a.c.<br>Fuel 31,5t (d.o.)-2,0pd |
| 5052292<br>KWCN<br>245259<br>Df Esd<br>Gc RT | **BRITAIN VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 639**<br>4 602<br>10 849 | AB | **1944** Oregon SB. Corp.—Portland, Or (1004)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co.<br>Pittsbur<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| 7430577<br>EHBS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITANIA BM**<br>**Empresas Basilio Marquinez**<br>Huelva Spain | **314**<br>151<br>— | BV | **1977** Const. Nav. Santodomingo—Vigo (447)<br>38,31 8,62 4,006<br>35,13 8,50 6,15<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW)<br>Hijos de J. Barreras S.A.<br>Fuel 193,5t (d.o.) |
| 5229223<br>HPEN<br>1089<br>8-PG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BRITANIS**<br>ex Lurline-70 ex Matsonia-63<br>ex Monterey-56<br>**Ajax Navigation Corp.**<br>Panama Panama | **18 153**<br>10 448<br>4 264 | AB | **1932** Bethlehem SB. Corp.—Quincy, Ma (1441)<br>192,49 24,19 8,605<br>184,41 24,08 13,57<br>B 112,2 3 dks, 4th dk fwd & aft<br>R rf nil conv Ref Passenger/General Cargo 71 | **TS Passenger Ship** 1632bth P<br>2 Ho 24,9 10,9<br>B.6 938<br>1 Ha (w) (4,8 × 3,3) 1 Ha (stl) (4,5 × 4,5)<br>4W Der 4(5) | 6 S Turb sr geared to 2 sc. shafts<br>25 000shp (18 389kW)<br>Bethlehem S.B. Corp. Ltd. Quinc<br>Gen 2 × 750kW 230V d.c. 2 × 500<br>115V d.c.<br>Fuel 6 707,0t (o.f.) |
| 7431105<br>OVPS<br>D2343<br>Df Esd<br>Gc Rdr<br>RT | **BRITANNIA**<br>**P/R Britannia**<br>A. E. Sorensen<br>Svendborg Denmark | **499**<br>323<br>1 290 | BV | **1976** Frederikshavn Vaerft A/S<br>—Frederikshavn (366)<br>76,61 12,27 3,404<br>68,03 12,20 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.3 171 B.2 888<br>4W Der 4(5) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen — × —kW 380V 50Hz a.c.<br>Fuel 132,0t (d.o.)-4,5pd |
| 6517433<br>WB3718<br>241922<br>RTh/v | **BRITANNIA**<br>ex Elizabeth Moran-56<br>ex Thomas A. Meseck-54<br>**Baker-Whiteley Towing Co.**<br>Baltimore, Md United States of America | **232**<br>158<br>— | (AB) | **1942** H. A. Marvel—Newburgh, NY (227)<br>31,70 8,23 3,693<br>29,98 8,21 4,09<br>1 dk<br>BK 127 | **M Tug** | Oil 2SA 16Cy. 216 × 254 sr geared t<br>shaft<br>NE 65<br>General Motors Corp. La Grange,<br>Fuel (d.o.) |
| 8120650<br>801531 | **BRITANNIA III**<br>**Harbour Ferries Ltd.**<br>Vancouver, B.C. Canada | **668**<br>460<br>50 | | **1982** Allied Shipbuilders Ltd.—North Vancouver, B.C. (234)<br>38,41 9,76<br>2,75<br>1 dk | **TM Ferry** | 2 Vee Oil 4SA each 8Cy. 137 × 152<br>clutches & sr reverse geared to sc.<br>700bhp (515kW)<br>Caterpillar Tractor Co. Peoria,<br>Thw. thrust propeller fwd |
| 7107431<br>CUFP<br>A-2130-N<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITES**<br>**Brites, Vaz & Irmaos Ltda.**<br>Aveiro Portugal | **1 951**<br>984<br>1 701 | ✠**100A1** SS 3/77<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1477 | **1971**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (86)<br>80,32 12,55 6,135<br>70,01 12,50 8,59<br>B 15,0 RFD 15,6 2 dks<br>RW rf 406<br>Coll BH to U dk 7 to 2nd dk WB58t | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 450 geare<br>sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau<br>db 6kgf/cm² (5,9bar)<br>Gen 2 × 408kW 1 × 152kW<br>400V 50Hz a.c.<br>Controllable pitch propeller |

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| 7208663<br>GPIG<br>343240<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH AVON**<br><br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **15 540**<br>9 551<br>25 620 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 2/78<br><br>**UMS**<br>EL Ft 2$\tfrac{5}{8}$"U2<br>FN 6083 | **1972**-11 Scotts' SB. Co. (1969) Ltd.<br>—Greenock (724)<br>171,20(BB) 25,05 9,557<br>161,86 25,00 12,58<br>P 33,6 F 13,8 1 dk<br>rf 51<br>11BH WB692t | **M Tanker**<br><br>22 Ta ER<br>L.(oil) 35 660 | <br><br><br>HeCls. B | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>WTAuxB primary 600lbf/in$^2$ (41,4bar)<br>secondary 260lbf/in$^2$ (18,0bar)<br>Spt 260,0°C hs386,9<br>AuxB 200lbf/in$^2$ (13,8bar)<br>e(ex.g) 225lbf/in$^2$ (15,6bar)<br>Gen 1 × 650kW 1 × 600kW<br>440V 60Hz a.c.<br>Fuel 1 372,5t (d.o.)-35,5pd 15,5kn |
| 6414100<br>GNLH<br>306205<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH BEECH**<br><br>Solamole Ltd.<br>BP Shipping Ltd.<br>London United Kingdom | **12 973**<br>7 549<br>21 093 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 4/80<br><br><br>EL it 2$\tfrac{7}{16}$"SQ<br>FN 5565 | **1964**-12 Sir J. Laing & Sons Ltd.<br>—Deptford, Sunderland (834)<br>171,05 22,46 9,424<br>161,86 22,41 11,97<br>P 36,0 F 19,2 1 dk<br>RW rf 102<br>16BH WB1380t incl. DTf775t | **M Tanker**<br><br>33 Ta ER<br>L.(oil) 27 887 | <br><br><br>HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 350lbf/in$^2$ (24,2bar) Spt<br>285lbf/in$^2$ (19,7bar)<br>AuxB (ex.g) 440lbf/in$^2$ (30,4bar) Spt<br>285lbf/in$^2$ (19,7bar)<br>AuxB (o.f.) 150lbf/in$^2$ (10,4bar)<br>e(ex.g) 30lbf/in$^2$ (2,1bar)<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 1 331,0t (hvf)-30,5pd 14,5kn |
| 6515710<br>GQMH<br>307991<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH CENTAUR**<br><br>**Tanker Charter Co. Ltd.**<br>London United Kingdom | **37 832**<br>24 549<br>68 828 | **✠100A1**<br>oil tanker<br>(cc) crude oil<br>**✠LMC** | SS 7/76<br><br><br><br>EL yt 3$\tfrac{3}{8}$"SQ<br>FN 11889 | **1966**-1 Harland and Wolff Ltd.—Belfast<br>(1602)<br>248,65 33,02 12,897<br>238,16 32,92 17,00<br>F 18,6 1 dk<br>RW rf 76<br>11BH WB18105t incl. 13726t in clean ballast tanks DTf3004t | **M Tanker**<br><br>16 Ta ER<br>L.(oil) 77 645 | | Oil 2SA 9Cy. 840 × 1800<br>18 000bhp (13 240kW) B&W<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 312lbf/in$^2$ (21,6bar) Spt 257,3°C<br>295lbf/in$^2$ (20,4bar)<br>AuxB 145lbf/in$^2$ (10,0bar)<br>e(ex.g) 315lbf/in$^2$ (21,8bar) Spt<br>285lbf/in$^2$ (19,7bar)<br>Gen 2 × 600kW 1 × 345kW<br>440V 60Hz a.c.<br>Fuel 3 253,5t (hvf)-71,0pd 15,5kn |
| 6418120<br>GNHE<br>306271<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH COMMERCE**<br><br>**BP Tyne Tanker Co. Ltd.**<br>London United Kingdom | **37 814**<br>24 707<br>68 777 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 12/79<br><br><br>EL yt 3$\tfrac{3}{8}$"SQ<br>FN 11889 | **1965**-5 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (702)<br>248,65 33,00 12,910<br>238,16 32,92 17,00<br>F 18,6 1 dk<br>RW rf 76<br>WB14163t incl. 9785t in clean ballast tanks DTsf3004t | **M Tanker**<br><br>16 Ta ER<br>L.(oil) 79 176 | <br><br><br>HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>18 000bhp (13 240kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>WTAuxB 312lbf/in$^2$ (21,6bar) Spt 257,3°C<br>AuxB 155lbf/in$^2$ (10,7bar)<br>e(ex.g) 355lbf/in$^2$ (24,5bar) Spt<br>285lbf/in$^2$ (19,7bar)<br>Gen 1 × 600kW 2 × 330kW<br>440V 60Hz a.c.<br>Fuel 3 363,0t (hvf)-74,5pd 15,5kn |
| 7208558<br>GPIH<br>358605<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH DART**<br><br>**BP Shipping Ltd.**<br>Irano-British Ship Service Co. Ltd.<br>London United Kingdom | **15 650**<br>9 661<br>25 651 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 11/77<br><br>**UMS**<br>EL Ft 2$\tfrac{5}{8}$"U2<br>FN 6080 | **1972**-9 Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (658)<br>171,46(BB) 25,05 9,583<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51<br>11BH WB648t | **M Tanker**<br><br>14 Ta ER<br>L.(oil) 35 660<br>Cr 2(5) 1(1) | | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>WTAuxB (o.f.) primary 50kgf/cm$^2$ (49,1bar)<br>secondary 16kgf/cm$^2$ (15,7bar)<br>Spt 275°C<br>AuxB 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 15,7kgf/cm$^2$ (15,4bar)<br>Gen 1 × 648kW 1 × 600kW<br>450V 60Hz a.c.<br>Fuel 1 372,5t (d.o.)-35,5pd 15,5kn |
| 7114197<br>ZFWQ<br>384829<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH ENTERPRISE FIVE**<br>ex Intersub Five-81<br>ex Sea Wind-77<br>ex Sea Discoverer-75<br>ex Sea Explorer-74<br>**BUE Ships Five Ltd.**<br>BUE Ships Ltd.<br>Hamilton Bermuda (British)<br>See Register of Offshore Units | **981**<br>392<br>699 | | <br><br>AB | **1971** Mangone SB. Corp.—Houston, Tx (100)<br>52,43 11,61 3,988<br>51,24 11,59 4,88<br>F 16,8 1 dk<br>conv Deck Cargo Tug/Supply Ship 77 | **TM Mother Ship**<br>for submersibles | | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>3 900bhp (2 869kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW 440/220V 50Hz a.c.<br>Bow jet pump<br>Stern jet pump<br>Fuel 223,5t 14,5kn |
| 6513671<br>ZFWP<br>384831<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **BRITISH ENTERPRISE FOUR**<br>ex Intersub Four-81 ex Altona-76<br>**BUE Ships Four Ltd.**<br>BUE Ships Ltd.<br>Hamilton Bermuda (British)<br>See Register of Offshore Units | **1 595**<br>457<br>957 | | <br><br>GL | **1965** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (335)<br>75,90 12,88 4,801<br>67,21 12,81 8,01<br>F 16,5<br>conv Fish-factory Stern Trawler Factory Fishing 77 | **M Mother Ship**<br>for submersibles<br>2 Ho 7,6 10,6<br>Cr 2(2) | | Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>also oil 600bhp (441kW) driving 1 gen. of 316kW 400V a.c. connected to 1 elec. motor of 400shp (294kW) (WL) for secondary propulsion<br>Gen 2 × 437,5kW 1 × 137,5kW<br>220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 172,5t (d.o.) 14kn |
| 6515954<br>ZFWM<br>384836<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH ENTERPRISE ONE**<br>ex Intersub One-81<br>ex Sea Stork-76 ex Berlinertor-74<br>ex NVG 2-67<br>**BUE Ships One Ltd.**<br>BUE Ships Ltd.<br>Hamilton Bermuda (British)<br>See Register of Offshore Units | **641**<br>132<br>713 | | <br><br>GL | **1965** Rolandwerft G.m.b.h.—Bremen<br>52,58 11,36 3,277<br>49,99 11,00 3,99<br>F 14,1 1 dk<br>conv Deck Cargo Supply Ship 77 | **TM Mother Ship**<br>for submersibles<br>Mchy.aft<br>Der 1(10) | <br>20P | 2 Oil 4SA each 16Cy. 160 × 180<br>1 932bhp (1 421kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Thw. thrust propeller fwd<br>12kn |

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| **6506111** | **BRITISH ENTERPRISE THREE** | **1 595** | | | **1965** Rickmers Rhederei G.m.b.H. | **M Mother Ship** | | Oil 4SA 8Cy. 400 × 600 |
| ZFWO | ex Intersub Three-81 | 454 | | | —Bremerhaven (334) | for submersibles | | 2 140bhp (1 574kW) |
| 384833 | ex Othmarschen-76 | 1 197 | | GL | 75,90 12,86 4,788 | 2 Ho 7,6 10,6 | | Masch. Augsburg-Nuernberg (MAN) Ha |
| Df Esd | **BUE Ships Three Ltd.** | | | | 67,21 12,81 8,01 | In.750 | | also oil 600bhp (441kW) driving 1 gen |
| Gc Pfd | BUE Ships Ltd. | | | | F 17,7 | Cr 2(2) | | 316kW 400V a.c. connected to 1 e |
| Rdr | Hamilton Bermuda | | | | conv Fish-factory Stern Trawler Factory | | | motor of 400shp (294kW) (WL) for |
| RTm/h/v | (British) | | | | Fishing 77 | | | secondary propulsion |
| | | | | | | | | Gen 1 × 350kW 1 × 346kW |
| | | | | | | | | 1 × 106kW 220/380V 50Hz a.c. |
| | | | | | | | | Controllable pitch propeller |
| | See Register of Offshore Units | | | | | | | Fuel 543,5t (d.o.) |

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| **6614504** | **BRITISH ENTERPRISE TWO** | **930** | ✠100A1 | SS 5/80 | **1966**-9 Brooke Marine Ltd.—Lowestoft | **TM Mother Ship** | | 2 Oil 4SA each 8Cy. 222 × 292 sr re |
| ZFWN | ex Intersub Two-81 | 338 | | | (342) | for submersibles | | geared to sc. shafts |
| 384827 | ex Sea Diver-76 ex Lady Fiona | 1 400 | ✠LMC | | 51,82 11,51 4,131 | | | 1 600bhp (1 177kW) |
| Df Esd | **BUE Ships Two Ltd.** | | | EL (k) | 47,25 11,28 5,19 | | | Blackstone & Co. Ltd. |
| Pfd Rdr | BUE Ships Ltd. | | | FN 779 | F 43,9 1 dk | | | Gen 3 × 80kW 220V d.c. |
| RT | Hamilton Bermuda | | | | rf 229 conv Deck Cargo Supply Ship 75 | | | Bow jet pump |
| | (British) | | | | 8BH WB358t incl. DTf202t | | | |
| | See Register of Offshore Units | | | | | | | |

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| **7306752** | **BRITISH ESK** | **15 644** | ✠100A1 | SS 10/78 | **1973**-9 N.V. Boelwerf S.A.—Tamise/Temse | **M Tanker** | | Oil 2SA 6Cy. 740 × 1600 |
| GQOR | | 9 664 | oil tanker (cc) | | (1470) | | | 9 000bhp (6 620kW) |
| 360799 | **BP Shipping Ltd.** | 25 905 | ✠LMC | **UMS** | 171,46(BB) 25,05 9,583 | 22 Ta ER | | S.A. Cockerill-Ougree-Providence |
| Df Esd | London United Kingdom | | | EL Ft $2\frac{5}{8}$"U2 | 161,78 25,00 12,58 | L.(oil) 35 519 | HeCls. B | WTAuxB primary 50kgf/cm$^2$ (49,1bar) |
| Gc Pfd | | | | FN 6080 | P 33,6 F 14,1 1 dk | Cr 2(5) 1(1) | | secondary 16kgf/cm$^2$ (15,7bar) |
| Rdr | | | | | rf 51 | | | Spt 275°C hs696,8 |
| RTm/h/v | | | | | 11BH WB658t | | | AuxB (o.f.) 14kgf/cm$^2$ (13,8bar) |
| | | | | | | | | e(ex.g) 14kgf/cm$^2$ (13,8bar) Spt |
| | | | | | | | | Gen 1 × 672kW 1 × 600kW |
| | | | | | | | | 450V 60Hz a.c. |
| | | | | | | | | Thw. thrust propeller fwd |
| | | | | | | | | Fuel 1 271,0t (hvf)-35,5pd |

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| **6413247** | **BRITISH FERN** | **13 252** | ✠100A1 | SS 12/79 | **1964**-12 Lithgows Ltd.—Port Glasgow | **M Tanker** | | Oil 2SA 6Cy. 740 × 1600 |
| GMUN | | 7 621 | oil tanker (cc) | | (1131) | | | 7 500bhp (5 517kW) |
| 306201 | **BP Shipping Ltd.** | 20 977 | ✠LMC | | 171,00 22,48 9,468 | 33 Ta ER | | J. G. Kincaid & Co. Ltd. |
| Df Esd | London United Kingdom | | | EL it $2\frac{7}{16}$"SQ | 161,86 22,41 11,97 | L.(oil) 27 887 | HeCls. BC | WTAuxB 350lbf/in$^2$ (24,2bar) Spt 260 |
| Gc Pfd | | | | FN 5565 | P 36,0 F 19,2 1 dk | | | 285lbf/in$^2$ (19,7bar) |
| Rdr | | | | | RW rf 102 | | | AuxB 150lbf/in$^2$ (10,4bar) |
| RTm/h/v | | | | | 16BH WB1431t | | | e(ex.g) 440lbf/in$^2$ (30,4bar) Spt |
| | | | | | | | | 285lbf/in$^2$ (19,7bar) |
| | | | | | | | | sg 145lbf/in$^2$ (10,0bar) |
| | | | | | | | | Gen 2 × 550kW 1 × 244kW |
| | | | | | | | | 440V 60Hz a.c. |
| | | | | | | | | Fuel 1 322,0t (hvf)-30,5pd |

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| **6917803** | **BRITISH FIDELITY** | **15 260** | ✠100A1 | SS 3/80 | **1969**-12 Brodogradiliste i Tvornica Dizel | **M Tanker** | | Oil 2SA 6Cy. 740 × 1600 |
| GYYT | | 9 070 | oil tanker (cc) | | Motora "Split"—Split (240) | | | 8 245bhp (6 065kW) |
| 337993 | **BP Shipping Ltd.** | 24 853 | ✠LMC | | 170,34(BB) 24,87 9,627 | 33 Ta ER | | Tvornica Dizel Motora "Uljanik" |
| Df Esd | London United Kingdom | | | EL Ft $2\frac{5}{8}$"U2 | 161,53 24,82 12,60 | L.(oil) 33 928 | HeCls. B | WTAuxB 350lbf/in$^2$ (24,2bar) Spt 248 |
| Gc Rdr | | | | FN 6045 | P 29,6 F 15,3 1 dk | | | 315lbf/in$^2$ (21,8bar) |
| RT | | | | | rf 51 | | | AuxB 200lbf/in$^2$ (13,8bar) |
| | | | | | 16BH WB1196t incl. DTf592t | | | e(ex.g) 413lbf/in$^2$ (28,5bar) Spt |
| | | | | | | | | 313lbf/in$^2$ (21,6bar) |
| | | | | | | | | sg 50lbf/in$^2$ (3,5bar) |
| | | | | | | | | Gen 2 × 500kW 450V 60Hz a.c. |
| | | | | | | | | Fuel 1 262,0t (hvf)-29,5pd |

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| **7320069** | **BRITISH FORTH** | **15 540** | ✠100A1 | SS 2/79 | **1973**-12 Scotts' SB. Co. (1969) Ltd. | **M Tanker** | | Oil 2SA 6Cy. 760 × 1550 |
| GRUQ | | 9 551 | oil tanker (cc) | | —Greenock (727) | | | 9 000bhp (6 620kW) |
| 360944 | **BP Thames Tanker Co. Ltd.** | 25 551 | ✠LMC | **UMS** | 171,20(BB) 25,05 9,576 | 22 Ta ER | | Scotts' SB. & Eng. Co. Ltd. |
| Df Esd | London United Kingdom | | | EL Ft $2\frac{5}{8}$"U2 | 161,86 25,00 12,58 | L.(oil) 35 396 | HeCls. B | WTAuxB primary 42kgf/cm$^2$ (41,2bar) |
| Gc Pfd | | | | FN 6083 | P 33,6 F 13,8 1 dk | Cr 2(5) 1(1) | | secondary 18kgf/cm$^2$ (17,7bar) |
| Rdr | | | | | rf 51 | | | Spt 260°C 16kgf/cm$^2$ (15,7bar) hs3 |
| RTm/h/v | | | | | 11BH WB703T | | | AuxB 14kgf/cm$^2$ (13,8bar) |
| | | | | | | | | e(ex.g) 17kgf/cm$^2$ (16,7bar) Spt |
| | | | | | | | | 16kgf/cm$^2$ (15,7bar) |
| | | | | | | | | Gen 1 × 650kW 1 × 600kW |
| | | | | | | | | 440V 60Hz a.c. |
| | | | | | | | | Fuel 1 372,5t (hvf)-35,5pd |

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| **6409650** | **BRITISH HAWTHORN** | **13 119** | ✠100A1 | SS 12/79 | **1964**-10 Hawthorn, Leslie (Shipbuilders) | **M Tanker** | | Oil 2SA 6Cy. 760 × 1550 |
| GMUP | | 7 627 | oil tanker (cc) | | Ltd.—Hebburn (749) | | | 7 500bhp (5 517kW) |
| 306128 | **BP Shipping Ltd.** | 20 881 | ✠LMC | | 171,02 22,48 9,468 | 33 Ta ER | | Hawthorn, Leslie (Engineers) Ltd. |
| Df Esd | London United Kingdom | | | EL it $2\frac{7}{16}$"SQ | 161,86 22,41 11,97 | L.(oil) 27 330 | HeCls. BC | WTAuxB 350lbf/in$^2$ (24,2bar) Spt 276 |
| Gc Pfd | | | | FN 5565 | P 34,8 F 19,2 1 dk | | | 295lbf/in$^2$ (20,4bar) |
| Rdr | | | | | RW rf 102 | | | WTAuxB 150lbf/in$^2$ (10,4bar) |
| RTm/h/v | | | | | 16BH WB554t | | | e(ex.g) 450lbf/in$^2$ (31,1bar) Spt |
| | | | | | | | | 285lbf/in$^2$ (19,7bar) |
| | | | | | | | | sg 110lbf/in$^2$ (7,6bar) |
| | | | | | | | | Gen 2 × 550kW 1 × 244kW |
| | | | | | | | | 440V 60Hz a.c. |
| | | | | | | | | Fuel 1 331,0t (hvf)-30,5pd |

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| **6420393** | **BRITISH HOLLY** | **13 271** | ✠100A1 | SS 6/80 | **1965**-3 Lithgows Ltd.—Port Glasgow | **M Tanker** | | Oil 2SA 6Cy. 740 × 1600 |
| GNHZ | | 7 634 | oil tanker (cc) | | (1155) | | | 7 500bhp (5 517kW) |
| 306308 | **BP Shipping Ltd.** | 20 977 | ✠LMC | | 171,00 22,48 9,468 | 33 Ta ER | | J. G. Kincaid & Co. Ltd. |
| Df Esd | London United Kingdom | | | EL it $2\frac{7}{16}$"SQ | 161,86 22,41 11,97 | L.(oil) 27 399 | HeCls. BC | WTAuxB 350lbf/in$^2$ (24,2bar) Spt 260 |
| Gc Pfd | | | | FN 5565 | P 36,0 F 19,2 1 dk | | | 285lbf/in$^2$ (19,7bar) |
| Rdr | | | | | RW rf 102 | | | AuxB 150lbf/in$^2$ (10,4bar) |
| RTm/h/v | | | | | 16BH WB1427t | | | e(ex.g) 350lbf/in$^2$ (24,2bar) Spt |
| | | | | | | | | 285lbf/in$^2$ (19,7bar) |
| | | | | | | | | sg 145lbf/in$^2$ (10,0bar) |
| | | | | | | | | Gen 2 × 550kW 1 × 244kW |
| | | | | | | | | 230/440V 60Hz a.c. |
| | | | | | | | | Fuel 1 331,0t (hvf)-30,5pd |

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|---|---|---|---|---|---|---|---|---|
| 7219002<br>GPJJ<br>358816<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH HUMBER**<br>**BP Shipping Ltd.**<br>London United Kingdom | **15 204**<br>8 999<br>24 827 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC**<br>**IGS** | SS 4/78<br>EL Ft 2$\frac{3}{8}$"U2<br>FN 6041 | **1973**-2 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (259)<br>170,29(BB) 24,87 9,646<br>161,42 24,82 12,60<br>P 33,0 F 15,3 1 dk<br>rf 51<br>16BH WB1196t incl. DTf592t | **M Tanker**<br>IGS<br>33 Ta ER<br>L.(oil) 33 928<br>Cr 2(5) 1(1) Der 1(6) | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>WTAuxB 350lbf/in$^2$ (24,2bar) Spt 248,9°C<br>300lbf/in$^2$ (20,7bar) hs353,3<br>AuxB 200lbf/in$^2$ (13,8bar)<br>e(ex.g) 413lbf/in$^2$ (28,5bar) Spt<br>313lbf/in$^2$ (21,6bar)<br>sg 210lbf/in$^2$ (14,5bar)<br>Gen 1 × 600kW 1 × 552kW<br>450V 60Hz a.c.<br>Fuel 1 262,0t (d.o.)-31,5pd 14,5kn |
| 7234454<br>GPIK<br>360540<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH KENNET**<br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **15 538**<br>9 539<br>25 531 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** | SS 5/78<br>**UMS**<br>EL Ft 2$\frac{3}{8}$"U2<br>FN 6083 | **1973**-5 Scotts' SB. Co. Ltd.—Greenock (725)<br>171,20(BB) 25,05 9,576<br>161,86 25,00 12,58<br>P 33,6 F 13,8 1 dk<br>rf 51<br>11BH WB692t | **M Tanker**<br>22 Ta ER<br>L.(oil) 35 660<br>Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>WTAuxB primary 600lbf/in$^2$ (41,4bar)<br>secondary 260lbf/in$^2$ (18,0bar)<br>Spt 260,0°C hs386,9<br>AuxB (o.f.) 200lbf/in$^2$ (13,8bar)<br>e(ex.g) 225lbf/in$^2$ (15,6bar) Spt<br>Gen 1 × 650kW 1 × 600kW<br>440V 60Hz a.c.<br>Fuel 1 372,5t (d.o.)-35,5pd 15,5kn |
| 7326960<br>GTID<br>360834<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH NORNESS**<br>**Lombard Finance Ltd.**<br>BP Shipping Ltd.<br>London United Kingdom | **132 942**<br>108 735<br>269 349 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 7/78<br>**UMS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25824 | **1973**-9 Mitsubishi Heavy Industries Ltd. —Nagasaki (1705)<br>338,34(BB) 53,62 20,657<br>322,79 53,60 26,40<br>1 dk<br>rf 102<br>8BH WB11351T incl. STa2023T | **S Tanker**<br>pt higher tensile steel<br>12 Ta ER | | S Turb dr geared<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm$^2$ (72,6bar) Spt 515,6°C<br>61,2kgf/cm$^2$ (60,1bar) hs3994,7<br>sg 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel (o.f.) 14,75kn |
| 6519273<br>GQNA<br>307928<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH POPLAR**<br>**BP Shipping Ltd.**<br>London United Kingdom | **13 530**<br>7 773<br>21 115 | ✠**100A1**<br>oil tanker<br>(cc) in cargo tanks<br>✠**LMC** | SS 11/80<br>EL 2$\frac{7}{16}$"SQ<br>FN 5600 | **1965**-10 Eriksbergs M/V A/B—Goteborg (590)<br>171,00 22,46 9,462<br>161,55 22,41 12,25<br>P 35,7 F 18,9 1 dk<br>rf 51<br>16BH WB584t | **M Tanker**<br>33 Ta ER<br>L.(oil) 27 892 | HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>WTAuxB primary 710lbf/in$^2$ (49,0bar)<br>secondary 227lbf/in$^2$ (15,7bar)<br>Spt 250,0°C<br>AuxB 145lbf/in$^2$ (10,0bar)<br>e(ex.g) 220lbf/in$^2$ (15,2bar)<br>sg 29lbf/in$^2$ (2,0bar)<br>Gen 2 × 550kW 1 × 244kW<br>440V 60Hz a.c.<br>Fuel 1 439,5t (hvf)-30,5pd 14,5kn |
| 7319682<br>GRUU<br>360787<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH PROGRESS**<br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **117 536**<br>96 350<br>224 999 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>**LAID UP — SURVEYS OVERDUE 10/77** | **UMS**<br>EL B* 4$\frac{3}{16}$"U3<br>FN 23337 | **1973**-10 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (845)<br>330,01(BB) 48,75 19,902<br>314,13 48,68 25,61<br>F 22,9 1 dk<br>rf nil<br>8BH WB7915T | **S Tanker**<br>pt higher tensile steel<br>18 Ta ER<br>L.(oil) 298 893<br>Cr 1(10) Der 2(20) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Verolme Machinefabriek Ijsselmonde<br>2 WTB 74kgf/cm$^2$ (72,6bar) Spt 513°C<br>64kgf/cm$^2$ (62,8bar) hs3832,2<br>sg 17kgf/cm$^2$ (16,7bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 8 941,0t (o.f.)-162,5pd 16kn |
| 7328384<br>GSEL<br>360974<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH PURPOSE**<br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **117 534**<br>96 294<br>224 999 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>**IGS**<br>**LAID UP — SURVEYS OVERDUE 3/78** | **UMS**<br>EL B* 4$\frac{3}{16}$"U3<br>FN 23337 | **1974**-3 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (846)<br>330,01(BB) 48,75 19,898<br>314,13 48,68 25,61<br>F 22,9 1 dk<br>rf nil<br>8BH WB7915T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>18 Ta ER<br>L.(oil) 294 567<br>Cr 1(10) Der 2(20) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW)<br>Verolme Machinefabriek Ijsselmonde<br>2 WTB 74kgf/cm$^2$ (72,6bar) Spt 513°C<br>65,7kgf/cm$^2$ (64,5bar) hs3832,2<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 8 561,0t (o.f.)-162,5pd 16kn |
| 7376874<br>GUQL<br>366000<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH RANGER**<br>**Solamole Ltd.**<br>BP Shipping Ltd.<br>London United Kingdom | **133 035**<br>108 525<br>269 881 | ✠**100A1**<br>oil tanker<br>crude oil only<br>✠**LMC**<br>**IGS** | SS 9/76<br>**UMS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25840 | **1976**-1 Mitsubishi Heavy Industries Ltd. —Nagasaki (1740)<br>338,64(BB) 53,68 20,727<br>322,99 53,60 26,40<br>1 dk<br>rf 102<br>9BH WB11331T incl. STa2023T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>24 Ta ER<br>L.(oil) 347 618 | | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 76kgf/cm$^2$ (74,6bar) (Spt 515°C<br>63kgf/cm$^2$ (61,8bar)) hs4459,2<br>sg 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 124,0t (d.o.) 12 480,0t (hvf) 15,75kn |
| 7376862<br>GUMU<br>365920<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH RELIANCE**<br>**Crestaford Ltd.**<br>London United Kingdom | **133 035**<br>108 525<br>269 770 | ✠**100A1**<br>oil tanker<br>crude oil only<br>✠**LMC**<br>**IGS** | SS 10/81<br>**UMS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25840 | **1975**-9 Mitsubishi Heavy Industries Ltd. —Nagasaki (1739)<br>Cmd.**1976**-9<br>338,64(BB) 53,68 20,708<br>322,99 53,60 26,40<br>1 dk<br>rf 102<br>9BH WB11331T incl. STa2023T | **S Tanker**<br>IGS<br>pt. higher tensile steel<br>24 Ta ER | | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 76kgf/cm$^2$ (74,6bar) Spt 515°C<br>63kgf/cm$^2$ (61,8bar) hs4479,2<br>sg 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>15,5kn |
| 7353705<br>GTHN<br>363187<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH RENOWN**<br>**BP Medway Tanker Co. Ltd.**<br>London United Kingdom | **133 035**<br>108 854<br>261 011 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 5/79<br>**UMS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25840 | **1974**-4 Mitsubishi Heavy Industries Ltd. —Nagasaki (1703)<br>338,64(BB) 53,68 20,657<br>322,99 53,60 26,40<br>1 dk<br>rf 102 conv Tanker 78<br>conv Storage Tanker 79<br>8BH WB11351T incl. STs a2023t | **S Tanker**<br>pt higher tensile steel<br>12 Ta ER<br>L.(oil) 346 200 | | 2 S Turb dr geared<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm$^2$ (72,6bar) Spt 515,6°C<br>63,5kgf/cm$^2$ (62,3bar) hs3994,7<br>sg 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 8 526,5t (o.f.)-154,5pd 14,75kn |
| 7376654<br>GUEG<br>363468<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH RESOLUTION**<br>**BP Medway Tanker Co. Ltd.**<br>London United Kingdom | **133 035**<br>108 853<br>270 665 | ✠**100A1**<br>oil tanker<br>crude oil only<br>✠**LMC**<br>**IGS** | SS 9/79<br>**UMS**<br>EL C* 4$\frac{3}{8}$"U3<br>FN 25840 | **1974**-11 Mitsubishi Heavy Industries Ltd. —Nagasaki (1704)<br>338,64(BB) 53,62 20,708<br>322,99 53,60 26,40<br>1 dk<br>rf 102 conv Tanker 78<br>8BH WB11352T incl. STa2023T | **S Tanker**<br>Storage IGS<br>pt higher tensile steel<br>12 Ta ER<br>L.(oil) 347 616<br>Cr 1(10) 1(1) Der 2(20) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm$^2$ (72,6bar) Spt 515,6°C<br>63,5kgf/cm$^2$ (62,3bar) hs3994,7<br>sg 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 1 193,0t (o.f.)-154,5pd 15,75kn |

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| 7376850<br>GUMV<br>365861<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH RESOURCE**<br>**Erynflex Ltd.**<br>London United Kingdom | **131 534**<br>111 080<br>269 695 | **✠100A1**<br>oil tanker<br>crude oil only<br>**✠LMC**<br>**IGS** | **UMS**<br>EL C* 4⅜"U3<br>FN 25840 | **1975**-7 Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1738)<br>338,64(BB) 53,68 20,708<br>322,99 53,60 26,40<br>1 dk<br>rf 102<br>9BH WB11331T incl. STa2023T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>24 Ta ER<br>L.(oil) 346 200<br>Der 2(20) | HeCls. B | 2 S Turb·dr geared<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 WTB 76kgf/cm² (74,6bar) Spt 515°C<br>63kgf/cm² (61,8bar) hs4459,2<br>sg 10,5kgf/cm² (10,3bar)<br>Gen 2 × 1400kW 1 × 500kW<br>450V 60Hz a.c.<br>Fuel 12 036,0t (d.o.)-175,0pd |
| 7373183<br>GTUX<br>363417<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH RESPECT**<br>**BP Shipping Ltd.**<br>London United Kingdom | **136 601**<br>112 534<br>277 747 | **✠100A1**<br>oil tanker<br>crude oil only<br>**✠LMC**<br>**IGS** | SS 9/79<br>**UMS**<br>EL E* 4⅜"U3<br>FN 26437 | **1974**-9 Kawasaki Heavy Ind. Ltd.—Sakaide<br>(1204)<br>336,03(BB) 55,28 21,210<br>321,57 55,20 27,01<br>F 25,3 1 dk<br>rf 152<br>10BH WB12365T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>21 Ta ER<br>L.(oil) 360 966<br>Cr 1(5) 1(1) Der 2(20) | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>2 WTB 75kgf/cm² (73,6bar) Spt 515°C<br>65kgf/cm² (63,8bar) hs2833,5<br>sg 10,5kgf/cm² (10,3bar)<br>Gen 1 × 1400kW 1 × 1440kW<br>1 × 685kW 450V 60Hz a.c.<br>Fuel 10 934,5t (o.f.)-187,0pd |
| 6905422<br>GYYA<br>337045<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH SECURITY**<br>**BP Tyne Tanker Co. Ltd.**<br>London United Kingdom | **15 095**<br>8 783<br>24 277 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 3/79<br>EL Ft 2⅝"U2<br>FN 5973 | **1969**-3 Eriksbergs M/V A/B—Goteborg<br>(621)<br>169,63(BB) 24,82 9,551<br>160,26 24,77 12,50<br>P 34,5 F 15,0 1 dk<br>rf 51<br>16BH WB641t | **M Tanker**<br>33 Ta ER<br>L.(oil) 33 311 | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>7 600bhp (5 590kW)<br>Eriksbergs M/V A/B<br>WTAuxB primary 710lbf/in² (49,0bar)<br>secondary 227lbf/in² (15,7bar)<br>Spt 250,0°C hs594,6<br>AuxB 220lbf/in² (15,2bar)<br>e(ex.g) 250lbf/in² (17,3bar) Spt<br>220lbf/in² (15,2bar)<br>sg 40lbf/in² (2,8bar)<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 246,5t (hvf)-30,5pd |
| 7341099<br>GRUR<br>363288<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH SPEY**<br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **15 590**<br>9 443<br>25 590 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 8/79<br>**UMS**<br>EL Ft 2⅝"U2<br>FN 6080 | **1974**-5 Lithgows Ltd.—Port Glasgow<br>(1187)<br>171,20(BB) 25,05 9,551<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51<br>11BH WB703T | **M Tanker**<br>22 Ta ER<br>L.(oil) 35 396<br>Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>J. G. Kincaid & Co. Ltd.<br>WTAuxB primary 42kgf/cm² (41,2bar)<br>secondary 18,2kgf/cm² (17,9bar)<br>Spt 260,0°C 14kgf/cm² (13,8bar)<br>hs386,9<br>AuxB 14kgf/cm² (13,8bar) (Package)<br>e(ex.g) 33kgf/cm² (32,4bar) Spt<br>15,3kgf/cm² (15,0bar)<br>Gen 1 × 650kW 1 × 600kW<br>440V 60Hz a.c.<br>Fuel 1 372,5t (d.o.) |
| 7234313<br>GPIL<br>358940<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH TAMAR**<br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **15 642**<br>9 650<br>25 498 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>**IGS** | SS 6/78<br>**UMS**<br>EL Ft 2⅝"U2<br>FN 6080 | **1973**-5 N.V. Boelwerf S.A.—Tamise/Temse<br>(1469)<br>171,46(BB) 25,05 9,583<br>161,78 25,00 12,58<br>P 33,6 F 14,1 1 dk<br>rf 51<br>11BH WB648t | **M Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 35 396<br>Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>S.A. Cockerill-Ougree-Providence<br>WTAuxB (o.f.) primary 50kgf/cm² (49,1<br>secondary 16kgf/cm² (15,7bar)<br>Spt 275°C 14,5kgf/cm² (14,3bar)<br>hs693,0<br>AuxB (o.f.) 14kgf/cm² (13,8bar)<br>e(ex.g) 15,7kgf/cm² (15,4bar)<br>Gen 1 × 672kW 1 × 600kW<br>450V 60Hz a.c. |
| 7304285<br>GQOS<br>360552<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH TAY**<br>**BP Shipping Ltd.**<br>London United Kingdom | **15 650**<br>9 660<br>25 650 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 7/78<br>**UMS**<br>EL Ft 2⅝"U2<br>FN 6080 | **1973**-6 Eriksbergs M/V A/B (Lindholmen<br>Div.)—Goteborg (660)<br>171,46(BB) 25,05 9,551<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51<br>11BH WB648t | **M Tanker**<br>22 Ta ER<br>L.(oil) 35 563<br>1W Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Eriksbergs M/V A/B<br>WTAuxB (o.f.) primary 50kgf/cm² (49,1<br>secondary 16kgf/cm² (15,7bar) Spt<br>hs687,5<br>AuxB (o.f.) 14kgf/cm² (13,8bar)<br>e(ex.g) 15,7kgf/cm² (15,4bar)<br>Gen 1 × 648kW 1 × 600kW<br>450V 60Hz a.c.<br>Fuel (hvf) |
| 6914332<br>GYYB<br>337753<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH TENACITY**<br>**BP Tyne Tanker Co. Ltd.**<br>London United Kingdom | **15 095**<br>8 792<br>24 277 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 7/79<br>EL Ft 2⅝"U2<br>FN 5973 | **1969**-6 Eriksbergs M/V A/B—Goteborg<br>(622)<br>169,63(BB) 24,82 9,551<br>160,26 24,77 12,50<br>P 34,5 F 15,0 1 dk<br>rf 51<br>16BH WB641t | **M Tanker**<br>33 Ta ER<br>L.(oil) 33 311 | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>7 600bhp (5 590kW)<br>Eriksbergs M/V A/B<br>AuxB (o.f.) 220lbf/in² (15,2bar)<br>e(ex.g) 220lbf/in² (15,2bar) Spt<br>220lbf/in² (15,2bar) hs594,6<br>sg 40lbf/in² (2,8bar)<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 246,5t (hvf)-30,5pd |
| 7037856<br>9HCW<br>0025 | **BRITISH TERRIER**<br>**Philip Formosa**<br>Valletta Malta | **156**<br>36<br>— | ✠Classed LR until<br>12/11/76 | | **1935**-5 W. J. Yarwood & Sons (1938) Ltd<br>—Northwich (479)<br>27,59 7,19 2,877<br>25,91 6,86 3,20<br>rf 305 BK 152 | **M Tug** | | Vee Oil 4SA 12Cy. 248 × 267 with fl<br>coupling & dr reverse geared to sc.<br>E made62 fitted69<br>Mirrlees National Ltd.<br>Gen 2 × 50kW 220V d.c. |
| 7225099<br>GQOT<br>358731<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH TEST**<br>**BP Shipping Ltd.**<br>Irano-British Ship Service Co. Ltd.<br>London United Kingdom | **15 653**<br>9 675<br>25 641 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>**IGS** | **UMS**<br>EL Ft 2⅝"U2<br>FN 6080 | **1973**-1 Eriksbergs M/V A/B (Lindholmen<br>Div.)—Goteborg (659)<br>171,46(BB) 25,02 9,576<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51<br>11BH WB648t | **M Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 35 519<br>Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Eriksbergs M/V A/B<br>WTAuxB (o.f.) primary 50kgf/cm² (49,1<br>secondary 16kgf/cm² (15,7bar)<br>(Spt 275°C 14,5kgf/cm² (14,3bar))<br>AuxB (o.f.) 14kgf/cm² (13,8bar)<br>e(ex.g) 15,7kgf/cm² (15,4bar)<br>Gen 1 × 650kW 1 × 600kW<br>450V 60Hz a.c.<br>Fuel 1 372,5t (d.o.)-35,5pd |

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| 5063272<br>146645 | **BRITISH TOILER**<br>**Bowker & King Ltd.**<br>London United Kingdom | **131**<br>101<br>— | | | ........<br>33,38 6,94<br>6,89<br>1 dk | **M Tanker**<br>5 Ta | | Oil 2SA 4Cy. 180 × 230<br>NE 33<br>Crossley Bros. Ltd. Manchester<br>Fuel 8,0t 7kn |
| 7319905<br>GPUS<br>360855<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH TRENT**<br>**BP Shipping Ltd.**<br>London United Kingdom | **15 649**<br>9 675<br>25 147 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC**<br>**IGS** | SS 11/78<br>**UMS**<br>EL F† 2⅝"U2<br>FN 6075 | **1973**-11 Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (661)<br>171,46(BB) 25,05 9,576<br>161,78 25,00 12,55<br>P 34,5 F 13,8 1 dk<br>rf 51<br>11BH WB658T | **M Tanker**<br>IGS<br>6 Ta 8 Wing Ta p&s ER<br>L.(oil) 35 396<br>Cr 2(5) 1(1) | | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>WTAuxB (o.f.) primary 50kgf/cm² (49,1bar)<br>secondary 16kgf/cm² (15,7bar)<br>Spt 275°C 15,7kgf/cm² (15,4bar)<br>hs689,8<br>AuxB 14kgf/cm² (13,8bar)<br>e(ex.g) 15,7kgf/cm² (15,4bar)<br>Gen 1 × 648kW 1 × 600kW<br>450V 60Hz a.c.<br>Fuel 1 372,5t (hvf)-35,5pd 15,5kn |
| 7376666<br>GUBL<br>363290<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITISH TRIDENT**<br>**Airlease International Nominees Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **133 035**<br>108 853<br>275 333 | ✠**100A1**<br>oil tanker<br>crude oil only<br>✠**LMC**<br>**IGS** | SS 8/79<br>**UMS**<br>EL C• 4⅜"U3<br>FN 25840 | **1974**-6 Mitsubishi Heavy Industries Ltd. —Nagasaki (1706)<br>338,64(BB) 53,68 20,714<br>322,99 53,60 26,40<br>1 dk<br>rf 102<br>8BH WB11352T incl. STsa 2023T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>12 Ta ER | | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm² (72,6bar) Spt 515,6°C<br>63,5kgf/cm² (62,3bar) hs3994,7<br>sg 10,5kgf/cm² (10,3bar)<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel (o.f.) 14,75kn |
| 7306829<br>GOOU<br>360815<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH TWEED**<br>**BP Thames Tanker Co. Ltd.**<br>London United Kingdom | **15 538**<br>9 539<br>25 559 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** | SS 10/78<br>**(UMS)**<br>EL F† 2⅝"U2<br>FN 6083 | **1973**-10 Scotts' SB. Co. Ltd.—Greenock (726)<br>171,20(BB) 25,05 9,557<br>161,86 25,00 12,58<br>P 33,6 F 13,8 1 dk<br>rf 51<br>11BH WB703T | **M Tanker**<br>22 Ta ER<br>L.(oil) 35 396<br>Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>WTAuxB (o.f.) primary 42kgf/cm² (41,2bar)<br>secondary 18kgf/cm² (17,7bar)<br>Spt 260,0°C 16kgf/cm² (15,7bar)<br>hs386,9<br>AuxB (o.f.) 14kgf/cm² (13,8bar)<br>e(ex.g) 17kgf/cm² (16,7bar)<br>Gen 1 × 650kW 1 × 600kW<br>440V 60Hz a.c.<br>Fuel 1 372,5t (hvf)-35,5pd 14kn |
| 6421854<br>GNPE<br>306241<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITISH VINE**<br>**BP Shipping Ltd.**<br>London United Kingdom | **13 408**<br>7 726<br>21 172 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** | SS 11/80<br>EL i† $2\frac{7}{16}$"SQ<br>FN 5563 | **1965**-3 Harland and Wolff Ltd.—Belfast (1601)<br>170,39 22,48 9,437<br>161,80 22,41 11,97<br>P 36,0 F 18,9 1 dk<br>RW rf 102<br>16BH WB1625t | **M Tanker**<br>33 Ta ER<br>L.(oil) 27 326 | | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 350lbf/in² (24,2bar) Spt 260,0°C<br>285lbf/in² (19,7bar)<br>AuxB 150lbf/in² (10,4bar)<br>e(ex.g) 350lbf/in² (24,2bar) Spt<br>285lbf/in² (19,7bar)<br>sg 145lbf/in² (10,0bar)<br>Gen 2 × 550kW 1 × 240kW<br>440V 60Hz a.c.<br>Fuel 1 331,0t (hvf)-30,5pd 14,5kn |
| 5111799<br>GCHM<br>300611<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BRITISH VOYAGER**<br>ex Vickers Voyager-79<br>ex Fairtry II-72<br>**BUE Ships Ltd.**<br>Star Offshore Services Marine Ltd.<br>Barrow in Furness United Kingdom<br>See Register of Offshore Units | **2 839**<br>985<br>4 895 | ✠**100A1**<br>✠**LMC** | SS 5/78<br>EL t 1⅝"SQ<br>FN 1814 | **1959**-4 W. Simons & Co. Ltd.—Renfrew (808)<br>83,72 14,97 7,032<br>72,50 14,64 10,37<br>B 27,5 2 dks, 3rd dk clear of mchy. space & holds<br>RW rf 762 conv Fish-factory Stern Trawler Factory Fishing 73<br>conv Research/Mother Ship for submersibles 78<br>Coll BH to U dk 6 to 2nd dk | **D-E Diving Support Mother Ship**<br>for submersibles<br>In.1 318<br>Der 1(50) | | 3 Oil 4SA each 6Cy. 318 × 368 total<br>4 230bhp (3 111kW) driving 3 gen. each 535kW 400V d.c. connected to 1 elec. motor of 2 000shp (1 471kW) (WL) & sc. shaft<br>✠ NE 4/66<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 525kW 1 × 200kW<br>380V 50Hz a.c.<br>Thw. thrust propeller aft , 1 fwd<br>Fuel (d.o.) |
| 6423711<br>GNPH<br>307771<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH WILLOW**<br>**BP Shipping Ltd.**<br>London United Kingdom | **13 136**<br>7 553<br>21 093 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** | SS 12/80<br>EL i† $2\frac{7}{16}$"SQ<br>FN 5565 | **1965**-5 Sir J. Laing & Sons Ltd.—Deptford, Sunderland (835)<br>171,05 22,46 9,424<br>161,86 22,41 11,97<br>P 36,0 F 19,2 1 dk<br>RW rf 102<br>16BH WB1380t incl. DTf775t | **M Tanker**<br>33 Ta ER<br>L.(oil) 27 326 | HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 350lbf/in² (24,2bar) Spt 260,0°C<br>285lbf/in² (19,7bar)<br>AuxB 150lbf/in² (10,4bar) (Package)<br>AuxB (ex.g) 440lbf/in² (30,4bar) Spt<br>285lbf/in² (19,7bar)<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 1 331,0t (hvf)-30,5pd 14,5kn |
| 7326128<br>GRUT<br>360982<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BRITISH WYE**<br>**BP Shipping Ltd.**<br>Irano-British Ship Service Co. Ltd.<br>London United Kingdom | **15 649**<br>9 658<br>25 196 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>**IGS** | SS 2/79<br>**UMS**<br>EL F† 2⅝"U2<br>FN 6080 | **1974**-1 Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (675)<br>171,46(BB) 25,05 9,576<br>161,78 25,00 12,58<br>P 34,5 F 13,8 1 dk<br>rf 51<br>11BH WB658T | **M Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 35 396<br>Cr 2(5) 1(1) | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>WTAuxB (o.f.) primary 50kgf/cm² (49,1bar)<br>secondary 16kgf/cm² (15,7bar) Spt<br>15,7kgf/cm² (15,4bar) hs689,8<br>AuxB 14kgf/cm² (13,8bar)<br>e(ex.g) 15,7kgf/cm² (15,4bar)<br>Gen 1 × 650kW 1 × 648kW<br>450V 60Hz a.c.<br>Fuel 1 372,5t (hvf)-35,5pd 14,75kn |
| 6711338<br>PDFT<br>Df Esd<br>Gc Rdr<br>RT | **BRITSUM**<br>**N.V. Stoomvaart-Maatschappij 'Oostzee'**<br>Amsterdam Netherlands | **25 465**<br>16 534<br>40 606 | ✠**100A1**<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty ((cc))<br>✠**LMC** | CS 4/77<br>EL q† $2\frac{15}{16}$"U2<br>FN 8588 | **1967**-8 Kure Zosensho—Kure (111)<br>207,37 27,46 11,716<br>196,02 27,40 16,41<br>P 38,1 F 16,8 1 dk<br>rf nil<br>NS 10BH WB1395t incl. Comb. btm & STs in holds 7418t Topside tanks in holds 5369t | **M Bulk Carrier**<br>7 Ho 16,9 29,6 14,4 19,5 16,9 29,6 16,9 ER<br>G.51 834<br>9 Ha (stl) (10,2 10,2 10,2 9,3 10,2 10,2 10,2 10,2 10,2 × 12,8) ER | | Oil 2SA 8Cy. 780 × 1550<br>12 000bhp (8 827kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB 142lbf/in² (9,8bar)<br>e(ex.g) 142lbf/in² (9,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 846,0t (hvf) 14,5kn |

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| **6614138**<br>OZRL<br>D1315<br>Df Esd<br>Pfd Rdr<br>RT | **BRITT-ANN**<br>**Rederiet Britt-Ann**<br>Mortensen & Lange<br>Tuborg Havn Denmark | **299**<br>181<br>748 | BV | **1966** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (261)<br>54,26 9,61 3,277<br>48,42 9,50 3,38<br>1 dk & S dk | **M General Cargo**<br>1 Ho ER<br>G.1 559 B.1 422<br>1 Ha (25,2 × 6,3) ER<br>2W Der 2(3-5) | OSD Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederik<br>Controllable pitch propeller<br>Fuel 73,0t (d.o.)-2,0pd |
| **5138230**<br>SHLU<br>8419<br>Df Rdr<br>RTm | **BRITT-MARIE**<br>ex Ekfors-82 ex Gunhild H-72<br>ex Ostanfors-62 ex Sigbritt-58<br>**Britt-Marie Fridh**<br>Stockholm Sweden | **499**<br>240<br>671 | ✠Classed LR until 2/11/79 | **1940**-3 N.V. Schpsw. "Foxhol"—Foxhol<br>(53)<br>51,21 8,44 3,404<br>46,72 8,41 3,46<br>P 12,5 RQD 15,9 F 8,3 1 dk<br>RW | **M General Cargo**<br>1 Ho 28,5 ER<br>G.991 B.915<br>2 Ha (each 9,9 × 4,5) ER<br>2W Der 2(1,5) | Oil 4SA 8Cy. 290 × 450<br>480bhp (353kW)<br>Appingedammer Brons Apping<br>Fuel 45,5t (d.o.)-1,5pd |
| **7829833**<br>DFQD<br>Esd Gc<br>Rdr RT | **BRITTA**<br>**Frischfisch G.m.b.H.**<br>Cuxhaven Federal Republic of Germany | **131**<br>60<br>— | GL | **1975** Planaco S.A.—Aegina (8011)<br>24,87 3,639<br>7,26 4,45<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>1 225bhp (901kW)<br>Caterpillar Tractor Co. Peoria, |
| **7612266**<br>OWOK<br>H660<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITTA HOLM**<br>**Ole Poulsen**<br>Thyboron Denmark | **153**<br>79<br>— | | **1976** Soby Motorfabrik og Staalskibsvaerft<br>—Soby ((1512))<br>29,75 6,84 2,744<br>25,99 6,81 3,41 | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>600bhp (441kW)<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) |
| **7800746**<br>SHBT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRITTA ODEN**<br>**A/B Nordsjofrakt**<br>Skarhamn Sweden | **4 546**<br>2 126<br>6 950 | NV | **1978** Gotaverken Oresundsvarvet AB<br>—Landskrona (268)<br>143,26(BB) 21,04 5,385<br>134,12 21,01 12,81<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>TEU 480 C. 480/20′ | 2 Vee Oil 4SA each 16Cy. 280 × 32<br>reduction geared to sc. shafts<br>7 680bhp (5 649kW)<br>Alpha-Diesel A/S Frederi<br>Gen 1 × 700kW 5 × 176kW<br>1 × 70kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 1 200,0t (hvf)-32,0pd |
| **6523406**<br>DLWL<br>Df Esd<br>Gc Rdr<br>RTm/v | **BRITTA P**<br>ex Veritas-80<br>**Andreas Petersen**<br>Rhein-Maas und Seeschiffahrts Kontor G.m.b.H.<br>Flensburg Federal Republic of Germany | T.Mk<br>**384**<br>249<br>740 | GL | **1965** Flensburger Schiffsbau-Ges.<br>—Flensburg (605)<br>66,81 9,30 3,210<br>51,26 9,20 5,39<br>2 dks<br>rf nil len 77 | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,2 ER<br>G.1 443 B.1 340<br>2 Ha (stl) (each 10,4 × 5,1) ER<br>6W Der 1(2-3) 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Maschinenbau Kiel G.m.b.H.<br>Gen 2 × 10kW 1 × 6kW 230V d.c.<br>Fuel 41,5t (d.o.) |
| **7509172**<br>DGTB<br>12328<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRITTA I**<br>ex American Cheyenne-79<br>ex Britta-77<br>**Partenreederei m.s. 'Britta I'**<br>Heinrich & Uwe Heidhoff<br>Hamburg Federal Republic of Germany | **895**<br>602<br>2 060 | GL | **1977** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (786)<br>71,99 4,441<br>65,51 12,81 6,81<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 200 B.3 115<br>TEU 132 C. 132/20′<br>1 Ha (stl) (43,8 × 10,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H.<br>Thw. thrust propeller fwd<br>Fuel 181,0t (d.o.)-6,5pd |
| **5149332**<br>SFJG<br>10198<br>Df Esd<br>Rdr RT | **BRITTANA**<br>ex Hermon-73<br>ex E.N.Christianson-72<br>ex Hermon-70<br>**Johan Holger Carlsson**<br>Kallo-Knipplan Sweden | **128**<br>51<br>— | BV | **1961** Sleephelling Mij. "Scheveningen"<br>N.V.—Scheveningen (160)<br>30,15 6,43 2,794<br>6,42 3,10<br>1 dk<br>len 67 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW) NE 67<br>Mirrlees Blackstone (Stamford) Ltd. Sta<br>Fuel 22,5t (d.o.) |
| **6825452**<br>GZVM<br>379522<br>Df Esd<br>Pfd Rdr<br>RTm | **BRITTANA KLAAS**<br>ex Brittana-79<br>**Naabritt Ltd.** | **207**<br>125<br>189 | (BV) | **1967** VEB Rosslauer Schiffswerft—Rosslau<br>(S.910/1)<br>35,41 7,32 3,099<br>30,79 7,27 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>4 Ha (each 1,1 × 1,1) ER<br>6W Der 2(0,5) 5(0,25) | Oil 4SA 8Cy. 250 × 300<br>1 200bhp (883kW)<br>Nydqvist & Holm A/B Troll<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-2,0pd |
| **7645548**<br>FTEN<br>268574 | **BRITTANIA**<br>**Societe Vedettes Armoricaines**<br>Brest France | **226**<br>174<br>44 | BV | **1976** Ch. Pierre Glehen—Audierne (103)<br>38,99 1,910<br>34,02 7,51 3,46<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 175 × 180<br>2 200bhp (1 618kW)<br>Soc. Alsacienne de Const. Mec. Mul |
| **7939535**<br>WSX6<br>901<br>600856 | **BRITTANY**<br>**Brittany Inc.**<br>Seattle, Wa United States of America | **178**<br>150<br>— | | **1978** ............Marysville, Wa<br>*24,45* 7,93<br>2,62<br>1 dk | **M Fishing** | Oil<br>730bhp (537kW) |
| **5053521**<br>Df Esd<br>Gc Pfd<br>RT | **BRITTENBURG** | **279**<br>127<br>— | | **1959** N.V. Schps. "De Dageraad" v/h Wed.<br>J. Boot—Woubrugge (492)<br>41,71 7,40 3,798<br>36,33 7,29 3,81<br>RW BK 297 | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy. 300 × 550<br>L. Smit & Zoon Kind<br>Fuel 57,0t |
| **7110268**<br>ITBV<br>977<br>Esd Rdr<br>RT | **BRIVIDO**<br>**Giovanni Cracchiolo**<br>Terracina Italy | **120**<br>70<br>— | | **1970** Cant. Nav. A. Giorgetti—Viareggio<br>28,61 6,02 2,236<br>23,50 6,00 2,90<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>540bhp (397kW)<br>Lister Blackstone Mirrlees Marine Ltd. D |
| **6415867**<br>UEZT<br>M-28413<br>Df Esd<br>Gc Rdr<br>RT | **BRIZ**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | **4 728**<br>2 667<br>5 211 | RS (GL) | **1964** Rheinstahl Nordseewerke—Emden<br>(367)<br>136,00 16,84 7,181<br>124,14 16,81 11,33<br>2 dks, pt 3rd dk fwd<br>conv Ref General Cargo — | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho<br>In.7 903<br>4 Ha (each 7,0 × 5,5)<br>8W Der 1(10) 7(5) | CSD Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Aug |

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| 6730188<br>UDVS<br>M-26468 | **BRIZ**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **502**<br>87<br>212 | RS | **1960** Shanghai<br>45,67 9,43 4,001<br>5,01 | **TM Tug**<br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 6852742<br>UBRG<br>M-12194 | **BRIZ**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **334**<br>89<br>155 | RS | **1961** U.S.S.R.<br>43,59 7,65 3,001<br>39,32 3,84<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.219<br>2 Ha (each 2,2 × 2,2)<br>1W Der 1(2) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| 6422406<br>TOHL<br>3897<br>Df Esd<br>Pfd RTm | **BRIZEUX**<br>**Chevannes-Merceron-Ballery S.A.**<br>Concarneau France | **153**<br>51<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5086)<br>27,13 6,76<br>25,00 6,72 3,61<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>1 Ho 8,0<br>3 Ha (stl) (0,9 0,9 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Gen 1 × 20kW 110V d.c.<br>Directional propeller<br>Fuel 31,0t (d.o.) 11kn |
| 7109207<br>YTSB<br>RT | **BRNA**<br>ex PV-16-69<br>**Mediteranska Plovidba**<br>Dubrovnik Yugoslavia | **361**<br>184<br>599 | JR | **1932** Germany<br>47,76 2,769<br>45,50 7,40 3,36<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 29kW 110V d.c.<br>6kn |
| 8022951<br>LJUL<br>19571<br>Pfd Rdr<br>RT | **BROA**<br>**P/R Brodrene Opstad**<br>Ola Opstad<br>Molde Norway | **199**<br>102<br>502 | NV | **1981** Vaagland Batbyggeri A/S—Vaagland (101)<br>42,73 3,468<br>37,22 9,24 6,13<br>2 dks | **M General Cargo**<br>Pallets<br>1 Side door<br>1 Ho 1 TwD ER<br>G.1 224 B.1 125<br>1 Ha (stl) (22,0 × 7,2) ER<br>Cr 2(5) | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW) Callesen<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 1 × 72kW 1 × 25kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 32,0t (d.o.)-2,5pd 10kn |
| 6418132<br>GOZU<br>306219<br>Esd Rdr<br>RTv | **BROADNESS**<br>**Port of London Authority**<br>London United Kingdom | **235**<br>71<br>— | ✠A1 SS 10/77<br>Thames estuary service<br>✠LMC<br>EL (c)<br>FN 342 | **1965**-5 J. Pollock, Sons & Co. Ltd. —Faversham (2133)<br>34,85 8,56<br>28,66 8,54 3,36<br>1 dk<br>rf nil<br>5BH WB71t | **TD-E Salvage Barge**<br>1 Ha (stl) (2,7 × 1,5)<br>Cr 1(6) | 2 Oil 4SA each 8Cy. 130 × 152 total 530bhp (390kW) driving 2 gen. each 250kW 220V d.c. connected to 2 elec. motors each of 265shp (195kW) (WL) sr geared to sc. shafts<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel 12,0t |
| 7613753<br>VLBE<br>Esd Rdr<br>RT | **BROADSOUND**<br>**J. Fenwick & Co. Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **360**<br>101<br>— | ✠100A1 SS 3/81<br>tug<br>✠LMC **UMS**<br>EL H 1"U2<br>FN 483 | **1977**-3 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (125)<br>35,01 10,29 4,649<br>31,55 10,00 5,29<br>1 dk<br>rf nil BK 51<br>4BH | **TM Tug**<br>Fire-fighting | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW 415V 50Hz a.c.<br>12kn |
| 7305899<br>347175<br>Esd Gc<br>Rdr RT | **BROCHU**<br>**Canadian Acceptance Corp. Ltd.**<br>Quebec, P.Q. Canada | **390**<br>—<br>— | ✠100A1 SS 3/81<br>tug<br>Ice Class 3<br>✠LMC<br>EL (e) 1"U1<br>FN 454 | **1973**-5 Star Shipyards Ltd.—New Westminster, B.C. (407)<br>30,99 11,59 5,595<br>29,44 10,98 4,42<br>1 dk<br>rf 305<br>5BH WB nil | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 228 × 267 Alco<br>MLW Industries Montreal, P.Q.<br>Gen 2 × 75kW 450V 60Hz a.c.<br>2 Directional propellers |
| 7422350<br>Y5GZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROCKEN**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **1 272**<br>528<br>1 349 | DSRK | **1976** B.V. Schpsw. en Mfbk. "Holland" v/h M. Calje—Hardinxveld (317)<br>81,01 16,39 3,952<br>74,00 16,01 7,73<br>2 dks | **TM RoRo Cargo** CSD<br>Heavy load<br>Bow door/ramp Stern ramp<br>Cr 2(130) | 2 Oil 4SA each 8Cy. 200 × 260 geared to sc. shafts<br>2 400bhp (1 765kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 216kW 380V d.c.<br>Thw. thrust propeller fwd<br>12kn |
| 6416469<br>GPBH<br>307116<br>Esd Rdr<br>RTv | **BROCKENHURST**<br>**Alexandra Towing Co. Ltd.**<br>Southampton United Kingdom | **173**<br>—<br>— | ✠100A1 SS 12/80<br>tug<br>✠LMC<br>EL (c)<br>FN 329 | **1964**-11 R. Dunston (Hessle) Ltd.—Hessle (811)<br>31,40 8,23<br>28,35 7,78 3,81<br>rf 533 BK 152<br>4BH WB77t | **M Tug** | Oil 2SA 8Cy. 267 × 343 with flexible coupling & sr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 15kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 6420408<br>GOGE<br>306497<br>Esd Rdr<br>RTv | **BROCKLEBANK**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **172**<br>—<br>— | ✠100A1 SS 10/81<br>tug<br>U.K. coasting service<br>✠LMC<br>EL (c)<br>FN 329 | **1965**-2 W. J. Yarwood & Sons Ltd. —Northwich (945)<br>31,37 8,26<br>28,35 7,78 3,81<br>rf 610 BK 152<br>3BH WB65t | **M Tug** | Oil 2SA 8Cy. 267 × 343 with flexible coupling & sr geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 15kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7374163<br>A8ES<br>4882<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BROCKMAN**<br>**Merchants & Miners Transport Inc.**<br>Monrovia Liberia | **33 938**<br>21 497<br>116 342 | AB | **1974** Mitsui SB. & Eng. Co. Ltd.—Tamano (999)<br>259,39(BB) 39,68 16,126<br>249,00 39,60 22,00<br>1 dk<br>rf 25 | **M Ore Carrier**<br>4 Ho 46,7 47,2 47,2 47,2 ER<br>Ore 66 023 HeCls. B<br>1 Ha (stl) (13,9 × 9,9) 7 Ha (stl) (each 17,1 × 11,9) ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 1100kW 2 × 560kW 450V 60Hz a.c.<br>Fuel 326,0t (d.o.) 6 930,0t (hvf)-76,0pd 15,5kn |
| 5252646<br>OVUH<br>D1736<br>Esd Rdr<br>RTm | **BRODAL**<br>ex Nimrod-69<br>**Kristian Barslund Jensen**<br>Svaneke Denmark | **133**<br>56<br>— | BV | **1962** Schiffswerft "Ernst Thalmann" —Brandenberg<br>28,55 6,61 2,699<br>26,17 6,57 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,6 1,6 × 1,2) (0,6 × 0,9) ER<br>2W Der 1(3,5) 1(1,5) | Oil 4SA 6Cy. 250 × 300<br>675bhp (497kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 15,5t (d.o.)-1,0pd 12kn |

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|---|---|---|---|---|---|---|---|---|
| **5053648**<br>SPQM<br>Df Esd<br>Gc Rdr | **BRODNICA**<br>**Polish Shipping Association**<br>**(Polskie Towarzystwo**<br>**Okretowe)**<br>Gdynia Poland | **3 403**<br>1 857<br>5 482 | | PR | **1961** Stocznia Szczecinska im. A. Warskiego—Szczecin (B55/12)<br>123,93 16,59 6,532<br>112,02 16,51 9,99<br>1 dk & S dk | **M General Cargo**<br>5 Ho<br>G.9 905 B.9 197<br>5 Ha (8,1 9,6 × 6,0) (12,5 × 5,9) (9,6 × 6,0) (8,0 × 5,0)<br>12W Der 1(30) 12(3-5) | OSD<br>4bth P | Oil 2SA 6Cy. 620 × 1150<br>4 900bhp (3 604kW)<br>Tvornica Dizel Motora "Uljanik"<br>Gen 2 × 250kW 1 × 120kW 230V<br>Fuel 1 033,5t (d.o.)-17,0pd |
| **7342263**<br>YTXH<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRODOSPAS 21**<br>ex Seaforth Warrior-77<br>**'Brodospas' Poduzece za**<br>**Spasavanje i Teglenje**<br>**Brodova**<br>Split Yugoslavia | **802**<br>309<br>1 017 | **✠100A1**<br>**✠LMC** | SS 10/79<br>EL L 1$\frac{3}{16}$"U2<br>FN 881<br>JR | **1975**-3 Drypool Group Ltd. (Cochrane Shipyard)—Selby (1556)<br>58,83 12,04 4,534<br>51,77 11,80 5,21<br>F 22,0 1 dk<br>rf 508<br>7BH WB622T incl. DTa145T | **TM Tug/Supply Ship**<br>Deck Cargo | 12P | 2 Vee Oil 4SA each 16Cy. 250 × 30<br>reverse reduction geared to sc. shaf<br>British Polar Engines Ltd.<br>Gen 3 × 246kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 579,0t (d.o.) |
| **7342677**<br>YTXJ<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BRODOSPAS 31**<br>ex Seaforth Victor-77<br>**'Brodospas' Poduzece za**<br>**Spasavanje i Teglenje**<br>**Brodova**<br>Split Yugoslavia | **802**<br>309<br>1 017 | **✠100A1**<br>tug<br>**✠LMC** | SS 12/79<br>EL L 1$\frac{3}{16}$"U2<br>FN 881<br>JR | **1975**-3 Charles Hill & Sons Ltd.—Bristol (475)<br>58,83 12,04 4,534<br>51,77 11,80 5,21<br>F 22,0 1 dk<br>rf 508<br>6BH WB622T incl. DTa145T | **TM Tug/Supply Ship**<br>Deck Cargo | 12P | 2 Vee Oil 4SA each 16Cy. 250 × 30<br>reverse reduction geared to sc. shaf<br>British Polar Engines Ltd.<br>Gen 3 × 246kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 579,0t (d.o.) |
| **6617958**<br>LFOC<br>16507<br>RT | **BRODRENE NILSEN**<br>**Fredrik & Henry Nilsen**<br>Harstad Norway | **197**<br>89<br>— | | | **1966** E. M. Hansens Slip & Batbyggeri A/S.—Grovfjord<br>34,14 7,29<br>7,24 | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft<br>len 69 | | Oil 2SA 5Cy. 280 × 420<br>750bhp (552kW) E made68 fitted73<br>Wichmann Motorfabrikk A/S Rubbesta<br>Fuel (d.o.) |
| **7931064**<br>PDHJ<br>64<br>Esd Rdr<br>RTm/v | **BROEDERTROUW**<br>**Rederij P. Kraak & Zonen**<br>Den Helder Netherlands | **294**<br>130<br>— | | | **1981** W. Visser & Zoon B.V. Werf "De Lastdrager"—Den Helder (95)<br>38,77 8,31 4,101<br>37,22 8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | | Oil 4SA 9Cy. 240 × 260 sr geared to shaft<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 1 × 200kW 1 × 70kW 1 × 6<br>2 × 25kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd |
| **6808014**<br>PDHB<br>149<br>Df Esd<br>Gc Rdr<br>RT | **BROEDERTROUW**<br>**J. Ras**<br>Urk Netherlands | **122**<br>—<br>— | | | **1967** Schpsw. en Mfbk. "Vahali" N.V.—Gendt (414)<br>30,31 6,48<br>6,46 3,18 | **M Fishing**<br>Side-fishing<br>len 80 | | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW) NE 74<br>Gebr. Stork & Co. N.V. |
| **5062352** | **BROEDERTROUW XVI**<br>ex Bon Secours V-78<br>ex Capitaine Louis Thomas-77<br>**Broedertrouw Sleepdienst B.V.**<br>Urk Netherlands | **103**<br>—<br>— | | BV | **1957** Schpsw. P. de Vries Lentsch—Alphen a/d Rijn (384)<br>25,00 6,84 2,439<br>23,02 6,41 3,10<br>1 dk<br>RW | **M Tug** | | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7931143**<br>PDHA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROERE AQUAMARINE**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **3 338**<br>1 758<br>4 387 | | NV | **1981** Batservice Verft A/S—Mandal (660)<br>90,96 7,990<br>87,61 16,01 9,10<br>2 dks | **M Tanker**<br>Chemical<br>Ice strengthened<br>14 Ta ER<br>L.4 446 | | Oil 4SA 8Cy. 370 × 400 geared to sc<br>shaft<br>4 400bhp (3 236kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 400kW 3 × 248kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 331,0t (hvf)-16,0pd |
| **7416002**<br>PDGX<br>Df Esd<br>Gc Rdr<br>RTv | **BROERE EMERALD**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **4 399**<br>2 494<br>7 350 | **✠100A1**<br>chemical tanker<br>Type A centre tanks SG up to 1,86 Type B wing tanks SG up to 1,5 in association with an approved list of cargoes (cc)<br>Ice Class 3<br>**✠LMC** | **UMS**<br>EL W 2"U2<br>FN 2745 | **1976**-5 B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (670)<br>Cmd.**1976**-12<br>112,38(BB) 17,07 7,443<br>105,01 17,02 9,12<br>P 24,1 F 16,2 1 dk<br>11BH WB1713T incl. DTf309T | **M Tanker**<br>Chemical<br>12 Wing Ta ER<br>8 Ta (s.stl) CR 8 ER<br>L.7 774 | cs 12<br>HeCls. C | Vee Oil 4SA 12Cy. 370 × 400 sr gea<br>sc. shaft<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz<br>2 db $10\text{kgf/cm}^2$ (9,9bar)<br>Gen 2 × 336kW 1 × 250kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf)-21,5pd |
| **7715408**<br>GZIW<br>379715<br>Esd Rdr<br>RT | **BROMLEY**<br>**Nile S.S. Co. Ltd.**<br>Bowker & King Ltd.<br>London United Kingdom | **640**<br>343<br>844 | **✠100A1**<br>oil tanker<br>U.K. coasting service<br>**✠LMC** | EL H 302,5/22,0U2<br>FN 762 | **1978**-9 Cochrane Shipbuilders Ltd.—Selby (105)<br>57,31 10,93 2,898<br>53,52 10,61 3,61<br>Trunk 30,2 F 7,1 1 dk<br>rf nil<br>7BH WB249T incl. DTf46T | **M Tanker**<br>10 Ta ER | | Vee Oil 4SA 8Cy. 225 × 300 sr geare<br>sc. shaft<br>1 240bhp (912kW)<br>Alpha-Diesel A/S Frederik<br>Gen 2 × 24kW 1 × 6,5kW<br>415V 50Hz a.c.<br>Controllable pitch propeller |
| **5053703**<br>RT | **BROMO**<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **102**<br>31<br>— | | | **1961** Hitachi Zosen—Mukaishima (3912)<br>23,70 6,51 2,248<br>... ... ... | **TM Tug** | | 2 Oil 4SA each 6Cy. 235 × 330<br>Mitsubishi Nippon Heavy Ind. Yoko<br>Fuel (d.o.) |

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| 7362378<br>SQED<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRONISLAW LACHOWICZ**<br>**Polish Shipping Association**<br>**(Polskie Towarzystwo**<br>**Okretowe)**<br>Gdynia Poland | T.Mk<br>**6 957**<br>3 635<br>9 346<br>**10 129**<br>5 605<br>11 632 | PR | **1974** Stocznia Gdanska im. Lenina—Gdansk<br>(B438/03)<br>161,02(BB) 22,99 —/9,700<br>150,02 13,31<br>3 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref 12bth P<br>Ice strengthened Side doors<br>4 Ho ER 1 Ho<br>G.20 155 B.19 298<br>TEU 218<br>C.Ho 148/20' (40') C.Dk 70/20' (40')<br>7 Ha (stl) (8,9 × 6,7) (12,9 19,2p&s 12,9p&s × 8,3) ER (12,9 × 8,3)<br>18W Der 1(80) 4(20) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 518,0t (hvf) 21kn |
| 7614719<br>GYAM<br>378074<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRONTE**<br>**Lamport & Holt Line Ltd.**<br>Blue Star Ship Management Ltd.<br>Liverpool United Kingdom | **9 324**<br>6 151<br>15 160 | ✠100A1<br>No. 3 side tank — veg. oil<br>✠LMC<br>EL (Z) 522,5/54,0U2<br>FN 4427 | **1979**-2 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (1385)<br>144,00 20,45 8,848<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1 to 2nd dk WB2825T incl. No. 3 hold 695T | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 6,8DTp&s 4,5DTp&s 22,8 ER 21,3<br>3 TwD 21,0 42,6comb. 11,4<br>G.20 315 B.18 670 L.1 060<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) 71bf/in² (0,5bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>15kn |
| 5383330<br>UUIE<br>M-10032<br>Df Esd<br>Gc | **BROOK**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **688**<br>225<br>432 | (RS)<br>✠ | **1955**-9 A/B Gavle Varv—Gavle (89)<br>63,00 9,33 4,290<br>57,16 9,30 4,81<br>F 12,2<br>RW rf 203 | **S Fishing**<br>Side Trawler<br>2 Ho<br>G.400<br>4 Ha (0,9 0,9 × 0,9) (1,8 3,0 × 1,6) | C 4Cy. (2) 295 & (2) 690 × 640<br>800ihp (588kW)<br>Lindholmens Varv. A/B Goteborg<br>12kn |
| 5388330<br>RTm | **BROOK**<br>ex Westernstan-76<br>ex Westerndale H.-68<br>**Mossad Shilbaya**<br>Egypt | **220**<br>137<br>361 | | **1947** John Harker Ltd.—Knottingley<br>41,00 6,53 2,591<br>39,73 6,48 2,75<br>1 dk<br>RW rf 76 | **M Tanker**<br>Mchy.aft<br>L.(oil) 505 | Oil 4SA 8Cy. 140 × 197<br>152bhp (112kW) NE 56<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 3,5kW 110V<br>Fuel (d.o.) |
| 7326221<br>KGDB<br>553648<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROOKLYN**<br>**Wilmington Trust Co., Trustee**<br>Cove Shipping Inc.<br>Wilmington, De United States of America | **103 907**<br>90 858<br>229 727 | AB | **1973** Seatrain SB. Corp.—Brooklyn, NY<br>(100)<br>333,66 43,82 21,438<br>322,03 43,74 27,74<br>1 dk | **S Tanker**<br>15 Ta ER<br>L.(oil) 263 147 | 2 S Turb dr geared to sc. shaft<br>50 000shp (36 778kW)<br>De Laval Turbine Inc. Trenton, NJ<br>Gen 2 × 1750kW<br>Fuel 10 155,5t (o.f.) 17,5kn |
| 7426239<br>H8BG<br>8874-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BROOKNES**<br>**Reederei J. Jost**<br>Hamburg Panama | **20 164**<br>12 514<br>35 138 | GL | **1977** Nippon Kokan K.K.—Shimizu (352)<br>177,02 27,84 11,131<br>167,01 27,81 15,02<br>P 31,7 B 11,3 F 18,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 18,8 19,6 21,5 17,6 22,0 21,4 ER<br>G.40 389 B.38 773<br>6 Ha (stl) (9,7 × 11,2) (11,2 12,8 9,6 12,8 12,8 × 14,4) ER<br>Cr 5(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 188,5t (d.o.) 2 342,5t (hvf)-45,0pd<br>15,5kn |
| 7434341<br>WSRP<br>586130<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROOKS RANGE**<br>**United States Trust Co. of New York, Trustee**<br>International Ocean Transport Corp.<br>Wilmington, De United States of America | **74 250**<br>63 494<br>176 404 | AB | **1978** Avondale Shipyards Inc.—Avondale, La (2297)<br>276,16(BB) 16,761<br>262,14 52,74 22,86<br>1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>5 Ta 6 Wing Ta each —p&s ER<br>L.(oil) 193 062 HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 700shp (19 639kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 1250kW 1 × 600kW 480V 60Hz a.c.<br>Fuel-142,0pd 16kn |
| 6923228<br>D5QO<br>6553<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BROOKTOR**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **487**<br>167<br>736 | GL | **1969** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (712)<br>53,68 11,26 3,366<br>49,20 11,00 3,97<br>F 14,4 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened<br>1W Der 1(15) | 2 Vee Oil 4SA each 12Cy. 180 × 220<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 279,5t (d.o.) 12,5kn |
| 8025991<br>GCCU<br>701009<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BROOMPARK**<br>**Denholm Line Steamers Ltd.**<br>Denholm Ship Management Ltd.<br>Glasgow United Kingdom | **18 189**<br>11 469<br>30 670 | ✠100A1<br>bulk carrier strengthened for heavy cargoes Nos. 2 & 5 holds may be empty<br>✠LMC UMS<br>EL Ht 605,0/70,0U2<br>FN 6821 | **1982**-4 Sunderland Shipbuilders Ltd.<br>—Pallion, Sunderland (19)<br>188,17 23,17 10,659<br>181,31 23,11 14,51<br>P 30,8 F 13,8 1 dk<br>rf nil<br>8BH WB1594T, incl. Comb. btm & STs4779T, U. wing tanks 342T & No. 4 hold 6611T | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 19,8 22,8 22,5 22,5 22,5 21,6 ER<br>G.36 849 B.34 827<br>6 Ha (stl) (11,4 14,4 14,4 14,4 14,4 14,4 × 12,8) ER<br>Der 2(25) 3(15) | Oil 2SA 5Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Clark Hawthorn Ltd. Wallsend<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm² (7,0bar)<br>Gen 3 × 526kW 440V 60Hz a.c.<br>Fuel 248,0t (d.o.) 1 653,0t (hvf)-38,0pd<br>15kn |
| 5053868<br>OYJZ<br>D1009<br>RTm | **BROSUND**<br>ex Runo-62 ex Hanestrom II-53<br>ex Ingegerd<br>**M. H. Simonsen ApS**<br>Grena Denmark | **299**<br>148<br>410 | GL | **1913** P. Larsson—Thorskog (195)<br>45,22 6,86 2,920<br>6,81 3,28<br>P 6,4 F 6,1 1 dk<br>RW len 58<br>conv General Cargo 53 | **M Tanker**<br>Mchy.aft | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW) NE 58<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 6kW 1 × 5kW 24V d.c.<br>Fuel (d.o.) 10,5kn |
| 7002382<br>D7SO<br>BM38<br>458<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BROTHER STAR**<br>ex Efthalia-80 ex Manos Save-79<br>ex Janet C.-78 ex Brisknes-74<br>ex Aquila-71<br>**Mar de Internacional S.A.**<br>Kuk Je Shipping Co. Ltd.<br>Busan South Korea | **11 535**<br>7 379<br>21 567 | AB KR (NV) | **1970** Lithgows (1969) Ltd.—Port Glasgow<br>(1174)<br>158,60(BB) 22,86 9,538<br>151,70 22,83 12,81<br>P 28,7 F 9,8 1 dk<br>rf nil | **M Bulk Carrier**<br>2P<br>Str. heavy cargoes<br>6 Ho 18,9 18,9 18,5 18,5 18,5 18,5 ER<br>G.26 033 B.25 684<br>6 Ha (11,8 × 10,3) (13,4 13,4 12,5 13,4 12,2 × 11,5) ER<br>6W Cr 6(12) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>7 800bhp (5 737kW) NE 1/77 Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 380kW 2 × 325kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 406,0t (hvf)-30,5pd 14,75kn |
| 7922192<br>Df Esd<br>Pfd Rdr<br>RT | **BROTHERS**<br>**T.B. & A.B. Strachan**<br>Fraserburgh United Kingdom | **24**<br>—<br>21 | 100A1<br>Class Contemplated<br>FN 143 | **1980** A/S Tromso Skibs. & M/V—Tromso<br>((9))<br>16,79 6,76 2,891<br>14,51 6,71 3,13<br>1 dk | **TM Fishing**<br>Stern Trawler | 2 Oil 4SA each 8Cy. 140 × 197 reduction geared to sc. shafts<br>460bhp (338kW)<br>L. Gardner & Sons Ltd. Manchester<br>2 Controllable pitch propellers<br>Fuel 7,0t (d.o.) |

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| **7049469**<br>WY4021<br>514627 | **BROTHERS IN LAW**<br>**F. & F. Associates**<br>Norfolk, Va United States of America | **131**<br>89<br>— | | **1968** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>350bhp (257kW)<br>..............<br>Fuel (d.o.) | |
| **7513056**<br>WYJ4186<br>550325 | **BROTHERS PRIDE**<br>**Robert Edward Scarborough**<br>Elizabeth City, NC United States of America | **136**<br>92<br>— | | **1973** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. | U.S |
| **7926899**<br>H8DJ<br>10993-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROTOJOYO**<br>ex Tomoe 75-82<br>**Felicia Navigation Inc.**<br>Panama Panama | **3 422**<br>1 806<br>6 016 | NK | **1980** Asakawa Zosen—Imabari (293)<br>104,53 6,846<br>96,02 15,51 7,93<br>P 26,6 F 15,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 6 674 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 160kW a.c. | Mitsub<br>Ya<br>12,7 |
| **7730587**<br>A7D2003<br>Esd Rdr<br>RT | **BROUK**<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **169**<br>27<br>— | AB | **1976** Sing Koon Seng (Pte.) Ltd. —Singapore (343)<br>23,45 3,363<br>7,62 3,81<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illi<br>Gen 2 × 40kW 1 × 20kW a.c.<br>Fuel 115,0t (d.o.) | 1 |
| **7929619**<br>PDHF<br>Df Esd<br>Gc Rdr<br>RT | **BROUWERSGRACHT**<br>**C.V. Scheepv. Onderneming 'Brouwersgracht'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | T.Mk<br>**1 599**<br>1 051<br>3 445<br>**3 466**<br>2 241<br>6 152 | **✠100A1**<br>Ice Class 1A at a draught not exceeding 7.25 metres and Ice Class 1B<br>**✠LMC**<br>EL T 467,5/44,0U2<br>FN 1987 | **1980**-9 Miho Zosensho K.K.—Shimizu (1163)<br>80,19 (BB) 16,11 5,985/8,484<br>74,86 16,01 10,52<br>RFD 10,4 2 dks<br>rf nil<br>3BH to U dk, 1 to 2nd dk WB1250T incl. DTf192T & STs in hold 187T | **M General Cargo**<br>1 Ho 49,8 1 TwD ER<br>G.7 172 B.7 035<br>TEU 165<br>C.Ho 136/20' (40') C.Dk 29/20' (40')<br>1 Ha (stl) (44,4 × 12,8) ER<br>Cr 2(15) | Oil 4SA 6Cy. 400 × 640<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 333,5t (hvf) | K<br>12,7 |
| **7614733**<br>GYHM<br>378078<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BROWNING**<br>**Lamport & Holt Line Ltd.**<br>Blue Star Ship Management Ltd.<br>Liverpool United Kingdom | **9 324**<br>6 151<br>15 160 | **✠100A1**<br>No. 3 side tank — veg. oil<br>**✠LMC**<br>EL (Z) 522,5/54,0U2<br>FN 4427 | **1979**-4 Austin & Pickersgill Ltd. —Southwick, Sunderland (1387)<br>144,00 20,45 8,872<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U. dk, 1BH to 2nd dk WB2825T incl. No. 3 hold 695T | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 6,8DTp&s 4,5DTp&s 22,8 ER 21,3<br>3 TwD 21,0 42,6comb. 11,4<br>G.20 315 B.18 670 L.1 060<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(26) 3(22) 2(5) | Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c. | Su<br>Newca<br>1 |
| **5173462**<br>WA4816<br>236740<br>Df Esd<br>RT | **BROWNSVILLE**<br>ex Providence-76<br>ex Janet Thomas-68<br>ex John E. Berwind-64<br>ex Eugenia M. Moran-48<br>**Brownsville Towing Co.**<br>Norfolk, Va United States of America | **149**<br>67<br>— | (AB) | **1937** Pennsylvania Shipyards Inc. —Beaumont, Tx (117)<br>30,48 7,65 3,449<br>27,61 7,62 3,66<br>1 dk<br>BK 114 | **M Tug**<br>Salvage | Oil 355 × 595<br>NE —<br>Fuel 101,5t | U.S |
| **6405769**<br>YTJB<br>RT | **BRSEC**<br>**Brodarska Zadruga 'Labud'**<br>Zadar Yugoslavia | **113**<br>77<br>180 | JR | **1954** Brodogradiliste "Vodopija Ivo Srecko" —Betina<br>26,98 6,35 2,998<br>23,98 3,05<br>1 dk | **Wood M General Cargo**<br>Der 1(0,5) | Oil 4SA 4Cy. 215 × 310<br>110bhp (81kW) E made53 fitted71<br>S.A. Ansaldo Stab. Mecc.<br>Gen 1 × 1,25kW 24V d.c. | Gen<br>l |
| **5053973**<br>H9KE<br>1121<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUARFOSS**<br>**Jarco Shipping S.A.**<br>Chagents Inc.<br>Panama Panama | T.Mk<br>**2 195**<br>1 095<br>3 516<br>**3 220**<br>1 746<br>— | **✠100A1** SS 8/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL v 1$\frac{13}{16}$"SQ<br>FN 2243 | **1960**-11 Aalborg Vaerft A/S—Aalborg (127)<br>102,29 15,83 6,268/6,801<br>92,00 15,36 9,02<br>P & B 34,2 F 10,4 2 dks, sparred dk in Nos. 2 & 3 holds<br>rf 76<br>Coll BH to U dk 5 to 2nd dk WB763t | **M General Cargo**<br>Ref<br>4 Ho<br>G.5 738 B.5 512 In.2 887<br>4 Ha (stl) (8,3 × 5,4) (8,8 × 5,1) (7,6 × 5,1) (10,5 × 5,4)<br>8W Cr 2(3) Der 1(35) 8(5) | Oil 2SA 7Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel 355,5t | Kobenh<br>1 |
| **5053985**<br>325022<br>RTh | **BRUAS**<br>**Hua Seng Sawmill Co. Bhd.**<br>Kuching Malaysia | **957**<br>437<br>1 194 | **BS✻** SS 3/77<br>**MBS✻**<br>CT1380 C24<br>FN 1136 | **1945**-11 Grangemouth Dockyard Co. Ltd. —Grangemouth (465)<br>68,43 11,18 4,268<br>64,01 11,13 6,61<br>F 8,0 1 dk & S dk<br>RW rf 152<br>7BH WB271t | **M General Cargo** OSD 7P<br>2 Ho 13,8 23,7 ER<br>G.2 512 B.2 263 In.23<br>2 Ha (6,6 14,6 × 3,0) ER<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 350 × 620<br>800bhp (588kW)<br>J. G. Kincaid & Co. Ltd.<br>Gen 3 × 50kW 220V d.c.<br>Fuel 71,0t (d.o.) | B&<br>Greeno<br>1 |
| | | | **IN PORT DAMAGED BY STRANDING 12/77 — CLASS SUSPENDED** | | | | |
| **7391018**<br>WYP4<br>760<br>561760<br>Esd Gc<br>Pfd Rdr<br>RT | **BRUCE A. McALLISTER**<br>ex Linda B.-80<br>ex Ellen F. McAllister-77<br>**McAllister Maritime Tugs Inc.**<br>McAllister Brothers Inc.<br>New York, NY United States of America | **196**<br>133<br>— | AB | **1974** Main Iron Works Inc.—Houma, La (294)<br>9,15 3,937<br>32,57 9,12 4,47<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW<br>Fuel 208,5t (d.o.) | La Gra<br>11 |
| **6415257**<br>GQYA<br>306197<br>Rdr RT | **BRUCE STONE**<br>ex Viaduct-78 ex Bruce Stone-76<br>**Barnston Shipping Co. Ltd.**<br>London United Kingdom | **357**<br>179<br>— | ✠Classed LR until 2/65 | **1964**-12 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1276)<br>43,67 9,22 2,299<br>41,15 9,00 2,90<br>Trunk 20,8<br>rf nil | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 140 × 197 sr revers geared to sc. shafts<br>L. Gardner & Sons Ltd.<br>Gen 1 × 20kW 1 × 7kW 110V d.c.<br>Fuel (d.o.) | Manche |

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| 5054020<br>EACF<br>168<br>Df Esd<br>Pfd Rdr<br>RTm | **BRUCH**<br>ex Seagull-50 ex Quastinet-47<br>**Compania Espanola de Petroleos S.A. (CEPSA)**<br>Santa Cruz de Tenerife Spain | **1 302**<br>712<br>1 649 | (AB) | **1959** (Fwd & cargo sections) Soc. Espanola de Const. Nav.—Cadiz (21)<br>**1944** (Aft section) East Coast Shipyards Inc.—Bayonne, NJ<br>*70,02* 11,49 3,928<br>70,01 11,28 4,42<br>P 13,8 F 8,9 1 dk<br>rf nil | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 019 | Oil 4SA 8Cy. 370 × 510<br>814bhp (599kW)<br>National Supply Co. Philadelphia, Pa<br>Gen 1 × 75kW 2 × 40kW 110V d.c.<br>Fuel 58,0t (d.o.) 10kn |
| 7351068<br>IRCB<br>168<br>Esd Pfd<br>Rdr RT | **BRUCOLI**<br>**'Augustea' Imprese Marittime S.p.A.**<br>Siracusa Italy | **371**<br>80<br>— | RI | **1973** Cant. Nav. M. & B. Benetti —Viareggio (MA-BE102)<br>37,32 9,53 4,217<br>33,02 9,50 5,11<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 8Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 7042148<br>JXKO<br>17545<br>Df Esd<br>Rdr<br>RTm/h | **BRUDANGER**<br>ex Cap Cargo-79 ex Nes Cargo-77<br>ex Gullhav-76<br>**P/R Kystfrakt**<br>Villy J. Jacobsen<br>Bodo Norway | T.Mk<br>**199**<br>120<br>589 | NV | **1971** Elbewerften Boizenburg/Rosslau —Rosslau (414)<br>49,59 10,11 2,807<br>44,00 10,09 5,62<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.1 478 B.1 346<br>1 Ha (stl) (22,2 × 7,0) ER<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 240 × 280 sr geared to sc. shaft<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 30kW 1 × 12kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,0pd 12kn |
| 7310662<br>2AAT<br>357524<br>RT | **BRUERNISH**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **69**<br>34<br>33 | ✠**100A-** SS 11/81<br>West coast of Scotland service inside the Outer Islands<br>✠**LMC**<br>EL (C)<br>FN 177 | **1973**-5 James Lamont & Co. Ltd.—Port Glasgow (420)<br>25,23 6,66 1,359<br>20,73 6,41 2,11<br>Ba 5,2 1 dk<br>rf 76<br>7BH WB11t | **TM RoRo Cargo/Ferry**<br>Deck Cargo Landing Craft —P<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 6Cy. 127 × 143 reverse reduction geared to sc. shafts<br>300bhp (221kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 1 × 6kW 2 × 2kW 24/32V d.c. |
| 5092618<br>DVNB<br>213269<br>Df Esd<br>Pfd Rdr<br>RT | **BRUIN**<br>ex Anna Foss-70<br>ex Donna Foss-69 ex LT 377<br>**Luzon Stevedoring Corp.**<br>Manila Philippines | **287**<br>121<br>— | (AB) | **1944** Barbee Marine Yards Inc.—Seattle, Wa<br>*35,85* 8,59 4,128<br>35,97 8,54 4,42<br>1 dk<br>BK 356 | **Wood M Tug** | Oil 4SA 8Cy. 405 × 510<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 120,0t (d.o.) |
| 7212092<br>FTID<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUIX**<br>**Etablissements Stein et Cie. and Pecheries Boulonaises Fourmentin et Cie.**<br>Armement Met<br>Lorient France | **595**<br>235<br>418 | BV | **1972** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B423/05)<br>50,02 4,601<br>46,21 11,04 6,23<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho<br>G.550 In.550 | Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Fuel 166,5t (d.o.) 14,75kn |
| 5054094<br>LJJC<br>15791<br>Df Esd<br>Rdr RT | **BRUMARK**<br>**Odd Fjortoft P/R**<br>Alesund Norway | **158**<br>61<br>— | NV | **1963** Kleven M/V A/S—Ulsteinvik (4)<br>32,54 6,63 3,785<br>31,55 6,56 3,64<br>1 dk<br>BK 119 len 75 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>2 Ha (1,2 × 0,7) (2,4 × 1,8) ER<br>1W Der 1(1,5) | Oil 2SA 4Cy. 280 × 420<br>500bhp (368kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 12,5kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) 10,5kn |
| 5054109<br>DECF | **BRUMMER**<br>**Carl Buttner**<br>Bremen Federal Republic of Germany | **147**<br>80<br>— | (GL) | **1960** Schiffsw. Scheel & Johnk—Hamburg<br>*34,39* 5,82<br>5,77 2,39<br>1 dk | **M Tanker** | Oil 4SA 6Cy. 215 × 300<br>200bhp (147kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7313004<br>ITDU<br>1318<br>Df Esd<br>Gc Rdr | **BRUNA PRIMA**<br>ex Bruna-76 ex Mariveles-74<br>**Messana S.p.A. di Navigazione**<br>Napoli Italy | **2 309**<br>1 187<br>3 707 | RI (BV) (NK) | **1973** Nishi Zosen K.K.—Imabari (146)<br>93,93 13,52 6,351<br>88,02 13,49 7,22<br>P 25,0 F 15,0 1 dk<br>RW | **M Tanker**<br>Oil Molasses<br>13 Ta ER<br>L.(oil) 4 081 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 452,0t-12,0pd 14,25kn |
| 7325461<br>LMCH<br>18145<br>Df Esd<br>Pfd Rdr<br>RT | **BRUNBORG**<br>**P/R Brunborg**<br>J. Brunvall<br>Bergen Norway | **1 599**<br>1 121<br>2 398 | NV | **1973** G. Eides Sonner A/S—Hoylandsbygd (96)<br>87,79 (BB) 13,24 5,042<br>82,43 13,21 6,25<br>1 dk<br>rf 399 | **M General Cargo**<br>1 Ho ER<br>G.10 412 B.10 356<br>2 Ha (15,2 20,1 × 10,2) ER<br>4W Der 2(20) 1(5) | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 96kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 665,5t (d.o.)-21,5pd 15kn |
| 5218121<br>HOTH<br>8913<br>-78A<br>Df Esd<br>Gc Rdr<br>RTm/h | **BRUNELLA**<br>ex Malais-78<br>**Compania Naviera Brunella S.A.**<br>Panama Panama | T.Mk<br>**6 872**<br>3 403<br>9 449<br>**9 128**<br>4 582<br>— | GL (BV) | **1959** Ch. Nav. de La Ciotat—La Ciotat (195)<br>156,57 19,74 8,030<br>145,90 19,69 11,89<br>B 33,9 F 34,5 3 dks | **M General Cargo**<br>Ref<br>5 Ho 12,6 22,7 11,7 24,5 19,8<br>G.15 534 B.15 125 In.250<br>5 Ha (stl) (7,3 13,1 8,8 12,4 7,1 × 5,9)<br>14W Der 1(60) 1(30) 4(10) 10(5) | Oil 2SA 10Cy. 760 × 1550<br>13 450bhp (9 893kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Gen 1 × 300kW 220V d.c.<br>Fuel 1 432,5t (hvf) 20,25kn |
| 5054161<br>DDNB<br>Esd RTm | **BRUNHILD**<br>**August G. Runge**<br>Kiel Federal Republic of Germany | **142**<br>71<br>203 | | **1909** J. Frerichs & Co. A.G.—Einswarden<br>28,00 6,53 2,947<br>6,48 3,13<br>1 dk<br>R len 35<br>conv sailing vessel — conv Side-fishing Fishing 58 | **M Salvage Ship**<br>1 Ho 15,0<br>1 Ha (7,5 × 3,5)<br>Der 1(5) | Oil 4SA 6Cy. 220 × 330<br>150bhp (110kW) NE 48<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 4,5kW 110V d.c.<br>Fuel (d.o.) |
| 7324819<br>9VUC<br>381515<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUNHORN**<br>**Ray Two Shipping Pte. Ltd.**<br>Singapore Singapore | **5 643**<br>3 120<br>8 001 | NV | **1973** VEB Schiffswerft "Neptun"—Rostock (473)<br>121,77 17,66 7,727<br>113,44 17,56 9,91<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 412 B.10 356<br>2 Ha (stl) (26,2 33,5 × 12,8) ER<br>4W Der 2(30) 2(15) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel (d.o.) 15,5kn |

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|---|---|---|---|---|---|---|---|
| **7503518**<br>LDYO<br>18879<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUNI**<br><br>**S/A Westray**<br>J. Brunvall<br>Bergen Norway | **7 952**<br>4 999<br>12 100 | | **1976** Schiffs. u. Masch. Paul Lindenau<br>GmbH & Co. KG—Kiel (169)<br>NV 145,50 19,59<br>134,96 10,65<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened<br>3 Ho ER<br>G.15 235<br>3 Ha (stl) (25,6 20,1 25,4 × 13,1) ER | 2 Oil 4SA each 6Cy. 450 × 550 sr geared<br>to sc. shaft<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 375kW 1 × 280kW<br>380V 50Hz a.c.<br>Fuel-21,5pd | Kiel<br>15.5kn |
| **7633430**<br>DNBM<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BRUNI**<br>ex Merzario Fenicia-78<br>Launched as Bruni<br>**Partenreederei m.s. 'Bruni'**<br>Hermann Buss<br>Hamburg Federal Republic of Germany | **1 599**<br>1 059<br>3 300 | | **1977** Blohm + Voss A.G.—Hamburg<br>(817)<br>GL 81,90 15,85 5,322<br>76,84 15,65 8,97<br>F 11,9 2 dks | **M RoRo Cargo/General Cargo**<br><br>Ice strengthened<br>1 Ho 48,6 ER<br>G.3 398 B.3 256<br>TEU 219 C. 219/20'<br>1 Ha (stl) (43,7 × 12,5) ER<br>Cr 2(30) | Oil 4SA 6Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Thw. thrust propeller fwd | Koeln<br>14kn |
| **7235795**<br>LKEE<br>17990<br>Df Esd<br>Pfd Rdr<br>RT | **BRUNITA**<br><br>**P/R Brunita**<br>J. Brunvall<br>Bergen Norway | **1 231**<br>741<br>2 378 | | **1973** G. Eides Sonner A/S—Hoylandsbygd<br>(95)<br>NV 70,01 (BB) 13,234/5,271<br>64,22 13,21 6,25<br>1 dk<br>rf 399 | **M General Cargo**<br><br>1 Ho ER<br>G.2 747 B.2 481<br>2 Ha (15,2 20,1 × 10,2) ER<br>2W Der 2(20) | Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 118kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 188,0t (d.o.)-7,5pd | Kiel<br>12.5kn |
| **7415541**<br>9VAL<br>381563<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUNLA**<br><br>**Ray One Shipping Co. Pte. Ltd.**<br>Singapore Singapore | **5 705**<br>3 140<br>8 001 | | **1974** VEB Schiffswerft "Neptun"—Rostock<br>(476)<br>NV 121,47 17,66 7,708<br>113,44 17,61 9,91<br>1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.10 412 B.10 356<br>2 Ha (stl) (26,6 33,5 × 13,0) ER<br>4W Cr 2(30) 2(15) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW)<br>Halberstadt | MAN<br>Halberstadt<br>15kn |
| **5054185**<br>IPMR<br>3489<br>Df Esd<br>Rdr RT | **BRUNO**<br>ex Gabry-70 ex Bruni-70<br>ex Altea-62<br>**Ligure Trasporti Marittimi S.p.A.**<br>Genova Italy | **1 462**<br>799<br>— | | **1952** Cant. Nav. Giuliano—Trieste (29)<br>81,26 10,80 5,081<br>RI 75,44 10,75 5,62<br>P 17,1 F 10,1 1 dk<br>len 72 | **M Tanker**<br><br>1 Ho 10 Ta ER<br>HeCls. BC<br>1 Ha (1,8 × 1,8)<br>1W Der 1(1,5) | Oil 2SA 7Cy. 360 × 600<br>1 088bhp (800kW)<br>Sulzer Bros. Ltd.<br>Fuel 89,5t (d.o.)-4,5pd | Winterthur<br>10.5kn |
| **5080639**<br>ITIC<br>1318<br>Df Esd<br>Pfd Rdr<br>RTm | **BRUNO ALPINA**<br>ex Austerity-78 ex Cortia-74<br>ex Cortian-71 ex Cortia-66<br>**Neptune S.p.A.**<br>Napoli Italy | **498**<br>264<br>1 140 | ✠Classed LR until 8/8/74 | RI **1962**-4 Lodose Varv A/B—Lodose (137)<br>71,43 10,42 3,849<br>65,18 10,38 6,18<br>F 8,3 1 dk & S dk<br>rf 102 conv General Cargo 78 | **M Livestock Carrier** OSD<br><br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 72kW 230/440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Mannheim |
| **6708680**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BRUNO CHARLES**<br>ex Cap Au Large-82<br>ex Bernard De Percin-76<br>**Armement Francisco Ribeiro**<br>Dakar Senegal | **143**<br>47<br>— | | **1966** Ch. & At. de la Perriere—Lorient<br>(347)<br>(BV) 30,00 6,81<br>26,22 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.130<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(1) | Vee Oil 4SA 12Cy. 175 × 180/192<br>720bhp (530kW) NE 74<br>Soc. Alsacienne de Const. Mec.<br>Fuel 35,5t (d.o.) | Mulhouse<br>12.5kn |
| **6818617**<br>DBMI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BRUNO ILLING**<br><br>**Government of The Federal Republic of Germany**<br>Government of The Federal Republic of Germany (wasser- und Schiffahrtsamt Bremen<br>Bremerhaven Federal Republic of Germany | **493**<br>131<br>— | | **1968** Norderwerft J. R. Koser—Hamburg<br>(864)<br>GL 48,80 9,58 3,201<br>45,01 9,50 4,65<br>B 13,5 F 7,7 1 dk | **M Buoy Ship**<br><br>1 Ho 4,4<br><br>1 Ha (stl) (2,2 × 2,9)<br>Cr 1(1) | 2 Oil 4SA each 8Cy. 220 × 280 geared to<br>sc. shaft<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 340kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 30,5t (d.o.) | Koeln<br>13.75kn |
| **6710396**<br>Y4IA<br><br>Df Esd<br>Gc Rdr<br>RT | **BRUNO TESCH**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **962**<br>308<br>539 | | **1966** VEB Peene-Werft—Wolgast (211)<br>63,23 10,65 4,827<br>DSRK 59,11 10,57 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR)<br>Gen 1 × 320kW 1 × 120kW<br>1 × 60kW 390V a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) | Rostock<br>12.5kn |
| **7510286**<br>LEUL<br>18946<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUNTO**<br><br>**S/A Westray**<br>J. Brunvall<br>Bergen Norway | **7 953**<br>4 999<br>12 100 | | **1977** Schiffs. u. Masch. Paul Lindenau<br>GmbH & Co. KG—Kiel (170)<br>NV 145,88 7,924<br>135,01 19,61 10,67<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened<br>3 Ho ER<br>B.15 234<br>3 Ha (25,7 20,2 25,4 × 13,1) ER | Oil 4SA 9Cy. 450 × 550 sr geared to sc.<br>shaft<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 375kW 1 × 280kW<br>380V 50Hz a.c.<br>Fuel 1 016,0t (d.o.)-22,0pd | Kiel<br>15.5kn |
| **7329687**<br>LMJI<br>18208<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUSE JARL**<br><br>**P/R Nidaros**<br>Det Nordenfjeldske D/S<br>Trondheim Norway | **19 134**<br>13 205<br>32 717 | | **1974** Moss Rosenberg Verft A/S<br>—Stavanger (201)<br>NV 170,62(BB) 25,94 11,348<br>163,07 25,91 15,30<br>F 15,0 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>34 Ta ER<br>L.39 545<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 134,5t (d.o.) 1 858,0t (hvf)-44,0pd | Winterthur<br>15kn |
| **5054329**<br>LPAP<br>668 | **BRUSELAS**<br><br>**Ferroductil S.A.**<br>Buenos Aires Argentina | **1 819**<br>1 222<br>— | ✠Classed LR until 2/13 | **1911**-12 A. & J. Inglis Ltd.—Glasgow<br>(297)<br>83,44 11,31 2,591<br>11,26<br>1 dk & Prom dk<br>R | **PS Ferry/General Cargo**<br>352P<br><br>G.425 B.396 | T 3Cy. 546 889 & 1372 × 1676<br>950ihp (699kW)<br>A. & J. Inglis Ltd.<br>Fuel 127,0t (o.f.) | Glasgow<br>12.5kn |

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| 7817608<br>ONAP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BRUSSEL**<br>**Antwerp Bulkcarriers N.V.**<br>Sea Lanes N.V.<br>Antwerpen Belgium | **24 353**<br>19 029<br>41 100 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty or No. 4 hold may be empty for the carriage of containers in holds, on upper deck & hatch covers<br>✠**LMC** **UMS**<br>EL Jt 605,0/66,0U3<br>FN 8497 | **1979**-12 N.V. Cockerill Yards Hoboken —Hoboken (891)<br>199,02 29,37 11,158<br>190,13 29,32 15,37<br>F 14,7 1 dk<br>rf nil DK in way of Nos. 2-7 holds<br>9BH WB21923T incl. Comb. btm & STs in holds 6103T, topside tanks in holds 5914T, No. 4 hold 7884T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 19,5 19,1 18,9 18,9 18,9 18,9 19,8 ER<br>G.50 330<br>TEU 1484<br>C.Ho 1030/20'(40') C.Dk 454/20'(40')<br>7 Ha (stl) (18,9 × 14,8) (19,1 18,9 18,9 18,9 18,9 18,9 × 22,1) ER | Oil 2SA 6Cy. 760 × 1550 geared to sc. shaft<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7,2kgf/cm$^2$ (7,1bar)<br>e(ex.g) 7,2kgf/cm$^2$ (7,1bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 179,0t (d.o.) 2 188,0t (hvf) 15,5kn |
| 8127048 | **BRUTE TIDE**<br>Panama | **499**<br>—<br>1 100 | AB (Class cont.) | **1982** Langsten Slip & Batbyggeri A/S —Tomra-i-Ramsdal (99)<br>64,42 4,701<br>56,42 13,81 6,96 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Oil<br>Nohab Diesel A/B Sweden |
| 7812555<br>LJAA<br>19442<br>Rdr RT | **BRUVIK**<br>**A/S Bergen-Nordhordland Rutelag**<br>Bergen Norway | **495**<br>215<br>150 | (NV) | **1980** Tronderverftet A/S—Hommelvik (44)<br>60,51 11,49<br>54,01 11,28 4,20<br>1 dk<br>rf 1702 BK 178 | **M Passenger/RoRo Cargo/Ferry**<br>Mchy.aft | Oil 4SA 8Cy. 250 × 300<br>1 300bhp (956kW) Normo<br>A/S Bergens M/V Bergen |
| 5054343<br>OIKH<br>72 | **BRUVIK**<br>**Nurmes-Marina/Nurmeksen Pikapalvelu Ky**<br>Nurmes-Marina<br>Joensuu Finland | **303**<br>146<br>— | (NV) | **1949** Glommens M/V—Fredrikstad (114)<br>45,06 7,40 3,099<br>7,37<br>B 21,1 F 7,1 1 dk<br>BK 119 | **M Passenger/Ferry** 352P | Oil 2SA 7Cy. 250 × 420<br>700bhp (515kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 15,0t (d.o.) |
| 7328011<br>UIWS<br>M-31744<br>Df Esd<br>Gc Rdr<br>RT | **BRYANSKIY MASHINOSTROITEL**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | T.Mk<br>**4 023**<br>1 654<br>—<br>**5 893**<br>2 803<br>8 290 | RS | **1973** "A. Zhdanov" SB. Yard—Leningrad<br>129,95(BB) 17,84 —/7,830<br>121,01 17,81 9,81<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 16,1 17,5 17,5 ER 11,9 5 TwD<br>G.11 050 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2 × 9,9) ER (8,3 × 7,0)<br>4W Cr 3(3-8) Der 1(40) 4(5) | Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 2 × 300kW 1 × 200kW 1 × 100kW<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd 15,5kn |
| 6501484<br>USMY<br>M-27598<br>Df Esd<br>Gc Rdr<br>RT | **BRYANSKIY RABOCHIY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 251**<br>2 721<br>—<br>**9 813**<br>4 872<br>13 730 | RS | **1964** Kherson Shipyard—Kherson<br>155,61 20,65 8,330/9,460<br>140,01 20,58 12,35<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,0 17,3 18,4 28,8 17,6 ER 7 TwD<br>G.18 200 B.16 440 In.350<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0p&s 13,5p&s × 6,1) ER (3,4 × 3,8)<br>2W Cr 13(5) Der 1(60) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V a.c.<br>Fuel 563,0t (d.o.) 1 348,5t (hvf) 15,5kn |
| 5054379<br>MECU<br>302404<br>Df Esd<br>Pfd RT | **BRYHER**<br>**Norrard Trawlers Ltd.**<br>Lowestoft United Kingdom | **166**<br>56<br>— | ✠Classed LR until 7/3/75 | **1961**-6 Brooke Marine Ltd.—Lowestoft (279)<br>*29,88* 6,89 2,820<br>29,29 6,79 3,43<br>F 4,3<br>RW rf 533 BK 127 | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 368 × 508 with flexible coupling & sr reverse geared to sc. shaft<br>500bhp (368kW)<br>A.K. Diesels Ltd. Lowestoft<br>Gen 2 × 7,5kW 220V d.c.<br>Fuel (d.o.) |
| 7514488<br>LAFA<br>18570<br>Rdr RT | **BRYNILEN**<br>**Finnmark Fylkesrederi & Ruteselskap**<br>Hammerfest Norway | **198**<br>108<br>40 | (NV) | **1975** Westermoen Hydrofoil A/S—Mandal (44)<br>26,65 9,02<br>9,00 2,62<br>1 dk<br>rf- | **Aluminium Alloy TM Ferry/General Cargo**<br>Twin Hull 94dk P<br>1 Ho ER<br>G.70 | 2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 16kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (d.o.) |
| 5054460<br>LDBQ<br>14070<br>Rdr<br>RTm/v | **BRYTEREN**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **118**<br>0<br>— | NV | **1955** A. M. Liaaen Skibs. & M/V. —Alesund (88)<br>25,91 6,84<br>23,98 6,00 3,59<br>1 dk<br>BK 119 | **M Tug/Icebreaker** | Oil 4SA 6Cy. 320 × 420<br>E made64 fitted75<br>Mak. Masch.-Kiel G.m.b.H. Kiel<br>Gen 1 × 40kW 1 × 15kW 1 × 6kW 220V d.c.<br>Fuel 24,5t (d.o.)-2,0pd 11,5kn |
| 6852792<br>USAG<br>M-19689 | **BRYUSOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **115**<br>65<br>16 | RS | **1955** ..............People's Republic of China<br>26,93 5,31 1,899<br>2,82 | **M Ferry** —P | Vee Oil 4SA 12Cy. 150 × 180<br>E made71 fitted—<br>U.S.S.R.<br>Fuel (d.o.) 11kn |
| 6413455<br>Df Esd<br>Gc Rdr | **BU KWANG No. 201**<br>ex Partera No. 52-79<br>ex Kureha Maru-76<br>**Kim Dae Gyoo** | **275**<br>141<br>— | (KR) | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (558)<br>46,84 7,75 2,998<br>41,48 7,70 3,41<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft | Oil -SA 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo Kobe |
| 5324023<br>6MPM<br>BF36095<br>Df Esd<br>Gc Pfd<br>Rdr | **BU NAM No. 3**<br>ex Shinsei Maru No. 15-72<br>**Nam Yang Fisheries Co. Ltd.**<br>Busan South Korea | **271**<br>145<br>— | (KR) | **1961** Yamanishi Zosen K.K.—Ishinomaki (391)<br>45,22 7,70 3,048<br>40,49 7,60 3,56<br>P 17,1 F 7,1 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>11kn |

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|---|---|---|---|---|---|---|
| 5031377<br>H9UZ<br>1018<br>3-AB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **BUANA**<br>ex Midjur-80 ex Alphard-70<br>ex Avasaksa-66<br>**Buana Shipping Co. S.A.**<br>Panama Panama | 10 788<br>4 758<br>15 515 | BR<br>✠Classed LR until 10/7/70 | **1957**-6 J. Boel et Fils S.A.—Tamise/Temse (1339)<br>149,36 19,56 9,181<br>140,62 19,51 12,96<br>P 29,3 F 15,0 1 dk<br>rf 38 DK fwd | **M Ore Carrier**<br>Ice strengthened<br>4 Ho 12,1 12,1 24,0 24,0 ER<br>G.17 056 B.16 730<br>4 Ha (stl) (each 9,0 × 8,4) ER<br>Der 1(5) | Oil 2SA 7Cy. 680 × 1500<br>5 000bhp (3 678kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 165kW 220V d.c.<br>Fuel 1 238,5t (hvf) |
| 5401962<br>PUCZ<br>5319<br>Df Esd<br>Gc Rdr<br>RT | **BUARQUE**<br>**Transnave Navegacao Ltda.**<br>Rio de Janeiro Brazil | T.Mk<br>**6 855**<br>4 776<br>10 900<br>**9 091**<br>7 011<br>13 119 | ✠**100A1** SS 4/81<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 3702 | **1964**-3 Ishikawajima do Brasil—Rio de Janeiro (10)<br>145,50 19,54 7,944/8,757<br>128,91 19,51 9,20<br>F 11,6 2 dks<br>RW rf nil<br>Coll BH to U dk 5 to 2nd dk WB1642t | **M General Cargo**<br>Ref<br>4 Ho 21,9 23,4 23,4 23,4 ER<br>G.18 391 B.17 066 In.450<br>4 Ha (stl) (13,1 15,1 15,1 15,1 × 7,3) ER<br>Der 1(40) 1(25) 16(3-5) | Oil 2SA 7Cy. 680 × 1250 Sulzer<br>7 700bhp (5 664kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 1 326,0t (d.o.) 15,5kn |
| 7381013<br>9KSH<br>KT1210<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUBIYAN**<br>Launched as Thordis<br>**Arab Maritime Petroleum Transport Co. (AMPTC)**<br>Kuwait Kuwait | **78 655**<br>53 919<br>140 763 | **100A1** SS 11/79<br>oil tanker<br>**LMC** **UMS**<br>**IGS**<br>EL Wt 3$\frac{3}{4}$"U3<br>FN 17266 | **1975**-3 Sumitomo SB. & Mchy. Co. Ltd.—Uraga (967)<br>267,01(BB) 44,07 17,031<br>258,00 44,00 22,92<br>F 23,2 1 dk<br>rf-<br>10BH WB22629T incl. 15876T in clean ballast tanks | **M Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 171 520 | Oil 2SA 9Cy. 900 × 1550 Sulzer<br>26 100bhp (19 198kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>2 WTAuxB 18kgf/cm² (17,7bar) hs993,6<br>e(ex.g) 18kgf/cm² (17,7bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 6 904,0t (hvf)-85,5pd 15,25kn |
| 5306540<br>HCGT<br>Df Esd<br>Rdr<br>RTm/v | **BUCANERO**<br>ex St. Ninian-76<br>**Galapagos Tourist Corp. S.A.**<br>Guayaquil Ecuador<br>Also known as BUCCANEER | T.Mk<br>**1 574**<br>719<br>950 | ✠**100A1** SS 10/76<br>Ecuador and Galapagos Island service, also to Panama<br>✠**LMC**<br>EL s 1$\frac{9}{16}$"SQ<br>FN 1728 | **1950**-6 Caledon SB. & Eng. Co. Ltd.—Dundee (478)<br>87,05 14,05 4,484<br>79,48 14,03 7,70<br>B 3,1 2 dks, 3rd dk clear of mchy. space<br>RW rf 305 conv Passenger/Ferry/ Livestock Carrier 76<br>NS clear of No. 1 hold Coll BH to S dk 6 to 2nd dk WB412t | **TM Passenger Ship** 90bth P<br>3 Ho 13,2 11,4 11,8<br>B.711 In.293<br>3 Ha (3,6 5,0 3,6 × 4,2)<br>Cr 1(5) 2(3) | 2 Oil 2SA each 8Cy. 340 × 570<br>2 620bhp (1 927kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 110kW 220V d.c.<br>Fuel 175,0t (d.o.) 14kn |
| 8030453 | **BUCANERO**<br>**Atunera Del Golfo y del Pacifico S.A.**<br>Mexico | **1 100**<br>—<br>— | | **1982** Bender SB. Co. Inc.—Mobile, Al (1160)<br>68,59 5,365<br>68,28 12,51 5,80<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref. | Oil<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. U.S.A. |
| 5306540 | **BUCCANEER**<br>See No. 5306540 BUCANERO in the Register | **1 574** | | | | |
| 7411105<br>VKBU<br>355777<br>Esd Rdr<br>RT | **BUCCANEER**<br>**Howard Smith Industries Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **247**<br>0<br>— | ✠**100A1** CS 1/80<br>tug<br>✠**LMC**<br>EL F $\frac{7}{8}$"U2<br>FN 358 | **1975**-1 Carrington Slipways Pty. Ltd.—Newcastle, N.S.W. (98)<br>29,01 9,96 4,026<br>24,80 9,71 4,70<br>1 dk<br>rf nil BK 25<br>3BH WB67T | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 50kW 415V 50Hz a.c. 12kn |
| 7609269<br>WYW5<br>588<br>558467 | **BUCCANEER**<br>**Oregon Seafood Producers Inc.**<br>Coos Bay, Or United States of America | **120**<br>97<br>— | | **1974** Bayside Machine Works Inc.—Newport, Or<br>*20,88*<br>6,86 3,31<br>1 dk | **M Fishing** | Oil<br>360bhp (265kW) U.S.A.<br>Fuel (d.o.) |
| 7829912<br>385612 | **BUCCANEER I**<br>**A.R.A. Nominees Pty. Ltd., Ian Robert & Ross Samuel Boot**<br>*Cairns, Queensland* Australia | **223**<br>140<br>— | | **1979** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle<br>20,58 7,45<br>2,34 | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>465bhp (342kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| 6621777<br>YQBY<br>207<br>Df Esd<br>Gc Rdr<br>RT | **BUCEGI**<br>**NAVROM**<br>Constantza Romania | **16 607**<br>5 371<br>25 606 | RNR<br>✠Classed LR until 2/69 | **1966**-9 Hitachi Zosen—Innoshima (4093)<br>181,11 24,87 9,500<br>172,02 24,80 13,14<br>P 31,4 F 18,0 1 dk<br>rf 51 | **M Ore Carrier**<br>3 Ho 39,7 39,4 39,7 ER<br>Ore 13 017<br>6 Ha (stl) (each 14,0 × 8,8) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel 2 235,5t (hvf) 16kn |
| 7742384<br>WYA2<br>246<br>591694 | **BUCK SOMMER**<br>**Gulf Shrimp Boat Inc.**<br>Brownsville, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 6712198<br>ELAM<br>2758<br>Df Esd<br>Gc Rdr<br>RTv | **BUCKEYE**<br>**Chateaugay Corp.**<br>**Reomar Inc.**<br>Monrovia Liberia | **27 175**<br>19 251<br>46 935 | ✠**100A1** CS 12/81<br>strengthened for ore cargoes, Nos.4 & 6 holds may be empty or oil cargoes<br>✠**LMC**<br>EL rt 2$\frac{15}{16}$"U2<br>FN 8858 | **1967**-7 Mitsubishi Heavy Industries Ltd.—Kobe (971)<br>206,03(BB) 28,96 12,281<br>193,86 28,90 16,79<br>P 12,2 F 21,1 1 dk<br>rf nil<br>14BH WB2883t incl. DTf1000t | **M Ore/Bulk/Oil Carrier**<br>9 Ho each 14,7 27 Ta ER<br>G.38 000 L.(oil) 57 639 HeCls. BC<br>9 Ha (stl) (each 9,9 × 12,5) ER<br>Der 4(5) | Oil 2SA 6Cy. 900 × 1550 Sulzer<br>13 800bhp (10 151kW) Kobe<br>Mitsubishi Heavy Industries Ltd.<br>2 WTAuxB 256lbf/in² (17,7bar)<br>AuxB 142lbf/in² (9,8bar)<br>e(ex.g) 178lbf/in² (12,3bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 2 678,5t (hvf)-45,5pd 15,25kn |
| 6409258<br>WE5442<br>266045<br>RTm | **BUCKEYE STATE**<br>ex Miss Rivers-63 ex Island Creek<br>**International Barge Inc.**<br>Cincinnati, Oh United States of America | **271**<br>184<br>— | | **1952** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (325)<br>29,88 9,15 2,439<br>9,10 3,13 | **TM Tug** | 2 Oil 2SA<br>E made42 fitted52<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 6709830<br>GWYH<br>334476<br>Rdr RT | **BUCKINGHAM**<br>ex Banco-72<br>**Bowker & King Ltd.**<br>London United Kingdom | **544**<br>273<br>784 | ✠Classed LR until 11/70 | **1967**-5 J. Bolson & Son Ltd.—Poole (559)<br>53,73 10,39 2,883<br>50,83 10,06 3,54<br>Trunk 26,9 1 dk<br>rf nil | **M Tanker**<br>CBT<br>3 Ta ER<br>L.(oil) 922 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 2 × 35kW 110V d.c.<br>Fuel 23,0t-3,0pd 9,5kn |

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|---|---|---|---|---|---|---|
| 5064616<br>WAEX<br>247382<br>Df Esd<br>Gc Rdr<br>RT | **BUCKNELL VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>11 032 | | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (728)<br>AB 138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7928031<br>Df Esd<br>Gc Rdr<br>RT | **BUCOMAZI**<br>Launched as Marafrica 2<br>**Sociedade de Pesca Marafrica S.a.r.l.**<br>Luanda Angola | **272**<br>61<br>157 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL F 275,0/22,0U1<br>FN 287<br>**SURVEYS OVERDUE — CLASS SUSPENDED 6/8/82** | **1980**-5 INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (120)<br>30,51 8,03 3,452<br>25,00 7,65 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 sr geared to sc. shaft<br>915bhp (673kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 104kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 5054628<br>YQSO<br>161<br>Df Esd<br>Gc Rdr<br>RT | **BUCURESTI**<br>**NAVROM**<br>Constantza Romania | **6 662**<br>3 515<br>10 810<br>**9 224**<br>5 257<br>12 961 | | **1962** Brodogradiliste "3 Maj"—Rijeka (464)<br>RNR 152,25 18,93 8,140/9,049<br>139,99 18,83 12,02<br>2 dks<br>RW | **M General Cargo** OSD/CSD<br>5 Ho 19,2 21,9 16,4 ER 20,3 17,9<br>G.19 299 B.17 482<br>5 Ha (9,5 12,8 12,1 × 6,9) ER (10,5 10,5 × 6,9)<br>16W Der 2(25) 5(10) 7(5) 2(3) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 190kW 1 × 55kW 230V d.c.<br>Fuel 1 619,5t 14kn |
| 5405918<br>LCLZ<br>8396<br>Df Esd<br>RT | **BUD**<br>ex Karolos-76 ex Jadar-63<br>ex Gvas 2-48<br>**P/R Bud**<br>Egil Kongshaug<br>Bergen Norway | **349**<br>149<br>335 | | **1926** A/S Framnaes M/V—Sandefjord (104)<br>NV 42,07 7,04 4,954<br>37,95 6,99 5,14<br>1 dk<br>R BK 191 len 57 | **M Fishing**<br>Side-fishing<br>2 Ha (each 2,9 × 3,4) ER | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>765bhp (563kW) NE 65<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 15kW 1 × 11kW 1 × 8kW 110V d.c.<br>Fuel (d.o.) |
| 7015523<br>LLRC<br>18077<br>Df Esd<br>Rdr<br>RTm/h | **BUDAL**<br>ex Marlin-73<br>**Alfred Saetre P/R**<br>Bergen Norway | T.Mk<br>**295**<br>173<br>898 | | **1970** Batservice Verft A/S—Mandal (549)<br>57,26 9,33 3,512<br>NV 51,41 9,30 5,62<br>2 dks<br>rf nil | **M General Cargo**<br>1 Ho 37,5 1 TwD 39,3 ER<br>G.1 620 B.1 489<br>1 Ha (stl) (28,4 × 6,0) ER<br>2W Der 2(5) | Oil 4SA 6Cy. 240 × 280 sr geared to sc. shaft<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 28kW 1 × 12kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-4,0pd 10kn |
| 5054654<br>UTNR<br>M-26114<br>Df Esd<br>Gc Rdr<br>RT | **BUDAPESHT**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **20 296**<br>11 534<br>32 030 | | **1960** Baltic SB. & Eng. Works—Leningrad<br>202,80 25,86 10,984<br>RS 179,76 25,79 13,72<br>1 dk<br>RW | **S Tanker**<br>Ice strengthened<br>1 Ho 30 Ta ER<br>G.830 L.(oil) 39 913 HeCls. BC<br>1 Ha (6,0 × 4,1) ER<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Fuel 3 086,5t (o.f.)-117,0pd 17,5kn |
| 7116107<br>S6DW<br>381834<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUDAPEST**<br>**'Bulk Carrier' Alfred C. Toepfer Schiffahrtsges. m.b.H. & Co. K.G.**<br>Alfred C. Toepfer K.G.<br>Singapore Singapore | **24 649**<br>18 603<br>43 444 | | **1971** Bremer Vulkan A.G.—Vegesack (974)<br>GL 203,18(BB) 28,55 11,580<br>192,79 28,49 15,96<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.57 618 B.49 723 HeCls. B<br>7 Ha (stl) (8,2 18,0 12,3 18,0 11,4 18,0 8,2 × 12,9) ER<br>Der 7(11) | Oil 2SA 9Cy. 700 × 1200<br>12 600bhp (9 268kW) MAN<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 600,0t (hvf)-47,0pd 14,5kn |
| 6719445<br>HAAQ<br>Esd Rdr<br>RT | **BUDAPEST**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **3 026**<br>1 243<br>—<br>**4 451**<br>2 365<br>6 325 | | **1967** G. Dimitrov Shipyard—Varna (204)<br>114,00 15,09 —/7,494<br>103,79 15,04 9,35<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>4 Ho ER<br>4 Ha (stl) ER<br>8W Der 1(30) 8(5) | Oil 2SA 6Cy. 600 × 1050<br>3 250bhp (2 391kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 120kW 1 × 24kW |
| 8127402<br>WUS6<br>456<br>645667<br>Df Gc<br>Pfd Rdr<br>RT | **BUDD TIDE**<br>**Tidewater Ventures Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **266**<br>180<br>1 200 | | **1982** Halter Marine Inc.—Moss Point, Ms (1006)<br>AB 58,53 3,928<br>52,13 12,20 4,58<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 dr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 349,0t (d.o.)-16,0pd 13kn |
| 7647297<br>WYG6<br>888<br>578496 | **BUDDY BOY**<br>**Oscar Galjour**<br>Corpus Christi, Tx United States of America | **112**<br>76<br>— | | **1976** A. W. Covacevich Shipyard—Biloxi, Ms<br>*21,25* 6,10<br>3,51<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7118894<br>GPEJ<br>342920<br>Rdr RT | **BUDE**<br>**Bowker & King Ltd.**<br>London United Kingdom | **728**<br>363<br>1 229 | **✠100A1** SS 11/76<br>oil tanker<br>Bristol Channel service limiting line seawards Milford Haven to Hartland Point<br>**✠LMC**<br>EL I 1⅛"U1<br>FN 836<br>**LAID UP — SURVEYS OVERDUE 11/80** | **1971**-10 Appledore Shipbuilders Ltd. —Appledore (A.S.84)<br>64,32 9,25 3,747<br>61,57 9,15 4,42<br>Ba 11,6 RFD 9,8 1 dk<br>rf 51<br>10BH WB251t incl. DTf121t | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 23kW 380V 50Hz a.c.<br>10kn |

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|---|---|---|---|---|---|---|---|
| **6905434**<br>ELBF2<br>7045<br>Df Esd<br>Gc Rdr | **BUDI**<br>ex Teno-81<br>ex Mina L. Cambanis-75<br>ex East Breeze-69<br>**Budi Shipping Co. Ltd.**<br>Southern Shipmanagement (Chile) Ltd.<br>Monrovia Liberia | **16 413**<br>10 056<br>28 582 | ✠**100A1** SS 4/79<br>strengthened for ore cargoes, Nos. 2, 4 and 6 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6389 | **1969**-2 Hakodate Dock Co. Ltd.—Hakodate (401)<br>180,32 22,92 10,630<br>171,41 22,86 14,41<br>P 29,9 F 14,4 1 dk<br>rf 51 DK fwd<br>NS 9BH WB7475t incl. Comb. btm & side tanks in holds 2740t Topside tanks in holds 3252t | **M Bulk Carrier**<br>Mchy.aft<br><br>Cr 1(-) Der 12(-) | | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 240kW 450V 60Hz a.c. |
| **6505973**<br>YBWF<br>1772/L<br>Df Esd<br>Rdr RT | **BUDIMAN**<br>ex Sylvia II-72<br>**P.T. Pelayaran Sumber Sakti**<br>Jakarta Indonesia | **497**<br>337<br>991 | KI<br>✠Classed LR until 6/2/81 | **1965**-3 N.V. Scheeps. "Vooruitgang" —Foxhol (210)<br>60,79 9,30 3,671<br>55,63 9,20 4,04<br>RAD 15,0 RFD 12,8 1 dk<br>rf 152 | **M General Cargo**<br>Mchy.aft<br><br>G.1 204 B.1 085 | | Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Appingedammer Brons<br>Gen 2 × 10kW 220V d.c. |
| **6923981**<br>GZDY<br>337929<br>Rdr RT | **BUDLEIGH**<br>Launched as John T. Stratford<br>**Bowker & King Ltd.**<br>London United Kingdom | **730**<br>332<br>1 219 | ✠**100A1** SS 10/79<br>oil tanker<br>Bristol Channel service, limiting line Milford Haven to Hartland Point<br>✠**LMC**<br>EL (I) H 1⅛"U1<br>FN 842 | **1969**-10 N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (682)<br>64,55 9,22 3,671<br>62,01 9,15 4,42<br>Ba 12,2 RFD 11,3 1 dk<br>rf 102<br>10BH WB218t incl. DTf55t | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 433 | HeCls. C | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Marine Ltd.<br>Gen 2 × 23,5kW 380V 50Hz a.c. |
| **7361556**<br>SQGN<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUDOWLANY**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **9 267**<br>5 146<br>14 164 | PR | **1976** Schlichting-Werft—Travemuende (1385)<br>145,57(BB) 20,65 8,332<br>141,64 20,55 11,33<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>5 Ho 17,6 24,5 17,6 24,5 16,7 ER<br>G.18 401<br>5 Ha (stl) (12,5 × 10,9) (19,2 12,5 19,2 12,5 × 12,8) ER | 2bth P | Oil 2SA 5Cy. 620 × 1400<br>7 400bhp (5 443kW)<br>Stocznia Gdanska im. Lenina<br>Gen 2 × 456kW 1 × 132kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf)-32,5pd |
| **7205984**<br>YTGE<br>100/72<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUDVA**<br>Launched as Pacific Endeavour<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | **17 397**<br>11 038<br>28 215 | BV JR (AB) | **1972** Taiwan SB. Corp.—Keelung (N-032)<br>181,31 24,74 10,269<br>168,23 24,69 13,80<br>P 38,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 17,0 21,1 20,1 21,7 21,7 21,7 ER<br>G.38 126 B.31 895<br>6 Ha (stl) (10,2 12,9 11,7 13,2 13,2 13,2 × 12,0) ER<br>12W Der 12(10) | | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 2 319,5t |
| **5054692**<br>LW3565<br><br>Df Esd<br>RT | **BUEN PROVECHO**<br><br>**Jose R. Curbera**<br>Mar del Plata Argentina | **115**<br>54<br>— | | **1961** I/S Orskovs Staalskibsvaerft —Frederikshavn (12)<br>25,53<br>... ... ... | **M Fishing**<br>Side Trawler | | Oil 2SA 5Cy. 230 × 500<br><br>Alpha-Diesel A/S |
| **6414291**<br>SXFY<br>6584<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUENA ESPERANZA**<br>ex Jarelsa-73<br>**Viceroy Shipping Ltd.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **32 756**<br>23 179<br>61 928 | NV | **1964** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (796)<br>225,00 32,26 12,383<br>215,02 32,19 17,00<br>1 dk<br>rf 51 | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 67 705 | | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 1 × 420kW 2 × 400kW 450V 60Hz a.c.<br>Fuel 3 212,5t (hvf)-65,0pd |
| **7814096**<br>J4FE<br>7313<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUENA FORTUNA**<br><br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **16 381**<br>9 954<br>27 477 | AB | **1979** Oshima Zosen—Nagasaki (10034)<br>169,81(BB) 26,37 9,581<br>163,02 26,31 13,62<br>1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 20,1 27,2 20,8 27,2 24,0 ER<br>G.32 415 B.31 708<br>5 Ha (stl) (13,1 19,2 14,4 14,1 15,1 × 11,8) ER<br>Cr 4(25) | HeCls. B | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 570kW 440V 60Hz a.c.<br>Fuel 176,5t (d.o.) 1 682,5t (hvf)-39,0pd |
| **5275181**<br>3EJY<br>2352-72<br>Df Esd<br>Gc RT | **BUENA FORTUNA**<br>ex Mitera Assimina-71<br>ex Perseus-69 ex Bemar-59<br>ex Frameggen-56<br>**Panchrantos Compania Naviera S.A.**<br>Panama Panama | **2 089**<br>1 039<br>3 607<br>**3 316**<br>1 853<br>4 471 | (NV) | **1948** A/S Rosenberg M/V—Stavanger (154)<br>100,26 14,10 —/5,544<br>91,45 14,05 8,64<br>P 18,6 F 8,3 1 dk & S dk<br>RW | **S General Cargo**<br><br>3 Ho ER<br>G.6 969 B.6 516<br>5 Ha ER<br>10W Der 1(14) 10(5) | OSD/CSD | C 4Cy. (2) 370 & (2) 870 × 826<br><br>A/S Fredriksstad M/V<br>Gen 1 × 40kW 2 × 22kW 220V d.c.<br>Fuel 522,0t (o.f.) |
| **5071626** | **BUENA SUERTA**<br>ex Christa Koncke-75<br>ex Ulmbrueder 5-56<br>**Arco Enterprises Inc.**<br>Panama Panama | **249**<br>122<br>350 | (GL) | **1950** H. C. Stuelcken Sohn—Hamburg<br>44,91 7,50 2,058<br>41,00 2,49<br>P 8,9 B 2,8 F 3,1 1 dk<br>RW | **M General Cargo Barge**<br><br>1 Ho 23,1 ER<br>G.433 B.411<br>2 Ha (8,1 11,4 × 3,9) ER<br>Der 2(2) | | Oil 4SA 6Cy. 215 × 360<br>240bhp (177kW) NE 58<br>Maschinenbau Kiel A.G. |
| **7019751**<br>J4FD<br>7199<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUENA SUERTE**<br>ex Brita Onstad-79<br>**Alpha Shipping Co. Inc.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **113 425**<br>89 179<br>230 789 | NV | **1970** A/B Gotaverken Arendal—Goteborg (846)<br>332,24(BB) 45,65 20,657<br>320,05 45,60 26,67<br>RFD 16,8 1 dk<br>rf 76 | **S Tanker**<br>Mchy.aft<br>15 Ta<br>L.(oil) 282 962 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>32 444shp (23 865kW)<br>A/B Gotaverken<br>Gen 1 × 1200kW 1 × 1180kW 450V 60Hz a.c.<br>Fuel 7 996,5t (o.f.)-157,5pd |
| **7929528**<br>J4UW<br>8090<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUENA VENTURA**<br><br>**Insular Shipping & Pipeline Co. Ltd.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **29 909**<br>20 347<br>57 263 | AB | **1981** Koyo Dockyard Co. Ltd.—Japan (1010)<br>228,73 11,926<br>218,02 32,21 19,03<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 2 × 700kW a.c. |

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| 104984<br>CHE<br>3558-Z<br>f Esd<br>c Rdr<br>T | **BUENAVISTA**<br><br>**Amsterdamse Maritiem Transport Maats. B.V.**<br>Verenigd Cargadoorskantoor B.V.<br>Amsterdam Netherlands | **3 282**<br>1 694<br>— | <br><br>NV | **1971** Ulstein M/V A/S—Ulsteinvik (63)<br>106,43(BB) 16,29 6,249<br>102,16 16,25 11,03<br>2 dks<br>rf 457 len 74 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 900dk P<br>Ice strengthened Stern & side doors<br>Mchy.aft<br>In.1 642 | 2 Oil 4SA each 8Cy. 410 × 470 geared to sc. shafts<br>8 800bhp (6 473kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 600kW 400V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 19kn |
| 054719<br>DEJ<br>254<br>f Esd<br>Tm | **BUENAVISTA**<br><br>**GUP S.A.**<br>Pasajes Spain | **202**<br>70<br>— | <br><br>BV | Lch.**1945** Cmpl.**1948** Ast. de T. Ruiz de Velasco—Bilbao<br>*31,09* 6,15 3,201<br>6,10 3,51<br>len 55 | **M Fishing**<br>Side Trawler<br>2 Ha (0,9 × 1,2) (1,2 × 1,3) | Oil 4SA 6Cy. 275 × 350<br>700bhp (515kW) NE 73<br>CKD Praha Praha<br>Fuel 83,5t (d.o.) 10,5kn |
| 607563 | **BUENDIA**<br><br>**Government of Spain (Ministerio de Obras Publicas)**<br>Spain | **130**<br>—<br>91 | | **1965** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (56)<br>39,02 9,20 1,201<br>8,01 2,21<br>1 dk | **M Ferry/General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 120 × 190 geared to sc. shaft<br>164bhp (121kW)<br>.............. |
| 7407398<br>C9OF<br>Df Esd<br>RT | **BUENE**<br>ex Cheryl-79<br>**Empesca E.E.**<br>Maputo Mozambique | **109**<br>74<br>— | <br><br>AB | **1975** Sandock-Austral Ltd.—Durban (68)<br>22,84 6,48 2,439<br>19,79 6,38 3,33<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 159 × 203<br>420bhp (309kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,25kn |
| 5054721<br>SLGA<br>9805<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUENOS AIRES**<br><br>**Axel Axelson Johnson (Johnson Line)**<br>Stockholm Sweden | **10 348**<br>6 065<br>12 193 | **✠100A1** CS 4/79<br>DTsa—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (dt) 2$\frac{3}{16}$"SQ<br>FN 5074 | **1957**-12 Lindholmens Varv. A/B —Goteborg (1053)<br>170,26 19,28 8,713<br>162,36 19,21 12,04<br>RAD 17,7 F 28,1 2 dks, 3rd dk except in aft hold<br>rf 203 len 69<br>conv General Cargo 69<br>9BH WB1927t | **TM General Cargo/Container Ship**<br>Fixed-guides Ref<br>7 Ho 17,1 15,5 19,2 17,6 25,6 ER 16,0 12,8<br>G.12 217 B.11 216 In.2 775<br>TEU 121 C.Ho 60/20' C.Dk 61/20'<br>9 Ha (stl) (5,4 9,6 × 5,4) (12,8 9,6 × 4,8) (6,1 6,1 6,1 × 5,1) ER (8,3 × 4,8) (7,1 × 5,4)<br>12 Wing Ha (stl) (9,3p&s 9,3p&s × 3,2) (6,1p&s 6,1p&s 6,1p&s × 5,1) ER (5,4p&s × 3,1)<br>Cr 1(25) 2(7,5) 10(5) | 4 Vee Oil 4SA each 12Cy. 400 × 460 in pairs with electro-magnetic slip couplings & sr geared to sc. shafts<br>12 000bhp (8 827kW)<br>Lindholmens Varv. A/B Goteborg<br>NAuxB(f) 7/69 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB(a) 7/66 100lbf/in$^2$ (6,9bar)<br>ne(ex.g) 7/69 100lbf/in$^2$ (6,9bar)<br>Fuel 1 158,5t (hvf) 19kn |
| 7713565<br>Df Esd<br>Gc Rdr<br>RT | **BUENOS AIRES 257-C**<br><br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **4 480**<br>2 107<br>3 100 | **✠100A1**<br>hopper dredger<br>**✠LMC**<br>EL V 495,0/50,0U2<br>FN 2754 | **1979**-3 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (216)<br>116,52 19,46 3,941<br>110,62 18,92 5,97<br>P 3,1 F 8,9 1 dk<br>rf nil<br>4BH WB543T | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,2<br>1 Ho 40,6 ER<br>Hopper 2 483<br>2 sandpumps<br>Cr 1(8) | 3 Vee Oil 4SA each 12Cy. 250 × 300 total 9 720bhp (7 150kW) driving 1 gen. of 260kW 400V a.c. connected to 4 elec. motors each of 1 568shp (1 153kW) sr geared to 2 sc. shafts Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 1 × 260kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 10/9/82** | | | |
| 7222504<br>D7BX<br>IM1577<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUFFALO**<br>ex Coral Arcadia-78<br>ex Cascade Maru-73<br>**Sammi Corporation**<br>Inchon South Korea | **19 550**<br>16 150<br>32 628 | <br><br>KR NK | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu (1030)<br>182,02(BB) 27,06 10,821<br>170,03 27,01 15,19<br>P 31,4 F 13,5 1 dk | **M Bulk Carrier**<br>5 Ho 19,5 27,2 27,2 27,2 27,2 ER<br>G.41 476 B.39 819<br>5 Ha (12,5 × 9,9) (19,0 19,2 19,2 19,2 × 13,4)<br>Der 5(25) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW a.c.<br>Fuel 169,5t (d.o.) 1 964,5t (hvf)-38,5pd<br>15,75kn |
| 7365289<br>ZSUH<br>351167<br>Df Esd<br>Gc Rdr<br>RT | **BUFFALO**<br><br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | **18 012**<br>10 665<br>30 453 | **✠100A1** SS 4/81<br>oil tanker<br>**✠LMC** **UMS**<br>EL It 605,0/64,0U3<br>FN 6551<br>RI | **1977**-6 Italcantieri S.p.A.—Castellammare di Stabia (4314)<br>170,69(BB) 25,94 10,999<br>161,50 25,90 14,66<br>P 10,7 F 17,7 1 dk<br>rf nil<br>8BH WB7356t | **M Tanker**<br>18 Ta ER<br>L.(oil) 36 500 | 2 Oil 4SA each 6Cy. 550 × 590 sr geared to sc. shaft<br>14 400bhp (10 592kW)<br>Grandi Motori Trieste Italy<br>AuxB 13kgf/cm$^2$ (12,8bar)<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 700kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 136,0t (d.o.) 1 620,0t (hvf)-45,5pd<br>16,5kn |
| 7620653<br>WSX6<br>134<br>596352<br>Df Esd<br>Gc Rdr<br>RT | **BUFFALO**<br><br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Wilmington, De United States of America | **11 619**<br>8 036<br>23 481 | <br><br>AB | **1978** Bay Shipbuilding Corporation —Sturgeon Bay, Wi (721)<br>193,53 20,78 8,319<br>188,07 20,73 12,20<br>P 18,0 F 8,9 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>20 Ha (stl) ER | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shaft<br>7 200bhp (5 296kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 670kW a.c.<br>Controllable pitch propeller<br>Fuel 284,0t (d.o.) 14kn |
| 7361582<br>GUNG<br>363630<br>Df Esd<br>Gc Rdr<br>RT | **BUFFALO**<br><br>**P&O Ferries Ltd.**<br>P&O Ferries<br>London United Kingdom | **3 483**<br>1 171<br>5 805 | <br><br>NV | **1975** J. J. Sietas K.G. Schiffswerft —Hamburg (756)<br>125,02 19,05 3,785<br>112,02 19,00 11,99<br>2 dks<br>rf nil | **TM RoRo Cargo/Container Ship**<br>Deck-guides 12bth P<br>Bow & stern doors Ice strengthened<br>Mchy.aft<br>C. 131/30' | 2 Vee Oil 4SA each 12Cy. 370 × 400<br>12 000bhp (8 827kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 532kW 380/220V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18kn |
| 7047473<br>517874<br>Esd Rdr<br>RT | **BUFFALO**<br><br>**Penrod Drilling Co.**<br>Morgan City, La United States of America | **287**<br>195<br>— | | **1969** Burton Construction & SB. Corp. —Port Arthur, Tx (445)<br>11,59 3,277<br>47,22 11,54 3,97<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| 7606542<br>Y6CG | **BUFFEL**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **183**<br>—<br>46 | DSRK | **1974** Leningradskiy Petrozavod—Leningrad<br>29,32 8,49 3,020<br>27,01 8,31 4,35<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 40kW 230V a.c.<br>2 Controllable pitch propellers<br>11k |
| 5054812<br>PDHL<br>RT | **BUFFEL**<br>**Smit Tak International Ocean Towage & Salvage Co.**<br>Rotterdam Netherlands | **156**<br>66<br>— | BV | **1953** Scheepswerf H. de Haas—Maassluis (89)<br>30,41 7,04 1,982<br>28,25 6,99 2,77<br>1 dk<br>RW len 69 | **M Salvage Ship**<br>1 Ho 7,1<br>1 Ha (stl) (3,2 × 2,9)<br>2W Der 1(25) 1(5,5) | Vee Oil 2SA 12Cy. 108 × 127<br>433bhp (318kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroi<br>Gen 1 × 13,25kW 110V d.c. 1 × 3,5kW 24V d.c.<br>9,25kn |
| 7045176<br>EWJF<br>M-30535<br>Df Esd<br>Gc Rdr<br>RT | **BUG**<br>**U.S.S.R.-'Kaspryba'**<br>Makhachkala U.S.S.R. | **1 361**<br>473<br>527 | RS | **1970** .............U.S.S.R.<br>72,09 11,03 3,601<br>5,72 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>G.677<br>2 Ha (each 2,4 × 2,4)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 6852807<br>UJAG<br>M-14067 | **BUG**<br>**U.S.S.R.-'Azcherryba'**<br>Nikolayev U.S.S.R. | **258**<br>99<br>136 | RS | **1957** .............East Germany<br>38,49 7,24 2,880<br>3,51 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.267<br>2 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9,75kn |
| 6914679<br>EVEO<br>M-30286<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUG**<br>**U.S.S.R.**<br>Sochi U.S.S.R. | **233**<br>—<br>91 | RS | **1969** VEB Schiffswerft "Edgar Andre" —Magdeburg (7017)<br>34,75 8,21 2,871<br>30,41 8,20 3,84<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>11k |
| 6923577<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUG**<br>**U.S.S.R.**<br>U.S.S.R. | **233**<br>91 | | **1969** VEB Schiffswerft "Edgar Andre" —Magdeburg (7019)<br>34,75 8,51 2,871<br>30,41 8,21 3,84<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>11k |
| 5040225<br>YTEC<br>Df Esd<br>Gc Rdr<br>RTh | **BUGA**<br>ex New Zealand Venture-70<br>ex Belpareil-65<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | **7 167**<br>4 222<br>10 447 | **✠100A1** SS 5/82<br>**✠LMC**<br>EL bt<br>FN 3887<br>JR | **1926-7** Armstrong Whitworth & Co. Ltd. —Newcastle (1014)<br>130,41 20,93 7,474<br>124,97 20,88 10,22<br>P 29,3 B 9,8 F 11,9 1 dk<br>R<br>NS 6BH WB2184t | **TM General Cargo**<br>3 Ho 26,2 28,3 24,6 ER<br>G.14 047 B.13 415<br>3 Ha (22,8 22,9 22,8 × 7,6) ER<br>10W Der 3(5) | 2 Oil 2SA each 4Cy. 650 × 1200<br>3 500bhp (2 574kW) ✠ NE 4/50 MAN<br>Bremer Vulkan Schiffbau u. Maschinenfabrik Vegesack<br>Gen 3 × 150kW 230V d.c.<br>Fuel 1 016,0t (d.o.)<br>10kn |
| 7027849<br>FWIT<br>7716<br>Esd Rdr<br>RTm | **BUGEL EUSSA**<br>**Service Departmental des Ponts et Chaussees du Finistere**<br>Brest France | **130**<br>39<br>122 | BV | **1969** At. & Ch. C. Auroux—Arcachon (291)<br>29,49 6,23 1,880<br>27,01 6,18 3,10<br>1 dk | **TM Ferry/General Cargo** 250P<br>1 Ho<br>1 Ha (1,9 × 1,9)<br>1W Der 1(1,5) | Vee Oil 4SA 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 2 × 15kW 220/380V 50Hz a.c.<br>Fuel (d.o.)<br>16,75kn |
| 8012396<br>Esd Rdr<br>RT | **BUGHZI**<br>**Government of The State of Kuwait (Shuaiba Area Authority)**<br>Kuwait Kuwait | **17**<br>11<br>— | **100A1**<br>Class Contemplated<br>FN 72 | **1980** Cheoy Lee Shipyard—Hong Kong (3695)<br>13,29 4,42 1,220<br>11,74 4,27 1,83<br>1 dk | **Reinforced Plastic TM Pilot Cutter** | 2 Oil 4SA each 6Cy. 108 × 127<br>390bhp (287kW)<br>General Motors Corp., Detroit Diesel Allison Div. USA |
| 8129759 | **BUGOY**<br>**D.M.C. Shipbuilders Inc.**<br>Philippines | **1 038**<br>—<br>2 000 | **100A1**<br>Class Contemplated<br>FN 1074 | **1982** D. M. Consunji—Zamboanga (40)<br>3,201<br>53,37 16,51 3,61 | **Pontoon**<br>Deck Cargo Oil | |
| 7810258<br>LHVR<br>19292<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUGOYFISK**<br>**A/S Bugoyfisk**<br>Gunnar Jensen<br>Vardo Norway | T.Mk<br>**297**<br>121<br>— | NV | **1979** Vaagland Batbyggeri A/S—Vaagland (94)<br>46,54 9,43 4,533<br>40,06 9,40 6,51<br>1 dk<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler Ref.<br>Ice strengthened<br>Mchy.aft<br>In.335 | Oil 2SA 5Cy. 300 × 450<br>1 650bhp (1 214kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 240kW 220V 50Hz a.c.<br>Controllable pitch propeller |
| 5055713<br>UVIQ<br>M-16830<br>Df | **BUGRINO**<br>**U.S.S.R.**<br>Arkhangelsk U.S.S.R. | **533**<br>—<br>364 | (RS) | **1954** Wartsila Kon. Crichton-Vulcan —Turku/Abo<br>47,20 9,96 3,607<br>42,37 9,45 4,68<br>F 17,1 | **S Tug**<br>Ice strengthened | T 3Cy. 420 700 & 1150 × 700<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 7221988<br>DARY<br>Esd Rdr<br>RTv | **BUGSIER 1**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | **1972** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (158)<br>27,08 8,84 2,801<br>24,82 8,79 3,59<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>11kn |
| 7237262<br>DGOY<br>Esd Rdr<br>RTv | **BUGSIER 2**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | **1972** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (159)<br>27,08 8,84 2,801<br>24,80 8,79 3,59<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>11kn |

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| 528114<br>ABO<br>Esd Rdr<br>RTv | **BUGSIER 3**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | 26,07<br>24,80<br>1 dk | 8,87<br>8,79 | 2,998<br>3,59 | **1973** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (163) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11kn |
| 349091<br>ADO<br>Esd Rdr<br>RTv | **BUGSIER 4**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | 26,07<br>24,80<br>1 dk | 8,87<br>8,79 | 2,801<br>3,59 | **1973** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (164) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11kn |
| 349106<br>ACG<br>Esd Rdr<br>RTv | **BUGSIER 5**<br>**Schuchmann Ges. fur Bugsier- und Bergungsreederei**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | 27,11<br>24,82<br>1 dk | 8,84<br>8,79 | 4,795<br>3,59 | **1974** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (165) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11kn |
| 7213979<br>DGVO<br>11738<br>Esd Rdr<br>RTv | **BUGSIER 6**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **245**<br>—<br>— | GL | 30,99<br>27,51<br>1 dk | <br>9,20 | 3,731<br>4,32 | **1972** F. Schichau G.m.b.H.—Bremerhaven (1758) | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz | Koeln<br>12,5kn |
| 7213981<br>DARO<br>11752<br>Esd Rdr<br>RTm/v | **BUGSIER 7**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **245**<br>—<br>— | GL | 30,99<br>27,51<br>1 dk | <br>9,20 | 3,731<br>4,32 | **1973** F. Schichau G.m.b.H.—Bremerhaven (1759) | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz | Koeln<br>12,5kn |
| 7719052<br>DNBA<br>Esd Rdr<br>RTv | **BUGSIER 8**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **180**<br>—<br>— | GL | 27,01<br>24,01<br>1 dk | <br>8,81 | 2,801<br>3,61 | **1978** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (180) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz | Koeln<br>11,5kn |
| 7719064<br>DIHN<br>Esd Rdr<br>RTv | **BUGSIER 9**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **180**<br>—<br>— | GL | 27,01<br>24,82<br>1 dk | <br>8,81 | 2,801<br>3,61 | **1978** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (181) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz | Koeln<br>11,5kn |
| 7349118<br>DACT<br>Esd Rdr<br>RTv | **BUGSIER 10**<br>**Schuchmann Ges. fur Bugsier- und Bergungsreederei**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | 27,11<br>24,82<br>1 dk | 8,84<br>8,79 | 2,801<br>3,59 | **1974** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (166) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11,5kn |
| 7700192<br>DNBE<br>Esd Rdr<br>RTv | **BUGSIER 11**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **180**<br>—<br>— | GL | 27,01<br>24,80<br>1 dk | 8,84<br>8,81 | 2,801<br>3,61 | **1977** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (177) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11,5kn |
| 7700180<br>DNBZ<br>Esd Rdr<br>RTv | **BUGSIER 12**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **178**<br>—<br>— | GL | 27,01<br>24,80<br>1 dk | 8,84<br>8,81 | 2,801<br>3,61 | **1977** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (178) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11,5kn |
| 8007200<br>DIBV<br>Esd Rdr<br>RT | **BUGSIER 14**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **182**<br>—<br>— | GL | 27,01<br>24,82<br>1 dk | 8,84<br>8,81 | 2,801<br>3,61 | **1980** Schiffswerft u. Masch. Max Sieghold—Bremerhaven (183) | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>2 Directional propellers | Koeln<br>11,5kn |
| 6811605<br>DAJC<br>Esd Rdr<br>RTv | **BUGSIER 16**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **110**<br>3<br>— | GL | *24,39*<br><br>1 dk | 7,73 | <br>2,98 | **1958** F. Schichau G.m.b.H.—Bremerhaven (1689)<br>widened 65 | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz | Koeln<br>11kn |
| 6819035<br>DAJS<br>Esd Rdr<br>RTv | **BUGSIER 17**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **110**<br>3<br>— | GL | 26,70<br>23,60<br>1 dk | 7,01<br>6,46 | 2,579<br>2,98 | **1958** F. Schichau G.m.b.H.—Bremerhaven (1690)<br>widened 65 | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz | Koeln<br>11kn |
| 6618445<br>DAQE<br>Rdr RTv | **BUGSIER 24**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **115**<br>30<br>— | GL | 26,70<br>23,60<br>1 dk | 7,01<br>6,46 | 2,833<br>3,10 | **1959** F. Schichau G.m.b.H.—Bremerhaven (1699)<br>widened 65 | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz | Koeln<br>10kn |

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| **6618457**<br>DAQF<br><br>Rdr RTv | **BUGSIER 25**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **115**<br>30<br>— | | **1959** F. Schichau G.m.b.H.—Bremerhaven (1700)<br>GL 26,70 7,01 2,833<br>23,60 6,46 3,10<br>1 dk<br>widened 65 | **M Tug**<br><br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz |
| **6415477**<br>DNGH<br><br>Esd Rdr<br>RTm/v | **BUGSIER 27**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **223**<br>23<br>— | | **1964** F. Schichau G.m.b.H.—Bremerhaven (1728)<br>GL 29,70 3,582<br>27,01 9,43 3,92<br>1 dk<br>len & widened 77 | **M Tug**<br>Salvage<br>Ice strengthened | Oil 4SA 6Cy. 400 × 580<br><br>Kloeckner Humboldt Deutz<br>Gen 1 × 50kW 1 × 35kW 220V d.c.<br>Fuel (d.o.) |
| **6508286**<br>DNHU<br><br>Rdr RTv | **BUGSIER 28**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **101**<br>—<br>— | | **1964** F. Schichau G.m.b.H.—Bremerhaven (1730)<br>GL 22,99 7,45 2,569<br>19,89 7,00 3,15<br>1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 6Cy. 320 × 450 reverse geared sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 230V d.c.<br>Fuel (d.o.) |
| **6508298**<br>DNIB<br><br>Rdr RTv | **BUGSIER 29**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **101**<br>—<br>— | | **1964** F. Schichau G.m.b.H.—Bremerhaven (1731)<br>GL 22,99 7,45 2,569<br>19,89 7,00 3,15<br>1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 6Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 230V d.c.<br>Fuel (d.o.) |
| **6508303**<br>DNIL<br><br>Rdr RTv | **BUGSIER 30**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **101**<br>—<br>— | | **1965** F. Schichau G.m.b.H.—Bremerhaven (1732)<br>GL 22,99 7,45 2,569<br>19,89 7,00 3,15<br>1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 6Cy. 320 × 450 reverse geared sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 230V d.c.<br>Fuel (d.o.) |
| **6609705**<br>DADR<br><br>Rdr RTv | **BUGSIER 31**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **101**<br>—<br>— | | **1965** F. Schichau G.m.b.H.—Bremerhaven (1741)<br>GL 22,76 7,42 2,845<br>19,92 7,01 3,15<br>1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 6Cy. 320 × 450 reverse geared sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 1 × 10kW 220V d.c.<br>Fuel 14,5t (d.o.) |
| **6926062**<br>DIPS<br><br>Esd Rdr<br>RTm/v | **BUGSIER 33**<br><br>**Bugsier-Reederei-und Bergungs- A.G.**<br>Hamburg Federal Republic of Germany | **179**<br>—<br>— | | **1969** F. Schichau G.m.b.H.—Bremerhaven (1748)<br>GL 28,20 8,56 3,674<br>25,10 8,16 3,94<br>B 8,9 F 6,1 1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz<br>Gen 2 × 30kW 230/400V 50Hz a.c.<br>Fuel (d.o.) |
| **6604030**<br><br><br>Esd | **BUGUMA**<br><br>**Nigeria Fisheries Ltd.**<br>Port Harcourt Nigeria | **140**<br>48<br>— | | **1965** Ruhrorter Schiffs. u. Masch. —Duisburg (357)<br>25,89 2,744<br>... ... | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd. |
| **5054874**<br>UIEU<br>M-22322<br>Df Esd<br>Gc Rdr<br>RT | **BUGURUSLAN**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **7 653**<br>3 931<br>12 187 | | **1958** Kherson Shipyard—Kherson<br>145,42 19,23 8,691<br>RS 138,00 19,16 10,42<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 012 HeCls. BC<br>1 Ha (5,7 × 3,9) ER<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430 × 610 geared sc. shaft<br>4 000bhp (2 942kW)<br>CKD Praha<br>Fuel 833,0t (d.o.)-14,0pd |
| **6730190**<br>UIUI<br>M-25161 | **BUGURUSLAN**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **795**<br>265<br>834 | | **1958** ............U.S.S.R.<br>63,15 10,04 3,750<br>RS 9,99 4,02<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>9 Ta ER<br>L.(oil) 861<br>1W Der 1(2) | Oil 2SA 8Cy. 300 × 500 NE 73<br>Russkiy-Diesel Works |
| **7626695**<br>JM3906<br>118207<br>Gc Rdr<br>RT | **BUHO MARU**<br><br>**Nippo Senpaku K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **697**<br>477<br>670 | | **1977** Hashihama Zosen—Imabari (637)<br>10,04 4,001<br>55,00 10,01 4,60<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 1 156 | Oil 4SA 6Cy. 330 × 550<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7819412**<br>YQKU<br>6181<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUHUSI**<br>Launched as Stephanos D. Pateras<br>**NAVROM**<br>Constantza Romania | **32 101**<br>23 034<br>54 311 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4 & 6 may be empty<br>Ice Class 3<br>**✠LMC**<br>Nt 660,0/87,0U2<br>FN 10111 | **1982**-1 Santierul Naval Mangalia—Mangalia (900/94)<br>220,00(BB) 32,26 12,240<br>205,49 32,20 17,00<br>F 19,6 1 dk<br>rf nil Box K in way of nos. 1 to 7 holds inclusive<br>9BH WB16977T incl. Comb. btm & STs in Nos. 2,3, 4,5, 6 & 7 holds 8289T & topside tanks in Nos. 1 to 7 holds inclusive 6681T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 18,2 28,8 17,9 27,9 17,9 30,6 15,3<br>G.75 696<br>10 Ha (stl) (each 11,6 × 15,4) ER | Oil 2SA 6Cy. 900 × 1600<br>17 400bhp (12 799kW)<br>Intreprinderea de Const. de Masini Resita<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6.9bar)<br>Gen 2 × 640kW 1 × 504kW 400V 50Hz a.c. |
| **5111024**<br>KEXB<br>287381<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUILDER**<br>ex Export Builder-80<br>**Central Gulf Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**7 939**<br>4 466<br>—<br>**10 659**<br>6 465<br>12 832 | | **1962** National Steel & SB. Co.—San Diego, Ca (326)<br>AB 150,27 22,33 —/9,316<br>143,26 22,26 12,86<br>P 47,0 F 20,5 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>21W Der 1(50) 12(10) 8(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co.<br>Gen 2 × 700kW a.c.<br>Fuel 3 222,0t (o.f.) |
| **5401807**<br>9V2580<br>367983<br>Df Esd<br>Rdr RT | **BUILDER**<br>ex Ningpo Lilac-75 ex Borsod-74<br>**Liu Tong Shipping (Pte.) Ltd.**<br>Singapore Singapore | **1 208**<br>566<br>1 207 | | **1962** Angyalfold Shipyard—Budapest (1882)<br>BV 81,87 10,62 3,099<br>75,42 10,57 4,70<br>1 dk | **TM General Cargo**<br><br>4 Ho ER<br>G.2 079 B.1 975<br>4 Ha (7,3 6,1 6,1 7,3 × 4,5) ER<br>8W Der 4(3) 4(2) | 2 Oil 4SA each 8Cy. 315 × 450<br>1 600bhp (1 177kW)<br>Lang Gepgyar<br>Gen 2 × 75kW 1 × 15kW 220V<br>Fuel 183,0t |

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| 095218<br>04543<br>843-79<br>Esd<br>f | **BUILDER II**<br>ex Equator-77 ex Duwet-76<br>**Liu Tong Shipping (Pte.) Ltd.**<br>Panama Panama | **970**<br>634<br>854 | BV<br>✠Classed LR until 6/64 | **1960**-8 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B471/04)<br>65,82 10,55 5,090<br>59,01 10,51 5,95<br>F 8,0 2 dks<br>rf 102 | **M General Cargo**<br>2 Ho<br>G.1 961 B.1 791<br>2 Ha (stl) ER<br>Der 2(5) 2(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 10kn |
| 118644<br>WVH<br>81529<br>Esd<br>Rdr<br>m/h/v | **BUILDER III**<br>ex Johnson Hale-78<br>ex Siragard-74 ex Amron-73<br>ex Fossheim-66<br>**Liu Tong Shipping (Pte.) Ltd.**<br>Singapore Singapore | **1 956**<br>1 168<br>3 165 | NV | **1960** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (116)<br>84,66 13,64 5,593<br>78,03 13,61 6,41<br>P 22,9 F 9,5 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho each 25,6 ER<br>G.4 203 B.3 761<br>2 Ha (stl) (each 18,5comb. × 7,0) ER<br>8W Der 4(8) 4(5) | Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 60kW 1 × 36kW 220V d.c.<br>Fuel 218,5t (d.o.)-6,0pd 12kn |
| 100600 | **BUISE**<br>**Norderney Insel & Kuestenschutz**<br>Federal Republic of Germany | **120**<br>—<br>— | GL (Class cont.) | **1982** Lubbe Voss—Westerende (99)<br>0,851<br>24,01 6,01 2,01<br>1 dk | **TM Research**<br>Survey | 2 Oil geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 024519 | **BUJORENI**<br>Launched as Porfryion<br>**IEFM Navrom Constanta**<br>NAVROM<br>Constantza Romania | **38 090**<br>26 374<br>64 700 | RNR | **1982** Santierul Naval Constantza —Constantza (411)<br>... ... ...<br>239,71 32,21 17,02<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>17 400bhp (12 799kW)<br>.............. |
| 199272<br>MOD<br>SA-692<br>Esd<br>Pfd<br>Rdr RT | **BUK NEUNG**<br>ex Kyokko Maru-72<br>**Korea Marine Industry Development Corp.**<br>Busan South Korea | **8 506**<br>5 861<br>8 111 | KR (NK) | **1956** Osaka Zosensho—Osaka (125)<br>139,48 18,01 8,154<br>128,00 17,99 11,61<br>P 56,1 F 28,7 1 dk, pt 2nd & 3rd dks<br>conv General Cargo 67 | **M Factory Ship**<br>Fish-factory Ref<br>5 Ho<br>In.7 931<br>5 Ha (2,7 × 4,4) (2,8 3,2 3,2 3,2 × 3,2)<br>Der 4(5) 4(3) | Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 3 × 544kW 450V a.c.<br>14kn |
| 015740<br>08AI<br>M38<br>419<br>Rdr RT | **BUK PYUNG**<br>**Busan Territorial Construction & Management Office**<br>Busan South Korea | **206**<br>56<br>68 | KR | **1980** Inchon Eng. & SB. Corp.—Inchon<br>29,52 8,97 2,701<br>27,39 8,81 3,61<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Ota, Gumma<br>Gen 2 × 72kW 225V a.c.<br>13kn |
| 360643<br>OBU<br>Esd<br>Rdr<br>m/h/v | **BUKAVU**<br>**Government of The Republic of Zaire (Commissioner for Transports & Communications)**<br>Compagnie Maritime Zairoise<br>Matadi Zaire | T.Mk<br>**6 570**<br>4 260<br>—<br>**9 438**<br>6 547<br>15 080 | GL | **1975** Rickmers Rhederei G.m.b.H. —Bremerhaven (384)<br>139,55 21,62 9,170<br>132,01 21,01 12,30<br>F 11,6 2 dks | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>16kn |
| 054886<br>M9740 | **BUKHAE**<br>ex Rumba-53<br>**Hyopsung Maritime Co. Ltd.**<br>Busan South Korea | **654**<br>473<br>1 374 | | **1940** A. & J. Inglis Ltd.—Glasgow (1054)<br>46,61 8,41 4,433<br>8,36<br>rf nil conv Side Trawler Minesweeper Fishing 49 | **M General Cargo**<br>Ref<br>2 Ho 13,0 11,9<br>2 Ha (6,4 × 4,7) (7,4 × 4,5)<br>Der 2(3) | Oil 2SA 5Cy. 280 × 500<br>390bhp (287kW) E made43 refitted49<br>B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 2 × 53kW 220V d.c.<br>Fuel (d.o.) |
| 813005<br>UQUC<br>M-27894<br>Esd<br>Rdr<br>RT | **BUKHARA**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 531**<br>2 383<br>6 637 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B45/43)<br>123,81 16,74 7,240<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 137<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>H. Cegielski Poznan<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| 5054563<br>UQYR<br>M-26146<br>Esd<br>Rdr<br>RT | **BUKHAREST**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **20 296**<br>11 534<br>32 009 | RS | **1961** Baltic SB. & Eng. Works—Leningrad<br>202,80 25,86 10,984<br>179,76 25,79 13,72<br>1 dk<br>RW | **S Tanker**<br>Ice strengthened<br>1 Ho 30 Ta ER<br>G.830 L.(oil) 39 913 HeCls. BC<br>1 Ha (6,0 × 4,1) ER<br>2W Der 2(5) | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Fuel 3 086,5t (o.f.)-117,0pd 17,5kn |
| 7645031<br>EMIR<br>M-34576<br>Esd<br>Rdr<br>RT | **BUKHTA**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **635**<br>199<br>395 | RS | **1977** ............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 6701539<br>UVQI<br>M-29707<br>Esd<br>Rdr<br>RT | **BUKHTARMA**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | T.Mk<br>**1 978**<br>828<br>—<br>**3 234**<br>1 501<br>4 311 | RS | **1966** VEB Schiffswerft "Neptun"—Rostock (237)<br>105,90 14,64 —/6,560<br>95,71 14,58 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 767<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 13,5kn |
| 5326071<br>YBTQ<br>Esd<br>Rdr | **BUKIT SIGUNTANG**<br>ex Shoyo Maru-75<br>ex Showa Maru No. 3-66<br>**P.T. Pelayaran Misaja Mitra**<br>Jakarta Indonesia | **443**<br>277<br>— | | **1959** Nippon Kokan K.K.—Shimizu (170)<br>50,02 7,85<br>44,00 7,80 3,92<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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|---|---|---|---|---|---|---|
| **7220128**<br>YBWC<br>2110/L<br>Rdr RT | **BUKIT I**<br>ex Lion City No. III-72<br>ex Ote Maru No. 65-72<br>ex Uzushio Maru-69<br>**P.T. Bukit Zaitun**<br>P.T. Pelayaran Nusantara Sriwijaya Raya<br>Jakarta Indonesia | **658**<br>426<br>1 173 | KI (NK) | **1965** Tsuneishi Zosen K.K.—Numakuma<br>61,85 9,61<br>56,60 9,58 4,45<br>P 11,6 F 5,5 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 849 | Oil 4SA 6Cy. 360 × 520<br>1 100bhp (809kW)<br>Makita Tekkosho Taka<br>Gen 1 × 7,5kW 110V d.c.<br>Fuel 38,5t-3,0pd |
| **7406942**<br>JXFS<br>18425<br>Rdr | **BUKKEN**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **148**<br>0<br>— | NV | **1975** Kaarbos M/V A/S—Harstad (80)<br>26,24 8,23 4,299<br>23,50 8,18 4,53<br>1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Vee Oil 4SA 12Cy. 250 × 300<br>Nydqvist & Holm A/B Troll<br>Gen 2 × 76kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 60,5t (d.o.)-8,0pd |
| **7305710**<br>JBVC<br>113805<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUKO MARU**<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Japan<br>Hyogo Pref. | **116 758**<br>85 240<br>232 253 | NK | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2286)<br>317,00(BB) 50,04 20,702<br>300,03 49,99 26,98<br>1 dk | **S Tanker**<br>Mchy.aft<br>14 Ta<br>L.(oil) 278 849 | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1400kW 450V a.c.<br>Fuel 8 753,0t (o.f.)-162,5pd |
| **7636511**<br>Esd Gc<br>Rdr RT | **BUKOBA**<br>**Government of The United Republic of Tanzania (Railways Corp.)**<br>Mwanza Tanzania | **800**<br>—<br>120 | ✠Classed LR until 6/2/81 | **1979** Belgian Shipbuilders Corp. -Fulton Marine N.V.—Ruisbroek (116)<br>Re-erected**1979**-7 Tanzania Railways Corp. —Mwanza<br>59,52 9,43 2,301<br>54,77 9,01 3,51<br>F 29,6 1 dk<br>rf 127 | **M Passenger/General Cargo/Ferry**<br>92bth 308dk P<br>3 Ho 10,4 14,2 4,4 ER<br>G.231<br>1 Ha (5,5 × 3,9) ER<br>Der 1(-) | Vee Oil 4SA 16Cy. 159 × 203 revers reduction geared to sc. shaft<br>1 035bhp (761kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 74kW 380V 50Hz a.c. |
| **6730217**<br>USKK<br>M-26167<br>Df Rdr<br>RT | **BUKOVINA**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **3 531**<br>1 496<br>576 | RS | **1962** "A. Zhdanov" SB. Yard—Leningrad<br>101,50 14,61 3,849<br>94,01 14,56 5,72<br>2 dks | **TM Passenger/General Cargo**<br>250P<br>Ice strengthened<br>2 Ho<br>B.235 In.56<br>1 Ha (1,9 × 3,5)<br>Cr 2(2) | 2 Oil 2SA each 8Cy. 430 × 610<br>4 000bhp (2 942kW)<br>CKD Praha<br>Gen 3 × 200kW 230V d.c. |
| **7704069**<br>SQAV<br>Df Esd<br>Rdr RT | **BUKOWIEC**<br>**Szczecinskie Przedsiebiorstwo Obrotu Produktami Naftowymi 'CPN'**<br>Szczecin Poland | **690**<br>327<br>1 000 | PR | **1977** Wroclawska Stocznia Rzeczna —Wroclaw (B443/04)<br>60,86 9,56 3,650<br>58,50 9,31 4,09<br>1 dk | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 182 | Oil 4SA 6Cy. 250 × 300 reduction ge to sc. shaft<br>940bhp (691kW)<br>H. Cegielski<br>Gen 2 × 160kW 1 × 48kW 400V<br>Fuel (d.o.)-4,5pd |
| **6828519**<br>321769<br>Df Esd<br>RTh/v | **BUKURU**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **277**<br>—<br>96 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (d)<br>FN 407 | **1969**-3 Charles D. Holmes & Co. Ltd. —Beverley (1013)<br>37,39 8,97 3,442<br>32,31 8,54 4,04<br>B 13,5 RFD 1,6 1 dk<br>rf 457<br>3BH WB19t | **TM Tug**<br>Fire-fighting<br>1 Ha (stl) (1,2 × 1,0)<br>Der 1(10) | 2 Oil 2SA each 7Cy. 250 × 420 sr re geared to sc. shafts<br>British Polar Engines Ltd. Gl<br>Gen 2 × 60kW 400V 50Hz a.c.<br>Fuel 61,0t (d.o.) |

**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 31/12/75**

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| **7114551**<br>DZXZ<br>Df Esd<br>Gc Pfd<br>Rdr | **BULACAN**<br>ex Virginia-82<br>ex Kyokuho Maru No. 8-73<br>**Westwind Shipping Corp.**<br>Baliwag Navigation Inc.<br>Manila Philippines | **3 177**<br>2 360<br>6 050 | NK | **1971** Watanabe Zosen K.K.—Hakata (135)<br>102,22 16,34 6,681<br>96,30 16,29 8,16<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>Ref<br>2 Ho ER<br>G.7 460 B.7 032<br>2 Ha (stl) (27,8 28,5 × 8,3) ER<br>12W Der 4(15) | Oil 4SA 6Cy. 540 × 860<br>4 200bhp (3 089kW)<br>Hanshin Nainenki Kogyo<br>Fuel 561,0t |
| **7701720**<br>YCQD<br>Df Esd<br>Gc Rdr<br>RT | **BULAT**<br>**P.T. Bahana Utama Line**<br>Jakarta Indonesia | **3 730**<br>2 507<br>6 273 | NK | **1977** Oshima Dock K.K.—Yoshiumi (641)<br>106,43 16,44 6,651<br>97,97 16,41 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (stl) (28,5 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6730229**<br>UDVV<br>M-26675 | **BULAT**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **502**<br>87<br>212 | RS | **1960** .............Shanghai<br>45,67 9,78 4,001<br>5,01 | **TM Tug**<br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500 E made58 fitted60<br>Russkiy-Diesel Works Len |
| **7404449**<br>3FHX<br>7559-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BULATAN PINE**<br>**Geisel Compania Maritima S.A.**<br>Panama Panama | **3 682**<br>2 416<br>6 564 | NK | **1975** Higaki Zosen K.K.—Imabari (158)<br>105,59 16,36 6,833<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>G.8 224 B.7 607<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Fuel 547,5t-12,5pd |
| **7921227**<br>H4DJ<br>590<br>Esd Rdr<br>RT | **BULAWA**<br>**Government of The Solomon Islands (Ministry of Transport & Communications)**<br>Honiara Solomon Islands | **199**<br>82<br>133 | NK | **1980** Yokohama Zosen—Chiba (1382)<br>30,51 7,42 2,590<br>26,52 7,41 3,36<br>P 11,6 F 6,1 1 dk | **M Passenger/General Cargo**<br>G.165 B.152<br>1 Ha (4,4 × 3,2) ER<br>Der 1(2) | Oil 4SA 6Cy. 200 × 240 geared to sc shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Ama<br>Gen 2 × 32kW a.c. |
| **7520712**<br>TCOB<br>4479<br>Pfd Rdr<br>RT | **BULENT AKAR**<br>**Ozgur Kollektif Sirketi**<br>Istanbul Turkey | **497**<br>291<br>1 800 | (GL) | **1977** Gunsin Tersanesi—Balat, Istanbul (15)<br>74,50 11,00 4,800<br>65,99 6,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 701 B.2 508<br>2 Ha ER<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320 × 480 dr geared to shaft<br>495bhp (364kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magd |

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|---|---|---|---|---|---|---|---|
| 740831<br>LZDC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BULGARIA**<br>**Navigation Maritime Bulgare**<br>Bulgaria | **30 073**<br>18 860<br>52 700 | | | **1978** Okean Shipyard—Nikolayev<br>215,40(BB) 31,86 12,250<br>201,63 31,78 16,84<br>1 dk | **M Bulk Carrier**<br>8 Ho 21,7 16,6 15,2 17,9 20,4 16,9 16,7 19,7 ER<br>G.62 900 HeCls. B<br>8 Ha (stl) (12,8 × 13,4) (12,8 12,8 12,8 12,8 12,8 12,8 12,8 × 16,7) ER | Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW) B&W<br>Bryansk Eng. Works Bryansk<br>Fuel 671,0t (d.o.) 2 563,0t (hvf)-45,0pd<br>14,25kn |
| 414942<br>9BTW<br>321438<br>Df Esd<br>Rdr RTh | **BULK MERCHANT**<br>ex Fleur-80 ex Mariam-74 ex Fofo<br>ex George X-72 ex Sagaland-71<br>**Sporades Shipping Co. Ltd.**<br>Limassol Cyprus | **1 599**<br>944<br>2 359 | | GL | **1964** Angyalfold Shipyard—Budapest (1988)<br>84,44 11,28 4,928<br>76,92 5,29<br>P 23,8 B 17,4 F 11,0 1 dk<br>len 76 | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 23,5 14,2 ER<br>G.2 192 B.2 085<br>3 Ha (stl) (9,9 18,5 14,2 × 5,6) ER<br>7W Der 6(2,5) | Oil 4SA 8Cy. 320 × 480 sr geared to sc. shaft<br>1 320bhp (971kW)<br>Lang Gepgyar Budapest<br>Gen 2 × 74kW 220V d.c.<br>Directional propeller<br>Fuel 77,0t (d.o.)<br>10,75kn |
| 7411686<br>P3WH<br>394588<br>RT | **BULK MOON**<br>ex Julia S-81<br>**Golden Age Marine Ltd.**<br>Limassol Cyprus | **499**<br>275<br>740 | | NV | **1977** Wroclawska Stocznia Rzeczna —Wroclaw (B529/05)<br>50,17 8,95 3,401<br>50,02 8,81 4,32<br>1 dk | **M General Cargo**<br>1 Ha (28,5 × 6,5) | Oil 4SA 6Cy. 230 × 270<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 78kW 1 × 18kW 380V 50Hz a.c.<br>10,25kn |
| 6822862<br>5BWB<br>321498<br>Df Esd<br>Gc Rdr<br>RT | **BULK NAVIGATOR**<br>ex Stockhorn-81 ex Uthoern-76<br>ex Uthorn-72<br>**Troodos Shipping Co. Ltd.**<br>Limassol Cyprus | **1 000**<br>720<br>1 846 | | BV | **1966** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (692)<br>77,60 11,13 5,390<br>70,31 11,10 6,94<br>P 12,8 F 9,2 2 dks<br>RW | **M General Cargo**<br>1 Ho ER<br>G.3 401 B.3 150<br>3 Ha (stl) (10,8 × 6,0) (10,8 10,8 × 8,0) ER<br>Der 3(3) | Oil 2SA 6Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>11,5kn |
| 6414930<br>5BTT<br>321437<br>Df Esd<br>Rdr RTh | **BULK PIONEER**<br>ex Ixia-80 ex Garorm-74<br>ex Irene-73 ex Nicholas X-72<br>ex Sagahorn-71<br>**Phokis Maritime Co. Ltd.**<br>Limassol Cyprus | **1 599**<br>945<br>2 359 | | GL | **1964** Angyalfold Shipyard—Budapest (1991)<br>84,44 11,28 4,930<br>76,92 5,29<br>P 23,8 B 17,4 F 11,0 1 dk<br>len 76 | **M General Cargo**<br>3 Ho 15,4 23,5 14,2 ER<br>G.2 192 B.2 085<br>3 Ha (stl) (9,9 18,5 14,2 × 5,6) ER<br>7W Der 6(2,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>Lang Gepgyar Budapest<br>Gen 2 × 74kW 220V d.c.<br>Directional propeller<br>Fuel 76,0t (d.o.)<br>10,75kn |
| 5138840<br>H3YU<br>6822-<br>PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BULK QUEEN**<br>ex Gypsum Queen-78<br>**Maco S.A.**<br>Panama Panama | **6 711**<br>4 053<br>10 739 | ✠**100A1**<br>✠**LMC** | SS 5/80<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3749 | **1947**-5 Federal SB. & D.D. Co.—Kearny, NJ (568)<br>132,90 19,54 7,570<br>128,94 19,51 9,56<br>P 30,2 Trunk 76,9 F 24,4 1 dk<br>RW rf nil<br>4BH WB4142t incl. DTs2224t DTf533t | **S Bulk Carrier**<br>Self-unloader<br>4 Ho 14,6 23,4 32,0 23,4 ER<br>G.10 451<br>4 Ha (stl) (3,6 × 6,1) (12,8comb. 19,2comb. 12,8comb. × 10,3) ER<br>6W Der 2(3) | 2 S Turb dr geared to sc. shaft<br>4P 2 700shp (1 986kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 500lbf/in$^2$ (34,5bar) Spt 470lbf/in$^2$ (32,5bar) hs680,6<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 763,0t (o.f.)<br>12,5kn |
| 7411648<br>P3WE<br>394588<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **BULK SEA**<br>ex Angela Helen-81<br>ex Frendo Norden-77<br>**Golden Age Marine Ltd.**<br>Limassol Cyprus | **499**<br>274<br>771 | | NV | **1976** Wroclawska Stocznia Rzeczna —Wroclaw (B529/01)<br>50,20 (BB) 8,97 3,422<br>46,84 8,81 4,32<br>P 10,4 F 4,9 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 31,1 ER<br>G.914<br>1 Ha (stl) (28,5 × 6,6) ER | Oil 4SA 6Cy. 230 × 270 reduction geared to sc. shaft<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 78kW 220/380V 50Hz a.c.<br>Fuel 70,0t (d.o.)-2,0pd<br>10,25kn |
| 7411674<br>P3WF<br>394586 | **BULK SKY**<br>ex Angelina M.-81<br>**Golden Age Marine Ltd.**<br>Limassol Cyprus | **499**<br>275<br>740 | | NV | **1977** Wroclawska Stocznia Rzeczna —Wroclaw (B529/04)<br>50,20 8,97 3,401<br>50,02 8,81 4,32<br>1 dk | **M General Cargo**<br>1 Ha (stl) (28,5 × 6,5) ER | Oil 4SA 6Cy. 230 × 270<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 78kW 1 × 17kW 380V 50Hz a.c.<br>10,25kn |
| 7411650<br>P3WD<br>394586<br>Df Esd<br>Pfd Rdr<br>RT | **BULK STAR**<br>ex Elsie M-81<br>Launched as Frendo Norwave<br>**Golden Age Marine Ltd.**<br>Limassol Cyprus | **499**<br>275<br>768 | | NV | **1976** Wroclawska Stocznia Rzeczna —Wroclaw (B529/02)<br>50,17 8,95 3,401<br>50,02 8,81 4,32<br>RAD - RFD - 1 dk<br>rf nil | **M General Cargo**<br>1 Ho<br>G.906<br>1 Ha (stl) (28,5 × 6,5) | Oil 4SA 6Cy. 230 × 270<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 63kW 1 × 24kW 380V 50Hz a.c.<br>10,25kn |
| 7411662<br>P3WI<br>394587<br>Df Esd<br>Pfd Rdr<br>RT | **BULK SUN**<br>ex Justine M-81<br>**Golden Age Marine Ltd.**<br>Limassol Cyprus | **499**<br>275<br>768 | | NV | **1976** Wroclawska Stocznia Rzeczna —Wroclaw (B529/03)<br>50,17 8,95 3,401<br>50,02 8,81 4,32<br>RAD - RFD - 1 dk<br>rf nil | **M General Cargo**<br>1 Ho<br>G.906<br>1 Ha (stl) (28,5 × 6,5) | Oil 4SA 6Cy. 230 × 270<br>700bhp (515kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 78kW 1 × 17kW 380V 50Hz a.c.<br>Fuel 80,0t (d.o.)-3,0pd<br>10kn |
| 6414954<br>5BUB<br>321435<br>RTh | **BULK TRADER**<br>ex Primrose-80 ex Gyram-74<br>ex Pauline-73 ex Patricia X-72<br>ex Sagafjell-71<br>**Phestos Shipping Co. Ltd.**<br>Limassol Cyprus | **1 599**<br>940<br>2 388 | | GL | **1964** Angyalfold Shipyard—Budapest (1990)<br>84,44 11,28 4,930<br>76,92 5,29<br>P 23,8 B 17,4 F 11,0 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 23,5 14,2 ER<br>G.2 192 B.2 085<br>3 Ha (stl) (9,9 18,5 14,2 × 5,6) ER<br>7W Der 6(2,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 74kW 220V d.c.<br>Directional propeller<br>Fuel 76,0t (d.o.)<br>12,5kn |
| 7225958<br>OIOQ<br>1278<br>Df Esd<br>Rdr RT | **BULKGARD**<br>ex Brunette-81<br>**Bulk Alandica AB Ltd.**<br>Bror Husells Rederier<br>Mariehamn Finland | **1 299**<br>730<br>2 337 | | NV | **1972** G. Eides Sonner A/S—Hoylandsbygd (94)<br>70,01 (BB) 13,24 5,271<br>64,22 13,21 6,25<br>1 dk<br>rf 399 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 747<br>2 Ha (15,2 20,1 × 10,2) ER<br>2W Der 2(20) | Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 96kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.)-7,5pd<br>14kn |

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|---|---|---|---|---|---|---|
| **7013757**<br>GOOC<br>339171<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BULKNES**<br>**Suntana Shipping Ltd.**<br>Jebsens (U.K.) Ltd.<br>London United Kingdom | **13 124**<br>8 253<br>21 546 | NV | **1970** Scotts' SB. Co. (1969) Ltd. —Greenock (1176)<br>158,50(BB) 22,86 9,537<br>151,70 22,83 12,81<br>P 28,7 B 7,7 F 9,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>6 Ho 18,9 18,9 18,5 18,5 18,5 18,5 ER<br>G.26 033 B.25 684 HeCls. ptB<br>6 Ha (stl) (11,8 × 10,3) (13,4 13,4 12,5 13,4 12,2 × 11,5) ER<br>Der 6(12) | 2 Oil 4SA each 8Cy. 450 × 540 geare<br>sc. shaft<br>8 800bhp (6 473kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobe<br>Gen 2 × 380kW 220V 50Hz a.c.<br>2 × 325kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 113,0t (d.o.) 1 228,0t (hvf)-26,0p 14 |
| **6711819**<br>LKPK<br>16675<br>Df Esd<br>Gc Rdr<br>RTm/v | **BULKO**<br>**P/R Eide**<br>Alfred Eide<br>Bergen Norway | **295**<br>174<br>833 | NV | **1967** Orens M/V—Trondheim (36)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>P 8,0 F 7,7 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 36,5 ER<br>G.1 442 B.1 396<br>2 Ha (stl) (each 13,1 × 6,0) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 250 × 300<br>850bhp (625kW)<br>A/S Bergens M/V<br>Gen 2 × 20kW 1 × 8kW 220V 50H<br>Controllable pitch propeller<br>Fuel 427,0t (d.o.)-2,0pd |
| **7214480**<br>SDRO<br>11263<br>Esd Pfd<br>Rdr RTv | **BULL**<br>**Roda Bolaget**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Stockholm Sweden | **276**<br>75<br>— | ✠100A1 SS 8/80<br>tug<br>Baltic service<br>Ice Class 1*<br>✠**LMC**<br>EL (d) ⅞"U2<br>FN 399 | **1972**-4 A/B Asi-Verken—Amal (98)<br>32,67 9,28 4,099<br>28,86 9,01 4,81<br>RFD 6,4<br>rf nil BK 102<br>3BH WB65t | **M Tug/Icebreaker** | Oil 2SA 9Cy. 340 × 570<br>Nydqvist & Holm A/B Troll<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7802720**<br>WYQ4<br>241<br>581304 | **BULL DOG**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **531**<br>368<br>— | | **1977** Zigler Shipyards Inc.—Mermentau, La<br>... ... ...<br>51,21 10,22 3,69<br>1 dk | **TM Fishing** | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 75kW 208V |
| **6729804**<br>9HAK<br>0026<br>RTv | **BULL TERRIER**<br>ex Lady Jane<br>**Mediterranean Salvage Co. Ltd.**<br>Valletta Malta | **221**<br>12<br>46 | | **1944** Cant. Navalmeccania—Napoli<br>30,48 7,62 2,515<br>29,49 7,40 3,76<br>1 dk<br>RW | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 254 × 305<br>E made64<br>English Electric Co. Ltd. United Ki<br>Fuel 45,5t (d.o.) |
| **7048336**<br>WJ6128<br>506977<br>Esd Gc<br>Rdr RTm | **BULL TIDE**<br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **191**<br>130<br>— | | **1967** American Marine Corp.—New Orleans, La (967)<br>50,30 11,03 3,144<br>47,93 10,98 3,81<br>B 6,4 F 12,8 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>2 Ho | 2 Oil 4SA each 2Cy. 159 × 203<br>2 340bhp (1 721kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 60kW 208V 60Hz a.c. |
| **7732468**<br>WYE6<br>340<br>583974 | **BULLDOG**<br>ex YF 884<br>**M/V Bulldog Inc.**<br>Seattle, Wa United States of America | **197**<br>133<br>— | | **1945** .............Bay City, Mi<br>*40,39*<br>9,15 2,85<br>1 dk<br>conv General Cargo Barge — | **M Fishing** | Oil<br>1 200bhp (883kW) |
| **7432290**<br>LDJC<br>18806<br>Df Esd<br>Gc Rdr<br>RT | **BULLDOG**<br>**Bukser & Bjergningsselskapet A/S**<br>Oslo Norway | **182**<br>0<br>— | NV | **1976** Kaarbos M/V A/S—Harstad (84)<br>27,61 8,28 4,252<br>24,52 8,21 5,31<br>1 dk<br>rf 749 BK 127 | **M Tug**<br>Ice strengthened | Oil 2SA 9Cy. 300 × 450<br>Wichmann Motorfabrikk A/S Rubbesta<br>Gen 2 × 76kW 220V 50Hz a.c.<br>Fuel 81,5t (d.o.) |
| **7856379**<br>JI2124<br>96532 | **BULLDOZER MARU No. 15**<br>**Sanei Kaiun Y.K.**<br>Saeki, Oita Pref. Japan | **199**<br>62<br>— | | **1965** Yokohama Zosen—Chiba<br>27,51 2,501<br>24,52 8,21 3,71<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7380021**<br>JM3494<br>116932<br>Gc Rdr<br>RT | **BULLDOZER MARU No. 26**<br>**Sanei Kaiun Y.K.**<br>Saiki, Oita Pref. Japan | **196**<br>58<br>— | | **1974** Miura Zosen—Saiki (400)<br>8,21 3,175<br>25,53 8,18 3,89<br>1 dk | **M Tug**<br>Pusher | 2 Oil 4SA each 8Cy. 260 × 320<br>Usuki Tekkosho |
| **7124958**<br>Df Esd<br>Rdr RTm | **BULOLO I**<br>**Pacific Sea Foods (Pty.) Ltd.**<br>Papua New Guinea | **134**<br>—<br>— | | **1967** .............U.S.A.<br>25,91 6,76<br>23,93 6,71 3,66<br>1 dk | **M Fishing** | Vee Oil 4SA 6Cy. 159 × 203<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 50kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **6915661**<br>315975<br>Df Esd<br>Rdr RTm | **BULOLO II**<br>ex Captain Frisky-68<br>**Pacific Sea Foods (Pty.) Ltd.**<br>Port Moresby Papua New Guinea | **146**<br>99<br>— | | **1968** Southern SB. Co.—Brownsville, Tx<br>25,91 6,76<br>23,93 6,71 3,66<br>P 10,7 F 7,7 1 dk | **M Fishing**<br>Side Trawler Ref<br>In.193<br>1W | Vee Oil 4SA 6Cy. 159 × 203<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 50kW 110/220V 60Hz a.c.<br>Fuel 9,0t (d.o.) |
| **7226469**<br>UYIO<br>M-30965<br>Df Esd<br>Gc Rdr<br>RT | **BULUNKAN**<br>**U.S.S.R. -North Eastern Department**<br>U.S.S.R. | **3 587**<br>1 740<br>4 150 | RS | **1972** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>B.4 320<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Len<br>Fuel 217,5t (hvf) 11 |
| **7507409**<br>WYK4<br>429<br>577084<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BULWARK**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (221)<br>41,46 11,13 5,182<br>38,71 11,08 5,85<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La G<br>Gen 2 × 90kW a.c.<br>Fuel 782,5t (d.o.) |

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| 6811671<br>D7SJ<br>BM43<br>900<br>Df Esd<br>Gc Rdr<br>RT | **BUM AH**<br>ex Ikushima Maru-73<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **3 763**<br>2 481<br>5 946 | KR (NK) | **1968** K.K. Taihei Kogyo—Akitsu<br>101,50 15,02 6,909<br>94,98 14,99 7,90<br>P 21,1 F 10,7 1 dk | (205) | **M Tanker**<br>10 Ta ER<br>L.(oil) 7 440 | HeCls. BC | Oil 4SA 6Cy. 510 × 850<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 445V a.c.<br>Fuel 45,5t (d.o.) 423,5t (hvf)-9,0pd 12,5kn |
| 8031768<br>6LRB<br>BSA-<br>1862<br>Df Esd<br>Pd Rdr<br>RT | **BUM CHANG No. 1**<br>**Bum Chang Fisheries Co. Ltd.**<br>Busan South Korea | **139**<br>51<br>— | KR | **1980** Bang-Eo Jin Shipyard Co.—Ulsan<br>35,62<br>30,21 6,30 2,80<br>1 dk | | **M Fishing**<br>Stern Trawler | | Oil 4SA 6Cy. 260 × 410<br>750bhp (552kW)<br>Otsuka Tekko Oita<br>Gen 2 × 72kW 225V a.c.<br>11kn |
| 8031756<br>6LRC<br>BSA-<br>1863<br>Df Esd<br>Pd Rdr<br>RT | **BUM CHANG No. 2**<br>**Bum Chang Fisheries Co. Ltd.**<br>Busan South Korea | **139**<br>51<br>— | KR | **1980** Bang-Eo Jin Shipyard Co.—Ulsan<br>35,62<br>30,21 6,30 2,80<br>F 5,5 1 dk | | **M Fishing**<br>Stern Trawler | | Oil 4SA 6Cy. 260 × 410<br>750bhp (552kW)<br>Otsuka Tekko Oita<br>Gen 2 × 72kW 225V a.c.<br>11kn |
| 7129867<br>D8TE<br>BM35<br>626<br>Df Esd<br>Gc Rdr<br>RTh | **BUM CHIN**<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **3 372**<br>2 245<br>5 382 | KR (AB) | **1972** Korea SB. & Eng. Corp.—Pusan<br>97,59 14,84 6,690<br>95,99 14,81 7,80<br>P 29,0 F 14,1 1 dk<br>rf 102 | (SNA106) | **M Tanker**<br>Oil Vegetable oil<br>12 Ta ER<br>L.(oil) 6 450 | HeCls. BC | Oil 4SA 6Cy. 500 × 700<br>2 700bhp (1 986kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 3 × 160kW 450V 60Hz a.c.<br>Fuel 51,5t (d.o.) 438,5t (hvf)-12,0pd 12,5kn |
| 7925027<br>D7XU<br>BM11<br>046<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUM DONG**<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **9 559**<br>5 694<br>17 303 | AB KR | **1980** Korea SB. & Eng. Corp.—Busan<br>135,52 23,04 9,432<br>128,12 23,00 12,12<br>1 dk | (1016) | **M Tanker**<br>SBT<br>16 Ta ER<br>L.(oil) 17 823 | HeCls. BC | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Hitachi Zosen Japan<br>Gen 2 × 360kW 450V a.c.<br>Fuel 118,0t (d.o.) 1 236,5t (hvf)-36,0pd<br>14,5kn |
| 8105478<br>D9GL<br>BM22<br>471<br>Df Esd<br>Gc Rdr<br>RT | **BUM HAN**<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **4 581**<br>2 732<br>7 389 | **100A1**<br>chemical tanker<br>Class Contemplated<br>FN 2743<br>KR (Class cont.) | **1982** Dae Dong SB. Co.—Busan<br>115,37 17,23 7,051<br>107,02 17,01 8,62<br>P 28,1 F 8,9 1 dk | (247) | **M Tanker**<br>Chemical<br>15 Ta ER<br>L.8 340 | | Oil 4SA 6Cy. 440 × 880<br>4 500bhp (3 310kW) Hanshin<br>Ssang Yong Heavy Industries Co. Ltd.<br>Changwon |
| 7042588<br>D8MG<br>BM11<br>102<br>Df Esd<br>Gc Rdr<br>RT | **BUM IL**<br>ex Tohyo Maru-75<br>**Il Woo Marine Co. Ltd.**<br>Busan South Korea | **6 589**<br>3 947<br>10 409 | KR (NK) | **1970** Koyo Dockyard Co. Ltd.—Mihara<br>129,52(BB) 17,56 7,976<br>121,01 17,51 9,50<br>P 24,7 F 13,2 1 dk | (587) | **M Tanker**<br>10 Ta ER<br>L.(oil) 13 155 | HeCls. CptB | Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>Fuel 168,5t (d.o.) 1 246,0t (hvf)-17,5pd<br>13,5kn |
| 7917159<br>D8XF<br>BM11<br>030<br>Df Esd<br>Gc Rdr<br>RT | **BUM KEN**<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **13 159**<br>6 042<br>19 877 | AB KR | **1980** Samsung Shipbuilding Co. Ltd.—Koje<br>148,70 23,04 9,500<br>138,51 23,00 13,52<br>F 10,4 1 dk | (1001) | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 22 620 | HeCls. BC | Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan<br>Gen 2 × 360kW 450V a.c.<br>Fuel 133,5t (d.o.) 863,5t (hvf)-31,5pd<br>14,25kn |
| 6926660<br>D7PB<br>BM43<br>158<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUM MI**<br>ex Hiroshima Maru-73<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **3 585**<br>2 277<br>5 950 | KR (NK) | **1969** K.K. Taihei Kogyo—Akitsu<br>101,48 15,04 6,935<br>95,00 15,02 7,90<br>P 21,1 F 10,7 1 dk | (236) | **M Tanker**<br>Oil Molasses<br>10 Ta ER<br>L.(oil) 7 442 | HeCls. BC | Oil 4SA 6Cy. 500 × 700<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 445V a.c.<br>Fuel 51,0t (d.o.) 425,5t (hvf)-10,0pd<br>12,25kn |
| 7234208<br>D7SC<br>BM43<br>884<br>Df Esd<br>Gc Rdr<br>RT | **BUM SIN**<br>ex Shinko Maru-74<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **3 829**<br>2 457<br>6 748 | KR (NK) | **1972** Nishi Zosen K.K.—Imabari<br>105,09 16,57 7,036<br>98,00 16,51 8,21<br>P 24,4 F 9,2 1 dk<br>RW | (143) | **M Tanker**<br>10 Ta ER<br>L.(oil) 8 963 | HeCls. BC | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 440V a.c.<br>Fuel 63,0t (d.o.) 614,5t (hvf)-15,0pd 12,5kn |
| 5155692<br>D7TG<br>BM9315<br>Df Esd<br>Gc Rdr<br>RT | **BUM WOO**<br>ex Chemical Contender-70<br>ex Houston Maru-66<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **5 000**<br>2 630<br>7 801 | KR | **1961** Hitachi Zosen—Sakurajima Works,<br>Osaka<br>120,43 16,87 7,392<br>112,02 16,82 8,79<br>P 27,2 F 12,2 1 dk<br>RW rf 102 | (3908) | **M Tanker**<br>14 Ta ER<br>L.(oil) 9 007 | HeCls. BC | Oil 2SA 8Cy. 420 × 900<br>3 800bhp (2 795kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 80kW 450V a.c.<br>Fuel 40,5t (d.o.) 869,5t (hvf)-16,5pd<br>12,75kn |
| 6709464<br>D7RS<br>BM43<br>771<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUM YOUNG**<br>ex San Carlos-73<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **3 541**<br>2 040<br>5 809 | KR (NK) | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki<br>109,73 15,22 6,535<br>102,01 15,19 7,80<br>P 23,5 RQD 18,0 B 6,4 F 9,8 1 dk | (1078) | **M Tanker**<br>Oil Chemical Vegetable oil<br>15 Ta ER<br>L.6 513 | HeCls. BptC | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW) Mitsubishi<br>Hayashikane Zosen Shimonoseki<br>Gen 2 × 120kW 445V 60Hz a.c.<br>Fuel 54,0t (d.o.) 545,5t (hvf)-10,0pd 13kn |

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|---|---|---|---|---|---|---|
| 7346623<br>YQDE<br>306<br>Df Esd<br>Gc Rdr<br>RT | **BUMBESTI**<br>**NAVROM**<br>Constantza Romania | **15 856**<br>9 755<br>24 850 | RNR | **1974** G. Dimitrov Shipyard—Varna (108)<br>185,22(BB) 22,86 10,230<br>171,69 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. ore cargoes<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.29 214<br>7 Ha (stl) (13,2 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,4) ER | Oil 2SA 6Cy. 760 × 1550<br>12 200bhp (8 974kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 278,0t (d.o.) 1 466,0t (hvf) |
| 7620665<br>PLRN | **BUMITA**<br>**P.T. Perdata Lines**<br>Sabang Indonesia | **195**<br>118<br>— | | **1968** Banglampoo Lang Shipyard Co. Ltd.—Bangkok<br>... ...<br>37,27 5,49 2,72 | **M Tanker**<br>Mchy.aft | 2 Oil each -Cy. geared to sc. shaft<br>470bhp (346kW)<br>Mercedes-Benz West Ge |
| 7804936<br>Y5RH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNA**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **1 347**<br>512<br>1 760 | DSRK | **1979** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (887)<br>73,44 12,25 4,901<br>67,16 12,01 6,00<br>P - F - 1 dk | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>4 Ta horizontal ER<br>L.1 046 HeCls. C | Oil -SA 6Cy. 320 × 480 geared to sc.<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H. West Ge<br>Gen 3 × 256kW 2 × 220kW 50Hz<br>1 × 24kW d.c.<br>Controllable pitch propeller<br>Fuel 145,0t (d.o.)-10,0pd |
| 5229261 | **BUNABA**<br>ex Sabah Maju-76<br>ex Matsu Maru No. 3-74<br>**P.T. Perdata Lines**<br>Sabang Indonesia | **256**<br>126<br>352 | | **1958** Koyo Dockyard Co. Ltd.—Mihara<br>40,19 6,41 2,845<br>37,95 6,35 3,10<br>1 dk len 59 | **M Tanker**<br>3 Ta ER | Oil 4SA 6Cy. 260 × 380<br>280bhp (206kW) E made— refitted58<br>Nippon Hatsudoki<br>Fuel 18,0t-1,0pd |
| 7938921<br>JM4312<br>120617 | **BUNEI MARU No. 8**<br>**Hideichi Hamonaga**<br>Kunisaki, Oita Pref. Japan | **171**<br>88<br>447 | | **1977** Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref.<br>45,17 3,001<br>40,01 8,01 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. |
| 7831460<br>6LMZ<br>BS-A-1691<br>Df Esd<br>Gc Rdr<br>RT | **BUNG RIM NO. 11**<br>ex Yeon Hwa No. 11-81<br>**Lee Teung Heui & Besides Two**<br>Busan South Korea | **112**<br>56<br>— | KR | **1979** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>31,48<br>26,50 6,10 2,60<br>F 9,5 1 dk | **M Fishing**<br>Stern Trawler<br>2 Ha (0,9 × 0,9) (1,1 × 1,1) | Oil 4SA 6Cy. 230 × 380<br>500bhp (368kW)<br>Matsui Iron Works Co. Ltd.<br>Gen 2 × 42kW 225V a.c. |
| 7227243<br>9MTT<br>324094<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA ANGSANA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | T.Mk<br>**6 913**<br>3 838<br>—<br>**11 254**<br>6 649<br>12 580 | AB | **1972** Mitsubishi Heavy Industries Ltd.—Shimonoseki (695)<br>155,96 21,85 10,046<br>143,01 21,80 13,39<br>F 13,5 2 dks<br>rf 254 conv General Cargo 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 21,0 22,4 22,4 24,9 ER 19,9<br>TEU 596<br>C.Ho 312/20'(40') C.Dk 284/20'(40') | Oil 2SA 6Cy. 680 × 1250<br>9 600bhp (7 061kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 1 306,5t (hvf) |
| 5199909<br>S6CZ<br>381795<br>Df Esd<br>Gc Rdr<br>RT | **BUNGA ARANDA**<br>ex New Castle-81 ex Yamato-76<br>ex Kyozui Maru-72<br>**Korins Maritime Services Pte. Ltd.**<br>Singapore Singapore | **7 688**<br>4 485<br>11 923 | NK | **1958** Ishikawajima Jukogyo—Tokyo (764)<br>139,91 18,24 8,814<br>130,18 18,19 11,61<br>F 9,5 2 dks<br>RW | **M General Cargo**<br>5 Ho<br>G.16 816 B.15 399<br>5 Ha (8,2 × 6,0) (15,1 15,1 8,7 11,8 × 7,0)<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Mitsubishi Nippon Heavy Ind. Yok<br>Gen 2 × 144kW 450V a.c.<br>Fuel 1 305,5t |
| 7506522<br>9MWL<br>324169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA BINDANG**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | T.Mk<br>**1 725**<br>913<br>—<br>**2 941**<br>1 815<br>4 246 | AB | **1976** Murakami Hide Zosen K.K.—Hakata (126)<br>85,10 —/6,371<br>80,02 15,61 8,82<br>2 dks<br>RW rf 152 | **M General Cargo**<br>2 Ho ER<br>G.5 805 B.5 578<br>2 Ha (stl) ER<br>Cr 1(30) 2(5) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW a.c.<br>Fuel 329,0t |
| 8125545<br>9MVL<br>325309<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUNGA BUTANG**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **3 503**<br>2 077<br>5 735 | AB (Class cont.) | **1982** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (908)<br>100,72(BB) 18,52 6,379<br>92,03 18,51 8,01<br>1 dk | **M Container Ship**<br>Fixed-guides<br>3 Cell.Ho ER<br>TEU 292 C. 292/20' (40')<br>15 Ha (stl) ER | Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Fuel 84,5t (d.o.) 393,0t (hvf)-13,5pd |
| 7125835<br>9MTR<br>324083<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA CHEMPAKA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **20 759**<br>13 866<br>34 201 | AB | **1972** Osaka Zosensho—Osaka (319)<br>185,50(BB) 26,07 11,151<br>175,01 26,01 15,50<br>F 16,5 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 13,5 19,2 8,7 19,2 15,1 ER<br>G.42 595 B.41 242 HeCls. B<br>5 Ha (stl) (13,5 19,2 8,7 19,2 15,1 × 12,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 157,0t (d.o.) 1 711,0t (hvf)-38,5p |
| 7817880<br>9MUP<br>324206<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA DAHLIA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **3 927**<br>2 365<br>5 362 | AB | **1979** Osaka Zosensho—Osaka (392)<br>102,42(BB) 6,204<br>95,03 16,51 8,01<br>1 dk | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 27,2 40,7 ER<br>TEU 196<br>C.Ho 124/20' C.Dk 72/20' incl. 30 ref C<br>5 Ha (stl) ER<br>Cr 1(35) 1(25) | Oil 4SA 6Cy. 400 × 460 reduction<br>to sc. shaft<br>3 900bhp (2 869kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 350kW 1 × 150kW a.c. |
| 7506534<br>9MWM<br>324170<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA GELANG**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | T.Mk<br>**1 725**<br>913<br>—<br>**2 941**<br>1 815<br>4 383 | AB | **1976** Murakami Hide Zosen K.K.—Hakata (127)<br>85,10 —/6,371<br>79,94 15,63 8,82<br>2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.5 805 B.5 578<br>2 Ha (stl) ER | Oil 2SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 200kW a.c.<br>Fuel 329,0t |

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| 8001543<br>9MYK<br>325259<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA KANTAN**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **18 150**<br>12 661<br>31 960 | **✠100A1**<br>bulk carrier only cargoes of ore, coal, grain, unseasoned timber & similar cargoes of low fire risk to be carried, strengthened for heavy cargoes, holds 2 & 4 may be empty timber deck cargoes<br>**✠LMC** **CCS**<br>EL J† 605,0/66,0U3<br>FN 7258 | **1981**-12 Kanda Zosensho K.K.—Japan (261)<br>183,01(BB) 27,69 10,881<br>170,01 27,60 15,09<br>P 28,1 F 15,0 1 dk<br>rf nil<br>NS 7BH WB19569T incl. STs in holds 8139T & No. 3 hold 8334T | **M Bulk Carrier**<br>5 Ho ER<br>G.39 503 B.38 615 HeCls. B<br>5 Ha (stl) (16,5 × 12,9) (25,1 19,2 25,1 19,2 × 20,4) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>12 600bhp (9 268kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 717,0t (hvf) 15kn |
| 8109838<br>9MYQ<br>325266<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUNGA KEKWA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **2 443**<br>1 576<br>4 434 | AB | **1981** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (906)<br>90,10 14,64 6,014<br>84,03 14,61 7,40<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 5 902 HeCls. B | Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 360kW 2 × 240kW 450V 60Hz a.c.<br>Fuel 35,5t (d.o.) 157,0t (hvf)-6,0pd 10kn |
| 8125557<br>9MVK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUNGA KEMUNING**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **3 502**<br>2 075<br>5 735 | AB (Class cont.) | **1982** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (909)<br>100,72(BB) 18,52 6,379<br>92,03 18,51 8,01<br>1 dk | **M General Cargo**<br>3 Cell.Ho ER<br>TEU 292 C. 292/20′ (40′)<br>15 Ha (stl) ER | Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Fuel 84,5t (d.o.) 393,0t (hvf)-13,5pd 13,75kn |
| 8001555<br>9MYM<br>325261<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA KENANGA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **18 151**<br>12 661<br>31 960 | **✠100A1**<br>bulk carrier only cargoes of ore, coal, grain and also unseasoned timber and similar cargoes of low fire risk to be carried, strengthened for heavy cargoes, holds 2 & 4 may be empty, timber deck cargoes<br>**✠LMC** **CCS**<br>EL J† 605,0/66,0U3<br>FN 7263 | **1982** Kanda Zosensho K.K.—Japan (262)<br>183,01(BB) 27,67 10,881<br>170,01 27,60 15,12<br>P 28,4 F 15,3 1 dk<br>rf nil<br>NS 7BH WB19569T incl. STs in holds 8139T and No.3 hold 8334T | **M Bulk Carrier**<br>5 Ho 23,0 30,4 23,0 30,4 21,4 ER<br>G.41 173 B.38 615<br>5 Ha (stl) (16,6 × 12,9) (25,1 19,2 25,1 19,2 × 20,4) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>12 600bhp (9 268kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel 197,0t (d.o.) 1 717,0t (hvf)-37,5pd 15kn |
| 8005264<br>9MYJ<br>325258<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA KESIDANG**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **30 098**<br>23 326<br>65 960 | AB (Class cont.) | **1982** Namura SB. Co. Ltd.—Imari (849)<br>225,03(BB) 32,26 12,912<br>217,02 32,21 16,29<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 25,7 24,9 24,9 24,9 24,9 24,9 24,9 ER<br>G.75 550 HeCls. B<br>7 Ha (stl) (14,9 16,6 16,6 16,6 16,6 16,6 16,6 × 13,1) ER | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 500kW 2 × 450kW 450V 60Hz a.c.<br>Fuel 125,5t (d.o.) 2 410,5t (hvf)-46,0pd 14,5kn |
| 7377995<br>9MWH<br>324162<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA KESUMBA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **18 959**<br>10 690<br>29 956 | **✠100A1** CS 6/80<br>chemical tanker Type C in association with an approved list of chemical cargoes<br>**✠LMC**<br>EL H† 2⅞"U2<br>FN 6402 | **1975**-7 Mitsubishi Heavy Industries Ltd. —Shimonoseki (735)<br>170,01(BB) 25,46 11,145<br>160,00 25,40 14,61<br>P 37,8 F 15,0 1 dk<br>rf nil conv Tanker 75<br>12BH WB3845T | **M Tanker**<br>Chemical<br>25 Ta ER<br>L.35 485 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 WTAuxB 17kgf/cm$^2$ (16,7bar) hs520,3<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 2 088,0t 15,25kn |
| 8109840<br>9MYR<br>325267<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUNGA KIAMBANG**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **2 443**<br>1 576<br>4 434 | AB | **1982** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (907)<br>90,10 14,64 6,114<br>84,03 14,61 7,42<br>1 dk | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 5 902 HeCls. B | Oil 4SA 6Cy. 320 × 640 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 260kW 2 × 240kW 445V 60Hz a.c.<br>Fuel 36,5t (d.o.) 160,5t (hvf)-6,5pd 10kn |
| 7509225<br>9MWJ<br>324167<br>Df Esd<br>Gc Rdr<br>RT | **BUNGA MAS**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | T.Mk<br>**1 831**<br>969<br>4 024<br>**3 044**<br>1 935<br>4 392 | AB (NK) | **1975** Miho Zosensho K.K.—Shimizu (1032)<br>86,01 15,63 6,058/6,392<br>80,02 15,60 8,79<br>2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.6 019 B.5 565<br>2 Ha (19,8 20,2 × 8,0) ER<br>Der 1(30) 2(5) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW a.c.<br>Fuel 378,5t 12,5kn |
| 7327665<br>9MUU<br>324114<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA MAWAR**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **81 231**<br>64 169<br>169 623 | AB | **1973** Mitsubishi Heavy Industries Ltd. —Yokohama (937)<br>294,88(BB) 47,43 17,933<br>280,02 47,40 24,11<br>1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>SBT IGS CBT<br>5 Ho/Ta 27,2 27,2 27,2 45,4 50,0 14 Wing Ta ER<br>L.(oil) 198 906 Ore 89 804<br>HeCls. BC<br>8 Ha (stl) (each 13,6 × 12,5) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 800kW<br>Fuel 485,0t (d.o.) 6 932,5t (hvf)-96,5pd 15,25kn |
| 5364827<br>RH-L8418<br>Df Esd<br>Gc Rdr<br>RTm | **BUNGA MAWAR**<br>ex Orange Energy-81<br>ex Sirius II-81<br>ex Asian Guardian-80<br>ex Caltex Port Kembla-76<br>ex Petro Bordeaux-68<br>ex Topas-64<br>**Naviera Sentosa S. de R.L.**<br>San Lorenzo Honduras | **3 988**<br>2 045<br>5 325 | AB | **1955** Stord Verft A/S—Stord (27)<br>114,31 14,84 6,490<br>105,77 14,79 7,50<br>P 27,8 F 13,2 1 dk<br>rf 51 | **M Tanker**<br>1 Ho 7 Ta ER<br>L.(oil) 6 878 HeCls. C<br>1 Ha (3,2 × 2,4)<br>Der 2(3-5) | Oil 2SA 6Cy. 500 × 1100<br>2 520bhp (1 854kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 112kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 234,5t (d.o.) 187,0t (hvf)-8,0pd 12,5kn |

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| **7205726**<br>9MTK<br>324093<br>Df Esd<br>Gc Rdr<br>RT | **BUNGA MELATI**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **10 812**<br>5 766<br>12 300 | **✠100A1** CS 4/77<br>DTsf,m & a vegetable oil or latex<br>**✠LMC**<br>EL C† 2⅜"U2<br>FN 5048 | **1972**-4 Mitsubishi Heavy Industries Ltd. —Shimonoseki (690)<br>152,97 22,05 9,672<br>142,50 22,00 13,42<br>F 30,5 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW rf 279<br>7BH to U dk 5 to 2nd dk WB2058t incl. DTsf 575t Tunnel tanks 241t | **M General Cargo**<br>5 Ho 21,0 23,0 20,8 22,4 19,2 ER<br>G.16 038 B.15 498<br>7 Ha (stl) (10,5 × 6,0) (13,5 × 8,0) (13,5 13,5 13,5 13,5 × 6,4) (10,4 × 8,0) ER<br>12W Cr 2(12,5) Der 1(60) 2(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 368,5t (hvf) |
| **7321104**<br>9MUT<br>324111<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA MELAWIS**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **32 321**<br>23 388<br>32 500 | **✠100A1** CS 9/78<br>**✠LMC**<br>EL L† 3³⁄₁₆"U2<br>FN 9441 | **1973**-9 Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (956)<br>196,02(BB) 29,47 9,703<br>187,99 29,41 20,81<br>1 dk<br>rf nil<br>NS 7BH WB6950T incl. Comb. btm & STs in Nos. 1-3 holds 4165T | **M Bulk Carrier**<br>Wood-chip<br>5 Ho 33,0 33,6 19,2 29,5 30,4 ER<br>G.78 000<br>5 Ha (17,5 19,2 12,8 16,0 16,0 × 13,4) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 142,0t (d.o.) 14 430,0t (hvf) |
| **7038678**<br>9MSI<br>324073<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BUNGA MELOR**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **11 093**<br>6 464<br>14 905 | **✠100A1** CS 6/80<br>DTsf latex and DTsa veg. oil or oil FP above 65.5°C.<br>**✠LMC**<br>EL C† 2⅜"U2<br>FN 5317 | **1971**-2 Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (936)<br>162,01(BB) 22,08 9,818<br>151,87 22,00 13,01<br>F 30,2 1 dk, 2nd dk except in No. 6 hold, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 152<br>8BH WB3299t incl. DTsf473t DTsa 1538t | **M General Cargo**<br>6 Ho 17,5 20,1 20,8 20,8 20,0 18,6 ER<br>G.21 721 B.20 086<br>1 Ha (stl) (7,7 × 4,8) 5 Ha (stl) (each 12,8 × 6,4) 1 Ha (stl) (11,9 × 8,0) 1 Ha (stl) (8,7 × 6,4) ER<br>16W Cr 1(25) Der 1(60) 8(10) 8(5) | Oil 4SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 2 × 480kW 1 × 270kW 450V 60Hz a.c.<br>Fuel 1 917,5t (hvf) |
| **7031656**<br>H9JA<br>9816-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA MERAH**<br>ex Oasis Emperor-82<br>ex Papiliona-80 ex Toko Maru-76<br>**Oasis Emperor Navigation Inc.**<br>Panama Panama | **3 134**<br>2 246<br>5 973 | NK | **1970** Kurushima Dock Co. Ltd.—Imabari (661)<br>101,12 16,06 6,830<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,6 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 132kW 445V a.c.<br>Fuel 498,0t-12,5pd |
| **7825198**<br>HO6085<br>8672-YJ<br>Esd Rdr<br>RT | **BUNGA NAWAR**<br>ex Chitose Maru-80<br>**Jurong Shipyard Ltd.**<br>Panama Panama | **280**<br>103<br>110 | | **1979** Ishikawajima Ship & Chemical Plant Co.—Tokyo (505)<br>32,85 3,301<br>29,57 9,50 4,32<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7051929**<br>9MST<br>324075<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUNGA ORKID**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **10 730**<br>5 921<br>12 384 | **✠100A1** CS 5/81<br>DTsf, m & a vegetable oil or latex<br>**✠LMC**<br>EL C† 2⅜"U2<br>FN 5048 | **1971**-5 Mitsubishi Heavy Industries Ltd. —Shimonoseki (683)<br>152,97 22,05 9,672<br>142,50 22,00 13,42<br>F 30,5 2 dks, 3rd dk in Nos. 2, 3, & 4 holds<br>RW rf 279<br>7BH to U dk 6 to 2nd dk WB1384t incl. DTsf575t Tunnel tanks 241t | **M General Cargo**<br>5 Ho 21,3 23,1 20,8 22,4 19,2 ER<br>G.17 827 B.16 532<br>6 Ha (stl) (10,5 × 6,0) (13,5 × 8,0) (13,5 13,5 13,5 × 6,4) (10,4 × 8,0) ER<br>12W Cr 2(12,5) Der 1(60) 2(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 486,5t (hvf) |
| **7817892**<br>9MUY<br>324207<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA PENAGA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **3 927**<br>2 365<br>5 362 | AB | **1979** Osaka Zosensho—Osaka (393)<br>102,42(BB) 6,001<br>95,03 16,51 8,01<br>1 dk | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 27,2 40,7 ER<br>TEU 196 C.Ho 124/20' C.Dk 72/20' incl. 30 ref C<br>5 Ha (stl) ER<br>Cr 1(35) 1(25) | Oil 4SA 6Cy. 400 × 460 reduction g to sc. shaft<br>3 900bhp (2 869kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 350kW 1 × 150kW a.c. |
| **7724148**<br>9MSS<br>324203<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA PERMAI**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **43 470**<br>26 060<br>49 227 | AB | **1979** Sumitomo Heavy Industries Ltd. —Oppama Shipyard, Yokosuka (1071)<br>267,01(BB) 32,31 13,031<br>250,02 32,25 24,16<br>1 dk | **TM Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 2 Cell.Ho<br>TEU 2770 C.Ho 1004/20' 388/40' incl. 88 ref C.Dk 990/20'(40') incl. 132 ref<br>39 Ha (stl) | 2 Oil 2SA each 9Cy. 900 × 1550<br>60 300bhp (44 354kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 1360kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7025982**<br>9MUZ<br>324070<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BUNGA RAYA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **11 094**<br>6 447<br>14 923 | **✠100A1** CS 2/80<br>DTsf—latex & DTsa—veg. oil or oil FP above 65,5°C.<br>**✠LMC**<br>EL c† 2⅜"U2<br>FN 5317 | **1970**-11 Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (935)<br>162,01(BB) 22,08 9,818<br>151,87 22,00 13,01<br>F 30,2 1 dk, 2nd dk except in No. 6 hold, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 152<br>8BH WB3298t incl. DTsf473t DTsa1538t | **M General Cargo**<br>6 Ho 17,4 19,9 20,8 20,8 19,9 18,6 12 Ta<br>G.21 721 B.20 086 L.2 238 HeCls. BptC<br>6 Ha (stl) (7,7 × 4,8) (12,8 × 8,0) (25,6 25,6comb. × 12,8) (11,9 × 8,0) (8,6 × 6,4)<br>16W Cr 2(12,5) Der 1(60) 8(10) 8(5) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>AuxB 10kgf/cm² (9,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 2 × 480kW 1 × 270kW 450V 60Hz a.c.<br>Fuel 1 765,0t (hvf) |
| **7723871**<br>9MUC<br>324199<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA SAGA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **2 715**<br>1 422<br>3 748 | BV | **1977** Zhong Hua Shipyard—Shanghai (7701)<br>101,17 6,017<br>93,33 13,83 7,73<br>P 22,0 RQD 21,4 B 18,9 F 13,5 2 dks | **M General Cargo**<br>3 Ho 16,4 19,8 18,5 ER<br>G.5 387 B.4 848<br>3 Ha (stl) (9,6 11,0 11,0 × 6,9)<br>Der 3(5) 3(3) | Oil 2SA 6Cy. 430 × 820<br>3 000bhp (2 207kW)<br>Hudong Shipyard<br>Gen 2 × 250kW 400V 50Hz a.c. |
| **7378004**<br>9MWG<br>324161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA SELASIH**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **18 959**<br>10 690<br>29 956 | **✠100A1** CS 10/80<br>chemical tanker Type C in association with an approved list of chemical cargoes<br>**✠LMC**<br>EL H† 2⅞"U2<br>FN 6402<br>(AB) | **1975**-10 Mitsubishi Heavy Industries Ltd. —Shimonoseki (736)<br>170,01(BB) 25,46 11,142<br>160,00 25,40 14,61<br>P 37,8 F 15,0 1 dk<br>rf nil conv Tanker 76<br>12BH WB3845T | **M Tanker**<br>Chemical<br>25 Ta ER<br>L.35 485 HeCls. BC<br>Der 2(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 WTAuxB 17kgf/cm² (16,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 2 372,5t (hvf) |

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|---|---|---|---|---|---|---|
| 7377983<br>9MWA<br>324144<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BUNGA SEPANG**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **18 959**<br>10 690<br>29 956 | ✠**100A1** SS 6/79<br>chemical tanker type C in association with an approved list of chemical cargoes<br>✠**LMC**<br>EL H† 2⅞"U2<br>FN 6402 | **1975**-3 Mitsubishi Heavy Industries Ltd. —Shimonoseki (734)<br>170,01(BB) 25,46 11,126<br>160,00 25,40 14,61<br>P 37,8 F 15,0 1 dk<br>rf nil<br>12BH WB3845T | **M Tanker**<br>Chemical<br>25 Ta ER<br>L.35 485 HeCls. BC<br>Der 2(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 WTAuxB (o.f.) 17kgf/cm$^2$ (16,7bar) hs520,3<br>e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 6 728,0t (hvf)-39,5pd 15kn |
| 7218369<br>9MTZ<br>324096<br>Df Esd<br>Gc Rdr<br>RT | **BUNGA SEROJA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **10 812**<br>5 766<br>12 300 | ✠**100A1** CS 8/77<br>DTsf, m & a vegetable oil or latex<br>✠**LMC**<br>EL C† 2⅜"U2<br>FN 5048 | **1972**-8 Mitsubishi Heavy Industries Ltd. —Shimonoseki (691)<br>152,97 22,05 9,672<br>142,50 22,00 13,42<br>F 30,5 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW rf 279<br>7BH to U dk 5 to 2nd dk WB2091t incl. DTsf584t Tunnel tanks 244t | **M General Cargo**<br>5 Ho 20,5 23,0 20,5 22,4 18,9 ER<br>G.17 927 B.17 211<br>7 Ha (stl) (10,5 × 6,0) (13,5 × 8,0) . (13,5 13,5 13,5 13,5 × 6,4) (10,4 × 8,0) ER<br>12W Cr 2(12,5) Der 1(60) 2(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>19kn |
| 7509237<br>9MWK<br>324168<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA SETAWAR**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | T.Mk<br>**1 831**<br>969<br>4 013<br>**3 044**<br>1 935<br>4 382 | AB NK | **1976** Miho Zosensho K.K.—Shimizu (1033)<br>86,01 15,63 6,058/6,392<br>80,02 15,60 8,79<br>2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.6 019 B.5 565<br>2 Ha (19,8 20,2 × 8,0) ER<br>Der 1(30) 2(5) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW a.c.<br>Fuel 367,0t 12,5kn |
| 8005276<br>9MYL<br>325260<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA SRIGADING**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **35 522**<br>23 916<br>65 921 | AB (Class cont.) | **1982** Namura SB. Co. Ltd.—Imari (850)<br>224,75(BB) 32,26 12,912<br>217,02 32,21 17,81<br>F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.74 921 HeCls. B<br>7 Ha (stl) ER | Oil 2SA 6Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 500kW 2 × 450kW 450V 60Hz a.c.<br>Fuel 127,0t (d.o.) 2 410,5t (hvf)-46,0pd 14,5kn |
| 7507320<br>9MWN<br>324174<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA SRIPAGI**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **22 297**<br>16 046<br>41 683 | AB | **1976** Sanoyasu Dockyard Co. Ltd. —Mizushima (1011)<br>183,67(BB) 12,110<br>173,01 27,60 17,00<br>P 11,6 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.42 404 HeCls. B<br>5 Ha (stl) ER<br>Cr 5(5-10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 408kW a.c.<br>Fuel 244,5t (d.o.) 2 004,5t (hvf)-46,5pd 17kn |
| 7724150<br>9MTU<br>324204<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA SURIA**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **43 470**<br>26 060<br>49 149 | AB | **1979** Sumitomo Heavy Industries Ltd. —Oppama Shipyard, Yokosuka (1072)<br>267,01(BB) 32,29 13,023<br>250,02 32,25 24,16<br>1 dk | **TM Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 2 Cell.Ho<br>TEU 2770 C.Ho 1004/20' 388/40' incl. 88 ref C.Dk 990/20'(40') incl. 132 ref<br>39 Ha (stl) ER | 2 Oil 2SA each 9Cy. 900 × 1550<br>60 300bhp (44 354kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 1360kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>26kn |
| 7108473<br>9MSY<br>324076<br>Df Esd<br>Gc Rdr<br>RT | **BUNGA TANJONG**<br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Malaysian International Shipping Corp. Berhad<br>Penang Malaysia | **10 728**<br>5 921<br>12 341 | ✠**100A1** CS 5/81<br>DTsf, m & a vegetable oil or latex<br>✠**LMC**<br>EL C† 2⅜"U2<br>FN 5048 | **1971**-8 Mitsubishi Heavy Industries Ltd. —Shimonoseki (684)<br>152,97 22,05 9,672<br>142,50 22,00 13,42<br>F 30,5 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>RW rf 279<br>7BH to U dk 5 to 2nd dk WB1737t incl. DTsf751t Tunnel tanks 132t | **M General Cargo**<br>5 Ho 21,0 23,0 20,8 22,4 19,2 ER<br>G.16 038 B.15 498<br>7 Ha (stl) (10,5 × 6,0) (13,4 × 8,0) (13,4 13,4 13,4 13,4 × 6,4) (10,3 × 8,0) ER<br>12W Cr 2(12,5) Der 1(60) 2(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c. |
| 7224289<br>9MTW<br>342095<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNGA TEMBUSU**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **32 348**<br>25 432<br>32 725 | ✠**100A1** CS 11/77<br>✠**LMC**<br>EL L† $3\frac{3}{16}$"U2<br>FN 9441 | **1972**-11 Sumitomo SB. & Mchy. Co. Ltd. —Uraga (946)<br>196,02(BB) 29,47 9,703<br>187,99 29,41 20,81<br>P 14,1 B 7,4 F 12,5 1 dk<br>rf nil<br>NS 7BH WB6842t incl. Comb. btm & STs in Nos. 1, 2 & 3 holds 4090t | **M Bulk Carrier**<br>Wood-chip 12bth P<br>5 Ho 33,3 33,3 18,9 29,5 30,4 ER<br>G.77 606<br>5 Ha (stl) (17,5 19,2 12,8 16,0 16,0 × 13,4) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar) (rcv 3,5kgf/cm$^2$ (3,4bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 1 442,0t (hvf) 14,75kn |
| 7129051<br>9MTA<br>324092<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNGA TERATAI**<br>**Malaysian International Shipping Corp. Berhad**<br>Penang Malaysia | **11 214**<br>6 625<br>12 528 | AB | **1972** Mitsubishi Heavy Industries Ltd. —Shimonoseki (694)<br>155,96 21,87 10,046<br>143,01 21,82 13,42<br>RQD 4,9 F 13,5 3 dks<br>rf 254 conv General Cargo 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 21,0 22,4 22,4 24,9 ER 19,9<br>TEU 596 C.Ho 312/20'(40') C.Dk 284/20'(40') | Oil 2SA 6Cy. 680 × 1250<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 192,0t (hvf) 17kn |
| 5197494<br>H9WD<br>1177<br>1-82<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **BUNGA VANDA**<br>ex Bo Mi-81<br>ex Caribbean Star I-80<br>ex Kumano Maru-75<br>**K.M.S. Lines Ltd. Inc.**<br>Panama Panama | **5 024**<br>2 695<br>7 548 | NK | **1959** Kawasaki Dockyard Co. Ltd.—Kobe (986)<br>122,81 16,44 7,392<br>114,00 16,40 9,30<br>P 26,0 F 17,4 1 dk<br>RW rf 102 | **M General Cargo** 4P<br>3 Ho 11,4 32,5 35,9 ER<br>G.10 424 B.9 862<br>3 Ha (3,3 × 3,9) (27,2 27,7 × 7,1) ER<br>14W Der 8(15) 1(5) | Oil 2SA 5Cy. 700 × 1200<br>4 000bhp (2 942kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 136kW 445V 60Hz a.c.<br>Fuel 542,5t (hvf)-14,5pd 13,5kn |
| 6608488<br>JM2333<br>98997<br>Gc Rdr<br>RT | **BUNGO MARU**<br>**Kobe Sanbashi K.K. (Kobe Pier Co. Ltd.)**<br>Tsukumi, Oita Pref. Japan | **3 123**<br>1 280<br>5 113 | NK | **1966** Setoda Zosensho—Setoda (203)<br>104,55 15,07 5,995<br>97,49 15,02 7,70<br>P 22,0 F 10,1 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.4 671<br>1 Ha (50,2 × 7,0) ER | Oil 4SA 7Cy. 500 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 450V a.c.<br>Fuel 419,5t-10,0pd 12kn |

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|---|---|---|---|---|---|---|---|
| 8132457<br>JM5089<br>124809 | **BUNGO MARU No. 5**<br>Tsukumi, Oita Pref. — Japan | 193<br>66<br>— | | **1981** Tokai Zosen K.K.—Japan (607)<br>... ... ...<br>27,51 8,81 3,61<br>1 dk | **M Tug** | Oil<br>............ | |
| 8209717<br>DLIR<br>1502 | **BUNGSBERG**<br>**Partenreederei m.s. 'Bungsberg'**<br>Nauta Schiffahrtsverwaltung Claus-Dieter Brockmeyer & Co. K.G.<br>Nordenham — Federal Republic of Germany | 499<br>315<br>1 760 | GL (Class cont.) | **1982** Schiffsw. Hugo Peters—Wewelsfleth (591)<br>82,45 11,38<br>76,82 11,31 5,41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 914 B.2 909<br>TEU 48 C. 48/20' (40')<br>1 Ha (stl) ER | Oil 4SA 8Cy. 220 × 280 with flexible couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz | Koeln |
| 6503652<br>PKTX<br>1947/L<br>RT | **BUNGURAN BARU**<br>ex LST 4<br>**P.T. Manatan Bhakti Trading Co. Ltd.**<br>P.T. Siantan Shipping<br>Jakarta — Indonesia | 3 597<br>2 521<br>4 000 | | **1945** .............U.S.A.<br>97,80 14,00 3,810<br>13,95 6,86<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Ship<br>— | **TM Landing Ship**<br>Mchy.aft | 2 Oil each 12Cy. 219 × 251<br>1 800bhp (1 324kW)<br>General Motors Corp. | U.S.A. |
| 7337567<br>PJVG<br>17295<br>Esd Rdr<br>RT | **BUNI**<br>**Smit International (Antilles) B.V.**<br>Willemstad — Netherlands Antilles | 340<br>0<br>304 | ✠**100A1** SS 3/80<br>tug<br>✠**LMC**<br>EL I 1¼"U2<br>FN 477 | **1975**-8 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (614)<br>35,90 10,62 4,115<br>32,14 10,01 4,83<br>RFD 13,8<br>rf nil<br>4BH WB72T | **TM Tug** | 2 Oil 4SA each 9Cy. 325 × 370<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers | Bedford |
| 5278092<br>Df Esd<br>Rdr RTh | **BUNIA**<br>ex Pierre Staner-75<br>**Peche Maritime du Zaire (PERMARZA)**<br>Matadi — Zaire | 243<br>83<br>115 | (BV) | **1959** Beliard, Crighton & Cie. S.A. —Oostende (170)<br>40,39 7,50 3,937<br>... ... ...<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ha (0,9 0,9 0,9 × 1,0) (0,8 × 0,8)<br>Der 2 | Oil 4SA 6Cy. 305 × 470<br>440bhp (324kW)<br>Soc. d'Electricite & de Mec., S.E.M.<br>Fuel 60,0t (d.o.) | Gent/Gand<br>12kn |
| 5058258 | **BUNKER ONE**<br>ex Caltex Barge No. 99-73<br>**Caltex Oil (Australia) Pty. Ltd.**<br>*Melbourne, Victoria* — Australia | 300<br>—<br>— | ✠**A1** SS 6/77<br>oil tanker<br>FP above 65,5°C.<br>Port of Melbourne service<br>**LMC**<br>EL (e) ⅞"<br>FN 455 | **1955**-2 The Fleet Forge Pty. Ltd. —Melbourne<br>41,46 8,46 1,823<br>41,15 8,23 2,82<br>1 dk<br>rf 152<br>4BH<br>conv General Cargo Barge 73 | **TM Tank Barge**<br>Bunkering Vessel | 2 Oil 4SA each 6Cy. 105 × 115 reverse reduction geared to sc. shafts<br>240bhp (177kW) NE 73<br>Industrial Power Products | Australia |
| 7218761<br>9V2277<br>344278<br>RT | **BUNKER SPC I**<br>**Singapore Petroleum Co. Pte. Ltd.**<br>Singapore — Singapore | 1 169<br>1 092<br>1 829 | AB | **1972** Westbank Shipyard Pte. Ltd. —Singapore (161)<br>67,67 12,25 3,901<br>65,54 12,20 5,21<br>P 6,4 F 10,4 1 dk<br>rf 229 | **TM Tank Barge**<br>Bunkering Vessel<br>12 Ta ER<br>L.(oil) 2 139 | 2 Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp.<br>Gen 1 × 10kW<br>2 Directional propellers<br>Fuel 39,5t (d.o.) | Detroit, M<br>8kn |
| 7218759<br>9V2273<br>344249<br>RT | **BUNKER SPC II**<br>**Singapore Petroleum Co. Pte. Ltd.**<br>Singapore — Singapore | 277<br>262<br>406 | AB | **1972** Westbank Shipyard Pte. Ltd. —Singapore (160)<br>31,70 9,20 2,774<br>31,40 9,15 3,97<br>1 dk | **TM Tank Barge**<br>Bunkering Vessel<br>10 Ta ER<br>L.(oil) 500 | 2 Oil 2SA each 8Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp.<br>2 Directional propellers<br>Fuel 20,0t (d.o.)-1,0pd | Detroit, M<br>4kn |
| 7630749<br>9V2885<br>381682<br>Rdr RT | **BUNKER SPC VI**<br>ex Naniwa Maru No. 33-79<br>**Shamrock Shipping (Singapore) Pte. Ltd.**<br>Singapore — Singapore | 992<br>624<br>2 029 | NK | **1969** Watanabe Zosen K.K.—Hakata (110)<br>70,69 11,00 4,928<br>65,00 10,98 5,49<br>P 17,1 F 8,0 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 551 | Oil 4SA 8Cy. 260 × 320<br>1 860bhp (1 368kW)<br>Daihatsu Kogyo<br>Gen 2 × 64kW 445V a.c.<br>Fuel 98,5t-5,0pd | Osaka<br>11,5kn |
| 6917695<br>382333<br>Rdr RT | **BUNKER SPC VII**<br>ex Akagai Maru No. 3-81<br>**Paulownia Shipping Co. Pte. Ltd.**<br>Singapore — Singapore | 994<br>573<br>1 969 | NK | **1969** Kishimoto Zosen—Kinoe (287)<br>72,62 10,52 5,184<br>67,42 10,49 5,49<br>P 15,9 F 7,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 407<br>HeCls. ptB | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo<br>Gen 2 × 80kW a.c.<br>Fuel 18,5t (d.o.) 86,5t (hvf)-6,5pd | Osaka<br>11,75kn |
| 7046534<br>9VGW<br>382580<br>Rdr RT | **BUNKER SPC VIII**<br>ex Hinode Maru-82<br>**Oxalis Shipping Co. Pte. Ltd.**<br>Singapore — Singapore | 1 841<br>961<br>3 883 | NK | **1970** Watanabe Zosen K.K.—Hakata (125)<br>84,26 14,03 5,489<br>79,96 14,00 6,38<br>1 dk<br>RW | **TM Tanker**<br>8 Ta ER<br>L.(oil) 4 300<br>HeCls. C | 2 Oil 4SA each 6Cy. 275 × 410<br>1 800bhp (1 324kW)<br>Fuji Seisakusho<br>Gen 1 × 100kW 1 × 40kW 445V a.c.<br>Fuel 99,5t (d.o.)-8,0pd | Tateyama<br>8kn |
| 5107853<br>HZPG<br>01894<br>Esd Rdr<br>RTv | **BUNKER I**<br>ex Esso Lyndhurst-80<br>**El Hawi Shipping**<br>Jeddah — Saudi Arabia | 829<br>369<br>1 321 | ✠**100A1** SS 9/78<br>oil tanker<br>FP above 65,5°C.<br>✠**LMC**<br>EL I 1$\frac{7}{16}$"SQ<br>FN 889 | **1958**-4 Henry Scarr Ltd.—Hessle (752)<br>63,71 10,75 3,899<br>60,05 10,37 4,42<br>P 21,7 F 7,1 1 dk<br>rf 152<br>7BH WB135t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 529<br>Der 1(2)<br>HeCls. C | Oil 4SA 8Cy. 254 × 305 with flexible coupling, clutch & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>English Electric Co.<br>✠ nwtdb 4/71 125lbf/in² (8,7bar)<br>Gen 2 × 20kW 110V d.c.<br>Fuel 56,0t (d.o.)-4,0pd | Preston<br>10kn |
| 6919746<br>TCBE<br>3947<br>Df RT | **BUNKER II**<br>ex Sohtorik-76 ex Romoil-70<br>**Yusuf Kalkavan ve Ogullari Kollektif Sirketi**<br>Istanbul — Turkey | 427<br>246<br>625 | BV | **1969** Gemi Insaat Kollektif Sirketi—Balat, Istanbul (8)<br>52,23 7,62 3,201<br>44,00 7,60 3,51<br>1 dk<br>rf 152 | **M Tank Barge**<br>Bunkering Vessel<br>10 Ta ER<br>L.(oil) 838 | Oil 4SA 6Cy. 250 × 350<br>580bhp (427kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 30,0t (d.o.)-2,0pd | Mannheim<br>10kn |
| 5276757<br>UIDG<br>M-17056<br>Df Esd<br>Gc Rdr | **BUNKEROVSHCHIK-3**<br>ex Pevek-78<br>**U.S.S.R.**<br>Nakhodka — U.S.S.R. | 3 089<br>1 570<br>4 314 | (RS) | **1958** Rauma-Repola Oy—Rauma/Raumo (92)<br>105,11 14,81 6,100<br>96,93 14,74 6,84<br>1 dk<br>conv Tanker 78 | **M Tanker**<br>Bunkering Vessel<br>1 Ho 12 Ta ER<br>B.153 L.(oil) 5 382<br>1 Ha (2,5 × 3,2)<br>HeCls. C | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel 261,0t (d.o.)-11,0pd | Kobenhavn<br>14kn |

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|---|---|---|---|---|---|---|---|
| 7503403<br>JLFC<br>118747<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUNKO MARU**<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Hyogo Pref. Japan | **30 745**<br>21 622<br>51 672 | | NK | **1976** Hitachi Zosen—Sakai (4513)<br>199,98(BB) 32,24 12,421<br>191,01 32,21 17,81<br>F 18,6 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.68 764 B.59 827<br>7 Ha (stl) (9,8 18,7 12,8 12,8 12,8 12,8 15,1 × 13,8)<br>Cr 3(22) Der 14(5) | Oil 2SA 6Cy. 900 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 440kW 450V a.c.<br>15,25kn |
| 5426649<br>WN8346<br>292527 | **BUNNIE M**<br>ex Jim Kelly-79 ex John Palmer-76<br>ex W. F. Fredeman, Jr.-74<br>ex Captain W. F. Fredeman-70<br>ex Larry W. Stephenson<br>ex ST 874<br>**Intercontinental Marine Inc.**<br>Houston, Tx United States of America | **147**<br>100<br>— | | (AB) | **1945** Kewaunee Eng. Corp.—Kewaunee, Wi (78)<br>7,07<br>24,67 7,01 3,15<br>1 dk | **M Tug** | Oil 4SA 6Cy. 330 × 432<br>Busch-Sulzer Diesel Engine Co. U.S.A. |
| 7649324<br>JJ2940<br>115915<br>Rdr | **BUNSHO MARU No. 3**<br>**Hatsusuke Ikeda**<br>Ieshima, Hyogo Pref. Japan | **499**<br>240<br>800 | | | **1974** Wakayama Zosen—Kainan, Wakayama Pref.<br>52,10 2,801<br>47,50 10,51 5,52<br>1dk | **M Sand Carrier**<br>G.509<br>1 Ha (19,8 × 8,0) ER | Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| 7349429<br>DIBB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BUNTENTOR**<br>**Partenrederei m.s. 'Buntentor'**<br>VTG-Versorgungsschiffahrt<br>Hamburg Federal Republic of Germany | **936**<br>314<br>1 330 | | GL | **1974** Sterkrade A.G.—Walsum (1109)<br>56,14 14,33 4,598<br>51,01 14,03 7,57<br>F 8,6 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 230 × 270<br>3 500bhp (2 574kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13kn |
| 7377634<br>YCRM<br>462<br>Df Esd<br>Gc Rdr<br>RT | **BUNYU/PERMINA 1009**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Government of The Republic of Indonesia (Directorate for Shipping & Telecommunications P. & T.)<br>Jakarta Indonesia | **9 491**<br>5 886<br>13 111 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 9/78<br>EL At 2$\frac{13}{16}$"U2<br>FN 4283 | **1974**-12 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1184)<br>144,51(BB) 21,44 7,322<br>135,01 21,40 10,32<br>P 29,6 F 16,2 1 dk<br>rf nil<br>11BH WB888T | **M Tanker**<br>18 Ta ER<br>L.(oil) 18 051 | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs220,0<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 2 × 492kW 450V 50Hz a.c.<br>Fuel 156,0t (d.o.) 816,0t (hvf) 12,5kn |
| 7413074<br>IBSN<br>715<br>Esd Gc<br>Rdr RT | **BUONA SPERANZA**<br>**Lloyd Triestino S.p.A. di Navigazione**<br>Trieste Italy | **2 651**<br>1 036<br>3 492 | | AB RI | **1976** Cant. Nav. "Luigi Orlando"—Livorno (143)<br>117,51 17,53 5,157<br>108,77 17,51 10,72<br>2 dks | **TM RoRo Cargo**<br>Mchy.aft | 2 Vee Oil 4SA each 18Cy. 300 × 450 geared to sc. shafts<br>9 000bhp (6 620kW) Fiat<br>Grandi Motori Trieste Trieste<br>Fuel 709,0t (d.o.) 20kn |
| 7623734 | **BURABA**<br>ex Burabha 7<br>**P.T. Perdata Lines**<br>Sabang Indonesia | **169**<br>126<br>420 | | KI | **1967** Banglampoo Lang Shipyard Co. Ltd. —Bangkok<br>... ... ...<br>36,50 5,50 2,52<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Oil<br>270bhp (199kW)<br>Mercedes-Benz West Germany<br>7,5kn |
| 6505430<br>PVWB<br>5293<br>Df Esd<br>Gc Rdr<br>RT | **BURACICA**<br>**Petroleo Brasileiro S.A. Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **7 738**<br>5 468<br>10 668 | **✠100A1**<br>oil tanker<br>**✠LMC** | CS 9/76<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3671 | **1966**-10 Cia. Com. e Nav. Estaleiro Maua —Rio de Janeiro (10)<br>134,30 19,38 7,347<br>127,41 19,33 9,48<br>P 27,8 F 15,6 1 dk<br>rf 51<br>13BH WB180t | **M Tanker**<br>1 Ho 8,2 24 Ta ER<br>L.(oil) 14 765 HeCls. BC<br>Der 4(5) | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Industrias Villares Rio de Janeiro<br>2 WTAuxB primary 711lbf/in² (49,1bar) secondary 185lbf/in² (12,8bar) Spt<br>(AuxB (ex.g) 185lbf/in² (12,8bar) )<br>Gen 2 × 168kW 1 × 152kW 450V 60Hz a.c.<br>Fuel 747,0t (d.o.)-19,5pd 13,5kn |
| 7383217<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURAK M**<br>ex Tank Baroness-82<br>**Um Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **71 780**<br>53 630<br>134 372 | | NV | **1976** A/S Fredriksstad M/V—Fredrikstad (425)<br>281,72 38,46 17,522<br>267,55 38,41 23,07<br>F - 1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>16 Ta ER<br>L.(oil) 167 539 HeCls. BC | Oil 2SA 8Cy. 900 × 1800<br>26 000bhp (19 125kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 341,5t (d.o.) 6 350,5t (hvf)-81,5pd<br>15,75kn |
| 5055323<br>TCYT<br>3198<br>Rdr | **BURAK REIS**<br>**Petrol Ofisi Genel Mudurlugu**<br>Istanbul Turkey | **498**<br>258<br>640 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 11/77<br>EL h<br>FN 571 | **1961**-11 Celiktrans Deniz Insaat—Istanbul (13)<br>52,15 3,385<br>47,50 8,40 3,61<br>P 13,8 Trunk 26,3 F 8,0 1 dk<br>rf nil<br>9BH WB34t | **M Tanker**<br>8 Ta ER | Oil 2SA 6Cy. 230 × 400 with fluid coupling & reverse geared to sc. shaft<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>db 100lbf/in² (6,9bar)<br>Fuel-34,5pd 9kn |
| 7219131<br>SQDK<br>Df Esd<br>Gc Rdr<br>RT | **BURAN**<br>**Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego 'Transocean'**<br>Szczecin Poland | T.Mk<br>**2 912**<br>953<br>3 196<br>**5 126**<br>2 492<br>4 555 | | PR | **1972** Stocznia Gdanska im. Lenina—Gdansk (B433/03)<br>119,67(BB) 17,00 —/7,300<br>109,73 16,95 11,18<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho 21,0 16,0 ER 19,2 16,7 10 TwD<br>In.5 550<br>4 Ha (stl) (5,5 × 4,2) (6,2 × 5,7) ER (6,2 6,2 × 5,7)<br>8W Der 8(3) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 4 × 320kW 400V 50Hz a.c.<br>18kn |
| 7304235<br>UKFO<br>M-29602<br>Df Esd<br>Gc Rdr<br>RT | **BURAN**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 833**<br>1 059<br>1 150 | | RS | **1972** Baltiya Shipyard—Klaypeda<br>83,27 14,00 5,700<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) Skoda<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |

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| **7325100**<br>IKYB<br>7118<br>Rdr RTv | **BURANO**<br><br>**Azienda del Consorzio Trasporti Veneziano (A.C.T.V.)**<br>Venezia Italy | **192**<br>125<br>— | RI | **1973** Off. Mecc. Nav. "Giovanni Toffolo"<br>—Venezia (28)<br>36,53 8,23 1,675<br>34,02 7,75 2,80<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA each 8Cy. 140 × 180<br>700bhp (515kW) E made70 fitted—<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| **7605914**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BURAZ**<br><br>**Jose Cude Teira**<br>La Coruna Spain | **111**<br>63<br>115 | (BV) | **1976** S.A. Balenciaga—Zumaya (273)<br>24,01 6,79<br>20,02 6,76 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 275 × 360<br>940bhp (691kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Magdeburg<br>10,5kn |
| **5055335**<br>KCZR<br>248529<br>Df Esd<br>Gc Rdr | **BURBANK VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 638**<br>4 616<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)<br>—Richmond, Ca (V721)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 '3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.)<br>15kn |
| **7390600**<br>WYT8<br>814<br>558798<br>Esd Rdr<br>RT | **BURCH TIDE II**<br><br>**Tidewater Enterprises Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **298**<br>203<br>— | AB | **1974** Halter Marine Fabricators, Inc.—Moss Point, Ms (403)<br>54,87 11,59 3,709<br>50,55 11,56 4,27<br>F 17,1 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254<br><br>General Motors Corp. Electro-Motive Div.<br>La Grange<br>Gen 2 × 99kW 220/440V 60Hz a.c.<br>Fuel 282,5t (d.o.)<br>12kn |
| **5055359**<br>GTXA<br>186667 | **BURCOM SAND**<br><br>**D. Cook Ltd.**<br>Hull United Kingdom | **678**<br>249<br>856 | ✠Classed LR until 8/55 | **1954**-10 Cook, Welton & Gemmell Ltd.<br>—Beverley (875)<br>51,80 10,39 3,785<br>48,01 10,37 3,89<br>RQD 18,3 1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 260 × 370 sr geared to sc. shaft<br>720bhp (530kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 50kW 220V d.c.<br>Fuel 40,5t (d.o.)<br>9,5kn |
| **8017293**<br>P24350<br>000316<br>Esd Rdr<br>RT | **BURCREST**<br><br>**Burns Philp (New Guinea) Ltd.**<br>Port Moresby Papua New Guinea | **499**<br>226<br>364 | **✠100A1**<br><br>**✠LMC**<br>EL (G) 302,5/24,0U2<br>FN 455 | **1981**-8 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (559)<br>40,31 9,20 3,041<br>33,63 9,01 4,50<br>P 11,6 F 6,8 1 dk<br>rf nil<br>SF 3BH WB105T incl. DTf57T | **TM RoRo/General Cargo/Ferry**<br>Landing Craft 2bth 60dk P<br>Bow door/ramp<br>1 Ho 16,5 ER<br>B.853<br>1 Ha (w) (13,7 × 4,9) ER<br>2W Der 1(4) 1(2) | 2 Oil 4SA each 6Cy. 142 × 160 sr geared to sc. shafts<br>598bhp (440kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 18kW 415V 50Hz a.c. |
| **7938957**<br><br><br>186753 | **BURDALE H.**<br><br>**J. R. Rix & Sons Ltd.**<br>Hull United Kingdom | **206**<br>119<br>— | | **1957** John Harker (Shipyar[illegible]) Ltd.<br>—Knottingley<br>50,91 5,36 2,286<br>49,74 5,08 2,34<br>1 dk | **M Tanker** | Oil 4SA 8Cy. 140 × 196<br>152bhp (112kW)<br>L. Gardner & Sons Ltd. Manchester<br>8kn |
| **6923242**<br>FNSU<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BURDIGALA**<br>ex Arcasea-80 ex Isabella-76<br>**Societe Locafrance**<br>Bordeaux France | T.Mk<br>**1 732**<br>817<br>2 600<br>**3 251**<br>1 928<br>4 493 | BV (GL) | **1969** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (641)<br>100,51(BB) 15,27 5,233/6,770<br>95,26 15,19 7,35<br>P 25,3 B 16,8 F 14,1 2 dks | **M General Cargo**<br><br>2 Ho 31,2 29,5 ER<br>G.6 622 B.6 299<br>2 Ha (stl) (each 25,3 × 10,3) ER<br>4W Der 2(12) 2(8) | Oil 4SA 8Cy. 450 × 550<br>3 500bhp (2 574kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 256kW 1 × 38kW 380V 50Hz a.c.<br>Fuel 348,5t (hvf)<br>14,5kn |
| **5055361**<br><br><br>Df Esd<br>Gc Rdr | **BURDJAMHAL**<br><br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **1 074**<br>234<br>— | ✠Classed LR until 9/58 | **1953**-7 Scheepswerf "De Waal" N.V.<br>—Zaltbommel (642)<br>64,50 10,19 3,220<br>58,60 10,11 4,42<br>B & F 52,2 1 dk<br>RW | **TM Research**<br>Hydrographic | 2 Oil 4SA each 8Cy. 270 × 500<br><br>N.V. Werkspoor Amsterdam<br>Fuel (d.o.) |
| **7389845**<br>TCLN<br>4991<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURDUR**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **12 095**<br>7 692<br>18 000 | AB (Class cont.) | **1982** Denizcilik Bankasi T.A.O.—Camialti (204)<br>154,01 22,46 9,121<br>145,01 22,41 12,50<br>1 dk | **M Ore Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Yugoslavia |
| **8027793**<br>OVUT<br>D2793<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURE**<br><br>**A/S Em. Z. Svitzer's Bjergnings-Entreprise**<br>Aabenraa Denmark | **218**<br>0<br>111 | **✠100A1**<br>tug<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL E 275,0/25,0U1<br>FN 331 | **1982**-1 Dannebrog Vaerft A/S—Aarhus (181)<br>30,21 9,02 3,433<br>26,40 8,50 4,02<br>1 dk<br>rf 584 BK 76<br>4BH WBnil | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 225 × 300 with flexible couplings, clutches & sr geared to sc. shaft<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 106kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 118,0t (d.o.)-8,0pd<br>14kn |
| **6800189**<br>UGMR<br>M-22578<br>Df Esd<br>Rdr RT | **BUREVESTNIK**<br><br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **3 308**<br>1 390<br>2 495 | RS | **1962** ..............U.S.S.R.<br>99,35 14,05 5,550<br>90,00 14,00 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,5 × 4,1)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 1 gen. of 3 040kW connected to 1 elec. motor & sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>13,5kn |
| **6719017**<br>LZRD<br>96/2<br>Df Esd<br>Gc Rdr<br>RT | **BUREVESTNIK**<br><br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **2 435**<br>1 070<br>850 | BR | **1965** VEB Volkswerft Stralsund—Stralsund (7062)<br>79,81 13,21 5,201<br>71,02 13,16 7,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.955<br>3 Ha (2,2 × 2,2) (1,8 1,2 × 1,2)<br>Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 650bhp (1 214kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 5 × 270kW 1 × 100kW 1 × 60kW 200V d.c.<br>Controllable pitch propeller<br>Fuel 518,0t<br>12,5kn |

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| 6806872<br>ULAW<br>M-29748<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUREVESTNIK**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 255 | RS | **1967** VEB Volkswerft Stralsund—Stralsund (225)<br>81,95 13,64 5,301<br>73,00 13,61 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 075<br>4 Ha (1,5 × 1,9) (2,6 2,6 2,6 × 2,3)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6905563<br>ERST<br>M-30258<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUREVESTNIK**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **233**<br>—<br>101 | (RS) | **1968** VEB Schiffswerft "Edgar Andre" —Magdeburg (7012)<br>34,78 8,51 2,899<br>30,41 8,21 3,87<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7943134 | **BUREVESTNIK**<br>**U.S.S.R.**<br>U.S.S.R. | **149**<br>101<br>20 | RS | **1981** .............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M Ferry** | Oil<br>............. |
| 7008609<br>ERDI<br>S-30107<br>Df Esd<br>Gc Rdr<br>RT | **BUREVESTNIK REVOLYUTSII**<br>**U.S.S.R. -White Sea-Onega Shipping Co.**<br>Leningrad U.S.S.R. | **2 484**<br>1 321<br>2 925 | RS | **1968** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,20 13,21 3,420<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 6401440<br>UECN<br>M-26547<br>Df Esd<br>Gc Rdr<br>RT | **BUREYALES**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 520**<br>2 300<br>6 457 | RS | **1963** Stocznia Gdanska im. Lenina—Gdansk (B45/09)<br>123,88 16,74 7,240<br>114,99 16,67 8,46<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 5418874<br>TFWH<br>0017<br>Df Esd<br>Gc Rdr<br>RT | **BURFELL**<br>ex Asbjorn-72<br>**Saltver H/f**<br>Keflavik Iceland | **149**<br>55<br>— | (NV) | **1963** Hjelmas Slip—Floro<br>30,97 6,74<br>27,31 6,71 3,56<br>1 dk<br>BK 114 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>2 Ha (0,9 × 1,3) (2,2 × 1,6) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) |
| 5055402<br>311877<br>Df Esd<br>Pfd Rdr<br>RTm | **BURFISH**<br>**Burgeo Fish Industries Ltd.**<br>The Lake Group Ltd.<br>St. John's, Nfl. Canada | **273**<br>98<br>— | (AB) | **1961** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1446)<br>36,58 7,60 3,055<br>32,01 7,32 3,92<br>F 7,1<br>BK 216 | **M Fishing**<br>Side Trawler<br>1 Ho 9,7<br>2 Ha (stl) (each 1,5 × 1,2) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 42kW 1 × 37kW 220V 60Hz a.c.<br>Fuel 40,5t (d.o.) |
| 6611100<br>VC5494<br>323535<br>Esd Pfd<br>Rdr RT | **BURFOX**<br>ex Atlantic Grace-70<br>ex Blue Sea II-68<br>**The Lake Group Ltd.**<br>St. John's, Nfl. Canada | **324**<br>103<br>— | ✠Classed LR until 23/12/70 | **1966**-4 Ferguson Industries Ltd.—Pictou, N.S. (157)<br>39,60 8,18<br>34,90 8,08 4,27<br>Ba 3,1 F 7,7<br>rf 533 BK 102 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 6Cy. 310 × 490<br>720bhp (530kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 50kW 240V 60Hz a.c.<br>Controllable pitch propeller |
| 7348669<br>Y5OY<br>2885<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURG**<br>ex Joboy-77<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **5 999**<br>3 050<br>8 001 | DSRK (NV) | **1974** VEB Schiffswerft "Neptun"—Rostock (474)<br>121,82 17,61 7,721<br>114,18 17,56 9,91<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.10 714 B.10 617<br>2 Ha (stl) (26,2 33,5 × 12,8) ER<br>4W Der 2(30) 2(15) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 779,5t (hvf)-21,5pd 15kn |
| 8105301<br>Df Rdr<br>RT | **BURG HIRSCHHORN**<br>**K. Siebert**<br>Neckarsteinach Federal Republic of Germany | **1 750**<br>—<br>2 900 | | **1981** P. Ebert & Sohne—Neckarsteinach (225)<br>105,01 11,03 3,471<br>104,25 10,95 3,51<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 6705810<br>854/81<br>Esd | **BURGAN**<br>**Sharjah Port Authority**<br>Sharjah United Arab Emirates | **373**<br>114<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>SS 7/80-14mos<br>EL (e)<br>FN 469 | **1967**-1 Shikoku Dockyard Co. Ltd. —Takamatsu (716-A)<br>37,83 9,58 3,817<br>34,22 9,15 4,55<br>RAD 1,9<br>rf 584<br>5BH WB113t | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 460 × 660<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 88kW 1 × 32kW 225V 50Hz a.c.<br>Controllable pitch propeller |
| 6701137<br>UUSH<br>M-28618<br>Df Esd<br>Gc Rdr<br>RT | **BURGAS**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 524**<br>15 237<br>50 599 | RS | **1966** Admiralteiskiy Shipyard—Leningrad<br>231,71(BB) 31,04 11,870<br>214,00 30,36 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>2W Cr 1(2,5) Der 2(5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW 1 × 100kW 400V a.c.<br>Fuel 4 389,5t (o.f.)-114,5pd 17kn |
| 5055440<br>TCFP<br>3 | **BURGAZ**<br>ex Bourgaz<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **697**<br>337<br>— | ✠Classed LR until 9/14<br>(GL) | **1912**-6 Ch. & At. de Provence—Port de Bouc<br>61,30 9,15 2,515<br>9,10<br>1 dk<br>R | **TS Ferry** | T 6Cy. (2) 330 (2) 521 & (2) 838 × 549<br>790ihp (581kW)<br>Ch. & At. de Provence Marseille |

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| **5055452**<br>ORKQ<br>500<br>Esd | **BURGEMEESTER VANDAMME**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Zeebrugge Belgium | **143**<br>—<br>— | ✠**100A1** SS 9/79<br>tug<br>Coasting service U.K., Eire , Channel Islands, Isle of Man & between Hamburg & Bordeaux<br>✠**LMC**<br>EL (b)<br>FN 305 | **1960**-4 P. K. Harris & Sons Ltd. —Appledore (126)<br>29,67 7,57 3,296<br>26,83 7,55 3,81<br>1 dk<br>rf 635 BK 51<br>6BH WB22t | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 sr reve<br>geared to sc. shafts<br>Lister Blackstone Mar. Ltd. Du |
| **5401974**<br>DNDG<br>Rdr RTv | **BURGERMEISTER MONCKEBERG**<br>**Hadag Seetouristik und Fahrdienst A.G.**<br>Hamburg Federal Republic of Germany | **399**<br>197<br>183 | (GL) | **1963** Schiffsw. Scheel & Johnk—Hamburg (438)<br>37,72 9,43 3,645<br>33,02 9,00 4,12<br>F 4,9 1 dk | **M Ferry**<br>696P | Oil 4SA 6Cy. 300 × 450<br>500bhp (368kW)<br>Masch. Augsburg-Nuernberg (MAN) Augs<br>Gen 2 × 59kW 380V 50Hz a.c.<br>Fuel (d.o.) 11,7 |
| **7525190**<br>DEQC<br>Df Esd<br>Rdr<br>RTm/h/v | **BURGERMEISTER SMIDT**<br>**Reederei Sohle**<br>Hanseatische Hochseefischerei A.G.<br>Bremerhaven Federal Republic of Germany | **940**<br>338<br>460 | GL | **1977** A.G. "Weser" Seebeckwerft —Bremerhaven (1003)<br>51,52 11,05 4,801<br>44,02 11,02 7,37<br>F 11,6 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H.<br>Controllable pitch propeller |
| **7003685**<br>EHYP<br>5782<br>Df Esd<br>RT | **BURGOA MENDI**<br>**Salvador Gonzalez Fernandez y otros**<br>Vigo Spain | **203**<br>86<br>106 | | **1968** S.A. Balenciaga—Zumaya (144)<br>31,32<br>28,30 6,51 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) B<br>Cons. Echevarria Ber |
| **7512131**<br>D5YG<br>6752<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BURGTOR**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **497**<br>0<br>509 | GL | **1976** B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (734)<br>4,852<br>44,40 11,02 5,26<br>F 14,4 1 dk | **TM Tug**<br>Anchor-handling<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 230 × 270<br>geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mann<br>2 Controllable pitch propellers |
| **5055555**<br>318335<br>Esd Rdr<br>RTm | **BURHAWK**<br>**Burgeo Fish Industries Ltd.**<br>The Lake Group Ltd.<br>St. John's, Nfl. Canada | **273**<br>98<br>— | (AB) | **1961** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1447)<br>36,58 7,52 3,055<br>32,01 7,50 3,92 | **M Fishing**<br>Side Trawler<br>1 Ho 9,7<br>2 Ha (stl) (each 1,5 × 1,2) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amster<br>Gen 1 × 42kW 1 × 37kW 220V 60Hz a.c.<br>Fuel 40,5t (d.o.) |
| **6513827**<br>323528<br>Esd Pfd<br>Rdr RTm | **BURHOUND**<br>**Burgeo Fish Industries Ltd.**<br>The Lake Group Ltd.<br>St. John's, Nfl. Canada | **282**<br>121<br>— | | **1965** Ferguson Industries Ltd.—Pictou, N.S. (153)<br>36,58 7,52 3,912<br>32,31 7,47 | **M Fishing**<br>Side Trawler<br>1 Ho 9,7<br>2 Ha (stl) (each 1,5 × 1,2) | Oil 4SA 6Cy. 270 × 500<br>650bhp (478kW)<br>N.V. Werkspoor Amster<br>Gen 1 × 42kW 1 × 37kW 220V 60Hz a.c.<br>Fuel 40,5t (d.o.) |
| **5130989**<br>5601704<br>Df Esd<br>Gc Rdr<br>RT | **BURITACA**<br>ex Giovanni Ansaldo-82<br>**Lineas Maritimas Jesus Montaya Velez Ltda.**<br>Santa Marta Colombia | **11 268**<br>5 994<br>16 310 | ✠Classed LR until 5/60<br>AB RI | **1956**-9 Ansaldo S.p.A.—La Spezia (1514)<br>165,49 21,01 9,313<br>153,02 20,91 12,22<br>P 33,0 F 15,9 1 dk<br>RW rf 152 | **M Bulk Carrier**<br>6 Ho 18,5 18,5 17,9 18,5 18,5 18,5 ER<br>G.20 197<br>6 Ha (stl) (each 11,5 × 11,5) ER | Oil 2SA 7Cy. 750 × 1320<br>5 500bhp (4 046kW)<br>S.A. Fiat S.G.M. T<br>Gen 4 × 125kW 220V d.c.<br>Fuel 813,0t (hvf) |
| **7944839**<br>607952 | **BURKE I**<br>**Texas Gulf Queen Shrimp Co.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20 3,66<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **5322362**<br>MWVD<br>187400<br>RTm | **BURLESDON**<br>ex Southernstan-75<br>ex Shell Roadbuilder-70<br>**Gilyott & Scott Ltd.**<br>London United Kingdom | **303**<br>177<br>454 | ✠Classed LR until 4/73 | **1956**-5 Clelands (Successors) Ltd. —Wallsend (206)<br>42,45 6,66 3,188<br>41,20 6,56 3,66<br>Ba 6,4 Trunk 22,0 1 dk<br>RW rf 102 | **M Tanker**<br>4 Ta ER<br>Der 1(1,5) | Oil 4SA 6Cy. 222 × 292 sr reverse gea<br>to sc. shaft<br>324bhp (238kW)<br>Blackstone & Co. Stan<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) |
| **6703147**<br>GWJA<br>309861<br>Rdr | **BURMA**<br>**Alexandra Towing Co. (London) Ltd.**<br>London United Kingdom | **166**<br>0<br>63 | ✠**100A1** SS 3/80<br>tug<br>✠**LMC**<br>EL (b)<br>FN 310 | **1967**-2 R. Dunston (Hessle) Ltd.—Hessle (S842)<br>30,71 7,83 3,048<br>27,44 7,47 3,81<br>1 dk<br>RW rf 610 BK 152<br>3BH WB52t | **M Tug** | Oil 4SA 8Cy. 260 × 368 reverse reduc<br>geared to sc. shaft<br>Ruston & Hornsby Ltd. Lin<br>Gen 2 × 20kW 220V d.c.<br>Fuel (d.o.) 11 |
| **7903263**<br>JJKP<br>122199<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURMAH BAHAMAS**<br>**Starfield Shipping Co. Ltd.**<br>Mihara, Hiroshima Pref. Japan | **38 975**<br>20 644<br>57 733 | AB NK | **1980** Koyo Dockyard Co. Ltd.—Mihara (878)<br>228,61 11,900<br>218,02 32,21 19,03<br>1 dk | **M Tanker**<br>SBT IGS CBT<br>9 Ta ER<br>L.(oil) 74 013 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>13 680bhp (10 062kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 700kW 450V a.c.<br>Fuel 223,5t (d.o.) 2 480,5t (hvf)-46,5pd |
| **7358121**<br>GXUE<br>377452<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURMAH ENDEAVOUR**<br>**Burmah Endeavour Ltd.**<br>Burmah Oil Tankers Ltd.<br>London United Kingdom | **231 629**<br>183 336<br>457 841 | AB | **1977** China SB. Corp.—Kaohsiung (1)<br>378,42 68,05 25,042<br>360,41 68,00 31,60<br>1 dk | **S Tanker**<br>SBT COW IGS<br>32 Ta ER<br>L.(oil) 556 221 HeCls. B | 2 S Turb geared to sc. shaft<br>45 000shp (33 100kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 2500kW 1 × 1000kW a.c. |
| **7358133**<br>GXUM<br>379622<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURMAH ENTERPRISE**<br>**Burmah Enterprise Ltd.**<br>Burmah Oil Tankers Ltd.<br>London United Kingdom | **231 629**<br>183 336<br>457 927 | AB | **1978** China SB. Corp.—Kaohsiung (2)<br>378,42 25,040<br>360,41 68,41 31,63<br>1 dk | **S Tanker**<br>SBT COW IGS<br>32 Ta ER<br>L.(oil) 556 221 HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 2500kW 1 × 1000kW a.c. |

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|---|---|---|---|---|---|---|
| 7903251<br>BLLL<br>122191<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURMAH EXCELSIOR**<br>**Starfield Shipping Co. Ltd.**<br>Mihara, Japan<br>Hiroshima Pref. | **38 974**<br>20 641<br>57 692 | AB NK | **1980** Koyo Dockyard Co. Ltd.—Japan (877)<br>228,61 11,923<br>218,02 32,21 19,03<br>1 dk | **M Tanker**<br>9 Ta ER<br>L.(oil) 74 013 | Oil 2SA 6Cy. 760 × 1550<br>13 680bhp (10 062kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 700kW 450V a.c.<br>14,5kn |
| 7364118<br>D6OF<br>6492<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BURMAH LEGACY**<br>ex Fagerfjell-79<br>**Burtank Ltd.**<br>Burmah Oil Tankers Ltd.<br>Monrovia Liberia | **60 250**<br>50 034<br>128 255 | NV | **1974** Uddevallavarvet A/B—Uddevalla (284)<br>263,71(BB) 40,85 16,746<br>252,38 40,80 22,20<br>F 22,0 1 dk<br>rf 119 | **M Tanker**<br>IGS CBT<br>12 Ta ER<br>L.(oil) 157 690 HeCls. BC | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 4 695,0t (hvf)-86,5pd 16,25kn |
| 7328841<br>ZCAW<br>356280<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURMAH PEARL**<br>**Airlease International Nominees (Fenchurch) Ltd.**<br>Burmah Oil Tankers Ltd.<br>Hamilton Bermuda (British) | **75 049**<br>51 959<br>140 512 | **✠100A1** SS 1/79<br>oil tanker<br>**✠LMC UMS**<br>**IGS**<br>EL W† 3¾”U3<br>FN 17267 | **1973**-11 Mitsui SB. & Eng. Co. Ltd.<br>—Tamano (967)<br>270,52(BB) 44,05 17,044<br>260,00 44,00 22,41<br>1 dk<br>rf-<br>10BH WB22684T incl. 18700T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 166 719 | Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) (hs478,5)<br>e(ex.g) 26kgf/cm² (25,5bar) Spt 18kgf/cm² (17,7bar)<br>Gen 1 × 750kW 2 × 700kW 450V 60Hz a.c.<br>16kn |
| 7352995<br>ZBMB<br>356287<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURMAH PERIDOT**<br>**Airlease International Nominees (Fenchurch) Ltd.**<br>Burmah Oil Tankers Ltd.<br>Hamilton Bermuda (British) | **75 049**<br>51 959<br>140 512 | **✠100A1** SS 5/79<br>oil tanker<br>**✠LMC UMS**<br>**IGS**<br>EL W† 3¾”U3<br>FN 17267 | **1974**-2 Mitsui SB. & Eng. Co. Ltd.<br>—Tamano (968)<br>270,52(BB) 44,05 17,044<br>260,00 44,00 22,41<br>1 dk<br>rf nil<br>10BH WB2268T incl. 18700T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER | Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>WTAuxB 18kgf/cm² (17,7bar) hs478,5<br>e(ex.g) 26kgf/cm² (25,5bar) Spt 18kgf/cm² (17,7bar)<br>Gen 1 × 750kW 2 × 700kW 450V 60Hz a.c.<br>15,5kn |
| 6510863<br>A8FE<br>4894<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BURMAH SPAR**<br>ex Saga Sky-74<br>**Ritz Shipping Inc.** | **38 690**<br>28 234<br>69 950 | NV<br>**BROKEN UP** | **1965** A/B Gotaverken Arendal—Goteborg (787)<br>239,28 36,94 12,739<br>231,68 36,89 16,46<br>1 dk<br>rf 64 | **M Tanker**<br>16 Ta ER<br>L.(oil) 96 921 HeCls. BC | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 435kW 1 × 400kW 440V 60Hz a.c.<br>Fuel 4 143,5t (hvf)-65,0pd 15kn |
| 5055658<br>VDCR<br>154637<br>RTm | **BURNACO**<br>ex Shellco ex Armac<br>**Cogswell Marine Ltd.**<br>Vancouver, B.C. Canada | **136**<br>77<br>152 | *Classed BC until 5/50 | **1927**-9 Dame Shipyards Ltd.—New Westminster, B.C.<br>26,22 6,20 3,048<br>6,15<br>RQD 9,5 F 5,2 1 dk | **Wood M General Cargo**<br>1 Ho 9,7<br>1W | Oil 4SA 6Cy. 240 × 320<br>340bhp (250kW)<br>Washington Iron Works Seattle, Wa<br>Fuel 40,5t 8kn |
| 5212555<br>MBUY<br>300602<br>Df Esd<br>Pfd | **BURNBANKS**<br>ex Lothian Leader-71<br>Launched as Midlothian<br>**Lothian Trawling Co. Ltd.**<br>Wood & Bruce Ltd.<br>Aberdeen United Kingdom | **217**<br>90<br>— | ✠LR class withdrawn-Owner's request 7/5/82 | **1959**-10 Livingstone & Co. Ltd.<br>—Peterhead (6)<br>*32,92* 7,12<br>31,98 7,01 3,66<br>RQD 16,5 F 5,8<br>RW rf 1067 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 368 with flexible coupling & sr reverse geared to sc. shaft<br>540bhp (397kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 5003318<br>GXBM<br>187668<br>Df Esd<br>Rdr RTm | **BURNLEY**<br>ex Hero-72 ex Adrian M-70<br>**Bowker & King Ltd.**<br>London United Kingdom | **967**<br>397<br>1 270 | ✠Classed LR until 7/72 | **1957**-11 Rolandwerft G.m.b.h.—Bremen (863)<br>65,99 9,61 4,344<br>59,29 9,50 4,68<br>P 18,3 Trunk 31,1 F 10,4 1 dk<br>rf nil | **M Tanker**<br>SBT CBT<br>4 Ta ER<br>L.(oil) 1 518 HeCls. CptB | Oil 4SA 8Cy. 320 × 450<br>1 068bhp (786kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 35kW 1 × 18kW 110V d.c.<br>Fuel 53,0t (d.o.)-3,0pd 11kn |
| 7514713<br>WZ7049<br>618479<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURNS HARBOR**<br>**Wilmington Trust Co., Trustee**<br>Bethlehem Steel Corp.<br>Wilmington, De United States of America | **35 652**<br>33 623<br>63 454 | AB | **1980** Bay Shipbuilding Corporation<br>—Sturgeon Bay, Wi (720)<br>304,83 8,381<br>301,79 32,01 17,07<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>7 Ho 39,0 36,5 43,8 43,8 43,8 36,5 31,7 ER<br>G.78 319<br>37 Ha (stl) (each 3,5 × 17,2) ER | 2 Vee Oil 4SA each 20Cy. 230 × 254 geared to sc. shafts<br>14 000bhp (10 298kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 2500kW 4160V 2 × 800kW 480V 1 × 200kW 480V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>16kn |
| 6852924<br>EXFQ<br>M-6613 | **BURNYY**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **235**<br>—<br>87 | (RS) | **1946** ..............U.S.S.R.<br>34,85 8,21 2,750<br>3,48<br>1 dk | **M Tug** | Oil 2SA 6Cy. 300 × 500<br>NE made63<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,75kn |
| 6515291<br>TMFX<br>Df Esd<br>RT | **BURON**<br>ex Petite Veronique-77<br>**Societe Coopamat**<br>Andre Langlois<br>St. Malo France | **117**<br>44<br>— | (BV) | **1964** Ch. "Union & Travail"—Les Sables d'Olonne<br>*23,75* 6,81<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>2 Ha (each 0,9 × 1,0) | Vee Oil 4SA 12Cy. 175 × 180/192<br>500bhp (368kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 30,5t (d.o.) 9kn |
| 7916870<br>HO9832<br>1171<br>1-82<br>Esd Gc<br>Rdr RT | **BURONG CAMAR**<br>**Chung Pah Hing (B) Sendirian Berhad**<br>Panama Panama | **208**<br>61<br>500 | AB | **1979** Teraoka Shipyard Co. Ltd.—Nandan (193)<br>0,704<br>30,03 7,82 2,93<br>F 14,4 1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 7917381<br>HO9107<br>1096<br>6-81<br>Esd RT | **BURONG KAKAK**<br>**Chung Pah Hing (B) Sendirian Berhad**<br>Panama Panama | **203**<br>66<br>— | AB | **1979** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (505)<br>... ... ...<br>30,03 7,82 2,93<br>1 dk<br>rf 140 | **TM Maintenance Ship** | 2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |

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| **8005874**<br>HO6290<br>1155<br>8-82<br>Esd Gc<br>Rdr RT | **BURONG LAYANG**<br><br>**SPCO Offshore Ltd.**<br>Panama Panama | **228**<br>66<br>— | AB | **1980** Teraoka Shipyard Co. Ltd.—Nandan (196)<br>1,801<br>28,66 7,82 3,03<br>1 dk<br>rf 119 | **TM Research**<br>Survey | 2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shafts<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW 2 × 30kW a.c.<br>11.5kn |
| **7820291**<br>HO5165<br>10502<br>-80A<br>Esd RT | **BURONG PIPIT**<br><br>**SPCO Offshore Ltd.**<br>Panama Panama | **184**<br>32<br>— | AB | **1978** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (486)<br>27,51 7,80 2,001<br>26,50 7,60 2,90<br>1 dk | **M Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 125kW 1 × 46kW a.c. |
| **7530054**<br><br>370088<br>Rdr RT | **BURRARD BEAVER**<br><br>**Government of Canada (Department of Municipal Affairs - Bureau of Transit Services)**<br>Victoria, B.C. Canada | **506**<br>344<br>40 | | **1976** Yarrows Ltd.—Victoria, B.C. (375)<br>34,29 12,65 2,032<br>31,09 11,90 3,51<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | 4 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>2 Directional propellers aft , 2 fwd<br>12kn |
| **7530066**<br><br>370089<br>Rdr RT | **BURRARD OTTER**<br><br>**Government of Canada (Department of Municipal Affairs - Bureau of Transit Services)**<br>Victoria, B.C. Canada | **506**<br>—<br>40 | | **1976** Yarrows Ltd.—Victoria, B.C. (376)<br>34,29 12,65 2,032<br>31,09 11,90 3,51<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | 4 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>2 Directional propellers aft , 2 fwd |
| **6411938**<br>LJRQ<br>15982<br>Esd Pfd<br>Rdr RT | **BURRO**<br><br>**I/S Burro**<br>Paal Wilson & Co. A/S<br>Bodo Norway | **680**<br>484<br>772 | NV | **1964** Westermoen Batbyggeri—Mandal (503)<br>54,97 9,30 3,315/3,810<br>49,89 9,25 5,52<br>P 11,6 2 dks<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 35,9 ER<br>G.1 550 B.1 426<br>2 Ha (stl) (each 13,2 × 6,6) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 250 × 300<br>780bhp (574kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 20kW 1 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 46,0t (d.o.)-3,0pd 10.5kn |
| **7736086**<br>WYC5<br>042<br>587469 | **BURRUSS P. HICKS**<br><br>**D/H Oil & Gas Co.**<br>Pensacola, Fl United States of America | **145**<br>107<br>— | | **1977** .............Mobile, Al<br>*22,96*<br>6,71 3,38<br>1 dk | **M Fishing** | Oil<br>545bhp (401kW)<br>U.S.A. |
| **7389895**<br>TCJX<br>4964<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BURSA**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **12 095**<br>7 692<br>18 000 | AB | **1981** Golcuk Naval Yard—Golcuk, Turkey (52)<br>154,01 22,43 9,162<br>145,01 22,26 11,21<br>P 29,6 F 10,1 1 dk | **M Ore Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Yugoslavia |
| **8017267**<br>P24095<br>000307<br>Esd Rdr<br>RT | **BURSEA**<br><br>**Burns Philp (New Guinea) Ltd.**<br>Port Moresby Papua New Guinea | **499**<br>227<br>364 | ✠100A1<br>✠LMC<br>EL (G) 302,5/24,0U2<br>FN 455 | **1981**-4 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (556)<br>40,31 9,20 3,041<br>33,63 9,01 4,50<br>P 3,4 F 2,2 1 dk<br>rf nil<br>SF 3BH WB105T incl. DTf57T | **TM RoRo/General Cargo/Ferry**<br>Landing Craft 2bth 60dk P<br>Bow door/ramp<br>1 Ho 16,5 ER<br>B.853<br>1 Ha (w) (13,7 × 4,9) ER<br>2W Der 1(4) 1(2) | 2 Oil 4SA each 6Cy. 142 × 160 sr geared to sc. shafts<br>626bhp (460kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 50kW 1 × 18kW 415V 50Hz a.c.<br>Fuel 134,5t (d.o.) |
| **8017281**<br>P24351<br>000314<br>Esd Rdr<br>RT | **BURTIDE**<br><br>**Burns Philp (New Guinea) Ltd.**<br>Port Moresby Papua New Guinea | **499**<br>226<br>368 | ✠100A1<br>✠LMC<br>EL (G) 302,5/24,0U2<br>FN 455 | **1981**-7 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (558)<br>40,31 9,20 3,041<br>33,63 9,01 4,50<br>P 12,2 F 6,8 1 dk<br>rf nil<br>SF 3BH WB105T incl. DTf57T | **TM RoRo/General Cargo/Ferry**<br>Landing Craft 2bth 60dk P<br>Bow door/ramp<br>1 Ho 16,5 ER<br>B.853<br>1 Ha (w) (13,7 × 4,9) ER<br>2W Der 1(4) 1(2) | 2 Oil 4SA each 6Cy. 142 × 160 sr geared to sc. shafts<br>598bhp (440kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 1 × 18kW 415V 50Hz a.c. |
| **7414004**<br>GUXP<br>365597<br>Esd Pfd<br>Rdr RT | **BURTON AGNES**<br><br>**David Lawrence Bond**<br>Hull United Kingdom | **111**<br>41<br>— | | **1976** R. Dunston Ltd.—Thorne (1329)<br>22,92 6,48 2,652<br>20,50 6,46 3,41<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **7342354**<br>GUVK<br>365576<br>Df Esd<br>Rdr RT | **BURTON CONSTABLE**<br><br>**A. M. Seafoods Ltd. & William Mcculloch**<br>Kirkcaldy United Kingdom | **100**<br>37<br>— | | **1975** Eyemouth Boat Building Co. Ltd.<br>—Eyemouth<br>23,17 6,71 3,302<br>21,34 6,53 3,43<br>1 dk | **Wood M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>9.5kn |
| **7422489**<br>GXXH<br>376887<br>Df Esd<br>Pfd Rdr<br>RT | **BURTON FLEMING**<br><br>**Mike Burton Ltd.**<br>Hull United Kingdom | **114**<br>43<br>— | | **1977** Eyemouth Boat Building Co. Ltd.<br>—Eyemouth (209)<br>22,86 6,66 3,101<br>20,43 6,49 3,56<br>1 dk | **Wood M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **7422477**<br>GVHH<br>376856<br>Df Esd<br>Rdr RT | **BURTON LONSDALE**<br><br>**John Swift & John Swift Junior**<br>Hull United Kingdom | **114**<br>44<br>— | | **1977** Eyemouth Boat Building Co. Ltd.<br>—Eyemouth (208)<br>22,86 6,66 3,101<br>20,43 6,49 3,54<br>1 dk | **Wood M Fishing**<br>Side Trawler Seiner<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9.5kn |
| **7733383**<br><br>301639<br>Rdr RTv | **BURTONDALE H.**<br><br>**J. R. Rix & Sons Ltd.**<br>Hull United Kingdom | **172**<br>102<br>250 | | **1960** John Harker (Shipyards) Ltd.<br>—Knottingley (289)<br>43,29 5,41 2,134<br>42,07 5,34 2,44<br>1 dk | **M Tank Barge**<br>Mchy.aft | Oil 4SA 8Cy. 140 × 197 reverse reduction geared to sc. shaft<br>152bhp (112kW)<br>L. Gardner & Sons Ltd. Manchester |

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|---|---|---|---|---|---|---|
| 7820459<br>5NFL<br>375732<br>Esd Rdr<br>RT | **BURUTU**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **326**<br>0<br>296 | **✠100A1**<br>tug<br>Nigerian coasting service<br>**✠LMC**<br>EL G 302,5/20,5U2(a)<br>FN 468 | **1980**-10 Robb Caledon Shipbuilders Ltd.—Leith (527)<br>38,21 9,63 3,834<br>34,14 9,21 4,50<br>1 dk<br>rf 483<br>3BH WB93T | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 1 × 31kW 400V 50Hz a.c.<br>Fuel 100,5t (d.o.) |
| 7625421<br>620H<br>6114<br>Esd Rdr<br>RT | **BURUTU SEAHORSE**<br>**Seahorse Liberia Ltd.**<br>Seahorse Inc.<br>Monrovia Liberia | **120**<br>21<br>— | BV | **1977** Rilaco B.V.—Krimpen a/d Ijssel ((799))<br>25,71<br>23,19 6,61 3,00<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8017279<br>P24166<br>000312<br>Esd Rdr<br>RT | **BURWAVE**<br>**Burns Philp (New Guinea) Ltd.**<br>Port Moresby Papua New Guinea | **499**<br>227<br>372 | **✠100A1**<br>**✠LMC**<br>EL (G) 302,5/24,0U2<br>FN 455 | **1981**-5 Sing Koon Seng (Pte.) Ltd.—Singapore (557)<br>40,31 9,20 3,041<br>33,63 9,01 4,50<br>P 11,6 F 6,8 1 dk<br>rf nil<br>SF 3BH WB105T incl. DT157T | **TM RoRo/General Cargo/Ferry**<br>Landing Craft 2bth 60dk P<br>Bow door/ramp<br>1 Ho 16,5 ER<br>B.853<br>1 Ha (w) (13,7 × 4,9) ER<br>2W Der 1(4) 1(2) | 2 Oil 4SA each 6Cy. 142 × 160 sr geared to sc. shafts<br>626bhp (460kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 50kW 1 × 18kW 415V 50Hz a.c.<br>Fuel 134,5t (d.o.) |
| 6415269<br>UFGN<br>M-27513<br>Df Esd<br>Gc Rdr<br>RT | **BURYA**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **4 728**<br>2 667<br>5 206 | RS (GL) | **1964** Rheinstahl Nordseewerke—Emden (366)<br>135,90 16,84 7,179<br>124,14 16,81 8,92<br>2 dks, pt 3rd dk fwd<br>conv Ref General Cargo — | **M Fish Carrier** CSD<br>Ref.<br>Ice strengthened<br>4 Ho<br>In.8 173<br>4 Ha (each 7,0 × 5,6)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>21,5kn |
| 5055579<br>UIBE<br>M-16973<br>Df Esd | **BURYAT**<br>**U.S.S.R.**<br>Odessa U.S.S.R. | **533**<br>—<br>250 | RS | **1957** Wartsila Kon. Crichton-Vulcan—Turku/Abo (1047)<br>47,20 9,96 3,599<br>9,91 4,70 | **S Tug**<br>Ice strengthened | T 3Cy. 420 700 & 1150 × 700<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 5417258<br>D8ZG<br>BM49<br>197<br>Df Gc<br>Rdr RT | **BUSAN EXPRESS**<br>ex Golden Express-82<br>ex Grand Ocean-80<br>ex Prince Maru No. 1-76<br>**Hyopsung Maritime Co. Ltd.**<br>Busan South Korea | **2 167**<br>1 143<br>1 670 | KR (NK) | **1963** Sanoyasu Dockyard Co. Ltd.—Osaka (214)<br>83,01 12,55 2,794<br>78,01 12,50 6,89<br>1 dk<br>RW | **M RoRo Cargo**<br>Mchy.aft<br>G.4 786 B.4 702<br>4 Ha | Oil 4SA 6Cy. 435 × 640<br>1 500bhp (1 103kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 36kW 225V d.c.<br>Fuel 72,0t-5,5pd 12kn |
| 5426572<br>305875 | **BUSBY**<br>**Bowker & King Ltd.**<br>London United Kingdom | **199**<br>101<br>315 | **✠100A1** SS 5/77<br>oil tanker<br>FP above 65,5°C.<br>coasting service between Ipswich & Dover<br>**✠LMC**<br>EL c<br>FN 333<br>**LAID UP — SURVEYS OVERDUE 5/81** | **1963**-12 Rowhedge Ironworks Co. Ltd.—Rowhedge (945)<br>35,13 7,50 2,325<br>33,53 7,17 2,75<br>Trunk 15,9 RFD 5,8 1 dk<br>rf nil<br>6BH WB43t | **M Tanker**<br>2 Ta ER<br>Der 1(1) | Oil 4SA 8Cy. 165 × 184 with flexible coupling & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>wtdb 150lbf/in² (10,4bar)<br>Gen 1 × 30kW 220V d.c.<br>Fuel (d.o.) |
| 6621935<br>H3CB<br>6082<br>-75C<br>Df Esd<br>Gc Rdr<br>RT | **BUSCA**<br>ex Albertine-79 ex Saint Iwaki-78<br>ex Koyo Maru-74<br>**Busca (Liberia) Ltd.**<br>Panama Panama | **2 455**<br>1 566<br>4 114 | NK | **1966** Kurushima Dock Co. Ltd.—Imabari (335)<br>89,59 14,43 6,381<br>83,01 14,41 7,09<br>P 20,2 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 936 B.4 783<br>2 Ha (17,6 27,2 × 7,0) ER<br>Der 3(10) | Oil 4SA 6Cy. 470 × 700<br>2 200bhp (1 618kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 80kW 225V a.c.<br>Fuel 273,5t-7,5pd 12,5kn |
| 6815639<br>LAIL<br>17071<br>Df Esd<br>Rdr RT | **BUSEN JUNIOR**<br>ex Hordagutt-79<br>**Lars Erling Bussesund**<br>Bergen Norway | **175**<br>76<br>— | | **1968** Skaalurens Skibsbyggeri A/S—Rosendal (213/27)<br>30,79 7,04<br>27,01 7,01 3,59<br>P 11,0 B 8,0 F 6,4 1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 9,9 3,9 ER<br>2 Ha (alu) (2,6 × 1,9) (1,0 × 0,9) ER<br>Der 1(3) | 2 Oil 2SA each 5Cy. 280 × 420 geared to sc. shaft<br>1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 20kW 1 × 6kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,0t (d.o.) 11kn |
| 7102481<br>SPYX<br>Df Esd<br>Gc Rdr<br>RT | **BUSKO ZDROJ**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | T.Mk<br>**1 155**<br>508<br>1 432<br>**1 974**<br>995<br>1 902 | PR | **1970** Santierul Naval Turnu-Severin—Turnu-Severin (3928)<br>85,78 12,40 4,496/5,100<br>12,35 7,07<br>2 dks | **M General Cargo**<br>Ref 6bth P<br>Ice strengthened<br>3 Ho 15,3 18,9 14,5 ER<br>G.3 275 B.3 069 In.393<br>3 Ha (stl) (11,5 14,1 10,2 × 5,0) ER<br>8W Der 5(2,5) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 120kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-8,0pd 14kn |
| 8151403<br>JM3932<br>118115 | **BUSSAN MARU**<br>ex Kirishima Maru<br>**Mamoru Yano**<br>Hakata, Ehime Pref. Japan | **199**<br>113<br>529 | | **1976** Maeno Zosen K.K.—Onoda<br>45,01<br>41,00 8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Japan<br>9,5kn |
| 5055878<br>Y5DX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUSSARD**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**988**<br>446<br>1 572<br>**1 744**<br>928<br>2 733 | DSRK | **1962** VEB Schiffswerft "Neptun"—Rostock<br>82,38 12,63 4,268/5,747<br>72,52 12,58 5,72<br>2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,0 22,1 ER<br>G.3 300 B.3 077<br>2 Ha (stl) (16,7 17,3 × 6,4) ER<br>Der 8(3-5) | Oil 4SA 6Cy. 470 × 660<br>1 365bhp (1 004kW)<br>Halberstadt Halberstadt<br>Gen 3 × 100kW 390V 50Hz a.c.<br>Fuel 97,5t (d.o.) 12kn |
| 5055880<br>Df Esd<br>Rdr RT | **BUSSARD**<br>**Ashbury Shipping Corp.**<br>Panama Panama | T.Mk<br>**499**<br>251<br>992 | GL | **1961** Adler Werft G.m.b.H.—Bremen (21)<br>70,01 10,72 3,618<br>66,50 10,70 5,80<br>B 11,0 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 237 B.1 995<br>2 Ha (stl) (each 13,7 × 5,6) ER<br>Cr 1(10) 2(3) | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 120,0t (d.o.) 10kn |

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| **6808648**<br>LLSQ<br>16812<br>RT | **BUSSESUND**<br>**Finnmark Fylkesrederi & Ruteselskap**<br>Hammerfest Norway | **163**<br>68<br>— | (NV) | **1967** A/S Tromso Skibs. & M/V—Tromso (31)<br>30,79 8,64 2,731<br>28,17 8,62 3,51<br>1 dk<br>BK 76 | **M RoRo Cargo/Ferry** 115dk P<br>Bow & stern doors<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7053305**<br>ESXE<br>M-10206<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUSSOL**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 831**<br>1 545<br>2 749 | RS<br>✠Classed LR until 11/72 | **1971**-4 A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (829)<br>102,72 16,03 5,560<br>91,01 16,01 11,13<br>4 dks<br>rf 178 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>G.304 In.3 387 L.134<br>5 Ha (stl) (1,9 1,9 × 1,9) (2,9 2,9 2,5 × 2,8)<br>6W Der 2(10) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 400kW 1 × 300kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| **7524287**<br>YQEI<br>349<br>Df Esd<br>Gc Rdr<br>RT | **BUSTENI**<br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 025<br>8 750 | RNR | **1975** Santierul Naval Galatz—Galatz<br>130,77(BB) 17,68 6,601/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 1 149,0t<br>15,75kn |
| **5176751**<br>LNGG<br>18240<br>RTv | **BUSTER**<br>ex Juist-74<br>**Vestlandske Skips og Bilopphugging A/S**<br>Alesund Norway | **136**<br>0<br>— | GL | **1956** Schulte & Bruns—Emden (183)<br>28,71 6,89 3,099<br>25,51 6,86 3,89<br>1 dk<br>R | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 16kW 220V d.c.<br>Fuel (d.o.)<br>11,25kn |
| **7814591**<br>WYB7<br>454<br>605961<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUSTER BOUCHARD**<br>ex Buster B.-81<br>**Tug Buster Bouchard Corp.**<br>Bouchard Transportation Co. Inc.<br>New York, NY United States of America | **196**<br>133<br>— | AB | **1979** Halter Marine Inc.—New Orleans, La (784)<br>38,71 5,547<br>38,16 11,28 6,81<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>10kn |
| **7735848**<br>WYF4<br>950<br>587838 | **BUSTER BROWN**<br>**Buster Brown Inc.**<br>Brownsville, Tx United States of America | **101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7529835**<br>EHNX<br>935<br>Df Esd<br>Gc Rdr<br>RTm | **BUSTURIA**<br>**Naviera Butron S.A.**<br>Bilbao Spain | **4 189**<br>2 679<br>7 100 | **✠100A1** SS 10/82<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2502 | **1978**-7 Soc. Met. Duro Felguera—Gijon (142)<br>104,12(BB) 16,92 7,573<br>95,41 16,51 9,71<br>P 5,5 F 10,4 1 dk<br>rf nil<br>5BH WB2171T incl. DTf162T, STs in holds 597T | **M General Cargo**<br>2 Ho 35,2 31,4 ER<br>G.8 914 B.8 717<br>2 Ha (stl) (each 25,9 × 12,6) ER<br>Cr 1(10) 2(5) | Oil 4SA 6Cy. 400 × 540 sr geared to sc. shaft<br>3 750bhp (2 758kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Fuel 335,0t (d.o.)<br>13,25kn |
| **7614161**<br>257<br>Df Esd<br>Rdr RT | **BUSURCA**<br>**NAVROM**<br>Constantza Romania | **694**<br>179<br>— | RNR | **1968** Santierul Naval Turnu-Severin—Turnu-Severin<br>55,81 9,99 3,599<br>4,30<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 240 × 360<br>610bhp (449kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 69kW 220V 50Hz a.c.<br>Fuel 70,0t (d.o.)<br>8kn |
| **5247926**<br>EBWQ<br>653<br>Df Esd<br>Gc Rdr<br>RT | **BUTACINCO**<br>ex Navafria-66<br>**Butano S.A.**<br>Bilbao Spain | **1 152**<br>705<br>1 270 | **✠100A1** SS 5/82<br>liquefied gas carrier<br>Ammonia, propane or butane in independent tanks, max. pressure 17,65bar at atmospheric temp.<br>**✠LMC**<br>EL n<br>FN 1098 | **1959**-4 Cia. Euskalduna—Bilbao (152)<br>72,50 10,60 5,068<br>67,11 10,51 5,85<br>F 11,3 2 dks<br>rf 102 len 66<br>conv General Cargo 66<br>NS 3BH WB147t | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised<br>5 Ta (stl) ind 3 cyl horizontal 1 cyl vert 1 spherical ER<br>L.(gas) 1 424 | Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 4 × 60kW 1 × 5kW 220V d.c.<br>Fuel 81,5t<br>11,5kn |
| **6510215**<br>EEQR<br>726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUTACUATRO**<br>**Butano S.A.**<br>Bilbao Spain | **1 506**<br>913<br>1 530 | **✠100A1** SS 5/81<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 6,89bar, min. temp. 0°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL r 1½"SQ<br>FN 1435 | **1965**-8 Cia. Euskalduna—Bilbao (176)<br>80,80 12,70 4,928<br>73,74 12,59 6,86<br>Ba 18,9 F 12,8 1 dk & S dk<br>NS Coll BH to S dk, 3 to 2nd dk WB665t incl. Nos. 3 & 5 comb. btm. & STs 279t | **M Liquefied Gas Carrier** OSD<br>LPG Pressurised Ref<br>3 Ta (stl) ind 2 cyl horizontal 1 cyl vert ER<br>L.(gas) 2 042 | Oil 2SA 5Cy. 520 × 900<br>2 490bhp (1 832kW) Gotaverken<br>Empresa Nacional "Elcano" Valencia<br>(AuxB 100lbf/in$^2$ (6,9bar) )<br>Fuel (d.o.)<br>13,5kn |
| **7905522**<br>EABA<br>Df Esd<br>Gc Rdr<br>RT | **BUTADIEZ**<br>**Butano S.A.**<br>Bilbao Spain | **8 000**<br>4 700<br>7 250 | BV (Class cont.) | **1982** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (326)<br>127,26 21,34 7,001<br>116,01 21,30 12,12<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Mchy.aft<br>L.(gas) 8 000 | Oil 2SA 8Cy. 450 × 900<br>7 040bhp (5 178kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao |

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| 6423565<br>EEMI<br>245<br>Df Esd<br>Gc Rdr<br>RT | **BUTADOS**<br>**Butano S.A.**<br>Cadiz Spain | **1 524**<br>914<br>1 609 | **✠100A1** SS 5/82<br>liquefied gas carrier<br>Amonia or petroleum gas in independent tanks max. pressure 0.69N/mm² (7.03kgf/cm²) min. temp. 0°C<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL r 1½"SQ<br>FN 1430 | **1965**-11 Soc. Espanola de Const. Nav. —Cadiz (105)<br>79,56 12,78 4,928<br>73,49 12,59 6,86<br>Ba 18,0 F 12,8 1dk & S dk<br>rf nil<br>NS Coll BH to S dk, 3 to 2nd dk WB580t incl. Comb. btm & STs in hold 409t | **M Liquefied Gas Carrier** OSD<br>LPG Pressurised Ref<br>3 Ta (stl) ind 2 cyl horizontal 1 cyl vert ER<br>L.(gas) 2 042 | Oil 2SA 5Cy. 520 × 900<br>2 490bhp (1 832kW) Gotaverken<br>Empresa Nacional "Elcano" Valencia<br>db 100lbf/in² (6,9bar)<br>Fuel (d.o.) 14kn |
| 7921239<br>H4DI<br>589<br>Esd Rdr<br>RT | **BUTAI**<br>**Government of The Solomon Islands (Ministry of Transport & Communications)**<br>Honiara Solomon Islands | **199**<br>82<br>133 | NK | **1980** Yokohama Zosen—Chiba (1383)<br>30,51 7,42 2,590<br>27,51 7,41 3,36<br>1 dk | **M Passenger/General Cargo**<br>G.165 B.152<br>1 Ha (4,4 × 2,9) ER<br>Der 1(2) | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 32kW. a.c.<br>9,5kn |
| 7830038<br>DUCW | **BUTANE**<br>**Cargo Marine Corp.**<br>Reyes & Lim Co. Inc.<br>Manila Philippines | **230**<br>123<br>600 | | **1973** Dynamarine Corp.—Batangas<br>*38,17* 1,829<br>8,54<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta cyl horizontal ER<br>L.(gas) 260 | Oil<br>.............<br>Fuel 17,5t (d.o.) |
| 5364164<br>EDQB<br>705<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUTAOCHO**<br>ex Tomas Ruiz de Velasco-66<br>**Butano S.A.**<br>Bilbao Spain | **1 722**<br>1 140<br>2 114 | BV (AB) | **1963** Ast. de T. Ruiz de Velasco—Bilbao (74)<br>79,76 11,79 5,995<br>72,12 11,76 7,01<br>P 18,3 2 dks<br>RW rf 102 conv General Cargo 67 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>8 Ta (stl) cyl horizontal ER<br>L.(gas) 2 180 | Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>Fuel 39,5t 13,5kn |
| 6505014<br>EEMJ<br>719<br>Df Esd<br>Gc Pfd<br>Rdr | **BUTATRES**<br>**Butano S.A.**<br>Bilbao Spain | **1 500**<br>901<br>1 555 | **✠100A1** SS 9/81<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 6,89bar, min. temp. 0°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL r 1½"SQ<br>FN 1431 | **1965**-5 Cia. Euskalduna—Bilbao (175)<br>80,80 12,70<br>73,49 12,60 6,86<br>Ba 18,3 F 12,8 1 dk & S dk<br>rf nil<br>NS Coll BH to S dk 3 to 2nd dk WB729t | **M Liquefied Gas Carrier** OSD<br>LPG Pressurised Ref<br>3 Ta (stl) ind 2 cyl horizontal 1 cyl vert ER<br>L.(gas) 2 042 | Oil 2SA 5Cy. 520 × 900<br>2 490bhp (1 832kW) Gotaverken<br>Empresa Nacional "Elcano" Valencia<br>(AuxB 100lbf/in² (6,9bar) )<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel (d.o.) 14kn |
| 6423577<br>EEBM<br>245<br>Df Esd<br>Gc Rdr<br>RT | **BUTAUNO**<br>**Butano S.A.**<br>Cadiz Spain | **1 524**<br>914<br>1 598 | **✠100A1** SS 7/81<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 6,89bar, min. temp. 0°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL r 1½"SQ<br>FN 1430 | **1965**-9 Soc. Espanola de Const. Nav. —Cadiz (104)<br>79,56 12,78<br>73,49 12,59 6,86<br>Ba 18,0 F 12,8 1 dk & S dk<br>rf nil<br>NS Coll BH to S dk, 3 to 2nd dk WB580t incl. Comb. btm & STs in hold 409t | **M Liquefied Gas Carrier** OSD<br>LPG Pressurised Ref<br>3 Ta (stl) ind 2 cyl horizontal 1 cyl vert ER<br>L.(gas) 2 042 | Oil 2SA 5Cy. 520 × 900<br>2 490bhp (1 832kW) Gotaverken<br>Empresa Nacional "Elcano" Valencia<br>db 100lbf/in² (6,9bar)<br>Fuel (d.o.) 13kn |
| 7040059<br>UBJZ<br>M-27471 | **BUTE**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **508**<br>174<br>280 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,599<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 70<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| 6600034<br>GSBU<br>308799<br>Rdr RTv | **BUTEGARTH**<br>**Cory Ship Towage Ltd.**<br>Cardiff United Kingdom | **161**<br>—<br>— | **✠100A1** SS 10/78<br>tug<br>**✠LMC**<br>EL (b) 1"<br>FN 284 | **1966**-1 Richards (Shipbuilders) Ltd. —Lowestoft (483)<br>28,96 7,60 3,150<br>26,22 7,17 3,66<br>1 dk<br>RW rf 533 BK 152<br>3BH WB38t | **M Tug** | Oil 4SA 8Cy. 222 × 292<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 30kW 220V d.c.<br>Fuel 36,5t (d.o.) |
| 7636509<br>Esd Rdr | **BUTIAMA**<br>**Government of The United Republic of Tanzania (Railways Corp.)**<br>Mwanza Tanzania | **300**<br>—<br>200 | **✠100A1**<br>Lake Victoria service<br>**✠LMC**<br>EL (G) F<br>275,0/19,0U2(a)<br>FN 447 | **1980** Belgian Shipbuilders Corp. -Schps. van Langerbrugge—Ghent (115)<br>Re-erected**1980**-7 Tanzania Railways Corp. —Mwanza<br>49,76 7,17 1,801<br>45,12 7,00 2,90<br>B 12,5 RFD 4,3 1 dk<br>rf nil<br>NS 7BH WB97T incl. DTa11T | **M Ferry/General Cargo** 200dk P<br>2 Ho 8,5 10,0 ER<br>2 Ha (3,7 3,8 × 4,1) ER | Vee Oil 4SA 12Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>842bhp (619kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 76kW 380V 50Hz a.c.<br>Fuel 4,0t (d.o.) |
| 6901660<br>DDMZ<br>Esd Rdr<br>RTv | **BUTJADINGEN**<br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **139**<br>—<br>— | GL | **1968** Jadewerft G.m.b.H.—Wilhelmshaven (119)<br>25,56 7,88 3,601<br>24,01 7,50<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 220V d.c.<br>Fuel (d.o.) 10kn |
| 7941643 | **BUTOVSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1980** .............U.S.S.R.<br>103,10 16,03 5,900<br>94,01 10,19<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3,25) | 2 Oil 4SA each 6Cy. 525 × 720 geared to sc. shaft<br>6 000bhp (4 413kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>14kn |

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| 6927743<br>ZADB<br><br>Df | **BUTRINTI**<br><br>**Albanian State Shipping Enterprise**<br>Durres Albania | 432<br>—<br>— | | **1955** VEB Elbewerft—Boizenburg<br>50,14 8,21 3,048<br>45,01 8,18 3,76<br>1 dk | **M General Cargo**<br><br>1 Ho 24,7 ER<br><br>2 Ha (10,9 8,7 × 4,9) ER<br>Cr 2 | Oil 4SA 6Cy. 320 × 480<br>400bhp (294kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg |
| 7920431<br>DEKK<br>4289<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **BUTT**<br><br>**Buttner-Hartmann Schiffahrtsgesellschaft G.m.b.H. & Co.**<br>Bremen Federal Republic of Germany | 6 355<br>4 089<br>10 507 | GL | **1980** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1374)<br>130,82 18,55 8,300<br>122,00 18,51 10,62<br>P 28,7 F 13,5 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>18 Ta ER<br>L.11 794 | Oil 4SA 8Cy. 450 × 520 reduction geared to sc. shaft<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 424kW 440V 50Hz a.c.<br>1 × 56kW 400V 50Hz a.c.<br>Controllable pitch propeller | Kiel<br>15kn |
| 5301978<br>DFXR<br><br>Df Esd | **BUTT**<br>ex Bovenau-77 ex Ute Heike-70<br>ex Ruhr-63<br>**Viereck Schiffahrts und Handelsgesellschaft m.b.H. & Co. K.G.**<br>Hamburg Federal Republic of Germany | 167<br>92<br>220 | | **1923** Blohm & Voss K.a.A.—Hamburg<br>*32,68* 6,30 2,591<br>6,25 2,98<br>1 dk<br>R len 49 len 53 | **M General Cargo**<br><br>1 Ho<br><br>1 Ha (stl) (16,0 × 4,0)<br>1W Der 1(0,5) | Oil 4SA 6Cy. 135 × 160<br>150bhp (110kW) NE 69<br>Kloeckner Humboldt Deutz | Koeln |
| 7937977<br>DCWG<br><br>Esd Rdr<br>RTv | **BUTT**<br><br>**Bohlen & Doyen Verwaltungs G.m.b.H.**<br>Wiesmoor Federal Republic of Germany | 139<br>54<br>200 | | **1955** Schiffs-&Maschb. A.G—Muelheim<br>*34,33* 6,51 1,290<br>2,01<br>1 dk<br>len 77 & 79 | **TM Ferry** | 2 Oil 4SA each 6Cy. 140 × 180<br><br>Motorenw. Mannheim A.G. (MWM) | Mannheim<br>10kn |
| 7612242<br>OZTO<br>H680<br>Df Esd<br>Pfd Rdr<br>RT | **BUTTERFLY**<br><br>**P/R Butterfly**<br>Freddy S. Kristensen<br>Esbjerg Denmark | 147<br>60<br>— | | **1975** Aabenraa Maskinfabrik & Flydedok —Aabenraa (28)<br>33,58 6,74<br>3,08 | **M Fishing** | Oil 4SA 6Cy. 270 × 400<br>750bhp (552kW)<br>H. Callesen & Co. | Aabenraa |
| 7366960<br>KHAG<br>559623<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUTTON GWINNETT**<br>ex Green Valley-80<br>**Central Gulf Lines Inc.**<br>New Orleans, La United States of America | 28 488<br>20 894<br>46 892 | AB | **1974** Avondale Shipyards Inc.—Avondale, La (1952)<br>272,55(BB) 12,421<br>243,01 30,46 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br><br>7 Ho<br>89 Lighters<br>16 Ha (stl)<br>Cr 1(510) Der 1(6) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc.<br>Gen 2 × 2000kW<br>Fuel 6 016,0t (o.f.) | Trenton, NJ<br>22kn |
| 5130604<br>DIJX<br><br>Df Esd<br>RTm/v | **BUTZFLETH**<br>ex Gilda-74<br>**Herbert & Uwe Horst Kruse**<br>Hamburg Federal Republic of Germany | 399<br>299<br>365 | (GL) | **1955** J. J. Sietas K.G. Schiffswerft —Hamburg (385)<br>54,89 8,21 3,112<br>49,51 8,16 3,41<br>P 9,2 F 5,5 1 dk<br>RW len 76 | **M General Cargo**<br><br><br>G.652<br>1 Ha (31,0 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz | Koeln<br>9kn |
| 7720441<br>DFST<br><br>Esd Rdr<br>RTv | **BUTZFLETH**<br><br>**Elbclearing Wilkens & Co. K.G.**<br>Stade Federal Republic of Germany | 175<br>—<br>70 | GL | **1978** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (197)<br>26,12 2,801<br>24,82 8,81 3,61<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br><br>Kloeckner Humboldt Deutz | Koeln<br>11kn |
| 5345869<br>LHUV<br>17289<br>Df Esd<br>Rdr RT | **BUVIK**<br>ex Susanne Jors-69<br>**Bjorn & Peder J. Nilsen**<br>Haugesund Norway | 296<br>164<br>450 | BV | **1963** A/S Nordsovaerftet—Ringkobing (10)<br>43,92 7,62 2,947<br>39,02 7,21 3,20<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.609 B.552<br>1 Ha (18,9 × 4,8) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW)<br>Alpha-Diesel A/S<br>Fuel 16,5t (d.o.) | Frederikshavn<br>9,5kn |
| 6922145<br>DHNL<br><br><br>Df Esd<br>Gc Rdr<br>RT | **BUXTEHUDE II**<br>ex Aros Timber-80<br>ex Buxtehude II-78<br>**Reederei Julius Hauschildt K.G. m.s. 'Buxtehude II'**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Federal Republic of Germany | 499<br>345<br>1 424 | GL | **1969** J. J. Sietas K.G. Schiffswerft —Hamburg (647)<br>77,86 13,01 3,988<br>70,72 4,17<br>P 9,5 F 8,0 1 dk & S dk | **M General Cargo** OSD<br><br>Ice strengthened<br>G.2 973 B.2 860<br>2 Ha (stl) (21,0 19,2 × 10,2) ER<br>2W Cr 1(8) Der 1(3) | Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 120kW 1 × 90kW 1 × 30kW<br>220/380V 50Hz a.c.<br>Directional propeller aft<br>Fuel 101,5t (d.o.) | Koeln<br>12,5kn |
| 5111036<br>KCAO<br>288076<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUYER**<br>ex Export Buyer-80<br>**Central Gulf Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**7 939**<br>4 466<br>—<br>**10 659**<br>6 465<br>12 832 | AB | **1962** National Steel & SB. Co.—San Diego, Ca (327)<br>150,27 22,33 —/9,316<br>143,26 22,26 12,86<br>P 46,7 F 20,2 3 dks<br>RW rf 152 | **S General Cargo**<br>Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>21W Cr 2(5) Der 1(60) 8(10) 12(7) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co.<br>Gen 2 × 700kW a.c.<br>Fuel 3 222,0t (o.f.) | U.S.A.<br>18,5kn |
| 6820787<br>UULE<br>M-27835 | **BUYNAKSK**<br><br>**U.S.S.R. -'Kaspryba'**<br>Makhachkala U.S.S.R. | 863<br>218<br>353 | RS | **1965** .............U.S.S.R.<br>55,12 9,50 3,110<br>4,50 | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.360<br>1 Ha (2,3 × 2,3)<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total driving 2 gen. connected to 1 elec. motor & geared to sc. shaft | U.S.S.R.<br>10,25kn |
| 7530303<br>3FUQ<br>10625-KJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUYO**<br>ex Pine Loyal-81 ex Grace-77<br>**Grandioso S.A.**<br>Panama Panama | 10 481<br>7 248<br>15 878 | NK | **1976** Hashihama Zosen—Imabari (613)<br>138,21 21,44 9,526<br>128,02 21,42 14,03<br>1 dk | **M General Cargo**<br><br><br>G.21 740 B.21 419<br>3 Ha (stl) (30,7 18,6 18,6 × 10,5) ER<br>Der 2(32) 1(20) 1(15) | Oil 2SA 9Cy. 500 × 900<br>5 500bhp (4 046kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 2 × 300kW 445V a.c. | Sulzer<br>12,75kn |

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| 7512818<br>JJ3026<br>118724<br>Gc Rdr<br>RT | **BUYO MARU**<br>**Buyo Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | 617<br>384<br>1 485 | | **1976** Oura Dock—Namikata (106)<br>73,18 11,05 4,052<br>68,99 11,02 6,51<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 592 B.2 192<br>1 Ha (37,1 × 8,5) ER | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>12kn |
| 8118281<br>J13116<br>125129 | **BUYO MARU**<br>**Shoyo Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | 192<br>71<br>— | | **1981** Kanagawa Zosen—Kobe (231)<br>31,50 2,601<br>26,52 8,62 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 5056078<br>TCUL<br>50 | **BUYUKADA**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir<br>Hatlari Isletmesi<br>Istanbul Turkey | 561<br>335<br>— | (GL)<br>✠Classed LR until 3/52 | **1949**-1 J. & K. Smit's Scheeps.—Kinderdijk (Co60)<br>54,41 8,26 2,515<br>8,21 3,31<br>F 5,8 2 dks<br>RW | **TS Ferry** | T 6Cy. (2) 265 (2) 405 & (2) 686 × 449<br>680ihp (500kW)<br>L. Smit & Zoon Kinderdijk<br>11kn |
| 5056080<br>TCUI<br>49 | **BUYUKDERE**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir<br>Hatlari Isletmesi<br>Istanbul Turkey | 561<br>335<br>— | (GL)<br>✠Classed LR until 3/52 | **1948**-10 Verschure & Co's Schps.<br>—Amsterdam (59)<br>54,41 8,26 2,515<br>8,21 3,31<br>F 5,8 2 dks<br>RW | **TS Ferry** | T 6Cy. (2) 265 (2) 402 & (2) 686 × 449<br>680ihp (500kW)<br>Verschure & Co.'s Scheeps Amsterdam |
| 7052533<br>EVSB<br>M-30546<br>Df Esd<br>Gc Rdr<br>RT | **BUZAN**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | 1 361<br>473<br>526 | RS | **1970** ............U.S.S.R.<br>72,09 10,83 3,620<br>5,72<br>conv Side Trawler Fishing — | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>12,25kn |
| 5056092<br>YQSP<br>842<br>Df Esd<br>Gc Rdr | **BUZAU**<br>**NAVROM**<br>Galatz Romania | 1 047<br>482<br>1 015 | RNR | **1961** Santierul Naval Turnu-Severin—Turnu-Severin<br>68,71 10,04 3,799<br>64,62 9,99 5,31<br>1 dk<br>R | **M General Cargo**<br>3 Ho 12,7 13,3 12,7 ER<br>G.1 814 B.1 759<br>3 Ha (each 6,7 × 3,9) ER<br>6W Der 6(2) | Oil 2SA 6Cy. 290 × 500<br>700bhp (515kW) E made37 fitted61<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 57kW 1 × 24kW 230V d.c.<br>Fuel 107,5t (d.o.) 9,25kn |
| 7312878<br>JG3218<br>114580<br>Rdr RT | **BUZEN MARU**<br>**Buzen Kaihatsu K.K.**<br>Tokyo Japan | 255<br>78<br>— | | **1973** Geibi Zosen Kogyo—Kure (250)<br>28,99 8,51 2,794<br>26,52 8,49 3,89<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>12,5kn |
| 7712341<br>YUDD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUZET**<br>ex Holstenclipper-82<br>ex Seaway Clipper-80<br>Launched as Holstenclipper<br>**Jugoslavenska Linijska**<br>**Plovidba (JUGOLINIJA)**<br>Yugoslavia | 8 711<br>5 744<br>12 430 | GL | **1979** A.G. "Weser" Seebeckwerft<br>—Bremerhaven (1020)<br>146,01(BB) 8,162<br>135,01 23,00 10,72<br>P 26,6 F 23,8 2 dks | **M General Cargo**<br>4 Ho 14,4 23,6 21,7 11,5<br>4 TwD ER<br>G.18 880 B.17 299<br>TEU 576<br>C.Ho 244/20' C.Dk 332/20' incl.<br>50 ref C.<br>7 Ha (stl) (12,8 25,6p&s 25,6p&s<br>12,8p&s × 8,0) ER<br>Der 2(60) 2(32) 2(25) | Vee Oil 4SA 16Cy. 450 × 550 reduction<br>geared to sc. shaft<br>10 500bhp (7 723kW)<br>Atlas-MaK Maschinenbau Bremen<br>Gen 3 × 530kW 1 × 47kW<br>450V 60Hz a.c.<br>18kn |
| 7806817<br>YQDW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BUZIAS**<br>**NAVROM**<br>Constantza Romania | 32 100<br>23 034<br>54 615 | RNR | **1978** Santierul Naval Galatz—Galatz<br>219,77 32,19 12,401<br>205,34 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0<br>29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1600<br>19 980bhp (14 696kW) MAN<br>Intreprinderea de Const. de Masini<br>Resita Resita<br>Gen 3 × 504kW 400V 50Hz a.c.<br>16,25kn |
| 6808337<br>LZHI<br>130<br>Df Esd<br>Gc Rdr<br>RT | **BUZLUDJA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | 9 068<br>4 103<br>13 904 | BR<br>✠Classed LR until 2/72 | **1968**-3 Setoda Zosensho—Setoda (216)<br>139,83 19,46 9,262<br>130,99 19,40 12,25<br>P 27,2 F 14,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho 20,5 13,6 15,2 25,5 18,2<br>ER<br>G.15 960 HeCls. B<br>5 Ha (stl) (10,5 × 8,9) (7,3 7,3 16,6<br>10,5 × 10,6) ER<br>Cr 3(10) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 1 × 40kW<br>390V 50Hz a.c.<br>Fuel 85,0t (d.o.) 884,0t (hvf)-21,0pd 13,5kn |
| 6423979<br>UJIG<br>M-21458<br>Df Rdr | **BUZOVNY**<br>**U.S.S.R. -Soviet Danube**<br>**Shipping Co.**<br>Izmail U.S.S.R. | 3 821<br>2 002<br>4 160 | RS | **1964** G. Dimitrov Shipyard—Varna<br>123,45 16,01 3,980<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 150<br>Der 2(1) | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,0pd 10,5kn |
| 7310727<br>HNBR<br>Df Esd<br>Gc Rdr<br>RTv | **BUZURGAN**<br>**Government of The Republic of**<br>**Iraq (Iraqi Oil Tanker**<br>**Enterprise)**<br>Basrah Iraq | 21 375<br>13 511<br>36 400 | ✠100A1 SS 10/77<br>oil tanker<br>✠LMC<br>EL I† 2⅞"U2<br>FN 7777 | **1973**-9 Astilleros Espanoles S.A.—Factoria<br>de Sestao, Bilbao (187)<br>201,02(BB) 26,55 10,700<br>192,01 26,50 14,00<br>P 38,5 F 18,9 1 dk<br>rf nil<br>9BH WB9030T incl. 7145T in clean ballast<br>tanks DTf996T | **M Tanker**<br>15 Ta ER<br>L.(oil) 39 983 HeCls. BC | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTAuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 1 × 500kW 2 × 472kW<br>400V 50Hz a.c.<br>Fuel 1 778,0t (hvf)-51,0pd 16kn |
| 6916665<br>Esd RT | **BYAH I**<br>ex Pai 4-77 ex Byah I-71<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | 131<br>66<br>— | AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La<br>Roch.-Pal. (5170-4/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction<br>geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t 10kn |

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|---|---|---|---|---|---|---|
| **6916677**<br>Esd RT | **BYAH II**<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-4/2)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 56,0t<br>10kn |
| **6924454**<br>Esd RT | **BYAH IV**<br>ex Pai 6-77 ex Byah IV-71<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-5/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW a.c.<br>Fuel 57,0t (d.o.)<br>10kn |
| **6916691**<br>887<br>Esd RT | **BYAH V**<br>ex Pai 7-78 ex Byah V-71<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>66<br>— | AB (BV) | **1969** Ch. Normands Reunis—Courseulles-sur-Mer (7)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t (d.o.)<br>10kn |
| **6930609**<br>Df Esd<br>Gc RT | **BYAH VI**<br>ex Pai 8-78 ex Byah VI-71<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1969** At. & Ch. de la Manche—Dieppe (1215/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.140<br>1 Ha (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t (d.o.)<br>10kn |
| **6924466**<br>Esd RT | **BYAH VII**<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-5/2)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 56,0t<br>10kn |
| **6924478**<br>Esd RT | **BYAH VIII**<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-5/3)<br>25,20 6,81 2,490<br>21,72 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 56,0t<br>10kn |
| **6924480**<br>Esd RT | **BYAH IX**<br>ex Kindam I-78 ex Byah IX-71<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>63<br>— | AB (BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5170-6/1)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) (1,0 × 1,5) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 57,0t (d.o.)<br>10kn |
| **6928709**<br>20<br>Esd RT | **BYAH X**<br>**United Fisheries of Kuwait**<br>**K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1969** Ch. Normands Reunis—Courseulles-sur-Mer (8)<br>25,20 6,81 2,490<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,5<br>In.140<br>1 Ha (stl) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10,5kW a.c.<br>Fuel 56,0t<br>10kn |
| **7718357**<br>JQPZ<br>121514<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BYAKUDAN MARU**<br>**Ryujin Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **10 349**<br>6 408<br>15 807 | NK | **1978** Kochi Jukogyo K.K.—Kochi (2024)<br>149,82 21,87 9,272<br>140,01 21,81 12,63<br>P 28,1 F 10,4 2 dks | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe |
| **5044037**<br>47<br>RT | **BYALA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **161**<br>78<br>208 | (BR) | **1957** G. Dimitrov Shipyard—Varna (376)<br>6,66 2,591<br>34,52 6,51 2,90<br>1 dk<br>conv General Cargo — | **M Repair Ship**<br>Mchy.aft<br>Cr 1(1) | Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 24kW<br>Fuel 6,0t<br>9kn |
| **7041077**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **BYBLOS**<br>ex Bakkafoss-82 ex Silur-74<br>ex Sovereign Jade-72<br>Launched as Silur<br>**Associated Levant Lines S.A.L.**<br>T. Gargour & Fils<br>Lebanon | **2 725**<br>1 730<br>3 950 | GL | **1970** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (7001)<br>100,16 14,18 6,081<br>91,01 14,00 7,40<br>P 21,7 B 15,6 F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,5 31,7 ER<br>G.5 785 B.5 356<br>2 Ha (stl) (24,8T × 8,0) (24,8 × 10,5) ER<br>4W Der 2(25) 2(15) | Oil 4SA 8Cy. 450 × 550<br>3 200bhp (2 354kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 150kW 1 × 40kW 400V 50Hz a.c.<br>Fuel 450,0t (hvf)<br>13,5kn |
| **5056119**<br>SPQD<br>Df Esd<br>Gc Rdr<br>RTm/h | **BYDGOSZCZ**<br>**Polish Shipping Association**<br>**(Polskie Towarzystwo**<br>**Okretowe)**<br>Szczecin Poland | **3 347**<br>1 816<br>5 350 | PR | **1960** Stocznia Szczecinska im. A. Warskiego—Szczecin (B55/10)<br>124,03 16,54 6,541<br>112,02 16,50 9,99<br>1 dk & S dk | **M General Cargo** OSD 4bth P<br>5 Ho 14,7 15,0 16,7 17,5 ER 15,3<br>G.10 105 B.9 386<br>5 Ha (8,2 9,2 11,9 8,9 × 5,7) ER (7,7 × 5,7)<br>Der 1(30) 13(5) | Oil 2SA 6Cy. 620 × 1150<br>4 900bhp (3 604kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 250kW 1 × 130kW 230V d.c.<br>Fuel 1 199,0t (d.o.)-19,0pd<br>15,75kn |
| **5343354**<br>USUY<br>M-27541<br>Df Esd<br>Gc Rdr<br>RT | **BYELKINO**<br>ex Suyfun<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 424 | RS | **1962** ............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,6 × 1,6) (1,3 × 1,5) (1,3 × 1,2) (1,9 1,9 × 1,9)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **7362574**<br>UVBI<br>M-30643<br>Df Esd<br>Gc Rdr<br>RT | **BYELOKAMENKA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 976**<br>596<br>823 | RS | **1974** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B422/104)<br>72,83 13,01 4,850<br>65,00 7,90<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.822<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(1,5) | 3 Oil 4SA each 6Cy. 250 × 300 total 3 128bhp (2 301kW) driving 3 gen. each 750kW connected to 1 elec. motor of 2 298shp (1 690kW) & sc. shaft Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 230kW 1 × 72kW 400V a.c.<br>Controllable pitch propeller<br>13kn |

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| 7740843<br>UWFK<br>M-35194<br>Df Esd<br>Gc Rdr<br>RT | **BYELOKAMENSK**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**2 323**<br>773<br>1 110 | <br><br>RS | **1979** ............U.S.S.R.<br>83,93 14,03 5,722<br>10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (stl) (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>Cr 4 Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12,25kn |
| 7524548<br>USVH<br>M-12422 | **BYELOKORETS**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7337945<br>UFPB<br>M-7889<br>Df Esd<br>Rdr RT | **BYELOLUTSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **601**<br>234<br>323 | <br><br>RS | **1973** ............U.S.S.R.<br>54,21 9,38 3,809<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(3) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7529756<br>UTGK<br>M-33722<br>Df Esd<br>Gc Rdr<br>RT | **BYELOMORSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | <br><br>RS | **1975** ............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7630086<br>UWVB<br>M-12477 | **BYELORECHENSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1976** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7347536<br>UUDP<br>M-17350<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BYELORUSSIYA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **13 252**<br>5 399<br>2 147 | <br><br>RS | **1975** Oy Wartsila Ab—Turku/Abo (1212)<br>156,27(BB) 22,05 5,900<br>134,02 21,80 16,31<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>504bth 505dk P<br>Bow, stern & side doors<br>Ice strengthened | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 912kW 1 × 168kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>21,25kn |
| 5040160<br>UFWM<br>M-26082<br>Df Esd<br>Gc Rdr | **BYELORUSSIYA**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **3 850**<br>1 949<br>4 814 | <br><br>RS | **1957** Stocznia Gdanska im. Lenina—Gdansk (B31/48)<br>108,26 14,64 6,660<br>101,07 14,61 8,03<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 15,0 15,0 ER 13,5 15,6<br>G.6 152 B.5 738<br>4 Ha (9,3 × 8,2) (11,2 × 9,2) ER (11,2 × 9,2) (11,2 × 8,2)<br>8W Der 1(20) 8(5) | C 4Cy. (2) 455 & (2) 980 × 980 with LP turb & hydraulic coupling<br>2 300ihp (1 692kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>10kn |
| 7524550<br>USVK<br>M-12423 | **BYELOSTOK**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 6914069<br>ESJT<br>M-30305<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BYELOVO**<br>ex Mongugay<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 654**<br>1 132<br>1 139 | <br><br>RS | **1969** VEB Volkswerft Stralsund—Stralsund (264)<br>82,05 13,64 5,190<br>73,00 13,59 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 094 L.10<br>4 Ha (0,9 × 1,5) (1,6 × 2,1) (2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7041807<br>UBKF<br>M-24729 | **BYKHOV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **508**<br>174<br>308 | <br><br>RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 9,00 3,582<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.465<br>2 Ha (each 1,8 × 1,6)<br>Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 100kW 1 × 64kW 1 × 16kW 230V d.c.<br>Fuel (d.o.)<br>11,25kn |
| 7436478<br>ERAM<br>M-32723<br>Df Esd<br>Gc Rdr<br>RT | **BYKOVO**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | <br><br>RS | **1974** ............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7423043<br>TFFQ<br>1443<br>Df Esd<br>Pfd Rdr<br>RT | **BYLGJA**<br>**Matthias Oskarsson og Bjorgvin Olafsson**<br>Vestmannaeyjar Iceland | **149**<br>68<br>— | | **1976** Stalvik h.f.—Gardahreppi (22)<br>31,45<br>30,00 6,71 3,36 | **M Fishing** | Oil 4SA 6Cy. 230 × 270<br>810bhp (596kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |

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|---|---|---|---|---|---|---|
| **6928565**<br>UHMG<br>M-28585<br>Df Esd<br>Rdr RT | **BYLINA**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **680**<br>252<br>335 | <br><br>RS | **1967** .............U.S.S.R.<br>54,23 9,33 3,699<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **8200979** | **BYNA I**<br><br>**Asimont Marine (Pte.) Ltd.**<br>Singapore | **895**<br>—<br>1 200 | <br><br>AB (Class cont.) | **1982** United Dredging Management (Pte.) Ltd.—Singapore (104)<br>... ... ...<br>54,89 15,24 3,69<br>1 dk | **TM Deck Cargo Ship** | 2 Oil<br>600bhp (441kW)<br>............... |
| **8101525**<br>9V2995<br>382420<br>Esd Gc<br>RT | **BYNA II**<br><br>**Asimont Marine (Pte.) Ltd.**<br>Singapore Singapore | **622**<br>464<br>1 300 | <br><br>AB | **1981** United Dredging Management (Pte.) Ltd.—Singapore (100)<br>2,599<br>54,87 15,87 3,69<br>F 1,9 | **TM General Cargo** | 2 Oil 2SA each 8Cy. 108 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 40kW a.c.<br>7,25kn |
| **5424354**<br>ZGRE<br><br>Df Esd<br>Rdr RT | **BYRDING**<br>ex Arnholt-71 ex Joika-65<br>ex Freshfield-62<br>**Speed Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **499**<br>304<br>864 | **✠100A1** SS 1/81<br><br>**✠LMC** **UMS**<br>EL I<br>FN 669 | **1954**-5 N.V. Ijsselwerf—Rotterdam (3)<br>56,52 8,74 3,556<br>52,30 8,69 4,09<br>RQD 12,5 F 6,1 1 dk<br>RW<br>3BH WB166t | **M General Cargo**<br><br>1 Ho 32,0 ER<br>G.1 133 B.1 101<br>2 Ha ER<br>2W | Oil 2SA 7Cy. 280 × 420<br>700bhp (515kW) ✠ NE 12/69<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 30kW 1 × 12kW 1 × 10kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 62,0t (d.o.)<br>10,25kn |
| **5143522**<br>H3EJ<br>8003-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **BYRON**<br>ex Meitoku Maru-77<br>ex Haruna Maru No. 2-76<br>**Ioanport S.A.**<br>Panama Panama | **1 460**<br>781<br>2 409 | <br><br>NK | **1961** Hakodate Dock Co. Ltd.—Hakodate (279)<br>80,63 11,84 5,690<br>74,00 11,80 6,51<br>P 20,5 F 8,3 1 dk<br>RW | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.2 241<br>3 Ha (2,9 3,0 3,0 × 2,9) ER<br>6W Der 6(3) | Oil 4SA 6Cy. 460 × 690<br>1 800bhp (1 324kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 96kW 230V a.c.<br>Fuel 496,0t-6,0pd<br>12kn |
| **5417753**<br>SV4195<br><br>RTv | **BYRON**<br>ex Shell Dispenser-78<br>**Ostrakon A.E.**<br>Piraeus Greece | **239**<br>119<br>266 | **✠A1** SS 1/80<br>oil tanker<br>FP above 65.5°C<br>Piraeus Harbour service<br>**✠LMC**<br>EL (d)<br>FN 420 | **1963**-11 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1252)<br>40,54 8,26 2,064<br>38,71 7,93 2,90<br>1 dk<br>rf nil<br>6BH WB66t | **M Tank Barge**<br><br>8 Ta ER<br>Der 1(0,25) | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>337bhp (248kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 4kW 24/35V d.c.<br>Fuel (d.o.) |
| **5056195**<br>SPMS<br><br>Df Esd<br>Gc Rdr<br>RT | **BYSTRZYCA**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | **646**<br>228<br>495 | <br><br>(PR) | **1957** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B14/105)<br>59,24 9,05 4,319<br>53,83 9,00 4,96 | **S Fishing**<br>Side Trawler<br>Ice strengthened<br>In.370 | C 4Cy. (2) 295 & (2) 690 × 640<br>800ihp (588kW)<br>A/B Finnboda Varf Stockholm<br>Gen 2 × 20kW 1 × 12,5kW 230V d.c.<br>Fuel (o.f.)<br>12kn |
| **7725659**<br>SQJW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **BYTOM**<br><br>**Anglo-Polish Shipping Venture Ltd. (Polsko-Brytijskie Przedsiewziecie Zeglugowe, Spolka)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 992**<br>1 621<br>4 459 | PR<br><br>✠Classed LR until 24/7/81 | **1980**-6 Robb Caledon Shipbuilders Ltd. —Dundee (576)<br>95,00 14,64 5,971<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,8) ER<br>Cr 2(5-10) | Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW) Sulzer<br>Clark Hawthorn Ltd. Newcastle<br>Gen 2 × 260kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 244,0t (d.o.) 191,0t (hvf)-10,0pd<br>13,5kn |
| **5060615**<br>SYZT<br><br>Df Esd<br>Gc Pfd<br>Rdr RTm | **BYZANTINE ENDEAVOUR**<br>ex Albertino-80<br>**Afroessa Shipping Co.**<br>Piraeus Greece | **1 404**<br>703<br>1 357 | <br><br>BV | **1960** Forg. & Ch. de la Gironde—Bordeaux (248)<br>74,07 11,43 4,922<br>66,40 11,41 5,52<br>1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>14 Ta (stl) cyl vert ER<br>L.(gas) 1 554 | Oil 4SA 8Cy. 330 × 600<br>1 250bhp (919kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 85kW 380V 50Hz a.c.<br>Fuel 39,5t (d.o.)<br>12kn |
| **5185972**<br>SZUZ<br>7092<br>Df Esd<br>Gc Rdr<br>RT | **BYZANTINE ENTERPRISE**<br>ex Ketama-79<br>**Blue Gas Shipping Co. S.A.**<br>Piraeus Greece | **1 550**<br>795<br>2 561 | <br><br>BV | **1961** Schlichting-Werft—Travemuende (1303)<br>90,02 13,54 5,471<br>82,45 13,50 8,23<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br><br>In.1 656<br>4 Ha (12,5 10,5 10,5 × 5,5) (2,9 × 1,9)<br>Der 6(3-5) 2(2) | 2 Oil 4SA each 6Cy. 400 × 600 geared to sc. shaft<br>2 740bhp (2 015kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel 263,0t<br>15kn |
| **5315840**<br>SZSY<br>3156<br>Df Esd<br>Gc Rdr<br>RTm/v | **BYZANTINE MONARCH**<br>ex Scottish Monarch-68<br>**Pyxis Compania Naviera S.A.**<br>Piraeus Greece | **9 374**<br>5 464<br>14 296 | **✠100A1** CS 2/73<br><br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4500 | **1959**-11 Bartram & Sons Ltd.—Sunderland (373)<br>152,18 19,26 9,519<br>142,20 19,21 12,43<br>RAD 11,6 F 13,8 2 dks<br>RW rf 102<br>6BH to U dk 1 to 2nd dk WB3740t incl. Tunnel tanks 344t DTmf1582t | **M General Cargo** CSD<br><br>4 Ho 21,0 31,3 9,4DT 23,0 24,0<br>G.20 370 B.18 561<br>5 Ha (stl) (10,9 11,4 11,4 11,4 11,4 × 7,6)<br>12W Der 1(40) 4(10) 8(6) | Oil 2SA 4Cy. 750 × 1500 exhaust500<br>5 500bhp (4 046kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 1 151,0t (o.f.) 128,0t (d.o.)-20,5pd<br>13,75kn |
| **6708202**<br>J4VR<br>7571<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **BYZANTION**<br>ex Vega Stingray-79<br>ex Hoegh Ray-78<br>**Torcello Shipping Corp.**<br>Piraeus Greece | **35 041**<br>23 105<br>68 512 | <br><br>NV | **1967** Kawasaki Dockyard Co. Ltd.—Kobe (1068)<br>242,50 32,26 13,691<br>230,72 32,19 19,51<br>F 26,0 1 dk<br>rf 152 | **M Ore/Bulk/Oil Carrier**<br><br>Str. heavy cargoes<br>7 Ho/Ta 18,2 22,4 22,4 22,4 22,4 22,4 22,4 ER<br>G.70 709 L.(oil) 71 192 HeCls. BC<br>7 Ha (stl) (12,5 16,0 16,0 16,0 16,0 16,0 16,0 × 14,0) ER | Oil 2SA 8Cy. 860 × 1600 MAN<br>18 400bhp (13 534kW) Kobe<br>Kawasaki Dockyard Co. Ltd.<br>Gen 1 × 560kW 2 × 364kW 440V 60Hz a.c.<br>Fuel 349,0t (d.o.) 3 813,5t (hvf)-74,0pd<br>16kn |
| **7932460**<br>WQZ2<br>379<br>607725 | **C & S SMILE**<br><br>**Daniel C. Lee Jr.**<br>United States of America | **196**<br>133<br>— | | **1979** Quality Marine Inc.—Theodore, Al<br>... ... ...<br>29,57 7,32 4,14<br>1 dk | **M Fishing**<br>Stern Trawler Beam-fishing | Vee Oil 4SA 12Cy. 159 × 203<br><br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |

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| 8037475<br>WYA3<br>064<br>587423 | **C JACK II**<br>ex Hydrojack 101-80<br>ex C Jack II-79<br>**C. Jack Inc.**<br>Houston, Tx United States of America | **137**<br>93<br>— | | **1977** .............Harvey, La<br>*18,75* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>1 250bhp (919kW)<br>U.S.A. |
| 7202944<br>WD6446<br>261646<br>RT | **C T L**<br>ex Lillian B-76 ex Empress<br>ex Air Oriole (WAVR 440)<br>ex SC 987<br>**Ocean Products Inc.**<br>Beaufort-Morehead City, NC United States of America | **113**<br>77<br>— | | **1943** John E. Matton & Son Inc.—Cohoes, NY<br>*33,41* 5,67<br>2,77<br>1 dk<br>conv Submarine Chaser 45<br>conv Search & Rescue Vessel — | **Wood TM Fishing** | 2 Oil<br>330bhp (243kW)<br>General Motors Corp. U.S.A. |
| 7308499<br>WB7384<br>254352 | **C T L II**<br>ex Sara M-77 ex Sunlight<br>ex Victor ex AMC 109<br>**C.T.L. Inc.**<br>Beaufort-Morehead City, NC United States of America | **170**<br>115<br>— | | **1942** Snow Shipyard Inc.—Rockland, Me<br>*26,22* 7,19<br>3,79 | **Wood M Fishing** | Oil<br>450bhp (331kW)<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel (d.o.) |
| 5056248<br>Df Esd<br>Pfd Rdr<br>RT | **C. A. LARSEN**<br>**Argenbel S.A.**<br>Buenos Aires Argentina | **438**<br>150<br>— | *Classed BC until 5/66 | **1950**-11 Smith's Dock Ltd.—South Bank, Middlesbrough (1209)<br>48,42 8,41 4,280<br>45,27 8,39 4,73<br>1 dk<br>RW rf 191 | **S Whaler**<br>Mchy.aft | C 4Cy. (2) 370 & (2) 870 × 826<br>2 300ihp (1 692kW)<br>Smith's Dock Co. Ltd. Middlesbrough<br>Fuel 214,5t (o.f.) 14kn |
| 7100017<br>WC4636<br>257482 | **C. ALBERT HESTER**<br>ex E. Alfred Davies, Jr.<br>**Gilbert P. Smith**<br>Biloxi, Ms United States of America | **135**<br>92<br>— | | **1949** Burton Construction & SB. Corp.—Port Arthur, Tx (29)<br>*28,99* 6,43<br>2,75 | **M Fishing** | Oil geared to sc. shaft<br>440bhp (324kW)<br>Buda Co. U.S.A.<br>Fuel (d.o.) |
| 5056250<br>KDZT<br>248049<br>Df Esd<br>Gc RT | **C. C. N. Y. VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 612<br>10 754 | AB | **1945** Bethlehem-Fairfield—Baltimore, Md (2487)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 883,5t (o.f.) 15kn |
| 5221659<br>Df Gc<br>Rdr<br>RTm/v | **C. C. 7**<br>ex Margaret Foss-73<br>ex Margaret Walsh-66<br>ex Harry J. Mosser-57<br>ex Sea Lion-55 ex Gay Moran-49<br>ex Mindful<br>**Cementos California S.A.**<br>Ensenada Mexico | **498**<br>201<br>— | (AB) | **1943** Levingston SB. Co.—Orange, Tx (284)<br>43,59 10,09 4,658<br>41,00 10,06 5,19<br>F 12,5 2 dks | **D-E Tug** | 2 Vee Oil 2SA each 12Cy. 220 × 265 driving 2 gen. each 605kW 560V d.c. connected to 2 elec. motors geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW 120V d.c.<br>Controllable pitch propeller<br>Fuel 211,5t (d.o.) 12kn |
| 7390820<br>WYT8<br>645<br>557467<br>Esd Rdr<br>RT | **C. E. TIDE II**<br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **192**<br>130<br>— | AB | **1974** Halter Marine Services, Inc.—Lockport, La (408)<br>54,87 3,379<br>50,45 11,59 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 378,0t (d.o.) 12kn |
| 5401998<br>IKZY<br>496<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. F. O. TONTINI SECONDO**<br>ex Hans Vom Hoff-63<br>**Tontini Pesca S.r.l.**<br>Roma Italy | **638**<br>301<br>— | RI (GL) | **1950** Rickmers Rhederei G.m.b.H.—Bremerhaven<br>59,14 8,84 4,371<br>52,20 8,79 5,01<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>B.504 | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW) NE 63<br>Kloeckner Humboldt Deutz Koeln |
| 6821987<br>336105 | **C. H. HORN**<br>**Poole Harbour Commissioners**<br>Poole United Kingdom | **159**<br>134<br>191 | | **1968** J. W. Cook & Co. (Wivenhoe) Ltd.—Wivenhoe (1370)<br>25,91 8,77 1,829<br>24,39 8,69 2,52<br>1 dk<br>rf nil | **M Hopper/Dredger**<br>Bottom doors<br>1 Ho 8,3 ER<br>Cr 1(5) | Oil 4SA 6Cy. 127 × 133<br>165bhp (121kW)<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 1 × 3kW 24V<br>Fuel 4,0t (d.o.) 6,5kn |
| 7042887<br>WI2769<br>506562<br>Gc Rdr<br>RTm/h/v | **C. HADEN MASTERSON**<br>ex YTM 378<br>**Bay-Houston Towing Co.**<br>Galveston, Tx United States of America | **166**<br>113<br>123 | | **1944** Gulfport Boiler & Welding Works Inc.—Port Arthur, Tx (238)<br>31,09 7,62 3,531<br>29,11 7,35 3,84<br>1 dk<br>rf 1219 BK 152 | **M Tug** | Oil 2SA 16Cy. 222 × 267<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 120V d.c.<br>Fuel 11,0t 15kn |
| 7023178<br>EFGR<br>7<br>Df Esd<br>Rdr RT | **C. ISABEL**<br>**Conservas Garavilla S.A.**<br>Bermeo Spain | **348**<br>166<br>520 | BV | **1970** Ast. de Murueta S.A.—Guernica (103)<br>45,50 8,41 3,429<br>40,01 8,39 3,76<br>1 dk | **M General Cargo**<br>Ref<br>2 Ha (each 4,4 × 3,9) ER | Oil 4SA 8Cy. 160 × 180<br>625bhp (460kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>10kn |
| 7942697<br>603985 | **C. JACK III**<br>**C. Jack Inc.**<br>Corpus Christi, Tx United States of America | **267**<br>181<br>— | | **1979** .............Port Lavaca, Tx<br>*22,99* 14,64<br>2,34<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>1 200bhp (883kW)<br>U.S.A. |

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| **6728587**<br>ELEN<br>2843<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **C. K. APOLLO**<br>ex Golar Arrow-75<br>**C.K. Apollo (Liberia) Corp.**<br>Chun Kyung Shipping Co. Ltd.<br>Monrovia Liberia | **14 806**<br>9 516<br>26 558 | <br><br>KR NV | **1967** Mitsubishi Heavy Industries Ltd.<br>—Kobe (976)<br>175,32 23,53 10,000<br>167,09 23,50 14,51<br>P 36,0 B 9,2 F 15,0 1 dk<br>rf nil conv Bulk Carrier 72 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>5 Ho 26,5 27,2 23,7 27,2 23,7 ER<br>G.27 996 HeCls. B<br>5 Ha (13,5 × 8,0) (18,6 13,4 18,6 13,5 × 10,7) ER<br>14W Der 2(15) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Fuel 89,0t (d.o.) 1 284,0t (hvf)-33,0pd 15kn |
| **6507763**<br>D8TZ<br>BM36<br>122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. K. DOLAJI**<br>ex Prime Ocean-73<br>ex Anyo Maru-70<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **3 797**<br>2 215<br>5 835 | <br><br>KR (BV) | **1964** Osaka Zosensho—Osaka (237)<br>108,92 15,83 6,481<br>101,00 15,80 7,90<br>P 25,0 F 9,2 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.7 706 B.7 351<br>3 Ha (11,7 22,4 12,7 × 7,1) ER<br>12W Der 8(10) | Oil 2SA 6Cy. 420 × 750<br>2 700bhp (1 986kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 120kW 445V a.c.<br>Fuel 552,5t 12,5kn |
| **5056353** | **C. K. M. P. 1**<br>ex 1-51<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **104**<br>26<br>— | <br><br>✠Classed LR until 8/63 | **1950**-4 Arnhemsche Stooms. Maats.<br>—Arnhem<br>26,67 6,30<br>23,19 6,00 2,95<br>1 dk<br>RW | **M Tug** | Oil 4SA 6Cy. 305 × 450<br><br>Motorenfabriek "De Industrie"<br>Alphen a/d Rijn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5056365** | **C. K. M. P. 3**<br>ex 3-51<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **104**<br>26<br>— | <br><br>✠Classed LR until 1/66 | **1950**-9 Ams. Schp. G. de Vries Lentsch, Jr.<br>—Alphen a/d Rijn (2235)<br>25,56 6,05<br>23,19 6,00 2,95<br>1 dk<br>RW | **M Tug** | Oil 4SA 6Cy. 305 × 450<br><br>Motorenfabriek "De Industrie"<br>Alphen a/d Rijn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5056377** | **C. K. M. P. 6**<br>ex Lineke-51<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **100**<br>—<br>— | <br><br>✠Classed LR until 6/62 | **1950**-7 Gebroeders Fikkers—Foxhol (77)<br>25,43 6,05<br>23,12 6,00 2,95<br>1 dk<br>RW | **M Tug** | Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>Swiss Locomotive & Mch. Works Winterthur<br>Fuel (d.o.) |
| **5056389**<br>WB4550<br>208397<br>Df Esd<br>Gc Rdr<br>RTv | **C. L. AUSTIN**<br>ex Willis L. King-53<br>**Kinsman Lines Inc.**<br>Wilmington, De United States of America | **7 802**<br>6 497<br>13 005 | <br><br>AB | **1911** Great Lakes Eng. Works—Ecorse, Mi (79)<br>184,41 17,73 6,411<br>179,38 17,68 9,76<br>1 dk<br>R | **S Bulk Carrier**<br><br>4 Ho ER<br><br>35 Ha (stl) (each 2,7 × 10,9) ER | T 3Cy. 610 965 & 1651 × 1067<br>1 878ihp (1 381kW)<br>Gt. Lakes Eng. Works Detroit, Mi<br>Gen 1 × 60kW 1 × 40kW<br>Fuel 381,0t (o.f.) 10,5kn |
| **7510638**<br>ZSUF<br>351169<br>Df Esd<br>Gc Rdr<br>RT | **C. M. HOFFE**<br><br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **528**<br>119<br>— | <br><br>✠Classed LR until 15/12/80 | **1977**-11 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (4100)<br>42,02 11,51 4,212<br>38,21 11,00 5,11<br>1 dk<br>rf 584 docking skeg (aft) | **TM Tug** | 2 Oil 4SA each 16Cy. 222 × 292 dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 104kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>13kn |
| **6725119**<br>TCMP<br>4464<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. MEHMET**<br>ex Federal Schelde-77<br>**Cerrahgil A.S.**<br>Istanbul Turkey | **19 854**<br>14 357<br>33 680 | **✠100A1** CS 12/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL G† 2$\frac{11}{16}$"U2<br>FN 7432 | **1967**-12 N.V. Cockerill Yards Hoboken<br>—Hoboken (838)<br>207,60(BB) 22,94 10,694<br>196,60 22,86 14,94<br>Ba 18,9 F 14,7 1 dk<br>rf nil DK fwd<br>NS 9BH WB15100t incl. Comb. btm, side & topside tanks in holds 8400t | **M Bulk Carrier**<br><br>7 Ho 20,1 26,5 18,8 26,5 18,8 26,5 18,8 ER<br>G.42 220 B.35 897<br>7 Ha (stl) (7,6 19,6 10,2 19,6 10,2 19,6 10,2 × 12,8) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>S.A. Cockerill-Ougree Seraing<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel (hvf) 16kn |
| **7502356**<br>WYG6<br>905<br>579656<br>Esd Gc<br>Rdr RT | **C. R. HADEN**<br><br>**R. P. Bushman Jr., Trustee**<br>Bay-Houston Towing Co.<br>Galveston, Tx United States of America | **197**<br>134<br>— | <br><br>AB | **1977** Todd Shipyards Corp.—Galveston, Tx (46)<br>29,27 5,182<br>26,67 9,77 5,74<br>1 dk<br>BK 1219 | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 100kW a.c.<br>15kn |
| **5009855**<br>GHJW<br>337959<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. S. ALERT**<br>ex Alert-69<br>**British Telecom International**<br>Southampton United Kingdom | **6 083**<br>2 351<br>— | **✠100A1** CS 8/79<br>**✠LMC**<br>EL z 2"SQ<br>FN 3063 | **1961**-5 Fairfield SB. & Eng. Co. Ltd.<br>—Govan, Glasgow (801)<br>127,13 16,64 7,100<br>114,46 16,62 10,14<br>B 76,6 2 dks<br>rf 229 DK fwd<br>6BH to U dk 1 to 2nd dk WB1147t | **TD-E Cable-layer**<br><br>1 Ho ER<br><br>1 Ha ER<br>Cr 1 | 4 Oil 4SA each 8Cy. 381 × 457 total 7 440bhp (5 473kW) connected to 2 elec. motors each of 2 400shp (1 765kW) & 2 sc. shafts<br>Mirrlees, Bickerton & Day Stockport<br>✠ 2 nwtdb 12/77 110lbf/in$^2$ (7,6bar)<br>Bow jet pump fwd<br>14kn |
| **7341207**<br>GVIA<br>365364<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. S. IRIS**<br><br>**Midland Montague Leasing Ltd.**<br>British Telecom International<br>Southampton United Kingdom | **3 874**<br>1 494<br>2 151 | **✠100A1** CS 6/81<br>**✠LMC** **UMS**<br>EL S 1$\frac{7}{8}$"U2<br>FN 2044 | **1976**-6 Robb Caledon Shipbuilders Ltd.<br>—Dundee (565)<br>97,26 15,04 4,803<br>85,71 15,00 8,84<br>B 58,6 Upr. B 41,2 RFD 10,4 2 dks, 3rd dk in fwd hold<br>rf 76<br>Col BH to U dk 6 to 2nd dk WB671T | **M Cable-layer Repair Ship**<br><br>Coiling capacity 772<br>7 Ho 10 Ta ER<br>2 Ha (stl) ER<br>2W Cr 1(18) 2(2) | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shaft<br>5 200bhp (3 825kW)<br>British Polar Engines Ltd. Glasgow<br>db 10kgf/cm$^2$ (9,9bar)<br>Gen 2 × 1140kW 320V 2 × 320kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 331,0t (d.o.) 15kn |
| **7341192**<br>GUWD<br>365254<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **C. S. MONARCH**<br><br>**Midland Montague Leasing Ltd.**<br>British Telecom International<br>Southampton United Kingdom | **3 874**<br>1 494<br>2 151 | **✠100A1** CS 11/80<br>**✠LMC** **UMS**<br>EL S 1$\frac{7}{8}$"U2<br>FN 2044 | **1975**-11 Robb Caledon Shipbuilders Ltd.<br>—Dundee (564)<br>97,26 15,04 4,801<br>85,71 15,00 8,84<br>B 58,6 2 dks, 3rd dk in fwd hold<br>rf 76<br>Coll BH to U dk 6 to 2nd dk WB671T | **M Cable-layer Repair Ship**<br><br>Coiling capacity 772<br>7 Ho ER 10 Ta ER<br>2 Ha (stl) ER<br>2W Cr 1(18) 2(2) | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shaft<br>5 200bhp (3 825kW)<br>British Polar Engines Ltd. Glasgow<br>db 10kgf/cm$^2$ (9,9bar)<br>Gen 2 × 1140kW 2 × 320kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 331,0t (d.o.) 15kn |

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|---|---|---|---|---|---|---|
| 5338098<br>VGJG<br>176514<br>Esd Gc<br>Rdr RTm | **C. S. SERVICE**<br>ex Standard Service-74<br>**Gulf of Georgia Towing Co. Ltd.**<br>Vancouver, B.C. Canada | **1 324**<br>732<br>1 676 | (AB)<br>Classed LR until 4/7/75 | **1923** Bethlehem Steel Co.—San Francisco, Ca (5317)<br>66,60 12,20 4,496<br>64,01 5,03<br>P 17,4 F 8,9 1 dk<br>R rf 152 | **D-E Tanker**<br>Mchy.aft<br>L.(oil) 1 835<br>Der 2(3) 1(2) | 2 Oil 4SA each 6Cy. 325 × 395 total 600bhp (441kW) driving 2 gen. each 300kW 230V d.c. connected to 2 elec. motors each of 300shp (221kW) (CC) & sc. shaft<br>NE made43 refitted50<br>Baldwin Locomotive Works Philadelphia, Pa<br>Fuel 71,0t (d.o.)-3,0pd 8,25kn |
| 7718876<br>JLKH<br>120399<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. S. VALIANT**<br>**Chugoku Sogyo K.K. & Wakamatsu Kaiun K.K.**<br>Numakuma, Hiroshima Pref. Japan | **10 798**<br>6 356<br>17 616 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (406)<br>146,01(BB) 9,279<br>138,03 22,31 12,48<br>P 28,7 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 619 B.21 000 HeCls. ptB<br>4 Ha (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 360kW 445V a.c.<br>Fuel 143,0t (d.o.) 14,25kn |
| 7406681<br>348791<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. T. CHAMPION**<br>**Chemainus Towing Co. Ltd.**<br>Vancouver, B.C. Canada | **149**<br>22<br>— | | **1974** Vito Steel Boat & Barge Cons. Ltd. —Delta, B.C. (140)<br>23,32 7,32 2,896<br>22,26 7,27 4,12<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 146 × 146<br>General Motors Corp. Detroit, Mi<br>11kn |
| 6807424<br>TCMO<br>4579<br>Df Esd<br>Gc Pfd<br>Rdr RT' | **C. TAHSIN**<br>ex Federal Thames-78<br>ex Federal St. Laurent-78<br>**Cerrahgil A.S.**<br>Istanbul Turkey | **19 644**<br>14 012<br>33 680 | **✠100A1** CS 3/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 7432 | **1968**-3 N.V. Cockerill Yards Hoboken —Hoboken (839)<br>207,60(BB) 22,94 10,694<br>196,60 22,86 14,94<br>Ba 18,9 F 14,7 1 dk<br>rf nil DK fwd<br>NS 9BH WB15'00t incl. Comb. btm, side & topside tanks in holds 8400t | **M Bulk Carrier**<br>7 Ho 20,1 26,5 18,8 26,5 18,8 26,5 18,8 ER<br>G.42 220 B.35 897<br>7 Ha (stl) (7,6 19,6 10,2 19,6 10,2 19,6 10,2 × 12,8) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>S.A. Cockerill-Ougree Seraing<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel (hvf) 16kn |
| 6817845<br>KAFP<br>518063<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **C. V. LIGHTNING**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **17 902**<br>12 901<br>16 605 | AB | **1969** Bath Iron Works Corp.—Bath, Me (355)<br>185,93(BB) 23,83 9,630<br>177,35 23,78 16,62<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 27,4 27,4 27,4 27,4 ER 14,9<br>TEU 1070<br>C.Ho 612/20'(40') C.Dk 458/20'(40') incl. 56 ref C.<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 575,5t (o.f.) 21kn |
| 8017798<br>ATVX<br>1891<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. V. RAMAN**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **27 484**<br>14 479<br>40 473 | AB | **1981** Mitsubishi Heavy Industries Ltd. —Kobe (1116)<br>179,51(BB) 11,581<br>170,01 31,01 16,62<br>1 dk<br>rf nil | **M Tanker**<br>SBT<br>10 Ta ER | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 4 × 880kW 440V 60Hz a.c.<br>13,25kn |
| 6806444<br>KAFO<br>516197<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **C. V. SEA WITCH**<br>New York, NY United States of America | **17 902**<br>12 898<br>16 605 | (AB) | **1968** Bath Iron Works Corp.—Bath, Me (354)<br>185,93(BB) 23,83 9,630<br>177,35 23,78 16,62<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 26,2 27,4 27,4 27,4 ER 12,8<br>TEU 928<br>C.Ho 612/20' C.Dk 316/20'<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 528,5t (o.f.) 21kn |
| | | | **IN PORT DAMAGED BY FIRE AFTER COLLISION 6/73** | | | |
| 6916433<br>KAFQ<br>520743<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C. V. STAG HOUND**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **17 902**<br>12 901<br>16 605 | AB | **1969** Bath Iron Works Corp.—Bath, Me (356)<br>185,93(BB) 23,83 9,630<br>177,35 23,78 16,62<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 27,4 27,4 27,4 27,4 ER 14,9<br>TEU 1070<br>C.Ho 612/20'(40') C.Dk 458/20'(40') incl. 56 ref C.<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 575,5t (o.f.) 21kn |
| 7727255<br>383456<br>Esd Pfd<br>Rdr RT | **C. VENTURE No. 1**<br>**MLM Fishing Co. Ltd.**<br>Car Fishing Co.<br>Vancouver, B.C. Canada | **112**<br>—<br>— | | **1978** Allied Shipbuilders Ltd.—North Vancouver, B.C. (204)<br>23,17 6,33<br>21,34 6,11 2,65<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7376795<br>A8FX<br>4913<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **C. W. KITTO**<br>**Bank of California National Association as Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 218**<br>100 282<br>268 345 | AB | **1974** Mitsubishi Heavy Industries Ltd. —Nagasaki (1731)<br>338,62(BB) 53,65 20,552<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 314 125 HeCls. B | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 17,5t (d.o.) 11 847,0t (hvf)-167,5pd 15,25kn |
| 7414573<br>Df Esd<br>Gc Rdr<br>RT | **C. 25**<br>**Government of The Republic of Cuba (Empresa Terminales Mambisas de Occidente)**<br>Habana Cuba | **226**<br>0<br>— | **100A1**<br>tug<br>Class contemplated<br>FN 364 | **1977** Ast. Vicente Forte—Tigre (25)<br>31,42 8,95 3,571<br>28,53 8,51 4,22<br>1 dk | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 6Cy. 230 × 270 geared to sc. shaft<br>Fiat<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>12kn |
| 7414585<br>Df Esd<br>Gc Rdr<br>RT | **C. 26**<br>**Government of The Republic of Cuba (Empresa Terminales Mambisas de Occidente)**<br>Habana Cuba | **226**<br>0<br>— | **100A1**<br>Class Contemplated<br>FN 362 | **1977** Ast. Vicente Forte—Tigre (26)<br>31,40 8,95 3,582<br>28,50 8,50 4,20<br>1 dk | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 8Cy. 230 × 270 geared to sc. shaft<br>Fiat<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>12kn |
| 7414597<br>Df Esd<br>Gc Rdr<br>RT | **C. 27**<br>**Government of The Republic of Cuba (Empresa Terminales Mambisas de Occidente)**<br>Habana Cuba | **226**<br>0<br>— | **100A1**<br>Class Contemplated<br>FN 362 | **1977** Ast. Vicente Forte—Tigre (27)<br>31,40 8,95 3,571<br>28,50 8,50 4,20<br>1 dk | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 8Cy. 230 × 270 geared to sc. shaft<br>Fiat<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>12kn |

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|---|---|---|---|---|---|---|
| 7414602<br>Df Esd<br>Gc Rdr<br>RT | **C. 28**<br>**Government of The Republic of Cuba (Empresa Terminales Mambisas de Occidente)**<br>Habana Cuba | 226<br>0<br>— | 100A1<br>Class contemplated<br>FN 362 | **1978** Ast. Vicente Forte—Tigre (28)<br>31,40 8,95 3,571<br>28,50 8,50 4,20<br>1 dk | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 8Cy. 230 × 270 geared to sc. shaft<br>Grandi Motori Trieste<br>It<br>12 |
| 7822782 | **C. 1001**<br>**Government of The Republic of Zaire (Office National des Transports) (ONATRA)**<br>Kinshasa Zaire | 780<br>—<br>1 400 | ✠A1<br>inland waterways barge<br>non—perishable cargoes<br>EL 91,5/30,5U2<br>FN 1186 | **1979**-11 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5100)<br>Re-erected **1979** ............Zaire<br>12,04 1,601<br>81,01 12,01 2,62<br>1 dk<br>rf nil<br>5BH WBnil | **General Cargo Barge** | |
| 7822794 | **C. 1002**<br>**Government of The Republic of Zaire (Office National des Transports) (ONATRA)**<br>Kinshasa Zaire | 780<br>—<br>1 400 | ✠A1<br>inland waterways barge<br>non—perishable cargoes<br>EL 91,5/30,5U2<br>FN 1186 | **1980**-1 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5200)<br>Re-erected **1980** ............Zaire<br>12,04 1,601<br>81,01 12,01 2,62<br>1 dk<br>rf nil<br>5BH WBnil | **General Cargo Barge** | |
| 7822809 | **C. 1003**<br>**Government of The Republic of Zaire (Office National des Transports) (ONATRA)**<br>Kinshasa Zaire | 780<br>—<br>1 400 | ✠A1<br>inland waterways barge<br>non—perishable cargoes<br>EL 91,5/30,5U2<br>FN 1186 | **1980**-2 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5300)<br>Re-erected **1980** ............Zaire<br>12,04 1,601<br>81,01 12,01 2,62<br>1 dk<br>rf nil<br>5BH WBnil | **General Cargo Barge** | |
| 7822811 | **C. 1004**<br>**Government of The Republic of Zaire (Office National des Transports) (ONATRA)**<br>Kinshasa Zaire | 780<br>—<br>1 400 | ✠A1<br>inland waterways barge<br>non—perishable cargoes<br>EL 91,5/30,5U2<br>FN 1186 | **1980**-3 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5400)<br>Re-erected **1980** ............Zaire<br>12,04 1,601<br>81,01 12,01 2,62<br>1 dk<br>rf nil<br>5BH WBnil | **General Cargo Barge** | |
| 7822823 | **C. 1005**<br>**Government of The Republic of Zaire (Office National des Transports) (ONATRA)**<br>Kinshasa Zaire | 780<br>—<br>1 400 | ✠A1<br>inland waterways barge<br>non—perishable cargoes<br>EL 91,5/30,5U2<br>FN 1186 | **1980**-5 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5500)<br>Re-erected **1980** ............Zaire<br>12,04 1,601<br>81,01 12,01 2,62<br>1 dk<br>rf nil<br>5BH WBnil | **General Cargo Barge** | |
| 7822990 | **C. 1006**<br>**Government of The Republic of Zaire (Office National des Transports) (ONATRA)**<br>Kinshasa Zaire | 780<br>—<br>1 400 | ✠A1<br>inland waterways barge<br>non—perishable cargoes<br>EL 91,5/30,5U2<br>FN 1186 | **1980**-5 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5600)<br>Re-erected **1980** ............Zaire<br>12,04 1,601<br>81,01 12,01 2,62<br>1 dk<br>rf nil<br>5BH WBnil | **General Cargo Barge** | |
| 5238808<br>265094<br>Df Esd<br>Gc Pfd<br>Rdr RT | **C-C-9**<br>ex Moi-78<br>**Cementos Guadalajara S.A.**<br>Ensenada, Baja California Mexico | 485<br>63<br>— | AB | **1953** Levingston SB. Co.—Orange, Tx (159)<br>*41,18* 10,09 4,646<br>41,00 10,06 5,19<br>F 12,2 2 dks | **TM Tug** | 2 Oil 2SA each 6Cy. 405 × 510<br>Fairbanks Morse & Co. Beloit,<br>Fuel 151,5t<br>13 |
| 7100902<br>WX5488<br>502601 | **C-TRUC**<br>**C-Truc Inc.**<br>New Orleans, La United States of America | 138<br>47<br>— | | **1966** Graham Boats Inc.—Pascagoula, Ms<br>*24,51*<br>7,45 3,23<br>1 dk | **M Supply Ship** | Oil<br>1 000bhp (736kW)<br>............<br>Fuel (d.o.) |
| 5419347<br>SZYW<br>Df Esd<br>Rdr RTv | **C-1060**<br>ex Elke Frese-75 ex Comet-66<br>ex Torsburgen-63<br>**Bangladesh Inland Water Transport Corp.**<br>Dacca Bangladesh | 499<br>271<br>1 000 | (GL) | **1960** Schiffsw. H. Rancke—Hamburg (183)<br>60,41 9,35 4,014<br>54,03 9,30 4,07<br>P & B 36,9 F 7,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 644 B.1 459<br>3 Ha (8,4 10,0 10,0 × 5,4) ER<br>3W Der 1(3) 2(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Ko<br>Fuel 40,5t 11,5 |
| 8201143<br>648354 | **C/CENTURION**<br>**Co-Mar Offshore Corp.**<br>Morgan City, La United States of America | 292<br>198<br>1 200 | AB (Class cont.) | **1982** Houma Fabricators—Houma, La (74)<br>... ... ...<br>51,21 11,60 4,35<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Detr |
| 8120002<br>643978 | **C/TITAN**<br>**Titan Marine Inc.**<br>Morgan City, La United States of America | 292<br>198<br>1 200 | AB (Class cont.) | **1982** Houma Fabricators—Houma, La (72)<br>... ... ...<br>51,21 11,60 4,35<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Detr |
| 8120014<br>646555 | **C/TROJAN**<br>**Coastal Marine Inc.**<br>Morgan City, La United States of America | 292<br>198<br>1 200 | AB (Class cont.) | **1982** Houma Fabricators—Houma, La (73)<br>... ... ...<br>51,21 11,60 4,35<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Detr |

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|---|---|---|---|---|---|---|
| 8024739<br>637605<br>Df Pfd<br>Rdr RT | **C/VIKING**<br>ex Mariner Viking-81<br>**American Offshore Marine Corp.**<br>Houston, Tx United States of America | **269**<br>175<br>1 000 | AB | **1981** Mangone Swiftships Inc.—Houston, Tx (130)<br>... ... ...<br>49,08 11,60 3,97<br>F 15,3 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 5056561<br>312836<br>Df Esd<br>Pfd Rdr<br>RT | **CAAMANO SOUND**<br>**Union Trading Ltd.**<br>Vancouver, B.C. Canada | **122**<br>83<br>— | | **1960** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (343)<br>23,63 6,66<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>375bhp (276kW) NE 68<br>.............. |
| 7386166<br>LOKK<br>Df Esd<br>Gc Rdr<br>RT | **CAAVEIRO**<br>**Pesquera San Carlos S.A.**<br>Argentina | **2 328**<br>932<br>2 730 | **✠100A1** SS 11/79<br>stern trawler<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL R 1$\frac{13}{16}$"U1<br>FN 1978 | **1975**-4 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (180)<br>92,23 (BB) 15,04 7,011<br>80,35 15,00 9,61<br>F 34,5 2 dks<br>rf 584 Box K 610 DK in way of fwd fish hold<br>2BH to U dk 4 to 2nd dk WB171T | **M Fishing**<br>Stern Trawler Ref<br>In.2 716 | 2 Oil 4SA each 8Cy. 400 × 580 sr geared to sc. shaft<br>5 340bhp (3 928kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>AuxB (o.f.) 6kgf/cm² (5,9bar)<br>e(ex.g) 6,5kgf/cm² (6,4bar)<br>Gen 2 × 160kW 2 × 1120kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7726093<br>EHVT<br>316<br>Df Esd<br>Gc Rdr<br>RT | **CABA DOS**<br>ex Duro Ocho-82<br>**Naviera Catalana Balear S.A.**<br>Gijon Spain | T.Mk<br>**1 599**<br>910<br>3 953<br>**2 507**<br>1 490<br>4 449 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1799 | **1980**-1 Soc. Met. Duro Felguera—Gijon (149)<br>86,52 (BB) 14,36 —/6,763<br>79,30 14,32 8,36<br>P 12,8 F 9,5 1 dk<br>rf nil<br>4BH WB1611T incl. DTf122T, Lwr STs in hold 429T and Upr STs in hold 278T | **M General Cargo**<br>2 Ho 32,4 20,5 2 TwD ER<br>G.5 202<br>2 Ha (stl) (24,9 18,6 × 10,5) ER | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,0t (d.o.) 298,5t (hvf) 13,25kn |
| 5275997<br>LCVA<br>18758<br>Df Esd<br>Rdr RT | **CABAL**<br>ex Peter Sonne-76<br>**Pettersen & Sonner**<br>Bergen Norway | **487**<br>265<br>775 | BV | **1961** J. J. Sietas K.G. Schiffswerft—Hamburg (483)<br>51,29 8,97 3,556<br>48,39 8,89 3,99<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.991 B.878<br>2 Ha (each 12,6 × 5,8) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 290 × 490<br>480bhp (353kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 49,0t (d.o.)-1,5pd 10kn |
| 6403541<br>EDJH<br>Df Esd<br>RT | **CABALLA**<br>**Avelino Rodriguez Gomez y otro**<br>Huelva Spain | **117**<br>37<br>— | (BV) | **1964** Ast. Construcciones S.A.—Vigo (30)<br>26,45 6,15<br>22,00 6,10 3,20<br>RW | **M Fishing**<br>Side-fishing<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 140 × 180<br>320bhp (235kW) MWM<br>Suddeutsche Bremsen A.G. Muenchen<br>Fuel 40,5t 9,75kn |
| 6907470<br>H8YI<br>1075<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CABANA**<br>ex Luckyward-80<br>ex Kitcho Maru-80<br>**Chambord Line Inc.**<br>Panama Panama | **3 830**<br>2 533<br>6 170 | NK | **1968** Onomichi Zosen—Onomichi (207)<br>108,67 16,44 6,757<br>100,44 16,41 8,39<br>P 24,1 F 9,5 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.8 449 B.7 964<br>3 Ha (stl) (13,1 21,0 12,7 × 7,6) ER<br>Der 4(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 140kW 445V a.c.<br>Fuel 442,0t-12,0pd 12,75kn |
| 6700511<br>D3TD<br>C474<br>Df Esd<br>Gc Pfd<br>Rdr | **CABANG 1**<br>**Companhia de Navegacao Angolana S.a.r.l. 'Navang'**<br>Luanda Angola | **495**<br>238<br>705 | ✠Classed LR until 15/4/76 | **1966**-12 Sorefame—Lobito (33)<br>55,94 9,78 3,436<br>50,02 9,76 3,94<br>P 20,8 F 10,1 1 dk<br>rf 127 | **M General Cargo**<br>Ref<br>Mchy.aft | Oil 4SA 7Cy. 273 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>11kn |
| 7726081<br>EHUT<br>314<br>Df Esd<br>Gc Rdr<br>RT | **CABAUNO**<br>ex Duro Siete-81<br>**Naviera Catalana Balear S.A.**<br>Gijon Spain | T.Mk<br>**1 599**<br>911<br>3 953<br>**2 507**<br>1 485<br>4 449 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1799 | **1979**-12 Soc. Met. Duro Felguera—Gijon (148)<br>86,52 (BB) 14,36 —/6,763<br>79,30 14,32 8,36<br>P 12,8 F 9,5 1 dk<br>rf nil<br>4BH WB1611T incl. DTf122T, Lwr STs in hold 429T and Upr STs in hold 278T | **M General Cargo**<br>2 Ho 32,5 20,6 2 TwD ER<br>G.5 202<br>2 Ha (stl) (25,0 18,7 × 10,6) ER | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 144kW 3 × 140kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 36,0t (d.o.) 311,5t (hvf) 13,25kn |
| 7531486<br>Df Esd<br>Gc Rdr<br>RTv | **CABEDELO**<br>**Government of The Federative Republic of Brazil**<br>Vitoria Brazil | **244**<br>139<br>— | GL | **1976** Est. EBIN/So S.A.—Niteroi (67)<br>26,01 8,31 2,934<br>24,69 8,01 3,97<br>1 dk | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 330 geared to sc. shaft<br>MAN<br>Mecanica Pesada S.A. Taubate<br>Fuel (d.o.) 12,5kn |
| 5056640 | **CABIMAS**<br>**La Translacuste Cia. Anonima de Transportes**<br>Maracaibo Venezuela | **330**<br>216<br>— | | **1946** Levingston SB. Co.—Orange, Tx (394)<br>*43,38* 10,39<br>10,34<br>1 dk | **TM Passenger/General Cargo/Ferry** | 2 Oil 4SA each 6Cy. 330 × 405<br>Atlas Imperial D.E. Co. Oakland, Ca |
| 7202700<br>H05733<br>2843<br>-72A<br>RT | **CABINDA MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | **294**<br>199<br>— | | **1967** Mangone SB. Corp.—Houston, Tx (84)<br>*43,29* 3,226<br>43,03 10,98 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| **6409349**<br>GNCH<br>306084<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CABLE ENTERPRISE**<br>**Cable and Wireless Public**<br>**Limited Company**<br>London United Kingdom | **4 358**<br>1 386<br>2 794 | **✠100A1** SS 7/78<br>Ice Class 3<br>**✠LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2190 | **1964**-7 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1312)<br>113,19 14,99 5,800<br>91,45 14,94 9,00<br>B 61,9 2 dks, 3rd dk in fwd hold<br>rf 152 DK fwd<br>Coll BH to U dk 4 to 2nd dk WB606t incl. DTf122t | **TD-E Cable-layer** | | 3 Oil 4SA each 6Cy. 381 × 508 total<br>4 359bhp (3 206kW) driving 2 gen.<br>814kW 462V d.c. 1 gen. of 1 018k<br>576V d.c. connected to 2 elec. moto<br>each of 1 650shp (1 214kW) (WL)<br>English Electric Co. Ltd. R<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 2 × 450kW 2 × 300kW 220V<br>Thw. thrust propeller fwd<br>Fuel 462,5t (d.o.) |
| **5056676**<br>ZSJE<br>181936<br>Df Esd<br>Rdr RT | **CABLE RESTORER**<br>ex Retriever III-61 ex Retriever-60<br>**South Atlantic Cable Co. Ltd.**<br>Cape Town/ South Africa<br>Kaapstad | **1 508**<br>515<br>1 187 | **✠100A1** SS 4/82<br>with freeboard<br>**✠LMC**<br>EL (p) 1$\frac{11}{16}$"<br>FN 1288 | **1944**-6 Swan, Hunter & Wigham Richardson Ltd.—Wallsend<br>76,82 11,10 4,979<br>69,73 11,05 7,42<br>B 12,5 2 dks<br>RW<br>5BH to U dk 1 to 2nd dk WB277t incl. Tunnel tank 61t | **TS Cable-layer**<br>Mchy.aft<br>1W | | T 6Cy. (2) 330 (2) 559 & (2) 914 × 61<br>970ihp (713kW)<br>Swan, Hunter & Wigham Richardson Newc<br>2 WTB 200lbf/in² (13,8bar) hs269,5<br>✠ ndb 7/61 120lbf/in² (8,3bar)<br>Fuel 356,5t (o.f.) |
| **5249039**<br>GUXZ<br>377278<br>Df Esd<br>Gc Rdr<br>RT | **CABLE VENTURE**<br>ex Neptun-76<br>**Cable and Wireless Public**<br>**Limited Company**<br>London United Kingdom | **9 019**<br>3 431<br>10 635 | AB | **1962** Luebecker Flender-Werke AG.—Luebeck-Siems (532)<br>151,95 18,80 8,973<br>134,55 18,75 12,60<br>2 dks<br>RW rf nil | **TD-E & M Cable-layer**<br>6 Ho ER | CSD | 4 Oil total 5 960bhp (4 384kW)<br>(i) 2 Oil 4SA each 12Cy. 300 × 450 ge to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Aug<br>(ii)2 Oil 4SA each 12Cy. 300 × 450 dr 2 gen. connected to 4 elec. motors geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) Aug 12 |
| **7813884**<br>GBKK<br>388618<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CABLEMAN**<br>**Rowbotham Tankships Ltd.**<br>London United Kingdom | **4 916**<br>3 369<br>8 496 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL W 498,0/44,0U3(a)<br>FN 2909 | **1980**-10 Appledore Shipbuilders Ltd.—Appledore (129)<br>117,20(BB) 17,53 7,203<br>109,63 17,51 9,02<br>1 dk<br>rf 102<br>9BH WB796T incl. DTf445T | **M Tanker**<br>SBT IGS<br>15 Ta ER<br>L.(oil) 10 555 | | Vee Oil 4SA 16Cy. 254 × 305 sr geare sc. shaft<br>4 056bhp (2 983kW)<br>Ruston Diesels Ltd. Newton-le-Wi<br>2 AuxB (1 o.f. 1 ex.g) 8,3kgf/cm² (8,2ba<br>Gen 4 × 200kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **5097357**<br><br><br>Esd Pfd<br>RT | **CABO AZUL**<br>ex Cabo Negro-77<br>ex Eduard Essberger-68<br>**Compania Naviera Parana S.A.**<br>**(CONAPA)**<br>Buenos Aires Argentina | **588**<br>290<br>806 | (GL) | **1958** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1062)<br>58,78 8,67 3,582<br>54,36 8,62 3,74<br>P 16,5 F 8,6 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 094 | | Oil 4SA 8Cy. 290 × 420<br>700bhp (515kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 31kW 115V d.c.<br>Fuel (d.o.) 10 |
| **7629582**<br><br>5337<br>Rdr | **CABO BLANCO**<br>ex Ryosei Maru No. 11-79<br>**Compania Naviera Parana S.A.**<br>**(CONAPA)**<br>Buenos Aires Argentina | **993**<br>647<br>2 290 | NK | **1971** Murakami Hide Zosen K.K.—Hakata (88)<br>73,84 11,43 5,060<br>67,98 11,41 5,85<br>P 17,1 F 11,0 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 690 | | Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. J<br>Fuel 61,0t-6,0pd 12 |
| **5143924**<br>CSDC<br>I-403<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CABO BOJADOR**<br>ex Haukefjell-71<br>**Companhia Nacional de**<br>**Navegacao S.a.r.l.**<br>Lisboa Portugal | T.Mk<br>**2 690**<br>1 335<br>4 059<br>**4 156**<br>2 536<br>5 543 | (NV) | **1962** Kieler Howaldtswerke A.G.—Kiel (1088)<br>108,21 15,85 6,309/7,538<br>97,90 15,60 9,00<br>B 17,7 F 13,8 2 dks<br>rf 51 | **M General Cargo**<br>Ref<br>3 Ho 27,2 27,2 15,6 1 TwD 53,7<br>G.7 741 B.7 226 In.519<br>TEU 62 C. 62/20'<br>3 Ha (stl) (19,0 19,0 × 7,0) (7,4 × 5,0)<br>12W Der 3(25) 6(5) 4(3) | | Oil 2SA 6Cy. 600 × 1050<br>4 050bhp (2 979kW)<br>Masch. Augsburg-Nuernberg (MAN) Augs<br>Gen 3 × 164kW 450V 60Hz a.c.<br>Fuel 267,0t (hvf) 14 |
| **5009582**<br>5MQH<br>4037<br>Df Esd<br>Gc Rdr<br>RT | **CABO BOJEADOR**<br>ex Frigoartico-71 ex Aldenburg-68<br>**Maritime Co. Overseas Inc.**<br>Maritime Co. of The Philippines Inc.<br>Monrovia Liberia | **2 511**<br>1 390<br>3 500 | GL | **1958** Valmet Oy Pansion Tehdas—Turku/Abo (238)<br>126,19 15,17 6,100<br>113,82 15,16 8,77<br>P 22,0 2 dks & S dk | **M General Cargo**<br>Ref.<br>Ice strengthened<br>In.6 464<br>4 Ha<br>8W Der 16(2,75) | OSD | Oil 2SA 8Cy. 700 × 1200<br>5 340bhp (3 928kW)<br>Masch. Augsburg-Nuernberg (MAN) Augs 16 |
| **5066542**<br>5MSY<br>4064<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CABO BOLINAO**<br>ex Cayman-71<br>**Maritime Co. Overseas Inc.**<br>Maritime Co. of The Philippines Inc.<br>Monrovia Liberia | T.Mk<br>**4 810**<br>2 205<br>—<br>**6 040**<br>3 877<br>5 995 | **✠100A1** SS 10/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at<br>FN 3506 | **1956**-7 Eriksbergs M/V A/B—Goteborg (492)<br>135,39 17,28 —/7,798<br>124,97 17,07 10,98<br>F 14,4 2 dks, 3rd dk clear of mchy. space, 4th dk fwd of mchy. space<br>rf 500<br>4BH to U dk 2 to 2nd dk WB1931t incl. Tunnel tanks 1214t | **M General Cargo**<br>Ref<br>4 Ho 24,5 17,9 21,0 25,5<br>In.7 226<br>4 Ha (stl) (8,4 8,2 8,2 8,2 × 4,8)<br>Der 8(5) | | Oil 2SA 7Cy. 740 × 1400<br>7 600bhp (5 590kW) B<br>Eriksbergs M/V A/B Gote<br>AuxB 71lbf/in² (4,9bar)<br>Gen 4 × 250kW 220V d.c.<br>Fuel (hvf) |
| **5056688**<br>CSNU<br>LX-46-A<br>Esd RT | **CABO BRANCO**<br>**Sociedade Comercial Maritima**<br>**Ltda.**<br>Lisboa Portugal | **400**<br>168<br>— | **✠100A1** SS 10/78<br>trawler<br>**✠LMC**<br>EL (f) o 1$\frac{1}{4}$"<br>FN 484 | **1949**-8 Est. Nav. de Viana do Castelo—Viana do Castelo (5)<br>45,47 8,06 3,830<br>40,11 8,01 4,04<br>RQD 19,9 F 10,1<br>BK 191<br>5BH WB60t | **M Fishing**<br>Side Trawler | | Oil 4SA 7Cy. 330 × 600<br>760bhp (559kW)<br>N.V. Werkspoor Amster |
| **5183998**<br><br>4732<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CABO BRANCO**<br>ex Katsu Maru No. 10-77<br>**Companhia de Pesca Norte do**<br>**Brasil**<br>Cabedello Brazil | **399**<br>112<br>— | NK | **1961** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (962)<br>54,01 8,36 3,683<br>48,54 8,31 4,42<br>1 dk | **M Whaler**<br>Mchy.aft | | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Hayashikane Zosen Shimono<br>Gen 2 × 170kW d.c.<br>Fuel 176,0t-8,0pd |

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| **CABO CORRIENTES I**<br>ex Sven Salen-77<br>**A. Bottacchi S.A. de Navegacion**<br>Buenos Aires Argentina | **25 780**<br>15 297<br>43 619 | ✠Classed LR until 20/1/78 | NV | **1958**-9 A/B Gotaverken—Goteborg (731)<br>213,42 29,34 11,450<br>204,22 29,27 14,71<br>P 38,8 B 5,2 F 23,2 1 dk<br>rf 51 | **TM Tanker**<br>31 Ta ER<br>L.54 864 L.(oil) 54 850<br>Der 7(5) 3(3) | HeCls. BC | 2 Oil 2SA each 8Cy. 760 × 1500<br>20 000bhp (14 711kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 350kW 2 × 235kW 440V 60Hz a.c.<br>Fuel 3 487,0t (hvf)-70,0pd 16kn |
| **CABO DA ROCA**<br>**Lisbon Harbour Board**<br>Lisboa Portugal | **194**<br>25<br>299 | ✠Classed LR until 3/74 | | **1973**-1 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (129)<br>28,22 8,89 2,159<br>27,03 8,50 3,41<br>1 dk<br>rf 279 | **TM Tug**<br>Fire-fighting | | 2 Oil 4SA each 8Cy. 240 × 280<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 40kW 380V 50Hz a.c.<br>2 Directional propellers |
| **CABO DE BUENA ESPERANZA**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>54<br>— | | AB | **1976** Ast. Monarca—Guaymas (558)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| **CABO DE HORNOS**<br>**Government of The Argentine Republic (Servicio de Transportes Navales)**<br>Buenos Aires Argentina | **7 838**<br>2 850<br>7 640 | | AB | **1979** Menghi y Penco S.A. Principe —Avellaneda (110)<br>119,89 17,81 7,494<br>109,00 17,48 9,68<br>P 23,8 F 15,0 2 dks<br>rf nil | **TM General Cargo**<br>3 Ho ER<br>TEU 120 C. 120/20′<br>3 Ha ER<br>Cr 2(12,5) 1(5) | | 2 Oil 4SA each 6Cy. 400 × 480 sr geared to sc. shafts<br>8 700bhp (6 399kW) Sulzer<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 320kW a.c.<br>15kn |
| **CABO DE SANTA MARTA**<br>**Transnave Navegacao Ltda.**<br>Rio de Janeiro Brazil | **3 939**<br>2 744<br>5 368<br>**4 557**<br>4 086<br>7 329 | ✠Classed LR until 5/12/80 | AB | **1960**-1 Stocznia Szczecinska im. A. Warskiego—Szczecin (B55/07)<br>123,93 16,54 6,554/—<br>112,27 16,50 9,99<br>F 10,4 2 dks<br>rf nil | **M General Cargo**<br>5 Ho<br>G.10 179 B.9 203<br>5 Ha | | Oil 2SA 6Cy. 700 × 1200<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 175kW a.c.<br>15kn |
| **CABO ENGANO**<br>ex Shozen Maru-82<br>**Ozanam Corp.**<br>Panama Panama | **23 955**<br>14 908<br>37 257 | | NK | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (675)<br>193,40 28,05 10,775<br>182,02 28,00 16,01<br>F 12,8 1 dk pt 2nd & 3rd dks | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho ER<br>B.49 706<br>7 Ha (9,6 × 11,9) (13,1 10,5 17,6 10,5 17,6 10,5 × 13,7) ER | HeCls. B | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 220kW 450V a.c.<br>Fuel 205,5t (d.o.) 2 001,5t (hvf)-45,5pd 15kn |
| **CABO ESPICHEL**<br>**Lisbon Harbour Board**<br>Lisboa Portugal | **194**<br>25<br>299 | ✠Classed LR until 2/74 | | **1973**-3 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (130)<br>28,22 8,89<br>27,03 8,50 3,41<br>rf 279 | **TM Tug**<br>Fire-fighting | | 2 Oil 4SA each 8Cy. 240 × 280<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 40kW 380V 50Hz a.c.<br>2 Directional propellers |
| **CABO ESPIRITU SANTO**<br>Launched as Kandanghaur Permina 58<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **3 967**<br>2 183<br>6 336 | | BV | **1976** Robin Shipyard (Pte.) Ltd.—Singapore (130)<br>110,83 5,920<br>105,01 19,41 7,52<br>1 dk | **TM Tanker**<br>CBT<br>18 Ta ER<br>L.(oil) 8 491 | | 2 Oil 4SA each 6Cy. 310 × 380<br>4 200bhp (3 089kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 569,0t (hvf)-23,5pd 13kn |
| **CABO FALCO**<br>ex Elgueta-62<br>**Eduardo Martinez de la Calleja**<br>Gijon Spain | **988**<br>542<br>1 400 | | BV (AB) | **1960** Ast. de T. Ruiz de Velasco—Bilbao (58)<br>67,52 9,83 4,830<br>59,42 9,81 5,49<br>P 14,4 RQD 21,7 F 4,6 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.1 897 B.1 674<br>2 Ha (stl) (9,2 21,4 × 5,0) ER<br>6W Der 6(3) | | Oil 2SA 8Cy. 340 × 570<br>1 480bhp (1 089kW) Polar<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 129,0t 13kn |
| **CABO FINISTERRE**<br>**Olga Vaquero Seoane**<br>Vigo Spain | **208**<br>80<br>— | | BV | **1962** Construcciones Navales P. Freire S.A. —Vigo (11)<br>33,53 6,68 3,277<br>29,01 6,61 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | | Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW) NE 70 Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 76,5t (d.o.) 10,25kn |
| **CABO FORMENTOR**<br>ex Virgen de Arrixaca-62<br>**Naviera de Galicia S.A. (NAVIGASA)**<br>Sevilla Spain | **988**<br>542<br>1 450 | | AB BV | **1960** Ast. de T. Ruiz de Velasco—Bilbao (62)<br>67,52 9,83 4,830<br>59,42 9,81 5,49<br>P 14,1 F 4,6 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.1 957 B.1 725<br>2 Ha (stl) (11,4 19,3 × 5,3) ER<br>6W Der 6(3) | | Oil 2SA 8Cy. 340 × 570<br>1 480bhp (1 089kW) Polar<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 129,0t (d.o.) 12kn |
| **CABO FRIO**<br>**Transnave Navegacao Ltda.**<br>Rio de Janeiro Brazil | **3 939**<br>2 744<br>5 368<br>**4 557**<br>4 086<br>7 329 | ✠Classed LR until 22/8/80 | AB | **1959**-9 Stocznia Szczecinska im. A. Warskiego—Szczecin (B55/05)<br>123,93 16,54 6,547/—<br>112,27 16,50 9,99<br>F 10,4 2 dks<br>rf nil | **M General Cargo**<br>5 Ho<br>G.10 179 B.9 203<br>5 Ha | | Oil 2SA 6Cy. 700 × 1200<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 175kW a.c.<br>15kn |
| **CABO GIRAO**<br>**Junta Autonoma dos Portos do Arquipelago da Madeira**<br>Funchal Portugal | **183**<br>21<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 6/82<br>EL (b)<br>FN 314 | **1963**-9 Est. Nav. do Mondego—Figueiro da Foz (72)<br>29,57 8,11 3,353<br>26,83 7,78 3,89<br>RAD 1,6<br>rf 51<br>4BH WB32t | **M Tug** | | 2 Oil 4SA each 6Cy. 250 × 350 through flexible couplings & sr gears to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller |

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| **6416029**<br>LQRM<br>Df Esd<br>Gc Rdr<br>RT | **CABO GUARDIAN**<br>ex Polykarp-81<br>**A.L. Picco**<br>Buenos Aires Argentina | **26 623**<br>14 434<br>46 713 | NV | **1964** Eriksbergs M/V A/B—Goteborg (577)<br>215,22 29,01 11,945<br>203,64 28,96 15,40<br>P 47,0 B 13,5 F 24,1 1 dk<br>rf 76 | **M Tanker**<br>SBT 2P<br>25 Ta ER<br>L.(oil) 54 142 HeCls. BC | Oil 2SA 10Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>Eriksbergs M/V A/B<br>Gen 1 × 400kW 2 × 396kW<br>440V 60Hz a.c.<br>Fuel 3 015,0t (hvf)-48,0pd |
| **5056834**<br>EDPG<br>1668<br>Df Esd<br>Pfd RTm | **CABO HIGUER**<br>**Fermin Erquicia Saizar**<br>Pasajes Spain | **186**<br>116<br>300 | BV | **1962** S.A. Balenciaga—Zumaya (72)<br>*28,60* 6,20 3,277<br>6,10 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 1,0) | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW)<br>Carmelo Unanue<br>Fuel 68,0t (d.o.) |
| **5056858**<br>CUYJ<br>LX-76-A<br>Df Esd | **CABO JUBY**<br>**Sociedade Comercial Maritima Ltda.**<br>Lisboa Portugal | **455**<br>197<br>— | ✠**100A1** SS 2/78<br>trawler<br>✠**LMC**<br>EL (h) r $1\frac{1}{8}$"<br>FN 587 | **1960**-7 Est. Nav. do Mondego—Figueiro da Foz (57)<br>51,21 8,62 4,039<br>46,36 8,40 4,25<br>F 9,5<br>RW rf 914 BK 178<br>5BH WB37t | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>N.V. Werkspoor |
| **7428017**<br>Df Esd<br>Gc Rdr<br>RT | **CABO LEDO**<br>Launched as Arpem 14<br>**Sociedade de Pesca Marafrica S.a.r.l.**<br>Luanda Angola | **272**<br>61<br>157 | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL F 275,0/22,0U1<br>FN 287 | **1980**-12 INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (128)<br>Recmd.**1982**-9<br>30,51 8,03 3,452<br>25,00 7,65 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260 with<br>flexible couplings & sr geared<br>915bhp (673kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 104kW 1 × 40kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 80,5t (d.o.) |
| **5020445**<br>EHNN<br>8599<br>Df | **CABO MORAS**<br>ex Antonito Vera-69<br>**Masso Hermanos S.A.**<br>Vigo Spain | **250**<br>87<br>— | | **1928** A/S Akers M/V—Oslo (435)<br>*35,00* 6,91<br>... ... ...<br>R | **S Whaler** | T 3Cy. 343 559 & 953 × 610<br>A/S Akers M/V<br>Fuel (o.f.) |
| **7053006**<br>3EXB<br>10467-PEXT5<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CABO PILAR**<br>**Sociedad Anonima de Navegacion Petrolera (SONAP)**<br>Southern Shipmanagement (Chile) Ltd.<br>Valparaiso Panama | **31 251**<br>21 925<br>68 930 | ✠**100A1** CS 7/81<br>ore carrier<br>Nos. 2 & 4 holds may be empty or oil cargoes<br>✠**LMC** **UMS**<br>EL 0t $3\frac{7}{16}$"U2<br>FN 12043 | **1971**-5 Mitsubishi Heavy Industries Ltd. —Hiroshima (215)<br>249,03(BB) 32,26 12,910<br>237,01 32,21 18,60<br>F 21,1 1 dk<br>rf 51<br>9BH WB20367t incl. 9360t in clean ballast tanks | **M Ore/Oil Carrier**<br>pt higher tensile steel<br>15 Ta ER<br>G.28 499 L.(oil) 71 998 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>WTAuxB 18kgf/cm² (17,7bar) h<br>e(ex.g) 21kgf/cm² (20,6bar)<br>rcv 18kgf/cm² (17,7bar)<br>Gen 3 × 600kW 450V 60Hz a |
| **5056901**<br>CSFP<br>RT | **CABO RASO**<br>**Lisbon Harbour Board**<br>Lisboa Portugal | **297**<br>76<br>— | ✠Classed LR until 6/33 | **1928**-5 Harland & Wolff Ltd.—Govan, Glasgow (803 G)<br>36,68 7,65 4,268<br>7,60<br>R | **S Tug** | T 3Cy. 419 686 & 1118 × 76<br>McKie & Baxter Ltd. |
| **6515667**<br>WU9629<br>297392<br>Df Rdr<br>RTm/v | **CABO ROJO**<br>**Caribe Tugboat Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **191**<br>101<br>— | AB | **1965** Equitable Equipment Co. —Madisonville, La (1347)<br>29,11 8,84 3,598<br>26,52 8,62 4,02<br>BK 51 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159<br>reverse reduction geared to s<br>Caterpillar Tractor Co. P<br>Gen 2 × 40kW 205V 60Hz a.c<br>Fuel 123,0t (d.o.) |
| **5025835**<br>6ZPM<br>4184<br>Df Esd<br>Gc Rdr<br>RT | **CABO SAN AGUSTIN**<br>ex Frigoantartico-72<br>ex Artlenburg-68<br>**Maritime Co. Overseas Inc.**<br>Maritime Co. of The Philippines Inc.<br>Monrovia Liberia | T.Mk<br>**2 514**<br>1 386<br>3 500 | GL | **1960** Valmet Oy Pansion Tehdas —Turku/Abo (252)<br>126,19 15,17 6,241<br>113,82 15,16 8,77<br>B & F 72,0 2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>In.6 440<br>4 Ha (5,5 6,2 6,2 4,8 × 5,4)<br>8W Der 8(3) | Oil 2SA 8Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MA<br>Fuel 853,5t |
| **5402021**<br>LOMW | **CABO SAN BARTOLOME**<br>**Compania Tecnica Internacional S.A.I.C. (TECHINT)**<br>Buenos Aires Argentina | **3 375**<br>1 991<br>4 340 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>Bow doors<br>1 Ho ER<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Fuel 609,5t (d.o.) |
| **5402033**<br>LQYS | **CABO SAN DIEGO**<br>**Maruba Sociedad en Comandita por Acciones**<br>Buenos Aires Argentina | **3 375**<br>1 991<br>4 340 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>Bow doors<br>1 Ho ER<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Fuel 609,5t (d.o.) |
| **5402045**<br>LOMX | **CABO SAN FCO. DE PAULA**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 375**<br>1 991<br>4 340 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>Bow doors<br>1 Ho ER<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Fuel 609,5t (d.o.) |
| **5402057**<br>LOMB | **CABO SAN GONZALO**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 375**<br>1 991<br>3 417 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>Bow doors<br>1 Ho ER<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp.<br>Fuel 609,5t (d.o.) |

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| 402069<br>LONA | **CABO SAN ISIDRO**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 375**<br>1 991<br>3 417 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>Bow doors<br>1 Ho ER<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A.<br>Fuel 609,5t (d.o.) 10kn |
| 940845<br>Of RT | **CABO SAN LAZARO II**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mazatlan Mexico | **104**<br>54<br>— | AB | **1976** Ast. Monarca—Guaymas (561)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| 117278<br>SXH<br>6727<br>Of Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CABO SAN LUCAS**<br>ex Bockenheim-80<br>**San Marcos Carriers Inc.**<br>Skaarup Ship Management Corp.<br>Monrovia Liberia | **17 663**<br>11 498<br>31 364 | **✠100A1**<br>bulk carrier strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Ht $2\frac{3}{4}$"U2<br>FN 7036<br>GL | **1971**-12 Verolme Schpsw.—Alblasserdam (848)<br>181,72(BB) 25,71 10,929<br>172,22 25,66 15,19<br>P 29,6 F 16,2 1 dk<br>rf nil<br>10BH WB10621T | **M Bulk Carrier**<br>Self-unloader<br>7 Ho each 17,9 ER<br>G.23 985<br>7 Ha (stl) (each 11,3 × 12,0) ER | Oil 2SA 7Cy. 780 × 1550<br>13 300bhp (9 783kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 182,5t (d.o.) 1 419,0t (hvf) 16kn |
| 026517<br>CSR<br>Of Esd<br>Gc Pfd<br>Rdr RT | **CABO SAN LUCAS**<br>**Cipesca S.A.**<br>Mazatlan Mexico | **1 213**<br>594<br>1 450 | BV (Class cont.) | **1982** Maritima de Axpe S.A.—Bilbao (123)<br>71,02 13,09 5,701<br>63,02 13,01 8,31<br>1 dk | **M Fishing**<br>Tuna Side-fishing Ref. | Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 900kW 440/220V 60Hz a.c.<br>propeller aft<br>16kn |
| 402083<br>LONE | **CABO SAN PIO**<br>**Government of The Argentine Republic (Servicio de Transportes Navales)**<br>Buenos Aires Argentina | **3 375**<br>1 991<br>3 417 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>Bow doors<br>1 Ho ER<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A.<br>Fuel 609,5t (d.o.) 10kn |
| 402100<br>LORK | **CABO SAN VICENTE**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 375**<br>—<br>4 340 | | **1944** Puget Sound Bridge & D.D. Co. —Seattle, Wa<br>100,67 15,24 4,598<br>15,19 7,68<br>1 dk<br>RW conv Naval RoRo Cargo/Tank Landing Ship — | **TM Landing Ship**<br>bow doors<br>Mchy.aft<br>G.3 267 B.2 970 | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A.<br>10kn |
| 5183493<br>EGQW<br>Of Esd<br>Gc Pfd<br>Rdr RT | **CABO SANTA ANA**<br>ex Katendrecht-74<br>**Ybarra y Compania S.A.**<br>Sevilla Spain | T.Mk<br>**6 232**<br>3 275<br>10 541<br>**8 517**<br>4 745<br>11 759 | **✠100A1** CS 9/80<br>DTsf&a—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4328 | **1961**-4 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (774)<br>144,28 20,25 8,133/8,802<br>135,01 20,21 11,84<br>F 26,9 3 dks<br>rf nil<br>7BH WB2432t incl. DTsa493t f791t | **M General Cargo**<br>Ref<br>G.17 028 B.15 789 In.399<br>16W Der 1(50) 1(30) 8(10) 8(5) | Oil 2SA 6Cy. 780 × 1550<br>7 800bhp (5 737kW) MAN<br>Dok-en Werf Mij. Wilton- Fijenoord B.V. Schiedam<br>2 AuxB 100lbf/in² (6,9bar)<br>Fuel 813,0t 16kn |
| 7940821<br>Of RT | **CABO TOSCO II**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Mazatlan Mexico | **104**<br>54<br>— | AB | **1976** Ast. Monarca—Guaymas (565)<br>... ... ...<br>30,08 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| 5329906<br>CSDB<br>1402<br>Of Esd<br>Gc Rdr<br>RTm/h/v | **CABO VERDE**<br>ex Sirefjell-71<br>**Companhia Nacional de Navegacao S.a.r.l.**<br>Lisboa Portugal | T.Mk<br>**2 690**<br>1 335<br>4 059<br>**4 172**<br>2 588<br>5 543 | (NV) | **1962** Kieler Howaldtswerke A.G.—Kiel (1089)<br>108,21 15,65 6,319/7,535<br>97,90 15,60 9,00<br>B 17,7 F 13,8 2 dks<br>rf 51 | **M General Cargo**<br>Ref<br>3 Ho 18,3 27,2 15,6 ER<br>G.7 741 B.7 226 In.501<br>TEU 62 C. 62/20'<br>3 Ha (stl) (19,0 19,0 × 7,0) (7,4 × 5,0) ER<br>12W Der 1(25) 6(5) 6(3) | Oil 2SA 6Cy. 600 × 1050<br>4 050bhp (2 979kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 164kW 450V 60Hz a.c.<br>Fuel 267,0t (hvf) 14,5kn |
| 7311147<br>5399<br>Rdr RT | **CABO VERDE**<br>ex Eiyo Maru No. 8-81<br>ex Eiyu Maru No. 8-79<br>**Compania Naviera Parama S.A.**<br>Buenos Aires Argentina | **1 696**<br>949<br>2 212 | NK | **1971** Fukushima Zosen Ltd.—Matsue (251)<br>78,01 12,53 4,558<br>74,00 12,50 5,69<br>P 18,0 F 13,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 863 | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW a.c.<br>12,25kn |
| 7027497<br>D4BD<br>RTh | **CABO VERDE**<br>**Government of The Republic of Portugal (Ministerio do Marinha)**<br>Sao Vicente Cape Verde Republic | **179**<br>—<br>— | **✠100A1** SS 5/81<br>tug<br>Cape Verde Islands service<br>**✠LMC**<br>EL (a) $\frac{13}{16}$"U1<br>FN 223 | **1970**-8 Sorefame—Lobito (49)<br>25,76 7,07 2,521<br>22,20 6,81 3,20<br>RAD 1,0<br>rf 711 BK 152<br>5BH | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 5Cy. 235 × 330 sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 26kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |
| 5331703<br>RTm | **CABON I**<br>ex Slap-74 | **328**<br>159<br>418 | (JR) | **1952** Poduzece "3 Maj"—Rijeka (286)<br>41,48 7,52 3,201<br>38,28 7,47 3,51<br>P 11,6 F 6,4 1 dk<br>R | **M General Cargo**<br>1 Ho 22,9 ER<br>G.582 B.548<br>2 Ha (8,9 8,4 × 4,7) ER<br>2W Der 2(1,5) | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW) E made50 fitted52 Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 13,0t (d.o.) 9kn |

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| **6514869**<br>VYKF<br>323003<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CABOT**<br>**Clarke Transport Canada Inc.**<br>Newfoundland Steamships Ltd.<br>St. John's, Nfl. Canada | **6 017**<br>3 893<br>8 128 | ✠**100A1** CS 6/77<br>Ice Class 1<br>✠**LMC**<br>EL at 2"SQ<br>FN 3609 | **1965**-6 Davie SB. Ltd.—Lauzon, P.Q. (649)<br>143,54 17,20 7,208<br>134,50 17,07 9,76<br>P 26,9 F 16,5 2 dks<br>rf 152<br>4BH WB2259t | **M General Cargo**<br>3 Ho 31,7 21,9 21,9 ER<br>4 Ha (stl) (9,1 12,9 16,7 13,7 × 7,7)<br>ER<br>Cr 2(15) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>Sulzer Bros. Ltd. Win<br>✠ NAuxB (ex.g) 6/78 100lbf/in² (6,9<br>Gen 3 × 300kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 103,0t (d.o.) 531,5t (hvf)-16,5p |
| | | | **LAID UP — SURVEYS OVERDUE 6/82** | | | |
| **7129489**<br>537964<br>Esd Gc<br>Pfd Rdr<br>RTv | **CABOT**<br>**Midland Enterprises Inc.**<br>Boston, Ma United States of America | **181**<br>123<br>— | AB | **1972** Southern SB. Corp.—Slidell, La (95)<br>29,27 9,00 3,963<br>28,10 8,54 4,58<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 25<br>General Motors Corp. La Grange,<br>Gen 2 × 60kW 210V 60Hz a.c.<br>Fuel 110,5t (d.o.) |
| **6826080**<br>WY4621<br>514267<br>Df Esd<br>Rdr RT | **CABRILLO**<br>**CHB Foods Inc.**<br>San Diego, Ca United States of America | **602**<br>299<br>— | | **1968** J. M. Martinac SB. Corp.—Tacoma, Wa<br>*45,79* 10,83<br>10,37 3,97 | **M Fishing**<br>Side-fishing Ref | Oil<br>2 875bhp (2 115kW)<br>Electro-Motive Div. Gen. Motors La Grange,<br>Gen 2 × 200kW |
| **7717755**<br>EHSW<br>Df Esd<br>Gc Rdr<br>RT | **CABUERNIGA**<br>**Compania Naviera del Saja S.A.**<br>Juan Correa S.A.<br>Santander Spain | **3 850**<br>2 689<br>6 202 | BV | **1979** Astilleros del Atlantico S.A. —Santander (204)<br>106,86 15,93 6,671<br>97,31 15,82 8,72<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 669 | Vee Oil 4SA 12Cy. 400 × 500 geare<br>sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. |
| **6829616**<br>PP2353<br>Df Esd<br>Rdr RT | **CACAO**<br>**Industria Grandense de Pescado**<br>Rio Grande Brazil | **165**<br>54<br>160 | ✠Classed LR until 1/6/73 | **1968**-12 Ruhrorter Schiffs. u. Masch. —Duisburg (446)<br>31,12 7,60 3,201<br>26,22 7,50 3,71<br>F 13,2<br>rf 635 BK 25 | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho 10,4<br>In.144<br>1 Ha (1,4 × 0,9)<br>1W Der 2(3) | Oil 4SA 6Cy. 230 × 270 sr reverse g<br>to sc. shaft<br>610bhp (449kW)<br>Motorenw. Mannheim A.G. (MWM) Ma<br>Gen 1 × 38kW 1 × 18kW<br>440V 60Hz a.c.<br>Fuel 45,5t |
| **7619771**<br>WB4937<br>255195<br>RT | **CACHALOT**<br>**McAlister Equipment Leasing Co.**<br>Bellingham, Wa United States of America | **114**<br>97<br>— | | **1948** Maritime Shipyards—Seattle, Wa (40)<br>*23,20* 7,32 —<br>7,27 1,63<br>1 dk | **Wood TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria<br>Fuel (d.o.) |
| **5057046** | **CACHALOTE**<br>ex Albert W. Vinke-51<br>ex Shooting Star ex Vestfold VI-46<br>ex Rokk-34<br>**Factoria Lima**<br>Callao Peru | **318**<br>25<br>— | *Classed BC until 9/61 | **1925**-8 Smith's Dock Ltd.—South Bank, Middlesbrough (811)<br>41,76 7,98<br>39,63 7,93 4,27<br>1 dk<br>BK 191 | **S Whaler** | T 3Cy. 406 660 & 1092 × 660<br>Smith's Dock Co. Ltd. Middles<br>Fuel (o.f.) |
| **6726357**<br>EFRF<br>8736<br>Df Esd<br>RTm | **CACHAMUINA**<br>**Vda. e Hijos de Antonio Ruiz Gonzalez**<br>Vigo Spain | **208**<br>73<br>140 | BV | **1967** Construcciones Navales P. Freire S.A. —Vigo (48)<br>34,90 6,68 3,404<br>30,00 6,49 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>G.1 200 In.200<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Fuel 80,5t (d.o.) |
| **7363360**<br>Df Esd<br>Rdr RT | **CACHAZA**<br>**Jose Gonzalez Acuna S.A.**<br>Marin Spain | **180**<br>67<br>— | BV | **1975** Ast. Zamacona S.A.—Bilbao (94)<br>30,99<br>28,10 7,01 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy.<br>700bhp (515kW)<br>CKD Praha |
| **7385095**<br>Df Esd<br>Rdr RT | **CACHOFARRA**<br>**LISNAVE-Estaleiros Navais de Lisboa S.a.r.l.**<br>Setubal Portugal | **428**<br>12<br>— | ✠**100A1** SS 7/79<br>tug<br>Portuguese coasting service between Rivers Tagus and Sado<br>✠**LMC**<br>EL (F) ¾"U2<br>FN 384 | **1975**-5 Est. Sao Jacinto S.a.r.L.—Aveiro (107)<br>33,36 9,00<br>30,00 8,50 4,30<br>RAD 1,3 1 dk<br>rf 1041 BK 152<br>4BH WB27T | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 360 × 450 reverse red<br>geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Ma<br>Gen 1 × 48kW 1 × 25kW<br>380V 50Hz a.c. |
| **7224112**<br>Esd | **CACHORRO**<br>**Carlos Giulfo & Franco Pizzoli**<br>Chancay Peru | **100**<br>—<br>— | | **1964** Ast. Peru S.A.—Callao<br>*20,12* 5,49<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 140 × 140<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin M |
| **7705104**<br>YVCE<br>Esd Gc<br>Rdr RT | **CACICA ISABEL**<br>**Consolidada de Ferrys C.A. (CONFERRYS)**<br>Pampatar Venezuela | **2 640**<br>1 086<br>1 321 | NV | **1979** Trondhjems M/V, Aker Trondelag A/S—Trondheim (788)<br>105,01 16,51 3,901<br>96,30 16,50 10,27<br>2 dks<br>BK 203 | **TM RoRo Cargo/Ferry** 1500P<br>Bow door/ramp Stern door/ramp | 2 Oil 4SA each 6Cy. 370 × 400 gea<br>sc. shafts<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz West Ge<br>Gen 3 × 260kW 1 × 152kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers |
| **7808657**<br>Rdr RT | **CACILHENSE**<br>**Transtejo-Transportes Tejo E.P.**<br>Lisboa Portugal | **400**<br>—<br>53 | | **1980** Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (143)<br>31,35 1,901<br>28,50 7,26 3,03<br>1 dk | **M Ferry**<br>Mchy.aft | Oil 4SA 8Cy. 165 × 185<br>700bhp (515kW)<br>M.T.U. Friedrichshafen West Ge |

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| 529698<br>YO3D<br>348<br>Df Esd<br>Gc Rdr<br>RT | **CACIULATA**<br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1975** Santierul Naval Galatz—Galatz<br>130,82(BB) 17,71 6,601/8,100<br>121,21 10,19<br>2 dks | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 1 148,0t 16kn |
| 336260<br>EEH<br>3020 | **CADAGUA**<br>**Junta de Obras del Puerto y Ria de Bilbao**<br>Bilbao Spain | **992**<br>418<br>— | ✠Classed LR until 2/34 | **1930**-12 Soc. Espanola de Const. Nav. —Bilbao<br>59,75 10,98 —<br>4,58<br>RQD 23,2 1 dk | **S Hopper Barge**<br>Bottom doors<br>Mchy.aft | T 3Cy. 432 686 & 1092 × 686<br>Soc. Espanola de Const. Nav. Bilbao |
| 31662<br>ELRG7<br>1058<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CADDIE**<br>**Superline Ltd.**<br>Salen Tanker A/B<br>Monrovia Liberia | **41 390**<br>29 642<br>86 966 | AB | **1981** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (259)<br>243,82(BB) 39,40 13,115<br>233,03 39,36 18,83<br>F 16,5 1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 94 324 | Oil 2SA 8Cy. 670 × 1700<br>17 400bhp (12 799kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| 101372<br>HP9493<br>821-80 | **CADDO**<br>ex Cherokee-79 ex Chickasaw<br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **147**<br>100<br>— | | **1966** Breaux's Bay Craft Inc.—Loreauville, La<br>7,40<br>33,84 3,15<br>1 dk | **Aluminium Alloy TM Supply Launch**<br>Deck Cargo Crewboat 22bth 44dk P | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 27kn |
| 927468<br>GZPS<br>337679<br>Df Esd<br>Gc Rdr<br>RT | **CADENCE**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **392**<br>278<br>610 | | **1969** Drypool Eng. & D.D. Co. Ltd.—Hull (27)<br>44,43 7,88 3,048<br>42,37 7,78 3,76<br>F 3,7 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 32,0 ER<br>G.858 B.783<br>1 Ha (stl) (25,6 × 4,5) ER | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 1 × 2kW 24V d.c.<br>Fuel 21,5t (d.o.) 9kn |
| 603602<br>TMZB<br>3939<br>Esd Pfd<br>Rdr | **CADET**<br>**Andre Charlot**<br>Guilvinec France | **146**<br>48<br>— | BV | **1965** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (541)<br>*30,00* 6,91<br>25,46 6,90 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>G.1 120 In.120<br>2 Ha (each 1,2 × 0,9) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 30,0t (d.o.) 11,5kn |
| 5067125<br>WA3213<br>243423<br>Df Esd<br>Gc Rdr<br>RTm/h | **CADILLAC**<br>Launched as Lake Angelina<br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, De United States of America | **9 053**<br>6 364<br>16 805 | AB | **1943** Great Lakes Eng. Works—River Rouge, Mi (291)<br>189,29 18,34 7,570<br>184,11 18,29 10,67<br>F 17,4 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>4 Ho 31,0 36,5 36,5 29,2 ER<br>G.13 592<br>18 Ha (stl) (each 3,5 × 11,5) ER | T 3Cy. 610 1041 & 1727 × 1067<br>2 500ihp (1 839kW)<br>Gt. Lakes Eng. Works Ecorse, Mi<br>Gen 1 × 60kW 120V d.c.<br>Thw. thrust propeller fwd<br>Fuel 296,5t (o.f.) 11kn |
| 7935632<br>DYAC<br>211890<br>Df Gc<br>Pfd Rdr | **CADIZ**<br>**Victorias Milling Co. Ltd.**<br>Iloilo Philippines | **192**<br>60<br>161 | | **1965** Hickenbotham Bros. Construction Div. —Stockton, Ca (87)<br>24,46<br>23,70 7,01 3,36<br>1 dk | **D-E Tug** | 3 Oil 2DA each 11Cy. connected to elec. motors geared to sc. shaft<br>Atlas Imperial Engine Co. U.S.A. |
| 5384554<br>ODIW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CADMUS**<br>ex Rima Tsiris-80<br>ex Bintang Lima-77<br>ex Aparktias-73 ex Gemma-71<br>ex Wadai-65<br>**Orantus Shipping Co S.A.R.L.**<br>Palmyra Tsiris Lines S.A.<br>Lebanon | **5 058**<br>2 692<br>7 410 | GL | **1958** Elsflether Werft A.G.—Elsfleth/Weser (313)<br>119,79 16,03 7,919<br>108,82 16,01 10,01<br>P 11,9 RQD 18,9 B 10,1 F 11,0 2 dks<br>RW rf 76 | **M General Cargo** CSD 6P<br>4 Ho 18,8 27,1 15,3 19,4<br>G.10 605 B.9 464<br>4 Ha (stl) (10,5 19,5comb. 9,8 10,5 × 6,4)<br>10W Der 1(29,5) 1(10) 2(5-10) 2(3-5) 6(5) | Oil 2SA 5Cy. 680 × 1200<br>4 250bhp (3 126kW) Fiat<br>Borsig A.G. West Berlin<br>Gen 3 × 150kW 220V d.c.<br>Fuel (hvf) 14,5kn |
| 7314888<br>GTHY<br>360676<br>Rdr RTv | **CAEDMON**<br>**Passtruck Shipping Co. Ltd.**<br>Sealink U.K. Ltd.<br>London United Kingdom | **764**<br>404<br>175 | | **1973** Robb Caledon Shipbuilders Ltd. —Dundee (560)<br>57,92 15,68 2,001<br>55,00 15,24 3,43<br>B 28,1 1 dk<br>rf 152 | **M RoRo Cargo/Ferry**<br>Deck Cargo 647dk P<br>Bow & stern ramps<br>Mchy.fwd & aft | 2 Oil 4SA each 6Cy. 222 × 292<br>990bhp (728kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 208kW 415V 50Hz a.c.<br>1 Directional propeller aft, 1 fwd<br>10kn |
| 7304742<br>OPGZ<br>182<br>Df Esd<br>Pfd Rdr<br>RTv | **CAESAR**<br>**Andre Van Lul & J. L. Vanderhaeghen**<br>Oostende Belgium | **155**<br>68<br>— | | **1967** Ch. & Arme. A. Seghers—Oostende<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>850bhp (625kW) NE 71 MWM<br>............. |
| 7357696<br>PPHU<br>7139<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAETE**<br>ex Rosa Maria-79<br>**H. Dantas Comercio Navegacao e Industria Ltda.**<br>Aracaju Brazil | **4 867**<br>3 246<br>7 620 | BV | **1975** Industrias Reunidas Caneco S.A.—Rio de Janeiro (199)<br>115,98 17,45 7,925<br>108,97 17,40 9,78<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.9 451 B.8 401<br>3 Ha (stl) (10,2 × 6,1) (15,0 15,0 × 7,6) ER<br>Cr 3(5) Der 4(10) | Vee Oil 4SA 8Cy. 400 × 450<br>4 450bhp (3 273kW) MAN<br>Mecanica Pesada S.A. Taubate<br>16,5kn |
| 5057199<br>PP3564<br>RT | **CAETE**<br>**Companhia Docas de Santos**<br>Santos Brazil | **575**<br>294<br>508 | ✠Classed LR until 12/52 | **1950**-6 N.V. Werf "Gusto"—Schiedam (CO119)<br>52,79 9,02 3,912<br>8,97<br>RQD 16,2 RFD 14,7<br>RW | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 400 × 460<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 22,0t 9kn |
| 720339<br>TCCS<br>3845 | **CAFER KALKAVAN**<br>ex Seyfi Ozturk-76 ex Mine<br>**Kasif Kalkavan ve Ortaklari Kollektif Sirketi**<br>Istanbul Turkey | **458**<br>294<br>849 | BV | **1967** Suleyman Saim Birkok—Istanbul<br>55,83 8,46 3,099<br>51,47 8,45 4,04<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.942 B.908<br>2 Ha (each 7,0 × 4,1) ER<br>Der 4(2) | Oil 2SA 4Cy. 300 × 500<br>400bhp (294kW)<br>Russkiy-Diesel Works Leningrad<br>10kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7946617<br>TCKN<br>183 | **CAFER OKAN**<br>**Cafer Okan**<br>Mersin Turkey | 358<br>295<br>— | | **1975** Gultekin Dokerel Gemi Insaat—Izmir<br>55,99 3,101<br>50,68 8,01 3,71<br>1 dk | **M General Cargo** | Oil 6Cy. — × 500<br>750bhp (552kW)<br>.......... |
| 7739624<br>TCPB | **CAFER SENER**<br>**Senerler Kollektif Sirketi**<br>Istanbul Turkey | 399<br>237<br>725 | BV | **1977** Dortler Gemi Insaat Kollektif Sirketi —Fener, Istanbul<br>52,99 3,567<br>46,21 8,89 3,94<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.940 B.928<br>2 Ha (stl) (each 9,9 × 5,7) ER<br>Der 4(2) | Oil 4SA 6Cy. 320 × 480<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Controllable pitch propeller |
| 5057216<br>DZMH<br>208444<br>Pfd | **CAGAYAN DE ORO**<br>ex Cagayan-56<br>**Aboitiz Shipping Corp.**<br>Manila Philippines | 1 458<br>748<br>1 076 | AB | **1955** Hitachi Zosen—Sakurajima Works, Osaka (3746)<br>77,25 10,83 4,693<br>69,98 10,80 7,37<br>F 8,6 2 dks<br>RW rf 699 | **TM Passenger/General Cargo** 440P<br>3 Ho 11,5 16,4 21,3<br>4 Ha (4,8 6,1 × 3,6) (2,4 × 3,0) (1,8 × 2,5)<br>Der 2(5) 1(3) | 2 Oil 2SA each 8Cy. 280 × 500<br>1 950bhp (1 434kW)<br>Hitachi Zosen Sakurajima Works<br>Gen 2 × 100kW 230V d.c.<br>Fuel 253,0t (hvf) |
| 7031553<br>DYWL<br>M:P-0<br>00016<br>Esd Rdr<br>RT | **CAGAYAN DE ORO CITY**<br>ex Hibiscus-77<br>**William Lines Inc.**<br>Cebu Philippines | 2 052<br>1 037<br>905 | NK | **1970** Mitsubishi Heavy Industries Ltd. —Shimonoseki (667)<br>89,16 13,03 4,414<br>80,02 13,01 5,72<br>2 dks | **TM Ferry/General Cargo** 628P<br>2 Ho<br>G.768 B.710<br>2 Ha (each 7,7 × 6,0) | 2 Oil 4SA each 8Cy. 400 × 520<br>7 000bhp (5 149kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 275kW 450V a.c.<br>Fuel 165,5t |
| 7512894<br>DUDF<br>M:TG-0<br>00002<br>Esd RT | **CAGAYAN DE ORO RIVER**<br>**Philippine Sinter Corp.**<br>Manila Philippines | 273<br>113<br>75 | (NK) | **1976** Sanyo Zosen K.K.—Mukaishima (721)<br>32,69 3,101<br>28,00 9,40 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. |
| 6714172<br>H8WG/<br>DZFA<br>9455-YJ<br>Df Gc<br>Rdr RT | **CAGAYAN EXPRESS**<br>ex Kiribati II-81 ex Choei Maru-80<br>**Claveria Shipping Inc.**<br>Manila Panama | 2 511<br>1 589<br>4 196 | NK | **1967** Kurushima Dock Co. Ltd.—Imabari (397)<br>89,62 14,46 6,028<br>83,01 14,41 7,09<br>P 18,6 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 331 B.4 989<br>2 Ha (17,6 27,2 × 7,0) ER<br>Der 3(10) | Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 300kW 2 × 88kW 445V<br>Fuel 127,0t-7,0pd |
| 7636315<br>3DQG<br>Esd RT | **CAGIDONU**<br>Launched as Cavilavu<br>**Government of Fiji**<br>Suva Fiji | 120<br>—<br>150 | | **1979** Fiji Government Shipyard—Suva (54)<br>33,51 3,001<br>26,73 7,41<br>1 dk | **M Passenger/General Cargo**<br>Mchy.aft | Oil 2SA 8Cy. 108 × 127 reverse red<br>geared to sc. shaft<br>350bhp (257kW)<br>General Motors Corp., Detroit Diesel Allison Div. |
| 7367445<br>KCGH<br>557149<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAGUAS**<br>ex Eastern Light-79<br>ex Gulf Bear-79 ex El Taino-76<br>**666 Leasing Co.**<br>Puerto Rico Marine Management Inc.<br>Wilmington, De United States of America | 17 513<br>11 385<br>16 337 | AB | **1974** Sun SB. & Dry Dock Co.—Chester, Pa (666)<br>241,03(BB) 9,021<br>223,65 28,05 12,86<br>2 dks<br>rf 432 len 76 | **S RoRo Cargo**<br>4 Ho | 2 S Turb geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co.<br>Gen 2 × 2000kW<br>Fuel 3 894,5t (o.f.) |
| 7653052<br>9MYI<br>325257<br>Rdr RT | **CAHAYA**<br>ex Harapan-81<br>ex Musashi Maru No. 1-81<br>**Berjaya Tankers (M) Sendirian Berhad**<br>Berjaya Shipping Sendirian Berhad<br>Penang Malaysia | 498<br>322<br>1 157 | | **1974** Kominato Zosen K.K.—Amatsu-Kominato<br>51,64 3,701<br>47,00 10,00 4,40<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 139 | Oil<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. |
| 7221744 | **CAHELA**<br>**Concord Petroleum Corp.**<br>Libya | 30<br>—<br>— | ✠**100A**-launch SS 3/80<br>Marsa El Brega—Benghazi coasting service<br>**LMC**<br>EL (A) $\frac{1}{2}$"U1<br>FN 98 | **1972**-7 N.V. Shipyard Schouten—Muiden (803)<br>15,75 4,88<br>14,10 4,40 2,52<br>1 dk<br>rf 813<br>3BH WB5t | **M Mooring Launch** | Vee Oil 2SA 12Cy. 108 × 127 rever<br>reduction geared to sc. shaft<br>360bhp (265kW)<br>General Motors Corp.<br>Gen 1 × 2kW 24V d.c. |
| 5057230<br>PUQL | **CAHY**<br>ex Salineiro-41 ex Martinique-39<br>ex Pulwico ex Pulaski<br>**Companhia Metalurgica Austin**<br>Rio de Janeiro Brazil | 2 590<br>1 586<br>4 257 | (AB)<br>✠Classed LR until 10/20 | **1920**-6 Toledo S.B. Co.—Toledo, Oh (169)<br>79,56 13,29 7,449<br>13,24<br>P 7,7 B 19,6 F 7,1 1 dk<br>R | **S General Cargo**<br>G.5 008 B.4 573<br>8W | T 3Cy. 559 914 & 1499 × 1067<br>Toledo SB. Co.<br>Fuel 585,0t (o.f.) |
| 7357880<br>PVBA<br>7859<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAICARA**<br>**Companhia de Navegacao Maritima Netumar**<br>Manaus Brazil | T.Mk<br>**6 921**<br>4 133<br>11 674<br>**10 297**<br>6 408<br>14 566 | ✠**100A1** M 1/81-24mos<br>DTsm—vegetable oil<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL A† $2\frac{3}{16}$"U2<br>FN 5170 | **1975**-11 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (099)<br>160,05 21,44 8,224/9,221<br>152,41 21,34 12,68<br>F 14,4 2dks, 3rd dk fwd of mchy. space<br>rf nil<br>7BH to U dk 3 to 2nd dk WB3931T incl. DTsm1654T & tunnel tanks 375T | **M General Cargo**<br>Ref<br>5 Ho 22,1 16,0 6,1DTp&s 4,5DTp&s 22,8 19,8 ER 23,6<br>G.18 495 B.16 733 In.1 644 L.1 630<br>TEU 280 C. 280/20'<br>8 Ha (stl) (13,0 × 7,7) (12,1p&s × 5,4) (19,8p&s 12,9p&s × 7,2) ER (9,1 × 5,4)<br>56W Der 1(60) 16(5) | Oil 2SA 7Cy. 700 × 1250<br>11 550bhp (8 496kW)<br>Mecanica Pesada S.A.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 443,0t (d.o.) 1 152,0t (hvf)-35,5 |
| 5300493<br>GVCQ<br>184936<br>Df Esd<br>Rdr | **CAICOS**<br>ex Ross Kelly-82 ex Kelly-62<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | 469<br>160<br>— | ✠**100A1** SS 5/81<br>for service within the sea area enclosed between the Parallels of 62°N & 48°N, the Meridian 15°W & the coast of Europe<br>✠**LMC**<br>EL (h) $1\frac{1}{16}$"SQ<br>FN 631 | **1956**-3 Cochrane & Sons Ltd.—Selby (1408)<br>*49,60* 8,67<br>48,93 8,54 4,35<br>RQD 23,8 F 7,1<br>RW rf 762 BK 203 len 66<br>conv Side Trawler Fishing 81<br>5BH | **M Stand-by Safety Vessel** for offshore installations | Oil 4SA 6Cy. 318 × 368 sr reverse g<br>to sc. shaft<br>1 440bhp (1 059kW) ✠ NE 6/66<br>Ruston & Hornsby Ltd.<br>Gen 2 × 48kW 220V d.c. |

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|---|---|---|---|---|---|---|---|
| 081946<br>019447 | **CAICOS CLIPPER I**<br>ex Oland-67 ex Tofto-59<br>ex Anna-50<br>**Caicos Clippers Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **112**<br>69<br>163 | | | **1923** Ring Andersens Staalskibsvaerft —Svendborg<br>*28,69* 7,04<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 4SA 6Cy. 120 × 140<br>120bhp (88kW) NE 58<br>Albin Motor Kristinehamn<br>7kn |
| 159820<br>408842<br>4082-74<br>Tm | **CAICOS CLOUD**<br>ex Inagua Cloud-81<br>**Sunswick Shipping Trust**<br>Panama Panama | **467**<br>270<br>750 | | BV | **1945** Brown SB. Co.—Houston, Tx<br>60,71 11,59 2,464<br>57,10 11,54 3,43<br>1 dk | **TM RoRo Cargo/Landing Craft**<br>Bow doors<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>1 000bhp (736kW) NE 58<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 240/480V 60Hz a.c.<br>Fuel 124,0t (d.o.) 10kn |
| 384449<br>373093<br>Df Esd<br>Tm/h | **CAICOS EXPRESS**<br>ex Paleoupolis-81 ex Waalborg-74<br>**Cox Shipping Line Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **513**<br>299<br>797 | | BV | **1956** C. Amels & Zoon Scheepswerf —Makkum (200)<br>57,43 8,89 3,302<br>51,82 8,82 3,66<br>P 17,1 F 9,5 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 080 B.979<br>2 Ha (each 13,7 × 5,0) ER<br>2W | Oil 4SA 8Cy. 270 × 500<br>395bhp (291kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 8kW 1 × 3kW 110V d.c.<br>Fuel 60,0t (d.o.) 9,5kn |
| 213292<br>404538<br>396337<br>Esd Rdr<br>T | **CAILLOU SEAHORSE**<br>ex M. S. Levy-77<br>**Seahorse Services Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **198**<br>134<br>— | | | **1964** American Marine Corp.—New Orleans, La (889)<br>10,67 3,074<br>43,39 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 127699<br>N2X4<br>683<br>538291<br>Df Esd<br>Gc Rdr<br>Tm | **CAIOBA SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **188**<br>128<br>— | | AB | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (479)<br>53,65 11,64 3,379<br>50,88 11,59 3,97<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Fuel 253,0t (d.o.) 12kn |
| 405649<br>GWAW<br>377143<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAIRNASH**<br>**Shaw Savill & Albion Co. Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **1 597**<br>1 169<br>3 171 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | SS 8/81<br>**UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1570 | **1976**-12 Stocznia Gdanska im. Lenina —Gdansk (B473/01)<br>84,08 14,03 5,481<br>77,60 13,61 6,61<br>P 16,5 F 9,2 1 dk<br>rf 51<br>SF 3BH WB791t | **M General Cargo**<br>1 Ho 55,6 ER<br>G.3 940 B.3 634<br>2 Ha (stl) (each 23,3 × 8,0) ER | Vee Oil 4SA 12Cy. 300 × 450 reduction geared to sc. shaft<br>2 500bhp (1 839kW) Fiat<br>H. Cegielski Poznan<br>Gen 1 × 110kW 2 × 104kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 223,5t (hvf) 13,5kn |
| 941877<br>300366 | **CAIRNBURN**<br>**E. Bisogno**<br>Cape Town/ Kaapstad South Africa | **119**<br>68<br>— | | | **1946** F. Curtis—Totnes<br>28,15 6,76<br>3,10<br>1 dk | **Wood M** | Oil<br>Crossley Bros. Ltd. Manchester |
| 405651<br>GWAX<br>377161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAIRNELM**<br>**Shaw Savill & Albion Co. Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **1 597**<br>1 169<br>3 171 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | SS 9/81<br>**UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1570 | **1977**-1 Stocznia Gdanska im. Lenina —Gdansk (B473/02)<br>84,08 14,03 5,481<br>77,60 13,61 6,61<br>P 16,5 F 9,2 1 dk<br>rf 51<br>SF 3BH WB791t | **M General Cargo**<br>1 Ho 56,2 ER<br>G.3 940 B.3 634<br>2 Ha (stl) (each 23,3 × 8,0) ER | Oil 4SA 12Cy. 300 × 450 reduction geared to sc. shaft<br>2 500bhp (1 839kW) Fiat<br>H. Cegielski Poznan<br>Gen 1 × 110kW 2 × 104kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 223,5t (hvf) 13,5kn |
| 405663<br>GWAY<br>377181<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAIRNOAK**<br>**Shaw Savill & Albion Co. Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **1 597**<br>1 169<br>3 171 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | SS 4/82<br>**UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1570 | **1977**-2 Stocznia Gdanska im. Lenina —Gdansk (B473/03)<br>84,08 14,03 5,481<br>77,60 13,61 6,61<br>P 16,5 F 9,2 1 dk<br>rf 51<br>SF 3BH WB791T | **M General Cargo**<br>1 Ho 56,2 ER<br>G.3 940 B.3 634<br>2 Ha (stl) (each 23,3 × 8,0) ER | Oil 4SA 12Cy. 300 × 450 sr geared to sc. shaft<br>2 500bhp (1 839kW) Fiat<br>H. Cegielski Poznan<br>Gen 1 × 110kW 1 × 104kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 223,5t (hvf) 13,5kn |
| 8115203 | **CAIRNSMORE**<br>**Detiga Shipping Ltd.**<br>United Kingdom | **20 781**<br>13 814<br>35 000 | **100A1**<br>Class Contemplated | FN 7498 | **1982** Austin & Pickersgill Ltd.—Southwick, Sunderland (1419)<br>10,692<br>173,08 28,41 14,91 | **M Bulk Carrier** | Oil<br>10 400bhp (7 650kW) Sulzer<br>Clark Hawthorn Ltd. Sunderland |
| 7370260<br>PPGP<br>7021<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAIRU**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **129 391**<br>107 079<br>282 750 | | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2376)<br>337,09(BB) 21,621<br>320,00 54,49 27,79<br>1 dk<br>rf 102 | **S Tanker**<br>COW IGS<br>24 Ta ER<br>L.(oil) 338 661 HeCls. B | S Turb dr geared<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1800kW 1 × 1500kW a.c.<br>Fuel 447,5t (d.o.) 13 422,5t (hvf)-177,5pd<br>15,75kn |
| 5057307<br>PP3567<br>RT | **CAIUBURA**<br>**Companhia Docas de Santos**<br>Santos Brazil | **575**<br>294<br>508 | ✠Classed LR until 12/52 | | **1950**-6 Verschure & Co's Schps. —Amsterdam (Co120)<br>52,79 9,02 3,912<br>8,97<br>RQD 16,2 RFD 14,7<br>RW | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 400 × 460<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 22,0t 9kn |
| 7008324<br>CE8599<br>Esd Rdr<br>RT | **CAJAMARCA 1**<br>ex PH 29-75<br>**Pesquera El Gramadal SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | | GL | **1969** Ast. Picsa S.A.—Callao (265)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| 7008336<br>CE8600<br>Esd Rdr<br>RT | **CAJAMARCA 2**<br>ex PH 30-76<br>**Pesquera Estrella del Mar SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | | (GL) | **1969** Ast. Picsa S.A.—Callao (264)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 7008348<br>CE8601<br>Esd Rdr<br>RT | **CAJAMARCA 3**<br>ex PH 31-76<br>**Pesquera Escorpena SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | GL | **1969** Ast. Picsa S.A.—Callao (266)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 7008350<br>CE8602<br>Esd Rdr<br>RT | **CAJAMARCA 4**<br>ex PH 32-75<br>**Chimbote Diecinueve SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (268)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 7008362<br>CE8603<br>Esd Rdr<br>RT | **CAJAMARCA 5**<br>ex PH 33-76<br>**Pesquera Los Yuyos SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (269)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 7008374<br>CE8604<br>Esd Rdr<br>RT | **CAJAMARCA 6**<br>ex PH 34-75<br>**Pesquera Tamborero SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | GL | **1969** Ast. Picsa S.A.—Callao (270)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 7008386<br>CE8605<br>Esd Rdr<br>RT | **CAJAMARCA 7**<br>ex PH 35-76<br>**Pesquera Cherlo SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | GL | **1969** Ast. Picsa S.A.—Callao (271)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 7008398<br>CE8606<br>Esd Rdr<br>RT | **CAJAMARCA 8**<br>ex PH 36-76<br>**Pesquera Mariel SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | (GL) | **1969** Ast. Picsa S.A.—Callao (272)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 7112278<br>Esd Rdr<br>RT | **CAJAMARCA 9**<br>ex Epepsa II-75<br>**Feli SCR Ltda.**<br>Chimbote Peru | **314**<br>170<br>575 | BV | **1971** Ast. Gumar S.A.—Callao (4)<br>35,46 7,70 3,790<br>30,99 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ha (2,9 × 3,8) | | Oil 4SA 6Cy. 235 × 330 sr geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 17,5t (d.o.) | Augsburg<br>11kn |
| 7008403<br>Esd Rdr<br>RT | **CAJAMARCA 10**<br>ex PH 37-75<br>**Pesquera Los Tigres SCR Ltda.**<br>Chimbote Peru | **310**<br>140<br>— | GL | **1969** Ast. Picsa S.A.—Callao (273)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 235 × 330 reverse reduction geared to sc. shaft<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>12kn |
| 8119962<br>632266<br>Df Gc<br>Pfd Rdr<br>RT | **CAJUN BOY**<br>**Depend-A-Craft**<br>Morgan City, La United States of America | **193**<br>131<br>— | AB | **1981** Depend-A-Craft—Pierre Part, La (48)<br>47,55 3,839<br>44,18 11,59 4,35<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 90kW a.c. | Detroit<br>12kn |
| 8037748<br>622529 | **CAJUN GIRLS**<br>**John Zar III**<br>New Orleans, La United States of America | **161**<br>114<br>— | | **1980** ..............Biloxi, Ms<br>*25,30* 7,17<br>3,26<br>1 dk | **M Fishing** | | Oil<br>700bhp (515kW) | USA |
| 8019710<br>618384 | **CAJUN LOVE**<br>**Super Horse Inc.**<br>New Orleans, La United States of America | **196**<br>133<br>— | | **1980** Marine Builders Inc.—Mobile, Al<br>*27,16*<br>8,08 3,97<br>1 dk | **TM Fishing** | | 2 Vee Oil 2SA each 12Cy. 123 × 127<br>General Motors-Detroit Diesel Allison Div.<br>Gen 2 × 40kW | Indianapolis |
| 7048867<br>WD6122<br>262197 | **CAJUN QUEEN**<br>ex Air Quail ex SC 1028<br>**James E. Mock**<br>Seattle, Wa United States of America | **130**<br>82<br>— | | **1943** John Trumpy & Sons—Gloucester City, NJ<br>*32,68* 5,49<br>2,82 | **Wood M Fishing** | | Oil<br>330bhp (243kW)<br>..............<br>Fuel (d.o.) | |
| 5057321 | **CAL**<br>ex Majestic-40<br>**Cia. Enlatadora Nacional S.A.**<br>Puntarenas Costa Rica | **159**<br>85<br>— | | **1937** The Campbell Machine Co.—San Diego, Ca<br>*26,58* 6,84<br>... ... ... | **Wood M Fishing**<br>Side-fishing | | Oil 4SA 6Cy. 280 × 380 NE 39<br>Union Diesel Engine Co. | Oakland |
| 7101188<br>HO9412<br>3194<br>-73A<br>RT | **CAL TIDE**<br>ex Pacific Service<br>**Tidewater Colon Inc.**<br>Tidewater Inc.<br>Panama Panama | **322**<br>220<br>— | | **1963** Burton Construction & SB. Corp. —Port Arthur, Tx (338)<br>12,20 3,242<br>49,03 3,97 | **M Tug/Supply Ship**<br>Deck Cargo | | Oil<br>..............<br>Fuel (d.o.) | |
| 6809604<br>EFDU<br>134<br>Df Esd<br>RTm/h | **CALA BONA**<br>**Agrupacion Maritima S.A.**<br>Palma de Mallorca Spain | **449**<br>302<br>528 | BV | **1967** Ast. de Palma S.A.—Palma de Mallorca (133)<br>46,11 7,62 3,404<br>41,89 7,60 4,65<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.809 B.775<br>1 Ha (19,1 × 4,4) ER<br>2W Der 2(2) | CSD | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel (d.o.) | Krupp<br>Barcelona<br>11,5kn |
| 6524993<br>EEOM<br>2110<br>Esd RT | **CALA DE CHIMISTARRA**<br>**Machet S.A.**<br>San Sebastian Spain | **138**<br>67<br>289 | | **1965** S.L. Ardeag—Bilbao (26)<br>30,03 6,86 2,998<br>26,22 6,81 3,71<br>RW | **M Fishing**<br>Side-fishing | | Oil<br>600bhp (441kW)<br>..............<br>Fuel 40,5t (d.o.) | 11,5kn |

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|---|---|---|---|---|---|---|
| 906620<br>EARU<br>137<br>Df Esd<br>RT | **CALA DEYA**<br>**Agrupacion Maritima S.A.**<br>Las Palmas Spain | **464**<br>328<br>449<br>**465**<br>329<br>500 | | **1969** Ast. de Mallorca S.A.—Palma de Mallorca (134)<br>BV 46,11 7,65 3,404/—<br>41,89 7,60 5,21<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>1 Ho ER<br>G.998 B.956 | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 11,5kn |
| 287158<br>EAOI<br>120<br>Df Esd<br>Rdr RT | **CALA EGOS**<br>ex Punta Amer-69 ex Rubicon-60<br>**Compania Maritima Balear S.A.**<br>Palma de Mallorca Spain | **499**<br>342<br>770 | ✠Classed LR until 12/70 | BV **1951**-1 N.V. Scheeps. "Westerbroek"—Westerbroek (137)<br>53,17 8,67 3,499<br>48,60 8,62 3,56<br>P 14,1 RQD 15,6 F 8,3 1 dk<br>RW | **M General Cargo**<br>1 Ho 31,3 ER<br>G.1 112 B.1 034<br>2W Der 2(2,5) | Oil 4SA 8Cy. 270 × 500<br>500bhp (368kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 71,0t 10kn |
| 5057395<br>RTm | **CALA ENGOSAUBA**<br>ex Rada de Alicante-57<br>ex Faro Salou-48<br>ex Atlantida No. 4<br>**Compania Panamena de Navegacion Talpan S.A.**<br>Panama Panama | **247**<br>178<br>406 | | **1944** Ast. Atlantida—Valencia<br>*36,00* 7,98 4,198<br>7,93<br>1 dk | **Wood Aux M General Cargo**<br>G.442<br>2 Ha (stl) (each 3,8 × 3,7)<br>Der 2(1) | Oil 2Cy. 280 × 420<br>250bhp (184kW)<br>J. & C. G. Bolinder M/V A/B Stockholm<br>Gen 1 × 24kW<br>Fuel 24,5t (d.o.) 8kn |
| 5057400<br>EBZR<br>114<br>Esd RTm | **CALA FIGUERA**<br>**Compania Maritima Balear S.A.**<br>Palma de Mallorca Spain | **389**<br>239<br>1 037 | | **1959** Ast. de Palma S.A.—Palma de Mallorca (108)<br>BV 54,01 9,02 3,341<br>49,00 8,97 5,41<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 39,9 ER<br>G.1 410 B.1 308<br>3 Ha (12,3 12,3 1,2 × 3,9) ER<br>4W Der 4(2,5) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 11,0t (d.o.) 13kn |
| 7393030<br>EGTK<br>Df Esd<br>Rdr RT | **CALA FUSTERA**<br>**Calpdenia S.L.**<br>Huelva Spain | **270**<br>122<br>— | | **1975** Ast. Neptuno—Valencia (59)<br>37,39 3,501<br>BV 31,50 7,31 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410<br>870bhp (640kW)<br>A/S Volund Kobenhavn<br>Fuel 134,5t (d.o.) 11kn |
| 7334125<br>EGIO<br>Df Esd<br>Rdr RTh | **CALA GALDANA**<br>ex Rivamahon-82<br>**Naviera Mallorquina S.A.**<br>Gijon Spain | **684**<br>341<br>1 280 | | **1974** Soc. Met. Duro Felguera—Gijon (101)<br>BV 75,01 (BB) 13,01 4,274<br>68,03 13,00 8,79<br>2 dks | **M RoRo Cargo**<br>Mchy.aft<br>B.3 842 | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW) MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 132kW 380V 50Hz a.c.<br>14kn |
| 7120158<br>EANA<br>264<br>Df Esd<br>Rdr RT | **CALA GRACIO**<br>ex Rivanalon-82<br>**Naviera Mallorquina S.A.**<br>Gijon Spain | **725**<br>287<br>1 245 | | **1971** Ast. de Murueta S.A.—Guernica (107)<br>BV 75,01 13,31 4,242<br>68,03 13,01 4,75<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW) MWM<br>Naval-Stork-Werkspoor S.A. Cadiz<br>15,5kn |
| 5065548<br>ILHD<br>716<br>Rdr RT | **CALA LEVANTE**<br>ex Casteldoria-81<br>**Somat S. R. L.**<br>Trapani Italy | **185**<br>61<br>— | | **1961** Cant. Nav. Solimano—Savona (32)<br>29,16 7,35 3,960<br>RI 26,01 7,24 4,53<br>1 dk<br>RW | **M Tug**<br>Salvage | Oil 4SA 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln |
| 7129386<br>EFZU<br>145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALA LLONGA**<br>**Naviera Mallorquina S.A.**<br>Palma de Mallorca Spain | **895**<br>454<br>1 662 | | **1972** Ast. de Mallorca S.A.—Palma de Mallorca (192)<br>BV 88,91 13,80 4,179<br>81,21 13,59 8,92<br>1 dk & S dk | **M RoRo Cargo** OSD<br>Stern door/ramp<br>Mchy.aft | Vee Oil 2SA 10Cy. 350 × 620<br>2 800bhp (2 060kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 175kW 380V 50Hz a.c.<br>Fuel 167,5t (d.o.) 17kn |
| 7113894<br>EFXM<br>144<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CALA MARSAL**<br>**Naviera Mallorquina S.A.**<br>Palma de Mallorca Spain | **895**<br>454<br>1 636 | | **1971** Ast. de Mallorca S.A.—Palma de Mallorca (191)<br>BV 88,91 13,80 4,179<br>81,21 13,59 8,92<br>1 dk & S dk | **M RoRo Cargo** OSD<br>Stern door/ramp<br>Mchy.aft | Vee Oil 2SA 10Cy. 350 × 620<br>2 800bhp (2 060kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 175kW 380V 50Hz a.c.<br>Fuel 167,5t (d.o.) 17kn |
| 5381796<br>140 | **CALA MITJANA**<br>ex Virgen de Lluch<br>**Naviera Mallorquina S.A.**<br>Palma de Mallorca Spain | **398**<br>219<br>495 | ✠Classed LR until 3/64 | **1946**-10 Hijos de J. Barreras S.A.—Vigo (1005)<br>46,39 7,04 4,166<br>... ... ...<br>P 11,0 F 6,8 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 295 × 415<br>315bhp (232kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>10kn |
| 5057498<br>EELD<br>79<br>RTm | **CALA MONDRAGO**<br>**Suministros Ibiza S.A.**<br>Palma de Mallorca Spain | **203**<br>178<br>400 | | **1934** Ast. Nav. Mallorquina—Palma de Mallorca<br>*35,06* 8,67 3,531<br>8,62<br>1 dk | **Wood Aux M General Cargo**<br>2 Ha (stl) (each 11,8 × 3,8)<br>Der 2(1) | Oil 2SA 4Cy. 220 × 370<br>400bhp (294kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 5,0t (d.o.) 9,5kn |
| 7332361<br>EGHD<br>Df Esd<br>Rdr RTh | **CALA PORTALS**<br>ex Rivanervion-82<br>**Naviera Mallorquina S.A.**<br>Gijon Spain | **684**<br>341<br>1 280 | | **1973** Soc. Met. Duro Felguera—Gijon (100)<br>BV 75,01 (BB) 13,01 4,274<br>68,03 13,00 8,79<br>2 dks | **M RoRo Cargo**<br>Mchy.aft<br>B.3 842 | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW) MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 132kW 380V 50Hz a.c.<br>14kn |
| 5057565<br>EEFD<br>69<br>RTm | **CALA TUENT**<br>ex Tres Hermanos<br>**Hijos de Abel Matutes Torres S.A.**<br>Palma de Mallorca Spain | **121**<br>76<br>230 | | **1924** Nav. Hermanos—Aguilas<br>*27,80* 7,22<br>7,17<br>1 dk | **Wood Aux M General Cargo** | Oil<br>200bhp (147kW) E made— fitted32<br>Deutsche Werke A.G. Kiel<br>Fuel 6,0t (d.o.) 9kn |
| 5057577<br>EDIE<br>4387<br>Df Esd<br>RTm | **CALA VALLDEMOSA**<br>ex Laspas 111<br>**Intermares S.A. de Navegacion**<br>Palma de Mallorca Spain | **389**<br>239<br>640 | **100A1** SS 5/80<br>**LMC**<br>EL (H) 330,0/30,0<br>FN 707<br>(BV) | **1960** Ast. de Palma S.A.—Palma de Mallorca (111)<br>54,11 9,02 3,379<br>49,00 9,00 5,41<br>2 dks<br>R rf 102<br>SF Coll BH to U dk 2 to 2nd dk | **M General Cargo**<br>1 Ho 32,0 ER<br>G.1 410<br>5 Ha (12,3 12,3 12,3 12,3 1,2 × 3,9) ER<br>4W Der 4(2) | Oil 4SA 8Cy. 295 × 420<br>750bhp (552kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 2 × 18kW 1 × 12kW 220V d.c.<br>Fuel 10,5t (d.o.) 13kn |

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|---|---|---|---|---|---|---|---|
| **8112378** | **CALABAR SEAHORSE** | **118** | | | **1982** Mach. Fab. Vervako B.V.—Heusden | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 |
| C6RD | | 36 | | | ((2711)) | | reverse geared to sc. shafts |
| 372994 | **Seahorse Liberia Ltd.** | — | | BV | 25,68 6,81 | | Caterpillar Tractor Co. Peoria, Il |
| Df Esd | Seahorse Inc. | | | | 22,89 6,20 3,10 | | |
| Gc Rdr | Nassau Bahamas | | | | 1 dk | | |
| RT | | | | | | | |
| **5057591** | **CALABRIA** | **4 823** | | | **1952** Cant. Nav. Riuniti—Palermo (200) | **TM Passenger/RoRo Cargo/Ferry** | 4 Oil 2SA each 6Cy. 480 × 640 geare |
| IBCG | | 2 642 | | | 116,62 15,88 5,487 | Ref 1000P | sc. shafts |
| 292 | **'Tirrenia' S.p.A. di Navigazione** | 1 274 | | RI | 106,03 15,85 7,40 | 2 Ho ER 1 Ho | 7 200bhp (5 296kW) |
| Df Esd | Palermo Italy | | | | RQD 78,1 F 20,5 3 dks, pt 4th dk | G.1 459 B.1 422 | S.A. Fiat S.G.M. |
| Rdr RT | | | | | | | Fuel 386,0t |
| **7521168** | **CALABRIA** | **3 537** | **✠100A1** | | **1977**-11 Soc. Met. Duro Felguera—Gijon | **TM General Cargo** | 2 Oil 4SA each 6Cy. 250 × 300 geare |
| EHMB | | 2 697 | strengthened for heavy | | (140) | Mchy.aft | sc. shafts |
| 928 | **Naviera Peninsular S.A.** | 6 280 | cargoes | | 103,13 16,64 6,458 | | 2 340bhp (1 721kW) |
| Df Esd | Bilbao Spain | | Ice Class 3 | | 96,73 16,41 8,31 | | Ast. Espanoles S.A. Sestao Works, B |
| Gc Rdr | | | **✠LMC** | | P 15,0 F 8,0 1 dk | | Gen 2 × 140kW 380V 50Hz a.c. |
| RT | | | EL T 1¾"U2 | | 5BH WB2725t incl. Comb. btm & STs in | | |
| | | | FN 2392 | | holds 1403t Topside tanks in holds 594t | | |
| | | | | | & DTm 527t | | |
| **7637565** | **CALAFIA** | **1 195** | | | **1979** Nieuwe Noord Nederlandse | **M General Cargo** | Oil 4SA 6Cy. 370 × 400 reduction gea |
| PDHU | | 785 | | | Scheepswerven B.V.—Groningen (395) | Ref. | to sc. shaft |
| 4840 | **Zeerederij 'Holland-Zeeland'** | 2 526 | | BV | 83,93 14,46 5,301 | 3 Ho 17,5 16,3 17,5 ER | 3 000bhp (2 207kW) |
| Df Esd | **B.V.** | | | | 75,01 14,01 8,01 | In.3 727 | Kloeckner Humboldt Deutz |
| Gc Rdr | Dammers & van der Heide | | | | Ba 9,2 RQD 20,2 F 11,0 2 dks | TEU 60 | Gen 4 × 230kW 440V 60Hz a.c. |
| RTm/h | (Antillen) B.V. | | | | rf nil | C.Ho 33/20' C.Dk 27/20' ref C. | Controllable pitch propeller |
| | Rotterdam Netherlands | | | | | 3 Ha (stl) (each 10,3 × 6,1) ER | Thw. thrust Contr. pitch propeller fwd |
| | | | | | | Der 3(3-5) | Fuel 109,5t (d.o.) 307,0t (hvf)-8,0pd |
| **7604752** | **CALAFIA** | **296** | | | **1976** Marine Construction & Design Co. | **M Fishing** | Vee Oil 2SA 12Cy. 146 × 146 reverse |
| | | 191 | | | (MARCO)—Seattle, Wa (310) | | reduction geared to sc. shaft |
| | **Pesquera Zapata S.A. de C.V.** | 330 | | | 32,92 8,84 3,671 | 2 Ho | 800bhp (588kW) |
| Esd Rdr | Ensenada Mexico | | | | 29,27 8,79 4,78 | Der 2(-) | General Motors Corp., Detroit Diesel |
| RT | | | | | F - 1 dk | | Allison Div. |
| | | | | | | | Gen 1 × 50kW 216V |
| | | | | | | | Fuel (d.o.) |
| **6424260** | **CALAMAR** | **502** | | | **1958** VEB Volkswerft Stralsund—Stralsund | **M Fishing** | Oil 4SA 8Cy. 320 × 480 |
| CLCO | ex Okhotsk-64 | 197 | | | 50,78 8,49 3,810 | Side-fishing | 720bhp (530kW) |
| | **Government of The Republic of** | 738 | | | 44,35 8,44 4,30 | | VEB Schwermasch. Karl Liebknecht |
| Df Esd | **Cuba (Empresa Flota Cubana** | | | | 1 dk | In.353 | (SKL) Magde |
| Rdr RT | **de Pesca)** | | | | | | |
| | Habana Cuba | | | | | | |
| **6620709** | **CALAMAR** | **136** | | | **1966** Hayashikane SB. & Eng. Co. Ltd. | **Aux M Fishing** | Oil 4SA 6Cy. 159 × 203 |
| | | 37 | | | —Yokosuka (646) | Training | 380bhp (280kW) |
| 315819 | **The Food & Agriculture** | 65 | | NK | 24,80 6,79 | Mchy.aft | Caterpillar Tractor Co. Peoria, Il |
| Df Esd | **Organisation of the United** | | | | 22,00 6,66 3,51 | In.46 | Gen 1 × 30kW 1 × 12kW |
| Gc Rdr | **Nations** | | | | F 4,0 1 dk | 1 Ha (stl) (1,3 × 1,3) | 230V 60Hz a.c. |
| RTm/h | Bridgetown Barbados | | | | | Der 1(2) | Fuel 22,5t (d.o.) |
| **7022588** | **CALAMAR MARU** | **251** | | | **1970** Construcciones Navales P. Freire S.A. | **M Fishing** | Oil 4SA 8Cy. 210 × 300 |
| EDNQ | Launched as Tavasa Segundo | 128 | | | —Vigo (59) | Side Trawler | 800bhp (588kW) |
| 1255 | **Altapesca S.A.** | — | | BV | 34,90 9,78 3,006 | Mchy.aft | Fabrica de San Carlos S.A. |
| Esd Rdr | Huelva Spain | | | | 29,55 7,00 3,76 | | Fuel 68,0t (d.o.) |
| RT | | | | | 1 dk | | |
| **7641229** | **CALAN** | **9 557** | | | **1976** Santierul Naval Galatz—Galatz | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 |
| YQEY | | 2 971 | | | 151,39 19,77 7,930 | | 7 200bhp (5 296kW) |
| | **NAVROM** | 12 930 | | RNR | 140,54 19,72 10,75 | Str. ore cargoes Ice strengthened | H. Cegielski |
| Df Esd | Constantza Romania | | | | 1 dk | 5 Ho each 19,5 ER | Gen 3 × 320kW 400V 50Hz a.c. |
| Gc Rdr | | | | | | G.9 003 B.8 539 | Fuel 2 029,0t (hvf) |
| RT | | | | | | 5 Ha (stl) (each 14,7 × 9,9) ER | |
| **7360708** | **CALANDA** | **7 679** | | GL | **1975**-2 Gebr. Schuerenstedt KG. | **M Bulk Carrier** | 2 Oil 4SA each 6Cy. 400 × 540 sr gea |
| HBFD | ex Iren-79 ex Skotland-79 | 4 977 | | | —Bardenfleth/Weser (1364) | | to sc. shaft |
| | **Alpina Reederei A.G.** | 10 089 | ✠Classed LR until | | 143,82(BB) 18,57 7,544 | Str. heavy cargoes Ice strengthened | 6 700bhp (4 928kW) |
| Df Esd | Basle Switzerland | | 14/8/81 | | 134,09 18,50 10,16 | 3 Ho 26,2 38,9 26,2 ER | Masch. Augsburg-Nuernberg (MAN) |
| Gc Pfd | | | | | P 24,4 F 11,3 1 dk | G.15 093 B.14 711 | |
| Rdr RTm | | | | | rf nil | TEU 458 C. 458/20' | Gen 3 × 484kW 450V 60Hz a.c. |
| | | | | | | 3 Ha (stl) (26,2 38,7 26,2 × 15,0) ER | Controllable pitch propeller |
| | | | | | | Cr 2(30) | Thw. thrust Contr. pitch propeller fwd |
| | | | | | | | Fuel 114,0t (d.o.) 433,0t (hvf) |
| **7806697** | **CALANDRINI** | T.Mk | | | **1979** Stocznia Gdanska im. Lenina—Gdansk | **M General Cargo** | Oil 2SA 6Cy. 900 × 1550 |
| PPMM | | **7 093** | | | (B438/311) | Ref | 15 460bhp (11 372kW) |
| 8892 | **Companhia de Navegacao** | 3 848 | | BV | 161,02(BB) 22,99 —/9,678 | Side doors | H. Cegielski |
| Df Esd | **Lloyd Brasileiro** | — | | | 149,08 22,92 13,31 | 1 Ta DTp&s 4 Ho ER 1 Ho | Gen 3 × 520kW 450V a.c. |
| Gc Pfd | Rio de Janeiro Brazil | **10 218** | | | P 53,7 F 31,7 2 dks | 8 TwD 2 TwD | Thw. thrust propeller fwd |
| Rdr RT | | 5 771 | | | rf nil | G.20 100 B.18 900 In.2 100 L.540 | Fuel 1 542,5t (hvf) |
| | | 11 808 | | | | TEU 334 | |
| | | | | | | C.Ho 196/20'(40') C.Dk | |
| | | | | | | 138/20'(40') incl. 72 ref C. | |
| | | | | | | 7 Ha (stl) (8,9 × 6,7) (12,8 19,2p&s | |
| | | | | | | 19,2p&s × 6,7) ER (12,8 × 8,3) | |
| | | | | | | 18W Cr 1(80) 4(25) 3(10) 1(3) Der | |
| | | | | | | 1(80) 4(20) 14(5) | |
| **7413426** | **CALARASI** | **2 473** | | | **1974** Santierul Naval Galatz—Galatz | **M General Cargo** OSD/CSD | Oil 2SA 6Cy. 440 × 760 |
| YQDN | | 1 039 | | | 106,15 14,81 5,641/7,062 | | 3 000bhp (2 207kW) |
| 321 | **NAVROM** | — | | RNR | 92,66 14,80 8,51 | Ice strengthened | Jugoturbina |
| Df Esd | Constantza Romania | **3 531** | | | 2 dks | 3 Ho 19,1 21,3 20,6 ER | Gen 2 × 160kW 1 × 100kW |
| Gc Rdr | | 1 748 | | | | G.6 420 B.5 898 | 400V 50Hz a.c. |
| RT | | 4 800 | | | | 3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × | Fuel 272,5t |
| | | | | | | 9,7) ER | |
| | | | | | | 6W Der 6(5) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7814173<br>YQNU<br>250<br>Df RT | **CALATIS**<br>**NAVROM**<br>Constantza Romania | **823**<br>225<br>— | RNR | **1967** Santierul Naval Oltenitsa—Oltenitsa<br>61,80 10,83 2,450<br>4,50<br>1 dk | **TD-E Dredger**<br>Bucket | 4 Oil 4SA each 6Cy. 240 × 360 total driving 4 gen. each 200kW connected to 2 elec. motors each of 475shp (349kW) & geared to 2 sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 64kW 1 × 16kW 220V d.c.<br>7kn |
| 6610588<br>EEMS<br>Df Esd<br>Gc Rdr<br>RTv | **CALATRAVA**<br>**Empresa Nacional del Petroleo S.A. (ENPETROL)**<br>Cadiz Spain | **29 197**<br>19 647<br>50 376 | **✠100A1** SS 6/78<br>oil tanker<br>**✠LMC**<br>EL ut 3⅛"SQ<br>FN 10086 | **1965**-5 Ast. de Cadiz—Cadiz (57)<br>224,64 31,15 12,485<br>214,36 31,09 15,96<br>P 43,3 F 28,1 1 dk<br>rf 127<br>10BH WB4735t incl. DTf3050t | **M Tanker**<br>Mchy.aft<br>Der 2(8) 1(3-4) 1(2) | Oil 2SA 12Cy. 740 × 1600<br>16 200bhp (11 916kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>2 WTAuxB 199lbf/in² (13,8bar)<br>✠ NAuxB (Comp) 3/80 13kgf/cm² (12,8bar)<br>Gen 1 × 437kW 2 × 355kW 380V 50Hz a.c.<br>Fuel (hvf) 17kn |
| 5057644<br>GMPE<br>181170<br>Esd Rdr<br>RTv | **CALATRIA**<br>**Clyde Port Authority**<br>Glasgow United Kingdom | **1 034**<br>507<br>1 333 | ✠Classed LR until 3/65 | **1961**-6 P. K. Harris & Sons Ltd. —Appledore (129)<br>61,40 12,02 4,160<br>57,92 11,28 4,88<br>RQD 22,0 1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 2 | Oil 2SA 6Cy. 340 × 570<br>1 100bhp (809kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 36kW 220V d.c.<br>Fuel 28,5t (d.o.) 10kn |
| 7909384<br>Esd RT | **CALAVERA DE CHUCHO**<br>**Ataraya S.A.**<br>El Salvador | **110**<br>—<br>— | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai<br>22,03 2,501<br>6,01 3,36<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.76 | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5057668<br>CB2833<br>Df Esd<br>Rdr | **CALBUCO**<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile | **370**<br>215<br>359 | BV | Lch.**1959** Cmpl.**1963** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (458-2)<br>46,49 7,47 3,201<br>22,00 7,42 3,41<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.395<br>2 Ha (each 4,5 × 2,9) ER<br>2W Der 2(2,5) | Oil 4SA 7Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 45,5t (d.o.) 12kn |
| 5057670<br>WC2499<br>257539 | **CALCASIEU**<br>**Calcasieu Inc.**<br>Cape Charles, Va United States of America | **199**<br>135<br>— | | **1949** Fish Meal Co.—Beaufort, NC<br>*37,10* 6,28<br>3,00 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>............. |
| 7101190<br>WG5770<br>270128<br>RT | **CALCASIEU**<br>**C & C Fisheries Inc.**<br>Morgan City, La United States of America | **105**<br>72<br>— | | **1955** Burton Construction & SB. Corp. —Port Arthur, Tx (216)<br>9,15<br>36,58 9,10 2,29<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil each 127 × 143<br>440bhp (324kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 5057709<br>WB4520<br>228886<br>Df Gc<br>Rdr<br>RTm/h/v | **CALCITE II**<br>ex William G. Clyde-61<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **8 243**<br>6 324<br>12 497 | AB | **1929** American SB. Co.—Lorain, Oh (804)<br>184,33 18,34 6,636<br>179,18 18,29 9,76<br>1 dk<br>R rf 76 | **M Bulk Carrier**<br>Self-unloader<br>3 Ho 34,2 43,8 44,8 ER<br>1 Ha (stl) (5,3 × 11,5) 15 Ha (stl) (each 3,6 × 11,5) ER | Oil 4SA 12Cy. 343 × 419<br>3 240bhp (2 383kW) NE 64<br>Nordberg Manufacturing Corp. U.S.A.<br>Gen 1 × 750kW 1 × 560kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 10kn |
| 6930611<br>Esd RT | **CALCURRUPE**<br>ex Eten 10-82 ex Calepa VI-76<br>**Jorge Garquis y Cia. Ltd.**<br>Chile | **213**<br>99<br>274 | ✠LR class withdrawn 23/7/82 | **1969**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (388)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) 11kn |
| 5057735<br>PP2071 | **CALDELAS**<br>**Intercambio Comercial e Industrial 'Eden' Ltda.**<br>Rio de Janeiro Brazil | **220**<br>95<br>— | | **1949** Hijos de J. Barreras S.A.—Vigo<br>34,70 6,51 3,353<br>6,46<br>F 5,8 | **M Fishing**<br>Side Trawler<br>1 Ho 11,9<br>1W Der 1(1) | Oil 4SA 6Cy. 270 × 500<br>E made47 fitted49<br>N.V. Werkspoor Amsterdam<br>9kn |
| 8016184<br>EAWT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALDERON**<br>**Gasnaval S.A.**<br>Bilbao Spain | **2 095**<br>1 224<br>3 061 | BV | **1981** T. Ruiz de Velasco S.A.—Bilbao (154)<br>77,02 6,201<br>71,02 14,51 7,93<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta ER<br>L.(gas) 2 850 | Vee Oil 4SA 18Cy. 225 × 300<br>2 610bhp (1 920kW) B&W<br>Cons. Echevarria Bermeo |
| 7127431<br>TCFN<br>4218<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALDIRAN**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **1 337**<br>275<br>2 701 | AB | **1972** Denizcilik Bankasi T.A.O.—Camialti (192)<br>80,02 11,74 5,512<br>70,39 11,71 6,61<br>2 dks<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>1 Ho 52,4<br>2 Ha (stl) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 258,0t 11,5kn |
| 7101205<br>WV2211<br>298254<br>Rdr RTv | **CALDWELL**<br>**Tidewater Grand Isle Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **195**<br>132<br>— | | **1965** Greenville SB. Corp.—Greenville, Ms<br>10,67 3,074<br>46,03 3,66<br>B 6,4 F 12,2 1 dk | **TM Supply Ship**<br>Deck Cargo<br>2 Ho ER | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>2 340bhp (1 721kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 120/240V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 6803600<br>J4TH<br>461<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALEDONIA**<br>**Nueva Valencia Compania Naviera S.A.**<br>Andros Greece | **34 064**<br>25 470<br>59 847 | AB | **1967** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (889)<br>228,51(BB) 31,65 12,678<br>217,00 31,58 18,01<br>P 13,5 RQD 32,0 B 20,8 F 16,8 1 dk<br>rf 51 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>6 Ho/Ta ER<br>G.71 714 L.(oil) 60 025 HeCls. BC<br>9 Ha (stl) (11,3 × 10,5) (10,1 10,6 11,8 11,8 11,8 10,2 10,2 11,8 × 13,4) ER<br>Der 2(9) 1(3) 2(2) | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 1 × 550kW 2 × 480kW 450V 60Hz a.c.<br>Fuel 176,5t (d.o.) 2 741,5t (hvf)-59,0pd<br>16,25kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5223231**<br>H8LM<br>9158-<br>PEXT3<br>Df Esd<br>Gc Rdr<br>RTm | **CALEDONIA**<br>ex Man Sing-81<br>ex Pacific Glory-79<br>ex Maria Rosello-77<br>**Quanmor Investments Co.**<br>Panama Panama | **8 651**<br>5 301<br>13 052 | AB<br>✠Classed LR until 4/65 | **1960**-9 Osaka Zosensho—Osaka (155)<br>148,42 18,45 9,086<br>138,00 18,41 11,99<br>P 12,8 B 25,6 F 13,5 2 dks<br>rf 102 | **M General Cargo**<br>6P<br>5 Ho 19,0 22,1 21,5 23,1 20,5<br>G.18 444 B.16 938<br>5 Ha (stl) (9,5 13,5 12,8 13,5 11,2 × 7,0)<br>16W Der 2(30) 4(10) 5(4) | Oil 2SA 7Cy. 620 × 1400<br>5 670bhp (4 171kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 101,5t (d.o.) 1 098,5t (hvf)<br>14,5kn |
| **6513451**<br>GNIZ<br>335069<br>Df Esd<br>Gc Rdr<br>RT | **CALEDONIA**<br>ex Stena Baltica-70<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **1 157**<br>430<br>— | | **1966** A/S Langesunds M/V—Langesund (53)<br>61,78 12,58 3,163<br>55,78 12,20 4,12<br>1 dk & S dk<br>rf 399 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>650P<br>Bow door/ramp Stern door/ramp | 2 Oil 4SA each 9Cy. 300 × 450<br>2 670bhp (1 964kW) E made64 fitted66<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>2 Controllable pitch propellers<br>15kn |
| **7366257**<br>CZ3952<br>348511 | **CALEDONIAN**<br>**D. K. Guyan & J. S. McMillan**<br>Vancouver, B.C. Canada | **260**<br>153<br>— | | **1974** Benson Bros. SB. Co. (1960) Ltd.<br>—Vancouver, B.C.<br>Rebuilt**1975** B.C. Marine Shipbuilders Ltd.<br>—Vancouver, B.C.<br>*25,15* 8,11<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.)<br>10kn |
| **5057840**<br>GHQF<br>168902<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CALEDONIAN PRINCESS**<br>**Riverzest Ltd.**<br>Stranraer United Kingdom | **4 042**<br>1 769<br>630 | **✠100A1** CS 4/78<br>Channel service from ports in U.K. south of Oban and Harwich—Hook of Holland<br>**✠LMC**<br>EL × $2\frac{1}{16}$"SQ<br>FN 2235 | **1961**-11 Wm. Denny & Bros. Ltd.<br>—Dumbarton (1501)<br>107,60 17,43 3,658<br>101,05 16,77 5,34<br>B 54,9 2 dks, intermediate dk fwd, lower dk clear of mchy. space<br>rf 152<br>11BH WB DTa126t DTf132t | **TS Passenger/RoRo Cargo/Ferry**<br>176bth 1224dk P<br>Stern door | 2 S Turb dr geared<br>11 500shp (8 459kW)<br>Wm. Denny & Bros. Ltd. Dumbarton<br>2 WTB 413lbf/in$^2$ (28,5bar) Spt 343,4°C 385lbf/in$^2$ (26,6bar) hs894,5<br>2 db 60lbf/in$^2$ (4,2bar)<br>Gen 4 × 250kW 225V d.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 126,0t (o.f.)<br>19kn |
| **6607575**<br>Esd | **CALEPA 3**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Huacho Peru | **105**<br>—<br>— | ✠Classed LR until 9/67 | **1966**-3 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (387)<br>22,36 6,76 3,887 (aft)<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 127 × 142 reverse reduction geared to sc. shaft<br>220bhp (162kW)<br>General Motors Corp. Detroit, Mi |
| **6919071**<br>Esd RT | **CALEPA 4**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (89)<br>6,74<br>21,47 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5057929**<br>EDXS<br>99 | **CALIFA**<br>ex Josefa Ivorra<br>**Jurado y Urlarte S.L.**<br>Alicante Spain | **127**<br>73<br>— | | **1943** Jaime Pomares—Alicante<br>*25,15* 6,58<br>... ... ...<br>1 dk | **Wood Aux M General Cargo** | Oil 6Cy. 250 × 445<br>385bhp (283kW)<br>.............<br>8kn |
| **7623148**<br>DNEC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALIFORNIA**<br>ex Arabian Endeavour-81<br>**Partenreederei m.s. 'California'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | **18 570**<br>13 483<br>25 550 | GL | **1978** Howaldtswerke-Deutsche Werft—Kiel (120)<br>169,02(BB) 25,94 9,964<br>160,03 25,40 15,52<br>F 9,5 1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>6 Ho 16,7 30,4comb. 16,0 16,0 30,4comb. 16,7 ER<br>G.37 400 HeCls. B<br>TEU 1140<br>C.Ho 712/20'(40') C.Dk 428/20'(40') incl. 32 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,7 12,7 12,7 12,7 12,7 12,7 12,9 × 20,1) ER<br>Cr 5(25) | Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>11 700bhp (8 606kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>Gen 2 × 420kW 1 × 350kW 440V 60Hz a.c.<br>Fuel-40,5pd<br>15,25kn |
| **5058038**<br>KPZK<br>249239<br>Df Esd<br>Gc Rdr<br>RT | **CALIFORNIA**<br>ex Californian-80<br>ex Mount Greylock-51<br>**Atlantic Marine Agencies Inc.**<br>New York, NY United States of America | **13 636**<br>9 408<br>20 850 | AB | **1946** Kaiser Co. Inc—Vancouver, Wa (515)<br>193,00 21,90 10,056<br>184,72 21,80 13,26<br>P 43,3 B 9,2 F 20,8 1 dk<br>rf nil<br>len 54<br>conv General Cargo 54<br>conv Ore/Oil Carrier 60 | **S General Cargo/Container Ship**<br>Fixed-guides<br>Mchy.aft<br>11 Ho<br>G.17 048<br>C.Ho 111/24' C.Dk 395/24'<br>11 Ha<br>4W | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 3 × 400kW<br>Fuel 1 486,5t (o.f.)<br>16,75kn |
| **5057931**<br>WJBA<br>287232<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CALIFORNIA**<br>ex Santa Rita-80 ex California-74<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**9 301**<br>5 441<br>—<br>**12 693**<br>8 132<br>14 579 | AB | **1962** Newport News SB. & D.D. Co.<br>—Newport News, Va (551)<br>172,22 23,22 —/9,630<br>161,09 23,17 13,57<br>F 38,1 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>6 Ho 14,4 22,6 20,5 20,5 21,4 16,9<br>B.22 002 In.1 103<br>6 Ha (stl) (5,4 × 6,0) (11,4 11,4 11,4 11,4 11,4 × 7,8)<br>24W Der 1(60) 10(20) 10(10) 2(5) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>Newport News SB. & D.D. Co.<br>Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 5 434,0t (o.f.)<br>20kn |
| **7329510**<br>ELAZ7<br>7003<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA**<br>ex Birchbank-81<br>**Larousse Shipping Corp.**<br>Sultan Shipping Co. Ltd.<br>Monrovia Liberia | T.Mk<br>**7 601**<br>4 128<br>11 546<br>**11 045**<br>7 101<br>16 635 | **✠100A1** SS 10/77<br>**✠LMC**<br>EL Ct $2\frac{3}{8}$"U2<br>FN 5253 | **1973**-12 Sunderland Shipbuilders Ltd.<br>—Deptford, Sunderland (903)<br>161,45 21,42 —/9,754<br>152,48 21,34 13,11<br>F 13,8 2 dks<br>rf 152 DK in way of Nos. 2, 3 & 4 holds<br>7BH to U dk 1 to 2nd dk WB4300T incl. DTm1690T Tunnel tanks 515T | **M General Cargo/Container Ship**<br>Fixed-guides<br>5 Ho 19,8 14,2 9,9 24,3 25,1<br>G.24 308 B.22 277<br>TEU 144<br>C.Ho 120/20' (40') C.Dk 24/20'<br>5 Ha (stl) (10,9 13,7 13,7 13,7 13,7 × 7,7)<br>16W Der 1(50) 1(25) 16(10) | Oil 2SA 6Cy. 670 × 2144<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 8,4kgf/cm$^2$ (8,3bar)<br>Gen 3 × 450kW 1 × 269kW 440V 60Hz a.c. |

**DAMAGED BY FIRE 10/82 — CLASS SUSPENDED**

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|---|---|---|---|---|---|---|
| 5198723<br>HPVP<br>1158<br>7-82<br>Df Esd<br>Gc Rdr<br>RT | **CALIFORNIA**<br>ex Kwangtung-79 ex Norman-66<br>ex Kwangtung-65<br>**Gordon Navigation Co. S.A.**<br>Panama Panama | T.Mk<br>**3 863**<br>1 631<br>5 964<br>**5 713**<br>3 149<br>6 886 | ✠**100A1** CS 12/78<br>DTmf—vegetable oil or<br>latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL z $2\frac{1}{4}$"SQ<br>FN 3236 | **1959**-3 Taikoo Dockyard & Eng. Co.<br>—Quarry Bay, Hong Kong (428)<br>128,66 17,07 6,935/7,494<br>118,88 17,00 10,22<br>P 9,8 F 8,0 2 dks<br>RW rf 76<br>6BH to U dk 2 to 2nd dk WB1844t incl.<br>DTsmf974t | **M General Cargo**<br>Ref 2P<br>4 Ho 16,4 21,2 9,1DT 20,5 17,5<br>G.9 058 B.8 378 In.686<br>5 Ha (stl) (6,8 × 5,1) (12,1 4,5 8,3 × 6,1) (7,6 × 5,4)<br>14W Der 14(10) | Oil 2SA 4Cy. 670 × 2320<br>4 450bhp (3 273kW) Doxford<br>Taikoo Dock & Eng. Co. Hong Kong<br>AuxB 100lbf/in² (6,9bar)<br>Gen 4 × 180kW 220V d.c.<br>Fuel 712,0t (hvf) 14kn |
| 7363516<br>EGEK<br>851<br>Df Esd<br>Gc Rdr<br>RTm/V | **CALIFORNIA**<br>**Churruca Hnos. S.A.**<br>Bilbao Spain | **1 980**<br>1 224<br>3 949 | ✠**100A1** SS 5/78<br>✠**LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1584 | **1974**-4 Ast. del Cantabrico y de Riera<br>—Factoria de G. Riera, Gijon (R.116)<br>81,31 (BB) 13,85 5,608<br>76,08 13,81 7,01<br>RFD 8,6 1 dk<br>rf nil<br>NS 6BH WB2182t incl. DTa227t<br>DTf146t topside tanks in holds 408t<br>Comb. btm & STs in holds 993t | **TM General Cargo**<br>2 Ho 27,4 24,3 ER<br>G.3 894<br>2 Ha (stl) (each 21,9 × 7,6) ER | 2 Oil 4SA each 6Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 200bhp (883kW) Stork<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 77kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.) 10kn |
| 7100031<br>WB5631<br>252332 | **CALIFORNIA**<br>**Carol D. Broxon**<br>Seattle, Wa United States of America | **193**<br>92<br>— | | **1947** United Concrete Pipe Corp.—Long Beach, Ca<br>*27,99* 7,98<br>3,31 | **M Fishing** | Oil<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7937587<br>WA3227<br>223755 | **CALIFORNIA**<br>**Vessel Zodiac Corp.**<br>Portland, Or United States of America | **145**<br>89<br>— | | **1924** .............East Boothbay, Me<br>*33,96*<br>7,68 3,48<br>1 dk | **Wood M Fishing** | Oil<br>U.S.A. |
| 7626401<br>C6FB<br>373000<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA GETTY**<br>ex Norrland-82<br>**Getty Marine Corp.**<br>Nassau Bahamas | **71 207**<br>49 212<br>130 370 | NV | **1979** Gotaverken Arendal AB—Goteborg (903)<br>250,02 45,45 16,111<br>241,36 44,21 22,00<br>F - 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>7 Ho 24,9 24,9 24,9 24,9 24,9 24,9 27,8 ER<br>L.(oil) 134 690 Ore 74 920<br>HeCls. BC<br>7 Ha (stl) (17,2 17,2 17,2 17,2 17,2 17,2 × 26,8) (17,2 × 21,0) ER | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>A/B Gotaverken Goteborg<br>Gen 3 × 900kW 1 × 56kW 440V 60Hz a.c.<br>Fuel 500,0t (d.o.) 7 600,0t (hvf)-85,5pd<br>15,25kn |
| 7739193<br>WYB6<br>335<br>590758 | **CALIFORNIA HORIZON**<br>**Horizon Trawlers Inc.**<br>San Francisco, Ca United States of America | **181**<br>123<br>— | | **1978** Bender SB. Co. Inc.—Mobile, Al<br>*25,03* 7,35<br>3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 159 × 203<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7804625<br>JMFH<br>118880<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA MARU**<br>**Toko Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **10 499**<br>6 141<br>10 987 | NK | **1978** Kurushima Dock Co. Ltd.—Onishi (2075)<br>160,51(BB) 8,671<br>150,02 23,00 13,21<br>P 12,5 F 12,5 4 dks | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.13 077<br>4 Ha (stl) (10,5 10,5 10,5 × 8,9) ER (10,5 × 8,9)<br>Cr 4(7) | Oil 2SA 9Cy. 700 × 1250<br>17 100bhp (12 578kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 4 × 760kW 450V a.c.<br>Fuel 560,0t (d.o.) 2 096,0t (hvf)-60,0pd<br>19,5kn |
| 7518484<br>JNJL<br>117761<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIFORNIA RAINBOW**<br>**Tokai Shosen K.K. (Tokai Shipping Co. Ltd.)**<br>Tokyo Japan | **9 663**<br>6 234<br>16 325 | BV NK | **1975** Kurushima Dock Co. Ltd.—Onishi (915)<br>141,97 21,85 9,094<br>133,69 21,80 12,20<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 681 B.20 119 HeCls. B<br>4 Ha (12,9 × 8,9) (18,9 18,9 18,9 × 10,9) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 445V a.c.<br>Fuel 158,0t (d.o.) 1 102,0t (hvf)-23,0pd<br>14kn |
| 7045671<br>GOTC<br>341358<br>Df Esd<br>Pfd Rdr<br>RTv | **CALIFORNIA STAR**<br>**Blue Star Line Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **19 095**<br>10 730<br>19 114 | ✠**100A1** CS 4/81<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ht $2\frac{3}{4}$"U2<br>FN 7322 | **1971**-5 Bremer Vulkan A.G.—Vegesack (975)<br>188,86(BB) 25,91 10,059<br>178,01 25,86 15,27<br>P 48,5 F 41,2 1 dk<br>rf 152 DK fwd<br>10BH WB4446t incl. DTf478t | **M Container Ship**<br>Fixed-guides Ref 2bth P<br>16 Cell.Ho ER 3 Cell.Ho<br>In.6 189<br>19 Ha (stl) ER | Oil 2SA 9Cy. 900 × 1600<br>26 100bhp (19 198kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9bar)<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Fuel 278,5t (d.o.) 2 429,5t (hvf) 21,5kn |
| 7112319<br>WRA4<br>366<br>533470<br>Esd Rdr<br>RT | **CALIFORNIA STAR**<br>ex Agnes Candies-82<br>**Offshore Tanker Marine Inc.**<br>Houma, La United States of America | **188**<br>128<br>— | AB | **1971** Halter Marine Fabricators, Inc.—Moss Point, Ms (303)<br>11,59 3,379<br>47,30 3,97<br>F 13,5 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 512bhp (1 112kW) E made71 reconditioned & fitted78<br>General Motors Corp. U.S.A.<br>Gen 2 × 60kW<br>Fuel 149,5t (d.o.) |
| 7706782<br>YQMS<br>1047<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALIMAN**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 119 | RNR | **1977** VEB Volkswerft Stralsund—Stralsund (226)<br>101,48(BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 560kW 1 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14,5kn |
| 7418438<br>YQDM<br>322<br>Df Esd<br>Gc Rdr<br>RT | **CALIMANESTI**<br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 929<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1974** Santierul Naval Galatz—Galatz<br>130,87(BB) 17,71 6,595/8,100<br>10,19<br>2 dks | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 150<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) 15,75kn |

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|---|---|---|---|---|---|---|---|---|
| **5024324**<br>HOSY<br>10844<br>-PEXT<br>Df Esd<br>Gc Rdr | **CALIOPE**<br>ex Filia-81 ex Enrico Dandolo-77<br>ex Arizona-67<br>**Discus Maritime Inc.**<br>Bourini Compania Naviera S.A.<br>Panama Panama | T.Mk<br>**4 918**<br>2 787<br>—<br>**7 130**<br>4 539<br>9 500 | ✠**100A1**<br>✠**LMC** | SS 8/79<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3684<br>(RI) | **1960**-3 Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (347)<br>137,42 17,86 7,881/8,765<br>126,50 17,84 11,28<br>F 27,8 2 dks<br>RW rf 76<br>Coll BH to U dk, 8 to 2nd dk WB1028t<br>incl. Tunnel tanks 230t | **M General Cargo**<br>Ref 12P<br>6 Ho 14,3 19,2 10,9 10,2 22,0<br>16,0<br>G.15 914 B.14 158<br>5 Ha (7,9 11,2 12,0 9,9 8,0 × 6,4)<br>16W Der 1(50) 1(30) 2(10) 12(5) | Oil 2SA 7Cy. 620 × 1150<br>5 750bhp (4 229kW)<br>Helsingor Skibsv. og Maskinbyg.<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 142lbf/in² (9,8bar)<br>Gen 1 × 280kW 2 × 172kW<br>440V 60Hz a.c.<br>Fuel 891,0t | B&W<br>Helsingor<br>15kn |
| **6921488**<br>5LEH<br>3282<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALIOPE E**<br>ex Atlantic Trader-81<br>ex Tide Crown-79<br>Launched as Butanga<br>**Pirgia Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Monrovia Liberia | **43 981**<br>33 003<br>91 850 | | NV | **1969** Oresundsvarvet A/B—Landskrona (222)<br>257,67(BB) 38,99 13,501<br>243,85 38,94 17,78<br>1 dk<br>rf 64 | **M Tanker**<br>CBT<br>12 Ta ER<br>L.(oil) 106 786 HeCls. BC | Oil 2SA 8Cy. 850 × 1700<br>21 200bhp (15 594kW)<br>A/B Gotaverken<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 448,5t (d.o.) 4 476,0t (hvf)-62,0pd | Goteborg<br>16,5kn |
| **7505827**<br>TCJH<br>4867<br>Df Esd<br>Gc Rdr<br>RT | **CALIP SERTER**<br>**Petrol Ofisi Genel Mudurlugu**<br>Istanbul Turkey | **4 668**<br>2 400<br>10 370 | | AB | **1981** Taskizak Naval Yard—Istanbul, Turkey<br>(75-1)<br>120,00<br>115,02 16,15 8,21<br>P 27,2 F 9,5 1 dk<br>rf 196 | **M Tanker**<br>18 Ta ER | Oil 4SA 8Cy. 400 × 520<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd. | Japan |
| **7393377**<br>CLDX<br>Df Esd<br>Gc Rdr<br>RT | **CALIXTO GARCIA**<br>ex Ajana-80<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **9 006**<br>6 422<br>15 061 | ✠**100A1**<br>✠**LMC** | SS 1/81<br>EL Z 2$\frac{1}{8}$"U2<br>FN 4317 | **1976**-10 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (904)<br>141,00 20,48 8,860<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>NS 6BH to U dk 1 to 2nd dk WB3798T<br>incl. DTm1780T | **M General Cargo** CSD<br>5 Ho 21,4 29,7 11,3 22,7 ER<br>21,2 4 TwD ER<br>G.21 425 B.19 648<br>5 Ha (stl) (11,5 × 6,7) (12,0 13,7<br>12,8 × 8,4) ER (11,3 × 6,7)<br>Der 1(80) 1(30) 4(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 370kW 440V 60Hz a.c.<br>Fuel 688,0t (hvf)-20,5pd | Sulzer<br>Newcastle<br>15kn |
| **5058064**<br>WA3239<br>250875 | **CALLANAN No. 1**<br>**Eastern Seaboard Pile Driving Co. Inc.**<br>Albany, NY United States of America | **145**<br>99<br>— | | (AB) | **1944** Allen Boat Co.—Harvey, La (35)<br>7,07<br>24,67 7,01 3,15<br>BK 64 | **M Tug** | Oil 4SA 8Cy. 305 × 380<br>Enterprise Engine & Foundry Co.<br>San Francisco, Ca<br>Fuel 60,0t | |
| **6923266**<br>OAOQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALLAO**<br>ex Pointe Des Colibris-80<br>**Naves Frigorificas S.A. - NAFRISA**<br>Callao Peru | T.Mk<br>**6 738**<br>3 318<br>8 758 | | BV | **1969** Cons. Nav. & Ind. de la Mediterranee<br>(CNIM)—La Seyne (1383)<br>146,56(BB) 21,04 8,140<br>136,73 20,99 11,05<br>2 dks<br>rf 381 | **M General Cargo**<br>Ref 10bth P<br>4 Ho 35,0 24,3 21,4 ER —<br>1 TwD ER 40,3<br>G.6 050 In.7 750 L.289<br>TEU 104 C. 104/20'<br>6 Ha (stl) (14,7 × 5,1) (14,0p&s<br>14,0p&s × 5,2) ER (9,3 × 5,1)<br>Cr 1(30) 2(10,5) 2(5) 1(3) | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>geared to sc. shaft<br>16 740bhp (12 313kW)<br>Ch. de l'Atlantique<br>Gen 2 × 900kW 2 × 736kW<br>1 × 320kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 203,0t (d.o.) 1 249,5t (hvf) | Pielstick<br>St Nazaire<br>20,5kn |
| **5058076**<br>OBPD<br>Df Gc<br>Rdr RT | **CALLAO**<br>ex Monserrate-47<br>**Government of The Republic of Peru (Ministerio de Marina - Direccion General Economica Marina)**<br>Callao Peru | **5 578**<br>3 245<br>7 300 | | | **1938** Bremer Vulcan Schiffbau & Mfbk.<br>—Vegesack (755)<br>134,70 17,18<br>130,33 17,12 10,77<br>2 dks<br>R | **M General Cargo**<br>6 Ha (7,7 × 4,4) (11,1 × 5,2) (5,5<br>5,5 11,1 5,5 × 5,4)<br>16W Der 1(20) 16(3) | Oil 2DA 7Cy. 600 × 1100<br>5 500bhp (4 046kW)<br>Bremer Vulcan A.G.<br>Fuel 942,0t (d.o.) | Bremen-Vegesack<br>10kn |
| **7941148**<br>YQGN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALLATIS**<br>**NAVROM**<br>Constantza Romania | **32 100**<br>23 034<br>54 615 | | RNR | **1978** Santierul Naval Mangalia—Mangalia<br>219,82 32,19 12,402<br>205,39 17,00<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,7 28,8 17,0 26,9 17,0<br>29,7 15,3 ER<br>B.75 516<br>10 Ha (stl) (each 11,7 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Tvornica Dizel Motora "3 Maj"<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 3 687,0t | Sulzer<br>Rijeka<br>15,75kn |
| **6706187**<br>CBCC<br>Rdr RT | **CALLE CALLE**<br>ex Kakushu Maru-80<br>**Sociedad Pesquera Colosa S.A.**<br>Iquique Chile | **1 257**<br>693<br>2 370 | | NK | **1966** Setoda Zosensho—Setoda (207)<br>75,62 11,43 5,258<br>70,01 11,41 5,59<br>P 14,7 F 8,6 1 dk<br>RW conv Tanker 80 | **M Fish Carrier**<br>4 Ha (stl) (each 1,9 × 1,4) ER | 2 Oil 4SA each 6Cy. 260 × 320 geared to<br>sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Kogyo<br>Fuel 84,5t-5,5pd | Osaka<br>11,5kn |
| **5058105**<br>TQNB<br>BA29<br>4483<br>Esd RTm | **CALLIOPE**<br>**Michel Mugica**<br>Marennes France | **146**<br>54<br>— | | BV | **1958** Ch. Nav. de la Pallice—La Rochelle-<br>Pallice (511 /5/1)<br>27,77 6,84 3,601<br>23,53 6,80 3,61<br>1 dk<br>RW | **M Fishing**<br>Tuna Side-fishing Ref<br>6 Ta<br>In.90<br>6 Ha (each 0,9 × 0,9)<br>1W Der 1(0,5) | Vee Oil 4SA 12Cy. 180 × 220<br>400bhp (294kW) NE 64<br>Les Acieries du Nord<br>Fuel (d.o.) | MAN<br>Maubeuge<br>11kn |
| **6915087**<br>IOAN<br>80<br>Esd RT | **CALLIOPE TERZO**<br>ex Nuova Trapani<br>ex Isola Hiera-71<br>**Carmelo Arena**<br>Mazara del Vallo Italy | **117**<br>40<br>— | | | **1968** S. Stampa—Trapani<br>28,91 6,71<br>24,01 6,68 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) | Mannheim |
| **5358505**<br>SVPK<br>7810<br>Df Esd<br>Gc Rdr<br>RTm | **CALLIROY**<br>ex Theofano Livanos-80<br>**Copenhagen Shipping Corp.**<br>Aristides S.S. Co. S.A.<br>Piraeus Greece | **15 929**<br>10 394<br>26 641 | | AB | **1963** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (182)<br>191,47 22,94 10,862<br>179,69 22,86 14,10<br>P 43,6 F 17,1 1 dk<br>RW rf 51 | **M Bulk Carrier**<br>7 Ho 15,8 18,9 20,1 20,7 17,3<br>16,7 16,7 ER<br>G.33 368 B.29 604<br>7 Ha (stl) (8,2 × 8,0) (11,2 × 10,9)<br>(11,2 11,2 11,2 11,2 11,2 ×<br>11,2) ER<br>14W Der 14(3-10) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 604,5t (hvf) | Winterthur<br>16kn |

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| 603949<br>FTAE<br>87315<br>Df Esd<br>Pfd Rdr<br>RTm | **CALLISTO**<br>ex Notre Dame Panetiere-73<br>**Armement du Chalutier Callisto**<br>La Rochelle France | **282**<br>99<br>— | (BV) | **1965** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (137)<br>41,00 7,70 3,645<br>36,00 7,61 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>In.230<br>3 Ha (0,9 1,6 × 0,9) (1,6 × 1,2)<br>Der 1(2) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 110V<br>Fuel (d.o.) 13kn |
| 909364<br>C04140<br>372369<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALLISTRATUS**<br>**Callistratus Fishing Co.**<br>Prince Rupert, B.C. Canada | **1 040**<br>532<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL J 357,0/30,0U1<br>FN 795 | **1978**-12 Narasaki Zosen K.K.—Muroran (922)<br>57,99 (BB) 9,53 3,852<br>50,53 9,50 6,23<br>F 23,5 2 dks<br>rf 102 Box K 305<br>2BH to U dk, 2 to 2nd dk WBnil | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Diesels Ltd. Yaizu<br>Gen 3 × 150kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| 058131<br>VC3040<br>189048<br>Df Esd<br>Pfd Rdr<br>RT | **CALM**<br>**Atlantic Salvage Ltd.**<br>Halifax, N.S. Canada | **329**<br>121<br>— | | **1941** American SB. Co.—Lorain, Oh (819)<br>44,81 7,95<br>39,25 7,93 4,37<br>RQD 18,9<br>RW BK 127 | **M Fishing**<br>Side Trawler<br>1 Ho 10,5<br>2 Ha (each 1,6 × 1,0) | Oil 4SA 6Cy. 395 × 560<br>650bhp (478kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 54,0t |
| 030506<br>617968 | **CALM SEAS**<br>**Trawler Gulf Master Inc.**<br>Tampa, Fl United States of America | **128**<br>87<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,86 6,74<br>20,73 · 6,71 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler Ref. | Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. Columbus, In |
| 5176842<br>SV3033<br>7263<br>Df Esd<br>RT | **CALM I**<br>ex Sea Calm-79 ex Julia-75<br>**Lakoniki Naftiliaki Ltd.**<br>Interuniversal Chartering S.A.<br>Piraeus Greece | **299**<br>158<br>514 | GL | **1957** Erste Donau Dampschifffarhtsges. —Korneuburg (568)<br>49,18 7,93 2,604<br>45,57 7,90 2,85<br>RQD 28,7 F 4,9 1 dk | **TM General Cargo**<br>2 Ho ER<br>G.749 B.701<br>2 Ha (10,5 9,5 × 4,4) ER<br>2W Der 2(3) | 2 Oil 4SA each 6Cy. 250 × 350<br>245bhp (180kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 22,0t (hvf) 10kn |
| 7403885<br>EGTO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALO BERRIA**<br>**Pesqueras del Norte S.A.**<br>San Sebastian Spain | **248**<br>70<br>— | BV | **1975** Ast. Luzuriaga S.A.—Pasajes (179)<br>39,65 7,22 3,801<br>35,23 7,21 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Controllable pitch propeller<br>11,75kn |
| 6726503<br>IONV<br>87 | **CALOGERO MARULLO**<br>ex Ignazio Cancitano-71<br>**Carmelo Marullo**<br>Porto Empedocle Italy | **107**<br>39<br>— | | **1967** Cant. Nav. F. Giacalone—Mazara del Vallo<br>29,01 6,41<br>23,53 6,25 3,18<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 240 × 350<br>400bhp (294kW)<br>Atlas-MaK Maschinenbau Kiel |
| 7016400<br>328184 | **CALOU**<br>ex Marina B-79<br>**Guy Gragnon**<br>Gaspe, P.Q. Canada | **124**<br>59<br>— | | **1969** Enterprises Maritime (1966) Inc. —Gaspe, P.Q<br>*24,48*<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| 7391123<br>WYH7<br>202<br>578241<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALRICE TRANSPORT**<br>ex Valerie F-79<br>**California Rice Transport**<br>Wilmington, De United States of America | **1 597**<br>1 086<br>— | AB | **1976** Southern SB. Corp.—Slidell, La (112)<br>46,49 16,51 9,335<br>41,92 16,46 10,39<br>1 dk<br>rf 51 | **TM Tug**<br>Pusher<br>(linked with 14493 gross ton barge of same name) | 2 Vee Oil 4SA each 16Cy. 432 × 533 sr & reverse geared to sc. shafts<br>Enterprise<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca<br>Gen 3 × 335kW a.c.<br>16kn |
| 6402717<br>GMYA<br>305684<br>Rdr RTv | **CALSHOT**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kingdom | **494**<br>166<br>— | ✠Classed LR until 9/67 | **1964**-3 J. I. Thornycroft & Co. Ltd. —Southampton (4202)<br>42,37 10,70<br>37,77 9,76 4,42<br>B & F 21,1<br>rf 305 | **TM Tug/Tender**<br>215P | 2 Oil 2SA each 8Cy. 267 × 343 with flexible couplings & sr reverse geared to sc. shafts<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 50kW 220V d.c.<br>Fuel (d.o.) |
| 7819527<br>384774 | **CALTEX HK3**<br>**Caltex Oil (Hong Kong) Ltd.**<br>Hong Kong Hong Kong (British) | **832**<br>776<br>1 219 | **✠A1**<br>oil barge<br>protected waters service,<br>FP 60°C & above<br>EL (I) 385,0/24,0U2<br>FN 797 | **1980**-12 Atlantic, Gulf & Pacific Co. —Manila (H13-78)<br>48,16 13,09 3,963<br>45,42 12,81 4,73<br>RAD 11,3 1 dk<br>rf 305<br>7BH WB60T | **Tank Barge**<br>6 Ta<br>L.(oil) 1 482 | Gen 1 × 70kW 440/220V 50Hz a.c. |
| 5058179<br>RTv | **CALTEX 93**<br>ex Bruni-54<br>**International Sea Tankers Co. Inc.** | **654**<br>372<br>985 | | **1944** Odenbach SB. Corp.—Rochester, NY (47)<br>55,61 9,20 3,410<br>54,67 9,15 4,12<br>P 11,6 F 7,1 1 dk<br>rf nil | **TM Tanker**<br>1 Ho 3,5 6 Ta ER<br>L.(oil) 1 080<br>1 Ha (stl) (3,0 × 2,3)<br>Der 4(0,5) | 2 Oil 4SA each 6Cy. 225 × 260<br>630bhp (463kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 44,5t (d.o.)-2,0pd 9kn |
| 5058181<br>VRCT<br>315113<br>RTm | **CALTEX 134**<br>**Caltex Shipping Co. Ltd.**<br>Hong Kong Hong Kong (British) | **48**<br>8<br>— | **✠100A1** SS 10/79<br>tug<br>Hong Kong Colony service<br>**LMC**<br>EL a<br>FN 138 | **1961**-9 Pacific Islands S.B. Co. Ltd.—Hong Kong (437)<br>20,30 5,52 2,083<br>17,68 5,34 2,44<br>rf 229<br>4BH | **M Tug**<br>2 Ho 3,7 4,2<br>2 Ha (stl) (1,2 × 0,9) (1,5 × 1,6)<br>Der 1(0,5) | Oil 2SA 4Cy. 230 × 400 with fluid coupling<br>Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7050341<br>WY9932<br>522043 | **CALUMET**<br>**Samson Tug & Barge Co. Inc.**<br>Sitka, Ak United States of America | **186**<br>127<br>— | | **1934** U.S. Naval Shipyard—Charleston, SC<br>*31,86* 7,32<br>3,48 | **D-E Tug** | Oil connected to elec. motors<br>............<br>Fuel (d.o.) |

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| **7356331**<br>FNLB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALVADOS**<br><br>**Societe Navale Chargeurs**<br>**Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | **11 739**<br>7 050<br>15 599 | | BV | **1975** Marine Industries Ltd.—Sorel, P.Q.<br>(411)<br>159,01(BB) 22,97 9,602<br>146,74 22,79 13,19<br>P 40,3 F 38,1 3 dks | **M General Cargo**<br><br>5 Ho 23,7 26,9 26,9 26,9 ER<br>8,8 9 TwD<br>G.25 641 B.22 810<br>TEU 376<br>C.Ho 274/20' C.Dk 102/20'<br>8 Ha (stl) (13,5 × 8,0) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>8W Cr 1(5) Der 3(30) 2(22) | Vee Oil 4SA 16Cy. 480 × 520<br>13 600bhp (10 004kW)<br>Ch. de l'Atlantique St Naz<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf) |
| **7342225** | **CALVADOS II**<br><br>**Peter Strachan**<br>Peterhead United Kingdom | **160**<br>—<br>— | | | **1975** Cubow Ltd.—England<br>26,19 6,94<br>24,36 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292<br>850bhp (625kW)<br>Mirlees Blackstone (Stockport) Ltd. Stock |
| **7385198**<br>CUZD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALVAO**<br><br>**Empresa de Pesca de Aveiro S.a.r.l.**<br>Aveiro Portugal | **1 411**<br>803<br>603 | **✠100A1**<br>stern trawler<br>Ice Class 3<br>**✠LMC** | SS 5/81<br><br><br>**UMS**<br>EL L 1¼"U2<br>FN 1037 | **1977**-6 Est. Nav. de Viana do Castelo —Viana do Castelo (98)<br>61,42 11,74 4,407<br>54,41 11,70 7,35<br>B 6,1 2 dks<br>rf 610 Box K 254<br>Coll BH to U dk 6 to 2nd dk WB9T | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 11,5 10,5 ER<br><br>2 Ha (1,5 1,7 × 1,3) ER | Oil 2SA 10Cy. 205 × 254 sr geared to shaft<br>2 000bhp (1 471kW)<br>Colt Industries Fairbanks Morse Engine Division Beloit<br>db 10kgf/cm² (9,9bar)<br>Gen 2 × 304kW 2 × 200kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 259,0t (d.o.) |
| **7310301**<br>WYC6<br>105<br>539391 | **CALVIN & DAVID**<br><br>**David Whorton**<br>Jacksonville, Fl United States of America | **131**<br>89<br>— | | | **1972** Atlantic Marine Inc.—Fort George Island, Fl<br>*21,31* 6,71<br>3,61 | **M Fishing** | Oil<br>480bhp (353kW)<br>.............<br>Fuel (d.o.) |
| **7926473**<br><br>615165<br>Df Esd<br>Pfd Rdr<br>RT | **CALVIN L. STINSON**<br><br>**Offshore Trawler Inc.**<br>Bar Harbor, Me United States of America | **184**<br>125<br>275 | | | **1980** Bellinger Shipyards Inc.—Jacksonville, Fl (115)<br>41,18 3,661<br>36,28 9,47 5,19<br>2 dks | **M Fishing**<br>Stern Trawler Seiner Ref. | Vee Oil 2SA 12Cy. 230 × 254 geared to sc. shaft<br>1 450bhp (1 067kW)<br>General Motors Corp. Electro-Motive Div. La Gra |
| **7387196**<br>EHCJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CALVO SOTELO**<br><br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>El Ferrol Spain | **21 269**<br>14 115<br>36 520 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 5/82<br><br><br>EL Ht 2⅜"U2<br>FN 7779 | **1977**-4 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (157)<br>207,80(BB) 26,55 10,967<br>192,01 26,51 14,00<br>P 38,8 F 20,5 1 dk<br>rf nil<br>10BH WB1599T incl. DTf853T | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 48 297 | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW)<br>La Maquinista Terrestre y Mar (MTM) Barce<br>2 WTAuxB (o.f.) 15kgf/cm² (14,8bar) (Spt 250°C 14kgf/cm² (13,8bar)) hs40<br>Gen 3 × 617kW 380V 50Hz a.c.<br>Fuel 2 312,5t (hvf) |
| **7422788**<br>H9MU<br>1111<br>6-81<br>Df Esd<br>Gc Rdr<br>RT | **CALY**<br>ex Capetan Markos-81<br>**Caly Navigation S.A.**<br>Panama Panama | **8 760**<br>6 625<br>15 138 | **✠100A1**<br><br>**✠LMC** | SS 6/82<br><br>**UMS**<br>EL z 2⅛"U2<br>FN 4319 | **1977**-10 Austin & Pickersgill Ltd.—South Dock, Sunderland (461)<br>141,00 20,48 8,859<br>134,19 20,44 11,74<br>F 13,2 1 dk,2nd dk except in No.5 hold<br>rf nil<br>SF 6BH to U dk, 1 to 2nd dk WB4205T incl. DTm1780T & Tunnel tanks 407T | **M General Cargo** CSD<br><br>5 Ho 21,5 29,7 11,4 22,8 24,3<br>G.21 420 B.19 643<br>5 Ha (stl) (11,5 × 6,6) (12,1 12,1 13,5 × 8,4) (11,4 × 6,6)<br>12W Der 1(60) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd. Newc<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 083,0t (hvf)-27,5pd |
| **7614824**<br>PDHS<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CALYPSO**<br><br>**Rederij W. Koerts & Zn.**<br>"Carebeka" B.V.<br>Scheemda Netherlands | **999**<br>583<br>1 564 | **✠100A1**<br><br>**✠LMC** | SS 5/82<br><br><br>EL L 1$\frac{3}{16}$"U2<br>FN 949 | **1977**-4 Schpsw. Gebr. Coops B.V. —Hoogezand (268)<br>65,72 10,80 4,301<br>59,97 10,70 5,11<br>P 11,9 F 7,7 1 dk<br>rf nil<br>4BH WB418T incl. DTf49T | **M General Cargo**<br><br>1 Ho 41,0 ER<br>G.2 039 B.1 965<br>1 Ha (stl) (33,0 × 7,7) ER | Oil 4SA 6Cy. 250 × 300 sr geared to shaft<br>1 320bhp (971kW)<br>A/B Bofors Nohab Trollha<br>Gen 3 × 51kW 380/220V 50Hz a.c.<br>Controllable pitch propeller |
| **7235197**<br>WYZ8<br>777<br>544150 | **CALYPSO**<br><br>**Fifth Avenue Fishing Co. Inc.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **995**<br>494<br>— | | | **1972** San Diego Mar. Co.—San Diego, Ca (184)<br>61,57 11,61<br>4,53 | **M Fishing** | Oil<br>3 500bhp (2 574kW)<br>.............<br>Fuel (d.o.) |
| **5200473**<br>FOAE<br>686 | **CALYPSO**<br>ex Calypso G-51<br>**Calypso S.a.r.l.**<br>Toulon France | **332**<br>—<br>— | | | **1942** Ballard Marine Railway Co.—Seattle, Wa<br>42,02 7,60 3,506<br>39,17 7,47 4,02<br>1 dk<br>conv Yacht 51 | **Wood TM Research** | 2 Oil each 8Cy. 165 × 180<br><br>General Motors Corp. Cleveland<br>Fuel (d.o.) |
| **5210985**<br>YTUB<br><br>Esd Rdr<br>RT | **CALYPSO**<br>ex Lokrum-70 ex Batjuska-54<br>**Union Dalmacija OOUR Flota**<br>Split Yugoslavia | **227**<br>128<br>— | | <br><br>JR | **1945** Brodogradiliste Vranjic—Vranjic<br>34,50 7,98 2,321<br>28,50 7,78 3,48<br>1 dk<br>len 70<br>conv General Cargo 70 | **Wood Aux M Ferry**<br>—P | Oil 2SA 4Cy. 200 × 340<br>200bhp (147kW) NE 71<br>Titovi Zavodi "Litostroj" Ljubl<br>Gen 1 × 40kW 380V a.c. |
| **6818851**<br>LGYZ<br>19146<br>Df Esd<br>Pfd Rdr<br>RT | **CALYPSO**<br>ex Marstrand-78 ex Inger-69<br>**P/R Calypso**<br>Tollef Hovland<br>Egersund Norway | **167**<br>50<br>— | | <br><br>NV | **1968** A/B Marstrandsverken—Marstrand (8)<br>31,32 6,76 3,506<br>28,00 6,71 3,59<br>1 dk<br>BK 259 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>3 Ha (0,9 × 1,3) (1,5 × 1,5) (1,5 × 1,2) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 16kW 1 × 7kW 110V d.c.<br>Fuel (d.o.) |
| **7049964** | **CALYPSO BABE**<br>ex Monticello-76<br><br>Port of Spain Trinidad & Tobago | **142**<br>—<br>— | | | **1968** Bishop SB. Corp.—Aransas Pass, Tx<br>*24,08* 6,71<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>425bhp (313kW)<br>............. |

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| 7060353<br>266324 | **CALYPSO GIRL**<br>ex Calypso Queen-74<br>**Wells Marine Co. Ltd.**<br>Port of Spain Trinidad & Tobago | **153**<br>90<br>— | | **1969** Atlantic Marine Inc.—Fort George Island, Fl<br>*26,52* 7,37<br>… … …<br>1 dk | **M Fishing**<br>Side Trawler | Oil 6Cy. 159 × 203<br>585bhp (430kW)<br>Detroit Diesel Detroit, Mi<br>Fuel (d.o.) |
| 7438024<br>9HCF<br>1068<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CALYPSO LAND**<br>ex Prins Hendrik-70<br>**Euch Zammit & Sons Ltd.**<br>Valletta Malta | **1 024**<br>317<br>— | | **1932** N.V. Koninklijke Maats. "De Schelde" —Vlissingen<br>60,00 13,52<br>58,63 12,02 4,81<br>B 40,0<br>len 42 | **D-E RoRo Cargo/Ferry**<br>432P | Oil 4SA 8Cy. 457 × 609 1 200bhp (883kW) driving 2 gen. each 600kW 110V d.c. connected to 2 elec. motors each of 850shp (625kW) & sc. shaft<br>E made32 fitted49<br>Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Directional propeller fwd , 1 aft<br>Fuel 61,0t (d.o.)-4,0pd 10kn |
| 8821921<br>SVFO<br>7840<br>Df Esd<br>Gc Rdr<br>RTv | **CALYPSO N**<br>ex Mariner-80<br>ex Eastern Cherry-78<br>**Calypso Shipping Corp.**<br>Piraeus Greece | **11 429**<br>6 833<br>19 418 | AB | **1969** Hitachi Zosen—Mukaishima (4205)<br>156,17 22,66 9,535<br>146,01 22,61 12,91<br>P 29,6 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 25,9 26,9 26,9 26,9 ER<br>G.24 300 B.23 826<br>4 Ha (stl) (17,1 × 10,3) (17,9 17,9 17,9 × 13,7) ER<br>4W Der 4(22) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 623,5t (hvf) 15kn |
| 8024648 | **CALYPSO II**<br>**Sahlman Seafoods Inc.**<br>United States of America | **110**<br>—<br>— | | **1980** Diesel SB. Co.—Jacksonville, Fl<br>… … …<br>21,98<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159<br>Cummins Engine Co. Inc. U.S.A. |
| 7524902<br>TJAS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAM BUBINGA**<br>Launched as Ivory Uranus-77<br>**Cameroon Shipping Lines S.A.**<br>Unimar Seetransport G.m.b.H.<br>Douala Cameroon | T.Mk<br>**5 886**<br>3 647<br>9 868<br>**9 141**<br>5 915<br>13 208 | GL | **1977** VEB Schiffswerft "Neptun"—Rostock (404)<br>150,02(BB) 21,04 7,697/9,094<br>140,42 21,01 11,31<br>P 36,0 B & F 39,4 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 30,0 34,9 34,9 ER<br>G.20 770 B.18 735 HeCls. B<br>TEU 436<br>C.Ho 232/20'(40') C.Dk 204/20'(40') incl. 22 ref C.<br>5 Ha (stl) (18,9 × 10,5) (25,9p&s 25,9p&s × 7,6) ER<br>Der 1(80) 5(22) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 181,5t (hvf)-35,5pd 17kn |
| 7706756<br>TJAT<br>283<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAM DOUSSIE**<br>**Cameroon Shipping Lines S.A.**<br>Unimar Seetransport G.m.b.H.<br>Douala Cameroon | T.Mk<br>**6 455**<br>3 330<br>9 649 | NV | **1977** VEB Schiffswerft "Neptun"—Rostock (421)<br>149,87(BB) 21,04 7,700<br>140,67 21,01 11,31<br>P - F - 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 29,0 31,5 31,5 ER<br>G.20 192 B.18 478 HeCls. B<br>C.Ho 232/20'(40') C.Dk 96/20'(40')<br>5 Ha (stl) (18,9 × 10,5) (25,9p&s 25,9p&s × 7,6) ER<br>Der 4(40) 1(20) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 4 × 500kW 380V 50Hz a.c.<br>Fuel 185,0t (d.o.) 1 116,5t (hvf)-32,5pd |
| 7824479<br>TJAW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAM ILOMBA**<br>**Cameroon Shipping Lines S.A.**<br>Unimar Seetransport G.m.b.H.<br>Douala Cameroon | T.Mk<br>**7 461**<br>4 474<br>16 600 | GL | **1979** A.G. "Weser" Seebeckwerft —Bremerhaven (1026)<br>152,20 23,04 8,021<br>142,02 23,00 13,01<br>P 29,6 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD ER<br>G.24 572 B.22 460<br>TEU 605<br>C.Ho 304/20' C.Dk 301/20'<br>7 Ha (stl) (12,8 × 10,2) (25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Der 2(50) 4(22) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 548kW 450V 60Hz a.c.<br>17kn |
| 7824481<br>TJAU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAM IROKO**<br>**Cameroon Shipping Lines S.A.**<br>Unimar Seetransport G.m.b.H.<br>Douala Cameroon | T.Mk<br>**7 461**<br>4 474<br>11 920 | GL | **1979** A.G. "Weser" Seebeckwerft —Bremerhaven (1027)<br>152,20 23,04 8,021<br>142,02 23,00 13,01<br>P 29,6 F 10,7 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 4 TwD ER<br>G.24 572 B.22 460<br>TEU 605<br>C.Ho 304/20' C.Dk 301/20'<br>7 Ha (stl) (12,8 × 10,2) (25,6p&s 25,6p&s 12,8p&s × 8,0) ER<br>Der 2(50) 4(22) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 548kW 450V 60Hz a.c.<br>17kn |
| 5058935<br>PSVF<br>12370 | **CAMACAN**<br>**Navegacao de Cabotagem Wildberger S.A.**<br>Frigorifico do Nordeste S.A.<br>Salvador Brazil | **569**<br>275<br>— | ✠Classed LR until 9/65 | **1953**-5 Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (231)<br>54,31 8,79 2,153<br>49,99 8,74 3,15<br>P 16,8 F 5,8 1 dk<br>RW conv General Cargo 67 | **TM Livestock Carrier**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 240 × 400<br>900bhp (662kW)<br>Sulzer Bros. Ltd. Winterthur |
| 7521883<br>PPJR<br>7880<br>Df Esd<br>Gc Rdr<br>RT | **CAMACARI**<br>**Global Transporte Oceanico S/A**<br>Rio de Janeiro Brazil | **5 722**<br>4 169<br>10 003 | BV (NV) | **1977** Ankerlokken Verft Glommen A/S —Fredrikstad (191)<br>136,86 17,23 7,843<br>127,23 17,21 10,01<br>1 dk | **M Chemical Carrier**<br>Mchy.aft<br>17 Ta<br>L.10 190<br>Cr 1(2) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>5 950bhp (4 377kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>14,5kn |
| 7827407 | **CAMADAN**<br>**Coskum Deniz Ticaret Ltd.**<br>Turkey | **1 599**<br>—<br>3 100 | AB (Class cont.) | **1982** Sedef Gemi Endustrisi A.S.—Gebze (33)<br>5,322<br>74,12 13,71 6,53 | **M General Cargo** | Oil<br>2 200bhp (1 618kW) Sulzer<br>H. Cegielski Poland |
| 7734272<br>587415 | **CAMADAVI**<br>**Calvin W. Lang**<br>Brunswick, Ga United States of America | **101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |

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|---|---|---|---|---|---|---|
| **5058947**<br>CLOC<br>263<br>Df Gc<br>Rdr | **CAMAGUEY**<br><br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **2 333**<br>1 205<br>3 232 | ✠Classed LR until 18/12/81 | **1959** Niigata Eng. Co. Ltd.—Niigata (263)<br>93,22 13,06 5,773<br>86,01 13,01 6,81<br>P 22,3 F 9,5 2 dks<br>rf 102 | **M General Cargo**<br>Mchy.aft<br><br>G.5 097 B.4 587 | Oil 2SA 6Cy. 540 × 900<br>2 900bhp (2 133kW)<br>Niigata Tekkosho N<br>Gen 3 × 100kW 230V d.c.<br>Fuel 312,0t |
| **5293614**<br>EAPT<br>251<br>Df Pfd<br>RT | **CAMAJUANI**<br>ex Rex-70 ex Beta-50<br>**Jose Riva Suardiaz**<br>Gijon Spain | **344**<br>194<br>400 | (BV) | **1935** Noord Nederlandse Scheepswerven N.V.—Groningen (147)<br>*40,60* 6,99 2,763<br>6,96 3,10<br>1 dk<br>R | **M General Cargo**<br><br><br>G.615 B.572<br>2 Ha (each 9,5 × 4,1)<br>2W Der 2(2) | Oil 4SA 6Cy. 275 × 400<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. Man<br>Fuel 14,0t (d.o.) |
| **5058959**<br>ILBB<br>789<br>RTm | **CAMALDOLI**<br><br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **160**<br>32<br>— | RI | **1956** Cant. Nav. Off. Mecc. di Venezia —Venezia (158)<br>28,71 6,84 3,890<br>26,01 6,81 4,09<br>1 dk | **S Tug**<br>Salvage<br><br>Der 1(1,5) | T 3Cy. 286 457 & 743 × 521<br>Cant. Nav. e Off. Meccaniche di Venezia V<br>Gen 1 × 4kW 110V d.c.<br>Directional propeller<br>Fuel (o.f.) |
| **7513068**<br><br>549569 | **CAMANO**<br><br>**Lloyd M. Roberts**<br>Seattle, Wa United States of America | **181**<br>147<br>— | | **1973** Bender SB. Co. Inc.—Mobile, Al<br>*25,06* 7,32<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, |
| **6826418**<br>IBFU<br>3670<br>Df Esd<br>Rdr RT | **CAMAO PRIMA**<br>ex Birba-80<br>ex Chemical Carlo C.-78<br>ex Chemical Bozzo-73<br>**Camao Bunker S.p.A.**<br>Genova Italy | **1 471**<br>846<br>2 450 | RI | **1968** Cant. Nav. Solimano—Savona (41)<br>88,09 11,03 4,390<br>82,61 10,98 5,01<br>1 dk<br>len 75 | **M Tanker**<br>Oil Chemical<br>21 Ta ER | Oil 4SA 8Cy. 320 × 480<br>1 250bhp (919kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Man |
| **7916650**<br>YCNW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMAR**<br><br>**P.T. East Indonesian Fishery**<br>Jakarta Indonesia | **574**<br>300<br>791 | | **1979** Shimoda Dockyard Co. Ltd. —Shimoda (296)<br>57,64 (BB) 11,54 4,301<br>51,21 11,10 6,81<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 380 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Thw. thrust propeller fwd<br>15 |
| **7049794**<br><br>CR-1863 | **CAMARA II**<br>ex Monika-S-82 ex Leroey IV-75<br>**Pescamar de Centroamerica S.A.**<br>Puntarenas Costa Rica | **111**<br>75<br>— | | **1968** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23<br>1 dk | **M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| **5164057**<br>EDAZ<br>86<br>Df Esd<br>Rdr RT | **CAMARGO**<br>ex Isabel Flores-70<br>**Maritima De Camargo S.A.**<br>Santander Spain | **1 492**<br>1 071<br>2 439 | **✠100A1** SS 9/81<br><br>**✠LMC**<br>EL o<br>FN 1213 | **1959**-10 Hijos de J. Barreras S.A.—Vigo (1061)<br>76,66 11,16 5,906<br>68,10 11,10 6,71<br>F 10,1 1 dk, 2nd dk clear of holds<br>RW rf 102<br>Coll BH to U dk 3 to 2nd dk WB129t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor Amst |
| | **SURVEYS OVERDUE — CLASS SUSPENDED 14/8/81** | | | | | |
| **7388798**<br>FNUB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMARGUE**<br><br>**Societe Francaise de Transports Maritimes (S.F.T.M.), Pechelbrunn & Societe Dunkerquoise d'Armement**<br>Societe Francaise de Transports Petroliers (S.F.T.P.)<br>Fos-sur-Mer France | **69 016**<br>50 992<br>135 500 | BV | **1976** (Aft & pt cargo sections) Eriksbergs M/V A/B—Goteborg (688)<br>**1976** (Fwd & pt cargo sections) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>280,68(BB) 41,43 16,701<br>266,68 41,41 21,95<br>P 50,3 B 33,6 F 24,7 1 dk | **M Tanker**<br>COW IGS<br>12 Ta ER<br>L.(oil) 167 696 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW)<br>Eriksbergs M/V A/B Got<br>Gen 1 × 850kW 2 × 900kW 450V 60Hz a.c.<br>Fuel 489,0t (d.o.) 56 351,0t (hvf)-91,5 |
| **6603842**<br>CLFY<br><br>Df Esd<br>Gc Rdr<br>RTm | **CAMARON**<br><br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **1 284**<br>588<br>1 107 | BV | **1965** Hijos de J. Barreras S.A.—Vigo (1342)<br>69,73 11,82 5,150<br>60,03 11,80 8,01<br>2 dks | **M Fishing** CSD<br>Stern Trawler<br>2 Ho<br>In.986<br>9 Ha (4,3 × 1,3) (3,5 × 1,6) (1,1 1,1 × 1,1) (1,4 × 0,9) (1,8 × 1,6) (1,8 × 1,6) (0,9 0,9 × 0,9) | Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW) Werk<br>Hijos de J. Barreras S.A.<br>Fuel 385,0t (d.o.) 13 |
| **7739038**<br><br>384453 | **CAMARON 1**<br>ex Corn Island-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria.<br>Fuel (d.o.) |
| **7739040**<br><br>384454 | **CAMARON 2**<br>ex Lillian-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria.<br>Fuel (d.o.) |
| **7739052**<br><br>384455 | **CAMARON 3**<br>ex Tikitiki-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria.<br>Fuel (d.o.) |
| **7739064**<br><br>384456 | **CAMARON 4**<br>ex Rama Cay-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|
| 7739076<br>384457 | **CAMARON 5**<br>ex Langostino I-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7739088<br>384458 | **CAMARON 6**<br>ex Dona Carmen-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7739090<br>384459 | **CAMARON 7**<br>ex Rio Tule-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7739105<br>384460 | **CAMARON 8**<br>ex Rio Coco-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7739117<br>384476 | **CAMARON 24**<br>ex Kathy-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **176**<br>95<br>— | **1974** .............Peru<br>*22,56*<br>6,71 2,87<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7739129<br>384477 | **CAMARON 25**<br>ex Kathy I-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7739131<br>384478 | **CAMARON 26**<br>ex Kathy II-79<br>**Trafford Holdings Ltd.**<br>Georgetown Cayman Islands (British) | **117**<br>87<br>— | **1977** Pacsa—El Bluff<br>*22,56*<br>6,71 2,29<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 7940730<br>Df RT | **CAMARONERA DE TAMPICO III**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **105**<br>55<br>— | **1977** Astilleros de Sotavento S.A.—Ciudad del Carmen (7)<br>AB ... ... ...<br>21,44 6,02 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,2<br>1 Ha (stl) (1,5 × 2,1) | Oil 4SA 6Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,75kW 1 × 1,5kW d.c.<br>9,5kn |
| 7940728<br>Df RT | **CAMARONERA DE TAMPICO IV**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **105**<br>55<br>— | **1977** Astilleros de Sotavento S.A.—Ciudad del Carmen (8)<br>AB ... ... ...<br>21,34 6,02 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,2<br>1 Ha (stl) (1,5 × 2,1) | Oil 4SA 6Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,75kW 1 × 1,5kW d.c.<br>9,5kn |
| 7940792<br>Df RT | **CAMARONERA DE TAMPICO V**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **105**<br>55<br>— | **1976** Astilleros de Sotavento S.A.—Ciudad del Carmen (11)<br>AB ... ... ...<br>21,34 6,02 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,2<br>1 Ha (stl) (1,5 × 2,1) | Oil 4SA 6Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,75kW 1 × 1,5kW d.c.<br>9,5kn |
| 7940857<br>Df RT | **CAMARONERA DE TAMPICO VI**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **104**<br>53<br>— | **1976** Ast. Rodrigues S.A.—Ensenada (139-48F-76)<br>AB ... ... ...<br>19,49 6,05 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 5,9<br>1 Ha (stl) (1,3 × 1,7) | Oil 4SA 6Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 7,5kW a.c.<br>9kn |
| 7940950<br>Df RT | **CAMARONES DEL GOLFO III**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **102**<br>53<br>— | **1976** Astilleros y Varaderos Zavalos —Campeche (50)<br>AB ... ... ...<br>19,03 5,80 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,4<br>1 Ha (stl) (1,5 × 1,3) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,5kW 1 × 1kW d.c.<br>9kn |
| 7940948<br>Df RT | **CAMARONES DEL GOLFO IV**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **104**<br>62<br>— | **1976** Astilleros y Varaderos Zavalos —Campeche (51)<br>AB ... ... ...<br>19,03 5,80 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,4<br>1 Ha (stl) (1,5 × 1,3) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,5kW 1 × 1kW d.c.<br>9kn |
| 7940869<br>Df RT | **CAMARONES DEL GOLFO V**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Tampico Mexico | **104**<br>53<br>— | **1976** Ast. Rodrigues S.A.—Ensenada (138-47F-75)<br>AB ... ... ...<br>19,49 6,05 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 5,9<br>1 Ha (stl) (1,3 × 1,7) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 7,5kW a.c.<br>9kn |
| 7422611<br>C9NL | **CAMARONEX I**<br>**Camaronex Sociedade de Pesca e Exportaco de Camarao Ltda.**<br>Beira Mozambique | **120**<br>97<br>— | **1974** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro<br>(GL) 6,08 3,379<br>20,40 6,05<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |

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| 7422661<br>C9NM | **CAMARONEX II**<br>**Camaronex Sociedade de Pesca e Exportaco de Camarao Ltda.**<br>Beira Mozambique | **120**<br>97<br>— | (GL) | **1974** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro<br>6,08 3,379<br>20,40 6,05<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, |
| 7336836<br>WYZ8<br>230<br>542710 | **CAMASI N**<br>**Camasi N Inc.**<br>Mobile, Al United States of America | **114**<br>78<br>— | | **1972** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,08 | **M Fishing** | Oil<br>325bhp (239kW)<br>..............<br>Fuel (d.o.) |
| 5058985<br>GXVX<br>303157<br>Rdr RTv | **CAMBER QUEEN**<br>**Passtruck Shipping Co. Ltd.**<br>Sealink U.K. Ltd.<br>Portsmouth United Kingdom | **293**<br>117<br>91 | | **1961** Philip & Son Ltd.—Dartmouth (1319)<br>50,68 13,11 1,829<br>44,20 9,15 3,36<br>1 dk<br>RW rf nil | **M RoRo Cargo/Ferry**<br>Deck Cargo 175dk P | 2 Oil 2SA each 8Cy. 178 × 229<br>640bhp (471kW)<br>Crossley Bros. Ltd. Man<br>Gen 2 × 60kW 225V d.c.<br>1 Controllable pitch propeller aft, 1 fw<br>Fuel 9,0t (d.o.) |
| 7901289<br>GBVR<br>390734<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMBOURNE**<br>**Civil & Marine Ltd.**<br>London United Kingdom | **3 122**<br>1 733<br>4 557 | ✠100A1<br>hopper dredger<br>U.K. home trade service<br>✠LMC<br>EL T 467,5/44,0U2(a)<br>FN 2177 | **1981**-1 Ailsa SB. Co. Ltd.—Troon (556)<br>97,54 17,05 6,311<br>91,01 16,60 7,32<br>F 8,6 1 dk<br>rf 152 DK , in way of hopper<br>5BH WB368T | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors<br>(Shore-delivery Boom-discharge)<br>Dredging depth 36,0<br>Mchy.aft | 2 Oil 4SA each 8Cy. 275 × 305 with<br>clutches, flexible couplings & sr ge<br>sc. shafts<br>4 236bhp (3 116kW)<br>Mirlees Blackstone (Stockport) Ltd. St<br>Gen 2 × 500kW 1 × 250kW<br>415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 296,5t (d.o.) |
| 7304522<br>GTUF<br>360847<br>Esd Gc<br>Rdr RT | **CAMBRAE**<br>**Civil & Marine Ltd.**<br>London United Kingdom | **3 896**<br>1 765<br>5 202 | BV | **1973** Ferguson Bros. (Port Glasgow) Ltd.<br>—Port Glasgow (465)<br>101,63 17,05 6,427<br>93,00 16,60 8,01<br>1 dk | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge<br>Hopper 5000T<br>Mchy.aft | 2 Oil 4SA each 6Cy. 381 × 457<br>5 060bhp (3 722kW)<br>Mirlees Blackstone (Stockport) Ltd. St<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 6400044<br>GMOB<br>305493<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAMBRIDGE FERRY**<br>**Sealink U.K. Ltd.**<br>Harwich United Kingdom | **3 062**<br>1 008<br>1 854 | ✠100A1 CS 12/77<br>Channel service from ports in U.K. south of Oban and Harwich—Hook of Holland<br>✠LMC<br>EL (y) $1\frac{13}{16}$"SQ<br>FN 2739 | **1963**-12 Hawthorn, Leslie (Shipbuilders) Ltd.—Hebburn (754)<br>122,84 18,70 3,677<br>115,83 17,84 5,80<br>F 43,0 1 dk<br>rf 178<br>11BH WB2207t incl. DTsca333t DTscf749t DTsf716t | **TM RoRo Cargo**<br>Rail Vehicles 12bth P<br>Cr 2(10) | 2 Oil 4SA each 7Cy. 381 × 508 sr g<br>to sc. shafts<br>3 720bhp (2 736kW)<br>Mirrlees National Ltd. St<br>Gen 3 × 150kW 220V d.c.<br>2 Controllable pitch propellers<br>Fuel 179,0t (d.o.) |
| 8210936 | **CAMBRIDGE REEFER**<br>**Banyo Jitsugyo**<br>Japan | **999**<br>—<br>2 000 | NK (Class cont.) | **1982** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1552)<br>... ... ...<br>... ... ... | **M General Cargo**<br>Ref. | Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| 7343061<br>GTHU<br>364419<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMBRIDGESHIRE**<br>ex Mersey Bridge-77<br>**Bibby Bulk Carriers Ltd.**<br>Bibby Brothers & Co.<br>Liverpool United Kingdom | **39 427**<br>26 578<br>71 600 | ✠100A1 SS 11/81<br>strengthened for ore cargoes<br>Nos. 1, 3, 5, & 7 holds may be empty<br>✠LMC **UMS**<br>EL N† 3"U3<br>FN 11238 | **1976**-3 Sunderland Shipbuilders Ltd.<br>—Deptford, Sunderland (854)<br>228,12(BB) 32,29 14,021<br>218,42 32,24 19,21<br>F 16,5 1 dk<br>rf nil<br>NS 10BH WB34845T incl. Comb. btm side & topside tanks in Nos. 1-4 & 6-8 holds 11623T Comb. btm & side Topside & UnDK tank in No. 5 hold 2001T No. 5 hold 11454T No. 3 hold 3518T (pt full) No. 7 hold 3504T (pt full) | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 13,1 21,5 21,5 25,1 21,5 25,1 21,5 21,5 ER<br>G.87 447<br>8 Ha (stl) (9,1 × 10,0) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 15,0) ER | Oil 2SA 8Cy. 760 × 2180<br>20 000bhp (14 711kW)<br>Doxford Engines Ltd. Sun<br>AuxB (o.f.) 11,3kgf/cm$^2$ (11,1bar)<br>AuxB (ex.g) 35kgf/cm$^2$ (34,4bar) Spt<br>11,3kgf/cm$^2$ (11,1bar) sg & econ<br>Gen 1 × 688kW 2 × 624kW<br>440V 60Hz a.c.<br>Fuel 255,0t (d.o.) 3 685,0t (hvf) |
| 7614903<br>EHNZ<br>Df Esd<br>Gc Rdr<br>RT | **CAMBRILS**<br>**Remolques y Navegacion S.A.**<br>Tarragona Spain | **270**<br>—<br>180 | ✠100A1<br>tug<br>✠LMC<br>EL F 276,0/22,0U1<br>FN 392 | **1978**-2 Const. Nav. del Sureste S.A.<br>—Alicante (50)<br>33,02 8,74 4,401<br>30,03 8,23 4,81<br>1 dk<br>BK 51<br>4BH WB7.5T | **M Tug** | Oil 4SA 8Cy. 400 × 580<br>Hijos de J. Barreras S.A.<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 6617609<br>GTPE<br>309795<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **CAMBROOK**<br>**Civil & Marine Ltd.**<br>London United Kingdom | **1 574**<br>782<br>2 383 | ✠100A1 SS 5/79<br>sand carrier<br>U.K. coasting service<br>✠LMC<br>EL p $1\frac{7}{16}$"SQ<br>FN 1310 | **1967**-2 Charles Hill & Sons Ltd.—Bristol (455)<br>76,31 13,14<br>70,11 12,81 5,87<br>P 14,1 F 8,0 1 dk<br>rf nil<br>4BH WB281t | **TM Dredger/Sand Carrier**<br>Suction<br>1 Ho, 1 Hopper 26,8 ER<br>Single side arm<br>Hopper 1 252<br>1 Ha (stl) (4,8 × 3,0) ER<br>Der 1(3) | 2 Oil 4SA each 8Cy. 222 × 292 redu<br>geared to sc. shaft<br>1 860bhp (1 368kW) ✠ NE 5/79<br>Mirrlees Blackstone (Stamford) Ltd. St<br>Gen 2 × 75kW 1 × 12kW 220V d<br>2 Controllable pitch propellers<br>Fuel 107,5t (d.o.) |
| 7010614<br>Df Esd<br>Gc Rdr<br>RT | **CAMCOT**<br>ex Eikyo Maru-73 | **2 615**<br>1 687<br>4 429 | (NK) | **1970** Kurushima Dock Co. Ltd.—Imabari (621)<br>93,22 15,04 6,046<br>86,01 15,02 7,22<br>P 19,6 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 818 B.5 503<br>2 Ha (stl) (24,0 24,4 × 7,3) ER<br>12W Der 2(15) 2(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V a.c.<br>Fuel 437,0t |
| 7306087<br>VM5566<br>355143<br>Esd Gc<br>Rdr | **CAMDEN**<br>**Nanango Fishing Co. Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **111**<br>73<br>— | | **1972** Dillingham Shipyards (W.A.) Pty. Ltd.<br>—Fremantle (197)<br>19,66 6,10 2,363<br>18,29 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 130 × 152<br>350bhp (257kW)<br>Rolls-Royce Ltd. Shre |
| 7601205<br>4XLQ<br>MS233<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAMELIA**<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **4 504**<br>2 577<br>6 691 | AB | **1976** Mie Shipyard Co. Ltd.—Yokkaichi (174)<br>122,54 6,657<br>114,03 18,51 8,51<br>P 7,4 F 20,5 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 6,5 13,7 26,5 28,5 ER<br>TEU 300 C. 150/40'<br>11 Ha (stl) ER | Oil 2SA 6Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Hitachi Zosen<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 735,5t (hvf) |

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| 7304679<br>8AN<br>701<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMELIA**<br>ex Shinsho Maru-79<br>**Fancy Shipping S.A.**<br>Panama Panama | **3 078**<br>1 982<br>6 020 | NK | **1971** Imabari Zosen—Imabari (280)<br>102,01 16,36 6,624<br>96,02 16,31 8,21<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.7 502 B.7 225<br>2 Ha (stl) (25,9 27,8 × 8,3) ER<br>Der 4(15) | | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 540,5t-13,5pd 12,5kn |
| 5330527<br>CXN<br>671<br>Df Esd<br>Pfd Rdr<br>RT | **CAMELIA**<br>ex Siwa-65<br>**SO.GE.MAR. Societa Generale Marittime**<br>Genova Italy | **1 991**<br>1 127<br>3 912 | RI<br>✠Classed LR until 4/70 | **1946**-6 Oresundsvarvet A/B—Landskrona (88)<br>106,69 14,36 5,868<br>100,79 12,48 8,49<br>F 23,5 1 dk & S dk<br>RW | **M General Cargo**<br>4 Ho<br>G.7 352 B.6 655<br>10W Der 1(15) | OSD | Oil 2SA 7Cy. 520 × 900<br>2 650bhp (1 949kW)<br>A/B Gotaverken Goteborg<br>Fuel 659,5t 13kn |
| 5372886<br>EPOA<br>RT | **CAMELIA**<br>ex Dara-75 ex Una-68<br>**Douraguy Brothers & Co. Inc.**<br>Khorramshahr Iran | **629**<br>290<br>752 | BV | **1954** Brodogradiliste "3 Maj"—Rijeka (417)<br>52,94 8,97 3,868<br>51,41 8,95 4,30<br>P 16,2 F 4,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.992<br>2 Ha (each 9,6 × 4,0) ER<br>4W Der 4(1,5) | | Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW) Sulzer<br>C.R.D. Adriatico Trieste<br>Fuel 44,5t (d.o.) 11,5kn |
| 7418282<br>JUV<br>119173<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMELLIA**<br><br>**Taiyo Shosen K.K.**<br>Tokyo Japan | **17 040**<br>11 169<br>28 524 | NK | **1976** Onomichi Zosen—Onomichi (261)<br>172,42(BB) 24,64 10,624<br>163,00 24,60 14,30<br>F 16,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 36 753 | | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 456kW a.c.<br>15kn |
| 7632474<br>H3CN<br>8662-<br>PEXT3<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMELLIA**<br>ex Parsico-82 ex Kosei Maru-78<br>**Freeway Shipping Inc.**<br>Perseus Shipping Co. Ltd.<br>Panama Panama | **12 556**<br>7 546<br>20 694 | NK | **1977** Kasado Dock Co. Ltd.—Kudamatsu (298)<br>158,81 22,64 9,745<br>148,52 22,61 13,31<br>P 34,2 F 13,5 1 dk | **M Bulk Carrier**<br>Mchy.aft | | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>15,25kn |
| 7703455<br>D7AO<br>M701<br>Df Esd<br>Gc Rdr<br>RT | **CAMELLIA**<br><br>**Korea Line Corp.**<br>Inchon South Korea | **3 950**<br>2 564<br>6 519 | KR | **1977** Dae Dong SB. Co.—Busan (140)<br>109,07 6,741<br>101,43 16,41 8,26<br>P 20,2 F 10,1 1 dk | **M General Cargo**<br>G.8 488 B.8 146<br>2 Ha (stl) (29,0 30,0 × 8,5) ER<br>Der 2(15) 2(10) | | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 184kW 445V a.c.<br>15,5kn |
| 5299242<br>Esd Pfd<br>Rdr RT | **CAMELLIA**<br>ex Ron-79<br>**Richard Irvin & Sons Ltd.**<br>Fraserburgh United Kingdom | **114**<br>49<br>— | | **1962** A/B Broderna Olsson & Co. —Skredsvik<br>25,94 6,58 2,921<br>24,82 6,56 3,69<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 2SA 7Cy. 240 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| 5378050<br>SXAC<br>29<br>Df Esd<br>Gc Rdr<br>RTv | **CAMELLIA B.**<br>ex Rose B-77 ex Venita-74<br>**Kerkyra Shipping Corp.**<br>Eletson Maritime Services Inc.<br>Lavrion Greece | **12 208**<br>6 967<br>19 894 | GL (NV) | **1958** Oresundsvarvet A/B—Landskrona (158)<br>169,73 21,92 9,373<br>160,38 21,87 11,74<br>1 dk<br>rf 25 | **M Tanker**<br>27 Ta ER<br>L.(oil) 25 174<br>Der 4(5) 1(3) 2(1) | HeCls. BC | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 200kW 1 × 110kW 220V d.c.<br>Fuel 1 199,0t (hvf)-29,5pd 14kn |
| 7101229<br>Esd Rdr<br>RT | **CAMERON**<br><br>**P.T. Rig Tenders**<br>Jakarta Indonesia | **115**<br>78<br>— | AB | **1954** Burton Construction & SB. Corp. —Port Arthur, Tx (205)<br>36,58 1,829<br>35,44 9,17 2,44<br>1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>680bhp (500kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 30kW 110/220V 60Hz a.c.<br>Fuel 15,0t (d.o.) 11kn |
| 8102983<br>638624<br>Df Gc<br>Pfd Rdr<br>RT | **CAMERON EXPRESS**<br><br>**Shearson Equipment Investors**<br>Houma, La United States of America | **284**<br>193<br>1 200 | AB | **1981** Halter Marine Inc.—Calumet, La (995)<br>50,60 3,395<br>49,33 11,60 3,97<br>F 13,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7932317<br>WYR4<br>778<br>632330<br>Df Esd<br>Pfd Rdr<br>RT | **CAMERON SEAHORSE**<br><br>**First Security Bank of Utah (Corporate Trust Division)**<br>Seahorse Inc.<br>Morgan City, La United States of America | **198**<br>134<br>450 | AB | **1981** Houma Fabricators—Houma, La (68)<br>48,77 3,048<br>44,66 11,60 4,27<br>B 9,8 F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 650bhp (1 214kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 120/440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7405742<br>ELBU<br>5446<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMERONA**<br><br>**Continental Oceanic Navigation Corp. Ltd.**<br>Monrovia Liberia | **17 894**<br>11 779<br>28 347 | AB | **1976** Taiwan SB. Corp.—Keelung (57)<br>181,18 25,07 10,270<br>168,21 25,01 13,80<br>P 30,5 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 17,0 21,1 20,1 21,7 21,7 21,7 ER<br>G.38 124<br>6 Ha (stl) (10,2 13,0 11,6 13,2 13,2 13,2 × 11,9) ER<br>12W Der 12(5) | | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>16,5kn |
| 7360992<br>Esd Pfd<br>Rdr RT | **CAMEROUN STAR**<br>ex Vyl-76<br>**Pecheries Camerounaises S.A. (PECAM)**<br>Douala Cameroon | **173**<br>87<br>— | | **1974** Martin Jansen Schiffswerft u. Mfbk. —Leer (120)<br>31,30 7,24 3,150<br>28,10 7,21 3,46<br>1 dk | **M Fishing**<br>Side Trawler | | Oil 4SA 6Cy. 240 × 500<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| 5059135<br>3182 | **CAMIALTI I**<br><br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **162**<br>79<br>— | (GL) | **1961** Denizcilik Bankasi T.A.O.—Camialti<br>32,67 6,61 1,801<br>30,00 6,20 3,00<br>1 dk | **S Ferry** | | C 2Cy. 265 & 520 × 520<br>150ihp (110kW)<br>E made34 refitted61<br>Arnhemsche Schps. Maats. Arnhem<br>8kn |

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| **5059147**<br>3219 | **CAMIALTI II**<br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir<br>Hatlari Isletmesi<br>Istanbul Turkey | **162**<br>79<br>— | (GL) | **1961** Denizcilik Bankasi T.A.O.—Camialti<br>32,67 6,61 1,801<br>30,00 6,20 3,00<br>1 dk | **S Ferry** | C 2Cy. 265 & 520 × 520<br>150ihp (110kW)<br>E made34 refitted61<br>Arnhemsche Schps. Maats. A |
| **8100595**<br>OIPP<br>1284<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAMILLA**<br>**Angfartygs A/B Alfa**<br>Lundqvist Rederierna<br>Mariehamn Finland | **4 680**<br>2 189<br>7 600 | ✠**100A1**<br>roll on — roll off cargo<br>ship<br>Ice Class 1A Super<br>✠**LMC** **UMS**<br>EL C† 550,0/52,0U3<br>FN 4278 | **1982**-7 Kroegerwerft G.m.b.H.—Rendsburg (1506)<br>133,41 20,93 6,865<br>123,02 20,64 14,13<br>F 11,0 2 dks<br>rf 152<br>Coll BH to U dk 4 to 2nd dk WB3120T<br>incl. DTf236T & STs1350T | **M RoRo Cargo**<br>Paper-carrying 12bth P<br>2 Side doors (s) Stern door/ramp pt<br>higher tensile steel<br>G.16 028 B.15 467 | Vee Oil 4SA 12Cy. 410 × 470 sr gea<br>sc. shaft<br>7 797bhp (5 735kW)<br>Stork-Werkspoor Diesel B.V. Amst<br>2 AuxB (o.f.) 10,1kgf/cm² (9,9bar)<br>e(ex.g) 10,1kgf/cm² (9,9bar)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 137,0t (d.o.) 570,0t (hvf)-20,0pd |
| **5307879**<br>IRCM<br>363<br>Df Esd<br>Rdr RTh | **CAMILLA**<br>ex Tita-71 ex Salling-67<br>**Montecargo di Umberto**<br>**Coppola & C. S.n.c.**<br>Cagliari Italy | **996**<br>569<br>1 494 | RI<br>✠Classed LR until<br>21/4/72 | **1957**-8 N.V. Scheeps. v.d. Werf—Deest (270)<br>67,06 10,65 4,471<br>61,78 10,60 4,60<br>RQD 44,9 F 8,6 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 41,9 ER<br>G.2 095 B.1 926<br>2 Ha (7,7 16,7comb. × 6,0) ER<br>6W Der 1(15) 5(5) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 20kW 1 × 15kW 1 × 1<br>220V d.c.<br>Fuel 132,0t (d.o.) |
| **6611447**<br>GRMU<br>308171<br>Df Esd<br>Rdr<br>RTm/v | **CAMILLA WESTON**<br>ex Crouch-71<br>**Mardorf Peach & Co. Ltd.**<br>London United Kingdom | **492**<br>276<br>756 | ✠**100A1** SS 11/80<br>✠**LMC**<br>EL h 1"SQ<br>FN 639 | **1966**-5 Boele's Schps. & Mchf. N.V.<br>—Bolnes (1024)<br>55,94 8,79 3,341<br>50,42 8,69 3,97<br>P 12,2 F 7,4 1 dk<br>rf nil<br>3BH WB193t incl. DTf31t | **M General Cargo**<br>1 Ho 34,9 ER<br>G.1 048 B.1 006<br>1 Ha (stl) (23,7 × 5,5) | Oil 4SA 6Cy. 222 × 292 sr geared to<br>shaft<br>530bhp (390kW)<br>Blackstone & Co. Ltd. St<br>Gen 3 × 10kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) |
| **6908436**<br>DYON<br><br>Rdr RT | **CAMILLE**<br>ex Takasago Maru-77<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **993**<br>599<br>2 053 | | **1968** Kurushima Dock Co. Ltd.—Imabari (432)<br>70,62 11,00 5,106<br>65,00 10,98 5,59<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 362 B.2 119<br>1 Ha (stl) (35,6 × 5,6) ER<br>6W Der 1(12) 1(10) | Oil 4SA 6Cy. 360 × 540<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 52kW 225V d.c.<br>Fuel 124,0t-5,5pd |
| **7636470**<br>9VKB<br>376222<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAMILLE B.**<br>ex Nopal Camille-78<br>Launched as Camille B<br>**Etablissement Maritime Camille**<br>Germania Schiffahrt G.m.b.H.<br>Singapore Singapore | **6 479**<br>3 459<br>8 530 | GL | **1976** Vyborg Shipyard—Vyborg (710)<br>136,81(BB) 17,84 7,946<br>125,00 10,47<br>P 36,3 F 29,3 2 dks | **M General Cargo** CSD<br>Ice strengthened<br>4 Ho 12,1 22,8 21,4 —DT 21,1<br>ER 4 TwD ER<br>G.11 310 B.10 610 L.300<br>4 Ha (stl) (9,8 × 8,0) (18,9 18,9 18,9<br>× 12,8) ER<br>4W Der 2(40) 2(20) | Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW)<br>Bryansk Eng. Works B<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 824,0t (hvf) 1 |
| **7343578**<br>VGLZ<br>368318<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMILLE MARCOUX**<br>**Societe des Traversiers du**<br>**Quebec**<br>Quebec, P.Q. Canada | **6 122**<br>3 283<br>1 081 | ✠LR class withdrawn-<br>Owner's request<br>5/11/82 | **1974**-12 Marine Industries Ltd.—Sorel, P.Q. (412)<br>94,72 19,13 4,954<br>85,35 18,45 11,89<br>B 65,0 2 dks<br>rf 305 | **TM RoRo Cargo/Ferry**<br>600P<br>Bow door & ramp Stern door<br>Ice strengthened<br>Mchy.aft | 4 Vee Oil 4SA each 16Cy. 254 × 30<br>geared to sc. shafts<br>9 600bhp (7 061kW)<br>Ruston Paxman Diesels Ltd.<br>Newton-le-V<br>Gen 3 × 440kW 550V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 355,5t (d.o.) |
| **7428251**<br>HP2138<br>5306-75<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAMILLE TIDE**<br>ex Lady Camille-75<br>**Tidewater Liberia Inc.**<br>Tidewater Inc.<br>Panama Panama | **461**<br>132<br>— | BV | **1969** At. & Ch. de La Rochelle-Pallice—La<br>Roch.-Pal.<br>46,00 3,531<br>45,83 10,01 4,09<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 20<br>2 090bhp (1 537kW) E made76 fitte<br>Caterpillar Tractor Co. Peoria,<br>Gen 3 × 160kW 380V 60Hz a.c. |
| **7720922**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAMINO II**<br>ex Uta-Sabine-82<br>ex Merzario Lombardia-79<br>ex Uta-Sabine-78<br>**Compania Trasatlantica**<br>**Espanola S.A.**<br>Spain | T.Mk<br>**3 869**<br>2 045<br>7 005<br>**7 078**<br>4 690<br>9 265 | GL | **1978** Schlichting-Werft—Travemuende (1402)<br>126,02(BB) 8,151/—<br>110,83 20,01 11,71<br>F 15,6 2 dks | **TM RoRo Cargo/General Cargo**<br>Ice strengthened<br>G.13 850 B.13 275<br>TEU 560<br>C.Ho 104/20'(40')C.RoRo Dk<br>168/20'(40') C.Dk 208/20'(40')<br>Cr 2(35) 1(30) | 2 Oil 4SA each 6Cy. 450 × 550 redu<br>geared to sc. shafts<br>8 000bhp (5 884kW)<br>MaK. Maschinenbau G.m.b.H.<br>Thw. thrust propeller fwd |
| **7920962**<br>VLKO<br>385704<br>Esd Gc<br>Rdr RT | **CAMIRA**<br>**Coal & Allied Operations Pty.**<br>**Ltd.**<br>*Sydney, N.S.W.* Australia | **2 792**<br>1 371<br>3 453 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL R 472,3/44,0U2(a)<br>FN 1739 | **1980**-5 Ube Dockyard Co. Ltd.—Ube (159)<br>86,01 (BB) 14,10 5,816<br>79,00 14,00 8,01<br>P 15,0 F 8,6 1 dk<br>rf 152<br>5BH WB1672 incl. DTf258T STs in holds<br>692T | **M General Cargo**<br>2 Ho each 24,7 ER<br>G.4 457<br>2 Ha (stl) (each 19,5 × 9,9) ER | 2 Oil 4SA each 6Cy. 260 × 320 dr g<br>to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Mo<br>Gen 3 × 224kW 425V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| **5410511**<br>THOK<br>5626<br>Df Esd<br>Pfd RTm | **CAMISARD**<br>**Mme. Vve le Darz**<br>Lorient France | **114**<br>42<br>— | (BV) | **1962** Ch. "Union & Travail"—Les Sables<br>d'Olonne<br>*23,35* 6,81<br>6,76<br>1 dk | **Wood M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.90<br>2 Ha (each 1,1 × 1,2)<br>1W Der 1(1) | Oil 4SA 6Cy. 220 × 280<br>435bhp (320kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) |
| **7803683**<br>IMPZ<br>740<br>Esd Rdr<br>RT | **CAMORO**<br>**Emilio Rosato**<br>Rimini Italy | **150**<br>—<br>— | | **1979** Cant. Nav. M. Morini & C.—Ancona (163)<br>27,51 6,81<br>22,03 6,61 3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292 reverse gear<br>sc. shaft<br>540bhp (397kW)<br>Mirrlees Blackstone (Stamford) Ltd. Sta |

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| 8003072<br>SJMC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMP**<br>ex Camp 1-82<br>**Johnson Marine Service AB**<br>Bohus Tug AB<br>Goteborg Sweden | **279**<br>0<br>100 | ✠**100A1**<br>tug<br>Ice Class 1C<br>extended protected<br>waters service<br>✠**LMC** **UMS**<br>EL (D) F 247,5/19,0U1<br>FN 370 | **1981**-4 A/B Asi-Verken—Amal (131)<br>29,42 9,53 3,001<br>27,72 9,30 4,02<br>1 dk<br>rf 203<br>4BH WB125T | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 185 × 210 with clutches, flexible couplings & dr geared to sc. shafts<br>AB Hedemora Verkstader Hedemora<br>Gen 2 × 96kW 380V 50Hz a.c.<br>2 Directional propellers<br>13kn |
| 616477<br>HP2832<br>6252-<br>PEXT<br>RTv | **CAMP COVE**<br>**Al Marjan Shipping & Trading Co.**<br>Sharjah United Arab Emirates | **226**<br>61<br>— | ✠**100A1** CS 1/75<br>tug<br>✠**LMC**<br>EL (c) $\frac{15}{16}$"SQ<br>FN 363 | **1965**-11 Adelaide Ship Cons. Pty. Ltd. —Adelaide (25)<br>32,54 8,54 3,817<br>28,96 8,08 4,45<br>1 dk<br>Box K 38<br>4BH WB105t | **M Tug** | Oil 4SA 6Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 46kW 240V 50Hz a.c.<br>Fuel (d.o.) |
| | | | **LAID UP — SURVEYS OVERDUE 1/80** | | | |
| 7363891<br>XCCD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMPA DE TORRES**<br>**Compania Calamarera del Sureste S.A.**<br>Cia. Pesquera & Maritima S.A. (COPEMAR)<br>Ciudad del Carmen Mexico | **455**<br>163<br>476 | ✠**100A1** SS 8/78<br>stern trawler<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL I 1"U2<br>FN 633 | **1974**-5 Construcciones Navales P. Freire S.A.—Vigo (81)<br>47,30 9,58 4,103<br>39,50 9,50 6,51<br>B 6,4 2 dks<br>rf 483 BK 152<br>Coll BH to U dk 3 to 2nd dk WB nil | **M Fishing**<br>Stern Trawler Ref<br>In.500 | Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 240kW 1 × 120kW 380V 50Hz a.c.<br>12,5kn |
| 7328334<br>EEHU<br>Df Esd<br>Rdr<br>RTm/h/v | **CAMPA DEL INFANZON**<br>**Copemar S.A.**<br>Vigo Spain | **1 333**<br>597<br>1 600 | BV | **1974** Ast. Construcciones S.A.—Meira (130)<br>81,31 12,17 4,903<br>71,20 11,55 5,01<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho 19,2 23,3 14,4<br>In.1 906<br>Der 6(1,5) | Oil 4SA 8Cy. 400 × 580<br>2 700bhp (1 986kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 368kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 553,5t (d.o.) 14,75kn |
| 6424117<br>GNXH<br>305287<br>Esd Rdr<br>RTm/v | **CAMPAIGNER**<br>ex Rathgarth-77<br>**Cory Ship Towage Ltd.**<br>Glasgow United Kingdom | **306**<br>0<br>— | ✠**100A1** SS 4/80<br>tug<br>✠**LMC**<br>EL (e) $1\frac{1}{8}$"SQ<br>FN 461 | **1965**-1 Richards (Shipbuilders) Ltd. —Lowestoft (478)<br>38,71 9,12 3,785<br>35,51 8,69 4,27<br>RW rf 533 BK 152<br>3BH WB71t | **M Tug** | Oil 4SA 6Cy. 381 × 457 with flexible coupling & sr reverse geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 40kW 220V d.c.<br>Fuel 71,0t (d.o.) 11kn |
| 5059226<br>EEGP<br>435 | **CAMPALANS**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Barcelona Spain | **1 060**<br>499<br>1 080 | ✠Classed LR until 7/55 | **1934**-8 Hijos de J. Barreras S.A.—Vigo (520)<br>57,16 10,70 3,820<br>54,87 10,67 4,12<br>RQD 17,1 Trunk 27,5 F 10,4 1 dk<br>R | **TS Tanker**<br>12 Ta ER<br>L.(oil) 1 200 HeCls. ptBptC | C 4Cy. (2) 343 & (2) 686 × 457<br>350ihp (257kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 11kW 110V a.c.<br>Fuel-11,5pd 6kn |
| 5077929<br>EBYG<br>99<br>Df Esd<br>Gc Pfd<br>Rdr | **CAMPANAR**<br>ex Compostilla-74<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>El Ferrol Spain | **13 205**<br>7 274<br>19 986 | ✠**100A1** SS 6/81<br>oil tanker<br>✠**LMC**<br>EL ht $2\frac{3}{8}$"SQ<br>FN 5430 | **1959**-9 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (115)<br>171,61 21,80 9,513<br>161,58 21,68 11,92<br>P 31,7 B 12,2 F 22,9 1 dk<br>rf 152<br>17BH WB515t | **M Tanker**<br>27 Ta ER<br>L.(oil) 23 193 HeCls. BptC | Oil 2SA 6Cy. 760 × 1300<br>7 300bhp (5 370kW)<br>A/B Gotaverken Goteborg<br>2 WTAuxB 178lbf/in$^2$ (12,3bar)<br>e(ex.g) 178lbf/in$^2$ (12,3bar)<br>Fuel 2 281,0t-23,5pd 14kn |
| 5194856<br>IKSG<br>1247<br>RT | **CAMPANIA SECONDA**<br>ex Kosta Racin-73<br>**FILA S.p.A.**<br>Napoli Italy | **372**<br>204<br>— | RI (JR) | **1954** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (143)<br>54,13 8,49 2,744<br>50,60 8,46 3,51<br>1 dk<br>RW | **TM Passenger Ship**<br>—P<br>1W Der 2(0,5) | 2 Oil 4SA each 8Cy. 290 × 420<br>1 000bhp (736kW)<br>S.A. Fiat S.G.M. Torino<br>14kn |
| 7331094<br>3FVI<br>5863-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMPANILLA**<br>ex Keng Hoi-82<br>**Pine (Panama) S.A.**<br>Panama Panama | **3 278**<br>2 306<br>5 936 | NK | **1973** Kochiken Zosen—Kochi (544)<br>101,07 16,24 6,605<br>94,98 16,20 8,21<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>Mchy.aft<br>G.7 478 B.7 019<br>2 Ha (27,9 29,4 × 8,0)<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 256kW a.c.<br>Fuel 600,5t-13,5pd 12,75kn |
| 5059290<br>EBRT<br>3727 | **CAMPANILLA**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Bilbao Spain | **652**<br>446<br>900 | ✠Classed LR until 8/72 | **1957**-10 Ast. del Cadagua W.E. Gonzales S.A.—Bilbao (42)<br>53,12 10,19 3,617<br>49,46 9,81 4,09<br>Trunk 30,5 RFD 7,1 1 dk<br>rf nil | **M Tanker**<br>Mchy.aft | Oil 2SA 3Cy. 240 × 370<br>225bhp (166kW) B&W<br>Soc. Espanola Babcock & Wilcox Bilbao<br>Gen 2 × 30kW 220V d.c.<br>Fuel (d.o.) 6,5kn |
| 7606023<br>VJCV<br>374355<br>Esd Rdr<br>RT | **CAMPBELL COVE**<br>**Lease Underwriting Ltd. & Commercial Banking Co. of Sydney**<br>J. Fenwick & Co. Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **266**<br>53<br>— | AB | **1976** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (117)<br>29,01 9,96 4,001<br>24,72 9,71 4,73<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW a.c.<br>12kn |
| 6903527<br>EASC<br>258<br>Df Esd<br>Gc Rdr<br>RT | **CAMPEADOR**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Cadiz Spain | **20 453**<br>13 249<br>35 470 | ✠**100A1** SS 11/77<br>oil tanker<br>✠**LMC**<br>EL It $2\frac{7}{8}$"U2<br>FN 7779 | **1969**-8 Soc. Espanola de Const. Nav. —Cadiz (149)<br>209,02(BB) 26,55 10,726<br>192,01 26,51 14,00<br>P 36,9 F 20,2 1 dk<br>rf nil<br>10BH WB11094t incl. 8383t in clean ballast tanks DTf837t | **M Tanker**<br>33 Ta ER<br>L.(oil) 35 084 | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>2 WTAuxB 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 425kW 400V 50Hz a.c.<br>16,5kn |
| 7948110<br>614724 | **CAMPECHANA CRUZ**<br>**Zimmerman Brothers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5419218**<br>XCCX<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMPECHE**<br>ex Gunvor Brovig-63<br>**Transportacion Maritima Mexicana S.A. (TMM)**<br>Veracruz Mexico | **2 312**<br>1 142<br>3 759 | NV | **1954** Oresundsvarvet A/B—Landskrona (136)<br>107,52 14,38 5,887<br>100,82 14,33 6,05<br>P 11,9 B 31,1 F 22,3 1 dk & S dk<br>RW | **M General Cargo**<br><br>4 Ho<br>G.7 249 B.6 654<br>4 Ha (8,2 × 5,4) (15,0 × 6,1) ER (8,9 8,9 × 5,4)<br>12W Der 1(25) 10(5) 2(3) | OSD Oil 2SA 8Cy. 520 × 900<br>3 000bhp (2 207kW)<br>A/B Gotaverken<br>Fuel 814,0t |
| **7406801**<br>HO4829<br>9640<br>-79A<br>Esd Gc<br>Pfd Rdr<br>RT | **CAMPECHE**<br>ex Oslo Salvator-79<br>**Narragansett Offshore Corp.**<br>Panama Panama | **489**<br>0<br>779 | NV | **1976** Appingedam Niestern Delfzijl B.V. —Delfzijl (W.494)<br>45,29 10,65 4,509<br>38,51 4,86<br>F - 1 dk<br>rf 183 | **TM Tug**<br>Anchor-handling<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 320 × 420<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 750kW 1 × 100kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>Fuel 426,5t (hvf)-30,5pd |
| **5059355**<br><br>316428<br>Df RT | **CAMPECHE**<br>**M. A. & W. De Goeas**<br>Kingstown St. Vincent | **342**<br>149<br>450 | (BV) | **1952** Gebroeders Fikkers—Foxhol (80)<br>45,01 7,42 2,998<br>37,75 7,37 3,31<br>P 11,0 F 5,2 1 dk | **M General Cargo**<br><br>1 Ho 24,9 ER<br>G.602 B.538<br>1 Ha (17,9 × 4,7) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 420<br>490bhp (360kW)<br>Maschinenbau Kiel A.G.<br>Fuel 25,5t (d.o.) |
| **7101231**<br>WU5161<br>297063<br>Df Esd<br>Gc Rdr<br>RTm | **CAMPECHE SEAL**<br>**Seal Fleet Inc.**<br>Galveston, Tx United States of America | **246**<br>167<br>— | | **1964** Burton Construction & SB. Corp. —Port Arthur, Tx (357)<br>50,30 11,64 2,988<br>47,12 11,59 3,66<br>F 12,2 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 2Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria,<br>Gen 2 × 60kW 240V 60Hz a.c. |
| **7711646**<br>EHUK<br><br>Df Esd<br>Gc Pfd | **CAMPEON**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Cadiz Spain | **14 863**<br>7 434<br>22 353 | BV | **1979** Astilleros Espanoles S.A.—Factoria de Puerto Real (17)<br>166,02 24,24 9,300<br>156,01 24,21 12,60<br>1 dk | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 31 125 HeCls. ptBptC | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Manises Works, Va<br>Fuel-38,5pd |
| **7610763**<br>8JVN<br>120921<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAMPHOR**<br>**K.K. Ehime Kosan**<br>Matsuyama, Ehime Pref. Japan | **9 638**<br>6 235<br>20 752 | NK | **1977** Kochi Jukogyo K.K.—Kochi (968)<br>141,97 21,85 9,100<br>133,74 21,81 12,20<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,3 × 8,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 316kW 445V a.c.<br>Fuel 1 281,5t-27,0pd |
| **7352830**<br>ELEG<br>4650<br>Df Esd<br>Gc Rdr<br>RT | **CAMPHOR**<br>**Camphor Shipping Inc.**<br>Monrovia Liberia | **4 632**<br>3 165<br>7 826 | BV | **1974** Kurushima Dock Co. Ltd.—Imabari (792)<br>114,26 17,66 7,208<br>103,99 17,61 9,00<br>1 dk<br>rf 76 | **M General Cargo**<br><br>2 Ho 39,4 39,9 ER<br>G.10 512 B.10 008<br>2 Ha (stl) (31,2 34,7 × 8,9) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K. |
| **5059408**<br>EEFG<br>1093 | **CAMPICO**<br>ex Guadalhorce-33<br>**Jose Maria Acha S.A.**<br>Malaga Spain | **201**<br>134<br>345 | | **1918** .............Breslau<br>30,46 6,84<br>6,79<br>1 dk<br>R | **TM Tanker**<br>Mchy.aft<br><br>L.(oil) 320 | 2 Oil 2SA each 2Cy.<br>120bhp (88kW)<br>Deutsche Werke A.G.<br>Fuel 12,0t (d.o.) |
| **5059434**<br>PUJS | **CAMPINAS**<br>**Servicos de Navegacao da Amazonia e de Administracao do Porto do Para**<br>Belem Brazil | **160**<br>98<br>— | | **1913** James Rees & Sons Co.—Pittsburgh, Pa<br>*35,00* 7,98<br>... ... ...<br>R | **S General Cargo** | T 3Cy.<br>............. |
| **7400211**<br>LREA<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMPO DURAN**<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **18 012**<br>10 665<br>30 572 | ✠LR class withdrawn 17/12/82 | RI **1977**-10 Italcantieri S.p.A.—Castellammare di Stabia (4324)<br>Cmd.**1978**-6<br>170,72(BB) 25,94 11,024<br>161,53 25,91 14,66<br>P 10,7 F 17,7 1 dk<br>rf nil | **M Tanker**<br>IGS<br>14 Ta ER | 2 Oil 4SA each 6Cy. 550 × 590 gear sc. shaft<br>14 400bhp (10 592kW)<br>Grandi Motori Trieste<br>Gen 2 × 2800kW 2 × 700kW 440V 60Hz a.c.<br>Controllable pitch propeller |
| **7332385**<br>EGJY<br>2662<br>Esd Rdr<br>RT | **CAMPO EDER**<br>**Aniceto Renteria Campos**<br>Bermeo Spain | **138**<br>64<br>— | | **1974** Astilleros La Parilla—San Estaban de Pravia<br>26,50 6,66<br>24,41 6,30 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil<br>400bhp (294kW)<br>............. |
| **7637278**<br><br>D-270<br>Esd Gc<br>Pfd Rdr<br>RT | **CAMPO STAR**<br>**Compagnie de Peche et de Mareyage (COPEMAR)**<br>Douala Cameroon | **176**<br>91<br>— | | **1977** Esmadan Skibsvaerft ApS—Esbjerg (96)<br>31,60<br>27,51 6,91 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S |
| **6405410**<br>EDOS<br>554<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOAZUR**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Valencia Spain | **7 009**<br>4 669<br>9 337 | ✠**100A1** SS 4/82<br>oil tanker<br>✠**LMC**<br>EL at 2"SQ<br>FN 3525 | **1965**-1 Union Naval de Levante S.A. —Valencia (77)<br>139,05 17,30 7,754<br>130,23 17,23 9,83<br>P 30,2 B 11,3 F 11,3 1 dk<br>RW<br>9BH WB606t | **M Tanker**<br><br>16 Ta ER<br>L.(oil) 11 348 HeCls. B | Oil 2SA 5Cy. 620 × 1400<br>4 500bhp (3 310kW)<br>La Maquinista Terrestre y Mar (MTM)<br>db (o.f.) 180lbf/in² (12,5bar)<br>db (ex.g) 120lbf/in² (8,3bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 1 202,0t (d.o.)-17,0pd |

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|---|---|---|---|---|---|---|---|---|
| 7022112<br>EEUE<br>34<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOBIERZO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Cartagena Spain | **6 671**<br>3 802<br>10 252 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/79<br>EL X 2"U2<br>FN 3522 | **1971**-4 Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (144)<br>139,05(BB) 17,25 7,779<br>130,23 17,23 9,81<br>P 31,4 F 12,8 1 dk<br>RW rf nil<br>9BH WB779t incl. DTf297t | **M Tanker**<br>16 Ta ER<br>L.(oil) 1 249 | | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>WTAuxB 12,6kgf/cm² (12,4bar) hs208,1<br>AuxB (Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 352kW 400V 50Hz a.c.<br>14,5kn |
| 5059484<br>EBSC<br>638<br>Df Esd<br>Rdr RTm | **CAMPOBLANCO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Bilbao Spain | **6 638**<br>4 218<br>9 409 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 5/81<br>EL at 2"SQ<br>FN 3525 | **1958**-8 Soc. Espanola de Const. Nav. —Bilbao (81)<br>138,99 17,33 7,760<br>130,23 17,23 9,83<br>P 29,9 B 11,3 F 11,0 1 dk<br>RW rf nil<br>9BH WB589t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 459 | | Oil 2SA 7Cy. 620 × 1150<br>3 500bhp (2 574kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>db 180lbf/in² (12,5bar)<br>db 120lbf/in² (8,3bar)<br>Fuel 904,5t (d.o.) 14kn |
| 5059496<br>EDLD<br>693<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CAMPOCERRADO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Bilbao Spain | **6 618**<br>4 118<br>9 655 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 2/79<br>EL at 2"SQ<br>FN 3525 | **1961**-12 Soc. Espanola de Const. Nav. —Bilbao (100)<br>137,17 17,30 7,760<br>130,23 17,23 9,83<br>P 29,9 B 11,3 F 11,0 1 dk<br>RW rf nil<br>9BH WB604t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 488 | | Oil 2SA 5Cy. 620 × 1400<br>4 500bhp (3 310kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 180lbf/in² (12,5bar)<br>AuxB 120lbf/in² (8,3bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 843,5t (d.o.) 13kn |
| 6506161<br>EEMX<br>Esd Gc<br>Rdr RTm | **CAMPOCHICO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>El Ferrol Spain | **472**<br>177<br>500 | ✠Classed LR until 17/5/74 | | **1965**-5 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (187)<br>50,81 8,28 3,150<br>45,32 8,26 3,41<br>P 15,3 Trunk 22,6 F 7,1 1 dk<br>rf nil | **M Tanker**<br>6 Ta ER<br>L.(oil) 680 | | Oil 4SA 6Cy. 295 × 420<br>450bhp (331kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 2 × 60kW 440V 50Hz a.c.<br>Fuel 7,0t (d.o.) 9kn |
| 7006405<br>EFFG<br>260<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOCRIPTANA**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Cadiz Spain | **6 671**<br>3 532<br>10 252 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 8/79<br>EL X 2"U2<br>FN 3525 | **1971**-2 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (156)<br>139,05(BB) 17,25 7,779<br>130,23 17,23 9,83<br>P 31,4 F 12,8 1 dk<br>RW rf nil<br>9BH WB779t incl. DTf297t | **M Tanker**<br>16 Ta ER<br>L.(oil) 1 249 | | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>WTAuxB 12,6kgf/cm² (12,4bar) hs208,1<br>AuxB (Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 352kW 400V 50Hz a.c.<br>15kn |
| 6712655<br>EFCM<br>253<br>Df Esd<br>Gc Rdr<br>RT | **CAMPODARRO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Cadiz Spain | **4 272**<br>2 396<br>6 291 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 8/80<br>EL x 1$\frac{13}{16}$"U2<br>FN 2775 | **1967**-10 Soc. Espanola de Const. Nav. —Cadiz (139)<br>123,88(BB) 16,54 5,931<br>116,01 16,50 7,42<br>P 26,9 B 9,8 F 11,9 1 dk<br>RW rf 152<br>9BH WB83t | **M Tanker**<br>12 Ta ER | | Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>2 AuxB 206lbf/in² (14,2bar)<br>(AuxB 142lbf/in² (9,8bar) )<br>Gen 3 × 240kW 380V 50Hz a.c.<br>14kn |
| 7387184<br>EGYF<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAMPODOLA**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>El Ferrol Spain | **21 277**<br>10 809<br>36 522 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 3/81<br>EL Ht 2$\frac{3}{4}$"U2<br>FN 7779 | **1976**-3 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (156)<br>207,80(BB) 26,55 10,967<br>192,01 26,51 14,00<br>P 38,8 F 20,5 1 dk<br>rf nil<br>10BH WB11210T incl. DTf853T & clean ballast tanks 9612T | **M Tanker**<br>11 Ta ER<br>L.(oil) 38 946<br>Der 2(5) 2(1,5) | HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>2 WTAuxB (o.f.) 15kgf/cm² (14,8bar)<br>(Spt 250°C 14kgf/cm² (13,8bar)) hs408,8<br>Gen 3 × 617kW 380V 50Hz a.c.<br>Fuel 1 888,0t (hvf)-40,5pd 15,75kn |
| 6717239<br>EFDC<br>254<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOGENIL**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Cadiz Spain | **4 272**<br>2 396<br>6 291 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 12/80<br>EL x 1$\frac{13}{16}$"U2<br>FN 2775 | **1967**-11 Soc. Espanola de Const. Nav. —Cadiz (140)<br>123,88(BB) 16,54 5,931<br>116,01 16,50 7,42<br>P 26,9 B 9,8 F 11,9 1 dk<br>RW rf 152<br>9BH WB83t | **M Tanker**<br>12 Ta ER | | Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>2 AuxB (o.f.) 206lbf/in² (14,2bar)<br>(AuxB (Comp) 142lbf/in² (9,8bar) )<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel (d.o.) 14kn |
| 5059501<br>EBSA<br>528<br>Df Esd<br>Rdr | **CAMPOGRIS**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Valencia Spain | **7 053**<br>4 709<br>9 287 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/81<br>EL at 2"SQ<br>FN 3525 | **1959**-2 Union Naval de Levante S.A. —Valencia (63)<br>139,05 17,33 7,760<br>130,23 17,23 9,83<br>P 29,9 B 11,3 F 11,0 1 dk<br>RW rf nil<br>9BH WB606t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 295 | HeCls. B | Oil 2SA 7Cy. 620 × 1150<br>3 500bhp (2 574kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 180lbf/in² (12,5bar)<br>(AuxB 120lbf/in² (8,3bar) )<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 906,5t (d.o.)-16,5pd 13,75kn |
| 5059513<br>EDHT<br>555<br>Df Esd<br>Gc Rdr<br>RTm | **CAMPOGULES**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Valencia Spain | **7 009**<br>4 669<br>9 100 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 11/74<br>EL at 2"SQ<br>FN 3525 | **1962**-5 Union Naval de Levante S.A. —Valencia (75)<br>139,05 17,30 7,760<br>130,23 17,23 9,83<br>P 30,2 B 11,3 F 11,3 1 dk<br>RW rf nil<br>9BH WB606t | **M Tanker**<br>16 Ta ER<br>L.(oil) 9 099 | HeCls. B | Oil 2SA 5Cy. 620 × 1400<br>4 500bhp (3 310kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>AuxB 180lbf/in² (12,5bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 493,0t (d.o.)-14,0pd 13,5kn |
| 5059525<br>EBYB<br>538<br>Df Esd<br>Rdr RTm | **CAMPOLLANO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Valencia Spain | **3 775**<br>2 078<br>4 839 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 6/78<br>EL v 1$\frac{3}{4}$"SQ<br>FN 2295 | **1960**-4 Union Naval de Levante S.A. —Valencia<br>109,40 15,57 5,887<br>102,49 15,50 6,89<br>P 25,3 B 10,1 F 13,8 1 dk<br>RW rf 152<br>11BH WB146t | **M Tanker**<br>20 Ta ER<br>L.(oil) 5 498 | | Oil 2SA 6Cy. 500 × 1100<br>2 500bhp (1 839kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>2 AuxB 178lbf/in² (12,3bar)<br>(AuxB (ex.g) 178lbf/in² (12,3bar) )<br>Gen 2 × 108kW 440V 50Hz a.c.<br>Fuel (d.o.)-15,0pd 13kn |
| 6622604<br>EFCA<br>227<br>Df Esd<br>Rdr RT | **CAMPOLONGO**<br>**Compania Arrendataria del Monopolio de Petroleos S.A. (CAMPSA)**<br>Gijon Spain | **1 809**<br>1 021<br>2 551 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 3/80<br>EL p 1"U2<br>FN 1316 | **1967**-5 S.A. Juliana Const. Gijonesa—Gijon (159)<br>79,58 12,22 5,157<br>73,00 12,20 5,82<br>P 20,5 Trunk 41,5 F 8,0 1 dk<br>rf 152<br>11BH WB287t incl. DTf216t | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 832 | | Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>AuxB 200lbf/in² (13,8bar)<br>Gen 3 × 100kW 220V 50Hz a.c.<br>13kn |

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|---|---|---|---|---|---|---|---|
| **6921294**<br>EDVE<br>259<br>Df Esd<br>Gc Rdr<br>RT | **CAMPOMAYOR**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Cadiz Spain | **20 453**<br>13 249<br>35 470 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 5/78<br>EL I† $2\frac{7}{8}$"U2<br>FN 7779 | **1969**-11 Soc. Espanola de Const. Nav. —Cadiz (150)<br>209,02(BB) 26,55 10,726<br>192,01 26,51 14,00<br>P 36,9 F 20,2 1 dk<br>rf nil<br>10BH WB11094t incl. 8383t in clean ballast tanks DTf837t | **M Tanker**<br>33 Ta ER<br>L.(oil) 35 084 | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>2 WTAuxB 14kgf/cm² (13,8bar)<br>(AuxB 14kgf/cm² (13,8bar) )<br>Gen 3 × 425kW 400V 50Hz a.c.<br>16,5kn |
| **7231127**<br>EEXU<br><br>Df Esd<br>Gc Rdr<br>RT | **CAMPOMINO**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Gijon Spain | **4 222**<br>2 154<br>6 500 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 11/78<br>EL U $1\frac{13}{16}$"U2<br>FN 2775 | **1973**-10 S.A. Juliana Const. Gijonesa —Gijon (210)<br>123,68(BB) 16,54 6,027<br>116,01 16,50 7,42<br>P 26,9 F 15,3 1 dk<br>rf 152<br>8BH WB400t | **M Tanker**<br>12 Ta ER<br>L.(oil) 8 600 | Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (o.f.) 14kgf/cm² (13,8bar)<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 240kW 380V 50Hz a.c.<br>13kn |
| **6904430**<br>EALC<br>239<br>Df Esd<br>Gc Rdr<br>RT | **CAMPONALON**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Gijon Spain | **4 602**<br>2 761<br>6 574 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 2/79<br>EL U $1\frac{13}{16}$"U2<br>FN 2777 | **1969**-8 S.A. Juliana Const. Gijonesa—Gijon (177)<br>123,68 16,54 6,039<br>116,01 16,51 7,42<br>P 26,6 B 9,8 F 11,9 1 dk<br>rf 152<br>8BH WB79t | **M Tanker**<br>6 Ta ER<br>L.(oil) 8 600 | Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>2 AuxB (o.f.) 14kgf/cm² (13,8bar)<br>(AuxB (Comp) 7kgf/cm² (6,9bar) )<br>Gen 3 × 240kW 380V 50Hz a.c.<br>16kn |
| **6515368**<br>EEQC<br>112<br>Esd Rdr<br>RTm | **CAMPONARAYA**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>El Ferrol Spain | **472**<br>177<br>500 | <br><br>✠Classed LR until 8/72 | | **1965**-11 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (193)<br>50,81 8,28 3,150<br>45,32 8,26 3,41<br>P 15,3 Trunk 22,6 RFD 7,1 1 dk<br>rf nil | **M Tanker**<br>CBT<br>6 Ta ER<br>L.(oil) 680<br>HeCls. C | Oil 4SA 6Cy. 295 × 420<br>450bhp (331kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 2 × 60kW 440V 50Hz a.c.<br>Fuel 17,5t (d.o.)<br>8kn |
| **7235836**<br>EGCY<br>281<br>Df Esd<br>Gc Rdr<br>RT | **CAMPONAVIA**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Gijon Spain | **4 222**<br>2 154<br>6 500 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 12/78<br>EL U $1\frac{13}{16}$"U2<br>FN 2773 | **1973**-12 S.A. Juliana Const. Gijonesa —Gijon (211)<br>123,68(BB) 16,54 6,027<br>116,01 16,50 7,40<br>P 26,9 F 15,3 1 dk<br>rf 152<br>8BH WB400T | **M Tanker**<br>12 Ta ER | Oil 2SA 5Cy. 500 × 1100<br>3 850bhp (2 832kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (o.f.) 14kgf/cm² (13,8bar)<br>(AuxB (Comp) 7kgf/cm² (6,9bar) )<br>Gen 3 × 240kW 380V 50Hz a.c.<br>13kn |
| **5059549**<br>EBSB<br>526<br>Df Esd<br>Rdr RTm | **CAMPONEGRO**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Valencia Spain | **7 053**<br>4 709<br>9 287 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 12/79<br>EL a† 2"SQ<br>FN 3525 | **1958**-5 Union Naval de Levante S.A. —Valencia (62)<br>139,05 17,33 7,767<br>130,23 17,23 9,83<br>P 29,9 B 11,3 F 11,0 1 dk<br>RW rf nil<br>9BH WB606t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 318<br>HeCls. B | Oil 2SA 7Cy. 620 × 1150<br>3 500bhp (2 574kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB (o.f.) 180lbf/in² (12,5bar)<br>AuxB (ex.g) 120lbf/in² (8,3bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 1 016,0t (d.o.)-17,5pd 13,75kn |
| **7711634**<br>EHUA<br><br>Df Esd<br>Gc Pfd | **CAMPONUBLA**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Cadiz Spain | **14 862**<br>7 433<br>22 000 | | BV | **1979** Astilleros Espanoles S.A.—Factoria de Puerto Real (16)<br>166,00 24,24 9,253<br>155,99 24,19 12,60<br>1 dk | **M Tanker**<br>11 Ta ER<br>L.(oil) 24 659 | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 1 × 1000kW 1 × 500kW 380/220V 50Hz a.c.<br>15kn |
| **5059551**<br>EATH<br>35<br>Esd Rdr<br>RTm | **CAMPOO**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Santander Spain | **1 911**<br>1 176<br>2 388 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 12/80<br>EL q<br>FN 1423 | **1955**-1 Corcho Hijos S.A.—Santander (62)<br>83,39 12,40 5,138<br>77,98 12,37 5,87<br>P 20,8 B 7,7 F 9,5 1 dk<br>RW<br>13BH WB109t | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 825<br>HeCls. ptC | Oil 2SA 5Cy. 350 × 620<br>1 000bhp (736kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>db 150lbf/in² (10,4bar)<br>Gen 1 × 110kW 1 × 80kW 220V d.c.<br>Fuel 132,0t (d.o.)-3,5pd 9,5kn |
| **5402148**<br>EDOT<br>699<br>Df Esd<br>Gc Pfd<br>Rdr | **CAMPORRASO**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Bilbao Spain | **6 601**<br>4 118<br>9 655 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 12/79<br>EL a† 2"SQ<br>FN 3525 | **1962**-12 Soc. Espanola de Const. Nav. —Bilbao (101)<br>139,05 17,30 7,760<br>130,23 17,23 9,83<br>P 29,9 B 11,3 F 11,0 1 dk<br>RW rf nil<br>9BH WB600t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 488 | Oil 2SA 5Cy. 620 × 1400<br>4 500bhp (3 310kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 180lbf/in² (12,5bar)<br>AuxB 120lbf/in² (8,3bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 843,5t (d.o.) 14kn |
| **7019816**<br>EDPJ<br>262<br>Df Esd<br>Gc Rdr<br>RT | **CAMPORRIOJA**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Cadiz Spain | **6 671**<br>3 532<br>10 252 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 7/80<br>EL X 2"U2<br>FN 3525 | **1971**-5 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (157)<br>139,05(BB) 17,25 7,779<br>130,23 17,23 9,83<br>P 31,4 F 12,8 1 dk<br>RW rf nil<br>9BH WB779t incl. DTf297t | **M Tanker**<br>16 Ta ER<br>L.(oil) 1 249 | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>WTAuxB 12,6kgf/cm² (12,4bar) hs208,1<br>AuxB (Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 325kW 400V 50Hz a.c. |
| **6423527**<br>EEKM<br>107<br>Esd Gc<br>Rdr RT | **CAMPORROBLES**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>El Ferrol Spain | **472**<br>177<br>500 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 3/82<br>EL g<br>FN 529 | **1965**-2 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (185)<br>50,81 8,28 3,150<br>45,32 8,26 3,41<br>P 15,3 Trunk 22,6 F 7,1 1 dk<br>rf nil<br>9BH WB57t incl. DTf20t | **M Tanker**<br>8 Ta ER<br>L.(oil) 672 | Oil 4SA 6Cy. 295 × 420<br>450bhp (331kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>db 100lbf/in² (6,9bar)<br>Gen 2 × 75kW 440V 50Hz a.c.<br>Fuel 24,0t (d.o.)-1,0pd 9kn |
| **5402150**<br>EDLO<br>545<br>Df Esd<br>Gc Rdr<br>RTm | **CAMPORROJO**<br>**Compania Arrendataria del**<br>**Monopolio de Petroleos S.A.**<br>**(CAMPSA)**<br>Valencia Spain | **7 009**<br>4 669<br>9 100 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 2/81<br>EL a† 2"SQ<br>FN 3525 | **1963**-1 Union Naval de Levante S.A. —Valencia (76)<br>141,79 17,30 7,760<br>130,23 17,23 9,83<br>P 30,2 B 11,3 F 11,3 1 dk<br>RW rf nil<br>9BH WB606t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 488<br>HeCls. BC | Oil 2SA 5Cy. 620 × 1400<br>4 500bhp (3 310kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>db 180lbf/in² (12,5bar)<br>db 120lbf/in² (8,3bar)<br>Gen 4 × 240kW 440V 50Hz a.c.<br>Fuel 512,0t (d.o.) 13,75kn |

6423465
EDOU
706
Df Esd
Gc Rdr
RTm
**CAMPORRUBIO**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Bilbao Spain

**6 601** ✠**100A1** SS 12/81
4 118 oil tanker
9 610 ✠**LMC**
EL at 2"SQ
FN 3525

**1963**-7 Soc. Espanola de Const. Nav.
—Bilbao (102)
139,05 17,30 7,760
130,23 17,23 9,83
P 29,9 B 11,3 F 11,0 1 dk
RW rf nil
9BH WB600t

**M Tanker**
16 Ta ER
L.(oil) 12 488

Oil 2SA 5Cy. 620 × 1400
4 500bhp (3 310kW) B&W
Soc. Espanola de Const. Nav. Bilbao
AuxB 180lbf/in$^2$ (12,5bar)
AuxB 120lbf/in$^2$ (8,3bar)
Gen 4 × 240kW 440V 50Hz a.c.
Fuel 843,5t (d.o.) 14kn

6729866
EFDW
769
Df Esd
Rdr RT
**CAMPOSALINAS**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Bilbao Spain

**1 822** ✠**100A1** SS 6/80
826 asphalt tanker
2 347 ✠**LMC**
EL N $1\frac{7}{16}$"U2
FN 1314

**1968**-2 Ast. del Cadagua W.E. Gonzales
S.A.—Bilbao (72)
79,61 12,22 5,144
73,00 12,20 5,80
P 20,2 Trunk 42,1 F 8,0 1 dk
10BH WB742t incl. DTf176t

**M Tanker**
Asphalt
Mchy.aft

Oil 4SA 6Cy. 390 × 680
1 550bhp (1 140kW)
Naval-Stork-Werkspoor S.A. Cadiz
AuxB 214lbf/in$^2$ (14,8bar)
AuxB 100lbf/in$^2$ (6,9bar)
Gen 3 × 100kW 220V 50Hz a.c.
11kn

5059604
EDAT
541
Df Esd
Rdr RTm
**CAMPOSECO**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Valencia Spain

**3 775** ✠**100A1** SS 6/78
2 078 oil tanker
4 839 ✠**LMC**
EL v $1\frac{3}{4}$"SQ
FN 2292

**1960**-10 Union Naval de Levante S.A.
—Valencia (74)
109,40 15,57 5,881
102,49 15,50 6,86
P 25,3 B 10,1 F 13,8 1 dk
RW rf 152
11BH WB292t

**M Tanker**
18 Ta ER
L.(oil) 5 501

Oil 2SA 6Cy. 500 × 1100
2 500bhp (1 839kW) B&W
La Maquinista Terrestre y Mar (MTM)
Barcelona
3 AuxB 178lbf/in$^2$ (12,3bar)
Gen 2 × 108kW 440V 50Hz a.c.
Fuel 251,0t (d.o.)-15,0pd 13kn

6423589
EEKK
721
RTm
**CAMPOSILO**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Bilbao Spain

**772**
359
1 070 ✠Classed LR until 8/72

**1965**-6 Ast. del Cadagua W.E. Gonzales
S.A.—Bilbao (59)
59,21 9,81 3,957
54,01 9,71 4,50
RAD 15,3 Trunk 29,6 RFD 6,4 1 dk
rf 102

**S Tanker**
SBT
8 Ta ER
L.(oil) 1 218 HeCls. BptC

C 4Cy. (2) 275 & (2) 560 × 560
650ihp (478kW)
Christiansen & Meyer
Union Naval de Levante Valencia
Gen 2 × 40kW 220V 50Hz a.c.
Fuel 3,0t (d.o.) 40,5t (hvf)-7,5pd 8,5kn

6700523
EFBE
740
Df Esd
Rdr RT
**CAMPOTEJAR**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Bilbao Spain

**1 834** ✠**100A1** SS 6/79
797 oil tanker
2 547 FP above 65.5°C
✠**LMC**
EL p $1\frac{7}{16}$"U2
FN 1316

**1967**-4 Ast. del Cadagua W.E. Gonzales
S.A.—Bilbao (70)
79,61 12,22 5,138
73,00 12,20 5,82
P 20,5 Trunk 41,5 F 8,0 1 dk
rf 152
11BH WB286t incl. DTf213t

**M Tanker**
Mchy.aft

Oil 4SA 6Cy. 390 × 680
1 550bhp (1 140kW)
Naval-Stork-Werkspoor S.A. Cadiz
AuxB 200lbf/in$^2$ (13,8bar)
Gen 3 × 100kW 220V 50Hz a.c.
14kn

5059628
EBSD
633
Df Esd
Rdr RTm
**CAMPOVERDE**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Bilbao Spain

**6 638** ✠**100A1** SS 11/80
4 218 oil tanker
9 398 ✠**LMC**
EL at 2"SQ
FN 3525

**1958**-3 Soc. Espanola de Const. Nav.
—Bilbao (80)
138,99 17,33 7,760
130,23 17,23 9,83
P 29,9 B 11,3 F 11,0 1 dk
RW rf nil
9BH WB589t

**M Tanker**
16 Ta ER
L.(oil) 12 459 HeCls. C

Oil 2SA 7Cy. 620 × 1150
3 500bhp (2 574kW) B&W
Soc. Espanola de Const. Nav. Bilbao
db 180lbf/in$^2$ (12,5bar)
✠ ndb made61 refitted1/72
120lbf/in$^2$ (8,3bar)
Gen 4 × 240kW 440V 50Hz a.c.
Fuel 609,5t (d.o.) 13,5kn

7039062
EEFF
35
Df Esd
Gc Rdr
RT
**CAMPURDAN**
**Compania Arrendataria del**
**Monopolio de Petroleos S.A.**
**(CAMPSA)**
Cartagena Spain

**6 671** ✠**100A1** SS 6/80
3 532 oil tanker
10 252 ✠**LMC**
EL X 2"U2
FN 3522

**1971**-8 Empresa Nacional "Bazan" de
C.N.M. S.A.—Cartagena (145)
139,05(BB) 17,25 7,779
130,23 17,23 9,81
P 31,4 F 11,6 1 dk
RW rf nil
9BH WB760t incl. DTf290t

**M Tanker**
Mchy.aft

Oil 2SA 6Cy. 500 × 1100
4 600bhp (3 384kW) B&W
Ast. Espanoles S.A. Manises Works, Valencia
WTAuxB (o.f.) 12,6kgf/cm$^2$ (12,4bar) hs14,0
AuxB (Comp) 8,4kgf/cm$^2$ (8,3bar)
Gen 3 × 352kW 400V 50Hz a.c.
15kn

5059678
CGCW
310150
Esd Gc
Pfd Rdr
RTm/h/v
**CAMSELL**
**Government of Canada**
**(Ministry of Transport)**
Ottawa Canada

**2 022**
724
826 ✠Classed LR until
23/6/78

Lch.**1959** Burrard D.D. Co. Ltd.—North
Vancouver, B.C. (305)
Len & Cmpl.**1959**-10 Yarrows Ltd.
—Victoria, B.C.
68,20 14,79 6,401
62,29 14,64
P & B 33,3 F 10,1 1 dk, 2nd dk except
in ER
rf 229 DK fwd

**TD-E Icebreaker/Lighthouse Tender**
12P
2 Ho 7,3 6,6
2 Ha (3,8 5,7 × 4,2)
Der 1(20) 2(5) 2(1)

4 Oil 2SA each 8Cy. 206 × 508 total
5 332bhp (3 922kW) driving 4 gen. each
865kW 300V d.c. connected to 2 elec.
motors each of 2 125shp (1 563kW) (CC)
Fairbanks, Morse
Canadian Locomotive Co. Ltd. Kingston, Ont.
Gen 3 × 200kW 220V d.c.
Fuel (hvf)

7409102
EGZK
259
Df Esd
Gc Pfd
Rdr
RTm/h/v
**CANABAL**
**Naviera Joaquin Davila y**
**Compania S.A.**
Vigo Spain

**1 323** ✠**100A1** CS 6/81
697
2 232 ✠**LMC** **UMS**
EL S $1\frac{5}{8}$"U2
FN 2410

**1976**-6 Ast. Construcciones S.A.—Rios
(237)
88,55 16,29 5,182
80,02 15,96 14,15
B & F 78,1 Upr. B & F 67,4 3 dks, 4th
dk fwd of mchy. All dks light cargoes only
rf 406
NS Coll BH to U dk 3 to 2nd dk WB484T

**M Vehicles Carrier**
2 Side door/ramps (s) stern door
Mchy.aft
G.11 460 B.10 641

Oil 4SA 12Cy. 400 × 580 dr geared to sc.
shaft
3 000bhp (2 207kW) Deutz
Hijos de J. Barreras S.A. Vigo
Gen 2 × 200kW 400V 50Hz a.c.
Controllable pitch propeller
Thw. thrust propeller fwd
Fuel 228,5t (d.o.) 14kn

7915151
GBVN
389166
Esd Rdr
RT
**CANADA**
**Alexandra Towing Co. Ltd.**
Liverpool United Kingdom

**258** ✠**100A1**
0 tug
84 U.K. home trade service
✠**LMC**
EL (E) C 247,5/17,5U2
FN 366

**1980**-12 McTay Marine Ltd.—Bromborough
(38)
30,21 9,45 4,401
28,50 9,01 3,81
1 dk
rf 279
5BH WB55T

**TM Tug**

2 Oil 4SA each 6Cy. 254 × 304
Ruston Diesels Ltd. Newton-le-Willows
Gen 2 × 78kW 440V 50Hz a.c.
2 Directional propellers
Fuel 52,5t (d.o.) 11,5kn

5059721
ILBE
3045
RTv
**CANADA**
**Rimorchiatori Riuniti S.p.A.**
Genova Italy

**181**
26
— RI

**1956** Cant. Nav. Solimano—Savona (11)
28,38 7,42 3,560
25,76 7,32 4,47
1 dk

**M Tug**

Oil 4SA 8Cy. 320 × 450
Kloeckner Humboldt Deutz Koeln
Gen 2 × 14kW 110V d.c.
Fuel (d.o.)

6927470
VC6721
330134
Esd
RTm/h
**CANADA CLUB**
**National Sea Products Ltd.**
Pictou, N.S. Canada

**477**
282
545

**1969** Ferguson Industries Ltd.—Pictou, N.S.
(179)
42,68 10,52
40,24 10,37 3,66
F 7,1 1 dk
rf nil BK 178

**M Fishing**
Side-fishing
3 Ho each 6,4 ER
2 Ha (1,3 × 1,2) (2,7comb. × 1,2) ER
Der 1(4,5) 1(3)

2 Oil 4SA each 6Cy. 159 × 203 geared to
sc. shaft
840bhp (618kW)
Caterpillar Tractor Co. Peoria, Illinois
Gen 1 × 50kW 1 × 7,5kW
110/208V 60Hz a.c.
Fuel (d.o.) 10kn

| | | | | | | |
|---|---|---|---|---|---|---|
| **5297660**<br>VYGG<br>152966 | **CANADA GOOSE No. 1**<br>ex Robert J. Knickle-72<br>**School Journeys International Ltd.**<br>St. John's, Nfl. Canada | **147**<br>84<br>— | | **1926** Smith & Rhuland—Lunenburg, N.S.<br>*35,21* 7,93<br>… … …<br>1 dk<br>conv sailing vessel General Cargo — | **Wood TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 4Cy. 171 × 254<br>E made— fitted49<br>Vivian Engine Works Ltd. Vancouver, B.C. |
| **6924193**<br>VC6720<br>330133<br>Esd Rdr<br>RTm/h | **CANADA PARK**<br>**National Sea Products Ltd.**<br>Pictou, N.S. Canada | **477**<br>282<br>545 | | **1969** Ferguson Industries Ltd.—Pictou, N.S. (178)<br>42,68 10,52<br>40,24 10,37 3,66<br>F 7,1 1 dk<br>rf nil BK 178 | **M Fishing**<br>Side-fishing<br>3 Ho each 6,4 ER<br>2 Ha (1,3 × 1,2) (2,7comb. × 1,2) ER<br>Der 1(4,5) 1(3) | 2 Oil 4SA each 6Cy. 159 × 203 geared to sc. shaft<br>840bhp (618kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 50kW 1 × 7,5kW 110/208V 60Hz a.c.<br>Fuel (d.o.)<br>10kn |
| **6809472**<br>VC6086<br>328939 | **CANADA 100**<br>**National Sea Products Ltd.**<br>Vancouver, B.C. Canada | **219**<br>108<br>— | | **1967** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C. (23)<br>30,64 7,50<br>28,50 7,47 5,64<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **5415157**<br>EDSF<br>8410<br>Esd RT | **CANADELO**<br>**J. Santodomingo e Hijos Sociedad Ltda.**<br>Vigo Spain | **173**<br>60<br>— | | **1963** Ast. Santodomingo—Vigo (307)<br>30,26 6,51<br>27,51 6,49 3,84<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 220 × 280<br>330bhp (243kW) E made57 fitted63<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 53,0t (d.o.)<br>10kn |
| **7021819**<br>SHCT<br>11191<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANADIA**<br>ex Maria Gorthon-81<br>**Rederi A/B Virginia**<br>Vernia Shipping A/B<br>Helsingborg Sweden | T.Mk<br>**2 959**<br>1 469<br>4 526<br>**5 589**<br>3 583<br>7 869 | **✠100A1** SS 10/79<br>Ice Class 1<br>**✠LMC** **UMS**<br>EL (W) $1\frac{5}{8}$"U3<br>FN 3025 | **1970**-12 Hollming Oy—Rauma/Raumo (4195)<br>114,31 16,77 5,792/8,075<br>111,16 16,69 10,52<br>RAD 21,7 F 9,8 2 dks<br>rf 203 len 75<br>5BH to U dk 2 to 2nd dk WB2229t incl. TwDf139t No. 2 hold 787t | **M General Cargo**<br>7 Ho 8,3 9,7 9,7 9,7 9,7 9,7 9,7 ER<br>G.11 547 B.11 157<br>2 Ha (stl) (9,0T × 6,4) (61,3comb. × 13,4) ER<br>Cr 3(12,5) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 050bhp (4 450kW) ✠ NE 8/79 B&W<br>Lindholmen Motor AB. Goteborg<br>NAuxB (Comp) 7/81 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 292kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 61,5t (d.o.) 727,5t (hvf)-22,0pd 15kn |
| **7051371**<br>H9II<br>1078<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN ACE**<br>ex Canada Maru-80<br>**Automobil Carrier Inc.**<br>Panama Panama | **11 538**<br>7 197<br>7 216 | BV NK | **1971** Mitsui SB. & Eng. Co. Ltd.—Osaka (902)<br>161,65 23,14 6,681<br>152,03 23,09 16,11<br>B 152,8 3 dks | **M RoRo Cargo**<br>Mchy.aft | Oil 2SA 8Cy. 620 × 1400<br>10 700bhp (7 870kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 360kW 450V a.c.<br>Fuel 1 709,0t-39,5pd 18.5kn |
| **6525181**<br>H9RE<br>1124<br>2-81<br>Df Esd<br>Gc Rdr<br>RTv | **CANADIAN BULKER**<br>ex Synetos-81 ex Rijn-75<br>**Canadian Bulker Navigation (Panama) S.A.**<br>Panama Panama | **19 923**<br>11 756<br>33 399 | ✠Classed LR until 13/8/76 | **1966**-1 Verolme Schpsw.—Alblasserdam (691)<br>183,90(BB) 25,71 11,164<br>172,22 25,66 15,17<br>P 30,5 F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft<br>G.40 496 | Oil 2SA 9Cy. 700 × 1200<br>10 800bhp (7 944kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>Gen 3 × 292kW 450V 60Hz a.c.<br>15kn |
| **6714586**<br>VGWM<br>326395<br>Df Gc<br>Pfd Rdr<br>RTv | **CANADIAN CENTURY**<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **20 343**<br>14 529<br>31 091 | **✠100A1** SS 4/82<br>Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL $2\frac{3}{8}$"U2<br>FN 8060 | **1967**-5 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (41)<br>222,51 22,94 8,738<br>220,33 22,86 13,72<br>Ba 26,9 F 11,0 1 dk<br>rf nil<br>3BH WB17504t incl. Comb. btm & wing tanks 15132t | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>1 Ho 181,0 ER<br>G.37 976<br>5 Ha (stl) (each 4,5 × 16,3) 17 Ha (stl) (each 6,3 × 16,3) ER | Oil 2SA 5Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB 70lbf/in$^2$ (4,9bar)<br>Gen 3 × 525kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.) 477,5t (hvf) 14,5kn |
| **7726677**<br>VCJM<br>391204<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN ENTERPRISE**<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **23 395**<br>16 074<br>33 938 | **✠100A1**<br>Great Lakes and River St. Lawrence service<br>**✠LMC**<br>EL C† 330,0/60,5U2<br>FN 8237 | **1979**-12 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (65)<br>222,49 23,17 9,165<br>220,63 23,13 14,20<br>P 26,6 F 12,8 1 dk<br>rf nil<br>3BH WB17448T incl. 16030T in Comb. btm, side & topside tanks in holds | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>1 Ho 181,2 ER<br>G.40 353<br>22 Ha (stl) (each 6,1 × 16,3) ER | 2 Oil 4SA each 7Cy. 400 × 450 dr geared to sc. shaft<br>8 805bhp (6 477kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 2 × 2500kW 2 × 650kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) 515,0t (hvf) |
| **7529122**<br>ZCKE<br>373524<br>Df Esd<br>Gc Rdr<br>RT | **CANADIAN EXPLORER**<br>ex Dart Canada-81<br>**United International Container Transports Ltd.**<br>Golden Peak Maritime Agencies Ltd.<br>Hong Kong Hong Kong (British) | **26 051**<br>15 762<br>33 869 | **✠100A1** SS 12/81<br>Ice Class 2 when power restricted to 22000 bhp<br>**✠LMC** **UMS**<br>EL (L†) 713,7/68,0U3<br>FN 9791 | **1978**-2 Bremer Vulkan A.G.—Vegesack (993)<br>218,60(BB) 31,07 11,773<br>205,90 31,01 16,54<br>P 35,1 F 43,6 1 dk<br>rf 152 DK in way of Nos. 2, 3 & 4 holds<br>6BH WB9618t incl. DTf1012t & STs in Nos. 2, 3 & 4 holds 4742t | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>shell & framing strengthened to Ice Class 1<br>5 Cell.Ho 27,5 43,5 43,3 28,0 ER 21,4<br>TEU 1737<br>C.Ho 664/20' 88/40' C.Dk 41/20' 428/40'<br>22 Ha (stl) ER | Oil 2SA 9Cy. 900 × 1600<br>33 050bhp (24 310kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>✠ NAuxB (o.f.) 12/81 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Fuel 400,5t (d.o.) 3 556,0t (hvf) 23kn |
| **6716986**<br>VGLV<br>369301<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN HIGHLANDER**<br>ex Cape Breton Highlander-80<br>ex Thorsdrake-75<br>**Upper Lakes Shipping Ltd.**<br>Toronto Canada | **29 281**<br>18 637<br>52 654 | **100A1** SS 3/80<br>strengthened for ore cargoes Nos. 3, 5 & 7 holds may be empty<br>**LMC**<br>EL L $3\frac{3}{16}$"U2<br>FN 9412<br>(NV) | **1967** Furness S.B. Co. Ltd.—Haverton Hill (526)<br>213,39(BB) 29,32 12,675<br>202,39 29,27 17,23<br>P 32,7 F 14,4 1 dk<br>rf 114<br>NS 11BH WB21767T incl. Comb. btm & STs in No. 1 hold 843T Topside tanks in holds 7834T & No. 5 hold 45% full 3563T | **M Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>8 Ho 15,5 21,9 18,2 21,9 18,2 21,9 18,2 20,1 ER<br>G.60 267<br>8 Ha (stl) (9,7 × 10,3) (12,8 12,8 12,8 12,8 10,6 10,6 10,6 × 13,7) ER<br>Der 2(5) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 1 × 370kW 2 × 310kW 450V 60Hz a.c.<br>Fuel 223,5t (d.o.) 3 038,0t (hvf)-46,5pd 15kn |

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|---|---|---|---|---|---|---|
| 7807811<br>7LDN<br>122932<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN HIGHWAY**<br>**Seishin Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **14 428**<br>7 791<br>18 748 | NK | **1978** Imabari Zosen—Marugame (1057)<br>199,42 9,326<br>186,01 30,01 12,04<br>1 dk | **M RoRo Cargo**<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 680kW 450V a.c.<br>18kn |
| 5141249<br>VODF<br>319241<br>Esd Gc<br>Rdr<br>RTm/h | **CANADIAN HUNTER**<br>ex Petite Hermine-72<br>ex Hamiltonian-67<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **18 192**<br>12 203<br>27 484 | ✠**100A1** Lake SS 10/79<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (ot) 2⅜"SQ<br>FN 7521 | **1962**-6 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1047)<br>222,51 22,94 8,243<br>216,11 22,86 11,94<br>Ba 32,4 F 17,7 1 dk<br>RW rf nil<br>4BH WB12636t incl. DTf1140t | **S Bulk Carrier**<br>6 Ho 26,5 25,6 25,6 25,6 25,6 34,7 ER<br>G.34 821<br>19 Ha (stl) (each 5,1 × 14,3) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Canadian General Electric Co. Ltd. Peterborough, Ont.<br>2 WTB 520lbf/in$^2$ (35,9bar) Spt 415,6°C 490lbf/in$^2$ (33,8bar) hs1083,3<br>wtdb(f) 80lbf/in$^2$ (5,6bar)<br>wtdb(a) 185lbf/in$^2$ (12,8bar)<br>Gen 2 × 500kW 575V 60Hz a.c.<br>Fuel 926,0t (o.f.) 16,5kn |
| 6719330<br>VCTK<br>325746<br>Df Esd<br>Gc Rdr<br>RT | **CANADIAN LEADER**<br>ex Feux Follets-72<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **18 045**<br>13 006<br>28 398 | ✠**100A1** Lake SS 9/82<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (ot) 2⅜"U2<br>FN 7560 | **1967**-10 Collingwood Shipyards —Collingwood, Ont. (188)<br>222,51 22,97 8,256<br>216,11 22,88 12,10<br>P 30,8 RFD 16,5 F 16,5 1 dk<br>RW rf nil<br>NS 3BH WB5863t | **S Bulk Carrier**<br>6 Ho 23,7 29,2 29,2 29,2 29,2 33,8 ER<br>G.36 373<br>17 Ha (stl) (each 6,1 × 14,3) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Canadian General Electric Co. Ltd. Peterborough, Ont.<br>2 WTB 575lbf/in$^2$ (39,7bar) Spt 407,3°C 525lbf/in$^2$ (36,2bar) hs1110,4<br>Gen 2 × 600kW 575V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 735,5t (o.f.) 16,5kn |
| 5421596<br>CYMD<br>319967<br>Df Esd<br>Gc Rdr<br>RTm/h | **CANADIAN MARINER**<br>ex Grande Hermine-72<br>ex Newbrunswicker-67<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **18 192**<br>12 243<br>27 464 | ✠**100A1** Lake SS 9/82<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (ot) 2⅜"SQ<br>FN 7521 | **1963**-5 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1048)<br>222,51 22,99 8,243<br>216,11 22,86 11,94<br>Ba 32,4 F 18,6 1 dk<br>rf nil<br>4BH WB12551t incl. Comb. btm & STs in holds 10282t DTf1055t | **S Bulk Carrier**<br>6 Ho 26,5 25,6 25,6 25,6 25,6 34,7 ER<br>G.34 821<br>19 Ha (stl) (each 5,1 × 14,3) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 520lbf/in$^2$ (35,9bar) Spt 415,6°C 490lbf/in$^2$ (33,8bar) hs1083,3<br>wtdb 185lbf/in$^2$ (12,8bar)<br>Gen 2 × 500kW 575V 60Hz a.c.<br>Fuel 925,5t (o.f.) 16,5kn |
| 5059812<br>190311 | **CANADIAN NATIONAL No. 6**<br>**Canadian National Railway Co.**<br>Vancouver, B.C. Canada | **158**<br>50<br>— | | **1948** Yarrows Ltd.—Victoria, B.C. (110)<br>27,28 6,74 2,794<br>... ... | **M Tug** | Oil 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 24kW 1 × 7kW 1 × 3,5kW 110/155V d.c.<br>Fuel (d.o.) |
| 6707961<br>VGMV<br>305448<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CANADIAN NAVIGATOR**<br>ex St. Lawrence Navigator-79<br>ex Demeterton-75<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **18 788**<br>12 829<br>32 279 | ✠**100A1** Lake SS 4/80<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL Et 2⅝"U2<br>FN 7720 | **1967**-5 J. Readhead & Sons Ltd.—South Shields (619)<br>222,18 23,17 9,380<br>217,58 23,13 12,35<br>P 33,6 F 14,1 1 dk<br>rf 152 DK fwd len 69<br>NS 9BH WB10216t | **M Bulk Carrier**<br>6 Ho 22,1 24,3 24,3 24,3 24,3 22,1 5 Top Ho 12,5 12,1 12,1 12,1 12,1 ER<br>G.34 118 B.31 980<br>5 Ha (stl) (each 10,6 × 8,3) 1 Ha (stl) (9,9 × 8,3) 5 Ha (stl) (each 7,6 × 8,3) ER<br>4W Der 2(5) | Oil 2SA 4Cy. 760 × 2180<br>9 680bhp (7 120kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 955,0t (hvf) 14,5kn |
| 6506953<br>CY7425<br>323225<br>Df Esd<br>Pfd Rdr<br>RT | **CANADIAN No. 1**<br>**Albert Radil**<br>Vancouver, B.C. Canada | **190**<br>95<br>— | | **1964** Benson Bros. SB. Co. (1960) Ltd. —Vancouver, B.C. (10)<br>29,11 7,47 3,201<br>7,42 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 219 × 279<br>Kloeckner Humboldt Deutz West Germany |
| 7432783<br>VOPM<br>348355<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN OLYMPIC**<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **22 887**<br>16 686<br>31 250 | ✠**100A1** Lake SS 6/81<br>Great Lakes & River St.<br>Lawrence service<br>✠**LMC**<br>EL (Ct) 2⅜"U2<br>FN 8295 | **1976**-11 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (60)<br>222,46 22,92 9,145<br>220,61 22,86 14,74<br>B 23,8 F 12,8 1 dk<br>rf nil<br>NS 3BH WB18683t incl. Comb. Top btm & STs in hold 17249t | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>1 Ho 170,0 ER<br>G.39 343<br>1 Ha (stl) (4,2 × 16,1) 16 Ha (stl) (each 6,1 × 16,1) 5 Ha (stl) (each 4,2 × 16,1) ER | 2 Oil 4SA each 8Cy. 400 × 540 sr geared to sc. shaft<br>10 000bhp (7 356kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 2500kW 1 × 650kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller<br>Fuel 81,5t (d.o.) 538,5t (hvf) 13kn |
| 7114874<br>WK9962<br>274142<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN OLYMPIC**<br>ex Clara Beth R<br>**Metson Marine Alaska**<br>Los Angeles- Long Beach, Ca United States of America | **199**<br>135<br>— | (AB) | **1957** Burton Construction & SB. Corp. —Port Arthur, Tx (252)<br>9,78 2,286<br>35,41 9,76 2,62<br>F 8,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>670bhp (493kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 156,5t |
| 7381051<br>S6ED<br>375848<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN OWL**<br>**Croton Shipping Inc.**<br>Singapore Singapore | **45 000**<br>35 980<br>89 702 | NK | **1975** Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (971)<br>241,51 40,06 14,183<br>230,00 40,00 18,80<br>F 18,3 1 dk | **M Tanker**<br>COW IGS CBT<br>12 Ta ER<br>L.(oil) 112 633 HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>16,5kn |
| 7925613<br>VCWZ<br>395424<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANADIAN PIONEER**<br>**Upper Lakes Shipping Ltd.**<br>Toronto Canada | **24 194**<br>16 023<br>37 448 | ✠**100A1**<br>bulk carrier (cc)<br>✠**LMC**<br>EL It 605,0/66,0U3<br>FN 8354 | **1981**-10 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (67)<br>222,44(BB) 23,17 10,518<br>217,71 23,13 15,24<br>P 29,0 F 16,5 1 dk<br>rf nil<br>NS 7BH WB18932T incl. Comb. btm & STs in holds 17229T | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>5 Ho 43,9 29,2 36,6 32,9 32,0 ER<br>G.36 153 HeCls. B<br>18 Ha (stl) (each 6,0 × 16,3) ER | Oil 2SA 4Cy. 760 × 2184<br>9 000bhp (6 620kW)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 1240kW 1 × 664kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 116,5t (d.o.) 1 512,0t (hvf) |

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| **5390876**<br>CGFQ<br>157006<br>Esd Gc<br>Pfd Rdr<br>RTm | **CANADIAN PRINCESS**<br>ex P. S. V. No. 1<br>ex Wm. J. Stewart-79<br>**Oak Bay Marina Ltd**<br>Victoria, B.C. Canada | **1 295**<br>606<br>— | | **1932** Collingwood Shipyards—Collingwood, Ont.<br>*65,23* 11,00 4,103<br>10,95<br>3 dks<br>R rf 76 | **TS Research**<br>Hydrographic<br>1 Ha (1,8 × 2,9) | T 6Cy. (2) 343 (2) 521 & (2) 864 × 610<br>1 200ihp (883kW)<br>Collingwood Shipyards Collingwood, Ont.<br>Gen 1 × 25kW 1 × 20kW 110V d.c.<br>Fuel 305,0t (c)<br>10kn |
| **6821999**<br>VDRV<br>328735<br>Df Gc<br>Rdr RT | **CANADIAN PROGRESS**<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **21 436**<br>16 608<br>31 751 | ✠**100A1** Lake SS 9/78<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (H†) 2⅜"U2<br>FN 8174 | **1968**-8 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (48)<br>222,51 22,94 8,732<br>220,68 22,86 14,18<br>Ba 24,7 F 12,8 1 dk<br>rf nil<br>NS 3BH WB18508t incl. Comb. btm, side & topside tanks in hold 17043t | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>1 Ho ER<br>G.36 844<br>1 Ha (stl) (4,2 × 16,1) 16 Ha (stl) (each 6,1 × 16,1) 5 Ha (stl) (each 4,2 × 16,1) ER | 2 Oil 2SA each 8Cy. 362 × 470 sr geared to sc. shaft<br>7 500bhp (5 517kW)<br>Ruston & Hornsby Ltd. Lincoln<br>2 AuxB 70lbf/in$^2$ (4,9bar)<br>Gen 2 × 2500kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 604,5t (hvf)<br>14,5kn |
| **5426663**<br>VGNW<br>305421<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CANADIAN PROSPECTOR**<br>ex St. Lawrence Prospector-79<br>ex Federal Wear-75 ex Carlton-75<br>**Niagara Finance Co. Ltd.**<br>Upper Lakes Shipping Ltd.<br>Toronto, Ont. Canada | **18 527**<br>12 035<br>— | ✠**100A1** Lake SS 05/79<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL I† 605,0/66,0SQ<br>FN 7802 | **1964**-2 (Aft section) Short Bros. Ltd. —Pallion, Sunderland (542)<br>**1979**-5 (Fwd & cargo sections) Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1125)<br>222,51 23,14 8,748<br>215,81 22,99 13,16<br>P 10,1 F 4,0 1 dk<br>RW rf 152 DK fwd lengthened 68<br>lengthened & widened 79<br>NS 9BH WB10193t incl. DTf422t | **M Bulk Carrier**<br>6 Ho 24,7 29,3 29,3 29,3 29,3 24,7 ER<br>16 Ha (stl) (each 6,1 × 16,5) ER<br>Der 4(5) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>N.E. Mar. Eng. Co. Ltd. Newcastle<br>3 AuxB (2 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 275kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 181,0t (d.o.) 1 835,0t (hvf)<br>14kn |
| **7726706**<br>OWHQ<br>D2650<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN REEFER**<br>**J. Lauritzen A/S**<br>Esbjerg Denmark | **8 849**<br>4 869<br>12 570 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL E† 577,5/58,0U3<br>FN 5266 | **1979**-12 Aalborg Vaerft A/S—Aalborg (225)<br>144,35(BB) 24,24 10,140<br>134,60 24,21 14,91<br>F 15,6 4 dks, 5th dk in way of Nos. 2 and 3 holds<br>rf nil<br>SF 6BH WB354T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,4 22,9 23,0 ER 14,1<br>In.16 143<br>TEU 70 C.Dk 70/20' ref C.<br>8 Ha (stl) (9,0 × 7,0) (2,7s × 2,0) (9,0 × 7,0) (2,7s × 2,0) (9,0 × 7,0) (2,7s × 2,0) ER (2,7s × 2,0) (9,0 × 7,0)<br>Cr 6(5) | Oil 2SA 8Cy. 670 × 1700<br>14 996bhp (11 030kW) B&W<br>Helsingor Vaerft A/S Helsingor<br>2 AuxB (1 o.f. 1 ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>22kn |
| **6712368**<br>HO9924<br>4967-75<br>Df Esd<br>Gc Rdr<br>RTm/v | **CANADIAN TIDE**<br>**Tidewater Marine Panama Inc.**<br>Tidewater Inc.<br>Panama Panama | **634**<br>335<br>846 | AB | **1967** Allied Shipbuilders Ltd.—North Vancouver, B.C. (157)<br>51,21 11,89 3,474<br>48,47 11,59 4,12<br>F 11,6 1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>2 600bhp (1 912kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 120/208V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 179,0t (d.o.)<br>12,5kn |
| **7711737**<br>VCLX<br>348360<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANADIAN TRANSPORT**<br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **23 399**<br>16 172<br>34 066 | ✠**100A1**<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL 330,0/60,5U2<br>FN 8236 | **1979**-4 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (64)<br>222,59 23,17 9,141<br>220,68 23,12 14,20<br>P 26,0 F 12,8 1 dk<br>rf nil<br>3BH WB17046T incl. 15674T in Comb. btm, side & topside tanks in holds | **M Bulk Carrier**<br>Self-unloader<br>pt higher tensile steel<br>1 Ho 181,2 ER<br>G.40 353<br>22 Ha (stl) (each 6,1 × 16,3) ER | 2 Oil 4SA each 8Cy. 400 × 450 sr geared to sc. shaft<br>10 000bhp (7 356kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 2500kW 1 × 650kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 63,0t (d.o.) 515,0t (hvf)<br>12kn |
| **6815873**<br>CY8723<br>327149<br>RTm | **CANADIAN II**<br>ex Bella Bella-82<br>ex Lumba Lumba-77<br>ex Caltex Lumba Lumba<br>**H. Orleans Holdings Inc.**<br>Prince Rupert, B.C. Canada | **101**<br>69<br>— | | **1961** Paasch Marine Services—Erie, Pa<br>*22,80* 5,34<br>... ... ...<br>1 dk | **Aluminium Alloy TM Ferry**<br>—P<br>1 Ho 3,2 | 2 Vee Oil 4SA each 12Cy. 140 × 152<br>1 070bhp (787kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 30kW 110V 60Hz a.c.<br>Fuel (d.o.)<br>15kn |
| **6914411**<br>CZ4443<br>330743<br>Rdr RT | **CANADIAN III**<br>ex Nechako-75<br>**Minette Bay Marina Ltd.**<br>Vancouver, B.C. Canada | **125**<br>85<br>— | ✠**100A1** SS 6/81<br>British Columbia coasting service<br>**LMC**<br>EL (B)<br>FN 221 | **1969**-7 Matsumoto Shipyard Ltd. —Dollarton, Vancouver, B.C. (N234)<br>27,13 6,51 1,220<br>23,68 6,33 2,98<br>1 dk<br>rf nil len 77<br>4BH WBnil | **TrM Ferry**<br>Mchy.aft | 3 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 575bhp (1 159kW) NE 2/77<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 30kW 1 × 10kW 220/115V 60Hz a.c. |
| **5059862**<br>VOTM<br>313938<br>Df Esd<br>Gc Rdr<br>RTm/v | **CANADOC**<br>**N. M. Paterson & Sons Ltd.**<br>Thunder Bay, Ont. Canada | **10 061**<br>8 196<br>16 023 | ✠**100A1** Lake SS 6/80<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (g†) $2\frac{3}{16}$"SQ<br>FN 5255 | **1961**-7 Davie SB. Ltd.—Levis, P.Q. (627)<br>184,33 19,00 7,240<br>179,89 18,89 10,32<br>Ba 28,4 F 15,0 1 dk<br>rf 76<br>3BH WB6649t | **M Bulk Carrier**<br>6 Ho 27,4 21,9 21,9 29,8 22,2 19,8 ER<br>18 Ha (stl) (each 3,3 × 11,5) ER | 4 Oil 2SA each 4Cy. 206 × 508 with clutches & sr gearing to sc. shaft<br>6 000bhp (4 413kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>db 30lbf/in$^2$ (2,1bar)<br>Gen 2 × 400kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 282,5t (d.o.)<br>13,5kn |
| **7400209**<br>LREB<br>Df Esd<br>Gc Rdr<br>RT | **CANADON SECO**<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **18 012**<br>10 664<br>30 384 | RI<br>✠LR class withdrawn 17/12/82 | **1977**-9 Italcantieri S.p.A.—Castellammare di Stabia (4325)<br>170,69(BB) 25,94 11,024<br>161,50 25,90 14,66<br>P 10,7 F 17,7 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 36 430 | 2 Oil 4SA each 6Cy. 550 × 590 sr geared to sc. shaft<br>14 400bhp (10 592kW)<br>Grandi Motori Trieste Trieste<br>Gen 2 × 2800kW 440V 2 × 700kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>16,5kn |
| **6403814**<br>Df Esd<br>RTm | **CANAILLA**<br>**Cooperativa de Fabricantes de Conservas del S. de Espana**<br>Cadiz Spain | **117**<br>37<br>— | (BV) | **1964** Ast. Construcciones S.A.—Vigo (40)<br>26,45 6,15 2,972<br>22,00 6,10 3,20<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 140 × 180<br>320bhp (235kW) MWM<br>Suddeutsche Bremsen A.G. Muenchen<br>Fuel 40,5t (d.o.)<br>10kn |

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| 5372551<br>Esd Pfd<br>Rdr RT | **CANAIMA**<br>ex Tacamar III-82 ex Alftan-76<br>ex Vasilia-72 ex Kelvin-68<br>ex Ulster Premier-63<br>**Flota Mercante de Quimicos, Flomerquim C.A.**<br>Puerto Cabello Venezuela | T.Mk<br>**995**<br>388<br>1 271<br>**1 415**<br>731<br>— | **✠100A1** SS 10/80<br>**✠LMC**<br>EL o 1$\frac{9}{16}$"SQ<br>FN 1214 | **1955**-9 A. & J. Inglis Ltd.—Glasgow (1537 P)<br>76,82 11,43 —/3,982<br>70,11 10,98 6,33<br>P 16,2 F 8,3 2 dks<br>RW rf 102<br>Coll BH to U dk 3 to 2nd dk WB455t | **M General Cargo**<br>2 Ho 12,5 31,7 1 TwD ER<br>G.2 674 B.2 426<br>3 Ha (7,9 9,7 9,7 × 5,7) ER<br>5W Der 1(10) 4(6) | Oil 2SA 8Cy. 360 × 600<br>1 440bhp (1 059kW) Sulzer<br>G. Clark (1938) Ltd. Sunderland<br>Fuel 46,5t (d.o.) 12kn |
| 5410336<br>818<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANAKKALE**<br>ex LT 790<br>**T. C. Deniz Kuvvetleri**<br>Istanbul Turkey | **573**<br>261<br>— | (AB) | **1944** Marietta Mfg. Co.—Point Pleasant, WV (526)<br>45,57 10,06 4,966<br>43,34 10,01 5,74<br>RW rf nil | **S Tug**<br>1 Ha (1,2 × 0,9) | U 3Cy. 622 × 610<br>Unaflow<br>Skinner Engine Co. Erie, Pa<br>Gen 2 × 25kW 110V a.c.<br>Fuel (o.f.) |
| 5059874<br>4073-56 | **CANAL**<br>Launched as Morretes<br>**Industrias Reunidas F. Matarazzo S.A.**<br>Porto Alegre Brazil | **200**<br>—<br>— | ✠Classed LR until 9/2/79 | **1956**-7 J. Boel et Fils S.A.—Tamise/Temse (1292)<br>32,31 7,73<br>30,36 7,50 3,20<br>RW rf 330 | **M Tug** | Oil 2SA 5Cy. 360 × 600<br>✠ NE made52 fitted56<br>Sulzer Bros. Ltd. Winterthur |
| 7525712<br>3FCI<br>1161<br>8-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANAL ACE**<br>ex World Hercules-81<br>**Canal Shipping S.A.**<br>Panama Panama | **10 613**<br>6 082<br>16 928 | NK | **1976** Naikai Zosen—Setoda (406)<br>148,55 22,66 8,916<br>138,00 22,61 11,82<br>P 26,6 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 048 B.20 420<br>4 Ha (stl) (3,6 5,4 5,4 5,4 × 3,2)<br>Der 4(25) | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 300kW 450V a.c.<br>Fuel 157,0t (d.o.) 1 503,0t (hvf)-25,0pd<br>17kn |
| 7529017<br>L2BC<br>Df Esd<br>Gc Rdr<br>RT | **CANAL BEAGLE**<br>**Government of The Argentine Republic (Servicio de Transportes Navales)**<br>Buenos Aires Argentina | **7 838**<br>—<br>7 640 | AB | **1978** Menghi y Penco S.A. Principe —Avellaneda (108)<br>119,89 17,84 7,494<br>109,02 17,51 9,71<br>P 24,1 F 15,0 2 dks<br>rf nil | **TM General Cargo**<br>TEU 120 C. 120/20' | 2 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>8 700bhp (6 399kW) Sulzer<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 320kW a.c.<br>15kn |
| 5059898<br>SUJY<br>Df Esd<br>Gc Rdr<br>RT | **CANAL EL SUEZ**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **1 983**<br>1 263<br>3 251 | **100A1** SS 6/79<br>**LMC**<br>EL (q) 412,5/45,0U1<br>FN 1447<br>(GL) | **1961** Suez Canal Authority—Port Fuad (1)<br>78,67 12,91 6,579<br>72,75 12,70 7,19<br>P 15,6 RQD 27,2 B 16,8 F 10,7 2 dks<br>RW rf 127<br>4BH WB496T | **M General Cargo**<br>Mchy.aft | Oil 4SA 7Cy. 400 × 600 sr geared to sc. shaft<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 75kW 230V d.c.<br>12kn |
| 7710056 | **CANAL EL SUEZ**<br>**Societe Anonyme du Behera**<br>Egypt | **56**<br>—<br>— | **✠A1**<br>inland waterway dredger<br>EL $\frac{9}{16}$"FSWR<br>FN 150 | **1977**-11 Moncalvi S.p.A.—Pavia (7434)<br>19,66 6,05 1,001<br>19,03 6,04 1,81<br>1 dk<br>5BH | **Dredger**<br>Cutter Suction | Gen 1 × 4kW 380/220V 50Hz a.c.<br>2 × 1kW 24V d.c. |
| 6821705<br>IKDC<br>730<br>Rdr RT | **CANALETTO**<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **482**<br>148<br>372 | RI | **1968** Cant. Nav. Apuania—Marina di Carrara (90)<br>61,17 11,92 2,617<br>52,99 11,89 4,40<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>400P<br>Bow & stern doors/ramp<br>Mchy.aft | 2 Oil 4SA each 16Cy. 230 × 270<br>2 700bhp (1 986kW)<br>Fiat S.G.M. Torino<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14kn |
| 7614185<br>272<br>Df Esd<br>Rdr RT | **CANARA**<br>**NAVROM**<br>Constantza Romania | **694**<br>179<br>— | RNR | **1968** Santierul Naval Turnu-Severin—Turnu-Severin<br>55,81 10,01 3,599<br>53,09 4,30<br>1 dk | **TM General Cargo Barge** | 2 Oil 4SA each 8Cy. 240 × 360<br>610bhp (449kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 69kW 220V 50Hz a.c.<br>Fuel 70,0t (d.o.) 8kn |
| 5059915 | **CANARD**<br>ex Tenace<br>**Societe Tunisienne de Sauvetage**<br>Bizerta Tunisia | **300**<br>25<br>— | | **1917** At. & Ch. de la Loire—Nantes<br>*42,56* 8,103<br>... ... ...<br>R | **S Tug** | T 3Cy. 379 560 & 979 × —<br>At. & Ch. de la Loire Nantes<br>Fuel (o.f.) |
| 6723941<br>UBY<br>1389<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CANARIA**<br>ex Brook-81<br>**Maritima Flegria S.n.c.**<br>Napoli Italy | T.Mk<br>**1 517**<br>847<br>2 780 | GL RI | **1967** Werft Nobiskrug—Rendsburg (651)<br>97,24 13,21 4,954<br>88,45 13,14 7,90<br>B 11,9 F 8,9 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 27,5 21,4 ER<br>G.5 460 B.5 080<br>4 Ha (stl) (10,8 13,4 19,5 19,5 × 10,3) ER<br>Cr 1(10) 3(5) | Oil 2SA 9Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 175kW 1 × 100kW 38V 50Hz a.c.<br>Fuel 281,5t (d.o.) 13,5kn |
| 5059927<br>EHKL<br>5919<br>Esd | **CANARIAS No. 5**<br>ex Pepita Escobio<br>**Jose Patino Sanchez y otros**<br>Vigo Spain | **131**<br>88<br>— | | **1931** Hijos de J. Barreras S.A.—Vigo<br>*25,39* 5,69<br>... ... ...<br>R | **S Fishing**<br>Side-fishing | T 3Cy. 191 279 & 457 × 356<br>150ihp (110kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 76,0t (o.f.) 8,5kn |
| 5059939<br>EATL<br>5920<br>Esd | **CANARIAS No. 6**<br>ex Elena Escobio<br>**Jose Patino Sanchez y otros**<br>Vigo Spain | **131**<br>88<br>— | | **1931** Hijos de J. Barreras S.A.—Vigo<br>*25,39* 5,69<br>... ... ...<br>R | **S Fishing**<br>Side-fishing | T 3Cy. 191 279 & 457 × 356<br>150ihp (110kW)<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 76,0t (o.f.) 8,5kn |
| 7221689<br>IQJP<br>615<br>Esd Rdr<br>RT | **CANARINO**<br>ex Mazarpesca Primo<br>**Cooperativa Mazarpesca**<br>Trapani Italy | **199**<br>90<br>— | | **1971** Cant. Nav. M. Morini & C.—Ancona (127)<br>32,64 7,04 3,099<br>7,01 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |

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|---|---|---|---|---|---|---|---|---|
| 5404380<br>LLMB<br>15814<br>Df Esd<br>Rdr RTm | **CANARY**<br>ex Mogard-82 ex Lisbeth-80<br>ex Garmo-68<br>**Finn Olsen**<br>Bodo Norway | T.Mk<br>**287**<br>170<br>599 | | NV | **1963** Westermoen Batbyggeri—Mandal (488)<br>48,29 8,51 3,353<br>43,79 8,46 3,41<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,4 ER<br>G.1 194 B.1 083<br>2 Ha (8,3 14,0 × 3,6) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 230 × 300 sr geared to sc. shaft<br>650bhp (478kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.)-2,5pd | Kiel<br>10,5kn |
| 7390674<br>WYT9<br>371<br>565109<br>Esd Rdr<br>RT | **CANARY ISLAND**<br>**Offshore Island Boats Inc.**<br>Morgan City, La United States of America | **195**<br>133<br>1 021 | | AB | **1975** American Marine Corp.—New Orleans, La (1120)<br>55,58 11,59 3,912<br>53,62 11,56 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts E made50 reconditioned & fitted5/75<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW a.c.<br>Fuel 394,0t (d.o.) | La Grange<br>12,5kn |
| 6701010<br>LHPL<br>16519<br>Df Gc<br>Pfd Rdr<br>RTh | **CANASTA**<br>**Finn Olsen**<br>Narvik Norway | **199**<br>109<br>381 | | NV | **1966** Sandnessjoen Slip & M/V A/S—Sandnessjoen (10)<br>37,06 7,42 3,093<br>33,38 7,40 3,43<br>1 dk<br>rf 102 BK 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 23,0 ER<br>G.457 B.395<br>1 Ha (stl) (15,3 × 3,8) ER<br>2W Der 1(5) 1(2,5) | Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW)<br>A/S Bergens M/V<br>Gen 2 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 14,0t (d.o.)-1,0pd | Normo<br>Bergen<br>9,25kn |
| 5059953<br>GBVC<br>302649<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANBERRA**<br>**P&O Steam Navigation Co.**<br>P&O Passenger Division<br>London United Kingdom | T.Mk<br>**43 975**<br>23 672<br>2 380<br>**44 807**<br>24 021<br>8 774 | ✠**100A1**<br>✠**LMC** | CS 12/78<br>EL (b*) 3$\frac{9}{16}$"SQ<br>FN 9866 | **1961**-6 Harland and Wolff Ltd.—Belfast (1621)<br>249,49(BB) 31,25 8,538/9,989<br>225,56 31,09 12,65<br>B 179,9 B & F 231,4 Upr. B & F 216,2 F 29,02 dks, 3rd & 4th dks fwd of mchy. space, 5th dk in Nos. 1 & 2 holds<br>RW rf 381 DK fwd conv Ref Passenger/General Cargo 82 conv Troopship 82<br>14BH WB6484t incl. DTsm2865t DTsf422t | **TT-E Passenger/General Cargo**<br>Ref 1702bth P<br>3 Ho 15,0 15,9 13,4 ER<br>Der 2(3) | 2 S Turb 88 200shp (64 876kW) driving 2 gen each 32 200kW 6 000V a.c. connected to 2 elec. motors 42 500shp (31 261kW) (Sy)<br>Assoc. Electrical Industries Ltd. A.E.I.<br>3 WTB 940lbf/in$^2$ (64,9bar) Spt 515,6°C 770lbf/in$^2$ (53,1bar)<br>WTB 840lbf/in$^2$ (58,0bar) Spt 515,6°C 770lbf/in$^2$ (53,1bar) hs6342,4<br>Gen 4 × 1500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.) | Rugby<br>27,5kn |
| 7820095<br>JITV<br>119734<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANBERRA MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **32 163**<br>17 663<br>29 888 | | NK | **1979** Mitsui Eng. & SB. Co. Ltd.—Tamano (1194)<br>216,31(BB) 11,526<br>199,02 32,21 19,03<br>F 29,3 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER 1 Cell.Ho<br>TEU 1570 incl. 602 ref C.<br>20 Ha (stl) ER | Oil 2SA 9Cy. 900 × 2180<br>30 700bhp (22 582kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 5 × 1100kW 450V a.c.<br>Fuel-92,5pd | B&W<br>Tamano<br>22kn |
| 5059989<br>EDSD<br>8389<br>Df Esd<br>RT | **CANCELEIRO**<br>**Elvira Caminos Lopez**<br>Vigo Spain | **167**<br>87<br>— | | | **1962** Ast. Santodomingo—Vigo (309)<br>30,26 6,53<br>27,51 6,49 3,84<br>RW | **S Fishing**<br>Side Trawler | T 3Cy. 237 370 & 609 × 458<br>182ihp (134kW)<br>Talleres Santodomingo<br>Fuel 61,0t (o.f.) | Vigo<br>9kn |
| 5175161<br>Df Esd<br>RTm | **CANCUN**<br>ex Caribbean Arrow-73<br>ex Joost-67<br>**Naviera del Surueste S.A.**<br>Mexico | **493**<br>353<br>851 | | | **1952** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (289)<br>55,78 9,05 3,560<br>49,74 9,00 4,12<br>P 12,2 F 9,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 34,6<br>G.1 087 B.1 000<br>2 Ha (11,4 12,9 × 5,7)<br>2W Der 2(3) | Oil 4SA 8Cy. 320 × 450<br>540bhp (397kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 7kW 1 × 5kW 110V d.c.<br>Fuel 73,0t (d.o.) | Koeln<br>9kn |
| 5059991<br>PUWP<br>5583<br>Df Esd<br>Gc Rdr<br>RTm | **CANDEIAS**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **7 950**<br>4 942<br>12 391 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 7/78<br>EL Y† 2"SQ<br>FN 4095 | **1960**-7 (Fwd & aft sections) A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (782)<br>**1970**-9 (Cargo section) Ishikawajima do Brasil—Rio de Janeiro<br>154,11 18,95 7,170<br>144,79 18,90 9,38<br>P 26,9 F 15,3 1 dk<br>rf nil<br>10BH WB117t | **M Tanker**<br>15 Ta ER<br>L.(oil) 17 500 HeCls. BC<br>Der 4(5) | Oil 2SA 7Cy. 500 × 1100<br>3 150bhp (2 317kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>2 WTAuxB (o.f.) primary 711lbf/in$^2$ (49,1bar) secondary 178lbf/in$^2$ (12,3bar)<br>Gen 2 × 168kW 450V 60Hz a.c.<br>Fuel 714,5t (d.o.)-13,0pd | B&W<br>Kobenhavn<br>Spt<br>12kn |
| 7053240<br>SWSJ<br>10<br>Esd Gc<br>Rdr RT | **CANDIA**<br>ex Central No. 2-72<br>**Anonymos Naftiliaki Eteria Kritis A.E. (A.N.E.K.)**<br>Chania Greece | **5 788**<br>2 091<br>2 613 | | AB | **1971** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (943)<br>129,75(BB) 22,00 5,538<br>117,99 21,95 8,01<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>470bth 1030dk P<br>Bow & stern doors | 2 Oil 2SA each 400 × 540<br>15 300bhp (11 254kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 670kW<br>2 Controllable pitch propellers aft<br>Thw. thrust propeller fwd | MAN<br>Kobe<br>19,5kn |
| 7212688<br>9HRU<br>0575<br>Df Esd<br>Rdr RT | **CANDIA**<br>ex Elcandia-81<br>ex Shinkoh Maru-74<br>**Wideseas Shipping Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Valletta Malta | **2 051**<br>1 170<br>3 329 | **100A1**<br>oil tanker<br>**LMC** | SS 7/77<br>EL p 1$\frac{7}{16}$"U2<br>FN 1567<br>(NK) | **1972**-3 Ujina Zosensho—Hiroshima (520)<br>88,83 12,63 5,760<br>82,00 12,59 6,51<br>P 18,6 Trunk 49,4 F 11,0 1 dk<br>RW rf 152<br>8BH WB165T | **M Tanker**<br>9 Ta ER<br>L.(oil) 4 229 | Oil 4SA 6Cy. 440 × 680<br>2 800bhp (2 060kW)<br>Ito Tekkosho<br>WTAuxB 10kgf/cm$^2$ (9,9bar) hs62,0<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 324,0t-9,5pd | Shimizu<br>12,5kn |
| 5060017<br>EBTH<br>7757<br>Df Esd<br>RTm | **CANDIDA VIEIRA**<br>**Vieira Gonzalez S.A.**<br>Vigo Spain | **244**<br>107<br>177 | | BV | **1957** S.A. Juliana Const. Gijonesa—Gijon (107)<br>*32,80* 6,51 3,401<br>32,77 6,48 3,87<br>2 dks | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 270 × 500<br>580bhp (427kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 58,0t (d.o.) | Werkspoor<br>Barcelona<br>11,5kn |
| 6927482<br>EDFC<br>777<br>Df Esd<br>Rdr RT | **CANDIDO BETOLAZA**<br>**Naviero Prego S.A.**<br>Bilbao Spain | **359**<br>221<br>505 | ✠**100A1**<br>short international voyages<br>✠**LMC** | SS 10/81<br>EL F $\frac{7}{8}$"U1<br>FN 453 | **1969**-5 Ast. de Murueta S.A.—Guernica (96)<br>45,27 7,70 3,391<br>39,98 7,60 3,71<br>P 9,2 F 6,1 1 dk<br>rf nil<br>4BH WB66t incl. DTf40t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 160 × 180 reverse reduction geared to sc. shaft<br>625bhp (460kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>Gen 2 × 12kW 110V d.c. | MAN<br>Cartagena<br>10kn |

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|---|---|---|---|---|---|---|
| 5210181<br>EHAH<br>Esd Rdr<br>RTm | **CANDIEIRA**<br>ex Holborn-76 ex Loch Ard-71<br>**Naviera de Galicia S.A. (NAVIGASA)**<br>La Coruna Spain | **697**<br>337<br>1 107 | BV<br>✠Classed LR until 12/75 | **1955**-6 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (412)<br>56,22 10,85 4,701<br>51,82 10,37 5,57<br>P & B 28,4 F 21,7 2 dks<br>RW rf 114 | **M General Cargo**<br>4P<br>2 Ho 13,8 13,9 ER<br>G.1 347 B.1 247<br>2 Ha (4,6 × 3,6) (6,4 × 4,2) ER<br>2W Der 1(10) 1(5) | Oil 2SA 6Cy. 340 × 570<br>1 000bhp (736kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 25,5t (d.o.) 12kn |
| 5003904<br>H03929<br>5706-PEXT<br>Df Esd<br>Pfd RT | **CANDORA**<br>ex Aetos-81 ex Popi-62<br>ex Schlutup-62<br>**Marcury Compania Naviera Co.**<br>Panama Panama | **415**<br>257<br>402 | (GL) | **1949** Flensburger Schiffsbau-Ges. —Flensburg<br>47,00 8,06 4,115<br>8,01 4,75<br>F 7,4 1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW) E made53 fitted62<br>Maschinenbau Kiel A.G. Kiel |
| 7413971<br>GUWT<br>365982<br>Pfd Rdr<br>RT | **CANDOURITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **499**<br>330<br>880 | **✠100A1** SS 8/80<br>short international voyages<br>**✠LMC**<br>EL I 15/16"U2<br>FN 709 | **1975**-11 Scheepswerf Bijlholt B.V.—Foxhol (599)<br>56,11 9,89 3,245<br>52,02 9,81 3,81<br>P 11,0 F 6,8 1 dk<br>rf nil<br>NS 3BH WB325T | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 134 B.1 066<br>1 Ha (stl) (28,0 × 6,0) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 28kW 1 × 16kW 1 × 13kW 300/220V 50Hz a.c.<br>Fuel 45,5t (d.o.) 10kn |
| 7371460<br>YCNA<br>1212<br>Df Esd<br>Gc Pfd<br>Rdr | **CANDRA KIRANA**<br>ex Carissa-79<br>ex Seawood Endeavour-78<br>**P.T. Perusahaan Pelayaran Samudra Arpeni Pratama Ocean Line**<br>Jakarta Indonesia | **3 635**<br>2 531<br>6 180 | NK | **1974** Asakawa Zosen—Imabari (236)<br>106,43 16,34 6,706<br>97,92 16,31 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 293 B.7 309<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 320kW a.c.<br>Fuel 557,0t (hvf)-12,0pd 12,75kn |
| 7049471<br>WY4401<br>515556 | **CANDY MAN**<br>**Delanne Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **131**<br>89<br>— | | **1968** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 8102933<br>WUS6<br>405<br>640585<br>Df Pfd<br>Rdr RT | **CANE RIVER**<br>**Trico Ltd.**<br>New Orleans, La United States of America | **295**<br>200<br>700 | AB | **1981** Champion Shipyards Inc.—Pass Christian, Ms (001)<br>3,652<br>52,13 12,20 4,27<br>F 14,7 1 dk<br>rf 559 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 6806884 | **CANECO I**<br>ex Comandante Ribas-72<br>**Navegacao Perevia**<br>Manaus Brazil | **140**<br>—<br>— | | **1970** Industrias Reunidas Caneco S.A.—Rio de Janeiro (167)<br>19,66 5,01 1,143<br>19,00 4,81 1,50 | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 175 × 220<br>MAN<br>Mecanica Pesada S.A. Taubate<br>11kn |
| 7941332 | **CANEFAQUE**<br>**Government of The Republic of Guinea-Bissau (Comisariado D'Estrado & Plana)**<br>Bissau Guinea-Bissau | **172**<br>—<br>— | BV | **1980** Scheepswerf Ravestein B.V.—Deest (982)<br>... ... ...<br>26,67 7,51 2,49<br>1 dk | **M General Cargo Barge**<br>2 Ho ER | Vee Oil 4SA 12Cy. 125 × 130 with clutches, flexible couplings & sr geared to sc. shaft<br>480bhp (353kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 12kW 380V 50Hz a.c.<br>Directional propeller |
| 7943940<br>H04207<br>960-69<br>Esd RT | **CANEGARDEN BAY**<br>**Amerada Hess Shipping Corp.**<br>Panama Panama | **190**<br>129<br>— | AB | **1969** New Bern Shipyards Inc.—New Bern, NC (82)<br>3,698<br>30,71 9,76 4,14<br>RQD 4,9 1 dk<br>BK 56 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW a.c. |
| 5060079<br>EFTX<br>2242 | **CANELINAS**<br>ex Uni XI-51 ex Hektor 2-46<br>**Industria Ballenera S.A.**<br>La Coruna Spain | **285**<br>30<br>— | | **1929** Kaldnes M/V A/S—Tonsberg (81)<br>*35,21* 7,04<br>... ... ...<br>R | **S Whaler** | T 3Cy. 343 559 & 953 × 610<br>500ihp (368kW)<br>Kaldnes M/V A/S Tonsberg<br>Fuel 92,5t (o.f.) 11kn |
| 7389948<br>4537<br>Rdr RT | **CANER GONYELI**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **456**<br>208<br>180 | | **1977** Denizcilik Bankasi T.A.O.—Halic, Istanbul (192)<br>58,22 11,00 2,401<br>52,81 10,61 3,61<br>2 dks | **TM Ferry**<br>—P | 2 Oil 4SA each 8Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW) Stork<br>Stork-Werkspoor Diesel B.V. Netherlands<br>14kn |
| 7021613 | **CANETE 1**<br>ex Magdalena-79<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Chimbote Peru | **195**<br>116<br>— | (BV) | **1969** Maestranza y Astillero Delta S.A. —Callao<br>27,61 7,60<br>3,69<br>1 dk | **Wood M Fishing**<br>2 Ho | Vee Oil 4SA 16Cy.<br>465bhp (342kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) 10kn |
| 7021601<br>Esd RT | **CANETE 2**<br>ex Misti-79<br>**Pesquera Talara SCR Ltda.**<br>Chimbote Peru | **199**<br>166<br>— | (BV) | **1970** Maestranza y Astillero Delta S.A. —Callao<br>*27,59* 7,60<br>3,69<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (2,5 1,3 × 2,1) | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| 6916043<br>Esd RT | **CANETE 3**<br>ex Mollendo-79<br>**Pesquera Neptuno S.A.**<br>Chimbote Peru | **193**<br>113<br>333 | (BV) | **1968** Maestranza y Astillero Delta S.A. —Callao<br>*27,89* 7,65 3,125<br>7,62 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 10kn |

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|---|---|---|---|---|---|---|---|
| 7021649 | **CANETE 4**<br>ex Melgar-79<br>**Pesquera Neptuno SCR Ltda.**<br>Chimbote Peru | 195<br>116<br>— | (BV) | **1969** Maestranza y Astillero Delta S.A.<br>—Callao<br>27,61 7,60<br>3,69<br>1 dk | **Wood M Fishing**<br>2 Ho | Vee Oil 4SA 16Cy.<br>465bhp (342kW)<br>General Motors Corp.<br>Fuel (d.o.) | U.S.A<br>10kn |
| 7008568<br>Esd RT | **CANETE 5**<br>ex Mascota-79<br>**Pesquera Chancey SCR Ltda.**<br>Chimbote Peru | 199<br>114<br>— | (BV) | **1969** Maestranza y Astillero Delta S.A.<br>—Callao<br>*27,59* 9,15<br>... ... | **Wood M Fishing**<br>Side Trawler<br>2 Ho<br>G.328<br>2 Ha (2,5 1,3 × 2,1) | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. | Detroit, Mi<br>10kn |
| 7008594 | **CANETE 9**<br>ex Andina-79<br>**Empresa Pesquera del Norte SCR Ltda.**<br>Peru | 200<br>—<br>— | | **1969** Maestranza y Astillero Delta S.A.<br>—Callao (32)<br>29,57<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>General Motors Corp.<br>Fuel (d.o.) | U.S.A |
| 5292854<br>BOLE<br>Df Esd<br>Gc Rdr<br>RTv | **CANG SHAN**<br>ex Siehting-77 ex Silver Cloud-73<br>ex Remscheld-71<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **2 932**<br>1 675<br>5 119<br>**4 735**<br>2 727<br>— | (GL) | **1955** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (454)<br>118,93 16,24 6,827/—<br>108,62 16,21 10,16<br>P 6,8 F 11,6 2 dks<br>RW | **M General Cargo** OSD/CSD<br>Ref 12P<br>4 Ho 21,7 23,7 ER 17,5 15,4<br>G.9 773 B.8 638 In.72<br>4 Ha (stl) (10,5 14,7 × 5,6) ER (11,2 7,0 × 5,6)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 6Cy. 720 × 1250<br>4 200bhp (3 089kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 193kW 380V 50Hz a.c.<br>Fuel 666,5t (hvf) | Winterthur<br>14,75kn |
| 7942374<br>RT | **CANG ZHOU**<br>**China Ocean Shipping Co.**<br>China | **16 435**<br>8 600<br>25 000 | | **1979** Hudong Shipyard—Shanghai<br>184,72(BB) 9,800<br>... ... ...<br>F - 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>12 000bhp (8 827kW)<br>Hudong Shipyard | Shanghai<br>15,5kn |
| 6724048<br>ICWY<br>255<br>Df Esd<br>Gc Rdr | **CANGURO BIANCO**<br>**Linee Canguro S.p.A.**<br>Cagliari Italy | **5 293**<br>3 085<br>1 965 | RI | **1968** Italcantieri S.p.A.—Castellammare di Stabia (646)<br>126,35 19,26 5,469<br>115,91 19,21 13,47<br>1 dk & S dk, pt 3rd & 4th dks | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>334bth 366dk P<br>Stern door/ramp | 2 Oil 2SA each 7Cy. 600 × 800<br>11 900bhp (8 753kW)<br>Fiat S.G.M.<br>Gen 4 × 480kW 440V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller aft , 1 fwd<br>Fuel 259,0t | Torino<br>18,5kn |
| 7108992<br>ICCF<br>841<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CANGURO FULVO**<br>**Linee Canguro S.p.A.**<br>Palermo Italy | **4 535**<br>1 683<br>3 374 | RI | **1971** Cant. Nav. Apuania—Marina di Carrara (96)<br>141,10 19,03 5,868<br>123,22 19,00 11,41<br>2 dks | **TD-E Passenger/RoRo Cargo/Ferry**<br>CSD<br>—P<br>Stern door<br>Mchy.aft | 4 Oil 4SA each 6Cy. 420 × 500 total 10 800bhp (7 944kW) driving 4 gen. each 1 730kW 520V a.c. connected to 2 elec. motors each of 4 200shp (3 089kW) & 2 sc. shafts<br>Fiat S.G.M.<br>2 Controllable pitch propellers | Torino<br>18,25kn |
| 6912346<br>ICVD<br>296<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANGURO GRIGIO**<br>ex Staffetta Jonica-78<br>ex Canguro Grigio-73<br>**Linee Canguro S.p.A.**<br>Cagliari Italy | **4 758**<br>1 825<br>3 381 | RI | **1969** Cant. Nav. Apuania—Marina di Carrara (91)<br>141,10 19,03 5,881<br>123,20 19,00 11,41<br>1 dk & S dk | **TD-E RoRo Cargo/Ferry** OSD<br>—P<br>Stern door<br>Mchy.aft | 4 Oil 4SA each 6Cy. 420 × 500 total 10 800bhp (7 944kW) driving 4 gen. each 1 680kW connected to 2 elec. motors each of 4 200shp (3 089kW) & 2 sc.shafts<br>Fiat S.G.M.<br>Gen 1 × 120kW 520V 60Hz a.c.<br>2 Controllable pitch propellers<br>1 Thw. thrust propeller aft, 1 fwd | Torino<br>19kn |
| 5060108<br>EAZO<br>7675<br>Df Esd<br>RTm | **CANIDO**<br>**Andres Barreiro Betanzos**<br>Vigo Spain | 207<br>101<br>— | | **1957** Hijos de J. Barreras S.A.—Vigo (1038)<br>33,51 6,05 3,328<br>28,96 6,01 3,66<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 350<br>330bhp (243kW)<br>Hijos de J. Barreras S.A. | Werkspoor<br>Vigo<br>10,5kn |
| 5046190<br>ZCBG<br>317165<br>Rdr RTv | **CANIMA**<br>ex Blarna-66<br>**Bermuda Marine & Port Authority**<br>Hamilton Bermuda (British) | **502**<br>165<br>152 | ✠**100A1** SS 8/80<br>Bermuda coasting service<br>✠**LMC**<br>EL (j) $1\frac{3}{16}$"SQ<br>FN 684 | **1961**-9 Liffey Dockyard Ltd.—Dublin (181)<br>46,26 12,37 2,458<br>43,52 11,89 3,81<br>1 dk<br>RW rf 76<br>6BH WB128t incl. Tunnel tanks 68t | **TM Tender**<br>1400P | 2 Oil 2SA each 5Cy. 267 × 343<br>860bhp (633kW)<br>Crossley Bros. Ltd.<br>Gen 2 × 60kW 220V d.c. | Manchester |
| 7915541<br>LJME<br>19506<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANIS**<br>**K/S Nor-Cargo A/S**<br>Det Bergenske D/S<br>Bergen Norway | T.Mk<br>**1 995**<br>1 131<br>4 380 | NV | **1980** Fosen M.V.—Fevag (27)<br>102,49(BB) 6,063<br>93,30 16,51 11,16<br>3 dks | **M RoRo Cargo**<br>Pallets Ref<br>Side door (s) Stern door/ramp Ice strengthened<br>1 Ho ER<br>G.9 973 B.8 360 In.680<br>TEU 86 C. 86/20' incl. 30 ref C.<br>Cr 1(25) 1(5) | Oil 4SA 9Cy. 320 × 420<br>3 700bhp (2 722kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 3 × 179kW 1 × 24kW 380V 50Hz a.c.<br>Fuel 244,0t (hvf)-13,0pd | Kiel<br>15kn |
| 7352244<br>3EQH<br>4488-74B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANIS MAJOR**<br>ex Luxuriant-79<br>**Beverley Shipping Ltd.**<br>Panama Panama | **6 646**<br>4 733<br>11 526 | NK | **1973** Hashihama Zosen—Imabari (522)<br>129,06 20,32 7,976<br>119,00 20,30 10,11<br>P 23,2 F 11,0 1 dk | **M General Cargo**<br>3 Ho ER<br>G.15 089 B.14 366<br>3 Ha (stl) (19,3 23,0 34,2 × 10,5) ER<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW a.c.<br>Fuel 1 177,5t-22,5pd | Mitsubishi<br>Kobe<br>13,5kn |
| 7420792<br>A8UJ<br>5292<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANIS MINOR**<br>**Ecliptic Maritime Inc.**<br>Patt, Manfield & Co. Ltd.<br>Monrovia Liberia | **7 100**<br>4 756<br>11 668 | BV (NK) | **1975** Kanda Zosensho K.K.—Japan (198)<br>135,24 20,02 7,849<br>125,00 19,99 10,24<br>P 24,4 F 10,7 1 dk | **M Bulk Carrier**<br>G.14 815 B.14 267 HeCls. B<br>4 Ha (stl) (16,0 15,0 18,7 14,5 × 8,9) ER<br>Cr 4(15) | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works.<br>Fuel 108,5t (d.o.) 772,5t (hvf)-18,5pd | B&W<br>Innoshima<br>12,5kn |

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|---|---|---|---|---|---|---|
| 5060122<br>8RAH<br>177270<br>KTm | **CANJE PHEASANT**<br>**Government of The Republic of Guyana**<br>Georgetown, Demerara Guyana | **298**<br>156<br>124 | ✠Classed LR until 6/58 | **1956**-11 Sprostons Ltd.—Georgetown, Demerara (SO.789/C)<br>41,41 9,20 2,363 (aft)<br>38,33 8,84 3,05<br>F 10,1 1 dk<br>RW | **TM Passenger/General Cargo/Ferry**<br>557P<br>2 Ho 16,1 6,1 ER<br>2 Ha (4,5 × 3,0) (2,2 × 2,2) ER<br>1W Der 1(5) | 2 Oil 4SA each 5Cy. 222 × 292 sr geared to sc. shafts<br>808bhp (594kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 45kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) |
| 7503764<br>CZ9740<br>368368 | **CANMAR BARGE I**<br>**Dome Petroleum Ltd.**<br>Edmonton, Alberta Canada<br>See Register of Offshore Units | **1 789**<br>—<br>1 658 | **✠100A1** SS 9/80<br>pontoon<br>oil in centre tanks FP 60°C. or above<br>Ice Class 2<br>EL (I)<br>FN 1566 | **1975**-6 B.C. Marine Shipbuilders Ltd.—Vancouver, B.C. (37)<br>68,28 19,51 2,725<br>67,67 19,49 3,64<br>1 dk<br>rf nil<br>5BH WB- | **Tank Barge**<br>Crane Pipe-carrier Pushed<br>4 Ta<br>Cr 1(200) | |
| 7511292<br>368369 | **CANMAR BARGE II**<br>**Dome Petroleum Ltd.**<br>Edmonton, Alberta Canada | **956**<br>—<br>1 542 | **✠100A** SS 8/79<br>pontoon<br>oil in centre tanks FP 60°C. or above<br>Ice Class 2<br>EL (G)<br>FN 1174 | **1975**-6 Purvis Navcon Shipyard—Vancouver, B.C. (203)<br>65,84 15,12 2,198<br>64,78 15,09 3,03<br>1 dk<br>rf nil<br>5BH WBnil | **Tank Barge**<br>Deck Cargo Pushed<br>4 Ta | |
| 7508661<br>368372 | **CANMAR BARGE III**<br>**Dome Petroleum Ltd.**<br>Edmonton, Alberta Canada | **956**<br>—<br>1 570 | **✠100A** SS 9/81<br>pontoon<br>oil in centre tanks FP 60°C. or above<br>Ice Class 2<br>EL (G)<br>FN 1176 | **1975**-8 Yarrows Ltd.—Victoria, B.C. (374)<br>65,84 15,12 2,198<br>64,78 15,09 3,05<br>1 dk<br>rf nil<br>5BH WBnil | **Tank Barge**<br>Deck Cargo Pushed<br>4 Ta | |
| 5332575<br>VOCD<br>368962<br>Df Esd<br>Gc Rdr<br>RT | **CANMAR EXPLORER**<br>ex Mary J-76 ex Snakehead-75<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Halifax, N.S. Canada<br>See Register of Offshore Units | **6 041**<br>3 411<br>6 522 | **100A-** SS 7/80<br>drilling ship<br>**LMC**<br>EL Y $1\frac{13}{16}$"U3<br>FN 3292<br>(AB) | **1945** Southeastern SB. Corp.—Savannah, Ga (AV4)<br>114,92 30,54<br>109,51 21,34 8,72<br>P 27,5 F 6,8 2 dks<br>rf nil len & widened 76<br>conv General Cargo 76<br>10BH WB3654t incl. DTf 200t | **D-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(80) 1(25) 1(23) Der 2(10) 8(5) 2(-) | 7 Vee Oil 4SA each 16Cy. 159 × 203 total 6 780bhp (4 987kW) driving 7 gen. each 930kW 600V connected to 4 elec. motors each of 750shp (552kW) sr geared to 1 sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5241312<br>368961<br>Df Esd<br>Gc Rdr<br>RT | **CANMAR EXPLORER II**<br>ex Kathleen M-76<br>ex Mooring Hitch-75<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Halifax, N.S. Canada<br>See Register of Offshore Units | **6 041**<br>3 510<br>6 522 | **100A-** SS 7/76<br>drilling ship<br>**LMC**<br>EL Y $1\frac{13}{16}$"U3<br>FN 3292<br>(AB) | **1945** J. A. Jones Const. Co.—Brunswick, Ga (199)<br>114,92 30,54<br>109,51 21,34 8,72<br>P 27,5 F 6,8 2 dks<br>rf nil len & widened 76<br>conv General Cargo 76<br>10BH WB3654t incl. DTf200t | **D-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(80) 1(35) 1(30) | 7 Vee Oil 4SA each 16Cy. 159 × 203 total driving 7 gen. each 800kW 600V a.c. connected to 4 elec. motors each of 750shp (552kW) sr geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7305980<br>VXGS<br>370767<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR EXPLORER III**<br>ex Havdrill-76<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Vancouver, B.C. Canada<br>See Register of Offshore Units | **11 097**<br>5 079<br>7 434 | NV | **1973** IHC Gusto B.V. Offshore Div.—Schiedam (CO907)<br>152,84 21,44 7,316<br>138,51 21,40 12,53<br>2 dks | **TD-E Drilling Ship**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(40) 1(25) | 5 Vee Oil 4SA each 16Cy. 240 × 220/230 total 6 000bhp (4 413kW) driving 5 gen. connected to 4 elec. motors geared to 2 sc. shafts<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 1 × 600kW 1 × 120kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers aft, 3 fwd<br>Fuel 3 475,0t (hvf)-20,5pd 14kn |
| 5329138<br>VCNK<br>359350<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR EXPLORER IV**<br>ex Dalmahoy-79<br>ex Single Hitch-73<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Vancouver, B.C. Canada<br>See Register of Offshore Units | **5 755**<br>3 612<br>— | **100A1** SS 7/79<br>drilling ship<br>**LMC**<br>EL C†<br>FN 3461 | **1945** Pennsylvania Shipyards Inc.—Beaumont, Tx (370)<br>115,27 29,16 6,420<br>109,58 22,71 8,87<br>P 25,3 F 12,2 2 dks<br>RW rf nil len & widened 73<br>conv General Cargo 73<br>7BH to U dk 1 to 2nd dk | **D-E Drilling Ship**<br>Mchy.aft<br>Cr 2(75) | 3 Oil 2SA each 16Cy. 230 × 254 total 5 850bhp (4 303kW) driving 3 gen. connected to 4 elec. motors each of 750shp (552kW) sr geared to sc. shaft<br>General Motors Corp. La Grange, Illinois<br>ndb 7/79 11,3kgf/cm² (11,1bar)<br>Gen 3 × 1500kW 600V 60Hz a.c.<br>6kn |
| 7824261<br>VCFN<br>392930<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR KIGORIAK**<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **3 642**<br>1 241<br>2 066 | **✠100A1**<br>icebreaker tug<br>**✠LMC**<br>EL V $1\frac{3}{16}$"U3<br>FN 2154 | **1979**-9 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1132)<br>91,06 19,31 8,351<br>78,90 17,25 10,04<br>F 38,1 1 dk<br>rf nil Box K not below moulded base line DK amidships & fwd<br>6BH to U dk (incl. Coll BH to fcle. dk) WB2621T incl. DTsf1201T, Comb. btm & STs 722T STsa292T | **M Icebreaking Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>pt higher tensile steel | 2 Vee Oil 4SA each 12Cy. 400 × 480 sr geared to sc. shaft<br>Sulzer Bros. Ltd. Switzerland<br>Gen 1 × 1936kW 2400V 1 × 500kW 480V 3 × 300kW 480V 60Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd & aft<br>Fuel 1 422,5t (d.o.) 18,5kn |
| 7631860<br>CZ9891<br>800891<br>Esd Gc<br>Rdr RT | **CANMAR SEA EAGLE**<br>ex Sea Eagle-81<br>**Dome Petroleum Ltd.**<br>Edmonton, Alberta Canada | **560**<br>273<br>— | AB | **1979** Modern Marine Power Inc.—Houma, La (17)<br>... ... ...<br>37,19 10,69 5,82<br>F 5,2 1 dk<br>BK 51 | **M Tug** | Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>14kn |
| 7420728<br>370255<br>Esd Gc<br>Rdr RT | **CANMAR SUPPLIER**<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Vancouver, B.C. Canada | **1 188**<br>384<br>995 | **✠100A1** SS 7/79<br>Ice Class 1*<br>**✠LMC**<br>EL O $1\frac{5}{16}$"U2<br>FN 1052 | **1975**-9 Allied Shipbuilders Ltd.—North Vancouver, B.C. (192)<br>63,10 13,95 4,344<br>54,49 13,72 5,57<br>F 25,6 1 dk<br>rf 152<br>6BH WB120T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>3 Ta 3 cyl vert<br>Der 1(3) | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 250kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13kn |

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| 7420742<br>CZ6461<br>370269<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR SUPPLIER II**<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **1 192**<br>384<br>1 016 | ✠**100A1** SS 8/79<br>Ice Class 1*<br>✠**LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1052 | **1975**-9 Vito Steel Boat & Barge Cons. Ltd.<br>—Delta, B.C. (145)<br>63,10 13,95 4,344<br>54,49 13,72 5,57<br>F 25,6 1 dk<br>rf 152<br>6BH WB189T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>3 Ta 3 cyl vert | 2 Vee Oil 4SA each 16Cy. 250 × 300 sr<br>geared to sc. shafts<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 250kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>15,5kn |
| 7420730<br>CZ6462<br>370260<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR SUPPLIER III**<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **1 190**<br>387<br>1 042 | ✠**100A1** SS 6/79<br>Ice Class 1*<br>**LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1052 | **1975**-10 Burrard D.D. Co. Ltd.—North<br>Vancouver, B.C. (220)<br>63,10 13,95 4,547<br>54,49 13,72 5,57<br>F 25,6 1 dk<br>rf 152<br>6BH WB189T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>3 Ta 3 cyl vert | 2 Vee Oil 2SA each 20Cy. 230 × 254 sr<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 150kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 124,0t<br>13kn |
| 7420754<br>CZ6463<br>370261<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR SUPPLIER IV**<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **1 190**<br>387<br>1 032 | ✠**100A1** SS 6/79<br>Ice Class 1*<br>**LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1052 | **1975**-10 Yarrows Ltd.—Victoria, B.C.<br>(372)<br>63,10 13,95 4,420<br>54,49 13,72 5,57<br>F 25,6 1 dk<br>rf 152<br>6BH WB189T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>3 Ta 3 cyl vert | 2 Vee Oil 2SA each 20Cy. 230 × 254 sr<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 150kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13kn |
| 7602261<br>CZ9747<br>370748<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR SUPPLIER V**<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **627**<br>172<br>— | ✠**100A1** SS 6/80<br>tug<br>Ice Class 2 when power restricted to 1054 bhp per engine<br>MacKenzie River & Beaufort Sea service<br>✠**LMC**<br>EL L 1$\frac{1}{8}$"FSWR<br>FN 621 | **1976**-6 B.C. Marine Shipbuilders Ltd.<br>—Vancouver, B.C. (38)<br>41,51 13,67 2,845<br>36,99 13,42 3,36<br>F 18,3 1 dk<br>rf nil<br>5BH WB563t | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Drilling<br>Hull strengthened to Ice Class 1* | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 150kW 480V 60Hz a.c.<br>12kn |
| 7117175<br>CZ7757<br>342942<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CANMAR SUPPLIER VI**<br>ex Bay Shore-77<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **694**<br>232<br>766 | ✠**100A1** SS 11/76<br>Ice Class 2<br>✠**LMC**<br>EL K 1$\frac{3}{16}$"U2<br>FN 789 | **1971**-11 J. Bolson & Son Ltd.—Poole<br>(572)<br>56,16 11,69 4,185<br>48,82 11,43 4,73<br>F 22,6 1 dk<br>rf 533<br>6BH WB586t | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft<br>Der 1(5) | 2 Oil 4SA each 12Cy. 254 × 305<br>5 280bhp (3 884kW)<br>Ruston Paxman Diesels Ltd.<br>Newton-le-Willows<br>Gen 3 × 200kW 404V 60Hz a.c.<br>Bow jet pump<br>Fuel 497,0t (d.o.) 13,25kn |
| 7101619<br>CZ7758<br>343013<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CANMAR SUPPLIER VII**<br>ex Polar Shore-77<br>**Dome Petroleum Ltd.**<br>Vancouver, B.C. Canada | **700**<br>293<br>778 | ✠**100A1** SS 7/80<br>Ice Class 1*<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 857 | **1971**-12 Cochrane & Sons Ltd.—Selby<br>(1539)<br>56,27 12,02 4,693<br>50,78 11,75 5,11<br>F 26,6 1 dk<br>rf 254 BK 102<br>6BH WB484t incl. DTf182t | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 254 × 305 sr<br>geared to sc. shafts<br>Ruston Paxman Diesels Ltd.<br>Newton-le-Willows<br>Gen 2 × 350kW 2 × 250kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 488,5t (d.o.) 14kn |
| 7910199<br>VG3767<br>392924<br>Df Esd<br>Gc Rdr<br>RT | **CANMAR SUPPLIER 8**<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Vancouver, B.C. Canada | **1 256**<br>337<br>3 000 | AB | **1979** Bel-Aire Shipyard Ltd.—Vancouver,<br>B.C. (284)<br>68,84 3,631<br>58,50 15,65 4,75<br>B 10,7 F 9,2 1 dk<br>rf nil | **TM RoRo Cargo/Deck Cargo Landing Supply Ship**<br>for offshore installations | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 200kW a.c.<br>10kn |
| 8104125<br>VG9868<br>395517<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR TEAL**<br>**Dome Petroleum Ltd.**<br>Canmar Marine Drilling Ltd.<br>Edmonton, Canada<br>Alberta | **402**<br>124<br>405 | AB | **1981** Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (233)<br>42,58 9,10 3,353<br>36,73 8,84 4,12<br>F 17,4 1 dk<br>rf 762 | **TM Supply Ship**<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 95kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 8103119<br>VG2181<br>395518<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR TINGNEAK**<br>**Dome Petroleum Ltd.**<br>Edmonton, Canada<br>Alberta | **210**<br>59<br>— | AB | **1981** Swiftships Inc.—Morgan City, La<br>(0256)<br>36,58 8,08 1,515<br>7,48 2,93<br>1 dk<br>rf nil | **Aluminium Alloy TrM Supply Launch**<br>Deck Cargo Fire-fighting | 3 Vee Oil 4SA each 12Cy. 165 × 185<br>reverse reduction geared to sc. shafts<br>4 260bhp (3 133kW)<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 50kW 208/120V 60Hz a.c.<br>30kn |
| 8104101<br>395515<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR TUGGER**<br>**Dome Petroleum Ltd.**<br>Canmar Marine Drilling Ltd.<br>Edmonton, Canada<br>Alberta | **464**<br>132<br>264 | ✠**100A1**<br>tug<br>Ice Class 1<br>Ice Class 1* at a maximum draught measured above btm of keel amidships of 3.947 metres<br>✠**LMC**<br>EL I 330,0/25,0U2<br>FN 487 | **1981**-7 Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (231)<br>35,90 10,90 3,952<br>32,14 10,37 4,78<br>F 18,6 1 dk<br>rf 305 Box K 229<br>5BH WB137T incl. STs (f&a) 85T | **TM Tug** | 2 Vee Oil 2SA each 8Cy. 230 × 254 sr<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 125kW 480V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7365887<br>800993<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR TUGGER II**<br>ex Odin II-81 ex Odin Salvator-80<br>**Dome Petroleum Ltd.**<br>Canadian Marine Drilling Ltd.<br>Vancouver, B.C. Canada | **651**<br>283<br>— | NV | **1975** Schps. Bodewes Bergum B.V.<br>—Bergum (174)<br>45,73 10,60 4,395<br>41,64 10,57 4,86<br>F - 1 dk<br>rf 183 | **TM Tug**<br>Fire-fighting Anchor-handling<br>Ice strengthened<br>1W Der 1(10) | 2 Vee Oil 4SA each 12Cy. 320 × 420<br>Kiel<br>Atlas-MaK Maschinenbau<br>Gen 2 × 152kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 432,0t (d.o.)-31,5pd 14,5kn |

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| 104113<br>VG8867<br>395516<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANMAR WIDGEON**<br>**Dome Petroleum Ltd.**<br>Canmar Marine Drilling Ltd.<br>Edmonton, Alberta Canada | **402**<br>124<br>405 | | AB | **1981** Allied Shipbuilders Ltd.—North Vancouver, B.C. (232)<br>42,58 9,10 3,353<br>36,73 8,84 4,12<br>F 17,4 1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 92kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7419987<br>D8OT<br>M1816<br>Df Esd<br>Gc Rdr<br>RT | **CANNA**<br>**Korea Marine Transport Co. Ltd.**<br>Inchon South Korea | **2 495**<br>1 619<br>3 021 | | KR (NK) | **1975** Yamanishi Zosen K.K.—Ishinomaki (754)<br>85,20 6,033<br>78,59 14,99 7,60<br>F 8,3 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 150 C. 150/20'<br>8 Ha (stl) ER | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 445V a.c.<br>Fuel 436,0t-8,5pd 12kn |
| 7340423<br>IAE<br>364990<br>RT | **CANNA**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **69**<br>34<br>33 | ✠**100A-**<br>non—perishable cargoes<br>West coast of Scotland service inside the Outer Islands<br>✠**LMC**<br>EL (C) ⅝"WI FSWR<br>FN 177 | | **1976**-1 James Lamont & Co. Ltd.—Port Glasgow (424)<br>25,23 6,66 1,359<br>20,73 6,41 2,11<br>Ba 5,2 1 dk<br>rf 76<br>7BH WB11T | **TM RoRo Cargo/Ferry**<br>Deck Cargo Landing Craft 50P<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 6Cy. 127 × 143 reverse reduction geared to sc. shafts<br>300bhp (221kW)<br>English Electric Diesels Ltd., Kelvin Marine Div. Glasgow<br>Gen 1 × 6kW 24/32V d.c.<br>Fuel (d.o.) |
| 5060160<br>PUYA | **CANNAVEIRAS**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **760**<br>395<br>— | ✠ | | **1910**-9 Ailsa SB. Co. Ltd.—Troon (227)<br>*61,03* 9,78<br>... ...<br>1 dk & Shade dk<br>R | **TS Ferry/General Cargo** | T 6Cy. (2) 343 (2) 559 & (2) 914 × 610<br>Ailsa SB. Co. Ltd. Troon |
| 8003163<br>WD6204<br>620434<br>Df Gc<br>Pfd Rdr<br>RT | **CANNON TIDE**<br>**Tidewater Fleets Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **267**<br>182<br>1 200 | | AB | **1980** Halter Marine Inc.—Moss Point, Ms (880)<br>51,85 3,709<br>50,75 12,20 4,27<br>F 16,8 1 dk<br>rf 51 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW 2 × 30kW a.c.<br>Thw. thrust propeller fwd<br>11,5kn |
| 7910979<br>ELAT5<br>6953<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANOPUS**<br>**Canopus Tankers Inc.**<br>Monrovia Liberia | **18 402**<br>13 079<br>31 000 | | AB | **1981** Hyundai Heavy Industries Co. Ltd. —Ulsan (141)<br>170,69(BB) 26,04 11,200<br>163,33 26,01 14,76<br>P 34,5 F 15,6 1 dk<br>rf nil | **M Tanker**<br>21 Ta ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 480kW 440V 60Hz a.c.<br>15kn |
| 7916727<br>8LAP<br>123577<br>Df Esd<br>Gc Pfd<br>Rdr | **CANOPUS**<br>**Nippon Senpaku K.K.**<br>Tokyo Japan | **7 884**<br>5 326<br>13 206 | | NK | **1979** K.K. Taihei Kogyo—Akitsu (2137)<br>133,00 8,602<br>123,02 20,62 11,51<br>P 22,0 F 11,6 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 520 × 1250<br>7 400bhp (5 443kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 375kW 450V a.c.<br>15kn |
| 7521223<br>OIIG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANOPUS**<br>ex Finnforest-82 ex Rolita-79<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>O/Y Finnlines Ltd.<br>Kotka Finland | T.Mk<br>**4 817**<br>1 833<br>6 565 | | NV | **1977** Oy Navire Ab—Naantali/Nadendal (59)<br>142,22 19,26 7,001<br>129,50 19,21 14,53<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>B.15 896 | 4 Oil 4SA each 8Cy. 360 × 450 hydraulic coupling & dr geared to sc. shafts<br>12 800bhp (9 415kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 568kW 1 × 60kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 730,5t (hvf)-46,5pd 18kn |
| 7528518<br>DIDC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CANOPUS**<br>**Schiffahrtsges. Reederei Gebr. Eckert K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>682<br>2 560 | | GL | **1976** J. J. Sietas K.G. Schiffswerft —Hamburg (794)<br>81,36 5,030<br>74,17 13,42 7,52<br>P 13,2 F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,7 ER<br>G.4 730 B.4 415<br>TEU 150 C. 150/20' incl. 20 ref C.<br>1 Ha (50,4 × 10,2) ER | Vee Oil 4SA 16Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,75kn |
| 7900091<br>DDGO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANOPUS**<br>**m.s. 'Canopus' Rohden Schiffahrts G.m.b.H. & Co. K.G.**<br>Elsfleth Federal Republic of Germany | **999**<br>550<br>2 507 | | GL | **1979** Elsflether Werft A.G.—Elsfleth/Weser (400)<br>97,21 16,08 3,760<br>91,01 15,91 5,82<br>B 8,3 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.5 097 B.4 814<br>TEU 180 C. 180/20' | Oil 4SA 6Cy. 320 × 420 geared to sc. shaft<br>1 496bhp (1 100kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>12,5kn |
| 6709282<br>ILBL<br>669<br>Rdr RT | **CANOPUS**<br>**Societa Rimorchi Salvataggi Trieste p.a.**<br>Trieste Italy | **251**<br>69<br>177 | | RI | **1967** Cant. Nav. Giuliano—Trieste (77)<br>30,87 8,92 3,963<br>27,72 8,91 4,70<br>1 dk | **M Tug** | Oil 4SA 8Cy. 450 × 580<br>Kloeckner Humboldt Deutz Koeln |
| 7100055<br>WN3602<br>290518 | **CANOPUS**<br>**Canopus Inc.**<br>Philadelphia, Pa United States of America | **144**<br>107<br>— | | | **1963** Bellinger Shipyards Inc.—Jacksonville, Fl<br>*22,13* 7,01<br>3,31 | **M Fishing** | Vee Oil 4SA 8Cy. 137 × 165<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6826406<br>H07436<br>2395-PEXT<br>Df Esd<br>Rdr RT | **CANOPUS**<br>**The Food & Agriculture Organisation of the United Nations**<br>Panama Panama | **120**<br>35<br>— | ✠**100A1** SS 7/78<br>trawler<br>**LMC**<br>EL d ¾"U1<br>FN 206 | | **1968**-9 Schpsw. & Mfbk. Fa. A. van Bennekum—Sliedrecht (70)<br>23,98 6,58<br>20,71 6,51 3,41<br>F 7,4<br>rf 737 BK 127<br>5BH WB10t | **M Fishing**<br>Side Trawler Ref. | Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW 380V 60Hz a.c.<br>Controllable pitch propeller |

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| 6929569<br>H8EF<br>8438-<br>PEXT3<br>Df Esd<br>Gc Rdr<br>RT | **CANOPUS I**<br>ex Sea Woo No. 2-80<br>ex Daikichi Maru No. 52-79<br>ex Daiei Maru No. 58<br>**Moon Ho de Panama S.A.**<br>Panama Panama | 124<br>45<br>— | KR | **1969** Narasaki Zosen K.K.—Muroran (693)<br>34,96 7,12 2,439<br>29,80 7,09 2,67<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.101 | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 116kW 225V a.c.<br>Yaizu<br>11kn |
| 6708355<br>HOGJ<br>8848-78<br>Df Esd<br>Gc Rdr<br>RT | **CANOPY**<br>ex Spencer Maru-77<br>**Develop Maritime & Enterprises (Panama) Inc.**<br>Panama Panama | 7 427<br>4 470<br>12 351 | NK | **1967** Sanoyasu Dockyard Co. Ltd.—Osaka (238)<br>135,03 19,54 7,925<br>128,02 19,51 11,28<br>P 28,4 F 10,1 1 dk, pt 2nd dk<br>RW | **M Ore Carrier**<br>4 Ho ER<br>G.14 941 B.14 537<br>6 Ha (8,2 × 6,4) (21,7 20,1 20,1 21,7 × 7,1) (11,2 × 8,0) ER<br>Cr 1(10) 4(8) 1(7,5) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 3 × 140kW 445V a.c.<br>Fuel 1 311,5t-24,5pd<br>MAN<br>Kobe<br>14,5kn |
| 7332218<br>EGNV<br>Df Esd<br>RT | **CANOS DE MECA**<br>**Pesquerias de Barbate S.A.**<br>Barbate de Franco Spain | 251<br>123<br>— | BV | **1974** Ast. de Santander S.A.—Santander (84)<br>37,39<br>31,98 7,80 3,92<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Cons. Echevarria<br>Fuel 8,5t (d.o.)<br>B&W<br>Bermeo<br>12,5kn |
| 7227138<br>IMPN<br>1307<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANOVA**<br>ex Log-78<br>**Costantino Attanasio e Michele Coppola**<br>Napoli Italy | 1 598<br>1 339<br>2 946 | RI (NV) | **1972** Stocznia Gdanska im. Lenina—Gdansk (B431/304)<br>84,18 13,62 5,309<br>77,48 13,59 6,38<br>RAD 18,6 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 28,8 27,5 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 21,9 × 8,0) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 128kW 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 406,5t (d.o.)<br>Fiat<br>Poznan<br>13,75kn |
| 5291290<br>Esd Pfd<br>Rdr RT | **CANSO BREEZE**<br>ex Acadia Cormorant-73<br>ex Red Hackle-63<br>**Pez Exports S.A.**<br>H. B. Nickerson & Sons Ltd.<br>Buenos Aires Argentina | 407<br>137<br>— | ✠Classed LR until 22/12/72 | **1955**-11 J. Lewis & Sons Ltd.—Aberdeen (253)<br>*42,22* 8,21<br>41,15 8,08 4,04<br>RQD 22,6 F 6,8<br>RW rf 762 BK 203 | **M Fishing**<br>Side Trawler | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd.<br>Fuel 81,5t<br>Glasgow<br>11,25kn |
| 6803337<br>VC6155<br>328049<br>Esd Pfd<br>Rdr<br>RTm/v | **CANSO CONDOR**<br>ex Acadia Condor-73<br>**Marine Trawlers Ltd.**<br>Pictou, N.S. Canada | 684<br>323<br>— | ✠Classed LR until 6/69 | **1968**-5 Ferguson Industries Ltd.—Pictou, N.S. (168)<br>45,75 10,24<br>39,63 10,06 6,94<br>B 12,2 2 dks<br>rf 610 BK 76 | **M Fishing**<br>Stern Trawler<br>1 Ho 12,5<br>3 Ha (alu) (each 2,1 × 1,2) | Oil 4SA 8Cy. 318 × 368 dr geared to sc. shaft<br>1 690bhp (1 243kW)<br>Ruston & Hornsby Ltd.<br>Emy. propulsion by motoring M.E. driven generator.<br>Gen 1 × 125kW 1 × 120kW 1 × 30kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 94,5t (d.o.)<br>Lincoln<br>13kn |
| 6729036<br>VC6157<br>328044<br>Esd Pfd<br>Rdr<br>RTm/v | **CANSO DART**<br>ex Acadia Gannet-73<br>**Marine Trawlers Ltd.**<br>Pictou, N.S. Canada | 684<br>324<br>— | ✠Classed LR until 6/69 | **1968**-1 Ferguson Industries Ltd.—Pictou, N.S. (167)<br>45,75 10,24<br>39,63 10,06 6,94<br>B 12,2 2 dks<br>rf 610 BK 76 | **M Fishing**<br>Stern Trawler<br>1 Ho 13,7<br>3 Ha (stl) (each 2,2 × 1,2) | Oil 4SA 8Cy. 318 × 368<br>1 690bhp (1 243kW)<br>Ruston & Hornsby Ltd.<br>Emy. propulsion by motoring M.E. driven generator<br>Gen 2 × 125kW 1 × 30kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 116,0t (d.o.)<br>Lincoln<br>12,5kn |
| 7613507<br>EHWR<br>Df Esd<br>Gc Rdr<br>RT | **CANTABRICO**<br>**Mercedes Luna Solerano y otros**<br>Gijon Spain | 6 135<br>3 505<br>10 323 | BV | **1980** Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (129)<br>133,41 7,951<br>123,02 19,02 9,56<br>1 dk | **M Tanker**<br>Chemical SBT CBT<br>20 Ta ER<br>L.(oil) 11 209 HeCls. BC | 2 Oil 4SA each 8Cy. 400 × 580 geared to sc. shaft<br>4 800bhp (3 531kW)<br>Hijos de J. Barreras S.A.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-17,0pd<br>Deutz<br>Vigo<br>16,25kn |
| 7356329<br>FNLC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CANTAL**<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | T.Mk<br>**8 008**<br>4 228<br>—<br>**11 740**<br>7 050<br>15 600 | BV | **1974** Marine Industries Ltd.—Sorel, P.Q. (410)<br>159,01(BB) 22,97 —/8,179<br>146,74 22,79 13,19<br>P 40,3 F 38,1 3 dks<br>rf nil | **M General Cargo**<br>5 Ho 23,7 26,9 26,9 26,9 ER 8,8 9 TwD<br>G.25 641 B.22 810<br>TEU 376 C.Ho 274/20′ C.Dk 102/20′<br>8 Ha (stl) (13,5 × 8,0) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>8W Cr 3(5) Der 4(32) 3(30) | Vee Oil 4SA 16Cy. 480 × 520<br>13 400bhp (9 857kW)<br>Ch. de l'Atlantique<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf)<br>Pielstick<br>St Nazaire<br>18,5kn |
| 7723857<br>XCTA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANTARELL**<br>Launched as Petrogas II<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | 35 129<br>24 180<br>47 232 | **✠100A1**<br>liquefied gas carrier Propane, butane, propylene & anhydrous ammonia in independent tanks, suitable for SG 0,682, max. pressure 0,24bar, min. temp. minus 50°C.<br>**✠LMC UMS**<br>**✠Lloyd's RMC (LG)**<br>EL O† 660,0/78,0U3<br>FN 10457 | **1980**-5 N.V. Boelwerf S.A.—Tamise/Temse (1500)<br>215,70(BB) 32,29 12,021<br>203,99 32,26 19,00<br>1 dk<br>rf nil<br>8BH WB16508T incl. Comb. top, btm & STs 10290T | **M Liquefied Gas Carrier**<br>LPG Ammonia Pressurised Ref<br>pt higher tensile steel<br>8 Ta ER<br>L.(gas) 57 000 | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW)<br>Cie. de Const. Mec. Sulzer, CCM<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 712kW 450V 60Hz a.c.<br>Fuel 585,5t (d.o.) 3 765,0t (hvf)<br>Sulzer<br>Mantes<br>17kn |
| 7102675<br>ZMCC<br>343618<br>Esd Rdr<br>RTm/v | **CANTERBURY**<br>**Lyttelton Harbour Board**<br>Lyttelton New Zealand | 245<br>0<br>— | **✠100A1** CS 8/80<br>tug<br>**✠LMC**<br>EL (d) $\frac{13}{16}$"U2<br>FN 393 | **1971**-7 Whangarei Eng. & Cons. Co. Ltd. —Whangarei (117)<br>32,92 9,05 3,810<br>29,72 8,69 4,50<br>1 dk<br>rf 457 BK 102<br>3BH WB73t | **M Tug**<br>4 Ha (stl) (0,5 × 0,5) (0,9 × 0,9) (0,6 0,6 × 0,6)<br>Der 1(1,5) | Oil 4SA 8Cy. 325 × 370 sr reverse geared to sc. shaft<br>W. H. Allen, Sons & Co. Ltd.<br>Gen 2 × 50kW 400V 50Hz a.c.<br>Fuel 83,5t (d.o.)<br>Bedford<br>11,5kn |

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| 6706418<br>EFIO<br>Df Esd<br>Rdr RTm | **CANTERO CUADRADO**<br>**Jose Luis Ranero Peral**<br>Huelva Spain | **203**<br>110<br>— | BV | **1966** Soc. Met. Duro Felguera—Gijon (41)<br>32,97 6,53 3,450<br>29,85 6,51 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (0,9 × 0,9) (1,0 × 1,0) ER | Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 67,5t (d.o.) 13kn |
| 8024583<br>623488 | **CANTON**<br>**Trade Wind Fishing Corp.**<br>New Bedford, Ma United States of America | **199**<br>135<br>— | | **1980** Bender SB. Co. Inc.—Mobile, Al (760)<br>*26,86* 7,93 —<br>4,27<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 100bhp (809kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7388073<br>EGSA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANTON DE CORA**<br>**Pesquera Arcade S.L.**<br>Vigo Spain | **299**<br>100<br>— | (BV) | **1975** Construcciones Navales P. Freire S.A. —Vigo (89)<br>40,75 8,97<br>31,98 8,79 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>G.325 | Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 186,5t (d.o.) 11,75kn |
| 7403847<br>EGYE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANTON GRANDE**<br>**Ramon Casal Mino**<br>La Coruna Spain | **267**<br>99<br>— | BV | **1975** Const. Nav. del Sureste S.A. —Alicante (15)<br>35,51 3,850<br>30,54 7,19 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>Fuel 91,5t (d.o.) 10,5kn |
| 7403859<br>EGSZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANTON PEQUENO**<br>**Ramon Casal Mino**<br>La Coruna Spain | **267**<br>99<br>— | BV | **1975** Const. Nav. del Sureste S.A. —Alicante (12)<br>35,51 7,19 3,850<br>30,54 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>Fuel 91,5t (d.o.) 10,5kn |
| 5060380<br>KDYD<br>248205<br>Df Esd<br>Gc | **CANTON VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (V765)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 220V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7806685<br>PPMA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CANTUARIA**<br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio de Janeiro Brazil | T.Mk<br>**7 093**<br>3 848<br>—<br>**10 218**<br>5 771<br>11 808 | BV | **1979** Stocznia Gdanska im. Lenina—Gdansk (B438/310)<br>161,02(BB) 22,99 —/9,678<br>150,02 22,92 13,31<br>P 53,7 F 31,7 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Side doors<br>1 Ta DTp&s 4 Ho ER 1 Ho 8 TwD ER 2 TwD<br>G.15 800 B.15 200 In.2 100 L.540<br>TEU 334<br>C.Ho 196/20'(40') C.Dk 138/20'(40') incl. 72 ref C.<br>7 Ha (stl) (8,9 × 6,7) (12,8 19,2p&s 19,2p&s × 6,7) ER (12,8 × 8,3)<br>18W Der 1(80) 4(20) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>15 450bhp (11 364kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 542,5t (hvf) 21kn |
| 6813992<br>EFES<br>8795<br>Df Esd<br>Rdr RTm | **CANUCHA**<br>**Manuel Touza Garrido y otros**<br>Vigo Spain | **136**<br>64<br>105 | (BV) | **1968** Const. Nav. Yarza—Vigo (18)<br>30,51 6,25 3,001<br>24,11 6,20 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.140<br>2 Ha (each 0,9 × 0,9) ER | Oil 4SA 8Cy. 185 × 300<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 9kn |
| 7310313<br>WYP3<br>322<br>538690 | **CANYON EXPLORER**<br>**Allseas Lobster Co. Inc.**<br>New York, NY United States of America | **153**<br>90<br>— | | **1972** Atlantic Marine Inc.—Fort George Island, Fl<br>*23,02* 7,35<br>3,54 | **M Fishing** | Oil<br>510bhp (375kW)<br>.............<br>Fuel (d.o.) |
| 6724270<br>SWEU<br>7045<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP AKRITAS**<br>ex Byzantine Energy-81<br>ex Fridtjof Nansen-78<br>**Capo Nord Compania Naviera S.A.**<br>Paros Compania Naviera Inc.<br>Piraeus Greece | **2 757**<br>1 374<br>3 187 | BV (NV) | **1968** Kristiansands M/V A/S—Kristiansand (209)<br>90,56 14,05 6,122<br>83,06 14,00 7,01<br>P 26,0 B 18,0 F 15,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 3 007 | Oil 2SA 7Cy. 360 × 600<br>1 820bhp (1 339kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 232kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 254,0t (hvf)-7,0pd 12,25kn |
| 7611717<br>H8DY<br>8950-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RT | **CAP ANAMUR**<br>**Partenreederei m.s. 'Cap Anamur'**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Panama | **5 346**<br>3 090<br>6 600 | GL | **1977** Watanabe Zosen K.K.—Hakata (190)<br>118,70(BB) 7,101<br>108,01 17,01 9,02<br>P 22,3 F 7,7 2 dks | **M General Cargo**<br>2 Ho ER<br>G.9 839 B.9 298<br>TEU 174 C. 174/20' (incl. 20 ref C)<br>2 Ha (stl) (25,7 32,1 × 10,5) ER<br>Der 2(50) 2(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>17,5kn |
| 7612034<br>DCVL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAP BAITAR**<br>ex Max Bastian-77<br>**Helmut Bastian K.G. m.s. 'Max Bastian'**<br>Helmut Bastian K.G.<br>Haren/Ems Federal Republic of Germany | **4 632**<br>2 936<br>6 600 | GL | **1977** Ujina Zosensho—Hiroshima (556)<br>118,01 17,00 6,941<br>108,03 9,00<br>P 20,8 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.9 854 B.8 895<br>TEU 177<br>C.Ho 105/20' C.Dk 72/20' incl. 10 ref C.<br>2 Ha (stl) (21,4 31,5 × 10,2) ER<br>Der 2(50) 2(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 240kW 1 × 200kW<br>15kn |
| 7632010<br>CNNP | **CAP BARBAS**<br>**Government of The Kingdom of Morocco (Office National des Peches)**<br>Casablanca Morocco | **201**<br>54<br>— | BV | **1976** Soc. Nouvelle des Ch.Nav. Marocains S.A.—Morocco<br>29,49 3,080<br>26,17 7,40 3,64<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 242 × 320<br>650bhp (478kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Controllable pitch propeller<br>Fuel 41,5t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| **7500712**<br>FTQY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP BENAT**<br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Marseille France | **1 576**<br>780<br>2 700 | BV | **1977** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (237)<br>109,71 17,53 5,214<br>98,86 17,51 11,10<br>P 25,0 B 31,4 2 dks<br>rf 902 | **TM RoRo Cargo**<br>Pallets 12bth P<br>Stern door/ramp<br>1 Ho 40,6 ER 1 TwD 95,4<br>G.13 433 B.12 077 HeCls. B | 2 Oil 4SA each 9Cy. 320 × 420 reduction geared to sc. shafts<br>6 600bhp (4 855kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 440kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 104,5t (d.o.) 380,0t (hvf)-24.5pd 18kn |
| **7350492**<br>SWPU<br>4527<br>Df Esd<br>Gc Rdr<br>RT | **CAP BISTI**<br>ex Stylianos T-75<br>**Nitzi Special Shipping Co. S.A.**<br>Piraeus Greece | **3 600**<br>2 234<br>5 539 | AB | **1974** United Shipping Yard Co.—Perama (61)<br>99,93 15,04<br>93,71 15,02 7,12<br>2 dks | **M General Cargo** CSD<br>Mchy.aft<br>2 Ho<br>G.7 038 B.6 695<br>2 Ha (each 25,1 × 8,1)<br>4W Der 2(20) 2(10) | Oil 4SA 8Cy.<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Deutz Koeln<br>Gen 2 × 250kW 1 × 170kW 380V 50Hz a.c.<br>Fuel 353,0t (d.o.) 14kn |
| **7612046**<br>DCVU<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAP BIZERTA**<br>ex Inga Bastian-77<br>**Helmut Bastian m.s. 'Inga Bastian' K.G.**<br>Helmut Bastian K.G.<br>Haren Federal Republic of Germany | **4 624**<br>2 962<br>6 516 | GL | **1977** Ujina Zosensho—Hiroshima (557)<br>118,01 17,02 6,941<br>108,03 17,01 9,00<br>P 20,8 F 9,2 2 dks | **M General Cargo**<br>2 Ho ER<br>G.9 854 B.8 895<br>TEU 177<br>C.Ho 105/20' C.Dk 72/20'<br>2 Ha (stl) (21,4 31,5 × 10,2) ER<br>Der 2(50) 2(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd. MAN Kobe<br>Gen 2 × 240kW 1 × 200kW<br>14,75kn |
| **7360332**<br>FZRM<br>243949<br>Df Esd<br>Rdr RT | **CAP BOJADOR**<br>**France-Afrique S.A.**<br>Chevannes-Merceron-Ballery S.A.<br>Concarneau France | **608**<br>290<br>621 | BV | **1975** At. & Ch. de la Manche—Dieppe (1240)<br>50,88 5,087<br>44,86 10,62 5,80<br>2 dks | **M Fishing**<br>Tuna Seiner Ref | Vee Oil 4SA 16Cy. 240 × 220<br>2 200bhp (1 618kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 184,0t (d.o.) 14kn |
| **7632008**<br>CNNQ | **CAP BOJADOR**<br>**Government of The Kingdom of Morocco (Office National des Peches)**<br>Casablanca Morocco | **201**<br>54<br>— | BV | **1976** Soc. Nouvelle des Ch.Nav. Marocains S.A.—Morocco<br>29,49 3,080<br>26,17 7,40 3,64 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 240 × 320<br>650bhp (478kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Controllable pitch propeller<br>Fuel 41,5t (d.o.) 11,5kn |
| **7013599**<br>DLYH<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAP BRETON**<br>Launched as Sonnholm<br>**Seereederei Rolf-Dieter Nissen K.G.**<br>Flensburg Federal Republic of Germany | T.Mk<br>**2 832**<br>1 952<br>5 883<br>**4 795**<br>3 320<br>7 435 | GL | **1970** Orenstein Koppel & Luebecker —Luebeck (670)<br>116,54(BB) 17,30 6,522/7,503<br>107,96 17,20 9,91<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 21,4 28,6 26,5 ER<br>G.10 675 B.10 028<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 1(60) 10(10) | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 320kW 380V 50Hz a.c.<br>Fuel (hvf) 15,25kn |
| **5301162**<br>Df Pfd<br>RTm | **CAP CHRISTOS**<br>ex Leros I ex Nicola-77<br>ex Antonio Miguel-76<br>ex Rowan-64 ex Rowanfield-57 | **470**<br>215<br>589 | BV<br>✠Classed LR until 5/57 | **1938**-9 Lytham S.B. & Eng. Co. Ltd. —Lytham (849)<br>45,27 8,31 3,506<br>43,44 8,23 3,81<br>P 15,3 RQD 10,7 F 6,1 1 dk<br>R BK 165 | **M General Cargo**<br>2 Ho 10,6 10,9 ER<br>G.722<br>2 Ha (6,4 7,4 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 300 × 410<br>395bhp (291kW) E made70 fitted—<br>A/S Volund Kobenhavn<br>Gen 2 × 20kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 9kn |
| **7708883**<br>FPBG | **CAP CROISETTE**<br>**Union Maritime de Dragage**<br>Fos-sur-Mer France | **940**<br>891<br>1 541 | BV | **1976** IHC Verschure B.V.—Amsterdam (887)<br>65,05 12,04 3,137<br>61,50 12,01 4,02<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>1 Ho ER<br>Hopper 1 000 | 2 Oil 4SA each 12Cy. 135 × 160<br>1 020bhp (750kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>9kn |
| **7001285**<br>FWNL<br>2096<br>Df Esd<br>Rdr<br>RTm/v | **CAP D'AGDE**<br>ex Ville De Bastia-79<br>**Delom & Compagnie**<br>Marseille France | **499**<br>260<br>1 535 | BV | **1970** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (199)<br>90,86 14,00 4,331<br>82,15 13,95 9,45<br>P 23,2 F 21,4 2 dks | **M RoRo Cargo/General Cargo**<br>Wine Pallets<br>Stern door 4 side doors<br>1 Ho 38,2 10 Ta ER<br>G.6 058 B.5 464 L.192<br>3 Ha (7,1 × 5,7) (4,5 4,5 × 2,2) ER<br>Cr 1(5) | 2 Oil 4SA each 12Cy. 220 × 300 dr geared to sc. shaft<br>3 440bhp (2 530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 162kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Directional thrust propeller fwd<br>Fuel 331,0t (d.o.) 16kn |
| **7103069**<br>FNFI<br>3105<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAP D'AILLY**<br>**Societe Boulonnaise d'Armement Le Garrec et Cie.**<br>Boulogne France | **494**<br>165<br>478 | BV | **1971** At. & Ch. de la Manche—Dieppe (1225)<br>53,01 4,674<br>46,00 9,81 6,81<br>2 dks<br>BK | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.455 | 2 Oil 4SA each 8Cy. 220 × 280 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel 145,0t (d.o.) 14kn |
| **6611708**<br>5RGM<br>Esd RT | **CAP D'AMBRE**<br>**Societe Shell de Madagascar et des Comores**<br>Compagnie Malgache de Navigation<br>Diego Suarez Madagascar | **371**<br>167<br>147 | (BV) | **1966** D.C.A.N. Direction des Constr. & Armes-Navales—Antsiranana<br>39,81 9,30 1,448<br>36,71 9,00 2,42<br>1 dk | **TM General Cargo/Tanker**<br>1 Ho 4 Ta ER<br>G.430 L.(oil) 114<br>1 Ha (8,0 × 3,9) ER<br>1W Der 1(2) | 2 Oil 4SA each 6Cy. 150 × 180 sr geared to sc. shafts<br>600bhp (441kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>9kn |
| **5314755**<br>177954 | **CAP DE L'ILE**<br>ex Sautauriski-64<br>**Navigation Ile-aux- Coudres, Inc.**<br>Quebec, P.Q. Canada | **450**<br>257<br>554 | ✠Classed LR until 10/66 | **1947**-10 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (44)<br>50,02 9,81 2,896<br>47,55 9,76 3,59<br>1 dk<br>RW | **TM General Cargo**<br>1 Ho 30,4 ER | 2 Oil<br>680bhp (500kW) NE 67<br>............. |
| **7410371**<br>FNXH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAP DES PALMES**<br>**Societe Boulonnaise d'Armement Le Garrec et Cie.**<br>Boulogne France | **709**<br>289<br>710 | BV | **1976** At. & Ch. de la Manche—Dieppe (1248)<br>53,01 5,101<br>47,00 10,00 6,15<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.580 | Vee Oil 4SA 16Cy. 220 × 280<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel 211,5t (d.o.) 13kn |

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| 7645574<br>FPBC | **CAP DES PINS**<br>ex Tokuho Maru-77<br>**Simon Hanner**<br>Noumea New Caledonia (French) | **343**<br>262<br>— | <br><br>BV | **1967** Fukushima Zosen Ltd.—Matsue<br>44,91 2,310<br>40,01 7,41 3,10<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.347 B.326<br>1 Ha (stl) (4,0 × 9,3) ER | Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>13kn |
| 6051028<br>FSJB<br><br>Df Esd<br>Rdr<br>RTm/h | **CAP FENO**<br>ex La Paimpolaise-73<br>ex Bree-Helle-72<br>**Societe Mediterraneenne de Cabotage (SOMECA)**<br>Nice France | **499**<br>322<br>966 | **✠100A1** SS 3/77<br><br>**✠LMC**<br>EL j 1½"SQ<br>FN 741 | **1962-4** N.V. Schps. Gebr. van Diepen —Waterhuizen (970)<br>61,09 9,30 3,645<br>55,61 9,28 4,04<br>RQD 15,3 F 12,5 1 dk<br>RW rf 152<br>3BH WB318t incl. Dk a32t m9t | **M General Cargo**<br><br>1 Ho 39,6 ER<br>G.1 127 B.1 007<br>2W Der 2(3) | Oil 4SA 6Cy. 270 × 500<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 10kW 110V d.c.<br>Fuel 72,0t (d.o.) 12kn |
| 7529861<br>FTWT<br><br>Df Esd<br>Gc Rdr<br>RT | **CAP FERRAT**<br>ex Aurelia-82<br>**Delom & Compagnie**<br>Marseille France | **1 121**<br>551<br>1 600 | <br><br>BV | **1977** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1223)<br>91,01 14,00 4,452<br>82,43 13,81 4,53<br>2 dks | **M RoRo Cargo**<br><br>Stern door/ramp<br>Mchy.aft | Vee Oil 4SA 12Cy. 260 × 280<br>2 400bhp (1 765kW)<br>Crepelle et Cie. Lille<br>Thw. thrust propeller fwd<br>15kn |
| 7383061<br>3EAL2<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CAP FRIO**<br>ex Frigoartico-82<br>**Star Determination Shipping Corp.**<br>Companhia Nacional de Navegacao S.a.r.l.<br>Panama Panama | T.Mk<br>**5 426**<br>2 770<br>8 190<br>**7 148**<br>4 322<br>9 736 | **✠100A1** SS 9/79<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL X 2"U2<br>FN 3994<br>(NV) | **1974-7** Drammen Slip & Verk.—Drammen (78)<br>144,76(BB) 18,04 8,256/9,081<br>134,75 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102<br>NS 6BH WB1854t incl. Tunnel tanks 1028t | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 19,2 20,6 ER 22,1 19,8 11 TwD<br>In.10 686<br>4 Ha (stl) (7,1 7,0 × 4,5) ER (7,0 7,0 × 4,5)<br>8W Der 8(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 199,5t (d.o.) 1 762,0t (hvf)-44,5pd<br>21kn |
| 7041003<br>SVLE<br>5299<br>Df Esd<br>Gc Rdr<br>RTv | **CAP ITEA**<br>ex Samos Island-79<br>ex Cap Anamur-73<br>**Dynamique Maritime Inc.**<br>Navarone S.A.<br>Piraeus Greece | T.Mk<br>**2 825**<br>1 866<br>5 775<br>**5 055**<br>3 418<br>7 500 | <br><br>GL | **1971** Werft Nobiskrug—Rendsburg (S.668)<br>125,02 17,25 6,560/7,652<br>114,79 17,20 10,11<br>2 dks | **M General Cargo**<br><br>3 Ho 20,2 29,4 28,6 ER<br>G.11 243 B.10 443<br>TEU 210 C. 210/20'(40')<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5) ER<br>Cr 5(12) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 500bhp (4 046kW)<br>Blohm + Voss A.G. Hamburg<br>Gen 2 × 480kW 1 × 232kW 440V 60Hz a.c.<br>Fuel (hvf) 17kn |
| 5060677<br>FIPQ<br>4725<br>Df Esd<br>Pfd Rdr<br>RTm | **CAP JUBY**<br><br>**Lucien Tavera**<br>Sete France | **232**<br>65<br>— | | **1948** At. Aug. Normand—Le Havre (CL3212)<br>*32,56* 7,01<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br><br><br>4 Ha (1,1 1,1 × 1,1) (1,1 × 0,8) (0,9 × 0,8)<br>2W Der 1(2) 1(1) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW) NE 58<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 12kn |
| 7523570<br>CNRC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAP JUBY I**<br>Launched as Cieisa VI<br>**Societe Marocaine de Peche Maritime (SOMAPEM)**<br>Morocco | **280**<br>—<br>170 | <br><br>BV | **1977** Const. Nav. Santodomingo—Vigo (433)<br>29,21 7,52 3,701<br>26,73 7,51 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Fuel 115,0t (d.o.) 10,75kn |
| 7523582<br>CNRD | **CAP JUBY II**<br>Launched as Cieisa Siete<br>**Societe Marocaine de Peche Maritime (SOMAPEM)**<br>Casablanca Morocco | **280**<br>125<br>170 | <br><br>BV<br><br><br><br>**DAMAGED DURING HOSTILITIES 7/80** | **1978** Const. Nav. Santodomingo—Vigo (440)<br>29,19 8,51 3,701<br>26,24 7,50 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 235kW 220V 50Hz a.c.<br>Fuel 115,0t (d.o.) 10,75kn |
| 7500736<br>FTRE<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP LARDIER**<br><br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Marseille France | **1 576**<br>780<br>2 700 | <br><br>BV | **1977** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (239)<br>109,71 17,53 5,233<br>98,86 17,51 11,10<br>P 25,0 B 31,4 2 dks<br>rf 902 | **TM RoRo Cargo**<br>Pallets 12bth P<br>Stern door/ramp<br>1 Ho 40,6 ER 1 TwD 95,4<br>G.13 433 B.12 077 HeCls. B | 2 Oil 4SA each 9Cy. 320 × 420 reduction geared to sc. shafts<br>6 600bhp (4 855kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 440kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 104,5t (d.o.) 380,0t (hvf)-24,5pd 16kn |
| 5072656<br>HO9967<br>5545-75<br>RT | **CAP MALEAS**<br>ex Isla de Mouro-74 ex Cibeles-67<br>ex Maypa-61<br>**Capo Nord Compania Naviera S.A.**<br>Paros Compania Naviera Inc.<br>Panama Panama | **998**<br>524<br>937 | BV<br><br>✠Classed LR until 27/9/74 | **1958-5** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (100)<br>69,02 11,05 4,477<br>64,01 11,00 5,03<br>P 17,7 F 8,9 1 dk<br>RW rf 102 conv General Cargo 65 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 240 | Oil 2SA 8Cy. 368 × 483<br>1 500bhp (1 103kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 75kW 2 × 50kW 220V d.c.<br>Fuel 140,0t (d.o.) 12kn |
| 5060639<br><br>3381<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CAP PHAISTOS**<br>ex Cap Frehel-69<br>**Cap Phaistos Cia. Naviera S.A.**<br>Piraeus Greece | **1 562**<br>803<br>1 610 | <br><br>BV | **1962** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (790)<br>74,38 11,82 4,985<br>68,28 11,79<br>P 21,7 B 18,0 F 14,1 1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>15 Ta (stl) 1 cyl horizontal 7 cyl vert 7 cyl vert ER<br>L.(gas) 1 859 | Oil 4SA 8Cy. 330 × 600<br>1 350bhp (993kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 85kW 380V 50Hz a.c.<br>Fuel 95,5t (d.o.) 14kn |
| 7000827<br>6VMD<br><br>Esd Gc<br>Rdr RTm | **CAP ROUGE**<br><br>**Michel Adrien**<br>Dakar Senegal | **139**<br>69<br>— | <br><br>(BV) | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5178)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.148<br>1 Ha (1,1 × 1,5) | Vee Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 9kn |
| 7917989<br>FNSX<br>463519<br>Df Esd<br>Gc Pfd<br>Rdr | **CAP SAINT JEAN**<br><br>**Societe Boulonnaise d'Armement Le Garrec et Cie.**<br>Boulogne France | **497**<br>159<br>— | <br><br>BV | **1980** At. & Ch. de la Manche—St. Malo (1290)<br>47,00 4,452<br>44,00 11,00 4,50<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 240 × 280 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|---|
| **8124412** | **CAP SAINT PAUL**<br>**France-Afrique S.A.**<br>Chevannes-Merceron-Ballery S.A.<br>Concarneau France | **760**<br>349<br>720 | BV (Class cont.) | **1982** At. & Ch. de la Manche—St. Malo (1307)<br>53,52 4,701<br>46,51 10,61 5,11<br>1 dk | **M Fishing**<br>Tuna Seiner Ref | Vee Oil 4SA 16Cy. 240 × 220 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse | AGO<br>Mulhouse |
| **7809273**<br>FPGY<br>AN886<br>Df Esd<br>Gc Rdr<br>RT | **CAP SAINT PIERRE**<br>**France-Afrique S.A.**<br>Chevannes-Merceron-Ballery S.A.<br>Concarneau France | **645**<br>250<br>725 | BV | **1979** At. & Ch. de la Manche—St. Malo (1279)<br>54,01 4,701<br>47,50 10,61 5,11<br>2 dks | **M Fishing**<br>Tuna Seiner Ref. | Vee Oil 4SA 16Cy. 240 × 220 reverse reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Soc. Alsacienne de Const. Mec. | Mulhouse<br>14kn |
| **5060744** | **CAP SAINT VINCENT**<br>**Societe des Petroles Madagascar**<br>Tulear Madagascar | **449**<br>169<br>— | | **1944** ..........<br>*55,08* 11,59<br>... ... ... | **TM Landing Craft**<br>Bow door | 2 Oil 4SA each 6Cy. 178 × 199<br>800bhp (588kW)<br>Davey, Paxman & Co. Ltd. | Colchester<br>7kn |
| **8010374**<br>FNUO<br>463725<br>Df Esd<br>Gc | **CAP SAINT-JACQUES**<br>**Societe Boulonnaise d'Armement Le Garrec et Cie.**<br>Boulogne France | **497**<br>—<br>— | BV | **1981** At. & Ch. de la Manche—St. Malo (1291)<br>47,00<br>44,23 11,00 4,50<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 240 × 280 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller | Koeln |
| **7410383**<br>FNXI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAP SAINTE ANNE**<br>**Societe Boulonnaise d'Armement Le Garrec et Cie.**<br>Boulogne France | **709**<br>289<br>— | BV | **1976** At. & Ch. de la Manche—Dieppe (1249)<br>53,01 4,850<br>47,00 10,80 6,15<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.580 | Oil 4SA 16Cy. 220 × 280<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Fuel 211,5t (d.o.) | Koeln<br>14,25kn |
| **7121736**<br>FNHJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAP SAINTE MARIE**<br>**Societe Boulonnaise d'Armement Le Garrec et Cie.**<br>Boulogne France | **494**<br>169<br>478 | BV | **1972** At. & Ch. de la Manche—Dieppe (1227)<br>53,01 4,674<br>46,00 9,81 6,81<br>2 dks<br>BK | **M Fishing**<br>Stern Trawler Ref<br>In.455 | 2 Oil 4SA each 8Cy. 220 × 280 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Fuel 145,0t (d.o.) | Koeln<br>14kn |
| **5060782**<br>DGHI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP SAN AUGUSTIN**<br>**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**<br>Rudolf A. Oetker<br>Hamburg Federal Republic of Germany | **7 611**<br>4 138<br>7 980<br>**9 995**<br>5 719<br>10 170 | GL | **1961** Kieler Howaldtswerke A.G.—Kiel (1144)<br>159,42(BB) 21,44 7,532/8,440<br>144,41 21,40 11,56<br>F 100,6 1 dk & S dk, pt 3rd dk | **M General Cargo** OSD/CSD<br>Ref 12bth P<br>Ice strengthened<br>5 Ho<br>B.15 268 In.6 928<br>9 Ha (stl) (10,5 16,0 × 6,0) (8,6 8,6 × 3,5) (7,7 7,7 11,2 × 6,0) (3,5 3,5 × 2,9)<br>16W Cr 2(3) Der 1(50) 4(3-15) 12(3-5) | Oil 2SA 9Cy. 780 × 1400<br>11 650bhp (8 569kW)<br>Kieler Howaldtswerke A.G.<br>Fuel (hvf) | MAN<br>Kiel<br>19kn |
| **5060811**<br>DAEW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP SAN MARCO**<br>**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**<br>Rudolf A. Oetker<br>Hamburg Federal Republic of Germany | **7 608**<br>4 138<br>7 940<br>**9 993**<br>5 694<br>10 130 | GL | **1961** Kieler Howaldtswerke A.G.—Kiel (1143)<br>159,42(BB) 21,44 7,532/8,440<br>144,41 21,40 11,76<br>B & F 100,6 1 dk & S dk, pt 3rd dk | **M General Cargo** OSD/CSD<br>Ref 12bth P<br>Ice strengthened<br>5 Ho<br>B.15 268 In.6 934<br>9 Ha (stl) (10,5 16,0 × 6,0) (8,6 8,6 7,7 7,7 × 3,5) (11,2 × 6,0) (3,5 3,5 × 2,9)<br>16W Cr 2(3) Der 1(50) 4(3-15) 12(3-5) | Oil 2SA 9Cy. 780 × 1400<br>11 650bhp (8 569kW)<br>Kieler Howaldtswerke A.G.<br>Fuel (hvf) | MAN<br>Kiel<br>19kn |
| **7306403**<br>Df Esd<br>Rdr RT | **CAP SANTA CLARA**<br>**Societe Gabonaise de Peche (SOGAPECHE)**<br>Libreville Gabon | **106**<br>34<br>— | (BV) | **1973** At. & Ch. C. Auroux—Arcachon (299)<br>21,49 6,41 2,693<br>19,61 3,26<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin | Marseille<br>9,5kn |
| **7027007**<br>9VIZ<br>367917<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAP SERRAT**<br>**Rhenus Shipping Co. S.A.**<br>Peter Dohle Schiffahrts K.G.<br>Singapore Singapore | T.Mk<br>**2 831**<br>1 880<br>5 750<br>**5 021**<br>3 409<br>7 470 | GL | **1970** Werft Nobiskrug—Rendsburg (666)<br>125,02 17,25 6,560/7,640<br>114,51 17,20 10,11<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 20,2 29,4 28,6 ER<br>G.11 227 B.10 430<br>5 Ha (stl) (13,2 × 8,0) (19,5 19,5 19,5 19,5 × 10,5) ER<br>Cr 3(10) Der 1(60) 4(10) | Oil 4SA 12Cy. 450 × 550 sr geared to sc. shaft<br>5 500bhp (4 046kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 330kW 1 × 155kW 380V 50Hz a.c.<br>Fuel 651,5t (hvf) | Kiel<br>16,5kn |
| **6904193**<br>SXER<br>5830<br>Df Esd<br>Pfd Rdr<br>RT | **CAP SOUNION**<br>ex Isla de Horadada-74<br>**Capo Nord Compania Naviera S.A.**<br>Paros Compania Naviera Inc.<br>Piraeus Greece | **1 760**<br>1 072<br>2 262 | BV | **1968** Ast. de T. Ruiz de Velasco—Bilbao (102)<br>75,65 12,04 5,500<br>71,94 12,02 6,71<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl vert ER<br>L.(gas) 2 195 | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 380kW 320V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 175,0t (d.o.) | Cadiz<br>15kn |
| **7053408**<br>6VMC<br>Esd RT | **CAP VERT**<br>ex Shemahi V-77<br>**Armement Frigorifique Senegalais**<br>Dakar Senegal | **131**<br>63<br>— | BV | **1971** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (00159)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>1 Ho<br>In.148<br>1 Ha (1,2 × 1,6) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co.<br>Fuel 48,5t (d.o.) | Peoria, Illinois<br>9kn |
| **5043241**<br>OZLH<br>D839<br>Df Esd<br>Pfd Rdr<br>RT | **CAP VILLANO**<br>ex Randi Stevns-75 ex Conskov-74<br>ex Beta-71<br>**Imperial Trans I/S**<br>Ulrich Piszczek Rederi ApS af 1.4.1981<br>Odense Denmark | **399**<br>196<br>575 | BV | **1961** Westermoen Batbyggeri—Mandal (463)<br>49,20 8,54 3,201<br>44,46 8,49 3,46<br>P 11,6 F 6,4 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,8 ER<br>G.762 B.667<br>1 Ha (22,1 × 5,1) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW) E made80 fitted—<br>B&W Alpha Diesel Div. of B&W Diesel A/S<br>Controllable pitch propeller | Frederikshavn<br>11kn |

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|---|---|---|---|---|---|---|
| 7388293<br>HP2014<br>5716-75<br>Df Esd<br>Gc Rdr<br>RT | **CAP. F. GAIGNEROT**<br>**New Ocean Shipping Corp.**<br>Panama Panama | **1 599**<br>1 100<br>3 150 | BV | **1974** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (386)<br>90,76 (BB) 13,67 5,487<br>82,00 13,49 6,61<br>1 dk | **M Tanker**<br>Chemical<br>14 Ta ER<br>L.3 482 HeCls. ptC | Oil 4SA 6Cy. 450 × 520<br>2 900bhp (2 133kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 270,0t (d.o.)-9,5pd 14kn |
| 8119510 | **CAP. PEDRO DAVILA**<br>**Autoridad Portuaria de Manta**<br>Manta Ecuador | **130**<br>7<br>62 | **100A1**<br>Class Contemplated<br>FN 235 | **1982** B.V. Stami Schpsb.—Dordrecht (1931)<br>24,08 7,01 3,120<br>21,95 6,81 3,87<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 146 × 146 with clutches & sr reverse geared to sc. shafts<br>General Motors Corp. U.S.A. |
| 7513070<br>WYU8<br>248<br>549436 | **CAP'N OSCAR**<br>**Renee Elizabeth Inc.**<br>Corpus Christi, Tx United States of America | **114**<br>77<br>— | | **1973** Scully Bros. Boat Bldg. Inc. —Stephensville, La<br>*21,07* 6,10<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7902348<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPABLE**<br>**Government of The United Kingdom (Royal Maritime Auxiliary Service)**<br>United Kingdom | **374**<br>0<br>85 | **✠100A1**<br>tug<br>**✠LMC**<br>EL F 275,0/19,0U2<br>FN 486 | **1981**-9 R. Dunston (Hessle) Ltd.—Hessle (924)<br>38,84 9,43 3,401<br>37,01 9,11 4,02<br>1 dk<br>rf 305<br>6BH WB15T | **TM Tug** | 2 Oil 4SA each 6Cy. 254 × 305 dr geared to sc.shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 96kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 49,0t (d.o.) |
| 7427776<br>OBAZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPAHUARI**<br>Launched as Bayovar<br>**Petrolera Transoceanica S.A.**<br>Callao Peru | **16 633**<br>12 791<br>25 243 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL F† 577,5/66,0U2<br>FN 6080 | **1980**-7 SIMA Servicio Industrial de la Marina—Callao (19)<br>171,05(BB) 25,05 9,551<br>161,78 25,00 12,58<br>P 34,5 F 14,1 1 dk<br>rf 51<br>11BH WB608T | **M Tanker**<br>IGS<br>Mchy.aft | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>WTAuxB 18kgf/cm$^2$ (17,7bar) Spt 260°C 14kgf/cm$^2$ (13,8bar) hs559,0<br>AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 14kgf/cm$^2$ (13,8bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 165,0t (d.o.) 1 340,0t (hvf) 15,5kn |
| 5193656<br>5B2323<br>373879<br>Df Esd<br>Rdr RT | **CAPAL**<br>ex Georgios-77 ex Patricia-73<br>ex Korbach-70<br>**Pyrgi Chios Shipping Co. Ltd.**<br>Limassol Cyprus | **1 599**<br>863<br>2 900 | GL | **1955** Jos. L. Meyer—Papenburg (465)<br>*81,78* 11,76 5,590<br>11,71 7,01<br>P 17,1 RQD 22,9 F 7,7 2 dks<br>RW len 65 | **M General Cargo**<br>Ice strengthened<br>G.3 840 B.3 552<br>2 Ha ER<br>8W Der 8(3) | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 132,0t 12kn |
| 5047742<br>3FXO<br>4029<br>-74A<br>Df Esd<br>Pfd Rdr<br>RTv | **CAPALONGA**<br>ex Ionia Express-73<br>ex Bolton Abbey-72<br>**Offshore Diving & Financial Inc.**<br>Panama Panama<br>See Register of Offshore Units | **2 686**<br>1 054<br>— | **✠100A1** SS 5/77<br>**✠LMC**<br>EL u 1$\frac{5}{8}$"SQ<br>(BV) | **1958**-5 Brooke Marine Ltd.—Lowestoft (261)<br>108,06 21,85 5,817<br>102,42 7,40<br>Ba 29,3 F 9,5 2 dks<br>rf 457 len 68<br>conv Passenger/General Cargo 74<br>conv Diving Support 77<br>NS 8BH WB241t | **TM Depot Ship for submersibles Diving**<br>Support Fire-fighting<br>Mchy.aft<br>Cr 1(44) 1(32) 1(15) 2(7) 1(5) | 2 Oil 4SA each 8Cy. 432 × 457 with oil operated clutches & sr reverse geared to sc. shafts<br>4 300bhp (3 163kW)<br>Ruston & Hornsby Ltd. Lincoln<br>db 60lbf/in$^2$ (4,2bar)<br>Gen 3 × 1456kW 440V 60Hz a.c.<br>2 propellers aft 2 fwd, retractable thruster units<br>Fuel 99,5t (d.o.) 15,5kn |
| 7738620<br>Gc Rdr<br>RT | **CAPE**<br>ex MSI 2<br>**Johns Hopkins University**<br>United States of America | —<br>—<br>— | | **1959** Bellingham Shipyards Co. —Bellingham, Wa<br>34,07 7,47 3,048<br>... ... ...<br>1 dk<br>conv Coastal Minesweeper 70 | **Wood M Research**<br>Oceanographic | 2 Vee Oil 2SA each 6Cy. 108 × 127 geared to sc. shaft<br>650bhp (478kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>9,5kn |
| 5004099<br>KCMV<br>289281<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ALAVA**<br>ex Comet-80 ex African Comet-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **11 309**<br>6 809<br>12 932 | AB | **1962** Ingalls SB. Corp.—Pascagoula, Ms (475)<br>174,35 22,92 9,399<br>164,90 22,86 13,06<br>F 10,4 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo** CSD<br>Ref<br>7 Ho<br>G.19 385 B.19 022 In.823<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18 150shp (13 350kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW<br>Fuel 3 407,0t (o.f.) 20kn |
| 6622549<br>326068<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE ALERT**<br>Launched as Cape York<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **618**<br>273<br>— | ✠Classed LR until 9/67 | **1966**-12 Halifax Shipyards Ltd.—Halifax, N.S. (43)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 080bhp (794kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 84kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>11kn |
| 5004245<br>KCOJ<br>290143<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ALEXANDER**<br>ex Mercury-80<br>ex African Mercury-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **11 309**<br>6 809<br>12 932 | AB | **1962** Ingalls SB. Corp.—Pascagoula, Ms (477)<br>174,35 22,92 9,399<br>164,90 22,86 13,06<br>F 10,7 2 dks, 3rd dk fwd<br>rf nil | **S General Cargo** CSD<br>Ref<br>7 Ho<br>G.19 385 B.19 022 In.823<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18 150shp (13 350kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW<br>Fuel 3 407,0t (o.f.) 20kn |
| 5004257<br>KCNX<br>289792<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ANN**<br>ex Meteor-80<br>ex African Meteor-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **11 309**<br>6 809<br>12 932 | AB | **1962** Ingalls SB. Corp.—Pascagoula, Ms (476)<br>174,35 22,92 9,399<br>164,90 22,86 13,06<br>F 10,7 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo** CSD<br>Ref<br>7 Ho<br>G.19 385 B.19 022 In.823<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18 150shp (13 350kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW<br>Fuel 3 407,0t (o.f.) 20kn |

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|---|---|---|---|---|---|---|
| **7429097**<br>WYJ4022<br>575588<br>Df Gc<br>Rdr RT | **CAPE ANN**<br>ex Joan Morán-81<br>ex Cape Cod-80<br>**Hampton Curtis Bay Co.**<br>Curtis Bay Towing Co.<br>Wilmington, De United States of America | **292**<br>199<br>— | AB | **1976** Jakobson Shipyard Inc.—Oyster Bay, NY (456)<br>32,31 3,963<br>9,77 5,21<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 179,0t (d.o.)<br>12kn |
| **6406933**<br><br>320550<br>Esd Pfd<br>Rdr RT | **CAPE ANNE**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **359**<br>122<br>— | ✠Classed LR until 3/65 | **1964**-5 Halifax Shipyards Ltd.—Halifax, N.S. (31)<br>43,01 8,11<br>37,24 8,01 4,07<br>RQD 19,9 F 6,4<br>rf 813 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln |
| **7206134**<br>J4KV<br>7291<br>Df Esd<br>Gc Rdr<br>RTv | **CAPE ANTIBES**<br>ex Temple Inn-79<br>**Aria Shipping Co. Ltd.**<br>Piraeus Greece | **14 651**<br>10 051<br>24 090 | **✠100A1** CS 3/77<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 5682 | **1972**-3 Haugesund M/V A/S—Haugesund (42)<br>162,87(BB) 22,92 10,402<br>153,93 22,86 14,05<br>P 24,7 F 12,8 1 dk<br>rf nil<br>NS 7BH WB6960t incl. Comb. btm & side tanks in holds 4315t Topside tanks in Nos. 3, 4, & 5 holds 1422t | **M Bulk Carrier**<br><br>5 Ho 19,6 23,6 23,6 23,6 22,8 ER<br>G.30 158 B.29 452<br>5 Ha (stl) (13,2 18,9 18,9 18,9 18,9 × 15,4) ER<br>Cr 4(16) | 2 Vee Oil 4SA each 12Cy. 410 × 470 dr geared to sc. shaft<br>12 000bhp (8 827kW) ✠ NE 7/74<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 736kW 2 × 525kW 450V 60Hz a.c.<br>Controllable pitch propeller |
| **5004283**<br>KAFV<br>290485<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ARCHWAY**<br>ex Neptune-80<br>ex African Neptune-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **11 309**<br>6 809<br>12 932 | AB | **1963** Ingalls SB. Corp.—Pascagoula, Ms (478)<br>174,35 22,92 9,399<br>164,90 22,86 13,06<br>F 10,7 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo** CSD<br>Ref<br>7 Ho<br>G.19 385 B.19 022 In.823<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18 150shp (13 350kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW<br>Fuel 3 407,0t (o.f.)<br>20kn |
| **6804836**<br><br>328640<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE ARGOS**<br><br>**Tanner Fisheries Ltd.**<br>Halifax, N.S. Canada | **628**<br>292<br>— | ✠Classed LR until 4/69 | **1968**-3 Halifax Shipyards Ltd.—Halifax, N.S. (52)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12.5kn |
| **7433000**<br>GBYF<br>389422<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ARNHEM**<br><br>**Arnhem Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **16 023**<br>10 173<br>26 066 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6502 | **1981**-4 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (124)<br>173,18(BB) 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB11986T incl. topside tanks in holds 2751T; Comb. btm & STs in Nos. 2, 3, 4, & 5 holds 2324T & incl. No. 3 hold 5220T | **M Bulk Carrier**<br><br>5 Ho 16,7 28,0 19,0 28,1 28,1 ER<br>G.37 446<br>TEU 648<br>C.Ho 370/20' (40') C.Dk 278/20' (40')<br>5 Ha (stl) (12,8 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 4(25) | Oil 2SA 7Cy. 700 × 1250<br>13 000bhp (9 562kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 1 949,0t (hvf)-34,5pd<br>15kn |
| **8222604**<br><br>802302 | **CAPE ASHLEY**<br><br><br>St. John's, Nfl. Canada | **102**<br>47<br>— | | **1982** .............Glovertown, Nfl<br>... ... ...<br>62,01 22,01 8,01 | **M Fishing** | Oil<br>520bhp (382kW)<br>.............. |
| **5402162**<br><br>320507<br>Esd Pfd<br>Rdr | **CAPE ASPY**<br><br>**Scotia Trawler Equipment Ltd.**<br>Halifax, N.S. Canada | **291**<br>93<br>— | ✠Classed LR until 10/64 | **1963**-10 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (81)<br>38,10 7,60<br>33,53 7,47 3,89<br>P 1,6 RQD 16,5 F 5,5<br>rf 635 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln |
| **6810938**<br>ELCE4<br>7247<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPE AVANTI DUE**<br>ex Sugar Producer-79<br>**Avanti Maritime Corp.**<br>Monrovia Liberia | **13 894**<br>8 202<br>21 175 | **✠100A1** CS 5/78<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty (cc)<br>**✠LMC**<br>EL Et $2\frac{5}{8}$"U2<br>FN 5534 | **1968**-5 Lithgows Ltd.—Port Glasgow (1166)<br>167,65(BB) 22,36 9,583<br>158,50 22,26 12,65<br>P 29,9 F 13,5 1 dk<br>RW rf nil<br>NS 7BH WB7020t incl. Comb. btm & side tanks in No. 1 hold 414t Topside tank in No. 1 hold 433t | **M Bulk Carrier**<br><br>5 Ho 20,4 22,5 23,4 23,4 24,0 ER<br>G.29 466 B.20 386<br>5 Ha (stl) (13,7 × 9,1) (16,6 16,7 16,7 16,7 × 10,6) ER<br>10W Der 10(7,5) 1(1) | Oil 2SA 6Cy. 740 × 1600<br>8 880bhp (6 532kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 253,0t (hvf) 15.25kn |
| **5004398**<br>KCOA<br>291026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE AVINOF**<br>ex Sun-80 ex African Sun-80<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **11 309**<br>6 809<br>12 932 | AB | **1963** Ingalls SB. Corp.—Pascagoula, Ms (479)<br>174,35 22,92 9,399<br>164,90 22,86 13,06<br>F 10,7 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo** CSD<br>Ref<br>7 Ho<br>G.19 385 B.19 022 In.823<br>7 Ha (stl)<br>22W Der 1(60) 6(10) 14(5) | 2 S Turb dr geared to sc. shaft<br>18 150shp (13 350kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW<br>Fuel 3 407,0t (o.f.)<br>20kn |
| **8006347**<br>VCXB<br>800481<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE BALLARD**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **992**<br>507<br>330 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (L) $1\frac{3}{16}$"U2(a)<br>FN 786 | **1981**-11 Halifax Industries Ltd.—Halifax, N.S. (70)<br>49,92 (BB) 11,92 4,001<br>42,02 11,80 6,89<br>F 6,1 2 dks<br>rf 457 Box K 406<br>2BH to U dk, 3 to 2nd dk WBnil | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.426 | Oil 4SA 8Cy. 320 × 420 with flexible couplings & sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 760kW 1 × 148kW 450V 60Hz a.c.<br>Controllable pitch propeller |
| **6812259**<br>VGJZ<br>328670<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE BAULD**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **629**<br>292<br>— | ✠Classed LR until 4/69 | **1968**-6 Halifax Shipyards Ltd.—Halifax, N.S. (54)<br>47,33 10,11 3,798<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12.5kn |

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| 7913517<br>VCSV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE BEAVER**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **984**<br>502<br>361 | ✠Classed LR until 29/5/81 | **1980**-5 Narasaki Zosen K.K.—Muroran (929)<br>49,92 (BB) 11,94 4,001<br>42,02 11,82 6,86<br>F 9,2 2 dks<br>Box K 457 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 420 geared to sc. shaft<br>3 000bhp (2 207kW) MaK<br>Ube Industries Ltd. Ube<br>Gen 1 × 760kW 1 × 148kW<br>450V 60Hz a.c.<br>Controllable pitch propeller |
| 7042930<br>WY6658<br>520400 | **CAPE BLANCO**<br>**V & L Trawlers Inc.**<br>Brownsville, Tx United States of America | **110**<br>75<br>— | | **1969** Atlantic Marine Inc.—Fort George Island, Fl<br>*20,55* 6,41<br>3,20 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 6060952<br>VYTF<br>314076<br>Esd Rdr<br>RT | **CAPE BLOMIDON**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **353**<br>122<br>— | (AB) | **1960** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1445)<br>43,01 8,06<br>37,01 8,01 3,97<br>F 4,6<br>BK 76 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 330 × 600<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 66,0t |
| 6410104<br>CYNL<br>318773<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CAPE BRETON MINER**<br>ex Conveyor-72<br>ex Cape Breton Miner-69<br>**Upper Lakes Shipping Ltd.**<br>Toronto Canada | **18 809**<br>11 547<br>27 667 | **✠100A1** SS 4/81<br>east coast of North America, Carribean & Gulf of Mexico service strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc)<br>**✠LMC**<br>EL nt 2¾"SQ<br>FN 7121 | **1964**-5 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (35)<br>207,27(BB) 22,99 9,259<br>196,60 22,88 13,34<br>P 34,8 F 15,3 1 dk<br>RW rf nil<br>3BH WB14715t incl. Comb. btm., side & topside tanks in holds 12838t | **S Bulk Carrier**<br>Self-unloader<br>7 Ho 27,4 21,9 14,6 14,6 14,6 21,9 30,1 ER<br>G.28 300<br>20 Ha (alu) (each 3,3 × 13,4) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Canadian General Electric Co. Ltd. Peterborough, Ont.<br>NWTB made77 fitted4/79<br>415lbf/in² (28,7bar) Spt 398,9°C<br>390lbf/in² (26,9bar) hs296,9<br>Gen 2 × 750kW 550V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 283,5t (o.f.) 13,5kn |
| 8006335<br>VCTF<br>392729<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE BRIER**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **992**<br>507<br>— | ✠ | **1981**-7 Halifax Industries Ltd.—Halifax, N.S. (69)<br>49,92 (BB) 11,92 4,201<br>42,02 11,80 6,89<br>F 6,1 2 dks<br>rf 457 Box K 406 | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.426 | Vee Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 760kW 1 × 148kW<br>450V 60Hz a.c.<br>Controllable pitch propeller 13,5kn |
| 5392604<br>VMWY<br>191171<br>RTh | **CAPE BRUNY**<br>ex Wonga-74<br>**Derwent Tug Co. Pty. Ltd.**<br>*Hobart, Tas.* Australia | **242**<br>42<br>103 | ✠Classed LR until 26/5/72 | **1949**-6 Cockatoo Docks & Eng. Co. Pty. Ltd.—Sydney, N.S.W. (191)<br>31,48 8,16 3,722<br>28,94 7,65 3,94<br>RW BK 165 | **M Tug**<br>1W | Vee Oil 2SA 16Cy. 222 × 267<br>E made45 fitted74<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 4,75kW 110V d.c.<br>Fuel (d.o.) 11kn |
| 7939523<br>600793 | **CAPE CALM**<br>**Carl Thiele**<br>Juneau, Ak United States of America | **121**<br>102<br>— | | **1978** .............La Conner, Wa<br>*21,65* 7,85<br>1,73<br>1 dk | **M Fishing** | Oil<br>460bhp (338kW)<br>U.S.A. |
| 7937549<br>WYA2<br>669<br>597508 | **CAPE CAMARON**<br>**Tatum Fisheries Inc.**<br>Brownsville, Tx United States of America | **106**<br>72<br>— | | **1978** J & S Marine—Brazoria, Tx<br>*20,06* 6,43<br>3,46<br>1dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 6823272<br>VXKW<br>329739<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE CHARLES**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **628**<br>292<br>— | ✠Classed LR until 4/69 | **1968**-10 Halifax Shipyards Ltd.—Halifax, N.S. (57)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| 7237509<br>WYZ8<br>794<br>544311<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE CHARLES**<br>**Chestertown Curtis Bay Co.**<br>Wilmington, De United States of America | **275**<br>187<br>— | AB | **1972** McDermott Shipyard—Morgan City, La (176)<br>4,319<br>30,71 9,45 5,24<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 170,5t (d.o.) |
| 7100081<br>WM6332<br>271836<br>RT | **CAPE CHARLES**<br>ex Colfax<br>**Glenn Couch**<br>San Diego, Ca United States of America | **198**<br>135<br>— | | **1927** American Brown Boveri Corp. —Camden, NJ<br>...<br>38,10 7,32 2,75<br>conv Fishing —<br>conv General Cargo — conv Tug 78 | **TM Fishing** | 2 Oil 2SA each 8Cy. 159 × 203<br>800bhp (588kW)<br>General Motors Corp. U.S.A. |
| 7730692 | **CAPE COD**<br>ex Pilgrim ex MMA 11 | **794**<br>438<br>— | | **1944** .............Point Pleasant, WV<br>*52,71* 11,46<br>4,73<br>1 dk | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>U.S.A. |
| 6807010<br>WX9216<br>509126<br>Df Esd<br>Gc Rdr<br>RT | **CAPE COD**<br>ex Joan Moran-80<br>**Kirkwood Curtis Bay Corp.**<br>Washington, DC United States of America | **298**<br>12<br>— | AB | **1967** Gulfport SB. Co.—Port Arthur, Tx (688)<br>4,719<br>31,27 8,64 5,21<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 16Cy. 232 × 254<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 100kW<br>Fuel 179,0t |
| 7934171<br>WQZ3<br>991<br>610114 | **CAPE COD**<br>**Nunes & Perruca Fishing Corp.**<br>New Bedford, Ma United States of America | **149**<br>101<br>— | | **1979** Canaveral SB. Corp.—Cape Canaveral, Fl<br>*23,69* 7,37<br>3,76<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 12Cy. 146 × 146<br>680bhp (500kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |

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|---|---|---|---|---|---|---|
| **7611676**<br>D5VS<br>6686<br>Df Esd<br>Gc Rdr<br>RT | **CAPE COMORIN**<br>ex Scan Progress-79<br>**Shardana Shipping Corp.**<br>Monrovia Liberia | **15 897**<br>10 048<br>27 676 | BV | **1978** Koyo Dockyard Co. Ltd.—Mihara (737)<br>174,48 10,351<br>164,40 24,81 14,51<br>1 dk | **M Bulk Carrier**<br>5 Ho 5,5 8,1 8,0 8,0 8,0 ER<br>G.35 983 B.34 545 HeCls. B<br>5 Ha (stl) (9,0 17,3 16,7 16,7 17,6 × 12,4) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 210,5t (d.o.) 1 638,5t (hvf)-29,5pd<br>16,5kn |
| **7007124**<br>SWDM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE CONSTELLATION**<br>ex Constellation-80<br>ex Shuko Maru-75<br>**Thaleia Shipping Co.**<br>Piraeus Greece | **11 275**<br>7 837<br>18 633 | AB NK | **1970** Nippon Kokan K.K.—Shimizu (287)<br>155,00(BB) 22,86 9,145<br>146,01 22,81 12,50<br>P 26,6 F 10,1 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.25 358 B.21 719<br>4 Ha (stl) (16,6 17,9 17,9 17,9 × 10,9) ER<br>Cr 4(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 256kW 445V d.c.<br>Fuel 1 324,0t-30,0pd<br>14,5kn |
| **7900144**<br>JCAP<br>121980<br>Df Esd<br>Gc Rdr<br>RT | **CAPE CORNWALL**<br><br>**Orient Leasing Co. Ltd.**<br>Tokyo Japan | **14 196**<br>9 375<br>23 928 | NK | **1979** Imabari Zosen—Marugame (1064)<br>159,82 24,64 9,951<br>149,99 24,60 13,59<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>Mchy.aft<br><br>G.31 233 B.29 841<br>4 Ha (18,3 19,9 19,9 19,9 × 12,8)<br>Cr 4(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 360kW 450V a.c.<br>14,5kn |
| **5410561**<br>VC9148<br>318330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE DAUPHIN**<br><br>**Scotia Trawler Equipment Ltd.**<br>Halifax, N.S. Canada | **282**<br>95<br>— | | **1963** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1452)<br>36,66 7,57<br>32,01 7,50 4,17<br>F 7,1 1 dk<br>BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 9,9<br><br>2 Ha (each 1,6 × 1,0) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 39,5t |
| **7117345**<br>VM2394<br>355107<br>Esd Rdr<br>RTm/h | **CAPE DIRECTION**<br>ex Janet T-80<br>**W. Angliss & Co. Ltd.**<br>*Cairns, Queensland* Australia | **149**<br>97<br>— | | **1971** Dillingham Shipyards (W.A.) Pty. Ltd. —Fremantle (201)<br>23,42 6,74<br>21,24 6,61 3,36<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho 6,1 ER | Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Fuel (d.o.) 10kn |
| **5415169**<br>VLFQ<br>196929<br>Df Esd<br>Gc Rdr<br>RT | **CAPE DON**<br><br>**Government of The Commonwealth of Australia (Department of Transport)**<br>*Fremantle, W.A.* Australia | **2 106**<br>715<br>1 029 | ✠Classed LR until 4/68 | **1963**-2 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (68)<br>74,07 12,86 4,369<br>67,21 12,81 7,17<br>B 35,1 F 8,6 2 dks<br>RW rf 191 | **M Lighthouse Tender**<br>8P<br>1 Ho 17,0 ER<br><br>1 Ha (stl) (7,3 × 3,6) ER<br>Cr 1(12,5) | Oil 2SA 5Cy. 500 × 700<br>2 000bhp (1 471kW) Polar<br>N.S.W. Govt. Eng. & SB. U'tkng. (State Dkyd.) Newcastle, N.S.W.<br>Gen 3 × 183kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7100108**<br>WB4810<br>251821 | **CAPE DOUGLAS**<br>ex LCT 1443<br>**Darlo D. Dayton**<br>Juneau, Ak United States of America | **149**<br>111<br>— | | **1944** Bison SB. Corp.—North Tonawanda, NY<br>*30,55* 9,76<br>1,99<br>conv Naval RoRo Cargo/Tank Landing Craft — | **TrM Fishing** | 3 Oil<br>675bhp (497kW) Gray<br>..............<br>Fuel (d.o.) |
| **6410556**<br>HO5281<br>1102<br>2-81<br>Rdr RTm | **CAPE ELIZABETH**<br>ex Saint Fergus-81<br>**Cape Elizabeth Shipping Corp.**<br>Panama Panama | **306**<br>172<br>439 | **✠100A1** SS 3/80<br>**✠LMC**<br>EL e<br>FN 435 | **1964**-5 J. Lewis & Sons Ltd.—Aberdeen (345)<br>43,54 8,26<br>39,02 7,93 3,20<br>P 10,7 F 7,1 1 dk<br>RW rf 76<br>NS 3BH WB164t | **M General Cargo**<br><br>1 Ho 23,1 ER<br>G.566<br>1 Ha (17,3 × 5,1) ER<br>2W Der 2(3) | Vee Oil 4SA 12Cy. 159 × 165<br>499bhp (367kW) NE 57<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 2 × 15kW 220V d.c.<br>Fuel 18,5t (d.o.) 10,25kn |
| **7380033**<br>3EIV<br>7621-77B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ESAN**<br><br>**Pegasus Steamship Co. S.A.**<br>Panama Panama | **8 943**<br>6 090<br>16 151 | NK | **1974** Narasaki Zosen K.K.—Muroran (842)<br>139,99 21,44 9,551<br>128,99 21,39 12,55<br>P 24,1 F 9,5 2 dks | **M General Cargo**<br><br><br>G.20 782 B.19 024<br>4 Ha (13,6 × 8,4) (18,7 13,4 18,7 × 10,9) ER<br>Der 4(15) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 1 445,0t-27,0pd 13,5kn |
| **5061231**<br>KDXH<br>240774<br>Df Esd<br>Gc | **CAPE FAIRWEATHER**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **6 772**<br>3 990<br>9 246 | AB | **1941** Seattle Tacoma SB. Corp.—Tacoma, Wa (4)<br>127,34 18,32 8,402<br>120,40 18,29 11,49<br>3 dks<br>RW rf 102 | **M General Cargo**<br><br>5 Ho 18,5 18,5 19,8 ER 19,8 16,4<br>G.14 442 B.12 488<br>5 Ha (stl) (8,9 9,6 9,6 × 6,1) ER (9,6 9,6 × 6,1)<br>16W | 2 Oil 2SA each 6Cy. 545 × 700 with electro-magnetic slip coupling & sr gearing to sc. shaft<br>4 112bhp (3 025kW)<br>Hooven, Owens, Rentschler & Co. Hamilton, Ont.<br>Gen 2 × 350kW 1 × 15kW 240V d.c.<br>Fuel 1 167,5t (d.o.) 14kn |
| **7913529**<br>VCSX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE FAME**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **984**<br>502<br>402 | ✠Classed LR until 23/6/81 | **1980**-6 Narasaki Zosen K.K.—Muroran (930)<br>49,92 (BB) 11,94<br>42,02 11,82 6,86<br>F 9,2 2 dks<br>Box K 406 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 420 geared to sc. shaft<br>3 000bhp (2 207kW) MaK<br>Ube Industries Ltd. Ube<br>Gen 1 × 760kW 1 × 148kW 450V 60Hz a.c.<br>Controllable pitch propeller |
| **7221249**<br><br>344974<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE FAREWELL**<br><br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | **748**<br>325<br>— | ✠Classed LR until 11/73 | **1973**-1 Ferguson Industries Ltd.—Pictou, N.S. (192)<br>45,60 11,16 4,674<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 BK 305 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| **7100122**<br>WK4076<br>274117 | **CAPE FEAR**<br>ex PCS 1383 Attica<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **253**<br>108<br>— | | **1944** Robert Jacob Inc.—City Island, NY<br>*38,35* 7,47<br>3,13<br>1 dk<br>conv Submarine Chaser — | **Wood TM Fishing** | 2 Oil each -Cy.<br>1 200bhp (883kW) General Motors U.S.A.<br>General Motors Corp.<br>Fuel (d.o.) |

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| 7060365<br>WY4706<br>615937 | **CAPE FEAR**<br>**Vidco Inc.**<br>Brownsville, Tx United States of America | **101**<br>69<br>— | | **1969** Bender Welding & Machine Co. Inc.<br>—Mobile, Al<br>*20,52* 6,71<br>3,03 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| 7433103<br>GCMC<br>701026<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/V | **CAPE FINISTERRE**<br>**Lyle Motorship Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **16 023**<br>10 174<br>26 003 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC**<br>EL Gt 577,5/60,0U3<br>FN 6502 | **1982**-8 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (148)<br>176,16 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB11986T incl. topside tanks in holds 2751T Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2324T and incl. No. 3 hold 5220T | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 28,1 28,1 ER<br>G.34 038 B.32 041<br>TEU 174 C.Dk 174/20′(40′)<br>5 Ha (stl) (12,8 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 4(25) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 1 949,0t (hvf)-34,5pd<br>15kn |
| 7100134<br>WA3278<br>241146 | **CAPE FLATTERY**<br>**Lars Jangaard**<br>Seattle, Wa United States of America | **102**<br>69<br>— | | **1941** Pacific Boat Building Co.—Tacoma, Wa<br>*21,65* 6,56<br>2,95 | **Wood M Fishing** | Oil<br>220bhp (162kW)<br>.............<br>Fuel (d.o.) |
| 8023539<br>KFL9608<br>FL-96<br>08-DF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE FLORIDA**<br>**National Science Foundation**<br>University of Miami (Rosenstiel School of Marine & Atmospheric Science)<br>Miami, Fl United States of America | **296**<br>201<br>— | AB | **1981** Atlantic Marine Inc.—Fort George Island, Fl (185)<br>41,15 2,744<br>37,83 9,77 4,12<br>F 27,2 1 dk | **TM Research** | 2 Vee Oil 4SA each 8Cy. 159 × 203 sr geared to sc. shafts<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 175kW a.c.<br>2 Controllable pitch propellers<br>12kn |
| 5143455<br>WA5673<br>241100<br>Rdr | **CAPE FLORIDA**<br>ex Hartford<br>**Sun Marine Co. Inc.**<br>Miami, Fl United States of America | **125**<br>85<br>— | | **1941** Ira S. Bushey & Sons Inc.—New York, NY (496)<br>*25,43* 6,86<br>... ... ... | **M Tug** | Oil 2SA 7Cy. 355 × 430<br>Fairbanks Morse & Co. Beloit, Wi |
| 5386095<br>VKWG<br>157642<br>RTv | **CAPE FORESTIER**<br>ex Warang-74<br>**Derwent Tug Co. Pty. Ltd.**<br>*Hobart, Tas.* Australia | **218**<br>7<br>199 | ✠Classed LR until 25/3/77 | **1936**-12 Cockatoo Docks & Eng. Co. Pty. Ltd.—Sydney, N.S.W. (119)<br>31,30 8,16 3,372<br>28,96 7,62 3,94<br>R BK 165 | **M Tug** | 2 Vee Oil 2SA each 16Cy. 222 × 267 geared to sc. shaft<br>E made45 fitted70<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 22kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5402186<br>VC4416<br>318288<br>Esd Pfd<br>Rdr RT | **CAPE FORTUNE**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **362**<br>121<br>— | | **1962** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1450)<br>43,13 8,08 3,988<br>37,01 8,01 4,22<br>F 4,6 1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 330 × 600<br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>Fuel 78,0t |
| 8006359<br>VY3823<br>800493<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE FOURCHU**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **991**<br>506<br>340 | **100A1**<br>Class Contemplated<br>FN 819 | **1982** Halifax Industries Ltd.—Halifax, N.S. (71)<br>49,92 (BB) 11,92 4,201<br>43,79 11,80 6,89<br>F 6,1 2 dks<br>rf 457 Box K 406 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 950kW 1 × 185kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 208,5t (d.o.)-7,0pd 13,5kn |
| 7214399<br>345822<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE FOX**<br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | **750**<br>327<br>— | ✠Classed LR until 11/73 | **1972**-9 Hawker Siddeley Canada Ltd. —Halifax, N.S. (62)<br>45,57 11,16 4,674<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 BK 305 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd. United Kingdom<br>Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| 7643485<br>WYR2<br>962<br>573227 | **CAPE GRACIAS**<br>**Tatum Fisheries Inc.**<br>Brownsville, Tx United States of America | **106**<br>72<br>— | | **1976** J & S Marine—Brazoria, Tx<br>*20,06* 6,43<br>3,48<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5074214<br>Df Esd<br>Gc Rdr<br>RTv | **CAPE GRECO**<br>ex Maria Diamanto-82<br>ex City of Worcester-79<br>**Seadust Navigation Ltd.**<br>Limassol Cyprus | T.Mk<br>**4 790**<br>2 512<br>7 959<br>**6 978**<br>3 913<br>9 002 | BV<br>✠Classed LR until 21/9/79 | **1960**-9 Caledon SB. & Eng. Co. Ltd. —Dundee (521)<br>132,29 18,06 7,557/8,129<br>123,58 17,99 11,21<br>P 11,9 F 11,9 2 dks<br>RW rf 76 | **M General Cargo**<br>4 Ho 24,7 30,4 ER 16,7 19,8<br>1 Ha (stl) (13,1 × 5,4) 1 Ha (w) (16,7 × 6,1) ER 2 Ha (stl) (9,9 7,6 × 6,1)<br>Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>Gen 3 × 180kW 220V d.c.<br>Fuel (hvf) 14,75kn |
| 7233072<br>GRHP<br>357494<br>Df Esd<br>Gc Rdr<br>RTv | **CAPE GRENVILLE**<br>**Lyle Motorship Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **14 651**<br>10 051<br>24 035 | **✠100A1** CS 1/78<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL Gt $2\frac{11}{16}$″U2<br>FN 5681 | **1973**-1 Haugesund M/V A/S—Haugesund (45)<br>162,87(BB) 22,92 10,400<br>153,90 22,86 14,05<br>P 24,7 F 12,8 1 dk<br>rf nil<br>NS 7BH WB6960t incl. Comb. btm & STs in holds 2663t Topside tanks in Nos. 3, 4 & 5 holds 1220t | **M Bulk Carrier**<br>5 Ho 19,6 23,7 23,7 23,7 22,8 ER<br>G.30 158 B.29 452<br>5 Ha (stl) (18,9 18,9 18,9 18,9 13,2 × 15,4) ER<br>Cr 4(15) | 2 Vee Oil 4SA each 12Cy. 410 × 470 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 1 × 736kW 2 × 525kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 98,5t (d.o.) 1 958,0t (hvf) 15,5kn |
| 7117333<br>VM2396<br>355106<br>Esd Rdr<br>RTm/h | **CAPE GRENVILLE**<br>ex Gracie T-80<br>**W. Angliss & Co. Ltd.**<br>*Cairns, Queensland* Australia | **149**<br>97<br>— | | **1971** Dillingham Shipyards (W.A.) Pty. Ltd. —Fremantle (200)<br>23,42 6,74<br>21,24 6,61 3,36<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho 6,1 ER | Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 440V 50Hz a.c.<br>Fuel (d.o.) 10kn |

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| **7635995**<br>VOXS<br>370575<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE HARRISON**<br><br>**Government of Canada**<br>**(Ministry of The**<br>**Environment)**<br>Ottawa Canada | **295**<br>66<br>— | | **1977** Breton Industrial & Marine Ltd.—Port<br>Hawkesbury, N.S. (5)<br>38,10 8,31 2,517<br>37,17 8,25 3,51<br>1 dk | **Aluminium Alloy TM Fishery Patrol**<br>**Vessel** | 2 Oil 4SA each 12Cy. 185 × 200<br>4 500bhp (3 310kW)<br>M.T.U. Friedrichshafen West Germany<br>20kn |
| **7035561**<br>WX8505<br>507813<br>Df Gc<br>Pfd Rdr<br>RTh/v | **CAPE HATTERAS**<br>ex Doris Moran-70<br>**Aberdeen Curtis Bay Co.**<br>Wilmington, De United States<br>of America | **298**<br>9<br>— | AB | **1967** Gulfport SB. Co.—Port Arthur, Tx<br>(686)<br>33,53 8,69 4,706<br>31,09 8,64 5,21<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 16Cy. 230 × 254 reverse<br>reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW<br>Fuel 205,0t |
| **8023541**<br>KNC3233<br>NC32<br>33AU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE HATTERAS**<br><br>**National Science Foundation**<br>Beaufort- United States<br>Morehead City, NC of America | **296**<br>201<br>— | AB | **1981** Atlantic Marine Inc.—Fort George<br>Island, Fl (186)<br>41,15 2,744<br>37,83 9,77 4,12<br>F 27,2 1 dk | **TM Research**<br>Oceanographic | 2 Vee Oil 4SA each 8Cy. 159 × 203 sr<br>geared to sc. shafts<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 175kW a.c.<br>2 Controllable pitch propellers<br>12kn |
| **7111365**<br>GOXV<br>339746<br>Df Esd<br>Gc Rdr<br>RTv | **CAPE HAWKE**<br><br>**Lyle Motorship Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **14 651**<br>9 896<br>24 091 | **✠100A1** CS 7/81<br>strengthened for ore<br>cargoes, Nos. 2 & 4<br>holds may be empty<br>**✠LMC** **UMS**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 5682 | **1971**-9 Haugesund M/V A/S—Haugesund<br>(40)<br>162,87 22,92 10,402<br>153,93 22,86 14,05<br>P 24,7 F 12,8 1 dk<br>rf nil<br>NS 7BH WB7679t incl. Comb. btm & side<br>tanks in holds 2662t Topside tanks in<br>holds 2142t | **M Bulk Carrier**<br><br>5 Ho 20,4 24,3 24,3 24,3 22,7<br>ER<br>G.30 169 B.29 432<br>5 Ha (stl) (14,0 18,9 × 15,4) (18,9<br>18,9 18,9 × 15,3) ER<br>Cr 4(16) | 2 Vee Oil 4SA each 12Cy. 410 × 470<br>geared to sc. shaft<br>12 000bhp (8 827kW) ✠ NE 5/74<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 1 × 736kW 2 × 525kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 679,5t (hvf)<br>15.5kn |
| **5381978**<br>WM5958<br>281371<br>Rdr<br>RTm/h | **CAPE HENLOPEN**<br>ex Virginia Beach-64<br>**Providence Steamboat Co.**<br>Providence, RI United States<br>of America | **1 492**<br>799<br>1 600 | | **1944** Jeffersonville B. & M. Co.<br>—Jeffersonville, In<br>*93,76* 15,30<br>96,32 15,27 3,13<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship<br>— | **TM Ferry**<br>632P | 2 Oil 2SA each 16Cy. 222 × 267<br>2 880bhp (2 118kW)<br>General Motors Corp. U.S.A.<br>Gen 3 × 100kW 115/230V d.c.<br>Fuel (d.o.) |
| **7303889**<br><br>545501<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE HENLOPEN**<br><br>**Queenstown Curtis Bay Co.**<br>Wilmington, De United States<br>of America | **275**<br>187<br>— | AB | **1973** McDermott Shipyard—Morgan City,<br>La (178)<br>4,319<br>30,71 9,45 5,21<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br><br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 75kW<br>Fuel 170,5t (d.o.) |
| **7517820**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE HENLOPEN**<br><br>**University of Delaware**<br>Lewes, De United States<br>of America | **228**<br>155<br>— | AB | **1976** Swiftships Inc.—Morgan City, La<br>(115)<br>36,58 7,12 2,972<br>33,25 7,10 3,18<br>1 dk | **Aluminium Alloy TM Research** | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>2 Controllable pitch propellers<br>Fuel 34,5t (d.o.)<br>17kn |
| **6807022**<br>WX8464<br>508632<br>Df Esd<br>Gc Rdr<br>RT | **CAPE HENRY**<br>ex Teresa Moran-76<br>**Warwick Curtis Bay Co.**<br>Wilmington, De United States<br>of America | **298**<br>9<br>— | AB | **1967** Gulfport SB. Co.—Port Arthur, Tx<br>(687)<br>4,719<br>31,27 8,64 5,21<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 16Cy. 232 × 254<br><br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 100kW<br>Fuel 179,0t |
| **5061413**<br>VC4218<br>318242<br>Esd Pfd<br>Rdr RT | **CAPE HOOD**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **362**<br>121<br>— | | **1962** Schps. "De Hoop" v/h Gebr. Boot<br>—Leiden (1448)<br>43,01 8,06<br>37,01 8,01 4,12<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 330 × 600<br><br>N.V. Werkspoor Amsterdam |
| **6510928**<br><br><br>Esd | **CAPE HOPE**<br><br>**Feripat S.A.**<br>Huacho Peru | **175**<br>—<br>— | | **1964** Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao<br>*24,51* 6,71<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **6822008**<br>VGJW<br>329732<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE HOWE**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **628**<br>292<br>— | ✠Classed LR until 4/69 | **1968**-9 Halifax Shipyards Ltd.—Halifax, N.S.<br>(56)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12.5kn |
| **7393561**<br>VC9122<br>369464<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE HUNTER**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **748**<br>328<br>— | ✠Classed LR until<br>31/12/76 | **1975**-12 Marystown Shipyard Ltd.<br>—Marystown, Nfl. (17)<br>45,65 11,16 4,649<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 Box K 305 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 sr geared to<br>sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd.<br>Newton-le-Willows<br>Gen 1 × 124kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>11.5kn |
| **7015808**<br>ZFUD<br>337239<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CAPE HUSTLER**<br>ex City Of Lisbon-79 ex Tagus-74<br>**Sea Containers Ltd.**<br>Hamilton Bermuda<br>(British) | **1 578**<br>892<br>2 175 | **✠100A1** CS 1/80<br>Ice Class 2<br>**✠LMC** **UMS**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1559 | **1970**-3 Ast. del Cadagua W.E. Gonzales<br>S.A.—Bilbao (80)<br>85,32 13,75 4,712<br>78,85 13,71 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 4BH to U dk 1 to 2nd dk WB764t incl.<br>DTsf201t TwDa113t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 13,3 40,2 ER<br>TEU 124<br>C.Ho 4/20' 22/40' C.Dk 76/20'<br>7 Ha (stl) ER | Oil 4SA 6Cy. 410 × 470 sr geared to sc.<br>shaft<br>3 200bhp (2 354kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 195,0t (hvf)<br>16kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 8200292 | **CAPE ISLAND** | **1 599** | | **1982** Buesumer Werft G.m.b.H.—Buesum | **M Tanker** | Oil geared to sc. shaft |
| | | 1 218 | | (1443) | Chemical | 1 999bhp (1 470kW) |
| OW2331 | **P/f Global Chemical Tankers Ltd.** | 3 914 | GL (Class cont.) | 91,72 6,231 | | Krupp MaK. Maschinebau G.m.b.H. Kiel |
| | | | | 83,83 13,71 8,67 | | |
| | Klakksvik Faroe Islands | | | | | |
| 5061463 | **CAPE JAMES** | **256** | | **1943** Martinolich SB. Corp.—San Francisco, Ca | **Wood TM Fishing** | 2 Oil 4SA each 12Cy. 140 × 152 |
| CY4729 | ex Mount Edgecumbe-56 | 174 | | | Side-fishing | 960bhp (706kW) NE 74 |
| 189245 | **Sim Fishing Ltd.** | — | | *32,92* 8,23 | | Cummins Engine Co. Inc. Columbus, In |
| | Vancouver, B.C. Canada | | | ... ... ... | | 12kn |
| 6808026 | **CAPE JOHN** | **629** | | **1968**-5 Halifax Shipyards Ltd.—Halifax, N.S. | **M Fishing** | Oil 4SA 8Cy. 320 × 450 |
| | | 292 | | (53) | Stern Trawler | 1 250bhp (919kW) |
| 328657 | **National Sea Products Ltd.** | — | ✠Classed LR until 4/69 | 47,33 10,11 3,795 | | Kloeckner Humboldt Deutz Koeln |
| Esd Gc | Halifax, N.S. Canada | | | 40,01 10,01 4,81 | | Gen 2 × 80kW 230V 60Hz a.c. |
| Pfd Rdr | | | | F 20,5 | | Controllable pitch propeller |
| RT | | | | rf 787 Box K 330 | | 12,5kn |
| 5062204 | **CAPE KAMARI** | **11 419** | | **1962** Ch. Reunis Loire-Normandie—Nantes | **M Bulk Carrier** | Oil 2SA 7Cy. 720 × 1250 |
| SXPB | ex Kotsos M.-78 | 6 312 | | (662) | | 6 300bhp (4 634kW) Sulzer |
| 4853 | ex Johs. Stove-73 ex Brissac-69 | 16 573 | BV (NV) | 155,40 20,45 9,278 | Str. heavy cargoes | Ch. de l'Atlantique St Nazaire |
| Df Esd | **Meltemi Compania Naviera S.A.** | | | 144,99 20,40 11,31 | 7 Ho ER | Gen 3 × 264kW 380V 50Hz a.c. |
| Gc Rdr | Piraeus Greece | | | P 71,1 B 25,0 F 28,7 1 dk | G.21 693 | Fuel 1 376,5t (hvf) 13kn |
| RTv | | | | RW rf nil | 7 Ha (7,0 13,4 6,8 12,2 6,8 12,2 6,8 × 9,6) ER | |
| | | | | | 14W Der 14(5) | |
| 6703161 | **CAPE KELTIC** | **360** | | **1967**-2 Halifax Shipyards Ltd.—Halifax, N.S. | **M Fishing** | Oil 4SA 6Cy. 320 × 450 |
| | | 122 | | (44) | Side Trawler | 755bhp (555kW) |
| 326074 | **National Sea Products Ltd.** | — | ✠Classed LR until 9/67 | 43,01 8,11 | | Kloeckner Humboldt Deutz Koeln |
| Esd Pfd | Halifax, N.S. Canada | | | 37,24 8,01 3,97 | | Gen 2 × 58kW 230V 60Hz a.c. |
| Rdr RT | | | | RAD 19,9 F 6,4 | | |
| | | | | rf 813 BK 229 | | |
| 7046223 | **CAPE KENNEDY** | **9 868** | | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo | **M General Cargo** | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft |
| SWUO | | 6 257 | | (2186) | | |
| 3993 | **Lagodorado Cia. Armadora S.A.** | 15 174 | AB | 142,27(BB) 19,84 9,037 | Str. heavy cargoes | 5 130bhp (3 773kW) Pielstick |
| Df Esd | Piraeus Greece | | | 134,12 19,82 12,35 | 4 Ho 16,0 32,7 15,2 33,5 | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Gc Rdr | | | | 2 dks | 4 TwD ER | Gen 2 × 310kW 1 × 170kW |
| RTm/h/v | | | | rf 152 DK | G.21 130 B.18 896 | 450V 60Hz a.c. |
| | | | | | 6 Ha (stl) (each 9,1 × 9,9) ER | Fuel 104,5t (d.o.) 1 177,5t (hvf) 14kn |
| | | | | | 12W Der 12(10) | |
| 7742396 | **CAPE KENNEDY** | **106** | | **1978** J & S Marine—Brazoria, Tx | **M Fishing** | Oil 4SA 6Cy. 159 × 159 |
| WYA2 | | 72 | | *20,06* 6,43 | | 365bhp (268kW) |
| 267 | **Tatum Fisheries Inc.** | — | | 3,46 | | Cummins Engine Co. Inc. U.S.A. |
| 591885 | Brownsville, Tx United States of America | | | 1 dk | | |
| 8034629 | **CAPE KIWANDA** | **108** | | **1979** Toledo S.B. Co.—Toledo, Oh | **M Fishing** | Oil |
| | | 73 | | *19,82* 6,71 | | 620bhp (456kW) |
| 618158 | **Benson Hogevoll** | — | | 3,15 | | U.S.A. |
| | Coos Bay, Or United States of America | | | 1 dk | | |
| 7324376 | **CAPE LA HAVE** | **750** | | **1973**-10 Marystown Shipping Enterprises (1971) Ltd.—Marystown, Nfl. | **M Fishing** | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft |
| VC8927 | | 327 | | (5) | Stern Trawler | |
| 348079 | **National Sea Products Ltd.** | — | ✠Classed LR until 9/74 | 45,65 11,16 | Ice strengthened | 2 000bhp (1 471kW) |
| Esd Gc | Halifax, N.S. Canada | | | 39,88 10,98 5,49 | Mchy.fwd | Ruston Paxman Diesels Ltd. |
| Pfd Rdr | | | | F 25,0 1 dk | 2W | Newton-le-Willows |
| RT | | | | rf 914 Box K 305 | | Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c. |
| | | | | | | Controllable pitch propeller |
| | | | | | | 11,5kn |
| 7913531 | **CAPE LANCE** | **984** | | **1980**-7 Narasaki Zosen K.K.—Muroran | **M Fishing** | Oil 4SA 8Cy. 320 × 420 geared to sc. shaft |
| VCSW | | 502 | | (931) | Stern Trawler | |
| | **National Sea Products Ltd.** | 361 | ✠Classed LR until 31/7/81 | 49,92 (BB) 11,94 4,001 | Mchy.aft | 3 000bhp (2 207kW) MaK |
| Df Esd | Halifax, N.S. Canada | | | 42,02 11,82 6,86 | | Ube Industries Ltd. Ube |
| Gc Pfd | | | | F 9,2 2 dks | | Gen 1 × 760kW 1 × 148kW |
| Rdr RT | | | | Box K 406 | | 450V 60Hz a.c. |
| | | | | | | Controllable pitch propeller |
| 7215329 | **CAPE LE GRAND** | **111** | | **1972** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle | **M Tug** | Oil 4SA 6Cy. 159 × 203 |
| | | 61 | | (119) | | |
| 332091 | **D. H. A., H. J. A. & Lillian Mackenzie** | — | | 19,18 6,28 2,439 | | Caterpillar Tractor Co. Peoria, Illinois |
| Esd | | | | 16,74 6,25 3,10 | | 10kn |
| | *Fremantle, W.A.* Australia | | | 1 dk | | |
| 7100146 | **CAPE LYNCH** | **186** | | **1943** Maritime Shipyards—Seattle, Wa | **Wood M Fishing** | Oil |
| WD5374 | ex Sand Point | 154 | | *25,03* 8,13 | | 270bhp (199kW) |
| 260629 | ex Col. William H. Combs | — | | 2,65 | | ............. |
| | ex BSP 872 | | | | | Fuel (d.o.) |
| | **New England Fish Co. (NEFCO)** | | | | | |
| | Juneau, Ak United States of America | | | | | |
| 5061554 | **CAPE MARK** | **104** | | **1943** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. | **Wood M Fishing** | Oil 4SA 6Cy. 137 × 165 NE 64 |
| VDXC | | 61 | | | Side-fishing | |
| 174106 | **Canadian Fishing Co. Ltd.** | — | | *22,38* 6,30 | | Caterpillar Tractor Co. Peoria, Illinois |
| | Vancouver, B.C. Canada | | | ... ... ... | | |
| 5087754 | **CAPE MAY** | **2 294** | | **1933** Pusey & Jones Corp.—Wilmington, De | **TS Ferry** | U 8Cy. 483 × 508 |
| WA4132 | ex Del-Mar-Va-64 | 1 560 | | (1059) | 832P | 2 800ihp (2 060kW) |
| 232813 | **Delaware River & Bay Authority** | 486 | | *103,45* 18,01 | Mchy.aft | Unaflow |
| Rdr | | | | 17,99 5,82 | | Skinner Engine Co. Erie, Pa |
| RTm/h | New Bedford, Ma United States of America | | | 3 dks | | Gen 3 × 60kW 120V d.c. |
| | | | | R len 55 | | Fuel 65,0t (o.f.) 13kn |

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|---|---|---|---|---|---|---|
| **7306790**<br>WYT8<br>068<br>546570<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPE MAY**<br><br>**Moran Towing Corp.**<br>Wilmington, De United States of America | **275**<br>187<br>— | AB | **1973** McDermott Shipyard—Morgan City, La (180)<br>32,62 10,37 4,319<br>30,74 9,45 5,24<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 110V 60Hz a.c.<br>Fuel 196,0t (d.o.) 13,5kn |
| **5061580**<br>WA3397<br>250339<br>Df Esd<br>Pfd Rdr<br>RT | **CAPE MAY**<br>ex Bonnie Lou-55<br>ex Carole June-51<br>**Smith Meal Co. Inc.**<br>Gloucester, Ma United States of America | **163**<br>111<br>— | | **1946** Electric Boat—Groton, Ct<br>*26,07* 6,53<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca |
| **5410573**<br><br>320508<br>Esd Pfd<br>Rdr | **CAPE MIRA**<br><br>**Natlake Ltd.**<br>Halifax, N.S. Canada | **291**<br>93<br>— | ✠Classed LR until 10/64 | **1963**-10 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (82)<br>38,10 7,60<br>33,53 7,47 3,89<br>P 1,6 RQD 16,5 F 5,5<br>rf 635 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **7109348**<br>SVAQ<br>4159<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPE MONTEREY**<br>ex Kastraki-79<br>**Monterey Maritime Corp.**<br>Piraeus Greece | **9 826**<br>6 087<br>15 175 | AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2215)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.21 500 B.20 384<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 177,5t (hvf) 14,5kn |
| **5061619**<br>VLFR<br>316193<br>Df Esd<br>Gc Rdr<br>RT | **CAPE MORETON**<br><br>**Government of The Commonwealth of Australia (Department of Transport)**<br>*Brisbane, Queensland* Australia | **2 106**<br>715<br>1 029 | ✠Classed LR until 4/65 | **1963**-10 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (69)<br>74,07 12,86 4,369<br>67,21 12,81 7,17<br>B 36,0 F 8,6 2 dks<br>RW rf 191 | **M Lighthouse Tender**<br>1 Ho 17,0 ER<br>1 Ha (stl) (7,3 × 3,6) ER<br>Cr 1(12,5) | Oil 2SA 5Cy. 500 × 700<br>2 000bhp (1 471kW) Polar<br>N.S.W. Govt. Eng. & SB. U'tkng. (State Dkyd.) Newcastle, N.S.W.<br>Gen 3 × 183kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6608737**<br><br>326055<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE MORROW**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **617**<br>272<br>— | ✠Classed LR until 9/67 | **1966**-8 Halifax Shipyards Ltd.—Halifax, N.S. (38)<br>47,33 10,11 3,795<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 080bhp (794kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 84kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| **6910661**<br>SZOL<br>7758<br>Df Esd<br>Gc Rdr<br>RT | **CAPE MUSTANG**<br>ex Mustang-79<br>ex World Pelagic-78<br>**Kleio Shipping Co.**<br>Piraeus Greece | **9 853**<br>6 417<br>18 023 | **✠100A1** SS 8/79<br>**✠LMC**<br>EL C† 2⅜"U2<br>FN 4642 | **1969**-4 Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2079)<br>145,65 21,85 9,492<br>136,10 21,80 12,30<br>P 26,6 F 11,9 1 dk<br>RW rf nil<br>NS 6BH WB4267t incl. Comb. btm & side tanks in holds 1749t Topside tanks in holds 2192t | **M Bulk Carrier**<br>4 Ho 23,3 26,4 26,4 26,4 ER<br>G.21 825 B.21 360<br>7 Ha (stl) (15,0 19,5 19,5 19,5 19,5 19,5 19,5 × 10,2) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 7,5kgf/cm² (7,4bar)<br>Gen 3 × 240kW 450V 60Hz a.c. 14kn |
| **7217755**<br><br>344973<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE NEDDICK**<br><br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | **749**<br>325<br>— | ✠Classed LR until 11/73 | **1972**-10 Ferguson Industries Ltd.—Pictou, N.S. (191)<br>45,60 11,16 4,674<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 BK 305 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| **6622537**<br><br>326069<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE NELSON**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **618**<br>273<br>— | ✠Classed LR until 9/67 | **1966**-12 Halifax Shipyards Ltd.—Halifax, N.S. (42)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 080bhp (794kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 84kW 230V 60Hz a.c.<br>Controllable pitch propeller 11kn |
| **6413259**<br><br>320572<br>Esd Pfd<br>Rdr RT | **CAPE NORMAN**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **359**<br>122<br>— | ✠Classed LR until 3/65 | **1964**-7 Halifax Shipyards Ltd.—Halifax, N.S. (33)<br>43,01 8,11<br>37,24 8,01 4,07<br>RQD 19,9 F 6,4<br>rf 813 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| **5061669**<br>CYNC<br>175115<br>Df Esd<br>Pfd Rdr | **CAPE NORTH**<br><br>**Lunenburg Marine Museum Society**<br>Lunenburg, N.S. Canada | **246**<br>120<br>— | | **1945** Clare SB. Co. Ltd.—Meteghan, N.S.<br>40,24 7,52 3,963<br>7,47 | **Wood M Fishing**<br>Side Trawler<br>1 Ho 9,7<br>1W | Oil 4SA 8Cy. 330 × 405<br>Cooper-Bessemer Corp. Mount Vernon, Wa 11kn<br>Fuel 25,5t |
| **6605125**<br><br>326043<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE NOVA**<br><br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **617**<br>272<br>— | ✠Classed LR until 9/67 | **1966**-6 Halifax Shipyards Ltd.—Halifax, N.S. (37)<br>47,33 10,04 3,801<br>40,01 10,01 4,81<br>F 20,5<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 080bhp (794kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 84kW 230V 60Hz a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| 7520229<br>WER<br>376971<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE OTWAY**<br>**Otway Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **20 819**<br>11 510<br>32 505 | ✠**100A1** SS 12/81<br>strengthened for heavy cargoes No. 3 hold may be empty<br>✠**LMC** **UMS**<br>EL Jt 2½"U3<br>FN 7110 | **1976**-12 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1093)<br>179,03(BB) 27,06 10,675<br>170,01 27,01 14,81<br>P 32,4 F 13,8 1 dk<br>rf nil<br>7BH WB11685t incl. Comb. btm. & STs in holds 5459t topside tanks in Nos. 1,2, & 5 holds 2747t STs in No. 3 hold 2197t | **M Bulk Carrier**<br>5 Ho 25,7 27,1 19,2 27,1 27,1 ER<br>G.39 843<br>5 Ha (stl) (16,7 × 13,2) (18,3 12,1 18,3 18,3 × 14,9) ER<br>Cr 4(16-22) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 152,0t (d.o.) 1 936,0t (hvf) 15,5kn |
| 6613330<br>326062<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE PICTOU**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **616**<br>272<br>— | ✠Classed LR until 9/67 | **1966**-9 Halifax Shipyards Ltd.—Halifax, N.S. (39)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 080bhp (794kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 84kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| 6422418<br>VLFS<br>317240<br>Df Esd<br>Gc Rdr<br>RT | **CAPE PILLAR**<br>**Government of The Commonwealth of Australia (Department of Transport)**<br>*Melbourne, Victoria* Australia | **2 104**<br>689<br>1 029 | ✠Classed LR until 11/65 | **1964**-11 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (70)<br>74,25 12,86 4,369<br>67,21 12,81 7,17<br>B 35,1 F 8,6 2 dks<br>RW rf 191 | **M Lighthouse Tender**<br>1 Ho 17,0 ER<br>1 Ha (stl) (7,3 × 3,6) ER<br>Cr 1(12,5) | Oil 2SA 5Cy. 500 × 700<br>2 000bhp (1 471kW) Polar<br>N.S.W. Govt. Eng. & SB. U'tkng. (State Dkyd.) Newcastle, N.S.W.<br>Gen 3 × 183kW 220V d.c.<br>Controllable pitch propeller |
| 5061750<br>193787 | **CAPE PINE**<br>**Canadian Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | **137**<br>93<br>— | | **1942** Fisher Boatworks—Vancouver, B.C.<br>*32,31* 5,59<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 146 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7034177<br>GOTU<br>339722<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPE RACE**<br>**Alcan Shipholding (Bermuda) Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **14 885**<br>8 802<br>23 684 | ✠**100A1** CS 12/75<br>strengthened for heavy cargoes, Nos. 2 and 5 holds may be empty. Nos. 2 and 5 holds No. 2 side tank (p & s)—oil FP above 65,5°C.<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL Ft 2⅝"U2<br>FN 5791 | **1971**-1 Kaldnes M/V A/S—Tonsberg (186)<br>165,21(BB) 22,92 10,218<br>156,98 22,86 14,03<br>P 29,3 F 14,4 1 dk<br>rf 51 DK fwd<br>NS 8BH WB8627t incl. Comb. btm, side & topside tanks in Nos. 1-4 holds 4640t Topside tanks in Nos. 5 & 6 holds 1485t | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 23,9 12,5 22,5 22,5 12,5 22,4 ER<br>G.28 442 B.27 015<br>6 Ha (stl) (17,9 8,0 17,9 17,9 8,0 17,9 × 11,5) ER | Oil 2SA 5Cy. 760 × 1550<br>10 000bhp (7 356kW) Sulzer<br>A/S Horten Verft Horten<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) 1 520,0t (hvf) 15kn |
| 5402198<br>320503<br>Esd Pfd<br>Rdr | **CAPE RACE**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **291**<br>92<br>— | ✠Classed LR until 10/64 | **1963** G. T. Davie & Sons Ltd.—Lauzon, P.Q. (80)<br>38,10 7,60<br>33,53 7,47 3,89<br>P 1,6 RQD 16,5 F 5,5<br>rf 635 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 7207712<br>WYZ3<br>495<br>531151 | **CAPE RACE**<br>**Tatum Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **106**<br>72<br>— | | **1971** Heritage Marine—Freeport, Tx<br>*20,06* 6,43<br>3,48 | **M Fishing** | Oil<br>370bhp (272kW)<br>.............<br>Fuel (d.o.) |
| 5330199<br>199199<br>RTm | **CAPE RAOUL**<br>ex Sirius Cove-73<br>**Derwent Tug Co. Pty. Ltd.**<br>*Hobart, Tas.* Australia | **165**<br>—<br>— | ✠Classed LR until 28/1/77 | **1958**-12 T. Mitchison Ltd.—Gateshead (83)<br>29,88 7,93 3,302<br>26,90 7,55 3,81<br>rf 406 BK 51 | **TM Tug** | 2 Oil 4SA each 6Cy. 248 × 318 sr reverse geared to sc. shafts<br>Mirrlees, Bickerton & Day Stockport<br>Gen 3 × 20kW 220V d.c.<br>Fuel (d.o.) 11kn |
| 6404234<br>320637<br>Df Esd<br>Rdr RT | **CAPE ROCK**<br>**Mersey Seafoods Ltd.**<br>Liverpool, N.S. Canada | **171**<br>90<br>— | | **1963** Wagstaff & Hatfield—Port Greville, N.S.<br>*27,95* 7,12<br>7,07<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 8Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi |
| 7342469<br>GUWJ<br>365000<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE RODNEY**<br>**Lyle Motorship Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **16 646**<br>9 782<br>26 931 | ✠**100A1** CS 3/81<br>strengthened for heavy cargoes, Nos. 1 & 4 holds, or Nos. 1 & 3 holds may be empty (cc)<br>✠**LMC** **UMS**<br>EL Ft 2⅝"U2<br>FN 6452 | **1976**-3 Govan Shipbuilders Ltd.—Govan, Glasgow (216)<br>175,11(BB) 25,51 10,135<br>163,38 25,46 14,03<br>P 29,0 F 13,2 1 dk<br>rf nil<br>NS 7BH WB13555T incl. Comb. btm & STs in Nos. 2, 3 & 5 holds 1470T Topside tanks in holds 4395t & No. 3 hold 5947T | **M Bulk Carrier**<br>5 Ho 19,2 28,3 20,1 28,3 28,1 ER<br>G.34 021 B.31 968<br>5 Ha (stl) (10,3 19,2 10,9 19,2 19,2 × 12,1) ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 645,0t (hvf) 15kn |
| 7503180<br>VCBT<br>371732<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE ROGER**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>St. John's, Nfl. Canada | **1 255**<br>357<br>— | ✠Classed LR until 1/6/79 | **1977**-8 Ferguson Industries Ltd.—Pictou, N.S. (201)<br>62,49 12,22 4,128<br>57,31 12,20 5,49<br>B & F 47,3 2 dks<br>rf 457 | **TM Fishery Patrol Vessel**<br>Ice strengthened<br>1 Ho 5,1 ER<br>G.148<br>1 Ha (stl) (1,6 × 1,6) ER<br>Cr 2(5) | 2 Oil 4SA each 12Cy. 250 × 300 dr geared to sc. shafts<br>4 410bhp (3 244kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 250kW 480V 1 × 75kW 480V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers |
| 5061798<br>VCZD<br>157090 | **CAPE ROGER CURTIS**<br>ex Anna D.-40<br>**Edwin G. Brandon**<br>Vancouver, B.C. Canada | **122**<br>69<br>— | | **1932** Meteghan SB. Co.—Meteghan, N.S.<br>*29,94* 5,49<br>... ... ... | **Wood M Tug** | Oil 2SA 5Cy. 265 × 320<br>Fairbanks Morse & Co. Beloit, Wi |
| 7398353<br>WYU8<br>052<br>546317<br>Pfd Rdr<br>RTh | **CAPE ROJO**<br>**Tatum Trawlers Inc.**<br>Brownsville, Tx United States of America | **106**<br>72<br>— | | **1974** Heritage Marine—Freeport, Tx<br>25,00<br>19,99 6,43 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 6Cy.<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 2kW 32V d.c.<br>10kn |

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| 7908134<br>611686<br>Gc Rdr<br>RT | **CAPE ROMAIN**<br>**Moran Towing Corp.**<br>Wilmington, De United States of America | 149<br>101<br>— | AB | **1979** McDermott Shipyard—Morgan City, La (252)<br>32,01<br>30,23 9,77 4,83<br>1 dk<br>rf 762 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Gra<br>Gen 2 × 75kW a.c. |
| 7100158<br>WX9606<br>510658 | **CAPE ROMANO**<br>**Stranger Inc.**<br>Brownsville, Tx United States of America | 114<br>77<br>— | | **1967** M & F Seacraft, Inc.—Palacios, Tx<br>*21,28* 6,66<br>3,54 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 7100160<br>WX6887<br>504626 | **CAPE ROMANZOFF**<br>ex Jasmine (WAGL 261)<br>**Roy Furfiord**<br>Seattle, Wa United States of America | 160<br>109<br>— | | **1935** Dravo Corp.—Wilmington, De<br>*26,19* 7,04<br>2,32<br>conv Lighthouse Tender — | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| 6703159<br>326075<br>Esd Pfd<br>Rdr RT | **CAPE ROUGE**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | 358<br>122<br>— | ✠Classed LR until 9/67 | **1967**-3 Halifax Shipyards Ltd.—Halifax, N.S. (45)<br>43,01 8,11<br>37,24 8,01 3,97<br>RAD 19,9 F 6,4<br>rf 813 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>755bhp (555kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 58kW 230V 60Hz a.c. |
| 6061836<br>VC4345<br>318275<br>Esd Pfd<br>Rdr RT | **CAPE SABLE**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | 362<br>121<br>— | | **1962** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1449)<br>43,01 8,08 3,988<br>37,01 8,01 4,22<br>F 4,6 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 330 × 600<br>N.V. Werkspoor Amster<br>Controllable pitch propeller |
| 6415582<br>HO4769<br>9784-79<br>RT | **CAPE SABLE**<br>ex Viking-79 ex Coamo-68<br>ex Pokagon (YTB 746)-64<br>ex Lt. Col. George S. Gillis<br>**Cape Sable Inc.**<br>Panama Panama | 193<br>104<br>— | (AB) | **1943** Equitable Shipyards, Inc. —Madisonville, La (156)<br>*30,06* 7,68 3,560<br>29,85 7,60 3,92<br>1 dk<br>BK 152 | **M Tug** | Oil 4SA 8Cy. 368 × 508<br>National Supply Co.<br>Fuel 114,0t (d.o.) |
| 7829027<br>WYA2<br>462<br>594595 | **CAPE SABLE**<br>**Tatum Fisheries Inc.**<br>Brownsville, Tx United States of America | 106<br>72<br>— | | **1978** J & S Marine—Brazoria, Tx<br>*20,06* 6,43<br>3,46<br>1dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 7611470<br>371018<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE SAMBRO**<br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | 750<br>338<br>— | ✠Classed LR until 12/5/78 | **1977**-2 Marystown Shipyard Ltd. —Marystown, Nfl. (20)<br>45,65 11,16 4,271<br>39,88 10,98 5,49<br>F 25,0<br>rf 914 Box K 305 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 geared t<br>sc. shaft<br>2 000bhp (1 471kW) English Ele<br>Ruston Diesels Ltd. Newton-le-Wil<br>Gen 1 × 124kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| 7938622<br>WYA2<br>844<br>600699 | **CAPE SAN**<br>**Tatum Fisheries Inc.**<br>Brownsville, Tx United States of America | 106<br>72<br>— | | **1978** J & S Marine—Brazoria, Tx<br>*20,06* 6,43<br>3,46<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. |
| 7436662<br>WYP4<br>554<br>546611<br>RTm | **CAPE SAN JUAN**<br>**TNT Marine Service Inc.**<br>Miami, Fl United States of America | 199<br>135<br>— | | **1945** Ira S. Bushey & Sons Inc.—New York, NY (572)<br>7,62 3,404<br>28,81 3,76<br>1 dk | **M Tug** | Oil<br>.............<br>Gen 2 × 40kW 110V d.c.<br>Fuel (d.o.) |
| 7048130<br>WY6317<br>520746 | **CAPE SAN VINCENT**<br>**New Cape San Vincent Marine Products**<br>San Juan, P.R. Puerto Rico (U.S.A.) | 864<br>443<br>— | | **1969** J. M. Martinac SB. Corp.—Tacoma, Wa<br>*46,55* 10,37<br>5,95 | **M Fishing** | Oil<br>2 800bhp (2 060kW)<br>.............<br>Fuel (d.o.) |
| 7308528<br>WV8999<br>299606 | **CAPE SARICHEF**<br>ex Laurie Lynn-80<br>ex Cape Sarichef-78<br>ex Early Jo-78 ex Laura Lyn-77<br>ex Sea Comber<br>ex Steahen R Capps ex BSP 1922<br>**Robert A. Sherman**<br>Tacoma, Wa United States of America | 193<br>150<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>*25,12* 8,11<br>2,65 | **M Fishing** | Oil<br>490bhp (360kW)<br>Fuel (d.o.) |
| 5061891<br>VDPK<br>193879<br>Esd Pfd<br>Rdr RT | **CAPE SCATARI**<br>**David G. Walker**<br>Halifax, N.S. Canada | 218<br>106<br>— | | **1951** Smith & Rhuland—Lunenburg, N.S.<br>*32,62* 7,32<br>7,27 | **Wood M Fishing**<br>Side Trawler | Oil 6Cy. 330 × 405<br>Cooper-Bessemer Corp. Grove City |
| 6613366<br>326067<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE SCOTIA**<br>**Lunenburg Trawlers Ltd.**<br>Lunenburg, N.S. Canada | 618<br>273<br>— | ✠Classed LR until 12/67 | **1966**-10 Halifax Shipyards Ltd.—Halifax, N.S. (41)<br>47,33 10,11 3,801<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 080bhp (794kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 84kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| 5061906<br>192067 | **CAPE SCOTT**<br>ex Coastal Trader 11-49<br>**Canadian Fishing Co. Ltd.**<br>Vancouver, B.C. Canada | 167<br>87<br>— | | **1943** Fulton Shipyards—Antioch, Ca<br>*30,06* 6,58<br>6,53 | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco |

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| 402697<br>WYT9<br>257<br>83233<br>Df Esd<br>Gc Rdr<br>RT | **CAPE SEAHORSE**<br>ex Sir Francis Drake-80<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>New Orleans, La United States of America | **192**<br>130<br>— | AB | **1975** Halter Marine Fabricators, Inc.—Moss Point, Ms (453)<br>11,59 3,633<br>50,45 11,56 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 9Cy. 240 × 260<br>2 200bhp (1 618kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 99kW a.c.<br>Fuel 215,5t (d.o.) 12kn |
| 121874<br>48356 | **CAPE SERVICE**<br>**Zapata Marine Service Inc.**<br>Houston, Tx United States of America | **494**<br>335<br>1 200 | AB (Class cont.) | **1982** Leevac Shipyards—Jennings, La (281)<br>3,937<br>56,14 12,20 4,27<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange |
| 217767<br>45825<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE SMOKY**<br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | **750**<br>327<br>— | ✠Classed LR until 11/73 | **1972**-11 Hawker Siddeley Canada Ltd.—Halifax, N.S. (63)<br>45,60 10,98 4,674<br>39,88 10,67 5,49<br>F 25,0 1 dk<br>rf 914 BK 305 | **M Fishing**<br>Stern Trawler<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 7354929<br>3EES<br>7370-76B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE SOYA**<br>**Pegasus Steamship Co. S.A.**<br>Panama Panama | **8 944**<br>6 093<br>16 164 | NK | **1974** Narasaki Zosen K.K.—Muroran (841)<br>139,99 21,44 9,551<br>128,99 21,39 12,55<br>P 24,1 F 9,5 2 dks | **M General Cargo**<br>G.20 782 B.19 024<br>4 Ha (13,6 × 8,4) (18,7 13,4 18,7 × 10,9) ER<br>Der 4(15) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 1 379,0t-27,0pd 13,5kn |
| 5061841<br>VRAA<br>175883<br>Df Esd<br>Rdr RTm | **CAPE ST. MARY**<br>**Government of Hong Kong (Agriculture & Fisheries Department)**<br>Hong Kong Hong Kong (British) | **242**<br>72<br>— | ✠Classed LR until 1/5/81 | **1951**-6 Hall, Russell & Co. Ltd.—Aberdeen (827)<br>35,67 7,68 3,544<br>31,58 7,62 3,81<br>F 7,7<br>R rf 610 BK 191 | **M Fishing**<br>Side Trawler<br>1 Ho 4,8<br>3 Ha (1,0 1,0 × 1,0) (0,5 × 0,6) | Oil 4SA 7Cy. 230 × 305 sr geared to sc. shaft<br>420bhp (309kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 35kW 220V d.c.<br>Fuel (d.o.) |
| 5088277<br>SVNN<br>3985<br>Df Esd<br>Gc Rdr<br>RT | **CAPE STROVILI**<br>ex Delphic Eagle-73 ex Paphos-71<br>ex Delphic Eagle-59<br>**Scardana Cia. de Navegacion S.A.**<br>Piraeus Greece | **13 700**<br>8 874<br>20 656 | AB | **1958** Hitachi Zosen—Sakurajima Works, Osaka (3811)<br>176,74 22,08 9,945<br>167,01 22,00 12,70<br>P 36,3 F 14,7 1 dk<br>RW rf 119 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,2 17,3 17,6 8,7 17,6 17,6 22,4 ER<br>G.30 044 B.29 025<br>7 Ha (stl) (12,9 11,2 11,2 5,5 11,2 11,2 12,8 × 8,9) ER<br>Cr 5(5-8) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 250kW 1 × 120kW 230V d.c.<br>Fuel 2 235,5t (hvf) 15kn |
| 7357012<br>SXNY<br>3014<br>Df Esd<br>Gc Rdr<br>RT | **CAPE SUPERIOR**<br>ex Telfair Challenger-81<br>ex Estina-80<br>**Kini Maritime Corp.**<br>Piraeus Greece | **8 896**<br>5 953<br>14 800 | AB BV | **1974** Jurong Shipyard Ltd.—Singapore (1008)<br>143,39(BB) 19,87 9,033<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.19 950 B.18 500<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>13,5kn |
| 8001402<br>VRME<br>399876<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPE THISTLE**<br>**Bath Shipping Co. Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | **18 250**<br>11 620<br>29 665 | **✠100A1**<br>oil tanker or molasses in cargo tanks SG 1.45<br>**✠LMC**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6468 | **1982**-3 Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1242)<br>176,00(BB) 25,05 10,784<br>165,00 25,00 14,20<br>P 36,6 F 12,2 1 dk<br>rf nil<br>8BH WB14200T | **M Tanker**<br>Oil Molasses<br>15 Ta ER<br>L.(oil) 38 023 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>15kn |
| 6904600<br>H04791<br>1436-70<br>Esd Pfd<br>Rdr<br>RTm/h/v | **CAPE TIDE**<br>ex Tide Hal IV-70<br>**Tidewater Marine Panama Inc.**<br>Tidewater Inc.<br>Panama Panama | **712**<br>361<br>1 006 | AB | **1969** Verolme Scheepswerf Heusden N.V.—Heusden (803)<br>50,50 11,87 3,893<br>46,61 11,56 4,42<br>F 15,6 1 dk<br>rf 762 | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) 11kn |
| 7433048<br>GBZK<br>389439<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPE TRAFALGA✠R**<br>**Trafalgar Shipping Co. Ltd.**<br>Scottish Ship Management Ltd.<br>Glasgow United Kingdom | **16 023**<br>10 173<br>26 060 | **✠100A1**<br>bulk carrier strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC**<br>EL G† 577,5/60,0U3<br>FN 6502 | **1981**-9 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (136)<br>173,16(BB) 26,67 9,751<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB11986T incl. topside tanks in holds 2751T, Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2324T & incl. No. 3 hold 5220T | **M Bulk Carrier**<br>5 Ho 16,7 28,0 19,0 28,1 28,1 ER<br>G.37 446<br>TEU 648<br>C.Ho 370/20' (40') C.Dk 278/20' (40')<br>5 Ha (stl) (12,8 × 11,4) (19,6 12,4 19,8 19,8 × 16,5) ER<br>Cr 4(25) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 255,0t (d.o.) 1 949,0t (hvf)-34,5pd<br>15kn |
| 7207346<br>P3OQ<br>394324<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPE VALS**<br>ex Auguste S-82 ex Miraflores-79<br>**St. Germans Shipping Co. Ltd.**<br>Atlantic Marine Ltd.<br>Limassol Cyprus | **5 174**<br>2 749<br>7 596 | GL<br>✠Classed LR until 31/8/79 | **1972**-4 S.A. Juliana Const. Gijonesa—Gijon (223)<br>118,12 17,66 7,354<br>108,29 17,30 8,79<br>P 24,1 F 11,3 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,9 28,0 23,7 ER<br>G.9 769 B.9 599<br>3 Ha (stl) (13,0 19,8 20,5 × 10,3) ER<br>10W Der 2(35) 10(10) | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 765,0t (hvf) 14kn |

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| 7304613<br>VC8594<br>347225<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE VERDE**<br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | **750**<br>327<br>— | ✠Classed LR until 13/9/74 | **1973**-1 Marystown Shipping Enterprises (1971) Ltd.—Marystown, Nfl. (4)<br>45,60 11,16 4,846<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 Box K 305 | **M Fishing**<br>Side Trawler<br>Mchy.fwd | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 7330399<br>VC8942<br>348097<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE WRATH II**<br>**National Sea Products Ltd.**<br>St. John's, Nfl. Canada | **750**<br>327<br>— | ✠Classed LR until 9/74 | **1973**-11 Marystown Shipping Enterprises (1971) Ltd.—Marystown, Nfl. (6)<br>45,65 11,16<br>39,88 10,98 5,49<br>F 25,0 1 dk<br>rf 914 Box K 305 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.fwd<br>2W | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 1 × 148kW 1 × 120kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| 5062077<br>Df Esd<br>Gc Rdr | **CAPE YORK**<br>**Taiwan Steel & Mining Corp.**<br>China* | **1 459**<br>528<br>857 | ✠Classed LR until 8/27 | **1925**-10 Australian Commonwealth Shipping Board—Sydney, N.S.W. (102)<br>71,76 10,67 4,471<br>10,62<br>B 27,5 2 dks<br>R BK 38 | **S Lighthouse Tender**<br>B.876<br>4W Der 2(12) | T 3Cy. 464 762 & 1245 × 914<br>Australian Commonwealth Shipping Board Sydney, N.S.W.<br>Fuel 246,0t (o.f.)<br>10kn |
| 6815550<br>328678<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPE YORK**<br>**National Sea Products Ltd.**<br>Halifax, N.S. Canada | **628**<br>292<br>— | ✠Classed LR until 4/69 | **1968**-8 Halifax Shipyards Ltd.—Halifax, N.S. (55)<br>47,33 10,11 3,798<br>40,01 10,01 4,81<br>F 20,5 1 dk<br>rf 787 Box K 330 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 7213967<br>HO5363<br>1137<br>1-81<br>Df Gc<br>Rdr RTh | **CAPECREST**<br>ex Akorda-76<br>**Tropica Armadora S.A.**<br>Panama Panama | **744**<br>475<br>1 073 | AB<br>✠Classed LR until 24/7/81 | **1972**-5 Ast. de Murueta S.A.—Guernica (112)<br>59,67 10,34 3,893<br>53,01 10,25 4,40<br>P 8,6 F 6,4 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 39,0 ER<br>G.1 704 B.1 530<br>1 Ha (stl) (31,3 × 7,6) ER | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 40kW 1 × 16kW 380V 50Hz a.c.<br>Fuel 119,0t (d.o.)<br>11kn |
| 7630933<br>355961<br>Esd RT | **CAPEL**<br>**Elder-Prince Marine Services Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **163**<br>10<br>— | | **1976** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (148)<br>25,96 8,84 2,667<br>24,54 8,26 3,69<br>1 dk | **TM Tug** | 2 Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>10kn |
| 7370882<br>JLNL<br>121899<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CAPELLA**<br>**Taiheiyo Kaiun K.K.**<br>Tokyo Japan | **67 475**<br>46 466<br>124 058 | **✠100A1** SS 9/79<br>oil tanker<br>**✠LMC UMS**<br>**IGS**<br>EL U† 3⅝"U3<br>FN 15542<br>NK | **1975**-9 Mitsubishi Heavy Industries Ltd.—Hiroshima (252)<br>259,09(BB) 41,28 16,841<br>247,00 40,61 22,31<br>F 22,6 1 dk<br>rf nil<br>7BH WB20176T incl. clean ballast tanks 13830T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 147 001 HeCls. BC<br>Der 2(15) | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB 18kgf/cm² (17,7bar) hs836,1 e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 437,0t (d.o.) 4 058,0t (hvf)-86,5pd<br>16kn |
| 7223508<br>WHGA<br>540413<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPELLA**<br>ex Sea-Land McLean-82<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>Washington, DC United States of America | **41 127**<br>25 389<br>28 077 | AB | **1972** Rotterdamsche D.D. Maats. N.V.—Rotterdam (330)<br>288,40(BB) 32,26 10,608<br>268,38 32,16 15,83<br>B & F 57,0 2 dks<br>rf 305 | **TS Container Ship**<br>Fixed-guides<br>11 Cell.Ho 15,7 16,0 11,4 22,8 22,8 22,8 25,9 ER 11,4 11,4 22,8 22,8<br>B.3 751<br>C.Ho 554/35' 140/40' C.Dk 342/35' 60/40' incl. 102 ref C.<br>23 Ha (stl) ER<br>16 Wing Ha (stl) ER | 4 S Turb dr geared to 2 sc. shafts<br>120 000shp (88 267kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 3000kW 1 × 1500kW 450V 60Hz a.c.<br>Fuel 6 033,5t (o.f.)-624,0pd<br>33kn |
| 7716220<br>9VIH<br>381715<br>Df Esd<br>Gc Rdr<br>RT | **CAPELLA**<br>ex World Princess-79<br>**Sinpacific Pte. Ltd.**<br>Singapore Singapore | **11 999**<br>7 633<br>18 186 | BV NK | **1979** Shin Yamamoto Zosen—Kochi (209)<br>160,00 9,814<br>147,00 22,86 13,34<br>P 24,7 F 9,8 2 dks | **M General Cargo**<br>Str. heavy cargoes<br>3 Ho ER<br>G.25 277 B.24 548<br>3 Ha (stl) (12,5 × 13,0) (32,0 38,4 × 15,6) ER<br>Der 5(35) | Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW) Mitsubish<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 1291kW 450V 60Hz a.c.<br>14,75kn |
| 7214002<br>OIAL<br>586<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CAPELLA**<br>ex Hans Gutzeit-82<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>O/Y Finnlines Ltd.<br>Kotka Finland | **6 292**<br>2 110<br>5 301 | NV | **1972** Oy Wartsila Ab—Turku/Abo (1204)<br>137,37 24,62 6,116<br>126,40 24,57 17,35<br>4 dks<br>rf nil | **TM Passenger/RoRo Cargo** 48bth P<br>Ice strengthened Stern doors<br>Mchy.aft<br>G.31 963 B.23 743 In.1 580 | 2 Vee Oil 4SA each 14Cy. 400 × 460 geared to sc. shafts<br>14 000bhp (10 298kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 515kW 1 × 100kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 776,0t (hvf)-45,0pd<br>19,25kn |
| 7524964<br>DCVA<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPELLA**<br>**m.s. 'Capella' Rohden Bereederungs K.G.**<br>Gerhard Rohden<br>Elsfleth Federal Republic of Germany | **499**<br>292<br>1 400 | GL | **1976** Gutehoffnungshuette Sterkrade A.G.—Walsum (819)<br>81,21 12,91 3,429<br>75,01 12,81 6,02<br>P 12,5 F 5,5 3 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,6 ER<br>G.3 855 B.3 452<br>2 Ha (stl) (each 20,5 × 10,2) ER | Oil 4SA 12Cy. 220 × 280<br>1 490bhp (1 096kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 110kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 229,5t (d.o.)<br>11,5kn |

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| 5395656<br>SZJT<br>7573<br>Df Esd<br>Gc Rdr | **CAPETAN COSTAS**<br>ex Yewbank-74<br>**Esprit Maritime Inc.**<br>Adami Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**6 160**<br>3 507<br>10 503<br>**8 313**<br>4 857<br>12 355 | ✠**100A1** SS 5/76<br>DTa—vegetable oil<br>✠**LMC**<br>EL dt 2$\frac{1}{16}$"SQ<br>FN 4213 | **1959**-4 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (832)<br>148,44 18,98 7,963/8,808<br>137,50 18,90 11,74<br>F 12,5 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB2914t incl. DTa1435t | **M General Cargo**<br>5 Ho 17,1 19,5 18,2 9,7DT 15,2 25,1<br>G.18 189 B.16 491<br>5 Ha (8,9 9,9 7,6 9,1 9,1 × 6,7)<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 700 × 2320<br>4 800bhp (3 531kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 1 117,5t (hvf) 14kn |

**DELAYED IN SHATT—AL—ARAB — SURVEYS OVERDUE 5/80**

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| 6809616<br>SVPE<br>3148<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPETAN COSTIS I**<br>**Olymbos Shipping Corp.**<br>Piraeus Greece | **15 355**<br>9 777<br>26 457 | AB | **1968** Mitsui SB. & Eng. Co. Ltd.—Osaka (130)<br>176,61 23,27 10,062<br>168,00 23,22 13,95<br>P 33,0 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho ER<br>G.33 839 B.29 818<br>6 Ha (stl) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 328kW<br>Fuel 1 831,0t |

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| 7310117<br>J4SL<br>7288<br>Df Esd<br>Gc Pfd<br>Rdr | **CAPETAN GIORGIS II**<br>ex Washington Rainbow-79<br>ex Seiran Maru-76<br>**Mythikos Ploutos Shipping Co. S.A.**<br>Blue Line Shipping Co. S.A.<br>Piraeus Greece | **8 405**<br>5 905<br>15 057 | NV (NK) | **1973** Hashihama Zosen—Imabari (313)<br>138,46 21,47 9,005<br>128,00 21,42 11,99<br>P 25,0 F 9,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.18 879 B.17 872 HeCls. B<br>4 Ha (stl) (8,4 18,7 16,4 18,7 × 10,5) ER<br>Der 3(22) 1(15) | Oil 4SA 16Cy. 400 × 460<br>8 480bhp (6 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 490kW 450V a.c.<br>Fuel 90,0t (d.o.) 1 600,0t (hvf)-25,5pd 14kn |

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| 6809628<br>SZRV<br>3143<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPETAN KOSTIS**<br>**Oceanic Bulk Carriers S.A.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piraeus Greece | **24 668**<br>16 705<br>42 127 | AB | **1968** Osaka Zosensho—Osaka (251)<br>202,70(BB) 29,01 11,161<br>192,54 28,96 15,63<br>P 29,3 F 15,9 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,5 20,5 20,5 12,1 20,5 20,5 20,5 ER<br>G.52 414 B.51 678<br>7 Ha (stl) (12,9 12,8 12,8 9,1 12,8 12,8 12,8 × 13,7) ER<br>Cr 4(10) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 3 431,0t (hvf) 16kn |

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| 6622575<br>J4XO<br>7450<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPETAN LEONIDAS**<br>ex Reefer Princess-82<br>ex Tongariro-79<br>**Platana Maritime Co. S.A.**<br>Diana Shipping Agencies S.A.<br>Piraeus Greece | T.Mk<br>**8 113**<br>4 490<br>12 056 | ✠**100A1** SS 3/82<br>DTma—liquid cargoes FP above 65.5°C.<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL ht 2$\frac{3}{8}$"SQ<br>FN 5262 | **1967**-5 Bartram & Sons Ltd.—Sunderland (403)<br>160,81 21,72 9,265<br>149,38 21,65 13,57<br>F 19,9 2 dks, 3rd dk except in mchy. space<br>RW rf 76<br>7BH WB2841t incl. Tunnel tanks 840t | **M General Cargo**<br>Ref.<br>G.1 448 B.1 330 In.13 571 L.480 | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>WTAuxB 120lbf/in² (8,3bar)<br>AuxB 120lbf/in² (8,3bar)<br>e(ex.g) 130lbf/in² (9,0bar)<br>Gen 4 × 350kW 440V 60Hz a.c.<br>19,5kn |

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| 6828832<br>SYLF<br>311<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPETAN LUKIS**<br>ex Marigo R-79<br>**Compania Agia Markella de Navegacion S.A.**<br>Chios Greece | **10 840**<br>6 621<br>16 744 | AB<br>✠Classed LR until 13/6/80 | **1969**-2 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (887)<br>159,39 21,44 9,640<br>148,04 21,34 12,96<br>F 13,8 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>5 Ho 19,2 14,4 9,2DT 24,3 23,4 23,4<br>G.24 024 B.22 049<br>5 Ha (stl) (10,2 13,4 13,4 13,4 10,9 × 7,6)<br>14W Der 1(60) 14(5) 2(1) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 636,0t (hvf) 17kn |

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| 7233632<br>A8VL<br>5320<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPETAN MANOLIS HAZIMANOLIS**<br>ex Nedlloyd Everest-82<br>ex Capetan Manolis Hazimanolis-81 ex Seatrain Baltimore-81<br>ex Capetan Manolis Hazimanolis-79 ex Hamburger Wappen-77<br>**Marathounda Shipping Corp.**<br>Monrovia Liberia | **18 066**<br>11 983<br>32 691 | GL<br>✠Classed LR until 13/6/80 | **1973**-3 Verolme Shipyard Alblasserdam B.V.—Alblasserdam (856)<br>181,67(BB) 25,73 11,240<br>172,22 25,66 15,17<br>P 29,6 F 16,2 1 dk<br>rf nil conv Bulk Carrier 78 | **M Bulk Carrier/Container Ship**<br>Fixed-guides Portable guides<br>Str. heavy cargoes<br>5 Ho 19,2 26,9 26,9 26,9 26,2 ER<br>G.39 986<br>TEU 980<br>C.Ho 630/20' (40') C.Dk 350/20' (40')<br>1 Ha (stl) (12,9 × 13,4) 4 Ha (stl) (each 19,5p&s × 10,2) ER<br>Der 3(35) 1(22) 6(10) | Oil 2SA 7Cy. 780 × 1550<br>13 300bhp (9 783kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 605,0t (hvf) 16kn |

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| 6930257<br>SZYQ<br>324<br>Df Esd<br>Gc Rdr<br>RTv | **CAPETAN MICHALIS**<br>ex Lago Maracaibo-81<br>ex Lawrentian-77<br>**Compania Pelineon de Navegacion S.A.**<br>Chios Greece | **14 576**<br>9 156<br>23 593 | ✠**100A1** SS 4/81<br>strengthened for heavy cargoes—Nos. 3 and 5 holds may be empty<br>✠**LMC**<br>EL Et 2$\frac{1}{2}$"U2<br>FN 6147 | **1969**-12 Austin & Pickersgill Ltd.—Southwick, Sunderland (863)<br>175,27 22,92 9,805<br>167,65 22,86 13,80<br>F 13,8 1 dk<br>RW rf nil<br>NS 8BH WB5982t incl. Comb. btm & side tanks in holds 2833t Topside tanks in holds 2472t | **M Bulk Carrier**<br>6 Ho 21,2 21,7 12,1 21,9 21,9 21,9 ER<br>G.33 272 B.29 090<br>6 Ha (stl) (13,7 13,7 7,3 13,7 13,7 13,7 × 10,9) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 226,5t (hvf) 16kn |

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| 5400669<br>SV3202<br>1551<br>Df Esd<br>Rdr RT | **CAPETAN MICHALIS**<br>ex Panagia-76 ex Angelis S.-75<br>ex Tris Ierarchal II-62<br>ex Prospect-60<br>**Co-Ownership Capetan Michalis**<br>Koutroubas Brothers<br>Piraeus Greece | **433**<br>234<br>447 | (GL)<br>Classed LR until 4/60 | **1942** Midland SB. Co. Ltd.—Midland, Ont.<br>49,99 8,49 3,988<br>46,33 8,36 4,58<br>P 8,3 1 dk<br>conv Side Trawler Fishing 48 | **M General Cargo**<br>Ref<br>In.113<br>1 Ha (2,4 × 2,1)<br>1W | Oil 4SA 6Cy. 350 × 500<br>550bhp (405kW) NE 60<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 99,5t 9kn |

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| 5060184<br>C4JN<br>374122<br>Df Esd<br>Gc Rdr<br>RTv | **CAPETAN NICOLAS**<br>ex Canopic-75<br>**Elthina Shipping Co. Ltd.**<br>Roussos Bros.<br>Limassol Cyprus | T.Mk<br>**9 044**<br>4 521<br>10 307<br>**10 905**<br>6 281<br>12 369 | ✠**100A1** SS 2/76<br>DTsa—vegetable oil<br>✠**LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 4940 | **1954**-12 Vickers-Armstrongs Ltd.—Newcastle (151)<br>156,06 21,19 8,770/10,205<br>146,62 21,04 12,65<br>B 62,8 F 17,4 2 dks<br>RW rf 152 DK fwd<br>7BH to U dk 1 to 2nd dk WB1387t incl. DTf377t | **TM General Cargo**<br>Ref<br>6 Ho 21,9 24,3 19,2 ER 16,7 15,9 13,1<br>G.9 479 B.8 740 In.9 862<br>6 Ha (stl) (9,4 12,4 7,3 × 5,9) ER (8,2 8,2 7,3 × 5,9)<br>22W Der 1(70) 1(25) 4(12) 2(7) 6(5) 10(3) | 2 Oil 2SA each 6Cy. 750 × 1500 exhaust500<br>14 300bhp (10 519kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB 150lbf/in² (10,4bar)<br>Gen 2 × 480kW 2 × 200kW 220V d.c.<br>Fuel 192,0t (d.o.) 2 122,5t (hvf) 17,5kn |

**LAID UP — SURVEYS OVERDUE 2/8o**

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| **6621284**<br>SYOD<br>3066<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPETAN PSARROS**<br>**United Chartering Enterprises S.A.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piraeus Greece | **16 048**<br>9 943<br>28 006 | AB | **1966** Osaka Zosensho—Osaka (247)<br>171,30(BB) 24,90 10,234<br>162,62 24,85 14,03<br>P 35,1 F 14,1 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,1 19,7 18,9 13,6 19,7 20,5 ER<br>G.32 564 B.32 253<br>6 Ha (stl) (10,2 10,5 10,5 6,1 10,5 10,5 × 12,8) ER<br>12W Der 12(7) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 2 066,5t | B&W<br>Tamano<br>15kn |
| **6712203**<br>SXPS<br>3042<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPETAN RAHIOTIS**<br>ex Capetan Yemelos-75<br>**United Bulk Carriers S.A.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piraeus Greece | **16 098**<br>10 010<br>27 503 | AB | **1967** Osaka Zosensho—Osaka (255)<br>171,30(BB) 24,90 10,234<br>163,20 24,85 14,03<br>1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,1 19,7 18,9 13,6 19,7 20,5 ER<br>G.32 564 B.32 253<br>6 Ha (stl) (10,2 10,5 10,5 6,1 10,5 10,5 × 12,8) ER<br>12W Der 12(7) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 2 066,5t (hvf) | B&W<br>Tamano<br>15kn |
| **6809496**<br>SWPD<br>6280<br>Df Esd<br>Gc Rdr<br>RTm/h | **CAPETAN TASSOS**<br>**Isla Volcanica Cia. Naviera S.A.**<br>Piraeus Greece | **23 372**<br>15 406<br>39 395 | AB | **1968** Kure Zosensho—Kure (154)<br>190,00 27,67 11,729<br>180,02 27,60 16,03<br>P 37,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 17,9 18,5 18,9 18,9 18,9 18,8 18,9 ER<br>G.49 511<br>7 Ha (stl) (10,9 11,6 11,9 11,9 11,9 11,9 11,9 × 12,5) ER<br>14W Der 14(5) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 610kW 450V 60Hz a.c.<br>Fuel 4 766,5t (hvf) | Sulzer<br>Aioi<br>16,5kn |
| **7621023**<br>SVIR<br>6264<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPETAN YEMELOS**<br>**Theologos Marine Enterprises S.A.**<br>Yemelos Brothers General Enterprises S.A.<br>Piraeus Greece | T.Mk<br>**6 724**<br>3 896<br>13 332<br>**10 459**<br>7 014<br>16 536 | ✠**100A1** SS 7/81<br>✠**LMC** **UMS**<br>EL C† 2$\frac{3}{8}$"U2<br>FN 4684 | **1977**-4 Minami-Kyushu Zosen K.K.—Usuki (511)<br>147,35(BB) 22,05 8,881<br>138,03 22,01 11,92<br>P 25,0 F 12,5 2 dks<br>rf nil<br>SF 6BH WB3477T incl. TwD tanks 1162T | **M General Cargo**<br>4 Ho 24,1 26,3 26,3 26,3 4 TwD ER<br>G.23 734 B.21 064<br>4 Ha (stl) (11,9 16,0 17,6 16,0 × 11,2) ER<br>8W Der 1(60) 8(5-15) | Oil 2SA 5Cy. 700 × 1200<br>7 750bhp (5 701kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 340kW 445V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 030,5t (hvf) | MAN<br>Kobe |
| **6814001**<br>SZTW<br>3199<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPETAN YIANNIS**<br>**Global Bulkcarriers S.A.**<br>J. C. Carras & Sons (Shipbrokers) Ltd.<br>Piraeus Greece | **24 801**<br>16 838<br>42 148 | AB | **1968** Osaka Zosensho—Osaka (256)<br>202,70(BB) 29,01 11,161<br>192,01 28,96 15,63<br>P 29,3 F 15,9 1 dk<br>rf nil DK | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,5 20,5 20,5 12,1 20,5 20,5 20,5 ER<br>G.52 414 B.51 678<br>7 Ha (stl) (12,9 12,8 12,8 9,1 12,8 12,8 12,8 × 13,7) ER<br>Cr 4(10) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 3 431,0t (hvf) | B&W<br>Tamano<br>16kn |
| **6524644**<br>Df Esd | **CAPIO**<br>ex Marina-71 | **138**<br>60<br>— | BV | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,66 2,693<br>29,52 6,61 3,31<br>F 6,1 1 dk<br>BK 64 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>In.146<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Oil 4SA 6Cy. 250 × 300<br>800bhp (588kW)<br>Nydqvist & Holm A/B<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,0t (d.o.) | Trollhattan<br>10,75kn |
| **7510080**<br>H8US<br>10349 -80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPIRA**<br>ex Koyo Maru-80<br>ex Happusan Maru-79<br>**Maravillano Navegacion Co. S.A.**<br>Panama Panama | **5 678**<br>3 288<br>8 940 | NK | **1976** Shimoda Dockyard Co. Ltd. —Shimoda (248)<br>116,06 18,65 7,621<br>106,99 18,61 9,48<br>P 22,3 F 8,0 1 dk | **M General Cargo**<br>G.11 330 B.10 763<br>3 Ha (stl) (11,4 22,4 21,7 × 9,8) ER<br>Der 4(20) 1(15) | Oil 4SA 6Cy. 550 × 900<br>5 200bhp (3 825kW)<br>Ito Tekkosho<br>Gen 2 × 400kW a.c. | Shimizu<br>12,5kn |
| **6821767**<br>FP4319<br>Esd RTv | **CAPITAINE ALBERT RUAULT**<br>ex Don Quixote-78 ex Zuriya-78<br>ex Hagit-76<br>**Societe de Remorquage Louis Thomas et Cie.**<br>France | **145**<br>0<br>67 | ✠**100A1** SS 7/82<br>tug<br>European service south of 55°N also Mediterranean service<br>✠**LMC**<br>EL (a) $\frac{13}{16}$"U1<br>FN 259 | **1968**-11 Israel Shipyards Ltd.—Haifa (18)<br>26,83 7,90 3,328<br>22,51 7,60 3,89<br>rf 787<br>3BH WB30t | **M Tug** | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>Kloeckner Humboldt Deutz<br>Gen 2 × 60kW 400V 50Hz a.c. | Koeln |
| **7320643**<br>FZDA<br>193873<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAINE BYRON**<br>**Societe d'Armement Nord-Atlantique S.A.**<br>Societe d'Armement a la Peche Jego Quere et Compagnie<br>Lorient France | **682**<br>291<br>— | BV | **1973** Beliard-Murdoch S.A.—Oostende (C.217)<br>59,01 10,22 4,241<br>52,91 10,10 6,13<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>G.480 | Vee Oil 4SA 12Cy. 260 × 280<br>1 800bhp (1 324kW)<br>Crepelle et Cie.<br>Fuel 126,0t (d.o.) | Lille<br>15kn |
| **7208584**<br>FSIA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAINE CARTIER**<br>**Societe d'Armement a la Peche Jego Quere et Compagnie**<br>Lorient France | **682**<br>291<br>— | BV | **1972** Beliard-Murdoch S.A.—Oostende (C.214)<br>59,01 10,22 4,241<br>52,91 10,10 6,13<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 260 × 280<br>1 800bhp (1 324kW)<br>Crepelle et Cie.<br>Fuel 126,0t (d.o.) | Lille<br>15kn |
| **5341966**<br>FNOX<br>Df Esd<br>Gc Rdr<br>RTv | **CAPITAINE COOK**<br>ex Nedlloyd Clement-79<br>ex Straat Clement-78<br>ex Asian Express-74<br>ex Straat Clement-73<br>**Sofrana Fiji Express Line**<br>Sofrana Unilines S.A.<br>Mata-Utu Wallis & Futuna Islands (French) | T.Mk<br>**6 225**<br>3 401<br>8 838<br>**8 862**<br>5 102<br>11 139 | BV | **1959** Flensburger Schiffsbau-Ges. —Flensburg (578)<br>158,12 18,88 7,278/8,275<br>145,90 18,83 10,90<br>P 12,8 B 22,9 F 12,8 3 dks<br>RW rf 76 len 71 | **M General Cargo**<br>Ref 12P<br>6 Ho<br>G.14 583<br>6 Ha (stl) (4,7 9,7 9,6 × 5,8) (10,5 10,5 × 5,9) (12,8 × 8,0)<br>18W Der 1(15) 8(6) 10(3) | Oil 2SA 6Cy. 740 × 1600<br>6 800bhp (5 002kW)<br>Frd. Krupp A.G.<br>Gen 3 × 250kW 320V d.c.<br>Fuel 825,0t (hvf) | B&W<br>Essen<br>18kn |

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| 6729878<br>Df Esd<br>Gc Rdr<br>RTm | **CAPITAINE COOK**<br>**S.A.P.O.**<br>R. Coupa<br>Abidjan Ivory Coast | **680**<br>285<br>— | | **1967** Beliard-Murdoch S.A.—Oostende (C.200)<br>BV 57,99 10,19 4,401<br>52,61 10,10 6,13<br>1 dk | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>In.480<br>2 Ha (2,3 × 0,9) (1,6 × 1,8) ER | Oil 4SA 8Cy. 320 × 450<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 117kW<br>Fuel 171,5t (d.o.) 14kn |
| 6405915<br>TOGA<br>1029<br>Df Esd<br>Rdr RTv | **CAPITAINE GLATRE**<br>**Glatre et Fils**<br>St. Malo France | **178**<br>59<br>— | | **1963** S.I.C.C.Na.—St. Malo (61)<br>31,96 7,24 2,877<br>BV 27,36 7,21 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.145<br>2 Ha (each 0,9 × 0,9)<br>2W Der 1(2) 1(1) | Oil 4SA 8Cy. 220 × 280<br>585bhp (430kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 45,0t (d.o.) 11,75kn |
| 6341942<br>FNTA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAPITAINE LA PEROUSE**<br>ex Nedlloyd Chatham-80<br>ex Straat Chatham-78<br>**Sofrana S.A. & Sofrana New Guinea Lines S.A.**<br>Sofrana Unilines S.A.<br>Mata-Utu Wallis & Futuna Islands (French) | T.Mk<br>**6 219**<br>3 394<br>9 094<br>**8 855**<br>5 096<br>11 258 | | **1962** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (550)<br>BV 158,10 18,88 7,278/8,275<br>145,88 18,83 10,90<br>3 dks<br>RW rf 76 len 71 | **M General Cargo** 12P<br>Ref<br>6 Ho<br>G.14 583<br>6 Ha (stl) (9,6 12,6 12,6 × 14,4) (10,5 10,5 × 5,9) (12,8 × 8,0)<br>18W Der 1(15) 8(6) 10(3) | Oil 2SA 6Cy. 740 × 1600<br>6 800bhp (5 002kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>Gen 3 × 250kW 220V d.c.<br>Fuel 814,0t (hvf) 15,5kn |
| 7601413<br>Esd Rdr | **CAPITAINE LOUIS THOMAS**<br>**Societe de Remorquage Louis Thomas et Cie.**<br>Rouen France | **130**<br>—<br>— | | **1976** Soc. des At. Francais de l'Ouest—St. Nazaire (RD.22)<br>BV 26,83 3,001<br>24,01 7,21 3,71<br>1 dk | **M Tug** | Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>11,75kn |
| 7325801<br>FNMW<br>Df Esd<br>Gc Rdr<br>RTh/v | **CAPITAINE PLEVEN II**<br>**Societe Anonyme des Pecheries Pleven (S.A.P.P.)**<br>St. Malo France | **2 435**<br>1 051<br>1 636 | | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B421/02)<br>BV 90,56 15,04 5,201<br>15,02 6,81<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Oil 4SA 8Cy. 400 × 480<br>4 056bhp (2 983kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Controllable pitch propeller<br>Fuel 937,5t (d.o.) 15,75kn |
| 5062388<br>TPEW<br>4593<br>Df Esd<br>RTm/h | **CAPITAINE QUEMERAIS**<br>**Association Rochelaise de Peche a Vapeur (A.R.P.V.)**<br>La Rochelle France | **167**<br>43<br>300 | | **1955** At. & Ch. de la Manche—Dieppe (1130)<br>(BV) *31,12* 6,53<br>29,01 6,51 , 3,81<br>P 11,9 F 4,9 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 × 0,9) (0,9 0,9 × 0,7) | Oil 4SA 5Cy. 290 × 360<br>530bhp (390kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Gen 2 × 25kW 1 × 10kW 110V d.c.<br>Fuel (d.o.) 11kn |
| 5062405<br>VYTB<br>172245<br>Esd Rdr<br>RT | **CAPITAINE SIMARD**<br>**Societe de Dragage Richelieu Inc.**<br>Sorel, P.Q. Canada | **235**<br>156<br>— | ✠Classed LR until 5/73 | **1944** Montreal Dry Docks Ltd.—Montreal, P.Q.<br>34,29 8,13 3,506<br>8,08 3,84<br>RW | **M Tug** | Oil 2SA 9Cy. 290 × 500<br>Dominion Eng. Works Ltd. Montreal, P.Q. |
| 6400836<br>FNXM<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPITAINE TASMAN**<br>ex Concordia Ion-81 ex Ion-80<br>ex Circea-76<br>**Sofrana Unilines S.A.**<br>Mata-Utu Wallis & Futuna Islands (French) | **7 832**<br>4 250<br>13 563 | | **1963** Ch. Nav. de La Ciotat—La Ciotat (220)<br>BV 172,40 20,96 8,376<br>162,24 20,90 12,10<br>RQD 29,6 B 20,2 F 17,1 1 dk & S dk, 3rd dk fwd & aft<br>len 72 | **M General Cargo** OSD<br>Ref<br>6 Ho 13,8 24,0 17,3 23,7 21,6 19,2<br>G.22 079 B.19 612 In.262<br>6 Ha (7,5 × 5,0) (12,8 9,6 12,8 × 6,3) (11,2 9,6 × 5,9)<br>18W Der 1(69) 1(25) 10(8) 6(3) | Oil 2SA 8Cy. 620 × 1400<br>8 700bhp (6 399kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 321,0t (d.o.) 1 727,5t (hvf) 17kn |
| 5062417<br>TVUE<br>Df Esd<br>RT | **CAPITAINE TESSIER**<br>**Vve. Bon & Compagnie**<br>La Rochelle France | **134**<br>37<br>— | | **1931** Beliard, Crighton & Cie. S.A.—Oostende<br>*27,19* 6,10<br>... ... ...<br>R | **M Fishing**<br>Side Trawler<br>3 Ha (1,8 × 0,9) (0,7 0,7 × 0,7) | Oil 4SA 8Cy. 240 × 300<br>400bhp (294kW) NE 50<br>Soc. des Moteurs Baudouin Marseille |
| 6406488<br>FNUD<br>6334<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAINE WALLIS**<br>ex Polydora-81 ex Cypria-77<br>**Sofrana Fiji Express Line**<br>Sofrana Unilines S.A.<br>Mata-Utu Wallis & Futuna Islands (French) | **7 832**<br>4 250<br>13 847 | | **1964** Ch. Nav. de La Ciotat—La Ciotat (221)<br>BV 172,75 20,96 8,154<br>162,85 20,91 12,07<br>B 20,2 F 17,1 1 dk & S dk, 3rd dk fwd & aft<br>len 71 | **M General Cargo** OSD<br>Ref<br>6 Ho<br>G.22 111 B.19 649 In.312<br>6 Ha (8,8 × 5,0) (12,9 9,6 12,9 × 6,3) ER (11,2 9,5 × 5,9)<br>18W Der 1(69) 1(25) 1(22) 16(8) | Oil 2SA 8Cy. 620 × 1400<br>8 700bhp (6 399kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 321,0t (d.o.) 1 727,5t (hvf) 17kn |
| 5305065<br>IBTC<br>468<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CAPITAN ALBERTO**<br>ex Sagamore-75<br>**Navale Cala di Volpe S.p.A.**<br>Cagliari Italy | **9 864**<br>3 292<br>15 884 | RI<br>✠Classed LR until 27/2/76 | **1957**-12 Blythswood SB. Co. Ltd.—Glasgow (121)<br>153,96 20,50 8,840<br>146,92 20,43 11,16<br>P 33,6 F 13,5 1 dk<br>RW rf 102 | **M Ore Carrier**<br>3 Ho 19,5 39,0 39,0 ER<br>G.11 298<br>5 Ha (stl) (each 14,6 × 11,0) ER<br>Der 1(5) 1(1,5) 2(1) | Oil 2SA 4Cy. 670 × 2320<br>4 000bhp (2 942kW) Doxford<br>D. Rowan & Co. Ltd. Glasgow<br>Gen 3 × 150kW 220V d.c.<br>Fuel 1 717,0t (hvf) 12kn |
| 7385978<br>CL2002<br>Df Esd<br>Gc Rdr<br>RT | **CAPITAN ALBERTO FERNANDEZ**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **1 299**<br>636<br>1 981 | **✠100A1** SS 4/79<br>chemical tanker<br>Type A, SG up to 1.83 in association with an approved list of cargoes<br>**✠LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1242 | **1975**-2 Ast. de T. Ruiz de Velasco—Bilbao (135)<br>77,32 12,30 4,801<br>70,16 12,20 5,49<br>P 16,8 RAD 13,8 RFD 10,1 F 10,4 1 dk<br>rf 203<br>6BH WB439T | **M Tanker**<br>Chemical<br>8 Ta (s.stl) ER<br>L.1 453 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 150kW 1 × 75kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.)-5,0pd 12kn |
| 7010913<br>ILHR<br>3686<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAN ANTONIO**<br>ex El Pison-78<br>**Landimare S.p.A.**<br>Genova Italy | **2 999**<br>1 743<br>5 638 | RI<br>✠Classed LR until 2/2/79 | **1970**-6 S.A. Juliana Const. Gijonesa—Gijon (195)<br>93,50 14,81 7,246<br>86,42 14,79 9,02<br>1 dk<br>rf nil | **M General Cargo**<br>2 Ho 26,8 30,0 ER<br>G.6 681 B.6 252<br>2 Ha (stl) (19,9 20,6 × 7,6) ER | Oil 4SA 7Cy. 520 × 740<br>2 815bhp (2 071kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Gen 2 × 185kW 380V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |

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| 5402215<br>LPCJ<br><br>RTm/h | **CAPITAN BRIZUELA**<br>ex Iris-62<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **403**<br>191<br>— | | **1933** Cia. Arg de Nav. Mihanovich —Carmelo<br>*51,64* 7,50 2,083<br>7,45<br>RW | **TM Ferry**<br>90P | 2 Oil 2SA each 6Cy. 230 × 280<br>740bhp (544kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 35kW 1 × 10kW 220V d.c.<br>Fuel (d.o.) |
| 6422523<br>LW3678<br><br>Df Esd<br>Rdr RTm | **CAPITAN CANEPA**<br>ex Eolo-80<br>**Proyecto de Desarrollo Pesquero**<br>Buenos Aires Argentina | **230**<br>115<br>277 | BV | **1964** Ast. Mestrina S.A.—Tigre<br>37,01 7,40<br>35,18 7,35 3,99<br>1 dk<br>conv Side Trawler Fishing 80 | **M Research/Fishing**<br>Oceanographic<br>3 Ha (0,9 0,9 × 0,9) (0,6 × 0,6)<br>1W Der 1(3) | Oil 4SA 6Cy. 295 × 420<br>540bhp (397kW)<br>Masch. Buckau-Wolf Kiel<br>Fuel (d.o.) |
| 6403357<br>ICPZ<br>3730<br>Df Esd<br>Rdr<br>RTm/h/v | **CAPITAN CARLO**<br>ex Juan Nespral-81<br>**Landimare S.p.A.**<br>Genova Italy | **2 756**<br>1 823<br>4 281 | (BV)<br>✠Classed LR until 4/72 | **1964**-4 Ast. Construcciones S.A.—Vigo (38)<br>103,43 13,44 5,677<br>94,37 13,40 6,86<br>RQD 35,1 F 8,3 1 dk<br>rf 102 len 70 | **M General Cargo**<br>3 Ho 19,5 27,8 18,2 ER<br>G.5 724<br>3 Ha (stl) (11,7 21,4 11,7 × 8,1) ER | 2 Oil 4SA each 6Cy. 360 × 480 with sr gearing to sc. shaft<br>3 200bhp (2 354kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 50kW 220V d.c.<br>Fuel 278,5t (d.o.) 12,5kn |
| 5062429<br>EDHI<br>1512<br>Df Esd<br>Pfd RTm | **CAPITAN CHIMISTA**<br><br>**Jose Lijo Prego**<br>Gijon Spain | **174**<br>74<br>178 | BV | **1960** Ast. del Cantabrico Angel Riva Suardiaz—Gijon (65)<br>35,36 6,71 3,214<br>30,00 6,66 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel (d.o.) 13,5kn |
| 7050444<br>WY5122<br>517026 | **CAPITAN CONTOY**<br>ex Clementina-80<br>**Independent Fish Co. Inc.**<br>Brownsville, Tx United States of America | **114**<br>77<br>— | | **1969** Patterson Shipyard Inc.—Patterson, La<br>*21,34* 6,71<br>3,31 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 6505442<br>EELL<br><br>Df Esd<br>RTm | **CAPITAN EMILIO**<br><br>**Pesqueras Costa de la Luz S.A.**<br>Vigo Spain | **472**<br>253<br>— | BV | **1965** Maritima del Musel S.A.—Gijon (61)<br>46,26 8,36 4,064<br>39,98 8,35 4,40<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.350<br>3 Ha (0,9 × 0,9) (1,4 1,4 × 1,8) ER | Oil 4SA 9Cy. 300 × 450<br>1 255bhp (923kW) MAN<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Fuel (d.o.) 13kn |
| 7224564<br>EELR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAN EMILIO SEGUNDO**<br><br>**Pesqueras Costa de la Luz S.A.**<br>Huelva Spain | **250**<br>122<br>— | BV | **1973** Soc. Met. Duro Felguera—Gijon (77)<br>37,34 7,42 3,810<br>32,01 7,40 4,04<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>12,5kn |
| 5415195<br>EDVD<br>1608<br>Df Esd<br>RTm | **CAPITAN JORGE**<br><br>**Jose Porto Garrido**<br>Barcelona Spain | **178**<br>65<br>— | BV | **1963** Maritima del Musel S.A.—Gijon (52)<br>33,20 6,51<br>29,01 6,43 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 45,0t (d.o.) 13,75kn |
| 6829824<br>EHYN<br><br>Df Esd<br>Gc Rdr<br>RTm | **CAPITAN JORGE SEGUNDO**<br><br>**Pesqueras Costa de la Luz S.A.**<br>Huelva Spain | **487**<br>243<br>— | BV | **1969** Maritima del Musel S.A.—Gijon (104)<br>46,26 8,39 4,052<br>40,01 8,36 4,40<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 9Cy. 300 × 450<br>1 230bhp (905kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 210,0t (d.o.) 13,75kn |
| 7218125<br>EBZK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPITAN JORGE TERCERO**<br><br>**Pesqueras Costa de la Luz S.A.**<br>Huelva Spain | **250**<br>122<br>— | BV | **1973** Soc. Met. Duro Felguera—Gijon (74)<br>37,34 7,42 3,841<br>32,01 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>10,5kn |
| 6403826<br>CB2832<br><br>Df Esd<br>Rdr | **CAPITAN LUIZ ALCAZAR**<br><br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Puerto Montt Chile | **336**<br>215<br>359 | BV | **1963** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (458-3)<br>46,49 7,47 2,896<br>7,42 3,41<br>1 dk | **M General Cargo**<br>G.395<br>2 Ha (each 4,5 × 3,0)<br>2W Der 2(2,5) | Oil 4SA 7Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 45,5t (d.o.) 12kn |
| 6421397<br>CLCE<br><br>Df Esd<br>Rdr RTm | **CAPITAN MARTINEZ TAMAYO**<br>ex Stain-75 ex Stainless Tanker-74<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **500**<br>205<br>1 028 | NV | **1964** Trosvik Verksted A/S—Brevik (85)<br>63,71 9,56 3,893<br>57,74 9,53<br>1 dk<br>rf 127 | **M Tanker**<br>Chemical<br>8 Ta (s.stl) ER<br>L.793 | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 56kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-3,0pd 11kn |
| 6514077<br>CL2131<br><br>Df Esd<br>Rdr RTm | **CAPITAN OLO PANTOJA**<br>ex Rier-75 ex Stainless Carrier-74<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **491**<br>218<br>1 036 | NV | **1965** Trosvik Verksted A/S—Brevik (86)<br>63,71 9,56 3,891<br>57,71 9,53 3,92<br>1 dk<br>rf 127 | **M Tanker**<br>Chemical<br>Ice strengthened<br>8 Ta (s.stl) ER<br>L.821 | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 56kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 72,0t (d.o.)-3,0pd 11kn |
| 5062431<br>LRAO<br><br>Df Esd<br>Gc Rdr<br>RT | **CAPITAN REY**<br>ex Eugene F. Moran-47<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **493**<br>184<br>— | | **1944** Levingston SB. Co.—Orange, Tx (330)<br>43,72 10,09 3,887<br>10,04<br>F 12,5 | **D-E Tug** | 2 Oil 2SA each 12Cy. 220 × 265 connected to 2 elec. motors sr geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>12kn |

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| 7413775<br>CLBT<br>Df Esd<br>Gc Rdr<br>RT | **CAPITAN SAN LUIS**<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **4 327**<br>1 427<br>5 012 | **✠100A1** SS 5/80<br>**✠LMC** **UMS**<br>EL T $1\frac{3}{4}$"U2<br>FN 2453 | **1975**-10 Gotaverken Solvesborg AB —Solvesborg (84)<br>107,12 16,06 6,014<br>100,01 16,01 8,51<br>1 dk<br>rf 102<br>NS 7BH WB3486T incl. DTf536T & STs in way of holds 1482T | **M Cement Carrier**<br>Self-unloader<br>2 Ho 25,1 23,0 ER<br>G.3 862 | Oil 4SA 8Cy. 400 × 460 sr geared to sc. shaft<br>4 280bhp (3 148kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 211,5t (hvf) |
| 7204289<br>EGBA<br>8243<br>Df Esd<br>Rdr RT | **CAPITANA**<br>**Jorge Sola Sanroma**<br>Vigo Spain | **256**<br>76<br>— | BV | **1972** Construcciones Navales P. Freire S.A. —Vigo (68)<br>35,84 7,40<br>30,71 7,26 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 92,0t (d.o.) 11,5kn |
| 5045275<br>BAJ<br>481<br>Df Esd<br>Gc Rdr<br>RTm/h | **CAPITANO FRANCO V**<br>ex Nicolas C-76 ex Beechwood-75<br>ex Bishopsgate-69<br>**Fenicia di Navigazione S.r.l.**<br>Cagliari Italy | **11 616**<br>2 972<br>19 300 | RI<br>✠Classed LR until 17/3/78 | **1960**-4 Sir J. Laing & Sons Ltd.—Deptford, Sunderland (823)<br>160,03 21,42 9,145<br>153,93 21,34 12,55<br>P 33,0 F 17,7 1 dk<br>RW rf 76 | **M Ore Carrier**<br>2 Ho each 51,2 ER<br>G.12 658<br>6 Ha (stl) (12,1 9,7 12,1 12,1 11,5 12,1 × 8,5) ER | 4P Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>Gen 3 × 200kW 220V d.c.<br>Fuel (hvf) 12,5kn |
| 7221627<br>LX-111-C<br>Df Esd<br>Rdr RT | **CAPITAO CORUJO**<br>**Industria Aveirense de Pesca Ltda.**<br>Lisboa Portugal | **179**<br>54<br>80 | ✠Classed LR until 5/74 | **1973**-3 Est. Nav. do Mondego—Figueiro da Foz (166)<br>32,82 7,42 2,931<br>27,08 7,21 3,41<br>F 22,9<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 350 sr geared to sc. shaft<br>750bhp (552kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 64kW 400V 50Hz a.c.<br>Controllable pitch propeller |
| 5082467<br>CSTA<br>Esd Rdr<br>RT | **CAPITAO FERREIRA**<br>**Atlantica Companhia Portuguesa de Pesca S.a.r.l.**<br>Lisboa Portugal | **762**<br>434<br>— | | **1945** Benjamin Bolais Monica—Figueiro da Foz<br>*47,49* 10,39<br>10,34 | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 350 × 535<br>Mirrlees, Bickerton & Day Stockport |
| 5062479<br>CSPT<br>Df Esd<br>Gc Rdr<br>RT | **CAPITAO JOAO VILARINHO**<br>**Joao Maria Vilarinho, Sucessores Ltda.**<br>Aveiro Portugal | **1 187**<br>657<br>— | **✠100A1** SS 1/79<br>fishing purposes<br>Str. nav. ice<br>**✠LMC**<br>EL (m)<br>FN 994 | **1952**-5 Est. Nav. do Mondego—Figueiro da Foz (23)<br>66,73 11,03 4,706<br>60,33 10,98 5,49<br>P 18,6 F 20,8<br>RW<br>4BH | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW)<br>Maschinenbau Kiel A.G. Kiel |
| 7027459<br>LX-104-C<br>Df Esd<br>Rdr RT | **CAPITAO PISCO**<br>**Testa & Cunhas Ltda.**<br>Lisboa Portugal | **180**<br>56<br>71 | **✠100A1** SS 6/79<br>stern trawler<br>**✠LMC**<br>EL h $\frac{13}{16}$"U2<br>FN 288 | **1970**-11 Est. Sao Jacinto S.a.r.L.—Aveiro (85)<br>32,01 7,45 2,763<br>27,08 7,19 3,41<br>F 22,9 1 dk<br>RW rf 787 BK 152<br>5BH | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>640bhp (471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 5302893 | **CAPITOL COLLEGE**<br>ex Ryoyo Maru No. 1-75<br>**Cagayan de Oro - Capitol College**<br>Philippines | **618**<br>348<br>958 | | **1959** Kanawa Dockyard Co. Ltd. —Hiroshima (116)<br>57,97 8,54 3,785<br>52,99 8,49 4,30<br>1 dk<br>RW | **M Cement Carrier**<br>3 Ho ER<br>3 Ha (3,5 8,3 7,7 × 4,1) ER | Oil 4SA 6Cy. 290 × 410<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 15kW 100V d.c.<br>Fuel 16,5t-1,5pd 9,5kn |
| 7407271<br>4356<br>Rdr RT | **CAPLI**<br>**Istanbul Petrol Rafinerisi Anonim Sirketi (IPRAS)**<br>Istanbul Turkey | **358**<br>92<br>— | **✠100A1** SS 1/80<br>Turkish coasting service<br>**✠LMC**<br>EL (H) $\frac{15}{16}$"U2<br>FN 461 | **1975**-11 Sedef Gemi Endustrisi A.S. —Gebze (11)<br>37,01 9,56 4,379<br>33,10 9,11 4,81<br>RAD 1,6 RFD 13,5 1 dk<br>rf 991<br>3BH WB180T incl. DTsf89T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 12Cy. 250 × 300 reverse reduction geared to sc. shaft<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 38,5t (d.o.) |
| 6712332<br>Esd RT | **CAPLINA 1**<br>ex Prosa No. 5-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Supe Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (29)<br>6,76<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t |
| 6905226<br>Esd RT | **CAPLINA 2**<br>ex Sama 1-76<br>**Pesquera La Union SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1968** Metal Empresa S.A.—Callao (L-7)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 12,0t |
| 6905238<br>Esd RT | **CAPLINA 3**<br>ex Sama 2-76<br>**Pesquera La Union SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1968** Metal Empresa S.A.—Callao (L-8)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 12,0t |
| 6905240<br>Esd RT | **CAPLINA 4**<br>ex Sama 3-76<br>**Pesquera La Union SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1968** Metal Empresa S.A.—Callao (L-9)<br>6,79<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 12,0t |
| 6517639<br>Esd RT | **CAPLINA 5**<br>ex Costa Blanca-76<br>**Pesquera Normito SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1964** Promecan Ingenieros S.A.—Callao (18)<br>6,76<br>21,49 6,71 3,51<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 11,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t |

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| 6521719<br><br><br>Esd RT | **CAPLINA 6**<br>ex Punta Lagarto-76<br>**Las Margaritas SCR Ltda.**<br>Callao Peru | 105<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (22)<br>6,79<br>21,49 6,71 3,51<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 11,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller | Bergen |
| 6521707<br><br><br>Esd RT | **CAPLINA 9**<br>ex Punta Lachay-76<br>**Pesquera Malla SCR Ltda.**<br>Callao Peru | 105<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (24)<br>6,79<br>21,49 6,71 3,51<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 11,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 9,0t | Bergen |
| 6510502<br><br><br>Esd RT | **CAPLINA 10**<br>ex Punta Hermosa-76<br>**Pesquera Nuevo Horizonte SCR Ltda.**<br>Callao Peru | 105<br>—<br>— | (AB) | **1964** Promecan Ingenieros S.A.—Callao (15)<br>*21,49* 6,79<br>21,49 6,71 3,51<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 11,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 9,0t | Bergen |
| 7938593<br><br>599287 | **CAPN BOZO**<br><br>**Matthew J. Staranowicz**<br>Tampa, Fl United States of America | 102<br>69<br>— | | **1978** ............St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW) | U.S.A |
| 8013247<br>IBMW<br>3744 | **CAPO AMARANTO**<br><br>**Cryomar Compagnia di Navigazione S.p.A.**<br>Napoli Italy | 2 973<br>1 656<br>4 500 | RI | **1982** Cant. Nav. "Luigi Orlando"—Livorno (155)<br>99,98 14,05 6,400<br>91,72 14,01 7,22<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.4 000 | Oil 4SA 6Cy. 420 × 500<br>3 500bhp (2 574kW)<br>Grandi Motori Trieste | Trieste |
| 8013259 | **CAPO ARGENTO**<br><br>**Lorion S.p.A.**<br>Italy | 2 990<br>—<br>4 500 | RI (Class cont.) | **1982** Cant. Nav. "Luigi Orlando"—Livorno (156)<br>6,101<br>91,72 14,01 7,22 | **M Tanker**<br>Chemical<br>Hopper 4 000 | Oil<br>3 500bhp (2 574kW)<br>Grandi Motori Trieste | Trieste |
| 7712559<br>ICME<br>989<br>Df Esd<br>Gc Rdr<br>RT | **CAPO AZZURO**<br><br>**Chimigas S.p.A.**<br>Palermo Italy | 2 999<br>1 682<br>3 500 | RI | **1980** C.L.E.M.N.A.—La Spezia (21)<br>97,01 14,03 6,390<br>91,50 14,00 7,19<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>5 Ta ER<br>L.(gas) 4 469 | Oil 4SA 6Cy. 450 × 550 geared to sc. shaft<br>3 500bhp (2 574kW)<br>MaK. Maschinenbau G.m.b.H. | Kiel |
| 5285100<br>ICDX<br>676<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CAPO BIANCO**<br>ex Flaminia Nuova-74<br>ex Holmia-71<br>ex Calmar Nyckel-65<br>ex Prins Bertil-64<br>**Toscana Regionale Marittima S.p.A. (TOREMAR)**<br>Livorno Italy | 2 287<br>1 166<br>— | RI<br><br>✠Classed LR until 4/71 | **1960**-6 Aarhus Flydedok og Maskinkp. A/S —Aarhus (111)<br>88,50 15,35 4,573<br>79,25 15,24 6,56<br>B & F 79,9 1 dk, 2nd dk except in mchy. space<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>36bth 608dk P<br>Bow & Stern doors<br>Mchy.aft | 2 Oil 2SA each 6Cy. 500 × 700<br>5 760bhp (4 237kW)<br>Nydqvist & Holm A/B<br>Gen 3 × 250kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 183,0t (d.o.) | Polar<br>Trollhattan<br>17,5kn |
| 7205178<br>IBOI<br>454<br>Df Esd<br>Gc Rdr<br>RTh | **CAPO BOI**<br>ex Sanho Maru-74<br>**Sarda Bunkers S.p.A.**<br>Cagliari Italy | 2 986<br>1 750<br>5 667 | RI (NK) | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (30)<br>96,65 15,07 7,144<br>89,62 15,02 8,18<br>P 24,1 F 10,1 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>10 Ta<br>L.(oil) 6 981 HeCls. B | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki<br>Gen 3 × 180kW 440V 60Hz a.c.<br>Fuel 457,0t (hvf)-10,0pd | Mitsubishi<br>Tarami<br>12,5kn |
| 7328097<br><br><br>Df Esd<br>Gc Rdr<br>RT | **CAPO CERVO**<br>ex Tafilalet-82 ex Gracia-77<br>**Chimigas S.p.A.**<br>Italy | 2 345<br>1 665<br>3 699 | **✠100A1** SS 10/79<br>liquefied gas carrier<br>Butane, butadiene, propane, propylene, butylene, LPG mixtures, vinyl chloride & anhydrous ammonia in independent centre tanks, max. pressure 5,88bar, min. temp. minus 10°C.<br>Chemicals in side tanks SG up to 1,5 in association with a list of approved cargoes (cc)<br>**✠LMC**<br>**Lloyd's RMC (LG)**<br>EL P $1\frac{7}{16}$"U2<br>FN 1777 | Lch.**1972** Savonlinnan Konepaja Oy —Savonlinna (32)<br>Len & Cmpl.**1975**-1 C.L.E.M.N.A.—La Spezia<br>97,31 12,96 5,550<br>93,20 12,76 6,30<br>P 19,2 Trunk 65,6 F 8,9 1 dk<br>rf 102<br>6BH WB728T | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>10 Wing Ta<br>3 Ta ind cyl horizontal ER<br>L.1 524 L.(gas) 2 295 | Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau<br>AuxB 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 144kW 440V 60Hz a.c.<br>Controllable pitch propeller | Kiel<br>13kn |
| 5062522<br>ILBI<br>117<br>RT | **CAPO d'ORLANDO**<br>ex Empire Race-62<br>**CAPIECI S.p.A. Societa di Navigazione - Rimorchiatore**<br>Messina Italy | 265<br>54<br>— | (RI)<br><br>✠Classed LR until 4/62 | **1942**-6 Henry Scarr Ltd.—Hessle (421)<br>34,57 8,16 3,741<br>32,01 8,08 4,12 | **S Tug**<br>1 Ho | T 3Cy. 406 660 & 1092 × 762<br>Charles D. Holmes & Co. Ltd.<br>Fuel (o.f.) | Hull<br>10kn |
| 6619528<br>ICPS<br>218<br>Df Esd<br>Gc Rdr<br>RT | **CAPO EMMA**<br>ex Mare Aegeum-78<br>ex Petrolsade-73<br>**Compagnia di Navigazione 'Capo Gallo' S.p.A.**<br>Messina Italy | 48 514<br>30 206<br>89 280 | **✠100A1** SS 11/79<br>oil tanker<br>**✠LMC**<br>EL a* $3\frac{1}{2}$"U2<br>FN 13145<br>RI | **1967**-3 Italcantieri S.p.A.—Genova (1636)<br>243,85(BB) 36,58 14,212<br>237,27 36,52 18,88<br>F 18,3 1 dk<br>rf nil<br>9BH WB22078t incl. 14450t in clean ballast tanks TwDa446t DTf3116t | **M Tanker**<br>13 Ta ER<br>L.(oil) 99 261 | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>S.A. Ansaldo Stab. Mecc.<br>2 WTAuxB (o.f.) 440lbf/in$^2$ (30,4bar) 370lbf/in$^2$ (25,6bar)<br>WTAuxB (1 ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 1 × 800kW 3 × 420kW 450V 60Hz a.c. | B&W<br>Genova<br>Spt |

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| 7633707<br>8GB<br>984<br>Df Esd<br>Gc Rdr<br>RT | **CAPO EST**<br>**Linee Marittime dell'Adriatico S.p.A.**<br>Palermo Italy | **2 894**<br>1 636<br>— | RI | **1978** C.L.E.M.N.A.—La Spezia (18)<br>98,13 14,05 5,865<br>89,49 14,00 6,79<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>5 Ta ER<br>L.(gas) 4 469 | Vee Oil 4SA 16Cy. 250 × 300 reduction geared to sc. shaft<br>3 520bhp (2 589kW)<br>A/B Bofors Nohab Trollhattan |
| 5197004<br>BCP<br>1199<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPO FALCONARA**<br>ex Express Ferry Angelina Lauro-78 ex Corsica Express-75<br>ex Kronprins Olav-67<br>**C. e L. Espressi**<br>Napoli Italy | **2 010**<br>1 168<br>1 140 | RI (BV) | **1937** Helsingors Jernskibs og Mask'byg —Helsingor (246)<br>100,03 13,87 4,903<br>91,45 13,82 5,95<br>2 dks<br>R rf 152 conv Passenger/General Cargo/Ferry — | **TM Passenger/RoRo Cargo/Ferry**<br>1200P<br>2 Ho 22,0 10,9<br>G.1 170 B.1 161<br>1 Ha (4,6 × 5,1)<br>2W Der 2(6) | 2 Oil 2SA each 7Cy. 500 × 900 B&W<br>5 600bhp (4 119kW)<br>Helsingors Jernskibs og Mask'byg. Helsingor<br>Gen 4 × 165kW 220V d.c.<br>Fuel 303,0t 19kn |
| 5060653<br>OKS<br>49<br>Df Esd<br>Rdr RTm | **CAPO FALCONE**<br>ex Yuki Multina-72<br>ex Cap Gris-Nez-71<br>**Sarda Armatoriale Punta Falcone S.p.A.**<br>Porto Torres Italy | **1 599**<br>863<br>1 608 | RI (BV) | **1962** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (794)<br>74,68 11,82 4,985<br>68,26 11,76 5,41<br>1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>15 Ta (stl) 1 cyl horizontal 7 cyl vert 7 cyl vert ER<br>L.(gas) 1 869 | Oil 4SA 8Cy. 330 × 600<br>1 350bhp (993kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × —kW 380V 50Hz a.c.<br>Fuel 97,5t (d.o.) 12kn |
| 5426625<br>LBZ<br>123<br>Df Esd<br>Rdr RT | **CAPO FARO**<br>ex Karl-63<br>ex Empire Henchman-46<br>**CAPIECI S.p.A. Societa di Navigazione - Rimorchiatore**<br>Messina Italy | **263**<br>65<br>— | RI<br>✠Classed LR until 10/64 | **1940**-2 Cochrane & Sons Ltd.—Selby (1206)<br>34,24 8,11 3,785<br>32,01 8,08 3,97<br>1 dk<br>BK 191 | **S Tug** | T 3Cy. 394 660 & 1067 × 762<br>Charles D. Holmes & Co. Ltd. Hull<br>Fuel (o.f.) |
| 5257103<br>NZT<br>402<br>RTv | **CAPO FERRATO**<br>ex North Rock-72<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **206**<br>23<br>— | RI<br>✠Classed LR until 11/72 | **1956**-3 George Brown & Co. (Marine) Ltd. —Greenock (264)<br>31,78 8,59 3,518<br>28,96 8,08 3,97<br>1 dk<br>RW rf 457 BK 178 | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 1 × 15kW 1 × 12kW 220V d.c.<br>Fuel (o.f.) |
| 5256795<br>NZU<br>395<br>RTv | **CAPO FIGARI**<br>ex North Beach-72<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **221**<br>28<br>— | RI<br>✠Classed LR until 11/72 | **1956**-6 Scott & Sons—Bowling (412)<br>31,86 8,59 3,677<br>28,96 8,08 3,97<br>1 dk<br>RW rf 457 BK 178 | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 1 × 15kW 1 × 12kW 220V d.c. |
| 5239151<br>IBMQ<br>160<br>Df Esd<br>Gc Rdr<br>RT | **CAPO FINO**<br>ex Vioca-68 ex Momi Fassio-67<br>**Compagnia di Navigazione 'Capo Gallo' S.p.A.**<br>Messina Italy | **12 950**<br>7 641<br>20 182 | RI (AB) | **1956** Cant. Nav. Riuniti—Anc (239 A)<br>171,89 22,23 9,767<br>160,53 22,19 12,17<br>P 33,9 B 15,0 F 18,0 1 dk<br>RW rf 152 | **S Tanker**<br>20 Ta ER<br>L.(oil) 26 772 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>Cant. del Tirreno Genova<br>Fuel 51,0t (d.o.) 1 016,0t (hvf)-54,0pd 12kn |
| 5060495<br>ILBO<br>675<br>Df Esd<br>Rdr RTm | **CAPO GALLO**<br>ex Cap Carbon-66<br>**Compagnia di Navigazione Cossira S.p.A.**<br>Palermo Italy | **1 018**<br>425<br>906 | RI (BV) | **1954** N.V. Schpsw. "Foxhol"—Foxhol (94)<br>64,11 10,06 4,026<br>58,50 10,01 4,50<br>P & B 20,5 F 11,6 1 dk<br>RW rf nil | **M Liquefied Gas Carrier**<br>LPG<br>14 Ta (stl) cyl vert ER<br>L.(gas) 861 | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 220V d.c.<br>Fuel 61,0t (d.o.)-4,0pd 11kn |
| 7811331<br>IQSM<br>978<br>Gc Rdr<br>RT | **CAPO LEVANTE**<br>**Compagnia di Navigazione Cossira S.p.A.**<br>Palermo Italy | **930**<br>532<br>2 000 | RI | **1979** C.L.E.M.N.A.—La Spezia (22)<br>76,51 9,73 2,945<br>75,27 9,71 4,12<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Mchy.aft<br>L.(gas) 1 350 | 2 Vee Oil 4SA each 16Cy. 142 × 160 geared to sc. shafts<br>1 632bhp (1 200kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5256604<br>IBBQ<br>153<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CAPO MADRE**<br>ex Norse Lion-68<br>**Compagnia di Navigazione 'Capo Gallo' S.p.A.**<br>Messina Italy | **11 910**<br>7 043<br>20 095 | RI (NV) | **1953** Uddevallavarvet A/B—Uddevalla (130)<br>173,01 21,32 9,653<br>161,78 21,26 12,12<br>P 33,9 F 20,5 1 dk<br>rf 38 | **M Tanker**<br>22 Ta ER<br>L.(oil) 25 030 HeCls. BC | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>Uddevallavarvet A/B Uddevalla<br>Gen 2 × 200kW 1 × 95kW 230V d.c.<br>Fuel 1 422,5t (hvf) 14,5kn |
| 6916184<br>IBBL<br>911<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPO MELE**<br>ex La Cordillera-74<br>ex Alain L. D.-73<br>**Sagital S.p.A. Societa Italiana per Azioni di Armamemento e Gestioni**<br>Palermo Italy | **12 474**<br>5 960<br>19 081 | RI (BV) | **1969** Ch. Nav. de La Ciotat—Le Trait (194)<br>151,97(BB) 22,64 9,600<br>142,30 22,61 13,01<br>1 dk<br>rf nil | **M Ore Carrier**<br>5 Ho 19,8 20,7 19,0 20,7 20,7 ER<br>G.22 894 B.21 741<br>9 Ha (stl) (13,4 × 10,9) (16,4 16,4 14,9 14,9 16,4 16,4 16,4 16,4 × 7,9) ER<br>Cr 2(25) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 341,0t (hvf) 16kn |
| 6805529<br>ILBK<br>20<br>RT | **CAPO MILAZZO**<br>ex Abeille No. 23-61<br>ex Inflexible-51<br>ex Empire Sprite-46<br>**CAPIECI S.p.A. Societa di Navigazione - Rimorchiatore**<br>Augusta Italy | **265**<br>46<br>— | (RI)<br>✠Classed LR until 9/61 | **1942**-6 Henry Scarr Ltd.—Hessle (422)<br>34,57 8,74 3,734<br>31,98 8,08 4,09<br>1 dk | **S Tug** | T 3Cy. 406 660 & 1092 × 762<br>Charles D. Holmes & Co. Ltd. Hull |
| 7420338<br>IQEH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPO MISENO**<br>ex La Loma-82 ex Coralla-80<br>**Sagital S.p.A. Societa Italiana per Azioni di Armamemento e Gestioni**<br>Genova Italy | **1 599**<br>1 131<br>3 400 | BV | **1976** Kalmar Varv A/B—Kalmar (440)<br>96,02 14,05 5,487<br>84,99 14,00 6,23<br>F - 1 dk | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>15 Ta ER<br>L.3 570 | Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>2 880bhp (2 118kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 213,5t (d.o.)-10,5pd 13,5kn |

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| **6924260**<br>ICPU<br><br>Df Esd<br>Pfd Rdr<br>RT | **CAPO NOLI**<br>ex La Quinta-80<br>**Sagital S.p.A. Societa Italiana per Azioni di Armamemento e Gestioni**<br>Genova Italy | **1 452**<br>675<br>2 256 | ✠**100A1** SS 9/79<br>oil and chemical tanker<br>SG up to 1,84<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL M 1 5/16"U2<br>FN 1399 | **1969**-10 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (800)<br>80,52 12,68 5,201<br>75,21 12,60 6,00<br>P 19,6 F 10,4 1 dk<br>rf nil<br>7BH WB894t incl. DTf43t | **M Tanker**<br>Oil Chemical<br>8 Ta (s.stl) ER | 2 Oil 4SA each 6Cy. 203 × 273 dr gea to sc. shaft<br>2 000bhp (1 471kW)<br>English Electric Diesels Ltd. Ruston Eng. Div.<br>2 WTAuxB 150lbf/in² (10,4bar)<br>Gen 2 × 350kW 1 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **6924492**<br>ICKY<br>51<br>Df Esd<br>Gc Pfd<br>Rdr | **CAPO NORD**<br><br>**Linee Marittime dell'Adriatico S.p.A.**<br>Gaeta Italy | **4 472**<br>2 327<br>6 799 | RI | **1970** Cant. Nav. di Pietra Ligure—Pietra Ligure (4)<br>117,96 16,01 6,884<br>107,98 15,98 8,59<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG<br>10 Ta<br>3 Ta cyl horizontal ER<br>L.4 836 L.(gas) 2 703 | 2 Oil 4SA each 6Cy. 400 × 580 geared sc. shaft<br>4 600bhp (3 384kW)<br>Kloeckner Humboldt Deutz |
| **6927793**<br>IRCP<br>137<br>Rdr RT | **CAPO PASSERO**<br><br>**'Augustea' Imprese Marittime S.p.A.**<br>Siracusa Italy | **259**<br>81<br>122 | RI | **1969** Cant. Nav. Cassaro—Messina (135)<br>32,52 9,30 4,014<br>30,00 9,00 4,70<br>1 dk | **M Tug** | Oil 4SA 8Cy. 300 × 400<br><br>Fiat S.G.M. |
| **5062560**<br>ILBP<br>115<br>Rdr RT | **CAPO PELORO**<br><br>**Carmelo Picciotto**<br>Messina Italy | **172**<br>14<br>— | RI | **1961** Cant. del Tirreno—Genova (249 R)<br>28,94 7,47 3,901<br>26,01 7,31 4,20<br>1 dk<br>RW | **S Tug** | T 3Cy. 360 580 & 940 × 650<br><br>Cant. del Tirreno<br>Fuel (o.f.) |
| **6525284**<br>ILRY<br>661<br>Df Esd<br>Gc Rdr<br>RT | **CAPO RAMA**<br><br>**Compagnia di Navigazione Cossira S.p.A.**<br>Palermo Italy | **488**<br>267<br>675 | RI | **1965** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia<br>65,28 9,22 3,163<br>58,70 9,20 3,26<br>2 dks | **M Liquefied Gas Carrier**<br>LPG<br>4 Ta (stl) cyl horizontal ER<br>L.(gas) 820 | Oil 4SA 8Cy. 270 × 580<br>1 100bhp (809kW)<br>N.V. Werkspoor |
| **8034239** | **CAPO ROSA**<br><br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Augusta Italy | **390**<br>230<br>— | RI | **1981** Cantiere Navale Ferronavale—La Spezia (525)<br>... ... ...<br>42,40 9,11 4,25<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 142 × 160<br>680bhp (500kW)<br>Kloeckner Humboldt Deutz |
| **6713726**<br>IVDK<br>707<br>Df Gc<br>Rdr | **CAPO ROSSO**<br>ex Tuna Prima-77<br>**Chimigas S.p.A.**<br>Palermo Italy | **1 598**<br>803<br>1 375 | RI | **1967** Cant. Nav. del Tirreno e Riuniti—Palermo (234)<br>69,19 11,82 5,065<br>62,41 11,80 6,41<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>In.1 320 | Oil 4SA 12Cy. 300 × 450<br>1 600bhp (1 177kW)<br>Masch. Augsburg-Nuernberg (MAN) |
| **7125809**<br>IUSV<br>1146<br>Rdr RT | **CAPO S. VITO**<br><br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **198**<br>44<br>— | RI | **1972** Cant. dell 'alto Adriatico—Trieste (180)<br>30,82 9,20 3,850<br>28,00 8,62 4,27<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 9Cy. 300 × 450<br><br>Masch. Augsburg-Nuernberg (MAN) |
| **5240186**<br>ICIF<br>823<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPO SAN MARCO**<br>ex Montcalm-71<br>**Sagital S.p.A. Societa Italiana per Azioni di Armamemento e Gestioni**<br>Palermo Italy | **4 762**<br>2 621<br>7 318 | ✠Classed LR until 27/4/73 RI | **1960**-5 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (837)<br>134,14 17,91 7,427<br>128,23 17,84 10,90<br>F 12,2 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW rf 76 | **M General Cargo** OSD<br>Ref<br>4 Ho 8,2 24,1 24,8 7,4DT 20,5<br>G.13 870 B.12 492 In.251<br>4 Ha (stl) (8,9 13,7 12,1 9,1 × 6,7)<br>14W Der 4(10) 10(5) | Oil 2SA 5Cy. 700 × 2320<br>6 000bhp (4 413kW)<br>Wm. Doxford & Sons (Engineers) Ltd.<br><br>Gen 3 × 275kW 220V d.c.<br>Fuel 1 097,5t (hvf) |
| **7303011**<br>IOZC<br>896<br>Df Rdr<br>RT | **CAPO SOPRANO**<br><br>**Societa Siciliana Salvataggi S.p.A.**<br>Palermo Italy | **212**<br>23<br>160 | RI | **1973** Bacino di Carenaggio S.p.A.—Trapani (5)<br>31,02 9,20 3,803<br>28,00 8,62 4,25<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 9Cy. 300 × 450<br><br>Masch. Augsburg-Nuernberg (MAN) |
| **6905941**<br>IRAK<br>744<br>Gc Rdr<br>RT | **CAPO STILO**<br><br>**Compagnia di Navigazione Cossira S.p.A.**<br>Palermo Italy | **1 141**<br>651<br>1 676 | RI | **1968** C.L.E.M.N.A.—La Spezia (6)<br>80,50 9,53 3,607<br>75,39 9,50 4,50<br>1 dk | **TM Liquefied Gas Carrier**<br>LNG<br>6 Ta<br>3 Ta (stl) cyl horizontal ER<br>L.798 L.(gas) 1 095 | 2 Oil 4SA each 6Cy. 220 × 280<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz |
| **6922418**<br>ICPD<br>788<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPO SUD**<br><br>**Linee Marittime dell'Adriatico S.p.A.**<br>Palermo Italy | **4 472**<br>2 329<br>6 799 | RI | **1969** Cant. Nav. di Pietra Ligure—Pietra Ligure (5)<br>117,15 16,01 6,909<br>108,01 15,98 8,59<br>1 dk | **TM Tanker/Liquefied Gas Carrier**<br>Chemical LPG<br>10 Ta<br>3 Ta (stl) cyl horizontal ER<br>L.4 836 L.(gas) 2 703 | 2 Oil 4SA each 6Cy. 400 × 580 geared sc. shaft<br>4 600bhp (3 384kW)<br>Kloeckner Humboldt Deutz |
| **5410597**<br>IPTT<br>263<br>Esd RTm | **CAPO VADO**<br><br>**Societa Carmelo Noli fu Giovanni S.n.c.**<br>Savona Italy | **176**<br>44<br>— | RI | **1963** Cant. Nav. M. & B. Benetti—Viareggio (57)<br>27,74 7,32 3,201<br>25,00 7,29 3,99<br>1 dk<br>RW | **M Tug** | Oil 4SA 9Cy. 300 × 450<br><br>Masch. Augsburg-Nuernberg (MAN)<br><br>Gen 2 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **7033317**<br>ILFJ<br>853<br>Rdr RT | **CAPO VERDE**<br><br>**Alesa Compagnia di Navigazione S.p.A.**<br>Palermo Italy | **1 449**<br>757<br>1 920 | RI | **1972** C.L.E.M.N.A.—La Spezia (8)<br>81,03 9,56 4,344<br>75,42 9,53 4,70<br>1 dk | **TM Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>6 Ta<br>2 Ta (alu) cyl horizontal ER<br>L.838 L.(gas) 1 101 | 2 Oil 4SA each 6Cy. 220 × 280 reverse reduction geared to sc. shafts<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 250kW 2 × 150kW 1 × 44kW 440V 60Hz a.c.<br>Fuel 101,5t (d.o.)-5,5pd |

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|---|---|---|---|---|---|---|
| 5062584<br>LBH<br>3600<br>RT | **CAPOCACCIA**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **125**<br>27<br>— | RI | **1962** Cant. Nav. Solimano—Savona (31)<br>24,01 6,63 3,341<br>21,37 6,61 3,81<br>1 dk<br>RW | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 5213327<br>RT | **CAPODIMONTE**<br>ex Luana-66 ex Veritas-59<br>**Amedeo Crescenzi**<br>Sudan | **382**<br>165<br>— | | **1950** S.p.A. "Metalli" Officine Mec. Nav.<br>—Genova<br>44,61 7,98 3,607<br>39,93 7,95 3,66<br>P 15,9 1 dk | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.500 | Oil 2SA 6Cy. 260 × 450<br>450bhp (331kW) E made46 fitted50<br>S.A. Fiat S.G.M. Torino |
| 5062601<br>IBDC<br>611<br>RTm | **CAPODISTRIA**<br>ex Angela Riccardi-38<br>ex Colombe-34<br>**Government of The Republic of Italy (Ministero dei Lavori Pubblici - Servicio Escavazione Porti)**<br>Napoli Italy | **376**<br>74<br>— | RI (BV) | **1917** At. & Ch. de la Loire—St. Nazaire<br>42,96 8,28 3,680<br>40,80 8,26 4,02<br>1 dk<br>R | **S Tug**<br>1 Ho | T 3Cy. 356 579 & 960 × 760<br>4P<br>At. & Ch. de la Loire St. Nazaire<br>Gen 2 × 8kW 2 × 5kW 110V<br>10kn |
| 5062613<br>LBN<br>3599<br>RT | **CAPOFERRO**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **125**<br>27<br>— | RI | **1962** Cant. Nav. Solimano—Savona (30)<br>24,01 6,63 3,341<br>21,37 6,61 3,81<br>1 dk<br>RW | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 6519948<br>EEKT<br>8575<br>Df Esd<br>RTm | **CAPON**<br>**Juan Pazos Vilaro**<br>Vigo Spain | **214**<br>75<br>360 | (BV) | **1964** Construcciones Navales P. Freire S.A.<br>—Vigo (26)<br>33,71 7,01 3,379<br>28,71 7,00 3,56<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>In.189<br>8 Ha (each 1,2 × 1,2) 2 Ha (1,3T × 1,3) (0,6 × 0,6) | Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11kn |
| 5287029<br>ICXH<br>3341<br>Esd Gc<br>Pld Rdr<br>RT | **CAPONERO**<br>ex Pulborough-64<br>ex Gertrude Wiener-59<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Genova Italy | **886**<br>420<br>1 234 | Classed LR until 9/66<br>RI (GL) | **1956** Rolandwerft G.m.b.h.—Bremen (860)<br>66,02 9,56 4,319<br>59,26 9,50 4,68<br>P 15,9 Trunk 33,0 F 10,7 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 446 | Oil 4SA 8Cy. 290 × 420<br>800bhp (588kW)<br>Maschinenbau Kiel A.G. Kiel |
| 5062649<br>ILBQ<br>3598<br>RT | **CAPOTESTA**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **125**<br>27<br>— | RI | **1962** Cant. Nav. Solimano—Savona (29)<br>24,01 6,63 3,341<br>21,37 6,61 3,81<br>1 dk<br>RW | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 6405771<br>YTIC<br>RT | **CAPRAG**<br>**Jugoslavenska Tankerska Plovidba (JUGOTANKER)**<br>Zadar Yugoslavia | **219**<br>153<br>255 | JR | **1955** Brodogradiliste "Titovo"—Kraljevica (340)<br>33,58 6,74 2,591<br>32,26 6,70 2,80<br>1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 232<br>1W Der 1(0,5) | 2 Oil 4SA each 6Cy. 127 × 145<br>290bhp (213kW) NE 74<br>Saab-Scania Sodertalje<br>Gen 1 × 18,5kW 380V a.c.<br>Fuel 2,5t (d.o.) 8kn |
| 7311848<br>EGCK<br>1899<br>Df Esd<br>Rdr | **CAPREDI DOS**<br>**Pesquera Galaica Astur S.A.**<br>Gijon Spain | **288**<br>127<br>198 | BV | **1973** Maritima del Musel S.A.—Gijon (159)<br>38,51 7,65 3,499<br>33,02 7,50 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 105,0t (d.o.) 11kn |
| 6829812<br>EARY<br>1786<br>Df Esd<br>Rdr RT | **CAPREDI UNO**<br>**Pesquera Galaica Astur S.A.**<br>Gijon Spain | **254**<br>110<br>— | BV | **1968** Maritima del Musel S.A.—Gijon (92)<br>38,31 7,22 3,499<br>33,00 7,19 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>14kn |
| 5256977<br>INZS<br>394<br>RTv | **CAPRERA**<br>ex North Light-72<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | **206**<br>22<br>— | ✠Classed LR until 9/72<br>RI | **1956**-1 George Brown & Co. (Marine) Ltd.<br>—Greenock (263)<br>31,78 8,59 3,512<br>28,96 7,93 3,97<br>1 dk<br>RW rf 457 BK 178 | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 1 × 15kW 1 × 12kW 220V d.c.<br>Fuel 73,0t (o.f.) 11,5kn |
| 6404662<br>LCTY<br>15907<br>Rdr RT | **CAPRICE**<br>**Ivar Karlsen**<br>Bodo Norway | **199**<br>106<br>366 | NV | **1963** Sandnessjoen Slip & M/V A/S<br>—Sandnessjoen (7)<br>35,41 7,42 3,182<br>31,70 7,37 3,43<br>1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 20,9 ER<br>G.396 B.368<br>1 Ha (14,8 × 4,0) ER<br>2W Der 1(5) 1(2,5) | Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 14,0t (d.o.)-1,0pd 9kn |
| 6716792<br>OYUM<br>D1919<br>Esd | **CAPRICE**<br>**Willy Gajhede P/R**<br>Skagen Denmark | **165**<br>67<br>176 | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,66 6,61<br>29,55 6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>In.210<br>3 Ha (1,1 1,1 × 0,9) (1,3 × 1,3) ER<br>1W Der 1(0,5) | Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 28,5t (d.o.) 12kn |
| 7534622<br>WYP6<br>558<br>565511 | **CAPRICE**<br>ex Credence-77<br>**Nordic Marine Inc.**<br>Juneau, Ak United States of America | **128**<br>93<br>— | | **1975** Bayside Machine Works Inc.<br>—Newport, Or<br>*20,88* 6,86<br>3,31<br>1 dk | **M Fishing** | Oil<br>412bhp (303kW)<br>U.S.A.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **5062716**<br>Df Esd<br>RT | **CAPRICE**<br>ex Frenneodde-80<br>ex Scoresbysund-77<br>ex Skejnaes-70 ex Dover-69<br>ex Caprice-66<br>**Juhanti, Matti, Jukka Salminen og Voitto Kinela**<br>Uusikaupunki/ Nystad Finland | **124**<br>45<br>— | (NV) | **1961** A/B Djupviks Batvarv—Djupvik<br>28,55 6,53 3,048<br>6,51 3,61<br>BK 196 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>3 Ha (0,9 1,4 0,9 × 1,2) ER | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW) NE 75<br>Aabenraa Motorfabrik Abenra<br>Gen 1 × 4kW 110V d.c.<br>Fuel (d.o.) |
| **6401127**<br>TQBI<br>5628<br>Df Esd<br>Pfd Rdr<br>RTm | **CAPRICE DES FLOTS**<br>**Alexandre Meillarec et Compagnie**<br>Groupement des Pecheurs Etellois<br>Lorient France | **153**<br>56<br>— | BV | **1963** S.I.C.C.Na.—St. Malo (60)<br>28,96 7,14 2,801<br>25,00 7,13 3,56<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 32,0t (d.o.) 11,75kn |
| **5149837**<br>KIHX<br>243804<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CAPRICORN**<br>ex Bunker-77 ex Hess Bunker-77<br>ex Powder River-55<br>**Kingston Shipping Co. Inc.**<br>New York, NY United States of America | **14 126**<br>10 367<br>24 796 | AB | **1943** (Fwd & aft sections) Alabama D.D. & SB. Co.—Mobile, Al (256)<br>**1961** (Cargo section) Bethlehem Steel Co. Inc. SB. Div.—Sparrows Point, Md<br>184,41 22,94 9,919<br>178,16 22,86 12,73<br>P 33,0 F 29,0 1 dk<br>RW rf nil len, widened & deepened 61 | **T-E Tanker**<br>Mchy.aft<br>30 Ta<br>L.(oil) 33 050 HeCls. B | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 483,5t (o.f.)-51,0pd 15kn |
| **6502804**<br>DZLL<br>Rdr RT | **CAPRICORN**<br>ex Odeon-81<br>ex Nichifuku Maru-78<br>**N. & S. Lines Inc.**<br>Manila Philippines | **1 755**<br>1 047<br>554 | | **1964** Shikoku Dockyard Co. Ltd. —Takamatsu (673)<br>71,30 10,55 3,099<br>64,98 10,49 4,70<br>1 dk<br>RW | **M RoRo Cargo/Ferry** | Oil 4SA 6Cy. 430 × 620<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 105,5t-6,5pd 12,75kn |
| **7811410**<br>PDIK<br>Df Esd<br>Gc Rdr<br>RT | **CAPRICORN**<br>**Kustvaartbedrijf Moerman B.V.**<br>Rotterdam Netherlands | **1 599**<br>1 053<br>2 703 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 1C when the coaming blocking arrangement amidships is properly secured<br>**✠LMC**<br>EL O 412,5/34,0U2<br>FN 1292 | **1979**-10 Schpsw. Bodewes Gruno—Foxhol (243)<br>73,41 13,21<br>67,21 13,01 6,20<br>P 9,5 F 6,4 1 dk<br>rf nil<br>3BH WB950T incl. STs in hold 279T | **M General Cargo**<br>1 Ho 50,1 ER<br>G.3 406 B.3 346<br>1 Ha (stl) (41,8 × 10,2) ER | Oil 4SA 8Cy. 320 × 480<br>1 450bhp (1 067kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 52kW 1 × 40kW 380/220V 50Hz a.c.<br>Fuel 167,0t 11kn |
| **8200852** | **CAPRICORN**<br>**Northern Mindanao Transport Co. Inc.**<br>Cagayan de Oro Philippines | **720**<br>—<br>1 000 | **100A1**<br>Class Contemplated<br>FN 766 | **1982** VL Shipyard Corp.—Navotas. (82/2)<br>48,93 2,491<br>48,80 12,22 3,46 | **General Cargo Barge** | |
| **5385792**<br>8QHN<br>72/10/T<br>RTh | **CAPRICORN**<br>ex Walumba-76<br>**Maldives Shipping Ltd.**<br>Male Maldives | **269**<br>—<br>— | **✠100A1** CS 3/79<br>tug<br>**✠LMC**<br>EL (d)<br>FN 430 | **1960**-6 Adelaide Ship Cons. Pty. Ltd. —Adelaide (3)<br>35,06 9,43 3,696<br>32,29 8,97 4,32<br>rf 762 BK 25<br>4BH WB43t | **M Tug** | Oil 2SA 7Cy. 340 × 570 sr reverse geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 40kW 220V d.c.<br>Fuel 122,0t (d.o.) 11,5kn |
| **7393092**<br>OXZC<br>H684<br>Df Esd<br>Pfd Rdr<br>RT | **CAPRICORN**<br>**Erik Bach Pedersen**<br>Esbjerg Denmark | **252**<br>134<br>— | | **1975** Martin Jansen Schiffswerft u. Mfbk. —Leer (126)<br>35,67 7,01 3,048<br>... ... ...<br>1 dk | **M Fishing** | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| **7114202**<br>WYH4<br>877<br>535256<br>Df Esd<br>Gc Rdr<br>RT | **CAPRICORN**<br>**Zodiac Offshore Inc.**<br>Wilmington, De United States of America | **196**<br>133<br>— | (AB) | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (475)<br>50,30 11,64 3,376<br>47,22 11,59 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>3 200bhp (2 354kW)<br>Fairbanks Morse & Co. Beloit, Wi |
| **7509469**<br>WYT9<br>060<br>563814<br>Df Esd<br>Pfd Rdr<br>RT | **CAPRICORN**<br>**Berwick Bay Oil Co. Inc.**<br>Morgan City, La United States of America | **177**<br>121<br>— | AB | **1975** Marine Industries Ltd.—Morgan City, La (12)<br>9,20 3,328<br>27,69 9,15 3,84<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Sweden<br>Fuel 257,0t (d.o.) 11,5kn |
| **8215223**<br>850030 | **CAPRICORN LADY**<br>**John Stratton**<br>*Townsville, Queensland* Australia | **170**<br>—<br>— | | **1981** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (199)<br>22,81 3,001<br>20,65 7,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy. 121 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller |
| **7004299**<br>FNBG<br>7724<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPRICORNE**<br>**Government of The Republic of France (Office de la Recherche Scientifique et Technique Outre-Mer) (ORSTOM)**<br>Brest France | **476**<br>123<br>722 | BV | **1970** At. & Ch. de la Manche—Dieppe (1216)<br>46,54 9,35 3,785<br>40,54 9,30 4,25<br>2 dks | **M Research**<br>Oceanographic Ref<br>In.31 | 2 Vee Oil 4SA each 12Cy. 185 × 200 geared to sc. shaft<br>1 200bhp (883kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 122kW 1 × 72kW a.c.<br>Controllable pitch propeller<br>Fuel 127,0t (d.o.) 13kn |

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| 7403213<br>BUB<br>3879<br>Df Esd<br>Gc Pfd<br>Rdr<br>XTm/h/V | **CAPRICORNUS**<br>**Sidermar di Navigazione S.p.A.**<br>Genova Italy | **43 957**<br>25 111<br>81 778 | AB RI<br>**1978** Italcantieri S.p.A.—Genova (4327)<br>259,01 32,31 14,045<br>248,01 32,26 19,21<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho ER<br>G.90 513<br>9 Ha (stl) ER<br>HeCls. BC | Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 810kW 1 × 120kW a.c.<br>Fuel 533,0t (d.o.) 4 902,0t (hvf)-65,0pd<br>14,5kn |
| 7023336<br>CDL<br>1299<br>Esd Gc<br>Pfd Rdr | **CAPRIOLO**<br>**'Alcione' S.p.A. di Navigazione**<br>Napoli Italy | **12 380**<br>7 656<br>13 209 | RI<br>**1970** Italcantieri S.p.A.—Castellammare di Stabia (4249)<br>162,01 22,84 9,729<br>150,02 22,81<br>2 dks | **M General Cargo/Container Ship**<br>Fixed-guides<br>5 Ho ER<br>B.22 092 In.342 | Oil 2SA 7Cy. 780 × 1600<br>15 300bhp (11 254kW) Fiat<br>C.R.D. Adriatico Trieste |
| 7732470<br>WYC3<br>842<br>582965<br>Df Esd<br>Rdr RT | **CAPT WENDELL**<br>**Billy R. Howerin Sr.**<br>Mobile, Al United States of America | **130**<br>88<br>— | **1977** Gulf Coast Marine Builders Inc. —Bayou la Batre, Al<br>*23,69*<br>6,76 3,54<br>1 dk<br>BK 254 | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127 geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 30kW<br>Fuel 45,5t |
| 7100196<br>WE2959<br>263706<br>RT | **CAPT. ALEX LEWIS**<br>ex Capt. Paul Willis<br>ex Capt. Alex Lewis<br>**James H. Paulk**<br>Biloxi, Ms United States of America | **174**<br>118<br>— | **1952** F. B. Walker & Sons—Pascagoula, Ms (1362)<br>*33,90* 6,86<br>6,81 2,95<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 127 × 143<br>General Motors Corp. U.S.A. |
| 7947403<br>WQZ3<br>719<br>608536 | **CAPT. ALFRED**<br>**Modern Foods Inc.**<br>Tampa, Fl United States of America | **112**<br>76<br>— | **1979** ............Bayou la Batre, Al<br>*20,46* 6,71<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 6718312<br>WX8935<br>509692<br>Df Esd<br>Gc Rdr<br>RT | **CAPT. ANTON MISETICH**<br>ex J. M. Martinac-79<br>**Captain Anton Misetich Inc.**<br>Los Angeles, Ca United States of America | **763**<br>380<br>— | **1967** J. M. Martinac SB. Corp.—Tacoma, Wa (172)<br>46,79 10,67<br>10,37 | **M Fishing**<br>Side-fishing | Oil 2SA 12Cy.<br>2 400bhp (1 765kW)<br>General Motors Corp. La Grange, Illinois<br>13,5kn |
| 7738292<br>WYA2<br>023<br>588777 | **CAPT. ARI D.**<br>**Arnoldo R. Davila**<br>Corpus Christi, Tx United States of America | **127**<br>87<br>— | **1977** Desco Marine—St. Augustine, Fl<br>*20,97* 6,76<br>3,81<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7534270 | **CAPT. B**<br>Jamaica | **121**<br>82<br>— | **1975** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7947726<br>WQZ3<br>804<br>610491 | **CAPT. BILL**<br>**Modern Fleet Inc.**<br>Tampa, Fl United States of America | **112**<br>76<br>— | **1979** ............Bayou la Batre, Al<br>*20,46* 6,71<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7739208<br>590317 | **CAPT. BILL LANE**<br>**Kenneth E. Clark Trawlers**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7738890<br>WYC6<br>839<br>586285 | **CAPT. BILLY**<br>**Captain Billy Inc.**<br>Seattle, Wa United States of America | **174**<br>122<br>— | **1977** ............Biloxi, Ms<br>*26,40* 8,03<br>3,66<br>1 dk | **M General Cargo** | Oil<br>600bhp (441kW)<br>U.S.A. |
| 7336848<br>WYU9<br>514<br>545795 | **CAPT. BLIGH**<br>**Capt. Bligh Inc.**<br>Brownsville, Tx United States of America | **110**<br>75<br>— | **1973** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW)<br>.............<br>Fuel (d.o.) |
| 7647728<br>WYC3<br>432<br>579497 | **CAPT. BOB**<br>**Robert D. Smallwood Jr.**<br>Key West, Fl United States of America | **115**<br>78<br>— | **1976** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7827550<br>618050 | **CAPT. BUCK**<br>**Deep Sea Shrimp Inc.**<br>Tampa, Fl United States of America | **104**<br>70<br>— | **1980** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,33*<br>6,71 3,33<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7743675<br>595875 | **CAPT. C. MURRAY SR.**<br>**James D. Murray**<br>Savannah, Ga United States of America | **103**<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7047734<br>WY7924<br>523260 | **CAPT. CALHOUN**<br>**Dumas Seafood Inc.**<br>Galveston, Tx United States of America | 100<br>68<br>— | **1969** Heritage Marine—Freeport, Tx<br>*19,73* 6,43<br>3,48 | **M Fishing** | Oil<br>370bhp (272kW)<br>............<br>Fuel (d.o.) |
| 7933957<br>WQZ3<br>999<br>610268 | **CAPT. CHAMPAGNE**<br>**Golden & Southern Star Inc.**<br>Houma, La United States of America | 125<br>85<br>— | **1979** Master Marine Inc.—Bayou la Batre, Al<br>*22,38* 6,74<br>3,20<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7223716<br>WYZ4<br>821<br>533785 | **CAPT. CLARENCE**<br>**John E. Menau Jr.**<br>Galveston, Tx United States of America | 127<br>86<br>— | **1971** Toche Enterprises Inc.—Ocean Springs, Ms<br>*23,90* 6,41<br>3,54 | **M Fishing** | Oil<br>425bhp (313kW)<br>............<br>Fuel (d.o.) |
| 7940027<br>604142 | **CAPT. CLARK PAGE**<br>**Albert Prevot**<br>Biloxi, Ms United States of America | 112<br>76<br>— | **1979** ............Ocean Springs, Ms<br>*20,76* 6,51<br>3,28<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW)<br>U.S.A |
| 7232585<br>WYZ7<br>150<br>537915 | **CAPT. CONRAD**<br>ex Rio Panuco-80<br>**Conrad Trawlers Inc.**<br>Brownsville, Tx United States of America | 125<br>85<br>— | **1972** Desco Marine—St. Augustine, Fl (108)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing**<br>In.45 | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 8024765<br>611553 | **CAPT. COREY**<br>**Joe Batista**<br>Tampa, Fl United States of America | 114<br>78<br>— | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,20<br>3,36<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Beam-fishing | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW |
| 8033948<br>615157 | **CAPT. CRAIG**<br>**Lester C. Arcement**<br>New Orleans, La United States of America | 136<br>92<br>— | **1979** ............Lafitte, La<br>*21,10* 7,47<br>3,05<br>1 dk | **M Fishing** | Oil<br>320bhp (235kW)<br>U.S.A |
| 8036445<br>619019 | **CAPT. CURTIS**<br>**Deep Sea Trawlers Inc.**<br>Mobile, Al United States of America | 135<br>92<br>— | **1980** Deep Sea Boat Builders—Bayou la Batre, Al<br>*23,81* 6,71<br>3,74<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>455bhp (335kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7816692<br>372947 | **CAPT. DEAN V**<br>**E. A. Dean**<br>Nassau Bahamas | 157<br>83<br>300 | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>... ...<br>22,26 7,32 2,39<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7831977<br>WYC7<br>512<br>596681 | **CAPT. DUVAL**<br>**Capt. Duval Inc.**<br>Houma, La United States of America | 115<br>78<br>— | **1978** ............Coden, Al<br>*23,02* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>409bhp (301kW)<br>U.S.A |
| 7647895<br>WYL8428<br>578932 | **CAPT. EARL**<br>**Leonard Shrimp Producers Inc.**<br>Wilmington, NC United States of America | 104<br>77<br>— | **1976** B-Var Boat Yard—Holden Beach, NC<br>*21,80* 6,66<br>2,77<br>1dk | **Wood M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A<br>Fuel (d.o.) |
| 7934078<br>WQZ3<br>717<br>608504 | **CAPT. EDDIE**<br>**Edward Moore**<br>Beaufort-Morehead City, NC United States of America | 140<br>97<br>— | **1979** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*22,44* 6,76<br>3,38<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 2SA 12Cy. 146 × 146<br>720bhp (530kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>U.S.A |
| 7437305<br>WYX5<br>130<br>547935<br>RT | **CAPT. EMERY**<br>**Emery Eymard**<br>Houma, La United States of America | 151<br>102<br>— | **1973** St. Charles Steel Fabricators —Thibodaux, La<br>*21,83* 7,07<br>3,74<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>465bhp (342kW)<br>U.S.A |
| 7603978<br>WYU8<br>608<br>555864 | **CAPT. F. V. NIELSON**<br>ex Mr. Powell-79<br>**Thomas F. Stecker**<br>Corpus Christi, Tx United States of America | 101<br>68<br>— | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7513082<br>WYZ9<br>981<br>550921 | **CAPT. FRANK**<br>**Bills Seafood Co. Inc.**<br>Galveston, Tx United States of America | 101<br>68<br>— | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>335bhp (246kW)<br>U.S.A |
| 8115825<br>644119<br>Df Gc<br>Rdr RT | **CAPT. FRED BOUCHARD**<br>**Tug Capt. Fred Bouchard Inc.**<br>Bouchard Transportation Co. Inc.<br>New York, NY United States of America | 200<br>133<br>1 000 | **1982** Halter Marine Inc.—New Orleans, La (1035)<br>AB 5,501<br>38,36 11,29 6,10<br>F- 1 dk<br>rf 1676 | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts E made— reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>10kn |

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| 7301570<br>WYZ6<br>767<br>537893 | **CAPT. GALJOUR**<br>**Oscar J. Galjour**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20 3,66 | **M Fishing** | Oil<br>345bhp (254kW)<br>.............<br>Fuel (d.o.) |
| 7644661<br>WYP9<br>674<br>574045 | **CAPT. GARLAND**<br>ex Jo Bar-79<br>**Trawler Capt. Garland Inc.**<br>Beaufort-Morehead City, NC United States of America | **143**<br>97<br>— | **1976** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84 3,38<br>1 dk | **M Fishing** | Oil<br>345bhp (254kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7634305<br>WYA2<br>340<br>593394<br>Esd Gc<br>Pld Rdr<br>RT | **CAPT. GEORGE**<br>**Marine Transportation Services Inc.**<br>Panama City, Fl United States of America | **297**<br>202<br>1 000 | **1978** Rockport Yacht & Supply Co. —Rockport, Tx (104)<br>AB 3,414<br>46,03 11,59 3,97<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>12kn |
| 7827677 | **CAPT. GEORGE**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7050133<br>WP8558<br>514692 | **CAPT. GOULD**<br>ex State Line-77<br>**L. C. Daniels Jr.**<br>Elizabeth City, NC United States of America | **149**<br>89<br>— | **1968** .............Fort George Island, Fl<br>*22,86* 7,32<br>... ... ... | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| 7827639 | **CAPT. HENRY**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7810856<br>VG2670<br>391283<br>Esd Pfd<br>Rdr RT | **CAPT. J. FIDDLER**<br>**N. Fiddler & Sons Ltd.**<br>Vancouver, B.C. Canada | **150**<br>50<br>— | **1978** J. Manly Ltd.—New Westminster, B.C. (535)<br>26,22<br>25,15 7,32 4,45<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 165 geared to sc. shaft<br>725bhp (533kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7534749<br>WYG6<br>781<br>566789 | **CAPT. JACK**<br>ex Dolphin-76<br>**Madelene F Inc.**<br>Galveston, Tx United States of America | **128**<br>87<br>— | **1974** KBW Marine Inc.—Freeport, Tx<br>*20,94* 6,86 3,81<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7940194<br>WSX2<br>983<br>603709 | **CAPT. JACK**<br>**Blue Seas Shrimp Inc.**<br>Tampa, Fl United States of America | **111**<br>76<br>— | **1979** .............Bayou la Batre, Al<br>*20,46* 6,71 3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7940065<br>WSX3<br>084<br>604604 | **CAPT. JAKE**<br>**Tornado Shrimp Inc.**<br>Tampa, Fl United States of America | **112**<br>76<br>— | **1979** .............Bayou la Batre, Al<br>*20,46* 6,71 3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7947221<br>613123 | **CAPT. JAMES**<br>**Gulf Prince Shrimp Co.**<br>Corpus Christi, Tx United States of America | **116**<br>79<br>— | **1979** .............Biloxi, Ms<br>*21,25* 6,10 3,48<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| 7742401<br>WYC7<br>944<br>591981 | **CAPT. JAMES II**<br>**Capt. James II Inc.**<br>Beaufort-Morehead City, NC United States of America | **103**<br>76<br>— | **1978** Gillikin Craft Inc.—Beaufort<br>*23,02* 6,94 2,80<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil<br>487bhp (358kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7926760<br>619115 | **CAPT. JAMIE**<br>**Capt. Jamie Inc.**<br>Mobile, Al United States of America | **114**<br>77<br>— | **1980** Quality Marine Inc.—Fowl River, Al (125)<br>*21,71*<br>6,72 3,23<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7829340<br>WYB6<br>332<br>592075 | **CAPT. JENTRY**<br>**Darce Towing Co. Inc.**<br>Corpus Christi, Tx United States of America | **187**<br>127<br>— | **1978** Halter Marine—U.S.A.<br>*28,35*<br>9,15 3,46<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| 7738905<br>WYC5<br>419<br>589428<br>Df Esd<br>Rdr RT | **CAPT. JIMMIE**<br>**Jimmie B. Martin Boats**<br>Houma, La United States of America | **134**<br>91<br>— | **1978** .............Bayou la Batre, Al<br>25,91<br>6,71 3,41<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW a.c. |
| 7731141<br>WYG7<br>212<br>582388 | **CAPT. JIMMY**<br>**Levy Trawlers Inc.**<br>Brownsville, Tx United States of America | **101**<br>68<br>— | **1977** .............St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |

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| **8036287**<br>619778 | **CAPT. JOE**<br>**Captain Joe Inc.**<br>Boston, Ma United States of America | **105**<br>72<br>— | **1980** ..............East Boothbay, Me<br>*19,27* 6,41<br>3,20<br>1 dk | **M Fishing** | Oil<br>525bhp (386kW)<br>U.S.A |
| **7944841**<br>608544 | **CAPT. JOHN MAYO**<br>**Garland A. Woodward**<br>Galveston, Tx United States of America | **116**<br>79<br>— | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,20<br>3,36<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7643497**<br>WYH6<br>545<br>571186 | **CAPT. JOHN SANTOS**<br>**Santos Menhaden Corp.**<br>Morgan City, La United States of America | **468**<br>318<br>— | **1976** Patterson Shipyard Inc.—Patterson, La<br>*49,44* 9,45<br>3,46<br>1 dk | **TM Fishing** | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>U.S.A<br>Fuel (d.o.) |
| **7100225**<br>WA3320<br>251825 | **CAPT. JOHN SANTOS**<br>**Florida Reduction Corp.**<br>Houma, La United States of America | **124**<br>57<br>— | **1947** Patterson Shipyard Inc.—Patterson, La (8)<br>*24,88* 6,30<br>2,90 | **Wood M Fishing** | Oil<br>550bhp (405kW)<br>..............<br>Fuel (d.o.) |
| **7945601**<br>WY2008<br>500126 | **CAPT. JOHNNY**<br>ex Frank Candies-79<br>**Otto Candies Inc.**<br>Houma, La United States of America | **127**<br>86<br>— | **1965** Barker Barge Lines Inc.—Lockport, La<br>*28,35* 8,39<br>3,20<br>1 dk | **TM Tug** | 2 Oil<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7742786**<br>592276 | **CAPT. JOHNNY**<br>**Debra Lynn Inc.**<br>Mobile, Al United States of America | **121**<br>82<br>— | **1978** ..............Coden, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>U.S.A |
| **7730238**<br>WYG7<br>098<br>581469 | **CAPT. KEITH**<br>**Simon Trawlers Inc.**<br>Brownsville, Tx United States of America | **128**<br>87<br>— | **1977** Rodriguez Boat Builders Inc.—Coden, Al<br>*21,95* 6,76<br>3,54<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A<br>Fuel (d.o.) |
| **7732925**<br>WYL9510<br>585651 | **CAPT. LEONARD**<br>**Leonard Shrimp Producers Inc.**<br>Wilmington, De United States of America | **118**<br>95<br>— | **1977** ..............Holden Beach, NC<br>*21,95*<br>6,79 2,98<br>1 dk | **Wood M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A |
| **8019588**<br>612543 | **CAPT. LIS**<br>**Deep Sea Scallopers Inc.**<br>Mobile, Al United States of America | **173**<br>118<br>— | **1979** Deep Sea Boat Builders—Bayou la Batre, Al<br>*23,05* 7,32<br>3,92<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>565bhp (416kW)<br>U.S.A |
| **7827603** | **CAPT. LLOYD**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>U.S.A |
| **7308516**<br>WX9685<br>509307 | **CAPT. LOURENCO**<br>ex Mr. Bruce-78 ex Scott C<br>ex Myrna B<br>**Lourenco & Sons Fishing Corp.**<br>New Bedford, Ma United States of America | **126**<br>86<br>— | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13* 6,71<br>3,20 | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| **7823396**<br>WSX6<br>906<br>601741<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPT. M. J. SOUZA**<br>**Captain Manuel J. Souza Inc.**<br>San Francisco, Ca United States of America | **1 171**<br>602<br>— | **1979** J. M. Martinac SB. Corp.—Tacoma, Wa (215)<br>68,13 13,26<br>59,34 12,81 5,59<br>2 dks | **M Fishing**<br>Tuna Line-fishing Ref | Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| **8019825**<br>WQZ3<br>465<br>607993<br>Df Esd<br>Pfd Rdr<br>RT | **CAPT. MALC**<br>**Daniels Enterprises Inc.**<br>Elizabeth City, NC United States of America | **163**<br>111<br>— | **1979** Roanoke Island Steel & Boat Works Inc.—Wanchese<br>27,44 7,35<br>7,12 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Vee Oil 2SA 12Cy. 146 × 146<br>625bhp (460kW) E made76 reconditioned & fitted79<br>General Motors Corp., Detroit Diesel Allison Div.<br>U.S.A<br>10kn |
| **7731153**<br>WYC5<br>012<br>582912 | **CAPT. MANO**<br>**Boat Mondego Inc.**<br>New Bedford, Ma United States of America | **168**<br>114<br>— | **1977** ..............Theodore, Al<br>*24,88* 7,32<br>3,87<br>1 dk | **M Fishing** | Oil<br>545bhp (401kW)<br>U.S.A<br>Fuel (d.o.) |
| **7827641** | **CAPT. MARK**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>U.S.A |
| **7827665** | **CAPT. MIKE**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>U.S.A |

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| 7337244<br>WYZ8<br>605<br>544450 | **CAPT. N. HUDGINS**<br>ex Tusitala-79<br>**T.O. Hudgins Sr.**<br>Beaufort-Morehead City, NC United States of America | **121**<br>82<br>— | | **1972** ...........Bayou la Batre, Al<br>*22,59* 6,71<br>3,41 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| 7731165<br>WYC3<br>297<br>582701 | **CAPT. NICKIE**<br>**Super Coon Inc.**<br>Houma, La United States of America | **114**<br>80<br>— | | **1977** ...........Biloxi, Ms<br>*21,49* 6,63<br>3,28<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7643708<br>WYH6<br>609<br>570691<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPT. PAUL**<br>**Darce Towing Co. Inc.**<br>Corpus Christi, Tx United States of America | **173**<br>117<br>— | | **1976** Halter Marine Services, Inc.—Pierre Part, La<br>33,53<br>30,54 9,45 3,46<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7743663<br>WYC7<br>159<br>596153 | **CAPT. POTTER**<br>**Archie Leroy Potter**<br>Wilmington, NC United States of America | **115**<br>89<br>— | | **1978** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1dk | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7643318<br>WYN9<br>855<br>571255 | **CAPT. RALPH**<br>ex William F. Peabody-79<br>**Roanoke Fish Co. Inc.**<br>Elizabeth City, NC United States of America | **124**<br>84<br>— | | **1976** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>370bhp (272kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7513094<br>WYT5<br>714<br>550118 | **CAPT. RANDY**<br>**Robert Simmons**<br>Lake Charles, La United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl (1859)<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>1 Ho ER<br>3 Ha ER | Oil 6Cy.<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7100940<br>WY8203<br>523444 | **CAPT. ROSE**<br>**Capt. Rose Inc.**<br>Beaufort-Morehead City, NC United States of America | **141**<br>102<br>— | | **1969** Charles Davis—Beaufort, NC<br>*25,12* 6,53<br>3,66 | **M Fishing** | Oil<br>500bhp (368kW)<br>............<br>Fuel (d.o.) |
| 7827574 | **CAPT. RUSSEL**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7926772<br>620833 | **CAPT. SCOTTIE**<br>**Captain Scottie Inc.**<br>United States of America | **115**<br>77<br>— | | **1980** Quality Marine Inc.—Fowl River, Al (127)<br>24,39<br>6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8036457<br>620833 | **CAPT. SCOTTIE**<br>**Captain Scottie Inc.**<br>Mobile, Al United States of America | **114**<br>77<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al<br>*21,71* 6,71<br>3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7828841<br>WSX2<br>003<br>593246 | **CAPT. SHANNON**<br>**Elroy Leonard**<br>Wilmington, NC United States of America | **121**<br>86<br>— | | **1978** ...........Holden Beach, NC<br>*22,07* 6,74<br>3,15<br>1dk | **Wood M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A. |
| 7629051<br>WYT9<br>861<br>562427<br>RT | **CAPT. SONNY**<br>**Gary L. Inman**<br>Seattle, Wa United States of America | **112**<br>76<br>— | | **1974** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7814307<br>9GZG<br>316650<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPT. STENDAL**<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **898**<br>429<br>900 | NV | **1980** Sterkoder M/V A/S—Kristiansund N. (84)<br>52,00 11,00 5,611<br>49,92 7,24<br>2 dks | **M Fishing**<br>Side-fishing Seiner Tuna Ref.<br>12 Ta ER<br>In.930<br>12 Ha (stl) (1,3 1,3 1,3 1,3 × 1,3) (1,6 1,6 1,6 1,6 1,6 1,6 1,6 1,6 × 1,6) ER<br>Cr 2(3) | Oil 2SA 9Cy. 300 × 450 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 267,0t (d.o.) 14kn |
| 5062974<br>VC3062<br>152776<br>RT | **CAPT. T. W. MORRISON**<br>**Paul Emile Caron**<br>Sorel, P.Q. Canada | **110**<br>5<br>— | | **1907** Pusey & Jones Corp.—Wilmington, De<br>26,98 6,10<br>... ... ...<br>R | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 108 × 127 NE 57<br>General Motors Corp. Detroit, Mi |
| 7644623<br>574320 | **CAPT. TEE CEE O**<br>**T. C. Oliver**<br>Jacksonville, Fl United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |

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| **7047916**<br>WY5921<br>518571 | **CAPT. TIMMY**<br>ex Angie Jo-76<br>ex Mary Theresa-75<br>**Timmy J. Guidry**<br>Houma, La United States of America | **123**<br>83<br>— | | **1969** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La<br>*21,86* 6,71<br>3,36<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **7742798**<br>WYC6<br>241<br>592350 | **CAPT. TONY**<br>**Blue Horizon Inc.**<br>Mobile, Al United States of America | **119**<br>81<br>— | | **1978** Quality Marine Inc.—Theodore, Al<br>*20,82* 6,71<br>3,51<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **8003278**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPT. VINCENT GANN**<br>**Edmund A. Gann**<br>San Diego, Ca United States of America | **1 172**<br>600<br>— | | **1981** J. M. Martinac SB. Corp.—Tacoma, Wa (227)<br>68,10 13,26<br>59,29 12,81 5,57<br>1 dk | **M Fishing**<br>Tuna Seiner Ref.<br>19 Ta ER<br>In.1 274 | Vee Oil 2SA 20Cy. 230 × 254 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>Directional propeller |
| **8038340**<br>625983 | **CAPT. WALLACE**<br>**Moonglow Trawler Co.**<br>Tampa, Fl United States of America | **105**<br>71<br>— | | **1980** .............Bayou la Batre, Al<br>*20,33* 6,71<br>3,28<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A. |
| **7100249**<br>WB5070<br>251731 | **CAPT. WES ROBINSON**<br>**Wilson Acosta**<br>Morgan City, La United States of America | **146**<br>104<br>— | | **1947** F. B. Walker & Sons—Pascagoula, Ms<br>*31,89* 6,10<br>2,65 | **M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| **7738307**<br>589498 | **CAPT. WILLIE**<br>**Versaggi Shrimp Corp.**<br>Tampa, Fl United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,25<br>2,77<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7232573**<br>WYZ8<br>533<br>543938 | **CAPT. WOODY**<br>ex Papa Charlie-78<br>**Garland A. Woodward**<br>Galveston, Tx United States of America | **125**<br>85<br>— | | **1972** Desco Marine—St. Augustine, Fl (119)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing**<br>In.45 | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7108631**<br>WE7205<br>265302 | **CAPT'N JOHNIE**<br>ex Captain John ex North Sea<br>ex SC 711<br>ex Air Jay (WAVR 431)<br>**Walter L. Stowe**<br>Norfolk, Va United States of America | **135**<br>92<br>— | | **1942** Dooley Shipyard—Fort Lauderdale, Fl<br>*32,62* 5,54<br>2,77 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| **5068198**<br>SXCG<br>1648<br>Df Esd<br>Gc Rdr | **CAPTAIN ANDREADIS**<br>ex Charalambos N. Pateras-80<br>ex Capetan Nicolas-61<br>**Acme Shipping Corp.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **9 319**<br>5 320<br>13 375 | ✠100A1 SS 6/77<br>Str. nav. ice<br>✠LMC<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4329 | **1960**-3 Brodogradiliste "3 Maj"—Rijeka (456)<br>153,17 18,88 9,259<br>140,44 18,80 12,02<br>P 7,7 F 16,8 2 dks<br>rf 152<br>7BH to U dk 1 to 2nd dk WB2616t incl.<br>Tunnel tanks 91t DTmf1234t<br>**LAID UP — SURVEYS OVERDUE 6/81** | **M General Cargo**<br>B.16 990 | CSD Oil 2SA 7Cy. 720 × 1250<br>6 300bhp (4 634kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>14kn |
| **7020918**<br>SV6787<br>8223<br>Rdr RT | **CAPTAIN ANDREAS**<br>ex Pine River-82 ex Niho Maru-81<br>**Adriatic Tankershipping Co. Ltd.**<br>Piraeus Greece | **459**<br>226<br>999 | NV | **1969** Izumi Zosensho—Maji (106)<br>46,11 9,02 4,039<br>46,00 9,00 4,37<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 104 | Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 32kW a.c.<br>10kn |
| **7050951**<br>WY5464<br>517651 | **CAPTAIN ANDY**<br>**Paul S. Ward**<br>Coos Bay, Or United States of America | **111**<br>75<br>— | | **1969** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23 | **M Fishing** | Oil<br>330bhp (243kW)<br>.............<br>Fuel (d.o.) |
| **7647912**<br>WYC4<br>078<br>579952 | **CAPTAIN ARTIQUEWA**<br>**Clarence Warren**<br>Houston, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW) U.S.A.<br>Fuel (d.o.) |
| **7940326**<br>WYC8<br>641<br>602316 | **CAPTAIN BANJO**<br>**F/V Captain Banjo Inc.**<br>San Francisco, Ca United States of America | **113**<br>77<br>— | | **1979** .............Coden, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A. |
| **7035559**<br>WK5073<br>511822<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPTAIN BILL**<br>ex Bea Theriot-81<br>**McAllister Tugs Inc.**<br>Houma, La United States of America | **186**<br>126<br>— | AB | **1967** American Marine Corp.—New Orleans, La (966)<br>9,81 4,214<br>35,92 9,61 4,86<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW<br>Fuel 284,5t |
| **8212001** | **CAPTAIN BO**<br>**Gulf Coast Marine Co.**<br>Bahrain | **360**<br>—<br>— | AB (Class cont.) | **1982** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (601)<br>... ... ...<br>31,81 10,01 4,91 | **TM Tug**<br>Anchor-handling | 2 Oil<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 5047807<br>WP9055<br>283882 | **CAPTAIN BRINN**<br>ex Challenger-70<br>**Hvide Shipping Inc.**<br>Miami, Fl United States of America | **166**<br>113<br>— | AB | **1960** John E. Matton & Son Inc.—Cohoes, NY (328)<br>*25,52* 7,68 3,337<br>25,66 7,62 3,61<br>BK 76 | **M Tug** | Oil 2SA 16Cy. 216 × 254<br>General Motors Corp. U.S.A.<br>Fuel 57,0t |
| 7042851<br>WZS4186<br>527248<br>Esd Pfd<br>Rdr<br>RTm/h/v | **CAPTAIN CARL**<br>**Jackson Marine Corp.**<br>Corpus Christi, Tx United States of America | **158**<br>107<br>— | | **1970** Halter Marine Services, Inc. —Lockport, La (245)<br>30,48 8,92 3,737<br>28,61 8,77 4,27<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 480V 60Hz a.c. |
| 6613483<br>CY7903<br>326544<br>RTv | **CAPTAIN COOK**<br>**Rockcrete Marine Ltd.**<br>C. E. Nelson<br>Vancouver, B.C. Canada | **124**<br>15<br>— | | **1966** B.C. Marine Shipbuilders Ltd. —Vancouver, B.C. (8)<br>*21,37* 6,86 3,658<br>... ... ...<br>1 dk | **M Tug**<br>5P | Vee Oil 4SA 16Cy. 159 × 203<br>NE 76<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 15kW<br>Fuel (d.o.) 12kn |
| 7431272<br>355733<br>Rdr RTv | **CAPTAIN COOK II**<br>**Haworth Investments Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **301**<br>186<br>— | ✠Classed LR until 12/8/77 | **1975**-7 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (104)<br>33,38 8,74 2,413<br>29,27 8,23 3,00<br>Ba 9,8 1 dk<br>rf 559 | **TM Ferry**<br>275dk P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 121 × 152 reverse reduction geared to sc. shafts<br>352bhp (259kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 2 × 20kW 415/240V 50Hz a.c.<br>Fuel 17,5t (d.o.) 10kn |
| 7100251<br>WQZ4<br>072<br>511712 | **CAPTAIN COON**<br>**Wilfred Maise**<br>New Orleans, La United States of America | **157**<br>106<br>— | | **1967** St. Charles Steel Fabricators —Thibodaux, La<br>*22,99* 7,37<br>3,69 | **M Fishing** | Oil<br>300bhp (221kW)<br>............<br>Fuel (d.o.) |
| 6718568<br>H2CC<br>394667<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPTAIN COSMAS M.**<br>ex Conti Almania-81<br>ex Grimsnis-75<br>ex Hein Jenevelt-70 ex Bari-68<br>**Anita Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**3 168**<br>1 977<br>3 581 | GL | **1966** VEB Schiffswerft "Neptun"—Rostock (488)<br>107,93 14,25 6,503<br>97,74 8,46<br>P 19,9 RQD 40,3 F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 451 B.5 917<br>2 Ha (stl) (22,7 24,6 × 7,4) ER<br>Cr 1(50) 1(20) 2(8) | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>14kn |
| 7621839<br>WYT9<br>252<br>563218<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN DARCE**<br>**Darce Towing Co. Inc.**<br>Corpus Christi, Tx United States of America | **180**<br>155<br>— | | **1975** Halter Marine Services, Inc.—New Orleans, La (465)<br>3,001<br>30,21 9,15 4,20<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7043635<br>SWUY<br>4111<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN DIAMANTIS**<br>**Sanmannas Cia. Maritima S.A.**<br>Piraeus Greece | **30 193**<br>21 878<br>68 847 | ✠**100A1** SS 1/81<br>strengthened for ore cargoes Nos. 2, 4, & 6 holds may be empty<br>✠**LMC**<br>EL M† 2⅞"U3<br>FN 11009 | **1971**-3 Mitsui SB. & Eng. Co. Ltd. —Tamano (886)<br>228,76(BB) 32,29 13,323<br>218,04 32,20 18,29<br>F 20,8 1 dk<br>rf nil<br>NS 9BH WB23019t incl. Topside tanks in holds 10241t Comb. btm & STs in holds 8441t | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 480kW 440V 60Hz a.c. |
| 7915929<br>622882<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN FRANK MEDINA**<br>**Deborah Ann Corp.**<br>San Diego, Ca United States of America | **1 092**<br>620<br>1 200 | | **1980** Peterson Builders Inc.—Sturgeon Bay, Wi (9502)<br>68,59 12,65 5,385<br>60,71 12,50 5,80<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>Mchy.aft | Vee Oil 2SA 20Cy. 230 × 254<br>3 500bhp (2 574kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>16kn |
| 7398248<br>WYT5<br>385<br>546779<br>RT | **CAPTAIN FRANKIE**<br>**William P. Brooks Construction Co.**<br>Tampa, Fl United States of America | **107**<br>73<br>— | | **1973** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>6,10 3,05<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil<br>365bhp (268kW)<br>............ |
| 6616045<br>SZTO<br>4442<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN GEORGE L.**<br>**Elmarina Inc.**<br>Piraeus Greece | **19 595**<br>12 721<br>38 371 | AB | **1966** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (867)<br>193,00 27,26 11,799<br>178,31 27,21 15,80<br>P 34,2 F 15,3 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 15,7 18,9 18,9 18,9 18,9 18,9 15,7 ER<br>G.43 239<br>7 Ha (stl) (9,6 × 10,5) (12,8 12,8 12,8 12,8 12,8 × 13,4) (9,6 × 10,5) ER<br>4W Cr 3(10) | Oil 2SA 9Cy. 760 × 1550<br>14 500bhp (10 666kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 520kW 1 × 240kW 240V 60Hz a.c.<br>Fuel 3 005,5t (hvf) 18,25kn |
| 7200893<br>WYZ8<br>091<br>298657<br>RT | **CAPTAIN GIBBY**<br>ex D. A. Wainwright, Jr.-74<br>**Petrou Fisheries Inc.**<br>New Orleans, La United States of America | **431**<br>293<br>— | | **1965** M. M. Flechas—Pascagoula, Ms<br>*47,55*<br>9,19 3,20 | **M Fishing** | Oil<br>1 400bhp (1 030kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7350466<br>RT | **CAPTAIN GIORGIS**<br>**Kostoglou Brothers**<br>Greece | **135**<br>—<br>— | | **1974** "Naus" Shipyard Philippou Bros. S.A. —Perama (112)<br>25,10 6,10 1,982<br>21,37 6,08 3,10<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA<br>400bhp (294kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |

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|---|---|---|---|---|---|---|
| **7127273**<br>SXIA<br>405<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAPTAIN GREGOS**<br>ex Losina-82<br>**Portorafti Compania Comercial S.A.**<br>Syros Greece | **58 184**<br>45 835<br>126 505 | BV | **1972** Hitachi Zosen—Innoshima (4306)<br>278,01(BB) 44,25 15,633<br>265,01 44,20 21,59<br>1 dk | **M Tanker**<br>CBT<br>12 Ta ER<br>L.(oil) 150 450<br>HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW)<br>Hitachi Zosen Sakurajima Works, O<br>Gen 1 × 760kW 2 × 380kW<br>450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 3 779,0t (hvf)-85,5pd<br>15, |
| **5177810**<br>3EZN<br>10482-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAPTAIN GREGOS**<br>ex Ariege-80 ex Valais-72<br>ex Aghios Haralampos-70<br>ex Justus Waller-66<br>**Yasonas Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Panama Panama | **10 795**<br>6 482<br>18 471 | BV<br>✠Classed LR until 3/72 | **1954**-1 A/B Gotaverken—Goteborg (681)<br>167,57 20,15 9,472<br>156,01 20,12 11,97<br>P 31,4 B 11,0 F 19,2 1 dk<br>RW | **M Tanker**<br>20 Ta ER<br>L.(oil) 23 411 | Oil 2SA 9Cy. 680 × 1500<br>6 750bhp (4 965kW)<br>A/B Gotaverken Gote<br>Gen 2 × 165kW 1 × 110kW 220V d<br>Fuel 1 633,0t (hvf) |
| **5122401**<br>P3AI<br>380965<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN HAMDY**<br>ex Helmos-80 ex Evimar-77<br>ex Hiap Teck-76<br>ex Eastern Thai-73<br>ex Fuji Maru-71<br>**Great Vision Co. Ltd.**<br>Limassol Cyprus | **1 570**<br>915<br>2 851 | NK | **1958** Shioyama Dockyard Co. Ltd.—Osaka (233)<br>82,71 12,25 5,639<br>76,00 12,22 6,00<br>P 58,0 RQD 14,4 B 4,9 F 9,2 1 dk<br>RW | **M General Cargo**<br>2 Ho 17,3 33,0 ER<br>G.4 191 B.3 926<br>2 Ha (12,3 25,3 × 6,1) ER<br>8W Der 1(40) 4(15) 2(10) | Oil 4SA 6Cy. 430 × 540<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Ni<br>Gen 2 × 50kW 220V d.c.<br>Fuel 171,5t (hvf) |
| **7732937**<br>585110 | **CAPTAIN HENRY**<br>**John Fernandez**<br>Key West, Fl United States of America | **101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U |
| **6708537**<br>WX7731<br>506360<br>Rdr RT | **CAPTAIN HOOK**<br>ex Tough Tide-79<br>**Captain Hook Trading Co.**<br>Juneau, Ak United States of America | **194**<br>131<br>— | | **1966** American Marine Corp.—New Orleans, La (964)<br>47,25 11,03 3,172<br>44,56 10,98 3,81<br>1 dk<br>conv Fishing 79 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **5062833**<br>ZSOW<br>302960<br>Esd Pfd<br>Rdr<br>RTm/v | **CAPTAIN INMAN**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **414**<br>143<br>— | ✠Classed LR until 9/68 | **1962**-4 J. Lewis & Sons Ltd.—Aberdeen (332)<br>*42,62* 8,64<br>41,74 8,54 4,42<br>F 7,1<br>R rf 660 BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho 10,9<br>4 Ha (1,2 1,2 1,2 2,1comb. × 0,9)<br>Der 2(2) 2(1) | Oil 4SA 7Cy. 381 × 508<br>1 280bhp (942kW)<br>Mirrlees, Bickerton & Day Stock<br>Gen 2 × 45kW 220V d.c.<br>Fuel (d.o.) |
| **7235707**<br>VCNW<br>391569<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN IOANNIS S.**<br>ex Sandy Cape-80 ex Sistella-78<br>**C.S.L. Group Inc.**<br>Canada Steamship Lines Inc.<br>Quebec, P.Q. Canada | **544**<br>94<br>— | NV | **1973** Ulstein M/V A/S—Ulsteinvik (71)<br>45,19 10,88 5,290<br>40,16 10,81 6,58<br>1 dk | **M Tug/Icebreaker**<br>Mchy.aft<br>Cr 1(10) | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared to sc. shaft<br>Nydqvist & Holm A/B Trollh<br>Gen 2 × 176kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7118105**<br>WYZ6<br>504<br>510964 | **CAPTAIN JAC**<br>ex Sue<br>**Jackson Marine Corp.**<br>Corpus Christi, Tx United States of America | **198**<br>134<br>— | AB | **1967** Halter Marine Services, Inc.—New Orleans, La (175)<br>8,69 3,868<br>28,86 4,40 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Ill<br>Fuel (d.o.) |
| **7050391**<br>WY5462<br>516976 | **CAPTAIN JACK**<br>**A J B Inc.**<br>Houma, La United States of America | **111**<br>75<br>— | | **1969** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23 | **M Fishing** | Oil<br>330bhp (243kW)<br>............<br>Fuel (d.o.) |
| **7515602**<br>WYU9<br>570<br>550893<br>RT | **CAPTAIN JACK**<br>ex Imperial Clipper-77<br>**Independent Fish Co. Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **5095490**<br>WY8362<br>522827<br>Esd Rdr<br>RT | **CAPTAIN JAMES COOK**<br>ex E. F. Zwicker<br>**Lundeberg Maryland Seamanship School Inc.**<br>Washington, DC United States of America | **177**<br>123<br>— | | **1934** Smith & Rhuland—Lunenburg, N.S.<br>44,20 8,36 4,750<br>... ... ...<br>conv Side-fishing Schooner Fishing 69 | **Wood Aux M Training Vessel**<br>Schooner | Oil 5Cy. 255 × 370<br>240bhp (177kW) NE —<br>Petters Ltd. Y |
| **7204136**<br>WYZ2<br>786<br>529425<br>RT | **CAPTAIN JOE**<br>**Captain Joe Fisheries Inc.**<br>Seattle, Wa United States of America | **171**<br>116<br>— | | **1970** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 7,37<br>3,56<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW)<br>U |
| **5158266**<br>SVUX<br>6215<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN JOHN**<br>ex Captain George-77<br>ex Igaharu Maru-74<br>**Astro Carisma Armadora S.A.**<br>Piraeus Greece | **9 081**<br>5 473<br>13 221 | **100A1** SS 4/81<br>**LMC**<br>EL (Y) et $2\frac{5}{16}$"SQ<br>FN 4648<br>(NK) | **1960** Hitachi Zosen—Innoshima (3892)<br>155,02 19,69 9,570<br>145,22 19,60 12,40<br>F 13,8 2 dks, 3rd dk except in Nos. 1 & 6 holds<br>RW rf 102<br>SF 8BH WB1648T incl. DTma 1232T & tunnel tanks 172T | **M General Cargo** CSD<br>Ref<br>6 Ho<br>G.16 930 B.15 452 In.399<br>6 Ha (7,4 × 5,4) (13,3 11,2 7,1 13,5 8,0 × 7,4)<br>18W Der 4(10) 14(5) | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW) .<br>Hitachi Zosen Hiroshima Works, Innos<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 2 × 340kW 450V 60Hz a.c.<br>Fuel 1 655,0t-45,0pd |
| **7628215**<br>SXPG<br>6624<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN JOHN D. PATERAS**<br>ex Pantanassa-79<br>**Oceanica Compania de Transportes S.A.**<br>Leandros Shipping Co. S.A.<br>Piraeus Greece | **21 194**<br>15 913<br>35 100 | AB | **1977** Namura SB. Co. Ltd.—Imari (827)<br>185,43 27,06 10,926<br>175,01 27,01 15,52<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.43 732<br>5 Ha (stl) ER<br>Cr 5(15)<br>HeCls. B | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 211,0t (d.o.) 2 233,5t (hvf)-36,0pd<br>14 |

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| 7378626<br>SXLG<br>6723<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPTAIN JOHN G. P. LIVANOS**<br>**Elcapitaine Inc.**<br>Ceres Hellenic Shipping Enterprises Ltd.<br>Piraeus Greece | **123 648**<br>104 157<br>259 657 | AB | **1977** Hakodate Dock Co. Ltd.—Hakodate (604)<br>331,71(BB) 54,84 20,551<br>314,03 54,81 26,42<br>1 dk | **S Tanker**<br>7 Ta ER<br>L.(oil) 315 575 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel 493,0t (d.o.)-180,0pd 15,5kn |
| 8062869<br>SXWO<br>4441<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN JOHN L.**<br>**Elseafarers Inc.**<br>Piraeus Greece | **13 338**<br>8 268<br>22 195 | AB | **1961** Nippon Kokan K.K.—Shimizu (166)<br>178,37 22,84 9,856<br>166,12 22,76 13,42<br>P 27,2 F 11,9 1 dk<br>RW rf 51 | **M Bulk Carrier**<br>7 Ho ER<br>G.26 852 B.25 593<br>7 Ha ER<br>2W Cr 3 Der 2(5) | Oil 2SA 7Cy. 740 × 1600<br>9 230bhp (6 789kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 2 337,0t 16,5kn |
| 7204019<br>WYP4<br>311<br>528728 | **CAPTAIN KEARBY**<br>ex Sleepy South-79<br>ex Lady Beverly-77<br>ex Ocean Princess-77<br>ex Miss Flora<br>**Charlie Kullman**<br>Corpus Christi, Tx United States of America | **113**<br>77<br>— | | **1970** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,43* 6,71<br>3,56 | **M Fishing** | Oil<br>325bhp (239kW)<br>.............<br>Fuel (d.o.) |
| 7301178<br>6KOP<br>BSA-<br>1958<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN KIM**<br>ex Pendruc-82 ex Navarra-77<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **1 512**<br>858<br>2 235 | BV KR | **1973** Maritima de Axpe S.A.—Bilbao (65)<br>75,49 13,54 6,465<br>69,60 13,50 9,17<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 454,5t (d.o.) 16,5kn |
| 5116294<br>SV5069<br>8178<br>Df Esd<br>Rdr RTm | **CAPTAIN KOMNINOS**<br>ex Agios Georgios Armas-76<br>ex Fleth-74<br>**Eagle Maritime Co. Ltd.**<br>Piraeus Greece | **499**<br>342<br>935 | GL | **1956** J. J. Sietas K.G. Schiffswerft —Hamburg (401)<br>55,50 9,63 3,810<br>50,02 9,61 4,07<br>P 13,5 B 11,0 F 8,6 1 dk<br>RW | **M General Cargo**<br>1 Ho 34,5 ER<br>G.1 147 B.1 088<br>2 Ha (8,2 15,9 × 5,5) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 35,5t (d.o.) 10kn |
| 8036823<br>622975 | **CAPTAIN KURT**<br>**Lady Rosemary Inc.**<br>Houma, La United States of America | **159**<br>108<br>— | | **1980** .............Coden, Al<br>*24,33* 7,37<br>3,51<br>1 dk | **M Fishing** | Oil<br>471bhp (346kW)<br>U.S.A. |
| 7933725<br>619312 | **CAPTAIN LEE**<br>**Lynwood L. Anderson**<br>Jacksonville, Fl United States of America | **108**<br>73<br>— | | **1980** Collier Shipbuilding Inc.—Bayou la Batre (4)<br>*22,65* 6,71<br>3,38<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6906945<br>SVLV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPTAIN LEMOS**<br>ex Union Friendship-76<br>**Islamar Armadora S.A.**<br>Piraeus Greece | **9 731**<br>6 108<br>17 214 | AB | **1969** Namura SB. Co. Ltd.—Osaka (378)<br>145,50 21,65 9,281<br>136,00 21,61 12,20<br>P 27,2 F 10,4 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>4 Ho 21,6 25,7 25,7 26,5 ER<br>G.20 813 B.20 360<br>4 Ha (stl) (13,2 × 8,9) (19,5 19,5 19,5 × 9,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel 1 549,5t (hvf) |
| 5121940<br>SVXA<br>4592<br>Df Esd<br>Gc Pfd<br>Rdr | **CAPTAIN LEO**<br>ex Frol-72<br>**Orion Sea Carriers Inc.**<br>Piraeus Greece | T.Mk<br>**1 912**<br>1 117<br>—<br>**3 144**<br>2 023<br>— | NV | **1962** Trondhjems M/V A/S—Trondheim (246)<br>99,22 13,72 6,516/—<br>91,52 13,70 8,51<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 485 B.6 060<br>4 Ha (stl) (10,5 × 6,5) (11,8 11,2 10,5 × 7,2) ER<br>8W Der 1(15) 2(5) 6(3) | Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 134kW 1 × 50kW 440V 60Hz a.c.<br>Fuel 365,0t-6,0pd 12,5kn |
| 7417147<br>356441 | **CAPTAIN LESLIE VI**<br>**L. A. & A. B. Butters**<br>Georgetown, Demerara Guyana | **128**<br>63<br>— | | **1974** Desco Marine—St. Augustine, Fl (185)<br>... ... ...<br>22,86 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9,5kn |
| 7423548<br>356442 | **CAPTAIN LESLIE VII**<br>**L. A. & A. B. Butters**<br>Georgetown, Demerara Guyana | **138**<br>63<br>— | | **1974** Desco Marine—St. Augustine, Fl (188)<br>22,86 6,71<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9,5kn |
| 6808947<br>HO9550<br>8721-YJ<br>Rdr RT | **CAPTAIN LUCAS**<br>ex Hokushun Maru-80<br>ex Shinko Maru<br>**Panagis Zissimatos**<br>Panama Panama | **496**<br>278<br>1 040 | HR | **1968** Hashihama Zosen—Imabari (231)<br>54,51 8,82 4,192<br>49,51 8,79 4,40<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 28kW 225V a.c.<br>Fuel 45,5t-3,0pd 10,5kn |
| 7829039<br>WYC7<br>806<br>594093 | **CAPTAIN LYNWOOD**<br>**Lynwood L. Anderson**<br>Jacksonville, Fl United States of America | **116**<br>80<br>— | | **1978** Quality Marine Inc.—Theodore, Al<br>*22,26* 6,71<br>3,28<br>1dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7520449<br>WYP9<br>558<br>553125 | **CAPTAIN MAKEL**<br>ex Henny Penny-79<br>**William M. Wilder**<br>Key West, Fl United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |

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| **7621786**<br>566365<br>Esd Gc<br>Pfd Rdr<br>RT | **CAPTAIN MARTIN**<br>**Andrew Martin Sea Service Inc.**<br>New Orleans, La United States of America | **183**<br>152<br>— | | **1975** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (94)<br>3,901<br>30,61 9,15 4,47<br>1 dk | **TM Tug**<br>Mchy.aft | Oil<br>A/B Bofors Nohab<br>Sw |
| **5136828**<br>Df RT | **CAPTAIN MAYORAL**<br>ex Lady Zabeta-79 ex Gruno-75<br>**Fuerzas Armadas del Ejercito de Tierra**<br>Vigo Spain | **395**<br>210<br>620 | ✠Classed LR until 9/2/79 | **1955**-2 F. Smit v/h Smit & Zoon—Foxhol (118)<br>50,50 8,21 3,296<br>46,31 8,16 3,61<br>RQD 11,6 F 8,0 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 30,6 ER<br>G.807 B.770<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appinge<br>Fuel 51,0t |
| **5203671**<br>399644<br>RTm | **CAPTAIN MORGAN**<br>ex Lomax-82 ex Omit-79<br>ex Mito-78 ex Lars-66,<br>ex Alfred Hinsch-61 ex Gesa-52<br>ex Aenne Jacobs-36 ex Trafik<br>ex Hermann<br>**Captain Morgan Shipping Co. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **101**<br>56<br>165 | | **1902** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>27,84 6,20<br>6,18<br>1 dk<br>R | **Aux M General Cargo**<br>1 Ho 14,0 ER<br>1 Ha (8,6 × 3,4) ER<br>Der 1(1) | Vee Oil 2SA 8Cy. 108 × 127<br>350bhp (257kW) NE 73<br>General Motors Corp. Detro<br>Fuel (d.o.) |
| **7647871**<br>WYC5<br>690<br>580792 | **CAPTAIN NICE**<br>**Selah Inc.**<br>Coos Bay, Or United States of America | **113**<br>76<br>— | | **1977** Coastal Marine Fabricators Inc. —Violet, La<br>*21,40* 6,71<br>3,51<br>1dk | **M Fishing** | Oil<br>400bhp (294kW)<br>Fuel (d.o.)<br>U |
| **6902999**<br>J4AU<br>6833<br>Df Esd<br>Gc Rdr<br>RTh | **CAPTAIN NICOLAS**<br>ex Cape Sable-78<br>**Marvista Navegacion S.A.**<br>Piraeus Greece | **13 532**<br>7 687<br>22 333 | AB<br>✠Classed LR until 4/5/79 | **1968**-12 Horten Verft A/S—Horten (163)<br>160,86(BB) 22,92 9,780<br>150,88 22,86 13,09<br>P 30,8 F 12,2 1 dk<br>rf 76 DK fwd | **M Bulk Carrier**<br>6 Ho 18,7 19,3 14,2 19,3 19,3 19,3 ER<br>G.26 985 B.25 559 HeCls. B<br>6 Ha (stl) (12,6 12,6 8,6 12,6 12,6 12,6 × 12,6) ER<br>Cr 4(8) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) S<br>Marinens Hovedverft H<br>Gen 3 × 375kW 440V 60Hz a.c.<br>Fuel 150,0t (d.o.) 1 330,0t (hvf)-33,0pd |
| **5155812**<br>3FAK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN NICOLAS**<br>ex Howa Maru-82<br>**Nicolas Shipping Co. S.A.**<br>Panama Panama | **9 222**<br>5 587<br>13 522 | NK | **1962** Kure Zosensho—Kure (61)<br>156,01 19,66 9,032<br>145,01 19,61 12,12<br>F 10,1 2 dks | **M General Cargo**<br>Ref<br>6 Ho<br>G.20 579 B.18 099 In.218<br>6 Ha (8,2 × 6,1) (13,5 13,5 8,0 13,5 × 7,0) (8,7 × 6,0)<br>18W Der 2(20) 2(10) 14(5) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) S<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 224kW 450V a.c.<br>Fuel 1 524,0t-30,5pd 16. |
| **7334682**<br>C4KT<br>374212<br>Rdr RT | **CAPTAIN NIKOLAS**<br>ex Miss Tita-81 ex Elona I-78<br>ex Sea Thand VI-76<br>ex Asahi Maru No. 15-75<br>ex Yamato Maru No.8<br>**Oxford Shipping Co. Ltd.**<br>Roussos Bros.<br>Limassol Cyprus | **943**<br>563<br>2 007 | BV | **1965** Asakawa Zosen—Imabari (72)<br>66,25 10,44 4,690<br>60,00 10,42 5,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 964 B.1 815<br>1 Ha (31,0 × 5,7) ER<br>Der 1(7) 1(5) | Oil 4SA 6Cy. 330 × 500<br>1 300bhp (956kW)<br>Makita Tekkosho Takan<br>Gen 1 × 15kW 1 × 10kW 110V d.c.<br>Fuel 61,0t-4,0pd 11 |
| **7736098**<br>588395 | **CAPTAIN OLIVER**<br>**Captain Oliver Inc.**<br>Beaufort-Morehead City, NC United States of America | **118**<br>80<br>— | | **1977** .............Williston, NC<br>*23,35*<br>7,50 2,49<br>1 dk | **Wood M Fishing** | Oil<br>600bhp (441kW)<br>U |
| **7129831**<br>SXPE<br>4305<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN PANAGOS D.P.**<br>ex Panagos D. Pateras-80<br>**Xenephon Panama S.A.**<br>Ocean Cross (Hellas) S.A.<br>Piraeus Greece | **16 207**<br>10 330<br>29 173 | **✠100A1** CS 1/82<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Ft 2⅝"U2<br>FN 6396 | **1972**-3 Hakodate Dock Co. Ltd.—Hakodate (509)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8893t incl. Comb. btm & STs in Nos. 2-6 holds 3645t Topside tanks in Nos. 2-7 holds 3469t | **M Bulk Carrier**<br>7 Ha ER<br>Cr 6 | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) S<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel (hvf) 14. |
| **7739210**<br>WYC5<br>448<br>590367 | **CAPTAIN PETE**<br>**Van E. Howell**<br>Pensacola, Fl United States of America | **142**<br>96<br>— | | **1978** Marine Builders Inc.—Mobile, Al<br>*23,17* 6,81<br>3,41<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Il |
| **7946215**<br>HP3269<br>6558-76<br>RT | **CAPTAIN PETER**<br>ex YF 867<br>**Cimline Carriers Inc.**<br>Panama Panama | **150**<br>100<br>— | | **1944** Missouri Valley Bridge & Iron Works —Leavenworth, Ks<br>2,715<br>38,18 9,30 3,84<br>1 dk | **M General Cargo** | Oil<br>U |
| **7937575**<br>WYZ8<br>198<br>528154 | **CAPTAIN RALEIGH**<br>**Captain Rayleigh Inc.**<br>Houma, La United States of America | **112**<br>76<br>— | | **1970** .............St. Charles, La<br>*20,52*<br>6,53 3,38<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW)<br>U |
| **7100952**<br>WY8096<br>523656 | **CAPTAIN RUMBLE**<br>**Sea Garden Sales Co. Inc.**<br>Brownsville, Tx United States of America | **130**<br>89<br>— | | **1969** Southern SB. Co.—Brownsville, Tx<br>*21,89* 6,76<br>3,66 | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |

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| 5238286<br>WC2637<br>233433<br>Df Gc<br>Rdr RT | **CAPTAIN SAM**<br>ex Mobil New York-71<br>ex Poughkeepsie Socony-62<br>**m.v. Poling Bros. No. 11 Inc.**<br>New York, NY United States of America | **1 546**<br>1 033<br>2 717 | AB | **1934** (Fwd & aft sections) United D.D. Inc.—Port Richmond, NY (824)<br>**1957** (Cargo section) Avondale Marine Ways Inc.—Avondale, La<br>*85,78* 12,25 4,277<br>85,96 12,20 5,36<br>RQD 16,8 1 dk<br>rf 152 len 57 | **TM Tanker**<br>12 Ta ER<br>L.(oil) 3 498 | 2 Oil 2SA each 12Cy. 216 × 254 sr geared to sc. shafts<br>2 160bhp (1 589kW) E made42 fitted55<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 75kW 110V d.c.<br>Fuel 54,0t (d.o.) |
| 7940429<br>WSZ9176<br>604472 | **CAPTAIN SAM**<br>**Trawler Captain Sam Inc.**<br>Boston, Ma United States of America | **153**<br>104<br>— | | **1979** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms<br>*23,05* 7,07 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 12Cy. 123 × 127<br>600bhp (441kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| 8036299<br>617863 | **CAPTAIN SEAGLE**<br>**Richard L. Brandon**<br>Jacksonville, Fl United States of America | **117**<br>79<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,61* 6,18 3,36<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5228968<br>C4BI<br>373894<br>Df Esd<br>Rdr RT | **CAPTAIN SPYROS**<br>ex Ateni-81 ex Radiant Ketty-75<br>ex Mathilda-74<br>**Minkali Marine Co. Ltd.**<br>Trico Enterprise S.A.<br>Limassol Cyprus | **482**<br>229<br>791<br>**944**<br>606<br>— | BV | **1957** N.V. Werf "Gusto"—Schiedam (107)<br>65,59 9,83 3,442/—<br>63,00 9,76 5,80<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ref.<br>1 Ho ER<br>G.328 B.159 In.1 500<br>2 Ha (each 9,6 × 4,5) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 76,0t (d.o.) 13,5kn |
| 7619434<br>SZIH<br>6798<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CAPTAIN STEFANOS**<br>**Sampsa Compania Naviera S.A.**<br>Piraeus Greece | T.Mk<br>**6 335**<br>4 509<br>12 410<br>**10 373**<br>7 132<br>16 251 | ✠**100A1**<br>✠**LMC**<br>EL C† 2⅜"U2<br>FN 4698 | **1978**-3 Usuki Tekkosho—Saiki (1212)<br>146,92(BB) 22,05 —/8,973<br>138,03 22,01 12,02<br>P 25,6 F 12,5 2 dks<br>rf nil<br>SF 6BH WB3583T incl. TwD STs 1015T | **M General Cargo**<br>4 Ho 24,3 26,3 27,4 26,3 ER<br>4 TwD ER<br>G.23 603 B.21 229 HeCls. B<br>4 Ha (stl) (12,8 16,0 17,2 16,0 × 11,2) ER<br>9W Der 1(60) 4(22) 4(15) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 160,0t (d.o.) 997,0t (hvf)-28,5pd 14kn |
| 7004641<br>FTTC<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN SUMNER**<br>ex Sinmar-76<br>ex Gaston Micard-74<br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Le Havre France | **1 599**<br>1 039<br>3 375 | BV (NV) | **1970** Ankerlokken Verft Glommen A/S—Fredrikstad (172)<br>91,19 14,23 5,493<br>84,77 14,20 6,20<br>1 dk<br>rf nil | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>10 Ta ER<br>L.3 806 L.(oil) 4 206 | 2 Oil 4SA each 6Cy. 260 × 368 geared to sc. shaft<br>2 700bhp (1 986kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 2 × 132kW 1 × 64kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 197,0t (d.o.)-5,5pd 12kn |
| 7730240<br>581793 | **CAPTAIN TONY**<br>**Jack E. Bryan**<br>Key West, Fl United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25 2,80<br>1dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6723862<br>SXTE<br>7551<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAPTAIN VENIAMIS**<br>ex Georg Russ-80 ex Nordstern-75<br>**G.T.V. Compania Naviera S.A.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **13 858**<br>9 688<br>25 580 | NV (GL) | **1967** Kieler Howaldtswerke A.G.—Kiel (1195)<br>186,90 22,81 10,554<br>175,39 22,70 14,20<br>P 33,9 RQD 28,1 B 22,9 F 13,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho each 18,4 ER<br>G.30 480<br>7 Ha (stl) (each 12,8 × 10,1) ER<br>14W Der 14(6-8) 2(1) | Oil 2SA 6Cy. 860 × 1600<br>12 250bhp (9 011kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 2 × 470kW 1 × 290kW 440V 60Hz a.c.<br>Fuel 1 977,0t (hvf) 17kn |
| 7021223<br>WZR8<br>064<br>527923<br>Df Esd<br>Rdr RT | **CAPTAIN VINCENT GANN**<br>**Capt. Vincent Gann Fish Co. Inc.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **999**<br>522<br>— | | **1970** Tacoma B.B. Co. Inc.—Tacoma, Wa (241)<br>58,22 11,26<br>53,70 10,95 5,19<br>RW | **M Fishing**<br>Side-fishing Tuna Seiner Ref. | Oil 2SA 20Cy.<br>3 500bhp (2 574kW)<br>General Motors Corp. La Grange, Illinois |
| 7814589<br>WQZ8<br>836<br>620777<br>Df Esd<br>Gc Rdr<br>RT | **CAPTAIN W. D. HADEN**<br>**Bay-Houston Towing Co.**<br>Galveston, Tx United States of America | **187**<br>127<br>— | AB | **1980** Halter Marine Inc.—New Orleans, La (782)<br>4,420<br>31,75 10,37 4,91<br>F 12,5 1 dk<br>rf 203 | **TD-E Tug** | 3 Vee Oil 2SA each 16Cy. 146 × 146 driving gen. connected to elec. motors<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 1000kW a.c.<br>12kn |
| 7223259<br>541075<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN WHITNEY**<br>**Rebstock Towing Co. Inc.**<br>Houma, La United States of America | **160**<br>109<br>— | AB | **1972** Main Iron Works Inc.—Houma, La (263)<br>8,23 3,633<br>29,32 8,18 4,20<br>1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 50kW<br>Fuel 201,0t (d.o.) |
| 7917604<br>P3VT<br>394530<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPTAIN X. KYRIAKOU**<br>**Blue Ionian Shipowners Ltd.**<br>Athenian Tankers Management S.A.<br>Limassol Cyprus | **18 495**<br>9 128<br>29 470 | ✠**100A1**<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>EL (G†) 610,0/72,0U2<br>FN 6653 | **1981**-1 Kherson Shipyard—Kherson (1910)<br>178,87(BB) 25,33 11,023<br>165,00 25,30 15,02<br>P 29,0 F 12,8 1 dk<br>rf nil<br>11BH WB2041T | **M Tanker**<br>CBT<br>pt higher tensile steel<br>24 Ta ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Bryansk Eng. Works Bryansk<br>2 WTAuxB 17,5kgf/cm$^2$ (17,2bar)<br>WTAuxB (ex.g) rcv & htr 17,5kgf/cm$^2$ (17,2bar) Spt 15,5kgf/cm$^2$ (15,2bar)<br>Gen 1 × 480kW 2 × 400kW 400V 50Hz a.c. |

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| **5419919**<br>SZQT<br>289<br>Df Esd<br>Gc Rdr<br>RTm | **CAPTAIN YANNIS**<br>ex Evros-81<br>**Woodford Shipping Co.**<br>Union Commercial Steamship Co.<br>Chios Greece | **15 819**<br>10 165<br>24 397 | AB | **1963** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (185)<br>191,47 22,94 10,859<br>179,69 22,79 14,10<br>P 38,1 F 14,1 1 dk<br>RW rf 51 | **M Bulk Carrier**<br>7 Ho 15,8 18,9 20,1 20,7 17,3<br>16,7 16,7 ER<br>G.33 368 B.29 604 HeCls. B<br>7 Ha (stl) (8,2 × 8,0) (11,2 × 10,9)<br>(11,2 11,2 11,2 11,2 11,2 ×<br>11,2) ER<br>14W Der 14(3-10) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 165,5t (d.o.) 1 465,0t (hvf)-35,5pd | Winterthur<br>14kn |
| **5007314**<br>4XJG<br>MS240<br>Df Esd<br>Rdr | **CAPTAIN ZEEV HAYAN**<br>ex Akraborg-80<br>**The Israel Nautical College**<br>Haifa Israel | **357**<br>134<br>— | GL<br>✠Classed LR until<br>17/1/75 | **1956**-3 H. C. Christensens Staalskibsv. af<br>1949—Marstal (65)<br>45,01 8,39 2,853<br>41,36 8,08 3,97<br>F 5,8 1 dk, 2nd dk in fwd hold<br>RW rf 305 | **TM Ferry/General Cargo**<br>—dk P<br>Ice strengthened<br>1 Ho ER<br>1 Ha (w) (3,0 × 2,1) ER<br>Der 1(5) | 2 Oil 4SA each 6Cy. 260 × 370 sr geared<br>to sc. shafts<br>1 080bhp (794kW)<br>Ruston & Hornsby Ltd.<br>Fuel (d.o.) | Lincoln<br>10,5kn |
| **7908067**<br>WYC7<br>367<br>596771<br>Esd Rdr<br>RTv | **CAPTAIN'S PRIDE**<br>**Joe & Manuel Pereira**<br>Tampa, Fl United States<br>of America | **114**<br>78<br>— | | **1978** Eastern Marine Inc.—Panama City, Fl<br>2,741<br>22,59 6,72 3,36<br>1 dk | **M Fishing**<br>In.80 | Vee Oil 2SA 12Cy. 108 × 127 geared to<br>sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div.<br>Gen 1 × 20kW | U.S.A<br>10kn |
| **5402241**<br>GMDA<br>304228<br>Df RT | **CAPTION**<br>**N. E. Murray**<br>Rochester United Kingdom | **189**<br>112<br>269 | | **1963** R. Dunston (Hessle) Ltd.—Hessle<br>(S797)<br>32,11 7,19 2,274<br>29,52 7,01 2,85<br>1 dk | **M General Cargo**<br>1 Ho 18,1 ER<br>G.377 B.354<br>1 Ha (17,0 × 4,5) ER | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW)<br>Bergius Co. Ltd.<br>Fuel 7,0t (d.o.) | Glasgow<br>8,25kn |
| **7208675**<br>GPAW<br>343236<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAPULET**<br>**Hanover Shipping Co. Ltd.**<br>Newgate Shipping Co. Ltd.<br>London United Kingdom | **16 488**<br>9 709<br>26 324 | ✠**100A1** SS 10/80<br>strengthened for ore<br>cargoes No. 3 hold may<br>be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6440 | **1972**-6 Swan Hunter Shipbuilders Ltd.<br>—Haverton Hill (48)<br>182,89(BB) 22,97 10,364<br>174,17 22,64 14,33<br>P 32,0 F 14,7 1 dk<br>rf nil DK<br>NS 9BH WB9636t incl. Topside tanks in<br>holds 4224t Comb. btm & STs in No. 1<br>hold 1501t | **M Bulk Carrier**<br>5 Ho 25,2 24,9 25,2 25,2 23,7<br>ER<br>G.33 454<br>5 Ha (stl) (14,4 × 9,1) (18,4 18,4<br>18,4 16,7 × 10,6) ER<br>Cr 4(12) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c. | Sulzer<br>15kn |
| **5410602**<br>ILDJ<br>684<br>Df Esd<br>Rdr RT | **CAPUTERRA**<br>ex Louis Frederic Dewulf-63<br>ex Jean Guiton-53 ex Runn-53<br>ex Bie-51 ex Lovo-50<br>**'Bulmar' Compagnia Siciliana di<br>Armamento**<br>Venezia Italy | **1 248**<br>680<br>1 757 | (RI)<br>✠Classed LR until 6/64 | **1948**-3 A/B Ekensbergs Varv—Stockholm<br>(190)<br>71,20 10,83 4,573<br>65,54 10,80 4,86<br>P 17,4 F 11,6 1 dk | **M Tanker**<br>17 Ta ER<br>L.(oil) 2 146 | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>Atlas-Diesel A/B<br>Fuel 146,5t-4,0pd | Stockholm<br>11kn |
| **7312787**<br>JGCV<br>114031<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAR ACE No. 1**<br>ex Nissei Maru-78<br>**Hoei Kisen K.K.**<br>Tokyo Japan | **2 634**<br>1 395<br>4 802 | NK | **1973** Kyokuyo Zosen Tekko K.K.—Chofu<br>(257)<br>98,89 17,25 6,427<br>90,00 17,20 11,84<br>P 2,8 F 82,6 1 dk | **M RoRo Cargo/General Cargo**<br>G.11 701 B.11 385<br>2 Ha (stl) (22,1 23,0 × 9,9) ER<br>Der 1(40) 1(20) 1(10) 2(7) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 180kW 450V a.c.<br>Fuel 791,5t-18,0pd | Kobe<br>13kn |
| **7523843**<br>JBUE<br>116314<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAR LINER No. 1**<br>ex Chusei Maru-77<br>**Seiko Kaiun Y.K.**<br>Hojo, Japan<br>Ehime Pref. | **1 531**<br>851<br>2 996 | NK | **1974** Kishigami Zosen K.K.—Akitsu<br>87,10 14,53 5,030<br>80,02 14,51 8,34<br>3 dks | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 410 × 650<br>2 800bhp (2 060kW)<br>Makita Tekkosho<br>Gen 2 × 150kW 450V a.c. | Takamatsu<br>13kn |
| **6503999**<br>SZKT<br>6066<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CARA**<br>ex Jacara-76<br>**Armuelles Compania Naviera<br>S.A.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **11 940**<br>8 051<br>21 164 | NV | **1965** Kaldnes M/V A/S—Tonsberg (162)<br>164,90 21,37 9,989<br>158,63 21,34 13,42<br>P 33,9 F 13,2 1 dk<br>rf 51 DK | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes Ice strengthened<br>6 Ho 18,2 19,6 19,6 19,6 19,6<br>19,6 ER<br>G.27 156 B.25 485<br>6 Ha (stl) (11,2 × 9,7) (12,9 12,9<br>12,9 12,9 12,9 × 10,5) ER<br>12W Der 12(5-10) | Oil 2SA 7Cy. 760 × 1500<br>9 800bhp (7 208kW)<br>A/B Gotaverken<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 420,0t (hvf)-38,0pd | Goteborg<br>15,5kn |
| **6518774**<br>HO5328<br>9342-YJ<br>Rdr RTv | **CARABAN**<br>ex Shinko Maru-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **496**<br>253<br>847 | | **1965** Kurushima Dock Co. Ltd.—Imabari<br>(307)<br>53,19 8,44 3,887<br>48,01 8,39 4,20<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 30,0 ER<br>1 Ha (stl) (24,9 × 5,3) ER | Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 25kW 220V a.c.<br>Fuel (hvf) | Niigata<br>11kn |
| **5402253**<br>9HAU<br>0043<br>Df Esd<br>Rdr RT | **CARABELLA**<br>ex Kleine Beer-63<br>**Mediterranean Trading<br>Shipping Co. Ltd.**<br>Valletta Malta | **498**<br>267<br>833 | ✠**100A1** SS 10/77<br>✠**LMC**<br>EL i<br>FN 659 | **1958**-2 Schpsw. "De Beer"—Zaandam<br>(1171)<br>57,84 8,95 3,474<br>51,90 8,81 3,87<br>P 12,5 F 8,0 1 dk<br>RW rf 51<br>3BH WB227t | **M General Cargo**<br>2 Ho ER<br>G.1 032 B.929<br>2 Ha (w) (13,3 15,0 × 5,0) ER | Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G. | Kiel |
| **7428550**<br>YXCF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARABOBO**<br><br>**Compania Anonima Venezolana<br>de Navegacion (CAVN)**<br>La Guaira Venezuela | T.Mk<br>**8 342**<br>3 963<br>11 500<br>**12 340**<br>6 405<br>17 611 | AB | **1977** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1078)<br>159,95 22,92 —/9,151<br>148,01 22,86 13,52<br>P 46,4 F 27,2 2 dks, 3rd dk in holds<br>rf 196 | **M General Cargo**<br>Ref<br>3 Ho 8,9DT 7,6DT 23,0<br>4,7DTp&s 20,5 18,7 ER<br>9 TwD ER 2 TwD<br>G.23 636 B.21 074 In.2 190<br>TEU 144<br>C.Ho 120/20' C.Dk 24/20'<br>6 Ha (stl) (7,0 × 6,3) (14,6 15,2 ×<br>9,6) (14,3p&s × 7,6) ER (8,9 ×<br>5,0)<br>Cr 2(12,5) Der 1(60) 14(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 700kW a.c.<br>Controllable pitch propeller | Sulzer<br>Kobe<br>15,25kn |

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| 7623459<br>YQEU | **CARACAL**<br><br>**NAVROM**<br>Constantza Romania | **938**<br>435<br>144 | <br><br>RNR | **1975** Santierul Naval Oltenitsa—Oltenitsa<br>61,78 10,52 2,750<br>58,04 4,50<br>1 dk | **TD-E Dredger**<br>Bucket<br><br>Cr 1(5) Der 1(2,5) | 4 Oil 4SA each 6Cy. 240 × 360 total driving 4 gen. each 200kW connected to 2 elec. motors each of 578shp (425kW) & geared to sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 64kW 1 × 16kW 230V d.c.<br>Fuel 91,5t (d.o.) 7kn |
| 7037882<br>YVFA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARACAS**<br><br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | T.Mk<br>**7 264**<br>3 793<br>—<br>**10 301**<br>5 821<br>12 148 | **✠100A1** SS 3/80<br>DTsf liquid cargoes FP above 65,5°C SG up to 1.5<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Dt 2¾"U2<br>FN 5558 | **1971**-6 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (341)<br>169,09 24,06 8,262/9,226<br>155,15 23,32 12,50<br>Ba 56,4 F 31,4 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil<br>6BH to U dk 2 to 2nd dk WB3080t incl. DTsf1238t Tunnel tanks 411t TwDa66t TwDf309t | **M General Cargo**<br>Pallets Ref 12bth P<br>Side doors<br>Mchy.aft<br>5 Ho 12,5 24,9 27,9 20,8 — 8 TwD<br>G.15 081 B.14 234 In.3 326<br>TEU 80 C. 80/20'<br>7 Ha (stl) (7,5 × 5,0) (16,0 15,9 13,5 13,5 × 8,0) (4,0 4,0 × 5,9)<br>4 Wing Ha (stl) (each 5,4 × 3,3)<br>18W Cr 2(12,5) 2(5) Der 1(100) 2(10) 8(5) | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 595,0t (d.o & hvf) 20kn |
| 5063083<br>ILCK<br>889 | **CARACAS**<br>ex Maghreb-61 ex Moghreb-40<br>ex Bothnia-38<br>**Francesco Esposito** | **464**<br>242<br>660 | (BV) (RI)<br><br>✠Classed LR until 1/39 | **1937**-6 Werf Jan Smit, Czn.—Alblasserdam (521)<br>51,62 8,36 3,214<br>47,99 8,31 3,48<br>P 9,5 F 5,2 1 dk<br>R | **M General Cargo**<br><br>1 Ho ER<br>G.878 B.821 | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) E made50 refitted61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t 9kn |
| 5063095<br><br>315787<br>RTm | **CARACAS**<br>ex Westerschelde-39<br>**A. T. van Sluytman**<br>Port of Spain Trinidad & Tobago | **342**<br>168<br>457 | <br><br>*Classed BC until 2/45 | **1937** De Haan & Oerlemans—Heusden (201)<br>41,15 7,42 1,867<br>35,26 7,37 3,05<br>1 dk<br>RW | **M General Cargo**<br>2P<br>1 Ho 22,8 ER<br><br>2 Ha (each 10,2 × 4,2) ER<br>3W Der 2(2,5) 1(1,5) | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW) NE 62<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 1 × 8kW 110V d.c.<br>Fuel 30,5t 9kn |
| 6614176<br>PJSZ<br><br>Df Esd<br>Gc Rdr<br>RT | **CARACAS BAY**<br>ex Hasting-73<br>**Antillean Reefers N.V.**<br>Willemstad Netherlands Antilles | **499**<br>268<br>970<br>**1 251**<br>788<br>1 763 | **✠100A1** SS 10/81<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL o 1⅜"SQ<br>FN 1208 | **1966**-11 Solvesborgs Varv A/B —Solvesborg (69)<br>72,80 11,03 3,722/5,011<br>66,25 11,00 7,22<br>F 10,7 1 dk & S dk<br>rf 102 DK fwd<br>Coll BH to S dk 3 to 2nd dk WB285t | **M General Cargo** OSD/CSD<br>Ref.<br>3 Ho 14,7 11,5 14,7 ER<br>In.2 008<br>3 Ha (stl) (each 5,1 × 4,7) ER<br>6W Der 6(3) | Oil 2SA 6Cy. 340 × 570<br>1 650bhp (1 214kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 115kW 440V 60Hz a.c.<br>Fuel 164,5t (d.o.) 14kn |
| 6911079<br>JPIY<br>104586<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARACAS MARU**<br><br>**Mitsui O.S.K. Lines Ltd. & Kyodo Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **6 887**<br>3 659<br>11 535 | <br><br>NK | **1969** Mitsubishi Heavy Industries Ltd. —Kobe (991)<br>154,03 22,03 8,521<br>142,50 22,00 12,78<br>B 22,9 F 22,9 2 dks, pt 3rd dk | **M General Cargo/Container Ship**<br>Fixed-guides<br>5 Ho<br>G.21 023 B.19 386<br>TEU 150 C. 150/20'<br>5 Ha (stl) (7,1 × 6,0) (11,9 × 7,0) (23,2 16,8 × 8,6) (9,6 × 7,0)<br>Cr 4(10) Der 1(80) 4(20) 4(6) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 396,0t-34,0pd 17,5kn |
| 7435292<br>FNGM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARAIBE**<br><br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Dunkerque France | **27 366**<br>17 714<br>23 058 | **✠100A1**<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Lt 2¾"U3<br>FN 8986 | **1977**-12 Stocznia Gdanska im. Lenina —Gdansk (B463/301)<br>203,89(BB) 30,99 10,027<br>193,66 30,80 15,60<br>B & F 150,6 1 dk<br>rf nil DK in way of holds<br>10BH WB8154T incl. DTf639T STs in holds 4539T | **M Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>In.6 847<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar) rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 960kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 630,0t (d.o.) 3 324,5t (hvf) 20,5kn |
| 5375929<br>ICEG<br>132<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CARAIBI**<br>ex Valmaseda-75<br>**Misano di Navigazione S.p.A.**<br>Ravenna Italy | **12 707**<br>7 234<br>20 649 | RI<br><br>✠Classed LR until 23/6/78 | **1957**-12 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (108)<br>170,62 21,75 9,513<br>161,55 21,68 11,94<br>P 31,7 B 12,2 F 22,9 1 dk<br>RW rf 152 | **M Tanker**<br>Mchy.aft<br>27 Ta<br>L.(oil) 25 551 HeCls. BptC<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 760 × 1300<br>7 250bhp (5 333kW)<br>A/B Gotaverken Goteborg<br>Gen 1 × 115kW 1 × 80kW 1 × 70kW 1 × 50kW 120V d.c.<br>Fuel 2 281,0t (hvf)-23,5pd 14kn |
| 7043946<br>YQPR<br>819<br>Df Esd<br>Gc Rdr<br>RT | **CARAIMAN**<br><br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **2 690**<br>1 071<br>1 500 | <br><br>RNR (PR) | **1971** Stocznia Gdanska im. Lenina—Gdansk (B22/13)<br>87,97 (BB) 14,53 5,601<br>83,65 14,51 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 590<br>3 Ha (each 1,9 × 1,9)<br>4W Der 4(1,5) | Vee Oil 4SA 6Cy. 300 × 450 reduction geared to sc. shaft<br>2 500bhp (1 839kW) Fiat<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 252kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 894,0t (d.o.) 13,5kn |
| 7726665<br><br><br>Df Rdr<br>RT | **CARAJAS**<br><br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Vitoria Brazil | **312**<br>—<br>— | <br><br>BV | **1979** MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (243)<br>28,25 9,10 3,652<br>26,50 9,07 4,83<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 160 × 180 geared to sc. shafts<br>MAN<br>Mecanica Pesada S.A. Taubate<br>2 Directional propellers<br>11,5kn |
| 7800083<br>D5WV<br>6715<br>Df Esd<br>Gc Rdr<br>RT | **CARALD**<br>ex Ville de Saint Pierre-82<br>ex Carald-82<br>**Pyramid Ship Management Corp. & Hudson Pacific (Delaware) Inc.**<br>Arcom Navigation Corp.<br>Monrovia Liberia | **3 819**<br>2 480<br>5 964 | <br><br>AB | **1980** Elsflether Werft A.G.—Elsfleth/Weser (398)<br>102,90(BB) 6,981<br>92,39 16,91 8,77<br>P 12,5 F 13,5 2 dks<br>rf nil | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho ER<br>TEU 293<br>C.Ho 132/20'(40') C.Dk 161/20'(40') incl. 36 ref C.<br>5 Ha (stl) ER | Oil 4SA 6Cy. 400 × 540<br>4 100bhp (3 016kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 240kW a.c.<br>14kn |

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| **7603021**<br>3FRX<br>7667-<br>PEXT4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARAMELLA**<br>ex Twin Joy-81<br>ex Dona Placida-77<br>ex Blue Pluto-77<br>**Caramella Shipping Co. Inc.**<br>Panama Panama | **9 396**<br>7 123<br>16 044 | NK | **1976** Mie Shipyard Co. Ltd.—Yokkaichi (170)<br>145,01 21,85 9,202<br>136,02 21,81 12,43<br>P 23,5 F 10,4 2 dks | **M General Cargo**<br>G.22 534 B.20 844<br>4 Ha (stl) (15,0 × 8,9) (17,9 17,9 17,9 × 10,5) ER<br>Der 1(50) 4(25) | Vee Oil 4SA 14Cy. 400 × 460 geared t<br>sc. shaft<br>9 100bhp (6 694kW) Piel<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokoh<br>15,2 |
| **7218280**<br>Df Esd<br>Rdr RT | **CARAMUJO**<br>**SETENAVE - Estaleiros Navais de Setubal, E.P.**<br>Lisboa Portugal | **428**<br>12<br>— | ✠100A1 SS 8/81<br>Portugese coasting service between Rivers Tagus & Sado<br>✠LMC<br>EL (d) $\frac{15}{16}$"U1<br>FN 384 | **1972**-7 Est. Sao Jacinto S.a.r.L.—Aveiro (92)<br>33,36 9,00<br>30,00 8,50 4,30<br>RAD 1,3<br>rf 1016 BK 152<br>4BH WB27t | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 360 × 450 reverse reduct<br>geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Manni<br>Gen 1 × 36kW 1 × 25kW<br>400V 50Hz a.c. |
| **7534529**<br>DUWD<br>M:TK-0<br>00022<br>Esd Pfd<br>Rdr | **CARANAN**<br>ex Sansho Maru-78<br>**Pasacao Transport Service Industries**<br>Manila Philippines | **803**<br>514<br>1 531 | NK | **1968** K.K. Ichikawa Zosensho—Ise<br>64,34 10,04 4,801<br>59,01 10,01 5,01<br>P 13,8 F 5,8 1 dk | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.1 828 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo K<br>Gen 2 × 24kW 230V a.c.<br>Fuel 115,0t-5,0pd 12 |
| **6502012**<br>YQBB<br>179<br>Df Esd<br>Gc Rdr | **CARANSEBES**<br>**NAVROM**<br>Constantza Romania | **1 276**<br>613<br>1 489 | RNR | **1964** Santierul Naval Turnu-Severin—Turnu-Severin (3742)<br>70,54 10,80 4,903<br>67,19 10,75 5,62<br>1 dk | **M General Cargo**<br>2 Ho 20,8 20,9 ER<br>G.2 234 B.2 055<br>2 Ha (each 13,7 × 6,0) ER<br>6W Der 2(10) 4(3) | Oil 4SA 6Cy. 430 × 480 geared to sc.<br>shaft<br>1 200bhp (883kW) E made61 fitted64<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Ros<br>Gen 2 × 62kW 1 × 46kW<br>230V 50Hz a.c.<br>Fuel 73,0t (d.o.) 11 |
| **6508236**<br>393042<br>Df Esd<br>Rdr RT | **CARAPEC No. 1**<br>ex Remoy-79<br>**Carapec Ltd.**<br>Fosnavag Fryseri A/S & Co. Kommandittselskap<br>Halifax, N.S. Canada | **279**<br>114<br>— | NV | **1965** Smedvik Mek. Verksted A/S—Tjorvag (4)<br>38,56 7,47 3,798<br>34,02 7,37 4,07<br>1 dk<br>BK 107 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (0,9 × 0,9) (3,2 × 1,9) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW)<br>Wichmann Motorfabrikk A/S Rubbestadn<br>Gen 1 × 72kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6609250**<br>IBLB<br>999<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARAVAGGIO**<br>ex Maren Mo-75<br>ex Maren Mols-75<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **2 975**<br>1 766<br>869 | RI<br>✠Classed LR until 12/3/76 | **1966**-6 Aalborg Vaerft A/S—Aalborg (165)<br>92,66 16,72 4,166<br>83,70 16,50 5,36<br>B & F 80,2 1 dk, 2nd dk except in mchy. space<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>800P<br>Bow & stern doors Ice strengthened | 4 Vee Oil 4SA each 12Cy. 260 × 400<br>geared to sc. shafts<br>9 600bhp (7 061kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Koben<br>Gen 2 × 464kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 130,0t (d.o.)-32,5pd 19 |
| **7218175**<br>Df Esd<br>Rdr<br>RTm/h | **CARAVEL**<br>**Goodman Fishing Ltd.**<br>United Kingdom | **292**<br>138<br>262 | GL | **1972** Ast. Gondan—Puerto de Figueras (73)<br>37,52 7,52 3,709<br>32,01 7,50 3,97<br>P 15,6 F 5,8 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Barce<br>Gen 3 × 118kW 220V 50Hz a.c.<br>Fuel (d.o.) 12 |
| **5063174**<br>ILCL<br>94<br>RT | **CARAVELLA BUNKER**<br>ex Arzella-62 ex Chant 60-46<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Siracusa Italy | **397**<br>207<br>483 | RI<br>*Classed BC until 7/62 | **1944**-4 J. Readhead & Sons Ltd.—South Shields (T1)<br>45,17 8,23 3,074<br>42,98 8,21 3,36<br>P 11,6 Trunk 25,0 F 4,3 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 485 | Oil 4SA 6Cy. 215 × 350<br>270bhp (199kW)<br>Mirrlees, Bickerton & Day Stock<br>Fuel 27,5t-1,5pd |
| **7403108**<br>DGPC<br>Df Esd<br>Gc Rdr<br>RTh/v | **CARAVELLE**<br>**Partenreederei m.s. 'Caravelle'**<br>Jakob Winter<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>358<br>1 570 | GL | **1974** J. J. Sietas K.G. Schiffswerft —Hamburg (743)<br>75,72 11,82 3,849<br>68,97 11,79 6,61<br>F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,5 ER<br>G.3 603 B.3 364<br>1 Ha (stl) (44,9 × 9,3) ER | Vee Oil 4SA 12Cy. 220 × 280<br>1 350bhp (993kW)<br>Kloeckner Humboldt Deutz K<br>Gen 2 × 48kW 220/380V 50Hz a.c.<br>Fuel 132,0t (d.o.) 1 |
| **7125407**<br>PDIF<br>2008<br>Df Esd<br>Pfd Rdr<br>RTm | **CARAVELLE**<br>ex Geeststroom-76<br>**Gebr. A. J. & H. Boeree**<br>Wagenborg Scheepvaart B.V.<br>Delfzijl Netherlands | **498**<br>287<br>1 010 | BV | **1972** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (381)<br>70,57 10,34 3,509<br>64,80 10,25 5,52<br>1 dk & S dk | **M General Cargo** OSD 3P<br>Ice strengthened<br>1 Ho 37,9 ER<br>G.1 945 B.1 867<br>2 Ha (stl) (5,0 × 5,0) (32,0 × 7,4) ER | Oil 2SA 10Cy. 190 × 350<br>1 050bhp (772kW)<br>N.V. Mach. "Bolnes" Krimpen a/d<br>Gen 2 × 250kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 71,0t (d.o.) 12 |
| **7732614**<br>WYC4<br>194<br>583916 | **CARAVELLE**<br>**Gus Rumpf Inc.**<br>Corpus Christi, Tx United States of America | **168**<br>114<br>— | | **1977** ............Bayou la Batre, Al<br>*23,26*<br>7,37 3,54<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW) U. |
| **7118583**<br>5MQB<br>4033<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARBAY**<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **39 260**<br>29 194<br>74 555 | AB | **1972** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (249)<br>236,56 32,39 14,923<br>226,32 32,26 20,40<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>8 Ho/Ta 26,5 14,7 26,5 15,7 14,7 26,5 14,7 27,4 ER<br>G.85 578 L.(oil) 86 389 HeCls. BC<br>12 Ha (stl) (each 9,8 × 12,5) ER | Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augs<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 363,5t (d.o.) 3 337,5t (hvf)-65,5pd 1 |
| **5275856**<br>FTNC<br>1401<br>RT | **CARBO-CENTRE**<br>ex Peter Leigh-65 ex Marshlea-52<br>ex Jean Marc Richard-50<br>ex Jean-Marc-46<br>ex Oosterhaven-46<br>ex Empire River-43<br>**Societe Anonyme Carbo- Centre**<br>St. Brieuc France | **311**<br>145<br>347 | ✠Classed LR until 10/65 | **1941**-12 J. S. Watson (Gainsborough) Ltd. —Gainsborough (1521)<br>41,76 7,52 2,712<br>39,63 7,47 2,95<br>P 11,0 F 4,0 1 dk<br>conv General Cargo 65 | **M Sand Carrier**<br>1 Ho 23,6 ER<br>G.544 B.515<br>1 Ha (10,5 × 4,4) ER<br>2W Der 2(1,5) | Oil 2SA 7Cy. 216 × 343<br>350bhp (257kW) NE 56<br>H. Widdop & Co. Ltd. Keig<br>Fuel 20,5t (d.o.) |

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| 5286790<br>IPZC<br>170<br>Df Esd<br>Rdr<br>RTm/h/v | **CARBONIA**<br>ex Puissant-72<br>**Rimorchiatori Laziali S.p.A.**<br>Civitavecchia Italy | **295**<br>67<br>— | RI (BV) | **1963** Ziegler Freres—Dunkerque (127)<br>33,69 8,82 3,398<br>31,20 8,81 4,40<br>1 dk<br>RW | **M Tug** | Oil 4SA 8Cy. 330 × 600<br>Werkspoor<br>Ziegler Freres Dunkerque<br>Gen 2 × 50kW 110V d.c.<br>Fuel 97,5t (d.o.) 12,5kn |
| 6094329<br>EDOF<br>238<br>Df Esd<br>Gc Rdr | **CARBORJA**<br>ex Duero-80<br>**Internacional Roll-on Roll-off S.A. (INTEROLL S.A.)**<br>Cadiz Spain | **1 958**<br>929<br>2 479 | BV<br>✠Classed LR until 16/11/79 | **1961**-5 Cia. Euskalduna—Bilbao (147)<br>105,72 14,58 5,900<br>97,01 14,51 8,01<br>F 23,2 2 dks, 3rd dk fwd of mchy. space<br>'Tween dks except No. 1 lower dk sparred<br>RW rf 102 | **M General Cargo**<br>6 Ho ER<br>G.6 048 B.5 593<br>12W Der 4(5) 6(3) 2(2) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 184,5t 14kn |
| 7925273<br>EAHN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARBOSCO**<br>**Internacional Roll-on Roll-off S.A. (INTEROLL S.A.)**<br>Gijon Spain | **1 464**<br>540<br>2 053 | BV | **1982** Soc. Met. Duro Felguera—Gijon (159)<br>109,51 16,62 3,961<br>101,53 16,51 11,51 | **M Vehicles Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 400 × 540 reduction geared to sc. shaft<br>3 750bhp (2 758kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena |
| 7213503<br>A8FV<br>4911<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CARBREEZE**<br>ex Paralos-74<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **10 851**<br>7 257<br>17 632 | AB | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (305)<br>147,50(BB) 9,253<br>140,01 21,51 12,60<br>P 29,0 F 11,0 1 dk<br>rf 18 | **M Bulk Carrier**<br>5 Ho 16,1 21,0 21,4 21,4 22,4 ER<br>G.23 416 B.19 887<br>5 Ha (stl) (8,8 12,8 12,8 12,8 12,8 × 8,9) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 308kW 445V 60Hz a.c.<br>Fuel 76,0t (d.o.) 1 216,0t (hvf) 15kn |
| 7314644<br>5LHN<br>4458<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARCAPE**<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **39 260**<br>29 194<br>78 228 | AB | **1973** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (260)<br>233,18 32,39 14,895<br>222,51 32,31 20,40<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>SBT IGS<br>8 Ho/Ta 26,5 14,7 26,5 15,7 14,7 26,5 14,7 27,4 ER<br>G.85 578 L.(oil) 86 389 HeCls. BC<br>12 Ha (stl) (each 9,8 × 1,3) ER | Oil 2SA 7Cy. 860 × 1600<br>17 500bhp (12 872kW) MAN<br>Tvornica Dizel Motora "Split" Split<br>Fuel 363,5t (d.o.) 3 387,5t (hvf)-65,5pd<br>14kn |
| 7045762<br>P3XD<br>394532<br>Df Esd<br>Gc Rdr<br>RT | **CARDIFF**<br>ex Mahogany-81<br>**Mahogany Maritime Co. Ltd.**<br>Limassol Cyprus | **9 466**<br>6 453<br>16 261 | BV | **1971** Usuki Tekkosho—Saiki (1128)<br>147,20 21,24 9,078<br>136,12 21,20 12,04<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 778 B.20 056<br>4 Ha (stl) (15,0 19,5 19,5 19,5 × 10,9) ER<br>4W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 135,0t (d.o.) 1 219,5t (hvf) 14,5kn |
| 5063253<br>LOAR<br>814<br>RTm/h | **CARDIFF**<br>**Domingo Caccia S.A.**<br>Buenos Aires Argentina | **1 507**<br>859<br>1 841 | | **1929** A. & J. Inglis Ltd.—Glasgow (845)<br>87,71 13,16 3,658<br>13,11<br>1 dk<br>RW | **TM General Cargo**<br>4 Ho 11,9 17,9 17,9 17,9<br>G.2 464 B.2 407<br>4 Ha (each 8,5 × 4,8)<br>Der 2(5) 6(3,5) | 2 Oil 4SA each 6Cy. 400 × 750<br>1 180bhp (868kW)<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 1 × 99kW 1 × 66kW 220V d.c.<br>Fuel 60,0t (d.o.) 11kn |
| 7377581<br>GUQM<br>362582<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARDIFF CITY**<br>ex Jade City-75<br>**Reardon Smith Line PLC**<br>Sir William Reardon Smith & Sons Ltd.<br>Bideford United Kingdom | **17 203**<br>10 645<br>28 042 | AB | **1975** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1179)<br>176,94 25,05 10,330<br>164,98 25,00 14,20<br>P 38,1 F 16,2 1 dk | **M Bulk Carrier**<br>5 Ho 20,9 26,3 26,3 26,3 27,2 ER<br>G.36 172 B.35 250 HeCls. ptB<br>5 Ha (stl) (12,5 × 10,9) (17,3 17,3 17,3 17,3 × 14,0) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 480,0t (hvf)-38,5pd<br>14,5kn |
| 7207140<br>GOYF<br>357904<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARDIGAN BAY**<br>**Ocean Transport & Trading plc**<br>Overseas Containers Ltd.<br>Southampton United Kingdom | **58 497**<br>35 987<br>48 544 | **✠100A1** CS 8/77<br>**✠LMC** **UMS**<br>EL Qt 3$\frac{5}{16}$"U3<br>FN 15576 | **1972**-9 Howaldtswerke-Deutsche Werft —Hamburg (27)<br>289,57(BB) 32,34 13,031<br>273,97 32,26 24,59<br>3 dks, 4th dk in Nos. 1, 2 & 3 holds 5th dk in No. 3 hold<br>rf 305 DK fwd<br>NS Coll BH to U dk 8 to 2nd dk<br>WB12160t incl. DTf770t Comb. btm & side tanks in way of Nos. 1, 2 & 3 holds<br>2028t STs in way of Nos. 4 & 6 holds<br>3983t Tunnel STs 638t | **TM Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>8 Cell.Ho 29,3 17,8 29,4 28,8 29,4 29,4 ER 29,8 28,0<br>TEU 2961<br>C.Ho 1108/20' 418/40' C.Dk 717/20' 150/40'<br>29 Ha (stl) ER | 2 Oil 2SA each 8Cy. 900 × 1550<br>25 440bhp (18 713kW) ✠ NE made80 fitted4/81 Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 9kgf/cm² (8,9bar)<br>✠ 2 NAuxB (ex.g) 4/81 16kgf/cm² (15,7bar)<br>Spt 11kgf/cm² (10,8bar)<br>rcv 9,6kgf/cm² (9,4bar)<br>✠ 2 ne(ex.g) 4/81 16kgf/cm² (15,7bar)<br>Gen 1 × 1600kW 2 × 1500kW 2 × 1250kW 3300V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd |
| 6607848<br>DZRX<br>Rdr | **CARDINAL FERRY THREE**<br>ex Sanyomarugame Maru-81<br>**Cardinal Shipping Corp.**<br>Manila Philippines | **451**<br>195<br>190 | | **1965** Kanda Zosensho K.K.—Kure (110)<br>44,20 11,51 2,699<br>39,50 10,01 3,61<br>1 dk | **TM Ferry** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Kogyo Osaka |
| 5063344<br>YXHW<br>AMMT-0714 | **CARDON**<br>**Terminales Maracaibo C.A.**<br>Las Piedras Venezuela | **413**<br>103<br>— | AB<br>✠Classed LR until 7/65 | **1959**-6 Lobnitz & Co. Ltd.—Renfrew (1153)<br>35,46 9,33 3,779<br>32,62 8,84 4,27<br>rf 457 BK 152 | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 2SA 16Cy. 216 × 250 reverse reduction geared to sc. shaft<br>NE 66<br>General Motors Corp. U.S.A.<br>Directional propeller<br>12,5kn |
| 7000982<br>ICBC<br>1080<br>Df Esd<br>Gc Rdr<br>RT | **CARDUCCI**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **6 900**<br>3 495<br>1 971 | RI | **1970** Italcantieri S.p.A.—Castellammare di Stabia (4238)<br>131,07(BB) 20,05 5,576<br>118,01 20,02 7,22<br>3 dks<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>506bth 494dk P<br>Stern & side doors | 2 Oil 2SA each 9Cy. 600 × 800<br>16 560bhp (12 181kW) Fiat<br>C.R.D. Adriatico Trieste<br>Gen 4 × 600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>22kn |

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| **6617817**<br>PDIM<br><br>Df Esd<br>Gc Rdr<br>RT | **CAREBEKA I**<br>ex Hanseatic-70<br>**'Carebeka' B.V.**<br>Groningen Netherlands | **1 231**<br>746<br>2 296 | NV | **1966** VEB Schiffswerft "Neptun"—Rostock (419)<br>78,57 11,54 5,095<br>71,46 5,90<br>1 dk<br>rf 152 | **M General Cargo**<br>2 Ho 24,5 25,9 ER<br>G.2 846 B.2 643<br>2 Ha (18,5 19,2 × 6,2) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Maschinenbau Kiel G.m.b.H.<br>Gen 2 × 80kW 1 × 19kW 380V 50Hz a.c.<br>Fuel 164,5t |
| **6417566**<br>PDIS<br><br>Df Esd<br>Rdr RTm | **CAREBEKA V**<br>ex Ameta-70 ex Anu-66<br>**'Carebeka' B.V.**<br>Groningen Netherlands | **1 222**<br>743<br>2 205 | NV | **1964** Bodo Skibsverft M/V A/S—Bodo (33)<br>78,39 12,50 4,592<br>70,72 12,45 5,36<br>1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho each 24,1 ER<br>G.2 917 B.2 690<br>2 Ha (stl) (each 16,3 × 6,4) ER<br>2W Der 2(4) | Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW)<br>N.V. Werkspoor<br>Gen 3 × 72kW 220V 50Hz a.c.<br>Fuel 110,0t (hvf)-7,0pd |
| **6808715**<br>PDIU<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAREBEKA VI**<br>ex Lionel-70<br>**'Carebeka' B.V.**<br>Groningen Netherlands | **1 288**<br>830<br>2 317 | NV | **1968** Stocznia Gdanska im. Lenina—Gdansk (B459/04)<br>74,27 13,06 4,979<br>67,04 5,90<br>P 15,9 F 10,1 1 dk<br>rf 51 | **M General Cargo**<br>2 Ho 20,8 26,5 ER<br>G.3 031 B.2 687<br>2 Ha (stl) (15,6 × 7,0) (22,8 × 8,0) ER<br>4W Der 1(6) 2(5) 1(4) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 72kW 1 × 24kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,5t (d.o.)-5,5pd |
| **7208522**<br>PDJD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAREBEKA VII**<br>ex Nortrio-74<br>**'Carebeka' B.V.**<br>Groningen Netherlands | **1 198**<br>831<br>2 489 | (NV) | **1972** Aukra Bruk A/S—Aukra (43)<br>77,17 (BB) 13,03 4,763<br>70,80 13,00 5,62<br>P 16,5 F 10,1 1 dk<br>rf 64 | **M General Cargo**<br>1 Ho 53,0 ER<br>G.3 071 B.2 736<br>2 Ha (stl) (15,5 × 7,0) (22,7 × 8,0) ER<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau<br>Gen 3 × 100kW 220V 50Hz a.c.<br>Fuel 162,5t (hvf)-6,5pd |
| **7607431**<br>PDJO<br>4769Z<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAREBEKA IX**<br><br>**'Carebeka' B.V.**<br>Groningen Netherlands | **1 598**<br>1 081<br>3 120 | **✠100A1** SS 4/82<br><br>**✠LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1521 | **1977**-3 Schpsw. "Friesland" B.V.—Lemmer (360)<br>81,01 13,92 5,379<br>74,81 13,80 6,53<br>P 15,0 F 9,5 1 dk<br>rf 483<br>3BH WB782T | **M General Cargo**<br><br>1 Ho 52,5 ER<br>G.3 951 B.3 672<br>2 Ha (stl) (21,1 21,4 × 10,3) ER | Vee Oil 4SA 12Cy. 250 × 300 sr geared sc. shaft<br>2 640bhp (1 942kW)<br>A/B Bofors Nohab<br>Gen 2 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller aft<br>Fuel 223,5t (d.o.) |
| **7037143**<br><br>343941<br>Rdr RT | **CAREENING COVE**<br><br>**J. Fenwick & Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **224**<br>—<br>— | **✠100A1** CS 12/80<br>tug<br>New South Wales coasting service between Port Kembla & Newcastle<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 331 | **1970**-12 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (59)<br>29,88 9,73 3,442<br>24,90 9,40 3,89<br>RAD 2,5<br>rf nil BK 76<br>3BH | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br><br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 60kW 415V 50Hz a.c.<br>2 Directional propellers |
| **7902350**<br><br><br>Esd Gc<br>Pfd Rdr<br>RT | **CAREFUL**<br><br>**Government of The United Kingdom (Royal Maritime Auxiliary Service)**<br>United Kingdom | **374**<br>0<br>85 | ✠ | **1982**-3 R. Dunston (Hessle) Ltd.—Hessle (925)<br>38,82 9,43 2,488<br>37,01 9,10 3,99<br>1 dk<br>rf 305 | **TM Tug** | 2 Oil 4SA each 6Cy. 254 × 305 dr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Will<br>Gen 3 × 98kW 440V 60Hz a.c.<br>2 Directional propellers |
| **7647118**<br><br>336<br>Esd Gc<br>Rdr RT | **CAREI**<br><br>**NAVROM**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1976** Santierul Naval Braila—Braila<br>29,24 8,31 2,490<br>4,32<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.) |
| **7213163**<br>OIAM<br>587<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CARELIA**<br>ex Finnwood-82<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>O/Y Finnlines Ltd.<br>Kotka Finland | T.Mk<br>**3 690**<br>1 453<br>5 387<br>**6 616**<br>2 965<br>8 253 | NV | **1972** Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (269)<br>129,39 19,46 6,427/8,065<br>119,94 19,41 10,32<br>P 36,0 F 20,5 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>3 Ho 18,0 36,5comb. 16,7 3 TwD ER<br>G.11 169 B.10 015<br>TEU 244 C.Ho 164/20'(40') C.Dk 80/20'(40')<br>4 Ha (stl) (14,4 × 10,5) (14,4 14,4 14,4 × 15,6) ER<br>Cr 4(12) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Valmet Oy Rautpohjan Tehdas<br>Gen 3 × 416kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 195,0t (hvf)-31,5pd |
| **5063411**<br>GHVN<br>303206<br>Df Esd<br>Pfd Rdr<br>RT | **CARENCY**<br><br>**George Wood (Aberdeen) Ltd.**<br>George R. Wood<br>Aberdeen United Kingdom | **208**<br>75<br>— | **✠100A1** SS 6/76<br>trawler<br>**✠LMC**<br>EL (c) j<br>FN 340 | **1961**-9 J. Lewis & Sons Ltd.—Aberdeen (316)<br>*32,37* 7,04<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 283<br>660bhp (485kW) ✠ NE 67<br>Blackstone & Co. Ltd. |
| | | | **LAID UP — SURVEYS OVERDUE 6/80** | | | |
| **7330612**<br>SHXP<br><br>Df Esd<br>Rdr RT | **CARESS**<br>ex Ritalil-79<br>**P/R Caress**<br>Goran och Kajsa Margarita Zachau<br>Dyngo Sweden | T.Mk<br>**318**<br>157<br>711 | BV | **1973** A/S Nordsovaerftet—Ringkobing (76)<br>49,71 8,34 3,474<br>44,43 8,30 5,52<br>F 8,0 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (stl) (24,6 × 5,0) ER<br>2W Der 1(5) 1(3) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.) |
| **7100275**<br>WX9968<br>510119 | **CAREVELLE**<br>ex Sadie And Laurie-79<br>ex American Spirit-77<br>ex Caravelle-77<br>**Lady Marian Seafood Co. Inc.**<br>Tampa, Fl United States of America | **149**<br>101<br>— | | **1967** Bishop SB. Corp.—Aransas Pass, Tx<br>*22,68* 6,71<br>3,61<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 5077668<br>GPBC<br>182906 | **CAREYNA**<br>ex Constellation-68 ex Comity-64<br>ex C. 648-58<br>**Carter & Ward of Wickford Ltd.**<br>London United Kingdom | **211**<br>75<br>— | ✠ | Lch.**1946** Cmpl.**1949**-5 J. Pollock, Sons & Co. Ltd.—Faversham<br>32,16 6,58<br>30,05 6,56 2,60<br>P 10,7 F 4,9 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4Cy. 240 × 345<br>NE 60<br>Newbury Diesel Co. Ltd. Newbury |
| 6909428<br>ILZZ<br>3746<br>Gc Rdr<br>RT | **CAREZZA**<br>ex Maramozza-82<br>**Liquimare di Navigazione S.p.A.**<br>Genova Italy | **1 598**<br>940<br>3 218 | RI | **1969** Cant. Nav. Apuania—Marina di Carrara (89)<br>89,77 12,83 5,843<br>80,32 12,81 7,09<br>1 dk | **M Tanker**<br>Chemical SBT CBT<br>8 Ta 4 Ta (s.stl) ER<br>L.3 770 HeCls. ptBptC | Oil 4SA 6Cy. 420 × 500<br>2 700bhp (1 986kW)<br>Fiat S.G.M. Torino<br>Fuel 30,0t (d.o.) 121,0t (hvf)-8,5pd 13,5kn |
| 5355814<br>EDAY<br>235<br>Df Esd<br>Gc Rdr<br>RT | **CARFER**<br>ex Ter-79<br>**Internacional Roll-on Roll-off S.A. (INTEROLL S.A.)**<br>Cadiz Spain | **1 958**<br>929<br>3 043 | ✠Classed LR until 6/10/78<br>AB BV | **1960**-10 Cia. Euskalduna—Bilbao (146)<br>105,72 14,58 5,900<br>97,01 14,51 8,01<br>F 23,2 2 dks, 3rd dk fwd of mchy. space ('tween dks except No. 1 lower sparred)<br>RW rf 102 conv General Cargo 79 | **M Vehicles Carrier**<br>1 Ho 48,0 ER<br>G.5 930 B.5 306<br>12W Der 4(5) 8(3) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Gen 3 × 170kW a.c.<br>16,25kn |
| 6708159<br>IMYD<br>783<br>Df Esd<br>Rdr<br>RTm/h | **CARFRA**<br>ex Alfred Trigon-79<br>**Nikomar S.p.A.**<br>Roma Italy | **499**<br>287<br>1 285 | GL RI | **1967** Atlas Mak. Masch.—Bremen (440)<br>74,71 11,41 3,639<br>67,21 11,31 6,25<br>B 12,5 F 5,5 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 48,5 ER<br>G.2 931 B.2 676<br>2 Ha (each 16,7 × 6,0) ER<br>2W Der 1(15) 1(5) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 52kW 400V 50Hz a.c.<br>Fuel 132,0t (d.o.)-5,0pd 12kn |
| 5027285<br>HO6357<br>9809-PEXT<br>Df Esd<br>Rdr RT | **CARI**<br>ex Angelo V-82 ex Assel-74<br>**Aberdeen Holding Corp.**<br>Panama Panama | **423**<br>244<br>690 | GL | **1952** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (125)<br>52,46 7,85 3,302<br>48,21 7,80 3,87<br>P 14,4 B 4,0 F 8,9 1 dk<br>RW len 55 | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,3 ER<br>G.877 B.835<br>2 Ha (8,0 16,5 × 4,5) ER<br>3W Der 3(1,5) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t 9,5kn |
| 5052280<br>HO3539<br>7118-PEXT2<br>Df Rdr<br>RT | **CARI TRADER**<br>ex Nina V-77 ex Aquamar-76<br>ex Trade Wind-76 ex Brita-74<br>ex Brita Thorell-64 ex Stina-59<br>**Carigulf Ltd.**<br>Carigulf Lines<br>Panama Panama | **497**<br>325<br>777 | BV | **1954** Kalmar Varv A/B—Kalmar (380)<br>46,84 9,33 4,014<br>43,13 9,28 4,40<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.963 B.878<br>2 Ha (each 10,3 × 4,9)<br>2W Der 2(2) | Oil 2SA 8Cy. 220 × 330<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 46,5t (d.o.) 10,5kn |
| 7206366<br>399501<br>Df Esd<br>Gc Rdr<br>RT | **CARIA**<br>ex Maria-81<br>**Cargo Carriers Ltd.**<br>Krogh-Jacobsen A/S<br>Georgetown Cayman Islands (British) | **5 838**<br>3 678<br>9 566 | NV | **1972** AB Oskarshamns Varv—Oskarshamn (401)<br>126,12 16,11 8,256<br>121,09 16,01 11,00<br>1 dk<br>rf 102 | **M Tanker**<br>Oil Asphalt Chemical<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 10 753 | Oil 4SA 6Cy. 330 × 360 geared to sc. shaft<br>4 400bhp (3 236kW) NE 77<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 168kW 1 × 20kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 645,0t-30,0pd 14,25kn |
| 7027423<br>HO3762<br>10394-PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARIARI**<br>ex Canta Claro-82 ex Travetal-78<br>**Rocargo C.A.**<br>Panama Panama | T.Mk<br>**1 597**<br>741<br>2 900 | GL | **1970** Rickmers Rhederei G.m.b.H.—Bremerhaven (361)<br>114,86 17,63 5,301<br>103,41 17,40 10,80<br>B 38,5 2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>TEU 196 C. 196/20' | 2 Oil 4SA each 8Cy. 450 × 550<br>6 800bhp (5 002kW)<br>Atlas-MaK Maschinenbau Kiel<br>2 Controllable pitch propellers<br>17kn |
| 7397983<br>C4NE<br>374215<br>Df Esd<br>Gc Rdr<br>RT | **CARIB**<br>ex Frendo Carib-77<br>ex Frendo United-76<br>**Caribe Freighters Ltd.**<br>Limassol Cyprus | **1 922**<br>1 399<br>2 780 | NV (AB) | **1975** United Shipping Yard Co.—Perama (66)<br>63,56 13,31 6,528<br>55,00 12,50 7,73<br>P - F - 2 dks<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (34,6 × 10,4) ER | Oil 4SA 9Cy. 250 × 300<br>1 435bhp (1 056kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Fuel (hvf) 12,5kn |
| 5063447 | **CARIB**<br>ex Arun-52 ex Polonia<br>**Rogello Jhones**<br>Puerto Cortes Honduras | **359**<br>267<br>— | | **1925** Svendborg Skibsvaerft A/S—Svendborg (30)<br>*37,92* 7,50<br>... ... ...<br>2 dks<br>R | **M General Cargo** | Oil 2SA 3Cy. 450 × 475<br>J. V. Svenssons Motorfabriken Kobenhavn |
| 5063459 | **CARIB**<br>ex Gerd ex Undine<br>**Carib Sea Corp.**<br>Puerto Cortes Honduras | **192**<br>127<br>— | | **1922** Aarhus Skibsvaerft—Aarhus<br>*32,22* 7,22<br>... ... ...<br>1 dk | **Wood Aux M General Cargo**<br>Schooner | Oil 2SA 2Cy. 350 × 410<br>E made— fitted36<br>A/B Jonkopings Motfb. Jonkoping |
| 7359187<br>ZGOO<br>385056<br>Df Esd<br>Gc Rdr<br>RT | **CARIB DAWN**<br>ex Birdie-80 ex Esther Silvana-80<br>ex Esther Bech-78<br>**Carib Dawn Ltd.**<br>Colonial Navigation Inc.<br>Georgetown Cayman Islands (British) | **1 399**<br>791<br>2 997 | NV | **1975** Sonderborg Skibsvaerft A/S—Sonderborg (74)<br>78,77 13,29 5,055<br>75,01 13,26 6,02<br>P 22,0 F 13,2 1 dk<br>rf 297 | **M General Cargo**<br>Ice strengthened<br>2 Ho 49,0 14,0 ER<br>G.3 766 B.3 653<br>2 Ha (stl) (41,3 × 8,2) (6,0 × 6,7) ER<br>2W Der 2(8) | Vee Oil 4SA 14Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 88kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.)-8,0pd 12,5kn |
| 7359163<br>ZGRY<br>399542<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARIB EVE**<br>ex Louise Bravo-81<br>**Carib Eve Ltd.**<br>Colonial Navigation Inc.<br>Georgetown Cayman Islands (British) | **1 387**<br>811<br>2 997 | NV | **1974** Sonderborg Skibsvaerft A/S—Sonderborg (72)<br>78,77 13,29 5,055<br>75,01 13,26 6,02<br>P 22,0 F 13,2 1 dk<br>rf 203 | **M Research/General Cargo**<br>Ice strengthened<br>2 Ho 49,0 14,0 ER<br>G.3 766 B.3 653<br>2 Ha (stl) (41,3 × 8,2) (6,0 × 6,7) ER<br>2W Der 2(8) | Vee Oil 4SA 14Cy. 225 × 300<br>2 170bhp (1 596kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 88kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 190,0t (d.o.)-8,0pd 12,5kn |

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| **5369695**<br>HP2263<br>5886<br>-75A<br>Df Esd<br>Gc Rdr<br>RT | **CARIB FREEZE**<br>ex Armic-74 ex Tsefat-70<br>**International Trans Caribbean Navigation Co. Inc.**<br>Panama Panama | **774**<br>290<br>—<br>**1 346**<br>633<br>934 | **✠100A1** M 2/80-6mos<br>Str. nav. ice<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL o<br>FN 1208 | **1959**-4 Mutzelfeldtwerft G.m.b.H. —Cuxhaven (151)<br>75,21 11,03 3,823/4,122<br>68,97 11,00 6,51<br>Ba 8,3 F 11,0 1 dk & S dk<br>RW rf 102<br>4BH WB278t | **M General Cargo** OSD/CSD<br>Ref.<br>2 Ho 18,2 21,0 ER<br>In.1 713<br>3 Ha (stl) (4,8 5,7 × 3,7) (1,6 × 1,5)<br>4W Der 2(3) 2(2) | Oil 4SA 6Cy. 420 × 660<br>1 470bhp (1 081kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 180kW 1 × 140kW 1 × 110kW 230/400V 50Hz a.c.<br>Fuel 156,5t (d.o.)<br>13kn |
| **6713934**<br>ZGGS<br>384723<br>Df Esd<br>Gc Rdr<br>RT | **CARIB REEFER**<br>ex Hybur Trader-80<br>ex Southern Trader-75<br>ex Blue Spruce-72<br>Launched as Consul Horn<br>**Carib Reefer Services Ltd.**<br>Georgetown Cayman Islands (British) | **873**<br>474<br>714 | GL | **1966** J. J. Sietas K.G. Schiffswerft —Hamburg (599)<br>64,67 10,06 4,115<br>57,36 10,01 5,95<br>2 dks | **M General Cargo** CSD<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Kloeckner Humboldt Deutz<br>Koeln<br>13kn |
| **6907286**<br>ZGVB<br>399966<br>Df Esd<br>Gc Rdr<br>RTm/v | **CARIB SUN**<br>ex Overbeck-82<br>**Carib Sun Ltd.**<br>Georgetown Cayman Islands (British) | T.Mk<br>**999**<br>573<br>1 800 | GL | **1969** Orenstein Koppel & Luebecker —Luebeck (660)<br>77,12 5,068<br>70,03 14,08 11,71<br>F 4,6 5 dks<br>rf 102 | **M Vehicles Carrier**<br>Ice strengthened<br>1 Ho 41,9 ER<br>G.6 755 B.5 714<br>2 Ha (stl) (12,5 19,2 × 8,0) ER<br>4W Cr 1(5) Der 2(5) | Oil 2SA 9Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 112kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 162,5t (d.o.)<br>13,25kn |
| **7647089**<br>HO7937<br>2956-<br>PEXT3<br>RT | **CARIB 1**<br>ex Mini-One-80<br>ex Ocean Fighter-77 ex YO 70<br>**Carib Line Corp.**<br>Panama Panama | **498**<br>333<br>— | AB | **1943** R.T.C. SB. Corp—Camden, NJ (146)<br>53,04 4,087<br>50,65 9,76 4,58<br>P 14,7 F 7,4 1 dk<br>rf 76 | **M Tanker**<br>Mchy.aft | Oil 2SA 5Cy. 304 × 381<br>500bhp (368kW)<br>Fairbanks, Morse & Co. U.S.A<br>Gen 2 × 40kW d.c. |
| **7434561** | **CARIB 1**<br>ex Fei Long No. 1-78<br>**Columbia Carib A. Inc.**<br>Wilmington, De United States of America | **128**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (191)<br>6,74<br>22,84 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 594888 | | | | | | |
| **7434573**<br>594889 | **CARIB 2**<br>ex Fei Long No. 2-78<br>**Columbia Carib B. Inc.**<br>Wilmington, De United States of America | **128**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (192)<br>6,74<br>22,84 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7434585**<br>594890 | **CARIB 3**<br>ex Fei Long No. 3-78<br>**Columbia Carib C. Inc.**<br>Wilmington, De United States of America | **128**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (193)<br>6,74<br>22,84 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7434535**<br>594891 | **CARIB 601**<br>ex Highly No. 601-78<br>**Columbia Carib 601 Inc.**<br>Wilmington, De United States of America | **128**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (158)<br>6,74<br>22,84 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7434547**<br>594892 | **CARIB 602**<br>ex Highly No. 602-78<br>**Columbia Carib 602 Inc**<br>Wilmington, De United States of America | **128**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (160)<br>6,74<br>22,84 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7434559**<br>594893 | **CARIB 603**<br>ex Highly No. 603-78<br>**Columbia Carib 603 Inc.**<br>Wilmington, De United States of America | **128**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (190)<br>6,74<br>22,84 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5426651**<br>HO7818<br>8532-78<br>Df Esd<br>Gc Rdr<br>RT | **CARIBBEAN**<br>**Oriente Pesca Panama S.A.**<br>Panama Panama | **803**<br>412<br>— | | **1963** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>10,90<br>50,78 10,88 6,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil 10Cy. 216 × 254<br>1 600bhp (1 177kW)<br>Fairbanks, Morse & Co. U.S.A<br>Fuel 223,5t |
| **7429932**<br>HOAO<br>6294-75<br>Df Esd<br>Gc Rdr<br>RT | **CARIBBEAN ACE**<br>**Corona Steamship S.A.**<br>Panama Panama | **4 787**<br>3 482<br>8 875 | NK | **1975** Kurushima Dock Co. Ltd.—Uwajima (868)<br>114,23 18,62 7,621<br>103,99 18,60 9,78<br>P 17,4 F 12,2 1 dk | **M General Cargo**<br>G.10 941 B.10 321<br>3 Ha (14,4 15,7 32,3 × 9,3) ER<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi Nagasaki<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW a.c.<br>12,5kn |
| **5336911**<br>J4NU<br>7358<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CARIBBEAN CARRIER**<br>ex Cadimare-73 ex Split-70<br>**Frixos Compania Naviera S.A.**<br>Shiptrade Corp. S.A.<br>Piraeus Greece | **15 961**<br>9 125<br>25 292 | NV (RI)<br>✠Classed LR until 5/73 | **1962**-2 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (188)<br>180,68 23,93 10,027<br>169,07 23,42 14,18<br>P 38,5 F 19,9 1 dk<br>rf nil<br>conv Bulk Carrier 75 | **M Bulk Carrier**<br>Cement<br>6 Ho 14,4 20,3 19,9 19,9 19,9 19,9 ER<br>G.29 177<br>6 Ha (stl) (9,6 14,4 14,4 14,4 14,4 14,4 × 12,9) ER<br>2W Der 4(2) | Oil 2SA 9Cy. 750 × 1320<br>10 800bhp (7 944kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 229,5t (d.o.) 1 289,5t (hvf)-28,5pd<br>14kn |
| **6600802**<br>HO5429<br>1175<br>7-82<br>Df Esd<br>Rdr RT | **CARIBBEAN CEMENT**<br>ex Terra-81<br>ex Cementos Rezola Galicia-77<br>**Cementomarine Compania Naviera S.A.**<br>Golden Union Shipping Co. S.A.<br>Panama Panama | **943**<br>574<br>1 437 | **✠100A1** SS 4/79<br>**✠LMC**<br>EL i<br>FN 937 | **1966**-9 Ast. de T. Ruiz de Velasco—Bilbao (93)<br>64,78 10,06 4,884<br>58,68 10,01 5,95<br>F 7,1 1 dk<br>RW rf nil<br>NS 4BH WB424t | **M Cement Carrier**<br>Self-unloader<br>2 Ho each 15,1 ER<br>4 Ha ER<br>Der 1(3) | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW) Werkspoor Cadiz<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Fuel 51,0t (d.o.)<br>11kn |

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| 7913646<br>D5XT<br>6739<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBBEAN CORAL**<br>**Caribbean Coral Shipping Inc.**<br>Monrovia Liberia | **30 005**<br>23 116<br>60 924 | AB | **1980** Nippon Kokan K.K.—Tsu, Mie Pref. (69)<br>224,01(BB) 12,301<br>214,03 32,20 17,71<br>F 15,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>7 Ho ER<br>G.75 067<br>7 Ha (stl) (14,2 × —) (14,7 14,7 14,7 14,7 14,7 14,7 × 14,4) ER | Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 540kW a.c.<br>15,25kn |
| 7915345<br>ELAB3<br>6807<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBBEAN COURAGE**<br>**Associated Transport Inc.**<br>Monrovia Liberia | **40 839**<br>30 282<br>83 487 | AB | **1980** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1213)<br>229,55(BB) 44,02 12,191<br>220,02 44,01 18,93<br>1 dk<br>rf 13 | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 99 524 | Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 610kW a.c.<br>15,75kn |
| 8001476<br>JMJM<br>123943<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBBEAN HIGHWAY**<br>**Koyo Shosen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **10 327**<br>7 081<br>12 999 | NK | **1980** Imai Zosen—Kochi (502)<br>174,81(BB) 8,019<br>164,42 26,81 25,38<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460<br>13 600bhp (10 004kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1200kW a.c.<br>18kn |
| 7204904<br>3FJD<br>1167<br>3-82<br>Df Esd<br>Gc Pfd<br>Rdr | **CARIBBEAN MAID**<br>ex Propane Maru No. 10-81<br>**Belleville Marine Co. S.A.**<br>Panama Panama | **1 519**<br>759<br>1 450 | NK | **1971** Tokushima Zosen Sangyo K.K. —Komatsujima (323)<br>73,74 12,25 4,623<br>67,49 12,20 5,49<br>P 18,0 F 6,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 830 HeCls. B | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 445V a.c.<br>Fuel 64,5t (d.o.) 144,5t (hvf)-6,0pd 13kn |
| 7804637<br>JMGN<br>118884<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBBEAN MARU**<br>**Toko Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **10 504**<br>6 148<br>10 976 | NK | **1979** Kurushima Dock Co. Ltd.—Onishi (2076)<br>160,51(BB) 8,671<br>150,02 23,00 13,21<br>F 12,5 4 dks | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.13 075<br>4 Ha (stl) (10,5 10,5 10,5 × 8,9) ER (10,5 × 8,9)<br>Cr 4(7) | Oil 2SA 9Cy. 700 × 1250<br>17 100bhp (12 578kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 4 × 760kW 450V a.c.<br>Fuel 569,0t (d.o.) 2 129,5t (hvf)-61,0pd<br>19,5kn |
| 5199284<br>H04956 | **CARIBBEAN SEA**<br>ex Lee Lai No. 1-71<br>ex Kyoko Maru-71<br>**Chip Yu Navigation Co. S.A.**<br>Panama Panama | **287**<br>164<br>427 | | **1961** Koyo Dockyard Co. Ltd.—Mihara (178)<br>46,92 6,66 2,998<br>44,63 6,61 3,26<br>1 dk<br>RW len 67 | **M General Cargo**<br>1 Ho 21,8 ER<br>G.476 B.449<br>1 Ha (17,5 × 3,9) ER<br>Der 1(2,75) | Oil 4SA 6Cy. 270 × 400<br>350bhp (257kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 3kW 100V d.c.<br>Fuel (hvf) 9kn |
| 7643681<br>WXX7<br>461<br>578730<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **CARIBBEAN SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **198**<br>134<br>725 | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (569)<br>54,89 3,660<br>50,73 12,20 3,97<br>F 15,9 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 98kW 220/440V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 7046041<br>WJ8828<br>508946<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CARIBBEAN SEAL**<br>**Caribe Co.**<br>Galveston, Tx United States of America | **277**<br>188<br>— | AB | **1967** Halter Marine Services, Inc.—New Orleans, La (160)<br>50,30 11,66 3,277<br>47,17 11,59 3,66<br>F 12,8 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 12Cy. 159 × 203 reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 135kW<br>Fuel 172,5t 12kn |
| 7743687<br>WYB9<br>984<br>595010 | **CARIBBEAN SEAS**<br>**Caribbean Seas Shrimp Inc.**<br>Sahlman Seafoods Inc.<br>Tampa, Fl United States of America | **112**<br>76<br>— | | **1978** Steiner Shipyard Inc.—Bayou la Batre, Al<br>*20,46* 6,71<br>3,43<br>1dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6513530<br>ZGAK<br>323422<br>Df Gc<br>Rdr RTh | **CARIBBEAN SKY**<br>ex Night Train-80 ex Benhill-72<br>ex William Dawe II-70<br>**Agros Shipping Co. Ltd.**<br>Georgetown Cayman Islands (British) | **363**<br>248<br>736 | | **1964** E. F. Barnes Ltd.—St. Johns's, Nfl. (256)<br>36,89 8,28 3,887<br>8,23<br>1 dk | **M General Cargo**<br>2 Ho 10,0 9,6 ER<br>Der 1(1,5) | Vee Oil 4SA 8Cy. 159 × 203<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW a.c.<br>Fuel (d.o.) 10kn |
| 6824305<br>H03916<br>9693-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBBEAN STAR No. 101**<br>ex Satsunan-81<br>**Colombia Fisheries Co. Ltd.**<br>Panama Panama | **116**<br>31<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata (756)<br>30,23 6,00 2,210<br>25,71 5,97 2,70<br>1 dk | **M Research/Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 160 × 200<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Urawa |
| 5030622<br>343686<br>Df Esd<br>Rdr RT | **CARIBBEAN TIUNA**<br>ex Auguste Schulte-68<br>ex Veria-61<br>ex Auguste Schulte-60<br>**Slorlan Navigation Co. Ltd.**<br>Nassau Bahamas | **721**<br>354<br>1 285 | BV | **1952** Schulte & Bruns—Emden<br>68,59 10,62 3,937<br>6,25<br>RQD 20,5 F 4,9 1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>3 Ho ER<br>G.2 676 B.2 495<br>3 Ha (stl) (each 10,8 × 7,0)<br>6W Der 1(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 220V d.c.<br>Fuel 87,5t (d.o.) 10,5kn |
| 5148326<br>H3PJ<br>10693-LI<br>Df Esd<br>Gc Rdr<br>RTm/h | **CARIBBEAN TRADER**<br>ex Saint Vigor-82 ex Hera-70<br>**Vigo Transoccarnico S.A.**<br>Panama Panama | **2 786**<br>1 569<br>4 064 | BV | **1962** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (33)<br>91,50 14,66 6,033<br>84,13 14,64 7,01<br>P 20,8 F 10,7 1 dk<br>rf 76 conv General Cargo 70 | **M Cement Carrier**<br>2 Ho 28,3 28,9 ER<br>G.5 720 B.5 352<br>2 Ha (stl) (each 21,3comb. × 7,4) ER<br>8W Der 2(8) 6(5) | Oil 4SA 6Cy. 520 × 740<br>2 160bhp (1 589kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 160kW 1 × 86kW 1 × 60kW 440V 60Hz a.c.<br>Fuel 355,5t (d.o.) 12,5kn |

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| 7227578<br>HO6556<br>9920-LI<br>Esd Gc<br>Rdr<br>RTm/h/v | **CARIBBEAN TRAILER**<br>ex Kirk Trailer-80<br>ex Stena Trailer-78<br>ex Nopal Sky-77<br>ex Stena Trailer-74<br>**Deremar Co. Shipping S.A.**<br>Panama Panama | **1 306**<br>464<br>1 626 | NV | **1972** Trondhjems M/V. Aker Trondelag A/S—Trondheim (690)<br>104,68 15,07 3,525<br>98,05 15,02 8,67<br>2 dks<br>rf 305 | **TM RoRo Cargo** 12P<br>Ice strengthened Bow & stern doors<br>Mchy.aft<br>B.7 450 | 2 Oil 4SA each 9Cy. 250 × 300<br>2 700bhp (1 986kW)<br>Normo Gruppen A/S Bergen<br>Gen 1 × 260kW 1 × 195kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 224,5t (d.o.)-10,0pd<br>15kn |
| 7728998<br>ZFWD<br>384821<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARIBBEAN UNIVERSAL**<br>ex Polar Costa Rica-81<br>**Caribbean Reefers Ltd.**<br>Hamilton Bermuda<br>(British) | T.Mk<br>**6 970**<br>3 618<br>9 693<br>**9 996**<br>5 465<br>10 870 | GL | **1979** Flender Werft A.G.—Luebeck-Siems (620)<br>154,57(BB) 8,903/9,402<br>144,02 21,51 13,11<br>4 dks<br>rf 203 | **M General Cargo**<br>Ref.<br>Ice strengthened<br>4 Ho 31,3 24,0 ER 24,0 34,9<br>In.13 798<br>4 Ha (stl) (7,3 7,3 × 7,3) ER (7,3 7,3 × 7,3)<br>Der 8(3-5) | Oil 2SA 7Cy. 780 × 1550<br>18 660bhp (13 726kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 930kW 2 × 690kW 440V 60Hz a.c.<br>21kn |
| 6508315<br><br>398996<br>Df Esd<br>Gc Rdr<br>RT | **CARIBBEAN WIND**<br>ex Wiros-82 ex Heros-79<br>**Contrast Maritime Ltd.**<br>Georgetown Cayman Islands<br>(British) | **473**<br>32<br>303 | GL | **1964** F. Schichau G.m.b.H.—Bremerhaven (1729)<br>62,01 10,32 4,141<br>37,09 10,29 4,75<br>1 dk | **M Tug**<br>.Salvage | Oil 4SA 6Cy. 400 × 500<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 1 × 25kW 230V d.c.<br>14kn |
| 7026405<br>H3ZF<br>10747<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARIBBEANSTARS**<br>ex Kikuko Maru-82<br>**Occidental Transportation Co. Ltd. S.A.**<br>J. R. Teihcson & Management Co. Ltd.<br>Panama Panama | **10 899**<br>7 358<br>18 032 | NK | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (940)<br>155,02(BB) 22,84 9,221<br>146,01 22,81 12,65<br>P 29,3 F 13,2 1 dk | **M Bulk Carrier**<br>Vehicles<br>4 Ho ER<br>G.22 962 B.22 054 HeCls. B<br>4 Ha (stl) (17,9 18,7 18,7 19,5 × 10,5) ER<br>4W Cr 4(8) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 300kW 445V a.c.<br>Fuel 131,5t (d.o.) 1 446,0t (hvf)-27,0pd<br>14,75kn |
| 7931703<br>EHYL<br><br>Df Esd<br>Gc Rdr<br>RT | **CARIBE**<br><br>**Navicar S.A.**<br>Bilbao Spain | **1 415**<br>968<br>2 253 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL O 412,5/34,0U2<br>FN 1265 | **1981**-4 Ast. y Talleres Celaya S.A.—Bilbao (175)<br>78,85 (BB) 11,87 5,014<br>70,85 11,75 6,10<br>P 10,7 F 7,1 1 dk<br>rf nil<br>4BH WB623T | **M General Cargo**<br><br>1 Ho 51,8 ER<br>TEU 76 C. 76/20'<br>1 Ha (stl) (44,4 × 9,8) ER<br>Der 1(-) | Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 116kW 2 × 81kW 380V 50Hz a.c. |
| 7321726<br>PJXY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBE**<br>ex Captain Steven Scott<br>**Caribe Fishing Co. N.V.**<br>Willemstad Netherlands Antilles | **973**<br>461<br>2 235 | | **1973** San Diego Mar. Co.—San Diego, Ca<br>67,29 (BB) 12,04 4,954<br>62,18 11,59 5,31<br>2 dks | **M Fishing** CSD<br>Side-fishing Ref | Oil 4SA 18Cy. 229 × 267<br>4 000bhp (2 942kW)<br>White Industrial Power Inc. Auburn, Pa |
| 7621463<br>CLKM<br><br>Df Esd<br>Gc Rdr<br>RT | **CARIBE**<br><br>**Government of The Republic of Cuba (Empresa Antillana de Salvamento)**<br>Habana Cuba | **669**<br>262<br>— | (RS)<br>CLASS WITHDRAWN 4/6/82 | **1967** Leningradskiy Petrozavod—Leningrad<br>48,32 10,29 3,823<br>41,99 10,24 5,44<br>F 28,1 2 dks<br>rf 584 | **D-E Tug**<br>Salvage | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. each 700kW 460V d.c. connected to 1 elec. motor geared to sc. shaft<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 100kW 220V d.c. |
| 6904791<br>WGJA<br>513675<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIBE ENTERPRISE**<br>ex Pacific Enterprise-82<br>ex Austral Glade-79<br>ex Hawaii Bear-75<br>ex General A. W. Greeley-69<br>**Vanessa Trading Co. Inc.**<br>San Francisco, Ca United States of America | **11 447**<br>7 771<br>12 426 | AB | **1945** Kaiser Co. Inc.—Richmond, Ca (22)<br>159,39 21,95 9,995<br>151,36 21,80 13,26<br>P 43,6 F 43,9 4 dks<br>RW rf nil conv Passenger/Troopship 69 | **S General Cargo/Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 408<br>C.Ho 268/20' C.Dk 140/20'<br>8 Ha (stl) ER<br>Der 4(5) | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Westinghouse Elec. Corp. Brooklyn, NY<br>Gen 3 × 400kW 240V d.c.<br>Fuel 2 098,0t (o.f.)<br>17kn |
| 7519969<br>H3FN<br>1179<br>1-82<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARIBE MARINER**<br>ex Contract Mariner-82<br>ex Zepatlantic-78 ex Gulf Pioneer<br>Launched as Zepatlantic<br>**Zepatlantic Shipping Inc.**<br>Reederei Horst Zeppenfeld G.m.b.H. & Co. K.G.<br>Panama Panama | T.Mk<br>**1 598**<br>1 102<br>3 689<br>**4 247**<br>2 904<br>6 339 | GL | **1976** Yamanishi Zosen K.K.—Ishinomaki (807)<br>117,46 4,928/6,490<br>107,52 18,60 8,51<br>F 7,7 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>3 Cell.Ho ER<br>G.9 880 B.9 285<br>TEU 358<br>C.Ho 182/20' C.Dk 176/20'<br>6 Ha (stl) ER<br>Cr 2(30) | Oil 4SA 10Cy. 400 × 540<br>5 600bhp (4 119kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 4 × 200kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>16,25kn |
| 5208231<br>HO6073<br>2215-71<br>Df Gc<br>Pfd Rdr<br>RTv | **CARIBE No. 1**<br>ex Lili Tholstrup-71<br>**Gasiland Ltd.**<br>Panama Panama | **791**<br>372<br>650 | BV | **1961** Aarhus Flydedok og Maskinkp. A/S —Aarhus (114)<br>65,33 9,56 3,556<br>53,29 9,50 5,59<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 879 | Oil 2SA 8Cy. 290 × 420<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 183,0t<br>13kn |
| 6509852 | **CARIBE QUEEN**<br><br>**Bahmidom Transport Co. Ltd.** | **265**<br>123<br>— | | **1928** Pusey & Jones Corp.—Wilmington, De<br>*41,67* 6,81<br>... ... ...<br>1 dk<br>R | **TM General Cargo** | 2 Oil each 6Cy. 356 × 356<br>Winton Eng. Corp. Cleveland, Oh |
| 7101279<br>WX5476<br>502439<br>Rdr RTv | **CARIBE TIDE**<br><br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **175**<br>119<br>— | | **1966** American Marine Corp.—New Orleans, La (941)<br>47,25 10,98 3,175<br>44,56 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 503bhp (1 106kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 130kW 120V 60Hz a.c.<br>Fuel (d.o.)<br>12kn |
| 8112122 | **CARIBE 1**<br><br>**Fidemap**<br>Mexico | **193**<br>—<br>— | AB (Class cont.) | **1982** Alblas Scheepswerf—Krimpen a/d Ijssel ((3132))<br>30,03<br>8,25 4,07<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7939793<br>356695 | **CARIBE 2**<br>**Caribe Two Ltd.**<br>Georgetown Cayman Islands (British) | **938**<br>663<br>— | | **1944** U.S. Naval Shipyard—Mare Island, Ca<br>*51,39* 10,06<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 203 × 254 geared to sc. shaft<br>400bhp (294kW) E made41 fitted—<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>10kn |
| 7939808<br>ZCGU<br>356701 | **CARIBE V**<br>**Caribe Five Ltd.**<br>Georgetown Cayman Islands (British) | **938**<br>663<br>— | | **1945** Brunswick Marine Construction Co —Brunswick, Ga<br>*51,39* 10,06<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 8Cy. 222 × 254<br>640bhp (471kW)<br>General Motors Corp. Cleveland, Oh<br>10kn |
| 5148900<br>H08163<br>Df Esd<br>Gc RTm | **CARIBE 11**<br>ex Diamant-73<br>ex Herman Buisman-66<br>**Gasiland Ltd.**<br>Panama Panama | **437**<br>210<br>382 | (BV) | **1955** Scheeps. "Voorwaarts"—Martenshoek (169)<br>50,02 8,01 2,871<br>46,41 7,90 3,13<br>1 dk<br>RW conv General Cargo 66 | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 480 | Oil 4SA 6Cy. 280 × 400<br>300bhp (221kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 3kW 48V d.c.<br>Fuel (d.o.) 9kn |
| 6705169<br>HP2333<br>5457<br>-75A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARIBGAS DOS**<br>ex Birgit Hoyer-75<br>ex Alette Stove-72<br>**Caribgas Inc.**<br>Panama Panama | **1 077**<br>565<br>1 335 | NV | **1967** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia<br>71,51 9,81 4,369<br>63,73 9,78 5,08<br>P 13,8 F 6,8 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened 2 Ta on deck L.(gas) 234<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 1 154 | Oil 4SA 8Cy. 320 × 480<br>1 300bhp (956kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 110kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 142,0t (d.o.)-5,0pd |
| 5066994<br>H03801<br>1176<br>2-82<br>Df Esd<br>Rdr RTm | **CARIBGAS V**<br>ex Celia-79 ex Celsius-76<br>**Caribgas Inc.**<br>Panama Panama | **1 173**<br>523<br>1 091 | BV | **1963** At. Duchesne & Bossiere S.A.—Le Havre (161)<br>62,03 10,83 4,268<br>55,61 10,62 5,49<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 1 147 | Oil 4SA 9Cy. 300 × 450<br>1 310bhp (964kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 72kW 380V 50Hz a.c.<br>Fuel 112,0t (d.o.) 12kn |
| 6422133<br>H03931<br>10590<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm | **CARIBGAS 7**<br>ex Tamames-82<br>**Caribgas Inc.**<br>Panama Panama | **1 126**<br>809<br>1 126 | ✠**100A1** SS 11/78<br>liquefied gas carrier<br>Ammonia or petroleum gas in independent tanks, max. pressure 47,59bar, min. temp. 0°C.<br>✠**LMC**<br>✠**Lloyd's RMC (LG)**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1210 | **1965**-8 Union Naval de Levante S.A. —Valencia (83)<br>75,72 11,56 5,252<br>68,00 11,50 6,28<br>P 17,4 Trunk 36,6 F 13,2 1 dk<br>RW rf 584<br>6BH WB313t incl. DTf65t | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 616 | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW) Werkspoor<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel (d.o.) 12,5kn |
| 6513279<br>H09058<br>4008-74<br>Df Esd<br>Gc Rdr<br>RT | **CARIBGAS X**<br>ex Caribgas-74<br>ex Mundogas Caribe-73<br>**Caribgas Inc.**<br>Panama Panama | **1 343**<br>692<br>1 824 | NV | **1965** Drammen Slip & Verk.—Drammen (58)<br>72,40 10,77 5,544<br>66,43 10,72 6,41<br>1 dk<br>rf 76 | **M Tanker/Liquefied Gas Carrier**<br>Oil LPG Pressurised Ref<br>4 Wing Ta<br>2 Ta (stl) cyl horizontal ER<br>L.410 L.(gas) 1 120 | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 200kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 164,5t-6,5pd 11,5kn |
| 6711455<br>HP2613<br>6304-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARIBGAS 20**<br>ex Claude-82<br>**Antarctic Gas Inc.**<br>Gazocean Armement<br>Panama Panama | **1 244**<br>606<br>1 613 | BV (NV) | **1967** Jos. L. Meyer—Papenburg (549)<br>67,67 11,61 5,030<br>62,44 11,51 5,62<br>P 20,8 F 12,8 1 dk<br>rf 51 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 512 | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 130kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 141,0t (d.o.)-5,0pd 12kn |
| 5082742<br>ODGF<br>B4089<br>Df Esd<br>Rdr | **CARIBI**<br>ex Hala-82 ex Aref-80<br>ex Vittoria-75 ex Csepel-70<br>**Rifaat El Nesser**<br>Beirut Lebanon | **1 190**<br>544<br>1 244 | | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>81,44 10,62 3,099<br>75,42 10,57 4,70<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>4 Ha (7,3 6,1 6,1 7,3 × 4,5) ER<br>8W Der 8(3) | 2 Oil 4SA each 8Cy. 315 × 450<br>1 600bhp (1 177kW)<br>Lang Gepgyar Budapest<br>Gen 2 × 75kW 1 × 15kW 220V<br>Fuel 183,0t (d.o.) 11,25kn |
| 7383877<br>DGCE<br>Df Esd<br>Gc Rdr<br>RT | **CARIBIA EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **27 936**<br>16 553<br>23 047 | GL | **1976** Stocznia Gdanska im. Lenina—Gdansk (B463/01)<br>203,99(BB) 30,99 10,002<br>193,53 30,82 15,60<br>B & F 150,6 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>In.1 380<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 960kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>22kn |
| 7723998<br>DAHB<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARIBIC**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **999**<br>54<br>— | GL | **1977** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (176)<br>62,72 12,83 5,779<br>55,02 12,81 6,33<br>B & F 25,6 1 dk | **M Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 370 × 400<br>Kloeckner Humboldt Deutz Koeln<br>15kn |
| 6720810<br>PDIG<br>4978<br>Df Esd<br>Rdr RT | **CARIBIC**<br>ex Caribia-79<br>**C.V. Scheepvartbedrijf 'Caribic'**<br>Groningen Netherlands | **497**<br>256<br>996<br>**1 419**<br>760<br>2 469 | NV | **1967** Ulstein M/V A/S—Ulsteinvik (44)<br>75,77 11,87 3,696/6,020<br>72,62 11,61 7,07<br>1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.2 022<br>3 Ha (stl) (each 6,9 × 4,8) ER<br>Cr 3(3) | Oil 4SA 8Cy. 450 × 550<br>2 700bhp (1 986kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 304kW 1 × 300kW 1 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 264,0t (d.o.)-9,0pd 15kn |

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| **7053496**<br>HO3471<br>7470-<br>HA-F<br>Df Esd<br>Rdr<br>RTm/h/v | **CARIBIC RIVER**<br>ex Manuela A.-81 ex Manuela-77<br>**Dietrich Sander Bereederungs G.m.b.H.**<br>Bremen Panama | T.Mk<br>**499**<br>309<br>1 150 | GL | **1971** Jadewerft G.m.b.H.—Wilhelmshaven (128)<br>63,20 10,09 3,911<br>58,02 10,01 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened Side doors<br>1 Ho 41,4 ER<br>G.2 308 B.2 173<br>TEU 137 C. 137/20' incl. 18 ref C.<br>1 Ha (stl) (31,3 × 7,7) ER<br>2W Der 1(3-5) 1(3) | Oil 4SA 8Cy. 230 × 270 geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 38kW 1 × 14kW 220/380V 50Hz a.c.<br>Fuel (d.o.) | MWM<br>Mannheim<br>11kn |
| **7108655**<br>HO6338<br>9788-HT | **CARIBOU**<br>**Stratford Service Inc.**<br>Panama Panama | **297**<br>202<br>— | | **1968** Burton Construction & SB. Corp. —Port Arthur, Tx (435)<br>11,59 3,277<br>47,22 3,97<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>2 250bhp (1 655kW)<br>..............<br>Fuel (d.o.) | |
| **6412657**<br>HP3493<br>6922<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **CARIBOU REEFER II**<br>ex Southern Star-79<br>ex Blue Peter II-72<br>Launched as Blue Peter<br>**Caribou Reefers (Bahamas) Ltd.**<br>The Lake Group Ltd.<br>Panama Panama | **1 116**<br>602<br>— | **✠100A1** SS 5/77<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL m 1¼"SQ<br>FN 1005 | **1964**-5 Davie SB. Ltd.—Lauzon, P.Q. (645)<br>67,06 10,75 4,280<br>61,02 10,67 5,80<br>2 dks<br>rf 76<br>7BH WB182t | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.1 229 | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz | Koeln |
| **7128681**<br>GPIM<br>343038 | **CARIBSHELL**<br>**Shell Bermuda (Overseas) Ltd.**<br>London United Kingdom | **428**<br>198<br>864 | AB | **1972** Atlantic Marine Inc.—Fort George Island, Fl (132)<br>*44,05* 9,20 2,915<br>42,98 9,15 3,36<br>1 dk | **TM Tank Barge** | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. | Peoria, Illinois<br>11kn |
| **7412226**<br>6ZSQ<br>5887<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARICA**<br>**Carica Shipping Inc.**<br>Monrovia Liberia | **19 663**<br>13 859<br>33 500 | AB | **1977** Osaka Zosensho—Osaka (366)<br>185,53(BB) 11,100<br>175,01 26,01 15,52<br>P 30,5 F 13,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.46 102 B.42 518<br>5 Ha (stl) ER | Oil 2SA 7Cy. 680 × 250<br>11 550bhp (8 496kW)<br>Ishikawajima Harima Heavy Ind.<br>Gen 3 × 400kW a.c. | Sulzer<br>Japan<br>17kn |
| **7510597**<br>Df Esd<br>Gc Rdr<br>RT | **CARICOM ENTERPRISE**<br>**West Indies Shipping Corp.**<br>Port of Spain Trinidad & Tobago | T.Mk<br>**843**<br>606<br>1 400 | **✠100A1** SS 4/80<br>**✠LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1423 | **1976**-7 China Pacific SB. & Marine Contractors Ltd.—Hong Kong (030)<br>76,51 (BB) 12,93 3,722<br>68,00 12,91 8,01<br>RFD 11,0 2 dks<br>rf 76<br>NS 3BH to U dk 2 to 2nd dk WB963T incl. DTf148T | **M General Cargo**<br>Ref<br>1 Ho 39,9 ER 1 TwD 44,8 ER<br>G.4 406 B.4 332 In.119<br>TEU 100 C. 100/20'<br>1 Ha (stl) (36,8 × 9,7) ER<br>Der 2(22,5) | Oil 4SA 6Cy. 310 × 380 reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 86kW 440V 60Hz a.c.<br>Fuel 184,0t (hvf) | Niigata<br>13kn |
| **5063540**<br>EAZF<br>7655<br>Esd | **CARIDAD MONTENEGRO**<br>**Pesquera Montenegro Maravillas S.L.**<br>Vigo Spain | **164**<br>70<br>— | | **1956** Victor Montenegro—Domayo<br>*25,39* 6,76<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy.<br>178ihp (131kW)<br>Talleres P. Freire<br>Fuel 71,0t (o.f.) | Vigo<br>8,25kn |
| **5063552**<br>IBMF<br>27<br>Rdr RTv | **CARIDDI**<br>**Government of The Republic of Italy (Ministero dei Trasporti e dell'Aviazione Civile - Direzione Generale FF.SS. - Ufficio Speciale Navigazione)**<br>Messina Italy | **3 122**<br>1 005<br>1 406 | RI | **1931** C.R.D. Adriatico—Trieste<br>124,14 17,25 4,103<br>117,51 17,23 6,18<br>2 dks<br>R rf 203 len 53 | **TD-E RoRo Cargo/Ferry**<br>Rail Vehicles 1800P<br>Bow & side doors | 3 Oil 2SA each 7Cy. 465 × 500 total 6 000bhp (4 413kW) driving 3 gen. each 1 200kW 300V d.c. connected to 2 elec motors each of 2 100shp (1 545kW) (WL) & 2 sc. shafts<br>NE 52<br>Franco Tosi Industriale S.p.A.,<br>Gen 2 × 206kW 220V d.c.<br>Fuel 149,5t (d.o.) | Legnano<br>13,5kn |
| **5364011**<br>HO7113<br>7347<br>-76A<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CARIGULF EXPRESS**<br>ex Mary D.-78 ex Toward-76<br>ex Yewglen-74 ex Tolsta-71<br>**Carigulf Lines**<br>Panama Panama | **1 165**<br>612<br>1 580 | **✠100A1** SS 1/80<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1007 | **1960**-2 James Lamont & Co. Ltd.—Port Glasgow (396)<br>70,03 10,80 4,592<br>65,54 10,67 4,68<br>P 16,2 RQD 45,5 F 7,1 1 dk<br>RW rf 102<br>NS 6BH WB577t incl. DTm176t | **M General Cargo**<br>3 Ho 13,7 14,7 13,1 ER<br>G.2 246 B.2 151<br>3 Ha (stl) (8,4 × 6,4) (8,3 7,7 × 6,9) ER<br>3W Der 1(5) 2(3) | Oil 4SA 6Cy. 381 × 457<br>1 007bhp (741kW)<br>Mirrlees, Bickerton & Day<br>Gen 2 × 50kW 220V d.c.<br>Fuel 80,5t (d.o.) | Stockport<br>11,5kn |
| **5190109**<br>ZCRB<br>373159<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARIGULF FREEDOM**<br>ex Hourico-82 ex Jovo-78<br>ex Vilsund-69 ex Skals-68<br>ex Klausholm-68<br>**Marine Sales Ltd.**<br>Castries St. Lucia | **694**<br>272<br>1 132<br>**1 134**<br>687<br>1 590 | BV | **1958** N.V. Scheeps. "Westerbroek" —Westerbroek (154)<br>73,49 10,32 3,820/4,573<br>67,11 10,22 6,00<br>P 16,5 F 9,2 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD/CSD<br>1 Ho 40,0 ER<br>G.2 340 B.2 152<br>3 Ha (9,5 9,5 9,7 × 5,7) ER<br>6W Der 1(15) 6(3,5) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G.<br>Gen 3 × 55kW 220V d.c.<br>Fuel 89,5t (d.o.) | Kiel<br>11,5kn |
| **5289340**<br>ZCOE<br>373187<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CARIGULF PIONEER**<br>ex Etai-81 ex Ytai-77<br>ex Carmela-76 ex Barok-74<br>ex Raila Dan-69<br>**Carigulf Ltd.**<br>Carigulf Lines<br>Georgetown Cayman Islands (British) | T.Mk<br>**1 079**<br>552<br>1 250<br>**1 723**<br>1 103<br>2 362 | **✠100A1** SS 12/80<br>Ice Class 1<br>**✠LMC**<br>EL q 1½"SQ<br>FN 1344 | **1962**-10 Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (167)<br>81,84 12,30 4,020/5,500<br>72,40 12,26 6,30<br>P 19,6 F 11,3 2 dks<br>rf 76<br>NS 5BH WB449t incl. DTf69t | **M General Cargo**<br>2 Ho 24,0 22,7 ER<br>G.3 208 B.3 017<br>2 Ha (stl) (each 16,2 × 5,4) ER<br>Der 1(20) 4(5) | Oil 2SA 10Cy. 300 × 550<br>1 700bhp (1 250kW)<br>L. Smit & Zoon<br>Gen 3 × 60kW 220V d.c.<br>Fuel (hvf) | Smit-Bolnes<br>Kinderdijk<br>12,5kn |
| **5255909**<br>HO3502<br>7967-77<br>Df Esd<br>Rdr RT | **CARIGULF VENTURE**<br>ex Caricom Adventurer-76<br>ex Booker Trojan-76 ex Nore-69<br>**Carigulf Ltd.**<br>Carigulf Lines<br>Panama Panama | **499**<br>224<br>970 | **✠100A1** SS 4/78<br>Str. nav. ice<br>**✠LMC**<br>EL I<br>FN 922 | **1956**-9 N.V. Scheepsbouw Unie —Groningen (266)<br>65,51 10,01 3,671<br>58,50 9,91 5,85<br>F 6,1 2 dks<br>rf 51<br>Coll BH to U dk 3 to 2nd dk WB352t incl. Dk tank 17t | **M General Cargo**<br>Ref<br>1 Ho 36,2 ER<br>G.1 954 B.1 770 In.114<br>2 Ha (stl) (5,7 11,9 × 3,9) ER<br>6W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 40kW 220V d.c.<br>Fuel 108,5t (d.o.) | Koeln<br>11,5kn |
| **5174870**<br>HO4461<br>1028<br>2-80<br>Df Esd<br>RT | **CARIGULF WARRIOR**<br>ex Jomal-79 ex Joma-74<br>ex Artibonite-56<br>Launched as Joma<br>**Carigulf Ltd.**<br>Carigulf Lines<br>Panama Panama | **495**<br>247<br>1 052 | BV | **1954** Noord Nederlandse Scheepswerven N.V.—Groningen (275)<br>57,10 9,78<br>54,23 9,76 6,10<br>P 15,6 B 12,5 F 7,1 1 dk & S dk | **M General Cargo** OSD<br>G.1 764 B.1 655<br>2 Ha (each 6,8 × 5,4) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW) E made55 fitted—<br>Maschinenbau Kiel A.G.<br>Fuel 62,0t (d.o.) | Kiel<br>11kn |

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| 7019660 | **CARIMARE** | | T.Mk | | | **1970** Schiffbau-Ges. Unterweser A.G. | | | | **M General Cargo** | | Oil 4SA 16Cy. 370 × 400 | |
| FNEI | ex Wangoni-76 | | **3 300** | | | —Bremerhaven | | | (474) | | | 6 400bhp (4 708kW) | |
| 10.543 | ex Auguste Schulte-75 | | 1 776 | | BV (GL) | 124,52 | 18,09 | 6,839/8,078 | | 3 Ho 18,2 26,5 32,1 ER | | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **Compagnie Generale Maritime** | | 6 105 | | | 114,00 | 18,01 | 10,19 | | G.12 280 B.11 440 | | Gen 2 × 288kW 1 × 72kW | |
| Gc Rdr | **et Financiere (C.G.M.F.)** | | **5 538** | | | 2 dks | | | | 3 Ha (stl) (12,4 19,5 26,0 × 10,3) ER | | 380V 50Hz a.c. | |
| RTm/h/v | Dunkerque | France | 3 676 | | | | | | | 10W Der 10(5-10) | | Fuel (hvf) | 16kn |
| | | | 8 100 | | | | | | | | | | |

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| 6706101 | **CARINA** | | **41 914** | | | **1967** At. & Ch. de Dunkerque & Bordeaux | | | | **M Bulk Carrier** | | Oil 2SA 8Cy. 900 × 1550 | |
| J4YA | ex Cetra Carina-79 | | 29 871 | | | (France-Gironde)—Dnk | | | (256) | | | 18 400bhp (13 534kW) | Sulzer |
| | **Poplar Shipping Corp.** | | 74 932 | | BV | 254,52 | 31,70 | 13,488 | | Str. ore cargoes | | Cie. de Const. Mec., CCM | St. Denis |
| Df Esd | Kassos Maritime Enterprises Ltd. | | | | | 246,01 | 31,63 | 18,22 | | 8 Ho 19,2 19,3 19,3 38,7 19,3 | | Gen 3 × 525kW 440V 60Hz a.c. | |
| Gc Pfd | Piraeus | Greece | | | | F 16,5 1 dk | | | | 38,7 18,4 18,4 ER | | Fuel 190,0t (d.o.) 2 800,0t (hvf)-50,0pd | |
| Rdr | | | | | | | | | | G.82 960 | HeCls. B | | 16kn |
| RTm/h/v | | | | | | | | | | 10 Ha (stl) (each 14,8 × 14,0) ER | | | |
| | | | | | | | | | | 2W Der 2(5) | | | |

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| 6910283 | **CARINA** | | T.Mk | | | **1967** Stocznia Gdanska im. Lenina—Gdansk | | | | **M Factory Fishing** | | Vee Oil 4SA 12Cy. 300 × 450 reduction | |
| SPXP | | | **2 645** | | | | | | (B22/01) | Fish-factory Stern Trawler Ref | | geared to sc. shaft | |
| | **Przedsiebiorstwo Polowow** | | 1 041 | | PR | 87,97 (BB) | 14,53 | 5,601 | | Ice strengthened | | 2 500bhp (1 839kW) | Fiat |
| Df Esd | **Dalekomorskich i Uslug** | | 1 784 | | | 80,02 | 14,51 | 9,73 | | 4 Ho | | H. Cegielski | Poznan |
| Gc Rdr | **Rybackich 'Dalmor'** | | | | | 2 dks | | | | In.1 915 | | Gen 1 × 640kW 2 × 256kW 400V a.c. | |
| RT | Gdynia | Poland | | | | | | | | 4 Ha | | Controllable pitch propeller | |
| | | | | | | | | | | | | | 13kn |

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| 7523788 | **CARINA** | | **999** | | | **1976** Ewald Berninghaus—Koeln-Deutz | | | | **M General Cargo** | | Oil 4SA 12Cy. 220 × 280 | |
| DLHU | | | 651 | | | | | | (818) | | | 1 490bhp (1 096kW) | |
| | **m.s. 'Carina' Rohden** | | 2 400 | | GL | *90,41* | 12,91 | 4,201 | | Ice strengthened | | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **Bereederungs K.G.** | | | | | | 12,81 | 6,02 | | 1 Ho ER | | Gen 2 × 88kW | |
| Gc Rdr | Gerhard Rohden | | | | | P 12,5 F 5,2 3 dks | | | | G.3 740 B.3 170 | | Thw. thrust propeller fwd | |
| RT | Elsfleth | Federal Republic | | | | | | | len 79 | 1 Ha (47,4 × 10,2) ER | | | 11,5kn |
| | | of Germany | | | | | | | | | | | |

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| 7605861 | **CARINA** | | **999** | | | **1977** J. J. Sietas K.G. Schiffswerft | | | | **M General Cargo** | | Oil 4SA 8Cy. 320 × 420 | |
| DNCW | | | 675 | | | —Hamburg | | | (782) | | | 2 650bhp (1 949kW) | |
| | **Partenreederei m.s. 'Carina'** | | 2 566 | | GL | 81,36 | 13,67 | 5,030 | | Ice strengthened | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Df Esd | Hans Peter Wegener | | | | | 74,17 | 13,42 | 7,52 | | 1 Ho 50,4 ER | | Controllable pitch propeller | |
| Gc Pfd | Hamburg | Federal Republic | | | | P 13,2 B & F 59,5 2 dks | | | | G.4 785 B.4 512 | | Thw. thrust propeller fwd | |
| Rdr | | of Germany | | | | | | | | TEU 150 | | | 13,75kn |
| RTm/h/v | | | | | | | | | | C.Ho 86/20' (40') C.Dk 64/20' | | | |
| | | | | | | | | | | (40') incl. 20 ref C. | | | |
| | | | | | | | | | | 1 Ha (stl) (50,4 × 10,2) ER | | | |

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| 6607185 | **CARINA** | | T.Mk | | | **1966** J. J. Sietas K.G. Schiffswerft | | | | **M General Cargo** | | Oil 4SA 8Cy. 320 × 450 reverse reduction | |
| DADS | ex Regine-75 | | **499** | | | —Hamburg | | | (540) | | | geared to sc. shaft | |
| 10791 | ex City of Antwerp-71 | | 322 | | GL | 66,15 | 10,67 | 3,963 | | Ice strengthened | | 1 320bhp (971kW) | |
| Df Esd | ex Regine-66 | | 1 140 | | | 59,44 | 10,52 | 6,41 | | 3 Ho ER | | Kloeckner Humboldt Deutz | Koeln |
| Gc Rdr | **Partenreederei m.s. 'Carina'** | | | | | F 7,1 2 dks | | | | G.2 460 B.2 330 | | | 11kn |
| RTm/v | Hans Peter Wegener | | | | | | | | | 3 Ha (stl) (8,9 × 6,2) (10,8 10,8 × | | | |
| | Hamburg | Federal Republic | | | | | | | | 7,4) ER | | | |
| | | of Germany | | | | | | | | Der 4(3) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7734753 | **CARINA** | | **266** | | | **1934** .......... | | | | **M General Cargo** | | Oil 2SA 4Cy. 230 × 400 | |
| OFTW | ex Pargas II | | 186 | | | 40,04 | 7,73 | 2,793 | | | | 280bhp (206kW) | |
| | **Viking Adolfsson** | | 426 | | | ... | ... | ... | | 1 Ho | | Alpha-Diesel A/S | Frederikshavn |
| | Borga | Finland | | | | | | | | 2W Der 2(1) | | | 8,5kn |

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| 5362439 | **CARINA** | | **139** | | | **1956** Stord Verft A/S—Stord | | | (38) | **M Ferry/General Cargo** | | Oil 4SA 6Cy. 175 × 205 | |
| H09008 | ex Tjeldoy-74 | | 68 | | | 32,57 | 5,80 | | | | —P | 410bhp (302kW) | |
| 4108-74 | **4M-Machinery, Minerals,** | | — | | (NV) | | 5,77 | 2,29 | | 1 Ho ER | | Daimler-Benz | Stuttgart |
| RT | **Metals & Marketing Ltd.** | | | | | 1 dk | | | | 1W Der 1(1,5) | | Fuel 8,0t (d.o.) | 12,5kn |
| | Panama | Panama | | | | BK 102 | | | len 67 | | | | |

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| 7377842 | **CARINA I** | | **20 704** | | | **1974** Kasado Dock Co. Ltd.—Kudamatsu | | | | **M Tanker** | | Oil 2SA 8Cy. 680 × 1250 | |
| A8JA | | | 14 643 | | | | | | (283) | Mchy.aft | | 13 200bhp (9 709kW) | Sulzer |
| 4994 | **Carina Navigation Corp.** | | 38 102 | | AB | 184,44 | 28,05 | 11,100 | | 15 Ta | | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Df Esd | Monrovia | Liberia | | | | 174,00 | 28,00 | 14,99 | | L.(oil) 48 712 | HeCls. BC | Gen 2 × 500kW 450V 60Hz a.c. | |
| Gc Pfd | | | | | | 1 dk | | | | | | Fuel 2 394,0t (hvf)-48,0pd | 14,75kn |
| Rdr | | | | | | rf 102 | | | | | | | |
| RTm/h/v | | | | | | | | | | | | | |

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| 7356666 | **CARINIA** | | **1 599** | **✠100A1** | CS 4/81 | **1976**-6 Chung Wah SB. & Eng. Co. Ltd. | | | | **TM Deck Cargo Ship** | | 2 Vee Oil 4SA each 12Cy. 220 × 280 | |
| S6AB | ex Unicon-82 ex Ghazi-79 | | 881 | non—perishable cargoes | | —Hong Kong | | | (153) | | | reverse reduction geared to sc. shafts | |
| 381728 | Launched as Carinia | | 2 697 | **✠LMC** | **UMS** | 76,51 | 17,28 | 3,823 | | Stern ramp | | 3 000bhp (2 207kW) | |
| Df Esd | **Uni-Container Lines Pte.** | | | | EL R $1\frac{13}{16}$"U2 | 71,10 | 17,06 | 6,71 | | Mchy.aft | | Kloeckner Humboldt Deutz | Koeln |
| Gc Pfd | **(Singapore) Ltd.** | | | | FN 1691 | F 12,5 1 dk | | | | TEU 190 C.Dk 190/20' | | Gen 3 × 105kW 450V 60Hz a.c. | |
| Rdr RT | Sea Containers Ltd. | | | | | rf nil | | | | Cr 1(30) | | Fuel 262,0t (d.o.) | 11kn |
| | Singapore | Singapore | | | | 7BH WB3593T | | | | | | | |

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| 7925261 | **CARINIGO** | | **1 464** | | | **1981** Soc. Met. Duro Felguera—Gijon | | | | **M Vehicles Carrier** | OSD | Oil 4SA 6Cy. 400 × 540 reduction geared | |
| EAHO | | | 541 | | | | | | (158) | Mchy.aft | | to sc. shaft | |
| | **Internacional Roll-on Roll-off** | | 2 053 | | BV | 109,51(BB) | 16,62 | 3,961 | | | | 3 750bhp (2 758kW) | MAN |
| Df Esd | **S.A. (INTEROLL S.A.)** | | | | | 101,53 | 16,51 | 11,51 | | | | Empresa Nacional "Bazan" de C.N.M. | |
| Gc Pfd | Gijon | Spain | | | | 1 dk & S dk | | | | | | S.A. | Cartagena |
| Rdr RT | | | | | | | | | | | | | |

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| 7304338 | **CARINTHIA** | | T.Mk | **✠100A1** | SS 9/81 | **1973**-7 Nylands Verksted—Oslo | | | (655) | **M General Cargo** | | Oil 2SA 9Cy. 740 × 1600 | |
| GSEG | ex Cantaloup-76 | | **7 330** | | | 155,81(BB) | 21,37 | —/9,176 | | Ref. | 8bth P | 17 400bhp (12 799kW) | B&W |
| 361582 | **The Cunard Steam-Ship Co.** | | 3 542 | **✠LMC** | **UMS** | 143,69 | 21,30 | 12,70 | | Side doors 5(p) 5(s) | | Nylands M/V | Oslo |
| Df Esd | **p.l.c.** | | 9 551 | **✠Lloyd's RMC** | | F 15,3 3 dks, 4th dk fwd of mchy. space | | | | 5 Ho 20,5 23,8 20,2 19,5 ER | | AuxB (o.f.) 7kgf/cm$^2$ (6,9bar) | |
| Gc Pfd | Cunard Shipping Services Ltd. | | **9 749** | | EL Bt $2\frac{5}{16}$"U2 | rf nil | | | | 17,8 14 TwD | | e(ex.g) 7kgf/cm$^2$ (6,9bar) | |
| Rdr RTv | Glasgow | United Kingdom | 5 703 | | FN 4886 | 7BH WB1923T | | | | In.13 634 | | Gen 3 × 664kW 1 × 496kW | |
| | | | 10 973 | | | | | | | 5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) | | 1 × 240kW 450V 60Hz a.c. | |
| | | | | | | | | | | ER (9,7 × 7,0) | | Fuel 480,5t (d.o.) 1 823,0t (hvf) | 20kn |
| | | | | | | | | | | 18W Der 2(15) 12(5-10) | | | |

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| **5063655** | **CARIOCA I**<br>**Rio de Janeiro City Improvements Co. Ltd.**<br>Rio de Janeiro Brazil | **321**<br>121<br>— | ✠Classed LR until 6/45 | **1933**-8 J. Crichton & Co. Ltd.—Saltney, Chester (534)<br>*42,83* 8,72<br>... ... ...<br>1 dk<br>R | **TS Sludge Carrier**<br>Mchy.aft | T 3Cy. 254 432 & 686 × 406<br>J. Crichton & Co. Ltd. Saltney, Chester |
| **5271719**<br><br>373436 | **CARIPRIDE**<br>ex Patria-77 ex Charles Cecile-40<br>ex Hildebrandt<br>**Yacoob Ally**<br>Kingstown St. Vincent | **222**<br>126<br>295 | (BV) | **1911** J. Frerichs & Co. A.G.—Einswarden<br>39,45 6,58 3,201<br>6,53 3,54<br>1 dk<br>R BK 221 len 43 | **M General Cargo**<br>3 Ha (1,3 × 3,0) (8,4 8,6 × 3,9)<br>2W Der 2 | Oil 2SA 6Cy. 330 × 400<br>270bhp (199kW) NE 75<br>A/B Volvo-Penta Goteborg<br>Fuel 20,5t (d.o.) 8,5kn |
| **6702210**<br>MFBJ<br>124626<br>Esd RTm | **CARITA**<br>**P. R. Banyard**<br>Chester United Kingdom | **140**<br>67<br>208 | | **1913** I. J. Abdela & Mitchell—Queensferry<br>2,591<br>29,27 6,56 2,34<br>1 dk<br>RW | **M General Cargo**<br>2 Ho 6,1 7,0 ER<br>2 Ha (6,1 7,0 × 4,8) ER | Oil<br>165bhp (121kW) E made40 fitted—<br>Crossley Bros. Ltd. Manchester<br>Fuel 3,0t (d.o.) 8kn |
| **5063693** | **CARITANA**<br>ex Sodra Norrland-45<br>ex Reymersholm-37 ex De Tijd<br>Dominican Rep. | **108**<br>50<br>— | | **1907** .............Delfzijl<br>28,83 5,03<br>4,98<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>1W Der 2(1) | Oil 2SA 2Cy.<br>230bhp (169kW) E made22 fitted56<br>Skandiaverken A/B Lysekil<br>Fuel (d.o.) 7kn |
| **7100287**<br>WX9275<br>298971 | **CARL BURTON**<br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **520**<br>353<br>— | | **1965** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*49,93* 10,11<br>3,56 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| **6706802**<br>OZCH<br>D1219<br>Df Esd<br>Pfd RT | **CARL DAMMANN**<br>ex Carl Frigast-71<br>**Superfos Dammann-Luxol A/S**<br>Odense Denmark | **191**<br>67<br>400 | BV | **1965** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (108)<br>36,25 7,29 2,502<br>34,75 7,24 3,00<br>1 dk | **M Hopper/Dredger**<br>Sand-pump discharge Bottom doors<br>1 Ho ER<br>G.200<br>1W Der 1(3,5) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7314694**<br>OYFF<br>D2071<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARL EGEDE**<br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Godthab Greenland (Danish) | **721**<br>173<br>559 | NV | **1973** Aukra Bruk A/S—Aukra (48)<br>58,63 11,23 4,674<br>51,01 11,21 6,96<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5101457**<br>OZEE<br>D2037<br>Df Esd<br>RT | **CARL FRIGAST**<br>ex Elisabeth Broker-72<br>**Ove F. Sorensen P/R**<br>Koge Denmark | **438**<br>203<br>663 | GL | **1957** Schiffsw. W. Holst—Hamburg<br>53,98 8,44 3,222<br>48,57 8,40 3,66<br>P 12,8 B 11,6 F 10,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,7 ER<br>G.853 B.809<br>2 Ha (15,0 9,1 × 5,0) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 18,5t (d.o.)-1,5pd 9,5kn |
| **5063784**<br>PUZB | **CARL HOEPCKE**<br>**Companhia Armadora Brasileira**<br>Florianopolis Brazil | **1 249**<br>653<br>— | | **1927** F. Schichau G.m.b.H.—Elbing<br>*62,73* 10,98 4,115<br>10,93<br>2 dks<br>R | **TM General Cargo** | 2 Oil 4SA each 6Cy. 317 × 381<br>E made48 refitted55<br>Ruston & Hornsby Ltd. Lincoln |
| **7604714**<br><br>316151 | **CARL PHILLIP**<br>ex Domino ex YO 75<br>**Domino Tanker Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **472**<br>344<br>— | AB | **1943** Brunswick Marine Construction Co —Brunswick, Ga (136)<br>*53,04* 9,76 4,064<br>50,63 4,78<br>P 7,4 F 14,7 1 dk<br>rf 76 | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Engine Co. Oakland, Ca<br>Fuel 26,5t (d.o.) 9kn |
| **7338834**<br>WZY7<br>221<br>517516<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CARL RAY**<br>**Louisiana Marine Tugs Corp.**<br>New Orleans, La United States of America | **182**<br>124<br>— | AB | **1968** McDermott Shipyard—Morgan City, La (154)<br>4,293<br>33,41 9,45 4,73<br>F 11,3 1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 125V 60Hz a.c.<br>Fuel 212,5t (d.o.) 12kn |
| **7003908**<br>WX7885<br>506816<br>Rdr RTm | **CARL TIDE II**<br>**Tidewater Barges Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **196**<br>133<br>533 | | **1967** Burton Construction & SB. Corp. —Port Arthur, Tx (414)<br>46,94 11,03 3,014<br>45,22 10,98 3,66<br>B 5,8 F 11,3 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 110,5t 10kn |
| **6822527**<br>PPCU<br>Df Esd<br>Gc Rdr<br>RT | **CARLA**<br>**Companhia de Navegacao da Amazonia**<br>Rio de Janeiro Brazil | **2 013**<br>1 462<br>2 566 | ✠Classed LR until 24/6/77 | **1969**-12 Industrias Reunidas Caneco S.A. —Rio de Janeiro (173)<br>88,58 (BB) 11,84 5,309<br>84,51 11,79 6,10<br>P 21,7 F 9,8 1 dk<br>rf 102 | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 486 | Oil 4SA 7Cy. 400 × 600<br>1 780bhp (1 309kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 120kW 440V 60Hz a.c. 13kn |
| **7413854**<br>PDHW<br>4733<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARLA**<br>ex Corinthian-79<br>**Vertom Scheepvaart en Handelsmaatschappij B.V.**<br>Rotterdam Netherlands | **1 150**<br>758<br>2 550 | BV | **1976** Peter's Scheepsbouw B.V.—Kampen a/d Ijssel (115)<br>81,72 5,112<br>73,82 13,01 7,42<br>2 dks | **M General Cargo** CSD<br>1 Ho ER<br>2 Ha (stl) (12,6 26,4 × 7,5) ER<br>Der 2(5-25) 1(5) | Vee Oil 2SA 16Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam 12.5kn |

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| 6716106<br>DZDY<br>224009<br>Df Esd<br>Rdr | **CARLA**<br>ex Konpira Maru No. 28-80<br>ex Shinho Maru No. 6<br>**Peninsula Fishing Co. Inc.**<br>Manila Philippines | **196**<br>100<br>— | | **1967** Miho Zosensho K.K.—Shimizu (611)<br>41,53 7,62<br>34,96 6,56 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7346415<br>CXHK | **CARLA**<br>**Pripes S.A.**<br>Uruguay | **160**<br>—<br>— | | **1977** Corena, Metalurgia e Construcoes Navais S.A.—Itajai (P22/29)<br>3,101<br>20,73 6,10<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW) Maybach<br>M.T.U. Friedrichshafen West Germany |
| 7422647<br>C9ND | **CARLA**<br>**Empresa Mocambicana de Pesca Ltda. (MOPESCA)**<br>Quelimane Mozambique | **120**<br>97<br>— | (GL) | **1974** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro<br>... ... ...<br>20,40 6,05 3,38<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7929671<br>ELBG9<br>7060<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CARLA A. HILLS**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **21 582**<br>13 037<br>35 597 | AB | **1981** Mitsubishi Heavy Industries Ltd. —Kobe (1114)<br>179,23(BB) 10,980<br>168,03 30,41 16,21<br>1 dk<br>rf nil | **M Tanker**<br>SBT IGS<br>15 Ta ER<br>L.(oil) 43 725 HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 1 × 150kW 450V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 907,0t (hvf)-35,5pd<br>15kn |
| 5116098<br>ICCO<br>1094<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARLA C**<br>ex Flandre-68<br>**Costa Armatori S.p.A.**<br>Napoli Italy | **19 942**<br>10 991<br>5 280 | RI (BV) | **1952** At. & Ch. de France—Dunkerque (206)<br>182,79 24,49 8,586<br>173,39 24,39 14,61<br>B 116,2 3 dks<br>RW rf 323 | **TM Passenger/General Cargo**<br>Ref 823bth P<br>4 Ho 11,4 18,8 15,3 18,5<br>B.4 114 In.672<br>4 Ha (stl) (6,5 5,3 × 5,1) (4,8 × 5,4) (5,4 × 4,8)<br>8W Cr 6(5) 2(3-5) | 2 Vee Oil 4SA each 20Cy. sr geared to sc. shafts<br>NE 75<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 2000kW a.c. |
| 7932329<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLA C**<br>**Maritima Ordaz C.A.**<br>Ciudad Bolivar Venezuela | **386**<br>106<br>— | AB | **1980** Main Iron Works Inc.—Houma, La (351)<br>36,17<br>33,36 10,39 4,27<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>10kn |
| 7127613<br>Rdr RT | **CARLA MANUS**<br>**Thurston Shipping Pty. Ltd.**<br>Papua New Guinea | **174**<br>57<br>132 | | **1970** Index Slipway & Eng. Pty. Ltd. —Brisbane (8)<br>33,53 8,16 1,372<br>32,21 7,93 1,91<br>1 dk | **TM RoRo Cargo/Landing Craft**<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 8Cy. 140 × 197<br>400bhp (294kW)<br>Gardner Engines Ltd. Manchester |
| 7323865<br>WYZ7<br>911<br>541450 | **CARLA R**<br>**Bornstein Seafoods Inc.**<br>Bellingham, Wa United States of America | **136**<br>92<br>— | | **1972** St. Charles Steel Fabricators —Thibodaux, La<br>*21,01* 6,66<br>3,48 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| 5151921<br>HO9792<br>5126-<br>PEXT4<br>Df Esd<br>Rdr RT | **CARLA II**<br>ex Junhouriya-81<br>ex Erika Hendrik Fisser-75<br>ex Concordia-72 ex I. C. Ertel-71<br>ex Hochmeister-70<br>ex Erika Hendrik Fisser-58<br>**Charco Azul Compania de Navegacion S.A.**<br>Panama Panama | **999**<br>608<br>1 565 | GL | **1952** Gutehoffnungshuette Sterkrade A.G. —Walsum<br>67,01 10,22 4,827<br>10,16 6,00<br>B 10,7 F 7,1 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>G.1 979 B.1 817<br>2 Ha ER<br>6W | Oil 4SA 8Cy. 320 × 450<br>925bhp (680kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 85,5t 11kn |
| 5063930<br>KAIA<br>247591<br>Df Esd<br>Gc RT | **CARLETON VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (738)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 5257622<br>D5AC<br>6125<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARLEVERETT**<br>ex Northland-77<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | T.Mk<br>**5 057**<br>2 335<br>4 633 | NV | **1962** A/B Gotaverken—Goteborg (764)<br>131,10 17,40 7,113<br>118,88 17,38 11,46<br>F 10,1 3 dks<br>rf 102 | **M General Cargo**<br>Ref. 12P<br>4 Ho 18,7 16,4 19,3 21,4<br>In.7 872<br>4 Ha (stl) (each 8,1 × 4,8)<br>8W Der 8(5) | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 422,5t (hvf)-30,5pd 18kn |
| 6914796<br>H9FQ<br>1089<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLINA**<br>ex Eikei Maru-80<br>**P.T. Perusahaan Pelayaran Samudra Arpeni Pratama Ocean Line**<br>Panama Panama | **4 160**<br>2 871<br>6 665 | NK | **1968** Usuki Tekkosho—Saiki (1105)<br>16,62 6,833<br>106,43 16,59 7,68<br>P 23,5 F 8,0 1 dk<br>len 81 | **M General Cargo**<br>3 Ho ER<br>G.9 155 B.8 570<br>3 Ha (stl) (12,9 21,0 20,3 × 8,0) ER<br>15W Der 2(15) 3(10) | Oil 2SA 6Cy. 450 × 750<br>3 500bhp (2 574kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 192kW 445V a.c.<br>Fuel 607,5t-11,0pd 12,5kn |
| 8103389<br>PJBD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLINER**<br>**Shipping Company Transpulp N.V.**<br>Spliethoff Monaco Shipping Co. SAM<br>Willemstad Netherlands Antilles | T.Mk<br>**1 984**<br>1 429<br>4 510<br>**4 292**<br>3 035<br>7 444 | ✠**100A1**<br>Ice Class 1A at a draught not exceeding 5.937m<br>✠**LMC**<br>EL U 467,5/46,0U2(a)<br>FN 2383 | **1982**-3 Miho Zosensho K.K.—Shimizu (1200)<br>95,38 (BB) 16,11 5,952/8,165<br>89,79 16,01 10,52<br>F 9,8 2 dks<br>rf nil<br>3BH to U dk, 4BH to 2nd dk WB1620T incl. DTf192T & STs in hold 270T | **M General Cargo**<br>1 Ho 64,1 1 TwD ER<br>G.9 282 B.9 111<br>TEU 156 C.Ho 78/40'<br>2 Ha (stl) (30,9 24,7 × 12,8) ER<br>Cr 2(22) | Oil 4SA 6Cy. 400 × 640<br>3 050bhp (2 243kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,5t (d.o.) 453,0t (hvf) |

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|---|---|---|---|---|---|---|---|
| 7916492<br>JJMB<br>124541<br>Df Esd<br>Gc Pfd<br>Rdr | **CARLINKA**<br>**Abo Shoten Ltd.**<br>Onomichi, Japan<br>Hiroshima Pref. | **17 265**<br>11 405<br>29 990 | NK | **1981** Minami-Kyushu Zosen K.K.—Usuki (534)<br>174,00 25,43 10,610<br>162,01 25,40 14,36<br>P 6,1 F 14,1 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.37 771 | Oil 2SA 6Cy. 600 × 1500<br>10 800bhp (7 944kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 406,75kW a.c. | Mitsubishi<br>Nagasaki<br>14,5kn |
| 5063966<br>GHTZ<br>303283<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLISLE**<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **410**<br>146<br>— | ✠**100A1** SS 8/81<br>for service in the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (g) q<br>FN 540 | **1961**-11 Goole SB. & Repairing Co. Ltd. —Goole (528)<br>*42,65* 8,64<br>41,84 8,54 4,35<br>F 8,6<br>RW rf 381 BK 178 conv Side Trawler Fishing 81<br>4BH WB19t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 381 × 457<br>1 120bhp (824kW)<br>Mirrlees, Bickerton & Day | Stockport |
| 5360558<br>HO4481<br>9044-78<br>Df Esd<br>Rdr RT | **CARLIZANNE**<br>ex Rosemarkie-77<br>ex Marinex III-73 ex Jovista-70<br>ex Petro Minor-68 ex Jovista-66<br>ex Thuban-64<br>**Naviera Carlizanne S.A.**<br>Panama Panama | **553**<br>283<br>860 | BV | **1957** N.V. Scheeps. "Vooruitgang"—Foxhol (185)<br>58,43 9,28 3,683<br>56,29 9,21 4,14<br>P 15,0 F 7,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 37,7 ER<br>G.1 091 B.994<br>1 Ha (28,5 × 4,9) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 330 × 600<br>600bhp (441kW)<br>N.V. Werkspoor<br>Fuel 56,0t | Amsterdam<br>10kn |
| 7707982<br>701<br>Esd Rdr<br>RT | **CARLO**<br>**Panfido e C. S.p.A.**<br>**Rimorchiatori Riuniti**<br>Venezia Italy | **195**<br>61<br>— | RI | **1980** Dante Castracani—Ancona (110)<br>29,77 8,51 3,710<br>25,66 8,01 4,12<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo Fire-fighting | Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz | Koeln |
| 7118155<br>IRJS<br>Esd Gc<br>Pfd Rdr<br>RT | **CARLO DI FAZIO**<br>**Archimede di Fazio & Figli**<br>Roma Italy | **898**<br>406<br>723 | RI | **1971** Soc. Esercizio Cant.—Viareggio (604)<br>71,68 10,44 2,921<br>66,73 10,42 7,07<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz | West Germany<br>14,5kn |
| 7303035<br>ITEU<br>630<br>Esd Rdr<br>RT | **CARLO EBRIOLA**<br>**Leone Bigoni**<br>Ancona Italy | **168**<br>81<br>— | | **1973** Cant. Nav. M. Morini & C.—Ancona (137)<br>29,62 6,61<br>22,99 3,31<br>1 dk | **M Fishing**<br>Side-fishing Ref | Oil 4SA 6Cy. 320 × 450<br>550bhp (405kW)<br>Atlas-MaK Maschinenbau | Kiel |
| 7602467<br>ELDK<br>5905<br>Df Esd<br>Gc Rdr<br>RT | **CARLO M**<br>**Compania Comercial y Naviera 'San Martin' S.A.**<br>Monrovia Liberia | **19 557**<br>13 468<br>37 677 | ✠**100A1** CS 7/82<br>strengthened for heavy cargoes Nos. 2 and 4 holds may be empty<br>✠**LMC**<br>EL Kt 2$\frac{11}{16}$"U3<br>FN 7783 | **1977**-7 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2582)<br>187,74(BB) 28,43 10,757<br>178,01 28,40 15,32<br>F 14,7 1 dk<br>rf nil<br>7BH WB20629T incl. comb. bottom & side tanks in holds 4123T, topside tanks in holds 4898T and No. 3 hold 9704T | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 B.44 257<br>5 Ha (stl) (15,8 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 4(15) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 179,0t (d.o.) 2 866,5t (hvf) | Sulzer<br>Aioi<br>15,5kn |
| 5402473<br>DVWZ<br>2918<br>Df Esd<br>Gc Pfd<br>Rdr | **CARLO PAULO**<br>ex Chiyoda Maru No. 18<br>**R.J.L. Martinez Fishing Corp.**<br>Manila Philippines | **149**<br>66<br>— | | **1962** Uchida Zosen—Ise (571)<br>33,00 6,53 2,769<br>32,97 6,48 3,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 420<br>Hanshin Nainenki Kogyo | Kobe |
| 6710401<br>Y4IW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLO SCHONHAAR**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **964**<br>308<br>539 | DSRK | **1966** VEB Peene-Werft—Wolgast (207)<br>62,54 10,62 4,700<br>58,40 10,57 6,79<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 180kW 390V a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) | Rostock<br>12,5kn |
| 5064087<br>ILEM<br>520<br>Esd Rdr<br>RTm/v | **CARLO SECONDO**<br>ex Bagnoli<br>**Panfido e C. S.p.A.**<br>**Rimorchiatori Riuniti**<br>Venezia Italy | **251**<br>77<br>— | RI | **1941** Cant. Nav. Off. Mecc. di Venezia —Venezia<br>33,58 7,62 4,217<br>31,25 7,60 4,37<br>1 dk<br>R | **S Tug**<br>Salvage<br>Der 1(2) | T 3Cy. 410 650 & 1050 × 650<br>Cant. Nav. e Off. Meccaniche di Venezia<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel (o.f.) | Venezia |
| 5064116<br>VJNX<br>139370<br>RTm/v | **CARLOCK**<br>**Animbaba Pty. Ltd.**<br>Point Seafoods Pty. Ltd.<br>*Fremantle, W.A.* Australia | **327**<br>—<br>— | ✠**100A1** CS 12/80<br>tug<br>✠**LMC**<br>EL (e)<br>FN 466 | **1929**-10 A. Stephen & Sons Ltd.—Glasgow (526)<br>38,89 8,26 4,115<br>37,04 8,23 4,35<br>R BK 178<br>3BH WB41t | **M Tug**<br>2 Ha (stl) (5,4 × 5,4) (1,3 × 1,0)<br>Cr 2(1,5) | Oil 4SA 6Cy. 381 × 457 sr reverse geared to sc. shaft<br>NE made64 fitted65<br>Mirrlees National Ltd.<br>Gen 2 × 75kW 415V 50Hz a.c.<br>Fuel (d.o.) | Stockport |
| 7315272<br>ITCQ<br>3632<br>Esd Gc<br>Rdr RT | **CARLOFORTE**<br>ex Rospiggen-75<br>ex Fleur des Iles-75<br>**'Tirrenia' S.p.A. di Navigazione**<br>Genova Italy | **492**<br>187<br>168 | RI<br>✠Classed LR until 16/7/76 | **1973**-6 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (328)<br>47,33 11,94 3,009<br>42,50 11,66 8,62<br>B 26,9 2 dks<br>rf nil | **TM RoRo Cargo/Ferry** —P<br>Bow & stern doors<br>Mchy.aft | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>2 500bhp (1 839kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 68kW 380V 50Hz a.c.<br>Fuel 22,5t (d.o.)-10,5pd | Stamford<br>13kn |
| 6613809<br>PPDK<br>5552<br>Df Esd<br>Gc Rdr<br>RT | **CARLOS BORGES**<br>ex Navem Piratini-71<br>Launched as Midosi<br>**Companhia Paulista de Comercio Maritimo**<br>Rio de Janeiro Brazil | **9 349**<br>6 468<br>12 750 | AB<br>✠Classed LR until 30/6/78 | **1968**-5 Verolme Est. Reunidos do Brasil S.A.—Jacuacanga (709 /B9)<br>145,50 19,56 8,691<br>130,00 19,51 12,25<br>P 33,0 F 13,8 2 dks<br>rf nil | **M General Cargo** CSD<br>Ref<br>5 Ho ER<br>G.18 009 B.16 537 In.446<br>TEU 222 C. 222/20'<br>5 Ha (stl) (10,9 14,4 14,4 10,8 × 6,7) (4,3 × 3,9) ER | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A.<br>Gen 3 × 300kW 450V 60Hz a.c. | MAN<br>Taubate<br>17kn |

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| 5126988<br>CB2530<br>RTh | **CARLOS DARWIN**<br>ex Geco-65 ex Inger Ann-62<br>ex Bonoy-59<br>**Cooperativa Archipielago Juan Fernandez Ltda.**<br>Santiago Chile | **208**<br>71<br>— | (NV) | **1955** A/S Pusnaes M/V—Arendal (76)<br>32,01 6,74<br>... ... ...<br>R | **M Fishing**<br>Side Trawler | Oil 2SA 8Cy. 220 × 320<br>A/S Bergens M/V Norway<br>Gen 1 × 6kW 110V d.c. 1 × 2kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 5195460<br>DVUP<br>220368<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLOS GARFERIO**<br>ex Koun Maru-74<br>**R.J.L. Martinez Fishing Corp.**<br>Manila Philippines | **459**<br>271<br>— | | **1956** Taiyo Zosen—Nagasaki (76)<br>51,34 8,34 3,911<br>46,28 8,31 4,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 350 × 520<br>1 000bhp (736kW)<br>Kobe Hatsudoki Seizosho Kobe<br>11kn |
| 7228558<br>C9RA<br>Esd RT | **CARLOS JOSE**<br>**A. F. Morgado & Filhos Ltda.**<br>Beira Mozambique | **125**<br>62<br>— | (BV) | **1972** Ch. Normands Reunis—Courseulles-sur-Mer<br>24,90<br>22,59 6,89 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>420bhp (309kW)<br>Soc. des Moteurs Baudouin Marseille<br>9kn |
| 5064154<br>Df | **CARLOS MALBURG**<br>ex Navem Barbara-61<br>ex Santa Barbara-54<br>ex Remsen Heights-46<br>ex Phoenix-41 ex Camor-41<br>ex Paco ex Philip Publicker<br>**Navegacao Marenave Ltda.**<br>Rio de Janeiro Brazil | **2 398**<br>1 439<br>— | ✠Classed LR until 5/62 | **1920**-9 McDougall Duluth SB. Co.—Duluth, Mn (39)<br>13,31<br>76,51 13,26 7,40<br>P 7,7 B 19,6 F 6,8 1 dk<br>R | **S General Cargo** | T 3Cy. 483 819 & 1372 × 1016<br>McDougall Duluth S.B. Co. Duluth, Mn<br>Fuel (o.f.) |
| 7341805<br>CLSI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARLOS MANUEL DE CESPEDES**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **9 328**<br>6 165<br>15 251 | BV<br>✠Classed LR until 11/3/77 | **1976**-1 Austin & Pickersgill Ltd.—South Dock, Sunderland (452)<br>141,00 20,48 8,865<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No.5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,9 ER 21,4 4 TwD<br>G.21 725 B.19 872<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 105,5t (d.o.) 931,5t (hvf) 14,75kn |
| 7016371<br>CB2443<br>Df Esd<br>Gc Rdr<br>RT | **CARLOS PORTER**<br>**Instituto de Fomento Pesquero**<br>Valparaiso Chile | **134**<br>27<br>203 | | **1972** "Martec", Compania Maritima Y Tecnica Ltda.—Coquimbo<br>27,28<br>24,01 6,71 3,36<br>1 dk | **M Research/Fishing** | Oil 4SA 6Cy. 210 × 300<br>500bhp (368kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Controllable pitch propeller |
| 6900276<br>CUWR<br>A-1961-C<br>Df Esd<br>Rdr RT | **CARLOS ROEDER**<br>**Pescarias Beira Litoral S.a.r.l.**<br>Aveiro Portugal | **180**<br>56<br>71 | ✠Classed LR until 4/70 | **1968**-12 Est. Sao Jacinto S.a.r.L.—Aveiro (78)<br>32,01 7,45 2,744<br>27,08 7,21 3,41<br>F 15,3<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 350 sr geared to sc. shaft<br>630bhp (463kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 28kW 38V 50Hz a.c.<br>Controllable pitch propeller |
| 5064207<br>EERU<br>44 | **CARLOTA DE ASPE**<br>ex Ignacio Belles-46<br>**Francisco Souto Cousillas y otros**<br>Sevilla Spain | **134**<br>109<br>— | | **1942** Francisco Fabregat Soria—Castellon<br>*27,41* 7,17<br>... ... ...<br>1 dk | **Wood Aux M General Cargo** | Oil 2SA 2Cy. 325 × 420<br>120bhp (88kW)<br>A/S Volund Kobenhavn<br>Fuel (d.o.) |
| 6513011<br>ICWW<br>657<br>Df Esd<br>Gc Rdr<br>RT | **CARLOTTA F**<br>**Italiana Olii & Risi S.p.A.**<br>Trieste Italy | **15 889**<br>9 368<br>24 105 | RI<br>✠Classed LR until 8/68 | **1965**-9 Ansaldo S.p.A.—Genova (1629)<br>190,48(BB) 22,86 10,548<br>176,74 22,79 14,00<br>P 33,0 F 34,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.28 816 | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>S.A. Ansaldo Stab. Mecc. Genova |
| 7358585<br>SVPW<br>5480<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARLOVA**<br>**Index Maritime Corp.**<br>Piraeus Greece | **29 314**<br>23 777<br>55 090 | NV | **1975** A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (861)<br>217,91 12,066<br>205,24 30,48 17,00<br>P - F - 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.63 543 B.61 619<br>7 Ha (stl) (11,8 17,3 12,0 17,6 12,0 17,3 12,0 × 12,9) ER | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 504kW 440V 60Hz a.c.<br>Fuel 2 845,0t 15kn |
| 7341788<br>VRNW<br>364704<br>Df Esd<br>Gc Rdr<br>RT | **CARLOW HILL**<br>ex Lindenhall-82<br>**Bush Hill Shipping Ltd.**<br>West Hartlepool Steam Navigation Co. Ltd.<br>Hong Kong Hong Kong (British) | **9 065**<br>6 420<br>15 150 | **✠100A1** SS 9/79<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1975**-7 Austin & Pickersgill Ltd.—South Dock, Sunderland (449)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk 1 to 2nd dk WB4205T incl. DTm1780T & tunnel tanks 407T | **M General Cargo**<br>4 Ho 4 TwD ER 1 Ho<br>G.21 425<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(80) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>15kn |
| 6406359<br>DNEW<br>10543<br>RT | **CARLSSON II**<br>**Gustav A. Carlsson**<br>Hamburg Federal Republic of Germany | **172**<br>103<br>299 | GL | **1964** Schiffsw. Scheel & Johnk—Hamburg (441)<br>40,82 6,30 1,969<br>38,56 6,00 2,42<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 215 × 300<br>235bhp (173kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7406643<br>CZ9732<br>348856<br>Esd Gc<br>Rdr RT | **CARLYN McMURREN**<br>**North Western Dredging Co. Ltd.**<br>Northern Construction Co. Ltd.<br>Vancouver, B.C. Canada | **131**<br>49<br>43 | | **1974** Allied Shipbuilders Ltd.—North Vancouver, B.C. (189)<br>21,34 7,88 1,372<br>20,88 7,83 2,82<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **7129269**<br>GPUJ<br>357467<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CARMANIA**<br>ex Orange-76<br>**The Cunard Steam-Ship Co. p.l.c.**<br>Cunard Shipping Services Ltd.<br>Glasgow United Kingdom | T.Mk<br>**7 323**<br>3 546<br>9 561<br>**9 742**<br>5 709<br>10 974 | **✠100A1** SS 9/81<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4886 | **1972**-3 Nylands Verksted—Oslo (652)<br>155,81(BB) 21,37 —/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB1893t | **M General Cargo**<br>Ref. 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 634<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | Oil 2SA 9Cy. 740 × 1600<br>15 900bhp (11 695kW) B&W<br>Nylands M/V Oslo<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 440V 60Hz a.c.<br>Fuel 480,5t (d.o.) 1 823,0t (hvf)<br>22kn |
| **7400534**<br>401501<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARMAROSE**<br>**Carmarose Trawling Co. Ltd.**<br>Sligo Irish Republic | **134**<br>55<br>— | | **1975** A/B Falkenbergs Varv—Falkenberg (169 A)<br>27,28 8,06<br>23,98 8,03 3,99<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5064336**<br>EEQV<br>422 | **CARME CELI**<br>**Adelaida Caballero Cuchi**<br>Isla Cristina Spain | **130**<br>85<br>— | | **1947** Lasquibar Urbieta & Galarraga —Zumaya<br>*25,00* 6,28<br>... ... ...<br>conv Side Trawler Fishing 68 | **Wood M Ferry** | Oil 2SA 4Cy. 380 × 400 E made39 fitted47<br>Skandiaverken A/B Lysekil<br>Fuel 27,5t (d.o.)<br>11kn |
| **5419232**<br>OIOC<br>1584<br>Df Esd<br>RT | **CARMEL**<br>ex Else Smedegaard-81<br>ex Salto-71 ex Carmel-64<br>**Ky Thordolf**<br>Finland | **140**<br>48<br>— | NV | **1963** A/B Marstrands M/V—Marstrand (47)<br>30,82 6,74<br>6,71 3,61<br>1 dk<br>BK 203 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho<br>3 Ha (0,9 × 1,3) (1,5 1,5 × 1,5)<br>1W Der 1(1) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 20kW 1 × 7kW 110V d.c.<br>Fuel (d.o.) |
| **7939365**<br>WYA2<br>888<br>601297 | **CARMELITA**<br>**Zimmerman Brothers Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5064427**<br>HO6171<br>8634-PEXT | **CARMELITE II**<br>**Mybuy Shipping & Trading S.A.**<br>Panama Panama | **118**<br>81<br>— | | **1942** Ira S. Bushey & Sons Inc.—New York, NY (497)<br>*25,43* 6,86<br>2,49 | **M Tug** | Oil 2SA 7Cy. 355 × 430<br>Fairbanks Morse & Co. Beloit, Wi |
| **5064453**<br>IPTW<br>251<br>Esd Rdr<br>RTm | **CARMELO NOLI**<br>**Societa Carmelo Noli fu Giovanni S.n.c.**<br>Savona Italy | **274**<br>62<br>— | RI | **1962** Cant. Nav. M. & B. Benetti —Viareggio (54)<br>33,38 8,11 3,912<br>30,00 8,08 4,50<br>1 dk<br>RW | **M Tug**<br>Salvage | Oil 4SA 8Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 50kW 1 × 42kW 224V d.c.<br>Fuel (d.o.) |
| **8016548**<br>SJUC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARMEN**<br>**R/A Soya**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden | T.Mk<br>**18 661**<br>9 850<br>28 100 | **✠100A1**<br>vehicle carrier<br>moveable decks<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O 660,0/78,0U3(a)<br>FN 12101 | **1982**-3 Kockums AB—Malmo (583)<br>199,70(BB) 33,28 11,610<br>190,71 32,25 31,20<br>B 176,8 2 dks, 1 dk fwd of mchy space, 6 intermediate fixed & 4 movable car dks<br>rf 838<br>Coll. BH to U dk, 4 to 2nd dk WB9134T incl. Upr & Lwr STs in holds 3497T | **M Vehicles Carrier**<br>Side door/ramp (s) Quarter stern door & ramp (s) pt higher tensile steel<br>Mchy.aft | Oil 2SA 7Cy. 800 × 1950<br>18 355bhp (13 501kW) B&W<br>A/B Gotaverken Goteborg<br>AuxB (o.f.) 12kgf/cm$^2$ (11,8bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 1600kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 417,0t (d.o.) 4 862,0t (hvf)-60,5pd<br>18,25kn |
| **5127750**<br>DZGN<br>202933<br>Df | **CARMEN**<br>ex General de Jesus-68<br>ex General Lim-62<br>ex General Malvar ex FS 226<br>**Sulpicio Lines Inc.**<br>Manila Philippines | **756**<br>394<br>594 | (AB) | **1944** Higgins Industries Inc.—New Orleans, La (92)<br>66,15 9,76<br>9,71<br>2 dks<br>len — | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br>General Motors Corp. Detroit, Mi |
| **7905326**<br>CB2262<br>Esd RT | **CARMEN**<br>**Transportes Molina Ltda.**<br>Antofagasta Chile | **294**<br>125<br>358 | BV | **1979** Inversiones Navales S.A. (INSA) —Callao (54)<br>35,59 3,841<br>30,92 9,09 4,20<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 36,5t (d.o.) 12,5kn |
| **7926758**<br>619795<br>Df Esd<br>Rdr RT | **CARMEN & LISA**<br>**Mano & Proenca Fishing Corp.**<br>New Bedford, Ma United States of America | **166**<br>113<br>— | | **1980** Quality Marine Inc.—Bayou la Batre, Al<br>*24,88*<br>7,32 3,87<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 159 × 203<br>545bhp (401kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6608232**<br>EERD<br>2343<br>Esd RT | **CARMEN AMOROS**<br>**Joaquin Agullo Escolano**<br>Tarragona Spain | **111**<br>56<br>— | | **1965** Ast. de Tarragona—Tarragona<br>... ... ...<br>21,21 6,56 3,51<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 5Cy. 230 × —<br>385bhp (283kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 36,5t (d.o.) 10,5kn |
| **5064532**<br>LW2579<br>2051 | **CARMEN AVELLANEDA**<br>**Government of The Argentine Republic (Empresa Ferrocarriles del Estado Argentino) (EFEA)**<br>Ibicuy Argentina | **2 100**<br>1 525<br>1 422 | ✠Classed LR until 3/32 | **1929**-12 A. & J. Inglis Ltd.—Glasgow (866 P)<br>*103,64* 17,58 3,658<br>17,53<br>1 dk<br>R | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 8Cy. 400 × 750<br>2 400bhp (1 765kW) B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>Fuel 100,5t (d.o.) 11kn |
| **6919863**<br>EFFH<br>242<br>Df Esd<br>Gc Rdr<br>RTm | **CARMEN DEL MAR**<br>ex Isla del Mediterraneo-74<br>**SBC Container Lines S.A.**<br>Vigo Spain | **2 824**<br>1 562<br>3 300 | **✠100A1** SS 11/79<br>**✠LMC** **(UMS)**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1808 | **1970**-1 Ast. Construcciones S.A.—Meira (72)<br>88,22 15,07 5,001<br>82,50 14,51 7,40<br>P 15,0 F 8,6 1 dk<br>rf 102<br>7BH NS WB1088t incl. DTf316t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 13,1 14,3 14,3 14,3 ER<br>TEU 150 C.Ho 90/20' C.Dk 60/20'<br>4 Ha (stl) ER | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 12kn |

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|---|---|---|---|---|---|---|---|
| 618950<br>ENB<br>Df Esd<br>Gc RTm | **CARMEN JIMENEZ**<br>**Jose Sibon Pantoja**<br>Cadiz Spain | **350**<br>160<br>— | | BV | **1965** Hijos de J. Barreras S.A.—Vigo (1337)<br>41,46 7,40 3,650<br>36,66 7,35 4,14<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 270 × 400<br>1 100bhp (809kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 90,5t (d.o.) 11,75kn |
| 067357<br>H02271<br>450-<br>PEXT2<br>Df Esd<br>Pd<br>RTm/h | **CARMEN MARIA**<br>ex Transmar I-82<br>ex Cala Blanca-79<br>ex Laspas 106-58<br>**Transportes Maritimos Antillanos S.A.**<br>Panama Panama | **388**<br>239<br>611 | | BV | **1958** Ast. de Palma S.A.—Palma de Mallorca<br>54,01 9,02 3,341<br>8,97 3,41<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho 41,1 ER<br>G.1 406 B.1 307<br>2 Ha (stl) (each 11,5 × 3,9) ER<br>4W Der 4(2) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Directional propeller<br>Fuel 30,0t (d.o.) 11,5kn |
| 064556<br>DIQ<br>1023<br>Esd | **CARMEN MONTIEL**<br>**Jose Martinez Mas**<br>Cartagena Spain | **106**<br>65<br>— | | | **1960** Salvador Cascales—Santa Lucia<br>23,53 6,71<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil<br>300bhp (221kW)<br>..............<br>Fuel 29,5t (d.o.) 8,25kn |
| 606284<br>ENR<br>1098<br>Df Esd<br>RTm | **CARMEN SANCHEZ**<br>**Pesconuba S.A.**<br>Huelva Spain | **200**<br>79<br>— | | BV | **1965** Construcciones Navales P. Freire S.A. —Vigo (33)<br>31,91 7,07 3,250<br>27,61 7,00 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,1) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 52,0t (d.o.) 11kn |
| 7521182<br>EHHO<br>Df Esd<br>Gc Rdr<br>RTm/v | **CARMEN TERCERO**<br>**Compania Vapor Carmen S.A.**<br>Gijon Spain | **2 537**<br>1 667<br>3 717 | | GL | **1977** Maritima del Musel S.A.—Gijon (191)<br>90,51 13,54 6,020<br>82,50 13,50 7,22<br>P 14,4 F 9,5 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>G.4 734 B.4 123<br>2 Ha (stl) ER | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>14,5kn |
| 5064489<br>H05471<br>467-<br>PEXT1<br>Df Esd<br>RT | **CARMEN I**<br>ex Carmen-81 ex Moana-80<br>ex Carmen V-77 ex Carmen-76<br>**John T. Dunn**<br>Panama Panama | **451**<br>248<br>620 | | (BV) | **1957** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (1)<br>50,78 8,28 3,201<br>45,98 8,21 3,51<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.825 B.776<br>2 Ha (12,1 11,5 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 10kn |
| 7927544 | **CARMEN 11**<br>**I.PE.C.S.A.**<br>Uruguay | **220**<br>—<br>— | | | **1980** Astilleros del Litoral Ltda. —Montevideo (72)<br>... ... ...<br>28,22 8,21 4,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>735bhp (541kW)<br>.............. |
| 7408067<br>LCYG<br>18814<br>Df Esd<br>Gc Rdr<br>RT | **CARMENCITA**<br>ex Tender Pard-79<br>ex Musketeer Fighter-78<br>**A/S Uglands Rederi**<br>Ugland Management Co. A/S<br>Grimstad Norway | **497**<br>0<br>— | | AB | **1976** Mangone SB. Corp.—Houston, Tx (119)<br>45,62 11,94 3,810<br>11,89 4,91 | **TM Tug**<br>Ice strengthened | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>15kn |
| 5064594<br>EHNW<br>7259<br>Esd | **CARMENCITA CARIDE**<br>**Marcial Perez Rey**<br>Vigo Spain | **112**<br>32<br>— | | | **1951** Francisco Gonzalez—Vigo<br>*24,30* 6,10<br>... ... ... | **Wood S Fishing**<br>Side Trawler | C 2Cy. 233 & 475 × 321<br>108ihp (79kW)<br>..............<br>Fuel (o.f.) 8kn |
| 7352854<br>DZGJ<br>M.C-0 00145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARMILLA STAR**<br>ex Eucaly 1-78<br>**Star International Shipping Inc.**<br>Manila Philippines | **3 311**<br>2 338<br>5 953 | | NK | **1973** Kurushima Dock Co. Ltd.—Uwajima (795)<br>101,02 16,06 6,820<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,6 × 21,4) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 501,0t (hvf)-12,5pd 12,5kn |
| 6919849<br>EDNN<br>2408 | **CARMITANA**<br>**Jose Luis Caparros Buenida y otros**<br>Santander Spain | **241**<br>75<br>— | | | **1969** Soc. Met. Duro Felguera—Gijon (52)<br>37,34<br>32,01 7,42 3,97 | **M Fishing**<br>Side Trawler | Oil<br>1 210bhp (890kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>12,5kn |
| 6520571<br>PVWE<br>5227<br>Df Esd<br>Gc Rdr<br>RT | **CARMOPOLIS**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **7 119**<br>4 920<br>10 770 | **✠100A1**<br>oil tanker<br>**✠LMC** | CS 8/81<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3671 | **1966**-11 Verolme Est. Reunidos do Brasil S.A.—Jacuacanga (685 /B6)<br>134,30 19,38 7,360<br>127,41 19,33 9,48<br>P 28,7 F 15,6 1 dk<br>rf 51<br>13BH WB166t | **M Tanker**<br>1 Ho 8,2 24 Ta ER<br>L.(oil) 14 753 | Oil 2SA 6Cy. 600 × 1050<br>4 200bhp (3 089kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 WTAuxB primary 711lbf/in² (49,1bar) secondary 185lbf/in² (12,8bar) Spt<br>Gen 2 × 184kW 1 × 152kW 450V 60Hz a.c.<br>Fuel (d.o.) 13kn |
| 7331977 | **CARNIVAL QUEEN** | **127**<br>87<br>— | | | **1973** Desco Marine—St. Augustine, Fl (139)<br>22,86 6,74<br>3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil geared to sc. shaft<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 5103924<br>HOKL<br>7345-76<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARNIVALE**<br>ex Queen Anna Maria-75<br>ex Empress of Britain-64<br>**Fairweather International Corp.**<br>Panama Panama | T.Mk<br>**18 952**<br>8 389<br>8 912 | **✠100A1**<br>**✠LMC** | CS 12/78<br>EL qt $2\frac{15}{16}$"SQ<br>FN 7417 | **1956**-3 Fairfield SB. & Eng. Co. Ltd. —Govan, Glasgow (731)<br>195,08 25,96 8,840<br>182,89 25,91 14,64<br>B & F 176,2 3 dks, 4th dk clear of mchy. space<br>RW rf 152 DK fwd conv Ref Passenger Ship 76<br>Coll BH to U dk 10 to 2nd dk WB2798t incl. Tunnel tanks 469t | **TS Passenger Ship**<br>950bth P<br>2 Ho 16,4 16,4 ER<br>2 Ha (stl) (5,4 × 4,8) (7,7 × 5,4) ER<br>Der 4(-) | 6 S Turb dr geared to 2 sc. shafts<br>30 000shp (22 067kW)<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow<br>3 WTB 690lbf/in² (47,6bar) Spt 454,5°C 685lbf/in² (47,3bar) hs5121,6<br>AuxB 200lbf/in² (13,8bar)<br>sg 140lbf/in² (9,7bar)<br>Gen 2 × 1200kW 3 × 500kW 225V d.c.<br>Fuel (o.f.) |

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| 5177078<br>DGTP<br>Df Esd<br>Rdr<br>RTm/v | **CARO**<br>ex John Bluhm-78<br>ex Julius Hauschildt-70<br>**Capt. Holger Carstensen**<br>Hamburg Federal Republic of Germany | **424**<br>275<br>696 | GL | **1957** J. J. Sietas K.G. Schiffswerft —Hamburg (430)<br>51,08 8,95 3,410<br>45,01 8,92 3,81<br>P 8,9 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,9 ER<br>G.934 B.849<br>2 Ha (15,3 7,7 × 5,8) ER | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9kn |
| 6729995<br>ODIG<br>Df Esd<br>Gc Rdr<br>RT | **CAROL**<br>ex Londoner-81 ex Mare Jada-73<br>**Navigation Co. Over the North End**<br>Beirut Lebanon | **1 051**<br>308<br>1 907 | BV | **1967** N.V. Scheeps. "Westerbroek" —Westerbroek<br>63,99 11,18 5,004<br>60,74 11,10 5,21<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 270 B.2 090<br>2 Ha (19,1 11,3 × 6,9) ER<br>Der 2(30) 1(5) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>12kn |
| 7945015<br>WQZ2<br>890<br>608282 | **CAROL ANN**<br>**Lafayette Lift Boats Inc.**<br>Baton Rouge, La United States of America | **237**<br>187<br>— | | **1979** .............Lafayette, La<br>*21,95* 9,78<br>1,93<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| 7101281<br>WH3501<br>271657 | **CAROL ANN**<br>**Deepwater Boats Inc.**<br>Lake Charles, La United States of America | **149**<br>101<br>— | | **1956** North Boat Works—Rio Hondo, Tx<br>*23,69* 6,74<br>3,36 | **TM Supply Launch** | 2 Oil<br>440bhp (324kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 5005524<br>WA2188<br>240513<br>Df Gc<br>Rdr<br>RTm/v | **CAROL ANN WHITE**<br>ex Agnes A. Moran-78<br>ex Marion-74<br>ex Agnes A. Moran-72<br>**Donjon Marine Co.**<br>Wilmington, De United States of America | **133**<br>55<br>— | AB | **1941** Pennsylvania Shipyards Inc. —Beaumont, Tx (247)<br>28,81 6,74<br>27,13 6,71 3,28<br>1 dk<br>BK 102 | **D-E Tug** | Oil 2SA 12Cy. 215 × 265 driving 1 gen. of 650kW 550V d.c. connected to 1 elec. motor<br>General Motors Corp. La Grange, Illinois<br>Gen 1 × 30kW 125V d.c.<br>Fuel 72,0t |
| 5064673<br>WK2028<br>276766<br>Esd Rdr<br>RT | **CAROL FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **162**<br>110<br>— | | **1957** Todd Shipyards Corp.—Seattle, Wa<br>*25,73* 7,40<br>... ... ... | **M Tug** | Oil 4SA 8Cy. 330 × 419<br>Nordberg Manufacturing Corp. U.S.A. |
| 7100304<br>WY2235<br>511095 | **CAROL G**<br>**G & G Trawlers Inc.**<br>Mobile, Al United States of America | **137**<br>93<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,76<br>3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 5064685<br>VYSZ<br>188395<br>Df Esd<br>Gc Rdr<br>RT | **CAROL LAKE**<br>**Carryore Ltd.**<br>Montreal, P.Q. Canada | **17 070**<br>13 138<br>26 214 | ✠**100A1** Lake SS 9/77<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL (nt) 2$\frac{5}{8}$"SQ<br>FN 7271 | **1960**-8 Collingwood Shipyards —Collingwood, Ont. (165)<br>217,91 23,02 8,065 (aft)<br>211,36 22,86 11,54<br>Ba 34,2 F 21,1 1 dk<br>RW rf 76<br>NS 3BH WB11126t | **S Bulk Carrier**<br>6 Ho ER<br>G.23 644<br>21 Ha (stl) (each 3,3 × 14,3) ER | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 525lbf/in² (36,2bar) Spt 407,3°C 425lbf/in² (29,3bar) hs1103,0<br>Fuel 640,0t (o.f.) 15,5kn |
| 7827445<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAROL LINDA**<br>**Carol Linda Partnership**<br>Los Angeles- Long Beach, Ca United States of America | **1 145**<br>507<br>— | | **1980** Burton Shipyard Inc.—Port Arthur, Tx (537)<br>*61,39* —<br>13,11 4,88<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>In.1 274 | Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. U.S.A. |
| 8022212<br>JDVJ<br>125648<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAROL MARU**<br>**K.K. Seifukumaru**<br>Kira, Aichi Pref. Japan | **2 941**<br>1 816<br>3 457 | NK | **1981** Usuki Tekkosho—Usuki (1517)<br>99,80 5,414<br>92,89 16,01 7,22<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta ER<br>L.(gas) 3 016 | Oil 4SA 6Cy. 470 × 760<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz |
| 8037750<br>WYZ3<br>161<br>530276 | **CAROL MARY**<br>ex Columbian-80<br>**Moss Brothers Seafoods Inc.**<br>Juneau, Ak United States of America | **104**<br>71<br>— | | **1979** .............Seattle, Wa<br>*19,97* 6,10<br>3,08<br>1 dk<br>len 80 | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |
| 5064726<br>WX7602<br>276533<br>Df Esd<br>Rdr RTh | **CAROL S**<br>ex Carol Virginia<br>**CHB Foods Inc.**<br>San Diego, Ca United States of America | **438**<br>217<br>— | | **1958** National Steel & SB. Co.—San Diego, Ca (317)<br>48,47 9,28<br>46,03 3,79<br>2 dks<br>len — | **M Fishing**<br>Side-fishing Ref<br>Mchy.fwd | Oil 2SA 6Cy. 216 × 254<br>960bhp (706kW)<br>Fairbanks Morse & Co. Beloit, W<br>Gen 1 × 250kW 1 × 200kW 240V 60Hz a.c.<br>11,5kn |
| 6400824<br>SEZJ<br>10476<br>Df Esd<br>Gc Rdr<br>RT | **CAROLA**<br>**Scandinavian Ferry Lines AB**<br>Helsingborg Sweden | **1 627**<br>744<br>— | ✠**100A1** SS 3/81<br>Kattegat and Baltic service<br>Ice Class 3<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1231 | **1964**-4 Oresundsvarvet A/B—Landskrona (194)<br>65,31 16,46 3,214<br>59,42 16,01 4,70<br>B 36,9 F 7,4 1 dk<br>rf 102<br>11BH WB389t incl. DTsf128t | **TM RoRo Cargo/Ferry**<br>700dk P<br>Bow door | 2 Oil 4SA each 8Cy. 320 × 450<br>2 640bhp (1 942kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 3 × 200kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-3,5pd 14,75kn |
| 8104591<br>DHLC<br>Df Esd<br>Gc Rdr<br>RTv | **CAROLA**<br>**H. G. Voge K.G. m.s. 'Carola'**<br>Hamburg Federal Republic of Germany | **999**<br>675<br>2 889 | GL | **1981** J. J. Sietas K.G. Schiffswerft —Hamburg (927)<br>87,97 (BB) 4,671<br>85,30 11,31 6,76<br>P 15,0 F 6,8 2 dks | **M General Cargo**<br>1 Ho 60,4 ER<br>G.3 806 B.3 781<br>TEU 90 C. 90/20'<br>1 Ha (stl) (55,9 × 9,3) ER | Oil 4SA 8Cy. 240 × 280 reduction geared to sc. shaft<br>985bhp (725kW)<br>Kloeckner Humboldt Deutz Koel<br>11,5kn |

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| 7236139<br>DECV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAROLA SCHULTE**<br>**Prima Schiffahrts G.m.b.H. & Co. 'Baltic' K.G.**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Bremen Federal Republic of Germany | T.Mk<br>**999**<br>628<br>2 331 | GL | **1972** Schulte & Bruns—Emden (270)<br>87,99 14,58 4,760<br>80,02 14,51 9,00<br>F 8,3 2 dks | **M RoRo Cargo/General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.6 634 B.5 871<br>2 Ha (stl) (6,1 × 6,0) (44,6 × 10,2) ER | Vee Oil 4SA 16Cy. 220 × 300 reverse reduction geared to sc. shaft<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 207,5t (d.o.) 14,5kn |
| 8036304<br>619342 | **CAROLE ANN**<br>**Richard C. Raffield**<br>Mobile, Al United States of America | **142**<br>96<br>— | | **1980** Bayou Marine Builders Inc.—Bayou la Batre<br>*23,99* 7,19<br>3,51<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7209447<br>WYZ6<br>149<br>538087<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAROLE G. INGRAM**<br>**General Electric Credit Corp.**<br>Wilmington, De United States of America | **920**<br>625<br>— | AB | **1972** Southern SB. Corp.—Slidell, La (94)<br>8,002<br>44,46 14,03 9,22<br>F 3,4 1 dk | **TM Tug**<br>Pusher<br>(linked with barge IOS 3302) | 2 Vee Oil 4SA each 12Cy. 381 × 457<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 3 × 250kW<br>2 Controllable pitch propellers<br>Fuel 671,5t (d.o.) |
| 7730513<br>374793 | **CAROLE S**<br>**Ivo & Carole Ruth Skoljarev**<br>*Port Adelaide, S.A.* Australia | **112**<br>85<br>— | | **1970** Kali Boat Building (Pty.) Ltd. —Adelaide<br>... ... ...<br>20,20 6,32 2,95<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6517706<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAROLIJN MARIA**<br>ex Arie-70 | **143**<br>60<br>— | | **1965** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1314)<br>30,66 6,61<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 6700456<br>WSII<br>246066<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAROLINA**<br>ex Seatrain Carolina-78<br>(Additional cargo section)<br>ex Fruitvale Hills-67<br>(Fwd & aft sections)<br>ex Mission Santa Barbara-67<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 991**<br>4 829<br>12 347 | AB | **1944** (Fwd & aft sections) Marinship Corp. —Sausalito, Ca (46)<br>**1945** (Additional cargo section) Marinship Corp.—Sausalito, Ca (92)<br>170,67 20,78 8,249<br>164,45 20,73 11,97<br>P 32,7 F 16,2 2 dks<br>RW rf 229 len 67<br>conv Tanker 67 | **T-E RoRo Cargo**<br>Rail Vehicles<br>1 Ho 100,1 ER<br>Cr 2(45) | S Turb 10 000shp (7 356kW) driving 1 gen of 7 500kW 2 300V connected to elec. motor (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 2 508,5t (o.f.) 16kn |
| 6613392<br>SVAU<br>7567<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAROLINA**<br>ex Holstenkoog-80 ex Hydra-76<br>ex Rhodos-69 ex Hydra-68<br>**Kronos Navigation Ltd.**<br>Seastar Navigation Co. Ltd.<br>Piraeus Greece | **5 681**<br>3 226<br>8 535 | GL (NV) | **1966** Drammen Slip & Verk.—Drammen (60)<br>128,81 17,56 8,144<br>118,45 17,53 10,06<br>P 50,9 F 13,2 2 dks<br>rf 51 | **M General Cargo**<br>Ref 4P<br>3 Ho 22,1 27,5 15,8 ER<br>G.12 869 B.11 795 In.685<br>3 Ha (stl) (20,5 19,5 15,8 × 7,3) ER<br>12W Der 1(50) 6(10-15) 6(10) 2(2) | Oil 2SA 6Cy. 560 × 1000<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 147kW 440V 60Hz a.c.<br>Fuel 912,5t (hvf) 16,5kn |
| 7636937<br>DNCP<br>12496<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAROLINA**<br>ex Tielbank-81 ex Carolina-79<br>**Partenreederei m.s. 'Carolina'**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**5 629**<br>4 064<br>10 106<br>**9 310**<br>6 852<br>12 710 | GL | **1978** Howaldtswerke-Deutsche Werft —Hamburg (116)<br>150,53(BB) —/8,170<br>142,53 21,21 10,83<br>P 25,6 F 28,4 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 3 TwD ER<br>G.20 432 B.17 787<br>TEU 517<br>C.Ho 261/20' (40') C.Dk 256/20' (40')<br>3 Ha (13,4 × 10,7) (31,4 26,2 × 15,9)<br>Cr 2(50) 3(40) | Oil 4SA 8Cy. 580 × 600 reduction geared to sc. shaft<br>10 000bhp (7 356kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 400kW 450V 60Hz a.c.<br>17kn |
| 6611710<br>EEYJ<br>2452<br>Df Esd<br>Pfd Rdr<br>RTm | **CAROLINA**<br>**Ciriaco Lopez Torrontegui**<br>Bermeo Spain | **339**<br>154<br>380 | (BV) | **1966** Ast. de Murueta S.A.—Guernica (73)<br>41,66 7,68 4,045<br>36,00 7,60 7,45<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.393<br>2 Ha (1,2 × 1,2) (4,2 × 3,5) ER | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 125,0t (d.o.) 11kn |
| 7127376<br>OPTE<br>483<br>Esd Pfd<br>Rdr RTv | **CAROLINA**<br>**Rederij 'Hertsens' P.V.B.A.**<br>Zeebrugge Belgium | **143**<br>53<br>— | | **1971** N.V. Scheepswerven L. de Graeve —Zeebrugge (49)<br>31,09<br>26,62 7,32 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>600bhp (441kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>14kn |
| 7940778<br>Df RT | **CAROLINA**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>54<br>— | AB | **1977** Ast. Monarca—Guaymas (594)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 215 × 215 reverse reduction geared to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha<br>Gen 1 × 3kW 1 × 1,75kW a.c.<br>9kn |
| 8024777<br>610545 | **CAROLINA CLIPPER**<br>**William J. Wells Jr.**<br>United States of America | **124**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>25,91 6,71<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8024806<br>610863 | **CAROLINA DAWN**<br>**William J. Wells Jr.**<br>United States of America | **124**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>25,91 6,71<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **8024789**<br><br>610546 | **CAROLINA GIRL**<br><br>**William J. Wells Jr.**<br>United States<br>of America | **124**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St.<br>Augustine, Fl<br>25,91 6,71<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152 reverse<br>reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7940144**<br>WYA3<br>046<br>603621 | **CAROLINA LADY**<br><br>**Louisiana Lady Inc.**<br>Brownsville, Tx United States<br>of America | **118**<br>80<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,18<br>3,66<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW)<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, In |
| **8024791**<br><br>615682 | **CAROLINA TARHEEL**<br><br>**William J. Wells Jr.**<br>United States<br>of America | **124**<br>84<br>— | | **1980** St. Augustine Trawlers Inc.—St.<br>Augustine, Fl<br>25,91 6,71<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152 reverse<br>reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6818605**<br>ODFW<br>B4072<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAROLINA V**<br>ex Hadan-79<br>ex Atlantic Forwarder-74<br>**Vinmar Shipping Co. S.a.r.l.**<br>Beirut Lebanon | T.Mk<br>**519**<br>327<br>1 250 | GL | **1968** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1342)<br>74,12 11,61 3,652<br>65,99 11,49 6,28<br>F 7,4 2 dks<br>RW | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho 35,9 10,0 ER<br>G.2 152 B.1 911 In.699<br>3 Ha (stl) (16,2 8,9 × 8,0) (4,8 × 5,3)<br>ER<br>4W Der 1(15) 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 550bhp (1 140kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 125kW 220V<br>Fuel 101,5t (d.o.) 12,5kn |
| **6829032**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAROLINE**<br>ex Star Caroline-79 ex Caroline-72 | **14 672**<br>9 404<br>26 671 | AB | **1968** Maizuru Jukogyo K.K.—Maizuru<br>(106)<br>172,02 22,84 11,053<br>162,01 22,80 14,76<br>P 28,4 F 12,8 1 dk<br>rf 152 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 14,6 16,9 17,7 24,9 25,6<br>18,3 ER<br>G.32 044<br>6 Ha (stl) (8,0 × 8,0) (9,6 9,6 16,0 ×<br>11,2) (16,0 × 9,6) ER (9,6 × 9,6)<br>Cr 4(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Maizuru Jukogyo Maizuru<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 1 704,0t (hvf) 17,5kn |
| **6807761**<br>SZLF<br>6337<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAROLINE**<br>ex Eastwind-80<br>ex Stove Scotia-73<br>**Sea Splendour Compania**<br>**Naviera S.A.**<br>Aeco Maritime S.A. Panama<br>Piraeus Greece | T.Mk<br>**10 624**<br>6 461<br>18 716 | NV | **1968** Bremer Vulkan A.G.—Vegesack<br>(934)<br>161,55 20,63 9,354<br>152,53 20,58 12,20<br>P 37,2 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,5 23,1 23,1 23,1 24,0<br>ER<br>G.23 062 HeCls. B<br>5 Ha (stl) (11,9 14,4 14,4 14,4 14,4<br>× 9,3) ER<br>Cr 5(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 167,5t (d.o.) 1 264,0t (hvf)-25,0pd<br>15,75kn |
| **5281283**<br>YBUI<br>476<br>RTm | **CAROLINE**<br>ex Pollendam-70<br>**Jan Carolus Pattinasaranij**<br>P.T. Pelayaran Nusantara "Eja"<br>Surabaya Indonesia | **500**<br>305<br>589 | **100A1** SS 5/82<br><br>**LMC**<br>EL G $\frac{15}{16}$"U1<br>FN 634<br>(BV) | **1960** Scheepswerf en Reparatiebedrijf<br>"Harlingen" N.V.—Harlingen (16)<br>55,91 8,74 3,353<br>51,01 8,70 3,71<br>P 14,4 F 8,0 1 dk<br>RW rf nil<br>NS 3BH WB214T | **M General Cargo**<br>3P<br>1 Ho 33,0 ER<br>G.1 016 B.972<br>2 Ha (each 13,2 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>525bhp (386kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 1 × 6kW 110V d.c.<br>Fuel 46,5t (d.o.) 10kn |
| **6520583**<br><br>350859<br>Df Esd<br>Rdr RT | **CAROLINE**<br><br>**Viking Fishing Co. (Pty.)**<br>Cape Town/ South Africa<br>Kaapstad | **324**<br>147<br>— | | **1965** Sleephelling Mij. "Scheveningen"<br>N.V.—Scheveningen (191)<br>43,29 7,29 3,296<br>38,71 7,19 4,02 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>E made61 fitted65<br>Kloeckner Humboldt Deutz Koeln |
| **5064790**<br>OYAX<br>D2200<br>Df Pfd<br>RTm | **CAROLINE**<br><br>**fru Ina M. Hansen**<br>Frederiksvaerk Denmark | **149**<br>71<br>234 | BV | **1951** H. C. Christensens Staalskibsv. af<br>1949—Marstal (50)<br>32,97 6,51 2,540<br>28,96 6,46 2,95<br>1 dk<br>BK 119 | **Aux M General Cargo**<br>Galleas<br>Mchy.aft<br>1 Ho<br>1 Ha (12,8 × 4,1)<br>2W Der 2(1,5) | Oil 4SA 4Cy. 270 × 400<br>320bhp (235kW) NE 65<br>Aabenraa Motorfabrik Aabenraa<br>Fuel 8,0t (d.o.)-1,0pd 10kn |
| **7934638**<br><br>614458 | **CAROLINE AND CALANDRA**<br><br>**George C. Everson**<br>Meridian, Ga United States<br>of America | **103**<br>70<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>22,26 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 159 geared to sc.<br>shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **7110294**<br><br>400550<br>Esd Rdr | **CAROLINE ANN**<br><br>**George McCallig**<br>Dublin Irish Republic | **107**<br>62<br>— | | **1966** Ch. Herbert & Heraud—Pont Lorois<br>*20,67* 6,51 3,201<br>6,46 3,61<br>1 dk | **Wood M Fishing**<br>Side Trawler<br><br><br>2 Ha (2,0 × 1,3) (1,3 × 0,6) | Vee Oil 4SA 12Cy. 150 × 150<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 15,0t (d.o.) 11kn |
| **6920264**<br>DKCV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAROLINE GRAEBE**<br>ex Fuchsberg-80 ex Caribou-72<br>Launched as Fuchsberg<br>**Reedereiges. m.s. 'Fuchsberg'**<br>Reederei Gunter Graebe<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**998**<br>602<br>2 506 | GL | **1969** Schiffsw. Hugo Peters—Wewelsfleth<br>(536)<br>77,27 (BB) 5,511<br>65,13 12,81 7,98<br>F 7,7 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.3 819 B.3 687<br>TEU 84 C. 84/20'<br>1 Ha (stl) (41,9 × 10,5) ER | Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,75kn |
| **7527760**<br>WZ3211<br>154<br>Rdr RT | **CAROLINE ISLANDS**<br><br>**Government of The Trust**<br>**Territory of The Pacific**<br>**Islands (Bureau of**<br>**Transportation &**<br>**Communications)**<br>Palau Islands Trust Terr of the<br>Pacific Is. (us) | **813**<br>472<br>1 103 | AB | **1976** Wakayama Zosen—Kainan,<br>Wakayama Pref. (520)<br>54,59 3,741<br>48,52 10,81 4,53<br>F 7,4 1 dk<br>rf 203 | **TM General Cargo**<br><br>Bow door<br>1 Ho ER<br>B.1 218<br>1 Ha (w) (26,8 × 8,2) ER<br>Der 1(10) | 2 Oil 4SA each 6Cy. 240 × 200<br>1 800bhp (1 324kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Fuel 159,5t (d.o.) 13kn |

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|---|---|---|---|---|---|---|
| 6926086<br>HPCP<br>0176-<br>HA-F<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAROLINE OLDENDORFF**<br>ex Breda-73<br>ex Caroline Oldendorff-72<br>**Rhenania Shipping Corp.**<br>Luebeck Panama | T.Mk<br>**6 424**<br>4 250<br>12 972<br>**9 097**<br>6 426<br>15 315 | GL | **1969** Bremer Vulcan A.G.—Vegesack (949)<br>139,48 8,214/9,189<br>132,04 21,01 12,30<br>F 11,9 2 dks | **M General Cargo**<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 482 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>10W Der 1(60) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 510kW 1 × 195kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 15,5kn |
| 7327550<br>SIUW<br>6815<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAROLINE P.**<br>ex Vera Venture-74<br>**Inersea Carriers S.A.**<br>Piraeus Greece | **12 834**<br>8 996<br>22 587 | **100A1** SS 5/82<br>strengthened for heavy cargoes, Nos. 2 & 4 holds or No. 3 hold may be empty<br>**LMC**<br>EL Et $2\frac{5}{16}$"U3<br>FN 5664<br>(NV) | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2301)<br>164,34(BB) 22,92 9,881<br>155,45 22,86 13,57<br>1 dk<br>rf nil DK fwd except in way of No. 1 hold<br>NS 7BH WB9339T incl. Comb. btm & Topside tanks in Nos. 1, 2 & 4 holds 1763T Comb. btm side & Topside tanks in No. 3 hold 1189T & No. 3 hold 4674T | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 23,7 25,6 18,4 25,6 25,6 ER<br>G.30 801 B.29 843<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5)<br>5W Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>e(ex.g) 14,5kgf/cm² (14,3bar)<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 110,5t (hvf) 15kn |
| 5064843<br>VCSF<br>170664 | **CAROLINE ROSE**<br>**Caroline Rose International Shipping Co. Ltd.**<br>St. John's, Nfl. Canada | **173**<br>81<br>— | | **1940** Smith & Rhuland—Lunenburg, N.S.<br>*38,32* 8,13 3,963<br>8,08 | **Wood Aux M Fishing**<br>Side-fishing Schooner<br>1 Ho 11,5 | Oil 2SA 6Cy. 265 × 320<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 16,5t 9,5kn |
| 5064867<br>WD2875<br>229378 | **CAROLINIAN**<br>**Pine State By-Products Inc.**<br>Portland, Me United States of America | **198**<br>155<br>— | | **1930** Charleston D.D. & Machine Co.—Charleston, SC<br>*34,72* 7,01<br>6,96 2,93<br>1 dk<br>conv General Cargo Barge — | **M Tanker**<br>Mchy.aft<br>L.(oil) 457 | Oil 2SA 6Cy. 255 × 320<br>350bhp (257kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 10,0t-1,0pd |
| 8034576 | **CAROLINIAN**<br>United States of America | **120**<br>—<br>— | | **1981** St. Augustine Shipbuilding—St. Augustine, Fl<br>26,24<br>... ...<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6813136<br>C6ZZ<br>317997<br>RT | **CAROLPAN**<br>**G. M. Higgs**<br>Nassau Bahamas | **135**<br>86<br>— | | **1967** Benny Sawyer—Cherokee Sound, Gt. Abaco Id.<br>*23,38* 6,25<br>... ... ...<br>1 dk | **Wood TM Fishing**<br>Side-fishing | 2 Oil each 6Cy. 114 × 140<br>400bhp (294kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6609781<br>H04746<br>8070<br>-77A<br>Df Esd<br>Pfd Rdr<br>RT | **CAROLYN**<br>ex Roerborg-81<br>**Servicios De San Andres S.A.**<br>Panama Panama | **394**<br>239<br>537 | BV | **1966** N.V. Schpsw. "Appingedam"—Appingedam (200)<br>50,22 8,54 2,769<br>47,99 8,51 3,15<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.822 B.769<br>2 Ha (each 12,1 × 5,3) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>358bhp (263kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 56,5t (d.o.) 9,5kn |
| 5064879<br>WA3415<br>235654<br>RTv | **CAROLYN**<br>**Lewes Curtis Bay Co.**<br>Wilmington, De United States of America | **204**<br>139<br>— | | **1936** Pusey & Jones Corp.—Wilmington, De (1064)<br>28,96 7,35<br>26,83 7,32 4,50<br>RW rf 457 | **M Tug** | Oil 4SA 12Cy. 229 × 267 NE 58<br>Alco Products Ltd. New York, NY<br>Fuel 537,5t (d.o.) 12kn |
| 7717054<br>WYH8<br>011<br>586073<br>Esd Gc<br>Rdr RT | **CAROLYN CHOUEST**<br>**International Offshore Marine Services**<br>Galliano, La United States of America | **265**<br>180<br>450 | AB | **1977** North American SB. Inc.—Larose, La (107)<br>3,645<br>50,60 11,60 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 440bhp (1 795kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>12kn |
| 7379163<br>ELCN5<br>7320<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAROLYN JANE**<br>**Grand Cess Shipping Inc.**<br>Monrovia Liberia | **42 619**<br>32 564<br>87 813 | NK | **1975** Kanasashi Zosensho—Toyohashi (001)<br>246,01 38,38 13,853<br>234,98 38,00 18,29<br>B 8,0 F 23,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 110 632 HeCls. BC | Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 880kW 445V 60Hz a.c.<br>Fuel 3 553,0t-70,5pd 15,5kn |
| 7938517<br>WSX6<br>610<br>598427 | **CAROLYN JEAN**<br>**Carolyn Jean Inc.**<br>Juneau, Ak United States of America | **193**<br>131<br>— | | **1978** .............Mobile, Al<br>*24,88* 7,32<br>3,54<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| 8006440<br>Esd Rdr | **CARONIA II**<br>**William McLeod & others**<br>Grampian Sea Fishing Ltd.<br>Lossiemouth United Kingdom | **110**<br>—<br>— | | **1981** Johs. Kristensen Skibsbyggeri ApS.—Hvide Sand (155)<br>23,86 6,79<br>21,01 6,71 3,41 | **M Fishing**<br>Stern Trawler Seiner | Oil 4SA 8Cy. 142 × 160<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Kiel |
| 7351264<br>UMC<br>201<br>Rdr RT | **CARONTE**<br>**Caronte S.p.A.**<br>Messina Italy | **986**<br>392<br>— | RI | **1974** Soc. Esercizio Cant. Sud—Napoli (C.P149)<br>78,01 17,00 3,347<br>72,01 16,51 4,42<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Vee Oil 4SA each 16Cy. 220 × 300<br>4 600bhp (3 384kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Directional propellers |
| 6911938<br>H9HC<br>10691<br>-81B<br>Rdr RT | **CARP**<br>ex Koyo Maru-80<br>ex Zeon Maru No. 2-79<br>**Compania Naviera Miyachi International Shipping Co. S.A.**<br>Panama Panama | **1 397**<br>975<br>1 595 | NK | **1968** Teraoka Shipyard Co. Ltd.—Nandan (108)<br>71,00 12,02 4,560<br>65,00 11,99 5,41<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta ER<br>L.(gas) 1 818 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 43kW 225V a.c.<br>Fuel 164,5t-6,0pd 11,5kn |

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| **8103377**<br>PJBC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARPAPER**<br><br>**Shipping Company Transpulp**<br>**N.V.**<br>Spliethoff Monaco Shipping Co.<br>SAM<br>Willemstad Netherlands Antilles | T.Mk<br>**1 982**<br>1 435<br>4 517<br>**4 292**<br>3 091<br>7 450 | ✠**100A1**<br>Ice Class 1A<br>✠**LMC**<br>EL U 467,5/46,0U2(a)<br>FN 2383 | **1982**-1 Miho Zosensho K.K.—Shimizu (1199)<br>95,38 (BB) 16,11 5,906/8,151<br>89,79 16,01 10,52<br>F 9,8 2 dks<br>rf nil<br>3BH to U dk, 4BH to 2nd dk WB1620T incl. DTf192T & STs in hold 270T | **M General Cargo**<br><br>1 Ho 65,9 1 TwD ER<br>G.9 282 B.9 111<br>2 Ha (stl) (20,5 24,7 × 12,8) ER<br>Cr 2(10) | Oil 4SA 6Cy. 400 × 640<br>3 050bhp (2 243kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 200kW 1 × 132kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,5t (d.o.) 453,0t (hvf) |
| **6705822**<br>YQAD<br>215<br>Df Esd<br>Gc Rdr<br>RT | **CARPATI**<br><br>**NAVROM**<br>Constantza Romania | **16 604**<br>5 366<br>25 827 | RNR<br><br>✠Classed LR until 6/69 | **1967**-3 Hitachi Zosen—Innoshima (4095)<br>181,11 24,87 9,870<br>172,02 24,80 13,14<br>P 31,4 F 18,0 1 dk<br>rf 51 | **M Ore Carrier**<br><br>3 Ho 39,7 39,4 39,7 ER<br>G.13 017<br>6 Ha (stl) (each 14,0 × 8,8) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel 2 235,5t (hvf) 16kn |
| **5383964**<br><br>351832<br>RT | **CARPE DIEM**<br>ex Vrouw Prijna-71<br>Launched as De Vrouw Prijna<br>**Harvest Dawn (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **109**<br>56<br>— | | **1962** Scheepswerf "Vooruit" C.V. —Zaandam (277)<br>26,65 6,23<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 190 × 350<br><br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| **7927661**<br><br>385619<br>Esd Pfd<br>Rdr RT | **CARPENTARIA PEARL**<br><br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **162**<br>140<br>— | <br><br>NV | **1980** Kali Boat Building (Pty.) Ltd. —Adelaide (30)<br>23,12 7,50 3,501<br>20,02 7,41 4,22<br>1 dk<br>rf 1549 | **M Fishing**<br>Mchy.aft | Vee Oil 2SA 12Cy. 146 × 146 geared to sc. shaft<br>495bhp (364kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A<br>Gen 1 × 198kW 415V 50Hz a.c. |
| **6828090**<br>SZVP<br>3254<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CARRAS**<br>Launched as Aquapride<br>**Molior Compania Naviera S.A.**<br>Piraeus Greece | **25 084**<br>16 238<br>47 394 | <br><br>AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (1966)<br>202,72(BB) 29,27 12,272<br>190,15 29,21 17,30<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,3 20,4 20,4 20,4 20,4 20,4 20,4 ER<br>G.258 889<br>7 Ha (stl) (10,9 12,0 12,0 12,0 12,0 12,0 11,8 × 12,9) ER<br>Cr 4(8) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>Gen 2 × 480kW 1 × 440kW 60Hz a.c.<br>Fuel 2 849,0t (hvf) 15.5kn |
| **5064984**<br>TKYT<br>2611<br>Rdr RT | **CARRELET**<br><br>**Pilotage de la Loire**<br>St. Nazaire France | **176**<br>79<br>— | <br><br>(BV) | **1942** At. & Ch. de la Loire—Nantes<br>31,96 6,23 3,607<br>6,18<br>1 dk | **M Pilot Tender**<br><br><br><br>3 Ha (1,0 × 9,1) (0,7 × 0,7) (0,4 × 0,6) | Oil 2SA 6Cy. 250 × 330<br>800bhp (588kW) Sulzer<br>At. & Ch. de la Loire St. Denis<br>Fuel 18,5t (d.o.) 9.5kn |
| **8203842**<br>3EHM<br>11022-KJ | **CARRERA**<br><br>**Carrera Shipping S.A.**<br>Panama Panama | **2 512**<br>1 678<br>5 052 | <br><br>NK | **1982** Hakata Zosen K.K.—Hakata (267)<br>96,88 (BB) 5,982<br>89,52 16,21 7,19<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.6 085 B.5 471<br>2 Ha (stl) ER | Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7932599**<br>ELBN2<br>7110<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARRIANNA ORCHID**<br><br>**Gosforth Shipping Ltd.**<br>Monrovia Liberia | **18 604**<br>12 244<br>32 961 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes hold No. 3 may be empty<br>✠**LMC**<br>EL (It) 605,0/66,0<br>FN 7160 | **1981**-11 Minami-Kyushu Zosen K.K.—Usuki (538)<br>186,52(BB) 26,65 10,775<br>172,02 26,60 15,02<br>P 29,9 F 15,0 1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds<br>7BH WB15052T incl. Topside tanks in holds 2636T No. 3 hold 7130T | **M Bulk Carrier**<br><br>5 Ho 27,2 27,2 20,8 27,2 27,2 ER<br>G.41 892 B.40 096<br>5 Ha (stl) (16,7 × 12,8) (16,7 12,8 16,7 16,7 × 15,0) ER<br>Cr 5(25) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 182,5t (d.o.) 1 987,5t (hvf) |
| **8018924**<br>HORK<br>10837 -PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARRIANNA PEONY**<br><br>**Brightstone Ltd.**<br>Panama Panama | **14 581**<br>10 941<br>26 400 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes No. 3 hold may be empty<br>✠**LMC**<br>EL Ft 577,5/66,0U2<br>FN 6330 | **1982**-4 Austin & Pickersgill Ltd. —Southwick, Sunderland (1413)<br>181,29 22,86 10,381<br>170,80 22,70 14,36<br>F 16,8 1 dk<br>rf nil<br>8BH WB10517T incl. Comb. btm & STs in holds 2232T topside tanks in holds 2624T & No. 3 hold | **M Bulk Carrier**<br><br>5 Ho 22,5 28,8 15,2 29,6 29,6 ER<br>G.34 630 B.32 583<br>5 Ha (stl) (13,3 20,0 8,8 20,0 20,0 × 12,6) ER<br>Cr 4(25) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW) Sulzer<br>Clark Hawthorn Ltd. Wallsend<br>AuxB (Comp) 6,9kgf/cm² (6,8bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 261,5t (d.o.) 589,0t (hvf) |
| **8108705**<br>VRPL<br>702379<br>RT | **CARRIANNA PRIMROSE**<br><br>**Fairstead Shipping Ltd.**<br>Carrian Shipping Ltd.<br>Hong Kong Hong Kong (British) | **15 864**<br>10 794<br>26 400 | 100A1<br>Class Contemplated<br><br>FN 6296 | **1982** Austin & Pickersgill Ltd.—Southwick, Sunderland (1421)<br>170,80 10,391<br>169,83 22,71 14,36<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 22,5 28,8 15,2 29,6 29,6 ER<br>G.34 630 B.32 583<br>5 Ha (stl) (13,3 20,0 8,8 20,0 20,0 × 12,6) ER<br>Cr 4(25) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW) Sulzer<br>Clark Hawthorn Ltd. Wallsend<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 261,5t (d.o.) 589,0t (hvf) |
| **7932587**<br>ELBH4<br>7063<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARRIANNA ROSE**<br><br>**Geraldine Shipping Ltd.**<br>Monrovia Liberia | **18 604**<br>12 244<br>33 041 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes hold No. 3 may be empty<br>✠**LMC**<br>EL (It) 605,0/66,0U3<br>FN 7160 | **1981**-9 Minami-Kyushu Zosen K.K.—Usuki (537)<br>186,52(BB) 26,65 10,773<br>172,02 26,60 15,02<br>P 29,9 F 15,0 1 dk<br>rf nil DK in way of Nos. 2, 3, 4 & 5 holds<br>7BH WB15052T incl. Topside tanks in holds 2636T No. 3 hold 7130T | **M Bulk Carrier**<br><br>5 Ho 27,2 27,2 20,8 27,2 27,2 ER<br>G.41 892 B.40 096<br>5 Ha (stl) (16,8 × 12,8) (16,8 12,8 16,8 16,8 × 15,0) ER<br>Cr 5(25) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 182,5t (d.o.) 1 987,5t (hvf) |
| **5096872**<br>GPUX<br>341958<br>Df Esd<br>Pfd Rdr<br>RTm/v | **CARRICK**<br>ex Eddystone-80<br>**Pelham Dale & Partners, Ltd.**<br>Guernsey Channel Islands (British) | **444**<br>250<br>600 | ✠**100A1** SS 1/79<br><br>✠**LMC**<br>EL g<br>FN 533 | **1954**-10 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (733)<br>51,82 8,26 3,322<br>46,00 8,21 3,36<br>P 14,7 RQD 14,4 F 7,7 1 dk<br>RW<br>3BH WB208t incl. Dk a27t | **M General Cargo**<br><br>1 Ho 29,1 ER<br>G.906 B.850<br>2 Ha (8,7 13,0 × 5,0) ER | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 7kW 2 × 6kW 110V d.c. 10kn<br>Fuel 40,5t (d.o.) |

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| 622660<br>RKG<br>07955<br>Esd<br>Rdr RT | **CARRICK KESTREL**<br>ex Silverkestrel-75<br>**TNT Transport Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | **497**<br>241<br>762 | ✠**100A1** SS 3/80<br>tanker<br>caustic soda in cargo<br>tanks SG up to 1.5<br>✠**LMC**<br>EL j $1\frac{1}{16}$"SQ<br>FN 752 | **1965**-10 Broderna Ekeroths Metallkonstruktioner—Norrkoping (171)<br>62,34 9,48 3,068<br>57,99 9,45 3,51<br>Trunk 32,4 F 8,3 1 dk<br>rf 102 len 69<br>5BH WB307t incl. DTf131t | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.519 HeCls. C | Oil 4SA 6Cy. 203 × 273 sr geared to sc. shaft<br>620bhp (456kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 500kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 25,5t (d.o.)-2,5pd 10kn |
| 944750<br>372904 | **CARRIE**<br>**Callany Ltd.**<br>Hong Kong Hong Kong (British) | **453**<br>228<br>— | | **1977** Yuen Hing Shipyard Ltd.—Hong Kong<br>— ... ... ...<br>1 dk | **TM Tanker** | 2 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>8kn |
| 397206<br>409227<br>7202<br>-76A<br>Esd Rdr<br>RT | **CARRIE**<br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **176**<br>47<br>— | AB | **1974** Promet Private Ltd.—Singapore (59)<br>30,76 7,29<br>... ... ... | **TM Tug/Supply Ship**<br>Deck Cargo | Oil<br>General Motors Corp. U.S.A. |
| 7216725<br>399648<br>Rdr RT | **CARRIE LEE**<br>ex Rio Grijalva-82 ex Trace Tide ex Tilman J. No. 2<br>**Adam Shipping Co. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **154**<br>104<br>— | | **1956** Burton Construction & SB. Corp. —Port Arthur, Tx (226)<br>9,76 3,048<br>38,26 9,71 2,42<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 6Cy. 127 × 140<br>800bhp (588kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7933866<br>612075 | **CARRIE LYNN**<br>**Fassie Lynn Inc.**<br>Mobile, Al United States of America | **142**<br>97<br>— | | **1979** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,41<br>1 dk | **M Fishing** | Vee Oil 2SA 16Cy. 108 × 127<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7306647<br>CZ3582<br>347756<br>Esd Gc<br>Rdr RT | **CARRIER PRINCESS**<br>**Canadian Pacific Ltd.**<br>Victoria, B.C. Canada | **4 353**<br>2 196<br>3 429 | ✠**100A1** CS 4/78<br>Strait of Georgia service<br>✠**LMC**<br>EL (W) $1\frac{3}{4}$"U3<br>FN 3060 | **1973**-5 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (352)<br>115,83 20,22 4,877<br>111,51 20,12 7,32<br>B 42,1 1 dk<br>rf 1829<br>9BH WB2556T incl. DTf965T DTa924T | **TM RoRo Cargo/Ferry**<br>Rail Vehicles<br>Mchy.aft | 4 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>11 500bhp (8 459kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 3 × 125kW 600V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18kn |
| 7025310<br>398790<br>Df Rdr<br>RTm/v | **CARRIGRENNAN**<br>ex Darell-76<br>**Alderney Shipping Co. Ltd.**<br>Guernsey Channel Islands (British) | **377**<br>237<br>525 | ✠**100A1** CS 11/80<br>✠**LMC**<br>EL H $\frac{7}{8}$"U2<br>FN 499 | **1970**-11 Verolme Cork Dockyards Ltd. —Cork (820)<br>44,99 8,72 3,179<br>41,46 8,39 3,64<br>P 11,0 F 6,1 1 dk<br>rf nil<br>3BH WB176t | **M General Cargo**<br>1 Ho 27,5 ER<br>G.780 B.744<br>1 Ha (stl) ER<br>2W Der 2(3) | Vee Oil 2SA 6Cy. 220 × 380 sr reverse geared to sc. shaft<br>600bhp (441kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 20kW 1 × 10kW 380V 50Hz a.c.<br>Fuel 26,5t (d.o.) 10,5kn |
| 5065043<br>WRRS<br>246168<br>Df Esd<br>Gc RT | **CARROLL VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 667**<br>4 646<br>10 885 | AB | **1944** California SB. Corp.—Los Angeles, Ca (V25)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 17kn |
| 7800069<br>GYIP<br>376558<br>Esd Rdr | **CARRON**<br>**Forth Tugs Ltd.**<br>Grangemouth United Kingdom | **210**<br>—<br>77 | ✠**A1**<br>tug<br>River Forth service limiting line Kirkcaldy to Portobello<br>✠**LMC**<br>EL (D) 247,5/17,5U2<br>FN 330 | **1979**-9 Scott & Sons (Bowling) Ltd. —Bowling (458)<br>28,45 8,92 2,901<br>27,41 8,51 3,51<br>1 dk<br>rf 305<br>5BH WB47.45T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 254 × 304 sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 84kW 1 × 45kW 440V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| 5065079<br>EDIO<br>8185<br>Df Esd<br>RTm | **CARRULO**<br>ex Rocio Villaverde-62<br>**Manuel Casaleiro Dominguez**<br>Vigo Spain | **232**<br>150<br>— | BV | **1960** Ast. G. Riera—Gijon (22)<br>35,54 6,79<br>31,58 6,76 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 75,0t (d.o.) 10kn |
| 5148560<br>EAWN<br>8600<br>Df | **CARRUMEIRO**<br>ex Hercules-71 ex Kos XIII-53<br>**Masso Hermanos S.A.**<br>Vigo Spain | **287**<br>100<br>— | *Classed BC until 3/56 | **1932**-6 Smith's Dock Ltd.—South Bank, Middlesbrough (944)<br>*36,49* 7,35 3,658<br>7,32 4,12<br>1 dk<br>R BK 191 | **S Whaler** | T 3Cy. 356 584 & 991 × 610<br>Smith's Dock Co. Ltd. Middlesbrough<br>Fuel (o.f.) 13kn |
| 8126513<br>VRKJ<br>399409<br>RTm/v | **CARSON**<br>**Callany Ltd.**<br>Hong Kong Hong Kong (British) | T.Mk<br>**809**<br>395<br>1 000 | | **1981** Wen Chung Shipbuilding Works —Whampoa<br>50,81 12,76 3,101<br>49,03 12,53 3,92<br>2 dks | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 361 | 2 Oil 4SA each 6Cy. 168 × 210 reduction geared to sc. shafts<br>789bhp (580kW)<br>Mitsubishi Heavy Industries Ltd. Nagoya<br>Gen 2 × 48kW 1 × 20kW 380V 50Hz a.c.<br>Fuel 42,5t (d.o.)-0,5pd 7kn |
| 8028010 | **CARSONS II**<br>**M/S Carsons**<br>Panjim India | **501**<br>309<br>870 | BV (Class cont.) | **1981** Shivam Engineers Pvt. Ltd. —Khandola, Goa (007)<br>52,02 9,33 2,201<br>50,02 9,01 2,82<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 140 × 152 geared to sc. shafts<br>470bhp (346kW)<br>Kirloskar Cummins Ltd. Poona |

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| **6715281**<br>DGHC<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CARSTEN**<br><br>**Partenreederei m.s. 'Carsten'**<br>Heinrich Heidhoff<br>Hamburg Federal Republic of Germany | **499**<br>314<br>1 205 | GL | **1967** J. J. Sietas K.G. Schiffswerft —Hamburg (625)<br>67,90 3,922<br>61,02 10,51 6,25<br>F 6,4 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 43,2 ER<br>G.2 441 B.2 240<br>2 Ha (stl) (12,5 × 6,4) (21,6 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 633,5t (d.o.) 12.5kn |
| **7052959**<br>H9BE<br>9597-HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARSTEN RUSS**<br><br>**Partenreederei m.s. 'Carsten Russ'**<br>Ernst Russ<br>Hamburg Panama | **74 513**<br>53 879<br>139 854 | GL | **1971** A.G. "Weser"—Bremen (1380)<br>282,23 42,58 16,384<br>270,01 42,50 22,31<br>F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>9 Ho each 22,4 ER<br>G.144 317 HeCls. B<br>9 Ha (stl) (13,8 14,9 14,9 14,9 14,9 14,9 14,9 14,9 14,9 × 17,6) ER<br>Der 2(7) | Oil 2SA 7Cy. 980 × 2000<br>26 600bhp (19 566kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhav<br>Gen 3 × 725kW 400V 50Hz a.c.<br>Fuel 585,0t (d.o.) 3 701,0t (hvf)-85,0pd 15.75kn |
| **7515341** | **CARTADEDECES**<br><br>**Pesquera Mar Atun S.A.**<br>Mexico | **650**<br>—<br>— | AB | **1977** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (801)<br>55,17 5,381<br>51,85 10,70 7,93 | **M Fishing**<br>Tuna Side Trawler | Vee Oil 4SA 16Cy.<br>2 750bhp (2 023kW) General Moto<br>General Motors Corp. Electro-Motive Div. La Grang<br>Thw. thrust propeller fwd |
| **5065134**<br>HJNR<br><br>Df Esd<br>Gc Rdr<br>RTm | **CARTAGENA DE INDIAS**<br><br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombia | **5 250**<br>2 818<br>7 878 | AB | **1958** H. C. Stuelcken Sohn—Hamburg (864)<br>144,81 18,95 7,189<br>133,99 18,90 10,90<br>P 14,1 RQD 14,7 B 31,7 F 17,4 2 dks<br>RW | **M General Cargo**<br>Ref 12P<br>5 Ho 19,5 24,3 13,7 21,0 16,1<br>G.13 829 B.12 888 In.1 557<br>5 Ha (stl) (10,2 × 4,8) (14,4 × 6,1) (5,7 × 5,6) (10,2 8,2 × 6,1)<br>16W Der 18(5-35) | Oil 2SA 7Cy. 780 × 1400<br>7 860bhp (5 782kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbur<br>Gen 4 × 230kW 230V d.c.<br>Fuel 908,5t 17kn |
| **5065160**<br><br>124554 | **CARTELA**<br><br>**J. C., M. M. & W. B. Roche**<br>*Hobart, Tas.* Australia | **194**<br>77<br>— | | **1912** Purdon & Featherstone—Hobart, Tas.<br>*33,84* 7,37<br>... ... ... | **Wood S Ferry**<br>497dk P | T 3Cy. 267 406 & 660 × 406<br>Plenty & Son Ltd. Newbur |
| **5065172**<br>EDRK<br>689 | **CARTES**<br><br>**Minas de Cartes S.A.**<br>Santander Spain | **566**<br>278<br>700 | ✠Classed LR until 1/64 | **1952**-8 Corcho Hijos S.A.—Santander (57)<br>54,59 8,74<br>50,91 8,69 4,12<br>1 dk<br>RW | **S General Cargo**<br>Mchy.aft | T 3Cy. 267 445 & 699 × 457<br>350ihp (257kW)<br>Corcho Hijos S.A. Santande<br>Fuel (o.f.) 11.5kn |
| **7386908**<br>EHGS<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CARTHAGO-NOVA**<br><br>**Empresa Nacional del Petroleo S.A. (ENPETROL)**<br>Cartagena Spain | **136 400**<br>110 916<br>272 000 | AB | **1976** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (241)<br>344,33(BB) 53,68 20,102<br>325,31 53,61 26,42<br>1 dk<br>rf nil | **S Tanker**<br>19 Ta ER<br>L.(oil) 335 450 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Kawasak<br>Empresa Nacional "Bazan" de C.N.M. S.A. El Ferr<br>Gen 2 × 1500kW 440V 1 × 900kW 440V 60Hz a.c.<br>Fuel 14 099,5t (o.f.)-158,5pd 15.5kn |
| **5301980**<br>VCKD<br>372490<br>Df Esd<br>Gc Rdr<br>RT | **CARTIERCLIFFE HALL**<br>(Aft section)<br>ex Ruhr Ore-76<br>**Halco Inc.**<br>Toronto, Ont. Canada | **18 531**<br>12 617<br>29 050 | AB | **1960** (Aft section) Schlieker-Werft —Hamburg (536)<br>**1977** (Fwd & cargo sections) Davie SB. Ltd. —Levis, P.Q. (692)<br>222,51 8,306<br>218,04 23,09 12,27<br>P 34,2 F 19,9 1 dk<br>RW rf nil len & widened 77 conv Ore Carrier 77 | **M Bulk Carrier**<br>6 Ho ER<br>G.36 139<br>17 Ha (stl) ER | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Frd. Krupp A.G. Essen<br>Gen 1 × 250kW 2 × 240kW a.c.<br>Controllable pitch propeller<br>Fuel 1 991,5t 15kn |
| **7359539**<br>YVCL<br>AMMT-1215<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARUAO**<br>Launched as Messiniaki Avra<br>**Maraven S.A.**<br>Las Piedras Venezuela | **19 298**<br>12 569<br>32 389 | **100A1**<br>oil tanker<br>**LMC**<br>EL H† 605,0/62,0U3<br>FN 6699<br>(NV) | **1978** Oy Wartsila Ab—Turku/Abo (1227)<br>171,35(BB) 25,73 11,386<br>163,35 25,71 15,30<br>F 15,9 1 dk<br>rf 76<br>14BH WB1635T incl. DTf599T | **M Tanker**<br>8 Ta 16 Wing Ta ER<br>L.(oil) 41 579 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Oy Wartsila Ab Turku/Ab<br>2 AuxB (o.f.) 14kgf/cm² (13,8bar)<br>AuxB (ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 660kW 440V 60Hz a.c.<br>Fuel (hvf)-38,0pd 16.25kn |
| **7107223**<br>CSDD<br>I-406<br>Esd Gc<br>Rdr<br>RTm/h/v | **CARVALHO ARAUJO**<br>Launched as Itaquera<br>**C.T.M.-Companhia Portuguesa de Transportes Maritimos E.P.**<br>Lisboa Portugal | **10 416**<br>5 776<br>12 291 | ✠Classed LR until 2/76 | **1972**-1 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (27)<br>160,94(BB) 23,09 9,621<br>150,02 22,99 13,26<br>P 51,3 F 30,5 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 305 | **M General Cargo**<br>Ref<br>5 Ho 19,6 22,4 22,4 22,4 21,8<br>G.19 880 B.18 752 In.1 737<br>TEU 134 C. 134/20'<br>9 Ha (stl) (8,9 × 5,3) (13,4 × 8,0) (13,5 13,5 × 5,9) (13,5 × 5,3) (13,5 13,5 × 5,3) (13,5 × 5,9) (13,5 × 5,3)<br>5W Cr 5(5) Der 1(60) 2(30) | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW) MAN<br>Mecanica Pesada S.A. Taubat<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 1 901,0t (hvf) 20.5kn |
| **7388592**<br>EGPN<br><br>Esd Gc<br>Rdr RT | **CARVISA DOS**<br><br>**CARVISA**<br>Vigo Spain | **208**<br>125<br>— | BV | **1975** Const. Nav. Santodomingo—Vigo (508)<br>29,19 7,55 3,701<br>26,73 7,50 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER | Vee Oil 4SA 8Cy. 160 × 180<br>625bhp (460kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagen<br>Fuel 115,0t (d.o.) 10.25kn |
| **7388580**<br>EGPE<br><br>Esd Gc<br>Rdr RT | **CARVISA UNO**<br><br>**CARVISA**<br>Vigo Spain | **208**<br>125<br>— | BV | **1975** Const. Nav. Santodomingo—Vigo (507)<br>29,19 7,55 3,701<br>26,73 7,50 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 160 × 185<br>625bhp (460kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagen<br>Fuel 115,0t (d.o.) 10kn |
| **7234648**<br>SZPH<br>379<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CARYANDA**<br><br>**Seaways Transport Ltd.**<br>Andros Greece | **34 067**<br>26 524<br>61 257 | AB | **1973** Hitachi Zosen—Maizuru Works, Maizuru (153)<br>225,00(BB) 32,24 12,462<br>215,02 32,20 17,81<br>F 15,9 1 dk<br>rf 76 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.83 591 HeCls. B<br>7 Ha (stl) (16,1 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizu<br>Gen 3 × 410kW<br>Fuel 125,5t (d.o.) 3 229,5t (hvf)-48,0pd 14.75kn |

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| 021338<br>VGZ<br>886<br>Esd<br>Rdr<br>Tx | **CARYATIS**<br>**Seatraders Navigation Corp.**<br>Piraeus Greece | **10 886**<br>7 455<br>17 351 | AB | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (291)<br>147,50(BB) 20,53 9,246<br>140,01 20,48 12,60<br>P 29,0 F 10,1 1 dk<br>rf 25 | **M Bulk Carrier**<br>12P<br>5 Ho 17,0 21,5 21,5 21,5 21,5 ER<br>G.23 416 B.19 878<br>5 Ha (stl) (8,9 12,8 12,8 12,8 12,8 × 8,9) ER<br>4W Cr 3(10) Der 2(10) | Oil 2SA 6Cy. 680 × 1250 sr geared to sc. shaft<br>9 040bhp (6 649kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 81,5t (d.o.) 1 270,0t (hvf) 15kn |
| 065237<br>HAT<br>Esd<br>Rdr | **CASA BLANCA**<br>**Honduras Shipping Co.**<br>Puerto Cortes Honduras | **3 010**<br>2 331<br>4 877 | (BV) | **1943** U.S. Naval Shipyard—Philadelphia, Pa<br>*99,68* 15,24<br>15,17<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship 48 | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 12Cy. 215 × 265<br>General Motors Corp. Detroit, Mi |
| 403005<br>06483<br>085<br>6HA<br>Esd<br>Rdr<br>Tm/h/v | **CASABLANCA**<br>ex Mercandian Ambassador-80<br>**Regliners Panama S.A.**<br>Panama Panama | T.Mk<br>**1 599**<br>1 118<br>4 250 | GL (NV) | **1976** Frederikshavn Vaerft A/S —Frederikshavn (361)<br>96,53 (BB) 16,03 5,630<br>86,49 16,01 8,82<br>F 6,1 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD ER<br>G.7 704 B.7 234<br>TEU 154 C. 154/20'<br>2 Ha (stl) (each 25,3 × 10,5) ER<br>Cr 3(5) | Oil 4SA 8Cy. 320 × 420<br>2 600bhp (1 912kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 1 × 144kW 1 × 48kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 284,0t (d.o.)-9,5pd 13kn |
| 837591<br>DJH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASABLANCA**<br>**Zeerederij 'Holland-Gelderland' B.V.**<br>Rotterdam Netherlands | **1 195**<br>785<br>2 520 | BV | **1980** Nieuwe Noord Nederlandse Scheepswerven B.V.—Groningen (398)<br>83,95 (BB) 14,46 5,303<br>74,58 14,01 8,01<br>Ba 9,2 RQD 20,2 F 11,0 2 dks<br>rf nil | **M General Cargo**<br>Ref.<br>3 Ho 17,5 16,3 17,5 ER<br>In.3 727<br>TEU 59 C.Ho 32/20' C.Dk 27/20'<br>3 Ha (stl) (each 10,6 × 6,4) ER<br>9W Der 3(5) | Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 230kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 109,5t (d.o.) 307,0t (hvf)-8,0pd 14,5kn |
| 027743<br>385928<br>Esd Rdr<br>RT | **CASABLANCA**<br>**A.R.A. Nominees Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **113**<br>92<br>— | | **1981** "K" Shipyard Construction Co. —Fremantle (59)<br>22,51 6,13 2,794<br>21,26 6,05 3,13<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7835880<br>CNOT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASABLANCA I**<br>**PECHEMAR S.A.**<br>Casablanca Morocco | **284**<br>77<br>201 | BV | **1977** Construcciones Navales P. Freire S.A. —Vigo (130)<br>34,68 8,31 3,852<br>30,05 8,28 6,10<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW)<br>A/S Volund Denmark<br>Controllable pitch propeller<br>Fuel 191,5t (d.o.) 11kn |
| 7813054<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASABLANCA II**<br>**PECHEMAR S.A.**<br>Casablanca Morocco | **284**<br>77<br>236 | BV | **1979** Construcciones Navales P. Freire S.A. —Vigo (139)<br>34,68 8,31 3,852<br>30,05 8,28 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW)<br>A/S Volund Denmark<br>Controllable pitch propeller<br>Fuel 191,5t (d.o.) 11kn |
| 7922647<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASABLANCA III**<br>**PECHEMAR S.A.**<br>Casablanca Morocco | **267**<br>65<br>236 | BV | **1981** Construcciones Navales P. Freire S.A. —Vigo (140)<br>35,64 8,31 3,852<br>31,20 8,30 6,10<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 300 × 410 geared to sc. shaft<br>870bhp (640kW) Volund<br>Larsconti Olsen e Hijos Alicante<br>Controllable pitch propeller<br>Fuel 191,5t (d.o.) 11kn |
| 5121407<br>FPNN<br>Df Esd<br>RT | **CASAM II**<br>ex Vasco E.-80 ex Friederike-72<br>**Samco Bernard Allaire**<br>Ile d'Yeu France | **252**<br>148<br>366 | BV (GL) | **1962** Jadewerft G.m.b.H.—Wilhelmshaven (85)<br>42,27 7,57 2,464<br>39,02 7,50 2,75<br>P 8,6 F 5,5 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.566 B.538<br>1 Ha (20,5 × 5,0) ER<br>Cr 1(4) | Oil 4SA 6Cy. 215 × 300<br>250bhp (184kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>8kn |
| 5165788<br>KSD<br>597<br>Rdr RT | **CASAMICCIOLA EXPRESS**<br>ex Campania Prima-80<br>ex Ivan Cankar-73<br>**Michelangelo Patalano**<br>Trieste Italy | **387**<br>202<br>— | RI (JR) | **1953** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (141)<br>54,13 8,51 2,744<br>50,86 8,46 3,54<br>1 dk | **TM Passenger Ship**<br>—P | 2 Oil 4SA each 6Cy. 142 × 160<br>2 256bhp (1 659kW) E made77<br>Kloeckner Humboldt Deutz Koeln |
| 6819520<br>UCK<br>1082<br>Rdr RT | **CASAMICCIOLA TERME PRIMO**<br>ex Agia Kyriaki-70<br>**Michelangelo Patalano**<br>Napoli Italy | **462**<br>73<br>— | RI | **1968** "Nautilus" Tech. Building Enterprises —Perama<br>61,88 12,60 2,236<br>59,39 12,30<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 400<br>1 700bhp (1 250kW)<br>Maschinenbau Kiel G.m.b.H. Kiel |
| 5065316<br>HP4345<br>9640-PEXT<br>Df Rdr<br>RT | **CASCADE**<br>**Compania Suplidora y de Navegacion S.A.**<br>Panama Panama | **322**<br>204<br>408 | (AB)<br>*Classed BC until 8/51 | **1937**-7 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (170)<br>43,44 7,35 2,845<br>40,54 7,32 2,87<br>P 12,2 F 6,1 1 dk<br>R rf 51 | **M General Cargo**<br>1 Ho 25,3 ER<br>B.594<br>2 Ha (stl) (each 8,7 × 4,5) ER<br>Der 1(-) | Oil 2SA 5Cy. 220 × 380<br>300bhp (221kW) NE made61<br>Appingedammer Brons Motorenfabrik B.V. Appingedam<br>Fuel 30,5t |
| 7609295<br>WYT9<br>769<br>557441 | **CASCADE**<br>**Boggs Enterprises Inc.**<br>Seattle, Wa United States of America | **186**<br>148<br>— | | **1974** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*25,06*<br>7,32 3,46<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6925161<br>EDEN<br>1809<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASIANO VILLAR PAZO**<br>**Friopesca S.A.**<br>Gijon Spain | **926**<br>481<br>— | BV | **1969** Maritima del Musel S.A.—Gijon (111)<br>58,60 10,52<br>49,99 10,23 5,01<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ha (each 2,9 × 1,9) | Oil 4SA 8Cy. 390 × 680<br>2 000bhp (1 471kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>15,5kn |

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| 6724244<br>LLNT<br>16795<br>Gc Rdr<br>RTm | **CASINO**<br><br>**Soren Skagemo**<br>Namsos Norway | **198**<br>112<br>393 | <br><br>(NV) | **1967** Sandnessjoen Slip & M/V A/S<br>—Sandnessjoen (12)<br>38,16 7,42 3,150<br>34,47 7,40 3,41<br>P 9,2 F 4,6 1 dk<br>rf 102 BK 76 | **M General Cargo**<br><br>1 Ho 23,6 ER<br>G.465 B.405<br>1 Ha (stl) (15,9 × 4,1) ER<br>2W Der 1(5) 1(2,5) | Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW) semi-diesel Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 8kW 220V 50Hz a.c.<br>Fuel 14,0t (d.o.) 9,5kn |
| 7633260 | **CASIQUIARE**<br><br>**Ingeniera de Combustion C.A.**<br>Venezuela | **120**<br>—<br>80 | | **1977** Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (1042)<br>1,551<br>28,02 4,11 1,86<br>1 dk | **M Tank Barge** | Oil<br>120bhp (88kW)<br>Kloeckner Humboldt Deutz West Germany |
| 6916976<br>H9LH<br>11248<br>-81A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CASON**<br>ex Finn Leonhardt-81<br>ex Wolfgang Russ-79<br>ex Finn-Leonhardt-78<br>**Cason Navigation S.A.**<br>Panama Panama | T.Mk<br>**6 639**<br>4 256<br>12 900<br>**9 406**<br>6 423<br>15 250 | <br><br>GL | **1969** Flensburger Schiffsbau-Ges.<br>—Flensburg (618)<br>139,73 21,06 8,211/9,373<br>132,09 21,01 12,30<br>P 27,8 F 12,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 16,1 39,0 19,5 19,5 ER<br>G.21 525 B.19 260<br>4 Ha (stl) (10,5 × 8,0) (29,2 12,8 12,8 × 10,5) ER<br>10W Der 1(60) 1(25) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW)<br>Bremer Vulkan West Germany<br>Gen 3 × 327kW 440V 60Hz a.c.<br>Fuel (hvf) 16kn |
| 5065392<br>WE4879<br>264349<br>Df Esd<br>Gc Rdr<br>RT | **CASON J. CALLAWAY**<br><br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **12 310**<br>9 332<br>26 778 | <br><br>AB | **1952** Great Lakes Eng. Works—River Rouge, Mi (297)<br>21,39 8,027<br>228,45 21,34 10,98<br>P 27,8 F 16,8 1 dk<br>rf 76 len 74 | **S Bulk Carrier**<br><br>3 Ho ER<br>G.20 767<br>24 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>Westinghouse Elec. & Mfg. Co. Philadelphia, Pa<br>Gen 2 × 400kW<br>Fuel 266,0t (o.f.) 14kn |
| 5140013<br>H9HT<br>9779-<br>PEXT1<br>Df Esd<br>Gc Rdr | **CASPAR**<br>ex Lady Nancy-82 ex Spartan-80<br>ex Ta Chuan No. 1-77<br>ex Tai Ming-77 ex Hai Tai-73<br>**Caspar Corp.**<br>Panama Panama | T.Mk<br>**2 065**<br>1 053<br>—<br>**3 033**<br>1 644<br>4 154 | ✠**100A1** M 1/82-9<br><br>✠**LMC**<br>EL u $1\frac{11}{16}$"SQ<br>FN 2024 | **1962**-8 Kasado Dock Co. Ltd.—Kudamatsu (219)<br>99,40 14,25 —/6,319<br>91,09 14,20 8,01<br>P 23,2 F 10,4 2 dks, 3rd dk in Nos. 1 & 2 holds<br>rf 152<br>6BH WB559t | **M General Cargo**<br>4bth P<br>4 Ho 16,7 15,3 14,7 13,4 ER<br>G.5 510 B.5 165<br>4 Ha (7,7 9,8 9,8 9,8 × 6,1) ER<br>11W Der 1(25) 10(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 112kW 450V 60Hz a.c.<br>Fuel 397,5t (hvf) 13,5kn |
| 7039361<br>6ZAL<br>3766<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CASPER TRADER**<br>ex Sankoking-76<br>**Hancock Shipping Co. Ltd.**<br>Monrovia Liberia | **67 420**<br>56 667<br>142 317 | <br><br>AB (NK) | **1971** Kawasaki Heavy Ind. Ltd.—Kobe (1150)<br>273,01(BB) 42,07 16,993<br>260,00 42,00 23,50<br>F 21,1 1 dk<br>rf 152 | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 159 202 HeCls. BC | Oil 2SA 9Cy. 930 × 1700<br>24 750bhp (18 205kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 840kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 4 398,0t (hvf)-76,0pd<br>15,25kn |
| 6812558<br>HPEF<br>9341<br>-79A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CASPIAN SEA**<br>ex Lorfri-78 ex Doberg-75<br>ex Rolwi-74<br>**Banda Shipping Inc.**<br>Panama Panama | **19 212**<br>13 608<br>36 273 | <br><br>NV | **1968** Haugesund M/V A/S—Haugesund (32)<br>216,14(BB) 22,92 10,992<br>206,15 22,86 14,97<br>P 42,1 B 21,1 F 19,9 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>8 Ho 20,7 19,3 19,3 19,4 19,3 19,4 19,3 18,5 ER<br>G.44 686 B.42 999<br>8 Ha (stl) (12,8 12,5 12,8 12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>Cr 4(8) | Oil 2SA 8Cy. 780 × 1550<br>12 800bhp (9 415kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 395kW 440V 60Hz a.c.<br>Fuel 2 412,0t (d.o.) (hvf) 17kn |
| 7223273<br>WZJ9755<br>538563<br>Df Esd<br>Gc Rdr<br>RTm/v | **CASPIAN SEAHORSE**<br><br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **188**<br>128<br>757 | <br><br>AB | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (331)<br>50,70 3,379<br>47,25 11,59 3,97<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Fuel 153,5t (d.o.) 11kn |
| 7002198<br>5MQM<br>4040<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASPIAN TRADER**<br>ex Caspi Maru-71<br>**Caspian Marine Corp.**<br>Monrovia Liberia | **46 286**<br>34 725<br>76 882 | <br><br>AB | **1969** Mitsubishi Heavy Industries Ltd.<br>—Yokohama (907)<br>239,02(BB) 36,07 13,336<br>226,02 36,02 19,11<br>F 18,3 1 dk | **M Ore/Oil Carrier**<br><br><br>G.40 563 L.(oil) 92 113<br>8 Ha (stl) (11,9 11,9 13,4 13,4 13,4 13,4 13,4 13,4 × 8,9) ER | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Fuel 5 285,5t-62,5pd 15,5kn |
| 7729447<br><br><br>Esd Rdr<br>RT | **CASSACA**<br><br>**Government of The Republic of Guinea-Bissau**<br>Bissau Guinea-Bissau | **387**<br>—<br>20 | <br><br>BV | **1978** Scheepswerf Metz—Urk ((144))<br>33,00 7,27 1,251<br>31,09 7,24 4,88<br>1 dk | **TM Passenger/General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 150 × 210<br>520bhp (382kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 80kW 220V 50Hz a.c. |
| 5171921<br>ELKV<br>2945<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CASSANDRA**<br>ex Delos-79 ex Jessie Stove-68<br>**Kinard Bay Shipping Co. Ltd.**<br>Monrovia Liberia | **9 493**<br>5 606<br>15 464 | ✠**100A1** SS 1/81<br>Str. nav. ice<br>✠**LMC**<br>EL et $2\frac{1}{4}$"SQ<br>FN 4671 | **1959**-4 Bremer Vulkan A.G.—Vegesack (878)<br>157,82 19,66 9,240<br>145,50 19,60 12,50<br>P 30,2 F 17,4 1 dk<br>rf nil<br>NS 7BH WB5459t incl. Topside tanks in holds 2628t | **M General Cargo**<br><br>5 Ho 20,5 20,8 20,8 20,8 20,8 ER<br>G.19 824<br>5 Ha (stl) (each 13,5 × 8,9) ER<br>Der 2(30) 2(15) 2(10) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>WTAuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 114lbf/in$^2$ (7,9bar)<br>Gen 2 × 220kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 1 160,5t (hvf) 14,5kn |
| 7357414<br>FZNF<br><br>Esd Gc<br>Pfd Rdr<br>RT | **CASSARD**<br>Launched as Drake<br>**Societe d'Armement des Pecheries de l'Ocean S.a.r.l.**<br>Societe d'Armement a la Peche Jego Quere et Compagnie<br>Lorient France | **651**<br>290<br>399 | <br><br>BV | **1974** Beliard-Murdoch S.A.—Oostende (C.221)<br>52,46 10,62 4,601<br>44,81 10,60 6,10<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.500 | Vee Oil 4SA 16Cy. 200 × 210 Pielstick<br>2 000bhp (1 471kW)<br>Ch. de l'Atlantique, Usine de Montoir St. Nazaire<br>Controllable pitch propeller<br>Fuel 174,5t (d.o.) 14,25kn |

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| 622878<br>NWO<br>9528<br>Esd<br>Rdr<br>RT | **CASSARONGONGO**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **7 119**<br>4 920<br>10 668 | ✠**100A1** CS 1/82<br>oil tanker<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3671 | **1967**-1 Verolme Est. Reunidos do Brasil S.A.—Jacuacanga (684 /B5)<br>134,30 19,38 7,347<br>127,41 19,33 9,48<br>P 28,7 F 15,6 1 dk<br>rf 51<br>13BH WB166t | **M Tanker**<br>1 Ho 8,2 24 Ta ER<br>L.(oil) 14 753 | Oil 2SA 6Cy. 600 × 1050<br>4 200bhp (3 089kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 WTAuxB primary 711lbf/in$^2$ (49,1bar) secondary 185lbf/in$^2$ (12,8bar) Spt<br>AuxB (ex.g) 185lbf/in$^2$ (12,8bar)<br>Gen 2 × 184kW 1 × 152kW 450V 60Hz a.c.<br>Fuel (d.o.) 13kn |
| 603643<br>YM2<br>560<br>84975 | **CASSIE**<br>**Axel Larsen**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 025384<br>SCG<br>387<br>Esd<br>Pfd<br>Rdr RT | **CASSINGA**<br>**Companhia Nacional de Navegacao S.a.r.l.**<br>Lisboa Portugal | **19 510**<br>14 345<br>32 208 | NV<br>Classed LR until 8/8/75 | **1971**-1 Stocznia Szczecinska im. A. Warskiego—Szczecin (B447/02)<br>202,34(BB) 24,46 10,713<br>185,02 24,41 15,12<br>P 11,6 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 17,6 27,3 17,0 17,0 17,0 28,8 17,0 ER<br>G.44 136 B.37 716<br>7 Ha (stl) (each 10,8 × 11,9) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>14,5kn |
| 811112<br>SGU<br>08558<br>Esd<br>Pfd<br>Rdr RT | **CASSIO**<br>**Lyrup Pty. Ltd.**<br>Lombardo Marine Group Pty. Ltd.<br>Hull United Kingdom | **1 125**<br>361<br>— | ✠LR class withdrawn 22/9/82 | **1966**-9 Yarrow & Co. Ltd.—Glasgow (2268)<br>*63,37* 11,92 4,573<br>59,14 11,89 7,62<br>F 30,5 2 dks<br>rf 914 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft<br>In.765 | Oil 4SA 8Cy. 381 × 508 sr geared to sc. shaft<br>2 350bhp (1 729kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 330kW 2 × 57kW 220V d.c.<br>Controllable pitch propeller |
| 7218979<br>SGVT<br>11292<br>Esd<br>Rdr<br>RT | **CASSIOPEIA**<br>**P/R for m.s. Cassiopeia**<br>Nordstrom & Thulin A/B<br>Stockholm Sweden | **40 720**<br>30 551<br>69 889 | ✠**100A1** SS 3/82<br>strengthened for heavy cargoes Nos. 2, 4 & 6 holds or Nos. 2 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Ot $3\frac{7}{16}$"U2<br>FN 11941 | **1972**-10 Brodogradiliste "3 Maj"—Rijeka (548)<br>243,72(BB) 32,29 12,917<br>235,01 32,21 18,60<br>F 18,3 1 dk<br>rf nil<br>NS 10BH WB25814t incl. comb. btm. & STs in Nos. 2-8 holds 9186t Topside tanks in holds 10314t | **M Bulk Carrier**<br>8 Ho ER<br>1 Ha (stl) (13,3 × 13,5) 7 Ha (stl) (each 14,2 × 13,5) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 4 372,0t (hvf)-56,0pd 15,5kn |
| 8008606<br>SQLY<br>Esd<br>Rdr | **CASSIOPEIA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Dalmor'**<br>Gdynia Poland | **3 723**<br>1 660<br>2 209 | PR | **1982** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B407/02)<br>102,60 6,001<br>91,98 17,02 10,42 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft<br>5 200bhp (3 825kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 1200kW 2 × 640kW 1 × 100kW 400V 50Hz a.c.<br>16,25kn |
| 8002638<br>DDKZ<br>Esd<br>Pfd<br>Rdr<br>RTm/h/v | **CASSIOPEIA**<br>**m.s. 'Cassiopeia' Rohden Bereederungskontor G.m.b.H & Co. K.G.**<br>Elsfleth Federal Republic of Germany | **999**<br>583<br>2 811 | GL | **1980** Elsflether Werft A.G.—Elsfleth/Weser (401)<br>98,61 16,08 4,071<br>91,24 15,91 5,82<br>P 4,9 F 12,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.5 097 B.4 814<br>TEU 204 C.Ho 88/20' C.Dk 116/20'<br>1 Ha (stl) (57,1T × 10,2) ER | Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>1 999bhp (1 470kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>13,5kn |
| 7206457<br>JSV<br>126114<br>Esd<br>Pfd<br>Rdr RTv | **CASSIOPEIA MARU**<br>ex Ocean Harmony-81<br>**Hibiya Enterprises K.K.**<br>Marunouchi Kisen Kaisha<br>Tokyo Japan | **31 100**<br>22 075<br>62 649 | NK | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2278)<br>223,02(BB) 32,24 12,818<br>213,01 32,20 13,39<br>F 18,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,5 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 064 HeCls. ptB<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4 14,4 × 14,4) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 3 686,0t (hvf) 14,5kn |
| 6812936<br>SWZR<br>Esd<br>Pfd<br>Rdr<br>RTm/h/v | **CAST BEAVER**<br>ex Holthav-77<br>**Mint Shipping Corp.**<br>Regal Marine Inc.<br>Piraeus Greece | **30 294**<br>20 969<br>51 666 | NV | **1968** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (817)<br>218,85 30,56 12,053<br>205,04 30,51 17,00<br>P 42,1 RQD 27,8 B 10,7 F 17,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,2 26,2 19,2 30,1 19,2 26,2 21,9 ER<br>G.62 668 B.61 068<br>7 Ha (stl) (12,1 17,7 12,1 17,7 12,1 17,7 12,1 × 12,9) ER | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 305,0t (d.o.) 2 916,0t (hvf)-45,5pd<br>15kn |
| 8015685<br>VSBB6<br>384869<br>RT | **CAST BLUEWHALE**<br>**Cast Obos Ltd.**<br>Denholm Ship Management Ltd.<br>Hamilton Bermuda (British) | **90 846**<br>63 747<br>150 001 | 100A1<br>Class Contemplated<br>FN 20263 | **1982** Hyundai Heavy Industries Co. Ltd. —Ulsan (174)<br>281,01 16,523<br>269,02 53,01 22,31<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 800 × 1950<br>21 500bhp (15 815kW) B&W<br>Hyundai SB. & Heavy Industries Ulsan |
| 7925352<br>8PLP<br>356724<br>RT | **CAST CARIBOU**<br>**Cast Container Ships Ltd.**<br>Denholm Ship Management Ltd.<br>Bridgetown Barbados | **40 003**<br>28 874<br>70 940 | NV (Class cont.) | **1981** Brodogradiliste "3 Maj"—Rijeka (604)<br>235,62(BB) 32,24 13,483<br>225,03 32,21 18,62<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>G.84 895<br>TEU 1466 C. 1466/20'<br>7 Ha (stl) (12,4 × 13,8) (29,0 14,9 29,0 × 18,4) (14,9 × 18,9) (29,0 × 18,4) (14,9 × 18,9) ER | Oil 2SA 4Cy. 900 × 1900<br>13 600bhp (10 004kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 2 × 515kW 450V 60Hz a.c.<br>Fuel 266,0t (d.o.) 2 061,5t (hvf) 14,75kn |

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| **7226342**<br>D5CF<br>6180<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAST CORMORANT**<br>ex Nordic Clipper-81<br>ex Naess Viking-74<br>**Core Combination Carriers Inc.**<br>Denholm Ship Management Ltd.<br>Monrovia Liberia | **72 728**<br>59 514<br>155 106 | **✠100A1** SS 2/78<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty or oil cargoes (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL Y† $3\frac{13}{16}$"U3<br>FN 19029 | **1972**-12 (Aft section) Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (656)<br>**1972**-12 (Fwd section) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>291,68(BB) 45,19 17,019<br>279,26 45,12 23,02<br>F 19,2 1 dk<br>rf nil<br>NS 15BH WB50287t incl. Comb. btm, side & topside tanks 46988t | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>11 Ho/Ta 18,5 18,5 18,5 18,5 18,5 19,3 18,5 18,5 18,5 18,5 19,1 ER<br>L.(oil) 172 109 HeCls. CptB<br>1 Ha (stl) (14,1 × 14,0) 10 Ha (stl) (each 14,1 × 20,1) ER<br>Cr 1(5) Der 2(10) | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW)<br>Eriksbergs M/V A/B<br>2 WTAuxB (o.f.)<br>primary 50kgf/cm² (49,1bar)<br>secondary 14kgf/cm² (13,8bar)<br>e(ex.g) 15,6kgf/cm² (15,3bar) Spt 14,7kgf/cm² (14,5bar)<br>Gen 1 × 900kW 2 × 824kW 450V 60Hz a.c.<br>Fuel 383,0t (d.o.) 7 142,0t (hvf)-120,0pd | B&W<br>Goteborg<br>16,5kn |
| **7300813**<br>GTES<br>360656<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAST FULMAR**<br>ex Nordic Crusader-80<br>ex Naess Crusader-74<br>**Cast Combination Carriers Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **86 098**<br>59 370<br>161 805 | **✠100A1** SS 5/78<br>strengthened for heavy cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty or oil cargoes (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† $3\frac{13}{16}$"U3<br>FN 18892 | **1973**-7 Sunderland Shipbuilders Ltd. —North Sands, Sunderland (731)<br>291,85(BB) 42,75 18,216<br>280,42 42,68 24,69<br>1 dk<br>rf 76 conv Ore/Bulk/Oil Carrier 77<br>conv Storage Tanker 80<br>NS 15BH WB57611T incl. Comb. btm & side, topside & BH tanks in holds 53115T | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>11 Ho/Ta each 19,5 ER<br>L.(oil) 172 906 HeCls. BC<br>Der 2(15) | Oil 2SA 8Cy. 980 × 2000<br>28 000bhp (20 596kW)<br>Harland and Wolff Ltd.<br>✠ NAuxB (ex.g) 6/75 23,5kgf/cm² (23,1bar)<br>2 WTAuxB primary 70kgf/cm² (68,7bar)<br>secondary 23,5kgf/cm² (23,1bar)<br>Spt 260°C 22,9kgf/cm² (22,5bar)<br>hs2109,2<br>Gen 2 × 920kW 1 × 900kW 440V 60Hz a.c.<br>Fuel 287,0t (d.o.) 6 619,5t (hvf)-101,5pd | B&W<br>Belfast<br>15,5kn |
| **7229928**<br>GQHQ<br>358746<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAST GULL**<br>ex Silver Bridge-79<br>**Cast Combination Carriers Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **79 279**<br>56 721<br>145 057 | **✠100A1** SS 1/78<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty or oil cargoes<br>**✠LMC** **UMS**<br>EL X† $3\frac{13}{16}$"U3<br>FN 17683 | **1972**-12 Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (937)<br>266,02(BB) 44,07 18,098<br>258,02 44,01 24,52<br>1 dk<br>rf nil<br>NS 13BH WB34286t incl. Comb. btm, side & UnDk tanks 29724t | **M Ore/Bulk/Oil Carrier**<br>pt higher tensile steel<br>9 Ho/Ta 18,7 20,8 20,8 20,8 20,8 20,8 20,8 20,8 20,8 ER<br>G.151 511 L.(oil) 165 223<br>HeCls. BC<br>2 Ha (stl) (each 12,5 × 19,2) 7 Ha (stl) (each 13,1 × 19,2) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>WTAuxB(p) 10kgf/cm² (9,9bar) hs127,3<br>WTAuxB(s) 31kgf/cm² (30,4bar)<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel 437,0t (d.o.) 6 275,0t (hvf)-95,0pd | Sulzer<br>Tamashima<br>15kn |
| **7341324**<br>GTUP<br>363449<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAST HERON**<br>ex Nordic Chieftain-81<br>**Cast Combination Carriers Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **86 098**<br>59 370<br>161 798 | **✠100A1** SS 9/79<br>strengthened for ore cargoes, Nos. 2, 4, 6, 8 & 10 holds may be empty or oil cargoes (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† $3\frac{13}{16}$"U3<br>FN 18920 | **1974**-11 Sunderland Shipbuilders Ltd. —North Sands, Sunderland (732)<br>291,80(BB) 42,75 18,216<br>280,83 42,68 24,69<br>1 dk<br>rf 76<br>NS 15BH WB57608T incl. Comb. btm, side, topside & BH tanks in holds 53112T | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>11 Ho/Ta each 19,5 ER<br>G.170 762 L.(oil) 172 906<br>HeCls. BC<br>1 Ha (stl) (14,6 × 13,8) 10 Ha (stl) (each 14,6 × 19,0) ER<br>Cr 1(7) 1(3) Der 2(12,5) | Oil 2SA 8Cy. 980 × 2000<br>28 000bhp (20 596kW)<br>Harland and Wolff Ltd.<br>2 WTAuxB primary 70kgf/cm² (68,7bar)<br>secondary 23,5kgf/cm² (23,1bar)<br>Spt 260°C 22,9kgf/cm² (22,5bar)<br>hs2109,2<br>✠ NAuxB (ex.g) 6/76 23,5kgf/cm² (23,1bar)<br>Spt 22,9kgf/cm² (22,5bar)<br>Gen 2 × 920kW 1 × 900kW 440V 60Hz a.c.<br>Fuel 7 858,0t (hvf)-108,5pd | B&W<br>Belfast<br>15kn |
| **8015659**<br>VSBB7<br>384866<br>RT | **CAST HUSKY**<br>**Husky Shipholding Ltd.**<br>Denholm Ship Management Ltd.<br>Hamilton Bermuda (British) | **40 293**<br>28 623<br>70 000 | NV (Class cont.) | **1982** Hyundai Heavy Industries Co. Ltd. —Ulsan (178)<br>235,01 12,801<br>225,03 32,21 13,47<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>Mchy.aft | Oil 2SA 4Cy. 900 × 1900<br>13 600bhp (10 004kW)<br>Hyundai SB. & Heavy Industries | Sulzer<br>Ulsan |
| **7328798**<br>GSAH<br>360975<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAST KITTIWAKE**<br>ex Nordic Challenger-81<br>ex Sir John Hunter-79<br>**Cast Combination Carriers Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **91 178**<br>67 927<br>162 465 | **✠100A1** SS 3/79<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty—or oil cargoes<br>**✠LMC**<br>**IGS**<br>EL Z† $3\frac{15}{16}$"U3<br>FN 19511 | **1974**-1 Swan Hunter Shipbuilders Ltd. —Haverton Hill (31)<br>294,17(BB) 44,28 18,443<br>281,95 44,20 25,00<br>1 dk<br>rf nil DK fwd<br>NS 13BH WB63368T incl. Comb. btm, side & topside tanks in holds 59532T | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>9 Ho/Ta 22,7 20,1 23,1 23,1 23,1 23,1 23,1 23,1 23,7 ER<br>G.171 591 L.(oil) 1 808 965<br>HeCls. B<br>9 Ha (stl) (14,4 12,3 14,6 14,6 14,6 14,6 14,6 14,6 14,6 × 21,6) ER | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW)<br>Harland and Wolff Ltd.<br>WTAuxB 33,6kgf/cm² (33,0bar) Spt 316°C 30kgf/cm² (29,5bar) hs841,7<br>AuxB 10,5kgf/cm² (10,3bar)<br>e(ex.g) 12kgf/cm² (11,8bar) Spt 10,5kgf/cm² (10,3bar)<br>Gen 1 × 1000kW 2 × 920kW 440V 60Hz a.c.<br>Fuel 7 887,5t (hvf) | B&W<br>Belfast<br>15,5kn |
| **8015661**<br>VSBB3<br>384868<br>RT | **CAST MUSKOX**<br>**Muskox Shipholding Ltd.**<br>Denholm Ship Management Ltd.<br>Hamilton Bermuda (British) | **40 293**<br>28 623<br>70 000 | NV (Class cont.) | **1982** Hyundai Heavy Industries Co. Ltd. —Ulsan (179)<br>235,01 12,801<br>225,03 32,21 13,47<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 4Cy. 900 × 1900<br>13 600bhp (10 004kW)<br>Hyundai SB. & Heavy Industries | Sulzer<br>Ulsan |
| **7222592**<br>D5AT<br>6142<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAST NARWHAL**<br>ex Nordic Conqueror-80<br>ex Naess Ambassador-74<br>**Core Combination Carriers Inc.**<br>Denholm Ship Management Ltd.<br>Monrovia Liberia | **132 305**<br>109 655<br>268 728 | **✠100A1** SS 1/82<br>ore/oil carrier<br>**✠LMC** **UMS**<br>**IGS**<br>EL C* $4\frac{7}{8}$"U2<br>FN 25960 | **1972**-9 Mitsubishi Heavy Industries Ltd. —Nagasaki (1684)<br>335,67(BB) 53,65 20,619<br>320,05 53,60 27,51<br>F 26,6 1 dk<br>rf nil<br>8BH WB61010t | **S Ore/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>Mchy.aft<br>G.154 553 L.(oil) 318 790 | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Mitsubishi Heavy Industries Ltd.<br>2 WTB 74kgf/cm² (72,6bar) Spt 515,6°C 74kgf/cm² (72,6bar) hs3553,5<br>sg 10kgf/cm² (9,9bar)<br>Gen 1 × 1400kW 2 × 680kW 450V 60Hz a.c.<br>Fuel (o.f.) | Nagasaki<br>15,75kn |
| **8015673** | **CAST OTTER**<br>**Cast Container Ships Ltd.**<br>Hamilton Bermuda (British) | **57 200**<br>—<br>70 000 | NV (Class cont.) | **1982** Hyundai Heavy Industries Co. Ltd. —Ulsan (180)<br>235,01 12,801<br>225,03 32,21 13,47 | **M Bulk Carrier** | Oil<br>13 600bhp (10 004kW)<br>Hyundai SB. & Heavy Industries | Sulzer<br>Ulsan |
| **6808545**<br>SXYA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAST OTTER**<br>ex Dovrefjell-77<br>**Marlion Shipping Corp.**<br>Regal Marine Inc.<br>Piraeus Greece | **26 537**<br>16 456<br>44 279 | NV | **1968** Howaldtswerke-Deutsche Werft—Kiel (1201)<br>203,21 29,32 11,666<br>192,46 29,27 16,51<br>F 18,3 1 dk<br>rf 102 conv Bulk Carrier 77 | **M Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>7 Cell.Ho 17,2 26,9 17,9 17,9 17,9 26,9 17,2 ER<br>G.56 457<br>7 Ha (stl) ER | Oil 2SA 6Cy. 850 × 1700<br>12 600bhp (9 268kW)<br>A/B Gotaverken<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 240,0t (hvf)-42,5pd | Goteborg<br>15kn |

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| 7126085<br>GPEN<br>343068<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAST PETREL**<br>ex Eden Bridge-79<br>**Cast Combination Carriers Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **79 317**<br>57 331<br>145 052 | **✠100A1** SS 3/77<br>strengthened for ore cargoes—Nos. 2, 4, 6 & 8 holds may be empty—or oil cargoes<br>**✠LMC** **UMS**<br>EL x† 3$\frac{13}{16}$"U3<br>FN 17683 | **1972**-3 Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (926)<br>266,02(BB) 44,07 18,098<br>258,02 44,01 24,52<br>1 dk<br>rf nil<br>NS 13BH WB34286t incl. Comb. btm. & side tanks in holds 23138t and Un dk 6586t | **M Ore/Bulk/Oil Carrier**<br>pt higher tensile steel<br>9 Ho 18,9 20,7 20,8 20,8 20,8 20,8 20,8 20,8 20,8 19 Ta ER<br>G.151 511 L.(oil) 165 223 Ore 83 034 HeCls. BC<br>2 Ha (stl) (12,5 12,7 × 19,2) 7 Ha (stl) (each 13,3 × 19,2) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>WTAuxB(p) 16kgf/cm² (15,7bar) hs201,6<br>WTAuxB(s) 31kgf/cm² (30,4bar) Spt 29,5kgf/cm² (29,0bar) hs673,6<br>e(ex.g) 20kgf/cm² (19,7bar)<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel 437,0t (d.o.) 6 275,0t (hvf) 15,5kn |
| 7925364<br><br>702091 | **CAST POLARBEAR**<br><br>**Cast Container Ships Ltd.**<br>Denholm Ship Management Ltd.<br>Bridgetown Barbados | **36 000**<br>—<br>70 200 | NV (Class cont.) | **1982** Brodogradiliste "3 Maj"—Rijeka (605)<br>235,01 12,801<br>225,03 32,21 18,62<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. heavy cargoes<br>7 Ho ER<br>7 Ha (stl) ER | Oil 2SA 4Cy. 900 × 1900<br>13 600bhp (10 004kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Yugoslavia |
| 6916196<br>3FAI<br>6769-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAST PORPOISE**<br>ex E. R. Montreal-78<br>ex Reinhart Lorenz Russ-75<br>**Partenreederei m.s. 'Cast Porpoise'**<br>Ernst Russ<br>Hamburg Panama | **26 100**<br>19 249<br>45 500 | GL | **1969** Luebecker Flender-Werke AG. —Luebeck-Siems (577)<br>216,14(BB) 28,12 11,869<br>205,04 28,02 16,21<br>F 17,7 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 20,0 18,5 20,7 26,8 20,4 25,3 18,8 ER<br>G.57 485 B.55 544 HeCls. B<br>7 Ha (stl) (13,3 13,7 13,5 19,8 13,5 19,8 13,5 × 13,6) ER<br>Cr 7(11) | Oil 2SA 6Cy. 860 × 1600<br>13 800bhp (10 151kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 490kW 440V 60Hz a.c.<br>Fuel 213,0t (d.o.) 2 841,5t (hvf)-46,0pd 16kn |
| 7302720<br>GOVY<br>360128<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAST PUFFIN**<br>ex Enterprise Transporter-79<br>ex Australian Bridge-78<br>**Cast Combination Carriers Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **79 257**<br>57 081<br>145 015 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty, or ore cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† 3$\frac{13}{16}$"U3<br>FN 17683<br>(BV) | **1973**-4 Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (945)<br>266,02(BB) 44,07 18,098<br>258,02 44,01 24,52<br>1 dk<br>rf nil<br>13BH WB34837T incl. Comb. btm, side & UnDk tanks in holds 30202T | **M Ore/Bulk/Oil Carrier**<br>IGS<br>pt higher tensile steel<br>9 Ho 18,9 20,7 20,8 20,8 20,8 20,8 20,8 20,8 20,8 19 Ta ER<br>G.15 152 L.(oil) 165 223 Ore 83 034 HeCls. BC<br>2 Ha (stl) (12,5 12,7 × 19,2) 7 Ha (stl) (each 13,1 × 19,2) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>WTAuxB 10kgf/cm² (9,9bar)<br>WTAuxB 31kgf/cm² (30,4bar) Spt 270°C 29,5kgf/cm² (29,0bar)<br>e(ex.g) 15kgf/cm² (14,8bar)<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel (d.o.) 15,5kn |
| 7028415<br>ELBK7<br>7091<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CAST RAZORBILL**<br>ex Cast Tern-81 ex Thistle Star-79<br>ex Spyros A.Lemos-78<br>ex Vianna-76<br>**First Tower Shipping Corp.**<br>Monrovia Liberia | **50 188**<br>39 552<br>101 450 | NV | **1970** Oresundsvarvet A/B—Landskrona (227)<br>256,50(BB) 39,02 19,290<br>244,23 38,94 20,60<br>F 18,6 1 dk<br>rf nil conv Ore/Bulk/Oil Carrier 78 | **M Tanker**<br>for offshore installations<br>Str. heavy cargoes<br>9 Ho/Ta 22,4 22,7 18,9 19,8 17,9 17,9 17,9 17,9 17,2 ER<br>G.115 003 L.(oil) 116 342 HeCls. BC<br>1 Ha (stl) (14,3 × 13,0) 8 Ha (stl) (each 14,4 × 19,9) ER<br>1W Cr 1(4) Der 2(5-10) | Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 720kW 1 × 25kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 515,5t (hvf)-71,0pd 15,5kn |
| 7341104<br>GTAP<br>366004<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAST RORQUAL**<br>ex Nordic Commander-82<br>**Cast Ore/Oil Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **138 651**<br>104 577<br>268 693 | **✠100A1** SS 2/80<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL D* 4$\frac{1}{2}$"U3<br>FN 25853 | **1976**-1 Lithgows Ltd.—Port Glasgow (1188)<br>344,43(BB) 51,90 20,759<br>330,01 51,82 26,52<br>1 dk<br>rf nil<br>9BH WB42182T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>24 Ta ER<br>L.(oil) 314 874 | 2 S Turb HP tr geared LP dr geared to sc. shaft<br>32 450shp (23 869kW) Stal-Laval<br>Harland and Wolff Ltd. Belfast<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515,6°C 67,6kgf/cm² (66,3bar)) hs2180,8<br>sg 14,7kgf/cm² (14,5bar)<br>Gen 1 × 1200kW 2 × 680kW 440V 60Hz a.c.<br>Fuel 237,0t (d.o.) 10 942,0t (hvf) 15,5kn |
| 7226873<br>3ESU<br>1158<br>0-82<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CAST SHEARWATER**<br>ex Cast Osprey-81<br>ex Anglia Team-79<br>**Mightious Navigation Inc.**<br>Panama Panama | **52 830**<br>43 070<br>104 749 | NV | **1972** A/B Gotaverken Arendal—Goteborg (857)<br>253,22 38,99 15,076<br>244,41 38,94 19,59<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho/Ta each 20,5 ER<br>G.121 821 L.(oil) 123 008 HeCls. BC<br>1 Ha (stl) (14,3 × 13,4) 8 Ha (stl) (each 14,3 × 18,5) ER<br>2W Der 2(10) 2(6) | Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW) B&W<br>A/B Gotaverken Goteborg<br>Gen 1 × 780kW 2 × 726kW 1 × 35kW 440V 60Hz a.c.<br>Fuel 457,0t (d.o.) 4 623,0t (hvf)-73,0pd 15,75kn |
| 7350442<br>SYBB<br>4221<br>Df Esd<br>Gc Rdr<br>RT | **CASTALIA**<br><br>**Hellenic Mediterranean Lines Co. Ltd.**<br>Piraeus Greece | **5 259**<br>2 752<br>1 361 | BV | **1974** Kynossoura Dock Yard Co. Ltd. —Kynosoura<br>131,98 19,84 5,284<br>114,00 19,79 7,29<br>2 dks<br>rf 25 | **TM Passenger/RoRo Cargo/Ferry**<br>1600P<br>Stern doors<br>TEU 66 C. 66/20' | 2 Oil 4SA each 8Cy. 450 × 550<br>8 000bhp (5 884kW) MaK<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 500kW 220/380V 50Hz a.c.<br>Fuel 355,5t 17kn |
| 5176464<br>HO4629<br>7410-<br>PEXT<br>Df Esd<br>Pfd RT | **CASTANEA I**<br>ex Juan Francisco-77<br>**Castanea S.A.**<br>Panama Panama | **399**<br>277<br>510 | (BV) | **1945** Ast. del Cantabrico Angel Riva Suardiaz—Gijon<br>45,88 7,80 2,312<br>42,12 7,78 3,31<br>1 dk | **M General Cargo**<br>G.724<br>2 Ha (9,5 10,0 × 4,5) | Oil 4SA 6Cy. 295 × 400<br>400bhp (294kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (d.o.) 10kn |
| 5017204<br>HO4707<br>7409-<br>PEXT<br>RT | **CASTANEA II**<br>ex Angel Ramon-77<br>**Castanea S.A.**<br>Panama Panama | **399**<br>273<br>518 | (BV) | **1948** Ast. del Cantabrico Angel Riva Suardiaz—Gijon (40)<br>45,88 7,88 3,201<br>42,12 7,80<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.724 B.673<br>2 Ha ER<br>Der 2(1,5) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) Werkspoor<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 76,0t (d.o.) 10kn |
| 5065495<br>ZGDG<br>385042<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CASTANEDA**<br>ex Albacore-80 ex Castaneda-77<br>**Neptune Shipping Co. Ltd.**<br>Georgetown Cayman Islands (British) | **1 505**<br>660<br>1 716 | BV | **1962** N.V. Werf "Gusto"—Schiedam (220)<br>83,57 12,48 4,820<br>76,03 12,30 7,85<br>2 dks & S dk<br>RW | **M General Cargo** OSD<br>Ref<br>3 Ho 17,3 28,8 28,8 ER<br>3 Ha (each 5,9 × 4,3) ER<br>6W Der 6(2) | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 176kW 380V 50Hz a.c.<br>Fuel 274,5t (d.o.) 14kn |

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|---|---|---|---|---|---|---|
| **7324675**<br>FZED<br>184572<br>Df Esd<br>Pfd Rdr<br>RT | **CASTEL COZ**<br>**Armement Cooperatif**<br>**Finisterien (A.C.F.)**<br>Douarnenez France | **260**<br>98<br>386 | BV | **1973** Ch. Normands Reunis—Courseulles-sur-Mer (31)<br>38,00<br>33,81 8,11 6,05<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.220 | Oil 4SA 8Cy. 240 × 280<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau<br>Fuel 82,0t (d.o.)<br>Kiel<br>12kn |
| **5065500**<br>THBU<br>3116<br>Df Esd<br>RTm | **CASTEL DINN**<br>**Henri Tephany et Cie.**<br>Joseph Balcon<br>Camaret France | **142**<br>95<br>— | | **1960** Chantier A. Peron—Camaret<br>*22,99* 7,04<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>5 Ha (0,6 × 0,6) (0,7 0,7 × 0,9) (1,0 × 1,2) (6,2 × 2,3) | 2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin<br>Fuel (d.o.)<br>Marseille<br>8,5kn |
| **7360382**<br>FZTW<br>DZ18<br>4926<br>Df Esd<br>Pfd Rdr<br>RT | **CASTEL MEUR**<br>**Armement Cooperatif**<br>**Finisterien (A.C.F.)**<br>Douarnenez France | **268**<br>89<br>386 | BV<br>**IN PORT DAMAGED 6/76** | **1975** Ch. Normands Reunis—Courseulles-sur-Mer (37)<br>37,95 3,899<br>33,79 8,11 3,92<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 4SA 8Cy. 240 × 280<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau<br>Fuel 82,0t (d.o.)<br>Kiel<br>13,5kn |
| **7387108**<br>EGZR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CASTELLBLANCH**<br>Launched as Ponte Sampayo<br>**Naviera del Noroeste S.A.**<br>La Coruna Spain | **17 354**<br>12 333<br>30 499 | **✠100A1** SS 11/80<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL G† $2\frac{3}{8}$"U3<br>FN 6652 | **1975**-11 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (190)<br>190,66 22,86 10,688<br>177,98 22,79 14,58<br>P 28,1 F 16,8 1 dk<br>rf nil DK throughout holds<br>NS 9BH WB13939T incl. Comb. btm & STs 3696T Topside tanks in holds 3603T and No. 4 hold 5041T | **M Bulk Carrier**<br>7 Ho 21,5 19,2 18,3 18,3 18,3 19,2 19,2 ER<br>G.39 980<br>7 Ha (stl) (each 12,6 × 10,9) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 1 643,0t (hvf)-43,5pd<br>14kn |
| **6413716**<br>IKBR<br>649<br>Df Rdr<br>RT | **CASTELLO**<br>ex Antonella Motanari-67<br>**Navigazione Petrolchimica**<br>**Triestina S.p.A.**<br>Trieste Italy | **1 167**<br>607<br>1 623 | RI | **1964** Cant. Nav. Felszegi—Trieste (74)<br>79,20 10,42 3,861<br>77,40 10,36 4,20<br>1 dk<br>len 71 | **M Tanker**<br>Chemical CBT<br>12 Ta ER<br>L.(oil) 2 405 HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel 71,0t (d.o.)<br>11,5kn |
| **6712667**<br>EFNN<br>1825<br>Df Esd<br>Gc Rdr<br>RT | **CASTELO**<br>**Naviera Leon Marco**<br>San Sebastian Spain | **752**<br>407<br>660 | ✠Classed LR until 5/2/71 | **1968**-2 Ast. Luzuriaga S.A.—Pasajes (99)<br>52,51 10,32 4,725<br>45,01 10,22 8,62<br>B 5,2 2 dks<br>rf 584 Box K 406 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz<br>Koeln<br>Gen 1 × 95kW 1 × 90kW 2 × 40kW 220V d.c.<br>14kn |
| **5232050**<br>ILHQ<br>3673<br>Esd Pfd<br>Rdr RTm | **CASTELROSSO**<br>ex Mendip-66<br>**Compagnia di Navigazione**<br>**Fenice S.p.A.**<br>Genova Italy | **1 594**<br>902<br>1 727 | RI<br>✠Classed LR until 11/67 | **1950**-2 S. P. Austin & Son Ltd.—South Dock, Sunderland (401)<br>*79,19* 10,98 5,335<br>75,70 10,90 6,13<br>RQD 44,5 F 7,7 1 dk<br>RW rf 76 conv General Cargo 67 | **M Tanker**<br>Mchy.aft<br>12 Ta<br>L.(oil) 2 811 | Oil 2SA 8Cy. 360 × 600<br>1 760bhp (1 295kW) NE 67<br>Sulzer Bros. Ltd.<br>Winterthur |
| **5065598**<br>ILHT<br>3595<br>RT | **CASTELSARDO**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **120**<br>15<br>— | RI | **1959** Cant. Nav. Solimano—Savona (27)<br>24,01 6,71 3,201<br>21,01 6,68<br>1 dk<br>RW | **M Tug** | Vee Oil 4SA 12Cy. 250 × 300 NE 76<br>Nohab Diesel A/B<br>Trollhattan |
| **5065603**<br>EDJA<br>2695 | **CASTEMORA**<br>**Jose Rodriguez Lopez**<br>Santa Cruz de Tenerife Spain | **118**<br>73<br>— | | **1948** Bartolome Zaragoza—Villajoyosa<br>*22,07* 6,10<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 5Cy. 220 × 290<br>200bhp (147kW)<br>............<br>Fuel 27,5t (d.o.)<br>8kn |
| **5415690**<br>COCJ<br>Df Esd<br>Gc Rdr<br>RTm | **CASTERO**<br>ex Gipsa Tercero-64<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **655**<br>316<br>— | (BV) | **1963** Ast. Celaya—Bilbao (53)<br>55,28 9,05 3,582<br>49,61 9,00 4,25<br>2 dks<br>RW | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.576<br>4 Ha (1,5 1,7 1,7 × 1,7) (0,9 × 0,9) ER<br>2W Der 2(1) | Oil 2SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Koeln<br>Fuel 223,5t (d.o.)<br>13kn |
| **6906189**<br>EAFL<br>240<br>Df Esd<br>Rdr RT | **CASTIELLO**<br>**Andres Ruiz de Velasco S.A.**<br>Gijon Spain | **707**<br>460<br>1 044 | **✠100A1** SS 3/79<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 781 | **1969**-4 Maritima de Axpe S.A.—Bilbao (43)<br>59,01 10,34 3,918<br>53,01 10,32 4,40<br>P 9,5 F 7,4 1 dk<br>rf nil<br>NS 3BH WB362t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Werkspoor Vgt<br>Hijos de J. Barreras<br>Gen 1 × 47kW 2 × 30kW 230V<br>12kn |
| **5410614**<br>THWW<br>3816<br>Df Esd<br>Pfd Rdr<br>RTm | **CASTIGLIONE**<br>**Chevannes-Merceron-Ballery S.A.**<br>Concarneau France | **157**<br>54<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5077)<br>30,00 6,76<br>25,00 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 8,0<br>3 Ha (1,0 1,0 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Sulzer Lorient<br>Cie. de Const. Mec., CCM<br>Gen 1 × 20kW 110V d.c.<br>Fuel 30,0t (d.o.)<br>11kn |
| **6518839**<br>CBCS<br>Df Esd<br>Gc Rdr<br>RT | **CASTILLA**<br>ex Mitu-75 ex Felipe-74<br>ex Solin-70<br>**Martinez Pereira y Companhia S.A. Naviera**<br>Valparaiso Chile | **2 255**<br>1 079<br>3 750 | BV (AB) (JR) | **1966** Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (142)<br>121,16 14,23<br>110,27 14,20 8,41<br>B 22,0 F 22,9 2 dks<br>RW rf 241 len 68 | **M General Cargo**<br>Ref<br>5 Ho<br>G.5 609 B.5 059 In.1 122<br>5 Ha (8,8 12,9 8,1 8,8 8,8 × 6,0)<br>10W Cr 1(5) Der 4(10) 4(5) 2(3) | Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>B&W Pula<br>Tvornica Dizel Motora "Uljanik"<br>Gen 3 × 260kW 380V 50Hz a.c.<br>Fuel 457,0t (hvf)<br>15kn |

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| 7704514 | **CASTILLETE**<br>**Government of The Republic of Venezuela (Institute Nacional de Canalizaciones)**<br>Caracas Venezuela | **427**<br>—<br>— | **100A1** SS 8/81<br>dredger<br>Venezuelan coastal service<br>EL (F) 0,0/36,0FSWR<br>FN 531<br>BV | **1977** IHC De Klop B.V.—Sliedrecht (02063)<br>48,80 11,92<br>36,00 11,89 2,85<br>1 dk<br>rf nil<br>5BH WB179T | **Dredger**<br>Dismountable Cutter Suction | Gen 2 × 20kW 380V 50Hz a.c. |
| 7625081<br>EHXW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/V | **CASTILLO DE ALMANSA**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **31 609**<br>23 794<br>61 418 | AB | **1980** Astilleros Espanoles S.A.—Factoria de Puerto Real (13)<br>224,01(BB) 32,26 12,201<br>212,71 32,21 17,61<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.74 218 Ore 41 779<br>7 Ha (stl) (each 15,7 × 15,4) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 252,5t (d.o.) 2 176,5t (hvf)-39,0pd<br>14,25kn |
| 7386477<br>EHLJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE BELLVER**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **138 822**<br>104 436<br>271 540 | **✠100A1**<br>oil tanker (cc)<br>crude oil — defined ballasting<br>**✠LMC**<br>**IGS**<br>EL D* 770,0/114,0U3<br>FN 25838 | **1978**-1 Astilleros Espanoles S.A.—Factoria de Puerto Real (4)<br>334,02 55,05 20,422<br>315,02 55,01 27,01<br>1 dk<br>rf nil<br>9BH WB45664T incl. No. 4 wing clean ballast tanks 36470T | **S Tanker**<br>SBT IGS CBT<br>pt higher tensile steel<br>20 Ta ER<br>L.(oil) 315 268 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW) General Electric<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTB primary 75,1kgf/cm² (73,7bar) secondary 74,2kgf/cm² (72,8bar) Spt 513°C hs2118,9<br>Gen 2 × 1500kW 1 × 1200kW 440V 60Hz a.c.<br>15,75kn |
| 7911662<br>EHXJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE JAVIER**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Valencia Spain | **26 232**<br>18 389<br>44 612 | **✠100A1**<br>strengthened for heavy cargoes<br>holds 2 & 4 or 3 & 5 may be empty<br>**✠LMC** **UMS**<br>EL L† 632,5/70,0U3<br>FN 8266 | **1981**-7 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (226)<br>189,26(BB) 31,37 11,913<br>178,01 31,31 15,12<br>P 29,3 Trunk 122,6 F 29,0 1 dk<br>rf nil<br>8BH WB26805T incl. No. 2 hold 6586T No. 4 hold 11214T & STs in holds 4760T | **M Bulk Carrier/Cement Carrier**<br>Self-unloader<br>6 Ho 15,0 15,0 28,5 21,4 29,4 22,1 ER<br>G.61 346<br>6 Ha (stl) (11,4 × 12,2) (10,5 17,7 16,1 17,7 16,1 × 15,2) ER<br>Cr 3(20) | 2 Oil 2SA each 7Cy. 450 × 900 sr geared to sc. shaft<br>12 300bhp (9 047kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 2800kW 2 × 480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 173,0t (d.o.) 1 723,5t (hvf) |
| 7025425<br>EFNA<br>114<br>Df Esd<br>Gc Rdr<br>RT | **CASTILLO DE LA MOTA**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>El Ferrol Spain | **29 589**<br>21 315<br>53 006 | BV | **1971** Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (141)<br>212,78(BB) 12,281<br>200,03 30,99 17,10<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.64 172 HeCls. B<br>7 Ha (stl) (15,3 14,7 15,3 15,3 15,3 15,3 15,3 × 14,0) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Fuel 2 344,0t (d.o & hvf)-44,0pd 17kn |
| 7386960<br>EGSY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE LORCA**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>El Ferrol Spain | **92 289**<br>67 976<br>173 056 | **✠100A1** CS 11/80<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Z† 3$\frac{15}{16}$"U3<br>FN 19253 | **1975**-12 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (147)<br>287,71 46,06 18,619<br>274,99 46,00 24,01<br>F 23,8 1 dk<br>rf nil<br>9BH WB27699T incl. clean ballast tanks 12753T | **S Tanker**<br>IGS<br>17 Ta ER<br>L.(oil) 208 209 | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Kawasaki<br>Empresa Nacional "Bazan" de C.N.M. S.A. El Ferrol<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515°C 65kgf/cm² (63,8bar)) hs1644,4<br>Gen 2 × 1500kW 1 × 1000kW 450V 60Hz a.c. |
| 7386996<br>EHFS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE MONTEARAGON**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>El Ferrol Spain | **92 289**<br>67 976<br>173 056 | **✠100A1** CS 5/82<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Z† 3$\frac{15}{16}$"U3<br>FN 19254 | **1977**-5 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (153)<br>287,71 46,03 18,619<br>275,01 46,00 24,01<br>F 23,8 1 dk<br>9BH WB27699T incl. clean ballast tanks 12753T | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 203 000 | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Kawasaki<br>Empresa Nacional "Bazan" de C.N.M. S.A. El Ferrol<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515°C 65kgf/cm² (63,8bar)) hs1571,9<br>Gen 2 × 1500kW 1 × 1000kW 450V 60Hz a.c.<br>16,5kn |
| 7911674<br>EAHM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE MONTERREY**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Valencia Spain | **26 233**<br>18 389<br>44 612 | **✠100A1**<br>strengthened for heavy cargoes<br>holds 2 & 4 or 3 & 5 may be empty<br>**✠LMC** **UMS**<br>EL L† 632,5/70,0U3<br>FN 8266 | **1981**-10 Astilleros Espanoles S.A. —Factoria de Sestao, Bilbao (227)<br>189,26(BB) 31,37 11,913<br>178,01 31,31 15,12<br>P 29,3 Trunk 122,6 F 29,0 1 dk<br>rf nil<br>8BH WB26805T incl. No. 2 hold 6586T No. 4 hold 11214T & STs in holds 4760T | **M Bulk Carrier/Cement Carrier**<br>Self-unloader<br>6 Ho 15,0 15,0 28,5 21,4 29,4 22,1 ER<br>G.61 346<br>6 Ha (stl) (11,4 × 12,2) (10,5 17,7 16,1 17,7 16,1 × 15,2) ER<br>Cr 3(20) | 2 Oil 2SA each 7Cy. 450 × 900 sr geared to sc. shaft<br>12 300bhp (9 047kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 2800kW 2 × 480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 173,0t (d.o.) 1 723,5t (hvf) |
| 7905508<br>EAWW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE RICOTE**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **33 471**<br>25 115<br>67 031 | BV | **1981** Astilleros Espanoles S.A.—Factoria de Puerto Real (21)<br>224,01 32,24 11,900<br>211,46 32,21 18,62<br>1 dk | **M Tanker**<br>COW IGS CBT<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 72 932 HeCls. C | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 1 × 2304kW 3 × 1700kW 400V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| 7624192<br>EHWM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE SALAS**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>El Ferrol Spain | **56 456**<br>41 517<br>109 488 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL V† 715,0/92,0U3(a)<br>FN 14991 | **1980**-8 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (248)<br>264,98(BB) 40,06 14,568<br>249,84 40,01 19,99<br>F 15,9 1 dk<br>rf nil<br>11BH WB68583T incl. topside tank in No. 4/5 hold 3214T, Nos. 2, 4, 6 & 8 holds 58805T | **M Bulk Carrier**<br>pt highher tensile steel<br>9 Ho 20,4 22,9 22,9 22,9 22,9 22,9 22,9 22,9 21,2 ER<br>G.124 168<br>9 Ha (stl) (12,6 × 15,0) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 18,5) ER | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) ✠ NE made75 fitted8/80 Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (o.f.) 11,5kgf/cm² (11,3bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar) Spt 11,5kgf/cm² (11,3bar)<br>Gen 2 × 960kW 1 × 680kW 450V 60Hz a.c.<br>Fuel 484,0t (d.o.) 4 790,0t (hvf) |
| 7386441<br>EHEC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE SALVATIERRA**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **138 960**<br>104 420<br>271 488 | **✠100A1** CS 3/82<br>oil tanker (cc)<br>crude oil — defined ballasting<br>**✠LMC** **UMS**<br>**IGS**<br>EL D* 4$\frac{1}{2}$"U3<br>FN 25838 | **1977**-3 Astilleros Espanoles S.A.—Factoria de Puerto Real (1)<br>334,02 55,05 20,422<br>315,02 55,01 27,01<br>1 dk<br>rf nil<br>9BH WB45664T incl. No. 4 wing clean ballast tanks 36470T | **S Tanker**<br>SBT IGS CBT<br>pt higher tensile steel<br>20 Ta ER<br>L.(oil) 315 268 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW) General Electric<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTB 75,3kgf/cm² (73,9bar) (Spt 513°C 74,2kgf/cm² (72,8bar)) hs2199,5<br>Gen 2 × 1500kW 1 × 1200kW 440V 60Hz a.c.<br>Fuel 398,0t (d.o.) 12 932,0t (hvf) 15,75kn |

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| **7905510**<br>EAXB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE SAN MARCOS**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **33 471**<br>25 115<br>67 031 | BV | **1981** Astilleros Espanoles S.A.—Factoria de Puerto Real (22)<br>224,01 32,24 11,900<br>211,46 32,21 18,62<br>1 dk | **M Tanker**<br>COW IGS CBT<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 72 932 HeCls. C | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 1 × 2304kW 3 × 1700kW<br>400V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| **7386453**<br>EHGK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTILLO DE TAMARIT**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **138 960**<br>104 420<br>271 488 | **✠100A1**<br>oil tanker (cc)<br>crude oil — defined ballasting<br>**✠LMC** **UMS**<br>**IGS**<br>EL D* 4½"U3<br>FN 25836 | **1977**-6 Astilleros Espanoles S.A.—Factoria de Puerto Real (2)<br>334,02 55,07 20,422<br>314,99 55,01 27,01<br>1 dk<br>rf nil<br>9BH WB45664T incl. No.4 wing clean ballast tanks 36470T | **S Tanker**<br>SBT IGS CBT<br>pt higher tensile steel<br>20 Ta ER<br>L.(oil) 315 268 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW) General Electric<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 WTB 75,2kgf/cm² (73,8bar) (Spt 513°C 74,2kgf/cm² (72,8bar)) hs2199,5<br>Gen 2 × 1500kW 1 × 1200kW<br>440V 60Hz a.c.<br>Fuel (o.f.)<br>15,75kn |
| **7905493**<br>EHYM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CASTILLO DE XATIVA**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **31 609**<br>23 794<br>61 418 | AB | **1980** Astilleros Espanoles S.A.—Factoria de Puerto Real (14)<br>224,01(BB) 32,26 12,202<br>212,71 32,21 17,61<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.74 233 Ore 41 779<br>7 Ha (stl) (each 15,7 × 15,4) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ast. Espanoles S.A. Manises<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 252,5t (d.o.) 2 176,5t (hvf)-39,0pd<br>14,25kn |
| **7218929**<br>EENU<br>263<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CASTILLO MANZANARES**<br>**Empresa Nacional 'Elcano' de la Marina Mercante S.A.**<br>Cadiz Spain | **29 330**<br>21 897<br>53 488 | **✠100A1** CS 10/77<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Lt $3\frac{3}{16}$"U2<br>FN 9137 | **1972**-10 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (172)<br>206,86(BB) 29,06 13,272<br>194,32 29,01 18,01<br>P 33,6 F 16,8 1 dk<br>rf nil<br>NS 9BH WB15479t incl. Topside tanks in holds 6589t Comb. btm & STs in Nos. 1, 3, 4, 5 & 6 holds 6184t | **M Bulk Carrier**<br>7 Ho 21,0 21,1 21,2 21,2 21,2 21,2 21,2 ER<br>G.68 232 B.58 890<br>7 Ha (stl) (11,2 13,4 14,1 14,1 14,1 14,1 14,1 × 14,0) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 513,5t (hvf)<br>15kn |
| **5065782**<br>EFTO<br>438<br>Esd | **CASTIPURITAS**<br>ex Punta Bermeja-49<br>ex Ayacanora<br>**Navegacion y Pesca S.A.**<br>Aviles Spain | **186**<br>84<br>— | ✠Classed LR until 8/06 | **1894**-3 T. R. Oswald—Milford Haven (266)<br>*33,05* 6,46<br>... ... ...<br>R len — | **M Fishing**<br>Side Trawler | Oil 6Cy.<br>550bhp (405kW) NE —<br>..............<br>Fuel 77,0t (d.o.)<br>9,5kn |
| **7211593**<br>P3SM<br>394382<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTLE**<br>ex Castle Alpha-82<br>ex Carcastle-80<br>**Castletown Navigation Ltd.**<br>Limassol Cyprus | **18 743**<br>12 411<br>30 360 | **100A1** SS 11/81<br>bulk carrier<br>**LMC**<br>EL (H) 605,0/70,0U2<br>FN 7071<br>NK | **1972** Namura SB. Co. Ltd.—Osaka (407)<br>187,03(BB) 25,05 10,840<br>175,01 25,00 15,40<br>F 11,3 1 dk<br>rf 102<br>7BH WB8585T incl. STf991T, Comb. btm & STs3043T, topside tanks in holds 3430T | **M Bulk Carrier**<br>Vehicles<br>5 Ho 27,8 32,8 14,4 32,8 27,2 ER<br>G.37 431 B.35 923<br>5 Ha (stl) (15,1 18,3 8,0 18,4 15,1 × 12,1) ER<br>Cr 4(8) 1(5) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 512kW 450V 60Hz a.c.<br>Fuel 2 054,5t<br>14,75kn |
| **6511843**<br>GPNA<br>307885<br>Esd Gc<br>Pfd Rdr<br>RTv | **CASTLE POINT**<br>ex Hudson Light-76<br>**Central Electricity Generating Board**<br>Christian Salvesen (Shipping) Ltd.<br>London United Kingdom | **5 628**<br>2 842<br>— | **✠100A1** SS 10/79<br>**✠LMC**<br>EL x $1\frac{13}{16}$"SQ<br>FN 2869 | **1965**-7 J. Readhead & Sons Ltd.—South Shields (616)<br>112,68 16,34 9,087<br>107,60 16,29 10,37<br>P 27,8 F 10,4 1 dk<br>RW rf 76 DK fwd<br>NS 6BH WB2185t incl. Topside tanks in holds 438t | **M General Cargo**<br>4 Ho 15,2 18,4 18,4 18,4 ER<br>G.10 389<br>4 Ha (stl) (9,6 × 9,4) (12,3 12,3 12,3 × 12,1) ER | Oil 2SA 4Cy. 670 × 2100<br>4 900bhp (3 604kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB (o.f.) 100lbf/in² (6,9bar)<br>Gen 1 × 400kW 2 × 250kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (d.o.)<br>13,5kn |
| **5277799**<br>SWCT<br>Df Esd<br>Rdr RTm | **CASTLE PRIDE**<br>ex Picoblanco-81<br>Piraeus Greece | **2 443**<br>1 281<br>3 580 | **✠100A1** SS 8/79<br>**✠LMC**<br>EL t<br>FN 1832 | **1958**-10 Corcho Hijos S.A.—Santander (69)<br>95,59 13,77 6,071<br>88,25 13,71 7,04<br>P 32,0 F 9,8 1 dk, 2nd dk in Nos. 1 & 2 holds<br>R rf 102<br>5BH WB648t | **M General Cargo**<br>3 Ho 30,7 18,1 12,2<br>G.5 051<br>3 Ha (stl) (22,7 13,0 × 6,0) (6,4 × 3,9)<br>8W Der 8(3) | Oil 2SA 5Cy. 620 × 1150<br>3 000bhp (2 207kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 2 × 100kW 1 × 44kW 220V d.c.<br>Fuel (d.o.)<br>13kn |
| **5420499**<br>SV6217<br>7820<br>Df Esd<br>Rdr | **CASTLE SPIRIT**<br>ex Indoda-79 ex Kajen-63<br>**Castle Lines Marine Co.**<br>Piraeus Greece | **1 232**<br>684<br>1 859 | GL | **1957** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1052)<br>64,01 10,34 5,211<br>60,81 10,30 6,41<br>B 4,3 F 1,0 2 dks<br>RW | **M General Cargo** CSD<br>1 Ho 39,5 ER<br>G.2 508 B.2 210<br>6W Der 1(9,75) 6(2,75-4,75) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 85,5t<br>10kn |
| **5065794**<br>GRLF<br>182562<br>Esd<br>RTm/v | **CASTLECRAIG**<br>ex Walcheren-53<br>ex Walcheren VIII-52<br>**Dundee Port Authority**<br>Dundee United Kingdom | **139**<br>—<br>— | **100A1** SS 4/80<br>tug<br>**LMC**<br>EL (a)<br>FN 276 | Lch.**1944** Cmpl.**1951** Gutehoffnungshuette Sterkrade A.G.—Walsum<br>28,00 7,32 3,290<br>25,25 7,29 3,64<br>RW<br>4BH | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 23kW 1 × 11kW 110V d.c.<br>Fuel 56,0t (d.o.)<br>10kn |
| **7328671**<br>ELBE4<br>7039<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CASTLETON**<br>**Nytoncrest Ltd.**<br>Monrovia Liberia | **102 009**<br>86 351<br>228 342 | NV | **1973** Kawasaki Heavy Ind. Ltd.—Sakaide (1177)<br>319,49(BB) 48,27 20,435<br>313,70 48,19 26,40<br>RQD 46,1 B 16,8 F 27,2 1 dk<br>rf- | **S Tanker**<br>SBT COW IGS<br>15 Ta ER<br>L.(oil) 281 885 HeCls. ptC | S Turb dr geared<br>28 000shp (20 596kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 1200kW 445V 60Hz a.c.<br>Fuel 30,5t (d.o.) 6 898,0t (hvf)-137,0pd<br>14,75kn |

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| 7389106<br>C6CN<br>372976<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTOR**<br>ex Grete Maersk-81<br>**Golden Star Shipping Co. Ltd.**<br>Acomarit Services Maritime S.A.<br>Nassau Bahamas | **19 922**<br>12 300<br>32 046 | BV NV | **1974** Kaldnes M/V A/S—Tonsberg (200)<br>170,54(BB) 26,14 11,348<br>162,97 26,12 16,59<br>1 dk<br>rf 76 | **M Tanker**<br><br>21 Ta ER<br>L.(oil) 43 117 HeCls. C | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Nylands M/V Oslo<br>Gen 3 × 416kW 1 × 25kW<br>440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 2 375,0t (hvf)-40,0pd<br>15,75kn |
| 8209640<br>DDSC<br>13690 | **CASTOR**<br><br>**Conti Seetransport G.m.b.H. & Co. K.G. m.s. 'Carmen'**<br>Hamburg Federal Republic of Germany | **18 570**<br>12 995<br>25 085 | GL (Class cont.) | **1982** Howaldtswerke-Deutsche Werft—Kiel (191)<br>169,04 9,951<br>160,03 25,40 15,52 | **M Bulk Carrier** | Oil<br>11 100bhp (8 165kW)<br>Sulzer Bros. Ltd. Winterthur |
| 6417454<br>P3NN<br>394257<br>Df Esd<br>Gc Rdr<br>RT | **CASTOR**<br>ex Roybank-79<br>**Cynthos Maritime Co. Ltd.**<br>Richmond Maritime Corp. Liberia<br>Limassol Cyprus | T.Mk<br>**6 378**<br>3 592<br>10 632<br>**8 671**<br>5 049<br>12 728 | **✠100A1** SS 5/79<br>DTma — veg. oil or oil<br>FP above 60°C<br>**✠LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4232 | **1963**-10 Harland and Wolff Ltd.—Belfast (1647)<br>147,33 19,13 7,976/8,910<br>137,42 19,05 11,74<br>P 12,2 F 13,2 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB2155t incl. DTma1494t | **M General Cargo**<br><br>5 Ho 18,2 21,6 18,2 8,5DT 8,5DT 15,7 20,4<br>G.18 863 B.17 123<br>5 Ha (8,9 10,6 9,1 × 6,7) ER (9,1 9,1 × 6,7)<br>15W Der 1(50) 4(10) 10(6) 2(3) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>6 700bhp (4 928kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 1 × 40kW 1 × 20kW<br>220V d.c.<br>Fuel 1 155,0t (hvf) 15kn |
| 7225867<br>OIAN<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CASTOR**<br>ex Finntrader-82<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>O/Y Finnlines Ltd.<br>Kotka Finland | T.Mk<br>**3 690**<br>1 453<br>5 387<br>**6 616**<br>2 965<br>8 253 | NV | **1972** Valmet Oy Helsingin Telakka —Helsinki/Helsingfors (270)<br>129,39 19,46 6,427/8,059<br>119,94 19,41 10,32<br>P 36,0 F 20,5 2 dks<br>rf 102 | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 18,0 36,5comb. 16,7 3 TwD ER<br>G.11 169 B.10 015<br>TEU 244<br>C.Ho 164/20'(40') C.Dk 80/20'(40')<br>4 Ha (stl) (14,4 × 10,5) (14,4 14,4 14,4 × 15,6) ER<br>Cr 4(12) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Gen 3 × 416kW 1 × 136kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 195,0t (hvf)-31,5pd 17,25kn |
| 6423981<br>PPAO<br>5524<br>Df Esd<br>Rdr RT | **CASTOR**<br><br>**Sociedade Paulista de Navegacao Matarazzo Ltda.**<br>Santos Brazil | **1 321**<br>613<br>2 165<br>**1 996**<br>1 361<br>3 040 | BV | **1966** EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (253)<br>79,10 12,55 4,966/5,900<br>73,49 12,50 7,47<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br><br>2 Ho 17,9 17,8 ER<br>G.4 067 B.3 803<br>2 Ha ER<br>8W Der 4(10) 4(5) | Oil 4SA 7Cy. 400 × 600<br>1 600bhp (1 177kW) MAN<br>EMAQ-Engenhariah & Maquinas S.A. Rio de Janeiro<br>Gen 3 × 126kW 450V 60Hz a.c.<br>Fuel 206,5t (d.o.) 12kn |
| 7002605<br>DDOF<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CASTOR**<br><br>**m.s. 'Castor' Rohden-Bereederungs K.G.**<br>Gerhard Rohden<br>Elsfleth Federal Republic of Germany | **484**<br>355<br>1 408 | GL | **1969** Martin Jansen Schiffswerft u. Mfbk. —Leer (72)<br>73,87 10,90 3,655<br>67,59 10,80 5,59<br>P 10,1 F 7,7 2 dks<br>len & widened 74 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 51,5 ER<br>1 Ha (42,3 × 8,0) ER<br>Der 2(3) | Oil 4SA 8Cy. 320 × 480<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11,5kn |
| 5402291<br>ILHO<br>645<br>Df Esd<br>RTm | **CASTOR**<br><br>**Societa Rimorchi Salvataggi Trieste p.a.**<br>Trieste Italy | **353**<br>147<br>171 | RI | **1963** Cant. Nav. Felszegi—Trieste (75)<br>38,41 9,63 4,480<br>33,99 9,10 4,91<br>1 dk | **M Tug**<br>Salvage<br>1 Ho | 2 Oil each 4Cy. geared to sc. shaft<br><br>Kloeckner Humboldt Deutz Koeln |
| 5065902<br>PP2799<br><br>Esd Rdr | **CASTOR**<br><br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **181**<br>—<br>— | **✠100A1** SS 10/79<br>tug<br>**✠LMC**<br>EL (b)<br>FN 312 | **1961**-9 A/B Asi-Verken—Amal (57)<br>28,02 8,31 3,207<br>25,53 8,11 4,09<br><br>rf nil<br>3BH WB37t | **TM Tug** | 2 Oil 4SA each 6Cy. 300 × 450<br><br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Controllable pitch propellers<br>Fuel 39,5t 8kn |
| 5419244<br>DDTC<br><br>RTv | **CASTOR**<br><br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H. Inspektion Offshore<br>Bremen Federal Republic of Germany | **170**<br>—<br>— | | **1963** F. Schichau G.m.b.H.—Bremerhaven (1721)<br>28,81 8,36 3,341<br>26,42 8,01 3,48<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 360<br><br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 115V<br>2 Directional propellers fwd only<br>Fuel (d.o.) 12,25kn |
| 5402318<br><br><br>RT | **CASTOR**<br>ex Rene-63 ex Flardinga-61<br>ex Ibis-56 ex Ida-48<br>ex Hendrika Johanna-46<br>**F. Buecker**<br>Hamburg Federal Republic of Germany | **161**<br>93<br>235 | | **1926** J. Koster Hzn. "De Gideon" —Groningen (101)<br>*32,68* 5,82 2,286<br>5,77 2,57<br>P 8,6 F 4,0 1 dk<br>R | **M General Cargo**<br><br>1 Ho 20,4 ER<br>G.340 B.311<br>2 Ha (10,3 3,5 × 3,6) ER<br>1W | Oil 4SA 4Cy. 220 × 400<br>150bhp (110kW) E made57 fitted67<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 7,0t (d.o.) 7kn |
| 6604092 | **CASTOR**<br><br>**Sociedad Pesquera Andes Ltda.**<br>Iquique Chile | **106**<br>—<br>— | | **1965** SOCONNUE, Soc. de Constr. Nav. S.A.—Valdivia<br>*22,01* 6,30<br>... ... ... | **M Fishing**<br>Side Trawler | Oil 6Cy.<br><br>Caterpillar Tractor Co. Peoria, Illinois |
| 7509354<br>HPQP<br>1096<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTOR CHIMICA**<br>ex Corsica-81<br>**Ambria S.A.**<br>Chimpex Shipping & Trading Co. Ltd.<br>Panama Panama | **1 599**<br>1 131<br>3 400 | BV | **1977** Kalmar Varv A/B—Kalmar (442)<br>96,02 5,501<br>85,02 14,01 6,23<br>1 dk | **M Tanker**<br>Oil Chemical<br>21 Ta ER<br>L.3 570 | Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>2 880bhp (2 118kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 297kW 1 × 192kW<br>220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 204,0t (hvf) 13,5kn |
| 7024524<br>FPFH<br><br>Esd Gc<br>Pfd Rdr<br>RT | **CASTOR 02**<br>ex Alcyon-78<br>ex Alexandre Rougier-77<br>**Serra Freres Entreprises Maritimes**<br>Toulon France | **422**<br>114<br>350 | BV | **1970** Ch. & At. de la Perriere—Lorient (363)<br>44,76 11,36 1,499<br>42,02 11,31 2,49<br>B 3,4 F 5,2 1 dk<br>rf nil | **TM RoRo Cargo/Landing Craft**<br><br>Stern doors | 2 Vee Oil 4SA each 12Cy. 150 × 150<br>720bhp (530kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 42kW 220V 50Hz a.c.<br>Fuel 58,5t (d.o.) 7kn |

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|---|---|---|---|---|---|---|
| 5065938<br>SV2695<br>1716 | **CASTORIA**<br>ex Esso Montereau<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **120**<br>67<br>224 | (HR) | **1932** ............Le Havre<br>38,56 5,03 2,337<br>4,98<br>R | **M Tanker** | Oil 6Cy.<br>160bhp (118kW) E made— fitted—<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel (d.o.) |
| 7422001<br>ELBY6<br>7202<br>Df Esd<br>Gc Rdr<br>RT | **CASTORO OTTO**<br>ex Berge Worker-82<br>ex Sea Troll-80<br>**Sodint Marine Drilling Co. Ltd. (SOMAD)**<br>Monrovia Liberia<br>See Register of Offshore Units | **28 621**<br>11 757<br>10 450 | NV (BV) | **1976** Blohm + Voss A.G.—Hamburg (895)<br>191,24 35,06 10,002<br>183,52 35,01 15,02<br>F - 3 dks | **TD-E Pipelayer Crane Ship**<br>Cr 1(1800) 2(200) | 5 Vee Oil 4SA each 16Cy. 280 × 290 total 25 000bhp (18 389kW) driving 5 gen. each 4 200kW 440V a.c. connected to 4 elec. motors each of 2 000shp (1 471kW) (Sy) geared to 2 sc. shafts<br>Ch. de l'Atlantique Pielstick St. Denis<br>Gen 1 × 1600kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 5 998,5t (hvf) 10kn |
| 7503166<br>ELCL3<br>7302<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CASTORO 10**<br>ex Creek-82<br>**Sodint Marine Drilling Co. Ltd. (SOMAD)**<br>Monrovia Liberia<br>See Register of Offshore Units | **8 955**<br>3 839<br>— | ✠100A1<br>pontoon<br>EL (X)<br>FN 4812 | **1976**-4 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (906)<br>121,93 30,87 5,823<br>121,49 30,48 9,12<br>2 dks<br>rf nil<br>4BH to U dk 2 to 2nd dk WB8102T | **Pipe-burying Crane Pontoon**<br>Diving Support<br>Cr 1(166) 1(77) | Gen 5 × 800kW 450V 60Hz a.c. |
| 8100519<br>DNPT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CASTORP**<br>**Lubeck Linie A.G.**<br>Luebeck Federal Republic of Germany | T.Mk<br>**999**<br>460<br>1 472 | GL | **1982** Flender Werft A.G.—Luebeck-Siems (625)<br>89,52 (BB) 18,01 4,252<br>81,21 18,00 16,62<br>P 22,3 B 8,6 F 12,5 1 dk | **M Vehicles Carrier**<br>Side door/ramp (s) Stern door/ramp<br>1 Ho ER | Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>3 940bhp (2 898kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 44,5t (d.o.) 424,5t (hvf)-11,5pd 13,5kn |
| 5065964<br>EEHW<br>7067<br>Esd RT | **CASTRELOS**<br>ex Clavelina<br>**Jose Luis Barreras Bolivar y otros**<br>Vigo Spain | **152**<br>75<br>77 | | **1949** Hijos de J. Barreras S.A.—Vigo<br>27,54 6,38 3,328<br>6,33 | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,1 | Oil 4SA 6Cy. 260 × 350<br>450bhp (331kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 35,0t 9,5kn |
| 6521094<br>SV4578<br>6570<br>Df Esd<br>Rdr RT | **CASTRO**<br>ex Norsklint-78<br>**Handax Maritime Co. Ltd.**<br>Piraeus Greece | T.Mk<br>**500**<br>320<br>1 165<br>**1 225**<br>872<br>2 174 | ✠100A1 SS 1/79<br>Ice Class 2<br>✠LMC<br>EL o 1⅜"SQ<br>FN 1162 | **1965**-11 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (273)<br>73,13 11,23 3,720/5,320<br>67,72 11,00 6,15<br>Ba 13,8 F 10,7 2 dks<br>rf 127<br>4BH WB412t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5065976<br>EAGS<br>93 | **CASTROPOL**<br>ex Amapola<br>**Francisco Diaz Martinez**<br>El Ferrol Spain | **190**<br>104<br>280 | | **1953** Ast. Gondan—Puerto de Figueras<br>32,97 7,88<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 2Cy. 343 × 406<br>170bhp (125kW)<br>.............<br>Fuel 5,0t (d.o.) 7kn |
| 7504029<br>EHQF<br>941<br>Df Esd<br>Gc Rdr<br>RT | **CASTTROUT**<br>ex Casilda Del Mar-82<br>**Euronaves S.A.**<br>Bilbao Spain | **3 201**<br>2 433<br>4 676 | ✠100A1<br>✠LMC<br>EL S 467,5/42,0U2<br>FN 2204 | **1978**-12 Maritima del Musel S.A.—Gijon (186)<br>107,80(BB) 15,02 5,881<br>97,41 15,00 7,62<br>P 16,5 F 16,2 1 dk<br>rf nil<br>5BH WB2108T incl. DTf165T & STs in holds 758T | **M General Cargo**<br>6 Ho 12,5 12,5 13,1 13,1 12,5 12,5 ER<br>TEU 288<br>C.Ho 148/20' (40') C.Dk 140/20' (40')<br>6 Ha (10,2 × 12,5) (12,3 12,3 12,3 12,3 × 12,8) (12,3 × 10,3) ER | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 4 × 232kW 380V 50Hz a.c.<br>Thw. thrust propeller<br>14,5kn |
| 5220629<br>398473<br>Df Esd | **CASUAL**<br>ex Mar Uno-81<br>**Marone Fisheries Ltd.**<br>Plymouth United Kingdom | **207**<br>115<br>— | ✠LR class withdrawn 19/11/82 | **1960**-7 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (101)<br>34,83 6,84 3,576<br>30,87 6,44 3,81<br>P 13,5 F 5,2<br>RW rf 1092 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW) ✠ NE made64 fitted8/74<br>N.V. Werkspoor Amsterdam |
| 5092711<br>C4XG<br>380710<br>Df Esd<br>RTm | **CASUARINA**<br>ex Lupita Castro-80<br>ex Dora Horn-68<br>**Steeple Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**403**<br>171<br>578<br>**756**<br>441<br>876 | GL | **1958** J. J. Sietas K.G. Schiffswerft —Hamburg (443)<br>59,82 9,25 3,328/4,011<br>52,02 5,64<br>F 9,8 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>In.878<br>2 Ha (each 7,1 × 3,5) ER<br>4W Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 103,5t (d.o.) 11,5kn |
| 7305916<br>VJ4641<br>355120<br>Esd Gc<br>Rdr RT | **CAT BIRD**<br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **138**<br>49<br>— | NV (AB) | **1973** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (87)<br>26,07 6,74 3,353<br>22,94 6,71 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| 7100328<br>WYZ3<br>214<br>271588 | **CAT ISLAND**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **181**<br>123<br>— | | **1956** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*37,92* 7,35<br>2,09 | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| 8017401<br>620547 | **CAT' SASS**<br>**Hagen Enterprises Inc.**<br>Fort Myers, Fl United States of America | **105**<br>71<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,28 6,10 2,744<br>20,96 3,66<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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|---|---|---|---|---|---|---|
| 402332<br>120<br>Df Esd<br>RTm | **CATALAN**<br>ex Ker-Ysa-63<br>**Societe Africaine de Peche Industrielle (S.A.P.I.)**<br>Douala Cameroon | **210**<br>47<br>— | | **1948** Bath Iron Works Corp.—Bath, Me (306)<br>35,84 6,86<br>6,81<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9)<br>2W Der 2(0,5) | Oil 4SA 6Cy. 330 × 600<br>600bhp (441kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 46,5t (d.o.) 10kn |
| 506331<br>VCJC<br>305536<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CATALINA**<br>ex Sunhermine-82<br>ex Inishowen Head-79<br>ex Cast Beaver-77<br>ex Inishowen Head-73<br>**Boreal Navigation Inc.**<br>Quebec, P.Q. Canada | **9 099**<br>5 200<br>10 547 | ✠LR class withdrawn-Reported defects 16/4/82 | **1965**-5 Austin & Pickersgill Ltd. —Southwick, Sunderland (838)<br>150,88 19,51 8,021<br>140,21 19,21 11,89<br>B 30,8 F 12,2 2 dks, 3rd dk in No. 1 hold<br>RW rf nil conv General Cargo 70 | **M Container Ship**<br>Fixed-guides 2P<br>Ice strengthened<br>5 Cell.Ho 16,4 22,5 22,8 19,8 19,8 ER<br>G.18 130 B.16 214<br>5 Ha (stl) ER<br>Cr 1(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 126,0t (d.o.) 1 111,5t (hvf) 17kn |
| 403940<br>EHFF<br>Df Esd<br>Rdr RT | **CATALINA DEL MAR**<br>**Contenemar S.A.**<br>Bilbao Spain | **1 259**<br>893<br>1 900 | GL | **1976** Ast. y Talleres Celaya S.A.—Bilbao (155)<br>77,02 4,541<br>69,02 11,76 5,26<br>F 6,1 1 dk | **M General Cargo**<br>1 Ho 51,2 ER<br>1 Ha (44,2 × 7,7) ER | Vee Oil 4SA 12Cy. 220 × 280<br>1 250bhp (919kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>11,25kn |
| 200010<br>386109 | **CATALINA PEARL**<br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **190**<br>115<br>— | NV | **1981** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (198)<br>24,46<br>22,36 7,43 4,20<br>1 dk<br>rf 1651 | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 5Cy. 270 × 400<br>425bhp (313kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller |
| 5066047<br>VOPJ<br>177054<br>Rdr RTm | **CATALINA TRADER**<br>**S. W. Mifflin Ltd.**<br>St. John's, Nfl. Canada | **148**<br>104<br>203 | | **1946** J. T. Johnson—Catalina, Nfl.<br>32,01 7,01 3,963<br>6,96<br>1 dk | **Wood M General Cargo**<br>2 Ho 10,3 6,1<br>2 Ha (3,6 × 2,1) (1,8 × 1,5)<br>2W Der 2(3-4) | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 63<br>General Motors Corp. Detroit, Mi<br>Gen 2 32V d.c.<br>Fuel 1,0t (d.o.) 8,5kn |
| 7434834<br>RT | **CATALKAYA**<br>**Izmir Liman**<br>Izmir Turkey | **100**<br>—<br>— | | **1979** Denizcilik Bankasi T.A.O., Alaybey Tersanesi—Izmir (28)<br>26,17 7,12 2,640<br>24,01 6,71 3,64<br>1 dk | **M Tug** | Oil 4SA 6Cy. 242 × 320<br>Anglo-Belgian Co. Belgium |
| 6721644<br>EFCN<br>2851<br>RT | **CATAMARAN**<br>**Transbordadores de Vigo S.A.**<br>Vigo Spain | **344**<br>249<br>94 | BV | **1967** Ast. Construcciones S.A.—Vigo (69)<br>30,15 10,77 3,068<br>25,02 10,72 3,71<br>1 dk | **TM Ferry**<br>Twin Hull 500P | 2 Oil 4SA each 5Cy. 210 × 300<br>720bhp (530kW)<br>Naval-Stork-Werkspoor S.A. San Carlos<br>Fuel (d.o.) 9kn |
| 6504412<br>LRCA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CATAMARCA**<br>ex Asopos-74 ex Koberg-72<br>ex Jalinga-67<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **34 073**<br>24 609<br>64 767 | (NV)<br>✠LR class withdrawn 5/2/82 | **1964** Kieler Howaldtswerke A.G.—Kiel (1131)<br>236,23(BB) 32,31 12,637<br>225,00 32,26 16,39<br>P 41,2 F 20,8 1 dk<br>rf 102 | **S Tanker**<br>13 Ta ER<br>L.(oil) 63 036<br>Der 2(10) 2(3) 2(1) | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 2 × 700kW 1 × 150kW 440V 60Hz a.c.<br>16,25kn |
| 7411260<br>LRUF<br>Df Esd<br>Gc Rdr<br>RT | **CATAMARCA II**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | T.Mk<br>**7 236**<br>4 066<br>—<br>**10 229**<br>6 451<br>15 489 | ✠LR class withdrawn-Owner's request 20/8/82 | **1976**-6 A.G. "Weser" Seebeckwerft —Bremerhaven (994)<br>149,79(BB) 21,04 8,173/9,253<br>139,25 21,01 12,27<br>F 12,5 2 dks, 3rd dk in No. 5 hold<br>rf nil DK | **M General Cargo**<br>Ref<br>5 Ho 7,0DTp&s 11,8 11,8DTp&s 18,5 18,7 35,2 8,9 6 TwD ER<br>G.18 923 B.17 272 In.1 462 L.1 189<br>TEU 253 C.Ho 188/20' C.Dk 65/20'<br>5 Ha (stl) (12,5 × 7,7) (12,7 12,7 25,4 × 10,3) (6,4 × 8,0) ER<br>10W Cr 1(8) Der 2(25) 4(5-10) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 500kW 390V 50Hz a.c.<br>Fuel 191,0t (d.o.) 1 488,5t (hvf) 16,5kn |
| 6602238<br>WV5502<br>298716<br>Rdr<br>RTm/v | **CATANO**<br>**Caribe Tugboat Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **191**<br>101<br>127 | AB | **1965** Equitable Equipment Co. —Madisonville, La (1366)<br>29,14 8,64 3,598<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 205V 60Hz a.c.<br>Fuel 123,0t (d.o.) |
| 7624893<br>DZTE | **CATARMAN**<br>**Trans-Asia Shipping Lines Inc.**<br>Philippines | **320**<br>—<br>450 | | **1979** Sandoval Shipyards Inc.—Navotas (7511)<br>... ... ...<br>39,02 9,15 2,82 | **TM Landing Craft** | 2 Oil geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 7800447<br>YVBN<br>Df Esd<br>Gc Rdr<br>RT | **CATATUMBO**<br>**Government of The Republic of Venezuela (Institute Nacional de Canalizaciones)**<br>Puerto Cabello Venezuela | **7 200**<br>4 181<br>10 115 | **✠100A1**<br>hopper dredger<br>**✠LMC**<br>EL Z 525,5/54,0U2<br>FN 3422 | **1978**-12 IHC Smit B.V.—Kinderdijk (CO1108)<br>120,30 19,74 8,052<br>111,99 19,70 10,85<br>F 9,5 1 dk<br>rf nil<br>4BH WB117T | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 22,0<br>Mchy.aft<br>Hopper 6 000 | 2 Oil 4SA each 6Cy. 370 × 400 sr geared to sc. shafts<br>6 600bhp (4 855kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 320kW 1 × 106kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>13kn |
| 5066097<br>WAHO<br>248116<br>Df Esd<br>Gc RT | **CATAWBA VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 611<br>10 852 | AB | **1945** Permanente (Shipyard No. 1) —Richmond, Ca (706)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |

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|---|---|---|---|---|---|---|
| **7228649**<br>Df Esd<br>Pfd Rdr<br>RT | **CATEAR**<br>ex Lenie Adriana-82<br>**Leslie Jon Cunnington**<br>Brixham United Kingdom | **135**<br>49<br>— | | **1972** Jacht-en Scheepswerf M. Veldthuis<br>—Groningen (233)<br>28,91 6,71<br>6,61 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>900bhp (662kW) NE 77<br>Stork-Werkspoor Diesel N.V. Amsterdam |
| **5066126**<br>373413<br>Df | **CATELI**<br>**Antillean Coastal Traders Ltd.**<br>Road Harbour British<br>Virgin Islands | **400**<br>217<br>564 | ✠Classed LR until<br>5/7/79 | **1951**-5 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (719)<br>48,90 8,21 3,169<br>44,99 8,16 3,20<br>P 14,1 RQD 14,4 F 7,7 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.850 B.793<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons Appingedam<br>Fuel 44,5t 9,5kn |
| **6603074**<br>XCCR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CATEMACO**<br>ex Kwai-82 ex Axel Brostrom-78<br>**Compania Naviera Mexicana,**<br>**Santa Eugenia S.S. de C.V.**<br>Manzanillo Mexico | **42 360**<br>24 350<br>75 365 | **100A1** SS 12/78<br>oil tanker<br>**LMC**<br>EL Pt 660,0/90,0U2<br>FN 12247<br>(NV) | **1965** A/B Gotaverken Arendal—Goteborg<br>(809)<br>237,73 36,94 12,737<br>229,55 36,89 16,46<br>P 30,5 F 22,9 1 dk<br>rf 51<br>13BH WB14206T incl. DTf2337 & clean<br>ballast tanks 9685T | **M Tanker**<br>16 Ta ER<br>L.(oil) 87 472 HeCls. BC | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>2 WTAuxB primary 55kgf/cm² (54,0bar)<br>secondary 12,5kgf/cm² (12,3bar)<br>e(ex.g) 12,5kgf/cm² (12,3bar)<br>Gen 2 × 600kW 1 × 504kW<br>440V 60Hz a.c.<br>Fuel 3 983,0t (hvf)-77,0pd 16,75kn |
| **6714495**<br>ILIB<br>668<br>Esd Rdr<br>RTm/h/v | **CATERINA TOMACELLI**<br>**Societa Mediterranea di**<br>**Navigazione S.p.A.**<br>Trieste Italy | **1 273**<br>715<br>2 250 | RI (AB) | **1967** Cant. del Mediterraneo—Genova<br>(203)<br>83,52 13,39 4,319<br>76,00 13,14 5,01<br>1 dk | **TM Tanker**<br>Oil Chemical<br>9 Ta ER<br>L.(oil) 2 880 | 2 Oil 4SA each 8Cy. 270 × 500<br>2 200bhp (1 618kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 43kW 1 × 19kW 220V a.c.<br>2 Controllable pitch propellers<br>Fuel 217,5t (d.o.)-7,5pd 12,5kn |
| **8104589**<br>DNCM<br>13351<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CATHARINA**<br>**Henry Breuer K.G. m.s.**<br>**'Catharina'**<br>Hamburg Federal Republic<br>of Germany | **999**<br>675<br>2 820 | GL | **1982** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (888)<br>87,97 (BB) 4,671<br>85,30 11,31 6,76<br>P 15,0 F 6,8 2 dks | **M General Cargo**<br>1 Ho 60,4 ER<br>G.3 806 B.3 781<br>TEU 90 C. 90/20'<br>1 Ha (stl) (55,9 × 9,3) ER | Oil 4SA 8Cy. 240 × 280 reverse reduction<br>geared to sc. shaft<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Ulm<br>Thw. thrust propeller fwd<br>11,5kn |
| **7937848**<br>PDJR<br>1<br>Esd Rdr<br>RT | **CATHARINA**<br>**Gebr. J. & W. Melissant**<br>Goedereede Netherlands | **301**<br>—<br>— | | **1974** Gdynska Stocznia Remontowa<br>—Gdynia<br>36,61<br>35,26 8,03 4,32<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy. 300 × 550<br>1 760bhp (1 295kW)<br>N.V. Smit-Bolnes Zierikzee |
| **7325318**<br>PDJY<br>28<br>Df Esd<br>Rdr RT | **CATHARINA HELENA**<br>**L. Bruin & C. Harteveld**<br>Scheveningen Netherlands | **127**<br>—<br>— | | **1973** Sleephelling Mij. "Scheveningen"<br>N.V.—Scheveningen (228)<br>29,93 2,642<br>6,46 3,26<br>1 dk<br>len 79 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln |
| **5186861**<br>6LOO<br>JS4400<br>-A1141<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATHARINE**<br>ex Kiku Maru No. 10-76<br>**Young Poong Deep Sea**<br>**Fisheries Co. Ltd.**<br>Inchon South Korea | **239**<br>132<br>— | KR | **1962** Niigata Eng. Co. Ltd.—Niigata (338)<br>41,89 7,40<br>36,99 7,37 3,31<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 64kW 225V a.c.<br>Fuel 139,0t 10,5kn |
| **7320368**<br>D5IU<br>6351<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CATHAY SEATRADE**<br>ex Lili Billner-78<br>**Perry Shipping Ltd.**<br>Monrovia Liberia | **32 027**<br>24 685<br>64 620 | NV | **1973** Oresundsvarvet A/B—Landskrona<br>(239)<br>224,06(BB) 32,29 13,101<br>214,10 32,24 18,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho each 15,9 ER<br>G.76 815 B.72 759 HeCls. B<br>1 Ha (stl) (16,1 × 11,5) 6 Ha (stl)<br>(each 16,1 × 13,4) ER | Oil 2SA 9Cy. 750 × 1600<br>17 100bhp (12 578kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 516kW 440V 60Hz a.c.<br>Fuel 462,0t (d.o.) 2 623,5t (hvf)-68,5pd<br>16kn |
| **8120301** | **CATHERINA**<br>**Bahrain Marine Contractors**<br>Bahrain | **500**<br>—<br>762 | AB (Class cont.) | **1982** Theriot-Modec Enterprises Inc.<br>—Larose, La (109)<br>50,60<br>47,27 11,60 3,97<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5424811**<br>HOLW<br>10817<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm | **CATHERINE**<br>ex Helena Star-77<br>ex Isa Bianca-73 ex Mont Joly-71<br>ex Cristobal-63 ex Nicarao-61<br>**Alimani Compania Naviera S.A.**<br>Panama Panama | T.Mk<br>**2 271**<br>1 216<br>—<br>**3 457**<br>1 990<br>4 790 | BV (RI)<br>✠Classed LR until 2/66 | **1957**-4 Atlas Werke A.G.—Bremen (394)<br>107,91 14,53 6,173/7,030<br>99,95 14,51 8,97<br>F 24,7 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref 6P<br>4 Ho 15,3 23,0 16,7 17,5<br>G.6 818 B.6 317<br>4 Ha (8,3 14,0 10,5 9,8 × 6,0)<br>10W Der 1(30) 1(15) 4(10) 6(5) | 2 Oil 4SA each 9Cy. 400 × 600 with<br>hydroflex coupling & sr geared to sc.<br>shaft<br>3 800bhp (2 795kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 1 × 160kW 1 × 120kW<br>1 × 95kW 220V d.c.<br>Fuel 354,5t (d.o.) 15kn |
| **7505413**<br>5MQF<br>5718<br>Df Esd<br>Gc Rdr<br>RTh | **CATHERINE ANN**<br>ex Glory River-81<br>**Catherine Ann Shipping Corp.**<br>Wallem Shipmanagement Ltd.<br>Monrovia Liberia | **11 134**<br>7 597<br>18 939 | AB | **1977** Korea SB. & Eng. Corp.—Busan<br>(1005)<br>154,34(BB) 22,84 9,214<br>146,01 22,79 12,53<br>P 27,8 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.23 108 B.22 173<br>4 Ha (stl) (17,2 20,2 20,2 18,7 ×<br>10,9) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Hitachi Zosen Japan<br>Gen 3 × 272kW a.c.<br>Fuel (hvf) 17kn |
| **7125885**<br>330007<br>Df Esd<br>Pfd Rdr<br>RT | **CATHERINE ANN No. 1**<br>**Connors Brothers Ltd.**<br>Caraquet, N.B. Canada | **136**<br>68<br>— | | **1971** Le Chantier Naval Ltee.—Middle<br>Caraquet, N.B.<br>26,22 7,12 2,896<br>24,24 7,01 3,51<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |

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| 7645562<br>6200 | **CATHERINE ANNE**<br><br>**Societe de Peche Africaine (SOPECAF)**<br>Concarneau France | **119**<br>60<br>— | BV | **1974** Soc. Concarnoise d'Entretien Nav.<br>—Concarneau<br>27,06 2,420<br>21,80 6,90 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br><br><br>1 Ha (1,5 × 0,9) | Vee Oil 4SA 12Cy. 150 × 150<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 39,5t (d.o.) 10kn |
| 6918649<br><br><br>Gc Rdr<br>RT | **CATHERINE DENISE**<br>ex Senzan Maru No. 7-80<br>**Conbros Shipping Corp.**<br>Manila Philippines | **1 008**<br>521<br>1 700 | (NK) | **1969** Kanda Zosensho K.K.—Kure (136)<br>68,51 10,83 4,979<br>63,02 10,80 5,52<br>P 15,9 F 9,5 1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 058 B.1 887<br>1 Ha (33,1 × 6,0) ER<br>6W Der 2(5) | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 80kW a.c.<br>Fuel 74,0t-4,5pd 11kn |
| 6916940<br>ZGIE<br>384985<br>Df Esd<br>Gc Rdr<br>RTm/v | **CATHERINE F.**<br>ex Dagmar Barsoe-79<br>ex Fannik-77 ex Herbert-75<br>ex Concordia E-74<br>ex City of Limerick-71<br>Launched as Concordia<br>**Catherine F. Corp. Ltd.**<br>Georgetown Cayman Islands (British) | T.Mk<br>**499**<br>320<br>1 250 | (GL) | **1969** C. Cassens Schiffswerft—Emden (90)<br>70,08 12,04 3,810<br>63,99 11,99 5,97<br>F 4,0 2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.2 407 B.2 265<br>1 Ha (stl) (43,2 × 7,6) ER | Oil 4SA 6Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 65kW 1 × 20kW<br>312/400V 50Hz a.c.<br>Fuel 65,0t (d.o.) 13kn |
| 6728082<br>WX6212<br>507788<br>Df Esd<br>Pfd Rdr<br>RTm/v | **CATHERINE FOSS**<br>ex Pacific Master-69<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **119**<br>81<br>— | | **1967** Martinolich SB. Corp.—Tacoma, Wa<br>24,54 7,78 3,658<br>22,38 7,62 4,27<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203<br><br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 216V 60Hz a.c.<br>Fuel 87,5t 11kn |
| 7050418<br>WY5113<br>516700<br>RT | **CATHERINE H**<br><br>**Coastal Trading Corp.**<br>Galveston, Tx United States of America | **122**<br>83<br>— | | **1968** Sea Hoss Marine Ways Inc.<br>—Freeport, Tx<br>*23,23* 6,76<br>3,26<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>U.S.A. |
| 7016357<br>SVTJ<br>3702<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CATHERINE L**<br><br>**Elsolas Inc.**<br>Piraeus Greece | **16 285**<br>11 887<br>27 306 | AB | **1970** Hakodate Dock Co. Ltd.—Hakodate (433)<br>182,00 22,92 10,669<br>167,80 22,86 14,71<br>P 26,9 B 9,2 F 17,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 15,8 19,2 23,1 23,1 23,1 19,2 ER<br>G.36 813 B.32 038<br>6 Ha (stl) (7,8 × 9,4) (10,3 13,5 13,5 13,5 11,1 × 11,0) ER<br>Cr 3(10) 2(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW 1 × 155kW<br>450V 60Hz a.c.<br>Fuel 450,0t (d.o.) 2 091,0t (hvf) 15kn |
| 7525035<br><br>221016 | **CATHERINE L. BROWN**<br>ex Laura Goulart<br>ex Caroline & Mary<br>**Janet E. Curley**<br>Bath, Me United States of America | **144**<br>98<br>— | | **1919** J. F. James & Sons—Essex, Ma<br>*33,23* 7,65<br>3,41<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>400bhp (294kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5066279<br><br>312742<br>Esd Pfd<br>Rdr RT | **CATHERINE LOUISE R.**<br><br>**Hampshire Shipping Ltd.**<br>Lunenburg, N.S. Canada | **139**<br>87<br>— | | **1961** A. F. Theriault & Son—Meteghan, N.S.<br>29,57 7,07<br>27,56 7,01 3,03<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 2SA each 6Cy. 127 × 140 geared to sc. shaft<br>General Motors Corp. Detroit, Mi |
| 6815445<br>H8ER<br>9970<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATHERINE MARU**<br>ex Tensei Maru-79<br>**Okeanos (Panama) S.A.**<br>Panama Panama | **2 948**<br>1 873<br>5 116 | NK | **1967** Tsuneishi Zosen K.K.—Numakuma (171)<br>101,91 15,04 6,376<br>94,11 15,02 7,70<br>P 18,9 F 11,0 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.6 561 B.6 180<br>2 Ha (27,8 27,5 × 8,0) ER<br>Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 720<br>3 500bhp (2 574kW)<br>Mitsubishi Heavy Industries Ltd. Hiroshima<br>Gen 2 × 180kW 445V a.c.<br>Fuel 389,0t-11,0pd 13,5kn |
| 7709796<br>FPCT<br><br>Gc Rdr<br>RTm/h/v | **CATHERINE SCHIAFFINO**<br><br>**Societe d' Armement et de Navigation Charles Schiaffino**<br>Sete France | **1 583**<br>743<br>2 401 | BV | **1978** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (530)<br>108,64 4,982<br>98,51 16,01 10,32<br>2 dks | **M RoRo Cargo** 12bth P<br>Stern door/ramp<br>2 Ho ER<br>B.11 479 HeCls. B<br>TEU 150 C.Ho 50/40' C.Dk 25/40' | Oil 4SA 8Cy. 400 × 460<br>5 200bhp (3 825kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 400kW 1 × 100kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 75,0t (d.o.) 328,0t (hvf)-17,5pd 15,75kn |
| 6921402<br>HP2141<br>6089-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATHERINE TIDE**<br>ex Lady Catherine-75<br>**Tidewater Liberia Inc.**<br>Tidewater Inc.<br>Panama Panama | **470**<br>106<br>672 | BV | **1969** Verolme Scheepswerf Heusden N.V.<br>—Heusden (812)<br>48,49 10,06 3,353<br>45,39 10,01 4,09<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 090bhp (1 537kW) E made76 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>14kn |
| 8000525<br>ELBH6<br>7065<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATHERINE VENTURE**<br><br>**Dearne Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **59 396**<br>46 811<br>129 047 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL V† 715,0/92,0U3(a)<br>FN 16399 | **1981**-9 Mitsui Eng. & SB. Co. Ltd.<br>—Tamano (1229)<br>263,02(BB) 42,07 16,480<br>253,02 42,00 22,81<br>1 dk<br>rf nil<br>12BH WB57394T incl. DTf2901T Topside tanks in holds 16392T Comb. btm & STs in holds 20762T & No. 4 hold 16277T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>9 Ho 21,1 21,1 21,1 21,1 21,1 21,1 21,1 21,1 21,1 ER<br>G.141 604 B.136 376<br>9 Ha (stl) (13,6 × 15,7) (13,6 13,6 13,6 13,6 13,6 13,6 13,6 13,6 × 18,9) ER | Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>e(ex.g) 13kgf/$cm^2$ (12,8bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 270,5t (d.o.) 4 203,5t (hvf) 16,5kn |

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| 5090476<br>HPJG<br>10920<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr | **CATHERINE Y**<br>ex Catherine-82<br>ex Stolt Catherine-79<br>ex Stolt Aegean-78<br>ex Stolt Gemini-73<br>ex Dioskurol-69<br>**Explorer Maritime Inc.**<br>Panama Panama | **13 103**<br>8 022<br>— | **✠100A1** SS 2/80<br>oil & chemical tanker<br>**✠LMC**<br>EL it $2\frac{7}{16}$"SQ<br>FN 5564 | **1960**-6 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (229)<br>170,69 22,00 9,767<br>163,07 21,90 12,22<br>P 34,8 B 11,6 F 21,7 1 dk<br>rf 102<br>18BH WB374t | **M Tanker**<br>Oil Chemical<br>36 Ta ER<br>L.28 031<br>HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Tvornica Dizel Motora "Uljanik" B&W Pula<br>2 AuxB 180lbf/in² (12,5bar)<br>WTAuxB 180lbf/in² (12,5bar)<br>Fuel 1 829,0t-35,5pd<br>15kn |
| 6404882<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **CATHERINE-C**<br>ex Jan Haack-81<br>ex Albert Schweitzer<br>ex Morillon-74<br>**United Ventures Ltd.**<br>Guernsey Channel Islands (British) | **220**<br>74<br>110 | (BV) | **1964** Haarlemsche Schps. Maats.—Haarlem (584)<br>35,72 7,09 3,404<br>30,00 7,01 3,99<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.120<br>2 Ha (each 1,2 × 0,9)<br>Der 1(1,5) | Oil 4SA 6Cy. 300 × 450<br>745bhp (548kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel (d.o.)<br>11kn |
| 7808138<br><br>636551<br>Rdr RT | **CATHLAMET**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | **2 453**<br>1 733<br>1 910 | AB | **1981** Marine Power & Equipment Co. Inc. —Seattle, Wa (346)<br>100,13 23,98 4,725<br>96,78 23,93 7,17<br>2 dks | **M RoRo Cargo/Ferry** | 2 Vee Oil 4SA each 12Cy. 229 × 267 sr geared to sc. shaft<br>5 000bhp (3 678kW)<br>General Electric Co. Erie, Pa<br>Gen 2 × 300kW a.c.<br>1 Controllable pitch propeller aft, 1 fwd |
| 6608684<br>WX5021<br>501564<br>Df Gc<br>Pfd Rdr<br>RTm/v | **CATHLEEN E. MORAN**<br>**Moran Towboat Corp.**<br>Wilmington, De United States of America | **296**<br>201<br>454 | AB | **1965** Diamond Manufacturing Co. —Savannah, Ga (M-254)<br>*30,85* 8,69 4,715<br>31,27 8,64 5,21<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW 450V 60Hz a.c.<br>Fuel 184,0t (d.o.) |
| 6917956<br>3ESF<br>8243-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CATHRIN**<br>ex Franzisca Drescher-78<br>ex Wahehe-77 ex Ede Sottorf-75<br>**Kap Shipping Ltd.**<br>Panama Panama | T.Mk<br>**3 070**<br>1 601<br>5 300<br>**5 579**<br>3 771<br>7 244 | GL | **1969** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (466)<br>124,49 17,68 6,300/7,551<br>114,00 17,58 10,80<br>2 dks | **M General Cargo**<br>3 Ho 20,4 26,5 30,0 ER<br>G.11 011 B.10 592<br>3 Ha (stl) (12,5 × 8,0) (19,6 19,6 × 12,8) | Oil 4SA 16Cy. 380 × 400<br>5 990bhp (4 406kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 320kW 1 × 90kW 380V 50Hz a.c.<br>Fuel (hvf)<br>17kn |
| 6706022<br>VC5738<br>323829 | **CATHY AND SUSIE**<br>**E. E. P. Holdings Ltd.**<br>Shelburne, N.S. Canada | **162**<br>100<br>— | | **1966** W. C. McKay & Sons Ltd. —Shelburne, N.S.<br>*26,52* 7,01<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 7Cy. 133 × 184<br>560bhp (412kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>9kn |
| 7323877<br>WYZ8<br>178<br>542406 | **CATHY ANN**<br>**Boudreaux Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **117**<br>80<br>— | | **1972** Superior Fabricators Inc.—Bayou la Batre, Al<br>*20,58* 6,71<br>3,56 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 5312226<br><br><br>Df Esd<br>Gc RT | **CATHY LYNN**<br>ex Santa Helena-65<br>**Manuel A., Manuel & Mary J. Silva** | **499**<br>212<br>— | | **1947** Avondale Marine Ways Inc. —Avondale, La (210)<br>9,30<br>38,49 9,15 4,42<br>F 15,9 1 dk<br>Box K 305 | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Oil 4SA 8Cy. 405 × 510<br>1 050bhp (772kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca |
| 5068887<br>VC2665<br>197522<br>RT | **CATHY McALLISTER**<br>ex Charlie S.-75<br>**McAllister Towing & Salvage Ltd.**<br>Montreal, P.Q. Canada | **225**<br>94<br>— | | **1954** Davie SB. & Repairing Co. Ltd. —Lauzon, P.Q. (601)<br>31,04 7,95 2,972<br>... ... ... | **M Tug** | Oil 12Cy. 220 × 265<br>General Motors Corp. Cleveland, Oh |
| 7520358<br>WYP4<br>159<br>553143 | **CATHY REE**<br>**Ella Lee Inc.**<br>Mobile, Al United States of America | **135**<br>92<br>— | | **1973** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 5416515<br>GCCZ<br>398552<br>Df Esd<br>RT | **CATO**<br>ex Zuiderkruis-82<br>ex Margaretha-70<br>**Leslie Jon Cunnington & Frank James Gibbs**<br>Brixham United Kingdom | **222**<br>120<br>— | | **1963** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1306)<br>40,52 7,32 3,404<br>35,21 7,22 3,92 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 305 × 460<br>1 400bhp (1 030kW) NE 73<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 5375826 | **CATO**<br>ex Valkyr-66 ex Walkure-58<br>ex Goede Hoop II<br>**Captain Keith McQuilkin**<br>Grenada | **199**<br>98<br>235 | (GL) | **1916** J. Boot—Woubrugge<br>36,43 6,58 2,744<br>6,56 2,98<br>P 6,4 F 1,9 1 dk<br>R len 52<br>conv sailing vessel General Cargo — | **M General Cargo**<br>1 Ho ER<br>G.396<br>2 Ha (7,4 8,3 × 3,5) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 200 × 340<br>200bhp (147kW) NE 63<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.)<br>8,5kn |
| 5066322<br><br>350386<br>Esd RTm | **CATO**<br>**Cato Fishing Co. (Pty.) Ltd.**<br>Walvis Bay South Africa | **149**<br>66<br>— | | **1962** Schiffswerft "Ernst Thalmann" —Brandenberg<br>30,92 6,71 2,439<br>3,31<br>rf nil | **M Fishing**<br>Side-fishing<br>2 Ha (stl) (each 1,3 × 1,0) ER<br>Der 1(1,5) | Oil 4SA 8Cy.<br>420bhp (309kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 20kW 380V 50Hz a.c. 1 × 16kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) |
| 7351422<br>INRC<br>28<br>Esd Rdr<br>RT | **CATONE**<br>**Giovanni Asaro**<br>Mazara del Vallo Italy | **195**<br>90<br>— | | **1974** Cant. Nav. M. Morini & C.—Ancona (143)<br>32,97 7,01 2,794<br>25,00 6,99 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |

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| 7106342<br>EGLC<br>Df Esd<br>Rdr RT | **CATORCE MARU**<br>ex Imperial XIV-73<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **162**<br>60<br>71 | BV | **1972** Ast. Zamacona S.A.—Bilbao (52)<br>25,91 7,01 2,985<br>22,99 6,99 3,92 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW)<br>Naval-Stork-Werkspoor S.A. Cadiz |
| 6506159 | **CATRIEL**<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **200**<br>—<br>— | ✠ | **1965**-12 Ast. y Varaderos Sanchez—San Fernando<br>26,01 6,38<br>6,33<br>RW | **S Tug** | C 2Cy. 325 & 620 × 450<br>Christiansen & Meyer Hamburg<br>Fuel (o.f.) |
| 5209716<br>SDJI<br>4961<br>Df RT | **CATRIN**<br>ex Listerland-74 ex Kisa-57<br>ex Billerud-44 ex Jossefors<br>**Teredo Maskin A/B**<br>Sodertalje Sweden | **319**<br>208<br>457 | (BV) | **1907** Eriksbergs M/V A/B—Goteborg (137)<br>39,98 6,89 3,404<br>37,60 6,84 3,71<br>1 dk<br>R len 47 | **M General Cargo**<br>1 Ho ER<br>G.623 B.566<br>2 Ha (each 5,2 × 3,2) ER<br>2W Der 2(1,5) | Oil 2SA 4Cy. 320 × 370<br>300bhp (221kW) NE 47<br>Skandiaverken A/B Lysekil<br>Fuel 14,0t-1,5pd 8,5kn |
| 7123497<br>GPHA<br>342979<br>Df<br>RTm/v | **CATRINA WESTON**<br>**Mardorf Peach & Co. Ltd.**<br>London United Kingdom | **429**<br>262<br>645 | ✠**100A1** SS 7/80<br>short international voyages<br>**LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 535 | **1971**-12 Schpsw. Gebr. Coops N.V.—Hoogezand (257)<br>47,76 8,82 3,125<br>43,95 8,70 3,46<br>P 9,5 F 6,4 1 dk<br>rf nil<br>3BH WB208t | **M General Cargo**<br>1 Ho 31,0 ER<br>G.928 B.876<br>1 Ha (stl) (24,1 × 5,4) ER | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 2 × 3kW 240V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| 5402344<br>316391<br>Esd RTh | **CATRIONA B**<br>**Catriona Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **115**<br>80<br>— | | **1962** Southern Cross Shipyard Pty.—Perth, W.A. (112)<br>22,86 6,15 2,591<br>6,10<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 3,6 3,9<br>4 Ha (each 1,2 × 0,9)<br>Der 1(2) | Oil 4SA 8Cy. 165 × 184<br>240bhp (177kW)<br>Bergius Co. Ltd. Glasgow<br>Gen 1 × 60kW 1 × 12kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| 7527916<br>365016<br>Esd Rdr<br>RT | **CATRIONA OF KISHORN**<br>**Howard Doris Ltd.**<br>Glasgow United Kingdom | **113**<br>55<br>12 | ✠**100A1** SS 4/81<br>Loch Kishorn & Loch Caron service with occasional voyages to Kyleakin<br>✠**LMC**<br>EL (C) ½"U2<br>FN 160 | **1976**-7 McTay Marine Ltd.—Bromborough (19)<br>19,97 6,43 1,544<br>18,39 6,10 2,60<br>B 10,1 1 dk<br>rf 508 BK 18<br>7BH WB7T | **TM Crewboat**<br>67dk P<br>1 Ho 2,7<br>1 Ha (stl) (0,8 × 1,2) | 2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Ltd. Wellingborough<br>Gen 1 × 2,5kW 2 × 1,25kW 24V d.c.<br>10kn |
| 5168522<br>H9SV<br>10119-PEXT1<br>Df Esd<br>Gc Rdr<br>RTv | **CATTLE PURCELL EXPRESS**<br>ex Cattle King-81 ex Miranda-81<br>ex Jamaica Producer-81<br>**Cattle Purcell Express Shipping Corp. of Liberia**<br>Pateras Brothers Ltd.<br>Panama Panama | **4 202**<br>1 949<br>5 182 | ✠**100A1** SS 7/81<br>✠**LMC**<br>EL z 1$\frac{15}{16}$"SQ<br>FN 3078 | **1962**-6 Lithgows Ltd.—Port Glasgow (1144)<br>121,01 17,07 7,411<br>112,17 17,00 10,44<br>P & B 43,6 F 17,1 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 conv Ref. General Cargo 81<br>Coll BH to U dk 5 to 2nd dk WB1088t | **M Livestock Carrier**<br>12bth P<br>4 Ho 24,0 19,0 ER 21,3 22,8<br>4 Ha (stl) (8,2 8,3 × 5,4) ER (8,3 8,3 × 5,4)<br>Cr 4(3) Der 4(12) 4(5) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>D. Rowan & Co. Ltd. Glasgow<br>AuxB 150lbf/in$^2$ (10,4bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 4 × 250kW 220V d.c.<br>Fuel (hvf) |
| 7410981<br>5MNT<br>5704<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATTLEYA**<br>**Northern Islanders Shipping Ltd.**<br>Monrovia Liberia | **125 249**<br>103 664<br>267 807 | ✠**100A1** SS 12/80<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL D* 4½"U3<br>FN 25789 | **1977**-3 Hyundai SB. & Heavy Industry—Ulsan (7412)<br>344,13(BB) 51,90 20,765<br>329,19 51,82 26,52<br>1 dk<br>rf nil<br>9BH WB42270t incl. clean ballast tanks 35460t | **S Tanker**<br>IGS<br>pt higher tensile steel<br>21 Ta ER<br>L.(gas) 322 292 L.(oil) 322 292<br>Der 2(20) | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW) General Electric<br>General Electric Co. Lynn, Ma<br>2 WTB 75kgf/cm$^2$ (73,6bar) Spt 513°C 65kgf/cm$^2$ (63,8bar) hs2761,0<br>Gen 2 × 1600kW 1 × 760kW 450V 60Hz a.c.<br>Fuel 259,0t (d.o.) 11 029,0t (hvf) 15,5kn |
| 7512698<br>JJED<br>117439<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATTLEYA**<br>**Orient Leasing Co. Ltd. & Iyo Kosan K.K.**<br>Uwajima, Ehime Pref. Japan | **9 654**<br>6 240<br>16 613 | NK | **1976** Kochi Jukogyo K.K.—Kochi (896)<br>141,69 21,85 9,094<br>133,74 21,81 12,20<br>P 26,0 F 12,8 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,4 × 9,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 300kW a.c.<br>Fuel 1 255,0t-25,5pd 14kn |
| 7312658<br>D7AW<br>IM1395<br>Df Esd<br>Gc Pfd<br>Rdr | **CATTLEYA**<br>ex South World-77<br>**Seyang Shipping Co. Ltd.**<br>Inchon South Korea | **3 768**<br>2 533<br>6 415 | KR NK | **1973** Imabari Zosen—Imabari (300)<br>105,42 16,36 6,833<br>98,61 16,31 8,39<br>P 19,9 F 11,3 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.8 373 B.7 759<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 445V a.c.<br>Fuel 529,5t 12,5kn |
| 7508178<br>OWVY<br>H647<br>RT | **CATTLEYA**<br>ex Gitte Henning-81<br>**Arne Johannes Pedersen P/R**<br>Esbjerg Denmark | **166**<br>89<br>— | | **1974** Bogense Skibsvaerft & Badebygger—Bogense (217)<br>32,39 7,22<br>7,19 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7717901<br>HOVR<br>9276-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CATTLEYA ACE**<br>ex Izumi-79<br>**C. I. Ace (Panama) Inc.**<br>Fuji Steamship Co. Ltd.<br>Panama Panama | **2 525**<br>1 823<br>5 776 | NK | **1978** Geibi Zosen Kogyo—Kure (278)<br>98,00 17,05 6,414<br>89,92 17,01 7,22<br>P 57,3 F 10,1 1 dk | **M General Cargo**<br>Mchy.aft<br>G.8 109 B.7 423<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 430 × 650<br>3 300bhp (2 427kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>12,25kn |
| 6911354<br>JG2688<br>106164<br>Rdr RT | **CATTLEYA MARU**<br>**Tokai Kisen K.K.**<br>Tokyo Japan | **2 210**<br>1 105<br>466 | | **1969** Taguma Zosen—Innoshima (73)<br>83,90 13,03 3,709<br>77,02 13,01 5,72<br>3 dks<br>RW | **TM Ferry**<br>2391P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 400 × 520<br>5 200bhp (3 825kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 228kW<br>Thw. thrust propeller fwd<br>Fuel 100,5t 17kn |

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| **8132201**<br>JG4233<br>125910 | **CATTLEYA MARU**<br>Yokohama Japan<br>Kanagawa Pref. | **698**<br>518<br>— | | **1981** K.K. Hatayama Zosensho—Yura (260)<br>... ... ...<br>65,21 11,00 5,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft | Oil<br>............. |
| **5066372** | **CATUMBELA**<br>ex ST 487<br>Lobito Angola | **137**<br>4<br>— | | **1944** J.K. Welding Co. Inc.—Brooklyn, NY (80)<br>24,54 7,27 3,048<br>... ... ... | **M Tug** | Oil 4SA 8Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca |
| **7233539**<br>JBNA<br>113768<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAUCASUS MARU**<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Amagasaki, Japan<br>Hyogo Pref. | **45 502**<br>28 096<br>76 923 | NK | **1973** Mitsubishi Heavy Industries Ltd.<br>—Yokohama (933)<br>237,73(BB) 36,05 13,402<br>226,02 36,00 19,11<br>F 18,6 1 dk | **M Ore/Oil Carrier**<br>L.(oil) 93 373 Ore 40 648<br>2 Ha (stl) (each 12,0 × 8,9) 6 Ha (stl) (each 13,4 × 8,9) ER<br>Der 2(10) 1(4) | Oil 2SA 7Cy. 900 × 1550 Sulzer<br>20 300bhp (14 932kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V a.c.<br>Fuel 5 728,5t-73,5pd 16.25kn |
| **7430670**<br>GVHU<br>366156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAUSEWAY**<br>**Causauna Shipping Co.**<br>Newgate Shipping Co. Ltd.<br>London United Kingdom | **35 771**<br>25 454<br>60 740 | **✠100A1** CS 4/81<br>**✠LMC** **UMS**<br>EL O† $3\frac{1}{16}$"U3<br>FN 10742<br>(NV) | **1976**-5 A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (887)<br>224,42 32,31 12,605<br>213,85 32,24 17,99<br>1 dk<br>rf nil DK throughout holds<br>NS 9BH WB28836T incl. Comb. btm & STs in holds 9734T topside tanks 5010T & No. 4 hold 11583T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 26,9 23,3 23,3 23,3 23,3 23,3 23,3 ER<br>G.79 903 B.76 303<br>7 Ha (stl) (each 14,4 × 15,0) ER | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>WTAuxB (o.f.) 7kgf/cm² (6,9bar)<br>WTAuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>15.75kn |
| **7503441**<br>HO3586<br>1127<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAUSEWAY ADVENTURER**<br>ex Seaforth Adventurer-78<br>ex Stad Spring-78<br>ex Safari West-77<br>**Causeway Shipping (Panama) S.A.**<br>Land & Marine & Salvage Contractors South Africa (Pty.) Ltd.<br>Panama Panama | T.Mk<br>**434**<br>75<br>593 | **100A1** SS 10/81<br>tug<br>Ice Class 1C<br>**LMC**<br>EL K $1\frac{1}{8}$"U2<br>FN 680<br>(NV) | **1977** Fulton Marine N.V.—Ruisbroek (7100)<br>45,01 12,70 4,706<br>38,00 11,99 5,90<br>F 18,3 2 dks<br>rf 1118<br>3BH WBnil | **TM Tug**<br>Anchor-handling Salvage Fire-fighting 2bth P<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 229 × 267 sr geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 2 × 170kW 1 × 56kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd , 1 aft<br>12kn |
| **6818459**<br>HO3577<br>1126<br>6-81<br>Df Esd<br>Pfd Rdr<br>RT | **CAUSEWAY SALVOR**<br>ex Agulhas-78<br>ex Atlantic Shore-76<br>**Causeway Shipping (Panama) S.A.**<br>Land & Marine & Salvage Contractors South Africa (Pty.) Ltd.<br>Panama Panama | **485**<br>164<br>774 | **✠100A1** SS 1/82<br>**✠LMC**<br>EL J $1\frac{1}{8}$"U2<br>FN 695 | **1968**-8 N.V. Ijsselwerf—Rotterdam (136)<br>51,08 11,26 3,798<br>45,57 11,00 4,25<br>F 16,5 1 dk<br>rf 127<br>NS 3BH WB345t | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 12Cy. 222 × 292 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>Bow jet pump<br>12kn |
| **5066413**<br>VTLK<br>1042<br>Esd | **CAUVERY**<br>**Madras Port Trust**<br>Madras India | **2 145**<br>765<br>1 900 | IRS<br>✠Classed LR until 21/9/79 | **1961**-9 Orenstein Koppel & Luebecker —Luebeck (565)<br>86,31 14,51 4,420<br>80,02 14,36 5,92<br>F 13,2 1 dk<br>RW rf nil | **TS Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single centre arm<br>Dredging depth 14,0 Hopper 1500T<br>Mchy.aft<br>Hopper 850<br>1 sandpump 570kW (765bhp) | C 4Cy. (2) 300 & (2) 600 × 600<br>1 860ihp (1 368kW)<br>Christiansen & Meyer Hamburg<br>Gen 2 × 85kW 1 × 48kW 230V d.c.<br>Fuel 193,0t (o.f.) 10kn |
| **5112171**<br>SXPD<br>4283<br>Df Esd<br>Gc Rdr | **CAVACO**<br>ex Hawkstone-72<br>ex Falkenstein-71<br>**Cavaco Shipping Co. S.A.**<br>Mayamar Marine Enterprises<br>Piraeus Greece | **5 239**<br>3 079<br>7 685 | (GL) | **1953** H. C. Stuelcken Sohn—Hamburg (812)<br>132,14 16,06 7,671<br>120,02 16,01 9,71<br>P 24,4 B 12,5 F 18,9 2 dks H 10,1 | **D-E General Cargo** CSD 2P<br>3 Ho 24,0 31,4 24,4 ER<br>G.11 351 B.10 643<br>3 Ha (stl) (11,4 18,9 16,5 × 7,0) ER<br>10W Der 1(25) 10(3-5) | 4 Oil 4SA each 8Cy. 385 × 580 total 5 600bhp (4 119kW) driving 4 gen. each 1 150kW 3 000V a.c. connected to elec. motors each of 4 650shp (3 420kW) (Sy) & geared to sc. shaft<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 140kW 220V 50Hz a.c.<br>Fuel 603,5t (d.o.) 15kn |
| **5264326**<br>3FYH<br>10640-PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAVALA**<br>ex Ore Convey-69<br>**Cavala Steamships Ltd.**<br>Panama Panama | **16 015**<br>9 682<br>31 137 | AB | **1956** National Bulk Carriers Inc. (Kure Shpyd Div.)—Kure (47)<br>199,65 27,54 9,945<br>190,51 27,44 14,10<br>P 37,5 F 25,0 1 dk<br>rf 76 | **S Ore Carrier**<br>4 Ho 22,8 35,6 35,6 35,6 ER<br>G.16 447<br>11 Ha (stl) (5,9 5,9 5,9 × 3,0) (10,9 10,9 10,9 10,9 10,9 10,9 10,9 10,9 × 5,9) ER | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW) E made42 fitted56<br>General Electric Co. Schenectady, NY<br>Gen 1 × 1000kW 2 × 800kW 440V 60Hz a.c.<br>Fuel 2 654,5t (o.f.)-60,5pd 15kn |
| **5066451**<br>WG2537<br>269416<br>Gc Pfd<br>Rdr RT | **CAVALIER**<br>**Elkton Curtis Bay Co.**<br>Curtis Bay Towing Co.<br>Wilmington, De United States of America | **242**<br>119<br>— | | **1954** Equitable Equipment Co. —Madisonville, La (800)<br>32,01 8,26 4,334<br>29,72 8,23 4,70<br>1 dk<br>BK 127 | **D-E Tug** | 2 Oil 4SA each 317 × 330 driving gen. connected to 1 elec. motor & sc. shaft<br>E made43 fitted55<br>American Locomotive Co. Schenectady, NY<br>Fuel 78,0t |
| **7505970**<br>WYP7<br>373<br>570693<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAVALIER**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (214)<br>11,13 5,160<br>39,20 11,08 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>Fuel (d.o.) 14kn |
| **7314711**<br>Esd Pfd<br>Rdr RT | **CAVALIER**<br>**J. Macpherson, I. Macpherson & W. Davidson**<br>United Kingdom | **110**<br>—<br>— | | **1973** Campbeltown Shipyard Ltd. —Campbeltown (014)<br>24,36 6,86 2,439<br>21,47 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport |

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|---|---|---|---|---|---|---|
| 7619012<br>ELCF<br>5970<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAVALIER BULKER**<br>**Mediterranean International Navigation Corp.**<br>Monrovia Liberia | **20 608**<br>15 065<br>36 251 | AB | **1977** Hitachi Zosen—Maizuru Works, Maizuru (4543)<br>182,23 11,281<br>172,19 28,14 15,88<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>5 Ha (stl) ER | Oil 2SA 7Cy. 680 × 1250<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,75kn |
| 6068911<br>LAZ<br>330<br>RT | **CAVALLARO V**<br>ex Calyx-75<br>**Raffaello Rizzuto**<br>Palermo Italy | **347**<br>236<br>561 | RI | **1952** Cant. Nav. Apuania—Marina di Carrara (41)<br>42,40 8,11 3,645<br>37,50 8,06 3,97<br>P 10,1 F 3,4 1 dk | **M General Cargo**<br>1 Ho<br>G.680 | Oil 4SA 7Cy. 265 × 410<br>350bhp (257kW)<br>S.A. Ansaldo Genova<br>Fuel 21,5t 10kn |
| 7700051<br>VCSZ<br>363094<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAVALLO**<br>**Federal Commerce & Navigation Ltd.**<br>Seaforth Fednav Ltd.<br>Newcastle, N.B. Canada | T.Mk<br>**5 108**<br>1 781<br>7 363 | ✠**100A1** SS 12/80<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL C† 550,0/60,0U2<br>FN 4711 | Cmd.**1981**-1 **1979**-1 Smith's Dock Co. Ltd.—South Bank, Middlesbrough (1339)<br>147,17(BB) 22,53 6,862<br>131,02 22,00 13,95<br>B 12,8 2 dks<br>rf nil<br>1BH to U dk, 4 to 2nd dk WB2360T incl. DTf47T & ST (heeling) in hold 879T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 440 C. 440/20' incl. 20 ref C. | 2 Oil 4SA each 12Cy. 400 × 460 dr geared to sc. shafts<br>14 600bhp (10 739kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 AuxB (ex.g) & htr 10,5kgf/cm² (10,3bar) rcv 7,5kgf/cm² (7,4bar)<br>Gen 3 × 700kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.) 1 009,0t (hvf) 18kn |
| 6708991<br>582032<br>367122<br>Df Esd<br>Gc Rdr<br>RT | **CAVALLY**<br>ex Rinkenis-75<br>ex Dirk Von Minden-70<br>ex Mari-68 ex Hoegh Mari-68<br>ex Mari-67<br>**Conwa Navigation Co. Ltd.**<br>Limassol Cyprus | **1 973**<br>1 125<br>—<br>**3 174**<br>1 965<br>4 741 | GL | **1966** VEB Schiffswerft "Neptun"—Rostock (489)<br>107,93 14,25 5,530/6,503<br>97,74 8,46<br>P 19,9 RQD 40,3 F 9,8 2 dks | **M General Cargo** CSD<br>Ice strengthened<br>2 Ho ER<br>G.6 881 B.6 229<br>2 Ha (stl) (22,7 24,6 × 7,4) ER<br>Cr 1(50) 1(20) 2(8) | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>14kn |
| 6807371<br>TUN2106<br>Df Esd<br>RTm/v | **CAVALLY**<br>**Union des Remorqueurs d'Abidjan (U.R.A.)**<br>Abidjan Ivory Coast | **161**<br>—<br>236 | BV | **1968** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (173)<br>29,60 8,31 2,998<br>26,09 7,90 3,69<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 220V d.c.<br>Fuel 49,0t (d.o.) 12kn |
| 8017607<br>3EGC<br>1154<br>0-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAVALRY**<br>**Academy Shipping Ltd. S.A.**<br>Panama Panama | **4 827**<br>2 940<br>7 970 | BV | **1981** Iwagi Zosen K.K.—Iwagi (25)<br>116,13 7,201<br>108,01 18,01 9,02<br>1 dk | **M General Cargo** | Oil 2SA 7Cy. 450 × 1200<br>6 160bhp (4 531kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 400kW 440V 60Hz a.c.<br>17kn |
| 6826937<br>333955<br>Esd Rdr<br>RT | **CAVE SAND**<br>**British Transport Docks Board**<br>Grimsby United Kingdom | **1 080**<br>339<br>2 305 | ✠Classed LR until 12/69 | **1968**-11 Appledore Shipbuilders Ltd. —Appledore (A.S.54)<br>62,84 12,40<br>59,44 12,04 4,65<br>RQD 23,8 1 dk | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 23,4 ER<br>Cr 2(6) | 2 Oil 4SA each 6Cy. 260 × 368 reverse reduction geared to sc. shafts<br>1 790bhp (1 317kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 36kW 220V d.c.<br>Fuel 39,0t (d.o.) 10,5kn |
| 7531242<br>FNIC<br>387003<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAVELIER DE LA SALLE**<br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Dunkerque France | **23 909**<br>13 461<br>38 962 | BV | **1977** Mitsubishi Heavy Industries Ltd. —Hiroshima (278)<br>188,02 27,84 11,391<br>176,03 27,81 15,91<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.47 347 B.45 431<br>5 Ha (stl) (16,1 17,9 17,9 17,9 17,9 × 12,9) ER<br>Cr 4(20) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 2 465,0t 15kn |
| 7356147<br>AMMT-1142 | **CAVENCA III**<br>**Empresas Cavenca C.A.**<br>Venezuela | **180**<br>81<br>— | | **1975** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (497)<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>770bhp (566kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7505425<br>AMMT-1143 | **CAVENCA IV**<br>**Empresas Cavenca C.A.**<br>Venezuela | **180**<br>81<br>— | | **1975** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (498)<br>25,00<br>... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7505437<br>AMMT-1144 | **CAVENCA V**<br>**Empresas Cavenca C.A.**<br>Venezuela | **180**<br>81<br>— | | **1975** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (499)<br>25,00<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7356173<br>AMMT-1145 | **CAVENCA VI**<br>**Empresas Cavenca C.A.**<br>Venezuela | **180**<br>81<br>— | | **1975** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (500)<br>25,00<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7102209<br>GOXX<br>342818<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAVENDISH**<br>**Marber One Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **26 802**<br>14 031<br>29 528 | BV | **1971** Ch. Nav. de La Ciotat—La Ciotat (267)<br>194,27 29,04 9,907<br>184,66 29,01 18,90<br>1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (stl) prismatic ER<br>L.(gas) 40 213 HeCls. B | Oil 2SA 6Cy. 900 × 1600<br>15 000bhp (11 033kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 1 707,0t (hvf)-52,0pd 17,25kn |
| 5264039<br>SVMZ<br>2842<br>Df Esd<br>Rdr | **CAVO AZURO**<br>ex Portokalis Ilios-80<br>ex Orange Sun-67<br>**Mestos S.A.**<br>Piraeus Greece | **906**<br>594<br>— | GL | **1959** J. J. Sietas K.G. Schiffswerft —Hamburg (448)<br>61,80 10,06 3,201<br>54,03 9,50 5,26<br>2 dks | **TM Ferry** —P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 250 × 350<br>1 440bhp (1 059kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>14,5kn |

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| 5205112<br>SV4052<br>5641<br>RTv | **CAVO DORO**<br>ex Naias II-80 ex Leasowe-74<br>**Mestos S.A.**<br>Piraeus Greece | **567**<br>311<br>— | ✠Classed LR until 1/64 | **1951**-11 Philip & Son Ltd.—Dartmouth (1225)<br>44,81 10,39 2,236<br>42,45 10,37 3,74<br>1 dk<br>RW | **TM Ferry**<br>1342P | 2 Oil 2SA each 8Cy. 265 × 345<br>1 280bhp (942kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 50kW 220V d.c.<br>Fuel 29,5t (d.o.)<br>12kn |
| 8014772<br>ELBT2<br>7158<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CAVOURELLA**<br><br>**Megara Maritime Ltd.**<br>Coral Shipping Ltd.<br>Monrovia Liberia | **15 551**<br>9 909<br>26 987 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2 & 4 holds may be empty or No. 3 hold may be empty<br>✠**LMC**<br>EL (Gt) Ht<br>605,0/70,0U2<br>FN 6510 | **1982**-1 Osaka Zosensho—Osaka (405)<br>169,60(BB) 26,34 9,622<br>163,02 26,31 13,62<br>F 14,4 1 dk<br>rf nil<br>7BH WB16523T incl. Comb. btm & STs in holds 4318T, topside tanks in holds 4238T and No. 3 hold 5946T | **M Bulk Carrier**<br><br>5 Ho 19,6 27,2 20,0 27,2 24,0 ER<br>G.32 380 B.31 668 HeCls. ptB<br>TEU 53 C. 53/20′ (40′)<br>5 Ha (stl) (12,6 14,4 12,8 14,4 12,8 × 12,0) ER<br>Cr 4(25) 1(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 176,5t (d.o.) 1 653,5t (hvf)-36,5pd<br>15kn |
| 7946813<br><br>3960 | **CAVUSHAN**<br><br>**Mehmet Baylan & Ilhan Guhaci**<br>Istanbul Turkey | **299**<br>199<br>— | | **1969** Gultekin Dokerel Gemi Insaat—Izmir<br>45,27 —<br>42,55 7,52 2,93<br>1 dk | **M General Cargo** | Oil 6Cy. 250 × 340<br>500bhp (368kW)<br>Russkiy-Diesel Works Leningrad |
| 7002423<br>HPIL<br>1110<br>6-81<br>Df Esd<br>Gc Rdr<br>RTm/v | **CAWA**<br>ex Fjord Master-81<br>ex Irmgard Jacob-79<br>**Cawa Navigation S.A.**<br>Panama Panama | T.Mk<br>**6 651**<br>4 249<br>12 790<br>**9 221**<br>6 591<br>15 140 | GL | **1970** Rickmers Rhederei G.m.b.H. —Bremerhaven (356)<br>139,76 21,01 8,205/9,167<br>132,01 20,99 12,30<br>F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 29,4 10,3 18,6 18,6 ER<br>G.21 654 B.19 260<br>4 Ha (stl) (10,5 × 7,7) (29,2comb. × 10,3) (12,7 12,7 × 10,3) ER<br>10W Der 2(80) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 327kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf)<br>16kn |
| 7026962<br>WY7643<br>522548<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAY W**<br><br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **197**<br>134<br>— | AB | **1969** Burton Construction & SB. Corp. —Port Arthur, Tx (458)<br>47,22 3,379<br>11,59 3,97<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW<br>Fuel 235,5t (d.o.)<br>12kn |
| 5066530<br>6VGT<br>122<br>Df Esd<br>Pfd<br>RTm/v | **CAYAR**<br><br>**Union des Remorqueurs de Dakar (U.R.D.)**<br>Dakar Senegal | **102**<br>29<br>— | BV | **1958** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (153)<br>25,20 7,07 2,909<br>22,03 6,71 3,33<br>1 dk<br>RW | **M Tug** | Oil 4SA 6Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.)<br>12kn |
| 7392335<br>EGWK | **CAYBU**<br><br>**Antonio Cabrera Dios**<br>La Coruna Spain | **246**<br>78<br>— | BV | **1975** Soc. Met. Duro Felguera—Gijon (107)<br>37,34 7,42 3,690<br>32,64 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Fuel 128,5t (d.o.)<br>11,75kn |
| 6906696<br>ELAJ2<br>6870<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CAYENNE**<br>ex Belouga-80<br>**Blackwater Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**4 413**<br>1 549<br>—<br>**8 064**<br>4 511<br>6 594 | BV | **1969** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (264)<br>144,00(BB) 20,02 —/7,494<br>133,99 19,99 12,02<br>B 31,4 F 17,1 2 dks | **M General Cargo**<br>Ref.<br>4 Ho 29,5 20,4 21,1 25,5<br>In.10 153<br>4 Ha (stl) (8,5 8,5 8,3 7,4 × 6,4)<br>Cr 4(5) | Oil 2SA 6Cy. 840 × 1800<br>13 860bhp (10 195kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 4 × 600kW 380V 50Hz a.c.<br>Fuel 1 660,0t (hvf)<br>20,5kn |
| 7200271<br>ZGWI<br>702427<br>RT | **CAYMAN ENDEAVOR**<br>ex Endeavor-82 ex Saratoga<br>**Trans World Ocean Services Ltd.**<br>Georgetown Cayman Islands (British) | **298**<br>202<br>— | | **1964** Burton Construction & SB. Corp. —Port Arthur, Tx (353)<br>11,59 2,998<br>47,12 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo Anchor-handling | Oil<br>2 180bhp (1 604kW)<br>..............<br>Fuel (d.o.) |
| 7390636<br>WZD3<br>090<br>557223<br>Esd Rdr<br>RT | **CAYMAN ISLAND**<br><br>**Offshore Island Boats Inc.**<br>Morgan City, La United States of America | **194**<br>132<br>1 021 | AB | **1974** American Marine Corp.—New Orleans, La (1116)<br>55,58 11,59 3,912<br>53,45 11,56 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts E made47 reconditioned & fitted6/74<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 394,0t (d.o.)<br>12,5kn |
| 6622185<br>ZGCP<br>373740<br>Df Esd<br>Gc Rdr | **CAYMAN SALVAGE MASTER**<br>ex F.V. Hunt-78<br>ex Lt. Col. Ellery W. Niles<br>ex Ellery W. Niles<br>**Herbert Freer**<br>Georgetown Cayman Islands (British) | **849**<br>334<br>— | AB | **1937** Pusey & Jones Corp.—Wilmington, De (1067)<br>4,477<br>49,69 10,67 5,26<br>2 dks<br>rf 330<br>conv Minelayer 65<br>conv Cable-layer 77 | **TD-E Salvage Ship** | 2 Oil 4SA each 6Cy. 356 × 406 total 1 100bhp (809kW) connected to 2 elec motors<br>Winton Eng. Corp. U.S.A<br>9,5kn |
| 7395272<br>YVFK<br>ADKN-1345<br>Esd Rdr<br>RT | **CAYO-SAL**<br><br>**Government of The Republic of Venezuela (Ministeiro de Comunicaciones)**<br>Puerto Cabello Venezuela | **217**<br>98<br>467 | ✠ | **1976**-7 Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (139)<br>31,50 8,26 3,582<br>27,61 7,80 4,02<br>RFD 10,4 1 dk<br>rf 610 | **TM Tug** | 2 Oil 4SA each 8Cy. 210 × 300 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 54kW 440V 60Hz a.c.<br>Fuel 113,0t (d.o.)<br>11,5kn |
| 5066566<br>TPZA<br>7780<br>Df Esd | **CAYOLA**<br><br>**Ecole de Peche et d'Apprentlssage Maritime**<br>Fort de France Martinique (French) | **112**<br>35<br>— | (BV) | **1957** Ch. H. Boye—La Teste<br>*22,32* 6,86<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Training<br><br>1 Ha (0,9 × 0,7) | Oil 4SA 8Cy. 175 × 180<br>350bhp (257kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel (d.o.)<br>10kn |

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|---|---|---|---|---|---|---|
| 7422219<br>FZXO<br>Df Esd<br>Gc Pfd<br>Rdr | **CAYOLA II**<br>**Group Antilles Guyane Formation Professionnelle Maritime**<br>Fort de France Martinique (French) | **141**<br>49<br>— | | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1220)<br>BV 25,30 6,86 2,286<br>21,70 6,72 3,56<br>1 dk | **M Fishing**<br>Training | Vee Oil 4SA 12Cy. 150 × 150<br>550bhp (405kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 41,5t (d.o.) 9,25kn |
| 7828859<br>FPFJ<br>CC54<br>4860<br>Df Esd<br>Rdr RT | **CAYOLLE**<br>**Armement Dhellemmes S.A.**<br>Concarneau France | **222**<br>79<br>150 | | **1981** Con. Mec. de Normandie—Cherbourg (34/03)<br>BV 34,02 8,01 3,501<br>31,02 7,92 4,27<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 260 × 280 reduction geared to sc. shaft<br>800bhp (588kW)<br>Crepelle et Cie. Lille<br>12kn |
| 7411507<br>D5HW<br>6327<br>Df Esd<br>Gc Rdr<br>RT | **CAYUGA**<br>ex Suorva-78<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **62 295**<br>47 657<br>122 272 | | **1977** Thyssen Nordseewerke G.m.b.H.—Emden (456)<br>NV 273,21(BB) 39,04 16,517<br>258,00 38,99 23,55<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>9 Ho/Ta ER<br>G.135 624 L.(oil) 138 825<br>Ore 173 662<br>1 Ha (stl) (13,4 × 14,4) 8 Ha (stl) (each 13,4 × 17,4) ER<br>Cr 1(15) 2(5) | Oil 2SA 7Cy. 980 × 1800<br>23 900bhp (17 580kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971<br>15,75kn |
| 5226972<br>H05110<br>Df Esd<br>Rdr | **CAYUSE**<br>ex Martin-68 ex Teton-55<br>**Seapac Inc.**<br>Panama Panama | **283**<br>93<br>— | | **1944** Barbee Marine Yards Inc.—Seattle, Wa<br>(AB) *35,88* 4,128<br>8,59 4,42<br>1 dk<br>BK 356 | **Wood TM Tug** | 2 Oil 2SA each 6Cy. 305 × 380<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 101,5t |
| 7738498 | **CAYUSE**<br>**University of the State of Oregon (Department of Oceanography)**<br>*Newport, Or* United States of America | **165**<br>—<br>— | | **1968** ..............U.S.A.<br>24,31 7,32 3,048<br>... ... ...<br>1 dk | **M Research/Fishing** | Oil<br>380bhp (280kW)<br>U.S.A.<br>8kn |
| 7404310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CAZORLA**<br>**Cia. Hispano-Americana de Offshore S.A.**<br>Santander Spain | **599**<br>209<br>824 | | **1975** Astilleros del Atlantico S.A.—Santander (175)<br>AB 41,18 5,506<br>38,08 11,59 6,05<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Goteborg<br>13,5kn |
| 7628320<br>D5TE<br>6620<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CCNI ANDINO**<br>ex Turquoise Bounty-82<br>**Strider 5 Ltd.**<br>Sea Containers Chartering Ltd.<br>Monrovia Liberia | **5 306**<br>3 223<br>6 596 | ✠LR class withdrawn-Owner's request 3/11/82 | **1977**-10 Setouchi Zosen K.K.—Kinoe (463)<br>119,00(BB) 18,98 7,652<br>107,24 18,90 10,52<br>P 24,4 F 10,4 1 dk<br>rf 152 | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Quarter stern door & ramp (s)<br>5 Ho 14,1 13,6 13,6 13,6 13,6 ER<br>G.9 962 B.9 748<br>TEU 352<br>C.Ho 240/20' (40') C.Dk 112/20' (40') incl 264 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | Vee Oil 4SA 16Cy. 400 × 540 sr geared to sc. shaft<br>8 900bhp (6 546kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 800kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 090,0t (hvf) 17kn |
| 7628318<br>D5TD<br>6619<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CCNI ANTARTICO**<br>ex Opal Bounty-82<br>**Strider 4 Ltd.**<br>Sea Containers Chartering Ltd.<br>Monrovia Liberia | **5 311**<br>3 225<br>6 583 | ✠LR class withdrawn-Owner's request 3/11/82 | **1977**-8 Setouchi Zosen K.K.—Kinoe (462)<br>119,00(BB) 18,98 7,652<br>107,24 18,90 10,52<br>P 24,4 F 10,4 1 dk<br>rf 152 | **M RoRo Cargo/Container Ship**<br>Fixed-guides<br>Quarter stern door & ramp (s)<br>5 Ho 14,1 13,6 13,6 13,6 13,6 ER<br>G.9 962 B.9 748<br>TEU 352<br>C.Ho 240/20' (40') C.Dk 112/20' (40') incl. 264 ref C.<br>10 Ha (stl) ER<br>Cr 1(30) | Vee Oil 4SA 16Cy. 400 × 520 sr geared to sc. shaft<br>8 900bhp (6 546kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 800kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 438,0t (d.o.) 1 090,0t (hvf) 17kn |
| 8128391 | **CD.DEL CARMEN**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Mexico | **1 143**<br>363<br>2 200 | 100A1 Class Contemplated | **1982** IHC van Rees de Klop B.V.—Sliedrecht (CO1156)<br>75,72 4,101<br>FN 1057 60,23 12,96 4,58 | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Hopper 500 | 2 Oil geared to sc. shafts<br>2 447bhp (1 800kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 7105512 | **CE TIDE**<br>**Timsah Shipbuilding Co.** | **185**<br>126<br>— | | **1957** American Marine Corp.—New Orleans, La (622)<br>41,46 9,76<br>... ... ...<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 240bhp (912kW)<br>..............<br>Fuel (d.o.) 11kn |
| 7015676<br>YQPZ<br>922<br>Df Esd<br>Gc Rdr<br>RT | **CEAHLEAUL**<br>Launched as Saturn<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **2 682**<br>1 066<br>1 500 | | **1970** Stocznia Gdanska im. Lenina—Gdansk (B22/11)<br>RNR (PR) 87,97 (BB) 14,53 5,601<br>83,65 14,51 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 590<br>3 Ha (each 1,9 × 1,9)<br>4W Der 4(1,5) | Vee Oil 4SA 6Cy. 300 × 450 reduction geared to sc. shaft<br>2 500bhp (1 839kW) Fiat<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 252kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 894,0t 13,5kn |
| 7221598<br>SV6291<br>7893<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CEBO MOON**<br>ex Mini Moon-79<br>**Smaro Maritime Co.**<br>George Roussos' Sons<br>Piraeus Greece | **1 547**<br>1 252<br>3 021 | | **1972** Sterkoder M/V A/S—Kristiansund N. (22)<br>GL (NV) 79,91 14,36 5,271<br>74,83 14,30 6,35<br>P 9,2 F 5,2 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,9 26,9 ER<br>G.4 130 B.3 764<br>2 Ha (stl) (19,8 24,0 × 9,9) ER<br>4W Der 2(10) 2(5) | Vee Oil 4SA 16Cy. 250 × 300<br>2 800bhp (2 060kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Fuel 254,0t (d.o.)-10,0pd 14kn |

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|---|---|---|---|---|---|---|---|
| **7222009**<br>9VXJ<br>381545<br>Df Esd<br>Gc Rdr<br>RT | **CEBU**<br>ex Care-80 ex Carola P-78<br>ex Carola Reith-78<br>**Care Shipping Corp.**<br>Orlanda Reederei G.m.b.H.<br>Singapore Singapore | **22 708**<br>15 015<br>38 250 | GL<br>✠ | **1972**-9 Baltic SB. & Eng. Works<br>—Leningrad (632)<br>199,83(BB) 27,87 11,210<br>185,76 27,81 15,60<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>Mchy.aft<br>7 Ho 21,9 26,8 15,2 15,2 15,2<br>28,0 16,7<br>G.47 130<br>9 Ha (stl) (each 12,9 × 9,3)<br>Cr 6(10) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 380V 50Hz a.c. | B&W<br>Bryansk<br>15,75kn |
| **7371616**<br>HOPB<br>10833-YJ<br>Esd Rdr<br>RT | **CEBU**<br>ex Matsumi Maru No. 7-82<br>ex Taiyo Maru<br>**Geisel Compania Maritima S.A.**<br>Panama Panama | **1 898**<br>1 313<br>4 360 | NK | **1974** Hakata Zosen K.K.—Hakata (136)<br>93,71 (BB) 13,01 5,792<br>87,00 12,98 6,51<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7222516**<br>DYWZ<br>220125<br>Df Esd<br>Gc Rdr<br>RTv | **CEBU CITY**<br>**William Lines Inc.**<br>Cebu Philippines | **2 452**<br>1 405<br>1 184 | **✠100A1** SS 7/81<br>Philippine Islands<br>coasting service<br>**✠LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1876 | **1972**-9 Niigata Eng. Co. Ltd.—Niigata (1085)<br>98,76 14,00 5,214<br>88,02 13,81 7,50<br>B 31,4 F 14,4 2 dks<br>rf 787<br>5BH WB179t | **M Passenger/General Cargo/Ferry**<br>CSD<br>646bth 140dk P<br>Side doors<br>3 Ho 13,4 15,7 ER 16,9<br>G.1 698 B.1 516<br>3 Ha (stl) (4,5 × 2,9) (5,1 × 3,9) ER (5,1 × 3,9)<br>6W Der 2(10) 4(5) | Oil 2SA 9Cy. 420 × 900<br>5 750bhp (4 229kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 680kW 445V 60Hz a.c.<br>Fuel 65,0t (d.o.) 90,5t (hvf) | B&W<br>18kn |
| **5218030**<br>DYDF | **CEBU TRANSPORT**<br>ex Makishima Maru-67<br>Launched as Konan Maru<br>**Del Mar Carriers Inc.**<br>Philippines | **664**<br>337<br>977 | | **1954** Iino Jukogyo K.K.—Maizuru (11)<br>57,82 8,59 4,166<br>53,57 8,56 4,32<br>F 4,9 1 dk<br>RW | **M General Cargo**<br>1 Ho 19,2<br>G.1 312 B.1 212<br>2 Ha (7,7 12,6 × 4,4)<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 370 × 520<br>600bhp (441kW)<br>Ito Tekkosho<br>Gen 2 × 8kW 105V d.c.<br>Fuel 49,5t | Shimizu<br>9,5kn |
| **6706010**<br>Esd | **CECCI**<br>**Javier Broggi Carillo**<br>Tambo de Mora Peru | **105**<br>—<br>— | ✠Classed LR until 12/67 | **1966**-10 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (333)<br>22,36 6,84 3,810<br>19,13 6,63 4,09<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. | Detroit, Mi |
| **5066683**<br>ZTWR<br>199268<br>Rdr RTm | **CECIL G. WHITE**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Cape Town/ Kaapstad South Africa | **113**<br>—<br>— | ✠Classed LR until 8/60 | **1959**-2 Cant. Nav. Off. Mecc. di Venezia —Venezia<br>27,41 6,68 3,042<br>25,00 6,10 3,20<br>R rf 254 BK 152 | **S Tug** | T 3Cy. 280 470 & 780 × 520<br>Cant. Nav. e Off. Meccaniche di Venezia<br>Fuel 20,5t (c) | Venezia |
| **5066695**<br>GUSQ<br>187049<br>RT | **CECIL GILDERS**<br>**Ferry Services and Supplies Ltd.**<br>Colchester United Kingdom | **137**<br>89<br>224 | | **1957** J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1169)<br>27,67 6,53 2,382<br>... ... ...<br>1 dk | **M General Cargo**<br>1 Ho 17,6 ER<br>1 Ha (14,9 × 4,2) ER | Oil 4SA 4Cy. 152 × 229<br>88bhp (65kW)<br>Bergius Co. Ltd.<br>Fuel (d.o.) | Glasgow |
| **7110282**<br>WJWO<br>501417<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **CECIL H. GREEN**<br>**Geomarine Service Inc.**<br>Houston, Tx United States of America | **256**<br>174<br>— | | **1965** Mangone SB. Corp.—Houston, Tx (68)<br>39,02 9,81 3,163<br>35,82 9,76 3,66<br>1 dk | **TM Research**<br>Oceanographic<br>Mchy.aft | 2 Oil 2SA each 16Cy. 108 × 127<br>1 400bhp (1 030kW)<br>General Motors Corp.<br>Gen 2 × 75kW 208V 60Hz a.c.<br>Fuel 142,0t | Detroit, Mi<br>10kn |
| **8108054**<br>KUS6450<br>645097<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECIL H. GREEN II**<br>**Geophysical Service Inc.**<br>Houston, Tx United States of America | **292**<br>198<br>1 200 | AB | **1982** RYSCO Shipyard, Inc.—Blountstown, Fl (55)<br>56,39 3,909<br>52,56 12,20 4,27<br>F 29,0 1 dk<br>rf 686 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW a.c. | Peoria, Illinois<br>12kn |
| **7367225**<br>WZD6<br>785<br>558877<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECILE B**<br>**Nolty J. Theriot Inc.**<br>Houma, La United States of America | **199**<br>143<br>— | AB | **1974** Main Iron Works Inc.—Houma, La (279)<br>39,15 5,652<br>11,56 6,08<br>F 20,5 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 99kW<br>Fuel 508,0t (d.o.) | La Grange<br>13kn |
| **5066700**<br>H3VZ<br>5633<br>-75A<br>Df Esd<br>Gc Rdr<br>RTh | **CECILE ERICKSON**<br>**Inagua Transports Inc.**<br>Panama Panama | T.Mk<br>**3 299**<br>1 929<br>5 588 | **✠100A1** SS 7/82<br>**LMC**<br>EL v 1$\frac{3}{4}$"SQ<br>FN 2438 | **1957**-3 Osaka Zosensho—Osaka (122)<br>113,54 15,65 6,243<br>105,01 15,41 7,80<br>Ba 17,1 F 7,4 1 dk<br>RW rf 102<br>5BH WB2338t | **TrM Bulk Carrier**<br>Salt<br>3 Ho 21,7 24,0 22,2 ER<br>G.6 042 B.5 939<br>1 Ha (stl) (57,3 × 7,9) ER<br>Cr 2(15) | 4 Vee Oil 4SA each 12Cy. 159 × 203 w engines sr reverese geared to sc. shafts & 2 c engines dr reverse geared to sc. shaft<br>2 000bhp (1 471kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 110kW 240/480V 60Hz a.c.<br>Fuel 398,5t (d.o.) | Peoria, Illinois<br>12kn |
| **6923929**<br>PPEA<br>6143<br>Df Esd<br>Gc Rdr<br>RT | **CECILIA**<br>**Linhas Brasileiras de Navegacao Ltda. (LIBRA)**<br>Rio de Janeiro Brazil | **4 838**<br>3 195<br>7 566 | BV | **1971** Estaleiro So, S.A.—Porto Alegre (17)<br>116,46 17,63 7,900<br>109,73 17,61 9,91<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.6 763 B.6 087<br>3 Ha (15,0 15,0 × 7,6) (10,2 × 6,1) ER<br>Cr 6(5) Der 4(10) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW)<br>Industrias Villares<br>Fuel 495,0t | B&W<br>Rio de Janeiro<br>14kn |
| **7607950**<br>ICTZ<br>3722<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECILIA**<br>ex Hakko Maru-80<br>ex Sansho Maru No. 15-78<br>**D. P. S.p.A. di Navigazione**<br>Genova Italy | **1 708**<br>947<br>2 864 | NK RI | **1976** Murakami Hide Zosen K.K.—Hakata (132)<br>85,30 12,65 5,411<br>78,80 12,62 6,10<br>P 21,1 F 13,8 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.3 044 | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 264kW a.c. | Kobe<br>12,25kn |

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| 6906012<br>HCCI<br>Df Esd<br>Pfd Rdr<br>RTm/h/V | **CECILIA**<br>ex Trevignon-78<br>**Celso Peralta**<br>Manta Ecuador | 590<br>229<br>— | BV | **1969** S.I.C.C.Na.—St. Malo (100)<br>47,50 10,52 4,730<br>42,73 10,51 5,01<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>In.550<br>6 Ha (1,4 1,4 1,4 1,4 × 1,4) (1,1 1,1 × 1,1)<br>Der 2(2,5) | Oil 4SA 12Cy. 220 × 280<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 244kW 1 × 78kW 220/380V 50Hz a.c.<br>Fuel 183,5t (d.o.) 13,25kn |
| 7815438<br>OXLN<br>22579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECILIA**<br>ex Asta Wonsild-82<br>**Rederi Cecilia I/S**<br>Mortensen & Lange<br>Kobenhavn Denmark | 299<br>147<br>710 | BV | **1977** A/S Nordsovaerftet—Ringkobing (121)<br>49,71 3,471<br>44,46 8,31 5,52<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>1 Ho ER<br>G.1 312 B.1 159<br>1 Ha ER<br>2W Der 1(5) 1(3) | Oil 4SA 6Cy. 270 × 400<br>300bhp (221kW) Callesen<br>Aabenraa Motorfabrik Aabenraa<br>Controllable pitch propeller<br>Fuel 48,5t (d.o.)-2,5pd 10,5kn |
| 7042590<br>19<br>Rdr | **CECILIA**<br>**P. J. Barbe**<br>Yerseke Netherlands | 133<br>—<br>— | | **1971** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (130)<br>33,13 6,10<br>30,13 5,81 1,27<br>1 dk<br>len 76 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) NE 76<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7222877<br>CZ2350<br>346574<br>Df Esd<br>Rdr RT | **CECILIA HALL**<br>**North Western Dredging Co. Ltd.**<br>Vancouver, B.C. Canada | 113<br>76<br>— | | **1972** Vito Steel Boat & Barge Cons. Ltd. —Delta, B.C. (132)<br>20,12 7,65 1,270<br>18,45 7,62 2,14<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 137 × 152<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| 6519637<br>WB3076<br>245603 | **CECILIA J. BROWN**<br>ex Dalzellance-67 ex Viatic<br>ex Skipper ex DPC 42<br>**Tug Brown Co.**<br>Philadelphia, Pa United States of America | 146<br>99<br>— | (AB) | **1944** Decatur Iron & Steel Corp.—Decatur, Al (42)<br>*24,72* 7,35<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. U.S.A.<br>Fuel 71,0t |
| 5056339<br>H03358<br>1112<br>1-81<br>Df Esd<br>RT | **CECILIA M**<br>ex Beth-80 ex C. Herup-70<br>**Mario Mitchelle**<br>Panama Panama | T.Mk<br>175<br>76<br>325<br>299<br>193<br>488 | BV | **1957** H. C. Christensens Staalskibsv. af 1949—Marstal (66)<br>37,27 7,50 —/3,512<br>35,41 7,45 4,35<br>P 9,8 2 dks<br>RW | **M General Cargo**<br>1 Ho ER<br>G.629 B.585<br>2 Ha (15,5 × 5,1) (16,7 × 5,4) ER<br>2W Der 2(2) | Vee Oil 4SA 12Cy. 150 × 150<br>390bhp (287kW) NE 75<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 27,5t (d.o.) 10kn |
| 8002793<br>PDJP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECILIA SMITS**<br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>1 671<br>1 074<br>3 123<br>3 596<br>2 082<br>6 020 | ✠100A1 strengthened for heavy cargoes<br>✠LMC UMS<br>EL V 495,0/42,0U3<br>FN 2033 | **1982**-1 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (405)<br>84,18 (BB) 17,10 —/8,381<br>74,81 17,01 10,16<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB1971T incl. Upr STs in hold 759T & Lwr STs in holds 173T | **M General Cargo**<br>1 Ho 52,8 ER<br>G.7 021 B.6 800<br>1 Ha (stl) (14,5 × 12,8) ER<br>Cr 2(18-32) | Oil 4SA 6Cy. 410 × 470 with flexible couplings & sr geared to sc. shaft<br>3 400bhp (2 501kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 1 × 240kW 2 × 224kW 1 × 148kW 380V 50Hz a.c.<br>Fuel 409,5t (d.o.)-10,0pd 12kn |
| 7504225<br>ZMDS<br>380331<br>Df Esd<br>Rdr RT | **CECILIA TROSCA**<br>ex Noel H. Rudkin-82<br>ex Cecilia Trosca-80<br>**Strathallan Fisheries Ltd.**<br>Lyttelton New Zealand | 252<br>111<br>— | NV | **1976** Kystvagens Slip & Batbyggeri—Frei (35)<br>38,16 7,62<br>33,33 7,60 3,61<br>P - F - 1 dk | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>4 Ha (each 1,0 × 1,3) ER | Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 45,5t (d.o.)-2,0pd 11,5kn |
| 6717837<br>OUWM<br>D1426<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CECILIE MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | 21 609<br>14 401<br>24 937 | ✠100A1 SS 3/81<br>container ship<br>✠LMC<br>EL J† 0,0/66,0U3<br>FN 8425 | **1967**-11 (Aft section) Kockums M/V A/B —Malmo (505)<br>**1981** (Fwd & cargo sections) Hitachi Zosen —Hiroshima Works, Innoshima<br>197,09(BB) 29,75 9,140<br>184,26 29,71 16,01<br>F 13,2 1 dk<br>rf nil len & widened 81<br>conv Ref General Cargo 81<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>22,75kn |
| 6700597<br>ZCGZ<br>356704<br>Df Esd<br>Gc Rdr<br>RTm/h | **CECILIE TIDE**<br>ex Lady Cecilie-75<br>**Tidewater Georgetown Inc.**<br>Tidewater Inc.<br>Georgetown Cayman Islands (British) | 497<br>143<br>660 | BV (NV) | **1966** Verolme Scheepswerf Heusden N.V. —Heusden (755)<br>48,09 10,04 3,353<br>47,20 10,01 4,09<br>1 dk | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 215 × 260<br>3 380bhp (2 486kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7414705<br>C6VM<br>372922<br>Df Esd<br>Rdr RT | **CECROPS**<br>**Lippetrust Ltd.**<br>Nassau Towing Ltd.<br>Nassau Bahamas | 296<br>0<br>— | ✠100A1 SS 2/81<br>tug<br>✠LMC (UMS)<br>EL H $\frac{7}{8}$"U2<br>FN 402 | **1976**-2 Beliard-Murdoch S.A.—Oostende (C.226)<br>29,98 10,16 4,261<br>27,11 10,01 4,81<br>RFD 12,2 1 dk<br>rf 813<br>4BH WB18T | **TM Tug**<br>Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 76kW 1 × 36kW 440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 12kn |
| 7401502<br>HPVG<br>8949<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CEDAR**<br>ex Ryutai Maru-78<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | 16 262<br>11 118<br>32 755 | NK | **1975** Kanda Zosensho K.K.—Kawajiri (193)<br>180,02 27,01 10,821<br>169,98 26,98 14,48<br>F 15,0 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 38 581 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15,75kn |
| 7101293<br>WG2536<br>269404 | **CEDAR CREEK**<br>**Western Geophysical Co. of America**<br>Biloxi, Ms United States of America | 151<br>102<br>— | | **1955** F. B. Walker & Sons—Pascagoula, Ms (151)<br>*25,24* 6,74 2,439<br>2,57 | **M Supply Ship**<br>Deck Cargo | Oil<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |

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| 5238834<br>WC4217<br>258519<br>Df Rdr<br>RTm/v | **CEDAR POINT**<br>ex Moira Moran-67<br>**Tug Junior Moran Inc.**<br>Wilmington, De United States<br>of America | **238**<br>15<br>— | AB | **1949** Levingston SB. Co.—Orange, Tx<br>(445)<br>32,31 8,28 4,026<br>30,48 8,23 4,47<br>1 dk<br>BK 64 | **D-E Tug** | Oil 2SA 16Cy. 220 × 265 driving 1 gen. of<br>1 210kW 525V d.c. connected to 1 elec.<br>motor<br>E made42 fitted49<br>Westinghouse Elec. & Mfg. Co.<br>Pittsburgh, Pa<br>Gen 1 × 35kW 1 × 30kW 125V d.c.<br>Fuel 122,0t |
| 5428300<br>ODDR<br>B4045<br>Df Esd<br>Rdr RTm | **CEDAR PRIDE**<br>ex San Bruno-78<br>ex Puerto de Pasajes-69<br>Launched as Monte Dos<br>**Cedar Pride Shipping Co. S.A.L.**<br>Lebanese Maritime Association<br>Beirut Lebanon | **1 161**<br>726<br>1 940 | BV<br>✠Classed LR until 4/71 | **1964**-7 S.A. Juliana Const. Gijonesa—Gijon<br>(137)<br>74,43 10,75 5,030<br>69,47 10,70 5,80<br>P 14,1 F 8,9 2 dks<br>RW rf nil | **M General Cargo** CSD<br>2 Ho 24,9 24,0 ER<br>G.2 487 B.2 150<br>2 Ha (stl) (each 15,6 × 5,5) ER<br>4W Cr 2(1,5) Der 1(3) 3(2,5) | Oil 4SA 9Cy. 300 × 450<br>1 230bhp (905kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Gen 2 × 75kW 230V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| 5066748<br>WAMN<br>247244<br>Df Esd<br>Gc RT | **CEDAR RAPIDS VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States<br>of America | **7 638**<br>4 613<br>10 889 | AB | **1945** California SB. Corp.—Los Angeles, Ca<br>(V43)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6<br>22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9<br>7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7356551<br>GUQY<br>366211<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CEDARBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>London United Kingdom | T.Mk<br>**7 545**<br>4 235<br>12 942<br>**11 282**<br>7 050<br>16 291 | ✠**100A1**<br>DTmf — vegetable oil or<br>oil FP above 60°C<br>✠**LMC**<br>EL Ct $2\frac{3}{8}$"U2<br>FN 5253 | **1976**-6 Sunderland Shipbuilders Ltd.<br>—Pallion, Sunderland (1)<br>161,50 21,42 8,230/9,748<br>152,48 21,34 13,11<br>F 13,8 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>7BH to U dk 1 to 2nd dk WB4299T incl.<br>DTmF 1619T & Tunnel tanks 515T | **M General Cargo**<br>5 Ho 19,8 14,2 DTp&s 24,3<br>25,1 ER 22,8 4 TwD ER<br>1 TwD<br>G.22 699 B.20 900<br>TEU 192 C. 192/20'<br>7 Ha (stl) (10,9 13,5 13,6p&s<br>13,6p&s × 7,7) ER (13,6 × 7,6)<br>2W Der 1(50) 1(25) 1(10) | Oil 2SA 6Cy. 670 × 2144<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (o.f.) 8,4kgf/cm² (8,3bar)<br>AuxB (Comp) 8,4kgf/cm² (8,3bar)<br>Gen 3 × 450kW 1 × 270kW<br>440V 60Hz a.c.<br>Fuel 185,0t (d.o.) 2 103,0t (hvf)-38,5pd<br>17kn |
| 5066786<br><br>303199<br>Rdr RT | **CEDARGARTH**<br><br>**Rea Towing Co. Ltd.**<br>Liverpool United Kingdom | **213**<br>0<br>— | ✠**100A1** SS 8/79<br>tug<br>✠**LMC**<br>EL (c)<br>FN 343 | **1962**-5 P. K. Harris & Sons Ltd.<br>—Appledore (138)<br>30,48 8,64<br>27,89 8,08 4,20<br>RAD 1,9 B 11,0<br>rf 762 BK 76<br>4BH WB49t | **M Tug** | 2 Oil 4SA each 6Cy. 260 × 368 with fluid<br>couplings & sr reverse gear to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 40,5t 12kn |
| 5359224<br>VOTQ<br>370163<br>Df Gc<br>Rdr RT | **CEDARGLEN**<br>ex E. J. Newberry-82<br>ex Thomas E. Millsop-76<br>ex Ben Moreell-55<br>ex E. J. Kulas-53<br>ex William C. Atwater-36<br>**Pierson Steamships Ltd.**<br>Hamilton, Ont. Canada | **9 307**<br>6 883<br>13 717 | AB | **1925** Great Lakes Eng. Works—River<br>Rouge, Mi (249)<br>184,11 18,34 6,611<br>179,38 18,29 9,76<br>1 dk<br>R | **S Bulk Carrier**<br>4 Ho ER<br>G.13 167<br>18 Ha (stl) (each 3,3 × 11,5) ER | U 5Cy. 686 × 762<br>3 500ihp (2 574kW)<br>NE 51 Unaflow<br>Skinner Engine Co. Erie, Pa<br>Fuel 406,5t (o.f.) 13kn |
| 5387491<br>MFUH<br>303256<br>Df Pfd<br>Rdr RT | **CEDARLEA**<br>ex Ross Beaver-68<br>ex Welsh Monarch-67<br>**Greenpeace (Rainbow Warrior Holdings) Ltd.**<br>Aberdeen United Kingdom | **308**<br>97<br>173 | ✠Classed LR until<br>9/10/81 | **1962**-10 Atlantic SB. Co. Ltd.—Newport,<br>Mon. (87)<br>*36,86* 8,18<br>36,02 8,08 4,42<br>F 6,1<br>rf 787 BK 152 conv Side Trawler Fishing<br>82 | **M Research**<br>Biological<br>1 Ho 9,5<br>1W Der 1(1) | Oil 4SA 6Cy. 381 × 508<br>875bhp (644kW)<br>Mirrlees National Ltd. Stockport<br>Fuel 72,5t 12,5kn |
| 6411550<br><br>363619<br>Df Esd<br>Rdr<br>RTm/v | **CEDRA SUN**<br>ex Cedra-81 ex Panda Star-81<br>ex Exxoil One-77 ex Leda-75<br>**Orkney Ltd.**<br>Gibraltar Gibraltar<br>(British) | T.Mk<br>**440**<br>276<br>1 070 | GL | **1964** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (536)<br>61,42 10,52 3,887<br>55,02 10,47 6,10<br>F 7,4 2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 061 B.1 850<br>2 Ha (18,1 9,9 × 6,4) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>540bhp (397kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 6618160<br>6ZVC<br>2624<br>Df Esd<br>Gc Rdr<br>RTh | **CEDROS**<br><br>**Seatankers Inc.**<br>Monrovia Liberia | **85 906**<br>71 501<br>173 152 | AB | **1966** Kure Zosensho—Kure (109)<br>303,51(BB) 43,39 18,965<br>286,52 43,31 24,69<br>F 22,9 1 dk<br>RW rf 76 | **S Ore/Bulk/Oil Carrier**<br>Salt<br>6 Ho/Ta each 35,8 ER 12 Wing Ta<br>p&s ER<br>G.123 948 L.(oil) 181 924<br>HeCls. BptC<br>12 Ha (stl) (each 17,3 × 13,4) ER | 2 S Turb dr geared to sc. shaft<br>27 500shp (20 228kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 800kW 400V 60Hz a.c.<br>Fuel 11 857,0t (o.f.)-156,5pd 15,5kn |
| 6600101<br>CSLL<br>I-409<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CEDROS**<br>ex Ibiza-72<br>**C.T.M.-Companhia Portuguesa de Transportes Maritimos E.P.**<br>Lisboa Portugal | **1 228**<br>908<br>2 113 | (BV) | **1966** Aarhus Flydedok og Maskinkp. A/S<br>—Aarhus (127)<br>70,06 11,03 5,441<br>66,10 11,00 6,56<br>P 11,6 F 6,8 2 dks<br>rf 102 | **M General Cargo** CSD<br>3 Ho ER<br>G.2 803 B.2 567<br>3 Ha (stl) (each 10,3 × 5,1) ER<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 420<br>1 199bhp (882kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 55kW 220V d.c.<br>Fuel 97,5t (d.o.) 11kn |
| 5257438<br><br><br>Rdr RT | **CEDROS**<br>ex Northern Prince-75<br>ex Northern Prince II-72<br>ex Anne Louise-56<br>ex Maythorne-48<br>Launched as Ottawa Maythorn<br>**Juan Perlo**<br>La Paz Mexico | **462**<br>319<br>584 | (AB)<br>✠Classed LR until 2/50 | **1946**-11 G. T. Davie & Sons Ltd.—Lauzon,<br>P.Q. (39)<br>46,03 8,23 3,525<br>42,85 8,18 5,34<br>2 dks<br>RW rf nil | **M General Cargo** CSD<br>2 Ho ER<br>G.906 B.850<br>2 Ha ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 330 × 405<br>400bhp (294kW) E made43 fitted46<br>Atlas Imperial D.E. Co. Oakland, Ca<br>Fuel 66,0t 9.5kn |
| 7812244<br>JG3759<br>121685<br>Df Esd<br>Gc Rdr<br>RT | **CEDROS MARU**<br>**Japan Kinkai K.K. (Japan Line-Near Seas)**<br>Tokyo Japan | **5 917**<br>3 652<br>10 756 | NK | **1978** Kasado Dock Co. Ltd.—Kudamatsu<br>(308)<br>113,01 19,03 8,300<br>105,95 19,00 10,52<br>P 21,7 F 10,7 1 dk | **M General Cargo**<br><br>G.12 391 B.11 825<br>3 Ha (11,2 11,2 19,5 × 9,6) ER<br>Cr 4(8) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 320kW 450V a.c.<br>12.25kn |

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| 7303530<br>SQDL<br>Df Esd<br>Gc Rdr<br>RT | **CEDYNIA**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **20 613**<br>12 752<br>31 910 | PR | **1973** Stocznia Szczecinska im. A. Warskiego—Szczecin (B447/15)<br>199,12(BB) 24,46 10,662<br>185,02 24,41 15,09<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.43 892<br>9 Ha (stl) (each 10,8 × 12,0) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 540kW 400V 50Hz a.c.<br>Fuel 1 963,0t (hvf)-41,5pd 16,75kn |
| 5074484<br>J4GL<br>1948<br>Df Esd<br>Gc Rdr<br>RTm/h | **CEFALLONIAN AMBITION**<br>ex Ciudad de Guayaquil-80<br>**Cefallonian Ambition Shipping Co. Ltd.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **7 509**<br>4 347<br>8 215 | **100A1** SS 4/81<br>**LMC**<br>EL (X) 550,0/52,0U2<br>FN 3994<br>(AB) | **1958** Empresa Nacional "Elcano"—Seville (16)<br>144,79 18,95 8,346<br>134,02 18,90 10,90<br>F 13,2 2 dks<br>RW rf 102 ,DK forward<br>7BH WB897T incl. Tunnel STs 258T | **M General Cargo**<br>Ref 11P<br>5 Ho 19,5 24,3 13,4 21,0 17,3<br>G.12 272 B.11 331 In.1 557<br>5 Ha (stl) (10,2 × 4,8) (14,4 6,1 10,2 8,2 × 6,1)<br>18W Der 1(35) 1(15) 8(10) 8(5) | Oil 2SA 10Cy. 720 × 1250<br>7 300bhp (5 370kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 300kW 220V d.c.<br>Fuel 894,0t 17,5kn |
| 5074317<br>SXQX<br>8022<br>Df Esd<br>Gc Rdr<br>RT | **CEFALLONIAN CHARIS**<br>ex Ciudad de Barranquilla-81<br>**Cefallonian Charis Shipping Co.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **7 460**<br>4 675<br>10 408 | **100A1** SS 10/81<br>**LMC**<br>EL (X) 550,0/52,5U2<br>FN 4009<br>AB | **1958** H. C. Stuelcken Sohn—Hamburg (865)<br>144,81 18,95 7,189<br>134,50 18,90 10,90<br>P 14,1 RQD 14,7 B 31,7 F 13,2 2 dks, 3rd dk in way of Nos. 1, 2 & 3 holds<br>RW rf nil<br>SF 7BH WB470T incl. tunnel tanks 285T | **M General Cargo** OSD<br>Ref 12P<br>side doors<br>5 Ho 19,5 24,3 13,7 21,0 16,1<br>G.13 829 B.12 888 In.1 557<br>5 Ha (stl) (10,1 × 4,8) (14,4 × 6,1) (5,6 × 5,6) (10,2 8,2 × 6,1)<br>16W Der 1(18) 1(15) 8(10) 8(5) | Oil 2SA 7Cy. 780 × 1400<br>7 860bhp (5 782kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 230kW 230V d.c.<br>Fuel 908,5t (d.o.) 17kn |
| 5219876<br>9HWZ<br>0716<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CEFALLONIAN PROSPERITY**<br>ex Manuel Mejia-81<br>**Coast Ship Ltd.**<br>Flandermar Shipping Co. S.A.<br>Valletta Malta | **5 026**<br>2 596<br>7 878<br>**7 580**<br>4 307<br>10 408 | **100A1**<br>**LMC**<br>EL (X) 550,0/52,5U2<br>FN 4003<br>AB | **1957** H. C. Stuelcken Sohn—Hamburg (863)<br>144,81 18,95 8,440<br>134,32 18,90 10,90<br>F 13,2 2 dks, 3rd deck in way of Nos. 1, 2 & 3 holds<br>RW rf nil<br>SF 7BH WB470T incl. Tunnel tanks 285T | **M General Cargo**<br>Ref<br>Side door<br>5 Ho 19,5 24,3 13,7 ER 21,0 16,1<br>G.12 261 B.11 327 In.1 557<br>5 Ha (stl) (10,2 × 4,8) (14,4 × 6,1) (5,7 × 5,6) ER (10,2 8,2 × 6,1)<br>18W Der 1(35) 1(15) 8(10) 8(5) | Oil 2SA 7Cy. 780 × 1400<br>7 868bhp (5 787kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 230kW 230V d.c.<br>17kn |
| 5213987<br>Df Esd<br>Rdr RT | **CEFALLONIAN SUN**<br>ex Colibri I-81<br>ex Nigerian Importer-81<br>ex Austrian Importer-80<br>ex Michele Maglione-77<br>ex Capitano Vito-73<br>ex Ludolf Oldendorff-70<br>Flandermar Shipping Co. S.A.<br>Greece | **2 497**<br>1 309<br>4 625 | RI (GL) | **1952** Orenstein Koppel & Luebecker—Luebeck (418)<br>106,46 14,84 6,166<br>98,00 14,79 9,00<br>P 6,4 F 11,0 1 dk & S dk H 19,2<br>RW | **M General Cargo** OSD<br>G.7 649 B.6 867<br>4 Ha<br>Der 1(50) 1(20) 10(3-5) | Oil 2SA 9Cy. 520 × 900<br>2 700bhp (1 986kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 499,0t 13,5kn |
| 5206661<br>9HXA<br>0715<br>Df Esd<br>Gc Rdr<br>RTm | **CEFALLONIAN WAVE**<br>ex Bellerive-81<br>ex Nigerian Explorer-80<br>ex Austrian Explorer-80<br>ex Sauzon-76 ex Leopold L. D.-64<br>**Gulf Shipping Ltd.**<br>Flandermar Shipping Co. S.A.<br>Valletta Malta | T.Mk<br>**5 661**<br>3 235<br>—<br>**8 286**<br>5 029<br>11 718 | **100A1**<br>**LMC**<br>EL at 480,0/59,0U1<br>FN 4138<br>BV | **1952** At. & Ch. de la Loire—St. Nazaire (354)<br>149,36 18,34 —/8,825<br>138,61 18,31 11,54<br>P 14,7 B 30,8 F 15,0 2 dks<br>RW rf 102<br>SF 7BH WB670T | **M General Cargo**<br>5 Ho 20,5 29,5 11,7 21,8 21,8<br>G.16 877 B.15 285<br>5 Ha (stl) (9,6 10,1 10,9 10,9 10,1 × 6,7)<br>14W Cr 2(3) Der 8(10) 6(5) 1(2) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Gen 3 × 275kW 220V d.c.<br>Fuel 1 185,5t (hvf) 14,5kn |
| 5066841<br>EBWL<br>1587<br>Df Esd<br>Rdr | **CEFIRO**<br>**Pesquerias y Secaderos de Bacalao de Espana S.A. (PYSBE)**<br>San Sebastian Spain | **1 418**<br>719<br>— | ✠Classed LR until 1/10/81 | **1959**-9 Soc. Espanola de Const. Nav.—Bilbao (85)<br>71,61 11,00<br>66,96 10,85 5,97<br>F 15,0<br>RW rf 711 BK 203 | **M Fishing**<br>Side Trawler | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW) Polar<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel (d.o.) 12kn |
| 6606181<br>HAAL | **CEGLED**<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **1 409**<br>628<br>1 483 | | **1966** Angyalfold Shipyard—Budapest<br>81,87 10,62 3,099<br>4,88<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy.<br>1 600bhp (1 177kW)<br>Lang Gepgyar Budapest |
| 7125055<br>LQHG<br>Df Esd<br>Gc Rdr<br>RT | **CEIBO**<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **4 341**<br>2 822<br>7 014 | BV | **1973** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (136)<br>114,51 17,15 6,554<br>109,02 17,12 8,69<br>2 dks | **M General Cargo**<br>3 Ha (stl) (13,9 × 7,5) (18,2 18,2 × 10,5) ER | Oil 4SA 8Cy. 400 × 540<br>4 345bhp (3 196kW) MAN<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>14kn |
| 7526625<br>TCDE<br>5007<br>Df Esd<br>Gc Rdr<br>RT | **CELAL CESUR**<br>ex Mercandian Atlantic-82<br>**Isiklideniz Gemicilik A.S.**<br>Istanbul Turkey | T.Mk<br>**1 692**<br>1 116<br>4 665<br>**3 258**<br>2 276<br>5 525 | NV | **1977** Aalborg Vaerft A/S—Aalborg (216)<br>96,53 —/6,801<br>87,91 16,01 8,82<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.7 640 B.7 069<br>2 Ha (each 25,4 × 10,8) ER<br>Cr 4(5) | Vee Oil 4SA 12Cy. 280 × 320 geared to sc. shaft<br>1 995bhp (1 467kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 144kW 1 × 72kW 440V 60Hz a.c.<br>Fuel 232,0t (d.o.)-9,5pd 13kn |
| 8016964<br>HPCK<br>10890<br>-PEXT | **CELCHEM CATALYST**<br>**Sherwood Co. S.A.**<br>Panama Panama | **24 562**<br>16 500<br>42 312 | NK | **1982** Kanasashi Zosensho—Toyohashi (1308)<br>178,01(BB) 32,26 11,469<br>168,03 32,21 19,21<br>1 dk | **M Tanker**<br>SBT IGS<br>11 Ta ER<br>L.(oil) 52 012 | Oil 2SA 6Cy. 670 × 1700<br>10 600bhp (7 797kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| 7029653<br>DHMC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CELEBES**<br>ex Evelyn Bolten-79<br>**Partenreederei m.s. 'Celebes'**<br>Hamburg Federal Republic of Germany | **20 462**<br>14 008<br>33 290 | GL | **1970** Luebecker Flender-Werke AG.—Luebeck-Siems (588)<br>196,32(BB) 25,86 10,954<br>185,02 25,80 15,50<br>B 23,2 F 18,3 1dk | **M Bulk Carrier**<br>7 Ho each 19,0 ER<br>G.39 158 B.36 543<br>7 Ha (stl) (13,2 13,2 13,4 13,4 13,4 13,4 12,6 × 10,2) ER<br>14W Der 14(5-10) | Oil 2SA 9Cy. 750 × 1320<br>13 500bhp (9 930kW)<br>Borsig A.G. West Berlin<br>Gen 2 × 490kW 1 × 192kW 380V 50Hz a.c.<br>Fuel 218,0t (d.o.) 2 146,0t (hvf)-46,0pd 16,5kn |

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| 7369716<br>HO3374<br>1099<br>1-81<br>Df Esd<br>Gc Rdr<br>RT | **CELEBES DOS**<br>ex Copernicus-81<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **559**<br>238<br>521 | BV | **1975** Ast. Picsa S.A.—Callao (403)<br>47,00 11,03<br>42,68 10,67 5,64<br>2 dks | **M Fishing**<br>Tuna Seiner Ref<br>Mchy.aft<br>In.760 | Vee Oil 4SA 16Cy. 200 × 210<br>2 100bhp (1 545kW)<br>Ch. de l'Atlantique<br>Fuel 63,0t (d.o.) | Pielstick<br>St Nazaire<br>14kn |
| 5418927<br>H9LT<br>1114<br>3-81<br>Df Esd<br>Rdr<br>RTm/h | **CELEBES REEFER**<br>ex Aven-81<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **1 129**<br>649<br>1 724 | BV | **1963** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (796)<br>68,61 9,56 5,163<br>64,11 9,50 6,20<br>2 dks | **M Fish Carrier**<br>Ref.<br>2 Ho 17,2 25,6 2 TwD 17,8 27,6<br>In.1 464<br>2 Ha (stl) (each 6,1 × 2,9)<br>6W Der 6(3) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 230kW 380V 50Hz a.c.<br>Fuel 233,5t (d.o.) | Koeln<br>13kn |
| 7369728<br>HO3375<br>1099<br>2-81<br>Df Esd<br>Gc Rdr<br>RT | **CELEBES TRES**<br>ex Cuzco-81<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **559**<br>238<br>521 | BV | **1975** Ast. Picsa S.A.—Callao (404)<br>47,00 11,03<br>42,68 10,67 5,64<br>2 dks | **M Fishing**<br>Tuna Seiner Ref<br>Mchy.aft<br>In.760 | Vee Oil 4SA 16Cy. 200 × 210<br>2 100bhp (1 545kW)<br>Ch. de l'Atlantique<br>Fuel 63,0t (d.o.) | Pielstick<br>St Nazaire<br>14kn |
| 7369704<br>HO3373<br>1099<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **CELEBES UNO**<br>ex Callao-81<br>**Starfish International Fisheries S.A.**<br>Panama Panama | **559**<br>238<br>— | BV | **1974** Ast. Picsa S.A.—Callao (402)<br>47,25 5,487<br>42,68 7,62 5,64<br>2 dks | **M Fishing**<br>Tuna Seiner Ref<br>In.760 | Vee Oil 4SA 16Cy. 200 × 210<br>2 100bhp (1 545kW)<br>Ch. de l'Atlantique<br>Fuel 63,0t (d.o.) | Pielstick<br>St Nazaire<br>14kn |
| 7392024<br>GUVZ<br>366030<br>Pfd Rdr<br>RT | **CELEBRITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **582**<br>366<br>946 | **✠100A1** SS 12/80<br>U.K. coasting service & between River Elbe & Brest<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 742 | **1976**-1 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1448)<br>57,61 10,01 3,252<br>53,65 9,91 3,92<br>P 10,7 F 5,5 1 dk<br>rf 152<br>NS 3BH WB342T | **M General Cargo**<br>1 Ho 38,0 ER<br>G.1 317 B.1 221<br>1 Ha (stl) (30,7 × 6,4) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirlees Blackstone (Stockport) Ltd.<br>Gen 2 × 40kW 415/240V 50Hz a.c.<br>Fuel 29,5t (d.o.) | Stockport<br>10kn |
| 7505803<br>TCLW<br>4413<br>Df Esd<br>Gc Rdr<br>RTm/h | **CELENK**<br>**Sak Fergemi Insa Isletme Transport Ltd. Sirketi**<br>Istanbul Turkey | **1 574**<br>1 022<br>2 746 | AB | **1976** Marmara Tersanesi—Yarimca (6 A)<br>78,16 5,696<br>70,01 12,40 6,58<br>P 19,6 F 10,7 2 dks | **M General Cargo**<br>2 Ho 25,3 24,2 ER<br>G.3 587 B.3 318<br>2 Ha (stl) (each 16,4 × 8,3) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 90kW 380V 50Hz a.c. | Kiel<br>12kn |
| 5024257<br>J4CY<br>6842<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CELESTIAL**<br>ex Aristoteles-78<br>**Celestial Shipping & Trading S.A.**<br>Constellation Lines S.A.<br>Piraeus Greece | T.Mk<br>**4 206**<br>2 259<br>6 083<br>**6 172**<br>3 503<br>7 135 | BV | **1962** N.V. Schps. Gebr. Pot—Bolnes (946)<br>129,24 17,58 6,443/7,506<br>117,35 17,53 9,53<br>P 9,2 F 11,3 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>4 Ho 13,8 21,5 21,5 23,3<br>G.9 335 B.8 447 In.283<br>4 Ha (stl) (8,1 × 5,0) (13,4 13,4 11,9 × 6,0)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>4 900bhp (3 604kW)<br>Kon. Mach. Stork & Co. N.V.<br>Gen 3 × 170kW 220V d.c.<br>Fuel 311,0t (hvf) | Hengelo<br>17,5kn |
| 7623497<br>GUUG<br>361296<br>Esd Gc<br>Pfd Rdr<br>RTv | **CELESTIAL SHORE**<br>**W. I. Morris**<br>Newry United Kingdom | **117**<br>53<br>— | | **1975** Palmers Boat Building Works —Portavogie, Co. Down<br>22,69<br>21,49 6,79 3,69<br>1 dk | **Wood M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 8Cy. 165 × 184<br>435bhp (320kW) E made73 fitted75<br>Dorman Diesels Ltd., Kelvin Marine Division | Glasgow<br>10kn |
| 8022999 | **CELESTINA**<br>Italy | **250**<br>—<br>50 | RI | **1981** Westamarin A/S—Alta (81)<br>... ...<br>30,03 9,01 3,18<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>Twin Hull | 2 Vee Oil 4SA each 12Cy. 195 × 180/192<br>1 800bhp (1 324kW)<br>Soc. Alsacienne de Const. Mec. de Mulhouse | AGO<br>Mulhouse |
| 5066920<br>IVIU<br>871<br>RT | **CELESTINA LAURO**<br>ex Regina Isabella-61 ex Turchino ex Vega<br>**Libera Navigazione Lauro S.a.s.**<br>Napoli Italy | **287**<br>171<br>— | RI | **1943** ..............U.S.A.<br>41,99 7,50 2,363<br>38,71 7,37 3,48<br>1 dk | **Wood TM General Cargo** | 2 Oil 4SA each 6Cy. 250 × 350<br>1 280bhp (942kW) NE 61<br>Motorenw. Mannheim A.G. (MWM) | Mannheim |
| 6609597<br>PUBC<br>5790<br>Df Esd<br>Gc Rdr<br>RT | **CELESTINO**<br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio de Janeiro Brazil | T.Mk<br>**6 182**<br>3 488<br>9 069<br>**8 258**<br>5 564<br>12 537 | **✠100A1** SS 7/80<br>DTmf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ct $2\frac{1}{8}$"U2<br>FN 4129 | **1968**-3 Verolme Est. Reunidos do Brasil S.A.—Jacuacanga (702 /B8)<br>142,30 19,56 8,230/9,183<br>130,00 19,51 12,25<br>P 33,0 F 13,8 2 dks<br>rf nil<br>Coll & mchy. BH to U dk 5 to 2nd dk WB2470t incl. DTm1064t | **M General Cargo**<br>Ref<br>5 Ho ER<br>G.17 959 B.16 673 In.446<br>5 Ha ER | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Mecanica Pesada S.A.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c. | MAN<br>Taubate<br>17kn |
| 5017096<br>H9GC<br>1066<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **CELIA**<br>ex Anette Maersk-80<br>**Valor Maritime S.A.**<br>Panama Panama | T.Mk<br>**6 496**<br>3 698<br>—<br>**9 028**<br>5 948<br>12 320 | ✠Classed LR until 20/11/81 | **1962**-8 Mitsui SB. & Eng. Co. Ltd. —Tamano (668)<br>152,43 20,35<br>142,63 20,27 11,10<br>Ba 46,1 F 29,6 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>5 Ho ER<br>G.19 624 B.17 981<br>5 Ha (9,6 × 5,4) (14,1 14,5 14,5 14,5 × 6,4) ER<br>18W Der 1(50) 1(24) 8(10) 10(5) | Oil 2SA 9Cy. 620 × 1400<br>9 450bhp (6 951kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Fuel (hvf) | B&W<br>Tamano<br>17,5kn |
| 6720092<br>TCAU<br>3760<br>Esd Pfd<br>RT | **CELIKTRANS**<br>**Celiktrans Husnu Sismanyazicioglu ve Ortaklari Donatma Istiraki**<br>Istanbul Turkey | **499**<br>299<br>1 050 | BV (GL) | **1967** Celiktrans Deniz Insaat—Istanbul (28)<br>64,67 8,62 3,722<br>62,11 8,60 4,12<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ha (9,3 8,2 × 4,4)<br>4W Cr 4(3) Der 4(3) | Oil 4SA 6Cy. 350 × 500<br>660bhp (485kW)<br>CKD Praha<br>Fuel (d.o.) | Praha<br>11kn |

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| 7364376<br>TCJK<br>4315<br>Esd Pfd<br>Rdr | **CELIKTRANS II**<br>**Celiktrans Husnu Sismanyazicioglu ve Ortaklari Donatma Istiraki**<br>Istanbul Turkey | **499**<br>296<br>1 400 | BV (GL) | **1974** Celiktrans Deniz Insaat—Istanbul<br>62,21 8,62 3,722<br>60,36 8,60 4,12<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 700 B.1 550<br>2 Ha (stl) (13,7 16,2 × 6,2) ER<br>Cr 4(3) | Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 70kW 380/220V d.c.<br>Fuel (d.o.) 9kn |
| 7432862<br>PPJY<br>7602<br>Df Esd<br>Gc Rdr<br>RT | **CELINA TORREALBA**<br>**Companhia Paulista de Comercio Maritimo**<br>Rio de Janeiro Brazil | T.Mk<br>**8 583**<br>4 545<br>12 247<br>**11 372**<br>6 281<br>14 821 | AB | **1977** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (115)<br>160,03 21,39 9,221/9,481<br>152,41 21,34 12,58<br>F 12,2 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds, part 4th dk in No. 4 hold<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho ER 1 Ho 4 TwD ER 1 TwD<br>G.15 394 B.14 348 In.3 341 L.1 602<br>TEU 282 C. 282/20'<br>6 Ha (stl) (11,6 × 7,7) (12,9 × 10,3) (19,0 × 10,3) (5,3 5,3 × 10,3) ER (10,6 × 8,5)<br>Cr 2(5) Der 2(16) 2(5) 2(-) | Oil 2SA 7Cy. 700 × 1250<br>11 500bhp (8 459kW) MAN<br>Mecanica Pesada S.A. Taubate<br>17kn |
| 5260629<br>GVWT<br>187913<br>Df Esd<br>Pfd RTm | **CELITA**<br>ex Tippermuir-80<br>ex Ocean Trust-76<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **131**<br>63<br>— | | **1957** Richards Iron Works Ltd.—Lowestoft (434)<br>*27,83* 6,33 2,921<br>... ... ...<br>R | **M Fishing**<br>Side Trawler Tender | Oil 4SA 6Cy. 260 × 368<br>360bhp (265kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 7507239<br>YTRC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELJE**<br>**Splosna Plovba Piran**<br>Koper Yugoslavia | T.Mk<br>**7 437**<br>4 911<br>14 339<br>**11 905**<br>7 415<br>18 468 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL Dt 2½"U2<br>FN 5023<br>JR | **1977**-3 Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (1069)<br>147,71(BB) 22,99 —/9,627<br>140,01 22,86 13,01<br>P 29,6 F 12,5 2 dks<br>rf 51<br>NS 6BH WB3404T | **M General Cargo**<br>4 Ho 23,3. 24,3 25,4 25,4 ER<br>G.25 628 B.23 738<br>TEU 232 C.Ho 136/20'(40') C.Dk 96/20'(40') incl. 60 ref C.<br>7 Ha (stl) (14,0 15,7p&s 15,7p&s 15,7p&s × 7,0) ER<br>Der 1(120) 1(40) 12(10) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 12kgf/cm$^2$ (11,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 140,0t (d.o.) 1 401,0t (hvf)-33,5pd<br>15kn |
| 6815079<br>VJKP<br>317787<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELLANA**<br>**Shell International Marine Ltd.**<br>*Geelong, Victoria* Australia | **16 005**<br>9 022<br>25 169 | ✠**100A1** CS 8/78<br>oil tanker<br>(cc) crude oil—defined ballasting<br>✠**LMC**<br>EL Gt $2\frac{13}{16}$"U2<br>FN 6076 | **1968**-8 Whyalla SB. & Eng. Works —Whyalla (46)<br>171,02(BB) 24,44 9,780<br>162,87 24,39 12,91<br>P 16,5 F 20,2 1 dk<br>rf 102<br>12BH WB DTf1376t | **M Tanker**<br>21 Ta ER<br>L.(oil) 30 327 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>8 400bhp (6 179kW) Sulzer<br>Commonwealth Govt. Engine Works Melbourne<br>WTAuxB primary 600lbf/in$^2$ (41,4bar) secondary 185lbf/in$^2$ (12,8bar)<br>Gen 1 × 550kW 2 × 500kW 415V 50Hz a.c.<br>Fuel 1 166,5t (d.o.)-28,5pd 14,5kn |
| 7712925<br>LIAH<br>19299<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELSIUS**<br>**Kommandittselskapet A/S Havgas**<br>A/S Havtor Management<br>Oslo Norway | **13 948**<br>8 571<br>17 157 | NV | **1979** Moss Rosenberg Verft A/S —Stavanger (207)<br>150,91(BB) 25,02 9,616<br>140,67 25,01 14,25<br>F - 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>7 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 15 038 HeCls. B | Oil 2SA 5Cy. 680 × 1250<br>9 500bhp (6 988kW) Sulzer<br>A/S Horten Verft Horten<br>Gen 3 × 680kW 450V 80Hz a.c.<br>Fuel 327,0t (d.o.) 1 517,0t (hvf)-34,0pd<br>16,75kn |
| 5067003<br>LW2804 | **CELSO R.**<br>ex Juan Jose-39 ex Superman<br>**Compania Argentina de Navegacion Angel Gardella Ltda.**<br>Buenos Aires Argentina | **238**<br>78<br>— | ✠Classed LR until 11/29 | **1923** Cochrane & Sons Ltd.—Selby (1110)<br>*29,45* 7,47<br>... ... ...<br>R | **S Tug** | T 3Cy. 368 610 & 1016 × 686<br>Earle's S.B. & Eng. Co. Ltd. Hull |
| 5067015<br>400261 | **CELT**<br>ex Fishersvic-54 ex Vic 64-48<br>**Marine Transport Services Ltd.**<br>Cork Irish Republic | **139**<br>63<br>— | ✠Classed LR until 3/54 | **1946**-6 I. Pimblott & Sons Ltd.—Northwich<br>25,91 6,10 2,636<br>... ... ... | **M General Cargo Barge**<br>Mchy.aft | Oil 8Cy. 140 × 197<br>E made55 fitted—<br>L. Gardner & Sons Ltd. Manchester |
| 7701251<br>JQHS<br>121451<br>Df Esd<br>Gc Pfd<br>Rdr | **CELTA LILY**<br>**Wide Clean Line Co. Ltd. & Nanyo Kaiun K.K.**<br>Tokyo Japan | **4 542**<br>3 151<br>7 852 | NK | **1977** Kurushima Dock Co. Ltd.—Imabari (2057)<br>114,26 17,63 7,201<br>103,99 17,61 9,02<br>P 18,9 F 11,0 1 dk | **M General Cargo**<br>G.10 601 B.10 028<br>2 Ha (30,8 34,2 × 8,7) ER<br>Der 2(25) 2(20) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V a.c.<br>12,75kn |
| 6414136<br>CB3222<br>Esd | **CELTA 1**<br>**Empresa Pesquera e Industrial Celta Ltda.**<br>Valparaiso Chile | **126**<br>111<br>— | | **1963** Immar S.A.—Valdivia<br>22,51 6,02<br>5,97 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 133 × —<br>Kloeckner Humboldt Deutz West Germany |
| 6414148<br>CB3223<br>Esd | **CELTA 2**<br>**Empresa Pesquera e Industrial Celta Ltda.**<br>Valparaiso Chile | **126**<br>111<br>— | | **1963** Immar S.A.—Valdivia<br>22,51 6,02<br>5,97 3,05 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 133 × —<br>Kloeckner Humboldt Deutz West Germany |
| 7727102<br>PDJN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELTIC**<br>**Seatrade Groningen B.V.**<br>Groningen Netherlands | T.Mk<br>**877**<br>471<br>1 730<br>**1 599**<br>968<br>2 153 | ✠**100A1** SS 4/82<br>Ice Class 2<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL (Q) 522,5/36,0U2<br>FN 1244 | **1979**-4 Schpsw. "Friesland" B.V.—Lemmer (366)<br>66,73 (BB) 13,21 5,049/5,658<br>60,20 13,01 7,65<br>P 14,7 F 10,1 2 dks<br>rf nil len 82<br>7BH WB485T incl. DTsf136T | **M General Cargo**<br>Ref.<br>2 Ho 18,1 17,6 ER 2 TwD<br>In.2 577<br>2 Ha (stl) (12,1 12,1 × 7,4) ER<br>Cr 1(5) Der 4(3) | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 168kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.) |
| 5005562<br>DUNC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELTIC**<br>ex Agnes Foss-70 ex Mary Foss<br>ex Colonel George Armistead<br>**Luzon Stevedoring Corp.**<br>Manila Philippines | **443**<br>301<br>— | (AB) | **1904** Neafie & Levy Ship & Engine Building Co.—Philadelphia, Pa (976)<br>*43,29* 9,30 3,706<br>43,29 9,15 4,20<br>R | **TM Tug**<br>1 Ho 7,7<br>1 Ha (2,1 × 2,4) | 2 Oil 4SA each 6Cy. 405 × 510 NE 42<br>Enterprise Engine Co. San Francisco, Ca<br>Fuel 289,5t (d.o.) |

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|---|---|---|---|---|---|---|---|
| **5067027**<br>MFKZ<br>118314<br>Df Esd | **CELTIC**<br>**S. T. Curtis & R. F. Quinn**<br>London United Kingdom | **153**<br>108<br>234 | | **1903** J. Kievits & v. Reede—Papendrecht<br>27,44 7,12 2,439<br>7,07<br>1 dk<br>R conv General Cargo Barge 41 | **TM General Cargo**<br>2 Ho 10,9 4,8<br>1W Der 1(1) | 2 Oil 4SA each 3Cy. 150 × 230<br>264bhp (194kW) NE 41<br>Bergius Co. Ltd.<br>Fuel (d.o.) | Glasgow<br>7.5kn |
| **5405712**<br>WK4351<br>277003<br>Df Gc<br>Rdr RT | **CELTIC**<br>ex Judith McAllister-81<br>ex Russell 10-63<br>**Island Park Tanker Corp.**<br>New York, NY United States of America | **146**<br>99<br>— | AB | **1958** Jakobson Shipyard Inc.—Oyster Bay, NY (383)<br>27,44 7,37 3,201<br>26,19 7,32 3,43<br>1 dk<br>BK 127 | **M Tug** | Oil 2SA 16Cy. 216 × 254 sr & reverse geared to sc. shaft<br>General Motors Corp. | Cleveland, Oh |
| **8209080**<br>HOTR<br>10847<br>-PEXT | **CELTIC CAMERONIAN**<br>**La Este Marinar S.A.**<br>Panama Panama | **5 027**<br>3 554<br>8 721 | NK (Class cont.) | **1982** K.K. Taihei Kogyo—Akitsu (1481)<br>7,621<br>104,91 18,61 9,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>4 550bhp (3 347kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan |
| **7022497**<br>GNEW<br>339360<br>Pfd Rdr<br>RTv | **CELTIC CRUSADER**<br>ex Supremity-80<br>**Charles M. Willie & Co. (Shipping) Ltd.**<br>Cardiff United Kingdom | T.Mk<br>**698**<br>500<br>1 768 | **✠100A1** CS 8/80<br>**✠LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1555 | **1970**-10 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (364)<br>80,73 13,62 4,141<br>73,94 13,52 7,50<br>F 10,4 2 dks<br>rf 152<br>5BH WB1072t incl. DTf155t | **M General Cargo**<br>1 TwD 49,3 1 Ho 48,0 ER<br>G.4 021<br>2 Ha (stl) (each 18,8 × 10,2)<br>Cr 2(11) 2(5) | 2 Vee Oil -SA each 8Cy. 250 × 300 reverse reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>British Polar Engines Ltd.<br>Gen 3 × 132kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 136,0t (d.o.) | Glasgow<br>13,5kn |
| **6817003**<br>GYQX<br>305459<br>Df Esd<br>Rdr RTm | **CELTIC ENDEAVOUR**<br>ex Embassage-79<br>**Charles M. Willie & Co. (Shipping) Ltd.**<br>Cardiff United Kingdom | T.Mk<br>**700**<br>440<br>1 621<br>**1 428**<br>884<br>2 610 | **✠100A1** CS 8/78<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL M 1$\frac{1}{4}$"U2<br>FN 1311 | **1968**-8 E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (788)<br>77,20 11,89 5,747/6,033<br>70,16 11,82 6,86<br>P 15,3 F 11,0 2 dks<br>rf 152<br>3BH WB565t incl. DTf45t | **M General Cargo**<br>2 Ho 22,3 24,6 ER<br>G.3 126 B.2 812<br>2 Ha (stl) (each 16,7 × 6,1) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 84kW 400V 50Hz a.c.<br>Fuel 122,0t (d.o.) | Kiel<br>12kn |
| **8112433**<br>ELCL6<br>7305<br>Df Esd<br>Gc Rdr<br>RT | **CELTIC LIGHT**<br>**Erdington Shipping Ltd.**<br>Monrovia Liberia | **34 654**<br>19 014<br>58 420 | AB (Class cont.) | **1982** China SB. Corp. (Keelung Division)—Keelung (206)<br>223,02 11,600<br>213,01 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho 23,0 23,4 23,3 23,2 23,4 23,4 24,2 ER<br>G.73 558 HeCls. B<br>7 Ha (stl) (9,7 × 13,1) (13,5 13,5 13,5 13,5 13,5 13,5 × 14,6) ER | Oil 2SA 8Cy. 660 × 1400<br>14 400bhp (10 592kW)<br>Taiwan Mach. Mfg. Corp.<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 3 043,5t (hvf)-44,5pd | Sulzer<br>Kaohsiung<br>15,5kn |
| **7374046**<br>GVUS<br>359110<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CELTIC LINK**<br>ex Grey Warrior-81<br>**Robert Benson, Lonsdale & Co. Ltd.**<br>William Thomson & Co. (Ben Line)<br>Aberdeen United Kingdom | **84 555**<br>58 253<br>151 000 | NV | **1976** Mitsubishi Heavy Industries Ltd.—Kobe (1070)<br>280,42(BB) 15,241<br>268,03 53,61 20,02<br>P 56,4 B 36,3 F 23,5 1 dk<br>rf nil | **M Tanker**<br>Mchy.aft<br>14 Ta<br>L.(oil) 189 467<br>Der 2(15) 2(2) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 870kW 450V 60Hz a.c.<br>Fuel (hvf)-97,5pd | Sulzer<br>Kobe<br>15,25kn |
| **6814130**<br>GWIW<br>359128<br>Df Esd<br>Gc Pfd<br>Rdr | **CELTIC PILOT**<br>ex Pentire-80 ex Rovuma-77<br>ex Clairwood-75 ex Margareta-71<br>**Pumice Aggregates Ltd.**<br>Barrow in Furness United Kingdom | T.Mk<br>**511**<br>345<br>—<br>**1 246**<br>854<br>1 745 | **✠100A1** SS 8/76<br>**✠LMC** **UMS**<br>EL M 1$\frac{1}{4}$"U2<br>FN 1187 | **1968**-6 Atlas Mak. Masch.—Bremen (443)<br>70,92 12,32 —/4,839<br>65,18 12,20 6,00<br>F 5,5 2 dks<br>rf nil<br>NS 4BH WB398t | **M General Cargo**<br>2 Ho 27,2 20,7 ER<br>G.2 765 B.2 428<br>2 Ha (stl) (each 19,2 × 9,9) ER<br>3W Der 2(5) 1(3-5) | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 88kW 1 × 53kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 87,5t (d.o.)-5,5pd | Kiel<br>8kn |
| **6504943**<br>397842<br>Df Esd<br>Rdr<br>RTm/v | **CELTIC PINE**<br>ex Jenclipper-81<br>ex Inger Andreasen-76<br>**Crexglow Ltd.**<br>Poole United Kingdom | **399**<br>222<br>672 | GL | **1964** J. J. Sietas K.G. Schiffswerft—Hamburg (574)<br>53,68 8,64 3,175<br>47,25 8,62 3,56<br>F 6,1 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,0 ER<br>G.816 B.736<br>2 Ha (w) (each 12,5 × 5,1) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 240 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S<br>Gen 3 × 10kW 220V d.c.<br>Fuel 27,0t (d.o.) | Frederikshavn<br>9,5kn |
| **8021335**<br>7KCF<br>124810<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELTIC PRINCESS**<br>**Tanaka Industries Ltd.**<br>Usuki, Oita Pref. Japan | **19 334**<br>12 835<br>33 026 | NK | **1982** Minami-Kyushu Zosen K.K.—Usuki (550)<br>10,778<br>172,02 26,61 15,02<br>P 29,9 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 27,2 27,2 20,8 27,2 27,2 ER<br>G.41 892 B.40 096<br>5 Ha (stl) (16,8 × 12,8) (16,8 12,8 16,8 16,8 × 15,0) ER<br>Cr 5(25) | Oil 2SA 6Cy. 600 × 1500<br>10 800bhp (7 944kW)<br>Kobe Hatsudoki K.K.<br>Fuel 182,5t (d.o.) 1 987,5t (hvf) | Japan |
| **7639692**<br>3EGN<br>8490<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CELTIC SEA**<br>ex Truejoy-80<br>**T. J. Robertson & Co. Ltd.**<br>J. R. Teihcson & Management Co. Ltd.<br>Panama Panama | **15 900**<br>10 212<br>27 398 | **✠100A1** SS 6/82<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 6470 | **1977**-8 Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1213)<br>176,92(BB) 25,05 10,337<br>165,00 25,01 14,20<br>P 30,2 F 14,1 1 dk<br>rf nil<br>7BH WB14576T incl. topside tanks in holds 3348T, comb. btm & STs in holds 4046T & No. 3 hold 6139T | **M Bulk Carrier**<br>5 Ho 26,2 26,3 20,8 26,3 26,3 ER<br>G.35 783 B.34 969<br>5 Ha (stl) (16,0 × 10,9) (17,6 12,8 17,6 17,6 × 13,9) ER<br>Cr 5(22) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 159,5t (d.o.) 1 663,5t (hvf) | B&W<br>Tamano<br>15kn |
| **7366439**<br>WZD2<br>237<br>555416<br>Df Esd<br>Gc Rdr<br>RT | **CELTIC SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **292**<br>198<br>945 | AB | **1974** Burton Construction & SB. Corp.—Port Arthur, Tx (506)<br>57,89 12,20 4,331<br>51,82 12,17 5,03<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp.<br>Gen 2 × 99kW<br>Fuel 403,5t (d.o.) | La Grange, Illinois<br>14kn |
| **7525578**<br>3FGS<br>8500<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CELTIC SKY**<br>ex Splendid Albatross-80<br>**T. J. Robertson & Co. Ltd.**<br>J. R. Teihcson & Management Co. Ltd.<br>Panama Panama | **15 904**<br>11 008<br>27 947 | AB | **1976** Kanasashi Zosensho—Tsukama Works, Shimizu (1160)<br>176,03(BB) 25,46 10,102<br>165,00 25,40 14,13<br>P 29,0 F 11,3 1 dk<br>rf 94 conv Vehicles Bulk Carrier 77 | **M Bulk Carrier**<br>5 Ho 25,7 26,9 17,9 26,9 26,9 ER<br>G.37 702 B.32 305 HeCls. B<br>5 Ha (stl) (16,0 × 10,0) (16,4 11,2 16,4 16,4 × 12,5) ER<br>Cr 5(15) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 128,0t (d.o.) 1 646,0t (hvf)-39,0pd | B&W<br>Tamano<br>15kn |

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| 5095804<br>MPMX<br>185251<br>Esd Rdr<br>RTm | **CELTIC SURVEYOR**<br>ex Earl of Zetland-76<br>**Celtic Surveyor Ltd.**<br>Hydrosphere Ltd.<br>Aberdeen United Kingdom | **548**<br>267<br>144 | ✠Classed LR until<br>14/7/78 | **1939**-8 Hall, Russell & Co. Ltd.—Aberdeen (749)<br>50,65 8,87 3,137<br>45,73 8,84 3,66<br>P & B 27,5 F 11,3 1 dk<br>R rf 127 BK 191 | **M Passenger/General Cargo/Ferry**<br>Livestock 218P<br>1 Ho 12,8<br>B.268<br>2 Ha (2,0 2,2 × 2,4)<br>1W Der 1(4) | Oil 2SA 6Cy. 340 × 570<br>840bhp (618kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 2 × 50kW 220V d.c.<br>Fuel 17,5t (d.o.) 12kn |
| 8000537<br>ELBJ7<br>7083<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CELTIC YANA**<br>**Adoria Shipping Inc.**<br>Monrovia Liberia | **30 746**<br>23 730<br>63 408 | AB | **1981** Namura SB. Co. Ltd.—Imari (846)<br>224,85(BB) 32,26 12,537<br>217,02 32,21 18,01<br>F 14,7 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.75 634<br>7 Ha (stl) (each 16,6 × 13,1) ER | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 468kW 440V 60Hz a.c.<br>Fuel 180,0t (d.o.) 2 762,5t (hvf)-44,0pd<br>14,5kn |
| 7945584<br>402116<br>Rdr | **CELTIC 4**<br>ex Oiltrans 31-81<br>**Celtic Coasters Ltd.**<br>Cork Irish Republic | **801**<br>556<br>1 392 | GL | **1971** Fulton Marine N.V.—Ruisbroek (4135)<br>0,991<br>69,93 9,00 3,36<br>1 dk | **M Tanker** | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>11kn |
| 8003395<br>PKDV<br>KN203<br>Df Esd<br>Gc Rdr<br>RT | **CELURIT**<br>**Government of The Republic of Indonesia (Ministry of Communications & Transport)**<br>Jakarta Indonesia | **189**<br>45<br>— | | **1982** Soc. Francaise de Cons. Nav. —Villeneuve-la-Garenne (780/3)<br>38,33 6,38 1,782<br>35,49 6,09 4,02<br>1 dk | **TM Search & Rescue Vessel**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 195 × 180 reverse reduction geared to sc. shafts<br>4 400bhp (3 236kW) AGO<br>Soc. Alsacienne de Const. Mec. de Mulhouse Mulhouse<br>25kn |
| 7356408<br>HPSM<br>1095<br>4-MF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CELYA**<br>ex Tours-82<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>Panama Panama | T.Mk<br>**7 749**<br>4 035<br>12 070<br>**11 542**<br>6 608<br>16 215 | BV<br>✠Classed LR until<br>25/2/77 | **1976**-8 Marine Industries Ltd.—Sorel, P.Q. (421)<br>159,09(BB) 22,86 —/10,008<br>146,84 22,80 13,21<br>P 33,0 F 33,6 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides<br>4 Ho 24,0 24,0 24,0 26,9 ER<br>5 TwD ER 2 TwD<br>G.24 209 B.22 021<br>TEU 544<br>C.Ho 296/20' C.Dk 248/20'<br>8 Ha (stl) (13,2 19,5p&s 19,5p&s 19,5p&s × 8,0) ER (4,8 × 8,0)<br>Cr 2(20) 4(12,5) 1(5) | Vee Oil 4SA 14Cy. 520 × 550 sr geared to sc. shaft<br>13 600bhp (10 004kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 575kW 460V 60Hz a.c.<br>Fuel 235,5t (d.o.) 1 526,5t (hvf) 18kn |
| 7000736<br>4075 | **CEMALETTIN EREM**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **1 077**<br>391<br>— | AB | **1971** Denizcilik Bankasi T.A.O.—Halic, Istanbul (180)<br>67,26 20,50 3,101<br>60,97 17,71 4,70<br>1 dk | **M RoRo Cargo/Ferry**<br>—P | 2 Oil each 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz West Germany<br>1 propeller aft, 1 fwd<br>Fuel 88,5t |
| 7231191<br>LJTJ<br>17958<br>Df Esd<br>Gc Rdr<br>RTm/h | **CEMBULK**<br>**A/S Norcem**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Brevik Norway | **2 247**<br>970<br>3 252 | NV | **1973** J. J. Sietas K.G. Schiffswerft —Hamburg (717)<br>84,89 (BB) 14,66 5,804<br>78,82 14,64 6,81<br>P 22,0 F 17,7 1 dk<br>rf nil | **M Cement Carrier**<br>Self-unloader<br>2 Ho 22,1 21,6 ER<br>G.2 563<br>1 Ha (stl) (4,1 × 4,8) ER<br>2W Der 2(5) | 2 Oil 4SA each 9Cy. 250 × 300 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Normo Gruppen A/S Bergen<br>Gen 2 × 1032kW 2 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 209,5t (d.o.)-10,5pd 14kn |
| 7400431<br>EGXH<br>165<br>Df Esd<br>Gc Rdr<br>RTv | **CEMENMAR CUATRO**<br>**Cementos del Mar S.A.**<br>Tarragona Spain | **2 988**<br>1 544<br>5 441 | **✠100A1** SS 9/81<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 2384 | **1975**-10 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.122)<br>108,57(BB) 15,93 6,649<br>99,01 15,91 8,16<br>P 22,0 F 13,5 1 dk<br>rf nil DK fwd<br>NS 9BH WB2001T incl. DTf234T | **M Cement Carrier**<br>Self-unloader<br>4 Ta ER<br>L.5 522 | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 5 × 250kW 380V 50Hz a.c.<br>Fuel (d.o.) 15,5kn |
| 7110000<br>EGAG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CEMENMAR DOS**<br>**Cementos del Mar S.A.**<br>Tarragona Spain | **1 598**<br>699<br>2 795 | **✠100A1** SS 6/82<br>**✠LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1476 | **1972**-2 Maritima del Musel S.A.—Gijon (148)<br>84,31 12,55 5,747<br>77,02 12,50 6,66<br>P 19,6 F 11,6 1 dk<br>rf nil DK fwd<br>3BH WB869t | **M Cement Carrier**<br>2 Ho each 22,5 ER<br>G.2 814 | Oil 4SA 6Cy. 400 × 580 sr geared to sc. shaft<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel (d.o.) 13,25kn |
| 7214284<br>EGBY<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CEMENMAR TRES**<br>**Cementos del Mar S.A.**<br>Tarragona Spain | **3 081**<br>1 593<br>5 601 | **✠100A1** SS 7/80<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 2384 | **1972**-6 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.108)<br>108,57 15,93 6,649<br>99,01 15,91 8,16<br>P 22,0 F 13,5 1 dk<br>rf nil DK fwd<br>NS 9BH WB1970t incl. DTf231t | **M Cement Carrier**<br>4 Ho 16,0 15,0 14,7 16,0 ER<br>G.5 522 | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 204kW 380V 50Hz a.c.<br>Fuel (d.o.) 16kn |
| 6811152<br>EFUX<br>231<br>Df Esd<br>Rdr RTm | **CEMENMAR UNO**<br>**Cementos del Mar S.A.**<br>Gijon Spain | **1 463**<br>617<br>2 509 | **✠100A1** SS 10/80<br>**✠LMC**<br>EL N 1$\frac{7}{16}$"U2<br>FN 1352 | **1968**-4 Maritima del Musel S.A.—Gijon (93)<br>81,44 12,53 5,138<br>73,51 12,49 5,90<br>P 18,9 F 9,8 1 dk<br>rf nil DK fwd<br>3BH WB860t | **M Cement Carrier**<br>2 Ho each 22,2 ER<br>G.2 620 | Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 158kW 380V 50Hz a.c.<br>Fuel 68,0t (d.o.) 11kn |
| 6610819<br>HPOZ<br>9239-78<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CEMENT A. P.**<br>ex Hibiscus-82 ex Okada Maru-78<br>**Dahlia Maritime Enterprises Inc.**<br>Panama Panama | **20 286**<br>12 833<br>59 486 | NK | **1966** Mitsubishi Heavy Industries Ltd. —Nagasaki (1633)<br>224,01 31,86 12,231<br>211,03 31,81 17,51<br>F 18,0 1 dk<br>RW rf 64 | **M Ore Carrier**<br>2P<br>3 Ho 59,9 33,6 59,9 ER<br>G.33 091<br>10 Ha (stl) (11,2 11,2 11,2 10,2 11,2 11,2 10,2 11,2 11,2 11,2 × 8,9) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 3 923,0t (hvf)-52,0pd 15kn |

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|---|---|---|---|---|---|---|---|---|
| 5070880<br>H8SH<br>9336-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RT | **CEMENT CARRIER**<br>ex Grand Apollo-79<br>ex Chiyokawa Maru-72<br>**Tan Famco Pte. Ltd.**<br>Singapore Cosmos Shipping Co.<br>(Pte.) Ltd.<br>Panama Panama | **13 726**<br>3 137<br>22 077 | | (BV) (NK) | **1961** Kawasaki Dockyard Co. Ltd.—Kobe (1000)<br>174,07 22,66 9,475<br>164,04 22,61 12,50<br>P 33,9 F 19,9 1 dk<br>RW | **M Ore Carrier**<br>3 Ho ER<br>G.13 582<br>6 Ha (each 13,7 × 8,9) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 780 × 1400<br>7 500bhp (5 517kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 2 × 240kW 445V a.c.<br>Fuel 1 900,0t | MAN<br>Kobe<br>13,5kn |
| 7303281<br>ZMLC<br>349076<br>Df Esd<br>Gc Rdr<br>RT | **CEMENT KING**<br>**Wilsons (N.Z.) Portland Cement Ltd.**<br>Auckland New Zealand | **2 929**<br>1 484<br>4 156 | **100A1**<br>**LMC** | CS 3/78<br>**UMS**<br>EL S $1\frac{5}{8}$"U2<br>FN 2205<br>(NV) | **1973** Ankerlokken Verft Glommen A/S —Fredrikstad (183)<br>98,66 (BB) 17,05 5,512<br>90,00 17,00 7,50<br>P 31,1 F 14,7 1 dk<br>rf nil<br>NS 6BH WB1825T incl. Comb. btm & STs in holds 1441T | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shaft<br>4 200bhp (3 089kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 164kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust propellers<br>Fuel (d.o.) | Trollhattan<br>14kn |
| 5067041<br>LDBU<br>5086<br>Rdr RT | **CEMENT 5**<br>ex Wasa<br>**P/R Hansen & Kristiansen**<br>Haldor Hansen<br>Oslo Norway | **220**<br>129<br>230 | | (NV) | **1901** P. Larsson—Thorskog (160)<br>38,16 6,86 2,667<br>36,40<br>1 dk<br>R BK 127 len 61 | **M Cement Carrier**<br>1 Ho 22,0 ER<br>4 Ha (each 0,6 × 0,6) ER | Oil 2SA 6Cy. 220 × 320<br>330bhp (243kW) NE 56<br>A/S Bergens M/V<br>Gen 1 × 7,5kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 3,0t (d.o.) | Normo<br>Bergen<br>9,5kn |
| 6718908<br>EFDP<br>242<br>Df Esd<br>Gc Rdr<br>RT | **CEMENTADOR**<br>**Naviera Alvargonzalez S.A. & A. Tudela-Veguin**<br>Romualdo Alvargonzalez S.A.<br>Gijon Spain | **1 854**<br>640<br>3 001 | **✠100A1**<br>**✠LMC** | SS 7/80<br>EL (r) $1\frac{7}{16}$"U2<br>FN 1485 | **1968**-1 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (143)<br>84,56 12,73 5,754<br>76,71 12,69 6,66<br>P 19,2 F 10,7 1 dk<br>rf 102<br>NS 5BH WB929t | **D-E Cement Carrier**<br>Self-unloader<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 185 × 200 total 2 900bhp (2 133kW) driving 2 gen. each 984kW 450V connected to 2 elec. motors each of 1 330shp (978kW) sr geared to sc. shaft<br>NE (s) made74 fitted6/79<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 2 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller | 14kn |
| 6721474<br>HOLH<br>99-68<br>Df Esd<br>Gc Rdr<br>RTv | **CEMENTIA**<br>**Cement Tankers S.A.**<br>Panama Panama | **3 373**<br>1 707<br>5 421 | **✠100A1**<br>**✠LMC** | SS 3/78<br>EL T $1\frac{3}{4}$"U2<br>FN 2379 | **1967**-11 Deutsche Werft A.G.—Hamburg (824)<br>106,61 15,55 6,744<br>99,70 15,50 8,36<br>P 31,7 F 13,5 1 dk<br>rf nil<br>8BH WB2134t incl. DTf311t | **M Cement Carrier**<br>Self-unloader<br>4 Ho 6,7 6,7 6,7 6,5 ER<br>G.4 146<br>4 Ha (stl) (each 0,7 × 0,3) ER<br>Der 1(12) | 2 Oil 4SA each 8Cy. 400 × 580 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>AuxB (ex.g) 71lbf/in$^2$ (4,9bar)<br>Gen 2 × 1000kW 2 × 240kW 400V 50Hz a.c.<br>Fuel 863,5t (hvf) | Koeln<br>14,75kn |
| 5067065<br>HO8814<br>3864-73<br>Df Esd<br>Rdr RTm | **CEMENTO PUERTO RICO**<br>ex Cementiere-73<br>ex Sunnanvik-61 ex Vika I-59<br>ex Helga Cords-46<br>**Companhia Helvetica de Navegacion S.A.**<br>Panama Panama | **1 400**<br>739<br>1 417 | | RI (BV) | **1944** A/B Ekensbergs Varv—Stockholm (180)<br>73,39 10,88 4,541<br>68,20 10,83 4,65<br>P 16,2 RQD 31,1 F 9,2 2 dks<br>R rf nil | **M Cement Carrier**<br>Self-unloader<br>3 Ho 5,0 9,7 15,9 ER<br>G.2 520 B.2 407<br>1 Ha (4,1 × 5,0) ER<br>Der 1(3,5) | Oil 2SA 6Cy. 340 × 570<br>845bhp (622kW) E made42 fitted44<br>Nydqvist & Holm A/B<br>Gen 1 × 88kW 1 × 30kW 1 × 8kW 230/250V d.c. 1 × 126kW 400V 50Hz a.c.<br>Fuel 65,0t (d.o.) | Goteborg<br>11,5kn |
| 7400443<br>EHCV<br>295<br>Df Esd<br>Gc Rdr<br>RT | **CEMENTOS CANTABRICO**<br>**Cementos del Cantabrico S.A.**<br>Romualdo Alvargonzalez S.A.<br>Gijon Spain | **3 052**<br>1 607<br>5 540 | **✠100A1**<br>**✠LMC** | SS 3/80<br>EL S $1\frac{5}{8}$"U2<br>FN 2384 | **1976**-3 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.123)<br>108,57(BB) 15,93 6,649<br>99,01 15,91 8,16<br>P 22,0 F 13,5 1 dk<br>rf nil DK fwd<br>NS 9BH WB2001T incl. DTf 234T | **M Cement Carrier**<br>Self-unloader<br>4 Ta ER<br>G.5 522 | Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>Gen 5 × 250kW 380V 50Hz a.c.<br>Fuel (d.o.) | Deutz<br>Vigo<br>15,5kn |
| 5067091<br>Df Esd<br>Gc | **CEMENTOS No. 1**<br>ex Pulaski-57<br>**Cementos California S.A.**<br>Ensenada Mexico | **198**<br>135<br>— | | | **1927** American Brown Boveri Corp. —Camden, NJ<br>*35,42* 7,35 3,226<br>35,21 7,32 3,74<br>R | **TM Tug** | 2 Oil<br>NE 47<br>General Motors Corp. | Detroit, Mi |
| 5067120<br>LLUW<br>15876<br>Df Esd<br>Gc Rdr<br>RTm | **CEMENTUS**<br>**A/S Norcem**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Brevik Norway | **993**<br>452<br>1 392 | | NV | **1963** Ankerlokken Verft Floro A/S—Floro (44)<br>66,10 11,74 4,268<br>60,03 11,71 4,58<br>P 16,8 B 7,4 F 8,6 1 dk<br>rf 51 | **M Cement Carrier**<br>Self-unloader<br>2 Ho 13,1 17,3 ER<br>G.1 303 B.1 101<br>2W Der 1(3) | 2 Oil 4SA each 8Cy. 250 × 360 geared to sc. shaft<br>1 200bhp (883kW)<br>A/S Bergens M/V<br>Gen 2 × 450kW 380V 50Hz a.c.<br>Fuel 64,0t (d.o.) | Normo<br>Bergen<br>12kn |
| 6406945<br>OGJV<br>1280<br>Df Esd<br>Gc Rdr<br>RT | **CEMGARD**<br>ex Malmvik-81<br>**Bulk Alandica AB Ltd.**<br>Bror Husells Rederier<br>Mariehamn Finland | **1 813**<br>778<br>2 469 | **✠100A1**<br>Ice Class 1<br>**✠LMC** | SS 6/78<br>EL r $1\frac{1}{2}$"SQ<br>FN 1493 | **1964**-5 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1117)<br>90,61 12,45 4,954<br>82,00 12,40 5,80<br>P 19,6 F 10,7 1 dk<br>rf 76 DK fwd<br>NS 6BH WB724t | **M Cement Carrier**<br>Self-unloader<br>3 Ho ER<br>G.3 231 B.2 995 | Oil 2SA 6Cy. 360 × 600<br>1 610bhp (1 184kW)<br>Sulzer Bros. Ltd.<br>Fuel 114,0t (d.o.) | Winterthur<br>12kn |
| 7218436<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CEMRE 1**<br>ex Mercy-82<br>**Cemre Deniz Ticaret ve Nakliyat A.S.**<br>Turkey | **14 783**<br>9 959<br>26 041 | | AB | **1972** Hitachi Zosen—Maizuru Works, Maizuru (4340)<br>172,88 22,86 10,240<br>164,01 22,81 14,03<br>P 23,2 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER | Oil 2SA 8Cy. 620 × 1400<br>10 700bhp (7 870kW)<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 320kW<br>Fuel 1 955,0t | B&W<br>15kn |
| 7527849<br>LESX<br>18953<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CEMSTAR**<br>**K/S Cemship A/S & Co.**<br>Kristian Gerhard Jebsen Skipsrederi A/S<br>Brevik Norway | **2 970**<br>1 383<br>4 482 | | NV | **1977** Dannebrog Vaerft A/S—Aarhus (167)<br>101,35 15,63 5,981<br>94,21 15,61 7,50<br>P - F - 1 dk<br>rf 119 | **TM Cement Carrier**<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>4 100bhp (3 016kW)<br>A/S Bergens M/V<br>Thw. thrust propeller fwd | Normo<br>Bergen |

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|---|---|---|---|---|---|---|
| 7396238<br>3ESE<br>6378-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENDRAWASIH/PERMINA 3005**<br>**Trident Navigation S.A.**<br>P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)<br>Panama — Panama | **19 373**<br>13 673<br>36 504 | ✠**100A1**<br>oil tanker<br>✠**LMC**<br>EL I* 2½"U3(a)<br>FN 7243 | **1977**-9 Usuki Tekkosho—Saiki (1195)<br>179,89(BB) 26,83 11,754<br>170,01 26,80 15,80<br>F 14,4 1 dk<br>rf nil<br>8BH WB5725T incl. No. 2 (c) clean ballast tank 4785T | **M Tanker**<br>13 Ta ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs328,9<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 2 × 550kW 450V 60Hz a.c.<br>15,5kn |
| 5067144<br>68<br>Rdr | **CENGELKOY**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul — Turkey | **515**<br>305<br>— | AB | **1956** Denizcilik Bankasi T.A.O.—Istinye, Istanbul (7)<br>46,46 8,67<br>43,01 8,65 3,46<br>1 dk | **TM Ferry**<br>—P | 2 Oil 4SA each 5Cy. 250 × 400<br>930bhp (684kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 40,5t |
| 7364584<br>TCLJ<br>4404<br>Df Esd<br>Rdr RT | **CENGIZ CESUR**<br>**Isiklideniz Gemicilik A.S.**<br>Istanbul — Turkey | **1 491**<br>883<br>2 672 | AB | **1976** Sedef Gemi Endustrisi A.S.—Gebze (9)<br>76,99 5,600<br>68,99 12,20 6,61<br>2 dks | **M General Cargo** CSD<br>2 Ho ER<br>G.3 144 B.3 048<br>2 Ha ER | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 80kW 1 × 28kW a.c.<br>12kn |
| 7526261<br>YBJP | **CENGKIH**<br>**Government of The Republic of Indonesia**<br>Jakarta — Indonesia | **413**<br>205<br>500 | KI | **1972** P.T. Ippa Gaya Baru—Semarang<br>... ... ...<br>47,50 7,40 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>690bhp (508kW)<br>Kloeckner Humboldt Deutz West Germany |
| 5067156<br>ILLD<br>3168<br>RT | **CENISIO**<br>ex BP 52-59 ex Mil 52-55<br>ex Chant I-46<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Genova — Italy | **395**<br>187<br>472 | *Classed BC until 11/59<br>RI | **1944**-2 Henry Scarr Ltd.—Hessle (435)<br>44,99 8,26 3,150<br>42,98 8,23 3,36<br>P 11,6 Trunk 25,0 F 4,3 1 dk | **M Tanker**<br>16 Ta ER<br>L.(oil) 516 HeCls. C | Oil 2SA 4Cy. 265 × 345<br>220bhp (162kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 25,5t-2,0pd 7,5kn |
| 5113199<br>C2CR<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CENPAC ROUNDER**<br>ex Federal Palm-72<br>**Nauru Corporation (Victoria) Inc. (Nauru Local Government Council)**<br>Nauru — Nauru | **3 179**<br>1 582<br>1 930 | ✠ | **1961**-8 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (29)<br>90,84 15,75 4,744<br>83,67 15,71 8,11<br>B 22,9 2 dks<br>rf 457 | **M Passenger/General Cargo/Ferry**<br>Ref 106bth 200dk P<br>3 Ho 9,7 18,9 12,1 ER<br>B.2 721 In.112<br>3 Ha (6,1 6,1 4,8 × 4,8) ER<br>4W Cr 2(3) Der 1(20) 4(5) | 2 Oil 2SA each 10Cy. 206 × 508 with sr reverse gear to sc. shaft<br>3 400bhp (2 501kW) Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 2 × 350kW 450V 60Hz a.c.<br>Fuel 353,5t (d.o.) 15kn |
| | | | **DAMAGED BY STRANDING 3/79 — BROKEN UP** | | | |
| 7034438<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENPAC 2**<br>ex Bright Moon-82<br>ex Kyokyu Maru-78<br>**Nauru Corporation (Victoria) Inc. (Nauru Local Government Council)**<br>Nauru — Nauru | **5 668**<br>3 905<br>9 107 | **100A1** SS 6/82<br>DTsm (p&s) — vegetable oil<br>**LMC**<br>EL X 495,0/50,0U2<br>FN 3216<br>NK | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (945)<br>122,56 18,24 7,728<br>114,00 18,20 10,01<br>P 24,1 F 10,7 1 dk<br>rf 203<br>5BH WB1843T | **M General Cargo**<br>3 Ho ER<br>G.12 362 B.11 765<br>3 Ha (stl) (7,4 26,9 26,9 × 8,0) ER<br>Der 1(80) 4(20) 1(15) | Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 220kW 445V 60Hz a.c.<br>Fuel 960,0t-17,5pd 13,5kn |
| 7324091<br>GUDR<br>360946<br>Rdr RT | **CENRED**<br>**Passtruck Shipping Co. Ltd.**<br>Sealink U.K. Ltd.<br>London — United Kingdom | **761**<br>402<br>— | | **1973** Robb Caledon Shipbuilders Ltd. —Dundee (562)<br>60,23 15,68 2,001<br>55,00 12,81 3,43<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 756P<br>Mchy.fwd & aft | 2 Oil 4SA each 6Cy. 222 × 292<br>840bhp (618kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>1 Directional propeller aft, 1 fwd<br>10kn |
| 5410640<br>9VGQ<br>303899<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CENTAUR**<br>**Blue Funnel (S.E.A.) Pte. Ltd.**<br>Straits Steamship Co. Ltd.<br>Singapore — Singapore | **7 989**<br>4 388<br>2 625 | ✠**100A1** CS 11/77<br>DTf—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL et 2¼"SQ<br>FN 4256 | **1964**-1 John Brown & Co. (Clydebank) Ltd. —Clydebank (722)<br>146,54(BB) 20,20 8,040<br>133,23 20,12 11,82<br>Ba 76,2 F 13,2 1 dk & S dk, 3rd dk except in No. 5 hold, 4th dk in Nos. 3 & 4 holds<br>rf 229 DK fwd<br>Coll BH to S dk 7 to 2nd dk WB1857t incl. DTmf545t DTsf282t | **TM Passenger/General Cargo** OSD<br>Livestock Ref 210bth P<br>5 Ho 12,3 17,9 18,2 19,8 9,9<br>In.1 335<br>5 Ha (stl) (6,8 × 4,8) (8,3 8,3 7,0 × 5,4) (3,0 × 4,8)<br>Cr 3(3) Der 10(5) | 2 Oil 2SA each 11Cy. 500 × 1100<br>16 500bhp (12 137kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>AuxB 125lbf/in² (8,7bar)<br>e(ex.g) 130lbf/in² (9,0bar)<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Fuel (hvf) 20kn |
| 8022157<br>H05279<br>9294-PEXT3<br>Esd Rdr<br>RT | **CENTAUR**<br>**Chung Pah Hing (B) Sendirian Berhad**<br>Panama — Panama | **417**<br>158<br>— | AB | **1981** Teraoka Shipyard Co. Ltd.—Nandan (197)<br>34,35 3,801<br>34,02 9,52 4,53<br>1 dk<br>rf 246 | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 6Cy. 280 × 340<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 6419514<br>TX-68<br>84-BT<br>RTh | **CENTAUR**<br>ex Centaure-69<br>ex Amiral de Joinville-64<br>ex Lord Strickland<br>**Georex Inc.**<br>Houston, Tx — United States of America | **309**<br>146<br>73 | (BV) | **1943** Greenport Basin & Construction Co. —Greenport, NY<br>*39,20* 7,50 2,363<br>7,45 3,46<br>1 dk<br>conv Yacht 64 | **Wood TM Research** 12P<br>1 Ho 3,0<br>1 Ha (stl) (0,7 × 0,7) | 2 Oil 2SA each 8Cy. 165 × 180<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 30kW 110V d.c.<br>Fuel 20,5t (d.o.) 12kn |
| 5067168<br>DLCZ<br>4325<br>Rdr RTv | **CENTAUR**<br>ex Daunt Reef-81 ex Centaur-81<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen — Federal Republic of Germany | **184**<br>68<br>— | GL | **1958** Jadewerft G.m.b.H.—Wilhelmshaven (59)<br>29,57 7,93 3,048<br>26,32 7,52 3,81<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 15kW 230V |
| 6916706<br>Df Esd<br>Rdr RT | **CENTAUR**<br>**Zarzad Portu Gdynia**<br>Gdynia — Poland | **119**<br>29<br>28 | PR | **1966** Gdynska Stocznia Remontowa —Gdynia (H800/246)<br>25,51 6,81<br>6,76 3,41<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 12kW 1 × 10kW 230V a.c.<br>10,5kn |

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|---|---|---|---|---|---|---|---|---|
| 7384247<br>OXFO<br>H577<br>Esd Pfd<br>Rdr RT | **CENTAURI**<br>**Kaj N. Madsen P/R**<br>Esbjerg Denmark | **172**<br>86<br>— | | **1973** Martin Jansen Schiffswerft u. Mfbk.<br>—Leer (104)<br>31,30 7,24 3,150<br>28,10 7,21 3,46<br>1 dk | **M Fishing**<br>Side Trawler | | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) | Grenaa |
| 7427142<br>GUUW<br>366040<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTAURMAN**<br>**Rowbotham Tankships Ltd.**<br>London United Kingdom | **2 475**<br>1 112<br>3 560 | **✠100A1** SS 11/79<br>chemical tanker<br>Type A SG up to 1.6 in<br>association with<br>approved list of cargoes<br>**✠LMC** **UMS**<br>EL Q $1\frac{1}{2}$"U2<br>FN 1825 | **1976**-1 Hall, Russell & Co. Ltd.—Aberdeen<br>(969)<br>89,18 14,03 5,900<br>83,60 14,00 7,83<br>P 23,2 F 11,3 1 dk<br>rf nil<br>11BH WB1568T incl. comb. btm & STs<br>1402T | **M Tanker**<br>Chemical<br>12 Ta ER | cs 5 | Oil 4SA 6Cy. 381 × 457 sr geared to sc.<br>shaft<br>3 600bhp (2 648kW)<br>Mirlees Blackstone (Stockport) Ltd.<br>db (o.f.) 10,5kgf/cm² (10,3bar)<br>Gen 3 × 180kW 1 × 60kW<br>415V 50Hz a.c.<br>Fuel 321,0t | Stockport<br>13,5kn |
| 5067182<br>IBQC<br>3278<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CENTAURO**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **26 364**<br>13 898<br>46 080 | **✠100A1** SS 4/80<br>**✠LMC**<br>EL rt $2\frac{15}{16}$"SQ<br>FN 9496<br>AB RI | **1962**-6 Ansaldo S.p.A.—La Spezia (1579)<br>229,75 28,12 11,726<br>217,13 28,00 15,73<br>P 40,0 F 20,8 1 dk<br>RW rf nil len 67<br>NS 10BH WB18848t incl. Topside tanks<br>in holds 6645t DTm1520t DTsf339t | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha ER<br>Der 2(7) 2(6) 2(1) | | Oil 2SA 8Cy. 900 × 1600<br>16 800bhp (12 357kW)<br>S.A. Fiat S.G.M.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 093,0t (hvf) | Torino<br>15kn |
| 5067194<br>LW4138<br>Df Esd<br>Rdr RT | **CENTAURO**<br>**Cia. la Aurora Austral S.A.**<br>Mar del Plata Argentina | **274**<br>139<br>— | | **1961** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (425)<br>41,15 7,22<br>35,77 7,21 3,46 | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 350 × 500<br>Kinoshita Tekkosho | Akashi |
| 5255868<br>SXQR<br>7102<br>Df Esd<br>Gc Rdr<br>RT | **CENTAURUS**<br>ex Rodanthi A.-79<br>ex Nordwind-79<br>**Centaurus Shipping Co. Ltd.**<br>Palmyra Tsiris Lines S.A.<br>Piraeus Greece | **8 656**<br>4 721<br>12 560 | GL | **1958** Flensburger Schiffsbau-Ges.<br>—Flensburg (568)<br>143,47 18,42 8,586<br>131,98 18,41 12,02<br>P 13,5 B 26,0 F 10,1 2 dks<br>RW | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.17 650 B.16 401<br>5 Ha (stl) (9,7 14,4 10,3 × 8,0) ER<br>(10,3 10,3 × 8,0)<br>12W Der 1(20) 12(3-5) | CSD | Oil 2SA 7Cy. 700 × 1200<br>4 680bhp (3 442kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 1 321,0t | Augsburg<br>13kn |
| 6714160<br>OARL<br>Df Esd<br>Gc Rdr<br>RT | **CENTAURUS**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 355**<br>957<br>1 436 | PR | **1967** Stocznia Gdanska im. Lenina—Gdansk<br>(B15/27)<br>83,09 13,82 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>3 Ho<br>In.1 400 | | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>"Zgoda" Zaklady Urzadzen<br>Technicznych<br>Gen 4 × 250kW 230V d.c.<br>Controllable pitch propeller | Sulzer<br>Swietochlowice<br>12,5kn |
| 7812672<br>Df Esd<br>Gc Rdr<br>RT | **CENTAURUS**<br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **180**<br>—<br>155 | **✠100A1**<br>tug<br>harbour service<br>**✠LMC**<br>EL G 302,5/20,5U2(a)<br>FN 366 | **1981**-8 MacLaren Est. e Servicos Mar. S.A.<br>—Rio de Janeiro (247)<br>30,99 9,07 4,201<br>27,64 8,54 4,68<br>F 8,3 1 dk<br>rf-<br>5BH WB57T | **M Tug**<br>Fire-fighting | | Vee Oil 4SA 14Cy. 225 × 300 with<br>clutches, flexible couplings & dr reverse<br>geared to sc. shaft<br>Equipamentos Villares S.A.<br>Gen 2 × 77kW 440V 60Hz a.c. | Alpha<br>Sao Paulo |
| 5174686<br>VGIJ<br>198101<br>Df Esd<br>Rdr | **CENTENNIAL LION**<br>ex Johnstone Straits-79<br>ex James M. Curley-54<br>**W. Church**<br>Vancouver, B.C. Canada | **303**<br>45<br>— | | **1944** Northeast SB. Co.—Quincy, Ma<br>*36,15* 8,56 4,128<br>... ... ... | **Wood M Tug** | | Oil 4SA 8Cy. 370 × 510<br>NE 55<br>National Supply Co. | Springfield, Oh |
| 6722648<br>326937 | **CENTENNIAL 3**<br>**Eric Joseph D'Eon**<br>Yarmouth, N.S. Canada | **188**<br>80<br>— | | **1967** A. F. Theriault & Son—Meteghan,<br>N.S.<br>*29,36* 7,45<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | | Oil 10Cy. 133 × 184<br>800bhp (588kW)<br>Fairbanks Morse & Co. | Beloit, Wi<br>10kn |
| 5067235<br>EDMW<br>Df Esd<br>RTm | **CENTOLLO**<br>**Francisco Marquez**<br>Cadiz Spain | **194**<br>72<br>135 | BV | **1962** Maritima del Musel S.A.—Gijon (33)<br>33,20 6,53 3,353<br>29,01 6,43 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(1) | | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Fuel 47,5t (d.o.) | M.T.M.<br>Barcelona<br>12,75kn |
| 5423556<br>ILKV<br>778<br>RT | **CENTOSCUDI**<br>**Carlo Aversano**<br>Olbia Italy | **145**<br>43<br>— | RI | **1963** G. Ferbo & Figli—Napoli (18)<br>33,53 7,14 1,251<br>31,75 7,01 2,62<br>1 dk<br>RW | **TM Ferry**<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 180 × 260<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) | Mannheim |
| 7432848<br>IMNZ<br>494<br>Esd Gc<br>Rdr RT | **CENTOTRE**<br>**Societa Marittima Trasporti (SO.MA.TRA.)**<br>Cagliari Italy | **1 597**<br>944<br>3 200 | RI | **1976** C.N. "Visentini" di Visentini<br>Francesco & C.—Donada (103)<br>81,01 13,54 5,401<br>75,01 13,50 6,51<br>1 dk | **M General Cargo**<br>Portable guides<br>Mchy.aft<br>B.3 506 | | Oil 4SA 12Cy. 320 × 400<br>2 000bhp (1 471kW)<br>Ansaldo Soc. Gen. Elettromecc. S.p.A. | Genoa |
| 7612967<br>8KAY<br>120933<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTRAL**<br>**Central Shipping K.K.**<br>Imabari, Japan<br>Ehime Pref. | **11 268**<br>7 470<br>19 024 | NK | **1977** Kochiken Zosen—Kochi (620)<br>151,75(BB) 22,64 9,405<br>140,26 22,61 12,81<br>P 25,3 F 9,8 1 dk | **M Bulk Carrier**<br>G.23 148 B.21 831<br>4 Ha (18,3 × 10,5) (19,4 20,2 20,9<br>× 11,9) ER<br>Der 4(22) | HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>8 200bhp (6 032kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 450kW 440V a.c.<br>Fuel-28,0pd | Sulzer<br>Aio<br>14kn |
| 6816308<br>Rdr | **CENTRAL BOHOL**<br>ex Sweet News-81<br>ex Bikyo Maru-79<br>**Central Shipping Co. Inc.**<br>Manila Philippines | **996**<br>601<br>1 999 | | **1968** Hashihama Zosen—Imabari (233)<br>69,68 11,00 4,877<br>64,98 10,98 5,59<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 338 B.2 106<br>1 Ha (35,8 × 6,0) ER<br>Der 2(10) | | Oil 4SA 6Cy. 380 × —<br>1 600bhp (1 177kW)<br>Makita Tekkosho<br>Gen 2 × 37kW a.c.<br>Fuel 98,5t-5,5pd | Takamatsu<br>11kn |

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|---|---|---|---|---|---|---|
| 7338509<br>DYD8<br>206912<br>Rdr | **CENTRAL CEBU**<br>ex Sweet Peace-81 ex Nojima-79<br>**Central Shipping Co. Inc.**<br>Manila Philippines | **987**<br>577<br>2 359 | | **1969** Miyoshi Zosen K.K.—Uwajima (170)<br>70,01 11,03 5,004<br>11,00 5,59<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 247 B.2 040<br>1 Ha (35,8 × 5,6) ER<br>2W Der 1(10) 1(7) | Oil 4SA 6Cy. 370 × 540<br>1 700bhp (1 250kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 200kW 450V a.c.<br>11kn |
| 7026376<br>BDY<br>3176<br>Df Esd<br>Gc Rdr<br>RT | **CENTRAL CRUISER**<br>**Chartar Marine Corp.**<br>Keelung China* | **3 000**<br>2 080<br>5 313 | | **1970** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1146)<br>97,39 15,22 6,390<br>90,00 15,19 7,70<br>P 22,0 F 7,1 1 dk | **M General Cargo**<br>2 Ho 31,6 33,9 ER<br>G.6 343 B.5 869<br>2 Ha (stl) (21,4 23,7 × 7,4) ER<br>4W Der 2(15) 2(10) | Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 152kW 445V 60Hz a.c.<br>Fuel 346,5t (hvf) 12,5kn |
| 7011369<br>H05454<br>/DZXP<br>1147<br>8-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CENTRAL LUZON**<br>ex Birka-81<br>**Henkel Navigation S.A.**<br>Central Shipping Co. Inc.<br>Manila Panama | **1 130**<br>738<br>2 271 | **✠100A1**<br>Ice class 1<br>**✠LMC**<br>SS 12/78<br>EL R $1\frac{9}{16}$"U2<br>FN 1634 | **1970**-4 N.V. Schps. & Mfbk. "De Biesbosch"—Dordrecht (530)<br>81,64 14,28 5,028<br>74,61 14,20 7,70<br>F 12,2 2 dks<br>rf nil conv Fixed-guides Container Ship 77<br>NS 4BH WB1221T incl. DTf 68T | **M General Cargo**<br>Heavy load<br>1 Ho 52,1 ER<br>1 Ha (stl) (50,6T × 10,5) ER<br>Cr 1(360) Der 2(16) | Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 203,0t (hvf) 14kn |
| 5067247<br>KDZX<br>247528<br>Df Esd<br>Gc RT | **CENTRAL VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 636**<br>4 615<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (736)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 6907573<br>H8VX/<br>DZXD<br>1081<br>3-81<br>Df Esd<br>Gc Rdr<br>RT | **CENTRAL VISAYAS**<br>ex Mercury-80 ex Kosho Maru-80<br>**Jetsar Navigation S.A.**<br>Central Shipping Co. Inc.<br>Manila Panama | **2 502**<br>1 498<br>4 240 | NK | **1968** Kurushima Dock Co. Ltd.—Imabari (452)<br>89,59 14,43 6,020<br>83,01 14,41 7,09<br>P 20,2 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 346 B.5 100<br>2 Ha (stl) (12,6 27,2 × 7,0) ER<br>9W Der 1(15) 2(10) | Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 125kW 445V a.c.<br>Fuel 242,0t-9,0pd 11,75kn |
| 7704629<br>TEB24<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTRO AMERICA**<br>**Linera Naviera Pan Atlantica S.A.**<br>Limon Costa Rica | T.Mk<br>**1 597**<br>618<br>2 719 | NV | **1979** Ankerlokken Verft Glommen A/S —Fredrikstad (194)<br>113,42 19,51 4,968<br>97,62 19,21 6,23<br>2 dks | **TM RoRo Cargo**<br>Stern ramp | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>4 500bhp (3 310kW)<br>Normo Gruppen A/S Bergen<br>Gen 3 × 325kW 1 × 55kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 665,5t (hvf)-15,0pd 14,5kn |
| 7638337<br>LHMF<br>19226<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTUM**<br>**Kommandittselskapet A/S Centum**<br>A/S Havtor Management<br>Oslo Norway | **28 941**<br>22 990<br>38 534 | NV | **1978** Moss Rosenberg Verft A/S —Stavanger (204)<br>206,23 31,45 11,321<br>197,01 31,41 18,62<br>1 dk<br>rf- | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (C.mn.stl) ind prismatic ER<br>L.(gas) 52 427 HeCls. B | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>A/S Horten Verft Horten<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 361,5t (d.o.) 3 603,0t (hvf)-60,0pd<br>17,5kn |
| 7647560<br>WYP8<br>768<br>574171<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTURION**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (104)<br>5,157<br>39,22 11,13 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>14kn |
| 8036835<br>623570 | **CENTURION**<br>**Mid Coast Marine Inc.**<br>Coos Bay, Or United States of America | **198**<br>144<br>— | | **1980** Mid-Coast Marine Inc.—Coos Bay, Or<br>*26,31* 7,93 3,38<br>1 dk | **TM Fishing**<br>Stern Trawler | 2 Oil 4SA each 6Cy. 159 × 159<br>950bhp (699kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7823437<br>WYQ3<br>570<br>623570<br>Esd Pfd<br>Rdr RT | **CENTURION**<br>**Seawest Fisheries Ltd.**<br>Coos Bay, Or United States of America | **189**<br>144<br>235 | | **1980** Mid-Coast Marine Inc.—Coos Bay, Or (9902)<br>28,17 8,06 2,871<br>7,93 3,56<br>1 dk | **TM Fishing**<br>Stern Trawler Ref. | 2 Oil 4SA each 6Cy. 159 × 159 geared to sc. shafts<br>800bhp (588kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 135kW 1 × 30kW<br>11kn |
| 7519000<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CENTURION BULKER** | **20 608**<br>15 069<br>36 233 | AB | **1977** Hitachi Zosen—Maizuru Works, Maizuru (4541)<br>28,17 10,973<br>172,22 28,14 15,88<br>1 dk | **M Bulk Carrier**<br>5 Ho each 27,2 ER<br>5 Ha (stl) (each 15,5 × 13,9) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,75kn |
| 7216115<br>H05797<br>2145<br>-71A<br>RT | **CENTURION SERVICE**<br>ex Nigerian Service<br>**Zapata Marine Service Ltd. S.A.**<br>Panama Panama | **298**<br>202<br>— | | **1964** Burton Construction & SB. Corp. —Port Arthur, Tx (352)<br>12,20 3,242<br>49,03 3,97 | **M Supply Ship**<br>Deck Cargo | Oil<br>900bhp (662kW)<br>.............<br>Fuel (d.o.) |
| 7383475<br>JXBB-<br>18412<br>Df Esd<br>Gc Pfd<br>RT | **CENTURY**<br>ex Lucian-80<br>**Kommandittselskapet A/S Century**<br>A/S Havtor Management<br>Oslo Norway | **27 142**<br>17 184<br>22 036 | NV | **1975** Moss Rosenberg Verft A/S—Moss (177)<br>181,54(BB) 29,06 9,418<br>171,35 29,01 16,51<br>1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LNG LPG<br>Ice strengthened<br>4 Ta (alu) ind spherical ER<br>L.(gas) 29 388 HeCls. B | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) NE 80<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 549,5t (d.o.) 3 916,0t (hvf)-60,0pd |

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| 7320021 | **CENWULF** | **761** | | 1973 Robb Caledon Shipbuilders Ltd. | **M RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 222 × 292 |
| GTUQ | | 402 | | —Dundee (561) | Deck Cargo 647dk P | 990bhp (728kW) |
| 360842 | **Passtruck Shipping Co. Ltd.** | 175 | | 60,25 15,68 2,001 | Bow & stern doors | Mirrlees Blackstone (Stamford) Ltd. Stamford |
| Rdr RTv | Sealink U.K. Ltd. | | | 55,00 12,79 3,43 | Mchy.fwd & aft | Gen 2 × 208kW 415V 50Hz a.c. |
| | London United Kingdom | | | B 28,1 1 dk | | 1 Directional propeller aft. 1 fwd |
| | | | | rf 152 | | Fuel (d.o.) |
| | | | | | | 10kn |

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| 5209089 | **CEOL MOR** | **389** | | 1960 Schpsw. "Friesland" N.V.—Lemmer | **M General Cargo** | Oil 4SA 6Cy. 159 × 159 geared to sc. |
| GXYU | ex Farel-78 ex Lingeborg-70 | 225 | | (13) | | shaft |
| 377024 | **Ailsa Craig Fishing Co. Ltd.** | 514 | BV | 48,49 7,95 2,947 | 1 Ho 29,9 ER | 365bhp (268kW) E made79 fitted— |
| Df Esd | Glasgow United Kingdom | | | 44,00 7,90 3,20 | G.760 B.713 | Cummins Charleston Inc. Charleston, SC |
| RTm | | | | 1 dk | 2 Ha (each 11,5 × 4,6) ER | Gen 2 × 5kW 110V d.c. |
| | | | | RW rf 51 | Der 2(2) | Fuel (d.o.) |
| | | | | | | 10kn |

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| 7111262 | **CEPHEUS** | **16 400** | ✠100A1 SS 7/81 | 1971-9 Oresundsvarvet A/B—Landskrona | **M Tanker** | Oil 2SA 6Cy. 750 × 1600 |
| SVQF | | 10 715 | oil/chemical tanker (cc) | (232) | Oil Chemical IGS | 12 300bhp (9 047kW) |
| | **Transportes del Este** | 28 317 | ✠LMC **UMS** | 170,97(BB) 25,94 10,205 | 6 Ta ER | A/B Gotaverken Goteborg |
| Df Esd | **Navegacion S.A.** | | **IGS** | 163,02 25,91 13,52 | L.37 832 HeCls. C | 2 WTAuxB 16kgf/cm² (15,7bar) hs18,5 |
| Gc Pfd | Greece | | EL Ht 2⅞"U3 | P 15,0 F 13,8 1 dk | | e(ex.g) 16kgf/cm² (15,7bar) |
| Rdr RTv | | | FN 6428 | rf 25 | | Gen 3 × 490kW 450V 60Hz a.c. |
| | | | | 12BH WB1452t incl. DTf459t | | Fuel 3 745,0t (hvf)-35,5pd 15,25kn |

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| 5133656 | **CEPHEUS** | **272** | | 1938 Busching & Rosemeyer—Minden | **M General Cargo** | Oil 2SA 4Cy. 230 × 400 |
| DGMD | ex Gorch Fock-65 | 123 | | *43,38* 6,99 2,452 | | 280bhp (206kW) E made65 fitted70 |
| | **Walter Brey** | 421 | (BV) | 6,94 2,95 | | Alpha-Diesel A/S Frederikshavn |
| Df Esd | Hamburg Federal Republic | | | P 9,5 F 5,2 1 dk | G.552 B.500 | Fuel 10,0t (d.o.) |
| RT | of Germany | | | R len 50 | 2 Ha (11,5 8,9 × 3,8) | 9kn |
| | | | | | 2W Der 1(1,5) 1(1) | |

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| 6405795 | **CER** | **166** | | 1957 Brodogradiliste "Jozo Lozovina- | **Wood M Ferry** | Oil 4SA 7Cy. 266 × 410 |
| YTJG | ex Istrazivac | 81 | | Mosor"—Trogir (11) | | 350bhp (257kW) E made52 fitted— |
| | **SRH Republicki Sekret. za** | — | JR | 31,09 7,29 2,599 | | S.A. Ansaldo Stab. Mecc. Genova |
| Rdr RT | **Pravos. i Opcu Upravu KPD** | | | 26,70 6,80 3,00 | | Gen 3 × 13kW 220V |
| | **Rab** | | | 1 dk | | 8kn |
| | Rijeka Yugoslavia | | | conv General Cargo — | | |

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| 5196787 | **CER ACTIVITY** | **9 104** | | 1955 A/B Gotaverken—Goteborg (695) | **M General Cargo** CSD | Oil 2SA 9Cy. 760 × 1500 |
| 3EGR | ex Kristin Bakke-81 | 5 565 | | 154,54 19,41 8,713 | Ref | 8 200bhp (6 032kW) |
| 10392-LI | **Ocean Venture Maritime Corp.** | 9 957 | NV | 141,94 19,36 12,65 | 7 Ho | A/B Gotaverken Goteborg |
| Df Esd | **Ltd.** | | | P 23,8 B 29,9 F 33,6 2 dks, 3rd dk in | G.14 458 B.13 102 In.2 903 | Gen 3 × 230kW 1 × 200kW |
| Gc Rdr | Panama Panama | | | Nos. 1, 2, 3, 4 & 5 holds | 7 Ha (7,7 10,6 13,4 10,6 5,6 5,6 6,8 | 1 × 23kW 220V d.c. |
| RT | | | | RW rf 152 | × 5,6) | Fuel 2 032,0t-28,0pd 17kn |
| | | | | | Cr 2 Der 1(40) 1(15) 4(10) 16(5) | |

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| 5165817 | **CER AGILITY** | T.Mk | ✠100A1 SS 2/78 | 1961-11 Brodogradiliste "Titovo" | **M General Cargo** | Oil 2SA 6Cy. 600 × 1040 |
| H9YT | ex Ivan Mazuranic-81 | **1 978** | | —Kraljevica (366) | Ref | 2 960bhp (2 177kW) Sulzer |
| 10302-LI | **Delmon Shipping Corp. Ltd.** | 885 | ✠LMC | 106,23 14,25 —/5,874 | 2 Ho ER 2 Ho | Jugoturbina Karlovac |
| Df Esd | Panama Panama | — | EL u | 95,31 14,20 8,39 | G.5 253 B.4 813 In.157 | 2 AuxB (1 o.f. 1 ex.g) 85lbf/in² (5,9bar) |
| Gc Rdr | | **3 119** | FN 2154 | F 11,3 2 dks | 4 Ha (7,4 12,9 × 6,0) ER (8,8 8,8 × | Gen 4 × 164kW 450V a.c. |
| RT | | 1 505 | (JR) | RW rf 203 | 6,0) | Fuel 453,0t 14kn |
| | | 3 150 | | Coll BH to U dk 5 to 2nd dk WB419t | 10W Der 4(10) 4(5) 2(3) | |

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| 5229132 | **CER AMITY** | T.Mk | ✠100A1 SS 1/79 | 1962-8 Brodogradiliste "Titovo"—Kraljevica | **M General Cargo** | Oil 2SA 6Cy. 600 × 1040 |
| H9XU | ex Matko Laginja-81 | **2 014** | | (367) | Ref | 2 960bhp (2 177kW) Sulzer |
| 10276-LI | **Dalesford Shipping Corp. Ltd.** | 741 | ✠LMC | 106,23 14,25 —/5,881 | 2 Ho ER 2 Ho | Jugoturbina Karlovac |
| Df Esd | Panama Panama | — | EL u | 95,31 14,20 8,41 | G.5 253 B.4 813 In.157 | 2 AuxB (1 o.f. 1 ex.g) 85lbf/in² (5,9bar) |
| Gc Pfd | | **3 075** | FN 2155 | F 11,3 2 dks | 4 Ha (7,4 12,9 × 6,0) ER (8,8 8,8 × | Gen 4 × 174kW 450V a.c. |
| Rdr RT | | 1 619 | (JR) | RW rf 203 | 6,0) | Fuel 453,0t 14kn |
| | | 3 500 | | Coll BH to U dk 5 to 2nd dk WB429t | 10W Der 4(10) 4(5) 2(3) | |

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| 5120178 | **CER-ALACRITY** | T.Mk | ✠100A1 SS 11/77 | 1961-5 Brodogradiliste "Titovo"—Kraljevica | **M General Cargo** | Oil 2SA 6Cy. 600 × 1040 |
| ELBD8 | ex Frano Supilo-81 | **2 085** | | (365) | Ref | 3 000bhp (2 207kW) Sulzer |
| 7035 | **Safina Shipping Corp. Ltd.** | 813 | ✠LMC | 106,20 14,25 —/5,893 | 4 Ho | Jugoturbina Karlovac |
| Df Esd | Monrovia Liberia | 3 001 | EL u | 95,31 14,20 8,41 | G.5 253 B.4 813 In.114 | 2 AuxB 86lbf/in² (6,0bar) |
| Gc Rdr | | **3 146** | FN 2155 | F 11,3 2 dks | 4 Ha (7,4 12,9 8,8 8,8 × 6,0) | Gen 4 × 174kW 450V a.c. |
| RT | | 1 667 | (JR) | RW rf 203 | 10W Der 4(10) 4(5) 2(3) | Fuel 453,0t 14kn |
| | | — | | Coll BH to U dk 5 to 2nd dk WB275t | | |

**DAMAGED BY FIRE 6/82 — CLASS SUSPENDED**

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| 5063954 | **CER-ALSIRAT** | **6 997** | RI (AB) | 1959-11 Ansaldo S.p.A.—La Spezia | **M General Cargo** OSD | Oil 2SA 7Cy. 750 × 1320 |
| 3FES | ex Filomena Lembo-81 | 3 840 | | (1546) | | 7 000bhp (5 149kW) |
| 10513-LI | ex Carlin Fassio-71 | 10 824 | ✠Classed LR until 12/71 | 152,58 19,49 8,206 | 5 Ho | S.A. Fiat S.G.M. Torino |
| Df Esd | **Oceanside Shipping Corp.** | | | 140,01 19,41 12,12 | G.17 985 B.16 818 | Fuel 1 199,0t 16kn |
| Gc Rdr | Panama Panama | | | F 15,6 1 dk & S dk | 5 Ha | |
| RT | | | | rf 178 | 18W Der 20 | |

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| 7727712 | **CERAM** | **2 493** | | 1978 Kishigami Zosen K.K.—Akitsu (454) | **M General Cargo** | Oil 4SA 6Cy. 460 × 740 |
| H3NU | ex Yozan-82 ex Green Hope-80 | 1 722 | | 96,04 5,965 | | 3 200bhp (2 354kW) |
| 10690-YJ | **Eternity Lines S.A.** | 5 123 | NK | 89,52 16,21 7,22 | | Hanshin Nainenki Kogyo Kobe |
| Df Esd | Panama Panama | | | P 19,9 F 8,3 1 dk | G.6 116 B.5 365 | Gen 2 × 120kW 450V a.c. |
| Gc Pfd | | | | | 2 Ha (20,9 33,0 × 8,3) ER | 12,25kn |
| Rdr RT | | | | | Der 3(15) | |

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| 5067338 | **CERAM** | **511** | | 1951 Kalmar Varv A/B—Kalmar (366) | **M General Cargo** | Oil 2SA 7Cy. 250 × 420 |
| PKGM | ex Suzanne-52 | 317 | | 48,49 9,33 3,988 | Mchy.aft | |
| | **Government of The Republic of** | 762 | | 9,28 | | Nydqvist & Holm A/B Trollhattan |
| | **Indonesia** | | | P 12,8 F 8,6 1 dk | G.929 B.850 | Fuel 18,5t (d.o.) 10kn |
| | P.T. Pelayaran Nasional Indonesia | | | | 2W | |
| | (PELNI) | | | | | |
| | Jakarta Indonesia | | | | | |

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| 5114349 | **CERAM SEA** | T.Mk | ✠100A1 SS 5/80 | 1958-8 C. Connell & Co. Ltd.—Glasgow | **M General Cargo** | Oil 2SA 6Cy. 750 × 2500 |
| HPAX | ex Fernstate-76 | **5 570** | DTm & DTsa—veg. oil or | (487) | Ref 4P | 8 500bhp (6 252kW) Doxford |
| 6775 | **ROC Maritime Inc.** | 3 048 | latex | 155,76 19,59 8,275/9,164 | 5 Ho 17,1 21,9 13,4 13,4 20,9 | Barclay, Curle & Co. Ltd. |
| -76A | Panama Panama | 9 856 | f TwD—latex | 143,26 19,51 12,65 | G.18 373 B.16 700 In.710 | Whiteinch, Glasgow |
| Df Esd | | **7 872** | ✠LMC | P 14,1 F 35,4 2 dks, 3rd dk in Nos. 2 & | 5 Ha (stl) (8,9 11,7 11,7 11,7 10,0 × | 2 AuxB (1 o.f. 1 ex.g) 140lbf/in² (9,7bar) |
| Gc Rdr | | 4 416 | EL et 2¼"SQ | 3 holds | 6,4) | Gen 4 × 200kW 220V d.c. |
| RTm/h/v | | 11 847 | FN 4608 | rf 102 | 20W Der 1(50) 4(10) 4(7,5) 13(5) | Fuel 1 776,0t (hvf) 17kn |
| | | | | Coll BH to U dk 6 to 2nd dk WB3812t incl. | | |
| | | | | Tunnel tanks 678t DTa705t DTm805t | | |
| | | | | TwDf113t | | |

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| 074458<br>YVJI<br>ASSI-<br>0655<br>Df Esd<br>Gc Rdr<br>RTm | **CERES 1**<br>ex Ciudad de Cumana<br>**Venezolana de Buques C.A. (VENEBUQUES)**<br>La Guaira Venezuela | **4 317**<br>2 021<br>5 979 | (AB) | **1953** Canadian Vickers Ltd.—Montreal, P.Q. (259)<br>128,05 16,82 6,782<br>120,38 16,77<br>F 10,7 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD 9P<br>Ref<br>5 Ho 13,1 19,8 17,0 20,4 15,8<br>G.8 588 B.7 779 In.1 759<br>5 Ha (stl) (8,9 11,4 7,6 10,6 7,6 × 5,4)<br>16W Der 1(30) 1(15) 8(10) 8(5) | Oil 2SA 6Cy. 735 × 1015<br>4 275bhp (3 145kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 3 × 400kW 110/240V d.c.<br>Fuel 718,5t (d.o.) 16kn |
| 7357945<br>2HT<br>5806<br>Df Esd<br>Gc Rdr<br>RT | **CERESIO**<br>**Suramarin S.A.**<br>Suisse-Outremer Reederei A.G.<br>Monrovia Liberia | **9 302**<br>6 363<br>14 800 | ✠**100A1** SS 7/81<br>✠**LMC**<br>EL Z 2⅛"U2<br>FN 4317 | **1976**-11 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (105)<br>140,98 20,53 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>5BH to U dk 2 to 2nd dk WB3420T incl. No. 3 hold 1774T | **M General Cargo**<br>4 Ho 21,5 29,6 11,3 22,8<br>3 TwD 21,5 41,1 22,8 ER<br>1 Ho 21,3<br>G.20 026 B.19 579<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 340kW 450V 60Hz a.c.<br>15kn |
| 7816422<br>Esd RT | **CERIEF**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait | **200**<br>—<br>400 | | **1979** Vosper (Singapore) Pte. Ltd. —Singapore (1012)<br>32,39<br>27,01 7,51 2,49<br>1 dk | **TM Landing Craft**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 130 × 152 reverse reduction geared to sc. shafts<br>340bhp (250kW)<br>Rolls-Royce Motors Ltd. Shrewsbury |
| 7633193<br>GXYZ<br>377546<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CERINTHUS**<br>**Hadley Shipping Co. Ltd.**<br>Warwick & Esplen Ltd.<br>London United Kingdom | **1 592**<br>1 236<br>3 168 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL P 440,0/36,0U2<br>FN 1663 | **1978**-3 Appledore Shipbuilders Ltd. —Appledore (A.S.120)<br>91,52 (BB) 13,42 5,158<br>84,89 13,25 6,33<br>P 9,2 RAD 10,4 F 9,8 1 dk<br>rf 254<br>SF 4BH WB999T incl. DTf 100T | **M General Cargo**<br>Mchy.aft<br>TEU 60 C.Ho 36/20' C.Dk 24/20'<br>Cr 3(5) | Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>2 650bhp (1 949kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 3 × 88kW 415V 50Hz a.c.<br>13kn |
| 7608590<br>YOMN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CERNA**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 063 | RNR | **1976** VEB Volkswerft Stralsund—Stralsund (225)<br>101,86(BB) 15,22 9,703<br>91,65 15,19 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 560kW 2 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14kn |
| 7329302<br>Df Esd<br>Gc Rdr<br>RTh | **CERNELLO**<br>**Pesquera Orion S.A.**<br>Lima Peru | **1 480**<br>775<br>1 626 | BV | **1974** S.A. Juliana Const. Gijonesa—Gijon (234)<br>79,00 (BB) 13,24 5,398<br>70,01 13,00 8,31<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 300kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 542,0t (d.o.) 15,75kn |
| 7628356<br>YVBS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CERRO BOLIVAR**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>Ciudad Bolivar Venezuela | **36 246**<br>27 507<br>64 684 | AB | **1978** Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (1055)<br>230,21(BB) 32,26 13,001<br>218,02 32,21 18,22<br>F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Strengthened for heavy cargoes<br>7 Ho 21,8 25,2 25,2 25,2 25,2 25,2 25,2 ER<br>G.85 771 HeCls. B<br>7 Ha (stl) (12,5 × 12,5) (17,9 17,9 17,9 17,9 17,9 17,9 × 14,0) ER | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 550kW a.c.<br>Fuel 568,0t (d.o.) 3 330,0t (hvf)-53,5pd 15,5kn |
| 7385708<br>EHML<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CERRO COLORADO**<br>**Union Explosivos Rio Tinto S.A.**<br>Huelva Spain | **64 313**<br>53 560<br>132 207 | ✠**100A1** SS 3/82<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 715,0/90,0U3<br>FN 16503 | **1978** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (210)<br>279,51 40,31 16,901<br>265,01 40,01 22,26<br>F 21,4 1 dk<br>7BH WB18704T incl. clean ballast 11502T | **M Tanker**<br>IGS<br>14 Ta ER<br>L.(oil) 164 101 | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB primary 40kgf/cm² (39,3bar) secondary 15kgf/cm² (14,8bar) Spt 15kgf/cm² (14,8bar) hs1649,0<br>AuxB (ex.g) 15kgf/cm² (14,8bar) Spt<br>Gen 1 × 900kW 2 × 700kW 450V 60Hz a.c.<br>Fuel 355,0t (d.o.) 7 092,0t (hvf) 15,25kn |
| 6520595<br>CLGG<br>Df Esd<br>Gc Rdr<br>RT | **CERRO PELADO**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **7 000**<br>3 693<br>10 570<br>**9 390**<br>5 238<br>13 310 | ✠**100A1** CS 7/76<br>strengthened for heavy cargoes. DTsf veg. oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL e† 2¼"SQ<br>FN 4499 | **1966**-3 Ast. de Cadiz—Cadiz (80)<br>156,83 19,74 8,002/9,075<br>143,26 19,66 11,74<br>Ba 45,2 F 14,7 1 dk & S dk<br>RW rf 76<br>Coll & mchy. space BH to S dk 5 to 2nd dk WB2500t | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 21,1 21,3 21,3 21,3 ER 21,3 5 TwD 21,1 21,3 21,3 21,3 ER 25,1Upr<br>G.18 999 B.17 331 In.974<br>5 Ha (stl) (12,3 × 6,1) (12,1 12,1 12,1 × 7,6) ER (12,1 × 7,6)<br>Der 1(50) 8(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Empresa Nacional "Elcano" Valencia<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 727,5t 17kn |
| 6906452<br>ICNF<br>3494<br>Df Esd<br>Gc Rdr<br>RT | **CERVARA**<br>ex Jole Fassio-77 ex Loyola-71<br>**Compagnia Marittima Carlo Cameli**<br>Genova Italy | **52 112**<br>31 058<br>97 087 | RI<br>✠Classed LR until 4/4/75 | **1969**-3 Soc. Espanola de Const. Nav. —Bilbao (152)<br>265,69(BB) 39,07 13,925<br>251,32 38,99 18,01<br>P 20,8 F 26,3 1 dk<br>rf 152 | **M Tanker**<br>COW IGS CBT<br>10 Ta ER<br>L.(oil) 126 651 HeCls. BC | Oil 2SA 9Cy. 900 × 1500<br>20 700bhp (15 226kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 1 × 676kW 2 × 600kW 445V 60Hz a.c.<br>Fuel 456,0t (d.o.) 3 060,0t-68,0pd 14,5kn |
| 5067534<br>GDPM<br>180997<br>Rdr RTm | **CERVIA**<br>ex Empire Raymond-47<br>**International Towing Ltd. (ITL)**<br>London United Kingdom | **233**<br>0<br>— | ✠**100A1** SS 12/74<br>tug<br>✠**LMC**<br>EL (d)<br>FN 386<br>**LAID UP — SURVEYS OVERDUE 12/78** | **1946**-5 A. Hall & Co. Ltd.—Aberdeen (709)<br>34,40 8,26 3,550<br>32,01 8,23 3,81<br>R BK 191<br>3BH WB29t | **S Tug** | T 3Cy. 406 635 & 1016 × 686<br>A. Hall & Co. Ltd. Aberdeen<br>SB 190lbf/in² (13,1bar) hs269,8 ND<br>Gen 1 × 10kW 110V d.c.<br>Fuel 79,5t (o.f.) |
| 8028333<br>HBFJ | **CERVIN**<br>**Vinalmar S.A.**<br>Basle Switzerland | **3 818**<br>2 539<br>6 930 | BV (Class cont.) | **1982** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (410)<br>106,51 6,751<br>97,01 16,01 9,53<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.5 600 | Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>4 300bhp (3 163kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |

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| 7036670<br>ICDT<br>1278<br>Df Gc<br>Pfd Rdr | **CERVO**<br>**Pluto S.p.A. di Navigazione**<br>Napoli Italy | 12 379<br>7 656<br>12 896 | RI | **1970** Italcantieri S.p.A.—Castellammare di Stabia (4256)<br>162,80 22,86 9,729<br>150,02<br>2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref | Oil 2SA 7Cy. 780 × 1600<br>14 000bhp (10 298kW)<br>C.R.D. Adriatico Fiat Trieste<br>22,5kn |
| 7508221<br>SIFM<br>11437 | **CESAR**<br>**Lundqvist & Soner Muddrings A/B**<br>Uddevalla Sweden | 273<br>258<br>— | | **1974** Ekstrand Verksted A/S—Stathelle (42)<br>45,47 7,50<br>7,47 | **M General Cargo Barge**<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 130 × 150<br>300bhp (221kW)<br>A/B Volvo-Penta Goteborg<br>Directional propeller<br>Fuel (d.o.) |
| 5067558<br>EAZY<br>Esd | **CESAR**<br>**Compania Espanola Sardinera S.I.**<br>Isla Cristina Spain | 130<br>85<br>— | | **1947** Lasquibar Urbieta & Galarraga —Zumaya<br>*25,00* 6,28<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 4Cy. 380 × 400<br>360bhp (265kW)<br>Skandiaverken A/B Lysekil<br>Fuel 27,5t (d.o.)<br>11kn |
| 5426675<br>EDYA<br>1202<br>Df Esd<br>RTm | **CESAR CUINAS**<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | 376<br>166<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vigo (1239)<br>*36,64* 7,40 3,836<br>7,36 4,14<br>1 dk<br>RW | **M Fishing**<br>Stern Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 89,5t (d.o.)<br>12,5kn |
| 5067560<br>ICDK<br>437<br>Df Esd<br>Gc Rdr<br>RT | **CESARE d'AMICO**<br>**d'Amico Societa di Navigazione S.p.A.**<br>Palermo Italy | 6 745<br>3 725<br>—<br>8 793<br>5 048<br>13 188 | RI<br>✠Classed LR until 5/61 | **1958**-1 Cant. Nav. di Taranto—Taranto (154)<br>151,09 19,18 —/9,146<br>140,06 19,11 11,87<br>F 31,1 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD/CSD<br>5 Ho<br>G.18 517 B.16 783<br>20W Der 4(60) 1(30) 4(5) | Oil 2SA 9Cy. 750 × 1320<br>6 975bhp (5 131kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 813,0t<br>15,5kn |
| 6411108<br>ILKL<br>295<br>Esd Gc<br>Rdr<br>RTm/h | **CESARE DAVANZALI**<br>**Sadar S.p.A. Rimorchi Portuali Marittimi e Salvataggi**<br>Ancona Italy | 346<br>107<br>— | RI | **1964** Cant. Nav. Riuniti—Anc (256)<br>36,96 9,02 4,531<br>33,00 9,00 4,93<br>1 dk<br>RW | **M Tug**<br>Salvage<br>Cr 1(2) Der 1(28) 1(6) 1(2,5) | 2 Oil 2SA each 8Cy. 280 × 500 dr geared to sc shaft<br>Cant. Nav. Riuniti Ancona<br>Gen 2 × 98kW 1 × 45kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7351381<br>IVMC<br>19<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CESARE RUSTICO**<br>**Luciano Rustico**<br>Mazara del Vallo Italy | 195<br>91<br>245 | | **1974** Dante Castracani—Ancona (84)<br>32,01 6,89<br>25,25 6,68 3,56<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 360<br>750bhp (552kW)<br>Normo Gruppen A/S Bergen |
| 7624805<br>DUDC<br>RT | **CETANE**<br>**Cargo Marine Corp.**<br>Reyes & Lim Co. Inc.<br>Manila Philippines | 230<br>—<br>600 | | **1977** National Steel Corp.—Iligan (7)<br>38,16 8,82 1,831<br>36,05 8,54 2,44<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) cyl horizontal ER<br>L.(gas) 250 | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 17,5t (d.o.) |
| 7393614<br>FNXA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CETRA CASSIOPEA**<br>**Consortium Europeen de Transport Maritime (CETRAMAR)**<br>Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)<br>Dunkerque France | 40 847<br>28 692<br>73 703 | BV | **1977** Brodogradiliste "3 Maj"—Rijeka (572)<br>243,82 13,523<br>235,01 32,21 18,62<br>P 30,5 B 16,2 F 21,1 1 dk<br>rf nil | **M Bulk Carrier**<br>8 Ho 21,2 26,2 19,5 26,2 19,5 26,2 19,5 25,9 ER<br>G.85 124 HeCls. B<br>8 Ha (stl) (13,1 14,1 14,4 14,4 14,4 14,4 14,4 14,4 × 13,4) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 2 × 512kW 1 × 288kW 440V 60Hz a.c.<br>Fuel 488,0t (d.o.) 3 538,0t (hvf)-62,0pd<br>15,5kn |
| 7117682<br>FNDK<br>Df Esd<br>Gc Rdr<br>RT | **CETRA CENTAURUS**<br>**Consortium Europeen de Transport Maritime (CETRAMAR)**<br>Union Navale S.A.<br>Dunkerque France | 88 089<br>68 755<br>170 414 | BV | **1972** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (274)<br>299,27(BB) 43,82 18,320<br>283,45 43,79 23,75<br>1 dk | **M Ore/Oil Carrier**<br>SBT IGS CBT<br>4 Ho ER<br>G.97 240 L.(oil) 214 000 HeCls. BC<br>11 Ha (stl) (each 13,7 × 11,4) 1 Ha (stl) (11,2 × 11,4) ER | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 1 × 840kW 2 × 725kW 440V 50Hz a.c.<br>Fuel 315,0t (d.o.) 6 250,0t (hvf)-101,5pd<br>15kn |
| 8009442<br>FNXD<br>11997<br>-5740<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CETRA CORONA**<br>**CETRABAIL**<br>Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)<br>Le Havre France | 74 509<br>53 711<br>139 496 | BV | **1982** Kawasaki Heavy Ind. Ltd.—Sakaide (1333)<br>280,02(BB) 16,976<br>268,03 42,02 23,02<br>P 27,2 B 24,7 F 18,9 1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.157 114 HeCls. B<br>9 Ha (stl) (15,1 × 14,0) (15,1 15,1 15,1 15,1 15,1 15,1 15,1 × 17,9) (15,1 × 11,9) ER | Oil 2SA 5Cy. 900 × 2180<br>17 600bhp (12 946kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 680kW 1 × 125kW 450V 60Hz a.c.<br>Fuel 262,5t (d.o.) 4 819,0t (hvf)-53,5pd<br>14,5kn |
| 7393602<br>FNWZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CETRA NORMA**<br>**Consortium Europeen de Transport Maritime (CETRAMAR)**<br>Dunkerque France | 40 847<br>28 692<br>74 104 | BV | **1976** Brodogradiliste "3 Maj"—Rijeka (571)<br>243,82 13,491<br>235,01 32,21 18,62<br>P 30,5 B 16,2 F 21,1 1 dk | **M Bulk Carrier**<br>8 Ho 21,3 26,3 19,5 26,3 19,5 26,3 19,5 25,9 ER<br>G.85 129<br>8 Ha (stl) (12,2 14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 13,5) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 2 × 512kW 1 × 288kW 440V 60Hz a.c.<br>Fuel 488,0t (d.o.) 3 538,0t (hvf)-64,5pd<br>14,5kn |
| 7379694<br>FNNX<br>9961<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CETRA VELA**<br>**Consortium Europeen de Transport Maritime (CETRAMAR)**<br>Dunkerque France | 93 894<br>63 403<br>169 317 | BV | **1974** Mitsubishi Heavy Industries Ltd. —Yokohama (938)<br>294,85(BB) 47,40 17,920<br>279,99 24,11<br>1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>SBT IGS CBT<br>5 Ho/Ta 27,4 27,4 54,6 45,4 50,0 14 Wing Ta ER<br>L.(oil) 198 906 Ore 89 804 HeCls. BC<br>8 Ha (stl) (each 13,6 × 12,5) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Fuel 485,0t (d.o.) 6 811,5t (hvf)-100,0pd<br>15,25kn |

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| 7625976<br>HIN<br>0339<br>Df Esd<br>Pld Rdr<br>RT | **CETTA**<br>ex G. A. Bollinger-76<br>**Tug Malta Ltd.**<br>Valletta Malta | **165**<br>140<br>— | BV | **1975** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La<br>28,96 8,54 3,380<br>27,23 3,79<br>1 dk | **M Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6724103<br>OARK<br>Df Esd<br>Gc Rdr<br>RT | **CETUS**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 326**<br>950<br>1 486 | PR | **1966** Stocznia Gdanska im. Lenina—Gdansk (B15/26)<br>83,09 13,82 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 230V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 6827967<br>PDJT<br>Esd Gc<br>Pld Rdr<br>RT | **CETUS**<br>**Combinatie Havenmond Hoek van Holland**<br>Rotterdam Netherlands | **2 028**<br>596<br>1 800 | BV | **1968** Van der Giessen-de Noord N.V.<br>—Alblasserdam (863)<br>77,04 20,25 4,001<br>74,99 20,20 5,34<br>2 dks | **D-E Hopper Barge**<br>Bottom doors | 4 Oil 4SA each 8Cy. 222 × 292 total 4 000bhp (2 942kW) driving 4 gen. each 650kW 450V a.c. connected to 2 elec. motors each of 1 200shp (883kW) geared to 2 sc. shafts<br>Blackstone & Co. Ltd. Stamford<br>1 Directional propeller aft, 1 fwd<br>Fuel 548,5t (d.o.) 10kn |
| 5295480<br>OUQR<br>0685<br>Esd RT | **CETUS**<br>ex Rio-78<br>**Henry Nielsen Bork**<br>Arosund Denmark | **213**<br>117<br>335 | BV | **1958** H. C. Christensens Staalskibsv. af 1949—Marstal (76)<br>41,71 6,51 3,023<br>6,48<br>P 10,1 F 6,8 1 dk<br>RW BK 102 len 67 | **M General Cargo**<br>1 Ho 16,6 ER<br>G.453 B.436<br>1 Ha (12,8 × 4,0) ER<br>2W Der 2(2) | Oil 4SA 3Cy. 300 × 410<br>220bhp (162kW)<br>A/S Volund Kobenhavn<br>Fuel 9,0t (d.o.) 9kn |
| 6714598<br>EFCR<br>134<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CEUTA**<br>**Fletamentos Maritimos S.A. (MARFLET)**<br>Ceuta Spain | **51 782**<br>34 812<br>98 544 | NV | **1968** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (201)<br>265,18<br>252,00 39,01 18,01<br>P 49,7 F 27,8 1 dk<br>rf 127 | **M Tanker**<br>16 Ta ER<br>L.(oil) 123 914 HeCls. BC<br>Cr 1(4) 1(1) Der 2(10) 2(2) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 1 × 400kW 3 × 370kW 440V 60Hz a.c.<br>Fuel 3 617,0t (hvf)-86,5pd 16kn |
| 5067663<br>1993 | **CEYHAN**<br>**Akgul Bahri Gulbay Kolektif Sirketi**<br>Istanbul Turkey | **216**<br>123<br>305 | | **1944** ..........<br>43,01 6,51 1,804<br>40,90 5,49 2,32<br>1 dk | **TrM General Cargo** | 3 Oil<br>480bhp (353kW)<br>Humboldt-Deutzmotoren Germany<br>8kn |
| 7531759<br>Esd Rdr<br>RT | **CEYHAN II**<br>**Boru Hatlari Ile Petrol Tasima Anonim Sirketi (BOTAS)**<br>Iskenderun Turkey | **356**<br>92<br>— | | **1976** Sedef Gemi Endustrisi A.S.—Gebze (13)<br>36,76 9,50 4,061<br>32,80 9,10 4,81<br>1 dk | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Japan |
| 5328275<br>4SSF<br>1024<br>Df Esd<br>Gc Rdr<br>RTh | **CEYLAN SAILOR**<br>ex Aspyr-82 ex Durmitor-79<br>ex Silverbeck-65<br>**Ceylan Sailor Shipping Co. Ltd.**<br>Colombo Sri Lanka | **9 580**<br>5 700<br>14 072 | **✠100A1** SS 4/80<br>DTsmf—oil FP above 65,5°C. or vegetable oil<br>**✠LMC**<br>EL et 2$\frac{1}{4}$"SQ<br>FN 4508<br>JR | **1960**-2 Bartram & Sons Ltd.—Sunderland (377)<br>152,18 19,26 9,335<br>142,45 19,21 12,43<br>P 15,3 B 30,5 F 14,7 2 dks<br>RW rf 102<br>7BH WB3569t | **M General Cargo** CSD<br>5 Ho 21,2 21,3 21,3 ER 23,6 23,6<br>G.20 387 B.18 262<br>5 Ha (10,9 11,4 11,4 × 7,6) ER (11,4 11,4 × 7,6)<br>10W Der 10(5) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V 50Hz a.c.<br>Fuel 1 043,5t (hvf) 12,5kn |
| 5295399<br>4QQG<br>Df Esd<br>Gc Rdr<br>RT | **CEYLAN SKIPPER**<br>ex Mercur-82 ex Agni-79<br>ex Grigoroussa-76<br>ex Keharitomeni-72<br>ex Ringwood-69<br>**Ceylan Skipper Shipping Co. Ltd.**<br>Sri Lanka | **9 950**<br>5 592<br>17 079 | **100A1** SS 5/79<br>strengthened for heavy cargoes<br>Ice Class 3<br>**LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4873 | **1962** Harland & Wolff Ltd.—Govan, Glasgow (1649 G)<br>163,25 20,05 9,195<br>152,94 19,97 11,89<br>P 33,9 F 13,5 1 dk<br>RW rf 76<br>NS 9BH WB6100t incl. DTf198t Topside tanks in holds 2609t Comb. btm & STs in Nos. 2, 3, 4, 5 & 6 holds 1628t | **M Bulk Carrier**<br>6 Ho ER<br>G.20 588 B.20 162<br>6 Ha (10,2 × 8,8) (10,6 10,6 10,6 10,6 10,6 × 9,7) ER<br>6W Der 6(8) | Oil 2SA 6Cy. 620 × 1400<br>6 000bhp (4 413kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf) 14,5kn |
| 5044685<br>4SSO<br>1018<br>Df Esd<br>Gc Rdr | **CEYLION**<br>ex Naweza-82 ex Uniparagon-74<br>ex Binny-74 ex Hoegh Binny-73<br>ex Binny-73 ex Hoegh Binny-70<br>ex Binny-68 ex Hoegh Binny-67<br>ex Binny-67<br>**Ceyoceanic Ltd.**<br>Colombo Sri Lanka | **3 204**<br>1 956<br>4 699 | AB (NV) | **1959** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13297)<br>100,16 14,53 6,871<br>90,00 14,51 8,21<br>2 dks<br>rf 102 | **M General Cargo**<br>3 Ho ER<br>G.6 343 B.5 805<br>3 Ha (10,2 18,1 9,8 × 7,4) ER<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 6Cy. 570 × 800<br>3 180bhp (2 339kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Fuel 667,5t (d.o.) |
| 5095359<br>SDYB<br>10133<br>Df Esd<br>RT | **CEYLON AV GRYT**<br>ex Dyning II-79<br>**Hans Goran Jansson**<br>Gryt Sweden | **114**<br>39<br>— | (NV) | **1961** A/B Djupviks Batvarv—Djupvik<br>28,35 6,71 3,048<br>24,44 6,56 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 300 × 450<br>360bhp (265kW) Gotaverken<br>A/B Jonkopings Motfb. Jonkoping |
| 5363043<br>1016<br>Df Esd<br>Gc Rdr<br>RTv | **CEYOCEAN**<br>ex Datsun-81 ex Rion-81<br>ex Akra Rion-79 ex Togokust-71<br>**Ceyoceanic Ltd.**<br>Colombo Sri Lanka | **3 448**<br>1 739<br>4 840 | **✠100A1** SS 12/74<br>DTma & tunnel side tanks —vegetable oil<br>**✠LMC**<br>EL x 2$\frac{1}{8}$"SQ<br>FN 2686 | **1959**-9 Arnhemsche Schps. Maats.<br>—Arnhem (388)<br>118,52 15,63 6,420<br>108,51 15,55 9,20<br>P 8,3 F 13,5 1 dk & S dk, 3rd dk in Nos. 1, 3 & 4 holds<br>RW rf 102<br>Coll BH to S dk 6 to 2nd dk WB1532t incl. Tunnel tanks 462t DTma694t | **M General Cargo** OSD 8P<br>Ref<br>4 Ho 19,8 22,4 20,9 19,5<br>G.8 594 B.7 957 In.136<br>4 Ha (8,9 × 4,5) (12,5 11,8 9,0 × 5,7)<br>12W Der 1(35) 8(3-10) 4(3-5) | Oil 2SA 6Cy. 600 × 1100<br>3 300bhp (2 427kW)<br>N.V. Werkspoor Amsterdam<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 150kW 230V d.c.<br>Fuel 396,5t (hvf) 14kn |

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| 7504586<br>FNDF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CEZANNE**<br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Dunkerque France | **13 928**<br>6 129<br>19 669 | BV | **1977** Chantiers de l'Atlantique—St. Nazaire (M26)<br>163,79(BB) 26,55 10,734<br>155,00 26,51 16,29<br>P - F - 2 dks | **M RoRo/General Cargo/Container**<br>Fixed-guides<br>Quarter stern door & ramp (s)<br>4 Ho ER<br>G.31 361 B.28 510<br>TEU 637<br>C.Ho 330/20' (40') C.Dk 307/20' (40')<br>7 Ha (stl) (6,4 12,7 6,4 12,7 12,7 12,7 12,7 × 8,0)<br>10 Wing Ha (stl) (12,7p&s × 2,6) (12,7p&s 12,7p&s 12,7p&s × 5,4) ER<br>Cr 2(40) 7(25) | 2 Vee Oil 4SA each 18Cy. 400 × 460 reduction geared to sc. shaft<br>23 400bhp (17 212kW) Pielstick<br>Alsthom-Atlantique St. Nazaire<br>Gen 3 × 960kW 1 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 474,5t (d.o.) 3 012,5t (hvf) 18,5kn |
| 5142384<br>OXQR<br>D877<br>Df Esd<br>Pfd Rdr<br>RT | **CHABIRA**<br>ex Hansia-79<br>**Peter Jensen**<br>Horsens Denmark | **288**<br>135<br>269 | BV | **1961** H. C. Christensens Staalskibsv. af 1949—Marstal (81)<br>42,25 7,32 2,750<br>38,05 7,21 2,98<br>1 dk<br>len 63<br>conv General Cargo 80 | **M Dredger/Sand Carrier**<br>Suction<br>Ice strengthened<br>1 Ho ER<br>1 Ha (11,5 × 4,5) ER<br>1W Cr 1(2) | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) NE 72<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 8,0t (d.o.) |
| 7424815<br>XCCE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAC**<br>ex Fossanger-77<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **17 626**<br>11 178<br>29 500 | **100A1**<br>chemical tanker<br>Type A cargoes centre tanks, Type B cargoes wing tanks CR (sstl) centre tanks SG 1.85 in association with a list of approved chemicals<br>**LMC** **UMS**<br>EL Jt 0,0/66,0U3<br>FN 6956 | **1976** (Aft section) Ankerlokken Verft Floro A/S—Floro (103)<br>**1976** (Fwd section) Ankerlokken Verft Forde A/S—Forde<br>170,69 29,55 13,250<br>162,62 29,51 13,26<br>P 23,2 F 15,0 1 dk<br>rf nil<br>10BH WB5695T | **M Tanker**<br>Chemical<br>18 Ta ER | Oil 2SA 7Cy. 670 × 1400<br>13 090bhp (9 628kW) B&W<br>Nylands Verksted A/S Oslo<br>2 AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>AuxB (ex.g) 18,5kgf/cm$^2$ (18,2bar)<br>sg 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 2 672,0t (hvf) 15,5kn |
| 8102880<br>XC2048<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAC MOOL**<br>**Atunera del Carmen S.A. de C.V.**<br>Ensenada Mexico | **990**<br>450<br>1 550 | | **1981** Campbell Industries—San Diego, Ca (129)<br>67,52 12,68 5,792<br>59,70 12,26 8,26<br>2 dks | **M Fishing** CSD<br>Tuna Seiner Ref. | Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 400V a.c. |
| 7407611<br>LRUA<br>Df Esd<br>Gc Rdr<br>RT | **CHACO**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 921<br>20 704 | BV | **1978** Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (198)<br>159,01(BB) 22,84 9,702<br>148,01 22,81 13,52<br>P - F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20'<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 1 222,5t (hvf)-37,0pd 15,5kn |
| 5268891<br>ODFP<br>T72<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHADI**<br>ex Blue Wave-79 ex Sea Way-79<br>ex Pal-Yam-79<br>**Fouad El Lann & Co.**<br>Northern Star<br>Tripoli Lebanon | T.Mk<br>**998**<br>396<br>—<br>**1 785**<br>1 026<br>2 743 | ✠**100A1** SS 7/77<br>Str. nav. ice<br>✠**LMC**<br>EL (q) 1⅝"<br>FN 1338 | **1959**-3 Elsflether Werft A.G. —Elsfleth/Weser (316)<br>79,43 11,97 —/5,779<br>71,89 11,90 6,71<br>Ba 18,6 F 7,7 2 dks<br>RW rf 76<br>4BH WB278t | **M General Cargo**<br>2 Ho ER 2 TwD<br>B.3 256<br>4 Ha (stl) (each 16,3 × 6,0) ER<br>6W Der 2(3-5) 2(3) | Oil 4SA 8Cy. 385 × 580 with flexible coupling<br>1 530bhp (1 125kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 112kW 1 × 88kW 1 × 55kW 380V 50Hz a.c.<br>Fuel 101,5t (d.o.) 12kn |
| 5067704<br>SUGW<br>RT | **CHADID**<br>**Suez Canal Authority**<br>Egypt | **143**<br>—<br>247 | | **1956** Schps. L. Smit & Zoon—Kinderdijk (Co334)<br>27,23 7,88 2,693<br>25,00 7,24 3,81 | **TM Tug** | 2 Oil 2SA each 8Cy. 222 × 267<br>General Motors Corp. Cleveland, Oh |
| 7723845<br>HO6526<br>1051<br>7-80<br>Rdr RT | **CHAGRES I**<br>ex Okitsu Maru-80<br>**Servicios Marinos NYK De Panama S.A.**<br>Panama Panama | **208**<br>74<br>— | NK | **1977** Sagami Zosen Tekko K.K.—Yokosuka (187)<br>32,31 8,84 3,315<br>27,41 8,81 3,92 | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| 5067728<br>9WJN<br>Esd Rdr<br>RT | **CHAHAYA**<br>**Government of Malaysia (Director of Marine - Sabah)**<br>Jesselton Malaysia | **394**<br>—<br>122 | | **1962** Cheoy Lee Shipyard—Hong Kong (1000)<br>37,90 8,64 2,439<br>33,53 8,54 4,27<br>2 dk | **M Buoy & Lighthouse Tender**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>Lister Blackstone Marine Ltd. Dursley |
| 5376088<br>SYFI<br>6609<br>Df Esd<br>Gc Rdr<br>RT | **CHAI TRADER**<br>ex Straat Lagos-78<br>ex Van der Hagen-67<br>**Peace Shipping Co. Ltd.**<br>Manta Line Inc.<br>Piraeus Greece | T.Mk<br>**4 767**<br>2 457<br>6 802<br>**6 887**<br>3 761<br>8 589 | BV | **1958** Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (141)<br>145,80 17,43 6,478/7,392<br>134,80 17,38 9,61<br>P 21,7 B 23,2 F 18,9 3 dks<br>RW len 67 | **M General Cargo**<br>Ref 12P<br>5 Ho 22,2 16,5 21,6 17,3 28,1<br>G.10 663 B.10 175 In.806<br>5 Ha (stl) (each 9,7 × 5,7)<br>16W Cr 1(8) Der 1(15) 10(6) 10(3) | Oil 2SA 6Cy. 630 × 1350<br>4 800bhp (3 531kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 3 × 190kW 220V d.c.<br>Fuel 851,5t (hvf) 14,5kn |
| 5067754<br>C9KQ<br>Df | **CHAIMITE**<br>**Capitania do Porto de Maputo**<br>Maputo Mozambique | **475**<br>—<br>— | ✠Classed LR until 2/42 | **1939**-4 Scheepswerven Gebr. Niestern —Delfzijl (220)<br>50,27 9,10 3,252<br>... ... ... | **TM Tug** | 2 Oil 4SA each 8Cy. 365 × 550<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7738515<br>Df Esd<br>Gc Rdr<br>RT | **CHAIN**<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>United States of America | **1 328**<br>—<br>— | | **1944** Basalt Rock Co. Inc.—Napa, Ca<br>64,93 12,50 4,877<br>... ... ...<br>1 dk<br>conv Salvage Vessel 59 | **TD-E Research**<br>Survey | 2 Oil total 3 000bhp (2 207kW) driving gen. connected to elec. motors<br>USA<br>12,5kn |

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| 423369<br>BM7<br>7107<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAITEN**<br>ex Bananacore-76<br>**Chaiten Shipping Co. S.A.**<br>Southern Shipmanagement (Chile) Ltd.<br>Monrovia Liberia | T.Mk<br>**5 667**<br>3 214<br>—<br>**8 030**<br>4 749<br>8 535 | ✠**100A1** SS 8/78<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL et 2¼"SQ<br>FN 4399 | **1965**-3 A/S Bergens M/V—Bergen (450)<br>147,83 20,05 —/9,165<br>135,31 20,01 12,50<br>F 13,8 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1, 2 & 3 holds<br>rf 102<br>Coll BH to U dk, 5 to 2nd dk WB1271t | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 23,6 22,1 ER 19,5<br>11 TwD<br>In.11 645<br>4 Ha (stl) (11,0 11,2 11,2 × 6,9) ER (11,2 × 7,2)<br>12W Der 12(10) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>A/S Akers M/V Oslo<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 2 × 524kW 1 × 392kW<br>1 × 192kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 1 364,0t (hvf) 20kn |
| 252244<br>9EY<br>Df Pfd<br>Rdr | **CHAKRAWALA I**<br>ex Nikko Maru No. 15-75<br>**P.T. Chakrawala Semesta Ltd.**<br>Ambon Indonesia | **269**<br>126<br>— | | **1958** Kanasashi Zosensho—Unspecified Works, Shimizu (298)<br>40,21 6,86 2,642<br>35,01 6,81 3,36<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 340 × 480<br>500bhp (368kW)<br>Kanegafuchi Nainenki Tokyo<br>10kn |
| 7820677<br>YBXR | **CHAKRAWALA II**<br>**P.T. Chakrawala Semesta Ltd.**<br>Ambon Indonesia | **595**<br>283<br>— | | **1966** Narasaki Zosen K.K.—Muroran<br>... ... ...<br>39,78 8,21 3,79<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 300 × 420<br>1 200bhp (883kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>12kn |
| 6917827<br>RTv | **CHALAWA**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **55**<br>—<br>— | ✠**100A1** SS 8/79<br>Lagos service<br>✠**LMC**<br>EL (A)<br>FN 132 | **1969**-7 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1388)<br>20,32 5,47 1,372<br>17,53 5,19 2,29<br>1 dk<br>rf 381 BK 76<br>4BH | **TM Pilot Launch** | 2 Oil 4SA each 6Cy. 140 × 197 reverse reduction geared to sc. shafts<br>285bhp (210kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 2kW 24/32V d.c.<br>Fuel (d.o.) 10,5kn |
| 6513023<br>307236<br>RTv | **CHALE**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kingdom | **254**<br>0<br>152 | ✠Classed LR until 17/3/72 | **1965**-7 J. I. Thornycroft & Co. Ltd. —Southampton (4208)<br>34,17 9,02 2,972<br>30,48 8,23 4,04<br>rf 762 | **TM Tug** | 2 Oil 2SA each 6Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 40kW 1 × 25kW 220V d.c.<br>Fuel 37,5t (d.o.) |
| 6509412<br>C4YM<br>Df Esd<br>Gc Rdr<br>RTm | **CHALLENGE**<br>ex Frederik Nordan-77<br>ex Ulla Barsoe-76<br>**Sapele Shipping Co. Ltd.**<br>Limassol Cyprus | **300**<br>174<br>577 | (BV) | **1965** Sonderborg Skibsvaerft A/S —Sonderborg (44)<br>47,12 8,82 3,074<br>42,30 8,81 3,38<br>1 dk | **M General Cargo**<br>1 Ho 27,9 ER<br>G.669 B.592<br>1 Ha (20,8 × 5,0) ER<br>2W Der 2(3) | Oil 4SA 5Cy. 270 × 400<br>300bhp (221kW)<br>H. Callesen & Co. Aabenraa<br>Gen 2 × 50kW 127/380V a.c.<br>Fuel 30,5t (d.o.)-1,5pd 9,5kn |
| 7047320<br>WZR7<br>042<br>528193<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHALLENGE**<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **290**<br>197<br>1 024 | AB | **1970** Zigler Shipyards Inc.—Jennings, La (210)<br>3,899<br>51,82 11,59 4,58<br>F 12,2 1 dk<br>rf 914 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW<br>Fuel 225,5t (d.o.) |
| 7103538<br>MROU<br>Esd Rdr<br>RT | **CHALLENGE**<br>**A. W. & R. Tait**<br>A. W. Tait<br>Fraserburgh United Kingdom | **135**<br>—<br>— | (NV) | **1971** Sigbjorn Iversen M/V. Skips. —Flekkefjord (15)<br>7,09<br>30,21 7,07 3,76<br>1 dk<br>rf 1300 BK 178 len 74 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| 7645627<br>WYG6<br>729<br>577090 | **CHALLENGE**<br>**Lareta Inc.**<br>Brownsville, Tx United States of America | **104**<br>70<br>— | | **1976** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5402382<br>H07675<br>6823-76<br>Df Esd<br>Gc Rdr<br>RT | **CHALLENGE 1**<br>ex Challenge-72 ex Humble AC-3<br>ex Woodbury<br>**Red Sea Towing Corp.**<br>Panama Panama | **196**<br>71<br>— | (AB) | **1927** American Brown Boveri Corp. —Camden, NJ (350)<br>*35,33* 7,37<br>35,21 7,32 3,74<br>1 dk<br>R | **TM Tug** | 8 Oil 2SA each 6Cy. 108 × 127 geared to sc. shafts<br>NE 49<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel 26,5t |
| 6600979<br>6ZLN<br>2373<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHALLENGER**<br>**Lib-Ore S.S. Co. Inc.**<br>Monrovia Liberia | **19 950**<br>13 769<br>37 959 | AB | **1966** Mitsubishi Heavy Industries Ltd. —Hiroshima (177)<br>192,92 27,08 11,269<br>180,02 27,01 15,91<br>P 16,2 B 11,6 F 17,4 1 dk<br>rf 25 | **M Bulk Carrier** 4P<br>Str. heavy cargoes<br>6 Ho 21,7 16,7 30,4 16,7 30,1 23,1 ER<br>G.45 307<br>6 Ha (stl) (14,0 9,6 21,5 9,6 21,5 15,1 × 11,1) ER | Oil 2SA 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 874,0t (hvf) 15kn |
| 6507646<br>H09594<br>9481-KJ<br>Rdr | **CHALLENGER**<br>ex Toyosaki Maru-80<br>**Gulf Cement Carriers S.A.**<br>Panama Panama | **993**<br>538<br>1 562 | | **1964** Kurushima Dock Co. Ltd.—Imabari (240)<br>66,30 10,06 4,319<br>62,01 10,01 4,70<br>1 dk<br>RW | **M Cement Carrier**<br>2 Ho ER<br>2 Ha ER | Oil 4SA 6Cy. 300 × 380<br>920bhp (677kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 40kW 445V a.c.<br>Fuel 40,5t-3,5pd 10,5kn |
| 7117761<br>GPIU<br>343403<br>Df Esd<br>Gc Rdr<br>RT | **CHALLENGER**<br>**Natural Environment Research Council**<br>Cardiff United Kingdom | **988**<br>300<br>489 | ✠**100A1** CS 1/78<br>Ice Class 3<br>✠**LMC**<br>EL K 1⅛"U2<br>FN 793 | **1973**-2 James Lamont & Co. Ltd.—Port Glasgow (413)<br>54,39 11,31 4,039<br>48,62 11,28 5,03<br>RQD 26,3 F 23,5 1 dk<br>rf 914 DK<br>NS 5BH WB54t | **S Research/Fishing**<br>Stern-fishing Hydrographic<br>Mchy.aft | S Turb reverse reduction geared<br>1 050shp (772kW)<br>Peter Brotherhood Ltd. Peterborough<br>2 SB 285lbf/in² (19,7bar) Spt<br>Gen 2 × 300kW 415V 50Hz a.c.<br>Bow jet pump<br>Fuel (o.f.) 10,75kn |

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| 7914949<br><br>385825<br>Esd Rdr<br>RT | **CHALLENGER**<br>tug<br>**Medina Maritime Services Pty. Ltd.**<br>Kwinana Towage Services<br>*Fremantle, W.A.* Australia | **397**<br>222<br>— | ✠**100A1**<br>✠**LMC**<br>EL F 277,0/19,0U2(a)<br>FN 471 | **1980**-9 Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (178)<br>33,56 10,75 4,607<br>30,54 10,71 4,70<br>1 dk<br>4BH WB226T | **TM Tug**<br>Fire-fighting | Oil 4SA 8Cy. 250 × 320 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata Ota, Gumma<br>Gen 2 × 100kW 1 × 40kW 415V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| 6809991<br>DVDB<br><br>Df Esd<br>Rdr RTh | **CHALLENGER**<br>**Luzon Stevedoring Corp.**<br>Manila Philippines | **357**<br>109<br>— | AB | **1968** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1134)<br>37,19 9,22 4,293<br>34,98 8,89 4,70<br>1 dk | **M Tug** | Oil 4SA 8Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 120kW 440V 60Hz a.c.<br>Fuel 282,5t (hvf)<br>12,5kn |
| 7121774<br>WY3491<br>513794<br>Df Esd<br>Pfd Rdr<br>RTv | **CHALLENGER**<br>**Interstate Tugboat Co.**<br>Wilmington, De United States of America | **195**<br>132<br>— | AB | **1968** Main Iron Works Inc.—Houma, La (200)<br>33,74 9,20 4,007<br>32,49 9,15 4,37<br>1 dk | **TM Tug** | 2 Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made— fitted68<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW a.c.<br>Fuel 135,0t<br>13kn |
| 7101580<br>WB8762<br>256806<br>Df Esd<br>Rdr RT | **CHALLENGER**<br>**Harbour Tug & Barge Co.**<br>San Francisco, Ca United States of America | **184**<br>93<br>— | | **1948** San Diego Mar. Co.—San Diego, Ca (123)<br>28,83 7,47 4,020<br>28,66 7,32 4,25<br>1 dk | **Wood M Tug** | Oil 2SA 16Cy. 222 × 267 reverse reduction geared to sc. shaft<br>General Motors Corp. Cleveland, Oh<br>12,5kn |
| 7014531<br><br>Df Esd<br>Pfd Rdr<br>RTm | **CHALLENGER**<br>**A. Strachan & others**<br>Peterhead United Kingdom | **109**<br>—<br>— | | **1970** R. Dunston (Hessle) Ltd.—Hessle (869)<br>24,24 6,81 3,048<br>21,95 6,71 3,36<br>F 4,3 1 dk<br>rf 686 BK 178 | **M Fishing**<br>Side-fishing<br>1 Ho 9,3 ER<br>1 Ha (1,2 × 1,2) ER<br>Der 1(0,5) | Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 15kW 220V d.c. 1 × 1kW 24V d.c.<br>Fuel 12,0t (d.o.)<br>10,5kn |
| 7100330<br>WX6980<br>501890 | **CHALLENGER**<br>**Challenger Inc.**<br>Morgan City, La United States of America | **109**<br>74<br>— | | **1965** St. Charles Steel Works—Thibodaux, La<br>*21,52* 6,71<br>3,48 | **M Fishing** | Oil<br>300bhp (221kW)<br>..............<br>Fuel (d.o.) |
| 7318951<br>HO3010<br>9851-79<br>Df Esd<br>Gc Rdr<br>RTh | **CHALLENGER SERVICE**<br>ex Tender Tarpon-79<br>**Zapata Marine Service Inc.**<br>Panama Panama | **457**<br>85<br>845 | AB | **1973** Mangone SB. Corp.—Houston, Tx (109)<br>57,46 11,61 4,134<br>53,65 11,59 5,03<br>F 19,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 12P | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 150kW 2 × 125kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 413,5t (d.o.)<br>14kn |
| 5267902<br>5MQR<br>3719<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHALLENGER I**<br>ex Challenger-70 ex P. G. Thulin<br>**Arun Shipping Co. Ltd.**<br>Heerema Marine Contractors S.A.<br>Monrovia Liberia | **10 651**<br>5 771<br>— | ✠**100A1** SS 8/73<br>✠**LMC**<br>EL nt 2¾"SQ<br>FN 7821<br>- | **1956**-3 Werf Jan Smit, Czn.—Alblasserdam (555)<br>193,20 29,37 10,249<br>180,52 29,32 14,00<br>P 34,2 F 24,1 1 dk<br>RW rf nil widened 70<br>conv Ore/Oil Carrier 70<br>8BH WB28555t | **S Crane Ship**<br>Pipelayer<br>2 Ha ER<br>Cr 1(800) | 2 S Turb dr geared to sc. shaft<br>15 125shp (11 125kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>2 WTB 720lbf/in$^2$ (49,7bar) Spt 465,6°C 633lbf/in$^2$ (43,7bar) hs1680,4<br>✠ nsg 4/69 primary 427lbf/in$^2$ (29,5bar) secondary 227lbf/in$^2$ (15,7bar)<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 235,5t (o.f.)<br>16kn |
| 6513578<br><br>196941<br>RTh/v | **CHALLENGER I**<br>**Challenger Island Cruises Pty. Ltd.**<br>*Fremantle, W.A.* Australia<br>See Register of Offshore Units | **157**<br>106<br>— | | **1945** Lars Halversen Sons Pty. Ltd.—Sydney, N.S.W.<br>*34,14* 5,44<br>... ... ...<br>1 dk | **Wood TM Tender** 150P | 2 Oil 4SA each 8Cy. 159 × 165 NE 65<br>W. H. Dorman & Co. Ltd. Stafford<br>Gen 1 × 4kW 110V d.c. |
| 7631066<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHALLENGER II**<br>**A. Strachan & others**<br>Peterhead United Kingdom | **115**<br>—<br>— | | **1977** Campbeltown Shipyard Ltd.—Campbeltown (037)<br>25,91 6,86 2,752<br>22,99 6,71 3,36<br>1 dk | **M Fishing**<br>Seiner Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport |
| 5402394<br>VY2555<br>318882<br>Esd Pfd<br>Rdr RT | **CHALLENGER III**<br>**Laurence Sweeney Fisheries Ltd.**<br>Walter L. Sweeney<br>Yarmouth, N.S. Canada | **146**<br>91<br>— | | **1962** A. F. Theriault & Son—Meteghan, N.S.<br>*27,59* 7,22<br>7,17<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 12Cy. 216 × 216<br>Waukesha Engine Div. Dresser Industries Inc. Waukesha |
| 7327328<br><br>CO-55 45-A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHALLWA 1**<br>**Colmar S.A.**<br>Callao Peru | **706**<br>402<br>522 | NK | **1973** Hayashikane SB. & Eng. Co. Ltd.—Yokosuka (713)<br>52,71 9,07 3,810<br>46,00 9,00 5,90<br>F 16,8 2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.430<br>2 Ha (each 1,9 × 1,9)<br>Der 4(1) | Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11kn |
| 5413874<br><br><br>Df Esd<br>Gc Rdr | **CHALLWA 2**<br>ex Taiyo Maru No. 73-76<br>**Challwa del Peru S.A.**<br>Peru | **1 495**<br>786<br>934 | | **1962** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (982)<br>75,52 11,82 5,538<br>68,00 11,80 5,72<br>1 dk | **M Fishing**<br>Stern Trawler<br>3 Ho<br>2 Ha (each 2,9 × 2,6) | Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW)<br>Hayashikane Zosen Shimonoseki<br>Gen 3 × 192kW 445V a.c.<br>Fuel 432,0t-6,5pd<br>12,25kn |

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| 7313884<br>OAOK<br>CO-0079<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHALLWA IV**<br>ex Daitoku Maru No. 16-79<br>**Col Cargo S.A.**<br>Callao Peru | **1 544**<br>792<br>2 194 | NK | **1973** Kishimoto Zosen—Kinoe (436)<br>88,91 12,83 5,411<br>82,00 12,81 5,95<br>P 36,3 F 11,9 1 dk | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.2 514<br>3 Ha (stl) (each 4,8 × 3,9)<br>Der 6(3) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 571,0t-12,0pd 16,5kn |
| 5231202<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHALLWA V**<br>ex Meisei Maru-80<br>**Colmar Empresa Pesquera S.A.**<br>Peru | **7 989**<br>4 054<br>12 483 | NK | **1961** Kawasaki Dockyard Co. Ltd.—Kobe (1007)<br>153,02 19,84 8,294<br>142,02 19,79 9,81<br>P 35,4 F 105,2 1 dk & S dk, pt 3rd dk<br>RW | **M Factory Ship** OSD<br>Fish-factory Ref<br>5 Ho ER<br>G.17 432 B.15 946 In.5 954<br>5 Ha (6,8 × 3,9) (10,3 10,3 10,3 10,3 × 7,0) ER<br>10W Der 8(10) 2(5) | Oil 2SA 6Cy. 700 × 1200<br>5 900bhp (4 340kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 4 × 260kW 445V a.c.<br>Fuel 3 449,5t-19,5pd 14kn |
| 5035153<br>5LDX<br>3276<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHALMEVERETT**<br>ex Baltic Sea-69<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | T.Mk<br>**5 034**<br>2 199<br>6 071 | **✠100A1** SS 3/79<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3512 | **1960**-6 Eriksbergs M/V A/B—Goteborg (556)<br>134,12 17,12 7,646<br>125,18 17,07 10,98<br>F 14,4 2 dks, 3rd dk except in mchy. space, 4th dk fwd of mchy. space<br>rf 508<br>6BH WB1933t incl. Tunnel tanks 1213t | **M General Cargo**<br>Ref. 4P<br>4 Ho 22,2 17,9 21,0 25,5<br>In.7 620<br>4 Ha (stl) (8,4 8,2 8,2 9,7 × 4,8)<br>8W Der 8(5) | Oil 2SA 6Cy. 740 × 1400<br>6 800bhp (5 002kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>AuxB 71lbf/in$^2$ (4,9bar)<br>Gen 4 × 280kW 750V 60Hz a.c.<br>Fuel 1 580,0t (hvf) 17,75kn |
| 7819010<br>Esd RTv | **CHALNA PILOT 1**<br>**Chalna Port Authority**<br>Chittagong Bangladesh | **50**<br>30<br>— | **✠100A1**<br>Bangladesh coastal service in suitable weather<br>**✠LMC**<br>EL (U) 18,0/13,0U2<br>FN 108 | **1980**-10 Scheepswerf De Amstel—Ouderkerk (78.02.20)<br>16,82 4,86 1,501<br>14,94 4,61 2,60<br>1 dk<br>rf-<br>4BH WBnil | **TM Pilot Launch** | 2 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>760bhp (559kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 9kW 220V 50Hz a.c.<br>2 × 1,5kW 24V d.c. |
| 7391719<br>FPRC<br>21861<br>/615<br>Esd Gc<br>Pfd Rdr<br>RT | **CHAMBON BORA**<br>ex Sea Diamond-80<br>**Compagnie Chambon Societe Generale de Remorquage et de Travaux Maritimes**<br>Marseille France | **299**<br>85<br>316 | **✠100A1** SS 3/80<br>tug<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 482 | **1975**-3 Brodogradiliste "Tito"—Macvanska Mitrovica (922)<br>39,88 10,11 4,611<br>32,29 9,61 5,29<br>RFD 15,9 F 16,2 1 dk<br>rf nil<br>6BH WB46T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 225 × 300 sr geared to sc. shafts<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 112kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7711050<br>FPGZ<br>Df Esd<br>Gc Rdr<br>RT | **CHAMBON MISTRAL**<br>**Compagnie Chambon Societe Generale de Remorquage et de Travaux Maritimes**<br>Marseille France | **506**<br>0<br>300 | BV | **1979** At. & Ch. de la Manche—Dieppe (1266)<br>39,50 11,82 3,952<br>36,81 11,41 4,45<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 230 × 270 reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>2 Directional propellers<br>Fuel 251,0t 12,5kn |
| 7391757<br>FPQW<br>21863<br>/615<br>Esd Gc<br>Pfd Rdr<br>RT | **CHAMBON SIROCCO**<br>ex Sea Setter-80<br>**Compagnie Chambon Societe Generale de Remorquage et de Travaux Maritimes**<br>Marseille France | **300**<br>85<br>— | **✠100A1** SS 10/79<br>tug<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 479 | **1975**-4 Brodogradiliste "Tito"—Apatin (926)<br>39,93 10,14 4,598<br>32,14 9,59 5,29<br>RFD 15,9 F 16,2 1 dk<br>rf nil<br>6BH WB46T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 16Cy. 225 × 300 sr geared to sc. shafts<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 112kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,5kn |
| 7376836<br>FNPS<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHAMBORD**<br>**Societe de Developpement de Transport Petrolier**<br>Societe Maritime des Petroles BP et Cie.<br>Dunkerque France | **131 654**<br>112 807<br>269 747 | BV | **1974** Mitsubishi Heavy Industries Ltd.—Nagasaki (1736)<br>338,34 53,62 20,714<br>322,99 53,60 26,40<br>1 dk | **S Tanker**<br>COW IGS<br>21 Ta ER<br>L.(oil) 347 618 HeCls. B | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 123,0t (d.o.) 12 480,0t (hvf)-169,5pd<br>15,5kn |
| 6713166<br>HO7039<br>1954-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **CHAMEIS**<br>**Bin Sabha Transport & Marine Service**<br>Panama Panama | **468**<br>156<br>917 | **✠100A1** SS 11/75<br>tug<br>**LMC**<br>EL (g) $1\frac{1}{8}$"U1<br>FN 509 | **1968**-1 Globe Engineering Works—Kaapstad/Cape Town (147)<br>39,63 9,83 4,357<br>34,52 9,76 4,96<br>rf 432 BK 203<br>6BH WB239t | **TM Tug**<br>1 Ho 5,1<br>1 Ha (2,4 × 3,6)<br>Der 2(7) | 2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made45 refitted68<br>General Motors Corp. U.S.A.<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 281,5t (d.o.) 11,25kn |
| 5067833 | **CHAMELI**<br>**Calcutta Port Trust**<br>Calcutta India | **228**<br>—<br>— | ✠ | **1955**-5 Hooghly Docking & Eng. Co. Ltd.—Calcutta (4099 A)<br>29,24 8,39 3,201<br>26,52 8,23 3,81<br>RW | **TS Tug** | T 6Cy. (2) 298 (2) 502 & (2) 851 × 533<br>Plenty & Son Ltd. Newbury<br>Gen 1 × 12,5kW 220V d.c.<br>Fuel 30,5t (o.f.) 9kn |
| 7603655<br>WYT9<br>717<br>554530 | **CHAMP**<br>**Stephen L. Yeoman**<br>Eureka, Ca United States of America | **137**<br>93<br>— | | **1974** Marine Builders Inc.—Mobile, Al<br>*23,47*<br>6,84 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5067845<br>VTJY | **CHAMPA**<br>**Calcutta Port Trust**<br>Calcutta India | **228**<br>—<br>— | ✠ | **1954**-11 Hooghly Docking & Eng. Co. Ltd.—Calcutta (4099 B)<br>29,24 8,39 3,201<br>26,52 8,23 3,81<br>RW | **TS Tug** | T 6Cy. (2) 298 (2) 502 & (2) 851 × 533<br>Plenty & Son Ltd. Newbury<br>Gen 1 × 12,5kW 220V d.c.<br>Fuel 30,5t (o.f.) 9kn |
| 7379709<br>FNPG<br>Df Esd<br>Gc Rdr<br>RTv | **CHAMPAGNE**<br>**Societe Francaise de Transports Maritimes (S.F.T.M) & Pechelbronn**<br>Societe Francaise de Transports Petroliers (S.F.T.P.)<br>Fos-sur-Mer France | **93 831**<br>63 403<br>168 937 | BV | **1975** Mitsubishi Heavy Industries Ltd.—Yokohama (943)<br>295,03(BB) 47,45 17,922<br>279,99 47,40 24,11<br>1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>COW IGS<br>5 Ho/Ta 27,2 27,2 54,6 45,4 42,3 ER 12 Wing Ta ER<br>L.(oil) 198 906 Ore 89 804 HeCls. C<br>8 Ha (stl) (each 13,6 × 12,5) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel 485,0t (d.o.) 6 932,5t (hvf)-96,5pd<br>15,25kn |

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| **7743754**<br>WYC6<br>731<br>594340 | **CHAMPAGNE STAR**<br>**Southern Star Inc.**<br>Houma, La United States of America | **135**<br>92<br>— | | **1978** ............Bayou la Batre, Al<br>*23,57* 6,76<br>3,38<br>1dk | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |
| **5367855**<br>HBFQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAMPEX**<br>ex Kaptastamati-71 ex Trebinje-68<br>**Compagnie de Navigation Transoceanique Suisse S.A.**<br>Keller Shipping Ltd.<br>Basle Switzerland | T.Mk<br>**6 635**<br>3 870<br>—<br>**9 453**<br>5 651<br>13 335 | ✠**100A1** SS 4/74<br>DTa—vegetable oil<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4745 | **1960**-8 Brodogradiliste "3 Maj"—Rijeka (465)<br>155,23 20,63 —/9,468<br>145,01 20,52 12,20<br>F 26,9 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf nil DK fwd<br>Coll BH to U dk 8 to 2nd dk WB2433t incl. DTa661t | **M General Cargo**<br>Ref<br>G.17 935 B.16 102 In.265<br>18W Der 20(5-10) | Oil 2SA 8Cy. 760 × 1550<br>10 400bhp (7 650kW)<br>C.R.D. Adriatico Sulzer Trieste<br>2 WTAuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Fuel 1 077,0t 18,5kn |
| **7327768**<br>HO5919<br>2604-72B<br>RT | **CHAMPION**<br>ex Velutina-72<br>**Panama Overseas Shipping Co. Inc.**<br>Heerema Marine Contractors S.A.<br>Panama Panama<br>See Register of Offshore Units | **7 905**<br>6 127<br>17 618 | ✠**100A1** M 7/81-16mos<br>crane barge<br>EL nt 2¾"SQ<br>FN 5438 | **1950**-8 Swan, Hunter & Wigham Richardson Ltd.—Wallsend<br>145,88 30,48<br>142,12 24,54 13,72<br>F 15,3 1 dk<br>rf 102 shortened 72<br>conv Tanker 72<br>10BH WB2644t incl. DTf1562t | **Crane Pile-driver Barge**<br>for offshore installations<br>1 Ho 35,0<br>1 Ha (stl) (6,4 × 8,0)<br>Cr 1(787) | ✠ 2 NAuxB (o.f.) 72 15kgf/cm² (14,8bar)<br>Gen 3 × 640kW 440V 60Hz a.c. |
| **7047332**<br>WZR8<br>065<br>529726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAMPION**<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **290**<br>197<br>1 024 | AB | **1970** Zigler Shipyards Inc.—Jennings, La (211)<br>3,899<br>51,82 11,59 4,58<br>F 12,2 1 dk<br>rf 914 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW<br>Fuel 225,5t (d.o.) |
| **7515183**<br>WX8573<br>506725<br>Df Gc<br>Pfd Rdr<br>RT | **CHAMPION**<br>**Williams Towing Co. Inc.**<br>Morgan City, La United States of America | **136**<br>92<br>— | | **1966** St. Charles Steel Works—Thibodaux, La<br>... ... ...<br>19,97 6,79 2,49<br>1 dk | **M Tug** | Oil<br>.............<br>Fuel (d.o.) |
| **7301582**<br>WYZ6<br>949<br>537958 | **CHAMPION CLIPPER**<br>**Isbell Enterprises Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| **7395636**<br>HO3665<br>1130<br>3-81<br>Df Esd<br>Gc Rdr<br>RT | **CHAMPION SERVICE**<br>ex Bayford-80 ex Bruteford-78<br>ex Sea Brute-78<br>**Zapata Marine Service Ltd. S.A.**<br>Panama Panama | **947**<br>126<br>1 500 | AB | **1975** Mangone SB. Corp.—Houston, Tx (116)<br>66,63 12,83 5,157<br>63,40 12,79 5,82<br>F 17,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 564,0t (d.o.) 15,75kn |
| **7370818**<br>FNNL<br>Df Esd<br>Gc Rdr<br>RTv | **CHAMPLAIN**<br>**Compagnie Generale Maritime (C.G.M.)**<br>Le Havre France | **68 596**<br>45 599<br>121 934 | BV | **1974** Mitsubishi Heavy Industries Ltd. —Hiroshima (242)<br>261,02 40,64 16,923<br>247,02 40,62 22,99<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>4 Ho 43,2 43,2 48,0 43,2 18 Ta ER<br>G.61 344 L.(oil) 141 680 HeCls. BC<br>8 Ha (stl) (14,4 × 8,7) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 × 10,5) ER<br>Der 2(10) 1(5) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Mitsubishi Heavy Industries Ltd. Sulzer Kobe<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 976,5t (d.o.) 5 836,0t (hvf)-78,0pd<br>15,25kn |
| **5067883**<br>WA3533<br>243612<br>Df Gc<br>Rdr<br>RTm/h | **CHAMPLAIN**<br>Launched as Belle Isle<br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, De United States of America | **8 758**<br>6 472<br>16 724 | AB | **1943** American SB. Co.—Cleveland, Oh (1009)<br>188,98 18,34 7,570<br>184,41 18,29 10,67<br>F 16,5 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>4 Ho 31,0 36,5 36,5 29,2 ER<br>18 Ha (stl) (each 3,5 × 11,5) ER | C 4Cy. (2) 533 & (2) 1273 × 1219<br>2 500ihp (1 839kW)<br>American S.B. Co. Lorain, Oh<br>Gen 1 × 60kW 120V d.c.<br>Thw. thrust propeller fwd<br>Fuel 251,0t (o.f.) 13,5kn |
| **6524840**<br>5ISQ<br>10046<br>Df Esd<br>Gc Rdr<br>RT | **CHAMWINO**<br>ex Changcheng-72<br>ex Al Mubarakiah-72<br>ex Jolanda-66<br>**Chinese/Tanzanian Joint Shipping Co.**<br>Dar-es-Salaam Tanzania | **9 369**<br>5 646<br>— | ✠Classed LR until 7/9/73 | **1965** VEB Warnowwerft Warnemuende —Warnemuende (441)<br>150,73 20,05 8,865<br>140,01 19,99 11,56<br>P 26,6 F 29,6 2 dks<br>RW rf nil | **M General Cargo**<br>5 Ho<br>5 Ha (stl) (9,0 × 5,9) (10,5 19,0 9,1 12,9 × 10,9)<br>12W Der 1(60) 12(5) | Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 264kW 390V 50Hz a.c. |
| **7513563**<br>Rdr RT | **CHAN KIANG HARBOUR TUG No. 7**<br>**Chan Kiang Harbour Office**<br>Guangzhou/Canton China | **303**<br>77<br>— | | **1975** A. Fai Engineers & Shiprepairers —Hong Kong (53)<br>32,82 10,01 3,299<br>26,50 9,50 4,30<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **6501898**<br>VWJN<br>1140<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANAKYA**<br>ex Chanakya Jayanti-74<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **15 529**<br>10 231<br>21 962 | ✠**100A1** SS 1/82<br>ore carrier—or for oil in all tanks except No. 2 centre tank<br>✠**LMC**<br>EL it $2\frac{7}{16}$"SQ<br>FN 5780<br>IRS | **1965**-4 Mitsubishi Heavy Industries Ltd. —Hiroshima (171)<br>169,02(BB) 22,92 9,634<br>160,00 22,86 13,26<br>P 34,8 F 12,2 1 dk<br>rf nil<br>9BH WB29649t incl. DTf1341t | **M Ore/Oil Carrier**<br>4 Ho 30,0 30,0 15,0 30,0 11 Ta ER<br>L.(oil) 26 315 HeCls. BC<br>7 Ha (each 8,2 × 8,0) ER | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>WTAuxB primary 711lbf/in² (49,1bar)<br>secondary 242lbf/in² (16,7bar)<br>e(ex.g) 306lbf/in² (21,1bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 137,0t (d.o.) 1 953,0t (hvf)-34,5pd<br>14,5kn |

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|---|---|---|---|---|---|---|
| 7418153<br>H3DO<br>4882<br>-79C<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANCE No. 61**<br>ex O Dae Yang No. 306-81<br>**Pesquerias Canarias S.A.**<br>Seoul Shipping Co. Ltd.<br>Panama Panama | **249**<br>115<br>547 | <br><br>KR | **1974** Koo Il Ind. Co. Ltd.—Busan (201)<br>44,48 2,236<br>38,51 8,01 3,20<br>P 25,6 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.245<br>4 Ha (1,2 1,2 × 8,4) (1,5 × 1,5) (5,9 × 5,9) ER | Oil 4SA 6Cy. 230 × 410<br>750bhp (552kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 80kW 230V a.c.<br>11,5kn |
| 7418165<br>H3DE<br>5369<br>-75C<br>Df Esd<br>Gc RT | **CHANCE No. 62**<br>ex O Dae Yang No. 307-81<br>**Pesquerias Canarias S.A.**<br>Seoul Shipping Co. Ltd.<br>Panama Panama | **249**<br>*115<br>547 | <br><br>KR | **1974** Koo Il Ind. Co. Ltd.—Busan (202)<br>44,48 2,236<br>38,51 8,01 3,20<br>P 25,6 F 7,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.245<br>4 Ha (1,2 1,2 × 8,4) (1,5 × 1,5) (8,0 × 8,0) ER | Oil 4SA 6Cy. 230 × 410<br>750bhp (552kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 80kW 230V a.c.<br>12,5kn |
| 6813942<br>6MVQ<br>BS-A-798<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANCE No. 71**<br>ex Tsukasa Maru No. 15<br>**Seoul Shipping Co. Ltd.**<br>Busan South Korea | **287**<br>144<br>— | <br><br>KR | **1968** Kochiken Zosen—Kochi (342)<br>47,50 7,95 3,175<br>41,79 7,93 3,64<br>P 24,7 F 6,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.336<br>3 Ha (0,9 × 0,8) (1,4 × 1,2) (1,2 × 1,7)<br>Der 1(1) | Oil 4SA 8Cy. 260 × 320<br>850bhp (625kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 128kW 225V a.c.<br>11,5kn |
| 6921024<br>6MVR<br>BS-A-876<br>Df Esd<br>Gc Pfd<br>Rdr | **CHANCE No. 72**<br>ex Taisen Maru No. 8-74<br>**Nam Bug Fisheries Co. Ltd.**<br>Busan South Korea | **310**<br>156<br>— | <br><br>KR | **1969** Miho Zosensho K.K.—Shimizu (691)<br>51,41 8,03<br>45,62 8,01 3,61<br>P 23,2 F 8,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.397<br>3 Ha (1,3 1,3 × 1,0) (1,4 × 1,4) | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 176kW 225V a.c.<br>11,25kn |
| 7418177<br>H3DF<br>4983<br>-75D<br>Df Esd<br>Gc Rdr<br>RT | **CHANCE No. 73**<br>ex O Dae Yang No. 308-80<br>**Pesquerias Canarias S.A.**<br>Seoul Shipping Co. Ltd.<br>Panama Panama | **275**<br>131<br>— | <br><br>KR | **1974** Koo Il Ind. Co. Ltd.—Busan (203)<br>44,48 2,236<br>38,51 8,01 3,20<br>P 25,3 F 7,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.245 | Oil 4SA 6Cy. 230 × 410<br>750bhp (552kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 80kW 230V a.c.<br>12,5kn |
| 7417745<br>H3GK<br>4974-74B<br>Df Esd<br>Gc Rdr<br>RT | **CHANCE No. 501**<br>ex O Dae Yang No. 301-81<br>**Pesquerias Canarias S.A.**<br>Seoul Shipping Co. Ltd.<br>Panama Panama | **448**<br>234<br>— | <br><br>KR | **1974** Dae Dong SB. Co.—Busan (127)<br>55,94<br>49,51 8,60 4,09<br>P 21,4 B 19,2 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.675<br>3 Ha (1,9 1,9 × 1,9) (1,3 × 0,9) ER | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Diesels Ltd. Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12kn |
| 7417769<br>H3GI<br>4894<br>-75C<br>Df Esd<br>Gc Rdr<br>RT | **CHANCE No. 503**<br>ex O Dae Yang No. 303-81<br>**Pesquerias Canarias S.A.**<br>Seoul Shipping Co. Ltd.<br>Panama Panama | **448**<br>234<br>— | <br><br>KR | **1974** Dae Dong SB. Co.—Busan (129)<br>55,94<br>49,51 8,60 4,09<br>P 21,4 B 19,2 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.675<br>3 Ha (1,9 1,9 × 1,9) (1,3 × 0,9) ER | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Diesels Ltd. Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12kn |
| 7830428<br>6NHC<br>BS-A-988<br>Df Esd<br>Gc Rdr<br>RT | **CHANCE No. 801**<br>ex Kuk Jeh No. 105<br>**Seoul Shipping Co. Ltd.**<br>Busan South Korea | **440**<br>247<br>— | <br><br>KR | **1975** International Ind. Co. Ltd.—Inchon<br>55,05<br>49,00 8,60 4,02<br>P 25,6 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.540<br>3 Ha (1,3 1,3 × 0,9) (1,9 × 1,9) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12kn |
| 7830430<br>6NHD<br>BS-A-989<br>Df Esd<br>Gc Rdr<br>RT | **CHANCE No. 802**<br>ex Kuk Jeh No. 106<br>**Seoul Shipping Co. Ltd.**<br>Busan South Korea | **440**<br>247<br>— | <br><br>KR | **1975** International Ind. Co. Ltd.—Inchon<br>55,05<br>49,00 8,60 4,02<br>P 25,6 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.540<br>3 Ha (1,3 1,3 × 0,9) (1,9 × 1,9) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12kn |
| 7830442<br>6NHE<br>BS-A-990<br>Df Esd<br>Gc Rdr<br>RT | **CHANCE No. 803**<br>ex Kuk Jeh No. 107<br>**Seoul Shipping Co. Ltd.**<br>Busan South Korea | **440**<br>247<br>— | <br><br>KR | **1975** International Ind. Co. Ltd.—Inchon<br>55,05<br>49,00 8,60 4,02<br>P 25,6 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.540<br>3 Ha (1,3 1,3 × 0,9) (1,9 × 1,9) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12kn |
| 5067936<br>KUCG<br>244460<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHANCELLORSVILLE**<br><br>**Government of The United States of America (Department of Transportation)**<br>Wilmington, De United States of America | **14 445**<br>10 666<br>25 419 | <br><br>AB | **1943** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (295)<br>**1961** (Cargo section) Mitsubishi Heavy Industries Ltd.—Yokohama<br>178,24 24,46 9,859<br>171,99 24,39 13,11<br>P 33,0 B 11,0 F 16,2 1 dk<br>RW rf 267 len, widened & deepened 61 | **T-E Tanker**<br>Chemical<br>27 Ta ER<br>L.(oil) 33 505 HeCls. BptC | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 525kW 440V 60Hz a.c.<br>Fuel-57,0pd 14,5kn |
| 7423811<br>HOLV<br>6835-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANCELLORSVILLE**<br><br>**Atwood Oceanics Inc.**<br>Panama Panama<br><br>See Register of Offshore Units | **5 344**<br>3 290<br>7 204 | <br><br>AB | **1976** Far East-Levingston SB. Ltd. —Singapore (146)<br>117,66 26,98 6,446<br>110,34 21,34 7,32<br>2 dks<br>rf nil | **TD-E Drilling Ship**<br>Mchy.aft<br><br>Cr 1(125) 2(45) | 4 Oil 2SA each 12Cy. 230 × 254 total 5 600bhp (4 119kW) driving gen. connected to elec. motors<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) 8kn |
| 6810835<br>ATQF<br>1731<br>Df Esd<br>Gc Rdr<br>RTh | **CHANDA**<br>ex Cape Wrath-76<br>**MacKinnon MacKenzie & Co. Ltd.**<br>Bombay India | **13 532**<br>7 687<br>22 333 | ✠**100A1** CS 5/78<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>✠**LMC**<br>EL Et 2½"U2<br>FN 5425<br>IRS | **1968**-5 Marinens Hovedverft—Horten (162)<br>160,86(BB) 22,92 9,773<br>150,88 22,86 13,09<br>P 30,8 F 12,2 1 dk<br>rf 76 DK fwd<br>NS 8BH WB6309t incl. Comb. btm & STs in Nos. 2-6 holds 3135t Topside tanks in holds 2269t | **M Bulk Carrier**<br>2P<br>6 Ho 18,7 19,1 14,4 19,1 19,1 19,1 ER<br>G.26 585 B.25 345<br>6 Ha (stl) (12,8 12,8 8,8 12,8 12,8 12,8 × 12,8) ER<br>Cr 4(8) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Marinens Hovedverft Horten<br>AuxB (ex.g) 100lbf/in² (6,9bar)<br>AuxB (o.f.) 65lbf/in² (4,5bar)<br>Gen 3 × 375kW 450V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 219,5t (hvf) 15,5kn |

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| **5067950**<br>VTDS<br>138907 | **CHANDBALI**<br>**Great India Steam Navigation Co. Ltd.**<br>Calcutta India | **362**<br>148<br>— | ✱Classed BC until 10/36 | **1919** Port Arthur SB. Co. Ltd.—Port Arthur, Ont.<br>*44,29* 7,14<br>7,09<br>1 dk<br>R len 32<br>conv Side Trawler Fishing — | **S General Cargo** | T 3Cy. 324 546 & 889 × 610<br>Port Arthur SB. Co. Ltd. | Port Arthur, Ont. |
| **7100342**<br>253791 | **CHANDELEUR**<br>**Atlantic Navigation Co.**<br>New York, NY United States of America | **160**<br>109<br>— | | **1947** Fish Meal Co.—Beaufort, NC<br>*32,13* 7,12<br>2,19 | **Wood M Fishing** | Oil<br>512bhp (377kW)<br>.............<br>Fuel (d.o.) | |
| **8117976**<br>643639<br>Df Gc<br>Pfd Rdr<br>RT | **CHANDELEUR EXPRESS**<br>**Shearson Equipment Investors**<br>Houma, La United States of America | **284**<br>193<br>1 200 | AB | **1981** Halter Marine Inc.—Calumet, La (1047)<br>3,395<br>48,77 11,60 3,97<br>F 13,8 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd | Detroit<br>12kn |
| **7911234**<br>ATUG<br>1828<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANDIDAS**<br>**The Shipping Corporation of India Ltd.**<br>Bhavnagar India | **12 913**<br>7 078<br>16 209 | IRS NV | **1980** Stocznia Gdanska im. Lenina—Gdansk (B343/06)<br>161,55(BB) 22,86 9,370<br>154,62 22,81 13,31<br>P - F - 2 dks<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.25 545 B.24 001<br>7 Ha (stl) (10,3 × 8,0) (20,0p&s × 5,7) (20,0p&s 20,0p&s × 8,0) ER<br>Cr 2(20) 3(16) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 760kW 1 × 72kW 380V 50Hz a.c.<br>Fuel 1 280,0t (d.o & hvf)-31,0pd | Sulzer<br>Poznan<br>15,5kn |
| **6721187**<br>6ZYF<br>4222<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANDOS**<br>ex Delaware-82 ex Ranger-73<br>ex Runa-72<br>**Chandos Shipping Ltd.**<br>Monrovia Liberia | **39 394**<br>28 595<br>73 257 | AB (NV) | **1967** A/B Gotaverken Arendal—Goteborg (798)<br>258,66(BB) 32,29 13,266<br>247,30 32,24 19,44<br>P 44,9 F 18,0 1 dk<br>rf 51 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho/Ta 21,7 21,5 17,9 21,7 17,9 21,7 17,9 21,4 18,7 ER<br>B.47 629 L.(oil) 89 538 HeCls. BC<br>9 Ha (stl) (14,3 × 11,5) (14,3 14,3 14,3 14,3 14,3 14,3 14,3 14,3 × 13,4) ER<br>Der 2(10) | Oil 2SA 8Cy. 850 × 1700<br>17 600bhp (12 946kW)<br>A/B Gotaverken<br>Gen 4 × 700kW 440V 60Hz a.c.<br>Fuel 3 602,0t (hvf)-65,0pd | Goteborg<br>16kn |
| **7017698**<br>BOZI<br>Df Esd<br>Gc Rdr<br>RT | **CHANG AN**<br>**China Ocean Shipping Co.**<br>Shanghai China | **3 309**<br>1 773<br>— | | **1967** Santierul Naval Galatz—Galatz<br>100,62 13,92 6,592<br>93,71 13,87 7,42<br>2 dks | **M General Cargo** CSD<br>3 Ho ER<br>G.6 264 B.5 800<br>3 Ha ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. | Winterthur<br>12,5kn |
| **7741835** | **CHANG BENG**<br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1978** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br>Hudong Shipyard | Shanghai |
| **6405989**<br>BOYU<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHANG DE**<br>ex Peony-70<br>Launched as Bonde<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>—<br>3 357<br>—<br>**9 037**<br>5 644<br>12 975 | | **1964** AB Oskarshamns Varv—Oskarshamn (360)<br>148,39 18,78 —/9,138<br>134,68 18,72 12,04<br>2 dks | **M General Cargo**<br>4P<br>5 Ho 16,7 19,9 20,5 ER 20,5 21,3<br>5 Ha (stl) (9,6 11,4 11,4 × 7,0) ER (14,4 10,5 × 7,0)<br>Der 1(30) 2(10) 16(5) | Oil 2SA 7Cy. 760 × 1300<br>6 350bhp (4 671kW)<br>A/B Gotaverken<br>Gen 3 × 220kW 220V d.c.<br>Fuel (hvf) | Goteborg |
| **5046164**<br>BOYG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHANG DU**<br>ex Blankaholm-71<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**4 184**<br>2 047<br>6 411<br>**6 402**<br>3 470<br>7 976 | ✠Classed LR until 8/72 | **1962**-10 Wartsila Kon. Crichton-Vulcan —Turku/Åbo (1085)<br>134,65 17,66 7,252/8,148<br>123,50 17,53 10,72<br>P 41,8 F 17,4 2 dks<br>rf 152 | **M General Cargo**<br>Ref 4P<br>Ice strengthened<br>4 Ho 16,0 18,6 17,1 26,6 ER 1 TwD 12,6<br>G.11 809 B.10 697 In.755<br>9 Ha (stl) (8,0 × 6,0) (13,2 10,5 14,8 × 6,6) ER (2,4p&s × 1,9) (6,6 × 4,0) (2,4p&s × 1,9)<br>16W Cr 1(3) Der 1(30) 2(7,5-12) 12(5-7,5) 2(5) | Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW)<br>A/B Gotaverken<br>Gen 3 × 280kW 750V 60Hz a.c.<br>Fuel 1 267,0t (hvf) | Goteborg<br>16kn |
| **7212341**<br>BPJB | **CHANG FENG**<br>**China Ocean Shipping Co.**<br>China | **12 000**<br>—<br>20 321 | | **1971** Kiangnan Dockyard & Eng. Works —Shanghai<br>... ... ...<br>... ... ... | **M Bulk Carrier**<br>Mchy.aft | Oil<br>.............. | |
| **7830454**<br>D7EZ<br>IM1255<br>Esd Rdr<br>RT | **CHANG HAE**<br>**Han Jin Transportation Co. Ltd.**<br>Inchon South Korea | **994**<br>313<br>1 589 | KR | **1979** Dae Dong SB. Co.—Busan<br>66,81 3,971<br>62,21 12,21 4,70<br>P 14,1 F 8,0 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 189<br>1 Ha (31,1 × 8,3) | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 32kW a.c. | Kobe<br>12,25kn |
| **6416457**<br>BOIA<br>Df Esd<br>Gc Rdr<br>RT | **CHANG HAI**<br>ex Bris-74<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **12 751**<br>6 665<br>20 402 | (NV) | **1964** Haugesund M/V A/S—Haugesund (25)<br>162,16 21,70 9,703<br>152,41 21,65 12,91<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho each 17,9 ER<br>G.24 324 B.23 899<br>6 Ha (stl) (13,3 13,5 13,5 13,5 13,5 13,5 × 11,8) ER<br>12W Der 12(10) | Oil 2SA 5Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>A/S Akers M/V<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 067,0t (hvf)-28,0pd | B&W<br>Oslo<br>14,5kn |
| **7741770**<br>BTXN | **CHANG HE**<br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br>Hudong Shipyard | Shanghai |

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|---|---|---|---|---|---|---|
| 6501226<br><br><br>Df Esd<br>Gc Rdr<br>RTh | **CHANG HU**<br>ex Anne-75 ex Acina-71<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **28 877**<br>15 354<br>51 737 | (NV) | **1965** Oresundsvarvet A/B—Landskrona (193)<br>221,14 30,89 12,047<br>211,08 30,80 15,55<br>1 dk<br>rf 51 | **M Tanker**<br>17 Ta ER<br>L.(oil) 57 625<br>Der 2(10) 1(5) 2(1) | Oil 2SA 7Cy. 850 × 1700<br>15 400bhp (11 328kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 370kW 1 × 300kW<br>450V 60Hz a.c.<br>Fuel (hvf) 15kn |
| 7741768 | **CHANG HU**<br><br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br><br>Hudong Shipyard Shanghai |
| 5415781<br>BOWG<br><br>Esd Gc<br>Rdr<br>RTm/h | **CHANG HUA**<br>ex Hemisphere-75 ex Dagrun-63<br>**China Ocean Shipping Co.**<br>Shanghai China | **8 718**<br>5 437<br>12 934 | (NV) | **1957** AB Oskarshamns Varv—Oskarshamn (339)<br>147,83 18,80 9,119<br>134,12 18,75 12,04<br>2 dks | **M General Cargo** CSD 3P<br>5 Ho 18,3 19,5 20,9 ER 15,1 20,8<br>5 Ha (stl) (9,6 11,4 11,4 × 7,0) ER (16,0 10,5 × 7,0)<br>Der 1(30) 16(5) | Oil 2SA 5Cy. 740 × 1600<br>6 250bhp (4 597kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 230kW 220V d.c.<br>Fuel (hvf) |
| 7942386<br>BPJE<br><br>RT | **CHANG HUI**<br><br>**China Ocean Shipping Co.**<br>China | **12 108**<br>5 663<br>— | | **1979** .............People's Republic of China<br>... ...<br>... ...<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br><br>............. |
| 7741782<br>BTXA | **CHANG JIN**<br><br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br><br>Hudong Shipyard Shanghai |
| 7741794 | **CHANG KEN**<br><br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br><br>Hudong Shipyard Shanghai |
| 7741809<br>BDDS | **CHANG LI.**<br><br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br><br>Hudong Shipyard Shanghai |
| 7112618<br>BOWI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHANG LING**<br>ex Majestica-76<br>ex Don Eduardo-75<br>**China Ocean Shipping Co.**<br>Shanghai China | **3 609**<br>2 408<br>5 914 | <br><br>✠Classed LR until<br>21/5/76 | **1971**-8 Imai Zosen—Kochi (303)<br>101,71 16,06 6,801<br>95,00 16,01 8,21<br>P 23,2 F 13,8 1 dk<br>RW rf 152 | **M General Cargo**<br><br>2 Ho 23,6 25,3 ER<br>G.8 059 B.7 764<br>2 Ha (stl) (25,6 26,6 × 7,7) ER<br>4W Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V 50Hz a.c.<br>Fuel 366,0t (hvf) 15,25kn |
| 5164904<br>BOOO<br><br>Df Esd<br>Gc Rdr<br>RTm | **CHANG MING**<br>ex Island Skipper-76<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **10 018**<br>6 431<br>15 655 | <br><br>✠Classed LR until<br>6/2/76 | **1958**-1 C. v.d. Giessen—Krimpen a/d Ijssel (787)<br>157,41 20,07 9,589<br>142,68 20,01 12,76<br>F 15,0 2 dks<br>RW rf nil | **M General Cargo** CSD<br>5 Ho 19,7 18,0 12,6 26,0 23,5<br>G.22 198 B.19 856<br>5 Ha (stl) (10,5 12,8 12,8 12,8 10,5 × 7,4)<br>12W Der 1(30) 1(20) 12(10) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 180kW 230V d.c.<br>Fuel 1 752,5t (hvf) 16kn |
| 7606322<br>6MFT<br>YM39<br>343<br>Df Esd<br>Rdr RT | **CHANG MYUNG No. 2**<br><br>**Government of The Republic of South Korea**<br>Yosu South Korea | **266**<br>109<br>154 | <br><br>(KR) | **1976** Dae Dong SB. Co.—Busan (S-157)<br>38,00 2,101<br>34,02 8,21 3,51 | **M Buoy Tender** | Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12,25kn |
| 6711821<br>BPJI<br><br>Df Esd<br>Gc Rdr<br>RT | **CHANG NING**<br><br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **5 744**<br>3 193<br>9 449<br>**8 694**<br>4 924<br>11 786 | <br><br>✠Classed LR until<br>17/10/69 | **1967**-6 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B41/09)<br>152,61 19,49 —/8,776<br>141,61 19,41 11,64<br>F 30,5 1 dk & S dk, pt 3rd dk<br>RW rf 152 | **M General Cargo** OSD/CSD<br>5 Ho 17,1 21,7 24,6 ER 23,7 20,8<br>G.18 063 B.16 792<br>5 Ha (stl) (8,9 × 7,0) (13,8 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>18W Der 1(50) 1(30) 6(10) 10(5) 2(1,5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW<br>400V 50Hz a.c. |
| 7007239<br>BOJM<br><br>Df Esd<br>Gc Rdr<br>RTv | **CHANG PING**<br>ex Siganto A.S.-77<br>ex Isabel Erica-75<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **10 603**<br>6 129<br>16 172 | <br><br>✠Classed LR until<br>4/11/77 | **1970**-3 Mitsubishi Heavy Industries Ltd. —Shimonoseki (666)<br>151,16 21,26 8,897<br>138,99 21,20 12,40<br>P 29,0 F 11,9 1 dk, 2nd dk except in No. 1 hold<br>RW rf 102 | **M General Cargo**<br><br>4 Ho 20,5 27,3 27,3 27,3 ER<br>G.21 521 B.20 651<br>7 Ha (stl) (13,0 × 8,4) (19,5 19,5 19,5 19,5 17,1 17,1 × 6,1) ER<br>10W Cr 1(5) Der 8(10) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 605,5t (hvf) 15kn |
| 7732420<br>BTXM | **CHANG SHAN**<br><br>**China Ocean Shipping Co.**<br>Shanghai China | **5 926**<br>2 631<br>2 000 | | **1973** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo** | 2 Oil 2SA each 6Cy. 430 × 820<br><br>People's Republic of China |
| 7741811 | **CHANG SHEN**<br><br>**China Ocean Shipping Co.**<br>China | **5 926**<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br><br>Hudong Shipyard Shanghai |
| 5124772<br>BOYZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **CHANG SHU**<br>ex Chiang Kiang-70<br>ex G. D. Kennedy-67<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 935**<br>3 358<br>10 597<br>**10 481**<br>5 759<br>12 690 | <br><br>✠Classed LR until<br>8/1/71 | **1958**-1 A/B Gotaverken—Goteborg (722)<br>149,36 20,17 8,078/8,992<br>137,70 20,12 12,96<br>P 3,1 F 15,6 2 dks, 3rd dk in Nos. 1 & 2 holds<br>rf 152 | **M General Cargo/Training Ship**<br><br>Ice strengthened<br>6 Ho 21,7 18,3 18,3 21,6 ER 19,2 4,8<br>6 Ha (stl) (10,9 11,2 11,2 11,2 × 6,3) ER (11,2 × 6,3) (2,4 × 5,4)<br>6W Cr 6(5) 4(3) Der 1(25) 4(10) 2(5) | Oil 2SA 8Cy. 680 × 1500<br>6 000bhp (4 413kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 200kW 220V d.c.<br>Fuel (hvf) |

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|---|---|---|---|---|---|---|
| 5068021<br>HLOZ<br>Esd RTm | **CHANG SUNG**<br>ex Angusloch-53<br>ex Samuel Very-51<br>**Dae Han Coal Corp.**<br>Busan South Korea | 1 802<br>1 027<br>2 947 | (AB)<br>Classed LR until 11/55 | **1943** Pacific Bridge Co.—San Francisco, Ca (9)<br>78,90 12,88 5,455<br>76,21 12,83 6,23<br>P 6,8 B 21,4 F 8,0 1 dk<br>rf nil | **S General Cargo**<br>4 Ho 9,6 10,4 8,2 8,2<br>Der 4(3) | T 3Cy. 483 813 & 1422 × 914<br>1 300ihp (956kW)<br>Pacific Bridge Co. Alameda, Ca<br>Gen 1 × 25kW 1 × 20kW 1 × 7,5kW 100V d.c.<br>Fuel (o.f.) |
| 7647053<br>6LBL<br>JB7551<br>RT | **CHANG SUNG**<br>**Korea Industrial Leasing Co. Ltd.**<br>Cheju South Korea | 353<br>175<br>540 | KR | **1967** Nam Hang Shipyard—Busan<br>45,22 7,45<br>41,00 7,05 3,61<br>P 12,8 F 5,2 1 dk | **M General Cargo**<br>2 Ha (each 9,3 × 4,5) ER | Oil 4SA 6Cy. 300 × 350<br>400bhp (294kW)<br>Niigata Eng. Co. Ltd. Niigata<br>9,5kn |
| 7647041<br>6KLP<br>BM35<br>965<br>RT | **CHANG SUNG No. 1**<br>ex Chun Shin<br>ex Manju Maru No. 5<br>**Lee Je Chul**<br>Busan South Korea | 480<br>246<br>763 | KR | **1958** Tsuneishi Zosen K.K.—Numakuma (12)<br>52,81 7,90<br>48,72 7,09 4,02<br>P 12,5 F 5,8 1 dk | **M General Cargo**<br>G.989 B.915<br>1 Ha (22,4 × 4,1) ER<br>Der 4(4) | Oil 4SA 6Cy. 280 × 440<br>520bhp (382kW) NE 63<br>Niigata Eng. Co. Ltd. Niigata<br>10,25kn |
| 7032674<br>BOSA<br>Df Esd<br>Gc Rdr<br>RTv | **CHANG TING**<br>ex Wutaishan-72<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**7 003**<br>3 822<br>11 709<br>**9 792**<br>5 610<br>14 435 | ✠Classed LR until 26/1/73 | **1971**-2 Rauma-Repola Oy—Rauma/Raumo (195)<br>151,70 21,06 8,649/9,846<br>138,84 21,01 12,40<br>P 44,2 F 33,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho 8,9DT 10,2DTp&s 22,5 24,3 25,1 ER 8 TwD ER 4 TwD<br>G.21 585 B.19 201 In.1 303<br>8 Ha (stl) (8,2 × 6,0) (14,4 × 8,4) (15,2p&s 12,8p&s × 6,0) ER (3,6 3,3 × 4,7)<br>2 Wing Ha (stl) (each 6,1 × 2,2) ER<br>16W Der 1(30) 6(10) 10(5) | Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 376kW 440V 60Hz a.c.<br>Fuel 1 422,5t (hvf) 18kn |
| 7313901<br>D7CN<br>IM1322<br>Df Esd<br>Gc Rdr<br>RT | **CHANG WON**<br>ex Toam-78 ex Soleil-77<br>**Miwon Trading & Shipping Co. Ltd.**<br>Inchon South Korea | 3 409<br>1 748<br>5 981 | KR (NK) | **1973** Kochiken Zosen—Kochi (515)<br>108,06 15,45 6,655<br>100,01 15,40 7,70<br>P 22,9 F 8,9 1 dk | **M Tanker**<br>Oil Molasses<br>Mchy.aft<br>L.(oil) 6 507 | Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 445V a.c.<br>Fuel 473,5t-13,0pd 13kn |
| 8016483<br>D7ZV<br>PM42411<br>RT | **CHANG WON No. 2**<br>**Jang Sung Ho**<br>Pohang South Korea | 199<br>50<br>58 | KR | **1980** Dae Sun SB. & Eng. Co. Ltd.—Busan (249)<br>29,49<br>27,36 8,81 3,61<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 reduction geared to sc. shaft<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 60kW 225V a.c.<br>13,25kn |
| 7930591<br>D8RL<br>PM42388<br>RT | **CHANG WOON**<br>**Chang Sung Ho**<br>Pohang South Korea | 131<br>28<br>— | KR | **1979** Dong Hae SB. Co. Ltd.—Ulsan (7920)<br>24,69<br>22,81 7,51 3,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 160 × 200 geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 32kW 225V a.c. |
| 6422080<br>6MJV<br>IF2177<br>Df Esd<br>Gc Rdr<br>RT | **CHANG WOONG**<br>ex Monteaya-74<br>**Jin Yang Fisheries Co. Ltd.**<br>Inchon South Korea | 928<br>421<br>810 | KR (BV)<br>✠Classed LR until 7/70 | **1964**-10 Ast. Construcciones S.A.—Vigo (42)<br>61,09 9,53 4,954<br>53,24 9,50 7,40<br>F 11,9 2 dks<br>RW rf 660 BK 127 | **M Fishing**<br>Stern Trawler Ref<br>In.927 | Oil 4SA 8Cy. 360 × 450 with flexible coupling & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 200kW 230V d.c.<br>Fuel 345,5t (d.o.) 12,5kn |
| 7360796<br>BOPQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANG XING**<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Guangzhou/Canton China | T.Mk<br>**6 919**<br>4 082<br>12 210<br>**9 586**<br>6 255<br>15 099 | (GL) (PR) | **1975** A.G. "Weser" Werk Seebeck —Bremerhaven (983)<br>144,61(BB) 21,06 —/9,408<br>134,02 21,01 12,25<br>P 54,0 F 33,0 2 dks, 3rd dk in Nos. 2 & 3 holds | **M General Cargo**<br>Ref<br>Ice strengthened<br>Str. for heavy cargoes<br>5 Ho 15,0 19,7 21,0 29,2 22,4 ER<br>G.18 337 B.16 449 In.3 146<br>5 Ha (stl) (6,3 × 7,5) (13,1 12,8 12,8 8,9 × 8,5) ER<br>14W Der 1(75) 1(25) 12(5-10) 2(3-5) | Vee Oil 4SA 14Cy. 400 × 540<br>7 800bhp (5 737kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 500kW 380V 50Hz a.c.<br>Fuel 204,0t (d.o.) 1 158,5t (hvf) 16kn |
| 7741823<br>BTXG | **CHANG XIU**<br>**China Ocean Shipping Co.**<br>China | 5 926<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br>Hudong Shipyard Shanghai |
| 7942398<br>RT | **CHANG YANG**<br>**China Ocean Shipping Co.**<br>China | 12 108<br>5 563<br>— | | **1975** .............People's Republic of China<br>... ... ...<br>... ... ...<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>............. |
| 8132548<br>D7KJ<br>YM45<br>368<br>RT | **CHANG YOUNG**<br>**Jung Yi Bong**<br>Yeo Su South Korea | 156<br>97<br>38 | KR | **1980** .............South Korea<br>36,30<br>32,52 5,21 2,49<br>P 0,7 B 11,6 1 dk | **M Ferry**<br>1 Ha (0,9 × 1,8) | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW) Hanshin<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 7917915<br>BHBG<br>7825<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANG YUN**<br>**Chinese Petroleum Corp.**<br>Kaohsiung China• | 131 296<br>86 981<br>210 000 | AB | **1981** China SB. Corp.—Kaohsiung (151)<br>317,03(BB) 54,54 19,021<br>300,01 54,51 27,01<br>1 dk<br>rf 5 | **M Tanker**<br>13 Ta ER | Oil 2SA 9Cy. 900 × 1900 Sulzer<br>30 600bhp (22 508kW)<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 1 × 1400kW 2 × 700kW a.c.<br>15,5kn |
| 7741756<br>BDDQ | **CHANG ZHENG**<br>**China Ocean Shipping Co.**<br>China | 5 926<br>2 631<br>2 000 | | Approx.**1974** .............Shanghai<br>138,00 17,61 7,000<br>... ... ... | **TM Passenger/General Cargo**<br>850bth P | 2 Oil 2SA each 6Cy. 430 × 820<br>Hudong Shipyard Shanghai |

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|---|---|---|---|---|---|---|
| 5067998<br>HPSU<br>RT | **CHANGI**<br>ex Senal-62<br>ex Empire Seabreeze-47<br>**Tiong Lam Hang Shipping Co. S.A.**<br>Panama Panama | **522**<br>309<br>— | *Classed BC until 6/62 | **1945**-6 Henry Scarr Ltd.—Hessle (469)<br>45,17 8,26 3,055<br>42,78 8,23 5,49<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 2SA 4Cy. 250 × 420<br>British Polar Engines Ltd. Glasgow |
| 6924208<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHANGI**<br>**Government of The Socialist Republic of The Union of Burma**<br>Burma | **387**<br>118<br>402 | (NK) | **1969** Miho Zosensho K.K.—Shimizu (697)<br>47,00 8,74 3,582<br>41,00 8,69 4,17<br>RQD 17,1 B 15,0 F 7,4 1 dk<br>rf 711 | **M Research/Fishing**<br>Ref<br>3 Ho 2,7 4,4 3,2<br>In.43<br>3 Ha (stl) (0,9 × 0,9) (0,9 0,9 × 0,9)<br>1W Der 1(2) | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 108kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 109,5t (d.o.) 12kn |
| 5068007 | **CHANGNAM**<br>**Chalyudth Karnasuta**<br>Italthai Industrial Co. Ltd.<br>Bangkok Thailand | **127**<br>7<br>— | ✠Classed LR until 10/64 | **1926**-10 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (630)<br>*27,68* 6,61<br>27,44 6,56 3,05<br>R | **S Tug** | T 3Cy. 292 495 & 813 × 457<br>Hong Kong & Whampoa Dock Co. Ltd. Hong Kong<br>Fuel (o.f.) |
| 5083992<br>SZWV<br>2727<br>Df Esd<br>RT | **CHANIA**<br>ex Brotank-66 ex Dago-63<br>ex B. T. II-50 ex Sirius-43<br>**The Megalonissos Sea Transports & Maritime Exploitations Co. Ltd.**<br>Piraeus Greece | **285**<br>123<br>279 | HR | **1919** Kalundborg Skibsvaerft A/S —Kalundborg<br>33,13 6,91 3,048<br>6,86<br>P 8,6 F 4,9 1 dk<br>R len 43 | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 198 | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) NE 52 Alpha<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 38,5t-2,0pd 8,5kn |
| 7211830<br>GQET<br>343186<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHANNEL SERVICE**<br>ex Channel Shore-80<br>**Offshore Marine Ltd.**<br>London United Kingdom | **695**<br>265<br>846 | ✠**100A1** SS 1/77<br>Ice Class 3<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 808 | **1972**-5 N.V. IJsselwerf—Rotterdam (148)<br>55,66 11,66 4,287<br>49,51 11,43 4,88<br>F 23,8 1 dk<br>rf 533<br>NS 5BH WB648t | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 16Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 200kW 1 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>13,5kn |
| 5068057<br>HSJG | **CHANTABOON**<br>**Thai Navigation Co. Ltd.**<br>Bangkok Thailand | **395**<br>245<br>356 | ✠Classed LR until 21/8/70 | **1951**-10 Higashi Nippon Jukogyo—Nanao (31)<br>46,79 8,28 2,674<br>42,50 8,23 3,15<br>P 6,1 RQD 12,5 B 7,4 F 6,8 1 dk<br>RW | **TM General Cargo**<br>1 Ho 23,7 ER<br>G.570 B.549<br>3W | 2 Oil 4SA each 6Cy. 250 × 380<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 19,5t 11kn |
| 5068095<br>182853 | **CHANTEK**<br>**Hong Huat Hardware Co. Ltd.**<br>Kuching Malaysia | **139**<br>75<br>— | | **1942** F. Curtis Ltd.—Looe<br>34,14 5,44 1,550<br>5,39<br>1 dk | **Wood TM General Cargo** | 2 Oil 4SA each 6Cy. 120 × 165 NE 48<br>J. I. Thornycroft & Co. Ltd. Southampton<br>Fuel 9,0t 9kn |
| 7397971<br>FZTL<br>227987<br>Esd Gc<br>Rdr RTv | **CHANTENAY**<br>**Societe Francaise de Transports Maritimes (S.F.T.M.)**<br>Compagnie Morbihannaise de Navigation<br>Nantes France | **700**<br>—<br>1 450<br>**1 582**<br>1 027<br>2 736 | BV (AB) (NV) | **1975** United Shipping Yard Co.—Perama (65)<br>63,58 13,29 4,420/6,528<br>55,12 12,50 7,70<br>P 7,7 B 11,9 F 9,2 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.3 177 B.3 145<br>1 Ha (stl) (34,6 × 10,5) ER | Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>Normo Gruppen A/S Bergen<br>Gen 3 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 183,0t (d.o.) 12,5kn |
| 7225764<br>H03239<br>1021<br>3-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHANTIK**<br>ex West Albatross-80<br>**Pacific Offshore Ltd.**<br>Orient Offshore Pte. Ltd.<br>Panama Panama | **485**<br>118<br>711 | NV | **1972** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (297)<br>53,14 11,51 3,772<br>49,33 11,46 5,49<br>F 23,2 1 dk<br>rf 297 | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Ice strengthened<br>3 Ta ER<br>L.104<br>1W | 2 Oil 4SA each 8Cy. 400 × 600<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 170kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,5t (d.o.)-15,0pd 13kn |
| 6601997<br>FNRB<br>1803<br>Df Esd<br>Gc Rdr<br>RT | **CHANTILLY**<br>**Societe Nationale des Chemins de Fer Francais (S.N.C.F.)**<br>Calais France | **3 400**<br>873<br>640 | BV | **1965** Dubigeon-Normandie S.A.—Nantes-Chantenay (822)<br>109,91 17,84 4,001<br>104,02 17,80 5,97<br>1 dk & S dk | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>1350P<br>Bow & stern doors<br>2 Ho<br>G.7 250<br>2 Ha (6,1 × 3,5) (6,6 × 4,1) | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>9 500bhp (6 988kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>2 Controllable pitch propellers<br>20kn |
| 6416500<br>EEFU<br>1153<br>Df Esd<br>RTm | **CHANZA**<br>**Narciso Martin Navarro**<br>Huelva Spain | **191**<br>93<br>— | BV | **1964** Construcciones Navales P. Freire S.A. —Vigo (18)<br>31,91 7,07 3,226<br>27,59 7,00 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (1,0 1,0 1,0 × 1,6) (1,2 × 1,3) | Oil 2SA 8Cy. 190 × 350<br>480bhp (353kW) Bolnes<br>Empresa Nacional "Elcano" Valencia<br>Fuel (d.o.) 10,75kn |
| 8204482 | **CHAO THA H.6**<br>**Port Authority of Thailand**<br>Thailand | **309**<br>—<br>180 | NK (Class cont.) | **1982** Odo Zosen Tekko K.K.—Shimonoseki (285)<br>1,401<br>38,21 10,01 2,42 | **TM Dredger**<br>Suction | 2 Oil geared to sc. shafts<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 8122933<br>HSUA<br>BK3074 | **CHAO THA TUG I**<br>**Government of The Kingdom of Thailand (Harbour Bureau)**<br>Thailand | **224**<br>—<br>92 | NK | **1982** Sanyo Zosen K.K.—Mukaishima (831)<br>2,512<br>30,36 7,80 3,51<br>1 dk | **M Tug** | Oil 4SA 6Cy. 280 × 340 with clutches & dr geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Controllable pitch propeller |
| 7017272<br>BOTG<br>Df Rdr | **CHAO YANG**<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**6 822**<br>3 481<br>—<br>**9 911**<br>5 424<br>14 697 | | **1967** Kiangnan Dockyard & Eng. Works —Shanghai<br>161,30 20,48 8,198/9,202<br>20,43<br>2 dks | **M General Cargo**<br>5 Ho 15,9 24,0 24,0 ER 24,0 17,9<br>3 Ha (stl) ER 2 Ha (stl)<br>Der 1(60) 16(3) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>..............<br>Fuel 1 245,5t 17kn |

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| **6902614**<br>CO8115<br><br>Esd RT | **CHAO 1**<br>ex Argos X-76<br>**Emma Susana SCR Ltda.**<br>Chimbote Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (236)<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6907119**<br>CO8116<br><br>Esd RT | **CHAO 2**<br>ex Argos XI-76<br>**Sociedad Unida SCR Ltda.**<br>Chimbote Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (237)<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6817053**<br><br><br>Esd RT | **CHAO 3**<br>ex Tortuga-76<br>**Proa Al Mar SCR Ltda.**<br>Chimbote Peru | **180**<br>—<br>— | ✠Classed LR until<br>1/5/81 | **1968**-6 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (364)<br>27,67 7,78<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 Box K | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction<br>geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **6728771**<br>PS8269<br><br>Esd RT | **CHAO 4**<br>ex Don Humberto-75<br>**Pesquera Alejandria SCR Ltda.**<br>Pisco Peru | **200**<br>89<br>— | GL | **1967** Ast. Picsa S.A.—Callao (198)<br>*26,83* 7,07<br>7,04 3,48<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6826896**<br><br>SE8269<br>Esd RT | **CHAO 5**<br>ex Petsa 15-76<br>**Pesquera La Providencia SCR Ltda.**<br>Supe Peru | **200**<br>89<br>— | GL | **1968** Ast. Picsa S.A.—Callao (228)<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction<br>geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6806080**<br>CO7781<br><br>Esd RT | **CHAO 6**<br>ex Promocion-75<br>**Pesquera Sagitaria SCR Ltda.**<br>Callao Peru | **200**<br>89<br>— | GL | **1967** Ast. Picsa S.A.—Callao (213)<br>*26,83* 7,17<br>7,14 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6806078**<br>CE8435<br><br>Esd RT | **CHAO 7**<br>ex PH 24-76<br>**Pedro Jaime Alba Sanchez**<br>Chimbote Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao (215)<br>*24,39* 7,17<br>7,14 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6724622**<br>PS8265<br><br>Esd RT | **CHAO 8**<br>ex Dona Rosalia-76<br>**Pedro Morante Yolesque y Otro**<br>Pisco Peru | **200**<br>89<br>— | GL | **1967** Ast. Picsa S.A.—Callao (202)<br>*26,83* 7,07<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| **6902626**<br><br><br>Esd RT | **CHAO 9**<br>ex Castilla-79<br>**Nuevo Peru SCR Ltda.**<br>Chimbote Peru | **188**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao<br>*29,08* 7,32<br>7,29 3,05<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 159 × 203 reverse reduction<br>geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6713594**<br>H9ZU<br>10328-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAOHU CAREER**<br>ex San Francisco Maru-81<br>**Chaohu Maritime Carriers Inc.**<br>Prompt Shipping Corp. Ltd.<br>Panama Panama | **6 750**<br>3 702<br>10 864 | NK | **1967** Hitachi Zosen—Innoshima (4168)<br>155,76 21,82 9,021<br>145,01 21,81 13,19<br>F 24,7 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>6 Ho<br>G.21 066 B.19 592<br>9 Ha (stl) (6,8 × 6,0) (8,3 × 7,0) (13,5p&s × 5,5) (14,4p&s 13,5p&s × 6,1) (9,6 × 7,0)<br>6W Cr 2(15) 1(10) 3(5) Der 6(6) | Oil 2SA 7Cy. 740 × 1600<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 455,0t (hvf)-40,0pd<br>17kn |
| **7417214**<br>WYH6<br>457<br>571720<br>Esd Rdr<br>RT | **CHAP TIDE**<br><br>**Tidewater Traders Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **264**<br>179<br>— | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (484)<br>4,496<br>54,77 12,20 5,21<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>14kn |
| **5092814**<br>HP2377<br>8854-78<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHAPARRAL**<br>ex Captain Victor-77<br>ex Dorestad-70<br>**Parimar S.A.**<br>Panama Panama | **12 495**<br>7 107<br>19 607 | ✠Classed LR until<br>19/1/77 | **1955**-4 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (465)<br>169,35 22,23 9,284<br>162,31 22,18 11,66<br>P 35,1 B 8,0 F 15,6 1 dk<br>RW rf nil | **M Tanker**<br>27 Ta ER<br>L.(oil) 24 792 HeCls. BC<br>Der 3(5) | Oil 2SA 8Cy. 750 × 1500<br>8 580bhp (6 311kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 2 × 250kW 1 × 40kW 220V d.c.<br>1 × 35kW 110V d.c.<br>Fuel 1 702,0t (hvf)-28,5pd<br>14,5kn |
| **7319785**<br>GSAY<br>350975<br>Df Esd<br>Gc Rdr<br>RT | **CHAPARRAL SERVICE**<br>ex Seaforth Prince-81<br>**Zapata Offshore Services Ltd.**<br>London United Kingdom | **733**<br>282<br>1 040 | ✠**100A1** SS 7/78<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 834 | **1973**-8 Charles Hill & Sons Ltd.—Bristol (473)<br>55,43 12,27 4,573<br>49,00 11,80 5,21<br>F 15,3 1 dk<br>rf 508<br>6BH WB195T | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 222 × 293 dr geared<br>to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 200kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Bow jet pump<br>14kn |
| **5256666**<br><br>10423<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHAPARRAL II**<br>ex Midas Touch-81 ex Galaxias-79<br>ex Norsk Drott-68<br>**Marine Transportation Co. Ltd.**<br>Panama Panama | **18 588**<br>11 306<br>29 247 | ✠CLASS DELETED<br><br>**DAMAGED BY FIRE 8/80** | **1961**-4 Harland & Wolff Ltd.—Govan, Glasgow (1603 G)<br>196,22 24,67 10,523<br>186,29 24,54 13,87<br>P 36,6 B 11,6 F 23,5 1 dk<br>RW rf 102 | **M Tanker**<br>27 Ta ER<br>L.(oil) 38 245 HeCls. BC<br>Der 3(5) 2(1,5) | Oil 2SA 7Cy. 750 × 1500 exhaust500<br>11 600bhp (8 532kW) B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 3 × 240kW 220V d.c.<br>Fuel 2 314,5t (hvf)-38,5pd<br>15kn |
| **6726967**<br>UNFO<br>M-29813<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAPAYEV**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**2 878**<br>872<br>—<br>**4 059**<br>1 385<br>4 572 | RS (BV) | **1967** Cant. Nav. Breda S.p.A.—Venezia (254)<br>121,09(BB) 17,05 —/7,500<br>110,01 17,01 9,07<br>4 dks, 5th dk fwd<br>RW | **M General Cargo**<br>Ref.<br>Ice strengthened<br>2 Ho ER 2 Ho 5 TwD<br>In.5 778<br>4 Ha (stl) (7,6 7,4 × 5,1) ER (7,4 7,4 × 5,1)<br>8W Der 8(3) | Oil 2SA 7Cy. 680 × 1200<br>7 600bhp (5 590kW)<br>Fiat S.G.M. Torino<br>Gen 4 × 300kW 400V 50Hz a.c.<br>19kn |

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|---|---|---|---|---|---|---|
| 6728757<br>UPHN<br>M-21919 | **CHAPAYEVO**<br>**U.S.S.R.**<br>Nakhodka U.S.S.R. | **495**<br>215<br>516 | (RS) | **1954** ..............U.S.S.R.<br>52,35 8,21 2,807<br>8,18 3,31<br>1 dk | **TM General Cargo**<br>2 Ho<br>B.260<br>2 Ha (8,7 8,9 × 3,9)<br>Cr 2(2,5) | 2 Vee Oil 4SA each 12Cy. 150 × 180<br>600bhp (441kW)<br>U.S.S.R.<br>8kn |
| 5068136<br>UKCZ<br>M-26053<br>Df Esd<br>Gc Rdr | **CHAPAYEVSK**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **2 483**<br>1 330<br>3 165 | RS | **1957** Stocznia Szczecinska im. A. Warskiego—Szczecin (B32/24)<br>94,70 13,54 5,560<br>89,54 13,49 6,28<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 15,0 16,7 ER 15,3 12,5<br>G.4 392 B.4 169<br>4 Ha (stl) (9,6 × 7,3) (11,1 × 9,9) ER (9,6 × 9,9) (8,9 × 7,9)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 960 × 980<br>1 650ihp (1 214kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 609,0t (o.f.)<br>11,5kn |
| 5068162<br>WE2629<br>263602 | **CHAPLAIN**<br>**New York Scow Corp.**<br>New York, NY United States of America | **132**<br>90<br>— | | **1952** Ira S. Bushey & Sons Inc.—New York, NY (605)<br>*23,90* 7,17<br>... ... ... | **M Tug** | Oil 2SA 12Cy. 215 × 255<br>General Motors Corp. Cleveland, Oh |
| 7828542<br>EMUV<br>M-12630<br>RT | **CHAPLINO**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>87 | RS | **1979** ..............U.S.S.R.<br>33,96 7,09 2,901<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.96<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,25kn |
| 7907051<br>WTDL<br>R446<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAPMAN**<br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>United States of America | **427**<br>290<br>— | AB | **1980** Bender SB. Co. Inc.—Mobile, Al (748)<br>39,76<br>34,14 9,06 4,27<br>F 18,9 1 dk<br>rf 1549 | **M Research/Fishing**<br>3 Ho ER<br>3 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 208kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>11kn |
| 7344390<br>ATPS<br>1714<br>RT | **CHAPORA**<br>**Mormugao Port Trust**<br>Mormugao India | **382**<br>—<br>110 | ✠**100A1**<br>tug<br>Mormugao harbour service with occasional voyages to Bombay<br>✠**LMC**<br>EL (G) E 302,5/24,0U1<br>FN 481 | **1980**-8 Hooghly Docking & Eng. Co. Ltd. —Calcutta (421)<br>37,98 9,45 4,101<br>32,97 9,01 5,57<br>RAD 3,4 1 dk<br>rf 584<br>4BH WB66T incl. DTmf26T | **M Tug** | Oil 4SA 9Cy. 300 × 450 reverse reduction geared to sc. shaft<br>MAN<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 2 × 85kW 1 × 28kW 415V 50Hz a.c. |
| 5068186<br>ZPKQ<br>1239 | **CHAQUENO**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **728**<br>394<br>711 | ✠Classed LR until 30/1/76 | **1960**-10 Nippon Kokan K.K.—Shimizu (178)<br>79,91 10,65 2,452<br>73,87 10,20 3,41<br>B & F 56,7 1 dk<br>rf nil | **TM Livestock Carrier**<br>2 Ho ER<br>G.2 326 B.2 093 | 2 Oil 4SA each 6Cy. 290 × 410<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 51,0t<br>12kn |
| 7034347<br>HOMC<br>1081<br>8-HK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHAR CHE**<br>ex Manchester Crusade-82<br>**Char Lian Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **11 105**<br>7 419<br>12 319 | ✠**100A1** CS 3/81<br>Ice Class 1 at draught not exceeding 8.077m<br>✠**LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 5167 | **1971**-3 Smith's Dock Ltd.—South Bank, Middlesbrough (1315)<br>161,27 19,44 8,965<br>151,95 19,36 14,64<br>F 17,4 1 dk<br>rf 152<br>NS 8BH WB4568t incl. DTf289t | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 15,0 22,1 22,1 22,1 22,1 ER<br>TEU 535<br>C.Ho 392/20' 34/40' C.Dk 75/20' (40')<br>14 Ha (stl) ER | 2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shaft<br>16 380bhp (12 048kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB 143lbf/in$^2$ (9,9bar)<br>2 e(ex.g) 143lbf/in$^2$ (9,9bar)<br>Gen 2 × 480kW 2 × 290kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 962,0t (d.o.)<br>19,5kn |
| 5250662<br>HPKH<br>9293<br>-79A<br>Df Esd<br>Gc Rdr<br>RT | **CHAR CHENG**<br>ex Char Chun-79<br>ex Aegis Bounty-78<br>ex Niceto de Larrinaga-72<br>**Char Chun Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **10 348**<br>6 130<br>14 584 | AB<br>✠Classed LR until 3/11/77 | **1959**-3 Short Bros. Ltd.—Pallion, Sunderland (534)<br>170,24 18,90 9,043<br>158,07 18,83 11,99<br>F 13,2 2 dks<br>RW rf nil len 64 | **M General Cargo**<br>6 Ho 19,8 19,8 19,8 11,5 —DT ER 22,1 22,1<br>G.22 741 B.20 682<br>6 Ha (stl) (9,6 × 6,1) (10,9 12,5 11,4 × 7,3) ER (10,6 10,6 × 7,3)<br>10W Der 1(25) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>Gen 4 × 245kW 220V d.c.<br>Fuel 166,5t (d.o.) 1 280,0t (hvf)<br>16,5kn |
| 7810959<br>BICB<br>6647<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAR CHING**<br>**Char Hsing Marine Co. Ltd.**<br>Char Hwa Marine Co. Ltd.<br>Keelung China* | **12 471**<br>8 302<br>18 667 | NK | **1979** China SB. Corp. (Keelung Division) —Keelung (92)<br>148,72 22,86 9,502<br>140,01 22,81 13,01<br>P 23,8 F 11,6 2 dks | **M General Cargo**<br>4 Ho 24,1 26,9 26,9 24,8 ER<br>G.24 586 B.23 841 HeCls. B<br>TEU 618<br>C.Ho 310/20' C.Dk 308/20' incl. 20 ref C.<br>7 Ha (stl) (19,2 × 10,5) (20,2p&s 20,2p&s 20,2p&s × 8,2) ER<br>Cr 1(20) 2(15,5) 1(15) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 3 × 312kW 450V 60Hz a.c.<br>Fuel 147,0t (d.o.) 1 259,0t (hvf)-28,5pd<br>14,75kn |
| 6604987<br>3EJR<br>9441<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHAR HO**<br>ex Ibaraki Maru-78<br>**Char Ho Hang Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **9 497**<br>5 277<br>12 580 | NK | **1965** Nippon Kokan K.K.—Shimizu (246)<br>155,40 21,85 9,475<br>145,01 21,80 13,24<br>P 9,5 F 24,4 2 dks, pt 3rd dk<br>RW rf 246 | **M General Cargo**<br>Ref 4P<br>5 Ho 17,1 19,3 18,3 20,8 10,3DT 10,3DT 16,6<br>G.18 591 B.16 947 In.477<br>6 Ha (stl) (7,5 × 4,5) (10,2 11,9 14,4 × 7,0) (12,8 × 9,7) (8,7 × 7,0)<br>20W Der 2(10) 16(6) | Oil 2SA 6Cy. 780 × 1400<br>10 000bhp (7 356kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 1 320,0t (hvf)-34,5pd<br>18,25kn |

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|---|---|---|---|---|---|---|
| **6604846**<br>H8YE<br>10543<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHAR HUI**<br>ex Nedlloyd Fiji-80<br>ex Straat Fiji-78<br>**Char Hui Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**6 579**<br>3 652<br>9 307<br>**9 127**<br>5 041<br>12 416 | BV<br>✠Classed LR until<br>13/2/81 | **1966**-3 Hitachi Zosen—Sakurajima Works, Osaka (4106)<br>156,75(BB) 20,53 8,262/9,630<br>142,04 20,43 12,20<br>B 26,6 F 19,6 3 dks<br>RW rf 102 | **M General Cargo**<br>Ref<br>5 Ho 24,6 20,8 19,9 23,1 17,6<br>G.14 227 B.13 735 In.2 036<br>9 Ha (stl) (9,9 × 5,7) (12,8 10,1 × 7,0) (7,0 7,0 × 3,2) (12,8 × 7,0) (7,0 7,0 × 3,2) (9,6 × 7,0)<br>8W Cr 4(5) 2(3) Der 1(65) 8(10) | Oil 2SA 6Cy. 840 × 1800<br>13 500bhp (9 930kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 256kW 2 × 192kW 450V 60Hz a.c.<br>Fuel 2 268,0t (hvf)<br>14,5kn |
| **6607343**<br>H8ZJ<br>10568<br>-80A<br>Df Esd<br>Gc Rdr<br>RT | **CHAR KUO**<br>ex Nedlloyd Florida-80<br>ex Straat Florida-78<br>**Char Hui Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**6 766**<br>3 535<br>9 195<br>**8 911**<br>5 041<br>12 416 | BV<br>✠Classed LR until<br>13/2/81 | **1966**-6 Nippon Kokan K.K.—Shimizu (248)<br>156,75(BB) 20,53 8,262/9,634<br>142,55 20,43 12,20<br>B 26,6 F 19,6 3 dks<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 24,6 20,8 19,9 23,1 17,4<br>G.16 263 B.15 771 In.2 036<br>9 Ha (stl) (9,9 × 5,7) (12,8 10,1 × 7,0) (7,0 7,0 × 3,2) (12,8 × 7,0) (7,0 7,0 × 3,2) (9,6 × 7,0)<br>8W Cr 4(5) 2(3) Der 1(65) 8(10) | Oil 2SA 6Cy. 840 × 1800<br>13 500bhp (9 930kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 256kW 2 × 192kW 450V 60Hz a.c.<br>14,5kn |
| **6501771**<br>H9OT<br>1112<br>0-81<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHAR KWEI**<br>ex Vaucluse-81<br>**Char Kwei Marine Panama S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **10 239**<br>5 662<br>14 650 | BV | **1965** Ch. Nav. de La Ciotat—La Ciotat (224)<br>175,29 19,77 9,100<br>164,42 19,74 11,92<br>P 17,1 B 34,2 F 34,5 2 dks & S dk len 72 | **M General Cargo** OSD<br>Ref<br>6 Ho 19,6 23,5 18,4 11,6 19,3 19,7<br>G.18 117 B.17 919 In.250<br>6 Ha (stl) (7,2 13,2 12,3 8,8 12,5 7,0 × 5,9)<br>14W Cr 1(60) 1(30) Der 4(10) 10(5) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 305,0t (d.o.) 1 219,5t (hvf)<br>15kn |
| **6906464**<br>HOAR<br>1075<br>2-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAR LIAN**<br>ex Manchester Concorde-82<br>**Char Lian Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **12 040**<br>7 341<br>12 319 | **✠100A1** CS 4/79<br>Ice Class 1 at draught not exceeding 8.077m<br>**✠LMC** **UMS**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 5167 | **1969**-5 Smith's Dock Ltd.—South Bank, Middlesbrough (1296)<br>161,47 19,44 8,200<br>151,95 19,36 14,64<br>F 17,4 1 dk<br>rf 152<br>NS 8BH WB4445t incl. DTf281t | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 15,0 22,1 22,1 22,1 22,1 ER<br>TEU 535<br>C.Ho 392/20' 34/40' C.Dk 75/20' (40')<br>14 Ha (stl) ER | 2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shaft<br>16 380bhp (12 048kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB(f & a) 142lbf/in² (9,8bar)<br>2 e(ex.g)(p & s) 142lbf/in² (9,8bar)<br>Gen 2 × 480kW 2 × 290kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.) 881,0t (hvf)<br>19,5kn |
| **5156165**<br>3EKR<br>8524-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **CHAR LO**<br>ex Golconda-78 ex Hozui Maru-75<br>**Char Lo Marine S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **8 627**<br>5 224<br>11 384 | NK | **1962** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (836)<br>140,37 19,05 8,306<br>130,00 19,00 11,82<br>F 9,2 2 dks, pt 3rd dk<br>RW rf nil | **M General Cargo**<br>5 Ho 16,0 24,2 24,0 16,7 19,2<br>G.17 879 B.16 257<br>5 Ha (8,2 × 6,0) (15,1 15,1 8,7 11,8 × 7,0)<br>14W Der 1(40) 2(20) 2(10) 10(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 168kW 450V 60Hz a.c.<br>Fuel 1 333,0t (hvf)-23,5pd<br>15,5kn |
| **6512213**<br>H8VQ<br>10584<br>-80B<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHAR MOU**<br>ex Nedlloyd Futami-80<br>ex Straat Futami-78<br>**Char Mou Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**6 575**<br>3 648<br>9 419<br>**9 140**<br>5 295<br>12 507 | BV<br>✠Classed LR until<br>13/2/81 | **1965**-8 Hitachi Zosen—Sakurajima Works, Osaka (4065)<br>156,75(BB) 20,53 8,262/9,630<br>142,55 20,43 12,20<br>B 26,6 F 19,6 3 dks<br>rf 114 | **M General Cargo**<br>Ref<br>5 Ho 24,6 25,6 19,9 23,1 17,6<br>G.16 263 B.15 771 In.2 036<br>9 Ha (stl) (9,9 × 5,7) (12,8 10,0 12,8 × 6,9) (7,0 7,0 7,0 7,0 × 3,1) (9,6 × 6,9)<br>Cr 4(5) 2(3) Der 1(25) 8(3) | Oil 2SA 6Cy. 840 × 1800<br>13 500bhp (9 930kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 256kW 2 × 192kW 450V 60Hz a.c.<br>Fuel (hvf)<br>14,5kn |
| **6518255**<br>H8XY<br>10534<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHAR TAH**<br>ex Nedlloyd Fushimi-80<br>ex Straat Fushimi-78<br>**Char Tah Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**6 574**<br>3 648<br>9 355<br>**9 104**<br>5 030<br>12 507 | BV<br>✠Classed LR until<br>28/11/80 | **1965**-10 Hitachi Zosen—Sakurajima Works, Osaka (4066)<br>156,75(BB) 20,53 8,262/9,630<br>142,55 20,43 12,20<br>B 26,6 F 19,6 3 dks<br>rf 114 | **M General Cargo**<br>Ref<br>5 Ho 24,6 20,8 19,9 23,1 17,6<br>G.16 263 B.15 771 In.2 036<br>9 Ha (stl) (9,9 × 5,7) (12,8 10,0 12,8 × 6,9) (7,0 7,0 7,0 7,0 × 3,1) (9,6 × 6,9)<br>Cr 4(5) 2(3) Der 1(25) 8(3) | Oil 2SA 6Cy. 840 × 1800<br>13 500bhp (9 930kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 256kW 2 × 192kW 450V 60Hz a.c.<br>Fuel (hvf)<br>14,5kn |
| **7510482**<br>HOVD<br>6708-76B<br>Df Esd<br>Gc Rdr<br>RT | **CHAR YE**<br>ex Cygnus Pioneer-81<br>**Char Ning Marine (Panama) S.A.**<br>Char Ching Marine Co. Ltd.<br>Panama Panama | **9 936**<br>6 394<br>16 211 | BV | **1976** Nipponkai Heavy Ind. Co. Ltd.—Toyama (187)<br>149,92 20,83 9,232<br>139,99 20,81 11,61<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.18 117 B.17 919 HeCls. B<br>5 Ha (stl) (8,9 15,0 3,9 15,0 14,2 × 10,2) ER<br>Cr 1(25) 1(20) Der 10(10) | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 220,0t (d.o.) 1 200,0t (hvf)-20,0pd<br>15kn |
| **7711476**<br>AQOI<br>317862<br>Esd Rdr<br>RT | **CHARA**<br>**Port Qasim Authority**<br>Karachi Pakistan | **320**<br>90<br>235 | **✠100A1**<br>tug<br>**✠LMC**<br>EL H 302,5/22,0U2<br>FN 421 | **1979**-2 Richards (Shipbuilders) Ltd.—Great Yarmouth (541)<br>33,53 10,29 3,914<br>29,06 9,76 4,70<br>RFD 15,9 1 dk<br>rf 483<br>4BH WB65T | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 8Cy. 254 × 305 reverse reduction geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 68kW 440V 50Hz a.c.<br>12kn |
| **6522737**<br>SYCA<br>8040<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARALAMBOS**<br>ex World Leader-80<br>**Seapower Maritime Inc.**<br>A. & C. Anastassiou Shipmanagement Ltd.<br>Piraeus Greece | **30 602**<br>22 302<br>56 649 | AB<br>✠Classed LR until<br>21/11/80 | **1966**-1 Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (856)<br>235,01(BB) 32,31 12,224<br>224,01 32,20 16,06<br>P 15,0 F 21,7 1 dk<br>RW rf nil | **M Tanker**<br>13 Ta ER<br>L.(oil) 71 637 HeCls. BC<br>Der 2(10) 1(5) | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 1 × 620kW 2 × 500kW 450V 60Hz a.c.<br>Fuel 2 692,5t (hvf)-61,0pd<br>16,25kn |
| **7016113**<br>SXMF<br>7780<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHARALAMBOS F**<br>ex Mary S-80<br>**Odisaius Compania Naviera S.A.**<br>Piraeus Greece | **16 149**<br>10 776<br>27 281 | AB | **1970** Mitsui SB. & Eng. Co. Ltd.—Osaka (876)<br>176,99(BB) 22,92 10,567<br>168,00 22,86 14,10<br>P 33,3 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,7 20,8 21,5 21,5 21,5 21,7 ER<br>G.36 061 B.30 964<br>6 Ha (stl) (10,4 12,9 12,9 12,9 12,9 12,9 × 9,9) ER<br>12W Der 12(7,5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 352kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 1 541,5t (hvf)<br>15,25kn |

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| 7127508<br>FSIB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARCOT**<br>**Societe d'Armement des Pecheries de l'Atlantique S.a.r.l.**<br>Societe d'Armement a la Peche Jego Quere et Compagnie<br>Lorient France | **682**<br>291<br>— | BV | **1972** Beliard-Murdoch S.A.—Oostende (C.213)<br>59,01 10,22 4,401<br>52,91 10,10 6,13<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>2 Ho<br>In.480 | Vee Oil 4SA 12Cy. 260 × 280<br>1 800bhp (1 324kW)<br>Crepelle et Cie. Lille<br>Fuel 125,0t (d.o.) 15kn |
| 5068203<br>MPOG<br>187039 | **CHARCOT**<br>**J. Borgen**<br>Leith United Kingdom | **211**<br>79<br>— | | **1923** Kaldnes M/V A/S—Tonsberg<br>35,67 6,58<br>... ... ...<br>R | **S Whaler** | T 3Cy. 343 559 & 953 × 610<br>Kaldnes M/V A/S Tonsberg |
| 6418156<br>GVNH<br>306048<br>Rdr RTv | **CHARCREST**<br>**Charringtons Fuel Oils Ltd.**<br>London United Kingdom | **594**<br>302<br>908 | ✠Classed LR until 8/66 | **1964**-10 Charrington, Gardner, Locket (London) Ltd.—Dartford (197)<br>62,34 10,24 2,985<br>59,47 9,91 3,20<br>Trunk 32,7 1 dk<br>rf 279 len 76 | **M Tank Barge**<br>SBT<br>10 Ta ER<br>L.(oil) 642 HeCls. ptC | 2 Oil 4SA each 6Cy. 222 × 292<br>740bhp (544kW) NE 76<br>Mirrlees Blackstone Ltd. United Kingdom<br>Fuel 14,0t (d.o.)-1,5pd 10,5kn |
| 7334280<br>WYX2<br>906<br>554146<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARGER**<br>ex Dominator-78<br>**Charger Fishing Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **1 073**<br>575<br>— | | **1974** J. M. Martinac SB. Corp.—Tacoma, Wa (196)<br>61,91 12,65<br>54,56 12,20 5,59<br>2 dks | **M Fishing**<br>Tuna Seiner | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 7367251<br>WYT8<br>514<br>553443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARGER**<br>**Interstate Towing Co.**<br>Wilmington, De United States of America | **191**<br>130<br>— | AB | **1974** Main Iron Works Inc.—Houma, La (292)<br>3,645<br>29,32 8,23 4,20<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 123,0t (d.o.) |
| 7366520<br>H09061<br>9814-79<br>Df Esd<br>Gc Rdr<br>RTh | **CHARGER SERVICE**<br>ex Tender Trumpet-79<br>**Zapata Marine Service Inc.**<br>Panama Panama | **495**<br>153<br>845 | AB | **1974** Mangone SB. Corp.—Houston, Tx (113)<br>57,46 11,61 4,134<br>53,65 11,59 5,03<br>F 19,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 12P | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 1 × 150kW 2 × 125kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 413,5t (d.o.) 14kn |
| 5326708<br>HSKQ<br>150129<br>Rdr | **CHARINDHORN 1**<br>ex Guana-75 ex Normar<br>ex Shuri Maru-71<br>**Charindhorn Co. Ltd.**<br>Bangkok Thailand | **1 089**<br>632<br>1 603 | (NK) | **1957** Taiyo Zosen—Nagasaki (110)<br>68,08 10,44 4,877<br>62,01 10,42 5,52<br>P 18,9 RQD 14,1 B 4,6 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 035 B.1 959<br>2 Ha (12,5 13,1 × 4,9) ER<br>4W Der 2(10) 2(5) | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 35kW 220V d.c.<br>Fuel 64,0t 10,5kn |
| 5114325<br>3FJY<br>10546<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **CHARIS**<br>ex Krios-81 ex Thira-80<br>ex Fernspring-65<br>**Samaritan Shipping Corp.**<br>Ermioni Shipping Co. S.A.<br>Panama Panama | **2 722**<br>1 439<br>4 410 | **100A1** SS 7/80<br>DTm—vegetable oil<br>**LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2203 | **1955** Sarpsborg Mek. Verksted A/S K/S—Sarpsborg (25)<br>113,11 14,71 6,173<br>104,55 14,66 6,41<br>F 23,2 1 dk & S dk<br>RW rf 102<br>Coll BH to S dk 5 to 2nd dk WB1516t incl. Tunnel tanks 191t DTm696t | **M General Cargo** OSD<br>Ref<br>2 Ho 22,2 37,8<br>G.8 011 B.7 317 In.137<br>5 Ha (stl) (8,2 13,3 8,2 8,8 7,6 × 6,1)<br>8W Cr 1(30) 1(15) Der 2(10) 6(5) | Oil 2SA 7Cy. 620 × 1150<br>3 550bhp (2 611kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 1 × 160kW 2 × 120kW 220V d.c.<br>Fuel 792,5t |
| 7817220<br>Esd Pfd<br>Rdr RT | **CHARISMA**<br>**David Hutchison**<br>Whalsay United Kingdom | **127**<br>—<br>305 | ✠**100A1**<br>fishing vessel<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 327 | **1979**-6 Bentsen & Sonner—Hollen (55)<br>32,80 (BB) 7,73 3,320<br>28,25 7,62 3,92<br>2 dks<br>rf 800 BK 203<br>5BH to 2nd dk WBnil | **M Fishing**<br>Side-fishing Seiner<br>2 Ho/Ta 5,8 6,3 ER<br>In.277 | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , & 1 aft |
| 6514168<br>ATLO<br>1586<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARISMA N**<br>ex Fossanger-74<br>**Nilhat Shipping Co. Ltd.**<br>Calcutta India | **16 683**<br>9 113<br>25 274 | IRS NV | **1965** Kockums M/V A/B—Malmo (499)<br>175,88 22,86 10,432<br>164,60 22,80 14,81<br>1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 21,9 20,4 20,4 20,4 20,4 20,4 ER<br>G.32 166 B.27 845<br>6 Ha (stl) (12,9 13,5 13,5 13,5 13,5 13,5 × 10,9) ER<br>Cr 2(12) 3(10) | Oil 2SA 6Cy. 780 × 1550<br>9 350bhp (6 877kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 352kW 1 × 20kW 440V 60Hz a.c.<br>Fuel 168,5t (d.o.) 1 332,0t (hvf) 15kn |
| 6517110<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARITAS**<br>ex British Ivy-82<br>**Nova Industria Armamento S.p.A.**<br>Genova Italy | **13 271**<br>7 634<br>20 977 | ✠**100A1** SS 10/80<br>oil tanker (cc)<br>✠**LMC**<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5565 | **1965**-11 Lithgows Ltd.—Port Glasgow (1135)<br>171,00 22,48 9,468<br>161,86 22,41 11,97<br>P 36,0 F 19,2 1 dk<br>RW<br>16BH WB1430t incl. DTf864t | **M Tanker**<br>33 Ta ER<br>L.(oil) 27 411 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>WTAuxB 350lbf/in² (24,2bar) Spt 260,0°C 285lbf/in² (19,7bar)<br>AuxB 150lbf/in² (10,4bar)<br>e(ex.g) 350lbf/in² (24,2bar) Spt 285lbf/in² (19,7bar)<br>sg 145lbf/in² (10,0bar)<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 1 360,5t (hvf)-30,5pd 14kn |
| 5068277 | **CHARK**<br>ex La Gemma-52<br>ex San Giuseppe-47<br>ex Giuseppina ex G 47<br>**Fouad Mohsen**<br>Egypt | **223**<br>177<br>— | | **1911** Harada Shoko Goshi S.K.—Osaka<br>*37,07* 6,79<br>34,60 6,74 3,61<br>R | **TM Fishing**<br>Side Trawler | 2 Oil 2SA each 6Cy.<br>E made43 fitted—<br>General Motors Corp. Detroit, Mi |

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| **7101308**<br>WH9608<br>274454 | **CHARLEEN B**<br><br>**Gerald P. Begnaud**<br>Corpus Christi, United States<br>Tx of America | **173**<br>117<br>— | | **1957** Platzer Boat Works—Houston, Tx<br>*27,95* 7,32<br>2,42 | **TM Supply Launch** | 2 Oil<br>600bhp (441kW)<br>General Motors Corp. U.S.A<br>Fuel (d.o.) |
| **7721794**<br>3EXT<br>1172<br>2-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARLENE**<br>ex Hailung No. 1-81<br>**Intergroup Shipping Inc.**<br>Panama Panama | **3 714**<br>2 345<br>6 166 | | **1979** China SB. Corp.—Kaohsiung (25)<br>108,51 16,24 6,601<br>100,01 16,21 8,11<br>P 22,3 F 11,6 1 dk<br>rf 102 | **M General Cargo**<br><br>2 Ho 35,5 35,3 ER<br>G.8 496 B.7 996<br>2 Ha (stl) (28,1 27,2 × 8,3) ER<br>4W Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW 450V a.c.<br>Fuel 467,5t (hvf) 12,5kn |
| **6807383**<br>FUYM<br>BL 34<br>1105<br>Df Esd<br>Pfd Rdr<br>RTm | **CHARLES**<br><br>**Societe Louis Battez et Cie.**<br>Boulogne France | **234**<br>80<br>— | BV | **1968** Ziegler Freres—Dunkerque (162)<br>38,99 3,810<br>35,06 8,50 5,95<br>2 dks | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 260 × 280<br>1 100bhp (809kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 77,5t (d.o.) 15,5kn |
| **7006041**<br>FWPI<br>962 | **CHARLES A**<br><br>**Charles Allaire et Fils**<br>Nantes France | **224**<br>130<br>345 | BV | **1969** Soc. des At. Francais de l'Ouest—St. Nazaire (Ca1)<br>32,01 7,07 2,801<br>30,00 7,00 3,51<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>2 Ha (8,9 3,9 × 4,5) ER<br>Cr 1(5) | Oil 4SA 6Cy. 140 × 180 sr geared to sc. shaft<br>140bhp (103kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 46,5t (d.o.) 7,5kn |
| **7741691**<br>TKBD | **CHARLES BELLEVILLE**<br><br>**Union Maritime de Dragage**<br>Fos-sur-Mer France | **2 431**<br>673<br>— | BV | **1950** At. & Ch. de Bretagne—Nantes<br>94,27 4,201<br>88,75 15,00 6,00<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 15,0<br>Hopper 2000T<br>1 Ho ER<br>Hopper 1 000<br>2 sandpumps each 727kW (975bhp) | 2 Oil 4SA each 9Cy. 450 × 650<br>3 020bhp (2 221kW) MAN<br>At. & Ch. de Bretagne Nantes<br>12kn |
| **7002473**<br>GUZN<br>364682<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHARLES CRUZ**<br>ex Brora-82 ex Windle Star-80<br>ex Suffolk-76 ex Christina I-74<br>ex Christina Bos-72<br>ex Bell Vision-71<br>**Brora Shipping Co.**<br>The Hybury Co. Ltd.<br>Liverpool United Kingdom | T.Mk<br>**499**<br>333<br>1 397 | GL | **1969** Schps. "Hoogezand" J. Bodewes —Bergum (154)<br>75,70 11,00 3,576<br>69,19 10,98 6,02<br>P 11,9 B 8,6 F 10,4 2 dks | **M General Cargo**<br><br>1 Ho 54,7 ER<br>G.2 931 B.2 638<br>1 Ha (stl) (43,8 × 8,0) ER | Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 84kW 1 × 38kW 1 × 20kW 220/380V 50Hz a.c.<br>Fuel 69,0t (d.o.) 12,5kn |
| **7436210**<br>WYZ4<br>977<br>285237 | **CHARLES E. BROWN**<br>ex Marjorie Malloy<br>**Slade Inc.**<br>Port Arthur, Tx United States<br>of America | **112**<br>30<br>— | | **1961** Levingston SB. Co.—Orange, Tx<br>... ... ...<br>18,72 7,35 2,67<br>1 dk | **M Tug** | Oil<br><br>..............<br>Fuel (d.o.) |
| **7318901**<br>WZE4539<br>550954<br>Df Gc<br>Rdr RT | **CHARLES E. WILSON**<br><br>**Franklin S.S. Co.**<br>Boland & Cornelius<br>Wilmington, De United States<br>of America | **13 862**<br>9 712<br>33 438 | AB | **1973** Bay Shipbuilding Corporation —Sturgeon Bay, Wi (710)<br>207,27 23,86 9,081<br>203,00 23,78 13,72<br>F 9,5 1 dk<br>rf nil | **M Bulk Carrier**<br><br>6 Ho ER<br><br>22 Ha (stl) ER<br>Der 1(306) | 2 Vee Oil 2SA each 20Cy. 230 × 254 reduction geared to sc. shaft<br>7 200bhp (5 296kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 600kW<br>Controllable pitch propeller<br>Fuel 365,0t 13kn |
| **5402411**<br><br>315412<br>Rdr RT | **CHARLES H. McKAY**<br><br>**Port of Melbourne Authority**<br>*Melbourne,* Australia<br>*Victoria* | **799**<br>257<br>— | ✠Classed LR until 4/65 | **1962**-3 R. Dunston (Hessle) Ltd.—Hessle (S780)<br>55,33 11,28 4,503<br>51,69 10,98 5,19<br>1 dk<br>RW rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 381 × 508<br>1 098bhp (808kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 112,0t 10kn |
| **7100354**<br>WB7952<br>240730 | **CHARLES HERBERT RICE**<br><br>**New Smith Meal Co. Inc.**<br>New York, NY United States<br>of America | **148**<br>54<br>— | | **1941** C. H. Rice—Reedville, Va<br>*32,59* 6,41<br>2,60 | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>Fairbanks, Morse & Co. U.S.A<br>Fuel (d.o.) |
| **7711579**<br>FNMB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARLES L. D.**<br><br>**Societe Anonyme Louis-Dreyfus et Cie.**<br>Dunkerque France | **26 315**<br>15 531<br>38 596 | BV | **1979** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B518/01)<br>182,96 11,700<br>175,32 29,01 16,31<br>1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.43 628 B.42 397 HeCls. B<br>5 Ha (stl) (20,8 × 20,4) (25,6 25,6 25,6 × 23,0) (20,8 × 20,4) ER<br>Cr 2(25) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poland<br>Fuel 350,0t (d.o.) 2 500,0t (hvf)-48,0pd<br>14kn |
| **7390129**<br>KLHR<br>577636<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARLES LYKES**<br>ex Nevada-79<br>**Lykes Bros. Steamship Co. Inc.**<br>San Francisco, Ca United States<br>of America | **13 155**<br>7 506<br>19 480 | AB | **1976** Bath Iron Works Corp.—Bath, Me (368)<br>208,72(BB) 9,802<br>195,03 31,01 11,26<br>2 dks<br>rf nil | **S RoRo Cargo**<br><br>Stern quarter door/ramp<br>4 Ho<br>TEU 828<br>C.Ho 589/20' C.Dk 239/20'<br>1 Ha (stl) (18,0 × 8,2)<br>Cr 2(15) | 2 S Turb dr geared to sc. shaft<br>37 000shp (27 216kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 2000kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 448,5t 23kn |
| **5322518**<br>WL3108<br>278807<br>Df Gc<br>Pfd Rdr<br>RT | **CHARLES M. BEEGHLY**<br>ex Shenango II-67<br>**Pickands, Mather & Co.**<br>Wilmington, De United States<br>of America | **15 483**<br>10 290<br>32 412 | AB | **1959** American SB. Co.—Toledo, Oh (193)<br>245,68 22,92 8,478<br>239,58 22,86 11,43<br>P 32,0 F 18,9 1 dk<br>RW rf 76 len 72<br>conv Chemical Bulk Carrier 80 | **S Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>G.23 963<br>24 Ha (stl) (each 3,3 × 14,6) ER | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>General Electric Co. U.S.A<br>Gen 2 × 500kW 1 × 200kW<br>Fuel 558,0t (o.f.) 15,5kn |

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| 7047203<br>04963<br>1459-70<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHARLES McCARTNEY**<br>**Auster Inc.**<br>Seahorse Inc.<br>Panama Panama | **301**<br>201<br>— | AB | **1970** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (470)<br>56,39 12,20 4,344<br>51,82 5,03<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7353755<br>ELPA<br>4704<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARLES PIGOTT**<br>**Bank of California National Association as Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 220**<br>100 295<br>268 373 | AB | **1973** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1730)<br>338,64(BB) 53,65 20,549<br>320,00 53,60 26,40<br>F 30,5 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 320 552 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW) Westinghouse<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 440V a.c.<br>Fuel 11 459,0t (o.f.)-168,5pd 15,5kn |
| 5068772<br>VDCX<br>148898<br>Df Gc<br>Rdr RT | **CHARLES R. HUNTLEY**<br>**Roylease Ltd.**<br>Toronto, Ont. Canada | **1 690**<br>1 400<br>— | *Classed BC until 2/61 | **1926**-3 Napier & Miller Ltd.—Glasgow (255)<br>78,64 13,16 4,744<br>77,12 13,14 6,10<br>F 10,7 1 dk<br>R conv General Cargo 63 | **TrM Hopper/Dredger**<br>Bottom doors<br>Mchy.aft<br>Hopper 3 780 | 3 Vee Oil<br>525bhp (386kW)<br>(i) 12Cy. 108 × 127<br>NE 60<br>General Motors Corp. Detroit, Mi<br>(ii) 12Cy. 140 × 165<br>NE 72<br>Caterpillar Tractor Co. Peoria, Illinois<br>(iii) 12Cy. 108 × 127<br>NE 70<br>General Motors Corp. Detroit, Mi<br>10kn |
| 7416284<br>FNGR<br>374.017<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARLES SCHIAFFINO**<br>ex Cala d'Or-77<br>**Societe d' Armement et de Navigation Charles Schiaffino**<br>Sete France | **2 500**<br>952<br>3 501 | BV | **1977** Ast. del Cadagua W.E. Gonzales S.A.<br>—Bilbao (98)<br>110,60 5,608<br>101,68 18,01 11,31<br>B 28,1 2 dks<br>rf 25 len 77 | **M RoRo Cargo**<br>Mchy.aft<br>G.13 010 | Oil 4SA 8Cy. 410 × 470<br>5 100bhp (3 751kW)<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 3 × 320kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 552,5t (hvf)-17,5pd 15,5kn |
| 7636004<br>VLCW<br>374857<br>Esd Rdr<br>RT | **CHARLES WAUGH**<br>**McIlwraith McEacharn Operations Pty. Ltd.**<br>McIlwraith McEacharn Ltd.<br>*Melbourne, Victoria* Australia | **266**<br>47<br>— | ✠**100A1** SS 6/81<br>tug<br>✠**LMC** **UMS**<br>EL (F) 275,0/22,0U2<br>FN 358 | **1978**-5 Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (129)<br>30,00 9,96 4,026<br>24,80 9,71 4,70<br>1 dk<br>rf- BK 25<br>3BH WB17.6T | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW 415V 50Hz a.c.<br>12kn |
| 5073155<br>KNJF<br>626561<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARLESTON**<br>ex Cities Service Norfolk-80<br>**Ariadne Corp.**<br>Apex Steamship Co. Inc.<br>Wilmington, De United States of America | **21 649**<br>15 212<br>39 366 | AB | **1956** (Aft section) Bethlehem-Sparrows Point Shipyard—Sparrows Pt., Md (4545)<br>**1980** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va (949E)<br>196,68 10,999<br>188,20 31,07 14,89<br>P 41,8 F 20,8 1 dk<br>rf 203 shortened, widened & deepened 80 | **S Tanker**<br>31 Ta ER | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Corp. U.S.A.<br>Gen 2 × 600kW a.c. |
| 5225019<br>KPHS<br>248095<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARLESTON**<br>ex Marine Shark-68<br>**Litton Industries Leasing Corp.**<br>Sea-Land Service Inc.<br>Wilmington, De United States of America | **11 389**<br>7 848<br>10 181 | AB | **1945** Kaiser Co. Inc—Vancouver, Wa (502)<br>159,37 21,85 9,167<br>151,36 21,80 13,26<br>P 43,3 F 24,1 4 dks<br>rf nil conv Passenger/Troopship 68 | **S Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER<br>12 Ha (stl) ER 7 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 2 × 475kW 440V d.c.<br>Fuel 1 984,5t (o.f.) 17kn |
| 5068851<br>RT | **CHARLESTON**<br>**Sociedade Irpex**<br>Sao Luis de Maranhao Brazil | **286**<br>192<br>— | | **1960** Ch. A. Tertu—Le Fret<br>*31,12* 8,49<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>6 Ha (0,7 × 0,7) (1,2 1,2 × 1,2) (1,3 × 1,3) (3,0 × 2,9) (0,7 × 0,7) | Oil 4SA 12Cy. 180 × 220<br>450bhp (331kW)<br>Les Acieries du Nord Maubeuge<br>7,5kn |
| 5068875<br>VDLK<br>313948<br>Rdr<br>RTm/v | **CHARLEVOIX**<br>**La Compagnie de Navigation Charlevoix Saguenay Limitee**<br>Quebec, P.Q. Canada | **535**<br>355<br>183 | ✠Classed LR until 22/5/81 | **1962**-5 Ch. Maritime de St. Laurent Lte.<br>—Montmorency, P.Q. (100)<br>55,05 11,61 2,706<br>51,26 11,27 4,42<br>1 dk<br>rf nil | **M Ferry** 200P<br>Ice strengthened | 2 Oil 2SA each 6Cy. 230 × 400 with flexible couplings<br>840bhp (618kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 24kW 1 × 15kW 115V 60Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel 17,0t (d.o.) 10kn |
| 5233365<br>OGTE<br>1135<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARLIE**<br>ex Messidor-67<br>**R/A Hildegaard**<br>Lundqvist Rederierna<br>Mariehamn Finland | **12 158**<br>7 127<br>20 170 | BV | **1952** Odense Staalskibsvaerft A/S—Odense (118)<br>169,78 21,65 9,576<br>158,91 21,54 12,04<br>P 35,7 B 11,9 F 18,6 1 dk<br>rf nil | **M Tanker**<br>1 Ho 7,4 21 Ta ER<br>L.(oil) 24 937 HeCls. BC<br>1 Ha (stl) (4,1 × 3,2)<br>Der 4(5) 1(2) | Oil 2SA 8Cy. 740 × 1600<br>7 380bhp (5 428kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 49kW 1 × 45kW 110V d.c.<br>Fuel 518,0t (d.o.) 1 398,0t (hvf) 14,5kn |
| 6608763<br>ZDQT<br>702320<br>Df Esd<br>Rdr<br>RTm/h/v | **CHARLIE**<br>ex Tinemaru-82 ex Eva Vesta-80<br>**Ariane Shipping Ltd.**<br>Gibraltar Gibraltar (British) | **491**<br>324<br>1 185 | BV | **1966** Husumer Schiffsw.—Husum (1233)<br>65,87 10,47 3,918<br>58,93 10,44 6,30<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 41,9 1 TwD 44,8 ER<br>G.2 323 B.2 152<br>2 Ha (stl) (19,8 11,3 × 6,2) ER<br>5W Der 1(10) 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 25kW 1 × 20kW 220/380V a.c.<br>Fuel 63,0t (d.o.) 12,5kn |
| 8036847<br>622872 | **CHARLIE BROWN**<br>**Good Luck 5137 Inc.**<br>New Orleans, La United States of America | **193**<br>131<br>— | | **1980** ............Coden, Al<br>*28,56* 8,01<br>3,69<br>1 dk | **M Fishing** | Oil<br>1 200bhp (883kW)<br>U.S.A. |

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| 7237468<br>WZG8<br>644<br>544273 | **CHARLIE C.**<br><br>**Midland Enterprises Inc.**<br>Wilmington, De United States<br>of America | **149**<br>101<br>— | **1972** Main Iron Works Inc.—Houma, La<br>(269)<br>*24,66* 7,93<br>25,61 2,77 | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7738319<br>WYC6<br>182<br>588862 | **CHARLIE PITTMAN**<br><br>**Carteret Menhaden Co. Inc.**<br>Beaufort- United States<br>Morehead City, NC of America | **559**<br>380<br>— | **1944** ............New Orleans, La<br>*51,46* 9,78<br>3,54<br>1 dk | **M Fishing** | Oil<br>800bhp (588kW)<br>U.S.A. |
| 7636949<br>DADC<br>12534<br>Df Gc<br>Rdr<br>RTm/h/v | **CHARLOTTA**<br>ex Testbank-81 ex Charlotta-79<br>**Partenreederei m.s. 'Charlotta'**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**5 629**<br>4 064<br>10 106<br>**9 313**<br>6 856<br>12 710 | **1978** Howaldtswerke-Deutsche Werft<br>—Hamburg (117)<br>GL 151,03(BB) 7,193/8,170<br>142,50 21,01 10,83<br>P 25,6 F 28,4 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 3 TwD ER<br>G.20 432 B.17 787<br>TEU 517<br>C.Ho 261/20' (40') C.Dk 256/20' (40')<br>3 Ha (13,4 × 10,7) (39,7 26,2 × 15,9) ER<br>Cr 2(50) 3(40) | Oil 4SA 8Cy. 580 × 600 reduction geared<br>to sc. shaft<br>8 000bhp (5 884kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 400kW 450V 60Hz a.c.<br>17kn |
| 7377488<br>A8LI<br>5054<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHARLOTTE**<br>ex Lily Venture-81<br>**North-West Shipping Inc.**<br>Atlantic Marine Ltd.<br>Monrovia Liberia | **7 020**<br>4 654<br>11 723 | **1974** Fukuoka Zosen K.K.—Fukuoka<br>(1026)<br>BV 127,82 20,55 7,976<br>118,98 20,50 10,29<br>1 dk | **M General Cargo**<br><br>3 Ho 24,0 39,6 25,2 ER<br>G.14 722 B.13 912<br>3 Ha (stl) (19,8 × 8,7) (34,2 20,9 × 10,8) ER<br>4W Der 4(21) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 312kW 460V 60Hz a.c.<br>Fuel 1 443,0t 15kn |
| 6918297<br><br>7912<br>Rdr RT | **CHARLOTTE**<br>ex Emmanouel-81<br>ex Kiyo Maru No. 8-79<br>**Union C. M. Shipping Co.**<br>Marine & Petroleum Services Co. Ltd.<br>Piraeus Greece | **999**<br>551<br>2 300 | **1968** Kyokuyo Zosen Tekko K.K.—Chofu<br>(202)<br>71,96 10,52 5,131<br>67,01 10,49 5,52<br>1 dk | **M Tanker**<br><br>5 Ta ER<br>L.(oil) 2 430 | Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki Kobe |
| 6622771<br>DHKL<br><br>Df Esd<br>Rdr<br>RTm/v | **CHARLOTTE**<br><br>**Wolfgang & Carsten Kleige**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>259<br>1 070 | **1966** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (581)<br>GL 61,68 10,04 3,988<br>55,02 10,01 6,20<br>B 10,1 F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,4 ER<br>G.2 027 B.1 857<br>3 Ha (each 19,2 × 6,4) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.) 11kn |
| 6617087<br><br>323545<br>Esd Rdr<br>RT | **CHARLOTTE A. FINN**<br><br>**Usen Fisheries Ltd.**<br>Charlottetown, Canada<br>P.E.I. | **171**<br>54<br>— | **1966** Ferguson Industries Ltd.—Pictou, N.S.<br>(161)<br>(AB) 28,40 6,53<br>24,46 6,48 3,84<br>1 dk<br>BK 178 | **M Fishing**<br>Side Trawler<br>1 Ho 6,9<br><br>2 Ha | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW 220V 60Hz a.c.<br>Fuel 21,5t (d.o.) 11kn |
| 6613706<br><br>326101 | **CHARLOTTE AND RICKY**<br><br>**P. A. Trawler Ltd.**<br>Lunenburg, N.S. Canada | **214**<br>97<br>— | **1965** Smith & Rhuland—Lunenburg, N.S.<br>*31,86* 7,73<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 270 × 360<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7506974<br>DLCC<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARLOTTE BASTIAN**<br>ex Mosel-78 ex Joada-78<br>**Helmut Bastian**<br>Bremen Federal Republic<br>of Germany | **5 997**<br>3 332<br>7 923 | **1975** VEB Schiffswerft "Neptun"—Rostock<br>(477)<br>NV 121,75 17,61 7,728<br>113,44 17,56 9,91<br>P 22,9 F 9,8 1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.10 764 B.10 666<br>2 Ha (stl) (26,2 33,5 × 12,8) ER<br>4W Cr 2(30) 2(15) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 779,5t (hvf)-21,5pd 15,25kn |
| 6619865<br>OXXL<br>D1423<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARLOTTE COLD**<br>ex Rutane-74<br>**Peter G. Cold**<br>Hirtshals Denmark | **140**<br>66<br>— | **1966** Soby Motorfabrik og Staalskibsvaerft<br>—Soby (27)<br>BV 30,48 6,23<br>25,63 6,20 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br><br>2 Ha (each 1,0 × 0,9) | Oil 2SA 6Cy. 260 × 400<br>680bhp (500kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 21,5t (d.o.) 10,5kn |
| 7926863<br>WQZ3<br>935<br>606024 | **CHARLOTTE G.**<br><br>**Off Shore Diving Corp.**<br>Freeport, NY United States<br>of America | **119**<br>81<br>— | **1979** James K. Walker Marine Inc.<br>—Pascagoula, Ms.<br>*21,74* 6,71<br>3,69<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 6Cy. 159 × 203 geared to sc.<br>shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5280746<br>OZOO<br>H757<br>Df Esd<br>Rdr RT | **CHARLOTTE GRENIUS**<br>ex Polarfarid-78<br>**Jens Christian Moller**<br>Saeby Denmark | **179**<br>82<br>280 | **1930** Ring Andersens Staalskibsvaerft<br>—Svendborg<br>(BV) *30,52* 7,35<br>7,32 3,81<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing Schooner<br><br><br>1 Ha (2,2 × 1,6)<br>Der 1(1,5) | Oil 4SA 5Cy. 240 × 400<br>420bhp (309kW) NE 65<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 30,5t (d.o.)-1,0pd 10kn |
| 7321805<br>DEON<br><br>Df Esd<br>Pfd Rdr<br>RT | **CHARLOTTE JARCHAU**<br><br>**Karl Jarchau**<br>Bremerhaven Federal Republic<br>of Germany | **106**<br>40<br>— | **1973** Schiffswerft u. Masch. Max Sieghold<br>—Bremerhaven (161)<br>(GL) 26,40 6,68 2,648<br>23,53 6,61 3,36<br>1 dk | **M Factory Fishing**<br>Fish-factory Side Trawler | Oil 4SA 8Cy. 220 × 280 reverse reduction<br>geared to sc. shaft<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 6511740<br>VC8016<br>320783 | **CHARLOTTE LOUISE**<br>ex Renee Louise-72<br>**H.P. Enterprises Ltd.**<br>Lunenburg, N.S. Canada | **210**<br>94<br>— | **1964** Smith & Rhuland—Lunenburg, N.S.<br>*30,88* 7,47<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 10Cy. 133 × 184<br><br>Fairbanks Morse & Co. Beloit, Wi |

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| 5402423<br>WLCW<br>282782<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHARLOTTE LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Mobile, Al United States of America | T.Mk<br>**6 420**<br>3 432<br>—<br>**9 296**<br>5 295<br>12 887 | AB | **1963** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4594)<br>150,88 21,09 —/9,789<br>143,26 21,04 12,68<br>2 dks<br>RW rf nil | **S General Cargo** 4bth P<br>5 Ho 21,4 22,1 22,1 15,2 26,9<br>B.15 659<br>5 Ha (stl) (9,6 × 5,4) (12,1 10,6 10,6 9,1 × 7,6)<br>Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>10 000shp (7 356kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 641,5t (o.f.) 18kn |
| 7828865<br>WSY8<br>078<br>593698 | **CHARLOTTE M**<br>ex Agnes Pauline-79<br>**Doile Shockley Enterprises Inc.**<br>Port Arthur, Tx United States of America | **138**<br>94<br>— | | **1978** .............Brunswick, Ga<br>*22,47* 7,01 3,81<br>1dk | **Wood M Fishing** | Oil<br>460bhp (338kW) U.S.A. |
| 6723604<br>OYIU<br>D1427<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARLOTTE MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **21 623**<br>14 401<br>24 937 | ✠**100A1** SS 8/80<br>container ship<br>✠**LMC**<br>EL J† 0,0/66,0U3<br>FN 8423 | **1968**-2 (Aft section) Kockums M/V A/B —Malmo (506)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Hiroshima Works, Innoshima<br>197,09(BB) 29,75 10,500<br>184,26 29,70 16,01<br>1 dk<br>rf nil len & widened 80<br>conv Ref General Cargo 80<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 5152004<br>OWGO<br>D2264<br>Df Esd<br>Pfd<br>RTm/h/v | **CHARLOTTE NORDFISK**<br>ex Hodur-74<br>**Superfos A/S**<br>Superfos Nordjylland A/S<br>Skagen Denmark | **267**<br>138<br>— | GL | **1956** Mutzelfeldtwerft G.m.b.H.—Cuxhaven<br>41,86 7,73 2,744<br>38,38 7,70 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>2 Ho 13,0 8,0 ER | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 80kW 1 × 17kW 1 × 8,75kW 50Hz a.c.<br>Fuel (d.o.) |
| 7431129<br>OYXY<br>D2345<br>Df Esd<br>Gc Rdr<br>RT | **CHARLOTTE S**<br>**P/R Charlotte S**<br>A. E. Sorensen<br>Svendborg Denmark | **499**<br>323<br>1 260 | BV | **1976** Frederikshavn Vaerft A/S —Frederikshavn (368)<br>76,61 3,422<br>68,03 12,21 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 180 B.2 884<br>2 Ha (stl) ER<br>Cr 4(5) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 86kW 380/220V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 6612166<br>OZQE<br>D1321<br>Df Esd<br>Pfd RTm | **CHARLOTTE VEST**<br>ex Chr. Smed-71<br>**Ole Sorensen**<br>Skagen Denmark | **149**<br>69<br>172 | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau (3172)<br>31,20 6,61 2,701<br>29,55 6,56 3,20<br>F 6,1 1 dk<br>BK 157 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,7 6,7<br>In.180<br>2 Ha (stl) (each 1,5 × 1,2)<br>1W Der 1(1,5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 72<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 19,0t (d.o.) 11kn |
| 7216971<br>OUJN<br>D1938<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHARLOTTENBORG**<br>ex Afrika-79<br>**Dannebrog Rederi AS**<br>Kobenhavn Denmark | T.Mk<br>**6 677**<br>3 246<br>10 780<br>**9 790**<br>5 157<br>13 139 | ✠**100A1** SS 5/78<br>DTa—vegetable oil<br>No. 1 TwD to be empty when No. 1 hold used for water ballast<br>Ice Class 3<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL C† 2⅜"U2<br>FN 4793 | **1972**-10 A/S Nakskov Skibsvaerft —Nakskov (197)<br>153,73 21,75 8,403/9,351<br>141,84 21,59 12,20<br>P 45,2 F 33,0 2 dks<br>rf nil<br>7BH to U dk 2 to 2nd dk WB2425t incl. DTsf551t DTa827t | **M General Cargo**<br>Vegetable oil Ref<br>5 Ho 18,2 27,0 21,6 19,2 10,9<br>G.20 917 B.19 561 In.1 256<br>2 Ha (stl) (9,7 × 7,0) (18,5 × 10,5) 6 Ha (stl) (each 18,9 × 5,1) 1 Ha (stl) (8,8 × 8,1)<br>11W Cr 2(11) Der 1(80) 1(20) 10(10) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 560kW 1 × 372kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 401,0t (hvf) 18kn |
| 7513111<br>RH-U2<br>5246<br>RT | **CHARLSIE**<br>Roatan Honduras | **110**<br>75<br>— | | **1973** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*20,85* 6,71 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>487bhp (358kW) U.S.A. |
| 6919083<br>317096 | **CHARMAINE II**<br>ex Marucha-69<br>**Caribbean Carriers Co. Ltd.**<br>Road Harbour British Virgin Islands | **149**<br>98<br>— | | **1958** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*33,17* 9,15<br>... ... ...<br>1 dk | **TM General Cargo Barge** | 2 Oil 4SA each 6Cy. 137 × 165 E made— fitted58<br>Caterpillar Tractor Co. Peoria, Illinois<br>5kn |
| 5069025<br>GVWA<br>302557<br>RTv | **CHARMO**<br>**Charringtons Fuel Oils Ltd.**<br>London United Kingdom | **477**<br>192<br>522 | ✠Classed LR until 2/63 | **1960**-4 Charrington, Gardner, Locket (London) Ltd.—Dartford (Nc148)<br>49,76 10,24 2,590<br>46,79 9,91 3,20<br>1 dk<br>rf 279 | **M Tank Barge**<br>SBT<br>6 Ta ER<br>L.(oil) 535 HeCls. ptC | 2 Oil 4SA each 4Cy. 222 × 292 sr reverse geared to sc. shaft<br>528bhp (388kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 10kW 110V d.c.<br>Fuel 14,0t (d.o.)-1,0pd |
| 5412313<br>H2AF<br>394608<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHARMYL**<br>ex Lake Bosomtwe-81<br>**Dundrum Shipping Co. Ltd.**<br>Transmed Shipping Ltd.<br>Limassol Cyprus | T.Mk<br>**3 790**<br>1 522<br>—<br>**6 289**<br>3 605<br>9 933 | ✠**100A1** CS 6/81<br>✠**LMC**<br>EL b† 2$\frac{1}{16}$"SQ<br>FN 3652 | **1963**-3 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (316)<br>140,49 18,37 —/8,516<br>125,00 18,31 10,90<br>P 7,7 F 13,8 2 dks<br>rf nil<br>Coll BH to U dk 6 to 2nd dk WB1286t | **M General Cargo** 12P<br>5 Ho 15,3 22,4 20,2 ER 20,2 15,7 5 TwD<br>G.14 696 B.13 187<br>5 Ha (stl) (5,9 × 6,3) (14,9 12,6 × 6,3) ER (12,6 × 6,9) (7,3 × 6,3)<br>Der 1(120) 4(15) 8(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>4 500bhp (3 310kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 128lbf/in² (8,9bar)<br>Gen 3 440V 60Hz a.c.<br>Fuel 164,5t (d.o.) 653,0t (hvf) |
| 7403586<br>EGXI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARO DEL MAR**<br>**Transportes Navales S.A.**<br>Santander Spain | **795**<br>115<br>1 000 | BV NV | **1976** Ast. de Santander S.A.—Santander (108)<br>64,39 4,700<br>56,39 13,80 6,91<br>F - 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 18Cy. 228 × 266<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 3 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>14,5kn |

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|---|---|---|---|---|---|---|
| **7625029**<br>EHOX<br>Df Esd<br>Gc Rdr<br>RTv | **CHARO PANDO**<br>**Maritima Antares S.A.**<br>Santander Spain | **3 916**<br>2 541<br>6 160 | **✠100A1** SS 8/82<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL U 467,5/40,0U3<br>FN 2427 | **1978**-9 Ast. de Santander S.A.—Santander (128)<br>109,43(BB) 15,85 6,851<br>100,01 15,80 8,46<br>P 15,0 F 11,3 1 dk<br>rf nil<br>6BH WB1819T incl. DTf166T, DTm564T | **M General Cargo**<br>2 Ho 34,9 31,3 ER<br>G.8 410 B.6 990<br>C.Ho 90/20' C.Dk 96/20'<br>2 Ha (stl) (each 25,3 × 3,2) ER | Vee Oil 4SA 16Cy. 250 × 300 reverse reduction geared to sc. shaft<br>4 000bhp (2 942kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (o.f.) 7,5kgf/$cm^2$ (7,4bar)<br>Gen 3 × 165kW 380V 50Hz a.c.<br>14kn |
| **8033065** | **CHAROIT**<br>**U.S.S.R.**<br>U.S.S.R. | **635**<br>199<br>405 | RS | **1981** ............U.S.S.R.<br>54,84 4,111<br>9,96 5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |
| **7419315**<br>EHAT<br>Df Esd<br>Rdr RT | **CHAROLAIS**<br>**Angel Cimiano Monellan**<br>Santander Spain | **175**<br>70<br>163 | | **1976** Ast. de Sántander S.A.—Santander (122)<br>30,71 3,290<br>26,01 6,61 3,61<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) Alpha<br>Cons. Echevarria Bermeo |
| **5224235**<br>HO6029<br>8588<br>-78A<br>Df Esd<br>Rdr RTm | **CHAROLAIS EXPRESS**<br>ex Marie Therese le Borgne-72<br>**Livestock Carriers Inc.**<br>Vroon B.V.<br>Panama Panama | **1 438**<br>662<br>1 440 | BV | **1962** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5058)<br>108,26 13,24 5,320<br>96,98 13,21 7,85<br>P 30,5 F 15,9 2 dks<br>RW rf 152 len 77<br>conv Wine Ref General Cargo 72 | **M Livestock Carrier** CSD<br>Ref<br>1 Ho ER<br>In.200<br>Cr 3(3) | 2 Oil 4SA each 6Cy. 400 × 460 geared to sc. shaft<br>4 260bhp (3 133kW) Pielstick<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 172,5t (d.o.)<br>17kn |
| **7377426**<br>GZVK<br>378070<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHARON**<br>**Blue Funnel Bulkships Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | **24 512**<br>15 498<br>42 525 | AB | **1975** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (241)<br>194,11 30,03 11,529<br>188,88 15,09<br>1 dk<br>rf nil | **M Tanker**<br>COW IGS<br>Mchy.aft<br>14 Ta<br>L.(oil) 50 850 HeCls. CptB | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 796,0t (hvf)-48,0pd<br>14,75kn |
| **7828554**<br>RT | **CHAROZYERO**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>87 | RS | **1979** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **5069049**<br>PPBF<br>Esd Rdr | **CHARRUA**<br>ex Carlsham-53<br>**Navegacao Riograndense S.A.**<br>Porto Alegre Brazil | **1 939**<br>985<br>2 977 | ✠Classed LR until 31/12/69 | **1951**-9 A/B Ekensbergs Varv—Stockholm (183)<br>95,41 13,31 5,582<br>89,64 13,26 5,64<br>P 8,6 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>2 Ho<br>G.5 309 B.4 935 | Oil 2SA 9Cy. 350 × 620<br>3 060bhp (2 251kW) E made63 fitted67<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 115kW 1 × 90kW 230V d.c.<br>15kn |
| **5141330**<br>XCBD<br>Df Esd<br>Gc Rdr<br>RT | **CHARTA**<br>ex Neuwardersand-71<br>ex Hamme-65<br>**Sales Hogar S.A.**<br>Transportadora de Cortes S.A. de C.V.<br>La Paz Mexico | **999**<br>622<br>1 682 | GL | **1958** Alfred Hagelstein—Luebeck (591)<br>71,40 10,85 4,669<br>64,22 10,80 5,36<br>RQD 17,7 F 9,2 1 dk, pt 2nd dk | **M General Cargo**<br>Ice strengthened<br>G.2 098 B.1 996<br>2 Ha ER<br>Der 1(10) 2(5) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **7330040**<br>FNKV<br>137<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARTRES**<br>**Societe Nationale des Chemins de Fer Francais (S.N.C.F.)**<br>Calais France | **4 590**<br>1 647<br>1 189 | BV | **1974** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (137)<br>115,40 19,23 4,198<br>108,39 18,71 6,20<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 40bth 1360dk P | 2 Vee Oil 4SA each 16Cy. 400 × 460<br>16 000bhp (11 769kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>20,5kn |
| **7007162**<br>3FLR<br>3563<br>-73A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHARTWELL**<br>ex Hunter-82 ex Hakuyo Maru-73<br>**Neptune Victory Shipping Corp.**<br>Panama Panama | **9 484**<br>6 155<br>15 965 | NK | **1970** Namura SB. Co. Ltd.—Osaka (388)<br>144,74 21,75 8,776<br>135,01 21,70 11,69<br>P 26,0 F 11,0 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 410 B.19 922<br>4 Ha (stl) (13,5 × 9,3) (19,8 19,8 19,8 × 10,8) ER<br>Cr 4(10) | Vee Oil 4SA 14Cy. 400 × 540<br>7 600bhp (5 590kW) MAN<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 216kW 445V a.c.<br>Fuel 1 535,0t-25,0pd<br>14,5kn |
| **7828566**<br>RT | **CHARYMOVO**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>87 | RS | **1979** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| **5069099**<br>EDQK<br>2298<br>Df Esd<br>RTm | **CHAS**<br>**Jose Martinez Perez**<br>La Coruna Spain | **248**<br>121<br>198 | (BV) | **1948** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol<br>*34,75* 6,89 3,455<br>6,84 3,81<br>len 60 | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) NE 55<br>N.V. Werkspoor Amsterdam<br>Fuel 46,5t (d.o.)<br>9kn |
| **7369651**<br>Df Esd<br>Gc Rdr<br>RT | **CHASCA**<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Paita Peru | **582**<br>112<br>— | GL | **1974** Ast. Picsa S.A.—Callao (388)<br>37,75 10,16 4,407<br>35,97 10,06 4,53<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner<br>8 Ta | Vee Oil 4SA 12Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.)<br>13kn |

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|---|---|---|---|---|---|---|
| 7377359<br>A8WO<br>5338<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHASE VENTURE**<br>**Energy Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **131 606**<br>101 464<br>284 632 | ✠**100A1** SS 10/80<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL D* 4½"U3<br>FN 26437 | **1975**-10 Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (233)<br>339,56(BB) 53,57 21,730<br>324,29 53,50 28,02<br>F 25,6 1 dk<br>rf nil<br>9BH WB42229T incl. clean ballast tanks 29818T | **S Tanker**<br>IGS<br>18 Ta ER<br>L.(oil) 325 442 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>2 WTB 75kgf/cm² (73,6bar) Spt 515°C 64,5kgf/cm² (63,3bar) hs3042,8<br>sg 14,7kgf/cm² (14,5bar)<br>Gen 1 × 2000kW 2 × 1000kW 450V 60Hz a.c.<br>Fuel (o.f.) 15,5kn |
| 5069104<br>TMDS<br>4876<br>Df Esd | **CHASSIRON II**<br>**Dahl et Cie.**<br>La Rochelle France | **406**<br>144<br>205 | (BV)<br>✠ | **1960** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B21/02)<br>47,55 8,39 3,607<br>42,50 8,30 4,50<br>F 9,5 1 dk<br>RW rf 737 BK 178 | **M Fishing**<br>Side Trawler<br>4 Ha (each 1,0 × 1,0)<br>2W Der 1(5) 1(1) | 4 Oil geared to sc. shaft<br>1 160bhp (853kW)<br>(i) 2 Oil 4SA each 12Cy. 150 × 180<br>Soc. Surgerienne de Const. Mec. Surgeres<br>(ii)2 Oil 4SA each 8Cy. 150 × 180<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Controllable pitch propeller<br>Fuel 115,0t (d.o.) 12kn |
| 6815081<br>OWCY<br>D1431<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHASTINE MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **21 552**<br>14 394<br>25 007 | ✠**100A1** SS 8/77<br>container ship<br>✠**LMC**<br>EL J† 0,0/66,0U3<br>FN 8423 | **1968**-7 (Aft section) A/S Bergens M/V —Bergen (462)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Hiroshima Works, Innoshima<br>197,09(BB) 29,75 10,500<br>184,26 29,70 16,01<br>1 dk<br>rf nil len & widened 80<br>conv Ref General Cargo 80<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Akers/Nylands Verksted Oslo<br>2 AuxB (1 o.f. 1 ex.g) 100 lbf/in² (6,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7830777<br>RT | **CHASTOOZERSKOYE**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>87 | RS | **1979** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 5148845<br>ZGCR<br>373732<br>Df Esd<br>Pfd Rdr<br>RT | **CHATA ONE**<br>ex Askita-78 ex Herluf Trolle-65<br>**M.I. Caribbean Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **499**<br>272<br>787 | ✠**100A1** SS 11/80<br>Str. nav. ice<br>✠**LMC**<br>EL h<br>FN 623 | **1956**-4 Schps. "Hoogezand" J. Bodewes —Hoogezand (76)<br>54,64 8,64 3,703<br>49,08 8,51 4,17<br>RQD 12,8 F 7,1 1 dk<br>RW rf 51<br>NS 3BH WB222t | **M General Cargo**<br>1 Ho 31,3 ER<br>G.1 026 B.922<br>2 Ha (each 12,6 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 40,5t (d.o.) 10,25kn |
| | | | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 22/10/82** | | | |
| 5046839<br>ZGBC<br>373685<br>Df Esd<br>Rdr RT | **CHATA TWO**<br>ex Hancock Clipper-80<br>ex Sol Eclipse-78<br>ex Sandy Point No. 1-76<br>ex Blue Trader-71 ex Eskwater-58<br>**M. & R. Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **498**<br>339<br>— | ✠**100A1** SS 9/78<br>✠**LMC**<br>EL j<br>FN 707 | **1956**-10 T. Mitchison Ltd.—Gateshead (76)<br>58,02 9,17 3,595<br>53,35 9,15 4,09<br>P 16,5 F 7,1 1 dk<br>rf nil<br>3BH WB210t | **M General Cargo**<br>Ref<br>Mchy.aft<br>G.1 143 B.1 085<br>3W Der 1(3) | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>765bhp (563kW) E made64 fitted2/74<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 53,5t 10kn |
| | | | **SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 27/3/81** | | | |
| 7025322<br>HSOG<br>1179/2519<br>Esd Gc<br>Rdr | **CHATCHAWAL**<br>ex Kofuku Maru-77<br>**Siam Merchant Marine Co. Ltd.**<br>Bangkok Thailand | **1 475**<br>824<br>2 435 | (NK) | **1969** Fukushima Zosen Ltd.—Matsue (227)<br>74,99 11,84 5,411<br>68,03 11,82 6,20<br>P 17,4 F 7,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 880 B.2 706<br>2 Ha (stl) (12,1 21,4 × 6,2) ER<br>Der 1(15) 2(7,5) | Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 96kW 445V a.c.<br>Fuel 208,5t-6,5pd 12,5kn |
| 7100392<br>WA3592<br>251840 | **CHATHAM**<br>ex BSP 314<br>**James R. Goresen**<br>Juneau, Ak United States of America | **163**<br>131<br>— | | **1945** Sagstad Shipyards—La Conner, Wa<br>*25,09* 8,11<br>2,65 | **Wood TM Fishing** | Oil<br>700bhp (515kW)<br>.............<br>Fuel (d.o.) |
| 7392268<br>OXPC<br>H652<br>Esd Pfd<br>Rdr RT | **CHATINA**<br>ex Fossvogur-81<br>ex Marianne Hadobi-79<br>**Leif K. Jensen P/R**<br>Hanstholm Denmark | **149**<br>73<br>253 | | **1975** Esmadan Skibsvaerft ApS—Esbjerg (84)<br>31,55 6,91<br>27,49 6,89 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| 6912011<br>S2LC<br>Df Esd<br>Gc Rdr<br>RT | **CHATTAGRAM**<br>ex Rapla-73<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **1 153**<br>521<br>1 285 | (RS)<br>Classed LR until 30/11/79 | **1967** Angyalfold Shipyard—Budapest<br>74,55 11,33 4,671<br>67,90 11,28 5,29<br>P 20,8 F 8,3 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Gen 2 × 110kW 1 × 40kW 230V d.c.<br>Fuel 96,5t (d.o.) 10,75kn |
| 7102742<br>EWVX<br>M-31005<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHATYR-DAG**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**2 164**<br>731<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (315)<br>81,97 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13kn |
| 7418531<br>UHTB<br>M-32626<br>Df Esd<br>Rdr RT | **CHAUDA**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **649**<br>211<br>404 | RS | **1974** .............U.S.S.R.<br>54,82 9,94 4,109<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |

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| 7377048<br>FNXS<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHAUMONT**<br>**Societe d'Investissement de Transports Petroliers**<br>Societe Maritime des Petroles BP et Cie.<br>Dunkerque France | **131 654**<br>112 807<br>269 713 | BV | **1976** Mitsubishi Heavy Industries Ltd. —Nagasaki (1758)<br>338,62 20,714<br>323,02 53,61 26,42<br>1 dk | **S Tanker**<br>COW IGS CBT<br>21 Ta ER<br>L.(oil) 347 618 HeCls. B | 2 S Turb geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 106,0t (d.o.) 10 770,0t (hvf)-147,0pd<br>15,5kn |
| 7738474<br>NYGG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHAUVENET**<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>*Washington, DC* United States of America | **5 151**<br>—<br>— | AB | **1970** Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (835)<br>119,84 5,204<br>108,82 16,46 9,45<br>2 dks<br>rf nil | **M Research**<br>Hydrographic Survey | 2 Vee Oil 4SA each 12Cy. 229 × 267 geared to sc. shaft<br>3 100bhp (2 280kW)<br>Alco Products Inc. Schenectady, NY<br>Gen 2 × 500kW 1 × 300kW 1 × 200kW 450V a.c.<br>Controllable pitch propeller<br>13kn |
| 7026053<br>LZIA<br>129<br>Df Esd<br>Gc Rdr<br>RT | **CHAYA**<br>ex Benetnash-70<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgaria | **1 763**<br>599<br>1 618 | BR | **1968** Zaliv Shipyard—Kerch<br>83,57 12,04 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 037 HeCls. BC | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 3 × 100kW 1 × 20kW 220V a.c.<br>Fuel 142,5t (d.o.)-7,0pd<br>10,5kn |
| 6728745<br>UIKY<br>M-25163 | **CHAYKA**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **795**<br>265<br>834 | (RS) | **1958** ..............U.S.S.R.<br>63,12 10,01 3,690<br>9,99 4,02<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 9 Ta ER<br>G.118 L.(oil) 861<br>1 Ha (2,5 × 1,8) ER<br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 300 × 500 geared to sc. shaft<br>Russkiy-Diesel Works Leningrad<br>12,5kn |
| 6850976<br>URJM<br>M-21742 | **CHAYKA**<br>ex Amalat-68<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **255**<br>88<br>137 | RS | **1952** ..............East Germany<br>38,49 7,27 2,939<br>3,51<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>4 Ha (each 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| 7829338<br>10041<br>Rdr | **CHAZA**<br>**East African Harbours Corp.**<br>Dar-es-Salaam Tanzania | **224**<br>68<br>— | NK | **1976** Robin Shipyard (Pte.) Ltd.—Singapore<br>30,51 2,991<br>27,67 8,81 3,81<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 500<br>Fuji Seisakusho Tateyama<br>Gen 2 × 72kW a.c.<br>13kn |
| 6806133<br>UVRG<br>M-17222<br>Df Esd<br>Gc Rdr<br>RT | **CHAZHMA**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **2 920**<br>1 337<br>3 930 | RS | **1968** Nystads Varv Ab —Uusikaupunki/Nystad (244)<br>102,27 14,03 6,201<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>B.5 171<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf)<br>12,5kn |
| 7731828<br>UNHD<br>M-12586 | **CHEBARKUL**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **607**<br>192<br>304 | RS | **1978** ..............U.S.S.R.<br>54,84 9,38 3,810<br>50,02 4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 5069245<br>UKKH<br>M-22237<br>Df Esd<br>Gc Rdr<br>RT | **CHEBOKSARY**<br>ex Andrey Vishinsky-62<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **7 653**<br>3 931<br>12 218 | RS | **1957** ..............U.S.S.R.<br>145,50 19,23 8,708<br>138,00 19,16 10,44<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 012 HeCls. BC<br>1 Ha (5,7 × 3,9) ER<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 833,0t (d.o.)-14,0pd<br>12,5kn |
| 6505258<br>9GUQ<br>316538<br>Df Esd<br>Gc Rdr<br>RT | **CHECHEKU**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 514**<br>671<br>— | **✠100A1** SS 11/77<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (o) jt 1⅜"SQ<br>FN 1178 | **1965**-10 Tangen Verft A/S.—Kragero (573)<br>70,59 11,43 4,807<br>61,30 11,41 7,80<br>2 dks<br>rf 991 Box K 305<br>Coll BH to U dk 6 to 2nd dk WB333t | **M Fishing**<br>Stern Trawler Ref<br>In.991 | Oil 2SA 7Cy. 350 × 620<br>2 350bhp (1 729kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller |
| | **SURVEYS OVERDUE — CLASS SUSPENDED 20/8/82** | | | | | |
| 6868131<br>UHLN<br>M-21882 | **CHECHEN**<br>**U.S.S.R.**<br>Klaypeda U.S.S.R. | **264**<br>93<br>134 | RS | **1954** ..............East Germany<br>39,15 7,37 2,979<br>3,48<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.198<br>2 Ha (each 1,7 × 2,0)<br>1W Der 1(2) | Oil 4SA 8Cy. 240 × 360 NE 67<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9,5kn |
| 6873241<br>UYPG<br>M-5702 | **CHECHEN**<br>**U.S.S.R.**<br>Astrakhan U.S.S.R. | **107**<br>40<br>54 | (RS) | **1961** ..............U.S.S.R.<br>27,31 5,64 1,905<br>2,49<br>1 dk | **M Fish Carrier**<br>Ref<br>2 Ho<br>In.72<br>1 Ha (3,0 × 1,8) | Oil 4SA 6Cy. 175 × 240<br>East Germany<br>Fuel (d.o.)<br>9kn |

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| 8131740<br>Rdr RT | **CHECHERSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 118 | **1981** VEB Volkswerft Stralsund—Stralsund (532)<br>RS 101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) S.K.L.<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 5220904<br>6VIP<br>251<br>Df Esd<br>RT | **CHEICK OUMAR FOUTHIOU**<br>ex Marcel Peyronnie-70<br>ex Lagrange-52<br>**Societe des Pecheries Senegalaises de l'Atlantique (SOPESEA)**<br>Dakar Senegal | **116**<br>26<br>— | **1948** N.V. Scheepswerf van Rupelmonde—Rupelmonde (225)<br>(BV) 29,24 6,15 3,455<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (0,9 × 0,9) (0,9 0,9 0,9 × 0,9) | Oil 4SA 4Cy. 250 × 330<br>270bhp (199kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 21,5t (d.o.) 10,75kn |
| 7386764<br>Df Esd<br>Gc Rdr<br>RT | **CHEIKH SID'AHMED R'GUEIBY**<br>ex Pesquera Onubense Tercero-82<br>**Compagnie d'Armement Megaya S.a.r.l.**<br>Nouadhibou Mauritania | **288**<br>134<br>— | **1974** Ast. de Huelva S.A.—Huelva (40)<br>38,49 7,27 3,595<br>BV 33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 128,5t (d.o.) 11,5kn |
| 5303172<br>6MPH<br>BM36 079<br>Df Esd<br>Gc Rdr | **CHEJU No. 7**<br>ex Kum Bong No. 23-75<br>ex Mamarine No. 23<br>ex Kaisei Maru No. 23-67<br>ex Ryusho Maru No. 1-66<br>**Go Hoon Bum**<br>Busan South Korea | **381**<br>230<br>— | **1956** Kanasashi Zosensho—Unspecified Works, Shimizu (247)<br>(KR) 48,09 7,50<br>43,11 7,47 3,81<br>1 dk<br>deepened 75<br>conv Side-fishing Fishing 75 | **M General Cargo**<br>6 Ho 4,3 4,3 4,3 5,4 4,9 4,3 ER<br>G.300<br>1 Ha (19,2 × 4,5)<br>2W Der 2(3) | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 80kW 1 × 20kW 220V 50Hz a.c.<br>Fuel 167,5t (d.o.) 10,5kn |
| 7121853<br>EWSM<br>M-12365<br>Df Esd<br>Rdr RT | **CHEKALIN**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **570**<br>215<br>312 | **1971** ............U.S.S.R.<br>54,23 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 5069300<br>UFSP<br>M-10043<br>Df Esd<br>Gc | **CHEKHOV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **3 018**<br>1 279<br>1 543 | **1956** Kieler Howaldtswerke A.G.—Kiel (1009)<br>RS 85,20 13,42 5,509<br>74,99 13,39 9,89<br>1 dk<br>RW | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.147 In.1 518<br>2 Ha (3,6 × 1,8) (1,3 × 1,3)<br>4W Der 2(5) 2(2) | Oil 2SA 6Cy. 520 × 900<br>1 900bhp (1 398kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>12,5kn |
| 7808140<br>643291<br>Rdr RT | **CHELAN**<br>**State of Washington (Department of Transportation)**<br>Seattle, Wa United States of America | **2 453**<br>1 772<br>1 941 | **1981** Marine Power & Equipment Co. Inc.—Seattle, Wa (347)<br>AB 100,13 23,98 5,182<br>96,78 23,93 7,17<br>2 dks | **M RoRo Cargo/Ferry** | 2 Vee Oil 4SA each 12Cy. 229 × 267 sr geared to sc. shaft<br>5 000bhp (3 678kW)<br>General Electric Co. Erie, Pa<br>Gen 2 × 250kW 1 × 125kW 460V 60Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel 60,5t (d.o.) 15,75kn |
| 6873203<br>UKXT<br>M-3664 | **CHELEKEN**<br>**U.S.S.R.**<br>Astrakhan U.S.S.R. | **240**<br>—<br>42 | **1951** ............Finland<br>32,19 7,12 2,499<br>(RS) 3,23<br>1 dk | **S Tug** | C 4Cy. (2) 240 & (2) 550 × 400<br>Finland<br>Fuel (o.f.) 8kn |
| 7358729<br>7TFL<br>Df Esd<br>Gc Rdr<br>RT | **CHELIA**<br>ex Mercandian Agent-75<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**700**<br>426<br>1 626<br>**1 600**<br>998<br>2 999 | **1975** Frederikshavn Vaerft A/S—Frederikshavn (357)<br>NV 78,52 (BB) 13,09 3,968/5,733<br>71,71 13,01 7,01<br>2 dks<br>rf 203 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 802 B.3 378<br>2 Ha (stl) (18,9 19,5 × 8,0) ER<br>Cr 1(5) Der 2(5) | Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 224,5t (d.o.)-8,0pd 13kn |
| 7111327<br>7TEE<br>Df Esd<br>Pfd RTm | **CHELIFF 1**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1971** Hikari Kogyo K.K.—Yokosuka (223)<br>3,201<br>BV 25,89 7,57 4,02<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) 12kn |
| 7111339<br>7TEF<br>Df Esd<br>Pfd RTm | **CHELIFF 2**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1971** Hikari Kogyo K.K.—Yokosuka (224)<br>3,201<br>(BV) 22,51 7,57 4,02<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) 12kn |
| 7111341<br>7TEG<br>Df Esd<br>Pfd RTm | **CHELIFF 3**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1971** Hikari Kogyo K.K.—Yokosuka (225)<br>28,00 3,201<br>BV 25,91 7,57 4,02<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) 12kn |
| 7110531<br>7TEH<br>Df Esd<br>Pfd RTm | **CHELIFF 4**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1971** Hikari Kogyo K.K.—Yokosuka (226)<br>25,89 7,60 3,201<br>BV 22,51 7,57 3,99<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) 12kn |

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| **7046429**<br>7TEI<br>Df Esd<br>Pfd RTm | **CHELIFF 5**<br>**Compagnie Nationale**<br>**Algerienne de Navigation**<br>**(C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1970** Kanagawa Zosen—Kobe (102)<br>3,201<br>(BV) 22,51 7,57 4,02<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>Ch. de l'Atlantique<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) | Pielstick<br>St Nazaire<br>12kn |
| **7046728**<br>7TEJ<br>Df Esd<br>Pfd RTm | **CHELIFF 6**<br>**Compagnie Nationale**<br>**Algerienne de Navigation**<br>**(C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1971** Kanagawa Zosen—Kobe (103)<br>28,00 3,201<br>BV 25,51 7,57 4,02<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>E made— fitted71<br>Ch. de l'Atlantique<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) | Pielstick<br>St Nazaire<br>12kn |
| **7108813**<br>7TEK<br>Df Esd<br>Pfd RTm | **CHELIFF 7**<br>**Compagnie Nationale**<br>**Algerienne de Navigation**<br>**(C.N.A.N.)**<br>Alger Algeria | **161**<br>—<br>— | **1971** Kanagawa Zosen—Kobe (104)<br>25,89 3,201<br>BV 22,51 7,57 4,02<br>1 dk | **M Tug**<br>1 Ha (stl) (1,2 × 1,5)<br>Cr 1(1) | Vee Oil 4SA 12Cy. 185 × 210<br>Ch. de l'Atlantique<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 49,0t (d.o.) | Pielstick<br>St Nazaire<br>12kn |
| **7130139**<br>EWSY<br>M-14596<br>Df Esd<br>Rdr RT | **CHELKAR**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk- Kamchatskiy U.S.S.R. | **600**<br>220<br>309 | **1971** .............U.S.S.R.<br>54,23 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller | Magdeburg<br>12kn |
| **5127035**<br>HPOM<br>8401-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHELLI**<br>ex Incem Arsem-81<br>ex Ocean Blue-78<br>ex Geertje Buisman-70<br>**Chelli Shipping Co. S.A.**<br>Panama Panama | **1 827**<br>1 139<br>3 018 | **1958** Schulte & Bruns—Emden (199)<br>80,17 12,04 6,554<br>AB 73,97 11,99 7,01<br>F 5,2 2 dks<br>RW rf 51 | **M General Cargo** CSD<br>3 Ho 8,0 16,6 10,2 3 TwD 8,0 16,6 10,2 ER<br>B.3 540<br>3 Ha (stl) (8,6 17,9comb. 8,6 × 5,5) ER<br>Der 8(3-5) | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor<br>Fuel 149,5t | Amsterdam |
| **6930623**<br>IKNM<br>531<br>Esd Pfd<br>Rdr RT | **CHELLO**<br>**Filippo Caroli**<br>Ancona Italy | **115**<br>34<br>— | **1969** Dante Castracani—Ancona (74)<br>28,00 6,74 2,391<br>22,48 6,58 3,00<br>1 dk | **Composite M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 235 × 330<br>360bhp (265kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg |
| **7384895**<br>SQHA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHELM**<br>**Polish Shipping Association**<br>**(Polskie Towarzystwo**<br>**Okretowe)**<br>Gdansk Poland | T.Mk<br>**3 541**<br>1 679<br>5 183<br>**5 545**<br>2 930<br>6 388 | **1976** Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/06)<br>PR 123,78(BB) 17,02 6,601/7,319<br>113,92 17,00 9,81<br>P 38,5 F 14,4 2 dks<br>rf 152 | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 372 B.7 623 In.961<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 504kW 400V a.c.<br>Fuel 181,5t (d.o.) 404,0t (hvf)-18,0pd | Sulzer<br>Poznan<br>17kn |
| **7366685**<br>KNCX<br>562416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHELSEA**<br>**Manufacturers National Bank**<br>**of Detroit**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **22 357**<br>15 951<br>39 971 | **1975** National Steel & SB. Co.—San Diego, Ca (386)<br>AB 203,77(BB) 27,49 10,643<br>201,15 27,41 14,36<br>F 11,9 1 dk<br>rf 152 | **S Tanker**<br>15 Ta ER<br>L.(oil) 43 822 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>General Electric Co.<br>Gen 1 × 1000kW 1 × 690kW a.c.<br>Fuel 3 866,0t (o.f.)-78,0pd | Lynn, Ma<br>16kn |
| **5041891**<br>3EZD<br>8081-<br>PEXT4<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHELSEA PIONEER**<br>ex Acron C-80 ex Argenpuma-79<br>ex Post Runner-77<br>ex Saga State-70<br>ex Anco State-67 ex Berean-64<br>**Osiwell Ltd.**<br>Panama Panama | **8 816**<br>5 173<br>13 758 | **1961** Haugesund M/V A/S—Haugesund (21)<br>NV 155,02 19,87 8,795<br>145,01 19,80 10,83<br>P - F - 1 dk<br>rf nil | **M Tanker**<br>32 Ta ER<br>L.(oil) 16 141 | Oil 2SA 8Cy. 680 × 1500<br>7 500bhp (5 517kW)<br>A/B Gotaverken<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 138,0t (hvf)-25,5pd | Goteborg<br>16kn |
| **5069362**<br>UVZT<br>M-24808<br>Df Esd<br>Gc Rdr<br>RT | **CHELYABINSK**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 174**<br>1 700<br>4 388 | **1960** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>RS 95,71 14,36 7,93<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 625<br>4 Ha (stl) (9,1 × 6,0) (10,9 7,7 × 7,0) ER (7,7 × 7,0)<br>8W Der 1(40) 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch.<br>Fuel 394,0t (d.o.) | Goerlitz<br>12,5kn |
| **6722753**<br>UQSA<br>M-21289<br>Df Esd<br>Gc Rdr | **CHELYABINSK**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **658**<br>280<br>431 | **1953** Stocznia Gdanska im. Lenina—Gdansk (B10/21)<br>(RS) 59,01 9,05 4,331<br>53,85 9,01 4,91<br>1 dk | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.357<br>4 Ha (0,7 0,7 × 0,7) (1,5 3,0 × 1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br>1 000ihp (736kW) | England<br>11,75kn |
| **5069415**<br>WC5613<br>230916<br>Df<br>RTm/v | **CHEM TRADER**<br>ex Mary Ann McKay-62<br>ex Albert H. Reinauer-56<br>ex Marlin-51 ex Morania Marlin-51<br>ex Ellen Bushey<br>**A. & C. Ship Fueling Corp.**<br>New York, NY United States of America | **373**<br>253<br>625 | **1931** Ira S. Bushey & Sons Inc.—New York, NY (444)<br>*44,05* 7,98<br>44,35 7,93 3,05<br>1 dk<br>len 37 | **M Tanker**<br>6 Ta ER<br>L.(oil) 952 | Oil 2SA 8Cy. 165 × 178<br>500bhp (368kW) NE 45<br>General Motors Corp.<br>Gen 2 × 120kW d.c.<br>Fuel (d.o.) | U.S.A<br>8kn |

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|---|---|---|---|---|---|---|
| 7303633<br>EEVQ<br>2249<br>Df Esd<br>Gc Rdr<br>RT | **CHEMAYPA**<br>**Pablo Zapiain Darceles**<br>San Sebastian Spain | **292**<br>128<br>— | BV | **1973** Ast. Luzuriaga S.A.—Pasajes (315)<br>38,16 7,35 3,620<br>32,01 7,31 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 117,5t (d.o.) 10,25kn |
| 5359951<br>INBJ<br>3700<br>Df Esd<br>Gc Rdr<br>RT | **CHEMIAUGUSTA**<br>ex Chemiforte-73 ex Thorgerd-69<br>ex Beatrice-63<br>**Officine Marittime S.p.A. (O.M.S.A.)**<br>Genova Italy | **499**<br>311<br>930 | RI (GL) | **1962** Soviknes Verft A/S—Syvikgrend (54)<br>62,06 9,48 3,709<br>55,48 9,43 4,04<br>1 dk | **M Tanker**<br>Oil Chemical<br>8 Ta ER | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| 7382782<br>ELCP3<br>7334<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEMICAL DISCOVERER**<br>ex Bow Queen-82<br>**Seaqueen Maritime Inc.**<br>Monrovia Liberia | **3 607**<br>2 314<br>6 147 | NV | **1975** Soviknes Verft A/S—Syvikgrend (79)<br>103,38 15,85 6,947<br>94,98 15,79 8,31<br>P - F - 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>Ice strengthened<br>17 Ta ER<br>L.6 560 | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 375kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 485,0t (hvf)-25,0pd 15,5kn |
| 7028520<br>A8NV<br>5120<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHEMICAL DISTRIBUTOR**<br>**Chem-Tankers Inc.**<br>Gadot Yam Ltd.<br>Monrovia Liberia | T.Mk<br>**999**<br>788<br>2 545 | GL | **1970** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1142)<br>86,42 12,07 5,171<br>80,02 12,02 7,19<br>F 8,3 2 dks | **M Tanker**<br>Chemical<br>Ice strengthened<br>11 Ta 5 Ta (s.stl) ER<br>L.2 915 HeCls. C | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 144kW 1 × 50kW 450V 60Hz a.c.<br>12kn |
| 7430383<br>A8RS<br>5223<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHEMICAL ENERGY**<br>**Chemical Energy Co. Ltd.**<br>Monrovia Liberia | **2 207**<br>1 244<br>2 763 | AB | **1975** Tokushima Zosen Sangyo K.K. —Komatsujima (387)<br>5,258<br>84,00 13,49 6,30<br>P 22,3 F 10,7 1 dk<br>rf 94 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (s.stl) ind cyl horizontal ER<br>L.(gas) 2 506 HeCls. B | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Fuel 50,0t (d.o.) 353,0t (hvf)-12,0pd 13,5kn |
| 7121346<br>G0AN<br>343169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEMICAL EXPLORER**<br>**Explorer Shipping Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **17 980**<br>10 339<br>29 081 | ✠**100A1** SS 4/82<br>oil and chemical tanker chemicals in Nos. 1, 2 & 10 centre tanks SG up to 1.5 (cc)<br>✠**LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6294 | **1972**-5 Swan Hunter Shipbuilders Ltd. —Hebburn Shipyard, Hebburn (36)<br>170,75(BB) 25,35 10,630<br>160,03 25,30 14,03<br>P 33,3 F 15,6 1 dk<br>rf 102<br>15BH WB2307t | **M Tanker**<br>Oil Chemical<br>33 Ta ER<br>L.36 973 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>WTAuxB primary 45kgf/cm$^2$ (44,2bar) secondary 16kgf/cm$^2$ (15,7bar) hs605,8<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 209,5t (d.o.) 158,5t (hvf)-40,5pd 15kn |
| 7361453<br>A8KC<br>5022<br>Esd Gc<br>Rdr<br>RTm/h/v | **CHEMICAL LAUSANNE**<br>ex Alchimist Lausanne-80<br>**Ocean-Lewis Shipping J.V.**<br>Hamburger Lloyd G.m.b.H.<br>Monrovia Liberia | **3 890**<br>2 696<br>6 450 | GL | **1974** Orenstein & Koppel A.G.—Luebeck (705)<br>109,00(BB) 16,64 8,535<br>101,99 16,59 6,84<br>1 dk | **M Tanker**<br>Chemical<br>9 Wing Ta p&s 8 Ta (s.stl) ER<br>L.7 150 HeCls. BC | Oil 4SA 6Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 164kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 349,5t-14,0pd 14,5kn |
| 6603543<br>D5XD<br>6723<br>Df Esd<br>Gc Rdr<br>RT | **CHEMICAL MAR**<br>ex Coastal Transport-82<br>ex Birk-80<br>**Halco Inc.**<br>Monrovia Liberia | **9 217**<br>5 422<br>14 428 | NV<br>**IN PORT DAMAGED 3/82** | **1966** A/S Akers M/V—Oslo (596)<br>149,43 19,54 9,024<br>141,84 19,51 11,84<br>1 dk<br>rf 152 | **M Tanker**<br>8 Ta 18 Ta (s.stl) ER<br>L.(oil) 17 499 | Oil 2SA 5Cy. 740 × 1600<br>8 200bhp (6 032kW) B&W<br>A/S Akers M/V Oslo<br>Gen 3 × 364kW 440V 60Hz a.c.<br>Fuel 1 117,5t (hvf)-28,0pd 16kn |
| 7107742<br>LAOY<br>17644<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHEMICAL RUBI**<br>**Det Nordenfjeldske D/S**<br>Trondheim Norway | **2 000**<br>1 599<br>5 136 | NV | **1971** Soviknes Verft A/S—Syvikgrend (74)<br>95,87 15,52 6,185<br>90,63 15,50 8,51<br>P 18,9 F 10,1 1 dk<br>rf 102 | **M Tanker**<br>Chemical SBT IGS CBT<br>Ice strengthened<br>8 Ta 9 Ta (s.stl) ER<br>L.5 380 HeCls. CptB | 2 Oil 4SA each 6Cy. 320 × 450 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 150kW 1 × 100kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,0t (d.o.) 400,0t (hvf)-11,0pd 12,75kn |
| 6706254<br>D5ZC<br>6774<br>Df Gc<br>Rdr RT | **CHEMICAL SOL**<br>ex Canso Transport-81 ex Lonn-80<br>**Chemical Sol Shipping Ltd.**<br>Monrovia Liberia | **9 286**<br>5 459<br>14 428 | NV | **1967** A/S Akers M/V—Oslo (610)<br>149,41 19,54 9,024<br>141,84 19,51 11,87<br>1 dk<br>rf 152 | **M Tanker**<br>Oil Chemical<br>18 Ta 8 Ta (s.stl) ER<br>L.17 386 | Oil 2SA 5Cy. 740 × 1600<br>8 200bhp (6 032kW) B&W<br>A/S Akers M/V Oslo<br>Gen 3 × 364kW 440V 60Hz a.c.<br>Fuel 1 122,5t-27,5pd 16kn |
| 6930336<br>A8BA<br>4786<br>Df Esd<br>Gc Rdr<br>RTm | **CHEMICAL SPRINTER**<br>**Castlebar Shipping Co. Ltd.**<br>Gadot Yam Ltd.<br>Monrovia Liberia | T.Mk<br>**998**<br>794<br>2 545 | GL | **1969** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1139)<br>86,42 12,04 5,174<br>80,02 11,99 7,19<br>F 8,3 2 dks | **M Tanker**<br>Chemical<br>Ice strengthened<br>11 Ta 5 Ta (s.stl) ER<br>L.2 915 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 144kW 1 × 50kW 450V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 6920214<br>VYRF<br>329354<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CHEMICAL TRANSPORT**<br>**I.A.C. Ltd.**<br>Halco Inc.<br>Toronto Canada | **4 981**<br>3 629<br>8 260 | ✠**100A1** SS 6/82<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2838 | **1969**-7 Davie SB. Ltd.—Lauzon, P.Q. (668)<br>119,18 16,84 6,649<br>112,78 16,77 8,39<br>P 21,4 F 14,1 1 dk<br>rf 76<br>11BH WB305t | **TM Tanker**<br>12 Ta ER<br>L.(oil) 11 019 HeCls. C | 2 Oil 2SA each 10Cy. 206 × 508 reverse reduction geared to sc. shafts<br>3 332bhp (2 451kW)<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>2 AuxB 160lbf/in$^2$ (11,1bar)<br>Gen 3 × 300kW 575V 60Hz a.c.<br>Fuel 309,0t (d.o.)-25,5pd 12,5kn |

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| 7920754<br>ELBH7<br>7066<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEMICAL VENTURE**<br>**Pearl Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **17 268**<br>10 957<br>29 810 | BV | **1981** Minami-Kyushu Zosen K.K.—Usuki (536)<br>174,00 25,43 10,694<br>162,01 25,40 14,36<br>P 11,3 B 5,5 F 18,9 1 dk | **M Tanker**<br>Oil Chemical IGS<br>12 Ta ER<br>L.39 462 HeCls. C | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 575,0t (hvf)-36,0pd | B&W<br>Tamano<br>15,5kn |
| 7208132<br>GRAF<br>358589<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEMICAL VENTURER**<br>**Venturer Shipping Co. Ltd.**<br>Denholm Ship Management Ltd.<br>London United Kingdom | **17 980**<br>10 339<br>29 081 | ✠**100A1** SS 8/82<br>oil and chemical tanker<br>chemicals in Nos. 1, 2 &<br>10 centre tanks SG up to<br>1.5 (cc)<br>✠**LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6294 | **1972**-8 Swan Hunter Shipbuilders Ltd.<br>—Hebburn Shipyard, Hebburn (38)<br>170,75(BB) 25,35 10,630<br>160,03 25,30 14,03<br>P 33,3 F 15,6 1 dk<br>rf 102<br>15BH WB2307t | **M Tanker**<br>Oil Chemical<br>33 Ta ER<br>L.36 973 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd.<br>WTAuxB primary 45kgf/cm² (44,2bar)<br>secondary 16kgf/cm² (15,7bar) hs789,7<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 209,5t (d.o.) 1 589,0t (hvf)-40,5pd | B&W<br>Greenock<br>15kn |
| 7103291<br>D7NR<br>BM36<br>132<br>Gc Rdr<br>RT | **CHEMICARRY No. 1**<br>ex Kyokuho Maru No. 7-70<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **329**<br>152<br>579 | KR | **1970** Shinwa Sangyo K.K.—Higashino (210)<br>47,40 7,55 3,175<br>42,98 7,52 3,48<br>P 10,4 F 5,2 1 dk | **M Tanker**<br>Chemical SBT<br>6 Ta ER<br>L.688 HeCls. ptB | Oil 4SA 6Cy. 280 × 420<br>750bhp (552kW)<br>Matsue Diesel K.K.<br>Fuel 35,5t (d.o.)-2,5pd | Matsue<br>10kn |
| 7231414<br>D7NP<br>BM38<br>466<br>Rdr RT | **CHEMICARRY No. 3**<br>ex Taiwa Maru-72<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **497**<br>290<br>990 | KR | **1965** Watanabe Zosen K.K.—Hakata (67)<br>55,10 8,82 4,115<br>49,00 8,81 4,42<br>P 11,6 F 6,1 1 dk | **M Tanker**<br>Chemical SBT<br>8 Ta ER<br>L.1 008 HeCls. ptB | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki<br>Gen 1 × 24kW 225V a.c.<br>Fuel 49,0t (d.o.)-2,5pd | Kobe<br>10kn |
| 5179703<br>D8VM<br>BM38<br>040<br>Rdr RT | **CHEMICARRY No. 5**<br>ex Kakucho Maru-73<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **987**<br>511<br>1 603 | KR (NK) | **1961** Taiyo Zosen—Nagasaki (270)<br>68,76 10,27 4,623<br>63,02 10,22 5,11<br>P 17,1 F 6,4 1 dk | **M Tanker**<br>Chemical SBT<br>8 Ta ER<br>L.1 852 HeCls. ptB | Oil 4SA 6Cy. 380 × 520<br>1 150bhp (846kW)<br>Nippon Hatsudoki<br>Gen 2 × 25kW 115V d.c.<br>Fuel 105,5t (d.o.)-4,0pd | Kobe<br>10kn |
| 6710023<br>D7OR<br>BM43<br>111<br>Df Gc<br>Rdr RT | **CHEMICARRY No. 7**<br>ex Ansei Maru No. 8-74<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **484**<br>261<br>870 | KR | **1966** K.K. Taihei Kogyo—Akitsu (178)<br>54,87 8,54 3,747<br>50,02 8,51 4,07<br>P 13,8 F 7,4 1 dk | **M Tanker**<br>Chemical SBT<br>6 Ta ER<br>L.776 HeCls. ptB | Oil 4SA 6Cy. 275 × 410<br>810bhp (596kW)<br>Fuji Seisakusho<br>Gen 2 × 12kW 225V a.c.<br>Fuel 40,5t-2,5pd | Tateyama<br>11kn |
| 6502567<br>D7NQ<br>BM36<br>425<br>Df Esd<br>Gc Rdr<br>RT | **CHEMICARRY No. 8**<br>ex Kokuho Maru<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **1 585**<br>796<br>2 481 | KR (NK) | **1964** Onomichi Zosen—Onomichi (136)<br>75,82 11,87 5,411<br>69,98 11,82 6,00<br>P 20,5 F 8,3 1 dk<br>RW | **M Tanker**<br>Chemical SBT<br>8 Ta ER<br>L.2 809 HeCls. ptB | Oil 4SA 6Cy. 430 × 620<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 445V a.c.<br>Fuel 173,5t (d.o.)-5,0pd | Niigata<br>11,75kn |
| 6502957<br>D7PS<br>BM43<br>352<br>Rdr RT | **CHEMICARRY No. 9**<br>ex Sanritsu Maru-74<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **767**<br>346<br>1 265 | KR | **1964** Setoda Zosensho—Setoda (175)<br>60,10 9,76 4,496<br>55,00 9,71 4,81<br>P 16,2 F 7,1 1 dk<br>RW | **M Tanker**<br>Chemical SBT<br>4 Ta ER<br>L.1 412 HeCls. ptB | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki<br>Gen 2 × 220kW 225V a.c.<br>Fuel 62,0t (d.o.)-4,5pd | Kobe<br>11,25kn |
| 7830088<br>D8WC<br>BM11<br>050<br>Rdr RT | **CHEMICARRY No. 11**<br>ex Eika Maru-75<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **242**<br>139<br>275 | KR | **1967** Mukaishima Zoki K.K.—Mukaishima (100)<br>39,65 2,842<br>36,00 6,80 3,10<br>P 11,9 F 5,8 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>300bhp (221kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka<br>9,5kn |
| 6502983<br>D7SX<br>BM49<br>092<br>Rdr RT | **CHEMICARRY No. 15**<br>ex Seisui Maru No. 2-76<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **416**<br>158<br>614 | KR | **1964** Usuki Tekkosho—Saiki (590)<br>48,77 3,620<br>44,00 8,64 3,92<br>P 11,3 F 5,2 1 dk<br>RW | **M Tanker**<br>Chemical SBT<br>6 Ta ER<br>L.589 HeCls. ptB | Oil 4SA 6Cy. 275 × 320<br>750bhp (552kW)<br>Fuji Seisakusho<br>Gen 1 × 30kW 230V a.c.<br>Fuel 32,5t (d.o.)-2,5pd | Tateyama<br>10,5kn |
| 7830404<br>D7NU<br>BM38<br>981<br>Rdr RT | **CHEMICARRY No. 17**<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **647**<br>431<br>1 222 | KR | **1976** Dong Hae SB. Co. Ltd.—Ulsan<br>61,60 3,909<br>57,00 9,20 4,50<br>P 15,0 F 7,7 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.1 337 | Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 35kW 445V a.c. | Osaka<br>11kn |
| 7606073<br>HPCM<br>9579-79<br>Rdr RT | **CHEMICARRY No. 18**<br>**Chemicarry Panama S.A.**<br>Korea Chemical Carriers Ltd.<br>Panama Panama | **629**<br>406<br>1 104 | KR NK | **1977** Dong Hae SB. Co. Ltd.—Ulsan (7602)<br>58,09 4,055<br>53,50 9,20 4,50<br>P 11,6 F 6,8 1 dk | **M Tanker**<br>Chemical SBT<br>8 Ta ER<br>L.847 HeCls. ptBptC | Oil 4SA 6Cy. 260 × 320 reverse reduction<br>geared to sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 40kW 445V a.c.<br>Fuel 76,0t (d.o.)-4,5pd | Osaka<br>11,75kn |
| 6612879<br>D7PR<br>BM43<br>336<br>Rdr RT | **CHEMICARRY No. 20**<br>ex Shoshin Maru-77<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **635**<br>285<br>451 | KR (NK) | **1966** Setoda Zosensho—Setoda (206)<br>53,12 9,22 3,455<br>48,21 9,20 4,45<br>P 14,7 F 6,8 1 dk<br>RW rf 152 | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 677 | Oil 4SA 6Cy. 285 × 320<br>760bhp (559kW)<br>Fuji Seisakusho<br>Gen 2 × 48kW 445V 60Hz a.c.<br>Fuel 35,5t (d.o.)-3,0pd | Tateyama<br>10,5kn |
| 6918273<br>D9FG<br>BM11<br>063<br>Gc Rdr<br>RT | **CHEMICARRY No. 21**<br>ex Kinsei Maru No. 3-81<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **676**<br>381<br>720 | KR | **1968** Honda Zosen—Saiki (561)<br>58,30 9,33 3,785<br>53,50 9,30 4,40<br>P 16,8 B 5,5 F 7,7 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft<br>L.(gas) 903 | Oil 4SA 6Cy. 320 × 450<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 33,75kW 225V a.c. | Kobe<br>10,25kn |

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| 7535535<br>D7NT<br>9M22<br>472<br>Rdr | **CHEMICARRY No. 22**<br>ex Kinsei Maru No. 5-82<br>ex Shogi Maru No. 5-79<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **610**<br>329<br>527 | KR | **1968** Fukuoka Zosen K.K.—Fukuoka (936)<br>56,57 8,82 3,455<br>51,52 8,79 4,09<br>P 12,2 F 7,4 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 795 | Oil 4SA 6Cy. 320 × 450<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 28kW 225V a.c.<br>12kn |
| 7021534<br>HO5261<br>1103<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEMIE CARRIER**<br>ex Hoegh Vedette-72<br>**Triple 'C' Shipping Co. Inc.**<br>Panama Panama | **1 398**<br>869<br>3 099 | NV | **1970** Trosvik Verksted A/S—Brevik (93)<br>87,74 13,44 5,506<br>78,62 13,42 7,95<br>P 26,9 F 15,0 1 dk<br>rf- | **M Chemical Carrier**<br>IGS<br>Mchy.aft<br>8 Ta (s.stl)<br>L.2 360 HeCls. C | Oil 2SA 8Cy. 320 × 600<br>2 080bhp (1 530kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 224kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 262,0t (hvf)-9,0pd 10,5kn |
| 415154<br>SPTM<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHEMIK**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | T.Mk<br>**7 484**<br>3 754<br>12 083<br>**10 635**<br>5 826<br>13 933 | PR | **1964** Stocznia Szczecinska im. A. Warskiego—Szczecin (B512/05)<br>156,57 20,48 8,109/8,859<br>144,30 20,43 12,50<br>2 dks | **M General Cargo** 8P<br>Str. ore cargoes Ice strengthened<br>5 Ho 22,0 19,2 18,5 18,5 20,8 ER<br>G.21 086 B.19 395<br>9 Ha (stl) (12,2 × 8,9) (13,0p&s 13,0p&s 13,0p&s 13,0p&s × 6,4) ER<br>4W Der 1(30) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V 50Hz a.c.<br>Fuel (hvf)-24,5pd 14,25kn |
| 8103925<br>KQU<br>126045<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHEMILUGANO**<br>**Yuyo Kaiun K.K. (Yuyo Steamship Co. Ltd.)**<br>Tokyo Japan | **7 619**<br>4 207<br>12 444 | NK | **1982** Shimoda Dockyard Co. Ltd. —Shimoda (320)<br>132,01 20,30 8,851<br>123,02 20,21 11,51<br>B 24,1 F 16,8 1 dk | **M Tanker**<br>Chemical SBT<br>19 Ta ER<br>L.14 482 HeCls. ptBptC | Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 113,0t (d.o.) 904,0t (hvf)-21,0pd 14kn |
| 7331465<br>A8MN<br>5085<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHEMIST LUTETIA**<br>**Ocean-Lewis Shipping J.V.**<br>Hamburger Lloyd G.m.b.H.<br>Monrovia Liberia | **3 874**<br>2 674<br>6 317 | GL | **1974** Orenstein & Koppel A.G.—Luebeck (706)<br>102,82(BB) 16,64 6,911<br>101,91 16,60 8,56<br>P 24,1 F 9,2 1 dk | **M Tanker**<br>Chemical<br>9 Wing Ta p&s 8 Ta (s.stl) ER<br>L.7 540 HeCls. BC | Oil 4SA 6Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 204kW 2 × 131kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 396,5t (hvf)-14,0pd 14,5kn |
| 7615529<br>IMQE<br>972<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHEMIUNO**<br>**Chemical Tankers S.p.A.**<br>Palermo Italy | **1 599**<br>902<br>3 496 | RI | **1979** Cant. Nav. di Pesaro—Pesaro (36)<br>90,61 14,23 5,281<br>83,85 14,01 6,18<br>P 18,0 F 15,0 1 dk | **M Tanker**<br>Chemical SBT<br>11 Ta ER<br>L.3 634 HeCls. BC | Vee Oil 4SA 12Cy. 250 × 300<br>2 940bhp (2 163kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 480kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) 213,5t (hvf)-9,0pd 14kn |
| 6914590<br>ERSQ<br>M-29763<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEMPION**<br>Launched as MB 7005<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **233**<br>4<br>91 | RS | **1968** VEB Schiffswerft "Edgar Andre" —Magdeburg (7005)<br>34,60 8,51 2,969<br>30,41 8,21 3,84<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>10,5kn |
| 7924372<br>DAET<br>16442<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHEMTRANS ANTARES**<br>**Partenreederei m.s. 'Chemtrans Antares'**<br>Chemikalien Seetransport G.m.b.H.<br>Hamburg Federal Republic of Germany | **1 599**<br>957<br>2 939 | GL | **1980** Kroegerwerft G.m.b.H.—Rendsburg (1502)<br>80,96 5,881<br>74,96 13,81 6,91<br>P 21,7 F 6,1 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>13 Ta ER<br>L.2 840 | Oil 4SA 8Cy. 320 × 450 reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| 7707724<br>DAGC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHEMTRANS CAPELLA**<br>**Partenreederei m.s. 'Chemtrans Capella'**<br>Chemikalien Seetransport G.m.b.H.<br>Hamburg Federal Republic of Germany | **3 091**<br>1 783<br>3 897 | GL | **1978** Kroegerwerft G.m.b.H.—Rendsburg (1394)<br>92,72 (BB) 6,501<br>84,03 14,01 9,12<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (C.mn.stl) free standing cyl horizontal ER<br>L.(gas) 3 449 | Oil 4SA 8Cy. 320 × 420<br>2 650bhp (1 949kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>Fuel 245,0t (d.o.)-11,0pd 13,25kn |
| 7414781<br>DHLS<br>12134<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHEMTRANS SIRIUS**<br>**Marine Service G.m.b.H. & Co. K.G.**<br>Chemikalien Seetransport G.m.b.H.<br>Hamburg Federal Republic of Germany | **4 119**<br>2 315<br>7 250 | GL | **1976** Kroegerwerft G.m.b.H.—Rendsburg (1388)<br>114,03 7,341<br>106,03 17,01 8,92<br>P 29,0 F 17,4 1 dk | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>20 Ta ER<br>L.7 780 HeCls. C | Oil 4SA 9Cy. 450 × 550<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 384kW<br>Thw. thrust propeller fwd<br>Fuel 145,0t (d.o.) 558,0t (hvf)-21,5pd 15,75kn |
| 7509184<br>DHBM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHEMTRANS WEGA**<br>ex Bavaria Multina-78<br>**Bavaria Schiffahrts G.m.b.H. & Co. K.G.**<br>Chemikalien Seetransport G.m.b.H.<br>Hamburg Federal Republic of Germany | **6 907**<br>3 471<br>7 154 | GL | **1977** Kroegerwerft G.m.b.H.—Rendsburg (1392)<br>112,65 7,509<br>104,02 18,51 12,86<br>F 4,6 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (Ni.stl) free standing cyl horizontal ER<br>L.(gas) 6 005 | Oil 4SA 9Cy. 450 × 550<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 560kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 297,5t (d.o.) 899,0t (hvf)-22,0pd 15kn |
| 7210941<br>BVAG<br>Df Esd<br>Gc Rdr<br>RT | **CHEN AN No. 3**<br>**Chen An Fishery Co. Ltd.**<br>Kaohsiung China* | **290**<br>209<br>— | | **1972** Sang Yang Sb. Co. Ltd.—Kaohsiung<br>37,98 6,94 2,744<br>33,00 6,91 3,15<br>P 18,9 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,8 6,3 8,4 ER<br>In.213<br>5 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2) (0,9 × 0,7)<br>Der 1(1) | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 230V a.c.<br>10kn |

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| **7209485**<br>BYAR<br><br>Df Esd<br>Gc Rdr<br>RT | **CHEN CHUNG No. 122**<br><br>**Chen Chung Fishery Co. Ltd.**<br>Kaohsiung China* | **261**<br>178<br>— | | **1972** Taiwan Machy. Mfg. Corp. —Kaohsiung<br>38,00 6,94 2,744<br>33,00 6,91 3,15<br>P 15,9 F 3,1 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,8 6,8 8,4 ER<br>In.231<br>5 Ha (1,2 × 1,2) (1,0 1,0 × 1,0) (1,2 × 1,2) (0,7 × 0,9) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. | Kobe<br>10,5kn |
| **5316181**<br>WC7893<br>259413<br>Esd Rdr | **CHENA**<br>ex Sea Monster-66<br>ex Mary Foss-50<br>**Chena Fisheries Inc.**<br>Seattle, Wa United States of America | **168**<br>114<br>— | | **1942** Hodgins Bros.—East Boothbay, Me<br>31,40 6,56 3,083<br>29,11 6,41 3,61<br>1 dk | **Wood M Tug** | Oil 6Cy. 330 × 405<br><br>Atlas Imperial D.E. Co. | Oakland, Ca |
| **6519297**<br>AQVY<br>191066<br>Df Esd<br>Gc Rdr<br>RT | **CHENAB**<br><br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**6 074**<br>3 344<br>10 747<br>**8 957**<br>5 108<br>12 787 | **✠100A1** CS 2/81<br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4442 | **1965**-12 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (201)<br>154,92 19,61 8,124/8,997<br>141,00 19,51 11,99<br>F 14,4 2 dks<br>rf nil<br>Coll BH to U dk 7 to 2nd dk WB2903t incl. DTma1180t | **M General Cargo**<br>Ref<br><br>In.217 | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW)<br>H. Cegielski<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar) | Sulzer<br>Poznan |
| **5270399**<br>BOKZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHENG DE**<br>ex Feiyueh-76 ex Marivia-72<br>ex Para-68<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**3 634**<br>1 699<br>5 454<br>**5 287**<br>2 682<br>7 070 | (GL) | **1959** Cant. Nav. Pellegrino—Napoli (113)<br>126,52 16,67 6,732/7,773<br>114,31 16,62 9,91<br>P 35,1 RQD 16,5 F 16,5 2 dks<br>RW rf 102 | **M General Cargo**<br>4P<br>4 Ho 12,5 18,8 7,1 16,7 ER<br>G.10 880 B.10 055<br>4 Ha (stl) (9,0 12,5 16,0 11,2 × 6,1) ER<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 6Cy. 750 × 1320<br>5 900bhp (4 340kW)<br>S.A. Fiat S.G.M.<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 014,0t (hvf) | Torino |
| **5069489**<br>XSOF<br><br>Df Esd | **CHENG KUNG**<br>ex Teng 1406-47<br>ex Josiah A. Mitchell-47<br>**China People's Steam Navigation Co.**<br>China | **1 926**<br>991<br>2 772 | (AB)<br>Classed LR until 2/54 | **1945**-3 Avondale Marine Ways Inc. —Westwego, La (52)<br>78,87 12,88 5,487<br>76,21 12,83 6,23<br>1 dk | **S General Cargo**<br><br>4 Ho 13,7 15,7 ER 12,3 12,3<br>G.3 519 B.3 332<br>4 Ha (8,9 9,7 × 6,4) ER (7,5 7,5 × 6,4)<br>6W Der 6(3) | C 6Cy. (3) 508 & (3) 1118 × 686<br>1 300ihp (956kW)<br><br>Ajax Uniflow Co.<br>Gen 2 × 50kW 120V d.c.<br>Fuel 321,0t (o.f.) | Uniflow<br>Corry, Pa<br>10,5kn |
| **7705855**<br>9VRQ<br>381333<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHENGTU**<br>ex Jeddah Crown-81<br>ex Timber Bay-79 ex Strathkirn-79<br>**China Navigation Co. Ltd.**<br>Singapore Singapore | **6 216**<br>3 127<br>7 727 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 3298 | **1978**-1 Miho Zosensho K.K.—Shimizu (1066)<br>118,12(BB) 20,05 7,417<br>108,01 20,01 10,52<br>F 10,1 1 dk<br>rf nil<br>6BH WB2669T incl. DTF333T ST in no. 2 hold 299T comb. btm & STs in nos. 2 & 3 holds 1150T | **M General Cargo**<br>Mchy.aft | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c. | B&W<br>15kn |
| **6522476**<br>ATAB<br>1192<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHENNAI JAYAM**<br><br>**South India Shipping Corp. Ltd.**<br>Madras India | **24 355**<br>18 990<br>43 897 | **✠100A1** CS 9/80<br>strengthened for ore cargoes, any two of Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL qt 2⅞"SQ<br>FN 8527 | **1965**-11 Bremer Vulkan A.G.—Vegesack (920)<br>203,16 28,58 11,602<br>191,78 28,50 15,96<br>P 41,2 B 28,7 F 18,6 1 dk<br>rf nil DK fwd<br>NS 9BH WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & STs in holds 7596t | **M Bulk Carrier**<br><br>7 Ho 13,7 25,2 18,9 25,6 18,0 26,5 15,1 ER<br>G.57 766<br>7 Ha (stl) (8,2 18,2 12,3 18,0 11,4 18,0 8,5 × 13,0) ER<br>2W Cr 6(5) Der 2(2-3) | Oil 2SA 9Cy. 700 × 1200<br>10 653bhp (7 836kW)<br>Bremer Vulcan A.G.<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 345kW 450V 60Hz a.c.<br>Fuel 1 805,5t (hvf) | MAN<br>Bremen-Vegesack<br>14kn |
| **7235848**<br>ATLX<br>1608<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHENNAI MUYARCHI**<br>ex Seneca-74<br>**South India Shipping Corp. Ltd.**<br>Madras India | **29 330**<br>19 938<br>52 600 | **✠100A1** CS 8/77<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Lt 3$\frac{3}{16}$"U2<br>FN 9137 | **1973**-4 Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (170)<br>206,86(BB) 29,06 13,272<br>194,32 29,01 18,01<br>P 33,6 F 16,8 1 dk<br>rf nil<br>NS 9BH WB15479t incl. Topside tanks in holds 6589t Comb. btm. & STs in holds 6184t | **M Bulk Carrier**<br><br>7 Ho 21,0 21,1 21,2 21,2 21,2 21,2 21,2 ER<br>G.68 232 B.58 890<br>7 Ha (stl) (11,2 13,4 14,1 14,1 14,1 14,1 14,1 × 14,0) ER | Oil 2SA 6Cy. 840 × 1800<br>16 500bhp (12 137kW)<br>La Maquinista Terrestre y Mar (MTM)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 448kW 440V 60Hz a.c.<br>Fuel 2 717,0t (hvf) | B&W<br>Barcelona<br>16,5kn |
| **6605747**<br>ATAK<br>1195<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHENNAI OOKKAM**<br><br>**South India Shipping Corp. Ltd.**<br>Madras India | **24 365**<br>18 959<br>43 816 | **✠100A1** CS 2/81<br>strengthened for ore cargoes, any two of Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL qt 2⅞"SQ<br>FN 8534 | **1966**-4 Bremer Vulkan A.G.—Vegesack (922)<br>203,16 28,58 11,602<br>191,93 28,50 15,96<br>F 16,2 1 dk<br>rf nil DK fwd<br>NS 9BH WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & STs in holds 7596t | **M Bulk Carrier**<br><br>7 Ho 13,7 25,2 18,9 25,6 18,0 26,5 15,1 ER<br>G.57 766<br>7 Ha (stl) (8,2 18,2 12,3 18,0 11,4 18,0 8,5 × 13,0) ER<br>Cr 6(5) Der 2(2-3) | Oil 2SA 9Cy. 700 × 1200<br>10 653bhp (7 836kW)<br>Bremer Vulcan A.G.<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 1 805,5t (hvf) | MAN<br>Bremen-Vegesack<br>14kn |
| **6600670**<br>ATAC<br>1193<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHENNAI PERUMAI**<br><br>**South India Shipping Corp. Ltd.**<br>Madras India | **24 364**<br>18 995<br>43 897 | **✠100A1** CS 11/80<br>strengthened for ore cargoes, any two of Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL qt 2⅞"SQ<br>FN 8527 | **1966**-1 Bremer Vulkan A.G.—Vegesack (921)<br>203,16 28,58 11,602<br>191,78 28,50 15,96<br>F 16,2 1 dk<br>rf nil DK fwd<br>NS 9BH WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & STs in holds 7596t | **M Bulk Carrier**<br><br>7 Ho 13,7 25,2 18,9 25,6 18,0 26,5 15,1 ER<br>G.57 766<br>7 Ha (stl) (8,2 18,2 12,3 18,0 11,4 18,0 8,5 × 13,0) ER<br>2W Cr 6(5) Der 2(2-3) | Oil 2SA 9Cy. 700 × 1200<br>10 653bhp (7 836kW)<br>Bremer Vulcan A.G.<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Fuel 241,0t (d.o.) 1 564,5t (hvf) | MAN<br>Bremen-Vegesack<br>14kn |
| **6615314**<br>ATAL<br>1196<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHENNAI SADHANAI**<br><br>**South India Shipping Corp. Ltd.**<br>Madras India | **24 365**<br>18 959<br>43 816 | **✠100A1** CS 10/81<br>strengthened for ore cargoes, any two of Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL qt 2⅞"SQ<br>FN 8534 | **1966**-8 Bremer Vulkan A.G.—Vegesack (923)<br>203,16 28,58 11,602<br>191,93 28,50 15,96<br>F 16,2 1 dk<br>rf nil DK fwd<br>NS 9BH WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & STs in holds 7596t | **M Bulk Carrier**<br><br>7 Ho 13,7 25,2 18,9 25,6 17,9 26,5 15,1 ER<br>G.57 766<br>7 Ha (stl) (8,2 18,2 12,3 18,0 11,3 18,0 8,5 × 12,9) ER<br>Cr 6(5) Der 2(2-3) | Oil 2SA 9Cy. 700 × 1200<br>10 653bhp (7 836kW)<br>Bremer Vulcan A.G.<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 345kW 450V 60Hz a.c.<br>Fuel 1 805,5t (hvf) | MAN<br>Bremen-Vegesack<br>14kn |

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| 8620072<br>ATAM<br>1197<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHENNAI SELVAM**<br>**South India Shipping Corp. Ltd.**<br>Madras India | **24 365**<br>18 959<br>43 816 | ✠**100A1** CS 10/81<br>strengthened for ore cargoes, Nos. 2 & 6 or 4 & 6 or No. 4 holds may be empty<br>✠**LMC**<br>EL qt 2⅞"U2<br>FN 8534 | **1966**-12 Bremer Vulkan A.G.—Vegesack (924)<br>203,16 28,58 11,602<br>191,93 28,50 15,96<br>F 16,2 1 dk<br>rf nil DK fwd<br>NS 9BH WB16853t incl. DTf508t Topside tanks in holds 7190t Comb. btm & STs in holds 7596t | **M Bulk Carrier**<br>7 Ho 13,7 25,2 18,9 25,6 18,0 26,5 15,1 ER<br>G.57 766<br>7 Ha (stl) (8,2 18,2 12,3 18,0 11,4 18,0 8,5 × 13,0) ER<br>Cr 6(5) Der 2(2-3) | Oil 2SA 9Cy. 700 × 1200<br>10 653bhp (7 836kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 345kW 450V 60Hz a.c.<br>Fuel 241,0t (d.o.) 1 564,5t (hvf) 14kn |
| 7377036<br>FNXR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHENONCEAUX**<br>**Societe d'Investissement de Transports Petroliers**<br>Societe Maritime des Petroles BP et Cie.<br>Dunkerque France | **131 654**<br>121 807<br>269 919 | BV | **1976** Mitsubishi Heavy Industries Ltd.—Nagasaki (1757)<br>338,62 20,714<br>323,02 53,61 26,42<br>1 dk | **S Tanker**<br>COW IGS CBT<br>21 Ta ER<br>L.(oil) 347 618 HeCls. B | S Turb geared to sc. shaft<br>34 000shp (25 009kW) Westinghouse<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 106,0t (d.o.) 10 770,0t (hvf)-147,0pd<br>15,5kn |
| 6404246<br>TQJB<br>Df Esd<br>Pfd Rdr<br>RTm | **CHENONCEAUX**<br>**Armement Cooperatif Finisterien (A.C.F.)**<br>Douarnenez France | **155**<br>52<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5094)<br>30,00 6,74<br>25,00 6,72 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.100<br>3 Ha (0,9 × 0,9) (1,0 1,0 × 1,0)<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 30,0t (d.o.) 11kn |
| 7738321<br>WYA2<br>064<br>589614 | **CHENTITO JR.**<br>**Vicente Gonzalez**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7103423<br>6LZV<br>BS-A-126<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEOG YANG**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **2 800**<br>1 244<br>3 769 | KR (NK) | **1971** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1156)<br>95,61 15,04 6,097<br>86,01 15,02 9,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.3 197<br>2 Ha (2,5 × 2,5) (2,5 × 3,5) ER<br>Der 4(3) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 1 005,0t 13kn |
| 6715401<br>6NMF<br>BS-A-1081<br>Df Esd<br>Gc Pfd<br>Rdr | **CHEOG YANG No. 31**<br>ex Seisho Maru No. 7-76<br>ex Chosho Maru No. 11<br>**Cheog Yang Fisheries Co. Ltd.**<br>Busan South Korea | **370**<br>186<br>440 | KR | **1967** Miho Zosensho K.K.—Shimizu (612)<br>54,34 8,23<br>49,15 8,21 3,79<br>P 20,2 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.549<br>3 Ha (1,3 1,3 × 1,0) (1,9 × 1,9) | Oil 4SA 6Cy. 370 × 540<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 240kW a.c.<br>11,5kn |
| 6727959<br>6NGY<br>BS-A-956<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEOG YANG No. 33**<br>ex Kyoshin Maru No. 31-77<br>**Cheog Yang Fisheries Co. Ltd.**<br>Busan South Korea | **164**<br>84<br>216 | KR | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (770)<br>38,54 6,91 2,769<br>33,02 6,89 3,08<br>P 18,0 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.186 | Oil 4SA 6Cy. 280 × 440<br>825bhp (607kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 60kW 225V a.c.<br>10,5kn |
| 6408474<br>6MVB<br>BS-A-752<br>Df Esd<br>Gc Pfd<br>Rdr | **CHEOG YANG No. 35**<br>ex Hwa Jin No. 2-76<br>ex Taiko Maru No. 8-74<br>**Cheog Yang Fisheries Co. Ltd.**<br>Busan South Korea | **234**<br>112<br>— | KR | **1963** Niigata Eng. Co. Ltd.—Niigata (557)<br>42,65 7,65 2,947<br>37,88 7,60 3,36<br>P 22,6 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.328<br>3 Ha (1,0 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 330 × 520<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 72kW 225V a.c.<br>Fuel 150,5t 10,25kn |
| 7807134<br>HOJC<br>9878-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEOG YANG No. 81**<br>**MTG Marine Inc.**<br>Cheog Yang Fisheries Co. Ltd.<br>Panama Panama | **498**<br>285<br>— | KR | **1978** Dae Sun SB. & Eng. Co. Ltd.—Busan (213)<br>55,17<br>49,03 8,62 4,02<br>P 29,9 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.543<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 225V a.c.<br>13,75kn |
| 7830416<br>HBAI<br>9975-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEOG YANG No. 91**<br>**MTG Marine Inc.**<br>Cheog Yang Fisheries Co. Ltd.<br>Panama Panama | **496**<br>285<br>— | KR | **1979** Dae Dong SB. Co.—Busan<br>55,17<br>49,00 8,60 4,02<br>P 27,2 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.550<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13,25kn |
| 5096169<br>3EOT<br>4111-74C<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHEONGWIND**<br>ex Lamtong Chau-80<br>ex Smaragd Ruthie-79<br>ex Tsing Yi Island-78<br>ex Eastern Rover-74<br>**Shun Cheong Steam Navigation Co. Ltd.**<br>Panama Panama | **4 509**<br>2 111<br>7 064 | ✠**100A1** SS 12/76<br>DTsma & tunnel side tanks—veg. oil or latex<br>✠**LMC**<br>EL z 2"SQ<br>FN 3265 | **1961**-11 J. L. Thompson & Sons Ltd.—North Sands, Sunderland (706)<br>134,12 17,45 7,135<br>116,06 17,38 10,75<br>F 12,5 1 dk & S dk<br>rf 127<br>Coll BH to S dk 6 to 2nd dk WB1005t incl. Tunnel tanks 204t | **M General Cargo** OSD<br>4 Ho 17,3 23,6 6,8DT 20,5 17,5 ER<br>5 Ha (8,9 12,1 5,3 9,9 9,9 × 6,1) ER<br>Cr 2(3) Der 4(15) 6(5) | Oil 2SA 4Cy. 670 × 2320<br>4 600bhp (3 384kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 275kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 5069520<br>9VHA<br>315179<br>RT | **CHEPAT**<br>**Straits Shipping Pte. Ltd.**<br>Singapore Singapore | **178**<br>106<br>— | ✠**100A1** SS 10/79<br>Malacca Straits service also East Coast of Malaya April—October<br>✠**LMC**<br>EL b<br>FN 258 | **1962**-2 Straits Steamship Co. Ltd.—Penang<br>29,82 6,71 1,683<br>27,44 6,41 2,98<br>1 dk<br>rf 610<br>4BH WB8t | **TM Ferry**<br>217P | 2 Oil 4SA each 8Cy. 130 × 152 sr reverse geared to sc. shafts<br>632bhp (465kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 220kW 60Hz a.c.<br>Fuel (d.o.) |
| 6815586<br>HPNE<br>294-68D<br>Df Rdr<br>RT | **CHEPO**<br>ex Golden Petrel-74<br>**Refineria Panama S.A.**<br>Panama Panama | **2 094**<br>2 077<br>3 678 | AB | **1968** Bethlehem Steel Corp.—Beaumont, Tx (6830)<br>79,25 16,79 4,747<br>77,55 16,77 5,19<br>1 dk<br>rf 152 | **TM Tanker**<br>12 Ta ER | 2 Oil 4SA each 6Cy. 137 × 165<br>840bhp (618kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW<br>Fuel 101,5t (d.o.) |

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| **5334042**<br>LFBS<br>16710<br>Df Esd<br>Rdr RT | **CHERADOS**<br>ex Tone-73 ex Frakttre-67<br>ex Meland-66 ex Sondith-66<br>ex Paul Hoop-59<br>**Arve Vik**<br>Bergen Norway | **299**<br>176<br>420 | **1952** F. Frank Schiffs. & Masch.—Hamburg<br>43,52 7,68 2,744<br>BV 38,41 7,62 3,15<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.637 B.595<br>1 Ha (19,5 × 4,8)<br>2W Der 2(3) | Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW) E made71 fitted—<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit<br>Gen 2 × 4kW 24V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.)<br>9.25kn |
| **7101310**<br>WI5806<br>290547 | **CHERAMIE BO TRUC No. 7**<br>**Cheramie Bo Truc 7 Inc.**<br>New Orleans, La United States<br>of America | **182**<br>124<br>— | **1962** American Marine Corp.—New<br>Orleans, La (833)<br>10,98 2,769<br>29,01 3,15<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 108 × 127<br>1 156bhp (850kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A<br>Fuel (d.o.) |
| **7101322**<br>WU9749<br>298030 | **CHERAMIE BO TRUC No. 11**<br>**Cheramie Bo Truc 11 Inc.**<br>New Orleans, La United States<br>of America | **199**<br>135<br>— | **1965** American Marine Corp.—New<br>Orleans, La (899)<br>10,98 3,226<br>43,44 3,66<br>1 dk | **M Supply Ship** | Oil<br>1 800bhp (1 324kW)<br>.............<br>Fuel (d.o.) |
| **7101334**<br>WP3958<br>509918 | **CHERAMIE BO TRUC No. 13**<br>**Cheramie Bros. Boat Co. Inc.**<br>New Orleans, La United States<br>of America | **190**<br>129<br>— | **1967** American Marine Corp.—New<br>Orleans, La (919)<br>10,98 3,226<br>43,44 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7101346**<br>WI7091<br>510965 | **CHERAMIE BO TRUC No. 14**<br>**Cheramie Bo Truc 14 Inc.**<br>New Orleans, La United States<br>of America | **199**<br>135<br>— | **1967** American Marine Corp.—New<br>Orleans, La (931)<br>10,98 3,201<br>48,04 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7108679**<br>WYZ5<br>864<br>516967 | **CHERAMIE BO TRUC No. 16**<br>**Cheramie Bo Truc 16 Inc.**<br>New Orleans, La United States<br>of America | **182**<br>124<br>— | **1968** American Marine Corp.—New<br>Orleans, La (1013)<br>10,98 3,201<br>48,04 3,66<br>1 dk | **M Supply Ship** | Oil<br>1 700bhp (1 250kW)<br>.............<br>Fuel (d.o.) |
| **7228716**<br>541157 | **CHERAMIE BO TRUC No. 18**<br>**Cheramie Bo Truc 18 Inc.**<br>New Orleans, La United States<br>of America | **198**<br>134<br>— | **1972** Halter Marine Services, Inc.<br>—Lockport, La<br>... ... ...<br>51,26 11,59 4,02 | **M Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 210 × 300<br>1 840bhp (1 353kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **7367031**<br>548236 | **CHERAMIE BO TRUC No. 19**<br>**Cheramie Bo Truc 19 Inc.**<br>New Orleans, La United States<br>of America | **195**<br>133<br>— | **1973** Halter Marine Services, Inc.<br>—Lockport, La (371)<br>3,645<br>51,01 11,59 4,12<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil each -Cy.<br>.............<br>Fuel (d.o.) |
| **7367043**<br>549685 | **CHERAMIE BO TRUC No. 20**<br>**Cheramie Bo Truc 20 Inc.**<br>New Orleans, La United States<br>of America | **196**<br>133<br>— | **1973** Halter Marine Services, Inc.<br>—Lockport, La (372)<br>3,645<br>51,01 11,59 4,12<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil each -Cy.<br>2 310bhp (1 699kW)<br>.............<br>Fuel (d.o.) |
| **7428330**<br>WYT8<br>586<br>555767 | **CHERAMIE BO TRUC No. 21**<br>**Cheramie Bo Truc 21 Inc.**<br>New Orleans, La United States<br>of America | **197**<br>134<br>— | **1974** American Marine Corp.—New<br>Orleans, La (1074)<br>3,645<br>50,83 11,59 4,12 | **TM Supply Ship**<br>Deck Cargo | 2 Oil each -Cy.<br>............. |
| **7621865**<br>WYH6<br>501<br>570024 | **CHERAMIE BO TRUC No. 22**<br>**Cheramie Bo Truc 22 Inc.**<br>New Orleans, La United States<br>of America | **195**<br>132<br>— | **1975** American Marine Corp.—New<br>Orleans, La (1131)<br>11,59 3,607<br>50,78 11,54 4,12<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil each -Cy.<br>A/B Bofors Nohab Goteborg |
| **7647170**<br>WYH6<br>604<br>572625<br>Esd Pfd<br>Rdr RT | **CHERAMIE BO TRUC No. 23**<br>**Cheramie Bo Truc 23 Inc.**<br>New Orleans, La United States<br>of America | **184**<br>125<br>500 | **1976** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La (98)<br>50,32<br>48,16 10,98 3,69<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7644324**<br>575255 | **CHERAMIE BO TRUC No. 24**<br>**Cheramie Bo Truc 17 Inc.**<br>New Orleans, La United States<br>of America | **184**<br>125<br>— | **1976** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La<br>*48,25* 10,98<br>3,64<br>1 dk | **M Supply Ship**<br>Deck Cargo | Vee Oil 4SA 12Cy. 159 × 203 geared to<br>sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7647247**<br>582011 | **CHERAMIE BO TRUC No. 26**<br>**Cheramie Bo Truc No. 26**<br>New Orleans, La United States<br>of America | **172**<br>117<br>500 | **1977** Bourg D.D. & Service Co., Inc.<br>—Bourg, La<br>50,32<br>48,16 10,98 3,69<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, I |
| **7647182**<br>578598<br>Esd Pfd<br>Rdr RT | **CHERAMIE BO TRUC No. 27**<br>**Cheramie Bo Truc 27 Inc.**<br>New Orleans, La United States<br>of America | **184**<br>125<br>500 | **1977** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La (102)<br>50,32<br>48,16 10,98 3,69<br>1 dk | **M Supply Ship**<br>Deck Cargo | Vee Oil 2SA 16Cy. 146 × 146 geared to<br>sc. shaft<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit |
| **7647194**<br>581312<br>Esd Pfd<br>Rdr RT | **CHERAMIE BO TRUC No. 29**<br>**Cheramie Bo Truc 29 Inc.**<br>New Orleans, La United States<br>of America | **188**<br>128<br>500 | **1977** Bollinger Machine Shop & Shpyd Inc.<br>—Lockport, La (103)<br>50,32<br>48,16 10,98 3,69<br>1 dk | **M Supply Ship**<br>Deck Cargo | Vee Oil 2SA 16Cy. 146 × 146 geared to<br>sc. shaft<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit |

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|---|---|---|---|---|---|---|
| 7802500<br><br>95710<br>Esd Pfd<br>Rdr RT | **CHERAMIE BO TRUC No. 30**<br><br>**Cheramie Bo Truc 30 Inc.**<br>New Orleans, La United States of America | **179**<br>122<br>500 | | **1977** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (104)<br>50,32<br>48,16 10,98 3,69<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7802512<br>WY98<br>346<br>91048<br>Esd Pfd<br>Rdr RT | **CHERAMIE BO TRUC No. 31**<br><br>**Cheramie Bo Truc 31 Inc.**<br>New Orleans, La United States of America | **197**<br>134<br>500 | | **1978** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (106)<br>50,32<br>48,16 10,98 3,69<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| 7914482<br><br>99608<br>Esd Pfd<br>Rdr RT | **CHERAMIE BO TRUC No. 32**<br><br>**Cheramie Bo Truc 32 Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>500 | | **1978** Bollinger Machine Shop & Shpyd Inc. —Lockport, La<br>50,32<br>48,16 10,98 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7829352<br><br>04783<br>Df Esd<br>Gc Rdr<br>RT | **CHERAMIE BO TRUC No. 33**<br><br>**Cheramie Bo Truc 8 Inc.**<br>New Orleans, La United States of America | **275**<br>187<br>508 | | **1979** Halter Marine Inc.—Lockport, La (785)<br>50,30 11,61 3,660<br>48,16 10,98 4,04<br>1 dk | **TrM Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| 8008888<br><br>13149<br>Df Esd<br>Gc Rdr<br>RT | **CHERAMIE BO TRUC No. 34**<br><br>**Cheramie Bo Truc 11 Inc.**<br>New Orleans, La United States of America | **275**<br>187<br>508 | | **1979** Halter Marine Inc.—Lockport, La (786)<br>50,30 11,61 3,660<br>48,16 10,98 4,07<br>1 dk | **TrM Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>3 180bhp (2 339kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| 8037762<br><br>24365 | **CHERAMIE BO TRUC NO. 35**<br><br>**Cheramie Bros. Boat Co. Inc.**<br>New Orleans, La United States of America | **199**<br>135<br>— | | **1980** ............Lockport, La<br>*48,71* 10,98<br>3,54<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>1 700bhp (1 250kW) U.S.A. |
| 7320306<br>H05351<br>1120<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERDAS**<br>ex Bever-81<br>**Pacific Offshore Ltd.**<br>Orient Offshore Pte. Ltd.<br>Panama Panama | **450**<br>7<br>— | NV | **1973** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1157)<br>42,30 11,16 4,649<br>36,35 10,83 5,57<br>1 dk | **TM Tug**<br>Fire-fighting<br>Ice strengthened | 2 Oil 4SA each 8Cy. 320 × 450<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 150kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 30,5t (d.o.)-14,0pd 13,5kn |
| 7409384<br>H03431<br>1122<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERDEK**<br>ex Star Sirius-80<br>**Pacific Offshore Ltd.**<br>Orient Offshore Pte. Ltd.<br>Panama Panama | **897**<br>325<br>1 258 | ✠**100A1** SS 5/80<br>tug<br>✠**LMC**<br>EL M 1$\frac{5}{16}$"U2<br>FN 967 | **1975**-6 (Aft section) J. C. Slob Schps. —Sliedrecht (314)<br>**1975**-6 (Fwd section) Hollandsche—Groot-Ammers<br>60,28 13,06 4,465<br>53,19 12,81 5,36<br>F 19,2 1 dk<br>rf 381<br>7BH WB428T incl. DTf55T & DTa149T | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 1 × 260kW 2 × 120kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14kn |
| 7119329<br>EWSN<br>M-12366<br>Df Esd<br>Rdr RT | **CHERDYN**<br><br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **570**<br>215<br>312 | (RS) | **1971** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7121865<br>EWSO<br>M-12367<br>Df Esd<br>Rdr RT | **CHEREMKHOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **600**<br>220<br>318 | RS | **1971** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7830789<br><br>RT | **CHEREMKHOVO**<br><br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>87 | RS | **1979** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (stl) (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 7436363<br>UUWP<br>M-32784<br>Df Esd<br>Rdr RT | **CHEREMOSH**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **648**<br>211<br>404 | RS | **1974** ............U.S.S.R.<br>54,82 9,94 4,109<br>49,99 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7102508<br>UQGX<br>M-25633<br>Df Esd<br>Gc Rdr<br>RT | **CHEREPOVETS**<br><br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **1 531**<br>637<br>1 857 | RS | **1970** Santierul Naval Constantza —Constantza<br>80,27 11,94 4,900<br>5,69<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho ER<br>B.2 450<br>3 Ha (stl) (8,2 × 5,8) (8,2 8,2 × 7,9) ER<br>Cr 3(5) | Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW) Sulzer<br>Jugoturbina Karlovac<br>12kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 7701342 | **CHERISH** | 10 774 | | 1977 Kurushima Dock Co. Ltd.—Uwajima | **M Bulk Carrier** | Oil 2SA 6Cy. 520 × 1050 | |
| 7LFN | | 7 131 | | (2011) | | 8 000bhp (5 884kW) | Mitsubishi |
| 119573 | **Kotaka Kisen K.K.** | 18 609 | NK | 146,08 22,86 9,313 | | Kobe Hatsudoki K.K. | Nagasaki |
| Df Esd | Osaka, Japan | | | 137,01 12,63 | G.23 197 B.22 379 | Gen 1 × 340kW 445V a.c. | |
| Gc Pfd | Osaka Pref. | | | P 23,8 F 10,7 1 dk | 4 Ha (16,0 × 9,6) (18,7 18,7 18,7 × | | |
| Rdr RT | | | | | 11,2) ER | | 14,25kn |
| | | | | | Der 4(25) | | |
| 7121877 | **CHERKASSY** | 570 | | 1971 ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| EWSP | | 215 | | 54,23 9,38 3,810 | Side Trawler Ref | 800bhp (588kW) | |
| M-14587 | **U.S.S.R. -'Dalryba'** | 318 | RS | 49,99 4,73 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Nevelsk U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdeburg |
| Rdr RT | | | | | In.284 | Gen 3 × 88kW | |
| | | | | | 2 Ha (each 1,5 × 1,6) | Controllable pitch propeller | |
| | | | | | 1W Der 1(2) | | 12kn |
| 7731830 | **CHERKESSK** | 607 | | 1978 ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| UNFT | | 192 | | 54,84 9,38 3,810 | Stern Trawler Ref | 800bhp (588kW) | |
| M-12585 | **U.S.S.R. -'Dalryba'** | 304 | RS | 50,02 4,73 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| | Petropavlovsk- U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdeburg |
| | Kamchatskiy | | | | In.284 | Gen 3 × 88kW | |
| | | | | | 2 Ha (each 1,5 × 1,6) | Controllable pitch propeller | |
| | | | | | 1W Der 1(3) | | 11,75kn |
| 7735173 | **CHERMAT** | 199 | | 1975 K.K. Matsuura Zosen—Kinoe | **TM Diving Support Mother Ship** | 2 Oil 4SA each 6Cy. 160 × 200 | |
| HO3941 | ex Nereus-81 | 56 | | 34,02 2,601 | for submersibles | 700bhp (515kW) | |
| 9716- | **Beatrix Shipping Inc.** | 201 | NK | 30,00 8,50 3,20 | | Niigata Eng. Co. Ltd. | Japan |
| PEXT | Orient Offshore Pte. Ltd. | | | | Cr 1(7) | Gen 2 × 60kW 445V 60Hz a.c. | |
| Esd Pfd | Panama Panama | | | | | | 10kn |
| Rdr | | | | | | | |
| | See Register of Offshore Units | | | | | | |
| 6603830 | **CHERNA** | 1 284 | | 1966 Enrique Lorenzo y Cia. S.A.—Vigo | **M Fishing** | Oil 4SA 8Cy. 390 × 680 | |
| CLFW | | 588 | | (315) | Stern Trawler | 1 850bhp (1 361kW) | |
| | **Government of The Republic of** | 2 175 | BV | 69,73 11,82 5,150 | 2·Ho ER | Naval-Stork-Werkspoor S.A. | Cadiz |
| Df Esd | **Cuba (Empresa Flota Cubana** | | | 60,03 11,80 8,01 | In.984 | Fuel 385,0t (d.o.) | 13,5kn |
| Gc Rdr | **de Pesca)** | | | 2 dks | 2 Ha (1,6 × 3,5) (1,6 × 1,8) ER | | |
| RTm | Habana Cuba | | | | | | |
| 5069623 | **CHERNE** | 142 | | 1948 Francisco Cardama—Vigo | **Wood S Fishing** | T 3Cy. 191 254 & 513 × 356 | |
| EATM | ex Marie Lorenzo-55 | 62 | | *28,11* 6,20 3,252 | Side Trawler | 165ihp (121kW) | |
| 7048 | **Verecundo Rodriguez Alvarez** | — | | ... ... ... | | Francisco Cardama S.A. | Vigo |
| Esd RT | Vigo Spain | | | | | Fuel (o.f.) | 9kn |
| 7425261 | **CHERNI VRAH** | 7 761 | | 1979 G. Dimitrov Shipyard—Varna (167) | **M Bulk Carrier** | Oil 2SA 7Cy. 500 × 1100 | |
| LZDO | | 3 475 | | 133,99 8,179 | | 4 900bhp (3 604kW) | B&W |
| | **Navigation Maritime Bulgare** | 10 703 | BR | 122,00 18,20 10,39 | 5 Ho 14,7 15,3 15,3 16,0 16,0 | Bryansk Eng. Works | Bryansk |
| Df Esd | Varna Bulgaria | | | 1 dk | ER | Gen 2 × 250kW 1 × 150kW | |
| Gc Rdr | | | | | B.12 884 HeCls. B | 380V 50Hz a.c. | |
| RTm/h/v | | | | | 5 Ha (stl) (9,9 × 9,2) (11,8 11,8 11,8 | Fuel 140,0t (d.o.) 754,0t (hvf)-14,5pd | |
| | | | | | 11,8 × 10,9) ER | | 12,5kn |
| 7052478 | **CHERNIGOV** | 3 019 | | 1970 Santierul Naval Galatz—Galatz | **M General Cargo** | Oil 2SA 5Cy. 500 × 1100 | |
| URGO | | 1 412 | | 104,50 14,41 6,370 | | 2 900bhp (2 133kW) | B&W |
| M-25650 | **U.S.S.R. -Azov Shipping Co.** | 4 230 | RS | 94,52 14,36 7,14 | Ice strengthened | Bryansk Eng. Works | Bryansk |
| Df Esd | Zhdanov U.S.S.R. | | | 1 dk | 4 Ho 15,3 15,3 17,5 ER 16,6 | Fuel 92,5t (d.o.) 201,0t (hvf) | 13,5kn |
| Gc Rdr | | | | | B.5 273 | | |
| RT | | | | | 4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × | | |
| | | | | | 9,5) ER (10,5 × 9,5) | | |
| | | | | | 8W Der 1(15) 8(5) | | |
| 7121889 | **CHERNOBYL** | 570 | | 1971 ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| EWSQ | | 215 | | 54,23 9,38 3,810 | Side Trawler Ref | 800bhp (588kW) | |
| M-14588 | **U.S.S.R. -'Dalryba'** | 318 | RS | 49,99 4,73 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Nevelsk U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdeburg |
| Rdr RT | | | | | In.284 | Gen 3 × 88kW | |
| | | | | | 2 Ha (each 1,5 × 1,6) | Controllable pitch propeller | |
| | | | | | 1W Der 1(2,5) | | 12kn |
| 6409569 | **CHERNOE MORE** | 5 468 | | 1964 At. & Ch. de Nantes (Bretagne-Loire) | **TD-E Hopper/Dredger** | 4 Oil 4SA each 6Cy. 400 × 460 total | |
| URVH | | 2 356 | | —Nantes (14425) | Trailing Suction Bottom doors | driving 4 gen. connected to 2 elec. | |
| | **U.S.S.R.** | — | | 120,50 18,06 6,316 | (Shore-delivery) | motors & 2 sc. shafts | Pielstick |
| Df Esd | Odessa U.S.S.R. | | | 110,06 18,01 8,01 | Twin side arms Dredging depth 20,0 | Ch. de l'Atlantique | St Nazaire |
| Pfd Rdr | | | | 1 dk | Hopper 3 500 | Thw. thrust propeller fwd | |
| RT | | | | | 2 sandpumps each 1104kW | | 15kn |
| | | | | | (1480bhp) | | |
| | | | | | 1 Ha (2,3 × 4,5) ER | | |
| | | | | | Cr 1(8) 1(3) | | |
| 6401373 | **CHERNOGORSK** | 2 483 | | 1956 Stocznia Szczecinska im. A. | **S General Cargo** | C 4Cy. (2) 455 & (2) 980 × 980 | |
| UKPQ | | 1 330 | | Warskiego—Szczecin | | 1 650ihp (1 214kW) | |
| M-21414 | **U.S.S.R. -Azov Shipping Co.** | 3 150 | RS | 94,67 13,54 5,560 | Ice strengthened | "Zgoda" Zaklady Urzadzen | |
| Df Esd | Zhdanov U.S.S.R. | | | 89,54 13,49 6,28 | 4 Ho 15,0 16,7 ER 15,3 12,5 | Technicznych | Swietochlowice |
| Gc Rdr | | | | 1 dk | G.4 392 B.4 038 | Fuel 609,0t (o.f.) | 11,5kn |
| | | | | RW | 4 Ha (9,8 × 7,4) (11,2 × 9,6) ER (9,8 | | |
| | | | | | × 9,6) (8,9 × 7,9) | | |
| | | | | | 4W Der 4(5) | | |
| 6901294 | **CHERNOMOR** | 600 | | 1966 ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| UPFA | | 244 | | 54,23 9,35 3,830 | Side Trawler Ref | 800bhp (588kW) | |
| M-29002 | **U.S.S.R. -'Azcherryba'** | 335 | RS | 49,99 9,22 4,75 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Kerch U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdeburg |
| Gc Rdr | | | | | In.352 | Gen 3 × 88kW | |
| RT | | | | | 2 Ha (each 1,5 × 1,6) | | 12kn |
| | | | | | 1W Der 1(2) | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6608244<br>USZW<br>M-27114<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERNOMORSKAYA SLAVA**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **16 537**<br>11 035<br>11 007 | <br><br>RS | **1966** Kieler Howaldtswerke A.G.—Kiel (1183)<br>167,27 24,03 7,551<br>153,52 24,01 14,81<br>4 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.14 550<br>5 Ha (4,0 4,0 4,0 4,0 × 4,0) (4,0 × 3,5) ER<br>10W Der 2(10) 8(5) | Oil 2SA 6Cy. 700 × 1200<br>5 640bhp (4 149kW) MAN<br>Howaldtswerke Kiel<br>14kn |
| 5069635<br>UONH<br>M-17040<br>Df Esd<br>Gc Pfd<br>Rdr | **CHERNYAKHOVSK**<br><br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **5 382**<br>2 889<br>8 760 | <br><br>RS | **1961** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1095)<br>139,40 17,63 7,879<br>130,31 17,61 11,64<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0 16,7<br>G.14 926 B.13 506<br>5 Ha (stl) (9,9 9,9 9,9 × 7,3) ER (9,9 9,6 × 7,3)<br>10W Der 1(60) 1(40) 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>14,5kn |
| 5069647<br>UUFE<br>M-12017<br>Df Esd | **CHERNYAKHOVSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 550**<br>1 727<br>3 829 | <br><br>RS | **1955** J. & K. Smit's Scheeps.—Kinderdijk (Co260)<br>114,71 14,05 6,530<br>104,55 14,03 8,23<br>F 12,2 2 dks<br>RW | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.4 673<br>4 Ha (4,0 4,0 × 4,7) ER (4,0 4,0 × 4,7)<br>8W Der 8(3) | Oil 2SA 8Cy. 480 × 700<br>Sulzer<br>N.V. Werkspoor Amsterdam<br>13kn |
| 5069673<br>UUWZ<br>M-22289<br>Df Esd<br>Gc Rdr<br>RT | **CHERNYSHEVSKIY**<br><br>**U.S.S.R.**<br>Kaliningrad U.S.S.R. | **3 170**<br>1 225<br>1 322 | <br><br>(RS) | **1958** Nikolayev Shipyard "Nosenko" —Nikolayev<br>84,69 14,03 5,563<br>78,06 13,97<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>6W Der 2(5) 2(3) 2(1,5) | Oil 4SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 6502828<br>DVST<br>220004<br>Rdr RT | **CHEROKEE**<br>ex LLC Tercero-76<br>ex Nissho Maru-73<br>**Loadstar Shipping Co. Inc.**<br>Manila Philippines | **999**<br>645<br>1 914 | | **1964** Imabari Zosen—Imabari (131)<br>71,10 10,44 5,004<br>64,98 10,39 5,36<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br>G.2 337 B.2 171<br>1 Ha (35,7 × 5,5) ER<br>6W Der 4(7) | Oil 4SA 6Cy. 380 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 10kW 105V d.c.<br>Fuel 80,5t 13kn |
| 7034854<br>A8IH<br>4975<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHERRY**<br><br>**Fortune Marine Corp.**<br>Monrovia Liberia | **23 371**<br>15 527<br>42 875 | <br><br>BV | **1971** Mitsubishi Heavy Industries Ltd. —Yokohama (917)<br>194,52(BB) 28,45 12,015<br>184,00 28,40 17,00<br>F 13,5 1 dk | **M Bulk Carrier**<br><br>6 Ho 24,8 24,8 24,8 15,9 24,8 24,8 ER<br>G.54 009 B.51 426 HeCls. B<br>6 Ha (stl) (14,4 14,4 14,4 8,7 14,4 14,4 × 11,2) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 420kW 440V a.c.<br>Fuel 201,0t (d.o.) 2 846,0t (hvf)-37,0pd<br>15kn |
| 7526194<br>SWWI<br>6077<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERRY**<br><br>**Lenal Shipping Corp.**<br>Glafki (Hellas) Naftiki Eteria<br>Piraeus Greece | **13 663**<br>9 825<br>22 636 | <br><br>AB | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2519)<br>164,34(BB) 22,92 9,741<br>155,43 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15,5kn |
| 7110062<br>3EEJ<br>8654-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHERRY**<br><br>**Reefer Pacific Ganymed Schiffahrtsgesellschaft m.b.H. & Co.**<br>Ganymed Schiffahrtsgesellschaft m.b.H.<br>Hamburg Panama | T.Mk<br>**7 355**<br>3 375<br>9 410<br>**9 524**<br>5 672<br>10 800 | **✠100A1** SS 9/81<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4886 | **1971**-11 Nylands Verksted—Oslo (650)<br>155,81(BB) 21,37 8,560/9,176<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB1893t | **M General Cargo**<br>Ref. 8bth P<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 634<br>5 Ha (stl) (7,5 10,5 10,5 10,5 × 7,0) ER (9,7 × 7,0)<br>18W Der 2(15) 12(5-10) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW) B&W<br>Akers/Nylands Verksted Oslo<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 440V 60Hz a.c.<br>Fuel 480,5t (d.o.) 1 866,5t (hvf) 22kn |
| 5396076<br>9VOB<br>300220<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **CHERRY BAGUS**<br>ex York-69<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **1 737**<br>907<br>2 743 | **✠100A1** SS 5/78<br>Str. nav. ice<br>**✠LMC**<br>EL p 1$\frac{7}{16}$"SQ<br>FN 1293 | **1959**-11 A. & J. Inglis Ltd.—Glasgow (1625 P)<br>74,48 11,99 4,947<br>68,59 11,89 6,96<br>Ba 17,1 F 6,8 2 dks<br>rf 76<br>NS Coll BH to U dk 4 to 2nd dk WB330t incl. DTf62t | **M General Cargo** CSD<br>Ref<br>Mchy.aft<br>2 Ho 17,0 23,1<br>G.2 639 B.2 605<br>2 Ha (stl) (13,4 16,4 × 6,1)<br>Der 2(10) 2(7) 2(5) | Oil 4SA 7Cy. 432 × 457 with flexible coupling & sr reverse geared to sc. shaft<br>1 880bhp (1 383kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 70kW 220V d.c.<br>Fuel 83,5t (d.o.) 12kn |
| 5376703<br>S6FG<br>300838<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHERRY BARON**<br>ex Varicella-76<br>**Norrona Shipping Co. (Pte.) Ltd.**<br>Norse Management Co. (Pte.) Ltd.<br>Singapore Singapore | **21 576**<br>13 027<br>35 793 | **✠100A1** SS 6/76<br>oil tanker<br>**✠LMC**<br>EL pt 3"SQ<br>FN 7839 | **1959**-2 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1865)<br>202,70 25,99 10,948<br>195,43 25,91 14,20<br>P 36,0 F 22,6 1 dk<br>rf 102<br>15BH WB5967t incl. 4855t in clean ballast tanks | **S Tanker**<br><br>22 Ta ER<br>L.(oil) 39 927<br>Cr 2(5) 2(2) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>Wallsend Slipway Engineers Ltd. Wallsend<br>2 WTB 703lbf/in$^2$ (48,5bar) Spt 482,3°C 650lbf/in$^2$ (44,9bar) hs1866,2<br>Gen 2 × 425kW 440V 60Hz a.c.<br>Fuel 3 068,5t (o.f.)-71,0pd 15kn |
| 7033367<br>9V2879<br>381658<br>Rdr RT | **CHERRY BARU**<br>ex Kissei Maru-79<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **999**<br>625<br>2 193 | <br><br>NK | **1970** K.K. Taihei Kogyo—Akitsu (260)<br>72,80 11,03 5,138<br>67,21 11,00 5,59<br>1 dk | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 2 200 | Oil 4SA 6Cy. 380 × 540<br>1 600bhp (1 177kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 48kW 220V a.c.<br>Fuel 93,5t-5,0pd 11kn |

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|---|---|---|---|---|---|---|
| 6620163<br>9VNL<br>382048<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHERRY BUNGA**<br>ex Manchester Concept-80<br>ex Manchester Progress-72<br>**Peninsular Shipping Co. Pte. Ltd.**<br>Lian Soon Agencies Pte. Ltd.<br>Singapore Singapore | **11 228**<br>7 361<br>11 921 | ✠**100A1** SS 9/80<br>DTsfm & a, TwDa—<br>vegetable oil<br>all holds limited to<br>container cargoes<br>Ice Class 1<br>✠**LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4334 | **1967**-2 Smith's Dock Ltd.—South Bank, Middlesbrough (1282)<br>153,02 19,03 8,783<br>143,59 18,90 11,28<br>1 dk<br>RW rf 152 conv General Cargo 71<br>6BH WB3493t incl. DTf520t DTsm1053t TwDa325t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 15,7 28,5 28,1 26,6 ER<br>TEU 766<br>C.Ho 278/20' 70/40' C.Dk 348/20' (40')<br>7 Ha (stl) ER | 2 Vee Oil 4SA each 14Cy. 400 × 460 with hydraulic coupling and geared to sc. shaft<br>11 480bhp (8 444kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (o.f.) 145lbf/in$^2$ (10,0bar)<br>2 e(ex.g) 145lbf/in$^2$ (10,0bar)<br>Gen 4 × 290kW 440V 60Hz a.c.<br>Fuel 139,0t (d.o.) 665,5t (hvf) 17,5kn |
| 7342342<br><br>402076<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHERRY BURTON**<br><br>**Sean Cutter & others**<br>Skibbereen Irish Republic | **100**<br>37<br>66 | | **1974** Eyemouth Boat Building Co. Ltd. —Eyemouth (202)<br>23,17 6,71 3,328<br>21,32 6,53 3,46<br>F 8,6 1 dk | **Wood M Fishing**<br>Side-fishing Seiner<br>1 Ho 8,3<br>2 Ha (1,3 × 1,3) (0,6 × 0,6)<br>Der 3(5) 1(1) | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Gen 2 × 20kW 110V d.c.<br>Directional propeller<br>Fuel (d.o.) 10,5kn |
| 5281324<br>9VYB<br>367706<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERRY CHANTEK**<br>ex Pollux-74 ex Fruen-59<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**1 326**<br>568<br>2 210<br>**1 999**<br>1 189<br>3 057 | NV | **1959** N.V. Scheeps. v.d. Werf—Deest (277)<br>78,67 12,53 4,971/6,014<br>73,77 12,20 7,50<br>F 6,4 2 dks<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.3 967 B.3 581<br>2 Ha (17,3 17,9 × 6,4) ER<br>8W Der 1(15) 8(5) | Oil 4SA 8Cy. 390 × 680<br>1 700bhp (1 250kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.) 12kn |
| 5193462<br>9MSV<br>121598<br>RTh | **CHERRY CHEPAT**<br>ex Sarang-70 ex Kopara-66<br>**Apollo Shipping & Trading Sendirian Berhad**<br>Penang Malaysia | **679**<br>334<br>970 | (BV)<br>✠Classed LR until 11/66 | **1938**-9 Henry Robb Ltd.—Leith (268)<br>61,22 10,93 4,166<br>57,92 10,83 6,48<br>F 8,3 1 dk & S dk, Ha 13,7 m<br>R rf 102 | **TM General Cargo** OSD<br>2 Ho 7,9 26,8 ER<br>G.2 056 B.1 903<br>2 Ha (each 11,5 × 4,2) ER<br>8W Der 1(10) 2(5) 4(3) 2(2) | 2 Oil 2SA each 4Cy. 340 × 570<br>1 280bhp (942kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 2 × 60kW 220V d.c.<br>Fuel 91,5t (d.o.) 12kn |
| 6812326<br>9VWO<br>382229<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY CRYSTAL**<br>ex Magician-81<br>**Admiral Shipping Co. (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**5 625**<br>2 929<br>8 679<br>**8 218**<br>4 881<br>11 278 | ✠**100A1** SS 11/78<br>DTsf—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Z 2$\frac{3}{16}$"U2<br>FN 4308 | **1968**-10 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (884)<br>150,58 19,28 7,697/8,903<br>140,21 19,21 11,51<br>P 28,1 F 17,1 2 dks, 3rd dk in No. 1 hold<br>rf 102<br>7BH WB2057t incl. Tunnel tanks 257t DTf842t | **M General Cargo**<br>Ref<br>4 Ho 15,0 11,6DT 26,0 24,6 21,9<br>G.17 046 B.15 385 In.225<br>5 Ha (stl) (9,6 6,1 × 6,7) (16,4 16,4 × 13,1) (18,8 × 8,5)<br>7W Cr 2(10) 3(5) Der 1(150) 1(10) 4(5) | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 408kW 2 × 272kW 440V 60Hz a.c.<br>Fuel 1 285,5t (hvf) 18kn |
| 6412451<br>9VRA<br>381308<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CHERRY EARL**<br>ex Enigheden-77 ex Thorhild-74<br>ex Harry Borthen-73<br>**Norrona Shipping Co. (Pte.) Ltd.**<br>Norse Management Co. (Pte.) Ltd.<br>Singapore Singapore | **30 915**<br>19 269<br>53 342 | NV | **1964** Marinens Hovedverft—Horten (150)<br>228,58 31,22 12,135<br>219,01 31,17 16,01<br>1 dk<br>rf 76 | **M Tanker**<br>30 Ta ER<br>L.(oil) 62 232 | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Marinens Hovedverft Horten<br>Gen 1 × 515kW 1 × 500kW 1 × 410kW 440V 60Hz a.c.<br>Fuel 3 802,0t (hvf) 15,75kn |
| 7526209<br>SYBD<br>6958<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERRY FLOWER**<br>**Bigal Shipping Corp.**<br>Glafki (Hellas) Naftiki Eteria<br>Piraeus Greece | **13 663**<br>9 825<br>22 670 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2520)<br>164,34 22,92 9,849<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15kn |
| 6930130<br>H3YF<br>5840-75B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERRY ISLAND**<br>ex Sakurashima Maru-75<br>ex Suzukasan Maru-71<br>ex Nipponham Maru No. 2-69<br>**Forward Gloria Navigation S.A.**<br>Panama Panama | **2 661**<br>1 538<br>3 534 | NK | **1968** Shikoku Dockyard Co. Ltd. —Takamatsu (727)<br>104,50 14,51 5,811<br>95,99 14,48 7,65<br>P 25,0 F 10,4 2 dks | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 810<br>3 Ha (stl) (each 4,2 × 4,5) ER<br>6W Der 6(3) | Oil 4SA 8Cy. 400 × 460<br>3 520bhp (2 589kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 360kW 440V a.c.<br>Fuel 908,5t-16,5pd 15kn |
| 5204819<br>9V2223<br>333455<br>Df Esd<br>RTm | **CHERRY JAYA**<br>ex Le Norvegien III-72<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **1 328**<br>631<br>1 710 | NV | **1954** A/B Norrkoping Varv & Verk. —Norrkoping (145)<br>71,84 10,62 4,725<br>65,54 10,57 6,41<br>P 19,6 RQD 22,6 F 8,6 2 dks<br>rf 102 | **M General Cargo**<br>2 Ho 19,8 20,4 ER<br>G.2 439 B.2 272<br>2 Ha (12,7 13,3 × 5,4) ER<br>8W Der 1(20) 4(10) 4(5) | Oil 2SA 6Cy. 345 × 580<br>940bhp (691kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 50kW 220V d.c.<br>Fuel 127,0t (d.o.) 11kn |
| 5373828<br>9VBK<br>381435<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHERRY JET**<br>ex Conoco Jet-78<br>ex Continental Jet-67<br>ex Mercantile Trader-67<br>ex Uraga-66<br>**Urd Shipping Co. (Pte.) Ltd.**<br>Norse Management Co. (Pte.) Ltd.<br>Singapore Singapore | **12 807**<br>7 590<br>20 747 | AB<br>✠Classed LR until 4/68 | **1956**-10 Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (697)<br>171,74 21,47 9,729<br>161,55 21,42 12,27<br>P 38,8 B 12,8 F 22,3 1 dk<br>RW rf 152 | **M Tanker**<br>24 Ta ER<br>L.(oil) 25 213 HeCls. BC | Oil 2SA 7Cy. 760 × 1550<br>9 100bhp (6 694kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Fuel 2 121,5t-29,5pd 14,5kn |
| 5171634<br>9VFZ<br>381648<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY LAJU**<br>ex Jens Maersk-79<br>**Peninsular Shipping Co. Pte. Ltd.**<br>Lian Soon Agencies Pte. Ltd.<br>Singapore Singapore | T.Mk<br>**3 776**<br>2 081<br>—<br>**5 875**<br>3 487<br>6 803 | ✠**100A1** SS 7/81<br>DTsmf oil FP above<br>65,5°C. vegetable oil,<br>latex or molasses<br>FPT—oil FP above<br>65,5°C. or latex<br>✠**LMC**<br>EL z 1$\frac{15}{16}$"SQ<br>FN 3264 | **1957**-6 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (747)<br>135,52 16,51 —/6,738<br>124,47 16,46 9,76<br>P 5,2 F 24,7 2 dks<br>rf 102 len 60<br>Coll BH to U dk 8 to 2nd dk WB2267t incl. Tunnel tanks 165t DTsmf949t | **M General Cargo**<br>G.12 374 B.11 298<br>5 Ha (8,2 × 4,8) (12,2 21,0 10,8 × 5,4) (8,0 × 4,8)<br>16W Der 1(40) 1(30) 5(10) 11(5) | Oil 2SA 6Cy. 620 × 1150<br>4 900bhp (3 604kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>14,75kn |
| 5033454<br>9VCQ<br>382411<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY LANKA**<br>ex Bacchus-81<br>**Lion Shipping Co. Pte. Ltd.**<br>Lian Soon Agencies Pte. Ltd.<br>Singapore Singapore | T.Mk<br>**3 305**<br>1 191<br>—<br>**4 702**<br>2 412<br>5 302 | ✠**100A1** CS 12/79<br>centre tanks aft—<br>lubricating oil<br>✠**LMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2798 | **1962**-11 Henry Robb Ltd.—Leith (483)<br>115,60 16,82 6,884<br>106,69 16,77 9,45<br>P 30,5 F 12,2 2 dks<br>rf 76<br>3BH to U dk 4 to 2nd dk WB835t | **M General Cargo**<br>Supply Ship Ref<br>Mchy.aft<br>G.7 476 B.6 990 In.113<br>10W Der 1(25) 1(20) 10(5) | Oil 2SA 5Cy. 680 × 1250 with flexible coupling to sc. shaft<br>5 500bhp (4 046kW) Sulzer<br>Swan, Hunter & Wigham Richardson Newcastle<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar) 15kn<br>Fuel 730,5t |

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| 43613<br>2364<br>67649<br>Df Esd<br>Gc RT | **CHERRY MANIS**<br>ex Singapore Meranti-79<br>ex Arina Holwerda-74<br>ex Haseldorf-70<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **961**<br>502<br>1 438 | <br><br>GL | **1957** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (142)<br>69,47 10,75 4,217<br>61,85 10,52 4,75<br>P 19,2 F 11,0 1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>G.2 006 B.1 927<br>4 Ha ER<br>5W Der 1(10) 4(3-5) 4(3) | Oil 4SA 6Cy. 420 × 660<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 89,0t 12kn |
| 036315<br>EBN<br>4327-<br>PEXT3<br>Df Esd<br>Gc Rdr<br>RTh/v | **CHERRY MOLEK**<br>ex Duendes-79 ex Zeno-79<br>ex Barbara-71<br>**Temasek Navigation S.A.**<br>Lian Soon Agencies Pte. Ltd.<br>Panama Panama | T.Mk<br>**2 804**<br>1 404<br>—<br>**4 251**<br>2 239<br>5 700 | <br><br>GL | **1953** Nordseewerke Emden—Emden (263)<br>116,72 15,52 —/7,000<br>116,39 15,47 9,35<br>F 9,8 2 dks H20.42m<br>RW | **M General Cargo**<br>6P<br>4 Ho 15,4 23,0 17,2 15,0<br>G.8 416 B.8 165<br>4 Ha (9,8 15,3comb. 9,8 9,8 × 6,0)<br>10W Der 1(30) 2(5) 8(3-5) | 2 Oil 4SA each 10Cy. 385 × 580 geared to sc. shaft<br>3 600bhp (2 648kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 150kW 220V d.c.<br>Fuel 464,5t (d.o.) 14kn |
| 603141<br>VPX<br>81495<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHERRY NES**<br>ex Katarina-78<br>**Urd Shipping Co. (Pte.) Ltd.**<br>Norse Management Co. (Pte.) Ltd.<br>Singapore Singapore | **25 457**<br>17 682<br>51 793 | <br><br>NV | **1966** Eriksbergs M/V A/B—Goteborg (573)<br>217,81 29,60 12,269<br>209,25 29,57 16,16<br>P 50,0 B 17,7 F 20,5 1 dk<br>rf 102 | **M Tanker**<br><br>14 Ta ER<br>L.(oil) 58 899 | Oil 2SA 10Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 340kW 1 × 300kW 1 × 20kW 440V 60Hz a.c.<br>Fuel 2 864,0t (hvf)-61,0pd 16,25kn |
| 7206524<br>6NPB<br>F15556<br>Df Gc<br>Pfd Rdr<br>RT | **CHERRY No. 101**<br>ex Crystal Cosmos-77<br>**Nam Yang Sa Co. Ltd.**<br>Inchon South Korea | **582**<br>225<br>659 | <br><br>KR | **1972** Uchida Zosen—Ise (705)<br>52,00 9,99<br>50,50 9,81 6,86<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.612<br>Der 6(3) | Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 445V a.c.<br>13,25kn |
| 7217456<br>6NPC<br>F15557<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY No. 102**<br>ex Crystal Iris-77<br>**Nam Yang Sa Co. Ltd.**<br>Inchon South Korea | **582**<br>225<br>840 | <br><br>KR | **1972** Uchida Zosen—Ise (707)<br>52,00 10,01<br>50,50 9,81 6,86<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.612<br>Der 6(3) | Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 176kW 445V a.c.<br>13,25kn |
| 6817687<br>9VXQ<br>382241<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY ORIENT**<br>ex Historian-81<br>**Bunga Shipping Co. Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**5 626**<br>2 929<br>8 677<br>**8 453**<br>4 709<br>11 278 | **✠100A1** SS 1/79<br>DTsf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Z 2$\frac{3}{16}$"U2<br>FN 4308 | **1968**-11 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (885)<br>150,58 19,28 7,697/8,903<br>140,21 19,21 11,51<br>P 28,1 F 17,1 2 dks, 3rd dk in No. 1 hold<br>rf 102<br>7BH WB2057t incl. Tunnel tanks 257t DTf842t | **M General Cargo**<br>Ref<br>4 Ho 15,0 11,6DT 25,9 24,6 21,9<br>G.17 046 B.15 385 In.225<br>5 Ha (stl) (9,6 6,1 × 6,7) (16,4 16,4 × 13,1) (18,8 × 8,5)<br>7W Cr 2(10) 3(5) Der 1(150) 1(10) 4(5) | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 408kW 2 × 272kW 440V 60Hz a.c.<br>Fuel 1 285,5t (hvf) 18kn |
| 5114258<br>D5LM<br>6421<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHERRY PARK**<br>ex Park-78 ex Fernpark-77 | **31 260**<br>21 274<br>61 938 | <br><br>NV | **1963** Eriksbergs M/V A/B—Goteborg (545)<br>237,27 32,24 12,694<br>225,56 32,16 16,31<br>1 dk<br>rf 102 | **M Tanker**<br><br>29 Ta ER<br>L.(oil) 68 810 | Oil 2SA 10Cy. 840 × 1800<br>21 000bhp (15 447kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 500kW 2 × 395kW 440V 60Hz a.c.<br>Fuel (hvf) 16,5kn |
| 6811059<br><br>333950<br>Esd RTv | **CHERRY SAND**<br><br>**British Transport Docks Board**<br>Grimsby United Kingdom | **1 080**<br>339<br>2 305 | <br><br>✠Classed LR until 7/69 | **1968**-6 Appledore Shipbuilders Ltd. —Appledore (A.S.53)<br>62,84 12,40<br>59,44 12,04 4,65<br>RQD 23,8 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 23,4 ER<br>Cr 2(6) | 2 Oil 4SA each 6Cy. 260 × 368 reverse reduction geared to sc. shafts<br>1 790bhp (1 317kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 36kW 220V d.c.<br>Fuel 38,5t (d.o.) 10kn |
| 7235680<br>HO6179<br>1053<br>6-80<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHERRY SHIP**<br>ex Kirsten Sandved-80<br>ex Sandved-77<br>ex Kirsten Sandved-74<br>**Rederi-Interessentskabet Cherry Ship**<br>Knud I. Larsen<br>Panama Panama | **499**<br>308<br>1 295 | <br><br>BV | **1972** N.V. Scheeps. "Vooruitgang"—Foxhol (230)<br>73,84 11,89 3,703<br>66,50 11,82 6,79<br>F 12,5 2 dks<br>rf 152 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 47,4 ER<br>G.3 184 B.2 096<br>2 Ha (stl) (21,0 11,9 × 6,0) ER<br>3W Der 1(15) 2(3) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 1 × 24kW 380V 50Hz a.c.<br>Fuel 117,0t (d.o.)-3,5pd 12kn |
| 5035828<br>S6GL<br>381888<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHERRY SINGA**<br>ex Mahabharat-80 ex Bankura-71<br>**Lion Shipping Co. Pte. Ltd.**<br>Lian Soon Agencies Pte. Ltd.<br>Singapore Singapore | **6 793**<br>3 693<br>7 670 | **✠100A1** SS 3/81<br>tunnel side tanks — oil FP above 65.5°C. or vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3375 | **1959**-8 Harland & Wolff Ltd.—Govan, Glasgow (1610 G)<br>129,88 18,06 7,792<br>120,94 17,99 9,91<br>P & B 53,4 F 14,4 2 dks, 3rd dk in No. 3 hold<br>RW rf 152<br>6BH WB1115t | **M General Cargo**<br>Ref<br>4 Ho 16,5 22,7 19,2 ER 23,4<br>G.9 061 In.1 149<br>4 Ha (stl) (9,6 14,2 13,4 × 7,3) ER (9,3 × 6,7)<br>4W Cr 5(3) Der 4(10) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>6 700bhp (4 928kW) B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>✠ NWTAuxB 1/60 100lbf/in$^2$ (6,9bar)<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 350kW 440V 60Hz a.c.<br>Fuel 1 492,5t (hvf) 16kn |
| 7366673<br>WIBK<br>557503<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHERRY VALLEY**<br><br>**Manufacturers National Bank of Detroit**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **22 357**<br>15 951<br>39 966 | <br><br>AB | **1974** National Steel & SB. Co.—San Diego, Ca (385)<br>209,86(BB) 27,49 10,688<br>201,17 27,44 14,33<br>F 11,6 1 dk<br>rf 152 | **S Tanker**<br><br>15 Ta ER<br>L.(oil) 43 822 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 750kW<br>Fuel 3 830,5t (o.f.)-81,5pd 16,5kn |
| 5418355<br>9VKI<br>376233<br>Df Esd<br>Gc Rdr<br>RT | **CHERRY VESTA**<br>ex Nego Shang-76 ex Mike-73<br>ex Yanxilas-70 ex Vilja-69<br>**Odin Shipping Co. (Pte.) Ltd.**<br>Norse Management Co. (Pte.) Ltd.<br>Singapore Singapore | **25 378**<br>15 924<br>44 066 | <br><br>AB | **1963** Oresundsvarvet A/B—Landskrona (181)<br>213,44 29,34 11,450<br>204,53 29,27 14,71<br>P 38,8 B 8,3 F 22,0 1 dk<br>rf 51 | **M Tanker**<br><br>31 Ta ER<br>L.(oil) 54 227 | Oil 2SA 10Cy. 850 × 1700<br>18 350bhp (13 498kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 336kW 1 × 300kW a.c.<br>Fuel 3 840,5t |
| 5140221<br>9VVA<br>333360<br>Df Rdr<br>RT | **CHERRY VILJA**<br>ex Hakko Maru-71<br>**Lian Soon Shipping & Trading Co. (Pte.) Ltd.**<br>Singapore Singapore | **993**<br>500<br>1 580 | <br><br>NK | **1961** Nishii Dock Co. Ltd.—Nansei (53)<br>68,69 9,86 4,649<br>63,02 9,81 5,11<br>P 15,9 F 8,9 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 1 843 | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW) E made58 fitted61<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 52,0t (d.o.) 10,5kn |

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| **5069714**<br>UOUX<br>M-26055<br>Df Esd<br>Gc Rdr | **CHERVONOGRAD**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **2 483**<br>1 330<br>3 165 | RS | **1957** Stocznia Szczecinska im. A. Warskiego—Szczecin (B32/25)<br>94,65 13,54 5,560<br>89,54 13,50 6,28<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 15,0 16,7 ER 15,3 12,5<br>G.4 392 B.4 169<br>4 Ha (stl) (9,8 × 7,3) (11,2 × 9,8) ER (9,9 × 9,6) (9,0 × 7,3)<br>4W Der 4(5) | C 4Cy. (2) 455 & (2) 980 × 980<br>1 650ihp (1 214kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 609,0t (o.f.) 11,5kn |
| **8033950**<br><br>617568 | **CHERYL ANN**<br><br>**Barbara Inc. of Dartmouth**<br>New Bedford, Ma United States of America | **175**<br>114<br>— | | **1979** ............Palatka, Fl<br>*25,58* 7,47<br>2,95<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| **7310466**<br>WYZ7<br>376<br>539167 | **CHERYL ANN**<br>ex Three Jaynes-75<br>**Winston S. Silver**<br>Elizabeth City, NC United States of America | **120**<br>81<br>— | | **1972** Toche Enterprises Inc.—Ocean Springs, Ms<br>*22,53* 6,71<br>3,56 | **M Fishing** | Oil<br>400bhp (294kW)<br>..............<br>Fuel (d.o.) |
| **7901930**<br>WYA2<br>351<br>593145 | **CHERYL ANNE**<br><br>**Jackson Marine Services**<br>Corpus Christi, Tx United States of America | **187**<br>127<br>— | | **1978** Halter Marine Inc.—New Orleans, La (696)<br>3,712<br>29,98 9,15 4,40<br>1 dk | **M Tug** | Oil<br>.............. |
| **5232165**<br>ZGFM<br>384690<br>Df Esd<br>Rdr<br>RTm/h | **CHERYL B.**<br>ex Menkar N-79 ex Mistasam-79<br>ex Menkar-N-77<br>**Coastal Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **499**<br>274<br>784 | BV | **1952** N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (524)<br>69,80 9,86 3,525<br>64,83 9,81 5,80<br>P 15,9 F 8,0 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref<br>2 Ho 20,2 19,2 ER<br>G.1 815 B.1 682 In.50<br>2 Ha (stl) (12,5 14,1 × 5,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 40kW 1 × 15kW 110V d.c.<br>Fuel 71,0t (d.o.) 12kn |
| **7032064**<br>WY5528<br>519417<br>Df Esd<br>Gc Rdr<br>RT | **CHERYL MARIE**<br><br>**Liberty King Inc.**<br>San Diego, Ca United States of America | **919**<br>509<br>— | | **1969** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>53,65 11,59<br>48,11 10,98 6,43<br>1 dk | **M Fishing**<br>Tuna Seiner Ref. | Oil 2SA 16Cy. 230 × 254<br>2 875bhp (2 115kW)<br>General Motors Corp. La Grange, Illinois |
| **6420056**<br>KNFE<br>296863<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHESAPEAKE**<br>ex Hess Voyager-80<br>**Hess Shipping Corp.**<br>Wilmington, De United States of America | **27 015**<br>19 148<br>50 826 | AB | **1964** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4603)<br>224,44 31,22 12,129<br>214,89 31,09 15,24<br>P 35,4 F 45,2 1 dk<br>RW rf nil | **S Tanker**<br><br>21 Ta ER<br>L.(oil) 56 146 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 1 403,0t (o.f.)-78,0pd 15kn |
| **7100407**<br>WB8198<br>234599 | **CHESAPEAKE**<br><br>**Atlantic Trawling Co.**<br>Philadelphia, Pa United States of America | **113**<br>47<br>— | | **1936** Johnson & Corkran—Crittenden, Va<br>*28,32* 7,60<br>2,14 | **Wood M Fishing** | Oil<br>210bhp (154kW)<br>..............<br>Fuel (d.o.) |
| **7819175**<br>WXS9<br>699<br>600646<br>Esd Gc<br>Rdr RT | **CHESAPEAKE SEAHORSE**<br><br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **196**<br>133<br>500 | AB | **1978** Halter Marine Inc.—Moss Point, Ms (730)<br>56,39 3,658<br>51,82 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8008917**<br>WGZK<br>650468 | **CHESAPEAKE TRADER**<br><br>**Atransco Tanker Corp. I**<br>American Trading Transportation Co. Inc.<br>Baltimore, Md United States of America | **24 668**<br>18 136<br>50 116 | AB (Class cont.) | **1982** National Steel & SB. Co.—San Diego, Ca (424)<br>200,59 10,973<br>192,03 32,24 16,31<br>1 dk | **M Tanker**<br>SBT IGS<br>Mchy.aft | Oil 2SA 5Cy. 760 × 1550<br>11 244bhp (8 271kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| **7028506**<br>GYZJ<br>339954<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHESHIRE**<br><br>**Britain S.S. Co. Ltd.**<br>Bibby Brothers & Co.<br>Liverpool United Kingdom | **19 061**<br>11 502<br>32 280 | **✠100A1** CS 10/80<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 7064 | **1971**-1 Doxford & Sunderland Ltd.—North Sands Shpyd, Sunderland (728)<br>182,58(BB) 26,42 10,700<br>173,13 26,37 14,43<br>P 31,1 F 15,0 1 dk<br>rf 76<br>9BH WB10020t incl. Topside tanks in holds 4267t Comb. btm and side tanks in holds 4261t | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 16,3 18,2 20,0 18,2 20,0 18,2 18,2 ER<br>G.35 517 B.34 336<br>7 Ha (stl) (9,1 × 10,0) (10,6 12,8 11,4 12,8 11,4 11,4 × 12,6) ER<br>12W Der 14(10) | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 405kW 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf) 16kn |
| **7831082** | **CHESMA**<br><br>**U.S.S.R.**<br>U.S.S.R. | **743**<br>213<br>350 | RS | **1979** ............U.S.S.R.<br>53,75 10,72 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>1 Ha (stl) (1,6 × 1,6)<br>Der 1(3,25) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,75kn |
| **7739820**<br><br>269808<br>Df Esd<br>Gc Rdr<br>RT | **CHESTER HARDING**<br><br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>*Philadelphia, Pa* United States of America | **4 045**<br>2 056<br>— | | **1939** Pusey & Jones Corp.—Wilmington, De (1070)<br>93,88 5,538<br>88,22 17,07 8,84<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms<br>Hopper 1 900<br>2 sandpumps each 485kW (650bhp) | 2 Oil each 8Cy.<br>2 000bhp (1 471kW) NE 58<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>10,5kn |

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| 7044330<br>RTv | **CHESTER HARDING**<br>**Panama Canal Commission**<br>Cristobal, C.Z. Panama Canal Zone (U.S.A.) | **277**<br>35<br>82 | (AB) | **1970** Southern SB. Corp.—Slidell, La (89)<br>29,27 9,07 3,963<br>27,28 8,54 5,19<br>1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 305 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 120V 60Hz a.c.<br>Fuel 67,0t 13,5kn |
| 5280801<br>382696<br>Df Esd<br>Gc Pfd<br>Rdr | **CHESTER II**<br>ex Polarhav-80<br>**Karlsen Shipping Co. Ltd.**<br>Halifax, N.S. Canada | T.Mk<br>**902**<br>456<br>— | NV | **1957** Stord Verft A/S—Stord (41)<br>54,56 9,63<br>48,77 9,61 4,81<br>2 dks<br>BK 178 | **M General Cargo/Sealer**<br>3 Ho ER<br>3 Ha (1,7 4,1 2,9 × 2,5) ER<br>Der 1(5) 3(3) 2(2) | Oil 2SA 8Cy. 345 × 580<br>1 340bhp (986kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 80kW 1 × 25kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7423378<br>WVFX<br>577738<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHESTNUT HILL**<br>**Girard Trust Bank, Owner Trustee**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **44 875**<br>35 072<br>92 760 | AB | **1976** National Steel & SB. Co.—San Diego, Ca (388)<br>272,50(BB) 32,29 14,955<br>260,61 32,24 19,69<br>F 22,3 1 dk<br>rf nil | **S Tanker**<br>COW IGS<br>6 Ta 12 Wing Ta ER<br>L.(oil) 107 426 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>24 500shp (18 021kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 693kW a.c.<br>Fuel 6 222,0t (o.f.)-112,0pd 16,5kn |
| 7611353<br>EATQ | **CHEU**<br>ex Benedicta-73<br>**Naviera Peninsular S.A.**<br>Bilbao Spain | **920**<br>511<br>1 668 | ✠Classed LR until 12/57 | **1955**-1 Soc. Espanola de Const. Nav. —Bilbao<br>62,74 4,490<br>59,75 10,98 5,19<br>1 dk<br>conv Bottom doors Hopper Barge 74 | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW) NE 74<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| 5200215<br>D9FZ<br>BM22<br>400<br>Gc Rdr<br>RT | **CHEUK YANG**<br>ex Takuyo Maru-78<br>ex L. P. Maru No. 3-74<br>**Kum Kang Marine Co. Ltd.**<br>Busan South Korea | **998**<br>516<br>762 | KR (NK) | **1961** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (585)<br>63,68 10,88 4,033<br>57,99 10,83 5,03<br>P 15,3 F 5,2 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>3 Ta cyl horizontal ER<br>L.(gas) 969 | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Gen 3 × 72kW 225V a.c.<br>Fuel 38,5t-2,5pd 10,5kn |
| 5028148<br>Df Esd<br>Gc Rdr | **CHEUNG CHAU**<br>ex Atalanti M. Livanos-64<br>**China Ocean Shipping Co.**<br>China | **8 566**<br>5 024<br>12 040 | ✠Classed LR until 7/11/75 | **1956**-10 Burntisland S.B. Co. Ltd. —Burntisland (363)<br>142,42 18,27 8,916<br>132,59 18,23 12,07<br>F 12,8 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>5 Ho 18,5 18,0 18,2 ER 21,1 18,9<br>5 Ha (10,6 10,6 10,6 × 7,6) ER (10,6 10,6 × 7,6)<br>10W Der 1(30) 10(10) | Oil 2SA 7Cy. 620 × 1400 exhaust470<br>5 500bhp (4 046kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock |
| 5233145<br>3FQV<br>1049<br>8-80<br>Gc Rdr<br>RTm/h/v | **CHEUNG CHAU**<br>ex Nedlloyd Mersey-79<br>ex Mersey Lloyd-77<br>**Hong Kong Ocean Shipping Co. Ltd.**<br>Hong Kong Islands Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**7 151**<br>3 582<br>9 515<br>**9 566**<br>5 630<br>11 565 | ✠**100A1** SS 5/79<br>DTsf&a—vegetable oil<br>✠**LMC**<br>EL ft 2½"SQ<br>FN 4818 | **1959**-3 C. v.d. Giessen—Krimpen a/d Ijssel (790)<br>161,12 20,22 8,008/8,868<br>149,00 20,11 12,22<br>P 10,4 F 27,5 2 dks, 3rd dk in aft hold & mchy. space<br>RW rf 76<br>8BH WB4671t incl. Dtsa1180t DTsm2600t | **M General Cargo**<br>Ref 12P<br>6 Ho 16,6 18,5 19,5 16,9 21,2 18,6<br>B.17 167 In.146<br>6 Ha (stl) (6,8 × 4,8) (11,8 11,8 10,2 11,8 11,5 × 7,3)<br>20W Der 2(84) 1(39) 8(10) 12(5) | Oil 2SA 10Cy. 750 × 1500<br>10 500bhp (7 723kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 142lbf/in$^2$ (9,8bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 1 468,0t (hvf) 18kn |
| 6601337<br>H06113<br>8428-<br>PEXT<br>Rdr RT | **CHEUNG HING**<br>ex Nagata Maru-79<br>**Cheung Hing Steamship Co. Ltd. S.A.**<br>Panama Panama | **997**<br>490<br>1 747 | (BV) | **1965** Koyo Dockyard Co. Ltd.—Mihara (333)<br>67,90 11,33 4,700<br>62,01 11,31 5,21<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 866 B.1 761<br>1 Ha (31,0 × 6,0) ER<br>6W Der 2(12) 2(7) | Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 24kW 1 × 16kW 225V a.c.<br>Fuel 93,5t-5,0pd 11,5kn |
| 7647974<br>H8GM<br>9836-79<br>Rdr RT | **CHEUNG KONG**<br>ex Kaiho Maru-79<br>**Cheung Kong Shipping**<br>Panama Panama | **484**<br>271<br>1 232 | BV | **1970** Asakawa Zosen—Imabari<br>50,50 3,810<br>49,51 9,61 4,20<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 256 | Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 30kW 225V 60Hz a.c.<br>10,5kn |
| 6873227<br>UTUL<br>M-19804 | **CHEUSH**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **487**<br>106<br>118 | (RS) | **1956** .............People's Republic of China<br>44,51 9,40 3,210<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened<br>1W Der 1(1,5) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 12kn |
| 7325746<br>FZDU<br>Df Esd<br>Gc Rdr<br>RT | **CHEVALIER D'ASSAS**<br>**Armement Jean Lucas et Compagnie**<br>Lorient France | **582**<br>234<br>411 | BV | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B423/16)<br>54,26 4,601<br>46,21 11,04 4,70<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.510 | Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Fuel 202,0t (d.o.) 14,5kn |
| 5150410<br>H3YC<br>6335-75<br>Df Esd<br>Rdr RTm | **CHEVALIER DARBY**<br>ex Mediterranean Darby-75<br>ex Hikone Maru-73<br>**N.S.I. (2) Shipping S.A.**<br>Panama Panama | **7 139**<br>4 328<br>10 529 | (NK) | **1957** Harima Zosensho—Aioi (509)<br>136,63 18,04 8,370<br>128,00 18,01 11,00<br>B 23,8 F 9,2 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>5 Ho 15,0 21,6 12,1 9,9DT 24,3 15,7<br>G.15 253 B.14 146<br>5 Ha (stl) (6,8 × 6,0) (12,9 12,9 × 7,0) ER (13,7 × 7,0) (8,3 × 6,0)<br>16W Der 2(20) 2(10) 12(6) | Oil 2SA 6Cy. 720 × 1250<br>4 200bhp (3 089kW)<br>Harima Zosensho Aioi<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 1 106,5t (hvf) 13,25kn |
| 7207293<br>FNJE<br>10841<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHEVALIER DE BLOIS**<br>ex Seatrain Ticonderoga-80<br>ex American Arrow-79<br>ex Atlantica Marseille-77<br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Dunkerque France | **15 952**<br>10 095<br>22 100 | BV | **1972** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (128)<br>191,62 23,04 7,773<br>182,10 22,99 14,64<br>B 11,9 F 12,8 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Ho ER<br>TEU 1004 C. 1004/20' | 2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shaft<br>18 000bhp (13 240kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 525kW 400V 50Hz a.c.<br>Fuel 342,5t (d.o.) 16 145,0t (hvf) 19kn |

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| **7400625**<br>FNXP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVALIER PAUL**<br><br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Le Havre France | **36 505**<br>20 616<br>39 478 | BV | **1976** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1410)<br>**1981** (Additional cargo section) Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>252,20(BB) 10,891<br>236,07 30,51 18,22<br>B 24,4 F 41,5 1 dk<br>len 81 | **S Container Ship**<br>Fixed-guides<br>7 Cell.Ho 14,7 29,1 29,1 29,1 14,9 29,1 29,1 ER<br>HeCls. B<br>TEU 2288<br>C.Ho 738/20' 268/40' C.Dk 1014/20' (40') incl. 108 ref C.<br>12 Ha (stl) ER | 2 S Turb sr geared to sc. shaft<br>38 000shp (27 951kW) General Electric<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M) La Seyne<br>Gen 2 × 1300kW 1 × 750kW 440V 60Hz a.c.<br>Fuel 6 185,0t (o.f.) 57,0t (d.o.)-198,0pd 24kn |
| **7400649**<br>FNAT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVALIER ROZE**<br><br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Le Havre France | **36 505**<br>20 616<br>39 478 | BV | **1976** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1411)<br>**1981** (Additional cargo section) Hyundai Mipo Dkyd Co. Ltd.—Ulsan<br>208,13(BB) 10,891<br>192,01 30,51 18,22<br>B 24,4 F 41,5 1 dk<br>len 81 | **S Container Ship**<br>Fixed-guides<br>7 Cell.Ho 14,7 29,1 29,1 29,1 14,9 29,1 29,1 ER<br>HeCls. B<br>TEU 2288<br>C.Ho 738/20' 268/40' C.Dk 1014/20' (40') incl. 108 ref C.<br>12 Ha (stl) ER | 2 S Turb sr geared to sc. shaft<br>38 000shp (27 951kW) General Electric<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M) La Seyne<br>Gen 2 × 1300kW 1 × 750kW 440V 60Hz a.c.<br>Fuel 6 185,0t (o.f.) 57,0t (d.o.)-198,0pd 24kn |
| **7400651**<br>FNIA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVALIER VALBELLE**<br><br>**Compagnie Maritime des Chargeurs Reunis S.A. (C.M.C.R.)**<br>Le Havre France | **27 836**<br>14 544<br>25 377 | BV | **1977** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1413)<br>208,13(BB) 10,391<br>192,01 30,51 18,22<br>B 25,3 F 36,3 1 dk | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 14,7 29,1 29,1 29,1 29,1 ER<br>HeCls. B<br>TEU 1482<br>C.Ho 492/20' 207/40' C.Dk 576/20'(40') incl. 108 ref C.<br>9 Ha (stl) ER | 2 S Turb sr geared to sc. shaft<br>38 000shp (27 951kW) General Electric<br>Cons. Nav. & Ind. de la Mediterranee (C.N.I.M) La Seyne<br>Gen 2 × 1300kW 1 × 750kW 440V 60Hz a.c.<br>Fuel 58,0t (d.o.) 4 650,5t (hvf)-200,0pd 24kn |
| **7101360**<br>WH3169<br>272117<br>Esd Rdr<br>RT | **CHEVRON**<br><br>**Chevron Oil Co.**<br>Houston, Tx United States of America | **126**<br>86<br>— | | **1956** Platzer Shipyard—Houston, Tx<br>6,10<br>27,08 3,05<br>1 dk | **TM Crewboat** | 2 Oil 4SA each 6Cy. 127 × 143<br>1 000bhp (736kW)<br>.............<br>Fuel (d.o.) |
| **7376953**<br>A8YD<br>5390<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON ANTWERP**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **122 626**<br>104 038<br>276 796 | AB | **1975** Mitsubishi Heavy Industries Ltd.—Nagasaki (1748)<br>338,79(BB) 53,68 21,134<br>320,00 53,60 27,28<br>F 29,9 1 dk<br>rf 119 | **S Tanker**<br>SBT COW IGS<br>20 Ta ER<br>L.(oil) 324 929<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 12 101,0t (hvf)-178,0pd 15,75kn |
| **7392036**<br>KGBE<br>588320<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON ARIZONA**<br><br>**Chevron U.S.A. Inc**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **16 941**<br>13 489<br>39 836 | AB | **1977** FMC Corp., Marine & Rail Equipment Div.—Portland, Or (GTT-5)<br>198,51 11,300<br>190,51 29,27 15,19<br>F 12,8 1 dk<br>rf nil | **GT-E Tanker**<br>SBT<br>16 Ta ER<br>L.(oil) 42 818<br>Cr 2(9,5) | 1 Gas Turb 9320kW (12500shp) driving 1 gen. 9550kVa a.c. connected to 1 elec. motor<br>General Electric Co. U.S.A.<br>Gen 1 × 2200kW 1 × 400kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 519,0t (o.f.)-55,0pd 15kn |
| **7227671**<br>5MOK<br>4313<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON BRUSSELS**<br><br>**Union Bank, Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **122 811**<br>107 747<br>259 355 | ✠**100A1** SS 12/77<br>oil tanker<br>✠**LMC** **UMS**<br>EL D* 4½"U3<br>FN 25559 | **1972**-11 Kockums M/V A/B—Malmo (535)<br>340,52 51,87 20,073<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil<br>9BH WB7783t | **S Tanker**<br>SBT COW IGS<br>pt higher tensile steel<br>Mchy.aft<br>17 Ta<br>L.(oil) 331 761<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>2 WTB 1050lbf/in$^2$ (72,4bar) (Spt 510,0°C 930lbf/in$^2$ (64,2bar)) hs2807,3 sg 135lbf/in$^2$ (9,4bar)<br>Gen 1 × 1200kW 2 × 760kW 450V 60Hz a.c.<br>Fuel 14 047,0t (o.f.) 249,0t (d.o.)-162,5pd 16kn |
| **7376927**<br>A8MF<br>5077<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON BURNABY**<br>Launched as Chevron Jakarta<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **122 626**<br>104 032<br>276 775 | AB | **1975** Mitsubishi Heavy Industries Ltd.—Nagasaki (1745)<br>338,79(BB) 53,65 21,219<br>320,00 53,60 27,28<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>22 Ta ER<br>L.(oil) 324 686<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 12 512,5t (o.f.) 17,5t (d.o.)-178,0pd 15,25kn |
| **7218967**<br>WCGN<br>541563<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHEVRON CALIFORNIA**<br><br>**First Interstate Bank of California**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **35 588**<br>29 437<br>71 339 | AB | **1972** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4632)<br>246,90 32,09 13,263<br>239,58 32,01 17,38<br>P 27,5 F 17,4 1 dk<br>rf nil | **S Tanker**<br>SBT IGS<br>16 Ta ER<br>L.(oil) 87 227<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 2 316,5t (o.f.) 2,0t (d.o.)-106,5pd 15kn |
| **7391238**<br>KLHZ<br>577358<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON COLORADO**<br><br>**First Interstate Bank of California**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **16 941**<br>13 489<br>39 935 | AB | **1976** FMC Corp., Marine & Rail Equipment Div.—Portland, Or (GTT-3)<br>198,13 11,354<br>190,51 29,27 15,30<br>F 12,8 1 dk<br>rf 305 | **GT-E Tanker**<br>SBT<br>16 Ta ER<br>L.(oil) 42 818 | 1 Gas Turb 9320kW (12500shp) driving 1 gen. 9550kVa a.c. connected to 1 elec. motor<br>General Electric Co. Schenectady, NY<br>Gen 1 × 2200kW 1 × 400kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 519,0t (o.f.)-55,0pd 15kn |
| **7376721**<br>A8GL<br>4927<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON COPENHAGEN**<br><br>**Bank of California National Association as Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 178**<br>100 270<br>268 237 | AB | **1974** Mitsubishi Heavy Industries Ltd.—Nagasaki (1720)<br>338,64(BB) 53,65 20,559<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 314 125<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 11 847,0t (o.f.) 17,5t (d.o.)-167,5pd 15,25kn |

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| 7328712<br>ELN<br>4863<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON FELUY**<br>**Bank of California National Association as Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 197**<br>100 263<br>268 430 | | AB | **1973** Mitsubishi Heavy Industries Ltd. —Nagasaki (1700)<br>338,64(BB) 53,65 20,549<br>320,00 53,60 26,40<br>F 29,9<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 313 932 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW) Westinghouse<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 11 847,0t (o.f.) 17,5t (d.o.)-167,5pd<br>15,5kn |
| 6721486<br>ELDG<br>2815<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHEVRON FRANKFURT**<br>**Ocean Tankship Corp. S.A.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **41 922**<br>31 519<br>80 137 | | AB | **1967** Hitachi Zosen—Innoshima (4161)<br>231,60(BB) 37,14 13,367<br>222,51 37,09 17,81<br>P 30,5 B 27,5 F 22,9 1 dk<br>rf 102 | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 104 431 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 800kW 440V 60Hz a.c.<br>Fuel 3 048,0t (o.f.) 7,0t (d.o.)-88,5pd<br>15,75kn |
| 7376745<br>ABU<br>4977<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON FREEPORT**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 209**<br>100 300<br>268 235 | | AB | **1974** Mitsubishi Heavy Industries Ltd. —Nagasaki (1722)<br>338,64(BB) 53,65 20,549<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT IGS CBT<br>14 Ta ER<br>L.(oil) 314 174 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 11 491,5t-168,5pd<br>15,5kn |
| 7102584<br>5LRN<br>3935<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON KENTUCKY**<br>**Security Pacific National Bank**<br>Chevron Shipping Co.<br>Monrovia Liberia | **116 624**<br>101 038<br>253 554 | | AB | **1971** Verolme Dok & Schpsb.—Rozenburg, Rotterdam (816)<br>344,36(BB) 51,87 19,971<br>329,22 51,82 25,61<br>1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 310 978 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Verolme Machinefabriek Ijsselmonde<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>Fuel 11 684,5t (o.f.) 172,5t (d.o.)-167,5pd<br>15,5kn |
| 7219909<br>ELYX<br>4272<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON LONDON**<br>**Union Bank, Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **122 811**<br>107 747<br>259 355 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 6/81<br>**UMS**<br>EL D* 4½"U3<br>FN 25559 | **1972-9** Kockums M/V A/B—Malmo (534)<br>340,52 51,87 20,016<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil<br>9BH WB7783t | **S Tanker**<br>SBT COW IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 331 946 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>STAL-LAVAL Kockum Malmo<br>2 WTB 1050lbf/in² (72,4bar) (Spt 510,0°C 865lbf/in² (59,7bar)) hs2807,3<br>sg 135lbf/in² (9,4bar)<br>Gen 1 × 1200kW 2 × 760kW 450V 60Hz a.c.<br>Fuel 14 047,0t (o.f.) 249,0t (d.o.)-162,5pd<br>15,25kn |
| 7391240<br>WHNG<br>584696<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON LOUISIANA**<br>**Chevron U.S.A. Inc**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **17 076**<br>13 695<br>39 888 | | AB | **1977** FMC Corp., Marine & Rail Equipment Div.—Portland, Or (GTT-4)<br>198,51 11,354<br>190,51 29,27 15,30<br>F 12,8 1 dk<br>rf 305 | **GT-E Tanker**<br>SBT<br>16 Ta ER<br>L.(oil) 42 818 | HeCls. C | 1 Gas Turb 9320kW (12500shp) driving 1 gen. 9550kVa a.c. connected to 1 elec. motor<br>General Electric Co. U.S.A.<br>Gen 1 × 2200kW 1 × 400kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 519,0t (o.f.)-55,0pd 15kn |
| 7226914<br>WXBR<br>542850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON MISSISSIPPI**<br>**First Interstate Bank of California**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **35 589**<br>29 438<br>71 339 | | AB | **1972** Bethlehem Steel Corp. SB. Dept. —Sparrows Point, Md (4637)<br>246,90 32,09 13,259<br>239,58 32,01 17,38<br>P 27,5 F 17,4 1 dk<br>rf nil | **S Tanker**<br>SBT IGS<br>16 Ta ER<br>L.(oil) 87 227 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 2 316,5t (o.f.)-106,5pd 15,75kn |
| 7353717<br>A8BK<br>4796<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON NAGASAKI**<br>**Bank of California National Association as Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 147**<br>100 237<br>268 242 | | AB | **1974** Mitsubishi Heavy Industries Ltd. —Nagasaki (1708)<br>338,64(BB) 53,65 20,559<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 314 174 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 11 847,0t (o.f.) 17,5t (d.o.)-167,5pd<br>15,25kn |
| 6058657<br>PDHO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON NEDERLAND**<br>ex Caltex Nederland-69<br>**Maats. tot Financiering van Bedrijfspanden N.V**<br>Chevron Tankers (Nederland) N.V.<br>'s Gravenhage Netherlands | **31 574**<br>19 365<br>51 651 | | AB | **1963** S.A. Cockerill-Ougree—Hoboken (804)<br>224,06 32,16 11,926<br>213,37 32,01 15,24<br>P 48,8 B 13,8 F 29,0 1 dk<br>RW rf nil | **S Tanker**<br>SBT COW IGS<br>1 Ho 33 Ta ER<br>L.(oil) 66 146<br>1 Ha (3,2 × 3,6) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>S.A. Cockerill-Ougree Seraing<br>Gen 2 × 850kW 450V 60Hz a.c.<br>Fuel 5 366,5t (hvf)-98,5pd 15,5kn |
| 7376977<br>5MFM<br>5669<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHEVRON NORTH AMERICA**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **196 334**<br>167 958<br>412 612 | | AB | **1976** Mitsubishi Heavy Industries Ltd. —Koyagi (1751)<br>365,87 70,06 22,904<br>350,02 70,01 29,01<br>F 27,8 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>29 Ta ER<br>L.(oil) 502 768 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 15 850,5t (d.o.)-223,5pd 15,75kn |
| 7367469<br>WNHL<br>566080<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON OREGON**<br>**First Interstate Bank of California**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **16 941**<br>13 695<br>39 904 | | AB | **1975** FMC Corp., Marine & Rail Equipment Div.—Portland, Or (GTT-1)<br>198,13 29,29 11,200<br>190,48 29,24 15,27<br>F 12,8 1 dk<br>rf 305 | **GT-E Tanker**<br>SBT<br>16 Ta ER<br>L.(oil) 42 733 | HeCls. C | 1 Gas Turb 9320kW (12500shp) driving 1 gen. 9550kVa a.c. connected to 1 elec. motor<br>General Electric Co. Lynn, Ma<br>Gen 1 × 2200kW 1 × 400kW a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 519,0t (o.f.)-55,0pd 15kn |
| 7376757<br>A8KU<br>5040<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON PERNIS**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 198**<br>100 289<br>268 023 | | AB | **1974** Mitsubishi Heavy Industries Ltd. —Nagasaki (1723)<br>338,64(BB) 53,65 20,549<br>320,00 53,60 26,40<br>F 21,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 314 174 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1875kW 450V 60Hz a.c.<br>Fuel 11 847,0t (o.f.) 17,5t (d.o.)-167,5pd<br>15,25kn |

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|---|---|---|---|---|---|---|---|
| **7376941**<br>A8RI<br>5213<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON PERTH**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **122 726**<br>104 038<br>276 837 | AB | **1975** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1747)<br>338,79 53,68 21,134<br>320,00 53,60 27,28<br>F 29,9 1 dk<br>rf 119 | **S Tanker**<br>SBT COW IGS<br>20 Ta ER<br>L.(oil) 331 538 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1500kW 450V 60Hz a.c.<br>Fuel 12 101,0t (hvf)-178,0pd 15,75kn |
| **7376939**<br>A8PB<br>5153<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHEVRON ROME**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **122 626**<br>104 038<br>276 665 | AB | **1975** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1746)<br>338,79(BB) 53,65 21,219<br>320,02 53,60 27,28<br>1 dk | **S Tanker**<br>SBT COW IGS<br>22 Ta ER<br>L.(oil) 324 686 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 12 512,5t (o.f.) 17,5t (d.o.)-178,0pd<br>15,75kn |
| **7376989**<br>5MOZ<br>5712<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHEVRON SOUTH AMERICA**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **196 334**<br>167 958<br>413 158 | AB | **1976** Mitsubishi Heavy Industries Ltd.<br>—Koyagi (1752)<br>365,87 70,06 22,900<br>350,02 70,01 29,01<br>F 20,5 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>24 Ta ER<br>L.(oil) 502 854 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 15 850,5t (hvf)-223,5pd 16,5kn |
| **5058789**<br>PDIT<br>Df Esd<br>Gc Rdr<br>RT | **CHEVRON THE HAGUE**<br>ex Caltex The Hague-67<br>ex Boonesborough-50<br>**Chevron Tankers (Nederland) N.V.**<br>Chevron Shipping Co.<br>'s Gravenhage Netherlands | **13 894**<br>9 670<br>23 629 | AB | **1945** (Aft section) Alabama D.D. & SB. Co.<br>—Mobile, Al (339)<br>**1967** (Fwd & cargo sections) Hitachi Zosen<br>—Kanagawa Works, Kawasaki<br>172,40 23,63 9,983<br>164,60 23,58 12,73<br>P 33,0 B 11,0 F 24,4 1 dk<br>RW rf nil | **T-E Tanker**<br>SBT<br>18 Ta ER<br>L.(oil) 30 950 | HeCls. BC | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 525kW 450V 60Hz a.c.<br>Fuel 2 346,0t (hvf)-46,0pd 13,5kn |
| **7391226**<br>KFDB<br>570709<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHEVRON WASHINGTON**<br>**First Interstate Bank of California**<br>Chevron Shipping Co.<br>San Francisco, Ca United States of America | **16 941**<br>13 489<br>39 795 | AB | **1976** FMC Corp., Marine & Rail Equipment Div.—Portland, Or (GTT-2)<br>198,51 29,27 11,354<br>190,51 29,19 15,24<br>F 12,8 1 dk<br>rf 305 | **GT-E Tanker**<br>SBT<br>16 Ta ER<br>L.(oil) 42 733 | HeCls. C | 1 Gas Turb 9320kW (12500shp) driving 1 gen. 9550kVa a.c. connected to 1 elec. motor<br>General Electric Co. Lynn, Ma<br>Gen 1 × 2200kW 1 × 400kW a.c.<br>Controllable pitch propeller aft<br>Fuel 1 519,0t (o.f.) 15kn |
| **7411492**<br>D5HF<br>6311<br>Df Esd<br>Gc Rdr<br>RT | **CHEYENNE**<br>ex Saggat-78<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **62 285**<br>47 651<br>123 866 | NV | **1977** Thyssen Nordseewerke G.m.b.H.<br>—Emden (455)<br>273,26(BB) 39,04 16,380<br>258,07 39,01 23,55<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>9 Ho/Ta ER<br>G.135 624 L.(oil) 138 825<br>1 Ha (13,4 × 14,4) 8 Ha (each 13,4 × 17,4) ER<br>Cr 1(15) 2(5) | | Oil 2SA 7Cy. 980 × 1800<br>23 900bhp (17 580kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>15,75kn |
| **7046704**<br>DZVC | **CHEYENNE**<br>ex Heianza Kyowa-80<br>**Transpacific Towage Inc.**<br>Manila Philippines | **199**<br>56<br>— | | **1969** Towa Zosen K.K.—Shimonoseki (387)<br>29,62 8,67 2,960<br>26,01 8,62 3,79<br>1 dk | **TM Tug** | | 2 Oil 4SA each 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 40kW 225V a.c.<br>Fuel 39,5t 11,5kn |
| **7213412**<br>WH5797<br>272674<br>Rdr RTv | **CHEYENNE**<br>ex Marie Grasso<br>**Junland Marine Inc.**<br>Baton Rouge, La United States of America | **197**<br>134<br>— | | **1956** Hunt Shipyard—New Orleans, La<br>32,01 7,32<br>30,79 2,82<br>1 dk | **TM Supply Ship** | | 2 Vee Oil each 12Cy.<br>454bhp (334kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 30kW 230V 60Hz a.c.<br>Fuel (d.o.) 10kn |
| **6515851**<br>WU5190<br>297418<br>Df Gc<br>Rdr RT | **CHEYENNE**<br>ex Glenwood-70<br>**Bushey Towing Inc.**<br>New York, NY United States of America | **152**<br>103<br>— | | **1965** Ira S. Bushey & Sons Inc.—New York, NY (628)<br>*25,52* 7,68 3,223<br>25,76 7,62 3,51<br>1 dk | **M Tug** | | Oil 2SA 10Cy. 206 × 254<br>Fairbanks Morse & Co. Beloit, Wi |
| **7313456**<br>WYT5<br>172<br>545642 | **CHEYENNE**<br>**Modern Products Inc.**<br>Tampa, Fl United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (127)<br>22,86 6,74 · 2,744<br>3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | | Oil geared to sc. shaft<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) 9kn |
| **5069855**<br>VLQC<br>199626<br>Df Gc<br>Pfd Rdr<br>RT | **CHEYNES II**<br>ex Looma II-63 ex Thorbryn-62<br>**Cheynes Beach Holdings Ltd.**<br>*Fremantle, W.A.* Australia | **441**<br>152<br>— | *Classed BC until 2/69 | **1947-9** Smith's Dock Ltd.—South Bank, Middlesbrough (1165)<br>47,88 8,41<br>44,00 8,39 4,73<br>1 dk<br>BK 191 conv Whaler — | **S Exhibition Ship**<br>1 Ho ER<br>1 Ha ER<br>1W | | T 3Cy. 451 775 & 1321 × 762<br>1 850ihp (1 361kW)<br>Smith's Dock Co. Ltd. Middlesbrough<br>Fuel 217,5t (o.f.) 15kn |
| **7352971**<br>ATKE<br>1552<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHHATRAPATI SHIVAJI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **51 718**<br>36 709<br>89 490 | AB IRS | **1974** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1049)<br>237,62(BB) 39,43 13,977<br>226,02 39,40 18,70<br>1 dk<br>rf nil | **M Tanker**<br>SBT COW IGS<br>11 Ta ER<br>L.(oil) 105 817 | HeCls. BC | Oil 2SA 7Cy. 900 × 1550 Sulzer<br>20 300bhp (14 932kW) Kobe<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 296,5t (d.o.) 4 425,0t (hvf)-62,5pd |
| **5161990**<br>BODS<br>Df Esd<br>Gc Rdr | **CHI CHENG**<br>ex Internacional-78 ex Guo Ji-63<br>**China Ocean Shipping Co.**<br>Shanghai China | **9 709**<br>5 735<br>11 786 | | **1962** Stocznia Gdanska im. Lenina—Gdansk (B54/25)<br>153,90 19,44 8,341<br>141,61 19,37 12,55<br>2 dks<br>RW | **M General Cargo**<br>Ref<br>3 Ho ER 2 Ho<br>In.1 048<br>5 Ha (7,4 12,1 12,2 × 6,4) ER (8,3 11,5 × 6,4) | CSD | Oil 2SA 6Cy. 760 × 1550 Sulzer<br>7 800bhp (5 737kW) Poznan<br>H. Cegielski 16kn |
| **6522323**<br>3EML<br>7475-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI CHING**<br>ex Shozan Maru-76<br>**Chi Ching Navigation S.A.**<br>Chi Yuen Navigation Co. Ltd.<br>Panama Panama | **33 764**<br>22 760<br>56 434 | NK | **1965** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (821)<br>226,40 31,75 11,616<br>216,42 31,70 17,30<br>F 18,3 1 dk pt 2nd dk | **M Bulk Carrier**<br>Str. ore cargoes<br>7 Ho ER<br>G.70 060<br>1 Ha (10,9 × 9,6) 10 Ha (each 9,6 × 12,8) ER | | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW)<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 360kW 450V a.c.<br>Fuel 4 621,0t-51,0pd 15kn |

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| 7902879<br>BOKL<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI FENG KOU**<br><br>**China Merchants Steam Navigation Co. Ltd.**<br>China Ocean Shipping Co.<br>Guangzhou/Canton China | **8 391**<br>3 791<br>13 810 | <br><br>BV | **1980** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1232)<br>146,51(BB) 22,71 9,502<br>135,01 22,70 15,02<br>2 dks | **M RoRo Cargo/General Cargo**<br><br>Angled stern ramp Ice strengthened<br>Mchy.aft<br>G.27 350 B.25 600 | Vee Oil 4SA 14Cy. 400 × 460 reduction geared to sc. shaft<br>9 100bhp (6 694kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>15,25kn |
| 6094472<br>H8XV<br>1045<br>1-80<br>Df Esd<br>Gc Rdr<br>RTm | **CHI GRAND**<br>ex Megaluck-80<br>ex Atlantic Freedom-73<br>ex Duke of Athens-67<br>**Kuo Hong Navigation S.A.**<br>Chi Yuen Navigation Co. Ltd.<br>Panama Panama | T.Mk<br>**7 114**<br>4 122<br>—<br>**10 435**<br>6 169<br>16 903 | ✠**100A1** SS 9/81<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4862 | **1962**-11 Furness S.B. Co. Ltd.—Haverton Hill (503)<br>157,74 20,22 —/9,767<br>146,97 20,12 12,96<br>F 33,3 2 dks<br>RW rf 102<br>7BH WB3185t incl. Tunnel tanks 424t | **M General Cargo**<br><br>5 Ho 20,7 22,8 22,0 ER 21,3 21,4<br>G.23 510 B.21 296<br>5 Ha (stl) (10,2 13,7 11,4 × 6,7) ER (11,3 10,6 × 6,7)<br>13W Der 1(30) 2(10) 12(5) 2(3) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 202,0t (hvf) 13,75kn |
| 6720107<br>6KYE<br>BSA-286<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI RI SAN**<br><br>**Government of The Republic of South Korea (Fisheries Research & Development Agency)**<br>Busan South Korea | **150**<br>38<br>89 | <br><br>KR | **1967** Usuki Tekkosho—Usuki (658)<br>36,99 6,23 2,286<br>33,00 6,20 2,80<br>F 4,3 1 dk | **M Research/Fishing**<br>Ref<br><br>B.49<br>1 Ha (1,3 × 1,3) ER<br>Der 1(3) | Oil 4SA 6Cy. 280 × 400<br>500bhp (368kW)<br>Usuki Tekkosho Usuki<br>Gen 2 × 40kW a.c.<br>11kn |
| 6525557<br>H9ZA<br>9531-KJ<br>Rdr RT | **CHI SHUN**<br>ex Nankai Maru No. 18-81<br>**Ya Tai Shipping Co. Ltd.**<br>Panama Panama | **496**<br>233<br>697 | | **1965** Kanda Zosensho K.K.—Kure (105)<br>53,01 8,64 3,601<br>48,01 8,60 4,07<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.932 B.853<br>1 Ha (22,5 × 4,8) ER | Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 7,5kW 100V a.c.<br>12,5kn |
| 6701981<br>ELOK<br>5944<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI SONG**<br>ex Shobu Maru-77<br>**Chi Song Navigation Inc.**<br>Chi Yuen Navigation Co. Ltd.<br>Monrovia Liberia | **36 642**<br>27 725<br>63 419 | <br><br>NK | **1966** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (838)<br>248,47 31,91 11,888<br>236,23 31,83 18,75<br>F 20,2 1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes<br>7 Ho ER<br>G.76 553<br>1 Ha (stl) (10,9 × 11,2) 10 Ha (stl) (each 9,6 × 12,8) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 400kW 450V a.c.<br>Fuel 3 958,5t 15,25kn |
| 6619750<br>H8GG<br>10041<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI STAR**<br>ex Aegis Storm-79 ex Vinni-74<br>**Chi Star Navigation S.A.**<br>Chi Yuen Navigation Co. Ltd.<br>Panama Panama | **21 999**<br>14 976<br>38 742 | <br><br>AB (NV) | **1966** A/B Gotaverken—Goteborg (820)<br>200,31 27,06 11,138<br>192,16 26,98 15,02<br>1 dk<br>rf 43 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho ER<br>G.49 767<br>7 Ha (stl) (10,7 16,1 10,7 16,1 10,7 16,1 10,7 × 13,0) ER<br>Cr 5(8) | Oil 2SA 7Cy. 750 × 1600<br>12 050bhp (8 863kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 2 083,0t (hvf) |
| 6907963<br>HPVL<br>9182<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHI YOUNG**<br>ex Gyokuyo Maru-78<br>**Chi Young Navigation S.A.**<br>Chi Yuen Navigation Co. Ltd.<br>Panama Panama | **9 714**<br>7 003<br>16 322 | <br><br>NK | **1968** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (141)<br>149,66 22,64 9,094<br>141,56 22,61 11,99<br>P 26,6 F 11,9 1 dk | **M General Cargo**<br><br>7 Ho ER<br>G.21 112 B.20 542<br>7 Ha (stl) (15,7 × 10,5) (19,5 19,5 19,5 19,5 18,9 18,9 × 8,3) ER<br>Cr 3(15) Der 1(15) | Vee Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>Fuel 1 197,0t-23,5pd 14,5kn |
| 7343607<br><br>346838 | **CHI-CHEEMAUN**<br><br>**Owen Sound Transportation Co. Ltd.**<br>Owen Sound Canada | **6 991**<br>4 821<br>— | | **1974** Collingwood Shipyards—Collingwood, Ont. (205)<br>111,36 18,98 3,963<br>104,96 18,60 6,41<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Vee Oil 4SA each 16Cy. 254 × 305<br>7 000bhp (5 149kW)<br>Ruston Paxman Diesels Ltd. United Kingdom<br>17kn |
| 7110713<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **CHIA FU**<br><br>**Chia Fu Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (497)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel (d.o.) 9kn |
| 7110799<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **CHIA FU No. 5**<br><br>**Chia Fu Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1971** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (498)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel (d.o.) 9kn |
| 8018467<br><br><br>Df Rdr | **CHIA HONG 21**<br><br>**Cheng Hwa Fishery Co.**<br>Kaohsiung China* | **300**<br>—<br>— | | **1980** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (706)<br>42,58<br>35,56 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 2SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Japan |
| 8018479<br><br><br>Df Rdr | **CHIA HONG 22**<br><br>**Cheng Hwa Fishery Co.**<br>Kaohsiung China* | **300**<br>—<br>— | | **1980** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (707)<br>42,58<br>36,56 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 2SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7041687<br>BEHU<br><br>Df Esd<br>Gc Rdr<br>RT | **CHIAH YUH No. 1**<br><br>**Chiah Yuh Oceanic Enterprises Co. Ltd.**<br>Kaohsiung China* | **253**<br>130<br>— | | **1971** Sang Yang Sb. Co. Ltd.—Kaohsiung<br>36,71 6,63 2,591<br>31,98 6,61 3,05<br>P 18,0 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 6,2 5,7 8,3 ER<br>In.296<br>4 Ha (1,2 1,2 1,2 × 1,0) (0,9 × 0,9) ER | Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW) Alpha<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 1 × 80kW 1 × 64kW 220V a.c.<br>10kn |
| 7041699<br>BEHP<br><br>Df Esd<br>Gc Rdr<br>RT | **CHIAH YUH No. 11**<br><br>**Chiah Yuh Oceanic Enterprises Co. Ltd.**<br>Kaohsiung China* | **253**<br>130<br>— | | **1971** Sang Yang Sb. Co. Ltd.—Kaohsiung<br>36,71 6,63 2,591<br>31,98 6,61 3,05<br>P 18,0 F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 6,2 5,7 8,3 ER<br>In.296<br>4 Ha (1,2 1,2 1,2 × 1,0) (0,9 × 0,9) ER | Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW) Alpha<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 1 × 80kW 1 × 64kW 220V a.c.<br>10kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7210953**<br>BVAU<br><br>Df Esd<br>Gc Rdr<br>RT | **CHIAH YUH No. 21**<br><br>**Chiah Yuh Oceanic Enterprises Co. Ltd.**<br>Kaohsiung China* | **269**<br>184<br>— | | **1972** Chung Yi S.B. Corp.—Kaohsiung<br>38,00 6,94 2,744<br>33,00 6,91 3,15<br>P 18,9 F 6,1 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,8 6,3 8,4 ER<br>In.261<br>5 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2) (0,9 × 0,6) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 230V a.c. | Yaizu<br>10kn |
| **7210965**<br>BVAV<br><br>Df Esd<br>Gc Rdr<br>RT | **CHIAH YUH No. 32**<br><br>**Chiah Yuh Oceanic Enterprises Co. Ltd.**<br>Kaohsiung China* | **269**<br>184<br>— | | **1972** Chung Yi S.B. Corp.—Kaohsiung<br>38,00 6,94 2,744<br>33,00 6,91 3,15<br>P 16,2 F 4,3 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,8 6,3 8,4 ER<br>In.261<br>5 Ha (1,2 1,2 1,2 1,2 × 1,2) (0,9 × 0,7) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 230V a.c. | Yaizu<br>10kn |
| **7112589**<br>JDEC<br>110985<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHIAKI MARU**<br><br>**Nippon Yusen Kaisha & Taiheiyo Kisen K.K.**<br>Tokyo Japan | **62 250**<br>43 207<br>115 534 | NK | **1971** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (889)<br>260,00(BB) 38,05 16,739<br>248,04 38,00 23,70<br>1 dk | **M Bulk Carrier**<br>9 Ho each 21,6 ER<br>G.135 007 HeCls. ptB<br>1 Ha (stl) (12,0 × 10,8) 8 Ha (stl) (each 12,0 × 16,2) ER | Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 540kW 440V a.c.<br>Fuel 348,5t (d.o.) 5 238,5t (hvf)-68,5pd | B&W<br>Tamano<br>14,75kn |
| **6725535**<br>BLCH<br>7579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIANG HWA**<br>ex Brilliant Ace-80<br>ex Bengal Maru-74<br>**China Marine Corp. Ltd.**<br>Keelung China* | **5 424**<br>3 090<br>7 301 | (NK) | **1967** Usuki Tekkosho—Saiki (1088)<br>124,47 16,82 7,341<br>115,80 16,79 9,89<br>F 8,6 2 dks<br>rf 102 | **M General Cargo**<br><br>4 Ho 14,2 27,8 28,8 16,7 ER<br>G.11 532 B.10 715<br>4 Ha (6,7 × 5,1) (19,2 19,2 19,2 × 6,7) ER<br>15W Der 2(70) 10(12) 2(5) | Oil 2SA 6Cy. 600 × 1050<br>5 000bhp (3 678kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 200kW 445V a.c.<br>Fuel 652,5t-17,5pd | MAN<br>Yokohama<br>14,5kn |
| **5069910** | **CHIANG KING**<br>ex Yet King<br>**China People's Steam Navigation Co.**<br>China | **571**<br>311<br>— | | **1937** ............Chungking<br>*42,37* 7,62<br>... ... ...<br>R | **TS General Cargo** | T 6Cy.<br>............. | |
| **5069934** | **CHIANG TAI**<br>ex Hsing Tai Maru<br>**China People's Steam Navigation Co.**<br>China | **3 214**<br>1 867<br>— | | **1940** Uraga Dock Co. Ltd.—Uraga<br>*98,09* 15,24<br>15,19 | **TS General Cargo** | T 8Cy. & LP turbines<br>............. | |
| **5069946** | **CHIANG YA**<br>ex Hsing Ya Maru-47<br>**China People's Steam Navigation Co.**<br>China | **3 731**<br>2 214<br>— | | **1939** Harima Zosensho—Aioi<br>*98,18* 15,30<br>15,24<br>R | **S General Cargo** | C 4Cy.<br>............. | |
| **7035248**<br>XCZK<br><br>Df Esd<br>Rdr<br>RTm/h/v | **CHIAPAS**<br><br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Tampico Mexico | **2 205**<br>1 049<br>2 439 | **100A1**<br>hopper dredger<br>**LMC**<br>EL (P) 495,0/44,0U1<br>FN 1466<br>(BV) | **1970** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (122)<br>79,81 14,79 4,814<br>73,11 14,25 5,80<br>Trunk 24,1 1 dk<br>rf nil DK<br>4BH WB128T | **TM Hopper/Dredger/Sand Carrier**<br>Trailing Suction Bottom doors Sand-pump discharge<br>Twin side arms Dredging depth 18,0<br>Hopper 2100T<br>Mchy.aft<br>Hopper 1 400<br>2 sandpumps each 947kW (1270bhp) | 2 Oil 4SA each 7Cy. 300 × 450 sr geared to sc. shaft<br>2 970bhp (2 185kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) | Augsburg<br>12kn |
| **7825851**<br>HO5156<br><br>Esd RT | **CHIAPES**<br><br>**Banco Nacional de Panama**<br>Balboa, C.Z. Panama | **141**<br>—<br>110 | | **1979** Ast. Picsa S.A.—Callao (426)<br>21,72 6,91<br>19,54 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7221756**<br>INCI<br>729<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIARA**<br>ex Merc Contractor-77<br>ex Tora Buur-75<br>**Sadar S.p.A. Rimorchi Portuali Marittimi e Salvataggi**<br>Ancona Italy | **185**<br>99<br>351 | RI (BV) | **1972** Blaalids Slip & Mek. Verks.—Maloy (26)<br>33,00 7,01 2,901<br>30,99 7,00 5,87<br>P 7,1 F 8,0 1 dk | **TM General Cargo**<br><br>Ice strengthened<br>1 Ho 19,2 ER<br>G.365 B.320<br>1 Ha (stl) (16,9 × 5,0) ER<br>1W Cr 1(4) Der 1(4) | 2 Oil 4SA each 6Cy. 145 × 127<br>460bhp (338kW)<br>Saab-Scania<br>Gen 1 × 35kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel 30,5t (d.o.) | Sodertalje<br>9,5kn |
| **5206790**<br>HODK<br>1076<br>9-GS<br>Df Esd<br>Gc Rdr<br>RTv | **CHIARA S**<br>ex Nai Carolina-82<br>ex Carolina Lolli-Ghetti-74<br>ex Lerici Seconda-69<br>**Compania Naviera Chiara S.A.**<br>Panama Panama | **17 217**<br>10 269<br>26 493 | AB GL RI | **1963** Cant. Nav. Breda S.p.A.—Venezia (222)<br>192,03 24,21 10,592<br>177,53 24,16 14,20<br>P 38,1 F 15,9 1 dk<br>RW rf 127 | **M Bulk Carrier**<br><br>5 Ho each 24,0 ER<br>G.32 847<br>5 Ha (stl) (17,3 17,6 17,6 17,6 17,6 × 10,9) ER<br>Cr 2(5) 2(1,5) | Oil 2SA 8Cy. 750 × 1320<br>11 200bhp (8 238kW)<br>S.A. Fiat S.G.M.<br>Gen 3 × 384kW 440V 60Hz a.c.<br>Fuel 1 991,5t (hvf) | Torino<br>15,5kn |
| **6868143**<br>UHLO<br>M-21883 | **CHIATURI**<br><br>**U.S.S.R.**<br>Klaypeda U.S.S.R. | **264**<br>93<br>147 | RS | **1954** ............East Germany<br>39,15 7,37 2,950<br>3,48<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>2 Ho<br>B.198<br>2 Ha (each 1,7 × 2,0)<br>1W Der 1(2) | Oil 4SA 8Cy. 240 × 360<br>NE 68<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>9,5kn |
| **7033214**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHIBA** | **17 795**<br>12 354<br>30 553 | ✠**100A1** SS 12/80<br><br>✠**LMC**<br>EL Ht $2\frac{3}{4}$"U2<br>FN 7071 | **1970**-12 Kasado Dock Co. Ltd. —Kudamatsu (260)<br>187,03(BB) 25,07 10,853<br>175,01 25,00 15,40<br>F 15,0 1 dk<br>RW rf 102<br>NS 7BH WB8466t incl. Comb. btm & STs in Nos. 1, 3, 4 & 5 holds 2995t Topside tanks in holds 3278t | **M Bulk Carrier**<br><br>5 Ho 27,8 32,7 14,4 32,7 27,2 ER<br>G.37 381 B.36 169<br>5 Ha (stl) (15,1 18,3 8,0 18,3 15,1 × 12,1) ER<br>4W Der 4(8) 1(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>WTAuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 2 × 512kW 450V 60Hz a.c.<br>Fuel 2 050,5t (hvf) | Sulzer<br>Aio<br>14,75kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7727750 | **CHIBA MARU** | **347** | | **1978** Miho Zosensho K.K.—Shimizu | **M Research/Fishing** | Oil 4SA 6Cy. 275 × 410 |
| JLGA | | 108 | | (1089) | Side-fishing Ref | 1 150bhp (846kW) |
| 119379 | **Chiba Prefecture** | 328 | | 50,65 8,23 3,310 | Mchy.aft | Fuji Seisakusho Tokyo |
| Df Esd | Chiba, Japan | | | 42,52 8,20 3,61 | | |
| Gc Pfd | Chiba Pref. | | | 1 dk | | |
| Rdr | | | | | | |
| 7856276 | **CHIBA MARU No. 2** | **198** | | **1972** Miura Zosen—Saiki (368) | **TM Tug** | 2 Oil |
| JJ2815 | | 56 | | 29,01 2,701 | | |
| 113779 | **Oshimoto Kaiji Kogyo K.K.** | — | | 26,80 8,01 3,79 | | Fuji Seisakusho Japan |
| | Kobe, Japan | | | 1 dk | | 13kn |
| | Hyogo Pref. | | | | | |
| 8024973 | **CHIBA MARU No. 2** | **139** | | **1980** Kanasashi Zosensho—Unspecified | **M Fishing** | Oil 4SA 8Cy. 185 × 210 |
| JPTT | | 35 | | Works, Shimizu (2062) | Mchy.aft | 1 000bhp (736kW) |
| 121794 | **Chiba Prefecture** | — | | 33,30 3,552 | | Fuji Seisakusho Tateyama |
| Df Esd | Tateyama, Japan | | | 27,23 6,41 4,07 | | |
| Gc Pfd | Chiba Pref. | | | 1 dk | | |
| Rdr RT | | | | | | |
| 6519039 | **CHICA** | **162** | | **1965** Geibi Zosen Kogyo—Kure (177) | **M General Cargo** | Oil 4SA 4Cy. 250 × 400 |
| DYKT | | 100 | | 32,80 6,53 2,896 | | 165bhp (121kW) |
| 211558 | **Tayabas Cement Co. Inc.** | 153 | | 30,00 6,48 3,15 | 1 Ho ER | Makita Tekkosho Takamatsu |
| | Plaridel Philippines | | | 1 dk | G.288 B.267 | Fuel 12,0t (d.o.) 8kn |
| | | | | | 1 Ha (15,6 × 3,9) ER | |
| 5070024 | **CHICAGO TRIBUNE** | **3 595** | **BS✱** Lake SS 6/80 | **1930**-3 Earle's SB. & Eng. Co. Ltd.—Hull | **M General Cargo** | Oil 2SA 10Cy. 210 × 508 |
| VGDR | ex Thorold-33 | 2 791 | Great Lakes & River St. | (676) | | 1 880bhp (1 383kW) E made44 |
| 160889 | **Quebec & Ontario** | — | Lawrence service | 97,54 13,29 5,804 | 5 Ho ER | refitted4/58 |
| Df Esd | **Transportation Co. Ltd.** | | **MBS** | 95,87 13,26 7,01 | G.6 853 B.6 654 | Fairbanks Morse & Co. Beloit, Wi |
| Gc Rdr | Montreal, P.Q. Canada | | CT2403 C19 | P 17,1 Trunk 50,0 F 11,3 1 dk | 5 Ha ER | ndb 4/58 100lbf/in² (6,9bar) |
| RT | | | FN 1944 | R len 62 | | 8,5kn |
| | | | | 7BH WB682t | | |
| 7408469 | **CHICHA TOUZA** | **433** | | **1976** Ast. Gondan—Puerto de Figueras | **M Fishing** | Oil 4SA 8Cy. 242 × 320 |
| EGZV | | 198 | | (114) | Side Trawler | 1 200bhp (883kW) |
| | **Antonio Touza Blanco** | — | BV | 42,91 8,51 3,836 | Mchy.aft | Anglo-Belgian Co. N.V. Gent/Gand |
| Df Esd | Gijon Spain | | | 36,00 8,49 6,20 | | 11kn |
| Pfd Rdr | | | | 2 dks | | |
| RT | | | | | | |
| 7100421 | **CHICHAGOF** | **149** | | **1942** Maritime Shipyards—Seattle, Wa | **Wood TM Fishing** | 2 Oil |
| WA3629 | ex BSP 2723 ex PB 104 | 125 | | *24,88* 8,06 | | 228bhp (168kW) |
| 251424 | **Petersburg Fisheries Inc.** | — | | 2,34 | | National Supply Co. U.S.A. |
| | Wrangell, Ak United States | | | | | Fuel (d.o.) |
| | of America | | | | | |
| 7020231 | **CHICHESTER CITY** | **991** | **✠100A1** SS 2/80 | **1970**-7 J. Bolson & Son Ltd.—Poole | **M Dredger/Sand Carrier** | Oil 4SA 8Cy. 222 × 292 sr reverse geared |
| GOPR | | 433 | sand carrier | (571) | Suction | to sc. shaft |
| 340143 | **Tarmac Sand & Gravel Ltd.** | 1 726 | U.K., Channel Islands, Isle | 59,75 11,99 4,382 | 1 Ho 22,8 ER | 1 000bhp (736kW) |
| Esd Pfd | Littlehampton United Kingdom | | of Man and between | 56,39 11,89 5,03 | | Lister Blackstone Mirrlees Marine Ltd. |
| Rdr | | | River Elbe & Brest | P 12,5 F 8,6 1 dk | | Dursley |
| RTm/h/v | | | **✠LMC** | rf nil | | Gen 2 × 60kW 440V 50Hz a.c. |
| | | | EL (K) $1\frac{3}{16}$"U2 | 4BH WB412t | | Fuel 30,5t (d.o.) 10kn |
| | | | FN 955 | | | |
| 7314864 | **CHICHESTER STAR** | **968** | **✠100A1** SS 1/78 | **1973**-7 Goole SB. & Repairing Co. Ltd. | **M Dredger/Sand Carrier** | Oil 4SA 8Cy. 222 × 293 reverse reduction |
| GTIJ | | 470 | sand carrier | —Goole (577) | Suction | geared to sc. shaft |
| 361150 | **Tarmac Sand & Gravel Ltd.** | 1 708 | U.K. coasting & English | 59,75 11,97 4,382 | Single side arm | 1 250bhp (919kW) |
| Esd Rdr | Littlehampton United Kingdom | | Channel service River | 56,39 11,89 4,96 | Mchy.aft | Mirrlees Blackstone (Stamford) Ltd. Stamford |
| RT | | | Elbe to Brest | P 12,5 F 7,7 1 dk | Hopper 784 | Gen 2 × 70kW 415V 50Hz a.c. |
| | | | **✠LMC** | rf nil | 1 sandpump 369kW (495bhp) | 10kn |
| | | | EL (K) J $1\frac{1}{8}$"U2 | 4BH WB397T | | |
| | | | FN 951 | | | |
| 6614683 | **CHIDAMBARAM** | **17 226** | | **1966** At. & Ch. de Dunkerque & Bordeaux | **TM Passenger/General Cargo** | 2 Oil 2SA each 9Cy. 680 × 1250 |
| ATJJ | ex Pasteur-73 | 9 150 | | (France-Gironde)—Dnk (247) | Ref 1678P | 24 000bhp (17 653kW) Sulzer |
| 1526 | **The Shipping Corporation of** | 7 020 | BV | 174,02 24,39 8,002 | 5 Ho 17,0 18,2 12,8 13,7 15,1 | Cie. de Const. Mec. Sulzer (CCM |
| Df Esd | **India Ltd.** | | | 160,00 24,01 16,72 | G.5 029 In.3 553 | Sulzer) Mantes |
| Gc Pfd | Bombay India | | | 6 dks | 5 Ha (stl) (6,4 × 5,8) (5,9 × 5,7) (8,5 | Gen 5 × 800kW 380/400V 50Hz a.c. |
| Rdr | | | | | 10,5 × 5,5) (5,4 × 4,7) | Fuel 2 450,5t (hvf) 22kn |
| RTm/h/v | | | | | 10W Cr 4(5) Der 2(15) 2(10) 6(5) | |
| 7231787 | **CHIDORI** | **148** | | **1971** Aki Kogyo K.K.—Kure (156) | **TM Tug** | Oil |
| JM3401 | | 42 | | 26,24 7,83 2,801 | | |
| 111948 | **Hankyu Ferry K.K.** | — | | 24,01 7,80 3,61 | | Niigata Eng. Co. Ltd. Niigata |
| | Shimonoseki, Japan | | | 1 dk | | 11kn |
| | Yamaguchi Pref. | | | | | |
| 7648538 | **CHIDORI MARU** | **499** | | **1970** Mukaishima Zoki K.K.—Mukaishima | **M Tanker** | Oil |
| JK3344 | | 203 | | (123) | Chemical | 1 000bhp (736kW) |
| 107859 | **Kato Kaiun K.K.** | 1 415 | | 49,51 3,250 | | Niigata Eng. Co. Ltd. Japan |
| Rdr | Kobe, Japan | | | 44,00 9,60 3,61 | L.374 | 11kn |
| | Hyogo Pref. | | | 1dk | | |
| 7934925 | **CHIDORI MARU** | **199** | | **1979** Y.K. Tokai Zosensho—Tsukumi | **M Cement Carrier** | Oil 4SA 6Cy. 220 × 280 reduction geared |
| JJ3198 | | 126 | | (578) | Mchy.aft | to sc. shaft |
| 121114 | **Chidori Kaiun K.K.** | 390 | | 45,01 8,31 | | 900bhp (662kW) |
| Gc Rdr | Nandan, Japan | | | 40,01 8,11 3,10 | | Yanmar Diesel Engine Co. Ltd. Osaka |
| RT | Hyogo Pref. | | | 1 dk | | |
| 7620873 | **CHIDORI MARU No. 1** | **496** | | **1976** Imamura Zosen—Kure (222) | **M Tanker** | Oil 4SA 6Cy. 280 × 440 |
| JK3857 | | 331 | | 10,04 4,252 | Mchy.aft | 1 100bhp (809kW) |
| 120310 | **Kinki Yuso Soko K.K. (Kinki** | 1 176 | NK | 52,02 10,01 4,58 | | The Hanshin Diesel Works Ltd. Akashi |
| Rdr | **Transportation &** | | | 1 dk | | |
| | **Warehouse Co. Ltd.)** | | | | | |
| | Osaka, Japan | | | | | |
| | Osaka Pref. | | | | | |

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| **7902805**<br>JGVO<br>122360<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIDORI MARU No. 7**<br>**Yamaichi Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>157<br>— | **1979** K.K. Goriki Zosensho—Ise (820)<br>3,252<br>43,77 8,31 3,66<br>1 dk | **M Fishing**<br>Tuna Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8014174**<br>7JEQ<br>124281<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIDORI MARU No. 8**<br>**Yamaichi Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>147<br>— | **1980** Kidoura Zosen K.K.—Kesennuma (380)<br>52,28 3,252<br>45,01 8,46 3,64<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8151714**<br>JL2946<br>104012 | **CHIDORI MARU No. 11**<br>**Sanyo Kaiun Y.K.**<br>Futsu, Japan<br>Nagasaki Pref. | **199**<br>113<br>413 | **1968** T. Honda—Tsukumi<br>36,00 3,101<br>33,00 7,60 3,31<br>1 dk | **M Limestone Carrier**<br>Mchy.aft | Oil<br>470bhp (346kW)<br>Usuki Tekkosho | Japan<br>9,5kn |
| **5429536**<br>8LHT<br>94011<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIDORI MARU No. 23**<br>ex Yoshicho Maru No. 25<br>**Masayoshi Katabuchi**<br>Fukuoka, Japan<br>Fukuoka Pref. | **178**<br>91<br>— | **1963** Yamanishi Zosen K.K.—Ishinomaki (434)<br>38,51 6,96<br>33,99 6,91 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 290 × 410<br>Hanshin Nainenki Kogyo | Kobe |
| **5402447** | **CHIDORI MARU No. 28**<br>ex Masutoku Maru No. 2-62<br>ex Kasuga Maru No. 25-60<br>ex Zenko Maru-59<br>**Kanenori Yamada** | **276**<br>151<br>— | **1951** Kanasashi Zosensho—Unspecified Works, Shimizu (137)<br>*34,48* 6,71<br>6,66 3,31<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 335 × 470<br>500bhp (368kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>10,25kn |
| **7736608**<br>JK3690<br>120432<br>Df Gc<br>Pfd Rdr<br>RT | **CHIDORI MARU No. 31**<br>**Chidori Suisan K.K.**<br>Sakaiminato, Japan<br>Tottori Pref. | **109**<br>59<br>— | **1978** K.K. Watanabe Zosensho—Nagasaki (757)<br>38,00 6,51<br>31,60 6,46 2,62<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>800bhp (588kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **5084623**<br>Df Esd<br>Rdr | **CHIDORI MARU No. 35**<br>ex Sanyu Maru No. 18<br>ex Daikoku Maru No. 8-69<br>**Kae Youn Chun**<br>Busan South Korea | **289**<br>164<br>— | **1961** Uchida Zosen—Ise<br>*39,84* 7,22<br>7,17<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo | Kobe<br>11kn |
| **7923861**<br>JE2535<br>123128<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIDORI MARU No. 38**<br>**K.K. Chidori**<br>Hachinohe, Japan<br>Aomori Pref. | **449**<br>251<br>— | **1979** Kitanihon Zosen K.K.—Hachinohe (157)<br>60,20 9,50 3,650<br>49,46 8,91 4,14<br>1 dk | **M Fishing**<br>Side-fishing Cuttle<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340<br>1 350bhp (993kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 240kW 225V a.c.<br>Controllable pitch propeller | Yaizu<br>11,5kn |
| **7935450**<br>JK3683<br>115499<br>Df Gc<br>Pfd Rdr<br>RT | **CHIDORI MARU No. 38**<br>**Chidori Suisan K.K.**<br>Sakaiminato, Japan<br>Tottori Pref. | **149**<br>82<br>— | **1975** K.K. Watanabe Zosensho—Nagasaki (673)<br>38,99 6,56<br>33,56 6,51 3,13<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>470bhp (346kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **6612427**<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIDORI MARU No. 52**<br>ex Asahi Maru No. 21<br>**Marinero de Samoa Co. Ltd.** | **187**<br>94<br>— | **1966** Nishii Dock Co. Ltd.—Ise (122)<br>7,01 2,794<br>34,50 6,99 3,15<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7827811**<br>JGID<br>122324 | **CHIDORI MARU No. 53**<br>**K.K. Chidori**<br>Hachinohe, Japan<br>Aomori Pref. | **449**<br>262<br>— | **1978** Kitanihon Zosen K.K.—Hachinohe (153)<br>... ... ...<br>49,97 9,52 4,17 | **M Fishing** | Oil<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan |
| **5428984**<br>7LYO<br>91098<br>Df Esd<br>Pfd Rdr<br>RT | **CHIDORI MARU No. 72**<br>ex Shinya Maru No. 5<br>**Yamaichi Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **111**<br>35<br>— | **1963** Niigata Eng. Co. Ltd.—Niigata (533)<br>33,81 5,85 2,388<br>27,41 5,80 2,75<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>Niigata Eng. Co. Ltd. | Niigata |
| **7018927**<br>JPLS<br>108501<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIDORI MARU No. 76**<br>ex Yasu Maru No. 8-80<br>**Yamaichi Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>151<br>406 | **1970** Miho Zosensho K.K.—Shimizu (732)<br>50,40 8,23 3,302<br>44,20 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **6828284**<br>JQPF<br>104176<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIDORI MARU No. 83**<br>ex Kubo Maru No. 15<br>**Kubo & Morishige**<br>Kesennuma, Japan<br>Miyagi Pref. | **244**<br>129<br>— | **1968** Kochiken Zosen—Kochi (351)<br>7,62 3,023<br>40,49 7,60 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7741548**<br>8JJS<br>121353<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIDORI MARU No. 86**<br>**Yamaichi Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **254**<br>115<br>— | **1977** Kidoura Zosen K.K.—Kesennuma (353)<br>47,40 8,13 3,090<br>40,52 8,11 3,41<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | Niigata<br>13kn |

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| 7122015<br>JPJV<br>107056<br>Df Gc<br>Rdr | **CHIDORI MARU No. 88**<br>ex Kikusui Maru No. 21-78<br>**Yamaichi Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **284**<br>142<br>— | | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (972)<br>48,67 8,13 3,252<br>42,60 8,11 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7125213<br>JEZB<br>111706<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIDORISAN MARU**<br>**Mitsui O.S.K. Lines Ltd. & Osaka Shipping Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **88 884**<br>29 195<br>164 274 | NK | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2228)<br>292,46(BB) 44,56 17,935<br>278,82 44,51 24,49<br>1 dk | **M Ore Carrier**<br>5 Ho ER<br>Ore 93 671 HeCls. B<br>9 Ha (stl) (14,4 × 8,9) (14,4 19,2 19,2 14,4 19,2 19,2 19,2 14,4 × 12,5) ER | Oil 2SA 8Cy. 1050 × 1800<br>30 400bhp (22 361kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 660kW 450V a.c.<br>Fuel 385,0t (d.o.) 7 404,5t (hvf)-89,0pd<br>15,75kn |
| 6929325<br>BVQC<br>Df Esd<br>Rdr RT | **CHIE HONG No. 22**<br>**Chie Fong Fishery Co. Ltd.**<br>Kaohsiung China* | **252**<br>163<br>103 | | **1968** Chou Mao S.B. Co. Ltd.—Kaohsiung<br>36,17 6,53 1,499<br>31,60 6,51 3,00<br>P 16,5 F 4,6 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 4,1 5,7 7,3 ER<br>In.160<br>3 Ha (1,0 1,6 1,0 × 1,0) ER | Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 64kW 1 × 48kW 220V a.c.<br>11,5kn |
| 7808918<br>8KIV<br>122508<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIE MARU**<br>**Yawatahama Kisen Y.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **4 103**<br>2 501<br>7 261 | NK | **1978** Kurinoura Dock K.K.—Japan (132)<br>110,29 6,889<br>104,02 17,01 8,21<br>P 27,2 F 15,0 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.8 428 | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 1 × 200kW 445V a.c.<br>13kn |
| 6521965<br>JK2299<br>97759 | **CHIE MARU**<br>**Kadoichi Yamakawa**<br>Niihama, Japan<br>Ehime Pref. | **198**<br>96<br>268 | | **1965** Matsuura Tekko Zosen—Higashino (162)<br>33,13 7,78 2,693<br>29,52 7,60 3,10<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (10,9 × 6,2) ER | Oil 4SA 6Cy. 200 × 240<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 84kW d.c.<br>Fuel 10,5t-1,5pd 8kn |
| 7323176<br>JL3935<br>113511<br>Esd Rdr<br>RT | **CHIE MARU No. 3**<br>**Yawatahama Kisen Y.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **998**<br>720<br>1 990 | | **1973** Kurinoura Dock K.K.—Yawatahama (101)<br>76,03 12,02 5,182<br>72,01 11,99 5,49<br>1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 2 871 | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe<br>12,75kn |
| 8021103<br>JL4939<br>124194<br>Rdr RT | **CHIE MARU No. 5**<br>**Yawatahama Shosen K.K.**<br>Koyo Kaiun Co. Ltd.<br>Yawatahama, Japan<br>Ehime Pref. | **698**<br>529<br>1 759 | | **1981** Kurinoura Dock K.K.—Yawatahama (156)<br>68,56 11,03 4,501<br>64,01 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7100445<br>WY2518<br>511662 | **CHIEF BIG HEART**<br>**Big Heart Inc.**<br>Brownsville, Tx United States of America | **101**<br>69<br>— | | **1967** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| 7612905<br>HPVU<br>8135-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIEF DRAGON**<br>**Dragon Enterprises S.A.**<br>Panama Panama | **4 909**<br>3 321<br>6 849 | NK | **1977** Honda Zosen—Saiki (641)<br>120,33 23,04 6,219<br>113,52 23,00 8,01<br>F 113,4 | **M Vehicles Carrier** | Vee Oil 4SA 14Cy. 400 × 460 geared to sc. shaft<br>9 100bhp (6 694kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama |
| 7611896<br>WXZ6<br>561<br>576643<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIEF GISCLAIR**<br>**Mont Boat Rental Services Inc. Services Inc.**<br>Houma, La United States of America | **170**<br>116<br>— | (AB) | **1976** Halter Marine Services, Inc.—Pierre Part, La (548)<br>49,20<br>47,33 11,59 3,97<br>1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 172,5t (d.o.) 12kn |
| 5172004<br>WA6621<br>245639<br>RT | **CHIEF JOSEPH**<br>ex Jim Bauer-72<br>ex J. R. Guyton-61 ex DPC 37<br>**Sause Towing Co.**<br>Portland, Or United States of America | **139**<br>94<br>— | (AB) | **1944** George Lawley & Son Corp. —Neponset, Ma (1325)<br>25,91 7,37<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. Cleveland, Oh<br>Fuel 71,0t |
| 7322457<br>H8TW<br>1076<br>4-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIEF PHOENIX**<br>ex Hakuyo Maru-80<br>**Phoenix Enterprises S.A.**<br>Panama Panama | **980**<br>494<br>2 051 | NK | **1973** Kurushima Dock Co. Ltd.—Imabari (758)<br>81,90 13,64 5,157<br>74,99 13,62 5,21<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.2 347<br>2 Ha (stl) (each 7,1 × 4,8)<br>Der 4(2) | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 600kW a.c.<br>Fuel 259,0t-11,0pd 14kn |
| 7933775<br>WQZ4<br>190<br>609113 | **CHIEF WANCHESE**<br>**Rondal K. Tillett**<br>Elizabeth City, NC United States of America | **157**<br>107<br>— | | **1979** Gulf Coast Marine Builders Inc. —Bayou la Batre, Al<br>*23,75* 7,32<br>3,69<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5070115<br>WA3639<br>209235<br>Df Gc<br>Rdr | **CHIEF WAWATAM**<br>**State of Michigan (Department of Highways & Transportation)**<br>Detroit, Mi United States of America | **2 990**<br>1 793<br>— | | **1911** Toledo S.B. Co.—Toledo, Oh (119)<br>103,26 18,90 5,811<br>103,10 18,85 7,62<br>2 dks<br>R | **TS Icebreaker/Ferry**<br>—P<br>Bow door | (f) T 3Cy. 533 838 & 1321 × 1016<br>(a) T 6Cy. (2) 533 (2) 838 & (2) 1321 × 1016<br>4 500ihp (3 310kW)<br>Toledo SB. Co. Toledo, Oh<br>2 propellers aft, 1 fwd |

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| **7100471**<br>WX7617<br>505953 | **CHIEF WHITE HAIR**<br>**Paul L. Nosworthy**<br>Galveston, Tx United States of America | **101**<br>69<br>— | | **1966** Rockport Yacht & Supply Co.<br>—Rockport, Tx<br>*21,37* 6,56<br>2,39 | **M Fishing** | Vee Oil 4SA 8Cy. 137 × 165<br>400bhp (294kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **6811061**<br>GYRK<br>335020<br>Rdr RTv | **CHIEFTAIN**<br>**Cory Ship Towage (Clyde) Ltd.**<br>Glasgow United Kingdom | **205**<br>—<br>— | **✠100A1** CS 6/77<br>tug<br>**✠LMC**<br>EL (d) 1"<br>FN 370 | **1968**-6 Scott & Sons (Bowling) Ltd.<br>—Bowling (437)<br>34,24 8,82 3,658<br>30,48 8,16 3,97<br>1 dk<br>RW rf 457 BK 127<br>1BH WB93t | **M Tug** | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 30kW 220V d.c.<br>Fuel 36,5t (d.o.) 12,5kn |
| **7519024**<br>ELPU<br>5942<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIEFTAIN BULKER**<br>**Pacific International Navigation Corp.**<br>Monrovia Liberia | **20 608**<br>15 065<br>36 254 | AB | **1977** Hitachi Zosen—Maizuru Works, Maizuru (4542)<br>(BB) 28,15 11,281<br>172,22 28,14 15,88<br>1 dk | **M Bulk Carrier**<br>5 Ho each 27,3 ER<br>5 Ha (stl) (each 15,5 × 13,9) ER | Oil 2SA 6Cy. 680 × 1250<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>14,75kn |
| **7395648**<br>HO3664<br>1096<br>2-81<br>Df Esd<br>Rdr RT | **CHIEFTAN SERVICE**<br>ex Bushford-80 ex Bruinford-78<br>ex Sea Bruin-78<br>**Zapata Marine Service Ltd. S.A.**<br>Panama Panama | **947**<br>126<br>1 500 | AB | **1976** Mangone SB. Corp.—Houston, Tx (117)<br>66,65 12,86 5,181<br>63,40 12,82 5,80<br>F 17,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 160kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 564,0t (d.o.) 15,75kn |
| **5364229**<br>3EOL<br>3111-73<br>Df Esd<br>Gc Rdr<br>RT | **CHIEH HSING**<br>ex Tomishima Maru-72<br>**Daiei Maritime Co. Ltd. Inc.**<br>Panama Panama | **7 613**<br>4 312<br>9 919 | (NK)<br>✠Classed LR until 4/61 | **1952**-5 Nishi Nippon Jukogyo—Nagasaki (1426)<br>150,96 19,05 8,408<br>140,19 19,00 10,49<br>P 7,1 B 60,1 F 13,2 2 dks<br>RW | **TM General Cargo**<br>Ref<br>6 Ho<br>G.16 002 B.14 905 In.360<br>6 Ha (6,4 × 5,4) (11,9 9,5 8,7 11,9 7,1 × 7,0)<br>18W Der 1(49) 2(19) | 2 Oil 2SA each 6Cy. 720 × 1250<br>8 600bhp (6 326kW)<br>Nishi Nippon Jukogyo Nagasaki<br>Gen 3 × 230kW 230V d.c.<br>Fuel 1 470,0t 15,5kn |
| **7367976**<br>OIPW<br>620<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHIEMSEA**<br>ex Chiemsee-82<br>**Kansallisrahoitus Oy (Kansallis Finance Ltd.)**<br>Kotka Finland | T.Mk<br>**499**<br>346<br>1 400 | GL | **1973** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (38)<br>76,41 11,89 3,509<br>69,02 11,79 6,05<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 50,9 ER<br>TEU 70 C.Ho 40/20' C.Dk 30/20'<br>1 Ha (stl) ER | Oil 4SA 6Cy. 360 × 450<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>13kn |
| **7008661**<br>Df Esd<br>Gc Rdr | **CHIEN CHANG No. 1**<br>**Chien Chang Fishing Co. Ltd.**<br>Kaohsiung China* | **250**<br>—<br>— | | **1970** Chou Mao S.B. Co. Ltd.—Kaohsiung<br>6,84<br>33,00 6,81 3,15<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil<br>550bhp (405kW)<br>............. |
| **8018493**<br>Df Rdr | **CHIEN CHANG 502**<br>**Chien Chang Fishing Co. Ltd.**<br>Kaohsiung China* | **300**<br>—<br>— | | **1980** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (709)<br>42,58<br>36,58 7,61 3,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Japan |
| **6408723**<br>H8BK<br>8877-<br>PEXT2<br>Rdr RT | **CHIEN FONG**<br>ex Kobe Maru No. 7-79<br>ex Kobe Maru No. 3-79<br>**Flagship Navigation Co. S.A.**<br>Panama Panama | **1 585**<br>854<br>2 574 | NK | **1964** Onomichi Zosen—Onomichi (127)<br>83,11 12,04 5,131<br>77,48 11,99 6,00<br>P 21,7 F 8,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.3 176 B.2 862<br>2 Ha (11,9 25,9 × 6,0) ER<br>9W Der 6(10) | Oil 4SA 6Cy. 430 × 620<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 27kW 225V a.c.<br>Fuel 176,0t-6,0pd 11,75kn |
| **6525296**<br>BVBT<br>2095<br>Df Esd<br>Gc Rdr<br>RT | **CHIEN HSIN No. 121**<br>ex Cathay No. 6-76<br>**Chien Hsin Fishery Co. Ltd.**<br>Kaohsiung China* | **392**<br>213<br>339 | | **1965** Uchida Zosen—Ise (621)<br>47,50 7,75 2,998<br>42,02 7,70 3,46<br>P 23,5 B 9,2 F 7,4 1 dk<br>RW rf 152 | **M Fishing**<br>Side-fishing<br>3 Ho 11,8 9,6 3,8 ER<br>In.439<br>4 Ha (w) (1,3 1,3 × 0,9) (1,5 1,5 × 1,5) ER<br>1W Der 4(1) | Oil 4SA 6Cy. 300 × 440<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Fuel 193,0t 10,5kn |
| **6510057**<br>BNHF<br>5694<br>Rdr RT | **CHIEN HWA**<br>ex Kosho Maru No. 16-76<br>**Chien Hwa Navigation Co. Ltd.**<br>Taichung China* | **509**<br>289<br>782 | | **1964** Kurushima Dock Co. Ltd.—Uwajima (283)<br>53,19 8,54 3,785<br>48,01 8,50 4,20<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 30,0 ER<br>G.928 B.882<br>1 Ha (25,1 × 5,3) ER<br>2W Der 2(1) | Oil 4SA 6Cy. 320 × 460<br>750bhp (552kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 15kW 2 × 7,5kW 110V d.c.<br>11kn |
| **8018443**<br>Rdr | **CHIEN JING 601**<br>**Cheng Hwa Fishery Co.**<br>Kaohsiung China* | **300**<br>—<br>— | | **1980** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (704)<br>42,58<br>36,56 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 2SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Japan |
| **8018455**<br>Rdr | **CHIEN JING 602**<br>**Cheng Hwa Fishery Co.**<br>Kaohsiung China* | **300**<br>—<br>— | | **1980** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (705)<br>42,58<br>36,56 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 2SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Japan |
| **5070141** | **CHIEN TAI**<br>**Chefoo Harbour Improvement Commission**<br>Yentai/Chefoo China | **296**<br>44<br>— | | **1937** Huh Hsing Eng. & SB. Works Ltd.<br>—Shanghai<br>*35,67* 8,23<br>... ... ...<br>1 dk<br>R | **S Tug** | T 3Cy. 368 610 & 1003 × 762<br>Huh Hsing Eng. & SB. Works Ltd. Shanghai |

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| 5353103<br>H3VI<br>6704-PEXT<br>Df Esd<br>Gc Rdr | **CHIEN THAI**<br>ex Tung San-75<br>ex Tarushima Maru-72<br>**Prosperous Marine Co S.A.**<br>Panama Panama | **4 791**<br>2 770<br>6 976 | (NK) | **1950** Nishi Nippon Jukogyo—Hiroshima (25)<br>121,60 16,26 7,392<br>114,00 16,21 9,00<br>P 8,6 B 37,5 F 8,3 2 dks | **M General Cargo**<br>5 Ho<br>G.10 251 B.9 571<br>5 Ha (stl) (7,8 × 5,4) (11,8 7,5 × 6,1) ER (10,0 10,0 × 6,1)<br>10W Der 2(20) 2(10) 6(5) | Oil 2SA 6Cy. 600 × 1040<br>3 000bhp (2 207kW) NE 60<br>Mitsubishi Zosen K.K. Hiroshima<br>Gen 2 × 120kW 105V d.c.<br>Fuel 906,5t 12,5kn |
| 7435424 | **CHIEN THANG 101**<br>**Government of The Socialist Republic of Vietnam**<br>Ho Chi Minh City Vietnam | **158**<br>51<br>— | BV | **1977** Ch. Normands Reunis—Courseulles-sur-Mer (46)<br>26,50 7,70 2,901<br>23,07 3,92<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 180<br>440bhp (324kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 1 × 25kW 115V a.c.<br>Fuel 43,0t (d.o.) 9,5kn |
| 7435436 | **CHIEN THANG 102**<br>**Government of The Socialist Republic of Vietnam**<br>Ho Chi Minh City Vietnam | **158**<br>51<br>— | BV | **1977** Ch. Normands Reunis—Courseulles-sur-Mer (47)<br>26,50 7,70 2,901<br>23,07 3,92<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 12Cy. 150 × 180<br>440bhp (324kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 1 × 25kW 115V a.c.<br>Fuel 43,0t (d.o.) 9,5kn |
| 7435448 | **CHIEN THANG 103**<br>**Government of The Socialist Republic of Vietnam**<br>Ho Chi Minh City Vietnam | **158**<br>51<br>— | BV | **1977** Ch. Normands Reunis—Courseulles-sur-Mer (48)<br>26,50 7,70 2,901<br>23,07 3,92<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 150 × 180<br>440bhp (324kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 1 × 25kW 115V a.c.<br>Fuel 43,0t (d.o.) 9,5kn |
| 7435450<br>Esd Rdr<br>RT | **CHIEN THANG 104**<br>**Government of The Socialist Republic of Vietnam**<br>Ho Chi Minh City Vietnam | **158**<br>51<br>— | BV | **1977** Ch. Normands Reunis—Courseulles-sur-Mer (49)<br>26,22 2,901<br>23,07 7,71 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 150 × 180 geared to sc. shafts<br>440bhp (324kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel 43,0t (d.o.) 9,5kn |
| 7435462<br>Esd Rdr<br>RT | **CHIEN THANG 105**<br>**Government of The Socialist Republic of Vietnam**<br>Ho Chi Minh City Vietnam | **158**<br>51<br>— | BV | **1977** Ch. Normands Reunis—Courseulles-sur-Mer (50)<br>26,22 2,901<br>23,07 7,71 3,92<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 150 × 180 geared to sc. shafts<br>440bhp (324kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel 43,0t (d.o.) 9,5kn |
| 7121891<br>EWSL<br>M-12364<br>Df Esd<br>Rdr RT | **CHIGRIN**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **600**<br>220<br>312 | RS | **1971** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 6921957<br>JGED<br>106131<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIGUSA MARU**<br>**Nippon Yusen Kaisha & Showa Yusen K.K.**<br>Tokyo Japan | **24 115**<br>16 630<br>43 002 | NK | **1969** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (872)<br>193,50(BB) 29,52 11,361<br>184,03 29,49 16,11<br>F 14,1 1 dk | **M Bulk Carrier**<br>7 Ho 21,9 21,4 16,7 21,5 16,7 16,7 24,0 ER<br>G.50 645 HeCls. ptB<br>7 Ha (stl) (12,2 × 9,6) (14,4 9,6 12,0 9,6 9,6 14,4 × 12,0) ER | 2 Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 2 × 500kW 450V a.c.<br>Fuel 189,0t (d.o.) 2 288,0t (hvf)-38,5pd 13,5kn |
| 7352086<br>JBBG<br>116170<br>Df Esd<br>Gc Rdr<br>RT | **CHIGUSA MARU**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **4 294**<br>2 353<br>7 335 | NK | **1973** K.K. Taihei Kogyo—Akitsu (303)<br>109,10 16,44 7,570<br>102,01 16,41 9,30<br>P 25,0 F 9,2 1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 7 859 HeCls. BC | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 360kW 440V a.c.<br>Fuel 326,0t (d.o.) 709,0t (hvf)-15,0pd 13,5kn |
| 7908706<br>JG3870<br>121614<br>Rdr RT | **CHIGUSA MARU**<br>**K.K. Ueno Unyu Shokai**<br>Yokohama Kanagawa Pref. Japan | **994**<br>689<br>2 408 | NK | **1979** Kochi Jukogyo K.K.—Kochi (1316)<br>76,87 5,001<br>72,01 12,31 5,52<br>P 22,3 F 12,5 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 924 HeCls. ptB | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 256kW a.c.<br>Fuel 25,5t (d.o.) 84,5t (hvf)-5,5pd 11,5kn |
| 8125337<br>JL4953<br>125400 | **CHIGUSA MARU**<br>**Zuiyo Kisen K.K.**<br>Anan, Tokushima Pref. Japan | **499**<br>309<br>1 000 | | **1981** Kimura Zosen K.K.—Yutaka (71)<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br>Japan |
| 8150667<br>JL3708<br>111323 | **CHIGUSA MARU**<br>**Y.K. Kawamoto Kaiun**<br>Ryugatake, Kumamoto Pref. Japan | **199**<br>120<br>680 | | **1971** Murakami S.B. Co. Ltd.—Naruto<br>53,01 3,301<br>49,00 8,50 5,16<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>800bhp (588kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| 7852892<br>JM3678<br>114965 | **CHIGUSA MARU No. 1**<br>**Eiwa Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **375**<br>252<br>650 | | **1973** Shin Nikko Zosen—Setoda (77)<br>48,75 3,101<br>45,01 10,00 5,16<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Kubota Tekkosho Japan<br>10,5kn |
| 7501390<br>JL4041<br>117315<br>Gc Rdr | **CHIGUSA MARU No. 8**<br>**Kozuru Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **199**<br>127<br>800 | | **1975** Kimura Zosen K.K.—Yutaka (58)<br>9,02 2,998<br>53,98 9,00 3,38<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy.<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo Kobe |

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| **6802955**<br>JH2201<br>102626 | **CHIGUSA MARU No. 38**<br>ex Waka Maru No. 15-81<br>ex Kiyomi Maru<br>**K.K. Kitayama Sangyo**<br>Kushikino, Japan<br>Kagoshima Pref. | **164**<br>49<br>— | | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (660)<br>28,99 7,62 2,591<br>26,01 7,60 3,54<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 20kW 225V a.c.<br>Fuel 23,5t 12,5kn |
| **6826688**<br>5LXO<br>3561<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIHAYA**<br>ex Har Saggi-70<br>**Transatlantic Tramp Ships Inc.**<br>Souter Shipping Ltd.<br>Monrovia Liberia | **35 560**<br>25 890<br>78 489 | **✠100A1** SS 5/78<br>strengthened for ore cargoes, Nos. 4 & 8 holds may be empty<br>**✠LMC**<br>EL y† 3⅜"U2<br>FN 12050 | **1968**-11 Furness S.B. Co. Ltd.—Haverton<br>Hill (533)<br>246,59(BB) 31,78 14,466<br>236,68 31,70 19,21<br>F 19,6 1 dk<br>rf 127 DK fwd<br>NS 11BH WB30706t incl. Comb. btm & STs in holds 5755t Topside tanks in Nos. 1 & 2 holds 2078t Comb. topside & under deck tanks in Nos. 3-9 holds 7630t | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 21,3 16,6 17,8 20,4 16,0 20,4 16,9 20,4 20,4 ER<br>G.78 766<br>9 Ha (stl) (16,0 × 12,1) (16,0 12,4 16,0 12,4 16,0 12,4 16,0 16,0 × 14,0) ER<br>Der 2(4) | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c. |
| **5070189**<br>7LLL<br>87889<br>RT | **CHIHAYA**<br>**Osaka Municipal Office**<br>Sakai, Japan<br>Osaka Pref. | **240**<br>76<br>— | | **1961** Hitachi Zosen—Sakurajima Works,<br>Osaka (3909)<br>33,00 8,51<br>8,49 3,99<br>1 dk<br>RW | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 400<br>B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Fuel 27,5t 11kn |
| **6925185**<br>JG2749<br>107167<br>Df Esd<br>Gc Rdr<br>RT | **CHIHAYA MARU**<br>**Kinkai Yusen K.K.**<br>Tokyo Japan | **3 942**<br>2 237<br>6 979 | NK | **1969** Setoda Zosensho—Setoda (231)<br>107,04 16,44 6,808<br>100,03 16,41 8,49<br>P 20,5 F 9,8 1 dk | **M Cement Carrier**<br>4 Ho ER<br>G.5 578 | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 100kW 410V a.c.<br>Fuel 149,5t-12,0pd 12,5kn |
| **7319929**<br>JIFS<br>115646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIHIROSAN MARU**<br>**Mitsui O.S.K. Lines Ltd. & Osaka Shipping Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **63 218**<br>40 278<br>110 906 | NK | **1973** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(962)<br>259,82(BB) 39,65 15,622<br>249,00 39,60 22,41<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>Ore 128 183 HeCls. B<br>9 Ha (stl) (12,5 × 15,4) (13,5 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,2) | Oil 2SA 7Cy. 900 × 1800<br>23 200bhp (17 065kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 640kW 2 × 580kW 450V a.c.<br>Fuel 313,5t (d.o.) 5 621,0t (hvf)-76,0pd 15,25kn |
| **8123054**<br>8KLE<br>125834<br>Df Esd<br>Gc Rdr<br>RT | **CHIJIN MARU**<br>**Wakamatsu Kaiun K.K.**<br>Kanbara Kisen K.K.<br>Numakuma, Japan<br>Hiroshima Pref. | **11 924**<br>5 611<br>12 582 | NK | **1982** Tsuneishi Zosen K.K.—Numakuma<br>(497)<br>8,202<br>166,02 27,01 11,92 | **M Vehicles Carrier** | Oil 2SA 8Cy. 550 × 1380<br>12 000bhp (8 827kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| **7818731**<br>JG3762<br>121660<br>RT | **CHIKARA MARU**<br>**Nakamaru Unyu K.K.**<br>Tokyo Japan | **367**<br>217<br>645 | | **1978** Hanasaki Zosensho—Yokosuka<br>(171)<br>44,00 3,101<br>41,00 8,60 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **7700673**<br>JQCO<br>121434<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKO**<br>**Mitsui Leasing & Development Co. Ltd.**<br>Tokyo Japan | **11 850**<br>6 342<br>19 077 | NK | **1977** Kanasashi Zosensho—Kaijima Works,<br>Shimizu (1245)<br>155,10(BB) 22,84 9,292<br>146,01 22,81 12,68<br>P 29,3 F 13,2 1 dk | **M Bulk Carrier**<br>G.23 827 B.22 929<br>4 Ha (15,7 18,7 18,7 18,7 × 10,9) ER<br>Der 4(25) | Oil 2SA 7Cy. 550 × 1380<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 340kW 445V a.c.<br>15kn |
| **8114209**<br>JFVE<br>125195<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUBU**<br>**Kawamoto Kakuzo**<br>Kobe, Japan<br>Hyogo Pref. | **1 568**<br>1 062<br>3 920 | NK | **1981** Kinoura Zosen—Hakata (76)<br>85,71 6,003<br>80,02 14,01 8,31<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 886 B.5 305<br>2 Ha (stl) ER | Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7503738**<br>JQDP<br>119136<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIKUBU MARU**<br>**Nippon Yusen Kaisha & Showa Yusen K.K.**<br>Tokyo Japan | **65 798**<br>45 263<br>119 513 | NK | **1976** Sumitomo Heavy Industries Ltd.<br>—Uraga Shipyard, Yokosuka (978)<br>254,74(BB) 40,26 16,917<br>244,00 40,21 23,91<br>1 dk | **M Bulk Carrier**<br>9 Ho 23,0 19,0 22,7 19,0 22,7 19,0 22,7 19,0 22,7 ER<br>G.138 903 HeCls. ptB<br>9 Ha (stl) (14,0 × 16,0) (11,4 15,2 11,4 15,2 11,4 15,2 11,4 15,2 × 17,9) ER | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 650kW 450V a.c.<br>Fuel 446,0t (d.o.) 5 947,0t (hvf)-76,0pd<br>15,25kn |
| **7112577**<br>JCTA<br>110971<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUBU MARU**<br>**Hoko Fishing Co. Ltd.**<br>Tokyo Japan | **5 460**<br>2 824<br>4 456 | NK | **1971** Usuki Tekkosho—Saiki (1139)<br>110,72 17,86 6,706<br>104,32 17,81 10,98<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho ER<br>In.3 015<br>3 Ha (stl) (26,9 27,9 27,9 × 27,9) ER<br>Der 2(10) 2(5) 4(3) | Oil 2SA 9Cy. 480 × 750<br>5 700bhp (4 193kW) Mitsubishi<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 937kW 450V a.c.<br>Fuel 2 094,0t-21,5pd 14kn |
| **7718618**<br>JQEA<br>121438<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUGO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **503**<br>129<br>— | | **1978** Naikai Zosen—Taguma Shipyard,<br>Innoshima (428)<br>2,561<br>59,01 7,82 4,32<br>1 dk<br>RW | **TM Patrol Ship** | 2 Oil 4SA each 6Cy. 310 × 500<br>3 000bhp (2 207kW)<br>Fuji Seisakusho Tateyama |
| **7024562**<br>JCJQ<br>108788<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIKUGO MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **68 010**<br>44 370<br>115 721 | NK | **1970** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (211)<br>260,87 40,67 15,977<br>247,02 40,62 24,01<br>1 dk<br>RW | **M Bulk Carrier**<br>9 Ho 20,8 21,5 20,8 20,8 20,8 23,2 20,8 23,2 20,8 ER<br>G.140 144<br>1 Ha (stl) (14,4 × 14,4) 8 Ha (stl) (each 14,4 × 17,6) ER | Oil 2SA 8Cy. 850 × 1800<br>21 600bhp (15 888kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 650kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 5 924,5t (hvf)-68,0pd 14,75kn |

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|---|---|---|---|---|---|---|
| 7374187<br>JONM<br>117712<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUHO MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **63 287**<br>40 013<br>111 229 | NK | **1975** Mitsui SB. & Eng. Co. Ltd.—Tamano (1002)<br>259,85(BB) 39,65 15,622<br>249,00 39,60 22,41<br>1 dk | **M Bulk Carrier**<br>G.128 346<br>9 Ha (stl) (12,5 × 15,4) (13,5 × 17,2) (13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,2) ER | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 600kW 1 × 800kW 450V a.c.<br>Fuel 6 323,0t-81,5pd 15kn |
| 7913684<br>JM4794<br>123429<br>Rdr RT | **CHIKUHO MARU**<br>**Nishinihon Kaiun K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **196**<br>67<br>98 | | **1979** Odo Zosen Tekko K.K.—Shimonoseki (257)<br>30,61 8,82 3,010<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Seisakusho Tateyama<br>12,25kn |
| 7024196<br>JG2860<br>108854<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUMA MARU**<br>**Kinkai Yusen K.K. & Hachiuma Kisen K.K.**<br>Tokyo Japan | **6 413**<br>3 710<br>11 055 | NK | **1970** Setoda Zosensho—Setoda (237)<br>131,50 19,26 7,824<br>122,99 19,21 10,11<br>P 22,3 F 11,9 1 dk | **M Bulk Carrier**<br>Cement<br>4 Ho ER | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 180kW 410V a.c.<br>Fuel 160,5t-18,0pd 12,75kn |
| 8103365<br>JFWO<br>125199<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIKUMAGAWA MARU**<br>**Kawasaki Kisen K.K. (Kawasaki Kisen Kaisha Ltd.)**<br>Kobe, Hyogo Pref. Japan | **37 039**<br>20 431<br>57 300 | NK | **1982** Kurushima Dock Co. Ltd.—Onishi (2190)<br>210,01(BB) 32,31 12,801<br>200,01 32,21 19,51<br>B 26,3 1 dk | **M Tanker**<br>Mchy.aft | Vee Oil 2SA 12Cy. 520 × 550 sr geared to sc. shaft<br>13 470bhp (9 908kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 430kW 1 × 400kW 450V 60Hz a.c.<br>Fuel 226,5t (d.o.) 1 911,5t (hvf)-37,5pd<br>14,75kn |
| 7128916<br>JEZO<br>111709<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUMASAN MARU**<br>**Mitsui O.S.K. Lines Ltd. & Shin Yei Senpaku K.K.**<br>Osaka, Osaka Pref. Japan | **86 460**<br>32 040<br>160 533 | NK | **1972** Kawasaki Heavy Ind. Ltd.—Kobe (1173)<br>289,01(BB) 44,05 17,933<br>275,01 44,00 24,21<br>F 17,1 1 dk | **M Ore Carrier**<br>3 Ho ER<br>Ore 92 455 HeCls. B<br>1 Ha (stl) (12,0 × 12,9) 9 Ha (stl) (each 15,0 × 12,6) ER | Oil 2SA 8Cy. 1050 × 1800<br>30 400bhp (22 361kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 960kW 450V a.c.<br>Fuel 442,0t (d.o.) 10 052,5t (hvf)-105,0pd<br>15,5kn |
| 7024201<br>JBFE<br>108862<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIKURA MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **39 938**<br>26 376<br>71 694 | NK | **1970** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (879)<br>242,25(BB) 32,26 13,080<br>232,24 32,21 18,70<br>F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 17,8 26,9 27,3 31,9 16,0 31,9 31,9 ER<br>G.85 218 HeCls. ptB<br>1 Ha (stl) (9,6 × 11,2) 11 Ha (stl) (each 9,1 × 12,8) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 650kW 450V a.c.<br>Fuel 290,5t (d.o.) 3 277,0t (hvf)-50,5pd<br>14,5kn |
| 7808736<br>JQXU<br>121667<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUSHINO MARU**<br>**Eiyu Kaiun K.K.**<br>Tokyo Japan | **3 563**<br>1 462<br>5 819 | NK | **1978** Fukuoka Zosen K.K.—Fukuoka (1070)<br>114,71(BB) 15,45 6,466<br>106,03 15,41 7,80<br>P 24,4 F 10,1 1 dk | **M Tanker**<br>SBT<br>8 Ta ER<br>L.(oil) 4 552 HeCls. CptB | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW 445V a.c.<br>Fuel 190,0t (d.o.) 335,5t (hvf) 12,5kn |
| 6725547<br>JPHG<br>100984<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIKUZEN MARU**<br>**Nippon Yusen Kaisha & Tanda Sangyo Kisen K.K.**<br>Tokyo Japan | **25 709**<br>15 383<br>41 643 | NK | **1967** Mitsubishi Heavy Industries Ltd. —Kobe (975)<br>196,53 29,57 10,999<br>194,01 29,52 16,69<br>F 13,8 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,0 28,8 28,8 28,8 28,8 ER<br>G.52 591<br>5 Ha (stl) (12,8 × 11,8) (19,2 19,2 19,2 19,2 × 13,4) ER | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 350kW 450V 60Hz a.c.<br>Fuel 1 661,0t (hvf)-33,5pd 14kn |
| 6917293<br>HMFE<br>Df Esd<br>Gc Rdr<br>RT | **CHIL BO SAN**<br>**Government of The Democratic People's Republic of North Korea (Korean Fishing Owners Industry)**<br>Kin Tschak North Korea | **10 236**<br>5 003<br>6 993 | ✠Classed LR until 22/1/71 | **1969-9** Verolme Scheepswerf Heusden N.V.—Heusden (789)<br>138,00 20,02 6,808<br>123,50 19,99 13,01<br>F 15,3 3 dks, 4th dk amids<br>rf nil | **M Factory Ship**<br>Fish-factory Ref<br>Mchy.aft<br>In.7 016 | Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW) MAN<br>Verolme Machinefabriek IJsselmonde<br>Gen 6 × 520kW 450V 60Hz a.c. |
| 6907195<br>6LQF<br>BS-A-432<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIL BO SAN No. 1**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **999**<br>501<br>1 516 | KR | **1968** Miho Zosensho K.K.—Shimizu (684)<br>70,69 10,62 4,790<br>63,99 10,60 5,41<br>P 17,1 F 7,1 1 dk | **M Fish Carrier**<br>Ref.<br>2 Ho 20,1 19,9 ER<br>In.1 629<br>2 Ha (each 5,7 × 3,4) ER<br>Der 4(3) | Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 420V 60Hz a.c.<br>12kn |
| 6919538<br>6LSG<br>BS-A-447<br>Df Esd<br>Gc Rdr<br>RTh | **CHIL BO SAN No. 2**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **998**<br>551<br>1 497 | KR | **1969** Korea SB. & Eng. Corp.—Pusan<br>70,69 10,62 4,820<br>63,99 10,60 5,41<br>P 17,7 F 7,1 1 dk | **M Fish Carrier**<br>Ref.<br>2 Ho 20,1 19,9 ER<br>In.1 616<br>2 Ha (each 5,7 × 3,4) ER<br>Der 4(3) | Oil 4SA 7Cy. 300 × 450<br>1 485bhp (1 092kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 128kW 445V 60Hz a.c.<br>12kn |
| 7103411<br>6LZU<br>BS-A-65<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIL BO SAN No. 3**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **1 651**<br>880<br>2 516 | KR (NK) | **1971** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (755)<br>88,45 12,63 5,462<br>82,00 12,60 6,30<br>P 21,7 F 7,4 1 dk | **M Fish Carrier**<br>Ref.<br>In.2 510<br>3 Ha (each 3,2 × 3,0) ER<br>Der 6(3) | Oil 4SA 6Cy. 460 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 220kW 445V a.c.<br>13,25kn |
| 7104831<br>6LZS<br>BS-A-11<br>Df Esd<br>Gc Rdr<br>RT | **CHIL BO SAN No. 5**<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **1 651**<br>884<br>2 561 | KR | **1971** Dae Sun SB. & Eng. Co. Ltd.—Pusan (128)<br>88,40 5,441<br>82,00 12,60 6,30<br>P 21,7 F 7,4 1 dk | **M Fish Carrier**<br>Ref.<br>In.2 570<br>3 Ha (each 3,0 × 3,0) ER<br>Der 6(3) | Oil 4SA 6Cy. 460 × 720<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 445V a.c.<br>13,25kn |

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|---|---|---|---|---|---|---|---|
| **6500557** | **CHIL BO SAN No. 6** | **1 856** | | **1964** Hakodate Dock Co. Ltd.—Hakodate (359) | **M Fish Carrier** | Oil 4SA 7Cy. 470 × 820 | |
| 6NEQ | ex Hakodate Maru No. 1 | 1 000 | | | Ref | 2 800bhp (2 060kW) | |
| BS-A-882 | **Korea Wonyang Fisheries Co.** | 2 994 | KR (NK) | 86,52 12,73 5,995 | 4 Ho ER | Ito Tekkosho | Shimizu |
| Df Esd | **Ltd.** | | | 79,99 12,70 7,01 | In.2 810 | Gen 2 × 145kW 445V 60Hz a.c. | |
| Pfd Rdr | Busan South Korea | | | P 22,0 F 8,9 1 dk | 4 Ha (2,9 3,0 3,0 3,0 × 2,9) ER | Fuel 638,0t (d.o.)-10,0pd | |
| RTm/h/v | | | | RW rf 356 | 8W Der 8(3) | | 13,5kn |
| **5197547** | **CHIL SUNG No. 71** | **853** | | **1959** Koyo Dockyard Co. Ltd.—Mihara (118) | **M General Cargo** | Oil 4SA 6Cy. 370 × 520 | |
| D7WO | ex Kumasachi Maru-67 | 488 | | | | 950bhp (699kW) | |
| BM21 | **Tong Yang General Industrial** | 1 343 | KR | 62,24 9,63 4,471 | 2 Ho ER | Nippon Hatsudoki | Kobe |
| 461 | **Co. Ltd.** | | | 56,85 9,58 4,91 | G.1 699 B.1 544 | Gen 2 × 7,5kW 105V d.c. | |
| Rdr RT | Busan South Korea | | | P 15,6 F 6,4 1 dk | 2 Ha (13,0 13,6 × 5,0) | Fuel 59,0t | 12,25kn |
| | | | | | Der 4(3) | | |
| **5409304** | **CHIL SUNG No. 72** | **476** | | **1963** Kurushima Dock Co. Ltd.—Imabari (165) | **M General Cargo** | Oil 4SA 6Cy. 290 × 430 | |
| D7WP | ex Takanawasan Maru-67 | 271 | | | | 550bhp (405kW) | |
| BM21 | **Tong Yang General Industrial** | 704 | KR | 49,97 8,03 3,650 | | Nippon Hatsudoki | Kobe |
| 462 | **Co. Ltd.** | | | 44,99 8,01 3,99 | G.912 B.844 | Gen 2 × 5kW 105V d.c. | |
| Rdr RT | Busan South Korea | | | P 11,3 F 6,1 1 dk | 1 Ha (21,0 × 5,0) ER | | |
| | | | | RW | Der 4(3) | | |
| **5188467** | **CHIL SUNG No. 73** | **440** | | **1959** Kurushima Dock Co. Ltd.—Imabari (39) | **M General Cargo** | Oil 4SA 6Cy. 290 × 410 | |
| D7WR | ex Kinsei Maru No. 7-67 | 271 | | | | 550bhp (405kW) | |
| BM21 | **Tong Yang General Industrial** | 675 | KR | 48,32 7,93 3,620 | | Hanshin Nainenki Kogyo | Kobe |
| 473 | **Co. Ltd.** | | | 44,02 7,90 3,99 | G.875 B.822 | Gen 1 × 3kW d.c. | |
| Rdr RT | Busan South Korea | | | P 11,3 F 5,5 1 dk | 1 Ha (20,3 × 5,0) ER | | |
| | | | | | Der 4(2,5) | | |
| **5085067** | **CHIL SUNG No. 75** | **418** | | **1959** Hashihama Zosen—Imabari (77) | **M General Cargo** | Oil 4SA 6Cy. 310 × 460 | |
| D7WS | ex Daishin Maru No. 7-67 | 241 | | 49,31 7,35 3,385 | | 420bhp (309kW) | |
| BM21 | **Tong Yang General Industrial** | 597 | KR | 45,50 7,29 3,79 | | Nippon Hatsudoki | Kobe |
| 474 | **Co. Ltd.** | | | P 11,3 F 5,8 1 dk | G.873 B.853 | Gen 1 × 3kW 35V d.c. | |
| RT | Busan South Korea | | | | 1 Ha (23,6 × 4,5) ER | Fuel 20,5t | 9,5kn |
| | | | | | Der 4(2,5) | | |
| **5095749** | **CHILBAR** | **21 937** | | **1959** (Aft section) Ingalls SB. Corp. | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| WKJP | ex Eagle Traveler-78 | 13 861 | | —Pascagoula, Ms (1050) | Oil Chemical | 20 460shp (15 050kW) | |
| 634540 | **Chilbar Shipping Co.** | 39 995 | AB | **1981** (Fwd & cargo sections) Newport | 22 Ta ER | Westinghouse Elec. Corp. | Lester, Pa |
| Df Esd | Keystone Shipping Co. | | | News SB. & D.D. Co.—Newport News, Va | L.(oil) 48 378 HeCls. B | Gen 2 × 500kW | |
| Gc Pfd | Wilmington, De United States | | | 202,67 10,921 | | Fuel 3 022,5t (o.f.)-117,0pd | 17,5kn |
| Rdr RT | of America | | | 193,99 31,09 14,25 | | | |
| | | | | P 46,7 RQD 50,9 B 15,3 F 21,1 1 dk | | | |
| | | | | RW rf nil shortened & widened | | | |
| **7614197** | **CHILIA** | **694** | | **1965** Santierul Naval Turnu-Severin—Turnu-Severin | **TM General Cargo Barge** | 2 Oil 4SA each 8Cy. 240 × 360 | |
| YQBP | | 179 | | | | 610bhp (449kW) | |
| 198 | **NAVROM** | — | RNR | 55,81 9,99 3,599 | | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Constantza Romania | | | 4,30 | | (SKL) | Magdeburg |
| Rdr RT | | | | 1 dk | | Gen 2 × 69kW 220V 50Hz a.c. | |
| | | | | | | Fuel 70,0t (d.o.) | 8kn |
| **7016620** | **CHILIBRE** | **2 105** | | **1970** Bethlehem Steel Corp.—Beaumont, Tx (4854) | **TM Tanker** | 2 Oil 4SA each 12Cy. 159 × 203 | |
| HO3154 | ex Golden Owl-74 | 2 072 | | | | 1 600bhp (1 177kW) | |
| | **Refineria Panama S.A.** | 3 678 | AB | 79,25 16,82 4,747 | 12 Ta ER | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd RT | Balboa, C.Z. Panama Canal Zone (U.S.A.) | | | 77,35 16,77 5,19 | L.(oil) 4 610 | Gen 2 × 75kW | |
| | | | | 1 dk | | Fuel 13,5t (d.o.) | |
| | | | | rf 152 | | | |
| **6725731** | **CHILLAN** | T.Mk | ✠**100A1** SS 12/77 | **1968**-3 A/S Bergens M/V—Bergen (463) | **M General Cargo** | Oil 2SA 7Cy. 740 × 1600 | |
| HPIO/ | ex Ceiba-79 ex Mandarincore-76 | **6 208** | | 147,83 20,07 8,516/9,164 | Ref. | 11 500bhp (8 459kW) | |
| CBHN | **Compania Sud-Americana de** | 2 895 | ✠**LMC** **UMS** | 135,31 20,01 12,50 | Side doors 4(p) 4(s) | Nylands Verksted A/S | Oslo |
| 5651 | **Vapores (CSAV)** | 9 866 | ✠**Lloyd's RMC** | F 13,8 2 dks, 3rd dk except in mchy. | 4 Ho 25,4 23,6 22,1 ER 19,5 | AuxB 100lbf/in² (6,9bar) | |
| Df Esd | Valparaiso Panama | **8 069** | EL Z $2\frac{3}{16}$"U2 | space 4th dk in Nos. 1, 2 & 3 holds | 11 TwD | e(ex.g) 100lbf/in² (6,9bar) | |
| Gc Pfd | | 4 799 | FN 4399 | rf 102 | In.11 793 | Gen 3 × 524kW 1 × 392kW | |
| Rdr RT | | — | | 6BH WB1356t | 4 Ha (stl) (11,0 11,2 11,2 × 6,9) ER | 1 × 192kW 450V 60Hz a.c. | |
| | | | | | (11,2 × 6,9) | Fuel 355,5t (d.o.) 1 321,0t (hvf) | 20kn |
| | | | | | 14W Der 2(15) 8(5-10) | | |
| **5149679** | **CHILOE II** | **424** | | **1951** Schiffswerft Heinrich Brand G.m.b.H. | **M General Cargo** | Oil 4SA 6Cy. 290 × 420 | |
| CB2460 | ex Herta Johanne III-65 | 268 | | & Co. KG—Oldenburg (124) | | 300bhp (221kW) NE 63 | |
| | **Luis Humberto Perez Zurita** | 690 | (GL) | *49,99* 7,83 3,361 | Ice strengthened | Maschinenbau Kiel G.m.b.H. | Kiel |
| Df Esd | San Antonio Chile | | | 7,78 3,64 | Mchy.aft | | 10kn |
| Rdr RT | | | | P 10,1 RQD 22,0 F 6,1 1 dk | | | |
| | | | | RW len & deepened 57 | | | |
| **5212892** | **CHILOE III** | **1 041** | | **1957** Schiffbau-Ges. Unterweser A.G. | **M General Cargo** | Oil 4SA 6Cy. 385 × 580 | |
| CBCL | ex Louise-80 | 520 | | —Bremerhaven (392) | | 1 000bhp (736kW) | |
| | **Naviera Paschold Ltda.** | 1 647 | GL | 72,29 10,80 4,630 | Ice strengthened | Maschinenbau Kiel A.G. | Kiel |
| Df Esd | San Antonio Chile | | | 66,02 10,77 5,26 | 1 Ho 41,1 ER | Gen 1 × 25kW 1 × 15kW 220V d.c. | |
| Rdr RTh | | | | P 17,7 F 7,1 1 dk | G.2 105 B.1 959 | Fuel 57,0t (d.o.) | 11kn |
| | | | | RW | 2 Ha ER | | |
| | | | | | 4W Der 4(3) | | |
| **5345778** | **CHILOE IV** | **3 334** | ✠**100A1** SS 5/80 | **1958**-5 J. Samuel White & Co. Ltd. | **M General Cargo** | Oil 2SA 8Cy. 340 × 570 with fluid | |
| CBCM | ex Nikos-P-81 ex Olumo Rock-78 | 1 720 | | —Cowes (1996) | | coupling & sr reverse geared to sc. shaft | |
| | ex Ijaola-78 ex Marson Cathy-74 | 4 928 | ✠**LMC** | 107,19 14,46 6,293 | 4 Ho 16,5 14,8 15,1 16,2 ER | 1 520bhp (1 118kW) | |
| Df Esd | ex Susan Constant-73 | | EL v $1\frac{3}{4}$"SQ | 100,59 14,33 7,62 | G.634 | British Polar Engines Ltd. | Glasgow |
| Gc Rdr | **Naviera Paschold Ltda.** | | FN 2208 | P 25,6 F 9,8 1 dk | 4 Ha (each 9,5 × 6,7) ER | db 100lbf/in² (6,9bar) | |
| | Valparaiso Chile | | | RW rf 25 | 8W Der 8(5) | Gen 3 × 80kW 220V d.c. | |
| | | | | NS 8BH WB1557t incl. DTm254t | | Fuel 254,0t (d.o.) | 11kn |
| | | | | DTf240t | | | |
| **7305148** | **CHIMBAY** | **570** | | **1971** ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| EWSW | | 215 | | 54,84 9,38 3,810 | Side Trawler Ref | 800bhp (588kW) | |
| M-14594 | **U.S.S.R. -'Dalryba'** | 309 | RS | 49,99 4,73 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Nevelsk U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdeburg |
| Rdr RT | | | | | In.284 | Gen 3 × 88kW | |
| | | | | | 2 Ha (each 1,5 × 1,6) | Controllable pitch propeller | |
| | | | | | 1W Der 1(3) | | 12kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7319709<br>HCDT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIMBORAZO**<br>ex Thomona-79<br>**Maritima Transligra S.A.**<br>Guayaquil Ecuador | **4 013**<br>2 889<br>7 634 | NV | **1973** Kleven M/V A/S—Ulsteinvik (24)<br>(BB) 16,03 6,895<br>16,01 8,77<br>P 26,0 F 6,1 1 dk<br>rf nil len 78 | **M Tanker**<br>Chemical<br>Ice strengthened<br>19 Ta ER<br>L.8 788 HeCls. BC | 2 Oil 4SA each 6Cy. 320 × 420 geared to sc. shaft<br>4 200bhp (3 089kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 257kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) 406,5t (hvf)-13,0pd 13,5kn |
| 5070323 | **CHIMBOTE**<br>ex Rawhiti-51<br>**Government of The Republic of Peru (Ministerio de Marina - Direccion General Economica Marina)**<br>Callao Peru | **3 559**<br>2 034<br>— | | **1943** American Bridge Corp.—Ambridge, Pa<br>*96,20* 15,24<br>15,19<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship | **TM General Cargo**<br>— | 2 Oil each 12Cy. 215 × 250<br>General Motors Corp. Detroit, Mi |
| 7008049<br>EECW<br>3205<br>Df Esd | **CHIMBOTE**<br>**Antonio Bazan & Rogelio Calvino**<br>La Coruna Spain | **187**<br>78<br>— | BV | **1969** Maritima del Musel S.A.—Gijon (119)<br>32,19 6,51 3,404<br>28,99 6,48 3,74<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 12Cy. 175 × 180<br>810bhp (596kW) MGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 52,0t (d.o.) 12kn |
| 7042473<br>Esd RT | **CHIMBOTE 7**<br>ex Alcatraz 3-76<br>**Pesquera San Jorge SCR Ltda.**<br>Chancay Peru | **219**<br>99<br>274 | ✠Classed LR until 1/5/81 | **1971**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (415)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho 12,9 ER<br>1 Ha (3,5 × 2,6) ER | Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) 11kn |
| 7020396<br>Esd RT | **CHIMBOTE 8**<br>ex Alcatraz 2-75<br>**Pesquera Sur Chico SCR Ltda.**<br>Chancay Peru | **219**<br>99<br>274 | ✠Classed LR until 10/4/81 | **1970**-6 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (403)<br>30,18 7,80 3,315<br>26,37 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho 12,9 ER<br>1 Ha (3,5 × 2,6) ER | Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 11,0t (d.o.) 11kn |
| 7016010<br>Esd RT | **CHIMBOTE 9**<br>ex Apolo 11-75<br>**Pesquera Exito SCR Ltda.**<br>Ilo Peru | **213**<br>99<br>249 | GL<br>✠Classed LR until 1/5/81 | **1970**-4 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (394)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| 6922406<br>Esd RT | **CHIMBOTE 10**<br>ex Del Rey-79<br>**Pesquera Mistiana SCR Ltda.**<br>Ilo Peru | **213**<br>98<br>— | GL<br>✠Classed LR until 12/70 | **1969**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (383)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho 12,8<br>G.270<br>1 Ha (3,5 × 2,6) | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c.<br>Fuel 9,0t (d.o.) 11kn |
| 7431741<br>CNFJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIMISTE SAYID**<br>ex Chemist Louisiana-77<br>**Generale Maritime S.A.**<br>Casablanca Morocco | **3 879**<br>2 684<br>6 433 | GL | **1977** Orenstein & Koppel A.G.—Luebeck (719)<br>110,55(BB) 6,951<br>101,91 16,60 8,56<br>P 24,7 F 8,0 1 dk | **M Tanker**<br>Chemical<br>26 Ta ER<br>L.7 388 | Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 1 × 223kW 1 × 164kW 400/231V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-12,0pd 14,5kn |
| 6868193<br>UHKB<br>M-21894 | **CHIMKENT**<br>**U.S.S.R.**<br>Klaypeda U.S.S.R. | **264**<br>93<br>141 | RS | **1954** .............East Germany<br>39,15 7,37 2,950<br>3,48<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.198<br>2 Ha (each 1,7 × 2,0)<br>1W Der 1(2) | Oil 4SA 8Cy. 240 × 360<br>NE 70<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7929334<br>LJMH<br>19531<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHIMO**<br>**K/S A/S Chimo & Co.**<br>Paal Wilson & Co. A/S<br>Bergen Norway | **13 880**<br>9 474<br>22 170 | NV | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2744)<br>164,34(BB) 22,92 9,872<br>155,45 22,86 13,57<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,6 25,6 18,3 25,6 25,6 ER<br>G.30 697 B.29 730<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 360kW 1 × 260kW 450V 60Hz a.c.<br>Fuel 177,0t (d.o.) 1 109,5t (hvf)-30,0pd 15kn |
| 6723771<br>VGKD<br>323030<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIMO**<br>**Newfoundland Steamships Ltd.**<br>St. John's, Nfl. Canada | **6 026**<br>3 881<br>7 920 | **✠100A1** CS 7/77<br>Ice Class 1<br>**✠LMC**<br>EL W 2"U2<br>FN 3609 | **1967**-10 Davie SB. Ltd.—Lauzon, P.Q. (662)<br>143,62 17,20 7,208<br>134,50 17,07 9,76<br>P 26,9 F 16,5 2 dks<br>RW rf 152<br>4BH WB2351t incl. DTf177t | **M General Cargo**<br>7P<br>3 Ho 36,5 27,4 25,9 ER<br>G.12 066 B.10 974<br>3 Ha (stl) (12,9 16,7 13,7 × 7,7) ER<br>Cr 2(20) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 575V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 217,5t (d.o.) 531,5t (hvf) 17kn |
| 8126496 | **CHIMU**<br>**Servicios Tecnicos Maritimos S.A.**<br>Callao Peru | **140**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 225 | **1982** J. Manly Ltd.—New Westminster, B.C. (582)<br>22,81 7,83 3,201<br>20,55 7,32 3,61<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>General Motors Corp. U.S.A. |
| 6517641<br>Esd RT | **CHIMU XI**<br>ex Maria de la Macarena-73<br>ex Maria Macarena<br>**Envasadora Santa Rosa S.A.**<br>Supe Peru | **150**<br>—<br>— | (AB) | **1964** Promecan Ingenieros S.A.—Callao (19)<br>6,76<br>21,49 6,71 3,51 | **M Fishing**<br>Side Trawler<br>1 Ho 11,6<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 9,0t |

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|---|---|---|---|---|---|---|---|
| **6622147**<br>3EAV<br>9070-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIN CHING**<br>ex Yoneyama Maru-71<br>**Horng Dar Navigation Co. S.A.**<br>Panama Panama | **1 958**<br>1 287<br>3 200 | NK | **1966** Tohoku Zosen—Shiogama (80)<br>87,89 13,24 5,614<br>82,00 13,21 6,68<br>P 23,8 RQD 14,7 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho 28,8 28,5 ER<br>G.4 292 B.3 967<br>2 Ha (22,7 22,7 × 7,7) ER<br>12W Der 8(10) | Oil 2SA 6Cy. 420 × 700<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 96kW 445V a.c.<br>Fuel 446,0t (hvf) | Niigata<br>12kn |
| **8025408**<br>ELBS5<br>7153<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHIN CHUN**<br>**China Container Express Line Inc.**<br>Wan Hai Steamship Co. Inc.<br>Monrovia Liberia | **7 532**<br>5 133<br>10 687 | NK | **1982** Shin Yamamoto Zosen—Kochi (258)<br>133,05 21,04 7,001<br>125,00 21,01 10,72<br>P 6,8 B 5,2 F 11,9 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Ho ER<br>TEU 500 C. 500/20′<br>7 Ha (stl) ER | Oil 2SA 5Cy. 550 × 1380<br>7 480bhp (5 502kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 115,5t (d.o.) 642,0t (hvf)-23,0pd | B&W<br>15,5kn |
| **6608373**<br>6KOE<br>BS-A-208<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIN DAL LE**<br>**Government of The Republic of South Korea**<br>Busan South Korea | **320**<br>154<br>— | KR (NK) | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (690)<br>44,28 7,55 2,896<br>39,10 7,52 3,38<br>P 17,1 F 6,8 1 dk | **M Fishing**<br>Training<br>Mchy.aft<br>2 Ha (1,6 × 1,6) (1,0 × 0,8) | Oil 4SA 6Cy. 300 × 440<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 56kW 220V a.c.<br>Fuel 158,5t | Yaizu<br>11,5kn |
| **6601480**<br>H3JO<br>8788-78<br>Df Esd<br>Rdr RT | **CHIN DAR**<br>ex Seiyo Maru-71<br>**Horng Dar Navigation Co. S.A.**<br>Panama Panama | **1 988**<br>1 205<br>3 162 | NK | **1965** Kurushima Dock Co. Ltd.—Imabari (318)<br>89,31 12,86 5,563<br>82,50 12,81 6,51<br>P 19,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 202 B.3 916<br>2 Ha (12,8 29,9 × 7,0) ER<br>9W Der 6(10) | Oil 4SA 6Cy. 470 × 700<br>2 100bhp (1 545kW)<br>Ito Tekkosho<br>Gen 2 × 48kW 225V a.c.<br>Fuel 272,5t | Shimizu<br>14kn |
| **5019393**<br>D7VZ<br>BM21<br>251<br>Rdr RT | **CHIN HWA**<br>ex Yu Jin-69 ex Ansei Maru<br>**Pan Ocean Bulk Carriers Ltd.**<br>Busan South Korea | **475**<br>312<br>690 | KR | **1961** Setoda Zosensho—Setoda (115)<br>50,68 7,95 3,401<br>49,99 7,90 3,71<br>P 12,5 F 5,8 1 dk<br>len 55 | **M Tanker**<br>Oil Chemical<br>6 Ta ER<br>L.(oil) 955 | Oil 4SA 6Cy. 290 × 410<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 5kW 35V a.c.<br>Fuel 27,0t (d.o.)-2,5pd | Kobe<br>9kn |
| **5070335** | **CHIN LING**<br>**Government of The People's Republic of China**<br>China | **3 000**<br>—<br>— | | **1960** Kiangnan Dockyard & Eng. Works —Shanghai<br>... ... ...<br>... ... ... | **M RoRo Cargo/Ferry** | Oil<br>............ | |
| **7211036**<br>BECE<br>Df Esd<br>Gc Rdr<br>RT | **CHIN MING MAN No. 11**<br>**Yuh Kai Fishery Co. Ltd.**<br>Kaohsiung China* | **287**<br>175<br>— | | **1972** Hsin Kao S.B. Corp.—Kaohsiung<br>38,00 6,94 2,801<br>33,00 6,91 3,15<br>P 18,9 F 8,9 1 dk | **M Fishing**<br>Side-fishing<br>4 Ho 4,8 3,7 4,2 8,4 ER<br>In.278<br>6 Ha (1,2 1,2 1,2 1,2 × 0,9) (1,2 1,2 × 1,2) ER<br>Der 1(1) | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 230V a.c. | Yaizu<br>10kn |
| **7213620**<br>BVWP<br>Df Esd<br>Gc Rdr<br>RT | **CHIN NAN**<br>ex Ching Nan-76<br>**Chin Nan Production Marine Enterprises Co. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>275 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,62 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,9 7,5 10,2 ER<br>In.385<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V 60Hz a.c. | Niigata<br>11,75kn |
| **6927808**<br>Df Esd<br>Gc | **CHIN SHIANG No. 1**<br>**Chin Shiang Fishing Co. Ltd.**<br>Kaohsiung China* | **250**<br>99<br>— | | **1969** Tien Erh S.B. Co. Ltd.—Kaohsiung<br>35,64 6,53<br>32,31 6,51 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>500bhp (368kW)<br>Makita Tekkosho | Takamatsu |
| **7708950**<br>BMDJ<br>6327<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHINA CONTAINER**<br>**Chinese Maritime Transport Ltd.**<br>Golden Peak Maritime Agencies Ltd.<br>Keelung China* | **32 505**<br>18 900<br>32 140 | AB | **1979** China SB. Corp.—Kaohsiung (22)<br>221,72(BB) 11,521<br>207,02 32,21 18,72<br>F 11,3 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 15,9 29,7 29,4 28,1 28,1 ER 25,6<br>TEU 1750<br>C.Ho 606/20′ 200/40′ C.Dk 6/20′ 369/40′ incl. 100 ref C.<br>22 Ha (stl) ER | Oil 2SA 12Cy. 900 × 1550<br>40 200bhp (29 570kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 1100kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller | Sulzer<br>Aioi<br>23kn |
| **7039323**<br>H8CL<br>9805<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHINA EXPRESS**<br>ex Nanhai Career-80<br>ex Hisho Maru-79<br>**Global Crimson Maritime Corp.**<br>Panama Panama | **7 680**<br>4 618<br>11 647 | BV NK | **1970** Tohoku Zosen—Shiogama (123)<br>136,02 19,87 8,554<br>128,00 19,82 11,21<br>P 54,0 F 27,2 1 dk | **M General Cargo**<br>4 Ho ER<br>G.18 470 B.17 011<br>4 Ha (stl) (8,2 × 6,0) (12,6 25,4 13,5 × 7,7) ER<br>Cr 2(5) Der 1(80-120) 4(25) 2(15) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Sumitomo SB. & Mchy. Co. Ltd.<br>Gen 2 × 420kW 450V a.c.<br>Fuel 653,5t-31,0pd | Sulzer<br>Tamashima<br>15,5kn |
| **7717690**<br>WYG7<br>573<br>587272<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHINA SEAL**<br>**South Corp.**<br>Wilmington, De United States of America | **297**<br>201<br>650 | AB | **1977** RYSCO Shipyard, Inc.—Blountstown, Fl (31)<br>53,65 11,61 3,601<br>52,74 11,56 3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 159 × 203 geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 210kW a.c.<br>Thw. thrust propeller fwd | Peoria, Illinois<br>10kn |
| **7031931**<br>TM8934<br>Esd RT | **CHINCHA 4**<br>ex Tambena 2-76<br>**Pesquera Senor de la Justicia SCR Ltda.**<br>Tambo de Mora Peru | **188**<br>95<br>— | (GL) | **1970** Ast. Jorge Labarthe—Callao (132)<br>*27,59* 7,32<br>3,66<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7008300**<br>TM8893<br>Esd RT | **CHINCHA 5**<br>ex Tambena 1-76<br>**Empresa Pesquera Rita SCR Ltda.**<br>Tambo de Mora Peru | **188**<br>95<br>— | (GL) | **1970** Ast. Jorge Labarthe—Callao (129)<br>*27,59* 7,32<br>3,66<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |

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| 7015004<br><br><br>Esd RT | **CHINCHA 7**<br>ex Chimu I-79<br>**Pesquera Nova SCR Ltda.**<br>Chimbote Peru | **150**<br>—<br>— | <br><br>(AB) | **1970** Metal Empresa S.A.—Callao (L-16)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br><br>1 Ha (w) (1,9 × 3,3) | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi<br>Fuel 5,0t (d.o.) |
| 5070373<br>C9KP<br>H453<br>Df Esd<br>Gc Rdr<br>RTm/h | **CHINDE**<br><br>**Companhia Mocambicana de Navegacao S.a.r.l.**<br>Maputo Mozambique | **1 676**<br>879<br>1 250 | <br><br>✠LR class withdrawn 11/8/82 | **1958**-3 Cia. Uniao Fabril—Lisboa (163)<br>81,67 11,92 4,014<br>75,01 11,80 6,00<br>P 18,6 F 14,7 2 dks<br>RW rf 127 | **M General Cargo**<br>Ref 4P<br>2 Ho 17,9 26,8 ER<br>B.2 549 In.46<br>2 Ha (8,3 15,4 × 6,0) ER<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 420 × 660<br>915bhp (673kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 55kW 230V d.c.<br>Fuel 113,0t (d.o.) 11,5kn |
| 7414731<br>C6VR<br>356149<br>Df Esd<br>Rdr RT | **CHINDIT**<br><br>**Strategic Operations Ltd.**<br>Nassau Towing Ltd.<br>Nassau Bahamas | **296**<br>0<br>— | **✠100A1** SS 12/80<br>tug<br>**✠LMC** **UMS**<br>EL H $\frac{7}{8}$"U2<br>FN 389 | **1976**-1 N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (430)<br>29,98 10,16 4,261<br>26,19 10,01 4,81<br>RFD 12,2 1 dk<br>rf 813<br>4BH WB18T | **TM Tug**<br>Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 76kW 1 × 36kW<br>440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 12kn |
| 7032909<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **CHING FA**<br><br>**Ching Fa Fishing Co. Ltd.**<br>Kaohsiung China* | **150**<br>105<br>81 | | **1970** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (493)<br>33,91 5,85 2,413<br>29,72 5,82 2,82<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | Oil 2SA 5Cy. 260 × 405<br>550bhp (405kW) B&W<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Fuel (d.o.) |
| 5070397 | **CHING HAI**<br><br>**Tai Chong Cheang S.S. Co.**<br>Shanghai China | **478**<br>184<br>— | <br><br>✠ | **1941**-5 Cook, Welton & Gemmell Ltd.<br>—Beverley (672)<br>50,14 8,39<br>... ... ...<br>1 dk<br>conv Side Trawler Fishing 49 | **S General Cargo** | T 3Cy. 343 584 & 965 × 686<br><br>Charles D. Holmes & Co. Ltd. Hull |
| 5070414 | **CHING MEN**<br><br>**Ming Sung Shipping Co.**<br>Shanghai China | **909**<br>519<br>— | <br><br>✠ | **1948**-9 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (40)<br>51,39 10,06 2,601<br>10,01<br>2 dks<br>RW | **TM General Cargo** | 2 Oil 2SA each 12Cy. 220 × 265<br><br>General Motors Corp. Cleveland, Oh |
| 7376848<br>FNPR<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHINON**<br><br>**Societe de Developpement de Transport Petrolier**<br>Societe Maritime des Petroles BP et Cie.<br>Dunkerque France | **131 654**<br>112 807<br>269 709 | <br><br>BV | **1974** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1737)<br>338,34 53,62 20,714<br>322,99 53,60 26,40<br>1 dk | **S Tanker**<br>COW IGS<br>21 Ta ER<br>L.(oil) 346 202 HeCls. B | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1400kW 450V 60Hz a.c.<br>Fuel 123,0t (d.o.) 12 480,0t (hvf)-169,5pd<br>15,5kn |
| 5041190<br>SXAI<br>7845<br>Df Esd<br>Gc Pfd<br>Rdr | **CHINTA**<br>ex Stefanoemme-80<br>ex Comillas-78 ex Benizar-68<br>**Chinta Marine Co.**<br>Baru Lama Inc.<br>Piraeus Greece | **2 870**<br>1 547<br>5 135 | **✠100A1**<br><br>**✠LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2596<br>RI | **1959**-2 Soc. Espanola de Const. Nav.<br>—Bilbao (83)<br>113,09 15,88 6,554<br>103,00 15,80 9,40<br>F 15,0 2 dks<br>RW rf 76<br>6BH WB677T | **M General Cargo**<br><br>3 Ho 27,8 28,0 17,6<br>G.8 909 B.8 373<br>3 Ha (16,4 16,4 7,5 × 6,0)<br>10W Der 1(25) 10(5) | Oil 2SA 5Cy. 620 × 1150<br>4 100bhp (3 016kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>db 100lbf/in$^2$ (6,9bar)<br>15kn |
| 7407283<br>H08938<br>9083-L<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHINTA**<br>ex Star Polaris-80<br>**Pacific Offshore Ltd.**<br>Orient Offshore Pte. Ltd.<br>Panama Panama | **897**<br>325<br>1 258 | **✠100A1** SS 4/79<br>tug<br>**✠LMC**<br>EL M $1\frac{5}{16}$"U2<br>FN 967 | **1975**-5 (Aft section) J. C. Slob Schps.<br>—Sliedrecht<br>**1975**-5 (Fwd section) Hollandsche—Groot-Ammers<br>60,28 13,06 4,465<br>53,19 12,81 5,36<br>F 19,2 1 dk<br>rf 381<br>7BH WB428T incl. DTf55T & DTa149T | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 241 × 305<br>reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Thw. thrust propeller fwd<br>14kn |
| 8025513<br>7KJS<br>124016 | **CHINTAO**<br><br>**Morino Kisen Y.K.**<br>Namikata, Japan<br>Ehime Pref. | **1 088**<br>747<br>3 043 | <br><br>NK | **1981** Yamanaka Zosen K.K.—Namikata<br>(236)<br>5,519<br>75,01 13,50 5,67 | **M General Cargo** | Oil<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Japan |
| 8006048<br>7LUG<br>124152<br>Gc Rdr<br>RT | **CHINUYA MARU**<br><br>**Hakuyo Kaiun Y.K.**<br>Osaka, Japan<br>Osaka Pref. | **315**<br>163<br>689 | | **1980** K.K. Yoshida Zosen Kogyo—Arida<br>(333)<br>... ... ...<br>56,01 9,20 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7650177<br>JEMX<br>84468 | **CHINZEI MARU**<br><br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 4 Harbor Construction Bureau)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **774**<br>248<br>— | | **1960** Nippon Kokan K.K.—Asano Dockyard, Yokohama. (35)<br>62,01 11,99 3,601<br>59,01 4,50 | **M Dredger** | Oil<br>1 000bhp (736kW)<br>Ikegai Tekkosho Japan<br>6,25kn |
| 7650438<br>8KKR<br>90240 | **CHINZEI MARU No. 2**<br><br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 4 Harbor Construction Bureau)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **819**<br>272<br>— | | **1963** Nippon Kokan K.K.—Asano Dockyard, Yokohama.<br>68,00 11,99 3,001<br>60,00 4,50 | **M Dredger** | Oil<br>1 000bhp (736kW)<br><br>Japan<br>6,75kn |

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| **7851472**<br>JL3013<br>104129 | **CHINZEI MARU No. 15**<br>**Sanko Kaiun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **299**<br>172<br>550 | | **1968** Kanrei Zosen K.K.—Tokushima (116)<br>48,01 3,301<br>44,00 7,70 3,61<br>1 dk | **M Tanker**<br>Chemical<br>L.350 | Oil<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Japan<br>10kn |
| **6417712**<br>SZOH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHION CARRIER**<br>ex Darien-81 ex Polarstern-74<br>**Ichnusa Shipping Corp.**<br>Piraeus Greece | T.Mk<br>**3 381**<br>1 543<br>3 980<br>**4 970**<br>2 696<br>6 640 | GL | **1964** Deutsche Werft A.G.—Hamburg (804)<br>142,96 18,11 6,300/7,811<br>128,43 18,01 9,25<br>P 8,3 B & F 119,2 2 dks | **M General Cargo**<br>Ref. 3P<br>Ice strengthened<br>4 Ho<br>G.303 In.8 380<br>4 Ha (stl) (each 7,2 × 5,1)<br>8W Der 1(5-10) 7(3-5) | Oil 2SA 9Cy. 700 × 1200<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 1 697,0t (hvf) | Augsburg<br>20kn |
| **7724186**<br>SV6251<br>3070<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHION MED**<br>ex Shereen-82 ex Nor Freeze I-81<br>**Solidarity Shipping Corp.**<br>Piraeus Greece | **1 483**<br>857<br>2 480 | NV | **1979** Kaarbos M/V A/S—Harstad (89)<br>80,65 15,30 5,023<br>72,12 7,73<br>P - F - 1 dk & S dk | **M Pallets Carrier** OSD<br>Ref.<br>Side door<br>2 Ho ER<br>In.3 795<br>3 Ha (stl) (7,7 9,6 7,7 × 5,7)<br>Cr 2(5) | Vee Oil 4SA 18Cy. 250 × 300<br>3 700bhp (2 722kW)<br>Normo Gruppen A/S<br>Gen 1 380V 50Hz a.c.<br>Thw. thrust propeller fwd | Bergen<br>14kn |
| **6414514**<br>SZRL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHION TRADER**<br>ex Davao-81 ex Polarlicht-74<br>**Hydra Maritime Corp.**<br>Piraeus Greece | T.Mk<br>**3 413**<br>1 473<br>4 100<br>**4 850**<br>2 598<br>6 510 | BV (GL) | **1964** Blohm & Voss A.G.—Hamburg (831)<br>137,60 17,99 6,376/7,849<br>126,50 17,81 11,59<br>2 dks, pt 3rd dk | **M General Cargo**<br>Ref. 3P<br>Ice strengthened<br>4 Ho<br>G.8 683 B.8 211 In.8 362<br>4 Ha (stl) (each 7,2 × 5,1)<br>8W Der 1(5-10) 7(3) | Oil 2SA 9Cy. 700 × 1200<br>10 800bhp (7 944kW)<br>Blohm & Voss A.G.<br>Fuel 1 697,0t (hvf) | Hamburg<br>21,75kn |
| **8011304**<br>SYIL<br>323 | **CHIOS**<br>**Earl Maritime Co. Ltd.**<br>Chios Greece | **22 333**<br>14 596<br>39 830 | AB (Class cont.) | **1982** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1873)<br>172,83 30,05 11,900<br>168,03 30,01 17,35<br>1 dk | **M Tanker**<br>SBT IGS CBT<br>11 Ta ER<br>L.(oil) 49 406 | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Mitsubishi Heavy Industries Ltd. | Sulzer<br>Kobe |
| **7233747**<br>SXYI<br>8171<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIOS CLIPPER**<br>ex Trojan Star-80<br>ex Newcastle Clipper-76<br>**Saful Navigation Inc.**<br>Diana Shipping Agencies S.A.<br>Piraeus Greece | **4 938**<br>2 636<br>7 681<br>**6 680**<br>3 638<br>9 153 | **100A1** SS 11/77<br>**LMC** **UMS**<br>**Lloyd's RMC**<br>EL X 2"U2<br>FN 3891<br>(NV) | **1973** Smith's Dock Ltd.—South Bank, Middlesbrough (1322)<br>140,70(BB) 18,06 8,300/9,043<br>131,25 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102<br>NS 6BH WB1739T incl. tunnel STs 942T | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.9 977<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW)<br>G. Clark & N.E.M. Ltd.<br>WTAuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 520kW 450V 60Hz a.c. | Sulzer<br>Sunderland<br>23kn |
| **6728135**<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHIOS FAITH**<br>ex Polar Argentina-82<br>**Agua Dulce Compania Naviera S.A.**<br>Diana Shipping Agencies S.A. | T.Mk<br>**3 735**<br>1 982<br>4 797<br>**5 527**<br>3 135<br>7 950 | GL | **1968** Blohm + Voss A.G.—Hamburg (854)<br>147,91(BB) 19,64 6,579/8,230<br>133,00 19,61 12,15<br>B & F 137,8 3 dks | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s) Ice strengthened<br>4 Ho 30,1 23,7 23,1 ER 25,6 11 TwD<br>In.11 976<br>4 Ha (stl) (9,2 9,2 9,2 × 6,3) ER (9,2 × 6,3)<br>8W Der 8(5) | 2 Oil 4SA each 16Cy. 400 × 460 reduction geared to sc. shaft<br>14 880bhp (10 945kW)<br>Ottensener Eisenwerk G.m.b.H.<br>Gen 4 × 400kW 400V 60Hz a.c.<br>Fuel 1 219,5t (hvf) | Hamburg<br>22kn |
| **5282031**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIOS FROST**<br>ex Gogo Reefer-82<br>ex Gogofrio-80 ex Poolster-74<br>**Elmara Shipping Corp.**<br>Greece | T.Mk<br>**1 004**<br>419<br>1 489<br>**1 786**<br>913<br>2 045 | BV | **1962** Schpsw. "Friesland" N.V.—Lemmer (33)<br>91,55 12,22 4,496/5,258<br>84,00 12,01 4,60<br>2 dks<br>RW rf 102 | **M General Cargo**<br>Ref.<br>2 Ho 27,7 24,6 2 TwD 27,4 26,2 ER<br>In.2 588<br>2 Ha (stl) (each 13,5 × 5,1) ER<br>2W Cr 1(3) Der 2(2) | 2 Oil 4SA each 9Cy. 300 × 450 geared to sc. shaft<br>2 450bhp (1 802kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 184kW 1 × 12,75kW 440V 60Hz a.c.<br>Fuel (d.o.) | Augsburg<br>16kn |
| **5229015**<br>SWVD<br>3892<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHIOS MERCHANT**<br>ex Scaphill-79<br>ex Mathilde Bolten-70<br>**Khor Shipping Corp.**<br>Piraeus Greece | **11 587**<br>7 731<br>17 201 | BV (GL) | **1961** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (518)<br>162,44 20,38 9,819<br>150,50 20,21 13,49<br>P 31,1 F 33,0 2 dks<br>rf nil | **M General Cargo**<br>Ref.<br>4 Ho 23,0 31,7 32,7 22,1 ER<br>G.24 882 B.22 891<br>6 Ha (stl) (12,5 11,4 11,4 11,4 13,1 × 8,0) ER<br>12W Der 10(5-10) 2(3) | Oil 2SA 7Cy. 750 × 1320<br>8 400bhp (6 179kW)<br>Borsig A.G.<br>Gen 2 × 280kW 1 × 180kW 400V 50Hz a.c.<br>Fuel 1 388,0t (hvf) | Fiat<br>West Berlin<br>16kn |
| **7217559**<br>SYXA<br>8170<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHIOS PRIDE**<br>ex Tuscan Star-80<br>ex Labrador Clipper-76<br>**Sun Glory Compania Naviera S.A.**<br>Diana Shipping Agencies S.A.<br>Piraeus Greece | T.Mk<br>**4 905**<br>2 618<br>7 722<br>**6 671**<br>3 641<br>9 170 | **100A1** SS 8/82<br>**LMC**<br>**Lloyd's RMC**<br>EL X 2"U2<br>FN 3891<br>(NV) | **1972** Drammen Slip & Verk.—Drammen (73)<br>140,70(BB) 18,06 8,284/9,037<br>131,25 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102<br>NS 6BH WB1724T incl tunnel side tanks 942T | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.10 011<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW)<br>Sulzer Bros. Ltd.<br>WTAuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 195,0t (d.o.) 1 636,0t (hvf) | Winterthur<br>23kn |
| **6406335**<br>J4IC<br>7168<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHIOS REEFER**<br>ex Susie U-80 ex Elita-76<br>ex Brunseck-71<br>**Byzantion Shipping Co. S.A.**<br>Piraeus Greece | **3 137**<br>1 672<br>3 593<br>**4 464**<br>2 496<br>5 132 | GL | **1964** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (544)<br>135,24 16,84 6,189/7,179<br>124,62 16,81 8,89<br>B & F 120,1 2 dks & S dk | **M General Cargo** OSD/CSD<br>Ref. 12P<br>4 Ho 28,0 19,8 ER 21,0 22,5<br>G.274 In.8 359<br>4 Ha (stl) (each 7,0 × 5,5)<br>8W Der 1(5-10) 7(3-5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 400kW 1 × 185kW 230V 50Hz a.c.<br>Fuel 675,5t (d.o.) 1 168,5t (hvf) | Augsburg<br>20kn |
| **6721591**<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHIOS SPIRIT**<br>ex Polar Ecuador-82<br>**Kalistel Shipping S.A.**<br>Diana Shipping Agencies S.A. | T.Mk<br>**3 735**<br>1 982<br>4 804<br>**5 517**<br>3 124<br>7 958 | GL | **1967** Blohm + Voss A.G.—Hamburg (853)<br>147,83(BB) 19,69 6,579/8,230<br>132,90 19,59 12,20<br>B & F 137,8 3 dks | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s) Ice strengthened<br>4 Ho 30,1 23,7 23,1 ER 25,6 11 TwD<br>In.11 991<br>4 Ha (stl) (9,2 9,2 9,2 × 6,3) ER (9,2 × 6,3)<br>8W Der 8(5) | 2 Oil 4SA each 16Cy. 400 × 460 reduction geared to sc. shaft<br>14 880bhp (10 945kW)<br>Blohm + Voss A.G.<br>Gen 4 × 440kW 440V 60Hz a.c.<br>Fuel 1 219,5t (hvf) | Hamburg<br>22kn |

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| 7017727<br>WZT3769<br>524726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIPPY T**<br><br>**Joseph Paris Theriot II**<br>Houma, La United States of America | **189**<br>128<br>601 | <br><br>AB | **1970** Southern SB. Corp.—Slidell, La (85)<br>45,57 11,16 5,690<br>41,15 10,67 6,66<br>1 dk | **TM Tug** | 2 Oil 4SA each 16Cy. 230 × 254<br><br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW |
| 7838907<br><br>AJZL-7345<br>RTv | **CHIQUINQUIRA**<br>ex H. A. M. 260<br>**Government of The Republic of Venezuela (Institute Nacional de Canalizaciones)**<br>Maracaibo Venezuela | **814**<br>366<br>— | **A1** SS 1/81<br>dredger<br>protected waters service<br>also for occasional<br>Venezuelan Coastal<br>voyages whilst unmanned<br>& in reasonable weather<br>EL (H) 700,0/38,0FSWR<br>FN 750 | **1958** IHC Holland B.V.—Netherlands (CO346)<br>57,71 11,54<br>50,02 11,00 3,99<br>rf nil<br>4BH WB116T | **Dredger**<br>Cutter Suction | |
| 6099721<br>HCCX<br>01431<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHIQUITA**<br>ex Michelle F.-78<br>ex St. Panteleimon-75 ex Ek-74<br>**Ecuanave C.A.**<br>Guayaquil Ecuador | **2 688**<br>1 386<br>3 918 | <br><br>NV | **1963** Trondhjems M/V A/S—Trondheim (247)<br>101,45 13,59 5,560<br>93,35 13,57 6,81<br>P 29,6 F 11,6 1 dk<br>rf 76 | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.4 500 HeCls. B | Oil 2SA 6Cy. 450 × 700<br>2 240bhp (1 648kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 265kW 440V 60Hz a.c.<br>Fuel 148,0t (d.o.)-7,0pd 11kn |
| 7396587<br>EHBO<br><br>Df Esd<br>Rdr RT | **CHIQUITA**<br><br>**Angel Muriel Santana**<br>Huelva Spain | **338**<br>78<br>— | <br><br>BV | **1976** Ast. Zamacona S.A.—Bilbao (100)<br>36,81 3,401<br>32,01 7,51 3,81<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 134,0t (d.o.) 12kn |
| 6727698<br><br><br>Esd RT | **CHIRA 1**<br>ex Santa Celia Maria-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | <br><br>(AB) | **1967** Promecan Ingenieros S.A.—Callao (81)<br>6,74<br>21,47 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6 ER<br>1 Ha (1,9 × 3,3) ER | Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| 6910219<br><br><br>Esd RT | **CHIRA 2**<br>ex Santa Magdalena-76<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | <br><br>(AB) | **1965** Promecan Ingenieros S.A.—Callao (38)<br>6,74<br>21,47 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>1 Ha (1,9 × 3,3) | Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| 6703408<br><br>TM86<br>Esd RT | **CHIRA 3**<br>ex Eva-75<br>**Peruana de Pesca S.A. (PEPESCA)**<br>Tambo de Mora Peru | **120**<br>—<br>— | <br><br>✠Classed LR until 4/76 | **1967**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (341)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 114 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6703393<br><br>TM85<br>Esd RT | **CHIRA 4**<br>ex Dana-79<br>**Ilo SCR Ltda.**<br>Ilo Peru | **120**<br>—<br>— | <br><br>✠Classed LR until 31/10/75 | **1967**-1 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (339)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2 1 dk<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6715229<br><br><br>Esd RT | **CHIRA 5**<br>ex Patricia-K-79<br>**Patricia K. S.A.**<br>Chimbote Peru | **158**<br>69<br>— | | **1967** Ast. Picsa S.A.—Callao<br>*24,54* 6,71<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6620319<br><br><br>Esd RT | **CHIRA 6**<br>ex Trisa 1-79<br>**Nor Chiclayo SCR Ltda.**<br>Chimbote Peru | **159**<br>69<br>— | | **1966** Ast. Picsa S.A.—Callao<br>*24,51* 6,71<br>3,28<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5070543<br>UFRU<br>M-9159<br>Gc | **CHIRCHIK**<br><br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **738**<br>239<br>455 | (RS)<br><br>✠ | **1954**-10 A/B Gavle Varv—Gavle (85)<br>63,00 9,33 4,290<br>57,18 9,30 4,81<br>P 12,2<br>RW BK 203 | **S Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>G.400<br>4 Ha (0,9 0,9 × 0,9) (1,8 3,0 × 1,6) | C 4Cy. (2) 295 & (2) 690 × 640<br><br>Lindholmens Varv. A/B Goteborg<br>12kn |
| 6812041<br><br><br>Rdr RT | **CHIRICAWA**<br>ex Nankai Maru No. 5-77<br>ex Shinsho Maru<br>**North Sea Maritime Corp.** | **833**<br>505<br>1 475 | | **1967** Kanda Zosensho K.K.—Kure (121)<br>63,18 10,04 4,801<br>58,04 10,01 5,21<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 691 B.1 606<br>3 Ha ER<br>4W Der 2(10) | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 40kW 225V a.c.<br>Fuel 61,5t-4,5pd 11kn |
| 7385485<br>EGTS<br><br>Df Esd<br>Rdr RT | **CHIRIMOYA**<br><br>**Laureano Veloso Pazos**<br>Jose Valina Lavandeira<br>La Coruna Spain | **247**<br>93<br>— | <br><br>(GL) | **1975** Ast. y Talleres Celaya S.A.—Bilbao<br>35,29<br>30,00 7,19 3,97<br>F 4,6 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>11,5kn |
| 7435280<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIRIQUI I**<br><br>**Pesquera Chiriqui S.A.** | **1 157**<br>537<br>— | | **1975** Campbell Industries—San Diego, Ca (103)<br>71,99 5,766<br>63,71 12,50<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 3 × 300kW<br>16kn |

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| **8103092**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIRIQUI II**<br>**Pesquera San Carlos S.A.**<br>Tuna Fleet Management Inc.<br>Panama Panama | **1 020**<br>700<br>1 219 | | **1981** Peterson Builders Inc.—Sturgeon Bay, Wi (9505)<br>68,33 12,81 5,385<br>60,71 12,50 5,80<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>In.1 309 | | Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 480V a.c.<br>Thw. thrust propeller fwd<br>Fuel 277,0t (d.o.) 16kn |
| **7218163**<br>EFCG<br>1878<br>Df Esd<br>Rdr RTh | **CHIRLEU**<br>**Francisco Santiago Gonzalez**<br>Gijon Spain | **209**<br>81<br>— | BV | **1972** Ast. Gondan—Puerto de Figueras (71)<br>30,76 7,04 3,201<br>26,50 7,00 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | | Oil 4SA 6Cy. 295 × 420<br>750bhp (552kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 30kW 220V 50Hz a.c.<br>Fuel 82,0t (d.o.) 10kn |
| **5402461**<br>ILLA<br>3362<br>RT | **CHIRONE**<br>ex Centauro-62 ex Centaur-53<br>**Gen. Edil. Cos.**<br>Ancona Italy | **184**<br>57<br>— | (RI) | **1913** Atlas-Werke Akt.-Ges.—Bremen<br>33,25 6,74 3,506<br>31,12 6,68 4,02<br>1 dk<br>R | **S Tug** | | T 3Cy. 330 559 & 919 × 550<br>Atlas-Werke Akt.-Ges. Bremen<br>Fuel (o.f.) |
| **7600495**<br>Df Esd<br>Gc Rdr<br>RT | **CHIROO**<br>**Government of The Islamic Republic of Iran (National Iranian Navy)**<br>Iran | **890**<br>—<br>765 | AB (Class cont.) | **1980** Karachi Shipyard & Eng. Works Ltd. —Karachi (166)<br>64,01 3,301<br>60,08 10,51 4,91 | **TM General Cargo** | | 2 Oil 4SA each 6Cy. 235 × 330 geared to sc. shafts<br>1 560bhp (1 147kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| **7355428**<br>JG3360<br>116264<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHISHIMA MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **6 385**<br>3 618<br>10 996 | NK | **1974** Tohoku Zosen—Shiogama (150)<br>131,50 19,26 7,824<br>122,81 19,21 10,09<br>P 23,2 F 11,6 1 dk | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft<br>G.4 473 | HeCls. B | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 240kW 410V a.c.<br>Fuel 38,0t (d.o.) 120,0t (hvf)-17,5pd 12kn |
| **7506302**<br>JLFA<br>117657<br>Df Esd<br>Gc Pfd<br>Rdr | **CHISHIO MARU**<br>**Chiba Prefecture**<br>Chiba, Japan<br>Chiba Pref. | **465**<br>194<br>501 | | **1975** Kanasashi Zosensho—Kaijima Works, Shimizu (1197)<br>49,31 8,41 3,556<br>43,52 8,39 3,89<br>1 dk | **M Fishing**<br>Training | | Oil 4SA 6Cy. 275 × 320<br>1 300bhp (956kW)<br>Fuji Seisakusho Tateyama |
| **7100483**<br>WD3968<br>260202 | **CHISIK ISLAND**<br>ex Mary J ex Pvt. Carl D. Dennis<br>ex BSP 3108<br>**Snug Harbor Packing Co.**<br>Seattle, Wa United States of America | **182**<br>151<br>— | | **1945** Maritime Shipyards—Seattle, Wa<br>*25,09* 8,11<br>2,65 | **Wood M Fishing** | | Oil<br>240bhp (177kW)<br>Buda Co. U.S.A<br>Fuel (d.o.) |
| **5163027**<br>S2FS<br>373484<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHISTIA**<br>ex Farooq-81 ex Pella-80<br>ex Svansund-71 ex Iris-68<br>ex Hanna Dan-62<br>**Al-Farooq Shipping Lines Ltd.**<br>Chittagong Bangladesh | **888**<br>523<br>1 409 | **✠100A1** SS 7/79<br>Str. nav. ice<br>**✠LMC**<br>EL m $1\frac{7}{16}$"SQ<br>FN 956 | **1956**-11 Svendborg Skibsvaerft A/S —Svendborg (78)<br>66,60 10,09 4,661<br>59,52 10,06 6,00<br>F 9,2 2 dks<br>RW rf 76<br>Coll BH to U dk 3 to 2nd dk WB389t incl. DTf63t | **M General Cargo**<br>1 Ho 35,3 ER<br>G.1 948 B.1 784<br>3 Ha (8,3 8,3 8,9 × 5,4) ER<br>6W Der 6(5) | CSD | Oil 2SA 7Cy. 290 × 490 with hydraulic coupling<br>840bhp (618kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 277,5t (d.o.) 11,5kn |
| **7852488**<br>JI2708<br>111835 | **CHISUI MARU No. 3** | **493**<br>225<br>600 | | **1972** Munata Zosen K.K.—Japan<br>45,01 2,501<br>42,70 14,00 3,00<br>1 dk | **TM Dredger** | | 2 Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan<br>6kn |
| **7100495**<br>296900 | **CHISWELL**<br>ex BSP 865<br>**Eads Brothers Marina Inc.**<br>Juneau, Ak United States of America | **163**<br>131<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>*25,09* 8,11<br>2,65 | **Wood TM Fishing** | | Oil<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7330533**<br>UKDZ<br>M-31096<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITA**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **4 497**<br>2 264<br>5 657 | RS | **1973** VEB Schiffswerft "Neptun"—Rostock (344)<br>117,91(BB) 16,64 6,820<br>109,07 16,62 8,59<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,0 17,6 17,6 17,0 4 TwD ER<br>G.7 248 B.6 898<br>4 Ha (stl) (12,4 × 8,0) (12,4 12,4 12,4 × 13,0) ER<br>4W Der 1(40) 3(20) | CSD | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Halberstadt Halberstadt<br>Gen 2 × 400kW 1 × 300kW a.c.<br>16,5kn |
| **5070610**<br>UMTW<br>M-10066<br>Df Esd<br>Gc | **CHITA**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **688**<br>225<br>432 | (RS)<br>✠ | **1956**-7 A/B Gavle Varv—Gavle (92)<br>63,00 9,35 4,268<br>57,16 9,30 4,81<br>F 12,2<br>RW BK 203 | **S Fishing**<br>Side Trawler<br>2 Ho ER<br>G.400<br>4 Ha (0,9 0,9 × 0,9) (1,5 3,0 × 1,5) ER | | C 4Cy. (2) 295 & (2) 690 × 640<br>Lindholmens Varv. A/B Goteborg<br>12kn |
| **6712459**<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHITA**<br>ex LCI-L766 ex Baranof<br>**Rogreman Cia. Maritime S.A.**<br>Panama Panama | **328**<br>189<br>213 | | **1944** Commercial Iron Works—Portland, Or (776)<br>48,47 7,27 2,667<br>46,46 7,09 3,46<br>B 18,0 F 10,1 1 dk<br>rf 305 conv Infantry Landing Craft — | **TM Research**<br>Seismographic<br>1 Ho 6,9 ER<br>1 Ha (stl) (1,2 × 1,2) ER | | 8 Vee Oil 2SA each 6Cy. 108 × 127 geared to sc. shafts<br>640bhp (471kW)<br>General Motors Corp. Detroit, Mi<br>Gen 4 × 30kW 120/220V d.c.<br>2 Controllable pitch propellers<br>Fuel 93,5t (d.o.) 10,5kn |

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| 7061280<br>JCCS<br>110901<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITA MARU**<br>**Nippon Yusen Kaisha & Hachiuma Kisen K.K.**<br>Tokyo Japan | **63 172**<br>39 444<br>111 499 | **1971** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(905)<br>NK 259,82(BB) 39,65 15,631<br>249,00 39,60 22,41<br>1 dk | **M Bulk Carrier**<br>9 Ho 21,0 20,5 21,1 21,1 21,1 21,1 21,1 21,1 21,1 ER<br>G.129 594 HeCls. B<br>9 Ha (stl) (12,5 × 15,4) (13,5 13,4 13,4 13,4 13,4 13,4 13,4 13,4 × 17,2) ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 700kW 2 × 560kW 450V a.c.<br>Fuel 359,0t (d.o.) 6 279,0t (hvf)-76,5pd<br>15,25kn |
| 6925197<br>JG2690<br>106175 | **CHITA MARU**<br>**Kaiho Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **173**<br>60<br>— | **1969** Ishikawajima Ship & Chemical Plant Co.—Tokyo<br>(391)<br>29,01 8,23 2,794<br>28,00 8,21 3,92<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Seisakusho Tateyama<br>Gen 1 × 30kW 1 × 20kW 225V a.c.<br>13kn |
| 8106460<br>JG4186<br>123795<br>Rdr RT | **CHITASHIO**<br>**Green Kaiji K.K.**<br>Nagoya, Aichi Pref. Japan | **273**<br>100<br>183 | **1981** Shimoda Dockyard Co. Ltd. —Shimoda<br>(321)<br>33,53 9,89 3,564<br>28,02 9,61 4,12<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 320 reduction geared to sc. shaft<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| 7850296<br>JKAM<br>81036<br>Df RT | **CHITOSE**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency)**<br>Tokyo Japan | **317**<br>69<br>— | **1958** Niigata Eng. Co. Ltd.—Niigata<br>50,32 2,371<br>45,01 7,28 4,09<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 6Cy. 310 × 360<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>12,5kn |
| 7903964<br>8LLA<br>122129<br>Df Esd<br>Gc Rdr<br>RT | **CHITOSE MARU**<br>**Maruwa Kaiun K.K.**<br>Hofu, Yamaguchi Pref. Japan | **4 680**<br>2 260<br>7 555 | **1979** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama<br>(974)<br>NK 111,03 17,43 7,246<br>104,02 17,42 8,97<br>P 23,5 F 11,9 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.5 689 | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 280kW 445V a.c.<br>13kn |
| 7903421<br>JM4608<br>120709 | **CHITOSE MARU**<br>**Daito Kaiun K.K.**<br>Namikata, Ehime Pref. Japan | **495**<br>326<br>1 000 | **1979** Mategata Zosen K.K.—Namikata<br>(150)<br>*65,60*<br>11,51 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>The Hanshin Diesel Works Ltd. Japan |
| 7734648<br>JL3131<br>105189 | **CHITOSE MARU**<br>**Santoku Kaiun Y.K.**<br>Anan, Tokushima Pref. Japan | **199**<br>108<br>— | **1968** Okayama Zosen K.K.—Hinase<br>... ... ...<br>38,41 7,31 5,41 | **M General Cargo** | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 8150784<br>JK3735<br>115552 | **CHITOSE MARU**<br>**Sugio Fukuhara**<br>Hinase, Okayama Pref. Japan | **199**<br>119<br>700 | **1975** Shin Nippon Jukogyo K.K.—Higashino<br>53,19 3,401<br>49,00 8,40 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Matsue Nainenki Kogyo Japan<br>10kn |
| 7855181<br>JH2486<br>111229 | **CHITOSE MARU No. 1**<br>**Kohei Okawa**<br>Kisarazu, Chiba Pref. Japan | **227**<br>154<br>320 | **1971** Toyo Zosen Tekko K.K.—Kamaishi<br>35,36<br>31,60 7,80 2,95<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>310bhp (228kW)<br>Sumiyoshi Tekkosho Japan<br>7,5kn |
| 5394676<br>JBLF<br>84931 | **CHITOSE MARU No. 6**<br>ex Yamasho Maru No. 1-64<br>**K.K. Fuji Castle**<br>Tokyo Japan | **277**<br>155<br>374 | **1960** Koyo Dockyard Co. Ltd.—Mihara<br>31,40 7,40 2,998<br>29,72 7,35 3,20<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 366 | Oil<br>380bhp (280kW) NE 67<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 9,0t-1,5pd 9kn |
| 7313315<br>JPNP<br>115163<br>Df Esd<br>Pfd Rdr<br>RT | **CHITOSE MARU No. 8**<br>ex Fudo Maru No. 18-82<br>ex Fudo Maru No. 8-81<br>Yokosuka, Kanagawa Pref. Japan | **111**<br>35<br>129 | **1973** Usuki Tekkosho—Usuki (868)<br>36,40 6,94 2,388<br>30,79 6,91 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 8150459<br>JL3292<br>106952 | **CHITOSE MARU No. 11**<br>ex Eifuku Maru No. 11<br>**Otokichi Minato**<br>Hinase, Okayama Pref. Japan | **199**<br>113<br>480 | **1969** S. Wakayama—Naruto<br>40,01 3,180<br>38,99 7,41 5,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>650bhp (478kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10kn |
| 7330844<br>JEOQ<br>116466<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITOSE MARU No. 21**<br>ex Hakuryu Maru No. 57-81<br>**Masafumi Tsugawa**<br>Yokosuka, Kanagawa Pref. Japan | **111**<br>24<br>149 | **1973** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka<br>(718)<br>36,61 7,01 2,483<br>30,10 6,99 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340<br>1 120bhp (824kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7817969<br>7LAA<br>122309<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITOSE MARU No. 58**<br>**K.K. Satochu Shoten**<br>Iwaki, Fukushima Pref. Japan | **299**<br>155<br>— | **1978** K.K. Goriki Zosensho—Ise (815)<br>... ... ...<br>43,46 8,31 3,66<br>1 dk<br>RW | **M Fishing**<br>Tuna Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7937068<br>JMJH<br>117119<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITOSE MARU No.11**<br>ex Myojin Maru No. 11-81<br>**Masafumi Tsugawa**<br>Yokosuka, Kanagawa Pref. Japan | **144**<br>44<br>— | **1974** Nichiro Zosen—Ishinomaki (336)<br>36,35<br>29,98 7,00 2,85<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |

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| **5070672** | **CHITRA**<br><br>**Government of The Republic of India (Public Works Department)**<br>Bhavnagar India | **186**<br>—<br>— | ✠ | **1956**-3 Mazagon Dock Ltd.—Bombay (163)<br>32,11 8,54 2,807<br>29,37 7,93 3,54<br><br>RW | **TS Tug** | C 8Cy. (4) 225 & (4) 480 × 480<br><br>Christiansen & Meyer | Hamburg |
| **7822110**<br>AQON<br>317867<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHITRAL**<br><br>**Pakistan National Shipping Corp.**<br>Karachi Pakistan | T.Mk<br>**8 070**<br>4 054<br>13 937<br>**12 479**<br>6 910<br>18 143 | ✠**100A1**<br>DTsm — veg. oil<br>✠**LMC** **UMS**<br>EL E† 581,5/56,0U3(a)<br>FN 5277 | **1980**-10 Kawasaki Heavy Ind. Ltd.—Kobe (1323)<br>152,99(BB) 23,04 —/9,746<br>145,01 23,00 13,39<br>F 12,2 2 dks<br>rf nil<br>6BH WB3390T incl. Comb. btm & STs in No. 3 hold 1371T | **M General Cargo**<br><br>4 Ho 19,8 25,6 25,6 27,8<br>4 TwD ER<br>G.23 560 B.22 253<br>TEU 386<br>C.Ho 266/20'(40') C.Dk 120/20'(40')<br>7 Ha (stl) (12,8 19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>Cr 2(25) Der 5(25) | Oil 2SA 6Cy. 700 × 1250<br>11 200bhp (8 238kW)<br>Kawasaki Heavy Ind. Ltd.<br>AuxB (o.f.) 8,6kgf/cm² (8,5bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 580kW 450V 60Hz a.c. | MAN<br>Kobe |
| **7398705**<br>BDCI | **CHIU LIEN**<br>ex Geronimo<br>**National Science Council**<br>Keelung China* | **596**<br>176<br>— | | **1944** Levingston SB. Co.—Orange, Tx<br>43,59 10,29 4,496<br>40,75 10,27 5,19<br>F 13,2 1 dk | **M Research** | 2 Oil 2SA each 12Cy. 222 × 266 geared to sc. shaft<br>1 850bhp (1 361kW)<br>General Motors Corp.<br>Gen 1 × 100kW 1 × 60kW 440V a.c.<br>3 × 60kW 120V d.c. | U.S.A.<br>10kn |
| **6610962**<br>WU7091<br>297129 | **CHIVAS REGAL**<br>ex Homarus II-73<br>ex Chilmark Voyager-70<br>**Luso Espano American Corp.**<br>New Bedford, Ma United States of America | **119**<br>93<br>— | | **1964** Blount Marine Corp.—Warren, RI<br>22,48 6,89<br><br>3,43 | **M Fishing**<br>Side-fishing | Oil<br>457bhp (336kW)<br>............. | |
| **5070701**<br>JHKF<br>76785<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYO MARU**<br><br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | **9 053**<br>4 622<br>10 263 | NK | **1957** Sasebo Senpaku Kogyo—Sasebo (115)<br>150,15 18,95 8,179<br>140,72 18,90 9,53<br>P 10,4 F 12,2 2 dks, pt 3rd dk | **M General Cargo**<br>Ref.<br>3 Ho ER<br>G.576 B.467 In.8 769<br>4 Ha (3,4 × 3,9) (3,2 × 3,2) (2,8 2,8 × 2,8) ER<br>8W Der 1(15) 8(5) | Oil 2SA 7Cy. 700 × 1200<br>5 600bhp (4 119kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 1 × 650kW 3 × 550kW 450V a.c.<br>Fuel 3 146,5t-17,0pd | MAN<br>Kobe<br>13kn |
| **5070737** | **CHIYO MARU No. 5**<br><br>**Kotahato Tamavra Enterprise** | **198**<br>102<br>264 | | **1957** Uchida Zosen—Ise (511)<br>33,38 6,15 2,794<br>33,00 6,13 3,00<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (14,1 × 3,5) ER | Oil 4SA 6Cy. 270 × 390<br>310bhp (228kW) E made— fitted57<br>Kobe Hatsudoki Seizosho | Kobe<br>10,25kn |
| **8122476**<br>JK4346<br>125772 | **CHIYO MARU No. 5**<br><br>**Y.K. Hirose Kaiun**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **189**<br>100<br>350 | | **1981** Maeno Zosen K.K.—Onoda (68)<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br><br>Matsui Iron Works Co. Ltd. | Ise |
| **8021426**<br>8JHE<br>124963<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIYO MARU No. 7**<br><br>**Wayama Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>146<br>— | | **1980** Niigata Eng. Co. Ltd.—Japan (1702)<br>49,92 (BB) 3,291<br>44,02 8,62 3,66<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7706586**<br>JJ3059<br>118812<br>Rdr RT | **CHIYO MARU No. 11**<br><br>**Kato Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **649**<br>433<br>1 371 | | **1977** Yamanaka Zosen K.K.—Namikata (172)<br>4,014<br>66,02 12,01 6,91<br>1 dk | **M General Cargo**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7322720**<br>JCNE<br>115081<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYO MARU No. 15**<br><br>**Tetsuo Masuda**<br>Yaizu, Japan<br>Shizuoka Pref. | **374**<br>184<br>— | | **1973** Mie Shipyard Co. Ltd.—Yokkaichi (86)<br>56,01 8,64 3,633<br>48,29 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>1 450bhp (1 067kW)<br>Ito Tekkosho | Shimizu |
| **8202446** | **CHIYO MARU No. 18**<br><br>**Yashiro Kaiun**<br>Japan | **499**<br>—<br>1 100 | | **1982** Miura Zosen—Saiki (662)<br>3,901<br>59,52 10,51 5,92<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | Japan |
| **7236775**<br>JRRV<br>112361<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYO MARU No. 27**<br><br>**Kazuyama Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **284**<br>134<br>— | | **1972** Niigata Eng. Co. Ltd.—Niigata (1118)<br>*43,50* 7,93 3,150<br>40,59 7,90 3,41<br>1 dk<br>len | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7738814**<br>JFAQ<br>96881 | **CHIYO MARU No. 36**<br>ex Konpira Maru No. 28<br>**Chiyomaru Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **124**<br>37<br>— | | **1965** Niigata Eng. Co. Ltd.—Niigata (611)<br>*25,61*<br>5,91 2,49<br>1 dk | **M Fishing**<br>Stern Trawler | Oil | Japan |
| **7331408**<br>JBYW<br>115226<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYO MARU No. 37**<br><br>**Kazuyama Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **284**<br>134<br>— | | **1973** Niigata Eng. Co. Ltd.—Niigata (1238)<br>45,62 (BB) 7,93 3,150<br>40,19 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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|---|---|---|---|---|---|---|
| 025918<br>JT<br>05670<br>Df Gc<br>Rdr | **CHIYO MARU No. 51**<br>ex Fukushige Maru<br>**Chozo Minato**<br>Yamada, Japan<br>Iwate Pref. | **224**<br>109<br>— | | **1970** Nishii Dock Co. Ltd.—Ise (206)<br>... ... ...<br>38,92 7,70 3,31<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 904481<br>GEM<br>22338<br>Df Esd<br>Gc Pfd<br>Rdr | **CHIYO MARU No. 57**<br>**Kazuyama Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>153<br>— | | **1978** Kanasashi Zosensho—Kaijima Works, Shimizu (1249)<br>49,97 3,301<br>43,82 8,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 005989<br>JTM<br>24201<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYO MARU No. 71**<br>**Chozo Minato**<br>Yamada, Japan<br>Iwate Pref. | **284**<br>143<br>— | | **1980** Yamanishi Zosen K.K.—Ishinomaki (871)<br>49,66 3,236<br>42,98 8,21 3,56<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 509424<br>WQV<br>514<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHIYODA**<br>ex Eastern City-70<br>**Panarctic Transport Corp.**<br>Piraeus Greece | **17 713**<br>11 817<br>29 492 | ✠**100A1** SS 7/79<br>strengthened for ore cargoes, Nos. 2 & 5 holds may be empty<br>✠**LMC**<br>EL mt $2\frac{11}{16}$"SQ<br>FN 6997 | **1965**-6 Fairfield SB. & Eng. Co. Ltd.—Govan, Glasgow (827)<br>194,70 24,46 10,421<br>183,19 24,39 13,80<br>P 31,7 F 15,0 1 dk<br>rf nil<br>NS 8BH WB9275t incl. Topside tanks in holds 5246t | **M Bulk Carrier**<br>6 Ho 20,5 23,5 23,7 23,7 23,7 21,9 ER<br>G.40 290 B.33 057<br>6 Ha (stl) (10,9 × 9,7) (16,4 12,8 16,4 12,8 13,7 × 12,1) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 760 × 1550<br>9 500bhp (6 988kW) Sulzer<br>Fairfield-Rowan Ltd. Glasgow<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 671,5t (hvf) 15kn |
| 426716<br>GRU<br>4674<br>Df Esd<br>Gc Rdr<br>RTm | **CHIYODA MARU**<br>**Kinkai Yusen K.K.**<br>Tokyo Japan | **4 038**<br>2 521<br>6 784 | NK | **1963** Shin Mitsubishi Heavy Industry—Kobe (938)<br>115,02 16,26 6,986<br>107,02 16,20 8,69<br>P 22,6 F 10,4 1 dk<br>RW rf 51 | **M Cement Carrier**<br>2 Ho 34,3 34,2 ER<br>G.5 821 | Oil 2SA 7Cy. 480 × 700<br>3 150bhp (2 317kW) Sulzer<br>Shin Mitsubishi Heavy Ind. Kobe<br>Gen 2 × 112kW 410V 60Hz a.c.<br>Fuel 1 142,0t (hvf)-12,5pd 12,5kn |
| 070842<br>Esd Rdr | **CHIYODA MARU No. 3**<br>**Arabian Oil Co. Ltd.**<br>Saudi Arabia | **180**<br>50<br>— | | **1962** Mitsubishi Zosen K.K.—Shimonoseki (565)<br>28,40 7,83<br>25,51 7,78 3,76 | **TM Tug** | 2 Oil 2SA each 24Cy. 108 × 127<br>General Motors Corp. Detroit, Mi<br>Fuel 38,5t 11kn |
| 607587<br>H05670<br>318-66<br>Esd Gc<br>Rdr RT | **CHIYODA MARU No. 4**<br>**Arabian Oil Co. Ltd.**<br>Panama Panama | **255**<br>65<br>— | AB | **1965** Mitsubishi Heavy Industries Ltd.—Shimonoseki (622)<br>31,98 8,49 4,030<br>28,50 8,46 4,40<br>1 dk | **TM Tug** | 2 Oil 4SA each 32Cy. 108 × 127 sr geared to sc. shafts<br>General Motors Corp. Detroit, Mi |
| 7809223<br>H04502<br>9908<br>-80A<br>Esd Gc<br>Rdr RT | **CHIYODA MARU No. 5**<br>ex Fraih 12<br>**Arabian Oil Co. Ltd.**<br>Panama Panama | **127**<br>18<br>— | AB | **1978** Yokohama Zosen—Chiba (1375)<br>27,01 6,81 2,259<br>24,01 6,61 3,00<br>1 dk | **TM Utility Boat**<br>Pollution Control | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 80kW a.c.<br>12kn |
| 7724655<br>JK3958<br>122028<br>Rdr | **CHIYODA MARU No. 8**<br>**Okubo Kisen K.K.**<br>Kamagari, Japan<br>Hiroshima Pref. | **469**<br>199<br>885 | | **1978** Imamura Zosen—Kure (235)<br>54,26 9,63 4,047<br>49,41 9,61 4,32<br>1 dk | **M Tanker**<br>Chemical | Oil 4SA 6Cy. 280 × 340 geared to sc. shaft<br>1 400bhp (1 030kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7124764<br>JLDC<br>110088<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIYOKI MARU No. 15**<br>ex Mito-79 ex Mito Maru No. 5<br>**Kyowa Suisan K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | | **1971** Narasaki Zosen K.K.—Muroran (832)<br>34,90 7,12 2,388<br>29,80 7,09 2,67<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 450<br>1 300bhp (956kW)<br>Fuji Seisakusho Tateyama |
| 7119886<br>JLBU<br>110086<br>Df Esd<br>Gc Rdr<br>RT | **CHIYOKI MARU No. 85**<br>**Abe Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | | **1971** Narasaki Zosen K.K.—Muroran (775)<br>34,90 7,12<br>29,93 7,09 2,67<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 450<br>1 300bhp (956kW)<br>Fuji Seisakusho Tateyama |
| 8025159<br>7JSO<br>125936<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHIZUKAWA MARU**<br>**Kasumigaseki Kosan K.K.**<br>Tokyo Japan | **37 838**<br>22 092<br>63 105 | NK | **1981** Mitsubishi Heavy Industries Ltd.—Kobe (1127)<br>228,61(BB) 12,526<br>219,01 32,21 18,32<br>1 dk | **M Tanker**<br>Mchy.aft | Vee Oil 4SA 14Cy. 520 × 550<br>14 000bhp (10 298kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama |
| 8032358<br>JG4006<br>123664 | **CHIZURU MARU**<br>**Tomishima Yuso K.K.**<br>Tokyo Japan | **392**<br>178<br>— | | **1980** Kogushi Zosen K.K.—Okayama (217)<br>... ... ...<br>50,09 8,01 4,02<br>1 dk | **M Tanker**<br>Chemical | Oil<br>Japan |
| 5070907<br>UOUD<br>M-21250<br>Df Esd<br>Gc Rdr<br>RT | **CHKALOV**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **7 653**<br>3 931<br>11 915 | RS | **1956** ............U.S.S.R.<br>145,50 19,23 8,679<br>138,00 19,16 10,44<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 012 HeCls. BC<br>1 Ha (5,7 × 3,9) ER<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Fuel 833,0t (d.o.)-14,0pd 12,5kn |

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| **7401849**<br>SVTF<br>5752<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHLOE**<br>ex Ocean Rentis-76<br>Launched as Ocean Retla<br>**Adrimar Compania Naviera S.A.**<br>Neda Maritime Agency Co. Ltd.<br>Piraeus Greece | **16 420**<br>11 044<br>26 599 | <br><br>AB | **1975** Mitsui SB. & Eng. Co. Ltd.—Osaka (1030)<br>176,74 10,516<br>168,00 22,84 14,10<br>1 dk | **M Bulk Carrier**<br><br>6 Ho ER<br>G.1 279 B.1 109<br>6 Ha (stl) ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd. | B&W<br>Tamano<br>15kn |
| **5070933**<br>TOPC<br>1734<br>Df Esd<br>RTm | **CHLORIS**<br><br>**Armement Saint-Sans**<br>Dieppe France | **118**<br>22<br>— | | **1959** Ch. Krebbs—Concarneau<br>*22,04* 6,51<br>3,97<br>1 dk | **Wood M Fishing**<br>Side-fishing<br><br><br>1 Ha (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>375bhp (276kW)<br>Cie. de Const. Mec., CCM<br>Fuel 22,5t (d.o.) | Sulzer<br>Lorient<br>9,5kn |
| **6700389**<br>D9DZ<br>IM166<br>Rdr RT | **CHO BONG**<br>ex Soho Maru-81<br>**Sun Hwa Shipping Co. Ltd.**<br>Inchon South Korea | **192**<br>53<br>— | <br><br>KR | **1966** Shin Yamamoto Zosen—Kochi (86)<br>34,50 8,82 2,896<br>26,22 8,79 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 370 × 540<br><br>Fuji Seisakusho<br>Gen 1 × 40kW 1 × 28kW 225V a.c.<br>Fuel 44,5t-9,5pd | Tateyama<br>13kn |
| **7937757**<br>JL4766<br>123901<br>Rdr RT | **CHOAI MARU**<br><br>**Nagasaka Kisen K.K.**<br>Nagahama, Japan<br>Ehime Pref. | **199**<br>119<br>400 | | **1980** Y.K. Hashimoto Zosensho—Amakusa (66)<br>... ... ...<br>50,22 9,01 5,01<br>1dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **6411213**<br>ELBM6<br>7106<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOAPA**<br>ex Thuro Maersk-75<br>**Choapa Shipping Co. S.A.**<br>Southern Shipmanagement (Chile) Ltd.<br>Monrovia Liberia | T.Mk<br>**5 683**<br>2 982<br>—<br>**7 847**<br>4 500<br>8 154 | **✠100A1** SS 7/79<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt $2\frac{5}{16}$"SQ<br>FN 4362 | **1964**-7 Odense Staalskibsvaerft A/S —Odense (167)<br>148,14 19,56 —/8,567<br>138,89 19,51 11,89<br>F 13,5 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 254 DK fwd<br>Coll BH to U dk 5 to 2nd dk WB2045t incl. Tunnel tanks 903t | **M General Cargo**<br>Ref 4P<br>4 Ho 25,9 23,3 23,3 26,2<br>In.9 980<br>4 Ha (stl) (each 7,8 × 5,1)<br>8W Der 8(5) | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Fuel 1 836,0t (hvf)-44,5pd | Kobenhavn<br>20,5kn |
| **7010183**<br>OAQC<br><br>Df Esd<br>Gc Rdr<br>RT | **CHOCANO**<br><br>**Compania Peruana de Vapores**<br>Callao Peru | **9 391**<br>5 582<br>13 920 | **✠100A1** SS 9/79<br><br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4465 | **1970**-4 Oy Wartsila Ab—Turku/Abo (1166)<br>150,53 19,74 9,507<br>137,78 19,70 12,70<br>F 16,2 2 dks<br>rf 102<br>7BH WB3182t incl. DTsf1425t Tunnel tanks 311t | **M General Cargo**<br>5 Ho 18,8 22,7 11,4DTp&s 11,4DTp&s 22,7 22,7 ER 16,6<br>5 TwD 18,8 22,7 22,7 22,7 ER 21,4<br>G.19 007 B.17 271 L.1 412<br>TEU 92<br>C.Ho 64/20' C.Dk 28/20' (40')<br>5 Ha (stl) (8,2 13,6 13,6 13,6 × 8,0) ER (8,3 × 8,0)<br>18W Der 1(60) 4(10) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Oy Wartsila Ab<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/cm² (4,9bar)<br>Gen 2 × 440kW 1 × 184kW 450V 60Hz a.c. | Sulzer<br>Turku/Abo<br>17kn |
| **5070945**<br>SPOQ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHOCHLIK**<br><br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | **1 006**<br>511<br>1 308 | PR<br><br>✠Classed LR until 11/61 | **1960**-6 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B57/04)<br>65,82 9,94 4,499<br>59,52 9,90 5,95<br>F 6,1 2 dks<br>rf 102 | **M General Cargo** CSD 2P<br>2 Ho 16,5 18,9 ER<br>G.1 971 B.1 753<br>2 Ha (each 11,9 × 5,4) ER<br>4W Der 4(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S<br>Gen 3 × 45kW 220V d.c.<br>Fuel 91,5t (d.o.)-3,5pd | Alpha<br>Frederikshavn<br>11,5kn |
| **7030664**<br>EFKN<br>1257<br>Esd Rdr<br>RT | **CHOCO MARU**<br>Launched as Rosemar<br>**Diego Grimaldi S.A.**<br>Huelva Spain | **251**<br>128<br>— | <br><br>(BV) | **1970** Construcciones Navales P. Freire S.A. —Vigo<br>34,85 7,04 3,048<br>29,85 7,00 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW)<br>Fabrica de San Carlos S.A. | Cadiz<br>11kn |
| **5321057**<br>DVUJ<br>220131<br>Rdr | **CHOCTAW**<br>ex LLC Quinto-76<br>ex City of Silay-74<br>ex Settsu Maru-73<br>**Loadstar Shipping Co. Inc.**<br>Manila Philippines | **1 540**<br>828<br>2 600 | <br><br>(NK) | **1956** Sanoyasu Dockyard Co. Ltd.—Osaka (139)<br>82,96 12,02 5,157<br>77,50 11,99 6,00<br>P 19,9 F 8,0 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.3 256 B.3 004<br>2 Ha (13,4 25,9 × 6,1) ER<br>8W Der 1(15) 3(10) 2(5) | Oil 4SA 6Cy. 435 × 650<br>1 400bhp (1 030kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 25kW 105V d.c.<br>Fuel 146,5t | Kobe<br>11,5kn |
| **7019476**<br>KLHY<br>522270<br>Gc Rdr<br>RTm/h/v | **CHOCTAW I**<br><br>**Santa Fe-Pomeroy Marine Services Co.**<br>Wilmington, De United States of America<br><br>See Register of Offshore Units | **4 398**<br>2 858<br>— | **✠100A1** SS 12/76<br>EL Dt<br>FN 5967 | **1969**-6 Van der Giessen-de Noord N.V. —Krimpen a/d Ijssel (867)<br>122,38 32,72 9,449<br>121,93 32,31 16,62<br>rf nil<br>8BH WB12264t | **Pipelayer Crane Barge**<br>Semi-submersible Twin Hull<br><br>Cr 1(100) Der 1(500-800) | <br><br><br>4 db 200lbf/in² (13,8bar)<br>Gen 1 × 864kW 2 × 600kW 450V 60Hz a.c. 1 × 250kW 480V 60Hz a.c. | |
| **7225295**<br>7KMF<br>112395<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOEI MARU**<br><br>**C. Yoshida**<br>Iwaki, Japan<br>Fukushima Pref. | **284**<br>144<br>— | | **1972** Nishii Dock Co. Ltd.—Ise (238)<br>*43,26* 8,13<br>8,11 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaiz |
| **7639264**<br>JK3954<br>115409<br>Gc Rdr<br>RT | **CHOEI MARU**<br><br>**Choei Kaiun K.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **199**<br>134<br>691 | | **1977** Oka Zosen K.K.—Ushimado (246)<br>... ... ...<br>49,00 9,11 5,11<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8150813**<br>JJ2986<br>116061 | **CHOEI MARU**<br><br>**Miyamoto Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>116<br>780 | | **1976** Murakami S.B. Co. Ltd.—Naruto<br>57,51 3,350<br>54,01 9,50 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>11kn |
| **8032401**<br>JM4725<br>123442 | **CHOEI MARU**<br><br>**Fukuzo Kuroda**<br>Matsushima, Japan<br>Kumamoto Pref. | **198**<br>114<br>— | | **1980** Kumamoto Dock K.K.—Yatsushiro (95)<br>... ... ...<br>50,50 8,50 4,91<br>1 dk | **M General Cargo** | Oil | Japan |

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| 118636<br>K3468<br>10669<br>Rdr | **CHOEI MARU No. 2**<br>**Junichi Deguchi**<br>Hiroshima, Japan<br>Hiroshima Pref. | **436**<br>266<br>— | **1970**<br>42,19 9,02 3,099<br>36,99 9,00 4,81<br>1 dk | Tokushima Zosen K.K.—Fukuoka (1016)<br>len 73 | **M Sand Carrier**<br>Mchy.aft<br>1 Ha (14,0 × 7,1) | Oil 4SA 6Cy. 240 × 290<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka<br>10,25kn |
| 020683<br>J2568<br>107782<br>Rdr | **CHOEI MARU No. 2**<br>**Koji Nakaya**<br>Osaka, Japan<br>Osaka Pref. | **198**<br>108<br>415 | **1939**<br>40,21 8,03 3,328<br>35,01 8,01 3,61<br>1 dk | Daito Zosen Kogyo K.K.—Higashino (143) | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Kobe Hatsudoki K.K. | Nagasaki |
| 8032724<br>JL4929<br>124168<br>Df Rdr<br>RT | **CHOEI MARU No. 5**<br>**Miyazaki Kaiun Y.K.**<br>Iyo-Mishima, Japan<br>Ehime Pref. | **198**<br>119<br>— | **1980**<br>... ... ...<br>43,01 7,80 3,41<br>1 dk | Tokuoka Zosen K.K.—Naruto (68) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. | Ise |
| 8115136<br>JM5046<br>124767 | **CHOEI MARU No. 8**<br>**Kyoshin Kaiun K.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **551**<br>345<br>1 595 | **1981**<br>72,83 11,51<br>68,00 6,30<br>2 dks | K.K. Uno Zosensho—Namikata (157) | **M General Cargo**<br>1 Ho ER<br>1 Ha (stl) ER | Oil 4SA 6Cy. 320 × 510<br>The Hanshin Diesel Works Ltd. | Akashi |
| 7854931<br>JL3496<br>108441 | **CHOEI MARU No. 13**<br>ex Sumiwaka Maru No. 2<br>**Tsukuni Kosan K.K.**<br>Tamano, Japan<br>Okayama Pref. | **285**<br>147<br>457 | **1969**<br>41,51<br>36,00 8,01 3,51<br>1 dk | Y.K. Tokai Zosensho—Tsukumi | **M Sand Carrier**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Japan<br>11kn |
| 7735721<br>JL3507<br>108456 | **CHOEI MARU No. 15**<br>**Kiyonobu Matsumoto**<br>Kochi, Japan<br>Kochi Pref. | **199**<br>103<br>— | **1969**<br>... ... ...<br>36,10 8,21 3,41<br>1 dk | Wakabayashi Zosensho—Usuki | **M Stone Carrier** | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Otsuka Tekko | Japan |
| 8151025<br>JK2666<br>103029 | **CHOEI MARU No. 18**<br>**Tsukuni Kosan K.K.**<br>Tamano, Japan<br>Okayama Pref. | **199**<br>117<br>300 | **1968**<br>35,11<br>32,01 7,51 2,49<br>1 dk | K. Niihama—Tamano | **M Sand Carrier**<br>Mchy.aft | Oil<br>180bhp (132kW)<br>Yanmar Diesel Engine Co. Ltd. | Japan<br>8kn |
| 5402497<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOEI MARU No. 22**<br>**Panamanian Star Shipping** | **297**<br>157<br>— | **1963**<br>46,79 7,62<br>42,09 7,60 3,36<br>1 dk | Yamanishi Zosen K.K.—Ishinomaki (425) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata<br>10,5kn |
| 7855131<br>JK3536<br>110786 | **CHOEI MARU No. 28**<br>**Tsukuni Kosan K.K.**<br>Tamano, Japan<br>Okayama Pref. | **274**<br>196<br>450 | **1971**<br>34,29 3,801<br>32,52 8,50 4,20<br>1 dk | K.K. Saidaiji Zosensho—Okayama | **M Sand Carrier**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>Makita Diesel Co. Ltd. | Japan<br>9kn |
| 5071016<br>JPQX<br>84878<br>Esd Pfd<br>Rdr<br>RTm/h | **CHOFU MARU**<br>**Government of Japan (Ministry of Transportation - Meteorological Observatory Agency)**<br>Nagasaki, Japan<br>Nagasaki Pref. | **265**<br>80<br>163 | **1960**<br>41,99 7,42 2,864<br>37,50 7,37 3,76<br>1 dk<br>rf 699 | Ishikawajima Jukogyo—Tokyo (794) | **M Research**<br>Weather | Oil 4SA 6Cy. 280 × 410<br>500bhp (368kW)<br>Ito Tekkosho<br>Gen 2 × 50kW 225V 60Hz a.c.<br>Fuel 72,0t (d.o.) | Shimizu<br>10,5kn |
| 7851719<br>JM2978<br>106401 | **CHOFUKU MARU**<br>ex Koei Maru No. 12<br>**Y.K. Nagamoku Kisen**<br>Matsushima, Japan<br>Kumamoto Pref. | **299**<br>141<br>668 | **1969**<br>46,11 3,480<br>42,02 7,70 5,64<br>1 dk | Yamanaka Zosen K.K.—Namikata (58) | **M General Cargo**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Kobe Hatsudoki K.K. | Mitsubishi<br>Japan<br>10kn |
| 8032152<br>JM4839<br>123455 | **CHOFUKU MARU**<br>**Matsuzo Sawada**<br>Oyano, Japan<br>Kumamoto Pref. | **196**<br>134<br>— | **1980**<br>... ... ...<br>40,31 8,01 5,01<br>1 dk | Y.K. Furumoto Tekko Zosensho —Osaki (508) | **M General Cargo** | Oil | Japan |
| 7727578<br>JEMV<br>118393<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOFUKU MARU No. 1**<br>**Kazuyuki Nishikawa**<br>Shima, Japan<br>Mie Pref. | **464**<br>250<br>— | **1978**<br>... ... ...<br>53,01 9,11 4,20<br>1 dk<br>RW | K.K. Ichikawa Zosensho—Ise (1343) | **M Fishing**<br>Tuna Ref.<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7415357<br>JEGC<br>116604<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOFUKU MARU No. 5**<br>**Kazuyuki Nishikawa**<br>Shima, Japan<br>Mie Pref. | **499**<br>250<br>— | **1974**<br>9,22 3,836<br>54,21 9,20 4,25<br>1 dk<br>RW | K.K. Ichikawa Zosensho—Ise (1322) | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7033422<br>JM3292<br>108157<br>Rdr | **CHOFUKU MARU No. 5**<br>ex Sumiyoshi Maru-80<br>**Chofuku Kaiun K.K.**<br>Hizen, Japan<br>Saga Pref. | **199**<br>107<br>779 | **1970**<br>42,12 8,03 3,302<br>39,30 8,01 3,41<br>1 dk | Honda Zosen—Saiki (581) | **M General Cargo**<br>G.870 B.808<br>1 Ha (20,8 × 5,7) ER | Oil 4SA 6Cy. 240 × 290 reduction geared to sc. shaft<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka<br>9kn |

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| 7927025<br>JJKD<br>124112<br>Gc Rdr<br>RT | **CHOFUKU MARU No. 8**<br>**Masao Sakata**<br>Yasuda, Japan<br>Kochi Pref. | **284**<br>144<br>— | | **1980** Kochi Jukogyo (Kaisei Zosen) K.K.<br>—Kochi (1350)<br>3,152<br>42,22 8,41 3,54<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7115347<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOFUKU MARU No. 11** | **299**<br>126<br>— | | **1971** K.K. Ichikawa Zosensho—Ise<br>(1290)<br>*44,51* 7,73 3,252<br>7,70 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7509433<br>PJXJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOGOGO**<br>ex McAllister Boys-78<br>**McAllister Towing N.V.**<br>Bonaire Netherlands Antilles | **353**<br>126<br>— | AB | **1976** Main Iron Works Inc.—Houma, La<br>(305)<br>36,58 10,09 4,090<br>35,03 10,04 4,65<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW a.c. | La Grange<br>12kn |
| 7430371<br>JGUN<br>118020<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOHAKU MARU**<br>**Sanritsu Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **2 334**<br>1 120<br>4 152 | NK | **1975** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (386)<br>98,96 16,03 6,020<br>90,00 16,01 9,78<br>2 dks<br>RW | **M Vehicles Carrier**<br>G.9 621 B.8 925<br>3 Ha (stl) (12,6 × 9,9) (12,6 14,4 × 12,6) ER<br>Der 1(22) 2(20) | Oil 4SA 6Cy. 600 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 360kW 440V a.c.<br>Fuel 370,0t-13,0pd | Kobe<br>13kn |
| 5421572<br>13/1354<br>Rdr RT | **CHOHEI MARU**<br>ex Dellwar-78 ex Chouhei Maru<br>ex Nankai Maru No. 2-65<br>**Sea Transportation A. Dashtipour & Co.**<br>Abadan Iran | **376**<br>236<br>779 | (NK) | **1961** Higaki Shige Zosen—Imabari (32)<br>51,01 7,01 3,455<br>47,20 6,96 3,51<br>1 dk<br>len 69 | **M Tanker**<br>6 Ta ER<br>L.(oil) 800 | Oil 4SA 6Cy. 300 × 450<br>420bhp (309kW)<br>Makita Tekkosho<br>Gen 1 × 5kW 100V d.c.<br>Fuel-1,5pd | Takamatsu<br>10kn |
| 7412381<br>7KVH<br>117380 | **CHOHO MARU**<br>**Shikoku Kaihatsu Ferry K.K.**<br>Namikata, Japan<br>Ehime Pref. | **2 192**<br>1 349<br>4 241 | | **1974** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (381)<br>89,41 13,72 6,097<br>82,50 13,70 6,99<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 4 162 | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 176kW 445V a.c.<br>Fuel 199,0t-10,0pd | Kobe<br>12,5kn |
| 6713374<br>JL2539<br>99740<br>Rdr RT | **CHOHO MARU**<br>**K.K. Kotoku Kaiun**<br>Kikuma, Japan<br>Ehime Pref. | **989**<br>597<br>2 104 | | **1966** Imabari Zosen—Imabari (169)<br>69,96 11,13 4,877<br>64,93 10,98 5,57<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 379<br>1 Ha (35,8 × 5,6) ER | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Makita Tekkosho<br>Gen 2 × 7,5kW d.c.<br>Fuel 107,5t-3,5pd | Takamatsu<br>11kn |
| 7927219<br>JL4748<br>123876<br>Gc Rdr<br>RT | **CHOHO MARU**<br>**Chofuku Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **695**<br>439<br>3 039 | | **1979** Mategata Zosen K.K.—Namikata<br>(178)<br>75,39 4,803<br>70,62 12,01 4,91<br>2 dks | **M General Cargo**<br>G.3 500 B.3 330<br>1 Ha (stl) (39,4 × 8,9) ER<br>Der 1(7) | Oil 4SA 6Cy. 370 × 590<br>2 100bhp (1 545kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 144kW a.c. | Takamatsu<br>12kn |
| 7108423<br>JAQM<br>106633<br>Rdr RT | **CHOHO MARU**<br>**Yamaguchi Prefecture**<br>Nagato, Japan<br>Yamaguchi Pref. | **398**<br>142<br>— | | **1969** Usuki Tekkosho—Usuki (750)<br>45,22 8,34 5,817<br>42,22 8,31 6,10<br>1 dk | **TM Fishing**<br>Training<br>Mchy.aft | Oil 4SA 6Cy. 280 × 380<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| 6717514<br>JM2474<br>100466 | **CHOHO MARU**<br>**Nishi Nippon Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>55<br>— | | **1967** Towa Zosen K.K.—Shimonoseki<br>29,42 8,23 2,591<br>26,98 8,16 3,59<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 300 × 380<br>Fuji Seisakusho<br>Gen 1 × 24kW 225V a.c.<br>2 Directional propellers | Tateyama<br>11,75kn |
| 7047021<br>JL3644<br>109286<br>Pfd Rdr<br>RT | **CHOHO MARU No. 2**<br>**Komatsu Kisen K.K.**<br>Utazu, Japan<br>Kagawa Pref. | **999**<br>677<br>3 244 | | **1971** Imabari Zosen—Imabari (261)<br>82,00 12,55 5,703<br>78,21 12,50 7,60<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 631 B.4 289<br>2 Ha (each 22,7 × 7,0) ER | Oil 4SA 6Cy. 400 × 600<br>2 200bhp (1 618kW)<br>Makita Tekkosho<br>Gen 2 × 48kW 225V a.c.<br>Fuel 38,5t | Takamatsu<br>11,5kn |
| 5363627<br>JLIF<br>86553 | **CHOHO MARU No. 2**<br>ex Toko Maru<br>**K.K. Asada Shokai**<br>Tokyo Japan | **137**<br>78<br>247 | | **1960** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (565)<br>31,09 6,76 2,363<br>28,86 6,66 2,60<br>1 dk | **M Tanker**<br>2 Ta ER | Oil 4SA 4Cy. 260 × 390<br>180bhp (132kW)<br>Makita Tekkosho<br>Fuel 3,0t-1,0pd | Takamatsu<br>8kn |
| 7900792<br>8KXB<br>123575<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKAI**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **960**<br>256<br>— | | **1979** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (206)<br>3,201<br>73,00 9,61 5,31<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 8Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho | Tateyama |
| 7327706<br>JGTS<br>114581<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKAI MARU**<br>**Nippon Yusen Kaisha & Tanda Sangyo Kisen K.K.**<br>Tokyo Japan | **68 171**<br>45 083<br>122 433 | NK | **1973** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (235)<br>261,02 40,67 16,815<br>247,02 40,62 24,01<br>1 dk | **M Bulk Carrier**<br>9 Ho 20,8 21,5 21,5 21,5 21,5 21,5 21,5 21,5 21,5 ER<br>G.140 217 HeCls. B<br>1 Ha (stl) (12,8 × 14,4) 8 Ha (stl) (each 14,4 × 17,5) ER | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 750kW 450V a.c.<br>Fuel 391,0t (d.o.) 6 360,0t (hvf)-85,0pd | Sulz<br>Kobe<br>15,25kn |

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| 814078<br>KYV<br>22343<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKAI MARU**<br><br>**Yamagata Prefecture**<br>Yamagata Prefectural Kamo<br>Fisheries High School<br>Sakata, Japan<br>Yamagata Pref. | **451**<br>189<br>410 | **1979** Tohoku Zosen—Shiogama (187)<br>49,97 3,501<br>43,52 8,40 3,87<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 216kW 225V a.c.<br>13,5kn |
| 653272<br>G2492<br>03437<br>c Rdr | **CHOKAI MARU No. 1**<br><br>**Takehiko Kato**<br>Yokohama Japan<br>Kanagawa Pref. | **485**<br>274<br>970 | **1967** Makihata Dock K.K.—Mukaihigashi<br>(301)<br>48,49 3,901<br>44,00 8,50 4,20<br>1 dk | **M Tanker**<br><br><br>L.(oil) 1 000 | Oil<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Japan<br>10,5kn |
| 025226<br>COT<br>24026<br>Esd Gc<br>Pfd Rdr<br>RT | **CHOKEI MARU**<br><br>**Chokei Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **1 049**<br>725<br>3 217 | **1981** K.K. Namikata Zosensho—Namikata<br>(103)<br>NK 80,09 13,52 5,569<br>75,01 13,50 8,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Japan |
| 029574<br>BXC<br>09760<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU**<br><br>**Japan Leasing Corp. (K.K. Nippon Lease)**<br>The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)<br>Tokyo Japan | **31 982**<br>20 339<br>51 091 | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2112)<br>NK 208,01(BB) 32,31 11,729<br>197,01 32,26 17,81<br>F 14,1 1 dk | **M Bulk Carrier**<br><br>7 Ho ER<br>G.69 786<br>7 Ha (stl) (10,8 15,8 10,8 10,8 10,8 15,8 10,8 × 14,0) ER<br>Der 14(5) | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 560kW 450V a.c.<br>Fuel 2 492,5t-42,0pd 14,75kn |
| 7231579<br>JG3143<br>112900<br>Rdr RT | **CHOKO MARU**<br><br>**Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Tokyo Japan | **269**<br>88<br>— | **1972** Sanyo Zosen K.K.—Mukaishima<br>(635)<br>32,69 9,43 3,150<br>28,00 9,40 4,20<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320<br><br>Fuji Seisakusho Tateyama<br>Gen 2 × 80kW 225V a.c.<br>Fuel 31,5t-11,0pd 13kn |
| 7855818<br>JM3166<br>106563 | **CHOKO MARU No. 2**<br><br>**Naoto Kawaguchi**<br>Goshonoura, Japan<br>Kumamoto Pref. | **199**<br>103<br>450 | **1969** Kato Zosensho—Yatsushiro<br>39,50 3,101<br>35,01 7,00 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>400bhp (294kW)<br>Mitsubishi Heavy Industries Ltd. Japan<br>9,5kn |
| 7649087<br>JJ2434<br>104637<br>Rdr | **CHOKO MARU No. 3**<br>ex Koyo Maru-80<br>**Matsuzo Sawada**<br>Oyano, Japan<br>Kumamoto Pref. | **499**<br>320<br>1 371 | **1969** Sokooshi Zosensho K.K.—Higashino<br>60,00 4,201<br>57,00 9,01 6,00<br>1dk | **M General Cargo**<br><br><br><br>1 Ha (6,1 × 2,9) ER | Oil<br>1 100bhp (809kW)<br>Matsue Nainenki Kogyo Japan<br>10kn |
| 7238785<br>JHUR<br>111747<br>Df Gc<br>Rdr | **CHOKO MARU No. 5**<br><br>**T. Hamada**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **185**<br>95<br>— | **1972** Sanuki Zosen Tekkosho K.K. —Takuma (668)<br>7,35<br>34,02 7,32 2,90<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7036424<br>7MCT<br>114244<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU No. 21**<br>ex Nanryu Maru No. 7<br>**Uehara Suisan Goshi Gaisha**<br>Hachinohe, Japan<br>Aomori Pref. | **349**<br>154<br>813 | **1970** Niigata Eng. Co. Ltd.—Niigata (885)<br>54,23 8,51 3,353<br>47,66 8,49 3,76<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7106475<br>JRZV<br>107098<br>Df Esd<br>Gc Rdr | **CHOKO MARU No. 25**<br>ex Iijima Maru No. 5-78<br>**Toho Gyogyo K.K.**<br>Hachinohe, Japan<br>Aomori Pref. | **314**<br>157<br>438 | **1970** Miho Zosensho K.K.—Shimizu (753)<br>52,02 8,26 3,074<br>45,62 8,23 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7950321<br>7MAL<br>114240 | **CHOKO MARU No. 27**<br>ex Choko Maru No. 38-81<br>**Katsuo Okanuma**<br>Hachinohe, Japan<br>Aomori Pref. | **304**<br>158<br>— | **1972** Kochi Jukogyo K.K.—Kochi (1157)<br>*44,51*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Japan |
| 5323586<br><br><br>Df Esd<br>Rdr | **CHOKO MARU No. 27**<br>ex Shinmei Maru No. 15-69<br>**Korea Fisheries Import & Export** | **235**<br>128<br>— | **1960** Miho Zosensho K.K.—Shimizu (276)<br>43,26 7,17<br>38,16 7,09 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br><br>Niigata Eng. Co. Ltd. Niigata |
| 7018757<br>JMEI<br>105622<br>Df Esd<br>Gc Pfd | **CHOKO MARU No. 28**<br><br>**Murakatsu Gyogyo K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **314**<br>155<br>— | **1969** Miho Zosensho K.K.—Shimizu (715)<br>51,97 8,23 3,048<br>45,83 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7217250<br>JRLD<br>109548<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU No. 32**<br><br>**K.K. Suganaga Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **284**<br>140<br>319 | **1971** Miho Zosensho K.K.—Shimizu (788)<br>49,41 8,13 3,201<br>42,98 8,11 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7322706<br>JPPQ<br>115213<br>Df Esd<br>Gc Rdr | **CHOKO MARU No. 35**<br><br>**K.K. Suganaga Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **282**<br>139<br>366 | **1973** Miho Zosensho K.K.—Shimizu (899)<br>49,38 8,13 3,353<br>42,98 8,11 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |

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| **6820402**<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOKO MARU No. 57**<br>ex Shoei Maru No. 28 | **194**<br>79<br>— | **1968** Miho Zosensho K.K.—Shimizu (657)<br>41,51 7,12<br>36,02 7,09 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7714210**<br>JRZK<br>121306<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU No. 68**<br>**K.K. Suganaga Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **344**<br>173<br>560 | **1977** Miho Zosensho K.K.—Shimizu<br>(1071)<br>52,41 8,82<br>46,16 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **7815349**<br>JGQV<br>122340<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU No. 71**<br>**K.K. Suganaga Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **313**<br>159<br>— | **1978** Miho Zosensho K.K.—Shimizu<br>(1121)<br>51,52 8,62 3,250<br>44,81 8,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref.<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **8004923**<br>7JEP<br>124280<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKO MARU No. 78**<br>**K.K. Suwacho Suisan**<br>Kesennuma, Japan<br>Miyagi Pref. | **314**<br>160<br>382 | **1980** Miho Zosensho K.K.—Shimizu<br>(1178)<br>52,96 8,62 3,317<br>46,21 8,60 3,69<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460 reduction geared<br>to sc. shaft<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **8122866**<br>JAFE<br>125530 | **CHOKOH MARU**<br>**Tsushima Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **1 455**<br>921<br>3 610 | **1982** Sanyo Zosen K.K.—Mukaishima<br>(826)<br>NK 5,679<br>78,01 14,51 5,87<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 467 B.5 064<br>2 Ha (stl) ER | Oil 4SA 6Cy. 380 × 600<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **7805796**<br>JM4607<br>120707<br>Gc Rdr<br>RT | **CHOKYU MARU**<br>**Nagayasu Kisen Y.K.**<br>Namikata, Japan<br>Ehime Pref. | **197**<br>124<br>566 | **1978** K.K. Uno Zosensho—Namikata (115)<br>... ... ...<br>53,01 9,01 5,01<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7927051**<br>JHUO<br>122577<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOKYU MARU No. 1**<br>**Choei Okado**<br>Owase, Japan<br>Mie Pref. | **374**<br>187<br>— | **1980** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (2038)<br>55,89 3,552<br>49,61 8,91 3,92<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Diesels Ltd. | Yaizu |
| **7616705**<br>JEIE<br>118376<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOKYU MARU No. 2**<br>**Choei Okado**<br>Owase, Japan<br>Mie Pref. | **433**<br>225<br>— | **1976** Kanasashi Zosensho—Kaijima Works,<br>Shimizu (1218)<br>55,99 9,25 3,801<br>49,66 9,21 4,17<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **6819922**<br>JFIJ<br>103547<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 3**<br>**Masutomi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **339**<br>175<br>— | **1968** Miho Zosensho K.K.—Shimizu (663)<br>52,81 8,23<br>47,02 8,21 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7331197**<br>JASU<br>117232<br>Df Gc<br>Rdr | **CHOKYU MARU No. 5**<br>**Hisashi Masutomi**<br>Mugi, Japan<br>Tokushima Pref. | **299**<br>150<br>416 | **1973** Miho Zosensho K.K.—Shimizu (912)<br>50,40 8,23 3,379<br>44,00 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7815246**<br>JCJW<br>121569<br>Df Gc<br>Pfd Rdr<br>RT | **CHOKYU MARU No. 6**<br>**Masutomi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **344**<br>173<br>430 | **1978** Miho Zosensho K.K.—Shimizu<br>(1077)<br>52,41 8,82 3,390<br>46,00 8,81 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **7106669**<br>JM3361<br>110384<br>Rdr | **CHOKYU MARU No. 7**<br>**Tsukasa Senbara**<br>Oyano, Japan<br>Kumamoto Pref. | **499**<br>296<br>2 549 | **1971** Honda Zosen—Saiki (585)<br>64,52 11,00 4,242<br>60,00 10,98 4,35<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 200 B.2 000<br>1 Ha (32,0 × 7,0) ER | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Fuel 69,0t | Kobe<br>12kn |
| **6715396**<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 7**<br>**Rabelim Fishing Enterprises** | **279**<br>147<br>— | **1967** Miho Zosensho K.K.—Shimizu (616)<br>45,12 7,65<br>40,01 7,62<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7122247**<br>JQSM<br>108666<br>Df Gc<br>Pfd Rdr | **CHOKYU MARU No. 7**<br>ex Kasuga Maru No. 8-78<br>**Chokyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **254**<br>129<br>— | **1970** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (962)<br>48,70 8,13 3,302<br>41,00 8,11 5,69<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **7238292**<br>8JIO<br>113618<br>Df Gc<br>Pfd Rdr | **CHOKYU MARU No. 11**<br>**Choei Okado**<br>Owase, Japan<br>Mie Pref. | **374**<br>192<br>539 | **1972** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (1091)<br>55,30 8,64 3,398<br>49,00 8,62 3,89<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo | Kobe |

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| 129981<br>HOF<br>124379 | **CHOKYU MARU No. 12**<br>**Nagamori Daimon**<br>Owase, Japan<br>Mie Pref. | **374**<br>186<br>491 | | **1982** Kanasashi Zosensho—Unspecified Works, Shimizu (2077)<br>56,49 (BB) 3,552<br>50,02 8,02 3,92<br>1 dk | **M Fishing**<br>Line-fishing Ref. Tuna<br>5 Ho ER<br>G.638 B.548<br>5 Ha (stl) ER | Oil 4SA 6Cy. 300 × 480 sr reverse geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7018824<br>NFY<br>06699<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOKYU MARU No. 16**<br>**Chokyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>154<br>— | | **1970** Miho Zosensho K.K.—Shimizu (722)<br>50,40 8,23 3,048<br>44,20 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 118451<br>M5132<br>124862 | **CHOKYU MARU No. 17**<br>**Chokyu Tsusho K.K.**<br>Karatsu, Japan<br>Saga Pref. | **499**<br>331<br>1 599 | | **1982** Miura Zosen—Saiki (637)<br>69,27 4,301<br>65,03 11,51 6,35<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 440<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 907846<br>L3194<br>105306<br>Rdr RT | **CHOKYU MARU No. 18**<br>**Seno Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **2 999**<br>2 051<br>6 025 | NK | **1968** Imabari Zosen—Imabari (190)<br>101,30 15,73 6,681<br>94,01 15,70 8,01<br>P 15,9 F 8,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 355 B.7 041<br>2 Ha (stl) (28,0 28,8 × 8,0) ER | Oil 4SA 6Cy. 500 × 800<br>3 500bhp (2 574kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 188,0t-14,5pd 12,5kn |
| 7930149<br>MFP<br>124116<br>Df Gc<br>Pfd Rdr<br>RT | **CHOKYU MARU No. 18**<br>**Chozo Ozaki**<br>Muroto, Japan<br>Kochi Pref. | **298**<br>161<br>— | | **1980** Sanuki Zosen Tekkosho K.K. —Takuma (1053)<br>... ... ...<br>45,01 8,40 3,48<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| 071212 | **CHOKYU MARU No. 21**<br>**Mr. Sae Sho Shu**<br>South Korea | **239**<br>130<br>— | | **1959** Miho Zosensho K.K.—Shimizu (246)<br>40,44 7,09<br>35,51 7,00 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 470<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu<br>Fuel 112,0t |
| 7123095<br>JGAT<br>111226<br>Df Gc<br>Pfd Rdr | **CHOKYU MARU No. 22**<br>**Masato Shiroya**<br>Nagasaki, Japan<br>Nagasaki Pref. | **299**<br>153<br>— | | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1043)<br>51,34 8,03 3,404<br>42,98 8,01 3,71<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7331070<br>JOPG<br>115235<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOKYU MARU No. 28**<br>ex Genkai Maru No. 31-82<br>**Yusuke Nakano**<br>Miyako, Japan<br>Iwate Pref. | **284**<br>144<br>383 | | **1973** Kochi Jukogyo K.K.—Kochi (1196)<br>49,43 8,23 3,385<br>42,70 8,21 3,56<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 401610<br>Df Esd<br>Gc Rdr | **CHOKYU MARU No. 31**<br>**Navegacion de Sunrise Co.** | **253**<br>127<br>— | | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (549)<br>43,69 7,57<br>38,54 7,50 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 430<br>Fuji Seisakusho Tateyama |
| 6728214<br>HPTF/<br>CBHO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOLGUAN**<br>ex Corinto-79 ex Sabracore-76<br>**Compania Sud-Americana de Vapores (CSAV)**<br>Gotaas-Larsen Inc.<br>Valparaiso Panama | T.Mk<br>**6 176**<br>3 009<br>8 555<br>**8 035**<br>4 880<br>9 866 | ✠**100A1** SS 2/73<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Z 2$\frac{3}{16}$"U2<br>FN 4399 | **1968**-1 A/S Akers M/V—Oslo (602)<br>147,83 20,05 8,535/9,164<br>135,31 20,01 12,50<br>F 13,8 3 dks, 4th dk fwd of mchy. space<br>rf 102<br>6BH WB1356t | **M General Cargo**<br>Ref. 7P<br>In.11 774<br>4 Ha (stl) (11,1 11,2 11,2 11,2 × 7,0)<br>10W | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Nylands Verksted A/S Oslo<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 524kW 1 × 432kW 1 × 192kW 450V 60Hz a.c.<br>20kn |
| 5122944<br>Rdr RT | **CHOLTHEE**<br>ex Fuku Maru-77<br>**Coastal Shipping**<br>Thailand | **499**<br>254<br>1 001 | | **1962** Hakodate Dock Co. Ltd.—Hakodate (290)<br>52,20 8,62 3,861<br>47,00 8,59 4,12<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 001 | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Kinoshita Tekkosho Kobe<br>Gen 1 × 22kW 1 × 5kW 230V a.c.<br>Fuel 51,0t-2,5pd 11kn |
| 5071262<br>VWXX<br>191123 | **CHOLUNGA**<br>ex Kutubtari-58<br>**Government of The Republic of India (Ministry of Home Affairs)**<br>The Shipping Corporation of India Ltd.<br>Calcutta India | **390**<br>209<br>249 | ✠Classed LR until 7/57 | **1949**-5 Scindia Steam Navigation Co. Ltd. —Visakhapatnam (VC.109)<br>48,52 9,30 2,439<br>45,83 3,13<br>2 dks<br>RW | **S General Cargo**<br>Mchy.aft<br>B.446 | T 3Cy. 267 432 & 711 × 457<br>McKie & Baxter Ltd. Paisley<br>Fuel 51,0t (c) 9kn |
| 6415520<br>EEIB<br>Df Esd<br>RTm | **CHOMAPI**<br>**Pescanova S.A.**<br>Vigo Spain | **472**<br>253<br>— | BV | **1965** Maritima del Musel S.A.—Gijon (59)<br>46,26 8,41<br>39,98 8,36 4,40<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref | Oil 4SA 9Cy. 300 × 450<br>1 255bhp (923kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 178,0t (d.o.) 14kn |
| 5234292<br>Df Esd<br>Gc Rdr<br>RT | **CHON JIN**<br>ex Mickiewicz-78<br>ex Gladys Dan-50<br>ex Helga Dan-47<br>Launched as Frankenland<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **4 344**<br>2 240<br>6 475 | (PR)<br>Classed LR until 7/55 | Lch.**1943** Cmd.**1947**-9 A/S Burmeister & Wain's Maskin- og Skibsbyggeri —Kobenhavn (659)<br>131,96 16,79 7,830<br>122,10 16,16 10,90<br>F 35,4 1 dk & S dk<br>RW | **M General Cargo** OSD 10P<br>2 Ho ER 2 Ho<br>G.12 425 B.11 245<br>4 Ha (9,0 12,5 × 5,4) ER (10,9 9,1 × 5,4)<br>12W Der 2(25) 2(10) 10(5) | Oil 2SA 7Cy. 740 × 1400<br>7 000bhp (5 149kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 450kW 3 × 212kW 400V a.c.<br>Fuel 989,5t (d.o.) 14,5kn |

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|---|---|---|---|---|---|---|---|
| **5221049**<br>GHWC<br>187971<br>Esd Gc<br>Pfd Rdr<br>RT | **CHON VENT**<br>ex Marchon Venturer-81<br>**Seascot Services Ltd.**<br>Denmac Ltd.<br>Whitehaven United Kingdom | **1 599**<br>749<br>2 548 | **✠100A1** SS 11/79<br>**✠LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1305 | **1962**-5 Clelands SB. Co. Ltd.—Wallsend (255)<br>79,61 11,97 5,119<br>73,46 11,84 5,92<br>P 18,9 F 9,2 1 dk<br>RW rf 102<br>NS 6BH WB953t incl. DTf193t | **M General Cargo**<br>Mchy.aft<br>G.2 758 B.2 672 | Oil 4SA 8Cy. 420 × 660<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz<br>Fuel 157,5t | Koeln<br>12kn |
| **7937317** | **CHONG CHON GANG**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **9 119**<br>5 952<br>14 000 | | **1979** ..............North Korea<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>.............. | |
| **8008010**<br>D8RQ<br>PM42416<br>Df Esd<br>Gc Rdr<br>RT | **CHONG JIN**<br>**Han Jin Transportation Co. Ltd.**<br>Pohang South Korea | **341**<br>97<br>173 | KR | **1981** Samsung Shipbuilding Co. Ltd.—Koje (1005)<br>32,52 9,02 3,701<br>30,00 9,00 4,50<br>F 14,1 1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 6Cy. 340 × 520 reverse geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 89kW 445V a.c. | Niigata<br>11,5kn |
| **5281300**<br>BODI<br>Esd Gc<br>Pfd Rdr<br>RT | **CHONG MING**<br>ex Ligurian Sea-74 ex Pollux-73<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**7 493**<br>4 154<br>—<br>**9 845**<br>5 565<br>— | ✠Classed LR until 16/8/74 | **1961**-8 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (740)<br>155,10 19,77 —/9,576<br>143,26 19,70 12,50<br>F 14,1 2 dks<br>rf 102 | **M General Cargo**<br>Str. heavy cargoes<br>3 Ho ER 2 Ho<br>G.20 380 B.18 763<br>3 Ha (stl) ER 2 Ha (stl)<br>12W Der 1(30) 12(5) | Oil 2SA 8Cy. 720 × 1250<br>7 200bhp (5 296kW)<br>Sulzer Bros. Ltd.<br>Fuel 1 128,0t (hvf) | Winterthur<br>15kn |
| **7618521**<br>D7CS<br>IM1125<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHONG SUK**<br>**Han Jin Container Lines Ltd.**<br>Inchon South Korea | **11 452**<br>6 629<br>13 527 | AB KR | **1978** Mie Shipyard Co. Ltd.—Yokkaichi (179)<br>153,02 23,04 8,651<br>145,01 23,00 13,01<br>2 dks | **M General Cargo**<br>Portable guides<br>TEU 770<br>5 Ha (12,5 × 5,4) (12,5 × 13,4) (12,5 12,5 × 18,8) (12,5 × 16,1) ER | Vee Oil 2SA 18Cy. 400 × 460 geared to sc. shaft<br>11 700bhp (8 606kW)<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 480kW 450V a.c. | Pielstick<br>17,25kn |
| **6720456**<br>9WUG<br>325085<br>Df Esd<br>Gc Rdr<br>RT | **CHOON YANG**<br>ex Ming Chang-81<br>ex Teh Shing-81<br>ex Kee Yeh No. 2-79<br>ex Cheer Day-79<br>ex Barclay Progress-78<br>ex Kwong Wo-75<br>ex Tjahaja Timur-73<br>ex Seiko Maru-72<br>**Perkalpalan Hai Yang Sendirian Berhad**<br>Kuching Malaysia | **2 694**<br>1 738<br>4 259 | NK | **1967** Tohoku Zosen—Shiogama (91)<br>93,58 14,43 6,147<br>86,92 14,41 7,29<br>P 22,0 F 8,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 011 B.2 808<br>2 Ha (stl) (21,3 × 7,4) (21,3 × 8,2) ER<br>Cr 1(8) 2(5) Der 2(15) | Oil 4SA 6Cy. 470 × 820<br>2 800bhp (2 060kW)<br>Ito Tekkosho<br>Gen 2 × 136kW 445V a.c.<br>Fuel 278,5t | Shimizu<br>12kn |
| **7930709**<br>D7TW<br>BM21<br>005<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHOONG YONG**<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **16 262**<br>12 477<br>26 572 | AB KR | **1980** Korea SB. & Eng. Corp.—Busan (2004)<br>176,99(BB) 22,97 10,400<br>167,01 22,90 14,51<br>P 29,3 F 13,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 29,4 27,9 17,6 30,4 24,0 ER<br>G.36 827 B.32 880 HeCls. B<br>5 Ha (stl) (11,5 18,3 12,8 18,3 12,8 × 11,5) ER<br>Der 4(25) | Oil 2SA 6Cy. 660 × 1400<br>11 850bhp (8 716kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 400kW 450V a.c.<br>Fuel 181,0t (d.o.) 2 091,0t (hvf)-36,5pd | Sulzer<br>Kobe<br>14,5kn |
| **5071315**<br>WC2860<br>206346<br>RT | **CHOPTANK**<br>ex Gloria St. Philip-79<br>ex Choptank-69<br>ex Francis B. Hackett<br>**Berg Boat Co.**<br>Wilmington, De United States of America | **199**<br>135<br>— | | **1909** Johnston Brothers—Ferryburg (32)<br>*29,27* 7,50 4,055<br>29,27 7,47 4,53<br>R | **M Tug** | Oil 2SA 12Cy. 222 × 267<br>NE —<br>General Motors Corp. | Cleveland, Oh |
| **7013006**<br>EBVV<br>1219<br>Esd Rdr<br>RT | **CHOQUERO**<br>**Jose Calvo Calvo y Otros**<br>Huelva Spain | **153**<br>56<br>81 | (BV) | **1969** Ast. Zamacona S.A.—Bilbao (35)<br>27,51<br>25,10 6,51 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co.<br>Fuel 71,5t (d.o.) | Peoria, Illinois<br>10kn |
| **6723599**<br>ZGQD<br>328321<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHOROTEGA**<br>ex Atlantic Hawke-79<br>ex Atlantic Gennis-71<br>**Cayman Tuna Ventures Ltd.**<br>Georgetown Cayman Islands (British) | **1 445**<br>983<br>975 | ✠Classed LR until 1/6/79 | **1968**-1 Yarrows Ltd.—Victoria, B.C. (320)<br>60,97 12,35<br>54,01 11,99 6,00<br>B & F 46,1 RFD 28,1 1 dk<br>rf 1092 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.1 019<br>1 Ha (stl) (2,9 × 2,4) ER<br>Der 1(11) 1(2) | Oil 2SA 6Cy. 500 × 700<br>2 400bhp (1 765kW)<br>Nydqvist & Holm A/B<br>Gen 2 × 300kW 1 × 150kW 460V 60Hz a.c.<br>Fuel 385,0t (d.o.) | Polar<br>Trollhattan<br>13kn |
| **7927362**<br>7JAE<br>123885<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHORYU MARU**<br>**Chokyu Kaiun Sangyo K.K.**<br>Namikata, Ehime Pref. Japan | **4 135**<br>2 877<br>7 120 | NK | **1980** Nishi Zosen K.K.—Imabari (303)<br>107,19 6,881<br>100,01 17,61 8,72<br>P 20,5 F 12,2 1 dk | **M General Cargo**<br>G.9 671 B.8 938<br>2 Ha (stl) (each 28,7 × 8,9) ER<br>Der 2(20) 2(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V a.c. | Kobe<br>12,25kn |
| **7101736**<br>JRZZ<br>107106<br>Df Gc<br>Rdr | **CHORYU MARU No. 51**<br>ex Kiku Maru No. 18-78<br>ex Kyoei Maru No. 28<br>**Takayoshi Hasebe**<br>Hachinohe, Aomori Pref. Japan | **309**<br>167<br>— | | **1970** Uchida Zosen—Ise (691)<br>8,34<br>46,00 8,31 3,64<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 500<br>1 000bhp (736kW)<br>Fuji Seisakusho | Tateyama |

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| 7725582<br>SQJP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHORZOW**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko-Brytijskie Przedsiewziecie Zeglugowe, Spolka)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 996**<br>1 612<br>4 361 | PR<br>✠Classed LR until 1/5/81 | **1980**-1 Scotstoun Marine Ltd.—Scotstoun (240)<br>95,00 14,64 5,971<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER<br>Cr 2(5-10) | Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 2 × 260kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd 12kn |
| 7227542<br>JAWH<br>112132<br>Esd Gc<br>Pfd Rdr<br>RT | **CHOSEI MARU**<br>**Koei Kaiun K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **1 355**<br>796<br>2 745 | NK | **1972** Honda Zosen—Saiki (600)<br>86,54 14,51 4,649<br>79,99 14,48 5,11<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 145kW 445V a.c.<br>Fuel 335,5t-9,5pd 13,5kn |
| 7854656<br>JH2291<br>106705 | **CHOSEI MARU No. 8**<br>**Showa Yusosen K.K.**<br>Tokyo Japan | **287**<br>170<br>700 | | **1969** Shimoda Dockyard Co. Ltd.<br>—Shimoda<br>42,02 3,601<br>38,51 8,31 3,81<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 740 | Oil<br>450bhp (331kW)<br>Sumiyoshi Tekkosho Japan<br>10kn |
| 7372335<br>JH2613<br>116658<br>Rdr RT | **CHOSEI MARU No. 11**<br>**Owariya Sangyo K.K.**<br>Higashi-izu, Japan<br>Shizuoka Pref. | **993**<br>566<br>2 209 | | **1974** K.K. Ichikawa Zosensho—Ise (1317)<br>11,00 4,877<br>63,53 10,98 5,11<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6910166<br>JNCS<br>103413<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOSEI MARU No. 78**<br>ex Sachi Maru No. 22<br>**Takuyo Suisan K.K.**<br>Omu, Japan<br>Hokkaido Pref. | **349**<br>159<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata (816)<br>52,99 8,82 3,404<br>47,20 8,79 3,79<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 310 × 380<br>1 830bhp (1 346kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6902327<br>JCFW<br>103315<br>Df Gc<br>Pfd Rdr<br>RT | **CHOSEI MARU No. 88**<br>ex Teisho Maru No. 18<br>**K.K. Daifuku**<br>Omu, Japan<br>Hokkaido Pref. | **348**<br>178<br>— | | **1968** Yamanishi Zosen K.K.—Ishinomaki (548)<br>47,99 8,51 3,302<br>42,50 8,49 3,76<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7118296<br>JAWS<br>110081<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOSEI MARU No. 108**<br>ex Hoken Maru No. 58-82<br>**Takuyo Suisan K.K.**<br>Omu, Japan<br>Hokkaido Pref. | **124**<br>43<br>— | | **1971** Yamanishi Zosen K.K.—Ishinomaki (675)<br>35,01 7,12 2,363<br>31,09 7,09 4,53 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7204916<br>7KGC<br>109577<br>Df Esd<br>Gc RT | **CHOSHICHI MARU No. 1**<br>**Kojiro Suzuki**<br>Onagawa Japan<br>Miyagi Pref. | **269**<br>142<br>— | | **1971** Mie Shipyard Co. Ltd.—Yokkaichi (32)<br>*42,22* 7,62 3,099<br>7,60 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7352919<br>JERA<br>116468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOSHICHI MARU No. 3**<br>**Kinichiro Goto**<br>Ishinomaki, Japan<br>Miyagi Pref. | **374**<br>183<br>— | | **1973** Mie Shipyard Co. Ltd.—Yokkaichi (101)<br>*48,35* 8,64<br>8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7832256 | **CHOSHICHI MARU No. 8**<br>**Sewa Shoko Co.** | **194**<br>80<br>— | | **1968** Nichiro Zosen—Ishinomaki (228)<br>*37,62*<br>6,80 3,31<br>1 dk | **M Fishing** | Oil<br>Japan |
| 7126528<br>JNGC<br>106740 | **CHOSHO MARU No. 17**<br>**Chosho Maru Gyogyo K.K.**<br>Nansei, Japan<br>Mie Pref. | **404**<br>211<br>— | | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (1)<br>*49,72*<br>8,70 4,02 | **M Fishing** | Oil<br>Japan<br>Fuel (d.o.) |
| 7124063<br>JGCY<br>111227<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOSHO MARU No. 18**<br>**Chosho Maru Gyogyo K.K.**<br>Nansei, Japan<br>Mie Pref. | **387**<br>188<br>— | | **1971** Mie Shipyard Co. Ltd.—Yokkaichi (31)<br>8,41 3,175<br>46,41 8,39 3,79<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7850791<br>JK2446<br>97960 | **CHOSHU**<br>**Boyo Kisen K.K.**<br>Yanai, Japan<br>Yamaguchi Pref. | **486**<br>256<br>174 | | **1967** Nakamura Zosen Tekkosho—Matsue (235)<br>43,52 2,661<br>38,99 11,31 3,61<br>1 dk | **TM RoRo Cargo/Ferry**<br>296P | 2 Oil<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>13,25kn |
| 7910371<br>JIDH<br>122895<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOSUI MARU**<br>**Nagasaki Prefecture**<br>Nagasaki, Japan<br>Nagasaki Pref. | **476**<br>153<br>— | | **1979** K.K. Izutsu Zosensho—Nagasaki (787)<br>50,50 8,72 3,501<br>43,36 8,70 3,81<br>2 dks | **M Fishing**<br>Stern Trawler Training Vessel | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Ota, Gumma |

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| **6715750**<br>JBGB<br>100339<br>Df Esd<br>Gc Pfd<br>Rdr | **CHOSUI MARU**<br>**Settsu Kisen K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **437**<br>183<br>378 | NK | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (651)<br>49,97 7,95 3,685<br>45,12 7,93 3,84<br>F 24,4 1 dk<br>len 73 | **M Cable-layer**<br>2 Ho ER<br>1 Ha (1,6 × 1,5) ER<br>Der 1(5) 1(2) | | Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 208kW a.c.<br>Fuel 149,5t-3,0pd | Niigata<br>10,75kn |
| **5071444**<br>7KRF<br>89977 | **CHOSUI MARU No. 7**<br>**K.K. Tokushin**<br>Tabira, Japan<br>Nagasaki Pref. | **207**<br>92<br>69 | | **1961** Kanda Zosensho K.K.—Kure (60)<br>36,71 6,66 1,931<br>33,00 6,61 3,00<br>1 dk<br>RW | **M Ferry/General Cargo**<br>1 Ho ER<br>1 Ha (1,5 × 1,0) ER | 404P | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 12kW 100V a.c.<br>Fuel 7,0t-2,5pd | Kobe<br>12,5kn |
| **5415846**<br>8LUQ<br>93557<br>Rdr | **CHOTOKU MARU**<br>ex Kaiko Maru-81<br>ex Hosho Maru-80<br>**Sadao Sone** .<br>Wakayama, Japan<br>Wakayama Pref. | **198**<br>111<br>345 | | **1963** Kurushima Dock Co. Ltd.—Imabari (191)<br>33,30 7,24<br>29,52 7,21 3,15<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (16,0 × 5,7) ER | | Oil 2SA 4Cy. 340 × 380<br>200bhp (147kW)<br>Makita Tekkosho | Takamatsu<br>8kn |
| **7648356**<br>JL2954<br>104018<br>Rdr | **CHOUN MARU No. 1**<br>ex Ryuyo Maru No. 1-81<br>ex Shiota Maru No. 10-79<br>**Y.K. Aozaki Kaiun**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **495**<br>273<br>1 219 | | **1968** K.K. Kanmasu Zosen—Omishima<br>53,01 4,080<br>49,51 9,01 4,50<br>1dk | **M General Cargo**<br>B.1 180<br>1 Ha (24,2 × 6,0) ER | | Oil<br>1 200bhp (883kW)<br>Matsue Nainenki Kogyo | Japan<br>13kn |
| **7313092**<br>JHQW<br>114851<br>Df Rdr<br>RT | **CHOUN MARU No. 1**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>66<br>— | | **1973** Nagasaki Zosen K.K.—Nagasaki (353)<br>38,00 6,53 2,642<br>32,21 6,51 3,03<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7313107**<br>JM3587<br>114852<br>Df | **CHOUN MARU No. 2**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1973** Nagasaki Zosen K.K.—Nagasaki (355)<br>38,00 6,53 2,642<br>32,21 6,51 3,03<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7110244**<br>JLIX<br>108267<br>Df Rdr<br>RT | **CHOUN MARU No. 3**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki (275)<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **5254046**<br>Df | **CHOUN MARU No. 3**<br>ex Nitto Maru No. 87-69<br>**Kyosei Industrial Co.** | **122**<br>60<br>— | | **1958** Niigata Eng. Co. Ltd.—Niigata (277)<br>32,97 5,77<br>29,11 5,74 2,75<br>1 dk | **M Fishing**<br>Side Trawler | | Oil 4SA 6Cy. 260 × 400<br>300bhp (221kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8114053**<br>JM5028<br>124824 | **CHOUN MARU No. 5**<br>**Teruo Tanaka**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **199**<br>121<br>692 | | **1981** K.K. Kamishima Zosensho—Higashino (117)<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo**<br>G.1 293 B.1 211 | | Oil 4SA 6Cy. 260 × 400 geared to sc. shaft<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. | Ise |
| **7110220**<br>JM3429<br>108268<br>RT | **CHOUN MARU No. 5**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki (276)<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **5254058** | **CHOUN MARU No. 5**<br>ex Nitto Maru No. 88-69<br>**Kyosei Industrial Co.** | **122**<br>60<br>— | | **1958** Niigata Eng. Co. Ltd.—Niigata (278)<br>32,97 5,77<br>29,11 5,74 2,75<br>1 dk | **M Fishing**<br>Side Trawler | | Oil 4SA 6Cy. 260 × 400<br>300bhp (221kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7209796**<br>JMIE<br>111899<br>Df Rdr<br>RT | **CHOUN MARU No. 6**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki (285)<br>38,00 6,53<br>32,26 6,51 3,00 | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7209801**<br>JM3512<br>111900<br>Df RT | **CHOUN MARU No. 7**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>65<br>— | | **1971** Nagasaki Zosen K.K.—Nagasaki (286)<br>38,00 6,53<br>32,26 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **8001892**<br>JLYR<br>123477<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOUN MARU No. 10**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>67<br>— | | **1980** Nagasaki Zosen K.K.—Nagasaki (727)<br>38,99 6,53 2,501<br>32,92 6,51 3,03<br>1 dk | **M Fishing**<br>Pair Trawler | | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **6918924**<br>Df Pfd<br>Rdr RT | **CHOUN MARU No. 10**<br>ex Yamada Maru No. 6-79<br>**Negros Water Front Fishing Corp.** | **119**<br>43<br>— | | **1968** Nagasaki Zosen K.K.—Nagasaki (206)<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8001907**<br>JM4871<br>123478<br>Rdr RT | **CHOUN MARU No. 11**<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>67<br>— | | **1980** Nagasaki Zosen K.K.—Nagasaki (728)<br>38,99 6,53 2,501<br>32,92 6,51 3,03<br>1 dk | **M Fishing**<br>Pair Trawler | | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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|---|---|---|---|---|---|---|---|
| 6918936<br><br><br><br>Rdr RT | **CHOUN MARU No. 11**<br>ex Yamada Maru No. 7-79<br>**Negros Water Front Fishing Corp.** | **119**<br>43<br>— | **1968** Nagasaki Zosen K.K.—Nagasaki<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | <br>(207) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 8001878<br>JKSZ<br>123473<br>Df Gc<br>Pfd Rdr<br>RT | **CHOUN MARU No. 12**<br><br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>68<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki<br>38,99 6,53 2,501<br>32,92 6,51 3,03<br>1 dk | <br>(725) | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| 6918948<br>JAXI<br>104277<br>Df Pfd<br>Rdr RT | **CHOUN MARU No. 12**<br>ex Yamada Maru No. 12-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>43<br>— | **1968** Nagasaki Zosen K.K.—Nagasaki<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | <br>(201) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 8001880<br>JM4779<br>123474<br>Gc Rdr<br>RT | **CHOUN MARU No. 13**<br><br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>68<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki<br>38,99 6,53 2,501<br>32,92 6,51 3,03<br>1 dk | <br>(726) | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| 6918950<br>JM2910<br>104278<br>RT | **CHOUN MARU No. 13**<br>ex Yamada Maru No. 13-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>43<br>— | **1968** Nagasaki Zosen K.K.—Nagasaki<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | <br>(202) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 8001919<br>JLYJ<br>123475<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOUN MARU No. 15**<br><br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>68<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki<br>38,99 6,53 2,501<br>32,92 6,51 3,03<br>1 dk | <br>(730) | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| 6918962<br><br><br><br>Df Pfd<br>Rdr RT | **CHOUN MARU No. 15**<br>ex Yamada Maru No. 15-79<br>**Atlas de Honduras Fisheries** | **119**<br>43<br>— | **1968** Nagasaki Zosen K.K.—Nagasaki<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | <br>(208) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 8001921<br>JM4780<br>123476<br>Rdr RT | **CHOUN MARU No. 16**<br><br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>68<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki<br>38,99 6,53 2,501<br>32,92 6,51 3,03<br>1 dk | <br>(731) | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Niigata |
| 6918974<br><br><br><br>RT | **CHOUN MARU No. 16**<br>ex Yamada Maru No. 16-79<br>**Atlas de Honduras Fisheries** | **119**<br>43<br>— | **1968** Nagasaki Zosen K.K.—Nagasaki<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | <br>(209) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7025554<br>JKJJ<br>108061<br>Df Rdr<br>RT | **CHOUN MARU No. 17**<br>ex Yamada Maru No. 26-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>43<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>35,74 6,13 2,286<br>31,02 6,10 2,85<br>1 dk | <br>(250) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7025566<br>JM3235<br>108062<br>RT | **CHOUN MARU No. 18**<br>ex Yamada Maru No. 27-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>43<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>35,74 6,13 2,286<br>31,02 6,10 2,85<br>1 dk | <br>(251) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 6808363<br>JM2545<br>102210<br>RT | **CHOUN MARU No. 21**<br><br>**Kosaku Tamura**<br>Hofu, Japan<br>Yamaguchi Pref. | **274**<br>168<br>616 | **1967** Koike Zosen Kaiun K.K.—Osaki<br>43,52 7,01 2,998<br>41,51 6,99 3,31<br>1 dk<br>len 68 | <br>(146) | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (22,8 × 4,4) ER | Oil 4SA 6Cy. 280 × 420<br>550bhp (405kW)<br>Matsue Diesel K.K.<br>Fuel 13,0t | <br><br>Matsue<br>10kn |
| 7025530<br>JKKS<br>108063<br>Df Rdr<br>RT | **CHOUN MARU No. 21**<br>ex Yamada Maru No. 28-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>43<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>35,74 6,13 2,286<br>31,02 6,10 2,85<br>1 dk | <br>(237) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7025542<br>JM3236<br>108064<br>RT | **CHOUN MARU No. 22**<br>ex Yamada Maru No. 30-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>43<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>35,74 6,13 2,286<br>31,02 6,10 2,85<br>1 dk | <br>(238) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7013367<br>JHCF<br>105603<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOUN MARU No. 23**<br>ex Hakko Maru No. 38-80<br>**Y.K. Endo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **284**<br>151<br>— | **1969** Niigata Eng. Co. Ltd.—Niigata<br>47,99 8,23 3,175<br>42,55 8,21 3,61<br>1 dk | (860) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7039012<br>JLHC<br>108263<br>Df Rdr<br>RT | **CHOUN MARU No. 23**<br>ex Yamada Maru No. 17-81<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>66<br>— | **1970** Nagasaki Zosen K.K.—Nagasaki<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | <br>(265) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | <br><br>Tokyo |

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| 7025516<br>JKLL<br>108067<br>Df Rdr<br>RT | **CHOUN MARU No. 23**<br>ex Yamada Maru No. 38-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 119<br>43<br>— | | **1970** Nagasaki Zosen K.K.—Nagasaki (235)<br>35,74 6,13 2,286<br>30,89 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7039024<br>JM3417<br>108264<br>RT | **CHOUN MARU No. 25**<br>ex Yamada Maru No. 18-81<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 144<br>66<br>— | | **1970** Nagasaki Zosen K.K.—Nagasaki (266)<br>38,00 6,53 2,515<br>32,69 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| 7025528<br>JM3238<br>108068<br>RT | **CHOUN MARU No. 25**<br>ex Yamada Maru No. 39-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 119<br>43<br>— | | **1970** Nagasaki Zosen K.K.—Nagasaki (236)<br>35,74 6,13 2,286<br>31,02 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 6918900<br>JMFA<br>104273<br>Df Pfd<br>Rdr RT | **CHOUN MARU No. 26**<br>ex Yamada Maru No. 3-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 119<br>43<br>— | | **1968** Nagasaki Zosen K.K.—Nagasaki (203)<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 6918912<br>JEZP<br>104274<br>Rdr RT | **CHOUN MARU No. 27**<br>ex Yamada Maru No. 5-79<br>**Choun Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 119<br>43<br>— | | **1968** Nagasaki Zosen K.K.—Nagasaki (205)<br>34,80 6,13 2,286<br>29,62 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7204576<br>JM3407<br>111959<br>Rdr RT | **CHOUN MARU No. 28**<br>**Aosaki Kisen K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | 424<br>266<br>813 | | **1971** Izumi Zosensho—Maji (125)<br>53,75 9,15 3,677<br>49,59 9,10 4,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 410<br>900bhp (662kW)<br>Fuji Seisakusho | Tateyama |
| 6610716<br>Esd Rdr<br>RT | **CHOW THA KH. 2**<br>**Government of The Kingdom of Thailand (Harbour Bureau)**<br>Bangkok Thailand | 823<br>324<br>684 | ✠Classed LR until 5/67 | **1966**-7 Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (575)<br>57,84 10,04 3,512<br>53,01 10,01 4,53<br>F 7,1 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms<br>Mchy.aft<br>Hopper 384<br>2 sandpumps | 2 Oil 4SA each 6Cy. 250 × 320 sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 220V 50Hz a.c. | Tokyo |
| 7004562<br>HSHC<br>Esd Rdr<br>RT | **CHOW THA KH. 4**<br>**Government of The Kingdom of Thailand (Harbour Bureau)**<br>Bangkok Thailand | 823<br>323<br>661 | ✠Classed LR until 2/71 | **1969**-8 Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (713)<br>57,84 10,04 3,512<br>52,71 10,01 4,53<br>F 12,5 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms<br>Mchy.aft<br>Hopper 404<br>2 sandpumps | 2 Oil 4SA each 6Cy. 250 × 320<br>1 020bhp (750kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 136kW 1 × 80kW 225V 50Hz a.c. | Tokyo |
| 6601117<br>HSHA<br>Esd Rdr<br>RTm/h | **CHOW THA S. 1**<br>**Government of The Kingdom of Thailand (Harbour Bureau)**<br>Bangkok Thailand | 210<br>32<br>— | ✠Classed LR until 5/67 | **1966**-2 Usuki Tekkosho—Saiki (1061)<br>36,10 7,29 2,102<br>32,01 7,01 3,20<br>F 5,2 1 dk<br>rf 178 | **M Research/Buoy Ship**<br>Hydrographic<br>Mchy.aft<br>Cr 1(5) Der 1(3) 1(1) | Oil 4SA 6Cy. 235 × 330<br>600bhp (441kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Fuel (d.o.) | MAN<br>Akashi<br>12,25kn |
| 7004811<br>HSHB<br>Esd Gc<br>Rdr RT | **CHOW THA S-2**<br>**Government of The Kingdom of Thailand (Harbour Bureau)**<br>Bangkok Thailand | 251<br>47<br>80 | | **1969** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (715)<br>39,40 8,03 1,801<br>36,00 8,01 3,20<br>1 dk | **TM Research/Buoy Ship**<br>Hydrographic<br>Mchy.aft | 2 Oil 4SA each 6Cy. 160 × 200<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. | Urawa |
| 7916612<br>JL4746<br>123874<br>Esd Rdr<br>RT | **CHOYO MARU**<br>**Namikata Kyodo Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | 1 543<br>961<br>3 239 | NK | **1979** Nishi Zosen K.K.—Imabari (300)<br>84,21 5,709<br>78,52 13,01 6,41<br>P 19,9 F 9,5 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 335 | Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 132kW 445V a.c. | Akashi<br>12kn |
| 8217130 | **CHOYO MARU**<br>**Hoyo Kisen K.K.**<br>Japan | 999<br>—<br>1 500 | | **1982** Kochi Jukogyo (Kaisei Zosen) K.K. —Kochi (1538)<br>5,001<br>78,01 13,61 7,88 | **M General Cargo**<br>Ref. | Oil<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan |
| 8002262<br>JK4105<br>122194 | **CHOYO MARU**<br>**Fuyo Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | 497<br>326<br>1 590 | | **1980** Yamanaka Zosen K.K.—Namikata (221)<br>4,352<br>66,02 11,02 6,13<br>1 dk | **M General Cargo** | Oil<br>1 650bhp (1 214kW)<br>Nippon Kokan K.K. Tsurumi Works, | Yokohama |
| 7921758<br>JI3012<br>119721 | **CHOYO MARU No. 23**<br>**Choyo Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | 199<br>62<br>— | | **1979** Sokooshi Zosensho K.K.—Higashino (257)<br>33,91 3,148<br>30,61 8,40 3,61<br>1 dk | **TM Tug** | Oil 4SA 6Cy. 280 × 440<br>The Hanshin Diesel Works Ltd. | Japan |
| 7123289<br>JGMT<br>111281<br>Df Gc<br>Pfd Rdr<br>RT | **CHOYO MARU No. 53**<br>ex Kiccho Maru No. 68-82<br>ex Jintoku Maru-79<br>**Marumi Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 254<br>119<br>— | | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1051)<br>49,33 7,62 3,207<br>41,00 7,60 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 6610247<br>Df Esd<br>Pfd Rdr<br>RT | **CHOYO MARU No. 53**<br>South Korea | 173<br>64<br>— | | **1966** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (580)<br>33,61 6,84 2,896<br>29,93 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| 6810259<br>Df Esd<br>Pfd Rdr<br>RT | **CHOYO MARU No. 55**<br>South Korea | **173**<br>66<br>— | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (581)<br>33,61 6,84 2,896<br>29,93 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6818469<br>JEJJ<br>89107<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHOYO MARU No. 56**<br>**Kakuyo Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **190**<br>65<br>235 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (596)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>F 6,8 1 dk | **M Fishing**<br>Side Trawler<br>2 Ho 7,7 6,2 ER<br>B.176<br>3 Ha (1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>2W | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 30kW 225V 60Hz a.c.<br>Fuel (d.o.) |
| 6819384<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHOYO MARU No. 61**<br>**Frabal Fishing Inc.**<br>Philippines | **191**<br>65<br>239 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (598)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>F 6,8 1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 6,2 ER<br>B.176<br>3 Ha (1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>2W | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 30kW 225V 60Hz a.c.<br>Fuel (d.o.) |
| 6819396<br>Df Esd<br>Gc RTm | **CHOYO MARU No. 62**<br>**Allied Sealand Co.** | **191**<br>67<br>236 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (599)<br>36,56 6,84 2,896<br>31,81 6,81 3,33<br>F 6,8 1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 6,2 ER<br>B.176<br>3 Ha (1,0 × 1,0) (1,5 1,5 × 1,5) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 30kW 225V 60Hz a.c.<br>Fuel (d.o.) |
| 7430175<br>JMAO<br>116685<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 63**<br>**Marumi Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | | **1975** Narasaki Zosen K.K.—Muroran (887)<br>36,89 7,40 2,286<br>30,59 7,37 2,57<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 6705509<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 66**<br>**Frabal Fishing Inc.**<br>Philippines | **190**<br>65<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (602)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 6705511<br>Df Esd<br>Gc RT | **CHOYO MARU No. 67**<br>**Allied Sealand Co.** | **191**<br>68<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (603)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 6705547<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 73**<br>**Allied Sealand Co.** | **191**<br>66<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (611)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 7238606<br>7JST<br>110097<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHOYO MARU No. 81**<br>**Tohoku Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **499**<br>225<br>— | | **1972** Narasaki Zosen K.K.—Muroran (821)<br>56,90 9,83 4,014<br>50,70 9,81 4,47<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 5078296<br>9HTN<br>0623<br>Df Esd<br>Gc Rdr | **CHRIS**<br>ex Maldive Liberty-82<br>ex Christine II-81 ex Lenakay-80<br>ex Conde de Fontanar-78<br>**Angel Shipping Co. Ltd.**<br>Valletta Malta | **8 691**<br>6 055<br>13 703 | ✠LR class withdrawn-<br>Reported defects<br>15/2/82 | **1960**-11 Soc. Espanola de Const. Nav.<br>—Bilbao (91)<br>144,71 18,75 9,068<br>134,37 18,65 12,02<br>Ba 38,8 F 13,5 2 dks<br>RW rf nil | **M General Cargo** CSD<br>5 Ho 17,9 18,9 18,9 25,9 ER<br>19,9<br>G.19 383<br>5 Ha (stl) (10,2 10,5 10,5 18,7 ER<br>9,7 × 7,6) | Oil 2SA 6Cy. 620 × 1150<br>4 900bhp (3 604kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>15kn |
| 7938414<br>599405 | **CHRIS & JEN**<br>ex Dean & Greg-80<br>**Norma Sadie Griffith**<br>Brownsville, Tx United States of America | **116**<br>79<br>— | | **1978** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7524976<br>GUZU<br>Esd Rdr<br>RT | **CHRIS ANDRA**<br>**A., R. & W. W. Tait**<br>Fraserburgh United Kingdom | **156**<br>—<br>— | (NV) | **1975** Karmoy M/V A/S—Kopervik (2)<br>41,23<br>35,11 8,62 6,46<br>2 dks<br>rf- | **M Fishing**<br>Side Trawler Seiner<br>Mchy.aft<br>6 Ta<br>2 Ha (each 2,5 × 5,4) | Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Thw. thrust propeller fwd , 1 aft |
| 7307081<br>WY2472<br>511841<br>RT | **CHRIS ERIC**<br>ex Miss Minerva-78<br>**Milfin Inc.**<br>Brownsville, Tx United States of America | **112**<br>76<br>— | | **1967** Capell Marine Inc.—Freeport, Tx<br>*21,28*<br>6,81 3,56<br>1 dk | **M Fishing** | Oil<br>525bhp (386kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7365980<br>OXNF<br>D2204<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHRIS ISA**<br>ex Balton-75<br>**Rederi A/S Isafold**<br>Kobenhavn Denmark | T.Mk<br>**755**<br>486<br>1 941 | BV | **1974** Schpsbw. & Rep. Gebr. Sander N.V.<br>—Delfzijl (270)<br>76,00 13,09 4,452<br>69,02 13,01 6,86<br>F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 608 B.3 321<br>2 Ha (stl) (21,6 12,5 × 9,5) ER<br>3W Der 1(15) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 60kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.)-5,5pd 11kn |
| 5071573<br>WA3673<br>252137<br>Df RTm | **CHRIS SHERIDAN**<br>ex LT 64<br>**Tug New York Co.**<br>Philadelphia, Pa United States of America | **406**<br>276<br>— | (AB) | **1944** Calumet Shipyard & D.D. Co.<br>—Chicago, Illinois (160)<br>38,10 9,20 4,839<br>35,06 9,15 5,49 | **M Tug** | Oil 2SA 7Cy. 405 × 570<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 183,0t (d.o.) |

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| **7010561**<br>SYPB<br>6015<br>Df Esd<br>Gc Pfd<br>Rdr | **CHRISANTHEMA**<br>ex Tini P-81 ex Kairyu Maru-76<br>**Ionian Prosperity Marine Inc.**<br>Dove Shipping Inc.<br>Piraeus Greece | **3 025**<br>2 146<br>5 975 | NK | **1970** Kurushima Dock Co. Ltd.—Imabari (491)<br>101,12 16,03 6,757<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 132kW a.c.<br>Fuel 506,0t-11,5pd 12,5kn |
| **6718324**<br>WX8088<br>507038<br>Esd Pfd<br>RT | **CHRISBUD VIII**<br>ex Sadie II-79 ex Jeddie<br>**Tidal Bay Corp.**<br>Tampa, Fl United States of America | **120**<br>82<br>— | | **1967** East Gulf Shipyards—Panama City, Fl (5)<br>*22,71* 6,96<br>24,39 3,61<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy.<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5313024**<br>TQKC<br>8320<br>Df Esd<br>RT | **CHRISCO**<br>ex Santez Anna Ar Palud-76<br>**Jean Le Cornec**<br>Lorient France | **116**<br>24<br>— | | **1958** Ch. Nav. de Cornouaille—Douarnenez<br>*23,54* 6,41<br>3,66<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing | Oil 4SA 7Cy. 230 × 330<br>325bhp (239kW)<br>Moteurs Duvant Valenciennes<br>Fuel (d.o.) 8,5kn |
| **6912865**<br>SYFA<br>6132<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHRISDAN TRADER**<br>ex Talo-77<br>**Chrisdan Shipping Co. S.A.**<br>Altis Shipping Co. S.A.<br>Piraeus Greece | **4 358**<br>2 727<br>6 560 | ✠**100A1** SS 3/78<br>✠**LMC**<br>EL T 1¾"U2<br>FN 2630 | **1970**-3 S.A. Juliana Const. Gijonesa—Gijon (175)<br>118,19 16,57 7,132<br>108,11 16,21 8,11<br>P 24,1 F 10,4 1 dk<br>rf nil<br>NS 5BH WB1637t incl. DTf242t | **M General Cargo**<br>3 Ho 17,8 30,1 28,0 ER<br>G.8 971 B.8 324<br>3 Ha (stl) (12,9 19,8 20,5 × 9,6) ER<br>10W Der 2(20) 10(8) | Oil 4SA 10Cy. 520 × 740<br>4 310bhp (3 170kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 494,0t (hvf) 13kn |
| **5071597**<br>TQUV<br>4246<br>RT | **CHRISMAEL**<br>**Jean Tourbin**<br>Cherbourg France | **124**<br>37<br>— | | **1958** Ch. Jean Bellot—Cherbourg<br>*21,95* 6,56<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 175 × 180/192<br>540bhp (397kW) NE 65<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel (d.o.) |
| **7902556**<br>D5YE<br>6750<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISMIR**<br>Launched as Uranus<br>**Uranus Bulk Carriers Inc.**<br>Monrovia Liberia | **31 242**<br>24 006<br>61 203 | AB | **1980** Hyundai Heavy Industries Co. Ltd. —Ulsan (126)<br>224,01(BB) 12,451<br>215,02 32,21 18,01<br>F 16,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Mchy.aft<br>G.2 647 | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Japan<br>Gen 3 × 540kW a.c.<br>17,25kn |
| **6519651**<br>WK5429<br>244068<br>RT | **CHRISNICK**<br>ex Dalzellea-67 ex Grace No. 2<br>**Chrisnick Marine Corp.**<br>New York, NY United States of America | **146**<br>99<br>— | (AB) | **1943** Ira S. Bushey & Sons Inc.—New York, NY (536)<br>*24,72* 7,35<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 8Cy. 216 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. U.S.A.<br>Fuel 71,0t |
| **7205219**<br>SWJW<br>429<br>Rdr RT | **CHRISSI AMMOS**<br>ex Chrissi Ammos II-82<br>ex Chrissi Ammos-80<br>ex Epirus II-78<br>ex Ferry Nankai No. 1-76<br>**Grammi Ipirou E.P.E.**<br>Andros Greece | **2 001**<br>1 039<br>457 | | **1972** Taguma Zosen—Innoshima (101)<br>83,72 15,45 3,798<br>78,01 15,40 5,01<br>2 dks | **TM RoRo Cargo/Ferry**<br>938dk P | 4 Oil 4SA each 6Cy. 260 × 320 geared to sc. shafts<br>4 800bhp (3 531kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 160kW 445V a.c.<br>Fuel 67,5t-19,5pd 17kn |
| **7350404**<br>J4OG<br>458<br>Esd Gc<br>Rdr RT | **CHRISSI AMMOS II**<br>ex Chrissi Ammos I-82<br>ex Chrissi Ammos II-80<br>ex Epirus-79 ex Chrissi Ammos-76<br>**Grammi Ipirou E.P.E.**<br>Andros Greece | **2 165**<br>1 245<br>980 | BV | **1974** D. Kamitsis & Co.—Perama<br>82,35 4,014<br>70,16 13,80 5,52<br>2 dks | **TM RoRo Cargo/Ferry**<br>—dk P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 360 × 450 geared to sc. shafts<br>6 400bhp (4 708kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>18kn |
| **7225635**<br>J4ZG<br>473<br>Esd Gc<br>Rdr RT | **CHRISSI AMMOS III**<br>ex Epirus 5-80 ex Shirahama-77<br>**Grammi Ipirou E.P.E.**<br>Andros Greece | **2 574**<br>1 340<br>734 | BV | **1972** Oshima Dock K.K.—Yoshiumi (11)<br>78,80 (BB) 15,07 4,014<br>78,01 15,02 5,41<br>2 dks<br>RW | **TM RoRo Cargo/Ferry**<br>610P | 4 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Fuel 135,0t-26,5pd 18,75kn |
| **7053082**<br>SVJM<br>443<br>Rdr RT | **CHRISSI AVGI**<br>ex Hayabusa-77<br>**Grammi Ipirou E.P.E.**<br>Andros Greece | **499**<br>215<br>1 219 | BV | **1970** Yoshiura Zosen—Kure (213)<br>59,39 11,00 3,404<br>55,00 10,98 4,02<br>1 dk | **TM RoRo Cargo/Ferry**<br>12P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 300 × 480<br>2 700bhp (1 986kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 72kW 225V a.c.<br>Fuel 76,0t-10,0pd 14,5kn |
| **6514950**<br>OXWB<br>D1185<br>Df Esd<br>Pfd Rdr<br>RTm | **CHRISTA**<br>ex Hanne Dancoast-82<br>ex Hanne R-66<br>**Jorn Hansen**<br>Nykobing F. Denmark | **488**<br>297<br>1 118 | BV | **1965** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (244)<br>65,23 9,81 3,544<br>59,54 9,76 3,61<br>1 dk<br>len 68 | **M General Cargo**<br>1 Ho 43,8 ER<br>G.1 864 B.1 633<br>3 Ha (7,9 × 5,0) (13,1 13,1 × 5,4) ER<br>3W Der 3(3) | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) NE 69<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.)-3,0pd 11,25kn |
| **5018325**<br>DCBY<br>RT | **CHRISTA JULS**<br>ex Anna-65<br>**Hermann Juls**<br>Hamburg Federal Republic of Germany | **202**<br>108<br>282 | GL | **1931** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1014)<br>*38,41* 6,05 2,350<br>6,00 2,72<br>RQD 8,6 1 dk<br>R<br>len & deepened 52 | **M General Cargo**<br>G.454<br>2 Ha ER | Oil 4SA 6Cy. 215 × 360<br>150bhp (110kW) NE 51<br>Maschinenbau Kiel A.G. Kiel<br>7kn |
| **7358925**<br>OYJA<br>H690<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTA KELAND**<br>**Peter Jepsen P/R**<br>Esbjerg Denmark | **192**<br>98<br>— | | **1975** A/S Nordsovaerftet—Ringkobing<br>36,02 6,74 3,201<br>33,46 6,68 3,33<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenraa<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |

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| 7824467<br>DDGA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTA THIELEMANN**<br>**Kpt. Herbert Thielemann**<br>Elsfleth Federal Republic of Germany | **999**<br>749<br>2 700 | GL | **1979** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (204)<br>86,21 (BB) 14,03 4,871<br>75,01 14,01 7,93<br>P 9,2 RAD - F 15,6 2 dks | **M General Cargo** CSD<br>Ice strengthened<br>1 Ho 50,5 ER<br>G.5 140 B.5 005<br>TEU 153 C.Ho 93/20' C.Dk 60/20'<br>1 Ha (stl) (50,3 × 10,2) ER<br>Cr 1(25) | Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>1 770bhp (1 302kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 202,5kW 2 × 57kW 50Hz a.c.<br>Thw. thrust propeller fwd<br>13kn |
| 5071652<br>Df Esd<br>RTm/v | **CHRISTAL-L**<br>ex Christel-80<br>**John L. Lewis**<br>Anguilla (British) | **299**<br>184<br>446 | GL | **1950** Schulte & Bruns—Emden<br>*46,18* 7,12 2,502<br>2,85<br>P 9,5 F 4,3 1 dk<br>RW len 56 | **M General Cargo**<br>Ice strengthened<br>G.571 B.524<br>2 Ha ER | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7703259<br>DKDO<br>1845<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTEL**<br>**Reedereigesellschaft Johannes Bracke K.G.**<br>Luebeck Federal Republic of Germany | **905**<br>589<br>2 250 | GL | **1978** Schiffsw. Hugo Peters—Wewelsfleth (567)<br>80,42 4,871<br>72,24 12,81 7,22<br>P 12,5 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>G.3 594 B.3 351<br>TEU 128 C. 128/20'<br>2 Ha (25,1 18,5 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br>1 999bhp (1 470kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>13,25kn |
| 5392226<br>DHCH<br>11138<br>Df Esd<br>Pfd RT | **CHRISTEL**<br>ex Wiron VI-68<br>**Hans Jurgen & Helga Heltmann**<br>Hamburg Federal Republic of Germany | **121**<br>42<br>— | | **1959** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1279)<br>27,16 6,30<br>23,80 6,20 3,10<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 6501575<br>C4HE<br>374147<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **CHRISTI K**<br>ex Nadia Tsiris-79<br>ex Flevomeer-75 ex Jane-70<br>**Gerasimos Kavadas & Brother Shipping Co. S.A.**<br>Limassol Cyprus | **892**<br>514<br>— | **✠100A1** SS 3/80<br>**✠LMC**<br>EL (I)<br>FN 903 | **1965**-4 Terneuzensche Scheepsbouw Mij. N.V.—Terneuzen (81)<br>63,76 10,09 4,820<br>57,66 9,91 5,74<br>RFD 8,0 2 dks<br>rf nil<br>Coll BH to U dk 2 to 2nd dk WB339t | **M General Cargo** CSD<br>2 Ho 13,3 23,8 ER<br>G.1 982 B.1 841<br>2 Ha (8,9 17,2comb. × 5,0) ER<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW) ✠ NE made60 fitted65<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 75kW 220V d.c.<br>Fuel 98,5t (d.o.) 11,75kn |
| 6801717<br>ZSWP<br>350477<br>Df Esd<br>Rdr RTm | **CHRISTIAAN DE WET**<br>**C. H. Laubscher**<br>Cape Town/ Kaapstad South Africa | **100**<br>69<br>— | | **1966** Louw & Halvorsen Ltd. —Kaapstad/Cape Town<br>21,95 7,01<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 108 × 127<br>335bhp (246kW)<br>General Motors Corp. Detroit, Mi |
| 8004090<br>7JOX<br>121880<br>Esd Rdr<br>RT | **CHRISTIAN**<br>**K.K. Nippo Unyu Shokai**<br>Tokyo Japan | **1 098**<br>678<br>1 767 | NK | **1980** Fukuoka Zosen K.K.—Fukuoka (1081)<br>69,53 11,82 4,314<br>64,01 11,80 5,16<br>P 14,7 F 7,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 256 | Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 640kW a.c.<br>10,5kn |
| 6413675<br>GNJU<br>306096<br>Rdr RTv | **CHRISTIAN B**<br>ex BP Sturdy-81<br>ex St. Leonards-76<br>**Bullas Tankcraft Co. Ltd.**<br>London United Kingdom | **215**<br>114<br>305 | ✠Classed LR until 15/9/80 | **1964**-10 R. Dunston (Hessle) Ltd.—Hessle (S813)<br>35,67 8,11<br>33,99 7,78 2,75<br>Trunk 13,5 F 6,8 1 dk<br>rf 102 | **M Tank Barge**<br>6 Ta ER<br>Der 1(1) | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>337bhp (248kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 5223970<br>5737<br>Df Esd<br>RT | **CHRISTIAN CAROLINE**<br>ex Marie Caroline-71<br>**Theodore Even**<br>Societe Cotonoise de Peche<br>Cotonou Benin | **149**<br>40<br>— | | **1957** Ch. Herbert & Heraud—Etel<br>*27,31* 6,84<br>6,61 3,76<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>In.80 | Oil 4SA 8Cy. 220 × 320<br>330bhp (243kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel (d.o.) 9kn |
| 5245019<br>WNBA<br>252768<br>Df Gc<br>Rdr | **CHRISTIAN F. REINAUER**<br>ex N. W. Gokey-71<br>**B.F.T. No. One Corp.**<br>Boston, Ma United States of America | **1 488**<br>1 235<br>2 286 | (AB) | **1947** Ira S. Bushey & Sons Inc.—New York, NY (592)<br>*74,10* 12,25 4,893<br>73,92 12,20 5,49<br>P 15,6 F 8,6 1 dk<br>rf 178 | **M Tanker**<br>14 Ta ER<br>L.(oil) 3 617 | Oil 2SA 6Cy. 405 × 510<br>1 200bhp (883kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 48,5t-5,5pd 12kn |
| 7508180<br>OW2115<br>D2307 | **CHRISTIAN I GROTINUM**<br>**P/R Boreas II**<br>Klakksvik Faroe Islands | **569**<br>295<br>— | NV | **1975** P/F Skala Skipasmidja & Handelsvirki —Skala (26)<br>54,23 9,00<br>47,63 8,97 6,71<br>1 dk<br>len 79 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho 3 Ta ER<br>3 Ha (1,9 × 1,9) (2,5 2,5 × 6,7) ER | Vee Oil 4SA 8Cy. 250 × 300<br>1 540bhp (1 133kW)<br>A/B Bofors Nohab Trollhattan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft |
| 6802278<br>OXJF<br>D1430<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHRISTIAN MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **21 552**<br>14 400<br>24 937 | **✠100A1** SS 4/78<br>container ship<br>**✠LMC**<br>EL Jt 0,0/66,0U3<br>FN 8423 | **1968**-4 (Aft section) A/S Bergens M/V —Bergen (461)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Hiroshima Works, Innoshima<br>197,09(BB) 29,75 10,500<br>184,26 29,70 16,01<br>1 dk<br>rf nil len & widened 80<br>conv Ref General Cargo 80<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>A/S Akers M/V Oslo<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 5071729<br>LJLM<br>9959<br>Esd Gc<br>Pfd Rdr<br>RTh | **CHRISTIAN RADICH**<br>**Ostlandets Skoleskib**<br>Oslo Norway | **676**<br>208<br>— | NV | **1937** A/S Framnaes M/V—Sandefjord (115)<br>62,49 9,76 4,725<br>53,35 9,73 5,72<br>2 dks<br>R BK 246 | **Aux M Training Ship**<br>Ship-rig<br>Mchy.aft<br>Der 1(1) | Oil 2SA 12Cy. 146 × 146<br>675bhp (497kW) E made— fitted63<br>Cleveland Diesel Eng. G.M.C. Cleveland, Oh<br>Gen 2 × 54kW 220V 50Hz a.c.<br>Fuel (d.o.) 14kn |

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| **7812713**<br>DGNW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHRISTIAN WESCH**<br><br>**Kommanditgesellschaft m.s. Christian Wesch**<br>Hamburg Federal Republic of Germany | **8 191**<br>5 881<br>10 800 | GL | **1980** Howaldtswerke-Deutsche Werft—Kiel (153)<br>141,71(BB) 21,59 7,900<br>133,03 21,21 10,52<br>P 25,3 F 11,0 2 dks | **M General Cargo**<br>Heavy load<br>Ice strengthened<br>2 Ho 42,7 49,5 2 TwD ER<br>G.15 522 B.14 960<br>TEU 590<br>C.Ho 266/20' (40') C.Dk 324/20' (40') incl. 48 ref C.<br>2 Ha (stl) (each 38,1 × 15,2) ER<br>2W Cr 4(16) Der 1(180) | Oil 2SA 9Cy. 520 × 1050 dr geared to sc. shaft<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd | Augsburg<br>15,5kn |
| **5402540**<br>FPBW<br>3825<br>Df Esd<br>Pfd Rdr<br>RTm | **CHRISTIAN YVELINE**<br><br>**Societe Pecheries Concarnoises**<br>Armement Simon Charlot<br>Concarneau France | **148**<br>49<br>— | BV | **1963** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (510-2)<br>30,00 6,91<br>25,00 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ha (each 1,2 × 1,0)<br>1W Der 1(1) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin<br>Controllable pitch propeller<br>Fuel 31,0t (d.o.) | Marseille<br>11,5kn |
| **6727193**<br>LNXI<br>16931<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTIAN IV**<br><br>**A/S Kristiansands D/S**<br>Kristiansand S. Norway | T.Mk<br>**2 708**<br>1 239<br>— | NV | **1968** Aalborg Vaerft A/S—Aalborg (173)<br>87,28 15,68 4,064<br>81,51 15,65 5,47<br>3 dks<br>BK 203 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 150bth 625dk P<br>Ice strengthened Stern & side doors | 4 Oil 4SA each 12Cy. 260 × 400 dr geared to sc. shafts<br>8 720bhp (6 414kW)<br>Holeby Dieselmotor Fabrik A/S<br>Gen 2 × 560kW 1 × 332kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) | Holeby<br>19kn |
| **7117826**<br>P3FF<br>381057<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTIANE SCHULTE**<br><br>**Partenreederei m.s. 'Christiane Schulte'**<br>Bernhard Schulte<br>Limassol Cyprus | **3 892**<br>2 538<br>6 209 | GL | **1972** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (857)<br>96,68 16,06 7,190<br>90,35 15,98 9,20<br>F 8,3 1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 14,1 26,8 20,5 ER<br>G.8 161 B.7 877<br>TEU 230<br>C.Ho 140/20' C.Dk 90/20'<br>3 Ha (stl) (12,9 25,3 19,2 × 10,9) ER | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 230kW 1 × 180kW 380V 50Hz a.c.<br>Fuel 376,0t (hvf) | Kiel<br>13kn |
| **5071793**<br>TKAH | **CHRISTIANE-CECILE**<br><br>**Armement Franco-Ivoirien**<br>France | **146**<br>29<br>— | | **1932** J. Boel et Fils S.A.—Tamise/Temse<br>*28,96* 6,35<br>... ... ...<br>1 dk<br>R | **M Fishing**<br>Side Trawler | Oil 4SA 3Cy. 340 × 525<br><br>Soc. d'Electricite & de Mec., S.E.M. | Gent/Gand |
| **7208637**<br>OZQQ<br>D1937<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHRISTIANSBORG**<br>ex Bretagne-79 ex Zaire-72<br>**Dannebrog Rederi AS**<br>Kobenhavn Denmark | **6 677**<br>3 246<br>10 469<br>**9 790**<br>5 157<br>13 139 | **✠100A1** SS 3/82<br>DTa—vegetable oil No. 1<br>TwD to be empty when No. 1 hold used for water ballast<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Ct 2⅜"U2<br>FN 4793 | **1972**-7 A/S Nakskov Skibsvaerft—Nakskov (196)<br>153,73 21,75 8,402/9,351<br>141,84 21,59 12,20<br>P 45,2 F 33,0 1 dk & S dk<br>rf nil<br>7BH to U dk 2 to 2nd dk WB2425t incl. DTsf551t DTa827t | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 18,2 27,0 21,6 19,2 10,9<br>G.20 917 B.19 561 In.1 256<br>2 Ha (stl) (9,7 × 7,0) (18,5 × 10,5) 6 Ha (stl) (each 18,9 × 5,1) 1 Ha (stl) (8,8 × 8,1)<br>11W Cr 2(11) Der 1(80) 1(20) 10(10) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 560kW 1 × 372kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 401,0t (hvf) | Kobenhavn<br>18kn |
| **7520360**<br>WYU8<br>412<br>553235 | **CHRISTIE R**<br><br>**Melvin A. Howe**<br>Seattle, Wa United States of America | **119**<br>81<br>— | | **1973** St. Charles Steel Works—Thibodaux, La<br>... ... ...<br>20,99 6,63 3,46<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>............. | |
| **7917422**<br>SXSW<br>8251 | **CHRISTINA**<br><br>**Christina Armadora S.A.**<br>Atlantic Maritime Enterprises S.A.<br>Piraeus Greece | **41 223**<br>29 852<br>81 279 | AB (Class cont.) | **1982** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (258)<br>248,83 39,40 12,474<br>233,03 39,35 18,83<br>1 dk | **M Tanker**<br>SBT<br>11 Ta ER<br>L.(oil) 94 324 | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Ast. Espanoles S.A. Manises Works, Valencia | Sulzer |
| **5285681**<br>SVNQ<br>5502<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA**<br>ex Prophet Elias-75<br>ex Profitis Elias-65<br>**Stella First Shipping Co. S.A.**<br>Radial Shipping Co.<br>Piraeus Greece | **8 369**<br>4 982<br>12 524 | AB<br>✠Classed LR until 12/65 | **1958**-11 Hakodate Dock Co. Ltd.—Hakodate (235)<br>146,01 19,08 8,821<br>135,01 19,00 11,76<br>F 12,2 1 dk, 2nd dk except in aft hold, 3rd dk in mchy. space<br>rf 152 | **M General Cargo**<br><br>5 Ho 17,3 22,1 18,9 23,3 16,7<br>B.16 990<br>5 Ha (8,8 13,5 10,3 13,5 10,3 × 7,3)<br>Der 4(10) 10(5) | Oil 2SA 6Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Iino S.B. & Eng. Co. Ltd.<br>Gen 2 × 280kW 440V 60Hz a.c.<br>Fuel (hvf) | Sulzer<br>Maizuru |
| **7800605**<br>PDKA<br><br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA**<br><br>**Christina Scheepvaart Maats. B.V.**<br>Dammers & van der Heide's Shipping & Trading Co. B.V.<br>Rotterdam Netherlands | **8 041**<br>4 268<br>10 550 | BV | **1980** Van der Giessen-de Noord B.V.—Krimpen a/d Ijssel (921)<br>155,10(BB) 22,86 8,821<br>145,01 22,81 13,77<br>F - 4 dks | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 26,5 26,5 23,8 ER 21,1 10 TwD<br>In.15 220<br>TEU 144<br>C.Dk 144/20' incl. 48 ref C.<br>4 Ha (stl) (9,1 10,9 10,9 × 5,9) ER (9,1 × 5,9)<br>Cr 4(5) | Oil 2SA 7Cy. 760 × 1550 dr geared to sc. shaft<br>16 800bhp (12 357kW)<br>B.V. Koninklijke Mij. Schps. & Mach. "De Schelde"<br>Gen 4 × 830kW 1 × 75kW 440V 60Hz a.c. | Sulzer<br>Vlissingen<br>22,25kn |
| **7120641**<br>DJRY<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHRISTINA**<br><br>**Hans Peterson**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany | T.Mk<br>**499**<br>298<br>1 440 | GL | **1971** Schps. "Hoogezand" J. Bodewes—Hoogezand (161)<br>76,92 11,92 3,582<br>69,02 11,79 6,05<br>F 5,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 52,5 ER<br>G.3 274 B.2 900<br>1 Ha (stl) (44,9 × 8,3) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 64kW 2 × 24kW 380V 50Hz a.c.<br>Fuel (d.o.) | Koeln<br>12,5kn |
| **5399511**<br>SV5635<br>7436<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA**<br>ex Zurga-79<br>**Chrismar Shipping Co. Ltd.**<br>Altis Shipping Co. S.A.<br>Piraeus Greece | **395**<br>182<br>— | **✠100A1** SS 9/81<br>**✠LMC**<br>EL f<br>FN 532 | **1961**-9 Botje, Ensing & Co.—Groningen (395)<br>48,52 8,82 2,896<br>42,12 8,74 3,87<br>1 dk<br>RW rf 991<br>4BH | **TM Passenger/Yacht** | 2 Oil 4SA each 7Cy. 300 × 450<br>2 040bhp (1 501kW)<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg |

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| 7642924<br>WYT9<br>997<br>589464 | **CHRISTINA & SANDRA**<br>**Arouca Lopes Fishing Corp.**<br>New Bedford, Ma United States of America | **147**<br>100<br>— | **1975** Master Marine Inc.—Bayou la Batre.<br>Al<br>*21,74* 6,76 3,46<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW) U.S.A.<br>Fuel (d.o.) |
| 7832220<br>WYC7<br>166<br>596283 | **CHRISTINA & SANDRA II**<br>**Manuel Arouca**<br>New Bedford, Ma United States of America | **199**<br>135<br>— | **1978** Master Marine Inc.—Bayou la Batre.<br>Al<br>*25,76* 7,32 3,54<br>1dk | **M Fishing**<br>Shellfish | Vee Oil 2SA 16Cy. 146 × 146<br>900bhp (662kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 5205758<br>HOHI<br>7926-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA B.**<br>ex Captain John Tsavaris-79<br>ex Lekhaven-69<br>**Iron Tiger Shipping Inc.**<br>Panama Panama | T.Mk<br>**5 006**<br>2 830<br>9 828<br>**7 596**<br>4 453<br>9 908 | (GL) **1952**-9 Werf De Noord—Alblasserdam (630)<br>✠Classed LR until 8/70<br>140,01 18,34 7,633/7,675<br>129,50 18,29 11,13<br>P 27,5 F 28,4 2 dks<br>RW | **M General Cargo**<br>5 Ho 19,2 19,7 22,9 ER 17,1 18,1<br>G.17 286<br>5 Ha (8,9 13,4 13,4 × 6,1) ER (8,6 8,6 × 6,1)<br>Der 1(25) 1(10) 2(3-7,5) 10(3-5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 160kW 1 × 100kW 220V d.c.<br>Fuel 1 105,5t (d.o.) |
| 7714753<br>SVDH<br>6769<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHRISTINA C**<br>**Agis Maritime Corp.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **16 381**<br>9 954<br>25 805 | AB **1978** Oshima Zosen—Nagasaki (032)<br>169,81(BB) 9,805<br>163,02 26,31 13,62<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,2 27,2 20,8 27,2 24,0 ER<br>G.32 415 B.31 708 HeCls. B<br>5 Ha (stl) (13,2 19,2 14,4 14,1 15,2 × 11,9) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Hvy Industries Ltd Japan<br>Gen 3 × 570kW 440V 60Hz a.c.<br>Fuel 173,5t (d.o.) 1 656,0t (hvf)-38,5pd<br>14kn |
| 5122164<br>SZUE<br>6531<br>Df Esd<br>Gc Rdr | **CHRISTINA C**<br>ex Breim-77 ex Fruen-65<br>**Maritime Co. Pandora S.A.**<br>Omega Maritime Enterprises S.A.<br>Piraeus Greece | **10 434**<br>5 533<br>15 756 | NV **1961** Kieler Howaldtswerke A.G.—Kiel (1165)<br>151,19 20,07 8,979<br>143,26 20,01 12,45<br>1 dk | **M Bulk Carrier**<br>Vehicles<br>Ice strengthened<br>5 Ho ER<br>G.19 875 B.19 179<br>5 Ha (10,5 13,1 13,1 13,1 13,1 × 9,9) ER<br>12W Der 4(8) 6(5) | Oil 2SA 8Cy. 700 × 1200<br>6 500bhp (4 781kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel 1 101,5t (hvf)-28,0pd 14,75kn |
| 7005267<br>WY6321<br>522612<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTINA C.**<br>ex Lou Jean II-74<br>**Christina C. Partnership Ltd.**<br>San Diego, Ca United States of America | **509**<br>251<br>— | **1969** Pacific Coast Eng. Co.—Alameda, Ca (244)<br>46,26 10,70 5,030<br>43,29 10,37 7,80<br>2 dks | **TM Fishing**<br>Side-fishing Ref<br>Mchy.aft | 2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6614140<br>H03988<br>9760-<br>PEXT<br>Df Esd<br>Pfd Rdr<br>RTh/v | **CHRISTINA CLAUSEN**<br>ex Armik-78 ex Esbern Snare-73<br>**Christina Clausen Panama S.A.**<br>C. Clausen D/S A/S<br>Panama Panama | T.Mk<br>**497**<br>259<br>897 | NV **1966** Rolandwerft G.m.b.h.—Bremen (936)<br>72,85 11,03 3,823<br>65,64 11,00 6,51<br>P 14,4 F 8,9 2 dks<br>rf 51 conv General Cargo 78 | **M Livestock Carrier**<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 162kW 380V 50Hz a.c.<br>Fuel 118,0t (d.o.)-4,0pd 11kn |
| 7712652<br>PJBS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHRISTINA ISABEL**<br>**Scheepvaart Maatschappij Christina Isabel N.V.**<br>Komrowski Befrachtungs- kontor K.G.<br>Willemstad Netherlands Antilles | T.Mk<br>**8 458**<br>5 250<br>13 800<br>**13 451**<br>7 717<br>18 299 | GL **1979** Korea SB. & Eng. Corp.—Busan (1013)<br>169,48(BB) 8,460/9,951<br>160,03 22,86 13,57<br>P 33,6 F 11,6 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 13,4 26,4 26,4 26,4 4 TwD ER<br>G.24 295 B.22 962 L.3 900 HeCls. B<br>TEU 796 C.Ho 390/20' (40') C.Dk 406/20' (40') incl. 104 ref C.<br>7 Ha (stl) (— × —) (26,3p&s 26,3p&s 26,3p&s × 8,2) ER<br>7W Der 2(45-60) 5(36) | Oil 2SA 6Cy. 700 × 1250<br>11 400bhp (8 385kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 123,0t (d.o.) 1 137,0t (hvf)-40,0pd<br>12kn |
| 7805071<br>LHWO<br>19284<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTINA JOHNSEN**<br>**Torstein Johnsen**<br>Hammerfest Norway | **390**<br>200<br>— | NV **1979** Langsten Slip & Batbyggeri A/S —Tomra-i-Ramsdal (91)<br>34,09 9,53 5,157<br>30,82 9,52 6,56<br>F - 1 dk<br>rf 1135 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Thw. thrust propeller fwd |
| 5313799<br>Df Rdr<br>RTm/v | **CHRISTINA K.**<br>ex Saphir-70 | **553**<br>326<br>666 | **1954** Husumer Schiffsw.—Husum (1060)<br>54,69 8,06 3,560<br>(BV) 8,01<br>2 dks<br>RW rf 699 | **M General Cargo** CSD 4P<br>1 Ho 31,5 ER<br>G.1 100 B.1 023<br>2 Ha (10,5 11,1 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 290 × 420<br>800bhp (588kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 12kW 1 × 8kW 110V d.c.<br>Fuel 30,5t (d.o.) 12,5kn |
| 5148986<br>GUQX<br>363616<br>Df Esd<br>RT | **CHRISTINA MARIA**<br>ex Mortic-79 ex Nethergate-76<br>ex Unitas H-75<br>ex Hermann Elsen-67<br>**Tanera Ltd.**<br>London United Kingdom | **447**<br>236<br>600 | GL **1955** Stader Schiffsw. G.m.b.H.—Stade (168)<br>50,02 8,39 3,137<br>44,38 3,31<br>P 11,0 RQD 14,4 F 6,1 1 dk<br>RW len 65 | **M General Cargo**<br>2 Ho ER<br>G.895 B.850<br>2 Ha (14,0 8,6 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9kn |
| 6928084<br>ZTUR<br>350840<br>Df Esd<br>Gc Rdr<br>RT | **CHRISTINA MARINE**<br>ex Ocean Princess-82<br>ex Nicola Specchio-79<br>**Astra Fishing Co. (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **1 207**<br>667<br>630 | RI **1969** Soc. Esercizio Cant.—Viareggio (595)<br>63,63 10,42 4,319<br>55,22 10,39 7,07<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>2 Ho ER<br>In.695 | Oil 4SA 8Cy. 400 × 580<br>2 350bhp (1 729kW)<br>Kloeckner Humboldt Deutz Koeln |

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| **7420443**<br>565872<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTINE E.**<br>**Niagara Barge Corp.**<br>Wilmington, De United States of America | **192**<br>131<br>— | AB | **1975** Main Iron Works Inc.—Houma, La (303)<br>35,51 9,76 3,912<br>30,94 9,73 4,50<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW a.c.<br>11kn |
| **5418408**<br>HP2678<br>5592-75<br>Esd Gc<br>Rdr RT | **CHRISTINE FIRST**<br>ex Donna Licia-74 ex Asphaltjo-73<br>ex Wangeroog-72<br>**Transportbulk Inc.**<br>Panama Panama | **999**<br>526<br>1 875 | GL RI | **1963** Werft Nobiskrug—Rendsburg (632)<br>73,13 11,23 4,771<br>68,00 11,21 5,11<br>P 16,8 F 10,1 1 dk | **M Tanker**<br>Bitumen<br>Ice strengthened<br>5 Ta ER<br>Asphalt 1 948 HeCls. C | Oil 2SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 160,0t (d.o.)-5,0pd<br>11kn |
| **5071913**<br>WA3684<br>249445<br>Df Esd<br>Pfd Rdr<br>RTm/h | **CHRISTINE FOSS**<br>ex LT 187-46<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **283**<br>93<br>— | (AB) | **1943** Sagstad Shipyards—Seattle, Wa (187)<br>*35,88* 8,59 4,128<br>35,97 8,54 4,45<br>1 dk<br>BK 356 | **Wood TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203<br>E made— fitted63<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 120V d.c.<br>Fuel 101,5t (d.o.) |
| **5071925**<br>WF6660<br>268160<br>Df Gc<br>Rdr<br>RTm/v | **CHRISTINE MORAN**<br>**Tug Claire A. Moran Inc.**<br>Wilmington, De United States of America | **192**<br>77<br>— | (AB) | **1953** Gulfport SB. Co.—Port Arthur, Tx (418)<br>31,09 7,68 3,547<br>29,47 7,65 3,94<br>1 dk<br>BK 64 | **D-E Tug** | Oil 2SA 12Cy. 220 × 265 driving 1 gen. of 814kW 750V d.c. connected to 1 elec. motor<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 30kW 1 × 25kW 125V d.c.<br>Fuel 79,5t (d.o.) |
| **7516204**<br>2HRV<br>364904<br>Df Esd<br>Pfd Rdr<br>RT | **CHRISTINE NIELSEN**<br>**Richard Irvin & Sons Ltd. & C. J. Ellis & another**<br>Grimsby United Kingdom | **147**<br>71<br>190 | | **1975** Carl B. Hoffmanns Maskinfabrik—Esbjerg (8)<br>26,57 7,01 2,947<br>23,47 6,99 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW) Alpha<br>Alpha-Diesel A/S Frederikshavn<br>9kn |
| **6907676**<br>SVEC<br>3563<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTITSA**<br>**Pacific Corp.**<br>Piraeus Greece | **28 203**<br>20 732<br>58 575 | AB | **1969** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (845)<br>226,42 31,17 12,399<br>216,42 31,09 17,53<br>P 28,7 F 15,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,3 26,8 25,3 15,8 26,8 22,5 25,3 ER<br>G.68 109<br>1 Ha (stl) (10,5 × 9,6) 11 Ha (stl) (each 8,9 × 12,8) ER | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 675kW 450V 60Hz a.c.<br>Fuel 3 032,0t (hvf)<br>16kn |
| **8126317**<br>VJEJ<br>386181<br>Esd Rdr<br>RTh/v | **CHRISTMAS CREEK**<br>**Marine Charters (Aust.) Pty. Ltd.**<br>Lombardo Marine Group Pty. Ltd.<br>*Fremantle, W.A.* Australia | **149**<br>93<br>— | | **1981** Ocean Shipyards—Fremantle (131)<br>23,80 6,86<br>22,51 6,77 3,87<br>1 dk | **M Stand-by Safety Vessel**<br>for offshore installations | Vee Oil 4SA 8Cy. 137 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 72kW 1 × 28kW 240/440V 50Hz a.c.<br>Fuel 41,5t (d.o.)-2,0pd<br>10kn |
| **7437159**<br>LZKG<br><br>Df Esd<br>Gc Rdr<br>RT | **CHRISTO BOTEV**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **11 750**<br>5 949<br>13 500 | BR | **1975** Kherson Shipyard—Kherson<br>162,31(BB) 22,20 9,170<br>144,61 22,18 13,42<br>2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho ER<br>G.21 505 B.19 570<br>TEU 388<br>C.Ho 320/20′ C.Dk 68/20′<br>9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,0p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 1 033,5t (d.o.) 460,5t (hvf)<br>18kn |
| **5410690**<br>5LIL<br>3924<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHRISTOFFER OLDENDORFF**<br>**Wursata Shipping Corp.**<br>Monrovia Liberia | **17 809**<br>13 649<br>33 908 | GL | **1963** Luebecker Flender-Werke AG.—Luebeck-Siems (536)<br>200,16 26,22 10,592<br>180,02 26,01 14,41<br>P 38,1 F 17,1 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>9 Ho 16,0 18,0 14,7 16,3 16,3 16,3 16,3 16,3 13,8 ER<br>G.42 266 HeCls. B<br>9 Ha (stl) (8,3 11,3 8,2 11,4 8,2 11,4 8,2 11,4 8,2 × 12,6) ER<br>Der 1(3-5) | Oil 2SA 7Cy. 780 × 1550<br>10 500bhp (7 723kW) MAN<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 187,0t (d.o.) 994,0t (hvf)-41,0pd<br>14,5kn |
| **5359327**<br>SV4217<br>5864<br>Esd Pfd<br>Rdr<br>RTm/v | **CHRISTOFOROS**<br>ex Epic-76 ex Birling-75<br>ex Thomas Hardie-68<br>**Christincoast Compania Naviera S.A.**<br>Stavrou Management Co. S.A.<br>Piraeus Greece | **1 586**<br>1 185<br>2 774 | **✠100A1** SS 11/79<br>**✠LMC**<br>EL q 1½″SQ<br>FN 1382 | **1950**-1 Grangemouth Dockyard Co. Ltd.—Grangemouth (485)<br>82,45 12,07 5,195<br>78,34 11,99 5,64<br>RQD 48,2 B 6,1 F 8,0 1 dk<br>RW rf nil<br>NS 4BH WB933t incl. DTm169t | **M General Cargo**<br>3 Ho 19,8 17,0 14,9 ER<br>G.3 587<br>3 Ha (stl) (13,1 × 7,9) (9,1 9,1 × 8,2) ER<br>1W | Oil 2SA 8Cy. 340 × 570<br>1 180bhp (868kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 35kW 220V d.c.<br>Fuel 51,0t (d.o.)<br>10kn |
| **7004201**<br>HO8148<br>993-69B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTOPHE**<br>ex Gulf Fleet No. 11-78<br>ex Sedco Anne-74<br>**Somico Navigation Co. Inc.**<br>Panama Panama | **849**<br>284<br>— | AB | **1969** Bundeng Shipyards Pty. Ltd.—Bundaberg (12)<br>60,97 12,20 4,341<br>54,56 11,87 5,08<br>F 21,4 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 160kW 1 × 76kW<br>2 Controllable pitch propellers<br>Fuel 380,0t |
| **7302782**<br>FZBM<br>115945<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRISTOPHE COLOMB**<br>**Groupe Peche et Froid, Armement Kuhn Ballery et Societe Havraise de Peche**<br>Chevannes-Merceron-Ballery S.A.<br>Concarneau France | **851**<br>394<br>— | BV | **1973** S.I.C.C.Na.—St. Malo (125)<br>62,74 11,54 5,589<br>56,16 11,50 7,80<br>2 dks | **M Fishing**<br>Tuna Seiner Ref. | Vee Oil 2SA 20Cy. 230 × 254<br>3 650bhp (2 685kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel 243,5t (d.o.)<br>16.5kn |

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| 5072008<br>ORKV<br>547<br>Esd RT | **CHRISTOPHE LETZER**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **136**<br>18<br>58 | | **1961** J. Boel et Fils S.A.—Tamise/Temse (1380)<br>30,31 7,60 3,468<br>... ... ...<br>1 dk | **M Tug**<br>1 Ha (1,8 × 1,5) | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t (d.o.) 13kn |
| 5020782<br>Df Esd<br>Gc Rdr<br>RTm/v | **CHRISTOPHER**<br>ex Natalie-74<br>ex Nordsee Pionier-73<br>ex Aphaia-71 | **421**<br>254<br>682<br>**779**<br>547<br>908 | (GL) | **1954** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg<br>58,50 9,30 3,461/4,001<br>51,01 9,25 5,49<br>P 11,6 F 8,0 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ice strengthened<br>1 Ho 26,6 ER<br>G.1 757 B.1 503<br>1 Ha (stl) (26,5 × 5,7) ER<br>Der 4(3) | Oil 4SA 8Cy. 290 × 420<br>760bhp (559kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 8kW 110V d.c.<br>Fuel (d.o.) 11kn |
| 7334553<br>OPHA<br>183<br>Esd Pfd<br>Rdr RTv | **CHRISTOPHER**<br>**Rederij 'Hertsens' P.V.B.A.**<br>Zeebrugge Belgium | **143**<br>53<br>— | | **1973** N.V. Scheepswerven L. de Graeve —Zeebrugge<br>... ... ...<br>30,71 7,27 3,20 | **M Fishing**<br>Side Trawler | Oil<br>750bhp (552kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 5402552<br>KPLF<br>293220<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CHRISTOPHER LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America | T.Mk<br>**6 526**<br>3 543<br>9 774<br>**9 397**<br>5 492<br>12 887 | AB | **1963** Avondale Shipyards Inc.—Avondale, La (1001)<br>150,78 21,09 —/9,789<br>143,26 21,04 12,68<br>RQD 46,7 F 32,4 2 dks<br>RW rf nil | **S General Cargo** 4bth P<br>5 Ho 21,4 22,1 22,1 15,2 26,9<br>G.17 647 B.15 999<br>5 Ha (stl) (9,6 × 5,4) (12,1 10,6 10,6 9,1 × 7,6)<br>16W Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>10 000shp (7 356kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 872,5t (o.f.) 18kn |
| 7504122<br>DLFI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTOPHER MEEDER**<br>**Reederei Georg Peterson**<br>Rendsburg Federal Republic of Germany | **896**<br>530<br>2 200 | GL | **1976** Schiffsw. Hugo Peters—Wewelsfleth (559)<br>87,03 12,98 4,752<br>77,04 12,81 7,01<br>F 5,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 55,0 ER<br>G.4 040 B.3 735<br>TEU 135 C. 135/20' incl. 10 ref C.<br>2 Ha (12,6 × 8,0) (37,1 × 10,2) ER | Oil 4SA 6Cy. 320 × 420<br>1 950bhp (1 434kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 65kW 230/400V 50Hz a.c.<br>13kn |
| 5292048<br>SXKF<br>7106<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRISTOPHER S**<br>ex Regina-71<br>**Natamar Shipping Corp.**<br>Athos Shipping Ltd.<br>Piraeus Greece | **9 047**<br>5 238<br>14 351 | **✠100A1** CS 6/82<br>Str. nav. ice<br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4619 | **1958**-5 J. Boel et Fils S.A.—Tamise/Temse (1349)<br>152,03 19,28 9,024<br>143,11 19,21 13,06<br>P 31,4 F 14,1 1 dk<br>RW rf 127<br>NS 9BH WB6059t incl. Topside tanks 1850t DTf595t | **M Bulk Carrier** 7P<br>5 Ho 22,7 18,5 20,2 19,4 18,5 ER<br>G.18 582 B.17 850<br>5 Ha (stl) (each 14,5 × 9,3) ER | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>C.R.D. Adriatico Trieste<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 980,5t (hvf) 14kn |
| 7643502<br>572230 | **CHRISTOPHER SNOW II**<br>**Borden Inc.**<br>Philadelphia, Pa United States of America | **152**<br>105<br>— | | **1976** Marine Builders Inc.—Mobile, Al<br>*23,75* 7,32<br>3,41<br>1 dk | **M Fishing** | Oil<br>353bhp (260kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7018082<br>SYUD<br>6032<br>Df Esd<br>Gc Pfd<br>Rdr | **CHRISTOS A**<br>ex Frank-80 ex Good Mate-76<br>ex Riant-75 ex Sea Horse V-75<br>ex Myokei Maru-72<br>**Aegean Moon Inc.**<br>Piraeus Greece | **3 069**<br>1 790<br>6 098 | BV (NK) | **1970** Imabari Zosen—Imabari (224)<br>101,96 16,31 6,655<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 538,5t 13kn |
| 7208493<br>SVEH<br>7883<br>Df Esd<br>Gc Pfd<br>Rdr | **CHRISTOS K**<br>ex Cereza-80 ex Chokei Maru-76<br>**Petrothalassa Compania Naviera S.A.**<br>Chricanel Shipping Co. S.A.<br>Piraeus Greece | **4 997**<br>3 635<br>9 868 | NK | **1972** Imabari Zosen—Imabari (288)<br>124,31 19,54 7,519<br>117,02 19,51 9,76<br>P 21,7 F 12,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.13 242 B.12 491<br>2 Ha (stl) (35,0 36,4 × 11,2) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW 445V a.c.<br>Fuel 982,5t-23,5pd 13,5kn |
| 5227067<br>S6FU<br>375975<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHRISTOS K**<br>ex Nopal Sun-76<br>ex Martin Thore-66<br>**Dicochri Compania Naviera S.A.**<br>Tanimar Compania Naviera S.A.<br>Singapore Singapore | T.Mk<br>**4 035**<br>2 130<br>7 488<br>**6 228**<br>3 781<br>9 287 | **✠100A1** SS 2/80<br>DTm—vegetable oil<br>Str. nav. ice<br>**✠LMC**<br>EL at 2"SQ<br>FN 3375 | **1957**-11 AB Oskarshamns Varv —Oskarshamn (342)<br>130,92 17,28 7,233/8,313<br>120,94 17,23 10,67<br>RAD 8,9 F 27,8 2 dks<br>rf 102<br>6BH WB1587t incl. Tunnel tanks 300t | **M General Cargo** 2P<br>5 Ho 17,9 17,4 20,5 19,7 19,7<br>G.13 012 B.11 853<br>5 Ha (stl) (8,9 12,1 10,6 10,6 9,9 × 6,1)<br>12W Der 1(40) 1(25) 6(10) 6(5) | Oil 2SA 8Cy. 630 × 1300<br>5 000bhp (3 678kW)<br>A/B Gotaverken Goteborg<br>NAuxB (ex.g) 5/64 100lbf/in$^2$ (6,9bar)<br>NAuxB (o.f.) 7/68 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 170kW 440V 60Hz a.c.<br>Fuel 995,5t (hvf)-18,5pd 14,25kn |
| 6703939<br>J4JI<br>7006<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CHRISTOS K II**<br>ex Andros Island-82<br>**Faliro Navigation Corp.**<br>Silver Union<br>Piraeus Greece | **3 831**<br>2 652<br>5 936 | BV | **1967** Usuki Tekkosho—Saiki (1073)<br>109,81 16,03 6,605<br>101,91 16,01 8,11<br>P 26,3 F 12,5 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 35,5 36,3 ER<br>G.8 415 B.7 776<br>2 Ha (stl) (28,1 28,6 × 8,0) ER<br>14W Der 1(80) 1(22) 3(20) | Oil 4SA 8Cy. 400 × 460<br>3 400bhp (2 501kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 39,5t (d.o.) 477,5t (hvf) 16kn |
| 5170575<br>5B2543<br>367446<br>Df Esd<br>RTm/h/v | **CHRISTOS M.**<br>ex Minos-77 ex Jason-76<br>**Iremia Shipping Co. Ltd.**<br>Limassol Cyprus | **1 176**<br>546<br>1 609 | GL | **1954** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (361)<br>81,87 11,79 4,293<br>73,97 11,74 6,68<br>B 11,0 F 9,5 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD 7P<br>Ice strengthened<br>2 Ho 16,4 11,5<br>G.3 055 B.2 911<br>2 Ha (stl) (16,4 11,5 × 4,1)<br>6W Der 4(3-5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 450 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 1 × 15kW 230V<br>Fuel 190,0t (d.o.) 13kn |
| 7611389<br>WYT3<br>745<br>560240 | **CHRISTY**<br>**Atlantic Vessels Delaware Inc.**<br>Wilmington, De United States of America | **198**<br>134<br>— | | **1974** Mid-Atlantic Steel & Boat Works Inc. —Norfolk, Va<br>*28,60*<br>8,03 4,32<br>1 dk | **TM Fishing** | 2 Oil 4SA each 6Cy. 159 × 203<br>750bhp (552kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7237482<br>WZF3079<br>544952 | **CHRISTY**<br>**Midland Enterprises Inc.**<br>Wilmington, De United States of America | **149**<br>101<br>— | | **1972** Main Iron Works Inc.—Houma, La (270)<br>*24,66* 7,93<br>25,61 2,77 | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|---|
| **6603311**<br>C4VS<br>381122<br>Rdr RT | **CHRITSTOS TH**<br>ex Myofuku Maru-77<br>**Panther Marine Co. Ltd.**<br>Limassol Cyprus | **400**<br>218<br>— | <br><br>HR | **1965** Asakawa Zosen—Imabari (81)<br>60,48 9,53 4,192<br>55,00 9,50 4,70<br>P 11,9 F 9,2 1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (28,0 × 5,6) ER<br>2W Der 2(-) | Oil 4SA 6Cy. 380 × 540<br>1 100bhp (809kW)<br>Makita Tekkosho | <br><br>Takamatsu<br>11kn |
| **6520674**<br>C4VQ<br>380788<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHRYSALIS**<br>ex Avemaria-77 ex Forsvik-73<br>**Sikari Shipping Co.**<br>Limassol Cyprus | **12 074**<br>7 591<br>17 643 | **✠100A1** SS 6/75<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 5124<br>**DELAYED IN SHATT—AL—ARAB — SURVEYS OVERDUE 6/79** | **1965**-11 Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (1126)<br>158,32 21,77 9,164<br>147,83 21,65 13,01<br>P 29,9 F 15,0 1 dk<br>rf 102<br>NS 10BH WB12271t | **M Bulk Carrier**<br><br>7 Ho 11,7 22,7 11,8 11,8 11,8<br>22,0 12,8 ER<br>G.25 570<br>7 Ha (stl) (8,7 16,4 7,6 7,6 7,6 16,1<br>7,6 × 10,6) ER<br>Cr 4(8) Der 2(1,5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Wartsila Kon. Crichton-Vulcan<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 335kW 450V 60Hz a.c.<br>Fuel 1 422,5t (hvf) | <br>Sulzer<br>Turku/Abo<br><br><br><br>15kn |
| **7353456**<br>H3HC<br>4486<br>-74A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHRYSANTHEMUM**<br><br>**Trout Maritime S.A.**<br>Panama Panama | **7 557**<br>5 303<br>11 810 | <br><br>NK | **1974** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (777)<br>139,68 19,26 8,370<br>130,00 19,21 11,21<br>P 23,5 F 12,5 1 dk | **M General Cargo**<br><br><br>G.16 880 B.15 591<br>4 Ha (10,5 15,0 15,0 15,0 × 8,4) ER<br>Der 2(54) 14(10) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki Seizosho | <br>Mitsubishi<br>Kobe<br>14,5kn |
| **5093193**<br>SV5118<br>7169<br>Pfd Rdr<br>RT | **CHRYSANTHI**<br>ex Atlantic Progress-78<br>ex Gomba Progress-77<br>ex Dorset Queen-74<br>ex Dorsetbrook-73<br>**Atlantis Shipping Co. Ltd.**<br>Piraeus Greece | **1 328**<br>695<br>1 762 | **✠100A1** SS 1/80<br><br>**✠LMC**<br>EL n<br>FN 1047 | **1957**-11 Clelands (Successors) Ltd.<br>—Wallsend (222)<br>71,63 10,88 4,642<br>67,24 10,83 4,73<br>P 18,0 RQD 31,1 F 8,0 1 dk<br>RW rf 76<br>NS 5BH WB552t incl. DTm117t | **M General Cargo**<br><br>3 Ho ER<br>G.2 435<br>3 Ha (8,5 × 6,1) (10,0 11,2 × 6,8)<br>ER<br>3W Der 3(3) | Oil 2SA 7Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd.<br>Fuel 71,0t | <br><br>Glasgow<br>11kn |
| **7052076**<br>SWZA<br>6726<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRYSANTHI G. L.**<br><br>**Cosmar Shipping Corp.**<br>Piraeus Greece | **16 275**<br>10 589<br>29 018 | **✠100A1** SS 2/81<br>strengthened for ore<br>cargoes, holds Nos. 1, 4<br>& 6 may be empty<br>**✠LMC**<br>EL Ft 2$\frac{5}{8}$"U2<br>FN 6396 | **1971**-4 Hakodate Dock Co. Ltd.—Hakodate<br>(461)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8885t incl. Comb. btm. &<br>side tanks in Nos. 2-6 holds 3645t<br>Topside tanks in Nos. 2-7 holds 3469t | **M Bulk Carrier**<br><br>7 Ho 14,9 19,2 22,4 13,5 17,6<br>20,8 17,6 ER<br>G.37 001 B.32 597<br>7 Ha (6,8 12,8 12,8 9,6 11,2 12,8<br>11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 1 995,5t (hvf) | <br>Sulzer<br>Aioi<br><br><br>15,25kn |
| **5033040** | **CHRYSANTHY H.**<br>ex B. P. Haulier-76<br><br>Greece | **315**<br>173<br>310 | <br><br>✠Classed LR until<br>15/7/77 | **1955**-8 J. Pollock, Sons & Co. Ltd.<br>—Faversham (2060)<br>45,12 8,87<br>42,68 8,39 2,60<br>Trunk 22,0<br>RW rf nil | **M Tank Barge**<br><br>5 Ta ER | Oil 4SA 6Cy. 222 × 292<br>270bhp (199kW)<br>Blackstone & Co. Ltd.<br>Gen 2 × 10kW 110V d.c.<br>Directional propeller<br>Fuel (d.o.) | <br><br>Stamford |
| **7107754**<br>SWPY<br>7828<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHRYSANTHY M. LEMOS**<br><br>**Sunbeam Shipping Co. S.A.**<br>Piraeus Greece | **113 780**<br>98 758<br>253 963 | <br><br>AB | **1971** A.G. "Weser"—Bremen (1375)<br>347,81(BB) 51,87 19,959<br>329,22 51,81 25,61<br>1 dk<br>rf nil | **S Tanker**<br><br>11 Ta ER<br>L.(oil) 303 873 HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW)<br>General Electric Co.<br>Gen 1 × 1000kW 1 × 750kW<br>450V 60Hz a.c.<br>Fuel 10 166,5t (o.f.)-152,5pd | <br><br>Lynn, Ma<br><br><br>16kn |
| **5218975**<br>3FHI<br>1020<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CHRYSEIS**<br>ex Ilkon Tak-79<br>ex Manchester Faith-70<br>ex Cairnesk-66<br>ex Manchester Faith-65<br>**Yakinthia Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**3 035**<br>1 633<br>5 080<br>**4 378**<br>2 468<br>6 328 | **✠100A1** SS 12/79<br><br>**✠LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2644 | **1959**-3 Austin & Pickersgill Ltd.—South<br>Dock, Sunderland (435)<br>115,27 15,32 6,554/7,468<br>107,07 15,24 9,45<br>F 9,8 2 dks<br>RW rf 152 DK fwd<br>5BH to U dk 2 to 2nd dk WB1261t incl.<br>DTsf418t | **M General Cargo**<br><br>3 Ho 18,2 22,8 24,3 ER<br>G.8 671 B.7 773<br>3 Ha (stl) (8,6 15,2 15,2 × 6,7) ER<br>10W Der 1(25) 4(10) 6(5) | 2 Oil 2SA each 5Cy. 480 × 700 with<br>hydraulic coupling & sr geared to sc.<br>shaft<br>3 750bhp (2 758kW)<br>G. Clark & N.E.M. (Sunderland) Ltd.<br><br>db 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 150kW 220V d.c.<br>Fuel 416,5t (d.o.) | <br><br><br>Sulzer<br><br>Sunderland<br><br><br>15kn |
| **6523509**<br>SYFV<br>5870<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHRYSOVALANDOU**<br>ex Captain Lygnos-82<br>ex Derbyshire-76<br>**Naviera de Transportes**<br>**Chrysovalandou S.A.**<br>Lamda Servicios Generales S.A.<br>Piraeus Greece | T.Mk<br>**7 296**<br>4 051<br>12 370<br>**9 806**<br>5 658<br>15 065 | **✠100A1** CS 7/80<br><br>**✠LMC**<br>EL ft 2$\frac{1}{4}$"SQ<br>FN 4685 | **1966**-2 Wm. Doxford & Sons (Shipbuilders)<br>Ltd—Pallion, Sld (870)<br>154,62 20,50 8,313/9,437<br>143,26 20,43 12,27<br>F 13,2 2 dks<br>RW DK fwd<br>7BH WB4139t incl. DTmf1653t Tunnel<br>tanks 448t | **M General Cargo**<br><br>5 Ho 19,8 23,5 24,3 19,8 21,3<br><br>5 Ha (stl) (10,2 13,7 12,9 10,6 10,6<br>× 7,6)<br>Der 1(50) 4(15) 12(5) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>G. Clark & N.E.M. Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel (hvf) | <br>Sulzer<br>Wallsend |
| **5028538**<br>J4EH<br>6881<br>Df Esd<br>Gc Rdr<br>RT | **CHRYSSI V**<br>ex Euterpe-78 ex Thale-76<br>ex Lacon-72 ex Athen-68<br>ex Athene-66<br>**National Poem Compania**<br>**Naviera S.A.**<br>Varnima Corp. International S.A.<br>Piraeus Greece | **13 360**<br>8 211<br>22 012 | <br><br>GL (BV) | **1961** Forg. & Ch. de la Gironde—Bordeaux<br>(245)<br>175,34 22,56 9,449<br>164,55 22,50 12,30<br>1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 27 552<br>Der 2(6) 3(4) | Oil 2SA 7Cy. 740 × 1600<br>8 500bhp (6 252kW)<br>Soc. des Forges & At. du Creusot<br><br>Fuel 1 905,0t | <br>B&W<br><br>Le Creusot<br>15kn |
| **6915972**<br>SPYI<br><br>Df Esd<br>Gc Rdr<br>RT | **CHRZANOW**<br><br>**Polish Shipping Company**<br>**(Zegluga Polska Spolka**<br>**Akcyjna)**<br>Szczecin Poland | **2 468**<br>1 162<br>3 486 | <br><br>PR | **1968** G. Dimitrov Shipyard—Varna (259)<br>95,89 13,75 5,639<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br><br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (10,5 × 6,0) (17,8 13,8 × 8,4)<br>ER<br>8W Der 2(10) 6(5) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW)<br>"Zgoda" Zaklady Urzadzen<br>Technicznych<br>Gen 1 × 200kW 2 × 120kW 400V a.c.<br>Fuel 328,0t (d.o.)-7,5pd | <br>Sulzer<br><br>Swietochlowice<br><br>13kn |
| **5072187** | **CHU CHIANG**<br><br>**Ming Sung Shipping Co.**<br>Shanghai China | **866**<br>347<br>660 | | **1944** ..........<br>*59,90* 10,52<br>10,47 | **TM General Cargo**<br><br><br>B.3 398 | 2 Oil 2SA each 10Cy. 205 × 255<br><br>Fairbanks Morse & Co. | <br><br>Beloit, Wi<br>13,5kn |

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| 8122994<br>BEZZ<br>Df Esd<br>Gc Rdr<br>RT | **CHU CHIANG**<br>ex Fuku Maru No. 3-74<br>**Sanko Fisheries Corp. Ltd.**<br>Kaohsiung China* | **367**<br>200<br>— | | **1960** Kanasashi Zosensho—Unspecified Works, Shimizu (370)<br>45,80 7,65 3,252<br>39,86 7,60 3,71<br>P 4,3 F 6,4 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho 9,4 15,4<br>In.395<br>2 Ha (each 1,8 × 1,8) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 80kW 230V a.c.<br>10,5kn |
| 7650323<br>Df Gc<br>Pfd Rdr<br>RT | **CHU FENG**<br>ex Daiei Maru Fujairah-79<br>ex Daiei Maru No. 2-77<br>**Ta Jeng Fishery Co. Ltd.**<br>Kaohsiung China* | **617**<br>329<br>— | (NK) | **1968** Nishii Dock Co. Ltd.—Nansei<br>52,91<br>47,15 8,81 3,81<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner<br>3 Ho ER<br>In.443 | Oil 4SA 6Cy. 400 × 620<br>2 300bhp (1 692kW)<br>Fuji Diesel Co. Ltd. Tateyama<br>Gen 2 × 200kW 225V a.c.<br>Controllable pitch propeller<br>11,5kn |
| 6924911<br>HP2711<br>6960-76<br>Df Esd<br>Rdr RT | **CHUABO**<br>ex Congella-75<br>ex Johanne Scheele-73<br>**New Maydon Shipping Co. Inc.**<br>Panama Panama | T.Mk<br>**479**<br>322<br>1 589<br>**1 260**<br>806<br>— | AB (NV) | **1969** Ulstein M/V A/S—Ulsteinvik (57)<br>62,62 12,02 3,283/4,169<br>59,72 11,99 6,18<br>2 dks | **TM General Cargo/Tanker**<br>Oil Vegetable oil<br>2 Side doors<br>1 Ho 6 Ta ER<br>G.1 642 B.1 529 L.(oil) 1 332<br>HeCls. C<br>TEU 31<br>C.Ho 12/20′(40′) C.Dk 19/20′(40′)<br>1 Ha (stl) (30,0 × 8,0) ER | 2 Oil 2SA each 6Cy. 200 × 300<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 52kW 220V 50Hz a.c.<br>2 Thw. thrust propellers<br>Fuel 111,0t (d.o.)-5,0pd 11kn |
| 7300019<br><br>381966 | **CHUAN LIGHT I**<br>ex Waka Maru No. 12-80<br>**Chuan Light Shipping Pte. Ltd.**<br>Singapore Singapore | **145**<br>40<br>— | NK | **1971** Asahi Zosen K.K.—Sumoto (108)<br>30,00 7,01 2,998<br>27,01 6,99 3,20<br>1 dk | **M Tug** | Oil 4SA 6Cy. 300 × 460<br>.............<br>Fuel 51,0t 12,5kn |
| 7737808<br>BEVX<br>4478<br>Rdr | **CHUAN TA No. 1**<br>**San Ta Fishery Co. Ltd.**<br>Kaohsiung China* | **329**<br>156<br>— | | **1973** Provincial Kaohsiung Junior Coll of Mar. Tech. Shyd.—Kaohsiung<br>40,95 7,65 3,125<br>35,01 7,57 3,61<br>F 11,3 1 dk | **M Fishing**<br>3 Ho 6,8 5,7 7,3 ER<br>In.346<br>3 Ha (w) (each 1,2 × 1,0) ER | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Gen 2 × 80kW 220V a.c.<br>10,75kn |
| 7520372<br>WYU8<br>409<br>553234 | **CHUBASCO**<br>**Jorge Gonzalez**<br>Brownsville, Tx United States of America | **131**<br>92<br>— | | **1973** Jorge Gonzalez—Brownsville, Tx<br>*21,65* 6,41<br>3,89<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>U.S.A. |
| 7406502<br>LRQD<br>Df Esd<br>Gc Rdr<br>RT | **CHUBUT**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 704 | BV | **1977** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (296)<br>159,01(BB) 22,84 9,764<br>148,01 22,81 15,52<br>P - F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20′<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 397kW 380V 50Hz a.c.<br>Fuel 1 222,5t (hvf)-37,0pd 16kn |
| 7507497<br>5IST<br>Rdr RTv | **CHUCHUNGE**<br>**East African Harbours Corp.**<br>Dar-es-Salaam Tanzania | **224**<br>68<br>97 | NK | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (M-009)<br>30,48 2,998<br>26,98 8,79 3,79<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 320 × 500<br>Fuji Seisakusho Tateyama<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.)-13,5pd 13,25kn |
| 7807471<br>WYB6<br>781<br>596656<br>Esd Pfd<br>Rdr RT | **CHUCK BRILEY**<br>**Briley Marine Service**<br>Morgan City, La United States of America | **179**<br>122<br>1 000 | AB | **1978** Halter Marine Services, Inc. —Lockport, La (702)<br>49,33 11,60 3,379<br>3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 6506044<br>Esd Rdr<br>RT | **CHUCUITO**<br>**Autoridad Portuaria del Callao**<br>Callao Peru | **137**<br>41<br>— | | **1964** Atlas Werke A.G.—Bremen (418)<br>29,42 7,22 2,769<br>26,01 7,00 3,41<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Maschinenbau Kiel G.m.b.H. Kiel |
| 5135070<br>GHYH<br>302492<br>Df Esd<br>Pfd Rdr | **CHUDLEIGH**<br>ex Granton Harrier-76<br>**Putford Enterprises Ltd.**<br>Lowestoft United Kingdom | **212**<br>64<br>— | ✠**100A1** SS 6/79<br>trawler<br>✠**LMC**<br>EL (c) j<br>FN 358 | **1962**-5 Livingstone & Co. Ltd.—Peterhead (9)<br>*33,23* 7,42<br>32,52 7,32 3,66<br>F 5,2<br>RW rf 1143 BK 152<br>4BH WB5t | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>691bhp (508kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 7130141<br>EWSX<br>M-14595<br>Df Esd<br>Rdr RT | **CHUDOVO**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **570**<br>215<br>309 | RS | **1971** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7380473<br>H3GX<br>4812-74<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHUEN ON**<br>**Chuen On Shipping Co. S.A.**<br>Panama Panama | **12 692**<br>8 383<br>22 069 | AB | **1974** Nippon Kokan K.K.—Shimizu (333)<br>155,71(BB) 22,89 9,910<br>145,70 22,85 13,59<br>F 17,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 21,6 21,4 21,7 21,7 23,4 ER<br>G.29 098 B.25 067 HeCls. ptB<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>1W Cr 4(10) Der 2(10) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 450V 60Hz a.c.<br>Fuel 118,0t (d.o.) 1 172,0t (hvf)-33,0pd<br>14,75kn |

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|---|---|---|---|---|---|---|
| **7731842**<br>UEWO<br>M-12602 | **CHUGUYEV**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1978** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| **7701794**<br>H9DM<br>1092<br>4-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUJIANG CAREER**<br>ex Wiltshire-80 ex Wild Clover-80<br>ex Enterprise-78<br>**Chujiang Maritime Carriers Inc.**<br>Prompt Shipping Corp. Ltd.<br>Panama Panama | **16 236**<br>11 932<br>28 092 | NK | **1977** Shin Yamamoto Zosen—Kochi (197)<br>181,49 25,25 10,073<br>170,01 25,20 14,00<br>P 28,1 F 12,5 1 dk | **M Bulk Carrier**<br>5 Ho 22,1 25,7 25,7 25,7 25,7 ER<br>G.38 289 B.33 901<br>5 Ha (stl) (14,0 18,3 18,3 19,2 19,2 × 11,8) ER<br>Der 4(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 1 959,0t (hvf)-40,0pd<br>13,5kn |
| **5072242**<br>USZH<br>M-26487<br>Df Esd<br>Gc Rdr<br>RT | **CHUKOTKA**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **10 033**<br>4 660<br>9 900 | RS | **1962** Stocznia Gdanska im. Lenina—Gdansk (B62/11)<br>155,12 20,05 8,200<br>142,02 19,99 11,64<br>3 dks | **TS Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>3 Ho ER 2 Ho<br>In.10 159<br>5 Ha (stl) (6,0 6,0 6,0 × 3,9) ER (6,0 6,0 × 3,9)<br>14W Der 1(25) 12(5) 2(3) | C 8Cy. (4) 440 & (4) 950 × 950 with LP turb<br>5 000ihp (3 678kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 1 × 50kW 220V<br>Fuel (o.f.)<br>13kn |
| **8031031**<br>Df Esd<br>Rdr RT | **CHUKOTSKIY BEREG**<br>**U.S.S.R.**<br>U.S.S.R. | **7 856**<br>4 314<br>9 606 | RS | **1980** VEB Mathias-Thesen-Werft—Wismar (214)<br>152,69 22,26 8,000<br>142,02 22,22 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>17kn |
| **8007547**<br>D8RP<br>PM42417<br>Esd Gc<br>Rdr RT | **CHUL JIN**<br>**Han Jin Transportation Co. Ltd.**<br>Pohang South Korea | **956**<br>307<br>1 526 | KR | **1981** Busan SB. & Eng. Co. Ltd.—Busan (332)<br>66,81 12,22 4,101<br>62,21 12,21 4,70<br>P 17,1 F 8,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 093<br>1 Ha (31,1 × 8,3) | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Japan<br>Gen 2 × 32kW 225V a.c.<br>13,5kn |
| **7811343**<br>D8YF<br>BM11<br>241<br>Gc Rdr<br>RT | **CHUL WANG**<br>ex Dong Seung-81<br>**Dae Wang Shipping Co. Ltd.**<br>Busan South Korea | **999**<br>506<br>1 618 | KR | **1979** Busan SB. & Eng. Co. Ltd.—Busan (240)<br>69,42 10,52 4,620<br>63,00 10,51 5,31<br>P 17,4 F 8,0 1 dk | **M General Cargo**<br>G.2 129 B.2 000<br>1 Ha (stl) (34,2 × 5,4) ER<br>Der 2(10) | Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| **7604910**<br>6MQB<br>PM36808<br>Esd Rdr<br>RT | **CHUL YANG**<br>ex Taisei Maru No. 33-74<br>**Han Jin Transportation Co. Ltd.**<br>Pohang South Korea | **490**<br>251<br>969 | (KR) | **1969** Kishimoto Zosen—Kinoe (333)<br>54,31 9,53 4,014<br>51,64 9,50 4,40<br>P 11,6 F 6,1 1 dk | **M General Cargo**<br>Mchy.aft<br>1 Ha (26,2 × 6,8)<br>Cr 1(4) | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12,5kn |
| **7923768**<br>2<br>Esd Gc<br>Rdr RT | **CHULA**<br>**Government of The Kingdom of Thailand (The Royal Thai Navy)**<br>Bangkok Thailand | **833**<br>318<br>800 | ✠LR class withdrawn-Owner's request 19/2/82 | **1980**-1 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (150)<br>67,01 (BB) 9,99 3,801<br>63,00 9,50 4,35<br>P 23,5 Trunk 28,4 F 9,2 1 dk<br>rf 152 | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 161 | 2 Vee Oil 4SA each 12Cy. 165 × 185 reverse reduction geared to sc. shafts<br>2 400bhp (1 765kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 144kW 440V 60Hz a.c.<br>Fuel 97,5t (d.o.) |
| **7319230**<br>ESAU<br>M-12302<br>Df Esd<br>Rdr RT | **CHULYM**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **631**<br>223<br>315 | RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **6415013**<br>UEDE<br>M-26397<br>Df Esd<br>Gc Rdr<br>RT | **CHULYMLES**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **4 482**<br>2 010<br>6 459 | RS | **1964** "A. Zhdanov" SB. Yard—Leningrad<br>121,93 16,72 6,770<br>113,01 16,34 8,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 17,3 19,3 19,5 ER 20,8<br>G.7 870 B.7 300<br>4 Ha (stl) (11,1 × 8,0) (13,3 13,3 × 9,5) ER (13,3 × 9,5)<br>2W Cr 4(5) Der 1(15) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 160kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 330,0t (hvf) 14,5kn |
| **7425259**<br>LZEU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHUMERNA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **7 761**<br>3 475<br>10 703 | BR | **1978** G. Dimitrov Shipyard—Varna (166)<br>133,99 8,179<br>122,00 18,20 10,39<br>1 dk | **M Bulk Carrier**<br>5 Ho 14,7 15,3 15,3 16,0 16,0 ER<br>B.12 884 HeCls. B<br>5 Ha (stl) (9,9 × 9,2) (11,8 11,8 11,8 11,8 × 10,9) ER | Oil 2SA 7Cy. 500 × 1100<br>4 900bhp (3 604kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 2 × 250kW 1 × 150kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.) 754,0t (hvf)-14,5pd<br>12,5kn |
| **6873306**<br>UFJB<br>M-19805 | **CHUMIKAN**<br>**U.S.S.R.**<br>Okhotsk U.S.S.R. | **487**<br>106<br>127 | RS | **1956** ............People's Republic of China<br>44,51 9,40 3,299<br>4,42<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.)<br>12kn |
| **5351600**<br>BMVD<br>5509<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CHUN AN**<br>ex Tamba Maru-74<br>**Tai An Steamship Co. Ltd.**<br>Keelung China* | **21 439**<br>14 703<br>36 207 | GL (NK) | **1959** Ishikawajima Jukogyo—Tokyo (771)<br>205,01 26,47 11,081<br>195,00 26,40 14,05<br>P 41,8 F 24,4 1 dk<br>RW | **M Tanker**<br>24 Ta ER<br>L.(oil) 45 286 HeCls. BC | Oil 2SA 9Cy. 780 × 1400<br>12 000bhp (8 827kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 150,0t (d.o.) 2 270,0t (hvf)-38,0pd<br>15,25kn |

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| 7736713<br>D8WJ<br>BM38<br>357<br>Df Rdr<br>RT | **CHUN HAE**<br>ex Hai Jin-79<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **999**<br>538<br>1 688 | KR | **1975** Shin Ah SB. Co.—Chungmu<br>69,09 4,573<br>62,97 10,51 5,31<br>P 16,5 F 6,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 277 B.2 195<br>2 Ha (10,8 19,8 × 5,7) ER<br>Cr 1(10) Der 2(5) | Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW) Makita<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 36kW 220V a.c.<br>12,25kn |
| 8022482<br>D9FO<br>BM11<br>072<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN HI**<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **1 592**<br>926<br>2 616 | KR | **1981** Dae Sun SB. & Eng. Co. Ltd.—Busan (251)<br>82,66 12,22 5,201<br>76,03 12,21 6,23<br>P 23,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 235 B.3 066<br>2 Ha (stl) (11,9 24,0 × 6,2) ER<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW) Hanshin<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 288kW 445V a.c.<br>12kn |
| 6613275<br>BOLI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CHUN HU**<br>ex Binjiang-76 ex Viborg-75<br>**China Ocean Shipping Co.**<br>Dalian/Dairen China | **12 518**<br>7 426<br>19 753 | ✠Classed LR until 4/2/77 | **1966**-6 Hitachi Zosen—Sakurajima Works, Osaka (4051)<br>170,69 22,08 9,329<br>163,00 22,00 11,71<br>P 33,6 B 10,4 F 22,0 1 dk<br>RW rf 102 | **M Tanker**<br>28 Ta ER<br>L.(oil) 24 684 HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 330kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 485,5t-28,5pd<br>15kn |
| 6514417<br>D8VH<br>BM38<br>014<br>Pfd Rdr<br>RT | **CHUN IL**<br>ex Tonan Maru No. 3-71<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **1 002**<br>511<br>1 666 | KR | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (637)<br>67,65 10,55 4,649<br>62,01 10,49 5,24<br>P 15,6 F 8,6 1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 052 B.1 878<br>1 Ha (31,7 × 5,9) ER<br>2W Der 4(8) | Oil 4SA 6Cy. 380 × 550<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 60kW 225V a.c.<br>Fuel 164,5t<br>11,5kn |
| 8022494<br>D9FS<br>BM11<br>075<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN JI**<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **1 592**<br>925<br>2 620 | KR | **1981** Dae Sun SB. & Eng. Co. Ltd.—Busan (256)<br>82,66 12,22 5,201<br>76,03 12,21 6,23<br>P 23,5 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 235 B.3 066<br>2 Ha (stl) (11,9 24,0 × 6,2) ER<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW) Hanshin<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 288kW 445V a.c.<br>12kn |
| 6828387<br>D8XY<br>BM11<br>181<br>Df Esd<br>Gc Rdr<br>RT | **CHUN JIN**<br>ex Shinnan Maru-73<br>**Chin Hung Shipping Co. Ltd.**<br>Busan South Korea | **2 963**<br>2 002<br>5 260 | KR | **1968** Kurushima Dock Co. Ltd.—Imabari (457)<br>97,21 15,63 6,376<br>90,00 15,60 7,78<br>P 21,1 F 11,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 467 B.6 254<br>2 Ha (stl) (25,5 25,9 × 7,1) ER<br>Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 720<br>3 500bhp (2 574kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 132kW 445V a.c.<br>Fuel 424,5t<br>12,5kn |
| 7930589<br>D8GC<br>PM42427<br>Esd Rdr<br>RT | **CHUN JIN**<br>ex Sorim-82<br>**Sokang Co. Ltd.**<br>Pohang South Korea | **995**<br>510<br>2 046 | KR | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7819)<br>70,21 5,052<br>65,03 11,02 5,62<br>F 10,4 1 dk | **M General Cargo**<br>G.2 088<br>1 Ha (35,7 × 6,4)<br>Der 2(5) | Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 104kW 225V a.c.<br>10,5kn |
| 5098715<br>D8NT<br>BM22<br>055<br>Esd Rdr<br>RTv | **CHUN KYUNG**<br>ex Eiko Maru-72<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **1 241**<br>602<br>1 852 | KR | **1962** Sanoyasu Dockyard Co. Ltd.—Osaka (198)<br>70,80 11,21 4,990<br>64,98 11,18 5,69<br>P 24,1 F 10,1 1 dk | **M General Cargo**<br>1 Ho 37,1 ER<br>G.2 074 B.1 907<br>1 Ha (28,7 × 5,4) ER<br>6W Der 4(12) | Oil 4SA 6Cy. 400 × 580<br>1 300bhp (956kW)<br>Kinoshita Tekkosho Akashi<br>Gen 2 × 21kW 115V d.c.<br>Fuel 116,0t (hvf)<br>11,5kn |
| 7326192<br>BOKH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN LIN**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 286**<br>3 039<br>—<br>**9 706**<br>5 588<br>13 427 | ✠ | **1973**-12 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (264)<br>160,33(BB) 21,85 —/9,430<br>148,01 21,80 12,27<br>F 14,7 2 dks, pt 3rd dk<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 19,5 26,9 26,9 ER 17,2<br>In.190<br>5 Ha (stl) (10,5 × 5,0) (12,8 18,7 18,7 × 8,0) ER (7,3 × 8,0)<br>16W Der 1(150) 8(12) 8(5) | Oil 2SA 6Cy. 780 × 1550<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 178,0t (d.o.) 446,0t (hvf)<br>19,25kn |
| 7902520<br>D8MN<br>BM11<br>170<br>Df Esd<br>Gc Rdr<br>RT | **CHUN MUN**<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **1 592**<br>926<br>2 622 | KR | **1979** Dae Sun SB. & Eng. Co. Ltd.—Busan (215)<br>82,66 5,292<br>76,00 12,20 6,20<br>P 23,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 235 B.3 066<br>2 Ha (stl) (11,9 24,0 × 6,1) ER<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Japan<br>Gen 2 × 144kW 445V a.c.<br>13,75kn |
| 8121123<br>D7WD<br>Df Esd<br>Gc Rdr<br>RT | **CHUN NA**<br>**Chun Kyung Shipping Co. Ltd.**<br>South Korea | **1 999**<br>1 227<br>3 488 | KR (Class cont.) | **1982** Dae Sun SB. & Eng. Co. Ltd.—Busan (263)<br>91,12 13,59 5,601<br>6,81<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.4 505 B.4 346 | Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW) Hanshin<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>13kn |
| 6808856<br>D8TJ<br>BM35<br>819<br>Esd Gc<br>Rdr RT | **CHUN RI**<br>ex Ju Heang No. 11-75<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **501**<br>259<br>738 | KR | **1968** Korea SB. & Eng. Corp.—Pusan<br>52,51 8,64 3,831<br>47,99 8,62 4,25<br>1 dk | **M General Cargo**<br>G.1 164 B.1 018<br>2 Ha (each 9,9 × 4,7) ER<br>Der 4(3) | Oil 4SA 6Cy. 290 × 430<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 17,5kW 115V a.c.<br>10kn |
| 7418127<br>D8VV<br>BM38<br>119<br>Df Rdr<br>RT | **CHUN SU**<br>ex New Keumshin-79<br>ex Silver Dragon<br>**Chun Kyung Shipping Co. Ltd.**<br>Busan South Korea | **791**<br>439<br>1 236 | KR | **1974** Shin Ah SB. Co.—Chungmu (103)<br>65,00 4,001<br>59,01 9,30 4,75<br>P 18,9 B 6,8 F 7,7 1 dk | **M General Cargo**<br>G.1 485 B.1 424<br>1 Ha (30,6 × 5,0) ER<br>Der 2(5) | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 2 × 24kW 220V a.c.<br>12kn |

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|---|---|---|---|---|---|---|---|
| **7115402**<br>H3MS<br>5466<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN SUN**<br>ex Kyoyo Maru<br>**Ciero Naviera S.A.**<br>Chun Ri Shipping Co. Ltd.<br>Panama Panama | **3 041**<br>1 941<br>5 256 | KR (NK) | **1971** Kurinoura Dock K.K.—Imabari (85)<br>97,90 15,04 6,351<br>90,99 15,02 7,62<br>P 20,5 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 794 B.6 247<br>2 Ha (stl) (24,8 26,0 × 7,4) ER<br>Der 3(15) 1(10) | Oil 4SA 6Cy. 460 × 740<br>3 100bhp (2 280kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 120kW 110V a.c.<br>Fuel 484,5t-10,0pd | Kobe<br>12kn |
| **5343366**<br>D9AI<br>IM2304<br>Df Esd<br>Gc Rdr<br>RT | **CHUN SUNG**<br>ex Mizuki Maru-68<br>ex Suisei Maru-66<br>**Cho Yang Shipping Co. Ltd.**<br>Inchon South Korea | **3 418**<br>2 082<br>5 340 | KR NK | **1958** Sanoyasu Dockyard Co. Ltd.—Osaka (157)<br>102,39 15,07 6,452<br>95,99 15,02 7,80<br>P 23,5 F 11,9 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.7 006 B.6 576<br>3 Ha (11,2 11,5 25,5 × 6,5) ER<br>11W Der 6(10) 2(5) | Oil 2SA 7Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Mitsubishi Heavy Ind. Reorg.<br>Gen 2 × 96kW 445V a.c. | Kobe<br>12kn |
| **7225570**<br>D7NW<br>BM38<br>950<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN UNG**<br>ex Sanryo Maru-76<br>**Chin Hung Shipping Co. Ltd.**<br>Busan South Korea | **3 944**<br>2 317<br>7 408 | KR (NK) | **1972** Kurinoura Dock K.K.—Imabari (91)<br>109,05 17,05 7,087<br>101,81 17,00 8,62<br>P 23,8 B 7,1 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.9 131 B.7 864<br>2 Ha (stl) (27,4 28,0 × 8,5) ER<br>Der 4(15) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 160kW 445V a.c.<br>Fuel 743,5t-19,0pd | Kobe<br>14,5kn |
| **7631913**<br>6NHF<br>BS-A-964<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN YANG No. 101**<br>**The Bank of Seoul & Trust Co. Ltd.**<br>Busan South Korea | **394**<br>204<br>— | KR | **1975** Korea Tacoma Marine Industries Ltd —Masan<br>52,61<br>47,27 8,41 3,81<br>P 22,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.528<br>3 Ha (1,0 × 1,2) (1,6 1,6 × 1,6) ER | Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 176kW 225V a.c. | Osaka<br>12kn |
| **7631925**<br>6NHG<br>BS-A-965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN YANG No. 102**<br>**The Bank of Seoul & Trust Co. Ltd.**<br>Busan South Korea | **394**<br>204<br>— | KR | **1975** Korea Tacoma Marine Industries Ltd —Masan<br>52,61<br>47,27 8,41 3,81<br>P 22,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.528<br>3 Ha (1,0 × 1,2) (1,6 1,6 × 1,6) ER | Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 176kW 225V a.c. | Osaka<br>12kn |
| **7631937**<br>6NHH<br>BS-A-966<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUN YANG No. 103**<br>**The Bank of Seoul & Trust Co. Ltd.**<br>Busan South Korea | **394**<br>204<br>— | KR | **1975** Korea Tacoma Marine Industries Ltd —Masan<br>52,61<br>47,27 8,41 3,81<br>P 22,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.528<br>3 Ha (1,0 × 1,2) (1,6 1,6 × 1,6) ER | Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 176kW 225V a.c. | Osaka<br>11,75kn |
| **6727882**<br>6MNV<br>JS4460<br>-A-166<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CHUN YONG No. 3**<br>ex Seo Kwang No. 5-82<br>ex Il Woo No. 15-81<br>ex Hinode Maru No. 52-73<br>**Chun Yong Fisheries Co. Ltd.**<br>Yeo Su South Korea | **252**<br>135<br>— | KR | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (760)<br>45,70 7,62 2,998<br>40,54 7,60 3,41<br>P 9,8 B 9,5 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.367<br>2 Ha (1,0 × 0,8) (1,6 × 1,4)<br>2W Der 2(1) | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 230V 60Hz a.c.<br>Controllable pitch propeller | Niigata<br>11,25kn |
| **7334814**<br>HO7874<br>2893-<br>PEXT1<br>Df Gc<br>Pfd Rdr<br>RT | **CHUNDO ILHO**<br>ex Y 67<br>**Chundo Corp. (Pte.) Ltd.**<br>Panama Panama | **599**<br>331<br>914 | (AB) | **1945** Florida SB. Corp.—Ojus, Fl (5)<br>9,15 3,410<br>54,82 4,12<br>1 dk<br>rf nil | **TM Tanker**<br>1 Ho 6 Ta ER | 2 Oil 4SA each 6Cy. 228 × 267 sr geared to sc. shafts<br>630bhp (463kW)<br>Cooper-Bessemer Corp.<br>Gen 2 × 60kW<br>Fuel 36,5t (d.o.) | Dominion U.S.A. |
| **5072371**<br>BNFV<br>408 | **CHUNG FU**<br>**Hsin Fu S.S. Co. Ltd.**<br>Keelung China* | **287**<br>196<br>— | | **1942** Kobe Motor Manufacturing Co. —Kobe<br>32,29 6,33 4,268<br>... ... ...<br>1 dk | **M General Cargo** | Oil 2SA 4Cy. 310 × 470<br>Kobe Motor Manufacturing Co. | Kobe |
| **6514962**<br>6NQQ<br>BF38867<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG HAE No. 2**<br>ex Inari Maru No. 28-76<br>**Chung Hae Industrial Co. Ltd.**<br>Busan South Korea | **167**<br>67<br>— | (KR) | **1965** Miho Zosensho K.K.—Shimizu (556)<br>38,18 6,38<br>30,54 6,35 3,10<br>P 12,8 B 5,2 F 3,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.125<br>4 Ha (1,2 1,2 1,2 1,0 × 1,2) | Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata<br>10,25kn |
| **7408524**<br>BDCL<br>5157<br>Df Esd<br>Rdr RT | **CHUNG KANG**<br>**Taichung Harbour Bureau**<br>Keelung China* | **2 561**<br>1 267<br>3 800 | (GL) | **1975** Orenstein & Koppel A.G.—Luebeck (708)<br>85,20 14,53 5,481<br>79,99 14,48 6,99<br>F 10,4 1 dk<br>RW | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 20,0<br>Hopper 3600T<br>Mchy.aft<br>Hopper 2 400<br>1 sandpump | 2 Oil 4SA each 6Cy. 230 × 270<br>4 500bhp (3 310kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 65kW 2 × 230kW 440V a.c. | Mannheim<br>10kn |
| **7925625**<br>Rdr RT | **CHUNG KUNG No. 8**<br>Launched as Bes Engineering No. 8<br>**Bes Engineers Corp.**<br>Keelung China* | **787**<br>492<br>1 311 | | **1980** Taiwan Machy. Mfg. Corp. —Kaohsiung (697)<br>52,71 11,59 4,411<br>47,30 11,51 5,21<br>P 12,5 F 4,3 1 dk<br>rf 102 | **M Stone Carrier**<br>1 Ho 18,1 ER<br>G.805<br>1 Ha (w) (18,1 × 8,3) ER<br>Cr 1(-) | Vee Oil 4SA 16Cy. 159 × 203 with hydraulic coupling<br>1 125bhp (828kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 90kW 480/240V 60Hz a.c.<br>Fuel 28,5t (d.o.) | Peoria, Illinois<br>10,25kn |
| **7925637**<br>Rdr RT | **CHUNG KUNG No. 9**<br>Launched as Bes Engineering No. 9<br>**Bes Engineers Corp.**<br>Keelung China* | **787**<br>492<br>1 311 | | **1980** Taiwan Machy. Mfg. Corp. —Kaohsiung (698)<br>52,71 11,59 4,411<br>47,30 11,51 5,21<br>P 12,5 F 4,3 1 dk<br>rf 102 | **M Stone Carrier**<br>1 Ho 18,1 ER<br>G.805<br>1 Ha (w) (18,1 × 8,3) ER<br>Cr 1(-) | Vee Oil 4SA 16Cy. 159 × 203 with hydraulic coupling<br>1 125bhp (828kW)<br>Caterpillar Tractor Co.<br>Gen 2 × 90kW 480/240V 60Hz a.c.<br>Fuel 28,5t (d.o.) | Peoria, Illinois<br>10,25kn |

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| 6926543<br>HLED<br>104549<br>Df Esd<br>Gc Pfd<br>Rdr | **CHUNG PYUNG**<br>ex Choyo Maru-71<br>**Government of The Republic of South Korea (Office of Supply)**<br>Busan South Korea | **2 546**<br>1 585<br>4 109 | (NK) | **1969** Koyo Dockyard Co. Ltd.—Mihara (527)<br>92,92 13,42 6,046<br>86,01 13,39 6,91<br>P 20,5 F 8,3 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 271 | Oil 2SA 6Cy. 420 × 700<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 420,5t 12kn |
| 6821250<br>D7SY<br>BM49<br>052<br>Df Esd<br>Gc Rdr<br>RT | **CHUNG RYONG**<br>ex Genko Maru-74<br>**Yong Shin Shipping Co. Ltd.**<br>Busan South Korea | **2 965**<br>1 791<br>5 219 | KR (NK) | **1968** Kurushima Dock Co. Ltd.—Imabari (381)<br>97,21 15,63 6,516<br>90,00 15,60 7,78<br>P 21,7 B 6,1 F 11,0 1 dk, pt 2nd dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 527 B.6 314<br>2 Ha (stl) (25,5 25,9 × 7,1) ER<br>Der 2(15) 2(10) | Oil 4SA 6Cy. 470 × 820<br>3 200bhp (2 354kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 132kW 445V a.c.<br>Fuel 446,0t-11,0pd 12kn |
| 7626841<br>D7YE<br>UM28<br>990<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG RYONG No. 1**<br>ex Hyundai No. 109<br>ex Hoko Maru No. 6<br>**Hyundai Construction Co. Ltd.**<br>Ulsan South Korea | **1 523**<br>506<br>1 741 | KR (NK) | **1976** Miyoshi Zosen K.K.—Uwajima (230)<br>72,40 5,385<br>64,80 13,01 6,00<br>F 36,3 1 dk | **TM Tug**<br>Salvage | 2 Oil 4SA each 6Cy. 540 × 860<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 280kW 445V a.c.<br>13,75kn |
| 6406531<br>HLVA<br>BM11<br>090<br>Rdr RT | **CHUNG RYONG No. 1**<br>**Dong Yang Shipping Corp.**<br>Kin Man Soo<br>Busan South Korea | **368**<br>260<br>— | | **1963** Korea SB. & Eng. Corp.—Pusan<br>46,92 7,42 2,794<br>42,02 7,40 3,81<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>Hanshin Nainenki Kogyo Kobe |
| 7626853<br>D7YF<br>UM28<br>973<br>Df Esd<br>Gc Rdr<br>RT | **CHUNG RYONG No. 2**<br>ex Hyundai No. 110-79<br>ex Hoko Maru No. 7<br>**Asia Merchant Marine Co. Ltd.**<br>Ulsan South Korea | **1 503**<br>497<br>1 825 | KR (NK) | **1977** Miyoshi Zosen K.K.—Uwajima (233)<br>72,40 5,373<br>64,83 13,01 6,02<br>F 36,3 1 dk | **TM Tug**<br>Salvage | 2 Oil 4SA each 8Cy. 400 × 520<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 280kW 445V a.c.<br>13,5kn |
| 7640263<br>D7YH<br>UM28<br>979<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG RYONG No. 3**<br>ex Hyundai No. 111<br>**Hyundai Construction Co. Ltd.**<br>Asia Merchant Marine Co. Ltd.<br>Ulsan South Korea | **1 486**<br>534<br>1 804 | KR | **1977** Hyundai SB. & Heavy Industry—Ulsan (H38)<br>71,02 13,59 5,665<br>65,00 13,01 6,30<br>F 38,1 1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>Pielstick<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 264kW 445V a.c.<br>14,75kn |
| 8015752<br>D8AF<br>MUM1<br>1618<br>Rdr RT | **CHUNG RYONG No. 12**<br>**Mugho District Marine Transportation Office**<br>Mugho South Korea | **153**<br>41<br>205 | | **1979** Inchon Eng. & SB. Corp.—Inchon (7823)<br>24,72 7,65 2,401<br>22,81 7,51 3,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata |
| 8015764<br>D8AG<br>MUM1<br>1619<br>Rdr RT | **CHUNG RYONG No. 13**<br>**Mugho District Marine Transportation Office**<br>Mugho South Korea | **153**<br>41<br>205 | | **1979** Inchon Eng. & SB. Corp.—Inchon (7824)<br>24,72 7,65 2,401<br>22,81 7,51 3,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata |
| 6525301<br>BVBO<br>2012<br>Df Esd<br>Gc Rdr<br>RT | **CHUNG SHAO**<br>ex Chung Hsieh-74<br>ex Chung Shao-73<br>**Hsin Hsiang Fishery Co. Ltd.**<br>Kaohsiung China* | **356**<br>210<br>— | | **1965** Miho Zosensho K.K.—Shimizu (539)<br>47,50 7,73 2,998<br>42,50 7,70 3,46<br>P 23,5 B 9,2 F 7,7 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>3 Ho 15,0 5,4 3,8 ER<br>In.352<br>5 Ha (1,5 1,5 × 1,5) (1,3 1,3 1,0 × 0,9) ER<br>1W Der 4(1) | Oil 4SA 6Cy. 300 × 440<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 230V 60Hz a.c.<br>Fuel 188,0t 10,5kn |
| 8022353<br>7731<br>Rdr RT | **CHUNG SHIA**<br>ex Tar Shieh-80<br>**China Merchants Steam Navigation Co. Ltd.**<br>Kaohsiung China* | **109**<br>78<br>165 | | **1980** Taiwan Machy. Mfg. Corp. —Kaohsiung (700)<br>26,52 6,02 2,120<br>24,26 6,00 2,52<br>1 dk<br>rf 152 | **TM Crewboat**<br>1 Ho 6,2 ER | 2 Oil 4SA each 6Cy. 135 × 140<br>190bhp (140kW)<br>Isuzu Marine Engine Inc. Ichihara<br>Gen 1 × 10kW 225V 60Hz a.c.<br>9kn |
| 6400329<br>IF2161<br>Df Gc<br>Pfd Rdr<br>RT | **CHUNG YANG No. 1**<br>ex Seiki Maru No. 21<br>**Dae Jin Shipping Co. Ltd.**<br>Inchon South Korea | **290**<br>151<br>— | (KR) | **1963** Yamanishi Zosen K.K.—Ishinomaki (437)<br>45,88 7,68 3,048<br>40,80 7,60 3,51<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>Hanshin Nainenki Kogyo Kobe |
| 5415705<br>6NPM<br>KK0300<br>-A872<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG YANG No. 2**<br>ex Gonei Maru No. 21-73<br>**Dong Soo Co. Ltd.**<br>Inchon South Korea | **292**<br>145<br>— | KR | **1963** Miho Zosensho K.K.—Shimizu (361)<br>47,66 7,73<br>41,00 7,70 3,51<br>P 16,8 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>4 Ha (1,3p&s × 0,9) (1,5 × 0,9) (1,5 × 1,5) ER | Oil 4SA 6Cy. 326 × 460<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 225V a.c.<br>10,5kn |
| 6422676<br>6NPH<br>IF15675<br>Df Esd<br>Gc Rdr<br>RT | **CHUNG YANG No. 3**<br>ex Meisei Maru<br>ex Hoshu Maru No. 18-74<br>**Dae Jin Shipping Co. Ltd.**<br>Inchon South Korea | **242**<br>119<br>— | (KR) | **1964** Kanasashi Zosensho—Unspecified Works, Shimizu (605)<br>43,21 7,57 2,896<br>37,98 7,50 3,38<br>P 18,9 F 5,2 1 dk | **M Fishing**<br>Side-fishing<br>4 Ha (2,0 2,0 × 0,9) (1,2 1,2 × 1,3) ER | Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10,75kn |
| 7355868<br>6MLP<br>BS-A-<br>1860<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG YONG No. 3**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **384**<br>187<br>— | KR | **1974** Dae Sun SB. & Eng. Co. Ltd.—Busan (173)<br>53,65 8,72 3,353<br>47,00 8,67 3,69<br>P 31,1 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>2 Ha (1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW) Akasaka<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 230V a.c.<br>12,75kn |

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| 7355870<br>6LLM<br>BS-A-<br>1882<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG YONG No. 5**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **364**<br>172<br>— | KR | **1974** Dae Sun SB. & Eng. Co. Ltd.—Busan (174)<br>53,65 8,72 3,353<br>47,00 8,69 3,69<br>P 31,1 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft<br>2 Ha (1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 230V a.c. | Yaizu<br>12kn |
| 7643148<br>6NNY<br>BS-A-<br>1120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG YONG No. 6**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **401**<br>202<br>— | KR | **1976** Dae Dong SB. Co.—Busan (148)<br>53,35 8,72 3,331<br>47,02 8,69 3,71<br>P 24,1 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>3 Ha (1,3 1,3 × 0,9) (1,5 × 1,6) ER | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 225V a.c. | Yaizu<br>12,75kn |
| 7643150<br>6NNZ<br>BS-A-<br>1121<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG YONG No. 7**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **401**<br>202<br>— | KR | **1976** Dae Dong SB. Co.—Busan (149)<br>53,35 8,72 3,350<br>47,02 8,70 3,71<br>P 24,1 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>3 Ha (1,3 1,3 × 0,9) (1,5 × 1,6) ER | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 225V a.c. | Yaizu<br>12,75kn |
| 8015520<br>H8MJ<br>1017<br>2-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUNG YONG No. 8**<br>**Todd Ltd. Corp.**<br>Dae Rim Fisheries Co. Ltd.<br>Panama Panama | **495**<br>283<br>— | KR | **1980** Dae Dong SB. Co.—Busan (228)<br>55,17 8,64<br>49,00 8,60 4,02<br>P 27,2 F 6,1 1 dk | **M Fishing**<br>Tuna Line-fishing<br>3 Ha (1,3 1,3 × 0,9) (1,5 × 1,6) ER | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 225V a.c. | Yaizu<br>13kn |
| 8033027 | **CHUNG YOU No. 7**<br>**Chinese Petroleum Corp.**<br>Keelung China* | **306**<br>221<br>— | | **1976** Taiwan Provincial S.B. Yard —Kaohsiung<br>38,21 9,20 2,961<br>37,01 9,01 3,51<br>1 dk | **M Tank Barge**<br>4 Ta<br>L.(oil) 600 | 2 Oil 4SA each 6Cy. 130 × 150<br>300bhp (221kW)<br>Rolls-Royce Motors Ltd.<br>Gen 1 × 38kW 220V a.c. | Shrewsbury |
| 5072307 | **CHUNG 104**<br>ex LST 656<br>**China People's Steam Navigation Co.**<br>China | **3 327**<br>2 474<br>— | | **1944** ..............U.S.A.<br>99,90 15,27<br>15,22<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship | **TM Landing Ship**<br>Mchy.aft | 2 Oil<br>.............. | |
| 5072333 | **CHUNG 114**<br>ex LST 878<br>**China People's Steam Navigation Co.**<br>China | **3 327**<br>2 474<br>— | | **1944** ..............U.S.A.<br>99,90 15,24<br>15,19<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship | **TM Landing Ship**<br>Mchy.aft | 2 Oil<br>.............. | |
| 5072357 | **CHUNG 127**<br>ex Hwai Yuan ex LST 22<br>**China People's Steam Navigation Co.**<br>China | **3 327**<br>2 474<br>2 134 | | **1943** Dravo Corp.—Wilmington, De<br>99,90 15,24<br>15,19<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship | **TM Landing Ship**<br>Mchy.aft | 2 Oil 2SA each 12Cy. 215 × 255<br>General Motors Corp. | Detroit, Mi |
| 5072369 | **CHUNG 128**<br>ex Ling Yuan-58 ex LST 766<br>**China People's Steam Navigation Co.**<br>China | **3 352**<br>2 477<br>— | | **1943** ..............U.S.A.<br>99,90 15,24<br>15,19<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship | **TM Landing Ship**<br>Mchy.aft | 2 Oil each 16Cy.<br>.............. | |
| 8032982 | **CHUNG 203**<br>**Taichung Harbour Bureau**<br>Taichung China* | **531**<br>391<br>— | | **1981** Taiwan Machy. Mfg. Corp. —Kaohsiung<br>49,26 10,04 2,801<br>46,51 10,00 3,61<br>B 5,8 1 dk | **TM Red Mud Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 135 × 140<br>560bhp (412kW)<br>Isuzu Eng. Works<br>Gen 1 × 15kW 220V a.c. | Japan<br>5kn |
| 7517480 | **CHUNG 401**<br>**Taichung Harbour Bureau**<br>Kaohsiung China* | **110**<br>38<br>— | | **1975** Fong Kuo S.B. Co. Ltd.—Kaohsiung<br>25,30 6,84 2,439<br>22,86 6,58 3,05 | **TM Tug** | 2 Oil 2SA each 6Cy. 215 × 215<br>Waukesha Engine Div. Dresser Industries Inc.<br>2 Controllable pitch propellers | Waukesha<br>10,5kn |
| 7737810<br>5640 | **CHUNG 404**<br>ex Takuyo Maru No.3-76<br>**Taichung Harbour Bureau**<br>Taichung China* | **202**<br>55<br>— | | **1973** Jyonan SB. Co. Ltd.—Ube<br>31,70 8,82 2,701<br>28,00 8,01 3,69 | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 1 × 12kW 225V 60Hz a.c. | Ota, Gumma |
| 7737822 | **CHUNG 405**<br>**Taichung Harbour Bureau**<br>Taichung China* | **208**<br>73<br>— | | **1978** Sang Yang Sb. Co. Ltd.—Kaohsiung<br>31,98 9,00 3,010<br>30,66 8,79 3,89<br>B 11,3 1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 68kW 220V 60Hz a.c. | Ota, Gumma<br>12,75kn |
| 7312919<br>Esd Rdr<br>RT | **CHUNG 406**<br>ex Kanda Maru-77<br>**Taichung Harbour Bureau**<br>Taichung China* | **198**<br>58<br>67 | | **1973** Towa Zosen K.K.—Shimonoseki (437)<br>30,48 8,82 2,667<br>26,98 8,79 3,48<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 225V a.c. | Tokyo<br>11,5kn |

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|---|---|---|---|---|---|---|
| 8033015 | **CHUNG 409**<br><br>**Taichung Harbour Bureau**<br>Taichung China* | **201**<br>68<br>— | | **1979** China SB. Corp.—Kaohsiung<br>28,50 8,21 2,610<br>25,00 8,01 3,51<br>1 dk<br>rf 297 | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260<br><br>Niigata Eng. Co. Ltd. Ota, Gumma<br>Gen 2 × 48kW 225V 60Hz a.c.<br>7,75kn |
| 8032944 | **CHUNG 410**<br><br>**Taichung Harbour Bureau**<br>Taichung China* | **202**<br>73<br>— | | **1981** China SB. Corp.—Kaohsiung<br>28,50 8,21 3,510<br>25,00 8,01 3,51<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 200 × 260<br><br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 48kW 225V a.c. |
| 7737731 | **CHUNG 801**<br><br>**Taichung Harbour Bureau**<br>Taichung China* | **175**<br>115<br>— | | **1976** Sang Yang Sb. Co. Ltd.—Kaohsiung<br>31,25 7,78 2,501<br>29,67 7,60 3,00 | **M Water Carrier**<br>Mchy.aft | Oil 2SA 8Cy. 108 × 127<br>300bhp (221kW)<br>General Motors Corp. U.S.A.<br>Gen 1 × 48kW 220V a.c. |
| 7394060<br>JG3439<br>117538<br>Gc Rdr<br>RT | **CHUO MARU**<br><br>**Hojo Kyodo Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **690**<br>457<br>2 134 | | **1974** Sanyo Zosen K.K.—Mukaishima (677)<br>11,43 5,106<br>65,00 11,41 5,26<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6618483<br>JG2105<br>98452 | **CHUO MARU No. 5**<br><br>**Wakamatsu Makado**<br>Tokyo Japan | **223**<br>115<br>339 | | **1966** Kegoya Dock K.K.—Kure (284)<br>31,30 8,23 2,699<br>27,01 8,20 3,00<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (13,4 × 7,0) ER | Oil 4SA 6Cy. 260 × 400<br>350bhp (257kW)<br>Fuji Seisakusho Tateyama<br>9kn |
| 7854424<br>JL2987<br>104082 | **CHUO MARU No. 10**<br>ex Koun Maru No. 8-78<br>ex Iyo Maru No. 12<br>**Chuo Koun K.K.**<br>Kisarazu, Japan<br>Chiba Pref. | **353**<br>221<br>600 | | **1968** Yamanaka Zosen K.K.—Namikata (38)<br><br>47,60<br>42,02 7,70 3,76<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Japan<br>9,5kn |
| 7653454<br>JG2938<br>109831 | **CHUO MARU No. 11**<br><br>**Chuo Koun K.K.**<br>Kisarazu, Japan<br>Chiba Pref. | **496**<br>404<br>1 200 | | **1970** Mitsui Kaiyo—Japan<br>48,70 4,501<br>43,31 11,00 5,52<br>1 dk | **M Sand Carrier** | Oil<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>8,75kn |
| 7854876<br>JK3412<br>107979 | **CHUO MARU No. 15**<br>ex Katsuei Maru<br>**Chuo Koun K.K.**<br>Kisarazu, Japan<br>Chiba Pref. | **248**<br>131<br>400 | | **1970** Iguchi Zosen K.K.—Innoshima<br>36,00 2,901<br>33,00 8,40 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>11kn |
| 7646114<br>JLDF<br>112678 | **CHUO MARU No. 23**<br><br>**K.K. Ohashi Zosen**<br>Tokyo Japan | **498**<br>287<br>1 200 | | **1972** Takao Zosen—Japan<br>54,01 11,03 4,401<br>49,61 11,00 4,50<br>1 dk | **M Sand Carrier**<br><br>2 Ho<br><br>2 Ha (each 10,9 × 7,0) | Oil<br>1 500bhp (1 103kW)<br>Fuji Seisakusho Japan<br>11kn |
| 7854503<br>JJ2463<br>104893 | **CHUO MARU No. 25**<br><br>**Chuo Sangyo K.K.**<br>Kisarazu, Japan<br>Chiba Pref. | **271**<br>165<br>350 | | **1969** Sasaki Zosen K.K.—Kinoe<br>39,50<br>35,01 8,01 3,71<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>10kn |
| 7370430<br>XVZM<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CHUONG DUONG**<br>ex Santa Martina-78<br>**Vietnam Ocean Shipping Co.**<br>Haiphong Vietnam | **7 100**<br>4 756<br>11 857 | <br><br>NK | **1974** Kanda Zosensho K.K.—Kure (186)<br>135,24 20,05 7,916<br>125,00 20,01 10,27<br>P 26,6 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br><br>4 Ho 22,7 21,7 26,2 21,7 ER<br>G.14 815 B.14 267<br>4 Ha (stl) (16,1 15,0 18,7 14,2 × 8,9) ER<br>4W Der 4(15) | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Fuel 1 039,5t (hvf)-19,5pd 12,5kn |
| 6864276<br>UUEL<br>M-22128 | **CHUPA**<br><br>**U.S.S.R.**<br>Kaliningrad U.S.S.R. | **264**<br>77<br>164 | <br><br>(RS) | **1955** ..............U.S.S.R.<br>39,15 7,32 3,139<br>3,69 | **M Fishing**<br><br>2 Ho<br>B.210<br>2 Ha (each 1,7 × 2,1)<br>1W Der 1(2) | Oil 4SA 8Cy. 240 × 360<br>NE 61<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 8,5kn |
| 5072503<br>UYNZ<br>M-26151<br>Df Esd<br>Gc Rdr<br>RT | **CHURKIN**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **5 524**<br>2 448<br>4 230 | <br><br>RS | **1962** Baltic SB. & Eng. Works—Leningrad<br>130,00 16,82 6,690<br>118,01 16,72 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.5 400<br>4 Ha (each 4,4 × 4,4) ER<br>10W Der 1(15) 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>16,5kn |
| 5072515<br>VWQX<br>1032<br>Gc RTv | **CHURNI**<br><br>**Calcutta Port Trust**<br>Calcutta India | **4 582**<br>1 704<br>3 048 | ✠100A1 SS 9/79<br>Indian Coasting service<br>✠LMC<br>EL (x) $2\frac{3}{16}$"SQ<br>FN 2801 | **1961**-5 Simons-Lobnitz Ltd.—Renfrew (812)<br><br>113,42 19,00 5,512<br>106,69 18,90 7,35<br>1 dk<br>RW rf nil<br>6BH WB419t | **TS Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | T 6Cy. (2) 635 (2) 1041 & (2) 1702 × 762<br>4 200ihp (3 089kW)<br>Simons-Lobnitz Ltd. Renfrew<br>4 SB 200lbf/in² (13,8bar) hs1315,5<br>Gen 2 × 120kW 220V d.c.<br>Fuel 711,0t (o.f.) |
| 7535030<br>JL2988<br>104083<br>Rdr | **CHUSEI MARU**<br>ex Tsurukame Maru<br>**Saito Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **626**<br>395<br>1 399 | | **1968** Yamanaka Zosen K.K.—Namikata (42)<br><br>64,52 9,63 4,090<br>60,00 9,61 4,50<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.1 603 B.1 469<br>1 Ha (29,9 × 5,6) ER | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 1 × 25kW 220V a.c.<br>11kn |

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|---|---|---|---|---|---|---|---|
| **5072577**<br>UKWD<br>M-26748<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUVASH**<br>**U.S.S.R.**<br>Kherson U.S.S.R. | **526**<br>—<br>230 | RS | **1959** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B61/06)<br>47,40 9,68 3,601<br>42,80 4,70 | **S Tug**<br>Ice strengthened | C 4Cy. (2) 295 & (2) 690 × 640<br>H. Cegielski | Poznan<br>10,5kn |
| **7804572**<br>JQQR<br>121520<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUYO MARU**<br>**Hachiyo Kisen K.K.**<br>Tokyo Japan | **2 496**<br>1 510<br>4 914 | NK | **1978** Kochiken Zosen—Kochi (674)<br>97,19 6,216<br>89,97 15,51 7,57<br>P 22,3 B 5,8 F 11,0 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.5 861 In.5 005<br>2 Ha (15,0 29,8 × 7,9)<br>Der 2(25) 1(15) | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 165kW 445V a.c. | Yaizu |
| **7124843**<br>JREK<br>109465<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CHUYO MARU No. 21**<br>**Nisshin Gyogyo K.K.**<br>Aomori, Japan<br>Aomori Pref. | **349**<br>188<br>— | | **1971** Yamanishi Zosen K.K.—Ishinomaki (682)<br>54,41 9,05 3,353<br>48,44 9,01 5,87<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 400 × 460<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd.<br>Fuel (d.o.) | Pielstick<br>Niigata |
| **7203508**<br>JREZ<br>109466<br>Df Esd<br>Gc Pfd<br>Rdr RT . | **CHUYO MARU No. 22**<br>**Nisshin Gyogyo K.K.**<br>Aomori, Japan<br>Aomori Pref. | **349**<br>192<br>— | | **1971** Yamanishi Zosen K.K.—Ishinomaki (683)<br>54,41 9,05 3,353<br>48,44 9,00 5,87<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 460<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. | Pielstick<br>Niigata |
| **5244235**<br>HO5763<br>9257-<br>PEXT2<br>Esd Rdr<br>RT | **CHWEESOON**<br>ex Sea Love I-81<br>ex Tropic Fury-80 ex Musi-76<br>**Chweesoon Shipping Co. S.A.**<br>Panama Panama | **987**<br>586<br>1 270 | BV | **1950** Rotterdamsche D.D. Maats. N.V.—Rotterdam (278)<br>67,52 10,72 4,204<br>10,67 4,98<br>P 19,6 B 8,6 F 7,4 1 dk | **M General Cargo**<br>G.1 666 B.1 647<br>2 Ha (each 8,4 × 4,1) ER<br>8W Der 4(4) 4(2) | Oil 4SA 6Cy. 350 × 600<br>550bhp (405kW)<br>Gebr. Stork & Co. N.V.<br>Fuel 51,0t (d.o.) | Hengelo<br>9,25kn |
| **5315709**<br>C4EH<br>373963<br>RT | **CHWINGE**<br>ex Schwinge-74 ex Schwinge I-57<br>ex Ulmbrueder 8-56<br>**R. Taylor (Shipping) Ltd.**<br>Limassol Cyprus | **332**<br>181<br>432 | GL | **1952** H. C. Stuelcken Sohn—Hamburg (792)<br>48,98 7,93 2,312<br>44,99 2,75<br>1 dk<br>RW | **TM General Cargo Barge**<br>1 Ho<br>G.584 B.555<br>2 Ha (10,5 12,2 × 4,4)<br>Der 2(2-3) | 2 Oil 4SA each 6Cy. 250 × 350<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) | Mannheim<br>10kn |
| **7646566**<br>URQL<br>M-32703<br>Df Esd<br>Gc Rdr<br>RT | **CHYORNOYE MORE**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **13 049**<br>7 031<br>11 572 | RS | **1977** "61 Kommunar" Shipyard—Nikolayev<br>172,09(BB) 23,04 8,100<br>160,00 13,75<br>2 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>In.12 207<br>4 Ha (stl) (each 6,4 × 4,5) ER<br>8W Der 8(5) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW)<br>Bryansk Eng. Works | B&W<br>Bryansk<br>18,75kn |
| **5046504**<br>IMCN<br>173<br>Df Esd<br>Pfd RT | **CIANE**<br>ex Le Blizzard-77<br>**Roberto Betindari**<br>Siracusa Italy | **145**<br>67<br>316 | (BV) | **1952** At. & Ch. de la Manche—Dieppe (2810)<br>*31,46* 6,53<br>28,00 6,51 3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ha (0,8 0,8 0,8 × 0,7) (0,8 × 0,6)<br>Der 1(2) | Oil 4SA 6Cy. 270 × 360<br>525bhp (386kW) NE 61<br>Kloeckner Humboldt Deutz<br>Fuel 30,5t (d.o.) | Koeln<br>11,5kn |
| **7049500**<br>WY4390<br>515110 | **CIAPESC I**<br>**Brasea Inc.**<br>Brownsville, Tx United States of America | **131**<br>89<br>— | | **1968** Marine Builders Inc.—Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) | |
| **7047760**<br>WY8091<br>523216 | **CIAPESC II**<br>**Brasea Inc.**<br>Brownsville, Tx United States of America | **130**<br>88<br>— | | **1969** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) | |
| **7408407**<br>EHKD<br>Df Esd<br>Rdr RT | **CIBELES**<br>**Carlos Luis Nespral Rodriguez**<br>Gijon Spain | **231**<br>99<br>241 | BV | **1977** Ast. Gondan—Puerto de Figueras (141)<br>33,30 7,09 3,580<br>29,01 7,00 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW)<br>Cons. Echevarria | Alpha<br>Bermeo<br>11kn |
| **7301427**<br>PP3133<br>Esd RT | **CIBRADEP No. 1**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Itajai Brazil | **107**<br>63<br>— | (GL) | **1973** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (11)<br>24,39 6,23 2,642<br>19,79 6,20 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7314993**<br>PP4632<br>Esd RT | **CIBRADEP No. 7**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Itajai Brazil | **107**<br>63<br>— | (GL) | **1973** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (12)<br>24,39 6,23 2,642<br>19,79 6,20 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7315002**<br>PP4633<br>Esd RT | **CIBRADEP No. 8**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Itajai Brazil | **107**<br>63<br>— | (GL) | **1973** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (13)<br>24,39 6,23 2,642<br>19,79 6,20 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7315014**<br>PP4634<br>Esd RT | **CIBRADEP No. 9**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Itajai Brazil | **107**<br>63<br>— | (GL) | **1973** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (14)<br>24,39 6,23 2,642<br>19,79 6,20 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |

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| 7315026<br>PP4635<br>Esd RT | **CIBRADEP No. 10**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Itajai Brazil | **107**<br>63<br>— | (GL) | **1973** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (15)<br>24,39 6,23 2,642<br>19,79 6,20 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7315038<br>PP4636<br>Esd RT | **CIBRADEP No. 11**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Itajai Brazil | **107**<br>63<br>— | (GL) | **1973** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (16)<br>24,39 6,23 2,642<br>19,79 6,20 3,61<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7312490<br>PP3143 | **CIBRADEP 13**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Brazil | **160**<br>—<br>274 | | **1973** Corena, Metalurgia e Construcoes Navais S.A.—Itajai (P 22/21)<br>31,70 8,23 3,101<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>380bhp (280kW)<br>............<br>Fuel (d.o.) |
| 7312488<br>PP3144 | **CIBRADEP 14**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Brazil | **160**<br>—<br>274 | | **1973** Corena, Metalurgia e Construcoes Navais S.A.—Itajai (P 22/23)<br>31,70 8,23 3,101<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>380bhp (280kW)<br>............<br>Fuel (d.o.) |
| 7315052<br>PP3145 | **CIBRADEP 15**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Brazil | **160**<br>—<br>274 | | **1977** Corena, Metalurgia e Construcoes Navais S.A.—Itajai (PP 22/25)<br>31,70 8,23 3,101<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>380bhp (280kW)<br>M.T.U. Friedrichshafen West Germany<br>Fuel (d.o.) |
| 7315064<br>PP3146 | **CIBRADEP 16**<br>**Companhia Brasileira de Pesca (CIBRADEP)**<br>Brazil | **160**<br>—<br>274 | | **1977** Corena, Metalurgia e Construcoes Navais S.A.—Itajai (P 22/27)<br>31,70 8,23 3,101<br>... ... ...<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>380bhp (280kW)<br>M.T.U. Friedrichshafen West Germany<br>Fuel (d.o.) |
| 5067352<br>HO5236<br>9159-PEXT<br>RT | **CICCIOLINA**<br>ex Cerboli-80 ex Cicciolina<br>**Pepifa Shipping Co. Ltd.**<br>Panama Panama | **299**<br>163<br>451 | RI | **1886** Robert Duncan & Co. Ltd.—Glasgow (226)<br>42,98 7,37<br>41,00 7,32 3,94<br>1 dk<br>R | **TM General Cargo**<br>1 Ho<br>B.615 | 2 Oil 4SA each 6Cy. 210 × 315<br>360bhp (265kW) NE 47<br>S.A. Ansaldo Genova<br>9kn |
| 7700049<br>ZCQV<br>376894<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CICERO**<br>**Container Rentals Ltd.**<br>Fednav Ship Management Ltd.<br>Georgetown Cayman Islands (British) | **5 108**<br>1 780<br>7 132 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL C† 550,0/60,0U2<br>FN 4711 | **1978**-8 Smith's Dock Co. Ltd.—South Bank, Middlesbrough (1338)<br>147,17(BB) 22,53 6,881<br>131,02 22,00 13,95<br>B 12,8 2 dks<br>rf nil<br>1BH to U dk, 4 to 2nd dk WB2659T incl. DTf47T & STs in hold 884T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 440<br>C.Ho 32/20′ C.RoRoDk 234/20′<br>C.Dk 174/20′ | 2 Vee Oil 4SA each 12Cy. 400 × 460 dr geared to sc. shafts<br>14 600bhp (10 739kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 AuxB (ex.g) & htr 10,5kgf/cm² (10,3bar) rcv 7,5kgf/cm² (7,4bar)<br>Gen 3 × 700kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18kn |
| 7221718<br>IQJS<br>97<br>Esd Gc<br>Rdr RT | **CICLAMINO**<br>ex Mazarpesca Secondo<br>**Vito Giacalone**<br>Mazara del Vallo Italy | **199**<br>90<br>— | | **1971** Cant. Nav. M. Morini & C.—Ancona (131)<br>32,64 7,04 3,099<br>7,01 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| 6930647<br>UQK<br>3602<br>Df Esd<br>Gc Rdr<br>RT | **CICLONE**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **585**<br>101<br>565 | RI<br>✠Classed LR until 13/7/79 | **1970**-2 Campanella Cantieri Navali S.p.A.—Savona (53)<br>45,62 11,23 5,157<br>40,24 10,61 5,62<br>F 19,9 1 dk<br>rf 584 | **M Tug**<br>Fire-fighting Salvage | 2 Oil 4SA each 8Cy. 320 × 450 sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 225kW 380V 50Hz a.c. |
| 6422432<br>ILNK<br>464<br>Esd RTm | **CICLOPE**<br>**Bacino di Carenaggio S.p.A.**<br>Trapani Italy | **101**<br>10<br>— | RI | **1964** Gutehoffnungshuette Sterkrade A.G.—Walsum (1005)<br>25,23 7,14 2,464<br>22,00 6,71 3,31<br>1 dk | **M Tug** | Oil 4SA 8Cy. 250 × 350<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 20kW 1 × 12kW 220V d.c.<br>Fuel (d.o.) |
| 6804575<br>IPBP<br>558<br>Df Esd<br>Rdr RT | **CICLOPE SECONDO**<br>**Bacino di Carenaggio S.p.A.**<br>Trapani Italy | **224**<br>40<br>— | RI | **1968** Gutehoffnungshuette Sterkrade A.G.—Walsum (1044)<br>31,02 8,74 3,650<br>28,00 8,69 4,60<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7235927<br>C9NC<br>Esd Rdr<br>RT | **CIDADE DA BEIRA**<br>**Sociedade dos Armadores das Pescas em Mocambique S.a.r.l.**<br>Beira Mozambique | **124**<br>51<br>— | (BV) | **1972** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (01211-1)<br>25,20 6,71 2,299<br>21,72 6,58 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>9kn |
| 5091743<br>PPBC<br>6019<br>Df Esd<br>Gc | **CIDADE DE ALCANTARA**<br>ex Waldemar Pinheiro-80<br>ex Dom Alexandre-67<br>ex Boa Viagem-61<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **4 068**<br>2 716<br>5 380 | BV<br>✠Classed LR until 23/5/80 | **1961**-5 Stocznia Gdanska im. Lenina—Gdansk (B31/214)<br>108,26 14,66 6,649<br>101,05 14,61 8,01<br>P 8,3 B 22,6 F 11,3 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>rf 152 | **M General Cargo**<br>5 Ho<br>G.7 812 B.7 106<br>5 Ha (stl) (12,5 13,2 8,6 9,9 × 6,9) (3,5 × 3,7)<br>9W Der 1(25) 8(5) | Oil 2SA 5Cy. 420 × 900<br>2 750bhp (2 023kW) ✠ NE 7/69<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 245kW 1 × 24kW 230V d.c.<br>Fuel 508,0t (hvf) 12kn |

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| **5208401**<br>PVHX<br>5300<br>Df Esd<br>Gc | **CIDADE DE ARARI**<br>ex Lily-73 ex Pirambu-61<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **4 068**<br>2 716<br>5 575 | BV<br>✠Classed LR until 2/66 | **1961**-3 Stocznia Gdanska im. Lenina —Gdansk (B31/212)<br>108,26 14,66 6,649<br>101,05 14,61 8,01<br>P 8,3 B 22,6 F 11,3 1 dk, 2nd dk in Nos. 1, 2 & 3 holds<br>rf 152 | **M General Cargo**<br>4 Ho 19,8 21,7 ER 13,7 13,1<br>G.7 421 B.6 712<br>4 Ha (12,6 13,3 × 7,0) ER (8,6 9,3 × 7,0)<br>9W Der 1(25) 8(5) | Oil 2SA 5Cy. 420 × 900<br>2 750bhp (2 023kW) E made68 fitted—<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 245kW 1 × 24kW 230V d.c.<br>Fuel 508,0t (hvf)<br>12kn |
| **7647261**<br>WYC2<br>990<br>578725 | **CIDADE DE AVEIRO**<br>**Avetro Fishing Corp.**<br>New Bedford, Ma United States of America | **151**<br>103<br>— | | **1976** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*22,80* 7,32<br>3,46<br>1 dk | **M Fishing** | Oil<br>720bhp (530kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7433359**<br>PUQU<br>Df Esd<br>Gc Rdr<br>RTh | **CIDADE DE BELEM**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **14 960**<br>6 784<br>15 429 | BV | **1979** Industrias Reunidas Caneco S.A.—Rio de Janeiro (214)<br>146,01 21,24 8,881<br>136,02 21,21 11,82<br>P 27,2 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.18 639 HeCls. B<br>4 Ha (stl) (12,9 17,3 17,3 17,3 × 9,9) ER<br>Cr 4(10) | Oil 2SA 8Cy. 450 × 900<br>7 050bhp (5 186kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>14kn |
| **7044146**<br>PPEQ<br>6623<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIDADE DE CAXIAS**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **3 505**<br>1 673<br>3 698 | BV<br>✠Classed LR until 7/4/77 | **1972**-3 Industrias Reunidas Caneco S.A. —Rio de Janeiro (187)<br>101,00 13,80 5,500<br>93,00 13,77 6,99<br>P 24,4 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 27,2 3 Ho/Ta 15,6 9,7 9,7 ER<br>G.4 531 L.2 376<br>7 Ha (stl) (17,5 × 6,0) (4,8 4,8 × 2,9) (3,8 3,8 3,8 3,8 × 3,7) ER<br>Cr 2(5) Der 2 | Oil 4SA 6Cy. 520 × 740<br>2 590bhp (1 905kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 152kW 450V 60Hz a.c.<br>Fuel 180,0t (hvf)<br>13kn |
| **5242548**<br>PVGV<br>5301<br>Df Esd<br>Gc RTh | **CIDADE DE IMPERATRIZ**<br>ex Mosqueiro-81<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **4 067**<br>2 716<br>5 384 | BV<br>✠Classed LR until 18/4/80 | **1960**-12 Stocznia Gdanska im. Lenina —Gdansk (B31/211)<br>108,26 14,66 6,649<br>101,05 14,61 8,01<br>P 8,3 B 22,6 F 11,3 1 dk, 2nd dk in Nos. 1,2 & 3 holds<br>RW rf 152 | **M General Cargo**<br>4 Ho 19,8 21,7 ER 13,7 13,1<br>G.7 810 B.6 318<br>4 Ha (12,5s 13,3 × 7,0) ER (8,6 9,3 × 7,0)<br>9W Der 1(25) 8(5) | Oil 2SA 5Cy. 420 × 900<br>2 750bhp (2 023kW) ✠ NE 69<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 245kW 1 × 24kW 230V d.c.<br>Fuel (hvf)<br>12kn |
| **7516436**<br>PPKB<br>8467<br>Df Esd<br>Gc Rdr<br>RT | **CIDADE DE ITAPECURU**<br>Launched as Mirosal<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **5 385**<br>3 219<br>8 067 | AB | **1978** Est. EBIN/So S.A.—Niteroi (88)<br>107,57 16,44 7,200<br>100,77 16,41 9,61<br>P 22,0 F 7,4 2 dks<br>rf 140 | **M General Cargo**<br>3 Ho 22,7 24,6 24,6 ER<br>G.9 453 B.8 346<br>TEU 116 C.Ho 88/20' C.Dk 28/20'<br>3 Ha (stl) (14,3 × 8,0) (15,5 × 10,5) (15,5 × 10,5) ER<br>18W Der 2(12) 4(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 230kW 450V 60Hz a.c.<br>Fuel 92,5t (d.o.) 376,5t (hvf)-11,0pd 11,5kn |
| **7413153**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIDADE DE LAGOS**<br>**Pescrul- Sociedade de Pesca de Crustaceos, S.a.r.l.**<br>Olhao Portugal | **288**<br>127<br>250 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 302,5/24,0U1<br>FN 402 | **1982**-8 FOZNAVE, Est. Nav. da Figueira da Foz Lda.—Figueira da Foz (013)<br>36,50 8,59 3,501<br>31,50 8,41 4,12<br>1 dk<br>rf 940 BK 127<br>5BH WBnil | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 160kW 380V 50Hz a.c. 1 × 65kW<br>Controllable pitch propeller |
| **6716601**<br>PPAQ<br>6112<br>Df Esd<br>Gc Rdr<br>RTm/v | **CIDADE DE PINHEIRO**<br>ex Carolina-71 ex Pollux-70<br>ex Achernar-67<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **1 995**<br>1 360<br>3 089 | GL<br>✠Classed LR until 6/12/74 | **1967**-11 EMAQ-Engenharia & Maquinas S.A.—Rio de Janeiro (259)<br>79,13 12,53 5,890<br>73,92 12,50 7,47<br>P 16,8 RFD 8,3 F 6,8 1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br>2 Ho 16,2 15,6 ER<br>G.4 067 B.3 802<br>2 Ha (stl) (each 17,9 × 6,4) ER<br>8W Der 4(10) 4(5) | Oil 2SA 7Cy. 360 × 600<br>1 600bhp (1 177kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 126kW 450V 60Hz a.c.<br>Fuel 186,0t (d.o.)<br>12kn |
| **7393224**<br>PPIM<br>7791<br>Df Esd<br>Gc Rdr<br>RT | **CIDADE DE RIBAMAR**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **3 232**<br>2 181<br>5 199 | BV | **1976** Est. EBIN/So S.A.—Porto Alegre (62)<br>85,30 15,63 7,201<br>80,02 15,60 9,02<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.6 600<br>TEU 102 C. 102/20'<br>3 Ha (stl) (8,7 × 6,8) (15,4 15,4 × 11,2) ER<br>Der 4(12) 1(5) | Oil 2SA 6Cy. 400 × 460 geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Ishikawajima do Brasil Rio de Janeiro<br>Fuel (hvf)<br>11kn |
| **5056755**<br>PUBJ<br>5080<br>Df Esd<br>Gc Pfd<br>Rdr | **CIDADE DE RIO GRANDE**<br>ex Cabo de Sao Roque-81<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **3 939**<br>2 744<br>5 368 | BV<br>✠Classed LR until 30/6/80 | **1959**-12 Stocznia Szczecinska im. A. Warskiego—Szczecin (B55/06)<br>123,93 16,54 7,851<br>112,27 16,50 9,99<br>F 10,4 2 dks<br>rf nil | **M General Cargo**<br>Mchy.aft<br>5 Ho<br>G.10 179 B.9 203<br>5 Ha | Oil 2SA 6Cy. 700 × 1200<br>4 930bhp (3 626kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>15kn |
| **6710322**<br>PPBU<br>5648<br>Df Esd<br>Rdr RT | **CIDADE DE SAO BENTO**<br>ex Sao Bento-71<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **824**<br>382<br>1 100 | BV<br>✠Classed LR until 29/4/77 | **1968**-7 Industrias Reunidas Caneco S.A. —Rio de Janeiro (168)<br>66,86 11,03 4,465<br>62,31 11,00 5,01<br>P 20,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>3 Ho 17,9 8,3 7,7 ER<br>G.736 L.595<br>5 Ha (stl) (10,8 × 5,4) (2,9 2,9 2,9 2,9 × 2,5) ER<br>Cr 1(5) | Oil 4SA 6Cy. 400 × 600<br>1 020bhp (750kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 110kW 225V 60Hz a.c.<br>Fuel (d.o.)<br>12kn |
| **7028128**<br>PPEM<br>6524<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIDADE DE SAO LUIS**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **3 505**<br>1 673<br>3 698 | BV<br>✠Classed LR until 22/4/77 | **1971**-12 Industrias Reunidas Caneco S.A. —Rio de Janeiro (186)<br>101,00 13,80 5,500<br>93,00 13,77 6,99<br>P 24,4 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 27,2 3 Ho/Ta 15,6 9,7 9,7 ER<br>G.4 531 L.2 376<br>7 Ha (stl) (17,5 × 6,0) (4,8 4,8 × 2,9) (3,8 3,8 3,8 3,8 × 3,7) ER<br>Cr 2(5) Der 2 | Oil 4SA 6Cy. 520 × 740<br>2 950bhp (2 170kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 152kW 450V 60Hz a.c.<br>Fuel 180,0t (hvf)<br>13kn |

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|---|---|---|---|---|---|---|
| 7433402<br>PPMC<br>7263<br>Df Esd<br>Gc Rdr<br>RT | **CIDADE DE SAO PAULO**<br>Launched as Jacy Ramos<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **11 188**<br>6 784<br>14 960 | BV | **1979** Industrias Reunidas Caneco S.A.—Rio de Janeiro (212)<br>146,01 24,24 8,711<br>136,02 24,21 11,82<br>P 27,2 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.18 639 HeCls. B<br>4 Ha (stl) (12,8 17,3 17,3 17,3 × 9,9)<br>Cr 4(10) | Oil 2SA 8Cy. 450 × 900<br>7 050bhp (5 186kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 3 × 310kW 450V 60Hz a.c.<br>14kn |
| 7383248<br>PPJI<br>7873<br>Df Esd<br>Gc Rdr<br>RT | **CIDADE DE TUTOIA**<br>**Companhia de Navegacao do Norte (CONAN)**<br>Sao Luis de Maranhao Brazil | **3 232**<br>2 181<br>5 200 | BV | **1977** Est. EBIN/So S.A.—Porto Alegre (64)<br>86,16 15,63 7,201<br>80,02 15,60 9,02<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.6 600<br>TEU 102 C. 102/20'<br>3 Ha (stl) (8,7 × 6,8) (15,4 15,4 × 11,2) ER<br>Der 2(12) 1(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Ishikawajima do Brasil Brazil<br>11kn |
| 6708692<br>CSBS<br>1364<br>Df Esd<br>Pfd Rdr<br>RT | **CIDLA**<br>**Sacor Maritima Ltda.**<br>Lisboa Portugal | **1 844**<br>905<br>1 851 | BV | **1968** Est. Nav. de Viana do Castelo—Viana do Castelo (73)<br>82,71 13,34 4,649<br>76,48 13,30 5,47<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>4 Ta (C.mn.stl) ind spherical vert ER<br>L.(gas) 2 481 | Oil 4SA 8Cy. 400 × 600<br>2 140bhp (1 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 178,0t (hvf)-8,0pd 13kn |
| 7029017<br>SQAB<br>Df Esd<br>Gc Rdr<br>RT | **CIECHANOW**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **2 416**<br>1 102<br>3 608 | PR | **1970** G. Dimitrov Shipyard—Varna (266)<br>95,97 13,75 5,662<br>89,01 13,70 6,76<br>1 dk | **M General Cargo**<br>Str. ore cargoes Ice strengthened<br>3 Ho ER<br>G.4 818 B.4 146<br>3 Ha (stl) (11,8 × 6,6) (16,4 16,4 × 8,4) ER | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 200kW 2 × 120kW 400V a.c.<br>Fuel 328,0t (d.o.)-7,5pd 13kn |
| 7016993<br>SPXY<br>Df Esd<br>Gc Rdr<br>RT | **CIECHOCINEK**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | T.Mk<br>**1 159**<br>505<br>1 434<br>**1 974**<br>990<br>1 904 | PR | **1970** Santierul Naval Turnu-Severin—Turnu-Severin (3926)<br>85,91 12,40 4,496/5,100<br>12,35 7,04<br>2 dks | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>3 Ho 15,3 18,9 14,5 ER<br>G.3 275 B.3 044 In.392<br>3 Ha (stl) (11,5 14,1 10,2 × 5,0) ER<br>8W Der 8(3) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 120kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-8,0pd 14kn |
| 7410565<br>EHNY<br>Df Esd<br>Gc Rdr<br>RT | **CIEISA CATORCE**<br>**Compania Internacional de Exportacion e Importacion S.A. (CIEISA)**<br>Gijon Spain | **463**<br>237<br>427 | BV | **1978** Ast. Gondan—Puerto de Figueras (122)<br>44,05 4,190<br>38,59 9,30 6,30<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 200bhp (883kW) Alpha<br>Cons. Echevarria Bermeo<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 219,0t (d.o.) 11,5kn |
| 7523611<br>EHHT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIEISA DIEZ**<br>**Compania Internacional de Exportacion e Importacion S.A. (CIEISA)**<br>Vigo Spain | **280**<br>125<br>250 | BV | **1978** Const. Nav. Santodomingo—Vigo (438)<br>29,21 3,720<br>26,24 7,51 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Fuel 115,0t (d.o.) 10,5kn |
| 7523594<br>EHEW<br>Df Esd<br>Gc Pfd<br>Rdr | **CIEISA OCHO**<br>**Compania Internacional de Exportacion e Importacion S.A. (CIEISA)**<br>Vigo Spain | **280**<br>125<br>170 | BV | **1978** Const. Nav. Santodomingo—Vigo (448)<br>29,21 3,720<br>26,24 7,51 5,41<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 115,0t (d.o.) 10,75kn |
| 7410553<br>EHLQ<br>Df Esd<br>Gc Rdr<br>RT | **CIEISA TRECE**<br>Launched as Boquira<br>**Compania Internacional de Exportacion e Importacion S.A. (CIEISA)**<br>Gijon Spain | **463**<br>236<br>427 | BV | **1978** Ast. Gondan—Puerto de Figueras (121)<br>44,05 4,190<br>38,59 9,30 6,30<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 200bhp (883kW) Alpha<br>Cons. Echevarria Bermeo<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 219,0t (d.o.) 11,5kn |
| 5412674<br>UUV<br>138<br>RT | **CIELO AZZURO TERZO**<br>ex Mozia-75 ex Anna Bini-63<br>ex Anna-54<br>**Marittima Tarantina S.r.l.**<br>Taranto Italy | **148**<br>90<br>— | RI | **1946** S.A. Ansaldo—Genova (880)<br>32,39 6,00 2,566<br>29,80 5,97 2,70<br>RQD 12,2 F 5,8 1 dk | **M Tanker**<br>Water<br>1 Ho 5 Ta ER<br>L.42 | Oil 4SA 6Cy. 215 × 310<br>180bhp (132kW)<br>S.A. Ansaldo Genova<br>Fuel 10,0t 7kn |
| 6622018<br>ICRN<br>855<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CIELO BIANCO**<br>ex Hermes-72 ex Santa Valeria-71<br>**d'Amico Societa di Navigazione S.p.A.**<br>Palermo Italy | **51 579**<br>31 605<br>87 364 | RI (AB)<br>✠Classed LR until 29/4/77 | **1967**-3 C.R.D. Adriatico—Monfalcone (1897 a)<br>253,75(BB) 39,02 14,079<br>237,68 38,93 18,83<br>P 46,1 F 25,0 1 dk<br>RW rf nil | **M Ore/Oil Carrier**<br>9 Ho 12 Wing Ta ER<br>G.46 270 L.(oil) 104 700 HeCls. B<br>9 Ha (each 12,2 × 12,1)<br>Cr 1(10) 2(7) | Oil 2SA 10Cy. 900 × 1600<br>21 000bhp (15 447kW) Fiat<br>C.R.D. Adriatico Trieste<br>Gen 1 × 960kW 2 × 500kW<br>Fuel 380,0t (d.o.) 4 340,0t (hvf)-75,0pd 16kn |
| 7046376<br>IMVD<br>982<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CIELO DI GENOVA**<br>ex Troll River-79<br>**d'Amico Societa di Navigazione S.p.A.**<br>Palermo Italy | **21 912**<br>11 888<br>— | RI<br>✠LR class withdrawn 12/3/82 | **1971**-6 Brodogradiliste "3 Maj"—Rijeka (541)<br>183,45(BB) 26,88 11,380<br>173,11 26,80 16,01<br>F 16,2 1 dk<br>rf nil conv Bulk Carrier 77 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>pt higher tensile steel<br>6 Cell.Ho 9,9 24,0 24,0 24,0 24,0 24,0 ER<br>G.36 846 B.35 527<br>11 Ha (stl) ER<br>Cr 6(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 2 263,5t (hvf) 16,5kn |
| 7026857<br>IBVN<br>974<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CIELO DI NAPOLI**<br>ex Team Astwi-79<br>Launched as Astwi<br>**d'Amico Societa di Navigazione S.p.A.**<br>Palermo Italy | **18 764**<br>11 134<br>32 737 | NV RI | **1970** Horten Verft A/S—Horten (169)<br>170,67(BB) 25,94 11,367<br>163,07 25,91 15,30<br>F 15,0 1 dk<br>rf 76 | **M Tanker**<br>Chemical<br>32 Ta ER<br>L.41 938 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>Gen 3 × 410kW 440V 60Hz a.c.<br>Fuel 155,5t (d.o.) 2 095,0t (hvf)-43,0pd 15,5kn |

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|---|---|---|---|---|---|---|---|
| 7351238<br>IBVR<br>453<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CIELO DI ROMA**<br>**d'Amico Societa di Navigazione S.p.A.**<br>Cagliari Italy | **18 764**<br>11 134<br>29 922 | RI<br>✠Classed LR until 25/11/77 | **1974**-10 Italcantieri S.p.A.—Castellammare di Stabia (4285)<br>171,58(BB) 25,96 10,935<br>161,55 25,89 14,46<br>P 17,1 F 15,3 1 dk<br>rf nil | **M Tanker**<br>20 Ta ER<br>L.(oil) 37 308 HeCls. BC | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Soc. Esercizio Bacini<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 1 514,0t (hvf)-41,5pd | GMT<br>Genova<br>15.5kn |
| 7332543<br>IBVS<br>457<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIELO DI SALERNO**<br>**Societa Petrolifera Sarda**<br>Cagliari Italy | **18 161**<br>10 845<br>29 912 | RI<br>✠Classed LR until 11/11/77 | **1974**-11 Italcantieri S.p.A.—Castellammare di Stabia (4284)<br>171,61(BB) 25,96 10,935<br>161,55 25,91 14,48<br>P 17,1 F 15,3 1 dk<br>rf nil | **M Tanker**<br>20 Ta ER<br>L.(oil) 37 308 | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW)<br>Grandi Motori Trieste<br>Gen 2 × 600kW 450V 60Hz a.c. | Trieste<br>15.5kn |
| 5098478<br>ICCR<br>742<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CIELO ROSSO**<br>ex Eidsfoss-68<br>**Societa Internazionale di Navigazione per Azioni**<br>d'Amico Societa di Navigazione S.p.A.<br>Palermo Italy | **13 317**<br>7 876<br>20 016 | RI (NV) | **1959** Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (496)<br>170,69 21,95 9,640<br>163,73 21,90 12,22<br>P 41,2 B 15,6 F 22,6 1 dk | **M Tanker**<br>27 Ta ER<br>L.(oil) 27 086 HeCls. BC | Oil 2SA 7Cy. 750 × 1600<br>8 200bhp (6 032kW)<br>Gebr. Stork & Co. N.V.<br>Gen 2 × 300kW 440V 60Hz a.c.<br>1 × 100kW 450V 60Hz a.c.<br>Fuel 1 863,0t (hvf)-28,5pd | Hengelo<br>14.5kn |
| 7101815<br>EFGV<br>1839<br>Df Esd<br>RT | **CIELO Y MAR**<br>**Frederico Ruiz Cayon & Eliseo Gonzalez Vispo**<br>Gijon Spain | **213**<br>67<br>152 | (BV) | **1970** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.102)<br>32,49 7,01 3,436<br>28,50 7,00 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW)<br>Carmelo Unanue | Duvant<br>Zumaya<br>13kn |
| 7944449<br>WYB5<br>727<br>606361 | **CIEN D**<br>**Marvin R. France**<br>Los Angeles-Long Beach, Ca United States of America | **110**<br>75<br>— | | **1972** .............Mobile, Al<br>*20,85* 6,71 3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| 8037865<br>CLYZ<br>Df Esd<br>Gc Rdr<br>RT | **CIENFUEGOS**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **1 969**<br>859<br>2 400 | RNR | **1981** Santierul Naval Turnu-Severin—Turnu-Severin<br>88,75 5,301<br>80,27 12,81 6,71<br>2 dks | **M General Cargo** | Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 150kW 1 × 70kW 400V 50Hz a.c.<br>Fuel 172,5t (d.o.) | Sulzer<br>13.75kn |
| 7111303<br>SQAE<br>Df Esd<br>Gc Rdr<br>RT | **CIEPLICE ZDROJ**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | T.Mk<br>**1 170**<br>506<br>1 439<br>**1 992**<br>996<br>1 909 | PR | **1971** Santierul Naval Turnu-Severin—Turnu-Severin (3931)<br>85,91 12,40 4,496/5,100<br>12,35 7,07<br>2 dks | **M General Cargo**<br>Ref 6bth P<br>Ice strengthened<br>3 Ho 15,3 18,9 14,5 ER<br>G.3 275 B.3 044 In.390<br>3 Ha (stl) (11,5 14,1 10,2 × 5,0) ER<br>8W Der 8(3) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 120kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-8,0pd | Sulzer<br>14kn |
| 6603696<br>EEWF<br>735<br>Gc Rdr<br>RT | **CIERVANA**<br>Launched as J.C.P.-G. 6<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spain | **1 005**<br>516<br>1 623 | ✠Classed LR until 2/70 | **1966**-7 Soc. Espanola de Const. Nav. —Cadiz (122)<br>61,02 11,74 4,058<br>57,99 11,50 4,81<br>RFD 14,1 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A.<br>Gen 2 × 80kW 380V 50Hz a.c. | Cadiz<br>10kn |
| 7627625<br>EHSQ<br>Df Esd<br>Gc Rdr<br>RT | **CIERZO**<br>**Compania Naviera Transoceanica S.A.**<br>Vigo Spain | **3 367**<br>2 483<br>4 940 | BV | **1979** Ast. Construcciones S.A.—Meira (152)<br>106,03 15,02 6,801<br>97,49 14,99 8,51<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.7 718 B.6 811<br>2 Ha (stl) ER<br>Cr 2(10) 2(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>3 900bhp (2 869kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao | Pielstick<br>16kn |
| 5203970<br>HO5218<br>9040-RH<br>Df Esd<br>Rdr<br>RTm/h/v | **CIERZO**<br>ex Laura-80<br>**La Atlantida S.A.**<br>Sonomar Sarl<br>Panama Panama | **587**<br>355<br>1 262 | **✠100A1** SS 5/82<br>**✠LMC**<br>EL k<br>FN 998 | **1959**-3 Terneuzensche Scheepsbouw Mij. N.V.—Terneuzen (77)<br>71,91 9,94 3,671<br>65,74 9,91 5,26<br>1 dk & S dk<br>rf nil len 70<br>Coll BH to S dk 2 to 2nd dk WB360t | **M General Cargo** OSD<br>2 Ho 18,2 28,3 ER<br>G.2 411 B.2 247<br>2 Ha (12,8 22,7 × 5,0) ER<br>Der 1(10) 4(6) | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 20kW 110V d.c.<br>Fuel 865,5t (d.o.) | Mannheim<br>12kn |
| 6403838<br>EDXX<br>8460<br>Df Esd<br>RTm | **CIGALA**<br>**Parada y Pousada S.L.**<br>Vigo Spain | **431**<br>207<br>— | (BV) | **1963** Ast. Construcciones S.A.—Vigo (29)<br>46,11 8,26 4,014<br>40,01 8,21 4,50<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 162,5t (d.o.) | Mannheim<br>11kn |
| 7403768<br>EGLV<br>Df Esd<br>Rdr RT | **CIGALA PRIMERO**<br>ex El Cordelero-75<br>**Cipesca S.A.**<br>Alicante Spain | **158**<br>43<br>— | BV | **1975** Const. Nav. del Sureste S.A. —Alicante (3)<br>28,00<br>23,70 6,38 3,54<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 150 × 150<br>600bhp (441kW)<br>Internacional Diesel S.A.<br>Fuel 60,5t (d.o.) | Baudouin<br>Zumaya<br>10.5kn |
| 7523453<br>EHDT<br>Esd Gc<br>Rdr RT | **CIGALA SEGUNDO**<br>**Cipesca S.A.**<br>Huelva Spain | **187**<br>63<br>160 | BV | **1976** Const. Nav. del Sureste S.A. —Alicante (23)<br>30,99 3,550<br>26,88 7,00 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 870 × 1150<br>702bhp (516kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Fuel 84,5t (d.o.) | Stamford<br>10.5kn |
| 7104465<br>YBRA<br>4161 | **CIGHRA**<br>**P.T. Perusahaan Pelayaran Nusantara Nusatenggara**<br>Jakarta Indonesia | **222**<br>157<br>279 | KI | **1970** P.N. Pabrik Kapal Indonesia (PAKIN) —Djakarta<br>42,02 2,210<br>39,50 7,00 2,72<br>P 8,6 B 8,0 F 6,8 1 dk<br>rf nil | **M Ferry/General Cargo** 30dk P<br>2 Ho each 11,9 ER<br>G.340 B.303<br>2 Ha (each 8,0 × 3,9) ER<br>2W Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 135 × 160 reduction geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 3kW 110V 50Hz a.c.<br>Fuel 10,0t (d.o.) | Koeln<br>9kn |

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| 7712511 | **CIHERANG IV**<br>**P.T. Adiguna**<br>Jakarta Indonesia | **250**<br>—<br>400 | KI (Class cont.) | **1979** P.T. PAKIN ......—Indonesia (643)<br>28,81<br>8,01 3,00<br>1 dk | **M Tank Barge**<br>Water<br>Mchy.aft | Oil 4SA 6Cy. 121 × 152<br>175bhp (129kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Directional propeller |
| 5072773<br>TCCI<br>3032 | **CIKARAN**<br>ex Kurtaran-62 ex Moorstone-51<br>**Muzaffer Taviloglu ve Ortaklari**<br>Istanbul Turkey | **499**<br>284<br>750 | | **1920** Bow, McLachlan & Co. Ltd.—Paisley<br>52,91 8,87 3,601<br>8,82 4,45<br>1 dk<br>R conv Salvage Ship — | **M General Cargo**<br>G.934 B.847 | Oil<br>495bhp (364kW)<br>Russkiy-Diesel Works Leningrad<br>8kn |
| 5368354<br>YTLF<br>Df Esd<br>Rdr RT | **CIKAT**<br>ex Triglav-80<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | T.Mk<br>**3 090**<br>1 606<br>4 969 | ✠**100A1** SS 4/81<br>TwD—veg. oil<br>Str. nav. ice<br>✠**LMC**<br>EL x<br>FN 2742<br>JR | **1954**-6 Brodogradiliste "3 Maj"—Rijeka (1326)<br>119,39 15,22 6,714<br>110,11 15,19 9,71<br>F 25,0 2 dks<br>RW<br>Coll BH to U dk 6 to 2nd dk WB528t | **M General Cargo**<br>5 Ho 14,0 15,2 11,4 ER 14,6 14,0<br>G.8 416 B.7 672<br>5 Ha (7,6 10,5 8,3 × 7,0) ER (8,3 7,7 × 7,0)<br>10W Der 1(25) 1(10) 10(5) | Oil 2SA 7Cy. 720 × 1250<br>4 900bhp (3 604kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>db 71lbf/in² (4,9bar)<br>Gen 4 × 120kW 220V a.c.<br>Fuel 619,0t (d.o.) 16kn |
| 6915922<br>YUCQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CIKOLA**<br>ex Tinnes-78<br>**Splitska Plovidba**<br>Split Yugoslavia | **2 805**<br>1 733<br>4 428 | JR NV | **1969** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (396)<br>95,81 13,92 6,351<br>87,41 13,90 7,88<br>P 18,9 F 11,0 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 30,5 32,6 ER<br>G.5 725 B.5 615<br>2 Ha (each 22,7 × 8,9) ER<br>4W Der 4(5) | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 080bhp (1 530kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 3 × 148,25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 249,0t (hvf) 10kn |
| 7378585<br>A8UE<br>5287<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CILACAP PERMINA SAMUDRA 104**<br>**Daisy Tanker Corp.**<br>Monrovia Liberia | **41 289**<br>29 569<br>84 701 | AB | **1975** Hakodate Dock Co. Ltd.—Hakodate (597)<br>246,87 35,06 14,682<br>236,00 35,01 19,61<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1550<br>23 000bhp (16 918kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15,25kn |
| 5072797<br>ILLF<br>3141<br>RTv | **CILE**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **135**<br>16<br>— | RI | **1958** Cant. del Tirreno—Genova (241 R)<br>27,31 6,94 3,401<br>24,52 6,90 3,81<br>1 dk | **S Tug** | T 3Cy. 340 550 & 890 × 620<br>Cant. Nav. e Off. Meccaniche di Venezia Venezia<br>Gen 1 × 1kW 110V d.c.<br>Fuel (o.f.) 7kn |
| 7345198<br>542øIID<br>RT | **CILIWUNG**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **128**<br>109<br>— | AB | **1974** Robin Shipyard (Pte.) Ltd.—Singapore (135)<br>2,718<br>26,80 7,40 3,36 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 24kW 1 × 12kW a.c.<br>12kn |
| 5072814<br>400266<br>Rdr RTv | **CILL AIRNE**<br>**City of Cork Vocational Education Committee**<br>Cork Irish Republic | **501**<br>165<br>— | ✠Classed LR until 4/74 | **1962**-4 Liffey Dockyard Ltd.—Dublin (182)<br>46,26 12,37<br>43,52 11,89 3,81<br>1 dk<br>RW rf 76 | **TM Tender**<br>1000P | 2 Oil 2SA each 5Cy. 267 × 343<br>860bhp (633kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 60kW 220V d.c.<br>Fuel (d.o.) |
| 7123021<br>H9IG<br>1105<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIMA No. 701**<br>ex Kyoei Maru No. 5-80<br>ex Seisho Maru No. 12<br>**MTG Marine Inc.**<br>Ihn Sung Fisheries Co. Ltd.<br>Panama Panama | **344**<br>177<br>— | KR | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1031)<br>53,22 8,54 3,404<br>46,59 8,51 3,81<br>P 12,8 B 18,0 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft<br>3 Ha (1,0 × 0,9) (1,6 × 1,6) (1,3 × 0,9) | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>11kn |
| 7424229<br>EHCK<br>302<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CIMADEVILLA**<br>**Compania Gijonesa de Navegacion S.A.**<br>Gijon Spain | **3 766**<br>2 176<br>6 237 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL T 1¾"U2<br>FN 2392 | **1976**-11 S.A. Juliana Const. Gijonesa —Gijon (260)<br>108,21(BB) 15,85 6,624<br>100,01 15,80 8,11<br>P 20,8 F 10,4 1 dk<br>rf nil<br>NS 5BH WB2263T incl. DTm520T | **M General Cargo**<br>2 Ho 34,3 32,4 ER<br>G.7 695 B.7 622<br>2 Ha (stl) (each 24,9 × 10,2) ER | Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A. Cadiz<br>db (o.f.) 7kgf/cm² (6,9bar)<br>Gen 2 × 200kW 380V 50Hz a.c.<br>Fuel 36,5t (d.o.) 320,0t (hvf) 13kn |
| 7409449<br>6686øBA<br>RT | **CIMANUK**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **138**<br>39<br>36 | AB | **1975** P.T. Adiguna Shipyard—Jakarta (41)<br>29,11 2,744<br>26,83 7,40 3,36<br>B 6,8 1 dk<br>rf 76 | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260 reverse reduction geared to sc. shaft<br>Niigata Eng. Co. Ltd. Japan<br>Gen 1 × 24kW 1 × 12kW a.c.<br>12kn |
| 5108065<br>ILMQ<br>622<br>Df Pfd<br>Rdr RT | **CIMON**<br>ex Esso Odin-65<br>**I.S.Ma. Impresa Servizi Marittimi di Focacia Geom. Luciano e C. S.a.s.**<br>Venezia Italy | **497**<br>239<br>575 | (RI)<br>✠Classed LR until 8/65 | **1954**-1 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1027)<br>53,95 8,87 3,106<br>49,51 8,84 3,33<br>P 15,0 Trunk 27,2 F 8,3 1 dk<br>RW | **M Tanker**<br>8 Ta ER | Oil 2SA 5Cy. 290 × 500<br>550bhp (405kW)<br>A/S Moller & Jochumsen Horsens<br>Fuel 63,0t 10kn |
| 7647132<br>335<br>Esd Gc<br>Rdr RT | **CIMPENI**<br>**C.F.M.**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1974** Santierul Naval Braila—Braila<br>29,24 8,31 2,490<br>4,32<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.) 12,5kn |
| 7614147<br>YQDZ<br>344<br>Df Esd<br>Gc Rdr<br>RT | **CIMPULUNG**<br>**NAVROM**<br>Constantza Romania | **9 557**<br>2 971<br>12 930 | RNR | **1975** Santierul Naval Galatz—Galatz<br>151,42 19,77 7,930<br>140,44 19,72<br>1 dk | **M Bulk Carrier**<br>Ice strengthened str. ore cargoes<br>5 Ho each 19,5 ER<br>G.8 550<br>5 Ha (stl) (each 14,7 × 9,9) ER | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 320kW 1 × 54kW 400V 50Hz a.c.<br>Fuel 2 029,0t (hvf) 14,75kn |

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| **7732951**<br>WYG7<br>442<br>585371 | **CINCO DE MAYO**<br>**Cinco de Mayo Inc.**<br>Brownsville, Tx United States of America | **113**<br>77<br>— | | **1977** ............Bayou la Batre, Al<br>*21,98*<br>6,79 3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **7007722**<br>EGKT<br>2770<br>Esd Pfd<br>Rdr RT | **CINCO MARU**<br>ex Imperial V-73<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **162**<br>60<br>71 | BV | **1972** Ast. Zamacona S.A.—Bilbao<br>25,91 7,01 2,985<br>22,99 6,99 3,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Fabrica de San Carlos S.A.<br>Fuel (d.o.) | Cadiz<br>10kn |
| **8129761** | **CINDERELLA**<br>**D.M.C. Shipbuilders Inc.**<br>Zamboanga Philippines | **1 038**<br>—<br>2 000 | **100A1**<br>Class Contemplated<br>FN 1073 | **1982** D. M. Consunji—Zamboanga (41)<br>55,22 2,872<br>53,37 16,49 3,61 | **Pontoon**<br>Deck Cargo | | |
| **7706794**<br>YQMT<br>1048<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CINDRELUL**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 119 | RNR | **1977** VEB Volkswerft Stralsund—Stralsund (227)<br>101,48(BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 1 × 560kW 1 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t | MAN<br>Rostock<br>14,5kn |
| **7601736**<br>572033 | **CINDY ANN**<br>**Cindy Ann Joint Venture**<br>Los Angeles-Long Beach, Ca United States of America | **1 156**<br>594<br>— | | **1976** J. M. Martinac SB. Corp.—Tacoma, Wa (206)<br>68,10<br>59,29 12,81 5,59 | **M Fishing**<br>Tuna Seiner | Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. | La Grange |
| **7914535**<br>615595<br>Df Gc<br>Rdr RT | **CINDY BRILEY**<br>**Cindy Briley Inc.**<br>Morgan City, La United States of America | **287**<br>195<br>1 200 | AB | **1979** Halter Marine Inc.—Calumet, La (848)<br>3,395<br>48,77 11,60 3,97<br>F 13,8 1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 75kW a.c. | U.S.A.<br>12kn |
| **5072905**<br>WS9079<br>287890<br>Rdr RT | **CINDY CENAC**<br>**Cenac Towing Co. Inc.**<br>Houma, La United States of America | **174**<br>118<br>— | (AB) | **1962** Main Iron Works Inc.—Houma, La (104)<br>*25,61* 7,37 3,080<br>25,68 7,32 3,48<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 6Cy. 216 × 267<br>White Motor Co.<br>Fuel 63,0t | Springfield, Oh |
| **6421804**<br>315382<br>RTm | **CINDY HARDY**<br>**Vivian Max Hardy**<br>*Launceston, Tas.* Australia | **133**<br>113<br>— | | **1963** B. D. Wilson—Smithton, Tas.<br>*22,13* 6,86<br>6,81<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing<br>3 Ho 3,6 1,8 3,6<br>Der 1(3) | Oil 4SA 8Cy. 140 × 197<br>200bhp (147kW)<br>L. Gardner & Sons Ltd.<br>Fuel (d.o.) | Manchester |
| **7309613**<br>WYZ2<br>850<br>528842<br>RT | **CINDY LOU TWO**<br>ex Capt. J. W. Fanning-78<br>ex Mi Funny Face<br>ex Twilight Zone<br>**W. R. Lambert**<br>Beaufort-Morehead City, NC United States of America | **132**<br>103<br>— | | **1970** Toche Enterprises Inc.—Ocean Springs, Ms<br>*21,55* 7,17<br>3,41<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **7934030**<br>601975 | **CINDY LYNN**<br>**Eugene Johnson**<br>Mobile, Al United States of America | **121**<br>82<br>— | | **1979** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*22,41*<br>6,76 3,38<br>1 dk | **TM Fishing**<br>Stern Trawler | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. | U.S.A. |
| **7736127**<br>588073 | **CINDY MARIE**<br>**William B. Pomeroy Jr.**<br>Tampa, Fl United States of America | **100**<br>68<br>— | | **1977** ............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **7406708**<br>CZ5573<br>369170<br>Df Gc<br>Pfd Rdr<br>RT | **CINDY MOZEL**<br>**J. Mozel Towing & Salvage Ltd.**<br>Vancouver, B.C. Canada | **149**<br>22<br>— | AB | **1975** Vito Steel Boat & Barge Cons. Ltd.—Delta, B.C. (144)<br>23,32 7,32 3,887<br>22,26 4,12<br>F 13,5 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp.<br>Gen 2 × 33kW a.c. | Detroit, Mi<br>11kn |
| **5072931**<br>EGZD<br>Esd RT | **CINTA MURIEL**<br>ex Rio Tambre-53<br>**Dionisia Montenegro Gomez**<br>Las Palmas Spain | **134**<br>88<br>— | | **1942** Hijos de J. Barreras S.A.—Vigo<br>*24,39* 5,80<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 200 325 & 510 × 410<br>180ihp (132kW)<br>Hijos de J. Barreras S.A.<br>Fuel (o.f.) | Vigo<br>9kn |
| **5072955**<br>PDKK<br>7<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CINULIA**<br>**Shell Tankers B.V.**<br>'s Gravenhage Netherlands | **9 094**<br>5 021<br>13 193 | **✠100A1** SS 7/76<br>oil tanker<br>**✠LMC**<br>EL d† 2⅜"SQ<br>FN 4282 | **1955**-4 N.V. Mch. & Schps. P. Smit, Jr.—Rotterdam (610)<br>152,74 18,98 8,332<br>144,79 18,90 10,67<br>P 30,2 B 14,7 F 15,3 1 dk<br>rf 76<br>18BH WB124t | **M Tanker**<br>30 Ta ER<br>L.(oil) 18 155 HeCls. BC | Oil 2SA 5Cy. 740 × 1600<br>4 600bhp (3 384kW)<br>Mch. & Schps.van P. Smit Jr. B.V.<br>WTAuxB 235lbf/in² (16,2bar)<br>AuxB 150lbf/in² (10,4bar)<br>Fuel 793,5t-14,5pd | B&W<br>Rotterdam<br>13kn |
| **8028046** | **CINZIA PAOLETTI**<br>**Pasquale Carlo II**<br>Ancona Italy | **150**<br>48<br>— | RI (Class cont.) | **1982** Cant. Navalmeccanico di Senigallia S.p.A.—Senigallia (59)<br>29,80 (BB) 6,71<br>23,91 3,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho<br>In.72<br>3 Ha (stl) | Oil 4SA 6Cy. 320 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>660bhp (485kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg |

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| 7042071<br>6WMO<br>Df Esd | **CIOSSANE**<br>ex Newebe VI-77<br>**Armement Dakar-Peche**<br>Dakar Senegal | **131**<br>63<br>— | BV | **1970** Ch. Normands Reunis—Courseulles-sur-Mer<br>25,20 6,81 2,302<br>21,72 6,71 3,61<br>1 dk | (19) | **M Fishing**<br>Side Trawler Ref<br>1 Ho | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 9kn |
| 7328308<br>EGGO<br>Df Esd<br>Rdr RT | **CIPI**<br>**CIPI S.A.**<br>Manuel Cidras Rosales<br>Huelva Spain | **270**<br>123<br>— | BV | **1974** Ast. de Huelva S.A.—Huelva<br>37,39 7,32 3,450<br>31,50 7,31 3,92<br>1 dk | | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>870bhp (640kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 133,0t (d.o.) 12,5kn |
| 7331628<br>3FHL<br>3740-73<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 2**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **449**<br>218<br>523 | KR | **1973** Uchida Zosen—Ise<br>55,48 9,05<br>48,98 9,00 3,97<br>P 27,5 F 13,2 1 dk | (730) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>G.1 118 B.629 In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,5kn |
| 7331642<br>3FHO<br>3739-73A<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 5**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **447**<br>219<br>523 | KR | **1973** Uchida Zosen—Ise<br>55,48 9,05 3,683<br>48,98 9,00 3,97<br>P 27,5 F 13,2 1 dk | (732) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>G.1 118 B.629 In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,75kn |
| 7353535<br>3FHP<br>4020-74A<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 6**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **449**<br>218<br>523 | KR | **1973** Uchida Zosen—Ise<br>55,48 9,05 3,671<br>48,98 9,00 3,97<br>P 27,5 F 13,2 1 dk | (733) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>G.1 118 B.629 In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,5kn |
| 7394838<br>3FNB<br>4151-74A<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 7**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Frozen Foods Ltd.<br>Panama Panama | **341**<br>172<br>403 | KR | **1974** Uchida Zosen—Ise<br>50,40 8,36 3,429<br>44,00 8,31 3,61<br>P 23,8 F 8,6 1 dk | (746) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.145<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) ER | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>11,75kn |
| 7394840<br>3FNC<br>6418-76<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 8**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Frozen Foods Ltd.<br>Panama Panama | **344**<br>174<br>403 | KR | **1974** Uchida Zosen—Ise<br>50,40 8,36 3,455<br>44,00 8,31 3,61<br>P 23,8 F 8,6 1 dk | (747) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.145<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) ER | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>11,75kn |
| 7394852<br>3FND<br>6425-76<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 10**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Frozen Foods Ltd.<br>Panama Panama | **344**<br>175<br>404 | KR | **1974** Uchida Zosen—Ise<br>50,40 8,36 3,455<br>44,00 8,31 3,61<br>P 23,8 F 8,6 1 dk | (748) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.145<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) ER | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>11,75kn |
| 7394864<br>3FEM<br>4822-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIPSA No. 11**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Frozen Foods Ltd.<br>Panama Panama | **343**<br>174<br>404 | KR | **1974** Uchida Zosen—Ise<br>50,40 8,36 3,455<br>44,00 8,31 3,61<br>P 23,8 F 8,6 1 dk<br>RW | (750) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.145<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) ER | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>11,75kn |
| 7394876<br>3FOG<br>4767-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIPSA No. 12**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Frozen Foods Ltd.<br>Panama Panama | **343**<br>174<br>404 | KR | **1974** Uchida Zosen—Ise<br>50,40 8,36 3,455<br>44,00 8,31 3,61<br>P 23,8 F 8,6 1 dk<br>RW | (751) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.145<br>2 Ha (1,3 × 1,0) (1,8 × 1,8) ER | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12kn |
| 7353561<br>3FJN<br>4314-74<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 21**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **449**<br>220<br>523 | KR | **1974** Uchida Zosen—Ise<br>55,50 9,10 3,658<br>48,98 9,00 3,94<br>P 27,5 F 13,2 1 dk | (738) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,5kn |
| 7353573<br>3FJM<br>4311-74<br>Df Esd<br>Gc Rdr<br>RT | **CIPSA No. 22**<br>**Cooperativa International Pesquera S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **458**<br>226<br>523 | KR | **1974** Uchida Zosen—Ise<br>55,50 9,10 3,696<br>48,98 9,00 3,94<br>P 27,5 F 13,2 1 dk | (739) | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.201<br>4 Ha (1,3 1,3 1,3 × 0,9) (1,8 × 1,8) ER | Oil 4SA 6Cy. 260 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12,5kn |
| 7507760<br>EHNQ<br>Df Gc<br>Rdr RT | **CIRCOS**<br>**Cia. Hispano-Americana de Offshore S.A.**<br>Santander Spain | **597**<br>213<br>791 | AB | **1978** Astilleros del Atlantico S.A.—Santander<br>41,20 5,492<br>41,15 10,60 5,80<br>1 dk | (207) | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>Sulzer<br>Ast. Espanoles S.A. Spain<br>13,5kn |
| 5051614<br>ICRK<br>290<br>Df Esd<br>Pfd Rdr<br>RTm | **CIRO SECONDO**<br>ex Alppila-71<br>ex Lena Marianne-68<br>ex Bretland-64<br>**Giovanni Palomba**<br>Torre del Greco Italy | **2 898**<br>1 548<br>4 030 | RI<br>✠Classed LR until 9/72 | **1956**-7 Aalborg Vaerft A/S—Aalborg<br>101,78 14,61 5,938<br>94,80 14,56 6,56<br>RQD 58,6 F 9,5 1 dk<br>RW rf 127 | (116) | **M General Cargo**<br>2 Ho 30,1 31,1 ER<br>G.5 951 B.5 623<br>4 Ha (stl) (9,6 × 6,0) (10,9 10,9 10,2 × 8,9) ER<br>4W Der 4(3) | Oil 2SA 5Cy. 500 × 1100<br>3 060bhp (2 251kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 100kW 220V d.c.<br>Fuel (hvf) 14kn |

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|---|---|---|---|---|---|---|
| **5066384**<br>IBGR<br>312<br>Df Esd<br>Pfd Rdr<br>RT | **CIRO TERZO**<br>ex Angeliki H-79<br>ex Persa Lydia-73<br>ex Caudebec U.N. 2-68<br>ex Caudebec-60<br>**Medibulk S.r.l.**<br>Torre del Greco Italy | **2 497**<br>1 292<br>3 743 | BV RI | **1958** Ottensener Eisenwerk A.G.—Hamburg (529)<br>96,70 13,54 6,097<br>88,55 13,50 6,89<br>1 dk<br>RW | **M General Cargo**<br>2 Ha (24,0 23,7 × 8,6) ER<br>Der 8(3-5) | 2 Oil 4SA each 8Cy. 320 × 480 with hydraulic couplings & geared to sc. shaft<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 256,0t 13,75kn |
| **6928711**<br>GNAM<br>338774<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CIROLANA**<br>**Government of The United Kingdom (Ministry of Agriculture, Fisheries & Food)**<br>Grimsby United Kingdom | **1 731**<br>441<br>563 | ✠**100A1** SS 12/78<br>stern trawler<br>Ice Class 2<br>✠**LMC**<br>EL O $1\frac{5}{16}$"U2<br>FN 1373 | **1970**-7 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (454)<br>72,47 14,08 5,030<br>62,49 14,03 7,93<br>B 13,8 F 26,3 2 dks<br>rf 1219<br>5BH to U dk 3 to 2nd dk WB130t | **D-E Research/Fishing**<br>Stern Trawler<br>2 Ho 5,8 7,9 ER<br>5 Ha (stl) (1,0 × 1,2) (1,6 3,0 × 1,5) (2,1 × 1,0) (2,1 × 2,1) ER<br>Der 1(7) 1(5) 2(1,5) | 3 Oil 4SA each 6Cy. 325 × 370 total driving 3 gen. each 700kW 540V a.c. connected to 2 elec. motors each of 1 100shp (809kW) (CC) geared to sc. shaft<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 400kW 1 × 300kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 330,0t (d.o.) 14kn |
| **5238107**<br>FNYB<br>519043<br>Df Esd<br>Gc Rdr<br>RTm/v | **CIRON**<br>ex Redsea Venture-80 ex Pollo-77<br>ex Mobil Apex-69<br>**Societe Maritime de Transports Petroliers (Petromer)**<br>Bordeaux France | **12 476**<br>7 513<br>20 301 | BV (NV)<br>✠Classed LR until 9/1/70 | **1960**-12 A. Stephen & Sons Ltd.—Glasgow (668)<br>167,47 22,66 9,526<br>160,48 22,56 11,89<br>P 45,2 F 19,6 1 dk<br>RW rf 102 | **M Tanker**<br>28 Ta ER<br>L.(oil) 27 238 HeCls. CptB | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW) NE 70 Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 178,0t (d.o.) 840,0t (hvf)-26,5pd 15kn |
| **5323263**<br>H8DU<br>9895<br>-79A<br>Df Esd<br>Gc Rdr<br>RT | **CIRRUS**<br>ex Shinka Maru-79<br>**Cirrus Compania Naviera S.A.**<br>Panama Panama | **2 942**<br>1 580<br>4 390 | NK | **1959** Nippon Kokan K.K.—Shimizu (162)<br>100,59 14,56 6,198<br>93,02 14,51 7,50<br>P 22,9 F 10,1 1 dk | **M General Cargo**<br>3 Ho ER<br>G.5 912 B.5 502<br>3 Ha (9,7 12,6 21,6 × 6,4) ER<br>Der 1(40) 4(15) 1(10) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 90kW 450V a.c.<br>Fuel 234,5t-9,0pd 11,5kn |
| **7739222**<br>WYC6<br>192<br>590337 | **CIRRUS**<br>**White Wave Corp.**<br>New York, NY United States of America | **129**<br>88<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7100536**<br>WC7249<br>259472 | **CIRUS**<br>**Citicorp Leasing Inc.**<br>Juneau, Ak United States of America | **182**<br>151<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>*25,09* 8,11<br>2,65 | **Wood M Fishing** | Oil<br>330bhp (243kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **6906816**<br>ELAN7<br>6907<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CIS BROVIG**<br>**ILC Marine Corp. Ltd.**<br>Th. Brovig<br>Monrovia Liberia | **49 303**<br>39 375<br>107 802 | NV | **1969** Hitachi Zosen—Innoshima (4182)<br>278,04(BB) 39,04 14,510<br>264,22 38,99 19,00<br>B 22,9 F 24,1 1 dk<br>rf 102 | **M Tanker**<br>14 Ta ER<br>L.(oil) 130 028 HeCls. BC<br>Der 2(10) 2(2) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 640kW 2 × 320kW 450V 60Hz a.c.<br>Fuel 215,5t (d.o.) 3 745,0t (hvf)-69,0pd 15,5kn |
| **7530327**<br>HOEV<br>6819<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **CISCO**<br>ex Weelek-81<br>**Kim Crest S.A.**<br>Panama Panama | **3 768**<br>2 681<br>6 516 | AB NK | **1976** Higaki Zosen K.K.—Imabari (176)<br>105,57 16,36 6,817<br>98,58 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 383 B.7 909<br>2 Ha (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 132kW 380V 50Hz a.c. 12,5kn |
| **7647120**<br><br>334<br>Rdr RT | **CISNADIE**<br><br>**NAVROM**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1974** Santierul Naval Braila—Braila<br>29,24 8,31 3,277<br>4,32<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.) 12,5kn |
| **7379216**<br>A8BD<br>4789<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CISSUS**<br>ex Zinnia-75<br>**Regent Zinnia Shipping Inc.**<br>Monrovia Liberia | **18 693**<br>12 767<br>33 529 | AB | **1974** Kanasashi Zosensho—Tsukama Works, Shimizu (1065)<br>182,02(BB) 27,03 10,938<br>170,01 27,01 15,19<br>P 27,5 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 25,1 27,2 21,5 27,2 27,2 ER<br>G.44 766 B.38 251 HeCls. ptB<br>5 Ha (stl) (12,5 16,7 12,8 16,7 16,7 × 11,9) ER<br>15W Der 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 190,5t (d.o.) 2 040,0t (hvf)-41,0pd 15kn |
| **6922913**<br>ILLU<br>2950 | **CISTERNA 3**<br>**Compagnia di Navigazione Cossira S.p.A.**<br>Palermo Italy | **492**<br>281<br>705 | (RI) | **1955** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (20)<br>68,26 9,00<br>66,50 8,97 2,39<br>1 dk | **M Tanker**<br>Oil Chemical<br>14 Ta 1 Ho ER<br>len 68 | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln |
| **6922925**<br>ILLV<br>2947 | **CISTERNA 4**<br>**Societa Navigazione Padana S.r.l. (S.Na.P.)**<br>Palermo Italy | **492**<br>281<br>705 | RI | **1955** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (21)<br>68,26 9,00<br>66,50 8,97 2,39<br>1 dk | **M Tanker**<br>Oil Chemical<br>14 Ta 1 Ho ER<br>len 68 | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln |
| **7517428**<br>HO2992<br>2303-71<br>RT | **CITADEL**<br>ex LCT 4038<br>**Paolo Murri**<br>Panama Panama | **915**<br>530<br>— | (NV) | **1945** Sir Wm. Arrol & Co. Ltd.—Alloa<br>66,15 11,61 1,524<br>66,02<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM RoRo Cargo/Landing Craft** | 4 Vee Oil 4SA each 12Cy. 180 × 195 sr geared to sc. shafts<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen — 220V d.c. |

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| 5073052<br>KSDJ<br>247489<br>Df Esd<br>Gc RT | **CITADEL VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (733)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7409451<br>Rdr RT | **CITANDUI**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **138**<br>39<br>36 | | **1975** P.T. Adiguna Shipyard—Jakarta (42)<br>29,11 2,744<br>26,83 7,40 3,36<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Japan |
| 7409463<br>YCIB<br>Rdr RT | **CITARUM**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **138**<br>39<br>36 | | **1975** P.T. Adiguna Shipyard—Jakarta (43)<br>29,11 2,744<br>26,83 7,42 3,36<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata |
| 7128825<br>FSDR<br>Df Esd<br>Pfd Rdr | **CITE D'ALETH**<br>**Armement Alain Prodhomme**<br>Concarneau France | **162**<br>52<br>183 | BV | **1972** Ch. & At. de la Perriere—Lorient (314)<br>32,87 7,45 3,836<br>28,30 7,28 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 185 × 200<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 64,0t (d.o.) 12kn |
| 6410673<br>XCLA<br>794<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CITLALI**<br>ex Elektra-80 ex Toxon-76<br>ex Arietta Venizelos-72<br>ex Jalta-69<br>**Naviera Mexicana Santa Paula S.A. de C.V.**<br>Manzanillo Mexico | **31 331**<br>21 776<br>63 808 | AB (NV) | **1964** Kieler Howaldtswerke A.G.—Kiel (1115)<br>236,23 32,31 12,631<br>225,36 32,26 16,39<br>1 dk<br>rf 102 | **S Tanker**<br>15 Ta ER<br>L.(oil) 72 519 | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 2 × 700kW 1 × 150kW 450V 60Hz a.c.<br>Fuel 4 633,0t (o.f.)-91,5pd 16kn |
| 6816463<br>LAFR<br>17063<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CITRA**<br>ex Arnholt-78 ex Jolita-71<br>**Fredrik Kvalnes Rederi**<br>Trondheim Norway | T.Mk<br>**299**<br>168<br>785 | GL | **1968** Schiffsw. H. Rancke—Hamburg (213)<br>59,49 10,11 3,322<br>51,92 10,09 6,02<br>F 4,9 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,2 ER<br>G.1 748 B.1 528<br>1 Ha (stl) (27,9 × 6,0) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 59kW 220/380V 50Hz a.c.<br>Fuel 55,0t (d.o.)-4,5pd 12kn |
| 5073210<br>UAN<br>665<br>RT | **CITTA DI ABBAZIA**<br>ex Abbazia-53<br>**Aniello e Giuseppe Aponte**<br>Napoli Italy | **369**<br>136<br>— | RI | **1939** Cant. Nav. del Quarnaro—Fiume (210)<br>54,18 8,51 1,001<br>50,70 8,49 3,54<br>B 11,0 1 dk<br>R conv Ferry — | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 8Cy. 230 × 350<br>1 280bhp (942kW) NE 62<br>S.A. Fiat S.G.M. Torino |
| 5073234<br>UMZ<br>692 | **CITTA DI AMALFI**<br>ex Amalfi A.-53 ex San Rocco<br>**Antonio Bellantonio**<br>Napoli Italy | **332**<br>167<br>— | (RI) | **1940** Cant. Nav. Riuniti—Genova<br>42,98 7,52 1,823<br>40,70 7,50 2,90<br>1 dk | **M RoRo Cargo/Ferry**<br>1 Ho | Oil 2SA 6Cy. 265 × 330<br>1 050bhp (772kW)<br>Cant. Nav. Riuniti Genova<br>12kn |
| 7711177<br>IMPG<br>1337<br>Esd Rdr<br>RT | **CITTA DI AUGUSTA**<br>**'Augustea' Imprese Marittime S.p.A.**<br>Napoli Italy | **199**<br>59<br>— | RI | **1978** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (31)<br>32,11 9,17 3,801<br>28,02 8,49 4,27<br>1 dk | **M Tug**<br>Fire-fighting | Vee Oil 4SA 12Cy. 250 × 300 reverse reduction geared to sc. shaft<br>A/B Bofors Nohab Trollhattan |
| 5073260<br>IBUA<br>44<br>RT | **CITTA DI FANO**<br>ex Aringa-53<br>**Vincenzo Cavarretta**<br>Brindisi Italy | **334**<br>228<br>— | (GL) (RI) | **1924** Deutsche Werft Reiherstiegwerft —Hamburg (69)<br>44,91 7,45<br>42,25 7,40 4,47<br>RQD 23,8 F 7,4 1 dk<br>R conv Side Trawler Fishing 53 | **M General Cargo**<br>1 Ho | Oil 4SA 7Cy. 265 × 410<br>350bhp (257kW) E made45 fitted53<br>S.A. Ansaldo Genova |
| 5073208<br>ILMA<br>887<br>Rdr RT | **CITTA DI ISCHIA**<br>ex Langeland-61<br>**Libera Navigazione Lauro S.a.s.**<br>Napoli Italy | **483**<br>202<br>508 | RI | **1926** Helsingors Jernskibs og Mask'byg —Helsingor (175)<br>*48,07* 9,33 3,277<br>45,83 9,30 4,12<br>R conv Ferry 34<br>conv Rail Vehicles RoRo Cargo/Ferry 61 | **TM RoRo Cargo/Ferry**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 320 × 450<br>2 260bhp (1 662kW) NE 67<br>Kloeckner Humboldt Deutz Koeln |
| 7226378<br>ILNO<br>1808<br>Esd Rdr<br>RT | **CITTA DI LIVORNO**<br>**Antonio e Domenico Sessa**<br>Livorno Italy | **120**<br>44<br>— | | **1972** Cant. Nav. Fratelli Maccioni —Viareggio (3)<br>28,76 6,13 1,982<br>23,42 6,10 3,05<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292<br>540bhp (397kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley |
| 5063681<br>IUCM<br>1200<br>Rdr RT | **CITTA DI META**<br>ex Carisbrooke Castle-74<br>**Societa Campania Regionale Marittima S.p.A. (CA.RE.MAR.)**<br>Napoli Italy | **757**<br>386<br>127 | RI<br>✠Classed LR until 5/63 | **1959**-5 J. I. Thornycroft & Co. Ltd. —Southampton (4183)<br>58,27 12,86 2,131<br>52,58 12,20 3,23<br>P & B 31,1 1 dk<br>RW rf nil | **TM RoRo Cargo/Ferry** 900P<br>Bow door | 2 Oil 2SA each 8Cy. 267 × 343<br>1 800bhp (1 324kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 50kW 220V d.c.<br>Fuel 27,5t (d.o.) 14kn |
| 5073313<br>ICET<br>905<br>Df Esd<br>Gc Rdr<br>RTm | **CITTA DI NAPOLI**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **5 735**<br>3 196<br>1 079 | RI | **1962** "Navalmeccanica" Cant. Nav. —Castellammare di Stabia (631)<br>120,53 16,82 5,408<br>108,36 16,81 7,29<br>2 dks<br>RW | **TM Passenger/General Cargo/Ferry**<br>Ref 461bth 292dk P<br>2 Ho | 2 Oil 2SA each 9Cy. 600 × 800<br>12 600bhp (9 268kW) Fiat<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 4 × 386kW 440V 50Hz a.c.<br>Fuel 299,0t (d.o.)-38,5pd 19kn |

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| **5073325**<br>ICVN<br>906<br>Df Esd<br>Gc Rdr<br>RT | **CITTA DI NUORO**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **5 683**<br>3 105<br>1 222 | RI | **1962** Cant. Nav. Riuniti—Anc (250)<br>120,50 16,84 5,408<br>108,36 16,81 9,71<br>P 7,1 B 10,4 F 48,8 2 dks<br>RW | **TM Passenger/General Cargo/Ferry**<br>Ref 461bth 292dk P<br>2 Ho | 2 Oil 2SA each 9Cy. 600 × 800<br>12 600bhp (9 268kW)<br>S.A. Ansaldo Stab. Mecc. Fiat Genova<br>Fuel 313,0t 19,5kn |
| **6410776**<br>ILFI<br>496<br>Rdr RT | **CITTA DI PIOMBINO**<br>ex Malmo-69<br>**Benito Buono**<br>Cagliari Italy | **495**<br>180<br>288 | RI (GL) | **1964** Jos. L. Meyer—Papenburg (522)<br>56,22 11,03 2,820<br>51,01 11,00 4,12<br>1 dk | **TM RoRo Cargo/Ferry**<br>—dk P | 2 Oil 4SA each 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln |
| **5320912**<br>ILME<br>967<br>RT | **CITTA DI PROCIDA**<br>ex Sesame ex LCT 106<br>**Petrolmare S.r.l.**<br>Napoli Italy | **397**<br>71<br>— | RI (BV) | **1944** .............U.S.A.<br>57,00 11,61 1,410<br>51,57 11,57 1,66<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM Ferry** | 2 Oil 4SA each 12Cy. 178 × 199<br>1 400bhp (1 030kW)<br>Davey, Paxman & Co. Ltd. United Kingdom<br>8kn |
| **5073351**<br>IQXA<br>136 | **CITTA DI QUARTU S. ELENA**<br>ex Monella-62 ex Dankward-36<br>**Edmondo Denotti**<br>Cagliari Italy | **184**<br>99<br>— | (GL) | **1911** J. Frerichs & Co. A.G.—Einswarden (231)<br>34,93 6,58 2,98<br>32,69 6,56<br>RQD 4,3 1 dk<br>R conv Schooner General Cargo — | **M Dredger**<br>1 Ho | Oil 4SA 6Cy. 170 × 240<br>220bhp (162kW) E made64 fitted—<br>F. Arona Voghera |
| **8120480** | **CITTA DI RAVENNA**<br>**S.E.R.S. S.p.A. Societa Esercizio Rimorchi e Salvataggi**<br>Ravenna Italy | **199**<br>54<br>— | RI (Class cont.) | **1982** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona (42)<br>32,21<br>28,02 8,51 4,27<br>1 dk | **M Tug**<br>Fire-fighting | Vee Oil 4SA 12Cy. 250 × 300 sr reverse geared to sc. shaft<br>Nohab Diesel A/B Polar Sweden |
| **5042003**<br>ICSA<br>315<br>Df Esd<br>Gc Rdr<br>RT | **CITTA DI SAVONA**<br>ex Berge Charles-68<br>**Transmarittima Ligure S.R.L.**<br>Savona Italy | **36 708**<br>22 991<br>64 805 | RI (NV) | **1963** Ch. de l'Atlantique—St. Nazaire (A22)<br>242,91 33,46 12,847<br>229,57 33,41 16,36<br>1 dk | **M Tanker**<br>22 Ta ER<br>L.(oil) 75 464 | Oil 2SA 10Cy. 840 × 1800<br>21 000bhp (15 447kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 672kW 440V 60Hz a.c. |
| **7434420**<br>IRFH<br>175<br>Rdr RT | **CITTA DI SIRACUSA**<br>**'Augustea' Imprese Marittime S.p.A.**<br>Siracusa Italy | **213**<br>25<br>— | RI | **1977** Bacino di Carenaggio S.p.A.—Trapani (9)<br>31,02 3,803<br>28,02 8,62 4,68<br>1 dk | **M Tug** | Vee Oil 4SA 8Cy. 300 × 450 reduction geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller |
| **5073404**<br>ILOT<br>779<br>RTm | **CITTA DI TRIESTE**<br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **168**<br>30<br>— | RI | **1955** Cant. Nav. Off. Mecc. di Venezia —Venezia<br>30,03 7,12 4,201<br>27,82 7,09 4,25<br>1 dk<br>RW | **S Tug**<br>Salvage<br>Der 1(1,5) | T 3Cy. 360 580 & 940 × 650<br>Cant. Nav. e Off. Meccaniche di Venezia Venezia<br>Gen 1 × 4kW 110V d.c.<br>Fuel 59,0t (o.f.) |
| **7413983**<br>GUWS<br>366082<br>Pfd Rdr<br>RT | **CITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **499**<br>330<br>880 | **✠100A1** SS 3/81<br>short international voyages<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 708 | **1976**-3 Scheepswerf Bijlholt B.V.—Foxhol (600)<br>56,11 9,89 3,245<br>52,02 9,81 3,79<br>P 11,0 F 6,8 1 dk<br>rf nil<br>NS 3BH WB325T | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 133 B.1 065<br>1 Ha (stl) (28,0 × 5,9) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 28kW 1 × 16kW 1 × 13kW 300/220V 50Hz a.c.<br>Fuel 46,5t (d.o.) 10kn |
| **5309906**<br>SWYL<br>6081<br>Df Esd<br>Gc Rdr<br>RT | **CITY OF ANDROS**<br>ex San Giorgio-76<br>**Fiducia Shipping Co. S.A.**<br>Canopus Shipping S.A.<br>Piraeus Greece | **4 755**<br>2 500<br>1 433 | AB (RI) | **1956** C.R.D. Adriatico—Trieste (1813)<br>111,99 15,55 5,335<br>98,00 15,50 9,61<br>3 dks<br>RW rf 196 conv Ref Passenger/General Cargo 77 | **TM Passenger Ship**<br>276bth P<br>4 Ho<br>In.57<br>4 Ha | 2 Oil 2SA each 7Cy. 600 × 800<br>6 550bhp (4 818kW) Fiat<br>C.R.D. Adriatico Trieste<br>17kn |
| **5347180**<br>P3XC<br>394548<br>Df Esd<br>Gc Rdr<br>RTh | **CITY OF CREMORNE**<br>ex Medi-Sun-81 ex Quiche-80<br>ex Medi-Sun-79 ex Volta Virtue-73<br>ex Medi-Sun-72 ex Breitenburg-71<br>ex Syllum-70<br>**Luzon Navigation Co. Ltd.**<br>Limassol Cyprus | **3 738**<br>2 079<br>6 645<br>**5 733**<br>3 354<br>8 565 | GL | **1959** Kieler Howaldtswerke A.G.—Kiel (1076)<br>126,07 17,25 7,241/8,319<br>117,02 17,23 11,28<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>10P<br>5 Ho 15,0 16,7 19,4 16,9 18,5<br>G.12 515 B.11 379<br>5 Ha (8,7 10,8 9,2 9,2 9,2 × 6,0)<br>16W Der 1(50) 1(25) 2(5-10) 14(3-5) | Oil 2SA 8Cy. 700 × 1200<br>5 340bhp (3 928kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 250kW 380V<br>Fuel 740,0t 15,75kn |
| **5073648**<br>P3KP<br>394222<br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF DUNDEE**<br>ex Dundee-80<br>ex City of Dundee-78<br>**Kilkis Navigation Co. Ltd.**<br>Lifedream Compania Naviera S.A.<br>Limassol Cyprus | T.Mk<br>**4 978**<br>2 524<br>7 989<br>**6 977**<br>3 912<br>9 033 | **✠100A1** CS 10/80<br>side tanks amids—oil FP above 65.5°C. or veg. oil or latex<br>**✠LMC**<br>EL at 2"SQ<br>FN 3609<br>**REPAIRS REQUIRED — CLASS SUSPENDED 1/10/82** | **1961**-5 Caledon SB. & Eng. Co. Ltd. —Dundee (529)<br>132,29 18,06 7,557/8,129<br>123,58 17,99 11,21<br>P 11,9 F 11,9 2 dks<br>RW rf 76<br>Coll BH to U dk 5 to 2nd dk WB1822t | **M General Cargo**<br>4 Ho 24,7 30,4 16,7 19,8<br>G.13 749 B.12 832<br>4 Ha (13,1 × 5,4) (16,7 9,9 7,6 × 6,1)<br>10W Der 4(10) 6(7) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>3 AuxB (2 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel (hvf) 14,75kn |
| **7510896**<br>GXIC<br>377502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CITY OF DURBAN**<br>**Ellerman Lines Ltd. & Charente S.S. Co.**<br>London United Kingdom | **53 790**<br>34 895<br>47 209 | **✠100A1**<br>**✠LMC** UMS<br>**✠Lloyd's RMC**<br>EL Rt 687,5/84,0U3<br>FN 13134 | **1978**-2 A.G. "Weser"—Bremen (1401)<br>258,55(BB) 32,31 13,026<br>248,22 32,26 20,65<br>B & F 246,3 1 dk<br>rf nil<br>8BH WB13488T incl. DTf1340T, Comb. btm & STs in Nos. 3, 5 & 6 holds 9686T, STs in No. 5 hold 832T | **TM Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>7 Cell.Ho 14,4 27,8 33,9 27,8 34,1 ER 28,4 34,4<br>In.49 280<br>TEU 2436<br>C.Ho 1780/20' C.Dk 656/20' incl 941 ref C.<br>13 Ha (stl) ER<br>26 Wing Ha (stl) ER | 2 Oil 2SA each 8Cy. 900 × 1600<br>51 360bhp (37 778kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB (o.f.) 9kgf/cm² (8,9bar) hs58,0<br>2 AuxB (ex.g) & rcv 9,5kgf/cm² (9,4bar) rcv 9kgf/cm² (8,8bar)<br>Gen 6 × 1500kW 3300V 60Hz a.c.<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 246,0t (d.o.) 5 635,0t (hvf) 21,5kn |

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| **7306312**<br>GTON<br>359351<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CITY OF EDINBURGH**<br><br>**Bernard Street Holdings**<br>William Thomson & Co. (Ben Line)<br>Leith United Kingdom | **58 284**<br>34 387<br>48 810 | ✠**100A1** SS 3/81<br><br>✠**LMC** **UMS**<br>EL R† 3$\frac{5}{16}$"U3<br>FN 14644 | **1973**-11 Howaldtswerke-Deutsche Werft —Hamburg (57)<br>289,57(BB) 32,34 13,024<br>273,97 32,26 21,19<br>B & F 268,0 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 102 DK fwd<br>NS 9BH to U dk 1 to 2nd dk WB8932T incl. DTf741T Comb. btm & STs in way of No. 3 hold 556T STs in way of Nos. 4 & 6 holds 3288T | **TM Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>9 Cell.Ho 14,7 32,6 29,4 28,8 29,4 29,4 ER 30,0 14,0 14,0<br>TEU 2804<br>C.Ho 1284/20' 332/40' C.Dk 556/20' 150/40'<br>15 Ha (stl)<br>Der 1(1,5) | 2 Oil 2SA each 7Cy. 900 × 1600<br>25 690bhp (18 897kW) ✠ NE 3/81 MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>✠ 2 NWTAuxB(a) 3/81 10kgf/cm² (9,9bar)<br>✠ 2 ne(ex.g) 3/81 15kgf/cm² (14,8bar)<br>Gen 3 × 1700kW 2 × 900kW 440V 60Hz a.c. |
| **7100548**<br>KGTC<br>241896 | **CITY OF EUREKA**<br>ex Pearl Harbor<br>**Richard O. Young**<br>Eureka, Ca United States of America | **105**<br>53<br>— | | **1942** Marine View Boat Works—Tacoma, Wa<br>*22,68* 6,15<br>3,15 | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>White Motor Co. Cleveland, Oh<br>Fuel (d.o.) |
| **7709980**<br>GZOV<br>379965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CITY OF HARTLEPOOL**<br><br>**Container Rentals Ltd.**<br>Ellerman City Liners<br>London United Kingdom | **1 599**<br>1 084<br>4 352 | ✠**100A1**<br>container ship<br>✠**LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2373 | **1979**-5 Appledore Shipbuilders Ltd. —Appledore (A.S.123)<br>104,15(BB) 16,77 5,684<br>96,37 16,51 8,11<br>P 18,6 F 10,4 1 dk<br>rf 102<br>5BH WB2374T incl. DTf75T & STs in holds 1062T | **M General Cargo**<br>Portable guides<br>2 Ho 26,9 40,0 ER<br>G.6 900 B.6 720<br>TEU 300<br>C.Ho 132/20'(40') incl. 50 ref C.<br>C.Dk 168/20'(40')<br>2 Ha (stl) (25,9 39,0 × 12,8) ER | Oil 2SA 3Cy. 580 × 1220<br>5 500bhp (4 046kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 21,5t (d.o.) 506,0t (hvf) 15kn |
| **5075799**<br>SV4037<br>5835<br>Esd Rdr<br>RTm | **CITY OF HYDRA**<br>ex Claymore-76<br>**Andreas & George Kyrtatas**<br>Piraeus Greece | **1 021**<br>431<br>161 | ✠**100A1** SS 4/81<br>Greek Island service<br>✠**LMC**<br>EL (k) 1$\frac{5}{16}$"<br>FN 813 | **1955**-6 Wm. Denny & Bros. Ltd. —Dumbarton (1482)<br>70,21 11,51 2,801<br>55,48 10,67 3,97<br>P & B 39,7 F 12,8 1 dk<br>R rf 152 len 78<br>8BH WB109t incl. DTf19t | **TM Ferry/General Cargo** 500P<br>2 Ho 5,3 2,4<br>G.454 B.414<br>1 Ha (2,5 × 2,8)<br>1W Der 1(7,5) | 2 Oil 2SA each 4Cy. 360 × 600<br>1 200bhp (883kW)<br>Wm. Denny & Bros. Ltd. Dumbarton<br>Gen 3 × 65kW 220V d.c.<br>Fuel 43,5t (d.o.) 12,5kn |
| **5073832**<br><br><br>Df Esd<br>Gc Rdr<br>RTv | **CITY OF LEEDS**<br>ex Leeds-80<br>ex City of Lichfield-78<br>**Ross Navigation Co. Ltd.**<br>Lifedream Compania Naviera S.A. | T.Mk<br>**4 795**<br>2 530<br>7 946<br>**7 012**<br>3 955<br>8 994 | ✠**100A1** CS 4/80<br>side tanks amids—oil FP above 65.5°C or vegetable oil or latex<br>✠**LMC**<br>EL a† 2"SQ<br>FN 3609<br>**DAMAGED BY STRANDING 11/80 — CLASS SUSPENDED** | **1961**-3 Wm. Denny & Bros. Ltd. —Dumbarton (1500)<br>132,19 18,06 7,557/8,129<br>123,58 17,99 11,21<br>P 11,3 F 11,9 2 dks<br>RW rf 76<br>Coll BH to U dk 5 to 2nd dk WB1503t | **M General Cargo**<br>4 Ho 24,7 30,4 16,7 19,8<br>G.13 890 B.12 887<br>3 Ha (stl) (13,1 × 5,4) (9,9 7,6 × 6,1)<br>1 Ha (w) (16,7 × 6,1)<br>10W Der 1(35) 4(10) 6(7) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW) Sulzer<br>Wm. Denny & Bros. Ltd. Dumbarton<br>3 AuxB (2 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel (hvf) 14,75kn |
| **8021517**<br>DGCR<br>13530<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CITY OF LIVERPOOL**<br><br>**Partenreederei m.s. 'City of Liverpool'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | **18 575**<br>12 987<br>25 160 | GL | **1982** Howaldtswerke-Deutsche Werft—Kiel (172)<br>169,27(BB) 25,46 9,964<br>165,00 25,40 15,52<br>P 29,9 B 11,0 F 9,5 1 dk | **M Bulk Carrier**<br>Portable guides<br>Ice strengthened Str. heavy cargoes<br>6 Ho 16,7 30,4comb. 16,0 16,0 30,4comb. 16,7 ER<br>G.37 246<br>TEU 1140<br>C.Ho 712/20' (40') C.Dk 428/20' (40') incl. 32 ref C.<br>8 Ha (stl) (12,7 × 10,3) (12,7 12,7 12,7 12,7 12,7 12,7 12,7 × 20,1) ER<br>Cr 5(25) | Oil 2SA 6Cy. 660 × 1400<br>9 250bhp (6 804kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 746,0t (hvf)-37,0pd 16,5kn |
| **5202275**<br>H2DZ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CITY OF LOBITO**<br>ex Lagos Palm II-81<br>ex Lagos Palm-81<br>**Lifedream Compania Naviera S.A.**<br>Limassol Cyprus | **5 927**<br>2 568<br>8 897 | ✠**100A1** SS 6/77<br>DTsmf—vegetable oil<br>✠**LMC**<br>EL c† 2$\frac{3}{16}$"SQ<br>FN 4090 | **1961**-7 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1980)<br>144,33 19,28 7,646<br>134,12 19,21 11,28<br>P 11,3 F 13,2 1 dk & S dk<br>rf nil<br>Coll BH to S dk 6 to 2nd dk WB2539t | **M General Cargo** OSD<br>Ref 2bth P<br>5 Ho 15,7 18,2 22,0 24,3 21,2<br>G.14 911 B.13 811 In.180<br>5 Ha (6,8 10,9 11,0 10,2 10,2 × 6,1)<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 6Cy. 700 × 2320<br>7 500bhp (5 517kW) Doxford<br>Swan, Hunter & Wigham Richardson Newcastle<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 548,5t (hvf) 16kn |
| **7719038**<br>GYIU<br>389154<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CITY OF LONDON**<br>ex Mentor-81<br>**Ocean Transport & Trading plc**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | T.Mk<br>**10 867**<br>5 544<br>15 479<br>**16 482**<br>8 872<br>21 180 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL H† 605,0/70,0U2<br>FN 6234 | **1980**-7 Scotts' SB. Co. Ltd.—Greenock (750)<br>164,57(BB) 26,07 10,653<br>155,02 26,01 14,20<br>P 32,7 F 25,3 2 dks<br>rf nil<br>8BH WB4005T incl. DTf662T & Comb. btm & STs in holds 2872T | **M General Cargo**<br>5 Ho 14,0 24,3 24,0 24,0 24,8 5 TwD ER<br>G.30 514 B.28 932<br>TEU 795<br>C.Ho 427/20'(40') C.Dk 368/20'(40')<br>9 Ha (stl) (10,7 × 8,5) (19,2p&s × 8,0) (19,2p&s 19,2p&s 19,2p&s × 10,3) ER<br>9W Der 3(35) 5(22) 1(10) | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) Sulzer<br>Scotts' Engineering Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 1000kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 191,5t (d.o.) 1 687,0t (hvf) 18kn |
| **5073894**<br>WD3866<br>240326<br>Df Gc<br>Rdr RTm | **CITY OF MIDLAND 41**<br><br>**Chesapeake & Ohio Railway Co.**<br>Muskegon, Mi United States of America | **3 968**<br>833<br>3 175 | AB | **1941** Manitowoc SB. Corp.—Manitowoc, Wi (311)<br>124,06 17,76 5,681<br>118,32 17,68 7,17<br>B & F 116,2 2 dks<br>R rf 305 | **TS Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 196P | U 10Cy. 635 × 762<br>6 362ihp (4 680kW) Unaflow<br>Skinner Engine Co. Erie, Pa<br>Gen 2 × 500kW 240V 60Hz a.c.<br>Fuel 794,5t (c) 18kn |
| **5073909**<br>WA3708<br>230448<br>Df Esd<br>Rdr RTm | **CITY OF MILWAUKEE**<br><br>**State of Michigan (Department of Highways & Transportation)**<br>Muskegon, Mi United States of America | **2 942**<br>1 488<br>— | AB | **1931** Manitowoc SB. Corp.—Manitowoc, Wi (261)<br>*106,05* 17,12 5,338<br>106,08 17,07 6,56<br>2 dks<br>R | **TS Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 16P | T 6Cy. (2) 521 (2) 864 & (2) 1422 × 914<br>2 700ihp (1 986kW)<br>Manitowoc S.B. Corp. Manitowoc, Wi<br>Gen 2 × 60kW 120V d.c.<br>Fuel 217,5t (o.f.) 14,5kn |
| **6609183**<br>A4DF<br><br>Df Esd<br>Gc<br>RTm/v | **CITY OF MUSCAT**<br>ex Brio-76<br>**The Hamdan Group of Companies**<br>Muscat Oman | **298**<br>202<br>822 | NV | **1966** Trondhjems M/V, Aker Trondelag A/S—Trondheim (612)<br>58,37 10,04 3,449<br>52,91 10,00 5,67<br>P 9,2 1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 38,4 ER<br>G.1 869 B.1 614<br>2 Ha (stl) (8,9 × 6,2) (17,0 × 7,4) ER<br>2W Der 1(5) 1(3) | Oil 4SA 12Cy. 159 × 203<br>800bhp (588kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 81,5t (d.o.) 10,5kn |

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| **5310199** | **CITY OF MYCONOS** | **4 755** | | **1956** C.R.D. Adriatico—Trieste (1812) | **TM Passenger Ship** CSD | 2 Oil 2SA each 7Cy. 600 × 800 | |
| SVYW | ex San Marco-77 | 2 495 | | 111,99 15,55 5,335 | 370bth P | 6 650bhp (4 891kW) | Fiat |
| 6405 | **Odysseas Compania Naviera** | 1 419 | AB (RI) | 98,00 15,50 9,61 | 4 Ho | C.R.D. Adriatico | Trieste |
| Df Esd | **S.A.** | | | B 53,4 F 17,4 2 dks | B.2 199 In.63 | Fuel 313,0t | 17kn |
| Gc Rdr | Canopus Shipping S.A. | | | RW rf 178 conv Ref Passenger/General | 8W Der 1(10) 8(3) | | |
| RT | Piraeus Greece | | | Cargo 79 | | | |

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| **7715393** | **CITY OF OXFORD** | **1 599** | **✠100A1** | **1981**-5 Appledore Shipbuilders Ltd. | **M General Cargo** | Oil 2SA 3Cy. 580 × 1200 | |
| GBYA | | 1 083 | container ship | —Appledore (125) | Portable guides | 5 000bhp (3 678kW) | |
| 390997 | **Ellerman Lines p.l.c.** | 4 336 | **✠LMC** UMS | 104,15(BB) 16,77 5,560 | Mchy.aft | Doxford Engines Ltd. | Sunderland |
| Df Esd | Ellerman City Liners | | EL V 495,0/42,0U3 | 96,37 16,50 8,11 | | AuxB (Comp) 7kgf/cm$^2$ (6,9bar) | |
| Gc Pfd | London United Kingdom | | FN 2372 | P 18,6 F 10,4 1 dk | | Gen 3 × 350kW 440V 60Hz a.c. | |
| Rdr RT | | | | rf 102 | | Thw. thrust propeller fwd | |
| | | | | 5BH WB2268T incl. DTf75T & STs in | | | |
| | | | | holds 1062T | | | 15kn |

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| **7702530** | **CITY OF PERTH** | **1 599** | **✠100A1** | **1979**-2 Appledore Shipbuilders Ltd. | **M General Cargo** | Oil 2SA 3Cy. 580 × 1220 | |
| GZOW | | 1 084 | container ship | —Appledore (A.S.122) | Portable guides | 5 000bhp (3 678kW) | |
| 379845 | **Finance For Shipping Ltd.** | 4 352 | **✠LMC** UMS | 104,15(BB) 16,77 5,684 | 2 Ho 26,9 40,0 ER | Doxford Engines Ltd. | Sunderland |
| Df Esd | Ellerman City Liners | | EL V 495,0/42,0U3 | 96,37 16,51 8,11 | G.6 900 B.6 720 | AuxB (Comp) 7kgf/cm$^2$ (6,9bar) | |
| Gc Pfd | London United Kingdom | | FN 2373 | P 18,6 F 10,4 1 dk | TEU 300 | Gen 3 × 350kW 440V 60Hz a.c. | |
| Rdr RT | | | | rf 102 | C.Ho 132/20'(40') incl. 50 ref C. | Thw. thrust propeller | |
| | | | | 5BH WB2374T incl. DTf75T & STs in | C.Dk 168/20'(40') | Fuel 21,5t (d.o.) 506,0t (hvf) | 15kn |
| | | | | holds 1062T | 2 Ha (stl) (25,9 39,0 × 12,8) ER | | |

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| **5217490** | **CITY OF PIRAEUS** | **547** | | **1953** A. & J. Inglis Ltd.—Glasgow | **TM Ferry** | 2 Oil 2SA each 6Cy. 250 × 420 | |
| SV3643 | ex Maid of Argyll-75 | 273 | | (1491 P) | —P | 1 300bhp (956kW) | |
| 5316 | **Andreas & George Kyrtatas** | 65 | GL | 50,30 9,15 1,734 | | British Polar Engines Ltd. | Glasgow |
| Rdr | Piraeus Greece | | | 49,15 8,54 3,05 | | Gen 3 × 25kW 220V d.c. | |
| | | | | 1 dk | | Fuel 9,5t (d.o.) | 14kn |
| | | | | RW | | | |

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| **7702542** | **CITY OF PLYMOUTH** | **1 599** | **✠100A1** | **1978**-11 Appledore Shipbuilders Ltd. | **M General Cargo** | Oil 2SA 3Cy. 580 × 1220 | |
| GZOE | | 1 084 | container ship | —Appledore (A.S.121) | Portable guides | 5 000bhp (3 678kW) | |
| 379751 | **Finance For Shipping Ltd.** | 4 352 | **✠LMC** UMS | 104,17(BB) 16,77 5,684 | 2 Ho 26,9 40,1 ER | Doxford Engines Ltd. | Sunderland |
| Df Esd | Ellerman City Liners | | EL V 495,0/42,0U3 | 96,37 16,50 8,11 | G.6 900 B.6 720 | AuxB (Comp) 7kgf/cm$^2$ (6,9bar) | |
| Gc Pfd | London United Kingdom | | FN 2372 | P 18,6 F 10,4 1 dk | TEU 300 | Gen 3 × 350kW 440V 60Hz a.c. | |
| Rdr RT | | | | rf 102 | C.Ho 132/20'(40') incl. 50 ref C. | Thw. thrust propeller fwd | |
| | | | | 5BH WB2374T incl. DTf75T & STs in | C.Dk 168/20'(40') | Fuel 21,5t (d.o.) 506,0t (hvf) | 14,5kn |
| | | | | holds 1062T | 2 Ha (stl) (25,9 39,1 × 12,9) ER | | |

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| **5413977** | **CITY OF RHODOS** | **6 497** | AB | **1966**-2 Soc. Espanola de Const. Nav. | **TM Passenger Ship** | 2 Oil 2SA each 10Cy. 420 × 750 | |
| SYXO | ex 33 Orientales-79 | 3 474 | | —Cadiz (101) | 510bth P | 7 800bhp (5 737kW) E made63 fitted66 | |
| 7479 | **Atlantis Naviera S.A.** | 1 035 | ✠Classed LR until | 130,31 17,30 4,217 | Side doors | | B&W |
| Df Esd | Piraeus Greece | | 29/10/76 | 119,41 17,01 5,39 | 4 Ho 15,8 15,5 ER 13,1p&s | Soc. Espanola de Const. Nav. | Bilbao |
| Gc Rdr | | | | B & F 117,4 1 dk, 2nd dk except in mchy. | G.991 In.100 | Gen 5 × 240kW 380V 50Hz a.c. | |
| RTm/h/v | | | | space | 1 Ha (stl) (1,8 × 2,9) | Fuel 426,5t (d.o.) | 18kn |
| | | | | RW rf 102 conv Ref Passenger/General | | | |
| | | | | Cargo 80 | | | |

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| **6500454** | **CITY OF SAN DIEGO** | **806** | | **1964** Tacoma B.B. Co. Inc.—Tacoma, Wa | **M Fishing** | Oil 2SA 10Cy. 216 × 254 | |
| WQ4002 | ex City of Tacoma-72 | 423 | | (204) | Side-fishing | 1 600bhp (1 177kW) E made42 fitted64 | |
| 295035 | **Bumble Bee Samoa Inc.** | — | | 50,75 10,85 5,258 | | Fairbanks Morse & Co. | Beloit, Wi |
| Df Esd | San Juan, P.R. Puerto Rico | | | 46,74 10,80 | | | |
| Rdr RT | (U.S.A.) | | | 1 dk | | | |

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| **5074094** | **CITY OF SAN PEDRO** | **138** | | **1944** Harbor Boat Works—San Pedro, Ca | **Wood M Fishing** | Oil 4SA 6Cy. 265 × 305 | |
| | | 73 | | *24,79* 7,01 | Side-fishing | | |
| | **Juan Abelardo Rodriguez** | — | | ... ... ... | | Enterprise Engine Co. | San Francisco, Ca |
| | Mexico | | | | | | |

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| **7948122** | **CITY OF SEATTLE** | **199** | | **1979** ............Marysville, Wa | **M Fishing** | Oil | |
| | | 160 | | *28,05* 7,93 | | 850bhp (625kW) | |
| 613110 | **m/v City of Seattle** | — | | 2,62 | | | U.S.A. |
| | Seattle, Wa United States | | | 1 dk | | | |
| | of America | | | | | | |

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| **5074109** | **CITY OF SHANGHAI** | **1 917** | | **1911** Caledon SB. & Eng. Co. Ltd. | **S General Cargo** | T 3Cy. 559 914 & 1473 × 1067 | |
| | ex Hu Kwang | 966 | | —Dundee (219) | | | |
| | ex City of Shanghai-51 | — | ✠Classed LR until 7/15 | 87,18 11,61 | | Caledon SB. & Eng. Co. Ltd. | Dundee |
| | ex Klang-47 | | | 11,56 | | | |
| | | | | 2 dks | | | |
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| **8024466** | **CITY OF SYDNEY** | **176** | **✠A1** | **1981**-11 Sims Eng. Ltd.—Port Chalmers | **TM Ferry** | 2 Oil 4SA each 8Cy. 121 × 152 dr reverse | |
| | | 76 | for Sydney Harbour | (65) | | geared to sc. shafts | |
| 396351 | **Captain Cook Cruises Pty. Ltd.** | 42 | service | 38,87 8,84 1,971 | | 340bhp (250kW) | |
| RT | *Sydney, N.S.W.* Australia | | **✠LMC** | 32,59 8,23 3,15 | | L. Gardner & Sons Ltd. | Manchester |
| | | | EL - 110,0/20,0U1 | P 16,5 1 dk | | Gen 2 × 64kW 415V 50Hz a.c. | |
| | | | FN 371 | rf- DK fwd | | Thw. thrust propeller | |
| | | | | 5BH WBnil | | | |

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| **6802632** | **CITY OF TEMA** | T.Mk | **✠100A1** CS 8/77 | **1968**-1 Henry Robb Ltd.—Leith (498) | **M General Cargo** | Oil 4SA 6Cy. 483 × 686 | |
| 9GYF | ex City of Patras-78 ex Silvio-74 | **1 523** | Ice Class 3 | 93,88 13,92 5,082/6,568 | | 2 580bhp (1 898kW) | |
| 316624 | **Meridian Ocean Lines** | 708 | **✠LMC** | 85,35 13,87 7,93 | Side doors 1(p) 1(s) | Mirrlees National Ltd. | Stockport |
| Df Esd | Takoradi Ghana | 2 370 | EL t 1$\frac{5}{8}$"SQ | P 19,2 RFD 8,0 F 10,1 2 dks | 2 Ho each 27,7 2 TwD ER | Gen 3 × 245kW 440V 60Hz a.c. | |
| Gc Pfd | | **2 687** | FN 1861 | rf 127 | G.5 014 B.4 759 | Thw. thrust Contr. pitch propeller fwd | |
| Rdr | | 1 464 | | 2BH to U dk 3 to 2nd dk WB477t incl. | 2 Ha (stl) (19,0 19,2 × 7,3) ER | Fuel 53,0t (d.o.) 182,0t (hvf) | 13kn |
| RTm/v | | — | | DTf92t | 6W Cr 2(5) Der 2(25) | | |

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| **5428570** | **CITY OF TRUTH** | **149** | | **1927** J. J. Pattje & Zonen—Waterhuizen | **Aux M General Cargo** | Oil 2SA 4Cy. 200 × 340 | |
| | ex Ho San Na-74 ex Etor-72 | 96 | | 31,09 5,97 2,109 | | 120bhp (88kW) NE 51 | Alpha |
| | ex Peter K.-65 ex Rigel-63 | 200 | (BV) | 29,11 5,92 2,32 | | Frederikshavn Jernst. & Mask. af | |
| Df Pfd | ex Hathershus-50 ex Harcor-47 | | | 1 dk | | 1933 A/S | Frederikshavn |
| RT | ex Esperance-46 | | | R | 2 Ha (9,9 3,9 × 4,3) | Fuel 2,0t (d.o.) | 7kn |
| | **Haastrup Line Ltd.** | | | | | | |
| | Lagos Nigeria | | | | | | |

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| 615224<br>GVEM<br>366248<br>Df Esd<br>Gc Rdr<br>RT | **CITY OF YORK**<br>**Lloyds Leasing Ltd.**<br>Ellerman City Liners<br>London United Kingdom | T.Mk<br>**7 691**<br>4 494<br>12 950<br>**10 801**<br>7 056<br>16 213 | **✠100A1** SS 6/81<br>strengthened for heavy<br>cargoes<br>**✠LMC** **UMS**<br>EL Ct $2\frac{1}{16}$"U3<br>FN 4647 | **1976**-7 Bremer Vulkan A.G.—Vegesack<br>(1010)<br>150,02(BB) 21,11 8,027/9,354<br>139,50 21,01 12,30<br>P 13,8 F 14,7 2 dks<br>rf nil<br>7BH WB5627T incl. No. 3 hold 3342T | **M General Cargo**<br>5 Ho 16,9 19,5 18,5 24,0 18,9<br>ER 5 TwD ER<br>G.23 483 B.20 944<br>TEU 322 C.Ho 190/20'<br>C.Dk 132/20'<br>5 Ha (stl) (10,4 × 8,0) (12,7 12,7<br>17,9 12,7 × 10,4) ER<br>Cr 3(12,5) Der 1(60) 1(30) 2(12,5) | Oil 2SA 6Cy. 700 × 1200<br>8 976bhp (6 602kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB (o.f.) 9kgf/cm$^2$ (8,9bar)<br>AuxB (Comp) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 548kW 450V 60Hz a.c.<br>Fuel 258,0t (d.o.) 1 171,5t (hvf) 16kn |
| 7706809<br>YOMU<br>1049<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUCAS**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 119 | RNR | **1977** VEB Volkswerft Stralsund—Stralsund<br>(228)<br>101,48(BB) 15,22 5,600<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 560kW 1 × 480kW<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14,5kn |
| 7717860<br>EHVG<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE ALICANTE**<br>ex Rollman-81<br>**Internacional Roll-on Roll-off S.A. (INTEROLL S.A.)**<br>Vigo Spain | **2 442**<br>1 268<br>4 540 | BV | **1979** Enrique Lorenzo y Cia. S.A.—Vigo<br>(396)<br>112,78 6,331<br>103,03 18,34 13,21<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>G.15 462 B.12 899<br>TEU 278<br>C.Ho 36/20'(40') C.RoRo Dk<br>148/20'(40') C.Dk 94/20'(40') | 2 Oil 4SA each 8Cy. 400 × 540 geared to sc. shafts<br>10 000bhp (7 356kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>17kn |
| 7615660<br>HJNV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE ARMENIA**<br>**Flota Mercante Grancolombiana S.A.**<br>Buenaventura Colombia | **11 941**<br>6 414<br>15 901 | AB | **1978** Stocznia Gdanska im. Lenina—Gdansk<br>(B469/03)<br>180,70(BB) 9,651<br>167,01 26,61 16,01<br>P 64,1 F 28,7 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>5 Ho ER 1 Ho<br>G.30 016 In.3 794<br>16 Ha (stl)<br>Cr 2(20) 2(5) Der 1(80) 16(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 720kW a.c.<br>Thw. thrust propeller fwd<br>21kn |
| 6410269<br>EEBC<br>8513<br>Df Esd<br>RTm | **CIUDAD DE ARUCAS**<br>**Cooperativa Pesquera Canaria**<br>Vigo Spain | **295**<br>112<br>270 | BV | **1964** Enrique Lorenzo y Cia. S.A.—Vigo<br>(301)<br>40,21 6,76 3,683<br>35,59 6,72 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 72,5t (d.o.) 10,5kn |
| 7707231<br>EHPW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE BADAJOZ**<br>**Compania Trasmediterranea S.A.**<br>Valencia Spain | **7 419**<br>3 819<br>2 625 | **✠100A1**<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 4275 | **1979**-2 Union Naval de Levante S.A.—Valencia<br>(139)<br>137,90(BB) 20,58 5,701<br>125,00 20,50 13,70<br>B 78,4 3 dks, 4th dk clear of mchy space<br>rf 305<br>2BH to U dk 10 to 3rd dk WB3990T incl.<br>DTf324T & DTsa460T | **TM Passenger/RoRo Cargo/Ferry**<br>750bth 250dk P<br>Stern door/ramp Side doors | 2 Vee Oil 4SA each 16Cy. 400 × 540 sr geared to sc. shaft<br>17 800bhp (13 093kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>2 AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 5 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller |
| 7356290<br>HJNY<br>MC-5-348<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CIUDAD DE BARRANCABERMEJA**<br>ex Lucellum-78<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombia | **24 136**<br>16 217<br>39 865 | **✠100A1** SS 5/81<br>oil tanker (cc)<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Jt $2\frac{5}{8}$"U3<br>FN 8244 | **1975**-7 Davie SB. Ltd.—Lauzon, P.Q.<br>(685)<br>182,89 32,31 11,418<br>173,74 32,28 15,17<br>F 19,2 1 dk<br>rf nil<br>13BH WB1832T | **M Tanker**<br>24 Ta ER<br>L.(oil) 52 556 HeCls. BC<br>Der 2(10) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru<br>2 WTAuxB (o.f.) 21kgf/cm$^2$ (20,6bar) hs729,7<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 294,5t (d.o.) 2 767,5t (hvf)-45,0pd<br>15kn |
| 5074329<br>HJMH<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE BARRANQUILLA**<br>**Government of The Republic of Colombia**<br>Barranquilla Colombia | **3 715**<br>1 235<br>— | AB | **1949** Gulfport SB. & D.D. Co—Port Arthur, Tx<br>(341)<br>*68,89* 13,47<br>13,42 6,41<br>F 9,8 1 dk, 2nd dk fwd<br>rf 152 | **TS Hopper/Dredger**<br>Bottom doors<br>Mchy.aft | U 6Cy. 508 × 508<br>2 640ihp (1 942kW) Unaflow<br>Skinner Engine Co. Erie, Pa<br>Fuel (o.f.) |
| 7357385<br>LRFB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE BERISSO**<br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **14 886**<br>10 727<br>23 699 | AB | **1977** A.F.N.E., Ast. y Fab. Nav. del Estado S.A.—Ensenada<br>(44)<br>178,16(BB) 22,66 9,656<br>167,47 22,61 13,47<br>F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Strengthened for heavy cargoes<br>7 Ho ER<br>G.30 384<br>10 Ha (stl) ER | Oil 2SA 7Cy. 570 × 1320<br>10 500bhp (7 723kW) GMT<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 300kW a.c.<br>15,5kn |
| 6417413<br>HJNH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CIUDAD DE BOGOTA**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombia | **11 655**<br>6 809<br>12 447 | AB | **1964** H. C. Stuelcken Sohn—Hamburg<br>(910)<br>166,02(BB) 21,26 9,176<br>153,17 21,19 12,91<br>F 21,7 2 dks, 3rd dk fwd & aft<br>rf nil | **M Passenger/General Cargo**<br>Ref 25P<br>6 Ho 13,4 15,8 18,9 23,4 13,7 17,6<br>G.14 041 B.12 668 In.3 937<br>6 Ha (stl) (6,1 × 4,8) (8,3 × 6,7)<br>(10,5 15,9 × 7,1) (4,6 × 6,5) (4,3 × 4,2)<br>22W Der 1(80) 18(10) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 1 657,0t (hvf) 19kn |
| 6504060<br>HJNJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE BUCARAMANGA**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombia | **11 687**<br>6 831<br>12 352 | AB | **1965** Empresa Nacional "Elcano"—Seville<br>(103)<br>166,00(BB) 21,24 9,176<br>153,37 21,19 12,91<br>F 23,8 2 dks, 3rd dk fwd & aft<br>rf nil | **M General Cargo**<br>Ref<br>6 Ho 13,4 15,8 18,9 23,4 13,7 17,6<br>G.14 045 B.12 658 In.3 823<br>6 Ha (stl) (6,1 × 5,4) (8,3 × 6,7)<br>(10,5 15,9 × 7,1) (4,7 × 6,5) (4,4 × 4,2)<br>22W Der 19(5) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 649,5t 19kn |

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| **6600981**<br>HJNE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE BUENAVENTURA**<br><br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Buenaventura Colombia | **11 687**<br>6 831<br>12 362 | AB | **1966** Empresa Nacional "Elcano"—Seville (105)<br>166,00(BB) 21,24 9,176<br>153,37 21,19 12,91<br>F 23,8 2 dks, 3rd dk fwd & aft<br>rf nil | **M General Cargo**<br>Ref<br>6 Ho 13,4 15,8 18,9 23,4 13,7 17,6<br>B.16 367 In.3 766<br>6 Ha (stl) (6,1 × 5,4) (8,3 × 6,7) (10,5 15,9 × 7,1) (4,7 × 6,4) (4,4 × 4,2)<br>22W | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 1 337,0t |
| **7717872**<br>EHUP<br><br>Esd Gc<br>Rdr RT | **CIUDAD DE CADIZ**<br>ex Roll-Al-81<br>**Compania Trasmediterranea S.A.**<br>Vigo Spain | **2 442**<br>1 279<br>4 538 | BV | **1980** Enrique Lorenzo y Cia. S.A.—Vigo (395)<br>112,81 6,331<br>103,03 18,36 13,21<br>1 dk | **TM RoRo Cargo**<br>Mchy.aft<br>G.15 462 B.12 899<br>3 Ha (stl) (33,6 × 3,8) (16,6 × 3,4) (10,5 × 6,5) | 2 Oil 4SA each 8Cy. 400 × 540 geared to sc. shafts<br>10 000bhp (7 356kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>17kn |
| **7205051**<br>HJNG<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE CALI**<br><br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombia | T.Mk<br>**7 319**<br>3 460<br>9 779<br>**9 715**<br>5 753<br>12 193 | **✠100A1** SS 5/77<br>DTsf—vegetable oil<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 2⅜"U2<br>FN 5434 | **1972**-6 Stocznia Gdanska im. Lenina —Gdansk (B434/02)<br>161,02(BB) 22,99 8,935/9,722<br>150,02 22,93 13,29<br>P 53,1 F 32,0 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>rf nil<br>7BH WB3033t | **M General Cargo**<br>Ref<br>pt higher tensile steel:Side doors 4(p) 4(s)<br>4 Ho 10,1DT 8,9DTp&s 20,8 26,3 21,5 ER 15,2 7 TwD ER 1 TwD 1 TwD Upr<br>G.18 422 B.16 748 In.2 046 L.965<br>TEU 264<br>C.Ho 192/20' C.Dk 72/20' (40')<br>8 Ha (stl) (8,9 × 6,7) (12,9 × 8,3) (19,5p&s × 8,3) (12,9p&s × 8,3) ER (3,9 3,9 × 5,3)<br>18W Cr 2(20) Der 1(80) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>22kn |
| **7387249**<br>EGCO<br>876<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE CEUTA**<br>ex Monte Contes-78<br>**Compania Trasmediterranea S.A.**<br>Bilbao Spain | **2 753**<br>1 423<br>2 479 | **✠100A1** SS 1/79<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL T 1¾"U2<br>FN 2578 | **1975**-7 S.A. Juliana Const. Gijonesa—Gijon (242)<br>101,66(BB) 17,10 5,665<br>92,16 16,79 11,18<br>B 77,8 2 dks, intermediate dk at sides with movable dk at centre<br>rf nil DK in way of Nos. 1, 2, & 3 holds<br>NS Coll BH to U dk 7 to 2nd dk WB814T | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 546bth 204dk P<br>Stern door/ramp<br>1 TwD 90,6 3 Ho 13,2DTp&s 14,0 15,3 14,7 ER<br>B.7 187 In.5 219<br>2 Ha (stl) (each 6,2 × 7,1) ER<br>Cr 2(10) | 2 Vee Oil 4SA each 12Cy. 280 × 290<br>8 400bhp (6 179kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>db 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 616kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 506,0t (d.o.) 18kn |
| **5074408**<br>LPAZ<br>3317<br>Df Esd<br>RTm/h/v | **CIUDAD DE COLONIA**<br><br>**Ivatur S.r.l.**<br>Buenos Aires Argentina | **1 327**<br>480<br>333 | | **1939** Cia. Arg de Nav. Mihanovich —Carmelo<br>66,53 10,06 2,591<br>... ... ...<br>2 dks<br>RW | **TD-E Passenger/Ferry**<br>500P | 2 Oil 2SA each 7Cy. 340 × 570 total driving 2 gen. each 340kW 460V d.c. connected to 2 elec. motors each of 425shp (313kW) (WL)<br>Atlas-Diesel A/B Stockholm<br>Gen 2 × 35kW 220V d.c.<br>12kn |
| **6616136**<br>EEXP<br>743<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CIUDAD DE COMPOSTELA**<br><br>**Compania Trasmediterranea S.A.**<br>Bilbao Spain | **7 236**<br>3 497<br>1 605 | **✠100A1** CS 4/81<br>Tunnel tanks — veg. oil<br>**✠LMC**<br>EL c† 2⅛"U2<br>FN 3562 | **1967**-4 Soc. Espanola de Const. Nav. —Bilbao (123)<br>130,82 19,26 5,004<br>117,51 19,21 11,10<br>Ba 50,6 B & F 55,5 3 dks<br>RW rf 330<br>Coll BH to U dk 7 to 2nd dk WB511t | **TM Passenger/General Cargo/Ferry**<br>Vehicles Ref 716P<br>Side doors<br>1 Ho 14,7<br>In.702<br>2 Ha (stl) (4,8 2,7 × 3,0)<br>Cr 2(3) | 2 Oil 2SA each 7Cy. 620 × 900<br>16 000bhp (11 769kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB(s) 100lbf/in$^2$ (6,9bar)<br>(AuxB(p) 100lbf/in$^2$ (6,9bar) )<br>Gen 4 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 620,0t (d.o.) 21kn |
| **5074410**<br>LPBD | **CIUDAD DE CONCEPCION**<br><br>**Lorenzo Parisi**<br>Buenos Aires Argentina | **545**<br>195<br>— | | **1930** A. & J. Inglis Ltd.—Glasgow (894)<br>64,45 11,28 1,893<br>... ... ...<br>1 dk<br>R | **TM General Cargo/Tanker** | 2 Oil 4SA each 6Cy. 310 × 575<br><br>Harland & Wolff Ltd. Govan, Glasgow |
| **7332153**<br>EGIZ<br><br>Df Esd<br>Rdr RT | **CIUDAD DE CRISTAL**<br><br>**Salvador Correa Meirama**<br>La Coruna Spain | **499**<br>214<br>— | (BV) | **1974** Maritima del Musel S.A.—Gijon (137)<br>48,06 8,72 4,001<br>41,99 8,62 6,51<br>2 dks | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>11kn |
| **6514704**<br>HJNK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE CUCUTA**<br><br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombia | **11 855**<br>6 776<br>12 362 | AB | **1966** Empresa Nacional "Elcano"—Seville (104)<br>166,00 21,24 9,176<br>153,37 21,19 12,91<br>F 23,8 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>6 Ho<br>G.14 041 B.12 668 In.3 832<br>6 Ha | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 1 321,0t 19kn |
| **7357373**<br>LRFE<br><br>Df Esd<br>Gc Pfd<br>Rdr | **CIUDAD DE ENSENADA**<br><br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **14 886**<br>10 726<br>23 725 | AB | **1977** A.F.N.E., Ast. y Fab. Nav. del Estado S.A.—Ensenada (43)<br>178,16(BB) 22,66 9,221<br>167,47 22,61 13,47<br>F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Strengthened for heavy cargoes<br>7 Ho ER<br>G.30 404<br>10 Ha (stl) ER | Oil 2SA 7Cy. 570 × 1320 GMT<br>10 500bhp (7 723kW)<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 304kW a.c.<br>15.5kn |
| **5074472**<br>EDLE<br>542<br>Esd Gc<br>Rdr RTm | **CIUDAD DE GRANADA**<br><br>**Compania Trasmediterranea S.A.**<br>Valencia Spain | **4 944**<br>2 824<br>1 182 | BV | **1961** Union Naval de Levante S.A. —Valencia (80)<br>106,38 15,55 5,004<br>98,00 15,50 8,49<br>2 dks<br>RW | **TM Passenger/General Cargo/Ferry**<br>Vehicles 462bth 272dk P<br>Side doors<br>G.2 376 B.2 180<br>3 Ha (3,4 × 3,0) (4,8 × 4,0) (4,5 × 3,4)<br>6W Der 2(3) | 2 Oil 2SA each 7Cy. 500 × 900<br>5 300bhp (3 898kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 180kW 220V d.c.<br>2 Controllable pitch propellers<br>Fuel 121,0t (d.o.) 16kn |

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| 7219870<br>HJNI<br>297<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CIUDAD DE IBAGUE**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombia | T.Mk<br>**7 318**<br>3 459<br>9 779<br>**9 715**<br>5 753<br>12 193 | ✠**100A1** SS 11/77<br>DTsf— vegetable oil<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL (c†) 2⅜"U2<br>FN 5437 | **1972**-11 Stocznia Gdanska im. Lenina<br>—Gdansk (B434/03)<br>161,02(BB) 22,99 8,935/9,722<br>150,02 22,93 13,31<br>P 53,1 F 32,0 2 dks. 3rd dk in Nos. 2, 3, 4 & 5 holds<br>rf nil<br>7BH WB3033t | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel:Side doors 4(p) 4(s)<br>4 Ho 10,1DT 8,9DTp&s 20,8 26,3 21,5 ER 15,2 7 TwD ER 1 TwD 1 TwD Upr<br>G.18 422 B.16 748 In.2 046 L.965<br>TEU 264<br>C.Ho 192/20' C.Dk 72/20' (40')<br>8 Ha (stl) (8,9 × 6,7) (12,9 × 8,3) (19,5p&s × 8,3) (12,9p&s × 8,3) ER (3,9 3,9 × 5,3)<br>18W Cr 2(20) Der 1(80) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>21kn |
| 5296044<br>HKCP<br>Df Esd<br>Gc | **CIUDAD DE ITAGUI**<br>ex Rio Jaguaribe-76<br>ex Emerald Knot-56<br>**Romen Inc. S.A.**<br>Barranquilla Colombia | **3 806**<br>2 122<br>6 051 | AB | **1945** Pennsylvania Shipyards Inc.<br>—Beaumont, Tx (339)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 13,0 24,0 20,5 ER 9,3<br>B.6 711 In.255<br>4 Ha (6,1 12,3 12,3 × 6,1) ER (2,7 × 2,4)<br>16W | Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 250kW 220V d.c.<br>Fuel 990,5t<br>11kn |
| 6410729<br>EDWC<br>1602<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE LA CORUNA**<br>**Ramon Casal Mino**<br>La Coruna Spain | **248**<br>74<br>— | BV<br>✠Classed LR until 1/67 | **1963**-7 Ast. del Cantabrico Angel Riva Suardiaz—Gijon (50)<br>35,51 7,55<br>30,66 7,51 4,09<br>B & F 17,7 2 dks<br>RW rf 483 BK 178 | **M Fishing**<br>Stern Trawler<br>1 Ho<br>In.180<br>2 Ha (0,9 0,9 × 0,9)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 764,0t (d.o.)<br>13kn |
| 6712631<br>EGVS<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE LA LAGUNA**<br>ex Botnia-75<br>**Compania Trasmediterranea S.A.**<br>Santa Cruz de Tenerife Spain | T.Mk<br>**4 291**<br>2 504<br>1 240 | ✠**100A1** CS 6/77<br>European service south of 61°N, also the Mediterranean<br>Ice class 1<br>✠**LMC**<br>EL y 1⅞"U2<br>FN 2801 | **1967**-10 Oy Wartsila Ab<br>—Helsinki/Helsingfors (384)<br>101,61 18,67 4,915<br>92,82 18,51 11,66<br>B 67,1 3 dks<br>rf 178<br>10BH to 2nd dk WB483t incl. DTf147t DTa78t | **TM Passenger/RoRo Cargo/Ferry**<br>162bth 880dk P<br>Bow & stern doors | 8 Oil 4SA each 8Cy. 240 × 310 sr geared to sc. shafts<br>8 520bhp (6 267kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 4 × 368kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 244,0t (d.o.)<br>19kn |
| 7022100<br>HJNC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE MANIZALES**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombia | **10 301**<br>5 821<br>12 149 | AB | **1971** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (134)<br>166,02 23,68 8,383<br>152,51 23,60 12,70<br>3 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>5 Ho<br>G.16 350 B.15 294 In.2 670<br>11 Ha (stl) | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Fuel 1 673,5t<br>21kn |
| 7114812<br>HCCM<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE MANTA**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Manta Ecuador | T.Mk<br>**7 318**<br>3 460<br>9 754<br>**9 715**<br>5 753<br>11 888 | ✠**100A1** SS 2/81<br>DTsf—vegetable oil<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL C† 2⅜"<br>FN 5437 | **1972**-3 Stocznia Gdanska im. Lenina<br>—Gdansk (B434/01)<br>161,02(BB) 22,99 8,935/9,722<br>150,02 22,93 13,31<br>P 53,1 F 32,0 2 dks, 3rd dk in Nos. 2, 3, 4 & 5 holds<br>rf nil<br>7BH WB3033t | **M General Cargo**<br>Ref<br>pt higher tensile steel:Side doors 4(p) 4(s)<br>4 Ho 10,1DT 8,9DTp&s 20,8 26,3 21,5 ER 15,2 7 TwD ER 1 TwD 1 TwD Upr<br>G.15 085 B.14 374 In.2 159 L.965<br>TEU 264<br>C.Ho 192/20' C.Dk 72/20' (40')<br>8 Ha (stl) (8,9 × 6,7) (12,9 × 8,3) (19,5p&s × 8,3) (12,9p&s × 8,3) ER (3,9 3,9 × 5,3)<br>18W Cr 2(20) Der 1(80) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>20,5kn |
| 5074537<br>LPSP<br>Esd Rdr<br>RTm/h/v | **CIUDAD DE MAR DEL PLATA II**<br>ex Ciudad de la Plata-80<br>**Empresa de Navegacion El Faro**<br>Buenos Aires Argentina | **3 956**<br>2 774<br>720 | AB | **1964** Union Naval de Levante S.A.<br>—Valencia (81)<br>105,16 17,89 2,515<br>99,98 17,85 3,61<br>1 dk & S dk<br>RW rf 254 | **TrM Passenger/General Cargo/ Ferry** OSD<br>458P<br>3 Ho<br>B.821<br>3 Ha | 3 Oil 2SA each 8Cy. 350 × 620<br>4 800bhp (3 531kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 4 × 240kW 400V 50Hz a.c.<br>Fuel 223,5t (d.o.)<br>14kn |
| 7017961<br>HJNA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE MEDELLIN**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombia | **10 301**<br>5 821<br>11 860 | AB | **1971** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (133)<br>167,57 23,65 9,360<br>152,51 23,60 12,70<br>3 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>5 Ho<br>G.16 349 B.15 293 In.2 670<br>11 Ha (stl) | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>21kn |
| 5388990<br>Df Esd | **CIUDAD DE MEXICO**<br>ex Elizabeth ex Southern Sky<br>ex White Star-67<br>**Empresa Mexico Al La Pesca de la Tunas**<br>Mexico | **441**<br>233<br>— | | **1946** Guntert & Zimmerman—Stockton, Ca (20)<br>*38,68* 9,76<br>38,03 9,71 4,65<br>F 13,5 | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Oil 4SA 6Cy. 405 × 510<br>1 200bhp (883kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 219,5t |
| 7384156<br>HJNN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE NEIVA**<br>**Flota Mercante**<br>**Grancolombiana S.A.**<br>Cartagena Colombia | **11 699**<br>4 725<br>12 880 | ✠**100A1** SS 7/81<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL H† 2$\frac{7}{16}$"U3<br>FN 6916 | **1977**-1 Stocznia Gdanska im. Lenina<br>—Gdansk (B464/02)<br>180,70(BB) 26,67 9,672<br>166,99 26,60 14,81<br>P 45,8 F 23,5 1 dk & S dk. 3rd dk in No. 3, 4 & 5 holds, 4th dk in No. 5 hold<br>rf nil DK in way of No. 2 hold<br>SF 6BH to U dk 1 to 2nd dk WB3662T incl. DTsf602T STs in Nos. 3 & 4 holds 1472T & No. 2 hold 496T | **M General Cargo** OSD<br>Pallets Ref<br>Side doors 2(p) 2(s)<br>pt higher tensile steel<br>6 Ho 9,0 18,5 27,9 33,6 23,1 ER 11,2<br>G.23 121 B.20 872 In.4 458<br>TEU 215<br>C.Ho 135/20' C.Dk 80/20'<br>8 Ha (stl) (2,7 × 6,1) (12,5 16,1 × 9,1) (25,6p&s × 8,5) (3,9 6,4 × 9,1) ER (6,4 × 9,1)<br>Cr 2(12,5) Der 1(80) 16(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 429,0t (d.o.) 1 842,0t (hvf)<br>21kn |

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| **7387718**<br>EGYP<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CIUDAD DE PALMA**<br>ex Ciudad de Santa Cruz de la Palma-82<br>ex Canguro Cabo San Jorge-81<br>**Compania Trasmediterranea S.A.**<br>Sevilla Spain | **7 393**<br>3 760<br>2 824 | ✠**100A1**<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4280 | **1976**-6 Union Naval de Levante S.A.<br>—Valencia (131)<br>137,90(BB) 20,55 5,589<br>125,00 20,52 13,72<br>B 77,2 3 dks, 4th dk clear of mchy. space<br>rf 279<br>NS 1BH to U dk, 11 to 3rd dk WB1357T<br>incl. DTsf329T & DTsa 422T | **TM Passenger/RoRo Cargo/Ferry**<br>750bth 550dk P<br>Stern & side doors | 2 Vee Oil 4SA each 16Cy. 400 × 540<br>geared to sc. shafts<br>17 800bhp (13 093kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>2 AuxB (2 o.f.) 8kgf/cm² (7,9bar)<br>Gen 5 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 151,5t (d.o.) 532,5t (hvf) | MAN<br>Cartagena<br>22,5kn |
| **6414796**<br>EECX<br>1298<br>Df Esd<br>RTm | **CIUDAD DE PALOS**<br>ex Caniga-80<br>**Pedro Pelayo S.A.**<br>Cadiz Spain | **346**<br>150<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vigo<br>(1299)<br>41,46 7,40 3,836<br>36,66 7,35 4,14<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 295 × 420<br>1 000bhp (736kW) E made74 fitted—<br>Hijos de J. Barreras S.A.<br>Fuel 126,0t (d.o.) | Deutz<br>Vigo<br>12,5kn |
| **5074628**<br>LPSR<br>Esd Rdr<br>RTm/h/v | **CIUDAD DE PARANA**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **3 955**<br>1 450<br>720 | AB | **1962** A.F.N.E., Ast. y Fab. Nav. del Estado S.A.—Ensenada (6)<br>105,16 17,78 2,515<br>99,62 17,73 3,61<br>RW rf 254 | **TrM Passenger/General Cargo/Ferry**<br>OSD<br>279P<br>3 Ho<br>B.793<br>3 Ha | 3 Oil 2SA each 8Cy. 368 × 483<br>4 500bhp (3 310kW)<br>Crossley Bros. Ltd.<br>Gen 4 × 240kW 231/440V 50Hz a.c.<br>Fuel 223,5t (d.o.) | Manchester<br>14kn |
| **7511620**<br>HJNS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE PASTO**<br>**Flota Mercante Grancolombiana S.A.**<br>Tumaco Colombia | **11 955**<br>6 040<br>15 900 | AB | **1978** Stocznia Gdanska im. Lenina—Gdansk (B469/02)<br>180,70(BB) 26,67 9,651<br>167,01 26,61 16,01<br>P 64,1 F 28,7 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>5 Ho ER 1 Ho<br>G.30 016 In.3 794<br>16 Ha (stl)<br>Cr 2(20) 2(5) Der 1(80) 16(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>H. Cegielski<br>Gen 4 × 720kW a.c.<br>Thw. thrust propeller fwd | Sulzer<br>Poznan<br>21kn |
| **5074642**<br>HJNU<br>Df Esd<br>Gc Rdr<br>RTm/h | **CIUDAD DE PEREIRA**<br>**Flota Mercante Grancolombiana S.A.**<br>Buenaventura Colombia | **5 269**<br>2 754<br>8 223 | AB | **1960** Empresa Nacional "Elcano"—Seville (17)<br>144,79 18,95 7,319<br>133,99 18,90 10,90<br>P 14,1 RQD 14,7 B 31,7 F 17,4 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref 11P<br>5 Ho 19,8 24,6 13,7 21,0 16,4<br>G.12 456 B.11 384 In.1 644<br>5 Ha (stl) (10,2 × 4,8) (14,4 6,1 10,2 8,2 × 6,1)<br>18W Der 1(18) 1(15) 8(10) 8(5) | Oil 2SA 10Cy. 720 × 1250<br>7 300bhp (5 370kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Gen 3 × 300kW 230V d.c.<br>Fuel 870,5t | Sulzer<br>Barcelona<br>17kn |
| **7384144**<br>HJNM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE POPAYAN**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombia | **11 699**<br>4 725<br>15 000 | ✠**100A1** SS 2/81<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 6916 | **1976**-9 Stocznia Gdanska im. Lenina<br>—Gdansk (B464/01)<br>180,70(BB) 26,67 9,672<br>166,99 26,60 14,81<br>P 45,8 F 23,5 1 dk & S dk. 3rd dk in No. 3, 4 & 5 holds, 4th dk in No. 5 hold<br>rf nil<br>SF 6BH to U dk 1 to 2nd dk WB3662T<br>incl. DTsf602T STs in No. 2 hold 496T & Nos. 3 & 4 holds 1472T | **M General Cargo** OSD<br>Pallets Ref<br>Side doors 2(p) 2(s)<br>pt higher tensile steel<br>6 Ho 9,0 18,5 27,9 33,6 23,1 ER 11,2<br>G.23 121 B.20 872 In.4 458<br>TEU 215<br>C.Ho 135/20' C.Dk 80/20'<br>8 Ha (stl) (2,7 × 6,1) (12,5 16,1 × 9,1) (25,6p&s × 8,5) (3,9 6,4 × 9,1) ER (6,4 × 9,1)<br>Cr 2(12,5) Der 1(80) 16(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 429,0t (d.o.) 1 842,0t (hvf) | Sulzer<br>Poznan<br>21kn |
| **7511450**<br>Gc Rdr<br>RTv | **CIUDAD DE PUCALLPA**<br>ex Otto Candies<br>**Petroleos del Peru (PETROPERU)**<br>Iquitos Peru | **197**<br>134<br>— | | **1964** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (354)<br>36,58 9,15 3,582<br>33,66 8,84 4,58<br>1 dk | **M Tug** | 2 Vee Oil each 16Cy. sr geared to sc. shaft<br>General Motors Corp.<br>Fuel (d.o.) | U.S.A<br>13kn |
| **5074666** | **CIUDAD DE QUIBDO**<br>ex Shamrock<br>**Government of The Republic of Colombia**<br>Cartagena Colombia | **317**<br>133<br>— | | **1951** N.V. Sch. Delfzijl v/h Sander—Delfzijl<br>*46,49* 7,22<br>... ... ...<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 290 × 420<br>Maschinenbau Kiel A.G. | Kiel |
| **7511618**<br>HCCQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE QUITO**<br>**Flota Mercante Grancolombiana S.A.**<br>Guayaquil Ecuador | **11 945**<br>6 416<br>16 167 | AB | **1977** Stocznia Gdanska im. Lenina—Gdansk (B469/01)<br>180,70(BB) 26,67 9,651<br>167,01 26,61 16,01<br>P 64,1 F 28,7 2 dks<br>rf nil | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>5 Ho ER 1 Ho<br>G.30 016 In.3 794<br>16 Ha (stl)<br>Cr 2(20) 2(5) Der 1(80) 16(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>H. Cegielski<br>Gen 4 × 720kW a.c.<br>Thw. thrust propeller fwd | Sulzer<br>Poznan<br>21kn |
| **5074680**<br>EAXF<br>165 | **CIUDAD DE SADA**<br>**Francisco Tie Amor y otros**<br>La Coruna Spain | **205**<br>139<br>260 | | **1956** Ramon Bedoya—Betanzos<br>31,65 7,24<br>7,19<br>1 dk | **Wood M General Cargo** | Oil 4Cy. 220 × 310<br>200bhp (147kW)<br>..............<br>Fuel 9,0t (d.o.) | 7,5kn |
| **7909932**<br>EADH<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE SALAMANCA**<br>**Compania Trasmediterranea S.A.**<br>Valencia Spain | **7 054**<br>3 667<br>2 625 | BV (Class cont.) | **1982** Union Naval de Levante S.A.<br>—Valencia (142)<br>137,90 20,55 5,571<br>132,64 20,50 13,70<br>4 dks | **TM RoRo Cargo/Ferry**<br>750bth 550dk P | 2 Vee Oil 4SA each 16Cy. 400 × 540<br>reduction geared to sc. shafts<br>17 800bhp (13 093kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. | MAN<br>Cartagena |
| **7117876**<br>EAMS<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CIUDAD DE SANTA CRUZ DE LA PALMA**<br>ex Ciudad De Palma-82<br>ex Canguro Cabo San Sebastian-81<br>**Compania Trasmediterranea S.A.**<br>Sevilla Spain | **7 536**<br>3 788<br>3 124 | ✠**100A1** CS 3/82<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4275<br>RI | **1972**-8 Union Naval de Levante S.A.<br>—Valencia (122)<br>137,75(BB) 20,58 5,722<br>125,00 20,50 13,70<br>B 77,2 3 dks, 4th dk clear of mchy. space<br>rf 279<br>NS 1BH to U dk 11 to 3rd dk WB1442T<br>incl. DTsf330T DTsa 453T | **TM Passenger/RoRo Cargo/Ferry**<br>800P<br>Stern door | 2 Vee Oil 4SA each 16Cy. 400 × 540<br>17 800bhp (13 093kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>2 AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 5 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (hvf) | MAN<br>Cartagena<br>22,5kn |
| **7416246**<br>EGWL<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE SANTA EUGENIA**<br>**Ricardo Fernandez Lustres**<br>La Coruna Spain | **148**<br>54<br>— | BV | **1975** S.A. Balenciaga—Zumaya (257)<br>28,00 6,43 3,401<br>23,70 6,41 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 275 × 350<br>700bhp (515kW)<br>CKD Praha<br>Fuel 63,0t (d.o.) | Praha<br>11,5kn |

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| 7384168<br>HJNO<br>MC 5<br>329<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE SANTA MARTA**<br>**Flota Mercante Grancolombiana S.A.**<br>Santa Marta Colombia | **11 693**<br>4 707<br>15 000 | **✠100A1** SS 6/82<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6916 | **1977**-5 Stocznia Gdanska im. Lenina —Gdansk (B464/03)<br>180,70(BB) 26,67 9,560<br>166,99 26,60 14,81<br>P 45,8 F 23,5 1 dk & S dk. 3rd dk in No. 3, 4 & 5 holds, 4th dk in No. 5 hold<br>rf nil DK in way of No. 2 hold<br>SF 6BH to U dk 1 to 2nd dk WB3662T incl. DTsf602T STs in Nos. 3 & 4 holds 1472T & No. 2 hold 496T | **M General Cargo** OSD<br>Pallets Ref<br>Side doors 2(p) 2(s)<br>pt higher tensile steel<br>6 Ho 8,9 18,4 27,8 33,6 23,0 ER 11,2<br>G.23 121 B.20 872 In.4 458<br>TEU 215 C.Ho 135/20' C.Dk 80/20'<br>8 Ha (stl) (2,6 × 6,1) (12,5 16,0 × 9,0) (25,6p&s × 8,4) (3,8 6,4 × 9,0) ER (6,4 × 9,0)<br>Cr 2(12,5) Der 1(80) 16(10) | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (hvf) 21kn |
| 7802902<br>EHVS<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE SEVILLA**<br>**Compania Trasmediterranea S.A.**<br>Valencia Spain | **7 240**<br>3 820<br>2 626 | AB | **1980** Union Naval de Levante S.A. —Valencia (141)<br>138,31 20,58 5,500<br>125,00 20,50 6,61<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>750bth 550dk P | 2 Vee Oil 4SA each 16Cy. 400 × 540 reverse reduction geared to sc. shafts<br>17 800bhp (13 093kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 5 × 520kW a.c.<br>2 Controllable pitch propellers<br>22kn |
| 5074733<br>EDKP<br>540<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE TARIFA**<br>**Compania Trasmediterranea S.A.**<br>Valencia Spain | **3 436**<br>1 618<br>1 070 | BV | **1961** Union Naval de Levante S.A. —Valencia (79)<br>103,16 16,06 5,100<br>94,01 16,01 7,32<br>1 dk<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>44bth 856dk P<br>Stern door<br>1 Ha (3,9 × 5,1)<br>1W Der 1(3) | 2 Oil 2SA each 7Cy. 500 × 900<br>5 300bhp (3 898kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 280kW 220V d.c.<br>Fuel 474,5t (d.o.) 17kn |
| 6410271<br>EEDX<br>8520<br>Df Esd<br>RTm | **CIUDAD DE TELDE**<br>**Cooperativa Pesquera Canaria**<br>Vigo Spain | **295**<br>112<br>275 | BV | **1964** Enrique Lorenzo y Cia. S.A.—Vigo (302)<br>40,21 6,76 3,683<br>35,59 6,72 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 85,5t (d.o.) 11kn |
| 5074769<br>HJNP<br>Df Esd<br>Gc Rdr<br>RTm | **CIUDAD DE TUNJA**<br>**Flota Mercante Grancolombiana S.A.**<br>Cartagena Colombia | **5 248**<br>2 817<br>8 006 | AB | **1957** H. C. Stuelcken Sohn—Hamburg (862)<br>144,79 18,95 7,189<br>133,99 18,90 10,90<br>F 10,4 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>Ref 12P<br>5 Ho 19,5 24,3 13,7 21,0 16,1<br>B.12 884<br>5 Ha (stl) (10,2 × 4,8) (14,4 × 6,1) (5,7 × 5,6) (10,2 8,2 × 6,1) | Oil 2SA 7Cy. 780 × 1400<br>7 860bhp (5 782kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 230kW 230V d.c.<br>Fuel 950,0t |
| 5293286<br>HJLA<br>Df Esd<br>Gc Rdr<br>RT | **CIUDAD DE TURBO**<br>ex Republica de Colombia-64<br>ex Mainsheet Eye-47<br>**Lineas Agromar Ltda.**<br>Cartagena Colombia | **3 805**<br>2 123<br>6 013 | AB | **1947** W. Butler Shipbuilders Inc.—Duluth, Mn (345)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>3 Ho 12,8 24,0 20,4 ER<br>G.7 123 B.6 497<br>3 Ha (stl) (6,7 12,3 12,3 × 6,1) ER<br>14W Der 1(30) 1(20) 5(5) | Oil 2SA 8Cy. 520 × 700<br>1 700bhp (1 250kW)<br>Busch-Sulzer Bros. St. Louis, Mo<br>Gen 2 × 100kW 220V d.c.<br>Fuel 876,0t (d.o.) 11kn |
| 6802553<br>GCGG<br>378089<br>Df Esd<br>Pfd Rdr<br>RTm | **CIUDAD DE VALVERDE**<br>**Alabau Fishing Ltd.**<br>Celtic Management & Trading Ltd.<br>Falmouth United Kingdom | **244**<br>127<br>273 | BV | **1967** Ast. de Murueta S.A.—Guernica (86)<br>39,50 7,27 3,556<br>33,00 7,21 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.218<br>2 Ha (each 1,1 × 1,1) ER | Oil 4SA 8Cy. 250 × 350<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 108,5t (d.o.) 12kn |
| 5074795<br>EAZX<br>7320<br>Esd | **CIUDAD DE VILLAJOYOSA**<br>**Lloret y Llinares S.L.**<br>Vigo Spain | **235**<br>92<br>— | (BV) | **1951** Hijos de J. Barreras S.A.—Vigo<br>*37,16* 6,86<br>32,14 6,72 3,81 | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 65,0t (d.o.) 10,5kn |
| 7387263<br>EGPB<br>895<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CIUDAD DE ZARAGOZA**<br>ex Monte Corona-78<br>**Compania Trasmediterranea S.A.**<br>Bilbao Spain | T.Mk<br>**2 753**<br>1 271<br>2 359 | **✠100A1** SS 5/80<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL T 1$\frac{3}{4}$"U2<br>FN 2580 | **1976**-6 S.A. Juliana Const. Gijonesa—Gijon (244)<br>101,66(BB) 17,10 5,665<br>92,16 16,81 11,18<br>B 77,8 2 dks, intermediate dk at sides<br>rf nil DK in way of hold<br>NS Coll BH to U dk 5 to 2nd dk WB383T | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 546bth 204dk P<br>Stern door/ramp<br>1 TwD 90,6 1 Ho 13,2DTp&s 44,1 ER<br>B.6 468 In.5 222<br>2 Ha (stl) (each 6,2 × 7,1) ER<br>Cr 2(10) | 2 Vee Oil 4SA each 12Cy. 280 × 290<br>8 400bhp (6 179kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>db 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 616kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 501,0t (d.o.) 19kn |
| 5376064<br>MC-7-051<br>Df Esd<br>RT | **CIUDAD DE ZIPAQUIRA**<br>ex Don Alejo-75 ex Yan Brakel-70<br>**Maritima San Andres Ltda.**<br>Isla de San Andres Colombia | **500**<br>307<br>864 | ✠Classed LR until 10/7/81 | **1958**-2 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (322)<br>56,19 9,07 3,582<br>51,82 9,01 4,09<br>P 11,9 F 9,8 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 35,1 ER<br>G.1 073 B.991<br>2W Der 2(3) | Oil 4SA 8Cy. 305 × 460<br>516bhp (380kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>10kn |
| 5074824<br>EDXO<br>43<br>Df Esd<br>Rdr RTm | **CIUDAD RODRIGO**<br>ex Aire-52 ex Glomdal-45<br>**Compania Espanola de Petroleos S.A. (CEPSA)**<br>Santa Cruz de Tenerife Spain | **3 942**<br>2 246<br>5 959 | **✠100A1** SS 7/79<br>oil tanker<br>**✠LMC**<br>EL v<br>FN 2368 | **1940**-7 Oresundsvarvet A/B—Landskrona (57)<br>112,12 14,53 6,820<br>105,16 14,48 8,03<br>P 22,9 B 10,4 F 15,9 1 dk<br>R rf nil cargo tanks renewed 62<br>11BH WB612t | **M Tanker**<br>15 Ta ER<br>L.(oil) 7 017 HeCls. BC | Oil 2SA 6Cy. 480 × 900<br>1 500bhp (1 103kW) ✠ E made32 fitted40<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 85kW 220V d.c.<br>Fuel 390,0t (d.o.)-6,0pd 10kn |
| 7363358<br>EGJS<br>Df Esd<br>Rdr RTm | **CIUDAD SONRISA**<br>**Jose Sanchez Nunez y otros**<br>La Coruna Spain | **230**<br>99<br>— | (GL) | **1974** Ast. Zamacona S.A.—Bilbao (93)<br>32,97<br>29,01 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>11kn |
| 7945156<br>167 | **CIVITAVECCHIA**<br>**Rimorchiatori Laziali S.p.A.**<br>Civitavecchia Italy | **198**<br>23<br>— | RI | **1974** C.N. "Visentini" di Visentini Francesco & C.—Donada<br>28,66 8,01 3,801<br>25,00 7,98 4,50<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 420<br>Ansaldo S.p.A. Genova |

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| **5064934**<br>HPTM<br>1096<br>0-PG<br>Df Esd<br>Gc Rdr<br>RT | **CIVRA**<br>ex Star Trek-82 ex Tristar-82<br>ex Sun-77 ex Gulf Express-76<br>ex Zeptrader-74 ex Seeteufel-72<br>ex Carpathia-68<br>Panama Panama | T.Mk<br>**1 242**<br>520<br>1 950<br>**2 040**<br>1 069<br>2 780 | <br><br>GL | **1957** Kroegerwerft G.m.b.H.—Rendsburg (1086)<br>91,60 12,02 —/5,722<br>83,93 11,99 7,14<br>B 15,3 F 10,4 2 dks<br>RW rf 102 | **M General Cargo**<br><br>3 Ho 21,3 15,8 15,8 ER<br>G.3 774 B.3 559<br>3 Ha (stl) (12,1 10,2 10,2 × 5,7) ER<br>Der 1(15) 2(5) 4(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 3 × 60kW 230V d.c.<br>Fuel (d.o.)<br>14kn |
| **6808038**<br><br><br>Esd Rdr<br>RTm | **CLABEN**<br><br>**J. Lovie**<br>Peterhead United Kingdom | **142**<br>79<br>— | | **1968** Hugh McLean & Sons Ltd.—Renfrew (4830)<br>27,44 7,17 2,718<br>24,21 6,86 3,51<br>B 6,8 F 3,7 1 dk<br>BK 178 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>Der 1(2,5) | Oil 4SA 6Cy. 222 × 292<br>490bhp (360kW)<br>Blackstone & Co. Ltd.<br>Stamford<br>Gen 1 × 10kW 110V d.c.<br>Fuel 12,0t (d.o.)<br>11kn |
| **7362316**<br>YQMH<br>860<br>Df Esd<br>Gc Rdr<br>RT | **CLABUCET**<br><br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **2 631**<br>1 115<br>1 623 | <br><br>RNR (PR) | **1974** Stocznia Gdanska im. Lenina—Gdansk (B419/504)<br>88,30 15,04 5,600<br>80,02 14,99 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.400 In.1 473<br>3 Ha (each 1,9 × 1,9)<br>4W Der 4(2) | Oil 4SA 6Cy. 400 × 480 geared to sc. shaft<br>3 600bhp (2 648kW)<br>Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Swietochlowice<br>Gen 1 × 640kW 2 × 505kW 450V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 046,5t (d.o.)<br>15,25kn |
| **7032208**<br>GORJ<br>341547<br>Df Esd<br>Gc Rdr<br>RTm/v | **CLADYKE**<br>ex Westondyke-82<br>**Cornish Shipping Ltd.**<br>Hull United Kingdom | **696**<br>422<br>1 016 | **✠100A1**<br><br>**✠LMC** | SS 9/79<br><br>**UMS**<br>EL J 1⅛"U2<br>FN 826 | **1971**-1 Scott & Sons (Bowling) 1969 Ltd.—Bowling (440)<br>63,45 10,01 3,734<br>57,92 9,91 4,35<br>P 12,5 F 7,4 1 dk<br>rf 76<br>NS 3BH WB344t | **M General Cargo**<br>1 Ho 38,0 ER<br>G.1 487 B.1 359<br>1 Ha (stl) (31,3 × 6,2) ER<br>2W Cr 2(3) | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Dursley<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 56,0t (d.o.)<br>12kn |
| **7110579**<br>GPAQ<br>342709<br>Esd Pfd<br>Rdr<br>RTm/v | **CLAFEN**<br>ex Fendyke-82<br>**Cornish Shipping Ltd.**<br>Hull United Kingdom | **696**<br>422<br>1 013 | **✠100A1**<br><br>**✠LMC** | SS 9/79<br><br>**UMS**<br>EL J 1⅛"U2<br>FN 826 | **1971**-9 Scott & Sons (Bowling) 1969 Ltd.—Bowling (441)<br>63,45 10,01 3,709<br>57,92 9,91 4,35<br>P 12,5 F 6,1 1 dk<br>rf 76<br>NS 3BH WB344t | **M General Cargo**<br>1 Ho 37,9 ER<br>G.1 426 B.1 387<br>1 Ha (stl) (31,3 × 6,2) ER | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Dursley<br>Gen 2 × 60kW 415V 50Hz a.c.<br>Fuel 64,0t (d.o.)<br>12,25kn |
| **7101384**<br>HO7885<br>3478-73<br>Rdr RT | **CLAIBORNE**<br><br>**Benjamin & Sons**<br>Panama Panama | **173**<br>118<br>— | | | **1957** Burton Construction & SB. Corp.—Port Arthur, Tx (258)<br>9,76 2,540<br>38,64 9,71 3,05<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 6Cy. 127 × 143<br>1 000bhp (736kW)<br>General Motors Corp.<br>U.S.A.<br>Fuel (d.o.) |
| **5074862**<br>TQJH<br>4662<br>Df Esd<br>Rdr RTm | **CLAIR MATIN**<br><br>**Roland Pasco et Guy Beaureau**<br>Philibert Daouedal<br>Concarneau France | **110**<br>46<br>— | | | **1957** Fa. W. Visser & Zoon—Den Helder<br>25,00 6,33<br>… …<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(1) | Oil 4SA 6Cy. 240 × 260<br>540bhp (397kW) NE —<br>Soc. Alsacienne de Const. Mec.<br>Mulhouse<br>Fuel (d.o.)<br>10kn |
| **5105013**<br>C4SR<br>374244<br>Df Esd<br>RT | **CLAIRE**<br>ex Vasilis P-76 ex Equator-74<br>**A. M. Ramady (Holdings Ltd.)**<br>Limassol Cyprus | **493**<br>255<br>650 | **✠100A1**<br><br>**✠LMC** | SS 3/79<br><br><br>EL g<br>FN 550 | **1953**-4 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (129)<br>50,04 8,34 3,410<br>46,61 8,31 3,48<br>1 dk<br>RW<br>3BH WB162t | **M General Cargo**<br>1 Ho 30,1 ER<br>G.963 B.920<br>2W Der 2 | Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons<br>Appingedam<br>Fuel 40,5t<br>10kn |
| **5233389**<br>OGKR<br>1446<br>Df | **CLAIRE**<br>ex Messina-79 ex Edske Smit<br>**Jorma Vahla**<br>Holger Karapum<br>Pargas/Parainen Finland | **261**<br>153<br>325 | | | **1896** E. J. Smit & Zoon—Hoogezand<br>38,71 7,42 2,896<br>35,41 7,40 3,05<br>1 dk<br>R | **Iron & Steel M General Cargo**<br>1 Ho ER<br>G.510 B.453<br>2 Ha (9,9 8,0 × 3,8) ER<br>2W Der 2(1,25) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) NE 57<br>Alpha-Diesel A/S<br>Frederikshavn<br>Fuel 8,0t (d.o.)<br>8kn |
| **7410840**<br>J4YM<br>7572<br>Df Esd<br>Gc Rdr<br>RT | **CLAIRE A. TSAVLIRIS**<br><br>**Panclaire Shipping Co. Ltd.**<br>Tsavliris (Hellas) Maritime Corp. S.A.<br>Piraeus Greece | **15 688**<br>11 086<br>26 272 | **✠100A1**<br>strengthened for heavy cargoes<br>No. 3 hold may be empty<br>**✠LMC** | <br><br><br><br><br>EL Ht 605,0/62,0U3<br>FN 6502 | **1979**-12 Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (110)<br>173,18(BB) 26,67 9,753<br>162,01 26,61 13,52<br>P 29,3 F 13,8 1 dk<br>rf nil<br>7BH WB12001T incl. topside tanks in holds 2751T & Comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2352T & No. 3 hold 5199T | **M Bulk Carrier**<br>5 Ho 16,6 27,9 18,9 28,0 28,0 ER<br>G.36 784 B.32 103 HeCls. B<br>TEU 592<br>C.Ho 90/20' 140/40' C.Dk 42/20' 90/40' incl. 40 ref C.<br>5 Ha (stl) (12,5 × 11,4) (19,5 12,3 19,7 19,7 × 16,5) ER<br>Cr 5(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW)<br>MAN<br>Mecanica Pesada S.A.<br>Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 255,5t (d.o.) 1 953,0t (hvf)-39,0pd<br>15,5kn |
| **5074903**<br>THWZ<br>4054<br>Df Esd<br>Rdr RTm | **CLAIRE JEANNE**<br><br>**France-Langouste S.A.**<br>Douarnenez France | **300**<br>147<br>— | | | **1964** A. Le Gall Fils—Douarnenez<br>33,00 8,95<br>4,50<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>4 Ha (1,9 × 1,3) (1,2 1,2 × 1,2) (0,7 × 0,7) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Marseille<br>Fuel 61,0t (d.o.)<br>9kn |
| **5202902**<br>WA4062<br>240098<br>Df Pfd<br>Rdr RT | **CLAIRE MORAN**<br>ex Lambert Point-70<br>ex M. Moran-60<br>ex Dauntless No. 14-55<br>ex Yaquina ex Dauntless No. 14<br>**Moran Towing of Puerto Rico Inc.**<br>Wilmington, De United States of America | **249**<br>103<br>— | | <br><br>AB | **1940** Jakobson Shipyard Inc.—Oyster Bay, NY (282)<br>35,06 7,62 3,884<br>32,62 7,57 4,17<br>1 dk | **M Tug** | Oil 2SA 16Cy. 220 × 265<br>E made— fitted49<br>General Motors Corp.<br>Detroit, Mi<br>Fuel 138,0t |

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|---|---|---|---|---|---|---|
| 7841580<br>WYK2<br>323<br>580086<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLAIRE P.**<br>Launched as Maracaibo<br>**m/v Claire P.**<br>San Diego, Ca United States of America | **1 159**<br>597<br>— | | **1977** J. M. Martinac SB. Corp.—Tacoma, Wa (209)<br>68,10 13,26<br>59,29 12,81 5,57<br>2 dks | **M Fishing**<br>Seiner Ref | Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW) General Motors<br>General Motors Corp. Electro-Motive Div. La Grange |
| 8107804<br>DS6472<br>647291 | **CLAIRE TIDE**<br>**Tidewater Grand Isle Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **299**<br>203<br>1 000 | AB (Class cont.) | **1982** Atlantic Marine Inc.—Fort George Island, Fl (190)<br>54,87 3,683<br>51,85 12,20 4,27<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 sr reverse geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW 450V 60Hz a.c.<br>Directional thrust propeller fwd , 2 centre<br>Fuel 285,0t (d.o.)-8,0pd 13kn |
| 6712942<br>3EWH<br>1161<br>5-82<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CLAMOR**<br>ex Clamor Schulte-81<br>ex Penruz-73<br>**Grisantemar S.A.**<br>Panama Panama | **3 864**<br>2 238<br>5 912 | BV | **1967** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (263)<br>107,73 6,598<br>100,01 15,47 8,41<br>1 dk | **M General Cargo**<br>3 Ho 19,6 22,8 22,8 ER<br>G.6 884<br>3 Ha (stl) (12,4 15,9 15,9 × 8,9) ER | Oil 4SA 9Cy. 520 × 740<br>3 620bhp (2 663kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Fuel 442,0t (hvf) 14kn |
| 5075050<br>VRLS<br>304140<br>Df Esd<br>Gc Rdr<br>RTv | **CLAN MACBOYD**<br>ex Clan Macgillivray-81<br>**Gateway Shipping Ltd.**<br>Hong Kong Hong Kong (British) | T.Mk<br>**5 866**<br>3 042<br>9 200<br>**8 811**<br>4 813<br>12 121 | ✠100A1 CS 11/81<br>DTsf—oil FP above 65.5°C. (SG up to 1.28) or vegetable oil<br>✠LMC<br>EL et 2¼"SQ<br>FN 4404 | **1962**-9 Greenock Dockyard Co. Ltd. —Greenock (500)<br>154,79 19,31 7,405/8,681<br>143,57 19,21 11,46<br>F 25,0 2 dks, intermediate 'tween dk in No. 1 hold<br>rf 114 DK fwd<br>7BH to U dk 2 to 2nd dk WB2165t incl. DTsf753t | **M General Cargo**<br>5 Ho 15,0 23,1 23,2 23,5 ER 19,3<br>G.17 950 B.16 185<br>5 Ha (stl) (8,8 × 5,4) (11,3 11,3 11,3 × 6,4) ER (8,9 × 6,4)<br>16W Der 1(60) 2(20) 4(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>8 500bhp (6 252kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 454,0t (hvf) 16,5kn |
| 5020859<br>H06491<br>10874-LI<br>Esd Rdr<br>RTm/v | **CLAN ROSE**<br>ex Apollo-82<br>**Clan Rose Shipping Co. S.A.**<br>Panama Panama | **1 253**<br>522<br>1 504 | ✠100A1 SS 8/78<br>container cargoes in Nos. 2 & 3 holds and on upper deck hatch covers<br>✠LMC<br>EL p<br>FN 1461 | **1954**-11 Charles Hill & Sons Ltd.—Bristol (388)<br>84,82 11,92 4,172<br>79,15 11,89 6,56<br>F 7,1 1 dk & S dk<br>RW len 68<br>2BH to S dk 1 to 2nd dk WB587t incl. DTf80t | **M General Cargo** OSD 4P<br>3 Ho 7,3 20,7 20,7 ER<br>TEU 65<br>C.Ho 54/20' (30') (40') C.Dk 21/20' (30') (40')<br>3 Ha (stl) ER | Oil 2SA 8Cy. 340 × 570<br>1 280bhp (942kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 60kW 220V d.c.<br>Fuel 107,5t (d.o.) 12,5kn |
| 6709854<br>305573<br>Esd Rdr<br>RTv | **CLANDEBOYE**<br>**Cory Ship Towage (N.I.) Ltd.**<br>Cory Ship Towage Ltd.<br>Belfast United Kingdom | **167**<br>—<br>— | ✠100A1 SS 2/80<br>tug<br>U.K., Eire and between River Elbe and Brest<br>✠LMC<br>EL (b)<br>FN 305 | **1967**-5 Appledore Shipbuilders Ltd. —Appledore (A.S.27)<br>29,98 7,98 3,277<br>26,83 7,55 3,81<br>1 dk<br>rf 432 BK 38<br>4BH WB46t | **M Tug**<br>1 Ho 2,3<br>1 Ha (stl) (2,3 × 2,3) | Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 25,5t (d.o.) 12kn |
| 6404935<br>GMSU<br>305302<br>Esd Rdr<br>RTm | **CLANSMAN**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **1 707**<br>857<br>407 | ✠100A1 SS 1/81<br>west coast of Scotland and Western Isles service<br>✠LMC<br>EL (q) 1⅜"SQ<br>FN 1303 | **1964**-5 Hall, Russell & Co. Ltd.—Aberdeen (911)<br>81,06 14,10 2,744<br>75,60 13,26 3,97<br>2 dks<br>rf nil len 73<br>12BH WB187t | **TM Passenger/RoRo Cargo/Ferry**<br>55bth 545dk P<br>Bow door/ramp Stern door/ramp | 2 Oil 2SA each 8Cy. 267 × 343<br>2 400bhp (1 765kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 4 × 140kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 40,5t (d.o.) 14,5kn |
| 6702325<br>VC5684<br>326113<br>RTm | **CLARA & LINDA**<br>**Maxcatch Fisheries Ltd.**<br>Halifax, N.S. Canada | **109**<br>41<br>71 | | **1966** McLean's SB. Ltd.—Mahone Bay, N.S.<br>*27,74* 6,86 3,556<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 8,5 | Vee Oil 4SA 12Cy. 140 × 152<br>370bhp (272kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 6613859<br>OWBJ<br>D2538<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLARA CLAUSEN**<br>ex Maple-76 ex Sunmaple-69<br>**C. Clausen D/S A/S**<br>Kobenhavn Denmark | **5 952**<br>3 646<br>7 417 | NV | **1966** Tangen Verft A/S.—Kragero (598)<br>154,59 21,39 6,738<br>145,09 21,34 12,07<br>1 dk<br>rf 152 conv Bulk Carrier 76 | **M Livestock Carrier**<br>Side door<br>Mchy.aft | Oil 2SA 7Cy. 620 × 1400<br>7 650bhp (5 627kW) B&W<br>A/S Akers M/V Oslo<br>Gen 2 × 365kW 1 × 152kW — 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf)-29,5pd 16,5kn |
| 6621569<br>IBUD<br>1193<br>Df Esd<br>Gc Rdr | **CLARA EXPRESS**<br>ex Span Seconda-78<br>ex Delwind-74<br>**Societa Partenopea di Navigazione S.p.A. (SPAN)**<br>Napoli Italy | **10 103**<br>5 534<br>16 655 | RI (BV) | **1966** Sanoyasu Dockyard Co. Ltd.—Osaka (251)<br>147,50 20,55 9,043<br>140,01 20,50 12,55<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.20 702 B.19 740<br>5 Ha (stl) (9,6 18,3 9,6 18,3 9,6 × 8,9) ER<br>14W Der 14(5) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Fuel 1 153,0t (hvf) 14kn |
| 5075385<br>UME<br>842<br>RT | **CLARA G.**<br>ex Clara Garolla-71 ex Amesa-59<br>**Sarda Bunkers S.p.A.**<br>Napoli Italy | **666**<br>432<br>1 032 | RI (AB) | **1944** Odenbach SB. Corp.—Rochester, NY<br>55,94 9,15<br>54,69 9,12 4,12<br>P 11,6 F 7,1 1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 690 | 2 Oil 2SA each 4Cy. 318 × 406<br>700bhp (515kW)<br>Clark Bros. Co. Inc. New Orleans, La<br>Fuel 30,5t-2,5pd 9,5kn |
| 6806200<br>OWIK<br>D1428<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLARA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **21 609**<br>14 402<br>24 937 | ✠100A1 SS 9/77<br>container ship<br>✠LMC<br>EL Jt 0,0/66,0U3<br>FN 8423 | **1968**-5 (Aft section) Kockums M/V A/B —Malmo (507)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Hiroshima Works, Innoshima<br>197,09(BB) 29,75 10,500<br>184,26 29,70 16,01<br>F 13,2 1 dk<br>rf nil len & widened 80<br>conv Ref General Cargo 80<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |

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| **5075414**<br>EBXX<br>9321<br>Df Esd<br>Pfd RTm | **CLARA MAR**<br>**Maritima Santa Clara S.A.**<br>Vigo Spain | **398**<br>188<br>— | BV | **1959** Indunaval S.A.—Bilbao (39)<br>*40,85* 7,62<br>7,60 4,20<br>1 dk<br>len 63 | **M Fishing**<br>Side Trawler<br>3 Ha (1,5 0,9 × 1,3) (0,6 × 0,6)<br>1W Der 1(1) | Oil 4SA 8Cy. 220 × 280<br>1 000bhp (736kW) E made72 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 186,0t (d.o.) 12kn |
| **7395181**<br>EGWE<br>Df Esd<br>Rdr RT | **CLARA ROSAL**<br>**Industria de Comercio & Finanzas S.A. (CONFISA)**<br>Huelva Spain | **288**<br>134<br>— | BV | **1975** Ast. de Huelva S.A.—Huelva (62)<br>38,46 7,27 3,650<br>33,28 7,26 3,92<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 122,0t (d.o.) 10,5kn |
| **6813148**<br>317994 | **CLARENCE TOWN**<br>ex New Day-75 ex Ellie Mae-68<br>**R. Lockhart & E. Wallace**<br>Nassau Bahamas | **133**<br>67<br>— | | **1965** Stewart & Stevenson Services, Inc. —Freeport<br>**1975** B. W. Stevenson—Nassau<br>*23,96* 7,85<br>... ...<br>1 dk | **TM General Cargo/Salvage Ship** | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>14kn |
| **5075476**<br>VOMQ<br>174557<br>RTm | **CLARENVILLE**<br>**Bonaventures Ltd.**<br>St. John's, Nfl. Canada | **334**<br>171<br>386 | ✠Classed LR until 9/58 | **1944**-11 Govt. of Newfoundland (Clarenville Shpyd)—Clarenville<br>41,18 8,59 3,836<br>38,56 3,87<br>1 dk | **Wood M General Cargo**<br>2 Ho 12,6 10,2<br>G.479 B.435<br>2 Ha (3,8 × 3,5) (3,2 × 3,1)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 230 × 305<br>400bhp (294kW)<br>Vivian Diesels & Munitions Ltd. Vancouver, B.C.<br>Gen 1 × 3kW 1 × 2kW 38V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| **8101965**<br>H8DS<br>1099<br>5-HK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CLARISSE VENTURE**<br>**Joy Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Panama Panama | **31 102**<br>22 093<br>60 024 | AB (Class cont.) | **1982** China SB. Corp. (Keelung Division) —Keelung (204)<br>222,99(BB) 12,443<br>213,01 32,20 17,81<br>F 15,3 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,0 23,4 23,3 23,2 23,4 23,4 24,2 ER<br>G.73 558 HeCls. B<br>7 Ha (stl) (9,7 × 13,1) (13,5 13,5 13,5 13,5 13,5 13,5 × 14,6) ER | Oil 2SA 8Cy. 660 × 1400<br>14 400bhp (10 592kW) Sulzer<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 3 043,5t (hvf)-44,5pd<br>15,5kn |
| **5075529**<br>193637 | **CLARK B. DAVIS**<br>**Abitibi Paper Co. Ltd.**<br>Toronto, Ont. Canada | **148**<br>54<br>— | | **1951** Russel-Hipwell Engines Ltd.—Owen Sound, Ont.<br>25,91 6,10<br>6,05 | **M Tug**<br>3W | Oil 8Cy. 222 × 292<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 1 × 20kW 110V d.c.<br>Fuel 13,0t 8kn |
| **8036859**<br>621579 | **CLARK'S PRIDE**<br>**Claude Y. Clark Jr.**<br>Mobile, Al United States of America | **148**<br>100<br>— | | **1980** ............Coden, Al<br>*23,54* 6,91<br>3,71<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| **7620457**<br>GXUU<br>377476<br>Df Esd<br>Gc Rdr<br>RT | **CLARKNES**<br>**H. Clarkson & Co. Ltd.**<br>Jebsens (U.K.) Ltd.<br>London United Kingdom | **2 351**<br>1 114<br>3 564 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL R $1\frac{9}{16}$"U2<br>FN 1655 | **1978**-1 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (474)<br>87,03 13,75 5,650<br>81,01 13,61 6,81<br>P 17,4 F 6,8 1 dk<br>rf nil<br>4BH WB1152T incl. Comb. btm & STs in holds 936T | **M General Cargo**<br>Mchy.aft<br>G.4 513 B.4 430 | Vee Oil 4SA 12Cy. 325 × 370 reverse reduction geared to sc. shaft<br>2 700bhp (1 986kW)<br>A.P.E.-Allen Ltd. Bedford<br>WTAuxB (o.f.) 7kgf/cm$^2$ (6,9bar) hs10,8<br>Gen 2 × 170kW 380V 50Hz a.c.<br>Fuel 205,0t (d.o.) 29,0t (hvf) 12,5kn |
| **5075579**<br>KEEF<br>248839<br>Df Esd<br>Gc RT | **CLARKSBURG VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 561<br>10 999 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V99)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **5075581**<br>WAEA<br>247211<br>Df Esd<br>Gc RT | **CLARKSVILLE VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 634**<br>4 626<br>11 075 | AB | **1945** Bethlehem-Fairfield—Baltimore, Md (2443)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **7409281**<br>GVAS<br>359106<br>Esd Gc<br>Pfd Rdr<br>RT | **CLARKWOOD**<br>**Burwood Fishing Co. Ltd.**<br>The John Wood Group (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **387**<br>145<br>247 | **✠100A1** SS 8/81<br>stern trawler<br>**✠LMC** **UMS**<br>EL (G) $\frac{3}{4}$"U2<br>FN 458 | **1976**-7 Goole SB. & Repairing Co. Ltd. —Goole (588)<br>*35,30* 9,68 3,801<br>32,26 9,44 4,75<br>F 15,9 1 dk<br>rf 432 BK 152<br>5BH WB12T | **M Fishing**<br>Stern Trawler | Oil 4SA 16Cy. 222 × 292<br>1 700bhp (1 250kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 104kW 1 × 70kW 1 × 13kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **6821652**<br>GCCX<br>387015<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLASINA**<br>ex Drie Gebroeders-81<br>ex Antje-79<br>ex Drie Gebroeders-79<br>**David Michael Becconsall**<br>Brixham United Kingdom | **126**<br>58<br>— | | **1968** Van Goor's Schps. & Mach. —Monnickendam (633)<br>27,97 7,09 2,972<br>6,99 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 2SA each 6Cy. 190 × 350<br>660bhp (485kW) NE 79<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Fuel (d.o.) 11kn |
| **5389994**<br>PDKG<br>77<br>Df Esd<br>RT | **CLASINA JACOBA**<br>ex Leendert Jan-79<br>ex Jonge Klaas-73<br>ex Willem Robert-69<br>**M. van Duyn**<br>Katwijk aan Zee Netherlands | **119**<br>45<br>— | | **1957** Scheepsbouwerf & Mfbk. H. de Haas N.V.—Maassluis (95)<br>29,27 6,41 2,598<br>25,51 6,30 3,33<br>RW | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy. 190 × 350<br>525bhp (386kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |

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|---|---|---|---|---|---|---|
| 7306025<br>SYSS<br>5091<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CLASSIC**<br>**Fairwind Shipping Co. S.A.**<br>Piraeus Greece | **73 492**<br>57 247<br>152 665 | AB | **1973** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2163)<br>291,02(BB) 44,56 17,028<br>278,82 44,51 23,02<br>1 dk<br>rf 13 | **S Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>10 Ho/Ta 26,5 22,9 15,7 22,9 22,9 15,7 22,9 22,9 15,7 24,0 ER<br>G.168 930 L.(oil) 172 429<br>HeCls. BC<br>10 Ha (stl) (each 11,9 × 24,0) ER<br>2W Der 2(10) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>Ishikawajima Harima Heavy Ind. Japan<br>Gen 1 × 950kW 2 × 610kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 6 610,5t (o.f.)-122,0pd<br>16,5kn |
| 7944463<br>605963 | **CLASSY LADY**<br>**Dale A. Belsome**<br>New Orleans, La United States of America | **162**<br>110<br>— | | **1979** ..............Biloxi, Ms<br>*25,09* 7,32<br>3,59<br>1 dk | **M Fishing** | Oil<br>680bhp (500kW)<br>U.S.A. |
| 7202994<br>WX7354<br>505407 | **CLAUBERN**<br>ex Lobos Isle<br>**Clark Trawlers Inc.**<br>Mobile, Al United States of America | **129**<br>87<br>— | | **1966** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,56<br>3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| 6613718<br>323795 | **CLAUDE L. SANDERSON**<br>**Walter L. Sweeney**<br>Yarmouth, N.S. Canada | **189**<br>88<br>— | | **1965** A. F. Theriault & Son—Meteghan, N.S.<br>*29,17* 7,52<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 10Cy. 133 × 184<br>800bhp (588kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>10kn |
| 7000188<br>PPDV<br>6271<br>Df Esd<br>Gc Rdr<br>RT | **CLAUDIA**<br>**Linhas Brasileiras de Navegacao Ltda. (LIBRA)**<br>Rio de Janeiro Brazil | **4 838**<br>3 195<br>7 566 | BV | **1971** EMAQ-Engenharia & Maquinas S.A.<br>—Rio de Janeiro (268)<br>116,46 17,45 7,900<br>108,39 17,40 9,81<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.9 451 B.8 410 | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Industrias Villares Sao Paulo<br>Fuel 495,0t 14kn |
| 5050983<br>HO5287<br>9955<br>-MF1<br>Df Esd<br>Gc Rdr<br>RTm/v | **CLAUDIA**<br>ex Cap Pinede-81 ex Breda-75<br>**Oceanfare Shipping Co.**<br>Agence Maritime de l'Ouest<br>Panama Panama | **1 365**<br>626<br>2 200 | **100A1** SS 7/80<br>**LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1493<br>(NV) | **1957** Tangen Verft—Kragero (5)<br>88,65 12,98 5,436<br>80,55 12,96 5,57<br>P 23,5 F 11,6 2 dks & S dk<br>RW rf 102<br>4BH WB295T | **M General Cargo** OSD<br>Pallets<br>Ice strengthened Side doors<br>2 Ho 21,1 12,1 ER<br>G.3 936 B.3 653<br>2 Ha (stl) (15,6 × 6,1) (22,4 × 5,7) ER<br>Cr 3(5) Der 2(12) | Oil 2SA 4Cy. 500 × 1100 exhaust400<br>2 400bhp (1 765kW) B&W<br>A/S Akers M/V Norway<br>AuxB (Comp) 7lbf/in² (0,5bar)<br>Gen 2 × 150kW 220V d.c.<br>Thw. thrust propeller aft<br>Fuel (hvf) |
| 7370040<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLAUDIA**<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **201**<br>119<br>— | AB | **1973** Sandock-Austral Ltd.—Durban (52)<br>28,96 6,48 2,744<br>26,67 6,41 3,36<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| 7102986<br>WYZ3<br>688<br>532179<br>Df Esd<br>Gc Rdr<br>RTh/v | **CLAUDIA B.**<br>ex Trinidad-77<br>**Claudia B. Fishing Co. Inc.**<br>San Diego, Ca United States of America | **787**<br>386<br>1 087 | | **1971** J. M. Martinac SB. Corp.—Tacoma, Wa (185)<br>*49,99* 11,43<br>10,94 4,63<br>2 dks | **M Fishing**<br>Side-fishing | Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 500bhp (2 574kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Fuel 353,5t 16kn |
| 7124702<br>HOLG<br>7000-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTm/v | **CLAUDIA KOGEL**<br>ex Santa Maja-76<br>**Kogel & Roth Schiffahrts K.G.**<br>Josef Roth Reederei<br>Panama Panama | **8 932**<br>6 240<br>15 139 | GL (AB) | **1972** Austin & Pickersgill Ltd.—South Dock, Sunderland (431)<br>141,00 20,55 8,821<br>134,17 20,43 11,74<br>F 14,4 2 dks<br>RW | **M General Cargo** CSD<br>5 Ho 21,4 29,7 11,4 22,8 ER 24,3<br>G.21 728 B.19 902<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>6 750bhp (4 965kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 025,0t (hvf) 15kn |
| 5425334<br>HO3934<br>9710-RH<br>Rdr<br>RTm/v | **CLAUDIA P**<br>ex Saint Colman-81<br>**Seafaith Navigation Ltd.**<br>Panama Panama | **917**<br>447<br>1 250 | **✠100A1** SS 1/80<br>**✠LMC**<br>EL I 1$\frac{3}{16}$"SQ<br>FN 840 | **1963**-6 Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (251)<br>62,46 10,04<br>58,55 9,91 4,42<br>P 15,0 F 7,4 1 dk<br>RW rf 102<br>NS 3BH WB321t | **M General Cargo**<br>2 Ho 13,7 23,7 ER<br>G.1 777 B.1 668<br>2 Ha (stl) (8,7 × 5,4) (17,5 × 7,1) ER<br>3W Der 3(3) | Oil 4SA 8Cy. sr reverse geared to sc. shaft<br>971bhp (714kW)<br>English Electric Co. Ltd. Newton-le-Willows<br>Gen 2 × 30kW 1 × 15kW 220V d.c.<br>Fuel 71,0t (d.o.) 12kn |
| 5339860<br>IMWG<br>42<br>Rdr RT | **CLAUDIA PRIMA**<br>ex Stefania Montanari-72<br>ex Falco-59<br>**Societa Armamenti Marittimi (S.A.M.) S.r.l.**<br>Brindisi Italy | **499**<br>268<br>734 | (RI) | **1951** Cant. Nav. Felszegi—Trieste (19)<br>53,42 8,62 3,658<br>47,99 8,59 3,79<br>P 13,8 F 6,4 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 991<br>HeCls. C | Oil 4SA 7Cy. 265 × 410<br>360bhp (265kW)<br>S.A. Ansaldo Genova<br>Fuel 28,5t-1,5pd 9kn |
| 8002781<br>PDJX<br>Df Esd<br>Gc Rdr<br>RT | **CLAUDIA SMITS**<br>**Marinus Smits**<br>General Shipping & Chartering Services V.o.F. "GENCHART"<br>Rotterdam Netherlands | T.Mk<br>**1 671**<br>1 074<br>5 925<br>**3 596**<br>2 082<br>6 020 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2033 | **1981**-4 Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (404)<br>84,21 (BB) 17,10 —/8,384<br>74,81 17,01 10,16<br>P 11,0 F 8,9 2 dks<br>rf nil<br>3BH WB1971T incl. Upr. STs in hold 759T & lwr STs in holds 173T | **M General Cargo**<br>1 Ho 52,8 ER<br>G.7 021 B.6 800<br>1 Ha (stl) (45,5 × 12,8) ER<br>Cr 2(18-32) | Oil 4SA 6Cy. 410 × 470 reduction geared to sc. shaft<br>3 400bhp (2 501kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 224kW 1 × 148kW 1 × 240kW 380V 50Hz a.c.<br>Fuel 409,5t (d.o.)-10,0pd 12kn |
| 5096456<br>HO6139<br>8554-P-F<br>Df Esd<br>Rdr<br>RTm/v | **CLAUDIA W**<br>ex Eberstein-79<br>**Reiner Wiencke**<br>Brake Panama | **294**<br>199<br>395 | GL | **1961** Jadewerft G.m.b.H.—Wilhelmshaven (78)<br>49,28 7,57 2,301<br>46,00 7,50 2,75<br>P 8,3 F 4,9 1 dk<br>len — deepened 75 | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,9 ER<br>G.566 B.538<br>1 Ha (20,5 × 5,0) ER<br>2W Der 2(1) | Oil 4SA 6Cy. 215 × 300 geared to sc. shaft<br>250bhp (184kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 9,5t (d.o.) 8,5kn |

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|---|---|---|---|---|---|---|
| 5385443<br>HO7347<br>7619-77<br>Df Esd<br>RTm/v | **CLAUDIA VII**<br>ex Claudia-76 ex Walkure-69<br>ex Christa-58<br>**Integrity Seal Shipping Co. S.A.**<br>Panama Panama | 249<br>133<br>400 | GL | **1935** D. W. Kremer Sohn—Elmshorn (755)<br>*40,42* 7,24 2,661<br>7,19 3,00<br>P 8,3 1 dk<br>R len 50 | **M General Cargo**<br>1 Ho 24,9 ER<br>G.521<br>2 Ha (each 11,4 × 4,8) ER<br>2W | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>230bhp (169kW) NE 63<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 7kn |
| 5169540<br>5B2520<br>373948<br>Df Esd<br>RTm/v | **CLAUDINE**<br>ex Nada-Lena H-81 ex Pauline-78<br>ex Mimi Helene-75<br>ex Jan Jonas-73<br>**Seadoll Marine Co. Ltd.**<br>Limassol Cyprus | **422**<br>222<br>685 | GL | **1954** J. J. Sietas K.G. Schiffswerft —Hamburg (380)<br>48,11 8,41 3,401<br>47,02 8,39 3,81<br>P 9,5 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,1 ER<br>G.930 B.877<br>2 Ha (each 12,1 × 5,1) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 9kn |
| 6901593<br>DDMI<br><br>Df Esd<br>Rdr<br>RTm/h/v | **CLAUS**<br><br>**Gottfried Serafin**<br>D. Oltmann<br>Brake Federal Republic of Germany | T.Mk<br>**424**<br>243<br>1 081 | GL | **1968** Schiffsw. Ronnebeck—Bremen (147)<br>59,70 10,01 3,861<br>54,01 9,99 5,90<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 893 B.1 797<br>1 Ha (28,1 × 6,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 62,0t (d.o.) 11kn |
| 5169538<br>DNJO<br><br>Df Esd<br>Rdr RT | **CLAUS LUHRS**<br>ex Jan Herman-65<br>**Georg Luhrs**<br>Hamburg Federal Republic of Germany | **499**<br>310<br>900 | ✠100A1 SS 8/81<br>✠LMC<br>EL i<br>FN 724 | **1952**-6 N.V. Bodewes Schps. —Martenshoek (393)<br>56,57 9,05 3,709<br>52,20 9,00 4,86<br>P 12,5 RQD 17,1 F 11,0 1 dk<br>RW<br>3BH WB216t | **M General Cargo**<br>1 Ho 34,0 ER<br>G.1 119 B.850<br>2 Ha (each 10,9 × 4,8) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 450<br>650bhp (478kW)<br>Appingedammer Brons Appingedam<br>Fuel 61,0t 10kn |
| 7822421<br>GBDU<br>387387<br>Esd Rdr<br>RT | **CLAUSENTUM**<br><br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kingdom | **334**<br>0<br>263 | ✠100A1<br>tug<br>✠LMC<br>EL G 302,5/20,5U2<br>FN 426 | **1980**-1 Richards (Shipbuilders) Ltd. —Lowestoft (547)<br>33,25 10,29 4,180<br>29,01 9,76 4,91<br>RAD 1,0 RFD 14,1 1 dk<br>rf 381<br>5BH WB87T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 254 × 305 sr geared to sc. shafts<br>Paxman<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 80kW 1 × 20kW 440V 50Hz a.c.<br>2 Controllable pitch propellers |
| 5086255<br>HO6235<br>9003-PEXT<br>Df Esd<br>RT | **CLAVEL**<br>ex Asterix-80 ex Anthoula-78<br>ex Dankwart-69<br>ex Marie Schwinge-38<br>ex Emmy Friederich<br>**Damasis Compania Maritima S.A.**<br>Panama Panama | **282**<br>156<br>442 | | **1921** Hugo Peters—Wewelsfleth<br>41,99 7,47 3,455<br>38,56 7,42 3,66<br>RQD 4,0 1 dk H 2,4 H 2,5<br>R len 53 | **M General Cargo**<br>1 Ho 23,0 ER<br>G.623 B.595<br>2 Ha ER<br>2W | Oil 4SA 4Cy. 290 × 420<br>220bhp (162kW) NE 52<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 7,0t (d.o.) 8kn |
| 5307295<br><br><br>Df Esd<br>Rdr | **CLAVIS MARU No. 1**<br>ex Sakiyoshi Maru No. 23-74<br>**Todd Ltd. Corp.** | **336**<br>179<br>— | | **1962** Miho Zosensho K.K.—Shimizu (335)<br>48,70 7,93<br>42,98 7,90 3,81<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 165,5t 11kn |
| 7715434<br>GYAE<br>379437<br>Esd Rdr<br>RT | **CLAYMORE**<br><br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **1 631**<br>450<br>398 | ✠100A1<br>ferry<br>West coast of Scotland & Western Isles service<br>✠LMC<br>EL (Q) 440,0/38,0U2<br>FN 1425 | **1978**-12 Robb Caledon Shipbuilders Ltd. —Leith (522)<br>77,20 16,26 2,901<br>70,08 15,51 4,81<br>B 18,9 1 dk<br>rf nil<br>8BH WB460T | **TM RoRo Cargo/Ferry**<br>Stern ramp Side ramps (p&s) | 2 Oil 4SA each 16Cy. 222 × 292 geared to sc. shafts<br>3 400bhp (2 501kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 147kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller |
| 7391288<br>GULD<br>364082<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLAYMORE SEA**<br>ex Scotoil 3-79<br>ex Theriot Offshore III-77<br>**North Sea Logistics Ltd.**<br>Leith United Kingdom | **1 258**<br>398<br>1 697 | AB | **1974** Todd Shipyards Corp.—Seattle, Wa (60)<br>67,04 13,42 4,903<br>65,51 13,39 5,77<br>F 23,2 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Ice strengthened | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 150kW 440V a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 401,5t (d.o.) 14kn |
| 5280758<br>VOCQ<br>800355<br>Df Esd<br>Rdr RT | **CLAYTON M. JOHNSON**<br>ex Polarfart-81<br>**Johnson Combined Enterprises Ltd.**<br>St. John's, Nfl. Canada | T.Mk<br>**531**<br>248<br>— | NV | **1960** Kaarbos M/V A/S—Harstad (30)<br>43,67 7,93 4,712<br>38,94 7,90 6,18<br>1 dk<br>BK 89 len 67 | **M General Cargo/Sealer**<br>Ref<br>2 Ho ER<br>2 Ha (1,0 × 1,0) (4,4 × 2,2) ER<br>1W Der 1(5) | Vee Oil 4SA 12Cy. 220 × 240<br>1 980bhp (1 456kW) NE 79<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 60kW 1 × 32kW 220V 50Hz a.c.<br>Fuel 122,0t (d.o.)-5,5pd 12kn |
| 7700257<br>HPQB<br>10942-KJ1<br>Df Esd<br>Gc Pfd<br>Rdr | **CLEAN POWER**<br>ex Shinsei Maru-82<br>**Peony Shipping Co. S.A.**<br>Panama Panama | **11 289**<br>7 009<br>18 915 | NK | **1977** Koyo Dockyard Co. Ltd.—Mihara (765)<br>147,71 9,329<br>140,01 22,81 12,63<br>P 26,6 F 11,9 1 dk | **M Bulk Carrier**<br>G.24 135 B.22 927<br>1 Ha (15,4 × 9,0) 3 Ha (each 19,5 × 10,5) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 320kW 440V a.c.<br>14,5kn |
| 5395620<br>MBEC<br>168607<br>Df Esd<br>Rdr | **CLEANSEAS I**<br>ex Yesso-81<br>**Cleanseas Oil Pollution Control Ltd.**<br>Grangemouth United Kingdom | **322**<br>109<br>— | ✠100A1 SS 10/81<br>oil recovery service<br>✠LMC<br>EL (f) n<br>FN 460 | **1958**-12 Cochrane & Sons Ltd.—Selby (1433)<br>*39,05* 8,21<br>38,10 8,08 3,97<br>RQD 20,5 F 6,4<br>RW rf 762 BK 178 conv Side Trawler Fishing 81<br>4BH WB18t | **M Pollution Control Ship** | Oil 4SA 7Cy. 381 × 457<br>736bhp (541kW)<br>Mirrlees, Bickerton & Day Stockport |

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|---|---|---|---|---|---|---|
| 7601607<br>SWUD<br>6105<br>Df Esd<br>Gc Rdr<br>RT | **CLEANTHES**<br><br>**Pactolus Compania Naviera S.A.**<br>Piraeus Greece | **16 366**<br>11 054<br>29 142 | **✠100A1** SS 11/81<br>strengthened for heavy cargoes<br>Nos. 1, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Ft 2⅜"U2<br>FN 6396 | **1976**-9 Hakodate Dock Co. Ltd.—Hakodate (651)<br>180,83(BB) 23,17 10,651<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK in way Nos. 2-7 holds incl.<br>9BH WB11942T incl. comb. btm & STs in Nos. 2, 3, 4 & 5 holds 2884T topside tanks in Nos. 2-7 holds 3616T & No. 4 hold 3784T | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (1 o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 380kW 450V 60Hz a.c.<br>15kn |
| 7230977<br>WZK2<br>178<br>536620 | **CLEARVIEW IV**<br>ex Matco IV<br>**High Sea Corp.**<br>Fall river United States of America | **166**<br>121<br>— | | **1971** Rockport Yacht & Supply Co. —Rockport, Tx<br>26,52 7,04 3,658<br>3,51 | **M Fishing**<br>Ref | Oil<br>670bhp (493kW)<br>.............<br>Fuel (d.o.) |
| 7307770<br>WSX6<br>008<br>504960 | **CLEARWATER**<br>ex Patty Lee-76 ex Salvage Queen<br>ex YMS 140<br>**Clearwater Corp.**<br>Seattle, Wa United States of America | **262**<br>178<br>— | | **1943** Astoria Marine Const. Co.—Astoria, Or<br>*38,41* 7,62<br>3,46<br>1 dk<br>conv Minesweeper — | **Wood M Fishing** | Oil<br>1 000bhp (736kW)<br>.............<br>Fuel (d.o.) |
| 5075854<br>KEEG<br>247266<br>Df Esd<br>Gc RT | **CLEARWATER VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 618<br>10 852 | AB | **1945** Permanente (Shipyard No. 1) —Richmond, Ca (583)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.)<br>15kn |
| 5075866<br><br>149778 | **CLEARWAY**<br><br>**Whitehaven Harbour Commissioners**<br>Whitehaven United Kingdom | **276**<br>107<br>— | ✠Classed LR until 3/65 | **1927**-3 A. Hall & Co. Ltd.—Aberdeen (601)<br>*35,09* 8,26 2,947<br>3,36<br>1 dk | **S Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Dredging depth 12,2 Hopper 355T<br>1 Ho ER<br>Cr 1(2) | T 3Cy. 254 406 & 660 × 457<br>300ihp (221kW)<br>A. Hall & Co. Ltd. Aberdeen<br>Fuel (c)<br>9kn |
| 5075878<br>GHYT<br>301681 | **CLEE NESS**<br><br>**British Transport Docks Board**<br>Hull United Kingdom | **1 436**<br>729<br>1 712 | ✠Classed LR until 1/63 | **1962**-2 Fleming & Ferguson Ltd.—Paisley (797)<br>68,26 13,90<br>64,62 13,42 5,72<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single centre arm<br>Dredging depth 14,0<br>Mchy.aft<br>Hopper 1 200<br>1 sandpump | 2 Oil 4SA each 5Cy. 260 × 368 with flexible couplings & sr reverse geared to sc. shafts<br>1 130bhp (831kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 60kW 220V d.c.<br>10kn |
| 5075880<br>OAMG<br><br>RTm | **CLELIA**<br>ex Victoria-59 ex Plera-51<br>ex Alessandro Celli ex San Marco<br>**Cabotaje Peru S.A.**<br>Ferraro Hermanos Callao S.A.<br>Callao Peru | **564**<br>318<br>791 | | **1947** Cant. Celli S.A.—Venezia<br>54,72 8,95 3,887<br>50,25 8,93 4,30<br>1 dk<br>R | **M General Cargo**<br>2 Ho 10,9 11,5 ER<br>Der 2(1,5) | Oil 2SA 6Cy. 260 × 450<br>E made45 fitted47<br>S.A. Fiat S.G.M. Torino<br>Fuel (d.o.) |
| 5075907<br>OYFP<br>E334<br>RT | **CLEMENS**<br>ex Efeu-33 ex Zwaantje Cornelis<br>**Paul K. Norgaard**<br>Odense Denmark | **167**<br>88<br>203 | (BV) | **1898** Gebr. Verstokt—Martenshoek<br>32,11 6,46 2,782<br>27,18 6,41 2,98<br>1 dk<br>R | **Iron & Steel Aux M General Cargo**<br>Schooner<br>G.368<br>2 Ha (3,3 × 3,8) (10,0 × 3,9) ER<br>1W Der 1(1) | Oil 2SA 2Cy. 325 × 380<br>119bhp (88kW) NE 51<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.)<br>9kn |
| 7039347<br>HOMV<br>8608-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLEMENTINA**<br><br>**Reefer Ionic Ganymed Schiffahrtsgesellschaft m.b.H. & Co.**<br>Ganymed Schiffahrtsgesellschaft m.b.H.<br>Hamburg Panama | T.Mk<br>**6 172**<br>2 901<br>8 420<br>**8 068**<br>4 816<br>9 725 | **✠100A1** SS 8/81<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Z 2⅛"U2<br>FN 4411 | **1971**-3 A/S Bergens M/V—Bergen (648)<br>147,83 20,05 8,541/9,170<br>135,67 20,01 12,50<br>F 13,8 2 dks, 3rd dk clear of mchy. space 4th dk fwd of mchy. space<br>rf 102<br>6BH WB1356t | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 23,6 22,1 ER 19,5 11 TwD<br>In.11 774<br>4 Ha (stl) (11,1 11,2 11,2 × 7,0) ER (11,2 × 7,0)<br>14W Der 2(15) 8(5-10) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Nylands M/V Oslo<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 524kW 1 × 392kW 1 × 192kW 450V 60Hz a.c.<br>Fuel 361,5t (d.o.) 1 358,5t (hvf)<br>20kn |
| 6516465<br>HO5107<br>7852-77<br>Esd Pfd<br>Rdr<br>RTm/v | **CLEMENTINE**<br>ex Lady Jean-81 ex Albatross-76<br>**Naviera Winston S.A.**<br>Panama Panama | **583**<br>260<br>1 050 | **✠100A1** SS 2/80<br>**✠LMC**<br>EL m<br>FN 1016 | **1965**-10 J. Lewis & Sons Ltd.—Aberdeen (348)<br>65,13 11,08 4,204<br>57,92 10,98 6,56<br>RFD 10,1 1 dk & S dk<br>RW rf 76<br>Coll BH to S dk3 to 2nd dk WB273t | **M General Cargo** OSD<br>2 Ho 17,6 16,3 ER<br>G.2 085 B.2 044<br>2 Ha (stl) (13,4 12,8 × 5,7) ER | Oil 2SA 7Cy. 340 × 570<br>1 470bhp (1 081kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 40kW 220V d.c.<br>Fuel 85,0t (d.o.)<br>12kn |
| 6710188<br>HCCL<br><br>Esd RTv | **CLEMENZA**<br>ex Coopermartir 2-79<br>ex Mercedes 2-73<br>**Pescamar C.A.**<br>Andina de Desarrollo S.A.<br>Guayaquil Ecuador | **149**<br>40<br>— | GL (AB) | **1966** Promecan Ingenieros S.A.—Callao (69)<br>25,28 6,74<br>21,49 6,71 3,81<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 4SA 12Cy. 137 × 152<br>300bhp (221kW) NE 77<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 88kW<br>Controllable pitch propeller<br>Fuel 12,0t<br>10kn |
| 8034813<br><br>515938 | **CLEO**<br><br>**A. P. Hagan Jr.**<br>Jacksonville, Fl United States of America | **152**<br>90<br>— | | **1968** .............Fort George Island, Fl<br>*23,02* 7,35<br>3,54<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>U.S.A. |
| 5406895<br>H9VX<br>10211-PEXT<br>Df Esd<br>Gc Rdr<br>RTm | **CLEO C**<br>ex Marie Skou-79<br>**Navyland Shipping Corp.**<br>Lesvos Shipping Corp.<br>Panama Panama | T.Mk<br>**4 206**<br>2 325<br>7 062<br>**6 262**<br>3 633<br>8 890 | **✠100A1** SS 7/80<br>DTmf & tunnel side tanks —oil FP above 65,5°C. or vegetable oil<br>**✠LMC**<br>EL z 1$\frac{15}{16}$"SQ<br>FN 3270 | **1963**-1 Helsingor Skibsv. og Maskinbyg. —Helsingor (361)<br>126,90 17,23 7,309/8,389<br>117,10 17,20 10,72<br>F 27,2 2 dks<br>RW rf 152<br>Coll BH to U dk 6 to 2nd dk WB2608t incl. Tunnel tanks 242t DTmf990t | **M General Cargo** 12P<br>4 Ho 14,1 26,4 17,9 15,3<br>G.13 352 B.12 301<br>5 Ha (stl) (8,2 11,4 9,9 11,4 11,4 × 6,1)<br>14W Der 2(25) 4(10) 12(5) | Oil 2SA 8Cy. 620 × 1150<br>6 550bhp (4 818kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 965,0t (hvf)<br>16,5kn |

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| **5397290**<br>HORD<br>10836<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **CLEO I**<br>ex Cleo-82<br>ex Yuyo Maru No. 8-73<br>**Clerco Cia. Naviera S.A.**<br>Panama Panama | **20 880**<br>12 806<br>35 730 | BV (NK) | **1959** Hitachi Zosen—Innoshima (3888)<br>204,98 26,52 10,970<br>197,01 26,41 14,00<br>P 40,6 B 16,8 F 27,2 1 dk<br>RW rf 119 | **M Tanker**<br>33 Ta ER<br>L.(oil) 45 557 HeCls. BC | Oil 2SA 12Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 180kW 450V 60Hz a.c.<br>Fuel 2 754,5t (hvf)-49,0pd 17,25kn |
| **5075957**<br>LQZP<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **CLEOPATRA**<br><br>**Cormoran S.A. de Navegacion**<br>Buenos Aires Argentina | **2 122**<br>1 164<br>3 111 | BV | **1951** H. C. Stuelcken Sohn—Hamburg (799)<br>76,99 12,50 5,920<br>68,31 12,45 7,80<br>B 16,8 F 5,5 2 dks<br>RW | **M General Cargo**<br>3 Ho 14,8 18,6 14,8<br>G.4 134 B.3 824<br>4 Ha (stl) (9,7 11,6 8,4 2,2 × 6,4)<br>6W Der 1(15) 4(5) 2(3) | Oil 2SA 8Cy. 350 × 550<br>1 470bhp (1 081kW) Krupps<br>Waggon u. Maschb. Hamburg<br>Gen 2 × 80kW 220V<br>Fuel 244,0t (d.o.) 11kn |
| **5416797**<br>P3KD<br>381187<br>Df Esd<br>Rdr RTm | **CLEOPATRA**<br>ex My Hope II-81 ex Agia Irini-78<br>ex Nanning Buisman-69<br>ex Merak-N-63<br>**Navarra Navigation Co. Ltd.**<br>Limassol Cyprus | **496**<br>215<br>845 | AB<br>✠Classed LR until 2/64 | **1949**-9 N.V. Scheeps. v.d. Werf—Deest (235)<br>64,50 9,73 3,518<br>57,89 9,63<br>F 6,1 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>2 Ho 17,2 17,2 ER<br>G.1 782 B.1 640<br>2 Ha (each 11,2 × 5,5) ER<br>4W Der 4(2) | Oil 4SA 7Cy. 330 × 600<br>700bhp (515kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 140,0t 11kn |
| **7304730**<br>OPGY<br>181<br>Df Esd<br>Pfd Rdr<br>RTv | **CLEOPATRA**<br><br>**Rederij Jacoba P.V.B.A.**<br>Zeebrugge Belgium | **129**<br>44<br>— | | **1965** R. Panesi—Oostende<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>550bhp (405kW) NE 72<br>Soc. des Moteurs Baudouin Marseille |
| **5303952**<br>SXHH<br>7555<br>Df Esd<br>Gc Rdr<br>RTm | **CLEOPATRA II**<br>ex Alfa-80 ex Mostaganem-79<br>ex Cap Sideros-70 ex S N A 5-69<br>**Tziotonav Shipping Co.**<br>Grecomar Shipping Agency Ltd.<br>Piraeus Greece | **4 336**<br>2 113<br>5 779 | BV | **1957** Ch. & At. de Provence—Port de Bouc (291)<br>115,93 15,85 6,198<br>100,23 15,80 7,75<br>1 dk<br>rf 119 | **M General Cargo**<br>4 Ho 17,3 16,0 17,4 16,7 ER<br>4 Ha (stl) (each 11,9 × 9,9) ER<br>Der 8(5) | Oil 2SA 3Cy. 600 × 840<br>3 000bhp (2 207kW) Doxford<br>Ch. & At. de Provence Marseille<br>Gen 3 × 150kW 220V d.c.<br>Fuel (d.o.) 13,5kn |
| **6611423**<br>GSPA<br>309713<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLERK-MAXWELL**<br><br>**Stevinson Hardy (Tankers) Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **8 298**<br>4 642<br>9 067 | **✠100A1** CS 4/81<br>liquefied gas carrier<br>Propane, butane, butadiene or anhydrous ammonia in independent tanks, max. pressure 0,27bar, min. temp. minus 45,6°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL ct 2⅛"U2<br>FN 4077 | **1966**-10 Hawthorn, Leslie (Shipbuilders) Ltd.—Hebburn (759)<br>140,67 19,26 8,249<br>131,07 19,21 11,89<br>P 13,2 Trunk 87,5 F 14,1 1 dk<br>rf 152 DK fwd<br>7BH WB1768t | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>3 Ta (stl) ind rectangular ER<br>L.(gas) 11 751 | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 4 × 280kW 440V 60Hz a.c. |
| **7710886**<br>ONAI<br>15912<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CLERVAUX**<br><br>**Cobelfret S.A. (Compagnie Belge d'Affretements)**<br>N.V. UBEM S.A.<br>Antwerpen Belgium | T.Mk<br>**3 506**<br>1 840<br>5 064 | **✠100A1**<br>roll on—roll off cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL X 495,0/46,0U3<br>FN 3264 | **1979**-3 N.V. Cockerill Yards Hoboken —Hoboken (888)<br>116,69(BB) 18,93 6,301<br>106,03 18,81 11,97<br>F 13,5 2 dks<br>rf nil<br>2BH to U dk, 4 to 2nd dk WB2157T incl. DTsf753T | **M RoRo Cargo**<br>Stern door & ramp<br>Mchy.aft<br>TEU 63 C.63/20' | Oil 4SA 8Cy. 381 × 457 sr geared to sc. shaft<br>4 800bhp (3 531kW) Mirrlees<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>AuxB (Comp) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 730,0t (hvf)-10,0pd 14kn |
| **7360215**<br>FZRL<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLERVILLE**<br><br>**Societe Maritime H. Lary & Compagnie**<br>Sete France | **1 588**<br>775<br>3 340 | BV | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1215)<br>91,01 14,41 5,449<br>84,00 14,38 6,20<br>1 dk | **M Tanker**<br>Wine<br>32 Ta ER<br>L.3 439 | Oil 4SA 9Cy. 320 × 420<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 260kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 193,0t (d.o.)-9,0pd 14,5kn |
| **7642857**<br>SV4003<br><br>Df Gc<br>RT | **CLEVELAND**<br><br>**Albin Shipping Co.**<br>Piraeus Greece | **499**<br>343<br>250 | (BV) | **1976** Papastefanou—Perama<br>62,01 12,76 2,452<br>52,23 11,00 3,00<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 137 × 165<br>760bhp (559kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7325306**<br>GSEB<br>341859<br>Rdr RT | **CLEVELAND COUNTY**<br><br>**Lombard North Central Leasing Ltd.**<br>Tees & Hartlepool Port Authority<br>Middlesbrough United Kingdom | **1 232**<br>588<br>1 739 | **✠100A1** SS 8/78<br>hopper dredger<br>Tees Estuary service<br>**✠LMC**<br>EL (M) K 1⅛"U2<br>FN 1139 | **1973**-10 IHC Verschure B.V.—Amsterdam (Co815)<br>70,54 11,99 4,338<br>66,50 11,60 5,52<br>F 7,4 1 dk<br>rf nil<br>4BH WB59T | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 29,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump | 2 Oil 4SA each 6Cy. 250 × 300<br>2 310bhp (1 699kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 120kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd 10kn |
| **7707619**<br><br>341875<br>Esd Rdr<br>RT | **CLEVELAND ENDEAVOUR**<br><br>**Tees & Hartlepool Port Authority**<br>Middlesbrough United Kingdom | **210**<br>81<br>— | **✠100A1**<br>River Tees Estuary service & not more than 5 miles seaward<br>**✠LMC**<br>EL (F) D 247,5/19,0U1<br>FN 256 | **1978**-10 South Ocean Services (Commercial Craft) Ltd.—Portsmouth (260)<br>24,69 8,84 1,839<br>22,05 8,54 3,05<br>1 dk<br>rf nil<br>2BH WB48T | **TM Firefloat** | 2 Oil 4SA each 6Cy. 105 × 115 reverse reduction geared to sc. shafts<br>460bhp (338kW)<br>Sabre Engines Ltd. Wimborne<br>Gen 2 × 88kW 415/240V 50Hz a.c.<br>Thw. thrust propeller fwd 10kn |
| **5076028**<br>GFRX<br>183253<br>Esd Pfd<br>Rdr<br>RTm/v | **CLIFF QUAY**<br><br>**Central Electricity Generating Board**<br>Stephenson Clarke Shipping Ltd.<br>London United Kingdom | **3 345**<br>1 713<br>4 676 | **✠100A1** SS 9/79<br>**✠LMC**<br>EL (u) 2"<br>FN 2037 | **1950**-6 Wm. Pickersgill & Sons Ltd. —Southwick, Sunderland (319)<br>103,31 14,10 6,097<br>97,72 14,03 6,81<br>P 17,7 RQD 59,5 F 9,2 1 dk<br>RW rf 76<br>NS 6BH WB1605t incl. DTm231t | **S General Cargo**<br>4 Ho 15,0 16,4 16,3 14,9 ER<br>G.6 284<br>4 Ha (stl) (10,9 × 7,6) (10,9 10,9 10,9 × 9,1) ER<br>1W | T 3Cy. 483 787 & 1372 × 991<br>1 275ihp (938kW)<br>N.E. Mar. Eng. Co. (1938) Ltd. Sunderland<br>2 SB 220lbf/in$^2$ (15,2bar) Spt hs437,2<br>Fuel (o.f.) 10,5kn |

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| 6900628<br>OXZH<br>01576<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CLIFFORD MAERSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **21 551**<br>14 376<br>25 130 | ✠**100A1** SS 4/79<br>container ship<br>✠**LMC**<br>EL J† 0,0/66,0U3<br>FN 8423 | **1969**-2 (Aft section) A/S Bergens M/V —Bergen (465)<br>**1980** (Fwd & cargo sections) Hitachi Zosen —Osaka Works, Sakai<br>197,09(BB) 29,75 10,500<br>184,26 29,70 16,01<br>F 13,2 1 dk<br>rf nil len & widened 80<br>conv Ref General Cargo 80<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 149,6 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 5076066<br>WD5645<br>247522<br>Df Esd<br>Gc Rdr<br>RTm/h | **CLIFFS VICTORY**<br>ex Notre Dame Victory-51<br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, De United States of America | **11 151**<br>7 309<br>18 702 | AB | **1945** Oregon SB. Corp.—Portland, Or (1229)<br>*213,40* 18,95 7,827<br>212,88 18,90 11,59<br>F 26,3 1 dk<br>rf nil len 51 & 57<br>conv General Cargo 51 | **S Bulk Carrier**<br>5 Ho 24,6 29,2 29,2 33,8 36,5<br>B.12 827<br>20 Ha (stl) (each 3,5 × 12,1) | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 2 × 300kW 230V d.c.<br>Fuel 2 928,0t (o.f.) 19kn |
| 6721917<br>GYFB<br>333820<br>Rdr RTv | **CLIFTON**<br><br>**Bristol City Council**<br>Port of Bristol Authority<br>Bristol United Kingdom | **1 150**<br>523<br>1 478 | ✠**100A1** SS 8/81<br>hopper dredger<br>U.K. coasting service<br>✠**LMC**<br>EL (L) K $1\frac{3}{16}$"U2<br>FN 1064 | **1968**-4 Charles Hill & Sons Ltd.—Bristol (457)<br>61,52 13,54 5,182<br>57,92 13,11 5,26<br>RAD 3,1 1 dk<br>rf nil<br>4BH WB91t | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 3(6,5) | 2 Oil 4SA each 6Cy. 203 × 273 sr geared to sc. shafts<br>1 240bhp (912kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 75kW 220V d.c.<br>Fuel 45,5t (d.o.) 10,5kn |
| 7807469<br>WYB6<br>511<br>593370<br>Esd Pfd<br>Rdr RT | **CLIFTON BRILEY**<br><br>**Clifton Briley Inc.**<br>New Orleans, La United States of America | **179**<br>122<br>1 000 | AB | **1978** Halter Marine Services, Inc. —Lockport, La (701)<br>3,379<br>49,33 11,60 3,97<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7050652<br>WY5230<br>516240 | **CLINT G**<br>ex Mr. Andy ex Mr. Tommy<br>**Martin & Kiff Inc.**<br>Houma, La United States of America | **123**<br>83<br>— | | **1968** Bollinger Machine Shop & Shpyd Inc. —Lockport, La<br>*21,86* 6,71<br>3,36 | **M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) |
| 7208091<br>OIAI<br>1586<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLIO**<br>ex Finnkraft-82 ex Valkeakoski-77<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>O/Y Finnlines Ltd.<br>Helsinki/ Helsingfors Finland | T.Mk<br>**3 096**<br>1 839<br>5 613<br>**5 689**<br>3 103<br>7 316 | ✠**100A1** SS 6/82<br>(cc)<br>Ice Class 1<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL X 2"U2<br>FN 2982 | **1972**-6 Oy Wartsila Ab—Turku/Abo (1196)<br>118,32 18,06 6,414/7,436<br>109,20 18,00 9,30<br>P 22,6 F 25,6 2 dks<br>rf 102<br>NS 5BH WB2681T incl. STs in Nos. 2, 3 & 4 holds 1692T | **M General Cargo**<br>Side doors<br>4 Ho ER<br>G.10 581 B.9 714<br>1 Ha (stl) (12,6 × 11,0) 3 Ha (stl) (each 13,7 × 14,0) ER<br>Cr 4(10) | Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>AuxB (Comp) 5,5kgf/cm$^2$ (5,4bar)<br>Gen 3 × 360kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 558,0t (d.o.)-17,5pd 14,75kn |
| 5076107<br>DIOT<br><br>Df Esd<br>RTm/v | **CLIO**<br><br>**Werner Grothmann**<br>Hamburg Federal Republic of Germany | **299**<br>177<br>457 | GL | **1957** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (174)<br>45,73 8,18 2,528<br>42,02 8,11 2,87<br>P 10,1 F 6,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 25,9 ER<br>G.572 B.540<br>1 Ha (18,9 × 5,4) ER<br>Der 2(1,5) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9,5kn |
| 5076119<br>GHJY<br>302394<br>Df Esd<br>Rdr<br>RTm/h | **CLIONE**<br><br>**Government of The United Kingdom (Ministry of Agriculture, Fisheries & Food)**<br>Lowestoft United Kingdom | **495**<br>129<br>794 | ✠**100A1** SS 8/81<br>trawler<br>✠**LMC**<br>EL (g) q<br>FN 543 | **1961**-3 Cochrane & Sons Ltd.—Selby (1458)<br>*42,56* 8,97<br>41,15 8,84 4,35<br>F 7,1<br>RW rf 610 BK 203<br>4BH WB45t | **M Research/Fishing**<br>1 Ha (1,8 × 1,2)<br>Der 3(3) | Oil 4SA 6Cy. 318 × 368 with flexible coupling & reverse geared to sc. shaft<br>1 060bhp (780kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 104,5t (d.o.) 11,75kn |
| 7023219<br>WY8746<br>524850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLIPPER**<br>ex Cimarron-81 ex Jennifer D.<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **198**<br>134<br>— | AB | **1970** Burton Construction & SB. Corp. —Port Arthur, Tx (468)<br>50,70 11,74 3,376<br>48,90 11,59 3,97<br>B 8,6 F 9,8 1 dk<br>rf 711 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 208V 60Hz a.c.<br>Fuel 207,5t 10kn |
| 7038393<br>WY6765<br>520685<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CLIPPER**<br><br>**Interstate Tugboat Co.**<br>Wilmington, De United States of America | **179**<br>122<br>— | AB | **1969** Main Iron Works Inc.—Houma, La (211)<br>41,15 10,60 5,154<br>39,50 10,52 5,80<br>1 dk<br>rf 152 BK 127 | **TM Tug** | 2 Oil 2SA each 16Cy. 230 × 254 reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 509,0t 13kn |
| 8222331<br>LLGT<br><br>RT | **CLIPPER**<br><br>**P/R Clipper**<br>L. Rodne & Sonner<br>Stavanger Norway | **105**<br>60<br>20 | NV (Class cont.) | **1982** Brodrene Aa Batbyggeri—Hyen (160)<br>24,59 5,69 1,501<br>20,91 5,52 4,14<br>1 dk | **Reinforced Plastic TM Ferry** | 2 Vee Oil 2SA each 12Cy. 123 × 127 geared to sc. shafts<br>1 450bhp (1 067kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>19,5kn |
| 7114898<br><br>391183<br>Df Esd<br>Pfd Rdr<br>RTm/v | **CLIPPER**<br><br>**G. Doyle**<br>Newry United Kingdom | **103**<br>65<br>— | | **1962** Peter Peterssons Skeppevarv—Halso<br>6,53<br>24,21 6,51 2,65<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>585bhp (430kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |

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| **7814618**<br><br>603298<br>Df Pfd<br>Rdr RT | **CLIPPER ACAPULCO**<br><br>**Hamilton Inc.**<br>Panama City, Fl United States<br>of America | **181**<br>123<br>450 | <br><br>AB | **1979** Houma Welders Inc.—Houma, La<br>(61)<br>... ... ...<br>47,55 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7425651**<br>HOSF<br>6941-76<br>Df Esd<br>Gc Rdr<br>RTv | **CLIPPER ACE**<br><br>**First Panbalc S.A.**<br>Panama Panama | **4 462**<br>2 689<br>6 529 | <br><br>NK | **1976** Mie Shipyard Co. Ltd.—Yokkaichi<br>(163)<br>122,48 18,55 6,657<br>114,00 18,51 8,51<br>P 27,8 F 20,8 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 9,6 15,7 27,3 28,5 ER<br>TEU 310 C. 310/20'<br>5 Ha (stl) ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 802,5t (hvf) 14.75kn |
| **7305447**<br>VM2418<br>355421<br>Esd Gc<br>Rdr RT | **CLIPPER BIRD**<br><br>**Raptis Investments Pty. Ltd.**<br>*Cairns, Queensland* Australia | **391**<br>139<br>— | <br><br>NV (AB) | **1973** Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (86)<br>25,91 6,71 3,353<br>22,94 3,66<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW) NE 81<br>Aabenraa Motorfabrik Aabenraa<br>Gen 2 × 140kW 440V 60Hz a.c. |
| **7932288**<br>KUS6204<br>620473<br>Df Pfd<br>Rdr RT | **CLIPPER CAP HAITIEN**<br><br>**Hamilton Inc.**<br>Panama City, Fl United States<br>of America | **193**<br>131<br>450 | <br><br>AB | **1980** Houma Welders Inc.—Houma, La<br>(65)<br>3,760<br>48,80 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7814632**<br>WQZ4<br>506<br>612288<br>Df Pfd<br>Rdr RT | **CLIPPER CAT ISLAND**<br><br>**Hamilton Inc.**<br>Panama City, Fl United States<br>of America | **193**<br>131<br>450 | <br><br>AB | **1979** Houma Welders Inc.—Houma, La<br>(63)<br>3,753<br>48,80 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7812581**<br>WYW9<br>850<br>608347<br>Esd Pfd<br>Rdr RT | **CLIPPER COZUMEL**<br><br>**Hamilton Inc.**<br>Pensacola, Fl United States<br>of America | **193**<br>131<br>700 | <br><br>AB | **1979** Blount Marine Corp.—Warren, RI<br>(220)<br>47,55 12,10 3,661<br>44,20 11,89 4,27<br>F 9,5 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, In<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **7814620**<br>WYB7<br>498<br>607642<br>Df Pfd<br>Rdr RT | **CLIPPER EDEN ISLE**<br><br>**Hamilton Inc.**<br>Panama City, Fl United States<br>of America | **181**<br>123<br>450 | <br><br>AB | **1979** Houma Welders Inc.—Houma, La<br>(62)<br>3,753<br>47,55 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7814644**<br>WD6164<br>616435<br>Df Pfd<br>Rdr RT | **CLIPPER GRAND CAYMAN**<br><br>**Hamilton Inc.**<br>Panama City, Fl United States<br>of America | **193**<br>131<br>450 | <br><br>AB | **1980** Houma Welders Inc.—Houma, La<br>(64)<br>48,80 3,753<br>44,63 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **8109199**<br>HPHM<br>10909-KJ | **CLIPPER HOPE**<br><br>**Fairway Transportation Co.<br>S.A.**<br>Vermilion Overseas Management<br>Co. Ltd.<br>Panama Panama | **10 234**<br>7 638<br>18 462 | <br><br>NK | **1982** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (301)<br>146,72(BB) 22,89 9,316<br>137,01 22,86 12,60<br>1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.23 197 B.22 378<br>4 Ha (stl) ER | Oil 2SA 6Cy. 520 × 1250 reverse<br>reduction geared to sc. shaft<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki |
| **7923237**<br><br>620474<br>Df Pfd<br>Rdr RT | **CLIPPER KEY WEST**<br><br>**Hamilton Inc.**<br>Panama City, Fl United States<br>of America | **193**<br>131<br>700 | <br><br>AB | **1980** Blount Marine Corp.—Warren, RI<br>(230)<br>47,55 12,10 3,661<br>44,20 9,76 4,27<br>F 9,5 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **7812579**<br>WYW9<br>782<br>602166<br>Esd Pfd<br>Rdr RT | **CLIPPER PARADISE ISLAND**<br><br>**Hamilton Inc.**<br>Pensacola, Fl United States<br>of America | **193**<br>131<br>700 | <br><br>AB | **1979** Blount Marine Corp.—Warren, RI<br>(219)<br>47,55 12,10 3,661<br>44,20 11,89 4,27<br>F 9,5 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>geared to sc. shafts<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>10kn |
| **7932290**<br><br>624326<br>Df Pfd<br>Rdr RT | **CLIPPER SAN ANDRES**<br><br>**Hamilton Inc.**<br>Pensacola, Fl United States<br>of America | **193**<br>131<br>450 | <br><br>AB | **1980** Houma Welders Inc.—Houma, La<br>(66)<br>... ... ...<br>44,63 11,60 4,35<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |

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| 6506185<br>WR3306<br>285518<br>Esd Rdr<br>RT | **CLIPPERTON**<br>ex FS 228<br>**Clipperton Inc.**<br>Seattle, Wa United States of America | **585**<br>297<br>— | | **1945** Higgins Industries Inc.—New Orleans, La (94)<br>*51,30* 9,76<br>9,71 4,32<br>conv General Cargo — | **TM Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>............ |
| 6519754<br>SHCG<br>10566<br>Esd Pfd<br>Rdr RT | **CLIPPERTON**<br>ex Tunafors-76<br>**Olof-Gunnar Backman P/R**<br>Donso Sweden | *164*<br>*54*<br>— | BV | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>28,45 6,61 2,701<br>27,06 6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,6 × 1,2)<br>1W Der 1(2) | Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 20,0t (d.o.) 12kn |
| 7512935<br>HOKS<br>6491-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLIVIA**<br>**Salmon Maritime S.A.**<br>Panama Panama | **7 551**<br>5 312<br>11 808 | NK | **1976** Shikoku Dockyard Co. Ltd. —Takamatsu (789)<br>139,68 19,26 8,370<br>130,00 19,21 11,21<br>P 23,5 F 12,5 2 dks | **M General Cargo**<br>4 Ho ER<br>G.16 880 B.15 191<br>4 Ha (stl) (10,5 15,0 15,0 15,0 × 8,5) ER<br>Der 2(55) 14(10) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 640kW a.c.<br>14,5kn |
| 7338200<br>WG8699<br>269895<br>Df Esd<br>Pfd Rdr<br>RTm | **CLO E**<br>ex H. W. Stewart ex Clo E<br>ex Kusko<br>**Eggleston Towing Co. Inc.**<br>Juneau, Ak United States of America | **141**<br>96<br>— | | **1943** Maritime Shipyards—Seattle, Wa<br>26,83 8,23 2,134<br>25,05 8,16 2,34<br>1 dk | **Wood TrM Tug**<br>Mchy.aft | 3 Vee Oil 2SA each 6Cy. 108 × 127<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel 42,5t (d.o.) |
| 6725341<br>307692<br>Rdr RT | **CLOCH**<br>**Clyde Pilotage Authority**<br>Glasgow United Kingdom | **46**<br>15<br>— | **✠A1** SS 5/79<br>Firth of Clyde, Sound of Bute & Kilbrennan Sound service North of Corrygills Point, Isle of Arran<br>**✠LMC**<br>EL (A)<br>FN 130 | **1967**-10 Ailsa SB. Co. Ltd.—Troon (525)<br>20,12 4,91 1,372<br>18,29 4,58 2,49<br>1 dk<br>rf 381 BK 76<br>3BH | **M Pilot Launch** | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW) ✠ NE 7/78<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 10kW 240V 50Hz a.c.<br>12,5kn |
| 7717377<br>ICOC<br>1342<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLODIA**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **10 500**<br>5 900<br>3 747 | RI | **1980** Italcantieri S.p.A.—Genova (4348)<br>136,00(BB) 30,00 6,019<br>125,00 23,00 7,62<br>6 dks | **TM Passenger/RoRo Cargo/Ferry**<br>568bth 160dk P<br>Stern door/ramp | 2 Vee Oil 4SA each 16Cy. 420 × 500 sr geared to sc. shaft<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>22,25kn |
| 6422444<br>CLEY<br>Df Esd<br>Gc Rdr | **CLODOMIRA**<br>**Government of The Republic of Cuba (Unidad Provincial de Cabotaje de Oriente)**<br>Santiago de Cuba Cuba | **490**<br>184<br>— | ✠LR class withdrawn-Reported defects 10/9/82 | **1965**-3 Ast. del Cadagua W.E. Gonzales S.A.—Bilbao (55)<br>58,60 9,45 3,271<br>52,00 9,40 5,47<br>F 6,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ref<br>1 Ho ER<br>G.1 218 In.182<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 54,0t 11,5kn |
| 5387661<br>ISNL<br>3490<br>Df Esd<br>Rdr RT | **CLORILDO**<br>ex Resia-72 ex Werner Franck-65<br>**Caravaggio S.r.l.**<br>Genova Italy | **647**<br>322<br>630 | RI (GL) | **1957** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1054)<br>62,74 8,72 3,099<br>58,12 8,70 3,36<br>1 dk<br>RW conv Oil Chemical Tanker 73 | **M Chemical Carrier**<br>4 Ta ER | Oil 4SA 6Cy. 320 × 480<br>650bhp (478kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 5319913<br>IPRD<br>104<br>Df Esd<br>Rdr RTm | **CLORINDA PRIMA**<br>ex Lucia S-73 ex Senang-69<br>**'SAVA' S.a.s. di Savarese Francesco**<br>Castellammare di Stabia Italy | **498**<br>266<br>940 | RI<br>✠Classed LR until 10/69 | **1956**-1 N.V. Schps. Gebr. van Diepen —Waterhuizen (936)<br>61,75 9,91 3,690<br>56,49 9,50 4,20<br>P 16,8 F 9,2 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho 37,4 ER<br>G.1 117 B.977<br>2 Ha (stl) (each 12,8comb. × 5,0) ER<br>Der 2(3) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 7kW 110V d.c.<br>Fuel 82,5t (d.o.) 11kn |
| 7327914<br>EGFH<br>Df Esd<br>Rdr RT | **CLOTILDE DEL MAR**<br>**Contenemar S.A.**<br>Bilbao Spain | **1 295**<br>929<br>1 605 | GL | **1974** Maritima del Musel S.A.—Gijon (160)<br>77,81 12,48 4,811<br>70,01 12,40 5,74<br>P 12,5 F 7,4 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>3 Cell.Ho 20,4 13,0 12,3 ER<br>TEU 85 C.Ho 48/20' C.Dk 37/20'<br>3 Ha (stl) ER | Oil 4SA 6Cy. 400 × 500<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 160kW 2 × 72kW 380V 50Hz a.c.<br>Fuel 121,0t (d.o.) 14kn |
| 5134521<br>5B2585<br>373866<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CLOUD**<br>ex Gulf Africa-77 ex Gracia-74<br>**Aban Shipping Co. Ltd.**<br>Limassol Cyprus | **1 197**<br>708<br>2 383 | NV | **1963** Aukra Bruk A/S—Aukra (16)<br>77,27 11,82 5,182<br>68,97 11,79 5,62<br>1 dk<br>rf 51 | **M General Cargo**<br>2 Ho 24,0 25,9 ER<br>G.3 625 B.3 285<br>2 Ha (stl) (15,6 17,3 × 7,0) ER<br>7W Der 2(5) 5(4) | Oil 4SA 6Cy. 385 × 580<br>1 450bhp (1 067kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 72kW 1 × 15kW 220V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 7823009<br>VC9826<br>392022<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOUSTON**<br>**Riverport Seafoods Ltd.**<br>Pictou, N.S. Canada | **278**<br>115<br>281 | ✠Classed LR until 13/2/81 | **1979**-8 Ferguson Industries Ltd.—Pictou, N.S. (207)<br>33,69 8,08 3,660<br>29,27 7,93 4,27<br>F 7,4 1 dk<br>rf- Box K 305 variable | **M Fishing**<br>Shellfish Side Trawler<br>Ice strengthened<br>Mchy.aft | Vee Oil 2SA 16Cy. 146 × 146 reverse reduction geared to sc. shaft<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 75kW 240V 60Hz a.c. |
| 7375832<br>A8GP<br>4931<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CLOVER**<br>**Alking Maritime Co. Ltd.**<br>Monrovia Liberia | **7 557**<br>5 304<br>11 812 | NK | **1974** Shikoku Dockyard Co. Ltd. —Takamatsu (778)<br>139,68 19,26 8,370<br>130,00 19,21 11,21<br>P 23,5 F 12,5 1 dk | **M General Cargo**<br>4 Ho 20,4 25,4 25,4 25,4 ER<br>G.16 880 B.15 591 In.32<br>4 Ha (stl) (10,5 15,0 15,0 15,0 × 8,4) ER<br>16W Der 2(55) 14(10) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf)-28,5pd 14,5kn |
| 7323164<br>6HRD<br>IM1371<br>Df Esd<br>Gc Rdr<br>RT | **CLOVER**<br>**Korea Marine Transport Co. Ltd.**<br>Inchon South Korea | **2 436**<br>1 278<br>3 953 | KR (NK) | **1973** Yamanishi Zosen K.K.—Ishinomaki (734)<br>81,11 15,04 6,017<br>75,37 15,00 7,60<br>F 8,3 1 dk | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 128 C. 128/20'<br>4 Ha (stl) ER<br>Cr 2(15) | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 445V a.c.<br>12kn |

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|---|---|---|---|---|---|---|---|
| **7101748**<br>6LWN<br>BS-A-2<br>Df Esd<br>Gc Rdr<br>RTh | **CLOVER**<br><br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **997**<br>475<br>980 | <br><br>KR | **1970** Uchida Zosen—Ise (689)<br>69,14 11,41 4,801<br>62,57 11,22 7,40<br>B 10,4 2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho 12,1 16,6 ER<br><br>1 Ha (2,5 × 2,9) ER | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 320kW 445V a.c.<br>Fuel 469,5t (d.o.) | Kobe<br>14,25kn |
| **8005032**<br>JCEJ<br>125140 | **CLOVER ACE**<br><br>**Mitsui O.S.K. Lines Ltd. & Shin Yei Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **17 417**<br>9 787<br>18 217 | <br><br>NK | **1982** Imabari Zosen—Marugame (1094)<br>186,01 9,319<br>175,93 30,01 13,85 | **M Vehicles Carrier**<br><br>4 Ho ER | Oil 2SA 6Cy. 760 × 1600<br>13 000bhp (9 562kW)<br>Sumitomo Heavy Ind. Ltd. | Sulzer<br>Tamashima |
| **7650866**<br>H8FE<br>8479-<br>PEXT<br>Rdr RT | **CLOVER DOS**<br>ex Midori Maru No. 1-79<br>**Sun Rise Ocean Shipping Inc.**<br>Panama Panama | **498**<br>327<br>1 234 | | **1961** Nakamura Zosen Tekkosho—Matsue<br>56,01 4,250<br>52,10 9,30 4,60<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 174 | Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>10,5kn |
| **7424621**<br>H3FY<br>5870<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 101**<br>ex King Star No. 301<br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1974** Minami-Nippon Zosen K.K.—Kushikino (217)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7425027**<br>H3JY<br>5450<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 102**<br>ex King Star No. 302<br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1974** Minami-Nippon Zosen K.K.—Kushikino (218)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7424891**<br>H3KW<br>5748<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 103**<br>ex King Star No. 303<br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1974** Minami-Nippon Zosen K.K.—Kushikino (220)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7424906**<br>H3KV<br>6092-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 105**<br>ex King Star No. 305<br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1974** Minami-Nippon Zosen K.K.—Kushikino (221)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7424920**<br>H3OB<br>7087-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 107**<br><br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1975** Minami-Nippon Zosen K.K.—Kushikino (223)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7426461**<br>H3OC<br>5127-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 108**<br><br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1975** Minami-Nippon Zosen K.K.—Kushikino (225)<br>48,29 8,13 3,210<br>41,81 8,09 3,51<br>P 23,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9)<br>Der 1(1) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7426473**<br>H3OD<br>5806<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER No. 110**<br><br>**Cupid S.A.**<br>Nam Yang Sa Co. Ltd.<br>Panama Panama | **342**<br>165<br>373 | <br><br>KR | **1975** Minami-Nippon Zosen K.K.—Kushikino (226)<br>48,32 3,214<br>41,81 8,11 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.337<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9) | Oil 4SA 6Cy. 240 × 405<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 176kW 225V a.c. | Akashi<br>12,5kn |
| **7701330**<br>HOZP<br>10882-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLOVER TRUST**<br>ex Spruce-82<br>**World Trust Maritime Corp.**<br>Panama Panama | **10 775**<br>7 133<br>18 585 | <br><br>NK | **1977** Kurushima Dock Co. Ltd.—Uwajima (2010)<br>146,08 9,313<br>137,01 22,86 12,63<br>P 24,7 F 11,6 1 dk | **M Bulk Carrier**<br><br><br>G.23 197 B.22 379<br>1 Ha (16,0 × 9,6) 3 Ha (each 19,2 × 11,2) ER<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 340kW 440V a.c. | Mitsubishi<br>Nagasaki<br>14kn |
| **5426728**<br>EIVR<br>400394<br>RTv | **CLUAIN TARBH**<br><br>**Dublin Port & Docks Board**<br>Dublin Irish Republic | **178**<br>—<br>— | **✠100A1** M 7/81-11mos<br>tug<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"SQ<br>FN 320 | **1963**-12 R. Dunston (Hessle) Ltd.—Hessle (S801)<br>30,56 8,39 3,569<br>27,44 7,85 3,81<br><br>rf 381 BK 152<br>3BH WB33t | **M Tug** | Oil 2SA 6Cy. 340 × 570<br><br>British Polar Engines Ltd.<br>Gen 1 × 75kW 1 × 30kW 380V 50Hz a.c.<br>Fuel (d.o.) | Glasgow |
| **5076262**<br>YQSQ<br>159<br>Df Esd<br>Gc Rdr | **CLUJ**<br><br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | <br><br>RNR | **1962** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,592<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>3 Ho DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd.<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.) | Winterthur<br>12,5kn |

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| 6825842<br>GYWG<br>305167<br>Esd Gc<br>Rdr<br>RTm/v | **CLUPEA**<br><br>**Government of The United Kingdom (Department of Agriculture & Fisheries for Scotland)**<br>Leith United Kingdom | **176**<br>85<br>— | | **1968** Hall, Russell & Co. Ltd.—Aberdeen (940)<br>32,31 8,03<br>27,59 7,93 4,12<br>1 dk<br>rf 940 | **M Research/Fishing**<br>Side Trawler<br>Mchy.aft<br>Der 1(3) | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 84kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 29,5t (d.o.) 11,75kn |
| 6609200<br>OZON<br>01260<br>Df Esd<br>Rdr RTm | **CLUPEA**<br><br>**Henry Andersen**<br>Skagen Denmark | **175**<br>85<br>— | BV | **1966** Scheepswerf "Vooruit" C.V.<br>—Zaandam (315)<br>35,36 7,01<br>6,99 3,51<br>1 dk<br>len 70 | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 1,1 × 1,1) ER | Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 11,75kn |
| 5151426<br>VOZB<br>183267<br>Esd Pfd<br>Rdr RTm | **CLYDE**<br>ex Hirondelle-66<br>**The Lake Group Ltd.**<br>St. John's, Nfl. Canada | **757**<br>245<br>798 | ✠**100A1** SS 6/76<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL m<br>FN 1022 | **1950**-6 Henry Robb Ltd.—Leith (396)<br>63,66 10,98 3,747<br>59,85 10,83 6,23<br>1 dk & S dk<br>RW rf 114<br>Coll BH to S dk 3 to 2nd dk WB399t incl.<br>DTsm107t | **M General Cargo** OSD<br>Ref<br>2 Ho 14,0 16,4 ER<br>G.1 627 B.1 518 In.221<br>2 Ha (stl) (7,3 9,7 × 4,8) ER<br>4W Der 1(5) 1(3) | Oil 2SA 7Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 75kW 1 × 25kW 230V d.c.<br>Fuel 109,5t (d.o.) 11,5kn |
| 5076303 | **CLYDE**<br>ex Palermo-34<br>**Compania Argentina de Navegacion Angel Gardella Ltda.**<br>Buenos Aires Argentina | **282**<br>102<br>— | ✠Classed LR until 3/32 | **1914**-6 J. & A. v.d. Schuyt—Papendrecht<br>*33,99* 7,52<br>... ... ...<br>R | **S Tug** | T 3Cy. 365 594 & 979 × 679<br>J. & A. v.d. Schuyt Papendrecht |
| 7341362<br>GTHZ<br>363210<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLYDEBANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>London United Kingdom | T.Mk<br>**7 869**<br>4 366<br>12 130<br>**11 405**<br>6 798<br>15 460 | ✠**100A1** SS 9/78<br>DTsf ma & a —<br>vegetable oil or oil FP<br>above 60°C<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL D† $2\frac{1}{8}$"U3<br>FN 5379 | **1974**-7 Swan Hunter Shipbuilders Ltd.<br>—Hebburn Shipyard, Hebburn (53)<br>161,55 22,59 8,383/9,602<br>151,01 22,51 13,11<br>P 40,3 F 16,2 2 dks, 3rd dk in No. 3 hold<br>rf nil DK fwd<br>8BH to U dk 3 to 2nd dk WB5600T incl.<br>DTsf1276T DTma828T DTa554T<br>TwDa545T Tunnel tanks 259T | **M General Cargo**<br>Ref 2bth P<br>pt higher tensile steel<br>5 Ho 14,0 10,3 27,2 22,7 13,5<br>G.22 000 B.20 500 In.152<br>TEU 240 C.Ho 201/20'(40')<br>C.dk 39/20'(40')<br>5 Ha (stl) (9,0 × 5,4) (12,5 × 8,9)<br>(19,2 19,2 9,6 × 7,7)<br>10W Cr 2(15) 1(5) Der 1(80)<br>10(10) | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford Engines Ltd. Sunderland<br>2 AuxB (1 o.f. 1 Comp) 8,4kgf/cm$^2$ (8,3bar)<br>Gen 3 × 525kW 1 × 270kW<br>440V 60Hz a.c. |
| 7604269<br>GYOB<br>386204<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLYMENE**<br>ex Barbizon-79 ex Oyapok-78<br>ex Jocare-77<br>**Hadley Shipping Co. Ltd.**<br>Warwick & Esplen Ltd.<br>London United Kingdom | **5 999**<br>3 283<br>7 923 | BV (NV) | **1976** VEB Schiffswerft "Neptun"—Rostock (479)<br>121,85 7,711<br>114,18 17,61 9,91<br>P - F - 1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.10 706 B.10 608<br>2 Ha (stl) (26,1 33,4 × 12,7) ER<br>4W Der 2(30) 2(15) | Oil 2SA 6Cy. 570 × 800<br>5 325bhp (3 917kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 779,5t (hvf)-21,5pd 15kn |
| 7381764<br>GUWG<br>364429<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CLYTONEUS**<br><br>**Blue Funnel Bulkships Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | **32 576**<br>22 605<br>56 050 | ✠**100A1** SS 2/81<br>oil tanker (cc)<br>✠**LMC**<br>**IGS**<br>EL M† $2\frac{7}{8}$"U3<br>FN 9751 | **1976**-8 Van der Giessen-de Noord B.V.<br>—Krimpen a/d Ijssel (905)<br>210,32(BB) 32,31 12,415<br>201,00 32,25 16,26<br>P 40,3 F 23,5 1 dk<br>rf nil<br>11BH WB2786T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 73 718<br>2W Der 2(10) | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og<br>Mfbk. af 1971 Kobenhavn<br>2 WTAuxB primary 43kgf/cm$^2$ (42,2bar)<br>secondary 16kgf/cm$^2$ (15,7bar) hs67,9<br>e(ex.g) 16kgf/cm$^2$ (15,7bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 277,5t (d.o.) 2 632,5t (hvf) 16,5kn |
| 7530511<br>HO3098<br>1039<br>8-80<br>RT | **CMC 450-12**<br>ex Genmar 100-79<br>**Crowley Maritime International S.A.**<br>Panama Panama | **6 127**<br>5 998<br>15 321 | ✠**100A1** SS 7/81<br>pontoon<br>EL X $2\frac{1}{16}$"U2<br>FN 4551 | **1976**-4 Nippon Kokan K.K.—Tsu, Mie Pref. (55)<br>121,93 30,54 6,027<br>119,44 30,48 7,62<br>F 8,0 1 dk<br>rf 305<br>8BH WB22962T | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load<br>15 Ta | |
| 7368451<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 823**<br><br>**Government of The People's Republic of China**<br>Shanghai China | **4 760**<br>2 386<br>6 570 | (BV) | **1974** IHC Smit B.V.—Kinderdijk (823)<br>101,50 17,23 7,087<br>94,01 17,20 8,89<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>(Shore-delivery)<br>Twin side arms Dredging depth 27,0<br>Mchy.aft<br>Hopper 4 500<br>2 sandpumps each 895kW (1200bhp) | 2 Oil 2SA each 6Cy. 300 × 550<br>5 400bhp (3 972kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>12kn |
| 7381996<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 824**<br><br>**Government of The People's Republic of China**<br>Shanghai China | **4 760**<br>2 386<br>6 570 | (BV) | **1974** IHC Smit B.V.—Kinderdijk (824)<br>101,50 17,23 7,087<br>94,01 17,20 8,89<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>(Shore-delivery)<br>Twin side arms Dredging depth 26,0<br>Mchy.aft<br>Hopper 4 500<br>2 sandpumps each 895kW (1200bhp) | 2 Oil 2SA each 6Cy. 300 × 550<br>5 400bhp (3 972kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>12kn |
| 7382005<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 825**<br><br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **4 760**<br>2 386<br>6 570 | (BV) | **1975** IHC Smit B.V.—Kinderdijk (825)<br>101,50 17,23 7,087<br>94,01 17,20 8,89<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>(Shore-delivery)<br>Twin side arms Dredging depth 26,0<br>Mchy.aft<br>Hopper 4 500<br>2 sandpumps each 895kW (1200bhp) | 2 Oil 2SA each 6Cy. 300 × 550 reduction<br>geared to sc. shafts<br>5 400bhp (3 972kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>12kn |
| 7382017<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 826**<br><br>**Government of The People's Republic of China**<br>Tianjin China | **4 760**<br>2 386<br>6 570 | (BV) | **1975** IHC Smit B.V.—Kinderdijk (826)<br>101,50 17,23 7,087<br>94,01 17,20 8,89<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>(Shore-delivery)<br>Twin side arms Dredging depth 26,0<br>Mchy.aft<br>Hopper 4 500<br>2 sandpumps each 895kW (1200bhp) | 2 Oil 2SA each 6Cy. 300 × 550<br>5 400bhp (3 972kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 495,0t 12kn |

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|---|---|---|---|---|---|---|
| **7381659**<br>Df Esd<br>Gc Rdr<br>RT | **CO 834**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **1 924**<br>677<br>2 099 | (BV) | **1975** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (663)<br>84,00 13,11 4,064<br>78,03 13,01 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7382122**<br>Df Esd<br>Gc Rdr<br>RT | **CO 835**<br>**Government of The People's Republic of China**<br>Tianjin/Tientsin China | **1 924**<br>677<br>2 099 | (BV) | **1975** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (868)<br>84,00 13,11 4,064<br>78,03 13,01 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7382134**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 836**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 924**<br>677<br>2 355 | (BV) | **1975** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (869)<br>84,00 13,11 4,064<br>78,01 12,98 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7381661**<br>Df Esd<br>Gc Rdr<br>RT | **CO 837**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **1 924**<br>677<br>2 355 | (BV) | **1975** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (664)<br>84,00 13,11 4,064<br>78,03 13,01 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7381805**<br>Df Esd<br>Gc Rdr<br>RT | **CO 838**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 924**<br>677<br>2 355 | (BV) | **1975** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (156)<br>84,00 13,11 4,064<br>78,01 12,98 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7382029**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 839**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 924**<br>677<br>2 355 | (BV) | **1975** IHC Smit B.V.—Kinderdijk (839)<br>84,00 13,11 4,064<br>78,01 12,98 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7382146**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO 840**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 924**<br>677<br>2 099 | (BV) | **1975** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (870)<br>84,00 4,509<br>77,98 13,00 4,98<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7382031**<br>Df Esd<br>Gc Rdr<br>RT | **CO 841**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 924**<br>677<br>2 229 | | **1975** IHC Smit B.V.—Kinderdijk (841)<br>84,44 13,03 4,061<br>78,01 13,00 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>2 sandpumps each 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7381673**<br>Df Esd<br>Gc Rdr<br>RT | **CO 842**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **1 924**<br>677<br>1 769 | (BV) | **1975** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (665)<br>84,00 13,11 4,509<br>78,03 13,01 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>2 sandpumps each 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **7381817**<br>Df Esd<br>Gc Rdr<br>RT | **CO 843**<br>**Government of The People's Republic of China**<br>Shanghai China | **1 924**<br>677<br>2 354 | (BV) | **1975** Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (157)<br>84,00 13,11 4,064<br>78,01 12,98 5,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Mchy.aft<br>Hopper 1 500<br>2 sandpumps each 537kW (720bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 360bhp (2 471kW)<br>N.V. Smit & Bolnes Zierikzee<br>Thw. thrust propeller fwd<br>Fuel 262,0t<br>11,75kn |
| **8115289** | **CO-OP EXPRESS 1**<br>**Baltic Corp.**<br>Kumiai Senpaku K.K.<br>Panama | **32 600**<br>—<br>53 500 | NK (Class cont.) | **1982** Hitachi Zosen—Maizuru Works, Maizuru (4714)<br>11,000<br>201,02 32,21 19,21<br>1 dk | **M Bulk Carrier/Vehicles Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 670 × 1700 B&W<br>13 100bhp (9 636kW)<br>Hitachi Zosen Sakurajima Works, Osaka |
| **8115291** | **CO-OP EXPRESS II**<br>**Continental Corp.**<br>Panama | **32 600**<br>—<br>53 500 | NK (Class cont.) | **1982** Hitachi Zosen—Maizuru Works, Maizuru (4715)<br>11,000<br>201,02 32,21 19,21 | **M Bulk Carrier/Vehicles Carrier** | Oil<br>13 100bhp (9 636kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| **7533068**<br>D5KY<br>6407<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO-OP GRAIN**<br>Launched as Sonette<br>**Co-op Transport Co. Ltd.**<br>Monrovia Liberia | **31 368**<br>23 537<br>60 917 | **✠100A1** SS 11/79<br>strengthened for heavy cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Pt 660,0/78,0U3<br>FN 10754 | **1978**-4 Hitachi Zosen—Ariake Works, Nagasu (4560)<br>Cmd.**1978**-11<br>224,54(BB) 32,24 12,447<br>214,99 32,21 17,81<br>F 17,7 1 dk<br>rf 51<br>9BH WB32800T incl. Comb. btm & STs in holds 9458T Topside tanks in holds 9655T & No. 4 hold 10977T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 262<br>7 Ha (stl) (each 16,0 × 13,1) ER | Oil 2SA 8Cy. 760 × 1550 Sulzer<br>16 000bhp (11 769kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 540kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 3 146,5t (hvf)<br>14,75kn |
| **7621920**<br>D5DE<br>6205<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CO-OP GRAIN II**<br>ex Argo Explorer-79<br>**Co-op Navigation Co. Ltd.**<br>Monrovia Liberia | **29 876**<br>23 322<br>61 491 | AB | **1979** Hitachi Zosen—Osaka Works, Sakai (4551)<br>224,52(BB) 12,445<br>215,02 32,21 17,81<br>F 15,9 1 dk<br>rf 69 | **M Bulk Carrier**<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 25,6 ER<br>G.74 654 HeCls. ptB<br>7 Ha (stl) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Oil 2SA 7Cy. 760 × 1550 B&W<br>16 800bhp (12 357kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 480kW a.c.<br>Fuel 178,5t (d.o.) 2 838,5t (hvf)-60,0pd<br>15,5kn |

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| 7705439<br>D5DP<br>6216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO-OP MARINE**<br>**Co-op Marine Co. Ltd.**<br>Monrovia Liberia | **35 037**<br>22 348<br>115 152 | AB | **1978** Hitachi Zosen—Ariake Works, Nagasu (4529)<br>240,01 14,101<br>232,01 42,02 21,52<br>1 dk | **M Ore Carrier**<br>6 Ho ER<br>G.76 483<br>6 Ha (stl) (each 20,9 × 11,8) ER<br>6W Der 1(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>14kn |
| 7626968<br>JMOU<br>117825<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CO-OP MARU**<br>**Kumazawa Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **2 445**<br>1 302<br>4 194 | NK | **1977** Uchida Zosen—Ise (773)<br>95,00 (BB) 14,33 6,279<br>87,89 14,30 7,17<br>P 32,4 F 12,5 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 819 | Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 76kW 445V a.c.<br>13kn |
| 8013625 | **CO-OP SUNSHINE**<br>**Kumiai Senpaku K.K.**<br>Japan | **49 800**<br>—<br>48 800 | NK (Class cont.) | **1982** Hitachi Zosen—Hiroshima Works, Innoshima (4689)<br>11,000<br>210,01 38,41 22,71 | **M Liquefied Gas Carrier**<br>LPG<br>L.(gas) 83 000 | Oil<br>18 500bhp (13 608kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| 5079238<br>CYJY<br>175688 | **CO-OPERATOR No. 4**<br>**Frederick B. Harestead**<br>Vancouver, B.C. Canada | **113**<br>58<br>— | | **1944** Harbour Boat Yards Ltd.—Vancouver, B.C.<br>23,37 6,43 2,871<br>6,38 | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,2<br>1 Ha (4,2 × 3,6)<br>1W | Oil 6Cy. 255 × 330<br>Heaps Eng. Co. (1940) Ltd. Vancouver, B.C.<br>Fuel 5,5t<br>9,5kn |
| 6810859<br>CSKE<br>1431<br>Df Esd<br>Gc Rdr<br>RTm/v | **COADOURO**<br>ex Eco Douro-81 ex Craigavad-73<br>**Ariex-Areias Do Tejo Reunidas Lda.**<br>Lisboa Portugal | T.Mk<br>**499**<br>325<br>1 250 | GL | **1968** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1316)<br>73,51 12,83 3,758<br>68,03 12,81 6,15<br>RQD 4,0 B 6,1 2 dks | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 12,5 25,1 ER<br>TEU 84 C. 84/20'<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 50kW 220/360V<br>Fuel 101,5t (d.o.) 13,5kn |
| 5308160<br>HO5212<br>1156<br>2-82<br>Df Rdr | **COAKLEY BAY**<br>ex Salutation-80<br>**Amerada Hess Shipping Corp.**<br>Panama Panama | **145**<br>7<br>— | (AB) | **1951** Levingston SB. Co.—Orange, Tx (470)<br>27,13 7,32 3,201<br>25,46 7,24 3,41<br>BK 64 | **M Tug** | Oil 4SA 8Cy. 215 × 265<br>General Motors Corp. Detroit, Mi<br>Fuel 71,0t |
| 7214301<br>6ZKG<br>5819<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **COAL TRANSPORTER**<br>ex Lake Berryessa-82<br>ex Ariadne-76<br>**Utah Transport Inc.**<br>Monrovia Liberia | **51 402**<br>39 538<br>103 332 | AB (NV) | **1972** A/B Gotaverken Arendal—Goteborg (854)<br>256,55(BB) 39,02 15,114<br>244,20 38,94 20,60<br>1 dk<br>rf 64 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho/Ta 22,4 20,7 18,9 19,8 19,8 19,8 19,8 19,8 19,8 ER<br>L.(oil) 118 776 Ore 60 629<br>HeCls. BC<br>1 Ha (stl) (14,4 × 13,0) 8 Ha (stl) (each 14,4 × 18,5) ER | Oil 2SA 9Cy. 850 × 1700<br>21 600bhp (15 888kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 595,0t (d.o.) 5 636,0t (hvf)-83,0pd<br>15kn |
| 8005082<br>ELBP9<br>7133<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COAL VENTURE**<br>**Olympic Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **59 396**<br>46 805<br>129 023 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL Vt 715,0/92,0U3(a)<br>FN 16404 | **1982**-3 Mitsui Eng. & SB. Co. Ltd. —Tamano (1237)<br>263,00(BB) 42,07 16,480<br>253,02 42,02 22,81<br>B 25,3 1 dk<br>rf nil<br>12BH WB57370T incl. DTf2901T, topside tanks in holds 16392T, Comb. btm & STs in holds 20738T & No. 4 hold 16277T | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 21,8 22,0 21,8 22,0 22,1 21,8 22,4 22,4 21,5 ER<br>G.141 604 B.136 376 HeCls. B<br>9 Ha (stl) (13,6 × 15,7) (13,6 13,6 13,6 13,6 13,6 13,6 13,6 13,6 × 18,9) ER | Oil 2SA 6Cy. 800 × 1950<br>16 700bhp (12 284kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>e(ex.g) 13kgf/$cm^2$ (12,8bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>Fuel 265,0t (d.o.) 4 068,0t (hvf)-58,0pd<br>14,25kn |
| 5140934<br>H9YV<br>1030<br>3-NO<br>Df Esd<br>Gc Rdr<br>RT | **COALER 1**<br>ex Hallfax-81<br>**Compania de Navegacion Vapor Negro S.A.**<br>Panama Panama | **7 469**<br>5 112<br>11 176 | ✠Classed LR until 9/10/81 | **1962**-6 Wm. Hamilton & Co. Ltd.—Port Glasgow (526)<br>135,69 17,76 7,074<br>131,07 17,68 9,15<br>RQD 106,7 F 13,8 1 dk<br>RW rf nil len & Q dk fitted 66 | **TM Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>G.12 573<br>5 Ha (stl) (each 12,1 × 11,5) ER | 2 Oil 2SA each 6Cy. 340 × 570<br>3 300bhp (2 427kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 176,0t |
| 7222542<br>ELLW<br>4243<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COALINGA**<br>ex Ioannis Chandris-76<br>**Coalinga Tanker Corp.**<br>Monrovia Liberia | **124 257**<br>105 729<br>270 702 | AB | **1972** Hitachi Zosen—Sakai (4309)<br>331,00(BB) 51,26 22,016<br>316,01 51,21 28,30<br>1 dk<br>rf 102 | **S Tanker**<br>COW IGS CBT<br>15 Ta ER<br>L.(oil) 333 075 HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 1320kW 1 × 300kW 450V 60Hz a.c.<br>Fuel 8 875,0t (hvf)-172,0pd 16kn |
| 7332206<br>EGGZ<br>3524<br>Df Esd<br>Gc Rdr<br>RTh | **COALSA TERCERO**<br>ex Dianteiro-82<br>**Conservacion de Alimentos**<br>La Coruna Spain | **1 480**<br>775<br>1 626 | BV | **1974** S.A. Juliana Const. Gijonesa—Gijon (235)<br>79,00 (BB) 13,24 5,398<br>72,01 13,00 8,31<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 300kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 541,5t (d.o.) 16kn |
| 7523336<br>LGCT<br>19084<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COAST BODO**<br>ex Coaster Anny-82<br>**P/R Coast Bodo**<br>Thor Husjord<br>Narvik Norway | **476**<br>317<br>1 168 | NV | **1977** Maritime Sveiseindustri A/S —Gjerdsvika (7)<br>63,28 11,03 3,790<br>58,30 10,98 5,77<br>1 dk & S dk<br>rf 399 len 78 | **M Pallets Carrier** OSD<br>Side door Stern door<br>Ice strengthened<br>1 Ho ER<br>G.2 987 B.2 789<br>1 Ha (12,9 × 6,2) ER<br>1W Der 1(28) | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 82kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 60,0t-4,0pd 11kn |
| 7700582<br>LGXJ<br>19179<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COAST HARSTAD**<br>ex Coaster Florry-81<br>**P/R Coast Harstad**<br>Thor Husjord<br>Narvik Norway | **475**<br>318<br>— | NV | **1978** Vaagland Batbyggeri A/S—Vaagland (92)<br>63,28 11,03 3,791<br>58,30 11,00 8,03<br>1 dk & S dk<br>rf 399 len 79 | **M Pallets Carrier** OSD<br>Side door Stern door<br>Ice strengthened<br>1 Ho ER<br>G.1 869 B.1 784<br>1 Ha (12,9 × 6,2) ER<br>1W Der 1(28) | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 82kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 61,0t (d.o.)-4,0pd 11,5kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7322770** | **COAST LINE No. 101** | **298** | | **1973** Mie Shipyard Co. Ltd.—Yokkaichi | **M Fishing** | Oil 4SA 6Cy. 320 × 510 | |
| | ex Nansei Maru No. 12-82 | 125 | | (89) | Side-fishing | 1 600bhp (1 177kW) | |
| 316678 | ex Daiyu Maru No. 11 | — | | 51,49 7,80 3,112 | Mchy.aft | Hanshin Nainenki Kogyo | Kobe |
| Df Esd | **Coast Line Fishing Co. Ltd.** | | | 43,39 7,78 3,64 | | | |
| Gc Pfd | Takoradi Ghana | | | 1 dk | | | |
| Rdr RT | | | | RW | | | |
| **7638519** | **COAST NARVIK** | **475** | | **1978** Lindstols Skibs. & Batbyg. A/S | **M Pallets Carrier** OSD | Vee Oil 4SA 16Cy. 159 × 203 | |
| LGHM | ex Coaster Betty-81 | 317 | | —Risor (277) | | 1 125bhp (828kW) | |
| 19113 | **P/R Coast Narvik** | 1 150 | NV | 63,28 11,03 3,791 | Side door Stern door | Caterpillar Tractor Co. | Peoria, Illinois |
| Df Esd | Thor Husjord | | | 58,30 11,00 8,03 | Ice strengthened | Thw. thrust propeller fwd | |
| Gc Rdr | Narvik Norway | | | 1 dk & S dk | 1 Ho ER | | 11,5kn |
| RT | | | | rf 399 len 79 | B.2 789 | | |
| | | | | | 1 Ha (12,9 × 6,2) ER | | |
| | | | | | 1W Der 1(28) | | |
| **7908184** | **COAST RANGE** | **21 357** | | **1981** National Steel, & SB. Co.—San Diego, | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| WSDK | | 15 281 | | Ca (416) | SBT IGS | 13 000shp (9 562kW) | |
| 638709 | **Union Oil Co. of California** | 40 631 | AB | 200,72(BB) 31,02 10,743 | 16 Ta ER | General Electric Co. | Lynn, Ma |
| Df Esd | West Coast Shipping Co. | | | 192,03 30,48 15,09 | | Gen 2 × 1500kW a.c. | |
| Gc Pfd | Los Angeles, Ca United States | | | F 15,6 1 dk | | | 15,5kn |
| Rdr RT | of America | | | rf nil | | | |
| **7705001** | **COAST TROMSO** | **476** | | **1978** Myklebust Mek. Verksted | **M Pallets Carrier** OSD | Vee Oil 4SA 16Cy. 159 × 203 geared to | |
| LGPJ | ex Coaster Debby-81 | 319 | | —Gurskebotn (6) | | sc. shaft | |
| 19118 | **P/R Coast Tromso** | 711 | NV | 63,28 11,03 3,798 | Side door Stern door | 1 125bhp (828kW) | |
| Df Esd | Thor Husjord | | | 58,35 11,00 8,03 | Ice strengthened | Caterpillar Tractor Co. | Peoria, Illinois |
| Gc Rdr | Narvik Norway | | | 1 dk & S dk | 1 Ho ER | Thw. thrust propeller fwd | |
| RT | | | | rf 399 len 79 | G.1 869 B.1 784 | | 11kn |
| | | | | | 1 Ha (stl) (21,0 × 6,3) ER | | |
| | | | | | 1W Der 1(28) | | |
| **7020217** | **COASTAL ARANSAS** | **269** | | **1963** American Marine Corp.—New | **TM Research** | 2 Vee Oil 4SA each 16Cy. 159 × 203 | |
| WI5638 | ex Concordia-77 | 183 | | Orleans, La (841) | Mchy.aft | 1 050bhp (772kW) | |
| 290596 | **Coscol Marine Corp.** | — | | 44,20 10,83 2,871 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Esd Rdr | Houston, Tx United States | | | 42,32 10,67 3,46 | | Fuel 132,0t | 8kn |
| RTh | of America | | | B 6,1 F 13,5 2 dks | | | |
| | | | | rf nil conv Deck Cargo Supply Ship 77 | | | |
| **5108534** | **COASTAL CALIFORNIA** | **17 943** | | **1949** Sun SB. & Dry Dock Co.—Chester, | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| KLHA | ex Ogden Yukon-76 ex Yukon-70 | 11 632 | | Pa (556) | | 13 750shp (10 114kW) | |
| 257115 | ex Sea Pioneer-68 | 28 903 | AB | 191,42 25,20 10,230 | 1 Ho 30 Ta ER | General Electric Co. | Lynn, Ma |
| Df Esd | ex Esso Tampa-64 | | | 183,22 25,15 13,01 | L.(oil) 35 994 HeCls. CptB | Gen 2 × 400kW | |
| Gc Pfd | ex Esso Zurich-62 | | | P 39,7 B 10,7 F 22,3 1 dk, 2nd dk fwd | 1 Ha (stl) (3,0 × 6,1) ER | Fuel 1 467,0t (o.f.) 2 260,5t (d.o.)-23,5pd | |
| Rdr RT | **Sequoia Tankers Inc.** | | | & aft | | | 16kn |
| | Coscol Marine Corp. | | | RW rf nil | | | |
| | Wilmington, De United States | | | | | | |
| | of America | | | | | | |
| **7917719** | **COASTAL CAPTAIN** | **199** | | **1980** Halter Marine Inc.—Lockport, La | **TM Supply Ship** | 2 Vee Oil 2SA each 16Cy. 146 × 146 | |
| KSU6198 | | 135 | | (856) | Deck Cargo | reverse reduction geared to sc. shafts | |
| 619821 | **Coastal Tugs Inc.** | 750 | AB | 3,395 | | 1 800bhp (1 324kW) | |
| Df Pfd | New Orleans, La United States | | | 50,60 11,59 3,97 | | General Motors Corp., Detroit Diesel | |
| Rdr RT | of America | | | F 13,5 1 dk | | Allison Div. | Detroit |
| | | | | rf nil | | Gen 2 × 75kW a.c. | |
| | | | | | | | 12kn |
| **7101401** | **COASTAL CARRIER** | **181** | | **1965** Halter Marine Services, Inc.—New | **TM Supply Ship** | 4 Vee Oil 2SA each 12Cy. 108 × 127 | |
| WV8145 | | 123 | | Orleans, La | Deck Cargo | 2 120bhp (1 559kW) | |
| 500710 | **Coastal Carriers Inc.** | — | | 10,37 2,921 | | General Motors Corp., Detroit Diesel | |
| | New Orleans, La United States | | | 42,73 3,51 | | Allison Div. | USA |
| | of America | | | 1 dk | | Fuel (d.o.) | |
| **7917692** | **COASTAL CAT** | **199** | | **1980** Halter Marine Inc.—Calumet, La | **TM Supply Ship** | 2 Vee Oil 2SA each 16Cy. 146 × 146 | |
| | | 135 | | (854) | Deck Cargo | reverse reduction geared to sc. shafts | |
| 627141 | **Coastal Tugs Inc.** | 1 000 | AB | 3,395 | | 1 860bhp (1 368kW) | |
| Df Gc | New Orleans, La United States | | | 49,33 11,59 3,97 | | General Motors Corp., Detroit Diesel | |
| Pfd Rdr | of America | | | F 13,8 1 dk | | Allison Div. | USA |
| RT | | | | rf 610 | | Gen 2 × 75kW a.c. | |
| | | | | | | Thw. thrust propeller fwd | 12kn |
| **7807627** | **COASTAL CHAMPION** | **182** | | **1979** Halter Marine Inc.—Calumet, La | **TM Supply Ship** | 2 Vee Oil 2SA each 16Cy. 146 × 146 | |
| | | 123 | | (755) | Deck Cargo | reverse reduction geared to sc. shafts | |
| 607766 | **High Seas Co.** | 1 000 | AB | 3,394 | | 2 318bhp (1 705kW) | |
| Df Gc | New Orleans, La United States | | | 49,33 11,60 3,97 | | General Motors Corp., Detroit Diesel | |
| Rdr RT | of America | | | F 13,8 1 dk | | Allison Div. | USA |
| | | | | rf 610 | | Gen 2 × 75kW a.c. | |
| | | | | | | Thw. thrust propeller fwd | 12kn |
| **7342615** | **COASTAL CORPUS CHRISTI** | **172 147** | **✠100A1** SS 5/80 | **1978**-2 Harland and Wolff Ltd.—Belfast | **S Tanker** | 2 S Turb tr geared to sc. shaft | |
| | | 137 301 | oil tanker(cc) | (1704) | IGS | 36 000shp (26 480kW) | Stal-Lave |
| 377014 | **Danesby Shipping Co. Ltd.** | 338 014 | crude oil defined | Cmd.**1980**-5 | pt higher tensile steel | Harland and Wolff Ltd. | Belfast |
| Df Esd | Venture Shipping (Managers) Ltd. | | ballasting | 367,22(BB) 55,45 22,542 | 27 Ta ER | WTB(s) primary 69,3kgf/cm$^2$ (68,0bar) | |
| Gc Pfd | Hong Kong Hong Kong | | **✠LMC** **UMS** | 351,82 55,40 28,76 | | secondary 62,5kgf/cm$^2$ (61,3bar) | |
| Rdr RT | (British) | | **IGS** | 1 dk | | Spt 515°C hs2352,1 | |
| | | | EL E* 770,0/137,0U2 | rf nil | | WTB(p) primary 65,6kgf/cm$^2$ (64,4bar) | |
| | | | FN 29610 | 11BH WB48121T incl. No. 4 wing clean | | secondary 61kgf/cm$^2$ (59,9bar) | |
| | | | | ballast tanks 35754T | | Spt 330°C hs449,0 | |
| | | | | | | Gen 2 × 1500kW 1 × 600kW | |
| | | | | | | 440V 60Hz a.c. | 15kn |
| **7047253** | **COASTAL CRUISER** | **290** | | **1970** Halter Marine Fabricators, Inc.—Moss | **M Supply Ship** | 2 Vee Oil 2SA each 12Cy. 216 × 254 | |
| WYZ2 | | 197 | | Point, Ms (266) | Deck Cargo | 1 500bhp (1 103kW) | |
| 212 | **Coastal Carriers Inc.** | — | | 11,59 3,379 | | General Motors Corp. Electro-Motive | |
| 528274 | New Orleans, La United States | | | 47,25 3,97 | | Div. | La Grange |
| | of America | | | 1 dk | | Fuel (d.o.) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7645718<br>WYP9<br>676<br>576391 | **COASTAL GLACIER**<br>ex Priscilla Ann-79<br>**ATCO Seafoods Inc.**<br>Juneau, Ak United States of America | **194**<br>137<br>— | | **1976** Bender SB. Co. Inc.—Mobile, Al<br>*34,69* 9,00<br>3,84<br>1 dk | **M Fishing**<br>Crab | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7342627<br>GXWZ<br>379422<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COASTAL HERCULES**<br>**Succula Ltd. & Pomona Shipping Ltd.**<br>Glasgow United Kingdom | **172 147**<br>137 301<br>343 423 | **✠100A1**<br>oil tanker (cc)<br>crude oil — defined ballasting<br>**✠LMC** **UMS**<br>**IGS**<br>EL E* 770,0/137,0U2<br>FN 29610 | **1978**-8 Harland and Wolff Ltd.—Belfast (1705)<br>Cmd.**1980**-5<br>367,22(BB) 55,48 22,542<br>351,82 55,40 28,76<br>1 dk<br>rf nil<br>11BH WB48121T incl. No. 4 wing clean ballast tanks 35754T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>27 Ta ER | 2 S Turb tr geared to sc. shaft<br>36 000shp (26 480kW) Stal-Laval<br>Harland and Wolff Ltd. Belfast<br>WTB(s) primary 71kgf/cm$^2$ (69,7bar)<br>secondary 63kgf/cm$^2$ (61,8bar)<br>Spt 515°C hs2352,1<br>WTB(p) primary 67kgf/cm$^2$ (65,7bar)<br>secondary 62lbf/in$^2$ (4,3bar) Spt 330°C hs449,0<br>Gen 2 × 1500kW 1 × 600kW<br>440V 60Hz a.c.<br>15kn |
| 5095737<br>KMJE<br>277710<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COASTAL KANSAS**<br>ex Kansas-78 ex Antietam-77<br>ex Eagle Transporter-77<br>**Coskan Shipping Co.**<br>Coscol Marine Corp.<br>Wilmington, De United States of America | **16 442**<br>9 925<br>28 479 | AB | **1958** Ingalls SB. Corp.—Pascagoula, Ms (1031)<br>191,12 25,58 10,453<br>182,35 25,46 12,96<br>P 44,5 B 13,2 F 25,0 1 dk<br>RW rf nil | **S Tanker**<br>27 Ta ER<br>L.(oil) 31 931 HeCls. B<br>1 Ha (stl) (3,0 × 4,5) | 2 S Turb dr geared to sc. shaft<br>20 460shp (15 050kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 500kW<br>Fuel 4 579,5t (o.f.) 19kn |
| 8201129<br>KUS6490<br>649045<br>Df Gc<br>Pfd Rdr<br>RT | **COASTAL MOON**<br>**Jackson Marine Corp.**<br>Corpus Christi, Tx United States of America | **283**<br>189<br>1 000 | AB | **1982** Goldston Shipbuilding Corp.—Corpus Christi, Tx (111)<br>48,39 3,737<br>46,03 11,60 4,27<br>F 15,3 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 170 × 190<br>reverse reduction geared to sc. shafts<br>2 110bhp (1 552kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7309857<br>WT9972<br>289404 | **COASTAL SEAHORSE**<br>ex W. J. Levy-77<br>**Seahorse Cargo Service Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **178**<br>85<br>— | | **1962** American Marine Corp.—New Orleans, La (827)<br>9,76 2,490<br>36,56 2,90<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| 8120038 | **COASTAL SERVICE**<br>**Zapata Marine Service Ltd. S.A.**<br>United States of America | **500**<br>—<br>1 200 | AB (Class cont.) | **1982** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms (90)<br>61,88<br>59,47 12,20 4,58 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil<br>General Motors Corp. Electro-Motive Div. La Grange |
| 7124269<br>ZMSF<br>343872<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **COASTAL TRADER**<br>ex Silvia-73<br>**Shipping Corporation of New Zealand Ltd.**<br>Wellington New Zealand | **2 500**<br>872<br>2 134 | NV | **1972** Nystads Varv Ab—Uusikaupunki/Nystad (268)<br>118,40 16,01 4,801<br>108,51 15,96 12,65<br>2 dks | **TM RoRo Cargo** 12P<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 10Cy. 400 × 460<br>geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 520kW 1 × 480kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 559,0t (d.o.) 19kn |
| 7928043<br>GCFF<br>341886<br>Rdr RT | **COATHAM CROSS**<br>**Tees Towing Co. Ltd.**<br>Middlesbrough United Kingdom | **185**<br>0<br>96 | **✠100A1**<br>tug<br>River Tees Estuary service with occasional voyages to the River Tyne & not more than 5 miles offshore<br>**✠LMC**<br>EL (D) B 277,0/20,5<br>FN 337 | **1981**-10 R. Dunston (Hessle) Ltd.—Hessle (931)<br>28,30 9,00 2,766<br>27,18 8,81 3,56<br>1 dk<br>rf 813<br>5BH WB38T | **TM Tug** | 2 Oil 4SA each 6Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 37kW 415V 50Hz a.c.<br>2 Directional propellers<br>11,5kn |
| 7914872<br>JH2768<br>122621 | **COBALT ARROW No. 3**<br>**Izuhakone Tetsudo K.K.**<br>Numazu, Shizuoka Pref. Japan | **162**<br>81<br>16 | | **1979** Sumidagawa Zosen K.K.—Tokyo (N53-14)<br>28,00 0,934<br>26,01 6,00 2,80<br>1 dk | **Aluminium Alloy TM Ferry** | 2 Vee Oil 2SA each 12Cy. 175 × 205<br>Ikegai Tekkosho Tokyo |
| 8029478<br>ELAX7<br>6987<br>Df Esd<br>Gc Rdr<br>RT | **COBALT ISLANDS**<br>ex Pacific Charger-81<br>**Cobalt Maritime Co. Inc.**<br>Monrovia Liberia | **9 909**<br>7 290<br>18 692 | BV (NK) | **1981** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (294)<br>146,01 22,89 9,297<br>137,01 22,86 12,63<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| 6719079<br>JI2257<br>102007<br>Rdr RT | **COBALT MARU**<br>**Kansai Kyuko Ferry K.K.**<br>Beppu, Oita Pref. Japan | **3 151**<br>1 746<br>500 | | **1967** Mitsubishi Heavy Industries Ltd.—Kobe (973)<br>89,31 13,42 3,887<br>82,00 13,39 6,25<br>2 dks | **TM Passenger/Ferry**<br>928bth 352dk P | 2 Oil 2SA each 8Cy. 390 × 650<br>7 000bhp (5 149kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Thw. thrust propeller fwd<br>Fuel 121,0t-24,5pd 19,5kn |
| 5361784<br>TGIA<br>053<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COBAN**<br>ex Medi Star-79 ex Norburg-78<br>ex Medi-Star-76 ex Norburg-71<br>ex Tinnum-70<br>**Flota Mercante Gran Centro Americana S.A. (Flomerca Line)**<br>Santo Tomas de Castilla Guatemala | **3 997**<br>2 485<br>6 401 | GL | **1956** Werft Nobiskrug—Rendsburg (591)<br>114,81 15,04 7,690<br>103,51 15,00 9,45<br>P 22,0 B 18,9 F 11,0 1 dk & S dk<br>RW | **M General Cargo** OSD 6P<br>Ice strengthened<br>3 Ho 15,5 28,0 21,5 ER<br>G.8 792 B.7 935<br>2 Ha (8,3 16,5comb. × 6,0) ER<br>10W Der 1(50) 1(20) 10(3-5) | 2 Oil 4SA each 8Cy. 360 × 450 geared to sc. shaft<br>4 400bhp (3 236kW) NE 65<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 160kW 1 × 65kW 230V d.c.<br>14,5kn |

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| **7235812**<br>EDRP<br>820<br>Df Esd<br>Gc Rdr<br>RTh | **COBETAS**<br>**Compania Naviera Vascongada S.A.**<br>Bilbao Spain | **15 525**<br>10 952<br>27 400 | ✠**100A1** SS 6/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 6286 | **1973**-8 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (261)<br>183,04(BB) 22,46 10,529<br>171,69 22,41 14,20<br>P 31,1 F 15,6 1 dk<br>rf nil DK fwd<br>NS 10BH WB8813t incl. Comb. btm & STs in Nos. 2-6 holds 4047T Topside tanks in holds 3375T DTf300T | **M Bulk Carrier**<br>7 Ho 16,7 19,5 21,0 13,5 19,9 22,4 16,9 ER<br>G.36 022<br>7 Ha (stl) (10,2 12,8 11,4 8,0 14,4 14,4 9,6 × 11,4) ER<br>Cr 4(15) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel (hvf) | MAN<br>14.5kn |
| **6712679**<br>EFNS<br>4167<br>Df Esd<br>RTm | **COBOCO**<br>**Miguel Cobo Prieto**<br>Huelva Spain | **318**<br>142<br>— | BV | **1967** Maritima del Musel S.A.—Gijon (80)<br>39,93 7,78 3,671<br>34,75 7,73 4,09<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,3 × 1,3) (1,9 1,9 × 1,3) ER | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz<br>Fuel 142,5t (d.o.) | Koeln<br>13kn |
| **7409114**<br>EHGF<br>261<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COBRES**<br>**Naviera Joaquin Davila y Compania S.A.**<br>Vigo Spain | **1 323**<br>697<br>2 161 | ✠**100A1** CS 9/81<br>✠**LMC** **UMS**<br>EL S 1$\frac{5}{8}$"U2<br>FN 2410 | **1977**-2 Ast. Construociones S.A.—Rios (238)<br>88,55 16,29 5,201<br>80,02 15,96 14,15<br>B & F 78,1 Upr. B & F 67,4 3 dks, 4th dk fwd of mchy. All dks light cargoes only<br>rf 399<br>Coll BH to U dk 3 to 3rd dk WB492T | **M Vehicles Carrier**<br>2 Side door/ramps (s)<br>Mchy.aft<br>G.11 460 B.10 641 | Oil 4SA 8Cy. 400 × 580 dr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 200kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 228,5t (d.o.) | Deutz<br>Vigo<br>14kn |
| **6708147**<br>GVZA<br>334212<br>Esd Rdr<br>RTm | **COBURG**<br>ex Alfred Lamey-70<br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **219**<br>—<br>— | ✠**100A1** SS 9/79<br>tug<br>U.K. coasting service<br>✠**LMC**<br>EL (c)<br>FN 358 | **1967**-4 James Lamont & Co. Ltd.—Port Glasgow (406)<br>32,59 8,56 3,353<br>29,27 8,08 4,12<br>RW rf 610 BK 102<br>3BH | **M Tug** | Oil 4SA 6Cy. 360 × 450 dr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 25kW 220V d.c. | Mannheim<br>12kn |
| **5379561**<br>ICHC<br>4<br>Df Esd<br>Gc Rdr<br>RT | **COCCINELLA**<br>ex Suroit-72 ex Vibran-65<br>**Societa Siciliana di Navigazione (SO.SI.NA.)**<br>Augusta Italy | **2 994**<br>1 491<br>4 257 | RI (BV) | **1954** Stord Verft A/S—Stord (24)<br>105,11 14,84 6,163<br>96,93 14,79 6,81<br>P & B 27,2 F 12,8 1 dk<br>RW | **M Tanker**<br>12 Ta ER<br>L.(oil) 5 440 | Oil 2SA 6Cy. 500 × 1100<br>2 520bhp (1 854kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel 494,0t | Kobenhavn<br>12kn |
| **7358872**<br>OWVA<br>H586<br>Df Esd<br>Pfd Rdr<br>RT | **COCCINELLA**<br>**R/A Coccinella**<br>Esbjerg Denmark | **185**<br>94<br>— | | **1974** A/S Nordsovaerftet—Ringkobing (89)<br>34,09 6,71<br>31,35 6,68 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>H. Callesen & Co.<br>Fuel (d.o.) | Aabenraa |
| **5076860**<br>VWJB<br>161836 | **COCHIN**<br>**Government of The Republic of India**<br>Cochin India | **273**<br>—<br>— | ✠Classed LR until 11/36 | **1933**-3 Henry Robb Ltd.—Leith (195)<br>*33,75* 9,05 3,658<br>9,00<br>F 7,7<br>R | **TS Tug**<br>Salvage | T 6Cy. (2) 305 (2) 508 & (2) 813 × 610<br>Plenty & Son Ltd.<br>Fuel 83,5t (o.f.) | Newbury<br>12kn |
| **8015960**<br>9VBR<br>382340<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COCHISE**<br>**Carrolton Tankers (Singapore) (Pte.) Ltd.**<br>Singapore Singapore | **3 645**<br>2 564<br>4 999 | AB | **1981** Gul Engineering (Pte.) Ltd.—Singapore (6008)<br>96,81 6,751<br>90,86 16,51 8,41<br>P 27,2 F 7,4 1 dk<br>rf nil | **M Chemical Carrier**<br>19 Ta ER | Oil 4SA 6Cy. 400 × 600 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7736323**<br>Df Esd<br>Gc Rdr<br>RT | **COCHISE**<br>**Transpacific Towage Inc.**<br>Philippines | **250**<br>—<br>— | AB (Class cont.) | **1982** Narasaki Senpaku Kogyo K.K. —Muroran (124)<br>... ... ...<br>31,02 8,51 3,61<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 320 with clutches, flexible couplings & sr geared to sc. shafts<br>Niigata Eng. Co. Ltd.<br>2 Directional propellers | Niigata |
| **7730252**<br>581414 | **COCHISE II**<br>**McQuaig Shrimp Co. Inc.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Fuel (d.o.) | U.S.A. |
| **7901629**<br>VLCC<br>375295<br>Esd Rdr<br>RT | **COCKATOO CREEK**<br>**Lombardo Marine Group Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **288**<br>95<br>— | AB | **1979** Marine Builders (Pte.) Ltd.—Singapore (1057)<br>... ... ...<br>32,52 8,51 3,51<br>1 dk | **TM Utility Vessel** | 2 Oil 2SA each 16Cy. 107 × 127 reverse reduction geared to sc. shafts<br>960bhp (706kW)<br>General Motors Corp., Detroit Diesel Allison Div. | Detroit<br>10kn |
| **5032979**<br>196904<br>RTh | **COCKBURN**<br>ex BP Cockburn-75<br>**P&O Australia Ltd.**<br>Kwinana Towage Services<br>*Fremantle, W.A.* Australia | **419**<br>—<br>118 | ✠**100A1** SS 2/80<br>tug<br>✠**LMC**<br>EL (g)<br>FN 531 | **1959**-11 Evans Deakin & Co. Pty. Ltd. —Brisbane (40)<br>42,40 9,96 3,944<br>38,16 9,47 4,42<br>B 12,8<br>RW BK 152<br>4BH WB101t | **M Tug**<br>Fire-fighting | Oil 2SA 8Cy. 368 × 483 with flexible coupling & sr reverse geared to sc. shaft<br>Crossley Bros. Ltd.<br>Gen 2 × 45kW 1 × 7kW 220V d.c.<br>Fuel 118,0t (d.o.) | Manchester |
| **7046247**<br>H9BC<br>1062<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COCKCROW**<br>ex Ostria II-80 ex Gerlin-75<br>**Jubilant Voyagers Corp. S.A.**<br>Panama Panama | **20 571**<br>14 994<br>38 264 | NV | **1971** Baltic SB. & Eng. Works—Leningrad (628)<br>201,33(BB) 27,84 11,227<br>185,35 27,81 15,63<br>P 37,2 F 17,1 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 16,7 ER<br>G.43 480<br>9 Ha (stl) (each 12,9 × 9,3) ER<br>Cr 6(10) | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 2 540,0t (hvf)-45,5pd | B&W<br>Bryansk<br>15,75kn |

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| 5079367<br>XCCY<br>1959<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COCOYOX**<br>ex Coquimbo-80<br>**Naviera Transoceanica S.A. de C.V. (NAVITRANS)**<br>Veracruz Mexico | 2 250<br>1 250<br>3 301 | BV | **1959** Ch. Nav. de La Pallice—La Rochelle-Pallice (5074)<br>90,00 12,55 6,001<br>80,02 12,54 6,81<br>1 dk<br>RW | **M General Cargo**<br>Ref<br>4 Ho ER<br>G.4 847 B.3 354 ln.443<br>4 Ha ER<br>Der 2(25) 4(5) | 2 Oil 4SA each 9Cy. 300 × 450 geared to sc. shaft<br>2 140bhp (1 574kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 107,5t (d.o.) 12kn |
| 7806049<br>EHUZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CODESIDE**<br>Launched as Froya<br>**Heroya S.A.**<br>Vigo Spain | **367**<br>183<br>330 | BV | **1979** Const. Nav. Santodomingo—Vigo (429)<br>42,55 8,51 4,101<br>38,51 8,49 6,15<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.115 | Vee Oil 4SA 12Cy. 220 × 280 geared to sc. shaft<br>1 500bhp (1 103kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 203,5t (d.o.) 11,75kn |
| 7418866<br>YOCP<br>319<br>Df Esd<br>Gc Rdr<br>RT | **CODLEA**<br>**NAVROM**<br>Constantza Romania | **2 473**<br>1 039<br>—<br>**3 531**<br>1 748<br>4 800 | RNR | **1974** Santierul Naval Braila—Braila<br>106,00 14,81 —/7,060<br>92,66 14,79 8,51<br>1 dk & s dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,0 21,3 20,5 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (13,4 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 2 × 160kW 1 × 100kW 400V 50Hz a.c.<br>Fuel 272,5t 14kn |
| 5025275<br>MSUN<br>180868<br>Df RT | **COEDMOR**<br>ex Arran Monarch-64<br>ex Vic 57-48<br>**Hollacombe Aggregates Ltd.**<br>Llanelli United Kingdom | **181**<br>91<br>244 | ✠Classed LR until 9/51 | **1946**-6 J. Pollock, Sons & Co. Ltd. —Faversham<br>32,85 6,10 2,591<br>6,05<br>RW len 64<br>conv General Cargo Barge 65 | **M Dredger**<br>1 Ho 14,0 ER | Oil 4SA 6Cy. 165 × 184<br>160bhp (118kW) NE 64<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 1260kW 1 × 750kW 24/35V d.c.<br>Fuel (d.o.) |
| 7615921<br>ZTKC<br>351527<br>Df Esd<br>Gc Rdr<br>RT | **COENIE DE VILLIERS**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Port Elizabeth South Africa | **431**<br>130<br>— | ✠Classed LR until 9/11/79 | **1978**-9 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (5000)<br>36,40 11,61 3,558<br>34,45 11,00 4,14<br>RFD 11,9 1 dk<br>rf 356 | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota, Gumma<br>Gen 3 × 104kW 380/400V 50Hz a.c.<br>2 Directional propellers 12kn |
| 7420962<br>PDKY<br>4661 Z<br>Df Esd<br>Pfd Rdr<br>RT | **COENRAAD KUHLMAN**<br>**Rederij 'Coenraad Kuhlman'**<br>Wijnne & Barends B.V.<br>Harlingen Netherlands | **1 497**<br>948<br>2 723 | **✠100A1** SS 9/80<br>Ice Class 3<br>**✠LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1186 | **1975**-9 Scheepswerf en Reparatiebedrijf "Harlingen" B.V.—Harlingen (46)<br>73,41 11,82 5,515<br>65,51 11,49 6,61<br>RAD 12,2 F 8,6 1 dk<br>rf nil<br>NS 3BH WB758T incl. side tanks in holds 290T | **M General Cargo**<br>1 Ho 47,4 ER<br>G.2 798 B.2 789<br>1 Ha (stl) (37,1 × 9,3) ER | Vee Oil 2SA 12Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 28kW 220/380V 50Hz a.c.<br>Directional propeller<br>Fuel 154,0t (d.o.) |
| 6704165<br>D5CG<br>6181<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COENTROEVERETT**<br>ex Santa Marta-82<br>ex Frubel Prinses Paola-78<br>**Jupiter Novas Ltd.**<br>Everett Steamship Corp. S.A.<br>Monrovia Liberia | T.Mk<br>**5 188**<br>2 724<br>5 120 | AB | **1967** J. Boel et Fils S.A.—Tamise/Temse (1429)<br>135,13(BB) 18,04 7,036<br>124,01 17,99 11,41<br>F 10,7 3 dks, pt 4th dk fwd<br>rf nil | **M General Cargo**<br>Ref.<br>4 Ho 23,9 19,2 19,2 23,4<br>B.101 ln.9 109<br>4 Ha (each 7,8 × 5,1)<br>8W Der 8(5) | Oil 2SA 8Cy. 700 × 1200<br>10 680bhp (7 856kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 4 × 330kW 440V 60Hz a.c.<br>Fuel 1 822,0t (hvf) 21kn |
| 5385821<br>PZAL<br>RT | **COERMOTIBO**<br>ex Wana-68<br>**Suriname Transport Co. N.V.**<br>Paramaribo Surinam | **181**<br>84<br>— | AB | **1953** Gulfport SB. Co.—Port Arthur, Tx (410)<br>*29,36* 7,68 3,547<br>29,47 7,65 3,94<br>1 dk<br>BK 76 | **M Tug**<br>Mchy.aft | Oil 2SA 16Cy. 220 × 265 sr geared to sc. shaft<br>General Motors Corp. Cleveland, Oh<br>Fuel 40,5t 10,5kn |
| 7403500<br>PZAB<br>Esd Gc<br>RTh | **COESEWIJNE**<br>**N.V. Scheepvaart Maatschappij Suriname**<br>Paramaribo Surinam | **981**<br>585<br>1 599 | AB | **1975** B.V. Schpsw. Janson—Aalst (26)<br>65,26 3,683<br>60,00 12,98 4,70<br>1 dk<br>rf nil | **TM General Cargo**<br>1 Ho 40,8 ER<br>G.1 964 B.1 933<br>1 Ha (stl) (33,5 × 10,2) ER<br>Cr 1(10) | 2 Oil 2SA each 5Cy. 190 × 350<br>1 200bhp (883kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 80kW 450V 60Hz a.c.<br>Fuel 126,0t (d.o.) 11,25kn |
| 6614906<br>SYOG<br>7706<br>Df Esd<br>Gc Rdr<br>RT | **COFFEE TRADER**<br>ex Mercurius-80<br>**Monvillea Shipping Corp.**<br>Manta Line Inc.<br>Piraeus Greece | **7 566**<br>4 142<br>6 937 | BV | **1966** N.V. Schps. Gebr. Pot—Bolnes (961)<br>145,52 19,61<br>131,50 19,51 10,70<br>P 47,6 F 14,7 2 dks<br>rf 119 | **M General Cargo** CSD<br>Ref 12bth P<br>5 Ho 18,2 18,7 18,7 20,2 17,2<br>G.13 360 B.11 883<br>7 Ha (stl) (7,7 × 5,0) (11,9 11,9 11,9 11,9 11,9 11,9 × 6,5)<br>Cr 8(5) Der 2(3-20) 2(3-12) | Oil 2SA 6Cy. 700 × 1400<br>8 800bhp (6 473kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 4 × 200kW 440V 60Hz a.c.<br>Fuel (hvf) 18kn |
| 7941368 | **COFRA**<br>**Government of The Republic of Guinea-Bissau (Comisariado D'Estrado & Plana)**<br>Bissau Guinea-Bissau | **172**<br>—<br>— | BV | **1980** Scheepswerf Ravestein B.V.—Deest (979)<br>1,701<br>26,67 7,51 2,49<br>1 dk | **M General Cargo Barge**<br>2 Ho ER<br>2 Ha (stl) ER | Vee Oil 4SA 12Cy. 125 × 130 with clutches, flexible couplings & sr geared to sc. shaft<br>480bhp (353kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 12kW 380V 50Hz a.c.<br>Directional propeller<br>14,75kn |
| 7521211<br>EHOT<br>Esd Rdr<br>RT | **COFRAN**<br>**Pesquerias Pilona**<br>Gijon Spain | **316**<br>—<br>— | | **1978** Ast. Ojeda y Aniceto S.A.—Aviles (36)<br>39,32 3,731<br>34,42 7,82 4,22<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 241 × 305 geared to sc. shaft<br>1 500bhp (1 103kW)<br>S.A. Cockerill-Ougree- Providence Belgium |
| 7909401<br>Esd RT | **COHETE DE VARA**<br>**Ataraya S.A.**<br>El Salvador | **110**<br>—<br>— | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai<br>22,03 2,601<br>6,01 3,36<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>ln.76 | Vee Oil 4SA 8Cy. 137 × 152 geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5076949**<br>WM4599<br>280243<br>Rdr RT | **COHO**<br>**Black Ball Transport Inc.**<br>Seattle, Wa United States of America | **5 315**<br>3 846<br>— | AB | **1959** Puget Sound Bridge & D.D. Co. —Seattle, Wa (105)<br>104,09 22,00 3,810<br>93,88 21,95 6,25<br>2 dks<br>rf 1422 | **TM RoRo Cargo/Ferry**<br>—dk P | 2 Oil 4SA each 8Cy. 393 × 588<br>4 160bhp (3 060kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 258,0t |
| **7228091**<br>CUFT<br>A-2204-N<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COIMBRA**<br>**Empresa de Pesca Sao Jacinto Ltda.**<br>Aveiro Portugal | **2 025**<br>1 070<br>1 702 | **✠100A1** SS 2/78<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1477 | **1973**-2 Est. Sao Jacinto S.a.r.L.—Aveiro (93)<br>80,32 12,55 6,135<br>70,01 12,50 8,59<br>B 15,0 RFD 15,6 2 dks<br>RW rf 406 BK 305<br>Coll BH to U dk 7 to 2nd dk WB58t | **M Fishing**<br>Stern Trawler Ref | 2 Oil 4SA each 6Cy. 360 × 450 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 2 × 410kW 1 × 190kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 540,5t (d.o.) 14,5kn |
| **7100574**<br>HO5818<br>1633-PEXT<br>RT | **COIMBRA**<br>**Novo Coimbra Inc.**<br>Panama Panama | **342**<br>174<br>— | | **1946** .............Tacoma, Wa<br>*37,56* 9,20<br>4,32 | **Wood M Fishing** | Oil<br>900bhp (662kW)<br>.............<br>Fuel (d.o.) |
| **8111350** | **COINSECO ALFA**<br>**Atunera Coinseco S.p.A. de C.V.**<br>Manzanillo Mexico | **1 773**<br>920<br>1 300 | AB (Class cont.) | **1982** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (281)<br>70,72 13,14 5,177<br>65,56 13,11 8,39<br>2 dks | **M Fishing**<br>Seiner Ref. Tuna<br>Mchy.aft<br>In.1 531 | Oil 4SA 9Cy. 320 × 420 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Thw. thrust propeller fwd |
| **7721720**<br>Esd Rdr<br>RT | **COLASTINE 281-B**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **120**<br>29<br>59 | ✠Classed LR until 30/10/81 | **1979**-6 Maritima de Axpe S.A.—Bilbao (113)<br>22,51 7,07 2,401<br>20,50 6,71 3,46<br>1 dk<br>rf 508 BK 114 | **M Tug** | Oil 4SA 6Cy. 220 × 280 reverse reduction geared to sc. shaft Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 51,25kW 380V 50Hz a.c. |
| **5414488**<br>HO4121<br>475-69<br>Esd RT | **COLAXIA**<br>ex Audaxia-66<br>ex Abeille No. 14-65<br>ex Abeille No. 11-63<br>**Establishment Collins International**<br>Panama Panama | **428**<br>—<br>— | ✠Classed LR until 3/70 | **1949**-10 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (389)<br>41,15 10,04 3,988<br>38,10 9,45 4,35<br>rf 203 | **TS Tug** | T 6Cy. (2) 324 (2) 521 & (2) 864 × 610<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel 146,5t (o.f.) 12kn |
| **5076975**<br>148860<br>RT | **COLBERT**<br>ex Baxter<br>**Lelland E. Weir**<br>Quebec, P.Q. Canada | **822**<br>378<br>— | | **1925** Napier & Miller Ltd.—Glasgow (251)<br>*43,90* 16,03<br>... ... ...<br>R | **S Ferry** | C 2Cy. 483 & 1016 × 686<br>McKie & Baxter Ltd. Glasgow |
| **7115555**<br>FIVX<br>3680<br>Df Esd<br>Gc Rdr<br>RT | **COLBERT**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>St. Nazaire France | **370**<br>107<br>254 | BV | **1971** Soc. des At. Francais de l'Ouest—St. Nazaire (Ro14)<br>38,92 9,40 4,598<br>33,15 9,00 4,81<br>1 dk | **M Tug** | Oil 4SA 12Cy. 260 × 280<br>Crepelle et Cie. Lille<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **7809390**<br>PDLG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLD EXPRESS**<br>**Motorschip 'Cold Express' B.V.**<br>Vroon B.V.<br>Breskens Netherlands | **1 204**<br>779<br>2 656 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Q 440,0/38,0U2(a)<br>FN 1594 | **1979**-3 Schpsw. en Mach. Ysselwerf B.V. —Capelle a/d Ijssel (186)<br>80,73 (BB) 13,95 5,182<br>74,15 13,76 7,73<br>F 11,6 2 dks<br>rf nil<br>4BH to U dk, 1BH to 2nd dk WB496T incl. DTf89T | **M General Cargo**<br>Ref.<br>3 Ho 18,2 15,8 17,0 ER<br>In.3 757<br>3 Ha (stl) (each 9,7 × 9,2) ER<br>Cr 3(5) | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>2 800bhp (2 060kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 360kW 2 × 224kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 324,0t (d.o.)-9,0pd 14,5kn |
| **7942336**<br>Y5DF<br>Df Esd<br>Gc Rdr<br>RT | **COLDITZ**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **23 098**<br>13 590<br>38 249 | DSRK | **1980** Baltic SB. & Eng. Works—Leningrad<br>199,80 27,84 11,210<br>186,01 27,82 15,60<br>1 dk | **M Bulk Carrier**<br>Strengthened for heavy cargoes Ice strengthened<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 16,7 ER<br>G.47 120<br>9 Ha (stl) (each 12,9 × 9,3) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 1200kW 380V a.c. 16,25kn |
| **7008037**<br>GYOC<br>334451<br>Esd Rdr | **COLERAINE**<br>**Cory Ship Towage (N.I.) Ltd.**<br>Cory Ship Towage Ltd.<br>Belfast United Kingdom | **212**<br>—<br>— | **✠100A1** SS 6/74<br>tug<br>U.K., Eire and between River Elbe & Brest<br>**✠LMC**<br>EL (d) $\frac{15}{16}$"U1<br>FN 367 | **1970**-3 Appledore Shipbuilders Ltd. —Appledore (A.S.70)<br>32,19 8,87 3,614<br>28,96 8,54 4,12<br>RAD 0,7<br>rf 432 BK 51<br>4BH WB31t | **M Tug**<br>Fire-fighting | Oil 4SA 360 × 450 sr geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 75kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| **6925202**<br>ATMB<br>1571<br>Esd | **COLEROON**<br>**Madras Port Trust**<br>Madras India | **2 227**<br>1 139<br>2 204 | IRS<br>✠Classed LR until 20/7/79 | **1972**-12 Garden Reach Workshops Ltd. —Calcutta (862)<br>86,37 14,18 4,547<br>79,99 14,00 6,00<br>F 9,5 1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. 300 × 450 reverse reduction geared to sc. shafts<br>2 120bhp (1 559kW) MAN<br>Garden Reach Shipbuilders & Engineers Ltd. Ranchi<br>Gen 3 × 120kW 415V 50Hz a.c. |
| **5020938**<br>EILJ<br>401151<br>Df Pfd<br>Rdr | **COLIEMORE**<br>ex Appelsider-72<br>**Dublin Port & Docks Board**<br>Dublin Irish Republic | **173**<br>—<br>— | **✠100A1** SS 9/79<br>tug<br>**✠LMC**<br>EL (b)<br>FN 294 | **1962**-7 R. Dunston (Hessle) Ltd.—Hessle (S783)<br>30,33 7,70 3,258<br>27,13 7,17 3,66<br>RW rf 381 BK 152<br>3BH WB42t | **M Tug** | Oil 4SA 8Cy. 320 × 450 sr reverse geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln |

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| 406558<br>MNWS<br>148503<br>Esd RT | **COLIN P.**<br>ex Leah P.-73 ex Betty Hudson-63<br>**J. J. Prior (Transport) Ltd.**<br>London United Kingdom | **172**<br>56<br>254 | | **1915** Blyth Dry Docks & SB. Co. Ltd.<br>—Blyth<br>33,53 6,43 2,667<br>... ... ...<br>1 dk | **M General Cargo Barge**<br>Sand<br>1 Ho ER<br>1 Ha (—open × —) ER | Oil 2SA 2Cy. 260 × 400<br>Skandiaverken A/B Lysekil |
| 7947427<br>WOZ4<br>439<br>610150 | **COLINTINO ROSE II**<br>**Carl C. Burlesci**<br>San Francisco, Ca United States of America | **149**<br>101<br>— | | **1979** .............Fort Bragg, Ca<br>*20,37* 7,24<br>3,66<br>1 dk | **M Fishing** | Oil<br>940bhp (691kW)<br>U.S.A. |
| 7327990<br>2CVY<br>361591<br>Rdr RTv | **COLL**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **69**<br>34<br>33 | ✠**100A-** SS 12/81<br>West coast of Scotland service inside the Outer Islands<br>✠**LMC**<br>EL (C) ⅝"WI<br>FN 177 | **1973**-11 James Lamont & Co. Ltd.—Port Glasgow (421)<br>25,23 6,66 1,359<br>20,73 6,41 2,11<br>Ba 5,2 1 dk<br>rf 76<br>7BH WB11T | **TM RoRo Cargo/Ferry**<br>Deck Cargo Landing Craft —P<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 6Cy. 127 × 143 reverse reduction geared to sc. shafts<br>300bhp (221kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 1 × 6kW 2 × 2kW 24V d.c. |
| 6611435<br>Esd RT | **COLLEEN-S**<br>**Industrias de Peixe Nossa Senhora de Fatima Ltda.**<br>Maputo Mozambique | **100**<br>61<br>— | | **1966** Scheepswerf "Vooruit" C.V.<br>—Zaandam (320)<br>21,52 6,05<br>18,32 6,00 2,90<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 8Cy. 108 × 127<br>350bhp (257kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7829041<br>593809 | **COLLIER BROTHERS**<br>**James A. Schones**<br>Coos Bay, Or United States of America | **155**<br>105<br>— | | **1978** Gulf Coast Marine Builders Inc.<br>—Bayou la Batre, Al<br>*23,75* 7,32<br>3,69<br>1dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7917991<br>GBVP<br>389168<br>Df Esd<br>Pfd Rdr<br>RT | **COLLINGWOOD**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **259**<br>0<br>111 | ✠**100A1**<br>tug<br>U.K. coastal service and between River Elbe & Brest<br>✠**LMC**<br>EL (F) D 247,5/17,5U2<br>FN 365 | **1981**-1 R. Dunston (Hessle) Ltd.—Hessle (928)<br>30,64 9,33 2,663<br>28,50 9,01 3,79<br>1 dk<br>rf 279<br>5BH WB61T | **TM Tug** | 2 Oil 4SA each 6Cy. 254 × 305 sr geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 78kW 440V 50Hz a.c.<br>2 Directional propellers<br>12,5kn |
| 8022731<br>402191 | **COLMCILLE**<br>**P. Joyce**<br>Galway Irish Republic | **233**<br>134<br>— | | **1982** Scheepswerf De Amstel—Ouderkerk (407)<br>27,03 3,352<br>24,01 7,31 3,71<br>2 dks | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 260<br>950bhp (699kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>12kn |
| 7830399<br>HP3891<br>7542-76<br>Esd Rdr<br>RT | **COLOANE**<br>ex Nissei Maru-76<br>**Panda Investments Corp. S.A.**<br>Panama Panama | **598**<br>310<br>1 051 | BV | **1966** Asakawa Zosen—Imabari (86)<br>56,82 8,82 4,150<br>51,52 8,81 4,50<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 248 | Oil 4SA 6Cy. 330 × 470<br>900bhp (662kW) NE 76<br>Makita Diesel Co. Ltd. Takamatsu<br>11,25kn |
| 7002590<br>H05396<br>9403-<br>HA-F<br>Df Esd<br>Pfd Rdr<br>RTm | **COLOMBO RIVER**<br>ex Achilles-81 ex Jutta-79<br>**m.s. 'Jutta' Schiffahrtsges. Dietrich Sander Bereederungs G.m.b.H. & Co.**<br>Dietrich Sander Bereederungs G.m.b.H.<br>Bremen Panama | T.Mk<br>**429**<br>265<br>1 030 | GL | **1970** Jadewerft G.m.b.H.—Wilhelmshaven (120)<br>57,16 10,09 3,909<br>52,00 10,00 6,25<br>P 13,2 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,0 ER<br>G.1 940 B.1 826<br>1 Ha (stl) (24,0 × 7,7) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 75kW 220V 50Hz a.c.<br>Fuel 43,5t (d.o.) 11kn |
| 7000255<br>H8KI<br>10150<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLOMBO VENTURE**<br>ex Ashdod-79<br>**Egret Shipping Corp.**<br>Therica Shipping Corp.<br>Panama Panama | T.Mk<br>**1 798**<br>878<br>2 894<br>**3 288**<br>2 003<br>4 416 | ✠**100A1** SS 6/78<br>certified container securing arrangements<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL S 1⅝"U2<br>FN 2147 | **1970**-1 J. J. Sietas K.G. Schiffswerft—Hamburg (658)<br>100,56(BB) 15,35 5,474/6,763<br>91,24 15,22 8,31<br>P 16,8 F 11,9 2 dks<br>4BH to U dk 1 to 2nd dk WB992t | **M General Cargo**<br>2 Ho 31,8 33,1 ER<br>G.6 683 B.6 343<br>2 Ha (stl) (25,3 × 8,1) (25,3 × 10,3) ER<br>4W Der 4(5-20) | Oil 4SA 8Cy. 370 × 400 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 184kW 450V 60Hz a.c.<br>Fuel 305,0t (hvf) 15,25kn |
| 6614827<br>EFAR<br>744<br>Df Rdr<br>RT | **COLON**<br>Launched as L.C.P.-R 1<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Cadiz Spain | **321**<br>53<br>— | ✠Classed LR until 21/9/79 | **1967**-6 Soc. Espanola de Const. Nav.—Cadiz (131)<br>36,10 9,50 3,620<br>32,16 9,00 4,25<br>RAD 1,6 F 16,2<br>rf 991 | **M Tug** | 2 Oil 4SA each 6Cy. 270 × 500 sr geared to sc. shaft<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 45kW 220V d.c.<br>Controllable pitch propeller<br>12kn |
| 8035295<br>HO3058<br>7252-76B<br>RT | **COLON II**<br>ex Colon<br>**Refineria Panama S.A.**<br>Panama Panama | **145**<br>98<br>— | AB | **1968** Main Iron Works Inc.—Houma, La (210)<br>... ...<br>24,62 8,23 3,89<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW a.c. |
| 6505753<br>TKWD<br>1043<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **COLONEL DE VIENNE**<br>**Glatre et Fils**<br>St. Malo France | **145**<br>48<br>— | BV | **1964** Ch. & At. de la Perriere—Lorient (L35)<br>30,00 6,94<br>26,19 6,82 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.115<br>2 Ha (each 2,5 × 1,0) ER<br>1W Der 1(1-2,5) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.) 11,75kn |
| 6500052<br>TKHZ<br>5385<br>Df Esd<br>Pfd Rdr<br>RTm | **COLONEL REMY**<br>**Jacques Limantour & Compagnie**<br>Lorient France | **150**<br>49<br>— | BV | **1964** Ch. & At. de la Perriere—Lorient (L38)<br>30,00 6,84<br>26,22 6,79 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.125<br>2 Ha (each 1,0 × 1,0) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 225 × 300<br>575bhp (423kW) NE 71<br>Moteurs Duvant Valenciennes<br>Gen 2 × 20kW 110V d.c.<br>Fuel 34,5t (d.o.) 11kn |

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| 6619944<br>GTTA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLONEL TEMPLER**<br>ex Criscilla-80<br>**Royal Aircraft Establishment**<br>United Kingdom | **892**<br>268<br>— | ✠**100A1**<br><br>✠**LMC** | SS 1/79<br>EL (k) $1\frac{3}{16}$"SQ<br>FN 918 | **1966**-11 Hall, Russell & Co. Ltd.<br>—Aberdeen (931)<br>56,55 11,00 4,293<br>51,01 10,98 7,01<br>B 17,7 RFD 8,3 2 dks<br>RW rf 1016 BK 178 conv Stern Trawler Fishing 78<br>Coll BH to U dk 4 to 2nd dk WB83t | **M Research**<br>Survey Ship<br>Moonpool<br>Mchy.aft | Oil 4SA 7Cy. 381 × 508 sr geared to sc. shaft<br>1 680bhp (1 236kW)<br>Mirrlees National Ltd.<br>db 120lbf/in² (8,3bar)<br>Gen 1 × 220kW 1 × 180kW 1 × 152kW 1 × 40kW 220V d.c.<br>Controllable pitch propeller | Stockport |
| 7104623<br>CXKX<br>188/80<br>Rdr RT | **COLONIA DEL SACRAMENTO**<br>ex Condor 3-80<br>**Belt S.A.**<br>Montevideo Uruguay | **129**<br>64<br>— | | (RI) | **1971** Cant. Navali L. Rodriquez—Messina (133)<br>27,79 10,72<br>24,11 5,85<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>136dk P | 2 Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>Maybach Mercedes-Benz Motorenbau | Friedrichshafen<br>36kn |
| 5415078<br>IJEN<br>1204<br>Df Esd<br>Rdr RT | **COLONNELLO ASSENSO**<br>ex Blancpignon-69 ex Mynells-60<br>ex Omlandia-55<br>**Pasquale Colandrea**<br>Napoli Italy | **485**<br>254<br>1 052 | ✠Classed LR until 1/71 | RI | **1951**-10 N.V. Bodewes Schps.<br>—Martenshoek (390)<br>59,14 9,56 3,861<br>54,26 9,50 4,02<br>P & B 32,7 F 11,0 1 dk<br>RW | **M General Cargo**<br>1 Ho 35,5 ER<br>G.1 557 B.1 472<br>3W | Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW)<br>Maschinenbau Kiel A.G.<br>Fuel 81,5t | Kiel<br>10kn |
| 5314248<br>XCCP<br><br>Df Gc<br>Rdr<br>RTm/v | **COLORADAS**<br>ex Sarniadoc-76<br>**Transportacion Maritima Peninsular S.A.**<br>Mexico | **2 293**<br>1 406<br>4 217 | ✠Classed LR until 8/10/76 | | **1956**-7 Collingwood Shipyards<br>—Collingwood, Ont. (155)<br>78,95 13,42 5,354<br>77,09 13,38 6,91<br>P 12,8 F 9,5 1 dk<br>rf nil | **TM General Cargo**<br>3 Ho 15,8 26,2 16,4 ER<br>4 Ha (8,3 8,3 × 7,9) (8,3 8,3 × 8,5) ER | 2 Oil 2SA each 4Cy. 206 × 508 sr geared to sc. shafts<br>1 280bhp (942kW)<br>Fairbanks Morse & Co.<br>Gen 3 × 75kW 220V d.c.<br>Fuel (d.o.) | Beloit, Wi |
| 5361356<br>KWFE<br>245104<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **COLORADO**<br>ex Tillamook-66<br>**Sabine Towing & Transportation Co. Inc.**<br>Baltimore, Md United States of America | **16 881**<br>12 610<br>31 081 | | AB | **1944** (Aft section) Kaiser Co. Inc.<br>—Portland, Or (48)<br>**1972** (Fwd & cargo sections) Newport News SB. & D.D. Co.—Newport News, Va<br>208,34 22,61 10,754<br>199,35 22,56 13,26<br>RQD 33,0 B 11,0 F 18,9 1 dk<br>RW rf 89 len 72 | **T-E Tanker**<br>30 Ta ER<br>L.(oil) 41 460<br>HeCls. B | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co.<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 026,5t (hvf)-56,5pd | Lynn, Ma<br>14kn |
| 7306336<br>ELAZ8<br>7004<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COLORADO**<br>ex Cloverbank-81 ex Siena-78<br>ex Cloverbank-77<br>**Matra Shipping Corp.**<br>Sultan Shipping Co. Ltd.<br>Monrovia Liberia | T.Mk<br>**7 199**<br>4 208<br>12 944<br>**11 045**<br>7 101<br>16 635 | ✠**100A1**<br><br>✠**LMC** | SS 3/82<br>EL C† $2\frac{3}{8}$"U2<br>FN 5253 | **1973**-5 Doxford & Sunderland Ltd.<br>—Deptford Shpyd, Sunderland (902)<br>161,45 21,42 8,230/9,754<br>152,48 21,34 13,11<br>F 13,8 2 dks<br>rf 152<br>7BH to U dk 1 to 2nd dk DK in way of Nos. 2, 3, & 4 holds WB4233t incl.<br>DTm1664t Tunnel tanks 507t | **M General Cargo**<br>6 Ho 19,8 14,2 9,9 24,3 25,1 22,8<br>G.24 308 B.22 277<br>5 Ha (stl) (10,9 13,6 13,6 13,6 13,6 × 7,8)<br>16W Der 1(50) 1(25) 16(10) | Oil 2SA 6Cy. 670 × 2140<br>12 000bhp (8 827kW)<br>Doxford & Sunderland Ltd.<br>AuxB (Comp) 120lbf/in² (8,3bar)<br>AuxB (o.f.) 120lbf/in² (8,3bar)<br>Gen 3 × 450kW 1 × 270kW 440V 60Hz a.c.<br>Fuel 2 249,5t (hvf) | Sunderland<br>17kn |
| 7101425<br>WO8952<br>294414<br>Df Esd<br>Rdr RT | **COLORADO**<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **192**<br>130<br>— | | | **1964** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (356)<br>7,32 2,693<br>32,42 3,05<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 159 × 203<br>780bhp (574kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illinois |
| 5338713<br><br><br>Df Esd<br>RT | **COLORADOL**<br>ex Star-Kist-60 ex Fearless<br>**Pesquera Iquique S.A.**<br>Iquique Chile | **127**<br>62<br>— | | | **1935** Al Larson Boat Shop—San Pedro, Ca<br>*24,02* 7,04<br>6,99 | **Wood M Fishing**<br>Side-fishing | Oil<br>Western Enterprise Engine Co. | Los Angeles, Ca |
| 7306348<br>H8WJ<br>1073<br>4-81<br>Df Esd<br>Gc Rdr<br>RT | **COLOSSUS**<br>ex Merlion-80 ex Transvaal-76<br>Launched as Cluden<br>**Hua Pao Maritime Inc.**<br>Panama Panama | **9 089**<br>6 176<br>15 180 | ✠**100A1**<br><br>✠**LMC** | SS 4/82<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1973**-5 Austin & Pickersgill Ltd.—South Dock, Sunderland (438)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB4139t incl.<br>DTm1752t Tunnel tanks 401t | **M General Cargo**<br>5 Ho 4 TwD<br>G.21 417 B.19 640<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,3 × 6,7)<br>10W Der 4(10) 2(2-5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 340kW 440V 60Hz a.c. | Sulzer<br>Newcastle<br>15,5kn |
| 5077321<br><br>186541<br>Pfd RTm | **COLSTON**<br><br>**Invicta Shipping (Thames) Ltd.**<br>Gibraltar Gibraltar (British) | **586**<br>297<br>790 | ✠**100A1**<br><br>✠**LMC** | SS 11/79<br>EL h<br>FN 615 | **1955**-1 Charles Hill & Sons Ltd.—Bristol (378)<br>51,80 8,97 3,652<br>49,08 8,77 3,76<br>P 14,7 RQD 15,3 F 5,2 1 dk<br>RW rf 119<br>NS 3BH WB235t | **M General Cargo**<br>2 Ho 13,7 16,4 ER<br>G.1 111 B.1 055<br>2 Ha (10,9 11,9 × 5,1) ER<br>Der 1(0,75) | Oil 4SA 6Cy. 260 × 370 sr reverse geared to sc. shaft<br>502bhp (369kW)<br>Ruston & Hornsby Ltd.<br>Gen 1 × 22kW 1 × 19kW 220V d.c.<br>Fuel 26,5t (d.o.) | Lincoln<br>9kn |
| 5052826<br>GDNE<br>301042<br>Df Esd<br>Gc Rdr<br>RTv | **COLTAIR**<br>ex Forties Kiwi-82<br>ex British Kiwi-76<br>**BP Oil Development Ltd.**<br>BP Shipping Ltd.<br>Dundee United Kingdom<br>See Register of Offshore Units | **11 019**<br>4 767<br>16 435 | ✠**100A1**<br><br>✠**LMC** | SS 10/76<br>EL (A†) $2\frac{5}{16}$"SQ pt$2\frac{3}{8}$"U2<br>FN 4890 | **1960**-1 Smith's Dock Ltd.—South Bank, Middlesbrough (1256)<br>160,08 21,11 6,884<br>151,29 21,04 11,28<br>P 37,2 B 32,7 F 18,0 1 dk<br>RW rf 102 conv Tanker 76<br>16BH WB12753t | **M Fire Control Support Ship**<br>for offshore installations<br>Mchy.aft<br>Cr 1(20) | Oil 2SA 6Cy. 650 × 2320<br>8 000bhp (5 884kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (o.f.) 150lbf/in² (10,4bar)<br>(AuxB (ex.g) 150lbf/in² (10,4bar))<br>Gen 2 × 250kW 1 × 75kW 110V d.c.<br>2 Directional thrust propellers aft, 2 fwd<br>Fuel 1 399,0t (hvf)-27,5pd | Doxford<br>Newcastle<br>14,5kn |
| 6916718<br>OARM<br><br>Df Esd<br>Gc Rdr<br>RT | **COLUMBA**<br><br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 324**<br>945<br>1 437 | | PR | **1967** Stocznia Gdanska im. Lenina—Gdansk (B15/30)<br>83,09 13,82 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>H. Cegielski<br>Gen 4 × 250kW 230V d.c.<br>Controllable pitch propeller | Sulzer<br>Poznan<br>12,5kn |
| 6409351<br>GNHV<br>305306<br>Esd Rdr<br>RTm | **COLUMBA**<br><br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **1 420**<br>709<br>— | ✠**100A1** west coast of Scotland and Western Isles service<br>✠**LMC** | SS 12/80<br>EL (q) $1\frac{9}{16}$"SQ<br>FN 1156 | **1964**-7 Hall, Russell & Co. Ltd.—Aberdeen (912)<br>71,63 14,10 2,744<br>67,06 13,26 3,97<br>P & B 46,1 F 13,8 1 dk<br>rf nil<br>10BH WB105t | **TM Passenger/RoRo Cargo/Ferry**<br>55bth 815dk P<br>Side doors | 2 Oil 2SA each 8Cy. 267 × 333<br>2 400bhp (1 765kW)<br>Crossley Bros. Ltd.<br>Thw. thrust propeller fwd<br>Fuel 40,5t (d.o.) | Manchester<br>14,5kn |

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|---|---|---|---|---|---|---|---|
| 7034323<br>KRCE<br>531154<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **COLUMBIA**<br>ex Falcon Lady-76<br>**Falcon Carriers Inc.**<br>Wilmington, De United States of America | **20 751**<br>16 954<br>37 874 | AB | 204,93(BB) 27,18 11,037<br>194,47 27,13 14,25<br>P 33,3 F 17,1 1 dk<br>rf 76 | **1971** Ingalls SB. Div. of Litton Industries<br>—Pascagoula, Ms (1162) | **M Tanker**<br>18 Ta ER<br>L.(oil) 49 213 HeCls. B | 2 Vee Oil 4SA each 16Cy. 400 × 460 geared to sc. shaft<br>16 000bhp (11 769kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 2 × 500kW 440V 60Hz a.c.<br>Fuel 2 271,5t (hvf)-65,0pd 16,5kn |
| 7320095<br>WYR2<br>092<br>557340<br>Esd Gc<br>Rdr RT | **COLUMBIA**<br>**State of Alaska (Department of Transportation and Public Facilities)**<br>Juneau, Ak United States of America | **3 946**<br>2 683<br>2 508 | AB | 127,41(BB) 25,96 5,360<br>114,31 25,91 7,32<br>F 6,1<br>rf nil | **1974** Lockheed SB. & Construction Co.<br>—Seattle, Wa (142) | **TM Passenger/RoRo Cargo/Ferry**<br>970P | 2 Oil 4SA each 16Cy. 432 × 533<br>18 400bhp (13 534kW)<br>De Laval Turbine Inc. (Enterprise Div.) Oakland<br>Gen 3 × 900kW<br>Fuel 1 305,5t (d.o.) 21kn |
| 5077333<br>WG2873<br>127665<br>RT | **COLUMBIA**<br>**Bob-Lo Co.**<br>Detroit, Mi United States of America | **968**<br>549<br>— | AB | 65,84 13,72 3,810<br>63,30 13,70 5,41<br>1 dk<br>R | **1902** Detroit SB. Co.—Wyandotte, Mi (148) | **S General Cargo** | T 3Cy. 546 864 & 1372 × 914<br>1 217ihp (895kW)<br>Detroit SB. Co. Detroit, Oh<br>Fuel 40,5t (o.f.) |
| 7126475<br>HO6134<br>1065<br>4-81 | **COLUMBIA**<br>ex Pacesetter<br>**Offshore Logistics International Inc.**<br>Panama Panama | **291**<br>198<br>— | | 12,20 3,861<br>47,76 4,58<br>F - 1 dk | **1968** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (438) | **M Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil each 16Cy.<br>..............<br>Fuel (d.o.) |
| 8003204<br>615729<br>Esd Gc<br>Pfd Rdr<br>RT | **COLUMBIA**<br>**Trident Seafoods Corp.**<br>Seattle, Wa United States of America | **199**<br>141<br>— | | 37,32 9,71 4,271<br>33,66 4,45<br>1 dk | **1979** Marine Construction & Design Co. (MARCO)—Seattle, Wa (381) | **M Fishing**<br>Stern Trawler Crab<br>3 Ho<br>In.246 | Vee Oil 4SA 6Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 7223534<br>ILOE<br>3070<br>RT | **COLUMBIA**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **181**<br>26<br>— | RI | 28,48 7,42<br>25,81 7,32 4,50<br>1 dk | **1956** Cant. Nav. Solimano—Savona (14) | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 8024727<br>WRA4<br>325<br>641135<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIA**<br>**Tide 119 Co.**<br>Wilmington, De United States of America | **176**<br>120<br>— | AB | 5,706<br>39,93 11,29 6,30<br>1 dk<br>BK 51 | **1981** Main Iron Works Inc.—Houma, La (359) | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>12kn |
| 6517457<br>WA3804<br>245505<br>RTh/v | **COLUMBIA**<br>ex DPC 34<br>**Baker-Whiteley Towing Co.**<br>Baltimore, Md United States of America | **146**<br>99<br>— | (AB) | 25,61 7,35<br>... ... ... | **1944** George Lawley & Son Corp.<br>—Neponset, Ma (1322) | **M Tug** | Oil 2SA 8Cy. 216 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Detroit, Mi |
| 7042899<br>WY4566<br>516116<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIA**<br>**Shaver Transportation Co.**<br>Portland, Or United States of America | **142**<br>96<br>— | | 28,17 8,69 3,048<br>25,66 8,11 3,79<br>1 dk | **1968** Nichols Boat Works—Hood River, Or (173) | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 210 × 300<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 7351630<br>IBPD<br>148<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIA ERRE**<br>ex Pibitre-81<br>**Ravennavi S.p.A.**<br>Ravenna Italy | **3 939**<br>2 138<br>6 096 | RI | 112,02 16,64 7,097<br>102,01 16,59 8,51<br>1 dk | **1975** Cant. dell 'alto Adriatico—Trieste (204) | **M Tanker**<br>8 Ta ER<br>L.(oil) 8 005 | Oil 4SA 6Cy. 410 × 470<br>4 000bhp (2 942kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam |
| 7904188<br>ELAD7<br>6827<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIA LIBERTY**<br>**Cherryfield S.S. Co. Inc.**<br>Monrovia Liberia | **43 570**<br>32 185<br>87 542 | NK | 243,01 42,04 12,732<br>230,00 42,00 19,82<br>1 dk | **1980** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (280) | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 105 997 | Vee Oil 4SA 16Cy. 520 × 550<br>16 880bhp (12 416kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 600kW a.c.<br>14,5kn |
| 8011536<br>ELBF9<br>7052<br>Df Esd<br>Gc Rdr<br>RT | **COLUMBIA NEPTUNE**<br>**Intercon Petroleum Carriers**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **30 608**<br>21 778<br>60 068 | NK | 225,51(BB) 32,24 12,215<br>216,01 32,21 19,03<br>1 dk | **1981** Tsuneishi Zosen K.K.—Numakuma (472) | **M Tanker**<br>7 Ta ER<br>L.(oil) 74 386 | Oil 2SA 7Cy. 670 × 1700<br>15 200bhp (11 181kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 480kW 440V 60Hz a.c.<br>14,75kn |
| 7390375<br>HO6519<br>9900-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **COLUMBIA SERVICE**<br>**Zapata Marine Service Inc.**<br>Panama Panama | **290**<br>197<br>599 | AB | 60,97 12,22 4,014<br>50,47 12,17 4,58<br>F 18,6 1 dk | **1975** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (520) | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 16Cy. 216 × 254 E made51 fitted75<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 200kW a.c.<br>Fuel 351,5t (d.o.) 10kn |
| 7923196<br>KUS6352<br>635289<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **COLUMBIA STAR**<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | **35 923**<br>33 534<br>63 096 | AB | 304,86 32,11 8,381<br>301,76 32,01 17,07<br>1 dk<br>rf nil | **1981** Bay Shipbuilding Corporation<br>—Sturgeon Bay, Wi (726) | **TM Bulk Carrier**<br>Self-unloader<br>7 Ho ER<br>Ore 78 273<br>37 Ha (stl) (each 3,3 × 16,7) ER | 4 Vee Oil 2SA each 20Cy. 230 × 254 sr geared to sc. shafts<br>14 240bhp (10 474kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 800kW a.c.<br>Thw. thrust propeller fwd , 1 aft<br>2 Controllable pitch propellers<br>Fuel 423,5t (d.o.)-35,0pd |

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| 7113301<br>GOTD<br>342843<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIA STAR**<br>**Blue Star Line Ltd.**<br>Blue Star Ship Management Ltd.<br>London United Kingdom | **19 095**<br>10 730<br>19 114 | ✠**100A1** CS 6/81<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL H† 2¾"U2<br>FN 7327 | **1971**-9 Bremer Vulkan A.G.—Vegesack (976)<br>188,86(BB) 25,91 10,059<br>178,01 25,86 15,30<br>P 48,5 F 41,2 1 dk<br>rf 152 DK fwd<br>NS 10BH WB4446t incl. DTf478t | **M Container Ship**<br>Fixed-guides Ref 2bth P<br>Mchy.aft<br>In.6 189 | Oil 2SA 9Cy. 900 × 1600<br>26 100bhp (19 198kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm$^{2}$ (7,9bar)<br>Gen 4 × 400kW 440V 60Hz a.c.<br>22,5kn |
| 5225332<br>HOCR<br>8084-<br>PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIA I**<br>ex Wilbie-82 ex Ann Lee-72<br>ex Mary Elizabeth-71<br>ex Marion Moran-64 ex Atr 49<br>ex Vagrant<br>**Inter-Ocean Towing (Pte.) Ltd.**<br>Panama Panama | **498**<br>201<br>— | AB | **1943** Levingston SB. Co.—Orange, Tx (285)<br>43,59 10,09 4,652<br>41,00 10,06 5,19<br>F 12,5 1 dk | **TD-E Tug** | 2 Oil 2SA each 12Cy. 222 × 267<br>connected to 2 elec. motors sr geared<br>General Motors Corp. Detroit, Mi<br>Fuel 218,5t |
| 7527033 | **COLUMBIA I**<br>**C.V. Pelayaran Sinar Maluku**<br>Surabaya Indonesia | **225**<br>93<br>— | KI | **1957** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack<br>7,04<br>37,65 7,01 3,43<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA<br>2 900bhp (2 133kW) Maybach<br>..............<br>Gen 1 × 44kW 110V |
| 7519282<br>SFHC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBIALAND**<br>ex Seatrain London-79<br>ex Columbialand-79<br>**Brostroms Rederi A/B**<br>**(Brostrom Shipping Co. Ltd.)**<br>Goteborg Sweden | **21 110**<br>13 323<br>31 400 | NV | **1978** Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (705)<br>185,83 26,50 11,045<br>176,97 15,50<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened<br>6 Ho 18,0 24,0 24,0 18,9 24,0 24,0 ER<br>G.39 624 B.38 838 HeCls. B<br>TEU 832<br>C. Ho 580/20' (40') C. Dk 252/20' (40')<br>6 Ha (12,8 × 15,5) (18,9 18,9 13,7 18,9 18,9 × 20,9) ER<br>Cr 5(20) | Oil 2SA 7Cy. 740 × 1600<br>15 140bhp (11 136kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 680kW 1 × 100kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 239,0t (d.o.) 2 677,5t (hvf)-46,5pd<br>16kn |
| 7633117<br>LJES<br>19470<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COLUMBUS**<br>ex Sun Gas-80<br>**K/S Langfeldts Rederi A/S VII**<br>Langfeldts Rederi A/S<br>Kristiansand S. Norway | **5 990**<br>3 762<br>6 159 | NV | **1977** Usuki Tekkosho—Saiki (1208)<br>121,77 19,46 6,451<br>112,17 19,41 8,31<br>P 27,2 F 6,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>5 Ta (C.mn.stl) ind spherical ER<br>L.(gas) 5 124 | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 176,0t (d.o.) 787,0t (hvf)-20,5pd<br>14,5kn |
| 5077395<br>XPYY<br>D812<br>Df Esd<br>Pfd Rdr<br>RTm | **COLUMBUS**<br>**Hans M. Durhuus P/R**<br>Vestmanna Faroe Islands | **265**<br>108<br>200 | BV | **1961** At. & Ch. de la Manche—Dieppe (C1164)<br>36,35 7,27 3,441<br>31,20 7,21 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,1 × 1,0) (1,6 1,6 × 1,3)<br>2W Der 1(1,5) 1(0,5) | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 72<br>Grenaa Motorfabrik, A/S Grenaa<br>Controllable pitch propeller<br>Fuel (d.o.)<br>12kn |
| 7109374<br>DIIU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COLUMBUS AMERICA**<br>**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**<br>Rudolf A. Oetker<br>Hamburg Federal Republic of Germany | T.Mk<br>**19 145**<br>10 794<br>22 000 | GL | **1971** Howaldtswerke-Deutsche Werft —Hamburg (17)<br>193,99(BB) 29,37 10,821<br>178,04 29,32 16,39<br>F 26,0 2 dks | **S Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>6 Cell.Ho 13,1 27,9 31,5 16,0 32,9 ER 20,8<br>TEU 1187<br>C.Ho 636/20' C.Dk 551/20'<br>23 Ha (stl) ER 6 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>25 000shp (18 389kW)<br>A.G. "Weser" Bremen<br>Gen 2 × 1750kW 1 × 750kW 440V 60Hz a.c.<br>Fuel 6 077,0t (o.f.)<br>22kn |
| 7052947<br>DAFC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COLUMBUS AUSTRALIA**<br>**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**<br>Rudolf A. Oetker<br>Hamburg Federal Republic of Germany | T.Mk<br>**19 145**<br>10 794<br>22 000 | GL | **1971** Howaldtswerke-Deutsche Werft —Hamburg (16)<br>193,94(BB) 29,37 10,821<br>178,01 29,32 16,39<br>F 26,0 2 dks | **S Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>6 Cell.Ho 13,1 27,9 31,5 16,0 32,9 ER 20,8<br>TEU 1187<br>C.Ho 636/20' C.Dk 551/20'<br>23 Ha (stl) ER 6 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>25 000shp (18 389kW)<br>A.G. "Weser" Bremen<br>Gen 2 × 1750kW 1 × 750kW 440V 60Hz a.c.<br>Fuel 6 077,0t (o.f.)<br>22kn |
| 5197664<br>3FGY<br>10526-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **COLUMBUS C**<br>ex Europa-81 ex Kungsholm-65<br>**Independent Continental Lines Ltd.**<br>Milestone-Transoceanic Armec<br>Panama Panama | **16 317**<br>7 835<br>4 268 | ✠**100A1** CS 9/80<br>Str. nav. ice<br>✠**LMC**<br>EL I† 2⅝"SQ<br>FN 6193<br>(GL) | **1953**-10 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (273)<br>182,89 23,50 8,021<br>161,55 23,42 14,91<br>B & F 157,9 4 dks<br>RW<br>Coll BH to U dk 8 to 2nd dk WB1744t incl. DTsf567t | **TM Passenger/General Cargo**<br>Ref 785bth P<br>2 Ho 10,8 22,4<br>G.3 191 In.277<br>2 Ha (stl) (7,5 8,0 × 3,8)<br>4W Der 4(5) | 2 Oil 2SA each 8Cy. 740 × 1600<br>18 100bhp (13 314kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB 114lbf/in$^{2}$ (7,9bar)<br>Gen 4 × 725kW 2 × 200kW 220V d.c.<br>Fuel 1 503,5t (hvf)<br>19kn |
| 7427697<br>DGFR<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COLUMBUS CALIFORNIA**<br>ex Monte Olivia-82<br>ex Columbus Taranaki-80<br>ex Santa Rita-79<br>**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**<br>Rudolf A. Oetker<br>Hamburg Federal Republic of Germany | **12 188**<br>7 096<br>15 128 | GL | **1976** Kherson Shipyard—Kherson (2005)<br>162,31(BB) 10,122<br>144,02 . 22,22 13,39<br>F 12,2 2 dks<br>rf 196 widened 79<br>conv General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho ER<br>TEU 531<br>C.Ho 293/20'(40') C.Dk 238/20'(40') incl. 315 ref C.<br>Cr 5(12,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Bryansk Eng. Works Bryansk<br>16,5kn |
| 7800162<br>DGCH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COLUMBUS CANTERBURY**<br>**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**<br>Rudolf A. Oetker<br>Hamburg Federal Republic of Germany | T.Mk<br>**19 195**<br>13 513<br>20 100 | GL | **1979** A.G. "Weser" Seebeckwerft —Bremerhaven (1024)<br>168,71 28,12 10,002<br>158,02 28,01 16,11<br>F 23,5 3 dks | **M Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>8 Cell.Ho ER<br>TEU 1211<br>C.Ho 634/20' (56/40') C.Dk 465/20'(40') incl. 608 ref C.<br>8 Ha (stl)<br>16 Wing Ha (stl) ER | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 865kW 2 × 1176kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>19,5kn |

7366635
WYP4
725
563748
Esd Rdr
RT

**COLUMBUS EXPRESS**
**Trawler H & S**
Miami, Fl United States of America

**142**
97
—

**1973** Diesel SB. Co.—Jacksonville, Fl (194)
BV *22,80* 6,71
6,66 3,97
1 dk

**M Fishing**
Side Trawler
1 Ho
1 Ha (1,8 × 1,5)
Der 1(2)

Oil 4SA 6Cy. 159 × 203
425bhp (313kW)
Caterpillar Tractor Co. Peoria, Illinois
Fuel 82,0t (d.o.) 10kn

7217092 **COLUMBUS ISELIN** **280**
See No. 7217092 R. V. COLUMBUS ISELIN in the Register

7800150
DNKL
Df Esd
Gc Pfd
Rdr
RTm/h/v

**COLUMBUS LOUISIANA**
**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**
Rudolf A. Oetker
Hamburg Federal Republic of Germany

T.Mk
**19 193**
13 511
20 100

**1979** A.G. "Weser" Seebeckwerft —Bremerhaven (1023)
GL 168,03 28,10 10,002
158,02 28,01 16,11
F 23,5 3 dks

**M Container Ship**
Fixed-guides Ref
Ice strengthened
8 Cell.Ho ER
TEU 1211
C.Ho 634/20'(56/40') C.Dk 465/20'(40') incl. 608 ref C.
8 Ha (stl)
16 Wing Ha (stl) ER

Oil 2SA 6Cy. 760 × 1550
14 400bhp (10 592kW)
Sulzer Bros. Ltd. Winterthur
Gen 2 × 1176kW 2 × 865kW 450V 60Hz a.c.
Thw. thrust propeller fwd
19,5kn

7039610
DGNZ
Df Esd
Gc Rdr
RTm/h/v

**COLUMBUS NEW ZEALAND**
**Containerschiffsreederei t.s. 'Columbus New Zealand' Rudolf A. Oetker K.G.**
Hamburg Federal Republic of Germany

T.Mk
**19 145**
10 794
22 000

**1971** Howaldtswerke-Deutsche Werft —Hamburg (15)
GL 193,99(BB) 29,37 10,850
178,04 29,32 16,41
F 26,0 2 dks

**S Container Ship**
Fixed-guides Ref
Ice strengthened
6 Cell.Ho 13,1 27,9 31,5 16,0 32,9 ER 20,8
TEU 1187
C.Ho 636/20' C.Dk 551/20'
23 Ha (stl) ER 6 Ha (stl)

2 S Turb dr geared to sc. shaft
25 000shp (18 389kW)
A.G. "Weser" Bremen
Gen 2 × 1750kW 1 × 750kW 440V 60Hz a.c.
Fuel 6 077,0t (o.f.) 22kn

7800174
DICQ
Df Esd
Gc Pfd
Rdr
RTm/h/v

**COLUMBUS QUEENSLAND**
**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**
Rudolf A. Oetker
Hamburg Federal Republic of Germany

**28 171**
16 017
24 320

**1979** A.G. "Weser" Seebeckwerft —Bremerhaven (1025)
GL 184,92 28,05 10,002
174,23 28,01 16,11
F 23,5 3 dks

**M Container Ship**
Fixed-guides
Ice strengthened
8 Cell.Ho ER
TEU 1211
C.Ho 634/20'(56/40') C.Dk 465/20'(40') incl. 608 ref C.
8 Ha (stl)
16 Wing Ha (stl) ER

Oil 2SA 6Cy. 760 × 1550
14 400bhp (10 592kW)
Sulzer Bros. Ltd. Winterthur
Gen 2 × 1176kW 2 × 865kW 450V 60Hz a.c.
Thw. thrust propeller fwd
19,25kn

5096028
DZXY
210081
Df Esd
Gc Rdr
RT

**COLUMBUS VENTURE**
ex Eastern Galaxy-80
**Fleetwood Shipping Co. S.A.**
Manila Philippines

**8 276**
4 799
11 576

**1960** Ishikawajima Jukogyo—Tokyo (789)
AB *132,29* 18,22 8,805
130,00 18,20 11,61
F 11,9 2 dks

**M General Cargo** 4P
5 Ho 15,8 21,9 11,5 22,8 17,0
5 Ha (stl) (6,1 × 6,1) (13,4 10,9 13,4 10,3 × 7,9)
Der 1(30) 2(10) 5(5)

Oil 2SA 7Cy. 620 × 1400
6 300bhp (4 634kW)
Mitsui SB. & Eng. Co. Ltd. Tamano
Gen 3 × 240kW 440V 60Hz a.c.
Fuel 1 392,0t (hvf) 14,5kn

7508702
DGVK
Df Esd
Gc Rdr
RTm/h/v

**COLUMBUS VICTORIA**
**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**
Rudolf A. Oetker
Hamburg Federal Republic of Germany

**14 160**
7 833
15 790

**1976** A.G. "Weser" Seebeckwerft —Bremerhaven (991)
GL 161,02 25,61 9,424
151,31 25,49 13,70
F 22,9 2 dks

**M Container Ship**
Fixed-guides Ref
Ice strengthened
7 Cell.Ho 14,2 15,5 15,3 15,3 15,3 15,3 16,3 ER
TEU 750
C.Ho 409/20' incl. 336 ref C.
C.Dk 341/20'
20 Ha (stl) ER
Cr 1(5)

Oil 2SA 6Cy. 780 × 1550
13 800bhp (10 151kW)
Masch. Augsburg-Nuernberg (MAN) Augsburg
Gen 2 × 900kW 2 × 645kW 450V 60Hz a.c.
Fuel 448,0t (d.o.) 1 958,0t (hvf) 19kn

7508726
DGZV
Df Esd
Gc Rdr
RTm/h/v

**COLUMBUS VIRGINIA**
**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**
Rudolf A. Oetker
Hamburg Federal Republic of Germany

**14 173**
7 847
15 790

**1977** A.G. "Weser" Seebeckwerft —Bremerhaven (992)
GL 161,02 25,63 9,421
151,31 25,49 13,70
F 22,9 2 dks

**M Container Ship**
Fixed-guides Ref
Ice strengthened
7 Cell.Ho 14,2 15,5 15,3 15,3 15,3 15,3 16,3 ER
TEU 750
C.Ho 409/20' incl. 336 ref C.
C.Dk 341/20'
20 Ha (stl) ER

Oil 2SA 6Cy. 780 × 1550
13 800bhp (10 151kW)
Masch. Augsburg-Nuernberg (MAN) Augsburg
Gen 2 × 900kW 2 × 645kW 450V 60Hz a.c.
Fuel 448,0t (d.o.) 1 958,0t (hvf) 19kn

7508714
DHCW
Df Esd
Gc Rdr
RTm/h/v

**COLUMBUS WELLINGTON**
**Hamburg-Sudamerikanische Dampfschiffahrts-Ges. Eggert u. Amsinck**
Rudolf A. Oetker
Hamburg Federal Republic of Germany

**14 163**
7 847
15 790

**1977** A.G. "Weser" Seebeckwerft —Bremerhaven (1001)
GL 161,02 25,63 9,424
151,31 25,51 13,72
F 22,9 2 dks

**M Container Ship**
Fixed-guides Ref
Ice strengthened
7 Cell.Ho 14,2 15,5 15,3 15,3 15,3 15,3 16,3 ER
TEU 750
C.Ho 409/20' incl. 336 ref C.
C.Dk 341/20'
20 Ha (stl) ER

Oil 2SA 6Cy. 780 × 1550
13 800bhp (10 151kW)
Masch. Augsburg-Nuernberg (MAN) Augsburg
Gen 2 × 900kW 2 × 645kW 450V 60Hz a.c.
Fuel 448,0t (d.o.) 1 958,0t (hvf) 19kn

7219973
VLCB
355015

**COMALCO BEAGLE**
**Howard Smith Industries Pty. Ltd. & McIlwraith McEacharn Ltd.**
*Brisbane, Queensland* Australia

**164**
0
—

**1972** Ballina Slipway & Eng. Co.—Ballina, N.S.W.
*24,51* 7,37
... ... ...
1 dk

**M Tug**

Oil 4SA 6Cy. 222 × 292
Lister Blackstone Mirrlees Marine Ltd. Dursley
10kn

7108124
332844

**COMALCO INVESTIGATOR**
**Howard Smith Industries Pty. Ltd. & McIlwraith McEacharn Ltd.**
*Brisbane, Queensland* Australia

**181**
16
—

**1970** Ballina Slipway & Eng. Co.—Ballina, N.S.W.
*24,51* 7,37
... ... ...
1 dk

**TM Tug**

2 Oil each 6Cy. 222 × 292
Lister Blackstone Mirrlees Marine Ltd. Dursley
10kn

| | | | | | | |
|---|---|---|---|---|---|---|
| **7928639**<br>DGWC<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COMANCHE**<br><br>**Partenreederei m.s. 'Comanche'**<br>Atlantic-Rhederei F. & W. Joch<br>Hamburg Federal Republic of Germany | **1 599**<br>1 167<br>3 659 | <br><br>GL | **1980** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (186)<br>98,33 13,72 5,801<br>89,41 13,71 6,02<br>P 17,7 2 dks | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>13 Ta ER<br>L.3 835 | Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 186kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **7230771**<br>WYZ6<br>596<br>536789<br>Esd Rdr<br>RT | **COMANCHE**<br><br>**Tulsa Trawlers Inc.**<br>Biloxi, Ms United States of America | **131**<br>99<br>— | | **1971** Graham Boats Inc.—Pascagoula, Ms (132)<br>6,56<br>23,78 6,51 3,66<br>1 dk | **TM Supply Launch** | 2 Oil each -Cy.<br>500bhp (368kW)<br>.............<br>Fuel (d.o.) |
| **7100603**<br>WX7912<br>506682 | **COMANCHE**<br><br>**Master Marine Inc.**<br>Mobile, Al United States of America | **114**<br>77<br>— | | **1966** Graham Boats Inc.—Pascagoula, Ms<br>*22,65* 6,71<br>3,38 | **M Fishing** | Oil<br>380bhp (280kW)<br>.............<br>Fuel (d.o.) |
| **5415286**<br>CLCR | **COMANDANTE CAMILO CIENFUEGOS**<br><br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Manzanillo Cuba | **9 735**<br>5 689<br>11 888 | | **1962** Stocznia Gdanska im. Lenina—Gdansk (B54/27)<br>153,90 19,38 8,281<br>141,61 19,31<br>F 28,7 2 dks<br>rf 152 | **M General Cargo**<br><br>3 Ho ER 2 Ho<br>G.19 085 B.18 066<br>5 Ha (7,3 13,5 11,5 × 6,4) ER (8,4 8,3 × 6,4) | Oil 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 250kW 230V a.c.<br>Fuel 1 751,5t (hvf)<br>16kn |
| **5077474**<br>PUCQ<br><br>Df | **COMANDANTE DORAT**<br>ex Commandante Dorat-40<br>ex Seewolf ex Arbeit<br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio de Janeiro Brazil | **536**<br>121<br>— | | **1919** Reichswerft—Wilhelmshaven<br>53,12 9,58 4,045<br>46,92 9,30 4,86<br>1 dk<br>R | **TS Tug**<br>Salvage | T 6Cy. (2) 394 (2) 599 & (2) 980 × 549<br><br>Reichswerft Wilhelmshaven<br>Fuel (o.f.)<br>12kn |
| **7941473**<br>IVAS<br>1177 | **COMANDANTE GIOBBE**<br><br>**Scaligno Scalera**<br>Napoli Italy | **189**<br>57<br>— | | **1973** Cant. Nav. Catasta—San Benedetto del Tronto<br>34,24 6,99 2,261<br>28,76 6,98 3,66<br>1 dk | **TM Fishing** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5077486**<br>XXFA<br><br>Esd | **COMANDANTE HERZ**<br><br>**Government of The Republic of Portugal (Ministerio para Provincias de Alem-mar)**<br>Macao Macao (Portuguese) | **1 339**<br>461<br>— | <br><br>✠Classed LR until 1/64 | **1962**-4 Est. Nav. do Mondego—Figueiro da Foz (60)<br>68,74 11,89 4,217<br>60,89 11,50 5,01<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Trailing Cutter Suction Bottom doors<br>Twin side arms<br>Hopper 613<br>1 sandpump 485kW (650bhp) | 2 Oil 4SA each 6Cy. 330 × 600<br>1 300bhp (956kW)<br>N.V. Werkspoor Amsterdam |
| **5077503**<br>CSFT<br><br>Esd Rdr<br>RTh/v | **COMANDANTE MILHEIRO**<br><br>**Corporacao dos Pilotos do Rio e Barra de Lisboa**<br>Lisboa Portugal | **400**<br>138<br>— | <br><br>✠Classed LR until 6/31 | **1928**-6 Bow, McLachlan & Co. Ltd. —Paisley (477)<br>*40,39* 7,73<br>... ... ...<br>R | **S Pilot Tender** | T 3Cy. 381 635 & 1016 × 686<br>965ihp (710kW)<br>Bow, McLachlan & Co. Ltd. Paisley<br>Gen 1 × 11kW 2 × 10kW 110V d.c.<br>Fuel (o.f.) |
| **5077515**<br>CSHJ<br><br>Esd Rdr<br>RTh/v | **COMANDANTE PEDRO RODRIGUES**<br><br>**Corporacao dos Pilotos do Rio e Barra de Lisboa**<br>Lisboa Portugal | **447**<br>46<br>— | <br><br>✠Classed LR until 12/40 | **1938**-9 Cia. Uniao Fabril—Lisboa (34)<br>43,46 7,75<br>... ... ...<br>R | **S Pilot Tender** | T 3Cy. 365 610 & 975 × 686<br>680ihp (500kW)<br>Verschure & Co.'s Scheeps Amsterdam<br>Gen 2 × 10kW 1 × 5kW 110V d.c.<br>Fuel (o.f.) |
| **7355258**<br>CLJF<br><br>Esd Gc<br>Rdr RT | **COMANDANTE PINARES**<br>ex Concun Tropicana-82<br>ex Comandante Pinares-82<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **2 161**<br>1 038<br>432 | **✠100A1** SS 7/80<br>Short international voyages<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1386 | **1974**-11 Niigata Eng. Co. Ltd.—Niigata (1306)<br>78,67 (BB) 12,40 3,061<br>70,01 11,99 7,80<br>B 8,6 2 dks, 3rd dk clear of mchy. spaces<br>rf 152<br>NS Coll BH to U dk 5 to 2nd dk WB257T | **TM Ferry**<br>1000P | 2 Oil 4SA each 8Cy. 310 × 380 reverse reduction geared to sc. shafts<br>5 200bhp (3 825kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 520kW 445V 60Hz a.c.<br>16,5kn |
| **7822586**<br>IBVH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMANDANTE REVELLO**<br><br>**Andrea Merzario S.p.A.**<br>Bari Italy | **21 306**<br>11 445<br>29 290 | **✠100A1**<br>roll on—roll off container ship<br>**✠LMC**<br>EL Q† 687,5/84,0U3(a)<br>FN 9323<br>RI | **1981**-3 Italcantieri S.p.A.—Monfalcone (4371)<br>194,37(BB) 32,29 10,802<br>175,83 32,26 20,76<br>Ba 36,9 3 dks<br>rf nil<br>Coll. BH to U dk, 4 to 2nd dk WB8464T incl. DTf591T | **M RoRo Cargo**<br>Angled stern door & ramp (s)<br>pt higher tensile steel<br>Mchy.aft<br>TEU 1450<br>C. 1450/20' (40') incl. 50 ref C. | Oil 2SA 9Cy. 780 × 1600 dr geared to sc. shaft<br>22 500bhp (16 550kW)<br>Grandi Motori Trieste Trieste<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 1200kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>19kn |
| **7521209**<br>CLJG<br><br>Df Esd<br>Gc Rdr<br>RT | **COMANDANTE VILO ACUNA**<br><br>**Government of The Republic of Cuba**<br>Habana Cuba | **1 819**<br>740<br>2 558 | **✠100A1** SS 12/81<br><br>**✠LMC**<br>EL O 0,0/34,0U2<br>FN 1355 | **1977**-8 Maritima del Musel S.A.—Gijon (193)<br>81,46 12,53 5,138<br>73,51 12,51 5,92<br>P 18,9 F 9,8 1 dk<br>rf nil DK fwd<br>3BH WB802T | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft<br>2 Ho each 21,1 | Oil 4SA 6Cy. 400 × 580 geared to sc. shaft<br>1 600bhp (1 177kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 248kW 440V 60Hz a.c.<br>12kn |
| **6803014**<br>EACL<br>8782<br>Df Esd<br>RT | **COMBAROYA**<br><br>**Antonio Gonzalez Concheiro**<br>Vigo Spain | **314**<br>105<br>— | | **1968** Const. Nav. Santodomingo—Vigo (358)<br>27,11<br>23,22 6,20 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **7230343**<br>EGGM<br><br>Esd Rdr<br>RT | **COMBAROYA SEGUNDO**<br><br>**Antonio Gonzalez Concheiro**<br>Vigo Spain | **319**<br>105<br>489 | <br><br>BV | **1973** Const. Nav. Santodomingo—Vigo (398)<br>*36,55*<br>30,00 8,51 3,92<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>960bhp (706kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 165,0t (d.o.)<br>12kn |

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| 388267<br>ENY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMBAROYA TERCERO**<br><br>**Barconoya S.A.**<br>Vigo Spain | **314**<br>151<br>— | <br><br>BV | **1975** Const. Nav. Santodomingo—Vigo (412)<br>39,40 8,62 4,052<br>33,00 8,50 4,58<br>2 dks | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 220 × 280<br>1 160bhp (853kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 1 × 283kW 220V 50Hz a.c.<br>Fuel 193,5t (d.o.) 12,5kn |
| 077565<br>EDGJ<br>8012<br>Df Esd<br>RTm | **COMBARRO**<br><br>**Andres Soto Carnero**<br>Vigo Spain | **202**<br>75<br>— | <br><br>(BV) | **1960** Construcciones Navales P. Freire S.A. —Vigo (6)<br>*29,02* 6,66 3,499<br>6,61 3,89<br>1 dk | **S Fishing**<br>Side Trawler<br><br><br>2 Ha | T 3Cy. 230 370 & 620 × 445<br>250ihp (184kW)<br>Ponte & Cia. S.L. Vigo<br>Fuel 123,0t (o.f.) 9kn |
| 079393<br>CLBB<br><br>Df Esd<br>Rdr | **COMBATE DE PALMAMOCHA**<br>ex Cora-64<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **487**<br>231<br>1 067 | <br><br>✠Classed LR until 3/66 | **1957**-1 Solvesborgs Varv A/B—Solvesborg (46)<br>65,94 10,04 3,772<br>59,44 10,01 5,95<br>F 7,4 1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br><br>1 Ho ER<br>G.2 095 B.1 897<br>6W Der 6(3) | Oil 2SA 8Cy. 290 × 490 with hydraulic couplings<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>12kn |
| 7739911 | **COMBER**<br><br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>*Philadelphia, Pa* United States of America | **4 988**<br>2 497<br>— | | **1947** Ingalls SB. Corp.—Pascagoula, Ms (500)<br>107,02 18,29 6,706<br>101,05 9,20<br>1 dk | **TT-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 19,0<br>Hopper 4600T<br>Mchy.aft<br>Hopper 2 300<br>2 sandpumps each 858kW (1150bhp) | 4 S Turb 6 000shp (4 413kW) driving - gen connected to 2 elec. motors<br>Westinghouse Elec. Corp. U.S.A.<br>12,75kn |
| 7035028<br>PDLI<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COMBI SPIRIT**<br>ex Breehorst-74 ex Sylvia IV-74<br>**Rederij 'Combi Spirit'**<br>Heinrich Hanno & Co. B.V.<br>Rotterdam Netherlands | **1 599**<br>1 160<br>3 043 | ✠**100A1** SS 2/81<br><br>✠**LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1409 | **1970**-12 N.V. Scheeps. "Vooruitgang" —Foxhol (226)<br>81,67 12,20 5,760<br>74,50 11,90 7,01<br>P 11,9 RAD 10,1 F 11,9 1 dk<br>rf nil<br>3BH WB460t | **M General Cargo**<br><br>1 Ho 55,0 ER<br>G.4 022 B.3 701<br>2 Ha (stl) (18,5 25,1 × 7,7) ER<br>4W Der 1(20) 3(5) | Vee Oil 2SA 16Cy. 220 × 380<br>2 000bhp (1 471kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 25kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 178,0t (d.o.) 12,5kn |
| 7359137<br>PDKB<br>17073<br>Df Esd<br>Gc Rdr<br>RTm/v | **COMBI TRADER**<br>ex Ocean Coast-75<br>**Rederij 'Combi Trader' C.V.**<br>Heinrich Hanno & Co. B.V.<br>Rotterdam Netherlands | **1 399**<br>911<br>2 750 | <br><br>BV | **1975** I/S Orskovs Staalskibsvaerft —Frederikshavn (74)<br>71,48 13,03 5,735<br>65,59 12,98 6,74<br>P 14,1 F 8,0 1 dk | **M General Cargo**<br><br>1 Ho 56,0 ER<br>G.3 300 B.2 900<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>Cr 3(5) | Oil 4SA 6Cy. 320 × 420<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 254,0t (d.o.)-6,0pd 12kn |
| 5244118<br>VCGQ<br>188394<br>Df Esd<br>Gc Rdr<br>RTm/v | **COMEAUDOC**<br>ex Murray Bay-63<br>**N. M. Paterson & Sons Ltd.**<br>Thunder Bay, Ont. Canada | **17 360**<br>11 767<br>26 638 | ✠**100A1** Lake SS 10/80<br>Great Lakes & River St. Lawrence service<br>✠**LMC**<br>EL of 2$\frac{3}{8}$"SQ<br>FN 7436 | **1960**-4 Collingwood Shipyards —Collingwood, Ont. (164)<br>222,44 23,02 8,033<br>216,14 22,86 11,54<br>Ba 34,5 F 21,7 1 dk<br>RW rf 76<br>NS 3BH WB11512t | **S Bulk Carrier**<br><br>6 Ho 30,4 29,2 29,2 21,9 29,2 30,4 ER<br>21 Ha (each 3,5 × 16,4) ER | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW)<br>Westinghouse Elec. Corp. Sunnyvale, Ca<br>2 WTB 525lbf/in$^2$ (36,2bar) Spt 500lbf/in$^2$ (34,5bar) hs1103,0<br>Gen 2 × 550kW 575V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 650,5t (o.f.) 13,5kn |
| 7721732<br><br><br>Esd Rdr<br>RT | **COMECHINGONES 282-B**<br><br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **120**<br>29<br>59 | <br><br>✠Classed LR until 20/11/81 | **1979**-6 Maritima de Axpe S.A.—Bilbao (114)<br>22,51 7,07 2,401<br>20,50 6,71 3,46<br>1 dk<br>rf 508 BK 107 | **M Tug** | Oil 4SA 6Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 51,25kW 380V 50Hz a.c. |
| 7212963<br>SXXC<br>4334<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COMET**<br><br>**Juno Maritime Corp.**<br>Piraeus Greece | **9 824**<br>6 136<br>14 939 | <br><br>AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2234)<br>143,41(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 258,0t (hvf) 14,5kn |
| 8203658 | **COMET**<br><br>**Gebruder Winter**<br>Federal Republic of Germany | **999**<br>—<br>2 890 | <br><br>GL (Class cont.) | **1982** J. J. Sietas K.G. Schiffswerft —Hamburg (868)<br>87,97 4,680<br>85,37 11,31 6,76 | **M General Cargo** | Oil<br><br>Kloeckner Humboldt Deutz West Germany |
| 7303891<br>WYT8<br>051<br>545792<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMET**<br><br>**Hartford National Bank & Trust Co.**<br>Offshore Logistics Inc.<br>Hartford, Ct United States of America | **199**<br>135<br>— | <br><br>AB | **1973** Quality Equipment Inc.—Houma, La (112)<br>3,988<br>47,71 11,89 4,58<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254<br>3 200bhp (2 354kW) E made50 fitted73<br>General Motors Corp. U.S.A.<br>Gen 2 × 98kW<br>Fuel 260,0t (d.o.) |
| 6802826<br>DEJX<br><br>RT | **COMET**<br><br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H.<br>Bremen Federal Republic of Germany | **162**<br>—<br>— | | **1967** F. Schichau G.m.b.H.—Bremerhaven (1742)<br>28,22 8,03<br>26,40 8,01 3,46<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 9,75kW 115V d.c.<br>2 Directional propellers<br>Fuel 15,0t (hvf) 12kn |
| 6917425 | **COMET**<br>ex Hydroliner I-72<br>**Satra (Nassau) Ltd.**<br>Panama Panama | **117**<br>79<br>— | <br><br>(GL) | **1969** S. Ordzhonikidze Works—Poti (S-641)<br>35,21 9,56<br>30,00 6,00<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry**<br>—P | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 200bhp (1 618kW)<br>Russkiy-Diesel Works Leningrad<br>32kn |

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| **5387594**<br>HP2200<br>4970-<br>PEXT1<br>Df Esd<br>RT | **COMET 1**<br>ex Comet-74 ex Wenia-74<br>ex Tusken-62<br>**Compania de Navegacion**<br>**Ashanti S.A.**<br>Panama Panama | **472**<br>243<br>980 | **✠100A1**<br>Str. nav. ice<br>**✠LMC** | SS 3/81<br>EL k<br>FN 753 | **1958**-10 Lidingoverken K/B A/B Live —Lidingo (27)<br>60,58 10,04 3,683<br>54,51 10,00 3,81<br>P & B 33,3 F 8,3 2 dks<br>rf 102<br>3BH WB214t | **M General Cargo**<br>1 Ho ER<br>G.1 600 B.1 444<br>1 Ha ER<br>5W Der 5(3) | Oil 4SA 6Cy. 320 × 450<br>755bhp (555kW)<br>Kloeckner Humboldt Deutz<br>Fuel 69,0t (d.o.) | Koeln<br>11kn |
| **7922166**<br>LJTS<br>19573<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMETA**<br>**K/S Nor-Cargo A/S**<br>Det Nordenfjeldske D/S<br>Bergen Norway | **1 996**<br>1 122<br>4 450 | | NV | **1981** Fosen M.V.—Fevag (28)<br>102,49(BB) 6,150<br>93,30 16,51 11,16<br>3 dks | **M RoRo Cargo**<br>Pallets Ref<br>Side door (s) Stern door/ramp Ice strengthened<br>1 Ho ER<br>G.9 973 B.8 360 In.680<br>TEU 86 C. 86/20' incl. 30 ref C.<br>Cr 2(25) | Oil 4SA 9Cy. 320 × 420<br>3 680bhp (2 707kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd | Kiel<br>13.5kn |
| **5040627**<br>LW4322<br>Df Esd<br>Pfd Rdr | **COMETA**<br>ex Ben Torc-74<br>**Friopesca S.A.C.I.**<br>Mar del Plata Argentina | **296**<br>101<br>— | ✠Classed LR until<br>22/11/74 | | **1959**-4 J. Lewis & Sons Ltd.—Aberdeen (284)<br>*38,10* 7,75<br>36,58 7,62 3,81<br>RQD 21,4 F 5,5<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>712bhp (524kW)<br>Mirrlees, Bickerton & Day | Stockport |
| **6417401**<br>BICK<br>7834<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COMFORT**<br>ex Pacific Fruit-81 ex Ronirel-78<br>ex Lily-77 ex Brunsholm-72<br>**Great Pacific Navigation Co.**<br>**S.A.**<br>Keelung China* | T.Mk<br>**3 279**<br>1 833<br>3 535<br>**4 628**<br>2 662<br>5 129 | | GL | **1964** Blohm & Voss A.G.—Hamburg (835)<br>136,00 16,82 6,185/7,176<br>124,01 16,81 11,36<br>3 dks, 4th dk fwd | **M General Cargo**<br>Ref. 12P<br>4 Ho<br>In.7 951<br>4 Ha (stl) (each 7,0 × 5,5)<br>8W Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Blohm & Voss A.G.<br>Gen 3 × 400kW 1 × 185kW<br>230V 50Hz a.c.<br>Fuel 1 717,0t (hvf) | MAN<br>Hamburg<br>21kn |
| **7018020**<br>9HXK<br>0050<br>RT | **COMINOLAND**<br>ex Minor Eagle-76 ex Miner VI-68<br>ex M 6<br>**Euch Zammit & Sons Ltd.**<br>Valletta Malta | **295**<br>150<br>— | | | **1942** Philip & Son Ltd.—Dartmouth<br>*34,42* 8,08<br>8,06 3,66<br>B 8,0 F 7,4 2 dks<br>RW conv Minelayer 68 | **TM RoRo/General Cargo/Ferry**<br>460dk P<br>Side ramp (s)<br>1 Ho 9,1<br>Der 1(-) | 2 Oil<br>General Motors Corp.<br>Gen 2 × 50kW 220V d.c.<br>Fuel 10,0t (d.o.) | U.S.A |
| **7230393**<br>HO8658<br>2954-72<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMMAND TIDE**<br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **442**<br>300<br>— | | AB | **1972** American Marine Corp.—New Orleans, La (1087)<br>11,59 4,217<br>50,04 4,83<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 100kW<br>Fuel (d.o.) | La Grange |
| **5077694**<br>FIAZ<br>Df Esd<br>Rdr RT | **COMMANDANT GAMAS**<br>ex Richelieu-58 ex Surcouf<br>ex Vaterland-49<br>**Pilotage de la Gironde**<br>Bordeaux France | **483**<br>212<br>— | | | **1935** Stuelcken Sohn—Hamburg<br>*50,69* 8,11<br>... ... ...<br>1 dk<br>R | **S Pilot Tender**<br>1 Ha (0,9 × 0,9) | T 3Cy. 349 549 & 879 × 660 & LP turb<br>dr geared & hydrauliccoupling<br>920ihp (677kW)<br>Stuelcken Sohn<br>Fuel 248,0t (o.f.) | Hamburg<br>11kn |
| **7351161**<br>FNSH<br>Esd Gc<br>Pfd Rdr<br>RT | **COMMANDANT GUE**<br>**Societe Nouvelle des Peches**<br>**Lointaines**<br>Bordeaux France | **1 177**<br>719<br>1 626 | | BV | **1975** Soc. Esercizio Cant.—Viareggio (615)<br>87,00 13,64 5,301<br>77,15 13,62 8,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 420 geared to<br>sc. shaft<br>4 200bhp (3 089kW)<br>Atlas-MaK Maschinenbau<br>Controllable pitch propeller<br>Fuel 699,0t (d.o.) | Kiel<br>16kn |
| **5206348**<br>6VGH<br>127<br>Df Esd<br>Rdr RTm | **COMMANDANT HENRI GOMIS**<br>ex Leon Coursin-65<br>**Government of The Republic of**<br>**Senegal (Ministry of**<br>**Technical Education)**<br>Dakar Senegal | **178**<br>69<br>90 | | (BV) | **1952** Ch. Nav. de la Pallice—La Rochelle-Pallice (5009)<br>31,58 6,51 1,905<br>6,46<br>P 6,4 B 8,6 F 7,7 1 dk<br>RW | **M Research/Training Ship**<br>1 Ho 12,9<br>G.198<br>1 Ha (6,7 × 2,9)<br>1W Der 1(2) | Oil 4SA 6Cy. 150 × 180<br>275bhp (202kW)<br>Soc. Surgerienne de Const. Mec.<br>Gen 1 × 25kW 125V d.c.<br>Fuel 17,5t (d.o.) | Surgeres<br>10kn |
| **7360227**<br>FZWD<br>Df Esd<br>Gc Rdr<br>RTv | **COMMANDANT HENRY**<br>**Compagnie Generale**<br>**d'Armements Maritimes**<br>**(C.G.A.M.)**<br>Nantes France | **1 600**<br>885<br>3 200 | | BV | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1216)<br>90,99 13,52 5,471<br>84,00 13,34 6,30<br>1 dk | **M Tanker**<br>Chemical Wine<br>22 Ta ER<br>L.3 164 HeCls. ptBptC | Vee Oil 4SA 12Cy. 320 × 420<br>3 600bhp (2 648kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 260kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 735,0t (d.o.) 186,0t (hvf)-10,0pd | Kiel<br>13kn |
| **5077711**<br>TQDC<br>Df Esd<br>RTm | **COMMANDANT LEVASSEUR**<br>**Philippe de Lestapis**<br>Fort de France Martinique (French) | **102**<br>31<br>— | | BV | **1957** Ch. Le Ny—Nevez<br>23,19 6,71<br>6,41 3,31<br>1 dk | **Wood M Fishing**<br>Tuna Side Trawler<br>1 Ha (0,9 × 0,9)<br>1W Der 1(2) | 2 Oil 4SA each 6Cy. 140 × 180 geared to<br>sc. shaft<br>240bhp (177kW)<br>Soc. des Moteurs Baudouin<br>Fuel 15,5t (d.o.) | Marseille<br>9kn |
| **7505982**<br>WYP7<br>486<br>571180<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMMANDER**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | | AB | **1976** McDermott Shipyard—Morgan City, La (215)<br>41,46 11,13 5,182<br>38,97 11,08 5,85<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp.<br>Gen 2 × 90kW a.c. | U.S.A<br>14kn |
| **7100653**<br>WA3830<br>246261 | **COMMANDER**<br>**Commander Inc.**<br>Juneau, Ak United States of America | **114**<br>71<br>— | | | **1944** Marine View Boat Works—Tacoma, Wa<br>*22,83* 6,51<br>3,05 | **Wood M Fishing** | Oil<br>240bhp (177kW)<br>.............<br>Fuel (d.o.) | |

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| 6519508<br>9MUE<br>324332<br>RTh | **COMMANDER GRUT**<br>ex Rantau-80<br>**Kapal Bernam Sendirian Berhad**<br>Penang Malaysia | **698**<br>363<br>1 024 | **✠100A1** SS 7/79<br>oil tanker<br>oil FP above 65.5°C or veg. oil but not in adjacent tanks<br>East Indian Archipelago service<br>**✠LMC**<br>EL j 1$\frac{1}{16}$"SQ<br>FN 720 | **1966**-7 Sharikat Perkapalan Kris Tanah Melayu Ltd.—Penang<br>50,91 10,57 3,214<br>48,16 10,37 4,58<br>P 11,9 Trunk 26,3 1 dk<br>rf nil<br>8BH WB81t | **TM Tanker**<br>Oil Vegetable oil<br>12 Ta ER | 2 Oil 4SA each 8Cy. 140 × 152 sr reverse geared to sc. shafts<br>596bhp (438kW) ✠ E (p) made66 refitted7/68<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 77kW 400V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 7516424<br>PPKL<br>8482<br>Df Esd<br>Gc Rdr<br>RT | **COMMENDADOR JOSE MARTINELLI**<br>**Navegacao Marvinave S.A.**<br>Santos Brazil | **5 386**<br>3 219<br>7 720 | AB | **1977** Est. EBIN/So S.A.—Niteroi (86)<br>107,57 16,44 7,201<br>100,77 16,41 9,61<br>P 22,0 F 7,4 2 dks<br>rf 140 | **M General Cargo**<br>3 Ho 22,7 24,6 24,6 ER<br>G.9 453 B.8 346<br>TEU 116 C. 116/20′<br>3 Ha (stl) (14,3 × 8,0) (15,5 × 10,5) (15,5 × 10,5) ER<br>18W Der 2(12) 4(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 230kW 450V 60Hz a.c.<br>Fuel 92,5t (d.o.) 376,5t (hvf)-11,0pd 11,5kn |
| 5031640<br>GULN<br>362486<br>Df Rdr | **COMMERCE**<br>ex Orlock-76 ex Avondale-74<br>ex Aegir-58 ex Navis-56<br>**Galaxy Shoppe (Anguilla) Ltd.**<br>London United Kingdom | **303**<br>143<br>380 | ✠Classed LR until 11/9/81 | **1950**-9 Scheepsw. A. Apol—Wirdum (164)<br>44,02 7,22 2,769<br>40,21 7,17 3,05<br>P 8,6 RQD 2,5 F 5,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 23,8 ER<br>G.524 B.473<br>2W Der 2(2) | Oil 4SA 4Cy. 280 × 400<br>195bhp (143kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Fuel 26,5t 8kn |
| 7392012<br>GUVM<br>365946<br>Pfd Rdr<br>RT | **COMMODITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **582**<br>366<br>946 | **✠100A1** SS 7/80<br>U.K. coasting service & between River Elbe and Brest<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 742 | **1975**-9 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1447)<br>57,61 10,01 3,252<br>53,65 9,91 3,92<br>P 10,7 F 5,5 1 dk<br>rf 152<br>NS 3BH WB342T | **M General Cargo**<br>1 Ho 38,0 ER<br>G.1 317 B.1 221<br>1 Ha (stl) (30,7 × 6,4) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 40kW 415/240V 50Hz a.c.<br>Fuel 30,0t (d.o.) 10kn |
| 5085108<br>H3MP<br>4837-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTv | **COMMODORE**<br>ex Hibiscus-75<br>ex Daisho Maru No. 1-70<br>**China Pacific S.A.**<br>Panama Panama | **729**<br>218<br>636 | NK | **1960** Harima Zosensho—Aioi (562)<br>55,33 10,47 4,509<br>50,30 10,44 5,01<br>F 28,4<br>RW | **TM Tug/Salvage Ship**<br>1 Ho<br>1 Ha (3,5 × 2,5)<br>Der 1(7,5) | 2 Oil 2SA each 5Cy. 360 × 600<br>Harima Zosensho Aioi<br>Gen 2 × 76kW 445V 60Hz a.c.<br>Fuel 437,0t (d.o.)-9,0pd 13kn |
| 7611391<br>WYX3<br>890<br>560532 | **COMMODORE**<br>**Commodore Enterprises Inc.**<br>Seattle, Wa United States of America | **198**<br>134<br>— | | **1974** John A. Martinolich SB. Corp. —Tacoma, Wa<br>*28,53*<br>8,84 2,75<br>1 dk | **M Fishing** | Vee Oil 4SA 16Cy. 159 × 203<br>1 000bhp (736kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7100665<br>WX6000<br>503516 | **COMMODORE**<br>**Boat Commodore of N.B. Inc.**<br>New Bedford, Ma United States of America | **138**<br>98<br>— | | **1966** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*23,72* 6,86<br>3,36 | **Wood M Fishing** | Oil<br>765bhp (563kW)<br>..............<br>Fuel (d.o.) |
| 7122716<br>GPHX<br>358157<br>Esd Gc<br>Rdr<br>RTm/v | **COMMODORE CHALLENGER**<br>ex Jersey Fisher-77<br>**Commodore Shipping Co. Ltd.**<br>Guernsey Channel Islands (British) | **829**<br>390<br>1 516 | **✠100A1** SS 3/82<br>European and Mediterranean service<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1374 | **1972**-2 N.V. IJsselwerf—Rotterdam (146)<br>82,23 12,12 3,671<br>76,51 11,80 6,15<br>P 11,9 RAD 11,9 F 7,1 2 dks<br>rf nil<br>NS 2BH to U dk 3 to 2nd dk WB 570t | **M General Cargo**<br>2 Ho each 25,2 ER<br>G.2 856<br>TEU 79 C. 79/20′<br>2 Ha (stl) (each 25,2 × 7,9) ER | Oil 4SA 8Cy. 325 × 370 reverse reduction geared to sc. shaft<br>1 712bhp (1 259kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 113,0t (d.o.) 12,5kn |
| 7021845<br>361212<br>Df Esd<br>Rdr RT | **COMMODORE CLIPPER**<br>ex Mayo-74<br>ex Hibernian Enterprise-71<br>**Commodore Shipping Co. Ltd.**<br>Guernsey Channel Islands (British) | **758**<br>482<br>1 521 | **✠100A1** SS 7/80<br>**✠LMC** **UMS**<br>EL L 1$\frac{3}{16}$"U2<br>FN 1297 | **1970**-8 F. Smit v/h Smit & Zoon—Foxhol (204)<br>78,47 11,87 4,033<br>72,73 11,60 6,23<br>F 7,4 2 dks<br>rf nil<br>4BH WB504t incl. DTa80t DTf54t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 55kW 1 × 21kW 380V 50Hz a.c.<br>15,5kn |
| 7631042<br>GXIY<br>366938<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMMODORE ENTERPRISE**<br>**Commodore Transporters Ltd.**<br>Portsmouth United Kingdom | **1 246**<br>937<br>3 283 | **✠100A1**<br>Ice Class 3 when main engine output reduced to 2650bhp max.<br>**✠LMC** **UMS**<br>EL (R) Q 562,0/38,0U2<br>FN 1875 | **1977**-11 Appledore Shipbuilders Ltd. —Appledore (A.S.118)<br>95,15 (BB) 13,77 4,865<br>88,80 13,61 7,50<br>F 6,1 2 dks<br>rf 279<br>SF 4BH WB1402t incl. STs in hold 535t | **M General Cargo** CSD<br>1 Ho ER<br>G.5 800<br>TEU 194 C. 194/20′ incl. 12 ref C.<br>2 Ha (stl) (24,6 37,1 × 10,2) ER | Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 108kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>13kn |
| 6525040<br>VXLG<br>326535<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMMODORE STRAITS**<br>ex Haida Brave-78<br>**Consulich Holdings (1979) Ltd.**<br>Vancouver, B.C. Canada | **566**<br>79<br>— | **✠100A1** SS 11/78<br>tug<br>**✠LMC**<br>EL (h) 1$\frac{1}{4}$"SQ<br>FN 629 | **1966**-4 Halifax Shipyards Ltd.—Halifax, N.S. (40)<br>*42,98* 10,93 5,023<br>39,02 10,37 5,74<br>F 15,6<br>rf 1143 BK 229<br>5BH WB149t | **TM Tug** | 2 Oil 4SA each 8Cy. 390 × 680<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 120kW 460V 60Hz a.c.<br>12kn |
| 6410324<br>320378<br>Esd Pfd<br>Rdr RT | **COMMODORE IV**<br>**Walter L. Sweeney**<br>Yarmouth, N.S. Canada | **176**<br>82<br>— | | **1963** A. F. Theriault & Son—Meteghan, N.S.<br>7,47<br>28,83 7,45 3,51<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 8Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi |
| 7045621<br>SXZA<br>5346<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMMON VENTURE**<br>ex Wealth Venture-74<br>ex Kurushima Maru-72<br>**Anangel Confidence Compania Naviera S.A.**<br>Piraeus Greece | **15 589**<br>10 018<br>26 102 | BV | **1971** Kurushima Dock Co. Ltd.—Imabari (641)<br>178,52(BB) 22,92 10,313<br>168,03 22,86 14,41<br>P 30,8 F 13,5 1 dk | **M General Cargo**<br>5 Ho ER<br>G.30 161 B.29 320<br>5 Ha (stl) (12,1 × 9,3) (17,2 17,2 17,2 17,2 × 10,7) ER<br>Der 5(10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>17,75kn |

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|---|---|---|---|---|---|---|
| **8011653**<br>385885<br>Esd Rdr<br>RT | **COMMUNICATOR**<br>**Giuseppe & Coral Raye Rotondella**<br>*Cairns, Queensland* Australia | **113**<br>92<br>— | | **1980** "K" Shipyard Construction Co. —Fremantle<br>22,51 6,13 2,794<br>21,26 6,08 2,16<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **7713280**<br>PPMG<br>8517<br>Df Esd<br>Gc Rdr<br>RT | **COMODAL I**<br>**Compania de Transportes Intermodal- (COMODAL)**<br>Rio de Janeiro Brazil | **5 596**<br>2 778<br>6 490 | BV | **1979** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (221)<br>135,01 22,03 6,500<br>120,02 22,01 14,36<br>2 dks | **M RoRo Cargo**<br>1 Ho ER<br>TEU 475 C. 475/20′ | Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ast. Espanoles S.A. Sestao<br>15kn |
| **5077888**<br>5RGB<br>Df RTh | **COMORIEN**<br>ex Wota-56<br>**Compagnie Malgache de Cabotage**<br>Majunga Madagascar | **273**<br>125<br>315 | (BV)<br>*Classed BC until 8/58 | **1949**-10 Schpswf. & Mfbk. Holland Nautic N.V.—Haarlem (59)<br>41,58 7,29 2,591<br>38,59 7,27 3,03<br>RQD 11,0 F 5,5 1 dk | **M Passenger/General Cargo** 30P<br>1 Ho 23,3 ER<br>G.470 B.432<br>2 Ha (8,0 8,9 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 260 × 450<br>202bhp (149kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 2kW 24V d.c.<br>Fuel 33,5t (d.o.) 7,5kn |
| **7406679**<br>CZ4330<br>348790<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COMOX CROWN**<br>**Crown Zellerbach Canada Ltd.**<br>Vancouver, B.C. Canada | **140**<br>17<br>— | | **1974** Vito Steel Boat & Barge Cons. Ltd. —Delta, B.C. (138)<br>22,41 7,32 2,896<br>21,29 7,27 4,12<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 146 × 146<br>General Motors Corp. Detroit, Mi<br>12kn |
| **7643514**<br>WYM2<br>367<br>572296 | **COMPADRE**<br>**Gonzalez Trawlers Inc.**<br>Brownsville, Tx United States of America | **143**<br>102<br>— | | **1976** Jorge Gonzalez—Brownsville, Tx<br>*21,80* 6,13<br>3,97<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **6718362**<br>WX6893<br>504856<br>RT | **COMPANION**<br>ex Trail Blazer<br>**Companion Of Wanchese Inc.**<br>Elizabeth City, NC United States of America | **137**<br>93<br>— | | **1966** Atlantic Marine Inc.—Fort George Island, Fl<br>25,30 6,58 2,896<br>3,92<br>1 dk | **M Fishing** | Oil<br>370bhp (272kW)<br>General Motors Corp. U.S.A. |
| **6811839**<br>SWKS<br>6595<br>Df Esd<br>Gc Rdr<br>RT | **COMPASS CARRIER**<br>ex Tassos N-81 ex Bracciano-78<br>ex Kyotaku Maru-75<br>**Borgo Shipping Co. Ltd.**<br>Compass Navigation & Trading Co. Ltd.<br>Piraeus Greece | **4 507**<br>2 972<br>6 791 | **100A1** SS 3/80<br>**LMC**<br>EL V 495,0/48,0U2<br>FN 2774<br>NK | **1967** Mitsubishi Heavy Industries Ltd. —Shimonoseki (653)<br>119,34 16,62 6,960<br>110,01 16,59 8,62<br>P 26,3 F 11,0 1 dk<br>rf 102<br>5BH WB1411T | **M General Cargo**<br>3 Ho ER<br>G.9 162 B.8 544<br>3 Ha (stl) (12,8 × 7,4) (21,7 21,7 × 8,4) ER<br>Der 1(50) 2(15) 3(10) | Oil 2SA 6Cy. 520 × 1050<br>4 600bhp (3 384kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>AuxB (o.f.) 7kgf/$cm^2$ (6,9bar)<br>e(ex.g) 9kgf/$cm^2$ (8,9bar)<br>Gen 2 × 176kW 440V 60Hz a.c.<br>Fuel 727,5t-14,5pd 14kn |
| **6809381**<br>SVUA<br>7982<br>Df Esd<br>Gc Rdr<br>RTh | **COMPASS TRADER**<br>ex Beatrice-81<br>ex Penang Maru-73<br>**Severin Shipping Co. Ltd.**<br>Compass Navigation & Trading Co. Ltd.<br>Piraeus Greece | **3 909**<br>2 435<br>6 021 | NK | **1968** Usuki Tekkosho—Saiki (1091)<br>109,81 16,01 6,639<br>101,94 15,98 8,08<br>P 25,0 F 10,1 1 dk | **M General Cargo**<br>2 Ho 36,2 35,7 ER<br>G.8 032 B.7 564<br>2 Ha (27,5 27,2 × 7,1) ER<br>14W Der 1(80) 2(20) 4(15) 2(10) | Oil 2SA 6Cy. 450 × 720<br>3 300bhp (2 427kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Fuel 474,5t (hvf) 12,5kn |
| **7325291**<br>Esd Rdr<br>RT | **COMRADE**<br>**A. Tait & Sons**<br>A. Tait, Jr.<br>Fraserburgh United Kingdom | **165**<br>57<br>— | | **1973** Scheepswerf De Amstel—Ouderkerk (344)<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley |
| **5077931**<br>149213<br>Df Esd<br>RT | **COMRADES**<br>**R. Curnow**<br>Lowestoft United Kingdom | **118**<br>49<br>— | | **1928** Cochrane & Sons Ltd.—Selby (1025)<br>28,05 5,97 3,506<br>... ... ...<br>R | **M Fishing**<br>Side-fishing | Oil 3Cy. 368 × 508 NE 55<br>A.K. Diesels Ltd. Lowestoft |
| **6622616**<br>FNRU<br>2026<br>Df Esd<br>Gc Rdr<br>RTm/v | **COMTE DE NICE**<br>Launched as Provence<br>**Societe Nationale Maritime Corse Mediterranee (S.N.C.M.)**<br>Marseille France | T.Mk<br>**4 555**<br>2 066<br>1 099 | BV | **1966** Ch. & At. de Provence—Port de Bouc (327)<br>111,41 18,14 4,363<br>106,94 18,11 9,96<br>P 81,1 B 27,5 2 dks<br>rf 254 | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 1408P | 2 Vee Oil 4SA each 16Cy. 400 × 460 Pielstick<br>14 880bhp (10 945kW) Nantes<br>At. & Ch. de Nantes (Bretagne-Loire)<br>Gen 4 × 450kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 302,0t (d.o.) 20,5kn |
| **6512330**<br>PDLS<br>Df Esd<br>Rdr RT | **COMTESSE**<br>**Rederij 'Comtesse'**<br>Beck's Scheepvaartkantoor B.V.<br>Groningen Netherlands | **499**<br>313<br>1 168 | BV | **1965** N.V. Bodewes Schps.—Martenshoek (482)<br>68,92 10,49 3,969<br>62,54 10,39 6,15<br>1 dk & S dk | **M General Cargo** OSD<br>3 Ho ER<br>G.2 294 B.2 118<br>2 Ha (each 14,3 × 5,4) ER<br>4W Der 1(10) 2(5) 2(3) | Vee Oil 2SA 12Cy. 220 × 380<br>900bhp (662kW)<br>Appingedammer Brons Appingedam<br>Fuel 70,0t (d.o.) 12,5kn |
| **5077955**<br>ZPKI<br>1238 | **COMUNEROS**<br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **1 126**<br>729<br>1 016 | ✠Classed LR until 30/1/76 | **1961**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (798)<br>73,00 12,17 2,499<br>68,00 12,01 3,99<br>F 6,8 1 dk<br>rf nil | **M General Cargo Barge**<br>3 Ho ER<br>G.1 740 B.1 566 | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>10kn |
| **5077967**<br>PJMF<br>Df Esd<br>Rdr | **CON BRIO**<br>**A. G. Marchena N.V.**<br>Bonaire Netherlands Antilles | **487**<br>258<br>650 | **✠100A1** SS 3/76<br>**✠LMC**<br>EL h<br>FN 573 | **1958**-2 N.V. Schpsw. Janssen—Druten (J.145)<br>56,37 8,11 3,322<br>50,35 8,01 3,36<br>P 12,8 RQD 1,6 F 8,0 1 dk<br>RW rf 102<br>4BH WB210t incl. Dk a13t | **M General Cargo**<br>1 Ho 33,4 ER<br>G.856 B.804<br>2 Ha (stl) (each 11,5 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 40,5t 10kn |

**LAID UP — SURVEYS OVERDUE 3/80**

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|---|---|---|---|---|---|---|
| 5077979<br>GHMD<br>304518<br>Df Esd<br>Pfd RTm | **CON ZELO**<br>**Jeppesen Heaton Ltd.**<br>London United Kingdom | **399**<br>204<br>515 | BV | **1957** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam (14)<br>50,27 7,93 2,947<br>45,27 7,75 3,26<br>P 13,5 F 9,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 30,7 ER<br>G.786 B.739<br>2 Ha (stl) (each 10,4 × 5,1) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 8kW 110V d.c.<br>Fuel 28,5t (d.o.) 9kn |
| 5166938<br>VCVL<br>800597<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CONALLISON**<br>ex J. R. Sensibar-81<br>ex Frank C. Ball<br>**Johnstone Shipping Ltd.**<br>Toronto, Ont. Canada | **8 926**<br>6 401<br>11 176 | AB | **1906** Great Lakes Eng. Works—Ecorse, Mi (14)<br>186,54 17,12 6,427<br>182,45 17,07 9,48<br>1 dk<br>R rf nil<br>len 61 | **M Bulk Carrier**<br>Sand Salt Self-unloader<br>6 Ho ER<br>HeCls. B<br>26 Ha (stl) (each 2,7 × 10,9) ER | Oil 4SA 12Cy. 343 × 419 sr geared to sc. shaft<br>3 200bhp (2 354kW) NE 60<br>Nordberg Manufacturing Corp. U.S.A.<br>Fuel-9,0pd 11kn |
| 7627467<br>VJKB<br>374652<br>Esd Gc<br>Rdr RT | **CONARA**<br>**J. & A. Brown & Abermain Seaham Collieries Ltd.**<br>*Sydney, N.S.W.* Australia | **2 851**<br>1 417<br>3 471 | AB | **1977** Ube Dockyard Co. Ltd.—Ube (154)<br>86,01 14,05 5,811<br>79,00 14,01 8,01<br>1 dk | **M General Cargo**<br>2 Ho each 24,7 ER<br>2 Ha (stl) (each 19,4 × 9,9) ER | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>13,5kn |
| 6908723<br>Df Esd<br>Gc Rdr<br>RT | **CONARPESA PRIMERO**<br>ex Alvarez Entrena Segundo-79<br>Launched as Monte Erino<br>**CONARPESA**<br>Buenos Aires Argentina | **860**<br>420<br>— | BV | **1969** Ast. Luzuriaga S.A.—Pasajes (109)<br>52,51 10,22 4,700<br>47,50 10,20 7,12<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>B.650<br>2 Ha (2,9 × 1,9) (1,9 × 1,9) ER | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 220,0t (d.o.) 15kn |
| 6908735<br>LW4832<br>Df Esd<br>Gc Rdr<br>RT | **CONARPESA II**<br>ex Alvaraz Entrena Tercero-80<br>Launched as Monte Txindoki<br>**CONARPESA**<br>Buenos Aires Argentina | **860**<br>420<br>— | BV | **1969** Ast. Luzuriaga S.A.—Pasajes (110)<br>52,30 10,22 4,700<br>47,50 10,20 7,12<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>B.650<br>2 Ha (2,9 × 1,9) (1,9 × 1,9) ER | Oil 4SA 6Cy. 400 × 580<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 220,0t (d.o.) 15kn |
| 7122675<br>6ZBH<br>4111<br>Df Esd<br>Gc Rdr<br>RT | **CONASTOGA**<br>**Brilliant Transport Co.**<br>Monrovia Liberia | **17 505**<br>10 588<br>29 967 | **✠100A1** SS 9/77<br>oil tanker<br>**✠LMC**<br>EL (I†) 2$\frac{7}{16}$"U3<br>FN 6526 | **1972**-7 Italcantieri S.p.A.—Castellammare di Stabia (4270)<br>171,61(BB) 25,96 10,935<br>161,55 25,91 14,48<br>P 17,1 F 15,3 1 dk<br>rf nil<br>12BH WB5251t incl. DTf1427t | **M Tanker**<br>26 Ta ER<br>L.(oil) 36 383<br>HeCls. B | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW) Fiat<br>C.R.D. Adriatico Trieste<br>WTAuxB 20kgf/cm² (19,7bar) (Spt 240°C 20kgf/cm² (19,7bar))<br>e(ex.g) 16kgf/cm² (15,7bar) (Spt 210°C 14,8kgf/cm² (14,6bar)) hs408,8<br>Gen 1 × 600kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 123,0t (d.o.) 1 490,0t (hvf)-30,5pd<br>16kn |
| 6819063<br>CUUH<br>LX-100-C<br>Esd Rdr<br>RT | **CONCEICAO MARIA VILARINHO**<br>**Joao Maria Vilarinho, Sucessores Ltda.**<br>Lisboa Portugal | **177**<br>54<br>80 | ✠Classed LR until 2/71 | **1969**-5 Est. Nav. do Mondego—Figueiro da Foz (127)<br>33,02 7,45 2,921<br>27,08 7,21 3,43<br>F 15,3<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 203 × 273<br>755bhp (555kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 5078014<br>CSPP<br>Df Esd<br>Gc Rdr<br>RT | **CONCEICAO VILARINHO**<br>ex Bure-51 ex Elsa Thorden-48<br>**Joao Maria Vilarinho, Sucessores Ltda.**<br>Aveiro Portugal | **933**<br>579<br>965 | ✠Classed LR until 3/52 | **1947**-12 A/B Hammarbyverken—Stockholm (24)<br>58,25 9,66<br>9,61<br>P 13,5 RQD 17,1 F 8,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 501 B.1 359 | Oil 2SA 4Cy. 340 × 570<br>Atlas-Diesel A/B Stockholm<br>Fuel 91,5t |
| 7922154<br>Esd Rdr<br>RT | **CONCEPCION**<br>**Pesquera Zapata S.A. de C.V.**<br>Mexico | **220**<br>180<br>300 | | **1980** Eidsvik Skipsbyggeri A/S—Uskedal (40)<br>32,92 8,62 3,601<br>30,51 8,60 3,81<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Vee Oil 4SA 16Cy. 146 × 146 reverse reduction geared to sc. shaft<br>900bhp (662kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7705099<br>YVAK<br>Esd Gc<br>Rdr | **CONCEPCION MARINO**<br>**Consolidada de Ferrys C.A. (CONFERRYS)**<br>Pampatar Venezuela | **2 635**<br>1 086<br>1 321 | NV | **1978** Trondhjems M/V, Aker Trondelag A/S—Trondheim (787)<br>104,98 16,51 4,017<br>96,30 16,49 10,24<br>2 dks<br>BK 203 | **TM RoRo Cargo/Ferry**<br>1500P<br>Bow & stern doors | 2 Oil 4SA each 6Cy. 370 × 400 geared to sc. shafts<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 260kW 1 × 152kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>17kn |
| 7122613<br>EFGM<br>Df Esd<br>Rdr RT | **CONCEPCION PINO**<br>**Domingo, Ramon y Jose Fernandez Pino**<br>Vigo Spain | **207**<br>101<br>— | BV | **1971** Const. Nav. Santodomingo—Vigo (394)<br>33,51 7,12 3,499<br>29,01 7,09 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.200 | Oil 4SA 8Cy. 315 × 480<br>800bhp (588kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 76,0t (d.o.) 11,5kn |
| 7128813<br>FSBI<br>Df Esd<br>Gc Rdr<br>RT | **CONCERTO**<br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **198**<br>67<br>162 | BV | **1972** S.I.C.C.Na.—St. Malo (120)<br>33,25 3,560<br>29,29 7,50 6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.160 | Oil 4SA 8Cy. 255 × 300<br>780bhp (574kW)<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>Fuel 53,5t (d.o.) 12,5kn |
| 5078052<br>EBVX<br>7795<br>Esd | **CONCHA DE GIJON**<br>**Pesquerias Espanolas del Atun S.A.**<br>Vigo Spain | **188**<br>73<br>— | | **1958** Construcciones Navales P. Freire S.A.—Vigo<br>*30,00* 6,76<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 8Cy. 150 × 180<br>350bhp (257kW)<br>..............<br>Fuel 40,5t (d.o.) 8,5kn |
| 5078064<br>EBRV<br>7735<br>Esd | **CONCHA DE SAN SEBASTIAN**<br>**Atunera Vasco-Canaria S.A.**<br>Vigo Spain | **134**<br>59<br>— | | **1957** Francisco Cardama—Vigo<br>*26,16* 6,89<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 8Cy. 150 × 180<br>350bhp (257kW)<br>..............<br>Fuel 20,5t (d.o.) 8,5kn |

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|---|---|---|---|---|---|---|
| 6523482<br>EEQH<br>156<br>Df RT | **CONCHITA ARTAZA**<br><br>**Artaza y Compania S.A.**<br>San Sebastian Spain | **447**<br>314<br>683 | <br><br>BV | **1965** Ast. Luzuriaga S.A.—Pasajes (88)<br>49,41 8,03 3,823<br>44,51 8,01 4,30<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.773<br>2 Ha (each 8,3 × 5,0) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 11kn |
| 6721656<br>EFON<br>1196<br>Df Esd<br>RTm | **CONCHITA P. PELAYO**<br><br>**Galgofer S.A.**<br>Huelva Spain | **389**<br>177<br>298 | <br><br>BV | **1967** Const. Nav. Yarza—Vigo (8)<br>42,27 7,75 3,580<br>37,17 7,70 4,09<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.283<br>3 Ha (2,0 2,0 × 1,3) (0,7 × 0,9) | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW) E made75 fitted—<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>Fuel 134,5t (d.o.) 11,25kn |
| 5050048<br>KCZC<br>247640<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **CONCHO**<br>ex Bradford Island-79<br>**Sabine Towing &**<br>**Transportation Co. Inc.**<br>Baltimore, Md United States<br>of America | **18 691**<br>14 957<br>33 266 | <br><br>AB | **1945** (Aft section) Kaiser Co. Inc.<br>—Portland, Or (133)<br>**1970** (Fwd & cargo sections) Bethlehem<br>Steel Corp.—Beaumont, Tx<br>188,83 25,68 10,783<br>181,36 25,61 14,41<br>F 17,1 1 dk<br>RW rf nil len 70 | **T-E Tanker**<br><br>15 Ta ER<br>L.(oil) 45 431 HeCls. BC | S Turb 7 240shp (5 325kW) driving 1 gen of<br>5 400kW 2 300/2 370V a.c. connected<br>to elec. motor 7 240shp (5 325kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 588,0t (o.f.)-45,5pd 14,5kn |
| 5078090<br>WX7018<br>270585<br>Df Esd<br>Gc Rdr<br>RT | **CONCHO**<br><br>**CHB Foods Inc.**<br>San Diego, Ca United States<br>of America | **438**<br>219<br>— | | **1955** National Steel & SB. Co.—San Diego,<br>Ca<br>46,03 9,30<br>4,98 | **M Fishing**<br>Side-fishing | Oil<br>950bhp (699kW)<br>Fairbanks, Morse & Co. U.S.A. |
| 7635555<br><br>KT1312<br>Esd Rdr<br>RT | **CONCO 1**<br><br>**Consolidated Contractors Co.**<br>Kuwait Kuwait | **322**<br>144<br>284 | <br><br>✠ | **1977**-3 Consolidated Contractors Co.<br>(CONCO)—Shuaiba, Kuwait (1)<br>40,24 12,65 1,112<br>35,16 12,20 1,83<br>1 dk<br>rf nil | **TM RoRo Cargo/Landing Craft**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 121 × 152 reverse<br>reduction geared to sc. shafts<br>470bhp (346kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 31kW 380V 50Hz a.c. |
| 6610572<br>J4QT<br>7435<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CONCORD**<br>ex Mozdok-79 ex Josephine-76<br>ex Jane Maersk-72<br>**Alliance Trust Corp.**<br>Piraeus Greece | **41 950**<br>30 752<br>89 205 | **✠100A1** SS 11/80<br>oil tanker<br>**✠LMC**<br>EL c* 3⅜"SQ<br>FN 13703<br>(RS) | **1966**-7 Odense Staalskibsvaerft A/S—Lindo (12)<br>261,83(BB) 37,09 13,494<br>251,47 37,04 17,45<br>P 20,5 F 23,8 1 dk<br>rf 152<br>10BH WB17715T incl. 10912T in clean<br>ballast tanks DTf 3835T | **S Tanker**<br><br>14 Ta ER<br>L.(oil) 105 323 HeCls. BC<br>Der 2(10) 2(3) | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>Kockums M/V A/B Malmo<br>2 WTB 1050lbf/in² (72,4bar) Spt 510°C<br>900lbf/in² (62,1bar) hs1835,4<br>sg 164lbf/in² (11,4bar)<br>Gen 1 × 200kW 2 × 75kW<br>450V 60Hz a.c.<br>Fuel 5 807,5t (o.f.)-118,0pd 16,75kn |
| 7807835<br>H8YB<br>1038<br>9-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONCORD**<br><br>**Prince Arrow S.A.**<br>Panama Panama | **5 961**<br>3 824<br>7 105 | **✠100A1**<br>container ship<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 3502 | **1980**-6 Kagoshima Dock & I.W. Co. Ltd.<br>—Kagoshima (124)<br>126,68(BB) 20,07 7,441<br>114,79 20,01 10,49<br>P 24,1 F 10,7 1 dk<br>rf nil<br>6BH WB2496T incl. DTf396T | **M General Cargo**<br><br>5 Ho 14,0 13,8 13,8 13,8 13,8<br>ER<br>TEU 349<br>C.Ho 207/20'(40') C.Dk<br>142/20'(40')<br>10 Ha (stl) (13,8p&s × 5,6) (13,7p&s<br>13,7p&s 13,7p&s 13,7p&s ×<br>8,3) ER<br>Cr 1(-) | Vee Oil 4SA 16Cy. 400 × 540 sr geared to<br>sc. shaft<br>10 000bhp (7 356kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 4 × 650kW 445V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 203,5t (d.o.) 1 577,5t (hvf) 17,5kn |
| 8024155<br>DICW<br><br>Df Esd<br>Rdr<br>RTm/h/v | **CONCORD**<br>ex Eastmed Queen-82<br>ex Concord-81<br>**Jakob Winter**<br>Hamburg Federal Republic<br>of Germany | **1 599**<br>1 132<br>3 963 | <br><br>GL | **1981** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (884)<br>92,26 (BB) 5,781<br>86,04 15,46 8,31<br>F 8,9 2 dks | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.6 152 B.5 830<br>TEU 263<br>C.Ho 109/20' (40') C.Dk 154/20'<br>(40') incl. 25 ref C.<br>2 Ha (stl) (each 25,1 × 12,5) ER | Oil 4SA 6Cy. 370 × 400 reduction geared<br>to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 368kW 1 × 208kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| 5401314<br>9V2372<br>315720<br>Df Esd<br>RTn | **CONCORD ANGEL**<br>ex Wild Rover-82 ex Bonawind-79<br>ex Awanui-73<br>**Concord Marine Pte. Ltd.**<br>Singapore Singapore | **1 184**<br>533<br>1 254 | **✠100A1** CS 5/82<br><br>**✠LMC**<br>EL n 1½"SQ<br>FN 1030 | **1962**-12 Pacific Islands S.B. Co. Ltd.<br>—Hong Kong (442)<br>72,04 11,33 3,830<br>65,54 10,98 4,73<br>P 16,2 RQD 40,6 F 10,4 1 dk<br>RW rf 76<br>5BH WB248t incl. DTf73t | **M General Cargo**<br>Mchy.aft<br>2 Ho 20,7 21,0<br><br>2 Ha (each 14,6 × 4,8)<br>Der 1(10) 1(5) 3(3) | Oil 4SA 6Cy. 400 × 600<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 3 × 60kW 220V d.c.<br>Fuel (d.o.) |
| 7706172<br>HOPA<br>8394<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONCORD FUJI**<br><br>**Panama Transworld Leasing**<br>**S.A.**<br>Hakuyo Kaiun K.K.<br>Panama Panama | **5 412**<br>3 581<br>9 071 | <br><br>NK | **1977** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (201)<br>116,06 18,62 7,600<br>108,34 18,61 9,66<br>P 22,6 F 8,0 1 dk | **M General Cargo**<br><br><br>G.11 140 B.10 620<br>3 Ha (stl) (11,4 26,5 17,5 × 9,7) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| 7824601<br>DGZC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONCORDIA**<br>ex Zim Australia-82<br>Launched as Concordia<br>**Gerd Koppelmann**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**3 650**<br>2 631<br>7 283 | <br><br><br>GL | **1979** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (798)<br>126,27 18,06 6,511<br>115,55 18,01 7,70<br>P 18,0 F 11,9 2 dks | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 2 TwD ER<br>G.10 215 B.9 640<br>TEU 462<br>C.Ho 172/20'(40') C.Dk<br>290/20'(40') incl. 40 ref C.<br>2 Ha (stl) (each 37,8 × 12,7) ER | Oil 4SA 8Cy. 450 × 550 reduction geared<br>to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 328kW 1 × 280kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller 15kn |
| 8113619<br>PDKQ | **CONCORDIA**<br><br>**Rederij Concordia B.V.**<br>Kampen Netherlands<br>an der Ijssel | **1 163**<br>699<br>2 013 | <br><br>BV | **1982** Scheepswerf en Reparatiebedrijf<br>"Harlingen" B.V.—Harlingen (62)<br>66,02 4,401<br>65,72 11,90 5,41<br>1 dk | **M General Cargo** | Oil<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg |

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| 8003450<br>PDKW<br>248 | **CONCORDIA**<br>**Fa. H. Visser & Zonen**<br>Urk Netherlands | **269**<br>—<br>— | | **1980** Scheepswerf Bijlholt B.V.—Foxhol (608)<br>36,50<br>8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil geared to sc. shaft<br>1 400bhp (1 030kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 7367768<br>PDKD<br>1<br>Esd Rdr<br>RT | **CONCORDIA**<br>**Gebr. van der Vis**<br>Oosterend, Netherlands<br>Texel | **233**<br>85<br>— | | **1974** W. Visser & Zoon B.V. Werf "De Lastdrager"—Den Helder (75)<br>35,34 7,65<br>31,12 7,50 4,12<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 10Cy. 190 × 350<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 6401622<br>Df Esd<br>Gc Rdr<br>RTm | **CONCORDIA**<br>**Madec-Guery Guery**<br>Dakar Senegal | **156**<br>52<br>— | BV | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5087)<br>30,00 6,74 2,337<br>25,00 6,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (0,9 0,9 × 1,0) (0,9 × 0,9)<br>1W Der 1(1) | Oil 4SA 6Cy. 270 × 360<br>450bhp (331kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 51,0t (d.o.) 11kn |
| 7372220<br>H9KZ<br>1098<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONCORDIA C.**<br>ex Concordia-81<br>**Concordia Tanker Corp.**<br>Panama Panama | **61 110**<br>46 140<br>132 594 | AB | **1976** Hitachi Zosen—Innoshima (4458)<br>265,62(BB) 16,781<br>255,02 41,41 22,23<br>1 dk | **M Tanker**<br>17 Ta ER<br>L.(oil) 157 770<br>Der 2(15) | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>15,5kn |
| 5078155<br>ILSV<br>1407 | **CONCORDIA I**<br>**Compagnia di Navigazione Cossira S.p.A.**<br>La Spezia Italy | **629**<br>351<br>1 067 | (RI) | **1958** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (34)<br>68,56 9,53 2,325<br>63,12 9,50 3,20<br>RQD 40,0 F 7,1 1 dk<br>RW | **TM Tanker**<br>Oil Chemical<br>3 Ho 6 Wing Ta ER<br>B.696 L.680 | 2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel-2,5pd 8kn |
| 5083605<br>CYFF<br>194457<br>Df Esd<br>Gc Rdr<br>RTh/v | **CONDARRELL**<br>ex D. C. Everest-81<br>**Marine Salvage Ltd.**<br>Toronto, Ont. Canada | **2 196**<br>1 231<br>3 017 | ✠**100A1** Lake SS 10/73 for service on the Great Lakes, River & Gulf of St. Lawrence on eastern seaboard of Canada & U.S.A. between Jacksonville, Fla. & Labrador<br>✠**LMC**<br>EL r 1$\frac{1}{2}$"SQ<br>FN 1517 | **1953**-3 Kingston Shipyards—Kingston, Ont. (45)<br>78,95 13,29 5,049<br>77,12 13,26 6,41<br>P 11,9 F 8,9 1 dk<br>rf 114<br>NS 4BH WB588t | **M General Cargo**<br>2 Ho 32,7 26,2 ER<br>G.4 623 B.4 469<br>4 Ha (11,5 10,9 10,9 10,9 × 9,7) ER<br>3W Cr 1(23,25) 2(5) | Oil 2SA 6Cy. 405 × 510<br>1 200bhp (883kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 100kW 240V 60Hz a.c.<br>Fuel 142,0t (d.o.) 10,5kn |
| 6821858<br>HQLR<br>RH-R8<br>5002<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONDATA**<br>ex Tangerinecore-76<br>**Empresa Hondurena de Vapores S.A.**<br>Fyffes Group Ltd.<br>Tela Honduras | T.Mk<br>**5 927**<br>3 356<br>9 866<br>**8 134**<br>4 766<br>— | ✠**100A1** SS 1/78<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Z 2$\frac{3}{16}$"U2<br>FN 4399 | **1968**-11 A/S Bergens M/V—Bergen (464)<br>147,83 20,07 8,516/9;164<br>135,31 20,01 12,50<br>F 13,8 2 dks, 3rd dk except in mchy. space, 4th dk in Nos. 1, 2 & 3 holds<br>rf 102<br>6BH WB1356t | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 23,6 22,1 ER 19,5 11 TwD<br>In.11 793<br>4 Ha (stl) (11,0 11,2 11,2 × 6,9) ER (11,2 × 6,9)<br>14W Der 2(15) 8(5-10) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Nylands Verksted A/S Oslo<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 524kW 1 × 392kW 1 × 192kW 450V 60Hz a.c.<br>Fuel 367,0t (d.o.) 1 364,0t (hvf) 20kn |
| 5078325<br>EBVK<br>657<br>Df Esd<br>Rdr RT | **CONDE DEL CADAGUA**<br>**Altos Hornos de Vizcaya S.A.**<br>Bilbao Spain | **3 853**<br>2 091<br>5 588 | ✠**100A1** CS 7/80<br>✠**LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2486 | **1959**-7 Soc. Espanola de Const. Nav. —Bilbao (97)<br>113,11 16,36 6,357<br>103,51 16,31 7,70<br>P 27,5 F 14,1 1 dk<br>RW rf 102<br>NS 6BH WB1495t | **M General Cargo**<br>4 Ho 17,9 17,2 16,4 15,4 ER<br>4 Ha (stl) (12,3 12,9 12,3 12,9 × 8,9) ER | Oil 2SA 5Cy. 620 × 1150<br>3 000bhp (2 207kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>db 75lbf/in$^2$ (5,2bar)<br>13,5kn |
| 7812749<br>DGCD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONDOCK I**<br>**Condock Reederei Bauer K.G.**<br>Bauer & Hauschildt Bereederungs K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**999**<br>470<br>3 400<br>**1 546**<br>817<br>— | GL | **1979** Werft Nobiskrug—Rendsburg (693)<br>92,41 (BB) 4,574/—<br>81,21 19,61 10,01<br>F 12,5 2 dks | **TM Barge Carrier Dock Ship**<br>Ice strengthened<br>1 Ho 74,6<br>B.7 136<br>TEU 383 C.Ho 128/20' (40') C.Dk 255/20' (40') or 3 Lighters<br>1 Ha (stl) (73,7 × 15,0) | 2 Oil 4SA each 6Cy. 320 × 450<br>2 950bhp (2 170kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller<br>12,25kn |
| 7904932<br>DNCZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONDOCK II**<br>**Condock Reederei Bauer K.G.**<br>Bauer & Hauschildt Bereederungs K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**999**<br>471<br>3 400<br>**1 546**<br>818<br>— | GL | **1979** Werft Nobiskrug—Rendsburg (697)<br>92,41 (BB) 4,593/—<br>81,21 19,61 10,01<br>F 12,8 2 dks | **TM Barge Carrier Dock Ship**<br>Ice strengthened<br>1 Ho 74,6<br>B.7 136<br>TEU 383 C.Ho 128/20' (40') C.Dk 255/20' (40') or 3 Lighters<br>1 Ha (stl) (73,7 × 15,0) | 2 Oil 4SA each 6Cy. 320 × 450 reduction geared to sc. shafts<br>2 950bhp (2 170kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>12,25kn |
| 6510978<br>CBCR<br>2257<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONDOR**<br>ex Palladia-80 ex Finnmaid-79<br>**Transmares Naviera Chilena Ltda.**<br>Valparaiso Chile | T.Mk<br>**6 386**<br>3 498<br>8 786<br>**8 873**<br>4 861<br>11 093 | ✠Classed LR until 27/7/79 | GL **1965**-7 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1130)<br>151,52 18,95 7,500/8,618<br>141,05 18,90 11,51<br>P 40,0 F 28,7 2 dks<br>rf 102 len 69<br>conv General Cargo 69 | **M General Cargo/Container Ship**<br>Fixed-guides Ref 4P<br>Ice strengthened<br>6 Ho 13,1 23,0 17,6 16,7 21,4 12,9<br>G.17 754 B.16 663 In.1 111<br>TEU 168 C.Ho 120/20' C.Dk 48/20'<br>6 Ha (8,2 14,1 × 6,7) (12,5 12,5 × 16,0) (12,5 × 6,7) (6,4 × 3,6)<br>16W Cr 1(3) Der 1(60) 12(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 191,0t (d.o.) 774,0t (hvf)-22,5pd 16kn |

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|---|---|---|---|---|---|---|---|---|
| **7207621**<br>DDPX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONDOR**<br><br>**Helmut Bastian K.G. m.s.**<br>**'Bayernland'**<br>Helmut Bastian<br>Bremen Federal Republic of Germany | **2 329**<br>1 315<br>3 650 | GL | **1972** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (373)<br>94,32 (BB) 13,90 5,931<br>84,99 13,80 7,19<br>P 17,1 F 11,3 1 dk | **M General Cargo**<br><br>Ice strengthened<br>2 Ho each 28,9 ER<br>G.4 828 B.4 532<br>2 Ha (stl) (each 22,1 × 8,5) ER<br>4W Der 1(10) 3(5) | | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau<br>Gen 2 × 200kW 1 × 45kW<br>220/380V 50Hz a.c.<br>Fuel 233,5t (d.o.) | Kiel<br><br>14kn |
| **5402708**<br>Y5DZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONDOR**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**988**<br>446<br>1 572<br>**1 743**<br>928<br>2 775 | DSRK | **1962** VEB Schiffswerft "Neptun"—Rostock<br>82,33 12,63 4,261/5,711<br>73,49 12,55 6,68<br>P 21,4 B 9,5 2 dks<br>rf 51 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 24,0 22,1 ER<br>G.3 300 B.3 077<br>2 Ha (stl) (16,7 17,3 × 6,4) ER<br>8W Der 8(3-5) | 2P | Oil 4SA 6Cy. 470 × 660<br>1 365bhp (1 004kW)<br>Halberstadt<br>Gen 3 × 80kW 390V 50Hz a.c.<br>Fuel 97,5t (d.o.) | Halberstadt<br>12kn |
| **5228889**<br>C4IE<br>374066<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONDOR**<br>ex Mater Dei-75<br>ex Stereden Vor-57<br>**Giarka Marine Co. Ltd.**<br>Limassol Cyprus | **966**<br>548<br>1 407 | BV | **1957** Ottensener Eisenwerk A.G.—Hamburg<br>62,59 9,94 4,590<br>58,50 9,91 5,80<br>2 dks | **M General Cargo**<br>Wine<br><br>2 Ha ER<br>Der 2(3,5) 2(3) | CSD | Oil 2SA 6Cy. 350 × 550<br>1 000bhp (736kW)<br>Henschel-Maschb.<br>Fuel 73,0t | Hamburg<br>12,25kn |
| **7803528**<br>DFTI<br>2165<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONDOR**<br><br>**Paul Haese K.G.**<br>Stade Federal Republic of Germany | **498**<br>301<br>1 600 | GL | **1978** J. J. Sietas K.G. Schiffswerft —Hamburg (879)<br>73,11 3,391<br>68,84 11,40 5,21<br>P 12,5 F 5,5 2 dks | **M General Cargo**<br><br>G.2 152 B.2 124<br>TEU 70 C.Ho 42/20' C.Dk 28/20'<br>1 Ha (43,1 × 8,9) ER | | Oil 4SA 8Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz | Koeln<br>11kn |
| **6618172**<br>XCCQ<br><br>Df Esd<br>Gc Rdr<br>RT | **CONDOR**<br><br>**Seatankers Inc.**<br>Mexico | **294**<br>125<br>203 | | **1966** Mitsubishi Heavy Industries Ltd. —Shimonoseki (605)<br>33,28 8,72 4,687<br>31,40 8,69 5,19<br>1 dk<br>BK 76 | **TM Tug** | | 2 Oil 2SA each 16Cy. 222 × 267<br>E made43 refitted66<br>General Motors Corp.<br>Fuel 163,5t | Cleveland, Oh |
| **7232171**<br>JK3634<br>113019<br>Rdr RT | **CONDOR**<br><br>**Setonaikai Kisen K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **131**<br>74<br>12 | | **1972** Hitachi Zosen—Kanagawa Works, Kawasaki (117048)<br>24,87 10,65 1,378<br>21,77 5,85 3,56<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry** | 123dk P | 2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Ikegai Tekkosho | M.T.U.<br>Kawasaki<br>34kn |
| **8033493**<br><br>615633 | **CONDOR**<br><br>**Versaggi Shrimp Corp.**<br>Tampa, Fl United States of America | **115**<br>78<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing** | | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7378781**<br>JK3697<br>115376<br>Rdr RT | **CONDOR No. 2**<br><br>**Setonaikai Kisen K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **129**<br>73<br>12 | | **1974** Hitachi Zosen—Kanagawa Works, Kawasaki (117062)<br>27,54 1,372<br>26,34 5,82 3,61<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry** | —P | 2 Oil 4SA each 12Cy. 175 × 205<br>1 100bhp (809kW)<br>Ikegai Tekkosho | Benz<br>Kawasaki |
| **7378793**<br>JK3698<br>115377<br>Rdr RT | **CONDOR No. 3**<br><br>**Setonaikai Kisen K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **129**<br>73<br>12 | | **1974** Hitachi Zosen—Kanagawa Works, Kawasaki (117063)<br>27,54 1,372<br>26,34 5,82 3,61<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry** | —P | 2 Oil 4SA each 12Cy. 175 × 205<br>1 100bhp (809kW)<br>Ikegai Tekkosho | Benz<br>Kawasaki |
| **7929035**<br><br><br>Df | **CONDOR PRIMO**<br><br>**Asaro Rosario**<br>Mazara del Vallo Italy | **199**<br>89<br>— | RI (Class cont.) | **1981** Cant. Nav. M. Morini & C.—Ancona (173)<br>36,40 7,73 —<br>28,10 7,70 3,76<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br><br>In.204 | | Oil 4SA 8Cy. 240 × 330 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 350bhp (993kW)<br>Krupp MaK. Maschinebau G.m.b.H. | Kiel |
| **5089506**<br>HPXE<br>4815-PEXT3<br>Df Esd<br>RTv | **CONDOR II**<br>ex Apollo II ex Diamant-71<br>**Trans-Sea Shipping Corp.**<br>Panama Panama | **785**<br>522<br>1 151 | (GL) | **1952** A.G. "Weser" Werk Seebeck —Bremerhaven (749)<br>57,00 9,05 4,661<br>9,00 5,54<br>B 10,4 F 8,3 2 dks<br>RW rf 51 | **M General Cargo**<br><br>2 Ho 10,5 10,0 ER<br>G.1 429 B.1 309<br>2 Ha (10,5 10,0 × 5,0) ER<br>Der 4(3) | | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) | Mannheim<br>10,5kn |
| **7365306**<br>GUDH<br>361207<br>Rdr RT | **CONDOR 4**<br><br>**Condor Ltd.**<br>Guernsey Channel Islands (British) | **129**<br>66<br>15 | (RI) | **1974** Cant. Navaltecnica—Messina (184)<br>28,68 10,72<br>23,83 5,85 3,31<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 136dk P | 2 Vee Oil 4SA each 12Cy. 175 × 205<br>2 700bhp (1 986kW)<br>M.T.U. Friedrichshafen GmbH | Friedrichshafen<br>32,5kn |
| **7415450**<br><br><br>Rdr RT | **CONDOR 5**<br><br>**Condor Ltd.**<br>Guernsey Channel Islands (British) | **174**<br>83<br>15 | RI | **1976** Cant. Navaltecnica—Messina (191)<br>30,97 12,60 3,683<br>25,53 6,20 3,74<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | | 2 Vee Oil 4SA each 12Cy. 190 × 230 with hydraulic clutches & reverse reduction geared to sc. shafts<br>1 950bhp (1 434kW)<br>M.T.U. Friedrichshafen GmbH | Friedrichshafen |
| **6821822**<br>ELAK<br>5897<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CONDORA**<br>ex Persimmoncore-77<br>**C. C. Leasing Corp.**<br>Monrovia Liberia | T.Mk<br>**6 175**<br>3 008<br>8 555<br>**8 034**<br>4 888<br>9 866 | **✠100A1** SS 8/78<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Z 2$\frac{3}{16}$"U2<br>FN 4399 | **1968**-10 Nylands Verksted—Oslo (603)<br>147,83 20,05 —/9,164<br>135,31 20,01 12,50<br>F 13,8 3 dks, 4th dk fwd of mchy. space<br>rf 102<br>6BH WB1356t | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 25,4 23,6 22,1 ER 19,5<br>11 TwD<br>In.11 774<br>4 Ha (stl) (11,0 11,2 11,2 × 6,9) ER (11,2 × 6,9)<br>14W Der 2(15) 8(5-10) | | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW)<br>Nylands Verksted A/S<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 524kW 1 × 392kW<br>1 × 192kW 450V 60Hz a.c.<br>Fuel 361,5t (d.o.) 1 358,5t (hvf) | B&W<br>Oslo |

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| 204884<br>1073<br>2-AG | **CONDRECO 1006**<br>**Condreco S.A.**<br>Panama Panama | **650**<br>—<br>766 | 100A1<br>Class Contemplated<br>FN 838 | **1982** Archirodon Hellenic Eng. indust. Co.<br>S.A.—Corinth (1006)<br>44,15 2,171<br>44,00 14,50 4,53<br>1 dk | **Pontoon** | |
| 5078454<br>LON<br>103<br>RTm | **CONERO**<br>ex Citta di Bari-57<br>ex Phosphate No. 2-53<br>ex Abeille No. 18 ex Sologne<br>ex Las Heras<br>**Sadar S.p.A. Rimorchi Portuali Marittimi e Salvataggi**<br>Ancona Italy | **137**<br>2<br>46 | RI<br>✠Classed LR until 5/16 | **1914**-1 Goole SB. & Repairing Co. Ltd.<br>—Goole (161)<br>26,22 6,61 3,480<br>24,24 6,58 3,64<br>1 dk<br>R | **S Tug** | T 3Cy. 343 559 & 940 × 610<br>Earle's S.B. & Eng. Co. Ltd. Hull<br>Fuel (o.f.) |
| 5078466<br>EDTC<br>1383<br>Esd | **CONEXO**<br>**Antonio Cidras Paneiro**<br>Vigo Spain | **102**<br>48<br>— | | **1948** Benito Ferradas—Vigo<br>*21,40* 5,62<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 151 243 & 360 × 305<br>99ihp (73kW)<br>.............<br>Fuel (o.f.) 8kn |
| 5078478<br>WA3852<br>237405 | **CONEY ISLAND**<br>**City of New York (Department of Enviromental Protection) (Water Resources)**<br>New York, NY United States of America | **1 430**<br>813<br>— | (AB) | **1938** United Shipyards, Inc.—Mariner's Harbour (852)<br>76,21 13,26 3,937<br>13,24 4,88<br>F 12,2 2 dks<br>R rf 76 | **TM Sludge Carrier**<br>Self-unloader<br>Mchy.aft | 2 Oil 4SA each 6Cy. 405 × 610<br>1 300bhp (956kW)<br>Rathbun-Jones Eng. Co. Toledo, Oh<br>Fuel 71,0t |
| 7337555 | **CONEY ISLAND**<br>**Scott (Toomebridge) Ltd.**<br>United Kingdom | **150**<br>—<br>— | | **1974** J. W. Cook & Co. (Wivenhoe) Ltd.<br>—Wivenhoe (1446)<br>36,73 6,00 2,439<br>35,06 5,87 2,75<br>1 dk | **M Dredger**<br>Trailing Suction<br>Mchy.aft | 2 Oil 4SA each 6Cy. 140 × 197<br>Gardner Engines Ltd. Manchester |
| 5078480<br>VDTC<br>318060<br>Gc Rdr<br>RTm | **CONFEDERATION**<br>**Government of Canada (Ministry of Transport)**<br>Charlottetown, P.E.I. Canada | **2 370**<br>940<br>627 | ✠100A1 CS 5/77<br>Northumberland Strait service<br>Ice Class 1<br>✠LMC<br>EL u<br>FN 1928 | **1962**-4 Halifax Shipyards Ltd.—Halifax, N.S. (28)<br>86,47 18,78 4,204<br>78,95 18,29 6,13<br>1 dk<br>rf 152<br>8BH WB DTa162t f162t | **TD-E RoRo Cargo/Ferry**<br>300P | 4 Vee Oil 4SA each 12Cy. 248 × 267 total 6 000bhp (4 413kW) driving 4 gen. each 865kW 300V d.c. connected to 4 elec. motors each of 1 300shp (956kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>2 db 49lbf/in$^2$ (3,4bar)<br>Gen 2 × 350kW 1 × 150kW 450V 60Hz a.c.<br>2 propellers aft, 2 fwd<br>Fuel 173,5t |
| 5345845<br>ZCMA<br>356982<br>Df Esd<br>RT | **CONFIANCE**<br>ex Susanne-76 ex Confiance-60<br>**Sealion Shipping Co. Ltd.**<br>Kingstown St. Vincent | **371**<br>180<br>491 | BV | **1953** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (472)<br>43,44 7,65 3,048<br>7,60 3,08<br>P 13,2 RQD 13,2 F 6,1 1 dk | **M General Cargo**<br>1 Ho 22,0 ER<br>G.646<br>2 Ha (each 9,3 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 7Cy. 190 × 350<br>350bhp (257kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel 30,5t (d.o.) 9,5kn |
| 5120843<br>3EOI<br>7966<br>-77A<br>Df Esd<br>Gc Rdr<br>RTv | **CONFIDENCE**<br>ex Freiburg-72<br>**South East Asia Shipping Corp. S.A.**<br>Panama Panama | T.Mk<br>**2 957**<br>1 517<br>5 064 | GL | **1957** Luebecker Flender-Werke AG.<br>—Luebeck-Siems (476)<br>118,95 16,24 6,811<br>109,20 16,21 10,14<br>P 6,8 B 21,7 F 14,1 2 dks<br>RW | **M General Cargo**<br>12P<br>Ice strengthened<br>4 Ho 21,7 23,7 ER 17,5 15,4<br>G.9 845 B.8 710<br>4 Ha (stl) (10,5 14,7 × 5,5) ER (11,2 7,0 × 5,5)<br>12W Der 1(60) 4(5-10) 8(3-5) | Oil 2SA 6Cy. 720 × 1250<br>4 200bhp (3 089kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 193kW 380V 50Hz a.c.<br>Fuel 689,0t (hvf) 14,75kn |
| 7100964<br>WY8166<br>523762 | **CONFIDENCE**<br>**Greyhound Leasing & Financial Corp.**<br>Juneau, Ak United States of America | **198**<br>142<br>— | | **1969** Pacific Fishermen Inc.—Seattle, Wa.<br>*24,79* 7,80<br>3,81 | **M Fishing** | Oil<br>725bhp (533kW)<br>.............<br>Fuel (d.o.) |
| 7130206 | **CONFIDENCE I**<br>**Gulf Agency Co. (Iran) Ltd.**<br>Khorramshahr Iran | **35**<br>—<br>— | **100A1** SS 11/76<br>tug<br>Persian Gulf service<br>**LMC**<br>EL (a)<br>FN 55<br>**SURVEYS OVERDUE** | **1960** Lidwall & Soner A/B—Leksand<br>11,71 3,81<br>10,29 3,61 1,71<br>BK 51<br>3BH | **M Tug** | Oil 4SA 8Cy. 121 × 152 reverse reduction geared to sc. shaft<br>E made72 fitted73<br>L. Gardner & Sons Ltd. Manchester |
| 6516879 | **CONFIDENCE II**<br>**Gulf Agency Co. (Iran) Ltd.**<br>Khorramshahr Iran | **35**<br>—<br>— | **100A1** SS 3/77<br>tug<br>Persian Gulf service<br>**LMC**<br>EL (a)<br>FN 55 | **1964** Lidwall & Soner A/B—Leksand<br>11,71 3,81<br>10,29 3,61 1,71<br>BK 51<br>2BH | **M Tug** | Oil 4SA 6Cy. 121 × 152<br>✠ NE 4/77<br>Caterpillar Tractor Co. Peoria, Illinois<br>Directional propeller<br>Fuel (d.o.) |
| 7413957<br>GUWR<br>365981<br>Pfd Rdr<br>RT | **CONFORMITY**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **499**<br>330<br>880 | **✠100A1** SS 9/80<br>short international voyages<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 709 | **1975**-11 N.V. Schps. Ferus Smit—Foxhol (213)<br>56,11 9,89 3,245<br>52,02 9,81 3,81<br>P 11,0 F 6,8 1 dk<br>rf nil<br>NS 3BH WB325T | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 134 B.1 066<br>1 Ha (stl) (28,0 × 6,0) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 28kW 1 × 16kW 1 × 13kW 300/220V 50Hz a.c.<br>Fuel 45,5t (d.o.) 11kn |
| 7803023<br>PP5224<br>Esd RT | **CONFRIO GUARANI**<br>**Companhia Nacionale Frigorificos S.A. (CONFRIO)**<br>Brazil | **103**<br>—<br>— | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (018)<br>21,95 2,601<br>5,95 3,36<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.76 | Vee Oil 2SA 12Cy. 108 × 127 geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 7802990 | **CONFRIO TAMOIO** | 103 | | **1978** EBRASA (Empresa Brazileira de | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127 geared to | |
| PP5225 | | — | | Contrucao Naval S.A.)—Itajai (015) | Side Trawler Ref | sc. shaft | |
| | **Companhia Nacionale** | — | | 21,95 2,601 | | 525bhp (386kW) | |
| Esd RT | **Frigorificos S.A. (CONFRIO)** | | | 5,95 3,36 | In.76 | General Motors Corp., Detroit Diesel | |
| | Brazil | | | 1 dk | | Allison Div. | U.S.A. |
| 7803009 | **CONFRIO TAPAJOS** | 103 | | **1978** EBRASA (Empresa Brazileira de | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127 geared to | |
| PP5226 | | — | | Contrucao Naval S.A.)—Itajai (016) | Side Trawler Ref | sc. shaft | |
| | **Companhia Nacionale** | — | | 21,95 2,601 | | 525bhp (386kW) | |
| Esd RT | **Frigorificos S.A. (CONFRIO)** | | | 5,95 3,36 | In.76 | General Motors Corp., Detroit Diesel | |
| | Brazil | | | 1 dk | | Allison Div. | U.S.A. |
| 7802988 | **CONFRIO TUPI** | 103 | | **1977** EBRASA (Empresa Brazileira de | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127 geared to | |
| PP5227 | | — | | Contrucao Naval S.A.)—Itajai (013) | Side Trawler Ref | sc. shaft | |
| | **Companhia Nacionale** | — | | 21,95 2,601 | | 525bhp (386kW) | |
| Esd RT | **Frigorificos S.A. (CONFRIO)** | | | 5,95 3,36 | In.76 | General Motors Corp., Detroit Diesel | |
| | Brazil | | | 1 dk | | Allison Div. | U.S.A. |
| 7803011 | **CONFRIO XAVANTE** | 103 | | **1978** EBRASA (Empresa Brazileira de | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127 geared to | |
| PP5228 | | — | | Contrucao Naval S.A.)—Itajai (017) | Side Trawler Ref | sc. shaft | |
| | **Companhia Nacionale** | — | | 21,95 2,601 | | 525bhp (386kW) | |
| Esd RT | **Frigorificos S.A. (CONFRIO)** | | | 5,95 3,36 | In.76 | General Motors Corp., Detroit Diesel | |
| | Brazil | | | 1 dk | | Allison Div. | U.S.A. |
| 5375228 | **CONG HUA** | T.Mk | | **1962**-3 AB Oskarshamns Varv | **M General Cargo** | Oil 2SA 6Cy. 750 × 1500 | |
| BOQO | ex Vaasa Leader-73 | **6 729** | | —Oskarshamn (374) | | 7 500bhp (5 517kW) | |
| | **China Ocean Shipping Co.** | 3 435 | ✠Classed LR until 10/73 | 148,62 18,80 8,535/9,322 | 4 Ho 19,2 28,8 28,1 17,4 ER | Gebr. Stork & Co. N.V. | Hengelo |
| Df Esd | Guangzhou/Canton China | 11 430 | | 134,73 18,75 12,15 | G.18 465 B.16 806 | Fuel 1 974,0t (hvf) | 15,75kn |
| Gc Rdr | | **9 039** | | P 28,1 F 18,9 2 dks | 4 Ha (stl) (10,9 19,0 19,0 9,8 × 7,1) | | |
| RT | | 5 091 | | rf 102 | ER | | |
| | | 13 214 | | | 12W Der 2(10) 10(5) | | |
| 5159545 | **CONGAR** | **2 618** | AB | **1948**-4 Collingwood Shipyards | **S Tanker** | U 3Cy. 622 × 610 | |
| VCLY | ex Tegucigalpa-80 | 1 669 | | —Collingwood, Ont. (138) | | 1 200ihp (883kW) | |
| 173214 | ex Imperial London-79 | 3 302 | ✠Classed LR until | 101,07(BB) 13,29 5,049 | 10 Ta ER | | Uniflow |
| Df Esd | **Johnstone Shipping Ltd.** | | 23/5/80 | 97,19 13,26 5,52 | L.(oil) 5 136 HeCls. BC | Canadian Vickers Ltd. | Montreal, P.Q. |
| Gc Rdr | Toronto Canada | | | P 22,3 Trunk 36,6 F 14,1 1 dk | | Gen 2 × 30kW 110V d.c. | |
| RTm/v | | | | rf 152 len 61 & 68 | | Fuel 294,5t (o.f.)-13,0pd | 8kn |
| 7908421 | **CONGASA** | 301 | | **1980** Construcciones Navales P. Freire S.A. | **M Fishing** | Oil geared to sc. shaft | |
| | | — | | —Vigo (138) | Stern Trawler Ref | 900bhp (662kW) | Volund |
| | **Congeladores Gallegos** | 199 | BV (Class cont.) | ... ... ... | | Larsconti Olsen e Hijos | Alicante |
| | Spain | | | 32,01 8,81 6,13 | | | |
| | | | | 1 dk | | | |
| 7336460 | **CONGELADOR MAR DOS** | **1 333** | | **1974** Ast. Construcciones S.A.—Rios | **M Fishing** | Oil 4SA 8Cy. 400 × 580 | |
| EGHA | | 597 | | (236) | Stern Trawler Ref | 2 700bhp (1 986kW) | Deutz |
| | **Congelador Mar Dos S.A.** | 1 600 | BV | 81,21 4,750 | 3 Ho ER | Hijos de J. Barreras S.A. | Vigo |
| Df Esd | Vigo Spain | | | 23,70 11,55 5,01 | In.1 906 | Controllable pitch propeller | |
| Gc Rdr | | | | 2 dks | | Fuel 555,0t (d.o.) | 15kn |
| RT | | | | | | | |
| 7336472 | **CONGELADOR MAR TRES** | **1 333** | | **1974** Ast. Construcciones S.A.—Meira | **M Fishing** | Oil 4SA 8Cy. 400 × 580 | |
| EGGY | | 597 | | (131) | Stern Trawler Ref | 2 700bhp (1 986kW) | Deutz |
| | **Congelador Mar Tres S.A.** | 1 600 | BV | 81,21 4,750 | 3 Ho ER | Hijos de J. Barreras S.A. | Vigo |
| Df Esd | Vigo Spain | | | 23,70 11,55 5,01 | In.1 906 | Controllable pitch propeller | |
| Gc Rdr | | | | 2 dks | | Fuel 555,0t (d.o.) | 15kn |
| RT | | | | | | | |
| 7321386 | **CONGELADOR MAR UNO** | **1 333** | | **1974** Ast. Construcciones S.A.—Rios | **M Fishing** | Oil 4SA 8Cy. 400 × 580 | |
| EGEX | | 597 | | (235) | Stern Trawler Ref | 2 700bhp (1 986kW) | Deutz |
| | **Congelador Mar Uno S.A.** | 1 600 | BV | 81,21 4,750 | 3 Ho ER | Hijos de J. Barreras S.A. | Vigo |
| Df Esd | Vigo Spain | | | 11,55 5,01 | In.1 906 | Fuel 555,0t (d.o.) | 15kn |
| Gc Rdr | | | | 2 dks | | | |
| RT | | | | | | | |
| 7614484 | **CONGELEMAR PRIMERO** | **340** | | **1978** Ast. de Huelva S.A.—Huelva (84) | **M Fishing** | Oil 2SA 8Cy. 300 × 410 | |
| EHPA | | 184 | | 38,92 4,090 | Stern Trawler | 1 276bhp (939kW) | Volund |
| | **Conglemar S.A.** | 315 | BV | 33,51 9,01 6,25 | Mchy.aft | Larsconti Olsen e Hijos | Alicante |
| Df Esd | Huelva Spain | | | 2 dks | | Controllable pitch propeller | |
| Pfd Rdr | | | | | | Fuel 154,5t (d.o.) | 12kn |
| RT | | | | | | | |
| 7614496 | **CONGELEMAR SEGUNDO** | **340** | | **1978** Ast. de Huelva S.A.—Huelva (85) | **M Fishing** | Oil 2SA 8Cy. 300 × 410 | |
| EHOW | ex Cala Toix-78 | 184 | | 38,92 4,090 | Stern Trawler | 1 276bhp (939kW) | Volund |
| | **Conglemar S.A.** | 315 | BV | 33,51 9,01 6,25 | Mchy.aft | Larsconti Olsen e Hijos | Alicante |
| Df Esd | Huelva Spain | | | 2 dks | | Fuel 154,5t (d.o.) | 11,5kn |
| Pfd Rdr | | | | | | | |
| RT | | | | | | | |
| 5127047 | **CONGELSA** | **500** | RI | **1957**-10 Zaanlandsche Schps. Maats. | **M General Cargo** | Oil 4SA 8Cy. 320 × 450 | |
| IKMU | ex Argea-73 | 292 | | —Zaandam (470) | | 660bhp (485kW) | |
| 741 | ex Geertruid Margaretha-69 | 931 | ✠Classed LR until 3/70 | 58,93 9,02 3,582 | 1 Ho ER | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **Antonio Illiano** | | | 53,90 8,95 3,97 | G.1 102 B.1 042 | Fuel 61,0t | 10kn |
| RT | Roma Italy | | | P 11,3 F 10,4 1 dk | 2W Der 2 | | |
| | | | | rf 25 | | | |
| 7625512 | **CONGENER** | 120 | | **1977** Bideford Shipyard (1973) Ltd. | **M Fishing** | Oil 4SA 6Cy. 185 × 210 geared to sc. | |
| GXAL | | — | | —Bideford (Y.71) | Stern Trawler Seiner | shaft | |
| | **Alan Morse Jnr.** | 250 | | 23,91 3,352 | Mchy.aft | 630bhp (463kW) | |
| Df Esd | Buckie United Kingdom | | | 21,52 7,32 3,97 | | AB Hedemora Verkstader | Hedemora |
| Pfd Rdr | | | | 1 dk | | | 11kn |
| RT | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5259319<br>CSCV<br>1401<br>Df Esd<br>Gc Rdr<br>RTm/v | **CONGO**<br>ex Nurnberg-71<br>**C.T.M.-Companhia Portuguesa de Transportes Maritimos E.P.**<br>Lisboa Portugal | **6 946**<br>3 848<br>8 560 | (GL) | **1961** Howaldtswerke Hamburg A.G. —Hamburg (955)<br>158,48 19,26 7,963<br>144,86 19,21 12,12<br>2 dks & S dk<br>RW | **M General Cargo** OSD<br>Ref 12P<br>5 Ho 18,3 19,8 24,3 23,6 16,6<br>G.17 360 In.1 370<br>TEU 146 C. 146/20'<br>5 Ha (stl) (5,0 × 4,4) (12,2 14,4 12,2 12,2 × 5,5)<br>20W Der 2(20) 6(5-10) 12(3-5) 2(2) | Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW) MAN<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 3 × 350kW 400V 50Hz a.c.<br>Fuel 1 763,0t (hvf) 17,5kn |
| 8022030<br>3FKQ<br>1156<br>8-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONGO RIVER**<br>**United Freighter Corp. Panama S.A.**<br>Panama Panama | **30 674**<br>22 214<br>60 000 | NK | **1981** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (292)<br>235,01 32,24 12,661<br>224,01 32,21 18,01<br>1 dk | **M Tanker**<br>SBT | Oil 2SA 7Cy. 670 × 1700<br>12 900bhp (9 489kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| 5078595<br>CUVK<br>LX-81-C<br>Esd RT | **CONIMBRIGA**<br>**Sociedade de Pesca de Arrasto de Aveiro Ltda.**<br>Lisboa Portugal | **169**<br>52<br>— | ✠Classed LR until 12/67 | **1961**-10 Est. Sao Jacinto S.a.r.L.—Aveiro (53)<br>32,80 7,01 2,801<br>28,48 6,90 3,56<br>F 6,8<br>RW rf 787 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 300 × 410 with friction coupling<br>660bhp (485kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller |
| 7805021<br>LHNE<br>19234<br>Esd Gc<br>Rdr RT | **CONLIFT**<br>**P/R Conlift**<br>Sigmund Brusletto<br>Oslo Norway | **2 756**<br>1 531<br>3 900 | NV | **1978** Haugesund M/V A/S—Haugesund (63)<br>57,97 26,04 4,052<br>48,01 26,01 6,00<br>1 dk | **M Crane Pontoon**<br>Cr 1(400) | 2 Oil 4SA each 6Cy. 142 × 160 geared to sc. shaft<br>924bhp (680kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 290kW 220/440V 60Hz a.c.<br>1 Directional propeller aft, 1 fwd<br>Fuel 259,0t (d.o.) |
| 7615048<br>EIMJ<br>401869<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONNACHT**<br>**British & Irish Steam Packet Co. Ltd.**<br>Dublin Irish Republic | T.Mk<br>**6 812**<br>3 320<br>1 375 | ✠**100A1**<br>ferry<br>Channel service from ports in U.K. south of Oban & Great Yarmouth, Erie (excluding West Coast) also between River Elbe & Brest<br>Ice Class 3<br>✠**LMC**<br>EL X 495,0/50,0U2<br>FN 3479 | **1979**-1 Verolme Cork Dockyards Ltd. —Cork (955)<br>122,00(BB) 18,83 4,833<br>111,99 18,51 12,55<br>B 91,8 3 dks, 1 intermediate movable deck<br>rf 381<br>Coll BH to U dk, 13 to 2nd dk WB747T | **TM Passenger/RoRo Cargo/Ferry**<br>550bth 950dk P<br>Bow door & ramp Stern door & ramp | 4 Oil 4SA each 8Cy. 450 × 550 with clutches & sr geared to sc. shafts<br>18 000bhp (13 240kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 650kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 160,0t (d.o.) 252,0t (hvf) 20kn |
| 5029764<br>KETD<br>277291<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CONNECTICUT**<br>ex Atlas-66<br>**Connecticut Transport Inc.**<br>New York, NY United States of America | **22 600**<br>13 873<br>38 853 | AB | **1958** New York SB. Corp.—Camden, NJ (519)<br>206,05 28,43 11,097<br>196,30 28,35 14,03<br>P 41,2 RQD 14,1 B 15,3 F 28,1 1 dk<br>RW rf 203 | **S Tanker**<br>SBT<br>30 Ta ER<br>L.(oil) 46 504 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 625shp (15 171kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 500kW 120/440V 60Hz a.c.<br>Fuel 5 446,0t (o.f.)-101,5pd 17,75kn |
| 7395533<br>WYV3<br>933<br>561336<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONNECTICUT**<br>ex Elizabeth Anne-79<br>**Ralstag Marine Partnership**<br>Los Angeles-Long Beach, Ca United States of America | **958**<br>461<br>— | | **1974** San Diego Mar. Co.—San Diego, Ca (189)<br>67,26 12,04 4,954<br>62,39 11,56 5,34<br>1 dk | **M Fishing**<br>Tuna Seiner | Vee Oil 4SA 18Cy. 229 × 267<br>4 000bhp (2 942kW)<br>White Industrial Power Inc. Auburn, Pa<br>17kn |
| 6707038<br>WX5665<br>503056<br>Df Esd<br>Rdr RT | **CONNIE JEAN**<br>**Connie Jean Inc.**<br>San Diego, Ca United States of America | **735**<br>376<br>— | | **1966** J. M. Martinac SB. Corp.—Tacoma, Wa (144)<br>45,73 10,67 5,335<br>... ... ...<br>3 dks | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Oil 10Cy. 210 × 254<br>1 450bhp (1 067kW) E made44 fitted66<br>Fairbanks Morse & Co. Beloit, Wi |
| 5110159<br>WA7669<br>250168<br>Df Esd | **CONNIE M.**<br>ex Eileen Doe<br>ex Carlson Fishery III Aspasia-74<br>ex Evelyn L. Brown-72<br>ex Cushmeer-59 ex Pacific-55<br>ex Margee and Pat II-50<br>**f.v. Connie M. Inc.**<br>Gloucester, Ma United States of America | **196**<br>133<br>— | | **1946** Wheeler SB. Corp.—Whitestone, NY (124)<br>*31,77* 7,14<br>31,09 7,09 3,05<br>RQD 15,0 F 4,3<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 9,6<br>2 Ha | Oil 4SA 8Cy. 305 × 381<br>625bhp (460kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 38,5t |
| 7926722<br>620864 | **CONNIE MARIE**<br>**Connie Marie Inc.**<br>Mobile, Al United States of America | **113**<br>77<br>— | | **1980** Quality Marine Inc.—Fowl River, Al (128)<br>24,39<br>6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7123710<br>DVTZ<br>226337<br>Esd Gc<br>Rdr RT | **CONNIE II**<br>ex North Pole-81<br>ex Hakuwa Maru-81<br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | **699**<br>465<br>1 996 | | **1971** Nishi Zosen K.K.—Imabari (134)<br>69,70 11,46 4,998<br>65,00 11,41 5,11<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>C. 175/10'<br>2 Ha ER<br>6W Der 2(13) | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 225V a.c.<br>Fuel 72,5t-6,5pd 12kn |
| 5388172<br>VCXQ<br>157081 | **CONNOISSEUR**<br>ex Western Flyer-73<br>ex Beatrice L-38<br>**Connoisseur Holdings Ltd.**<br>Vancouver, B.C. Canada | **127**<br>87<br>— | | **1931** Meteghan SB. Co.—Meteghan, N.S.<br>30,79 5,49 3,353<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 225 × 320<br>Fairbanks Morse & Co. Beloit, Wi |
| 5078636<br>VXKJ<br>177567<br>Df Rdr<br>RT | **CONNORS BROS. II**<br>**Maritime S.S. Co. Ltd.**<br>St. Andrews, N.B. Canada | **182**<br>138<br>173 | | **1945** Wagstaff & Hatfield—Port Greville, N.S.<br>35,06 7,47 3,658<br>... ... ...<br>1 dk | **Wood M General Cargo**<br>1 Ho 10,8<br>1W Der 1 | Oil 2SA 6Cy. 255 × 315<br>463bhp (341kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 2,0t 8,75kn |

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|---|---|---|---|---|---|---|
| 5224182 | **CONNY** | **499** | | **1957** C. Luehring Schiffswerft GmbH & | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 geared to sc. |
| DDLM | ex Nordfahrt-81 ex Wirdum-73 | 309 | | Co. KG—Brake/Unterweser (5605) | | shaft |
| | ex Arne Hilck-71 | 695 | GL | 57,84 8,54 3,161 | Ice strengthened | 500bhp (368kW) |
| Df Esd | ex Marie Schwinge-66 | | | 52,56 8,50 3,46 | 1 Ho 37,9 ER | Kloeckner Humboldt Deutz Koeln |
| Rdr | **Cryotrans Schiffahrts G.m.b.H** | | | P 11,0 B 10,1 F 7,7 1 dk | G.1 044 B.982 | Gen 3 × 4,5kW 110V |
| RTm/v | **m.s. 'Conny'** | | | RW len 65 | 2 Ha (14,5 14,1 × 5,0) ER | Fuel (d.o.) 9,75kn |
| | Leer Federal Republic | | | | 3W Der 3(2) | |
| | of Germany | | | | | |
| | | | | | | |
| 7939561 | **CONNY** | — | **A1** | **1972** Boot-Lemmer B.V.—Lemmer (1344) | **Oil Carrier** | |
| | | — | inland waterways oil | 35,01 9,50 | Pushed | |
| | **Krimpal B.V.** | 629 | barge | 34,90 9,45 3,20 | 8 Ta | |
| | W. H. Eerland | | Type V | Trunk 7,7 1 dk | | |
| | Krimpen a/d Lek Netherlands | | L.S.O. also for service | rf nil conv General Cargo Barge 81 | | Gen 1 × 24kW 24V d.c. |
| | | | between Flushing & | 2BH WBnil | | Thw. thrust propeller fwd |
| | | | Ostend 15 miles | | | |
| | | | seaward, windforce not | | | |
| | | | exceeding Beaufort 6 | | | |
| | | | from land & Beaufort 5 | | | |
| | | | from sea | | | |
| | | | EL 130,0/30,0 | | | |
| | | | FN 442 | | | |
| | | | | | | |
| 7034139 | **CONNY T** | T.Mk | | **1970** N.V. Schps. "De Dageraad" v/h Wed. | **M General Cargo** | Oil 4SA 8Cy. 320 × 480 |
| DGEU | ex Traffic-81 | **499** | | J. Boot—Woubrugge (525) | | 1 400bhp (1 030kW) |
| | ex Dynacontainer III-72 | 334 | GL | 76,38 11,92 3,620 | Ice strengthened | Motorenw. Mannheim A.G. (MWM) |
| Df Esd | Launched as Wally Bos | 1 398 | | 69,02 11,82 6,05 | 1 Ho 53,9 ER | Mannheim |
| Gc Rdr | **K.G. m.s. 'Conny T' E. Tieben &** | | | F 5,5 2 dks | G.3 102 B.2 722 | Gen 1 × 85kW 1 × 25kW 1 × 19kW |
| RTm/v | **Co.** | | | | TEU 136 C. 136/20' | 220/380V 50Hz a.c. |
| | Nordenham Federal Republic | | | | 1 Ha (stl) (43,8 × 7,7) ER | Fuel 58,0t (d.o.) 12,5kn |
| | of Germany | | | | | |
| | | | | | | |
| 5312989 | **CONQUEROR** | **2 501** | **100A1** SS 3/79 | **1961** Shioyama Dockyard Co. Ltd.—Osaka | **M Tanker** | Oil 2SA 6Cy. 420 × 900 |
| 5NGG | ex Happy Banker K.-78 | 1 330 | oil tanker | (254) | | 2 850bhp (2 096kW) B&W |
| 375875 | ex Bronkart K.-78 ex Sherut-76 | 3 656 | **LMC** | 92,21 13,34 6,033 | 15 Ta ER | Mitsui SB. & Eng. Co. Ltd. Tamano |
| Df Esd | ex Santai Maru-71 | | EL P 1$\frac{7}{16}$"SQ | 84,99 13,31 6,81 | L.(oil) 4 058 | AuxB (o.f.) 10kgf/cm$^2$ (9,9bar) |
| Gc Pfd | **Rivway Lines Ltd.** | | FN 1710 | P 32,4 F 9,5 1 dk | | e(ex.g) 10kgf/cm$^2$ (9,9bar) |
| Rdr RT | Lagos Nigeria | | | RW rf 254 | | Gen 2 × 80kW 445V 60Hz a.c. |
| | | | | 13BH WB466t incl. DTsf101t | | Fuel 521,0t 13,25kn |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 19/11/82** | | | |
| | | | | | | |
| 8003230 | **CONQUEROR** | **1 165** | | **1980** J. M. Martinac SB. Corp.—Tacoma, | **M Fishing** | Vee Oil 2SA 20Cy. 230 × 254 geared to |
| | | 595 | | Wa (223) | Tuna Seiner Ref. | sc. shaft |
| | **Maurice Correia & Sea M.** | — | | 68,13 13,26 | | 3 600bhp (2 648kW) |
| Df Esd | **Corp.** | | | 59,31 12,81 5,59 | | General Motors Corp. Electro-Motive |
| Gc Pfd | San Diego, Ca United States | | | 2 dks | | Div. La Grange |
| Rdr RT | of America | | | | | |
| | | | | | | |
| 5078648 | **CONQUEROR** | **112** | | **1897**-1 Cox & Co.—Falmouth (54) | **S Tug** | C 2Cy. 508 & 965 × 610 |
| | | — | | *29,17* 5,67 | | |
| | **Booth (Brasil) Ltd.** | — | ✠Classed LR until 8/05 | ... ... ... | | Cox & Co. Falmouth |
| | Belem Brazil | | | | | |
| | | | | R | | |
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| 7519036 | **CONQUEROR BULKER** | **20 608** | | **1977** Hitachi Zosen—Maizuru Works, | **M Bulk Carrier** | Oil 2SA 7Cy. 680 × 1250 |
| 5LCK | | 15 065 | | Maizuru (4544) | | 11 550bhp (8 496kW) Sulzer |
| 5971 | **Harmony Navigation Corp.** | 36 256 | AB | 182,23 11,281 | 5 Ho each 27,3 | Hitachi Zosen Sakurajima Works, Osaka |
| Df Esd | Monrovia Liberia | | | 172,22 28,14 15,88 | | 17,5kn |
| Gc Pfd | | | | 1 dk | 5 Ha (stl) (each 15,5 × 13,9) | |
| Rdr RT | | | | | | |
| | | | | | | |
| 7333212 | **CONQUEST** | **971** | | **1973** Campbell Industries—San Diego, Ca | **M Fishing** | Oil 2SA 20Cy. |
| WYV3 | | 450 | | (92) | Side-fishing Ref | 3 550bhp (2 611kW) |
| 279 | **Conquest Fishing Corp.** | — | | 66,76 12,81 | Mchy.aft | General Motors Corp. La Grange, Illinois |
| 551472 | San Diego, Ca United States | | | 60,20 12,20 5,87 | | 17kn |
| Df Esd | of America | | | | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |
| | | | | | | |
| 5078650 | **CONQUEST** | **163** | | **1942** H. L. Marins—Pca | **Wood M Fishing** | Oil 6Cy. 330 × 405 |
| WX7013 | | 114 | | 29,57 6,53 3,963 | Side-fishing | 400bhp (294kW) |
| 251601 | **Conquest Inc.** | — | | ... ... ... | | Atlas Imperial D.E. Co. Oakland, Ca |
| Esd Rdr | New Bedford, Ma United States | | | 1 dk | | |
| RT | of America | | | | | |
| | | | | | | |
| 6828662 | **CONQUEST** | **130** | | **1968** Hugh McLean & Sons Ltd.—Renfrew | **M Fishing** | Oil 4SA 6Cy. 159 × 203 |
| 2TID | | — | | (4867) | Side Trawler Ref. | 450bhp (331kW) |
| | **A. Tait & Partners** | — | | 7,01 2,642 | 1 Ho 8,0 | Caterpillar Tractor Co. Peoria, Illinois |
| Esd Rdr | A. Tait, Jr. | | | 24,21 6,84 3,56 | | Gen 2 × 10kW 110V d.c. |
| RTv | Fraserburgh United Kingdom | | | 1 dk | 1 Ha (stl) (1,8 × 1,2) | Fuel 12,0t (d.o.) 10,5kn |
| | | | | rf 1067 BK 178 | Der 1(2,5) | |
| | | | | | | |
| 5078674 | **CONQUISTADOR** | **2 186** | ✠**100A1** SS 7/81 | **1960**-5 Empresa Nacional "Elcano" | **M Container Ship** | Oil 2SA 5Cy. 520 × 900 |
| EBZZ | | 1 342 | | —Seville (39) | Fixed-guides | 1 850bhp (1 361kW) Gotaverken |
| 69 | **Contenemar S.A.** | 3 389 | ✠**LMC** | 90,45 12,73 6,001 | Mchy.aft | Empresa Nacional "Elcano" Valencia |
| Df Esd | Sevilla Spain | | EL (r) 1$\frac{7}{16}$"SQ | 82,66 12,70 7,32 | TEU 133 | Gen 1 × 100kW 2 × 65kW d.c. |
| Rdr RTh | | | FN 1655 | RQD 21,1 F 9,8 1 dk | C.Ho 92/20' (40') C.Dk 41/20' | Fuel (d.o.) 13,5kn |
| | | | | rf 102 len & structure fwd of amidships | (40') | |
| | | | | renewed 63 | | |
| | | | | conv General Cargo 73 | | |
| | | | | 3BH WB- | | |
| | | | | | | |
| 7107716 | **CONQUISTADOR** | **1 231** | | **1971** Campbell Industries—San Diego, Ca | **M Fishing** | Oil 2SA 20Cy. 230 × 254 |
| WYZ3 | | 709 | | 65,84 12,86 5,944 | Side-fishing | 3 600bhp (2 648kW) |
| 272 | **World Wide Inc.** | — | | 61,57 12,81 9,22 | Mchy.aft | General Motors Corp. La Grange, Illinois |
| 531005 | San Juan, P.R. Puerto Rico | | | 1 dk | | 15,5kn |
| Df Esd | (U.S.A.) | | | | | |
| Gc Pfd | | | | | | |
| Rdr RT | | | | | | |

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| 7032088<br>Df Esd<br>Rdr RT | **CONQUISTADOR**<br>ex Conquest<br>**Sociedad Cooperativa Juan Abelardo Rodriguez Sulivan S.A.**<br>Ensenada Mexico | **1 034**<br>459<br>660 | | **1968** J. M. Martinac SB. Corp.—Tacoma, Wa<br>50,30 10,83<br>42,68 10,37 5,34<br>2 dks | **M Fishing**<br>Side-fishing | Oil 4SA 16Cy. 230 × 254<br>2 875bhp (2 115kW)<br>General Motors Corp. La Grange, Illinois |
| 5397458<br>HO7732<br>2755-PEXT3<br>Df Esd<br>RTm | **CONQUISTADOR**<br>ex Tico ex Zaanborg-73<br>**Compania Panamena de Comercio International S.A.**<br>Panama Panama | **392**<br>226<br>514 | (BV) | **1957** C. Amels & Zoon Scheepswerf—Makkum (208)<br>48,47 7,98 2,941<br>44,00 7,92 3,20<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 29,9 ER<br>G.760 B.713<br>2 Ha (each 11,5 × 4,6) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 270 × 500<br>225bhp (166kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 5kW 110V d.c.<br>Fuel 31,5t (d.o.) 9kn |
| 7732638<br>WYG7<br>408<br>583089 | **CONQUISTADOR**<br>**Ocho Hijos Inc.**<br>Brownsville, Tx United States of America | **149**<br>101<br>— | | **1977** ............Brownsville, Tx<br>*24,79*<br>6,71 3,97<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 5094941<br>Esd Pfd<br>Rdr RT | **CONRAD MARIE**<br>ex Dunnet Head-66<br>**C. & V. Bouchard** | **749**<br>363<br>914 | ✠Classed LR until 5/6/70 | **1953**-6 Henry Robb Ltd.—Leith (429)<br>58,78 9,50 4,052<br>54,87 9,45 4,58<br>P 15,6 F 8,3 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 263 B.1 203<br>3W Der 3(3) | Oil 2SA 4Cy. 340 × 570<br>640bhp (471kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 36,5t 10kn |
| 5199583<br>317420<br>Df | **CONRAD 2**<br>ex Kyoshin Maru No. 18-66<br>**Bahama Fishing Co. Ltd.** | **132**<br>71<br>— | | **1957** Usuki Tekkosho—Usuki (246)<br>32,64 5,77<br>28,61 5,72 2,80 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 390<br>400bhp (294kW)<br>Usuki Tekkosho Ise<br>10,5kn |
| 5078715<br>CLYS<br>Df Esd<br>Gc Rdr | **CONRADO BENITEZ**<br>ex Ciudad de Montreal-62<br>ex Canadian Constructor-58<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **6 746**<br>3 936<br>7 580 | ✠Classed LR until 18/5/73 | **1947**-2 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (254)<br>133,05 18,04 8,573<br>124,97 17,99 11,18<br>F 13,8 2 dks<br>RW rf 102 | **M General Cargo** CSD<br>Ref<br>5 Ho<br>G.11 738 B.10 508 In.436<br>12W Der 1(25) | Oil 2SA 4Cy. 813 × 2413<br>6 000bhp (4 413kW) Doxford<br>Canadian Vickers Ltd. Montreal, P.Q.<br>Gen 3 × 250kW 240V d.c.<br>Fuel 904,5t 15kn |
| 5426742<br>303598<br>RT | **CONSERVATOR K.L.**<br>**King's Lynn Conservancy Board**<br>King's Lynn United Kingdom | **42**<br>2<br>— | **✠100A1** SS 7/79<br>tug<br>for service in the River Ouse and the Wash<br>**✠LMC**<br>EL (a)<br>FN 111 | **1963**-6 James & Stone (Brightlingsea) Ltd.—Brightlingsea (418)<br>17,53 4,91<br>15,85 4,58 2,37<br>rf 203 BK 102<br>3BH WB12t | **M Tug/Pilot Tender** | Vee Oil 4SA 6Cy. 178 × 197 sr geared to sc. shaft<br>Davey, Paxman & Co. Ltd. Colchester<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7116339<br>ELJJ<br>3844<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CONSOLIDATED VENTURE**<br>**Trinity Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **10 871**<br>6 581<br>19 711 | BV | **1971** Sanoyasu Dockyard Co. Ltd.—Osaka (311)<br>154,26(BB) 22,86 9,094<br>146,01 22,81 12,60<br>1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 25,7 26,9 26,9 26,9 ER<br>G.23 887 B.22 962<br>4 Ha (stl) (16,5 18,7 18,7 18,7 × 10,9) ER<br>Cr 4(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Japan<br>Gen 3 × 410kW 445V 60Hz a.c.<br>Fuel 1 360,5t (hvf) 14,75kn |
| 7218565<br>351833<br>Esd Rdr<br>RT | **CONSORTIUM DELTA**<br>**Consortium Visserye BpK.**<br>Walvis Bay South Africa | **211**<br>127<br>305 | | **1972** Nieswandt Boatyard & Eng. Wks (Pty.) Ltd.—Luderitz, S.W.A.<br>26,37 8,23<br>... ... ...<br>1 dk | **Wood M Fishing** | Oil<br>740bhp (544kW) M.T.U.<br>.............<br>Fuel (d.o.) |
| 7397763<br>351839<br>Df Esd<br>Rdr RT | **CONSORTIUM EPSILON**<br>**Consortium Visserye BpK.**<br>Walvis Bay South Africa | **219**<br>174<br>— | | **1973** Nieswandt Boatyard & Eng. Wks (Pty.) Ltd.—Luderitz, S.W.A.<br>28,58 7,93<br>... ... ...<br>1 dk | **Wood M Fishing** | Oil<br>730bhp (537kW) M.T.U.<br>.............<br>Fuel (d.o.) 11,5kn |
| 7125304<br>351830<br>Df Esd<br>Rdr RT | **CONSORTIUM GAMMA**<br>**Consortium Visserye BpK.**<br>Walvis Bay South Africa | **121**<br>79<br>— | | **1971** Nieswandt Boatyard & Eng. Wks (Pty.) Ltd.—Luderitz, S.W.A.<br>23,47 7,22 2,744<br>22,18 3,08<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 160 × 180<br>525bhp (386kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>12kn |
| 7206811<br>358123<br>Esd Rdr<br>RT | **CONSORTIUM I**<br>**North West Water (Eastern Division)**<br>Manchester United Kingdom | **2 548**<br>1 284<br>3 623 | **✠100A1** SS 12/80<br>sludge carrier<br>Liverpool Bay service, limiting point northwest light buoy<br>**✠LMC**<br>EL P 1½"U2<br>FN 1744 | **1972**-5 Ferguson Bros. (Port Glasgow) 1969 Ltd.—Port Glasgow (463)<br>90,96 14,18 5,430<br>85,35 13,72 6,71<br>1 dk<br>rf 76<br>6BH WB120t | **TM Sludge Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 381 × 508 reverse reduction geared to sc. shafts<br>3 600bhp (2 648kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 240kW 220V d.c.<br>Thw. thrust propeller fwd<br>13kn |
| 8030491<br>620538 | **CONSTANCE**<br>**Karl J. Sjodin**<br>Juneau, Ak United States of America | **185**<br>126<br>— | | **1980** Columbia S.B. The Dalles, Oregon<br>31,86 9,15<br>31,73 2,93<br>1 dk | **TM Fishing**<br>Crab | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>650bhp (478kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In |
| 7737286<br>WYZ5<br>829<br>516979 | **CONSTANCE**<br>ex Cassair-77<br>**Johns Hopkins University**<br>Baltimore, Md United States of America | **108**<br>83<br>— | | **1968** ............East Boothbay, Me<br>*23,23*<br>6,02 2,75<br>1 dk | **Wood M Research**<br>Survey | 2 Vee Oil each 16Cy. geared to sc. shaft<br>1 280bhp (942kW)<br>General Motors Corp. U.S.A. |

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|---|---|---|---|---|---|---|
| 6829587<br>ELUH<br>3120<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONSTANCE EXPRESS**<br>ex Constance-80<br>**Jetway Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | 8 849<br>6 167<br>15 152 | AB | **1968** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2011)<br>142,27(BB) 19,87 9,056<br>134,07 19,82 12,45<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 384 B.19 042<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 4(10) 8(5) | Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 244,5t (hvf) 13,5kn |
| 5078806<br>H8JZ<br>1046<br>7-80<br>Df Esd<br>Gc Rdr<br>RT | **CONSTANCIA**<br>ex Constantia-79<br>**Lacher Navigation S.A.**<br>Panama Panama | T.Mk<br>**8 498**<br>4 601<br>14 980<br>**11 180**<br>7 252<br>17 200 | GL | **1961** Blohm & Voss A.G.—Hamburg<br>(816)<br>151,21 21,98 9,056/9,900<br>141,03 21,42 12,83<br>2 dks<br>RW | **M General Cargo**<br>10P<br>4 Ho 18,2 31,0 18,2 31,1 ER<br>G.23 500 B.21 724<br>6 Ha (stl) (10,5 10,3 10,3 10,3 10,3 × 8,7) ER<br>12W Der 1(60) 1(25) 12(5-10) | Oil 2SA 8Cy. 700 × 1200<br>7 250bhp (5 333kW) MAN<br>Blohm & Voss A.G. Hamburg<br>Gen 3 × 230kW 400V 50Hz a.c.<br>Fuel 1 192,0t (hvf) 15,5kn |
| 6604585<br>Esd | **CONSTANCIA 14**<br>**Propesca Peruana S.A.**<br>Tambo de Mora Peru | 105<br>—<br>— | ✠Classed LR until 9/67 | **1965**-12 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (306)<br>22,36 6,76<br>19,13 6,63 3,18<br>RAD 4,3<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6604597<br>Esd | **CONSTANCIA 15**<br>**Propesca Peruana S.A.**<br>Tambo de Mora Peru | 105<br>—<br>— | ✠Classed LR until 9/67 | **1965**-12 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (307)<br>22,36 6,76<br>19,13 6,63 3,18<br>RAD 4,3<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| 6900288<br>DILC<br>Esd Rdr<br>RTv | **CONSTANT**<br>**Schlepp-Reederei Lutgens u. Reimers**<br>Hamburg Federal Republic of Germany | 144<br>—<br>— | GL | **1968** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1138)<br>29,62 7,93 3,210<br>26,01 7,90 3,71<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |
| 7342665<br>GTPN<br>Esd Rdr<br>RT | **CONSTANT FRIEND**<br>**Thain Brothers**<br>Peterhead United Kingdom | 156<br>—<br>— | | **1975** J. R. Hepworth & Co. (Hull) Ltd.<br>—Paull (118)<br>26,19 6,96<br>23,25 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>637bhp (469kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn |
| 5129576<br>2YEZ<br>Df Esd<br>RT | **CONSTANT HOPE**<br>ex Vinterland-79 ex Gerd-68<br>**John Watt & others**<br>George Walker & Sons (F.R.) Ltd.<br>Banff United Kingdom | 115<br>40<br>— | (NV) | **1959** A/B Goteborgs Varv—Goteborg<br>(110)<br>26,70 6,43 3,099<br>25,96 6,41 3,61<br>1 dk<br>BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>3 Ha (0,9 1,5 0,9 × 1,6) ER<br>1W Der 1(1) | Oil 4SA 5Cy. 300 × 410<br>375bhp (276kW)<br>A/S Volund Kobenhavn<br>Fuel (d.o.) 10kn |
| 5078765<br>GIAW<br>303252<br>Df Esd<br>Pfd RT | **CONSTANT STAR**<br>**Francis John Wood**<br>Peterhead United Kingdom | 139<br>48<br>— | ✠Classed LR until 10/67 | **1962**-6 James & Stone (Brightlingsea) Ltd.<br>—Brightlingsea (412)<br>*28,44* 6,81<br>27,44 6,71 3,20<br>F 4,6<br>rf 457 BK 127 | **M Fishing**<br>Side Trawler | Oil 4SA 7Cy. 250 × 360<br>490bhp (360kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller |
| 6400068<br>YQPO<br>915<br>Df Esd<br>Gc Rdr<br>RTm/h | **CONSTANTA**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | 3 631<br>2 061<br>2 039 | RNR<br>✠Classed LR until 1/5/70 | **1964**-2 Hitachi Zosen—Sakurajima Works, Osaka (3998)<br>93,10 15,65 4,950<br>84,99 15,60 8,21<br>2 dks<br>rf 178 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 19,9 8,9<br>In.1 634<br>2 Ha (3,1 × 3,2) (2,9 × 2,9)<br>4W Der 2(5) 2(3) | 2 Oil with hydraulic couplings & sr gearing to sc. shaft<br>2 250bhp (1 655kW)<br>(i) Oil 2SA 6Cy. 280 × 500<br>Hitachi Zosen Hiroshima Works, Innoshima<br>(ii) Oil 2SA 7Cy. 280 × 500 B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 1 × 640kW 2 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 894,0t (d.o.) 12,5kn |
| 7614202<br>YQBV<br>208<br>Df RT | **CONSTANTA**<br>**NAVROM**<br>Constantza Romania | 823<br>225<br>— | RNR | **1966** Santierul Naval Oltenitsa—Oltenitsa<br>61,80 10,83 2,450<br>4,50<br>1 dk | **TD-E Dredger**<br>Bucket | 4 Oil 4SA each 6Cy. 240 × 360 total driving 4 gen. each 200kW connected to 2 elec. motors each of 475shp (349kW) & geared to 2 sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 64kW 1 × 16kW 220V d.c. 8kn |
| 5078820<br>Df Esd<br>RTm | **CONSTANTINE**<br>**Pierre Chapoulie**<br>Pointe Noire People's Republic of Congo | 140<br>53<br>— | (BV) | **1959** S.I.C.C.Na.—St. Malo<br>*27,07* 6,94<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.133<br>6 Ha (0,9 × 0,9) (0,9 0,9 × 0,9) (1,0 1,4 × 0,6) (0,4 × 0,4)<br>2W Der 1(2) 1(1) | Oil 4SA 4Cy. 315 × 480<br>400bhp (294kW)<br>Moteurs Duvant Valenciennes<br>Fuel 28,5t (d.o.) 11kn |
| 7350246<br>SV2987<br>4660<br>RT | **CONSTANTINOS**<br>**Mazaraki Brothers**<br>Piraeus Greece | 143<br>63<br>— | (HR) | **1975** D. C. Anastassiades & A. Ch. Tsortanides—Perama (79)<br>29,24 6,71 2,794<br>25,00 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho<br>1 Ha<br>1W Der 1(-) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| 5078856<br>1334 | **CONSTANTINOS K.**<br>ex Hanna Senesh ex Enderta<br>**C. Carmiris Brothers**<br>Piraeus Greece | 148<br>72<br>— | | **1942** .............Italy<br>31,42 5,80 3,175<br>... ... ...<br>1 dk | **M General Cargo** | Oil 3Cy.<br>120bhp (88kW)<br>Ansaldo S.p.A. Genova |

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| 6045134<br>H8OJ<br>8195-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RT | **CONSTANTOULA BACOLITSAS**<br>ex Bouboulina Faith-79<br>ex Birte Oldendorff-74<br>ex Montania-62<br>**Constandoula Bacolitsas Shipping Corp.**<br>A. Bacolitsas Compania Naviera S.A.<br>Panama Panama | T.Mk<br>**6 713**<br>4 326<br>13 161<br>**9 603**<br>6 805<br>16 651 | (GL)<br>✠Classed LR until 2/62 | **1957**-8 Blohm & Voss A.G.—Hamburg (796)<br>160,53 20,10 8,141/9,507<br>150,04 20,01 12,10<br>P 31,1 B 29,9 F 14,1 2 dks<br>RW rf nil | **M General Cargo**<br>6 Ho ER<br>G.20 466 B.18 990<br>6 Ha (stl) (9,8 11,2 11,2 11,2 11,2 8,0 × 8,9) ER<br>12W Der 1(30) 1(20) 12(5) 2(2) | Oil 2SA 8Cy. 700 × 1200<br>6 650bhp (4 891kW) MAN<br>Blohm & Voss A.G. Hamburg<br>Fuel 1 095,5t 14,75kn |
| 5258262<br>LW4039<br>Df Esd<br>Rdr | **CONSTANZA**<br>ex Notre Dame de Salut-76<br>**Pez Exports S.A.**<br>Buenos Aires Argentina | **435**<br>179<br>— | (BV) | **1960** S.I.C.C.Na.—St. Malo (40)<br>51,44 8,54<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>5 Ha (each 1,2 × 1,2)<br>Der 1(3) 1(1) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 14kn |
| 5018698<br>SZHU<br>6648<br>Df Esd<br>Gc Rdr | **CONSTELLATION**<br>ex Danaos-78 ex Anna Nery-78<br>**Kavolines Corp. S.A.**<br>Kavounides Shipping Co. S.A. Ltd.<br>Piraeus Greece | T.Mk<br>**12 433**<br>6 661<br>3 713 | ✠**100A1** SS 6/82<br>✠**LMC**<br>EL et 2$\frac{1}{4}$"SQ<br>FN 3917 | **1962**-9 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (237)<br>150,02 20,02 5,620<br>135,01 19,00 10,01<br>B & F 118,0 3 dks<br>rf 229 DK fwd conv Passenger/General Cargo 79<br>10BH WB923t | **TM Passenger Ship** 480bth P<br>2 Ho<br>G.1 842 B.1 716<br>2 Ha (each 5,7 × 4,1)<br>4W Der 4(3) | 2 Oil 2SA each 7Cy. 500 × 1100<br>8 100bhp (5 958kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>AuxB 100lbf/in$^{2}$ (6,9bar)<br>(2 e(ex.g) 100lbf/in$^{2}$ (6,9bar) )<br>Fuel 380,5t 17,5kn |
| 7366740<br>WYV3<br>445<br>553775<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONSTELLATION**<br>ex Patricia Lee-79<br>**Ralstag Marine Partnership**<br>Los Angeles- Long Beach, Ca United States of America | **958**<br>461<br>— | | **1974** San Diego Mar. Co.—San Diego, Ca (187)<br>67,26 (BB) 12,04 4,954<br>62,18 5,34<br>2 dks | **M Fishing**<br>Tuna Seiner | Vee Oil 4SA 18Cy. 229 × 267<br>4 000bhp (2 942kW)<br>Alco Engine Inc. Auburn, NY<br>17kn |
| 7047502<br>WYZ4<br>938<br>519863 | **CONSTELLATION**<br>ex Preakness<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **277**<br>188<br>— | | **1969** Burton Construction & SB. Corp. —Port Arthur, Tx (448)<br>12,20 3,887<br>48,16 4,58<br>1 dk | **M Supply Ship**<br>Deck Cargo | Vee Oil 2SA 16Cy. 216 × 254<br>1 750bhp (1 287kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) |
| 7827419<br>WSX7<br>259<br>604998 | **CONSTELLATION**<br>**Dale Samuelson**<br>Seattle, Wa United States of America | **194**<br>132<br>— | | **1979** Bender Welding & Machine Co. Inc. —Mobile, Al (743)<br>*34,72* 8,97<br>3,81<br>1 dk | **M Fishing** | Oil<br>1 091bhp (802kW)<br>U.S.A. |
| 7528582<br>SVIG<br>8044<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONSTELLATION ENTERPRISE**<br>ex Merzario Ionia-81<br>ex Stena Shipper-80 ex Norsky-80<br>**Entermar Shipping Co. S.A.**<br>Constellation Lines S.A.<br>Piraeus Greece | T.Mk<br>**5 186**<br>2 468<br>8 113 | ✠**100A1**<br>Ice Class 1A when each main engine output restricted to 6,500 bhp<br>✠**LMC** **UMS**<br>EL Et 2$\frac{3}{16}$"U3<br>FN 4737 | **1977**-11 Hyundai SB. & Heavy Industry —Ulsan (644)<br>151,01(BB) 21,67 7,297<br>137,01 19,91 14,66<br>Ba 28,4 2 dks, 2nd dk for light cargoes only, 3rd dk movable in holds<br>rf nil DK<br>1BH to U dk, 3BH to 2nd dk WB2563T incl. DTsf789T, DTsa599T comb. btm & STs in hold 305T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 562<br>C.Ho 82/20' C.RoRo Dk 242/20'<br>C.Dk 238/20' | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>15 600bhp (11 475kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (o.f.) 8kgf/cm$^{2}$ (7,9bar)<br>2 e(ex.g) 8kgf/cm$^{2}$ (7,9bar)<br>Gen 2 × 760kW 2 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers aft 1 fwd<br>Fuel 161,5t 1 490,0t (hvf) 17kn |
| 6706163<br>SVOB<br>8220<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONSTELLATION FAROS**<br>ex Hannover-82<br>**Marfar Shipping Co. S.A.**<br>Constellation Lines S.A.<br>Piraeus Greece | **5 936**<br>3 774<br>6 710<br>**7 686**<br>5 016<br>9 060 | GL | **1967** Howaldtswerke Hamburg A.G. —Hamburg (968)<br>135,79 20,55 7,430/8,649<br>122,41 20,53 11,05<br>P 38,5 B 10,4 F 22,6 1 dk & S dk, pt 3rd dk<br>widened 67 | **M General Cargo** OSD/CSD<br>Ref 8P<br>Ice strengthened<br>5 Ho 16,0 24,5 19,5 16,7 ER 17,6<br>G.14 184 B.13 104 In.283<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,5 12,5 × 6,0) ER (12,1 × 5,0)<br>19W Cr 1(3) Der 1(120) 14(5-10) 4(3-5) | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 3 × 325kW 400V 50Hz a.c.<br>Fuel 1 115,5t (hvf) 17,5kn |
| 6723953<br>SXLS<br>8247<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONSTELLATION GALAXY**<br>ex Goslar-82 ex Frankfurt-80<br>**Galmar Shipping Co. S.A.**<br>Constellation Lines S.A.<br>Piraeus Greece | **5 939**<br>3 759<br>6 710<br>**7 679**<br>5 004<br>9 060 | GL | **1967** Howaldtswerke Hamburg A.G. —Hamburg (998)<br>135,01 19,33 7,421/8,627<br>122,03 19,31 11,05<br>P 38,8 F 22,9 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>G.14 184 B.13 104 In.283<br>TEU 170 C. 170/20'<br>5 Ha<br>Der 1(120) 14(5-10) 2(5) | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>17,5kn |
| 7109831<br>H9XZ<br>1134<br>0-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONSTELLATION II**<br>ex Meiko Maru-81<br>**Polaris Navigation S.A.**<br>J. R. Teihcson & Management Co. Ltd.<br>Panama Panama | **17 988**<br>11 503<br>27 629 | NK | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (970)<br>179,03 25,46 10,884<br>168,03 25,40 15,02<br>P 32,0 F 13,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho each 15,0 ER<br>G.34 321 B.33 231<br>5 Ha (stl) (9,7 16,0 11,9 16,0 16,0 × 10,5) ER<br>Der 5(5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 380kW 445V d.c.<br>Fuel 126,0t (d.o.) 1 560,0t (hvf)-40,0pd<br>15kn |
| 5078882<br>KAEG<br>262027<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONSTITUTION**<br>ex Oceanic Constitution-82<br>ex Constitution-74<br>**American Global Line Inc.**<br>Honolulu, Hi United States of America | **20 269**<br>9 050<br>7 222 | AB | **1951** Bethlehem SB. Corp.—Quincy, Ma (1619)<br>208,03 27,18<br>192,95 27,13 16,13<br>B & F 141,8 5 dks<br>RW rf 305 | **TS Passenger/General Cargo**<br>Ref 1088bth P<br>7 Ho<br>G.6 282 B.4 851 In.1 563<br>3 Ha<br>18W Der 10(5) | 4 S Turb dr geared to 2 sc. shafts<br>55 000shp (40 456kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Fuel 8 230,0t (o.f.) 22,5kn |
| 7806269<br>WYA5<br>033<br>596883<br>Df Esd<br>Gc Pfd<br>Rdr | **CONSTITUTION**<br>**CHB Foods Inc.**<br>San Diego, Ca United States of America | **996**<br>467<br>— | | **1978** Campbell Industries—San Diego, Ca (122)<br>67,49 12,25 5,182<br>59,82 12,20 4,96<br>1 dk | **M Fishing**<br>Tuna Seiner | Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>Fuel 258,5t 16kn |

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| 7433828<br>WYJ9819<br>577964<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONSTITUTION SERVICE**<br>**Zapata Marine U.S. Inc.**<br>Houston, Tx United States of America | **291**<br>198<br>— | AB | **1976** Campbell Industries—San Diego, Ca (114)<br>62,79<br>55,35 12,20 5,21<br>F 17,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 200kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 346,5t (d.o.)<br>14kn |
| 7519660<br>WYZ2<br>698<br>529389 | **CONSTRUCT TIDE**<br>**Tidewater Ventures Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **247**<br>168<br>— | | **1970** American Marine Corp.—New Orleans, La (1054)<br>10,98 3,836<br>54,87 10,95 4,42<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>3 000bhp (2 207kW) General Motors<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 5078935 | **CONSUELO ROMAN**<br>ex Clarin-58<br>**Manuel Vazquez Paredes**<br>Huelva Spain | **110**<br>49<br>— | | **1929** Francisco Cardama Godoy—Vigo<br>*24,21* 5,64<br>... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy.<br>180ihp (132kW)<br>E made28 fitted30<br>Union Naval de Levante Valencia<br>Fuel 43,5t (o.f.)<br>9kn |
| 7371707<br>DUWC<br>M:C-0<br>0179<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONSUELO STAR**<br>ex Ho Lung-79<br>**Star International Shipping Inc.**<br>Manila Philippines | **8 596**<br>6 123<br>15 107 | NK | **1974** Hashihama Zosen—Imabari (547)<br>138,44 21,44 8,992<br>128,00 21,40 12,02<br>P 23,5 F 11,3 1 dk | **M General Cargo**<br>Mchy.aft<br>4 Ho<br>G.19 193 B.18 597<br>4 Ha (stl) (19,8 13,4 20,9 24,0 × 10,4)<br>4W Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 1 413,5t (hvf)-29,0pd<br>14kn |
| 6400460<br>EDVV<br>Df Esd<br>RTm | **CONSUELO VEIGA**<br>**Manuel Veiga Costas**<br>Bilbao Spain | **380**<br>192<br>277 | BV | **1964** Ast. Celaya—Bilbao (67)<br>*39,75* 7,68 3,836<br>7,60 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.430<br>2 Ha (each 1,6 × 1,9)<br>1W Der 1(1) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 105,0t (d.o.)<br>12kn |
| 5078973<br>PVVN | **CONSUL CARLOS RENAUX**<br>ex Itassuce-60<br>**Domingos Goncalves Martins**<br>Rio de Janeiro Brazil | **2 123**<br>1 175<br>— | ✠Classed LR until 9/43 | **1912**-10 Ailsa SB. Co. Ltd.—Troon (254)<br>*87,85* 13,21<br>13,16<br>R | **TS Passenger/General Cargo**<br>Ref | T 6Cy. (2) 406 (2) 660 & (2) 1067 × 762<br>Ailsa SB. Co. Ltd. Troon |
| 7048207<br>3962<br>Df Esd<br>RTm | **CONSULADO DE BILBAO DOS**<br>**Junta de Obras del Puerto y Ria de Bilbao**<br>Bilbao Spain | **867**<br>258<br>1 140 | **✠100A1** SS 4/81<br>for service within 5 miles seawards of Iberian peninsular ports<br>**✠LMC**<br>EL H $\frac{7}{8}$"U2<br>FN 1113 | **1971**-7 Soc. Met. Duro Felguera—Gijon (63)<br>45,42 21,42 1,982<br>45,01 21,01 3,71<br>1 dk<br>rf nil<br>5BH WB572t | **TM Floating Crane** | 2 Oil 4SA each 5Cy. 210 × 300<br>760bhp (559kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 172kW 1 × 40kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 34,5t (d.o.)<br>5kn |
| 5078997<br>WA3319<br>226276<br>Df Esd<br>Gc Rdr<br>RT | **CONSUMERS POWER**<br>ex Adam E. Cornelius-58<br>ex Captain John Roen-48<br>ex George M. Humphrey-45<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo, NY United States of America | **8 215**<br>6 439<br>13 717 | AB<br>Classed LR until 3/45 | **1927** American SB. Co.—Lorain, Oh (796)<br>18,34 6,617<br>179,18 18,29 9,76<br>F 14,7 1 dk<br>R rf 76 | **S Bulk Carrier**<br>Self-unloader<br>6 Ho ER<br>16 Ha (stl) (each 3,6 × 11,5) ER | 2 S Turb dr geared to sc. shaft<br>5 500shp (4 046kW) NE 56<br>De Laval Steam Turbine Co. Trenton, NJ<br>Thw. thrust propeller fwd<br>Fuel 186,0t (d.o.)<br>12kn |
| 5079006<br>GONK<br>337698<br>Df RTm | **CONTACT**<br>ex Hootact ex Contact-70<br>ex Gesina-52<br>**Reginald George Mullett**<br>Rochester United Kingdom | **263**<br>133<br>320 | *Classed BC until 5/71 | **1950**-8 Schpsw. Worst & Dutmer N.V. —Meppel (100)<br>41,00 7,07 2,509<br>37,62 7,01 2,75<br>P 7,7 RQD 2,5 F 5,8 1 dk<br>RW | **M General Cargo**<br>1 Ho 22,4 ER<br>G.458 B.426<br>2 Ha (9,5 7,4 × 4,1) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 165 × 184<br>NE 71<br>English Electric Diesels Ltd., Kelvin Marine Div. Glasgow<br>Gen 1 × 3kW 1 × 1,5kW 24V d.c.<br>8,5kn |
| 5079018<br>HO4389<br>1066<br>4-81<br>Df Pfd<br>Rdr RTv | **CONTAINER ENTERPRISE**<br>**Compania de Navegacion Isacar S.A.**<br>Panama Panama | **999**<br>362<br>1 219 | **✠100A1** CS 7/80<br>**✠LMC**<br>EL q 1$\frac{11}{16}$"SQ<br>FN 1413 | **1958**-4 Ailsa SB. Co. Ltd.—Troon (500)<br>80,09 12,78 4,084<br>74,68 12,20 6,71<br>F 9,2 2 dks<br>RW rf 457<br>Coll BH to U dk 4 to 2nd dk WB429t incl. DTf80t | **M General Cargo**<br>2 Ho 9,7 31,7 1 TwD 44,5 ER<br>G.1 388<br>TEU 47 C.Ho 24/20' C.Dk 23/20'<br>3 Ha (stl) (5,4 × 5,4) (14,1 14,1 × 9,4) ER | Oil 2SA 8Cy. 340 × 570<br>1 500bhp (1 103kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 75kW 220V d.c.<br>Fuel 51,0t (d.o.)<br>10kn |
| 5079020<br>HO4352<br>1150<br>7-81<br>Esd Pfd<br>Rdr RTv | **CONTAINER VENTURER**<br>**Compania de Navegacion Isacar S.A.**<br>Panama Panama | **999**<br>362<br>1 219 | **✠100A1** CS 5/77<br>**✠LMC**<br>EL q 1$\frac{11}{16}$"SQ<br>FN 1413 | **1958**-10 Ailsa SB. Co. Ltd.—Troon (501)<br>80,09 12,78 4,084<br>74,68 12,20 6,71<br>F 9,2 2 dks<br>RW rf 457<br>Coll BH to U dk 4 to 2nd dk WB429t incl. DTf80t | **M General Cargo**<br>2 Ho 9,7 31,7 1 TwD 44,5 ER<br>G.1 388<br>TEU 47 C.Ho 24/20' C.Dk 23/20'<br>3 Ha (stl) (5,4 × 5,4) (14,1 14,1 × 9,4) ER | Oil 2SA 8Cy. 340 × 570<br>1 500bhp (1 103kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 75kW 220V d.c.<br>Fuel 51,0t (d.o.)<br>10kn |
| 5079032<br>WX8008<br>262453<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **CONTE BIANCO**<br>**Mosich Vilicich Corp.**<br>San Diego, Ca United States of America | **375**<br>194<br>460 | | **1951** National Steel & SB. Co.—San Diego, Ca (173)<br>38,71 9,33 3,963<br>9,28<br>P 10,1 1 dk | **M General Cargo**<br>Ref<br>Mchy.fwd<br>In.356<br>1W Der 1 | Oil 4SA 8Cy. 305 × 380<br>600bhp (441kW)<br>General Metals Corp. San Francisco, Ca<br>Fuel 204,0t<br>11kn |
| 7822548<br>ZFWJ<br>384828<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTENDER ARGENT**<br>**Contender 1 Ltd.**<br>Sea Containers Ltd.<br>Hamilton Bermuda (British) | **11 445**<br>3 803<br>17 993 | **✠100A1**<br>container and roll on — roll off cargo ship<br>**✠LMC** **UMS**<br>EL (Kt) 632,5/78,0U2<br>FN 7619 | **1981**-6 Cant. Nav. Breda S.p.A.—Venezia (292)<br>173,01 30,64 8,194<br>160,69 30,41 17,00<br>F 16,8 2 dks<br>rf nil<br>1BH to U dk, 6 to 2nd dk WB13095T incl. DTm & DTmf9419T, DTa1561T | **TM RoRo Cargo**<br>Quarter bow door/ramp (s) Side door/ramp (s)<br>Mchy.aft<br>TEU 1108 C.Ho 536/20' (40') C.Dk 594/20' (40')<br>Cr 2(38) | 2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>23 400bhp (17 212kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>AuxB(p) 7,7kgf/cm$^2$ (7,6bar)<br>e(ex.g)(s) 8,5kgf/cm$^2$ (8,4bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 1200kW 1 × 250kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 350,5t (d.o.) 3 896,5t (hvf)<br>19kn |

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| 822550<br>FWK<br>84837<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTENDER BEZANT**<br>**Contender 2 Ltd.**<br>Sea Containers Ltd.<br>Hamilton Bermuda (British) | **11 445**<br>3 802<br>17 993 | **✠100A1**<br>container<br>roll on — roll off cargo ship<br>**✠LMC** **UMS**<br>EL Kt 632,5/78,0U2<br>FN 7619 | **1981**-7 Cant. Nav. Breda S.p.A.—Venezia (293)<br>173,01(BB) 30,64 8,197<br>160,69 30,41 17,00<br>F 16,8 2 dks<br>rf nil<br>1BH to U dk 6 to 2nd dk WB13095T incl. DTm & DTmf 9419T DTa 1561T | **TM RoRo Cargo**<br>Quarter bow door/ramp (s) Side door/ramp (s)<br>Mchy.aft<br>TEU 1108<br>C.Ho 536/20' (40') C.Dk 594/20' (40')<br>Cr 2(38) | 2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>23 400bhp (17 212kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>AuxB (o.f.) 7,7kgf/cm² (7,6bar)<br>e(ex.g)(p) 8,5kgf/cm² (8,4bar)<br>e(ex.g)(s) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 1200kW 1 × 250kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 350,5t 3 896,5t (d.o.) 19kn |
| 5257749<br>GXPW<br>187033<br>Df Esd<br>Pfd RT | **CONTESSA ANNE**<br>ex Norton Queen-81<br>**Guildhall Ltd.**<br>Celtic Management & Trading Ltd.<br>Lowestoft United Kingdom | **197**<br>65<br>— | ✠Classed LR until 1/11/81 | **1958**-7 Richards Iron Works Ltd. —Lowestoft (442)<br>*32,44* 7,17 3,734 (aft)<br>31,70 7,01 3,15<br>F 5,5<br>RW rf 305 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 300 reverse reduction geared to sc. shaft<br>900bhp (662kW) ✠ NE 9/71<br>British Polar Engines Ltd. Glasgow |
| 5391739<br>GGTU<br>301533<br>Df Esd<br>RT | **CONTESSA VIV**<br>ex Wilton Queen-81<br>**Guildhall Ltd.**<br>Celtic Management & Trading Ltd.<br>Lowestoft United Kingdom | **199**<br>65<br>— | ✠Classed LR until 1/11/81 | **1960**-6 Richards Iron Works Ltd. —Lowestoft (455)<br>*32,56* 7,12<br>31,70 7,01 3,36<br>F 5,5<br>RW rf 305 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW) ✠ NE 2/71<br>British Polar Engines Ltd. Glasgow |
| 7724007<br>DICB<br>12463<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONTI BELGICA**<br>ex Ville D'Aurore-82<br>ex Martinique-81<br>ex Conti Belgica-80<br>**Partenreederei m.s. 'Conti Belgica'**<br>Contimar Zander & Schlieker<br>Hamburg Federal Republic of Germany | T.Mk<br>**1 599**<br>1 176<br>3 902<br>**3 987**<br>2 578<br>6 035 | GL | **1978** J. J. Sietas K.G. Schiffswerft —Hamburg (851)<br>99,98 (BB) 5,531/6,941<br>93,02 17,81 9,02<br>P 6,8 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 63,7 1 TwD ER<br>G.8 098 B.7 560<br>TEU 323<br>C.Ho 139/20' (40') C.Dk 184/20' (40') incl. 20 ref C.<br>1 Ha (stl) (63,7 × 12,7) ER<br>Cr 2(50) Der 2(6) | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7726964<br>DIBC<br>12732<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONTI BRITANIA**<br>**Partenreederei m.s. 'Conti Britania'**<br>Contimar Zander & Schlieker<br>Hamburg Federal Republic of Germany | T.Mk<br>**1 599**<br>1 180<br>3 902<br>**3 983**<br>2 529<br>6 000 | GL | **1979** J. J. Sietas K.G. Schiffswerft —Hamburg (852)<br>99,98 5,550/6,900<br>93,81 17,81 9,02<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>G.8 230 B.7 711<br>TEU 324 C. 324/20'<br>1 Ha (63,4 × 12,7) ER<br>Cr 2(50) 2(6) | Oil 4SA 6Cy. 450 × 550 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>15,5kn |
| 6501537<br>H09442<br>8587-HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONTI LIBAN**<br>ex Cremon-75<br>**Partenreederei m.s. 'Conti Liban'**<br>Contimar Zander & Schlieker<br>Hamburg Panama | **1 466**<br>684<br>2 390 | GL | **1965** Werft Nobiskrug—Rendsburg (639)<br>94,01 13,26 4,668<br>85,02 13,21 7,90<br>F 9,5 1 dk & S dk | **M General Cargo** ØSD<br>Ice strengthened<br>2 Ho 31,0 26,6 ER<br>G.5 148 B.4 777<br>3 Ha (stl) (10,8 × 8,5) (11,1 19,5 × 10,3) ER<br>Cr 1(10) 3(5) | Oil 2SA 8Cy. 380 × 450<br>2 000bhp (1 471kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 175kW 1 × 100kW 380V 50Hz a.c.<br>Fuel 302,0t (d.o.) 13,5kn |
| 7516591<br>DARL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONTI SYRIA**<br>ex Seevetal-82<br>**Lauter-Elbe Reederei G.m.b.H.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**3 016**<br>1 779<br>4 269<br>**5 711**<br>3 701<br>7 679 | GL | **1976** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (90)<br>120,50 18,47 6,097/8,192<br>110,01 18,42 10,49<br>P 20,5 F 15,3 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 755 B.11 196<br>TEU 264<br>C.Ho 152/20' C.Dk 112/20'<br>2 Ha (stl) (each 25,9 × 12,8) ER<br>Cr 4(30) | Oil 2SA 7Cy. 450 × 900<br>6 000bhp (4 413kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>16kn |
| 6410348<br>320392<br>Esd Pfd<br>Rdr RT | **CONTINENTAL**<br>**Walter L. Sweeney**<br>Yarmouth, N.S. Canada | **186**<br>85<br>— | | **1963** A. F. Theriault & Son—Meteghan, N.S.<br>*28,99* 7,45<br>7,42 3,51<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 8Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi |
| 7531216<br>5LSU<br>6013<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL CARRIER**<br>ex Gem-82<br>**International Seaways Inc.**<br>Monrovia Liberia | **14 925**<br>9 884<br>26 450 | AB | **1977** Kasado Dock Co. Ltd.—Kudamatsu (294)<br>172,04(BB) 22,92 9,551<br>162,01 22,86 14,41<br>P 28,1 F 11,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.31 644<br>6 Ha (stl) (9,6 12,8 12,8 12,8 12,8 11,2 × 11,9) ER<br>Cr 5(15) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 440kW a.c.<br>15,25kn |
| 7115995<br>J4UT<br>8169<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CONTINENTAL CARRIER**<br>ex Packing-80<br>**Zante Maritime Co. S.A.**<br>Shiptrade Corp. S.A.<br>Piraeus Greece | **14 070**<br>9 038<br>27 029 | AB | **1971** Namura SB. Co. Ltd.—Osaka (396)<br>178,04(BB) 22,94 10,405<br>167,01 22,90 14,51<br>P 29,3 F 12,8 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 27,0 28,8 17,6 30,4 24,0 ER<br>G.34 200 B.32 479 HeCls. B<br>5 Ha (stl) (11,5 18,3 12,8 18,3 12,8 × 11,5) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 137,5t (d.o.) 1 532,0t (hvf)-39,0pd<br>14kn |
| 7329340<br>ELAJ7<br>6875<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL CHARTERER**<br>ex Patricia-81 ex Sugar Carrier-79<br>**Continental Chartering & Brokerage Ltd.**<br>Monrovia Liberia | **17 792**<br>11 685<br>28 559 | **✠100A1** CS 1/79<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty (cc)<br>**✠LMC** **UMS**<br>EL Gt $2\frac{7}{16}$"U3<br>FN 6641 | **1974**-3 Scotts' SB. Co. Ltd.—Greenock (732)<br>174,02(BB) 25,96 10,284<br>165,44 25,89 14,25<br>P 30,5 F 12,8 1 dk<br>rf nil DK<br>NS 10BH WB5564T incl. Comb. btm & STs in holds 4838T | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho ER<br>G.1 110 B.1 009<br>6 Ha (stl) (12,9 × 12,1) (5,8 15,0 15,0 5,8 15,0 × 13,6) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>15kn |

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| 7513123<br>WYU9<br>568<br>549864 | **CONTINENTAL CLIPPER**<br>**Isbell Enterprises Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Industries Ltd.—Morgan City, La<br>*19,69* 6,13 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7617204<br>6ZMN<br>6109<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL FRIENDSHIP**<br>**Conti-Osg Associates (I)**<br>Monrovia Liberia | **33 200**<br>26 121<br>61 270 | AB | **1977** Hitachi Zosen—Osaka Works, Sakai (4571)<br>224,52(BB) 12,401<br>215,02 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho each 25,9 ER 9 Wing Ta ER<br>7 Ha ER | Oil 4SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>15,5kn |
| 7631468<br>3EWL<br>7946-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL HIGHWAY**<br>**Enterprise Shipping S.A.**<br>Panama Panama | **13 339**<br>8 115<br>16 467 | NK | **1977** Kurushima Dock Co. Ltd.—Onishi (2001)<br>196,48(BB) 30,03 8,802<br>184,00 30,00 12,20 | **M Vehicles Carrier**<br>Mchy.aft | Oil 2SA 9Cy. 700 × 1250<br>17 100bhp (12 578kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>19kn |
| 7341269<br>ELAJ8<br>6876<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL MERCHANT**<br>ex Nathalie-81 ex Sugar Trader-79<br>**Continental Chartering & Brokerage Ltd.**<br>Monrovia Liberia | **17 801**<br>11 695<br>28 949 | ✠**100A1** CS 11/79<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty (cc)<br>✠**LMC** **UMS**<br>EL Gt $2\frac{7}{16}$"U3<br>FN 6641 | **1974**-11 Scotts' SB. Co. Ltd.—Greenock (733)<br>173,90(BB) 25,96 10,284<br>165,44 25,89 14,25<br>P 30,5 F 12,8 1 dk<br>rf nil DK<br>NS 10BH WB13092T incl. btm & STs in holds 4838T No. 2 hold 3172T No. 5 hold 4356T | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho ER<br>G.39 193 B.35 493<br>6 Ha (stl) (12,9 × 12,1) (5,8 15,0 15,0 5,8 15,0 × 13,6) ER<br>Cr 4(12,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c. |
| 7377775<br>D5XS<br>6738<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL MONARCH**<br>**Indus Shipping Ltd.**<br>The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)<br>Monrovia Liberia | **44 699**<br>34 553<br>90 992 | NK | **1975** Kasado Dock Co. Ltd.—Kudamatsu (276)<br>242,30 40,01 14,148<br>230,00 39,98 18,90<br>F 16,5 1 dk | **M Tanker**<br>COW IGS CBT<br>13 Ta ER<br>L.(oil) 115 551 HeCls. BC | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 279,0t (d.o.) 3 593,5t (hvf)-71,5pd<br>15,5kn |
| 6906828<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONTINENTAL PIONEER** | **15 473**<br>10 285<br>26 358 | AB | **1969** Mitsui SB. & Eng. Co. Ltd.—Osaka (142)<br>178,11 22,92 10,269<br>168,00 22,86 13,80<br>P 33,3 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,3 17,9 19,5 14,4 18,6 18,6 19,3 ER<br>G.34 720 B.29 395<br>7 Ha (stl) (8,2 11,3 11,8 8,4 11,8 11,8 11,8 × 9,9) ER<br>2W Cr 3(10) Der 2(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 417,5t (hvf) 15,5kn |
| 6820646<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONTINENTAL SHIPPER**<br>**United S.S. Corp.** | **15 473**<br>10 286<br>26 397 | AB | **1968** Mitsui SB. & Eng. Co. Ltd.—Osaka (141)<br>178,14 22,92 10,269<br>168,00 22,86 13,80<br>P 33,3 F 12,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,3 17,9 19,5 14,4 18,6 18,6 19,3 ER<br>G.34 720 B.29 395<br>7 Ha (stl) (8,2 11,3 11,8 8,4 11,8 11,8 11,8 × 9,9) ER<br>2W Cr 3(10) Der 2(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 1 417,5t (hvf) 15,5kn |
| 7617216<br>6ZNK<br>6110<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONTINENTAL TRADER**<br>**Conti-Osg Associates (II)**<br>Monrovia Liberia | **33 200**<br>26 121<br>61 131 | AB | **1977** Hitachi Zosen—Osaka Works, Sakai (4572)<br>224,52(BB) 12,401<br>215,02 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho each 25,9 ER 9 Wing Ta ER<br>7 Ha (stl) ER | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru<br>15,5kn |
| 7307847<br>WD9844<br>262937 | **CONTINENTAL I**<br>ex Perry B ex Air Skimmer<br>ex SC 1063<br>**Walter F. Norton**<br>Miami, Fl United States of America | **129**<br>71<br>— | | **1943** Victory Shipbuilding Co.—Holland, Mi<br>*32,98* 5,52 2,87 | **Wood M Fishing** | Oil<br>240bhp (177kW)<br>.............<br>Fuel (d.o.) |
| 6824733<br>HO8755<br>8430-L<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CONTMAR**<br>ex Churruca-79<br>**Lisca Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**1 576**<br>727<br>2 172 | ✠**100A1** SS 6/77<br>Ice Class 3<br>✠**LMC**<br>EL O $1\frac{5}{16}$"SQ<br>FN 1890 | **1968**-11 Grangemouth Dockyard Co. Ltd.—Grangemouth (540)<br>98,48 13,52 4,852<br>90,43 13,42 7,47<br>P 18,9 F 10,7 2 dks<br>rf 305 len 70<br>conv General Cargo 70<br>4BH WB495t incl. DTf34t | **M Container Ship**<br>Fixed-guides Ref<br>2 Cell.Ho 23,1 29,2 ER<br>In.4 318<br>TEU 100 C.Ho 65/20' (40') C.Dk 35/20' (40')<br>2 Ha (stl) ER | Oil 4SA 9Cy. 520 × 740<br>3 880bhp (2 854kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 264,0t (d.o.)<br>16kn |
| 7519971<br>9VMD<br>380592<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONTRACT TRADER**<br>ex Zeppacific-78<br>ex Dafra Red Sea-78<br>ex Gulf Trader-77<br>Launched as Zep Pacific<br>**Zeppacific Shipping Pte. Ltd.**<br>Reederei Horst Zeppenfeld G.m.b.H. & Co. K.G.<br>Singapore Singapore | T.Mk<br>**1 598**<br>1 102<br>3 689<br>**4 247**<br>2 904<br>6 339 | GL | **1976** Yamanishi Zosen K.K.—Ishinomaki (808)<br>117,46 18,67 4,928/6,490<br>107,52 18,01 8,51<br>F 7,7 2 dks | **M Container Ship**<br>Fixed-guides<br>3 Cell.Ho ER<br>G.9 880 B.9 285<br>TEU 358 C.Ho 182/20' C.Dk 176/20'<br>1 Ha 5 Ha ER<br>Cr 2(30) | Oil 4SA 10Cy. 400 × 540<br>5 600bhp (4 119kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Thw. thrust propeller fwd<br>16.25kn |
| 7305796<br>ELBL8<br>7100<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CONTRACT VOYAGER**<br>ex Tendo-79<br>**Seatrade Inc.**<br>Monrovia Liberia | **6 327**<br>4 363<br>8 436 | GL | **1973** Soc. Met. Duro Felguera—Gijon (66)<br>133,36(BB) 17,30 7,113<br>122,51 17,24 10,19<br>P 20,5 F 17,1 1 dk<br>len 74 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 6,6 13,8 13,1 25,9 13,1 ER<br>TEU 346 C.Ho 12/20' 88/40' C.Dk 2/20' 78/40'<br>5 Ha (stl) ER | Oil 4SA 8Cy. 410 × 470<br>4 600bhp (3 384kW) MAN<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>16kn |

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| 5292000<br>183681 | **CONTRACTOR**<br>ex Regent Wren-71<br>**Allantone Supplies Ltd.**<br>Bristol United Kingdom | **161**<br>73<br>236 | ✠Classed LR until 2/1/71 | **1950**-5 Charles Hill & Sons Ltd.—Bristol (363)<br>37,04 5,95 2,115<br>5,80 2,52<br>RQD 7,1 Trunk 10,1 RFD 2,5 1 dk<br>RW len 60 | **M Tank Barge**<br>Mchy.aft<br>L.(oil) 170 | Oil 4SA 5Cy. 203 × 273 sr geared to sc. shaft<br>163bhp (120kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 3,0t-0,5pd 7kn |
| 6928723<br>PDLN<br>Esd Pfd<br>Rdr<br>RTm/h | **CONTRACTOR I**<br>**L. Zeelen**<br>Harlingen Netherlands | **180**<br>105<br>— | | **1956** Schiffs. Oberwinter—Oberwinter (132)<br>41,15 7,62 1,194<br>37,98 7,60 2,21<br>1 dk | **TM Research**<br>Survey | 2 Oil 4SA each 12Cy. 175 × 205<br>2 200bhp (1 618kW)<br>Daimler-Benz A.G. West Berlin<br>Gen 1 × 30kW 400V a.c.<br>2 Controllable pitch propellers<br>Fuel 26,5t (d.o.) |
| 7321465<br>GHPY<br>301649<br>Esd Rdr<br>RTv | **CONTRIBUTOR**<br>ex Beagle Venturer-73<br>ex Kendale H<br>**Allantone Supplies Ltd.**<br>Hull United Kingdom | **256**<br>122<br>373 | | **1960** John Harker Ltd.—Knottingley (290)<br>42,68 6,63 2,744<br>... ... ...<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 537 HeCls. C<br>Der 1(0,5) | Oil 4SA 5Cy.<br>225bhp (166kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Fuel 6,5t (d.o.) 7,5kn |
| 8123157<br>DGPD<br>SSR1<br>3540<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CONTSHIP ASIA**<br>ex Katjana-82<br>**Peter Dohle Schiffahrts K.G.**<br>Hamburg Federal Republic of Germany | **9 084**<br>5 653<br>11 812 | GL | **1982** Flender Werft A.G.—Luebeck-Siems (626)<br>147,40(BB) 22,61 8,179<br>144,05 22,41 9,61<br>P 30,5 B 12,8 F 15,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.1 500<br>TEU 737<br>C.Ho 280/20′ (40′) C.Dk 457/20′ (40′) incl. 48 ref C.<br>3 Ha (stl) ER<br>Cr 2(36-40) | Oil 4SA 6Cy. 580 × 600 sr geared to sc. shaft<br>8 050bhp (5 921kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 800kW 2 × 692kW<br>1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 167,0t (d.o.) 1 280,0t (hvf)-25,5pd 16kn |
| 7918244<br>VJEC<br>386040<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CONUS**<br>**Shell Co. of Australia Ltd.**<br>*Sydney, N.S.W.* Australia | **26 324**<br>13 428<br>37 784 | **✠100A1**<br>oil tanker<br>Xylene, toluene, X3B & dobane in centre cargo tanks 3, 5, 9, & 15<br>(cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL (Kt) 646,5/84,0U2<br>FN 7532 | **1981**-3 Mitsubishi Heavy Industries Ltd. —Kobe (1110)<br>177,71(BB) 26,83 12,018<br>170,01 26,79 17,51<br>1 dk<br>rf nil<br>10BH WB14373T incl. Nos. 1, 3, 4, 5, 6, & 8 STs (p & s) 12440T | **M Tanker**<br>Oil Chemical IGS<br>19 Ta ER<br>L.(oil) 38 919 | Oil 2SA 6Cy. 680 × 1250<br>10 260bhp (7 547kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 AuxB (o.f.) 13kgf/cm² (12,8bar)<br>e(ex.g) 16kgf/cm² (15,7bar)<br>Gen 5 × 900kW 440V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 348,0t (d.o.) 1 083,0t (hvf) 14,5kn |
| 5402758<br>ISER<br>3349<br>RT | **CONUS BUNKER**<br>ex Montegualdone-62<br>ex Portovecchio-55<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Genova Italy | **598**<br>298<br>876 | (RI) | **1894** .............Kinderdijk<br>49,26 8,54 5,157<br>45,73 8,51 5,29<br>1 dk<br>R conv Tug — | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 080 | Oil 2SA 6Cy. 260 × 450<br>450bhp (331kW) E made46 fitted—<br>S.A. Fiat S.G.M. Torino<br>Fuel 45,5t-2,0pd 9,5kn |
| 7367641<br>Esd Pfd<br>Rdr | **CONVALLARIA**<br>**A. & L. Ritchie**<br>United Kingdom | **148**<br>62<br>— | | **1974** Scheepswerf De Amstel—Ouderkerk (345)<br>27,01 7,19<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley |
| 6809563<br>ELKD<br>2933<br>Df Esd<br>Gc Rdr<br>RT | **CONVEYOR**<br>ex Universe Conveyor-80<br>**N D S Shipping Inc.**<br>Monrovia Liberia | **39 503**<br>29 595<br>75 608 | AB | **1968** Kure Zosensho—Kure (152)<br>243,59(BB) 32,36 14,548<br>228,61 32,31 20,81<br>P 44,2 1 dk<br>rf nil | **S Bulk Carrier**<br>Self-unloader<br>Str. heavy cargoes<br>7 Ho 29,2 15,7 29,2 15,7 29,2 15,7 29,2 ER<br>G.81 500<br>11 Ha (stl) (each 10,2 × 16,7) ER<br>Cr 1(14) | 2 S Turb dr geared to sc. shaft<br>16 500shp (12 137kW)<br>General Electric Co. Lynn, Ma<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 7 012,5t (o.f.) 15,5kn |
| 7820435<br>GBJC<br>386498<br>Df Esd<br>Rdr RT | **CONVEYOR**<br>**Industrial & Commercial Finance Corp. Ltd.**<br>Allantone Supplies Ltd.<br>Hull United Kingdom | **198**<br>91<br>307 | **✠100A1**<br>oil tanker<br>FP 60°C & above, River Thames service & occasional voyages to Margate & Great Yarmouth<br>**✠LMC**<br>EL (C) 165,0/16,0U1<br>FN 298 | **1980**-2 John Harker (Shipyards) Ltd. —Knottingley (B/369)<br>33,51 6,63 2,358<br>30,99 6,56 3,05<br>1 dk<br>rf nil<br>6BH WB45T | **TM Tanker**<br>4 Ta ER<br>L.(oil) 347 | 2 Oil 4SA each 8Cy. 121 × 152 reverse reduction geared to sc. shafts<br>340bhp (250kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 1 × 25kW 240V 60Hz a.c.<br>Fuel 10,0t 7kn |
| 7644647<br>WYM2<br>553<br>572603 | **COOKIE DIANA**<br>ex Dawn Yvette-79<br>**Duval & Duval Inc.**<br>Brownsville, Tx United States of America | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5079197 | **COOLELA**<br>ex Rockwood-49<br>**Capitania do Porto de Maputo**<br>Maputo Mozambique | **233**<br>—<br>— | ✱Classed BC until 12/49 | **1945**-11 Midland Shipyards Ltd.—Midland, Ont. (23A)<br>34,60 9,17 3,633<br>... ... ... | **S Tug** | T 3Cy. 419 686 & 1168 × 762<br>Port Arthur SB. Co. Ltd. Port Arthur, Ont.<br>Fuel (o.f.) |
| 7713515<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COOPEATUN I**<br>**Cooperativa de Pescadores del Pacifico**<br>Puntarenas Costa Rica | **1 270**<br>595<br>— | | **1977** J. M. Martinac SB. Corp.—Tacoma, Wa (210)<br>68,10 13,26<br>59,29 12,82 5,59<br>1 dk | **M Fishing**<br>Tuna Side-fishing | Vee Oil 2SA 20Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW) General Motors<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) |
| 7806312<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COOPEATUN II**<br>**Co-operative de Pescadores del Pacifico RL**<br>Puntarenas Costa Rica | **990**<br>450<br>1 550 | | **1980** Campbell Industries—San Diego, Ca (127)<br>67,52 12,65 5,817<br>59,70 12,27 8,21<br>1 dk | **M Fishing**<br>Tuna Seiner Ref. | Vee Oil 4SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>16kn |

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| **7946253**<br>HO3039<br>145-68A<br>RT | **COOPERATOR**<br>ex Kermac Workboat IV-67<br>**International Tankship S.A.**<br>Panama Panama | **196**<br>131<br>— | | **1962** American Marine Corp.—New Orleans, La (382)<br>*41,76* 2,496<br>41,58 10,98 3,05<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>1 020bhp (750kW) | U.S.A. |
| **6906098**<br>Esd RT | **COOPERMARTIR 1**<br>ex Mercedes 11-73<br>**Cooperativa Pesquera Revolucion Mar y Tierra Ltda. No. 432**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (78)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t | Bergen |
| **6906062**<br>Esd RT | **COOPERMARTIR 8**<br>ex Mercedes 8-73<br>**Cooperativa Pesquera Revolucion Mar y Tierra Ltda. No. 432**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (75)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t | Bergen |
| **6906074**<br>Esd RT | **COOPERMARTIR 9**<br>ex Mercedes 9-73<br>**Cooperativa Pesquera Revolucion Mar y Tierra Ltda. No. 432**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (76)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t | Bergen |
| **6906086**<br>Esd RT | **COOPERMARTIR 10**<br>ex Mercedes 10-73<br>**Cooperativa Pesquera Revolucion Mar y Tierra Ltda. No. 432**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1967** Promecan Ingenieros S.A.—Callao (77)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 360<br>300bhp (221kW)<br>Normo Gruppen A/S<br>Controllable pitch propeller<br>Fuel 12,0t | Bergen |
| **7829194**<br>H3TY<br>4070-PEXT3<br>RT | **COORIENTAL**<br>ex Ote Maru No. 11-74<br>**Hop Hing (Panama) Shipping S.A.**<br>Panama Panama | **392**<br>215<br>620 | BV | **1961** Oura Dock—Namikata<br>46,51 3,390<br>41,51 7,51 3,51<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 756 | Oil 4SA 6Cy. 280 × 420<br>500bhp (368kW)<br>Makita Diesel Co. Ltd.<br>Gen 1 × 25kW 110V d.c. | Takamatsu<br>10kn |
| **7207724**<br>WYZ3<br>312<br>531050 | **COOSA**<br>**Warrior & Gulf Navigation Co.**<br>Mobile, Al United States of America | **232**<br>158<br>— | | **1971** Halter Marine Services, Inc. —Lockport, La<br>*24,54* 9,15<br>2,90 | **M Tug** | Oil<br>..............<br>Fuel (d.o.) | |
| **6930843**<br>PPDE<br>6030<br>Df Esd<br>Gc Rdr<br>RTv | **COPACABANA**<br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | **10 395**<br>5 768<br>12 488 | ✠**100A1** CS 9/80<br>DTsf vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL D† $2\frac{7}{16}$"U2<br>FN 5443 | **1970**-9 Estaleiro Maua S.A.—Rio de Janeiro (23)<br>160,94(BB) 23,09 9,602<br>150,02 23,02 13,26<br>P 59,2 F 30,5 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 305<br>6BH to U dk 2 to 2nd dk WB2913t incl. DTf448t Tunnel tanks 447t | **M General Cargo**<br>Ref<br>4 Ho 11,5DT 8,2DTp&s 21,5 22,4 22,4 ER 18,2 10 TwD<br>G.17 897 B.16 781 In.1 611 L.941<br>TEU 270 C. 270/20'<br>5 Ha (stl) (8,9 × 5,3) (13,6 × 8,0) (13,6 13,6 × 5,9) ER (6,4 × 6,7)<br>4 Wing Ha (stl) (each 13,6p&s × 5,3) ER<br>Cr 5(5) Der 1(60) 2(30) | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>AuxB 7kgf/cm² (6,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 870,5t (hvf) | Augsburg<br>20,5kn |
| **7940572**<br>Df RT | **COPAL I**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **122**<br>78<br>— | AB | **1976** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (142)<br>... ... ...<br>20,45 6,16 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,2<br>1 Ha (stl) (2,8 × 1,7) | Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 30kW 1 × 20kW a.c. | U.S.A.<br>9,5kn |
| **7940986**<br>Df RT | **COPAL II**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **122**<br>78<br>— | AB | **1976** Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (145)<br>... ... ...<br>20,45 6,16 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br>1 Ha (stl) (2,8 × 1,7) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>335bhp (246kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 30kW 1 × 20kW a.c. | Peoria, Illinois<br>9,5kn |
| **6921385**<br>HRCZ<br>RH-Q8<br>3199<br>Df Esd<br>Pfd Rdr<br>RT | **COPAN**<br>ex Jasmine-81<br>ex Atlantic Progress-81<br>ex Jasmine-78<br>**Billa Franca**<br>Puerto Cortes Honduras | **1 381**<br>737<br>1 221 | ✠**100A1** SS 9/79<br>✠**LMC** **UMS**<br>EL O $1\frac{7}{16}$"U2<br>FN 1350 | **1969**-8 Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (310)<br>78,69 13,24 3,809<br>71,00 13,01 6,00<br>P 9,2 RAD 16,2 F 8,6 2 dks<br>rf 279<br>NS 3BH WB576t incl. TwDm171t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho ER<br>TEU 81<br>C.Ho 46/20' C.Dk 35/20' incl. 15 ref C.<br>2 Ha ER | Oil 4SA 8Cy. 400 × 600<br>2 260bhp (1 662kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 1 × 148kW 2 × 110kW 440V 60Hz a.c.<br>Controllable pitch propeller | Hamburg |
| **6515590**<br>Esd RT | **COPASA I**<br>Launched as Mazatlan<br>**Corservas del Pacifico S.A.**<br>Ensenada Mexico | **138**<br>—<br>282 | ✠Classed LR until 7/68 | **1966**-6 AUPSA (Ast. Unidos del Pacifico S.A.)—Mazatlan<br>25,00 7,24 3,048<br>21,52 7,01 3,51<br>1 dk<br>rf nil BK 140 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7635490**<br>ELQM<br>5945<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COPENHAGEN MARU**<br>ex Scan Fuji-82<br>**Vanilla Shipping Inc.**<br>Monrovia Liberia | **9 585**<br>6 418<br>17 583 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (354)<br>145,98(BB) 22,33 9,281<br>137,83 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>G.21 529 B.20 972<br>4 Ha (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 3(22,5) 1(15,5) | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW)<br>Mitsui Eng. & SB. Co. Ltd. | B&W<br>Tamano<br>15kn |
| **5402760**<br>ELBL4<br>7096<br>Df Esd<br>Gc Rdr<br>RTh | **COPERNICO**<br>**Southwestern Shipping Inc.**<br>Monrovia Liberia | **2 823**<br>1 876<br>2 279 | BV | **1963** At. & Ch. de la Seine Maritime—Le Trait (169)<br>99,01 14,13 5,004<br>91,60 14,10 7,24<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>6 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 3 428 | Vee Oil 4SA 10Cy. 400 × 600<br>2 010bhp (1 478kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 170kW 440V a.c.<br>Fuel 189,0t (d.o.)-7,0pd | Hamburg<br>13kn |

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| 5079305 | **COPETROLE 1** | 401 | | **1944**-8 Henry Scarr Ltd.—Hessle (449) | **M General Cargo** | Oil 4SA 5Cy. 260 × 370 |
| | ex Antonios-58 | 210 | | 45,17 8,23 2,921 | Mchy.aft | |
| | ex Yvonne Olivier-54 | — | *Classed BC until 7/58 | 42,98 8,18 3,36 | | Ruston & Hornsby Ltd. Lincoln |
| Gc | ex Cyprus C-50 | | | P 11,6 Trunk 25,0 F 4,3 1 dk | | |
| | ex Empire Fable-48 | | | | | |
| | **Soc. Cooperative des Petroles** | | | | | |
| | Egypt | | | | | |

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| 7110323 | **COPIAPO** | T.Mk | ✠**100A1** SS 4/81 | **1971**-10 Rheinstahl Nordseewerke—Emden | **M RoRo Cargo/Container Ship** | Oil 2SA 6Cy. 900 × 1550 |
| ELAX5 | ex Northern Sapphire-81 | **8 424** | DTf vegetable oil | (422) | Fixed-guides | 16 000bhp (11 769kW) |
| 6985 | ex Finnbuilder-81 | 4 088 | Ice Class 2 | 174,45 25,68 7,944/9,449 | pt higher tensile steel | Sulzer Bros. Ltd. Winterthur |
| Df Esd | ex Concordia Builder-78 | 10 460 | ✠**LMC** **UMS** | 159,92 25,40 15,91 | Stern & side doors | AuxB 100lbf/in$^2$ (6,9bar) |
| Gc Pfd | ex Finnbuilder-77 | **16 911** | EL Gt 2¾"U2 | P 9,2 Trunk 77,8 F 33,0 2 dks, | 6 Ho 2 Ta | e(ex.g) 100lbf/in$^2$ (6,9bar) |
| Rdr RT | **New Sun Shipping Co. S.A.** | 11 097 | FN 6607 | intermediate dk in Nos. 1, 2 & 5 holds, | G.36 209 B.31 442 L.455 | Gen 3 × 788kW 440V 60Hz a.c. |
| | Southern Shipmanagement (Chile) | 15 098 | | orlop dk in No. 2 hold | TEU 440 | Thw. thrust propeller fwd |
| | Ltd. | | | rf nil DK DK fwd | C.Ho 308/20' C.Dk 132/20' | Fuel 448,0t (d.o.) 1 661,0t (hvf)-53,0pd |
| | Monrovia Liberia | | | 6BH to U dk 2 to 2nd dk WB3025t incl. | 6 Ha ER | 20kn |
| | | | | Comb. btm & side tanks in No. 1 hold | 18W Der 2(40) 18(10) | |
| | | | | 358t | | |

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| 6612192 | **COPIAPO I** | 106 | | **1965** SOCONNUE, Soc. de Constr. Nav. | **M Fishing** | Oil 4SA 12Cy. 140 × 152 |
| | | — | | S.A.—Valdivia | Side-fishing | 525bhp (386kW) |
| | **Sociedad Pesquera Copiapo** | — | | 22,00 6,30 | | Cummins Engine Co. Inc. Columbus, In |
| | **Ltda.** | | | 3,31 | | |
| | Iquique Chile | | | 1 dk | 1 Ha (1,7 × 1,9) | |

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| 6612207 | **COPIAPO II** | 106 | | **1965** SOCONNUE, Soc. de Constr. Nav. | **M Fishing** | Oil 4SA 12Cy. 140 × 152 |
| | | — | | S.A.—Valdivia | Side-fishing | 525bhp (386kW) |
| | **Sociedad Pesquera Copiapo** | — | | 22,00 6,30 | | Cummins Engine Co. Inc. Columbus, In |
| | **Ltda.** | | | 3,31 | | |
| | Iquique Chile | | | 1 dk | 1 Ha (1,7 × 1,9) | |

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| 7816484 | **COPPELIA** | **2 892** | ✠**100A1** | **1980**-2 Kalmar Varv A/B—Kalmar (447) | **M Tanker** | Oil 4SA 6Cy. 450 × 550 sr geared to sc. |
| SHTF | | 1 416 | chemical tanker | 96,75 15,52 6,579 | Chemical | shaft |
| | **P/R for m.t. Coppelia** | 4 641 | cargo type A SG up to | 87,97 15,51 7,60 | 9 Ta ER | 4 000bhp (2 942kW) |
| Df Esd | Kihlberg-Rederierna A/B | | 1.9 in association with a | P 28,1 F 16,5 1 dk | L.3 858 | MaK. Maschinenbau G.m.b.H. Kiel |
| Gc Pfd | Goteborg Sweden | | list of approved cargoes | rf nil | | sg 3,5kgf/cm$^2$ (3,5bar) |
| Rdr RT | | | CR (s.stl) | 8BH WB2577T incl. Comb. btm & STs in | | Gen 1 × 420kW 3 × 240kW |
| | | | Ice Class 1A at a draught | holds 1792T | | 450V 60Hz a.c. |
| | | | not exceeding 5.65m | | | Controllable pitch propeller |
| | | | ✠**LMC** **UMS** | | | Thw. thrust propeller fwd |
| | | | EL U 467,5/40,0U3 | | | Fuel 299,0t (d.o.) 13,5kn |
| | | | FN 2033 | | | |

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| 5404134 | **COPPER TRADER** | **7 689** | ✠**100A1** CS 7/82 | **1963**-11 Lithgows Ltd.—Port Glasgow | **M General Cargo** | Oil 2SA 5Cy. 760 × 1550 |
| SVDN | ex Cam Ayous-81 ex Forcados-76 | 4 072 | DTsmf & TwDm — veg. | (1146) | Ref | 7 400bhp (5 443kW) Sulzer |
| 7958 | **Clifton Shipping Co.** | 8 245 | oil, latex or glycerine | 141,74 19,00 7,754 | 4 Ho 17,1 21,9 9,1DT 9,1DT | Fairfield-Rowan Ltd. Glasgow |
| Df Esd | Manta Line Inc. | | ✠**LMC** | 131,12 18,90 10,98 | 9,1DT 9,1DT 21,3 13,5 | 2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar) |
| Gc Rdr | Piraeus Greece | | EL ct 2⅛"SQ | P 11,3 B 22,9 F 14,7 2 dks | G.14 536 B.13 429 In.87 | Gen 4 × 200kW 220V d.c. |
| RTm/h/v | | | FN 3918 | RW rf 102 | 5 Ha (stl) (6,8 × 5,4) (11,4 13,7 9,9 | Fuel 928,5t (hvf) 16kn |
| | | | | NS in Nos. 2, 3, 4 & 5 'tween dks & No. 2 | 8,3 × 6,7) | |
| | | | | hold 6BH WB2624t incl. DTsm1511t | 16W Der 1(80) 2(30) 4(15) 2(12,5) | |
| | | | | | 4(7,5) 6(5) | |

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| 5079355 | **COQUET MOUTH** | 171 | | **1955**-4 W. J. Yarwood & Sons Ltd. | **M Hopper/Dredger** | Oil 2SA 6Cy. 180 × 230 |
| GYIW | | 59 | | —Northwich (891) | Grab-dredger Bottom doors | 200bhp (147kW) |
| 186839 | **Derek Parnaby Cyclones** | 213 | ✠Classed LR until 5/59 | 30,84 7,85 2,134 | Mchy.aft | Crossley Bros. Ltd. Manchester |
| | **International Ltd.** | | | 29,27 7,78 2,60 | Cr 1(4) | Gen 2 × 9kW 220V d.c. |
| | Newcastle upon United Kingdom | | | 1 dk | | Fuel (d.o.) |
| | Tyne | | | RW rf nil | | |

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| 6600761 | **COQUETTE** | 195 | | **1965** A. F. Theriault & Son—Meteghan, | **Wood M Fishing** | Oil 10Cy. 133 × 184 |
| | | 92 | | N.S. | Side-fishing | 800bhp (588kW) |
| 323779 | **Walter L. Sweeney** | — | | *28,99* 7,45 | | Fairbanks Morse & Co. Beloit, Wi |
| RT | Yarmouth, N.S. Canada | | | ... ... ... | | Fuel (d.o.) |
| | | | | 1 dk | | |

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| 5245538 | **CORA** | **6 516** | AB | **1957**-9 Austin & Pickersgill Ltd. | **D-E Drilling Ship** | 3 Oil 2SA each 6Cy. 230 × 254 total |
| 3FNN | ex Zapata Trader-79 | 4 125 | | —Southwick, Sunderland (354) | Mchy.aft | 5 850bhp (4 303kW) driving 3 gen. each |
| 5691- | ex Naess Trader-73 | 4 814 | ✠Classed LR until | 129,55 23,47 6,097 | | 1 400kW a.c. connected to 2 elec. |
| PEXT2 | **Perforaciones Maritimas** | | 6/7/73 | 124,06 17,38 9,83 | Cr 1(75) 1(16) | motors each of 2 000shp (1 471kW) sr |
| Df Esd | **Mexicanas S.A.** | | | 1 dk | | geared to sc. shaft |
| Gc Pfd | Panama Panama | | | rf 102 Widened—75 | | NE made73 fitted75 |
| Rdr RTm | | | | conv Ore Carrier 75 | | General Motors Corp. Electro-Motive |
| | | | | | | Div. La Grange |
| | | | | | | Gen 3 × 50kW 220/277V d.c. |
| | See Register of Offshore Units | | | | | Fuel 741,5t (hvf) 11,25kn |

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| 5079408 | **CORA** | 343 | | **1917** J. T. Wilmink & Co. Scheeps. | **M General Cargo** | Oil 4SA 6Cy. 270 × 388 |
| ILRZ | ex Jupiter-35 | 198 | | —Groningen (100) | | 300bhp (221kW) NE 31 |
| 148 | **Capt. Francesco Saverio** | 500 | (BV) (RI) | 42,78 8,06 | 1 Ho | Humboldt-Deutzmotoren Koeln-Deutz |
| | **Salonia** | | | 37,98 8,01 3,74 | | 7,5kn |
| | Messina Italy | | | P 8,9 RQD 11,9 F 6,4 1 dk, H36t | | |
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| 7410541 | **CORA DOS** | 463 | | **1977** Ast. Gondan—Puerto de Figueras | **M Fishing** | Oil 4SA 12Cy. 225 × 300 geared to sc. |
| | ex Cieisa Doce-82 | 237 | | (120) | Stern Trawler Ref | shaft |
| | ex Cieisa 12-78 | 427 | BV | 44,05 9,38 4,190 | Mchy.aft | 1 200bhp (883kW) Alpha |
| Df Esd | Launched as Fontay | | | 37,01 9,33 4,20 | | Cons. Echevarria Bermeo |
| Gc Rdr | **Compania Industrial Maritima** | | | 2 dks | | Controllable pitch propeller |
| RT | **S.A.** | | | | | Fuel 219,0t (d.o.) 11,5kn |
| | Veracruz Mexico | | | | | |

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| 7437317 | **CORA JEAN SNOW II** | 130 | | **1973** Southern Marine Corp.—Palatka, Fl | **M Fishing** | Oil |
| | | 88 | | *22,19* 7,07 | Side-fishing | 353bhp (260kW) |
| 547820 | **Borden Inc.** | — | | 3,48 | | Caterpillar Tractor Co. Peoria, Illinois |
| | Philadelphia, Pa United States | | | 1 dk | | |
| | of America | | | | | |

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| **7310325**<br>WYZ7<br>813<br>540283 | **CORA MAE II**<br><br>**Robert E. Pate**<br>Mobile, Al United States of America | **113**<br>77<br>— | | **1972** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>565bhp (416kW)<br>..............<br>Fuel (d.o.) |
| **7410539**<br>XCCI<br><br>Df Esd<br>Gc Rdr<br>RT | **CORA UNO**<br>ex Cieisa Once-82<br>ex Cieisa 11-78<br>Launched as Antela<br>**Compania Industrial Maritima S.A.**<br>Veracruz Mexico | **463**<br>236<br>— | BV | **1977** Ast. Gondan—Puerto de Figueras (119)<br>44,05 9,38 4,150<br>38,59 9,33 6,30<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 200bhp (883kW)<br>Cons. Echevarria Alpha Bermeo<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 219,0t (d.o.) 11,5kn |
| **5317290**<br>DGST<br><br>Df Esd<br>Rdr RTv | **CORA I**<br>ex Tora-81 ex Frey-75<br>ex Seefalke-65<br>**Gunter Conrad Gerren**<br>Hamburg Federal Republic of Germany | **298**<br>185<br>480 | GL | **1955** Jadewerft G.m.b.H.—Wilhelmshaven (35)<br>47,60 8,54 2,680<br>42,02 8,51 3,00<br>P 9,5 F 6,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.628 B.594<br>1 Ha (22,1 × 5,4) ER | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW) NE 58<br>Maschinenbau Kiel A.G. Kiel<br>9,5kn |
| **7225879**<br>GQEM<br>358800<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORABANK**<br><br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>London United Kingdom | T.Mk<br>**7 869**<br>4 366<br>12 099<br>**11 405**<br>6 798<br>15 460 | ✠**100A1** SS 3/77<br>DTs f ma & a veg. oil or oil FP above 60°C<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL Dt 2⅛"U3<br>FN 5379 | **1973**-2 Swan Hunter Shipbuilders Ltd. —Readhead Shipyard, S. Shields (49)<br>161,68 22,59 8,383/9,621<br>151,01 22,51 13,11<br>P 55,5 F 14,1 2 dks, 3rd dk in No. 3 hold<br>rf nil DK fwd<br>8BH to U dk 3 to 2nd dk WB5589t incl. DTsf1257t DTma815t DTa546t TwDa537t Tunnel tanks 255t | **M General Cargo**<br>Ref<br>pt higher tensile steel<br>5 Ho 14,0 10,3 27,2 22,7 13,5<br>G.22 000 B.20 500 In.152<br>TEU 240 C.Ho 201/20'(40')<br>C.dk 39/20'(40')<br>5 Ha (stl) (9,0 × 5,4) (12,5 × 8,9) (19,2 19,2 9,6 × 7,7)<br>10W Cr 2(15) 1(5) Der 1(80) 10(10) | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd. Sunderland<br>2 AuxB (1 Comp 1 o.f.) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 525kW 1 × 270kW 440V 60Hz a.c.<br>Fuel 2 052,5t (d.o.) 18,75kn |
| **7373248**<br>ICTD<br>1279<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAGGIO**<br><br>**Pluto S.p.A. di Navigazione**<br>Napoli Italy | **205 960**<br>180 261<br>423 798 | RI (NV) | **1976** Kawasaki Heavy Ind. Ltd.—Sakaide (1212)<br>378,04(BB) 69,07 22,988<br>360,00 69,00 28,71<br>F - 1 dk<br>rf 152 conv Tanker — | **S Tanker**<br>Storage COW CBT<br>28 Ta ER<br>L.(oil) 523 220 HeCls. BptC | 2 S Turb dr geared<br>45 000shp (33 100kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1710kW 440V 60Hz a.c.<br>Fuel 465,0t (d.o.) 16 626,0t (hvf)-220,0pd<br>15,25kn |
| **5256812**<br>IRBC<br>49<br>RTv | **CORAGGIOSO**<br>ex North Buoy-73<br>**Impresa Fratelli Barretta**<br>Brindisi Italy | **211**<br>42<br>— | RI<br>✠Classed LR until 26/7/74 | **1959**-1 Scott & Sons (Bowling) Ltd. —Bowling (420)<br>31,81 8,54 3,501<br>28,96 8,08 3,97<br>1 dk<br>RW rf 457 BK 178 | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 1 × 15kW 1 × 12kW 220V d.c.<br>Fuel (o.f.) |
| **5239383**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CORAH ANN**<br>ex Mondoc-79<br>**Portcold Ltd.**<br>Kingston, Ja. Jamaica | **2 497**<br>1 619<br>4 440 | ✠**100A1** SS 1/81<br>east coast of Canada & U.S. service including Gulf of Mexico and Caribbean<br>✠**LMC**<br>EL (s) 1½"SQ<br>FN 1739 | **1962**-4 Collingwood Shipyards —Collingwood, Ont. (173)<br>88,70 13,80 5,919<br>82,61 13,72 7,32<br>P 16,8 F 6,8 1 dk<br>rf nil<br>NS 5BH WB894t | **M General Cargo**<br>3 Ho 15,2 25,6 17,0 ER<br>4 Ha (stl) (each 8,5 × 8,5) ER<br>Cr 2(3) | 2 Oil 2SA each 6Cy. 206 × 508 sr geared to sc. shaft<br>2 000bhp (1 471kW) Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 3 × 75kW 220V d.c.<br>Fuel (d.o.) |
| **6710750**<br>H8AT<br>9979-80<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORAIN 1**<br>ex Hanau-79<br>**Naviera Lilamar S.A.**<br>Panama Panama | **6 741**<br>4 019<br>8 910 | GL | **1967** Rheinstahl Nordseewerke—Emden (385)<br>135,79 19,33 8,630<br>122,38 19,31 11,05<br>P 47,0 B 10,4 F 29,9 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 8P<br>Ice strengthened<br>5 Ho 16,0 24,5 19,5 16,7 ER 17,6<br>G.13 990 B.12 889 In.278<br>TEU 170 C. 170/20'<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,5 12,5 × 6,0) ER (12,1 × 5,0)<br>19W Cr 1(3) Der 1(60) 14(5-10) 4(3-5) | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 325kW 400V 50Hz a.c.<br>Fuel 1 115,5t (hvf) 17,5kn |
| **6723824**<br>H8CZ<br>9906-80<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORAIN II**<br>ex Heilbronn-79<br>**Naviera Blancamar S.A.**<br>Panama Panama | **4 877**<br>2 553<br>6 480<br>**6 890**<br>4 040<br>8 790 | GL | **1967** Deutsche Werft A.G.—Hamburg (822)<br>135,79 19,41 7,590/8,630<br>122,41 19,31 11,05<br>P 38,8 F 22,6 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>G.13 997 B.12 917 In.276<br>TEU 170 C. 170/20'<br>5 Ha (stl) (10,5 × 5,0) (16,7 12,6 12,6 × 6,0) ER (12,1 × 5,0)<br>Der 1(48) 14(5-10) 4(5) | Oil 2SA 7Cy. 700 × 1200<br>4 800bhp (3 531kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>17,5kn |
| **6405707**<br>CXJR<br><br>Df Esd<br>Gc Rdr<br>RTv | **CORAJE**<br>ex Saturn-78 ex Surrey Trader-70<br>**Nobleza Naviera S.A.**<br>Montevideo Uruguay | **13 203**<br>8 726<br>22 165 | ✠**100A1** SS 12/78<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL jt 2½"SQ<br>FN 6034 | **1964**-6 Austin & Pickersgill Ltd. —Southwick, Sunderland (828)<br>177,71 23,04 9,602<br>167,75 22,86 13,11<br>P 30,2 F 12,8 1 dk<br>RW rf nil<br>NS 8BH WB7099t incl. Topside tanks in way of holds 1608t DTm2314t | **M Bulk Carrier**<br>2P<br>5 Ho 22,7 22,8 22,1 8,2DT 23,6 22,7 ER<br>G.30 676 B.28 666<br>6 Ha (stl) (13,1 × 10,6) (13,9 13,9 6,1 14,7 13,1 × 12,1) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 1 138,0t (hvf) 14,5kn |
| **7620548**<br>D5LC<br>6411<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAL**<br><br>**Victoria Bulk Carriers**<br>Monrovia Liberia | **33 150**<br>26 141<br>61 345 | AB | **1978** Hitachi Zosen—Ariake Works, Nagasu (4573)<br>224,52 32,26 12,401<br>215,02 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (stl) ER | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 540kW a.c.<br>15,5kn |
| **6423371**<br>D8OW<br>IM116<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORAL**<br>ex Belita-74<br>**Cho Yang Shipping Co. Ltd.**<br>Inchon South Korea | **10 272**<br>5 870<br>16 920 | KR NV | **1965** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (762)<br>152,43 20,02 9,059<br>143,26 19,97 12,43<br>P 33,6 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.20 954 B.20 014 HeCls. B<br>6 Ha (11,5 11,3 11,3 11,3 11,3 11,3 × 9,6) ER<br>Cr 6(8) | Oil 2SA 6Cy. 620 × 1400<br>6 550bhp (4 818kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 200kW 440V 60Hz a.c. 13kn<br>Fuel 1 202,5t (hvf)-20,0pd |

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| 8060225<br>F9DM<br>381011<br>Df Esd<br>Rdr RT | **CORAL**<br>ex Citta di Marsiglia-77<br>ex Canopus-65<br>**Velino River Navigation Co. Ltd.**<br>Limassol Cyprus | **1 301**<br>629<br>2 002 | <br><br>RI (NV) | **1948** A/S Bergens M/V—Bergen (381)<br>80,47 12,25 5,081<br>74,83 12,20<br>1 dk & S dk, 3rd dk in No. 1 hold<br>RW | **M General Cargo** OSD<br>Ref<br>4 Ho<br>G.3 313 B.3 070 In.466<br>8W Der 1(20) | Oil 2SA 6Cy. 480 × 700<br>1 100bhp (809kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 177,0t 12kn |
| 6702208<br><br><br>Df Esd<br>RTm | **CORAL**<br>ex Men Gwen-74<br>**Mediterraneo S.A.**<br>Panama Panama | **435**<br>178<br>362 | <br><br>(BV) | **1966** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B27/07)<br>47,68 8,41 4,477<br>43,77 8,31 4,70<br>F 9,5 1 dk<br>rf 737 BK 178 | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.300<br>4 Ha (each 0,9 × 0,9) ER<br>2W Der 1(2,5) 1(0,5) | Oil 4SA 8Cy. 320 × 450<br>1 240bhp (912kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 112,0t (d.o.) 13,5kn |
| 7603071<br>3EPA<br>7736-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAL ACE**<br>Launched as Blue Sirius<br>**Sunstar Car Carriers S.A.**<br>Panama Panama | **7 587**<br>4 612<br>8 570 | <br><br>NK | **1976** Mitsubishi Heavy Industries Ltd. —Kobe (1081)<br>169,12(BB) 25,63 7,220<br>160,03 25,61 10,01<br>F 100,0 1 dk | **M Vehicles Carrier**<br>Mchy.aft<br>G.61 593 | Vee Oil 4SA 16Cy. 520 × 550<br>11 820bhp (8 694kW) MAN<br>Mitsubishi Heavy Industries Ltd. Kobe<br>18,5kn |
| 7622120<br>2CSH<br>353505<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAL CHIEF**<br><br>**China Navigation Co. Ltd.**<br>Hong Kong Hong Kong (British) | **6 373**<br>3 134<br>7 078 | **✠100A1** CS 7/82<br><br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 3298 | **1977**-7 Miho Zosensho K.K.—Shimizu (1054)<br>118,12(BB) 20,05 7,017<br>108,01 20,01 10,52<br>F 10,1 1 dk<br>rf nil<br>6BH WB2695t incl. DTf333t, ST in No. 2 hold 296t & Comb. btm & STs in Nos. 2 & 3 holds 1180t | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 13,1 13,1 13,7 13,7 13,7 ER<br>TEU 320<br>C.Ho 200/20' C.Dk 120/20'<br>10 Ha (stl) ER<br>Cr 1(22,5) | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 114,0t (d.o.) 519,0t (hvf) 15kn |
| 7742475<br><br>591410 | **CORAL DOVE**<br><br>**V. J. O'Neal**<br>Beaufort-Morehead City, NC United States of America | **101**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8013120<br>DIHC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORAL ESSBERGER**<br><br>**t.m.s. 'Coral Essberger' Safari Schiffahrtsges. m.b.H. & Co. K.G.**<br>John T. Essberger<br>Hamburg Federal Republic of Germany | **1 599**<br>1 170<br>2 544 | <br><br>GL | **1981** Buesumer Werft G.m.b.H.—Buesum (1438)<br>81,31 (BB) 13,42 5,341<br>74,53 13,39 7,07<br>P 18,0 F 6,4 2 dks | **M Tanker**<br>Chemical Ref. IGS<br>Ice strengthened<br>12 Ta ER<br>L.2 950 | Oil 4SA 6Cy. 320 × 420 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 272kW 450V 60Hz a.c. 1 × 240kW 1 × 196kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,25kn |
| 8015441<br>FPUU<br>020042K<br>Df Esd<br>Gc Rdr<br>RT | **CORAL FISH**<br><br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Port aux Francais, Kerguelen Reunion (French) | **451**<br>150<br>491 | **✠100A1**<br>offshore tug/supply ship<br>**✠LMC**<br>EL I 367,6/28,0U2<br>FN 589 | **1981**-7 J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (768)<br>45,01 10,27 3,752<br>40,80 10,01 4,42<br>F 21,4 1 dk<br>rf 533<br>6BH WB7T | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 6Cy. 300 × 450<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 240kW 2 × 197kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller<br>Fuel 407,0t (d.o.) 13,5kn |
| 7641205<br>ZGPT<br>399502<br>Df Esd<br>Gc Rdr<br>RT | **CORAL GABLES**<br>ex Miriam-81<br>**Spokane Navigation Co. Ltd.**<br>Rodson Shipping Inc.<br>Georgetown Cayman Islands (British) | T.Mk<br>**1 584**<br>654<br>2 358 | **✠100A1** SS 2/82<br><br>**✠LMC**<br>EL T 1¾"U2<br>FN 2481 | **1977**-11 Schichau-Unterweser A.G. —Bremerhaven (2272)<br>109,20(BB) 16,34 4,072<br>98,00 16,01 9,30<br>2 dks<br>rf 279<br>Coll BH to U dk 5 to 2nd dk WB957T incl. DTsf 159T & DTsA 180T & STs 110T | **TM RoRo Cargo**<br>Stern ramp<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>3 520bhp (2 589kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 185kW 450V 60Hz a.c.<br>Thw. thrust propeller<br>Fuel 244,0t (d.o.) 15kn |
| 8002195<br>JJCH<br>119771<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAL GAS**<br><br>**Kinki Yuso Soko K.K. (Kinki Transportation & Warehouse Co. Ltd.)**<br>Osaka, Osaka Pref. Japan | **1 993**<br>1 123<br>2 524 | <br><br>NK | **1980** Teraoka Shipyard Co. Ltd.—Nandan (194)<br>83,50 5,385<br>77,02 13,50 6,41<br>P 18,6 F 12,2 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 871 HeCls. ptB | Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 200kW 450V a.c.<br>Fuel 96,0t (d.o.) 250,0t (hvf)-8,0pd 12kn |
| 7034971<br>3DPZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAL GAS**<br>ex Helen-79<br>**Boral Gas Vanuatu Ltd.**<br>Suva Fiji | **1 897**<br>1 026<br>2 408 | <br><br>AB (NV) | **1970** Seutelvens Verksted—Fredrikstad (98)<br>77,09 12,73 5,868<br>70,01 12,70 7,12<br>P 22,0 F 13,2 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>4 Ta (stl) cyl horizontal ER<br>L.(gas) 2 200 | Oil 2SA 7Cy. 360 × 600<br>1 820bhp (1 339kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 256kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 292,5t (hvf)-8,5pd 13kn |
| 7514361<br>PJWL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORAL ISIS**<br><br>**Koraal Scheepvaart Maatschappij N.V. (Coral Shipping Co.)**<br>Willemstad Netherlands Antilles | **4 443**<br>2 685<br>6 035 | <br><br>BV | **1976** Jos. L. Meyer—Papenburg (582)<br>108,01(BB) 15,50 7,451<br>99,57 15,41 9,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 5 536 | Vee Oil 4SA 12Cy. 370 × 400 reduction geared to sc. shaft<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 256kW 400V 50Hz a.c.<br>Fuel 150,0t (d.o.) 679,5t (hvf)-20,5pd<br>16,25kn |
| 6824135<br>PJLZ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CORAL MAEANDRA**<br><br>**Koraal Scheepvaart Maatschappij N.V. (Coral Shipping Co.)**<br>Willemstad Netherlands Antilles | **3 356**<br>2 133<br>4 150 | <br><br>BV | **1968** Scheepswerf "De Waal" N.V. —Zaltbommel (689)<br>103,21 14,86 6,351<br>94,01 14,80 8,31<br>F 7,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (s.stl) ind rectangular horizontal ER<br>L.(gas) 4 576 | Vee Oil 2SA 20Cy. 300 × 550<br>4 000bhp (2 942kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 4 × 40kW 380V 50Hz a.c.<br>Fuel 40,0t (d.o.) 340,0t (hvf)-14,0pd<br>15,75kn |
| 7049512<br>WY3622<br>512991 | **CORAL MASTER**<br><br>**I D S Leasing Corp.**<br>Seattle, Wa United States of America | **133**<br>90<br>— | | **1968** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*22,16* 6,84<br>3,54 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |

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| **5284792**<br>ZEOH<br>341391<br>Df Esd<br>Gc Rdr | **CORAL PRINCESS**<br>ex Princesa Leopoldina-70<br>**China Navigation Co. Ltd.**<br>Hong Kong Hong Kong<br>(British) | **9 766**<br>4 683<br>2 923 | **✠100A1** CS 6/79<br>**✠LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 3553 | **1962**-8 Cia. Euskalduna—Bilbao (156)<br>145,62 18,65 5,652<br>132,01 18,60 8,31<br>B & F 130,5 Upr. B & F 97,6 2 dks<br>RW rf 152<br>7BH WB1906t incl. Tunnel tanks 437t<br>DTsf358t | **TM Passenger Ship**<br>520bth P | 2 Oil 2SA each 8Cy. 500 × 1100<br>9 200bhp (6 767kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 100lbf/in$^2$ (6,9bar)<br>2 e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 500kW 2 × 340kW<br>1 × 125kW 440V 60Hz a.c.<br>17kn |
| **5079496**<br>3DPR<br><br>RTm/h | **CORAL PRINCESS**<br><br>**Wong's Shipping Co. Ltd.**<br>Suva Fiji | **136**<br>46<br>— | ✠Classed LR until 12/65 | **1961**-9 Herd & Mackenzie Ltd.—Buckie (188)<br>27,21 6,66 3,182<br>24,39 6,41 3,36<br>F 2,8 1 dk<br>rf nil BK 330 | **Wood TM Passenger/General Cargo/Ferry**<br>44P<br>1 Ho 8,8<br>1 Ha (4,7 × 3,0)<br>Der 1(3) | 2 Oil 4SA each 8Cy. 140 × 197 reverse reduction geared to sc. shafts<br>288bhp (212kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 2 × 12kW 220V d.c.<br>Fuel (d.o.) |
| **5079501** | **CORAL QUEEN**<br><br>**Seaworm Pty. Ltd.**<br>United Kingdom | **206**<br>101<br>97 | ✠ | **1958**-11 Pacific Islands S.B. Co. Ltd.<br>—Hong Kong (226)<br>31,70 7,37 2,363<br>28,96 7,32 2,90<br>P 12,2 F 9,2 1 dk | **TM Ferry/General Cargo**<br>1W | 2 Oil 4SA each 8Cy. 140 × 197 sr geared to sc. shafts<br>288bhp (212kW)<br>L. Gardner & Sons Ltd. Manchester<br>Gen 2 12/24V d.c.<br>9,5kn |
| **6803674**<br>H9UK<br>10163<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORAL REEFER**<br>ex Corinthian Reefer-81<br>ex Vikfreezer-79 ex Thorstind-73<br>**Federal Transport Co. Inc.**<br>Del-Monte Banana Co.<br>Panama Panama | T.Mk<br>**4 210**<br>2 069<br>6 061 | NV | **1968** A/S Framnaes M/V—Sandefjord (174)<br>128,05 17,10 7,767<br>118,88 17,07 11,28<br>B 28,4 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 246 | **M General Cargo**<br>Ref.<br>4 Ho 15,3 18,7 17,1 24,0<br>In.7 239<br>4 Ha (stl) (7,7 7,4 7,4 7,4 × 4,8)<br>8W Der 8(5) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Marinens Hovedverft Horten<br>Gen 3 × 524kW 440V 60Hz a.c.<br>Fuel 1 564,5t (hvf)<br>19kn |
| **7719404**<br><br><br>Esd Rdr<br>RT | **CORAL REEFTEL**<br><br>**Green Island Seatel Cruises**<br>*Cairns, Queensland* Australia | **245**<br>153<br>50 | | **1978** North Queensland Engineers & Agents Pty. Ltd.—Cairns (61)<br>24,39 1,682<br>23,25 9,15 2,98<br>1 dk | **TM Ferry**<br>Twin Hull<br>Mchy.aft | 2 Vee Oil 2SA each 8Cy. 108 × 127 geared to sc. shafts<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **7368102**<br>PJUT<br><br>Df Esd<br>Gc Rdr<br>RTv | **CORAL RUBRUM**<br><br>**Koraal Scheepvaart Maatschappij N.V. (Coral Shipping Co.)**<br>Willemstad Netherlands Antilles | **4 050**<br>2 143<br>6 844 | BV | **1974** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (652)<br>109,84 16,51 7,182<br>103,99 16,49 8,79<br>1 dk | **M Chemical Carrier**<br>12 Ta ER<br>L.5 863<br>Cr 2(2) 1(1) | Vee Oil 4SA 16Cy. 370 × 400<br>7 000bhp (5 149kW) NE 77<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 528,5t (hvf)-22,5pd<br>14,5kn |
| **5365950**<br>DVMC<br>213221<br>Df Esd<br>Gc Rdr | **CORAL SEA**<br>ex Tosui Maru No. 15-70<br>**Pasig Stevedoring Co.**<br>Manila Philippines | **597**<br>337<br>— | | **1955** Nippon Kokan K.K.—Shimizu (124)<br>55,91 8,64 2,650<br>50,81 8,59 4,40<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 430 × 540<br>1 000bhp (736kW)<br>Niigata Tekkosho Niigata<br>Fuel 263,0t<br>12,5kn |
| **7112333**<br>WZQ7<br>508<br>531759<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **CORAL SEAHORSE**<br><br>**Seahorse International Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **196**<br>133<br>— | | **1971** American Marine Corp.—New Orleans, La (1064)<br>53,65 11,64 3,366<br>50,91 11,59 3,97<br>B & F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 440V 60Hz a.c.<br>13kn |
| **7027526**<br>WZS3367<br>526267<br>Esd Gc<br>Pfd Rdr<br>RT | **CORAL SEAL**<br><br>**Robert L. Moody, Trustee**<br>Galveston, Tx United States of America | **292**<br>199<br>— | AB | **1970** Halter Marine Fabricators, Inc.—Moss Point, Ms (262)<br>3,366<br>47,25 11,59 3,97<br>P 16,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>1 600bhp (1 177kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW<br>Fuel 401,5t (d.o.) |
| **7330583**<br><br><br>Esd Rdr | **CORAL SEATEL**<br><br>**B. Smith**<br>Australia | **201**<br>46<br>— | | **1973** North Queensland Engineers & Agents Pty. Ltd.—Cairns (50)<br>25,13 9,38 1,677<br>22,56 9,15 3,03<br>1 dk | **TM Ferry**<br>Twin Hull 168dk P<br>Mchy.aft | 2 Oil 2SA each 6Cy. 108 × 127<br>410bhp (302kW)<br>Detroit Diesel Detroit, Mi |
| **7742463**<br><br>591411 | **CORAL SPRINGS**<br><br>**V. J. O'Neal**<br>Beaufort-Morehead City, NC United States of America | **101**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5326057**<br>6KUI<br>BS-A-2004<br>Df Esd<br>Gc Rdr<br>RT | **CORAL STAR**<br>ex Taga Maru-81<br>ex Showa Maru No. 1-73<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **923**<br>498<br>1 219 | KR | **1957** Kanasashi Zosensho—Unspecified Works, Shimizu (251)<br>59,92 11,03 4,598<br>59,01 11,00 5,31<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.1 342 | Oil 4SA 6Cy. 470 × 670<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 144kW 220V a.c.<br>Fuel 406,5t-6,0pd<br>10,5kn |
| **5411644**<br>8QGG<br>58/10/T<br>Df Esd<br>Gc | **CORAL STAR No. 1**<br>ex Hoko Maru No. 56-75<br>**Hoko (Maldives) Corp.**<br>Male Maldives | **998**<br>537<br>1 236 | (KR) | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (522)<br>66,22 11,46 4,700<br>59,39 11,41 5,21<br>P 17,1 RQD 15,0 B 15,0 F 7,7 1 dk<br>rf 203 | **M Fishing**<br>Side-fishing<br>2 Ho 15,0 21,3 ER<br>2 Ha (each 2,2 × 1,9) ER<br>Der 4(5) | Oil 4SA 6Cy. 440 × 650<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 160kW 450V 60Hz a.c.<br>Fuel 522,0t-6,5pd<br>12kn |
| **6920422**<br>8QGH<br>59/10/T<br>Df Gc<br>Pfd Rdr<br>RT | **CORAL STAR No. 2**<br>ex Hoko Maru No. 23-75<br>**Hoko (Maldives) Corp.**<br>Male Maldives | **315**<br>155<br>— | | **1969** Usuki Tekkosho—Usuki (726)<br>50,50 8,11 3,252<br>45,88 8,08 3,71<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| 7909346 | **CORAL TEMSE** | **6 762** | | **1981** N.V. Boelwerf S.A.—Tamise/Temse | **M Liquefied Gas Carrier** | Oil 4SA 6Cy. 520 × 550 |
| ONAR | | 4 875 | | (1505) | LPG Atmospheric Ref. | 6 330bhp (4 656kW) MAN |
| | **Exmar & Partners** | 8 500 | GL | 118,73(BB) 18,52 8,602 | 4 Ta ER | A.C.E.C. Gent/Gand |
| Df Esd | Antwerpen Belgium | | | 110,01 18,51 12,22 | L.(gas) 7 333 | Thw. thrust propeller fwd |
| Gc Pfd | | | | 1 dk | | |
| Rdr RT | | | | | | |

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| 7334577 | **CORAL VOLANS** | **4 619** | | **1973** Watanabe Zosen K.K.—Hakata (155) | **M General Cargo** | Oil 2SA 7Cy. 450 × 800 |
| 3FUO | | 2 892 | | 117,91 18,04 7,214 | | 5 000bhp (3 678kW) Mitsubishi |
| 11180 | | 8 303 | BV | 109,73 17,99 9,00 | 3 Ho 17,4 29,9 30,7 ER | Kobe Hatsudoki Seizosho Kobe |
| -PEXT | Panama Panama | | | P 25,3 B 5,5 F 12,8 1 dk | G.10 139 B.9 870 | Gen 2 × 200kW 445V 60Hz a.c. |
| Df Esd | | | | rf 102 | 3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER | Fuel 813,0t (hvf) 13kn |
| Gc Rdr | | | | | 15W Der 2(20) 3(15) | |
| RT | | | | | | |

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| 6801810 | **CORALBAY** | **33 811** | | **1967** Mitsubishi Heavy Industries Ltd. | **M Ore/Bulk/Oil Carrier** | Oil 2SA 8Cy. 860 × 1600 |
| S6BW | ex Sankobay-79 | 23 875 | | —Yokohama (894) | | 18 400bhp (13 534kW) MAN |
| 381758 | **Coralbay Shipping (S) Pte. Ltd.** | 60 165 | NV | 242,02 32,24 11,888 | Str. heavy cargoes | Mitsubishi Heavy Industries Ltd. Yokohama |
| Df Esd | Singapore Singapore | | | 230,00 32,19 18,85 | 8 Ho/Ta 16,4 20,5 20,5 20,5 | Gen 2 × 550kW 450V 60Hz a.c. |
| Gc Pfd | | | | 1 dk | 20,5 20,5 20,5 20,5 ER | Fuel 3 427,0t (hvf)-61,0pd 16kn |
| Rdr RTv | | | | rf 76 | L.(oil) 71 811 | |
| | | | | | 1 Ha (stl) (9,6 × 10,7) 7 Ha (stl) (each | |
| | | | | | 12,8 × 12,5) ER | |
| | | | | | Der 2(10) 2(2) | |

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| 6416158 | **CORALI** | **37 348** | **100A1** SS 10/81 | **1964** Ishikawajima Harima Heavy Ind. | **M Tanker** | Oil 2SA 8Cy. 900 × 1550 |
| 5MHQ | ex Fairfield Archer-81 | 28 974 | oil tanker | (I.H.I.)—Tokyo (872) | CBT | 17 600bhp (12 946kW) Sulzer |
| 4540 | ex Fairfield Copa-79 | 66 630 | **LMC** | 242,98(BB) 35,36 11,989 | 10 Ta ER | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | ex Asia Maru No.2-73 | | EL (N†) 650,0/87,0U2 | 230,00 35,31 18,01 | L.(oil) 86 622 | WTAuxB (o.f.) 16kgf/cm$^2$ (15,7bar) |
| Gc Pfd | **Yosonas Shipping Co. Ltd.** | | FN 12264 | P 49,4 F 20,8 1 dk | | e(ex.g) 7kgf/cm$^2$ (6,9bar) |
| Rdr RT | Tsakos Shipping & Trading S.A. | | (NK) | rf nil | | Gen 2 × 480kW 450V a.c. |
| | Monrovia Liberia | | | 8BH WB30372T incl. DTf2406T, No. 2 | | Fuel 3 312,5t-66,5pd 15,25kn |
| | | | | STs (p&s) 15828T, No. 4 centre clean | | |
| | | | | ballast tank 12138T | | |

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| 5079549 | **CORALITA** | **468** | | **1956** Vasterviks Nya Varv—Vastervik | **M General Cargo** | Oil 2SA 7Cy. 250 × 420 |
| GCHX | ex Jimmy-59 ex Samev-56 | 240 | | 50,88 8,26 3,188 | | 455bhp (335kW) |
| 300821 | **Maurice de Goeas** | 663 | (NV) | 45,70 8,23 3,59 | 1 Ho 31,0 ER | Nydqvist & Holm A/B Trollhattan |
| Df Esd | London United Kingdom | | | 1 dk | G.859 B.818 | Gen 2 × 15kW 220V 50Hz a.c. |
| RTh | | | | | 2 Ha (each 11,5 × 5,1) ER | Fuel 30,5t (d.o.) 10kn |
| | | | | | 4W Der 4(5) | |

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| 5079575 | **CORALLINA BUNKER** | **714** | | **1944** Lancaster Iron Works—Perryville, Md | **TM Tanker** | 2 Oil 2SA each 4Cy. 267 × 343 |
| ILSN | ex Portolo 16-62 ex Sagallo-58 | 377 | | *66,30* 9,12 4,319 | | 770bhp (566kW) NE 54 |
| 95 | ex Mont Khi-57 ex Marhaba-57 | 1 168 | RI (AB) (BV) | 62,90 9,07 | 10 Ta ER | Crossley Bros. Ltd. Manchester |
| Df RT | ex Koufra | | | P 11,6 F 6,1 1 dk | L.(oil) 1 050 | Fuel 44,5t 8,5kn |
| | **'CIANE-ANAPO' Compagnia di** | | | len 53 | | |
| | **Navigazione e Bunkeraggi** | | | | | |
| | **S.p.A.** | | | | | |
| | Siracusa Italy | | | | | |

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| 6514479 | **CORAN - W** | **348** | | **1965** Schpsw. Gebr. Coops N.V. | **M General Cargo** | Oil 2SA 4Cy. 220 × 380 |
| H08050 | ex Poolzee-78 ex Poolster-74 | 221 | | —Hoogezand (236) | | 224bhp (165kW) |
| 9234-78 | **Rederij Quadrant Shipping** | 489 | BV | 52,08 8,11 2,598 | 1 Ho 26,3 ER | Appingedammer Brons Appingedam |
| Df Esd | **Service** | | | 47,68 8,01 2,90 | G.778 B.723 | Gen 2 × 5kW 1 × 3kW 110V d.c. |
| RT | Libra Shipping B.V. | | | 1 dk | 2 Ha (each 9,9 × 4,8) ER | Fuel (d.o.) 9kn |
| | Panama Panama | | | RW len 70 | | |

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| 6819295 | **CORANTIJN** | **2 738** | | **1968** Firma C. Amels & Zoon Schpswf. & | **M General Cargo** | Oil 4SA 12Cy. 400 × 500 |
| PZAZ | | 1 572 | | Mfbk. "Welgelegen"—Makkum (306) | 6P | 4 000bhp (2 942kW) |
| | **N.V. Scheepvaart Maatschappij** | 4 147 | AB | 101,99 13,59 6,173 | 3 Ho 20,1 19,5 18,9 ER | Kloeckner Humboldt Deutz Koeln |
| Df Esd | **Suriname** | | | 90,00 13,49 7,47 | G.5 188 B.4 872 In.174 | Gen 3 × 150kW 440V 60Hz a.c. |
| Gc Rdr | Paramaribo Surinam | | | 2 dks | 3 Ha (stl) (each 12,8 × 7,3) ER | Fuel 273,5t 15kn |
| RTm/h/v | | | | | 3W Der 1(25) 3(6) | |

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| 7388035 | **CORBA** | **299** | | **1975** Construcciones Navales P. Freire S.A. | **M Fishing** | Oil 4SA 9Cy. 240 × 260 |
| EGOK | | 100 | | —Vigo (85) | Side Trawler | 1 235bhp (908kW) |
| | **Pesquera Rias Bajas S.A.** | — | BV | 40,72 8,97 3,801 | 2 Ho ER | Stork-Werkspoor Diesel B.V. Zwolle |
| Esd Gc | Vigo Spain | | | 34,17 8,81 4,02 | G.324 | Fuel 185,5t (d.o.) 11,75kn |
| Pfd Rdr | | | | 2 dks | | |
| RT | | | | | | |

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| 7387615 | **CORBACEIROS** | **195** | | **1975** Ast. Ojeda y Aniceto S.A.—Aviles | **M Fishing** | Oil 4SA 6Cy. 220 × 280 |
| | | 85 | | (13) | Side-fishing | 750bhp (552kW) Deutz |
| | **Garcia y Vidal S.A.** | — | BV | 29,01 7,93 3,277 | Mchy.aft | Hijos de J. Barreras S.A. Vigo |
| Df Esd | Gijon Spain | | | 28,33 7,85 5,52 | | Fuel 80,5t (d.o.) 10,5kn |
| Gc Rdr | | | | 2 dks | | |
| RT | | | | | | |

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| 7605926 | **CORBELO** | **111** | | **1976** S.A. Balenciaga—Zumaya (274) | **M Fishing** | Oil 4SA 6Cy. 275 × 360 |
| EHIK | | 62 | | 24,01 6,79 | Side Trawler | 940bhp (691kW) |
| | **Jose Vidal Bandin** | 115 | (BV) | 20,02 6,76 3,36 | | VEB Schwermasch. Karl Liebknecht |
| Df Esd | La Coruna Spain | | | | | (SKL) Magdeburg |
| Gc Rdr | | | | | | 10,5kn |
| RT | | | | | | |

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| 7602974 | **CORCEL** | **7 090** | | **1976** Kurushima Dock Co. Ltd.—Imabari | **M General Cargo** | Oil 2SA 6Cy. 520 × 1050 |
| 3EGZ | ex Yucaly-82 | 4 743 | | (927) | | 6 200bhp (4 560kW) Mitsubishi |
| 11020-YJ | **Corcel Naviera S.A.** | 10 880 | NK | 131,83 19,05 8,303 | | Kobe Hatsudoki K.K. Kobe |
| Df Esd | Panama Panama | | | 122,81 19,02 10,83 | G.15 357 B.14 328 | Gen 2 × 320kW 445V a.c. |
| Gc Pfd | | | | P 22,0 F 11,6 2 dks | 3 Ha (stl) (12,3 × 9,3) (25,5 25,5 × | 14kn |
| Rdr RT | | | | | 10,6) ER | |
| | | | | | Der 1(120) 5(20) | |

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| 5079678 | **CORCON** | **201** | | **1960** Enrique Lorenzo y Cia. S.A.—Vigo | **S Fishing** | T 3Cy. 229 394 & 622 × 432 |
| EDHY | | 87 | | (255) | Side Trawler | 176ihp (129kW) |
| 8247 | **Jose Lorenzo Lorenzo** | — | | 30,23 6,58 | | M. Sanjurja Otera Vigo |
| Df Esd | Vigo Spain | | | 28,45 6,51 3,87 | | Fuel 112,0t (o.f.) 8,5kn |
| Pfd RT | | | | | | |
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| 7911595<br>EDWQ<br>Df Esd<br>Gc Rdr<br>RTm | **CORCONTE**<br>**Maritima del Besaya S.A.**<br>Santander Spain | **1 496**<br>932<br>3 241 | BV | **1981** Astilleros del Atlantico S.A.—Santander (212)<br>80,90 (BB) 13,52 5,750<br>73,72 13,50 7,57<br>2 dks | **M General Cargo** CSD<br>1 Ho ER<br>G.4 672 B.4 389<br>TEU 162 C.Ho 86/20' C.Dk 76/20'<br>1 Ha (stl) (50,3 × 10,2) ER | Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>2 000bhp (1 471kW) Sulzer<br>Ast. Espanoles S.A. Olaveaga Works, Bilbao<br>Gen 3 × 105kW 380V 50Hz a.c.<br>Fuel 208,0t (d.o.)-5,0pd<br>11,5kn |
| 5161172<br>CB2592<br>Df Esd<br>Pfd Rdr<br>RTm | **CORCOVADA**<br>ex Inger Clausen-79<br>**Naviera Aysen Ltda.**<br>Chile | **351**<br>162<br>435 | BV | **1958** Brodogradiliste "Titovo"—Kraljevica (356)<br>54,34 8,72 3,125<br>49,28 8,54 5,49<br>RQD 8,0 B 8,9 1 dk & S dk<br>rf 102 len 65 | **M Livestock Carrier** OSD<br>1 Ho 32,4 ER<br>G.1 378 B.1 305<br>2 Ha (each 8,2 × 3,6) ER<br>Der 1(2) | Oil 2SA 4Cy. 290 × 490 with hydraulic coupling<br>440bhp (324kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 48kW 1 × 12kW 230V d.c.<br>Fuel 77,0t (d.o.)<br>10kn |
| 6504448<br>LW4485<br>Df Esd<br>Gc Rdr<br>RT | **CORCUBION**<br>**Pesquera Santa Margarita S.A.**<br>Buenos Aires Argentina | **929**<br>422<br>810 | BV<br>✠Classed LR until 6/67 | **1965**-2 Ast. Construcciones S.A.—Vigo (47)<br>61,09 9,53 4,841<br>53,24 9,50 7,40<br>2 dks<br>RW rf 660 | **M Fishing**<br>Side Trawler Ref<br>3 Ho<br>In.946<br>6 Ha (1,9 1,9 × 1,4) (1,6 1,6 × 1,3) (1,4 1,4 × 0,9) | Oil 4SA 8Cy. 360 × 450 with flexible coupling & sr geared to sc. shaft<br>20 000bhp (14 711kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 262,5t (d.o.)<br>12,5kn |
| 7304857<br>GTAB<br>359181<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORDELLA**<br>**J. Marr & Son Ltd.**<br>Hull United Kingdom | **1 238**<br>427<br>— | ✠**100A1** SS 7/81<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1350 | **1973**-5 Clelands SB. Co. Ltd.—Wallsend (323)<br>*70,20* 12,70<br>65,00 12,65 8,11<br>B 14,7 RFD 8,0 2 dks<br>rf 889 BK 178 conv Stern Trawler Ref Fishing 82<br>Coll BH to U dk 5 to 2nd dk WB104T | **M Stern Trawler Minesweeper**<br>Ref<br>Mchy.aft | Oil 2SA 7Cy. 381 × 457<br>3 246bhp (2 388kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>db 180lbf/in² (12,5bar)<br>Gen 1 × 600kW 1 × 456kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>16,5kn |
| 7521637<br>H9NM<br>1102<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORDIALITY**<br>ex Angela Pando-81<br>Launched as Cartagena<br>**Cordiality Shipping Corp. S.A.**<br>Ocean Tramping Co. Ltd.<br>Panama Panama | **18 955**<br>13 341<br>35 110 | ✠**100A1**<br>strengthened for heavy cargoes, hold Nos. 2 & 4 or Nos. 1, 3 & 5 may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL H 605,0/62,0U3<br>FN 7296 | **1979**-4 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (203)<br>197,62(BB) 24,26 11,172<br>185,02 24,21 15,22<br>P 8,3 F 19,2 1 dk<br>rf nil DK in way of all holds<br>7BH WB18843T incl. topside tanks in all holds 3847T Comb. btm & STs in Nos. 1, 2, 3 & 5 holds 3200T & DTf566T & incl. No. 3 hold 8781T | **M Bulk Carrier**<br>5 Ho 22,4 29,8 29,8 29,8 27,3 ER<br>G.45 098 B.38 600<br>5 Ha (stl) (13,2 19,0 19,0 19,0 19,0 × 12,9) ER<br>Cr 4(16) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 687,0t (hvf) |
| 6503717<br>CBCA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORDILLERA**<br>ex Finnarrow-79 ex Vasaholm-76<br>ex Finnarrow-71<br>**Sociedad Naviera Ultragas Ltda.**<br>Valparaiso Chile | T.Mk<br>**6 329**<br>3 567<br>8 531<br>**8 973**<br>4 861<br>11 069 | ✠**100A1** SS 7/79<br>side tanks aft—veg. oil<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL (At) $2\frac{1}{4}$"SQ<br>FN 4290 | **1965**-5 Wartsila Kon. Crichton-Vulcan—Turku/Abo (1124)<br>151,54 18,95 7,506/8,624<br>141,05 18,90 11,51<br>P 40,0 F 28,7 2 dks<br>RW rf 102 len 69<br>conv General Cargo 69<br>Coll BH & 2BH to U dk 5 to 2nd dk WB1136t | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho 13,7 22,7 17,5 16,6 21,4 15,5<br>G.18 539 B.17 449 In.1 111<br>TEU 168 C.Ho 120/20' C.Dk 48/20'<br>6 Ha (stl) (8,2 14,1 × 6,7) (12,5 12,5 × 16,0) (12,5 × 6,7) (7,6 × 4,2)<br>17W Cr 1(3) Der 1(60) 10(5-10) 6(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 114lbf/in² (7,9bar)<br>Fuel 924,5t (hvf)-22,5pd 16kn |
| 7383918<br>DNCE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORDILLERA EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **27 939**<br>16 554<br>23 047 | GL | **1977** Stocznia Gdanska im. Lenina—Gdansk (B463/02)<br>203,99(BB) 30,99 10,002<br>193,53 30,82 15,60<br>B & F 150,6 1 dk | **M Container Ship**<br>Fixed-guides Ref<br>7 Cell.Ho 16,4 16,0 33,6comb. 16,0 16,0 17,3 14,7 ER<br>In.1 380 HeCls. B<br>TEU 1202<br>C.Ho 516/20' 181/40' C.Dk 324/20' (40') incl. 366 ref C.<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER<br>Cr 1(40) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 960kW 440V 60Hz a.c.<br>Fuel 630,0t (d.o.) 3 165,0t (hvf)-101,5pd<br>22kn |
| 5030737<br>RTm/h | **CORDIMEX**<br>ex Auk-71 ex D.O.T. 74-61<br>**Humberts Cordeino**<br>Panama Panama | **1 089**<br>720<br>517 | | **1944** Sir Wm. Arrol & Co. Ltd.—Glasgow<br>*66,24* 11,59<br>11,54<br>1 dk<br>rf nil conv Naval RoRo Cargo/Tank Landing Craft — | **TM General Cargo**<br>1 Ho 36,0 ER<br>1 Ha (23,3comb. × 7,9) ER<br>Der 1(30) 1(5) 1(3) | 4 Oil 4SA each 12Cy. 178 × 197 geared to sc. shafts<br>1 320bhp (971kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Gen 4 × 30kW 225V d.c.<br>Fuel (d.o.) |
| 7357268<br>LRUK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORDOBA**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **10 113**<br>7 231<br>15 895 | BV | **1977** Ast. Alianza S.A.—Avellaneda (24)<br>144,79(BB) 20,68 9,354<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD ER<br>G.20 678 B.19 787<br>TEU 162 C. 162/20'<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>Cr 6(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 3 × 475kW 400V 50Hz a.c.<br>Fuel 131,0t (d.o.) 1 334,0t (hvf)-38,5pd<br>15kn |
| 7713606<br>Df Esd<br>Gc Rdr<br>RT | **CORDOBA 261-C**<br>**Government of The Argentine Republic (Direccion Nacional de Construcciones Portuarias y Vias Navegables)**<br>Buenos Aires Argentina | **4 480**<br>2 107<br>3 100 | ✠**100A1**<br>hopper dredger<br>✠**LMC**<br>EL V 295,0/50,0U2<br>FN 2754 | **1979**-5 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (220)<br>116,31 19,46 3,941<br>110,62 18,92 5,97<br>P 3,1 F 8,9 1 dk<br>rf nil<br>4BH WB543T | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,2<br>1 Ho 40,6 ER<br>Hopper 2 483<br>2 sandpumps<br>Cr 1(8) | 3 Vee Oil 4SA each 12Cy. 250 × 300 total 9 720bhp (7 150kW) driving 1 gen. of 260kW 400V a.c. connected to 4 elec. motors each of 1 568shp (1 153kW) sr geared to 2 sc. shafts Sulzer<br>Ast. Espanoles S.A. Olaveaga Works, Bilbao<br>Gen 1 × 260kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 10/9/82** | | | |
| 8124216<br>620343 | **CORDOVA**<br>**Bender Welding & Machine Co. Inc.**<br>Mobile, Al United States of America | **199**<br>141<br>— | | **1980** Bender SB. Co. Inc.—Mobile, Al (138)<br>29,90 7,32<br>3,23<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>675bhp (497kW)<br>General Motors Corp. U.S.A. |

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| 807393<br>GWMA<br>309505<br>Df Esd<br>Pfd Rdr<br>RT | **CORELLA**<br>**Government of The United Kingdom (Ministry of Agriculture, Fisheries & Food)**<br>Lowestoft United Kingdom | **459**<br>117<br>— | ✠**100A1**<br>stern trawler<br>✠**LMC** | SS 11/79<br><br><br>EL p<br>FN 520 | **1967**-3 Brooke Marine Ltd.—Lowestoft (325)<br>40,39 9,86 3,874<br>35,82 9,76 4,73<br>F 20,8<br>RW rf 991<br>4BH WB41t | **M Research/Fishing**<br>Stern Trawler | 2 Oil 4SA each 6Cy. 241 × 305 dr geared to sc. shaft<br>1 060bhp (780kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 125kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| 5148003<br>CB2586<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORFO 1**<br>ex Santiago-75<br>ex Henry Everling-69<br>**Empresa Pesquera Chile Ltda.**<br>Valparaiso Chile | **652**<br>273<br>— | | (GL) | **1955** Rickmers Rhederei G.m.b.H. —Bremerhaven (280)<br>60,30 8,84<br>54,31 8,79 5,08<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>also oil 310bhp (228kW) driving gen. connected to 1 elec. motor for secondary propulsion<br>Fuel 148,5t 12,5kn |
| 5326411<br>P3VC<br>394447<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORFU**<br>ex Shun-Mar-82<br>ex Shun-ei Maru-80<br>**Gabon Shipping Co. Ltd.**<br>Transmed Shipping Ltd.<br>Limassol Cyprus | **5 760**<br>2 890<br>9 009 | | NK | **1960** Kawasaki Dockyard Co. Ltd.—Kobe (990)<br>132,49 18,06 7,646<br>122,81 18,01 9,71<br>P 26,6 F 22,3 1 dk pt 2nd dk<br>RW rf 152 | **M General Cargo**<br>3 Ho 13,7 37,0 34,3 ER<br>G.12 306 B.11 702<br>3 Ha (stl) (6,8 × 6,0) (26,9 26,9 × 7,1) ER<br>16W Der 1(180) 2(10) | 4P Oil 2SA 6Cy. 700 × 1200<br>5 200bhp (3 825kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 184kW 445V 60Hz a.c.<br>Fuel 669,5t (hvf)-17,5pd 14kn |
| 6716857<br>ZGCB<br>373721<br>Df Esd<br>Rdr<br>RTm/h | **CORIA**<br>**Caycontainers Ltd.**<br>Georgetown Cayman Islands (British) | **497**<br>199<br>1 180 | ✠**100A1**<br><br>✠**LMC** | SS 5/81<br><br>EL K 1⅛"U2<br>FN 952 | **1967**-6 Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (143)<br>60,05 11,03 4,077<br>56,11 10,80 6,15<br>B 10,1 F 7,1 2 dks<br>rf 102<br>NS 3BH WB506t | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho 40,7 ER<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 15kW 110V d.c.<br>Fuel 22,5t (d.o.) 11kn |
| 5223982<br>HO2374<br>6476-<br>PEXT3<br>Df Esd<br>RT | **CORIA**<br>ex Paulrich Trader ex Coria-76<br>ex Marie Christine-66<br>**Compania de Petroleos de Centroamerica S.A.**<br>Panama Panama | **390**<br>186<br>503 | ✠Classed LR until 28/9/79 | | **1952**-7 G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (264)<br>50,17 7,95 2,871<br>46,31 7,90 3,13<br>P 11,6 F 7,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 26,9 ER<br>G.733 B.697<br>2 Ha ER<br>2W | Oil 4SA 6Cy. 305 × 450<br>360bhp (265kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 37,5t 9,25kn |
| 7931973 | **CORIA**<br>**Cia. Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Spain | **250**<br>—<br>190 | **100A1**<br>Class Contemplated | FN 397 | **1982** Union Naval de Levante S.A. —Barcelona (67)<br>3,701<br>28,71 9,01 4,81 | **M Tug** | Oil geared to sc. shaft<br>Sulzer<br>Ast. Espanoles S.A. Olaveaga Works, Bilbao |
| 6715437<br>PPBO<br>5457<br>Df Esd<br>Gc Rdr<br>RT | **CORINA**<br>ex Curvelo-68<br>**Companhia Paulista de Comercio Maritimo**<br>Rio de Janeiro Brazil | **9 003**<br>7 140<br>12 955 | | AB | **1968** Ishikawajima do Brasil—Rio de Janeiro (27)<br>145,70 19,56 7,900/8,700<br>135,01 19,51 12,20<br>2 dks & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>4 Ho each 24,0 ER<br>G.18 697 B.17 188<br>TEU 300 C. 300/20'<br>4 Ha (stl) (each 14,4 × 7,3) ER | Oil 2SA 8Cy. 680 × 1250<br>10 000bhp (7 356kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 280kW<br>Fuel 984,5t 17kn |
| 7432795<br>SDWT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORINA**<br>**Rederi A/B Nauthall**<br>Kihlberg-Rederierna A/B<br>Stockholm Sweden | **1 599**<br>1 131<br>3 400 | | BV | **1976** Kalmar Varv A/B—Kalmar (441)<br>96,02 14,05 5,487<br>85,02 14,00 6,23<br>1 dk | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>5 Ta (s.stl) 16 Wing Ta ER<br>L.3 570 HeCls. C | Vee Oil 4SA 12Cy. 280 × 320<br>2 880bhp (2 118kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 297kW 1 × 120kW 220V 60Hz a.c.<br>Fuel (hvf) 13,5kn |
| 7102974<br>PDKM<br>132<br>Esd Pfd<br>Rdr RT | **CORINA**<br>ex Concordia-80<br>**T. Woord**<br>Urk Netherlands | **115**<br>42<br>— | | | **1968** Van Goor's Schps. & Mach. —Monnickendam (632)<br>29,42<br>27,79 6,63 2,82<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 210 × 300<br>750bhp (552kW) NE 75<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 5378127<br>3FTY<br>1166<br>2-82<br>Df Esd<br>Gc Rdr<br>RTm/h | **CORINNA**<br>ex Ventoux-78<br>**Compania Naviera Panacorinna S.A.**<br>Panama Panama | T.Mk<br>**6 769**<br>3 418<br>9 516<br>**9 136**<br>4 816<br>— | | GL (BV) | **1960** Ch. & At. de Provence—Port de Bouc (304)<br>156,57 19,74 5,481/8,381<br>146,01 19,72 9,25<br>F 22,3 3 dks | **M General Cargo**<br>Ref<br>5 Ho 19,8 23,7 11,9 24,7 19,9<br>G.15 546 B.15 134 In.250<br>5 Ha (stl) (7,3 13,2 8,9 12,4 7,0 × 5,9)<br>14W Der 1(60) 1(30) 4(10) 10(5) | Vee Oil 2SA 16Cy. 740 × 1600<br>13 700bhp (10 077kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 300kW 220V d.c.<br>Fuel 1 472,0t (hvf) 18kn |
| 6908694<br>DATC<br>13610<br>Df Esd<br>Gc Rdr<br>RTm/v | **CORINNA**<br>ex Moyle-82 ex Corinna-79<br>ex Freja-75<br>**Partenreederei m.s. 'Corinna'**<br>Johs. Thode<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>338<br>1 245<br>**999**<br>716<br>2 300 | | GL | **1969** J. J. Sietas K.G. Schiffswerft —Hamburg (656)<br>73,87 10,83 —/5,055<br>67,67 10,80 6,05<br>P 12,2 F 9,5 2 dks | **M General Cargo**<br>1 Ho 48,4 ER<br>G.2 432 B.2 169<br>1 Ha (stl) (40,1 × 7,5) ER | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Fuel 128,0t (d.o.) 12,5kn |
| 7947233<br>613723 | **CORINNE W**<br>**Jackson Seafood Co. Inc.**<br>Corpus Christi, Tx United States of America | **119**<br>81<br>— | | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7007241<br>JBAA<br>107484<br>Df Esd<br>Gc Pfd<br>RT | **CORINTO MARU**<br>**Mitsui O.S.K. Lines Ltd. & Mitsui Shintaku Ginko K.K.**<br>Mitsui O.S.K. Lines Ltd.<br>Tokyo Japan | **7 279**<br>3 938<br>11 371 | | NK | **1970** Mitsui SB. & Eng. Co. Ltd.—Tamano (873)<br>155,71(BB) 21,85 8,992<br>145,01 21,80 13,80<br>2 dks, pt 3rd dk | **M General Cargo**<br>5 Ho<br>G.21 539 B.20 005<br>5 Ha (stl) (7,1 × 6,0) (13,5 × 8,0) (19,2 13,5 × 10,2) (10,5 × 7,0)<br>Cr 1(20) 1(15) 2(10,5) 1(10) Der 1(80) 2(20) 4(6) 1(2) | Oil 2SA 6Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 640,0t-38,5pd 18,5kn |

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| **6402896**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORIOLIS**<br>**Centre National pour**<br>**L'Exploitation des Oceans**<br>**(C.N.E.X.O.)**<br>Noumea New Caledonia (French) | **326**<br>80<br>168 | BV | **1964** At. & Ch. de la Manche—Dieppe (C1174)<br>37,60 8,06 2,998<br>31,98 8,01 3,81<br>P 13,2 B 4,3 F 11,0 1 dk | **M Research**<br>Oceanographic<br>Mchy.aft<br>1 Ha (0,9 × 0,9) | 2 Oil 4SA each 8Cy. 185 × 200 geared to sc. shaft<br>700bhp (515kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 91,5t (d.o.) 12kn |
| **6606301**<br>EEME<br>2613<br>Df Esd | **CORISCO**<br>**J. Santodomingo e Hijos**<br>**Sociedad Ltda.**<br>Las Palmas Spain | **200**<br>87<br>152 | | **1965** Ast. Santodomingo—Vigo (332)<br>31,50 6,91 3,353<br>27,01 6,81 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 55,0t (d.o.) 10,5kn |
| **8112512**<br>LLET<br>RT | **CORLINE**<br>**K/S Vestfjord**<br>J. K. Lindberg A/S<br>Harstad Norway | **199**<br>78<br>600 | NV (Class cont.) | **1982** Johan Drage A/S—Rognan i Saltdal (382)<br>47,60 (BB) 11,51<br>42,02<br>2 dks | **TM Pallets Carrier**<br>Ice strengthened | 2 Vee Oil 2SA each 8Cy. 123 × 127<br>648bhp (477kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **6904624**<br>LQUP<br>Df Esd<br>RTm | **CORMORAN**<br>**Cormoran S.A. de Navegacion**<br>Mar del Plata Argentina | **154**<br>—<br>— | (BV) | **1968** Ast. Costaguta—Tigre (21)<br>*25,09* 7,04<br>7,01 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ha (1,1 × 1,1) | Vee Oil 4SA 8Cy. 175 × 220<br>390bhp (287kW) MAN<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Fuel (d.o.) 10,5kn |
| **8024430** | **CORMORAN**<br>France | **150**<br>—<br>200 | BV | **1980** Deltawerf B.V.—Sliedrecht (611)<br>... ...<br>30,03 10,00 1,50<br>1 dk | **M Crane Pontoon** | 2 Oil 4SA geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz West Germany |
| **6801391**<br>ZSXJ<br>350797<br>Df Esd<br>Gc Rdr<br>RT | **CORMORANO**<br>**Mid-Western Fish Products**<br>Blue Angra (Pty.) Ltd.<br>Walvis Bay South Africa | **610**<br>329<br>624 | RI | **1967** Soc. Esercizio Cant.—Viareggio (547)<br>59,77 9,17 3,709<br>52,86 9,16 4,60<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.624 | Oil 4SA 8Cy. 320 × 420<br>1 300bhp (956kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| **8019277**<br>PDLV<br>16239<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CORNELIA**<br>**Materiaal Exploitatie Mij.**<br>**Breejenbout B.V.**<br>Overveen Netherlands | **5 356**<br>2 840<br>8 600 | BV | **1981** IHC Smit B.V.—Kinderdijk (CO1140)<br>112,76 19,66 7,451<br>106,00 19,41 8,11<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 30.0<br>Mchy.aft<br>Hopper 6 000<br>2 sandpumps each 1441kW (1932bhp) | 2 Oil 4SA each 6Cy. 410 × 470 sr geared to sc. shafts<br>5 041bhp (3 708kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 706kW 2 × 484kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 337,5t (d.o.) 555,0t (hvf)-36,5pd 13,75kn |
| **6519728**<br>SV3140<br>4897<br>Rdr | **CORNELIA**<br>ex Ogi Maru-73<br>**Petronaus S.A.**<br>Piraeus Greece | **361**<br>183<br>— | NK | **1964** Hashihama Zosen—Imabari (169)<br>43,90 7,75 2,591<br>38,99 7,73 3,48<br>P 10,1 F 4,9 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 353 | Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 16,5t 10kn |
| **8008216**<br>PDMB<br>14 | **CORNELIA**<br>**Rederij Fenijn Breskens B.V.**<br>Breskens Netherlands | **345**<br>120<br>— | | **1981** Boele's Schps. & Mchf. B.V.—Bolnes (1073)<br>39,93<br>38,56 9,01 3,28<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing<br>1 Ho ER<br>1 Ha (stl) ER | Vee Oil 4SA 12Cy. 240 × 280 reverse reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz West Germany |
| **7365590**<br>PDLE<br>1<br>Esd Pfd<br>Rdr RT | **CORNELIA**<br>**C. Vonk & Zonen**<br>Oudeschild, Netherlands<br>Texel | **264**<br>—<br>— | | **1974** Van Goor's Schps. & Mach. —Monnickendam (656)<br>36,76 7,88 3,150<br>7,79 4,14<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 10Cy. 190 × 350 reverse reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 1 × 110kW 220/380V 50Hz a.c. 1 × 120kW 1 × 60kW |
| **5018521**<br>PDMW<br>Df RT | **CORNELIA**<br>ex Anna Hendrika-64 | **113**<br>44<br>— | | **1960** N.V. Stami Schpsb.—Dordrecht (110)<br>27,94 6,30<br>23,86 6,20 3,15 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 210 × 300<br>600bhp (441kW) NE 68<br>Gebr. Stork & Co. N.V. Hengelo |
| **6716651**<br>OVPU<br>D1429<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORNELIA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **21 562**<br>14 385<br>34 314 | **✠100A1** SS 8/77<br>container ship<br>**✠LMC**<br>EL Jt 0,0/66,0U3<br>FN 8425 | **1967**-12 (Aft section) A/S Bergens M/V —Bergen (460)<br>**1981** (Fwd & cargo sections) Hitachi Zosen —Hiroshima Works, Innoshima<br>197,09(BB) 29,75 10,524<br>184,26 29,71 16,01<br>F 13,2 1 dk<br>rf nil len & widened 81<br>conv Ref General Cargo 81<br>7BH to U dk | **M Container Ship**<br>Fixed-guides 6bth P<br>9 Cell.Ho 15,0 12,8 12,8 12,8 12,8 12,8 12,8 12,8 ER 12,8<br>TEU 1218<br>C.Ho 626/20' (40') C.Dk 592/20' (40') incl. 60 ref C.<br>21 Ha (stl) ER<br>2 Wing Ha (stl) | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>A/S Akers M/V Oslo<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 700kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 4 052,0t (hvf)-69,0pd 20kn |
| **7315222**<br>PDLP<br>48<br>Df Esd<br>Pfd Rdr<br>RT | **CORNELIA MARTHA**<br>**Jac. Vlaming & Zonen**<br>Oosterend, Netherlands<br>Texel | **189**<br>68<br>— | | **1973** Van Goor's Schps. & Mach. —Monnickendam (652)<br>33,53 7,32 3,709<br>7,22 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **7500798**<br>DIJS<br>Esd Gc<br>Rdr<br>RTm/v | **CORNELIE WESSELS**<br>ex Johanna-78<br>**Emder Bugsier-und Bergungsgeschaft P.W. Wessels Wwe.**<br>Emden Federal Republic of Germany | **223**<br>116<br>189 | GL | **1976** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (193)<br>28,61 9,15 3,261<br>26,50 9,11 3,64<br>F 8,0 1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 50kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 132,0t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| 7102558<br>PDMR<br>33<br>Df Esd<br>Pfd Rdr | **CORNELIS**<br><br>**W. & J. Lokker**<br>Goedereede Netherlands | **206**<br>72<br>— | | **1971** Boele's Schps. & Mchf. N.V.—Bolnes (1043)<br><br>32,82 7,60 2,998<br>29,27 7,50 4,07<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 8Cy. 270 × 360<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln |
| 6805206<br>PDLX<br>4836<br>Df Esd<br>Rdr<br>RTm/V | **CORNELIS BROERE**<br>ex Isebek-74<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **999**<br>583<br>1 700 | GL | **1968** J. G. Hitzler, Schiffswerft u.<br>Maschinenfabrik—Lauenburg (699)<br>70,41 10,72 4,658<br>65,03 10,70 6,02<br>P 28,4 RQD 4,3 F 9,8 1 dk<br>conv Oil Tanker 73 | **M Tanker**<br>Chemical<br>Ice strengthened<br>8 Ta ER<br>L.2 144 HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>10,5kn |
| 7018654<br>PDMH<br>35<br>Esd Pfd<br>Rdr RT | **CORNELIS DIRKJE**<br><br>**Wed. Romkes & Zn.**<br>Urk Netherlands | **129**<br>46<br>— | | **1970** J. Diedrich—Oldersum (107)<br>26,19<br>25,02 6,63 3,28<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 240 × 320<br>765bhp (563kW)<br>Anglo-Belgian Co. N.V. Gent/Gand |
| 7904798<br>PDLD<br>177 | **CORNELIS EVERT**<br><br>**J. W. Post**<br>Urk Netherlands | **161**<br>56<br>— | | **1980** Holland Launch B.V.—Zaandam<br>(586)<br>30,05<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 7046948<br>PDKU<br>76<br>Df Esd<br>Pfd Rdr<br>RT | **CORNELIS FERDINAND**<br>ex Jan Maarten-73<br>**H. Doesburg**<br>Den Oever Netherlands | **115**<br>41<br>— | | **1962** Fa. S. Seymonsbergen Werf<br>"Concordia"—Amsterdam (639)<br>29,82<br>27,84 6,23 2,85<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 350<br>600bhp (441kW) NE 70<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 7406796<br>PDKP<br>11<br>Esd Rdr<br>RT | **CORNELIS GERRIT**<br><br>**J. Tanis**<br>Goedereede Netherlands | **242**<br>86<br>— | | **1975** Scheepswerf en Reparatiebedrijf<br>"Harlingen" B.V.—Harlingen (45)<br>37,39<br>7,54 3,43<br>1 dk<br>len 82 | **M Fishing** | Oil 4SA 8Cy. 305 × 460<br>1 400bhp (1 030kW)<br>B.V. Motorenfabriek "De Industrie"<br>Alphen a/d Rijn |
| 7325382<br>PDLW<br>23<br>Esd Rdr<br>RT | **CORNELIS JANNETJE**<br>ex Andries De Vries-81<br>ex Steven Willem-78<br>**Fa. de Vogel**<br>Goedereede Netherlands | **211**<br>72<br>— | | **1974** Schpsbw. & Rep. Gebr. Sander N.V.<br>—Delfzijl (268)<br>33,53 7,55 3,785<br>29,49 7,50 4,09<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5307221<br><br><br>Df Esd<br>Pfd RT | **CORNELIS LUBBERTJE**<br>ex Sakina Martine-73 | **272**<br>128<br>— | | **1957** N.V. Schps. "De Dageraad" v/h Wed.<br>J. Boot—Woubrugge (489)<br>41,66 7,32<br>39,32 7,29 3,81<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 310 × 450<br><br>Kloeckner Humboldt Deutz Koeln |
| 7336537<br>PDMT<br>49<br>Df Esd<br>Pfd Rdr<br>RT | **CORNELIS MARIA**<br><br>**B. Vlaming**<br>Den Burg, Texel Netherlands | **202**<br>77<br>— | | **1973** Van Goor's Schps. & Mach.<br>—Monnickendam (654)<br>34,70 7,29<br>7,19 3,84<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>1 240bhp (912kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>12kn |
| 7325277<br>PDMK<br>15 | **CORNELIS MARINUS**<br><br>**Fa. M. Lokker & Zonen**<br>Goedereede Netherlands | **145**<br>—<br>— | | **1973** N.V. Schps. Ferus Smit—Foxhol<br>(210)<br>28,96 6,71<br>... ... | **M Fishing** | Oil<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Fuel (d.o.) |
| 8024454<br>PDMM<br>171<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORNELIS VROLIJK FZN.**<br><br>**Diepzee Visserij Maatschappij**<br>**Cornelis Vrolijk B.V.**<br>Scheveningen Netherlands | **965**<br>415<br>1 240 | ✠**100A1**<br>stern trawler<br>✠**LMC** **UMS**<br>EL (N) 445,0/36,0U2<br>FN 1318 | **1981**-10 Schpsw. en Mach. Ysselwerf B.V.<br>—Capelle a/d Ijssel (201)<br>71,33 (BB) 12,76 4,973<br>64,19 12,51 8,01<br>B 15,9 2 dks<br>rf 432 Box K 399<br>2BH to U dk, 2 to 2nd dk WB179T | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 370 × 400 with flexible<br>couplings & sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 818kW 380V 50Hz a.c.<br>1 × 450kW 1 × 200kW 250V d.c.<br>Controllable pitch propeller |
| 7907855<br>PDKV<br>42 | **CORNELIS WILLEM**<br><br>**P. J. Bezuijen**<br>Goedereede Netherlands | **202**<br>80<br>— | | **1980** Scheepsw. "De Hoop" B.V.<br>—Hardinxveld (753)<br>34,19<br>7,51 3,81<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 9Cy. 240 × 260 reverse reduction<br>geared to sc. shaft<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| 8110851<br>PDMN | **CORNELIS ZANEN**<br><br>**Hollands Aannemersbedrijf**<br>**Zanen Verstoep N.V.**<br>Netherlands | **8 840**<br>4 209<br>— | BV (Class cont.) | **1982** IHC Smit B.V.—Kinderdijk<br>(CO1150)<br>8,002<br>128,02 23,00 10,01<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened<br>Mchy.aft<br>Hopper 8 000 | 2 Oil 4SA each 9Cy. 410 × 470 with<br>clutches & sr geared to sc. shafts<br>12 400bhp (9 121kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>12,5kn |
| 7911014<br>PDLA<br>284 | **CORNELIS ZEEMAN**<br><br>**J. Koffeman & Zonen**<br>Urk Netherlands | **277**<br>—<br>— | | **1980** W. Visser & Zoon B.V. Werf "De<br>Lastdrager"—Den Helder (93)<br>36,50 4,101<br>32,47 8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Netherlands |
| 5080201<br>KABZ<br>247641<br>Df Esd<br>Gc RT | **CORNELL VICTORY**<br><br>**Government of The United**<br>**States of America**<br>**(Department of Commerce)**<br>Washington, DC United States<br>of America | **7 607**<br>4 561<br>10 886 | AB | **1945** California SB. Corp.—Los Angeles, Ca<br>(V62)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6<br>22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9<br>7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co. Milwaukee, Wi<br>Gen 2 × 200kW 220V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |

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| **7420194**<br>D5OW<br>6509<br>Df Esd<br>Gc Rdr<br>RT | **CORNER BROOK**<br>**Larina Shipping Inc. & Fram Newsprint Carriers Inc.**<br>Sig. Bergesen D.Y. & Co.<br>Monrovia Liberia | **3 529**<br>2 304<br>7 173 | NV | **1976** Schichau-Unterweser A.G. —Bremerhaven (2265)<br>135,79 18,60 6,986<br>120,83 18,51 12,22<br>F - 1 dk & S dk<br>len 77 | **M Newsprint Carrier** OSD<br>Side doors Ice strengthened<br>Mchy.aft | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>Controllable pitch propeller<br>Fuel 802,5t (hvf)-24,5pd<br>16kn |
| **7025231**<br>EDSV | **CORNIDE DE SAAVEDRA**<br>**Government of Spain (Junta Central de Administracion Economicas Practicajes)**<br>La Coruna Spain | **990**<br>202<br>— | (BV) | **1970** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.88)<br>3,506<br>49,99 11,26 6,99<br>1 dk & S dk | **M Fishing** OSD<br>Training Ref. | 2 Oil 4SA each 8Cy. 160 × 180 geared to sc. shaft<br>1 250bhp (919kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Fuel 236,5t (d.o.) |
| **5190161**<br>SV3365<br>2707<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORNILIA**<br>ex Dimitrios-79 ex Klintholm-66<br>**Anepap Ltd.**<br>Piraeus Greece | **965**<br>466<br>1 255 | (BV) | **1950** Frederikshavn Vaerft & Flydedok A/S —Frederikshavn (215)<br>66,71 10,09 4,407<br>10,04<br>P 19,2 RQD 29,9 F 8,0 1 dk<br>rf 76 | **M General Cargo** 2P<br>2 Ho 8,8 29,2 ER<br>G.1 950 B.1 803<br>3 Ha (6,1 × 5,4) (11,9 6,7 × 4,7) ER<br>6W Der 1(15) 6(3) | Oil 2SA 5Cy. 340 × 570<br>580bhp (427kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 3 × 40kW 220V d.c.<br>Fuel 76,0t (d.o.)<br>10kn |
| **7321491**<br>ZM4140<br>168596 | **CORNISH MAN**<br>ex Heather George-72<br>**Napier Fisheries Ltd.**<br>Napier New Zealand | **133**<br>91<br>— | | **1945** Richards Iron Works Ltd.—Lowestoft<br>*26,77* 6,94 2,985<br>... ... ...<br>1 dk<br>len 73 | **Wood M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.)<br>9kn |
| **7527899**<br>FNDA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORNOUAILLES**<br>**B. A. I. S.A. Brittany Ferries (Bretagne-Angleterre Irlande)**<br>Morlaix France | **3 383**<br>1 578<br>1 650 | BV | **1977** A/S Bergens M/V—Bergen (735)<br>110,01(BB) 5,182<br>98,02 16,51 10,67<br>2 dks | **TM Passenger/RoRo Cargo/Ferry,**<br>244bth 256dk P<br>Bow ramp & visor Stern door/ramp<br>Mchy.aft | 2 Oil 4SA each 16Cy. 280 × 290 reduction geared to sc. shafts<br>11 200bhp (8 238kW) Pielstick<br>Ch. de l'Atlantique France<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>19kn |
| **5330333**<br>KPJC<br>590414<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CORNUCOPIA**<br>(Aft section)<br>ex Sister Katingo-78<br>**Union Oil Co. of California**<br>Keystone Shipping Co.<br>Los Angeles, Ca United States of America | **21 668**<br>14 477<br>23 737 | AB | **1958** (Aft section) Bethlehem Pacific Steel Corp. Corp.—San Francisco, Ca (5484)<br>**1977** (Fwd & cargo sections) Todd Pacific Shipyards Corp. (Los Angeles Div.)—San Pedro<br>191,40(BB) 9,468<br>179,84 27,44 16,39<br>F - 1 dk<br>New forepart joined 78<br>conv Tanker 78 | **S Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>8 Ta (C.mn.stl) free standing prismatic horizontal ER<br>L.(gas) 31 704 HeCls. B | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 400kW<br>Fuel 1 670,0t (o.f.) 22,0t (d.o.)-72,0pd 16kn |
| **7372098**<br>H9JO<br>1112<br>5-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COROLLA**<br>**Caribbean Tankers Inc.**<br>Panama Panama | **40 632**<br>29 656<br>81 552 | AB | **1975** Hitachi Zosen—Maizuru Works, Maizuru (4427)<br>243,47(BB) 34,45 14,072<br>232,01 34,40 18,70<br>1 dk | **M Tanker**<br>COW IGS CBT<br>12 Ta ER<br>L.(oil) 100 813 HeCls. BC | Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 294,0t (d.o.) 3 769,5t (hvf) 15kn |
| **7324833**<br>XCCO<br>Df Esd<br>Gc Rdr<br>RT | **COROMUEL**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>La Paz Mexico | **7 234**<br>4 518<br>1 210 | **✠100A1** SS 6/78<br>**✠LMC**<br>EL V 1⅝"U3<br>FN 2727 | **1973**-10 Jos. L. Meyer—Papenburg (568)<br>108,87(BB) 17,58 4,573<br>96,70 17,20 11,00<br>B 72,0 2 dks, 3rd dk clear of mchy. space<br>rf 254<br>NS 12BH to 2nd dk WB508T incl. DTf156T | **TM Passenger/RoRo Cargo/Ferry**<br>182bth 514dk P<br>Bow & stern doors | 2 Vee Oil 4SA each 12Cy. 400 × 500<br>8 000bhp (5 884kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 600kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>18,5kn |
| **7508269**<br>SFKA<br>Df Esd<br>Gc Rdr<br>RT | **CORONA**<br>**Joel Backman & Soner Rederi A/B**<br>Donso Sweden | **4 899**<br>3 262<br>7 960 | GL | **1976** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (7502)<br>112,38 15,24 7,822<br>14,99 10,01<br>1 dk<br>len 78 | **M Tanker**<br>Ice strengthened | Vee Oil 4SA 16Cy. 250 × 300 geared to sc. shaft<br>3 085bhp (2 269kW) Polar<br>A/B Bofors Nohab Trollhattan<br>13kn |
| **6704646**<br>RH-W8<br>4067<br>Df Esd<br>Pfd Rdr<br>RT | **CORONA**<br>ex Naniwa Maru No. 41-80<br>**Cockatoo Tanker Agency S.A.**<br>Amapala Honduras | **2 240**<br>1 466<br>4 152 | NK | **1966** Tsuneishi Zosen K.K.—Numakuma (156)<br>98,10 12,53 5,843<br>91,60 12,50 6,35<br>P 15,6 F 19,9 1 dk<br>len 72 | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 837 HeCls. C | 2 Oil 4SA each 6Cy. 300 × 380 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 75kW 445V a.c.<br>Fuel 138,0t (d.o.) 1 347,5t (hvf)-9,0pd<br>11,5kn |
| **7224368**<br>OIAO<br>534<br>Df Esd<br>Gc Rdr<br>RT | **CORONA**<br>ex Finnmaster-82<br>**Finska Angfartygs A/B (EFFOA) (Finland Steamship Co. Ltd.)**<br>O/Y Finnlines Ltd.<br>Loviisa/Lovisa Finland | T.Mk<br>**2 066**<br>1 242<br>3 708<br>**4 045**<br>2 467<br>6 014 | NV | **1972** Kleven M/V A/S—Ulsteinvik (23)<br>106,61 17,07 5,474/7,081<br>100,62 16,98 9,02<br>2 dks<br>rf nil | **M General Cargo**<br>2 Ho ER<br>G.8 551 B.7 385<br>TEU 173<br>C.Ho 93/20' C.Dk 80/20'(40')<br>2 Ha (stl) (each 27,4 × 10,5) ER<br>Cr 2(12,5) 2(10) | Oil 4SA 8Cy. 410 × 470<br>4 600bhp (3 384kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 174kW 380V 60Hz a.c.<br>Fuel (d.o.)-18,5pd 15,75kn |
| **7112371**<br>IMSH<br>142<br>Df Esd<br>Gc Rdr<br>RT | **CORONA**<br>ex Sea Pearl-76<br>**S.A.S.D.A. Societa Anonima Sardà d'Armamento**<br>Olbia Italy | **499**<br>178<br>813 | RI (AB) | **1971** Mangone SB. Corp.—Houston, Tx (99)<br>*56,30* 11,51 3,988<br>51,24 11,47 4,88<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW<br>Fuel 169,5t (d.o.)-14,0pd |

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|---|---|---|---|---|---|---|---|---|
| 7312309<br>P3079<br>Esd Rdr<br>RT | **CORONA**<br>ex Susie Howard-75<br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **148**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 4/80<br>EL 1"U1<br>FN 284 | **1973**-7 Richards (Shipbuilders) Ltd. —Lowestoft (512)<br>29,37 7,60 3,264<br>26,22 7,17 3,66<br>1 dk<br>rf 533 Box K 152<br>3BH WB37t | **M Tug**<br>Mchy.aft | | Oil 4SA 6Cy. 254 × 305 reverse reduction geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 66kW 1 × 16kW 440V 50Hz a.c.<br>10kn |
| 5080378<br>ICRZ<br>3180<br>Df Esd<br>Gc Rdr<br>RTm | **CORONA AUSTRALE**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **12 784**<br>7 101<br>21 106 | ✠**100A1**<br>✠**LMC** | SS 10/80<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5535<br>AB RI | **1959**-7 Ansaldo S.p.A.—La Spezia (1549)<br>174,83 21,01 9,980<br>162,21 20,91 13,21<br>P 32,0 B 5,8 F 17,7 1 dk<br>RW rf 152<br>NS 9BH WB7429t incl. Topside tanks in holds 2550t | **M Bulk Carrier**<br>Mchy.aft<br>6 Ho 18,1 18,1 18,2 18,1 18,1 18,1<br>G.24 597<br>6 Ha (stl) (each 12,4 × 11,5)<br>Cr 4(9,5) Der 2(6) 2(3) 2(1) | | Oil 2SA 7Cy. 750 × 1320<br>7 700bhp (5 664kW) Fiat<br>S.A. Ansaldo Stab. Mecc. Genova<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 321,0t (hvf) 14,75kn |
| 5080380<br>IBWC<br>3147<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORONA BOREALE**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **11 169**<br>5 938<br>18 198 | ✠Classed LR until 8/66 | RI (AB) | **1958**-11 Navalmeccanica Cant. Nav. —Castellammare di Stabia (620)<br>165,46 21,01 9,310<br>153,02 20,91 12,22<br>P 33,0 F 15,9 1 dk<br>RW rf 152 | **M Bulk Carrier**<br>6 Ho 16,3 16,6 17,9 17,9 16,9 16,3 ER<br>G.20 747<br>6 Ha (stl) (each 11,5 × 11,5) ER<br>Der 2(6) 2(3,5) 2(1) | HeCls. B | Oil 2SA 7Cy. 750 × 1320<br>5 425bhp (3 990kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 125kW 220V d.c.<br>Fuel 136,0t (d.o.) 845,0t (hvf)-19,0pd 12kn |
| 7620081<br>ZCNA<br>373055 | **CORONA DEL MAR**<br>ex YO 77<br>**Corona Del Mar Shipping Co. Ltd.**<br>Georgetown Cayman Islands (British) | **706**<br>340<br>— | | AB | **1944** Brunswick Marine Construction Co —Brunswick, Ga (138)<br>53,35 9,76 4,090<br>50,65 4,58<br>2 dks<br>RW rf 76 | **M Tanker**<br>Oil Vegetable oil Molasses<br>8 Ta ER | HeCls. C | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Engine Co. U.S.A.<br>Fuel 54,0t (d.o.)-2,0pd 8kn |
| 7326269<br>KPSB<br>553623<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORONADO**<br>**Manufacturers National Bank of Detroit**<br>Keystone Shipping Co.<br>Wilmington, De United States of America | **22 357**<br>15 951<br>39 973 | | AB | **1973** National Steel & SB. Co.—San Diego, Ca (384)<br>203,77(BB) 27,49 10,669<br>201,17 27,44 14,33<br>1 dk<br>rf 152 | **S Tanker**<br>15 Ta ER<br>L.(oil) 43 822 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 750kW<br>Fuel 3 830,5t (o.f.)-83,5pd 16,5kn |
| 5080407 | **CORONEL PEDRO OSORIO**<br>ex Germaine II-36 ex Plettenberg<br>**Companhia de Navegacao Lloyd Brasileiro**<br>Rio Grande Brazil | **116**<br>39<br>— | | | **1912** A/S Akers M/V—Oslo (347)<br>30,00 5,64 3,048<br>... ... ...<br>R | **S Tug** | | T 3Cy. 279 457 & 737 × 610<br>A/S Akers M/V Oslo |
| 6604511<br>GBQY<br>Df Esd<br>Rdr RT | **CORONELLA**<br>ex Silljo Senior-81<br>**Peter & J. Johnstone Ltd.**<br>Banff United Kingdom | **499**<br>227<br>— | | NV | **1966** Trondhjems M/V. Aker Trondelag A/S—Trondheim (564)<br>43,03 8,03 5,563<br>37,50 8,01 6,96<br>2 dks<br>BK 81 len 67 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (4,8 × 2,6) (1,9 × 1,3) ER<br>2W Der 1(5) 1(3) | | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW) NE 70<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 42kW 1 × 28kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 6421634<br>HO6239<br>1077<br>3-81<br>Df Esd<br>Gc Rdr<br>RTv | **CORONI**<br>ex Brucestan-80 ex Thorbjorn-74<br>**Leyenda Armadora S.A.**<br>Panama Panama | **492**<br>327<br>1 087 | | GL | **1964** Rolandwerft G.m.b.h.—Bremen (922)<br>61,98 10,52 3,760<br>56,16 10,49 4,02<br>P 5,8 RQD 22,3 B 15,9 F 14,1 1 dk | **M Tanker**<br>Ice strengthened<br>9 Ta ER<br>L.(oil) 1 400 | HeCls. C | Oil 4SA 7Cy. 300 × 450<br>1 040bhp (765kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 106,5t-4,0pd 11,75kn |
| 7024213<br>SYDK<br>441<br>Df Esd<br>Gc Rdr<br>RT | **CORONIA**<br>**Islamorada Cia. Naviera S.A.**<br>Andros Greece | **11 870**<br>7 614<br>19 470 | | AB | **1970** Hitachi Zosen—Innoshima (4283)<br>156,22 22,66 9,494<br>146,01 22,61 12,88<br>P 29,6 F 11,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,5 21,5 21,5 21,5 23,3 ER<br>G.26 699 B.23 727<br>5 Ha (stl) (12,3 × 8,6) (14,4 14,4 14,4 14,4 × 10,4) ER<br>10W Der 10(10) | HeCls. B | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 237,5t (hvf)-30,5pd 14kn |
| 6405422<br>CSBE<br>Df Esd<br>Rdr<br>RTh/v | **CORPO SANTO**<br>**Junta Autonoma dos Portos do Distrito de Ponta Delgada**<br>Ponta Delgada Portugal | **183**<br>21<br>386 | ✠**100A1**<br>tug<br>✠**LMC** | SS 8/81<br>EL (b)<br>FN 314 | **1964**-5 Est. Nav. do Mondego—Figueiro da Foz (86)<br>29,57 8,11 3,353<br>26,83 7,78 3,89<br>RAD 1,6 1 dk<br>BK 51<br>4BH WB32t | **M Tug** | | 2 Oil 4SA each 6Cy. 250 × 350 with hydroflex couplings & sr gearing to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 8127103<br>9V2983<br>382341<br>RT | **CORPORATE GRACE**<br>**Corporate Shipping Enterprises (Pte.) Ltd.**<br>Singapore Singapore | **113**<br>32<br>— | | NK | **1981** Corporate Machineries Pte. Ltd. —Singapore (CML69)<br>21,62 2,096<br>20,73 6,13 2,60<br>1 dk | **TM Tug** | | 2 Oil 4SA each 8Cy. 137 × 152 sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 2,5kW 380V 50Hz a.c.<br>Fuel 51,0t (d.o.)-3,0pd 11kn |
| 5080445<br>ILTK<br>537<br>Rdr RT | **CORRADO NERI**<br>**Fratelli Tito e Alfredo Neri**<br>Livorno Italy | **199**<br>40<br>— | | RI | **1962** Cant. Nav. M. & B. Benetti —Viareggio (53)<br>32,01 8,06 3,353<br>29,57 8,02 4,02<br>1 dk<br>RW | **M Tug**<br>Salvage | | Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 6717526<br>ILTL<br>621<br>Rdr RT | **CORRADO PIERO NERI**<br>**Comm. Tito Neri**<br>Livorno Italy | **840**<br>419<br>1 312 | | RI | **1967** Cant. del Mediterraneo—Genova (198)<br>63,00 11,51 3,688<br>57,00 11,41 4,02<br>1 dk | **M Tanker**<br>10 Ta ER | | Oil 4SA 8Cy. 320 × 420<br>1 230bhp (905kW)<br>S.A. Ansaldo Stab. Mecc. Genova |

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| **6711041**<br>ILSD<br>226<br>Df Esd<br>Gc Rdr<br>RT | **CORRADO SECONDO**<br>**Societa Industriale Trasporti Marittimi Azionaria (S.I.T.M.A.)**<br>Cagliari Italy | **1 413**<br>644<br>1 000 | RI | **1967** Soc. Ind. Trasporti Mar. Azionaria —Porto Recanati (50)<br>68,99 11,82 4,979<br>60,71 11,66 7,70<br>2 dks | **M Fishing**<br>Side Trawler<br>2 Ho | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW) E made63 fitted67<br>Kloeckner Humboldt Deutz | Koeln |
| **6522505**<br>H9ER<br>10803<br>-81A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORRAL**<br>ex Mah-80 ex Finn-Enso-79<br>**Transmares Naviera Internacional S.A.**<br>Hanseatic Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**6 051**<br>3 958<br>8 738<br>**8 698**<br>5 724<br>11 278 | ✠**100A1** SS 3/80<br>side tanks aft—veg. oil<br>Ice Class 2<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL ct 2⅛"SQ<br>FN 4290 | **1965**-12 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1131)<br>151,52 18,95 7,500/8,624<br>141,05 18,90 11,51<br>P 40,0 F 28,7 2 dks<br>rf 102 len 69<br>conv General Cargo 69<br>Coll BH & 3BH to U dk 4 to 2nd dk<br>WB1368t | **M General Cargo/Container Ship**<br>Fixed-guides Ref 4P<br>6 Ho 13,1 23,0 17,6 16,7 21,4 13,0<br>G.18 855 B.17 764 In.1 111<br>TEU 168<br>C.Ho 120/20' C.Dk 48/20'<br>6 Ha (stl) (8,2 14,1 × 6,7) (12,5 12,5 × 16,0) (12,5 × 6,7) (7,6 × 7,3)<br>17W Cr 1(3) Der 1(60) 12(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Wartsila Kon. Crichton-Vulcan<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 114lbf/in² (7,9bar)<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 191,0t (d.o.) 774,0t (hvf)-22,5pd | Sulzer<br>Turku/Abo<br>16kn |
| **5080457** | **CORREGIDOR**<br>ex FS 549-47<br>**Compania Maritima**<br>Manila Philippines | **570**<br>270<br>631 | (AB) | **1944** United Concrete Pipe Corp.—Long Beach, Ca (110)<br>53,80 9,76 3,601<br>... ... ...<br>F 8,0 1 dk<br>rf 152 | **TM General Cargo**<br>2 Ho 12,1 13,4 ER<br>G.691 B.650<br>2 Ha (5,7 8,9 × 4,8) ER<br>4W Der 1(15) 4(5) | 2 Oil 2SA each 6Cy. 220 × 265<br>1 000bhp (736kW)<br>General Motors Corp.<br>Gen 2 × 100kW 110/220V d.c.<br>Fuel 65,0t (d.o.) | Detroit, Mi<br>11kn |
| **5080469**<br>198639 | **CORREGIDOR**<br>**Zlatko Brnjac**<br>Vancouver, B.C. Canada | **119**<br>78<br>— | | **1942** Pacific Boat Building Co.—Tacoma, Wa<br>22,76 6,58<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>2W Der 2 | Oil 6Cy. 265 × 330<br>Atlas Imperial D.E. Co. | Oakland, Ca |
| **5080471**<br>PUZF | **CORREIA DE SENNA**<br>**Navegacao Norte Ltda.**<br>Rio de Janeiro Brazil | **400**<br>—<br>— | | **1943** Defoe SB. Co.—Bay City, Mi<br>*46,64* 7,07<br>... ...<br>1 dk | **TM General Cargo** | 2 Oil 2SA each 4Cy. 200 × 340<br>NE 52<br>Frederikshavn Jernstoberi & Maskinfabrik A/S | Frederikshavn |
| **7356317**<br>FNLG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORREZE**<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | T.Mk<br>**8 008**<br>4 228<br>—<br>**11 740**<br>7 050<br>15 600 | BV | **1974** Marine Industries Ltd.—Sorel, P.Q. (409)<br>159,01(BB) 22,97 —/8,179<br>146,74 22,79 13,19<br>P 40,3 F 38,1 3 dks<br>rf nil | **M General Cargo**<br>5 Ho 23,7 26,9 26,9 26,9 ER 8,8 9 TwD<br>G.25 641 B.22 810<br>TEU 376<br>C.Ho 274/20' C.Dk 102/20'<br>8 Ha (stl) (13,5 × 8,0) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>8W Cr 3(5) Der 2(30) 2(22) | Vee Oil 4SA 16Cy. 480 × 520<br>13 400bhp (9 857kW)<br>Ch. de l'Atlantique<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf) | Pielstick<br>St Nazaire<br>18,5kn |
| **7336642**<br>PDNA<br>13989<br>Df Esd<br>Pfd Rdr<br>RTv | **CORRIE BROERE**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **1 599**<br>1 118<br>3 145 | ✠**100A1** SS 8/79<br>chemical tanker (cc)<br>Type A cargoes in Nos. 1—5 centre tanks SG up to 1.8 Type B cargoes in Nos. 1—4 wing tanks SG up to 1.4 in association with an approved list of chemical cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>**IGS**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1528 | **1974**-1 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (379)<br>84,33 (BB) 13,62 5,893<br>75,01 13,50 6,86<br>P 19,6 F 11,3 1 dk<br>rf 102<br>11BH WB1035t | **M Tanker**<br>Chemical IGS<br>13 Ta ER<br>L.3 400 HeCls. C | Oil 4SA 8Cy. 400 × 580<br>2 500bhp (1 839kW)<br>Kloeckner Humboldt Deutz<br>2 db 10kgf/cm² (9,9bar)<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-10,5pd | Koeln<br>12,5kn |
| **5423623**<br>HO8673<br>1139<br>1-81<br>RT | **CORRIE II**<br>**Jaen Christiaan Hendrik de Vrij**<br>Panama Panama | **443**<br>295<br>507 | BV | **1963** Schpsw. & Mfbk J. Vos Zn. C.V. —Groningen (111)<br>55,55 7,29 2,458<br>52,99 7,21 2,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.975<br>1 Ha ER | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz | Koeln<br>10kn |
| **7022356**<br>HPJV/<br>DZSE<br>1092<br>3-RH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORRIEDALE EXPRESS**<br>ex Hoegh Pride-82<br>**Th. John Horgan Livestock Ltd. Corp.**<br>Panama Panama | T.Mk<br>**8 186**<br>5 257<br>—<br>**12 079**<br>8 300<br>17 950 | NV | **1970** Oy Wartsila Ab—Turku/Abo (1186)<br>182,73 20,63 8,332/9,322<br>171,51 20,60 12,60<br>P 52,2 F 33,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 102 len 76<br>conv Ref General Cargo 82 | **M Livestock Carrier** | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW)<br>Oy Wartsila Ab<br>Gen 1 × 600kW 2 × 440kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 294,5t (d.o.) 1 335,0t (hvf)-34,5pd | Sulzer<br>Turku/Abo<br>17kn |
| **5080500**<br>LW2903<br>1827<br>RT | **CORRIENTES**<br>ex Esso Corrientes-62<br>ex Essoleum-47 ex Motoroil-38<br>**Cia. Naviera La Argentina S.A.**<br>Buenos Aires Argentina | **236**<br>124<br>— | | **1929** Talleres Phoenix—Tigre<br>47,27 7,98 3,048<br>7,93<br>1 dk<br>R | **M Tanker**<br>L.(oil) 650 | Oil 2SA 6Cy. 255 × 320<br>Fairbanks Morse & Co.<br>Fuel 11,0t-1,0pd | Beloit, Wi<br>5,75kn |
| **7406538**<br>LRUD<br>Df Esd<br>Gc Rdr<br>RT | **CORRIENTES II**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 712 | BV | **1977** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (299)<br>159,01(BB) 22,84 9,764<br>148,01 22,80 13,49<br>P - F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20'<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 397kW 380/220V 50Hz a.c.<br>Fuel 1 222,5t (hvf)-37,0pd | Sulzer<br>16,75kn |

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| 7037246<br>3034-TL<br>Df Esd<br>Rdr RT | **CORROIOS**<br>**LISNAVE-Estaleiros Navais de Lisboa S.a.r.l.**<br>Lisboa Portugal | **258**<br>12<br>— | ✠**100A1** SS 10/79<br>tug<br>River Tagus service<br>✠**LMC**<br>EL (d) $\frac{15}{16}$"U1<br>FN 385 | **1970**-12 Est. Sao Jacinto S.a.r.L.—Aveiro (87)<br>33,36 9,00<br>30,03 8,50 4,30<br>RAD 1,3 1 dk<br>rf 1016<br>4BH WB27t | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 360 × 450 reverse reduction geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 400V 50Hz a.c. |
| 7100380<br>WA6294<br>253060 | **CORROTOMAN**<br>ex Charlotte T-76 ex Jeanie S<br>ex YMS 222<br>**Hanraco Inc.**<br>Reedville, Va United States of America | **253**<br>172<br>— | | **1943** Mojean & Erickson—Tacoma, Wa<br>*38,50* 7,62<br>3,46 | **Wood M Fishing** | Oil<br>1 000bhp (736kW)<br>..............<br>Fuel (d.o.) |
| 5080512<br>EDMM<br>8292<br>Df Esd<br>RTm | **CORRUBEDO**<br>**Sociedad Echevarria y Cia. S.R.C.**<br>Vigo Spain | **279**<br>119<br>— | BV | **1961** Ast. Santodomingo—Vigo (303)<br>*33,50* 7,14 3,671<br>7,10 4,09<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.225<br>2 Ha (each 0,9 × 0,9) ER<br>1W Der 1(0,5) | Oil 4SA 8Cy. 320 × 450<br>1 135bhp (835kW) NE 66<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 132,0t (d.o.) 13,25kn |
| 7529809<br>VJCI<br>374437<br>Esd Rdr<br>RT | **CORSAIR**<br>**Howard Smith Industries Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **266**<br>53<br>— | ✠**100A1** CS 3/81<br>tug<br>✠**LMC** **UMS**<br>EL F $\frac{7}{8}$"U2<br>FN 358 | **1976**-3 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (114)<br>29,01 9,96 4,026<br>24,80 9,71 4,70<br>1 dk<br>rf nil BK 25<br>3BH WB22T | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 68kW 415V 50Hz a.c.<br>12kn |
| 7206902<br>WYZ6<br>499<br>536836<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORSAIR**<br>**Interstate Tugboat Co.**<br>Wilmington, De United States of America | **182**<br>124<br>— | AB | **1971** Main Iron Works Inc.—Houma, La (258)<br>9,81 4,344<br>33,08 4,68<br>F 8,0 1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 55kW 220V 60Hz a.c.<br>Fuel 384,0t (d.o.) |
| 5105752<br>DGIN<br>Df | **CORSAR**<br>ex Inge A-78 ex Brammer-76<br>ex Erna Meyer-67<br>ex Sleipner II-39 ex Hanna<br>ex Wilfried ex Miranda<br>**Siegfried Hofer**<br>Hamburg Federal Republic of Germany | **208**<br>111<br>350 | (GL) | **1909** Schiffs. & Masch. Ges. Rendsburg —Rendsburg<br>36,50 6,63 3,112<br>6,58 3,26<br>RQD 6,1 1 dk H 2,8<br>R len 34 & 52 | **M General Cargo**<br>1 Ho 24,0<br>G.510 B.453<br>2 Ha<br>2W | Oil 4SA 6Cy. 210 × 360<br>180bhp (132kW) NE 35<br>Humboldt-Deutzmotoren Koeln-Deutz<br>7kn |
| 5169423<br>FSME<br>Df Esd<br>Rdr RTm | **CORSEN**<br>ex Greta-72 ex Jan-65<br>**Louis M. Piriou**<br>Paimpol France | **464**<br>239<br>864 | BV | **1952** Schps. "Hoogezand" J. Bodewes —Hoogezand (67)<br>57,00 9,15 3,607<br>49,03 9,10 3,94<br>P 15,0 F 8,3 1 dk<br>R conv General Cargo 73 | **M Dredger/Sand Carrier**<br>Suction<br>3W Der 3(3) | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 6kW 110V d.c.<br>Fuel 61,0t (hvf) 9,5kn |
| 6406373<br>HPFL<br>8817-78<br>Df Gc<br>RTm | **CORSICA MARINA**<br>ex Olau West-77 ex Kalle-75<br>ex Grenaa-71<br>**Tourship Co. S.A.**<br>Panama Panama | **3 123**<br>1 661<br>864 | BV | **1964** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (439)<br>92,41 17,76 4,395<br>90,00 17,68 5,67<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>151bth 449dk P<br>Bow & stern doors Ice strengthened | 2 Vee Oil 4SA each 10Cy. 520 × 740<br>7 980bhp (5 870kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 490kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 209,5t (d.o.) 19kn |
| 6411225<br>HPGC<br>8727-78<br>Df Esd<br>Gc Rdr<br>RTm/v | **CORSICA NOVA**<br>ex Europafarjan II-76<br>ex Travemunde-70<br>**Tourship Co. S.A.**<br>Panama Panama | T.Mk<br>**2 035**<br>1 011<br>711 | NV | **1964** Orenstein Koppel & Luebecker —Luebeck (596)<br>93,22 16,21 4,166<br>84,03 15,60 7,47<br>3 dks<br>rf 152 | **TM RoRo Cargo/Ferry**<br>861P<br>Ice strengthened | 4 Oil 4SA each 8Cy. 360 × 450 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 400kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 175,0t (d.o.)-18,5pd 18kn |
| 6905446<br>H8RH<br>1058<br>0-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **CORSICA VIVA**<br>ex Innisfallen-80<br>**Tourship Co. S.A.**<br>Panama Panama | **4 623**<br>2 375<br>772 | BV<br>✠Classed LR until 25/4/80 | **1969**-4 Werft Nobiskrug—Rendsburg (660)<br>118,19(BB) 17,84 4,446<br>107,80 17,61 13,95<br>B 81,1 4 dks<br>rf 483 | **TM Passenger/RoRo Cargo/Ferry**<br>1000P<br>Bow and stern doors Ice strengthened<br>TEU 90 C. 90/20′ | 4 Oil 4SA each 7Cy. 400 × 540 sr geared to sc. shafts<br>16 000bhp (11 769kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 548kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 265,0t (d.o.) 22kn |
| 7222657<br>5MKI<br>4300<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CORSICANA**<br>**Brilliant Transport Co.**<br>Monrovia Liberia | **17 505**<br>10 588<br>29 960 | ✠**100A1** SS 6/78<br>oil tanker<br>✠**LMC**<br>EL (I†) 2$\frac{7}{16}$"U3<br>FN 6529 | **1973**-2 Italcantieri S.p.A.—Monfalcone (4271)<br>171,61(BB) 25,96 10,929<br>161,63 25,91 14,48<br>P 17,1 F 15,3 1 dk<br>rf nil<br>12BH WB5381t incl. DTf1427t | **M Tanker**<br>26 Ta ER<br>L.(oil) 37 308 HeCls. B | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW) Fiat<br>Grda-Fabrica Machine S. Andrea, Tri<br>WTAuxB 20kgf/cm² (19,7bar) Spt 15kgf/cm² (14,8bar)<br>e(ex.g) 16kgf/cm² (15,7bar) Spt 15kgf/cm² (14,8bar)<br>Gen 1 × 600kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 123,0t (d.o.) 1 490,0t (hvf)-30,5pd<br>16kn |

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| 5190056<br>RH-R8<br>1004<br>Df Esd<br>Rdr<br>RTm/v | **CORSO**<br>ex Klaus Jagemann-81<br>**Juan Baron Henriquez**<br>Puerto Cortes Honduras | 299<br>142<br>450 | GL | **1957** Stader Schiffsw. G.m.b.H.—Stade (187)<br>45,57 8,49 3,010<br>40,09 8,41 3,31<br>P 9,2 F 5,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.634 B.594<br>1 Ha (20,5 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. | Kiel<br>8,5kn |
| 7402556<br>EHLC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORTA ATALAYA**<br>**Union Explosivos Rio Tinto S.A.**<br>Huelva Spain | **64 313**<br>53 560<br>132 207 | **✠100A1** SS 2/82<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ut $3\frac{9}{16}$"U3<br>FN 16503 | **1977**-10 Astilleros Espanoles S.A. —Factoria de Sestao, Bilbao (211)<br>276,51 40,06 16,911<br>265,01 40,01 22,26<br>F 21,4 1 dk<br>rf nil<br>7BH WB18704T incl. clean ballast tanks 11501T | **M Tanker**<br>IGS<br>14 Ta ER | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB primary 40kgf/$cm^2$ (39,3bar) secondary 15kgf/$cm^2$ (14,8bar) hs1649,0<br>AuxB (ex.g) 15kgf/$cm^2$ (14,8bar) Spt<br>Gen 1 × 900kW 2 × 700kW 450V 60Hz a.c. | B&W<br>15,25kn |
| 5080615<br>IBCK<br>3024<br>Df Esd<br>Gc Rdr<br>RT | **CORTEMAGGIORE**<br>**SNAM S.p.A.**<br>Genova Italy | **12 582**<br>7 426<br>19 412 | RI (AB)<br>✠Classed LR until 5/59 | **1955**-2 "Navalmeccanica" Cant. Nav. —Castellammare di Stabia (607)<br>172,24 22,26 9,367<br>160,89 22,20 12,15<br>P 35,1 F 16,5 1 dk<br>RW | **M Tanker**<br>1 Ho 21 Ta ER<br>L.(oil) 25 406 HeCls. BC | Oil 2SA 10Cy. 750 × 1320<br>8 050bhp (5 921kW)<br>C.R.D. Adriatico<br>Fuel 1 618,0t (d.o.)-26,0pd | Trieste<br>13kn |
| 5287744<br>VCNN<br>312279<br>RTm | **CORTES QUEEN**<br>ex Quadra Queen-69<br>**Government of Canada (Ministry of Highways for The Province of British Columbia)**<br>Victoria, B.C. · Canada | 255<br>174<br>— | | **1960** Allied Shipbuilders Ltd.—North Vancouver, B.C. (108)<br>33,53 11,92<br>... ... ...<br>1 dk | **TM Ferry**<br>95dk P | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>680bhp (500kW) NE made73 fitted74<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 2 × 10kW 110/220V 60Hz a.c.<br>Fuel (d.o.) | Detroit |
| 5114272<br>9HTR<br>0625<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORTHIAN**<br>ex Aeolian Sea-82 ex Corthian-74<br>ex Fernpoint-69<br>**Leyte Shipping Co. Ltd.**<br>Valletta Malta | **9 292**<br>5 548<br>13 314 | AB (NV) | **1958** Rheinstahl Nordseewerke—Emden (305)<br>153,04 18,95 9,049<br>141,05 18,90 11,97<br>P 12,8 B 25,3 F 38,1 2 dks, 3rd dk in No. 3 hold<br>RW rf 102 | **M General Cargo** CSD 6P<br>5 Ho<br>G.19 691 B.18 171<br>5 Ha (stl) (9,7 12,8 12,8 10,9 10,9 × 7,3)<br>16W Der 1(30) 4(5-10) 12(5) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 210kW 440V 60Hz a.c.<br>Fuel 1 080,0t (hvf) | Augsburg<br>15kn |
| 6513798<br>IBVC<br>1195<br>Df Esd<br>Gc Rdr | **CORTINA**<br>ex Concordia Gulf-74<br>ex Australia Star-72<br>**Costa Armatori S.p.A.**<br>Napoli Italy | **7 069**<br>4 090<br>—<br>**10 121**<br>6 096<br>12 345 | **✠100A1** SS 11/79<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL gt $2\frac{5}{16}$"SQ<br>FN 5141<br>RI | **1965**-12 Austin & Pickersgill Ltd. —Southwick, Sunderland (841)<br>160,36(BB) 21,39 —/9,278<br>150,88 21,34 12,73<br>P 58,0 F 12,8 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>rf nil DK fwd<br>WB2737t incl. Tunnel tanks 376t 9BH | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 19,2 21,7 20,5 20,5 24,3<br>G.17 727 B.16 071 In.3 092<br>5 Ha (stl) (8,9 × 6,1) (12,1 × 9,1) (13,7comb. 9,1comb. × 7,0) (9,1 × 6,1)<br>6W Cr 1(25) 3(5) 4(3) Der 1(300) 2(10) | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW)<br>Vickers-Armstrongs (Eng.) Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 80lbf/$in^2$ (5,6bar)<br>Fuel 3 179,0t (hvf) | Sulzer<br>Barrow<br>19kn |
| 8108755<br>SKDQ<br>Df Gc<br>Pfd Rdr<br>RTm/h/v | **CORTINA**<br>**Joel Backman & Soner Rederi A/B**<br>Donso Sweden | **6 499**<br>3 973<br>10 815 | GL | **1981** Schichau-Unterweser A.G. —Bremerhaven (2276)<br>131,53 18,72 8,400<br>121,49 18,51 10,62<br>P 32,4 F 18,9 1 dk | **M Tanker**<br>Oil Chemical<br>18 Ta (s.stl) ER<br>L.11 792 HeCls. CptB | Oil 4SA 8Cy. 450 × 520 with flexible couplings & sr geared to sc. shaft<br>6 400bhp (4 708kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Gen 3 × 520kW 450V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 135,0t (d.o.) 750,0t (hvf)-18,0pd | Kiel<br>14,75kn |
| 5355345<br>DUDG<br>Rdr | **CORTINA**<br>ex Tenryu Maru-79<br>**China Sea Maritime Corp.**<br>Philippines | 489<br>234<br>719 | (NK) | **1963** Shikoku Dockyard Co. Ltd. —Takamatsu (632)<br>52,99 7,45 3,150<br>44,00 7,40 3,66<br>P 12,5 F 5,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 866 | Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Seisakusho<br>Gen 1 × 7,5kW a.c.<br>Fuel 29,5t-2,5pd | Stork<br>Tateyama<br>10,5kn |
| 5223542<br>HO3893<br>9677-PEXT<br>Df Esd<br>RT | **CORTINA**<br>ex Tina-82 ex Tina-L-81<br>ex Regina-74 ex Mariana-72<br>**Compania Naviera Panakarine S.A.**<br>Panama Panama | 311<br>169<br>410 | GL | **1954** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (164)<br>49,20 7,93 2,291<br>45,50 7,90 2,75<br>P 12,5 F 4,0 1 dk<br>RW | **TM General Cargo**<br>Ice strengthened<br>G.586 B.561<br>2 Ha (each 10,5 × 4,5) ER<br>1W Der 2(3) | 2 Oil 4SA each 6Cy. 250 × 350<br>490bhp (360kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 22,5t (d.o.) | Mannheim<br>10kn |
| 6505026<br>EELS<br>Df Esd<br>Pfd Rdr | **CORUNA**<br>**Pescanova S.A.**<br>Vigo Spain | **1 118**<br>728<br>1 211 | **✠100A1** SS 4/80<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL o $1\frac{3}{8}$"SQ<br>FN 1160 | **1964**-10 Ast. de Palma S.A.—Palma de Mallorca (124)<br>72,70 11,03 4,484<br>66,81 11,00 6,35<br>Ba 18,3 F 8,0 2 dks<br>rf 102<br>4BH WB204t | **M General Cargo**<br>Ref.<br>Mchy.aft<br>In.1 724 | Oil 4SA 9Cy. 400 × 600<br>2 250bhp (1 655kW)<br>Masch. Augsburg-Nuernberg (MAN) | Hamburg<br>15kn |
| 6417841<br>TKJO<br>Df Esd<br>Pfd Rdr | **CORVEN**<br>**Societe Africaine de Peche de l'Atlantique (S.A.P.A.)**<br>Concarneau France | 147<br>50<br>— | BV | **1964** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (533)<br>35,06 6,91<br>25,00 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,1 × 1,0)<br>1W Der 1(1) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin<br>Controllable pitch propeller<br>Fuel 31,0t (d.o.) | Marseille |
| 5080691<br>THTL<br>1456<br>Esd Rdr<br>RT | **CORVETTE No. 5**<br>**Association des Pilotes de Dunkerque**<br>Dunkerque France | 479<br>154<br>— | BV | **1962** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (498)<br>53,07 8,51 3,709<br>8,26 3,92<br>2 dks | **M Pilot Tender** | 2 Oil 4SA each 6Cy. 270 × 500 geared to sc. shaft<br>1 180bhp (868kW)<br>Etab. Crepelle<br>Fuel 75,0t (d.o.) | Lille<br>13kn |
| 7360203<br>FSOU<br>Df Esd<br>Rdr | **CORVETTE No. 6**<br>**Association des Pilotes de Dunkerque**<br>Dunkerque France | 444<br>148<br>189 | BV | **1974** Soc. des At. Francais de l'Ouest—St. Nazaire (Bp01)<br>52,99 3,683<br>47,99 8,49 3,89<br>2 dks | **M Pilot Tender** | Oil 4SA 8Cy. 260 × 280<br>730bhp (537kW)<br>Crepelle et Cie. | Lille<br>13kn |

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|---|---|---|---|---|---|---|
| 6910087<br>HBDE<br>90<br>Df Esd<br>Gc Rdr<br>RTv | **CORVIGLIA**<br>ex Iguape-73<br>**Oceana Shipping A.G.**<br>Societe d'Armement Maritime<br>Suisse-Atlantique S.A.<br>Basle Switzerland | **10 738**<br>6 553<br>15 850 | ✠**100A1** CS 2/79<br>✠**LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4671 | **1969**-5 Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (661)<br>151,16 21,26 9,475<br>138,99 21,20 12,40<br>P 29,0 F 11,9 1 dk, 2nd dk except in No.<br>1 hold<br>rf 102<br>6BH WB4117t incl. Comb. btm & side<br>tanks in Nos. 1, 2 & 3 holds 1848t<br>Topside tanks in No. 3 hold 918t | **M General Cargo**<br>pt higher tensile steel<br>4 Ho 20,5 27,2 27,2 27,2 ER<br>G.23 276 B.20 254<br>7 Ha (stl) (13,0 × 8,4) (19,5 19,5<br>19,5 19,5 17,1 17,1 × 6,1) ER<br>10W Der 8(10) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 638,0t (hvf) 15,25kn |
| 7362809<br>CSMQ<br>849<br>Esd Gc<br>Rdr RT | **CORVO**<br>**Mutualista Acoreana S.a.r.l.**<br>Ponta Delgada Portugal | **1 586**<br>802<br>2 479 | ✠**100A1** SS 6/79<br>✠**LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1400 | **1974**-6 Est. Nav. do Mondego—Figueiro da<br>Foz (167)<br>79,66 12,78 5,474<br>72,60 12,76 6,51<br>P 18,0 F 9,2 2 dks<br>rf nil<br>5BH WB543T incl. DTf56T | **M General Cargo**<br>Ref<br>Mchy.aft<br>Cr 1(5) | Vee Oil 4SA 12Cy. 250 × 300 reverse<br>reduction geared to sc. shaft<br>2 100bhp (1 545kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 222kW 380V 50Hz a.c.<br>13kn |
| 7731555<br>ZCKT<br>373529<br>Esd Rdr<br>RT | **CORVO**<br>ex Kamehameha-78<br>**Far East Hydrofoil Co. Ltd.**<br>Hong Kong Hong Kong<br>(British) | **332**<br>222<br>— | AB | **1975** Boeing Marine Systems—Seattle, Wa<br>(0003)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil**<br>**Ferry**<br>260dk P<br>Mchy.aft | 2 Gas Turb 7 600shp (5 590kW)<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, In<br>Gen 2 × 50kW 440V a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| 6823155<br>DGBH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CORVUS**<br>ex Impala-75<br>Launched as Obotrita<br>**Hermann Peter August Wolter**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>329<br>1 270<br>**993**<br>706<br>2 000 | GL | **1968** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (614)<br>73,87 10,83 5,090<br>67,67 10,80 6,10<br>P 11,9 B 10,1 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,7 1 TwD 48,5 ER<br>G.2 427 B.2 161<br>TEU 63 C. 63/20' incl. 8 ref C.<br>1 Ha (stl) (40,1 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 32kW 380V 50Hz a.c.<br>Fuel 113,0t (d.o.) 12,5kn |
| 7053135<br>Df Esd<br>Pfd RT | **CORYPHENE**<br>**Armement Edouard Cotonnec**<br>Pointe Noire People's Republic<br>of Congo | **139**<br>51<br>211 | (BV) | **1970** Ch. Krebbs—Concarneau<br>*25,12* 6,86 3,709<br>... ... ... | **Wood M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>9,5kn |
| 7420924<br>SZOG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CORYTON**<br>ex Subaru Maru-80<br>**Devonport Shipping Co. Ltd.**<br>Piraeus Greece | **19 133**<br>13 160<br>30 085 | NK | **1975** Tsuneishi Zosen K.K.—Numakuma<br>(330)<br>179,00 25,43 11,126<br>170,01 25,38 15,50<br>P 30,5 F 13,2 1 dk | **M Bulk Carrier**<br>Vehicles<br>G.35 191 B.33 980<br>5 Ha (17,3 17,3 17,3 17,0 9,7 ×<br>12,1) ER<br>Der 5(8) | Vee Oil 4SA 18Cy. 400 × 460<br>12 000bhp (8 827kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>Fuel 2 120,5t-38,5pd 14,5kn |
| 8206131<br>382632 | **COSEL L-65**<br>**Selco Marine Pte. Ltd.**<br>Singapore Singapore | **101**<br>99<br>167 | ✠**100A1**<br>oil barge<br>F.P. 60°C and above<br>EL (B) 60,0/22,0FSWR<br>FN 224 | **1982**-5 Selco Shipyard Pte. Ltd.<br>—Singapore (303)<br>24,69 7,65 1,356<br>24,39 7,32 1,83<br>1 dk<br>rf nil<br>4BH WBnil | **Tank Barge**<br>Bunkering Vessel<br>6 Ta<br>L.(oil) 285 HeCls. C | |
| 8206143<br>382633 | **COSEL L-66**<br>**Selco Marine Pte. Ltd.**<br>Singapore Singapore | **101**<br>99<br>167 | ✠**100A1**<br>oil barge<br>FP 60°C & above<br>EL (B) 60,0/22,0<br>FN 224 | **1982**-5 Selco Shipyard Pte. Ltd.<br>—Singapore (304)<br>24,69 7,65 1,356<br>24,39 7,33 1,83<br>1 dk<br>rf nil<br>4BH WBnil | **Tank Barge**<br>Bunkering Vessel<br>6 Ta<br>L.(oil) 285 HeCls. C | |
| 7351472<br>IMTC<br>681<br>Esd Rdr<br>RT | **COSIMO GANCITANO**<br>**Fratelli Gancitano**<br>Trapani Italy | **204**<br>91<br>— | | **1975** Cant. Nav. M. Morini & C.—Ancona<br>(148)<br>32,49 7,01<br>25,00 6,81 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 235 × 330 reverse reduction<br>geared to sc. shaft<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg |
| 7827366<br>TCNO<br>4573<br>Df Esd<br>Gc Rdr<br>RT | **COSKUN YAGCI**<br>**Sefer Yagci Halefleri M. Yagci**<br>**ve Ogullari Kollektif Sirketi**<br>Istanbul Turkey | **1 599**<br>1 022<br>3 300 | AB | **1978** Gaye Ltd. Sirketi Fener—Istanbul (6)<br>83,01 6,200<br>72,01 13,03 6,99<br>P 16,5 F 8,0 1 dk | **M General Cargo**<br>3 Ho ER<br>G.3 540 B.3 398<br>3 Ha (stl) (11,8 × 7,3) (10,2 × 7,0)<br>(9,6 × 7,4) ER<br>Cr 3(5) | Oil 4SA 8Cy. 360 × 450<br>2 280bhp (1 677kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 120kW 1 × 36kW<br>380/220V 50Hz a.c. |
| 7827031<br>P24065<br>Esd Rdr<br>RT | **COSMARIS**<br>**Coastal Shipping Co. Pty. Ltd.**<br>Rabaul Papua<br>New Guinea | **340**<br>138<br>237 | BV | **1978** Wang Tak Eng. & SB. Co. Ltd.—Hong<br>Kong (781)<br>37,52 2,440<br>32,92 8,62 4,22<br>1 dk | **TM RoRo Cargo**<br>Bow ramp<br>1 Ho ER | 2 Oil 4SA each 6Cy. 137 × 165 geared to<br>sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 84kW 220V |
| 6403345<br>SWLC<br>6773<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COSMAS**<br>ex Burmah Opal-78 ex Jonwi-72<br>**Gamma Maritime Inc.**<br>A. & C. Anastassiou<br>Shipmanagement Ltd.<br>Piraeus Greece | **31 485**<br>22 969<br>62 553 | AB (NV)<br>Classed LR until<br>24/1/75 | **1964** Kockums M/V A/B—Malmo (489)<br>236,23 32,21 12,637<br>227,08 32,16 16,29<br>P 20,8 F 33,9 1 dk<br>rf 127 | **M Tanker**<br>26 Ta ER<br>L.(oil) 70 378 HeCls. BC | Oil 2SA 10Cy. 840 × 1600<br>19 000bhp (13 976kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 1 × 520kW 3 × 348kW<br>450V 60Hz a.c.<br>Fuel 4 379,0t (hvf)-62,0pd 16,5kn |
| 5080768<br>EDFE<br>89 | **COSME SOLER**<br>**Amadeo Fos Brull**<br>Alicante Spain | **276**<br>204<br>420 | | **1941** Pedro Santapau Vaello—Villajoyosa<br>37,09 7,88<br>33,30 7,85 4,17<br>1 dk | **Wood Aux M General Cargo** | Oil 2SA 3Cy. 355 × 430<br>270bhp (199kW)<br>A/S Volund Kobenhavn<br>Fuel 20,5t (d.o.) 7,5kn |

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|---|---|---|---|---|---|---|
| 5041982<br>SV3696<br>3151<br>Df Esd<br>Gc Rdr<br>RTm/h | **COSMIC**<br>ex Pergamos-77 ex Bergamo-68<br>ex Hoegh Flore-54<br>ex Three Rivers-50<br>**Cosmic Maritime S.A.**<br>Piraeus Greece | **1 594**<br>763<br>3 048 | NV | **1948** Lindholmens Varv. A/B—Goteborg (998)<br>92,11 13,16 5,773<br>85,45 13,11 5,85<br>1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>1 Ho ER 1 Ho<br>G.5 239 B.4 672<br>4 Ha (8,7 8,7 × 5,4) ER (7,3 7,3 × 5,4)<br>8W Der 1(15) 2(5) 6(3) | Oil 2SA 6Cy. 520 × 900<br>2 250bhp (1 655kW)<br>Karlstads M/V Kristinehamn<br>Gen 3 × 75kW 1 × 17kW 220V d.c.<br>Fuel 430,0t (d.o.)-6,0pd<br>13kn |
| 7015145<br>HO3970<br>9745-PEXT<br>Gc Rdr<br>RT | **COSMIC BOOM**<br>ex Tenyu Maru No. 3-81<br>**Compania de Navegacion South Ocean S.A.**<br>Panama Panama | **662**<br>421<br>1 236 | (NK) | **1968** Nakayama Zosen K.K.—Kure (197)<br>60,30 9,43 4,268<br>55,00 9,40 4,73<br>P 12,8 F 5,8 1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 435 B.1 190<br>1 Ha (stl) (30,7 × 7,3) ER | Oil 4SA 6Cy. 320 × 500<br>1 200bhp (883kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 10kW 110V d.c.<br>Fuel 93,5t-4,5pd<br>11kn |
| 7379785<br>5LUB<br>5637<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COSMIC JUPITER**<br>**Godwin Austen Line Ltd.**<br>Monrovia Liberia | **81 115**<br>63 193<br>169 521 | AB | **1976** Mitsubishi Heavy Industries Ltd.—Yokohama (959)<br>294,85(BB) 47,45 17,920<br>280,02 47,41 24,11<br>1 dk | **M Ore/Oil Carrier**<br>COW IGS<br>5 Ho/Ta 27,2 27,2 54,4 45,4 49,9 ER<br>G.89 804 L.(oil) 198 906 HeCls. BC<br>8 Ha (stl) (each 13,6 × 12,5) ER<br>Der 2(5) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 494,5t (d.o.) 7 708,0t (hvf)-97,5pd<br>15,25kn |
| 7801130<br>HPWP<br>8993-78B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSMOBIL ACE**<br>**Cosmobil Carriers Inc.**<br>Panama Panama | **10 095**<br>6 816<br>11 709 | AB | **1978** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (865)<br>178,67 25,63 7,320<br>169,42 25,61 18,11<br>2 dks<br>len 81 | **M Vehicles Carrier**<br>Side doors<br>Mchy.aft | Vee Oil 4SA 14Cy. 400 × 460 reduction geared to sc. shaft<br>9 100bhp (6 694kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 540kW a.c.<br>17,25kn |
| 8202551<br>JAPV<br>126210<br>Df Esd<br>Gc Rdr<br>RT | **COSMOS**<br>**Happo Kaiun**<br>Japan | **12 365**<br>—<br>21 259 | NK | **1982** Shin Yamamoto Zosen—Kochi (264)<br>9,708<br>142,02 24,01 13,21<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.28 331 B.27 093<br>4 Ha (stl) (17,5 19,9 19,9 19,9 × 12,6) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Japan |
| 5126093<br>RH-Q8<br>5107<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COSMOS**<br>ex Ganymedes-79<br>**Empresa Valmar de Navegacion**<br>Puerto Cortes Honduras | **6 236**<br>3 507<br>7 744 | BV | **1961** N.V. Schps. Gebr. Pot—Bolnes (943)<br>138,97 17,58 7,349<br>127,11 17,53 9,53<br>2 dks<br>RW rf 102 len 66 | **M General Cargo** CSD<br>12bth P<br>4 Ho 13,7 26,7 25,9 23,0<br>G.11 421 B.10 422<br>4 Ha (stl) (7,8 × 5,0) (16,9 16,9 11,8 × 6,0)<br>12W Der 1(75) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>6 000bhp (4 413kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 3 × 170kW 220V d.c.<br>Fuel 311,0t (hvf) 16,25kn |
| 7917214<br>PDMD | **COSMOS**<br>**Baggermaatschappij Holland, Baggermaatschappij Bos & Kalis & Adriaan Volker Baggermaatschappij**<br>Rotterdam Netherlands | **6 163**<br>3 182<br>9 500 | BV | **1980** IHC Smit B.V.—Kinderdijk (CO1137)<br>118,01 19,99 7,851<br>113,59 19,02 9,71<br>1 dk | **TM Hopper/Dredger/Pollution Surface Clearance Vessel**<br>Trailing Suction<br>Twin side arms Dredging depth 32,0<br>Twin skimming arms<br>Mchy.aft<br>L.(oil) 777 Hopper 5 375<br>2 sandpumps each 850kW (1139bhp)<br>Cr 1(20) | 2 Oil 4SA each 8Cy. 410 × 470 geared to sc. shafts<br>10 400bhp (7 650kW)<br>Stork-Werkspoor Diesel Hengelo<br>Gen 2 × 400kW 660V 1 × 67,25kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,75kn |
| 7355442<br>D8OQ<br>IM1370<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSMOS**<br>**Korea Marine Transport Co. Ltd.**<br>Inchon South Korea | **2 584**<br>1 427<br>4 314 | KR (NK) | **1973** Yamanishi Zosen K.K.—Ishinomaki (744)<br>84,59 15,04 5,995<br>78,59 15,00 7,60<br>F 8,6 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 150 C. 150/20'<br>8 Ha (stl) ER | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 445V a.c.<br>12kn |
| 8118231<br>7KJE<br>124007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSMOS**<br>**Tagashira Kaiun Y.K.**<br>Imabari, Ehime Pref. Japan | **2 460**<br>1 545<br>4 628 | NK | **1981** Imai Seisakusho—Iwagi (212)<br>88,25 6,430<br>82,02 15,21 7,62<br>P 19,2 F 9,2 1 dk | **M General Cargo**<br>G.5 518 B.5 018<br>2 Ha (stl) (15,0 25,9 × 8,4) ER<br>Der 3(15) | Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW a.c.<br>11kn |
| 7301843<br>5MAK<br>4478<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **COSMOS DENEB**<br>**Cosmos Marine Development Corp.**<br>Monrovia Liberia | **14 868**<br>10 316<br>27 232 | AB | **1973** Usuki Tekkosho—Saiki (1138)<br>166,00(BB) 24,85 10,453<br>156,01 24,81 14,30<br>P 10,1 F 29,6 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 21,2 26,4 20,0 26,4 24,8 ER<br>G.33 432 B.32 445<br>5 Ha (stl) (12,0 × 12,0) (18,4 12,0 18,4 16,0 × 8,9) ER<br>Cr 1(15) 4(10) | Oil 4SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 273,0t (hvf) 14,5kn |
| 5312692<br>9VHN<br>367780<br>Df Esd<br>Gc Rdr<br>RT | **COSMOS ENDURANCE**<br>ex Tong Han-78 ex Adelfotis-74<br>ex Santa Monica-67 ex Jarosa-63<br>**Inter-Globe Navigation Co. (Pte.) Ltd.** | **9 159**<br>5 227<br>14 377 | NV | **1956** Kieler Howaldtswerke A.G.—Kiel (1037)<br>151,39 18,95 9,468<br>141,23 18,90 12,02<br>P 14,7 B 10,7 F 33,0 2 dks, 3rd dk in No. 3 hold<br>RW rf 102 | **M General Cargo** CSD<br>5 Ho ER<br>G.19 114 B.17 387<br>5 Ha (8,9 10,2 11,6 13,1 10,2 × 7,6) ER<br>14W Der 1(30) 1(10) 14(5) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 200kW 1 × 40kW 220V d.c.<br>Fuel 1 258,0t 15,5kn |
| 5143223<br>9VUO<br>381346<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSMOS ENERGY**<br>ex Unique Harriet-78<br>ex Harriet Maru-72<br>**Steel Engineering Co. Pte. Ltd.**<br>Singapore Cosmos Shipping Co. (Pte.) Ltd. | **9 866**<br>5 661<br>28 180 | BV (NK) | **1962** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (828)<br>178,52 26,07 9,856<br>170,03 26,00 13,11<br>P 35,4 F 15,9 1 dk<br>RW | **M Ore Carrier**<br>4 Ho ER<br>G.16 727<br>4 Ha (each 22,2 × 9,7) ER | Oil 2SA 6Cy. 900 × 1550<br>13 000bhp (9 562kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 176kW 445V a.c.<br>Fuel 2 332,0t<br>18kn |

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| 5426039<br>S9GC<br>375993<br>Df Esd<br>Gc Rdr<br>RT | **COSMOS MERCHANT**<br>ex Tong Hong-78<br>ex Agios Nikolas-76 ex Espen-63<br>**Taiko (S) Pte. Ltd.**<br>Singapore Singapore | **5 977**<br>3 461<br>10 374<br>**8 253**<br>4 958<br>12 548 | NV | **1955** Short Bros. Ltd.—Pallion, Sunderland (521)<br>147,83 18,60 8,116/9,087<br>137,17 18,52 11,79<br>B 31,4 F 13,2 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD/CSD<br>5 Ho 19,2 31,0 6,1 ER 22,8 21,3<br>G.17 585 B.16 197<br>5 Ha (stl) (10,2 × 6,7) (10,6 10,6 × 7,3) ER (10,6 10,6 × 7,3)<br>14W Der 1(15) 2(10) 8(5) 4(3) | Oil 2SA 5Cy. 750 × 2000<br>5 500bhp (4 046kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 150kW 220V d.c.<br>Fuel 1 592,0t (hvf) 14kn |
| 5395436<br>9VOV<br>381244<br>Df Esd<br>Gc Rdr<br>RT | **COSMOS RELIANCE**<br>ex Unique Wisteria-78<br>ex Yawatasan Maru-75<br>**Singapore Cosmos Shipping Co. (Pte.) Ltd.**<br>Singapore Singapore | **10 477**<br>6 173<br>27 489 | NK | **1960** Mitsui SB. & Eng. Co. Ltd.—Tamano (650)<br>182,91 25,33 9,767<br>176,00 25,20 13,21<br>P 33,9 F 17,7 1 dk<br>RW | **M Ore Carrier**<br>10 Ho ER<br>G.16 357<br>10 Ha (each 9,5 × 9,3) ER | Oil 2SA 6Cy. 840 × 1800<br>12 600bhp (9 268kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 300kW 450V a.c.<br>Fuel 1 939,5t-42,0pd 16kn |
| 6820153<br>3FGZ<br>9621-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSMOTOR ACE**<br>ex Honmoku Maru-79<br>**Cosmotor Carriers Inc.**<br>Panama Panama | **10 049**<br>6 455<br>16 017 | BV (NK) | **1968** Hitachi Zosen—Innoshima (4220)<br>152,25 21,62 8,992<br>142,50 21,59 12,50<br>P 26,9 F 13,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>Side ramp (s)<br>4 Ho ER<br>G.21 772<br>4 Ha (stl) (12,9 16,7 16,7 16,7 × 10,4) ER<br>Cr 5(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 224kW 450V a.c.<br>Fuel 1 126,0t-25,0pd 14kn |
| 7332024<br>PP3778 | **COSSACA**<br>**Industria de Pesca do Ceara Fortaleza**<br>Brazil | **142**<br>—<br>— | | **1973** Diesel SB. Co.—Jacksonville, Fl (192)<br>25,30<br>... ... ...<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5080873<br>EDIR<br>Esd | **COSTA ALICANTINA**<br>**Justo Ojeda Perez**<br>Las Palmas Spain | **162**<br>62<br>— | | **1951** Hijos de A. Ojeda—Gijon (4)<br>31,58 6,30 2,896<br>6,25<br>F 4,9 | **S Fishing**<br>Side Trawler<br>2W | T 3Cy. 203 330 & 540 × 292<br>195ihp (143kW)<br>Hijos de A. Ojeda Gijon<br>9kn |
| 5080902<br>EAOO<br>184 | **COSTA ANTILLANA**<br>**Honorio Fernandez de la Torre y otro**<br>Gijon Spain | **299**<br>161<br>330 | | **1954** Hijos de A. Ojeda—Gijon (7)<br>36,63 7,12<br>7,07<br>P 8,6 1 dk | **S General Cargo**<br>Mchy.aft<br>G.510 B.490<br>2W Der 2(2,5) | T 3Cy. 203 330 & 540 × 371<br>195ihp (143kW)<br>Hijos de A. Ojeda Gijon<br>Fuel 33,5t (o.f.) 8,5kn |
| 7824675<br>IBZT<br>3737<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COSTA ARABICA**<br>**Renesso S.p.A.**<br>Genova Italy | T.Mk<br>**12 974**<br>7 457<br>27 610<br>**20 096**<br>12 284<br>28 052 | ✠**100A1**<br>container cargoes in holds, on hatch covers & upper deck, roro cargoes in tween deck, DTs m & f— veg. oil<br>certified container securing arrangements<br>✠**LMC**<br>EL Jt 605,0/66,0U3<br>FN 6921<br>RI | **1981**-7 Italcantieri S.p.A.—Monfalcone (4373)<br>177,37(BB) 27,34 11,451<br>158,10 27,31 16,46<br>P 19,6 F 41,5 2 dks<br>rf nil<br>SF in No. 1 hold & FTwDk 2BH to U dk, 5 to 2nd dk WB4565T incl. STsm244T & TwD824T | **M RoRo Cargo**<br>Quarter stern door & ramp (s)<br>3 Ho 7,0DT 9,1DT 6,3DT 30,2 7,1DT 30,2 19,8 3 TwD ER<br>TEU 838<br>C.Ho 432/20′ (40′) C.Dk 406/20′ (40′)<br>7 Ha (stl) (12,8 × 10,3) (26,2p&s 26,2p&s 13,8p&s × 10,5) ER<br>Cr 2(-) Der 3(-) | Vee Oil 4SA 16Cy. 550 × 590 with flexible couplings & sr geared to sc. shaft<br>22 400bhp (16 477kW)<br>Grandi Motori Trieste Trieste<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 1200kW 2 × 850kW 450V 60Hz a.c. |
| 5080926<br>EDJL<br>119 | **COSTA ASTURIANA**<br>**Hijos de Angel Ojeda S.A.**<br>Las Palmas Spain | **470**<br>217<br>519 | | **1945** Soc. Met. Duro Felguera—Gijon<br>48,98 7,98 3,404<br>7,93<br>1 dk | **M General Cargo**<br>2W | Oil 5Cy. 250 × 420<br>450bhp (331kW)<br>Friedr. Krupp Germaniawerft A.G. Kiel<br>Fuel 157,5t 10kn |
| 7529914<br>LFMK<br>19041<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSTA ATLANTICA**<br>ex Concordia Star-82<br>**P/R Concordia Star**<br>Christian Haaland<br>Haugesund Norway | T.Mk<br>**10 544**<br>7 001<br>18 230 | NV | **1977** Kaldnes M/V A/S—Tonsberg (211)<br>171,41(BB) 25,43 10,551<br>163,02 25,40 14,81<br>F 15,6 2 dks<br>rf 51 | **M General Cargo**<br>Heavy load<br>Str. heavy cargoes<br>5 Ho 9,9 26,3 26,9 27,2 27,5 ER<br>G.33 108 B.30 735<br>TEU 570<br>C.Ho 382/20′ (40′) C.Dk 188/20′ (40′)<br>9 Ha (stl) (5,5 × 7,9) (19,4p&s 19,4p&s 19,4p&s 19,4p&s × 7,9) ER<br>8W Cr 4(16) 1(5) Der 1(150) 6(10) | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Nylands Verksted A/S Oslo<br>18kn |
| 5080938<br>ECAP<br>1345<br>Esd | **COSTA CANADIENSE**<br>**Miguel Ojeda Perez**<br>Gijon Spain | **405**<br>219<br>— | | **1951** Soc. Met. Duro Felguera—Gijon (25)<br>40,49 7,42 3,201<br>7,37<br>F 6,8 | **M Fishing**<br>Side Trawler<br>1W | Oil 7Cy.<br>630bhp (463kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 107,5t 10kn |
| 5080940<br>EDJP<br>Esd | **COSTA CANARIA**<br>**Alvarez Entrena S.A.**<br>Huelva Spain | **503**<br>229<br>— | | **1945** Soc. Met. Duro Felguera—Gijon<br>53,40 7,75 3,963<br>7,70 | **M Fishing**<br>Side-fishing<br>2W | Oil 6Cy. 295 × 420<br>800bhp (588kW) Sulzer<br>Soc. Met. Duro-Felguera Gijon<br>Fuel 115,0t 9kn |
| 5080952<br>EDNK<br>2313<br>Df Esd<br>RT | **COSTA CANTABRICA**<br>**Pesquera Ojeda S.A.**<br>El Ferrol Spain | **493**<br>215<br>474 | | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (141)<br>*51,39* 8,46 4,420<br>47,02 8,41 4,86<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0)<br>Der 1 | Oil 2SA 6Cy. 340 × 520<br>1 152bhp (847kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 155,5t 11,5kn |
| 5080964<br>EAEH<br>1351<br>Esd | **COSTA CATALANA**<br>**Miguel Ojeda Perez**<br>Gijon Spain | **405**<br>219<br>— | | **1951** Soc. Met. Duro Felguera—Gijon (26)<br>40,49 7,42 3,201<br>7,37<br>F 8,6 | **M Fishing**<br>Side Trawler<br>1W | Oil 7Cy.<br>630bhp (463kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 107,5t 10kn |
| 5080976<br>EATA<br>1164<br>Esd | **COSTA DE AGADIR**<br>**Pesquera Urdaburu S.A.**<br>Gijon Spain | **153**<br>62<br>— | | **1943** Ast. del Cantabrico Angel Riva Suardiaz—Gijon<br>*28,53* 6,10<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 295 × 420<br>570bhp (419kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 25,5t (d.o.) 11kn |

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|---|---|---|---|---|---|---|---|---|
| 5080988<br>EBYK<br>1481<br>Df Esd<br>RT | **COSTA DE CALIFORNIA**<br>**Pesquera Ojeda S.A.**<br>Gijon Spain | **417**<br>193<br>363 | | **1959** S.A. Juliana Const. Gijonesa—Gijon<br>41,25 7,65 3,937<br>... ... ... | (109) | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>590bhp (434kW)<br>Kloeckner Humboldt Deutz<br>Fuel 118,0t (d.o.) | Koeln<br>13kn |
| 5402784<br>EDYD<br>1649<br>Df Esd<br>RT | **COSTA DE COLOMBIA**<br>**Armadores De Buques Marisqueros S.A. (A.R.B.U.M.A.S.A.)**<br>Gijon Spain | **500**<br>251<br>— | BV | **1963** Hijos de A. Ojeda—Gijon<br>53,42 8,49 4,090<br>46,33 8,44 4,60<br>1 dk<br>RW | (12) | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz<br>Fuel 147,0t (d.o.) | Koeln<br>13kn |
| 7321362<br>Df Esd<br>Rdr RT | **COSTA DE DINAMARCA**<br>Gijon Spain | **306**<br>—<br>335 | | **1974** Ast. de Santander S.A.—Santander<br>46,21 9,07 4,001<br>37,67 9,00 6,20 | (80) | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 8Cy. 320 × 450<br>1 750bhp (1 287kW)<br>Kloeckner Humboldt Deutz | Koeln |
| 5081059<br>EDOE<br>1557 | **COSTA DE GROENLANDIA**<br>**Justo Ojeda Perez y otro**<br>Gijon Spain | **350**<br>155<br>— | | **1962** Ast. G. Riera—Gijon<br>42,73 7,47<br>35,44 7,32 3,99<br>1 dk | (26) | **M Fishing**<br>Side Trawler | Oil 6Cy.<br>590bhp (434kW)<br>Kloeckner Humboldt Deutz<br>Fuel 154,5t (d.o.) | Koeln<br>13kn |
| 5081009<br>EDDC<br>2542<br>Df Esd<br>RT | **COSTA DE INGLATERRA**<br>**Hijos de Angel Ojeda S.A.**<br>Las Palmas Spain | **234**<br>121<br>— | | **1960** Hijos de A. Ojeda—Gijon<br>37,75 6,53 3,252<br>32,47 6,51 3,66<br>F 7,7<br>RW BK 152 | (11) | **M Fishing**<br>Side Trawler | Oil -SA 6Cy.<br>600bhp (441kW)<br>Soc. Espanola de Const. Nav.<br>Fuel 93,5t (d.o.) | Sulzer<br>Bilbao<br>11kn |
| 5081011<br>EAUP<br>1468<br>Esd | **COSTA DE IRLANDA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spain | **226**<br>119<br>— | | **1958** Hijos de A. Ojeda—Gijon<br>37,75 6,56 3,252<br>32,69 6,51 3,66<br>F 7,7<br>BK 152 | (9) | **M Fishing**<br>Side Trawler | Oil 2SA 8Cy. 240 × 370<br>595bhp (438kW)<br>Soc. Espanola Babcock & Wilcox<br>Fuel 93,5t (d.o.) | B&W<br>Bilbao<br>11,5kn |
| 5081023<br>EBXQ<br>1475<br>Esd | **COSTA DE ISLANDIA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spain | **234**<br>120<br>— | | **1958** Hijos de A. Ojeda—Gijon<br>37,75 6,56 3,252<br>32,69 6,51 3,66<br>F 7,7<br>BK 152 | (10) | **M Fishing**<br>Side Trawler | Oil 2SA 8Cy. 240 × 370<br>595bhp (438kW)<br>Soc. Espanola Babcock & Wilcox<br>Fuel 93,5t (d.o.) | B&W<br>Bilbao<br>11,5kn |
| 6523200<br>EESX<br>Df Esd<br>Rdr RTm | **COSTA DE LA LUZ**<br>**Maritima Polux S.A.**<br>Huelva Spain | **244**<br>105<br>106 | (BV) | **1967** Soc. Espanola de Const. Nav.—Cadiz<br>35,74 7,22 2,998<br>33,61 7,19 3,87<br>1 dk | (106) | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.212<br>2 Ha (each 0,9 × 0,9) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 77,0t (d.o.) | Cadiz<br>10kn |
| 7207358<br>HLWG<br>BS-A-1681<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSTA DE MARFIL**<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **807**<br>356<br>— | BV KR | **1972** Maritima del Musel S.A.—Gijon<br>62,74 11,64 5,309<br>56,11 11,63 5,52<br>2 dks | (151) | **M Fishing**<br>Side-fishing Seiner Ref<br>Mchy.aft<br>In.1 055 | Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp.<br>Gen 3 × 280kW 440V a.c.<br>Fuel 452,0t (d.o.) | Cleveland, Oh<br>13,5kn |
| 7363009<br>EGJK<br>Df Esd<br>Gc Rdr<br>RT | **COSTA DE NIGERIA**<br>**Armadores De Buques Marisqueros S.A. (A.R.B.U.M.A.S.A.)**<br>Santander Spain | **294**<br>86<br>— | BV | **1974** Astilleros del Atlantico S.A. —Santander<br>39,15 8,28 3,658<br>32,52 8,20 3,92<br>2 dks | (164) | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 220 × 240<br>1 200bhp (883kW)<br>Soc. Alsacienne de Const. Mec.<br>Fuel 112,5t (d.o.) | AGO<br>Mulhouse<br>12kn |
| 7614123<br>Df Esd<br>Rdr RT | **COSTA DE NORMANDIA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spain | **411**<br>183<br>— | GL | **1974** Ast. de Santander S.A.—Santander<br>46,21 9,07 4,001<br>37,67 9,02 6,20<br>2 dks | | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW) E made67 fitted74<br>Kloeckner Humboldt Deutz | Koeln<br>10,25kn |
| 7326099<br>EDEL<br>Df Esd<br>Rdr RT | **COSTA DE NORUEGA**<br>**Hijos de Angel Ojeda S.A.**<br>Gijon Spain | **411**<br>183<br>— | GL | **1974** Ast. de Santander S.A.—Santander<br>46,21 9,07 4,001<br>37,67 9,00 6,20<br>2 dks | (79) | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau | Kiel<br>10,25kn |
| 7363774<br>EGHJ<br>1933<br>Esd Gc<br>Rdr RT | **COSTA DE ORO**<br>**Aquilino Menendez Cuervo**<br>Gijon Spain | **159**<br>79<br>— | | **1974** Astilleros La Parilla—San Estaban de Pravia<br>29,27 7,22 3,385<br>24,77 7,10 3,84<br>1 dk | (39) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>560bhp (412kW)<br>Caterpillar Tractor Co. | Peoria, Illinois<br>11,25kn |
| 6712681<br>EFMN<br>1739<br>Df Esd<br>Rdr RT | **COSTA DEL CABO**<br>**Pesquerias Ojeda S.A.**<br>Gijon Spain | **500**<br>254<br>— | | **1967** Soc. Met. Duro Felguera—Gijon<br>53,04 8,54 4,661<br>46,87 8,51 4,75<br>1 dk<br>RW | (46) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz | Koeln<br>12kn |
| 7363023<br>EGLK<br>Df Esd<br>Gc Rdr<br>RT | **COSTA DEL CAMERUN**<br>**Armadores De Buques Marisqueros S.A. (A.R.B.U.M.A.S.A.)**<br>Santander Spain | **294**<br>86<br>— | BV | **1974** Astilleros del Atlantico S.A. —Santander<br>39,15 8,31 3,658<br>32,52 8,23 3,92<br>2 dks | (166) | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 220 × 240<br>1 200bhp (883kW)<br>Soc. Alsacienne de Const. Mec.<br>Fuel 112,5t (d.o.) | AGO<br>Mulhouse<br>12kn |
| 6927688<br>EHYK<br>Df Esd<br>Pfd RTm | **COSTA DEL SOL**<br>**Hermanos Dominguez**<br>Burela Spain | **169**<br>80<br>— | (BV) | **1968** S.A. Balenciaga—Zumaya<br>27,18 6,84 3,150<br>25,48 6,81 3,51 | (159) | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,1 × 0,9) ER | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin<br>Fuel 79,5t (d.o.) | Marseille<br>11kn |

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| 6721620<br><br><br>Esd | **COSTA DEL SOL**<br><br>**Hesa S.A.**<br>Hector Escardo<br>Callao Peru | **114**<br>64<br>— | | **1966** Ast. Ind. Rimac—Callao<br>*18,75* 6,46<br>3,36<br>1 dk | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (2,2 × 1,7) (2,2 × 2,2) | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| 5081047<br>EAID<br>1369<br>Esd | **COSTA GADITANA**<br><br>**Cipriano Ojeda Perez**<br>Gijon Spain | **196**<br>105<br>— | | **1953** Hijos de A. Ojeda—Gijon (5)<br>33,96 6,30 3,175<br>6,25 | **M Fishing**<br>Side Trawler<br><br>1W | Oil 4SA 6Cy. 320 × 445<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 72,5t 9kn |
| 7511888<br>EHCH<br><br>Df Esd<br>Gc Rdr<br>RT | **COSTA GRANDE**<br><br>**Cooperativa del Mar Stella Maris**<br>Agustin Santome Padin<br>Vigo Spain | **164**<br>61<br>170 | | **1976** Const. Nav. Santodomingo—Vigo (442)<br>BV 29,95 6,84 3,290<br>26,01 6,80 3,56<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>800bhp (588kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 58,5t (d.o.) 11kn |
| 7824687<br>IBEB<br>3739<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COSTA LIGURE**<br><br>**Renesso S.p.A.**<br>Genova Italy | T.Mk<br>**12 974**<br>7 457<br>27 600<br>**20 096**<br>12 284<br>28 042 | ✠**100A1**<br>container cargoes in holds, on hatch covers & upper deck, roro cargoes in tween deck, DTs m & f— veg. oil<br>certified container securing arrangements<br>✠**LMC**<br>EL Jt 605,0/66,0U3<br>FN 6921<br>RI | **1981**-12 Italcantieri S.p.A.—Monfalcone (4374)<br>177,37(BB) 27,34 11,451<br>158,10 27,31 16,46<br>P 19,6 F 41,5 2 dks<br>rf nil<br>SF in No. 1 hold & FTwDk 2BH to U dk, 5 to 2nd dk WB4565T incl. STsm244T & TwD824T | **M RoRo Cargo**<br><br>Quarter stern door & ramp (s)<br>3 Ho 7,0DT 9,1DT 6,3DT 30,2 7,1DT 30,2 19,8 3 TwD ER<br>TEU 838<br>C.Ho 432/20' (40') C.Dk 406/20' (40')<br>7 Ha (stl) (12,8 × 10,3) (26,2p&s 26,2p&s 13,8p&s × 10,5) ER<br>Cr 2(-) Der 3(-) | Vee Oil 4SA 16Cy. 550 × 590 with flexible couplings & sr geared to sc. shaft<br>22 400bhp (16 477kW)<br>Grandi Motori Trieste Trieste<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 1200kW 2 × 850kW 450V 60Hz a.c. |
| 5005469<br>SV2920<br>6236<br>Rdr RT | **COSTA M.**<br>ex Agira-77<br>**Petromarine Shipping Co.**<br>Marine & Petroleum Services Co. Ltd.<br>Piraeus Greece | **746**<br>565<br>1 185 | | **1960** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (41)<br>RI 68,26 9,53 2,750<br>64,50 9,50 3,41<br>1 dk | **TM Tanker**<br><br>5 Ta ER<br>L.(oil) 1 641 | 2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7719129<br>LIVI<br>19420<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSTA MEDITERRANEA**<br>ex Concordia Sun-82<br>**K/S A/S Sunship**<br>Christian Haaland<br>Haugesund Norway | T.Mk<br>**10 472**<br>6 886<br>18 080 | | **1979** Kaldnes M/V A/S—Tonsberg (213)<br>171,41(BB) 25,46 8,864<br>NV 163,00 25,40 14,79<br>F 15,6 2 dks<br>rf 51 | **M General Cargo**<br>Heavy load<br>Str. heavy cargoes<br>5 Ho 9,9 26,3 26,9 27,2 27,5 ER<br>G.33 108 B.30 735<br>TEU 570<br>C.Ho 382/20' (40') C.Dk 188/20' (40')<br>9 Ha (stl) (5,5 × 7,9) (19,4p&s 19,4p&s 19,4p&s 19,4p&s × 7,9) ER<br>8W Cr 4(16) 1(5) Der 1(150) 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>A/S Horten Verft Horten<br>18kn |
| 7410498<br>EHHY<br><br>Df Esd<br>Rdr RT | **COSTA NORTE**<br><br>**Higinio Valdes Diaz**<br>Gijon Spain | **265**<br>120<br>211 | | **1976** Ast. Gondan—Puerto de Figueras (144)<br>BV 37,11 7,57 3,301<br>32,11 7,51 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 200bhp (883kW) Alpha<br>Cons. Echevarria Bermeo<br>Fuel 134,5t (d.o.) 12kn |
| 7724344<br>ELAM7<br>6899<br>Df Esd<br>Gc Rdr<br>RT | **COSTA RICA**<br><br>**Costa Compania Maritima S.A.**<br>H. Schuldt<br>Monrovia Liberia | T.Mk<br>**5 598**<br>3 341<br>8 435<br>**8 719**<br>5 598<br>11 464 | | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B430/12)<br>GL 145,85(BB) 7,651/8,402<br>134,40 21,51 11,31<br>F 23,5 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 14,0 29,3 32,0 16,8 5 TwD ER<br>G.18 035 B.17 027 HeCls. B<br>TEU 454<br>C.Ho 214/20' (40') C.Dk 240/20' (40') incl. 15 ref C.<br>7 Ha (stl) (12,6 × 7,8) (19,2p&s 25,6p&s 12,5p&s × 7,8) ER<br>18W Der 6(36) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 186,5t (d.o.) 1 014,0t (hvf)-35,5pd<br>17,5kn |
| 7704617<br>TEB23<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSTA RICA**<br><br>**Linera Naviera Pan Atlantica S.A.**<br>Limon Costa Rica | **1 597**<br>618<br>2 500 | | **1978** Ankerlokken Verft Glommen A/S —Fredrikstad (193)<br>NV 113,39 19,51 4,947<br>100,01 19,21 6,20<br>1 dk & S dk<br>rf 597 | **TM RoRo Cargo** OSD<br><br>Stern ramp | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>4 000bhp (2 942kW)<br>Normo Gruppen A/S Bergen<br>Gen 1 × 225kW 450V 1 × 54kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,5kn |
| 6519962<br>EEIJ<br>1678<br>Df Esd<br>Pfd RT | **COSTACLARA**<br><br>**Castro y Diaz S.A.**<br>Gijon Spain | **262**<br>126<br>— | ✠Classed LR until 18/7/75 | **1965**-9 Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.50)<br>36,25 7,29<br>31,09 7,21 3,94<br>RFD 5,5<br>rf 483 BK 152 | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 175 × 205 with flexible coupling & sr reverse geared to sc. shaft<br>769bhp (566kW) ✠ NE 3/69<br>Mercedes Benz<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>13kn |
| 7906100 | **COSTAIN II**<br>ex Offshore VI-82<br>**Costain International Ltd.**<br>Dubai United Arab Emirates | **206**<br>206<br>364 | ✠**100A1**<br>pontoon<br>EL B 80,0/22,0FSWR<br>FN 354 | **1980**-1 Sing Koon Seng (Pte.) Ltd. —Singapore (516)<br>30,66 9,48 1,891<br>30,48 9,15 2,44<br>1 dk<br>rf nil<br>3BH WBnil | **RoRo Cargo/Pontoon**<br>Deck Cargo<br>Stern ramp | |

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|---|---|---|---|---|---|---|
| **7906083** | **COSTAIN VI**<br>ex Offshore III-82<br>**Costain International Ltd.**<br>Dubai United Arab Emirates | **337**<br>337<br>785 | **✠100A1**<br>pontoon<br>EL C 80,0/22,0FSWR<br>FN 536 | **1980**-1 Sing Koon Seng (Pte.) Ltd. —Singapore (514)<br>36,94 12,55 1,880<br>36,58 12,20 2,44<br>1 dk<br>rf nil<br>4BH WBnil | **RoRo Cargo/Pontoon**<br>Deck Cargo<br>Bow ramp | |
| **7906071** | **COSTAIN VII**<br>ex Offshore IV-82<br>**Costain International Ltd.**<br>Dubai United Arab Emirates | **337**<br>337<br>785 | **✠100A1**<br>pontoon<br>EL C 80,0/22,0FSWR<br>FN 536 | **1980**-1 Sing Koon Seng (Pte.) Ltd. —Singapore (513)<br>36,94 12,55 1,880<br>36,58 12,20 2,44<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon**<br>Deck Cargo | |
| **6513841**<br>EEPZ<br>1671<br>Df Esd<br>Pfd RT | **COSTALLANA**<br><br>**Castro y Diaz S.A.**<br>Gijon Spain | **262**<br>126<br>— | ✠Classed LR until 18/7/75 | **1965**-6 Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.49)<br>36,25 7,29 3,734<br>31,09 7,21 3,94<br>RFD 5,5<br>RW rf 483 BK 152 | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 175 × 205 with flexible coupling & sr reverse geared to sc. shaft<br>820bhp (603kW) ✠ NE 3/66<br>Mercedes Benz<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>13kn |
| **6602551**<br><br><br>Esd | **COSTAMAR 13**<br><br>**Costa y Mar S.A.**<br>Supe Peru | **105**<br>—<br>— | ✠Classed LR until 9/67 | **1965**-11 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (300)<br>22,36 6,76 3,887 (aft)<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **6619114**<br><br><br>Esd RT | **COSTAMAR 14**<br><br>**Costa y Mar S.A.**<br>Supe Peru | **105**<br>—<br>— | ✠Classed LR until 9/67 | **1966**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (320)<br>22,36 6,76 3,887 (aft)<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **6619126**<br><br><br>Esd RT | **COSTAMAR 15**<br><br>**Costa y Mar S.A.**<br>Supe Peru | **105**<br>—<br>— | ✠Classed LR until 12/67 | **1966**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (321)<br>22,36 6,76 3,887 (aft)<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **6618495**<br><br><br>Esd RT | **COSTAMAR 16**<br><br>**Costa y Mar S.A.**<br>Supe Peru | **105**<br>—<br>— | ✠Classed LR until 12/67 | **1966**-9 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (322)<br>22,36 6,76 3,887 (aft)<br>19,13 6,63 3,18<br>RAD 4,3 1 dk<br>BK | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **6724256**<br><br><br>Esd RT | **COSTAMAR 17**<br><br>**Costa y Mar S.A.**<br>Supe Peru | **120**<br>—<br>— | ✠Classed LR until 7/2/69 | **1967**-8 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (356)<br>25,20 7,14 3,175<br>21,49 7,01 3,46<br>RAD 3,4 RFD 9,2<br>rf 457 Box K | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>525bhp (386kW)<br>General Motors Corp. Detroit, Mi |
| **6702076**<br>EFLR<br>1715<br>Df Esd<br>Pfd Rdr<br>RT | **COSTANOSA**<br><br>**Castro y Diaz S.A.**<br>Gijon Spain | **298**<br>148<br>— | ✠Classed LR until 18/7/75 | **1967**-1 Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.57)<br>39,55 7,29 3,785<br>34,42 7,21 3,97<br>RFD 6,1 1 dk<br>RW rf 483 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 175 × 205 sr reverse geared to sc. shaft<br>820bhp (603kW) ✠ E made64 fitted67<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 1 × 150kW 1 × 100kW 1 × 50kW 1 × 15kW 220V d.c.<br>12kn |
| **7602455**<br>A8JH<br>5896<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSTANZA M**<br><br>**Compania Comercial y Naviera 'San Martin' S.A.**<br>Monrovia Liberia | **19 558**<br>13 467<br>37 648 | **✠100A1** SS 4/82<br>strengthened for heavy cargoes Nos. 2 and 4 holds may be empty<br>**✠LMC**<br>EL K $2\frac{11}{16}$"U3<br>FN 7783 | **1977**-4 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2581)<br>187,74(BB) 28,43 10,764<br>178,01 28,40 15,32<br>F 14,7 1 dk<br>rf nil<br>7BH WB20629T incl. Comb btm & STs in holds 4123T, Topside tanks in holds 4898T & No. 3 hold 9704T | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 B.44 257<br>5 Ha (stl) (15,8 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 4(15) | Oil 2SA 6Cy. 680 × 1250 Sulzer<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 179,0t (d.o.) 2 866,5t (hvf)<br>16kn |
| **5153242**<br>SWEY<br>5789<br>Df Esd<br>Gc Rdr<br>RT | **COSTAS**<br>ex Theoskepasti-77<br>ex Hokusho Maru-76<br>**Condor Memory Maritime Enterprises S.A.**<br>Andriana Shipping Co. Ltd.<br>Piraeus Greece | **1 995**<br>1 113<br>3 015 | BV NK | **1960** Shioyama Dockyard Co. Ltd.—Osaka (245)<br>90,20 13,09 5,404<br>83,01 12,76 6,38<br>P 20,5 F 9,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.3 973 B.3 679<br>2 Ha (20,2 23,3 × 6,4) ER<br>8W Cr 1(15) 4(10) 6(5) Der 2(15) 4(10) 2(5) | Oil 2SA 6Cy. 420 × 750 B&W<br>2 340bhp (1 721kW)<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 50kW 230V d.c.<br>Fuel 154,5t-7,0pd<br>12.5kn |
| **5167554**<br>SV3495<br>57<br>Pfd Rdr<br>RTm/v | **COSTAS**<br>ex Jade-67<br>**Georgios Stavrou & Evangelos Malkogiorgos**<br>Stavrou Management Co. S.A.<br>Thessaloniki Greece | **946**<br>499<br>1 372 | HR<br>✠Classed LR until 3/68 | **1938**-8 A. Vuijk & Zonen—Capelle a/d Ijssel (645)<br>64,93 9,96 4,407<br>60,66 9,91 4,58<br>P 16,5 RQD 23,5 F 7,7 1 dk<br>R rf 76 | **M General Cargo**<br>2 Ho 15,5 20,7 ER<br>G.1 762<br>2 Ha (11,9 17,1 × 6,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW) NE 55<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 41kW 220V d.c.<br>Fuel 41,5t (d.o.)<br>10kn |
| **5130317**<br>SV3496<br>3839<br>Df Esd<br>RT | **COSTAS**<br>ex Anholt-70<br>ex Geziena Henderika-66<br>**Dionisios Gousetis & Co.**<br>Alkis Panagiotidis & Co. Shipping Enterprises Ltd.<br>Piraeus Greece | **494**<br>247<br>610 | HR<br>✠Classed LR until 4/7/75 | **1950**-1 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (122)<br>47,68 8,36 3,302<br>45,50 8,31 3,41<br>P 13,2 RQD 15,0 F 7,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 29,1 ER<br>G.906 B.835<br>2 Ha (each 10,7 × 5,3) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons Appingedam<br>Fuel 30,5t (d.o.)<br>10kn |

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|---|---|---|---|---|---|---|---|
| 6512067<br>OWNQ<br>1188<br>Df Esd<br>Pfd Rdr<br>RTm | **COSTAS**<br><br>**P/R Costas**<br>Nicolaisen & Otto Rederi & Skipsmaeglerfirma<br>Esbjerg Denmark | **299**<br>191<br>564 | | <br><br>BV | **1965** I/S Orskovs Staalskibsvaerft —Frederikshavn (32)<br>48,14 8,67 3,004<br>43,21 8,64 5,11<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.708 B.623<br>2 Ha (each 10,7 × 4,9) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 8kW 2 × 6kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.)-1,5pd 10kn |
| 7516278<br>SV3979 | **COSTAS**<br>ex Leonidas<br>**P. Axis & M. Zachariou**<br>Thessaloniki Greece | **148**<br>44<br>— | | <br><br>BV | **1974** "Naus" Shipyard Philippou Bros. S.A. —Perama<br>25,46<br>23,50 7,32 3,81<br>1 dk | **M Fishing** | Oil 4SA 8Cy. 159 × 203<br>556bhp (409kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 49,5t (d.o.) 12,5kn |
| 5159909<br>582166<br>367244<br>Df Esd<br>Rdr | **COSTAS G**<br>ex Kali-79 ex Inanda-72<br>ex Bernhard Althoff-59<br>ex Prudentia-57<br>**Valencia Shipping Co. Ltd.**<br>Limassol Cyprus | **1 004**<br>551<br>1 661 | | <br><br>GL | **1956** Elsflether Werft A.G.—Elsfleth/Weser (305)<br>70,49 10,80 4,700<br>64,19 10,77 5,34<br>RQD 17,4 F 7,1 1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 41,3 ER<br>G.2 085 B.1 970<br>2 Ha (each 15,7 × 5,4) ER<br>6W Der 6 | Oil 4SA 6Cy. 385 × 580 geared to sc. shaft<br>1 050bhp (772kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 35kW 1 × 12kW a.c.<br>Fuel 94,5t 11,5kn |
| 5060031<br>C4KA<br>374123<br>Df Esd<br>Rdr RT | **COSTAS K**<br>ex Candide-75<br>**Flaburo Shipping Co. Ltd.**<br>Limassol Cyprus | **499**<br>279<br>— | **✠100A1**<br><br>**✠LMC** | SS 9/79<br><br><br>EL k<br>FN 750 | **1962**-6 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (321)<br>61,80 9,48 3,868<br>56,19 9,30 4,04<br>P & B 36,3 F 9,5 1 dk<br>rf 102 DK fwd<br>4BH WB781t incl. Dk f33t | **M General Cargo**<br>Mchy.aft<br><br>G.1 557 B.1 489<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 25,0t 11kn |
| 5342336<br>SV3199<br>4806<br>Df Esd<br>Rdr RTm | **COSTAS S.**<br>ex Marina V-76 ex Regent-73<br>ex Straum-67 ex Sperber-60<br>ex Fidamus-52<br>**John Skouras**<br>Piraeus Greece | **794**<br>384<br>1 194 | | <br><br>HR (NV) | Lch.**1944** Cmpl.**1949** C. Luehring Schiffswerft GmbH & Co. KG —Brake/Unterweser<br>64,24 9,25 4,141<br>59,11 9,20 4,75<br>1 dk<br>R rf 102 len 51 | **M General Cargo**<br><br>1 Ho 35,3 ER<br>G.1 349 B.1 257<br>2 Ha (9,7 15,5 × 4,5) ER<br>3W Der 3(4) | Oil 4SA 6Cy. 304 × 381<br>780bhp (574kW) E made52 fitted60<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 1 × 25kW 1 × 15kW 110V d.c.<br>Fuel 57,0t (d.o.) 12kn |
| 7324974<br>SV6305<br>7915<br>RT | **COSTAS TH. III**<br><br>**Ferry Maritime Co.**<br>Christos Theodorou<br>Piraeus Greece | **445**<br>263<br>322 | | <br><br>BV | **1973** D. Kamitsis & Co.—Perama<br>57,56 9,61 1,956<br>50,50 2,52<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 222 × 292<br>900bhp (662kW) E made56 fitted73<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 40kW 380V 50Hz a.c. 12kn |
| 5387623<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **COSTER**<br>ex Mor-Bihan-79 ex Wera II-71<br>**East Caribbean Metals**<br>Kingston, Ja. Jamaica | **498**<br>325<br>923 | | <br><br>BV | **1962** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (211)<br>53,70 9,38 3,750<br>48,62 9,30 3,81<br>P 11,0 RQD 22,6 F 4,9 1 dk<br>RW rf 102 | **M General Cargo**<br><br>1 Ho 34,0 ER<br>G.1 229 B.1 054<br>2 Ha (9,3 16,4 × 5,1) ER<br>3W Der 3(2,5) | Oil 4SA 6Cy. 320 × 450<br>495bhp (364kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 5kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 35,0t (d.o.) 10kn |
| 6726917<br>SZNG<br>5292<br>Df Esd<br>Gc Rdr<br>RTm/h | **COSTIA PEFANIS**<br>ex Adriana-75<br>**New Dione Shipping Co. S.A.**<br>Piraeus Greece | T.Mk<br>**1 288**<br>642<br>—<br>**2 213**<br>1 277<br>— | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** | SS 1/80<br><br><br><br>EL Q 1½"U2<br>FN 1769 | **1968**-3 Soc. Espanola de Const. Nav. —Cadiz (143)<br>93,02 14,56 —/5,366<br>84,99 14,51 6,30<br>P 20,2 F 11,0 2 dks<br>RW rf nil DK fwd<br>NS 4BH WB807t | **M General Cargo**<br><br>2 Ho 30,4 27,8 ER<br>G.4 440 B.4 000<br>2 Ha (stl) (each 20,1 × 7,6) ER<br>8W Der 2(9) 6(4,5) | Oil 2SA 9Cy. 420 × 750<br>3 900bhp (2 869kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 3 × 115kW 440V 60Hz a.c.<br>Fuel 223,5t (d.o.) 15kn |
| 7712286<br>YQMV<br>1050<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COSTILA**<br><br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 119 | | <br><br>RNR | **1977** VEB Volkswerft Stralsund—Stralsund (229)<br>101,45(BB) 15,22 5,601<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 560kW 1 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14,5kn |
| 7612929<br>SWIV<br>6190<br>Df Esd<br>Gc Rdr<br>RTm/h | **COSTIS**<br><br>**Soloil Compania Naviera S.A.**<br>Piraeus Greece | **20 823**<br>15 015<br>37 681 | | <br><br>AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2573)<br>187,51(BB) 9,767<br>178,01 28,41 15,32<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 775<br>1 Ha (stl) (16,0 × 12,5) 4 Ha (stl) (each 17,6 × 14,4) ER<br>Cr 2(15) 3(10) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 520kW 440V 60Hz a.c.<br>Fuel 3 031,0t (hvf) 16,5kn |
| 7119525<br>Y5GX<br><br>RTm/h | **COSWIG**<br>ex Garli-73<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **1 584**<br>1 141<br>2 959 | | <br><br>DSRK (NV) | **1971** Stocznia Gdanska im. Lenina—Gdansk (B431/102)<br>84,28 13,64 5,281<br>77,58 13,59 6,41<br>P 20,5 F 11,6 1 dk<br>rf 51 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 28,7 27,7 ER<br>G.3 862 B.3 559<br>2 Ha (stl) (each 22,1 × 8,0) ER<br>4W Der 4(5) | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 84kW 380V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 200,0t (d.o.) 12,5kn |
| 5081188<br>DZMV<br>202766<br>Gc | **COTABATO**<br>ex Venus<br>**Philippine Steam Navigation Co. Inc.**<br>Cebu Philippines | **736**<br>438<br>894 | | | **1944** Banner Island Shipyard—Stockton, Ca<br>66,15 9,99 3,376<br>9,94<br>rf 152 len —<br>conv Landing Ship — | **M Passenger/General Cargo** 292P<br><br>4 Ho 10,3 12,1 7,0 7,9<br>4 Ha (6,1 6,1 3,6 × 4,8) (1,8 × 1,8)<br>Der 1(15) 2(5) 1(3) | 2 Oil 2SA each 6Cy. 305 × 380 geared to sc. shaft<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW 240V d.c.<br>Fuel (d.o.) 12kn |
| 7609051<br>DZJK<br>220505<br>Rdr RT | **COTABATO TRANSPORT**<br><br>**Sea Transport Co. Inc.**<br>Cebu Philippines | **522**<br>420<br>715 | | | **1978** L'Nor Marine Services Inc., —Mandaue City (75)<br>53,95 10,37 2,134<br>50,30 9,76 3,23<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 140 × 152 geared to sc. shafts<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |

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| 7609049<br>DZWK<br>220505<br>Rdr RT | **COTABATO TRANSPORT I**<br>**Sea Transport Co. Inc.**<br>Cebu Philippines | **522**<br>421<br>726 | | **1972** ..........<br>Rebuilt**1976** L'Nor Marine Services Inc.,<br>—Mandaue City (1)<br>53,95 9,99 2,136<br>50,30 9,76 3,26<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft<br>G.822 B.787 | 2 Oil 4SA each 6Cy. 140 × 152 reverse reduction geared to sc. shafts<br>450bhp (331kW) E made69 added—/76<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 20kW 220V 60Hz a.c.<br>Fuel 42,5t (d.o.)<br>8kn |
| 7100677<br>WX9469<br>509347 | **COTE BLANCHE BAY**<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **537**<br>366<br>— | | **1967** Burton Construction & SB. Corp.<br>—Port Arthur, Tx<br>*49,57* 10,09<br>. 3,56 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>............. |
| 5081190<br>TMJE<br>493 | **COTE D'AMOUR**<br>ex Saint Efflam-52<br>ex Les Casquets ex Saint Philibert<br>**Louis M. Piriou**<br>Paimpol France | **156**<br>81<br>175 | | **1923** S.A. des Ancien Chantiers Dubigeon<br>—Nantes-Chantenay<br>*32,50* 6,38 2,490<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>1 Ha (7,0 × 4,1) | Oil 4SA 5Cy. 215 × 350<br>160bhp (118kW)<br>Mirrlees Ricardo Oil Eng. United Kingdom<br>Fuel (d.o.)<br>8kn |
| 7920534<br>FNWH<br>256<br>Df Esd<br>Gc Rdr<br>RT | **COTE D'AZUR**<br>**Societe Nationale des Chemins de Fer Francais (S.N.C.F.)**<br>Calais France | **8 479**<br>3 140<br>1 850 | BV | **1981** Soc. Nouvelle des At. & Ch. du Havre<br>—Le Havre (256)<br>130,03 23,02 5,001<br>122,31 22,51 7,12<br>2 dks | **TM RoRo Cargo/Ferry** 4bth 1263dk P<br>Bow door Stern door<br>Mchy.aft | 2 Vee Oil 4SA each 18Cy. 400 × 460 reduction geared to sc.shafts<br>22 500bhp (16 550kW) Pielstick<br>Alsthom-Atlantique Montoir, St. Nazaire<br>Gen 5 × 1000kW 1 × 240kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>18kn |
| 5060445<br>FOHS<br>1208<br>Df Esd<br>Pfd Rdr<br>RTm/v | **COTE D'AZUR**<br>ex Cap Blanc Nez-66<br>**Societe d'Armement des Saleurs Fecampois (S.A.F.)**<br>Fecamp France | **437**<br>139<br>370 | (BV) | **1953** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (774)<br>51,03 8,51 5,100<br>44,99 8,49<br>R rf 991 | **M Fishing**<br>Side Trawler<br>1 Ho 12,5<br>5 Ha (stl) (each 1,0 × 1,0)<br>1W Der 1(3) 1(2) | 2 Vee Oil with hydraulic coupling & gearing to sc. shafts<br>1 100bhp (809kW)<br>(i) Vee Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>(ii) Vee Oil 4SA 6Cy. 240 × 360<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 40kW 110V d.c.<br>Fuel 152,5t (d.o.)<br>12kn |
| 5081231<br>TO4550<br>898<br>RT | **COTE D'EMERAUDE**<br>**Chambre de Commerce et d'Industrie de Saint Malo**<br>St. Malo France | **136**<br>—<br>— | (BV) | **1956** S.I.C.C.Na. (Anc. Ch. Mougin)—St. Malo<br>*25,76* 7,17<br>... ... ...<br>1 dk | **M Tug**<br>3 Ha (0,6 × 1,0) (1,8 × 2,2) (0,9 × 2,2) | Oil 2SA 4Cy. 360 × 600 Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Fuel (d.o.)<br>11,75kn |
| 5081229<br>FNPQ<br>5182<br>Df Esd<br>Pfd Rdr<br>RTm | **COTE D'IVOIRE**<br>ex Cote d'Azur-66<br>**Mme. Vve Adolphe Hedant**<br>La Rochelle France | **384**<br>142<br>517 | (BV) | **1949** At. & Ch. de France—Dunkerque<br>*43,56* 8,28<br>4,65<br>1 dk | **M Fishing**<br>Side Trawler<br>4 Ha (each 0,9 × 0,9) | Oil 2SA 6Cy. 360 × 600<br>750bhp (552kW) Sulzer<br>Cie. de Const. Mec., CCM St. Denis<br>Fuel (d.o.)<br>11kn |
| 7214519<br>FSMA<br>Df Esd<br>Gc Pfd<br>Rdr | **COTE SAINT JACQUES**<br>**Societe d'Armement des Saleurs Fecampois (S.A.F.)**<br>Fecamp France | **451**<br>153<br>300 | BV | **1972** S.I.C.C.Na.—St. Malo (123)<br>48,77 4,217<br>43,69 10,01 6,10<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.382<br>2 Ha (1,3 1,3 × 0,9) ER | Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Fuel 165,0t (d.o.)<br>14,75kn |
| 7119513<br>FWZM<br>980<br>Rdr RTm | **COTES DE BLAYE**<br>ex Duchesse Anne-80<br>**Government of The Republic of France (Departement de la Loire-Atlantique)**<br>Compagnie de Navigation de la Loire-Maritime<br>Bordeaux France | **495**<br>293<br>152 | BV | **1970** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (120)<br>51,52 12,30 1,702<br>49,71 12,04 3,05<br>1 dk<br>rf nil | **TM Ferry** 350P | 2 Oil 4SA each 8Cy. 255 × 300 reduction geared to sc. shafts<br>1 320bhp (971kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 48kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 84,5t (d.o.)<br>10kn |
| 7236050<br>FNKF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COTES DU NORD**<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | T.Mk<br>**8 008**<br>4 228<br>—<br>**11 739**<br>7 050<br>15 850 | BV | **1973** Marine Industries Ltd.—Sorel, P.Q. (405)<br>159,01(BB) 22,97 —/8,179<br>146,74 22,79 13,19<br>P 40,3 F 38,1 2 dks, 3rd dk in Nos. 2, 3 & 4 holds | **M General Cargo**<br>5 Ho 23,7 26,9 26,9 26,9 ER 8,8 9 TwD<br>G.25 641 B.22 810<br>TEU 376 C.Ho 274/20' C.Dk 102/20'<br>8 Ha (stl) (13,5 × 8,0) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>8W Cr 3(5) Der 2(30) 2(22) | Vee Oil 4SA 16Cy. 480 × 520<br>13 400bhp (9 857kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf)<br>18,5kn |
| 7427609<br>GVUB<br>366301<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COTINGA**<br>**Hadley Shipping Co. Ltd.**<br>Warwick & Esplen Ltd.<br>London United Kingdom | **1 599**<br>1 187<br>3 089 | **✠100A1** CS 10/81<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Q 1½"U2<br>FN 1519 | **1976**-11 B.V. Bodewes Schps.<br>—Martenshoek (528)<br>83,52 14,13 5,188<br>74,86 14,00 6,28<br>P 15,0 F 9,8 1 dk<br>rf 152<br>4BH WB849T incl. DTf107T | **M General Cargo**<br>2 Ho 26,9 24,6 ER<br>2 Ha (stl) (each 19,8 × 10,5) ER | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 80kW 380/220V 50Hz a.c.<br>Fuel 266,0t (d.o.)<br>12,5kn |
| 7824091<br>YQID<br>Df Esd<br>Gc Rdr<br>RT | **COTNARI**<br>**NAVROM**<br>Constantza Romania | **6 200**<br>2 935<br>—<br>**9 544**<br>5 262<br>— | RNR | **1979** VEB Warnowwerft Warnemuende<br>—Warnemuende (399)<br>152,63 20,35 7,560/9,310<br>145,57 20,31 11,92<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 16,0 19,5 18,2 26,5 ER 18,9<br>G.19 021 B.17 412<br>TEU 104 C. 104/20'<br>5 Ha (9,0 × 5,9) (10,5 10,5 18,9 × 10,9) ER (10,3 × 9,9)<br>18W Der 1(70) 16(10) | Oil 2SA 8Cy. 700 × 1200 MAN<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 1 638,0t<br>17,5kn |

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| 7237119<br>EDSP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COTO DEIRA**<br>**Pesqueria San Pablo S.A.**<br>Gijon Spain | **265**<br>100<br>— | (BV) | **1973** Soc. Met. Duro Felguera—Gijon (75)<br>37,37 7,42 3,601<br>32,01 7,40 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 128,5t (d.o.) 12kn |
| 5402801<br>EDSI<br>8397<br>Df Esd<br>RTm | **COTO REDONDO**<br>**Pesquero Silverio Tobio**<br>Vigo Spain | **235**<br>89<br>— | BV | **1962** Enrique Lorenzo y Cia. S.A.—Vigo (286)<br>34,29 6,35 3,550<br>30,00 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 295 × 420<br>520bhp (382kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.) 9,5kn |
| 7306556<br>EDHU<br>Df Esd<br>Gc Rdr<br>RT | **COTORREDONDO DOS**<br>**Cooperativa Areasa**<br>Marin Spain | **249**<br>93<br>152 | BV | **1973** Maritima del Musel S.A.—Gijon (131)<br>34,98 7,32 3,449<br>29,82 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 61,0t (d.o.) 11,75kn |
| 7327897<br>EGGR<br>Df Esd<br>Rdr RT | **COTORREDONDO TRES**<br>**Cooperativa Areasa**<br>Marin Spain | **249**<br>93<br>174 | BV | **1973** Maritima del Musel S.A.—Gijon (132)<br>34,98 7,32 3,449<br>29,82 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 61,0t (d.o.) 11,75kn |
| 7234911<br>EGGG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COTORREDONDO UNO**<br>**Cooperativa Areasa**<br>Marin Spain | **249**<br>93<br>152 | BV | **1973** Maritima del Musel S.A.—Gijon (130)<br>34,98 7,32 3,449<br>29,82 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 61,0t (d.o.) 11,75kn |
| 7824106<br>Y5BC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **COTTBUS**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **10 224**<br>5 633<br>13 600 | DSRK | **1979** VEB Warnowwerft Warnemuende —Warnemuende (442)<br>156,85(BB) 21,85 9,000<br>146,77 21,81 11,94<br>P 51,6 F 33,3 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.17 443 B.16 537 In.746 L.637<br>TEU 283<br>C.Ho 177/20'(40') C.Dk 106/20'(40')<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf) 18,25kn |
| 5081293<br>Y4FZ<br>Df Esd<br>Gc Rdr<br>RT | **COTTBUS**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **943**<br>291<br>— | DSRK | **1961** VEB Peene-Werft—Wolgast<br>65,56 10,32 4,641<br>58,40 10,24 5,69<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>2 Ha<br>Der 2(5) 1(2,5) 1(1,5) | 2 Oil geared to sc. shaft<br>1 420bhp (1 044kW)<br>(i) Oil 4SA 8Cy. 365 × 550<br>Goerlitzer Masch. Goerlitz<br>(ii) Oil 4SA 6Cy. 325 × 440<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 200kW 1 × 160kW 1 × 78,5kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |
| 5411230<br>SVRG<br>7988<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **COTTON TRADER**<br>ex Cam Azobe-81 ex Fulani-76<br>**Chilton Navigation Ltd.**<br>Manta Line Inc.<br>Piraeus Greece | **7 689**<br>4 072<br>8 245 | **✠100A1** CS 9/77<br>DTsm & TwDm — veg. oil, latex or glycerine<br>**✠LMC**<br>EL c† 2⅛"SQ<br>FN 3918 | **1964**-1 Lithgows Ltd.—Port Glasgow (1147)<br>141,74 19,00 7,754<br>131,12 18,90 10,98<br>P 11,3 B 22,9 F 14,7 2 dks<br>RW rf 102<br>NS in Nos. 2, 3, 4 & 5 'tween dks & No. 2 hold 6BH WB2624t incl. DTsmf1511t | **M General Cargo**<br>Ref<br>4 Ho 17,1 21,9 9,1DT 9,1DT 9,1DT 9,1DT 21,3 16,4<br>G.14 528 B.13 421 In.95<br>5 Ha (stl) (6,8 × 5,4) (11,4 13,7 9,9 8,3 × 6,7)<br>16W Der 1(80) 2(30) 4(15) 2(12,5) 4(7,5) 6(5) | Oil 2SA 5Cy. 760 × 1550<br>7 400bhp (5 443kW) Sulzer<br>Fairfield-Rowan Ltd. Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 4 × 200kW 200V d.c.<br>Fuel 928,5t (hvf) 16kn |
| 5365340<br>H8EN<br>11198<br>-PEXT<br>Df Esd<br>Rdr RTm | **COTTY**<br>ex Juan Claudio-82<br>**Melfi Marine Corp. S.A.**<br>Panama Panama | **2 321**<br>1 275<br>3 300 | **✠100A1** SS 4/79<br>**✠LMC**<br>EL v<br>FN 2343 | **1957**-7 Empresa Nacional "Elcano" —Seville (10)<br>105,67 14,99 6,122<br>98,00 14,95 8,95<br>RFD 10,4 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>RW rf 127<br>Coll BH to S dk 5 to 2nd dk WB615t | **M General Cargo** OSD 10P<br>4 Ho 20,7 17,7 ER 15,7 13,7<br>4 Ha (stl) (10,2 10,2 × 6,1) ER (8,2 8,2 × 6,1)<br>Der 12(3) | Oil 2SA 7Cy. 600 × 1040<br>3 850bhp (2 832kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>db 57lbf/in$^2$ (4,0bar)<br>Gen 2 × 165kW 220V d.c.<br>Fuel (hvf) 17kn |
| 7336379<br>OPTU<br>499<br>Esd Pfd<br>Rdr RTv | **COUDEKERCKE**<br>**Rederij 'Coudekercke' P.V.B.A.**<br>Zeebrugge Belgium | **120**<br>41<br>— | | **1968** H. Deweert—Oostende<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing | Oil<br>500bhp (368kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 5114117<br>301284<br>Pfd RTm | **COUDRE DE L'ILE**<br>ex Shevrell-72 ex Fernfield-71<br>ex Haaksbergen-58<br>**Entreprise de Navigation de l'Isle Inc.**<br>Quebec, P.Q. Canada | **561**<br>266<br>865 | ✠Classed LR until 4/12/81 | **1954**-11 Gebr. van Diepen—Waterhuizen (930)<br>60,97 9,05 3,677<br>55,48 9,00 4,17<br>P 16,5 F 9,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 33,5 ER<br>G.1 062 B.1 000<br>2 Ha (each 13,9 × 4,9) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 28kW 1 × 24kW 110V d.c.<br>Fuel 70,0t (d.o.) 10kn |
| 7512064<br>WYH6<br>337<br>569665<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COUGAR**<br>**Interstate Towing Co.**<br>Wilmington, De United States of America | **170**<br>116<br>— | AB | **1975** Main Iron Works Inc.—Houma, La (299)<br>3,855<br>31,98 8,82 4,81<br>1 dk<br>BK 914 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>Fuel 204,0t (d.o.) 12kn |

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| **7047772**<br>WY7766<br>522597 | **COUGAR**<br>**Cougar Industries Inc.**<br>Coos Bay, Or United States of America | **169**<br>114<br>— | | **1969** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*24,36* 7,35<br>3,46 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) | |
| **5081346**<br>KIPN<br>248841<br>Df Esd<br>Gc RT | **COUNCIL BLUFFS VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 561<br>10 999 | AB | **1945** California SB. Corp.—Los Angeles, Ca (V101)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Allis Chalmers Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) | Milwaukee, Wi<br>15kn |
| **7644635**<br>WYP8<br>757<br>573735 | **COUNSELOR**<br>**Politician Shrimp Co. Inc.**<br>Galveston, Tx United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>Fuel (d.o.) | U.S.A. |
| **7372438**<br>H3DW<br>6014-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COUNT**<br>**Crimson Navigation Co. S.A.**<br>Panama Panama | **3 940**<br>2 826<br>6 542 | KR NK | **1974** Imabari Zosen—Imabari (330)<br>105,57 16,36 6,838<br>98,61 16,31 8,39<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.8 421 B.8 000<br>2 Ha (stl) (27,2 28,5 × 8,3)<br>4W Der 4(15) | Oil 4SA 6Cy. 510 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 132kW 445V a.c.<br>Fuel 528,5t (hvf)-21,5pd | Kobe<br>12,75kn |
| **7534737**<br>AMMT-1225 | **COUNTESS**<br>**Pez Caribe de Venezuela C.A.**<br>Venezuela | **261**<br>140<br>— | | **1975** Mitchel Duane Phares—Wilmington, Ca<br>*24,39* 6,86<br>3,20<br>1 dk | **M Fishing** | Oil<br>580bhp (427kW)<br>Fuel (d.o.) | U.S.A. |
| **5081360**<br>GUVQ<br>164078<br>RT | **COUNTESS FIONA**<br>ex Countess of Kempock-82<br>ex Countess of Breadalbane-73<br>**Maid of the Loch Ltd.**<br>Alloa United Kingdom | **106**<br>49<br>— | | **1936** Wm. Denny & Bros. Ltd.—Dumbarton (1294)<br>29,09 5,80 1,067<br>27,44 5,49 2,75<br>1 dk<br>R | **TM Ferry** 127P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 152 × 178<br>240bhp (177kW) NE 56<br>Gleniffer Engines Ltd. | Glasgow |
| **5417507**<br>GMOX<br>304833<br>Esd Rdr<br>RTm | **COUNTESS WEAR**<br>ex S. W. 2-75<br>**City & County of the City of Exeter**<br>Exeter United Kingdom | **256**<br>104<br>366 | **✠100A1** SS 7/80<br>sludge carrier<br>Coasting service between River Dart & Beer Head<br>**✠LMC**<br>EL d<br>FN 375 | **1963**-5 J. Bolson & Son Ltd.—Poole (541)<br>37,52 7,47 3,080<br>34,73 7,40 3,38<br>F 4,3 1 dk<br>rf 102<br>6BH WB108t incl. DTf71t | **M Sludge Carrier**<br>Mchy.aft<br>Der 1(1) | Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>499bhp (367kW)<br>Lister Blackstone Mar. Ltd.<br>Gen 2 × 60kW 220V d.c.<br>Fuel (d.o.) | Dursley |
| **7437329**<br>WYT9<br>546<br>547712<br>RT | **COUNTRY GIRL**<br>**Deep Sea Boats Inc.**<br>Mobile, Al United States of America | **120**<br>81<br>— | | **1973** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7309819**<br>WU5179<br>297630 | **COUNTRY GIRL**<br>ex Capt. Wayne-78<br>ex Virginia Rose-76<br>**Pantex Enterprises Inc.**<br>Galveston, Tx United States of America | **102**<br>69<br>— | | **1965** Capell Marine Inc.—Freeport, Tx<br>*20,67* 6,20<br>3,31<br>1 dk<br>conv Yacht 76 | **M Fishing**<br>Side-fishing | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) | |
| **8037437**<br>611263 | **COUNTRY ROSE**<br>**Paul M. Douglas**<br>San Francisco, Ca United States of America | **135**<br>92 | | **1979** .............Fort Bragg, Ca<br>*20,40* 6,84<br>3,56<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW) | U.S.A. |
| **6922511**<br>5LGN<br>3323<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **COURAGEOUS**<br>ex Van Union-81<br>**Kalgrad Navigation Co. Inc.**<br>Teh-Hu Cargocean Management Co. Ltd.<br>Monrovia Liberia | **10 207**<br>6 563<br>16 873 | BV | **1969** Onomichi Zosen—Onomichi (209)<br>149,36 22,26 9,018<br>142,50 22,20 12,10<br>1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho each 26,5 ER<br>G.22 318 B.21 771 HeCls. B<br>7 Ha (stl) (15,0 × 10,5) (18,3 18,3 18,3 18,3 18,3 × 8,0) ER<br>4W Der 4(22) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 456V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 158,0t (hvf)-31,5pd | B&W<br>14,5kn |
| **7947398**<br>606117 | **COURAGEOUS**<br>ex Tupelo (WAGL) ex WLB 303<br>**Courageous Fisheries**<br>Seattle, Wa United States of America | **920**<br>812<br>— | | **1942** Zenith Dredge Co. (SB. Div.)—Duluth, Mn<br>*51,85* 11,21<br>5,11<br>1 dk<br>conv Buoy Tender — | **M Fishing** | Oil<br>1 650bhp (1 214kW) | U.S.A. |
| **7717004**<br>WYB6<br>474<br>592205<br>Esd Gc<br>Pfd Rdr<br>RT | **COURAGEOUS**<br>**Continental Illinois National Bank & Trust Co. of Chicago**<br>Chicago, Il United States of America | **491**<br>334<br>— | AB | **1978** McDermott Shipyard—Morgan City, La (234)<br>64,01 4,446<br>48,49 13,72 5,21<br>F 15,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 200kW a.c.<br>Thw. thrust propeller fwd | La Grange<br>12kn |
| **7629142**<br>355568 | **COURAGEOUS**<br>**Frobisher Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **287**<br>168<br>— | | **1975** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle<br>*26,83* 7,93<br>3,36<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illinois<br>10kn |

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|---|---|---|---|---|---|---|
| 8033962<br>617231 | **COURAGEOUS**<br>**A. & E. Fisheries Inc.**<br>Philadelphia, Pa United States of America | **185**<br>126<br>— | | **1980** Eastern Marine Inc.—Panama City, Fl<br>*25,03* 7,17<br>3,71<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5081396<br>TOPX<br>1178<br>Esd RTm | **COURAGEUX**<br>ex Walcheren V ex Rugard<br>**Chambre de Commerce de Calais**<br>Societe Calaisienne de Remorquage<br>Calais France | **147**<br>—<br>— | (BV) | **1943** Rheinwerft Walsum—Walsum<br>28,00 7,35 3,074<br>7,29<br>1 dk<br>RW | **M Tug**<br>Salvage | Oil 4SA 8Cy. 325 × 440<br>Waggon u. Maschb. Goerlitz<br>Gen 1 × 23kW 1 × 11kW 110V d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 7390595<br>KCBK<br>578746<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COURIER**<br>ex Zapata Courier-81<br>**Ogden Courier Transport Inc.**<br>Ocean Carriers Inc.<br>Houston, Tx United States of America | **21 572**<br>16 498<br>35 663 | AB | **1977** Todd Shipyards Corp.—San Pedro, Ca (107)<br>216,80 25,66 10,500<br>208,67 25,61 13,87<br>F 19,6 1 dk<br>rf nil | **M Tanker**<br>Mchy.aft<br>27 Ta<br>L.(oil) 48 987<br>HeCls. BC | 2 Vee Oil 4SA each 14Cy. 400 × 460 geared to sc. shaft<br>14 000bhp (10 298kW) Pielstick<br>Colt Industries Fairbanks Morse Engine Division Beloit, Wi<br>Gen 2 × 670kW a.c.<br>Fuel 345,5t (d.o.) 2 794,0t (hvf)-40,5pd 15,75kn |
| 5111062<br>KAAG<br>289947<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COURIER**<br>ex Export Courier-81<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | T.Mk<br>**8 128**<br>4 465<br>—<br>**11 000**<br>6 382<br>12 909 | AB | **1962** Sun SB. & Dry Dock Co.—Chester, Pa (623)<br>150,27 22,33 —/9,322<br>143,26 22,26 12,86<br>P 47,0 F 20,5 3 dks<br>RW rf 152 | **S General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>21W Cr 2(5) Der 1(60) 10(10) 6(7) 2(5) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 700kW a.c.<br>Fuel 3 414,0t (o.f.) 18,5kn |
| 6608892<br>GBWU<br>390425<br>Df Esd<br>Pfd Rdr<br>RTm | **COURIER**<br>ex Beta Nord-81 ex Truro-75<br>**Rotterdam Marine Services Ltd.**<br>Guernsey Channel Islands (British) | **290**<br>171<br>843 | NV | **1966** Batservice Verft A/S—Mandal (516)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>P 11,3 F 6,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 35,9 ER<br>G.1 442 B.1 396<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 250 × 300<br>780bhp (574kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 25kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 41,5t (d.o.)-3,0pd 11kn |
| 6716869<br>FUMA<br>923 | **COURLIS**<br>**Service Maritime des Ports de Nantes et Saint Nazaire**<br>Nantes France | **113**<br>—<br>— | | **1967** At. & Ch. C. Auroux—Arcachon (282)<br>27,01 6,51 2,794<br>24,49 3,41<br>1 dk | **M Tug** | Oil -SA 6Cy. 315 × 480<br>Moteurs Duvant Valenciennes<br>Fuel (d.o.) 11kn |
| 6805189<br>FNGG<br>8453<br>Df Esd<br>Gc Rdr<br>RT | **COURSON**<br>ex Arya Dad-71<br>Launched as Boleslaw Krzywousty<br>**Compagnie de Navigation d'Orbigny**<br>Rouen France | T.Mk<br>**5 345**<br>2 675<br>7 824<br>**8 309**<br>4 515<br>9 899 | **✠100A1** CS 5/78<br>DTm—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt 2$\frac{1}{4}$"U2<br>FN 4116 | **1968**-7 Stocznia Szczecinska im. A. Warskiego—Szczecin (B445/04)<br>145,37 18,88 7,386/8,332<br>134,98 18,80 11,69<br>B 43,6 F 13,5 2 dks, 3rd dk in mchy. space & No. 4 hold<br>rf nil<br>Coll BH to U dk 8 to 2nd dk WB1475t incl. Tunnel tanks 447t | **M General Cargo**<br>Ref<br>5 Ho 17,7 17,7 20,1 11,9 23,2<br>In.1 475<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (3,7 4,5 × 7,0) (11,9 × 8,9)<br>Der 1(60) 16(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 71lbf/in$^2$ (4,9bar)<br>AuxB (ex.g) & rcv 71lbf/in$^2$ (4,9bar)<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>17kn |
| 7718890<br>JMSI<br>121055<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **COURT LADY**<br>**Inui Steamship Co. Ltd. (Inui Kisen K.K.)**<br>Kobe, Hyogo Pref. Japan | **10 857**<br>6 876<br>17 769 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (410)<br>145,95(BB) 9,279<br>138,03 22,31 12,48<br>P 10,7 RQD 22,3 B 22,3 F 18,9 1 dk<br>rf 381 | **M Bulk Carrier**<br>4 Ho 20,4 26,2 26,2 28,5 ER<br>G.22 473 B.21 787<br>4 Ha (13,5 × 9,6) (19,5 19,5 19,5 × 11,1) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 360kW 450V 60Hz a.c.<br>Fuel 181,5t (d.o.) 250,0t (hvf)-25,0pd 14,25kn |
| 5105843<br>WE6970<br>265246<br>Df Esd<br>Gc Rdr<br>RTv | **COURTNEY BURTON**<br>ex Ernest T. Weir-78<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | **11 422**<br>6 599<br>22 963 | AB | **1953** American SB. Co.—Lorain, Oh (869)<br>210,32 21,44 7,817<br>204,30 21,34 11,28<br>P 28,4 F 20,2 1 dk<br>RW rf 76 conv Bulk Carrier 80 | **S Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.22 119 B.17 537<br>19 Ha (each 3,3 × 13,4) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>General Electric Co. Lynn, Ma<br>Thw. thrust propeller fwd<br>Fuel 508,0t (o.f.) 14,5kn |
| 5152080<br>HQAS<br>RH-Q8<br>3205<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **COURTNEY D**<br>ex Saratoga-82<br>ex Island Prince-77<br>ex Hoegh Ariane-65<br>**Paramount Steamship Co. Ltd.**<br>Puerto Cortes Honduras | **1 791**<br>1 102<br>2 652 | AB | **1958** Drammen Slip & Verk.—Drammen (49)<br>78,09 12,22 5,652<br>70,11 12,20 6,76<br>P & B 31,1 F 10,1 2 dks<br>rf 305 | **M General Cargo** 7P<br>2 Ho 21,3 20,1 ER<br>G.3 310 B.3 030<br>2 Ha (stl) (17,6 17,0 × 5,4) ER<br>8W Der 1(20) 2(10) 2(5) | Oil 2SA 10Cy. 360 × 600<br>1 620bhp (1 192kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 110kW 440V 60Hz a.c.<br>Fuel 191,0t (d.o.) 12,5kn |
| 7100794<br>WU5817<br>209386<br>Rdr RTm | **COURTNEY S.**<br>ex Big Jim-77<br>**Bisso Towboat Co. Inc.**<br>New Orleans, La United States of America | **233**<br>158<br>— | | **1911** Harlem Transfer Co.—Newburgh, NY<br>33,53 8,95<br>29,95 8,54 3,97<br>1 dk | **Iron M Tug** | Oil 2SA 16Cy. 210 × 254 NE 62<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel 42,5t |
| 7528477<br>FPDG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COUTANCES**<br>**Truckline Ferries S.A.**<br>Cherbourg France | **2 736**<br>841<br>1 779 | BV | **1978** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (246)<br>110,01 4,501<br>98,89 17,51 11,46<br>2 dks | **TM RoRo Cargo** 12bth P<br>Bow door & ramp Stern door/ramp<br>Mchy.aft | 2 Oil 4SA each 9Cy. 320 × 420<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 410kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 378,0t 18kn |
| 7407647<br>EGRG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COVA DE BALEA**<br>**Antonio Vaqueiro Gandon**<br>Vigo Spain | **164**<br>61<br>— | BV | **1975** Const. Nav. Santodomingo—Vigo (409)<br>29,95<br>25,46 6,57 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 58,5t (d.o.) 11,5kn |

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| **6900355**<br>Df Esd<br>Gc Rdr<br>RTv | **COVADONGA**<br>ex CP Hunter-80<br>ex Seatrain Galveston-80<br>ex Trans Europa-79<br>ex Cheshire Venture-79<br>ex Trans Europa-78<br>ex Kanimbla-76<br>**Compania Trasatlantica Espanola S.A.**<br>Spain | **9 162**<br>8 323<br>12 590 | **✠100A1** CS 2/79<br>container cargo only<br>**✠LMC**<br>EL Et $2\frac{3}{16}$"U3<br>FN 5270 | **1969**-3 Whyalla SB. & Eng. Works —Whyalla (48)<br>156,67(BB) 22,00 9,200<br>146,46 21,95 14,03<br>F 25,3 2 dks, 3rd dk in No. 1 hold<br>rf nil<br>NS 8BH WB3021t incl. DTf1076t | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 17,8 13,1 15,2 26,2 17,5 13,1 ER<br>TEU 398<br>C.Ho 224/20' C.Dk 174/20'<br>7 Ha (stl) ER<br>Cr 1(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 485kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 71,0t (d.o.) 609,5t (hvf) 17,5kn |
| **5074575**<br>HJLB<br>MC.03<br>.025<br>Df Esd<br>Gc Rdr<br>RTv | **COVADONGA**<br>ex Ciudad de Medellin-69<br>**Lineas Agromar Ltda.**<br>Barranquilla Colombia | **4 219**<br>2 352<br>6 484 | **✠100A1** SS 12/81<br>**✠LMC**<br>EL z $1\frac{13}{16}$"SQ<br>FN 3250 | **1951**-5 Fairfield SB. & Eng. Co. Ltd. —Govan, Glasgow (752)<br>129,09 16,82 6,935<br>120,40 16,77 10,22<br>F 11,0 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW<br>Coll BH to S dk 6 to 2nd dk WB840t | **M General Cargo** OSD 12P<br>5 Ho 21,0 18,2 15,2 17,9 16,7<br>G.9 702 B.8 559<br>5 Ha (stl) (9,6 × 4,8) (10,9 4,5 9,9 7,6 × 6,1)<br>16W Cr 16(5) Der 1(30) 1(15) 8(10) 8(5) | Oil 2SA 4Cy. 670 × 2320<br>4 500bhp (3 310kW) Doxford<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow<br>Gen 3 × 300kW 120/240V d.c.<br>Fuel 869,5t (d.o.) 14kn |
| **8034148**<br>YQKK<br>Df Esd<br>Gc Rdr<br>RT | **COVASNA**<br>**NAVROM**<br>Constantza Romania | **1 955**<br>921<br>2 960<br>**3 374**<br>1 574<br>4 620 | RNR | **1981** Santierul Naval Braila—Braila<br>105,90 14,81 5,630/7,063<br>93,50 14,80 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 22,1 ER<br>G.5 912 B.5 389<br>3 Ha (stl) (12,0 × 8,0) (15,3 15,3 × 10,2) ER<br>6W Der 3(5) | Oil 2SA 5Cy. 500 × 1100<br>3 000bhp (2 207kW)<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 454,0t 13,75kn |
| **7738606**<br>Gc Rdr<br>RT | **COVE**<br>ex MSI 1<br>**Johns Hopkins University**<br>United States of America | —<br>—<br>— | | **1958** Bellingham Shipyards Co. —Bellingham, Wa<br>34,07 7,47 3,048<br>... ... ...<br>1 dk<br>conv Inshore Minesweeper 70 | **Wood M Research**<br>Oceanographic | 2 Vee Oil 2SA each 6Cy. 108 × 127 geared to sc. shaft<br>650bhp (478kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>9,5kn |
| **5028992**<br>KFBN<br>268196<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **COVE COMMUNICATOR**<br>ex Atlantic Communicator-76<br>**Cove Tankers Corp.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **18 752**<br>11 435<br>32 391 | AB | **1954** Sun SB. & Dry Dock Co.—Chester, Pa (597)<br>195,41 25,73 10,808<br>187,46 25,61 13,72<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 | **S Tanker**<br>30 Ta ER<br>L.(oil) 40 574 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Pittsburgh, Pa<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 3 362,0t (o.f.) 16,5kn |
| **5149849**<br>KTSY<br>248127<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **COVE EXPLORER**<br>ex Mount Explorer-78<br>ex William J. Fields-75<br>ex Thalia-71 ex Hess Diesel-66<br>ex W. E. Downing-53<br>ex Huntington Hills-48<br>**Cove Tankers Corp.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **14 035**<br>10 368<br>24 953 | AB | **1945** (Fwd & aft sections) Marinship Corp. —Sausalito, Ca (86)<br>(Cargo section) Bethlehem Steel Co. Inc. SB. Div.—Sparrows Point, Md<br>184,41 22,94 9,916<br>178,16 22,86 12,73<br>P 33,0 F 29,0 1 dk<br>RW rf nil len, widened & deepened 61 | **T-E Tanker**<br>SBT<br>30 Ta ER<br>L.(oil) 33 331 HeCls. BC | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>Elliott Co. Jeannette, La<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 483,5t (o.f.)-51,0pd 15kn |
| **5247770**<br>WHGY<br>279938<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **COVE LEADER**<br>ex Vantage Defender-78<br>ex National Defender-73<br>**Cove Ventures Inc.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **40 511**<br>27 540<br>72 204 | AB | **1959** Newport News SB. & D.D. Co. —Newport News, Va (537)<br>246,90 31,83 14,326<br>234,96 31,70 18,32<br>P 48,8 F 32,0 1 dk<br>RW rf nil | **S Tanker**<br>SBT COW IGS<br>30 Ta ER<br>L.(oil) 74 586 | 2 S Turb dr geared to sc. shaft<br>25 000shp (18 389kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 3 × 1000kW 440V 60Hz a.c.<br>Fuel 9 424,0t (o.f.) 15,5kn |
| **5081619**<br>WFJD<br>644295<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **COVE LIBERTY**<br>ex Cradle of Liberty-81<br>**Cove Liberty Corp.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **33 596**<br>25 097<br>70 417 | AB | **1954** (Aft section) Newport News SB. & D.D. Co.—Newport News, Va (512)<br>**1974** (Fwd section) Rinkai Kogyo K.K. —Setoda<br>251,70(BB) 13,336<br>240,01 32,24 17,23<br>P 42,1 B 11,0 F 24,7 1 dk<br>RW rf 203 Len, widened & deepened 74 | **S Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 82 055 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>22 000shp (16 182kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 5 411,5t (o.f.) 7,5t (d.o.)-90,0pd 16,5kn |
| **5096212**<br>KFBT<br>270025<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **COVE MARINER**<br>ex Eastern Sun-82<br>**Cove Tankships Inc.**<br>Cove Shipping Inc.<br>Wilmington, De United States of America | **18 810**<br>11 485<br>32 389 | AB<br>✠Classed LR until 30/8/74 | **1955**-7 Sun SB. & Dry Dock Co.—Chester, Pa (594)<br>195,38 25,73 10,808<br>187,46 25,61 13,72<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 | **S Tanker**<br>1 Ho 30 Ta ER<br>L.(oil) 39 720 HeCls. BC<br>1 Ha (stl) (3,0 × 4,5) ER<br>Der 2(5) 6(2) | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 3 319,5t (o.f.)-77,0pd 16,5kn |
| **5029271**<br>KNAR<br>261423<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **COVE NAVIGATOR**<br>ex Mount Navigator-78<br>ex Atlantic Navigator-74<br>**Cove Tankers Corp.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **19 498**<br>11 929<br>32 504 | AB | **1951** New York SB. Corp.—Camden, NJ (484)<br>201,02 26,01 10,583<br>191,01 25,91 13,72<br>P 40,9 B 14,4 F 26,3 1 dk<br>RW rf 279 | **S Tanker**<br>1 Ho 14,3 30 Ta ER<br>L.(oil) 41 106 HeCls. BC<br>1 Ha (stl) (4,1 × 6,1) | 2 S Turb dr geared to sc. shaft<br>16 500shp (12 137kW)<br>Westinghouse Elec. & Mfg. Co. Lester, Pa<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 3 353,0t (o.f.)-89,5pd 15,5kn |
| **5233999**<br>WA8131<br>211187<br>Df<br>RTm/v | **COVE POINT**<br>ex Michael Moran-75<br>ex Maj. Gen. J.B. Aleshire<br>ex Dolphin<br>ex Hamburg American Line No. 3<br>ex Dolphin<br>**Tug Michael Moran Inc.**<br>Wilmington, De United States of America | **288**<br>196<br>— | AB | **1913** Staten Island SB. Co.—Port Richmond/Mariner's Harbor (601)<br>35,06 8,41 4,382<br>34,45 8,39 4,78<br>RW BK 152 | **D-E Tug** | Oil 2SA 16Cy. 222 × 267 driving 1 gen. of 1 210kW 525V d.c. connected to 1 elec. motor<br>E made44 fitted60<br>General Motors Corp. U.S.A.<br>Gen 1 × 30kW 125V d.c.<br>Fuel 108,5t (d.o.) |

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|---|---|---|---|---|---|---|
| 5215739<br>KHW<br>266338<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COVE RANGER**<br>ex Thomas M.-78<br>ex M. L. Gosney-67<br>**CMC Tankers Inc.**<br>Cove Shipping Inc.<br>Wilmington, De United States of America | **17 711**<br>11 158<br>29 775 | AB<br>Classed LR until 9/67 | **1953**-10 Bethlehem-Sparrows Point Shipyard—Sparrows Pt., Md (4516)<br>199,55 23,88 10,262<br>190,51 23,78 13,49<br>P 38,1 B 12,2 F 24,4 1 dk<br>RW rf nil len 72 | **S Tanker**<br>1 Ho 11,8 27 Ta ER<br>L.(oil) 33 102 HeCls. BC<br>1 Ha (stl) (4,5 × 5,4)<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 400kW<br>Fuel 2 027,0t (o.f.) 17kn |
| 5105738<br>WHJK<br>280193<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **COVE SAILOR**<br>ex Erna Elizabeth-79<br>**Cove Ships Inc.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **20 557**<br>12 548<br>35 464 | AB | **1959** Bethlehem Steel Co. Inc.—San Francisco, Ca (5487)<br>201,48 27,51 10,856<br>192,03 27,44 13,80<br>1 dk<br>RW rf 203 | **S Tanker**<br>SBT<br>30 Ta ER<br>L.(oil) 44 587 HeCls. BC<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 600kW 220V 60Hz a.c.<br>Fuel 3 149,5t (o.f.) 16,5kn |
| 5096690<br>KJFA<br>267144<br>Df Esd<br>Gc Pfd<br>Rdr RT | **COVE SPIRIT**<br>ex Eclipse-78<br>**Cove Carriers Inc.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **16 242**<br>9 883<br>27 302 | AB<br>✠Classed LR until 7/58 | **1954**-3 Sun SB. & Dry Dock Co.—Chester, Pa (595)<br>179,08 25,28 10,453<br>172,55 25,15 12,96<br>P 39,7 B 11,9 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>27 Ta ER<br>L.(oil) 33 554<br>1 Ha (stl) (3,0 × 6,1) | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 600kW a.c.<br>Fuel-73,0pd 16kn |
| 5081358<br>KFRJ<br>247896<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **COVE TIDE**<br>ex Council Grove-80<br>**Cove Tide Corp.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **15 254**<br>11 383<br>27 221 | AB | **1945** (Fwd & aft sections) Alabama D.D. & SB. Co.—Mobile, Al (340)<br>**1961** (Cargo section) Verolme Scheepswerf Heusden N.V.—Heusden<br>193,10 22,94 10,342<br>186,85 22,86 13,34<br>P 33,0 B 11,0 F 16,2 1 dk<br>RW rf 89 len. widened & deepened 61 | **T-E Tanker**<br>30 Ta ER<br>L.(oil) 21 992 HeCls. B | S Turb 7 240shp (5 325kW) driving 1 gen of 4 320kW 2 300/2 370V a.c. connected to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 400kW 450V 1 × 75kW 110V 1 × 55kW 120V 60Hz a.c.<br>Fuel 1 493,5t (o.f.)-51,0pd 14,5kn |
| 5367348<br>KRBY<br>279438<br>Df Esd<br>Gc Rdr<br>RTm/h | **COVE TRADER**<br>ex Transeastern-77<br>**Cove Trading Inc.**<br>Cove Shipping Inc.<br>New York, NY United States of America | **28 310**<br>19 139<br>50 130 | AB | **1959** Bethlehem SB. Corp.—Quincy, Ma (1668)<br>224,44 31,73 12,135<br>214,89 31,09 15,24<br>P 42,7 B 12,8 F 29,6 1 dk<br>RW rf nil | **S Tanker**<br>SBT<br>33 Ta ER<br>L.(oil) 62 778 HeCls. B<br>Cr 4(5) | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 450kW 60Hz a.c.<br>Fuel 4 369,0t (o.f.) |
| 5081528<br>183500 | **COVERT**<br>**L. G. A. Sadler**<br>Cowes United Kingdom | **133**<br>90<br>— | | **1950** J. Bolson & Son Ltd.—Poole<br>24,64 5,97<br>5,92<br>1 dk<br>R | **TM General Cargo Barge**<br>1 Ho 14,9 ER<br>1 Ha (stl) (13,1 × 4,5) ER<br>1W Der 1(1,5) | 2 Oil each 3Cy. 150 × 230<br>132bhp (97kW)<br>Bergius Co. Ltd. Glasgow<br>Fuel (d.o.) 8kn |
| 7933787<br>WYC8<br>648<br>602436 | **COWBOY**<br>**John Williams**<br>Mobile, Al United States of America | **159**<br>108<br>— | | **1979** Gulf Coast Marine Builders Inc. —Bayou la Batre, Al<br>*23,75*<br>7,32 3,69<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 6525002<br>GSCE<br>307303<br>Rdr RTv | **COWES CASTLE**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kingdom | **912**<br>385<br>— | ✠Classed LR until 7/68 | **1965**-12 J. I. Thornycroft & Co. Ltd. —Southampton (4209)<br>67,37 12,83<br>61,30 12,20 3,54<br>1 dk<br>rf nil len 75 | **TM RoRo Cargo/Ferry** 900dk P<br>Bow ramp | 2 Oil 2SA each 8Cy. 267 × 343<br>1 800bhp (1 324kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 50kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 45,5t (d.o.) 14kn |
| 5081566<br>1107<br>Df Esd<br>Gc | **COWICHAN**<br>**C. Moraitis**<br>Piraeus Greece | **660**<br>232<br>— | ✠ | **1941**-7 North Vancouver Ship Repairs Ltd. —North Vancouver, B.C.<br>54,92 8,72<br>... ... ...<br>conv Escort Minesweeper —<br>conv General Cargo — | **TS Fishing**<br>Side Trawler | T 6Cy. (2) 381 (2) 635 & (2) 1016 × 610<br>Canadian Allis-Chalmers Ltd. Montreal, P.Q.<br>Fuel (o.f.) |
| 5081580<br>332852<br>RTm | **COWRIE**<br>**Government of State of Queensland (Port of Brisbane Authority)**<br>*Brisbane, Queensland* Australia | **535**<br>126<br>686 | ✠Classed LR until 10/57 | **1956**-2 Brooke Marine Ltd.—Lowestoft (230)<br>52,02 10,29 3,379<br>48,77 10,06 3,97<br>1 dk<br>R | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 2SA 5Cy. 368 × 483<br>840bhp (618kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 40kW 1 × 20kW 1 × 5kW 110V d.c.<br>Fuel 61,0t (d.o.) 10kn |
| 5081607<br>WA9576<br>253418 | **COZART**<br>ex Plaxco<br>**Standard Products Co. Inc.**<br>Reedville, Va United States of America | **248**<br>111<br>— | | **1943** Bellingham Iron Works—Bellingham, Wa<br>41,46 7,47<br>... ... ...<br>1 dk | **Wood TM General Cargo** | 2 Oil<br>1 080bhp (794kW)<br>............. |
| 7720142<br>XCZL<br>Df Esd<br>Gc Rdr<br>RT | **COZUMEL**<br>ex Puente Balear-81<br>**Armadores de Cabotaje S.A. (ARCASA)**<br>Cozumel Island Mexico | **689**<br>407<br>1 275 | BV | **1979** Ast. de Mallorca S.A.—Palma de Mallorca (224)<br>74,10 14,20 3,376<br>69,09 14,19 8,39<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 500bhp (1 103kW) Alpha<br>Cons. Echevarria Bermeo<br>Gen 4 × 149kW 380V 50Hz a.c.<br>13,5kn |
| 7390648<br>WZD4<br>631<br>559149<br>Esd Rdr<br>RT | **COZUMEL ISLAND**<br>**Offshore Island Boats Inc.**<br>Morgan City, La United States of America | **195**<br>133<br>1 021 | AB | **1974** American Marine Corp.—New Orleans, La (1117)<br>55,58 11,59 3,912<br>53,45 11,56 4,58<br>F 15,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts E made50 reconditioned & fitted8/74<br>General Motors Corp. U.S.A.<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 394,0t (d.o.) 12,5kn |

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| **7032210**<br>GOOF<br>337548<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CP AMBASSADOR**<br>ex Dart Atlantic-81<br>**Tricity Finance Ltd.**<br>Canadian Pacific Steamships Ltd.<br>Bristol United Kingdom | **31 036**<br>17 658<br>29 398 | ✠**100A1** SS 10/81<br>all holds limited to<br>container cargoes<br>Ice Class 2 when power<br>restricted to 20800bhp<br>✠**LMC** **UMS**<br>EL Lt 2¾"U3<br>FN 10759 | **1971**-5 Swan Hunter Shipbuilders Ltd.<br>—Walker Shipyard, Newcastle (15)<br>231,55(BB) 30,64 10,600<br>219,21 30,48 18,60<br>B & F 210,7 1 dk<br>rf 152<br>NS 9BH WB17539t incl. Comb . btm &<br>STs in Nos. 2, 3 & 6 holds 8652t<br>DTsf2347t | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>shell & framing strengthened to Ice<br>Class 1<br>7 Cell.Ho 7,3 13,2 27,2 26,5<br>25,9 25,9 25,9 ER<br>TEU 1852<br>C.Ho 680/20' 231/40' C.Dk<br>326/20' 192/40'<br>34 Ha (stl) ER | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>✠ NAuxB (o.f.) 5/75 7kgf/cm² (6,9bar)<br>✠ NAuxB (o.f.) 10/81 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Bow jet pump<br>22kn |
| **6610326**<br>HSOQ<br><br>Rdr | **CP-2**<br>ex Kowa Maru No. 2-71<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **469**<br>288<br>949 | | **1965** Ujina Zosensho—Hiroshima (451)<br>47,99 7,62 3,480<br>42,98 7,60 3,79<br>1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 974 | Oil 4SA 6Cy. 325 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>Fuel 23,0t (d.o.)-4,0pd 9,5kn |
| **6418998**<br>HSOU<br><br>Rdr RT | **CP-6**<br>ex Seimon Maru-76<br>ex Nisshin Maru No. 18<br>ex Hinode Maru No. 18<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **826**<br>538<br>1 558 | | **1964** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (675)<br>62,79 9,63 4,750<br>57,99 9,61 5,01<br>1 dk<br>RW | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 1 696 | Oil 4SA 6Cy. 380 × 540<br>1 150bhp (846kW)<br>Kinoshita Tekkosho Akashi<br>Fuel 51,0t (d.o.)-3,0pd 10,25kn |
| **6507933**<br>HSOV<br>BK0986<br>Rdr RT | **CP-7**<br>ex Nissei Maru No. 21-76<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **1 524**<br>782<br>2 739 | | **1964** Nippon Kokan K.K.—Shimizu (208)<br>75,52 11,54<br>69,50 11,49 6,20<br>1 dk<br>RW | **M Tanker**<br>SBT CBT<br>L.(oil) 2 946 | 2 Oil 4SA each 8Cy. 250 × 320 geared to<br>sc. shaft<br>1 660bhp (1 221kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 32kW 225V a.c.<br>Fuel 97,5t (d.o.)-6,0pd 11kn |
| **6813758**<br><br><br>Rdr RT | **CP-10**<br>ex Kyokuyo Maru-78<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **994**<br>572<br>2 039 | | **1967** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (262)<br>70,21 10,52 5,208<br>65,00 10,49 5,52<br>1 dk<br>RW | **M Tanker**<br>CBT<br>4 Ta ER<br>L.(oil) 2 440 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 61,0t (d.o.)-4,5pd 11kn |
| **6925537**<br><br><br>Rdr RT | **CP-11**<br>ex Matsuyama Maru-78<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **997**<br>560<br>2 070 | | **1969** Kurushima Dock Co. Ltd.—Imabari<br>(487)<br>70,72 11,03 5,081<br>65,00 11,00 5,34<br>1 dk<br>RW | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 2 407 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 30kW 110V a.c.<br>Fuel 61,0t (d.o.)-4,0pd 11kn |
| **6829214**<br>HSB2005<br><br>Rdr RT | **CP-12**<br>ex Eiyu Maru No. 2-78<br>ex Eiyu Maru No. 1-78<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **2 169**<br>1 199<br>3 595 | | **1968** Taguma Zosen—Innoshima (67)<br>88,91 13,03 5,741<br>82,00 13,01 6,61<br>P 20,2 F 8,6 1 dk<br>RW | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 4 442 | Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 72kW 225V a.c.<br>Fuel 255,0t (d.o.)-7,0pd 10,5kn |
| **7010640**<br>HSB2031<br>BK2510<br>Rdr RT | **CP-14**<br>ex Seiyo Maru-79<br>ex Eiyu Maru No. 6<br>**C.P. Co. Ltd.**<br>Bangkok Thailand | **999**<br>580<br>2 049 | | **1969** Shin Yamamoto Zosen—Kochi (120)<br>65,38 10,83 5,106<br>65,00 10,80 5,59<br>1 dk<br>RW | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 2 444 | Oil 4SA 6Cy. 380 × 580<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 93,0t (d.o.)-4,5pd 11kn |
| **7609312**<br>WYT6<br>771<br>556973 | **CPT. ALBERT WILSON**<br><br>**Nathaniel C. Wilson**<br>Jacksonville, Fl United States<br>of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil<br>343bhp (252kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7938581**<br><br>598699 | **CRACKER BOY**<br><br>**John D. Griffin**<br>Savannah, Ga United States<br>of America | **102**<br>69<br>— | | **1978** .............St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7735850**<br>WYC4<br>890<br>587835 | **CRACKER JACK**<br><br>**John D. Griffin**<br>Savannah, Ga United States<br>of America | **101**<br>68<br>— | | **1977** San Sebastian Marine Inc.—St.<br>Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Vee Oil 2SA 8Cy. 108 × 127<br>365bhp (268kW)<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, In |
| **5283803**<br>KFGM<br>267733<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRACKER STATE MARINER**<br>ex Export Defender-78<br>ex President Coolidge-74<br>ex Cracker State Mariner-56<br>**Government of The United<br>States of America<br>(Department of Commerce)**<br>New York, NY United States<br>of America | **9 069**<br>5 308<br>13 624 | AB | **1954** Newport News SB. & D.D. Co.<br>—Newport News, Va (494)<br>171,81 23,27 9,380<br>161,09 23,17 13,57<br>F 24,4 3 dks<br>RW rf nil | **S General Cargo**<br>Ref<br>Ice strengthened<br>7 Ho<br>G.21 150 B.18 609 In.1 435<br>7 Ha<br>24W Der 2(60) 14(9) 10(5) | 2 S Turb dr geared to sc. shaft<br>19 250shp (14 160kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW a.c.<br>Fuel 3 062,5t (o.f.) 20kn |
| **7342316**<br>GVOL<br>363069<br>Df Esd<br>Rdr RT | **CRAGSIDER**<br><br>**Lawson-Batey Tugs PLC**<br>Newcastle upon United Kingdom<br>Tyne | **266**<br>0<br>152 | ✠**100A1** SS 2/81<br>tug<br>European service south<br>of 62°N<br>✠**LMC**<br>EL H ⅞"U2<br>FN 406 | **1976**-12 R. Dunston (Hessle) Ltd.—Hessle<br>(906)<br>32,80 9,68 4,160<br>29,01 9,16 4,81<br>RAD 1,0 1 dk<br>rf 660 BK 152<br>3BH WB42T | **M Tug** | Oil 4SA 6Cy. 381 × 457 reverse reduction<br>geared to sc. shaft<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 120kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 100,0t (d.o.) 13kn |
| **5081657**<br>WG3350<br>233238 | **CRAIG REINAUER**<br>ex Franklin-56<br>**R.T.C. No. Six Corp.**<br>New York, NY United States<br>of America | **601**<br>355<br>979 | (AB) | **1934** Sun SB. & Dry Dock Co.—Chester,<br>Pa (150)<br>61,12 10,49 3,007<br>59,44 10,37 3,66<br>P 11,6 1 dk<br>rf 356 | **D-E Tanker**<br><br>10 Ta ER<br>L.(oil) 1 237 | 2 Oil 4SA each 6Cy. 240 × 265 total<br>500bhp (368kW) connected to 1 elec.<br>motor & sc. shaft<br>McIntosh & Seymour Corp. Auburn<br>Fuel 36,5t-1,5pd 9kn |

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| 5107982<br>WD9406<br>263089<br>Df Rdr<br>RTm/v | **CRAIG REINAUER**<br>ex Exxon New Jersey<br>ex Esso New Jersey-73<br>ex Esso Tug No. 12-55<br>**R.T.C. No. Two Corp.**<br>New York, NY United States of America | **192**<br>97<br>— | (AB) | **1952** Gulfport SB. Co.—Port Arthur, Tx (383)<br>31,40 7,68 3,547<br>29,47 7,65 3,94<br>1 dk<br>BK 64 | **D-E Tug** | Oil 2SA 12Cy. 220 × 265 driving 1 gen. of 814kW 560V d.c. connected to 1 elec. motor (WL)<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 30kW 110V d.c.<br>Fuel 78,0t (d.o.) 12kn |
| 7917044<br>GBPN<br>389400<br>Esd Rdr<br>RT | **CRAIGALLIAN**<br>**Charles Connell & Co. Ltd.**<br>Glasgow United Kingdom | **1 482**<br>1 013<br>2 435 | ✠**100A1**<br>✠**LMC**<br>EL O 412,5/34,0U2<br>FN 1308 | **1980**-9 Richards (Shipbuilders) Ltd. —Lowestoft (548)<br>75,60 12,88 4,893<br>70,01 12,81 5,87<br>P 12,5 F 8,0 1 dk<br>rf 157<br>5BH WB881T incl. DTm148T | **M General Cargo**<br>2 Ho 24,0 23,3 ER<br>2 Ha (stl) (17,6 × 7,7) (17,7 × 9,5) ER | Vee Oil 4SA 12Cy. 254 × 305 reverse reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 70kW 1 × 25kW 440V 50Hz a.c.<br>12,5kn |
| 6519302<br>GRXS<br>305546<br>Esd Pfd<br>Rdr RT | **CRAIGDARRAGH**<br>**Cory Ship Towage (N.I.) Ltd.**<br>Cory Ship Towage Ltd.<br>Belfast United Kingdom | **169**<br>—<br>— | ✠**100A1** SS 6/79<br>tug<br>U.K. Eire and between River Elbe and Brest service<br>✠**LMC**<br>EL (b)<br>FN 305 | **1966**-1 Appledore Shipbuilders Ltd. —Appledore (A.S.11)<br>29,98 7,98 2,921<br>26,83 7,55 3,81<br>rf 432 BK 445<br>4BH WB44t | **M Tug** | Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller |
| 5081724<br>GGJH<br>301592<br>Df Esd<br>Gc Pfd<br>Rdr | **CRAIGLYNNE**<br>**George Wood (Aberdeen) Ltd.**<br>George R. Wood<br>Aberdeen United Kingdom | **163**<br>61<br>— | ✠Classed LR until 18/8/78<br>**BROKEN UP** | **1960**-3 J. Lewis & Sons Ltd.—Aberdeen (291)<br>*30,00* 6,66<br>29,19 6,56 3,36<br>RW rf 914 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>690bhp (508kW) ✠ NE 8/73<br>British Polar Engines Ltd. Glasgow |
| 6525014<br>GSDU<br>305549<br>Pfd Rdr<br>RTm | **CRAIGMORE**<br>**Cawoods Fuels (N.I.) Ltd.**<br>Belfast United Kingdom | **1 359**<br>649<br>1 960 | ✠**100A1** CS 7/80<br>✠**LMC**<br>EL o 1⅜"SQ<br>FN 1128 | **1966**-3 R. Dunston (Hessle) Ltd.—Hessle (S830)<br>73,03 11,31 5,042<br>67,21 10,98 5,80<br>P 15,3 RFD 6,8 1 dk<br>rf 102<br>NS 6BH WB612t incl. DTf140t | **M General Cargo**<br>3 Ho 15,2 15,2 10,9 ER<br>G.2 421<br>3 Ha (stl) (9,7 × 6,7) (10,9 10,3 × 7,3) ER | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 220bhp (897kW) ✠ NE 7/80<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 75kW 1 × 19,25kW 440V 60Hz a.c.<br>Fuel 73,0t (d.o.) 12kn |
| 5402849<br>YQSK<br>171<br>Df Esd<br>Gc Rdr | **CRAIOVA**<br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1962** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| 5081748<br>Df Esd<br>Rdr RTm | **CRANBORNE** | **439**<br>199<br>620 | ✠Classed LR until 23/2/79 | **1958**-6 Schps. "Hoogezand" J. Bodewes —Hoogezand (88)<br>50,50 8,21 3,290<br>46,31 8,16 3,61<br>RQD 11,6 F 8,3 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 30,2 ER<br>G.779 B.748<br>2 Ha (each 10,9 × 5,4) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 267 × 343<br>500bhp (368kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 5kW 110V d.c.<br>Fuel 24,5t (d.o.) 10kn |
| 7051589<br>WR5336<br>284723 | **CRANE**<br>ex Patricia ex Belle ex Fishen Five<br>ex Crane ex Brapo<br>ex Crane (F7WL)<br>**Southeastern Marine Charters**<br>Seattle, Wa United States of America | **134**<br>91<br>— | | **1928** J. C. Johnson S.B. Co.—Port Blakeley, Wa<br>*25,82* 6,10<br>3,56 | **Wood M Fishing** | Oil<br>200bhp (147kW)<br>Washington Iron Works Seattle, Wa<br>Fuel (d.o.) |
| 7936636 | **CRANE PONTJO**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **855**<br>496<br>— | KI | **1964** Ishikawajima Harima Heavy Ind. (I.H.I.)—Japan<br>35,01 19,00 3,501<br>... ... ...<br>1 dk | **TM Floating Crane** | 2 Oil 4SA each 6Cy. 160 × 220<br>360bhp (265kW)<br>Kubota Tekkosho Japan<br>Fuel (d.o.) |
| 5081762<br>PDMS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRANIA**<br>**Shell Tankers B.V.**<br>'s Gravenhage Netherlands | **9 094**<br>5 021<br>13 656 | ✠**100A1** SS 5/81<br>oil tanker<br>✠**LMC**<br>EL dt 2⅜"SQ<br>FN 4282 | **1955**-5 C. v.d. Giessen—Krimpen a/d Ijssel (773)<br>152,74 18,98 8,522<br>144,79 18,90 10,67<br>P 30,2 B 14,7 F 15,3 1 dk<br>rf 76<br>18BH WB209t | **M Tanker**<br>30 Ta ER<br>L.(oil) 18 163 HeCls. BC | Oil 2SA 5Cy. 740 × 1600<br>4 600bhp (3 384kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>WTAuxB 235lbf/in$^2$ (16,2bar)<br>AuxB 150lbf/in$^2$ (10,4bar)<br>Fuel 793,5t-14,5pd 13kn |
| 7361609<br>DGUW<br>11894<br>Df Esd<br>Gc Rdr<br>RT | **CRANZ**<br>ex Aros Olympic-81<br>ex Ute Wulff-80 ex Galway-79<br>ex Ute Wulff-77<br>ex American Apache-77<br>Launched as Ute Wulff<br>**Reederei Drewes M/S 'Cranz'**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**997**<br>683<br>2 488 | GL (AB) | **1974** J. J. Sietas K.G. Schiffswerft —Hamburg (670)<br>81,41 13,42 4,896<br>74,00 13,39 7,50<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>G.4 455 B.4 165<br>TEU 144 C. 144/20'<br>2 Ha | Oil 4SA 8Cy. 320 × 420<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>13,5kn |
| 7039282<br>350652<br>Df Esd<br>Pfd Rdr<br>RTv | **CRASSULA**<br>**Irvin & Johnson (Trawlers) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ Kaapstad South Africa | **812**<br>283<br>— | ✠ | **1971**-8 James Brown & Hamer Ltd. —Durban (Y17)<br>60,97 11,84 4,192<br>52,58 11,74 7,40<br>2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 18,1 ER<br>In.547<br>5 Ha (stl) (1,9 × 2,4) (1,0 × 1,0) (1,2 × 3,6) (1,5 × 1,5) (1,1 × 1,4) ER | Oil 4SA 8Cy. 318 × 368<br>1 800bhp (1 324kW)<br>Ruston Paxman Diesels Ltd. United Kingdom<br>Gen 3 × 220kW 1 × 72kW 380V 50Hz a.c. 1 × 220kW 1 × 100kW d.c.<br>Controllable pitch propeller<br>Fuel 274,5t (d.o.) 14,5kn |

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| 6727911<br>OARP<br><br>Df Esd<br>Gc Rdr<br>RT | **CRATER**<br><br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 327**<br>949<br>1 437 | PR | **1967** Stocznia Gdanska im. Lenina—Gdansk (B15/28)<br>83,09 13,82 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulz<br>Jugoturbina Karlov<br>Gen 4 × 250kW 230V d.c.<br>Controllable pitch propeller<br>12,5 |
| 7603667<br>WYT8<br>746<br>556423 | **CRAZY HORSE**<br><br>**Fox Fleet Inc.**<br>Galveston, Tx United States of America | **135**<br>92<br>— | | **1974** Marine Builders Inc.—Mobile, Al<br>*23,47*<br>6,84 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illin |
| 7739806<br><br><br>Rdr RT | **CRECEMEX**<br><br>**Cooperacion Nacional Maritima S.A.**<br>Mazatlan Mexico | **178**<br>111<br>— | | **1969** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (319)<br>25,00 3,496<br>22,56 7,31 4,35<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reductio geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illin |
| 7389273<br>LCLT<br>18733<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CREDO**<br>ex Ronacastle-79<br>**Jorgen P. Jensen Rederi A/S**<br>Arendal Norway | **65 052**<br>49 789<br>128 358 | NV | **1976** Uddevallavarvet A/B—Uddevalla (290)<br>263,71 40,85 16,636<br>252,61 40,80 22,23<br>F - 1 dk<br>rf 119 | **M Tanker**<br>SBT IGS<br>12 Ta ER<br>L.(oil) 157 583 HeCls. BC | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&<br>Uddevallavarvet A/B Uddeva<br>Gen 1 × 696kW 2 × 680kW 440V 60Hz a.c.<br>Fuel 355,5t (d.o.) 5 080,0t (hvf)-66,0pd<br>16 |
| 7519294<br>SDGV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CREDO**<br><br>**P/R for m/s Credo**<br>Kristen Kristensson<br>Donso Sweden | **4 940**<br>3 302<br>7 600 | **✠100A1** SS 7/82<br>Ice Class 1A when portable cross beams fitted<br>**✠LMC** **UMS**<br>EL W 495,0/44,0U3<br>FN 3017 | **1978**-1 A/B Falkenbergs Varv—Falkenberg (173)<br>124,01(BB) 17,07 7,208<br>116,01 17,00 9,00<br>P 20,5 F 11,3 1 dk<br>rf nil<br>5BH WB2195T incl. DTf316T | **M General Cargo**<br>2 Ho 40,9 41,2 ER<br>G.11 108 B.10 305<br>2 Ha (stl) (each 36,4 × 11,9) ER<br>Cr 2(25) | Vee Oil 4SA 12Cy. 320 × 420 sr geared sc. shaft<br>4 900bhp (3 604kW)<br>MaK. Maschinenbau G.m.b.H. K<br>Gen 4 × 166kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 11,0t (d.o.) 507,0t (hvf) 14 |
| 5271874<br>TPGI<br>5478<br>Esd RT | **CREDO DU PECHEUR**<br>ex Patron Jean Cadiou-72<br>**Armement Jacques Laurent Blandineau & Louis Viaud**<br>La Rochelle France | **121**<br>53<br>82 | BV | **1957** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne<br>26,29 6,66<br>3,64<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.90<br>2 Ha (each 1,0 × 1,0)<br>Der 1(2,5) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW) NE 68<br>Soc. des Moteurs Baudouin Marsei<br>Fuel 26,0t (d.o.) 11 |
| 5081827<br>WA4500<br>254293<br>Df | **CREE II**<br>ex Edna M. Matton-56<br>**Bushey Towing Inc.**<br>New York, NY United States of America | **142**<br>97<br>— | | **1947** John E. Matton & Son Inc.—Cohoes, NY (299)<br>26,83 7,12<br>25,07 7,01 3,59 | **M Tug** | Oil 2SA 12Cy. 220 × 265<br>General Motors Corp. Cleveland, O<br>Fuel 76,0t |
| 5081839<br>KFTH<br>247615<br>Df Esd<br>Gc Rdr<br>RT | **CREIGHTON VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 606**<br>4 549<br>10 796 | AB | **1945** Oregon SB. Corp.—Portland, Or (1232)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, P<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 17 |
| 8203086 | **CREOLE DIAMOND**<br><br>**Dowell**<br>United States of America | **200**<br>—<br>350 | | **1982** Orange Shipbuilding Inc.—Orange, Tx (230)<br>... ... ...<br>40,24 10,98 2,44<br>1 dk | **M Cement Carrier** | Vee Oil 2SA 12Cy. 108 × 127<br>750bhp (552kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detro |
| 7213280<br>WS6538<br>287213<br>Rdr RT | **CREOLE SEAHORSE**<br>ex M. L. Levy-77<br>**Seahorse Cargo Boats Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **186**<br>126<br>— | | **1961** American Marine Corp.—New Orleans, La (787)<br>10,98 2,490<br>41,61 3,05<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illin |
| 7101449<br>WY3053<br>286652 | **CREOLE SUE**<br><br>**Tugboat Inc.**<br>Mobile, Al United States of America | **123**<br>57<br>— | | **1961** F. B. Walker & Sons—Pascagoula, Ms<br>*24,54* 6,71<br>25,91 2,85 | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 400bhp (1 030kW)<br>Allis Chalmers Mfg. Co. USA<br>Fuel (d.o.) |
| 5081918<br>CSFY<br><br>Esd Rdr | **CREOULA**<br><br>**Parceria Geral de Pescarias Ltda.**<br>Bensaude Importacoes & Exportacoes S.A.R.L.<br>Lisboa Portugal | **665**<br>391<br>— | ✠Classed LR until 1/40 | **1937**-6 Cia. Uniao Fabril—Lisboa (32)<br>63,71 9,94<br>... ... ...<br>RQD 25,6<br>R BK 191 | **Aux M Fishing**<br>Side-fishing Schooner<br>1 Ho 19,4 ER<br>2 Ha (stl) (2,1 × 1,9) (2,2 × 1,9) ER<br>1W | Oil 4SA 6Cy. 310 × 450 Be<br>480bhp (353kW)<br>Motorenw. Mannheim A.G. Mannhe<br>Gen 1 × 23kW 1 × 15kW 1 × 6kW 110V d.c.<br>Fuel 73,0t (d.o.) |
| 7728699<br>YUCT<br>423<br>Df Esd<br>Gc Rdr<br>RT | **CRES**<br><br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | **2 865**<br>1 144<br>4 469 | **✠100A1**<br>roll on—roll off cargo ship<br>**✠LMC**<br>Y 522,5/52,0U2(a)<br>FN 2871<br>JR (Class cont.) | **1980**-6 Brodogradiliste "Titovo"—Kraljevica (423)<br>103,00(BB) 19,72 6,598<br>90,00 19,69 12,20<br>2 dks<br>rf 152<br>1BH to U dk, 4 to 2nd dk WB1175T | **M RoRo Cargo/General Cargo**<br>pt higher tensile steel Stern door/ramp<br>1 Ho 45,5 ER<br>G.11 140 B.5 629<br>TEU 246 C.Ho 29/20' C.RoRoDk 57/20' C.Dk 160/20' (40')<br>3 Ha (stl) (25,2 × 12,8) (12,5 × 12,8) (12,5 × 7,7) ER<br>Cr 2(25) | Vee Oil 4SA 12Cy. 400 × 450 reverse reduction geared to sc. shaft<br>9 000bhp (6 620kW) MA<br>Tvornica Dizel Motora "Split" Sh<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 6kgf/cm² (5,9bar)<br>Gen 1 × 672kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 133,0t (d.o.) 528,0t (hvf) 15 |

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|---|---|---|---|---|---|---|
| 5090438<br>YTKC<br><br>RT | **CRESANKA**<br>ex Dimitrios K-68<br>ex Dionisios Zambazas-64<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **252**<br>83<br>81 | JR | **1962** G. Koronaios Bros. Ltd.—Perama<br>45,32 8,03 1,201<br>40,59 8,01 1,63<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 142 × 180<br>1 200bhp (883kW) NE 69 Carraro<br>AIFO, Appl. Ind. FIAT-OM S.p.A Milano<br>Gen 2 × 26kW 110V d.c.<br>7kn |
| 8104307<br>GCKD<br>398048<br>Esd Gc<br>RTm/v | **CRESCENCE**<br><br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **492**<br>336<br>840 | ✠**100A1**<br>near Continental trading area<br>✠**LMC**<br>EL (G) 302,5/26,0U2<br>FN 632 | **1982**-4 Cubow Ltd.—Woolwich, London (719)<br>50,04 9,28 3,334<br>47,76 9,20 4,02<br>P 10,4 Trunk 33,0 F 4,3 1 dk<br>rf nil<br>3BH WB492T incl. STs in holds 196T | **M General Cargo**<br><br>1 Ho ER<br>G.1 015 B.1 012<br>1 Ha (stl) ER | Oil 4SA 5Cy. 270 × 400<br>469bhp (345kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 40kW 1 × 20kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 27,0t (d.o.)-2,0pd<br>9kn |
| 6921969<br>3FUG<br>10621-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESCENT**<br>ex Hakozaki Maru-81<br>**Astarte Carriers Ltd.**<br>Panama Panama | **23 669**<br>12 790<br>19 913 | NK | **1969** Mitsubishi Heavy Industries Ltd. —Kobe (1014)<br>212,53(BB) 30,03 9,527<br>200,03 30,00 16,31<br>F 23,5 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 2 Cell.Ho<br>TEU 1010 C.Ho 656/20' (24') C.Dk 354/20' (24')<br>5 Ha ER 2 Ha | Oil 2SA 9Cy. 1050 × 1850<br>34 200bhp (25 156kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1000kW 450V a.c.<br>Fuel 3 718,5t-108,5pd 23kn |
| 7001792<br>H3HG<br>6326-PEXT3<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESCENT KING**<br>ex Chen Kee-80 ex Luminous-75<br>ex Kosei Maru-74<br>**Astarte Shipholding S.A.**<br>Panama Panama | **4 696**<br>3 084<br>7 500 | NK | **1969** Onomichi Zosen—Onomichi (213)<br>114,20 17,43 7,073<br>106,03 17,40 8,95<br>P 22,9 F 10,1 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.10 347 B.9 885<br>2 Ha (stl) (29,4 32,1 × 8,6) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 500 × 800<br>4 200bhp (3 089kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 160kW 445V a.c.<br>Fuel 530,5t-14,0pd 13kn |
| 6707052<br>WV9796<br>501899 | **CRESCENT SEAHORSE**<br>ex E. R. Levy-77<br>**Truck Exchange Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **195**<br>133<br>— | | **1966** American Marine Corp.—New Orleans, La (923)<br>47,25 11,03 3,172<br>44,56 10,98 3,81 | **M Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7369900<br>LAKL<br>18603<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESCO**<br><br>**I/S Norexim Shipping**<br>E. B. Aabys R/A<br>Oslo Norway | **22 716**<br>15 109<br>37 999 | NV | **1975** Baltic SB. & Eng. Works—Leningrad (638)<br>199,80(BB) 27,84 11,226<br>185,35 27,77 15,60<br>P - F - 1 dk | **M Bulk Carrier**<br><br>Ice strengthened<br>7 Ho ER<br>G.47 091<br>9 Ha (stl) (each 13,0 × 9,3) ER<br>Cr 5(15) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 540,0t (d.o.) 1 700,0t (hvf)-36,0pd<br>15,25kn |
| 7211608<br>3FTB<br>4811-74B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESSIDA**<br>ex Horai Maru-73<br>**Pine-Oak Shipping S.A.**<br>Panama Panama | **10 058**<br>7 148<br>17 280 | NK | **1972** Onomichi Zosen—Onomichi (234)<br>154,11 22,23 9,005<br>142,50 22,20 12,10<br>P 27,2 F 11,9 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.22 257 B.21 337<br>7 Ha (stl) (17,7 × 10,5) (18,3 18,3 18,3 18,3 18,3 18,3 × 8,3) ER<br>Der 4(21) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 1 383,0t-33,0pd 14,5kn |
| 5081982<br><br>301257 | **CRESSWELL**<br><br>**Blyth Harbour Commission**<br>Blyth United Kingdom | **374**<br>124<br>384 | ✠**100A1** SS 5/80<br>for service within 4 miles Blyth, Seaham & Warkworth harbours and occasional coastal voyages between — 4 miles seaward limits<br>✠**LMC**<br>EL f<br>FN 484 | **1959**-6 Henry Robb Ltd.—Leith (474)<br>41,58 9,17 3,531<br>39,17 8,69 3,66<br>1 dk<br>RW rf nil<br>4BH WB158t | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 1(6,25) Der 1(5,5) | Oil 2SA 8Cy. 267 × 343<br>700bhp (515kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 35kW 1 × 25kW 220V d.c.<br>Fuel 28,5t (d.o.) 10kn |
| 5061061<br>WA3946<br>238060<br>Df Esd<br>Pfd Rdr<br>RT | **CREST**<br>ex Cape Charles-67 ex Crest-57<br>**Trawler Crest Inc.**<br>Portland, Me United States of America | **315**<br>151<br>— | | **1938** Bethlehem SB. Corp.—Quincy, Ma (1463)<br>44,81 7,95<br>39,25 7,93 4,37<br>RQD 18,9 F 6,8 1 dk, 2nd dk fwd & aft<br>R | **M Fishing**<br>Side Trawler<br>1 Ho 10,5<br><br>2 Ha | Oil 4SA 6Cy. 395 × 560<br>650bhp (478kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 54,0t |
| 6904595<br>H04790<br>1437-70<br>Esd Pfd<br>Rdr<br>RTm/h/v | **CREST TIDE**<br>ex Tide Hal III-70<br>**Tidewater Marine Panama Inc.**<br>Tidewater Inc.<br>Panama Panama | **712**<br>361<br>1 006 | AB | **1969** Verolme Schpsw.—Alblasserdam (805)<br>50,30 11,87 3,798<br>48,47 11,56 4,42<br>F 15,6 2 dks<br>rf 762 | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 132,0t (d.o.) 11kn |
| 8029076<br>3FKC<br>1172<br>5-82<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CREST I**<br><br>**Crest Shipping (Panama) S.A.**<br>Panama Panama | **19 170**<br>13 567<br>34 072 | ✠**100A1**<br>bulk carrier strengthened for heavy cargoes Nos. 2 & 4 holds may be empty, timber deck cargoes<br>✠**LMC**<br>EL It 605,0/64,0U3(a)<br>FN 7062 | **1982**-1 Mitsubishi Heavy Industries Ltd. —Shimonoseki (838)<br>178,01(BB) 27,06 10,765<br>168,00 27,01 15,02<br>P 28,1 F 13,8 1 dk<br>rf nil<br>7BH WB11377T incl. topside tanks in holds 4200T & Comb. btm & sTs in holds 5951T | **M Bulk Carrier**<br><br>5 Ho 24,7 27,2 27,2 27,2 26,3 ER<br>G.45 792 B.40 082 HeCls. B<br>TEU 136 C.dk 136/20'<br>5 Ha (stl) (12,8 19,2 19,2 19,2 19,2 × 12,8) ER<br>Cr 4(25) | Oil 2SA 6Cy. 600 × 1500<br>10 800bhp (7 944kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 147,5t (d.o.) 1 743,0t (hvf) 14,75kn |
| 5082003<br>IMXB<br>640<br>Df Esd<br>Rdr RT | **CRESTA**<br>ex Crestal-76 ex Cresta-73<br>**Silverio Madonna**<br>Viareggio Italy | **487**<br>273<br>762 | RI (BV) | **1956** Grol's Scheepswerven—Zuidbroet (45)<br>57,79 8,62 3,290<br>52,00 8,51 3,66<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br>G.1 063 B.980<br>2 Ha (each 14,7 × 5,1) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 420<br>480bhp (353kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 49,0t (d.o.) 11kn |

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| **5082015** | **CRESTA BLANCA**<br>**Juan Abelardo Rodriguez**<br>Ensenada Mexico | **288**<br>196<br>— | | **1944** Commercial Iron Works—Portland, Or (137)<br>*46,43* 7,12<br>... ... ...<br>conv Landing Craft — | **TM General Cargo**<br>Mchy.aft | 8 Vee Oil 2SA each 8Cy. 108 × 127 geared to sc. shafts<br>General Motors Corp. | Detroit, Mi |
| **6801896**<br>DVOW<br>M:C-0<br>00017<br>Df Esd<br>Gc Rdr | **CRESTA I**<br>ex Choyo Maru-76<br>**Cresta-Monte Wood Producers Co. Inc.**<br>Manila Philippines | **2 990**<br>2 007<br>5 699 | NK | **1967** Imabari Zosen—Imabari (167)<br>101,35 15,73 6,601<br>94,01 15,70 7,98<br>P 19,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 471 B.7 100<br>2 Ha (23,3 29,4 × 8,3) ER<br>Der 4(15) | Oil 4SA 7Cy. 500 × 700<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 100kW 1 × 30kW 445V a.c.<br>Fuel 518,0t-11,5pd | Kobe<br>12,5kn |
| **7001625**<br>DZMO<br>223850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESTA II**<br>ex Yamashin Maru-78<br>**Cresta-Monte Shipping Corp.**<br>Manila Philippines | **3 270**<br>1 790<br>5 578 | NK | **1969** Imai Zosen—Kochi (275)<br>101,15 15,55 6,601<br>94,01 15,50 8,01<br>P 22,3 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 160 B.6 420<br>2 Ha (stl) (25,4 25,9 × 8,0) ER<br>12W Der 2(15) 2(10) | Oil 4SA 6Cy. 500 × 800<br>3 500bhp (2 574kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 110kW 440V a.c.<br>Fuel 594,5t-10,0pd | Kobe<br>12kn |
| **6923333**<br>DZMF<br>223849<br>Df Esd<br>Gc Pfd<br>Rdr | **CRESTA III**<br>ex Amasia-78<br>ex Shinjitsu Maru-74<br>ex Asahi Maru No. 39-71<br>**Cresta-Monte Shipping Corp.**<br>Manila Philippines | **4 014**<br>2 589<br>6 498 | NK | **1969** Tsuneishi Zosen K.K.—Numakuma (183)<br>109,05 16,41 6,706<br>101,43 16,39 8,26<br>P 20,2 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 413 B.8 072<br>2 Ha (stl) (28,9 30,0 × 8,5) ER<br>Der 1(50) 2(15) 2(10) | Oil 2SA 8Cy. 450 × 720<br>4 200bhp (3 089kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 200kW 450V a.c.<br>Fuel 777,5t-15,0pd | Kobe<br>13kn |
| **7123679**<br>DZAK<br>M:C-0<br>00253<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESTA VII**<br>ex Asian Palm-81<br>ex Shingen Maru-76<br>**Cresta-Monte Shipping Corp.**<br>Manila Philippines | **3 146**<br>2 267<br>5 970 | NK | **1971** Kurushima Dock Co. Ltd.—Imabari (692)<br>101,12 16,03 6,830<br>94,01 15,98 8,21<br>P 18,0 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 132kW 445V a.c.<br>Fuel 497,0t-12,5pd | Mitsubishi<br>Yaizu<br>12,5kn |
| **7105861**<br>DVUV<br>M:C-0<br>00274<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESTA VIII**<br>ex Shinsei Maru-81 ex Onward-80<br>ex Santai Maru-78<br>**Cresta-Monte Wood Producers Co. Inc.**<br>Manila Philippines | **2 998**<br>2 147<br>6 066 | NK | **1971** Watanabe Zosen K.K.—Hakata (130)<br>102,24 16,34 6,676<br>95,99 16,29 8,16<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 550 B.7 122<br>2 Ha (stl) (27,9 28,5 × 8,3) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 132kW 445V a.c.<br>Fuel 607,5t-12,5pd | Mitsubishi<br>Kobe<br>12,75kn |
| **7523922**<br>GXXW<br>377607<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRESTBANK**<br>**Bank Line Ltd.**<br>Andrew Weir & Co. Ltd.<br>London United Kingdom | T.Mk<br>**8 204**<br>4 542<br>18 401<br>**12 238**<br>7 604<br>18 530 | **✠100A1**<br>**✠LMC**<br>EL Dt 550,0/62,0U2<br>FN 5492 | **1978**-4 Sunderland Shipbuilders Ltd. —Pallion, Sunderland (7)<br>161,42 22,99 8,230/9,745<br>152,51 22,90 13,11<br>F 13,5 2 dks<br>rf nil DK fwd<br>SF 7BH to U dk, 2 to 2nd dk WB3449T incl. Tunnel STs575T & No. 2A hold 1793T | **M General Cargo**<br>5 Ho 19,8 24,3 24,3 20,5 ER 22,8<br>G.24 975 B.22 517<br>7 Ha (10,9 13,5 × 7,7) (13,6p&s 13,6p&s × 7,7) ER (13,6 × 7,7)<br>Der 1(60) 1(25) 16(10) | Oil 2SA 6Cy. 670 × 2140<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd.<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>Gen 3 × 450kW 1 × 270kW 450V 60Hz a.c.<br>Fuel 257,0t (d.o.) 1 930,0t (hvf) | Sunderland<br>16,25kn |
| **6724658**<br>SVCI<br>6230<br>Df Esd<br>Gc Rdr<br>RT | **CRESTENA**<br>ex Raja-77 ex Hippo Carrier-76<br>ex Elisabeth Reith-75<br>**Crestena Shipping Co S.A.**<br>Cost Shipping Enterprises S.A.<br>Piraeus Greece | **1 788**<br>1 125<br>2 858 | GL | **1967** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (461)<br>89,06 13,64 5,220<br>82,00 13,61 6,20<br>F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho 26,8 25,9 ER<br>G.3 886 B.3 683<br>2 Ha (stl) (each 17,9 × 7,0) ER<br>8W Der 1(25) 8(3-5) | Oil 4SA 8Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Fuel (hvf) | Koeln<br>12,5kn |
| **5393579**<br>SV4991<br>Rdr<br>RTm/v | **CRETA SALVOR**<br>ex Wrestler-79<br>**Nick Kalimeris**<br>Iraklion Greece | **248**<br>—<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL d<br>FN 395 | **1957**-7 James Lamont & Co. Ltd.—Port Glasgow (389)<br>34,78 9,10 3,626<br>31,70 8,54 3,89<br>RW rf 381 BK 203<br>3BH WB90T | **M Tug** | Oil 2SA 8Cy. 318 × 470 dr geared to sc. shaft<br>H. Widdop & Co. Ltd.<br>Gen 1 × 70kW 1 × 15kW 110V d.c.<br>Fuel 67,0t (d.o.) | Keighley<br>12kn |
| **7211799**<br>SVLA<br>445<br>Esd Gc<br>Rdr RT | **CRETE**<br>ex Argo-78 ex Green Arrow-77<br>**Anonymos Naftiliaki Eteria Kritis A.E. (A.N.E.K.)**<br>Andros Greece | **5 937**<br>3 035<br>2 129 | BV | **1972** Kanda Zosensho K.K.—Kure (163)<br>135,01 22,03 5,195<br>125,02 22,00 7,50<br>2 dks | **TM RoRo Cargo/Ferry** —P | 2 Oil 4SA each 16Cy. 400 × 540<br>17 800bhp (13 093kW)<br>Kawasaki Heavy Ind. Ltd. | MAN<br>Kobe |
| **5391947**<br>SV3543<br>10<br>Pfd Rdr<br>RT | **CRETE**<br>ex Mahi-78 ex Wallona-71<br>ex Windsor Queen-69<br>ex Mortlake-66 ex Lockwood-65<br>ex Nordgas-64<br>ex Windsorbrook-63<br>**Crete Shipping Co. Ltd.**<br>Chalkis Greece | **1 006**<br>580<br>1 428 | **✠100A1**<br>**✠LMC**<br>SS 8/79<br>EL m 1¼"SQ<br>FN 899 | **1956**-11 N.V. Bodewes Schps. —Martenshoek (423)<br>66,45 10,22 4,420<br>60,91 10,15 4,60<br>P 15,0 RQD 24,1 F 8,0 1 dk<br>RW rf 102<br>NS 4BH WB362t | **M General Cargo**<br>Mchy.aft<br>G.2 019<br>2W Der 2(3) | Oil 4SA 6Cy. 420 × 660<br>850bhp (625kW)<br>Kloeckner Humboldt Deutz<br>Fuel 71,0t (d.o.) | Koeln<br>11,25kn |
| **7305411**<br>FNKI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CREUSE**<br>**Societe Navale Chargeurs Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | **11 775**<br>7 219<br>16 068 | BV | **1973** Marine Industries Ltd.—Sorel, P.Q. (406)<br>159,01(BB) 22,97 8,179<br>146,74 22,79 13,19<br>P 40,3 F 38,1 3 dks | **M General Cargo**<br>5 Ho 23,7 26,9 26,9 26,9 ER 8,8 9 TwD<br>G.25 641 B.22 810<br>TEU 376<br>C.Ho 274/20' C.Dk 102/20'<br>8 Ha (stl) (13,5 × 8,0) (19,5p&s 19,5p&s 19,5p&s × 8,0) ER (7,5 × 8,0)<br>8W Cr 3(5) Der 2(30) 2(22) | Vee Oil 4SA 16Cy. 480 × 520<br>13 600bhp (10 004kW)<br>Ch. de l'Atlantique<br>Gen 3 × 600kW 380V 50Hz a.c.<br>Fuel 244,0t (d.o.) 1 443,0t (hvf) | Pielstick<br>St Nazaire<br>18,5kn |
| **5082077**<br>DYRR<br>204100<br>RT | **CREVALLE**<br>**Luzon Stevedoring Corp.**<br>Manila Philippines | **233**<br>105<br>— | | **1943** Tampa Marine Corp.—Tampa, Fl<br>34,78 7,65 3,709<br>7,60<br>1 dk | **M Tug** | Oil 4SA 8Cy. 355 × 485<br>Union Diesel Engine Co.<br>Fuel 39,5t (d.o.) | Oakland, Ca<br>10kn |

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| 7043025<br>521106 | **CREWMANNS REVENGE**<br>ex Dianne G-80<br>**H. & R. Enterprise**<br>Coos Bay, Or United States of America | **134**<br>91<br>— | | **1969** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,77 3,59<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW) U.S.A.<br>Fuel (d.o.) |
| 5082091<br>PVKX | **CRICIUMA**<br>ex Jean-Luc-Martin-50<br>ex Edenvale-49<br>**H. Dantas Comercio Navegacao e Industria Ltda.**<br>Rio de Janeiro Brazil | **443**<br>240<br>640 | ✠Classed LR until 10/57 | **1936**-5 Ind. Maats. De Noord —Alblasserdam (559)<br>51,49 8,06 3,277<br>48,52 8,01 3,61<br>RQD 13,2 F 7,1 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.906<br>4W | Oil 4SA 8Cy. 280 × 450 NE 50 Deutz<br>Porn & Dunwoody Ltd. Southwark, London<br>Fuel 25,5t 10kn |
| 7207322<br>YTZO<br>306<br>Df Esd<br>Gc Rdr<br>RT | **CRIKVENICA**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Istok)**<br>Rijeka Yugoslavia | T.Mk<br>**6 089**<br>3 345<br>11 913<br>**9 688**<br>5 940<br>14 956 | **✠100A1** SS 3/80<br>strengthened for heavy cargoes DTs — latex or vegetable oil<br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4568<br>JR | **1972**-5 Brodogradiliste "3 Maj"—Rijeka (545)<br>147,17(BB) 20,65 —/9,094<br>138,00 20,60 12,50<br>F 12,8 2 dks<br>rf nil DK fwd<br>7BH to U dk 1 to 2nd dk WB3630t incl. DTf1647t | **M General Cargo**<br>5 Ho 18,9 23,0 9,6DTp&s 13,5 23,1 ER 19,2 5 TwD<br>G.21 914 B.19 673<br>5 Ha (stl) (9,8 × 8,3) (13,5 13,5 13,5 × 9,9) ER (13,5 × 9,9)<br>16W Der 4(12) 2(10) 10(5) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 293,5t (hvf) 15kn |
| 7521170<br>EHMC<br>934<br>Df Esd<br>Gc Rdr<br>RT | **CRIMEA**<br>**Naviera Peninsular S.A.**<br>Bilbao Spain | **3 537**<br>2 697<br>6 280 | **✠100A1** SS 11/81<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL T $1\frac{3}{4}$"U2<br>FN 2392 | **1977** Soc. Met. Duro Felguera—Gijon (141)<br>103,13 16,62 6,458<br>96,73 16,41 8,31<br>P 15,0 F 8,0 1 dk<br>rf nil<br>5BH WB2725t incl. comb. bottom & side tanks in hold 1403t Topside tanks in holds 594t and DTm 527t | **TM General Cargo**<br>2 Ho 36,2 34,9 ER<br>G.7 664<br>2 Ha (stl) (each 29,3 × 10,4) ER | 2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>2 340bhp (1 721kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 140kW 380V 50Hz a.c.<br>Fuel 153,0t (d.o.) 11,5kn |
| 7932719<br>Y5FO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRIMMITSCHAU**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **9 232**<br>5 235<br>12 685 | DSRK | **1979** VEB Schiffswerft "Neptun"—Rostock (431)<br>150,15 21,06 9,051<br>140,67 21,02 11,31<br>2 dks | **M General Cargo**<br>Ref<br>G.18 432 B.17 000 | Oil 2SA 9Cy. 600 × 1050<br>8 877bhp (6 530kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>16,75kn |
| 7228601<br>D9EA<br>IM167<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRIMSON CONCORD**<br>**Cho Yang Shipping Co. Ltd.**<br>Inchon South Korea | **3 425**<br>2 034<br>6 003 | KR NK | **1972** Imabari Zosen—Imabari (286)<br>102,60 16,36 6,620<br>95,99 16,31 8,21<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 225 B.5 959<br>2 Ha (stl) (25,9 28,0 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 219,0t-13,0pd 12,5kn |
| 7503831<br>EIMD<br>401465<br>Esd Pfd<br>Rdr RT | **CRIMSON DAWN**<br>**Sean O'Driscoll**<br>Waterford Irish Republic | **109**<br>49<br>— | | **1976** Campbeltown Shipyard Ltd. —Campbeltown (030)<br>24,39 6,86 2,439<br>21,47 6,72 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 3Cy. 250 × 300 sr geared to sc. shaft<br>575bhp (423kW)<br>British Polar Engines Ltd. Glasgow<br>Controllable pitch propeller<br>10,5kn |
| 7947738<br>WQZ4<br>443<br>610398 | **CRIMSON LADY**<br>**Crimson Lady Inc.**<br>Mobile, Al United States of America | **170**<br>116<br>— | | **1979** .............Niceville, Fl<br>*23,41* 7,01 3,66<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW) U.S.A. |
| 7938402<br>WYC7<br>861<br>599388 | **CRIMSON TIDE**<br>**Gerald C. Forster**<br>Mobile, Al United States of America | **104**<br>73<br>— | | **1978** .............Moss Point, Ms<br>*21,71* 6,41 3,05<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW) U.S.A. |
| 5089817<br>RH-Q8<br>1085<br>Df Esd<br>RT | **CRIS**<br>ex Ebony-78 ex Kiti-77<br>ex Vera T.-76 ex Dicky-74<br>**Afro Shipping Co. Ltd.**<br>Puerto Cortes Honduras | **499**<br>279<br>670 | BV HR | **1958** N.V. Schpsw. "Appingedam" —Appingedam (181)<br>52,63 8,51 3,226<br>47,86 8,41 3,56<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 31,3 ER<br>G.883 B.821<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.) 9kn |
| 7372684<br>YQCT<br>304<br>Df Esd<br>Gc Rdr<br>RT | **CRISANA**<br>**NAVROM**<br>Constantza Romania | **46 889**<br>30 844<br>86 094 | RNR<br>✠Classed LR until 3/12/76 | **1974**-11 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2369)<br>242,12(BB) 40,06 13,612<br>230,00 40,01 18,01<br>F 17,4 1 dk<br>rf nil | **M Tanker**<br>14 Ta ER<br>L.(oil) 102 190 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 760kW 1 × 530kW 450V 60Hz a.c.<br>Fuel 3 357,0t (hvf) 15,75kn |
| 7386116<br>EGST<br>Df Esd<br>Rdr RT | **CRISFER**<br>**Pescanova S.A.**<br>Cadiz Spain | **251**<br>60<br>240 | **✠100A-** SS 9/80<br>trawler<br>**✠LMC**<br>EL (G) $\frac{13}{16}$"U2 FSWR<br>FN 363 | **1976**-4 Ast. Zamacona S.A.—Bilbao (104)<br>34,96 8,39 3,887<br>28,99 8,31 4,20<br>F 13,8 1 dk<br>rf 762 BK 127<br>5BH WBnil | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 104kW 1 × 120kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 89,5t (d.o.) |
| 6610687<br>ICIZ<br>3523<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRISPI**<br>ex Wisconsin-72<br>**Italia S.p.A. di Navigazione**<br>Genova Italy | **4 541**<br>2 378<br>6 759 | **✠100A1** SS 7/81<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3794<br>RI | **1966**-11 Helsingor Skibsv. og Maskinbyg. —Helsingor (377)<br>141,10 18,80 7,376<br>127,51 18,75 11,00<br>Ba 30,2 F 11,0 1 dk & S dk, 3rd dk in No. 4 hold<br>rf 102<br>Coll BH to S dk 9 to 2nd dk WB1034t | **M General Cargo** OSD<br>Ref<br>In.2 301 | Oil 2SA 10Cy. 620 × 1400<br>12 000bhp (8 827kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>2 WTAuxB (1 o.f. 1 ex.g) 142lbf/in² (9,8bar)<br>Gen 3 × 280kW 450V 60Hz a.c. |

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|---|---|---|---|---|---|---|
| **5166615**<br>WA6377<br>243911<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CRISPIN OGLEBAY**<br>ex J. H. Hillman Jr.-74<br>**Oglebay Norton Co.**<br>Wilmington, De United States of America | **8 421**<br>6 157<br>16 621 | AB | **1943** Great Lakes Eng. Works—Ashtabula, Oh (524)<br>*184,04* 18,34 7,313<br>184,11 18,29 10,67<br>F 15,6 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>Ore 15 640<br>16 Ha (stl) ER | T 3Cy. 610 1041 & 1727 × 1067<br>2 500ihp (1 839kW)<br>Gt. Lakes Eng. Works Ashtabula, Oh<br>Gen 3 × 600kW 2 × 100kW<br>1 × 60kW<br>Fuel 335,5t (o.f.) |
| **6817285**<br>HO5264<br>9286-KJ<br>RT | **CRISTAL 9**<br>ex Kiri Maru No. 2-81<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **383**<br>218<br>951 | | **1968** Kimura Zosen K.K.—Yutaka (27)<br>46,00 8,03 4,090<br>42,02 8,01 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (22,3 × 6,0) ER | Oil 4SA 6Cy. 320 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>Fuel 35,5t-2,5pd 10kn |
| **7647455**<br>IQEC<br>3675<br>RT | **CRISTIANA**<br>**Montaggi Materiali Tobolari S.p.A. (MONTUBI)**<br>Genova Italy | **167**<br>36<br>— | RI | **1975** C. N. Tecnomatic—Ancona<br>27,16 7,32 3,425<br>25,73 7,21 4,30<br>1 dk | **M Tug** | Oil 4SA 12Cy. 248 × 267<br>E made54 Paxman<br>Mirlees Blackstone (Stockport) Ltd. Stockport |
| **7103497**<br>Esd RT | **CRISTINA**<br>**International Proteins Corp.**<br>Panama Panama | **110**<br>—<br>— | (AB) | **1971** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan (413)<br>... ... ...<br>21,57 6,71 2,37<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 114 × 127 reverse reduction geared to sc. shaft<br>335bhp (246kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **8028034** | **CRISTINA CIAVAGLIA**<br>**Societa Barbara Ferri II**<br>Ancona Italy | **150**<br>48<br>— | RI (Class cont.) | **1982** Cant. Navalmeccanico di Senigallia S.p.A.—Senigallia (58)<br>29,80 (BB) 6,71<br>23,91 3,41<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho<br>In.72<br>3 Ha (stl) | Oil 4SA 6Cy. 320 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>660bhp (485kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| **5286178**<br>H9EK<br>Df Gc<br>Rdr RTh | **CRISTINA E**<br>ex Providence Getty-80<br>ex Tydol Flying A.-58<br>ex Tinsley-48 ex Tarogle-45<br>**Ecuanave C.A.**<br>Guayaquil Ecuador | **3 157**<br>2 129<br>3 988 | AB | **1945** Todd-Houston SB. Corp.—Houston, Tx (215)<br>99,12 14,74 5,884<br>94,19 14,69 6,66<br>P 25,6 B 10,7 F 14,7 1 dk<br>rf nil | **M Tanker**<br>1 Ho 8,2 12 Ta ER<br>L.(oil) 5 102<br>1 Ha (stl) (2,4 × 2,4) ER<br>Der 2(1) | Oil 2SA 6Cy. 457 × 635 sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 250kW 230V d.c. 2 × 50kW 115V d.c.<br>Fuel 125,0t (d.o.)-6,5pd 11kn |
| **6905367**<br>ICEC<br>709<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CRISTINA MONTANARI**<br>ex Hoegh Scout-74<br>Launched as Rita<br>**Cispa Gas Trasporti S.p.A.**<br>Trieste Italy | **2 994**<br>1 671<br>3 279 | NV RI | **1968** Kristiansands M/V A/S—Kristiansand (211)<br>101,94 14,46 6,058<br>94,21 14,41 7,12<br>P 28,1 B 12,8 F 15,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 3 636 | Oil 2SA 9Cy. 360 × 600<br>2 340bhp (1 721kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 232kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 330,0t (hvf)-9,5pd 13,5kn |
| **6618500**<br>EFIR<br>2366<br>Df Esd<br>Rdr | **CRISTO DE CANDAS**<br>**Jose Patino Sanchez**<br>Santander Spain | **153**<br>65<br>— | | **1967** S.A. Juliana Constructora Gijonesa —Bilbao (4)<br>28,38 6,71 3,099<br>24,49 6,61 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| **6708707**<br>EFLG<br>8674<br>Df Esd<br>RT | **CRISTO DE LA VICTORIA**<br>**Angel Molares Vazquez y otros**<br>Vigo Spain | **182**<br>89<br>— | | **1967** Const. Nav. Santodomingo—Vigo (346)<br>28,81 6,43 3,074<br>25,20 6,41 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| **6609614**<br>LW3712<br>Df Esd<br>Rdr RTm | **CRISTO REDENTOR**<br>**E. Barbeito y Compania**<br>Mar del Plata Argentina | **164**<br>117<br>— | | **1965** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (117)<br>32,01 7,32 3,252<br>28,20 7,01 3,87<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>2 Ha (each 1,2 × 1,2) ER<br>3W Der 1(4) 2(1) | Oil 4SA 8Cy. 175 × 220<br>430bhp (316kW) MAN<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Fuel 58,0t (d.o.) 10,5kn |
| **7900431**<br>3ETT<br>9734-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRISTOBAL**<br>Launched as Hai Wang No. 21<br>**MTG Marine Inc.**<br>Hae Woi Industrial Co. Ltd.<br>Panama Panama | **441**<br>227<br>551 | NK | **1979** Kanasashi Zosensho—Toyohashi (1290)<br>55,94 8,79 3,501<br>49,51 8,51 4,07<br>1 dk | **M Fishing**<br>Tuna | Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| **7101451**<br>WH3721<br>505637 | **CRISTOBAL**<br>**Cristobal Inc.**<br>New Orleans, La United States of America | **148**<br>100<br>— | | **1966** Main Iron Works Inc.—Houma, La<br>*28,66* 9,15<br>2,90 | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 060bhp (780kW)<br>..............<br>Fuel (d.o.) |
| **7510810**<br>XCZC<br>RT | **CRISTOBAL COLON**<br>ex Colombo-70<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Tampico Mexico | **1 193**<br>482<br>1 030 | (BV) | **1953** N.V. Werf "Gusto"—Schiedam<br>*68,77*<br>11,64 5,59<br>1 dk<br>R | **TM Dredger/Sand Carrier**<br>Trailing Cutter Suction<br>Single centre arm<br>Hopper 625<br>1 sandpump 224kW (300bhp) | 2 Oil 4SA each 7Cy. 285 × 420<br>1 260bhp (927kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 280kW<br>10kn |
| **6520612**<br>CB3408<br>Df Esd<br>Pfd RTm | **CRISTOBAL COLON**<br>**Sociedad Pesquera Guanaye S.A.**<br>Iquique Chile | **197**<br>84<br>— | | **1965** Ast. Construcciones S.A.—Vigo (53)<br>28,02 7,07<br>25,51 7,00 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho<br>3 Ha | Oil 4SA 6Cy. 250 × 350<br>620bhp (456kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| 921529<br>PKU<br>104603<br>Df Esd<br>Gc Pfd<br>Rcr RT | **CRISTOBAL MARU**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **6 881**<br>3 655<br>11 496 | NK | **1969** Mitsubishi Heavy Industries Ltd.—Kobe (992)<br>154,03(BB) 22,03 8,521<br>142,50 22,00 12,81<br>F 23,2 2 dks, pt 3rd dk | **M General Cargo**<br>Mchy.aft<br>5 Ho<br>G.21 013 B.19 386<br>TEU 150 C.Ho 150/20'<br>5 Ha (stl) (7,1 × 6,2) (12,0 × 7,0) (23,1 16,8 × 8,6) (9,6 × 7,0)<br>Cr 4(10) Der 1(80) 4(20) 4(6) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 396,0t-34,0pd 17,5kn |
| 5082285<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CRISTOFORO COLOMBO**<br>**C.V.G. Siderurgica del Orinoco C.A.**<br>Ciudad Bolivar Venezuela | **29 429**<br>15 694<br>8 276 | AB (RI)<br>✠ | **1954**-7 S.A. Ansaldo—Genova (1478)<br>213,60(BB) 27,41 9,240<br>190,99 27,36 15,27<br>B & F 186,0 3 dks, 4th & 5th dks clear of mchy. space<br>RW rf nil conv Passenger/General Cargo 77 | **TS Accommodation Ship**<br>Ref 1161bth P<br>Topside special quality steel<br>4 Ho 12,5 11,5 16,9 16,9<br>B.3 679 In.785<br>4 Ha (stl) (5,0 7,7 4,0 4,0 × 5,0)<br>12W Cr 4(2) Der 1(29,5) 2(10) 2(5) 4(3) | 6 S Turb with HP turb dr geared IP & LP geared<br>50 000shp (36 778kW)<br>S.A. Ansaldo Genova<br>Gen 4 × 1250kW 450V 60Hz a.c.<br>Fuel 1 040,5t (o.f.) 23kn |
| 7932733<br>YQJA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRISUL ALB**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 163**<br>1 386<br>2 119 | RNR (Class cont.) | **1979** VEB Volkswerft Stralsund—Stralsund (235)<br>101,45(BB) 15,24 5,601<br>91,80 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 560kW 400V 50Hz a.c.<br>Fuel 1 219,0t (hvf) 14,5kn |
| 6812950<br>IMGY<br>30<br>Df Esd<br>Pfd Rdr<br>RTh | **CRIZETA**<br>ex Berc Maris-77<br>ex Merc Maris-75<br>**Manlio Pagan**<br>Chioggia Italy | **399**<br>207<br>1 053 | RI (BV) | **1968** Schiffs. Oberwinter—Oberwinter (202)<br>59,34 10,67 3,683<br>53,01 10,65 5,82<br>2 dks | **M General Cargo**<br>2P<br>Side doors<br>2 Ho 24,5 12,5 ER<br>G.1 995 B.1 883<br>2 Ha (stl) (15,0 10,2 × 6,4) ER<br>3W Der 3(5) | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 45kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,0pd 12kn |
| 5082302<br>TOSY<br>8170<br>Df Esd<br>Rdr RTm | **CROAS MEN**<br>**Robert Le Fourn**<br>Armement Herledan<br>Concarneau France | **123**<br>54<br>— | (BV) | **1959** Ch. de l'Adour—Anglet<br>28,00 6,91<br>25,51<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(3) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 46,5t (d.o.) 10kn |
| 5423635<br>ILVI<br>605<br>Pfd RT | **CROCE DEL SUD**<br>**Elbana di Navigazione**<br>Palermo Italy | **1 061**<br>559<br>1 659 | RI | **1964** Cant. Nav. Cassaro—Messina (119)<br>81,34 11,23 3,887<br>75,82 11,18 4,50<br>1 dk<br>len 70 | **M Tanker**<br>Chemical IGS<br>14 Ta ER<br>L.(oil) 2 315 HeCls. C | Oil 4SA 7Cy. 300 × 450<br>835bhp (614kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 56,0t (d.o.)-3,0pd 10,5kn |
| 7945326<br>IRPH<br>47 | **CROCE DEL SUD PRIMO**<br>**Societa Coop. Pescatori 'San Pietro Apostolo'**<br>Salerno Italy | **298**<br>133<br>— | RI | **1978** Cant. Nav. Codecasa—Viareggio<br>40,01 8,51 3,001<br>38,23 8,50 4,02<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 250 × 300<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7036838<br>H8NR<br>9234-PEXT3<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROCUS**<br>ex Sanno Maru-80<br>**Triscatin Shipping S.A.**<br>Panama Panama | **2 990**<br>1 990<br>5 826 | NK | **1970** Imabari Zosen—Imabari (252)<br>101,96 16,31 6,536<br>95,99 16,29 8,16<br>P 19,9 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,8 × 8,3) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 132kW 445V a.c.<br>Fuel 538,5t-13,5pd 12,5kn |
| 5384621<br>ODIX<br>B942<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CROESUS**<br>ex Great Maurice-79<br>ex Bintang Pagi-77 ex Apeliotis-73<br>ex Zosma-71 ex Wahehe-65<br>**Orantus Shipping Co S.A.R.L.**<br>Beirut Lebanon | **5 051**<br>2 690<br>7 379 | GL | **1959** Elsflether Werft A.G.—Elsfleth/Weser (314)<br>119,79 16,03 7,919<br>108,87 16,01 10,01<br>P 11,9 RQD 18,9 B 10,1 F 11,0 2 dks<br>RW rf 76 | **M General Cargo** CSD<br>6P<br>4 Ho 18,8 27,2 15,3 19,4<br>G.10 605 B.9 464<br>4 Ha (stl) (10,5 19,8comb. 9,8 10,5 × 6,4)<br>10W Der 1(30-100) 1(5-20) 1(10) 8(5) | Oil 2SA 5Cy. 680 × 1200<br>4 250bhp (3 126kW) Fiat<br>Borsig A.G. West Berlin<br>Gen 3 × 150kW 220V d.c.<br>Fuel (hvf) 14,5kn |
| 5402851<br>GMDH<br>305168<br>Esd Rdr<br>RTm | **CROFTON**<br>**Blyth Harbour Commission**<br>Blyth United Kingdom | **1 062**<br>444<br>1 067 | **✠100A1** SS 12/80<br>hopper dredger for service within 4 miles of Blyth, Seaham and Amble harbours and occasional voyages between 4 miles seaward limit<br>**✠LMC**<br>EL m $1\frac{7}{16}$"SQ<br>FN 946 | **1963**-10 Simons-Lobnitz Ltd.—Renfrew (1175)<br>59,54 12,81 4,458<br>54,87 12,20 5,03<br>1 dk<br>RW rf nil BK 140 at cr & sides<br>4BH WB82t | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Mchy.aft<br>2 sandpumps each 298kW (400bhp) | 2 Oil 4SA each 8Cy. 248 × 267 total 1 904bhp (1 401kW) driving 2 gen. each 550kW d.c. connected to 2 elec. motors each of 685shp (504kW) (CC)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 100kW 1 × 35kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 10,5kn |
| 5082340<br>181489<br>Df Esd<br>Pfd RT | **CROIDTE AN DUIN**<br>ex Madame Prunier-61<br>ex Equity I-53<br>ex Madame Prunier-48<br>**G. Doyle**<br>Newry United Kingdom | **115**<br>51<br>— | ✠Classed LR until 3/53 | **1948**-3 Brooke Marine Ltd.—Lowestoft<br>27,39 6,23 3,353<br>6,18<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing Ketch<br>1 Ho<br>1 Ha (4,2 × 2,1) | Oil 2SA 4Cy. 267 × 343<br>265bhp (195kW) E made46 fitted48<br>Crossley Bros. Ltd. Manchester<br>Fuel 15,0t 9,5kn |
| 7015224<br>FWIU<br>217<br>Df Esd<br>Rdr RTm | **CROIX DE LORRAINE**<br>**Government of The Republic of France (Territoires d'Outre-Mer)**<br>St. Pierre St. Pierre et Miquelon (French) | **423**<br>148<br>315 | BV | **1970** At. & Ch. de la Manche—Dieppe (1219)<br>46,54 9,35 4,801<br>40,54 9,30 6,35<br>2 dks<br>rf 1199 BK 229 | **M Research/Fishing**<br>Stern Trawler Ref<br>1 Ho 17,2<br>In.320<br>6 Ha (1,6 1,6 1,4 × 1,1) (0,6 × 0,6) (0,9 × 0,9) (0,7 × 0,7)<br>2W Der 2(0,5) | Vee Oil 4SA 12Cy. 250 × 280 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Crepelle et Cie. Lille<br>Gen 1 × 250kW 220V d.c. 1 × 100kW 110V d.c. 2 × 96kW 380V 50Hz a.c.<br>Fuel 150,5t (d.o.) 14kn |

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|---|---|---|---|---|---|---|
| **6621052**<br>FPIH<br><br>Df Esd<br>Rdr RT | **CROIX DU SUD**<br><br>**Societe Entrepose G.T.M. pour les Travaux Petroliers Maritimes (E.T.P.M.)**<br>Port aux Francais, Kerguelen Reunion (French) | 189<br>75<br>— | <br><br>BV | **1966** Cant. Nav. Solimano—Savona (36)<br>29,16 7,32 3,585<br>25,99 7,29 4,50<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11kn |
| **6516790**<br>FTAK<br>3958<br>Df Esd<br>Pfd Rdr<br>RTm | **CROIX IZAN**<br>ex Spes Unica-82 ex Luc-76<br>**Jean Burguin & Paul Le Port**<br>Groupement des Pecheurs Etellois<br>Lorient France | 196<br>67<br>— | <br><br>BV | **1965** Con. Mec. de Normandie—Cherbourg (1422)<br>33,00 8,13 4,090<br>28,99 7,95 6,10<br>2 dks<br>R rf 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 9,5<br>In.131<br>3 Ha (each 0,9 × 0,9)<br>Cr 2(2) Der 2(0,25) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 2 × 54kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 38,0t (d.o.) 10,75kn |
| **5082376**<br>THID<br>116<br>Df Esd<br>Rdr RT | **CROIX SAINTE**<br>ex Capo Nero-61<br>ex Gemma Giorgio-61<br>**Societe Fouquet-Sacop Maritime**<br>Martigues France | 1 593<br>893<br>2 569 | BV (AB)<br><br>✠Classed LR until 1/62 | **1955**-1 Cant. Nav. Giuliano—Trieste (42)<br>76,82 12,07 5,366<br>70,01 12,01 5,90<br>RQD 18,0 Trunk 37,2 F 11,0 1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 9Cy. 370 × 560<br>1 350bhp (993kW)<br>S.A. Ansaldo Genova<br>Fuel 97,5t (d.o.) 12kn |
| **7342835**<br>GUBJ<br>363482<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CROMARTY SERVICE**<br>ex Cromarty Shore-81<br>**Offshore Marine Ltd.**<br>London United Kingdom | 971<br>357<br>1 004 | **✠100A1** SS 12/79<br>Ice Class 3<br>**✠LMC**<br>EL N 1⅝"U2<br>FN 966 | **1974**-10 Richards (Shipbuilders) Ltd. —Lowestoft (518)<br>59,67 13,06 4,465<br>53,19 12,81 5,34<br>F 21,7 1 dk<br>rf 381<br>5BH WB522T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling 12P<br>7 Ho 3,6 4,1 4,8 17,9 ER 11,4 2,4 4,1<br>4 Ha (stl) (0,7 0,6 × 0,6) ER (0,6 × 0,6) (0,8 × 0,8)<br>Der 1(5) | 2 Vee Oil 4SA each 16Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 320kW 1 × 120kW 440V 60Hz a.c.<br>Bow jet pump<br>Fuel 155,0t (d.o.)-12,0pd 14,5kn |
| **7002617**<br>GNOZ<br>303234<br>Esd Pfd<br>Rdr RT | **CROMDALE**<br><br>**Bruce's Stores (Aberdeen) Ltd.**<br>Aberdeen United Kingdom | 119<br>55<br>— | ✠LR class withdrawn-Owner's request 17/9/82 | **1969**-12 J. Lewis & Sons Ltd.—Aberdeen (365)<br>6,35<br>23,65 6,25 3,28<br>1 dk<br>RW BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>495bhp (364kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 10kW 220V d.c. 10,25kn |
| **6604377**<br>HPUO<br>7715-PEXT<br>Rdr RT | **CRONUS**<br>ex Esan Maru-79<br>ex Yusan Maru No. 6<br>ex Koshun Maru<br>**Astro Taurus Navigation Co. S.A.**<br>Panama Panama | 1 178<br>597<br>1 921 | | **1965** Hashihama Zosen—Imabari (185)<br>69,80 10,52 5,004<br>63,99 10,49 5,52<br>1 dk<br>RW | **TM Tanker**<br><br>8 Ta ER<br>L.(oil) 2 287 | 2 Oil 4SA each 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 32kW 225V a.c. 12kn |
| **5082388**<br><br>1633 | **CRONUS**<br><br>**Hellenic Shipyards Co. Ltd.**<br>Piraeus Greece | 218<br>17<br>— | **✠100A1** SS 8/80<br>tug<br>**✠LMC**<br>EL (c)<br>FN 361 | **1960**-2 Noord Nederlandse Scheepswerven N.V.—Groningen (306)<br>31,93 8,72 3,760<br>29,01 8,21 4,22<br>rf 991<br>4BH WB71t | **M Tug** | Oil 4SA 9Cy. 300 × 450 with flexible coupling & sr reverse geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **5082390**<br>GUZE<br>183501<br>RT | **CROP**<br><br>**Wm. Dennison (Shapinsay) Ltd.**<br>Cowes United Kingdom | 133<br>90<br>— | | **1950** J. Bolson & Son Ltd.—Poole<br>24,64 5,97<br>5,92<br>1 dk<br>R | **TM General Cargo**<br><br>1 Ho 14,9 ER<br><br>1 Ha (stl) (13,1 × 4,5) ER<br>1W Der 1(1,5) | 2 Oil each 3Cy. 150 × 230<br>132bhp (97kW) Kelvin<br>Bergius Co. Ltd. Glasgow<br>Fuel (d.o.) 8kn |
| **6606313**<br>EEUS<br>8621<br>Df Esd<br>RT | **CROQUE**<br><br>**Francisco Veiga e Hijos S.L.**<br>Vigo Spain | 121<br>59<br>— | | **1966** Ast. Santodomingo—Vigo (340)<br>25,51 6,28 3,099<br>21,67 6,20 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **7128318**<br>GPUE<br>357416<br>Df Esd<br>Rdr RTm | **CROSBY**<br><br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | 272<br>—<br>199 | **✠100A1** SS 8/80<br>tug<br>U.K., Eire & between River Elbe & Brest<br>**✠LMC**<br>EL (d) ⅞"U2<br>FN 401 | **1972**-3 R. Dunston (Hessle) Ltd.—Hessle (S882)<br>32,64 9,40 4,115<br>28,96 8,95 4,88<br>RAD 1,0 RFD 12,8 1 dk<br>rf 686 BK 152<br>3BH | **M Tug** | Oil 4SA 9Cy. 318 × 368 reverse reduction geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 34kW 1 × 15kW 440V 50Hz a.c.<br>Fuel 73,0t (d.o.) 13kn |
| **6906191**<br><br>337784<br>Esd Rdr<br>RTv | **CROSSNESS**<br><br>**Port of London Authority**<br>London United Kingdom | 268<br>83<br>— | **✠A1** SS 5/82<br>Thames estuary service<br>**✠LMC**<br>EL (E) 1 1/16"SQ<br>FN 383 | **1969**-7 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1371)<br>38,84 8,56 2,286<br>32,16 8,54 3,36<br>1 dk<br>rf nil<br>5BH WB110t | **TM Salvage Barge**<br>Mchy.aft<br><br>Cr 1(15) | 2 Oil 4SA each 6Cy. 130 × 152 reverse reduction geared to sc. shafts<br>520bhp (382kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 75kW 220V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| **7375844**<br>A8IW<br>4990<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CROTON**<br><br>**Bright Star Line Inc.**<br>Monrovia Liberia | 7 557<br>5 303<br>11 845 | <br><br>NK | **1974** Shikoku Dockyard Co. Ltd. —Takamatsu (779)<br>139,66 19,26 8,376<br>130,00 19,21 11,21<br>P 23,5 F 12,5 2 dks | **M General Cargo**<br><br>4 Ho 20,4 25,4 25,4 25,4 ER<br>G.16 880 B.15 191<br>4 Ha (stl) (10,5 15,0 15,0 15,0 × 8,4) ER<br>16W Der 2(55) 14(10) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 320kW 440V 60Hz a.c.<br>Fuel 1 134,0t (hvf)-28,5pd 14,5kn |
| **7331551**<br>HO7050<br>10352-80A<br>Rdr RT | **CROWLEY STORM**<br>ex Genmar Storm-81<br>ex Katsuragi Maru-76<br>**Genstar Overseas Ltd.**<br>Panama Panama | 186<br>55<br>— | <br><br>BV | **1973** Sunami Zosen K.K.—Mihara (202)<br>29,49 8,34 2,744<br>27,51 8,31 3,79<br>1 dk | **TM Tug**<br>Salvage | 2 Oil 2SA each 6Cy. 300 × 450<br><br>Fuji Seisakusho Tateyama<br>12,5kn |

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| 331563<br>02360<br>350<br>-80A<br>Rdr RT | **CROWLEY WAVE**<br>ex Genmar Wave-81<br>ex Hatsushio-76<br>**Genstar Overseas Ltd.**<br>Panama Panama | **186**<br>52<br>— | <br><br>BV (NK) | **1973** Sunami Zosen K.K.—Mihara (203)<br>31,81 8,34 3,506<br>27,51 8,31 3,79<br>F 8,0 1 dk | **TM Tug**<br>Salvage<br>Mchy.aft | 2 Oil 4SA each 6Cy. 300 × 460<br><br>Otsuka Tekko Oita<br>Gen 2 × 40kW a.c.<br>11,75kn |
| 523690<br><br>325552 | **CROWLEY 131**<br>ex Genmar 131-81<br>ex Seaspan 231-76<br>ex Rayonier No. 4-75<br>**Genstar Overseas Ltd.**<br>Genstar Marine Ltd.<br>Hamilton Bermuda (British) | **3 752**<br>3 746<br>— | **✠100A1** SS 4/81<br>pontoon<br>EL (W)<br>FN 2572 | **1965**-10 Allied Shipbuilders Ltd.—North Vancouver, B.C.<br>103,69 19,56 4,407<br>101,61 19,51 5,80<br>F 8,9 1 dk<br>rf nil<br>5BH | **Pontoon**<br>Deck Cargo | |
| 5198199<br>HPDF<br>8016-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **CROWN ACE**<br>ex Jinyo Maru-79<br>ex Kuroshio Maru No. 25<br>**Odajima Kaiun K.K.**<br>Panama Panama | **493**<br>356<br>550 | | **1956** Miho Zosensho K.K.—Shimizu (207)<br>52,18 8,51 3,760<br>47,48 8,49 4,25<br>1 dk | **M General Cargo**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br><br>Hanshin Nainenki Kogyo Kobe |
| 7640421<br>SGYB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN ATLAND**<br>ex Atland-82<br>**Brostroms Rederi A/B & Rederi AB Zenith**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Goteborg Sweden | **18 272**<br>12 498<br>31 650 | **✠100A1**<br>oil tanker<br>type C chemicals in cargo tanks in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>EL I 605,0/64,0U3<br>FN 6690 | **1979**-6 Eriksbergs M/V A/B—Goteborg (708)<br>170,77(BB) 26,09 11,251<br>163,23 26,07 14,91<br>P 34,8 F 17,1 1 dk<br>rf 51<br>12BH WB1077T | **M Tanker**<br>Oil Chemical<br>20 Ta ER<br>L.42 101 L.(oil) 42 100 | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>2 AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c. |
| 7932575<br>HONV<br>10830-KJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN AWARD**<br>Launched as World Award<br>**Lilac Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama | **24 655**<br>15 799<br>48 574 | **✠100A1**<br>oil tanker<br>in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3<br>FN 8639 | **1982**-4 Kanasashi Zosensho—Toyohashi (1304)<br>177,22(BB) 32,24 12,767<br>168,00 32,21 19,21<br>1 dk<br>rf nil<br>7BH WB21744T incl. clean ballast tanks 18057T | **M Tanker**<br>SBT IGS<br>7 Ta ER<br>L.(oil) 53 091 | Oil 2SA 6Cy. 670 × 1700<br>10 600bhp (7 797kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) 23kgf/cm$^2$ (22,6bar)<br>Gen 3 × 560kW 450V 60Hz a.c. |
| 7518331<br>H8EZ<br>9771-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN AZALEA**<br>ex Seibun Maru-79<br>**Temate (Panama) S.A.**<br>Panama Panama | **17 850**<br>11 021<br>30 253 | <br><br>NK | **1976** Imabari Zosen—Marugame (1032)<br>175,11(BB) 26,07 10,402<br>165,00 26,01 14,51<br>P 29,6 F 13,2 1 dk | **M Bulk Carrier**<br><br><br>G.37 431 B.35 924<br>5 Ha (stl) (10,3 × 11,2) (17,6 17,6 17,6 17,6 × 12,8) ER<br>Der 4(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 800kW a.c.<br>14,5kn |
| 7932563<br>3FRU<br>1172<br>4-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN BRIDGE**<br>Launched as World Bridge<br>**Spirit Co. S.A.**<br>World-Wide Shipping Agency Ltd.<br>Panama Panama | **24 655**<br>15 799<br>48 531 | **✠100A1**<br>oil tanker<br>in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL M† 632,5/73,0U3<br>FN 8637 | **1982**-2 Kanasashi Zosensho—Toyohashi (1303)<br>177,22(BB) 32,24 10,502<br>168,00 32,20 19,21<br>1 dk<br>rf nil<br>7BH WB21744T incl. clean ballast tanks 18057T | **M Tanker**<br>SBT IGS<br>7 Ta ER<br>L.(oil) 53 091 | Oil 2SA 6Cy. 670 × 1700<br>10 600bhp (7 797kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) 23kgf/cm$^2$ (22,6bar)<br>Gen 3 × 560kW 450V 60Hz a.c. |
| 7419339<br>ZCSG<br>373504<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN BROLAND**<br>ex Broland-82<br>**Trader Navigation Co. Ltd.**<br>Denholm Ship Management (Overseas) Ltd.<br>Hong Kong Hong Kong (British) | **18 247**<br>12 599<br>31 600 | **✠100A1**<br>oil tanker<br>Type C chemicals in cargo tanks in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>EL I† 2½"U3<br>FN 6690 | **1977**-7 Eriksbergs M/V A/B—Goteborg (702)<br>170,77(BB) 26,12 11,329<br>163,23 26,07 14,91<br>P 34,8 F 17,1 1 dk<br>rf 51<br>12BH WB1077t | **M Tanker**<br>Oil Chemical<br>20 Ta ER<br>L.42 101 | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>2 AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 1 815,0t (hvf) 16kn |
| 7600940<br>HPJL<br>7569<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN CHERRY**<br><br>**Kingfisher Shipping Co. S.A.**<br>Panama Panama | **11 730**<br>8 121<br>19 425 | <br><br>NK | **1976** Kurushima Dock Co. Ltd.—Onishi (943)<br>154,01(BB) 22,92 9,929<br>145,01 22,86 13,52<br>P 25,3 F 10,1 2 dks | **M General Cargo**<br><br><br>G.26 477 B.24 824<br>5 Ha (stl) (9,6 × 7,7) (12,8 × 6,4) (12,8 × 7,7) (19,2 19,2 × 8,0) ER<br>Cr 2(16) 2(15) 1(10) | Oil 2SA 6Cy. 700 × 1250<br>11 400bhp (8 385kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>15,5kn |
| 7377440<br>A8YU<br>5407<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN HOPE**<br><br>**Halcon Shipping Co. Ltd.**<br>Monrovia Liberia | **21 691**<br>14 446<br>37 439 | <br><br>NK | **1975** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (243)<br>184,51 28,43 11,075<br>176,00 28,40 14,58<br>P 39,7 F 16,8 1 dk | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 48 797 HeCls. C | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 560kW 450V 60Hz a.c.<br>Fuel 1 987,5t (hvf)-40,0pd 15,25kn |
| 7419341<br>SDOT<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN INLAND**<br>ex Inland-82<br>**Brostroms Rederi A/B & Rederi AB Zenith**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Goteborg Sweden | **18 245**<br>12 482<br>31 594 | **✠100A1** SS 3/81<br>oil & chemical tanker<br>Type C in association with an approved list of cargoes<br>**✠LMC** **UMS**<br>EL I† 2½"U3<br>FN 6634 | **1977**-1 Eriksbergs M/V A/B—Goteborg (703)<br>170,72(BB) 26,09 11,329<br>161,88 26,07 14,91<br>P 34,8 F 17,1 1 dk<br>rf 51<br>12BH WB1077T | **M Tanker**<br>Oil Chemical<br>21 Ta ER<br>L.42 097 | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>2 AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 161,5t (d.o.) 1 815,5t (hvf) 16kn |
| 7715446<br>GYAW<br>379884<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN PRINCE**<br><br>**Prince Line Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **1 599**<br>1 081<br>4 280 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2365 | **1979**-3 Swan Hunter Shipbuilders Ltd. —Walker Shipyard, Newcastle (104)<br>104,20(BB) 16,54 5,689<br>96,02 16,51 8,11<br>P 18,6 F 11,0 1 dk<br>rf 102<br>5BH WB2247T incl. DTf76T & STs in holds 1059T | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 26,9 40,1 ER<br>TEU 288<br>C. Ho 132/20′ C. Dk 156/20′<br>2 Ha (stl) ER | Oil 2SA 3Cy. 580 × 1220<br>5 500bhp (4 046kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 51,0t (d.o.) 423,5t (hvf) 15kn |

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| 8000599<br>ELAH2<br>6854<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROWN PROMISE**<br>ex Great Promise-82<br>**Promise Carriers**<br>Chung Gai Ship Management Co. Ltd.<br>Monrovia Liberia | **20 144**<br>13 254<br>37 405 | NK | **1980** Hashihama Zosen—Tadotsu (805)<br>170,52(BB) 30,03 11,226<br>161,02 30,01 16,51<br>1 dk | **TM Tanker**<br>IGS<br>10 Ta ER<br>L.(oil) 44 629 | 2 Oil 4SA each 9Cy. 400 × 460<br>11 700bhp (8 606kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel-35,5pd 14.25kn |
| 6610950<br>WU5104<br>296705 | **CROWN ROYAL**<br>ex Homarus III ex Chilmark Sword<br>**Whiskey Fleet Corp.**<br>New Bedford, Ma United States of America | **119**<br>93<br>— | | **1964** Blount Marine Corp.—Warren, RI<br>*22,47* 6,91<br>3,41 | **M Fishing**<br>Side-fishing | Oil<br>457bhp (336kW)<br>.............. |
| 7023867<br><br>344635 | **CROWN ZELLERBACH No. 1**<br><br>**Crown Zellerbach Canada Ltd.**<br>Vancouver, B.C. Canada | **5 881**<br>5 878<br>10 160 | **✠100A** SS 1/79<br>EL (T)<br>FN 3422 | **1970**-7 Allied Shipbuilders Ltd.—North Vancouver, B.C. (171)<br>111,33 24,67 5,639<br>107,91 24,39 7,32<br>F 7,1 1 dk<br>rf nil<br>1BH WB9827t | **Log-tipping Pontoon**<br>Deck Cargo | Gen 2 × 40kW 460V 60Hz a.c. |
| 5082479<br><br>189998 | **CROWN ZELLERBACH No. 5**<br><br>**Crown Zellerbach Canada Ltd.**<br>Vancouver, B.C. Canada | **2 390**<br>2 385<br>4 572 | **✠100A** SS 4/78<br>coasting service between Cape Spencer & California, including the Queen Charlotte Islands<br>EL (t) $1\frac{1}{2}$"SQ<br>FN 1991 | **1957**-8 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (300)<br>86,98 18,70 3,614<br>85,35 18,29 5,03<br>F 10,1 1 dk<br>rf nil<br>4BH WB1233t | **Log-tipping Pontoon**<br>Deck Cargo | |
| 5082481<br><br>189999 | **CROWN ZELLERBACH No. 6**<br><br>**Canadian Tugboat Co. Ltd.**<br>Vancouver, B.C. Canada | **2 390**<br>2 384<br>4 572 | **✠100A** SS 8/82<br>coasting service between Cape Spencer & California, including the Queen Charlotte Islands<br>EL (t) $1\frac{1}{2}$"SQ<br>FN 1991 | **1957**-8 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (301)<br>86,98 18,70 3,614<br>85,35 18,29 5,03<br>F 10,1 1 dk<br>rf nil<br>4BH WB1233t | **Log-tipping Pontoon**<br>Deck Cargo | |
| 7207229<br>VMCR<br>355021<br>Esd Rdr<br>RTv | **CROWTHER**<br><br>**Queensland Tug Co. Pty. Ltd.**<br>*Brisbane, Queensland* Australia | **159**<br>3<br>143 | **✠100A1** CS 4/82<br>tug<br>**✠LMC**<br>EL (b) $\frac{7}{8}$"U1<br>FN 272 | **1972**-5 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (74)<br>25,81 8,11 3,455<br>22,94 7,78 4,07<br>1 dk<br>rf nil BK 25<br>3BH WB49t | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 40kW 415V 50Hz a.c.<br>Fuel 43,5t 11kn |
| 7417238<br>WYH6<br>349<br>570740<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CROYLE TIDE**<br><br>**TMS Acquisition Corp.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **264**<br>179<br>— | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (486)<br>59,14 12,20 4,471<br>54,77 12,15 5,19<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 602,5t (d.o.) 14kn |
| 5099795<br>SGNQ<br>9570 | **CRUDO**<br>ex Ekenas-73<br>**John Kristensson P/R**<br>Donso Sweden | **168**<br>80<br>— | | **1955** A/B Asi-Verken—Amal (26)<br>31,86 5,64<br>28,12 5,59 2,54<br>1 dk<br>len 62 | **M Tanker**<br>Mchy.aft<br>7 Ta | Oil 4SA 3Cy. 300 × 410<br>240bhp (177kW)<br>A/S Volund Kobenhavn<br>Fuel (d.o.) |
| 7306568<br>EBXM<br>1901<br>Df Esd<br>Rdr RT | **CRUNA**<br><br>**Jose Deben Sanchez**<br>La Coruna Spain | **352**<br>173<br>234 | BV | **1973** Maritima del Musel S.A.—Gijon (141)<br>42,60 7,88<br>37,65 7,75 5,90<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Fuel 202,5t (d.o.) 11kn |
| 8105739<br>HPHN<br>10910 -HK1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRUSADER**<br><br>**Wah Yuen Shipping Inc.**<br>Hong Kong Ming Wah Shipping Co. Ltd.<br>Panama Panama | **19 491**<br>13 463<br>38 110 | **✠100A1**<br>bulk carrier strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC** **UMS**<br>EL J† 605,0/66,0U3<br>FN 7779 | **1982**-6 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2794)<br>187,74(BB) 28,43 10,767<br>178,01 28,40 15,30<br>F 15,0 1 dk<br>rf 18<br>7BH WB20666T incl. topside tanks in all holds 4898T, comb. btm & STs in Nos. 1, 3 & 5 holds 4176T & incl. No. 3 hold 9699T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 840 B.44 369<br>5 Ha (stl) (16,0 × 12,7) (17,6 17,6 17,6 17,6 × 14,4) ER | Oil 2SA 6Cy. 660 × 1400<br>11 000bhp (8 091kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 166,0t (d.o.) 2 800,5t (hvf) |
| 5160881<br>SV5065<br>6985<br>Df Esd<br>Gc Rdr<br>RT | **CRUSADER**<br>ex Marie Louise-78<br>ex Inga Bastian-74<br>**Nicolas Corp.**<br>Pentas Shipping S.A.<br>Piraeus Greece | **1 596**<br>949<br>2 450 | **100A1** SS 5/79<br>**LMC**<br>EL M pt$1\frac{9}{16}$"SQ<br>FN 1269<br>(GL) | **1958**-6 Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (5272)<br>79,20 11,87 5,239<br>72,22 11,80 5,77<br>P 17,1 F 7,4 1 dk<br>RW rf nil len 59<br>NS 5BH WB378t | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.3 233 B.3 080<br>2 Ha (stl) (12,0 23,4 × 6,5)<br>7W Der 2(3-5) 5(3) | 2 Oil 4SA each 6Cy. 320 × 450 sr geared to sc. shaft<br>1 700bhp (1 250kW) NE 65<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 70kW 230V d.c.<br>12kn |
| 7742803<br>WYH5<br>118<br>592308 | **CRUSADER**<br><br>**Crusader Fisheries Inc.**<br>Juneau, Ak United States of America | **367**<br>294<br>— | | **1965** ..............St. Johns, Nfl.<br>*33,53* 8,28<br>3,46<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW)<br>U.S.A |
| 7367196<br>WYP4<br>482<br>560235<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRUSADER**<br><br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1974** McDermott Shipyard—Morgan City, La (198)<br>11,13 5,157<br>39,20 11,05 5,80<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>Fuel 782,5t (d.o.) 14kn |

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| 7042825<br>WY2337<br>511237<br>Esd Pfd<br>Rdr RTv | **CRUSADER**<br>**Interstate Tugboat Co.**<br>Wilmington, De United States of America | **195**<br>132<br>— | AB | **1967** Main Iron Works Inc.—Houma, La (195)<br>33,74 9,20 4,007<br>32,42 9,17 4,37<br>1 dk<br>BK 64 | **TM Tug** | 2 Oil 2SA each 16Cy. 203 × 254<br>E made— fitted67<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 40kW 75V 60Hz a.c.<br>Fuel 135,0t 13kn |
| 7417123<br>WYT6<br>704<br>556972<br>Esd RT | **CRUSADER**<br>**Modern Products Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (183)<br>22,86 2,744<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 8026012<br>GBRP<br>RT | **CRUSADER POINT**<br>ex Beate-80<br>**Thornhope Shipping Co. Ltd.**<br>Hudson Steamship Co. Ltd.<br>London United Kingdom | **5 574**<br>3 520<br>7 300 | NV | **1980** VEB Schiffswerft "Neptun"—Rostock (489)<br>121,82 17,63 8,827<br>113,44 17,61 9,91<br>1 dk | **M General Cargo**<br>Ref<br>2 Ho ER<br>2 Ha (stl) (26,5 33,5 × 12,9) ER | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 1 × 80kW 380V 50Hz a.c.<br>16kn |
| 8018089<br>VRNJ<br>399880<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CRUSADER VENTURE**<br>**Corwen Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Hong Kong Hong Kong (British) | **33 765**<br>22 394<br>61 883 | BV | **1982** Koyo Dockyard Co. Ltd.—Mihara (1027)<br>223,15(BB) 32,26 12,451<br>213,01 32,21 17,91<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 23,0 21,4 22,7 19,5 22,7 22,7 23,6 ER<br>G.70 090 B.68 668 HeCls. B<br>7 Ha (stl) (14,0 16,9 17,1 13,7 17,1 17,1 15,3 × 12,8) ER | Oil 2SA 7Cy. 670 × 1700<br>11 900bhp (8 753kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,5t (d.o.) 3 011,5t (hvf)-41,0pd<br>14,75kn |
| 7632539<br>7LFI<br>119569<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRUSADERS**<br>ex Scan Crusaders-82<br>**K.K. Kurushima Dockyard (The Kurushima Dockyard Co. Ltd.)**<br>Ace Shipping Co. Ltd.<br>Osaka, Osaka Pref. Japan | **9 649**<br>6 221<br>16 603 | NK | **1977** Kochi Jukogyo K.K.—Kochi (963)<br>141,94 21,82 9,099<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,3 × 8,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW) B&W<br>Hitachi Zosen Osaka<br>Gen 2 × 316kW 445V a.c.<br>Fuel 197,0t (d.o.) 1 214,0t (hvf)-29,5pd<br>14kn |
| 6721864<br>DUHL<br>212119<br>RT | **CRUSTACEA**<br>ex YO 197<br>**Davao Gulf Oil Co. Inc.**<br>Manila Philippines | **598**<br>320<br>1 016 | AB | **1945** Manitowoc SB. Corp.—Manitowoc, Wi (403)<br>9,81 4,087<br>50,65 9,76 4,58<br>P 15,0 F 7,4 1 dk<br>rf 76 | **M Tanker**<br>Mchy.aft<br>8 Ta | Oil 2SA 8Cy. 222 × 267 sr geared to sc. shaft<br>640bhp (471kW)<br>General Motors Corp. Cleveland, Oh<br>Fuel 29,5t (d.o.) 9kn |
| 7534517<br>Rdr | **CRUX**<br>ex Ryuei Maru-80<br>**Galaxia S. de R.L.**<br>Honduras | **826**<br>458<br>1 687 | | **1969** Watanabe Zosen K.K.—Hakata (99)<br>67,01 10,04 4,674<br>61,40 10,01 5,11<br>1 dk | **M General Cargo**<br>1 Ho<br>1 Ha (34,2 × 5,5)<br>6W Der 2(7) | Oil<br>1 300bhp (956kW)<br>Nippon Hatsudoki Japan<br>11,75kn |
| 7233113<br>EEYP<br>1883<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRUZ CUARTO**<br>**Celestino de la Cruz S.A.**<br>Gijon Spain | **285**<br>85<br>— | **✠100A1** SS 11/80<br>trawler<br>**✠LMC**<br>EL (e) 1"U2<br>FN 414 | **1972**-12 Maritima del Musel S.A.—Gijon (149)<br>40,31 7,85 3,703<br>34,80 7,75 4,12<br>P 1,9 F 6,4<br>rf 813 BK 152<br>4BH | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 3 × 50kW 110V d.c.<br>12,5kn |
| 6422482<br>EEKQ<br>8565<br>Df Esd<br>RTm | **CRUZ DE ALMENA**<br>**Jose Vilar Fernandez**<br>Vigo Spain | **190**<br>97<br>350 | BV | **1964** Construcciones Navales P. Freire S.A. —Vigo (29)<br>31,68 7,07 3,264<br>27,59 7,00 3,56<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 1,1) | Oil 4SA 6Cy. 220 × 280<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 77,5t (d.o.) 10,25kn |
| 6402846<br>EDTM<br>1703<br>Df Esd<br>RTm | **CRUZ DE ARALAR**<br>**Redes Pesca S.A.**<br>San Sebastian Spain | **432**<br>230<br>— | BV | **1963** S.A. Balenciaga—Zumaya<br>46,33 7,60 4,217<br>42,35 7,55 4,50<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 390 × 680<br>1 250bhp (919kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 201,0t (d.o.) 12kn |
| 5082572<br>EBVN<br>137 | **CRUZ DE LARUN**<br>**Jose R. Mendieta Iturraran**<br>San Sebastian Spain | **316**<br>175<br>410 | | **1957** Ramon Mendleta—Lequeitio<br>*36,00* 8,31<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 4Cy.<br>400bhp (294kW)<br>.............<br>10,25kn |
| 7922568<br>Df Esd<br>Gc Rdr<br>RT | **CRUZ DE MALTA**<br>**Testa & Cunhas Ltda.**<br>Lisboa Portugal | **152**<br>45<br>100 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL 275,0/19,0U1<br>FN 296 | **1981**-12 Est. Sao Jacinto S.a.r.L.—Aveiro (114)<br>31,22 8,36 3,201<br>25,02 8,01 3,81<br>B & F 15,3 1 dk<br>rf 1194 BK 152<br>5BH WBnil | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>1 Ho<br>1 Ha (stl) | Oil 4SA 6Cy. 230 × 270 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 400/230V 50Hz a.c.<br>Controllable pitch propeller |
| 5082596<br>EDNY<br>8333<br>Df Esd<br>RTm | **CRUZ DE SAN MARCIAL**<br>**Pedro Otaegui Malcorra**<br>Vigo Spain | **208**<br>101<br>— | BV | **1962** Hijos de J. Barreras S.A.—Vigo (1149)<br>33,28 6,56 3,404<br>29,01 6,51 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 65,0t (d.o.) 11,5kn |
| 5109784<br>ZFTW<br>343691<br>Df Esd<br>Gc Rdr<br>RT | **CRUZ DEL SUR**<br>ex Caribbean Tamanaco-80<br>ex Eva-69 ex Tronstad-62<br>**Starline Steamship Co.**<br>Georgetown Cayman Islands (British) | **1 316**<br>709<br>2 322<br>**1 994**<br>1 255<br>3 084 | NV | **1956** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (102)<br>78,62 12,53 4,973/5,900<br>73,94 12,50 7,47<br>1 dk & S dk<br>rf 56 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho ER<br>G.4 049 B.3 794<br>4 Ha (each 8,2 × 6,4) ER<br>8W Der 8(5) | Oil 4SA 8Cy. 400 × 600<br>1 600bhp (1 177kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 65kW 1 × 36kW 220V d.c.<br>Fuel 120,0t (d.o.)-6,0pd 12kn |

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| 6904650<br>TE-80295<br>Df Esd<br>Gc Rdr<br>RT | **CRUZ DEL SUR**<br>**The Food & Agriculture Organisation of the United Nations**<br>Montevideo Uruguay | **176**<br>56<br>234 | ✠**100A1** SS 2/77<br>stern trawler<br>✠**LMC**<br>EL (i) $\frac{15}{16}$"U1<br>FN 317 | **1968**-11 Aukra Bruk A/S—Aukra (34)<br>32,62 7,50<br>28,50 7,40 3,69<br>rf 1143 BK 102<br>4BH WB6t | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>680bhp (500kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 45kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller aft |
| 6400070<br>EEBP<br>1725<br>Df Esd<br>RTm | **CRUZ PRIMERO**<br>**Celestino de la Cruz S.A.**<br>Pasajes Spain | **179**<br>109<br>346 | BV | **1964** Ast. Luzuriaga S.A.—Pasajes (71)<br>34,07 6,20 3,290<br>28,61 6,18 3,51<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 270 × 500<br>580bhp (427kW) Werkspoor<br>Soc. Espanola de Const. Nav. Bilbao<br>Fuel 61,0t (d.o.)<br>10,5kn |
| 6930348<br>EFBA<br>1819<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRUZ SEXTO**<br>**Celestino de la Cruz S.A.**<br>Gijon Spain | **274**<br>94<br>282 | ✠**100A1** SS 4/78<br>trawler<br>✠**LMC**<br>EL (e) 1"U1<br>FN 414 | **1969**-11 Maritima del Musel S.A.—Gijon (113)<br>40,29 7,83<br>34,80 7,75 4,12<br>P 1,9 F 5,2 1 dk<br>rf 813 BK 152<br>4BH | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 50kW 110V d.c.<br>14,5kn |
| 5082625<br>EDBJ<br>1684<br>Df Esd<br>Pfd RTm | **CRUZ TERCERO**<br>**Celestino de la Cruz S.A.**<br>San Sebastian Spain | **184**<br>120<br>— | BV | **1962** Ast. del Abra S.A.—Bilbao (9)<br>34,35 6,20 2,850<br>28,61 6,18 3,51<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 0,9) ER | Oil 4SA 6Cy. 270 × 500<br>580bhp (427kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 53,5t (d.o.)<br>11kn |
| 7375325<br>9VXG<br>381409<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **CRUZEIRO DO SUL**<br>**Navemar S.A.**<br>Societe d'Armement Maritime Suisse-Atlantique S.A.<br>Singapore Singapore | **20 878**<br>13 629<br>34 156 | AB | **1975** Osaka Zosensho—Osaka (357)<br>185,50(BB) 10,897<br>174,99 25,99 15,50<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,7 31,9 16,1 33,6 25,6 ER<br>G.42 670 B.14 606 HeCls. B<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,6) ER<br>Cr 2(15) 3(10) | Oil 2SA 6Cy. 760 × 1550<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 240,0t (d.o.) 2 120,0t (hvf)-38,5pd<br>15,25kn |
| 7304637 | **CRVENA ZVIJEZDA**<br>ex Zdrijac-75 ex D5-71<br>**Tehnomont OOUR Brodogradnja**<br>Pula Yugoslavia | **218**<br>114<br>109 | | **1955** Brodogradiliste i Tvornica Dizel Motora "Split"—Split<br>Rebuilt**1975** Brodogradiliste "Crvena Zvezda"—Pula<br>*49,81* 9,02 1,626<br>47,99 6,51 2,70<br>1 dk | **TrM General Cargo**<br>Mchy.aft<br>Cr 1(3) | 3 Oil 2SA each 6Cy. 108 × 127<br>675bhp (497kW)<br>Gray Marine Engine Co. Detroit, Mi<br>Gen 3 × 1kW 24V d.c. |
| 7012260<br>FNBA<br>7728<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **CRYOS**<br>**Government of The Republic of France (Centre National pour l'Exploitation des Oceans) (CNEXO)**<br>Brest France | **598**<br>164<br>— | BV | **1970** At. & Ch. C. Auroux—Arcachon (290)<br>48,70 10,01 4,014<br>41,48 9,99 4,25<br>2 dks | **M Research/Fishing**<br>Stern Trawler<br>Ice strengthened<br>3 Ho<br>In.372 | 2 Oil 4SA each 6Cy. 315 × 480 geared to sc. shaft<br>1 380bhp (1 015kW)<br>Moteurs Duvant Valenciennes<br>Gen 1 × 264kW 1 × 176kW 1 × 69kW<br>Controllable pitch propeller<br>Fuel 164,0t (d.o.) 13,5kn |
| 5161794<br>SYGI<br>5924<br>Df Esd<br>RT | **CRYSOULA P**<br>ex Transworld Navigator-79<br>ex Anastasia E.-75<br>ex Insco Jem-71<br>**Samos Naviera S.A.**<br>Piraeus Greece | **2 361**<br>1 574<br>3 404 | NV | **1957** Norderwerft Koser & Meyer —Hamburg (823)<br>95,41 12,86 6,027<br>85,63 12,81 7,60<br>P 17,7 B 10,1 F 10,1 2 dks<br>RW rf 76 | **M General Cargo** CSD<br>2 Ho ER<br>G.4 955 B.4 559<br>4 Ha (stl) (each 9,7 × 5,4) ER<br>8W Der 1(25) 2(10) 6(5) | Oil 4SA 10Cy. 385 × 580<br>1 800bhp (1 324kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 80kW 1 × 57kW 1 × 30kW 220V d.c.<br>Fuel 198,0t-6,0pd 12,5kn |
| 5344906<br>H3MR<br>6149<br>-75A<br>Df Esd<br>Gc Rdr<br>RTv | **CRYSTAL**<br>ex Sealord II-79 ex Stamoleon-74<br>ex Navishipper-73<br>ex Northern Venture-71<br>ex Sunheim-70<br>**Fersalina S.A.**<br>Panama Panama | **9 997**<br>4 646<br>15 495 | AB (NV) | **1958** J. L. Thompson & Sons Ltd.—North Sands, Sunderland (687)<br>148,72 18,98 9,373<br>139,60 18,90 12,81<br>P 31,4 RFD 22,3 1 dk<br>RW rf 89 | **M General Cargo**<br>5 Ho ER<br>G.17 438 B.17 056<br>5 Ha (stl) (14,6 12,8 12,8 14,6 12,8 × 9,1) ER<br>4W Der 3(4) 2(1) | Oil 2SA 4Cy. 700 × 2320<br>4 900bhp (3 604kW) Doxford<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>Gen 3 × 150kW 220V d.c.<br>Fuel 1 369,5t (d.o.) 13kn |
| 7933799<br>WYC9<br>497<br>605452 | **CRYSTAL ANN**<br>**John W. Vona**<br>Philadelphia, Pa United States of America | **174**<br>118<br>— | | **1979** Gulf Coast Marine Builders Inc. —Bayou la Batre, Al<br>*23,57* 7,32<br>3,81<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 16Cy. 146 × 146<br>900bhp (662kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A |
| 7326867<br>3FTA<br>3867-73B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRYSTAL CHERRY**<br>**Minerva Navigation Inc.**<br>Panama Panama | **18 188**<br>12 404<br>29 680 | NK | **1973** Usuki Tekkosho—Saiki (1162)<br>179,86 26,85 9,907<br>170,03 26,80 14,00<br>F 12,2 1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 43 187 HeCls. B | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 167,0t (d.o.) 2 091,0t (hvf)-38,0pd<br>15,5kn |
| 6614059<br>6NEW<br>BS-A-877<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRYSTAL DAHLIA**<br>ex Shinsei Maru-72<br>**Nam Yang Sa Co. Ltd.**<br>Busan South Korea | **1 903**<br>948<br>2 118 | KR (NK) | **1966** Usuki Tekkosho—Saiki (1053)<br>82,00 13,01 5,309<br>75,44 12,98 6,51<br>P 4,6 B 12,8 F 47,9 2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.2 729<br>2 Ha (2,4 × 2,9) (2,4 × 4,5) ER<br>Der 2(3) 2(2) | 2 Vee Oil 4SA each 12Cy. 220 × 300 geared to sc. shaft<br>2 700bhp (1 986kW)<br>Kawasaki Dockyard Co. Ltd. Akashi<br>Gen 1 × 224kW 1 × 240kW 445V a.c.<br>Fuel 746,0t 12,5kn |
| 8110605<br>FUKQ | **CRYSTAL FISH**<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Reunion (French) | **498**<br>—<br>1 329 | BV (Class cont.) | **1982** Breheret Ets.—Ingrandes (1256)<br>45,01 3,764<br>40,80 10,01 4,42<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 300 × 450<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 254kW 1 × 240kW 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 198,5t (d.o.)-10,0pd 13kn |

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| 7933488<br><br>610548 | **CRYSTAL GAYLE**<br><br>**Crystal Gayle Inc.**<br>Mobile, Al United States of America | **129**<br>88<br>— | | **1979** Bayou Marine Builders Inc.—Bayou la Batre (5)<br>*23,75* 6,76<br>3,56<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 8141500<br>D8MM<br>8M11<br>477<br>Df Esd<br>Gc Rdr<br>RT | **CRYSTAL No. 1**<br>ex Queen Dragon-80<br>ex Hanasakisan Maru-77<br>**Jung Keum Shipping Co. Ltd.**<br>Busan South Korea | **993**<br>506<br>1 618 | KR (NK) | **1962** Shioyama Dockyard Co. Ltd.—Osaka (274)<br>67,82 10,67 4,801<br>62,01 10,61 5,39<br>P 17,7 F 8,6 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.2 014 B.1 881<br>2 Ha (14,6 15,6 × 5,1) ER<br>4W Der 4(5) | Oil 4SA 6Cy. 400 × 570<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Shimizu<br>Gen 2 × 24kW 445V a.c.<br>Fuel 80,5t-4,5pd 10,5kn |
| 5082716<br>GHXM<br>303285<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRYSTAL PALACE**<br><br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **410**<br>146<br>— | ✠**100A1** SS 3/81<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°N & the coast of Europe<br>✠**LMC**<br>EL (g) 1 3/16"<br>FN 540 | **1962**-1 Goole SB. & Repairing Co. Ltd. —Goole (529)<br>*42,65* 8,64 3,587<br>41,84 8,54 4,35<br>F 8,6<br>RW rf 381 BK 178 conv Side Trawler Fishing 81<br>4BH WB19t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 381 × 457<br>1 120bhp (824kW)<br>Mirrlees, Bickerton & Day Stockport |
| 7310014<br>3FHK<br>3374<br>-73A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRYSTAL REED**<br><br>**Crystal Magnolia Inc.**<br>Panama Panama | **11 526**<br>7 545<br>17 918 | NK | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu (1055)<br>155,05(BB) 22,84 9,221<br>144,99 22,80 12,65<br>P 29,3 F 13,5 1 dk | **M Bulk Carrier**<br>Mchy.aft<br><br>G.22 326 B.21 473<br>4 Ha (17,9 18,7 18,7 19,5 × 10,5)<br>Cr 4(8) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 1 599,5t-35,5pd 14,75kn |
| 8025965<br><br><br>Esd Pfd<br>Rdr RT | **CRYSTAL RIVER**<br><br>**Roy Jones & A. Robinson**<br>Belfast United Kingdom | **103**<br>46<br>— | | **1981** Campbeltown Shipyard Ltd. —Campbeltown (054)<br>21,26 6,71 2,501<br>19,23 3,46<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 165 × 184 reverse reduction geared to sc. shaft<br>495bhp (364kW)<br>GEC Diesels Ltd. Kelvin Marine Div. Glasgow<br>10kn |
| 8106599<br>H9YD<br>10284-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CRYSTAL ROSE**<br><br>**Showa Leasing (Panama) S.A.**<br>Showa Leasing Co. Ltd.<br>Panama Panama | **1 997**<br>1 332<br>4 747 | NK | **1981** Tokushima Zosen Sangyo K.K. —Komatsujima (1467)<br>84,51 15,52 6,727<br>78,01 15,51 7,12<br>2 dks | **M General Cargo**<br><br><br>G.6 629 B.5 817<br>2 Ha (stl) (12,9 24,9 × 10,9) ER<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW a.c.<br>11,25kn |
| 7315210<br><br><br>Esd Rdr<br>RT | **CRYSTAL SEA II**<br><br>**James Manson**<br>United Kingdom | **146**<br>60<br>— | | **1973** Scheepswerf De Amstel—Ouderkerk (343)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy.<br>750bhp (552kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley |
| 7701378<br>D5TG<br>6622<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CRYSTAL STAR**<br><br>**Vivid Transport Inc.**<br>Monrovia Liberia | **11 889**<br>8 157<br>19 610 | NK | **1979** Kyokuyo Zosen Tekko K.K.—Chofu (295)<br>158,53(BB) 22,43 9,519<br>148,01 22,22 13,31<br>P - F - 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.25 040 B.23 452 HeCls. ptB<br>4 Ha (15,3 × 11,2) (19,5 19,5 19,5 × 12,8) ER<br>Der 4(25) | Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 720kW a.c.<br>Fuel 173,0t (d.o.) 1 326,0t (hvf)-33,0pd<br>14,5kn |
| 8214669<br>8LVF<br>125509<br>Df Esd<br>Gc Rdr<br>RT | **CRYSTAL TOYO**<br><br>**Yano Kaiun K.K.**<br>Japan | **1 505**<br>—<br>3 979 | NK | **1982** Kurinoura Dock K.K.—Yawatahama (176)<br>6,057<br>80,02 14,00 6,30<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.5 847 B.5 210<br>2 Ha (stl) ER | Oil 4SA 6Cy. 350 × 700<br>2 400bhp (1 765kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 6802101<br><br><br>Rdr RT | **CRYSTAL VICTORY**<br>ex Propane Maru No. 8-80<br>ex Propane Maru No. 3-79<br>**Del Marine Services Ltd.**<br>Lagos Nigeria | **853**<br>485<br>731 | NK | **1967** Taguma Zosen—Innoshima (57)<br>58,32 10,04 4,060<br>52,99 10,01 4,70<br>P 14,1 F 8,0 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta cyl horizontal ER<br>L.(gas) 1 070 | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 60kW 440V a.c.<br>Fuel 38,5t-3,0pd 10kn |
| 7629154<br><br>374341<br>Esd Rdr<br>RT | **CRYSTAL VOYAGER**<br><br>**Maximus No. III Pty. Ltd.**<br>Australia | **231**<br>157<br>125 | AB | **1976** Nowra Engineering Pty. Ltd.—Nowra, N.S.W. (1)<br>24,69<br>23,22 7,78 3,74<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>H. Callesen & Co. Aabenraa<br>11kn |
| 6907365<br>C6L2002<br>332538<br>RT | **CRYSTAL WATERS**<br><br>**V. T. Pinder**<br>Nassau Bahamas | **149**<br>94<br>— | | **1968** Benny Sawyer—Cherokee Sound, Gt. Abaco Id.<br>*28,05* 6,71<br>... ... ...<br>1 dk | **Wood TM Fishing**<br>Side-fishing | 2 Oil 4SA each 6Cy. 146 × 203<br>440bhp (324kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 8114261<br>3EAT<br>1228<br>8-81<br>Df Esd<br>Gc Rdr<br>RT | **CRYSTAL I**<br><br>**Bonanza Line S.A.**<br>Panama Panama | **1 574**<br>1 152<br>3 728 | NK | **1981** Kochi Jukogyo (Eiho Zosen) K.K. —Kochi (1463)<br>84,51 15,52 5,909<br>78,01 15,51 7,12<br>2 dks | **M General Cargo**<br><br><br>G.7 164 B.6 630<br>2 Ha (stl) (10,5 24,9 × 10,9) ER<br>Der 2(15) 1(10) | Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW a.c.<br>11kn |
| 5278767<br><br>321849<br>Df Esd<br>Pfd Rdr<br>RTm | **CRYSTAL I**<br>ex Ughelli-75 ex Pinta-71<br>**Z. M. Abule**<br>Riverway Enterprises Ltd.<br>Lagos Nigeria | **858**<br>371<br>830 | | **1950** At. Aug. Normand—Le Havre (CT801)<br>63,51 9,30 4,141<br>9,25 5,59<br>P 23,8 F 7,7 1 dk<br>RW | **M General Cargo**<br>Ref.<br>4 Ho 5,3 6,1 9,1 9,6 ER<br>G.353 B.219 In.903<br>2 Ha (stl) (4,8 × 3,9) (11,1 × 4,5) ER<br>6W Der 6(4,75) | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW) E made49 fitted59<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 60kW 220V d.c.<br>Directional propeller<br>Fuel 60,0t (d.o.) 10kn |

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| **7042980**<br>Esd RT | **CSF 7**<br>**Continental Seafoods Inc.** | **112**<br>76<br>— | | **1969** Rockport Yacht & Supply Co.<br>—Rockport, Tx<br>... ... ...<br>19,82 6,66 3,28<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 8Cy. 137 × 152<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7043001**<br>Esd RT | **CSF 9**<br>**Continental Seafoods Inc.** | **112**<br>76<br>— | | **1969** Rockport Yacht & Supply Co.<br>—Rockport, Tx<br>... ... ...<br>19,82 6,66 3,28<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 8Cy. 137 × 152<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7641449**<br>Esd RT | **CSF 10**<br>**Continental Seafoods Inc.** | **112**<br>76<br>— | | **1969** Rockport Yacht & Supply Co.<br>—Rockport, Tx<br>... ... ...<br>19,82 6,63 3,26<br>1 dk | **M Fishing**<br>Side-fishing Ref | Oil<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7323853**<br>WZH9<br>602<br>541974 | **CSI 1**<br>**Completion Services Inc.**<br>Houma, La United States of America | **138**<br>94<br>— | | **1972** D.H. & D. Ironworks Inc.—Larose, La<br>*22,07* 7,93 —<br>7,88 1,88<br>1 dk | **M Supply Launch** | Oil<br>800bhp (588kW)<br>..............<br>Fuel (d.o.) |
| **7804845**<br>10241 | **CSI-1 SADAF**<br>**Dow Chemicals (Iran)**<br>Khorramshahr Iran | **257**<br>236<br>102 | ✠A1<br>inland waterways barge<br>Propylene Glycol SG up to 1.12<br>EL 40,0/19,0U1<br>FN 361 | **1978**-12 Shenaveh Marine Construction<br>—Khorramshar (CHB-500-2)<br>30,03 9,05<br>30,00 9,01 3,00<br>1 dk<br>rf nil<br>4BH WB35T | **Tank Barge**<br>Chemical | Gen 1 × 5kW 380/220V 50Hz a.c. |
| **7804833**<br>10239 | **CSI-2 FANOUS**<br>**Dow Chemicals (Iran)**<br>Khorramshahr Iran | **257**<br>236<br>101 | ✠A1<br>inland waterways barge<br>Perchloroethylene (partial filling) and ethylene glycol SG up to 1.12<br>EL 40,0/19,0U1<br>FN 361 | **1978**-12 Shenaveh Marine Construction<br>—Khorramshar (CHB500-1)<br>30,03 9,05<br>30,00 9,01 3,00<br>1 dk<br>rf nil<br>4BH WB35T | **Tank Barge**<br>Chemical | Gen 1 × 5kW 380/220V 50Hz a.c. |
| **7509330**<br>HAAC<br>Df Esd<br>Gc Rdr<br>RT | **CSOKONAI**<br>**Hungarian Shipping Co. Ltd.**<br>**(Magyar Hajozasi R.T.)**<br>**(MAHART)**<br>Budapest Hungary | **5 345**<br>2 707<br>8 499<br>**8 149**<br>4 465<br>11 829 | PR | **1976** Stocznia Szczecinska im. A. Warskiego—Szczecin (B474/01)<br>145,37 18,85 —/9,081<br>135,79 11,71<br>B 44,5 F 14,7 1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>Ice strengthened<br>5 Ho 17,6 19,2 20,0 7,4DTp.c.s 10,3 ER 22,3 6 TwD<br>G.13 044 B.12 523 In.1 366 L.966<br>TEU 54 C. 54/20'<br>6 Ha (stl) (9,3 × 7,0) (11,0 11,7 × 9,3) (3,8 4,5 × 7,1) ER (12,2 × 9,0)<br>18W Der 16(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 220/380V 50Hz a.c.<br>Fuel 211,5t (d.o.) 966,5t (hvf) 18,5kn |
| **7915840**<br>EINQ<br>401963<br>Df Esd<br>Gc Rdr<br>RT | **CU NA MARA**<br>**Midland Montague Leasing (U.K.) Ltd.**<br>Dublin Irish Republic | **329**<br>224<br>— | AB | **1980** Boeing Marine Systems—Seattle, Wa (0015)<br>30,10 9,50 1,505/5,301<br>23,93 8,54 2,60<br>2 dks | **Aluminium Alloy TGT Hydrofoil Ferry**<br>257dk P<br>Mchy.aft | 2 Gas Turb 7 600shp (5 590kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 50kW 440V a.c.<br>2 Water jet propulsion units<br>Thw. thrust propeller fwd<br>43kn |
| **6708551**<br>XCCT<br>Df Esd<br>Gc Rdr | **CUAUHTEMOC**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Tampico Mexico | **10 086**<br>5 725<br>17 482 | **✠100A1** SS 2/76<br>oil tanker<br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4549 | **1967**-3 Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (1955)<br>144,79(BB) 21,34 9,322<br>137,47 21,30 11,79<br>P 37,2 F 20,8 1 dk<br>rf nil<br>13BH WB562t | **M Tanker**<br>Mchy.aft<br>24 Ta<br>L.(oil) 19 644 | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 WTAuxB 270lbf/in$^2$ (18,7bar) Spt 230,0°C 234lbf/in$^2$ (16,2bar)<br>Gen 2 × 370kW 440V 60Hz a.c.<br>Fuel 133,0t (d.o.) 1 601,5t (hvf) |
| **8107505** | **CUAUHTEMOC**<br>**Government of Mexico (Secretaria de Marina)**<br>Mexico | **1 400**<br>—<br>370 | GL (Class cont.) | **1982** Ast. y Talleres Celaya S.A.—Bilbao (187)<br>76,56 4,801<br>64,37 12,01 7,37<br>1 dk | **Aux M Training Vessel**<br>Schooner | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7208338**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUAUHTEMOC**<br>**Atun Mexicanos S.C.L.**<br>Ensenada Mexico | **1 129**<br>338<br>— | (AB) | **1972** Maritima del Musel S.A.—Gijon (147)<br>52,02 11,33 5,195<br>45,01 11,29 7,70<br>1 dk<br>BK 76 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW) MWM<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 2 × 280kW 1 × 104kW |
| **7940780**<br>Df RT | **CUAUHTEMOC I**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>54<br>— | AB | **1976** Ast. Monarca—Guaymas (568)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| **7940742**<br>Df RT | **CUAUHTEMOC II**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | **104**<br>53<br>— | AB | **1976** Ast. Monarca—Guaymas (578)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 216 × 216 reverse reduction geared to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc. U.S.A<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |

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|---|---|---|---|---|---|---|
| 5082766<br>CLCU<br>Df Esd<br>Gc Rdr<br>RT | **CUBA**<br>ex Artsyz-62<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **3 359**<br>1 550<br>4 511 | | **1961** Rauma-Repola Oy—Rauma/Raumo (121)<br>105,11 14,81 6,224<br>96,93 14,76 7,01<br>1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>L.(oil) 5 286<br>1 Ha (2,4 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>13,5kn |
| 5082780<br>WSJZ<br>246102<br>Df Esd<br>Gc | **CUBA VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 621<br>10 852 | AB | **1944** Permanente (Shipyard No. 1) —Richmond, Ca (V530)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 17kn |
| 7369663<br>Df Esd<br>Gc Rdr<br>RT | **CUBANACAN**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>Habana Cuba | **814**<br>427<br>899 | | **1975** Ast. Picsa S.A.—Callao (389)<br>51,49 11,03<br>46,92 10,65<br>2 dks | **M Fishing**<br>Side-fishing Ref | Oil 4SA 9Cy.<br>1 910bhp (1 405kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7825849<br>H05158<br>Esd RT | **CUBAYA**<br>**Banco Nacional de Panama**<br>Balboa, C.Z. Panama | **141**<br>—<br>110 | | **1979** Ast. Picsa S.A.—Callao (425)<br>21,72 6,91<br>19,54 6,71 2,75<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6606961<br>COLJ<br>Df Esd<br>Gc Rdr<br>RTm | **CUBERA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>670 | BV | **1966** S.A. Juliana Const. Gijonesa—Gijon (152)<br>55,25 9,02 3,747<br>49,61 9,01 4,25<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>3 Ho ER<br>In.500<br>3 Ha (each 1,7 × 1,6) ER<br>4W Der 4(1) | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 298,5t (d.o.) 15kn |
| 8008163<br>Esd RT | **CUDAREBO**<br>**Bestuurscollege van het Ellandgebled Aruba**<br>Oranjestad Netherlands Antilles | **161**<br>—<br>— | ✠**100A1**<br>tug<br>Caribbean sea service<br>**LMC**<br>EL (F) 247,5/19,0U2<br>FN 273 | **1980**-9 Scheepswerf Ton Bodewes B.V. —Franeker (F76)<br>26,19 8,06 3,444<br>22,92 7,82 4,07<br>RFD 12,2 1 dk<br>BK 51<br>3BH WBnil | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 220V 50Hz a.c. |
| 7326075<br>EETU<br>2286<br>Df Esd<br>Rdr RT | **CUDILLERO**<br>**Norpesca S.A.**<br>San Sebastian Spain | **492**<br>237<br>335 | GL | **1973** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (87)<br>48,49 9,05 3,887<br>37,67 9,00 4,09<br>2 dks | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 240 × 220<br>1 970bhp (1 449kW) E made73 fitted—<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 1 × 524kW 380/220V a.c.<br>13,25kn |
| 6423383<br>ZGOX<br>385062<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUERNAVACA**<br>ex Aegean Star-81<br>ex Alpha Transporter-80<br>ex Roro Newfoundland-75<br>ex Apollo Newfoundland-72<br>ex Bess-71<br>**Pisces Navigation Ltd.**<br>Colonial Navigation Inc.<br>Georgetown Cayman Islands (British) | T.Mk<br>**499**<br>280<br>1 041<br>**1 596**<br>1 171<br>2 276 | ✠**100A1** SS 5/79<br>Ice Class 1<br>✠**LMC**<br>EL p $1\frac{7}{16}$"SQ<br>FN 1336 | **1965**-1 Lodose Varv A/B—Lodose (142)<br>75,57 11,74 3,404/5,114<br>69,25 11,71 7,57<br>F 10,4 2 dks<br>rf 102<br>Coll BH to U dk 2 to 2nd dk WB484t | **M General Cargo Vehicles Carrier**<br>Bow door & ramp<br>3 Ho 4,7 17,2 16,3 2 TwD 59,1Lwr 56,6Upr ER<br>G.4 042 B.3 760<br>3 Ha (stl) (10,9 × 6,7) (8,5 × 5,8) (13,9 × 6,7) ER<br>3W Der 3(5) | Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 1 × 52kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 125,0t (hvf) 13kn |
| 7103007<br>YQAS<br>267<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUGIR**<br>**NAVROM**<br>Constantza Romania | **9 557**<br>2 971<br>12 500 | RNR | **1971** Santierul Naval Galatz—Galatz<br>148,72 19,77 7,930<br>140,75 19,72 10,72<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>5 Ho each 15,1 ER<br>G.7 773<br>5 Ha (stl) (each 15,0 × 9,9) ER | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 814,5t (hvf) 12,5kn |
| 6414150<br>315818<br>RTh | **CULPEPPER**<br>**Government of Barbados (Port Department)**<br>Bridgetown Barbados | **148**<br>70<br>— | AB | **1964** Equitable Equipment Co. —Madisonville, La (1304)<br>25,91 7,55 2,439<br>23,78 7,32 3,08<br>1 dk<br>BK 38 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5082883<br>MFQE<br>300059<br>Rdr RT | **CULTRA**<br>**Cory Ship Towage (N.I.) Ltd.**<br>Cory Ship Towage Ltd.<br>Belfast United Kingdom | **202**<br>—<br>— | ✠**100A1** SS 11/78<br>tug<br>for service U.K. Eire and between River Elbe and Brest<br>✠**LMC**<br>EL (c)<br>FN 356 | **1962**-8 T. Mitchison Ltd.—Gateshead (526)<br>32,54 8,44<br>29,24 8,08 4,09<br>rf 483 BK 51<br>4BH WB18t | **M Tug** | Oil 2SA 6Cy. 340 × 570<br>Polar<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller |
| 5082895<br>186504<br>RTv | **CULVER**<br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kingdom | **248**<br>0<br>417 | ✠Classed LR until 17/3/72 | **1956**-7 J. I. Thornycroft & Co. Ltd. —Southampton (4164)<br>34,14 9,02 2,972<br>30,48 8,23 4,04<br>rf 533 | **TM Tug** | 2 Oil 2SA each 6Cy. 267 × 343 sr geared to sc. shafts<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 40kW 1 × 25kW 220V d.c.<br>Fuel 30,5t (d.o.) |
| 7398602<br>IVID<br>1185<br>Rdr RTm | **CUMA**<br>ex Capri-78<br>ex Michelangelo Ischia-75<br>**Societa Campania Regionale Marittima S.p.A. (CA.RE.MAR.)**<br>Napoli Italy | **496**<br>273<br>1 016 | RI | **1974** C.N. "Visentini" di Visentini Francesco & C.—Donada (87)<br>65,84 (BB) 12,98 2,237<br>60,64 11,69 3,00<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo 500dk P<br>Mchy.aft | 2 Oil each 8Cy. 120 × 450<br>3 200bhp (2 354kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Fuel 71,0t (d.o.) 16kn |

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| **6707844**<br><br>307312<br>RTm/h | **CUMA**<br><br>**University of Liverpool**<br>Castletown Isle of Man (British) | **53**<br>—<br>— | ✠**A1**<br>fishing vessel<br>St. George's Channel, Irish Sea & North Channel service, with occasional voyages to Outer Hebrides, April to October<br>✠**LMC** | SS 6/79<br><br>EL (a) $\frac{1}{2}$"<br>FN 149 | **1967**-4 J. Samuel White & Co. (Scotland) Ltd.—Cockenzie<br>19,66 5,95 2,198<br>17,53 5,69 2,77<br>1 dk<br>rf 826 BK 406<br>3BH | **Wood M Research**<br>Biological | Oil 4SA 8Cy. 140 × 197 sr geared to sc shaft<br>200bhp (147kW)<br>L. Gardner & Sons Ltd. Manch<br>Gen 1 × 8kW 230V 50Hz a.c.<br>2 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 9 |
| **7508697**<br>GVIZ<br>377225<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUMBRIA SERVICE**<br>ex Cumbria Shore-80<br>**Zapata Offshore Services Ltd.**<br>Offshore Marine Ltd.<br>London United Kingdom | **1 285**<br>607<br>1 865 | ✠**100A1**<br><br>✠**LMC** | SS 3/82<br><br>EL N $1\frac{5}{16}$"U2<br>FN 1151 | **1977**-3 Appledore Shipbuilders Ltd. —Appledore (A.S.114)<br>64,45 13,64 5,271<br>59,44 13,25 6,10<br>F 20,5 1 dk<br>rf 381<br>6BH WB751t | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 16Cy. 222 × 292 revers reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stam<br>Gen 1 × 250kW 2 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 772,0t (d.o.) 14 |
| **6607410**<br>3DQJ<br><br>RTv | **CUMU**<br>ex Eagar-79<br>**South Seas Towage Ltd.**<br>Suva Fiji | **232**<br>—<br>— | ✠**A1**<br>tug<br>Fiji Island service<br>✠**LMC** | CS 11/81<br><br>EL (c)<br>FN 364 | **1966**-9 Adelaide Ship Cons. Pty. Ltd. —Adelaide (29)<br>31,86 8,54 4,141<br>28,96 8,08 4,47<br>1 dk<br>rf 1295 Box K 330<br>4BH WB62t | **M Tug** | Oil 2SA 6Cy. 340 × 570 reverse reducti geared to sc. shaft<br>✠ E made58 fitted66<br>N.S.W. Govt. Eng. & SB. U'tkng. (State Dkyd.) Newcastle, NS<br>Gen 2 × 75kW 240/415V 50Hz a.c.<br>Fuel 29,0t (d.o.) 10 |
| **5402863**<br>PBVQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CUMULUS**<br><br>**Government of The Kingdom of The Netherlands (Meteorological Institute - Ministry of Transport & Public Works)**<br>'s Gravenhage Netherlands | **1 974**<br>357<br>587 | | <br><br>(BV) | **1963** N.V. Scheeps. v.d. Werf—Deest (296)<br>71,10 12,83 4,601<br>61,91 12,50 6,86<br>3 dks | **M Research**<br>Weather | Oil 4SA 6Cy. 390 × 680<br>1 400bhp (1 030kW)<br>N.V. Werkspoor Amsterd<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 12,78 |
| **6600632**<br><br><br>Df RT | **CUNACO I**<br><br>**Sociedad Pesquera Oceanic Ltda.**<br>Iquique Chile | **106**<br>—<br>— | | | **1965** SOCONNUE, Soc. de Constr. Nav. S.A.—Valdivia (10)<br>*21,95* 6,30<br>... ... ... | **M Fishing**<br>Side Trawler | Oil 4SA 4Cy. 220 × 290<br><br>Lister Blackstone Mar. Ltd. Durs |
| **6604157** | **CUNACO II**<br><br>**Sociedad Pesquera Oceanic Ltda.**<br>Iquique Chile | **106**<br>—<br>— | | | **1965** SOCONNUE, Soc. de Constr. Nav. S.A.—Valdivia<br>*22,01* 6,30<br>... ... ... | **M Fishing**<br>Side Trawler | Oil<br><br>Lister Blackstone Mar. Ltd. Durs |
| **7358561**<br>GUNP<br>365129<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUNARD COUNTESS**<br><br>**Cunard Cruise Ships Ltd.**<br>Cunard Line Ltd.<br>Southampton United Kingdom | **17 495**<br>10 096<br>3 230 | ✠**100A1**<br><br>✠**LMC** | CS 7/81<br><br>EL Et $2\frac{3}{16}$"U3<br>FN 5317 | **1975**-5 A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (858)<br>163,56(BB) 22,84 5,823<br>140,01 22,80 15,17<br>B 118,3 4 dks 5th dk clear of mchy. space<br>rf nil<br>13BH WB | **TM Passenger Ship**<br>Troopship 950bth P | 4 Oil 4SA each 7Cy. 500 × 540 reductio geared to sc. shafts<br>21 000bhp (15 447kW)<br>Hitachi Zosen B&<br>2 db 7,5kgf/cm² (7,4bar) Jap<br>2 HWB 7kgf/cm² (6,9bar)<br>Gen 4 × 1280kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd 21,5 |
| **7358573**<br>C6CG<br>365261<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CUNARD PRINCESS**<br>Launched as Cunard Conquest<br>**Cunard Cruise Ships Ltd.**<br>Cunard Line Ltd.<br>Nassau Bahamas | **17 496**<br>10 084<br>2 499 | ✠**100A1**<br><br>✠**LMC** | <br><br>EL Et $2\frac{3}{16}$"U3<br>FN 5317 | Lch.**1974**-12 **1977**-3 A/S Burmeister & Wain's Skibsbyggeri—Kobenhavn (859)<br>163,56(BB) 22,84 5,820<br>140,01 22,80 15,17<br>B 118,3 4 dks, 5th dk clear of mchy. space<br>rf nil<br>13BH WB1060T | **TM Passenger Ship**<br>947bth P | 4 Oil 4SA each 7Cy. 500 × 540 reductio geared to sc. shafts<br>21 000bhp (15 447kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenh<br>2 db 7,5kgf/cm² (7,4bar)<br>2 HWB 10kgf/cm² (9,9bar)<br>Gen 4 × 1280kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 772,5t (o.f.) 374,0t (d.o.) 21,25 |
| **7502253**<br>EHGQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUNCHOSA**<br><br><br>Gijon Spain | **168**<br>83<br>117 | | | **1976** Armon de Navia—Navia (9)<br>30,87 7,37 3,137<br>28,66 7,19 3,69 | **Wood M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 255 × 300 geared to sc. shaft<br>1 225bhp (901kW) Duv<br>Carmelo Unanue Zuma 13 |
| **7946576**<br><br>761 | **CUNDA**<br><br>**Ali Yilmaz ve Ortaklari**<br>Izmir Turkey | **180**<br>110<br>310 | | | **1902** J. & K. Smit's Scheepswerf—Krimpen a/d Ijssel<br>36,71 —<br>5,86 3,10<br>1 dk | **M General Cargo** | Oil<br>500bhp (368kW)<br>CKD Praha Pa |
| **8003400**<br>PKDX<br>KN204<br>Df Esd<br>Gc Rdr<br>RT | **CUNDRIK**<br><br>**Government of The Republic of Indonesia (Ministry of Communications & Transport)**<br>Jakarta Indonesia | **189**<br>45<br>— | | | **1982** Soc. Francaise de Cons. Nav. —Villeneuve-la-Garenne (780/4)<br>38,33 6,38 1,782<br>35,49 6,09 4,02<br>1 dk | **TM Search & Rescue Vessel**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 195 × 180 reverse reduction geared to sc. shafts<br>4 400bhp (3 236kW) Al<br>Soc. Alsacienne de Const. Mec. de Mulhouse Mulho 25 |

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| 830350<br>CSCC<br>1-378<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CUNENE**<br><br>**Companhia Nacional de Navegacao S.a.r.l.**<br>Lisboa Portugal | T.Mk<br>**7 682**<br>4 261<br>12 653<br>**11 557**<br>8 078<br>16 573 | NV<br>✠Classed LR until 9/7/76 | **1969**-11 Stocznia Szczecinska im. A. Warskiego—Szczecin (B441/02)<br>158,40(BB) 21,06 8,421/10,021<br>143,01 21,01 13,37<br>B 32,0 F 14,7 2 dks<br>RW rf nil | **M General Cargo**<br>Ice strengthened<br>5 Ho 20,6 20,0 20,8 20,0 20,0 ER<br>G.23 901 B.21 679<br>TEU 166 C. 166/20'<br>5 Ha (stl) (10,9 13,0 13,0 13,0 13,0 × 8,9) ER<br>14W Der 1(50) 1(25) 10(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>H. Cegielski Poznan<br>Gen 3 × 320kW 1 × 100kW 380V 50Hz a.c.<br>Fuel 1 310,5t (hvf) 15,25kn |
| 7532832<br>Y5LE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CUNEWALDE**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**3 453**<br>1 886<br>5 054<br>**5 744**<br>3 010<br>7 496 | DSRK | **1976** VEB Schiffswerft "Neptun"—Rostock (274)<br>120,61(BB) 17,63 6,389/7,851<br>113,01 17,61 9,91<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref<br>4 Ho 17,1 27,7 27,7 5,9 ER<br>G.8 605 B.8 285 In.560<br>7 Ha (stl) (12,5 × 9,9) (18,5p&s 18,5p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | Oil 2SA 6Cy. 570 × 800<br>5 320bhp (3 913kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 17,5kn |
| 5212608<br>YTCY<br>Df Esd<br>Gc Rdr<br>RT | **CUNSKI**<br>ex Samantha M-75 ex Lottinge-74<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | **4 037**<br>1 984<br>5 995 | ✠**100A1** SS 4/80<br>✠**LMC**<br>EL w 1$\frac{13}{16}$"SQ<br>FN 2602<br>JR | **1956**-7 Wm. Gray & Co. Ltd.—West Hartlepool (1280)<br>116,31 15,63 6,624<br>109,73 15,55 8,16<br>P 27,2 F 11,3 1 dk<br>RW rf 51<br>NS 7BH WB1962t incl. DTm620t | **M General Cargo**<br>4 Ho 18,5 15,0 15,0 18,5 ER<br>G.7 593 B.7 200<br>4 Ha (each 11,6 × 7,3) ER<br>8W Der 8(5) | 2 Oil 2SA each 6Cy. 340 × 570 with sr gearing & hydraulic couplings to sc. shaft<br>2 240bhp (1 648kW)<br>British Polar Engines Ltd. Glasgow<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 80kW 220V d.c.<br>Fuel 305,0t (d.o.) 11,5kn |
| 8030219<br>CXMA<br>Esd Rdr | **CUPESCA TRES**<br><br>**Cupesca S.A.**<br>La Paloma Uruguay | **301**<br>122<br>— | GL | **1981** Factoria Naval de Marin S.A.—Marin (05)<br>33,02 3,801<br>28,50 8,51 6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>870bhp (640kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>10kn |
| 8023400<br>Esd Rdr | **CUPESCA UNO**<br><br>**Cupesca S.A.**<br>La Paloma Uruguay | **301**<br>—<br>— | GL | **1981** Factoria Naval de Marin S.A.—Marin (04)<br>33,02 3,801<br>28,50 8,51 6,08<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>870bhp (640kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>10kn |
| 7005097<br>JAXO<br>107462<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CURACAO MARU**<br><br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Osaka Pref. Japan | **7 298**<br>3 973<br>11 571 | NK | **1970** Mitsubishi Heavy Industries Ltd. —Kobe (1018)<br>155,68 21,85 8,992<br>145,01 21,80 13,80<br>F 23,8 2 dks, pt 3rd dk | **M General Cargo**<br>5 Ho ER<br>G.21 479 B.20 012<br>5 Ha (stl) (7,1 × 6,0) (13,5 × 8,0) (19,2 13,5 × 10,2) (10,4 × 7,0) ER<br>Cr 1(15) 2(10,5) 1(10) Der 1(80) 2(20) 6(6) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 622,5t-39,5pd 18,5kn |
| 5417650<br>Esd Rdr | **CURACAO No. 2**<br>ex Seisho Maru No. 2-67<br>Panama Panama | **125**<br>52<br>— | | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (544)<br>30,89 6,02 2,286<br>27,08 6,00 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>405bhp (298kW)<br>Daihatsu Kogyo Osaka<br>Fuel 40,5t 9,5kn |
| 6729775<br>Esd Rdr | **CURACAO No. 5**<br>ex Seisho Maru No. 5-67<br>Panama Panama | **125**<br>52<br>— | | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu<br>30,89 6,02 2,286<br>27,08 6,00 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>405bhp (298kW)<br>Daihatsu Kogyo Osaka<br>Fuel 40,5t 9,5kn |
| 5082986 | **CURARAY**<br><br>**Government of The Republic of Peru (Ministerio de Marina - Direccion General Economica Marina)**<br>Callao Peru | **144**<br>98<br>— | | **1942** John E. Matton & Son Inc.—Cohoes, NY (278)<br>7,07 3,277<br>25,07 7,01 3,59<br>BK 76 | **M Tug**<br>Mchy.aft | Oil 2SA 6Cy. 355 × 595<br>American Locomotive Co. Auburn, NY |
| 5083021<br>PUQC<br>Df Esd<br>Pfd Rdr<br>RT | **CURITIBA**<br>ex Shetland-59 ex Zealand-54<br>**'Marina' Maritima Nacional Ltda.**<br>Paranagua Brazil | **1 899**<br>928<br>2 400 | (BV)<br>✠Classed LR until 10/69 | **1943**-7 Ailsa SB. Co. Ltd.—Troon (445)<br>80,78 12,30 5,385<br>12,25 5,72<br>RQD 23,5 B 22,6 F 9,5 1 dk Well dk | **S General Cargo**<br>3 Ho<br>G.3 219 B.3 014<br>3 Ha (8,2 9,1 9,3 × 4,8)<br>6W | T 3Cy. 457 737 & 1219 × 914<br>1 000ihp (736kW)<br>Ailsa SB. Co. Ltd. Troon<br>Fuel (o.f.) 10kn |
| 7734571<br>PP2417<br>Df Esd<br>Gc Rdr<br>RT | **CURITIBA**<br><br>**Government of The Federative Republic of Brazil (Departamento Nacional de Portos e Vias Navegaveis)**<br>Maceio Brazil | **244**<br>139<br>— | GL | **1978** INCONAV Industria e Comercio Naval S.A.—Rio de Janeiro (88)<br>28,02 2,952<br>24,72 8,01 3,97<br>1 dk | **TM Tug** | 2 Oil 4SA each 7Cy. 235 × 330 geared to sc. shafts<br>MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 1 × 115kW 220V a.c.<br>12kn |
| 7232975 | **CURL CURL**<br><br>**Government of State of New South Wales (Public Transport Commission - Urban Transit Authority)**<br>*Sydney, N.S.W.* Australia | **140**<br>64<br>65 | ✠**100A1** SS 9/77<br>hydrofoil craft<br>For service in Port Phillip Bay or between Jervis Bay & Port Stephens Bay or in Moreton Bay<br>✠**LMC**<br>EL (A)<br>FN 221<br>(RI) | **1972**-11 Cant. Navali L. Rodriquez —Messina (155)<br>28,91 10,72<br>24,08 5,85 3,31<br>1 dk<br>RW rf 940<br>4BH | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | 2 Vee Oil 4SA each 12Cy. 175 × 205 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW) Maybach<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 16kW 415/240V 50Hz a.c. 2 × 1,25kW 24V 50Hz a.c.<br>32kn |

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| 5083045 | **CURLEW**<br><br>**Karachi Port Trust**<br>Karachi Pakistan | **682**<br>482<br>— | ✠**100A1** SS 2/78<br>Karachi harbour service<br>✠**LMC**<br>EL I<br>FN 915 | **1960**-9 Karachi Shipyard & Eng. Works Ltd.—Karachi (S5)<br>60,79 11,99 3,791<br>56,44 11,63 4,58<br>1 dk<br>RW<br>4BH WB43t | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 285 × 420<br>760bhp (559kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbur<br>Controllable pitch propeller |
| 7100689<br>WA3981<br>243213 | **CURLEW**<br>ex Blow<br>**Curlew Fishing Corp.**<br>Gloucester, Ma United States of America | **156**<br>106<br>— | | **1942** Albert Lemos Inc.—Providence, RI<br>*30,48* 6,53<br>3,76 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>..............<br>Fuel (d.o.) |
| 5269156<br>TPSW<br>1771<br>Df Esd<br>RTm | **CURLINKA**<br>ex Maritxu-76 ex Palma-69<br>**G. Lafitte, R. Bellocq & J. Basurco**<br>Bayonne France | **127**<br>41<br>— | | **1956** Ch. Chauffeteau—Les Sables d'Olonne<br>*23,72* 6,94<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br><br>In.135<br>6 Ha<br>Der 1(1) | Oil 4SA 8Cy. 150 × 180<br>320bhp (235kW)<br>Soc. Surgerienne de Const. Mec. Surgere<br>Gen 2 × 50kW 220/380V 50Hz a.c.<br>Fuel 18,5t (d.o.) 9,75k |
| 7721770<br>EHOO<br><br>Df Esd<br>Rdr RT | **CUROTA**<br><br>**Salvador Neira Perez**<br>La Coruna Spain | **130**<br>38<br>56 | (BV) | **1978** S.A. Balenciaga—Zumaya (292)<br>20,22 6,61 3,315<br>18,01 6,60 4,22<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | 2 Oil 4SA each 6Cy. geared to sc. shaft<br>500bhp (368kW)<br>Hijos de J. Barreras S.A. Spai |
| 7805928<br><br>Esd Rdr<br>RT | **CUROTINA**<br><br>**Salvador Neira Perez**<br>La Coruna Spain | **130**<br>39<br>56 | BV | **1978** S.A. Balenciaga—Zumaya (293)<br>22,51 3,310<br>19,00 6,61 4,20<br>2 dks | **M Fishing**<br>Stern Trawler | 2 Oil 4SA each 6Cy. geared to sc. shaft<br>500bhp (368kW)<br>Hijos de J. Barreras S.A. Spai<br>Fuel 21,5t (d.o.) 9,75k |
| 5083069<br><br>400217<br>Df Esd | **CURRAGHGOUR II**<br><br>**Limerick Harbour Commissioners**<br>Limerick Irish Republic | **457**<br>266<br>435 | ✠**100A1** SS 6/82<br>Eire coasting service<br>✠**LMC**<br>EL q 1$\frac{1}{16}$"SQ<br>FN 561 | **1959**-10 Liffey Dockyard Ltd.—Dublin (179)<br>43,59 9,91 3,068<br>40,85 9,76 3,97<br>B 11,9 1 dk<br>R rf nil<br>4BH WB40t | **M Hopper/Dredger**<br>Grab-dredger Suction Bottom doors<br>1 Ho 13,8 ER<br>Cr 1(15) | 2 Oil with clutch & sr reverse geared to sc. shaft<br>550bhp (405kW)<br>(p) Oil 2SA 4Cy. 180 × 300<br>British Polar Engines Ltd. Glasgow<br>(s) Oil 2SA 6Cy. 180 × 300<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 20kW 220V d.c.<br>Fuel 24,5t (d.o.) 8k |
| 7027447<br>ZGIS<br>384998<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CURRENT EXPRESS**<br>ex Mercandian Express-80<br>ex Caribic-75 ex Kathe Bos-73<br>**Standard Shipping Cayman Islands Ltd.**<br>Georgetown Cayman Islands (British) | T.Mk<br>**1 166**<br>746<br>2 420<br>**2 785**<br>1 943<br>4 490 | GL | **1970** Martin Jansen Schiffswerft u. Mfbk. —Leer (93)<br>100,51 14,08 4,446/6,325<br>90,81 14,00 8,01<br>P 18,0 F 14,1 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,6 31,4 ER<br>G.6 562 B.5 989<br>2 Ha (stl) (each 25,2 × 10,3) ER<br>4W Der 2(20) 2(5) | 2 Oil 4SA each 6Cy. 360 × 450 geared to sc. shaft<br>3 600bhp (2 648kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 160kW 2 × 40kW 380V 50Hz a.c.<br>Fuel 369,0t (d.o.) 14kn |
| 7041039<br>ZGHH<br>384737<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CURRENT TRADER**<br>ex Mercandian Clipper-80<br>ex Dwejra-76 ex Ino-F-75<br>**Current Trader Ltd.**<br>Georgetown Cayman Islands (British) | T.Mk<br>**1 183**<br>748<br>2 440<br>**2 809**<br>1 947<br>4 470 | GL | **1971** Martin Jansen Schiffswerft u. Mfbk. —Leer (95)<br>100,21 14,13 4,446/6,320<br>89,59 14,01 8,01<br>P 18,0 F 14,1 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 34,9 31,7 ER<br>G.6 515 B.5 918<br>2 Ha (stl) (each 25,2 × 10,3) ER<br>4W Der 2(20) 2(5) | 2 Oil 4SA each 6Cy. 360 × 500 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 128kW 2 × 32kW 220/380V 50Hz a.c.<br>Fuel 369,0t (d.o.) 14kn |
| 6504955<br>3EYV<br>1047<br>8-NY<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CURRENT VENTURE**<br>ex Anna Johanne-79<br>ex Martin S-67<br>**Ice Trade Shipping Co. Ltd.**<br>Panama Panama | T.Mk<br>**1 476**<br>653<br>2 992<br>**2 096**<br>1 209<br>3 080 | BV | **1965** Svendborg Skibsvaerft A/S —Svendborg (106)<br>88,55 12,78 4,979/6,179<br>79,89 12,76 7,24<br>P 19,2 B 7,4 F 8,0 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>4 Ho 9,6 10,2 21,5 21,5<br>G.3 858 B.3 645 In.343<br>4 Ha (stl) (7,7 7,7 17,3 17,3 × 6,1)<br>8W Der 1(38) 2(10) 2(7,5) 4(5) | Vee Oil 4SA 10Cy. 385 × 580<br>1 995bhp (1 467kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 120kW 2 × 80kW 220V d.c.<br>Fuel 218,5t (d.o.) 12,5kn |
| 7389338<br>LGCS<br>19068<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CURRO**<br><br>**Jorgen P. Jensen Rederi A/S**<br>Arendal Norway | **65 111**<br>49 532<br>128 358 | NV | **1977** Uddevallavarvet AB—Uddevalla (296)<br>263,71(BB) 40,85 16,769<br>252,36 40,80 22,23<br>1 dk | **M Tanker**<br>SBT IGS<br>4 Ta 8 Wing Ta ER<br>L.(oil) 157 583 HeCls. BC | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Fuel 355,5t (d.o.) 5 080,0t (hvf)-66,0pd 16,5kn |
| 7516759<br>YQEK<br><br>Df Esd<br>Gc Rdr | **CURTEA DE ARGES**<br><br>**NAVROM**<br>Constantza Romania | **8 144**<br>4 409<br>11 742 | RNR | **1976** Stocznia Szczecinska im. A. Warskiego—Szczecin (B478/02)<br>145,09 18,88 9,081<br>135,79 11,71<br>2 dks | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>5 Ho 17,6 19,2 20,2 8,9 ER 23,2<br>G.12 999 B.11 663<br>6 Ha (stl) (9,6 × 7,0) (11,2 11,9 × 9,3) (11,9 × 8,9) (3,7 × 7,0) ER (4,4 × 7,0)<br>18W Der 16(5) 2(3) | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c.<br>Fuel 1 447,0t (hvf) 18kn |
| 7214507<br>VMCC<br>355222<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CURTIS CAPRICORN**<br>ex Clutha Capricorn-77<br>**Holyman Transport Pty. Ltd.**<br>Bulkships Container Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **48 947**<br>29 647<br>85 129 | ✠**100A1** CS 10/77<br>strengthened for ore cargoes Nos. 4 and 6 holds may be empty<br>✠**LMC**<br>EL Rt 3$\frac{5}{16}$"U3<br>FN 12937 | **1972**-10 Whyalla SB. & Eng. Works —Whyalla (53)<br>255,43(BB) 32,39 15,139<br>243,90 32,31 20,73<br>F 19,9 1 dk<br>rf nil<br>12BH WB26636t incl. Comb. side & topside tanks in holds 23998t | **S Bulk Carrier**<br>7 Ho 17,5 32,0 32,0 22,8 32,0 32,0 17,5 ER<br>G.87 666<br>1 Ha (stl) (10,6 × 10,6) 10 Ha (stl) (each 10,6 × 14,3) ER | 2 S Turb dr geared to sc. shaft<br>21 175shp (15 575kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 675lbf/in² (46,6bar) (Spt 850°C 630lbf/in² (43,5bar)) hs2194,8<br>Gen 2 × 1200kW 415V 50Hz a.c.<br>Fuel (o.f.) |

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|---|---|---|---|---|---|---|
| 6921799<br>VLCO<br>332992<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CURTIS OCEANIC**<br>ex Clutha Oceanic-77<br>**Holyman Transport Pty. Ltd.**<br>Bulkships Container Pty. Ltd.<br>*Sydney, N.S.W.* Australia | 32 404<br>15 875<br>56 319 | ✠**100A1** CS 10/79<br>strengthened for ore<br>cargoes<br>✠**LMC**<br>EL Mt 3$\frac{5}{16}$"U2<br>FN 10173 | **1969**-10 Whyalla SB. & Eng. Works<br>—Whyalla (50)<br>229,83(BB) 31,17 12,078<br>216,72 31,09 15,85<br>P 23,5 F 19,2 1 dk<br>rf nil<br>NS 7BH WB34492t | **S Bulk Carrier**<br><br>4 Ho each 39,6 ER<br>G.38 303<br>12 Ha (stl) (each 9,1 × 12,1) ER | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW) General Electric<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>2 WTB 675lbf/in² (46,6bar) Spt 454,5°C<br>616lbf/in² (42,5bar) hs2043,8<br>Gen 2 × 600kW 415V 50Hz a.c.<br>Fuel 2 045,5t (o.f.) 15kn |
| 7301025<br><br>PA-008<br>Rdr RTv | **CUSCATLAN**<br><br>**Comision Ejecutiva Portuaria Autonoma (CEPA)**<br>Acajutla El Salvador | 150<br>84<br>— | ✠**100A1** SS 7/81<br>tug<br>Estuary service<br>✠**LMC**<br>EL (b) $\frac{7}{8}$"U2<br>FN 287 | **1973**-1 Const. Nav. Santodomingo—Vigo<br>(395)<br>27,51 8,34 2,801<br>24,31 7,90 3,89<br>1 dk<br>rf 610<br>5BH | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 159 × 203 sr<br>geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 36kW 220V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 68,0t (d.o.) |
| 7008465<br><br>TM8948<br>Esd Rdr<br>RT | **CUSCO 1**<br>ex Golden Rose XII-76<br>**Rosario de Chincha SCR Ltda.**<br>Tambo de Mora Peru | 310<br>140<br>— | GL | **1969** Ast. Picsa S.A.—Callao (292)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203 reverse<br>reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 110V a.c.<br>12kn |
| 7008477<br><br>TM8949<br>Esd Rdr<br>RT | **CUSCO 2**<br>ex Golden Rose XIII-75<br>**Solmar SCR Ltda.**<br>Tambo de Mora Peru | 310<br>140<br>— | GL | **1969** Ast. Picsa S.A.—Callao (293)<br>35,08 8,03<br>8,01 3,84 | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 110V a.c.<br>12kn |
| 7015602<br><br>TM8950<br>Esd Rdr<br>RT | **CUSCO 3**<br>ex Golden Rose XIV-76<br>**Pesquera Polo Norte S.r. Ltda.**<br>Tambo de Mora Peru | 310<br>140<br>— | GL | **1970** Ast. Picsa S.A.—Callao (311)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203 reverse<br>reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 110V a.c.<br>12kn |
| 7103605<br><br>TM7978<br>Esd Rdr<br>RT | **CUSCO 4**<br>ex Golden Rose XV-76<br>**Reohada Octavia SCR Ltda.**<br>Tambo de Mora Peru | 310<br>140<br>— | (GL) | **1971** Ast. Picsa S.A.—Callao (351)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW 220V a.c.<br>12kn |
| 7103617<br><br>TM7979<br>Esd Rdr<br>RT | **CUSCO 5**<br>ex Golden Rose XVI-76<br>**Pesquera Milagros S.r.l.**<br>Tambo de Mora Peru | 310<br>140<br>— | GL | **1971** Ast. Picsa S.A.—Callao (352)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203 reverse<br>reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW 220V a.c.<br>12kn |
| 7031797<br><br>PS9015<br>Esd Rdr<br>RT | **CUSCO 6**<br>ex Beethoven-76<br>**Pesquera Dona Alina SCR Ltda.**<br>Pisco Peru | 310<br>140<br>— | GL | **1970** Ast. Picsa S.A.—Callao (322)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW 220V a.c.<br>12kn |
| 7031814<br><br>PS9014<br>Esd Rdr<br>RT | **CUSCO 7**<br>ex Chopin-76<br>**Pesquera Dona Lita Ltda.**<br>Pisco Peru | 310<br>140<br>— | (GL) | **1970** Ast. Picsa S.A.—Callao (323)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW 220V a.c.<br>12kn |
| 7103629<br><br>TM8098<br>Esd Rdr<br>RT | **CUSCO 8**<br>ex Golden Rose XVII-75<br>**Pesquera Polo Norte S.r. Ltda.**<br>Tambo de Mora Peru | 310<br>140<br>— | GL | **1971** Ast. Picsa S.A.—Callao (353)<br>35,08 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 30kW 220V a.c.<br>12kn |
| 7120902<br><br>Esd Rdr<br>RT | **CUSCO 9**<br>ex Helland X-75<br>**Pesquera Flamenco S.R. Ltda.**<br>Tambo de Mora Peru | 314<br>170<br>575 | BV GL | **1971** Ast. Gumar S.A.—Callao (15)<br>35,97 7,75<br>7,70 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br><br>1 Ha (2,9 × 3,8) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 9,5kW 380/220V a.c.<br>Fuel 17,5t (d.o.) 11kn |
| 7212004<br><br>Esd Gc<br>Pfd RT | **CUSCO 10**<br>ex Raquel-75<br>**Pesquera Carmen S.R. Ltda.**<br>Pisco Peru | 273<br>114<br>142 | GL | **1972** Inversiones Navales S.A. (INSA)<br>—Callao<br>31,63 7,65 3,633<br>7,62 4,22<br>F 6,1 1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br><br>2 Ha (w) (1,3 1,3 × 2,7) ER | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 19,25kW 220V a.c.<br>Fuel 17,5t (d.o.) 11kn |
| 7901019<br><br>S-759<br>Df Esd<br>Gc Rdr<br>RT | **CUSTOMS No. 1001**<br><br>**Government of The Kingdom of Thailand (Customs Department)**<br>Bangkok Thailand | 140<br>90<br>60 | | **1979** Yokohama Yacht Co. Ltd.<br>—Yokohama (759)<br>2,001<br>33,02 6,01 3,03<br>1 dk | **TM Launch** | 2 Vee Oil 4SA each 12Cy. 165 × 155<br>2 860bhp (2 104kW)<br>M.T.U. Friedrichshafen West Germany |
| 7416648<br><br>Esd Gc<br>Rdr | **CUSTOMS No. 1201**<br><br>**Government of The Kingdom of Thailand (Customs Department)**<br>Bangkok Thailand | 200<br>—<br>— | | **1975** Yokohama Yacht Co. Ltd.<br>—Yokohama (705)<br>37,01 2,185<br>6,48 3,48<br>1 dk | **TM Patrol Launch** | 4 Vee Oil 4SA each 12Cy. 175 × 104<br>4 400bhp (3 236kW) Benz<br>Ikegai Tekkosho Japan |
| 6514211<br>ZSTV<br>350434<br>Df Esd<br>Gc Rdr<br>RT | **CUSTOS**<br>ex Gillian Gaggins-77<br>**Government of The Republic of South Africa (Department of Agriculture & Fisheries - Sea Fisheries Institute)**<br>Cape Town/ Kaapstad South Africa | 794<br>394<br>1 199 | ✠**100A1** SS 8/78<br>fishing vessel<br>✠**LMC**<br>EL i<br>FN 703 | **1965**-10 Barens SB. & Eng. Corp. Ltd.<br>—Durban (17)<br>49,54 9,94 3,506<br>42,68 9,91 6,56<br>2 dks<br>rf 305 BK 102 conv Side-fishing Ref Factory Fishing 77<br>3BH | **M Fishery Patrol Vessel**<br>Ref<br>Mchy.aft<br>In.411<br>Cr 1(3) 2(1,5) | Vee Oil 4SA 8Cy. 225 × 300 with flexible<br>couplings & sr geared to sc. shaft<br>1 348bhp (992kW) ✠ NE 2/82<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>13,25kn |

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|---|---|---|---|---|---|---|
| 6920238<br>GZRX<br>337835<br>Rdr RTv | **CUTHRED**<br><br>**Sealink U.K. Ltd.**<br>London United Kingdom | **704**<br>357<br>155 | | **1969** Richards (Shipbuilders) Ltd.<br>—Lowestoft (498)<br>59,77 15,73 1,982<br>54,87 15,24 3,43<br>B 22,0 1 dk<br>rf 152 | **M RoRo Cargo/Ferry**<br>400dk P<br>Bow & stern ramps<br>Mchy.fwd & aft | 2 Oil 4SA each 8Cy. 178 × 197<br>756bhp (556kW)<br>English Electric Diesels Ltd. Paxman Eng. Div. Colchester<br>Gen 2 × 70kW 230V a.c.<br>1 Directional propeller aft, 1 fwd<br>Fuel 10,0t (d.o.) 10kn |
| 6924894<br>OPUN<br>518<br>Esd Pfd<br>Rdr<br>RTm/v | **CUTTY SARK**<br><br>**Versluys-Vermote**<br>Oostende Belgium | **125**<br>45<br>— | | **1969** Schps. van Langerbrugge<br>—Gent/Gand (9930)<br>28,12 6,74 3,506<br>24,01 6,71 3,41<br>1 dk<br>BK 127 | **M Fishing**<br>Side Trawler Ref<br><br>In.70 | Oil 4SA 6Cy. 240 × 260<br>530bhp (390kW)<br>Kromhout Motorenfabrik Amsterdam<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) 10kn |
| 7223730<br>WYZ4<br>639<br>533254 | **CUTTY SARK**<br><br>**Joe Barrera**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,15<br>3,46<br>1 dk | **M Fishing** | Oil<br>370bhp (272kW)<br>............<br>Fuel (d.o.) |
| 5083174<br>XVGQ<br><br>RTm/h | **CUU LONG**<br>ex Rene Nicolau-56 ex Bane<br><br>Ho Chi Minh City Vietnam | **493**<br>238<br>859 | | **1943** Sturgeon Bay SB. & D.D. Co.<br>—Sturgeon Bay, Wi (139)<br>48,34 10,01 3,074<br>45,22<br>1 dk | **TM General Cargo**<br>12P<br>2 Ho 6,0 9,9 ER<br>Cr 1(7) 1(3) | 2 Oil 4SA each 8Cy. 215 × 265<br><br>National Supply Co. Springfield, Oh<br>Gen 1 × 50kW 110V d.c. |
| 6420496<br>XVXA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CUU LONG I**<br>ex Grenanger-75<br>**Vietnam Ocean Shipping Co.**<br>Haiphong Vietnam | **12 698**<br>7 318<br>21 174 | NV | **1964** Eriksbergs M/V A/B—Goteborg<br>(579)<br>170,67 21,92 9,735<br>162,06 21,75 12,27<br>P 41,2 B 14,1 F 22,9 1 dk<br>rf 51 | **M Tanker**<br><br>35 Ta ER<br>L.(oil) 25 720 HeCls. BC<br>Der 2(7,5) 3(5) 5(3) 4(1,5) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 300kW 2 × 280kW 440V 60Hz a.c.<br>Fuel 1 503,5t (hvf)-29,5pd 15kn |
| 6411079<br>XVXB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CUU LONG II**<br>ex Austanger-75<br>**Vietnam Ocean Shipping Co.**<br>Haiphong Vietnam | **12 699**<br>7 321<br>21 174 | NV | **1964** Eriksbergs M/V A/B—Goteborg<br>(578)<br>170,67 21,92 9,729<br>162,06 21,87 12,27<br>P 41,2 B 14,1 F 22,9 1 dk<br>rf 51 | **M Tanker**<br><br>35 Ta ER<br>L.(oil) 25 721 HeCls. BC<br>Der 2(7,5) 3(5) 5(3) 4(1,5) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 300kW 2 × 280kW 440V 60Hz a.c.<br>Fuel 1 503,5t (hvf)-29,5pd 15kn |
| 7530250<br>DGCM<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **CUXHAVEN**<br><br>**Partenreederei m.s. 'Cuxhaven'**<br>Walter Meyer<br>Hamburg Federal Republic of Germany | **999**<br>679<br>2 560 | GL | **1976** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (769)<br>81,41 13,44 5,030<br>74,17 13,42 5,19<br>P 13,2 F 59,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 730 B.4 415<br>TEU 150 C. 150/20'<br>1 Ha (50,4 × 10,2) ER | Oil 4SA 8Cy. 320 × 420<br>2 650bhp (1 949kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>13,75kn |
| 5065483<br>3EPE<br>1042<br>1-HA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **CUZCO K**<br>ex Cuzco-81 ex Castagnola-75<br>**Ocean Wave Navigation Co.**<br>Panama Panama | **6 887**<br>3 616<br>10 333<br>**8 673**<br>5 299<br>11 860 | BV<br><br>✠Classed LR until 3/77 | **1961**-5 Flensburger Schiffsbau-Ges.<br>—Flensburg (587)<br>150,32 18,50 7,862/8,630<br>138,46 18,41 11,36<br>P 29,6 F 14,1 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>5 Ho 18,2 23,9 18,2 19,1 20,7<br>G.17 525 B.15 064<br>5 Ha (stl) (10,5 16,0 10,3 11,2 11,2 × 8,0)<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 720 × 1250<br>5 400bhp (3 972kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 150kW 230V d.c.<br>Fuel 1 046,5t (hvf) 14,5kn |
| 7319979<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CUZCO II**<br>ex Patrick Vieljeux-81<br>**Consorcio Naviero Peruano S.A.**<br>Callao Peru | T.Mk<br>**7 879**<br>3 512<br>10 303<br>**12 464**<br>6 374<br>17 257 | BV | **1973** Ch. Nav. de La Ciotat—La Ciotat<br>(294)<br>171,00 23,86 7,671/9,700<br>158,02 23,80 12,50<br>P 52,5 F 46,1 2 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>Mchy.aft<br>4 Ho 27,7 21,3 21,5 22,7 10,5DT 1 TwD 11,8Lwr 1 TwD 18,2Upr<br>G.22 040 B.21 325 In.143<br>11 Ha (stl) (14,9 × 6,8) (12,5 12,5 14,9 14,9 14,9 14,9 9,9 × 5,3) (14,9 14,9 14,9 × 6,3)<br>17W Cr 1(5) Der 1(80) 4(22) 6(15) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 780kW 450V 50Hz a.c.<br>Fuel 239,0t (d.o.) 1 461,0t (hvf) 19kn |
| 7385710<br>YTMC<br><br>Df Esd<br>Gc Rdr<br>RT | **CVIJETA ZUZORIC**<br><br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **15 398**<br>10 986<br>27 020 | **✠100A1** SS 6/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 6286<br>JR | **1974**-4 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (265)<br>182,71(BB) 22,48 10,500<br>171,69 22,41 14,20<br>P 31,1 F 15,9 1 dk<br>rf nil DK fwd<br>NS 10BH WB8001T incl. DTf300T<br>Topside tanks in holds 3296T Comb. btm & side tanks in Nos. 2 to 6 holds, 3561T | **M Bulk Carrier**<br><br>7 Ho 18,5 19,5 21,0 14,0 19,9 22,4 16,9 ER<br>G.35 794 B.31 347<br>7 Ha (stl) (10,2 11,9 13,5 8,0 13,5 14,4 8,8 × 11,4) ER<br>Cr 4(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>17kn |
| 7947245<br><br>612084 | **CVITA B**<br><br>**Robert J. Bellanich**<br>Seattle, Wa United States of America | **193**<br>131<br>— | | **1979** ..............Marysville, Wa<br>*27,19* 8,74<br>3,26<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A |
| 5083241<br>CY4668<br>13878<br>Rdr RT | **CY PECK**<br>ex Island Princess ex Daily<br>**James W. Russell**<br>Victoria, B.C. Canada | **171**<br>116<br>— | | **1913** ..............Tacoma, Wa<br>35,36 8,64 3,048<br>8,59 | **Wood M Ferry** | Oil 2SA 6Cy. 255 × 320 NE 30<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 9,0t 10kn |
| 5354406<br>HO3819<br>9617-LI<br>Df Esd<br>Rdr<br>RTm/v | **CYBELE**<br>ex Schulenburg-81<br>ex Tegelhorn-70<br>**Mirella Shipping Co. S.A.**<br>Panama Panama | **499**<br>318<br>1 033 | GL | **1961** Schiffsw. Hugo Peters—Wewelsfleth<br>(511)<br>64,83 10,29 3,423<br>58,81 10,20 5,49<br>B 6,8 1 dk & S dk | **M General Cargo** OSD<br><br>Ice strengthened<br>1 Ho 40,0 ER<br>G.2 174 B.2 036<br>2 Ha (16,2 16,7 × 6,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 300 × 450<br>875bhp (644kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 60,0t 10,75kn |

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| 5387532<br>SV2237<br><br>Df Rdr<br>RTm/h | **CYCLONE**<br>ex Welshman-63 ex Growler-58<br>ex Castle Peak-54<br>ex Caroline Moller-52<br>ex Growler-47<br>Greece | **1 112**<br>87<br>— | ✠Classed LR until 12/71 | **1943**-3 Henry Robb Ltd.—Leith (328)<br>62,46 11,79 5,373<br>57,92 11,13 5,80<br>B & F 36,9<br>rf 381 BK 191 | **M Tug**<br>Salvage<br>1 Ho 9,5<br><br>1 Ha (4,1 × 3,6)<br>Der 1(5) | 2 Oil 2SA each 8Cy. 340 × 570 hydraulic couplings & sr geared to sc. shaft<br>British Auxiliaries Ltd. Glasgow<br>Gen 2 × 100kW 1 × 30kW 220V d.c.<br>Fuel 345,5t (d.o.) 16kn |
| 5402887<br>SWZD<br>1709<br>Df RT | **CYCLONE**<br>ex Orkaan<br>**Loucas Matsas & Sons, Shipping Co. Ltd.**<br>Piraeus Greece | **131**<br>7<br>— | BV | **1949** Gebroeders Fikkers—Martenshoek<br>25,46 6,28 2,921<br>6,23 3,26<br>1 dk | **M Tug** | Oil 4SA 6Cy. 400 × 460<br>E made— fitted49 MAN<br>Bremer Vulkan Schiffbau u. Maschinenfabrik Vegesack<br>Gen 1 × 72kW<br>Fuel 30,5t (d.o.) 12kn |
| 7395454<br>WYT6<br>182<br>553028 | **CYCLONE**<br>**Modern Products Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1973** Desco Marine—St. Augustine, Fl (159)<br>22,86 6,74 2,744<br>3,81 | **Reinforced Plastic M Fishing** | Oil geared to sc. shaft<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) 9kn |
| 5121586<br>PJZD<br><br>Df Esd<br>Rdr RT | **CYCLOOP**<br>ex Friesland-63<br>**General Tugboat Co. N.V.**<br>Willemstad Netherlands Antilles | **232**<br>0<br>— | BV | **1957** N.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (279)<br>31,50 8,67 3,563<br>29,60 8,21 4,20<br>1 dk<br>RW | **M Tug**<br><br>1W Der 1(2) | 2 Oil 2SA each 8Cy. 190 × 350 with hydraulic couplings & reduction geared to sc. shaft<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel 8,0t (d.o.) 11kn |
| 6729880<br>DEKD<br><br>Rdr RT | **CYCLOP**<br>**Hapag-Lloyd A.G.**<br>Hapag-Lloyd Transport & Service G.m.b.H. Inspektion Offshore<br>Bremen Federal Republic of Germany | **162**<br>—<br>— | | **1967** F. Schichau G.m.b.H.—Bremerhaven (1743)<br>27,89 8,03<br>26,40 7,95 3,48 | **TM Tug** | 2 Oil 4SA each 6Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>Fuel 15,0t (d.o.) 12kn |
| 7381752<br>GUVN<br>364415<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYCLOPS**<br>**Blue Funnel Bulkships Ltd.**<br>Ocean Fleets Ltd.<br>Liverpool United Kingdom | **32 576**<br>22 605<br>56 050 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC**<br>**IGS**<br>EL Mt 2$\frac{7}{8}$"U3<br>FN 9753 | **1975**-10 Van der Giessen-de Noord B.V. —Krimpen a/d Ijssel (904)<br>210,32(BB) 32,31 12,408<br>201,00 32,26 16,26<br>P 40,3 F 23,5 1 dk<br>rf nil<br>11BH WB2785T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 73 717 | Oil 2SA 7Cy. 800 × 1600<br>18 500bhp (13 608kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>2 WTAuxB primary 43kgf/cm² (42,2bar) secondary 16kgf/cm² (15,7bar)<br>e(ex.g) 16kgf/cm² (15,7bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 277,5t (d.o.) 2 632,5t (hvf) 16,75kn |
| 7231103<br>IRUC<br>691<br>Esd Rdr<br>RTm | **CYCLOPS**<br>**Societa Rimorchi Salvataggi Trieste p.a.**<br>Trieste Italy | **137**<br>36<br>— | RI | **1972** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (188)<br>29,62 8,34 3,201<br>26,12 7,90 3,71<br>1 dk | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 380V 50Hz a.c.<br>Fuel 31,5t (d.o.) 12kn |
| 5212751<br>ODJU<br><br>Df Esd<br>Gc Rdr<br>RTv | **CYCLOPUS**<br>ex Maestrale-80 ex Lily M-78<br>ex Louis L. D.-70<br>**Cyclopus Shipping Co.**<br>Palmyra Tsiris Lines S.A.<br>Beirut Lebanon | **9 097**<br>5 793<br>12 634 | BV | **1957** Ch. de l'Atlantique—St. Nazaire (373)<br>138,33 18,60 8,878<br>131,07 18,57 12,35<br>P 30,5 B 22,6 2 dks<br>RW rf 76 | **M General Cargo** CSD<br>5 Ho 18,5 23,3 13,5 23,3 19,8 ER<br>G.18 800 B.17 423<br>6 Ha (stl) (10,9 11,5 7,6 × 7,6) (3,9 × 2,1) (11,5 11,5 × 7,6) ER<br>10W Der 10(5) | Oil 2SA 7Cy. 720 × 1250<br>4 900bhp (3 604kW) Sulzer<br>Ch. de l'Atlantique St. Denis<br>Gen 3 × 160kW 220V d.c.<br>Fuel 1 229,5t (hvf) 14kn |
| 7033290<br>SVQJ<br>6080<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYGNUS**<br>**Cia. Financiera Melaza S.A.**<br>Piraeus Greece | **16 400**<br>10 715<br>28 317 | **✠100A1** SS 10/80<br>oil & chemical tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6428 | **1971**-2 Oresundsvarvet A/B—Landskrona (230)<br>170,97(BB) 25,94 10,205<br>163,02 25,91 13,52<br>P 15,0 F 13,8 1 dk<br>rf 25<br>12BH WB1452t incl. DTf459t | **M Tanker**<br>Oil Chemical IGS<br>Mchy.aft | Oil 2SA 6Cy. 750 × 1600<br>12 300bhp (9 047kW)<br>A/B Gotaverken Goteborg<br>2 WTAuxB 16kgf/cm² (15,7bar) hs397,7<br>e(ex.g) 16kgf/cm² (15,7bar)<br>Gen 3 × 490kW 450V 60Hz a.c. |
| 7603497<br>WSDF<br>632750<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYGNUS**<br>ex Rabenfels-81<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America | **13 098**<br>8 098<br>15 175 | AB (GL) | **1977** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (256)<br>193,20(BB) 27,06 9,106<br>178,01 27,01 12,40<br>3 dks<br>rf nil | **M RoRo Cargo**<br>Heavy load<br>Slewing stern ramp Stern door Side doors (p & s)<br>Mchy.aft<br>B.42 277<br>TEU 522 C.Dk 522/20' (40') | 2 Oil 4SA each 9Cy. 520 × 550 geared to sc. shaft<br>17 330bhp (12 747kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 1300kW 2 × 800kW<br>Controllable pitch propeller<br>2 Thw. thrust propellers fwd<br>19kn |
| 5425437<br>3ESG<br>1174<br>5-82<br>Df Esd<br>Rdr | **CYGNUS**<br>ex Shinkyu Maru-81<br>**Cirrus Compania Naviera S.A.**<br>Panama Panama | **2 991**<br>1 581<br>4 737 | NK | **1963** Nippon Kokan K.K.—Shimizu (209)<br>98,30 14,84 6,265<br>91,01 14,80 7,60<br>P 24,1 F 7,7 1 dk<br>RW | **M General Cargo**<br><br>3 Ho ER<br>G.5 870 B.5 489<br>3 Ha (7,5 20,1 11,9 × 7,0) ER<br>12W Der 1(40) 3(15) 2(10) | Oil 2SA 6Cy. 480 × 700<br>2 640bhp (1 942kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 90kW 450V a.c.<br>Fuel 266,0t-9,0pd 12,25kn |
| 6916732<br>OARN<br><br>Df Esd<br>Gc Rdr<br>RT | **CYGNUS**<br>**Bahia S.A. Fabrica de Conservas**<br>Callao Peru | T.Mk<br>**2 322**<br>942<br>1 437 | PR | **1967** Stocznia Gdanska im. Lenina—Gdansk (B15/29)<br>83,09 13,82 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 230V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 7927831<br>CGDW<br>800742<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYGNUS**<br>**Government of Canada (Department of Fisheries & Oceans)**<br>Ottawa Canada | **1 210**<br>302<br>1 442 | **✠100A1**<br>Ice Class 2<br>**✠LMC**<br>EL L 385,0/30,0U2(a)<br>FN 1006 | **1982**-5 Marystown Shipyard Ltd. —Marystown, Nfl. (30)<br>62,49 12,22 4,039<br>57,00 12,20 5,44<br>B & F 47,0 1 dk<br>rf 457<br>7BH WB102T incl. DTf21T | **M Fishery Patrol Vessel** | 2 Vee Oil 4SA each 12Cy. 250 × 300 sr geared to sc. shaft<br>4 410bhp (3 244kW)<br>Nohab Diesel A/B Trollhattan<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 360,5t (d.o.)-7,5pd 16kn |

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|---|---|---|---|---|---|---|---|
| **7433737**<br>Df Esd<br>RT | **CYGNUS**<br>**Wilson Sons S.A., Comercio Industria e Agencia de Navegacao**<br>Rio de Janeiro Brazil | **185**<br>76<br>58 | ✠100A1<br>tug<br>Brazilian coastal service<br>✠LMC | SS 12/81<br>EL (D) B 220,0/16,0U2<br>FN 238 | **1977**-9 MacLaren Est. e Servicos Mar. S.A.<br>—Rio de Janeiro (220)<br>24,36 7,22 3,401<br>21,52 7,00 4,02<br>1 dk<br>rf 965 BK 152<br>5BH WB29T | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 330 reverse<br>reduction geared to sc. shaft<br>MAN<br>Mecanica Pesada S.A. Taubate<br>Gen 2 × 48kW 450V 60Hz a.c.<br>Fuel 42,0t (d.o.) |
| **8202317**<br>ELCI9<br>7284<br>Df Esd<br>Gc Rdr<br>RT | **CYGNUS ACE**<br>**Ocean Carcarrier Co. Ltd.**<br>Monrovia Liberia | **12 353**<br>7 681<br>10 500 | | NK | **1982** Kurushima Dock Co. Ltd.—Onishi<br>(2222)<br>8,202<br>171,02 32,28 12,43 | **M Vehicles Carrier** | Oil<br>14 770bhp (10 864kW)<br>Kawasaki Heavy Ind. Ltd. Kobe |
| **7362732**<br>SQFP<br>Df Esd<br>Rdr RT | **CYKLON**<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **201**<br>57<br>— | | PR | **1974** Stocznia "Wisla"—Gdansk (R27/01)<br>30,28 8,08 2,858<br>3,89<br>1 dk | **M Salvage Ship**<br>Ice strengthened | 2 Oil 4SA each 5Cy. 250 × 300 reduction<br>geared to sc. shaft<br>1 200bhp (883kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 49,5kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>12,5kn |
| **6605448**<br>SQLI<br>Df Esd<br>Rdr RT | **CYKLOP**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **188**<br>54<br>76 | | PR | **1966** Svendborg Skibsvaerft A/S<br>—Svendborg (114)<br>28,50 8,41 3,252<br>26,01 8,01 3,99<br>1 dk | **M Tug**<br>Ice strengthened | 2 Oil 4SA each 5Cy. 260 × 400 reduction<br>geared to sc. shaft<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 50kW 1 × 12kW 380V a.c.<br>11,5kn |
| **6602006**<br>GSDA<br>308136<br>Df Esd<br>Pfd Rdr<br>RTm | **CYMBELINE**<br>ex Dalewood-74<br>**Hadley Shipping Co. Ltd.**<br>Warwick & Esplen Ltd.<br>London United Kingdom | **5 513**<br>2 779<br>7 975 | ✠100A1<br>✠LMC | SS 10/78<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2864 | **1966**-5 Bartram & Sons Ltd.—Sunderland<br>(406)<br>112,78 16,36 7,640<br>107,04 16,31 10,44<br>P 23,5 F 9,8 1 dk<br>RW rf 102<br>NS 7BH WB2314t incl. DTm792t Comb.<br>btm & STs in holds 1066t | **M General Cargo**<br>3 Ho 32,2 16,4 16,9 ER<br>G.10 533 B.10 165<br>4 Ha (stl) (10,6 × 9,4) (12,0 12,0<br>12,0 × 11,7) ER | Oil 2SA 5Cy. 560 × 1000<br>3 800bhp (2 795kW)<br>Sulzer Bros. Ltd. Winterthur<br>db 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 1 × 60kW 220V d.c.<br>Fuel 321,0t (d.o.) |
| **6907511**<br>5MUS<br>5738<br>Df Esd<br>Gc Pfd<br>Rdr | **CYNTHIA**<br>ex Freesia-76 ex Kiyo Maru-72<br>**Cynthia Maritime Corp.**<br>Monrovia Liberia | **10 719**<br>7 905<br>19 313 | | NK | **1968** Namura SB. Co. Ltd.—Osaka (376)<br>149,89 22,74 9,424<br>143,03 22,69 12,70<br>P 26,6 F 11,3 1 dk<br>rf 102 | **M Bulk Carrier**<br>4 Ho each 27,1 ER<br>G.24 110 B.23 536<br>4 Ha (stl) (18,4 × 10,0) (19,9 19,9<br>19,9 × 10,9) ER<br>12W Der 4(15) | Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 208kW 445V 60Hz a.c.<br>Fuel 1 623,5t-28,5pd 14,75kn |
| **6914863**<br>H9TP<br>1111<br>2-81<br>Df Esd<br>Gc Rdr<br>RT | **CYNTHIA**<br>ex Gosei Maru-81<br>**Moon Venus Co. S.A.**<br>Panama Panama | **3 830**<br>2 450<br>5 993 | | NK | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1124)<br>108,67 16,44 6,909<br>100,41 16,41 8,21<br>P 25,3 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 092 B.7 789<br>2 Ha (stl) (each 24,6 × 8,0) ER<br>Der 1(15) 3(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 445V a.c.<br>Fuel 593,5t-13,0pd 12,5kn |
| **5419414**<br>LJZQ<br>16778<br>Esd Rdr<br>RT | **CYNTHIA**<br>ex Cynthia Bres<br>**Rolf Saevroy**<br>Bergen Norway | **299**<br>198<br>559 | | NV | **1963** Westermoen Batbyggeri—Mandal<br>(489)<br>48,11 8,67 3,118<br>43,19 8,64 3,46<br>P 11,9 F 7,7 1 dk<br>rf 51 | **M General Cargo**<br>1 Ho 30,5 ER<br>G.680 B.595<br>2 Ha (each 10,8 × 5,0) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 222 × 292 sr geared to sc.<br>shaft<br>495bhp (364kW) NE 68<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 9kW 220V d.c.<br>Fuel 32,5t (d.o.)-2,0pd 10kn |
| **5383251**<br>ODFR<br>B4088<br>Df Esd<br>Rdr RT | **CYNTHIA C.**<br>ex Periclis-79 ex Volharding-71<br>ex Kilo-63 ex Volharding-62<br>**Frederic Seikaly & G. Chkpiban**<br>Beirut Lebanon | T.Mk<br>**459**<br>214<br>914 | ✠100A1<br>✠LMC | SS 12/77<br>EL I<br>FN 900 | **1952**-3 E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (722)<br>65,36 9,73 4,909<br>58,20 9,71 5,74<br>F 10,4 2 dks<br>RW<br>1BH to U dk 2 to 2nd dk WB219t<br>**REPAIRS REQUIRED — CLASS SUSPENDED 28/5/82** | **M General Cargo**<br>G.1 826 B.1 727<br>2 Ha (each 12,7 × 5,9) ER | Oil 4SA 6Cy. 420 × 660<br>830bhp (611kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 35kW 1 × 15kW 110V d.c.<br>Fuel 84,5t (d.o.) 12kn |
| **7348889**<br>D5SX<br>6613<br>Df Esd<br>Rdr RT | **CYNTHIA G**<br>ex Falcon-79<br>**Cyntos Shipping Corp.**<br>Skaarup Ship Management Corp.<br>Monrovia Liberia | **5 774**<br>3 078<br>9 149<br>**8 896**<br>5 153<br>12 874 | ✠Lloyd's RMC | (AB) (BV) | **1974** VEB Warnowwerft Warnemuende<br>—Warnemuende (404)<br>149,97(BB) 21,85 —/9,364<br>132,92 21,80 11,94<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 18,9 21,1 21,1 21,1 ER<br>17,1<br>G.17 024 B.16 141 In.805<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s<br>15,9p&s 15,9p&s × 7,7) ER (5,3<br>× 3,5)<br>Cr 1(5) Der 1(80) 3(22) 8(5-10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 5 × 329kW 380V 50Hz a.c.<br>19kn |
| **6916902**<br>EINM<br>401967<br>Df Esd<br>Rdr<br>RTm/v | **CYNTHIA JUNE**<br>ex Arklow River-82 ex Apollo 1-80<br>**J. & P. Crews Co. Ltd.**<br>Arklow Shipping Ltd.<br>Dublin Irish Republic | **400**<br>255<br>713 | | BV | **1969** N.V. Bodewes Schps.—Martenshoek<br>(501)<br>53,01 8,84 3,258<br>48,19 8,79 3,69<br>P 13,5 F 7,1 1 dk | **M General Cargo**<br>1 Ho 33,2 ER<br>G.903 B.829<br>1 Ha (25,7 × 5,4) ER | Oil 2SA 6Cy. 220 × 380<br>450bhp (331kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 10kW 110V d.c.<br>Fuel 51,0t (d.o.) 10kn |
| **5083394**<br>WH6544<br>273285<br>Df Rdr<br>RTm/v | **CYNTHIA MORAN**<br>**Tug Cynthia Moran Inc.**<br>Wilmington, De United States of America | **239**<br>162<br>— | | AB | **1957** Jakobson Shipyard Inc.—Oyster Bay,<br>NY (368)<br>32,01 8,28 4,134<br>30,56 8,23 4,58<br>BK 102 | **D-E Tug** | Oil 2SA 16Cy. 222 × 267 driving 1 gen. of<br>1 210kW 525V d.c. connected to 1 elec<br>motor<br>E made44 fitted57<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 40kW 1 × 35kW 125V d.c.<br>Fuel 119,0t |

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| 7210642<br>RT | **CYNTHIA WALKER**<br>ex Elsie Janis<br>**Western Geophysical Co. of America** | **137**<br>93<br>— | | | **1955** F. B. Walker & Sons—Pascagoula, Ms (155)<br>6,71<br>27,59 6,66 2,75<br>1 dk<br>rf 76 | **TM Research**<br>1 Ho ER<br>1 Ha (w) (1,2 × 2,4) ER | 2 Oil<br>600bhp (441kW)<br>General Motors Corp. U.S.A.<br>10kn |
| 7200776<br>WV2226<br>297530 | **CYPRESS SEAHORSE**<br>ex L. A. Levy-77<br>**Seahorse Fisheries Inc.**<br>Seattle, Wa United States of America | **183**<br>122<br>— | | | **1965** American Marine Corp.—New Orleans, La (904)<br>10,67 3,074<br>43,39 3,66<br>1 dk<br>conv Supply Ship 79 | **TM Fishing** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7517997<br>OWMG<br>J2890<br>Esd Pfd<br>Rdr RT | **CYRANO**<br>**John Erik Nielsen**<br>Nekso Denmark | **106**<br>54<br>— | | | **1975** Holbaek Skibs-og Baadebyggeri—Holbaek (341)<br>26,22 6,20 3,099<br>23,07 6,08 3,20<br>1 dk | **Wood M Fishing**<br>Side Trawler Ketch | Oil 4SA 5Cy. 270 × 400<br>625bhp (460kW) Callesen<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| 7433397<br>FNHP<br>Df Esd<br>Gc Rdr<br>RT | **CYRENA**<br>**Union Navale S.A.**<br>Rouen France | **23 596**<br>14 935<br>38 513 | | BV | **1978** Industrias Reunidas Caneco S.A.—Rio de Janeiro (209)<br>200,92(BB) 27,26 10,761<br>191,83 27,21 15,22<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.47 497 Ore 15 217<br>5 Ha (stl) (20,2 20,5 20,5 20,5 20,5 × 12,5) ER<br>5W | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 2 443,5t-53,0pd 15,25kn |
| 6500064<br>306194<br>RTv | **CYRIL KIRKPATRICK**<br>**Port of London Authority**<br>London United Kingdom | **847**<br>754<br>1 560 ✠ | | | **1964**-12 Harland & Wolff Ltd.—North Woolwich, London (927)<br>63,18 11,21<br>59,70 10,67 4,88<br>rf nil | **TM Hopper Barge**<br>Bottom doors<br>1 Ho 36,5 ER | 2 Vee Oil 4SA each 8Cy. 168 × 184<br>1 120bhp (824kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 2 × 140kW 220V d.c.<br>2 Directional propellers<br>Fuel (d.o.) |
| 6518126<br>SOCQ<br>Df Esd<br>Rdr RT | **CYRLA**<br>ex Gevotank-73<br>**Gdanskie Przedsiebiorstwo Obrotu Produktami Naftowymi 'CPN'**<br>Gdansk Poland | **497**<br>361<br>1 117 | | PR (NV) | **1965** Gerh. Voldnes A/S Skips.—Fosnavaag (3)<br>66,81 9,53 3,950<br>63,68 9,50 4,12<br>1 dk<br>rf 102 | **M Tanker**<br>Oil Vegetable oil<br>Ice Strengthened<br>8 Ta ER<br>L.(oil) 1 437 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 56kW 1 × 16kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 38,0t (d.o.) 10kn |
| 7715379<br>FNKA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYRNOS**<br>**Societe Nationale Maritime Corse Mediterranee (S.N.C.M.)**<br>Marseille France | **12 625**<br>6 500<br>2 400 | | BV | **1979** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (160)<br>138,61 26,01 5,900<br>126,90 22,98 13,64<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1800P<br>2 Side doors Bow door/ramp Stern door/ramp<br>Mchy.aft | 4 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shafts<br>31 200bhp (22 949kW) Pielstick<br>Alsthom-Atlantique Montoir, St. Nazaire<br>Gen 5 × 920kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers<br>Fuel 180,0t (d.o.) 475,0t (hvf) 22kn |
| 8126173<br>396259 | **CYROAMA**<br>**R. B. & B. G. Waller**<br>*Adelaide, S.A.* Australia | **181**<br>157<br>— | | | **1981** Allcraft Marine—Port Adelaide, SA (2)<br>30,03<br>23,07 7,41 2,75<br>1 dk | **M Fishing**<br>Tuna Ref.<br>Mchy.fwd<br>7 Ho<br>In.80 L.100<br>7 Ha (stl) | Vee Oil 4SA 12Cy. 140 × 152 sr reverse geared to sc. shaft<br>Cummins Engine Co. Inc. Columbus, In<br>10kn |
| 6603567<br>ODCK<br>B4020<br>Df Esd<br>Gc Rdr<br>RTm/v | **CYRUS**<br>ex Bretagne-76<br>**Raschid Fares Enterprises**<br>Beirut Lebanon | **1 314**<br>667<br>2 378 | **100A1**<br>**LMC** | SS 4/81<br>**UMS**<br>EL Q 1½"U2<br>FN 1811<br>(NV) | **1966** Kaldnes M/V A/S—Tonsberg (166)<br>83,47 14,46 4,642<br>75,37 14,03 9,99<br>B & F 71,1 3 dks, 4th dk in way of No 2 hold<br>rf nil conv General Cargo 76<br>NS 2BH to Udk 3 to 2nd dk WB525T | **M Livestock Carrier** OSD<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 215 × 260 geared to sc. shaft<br>3 500bhp (2 574kW) Werkspoor<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 134kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 222,5t (d.o.) 14,5kn |
| 8104216<br>FUZB | **CYRUS**<br>**Compagnie des Moyens de Surface (SURF)**<br>Marseille France | **487**<br>136<br>1 000 | | BV | **1982** At. & Ch. de la Manche—Dieppe (1303)<br>53,01 (BB) 13,31 4,501<br>46,21 13,01 6,76<br>1 dk | **TM Supply Ship**<br>Deck Cargo Cement<br>3 Ta<br>G.136 | 2 Vee Oil 4SA each 12Cy. 250 × 280 sr geared to sc. shafts<br>5 200bhp (3 825kW)<br>A/S Bergens M/V Norway<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 7371240<br>A8BH<br>4793<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS ALLIANCE**<br>**Transworld Tankers Services Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **39 018**<br>28 322<br>80 338 | | BV | **1974** Tsuneishi Zosen K.K.—Numakuma (301)<br>246,01 37,62 12,828<br>235,01 37,58 18,01<br>1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 98 143 HeCls. BC | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 374,5t (d.o.) 3 846,0t (hvf)-80,5pd 16kn |
| 7371290<br>A8HF<br>4947<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS BRILLIANCE**<br>**Glorious Line Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **43 441**<br>31 082<br>89 961 | | BV | **1974** Tsuneishi Zosen K.K.—Numakuma (306)<br>246,54(BB) 39,65 13,526<br>236,02 39,60 18,45<br>1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 108 023 HeCls. BC | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 680kW 2 × 640kW 440V 60Hz a.c.<br>Fuel 363,5t (d.o.) 3 745,5t (hvf)-75,0pd 15,5kn |
| 7377347<br>A8IO<br>4982<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS CROWN**<br>**Associated Tanker Transport Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **114 585**<br>94 646<br>258 336 | | NK | **1974** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (232)<br>339,51(BB) 53,57 20,016<br>323,99 53,50 25,68<br>F 18,9 1 dk | **S Tanker**<br>COW IGS CBT<br>18 Ta ER<br>L.(oil) 311 367 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel 8 044,5t (d.o.) 178,5t (hvf)-155,5pd 15,25kn |

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|---|---|---|---|---|---|---|---|---|
| 7371252<br>A8PO<br>5166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS DIGNITY**<br>**Transworld No. 1 Tanker Services Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **43 429**<br>31 093<br>89 935 | BV | **1975** Tsuneishi Zosen K.K.—Numakuma (323)<br>246,54(BB) 39,65 13,526<br>236,02 39,60 18,45<br>1 dk | **M Tanker**<br>COW IGS CBT<br>10 Ta ER<br>L.(oil) 108 023 | HeCls. BC | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 680kW 2 × 640kW<br>440V 60Hz a.c.<br>Fuel 366,5t (d.o.) 3 745,5t (hvf)-78,0pd | Sulzer<br>Aioi<br>15,5kn |
| 7371264<br>A8SS<br>5249<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS EXCELLENCE**<br>**Belloni Maritime Co. Ltd.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **43 429**<br>31 093<br>89 943 | BV | **1975** Tsuneishi Zosen K.K.—Numakuma (303)<br>246,54(BB) 39,65 13,528<br>236,00 39,60 18,45<br>1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 110 228 | HeCls. BC | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 680kW 2 × 640kW<br>440V 60Hz a.c.<br>Fuel 366,5t (d.o.) 3 745,0t (hvf)-80,0pd | Sulzer<br>Aioi<br>15,5kn |
| 7377749<br>A8XO<br>5375<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS GUARDIAN**<br>**Delilah Shipping Corp.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **18 950**<br>12 216<br>37 410 | AB | **1975** Kasado Dock Co. Ltd.—Kudamatsu (287)<br>184,46(BB) 28,05 11,177<br>174,00 28,00 14,99<br>1 dk | **M Tanker**<br>CBT<br>12 Ta ER<br>L.(oil) 43 615 | HeCls. BC | Oil 2SA 8Cy. 650 × 1350<br>12 800bhp (9 415kW)<br>Ube Industries Ltd.<br>Fuel 169,5t (d.o.) 2 446,5t (hvf)-38,5pd | Mitsubishi<br>Ube<br>15kn |
| 7401875<br>6ZPA<br>5847<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS INTEGRITY**<br>**Transocean No. 4 Petroleum Carriers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **17 285**<br>11 959<br>30 244 | AB | **1977** Namura SB. Co. Ltd.—Osaka (433)<br>171,05(BB) 25,43 10,719<br>162,01 25,40 14,36<br>1 dk | **M Tanker**<br>13 Ta ER<br>L.(oil) 35 131 | HeCls. BC | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 1 430,5t (d.o.) 108,0t (hvf)-37,5pd | Sulzer<br>Kobe<br>15kn |
| 7823944<br>D5UM<br>6654<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS JUSTICE**<br>**Transocean No. 1 Petroleum Carriers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **28 824**<br>20 893<br>55 275 | NK | **1979** Tsuneishi Zosen K.K.—Numakuma (443)<br>216,01 35,54 11,024<br>205,01 35,51 16,01<br>F 15,3 1 dk | **M Tanker**<br>COW IGS CBT<br>10 Ta ER<br>L.(oil) 62 308 | HeCls. ptBptC | Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 4 × 3480kW a.c.<br>Fuel 1 849,5t (d.o.) 204,0t (hvf)-46,5pd | Pielstick<br>Aioi<br>15kn |
| 7921966<br>ELAA5<br>6801<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS KNIGHT**<br>**Eveleigh Shipping Ltd.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **20 273**<br>13 273<br>36 829 | BV | **1980** Kasado Dock Co. Ltd.—Kudamatsu (318)<br>175,01 30,03 11,010<br>166,00 30,00 16,79<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 42 832 | | Oil 2SA 7Cy. 600 × 1500<br>12 600bhp (9 268kW)<br>Ube Industries Ltd. | Mitsubishi<br>Ube |
| 7907738<br>VRDZ<br>384778<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYS MARINER**<br>**Beagle Shipping Ltd.**<br>Golden Peak Maritime Agencies Ltd.<br>Hong Kong Hong Kong (British) | **23 115**<br>13 243<br>36 383 | BV | **1980** Tsuneishi Zosen K.K.—Numakuma (453)<br>170,52 30,03 11,026<br>161,02 30,00 16,51<br>1 dk | **M Tanker**<br>IGS<br>10 Ta ER<br>L.(oil) 40 743 | | Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>11 700bhp (8 606kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 1000kW 2 × 500kW<br>440V 60Hz a.c.<br>Fuel-37,0pd | Pielstick<br>Aioi<br>14kn |
| 7018197<br>A8LO<br>5103<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CYTHERA**<br>ex Fedgrain-75 ex Bunko Maru-74<br>**Sasstown Navigation Ltd.**<br>Monrovia Liberia | **16 043**<br>11 277<br>26 588 | NK | **1970** Osaka Zosensho—Osaka (301)<br>170,52(BB) 24,67 10,008<br>162,01 24,62 14,18<br>F 14,4 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.35 476 B.31 753<br>5 Ha (stl) (14,0 18,3 × 11,9) (9,6 × 10,5) (18,3 18,3 × 11,9) ER<br>Cr 4(8) Der 1(15) | | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 310kW 445V a.c.<br>Fuel 1 862,5t-41,5pd | B&W<br>14,75kn |
| 6512847<br>TMYK<br>2051<br>Df Esd<br>Pfd Rdr<br>RTm/h | **CYTHERE**<br>ex Pierre Vanpeene-73<br>**Jules Talleux**<br>Pecheries des Flandre S.A.<br>Grand Fort Philippe France | **305**<br>95<br>— | (BV) | **1964** At. & Ch. de la Manche—Dieppe (1181)<br>42,37 7,68<br>36,40 7,62 3,26<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.230 | | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 40kW 110V d.c.<br>Fuel 93,5t (d.o.) | Koeln<br>13kn |
| 6503676<br>SPTZ<br>Df Esd<br>Gc Rdr<br>RT | **CZACKI**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **5 576**<br>3 036<br>8 553 | PR | **1965** Stocznia Szczecinska im. A. Warskiego—Szczecin (B516/07)<br>145,27 18,55 7,646<br>139,22 18,47 8,59<br>1 dk & S dk, 3rd dk in No. 3 hold | **M General Cargo**<br>Ref<br>3 Ho ER 2 Ho<br>G.14 654 B.13 459 In.2 630<br>5 Ha (8,2 × 6,0) (14,2 × 7,0) (7,4 × 7,9) ER (11,9 10,5 × 7,0)<br>Der 1(30) 1(15) 1(5) 11(3-5) | OSD<br>12bth P | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW)<br>H. Cegielski<br>Gen 2 × 320kW 2 × 200kW 400V a.c.<br>Fuel 1 256,0t (hvf)-27,0pd | Poznan<br>16,5kn |
| 7379759<br>SQEU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CZANTORIA**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **81 197**<br>57 447<br>146 110 | PR (NV) | **1975** Mitsubishi Heavy Industries Ltd. —Yokohama (953)<br>292,97(BB) 48,06 15,331<br>278,65 48,01 20,30<br>1 dk | **M Tanker**<br>COW IGS<br>Ice strengthened<br>13 Ta ER<br>L.(oil) 173 721 | HeCls. CptB | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 850kW 450V 60Hz a.c.<br>Fuel 510,0t (d.o.) 9 944,0t (hvf)-86,5pd | Sulzer<br>Kobe<br>15kn |
| 5083526<br>SPGX<br>Df Esd<br>Rdr RT | **CZAPLA**<br>**Polish Ship Salvage Co. (Polskie Ratownictwo Okretowe)**<br>Gdynia Poland | **171**<br>55<br>100 | PR | **1952** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B11/S193)<br>32,47 6,76 3,071<br>3,38<br>1 dk<br>RW | **M Salvage Ship** | | Oil 2SA 3Cy. 400 × 460<br>300bhp (221kW)<br>A/B Jonkopings Motfb.<br>Gen 2 × 18kW 1 × 6kW 110V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Jonkoping<br>9kn |
| 6800048<br>SPVO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **CZESTOCHOWA**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | T.Mk<br>**3 420**<br>1 771<br>5 320<br>**5 521**<br>3 038<br>5 984 | PR | **1967** Stocznia Szczecinska im. A. Warskiego—Szczecin (B455/08)<br>124,08 17,02 6,439/6,871<br>16,95 9,91<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.9 710 B.8 824 In.330<br>4 Ha (stl) (10,2 × 6,4) (15,5 11,0 × 8,9) ER (7,3 × 5,7)<br>14W Der 1(30) 3(10) 2(5) 8(2,5) | OSD<br>12bth P | Oil 2SA 7Cy. 550 × 1200<br>4 900bhp (3 604kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 041,5t (d.o.)-19,0pd | Poznan<br>16kn |

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|---|---|---|---|---|---|---|
| 7041388<br>SQAH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **CZWARTACY AL**<br>**Polish Shipping Company**<br>**(Zegluga Polska Spolka**<br>**Akcyjna)**<br>Szczecin Poland | **19 691**<br>12 853<br>32 240 | PR | **1970** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B447/03)<br>202,29(BB) 24,44 10,713<br>185,02 24,41 15,09<br>P 42,1 F 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Ice strengthened Str. ore cargoes<br>7 Ho 16,4 26,2 16,2 16,2 16,2<br>27,8 17,0 ER<br>G.40 998 L.3 321<br>9 Ha (stl) (each 10,7 × 11,9) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 2 × 200kW<br>400V 50Hz a.c.<br>Fuel 2 385,5t (hvf)-41,5pd 15kn |
| 7322251<br>S2YG<br>317523<br>Esd Gc<br>Rdr RT | **C5-196**<br>ex C-1063-75<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **734**<br>346<br>1 026 | NK | **1973** Teraoka Shipyard Co. Ltd.—Nandan<br>(134)<br>57,97 10,65 3,642<br>52,00 10,60 4,12<br>P 15,0 F 8,0 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 225 B.1 044<br>2 Ha (each 11,9 × 6,0)<br>Der 4(3) | Oil 4SA 8Cy. 260 × 320<br>930bhp (684kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11kn |
| 7322249<br>S2YH<br>317524<br>Esd RT | **C5-197**<br>ex C-1064-75<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **730**<br>345<br>1 018 | NK | **1973** Kurinoura Dock K.K.—Yawatahama<br>(102)<br>57,97 10,65 3,642<br>52,00 10,60 4,12<br>P 15,0 F 8,0 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 226 B.1 044<br>2 Ha (each 11,9 × 6,0)<br>Der 4(3) | Oil 4SA 8Cy. 260 × 320<br>930bhp (684kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,5kn |
| 5094680<br>356492<br>Df Esd<br>Rdr RTm | **C5-198**<br>ex C-1066-75 ex Dunajec-75<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **486**<br>177<br>645 | (PR) | **1951** Stocznia Gdanska im. Lenina—Gdansk<br>(B51/03)<br>59,85 9,53 3,553<br>9,48<br>2 dks<br>RW | **M General Cargo**<br>2P<br>Ice strengthened<br>2 Ho 13,4 16,5 ER<br>G.1 593 B.1 369<br>2 Ha (9,6 11,9 × 5,4) ER<br>Der 4(3) | Oil 2SA 6Cy. 250 × 420<br>540bhp (397kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 50kW 220V d.c.<br>Fuel 30,5t (d.o.) 10kn |
| 5243566<br>181262 | **C5-203**<br>ex Mumtaz-75 ex Wa Hing-49<br>ex Empire Mayrover-47<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **558**<br>227<br>— | *Classed BC until<br>5/10/79 | **1946**-5 Cochrane & Sons Ltd.—Selby<br>(1306)<br>46,03 8,26 3,048<br>42,68 8,23 5,34<br>1 dk & S dk | **S General Cargo** OSD<br>Mchy.aft | T 3Cy. 229 406 & 660 × 457<br>450ihp (331kW)<br>Amos & Smith Ltd. Hull<br>Fuel (o.f.) |
| 7939066<br>S2YN<br>356469<br>RT | **C5-204**<br>ex Naaf-75 ex Kasuga Maru-71<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **493**<br>273<br>1 005 | NK | **1969** Murakami Hide Zosen K.K.—Hakata<br>(58)<br>53,45 4,150<br>49,00 9,01 4,70<br>P 11,6 F 5,2 1 dk | **M General Cargo**<br>G.1 238 B.1 044<br>1 Ha (stl) (24,2 × 5,1) ER<br>Der 2(5) | Oil 4SA 6Cy. 320 × 460<br>360bhp (265kW)<br>Kobe Hatsudoki K.K. Kobe<br>11kn |
| 5278389<br>356491<br>Df Esd<br>Rdr RTm | **C5-205**<br>ex C-1065-75 ex Pilica-75<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **484**<br>178<br>641 | (PR) | **1953** Stocznia Gdanska im. Lenina—Gdansk<br>(B51/04)<br>59,85 9,63 3,401<br>9,61 5,80<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho 16,0 17,9 ER<br>G.1 593 B.1 369<br>2 Ha (9,6 11,9 × 5,4) ER<br>4W Der 4(3) | Oil 2SA 6Cy. 250 × 420<br>540bhp (397kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 45kW 230V d.c.<br>Fuel 29,5t (d.o.) 10kn |
| 5318024<br>191109<br>Esd Rdr | **C5-207**<br>ex Sitalkshya-75<br>ex Seikai Maru No. 6-64<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **339**<br>199<br>— | **100A1** SS 11/77<br>Mouths of Ganges<br>service & to Chittagong<br>**LMC**<br>EL e<br>FN 437 | **1960** Harima Zosensho—Aioi (569)<br>42,40 7,62 3,239<br>38,99 7,60 3,59<br>P 9,5 F 5,5 1 dk<br>rf 76<br>3BH WB38t | **M General Cargo**<br>Mchy.aft | Oil 2SA 4Cy. 240 × 400<br>420bhp (309kW)<br>Harima Zosensho Aioi |
| 5309346<br>356493<br>Df Esd<br>Rdr RTm | **C5-209**<br>ex C-1067-75 ex San-75<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **487**<br>180<br>682 | (PR) | **1951** Stocznia Gdanska im. Lenina—Gdansk<br>(B51/02)<br>59,87 9,63 3,401<br>9,61 5,80<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 13,4 16,5 ER<br>G.1 593 B.1 369<br>2 Ha (9,6 11,9 × 5,4) ER<br>4W Der 4(3) | Oil 2SA 6Cy. 250 × 420<br>540bhp (397kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 45kW 230V d.c.<br>Fuel 29,5t (d.o.) 10kn |
| 5123493<br>191115 | **C5-211**<br>ex Tiger Of Sylhet-75<br>ex Fukusei Maru No. 3-66<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **498**<br>274<br>804 | NK | **1960** Kurushima Dock Co. Ltd.—Imabari<br>(53)<br>53,60 8,54 3,887<br>47,99 8,49 4,30<br>P 12,5 F 5,5 1 dk<br>RW | **M General Cargo**<br>G.1 024 B.922<br>1 Ha (22,8 × 5,2) ER<br>Der 4(5) | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Fuel 41,5t 10kn |
| 5351959<br>S2ZT<br>180455 | **C5-212**<br>ex Tanda-75 ex Birhakim-49<br>ex Empire Seacoast-46<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **522**<br>308<br>— | **BS*** SS 2/76<br>with freeboard<br>**MBS***<br>CT528 C18<br>FN 587<br>**SURVEYS OVERDUE — CLASS SUSPENDED 31/12/78** | **1945**-10 Henry Scarr Ltd.—Hessle (470)<br>45,14 8,26 2,902<br>42,78 8,23 5,49<br>2 dks<br>NS 4BH WB203t | **M General Cargo**<br>Mchy.aft | Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. Glasgow |
| 5354389<br>181202<br>RT | **C5-213**<br>ex Teesta-75 ex Mareth-49<br>ex Empire Seafoam-46<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | **522**<br>308<br>391 | **BS*** SS 11/76<br>Bay of Bengal service<br>north of 20°N<br>**MBS***<br>CT528 C18<br>FN 587<br>**SURVEYS OVERDUE — CLASS SUSPENDED 23/5/80** | **1946**-7 Goole SB. & Repairing Co. Ltd.<br>—Goole (449)<br>45,17 8,26 2,902<br>42,78 8,23 5,49<br>2 dks<br>NS 4BH WB153t | **M General Cargo**<br>Mchy.aft<br>2W Der 2(2) | Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 42,5t 7kn |
| 6415075<br>S2ZV<br>191120<br>Esd Rdr<br>RTv | **C5-214**<br>ex Tajul Islam-75<br>ex E.P.S.C. Zarina-67<br>**Bangladesh Inland Water**<br>**Transport Corp.**<br>Chittagong Bangladesh | T.Mk<br>**581**<br>239<br>— | ✠Classed LR until<br>19/11/76 | **1964**-10 Jos. L. Meyer—Papenburg (524)<br>55,48 10,44 2,299<br>50,02 10,41 5,69<br>2 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>272P<br>3 Ho 8,5 8,9 9,5<br>3 Ha (3,3 3,8 × 3,5) (3,3 × 2,9)<br>Der 3(2) | 2 Oil 4SA each 6Cy. 220 × 280 with flexible couplings & sr geared to sc. shafts<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 64kW 230/400V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |

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|---|---|---|---|---|---|---|---|
| **5365091**<br>S2ZR<br>180457<br>RT | **C5-216**<br>ex Torilla-75 ex Eladem-49<br>ex Empire Seaport-46<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **522**<br>308<br>— | *Classed BC until 6/11/70 | **1945**-11 Henry Scarr Ltd.—Hessle<br>45,17 8,26 2,902<br>42,78 8,23 5,49<br>2 dks | **M Tanker**<br>Mchy.aft | Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. | Glasgow |
| **7647869**<br>WYK6<br>397<br>578595 | **D K**<br>**C. W. Partridge, Jr.**<br>San Francisco, Ca United States of America | **198**<br>134<br>— | | **1976** J. R. Long—Sausalito, Ca<br>*27,35* 7,22<br>3,15<br>1dk | **M Fishing** | Oil<br>700bhp (515kW)<br>Fuel (d.o.) | U.S.A. |
| **7732640**<br>584449 | **D M F ENTERPRISES**<br>**David D. Fleming**<br>Juneau, Ak United States of America | **161**<br>125<br>— | | **1976** .............Poulsbo, Wa<br>*21,25*<br>7,80 2,27<br>1 dk | **Wood M Fishing** | Oil<br>600bhp (441kW) | U.S.A. |
| **7902104** | **D 310**<br>**Maraven S.A.**<br>Maracaibo Venezuela | **300**<br>—<br>500 | ✠**A**<br>pontoon<br>Lake Maracaibo service<br>EL (A)<br>FN 369 | **1980**-6 Varadero y Astillero del Zulia C.A. (VAZCA)—Maracaibo (7801)<br>36,81 8,16<br>36,58 7,93 2,14<br>1 dk<br>rf nil<br>2BH WBnil | **Pontoon**<br>Deck Cargo | | |
| **8030805** | **D 311**<br>**Maraven S.A.**<br>Maracaibo Venezuela | **300**<br>—<br>500 | ✠**A**<br>pontoon<br>Lake Maracaibo Service<br>EL (A)<br>FN 369 | **1981**-3 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (145)<br>36,81 8,16<br>36,58 7,93 2,14<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | | |
| **8030817** | **D 312**<br>**Maraven S.A.**<br>Maracaibo Venezuela | **300**<br>—<br>500 | ✠**A**<br>pontoon<br>Lake Maracaibo Service<br>EL (A)<br>FN 369 | **1981**-3 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (146)<br>36,81 8,16<br>36,58 7,93 2,14<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | | |
| **8030829** | **D 313**<br>**Maraven S.A.**<br>Maracaibo Venezuela | **300**<br>—<br>500 | ✠**A**<br>pontoon<br>Lake Maracaibo Service<br>EL (A)<br>FN 369 | **1981**-6 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (147)<br>36,81 8,16<br>36,58 7,93 2,14<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | | |
| **8120349** | **D 314**<br>**Maraven S.A.**<br>Maracaibo Venezuela | **300**<br>—<br>500 | ✠**A**<br>pontoon<br>Lake Maracaibo service<br>EL (A)<br>FN 367 | **1982**-2 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (148)<br>36,81 8,13<br>36,58 7,92 2,11<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | | |
| **8120351** | **D 315**<br>**Maraven S.A.**<br>Maracaibo Venezuela | **300**<br>—<br>500 | ✠**A**<br>pontoon<br>Lake Maracaibo service<br>EL (A)<br>FN 367 | **1982**-3 DIANCA, Diques y Ast. Nac. C.A.—Puerto Cabello (149)<br>36,81 8,13<br>36,58 7,92 2,11<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | | |
| **7200075**<br>WO5209<br>292801 | **D 28 MISS SHE ME**<br>ex Dionne C-75 ex G. H. Candies<br>**Debuse Marine Service Inc.**<br>Morgan City, La United States of America | **106**<br>72<br>— | | **1963** Burton Construction & SB. Corp.—Port Arthur, Tx (348)<br>*24,51* 6,76<br>25,91 2,87 | **TM Supply Launch** | 2 Oil geared to sc. shafts<br>590bhp (434kW)<br>General Motors Corp.<br>Fuel (d.o.) | U.S.A. |
| **7355296**<br>GBXS<br>356285<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D. C. COLEMAN**<br>**Canadian Pacific (Bermuda) Ltd.**<br>London United Kingdom | **69 904**<br>44 473<br>125 107 | ✠**100A1** CS 1/79<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL W† 3¾"U3<br>FN 16194 | **1974**-1 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (894)<br>260,00(BB) 41,66 16,809<br>247,99 41,60 23,70<br>1 dk<br>rf 152 DK<br>NS 11BH WB39185T incl. Comb. btm., side & topside tanks in Nos. 1 to 7 holds 30003T Topside tanks in Nos. 8 & 9 holds 2935T | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 14kgf/cm² (13,8bar)<br>10kgf/cm² (9,9bar)<br>Gen 1 × 640kW 2 × 630kW<br>450V 60Hz a.c. | B&W<br>Tamano<br>Spt<br>15kn |
| **7938086**<br>WSX7<br>914<br>598234 | **D. E. C. O. V**<br>**Clarion Virginia Marine Corp.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1dk | **M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7939468**<br>WSX7<br>988<br>601592 | **D. E. C. O. VIII**<br>**Daybreak Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7940431**<br>WSX8<br>109<br>604051 | **D. E. C. O. XI**<br>**Scallop King Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71<br>3,13<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |

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| 7943445<br>WSX8<br>199<br>605425 | **D. E. C. O. XII**<br>**Scallop King Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7943457<br>WOZ2<br>213<br>606275 | **D. E. C. O. XIII**<br>**Scallop King Inc.**<br>Norfolk, Va United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7944475<br>607048 | **D. E. C. O. XIV**<br>**Scallop King Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7944487<br>608078 | **D. E. C. O. XV**<br>**Scallop King II Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7944853<br>608630 | **D. E. C. O. XVI**<br>**Scallop King II Inc.**<br>Corpus Christi, Tx United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7947441<br>609987 | **D. E. C. O. XVII**<br>**Scallop King Inc.**<br>Norfolk, Va United States of America | **115**<br>84<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7934858<br>611057 | **D. E. C. O. XVIII**<br>**Duzich Inc.**<br>Corpus Christi, Tx United States of America | **135**<br>109<br>— | | **1979** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,15<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7944504<br>607406 | **D. E. C. O. XXI**<br>**Pectinacea Inc.**<br>Corpus Christi, Tx United States of America | **124**<br>85<br>— | | **1979** RYSCO Shipyard, Inc.—Blountstown, Fl<br>*22,16* 6,81 3,28<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7944865<br>WOZ3<br>958<br>608631 | **D. E. C. O. XXII**<br>**Chesapeake Trawlers Inc.**<br>Corpus Christi, Tx United States of America | **124**<br>84<br>— | | **1979** RYSCO Shipyard, Inc.—Blountstown, Fl<br>*22,16* 6,81 3,28<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7947453<br>610157 | **D. E. C. O. XXIII**<br>**Chesapeake Trawlers Inc.**<br>Corpus Christi, Tx United States of America | **124**<br>84<br>— | | **1979** RYSCO Shipyard, Inc.—Blountstown, Fl<br>*22,16* 7,42 3,31<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8036316<br>618356 | **D. E. C. O. XXX**<br>**D.E.C.O. XXX Inc.**<br>Norfolk, Va United States of America | **147**<br>100<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*23,50* 6,81 3,10<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>1 040bhp (765kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8038352<br>625459 | **D. E. C. O. XXXI**<br>**Duzich Fleets Inc.**<br>Norfolk, Va United States of America | **135**<br>109<br>— | | **1980** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*19,76* 6,71 3,13<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7739234<br>WYA2<br>147<br>590478 | **D. E. JACKSON**<br>**Charlie H. Walls Jr.**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23 2,75<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7315600<br>ZSBC<br>351120<br>Df Esd<br>Gc Rdr<br>RT | **D. E. PATERSON**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **4 541**<br>2 158<br>5 135 | ✠Classed LR until 21/11/75 | **1973**-11 Orenstein & Koppel A.G.—Luebeck (698)<br>109,56 18,42 6,020<br>105,31 18,01 8,01<br>F 11,6 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 26,0<br>Hopper 4000T<br>Mchy.aft<br>Hopper 2 830<br>1 sandpump 1939kW (2600bhp) | 4 Vee Oil 4SA each 12Cy. 241 × 305 total 7 640bhp (5 620kW) driving 4 gen. connected to 2 elec. motors each of 1 600shp (1 177kW) geared to 2 sc. shaft<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 4 × 312kW 2 × 124kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10kn |
| 5083631<br>182565 | **D. H. T. No. 7**<br>**Dundee Port Authority**<br>Dundee United Kingdom | **268**<br>233<br>— | ✠**100A1** SS 11/81<br>River Tay service & within 10 miles of Buddon Ness also Firth of Forth within a line North Berwick to Anstruther with occasional voyages between<br>EL (d)<br>FN 400 | **1956**-12 Fleming & Ferguson Ltd.—Paisley (781)<br>35,03 9,10 2,610<br>33,38 8,77 3,20<br>1 dk<br>RW rf nil<br>4BH | **Hopper Barge**<br>Bottom doors | |

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| **5083643**<br>182568 | **D. H. T. No. 8**<br>**Dundee Port Authority**<br>Dundee United Kingdom | **268**<br>233<br>— | **✠100A1** SS 7/78<br>River Tay service &<br>within 10 miles of<br>Buddon Ness also Firth<br>of Forth within a line<br>North Berwick to<br>Anstruther with<br>occasional voyages<br>between<br>EL (d)<br>FN 399 | **1961**-11 Caledon SB. & Eng. Co. Ltd.<br>—Dundee (535)<br>35,21 9,10 2,591<br>33,33 8,77 3,20<br>1 dk<br>RW rf nil<br>4BH | **Hopper Barge**<br>Bottom doors | |
| **7349754**<br>FNPW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D. L. B. 1601**<br>ex E. T. P. M. 1601-79<br>**Societe Entrepose G.T.M. pour**<br>**les Travaux Petroliers**<br>**Maritimes (E.T.P.M.)**<br>Port aux Francais, Reunion<br>Kerguelen (French)<br>See Register of Offshore Units | **24 380**<br>9 821<br>— | BV | **1974** Blohm + Voss A.G.—Hamburg<br>(885)<br>185,48 35,01 9,983<br>176,99 34,98 14,99<br>1 dk | **TD-E Pipelayer Crane Ship**<br>Mchy.aft<br>Cr 1(1600-2000) | 4 Vee Oil 4SA each 16Cy. 280 × 290 total<br>19 200bhp (14 123kW) driving 4 gen.<br>each 4 400kW connected to 2 elec.<br>motors each of 4 000shp (2 942kW)<br>Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Also 1 oil 1380kW (1850bhp) for<br>emergency propulsion<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>10kn |
| **7015834**<br>5LXC<br>3554<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D. L. BOWER**<br>**Ocean Charters Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **71 080**<br>58 761<br>152 383 | AB | **1970** Kockums M/V A/B—Malmo (523)<br>285,30 48,82 16,087<br>273,97 48,77 24,52<br>F 24,1 1 dk<br>rf nil shortened 80 | **S Tanker**<br>SBT COW IGS<br>Mchy.aft<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 1 × 1000kW 1 × 840kW<br>1 × 220kW 60Hz a.c.<br>Fuel 10 391,0t (o.f.) 178,0t (d.o.)-147,5pd<br>16kn |
| **5083655**<br>311168 | **D. M. 60**<br>**La Farge Concrete Ltd.**<br>C. E. Nelson<br>Vancouver, B.C. Canada | **759**<br>759<br>1 016 | **✠100A** SS 8/79<br>coasting service between<br>Seattle and Anchorage,<br>Alaska<br>EL (g)<br>FN 574 | **1958**-7 Yarrows Ltd.—Victoria, B.C. (172)<br>37,01 12,63 2,744<br>36,58 12,20 3,48<br>1 dk<br>rf nil<br>4BH | **Cement Barge**<br>Self-unloader | |
| **5267988**<br>VCJS<br>193605<br>RTm | **D. P. W. No. 400**<br>ex P.W.D. No. 400-66<br>**Government of Canada**<br>**(Ministry of Public Works)**<br>Ottawa Canada | **480**<br>219<br>— | ✠Classed LR until 1/54 | **1950**-10 Canadian Vickers Ltd.—Montreal,<br>P.Q. (249)<br>45,57 8,87 3,671<br>... ... ...<br>1 dk<br>RW | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Oil 8Cy. 210 × 300<br>NE 64<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 2 × 60kW 208V 60Hz a.c.<br>Fuel (d.o.) |
| **8024064**<br>RT | **D. S. ECOLOGY QUEEN**<br>**City of New York (Department**<br>**of Sanitation)**<br>*New York, NY* United States<br>of America | **10**<br>—<br>— | **✠A1**<br>Harbour Service<br>**LMC**<br>EL 6,0/10,0<br>FN 39 | **1981**-7 Liverpool Water Witch Marine Eng.<br>Co. Ltd.—Liverpool (36)<br>9,91 3,97<br>7,37 3,50 1,68<br>1 dk<br>rf nil | **M Surface Clearance Vessel**<br>Mchy.aft | Oil 2SA 4Cy. 98 × 114 sr reverse geared<br>to sc. shaft<br>120bhp (88kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit<br>Gen 1 × 1kW 24V d.c. |
| **5083681**<br>WD4290<br>261940<br>RTh | **D. T. SHERIDAN**<br>**Sheridan Towing Co. Inc.**<br>Philadelphia, Pa United States<br>of America | **383**<br>261<br>— | | **1951** Ira S. Bushey & Sons Inc.—New<br>York, NY (600)<br>42,07 8,59<br>39,86 8,54 2,11 | **M Tug** | Oil 205 × 255 sr geared to sc. shaft<br>E made44 fitted51<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 3 × 100kW 115V d.c.<br>Fuel (d.o.) |
| **7602053**<br>IBGD<br>1310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D'ALBERTIS**<br>**Italia S.p.A. di Navigazione**<br>Napoli Italy | **19 500**<br>10 243<br>17 210 | AB RI | **1978** Italcantieri S.p.A.—Genova (4359)<br>186,44(BB) 27,06 10,024<br>170,01 27,01 15,73<br>P 59,8 F 37,8 2 dks | **M RoRo/General Cargo/Container**<br>Fixed-guides<br>Side door (p)<br>4 Ho ER 1 Ho<br>G.21 237 B.20 274<br>TEU 706<br>C.Ho 480/20' C.Dk 226/20' incl.<br>ref C.<br>8 Ha (stl) (18,8 × 10,7) (19,1p&s ×<br>8,0) (19,1p&s 19,1p&s × 10,7)<br>ER (12,9 × 10,7)<br>Cr 6(20) | Oil 2SA 7Cy. 900 × 1600<br>21 000bhp (15 447kW)<br>Grandi Motori Trieste Trieste<br>23kn |
| **7381142**<br>FNOV<br>9742<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D'ARTAGNAN**<br>**Mobil Oil Francaise**<br>**(Departement Transports**<br>**Maritimes)**<br>Le Havre France | **140 745**<br>111 080<br>275 225 | BV | **1974** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (1015)<br>340,83(BB) 54,44 21,068<br>324,04 54,41 26,90<br>1 dk | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 335 100<br>HeCls. BptC | Oil 4SA 12Cy. 570 × 620<br>36 000bhp (26 480kW) NE 80 Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1760kW 1 × 1700kW<br>450V 60Hz a.c.<br>16,5kn |
| **7717937**<br>HOGG<br>10785<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **D'ARTAGNAN**<br>ex Tenryu Maru-82<br>**Larmal Corp. (Panama) Inc.**<br>Panama Panama | **3 812**<br>2 435<br>6 278 | NK | **1977** Hashihama Zosen—Imabari (660)<br>106,43 6,706<br>97,97 16,41 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>G.8 346 B.7 653<br>2 Ha (28,5 28,5 × 8,3) ER<br>Der 2(25) 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 144kW 445V a.c.<br>12,5kn |
| **5126536**<br>Df Esd<br>RTm | **D'ARTAGNAN**<br>ex Gaspar<br>**Michel Adrien et Andre**<br>**Berthome**<br>Dakar Senegal | **117**<br>51<br>— | (BV) | **1960** S.I.C.C.Na.—St. Malo (T8)<br>25,05 6,84<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.83<br>4 Ha (0,9 0,9 × 0,9) (0,9 × 0,9) (0,7<br>× 0,5)<br>2W Der 1(2) 1(1) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 34,5t (d.o.) 9kn |
| **5083722**<br>VC2080<br>173950<br>Esd Rdr<br>RT | **D'AUTEUIL II**<br>**R. Proetti**<br>Quebec, P.Q. Canada | **229**<br>164<br>— | | **1945** D'Auteuil Lumber Co. Ltd.—Quebec,<br>P.Q.<br>*30,64* 9,20<br>... ... ... | **Wood M Tug** | Oil 6Cy. 290 × 380<br>Atlas Imperial D.E. Co. Oakland, Ca |

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|---|---|---|---|---|---|---|
| 6606002<br>ICMW<br>3515<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **D'AZEGLIO**<br>ex Nebraska-72<br>**Italia S.p.A. di Navigazione**<br>Genova Italy | **4 541**<br>2 378<br>6 667 | ✠**100A** SS 7/80<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3794<br>RI | **1966**-6 Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (375)<br>141,10 18,80 7,379<br>127,51 18,75 11,00<br>Ba 27,2 F 11,0 1 dk & S dk, 3rd dk in<br>No. 4B hold<br>rf 102<br>Coll BH to S dk 9 to 2nd dk WB1034t | **M General Cargo** OSD<br>Ref<br>6 Ho 15,3 17,7 17,9 13,4 6,7<br>15,7<br>G.9 932 In.2 272<br>6 Ha (stl) (7,7 × 5,9) (11,2 11,2 8,9<br>× 8,0) (3,9 × 7,4) (8,4 × 5,4)<br>16W Der 1(50) 4(10) 12(5) | Oil 2SA 10Cy. 620 × 1400<br>12 000bhp (8 827kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>WTAuxB 142lbf/in² (9,8bar)<br>e(ex.g) 142lbf/in² (9,8bar)<br>Gen 3 × 284kW 450V 60Hz a.c.<br>Fuel 922,5t (hvf) 19kn |
| 5083734<br>CGSM<br>195276<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **D'IBERVILLE**<br>**Government of Canada**<br>**(Ministry of Transport)**<br>Ottawa Canada | **5 678**<br>2 038<br>3 658 | ✠Classed LR until<br>23/6/78 | **1953**-5 Davie SB. & Repairing Co. Ltd.<br>—Levis, P.Q. (590)<br>94,65 20,38 9,272<br>87,79 20,27 12,27<br>B 22,3 2 dks<br>RW | **TS Icebreaker**<br>18P<br>2 Ho 9,7 20,7<br>2 Ha (stl) (4,0 3,6 × 4,2)<br>Cr 2(12) Der 1(35) 1(5) | 2U 6Cy. 737 × 762<br>10 800ihp (7 944kW)<br>Unaflow<br>Canadian Vickers Ltd. Montreal, P.Q.<br>Gen 3 × 400kW 220V d.c.<br>Fuel (o.f.) |
| 5336882<br>BOYY<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA AN**<br>ex Spitzfels-72<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 772**<br>4 003<br>—<br>**9 201**<br>5 799<br>— | (GL) | **1958** H. C. Stuelcken Sohn—Hamburg<br>(874)<br>144,94 19,08 8,560/—<br>137,01 19,00 12,20<br>B 31,7 F 11,0 3 dks<br>rf 102 | **M General Cargo**<br>Ref 6P<br>4 Ho 16,6 17,9 25,6 36,9 ER<br>G.20 030 B.17 949 In.196<br>4 Ha (11,5 11,5 13,3 28,4 × 6,4) ER<br>16W Cr 1(5) Der 1(120) 2(15)<br>16(5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 4 × 150kW 220V d.c.<br>Fuel 1 573,0t (hvf) 14,5kn |
| 6622848<br>BOMR<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA BAI SHU**<br>ex Nikos-77 ex Taveta-75<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**6 554**<br>3 923<br>10 607<br>**9 659**<br>5 937<br>13 767 | (GL)<br>✠Classed LR until<br>18/8/78 | **1967** Deutsche Werft A.G.—Hamburg<br>(814)<br>156,11(BB) 20,53 7,855/9,154<br>144,53 20,50 12,10<br>P 32,7 F 30,5 2 dks<br>rf nil DK DK in 2, 3 & 4 holds | **M General Cargo**<br>Ref 12P<br>5 Ho 17,9 21,4 24,7 23,0 21,4<br>G.21 520 B.19 287 In.727<br>5 Ha (stl) (8,9 × 5,7) (11,9 14,9 11,9<br>11,9 × 5,9)<br>16W Der 1(150) 1(25) 8(5-10)<br>4(3-5) 4(5) 2(3) | Oil 2SA 6Cy. 780 × 1550<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 1 283,5t (hvf) 18,5kn |
| 7376238<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA CANG SHAN**<br>ex Azuma Gloria-82<br>**China Ocean Shipping Co.**<br>China | **5 155**<br>3 377<br>8 241 | NK | **1974** Watanabe Zosen K.K.—Hakata (158)<br>117,91 18,04 7,290<br>109,00 18,00 9,00<br>P 24,1 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 185 B.10 568<br>3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER<br>Der 5(20) | Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 715,5t-16,5pd 13kn |
| 7734650<br>379703 | **DA CAPO**<br>**Viking International Leasing**<br>**Service Ltd.**<br>London United Kingdom | **278**<br>198<br>— | | **1927** H. H. Bodewes—Millingen a/d Rijn<br>49,74<br>6,56 1,99<br>1 dk | **M General Cargo Barge** | Oil 2SA 5Cy. 190 × 350<br>750bhp (552kW) NE 61<br>"Bolnes" Motorenfabriek B.V.<br>Krimpen a/d Lek<br>6,5kn |
| 8221313 | **DA CHANG No. 1**<br>**Taiwan Power Co.**<br>China* | **1 500**<br>—<br>2 000 | | **1982** Hamamoto Zosensho—Tokushima<br>(635)<br>3,501<br>68,03 14,01 4,63 | **TM Sand Barge** | 2 Oil<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Japan |
| 5386655<br>BOVJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA CHANG ZHEN**<br>ex Wasserfels-78<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 936**<br>4 118<br>10 290<br>**9 554**<br>5 750<br>12 623 | (GL) | **1963** A.G. "Weser"—Bremen (1347)<br>152,18 20,43 8,294/9,251<br>144,00 20,40 12,20<br>P 33,0 B 8,0 F 28,4 3 dks | **M General Cargo**<br>Ref 9P<br>5 Ho 13,5 16,6 23,7 23,7 20,5<br>ER<br>G.20 489 B.18 807 In.229<br>5 Ha (7,0 11,8 17,9 17,9 14,0 ×<br>6,4) ER<br>8W Cr 2(5) Der 1(150) 1(15)<br>6(5-10) 4(5) | Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 1 605,5t (hvf) 18,5kn |
| 7332622<br>BOCA<br>Df Esd<br>Gc Rdr<br>RT | **DA CHENG**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**6 922**<br>3 223<br>9 866<br>**10 715**<br>5 782<br>14 522 | ✠Classed LR until<br>22/11/74 | **1973**-12 Hitachi Zosen—Mukaishima<br>(4405)<br>154,95 22,10 —/9,081<br>145,01 22,00 11,99<br>P 31,1 F 14,1 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,2 44,8 40,0 ER<br>G.20 574 B.19 392<br>3 Ha (stl) (11,2 × 6,7) (34,4 29,5 ×<br>8,5) ER<br>20W Der 1(300) 10(20) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 420kW 400V 50Hz a.c.<br>16,25kn |
| 5083760<br>356380<br>Df Esd<br>RT | **DA COSTA**<br>**Davis Nathaniel Lloyd**<br>Road Bay Anguilla<br>(British) | **125**<br>117<br>295 | BV | **1937** J. Koster Hzn. "De Gideon"<br>—Groningen (155)<br>*36,95* 6,61 2,617<br>6,56 2,80<br>RQD 4,9 F 8,9 1 dk<br>R | **M General Cargo**<br>1 Ho 22,0 ER<br>G.443 B.419<br>2 Ha (6,5 8,7 × 3,7) ER<br>2W Der 2(1,5) | Oil 4SA 3Cy. 280 × 420<br>150bhp (110kW)<br>Deutsche Werke A.G. Kiel<br>Fuel 10,0t (d.o.) 8kn |
| 5387647<br>BOLV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA DE**<br>ex Werdenfels-73<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 936**<br>4 118<br>—<br>**9 555**<br>5 750<br>— | (GL) | **1962** A.G. "Weser"—Bremen (1345)<br>152,25 20,43 8,294/9,348<br>144,00 20,40 12,20<br>B 27,2 3 dks | **M General Cargo**<br>9P<br>5 Ho 13,5 17,9 23,7 23,7 20,5<br>ER<br>G.20 489 B.18 807<br>5 Ha (7,0 11,8 17,9 17,9 14,0 ×<br>6,4) ER<br>Cr 2(5) Der 1(150) 1(15) 6(5-10) 4(5) | Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel (hvf) 18,5kn |
| 7517947 | **DA FENG**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **9 862**<br>5 380<br>— | | **1973** Dairen Dockyard—Dairen<br>161,55 20,43 9,208<br>... ... ... | **M General Cargo** | Oil<br>..............<br>18,5kn |
| 6723965<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA HONG QIAO**<br>ex Kybfels-79<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**6 999**<br>3 844<br>10 236<br>**9 445**<br>5 602<br>12 990 | GL | **1967** A.G. "Weser"—Bremen (1365)<br>152,25 20,45 8,300/9,456<br>144,02 20,41 12,20<br>F 19,9 3 dks | **M General Cargo**<br>Ref<br>5 Ho 8,9 13,7 24,3 24,3 19,9<br>ER<br>G.20 435 B.18 756 In.232<br>5 Ha (stl) (7,0 10,5 17,9 17,9 13,1 ×<br>6,4) ER<br>24W Cr 2(5) Der 1(150) 8(10) 2(5) | Oil 2SA 7Cy. 780 × 1550<br>11 200bhp (8 238kW) MAN<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 1 641,0t (d.o.) 19kn |

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| **5389504**<br>BOVF<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA JIN CHUAN**<br>ex Wildenfels-78<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 936**<br>4 118<br>10 290<br>**9 554**<br>5 750<br>12 623 | (GL) | **1962** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (831)<br>152,25 20,43 8,281/9,260<br>144,00 20,40 12,20<br>F 26,9 3 dks | **M General Cargo**<br>Ref 9P<br>Mchy.aft<br>5 Ho 13,6 16,6 23,7 23,7 20,5<br>G.20 489 B.18 764 In.229<br>5 Ha (7,0 11,8 17,9 17,9 14,0 × 6,4)<br>8W Cr 2(5) Der 1(150) 1(15) 6(10) 4(5) | Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel 1 605,5t (hvf) | Augsburg<br>18,5kn |
| **6701436**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA LONG TIAN**<br>ex Crostafels-78<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**7 011**<br>4 110<br>10 236<br>**9 441**<br>5 852<br>12 991 | GL | **1966** A.G. "Weser"—Bremen (1360)<br>152,25 20,45 8,306/9,460<br>144,00 20,40 12,20<br>B 29,9 F 20,5 3 dks<br>rf nil | **M General Cargo**<br>Ref 5P<br>5 Ho 16,7 13,5 24,7 24,7 19,9 ER<br>G.20 435 B.18 756 In.227<br>5 Ha (stl) (7,0 10,9 17,9 17,9 13,4 × 6,4) ER<br>12W Cr 1(10) 2(5) Der 1(150) 8(5-10) 2(5) | Oil 2SA 7Cy. 780 × 1550<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 280kW 400V 50Hz a.c.<br>Fuel 1 524,0t (hvf) | Augsburg<br>19kn |
| **5315618**<br>BOCC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA MING**<br>ex Schwarzenfels-71<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **9 336**<br>4 055<br>12 548 | (GL) | **1958** H. C. Stuelcken Sohn—Hamburg (873)<br>146,92 19,08 9,043<br>137,01 19,00 12,20<br>3 dks<br>RW rf 102 | **M General Cargo**<br>Ref 6P<br>4 Ho 16,6 17,9 25,6 36,9 ER<br>G.20 030 B.17 949<br>4 Ha (11,8 11,8 13,3 28,4 × 6,4) ER<br>16W Cr 1(5) Der 1(120) 2(15) 14(5) 2(3) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 150kW 220V d.c.<br>Fuel 1 573,0t | Augsburg<br>14,5kn |
| **7602065**<br>IBRH<br>1312<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA MOSTO**<br><br>**Italia S.p.A. di Navigazione**<br>Napoli Italy | **19 500**<br>10 243<br>17 240 | AB RI | **1979** Italcantieri S.p.A.—Genova (4360)<br>186,44(BB) 27,06 10,024<br>170,01 27,01 15,73<br>P - F - 2 dks | **M RoRo/General Cargo/Container**<br>Fixed-guides<br>Side door (p)<br>4 Ho ER 1 Ho<br>G.21 237 B.20 274<br>TEU 706<br>C.Ho 480/20' C.Dk 226/20' incl. ref C.<br>8 Ha (stl) (18,8 × 10,7) (19,1p&s × 8,0) (19,1p&s 19,1p&s × 10,7) ER (12,9 × 10,7)<br>Cr 6(20) | Oil 2SA 7Cy. 900 × 1600<br>21 700bhp (15 962kW)<br>Grandi Motori Trieste | Trieste<br>23kn |
| **5384528**<br>BOYX<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA NING**<br>ex Wachtfels-72<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 936**<br>4 118<br>10 289<br>**9 555**<br>5 710<br>12 622 | (GL) | **1962** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (882)<br>152,25 20,43 8,294/9,262<br>144,00 20,40 12,20<br>3 dks | **M General Cargo**<br>9P<br>5 Ho 13,5 16,6 23,7 23,7 20,5 ER<br>G.20 489 B.18 807<br>5 Ha (7,0 11,8 17,9 17,9 14,0 × 6,4) ER<br>Cr 2(5) Der 1(150) 1(15) 6(10) 4(5) | Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel (hvf) | Augsburg<br>18,5kn |
| **5367702**<br>BOYC<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA PU**<br>ex North Sea-71 ex Trautenfels-71<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 792**<br>4 006<br>11 578<br>**9 212**<br>5 793<br>12 716 | (GL) | **1959** H. C. Stuelcken Sohn—Hamburg (877)<br>144,96 19,08 8,567/9,043<br>137,01 19,00 12,20<br>3 dks<br>RW rf 102 | **M General Cargo**<br>Ref 6P<br>4 Ho 16,6 17,9 24,9 36,9 ER<br>G.20 024 B.17 909 In.219<br>4 Ha (11,5 11,5 13,3 28,4 × 6,4) ER<br>16W Cr 1(5) Der 1(120) 2(15) 16(5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 150kW 220V d.c.<br>Fuel 1 573,0t (hvf) | Augsburg<br>14,5kn |
| **5017046**<br>BRSW<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **DA QING HE**<br>ex Laoshan-78 ex Anelia-69<br>ex Amica-62<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Canton Branch)**<br>Guangzhou/Canton China | **9 820**<br>5 767<br>16 000 | (BV) | **1957** A/S Fredriksstad M/V—Fredrikstad (357)<br>165,21 19,54 9,303<br>152,41 19,51 11,64<br>P 38,5 B 13,2 F 27,5 1 dk | **M Tanker**<br>23 Ta ER<br>L.(oil) 19 793 | Oil 2SA 9Cy. 680 × 1500<br>6 750bhp (4 965kW)<br>A/S Fredriksstad M/V<br>Gen 2 × 225kW 1 × 140kW 220V d.c.<br>Fuel 1 371,5t (hvf)-24,5pd | Gotaverken<br>Fredrikstad<br>15,5kn |
| **6702739**<br>BORB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA QING SHAN**<br>ex Schonfels-78<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**7 011**<br>4 110<br>10 236<br>**9 441**<br>5 852<br>12 991 | (GL) | **1967** A.G. "Weser"—Bremen (1361)<br>152,25 20,45 8,287/9,460<br>144,00 20,40 12,20<br>F 20,5 3 dks<br>rf nil | **M General Cargo**<br>Ref 5P<br>5 Ho 16,7 13,5 24,7 24,7 19,9 ER<br>G.20 455 B.18 765 In.227<br>5 Ha (stl) (7,0 10,9 17,9 17,9 13,4 × 6,4) ER<br>12W Cr 2(5) Der 1(150) 8(5-10) 2(5) | Oil 2SA 7Cy. 780 × 1550<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 280kW 400V 50Hz a.c.<br>Fuel 1 524,0t (hvf) | Augsburg<br>19kn |
| **5043124**<br>BPFI<br><br>Df Esd<br>Gc Rdr | **DA QING 10**<br>ex Chien She 10 ex Beskidy-58<br>**China Ocean Shipping Co.**<br>China | **3 359**<br>1 550<br>4 469 | | **1957** Rauma-Repola Oy—Rauma/Raumo (84)<br>105,11 14,79 6,128<br>96,93 14,74 6,81<br>1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>G.190 L.(oil) 5 380 HeCls. C<br>1 Ha (2,5 × 3,2)<br>3W Der 1(3) 2(1) | Oil 2SA 6Cy. 520 × 900<br>2 900bhp (2 133kW)<br>Kieler Howaldtswerke A.G.<br>Fuel 261,0t (d.o.)-11,0pd | MAN<br>Kiel<br>13kn |
| **5353438**<br>BPFJ<br><br>Df Esd<br>Gc Rdr | **DA QING 11**<br>ex Chien She 11 ex Tatry-58<br>**China Ocean Shipping Co.**<br>China | **3 319**<br>1 950<br>4 469 | | **1957** Rauma-Repola Oy—Rauma/Raumo (85)<br>104,98 14,79 6,128<br>96,93 14,74 6,84<br>P 33,0 F 9,5 1 dk | **M Tanker**<br>1 Ho 12 Ta ER<br>L.(oil) 5 373 HeCls. C<br>1 Ha (2,5 × 3,2)<br>3W Der 1(3) 2(1) | Oil 2SA 6Cy. 520 × 900<br>2 900bhp (2 133kW)<br>Kieler Howaldtswerke A.G.<br>Fuel 401,5t-9,0pd | MAN<br>Kiel<br>13kn |
| **5050270**<br><br><br>Df Esd | **DA QING 13**<br>ex Chien She 13 ex Bramora-61<br>ex Erling Brovig-46<br>**China Ocean Shipping Co.**<br>China | **9 929**<br>5 938<br>15 058 | ✠Classed LR until 8/53 | **1937**-12 Bremer Vulcan Schiffbau & Mfbk.<br>—Vegesack (739)<br>155,66 20,15 8,637<br>20,10<br>RQD 34,5 F 22,9 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 19 023 | Oil 2DA 6Cy. 600 × 1100<br><br>Bremer Vulkan Schiffbau u. Maschinenfabrik<br>Fuel 1 450,0t-15,5pd | Vegesack<br>11,5kn |

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| 5277921<br>BPFL<br>Df Esd<br>Gc Rdr | **DA QING 14**<br>ex Chien She 14 ex Pieniny-61<br>ex Tankland-57<br>**China Ocean Shipping Co.**<br>China | **8 272**<br>4 880<br>13 041 | ✠Classed LR until 10/60 | Lch.**1941** Cmd.**1945**-5 Eriksbergs M/V<br>A/B—Goteborg (296)<br>149,84 18,60 8,167<br>141,74 18,52 10,37<br>P 28,1 B 8,6 F 13,2 1 dk<br>RW | **M Tanker**<br>19 Ta ER<br>L.(oil) 17 156 | HeCls. C | Oil 2DA 6Cy. 450 × 1200<br>B&W<br>Eriksbergs M/V A/B Goteborg<br>Fuel 1 020,0t-15,0pd 13kn |
| 7943847<br>BPER<br>RT | **DA QING 14**<br>**China Ocean Shipping Co.**<br>Shanghai China | **1 386**<br>577<br>3 000 | | **1971** ............People's Republic of China<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 5312185<br>Df Esd<br>Gc Rdr | **DA QING 15**<br>ex Santa Fortuna-64<br>ex Sandalwood-62<br>**China Ocean Shipping Co.**<br>China | **10 061**<br>5 925<br>15 647 | ✠Classed LR until 3/64 | **1952**-3 J. L. Thompson & Sons Ltd.—North<br>Sands, Sunderland (672)<br>154,11 20,58 8,859<br>144,79 20,53 11,38<br>P 30,2 B 13,2 F 13,8 1 dk<br>RW | **M Tanker**<br>25 Ta ER<br>L.(oil) 20 870 | HeCls. BC | Oil 2SA 4Cy. 670 × 2320<br>Doxford<br>N.E. Marine Eng. Co. (1938) Ltd. Wallsend<br>Fuel 1 291,5t-17,0pd 12kn |
| 5036561<br>BPFN<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 16**<br>ex Barbro-64<br>**China Ocean Shipping Co.**<br>China | **11 631**<br>6 854<br>18 695 | | **1952** Eriksbergs M/V A/B—Goteborg (418)<br>170,54 21,34 9,272<br>160,48 21,32 11,97<br>P 34,8 B 10,7 F 18,9 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 24 477 | HeCls. BC | Oil 2SA 8Cy. 740 × 1400<br>6 230bhp (4 583kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Fuel 995,5t-24,5pd 14kn |
| 5285655<br>BPFO<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 17**<br>ex Prof. M. T. Huber-64<br>**China Ocean Shipping Co.**<br>China | **13 206**<br>7 687<br>— | | **1962** Stocznia Gdanska im. Lenina—Gdansk (B70/03)<br>176,92 21,87 9,253<br>... ... ...<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | | Oil 2SA 6Cy. 760 × 1555<br>Sulzer<br>N.V. Werkspoor Amsterdam |
| 6605228 | **DA QING 18**<br>ex Chien She 18<br>**China Ocean Shipping Co.**<br>China | **2 000**<br>—<br>3 048 | | **1961** Hu Tung Shipyard—Shanghai<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 7943823<br>BPPO<br>RT | **DA QING 21**<br>**China Ocean Shipping Co.**<br>Shanghai China | **2 376**<br>1 172<br>3 400 | | **1966** ............People's Republic of China<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 7943835<br>BPPR<br>RT | **DA QING 24**<br>**China Ocean Shipping Co.**<br>Shanghai China | **3 814**<br>1 671<br>4 814 | | **1966** Dairen Dockyard—Dairen<br>... ...<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 7017612<br>BPFS | **DA QING 27**<br>**China Ocean Shipping Co.**<br>China | **10 000**<br>—<br>15 241 | | **1969** Hung Chi Shipyard—Shanghai<br>160,03<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 7102120<br>BPFT | **DA QING 28**<br>**China Ocean Shipping Co.**<br>China | **10 000**<br>—<br>15 241 | | **1970** Hung Chi Shipyard—Shanghai<br>160,03<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 7053202<br>BPFU | **DA QING 29**<br>**China Ocean Shipping Co.**<br>China | **10 000**<br>—<br>15 241 | | **1971** Hung Chi Shipyard—Shanghai<br>160,03<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 7224980<br>BPFV | **DA QING 30**<br>**China Ocean Shipping Co.**<br>China | **10 000**<br>—<br>15 241 | | **1972** Hung Chi Shipyard—Shanghai<br>160,03<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>............. |
| 5040249<br>Df Esd<br>Gc Rdr<br>RTm/h | **DA QING 34**<br>ex Anne-70 ex Belstar-64<br>**China Ocean Shipping Co.**<br>China | **10 190**<br>5 696<br>16 226 | (NV) | **1958** A/S Fredriksstad M/V—Fredrikstad (359)<br>165,13 19,54 9,303<br>152,69 19,51 11,46<br>P 42,7 B 12,2 F 21,4 1 dk | **M Tanker**<br>23 Ta ER<br>L.(oil) 19 822 | HeCls. BC | Oil 2SA 8Cy. 760 × 1500<br>8 200bhp (6 032kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 2 × 280kW 1 × 140kW 220V d.c.<br>Fuel 1 371,5t (hvf)-20,5pd 15kn |
| 5154961<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA QING 35**<br>ex Norclipper-70<br>ex Horn Clipper-68<br>**China Ocean Shipping Co.**<br>China | **10 160**<br>5 713<br>16 180 | (NV) | **1958** A/S Fredriksstad M/V—Fredrikstad (358)<br>165,16 19,54 9,297<br>152,41 19,51 11,64<br>P 42,7 B 13,5 F 22,9 1 dk<br>rf 25 | **M Tanker**<br>8 Ta ER<br>L.(oil) 20 282<br>1 Ha (3,4 × 3,5) | 2P<br>HeCls. BC | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 2 × 280kW 1 × 140kW 220V<br>Fuel 1 270,0t (hvf)-27,5pd 15kn |
| 5382855<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 36**<br>ex Vivi-70<br>**China Ocean Shipping Co.**<br>China | **10 226**<br>5 816<br>16 328 | | **1957** A/S Akers M/V—Oslo (511)<br>162,29 19,56 9,316<br>149,66 19,51 11,71<br>P 31,4 B 13,8 F 18,0 1 dk<br>RW | **M Tanker**<br>21 Ta ER<br>L.(oil) 21 075 | HeCls. B | Oil 2SA 5Cy. 750 × 1500 exhaust500<br>7 000bhp (5 149kW) B&W<br>A/S Akers M/V Oslo<br>Fuel 1 344,0t-25,5pd 14,5kn |
| 5416943<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA QING 37**<br>ex Pet-70 ex Norsk Viking-69<br>ex Farmand-63<br>**China Ocean Shipping Co.**<br>China | **11 142**<br>6 408<br>17 537 | | **1953** A/S Akers M/V—Oslo (514)<br>167,65 20,17 9,475<br>156,67 20,12 11,97<br>1 dk | **M Tanker**<br>20 Ta ER<br>L.(oil) 23 418<br>Der 5(5) 1(1,5) | | Oil 2SA 5Cy. 750 × 1500 exhaust500<br>7 300bhp (5 370kW) B&W<br>A/S Akers M/V Oslo<br>Gen 2 × 240kW 220V d.c.<br>14,5kn |

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| **5187396**<br>Df Esd<br>Gc Rdr<br>RTm/v | **DA QING 38**<br>ex Dansborg-70 ex Kindvik-69<br>**China Ocean Shipping Co.**<br>China | **8 759**<br>4 875<br>13 643 | | **1962** Moss Vaerft & Dokk A/S—Moss (147)<br>152,41 18,65 8,459<br>144,79 18,60 10,37<br>P 39,4 F 20,2 1 dk | **M Tanker**<br>1 Ho 10,2 24 Ta ER<br>L.(oil) 16 601<br>1 Ha (stl) (2,9 × 4.6)<br>Der 4(5) 2(1) | Oil 2SA 6Cy. 620 × 1400<br>6 500bhp (4 781kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 275kW 440V 60Hz a.c.<br>Fuel 1 463,0t (hvf)-21,5pd<br>14kn |
| **5063772**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA QING 39**<br>ex Anja-71 ex Carl Gorthon-67<br>**China Ocean Shipping Co.**<br>China | **12 200**<br>7 122<br>20 016 | ✠Classed LR until 10/12/71<br>HeCls. BC | **1958**-6 Uddevallavarvet A/B—Uddevalla (173)<br>170,69 21,32 9,634<br>161,75 21,26 12,12<br>P 34,2 B 12,5 F 22,3 1 dk | **M Tanker**<br>26 Ta ER<br>L.(oil) 25 030<br>Der 4(5) 2(1,5) | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>Gen 2 × 200kW 1 × 145kW 220V d.c.<br>Fuel 1 358,5t (hvf)-27,5pd<br>15kn |
| **5265942**<br>BPRG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA QING 41**<br>ex Anella-72 ex Oscar Gorthon-71<br>ex Vinstra-60<br>**China Ocean Shipping Co.**<br>China | **12 465**<br>7 217<br>20 676 | (NV)<br>2P | **1960** A/B Gotaverken—Goteborg (747)<br>169,81 21,70 9,570<br>161,80 21,34 12,40<br>1 dk<br>rf 38 | **M Tanker**<br>28 Ta ER<br>L.(oil) 26 816<br>Der 3(5) 2(3) 3(1,5) | Oil 2SA 9Cy. 760 × 1500<br>8 200bhp (6 032kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 240kW 1 × 150kW 220V d.c.<br>Fuel 1 295,5t (hvf)<br>14,5kn |
| **7614549**<br>BPPD<br>RT | **DA QING 44**<br>**China Ocean Shipping Co.**<br>China | **18 000**<br>8 102<br>24 000 | | **1976** Hung Chi Shipyard—Shanghai<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker** | Oil<br>............. |
| **7945479**<br>RT | **DA QING 62**<br>**China Ocean Shipping Co.**<br>China | **18 000**<br>8 102<br>24 000 | | **1976** .............Shanghai<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker** | Oil<br>............. |
| **6915063**<br>BRXA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 210**<br>ex Ikushima Maru No. 2-73<br>**China Ocean Shipping Co.**<br>China | **3 542**<br>2 127<br>5 639 | (NK) | **1968** K.K. Taihei Kogyo—Akitsu (218)<br>100,59 15,04 6,833<br>95,00 15,02 7,90<br>P 21,1 F 10,7 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 7 436 | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 497,0t-9,5pd |
| **7614240**<br>BRXC<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 212**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1974** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,89 18,57 4,201<br>125,86 5,80<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 64kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.)<br>10,5kn |
| **7614252**<br>BRXD<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 213**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1974** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,91 18,57 4,201<br>125,86 5,85<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 64kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.)<br>10,5kn |
| **7736828**<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 214**<br>**China Ocean Shipping Co.**<br>China | **4 916**<br>2 689<br>5 037 | | **1975** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,86 18,57 4,201<br>120,45 5,85<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 64kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.)<br>10,5kn |
| **7734052**<br>BRXF<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 215**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 686<br>5 037 | | **1975** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,86 18,60 4,201<br>120,45 5,85<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 64kW 380V 50Hz a.c.<br>Fuel 140,0t (d.o.)<br>10,5kn |
| **7610385**<br>BRXG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 216**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **3 890**<br>2 272<br>6 038 | BV<br>HeCls. C | **1978** Malta Drydocks—Valletta (118)<br>106,28 14,94 6,881<br>99,98 14,91 7,93<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 7 850 | Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 235kW 220V 50Hz a.c.<br>Fuel 247,0t (d.o.)<br>13kn |
| **7610397**<br>BRXH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 217**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **3 890**<br>2 272<br>6 038 | BV<br>HeCls. C | **1978** Malta Drydocks—Valletta (119)<br>106,28 14,94 6,884<br>99,98 14,91 7,73<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 7 850 | Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 235kW 220V 50Hz a.c.<br>Fuel 247,0t (d.o.)<br>13kn |
| **7902415**<br>BRXI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 218**<br>**Government of The People's Republic of China**<br>Guanzhou China | **3 890**<br>2 273<br>5 953 | BV | **1981** Malta Drydocks—Valletta (139)<br>106,28 14,97 6,800<br>99,98 14,94 7,93<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 7 850 | Oil 2SA 5Cy. 450 × 900<br>4 400bhp (3 236kW) B&W<br>Hitachi Zosen Hiroshima Works. Innoshima<br>Gen 3 × 235kW 220V 50Hz a.c.<br>Fuel 247,0t (d.o.)<br>13,75kn |
| **6926995**<br>BRXK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 220**<br>ex Shosei Maru-73<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **2 261**<br>1 539<br>3 927 | (NK) | **1969** Asakawa Zosen—Imabari (140)<br>84,26 13,03 5,970<br>78,01 13,01 6,51<br>P 20,2 F 8,0 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 5 596<br>len 72 | Oil 4SA 6Cy. 470 × 680<br>2 600bhp (1 912kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 80kW 445V a.c.<br>Fuel 247,0t-9,0pd |

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|---|---|---|---|---|---|---|---|
| 5266544<br>BRXU<br>Df Esd<br>Gc Rdr | **DA QING 230**<br>ex Hong Hu ex Ostrava-65<br>ex Istina-59<br>**China Ocean Shipping Co.**<br>China | **13 339**<br>8 310<br>20 516 | ✠Classed LR until 12/65 | **1959**-4 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (220)<br>170,69 21,90 9,500<br>163,07 12,22<br>P 34,5 B 11,6 F 21,7 1 dk<br>rf 102 | **M Tanker**<br>Mchy.aft<br>L.(oil) 26 504 | | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula |
| 5053296<br>Df Esd<br>Gc Rdr<br>RTv | **DA QING 235**<br>ex Tingjiang-79 ex British Trust-76<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Kwangchow Branch)**<br>Guangzhou/Canton China | **10 656**<br>5 995<br>16 437 | ✠Classed LR until 20/7/79 | **1959**-10 Lithgows Ltd.—Port Glasgow (1125)<br>160,18 21,11 9,164<br>151,34 21,04 11,28<br>P 37,2 B 20,2 F 18,0 1 dk<br>RW rf 102 | **M Tanker**<br>27 Ta ER<br>L.(oil) 20 209 | HeCls. BC | Oil 2SA 6Cy. 750 × 1500 exhaust500<br>8 600bhp (6 326kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 2 × 250kW 1 × 75kW 110V d.c.<br>Fuel 1 349,5t (hvf)-30,5pd 14,5kn |
| 5052644<br>Df Esd<br>Gc Rdr<br>RTv | **DA QING 236**<br>ex Zhujiang-79<br>ex British Fulmar-76<br>**Government of The People's Republic of China (Bureau of Maritime Transport Administration - Kwangchow Branch)**<br>Guangzhou/Canton China | **10 665**<br>6 038<br>16 241 | ✠Classed LR until 20/7/79 | **1959**-2 A. Stephen & Sons Ltd.—Glasgow (664)<br>159,92 21,09 9,179<br>151,19 21,04 11,28<br>P 37,2 B 19,9 F 18,3 1 dk<br>RW rf 102 | **M Tanker**<br>27 Ta ER<br>L.(oil) 19 876 | HeCls. BC | Oil 2SA 7Cy. 760 × 1550<br>8 750bhp (6 436kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Gen 2 × 250kW 1 × 75kW 110V d.c.<br>Fuel 1 395,0t (hvf)-30,0pd 14,5kn |
| 8037310 | **DA QING 246**<br>**China Ocean Shipping Co.**<br>China | **16 235**<br>7 319<br>24 700 | | **1978** ............People's Republic of China<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>People's Republic of China |
| 6406452<br>BRYO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DA QING 250**<br>ex Wuhu-76 ex Anmaj-75<br>ex Belmaj-71<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **28 986**<br>16 420<br>51 016 | (NV) | **1964** Oresundsvarvet A/B—Landskrona (188)<br>220,78 30,84 11,932<br>210,01 30,80 15,40<br>1 dk<br>rf 51 | **M Tanker**<br>21 Ta ER<br>L.(oil) 57 087 | | Oil 2SA 7Cy. 850 × 1700<br>16 400bhp (12 063kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 368kW 1 × 300kW 440V 60Hz a.c.<br>Fuel 3 148,5t (hvf)-49,0pd 16kn |
| 6409193<br>BRYP<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA QING 251**<br>ex Pinghu ex Guldregn-74<br>ex Regina-73 ex Nova-67<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **26 621**<br>14 383<br>46 784 | (NV) | **1964** Eriksbergs M/V A/B—Goteborg (551)<br>215,22 29,01 11,939<br>203,64 28,96 15,40<br>P 48,5 B 15,6 F 24,4 1 dk<br>rf 76 | **M Tanker**<br>27 Ta ER<br>L.(oil) 54 144 | HeCls. BC | Oil 2SA 10Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 1 × 300kW 2 × 280kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 3 348,0t (hvf)-54,0pd 15,25kn |
| 6601624<br>BRYQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 252**<br>ex Zhen Hu-78<br>ex Anna Knudsen-75<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **41 113**<br>26 382<br>75 492 | (NV) | **1966** A/B Gotaverken Arendal—Goteborg (766)<br>239,25 36,94 12,736<br>231,71 36,89 16,46<br>1 dk<br>rf 64 | **M Tanker**<br>16 Ta ER<br>L.(oil) 87 472 | | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 4 173,0t (hvf)-70,0pd 16kn |
| 6402482<br>BRYR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DA QING 253**<br>ex Jian Hu-77 ex Vesthav-74<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **33 822**<br>20 947<br>60 063 | (NV) | **1964** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (797)<br>236,23 32,31 12,415<br>227,52 32,26 16,24<br>P 45,5 B 13,5 F 21,7 1 dk<br>rf 64 | **M Tanker**<br>33 Ta ER<br>L.(oil) 68 760 | HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 580kW 1 × 550kW 440V 60Hz a.c.<br>Fuel 4 064,0t (hvf)-71,0pd 16,5kn |
| 8037322<br>BRYS | **DA QING 254**<br>ex Sei Hui<br>**China Ocean Shipping Co.**<br>China | **32 591**<br>18 338<br>51 000 | | **1976** Dalian Shipyard—Dalian/Dairen<br>... ... ...<br>... ... ...<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil<br>People's Republic of China |
| 5236056<br>Df | **DA QING 404**<br>ex Ming Sung Number 1<br>**Government of The People's Republic of China**<br>Shanghai China | **640**<br>323<br>1 635 | | **1944** Lancaster Iron Works—Perryville, Md (208)<br>*54,29* 9,15<br>9,10<br>P 11,9 F 6,1 1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 1 055 | | 2 Oil 4SA each 6Cy. 230 × 265<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel-36,5pd 9kn |
| 5236068<br>Df | **DA QING 405**<br>ex Ming Sung Number 2<br>**Government of The People's Republic of China**<br>Shanghai China | **640**<br>323<br>1 635 | | **1944** Odenbach SB. Corp.—Rochester, NY (41)<br>*54,29* 9,15<br>9,10<br>P 11,9 F 6,1 1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 1 055 | | 2 Oil 4SA each 6Cy. 230 × 265<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel-32,5pd 9kn |
| 5310838<br>Df Esd<br>Gc Rdr<br>RTm | **DA QING 410**<br>ex Taipieng-78 ex Anco Sailor-66<br>ex Sandefjord-64<br>**Government of The People's Republic of China (Chang Chiang Navigation Transportation Administration Bureau)**<br>Hankou/Hankow China | **5 542**<br>3 256<br>8 962 | (NV) | **1950** A/B Gotaverken—Goteborg (639)<br>132,62 16,79 7,900<br>124,47 16,74 9,76<br>P 28,1 B 9,8 F 14,1 1 dk | **M Tanker**<br>24 Ta ER<br>L.(oil) 11 187<br>Cr 4(2) Der 1(2,5) 4(2) | HeCls. BC | Oil 2SA 6Cy. 680 × 1500<br>4 000bhp (2 942kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 155kW 220V d.c.<br>Fuel 669,5t (hvf)-13,0pd |
| 7623461<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 412**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1975** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,76 18,57 4,199<br>120,58 5,80<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 70kW 380V 50Hz a.c.<br>Fuel 159,5t 10,5kn |

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|---|---|---|---|---|---|---|
| **7623473**<br>Df Esd<br>Gc Rdr | **DA QING 413**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1976** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,89 18,57 4,199<br>120,58 5,80<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 70kW 380V 50Hz a.c.<br>Fuel 159,5t<br>10,5kn |
| **7628954**<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 414**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1976** Santierul Naval Turnu-Severin—Turnu-Severin<br>129,01 18,60 4,199<br>120,58 5,80<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 70kW 380V 50Hz a.c.<br>Fuel 159,5t (d.o.)<br>10,5kn |
| **7630646**<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 415**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1976** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,94 18,60 4,199<br>120,58 5,80<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 821 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 206,0t (d.o.)<br>10,5kn |
| **7641231**<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 416**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1976** Santierul Naval Turnu-Severin—Turnu-Severin<br>128,86 18,60 4,199<br>120,45 5,85<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 70kW 380V 50Hz a.c.<br>Fuel 206,0t (d.o.)<br>10,5kn |
| **7643112**<br>Df Esd<br>Gc Rdr<br>RT | **DA QING 417**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **4 915**<br>2 685<br>5 037 | RNR | **1977** Santierul Naval Turnu-Severin—Turnu-Severin (31057)<br>128,78 18,60 4,201<br>120,55 18,55 5,85<br>1 dk | **TM Tanker**<br>18 Ta ER<br>L.(oil) 7 814 | 2 Oil 4SA each 8Cy. 320 × 480<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 200kW 1 × 70kW 380V 50Hz a.c.<br>Fuel 206,0t (d.o.)<br>10,5kn |
| **7126798**<br>BOPZ<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DA SHA PING**<br>ex Tarpon Seaway-78<br>**China Ocean Shipping Co.**<br>China | **9 995**<br>6 616<br>16 003 | ✠Classed LR until 3/11/78 | **1972**-4 A.G. "Weser" Werk Seebeck —Bremerhaven (960)<br>151,67(BB) 21,06 9,272<br>139,33 21,01 12,25<br>F 13,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 18,9 18,5 18,7 25,4 19,5 ER<br>G.22 304 B.20 406<br>TEU 245 C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>10W Der 1(150) 10(5-10) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 392kW 450V 60Hz a.c.<br>Fuel 99,5t (d.o.) 980,5t (hvf)<br>16kn |
| **5385508**<br>BOVE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA SHI QIAO**<br>ex Wallenfels-78<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 936**<br>4 117<br>10 290<br>**9 554**<br>5 750<br>12 623 | (GL) | **1962** A.G. "Weser"—Bremen (1346)<br>152,25 20,43 8,294/9,291<br>144,00 20,40 12,20<br>F 26,9 3 dks | **M General Cargo**<br>Ref 9P<br>5 Ho 13,5 16,6 23,7 23,7 20,5 ER<br>G.20 489 B.18 807<br>5 Ha (7,0 11,8 17,9 17,9 14,0 × 6,4) ER<br>Cr 2(5) Der 1(150) 1(15) 6(5-10) 4(5) | Oil 2SA 8Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 280kW 380V 50Hz a.c.<br>Fuel (hvf)<br>18,5kn |
| **7051369**<br>BODL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DA SHI ZHAI**<br>ex Tarpon Sands-78<br>**China Ocean Shipping Co.**<br>Shanghai China | **9 995**<br>6 616<br>16 003 | ✠Classed LR until 3/11/78 | **1971**-6 A.G. "Weser" Werk Seebeck —Bremerhaven (950)<br>151,92(BB) 21,06 9,272<br>139,33 21,01 12,25<br>F 13,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 18,9 21,1 17,6 24,9 18,9 ER<br>G.22 304 B.20 406<br>TEU 245 C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 7,7) (12,7 12,7 17,2 12,7 × 10,3) ER<br>10W Der 1(150) 10(5-10) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 99,5t (d.o.) 980,5t (hvf)<br>16kn |
| **6804824** | **DA SONG SAN**<br>**Government of The Democratic People's Republic of North Korea (Korean Fishing Owners Industry)**<br>North Korea | **3 500**<br>—<br>— | | **1968** August 15 Shipyard—North Korea<br>... ... ...<br>... ... ...<br>1 dk | **M Fish Carrier** | Oil<br>............ |
| **7371991**<br>BOCB<br>Df Esd<br>Gc Rdr<br>RT | **DA TIAN**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **6 922**<br>3 223<br>9 825<br>**10 715**<br>5 782<br>14 464 | ✠Classed LR until 2/5/75 | **1974**-5 Hitachi Zosen—Mukaishima (4406)<br>154,95 22,10 —/9,081<br>145,01 22,00 12,02<br>P 31,1 F 14,1 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>3 Ho 19,2 44,8 40,0 ER<br>G.20 574 B.19 392<br>3 Ha (stl) (11,2 × 6,7) (34,4 29,5 × 8,5) ER<br>20W Der 1(300) 10(20) | Oil 2SA 6Cy. 620 × 1400 B&W<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 420kW 400V 50Hz a.c.<br>16,25kn |
| **5352410**<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DA TONG**<br>ex Tannenfels-71<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>**6 790**<br>4 016<br>11 429<br>**9 209**<br>5 801<br>12 550 | (GL) | **1959** H. C. Stuelcken Sohn—Hamburg (876)<br>144,96 19,08 8,567/9,043<br>137,01 19,00 12,20<br>B 6,1 F 10,7 3 dks<br>rf 102 | **M General Cargo**<br>Ref 6P<br>4 Ho 16,0 17,9 25,6 36,9 ER<br>G.20 041 B.17 940 In.196<br>4 Ha (11,5 11,5 13,3 28,4 × 6,4) ER<br>16W Cr 1(5) Der 1(120) 2(15) 14(5) 2(3) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 150kW 220V d.c.<br>Fuel 1 573,0t (hvf)<br>14,5kn |
| **7942403**<br>BROG<br>RT | **DA TONG SHAN**<br>**China Ocean Shipping Co.**<br>China | **12 110**<br>6 114<br>— | | **1980** .............People's Republic of China<br>... ... ...<br>... ... ...<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>............ |

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| 7517959 | **DA XING**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>—<br>3 587<br>—<br>**9 862**<br>5 380<br>13 209 | | **1973** Dairen Dockyard—Dairen<br>161,55 20,43 9,208<br>... ... ...<br>2 dks | **M General Cargo** | Oil<br>.............<br>18,5kn |
| 7517923 | **DA YE**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | T.Mk<br>—<br>3 587<br>—<br>**9 862**<br>5 380<br>13 209 | | **1972** Dairen Dockyard—Dairen<br>161,55 20,43 9,208<br>... ... ...<br>2 dks | **M General Cargo** | Oil<br>.............<br>18,5kn |
| 7517911<br>BOJB | **DA LI**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **9 862**<br>5 380<br>— | | **1974** Dairen Dockyard—Dairen<br>161,55 20,43 9,208<br>... ... ... | **M General Cargo** | Oil<br>.............<br>18,5kn |
| 6422327<br>HP2327<br>7020-75<br>Df Esd<br>Rdr RT | **DABEMA**<br>ex Alban-75 ex Atlantic Star-73<br>**Tropical Shipping Co.**<br>Panama Panama | **499**<br>284<br>1 014 | BV | **1964** Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (336)<br>66,60 10,44 3,715<br>63,35 10,22 6,10<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>2 Ho ER<br>G.461 B.357 In.750<br>2 Ha (9,6 16,2 × 4,5) ER<br>3W Der 1(3-15) 1(3-6) 1(3) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t (d.o.) 12kn |
| 7126499<br>WX6896<br>504994 | **DABNEY E. PETTY**<br>ex Raymond M<br>**Geosource Service Corp.**<br>Houston, Tx United States of America | **294**<br>200<br>— | | **1966** Burton Construction & SB. Corp. —Port Arthur, Tx (410)<br>11,59 3,074<br>47,05 3,66<br>1 dk<br>conv Deck Cargo Supply Ship 77 | **M Research** | Oil<br>1 530bhp (1 125kW)<br>............. |
| 7526273 | **DABO**<br>**P.N. Pelayaran Timah (UPTS)**<br>Singkep Indonesia | **170**<br>77<br>137 | KI | **1947** A. F. Smulders—Schiedam<br>... ...<br>33,00 5,90 2,90<br>1 dk | **M Tug** | Oil 4SA 4Cy. 270 × 500<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 22kW 110V d.c.<br>10kn |
| 6911940<br>S2LD<br>317510<br>Df Esd<br>Gc Rdr<br>RT | **DACCA**<br>ex Ambla-73<br>**Bangladesh Shipping Corp.**<br>Chittagong Bangladesh | **1 153**<br>521<br>1 285 | **100A1** SS 11/79<br>**LMC**<br>EL (L) $1\frac{9}{16}$"<br>FN 1122<br>(RS) | **1967** Angyalfold Shipyard—Budapest<br>74,55 11,33 4,680<br>67,59 11,28 5,31<br>P 20,8 F 8,3 1 dk<br>rf 102<br>5BH WB290t | **M General Cargo**<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>db (o.f.) 5kgf/cm$^2$ (4,9bar)<br>e(ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 2 × 110kW 1 × 18kW 230V d.c.<br>Fuel 97,0t (d.o.) 11,5kn |
| 7710836<br>GYHD<br>379968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DACEBANK**<br>**Royal Bank Leasing Ltd.**<br>Andrew Weir & Co. Ltd.<br>London United Kingdom | T.Mk<br>**8 243**<br>4 641<br>13 613<br>**12 214**<br>7 730<br>18 501 | ✠**100A1**<br>✠**LMC**<br>EL Dt 550,0/62,0U2<br>FN 5495 | **1979**-6 Sunderland Shipbuilders Ltd. —Pallion, Sunderland (11)<br>161,83 22,97 —/9,951<br>152,58 22,90 13,11<br>P 31,4 F 13,5 2 dks<br>rf nil DK in way of No. 2-4 holds<br>SF 7BH to U dk, 2 to 2nd dk WB3449T incl. Tunnel tanks 575T, No. 2 hold 1793T | **M General Cargo**<br>5 Ho 19,8 24,3comb. 24,3 20,5 ER 22,7 6 TwD<br>G.26 883 B.24 289<br>TEU 372<br>C.Ho 238/20'(40') C.Dk 134/20'(40')<br>7 Ha (stl) (10,5 13,4 13,4p&s 13,4p&s × 7,7) ER (13,4 × 7,3)<br>Der 1(60) 1(35) 5(22) 1(10) | Oil 2SA 4Cy. 760 × 2184<br>12 000bhp (8 827kW)<br>Doxford Engines Ltd. Sunderland<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 470kW 1 × 270kW 445V 60Hz a.c.<br>Fuel 254,0t (d.o.) 1 906,0t (hvf)-40,5pd<br>16,5kn |
| 7352610<br>YQCR<br>302<br>Df Esd<br>Gc Rdr<br>RT | **DACIA**<br>**NAVROM**<br>Constantza Romania | **46 900**<br>30 848<br>86 094 | RNR<br>✠Classed LR until 12/11/76 | **1974**-4 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2367)<br>242,12(BB) 40,06 13,612<br>230,00 40,01 18,01<br>F 17,4 1 dk<br>rf nil | **M Tanker**<br>14 Ta ER<br>L.(oil) 102 190 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 760kW 1 × 530kW 450V 60Hz a.c.<br>Fuel 3 357,0t (hvf) 15,75kn |
| 5225643<br>Df Rdr<br>RT | **DADA**<br>ex Ioanna II-78 ex Dimitroula-78<br>ex Sea Thand VII-77<br>ex Evagelistria Tinou-75<br>ex Marizell-72 ex Kate-59<br>ex A. R. Rawall-56<br>Honduras | **418**<br>182<br>508 | ✠Classed LR until 24/1/73 | **1948**-2 Schps. "Hoogezand" J. Bodewes —Hoogezand (54)<br>48,49 7,95 3,144<br>43,62 7,90 3,20<br>P 14,1 RQD 11,9 F 7,1 1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 250 × 420<br>465bhp (342kW)<br>Atlas-Diesel A/B Stockholm |
| 7391513<br>ATMR<br>1632<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DADABHAI NAOROJI**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **15 045**<br>7 977<br>24 469 | ✠**100A1** oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL Gt 577,5/60,0U3<br>FN 5673<br>IRS | **1977**-10 Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (173)<br>159,90(BB) 23,04 10,777<br>153,35 22,99 14,00<br>P 37,5 F 18,3 1 dk<br>rf nil<br>13BH WB7176t incl. DTf989t, Twdf197t clean ballast tanks 4734t | **M Tanker**<br>IGS<br>22 Ta ER<br>L.(oil) 26 453 | Oil 2SA 6Cy. 680 × 1250 geared to sc. shaft<br>9 000bhp (6 620kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 WTAuxB primary 50kgf/cm$^2$ (49,1bar) secondary 14kgf/cm$^2$ (13,8bar) hs947,6<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 273,0t (d.o.) 1 025,0t (hvf) 15kn |
| 7012789 | **DADAYLI**<br>**Kazim Dadayli ve Kardesleri**<br>Istanbul Turkey | **200**<br>—<br>406 | | **1970** Deniz Insaat Kizaklari—Buyukdere (120)<br>42,32 8,03 3,099<br>37,52 8,01 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| 7947439<br>WOZ3<br>342<br>609677 | **DADDY'S DREAM**<br>**Elwin & Chris Fishing Inc.**<br>New Orleans, La United States of America | **172**<br>116<br>— | | **1979** .............Bayou la Batre, Al<br>*26,89* 7,47<br>3,51<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW)<br>U.S.A. |

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|---|---|---|---|---|---|---|---|
| **7933464**<br>WQZ2<br>205<br>606114 | **DADDY'S GIRL**<br><br>**Master Mike Inc.**<br>Mobile, Al United States of America | **129**<br>87<br>— | | **1979** Bayou Marine Builders Inc.—Bayou la Batre (3)<br>*23,69* 6,76<br>3,54<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>470bhp (346kW)<br>Cummins Engine Co. Inc. | U.S.A. |
| **7943421**<br>WQZ2<br>816<br>605719 | **DADDY'S GIRL**<br><br>**Daddy's Girl Inc.**<br>Mobile, Al United States of America | **113**<br>77<br>— | | **1979** .............St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **7628198**<br>CNFH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DADES**<br>ex Fujiaki Maru-77<br>**Societe de Cabotage Petrolier S.A. (PETROCAB)**<br>Casablanca Morocco | **3 694**<br>2 136<br>6 211 | BV | **1977** Miyoshi Zosen K.K.—Uwajima (232)<br>106,03 6,801<br>98,02 15,82 7,83<br>1 dk | **M Tanker**<br><br>14 Ta ER<br>L.(oil) 7 207 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 480kW 440V 60Hz a.c. | Yaizu<br>13,5kn |
| **7220207**<br>DVID<br>225443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DADIANGAS**<br>ex Tarros Juniper-80<br>ex Zim Bangkok-80<br>ex Tarros Juniper-79<br>ex Merzario Sicilia-79<br>ex Swift Arrow-76<br>**Companía Maritima**<br>Maritime Co. of The Philippines Inc.<br>Manila Philippines | T.Mk<br>**967**<br>490<br>—<br>**1 593**<br>881<br>1 895 | ✠**100A1** CS 3/82<br>Ice Class 2 at draught not exceeding 4.178m<br>✠**LMC** **UMS**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1564 | **1972**-7 Zaanlandsche Schps. Maats. —Zaandam (528)<br>86,72 13,75 —/4,706<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 3BH to U dk 2 to 2nd dk WB753t incl. DTsf 201t TwDa110t | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp<br>1 Ho 7,0DT 6,7DT 39,6 ER<br>1 TwD 13,7<br>TEU 108<br>C.Ho 4/20' 20/40' C.Dk 64/20'<br>1 Ha (stl) ER<br>Cr 1(30) | Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>N.V. Werkspoor<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 243,0t (hvf) | Amsterdam<br>15kn |
| **5185934**<br>4XLI<br>MS223<br>Df Esd<br>Gc Rdr<br>RT | **DADO**<br>ex Kesarya-78 ex Jasper-75<br>ex Kesarya-70<br>**The Marine Education & Training Authority**<br>Haifa Israel | **1 897**<br>910<br>2 642 | ✠Classed LR until 12/1/79 | **1958**-8 Jos. L. Meyer—Papenburg (487)<br>80,70 12,02 —/5,976<br>75,95 11,90 6,53<br>P 18,0 RQD 44,5 F 11,9 2 dks<br>RW rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>G.3 253 B.2 888 In.206<br>8W Der 2(10) 2(5) | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz<br>Fuel 180,0t | Koeln<br>12,5kn |
| **7200685**<br><br>373094<br>RT | **DADY EXPRESS**<br>ex Delta Corrosion II-82<br>ex Mr. Red ex Joni<br>ex Dickie Walker<br>**Dady Express Shipping Co. Ltd.**<br>Turks Islands Turks & Caicos Islands (British) | **113**<br>86<br>— | | **1949** Arnold V. Walker Shipyard —Pascagoula, Ms<br>... ... ...<br>25,25 6,18 2,90<br>1 dk | **TM Supply Ship**<br>Mchy.aft | 2 Oil each 6Cy.<br>600bhp (441kW)<br>General Motors Corp.<br>Fuel (d.o.) | U.S.A. |
| **7534191**<br>D7ES<br>BM11<br>291<br>Gc Rdr<br>RT | **DAE ANN**<br><br>**Dong Nam Shipping Co. Ltd.**<br>Busan South Korea | **999**<br>506<br>1 565 | KR | **1975** Dong Kuk Steel Mill Co. Ltd.—Busan<br>68,94 4,598<br>63,00 10,51 5,31<br>P 17,4 B 12,5 F 8,3 1 dk | **M General Cargo**<br><br>G.2 137 B.1 998<br>3 Ha (9,6 19,8 19,8 × 5,4) ER<br>Der 1(10) 2(5) | Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 120kW 445V a.c. | Takamatsu<br>13,5kn |
| **6908163**<br>D8VR<br>BM38<br>076<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE BANG**<br>ex Arrow Ace-75<br>ex Nichifukujin Maru<br>**Tai Young Shipping Co. Ltd.**<br>Busan South Korea | **5 101**<br>3 439<br>8 337 | KR (NK) | **1969** Kurushima Dock Co. Ltd.—Imabari (468)<br>119,08 18,01 7,214<br>110,01 17,99 9,00<br>P 23,5 F 9,5 1 dk<br>RW | **M General Cargo**<br><br>3 Ho ER<br>G.11 487 B.10 941<br>3 Ha (stl) (13,5 25,1 25,1 × 8,9) ER<br>15W Der 5(20) | Oil 2SA 6Cy. 520 × 900<br>5 000bhp (3 678kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 184kW 445V a.c.<br>Fuel 515,0t | Mitsubishi<br>Yaizu<br>13kn |
| **7354747**<br><br>RH-W7<br>2061<br>Df Esd<br>Gc Rdr<br>RT | **DAE BONG No. 1**<br><br>**Todd Ltd. Corp.**<br>Amapala Honduras | **457**<br>232<br>— | NK | **1973** Miho Zosensho K.K.—Shimizu (936)<br>58,55 10,19 3,696<br>50,09 9,00 4,09<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7354797**<br><br>RH-W7<br>1065<br>Df Esd<br>Gc Rdr<br>RT | **DAE BONG No. 2**<br><br>**Todd Ltd. Corp.**<br>Amapala Honduras | **457**<br>232<br>574 | | **1973** Miho Zosensho K.K.—Shimizu (944)<br>58,55 10,22 3,696<br>50,09 9,00 4,09<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **6615613**<br>3FYN<br>4010-74<br>Df Esd<br>Gc Rdr<br>RT | **DAE BONG No. 88**<br>ex Kaiho Maru No. 11-73<br>**Todd Ltd. Corp.**<br>Korean Overseas Fishing Co. Ltd.<br>Panama Panama | **192**<br>95<br>— | KR | **1966** Miho Zosensho K.K.—Shimizu (581)<br>38,64 6,94<br>33,38 6,91 3,15<br>P 16,2 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.201<br>3 Ha (0,9 × 1,0) (1,3 1,3 × 1,3) ER<br>Der 4(0,5) | Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 225V a.c. | Niigata<br>10kn |
| **8031770**<br>D7SL<br>BM43<br>905<br>Df Esd<br>Gc Rdr<br>RT | **DAE CHANG**<br><br>**Pusan Oil Tanker Co. Ltd.**<br>Busan South Korea | **1 246**<br>906<br>2 171 | KR | **1978** Korea Tacoma Marine Industries Ltd —Masan<br>77,20 5,001<br>70,52 11,21 5,85<br>P 19,6 F 13,8 1 dk | **M Tanker**<br><br><br>L.(oil) 2 739 | Oil 4SA 6Cy. 280 × 480<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 44kW 445V a.c. | Kobe<br>11,5kn |
| **8031782**<br>D8CQ<br>JM7523<br>RT | **DAE DONG**<br><br>**Yang Tae Woon**<br>Cheju South Korea | **428**<br>220<br>687 | KR | **1980** Hangdo Shipyard Co. Ltd.—Pohang<br>47,91 3,280<br>43,01 8,81 3,76<br>P 15,6 F 6,8 1 dk | **M General Cargo**<br><br><br>1 Ha (18,6 × 5,7)<br>Der 2(2) | Oil 4SA 6Cy. 240 × 400<br>600bhp (441kW)<br>Sumiyoshi Tekkosho | Japan<br>10,5kn |

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| 8007602<br>D8CR<br>JM7668<br>Esd Gc<br>Pfd Rdr<br>RT | **DAE DUK No. 6**<br>**Kim Kyung Tae**<br>Cheju South Korea | **597**<br>289<br>834 | KR | **1980** Dae Dong SB. Co.—Busan (240)<br>49,81 10,04<br>45,50 10,00 4,50<br>P 11,9 F 5,5 1 dk | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft<br>B.539<br>1 Ha (15,6 × 3,9)<br>Cr 1(1,5) | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 48kW 225V a.c.<br>11kn |
| 8032815<br>D7KN<br>YM45 407<br>Df Esd<br>Rdr RT | **DAE DUK No. 81**<br>**Kim Kwang Su (Dae Duck Oil Co.)**<br>Yosu South Korea | **1 176**<br>702<br>1 959 | KR | **1981** Sungpo Shipyard Co.—Koje<br>72,29 4,741<br>65,99 11,00 5,26<br>P 15,0 F 7,4 1 dk | **M Tanker**<br>L.(oil) 2 508 | Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>13,25kn |
| 7312830<br>MM4554<br>Rdr RT | **DAE HEUNG**<br>ex Tobiuo No. 1-81<br>**Daeheung Sang-sa**<br>Mok Po South Korea | **134**<br>72<br>— | KR | **1973** Hitachi Zosen—Kanagawa Works, Kawasaki (117050)<br>27,51 5,85<br>24,29 5,82 3,59<br>1 dk<br>RW | **Aluminium Alloy TM Hydrofoil Ferry**<br>133dk P | 2 Oil 4SA each 12Cy. 175 × 205<br>1 100bhp (809kW) Benz<br>Ikegai Tekkosho Kawasaki<br>Gen 1 × 20kW a.c.<br>30,75kn |
| 7829417<br>6MKS<br>BS-A-1575<br>Df Esd<br>Rdr | **DAE HEUNG No. 1**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>— | KR | **1979** Shin Ah SB. Co.—Chungmu<br>36,00<br>30,21 6,30 2,80<br>F 10,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 0,9) (1,3 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Kobe<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7829429<br>6MXO<br>BS-A-1577<br>Df Esd<br>Rdr | **DAE HEUNG No. 2**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>— | KR | **1979** Shin Ah SB. Co.—Chungmu<br>36,00<br>30,21 6,30 2,80<br>F 10,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7829431<br>6MXU<br>BS-A-1578<br>Df Esd<br>Rdr | **DAE HEUNG No. 3**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>— | KR | **1979** Shin Ah SB. Co.—Chungmu<br>36,00<br>30,21 6,30 2,80<br>F 10,7 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7829443<br>6NAO<br>BS-A-1579<br>Df Esd<br>Rdr | **DAE HEUNG No. 5**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>— | KR | **1979** Shin Ah SB. Co.—Chungmu<br>36,00<br>30,21 6,30 2,80<br>F 10,4 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.127<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7831276<br>6NBX<br>BS-A-1515<br>Df Esd<br>Pfd Rdr<br>RT | **DAE HEUNG No. 6**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>— | KR | **1978** Shin Ah SB. Co.—Chungmu<br>36,00<br>30,21 6,30 2,80<br>F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.123<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 250 × 400<br>830bhp (611kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11kn |
| 7831288<br>6NEX<br>BS-A-1514<br>Df Esd<br>Rdr RT | **DAE HEUNG No. 7**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **125**<br>56<br>— | KR | **1978** Shin Ah SB. Co.—Chungmu<br>36,00<br>30,21 6,30 2,80<br>F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.123<br>4 Ha (1,1 × 1,1) (1,3 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>11,25kn |
| 6809393<br>6LOR<br>IM1380<br>Rdr RT | **DAE JIN No. 1**<br>ex Izumi Maru No. 10-70<br>**Hanil Development Co. Ltd.**<br>Inchon South Korea | **716**<br>322<br>627 | KR (NK) | **1967** Imai Zosen—Kochi (257)<br>57,36 9,43 3,663<br>51,01 9,40 4,40<br>P 12,8 F 6,4 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 920 | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 40kW 225V a.c.<br>Fuel 72,0t-4,5pd 11,25kn |
| 7127089<br>6MEY<br>BF35604<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DAE JIN No. 2**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **657**<br>348<br>445 | KR | **1971** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (702)<br>52,10 9,00 3,836<br>46,00 8,89 5,97<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho each 11,5 ER<br>In.435<br>2 Ha (stl) (each 1,9 × 1,9) ER<br>Der 4(1,5) | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 440V d.c.<br>Fuel (d.o.) 12,5kn |
| 7129881<br>6MEZ<br>BF35636<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DAE JIN No. 3**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **656**<br>348<br>445 | KR | **1971** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (703)<br>52,10 8,97 3,836<br>46,00 8,92 5,97<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ho each 11,5 ER<br>In.435<br>2 Ha (stl) (each 1,9 × 1,9) ER<br>Der 4(1,5) | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 440V d.c.<br>Fuel (d.o.) 12,5kn |
| 7205336<br>6MBA<br>BF35654<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN No. 5**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **894**<br>476<br>559 | KR | **1972** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (704)<br>57,71 9,68 4,230<br>50,60 9,61 6,74<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>In.560<br>2 Ha (each 1,9 × 1,9) ER<br>Der 2(1,5) | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 445V a.c.<br>13,25kn |
| 7408237<br>6KOW<br>BS-A-1986<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN No. 6**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **677**<br>313<br>554 | KR | **1974** Miho Zosensho K.K.—Shimizu (987)<br>57,79 10,34 3,852<br>51,49 10,30 6,66<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>2 Ha (each 2,2 × 2,2) ER<br>Der 4(3) | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 440V a.c.<br>12,5kn |

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|---|---|---|---|---|---|---|---|
| 7408249<br>6KOX<br>BS-A-<br>1987<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN No. 7**<br>**Dae Rim Fisheries Co. Ltd.**<br>South Korea | 677<br>313<br>553 | KR | **1974** Miho Zosensho K.K.—Shimizu (988)<br>57,79 10,34 3,852<br>51,49 10,30 6,66<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.596<br>2 Ha (each 2,2 × 2,2) ER | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 440V a.c. | Yaizu<br>12,5kn |
| 7408263<br>6KRJ<br>BS-A-<br>1988<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN No. 8**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | 677<br>313<br>553 | KR | **1975** Miho Zosensho K.K.—Shimizu (990)<br>57,82 10,34 3,836<br>51,49 10,29 6,63<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.596<br>2 Ha (each 2,2 × 2,2)<br>Der 4(3) | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 440V a.c. | Japan<br>12,5kn |
| 5085081<br>6KUQ<br>BS-A-<br>2020<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN No. 21**<br>ex Daishin Maru No. 11-82<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | 1 331<br>646<br>1 884 | KR NK | **1962** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (966)<br>77,81 11,84 5,563<br>71,33 11,80 8,31<br>P 37,2 B 9,2 F 29,9 2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.2 079<br>3 Ha (each 2,9 × 2,5) ER<br>4W Cr 2(13) Der 4(1,5) | Oil 2SA 6Cy. 480 × 800<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 200kW 445V a.c.<br>Fuel 486,5t-7,0pd | Niigata<br>13kn |
| 7395935<br>6NAZ<br>BS-A-915<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE JIN No. 52**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | 4 054<br>2 370<br>3 287 | KR | **1974** Niigata Eng. Co. Ltd.—Niigata<br>103,71 16,01 6,478<br>95,20 15,98 9,89<br>B 7,1 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>In.2 171<br>3 Ha (3,2 3,2 3,2 × 3,2)<br>Der 6(2,5) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 500kW a.c. | Mitsubishi<br>Japan<br>13,5kn |
| 7734818<br>6KVQ<br>BS-A-<br>1483<br>Df Esd<br>Gc Rdr<br>RT | **DAE KYUNG No. 301**<br>ex Dong In No. 51-82<br>ex Ocean Bear No. 15<br>ex Ocean Glory No. 2<br>**Kang Chang Soo**<br>Busan South Korea | 291<br>158<br>— | KR | **1962** Fukuoka Zosen K.K.—Fukuoka<br>... ... ...<br>40,01 7,60 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil 4SA 6Cy. 370 × 520<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 110V a.c. | Niigata<br>9kn |
| 7830076<br>D8YL<br>BM21<br>030<br>Gc Pfd<br>Rdr | **DAE MYUNG**<br>ex Chemicarry No. 16-82<br>ex Koka Maru-76<br>**Song Sung Yul**<br>Busan South Korea | 433<br>195<br>570 | KR | **1967** Daiko Dkyd Co. Ltd.—Osaka (53)<br>49,31 3,591<br>45,01 8,01 3,81<br>P 12,2 F 5,5 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.301 | Oil 4SA 6Cy. 250 × 320<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 50kW a.c. | Niigata<br>9,5kn |
| 5026736<br>D7DJ<br>IM2346<br>Rdr RT | **DAE PO**<br>ex Mukaishima Maru-80<br>ex Ashiya Maru<br>**Han Sung Salvage Co. Ltd.**<br>Inchon South Korea | 144<br>44<br>80 | KR | **1959** Taguma Zosen—Innoshima (14)<br>28,61 2,401<br>26,01 7,41 3,51<br>1 dk | **TM Tug** | 2 Oil 2SA each 5Cy. 290 × 490<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 16kW 225V a.c. | B&W<br>11kn |
| 7831329<br>6LFQ<br>BS-A-<br>1467<br>Df Esd<br>Pfd Rdr<br>RT | **DAE POONG No. 2**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | 115<br>31<br>— | KR | **1978** Shin Ah SB. Co.—Chungmu<br>37,29<br>30,94 7,00 2,77<br>F 5,2 1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 52kW 220V a.c. | Yaizu<br>11,75kn |
| 6610900<br>D8VA<br>BM36<br>456<br>Df Esd<br>Gc Rdr<br>RT | **DAE PYENG No. 1**<br>ex Weol Mi No. 317-75<br>**Kim Joo Yong**<br>Busan South Korea | 744<br>377<br>1 122 | KR (BV) | **1966** Cant. Nav. Breda S.p.A.—Venezia (242)<br>54,89 9,53 4,992<br>48,49 9,50 5,95<br>P 25,6 F 4,9 1 dk<br>deepened 75<br>conv Side-fishing Ref Fishing 75 | **M General Cargo**<br>4 Ho ER<br>G.1 840 B.1 752<br>2 Ha (each 10,5 × 5,4) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 2 × 116kW 440V a.c.<br>Fuel 340,5t (d.o.) | Genova<br>12,75kn |
| 7220556<br>D8YY<br>BM21<br>049<br>Rdr RT | **DAE RYONG**<br>**Yong Shin Shipping Co. Ltd.**<br>Busan South Korea | 701<br>382<br>1 079 | KR | **1970** Kyung Nam SB. & Eng. Co. Ltd.<br>—Pusan<br>60,00 9,02 3,937<br>55,00 9,00 4,47<br>P 13,5 F 6,1 1 dk | **M General Cargo**<br>G.1 173 B.1 100<br>2 Ha (each 13,1 × 5,4) ER<br>Der 1(5) 1(3) | Oil 4SA 6Cy. 300 × 460<br>900bhp (662kW)<br>Matsui Iron Works Co. Ltd. | Ise<br>12kn |
| 7702279<br>D7AK<br>IM200<br>Df Gc<br>Rdr RT | **DAE RYONG**<br>ex Dong Young<br>**Inchon District Maritime & Port Administration**<br>Inchon South Korea | 261<br>63<br>— | (KR) | **1976** Dae Sun SB. & Eng. Co. Ltd.—Busan (194)<br>32,01 3,101<br>29,42 9,01 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 300 × 450<br>Sumiyoshi Tekkosho | Japan<br>14,25kn |
| 7729784<br>D7RN<br>BM49<br>040<br>Gc Rdr<br>RT | **DAE RYONG No. 2**<br>**Busan District Marine & Port Administration**<br>Busan South Korea | 293<br>86<br>185 | (KR) | **1978** Dae Sun SB. & Eng. Co. Ltd.—Busan (200)<br>34,73<br>31,22 9,01 4,02<br>2 dks | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 300 × 450<br>Fuji Seisakusho | Tokyo<br>13,25kn |
| 8016495<br>D9FQ<br>BM11<br>071<br>Rdr | **DAE RYONG No. 3**<br>**Korea Maritime & Port Authorities**<br>Busan South Korea | 295<br>76<br>93 | (KR) | **1981** Dae Sun SB. & Eng. Co. Ltd.—Busan (250)<br>33,00 9,63 3,050<br>26,50 9,61 4,50<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 340 reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 8222305<br>D9KD<br>PM42433<br>Df Esd<br>Gc Rdr<br>RT | **DAE SEUNG**<br>**Hyundai S.A. Co. Ltd.**<br>Pohang South Korea | 2 390<br>1 561<br>3 715 | KR | **1982** Sungpo Shipyard Co.—Koje (64)<br>84,71 5,538<br>78,01 14,22 6,25<br>P 16,5 F 7,1 1 dk | **M Tanker**<br>Mchy.aft | Oil<br>............. | |

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|---|---|---|---|---|---|
| 7395959<br>6NER<br>BS-A-938<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE SUNG**<br><br>**Han Sung Enterprise Co. Ltd.**<br>Busan South Korea | **4 055**<br>2 368<br>3 278 | **1975** Niigata Eng. Co. Ltd.—Niigata<br>(1313)<br>KR 103,71 16,01 6,478<br>95,20 15,98 9,89<br>B 7,1 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>Mchy.aft<br>In.3 086<br>3 Ha (3,2 3,2 3,2 × 3,2)<br>Der 6(2,5) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 3 × 500kW a.c.<br>13,5kn |
| 6621820<br>HO5501<br>10249<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **DAE SUNG No. 2**<br>ex Hakurei Maru-81<br>**Inter Burgo S.A.**<br>Panama Panama | **991**<br>505<br>959 | **1966** Miho Zosensho K.K.—Shimizu (589)<br>68,51 11,23<br>(NK) 63,00 11,21 7,29<br>P 34,5 F 25,3 2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Fuel 446,0t 11,5kn |
| 6621894<br>HORT<br>10461-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTh | **DAE SUNG No. 3**<br>ex Kaiko Maru No. 1-81<br>**Inter Burgo S.A.**<br>Panama Panama | **991**<br>505<br>951 | **1966** Miho Zosensho K.K.—Shimizu (590)<br>68,51 11,23<br>(NK) 62,01 11,21 7,29<br>P 34,5 F 25,6 2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho 30,4 ER<br>G.1 092 B.993<br>2 Ha (stl) (2,8 × 3,4) (1,3 × 3,2) ER<br>Cr 2(1,5) Der 2(3) | Oil 4SA 6Cy. 470 × 670 sr geared to sc.<br>shaft<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 320kW 445V a.c.<br>Controllable pitch propeller<br>Fuel 446,0t (hvf) 11,5kn |
| 7394618<br>3EVX<br>4806<br>-74A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WANG No. 11**<br><br>**MTG Marine Inc.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **443**<br>221<br>510 | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(116)<br>KR 55,63 3,395<br>49,00 9,00 3,99<br>P 29,6 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.567<br>3 Ha (1,3 1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12,75kn |
| 7405376<br>3EWX<br>5482<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WANG No. 12**<br><br>**MTG Marine Inc.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **443**<br>221<br>518 | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(125)<br>KR 55,63 3,395<br>48,98 9,00 3,99<br>P 29,6 F 7,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.567<br>3 Ha (1,3 1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>12,5kn |
| 7807110<br>HPMQ<br>9855-79<br>Df Esd<br>Gc Rdr<br>RT | **DAE WANG No. 15**<br><br>**MTG Marine Inc.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **498**<br>285<br>290 | **1978** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>(211)<br>KR 55,17 8,64<br>49,03 8,62 4,02<br>P 29,9 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.543<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 225V a.c.<br>13,5kn |
| 7831410<br>H8HI<br>1010<br>6-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WANG No. 16**<br><br>**MTG Marine Inc.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **494**<br>281<br>492 | **1979** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>55,17<br>KR 49,00 8,60 4,02<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.550<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| 7831422<br>H8HE<br>1010<br>7-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WANG No. 17**<br><br>**MTG Marine Inc.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **494**<br>281<br>— | **1979** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>55,17<br>KR 49,00 8,60 4,02<br>P 29,9 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.550<br>3 Ha (1,3 1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| 7416492<br>H3DK<br>4379-<br>PEXT<br>Df Esd<br>Gc Rdr<br>RT | **DAE WANG No. 21**<br><br>**Todd Ltd. Corp.**<br>Dae Wang Fisheries Co. Ltd.<br>Panama Panama | **656**<br>309<br>549 | **1974** Miho Zosensho K.K.—Shimizu<br>(1005)<br>(KR) 51,82 10,32 3,501<br>51,49 10,29 6,63<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>14,5kn |
| 6606935<br>3FLV<br>3413<br>-73A<br>Df Esd<br>Pfd Rdr<br>RT | **DAE WANG No. 51**<br>ex Choyo Maru No. 51-73<br>**Todd Ltd. Corp.**<br>Panama Panama | **174**<br>59<br>— | **1965** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1055)<br>33,61 6,84 2,896<br>29,62 6,81 3,31<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6606947<br>HO7908<br>3420<br>-73A<br>Df Pfd<br>Rdr | **DAE WANG No. 52**<br>ex Choyo Maru No. 52-73<br>**Todd Ltd. Corp.**<br>Panama Panama | **174**<br>61<br>— | **1965** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1056)<br>33,61 6,84 2,896<br>29,62 6,81 3,31<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6607941<br>6MKD<br>BS-A-551<br>Df Esd<br>Gc Rdr<br>RT | **DAE WANG No. 101**<br>ex Usa Maru No. 22-73<br>**Hanah Fisheries Ltd.**<br>Busan South Korea | **228**<br>110<br>291 | **1965** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (701)<br>KR 43,21 7,55 2,896<br>38,00 7,52 3,38<br>P 18,9 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.298<br>4 Ha (1,0 1,0 × 0,9) (1,2 1,2 × 1,3)<br>ER | Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 104kW a.c.<br>10,5kn |
| 6725937<br>6MKQ<br>BS-A-556<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WANG No. 102**<br>ex Yama Maru No. 18-72<br>**Dae Wang Fisheries Co. Ltd.**<br>Busan South Korea | **269**<br>115<br>277 | **1967** Yamanishi Zosen K.K.—Ishinomaki<br>(550)<br>KR 44,33 7,73 2,896<br>39,48 7,70 3,41<br>P 19,6 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.321<br>3 Ha (1,0 × 1,2) (1,4 1,4 × 1,4) ER | Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 280V a.c.<br>11,5kn |

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| 7743302<br>6NOZ<br>BS-A-<br>1424<br>Df Esd<br>Gc Rdr<br>RT | **DAE WANG No. 105**<br>ex Kum Yong No. 201<br>ex Heisi Maru No. 18<br>**Dae Wang Fisheries Co. Ltd.**<br>Busan South Korea | **299**<br>107<br>— | KR | **1964** Narasaki Zosen K.K.—Muroran<br>44,61<br>38,31 7,90 3,92<br>P 5,2 F 4,6 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.460<br>3 Ha (1,6 × 1,5) (1,6 1,6 × 1,9) | Oil 4SA 6Cy. 310 × 460<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 80kW 225V a.c. | Niigata<br>10,25kn |
| 6420599<br>6MPL<br>BS-A-<br>1303<br>Df Esd<br>Gc Pfd<br>Rdr<br>RT | **DAE WANG No. 106**<br>ex World Star No. 1-81<br>ex Kaiho Maru No. 23-73<br>**Dae Wang Fisheries Co. Ltd.**<br>Busan South Korea | **236**<br>110<br>— | KR | **1964** Miho Zosensho K.K.—Shimizu (514)<br>44,12 7,52<br>38,64 7,50 3,36<br>P 18,3 F 6,8 1 dk<br>rf 305 | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>2 Ho 5,7 18,5 ER<br>In.294<br>3 Ha (1,3 × 0,9) (1,5 1,5 × 1,3) ER | Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 80kW 2 × 64kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Yaizu<br>10,5kn |
| 6800775<br>6MLC<br>BF35766<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WANG No. 201**<br>ex Mitsu Maru No. 30-72<br>**Dae Wang Fisheries Co. Ltd.**<br>Busan South Korea | **343**<br>127 | KR | **1967** Usuki Tekkosho—Usuki (676)<br>50,09 8,62 3,455<br>45,06 8,59 3,79<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.398<br>3 Ha (each 1,9 × 1,9) ER<br>Der 6(1,5) | Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Usuki Tekkosho<br>Gen 2 × 102kW 225V a.c. | Usuki<br>11,25kn |
| 7394656<br>D8OU<br>IM15583<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WON**<br>**Miwon Trading & Shipping Co. Ltd.**<br>Inchon South Korea | **3 805**<br>2 455<br>6 377 | KR (NK) | **1975** Miyoshi Zosen K.K.—Uwajima (221)<br>105,67 6,782<br>98,71 15,80 7,80<br>P 24,7 F 15,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>10 Ta ER<br>L.7 997 HeCls. BC | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 176kW 445V a.c.<br>Fuel 1 583,0t (hvf)-14,5pd | Mitsubishi<br>Yaizu<br>13kn |
| 6400393<br>6LVW<br>BF21116<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WON No. 5**<br>ex Zensei Maru No. 21-70<br>**Dae Won Fisheries Co. Ltd.**<br>Busan South Korea | **237**<br>115<br>— | (KR) | **1963** Usuki Tekkosho—Saiki (576)<br>43,69 7,32 3,099<br>37,98 7,29 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>B.46 | Oil 4SA 6Cy. 326 × 460<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>10,25kn |
| 6423163<br>6MKN<br>BF35722<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WON No. 31**<br>ex Taiyo Maru No. 15-72<br>**Dae Won Fisheries Co. Ltd.**<br>Busan South Korea | **298**<br>151<br>— | KR | **1964** Kanasashi Zosensho—Unspecified Works, Shimizu (600)<br>48,32 7,83 3,175<br>42,98 7,80 3,61<br>P 17,7 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.392<br>4 Ha (0,9 0,9 × 0,9) (1,6 1,6 × 1,6) ER | Oil 4SA 6Cy. 350 × 500<br>950bhp (699kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 104kW 230V a.c. | Yaizu<br>11,75kn |
| 6503133<br>6MKY<br>BF35815<br>Df Esd<br>Gc Rdr<br>RT | **DAE WON No. 33**<br>ex Takatori Maru No. 11-72<br>**Dae Won Fisheries Co. Ltd.**<br>Busan South Korea | **229**<br>109<br>— | KR | **1964** Kanasashi Zosensho—Unspecified Works, Shimizu (583)<br>43,72 7,57 2,896<br>38,54 7,50 3,31<br>P 16,8 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.307<br>4 Ha (1,0 1,0 × 1,0) (1,2 1,2 × 1,2) ER | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 72kW 230V a.c. | Kobe<br>10,5kn |
| 6419112<br>6MLW<br>BF35831<br>Df Esd<br>Gc Rdr<br>RT | **DAE WON No. 61**<br>ex Koei Maru No. 25-79<br>**Dae Won Fisheries Co. Ltd.**<br>Busan South Korea | **225**<br>102<br>— | KR | **1964** K.K. Goriki Zosensho—Ise (385)<br>43,69 2,998<br>37,75 7,51 3,41<br>P 15,9 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.337<br>4 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2) ER | Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Kanegafuchi Nainenki<br>Gen 2 × 80kW 225V a.c. | Tokyo<br>11kn |
| 6803856<br>6MMH<br>BF35888<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE WON No. 63**<br>ex Kaho Maru No. 2-72<br>**Dae Won Fisheries Co. Ltd.**<br>Busan South Korea | **258**<br>132<br>— | KR | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (788)<br>45,70 7,62 2,998<br>40,54 7,60 3,41<br>P 9,8 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.314<br>4 Ha (1,0 1,0 × 0,9) (1,3 1,3 × 1,3) ER | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 225V a.c. | Niigata<br>11kn |
| 7010690<br>D7BK<br>IM1472<br>Df Esd<br>Gc Rdr | **DAE YANG**<br>ex Shoyo Maru-73<br>**ICC Steamship Corp.**<br>Inchon South Korea | **3 039**<br>1 998<br>5 966 | KR NK | **1969** Kurushima Dock Co. Ltd.—Imabari (633)<br>101,12 16,03 6,808<br>94,01 15,98 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,6 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 497,0t-12,5pd | Mitsubishi<br>Yaizu<br>12,5kn |
| 6406490<br>HMUE<br>IM333<br>RT | **DAE YANG**<br>**Dae Yang Oil Tanker Co Ltd.**<br>Inchon South Korea | **344**<br>203<br>600 | (KR) | **1963** Korea SB. & Eng. Corp.—Pusan<br>44,79 7,29 3,601<br>39,98 7,24 3,74<br>P 11,6 F 4,6 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 654 | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW) E made60 fitted63<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri | Alpha<br>Kobenhavn<br>10kn |
| 6401866<br>D9DN<br>IM125<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAE YANG DISCOVERY**<br>ex Enterprise Pioneer-75<br>ex Houn Maru-75<br>**Daeyang Shipping Corp. Ltd.**<br>Inchon South Korea | **33 772**<br>10 065<br>53 908 | KR NK | **1964** Mitsubishi Zosen K.K.—Nagasaki (1587)<br>226,02 31,68 12,456<br>215,02 31,60 17,10<br>F 17,1 1 dk<br>RW | **M Ore Carrier**<br>3 Ho each 50,3 ER<br>Ore 32 462 HeCls. ptB<br>6 Ha (each 19,5 × 10,5) ER | Oil 2SA 8Cy. 850 × 1600<br>16 000bhp (11 769kW)<br>Mitsubishi Zosen K.K.<br>Gen 2 × 300kW 450V a.c.<br>Fuel 240,0t (d.o.) 4 160,0t (hvf)-42,5pd | Nagasaki<br>15,5kn |
| 8132524<br>D9HB<br>UM48<br>130<br>Rdr RT | **DAE YANG No. 5**<br>**Choi Tae Yong**<br>Ulsan South Korea | **596**<br>373<br>923 | KR | **1981** Bang-Eo Jin Shipyard Co.—Ulsan<br>53,85<br>49,00 8,81 4,14<br>P 14,4 F 5,5 1 dk | **M Tanker**<br>L.1 087 | Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Hanshin<br>Osaka |
| 6413443<br>3FRW<br>6946-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **DAE YANG No. 10**<br>ex Sam Jin No. 11-78<br>ex Kosho Maru No. 11-74<br>**United Fisheries of Panama S.A.**<br>Panama Panama | **192**<br>95<br>— | KR | **1964** Kanasashi Zosensho—Unspecified Works, Shimizu (572)<br>39,02 6,96 2,794<br>33,56 6,91 3,10<br>P 15,3 F 4,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft<br>3 Ha (1,0 × 0,8) (1,1 1,1 × 1,1) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 76kW 225V a.c. | Kobe<br>10kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7832593 | **DAE YANG No. 12** | **281** | | **1960** Kanasashi Zosensho—Unspecified | **M Fishing** | Oil 4SA 6Cy. 300 × 420 |
| 6KSU | ex Daiyo Maru No. 12 | 180 | | Works, Shimizu | Side-fishing Tuna Line-fishing Ref | 650bhp (478kW) |
| BSA-255 | **Hae Woi Industrial Co. Ltd.** | — | KR | *38,01* | | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Busan South Korea | | | 37,37 7,21 3,46 | In.283 | Diesels Ltd.) Yaizu |
| Gc Rdr | | | | P 9,8 B 9,2 F 5,2 1 dk | 4 Ha (each 1,1 × 1,1) | Gen 2 × 54kW 230V a.c. |
| RT | | | | | | 10kn |
| 5191282 | **DAE YEON No. 101** | **304** | | **1962** Azuma Zosen—Yokosuka (584) | **M Fishing** | Oil 4SA 6Cy. 320 × 460 |
| 6NHQ | ex Taimoana 1-75 | 168 | | 43,11 7,73 3,404 | Side-fishing | |
| BF38307 | ex Kohoku Maru No. 2-67 | — | (KR) | 37,98 7,70 3,81 | Mchy.aft | Kobe Hatsudoki Seizosho Kobe |
| Df Esd | **Dae Yeon Industrial Co. Ltd.** | | | 1 dk | | 10,5kn |
| Gc Pfd | Busan South Korea | | | | | |
| Rdr RT | | | | | | |
| 5085263 | **DAE YEON No. 103** | **271** | | **1962** Kanasashi Zosensho—Unspecified | **M Fishing** | Oil 4SA 6Cy. 320 × 450 |
| 6LKP | ex Dai Yang No. 17-77 | 131 | | Works, Shimizu (471) | Seiner Ref | 650bhp (478kW) |
| BSA-407 | ex Daitoku Maru No. 11-75 | 279 | (KR) | 41,81 7,35 2,998 | Mchy.aft | Hanshin Nainenki Kogyo Kobe |
| Df Esd | **Lee Ju Yoeng** | | | 36,58 7,29 3,41 | In.306 | Gen 2 × 64kW 220V a.c. |
| Gc Pfd | Busan South Korea | | | P 16,5 F 4,3 1 dk | 3 Ha (each 1,2 × 1,3) | 11kn |
| Rdr RT | | | | | Der 2(0,5) | |
| 6502359 | **DAE YEON No. 105** | **167** | | **1964** Kanasashi Zosensho—Unspecified | **M Fishing** | Oil 4SA 6Cy. 280 × 440 |
| 6LRG | ex Kurtia No. 2 | 92 | | Works, Shimizu (619) | Side-fishing | 700bhp (515kW) |
| BF43561 | ex Kaishin Maru No. 28 | — | (KR) | 39,02 6,96 2,794 | Mchy.aft | Niigata Eng. Co. Ltd. Niigata |
| Df Esd | ex Seishu Maru No. 21 | | | 33,53 6,91 3,10 | | |
| Gc Pfd | ex Fukutoku Maru No. 22 | | | P 9,5 B 5,2 F 4,6 1 dk | 3 Ha (1,0 × 8,0) (1,2 1,2 × 1,2) | |
| Rdr RT | **Dae Yeun Fisheries Co. Ltd.** | | | | | |
| | Busan South Korea | | | | | |
| 5083825 | **DAEPORI** | **3 827** | | **1945** Consolidated Steel Corp. | **M General Cargo** | Oil 2SA 6Cy. 545 × 735 |
| HMBO | ex Kunsan-58 ex Persian Knot-56 | 2 173 | | —Wilmington, Ca (1325) | Ref | 1 700bhp (1 250kW) |
| IM2316 | ex Hickory Dale | 6 091 | (AB) (KR) | 103,23 15,35 7,144 | 3 Ho 13,0 24,0 20,5 ER | Nordberg Manufacturing Corp. St. Louis, Mo |
| Df Esd | **Dawn Shipping Co. Ltd.** | | | 97,95 15,24 8,84 | G.6 881 B.6 650 | Gen 2 × 250kW 220V d.c. |
| Gc Rdr | Inchon South Korea | | | P 27,5 F 11,6 2 dks | 3 Ha (6,2 6,2 12,3 × 6,1) ER | Fuel 990,5t 10kn |
| RT | | | | rf nil | 16W Der 1(20) 12(5) | |
| 6820464 | **DAEYANG AMITY** | **56 809** | | **1968** Kawasaki Dockyard Co. Ltd.—Kobe | **M Ore/Oil Carrier** | Oil 2SA 9Cy. 860 × 1600 |
| D9EW | ex Tasman Maru-79 | 37 377 | | (1093) | Adapted for Ore cargoes only | 20 700bhp (15 226kW) MAN |
| 1M204 | **Daeyang Shipping Corp. Ltd.** | 95 926 | KR NK | 252,99(BB) 38,99 14,380 | 4 Ho ER | Kawasaki Dockyard Co. Ltd. Kobe |
| Df Esd | Inchon South Korea | | | 244,00 38,92 20,91 | L.(oil) 121 003 | Fuel 4 649,5t-59,0pd 15kn |
| Gc Pfd | | | | F 20,5 1 dk | 1 Ha (stl) (9,2 × 17,6) 8 Ha (stl) (each | |
| Rdr RT | | | | | 9,2 × 14,4) ER | |
| 6806212 | **DAEYANG BOUNTY** | **57 561** | | **1968** Kawasaki Dockyard Co. Ltd.—Kobe | **M Ore/Bulk/Oil Carrier** | Oil 2SA 9Cy. 860 × 1600 |
| D9IL | ex Hoegh Rider-82 | 41 751 | | (1101) | | 20 700bhp (15 226kW) MAN |
| IM233 | **Daeyang Shipping Corp. Ltd.** | 95 294 | KR NV | 250,02(BB) 38,94 14,682 | Str. heavy cargoes | Kawasaki Dockyard Co. Ltd. Kobe |
| Df Esd | Inchon South Korea | | | 238,26 38,92 22,03 | 7 Ho/Ta 25,3 25,3 25,3 25,3 | Gen 2 × 725kW 440V 60Hz a.c. |
| Gc Rdr | | | | 1 dk | 25,3 25,3 23,4 ER | Fuel 502,0t (d.o.) 3 540,0t (hvf)-69,0pd |
| RTv | | | | rf 102 | G.104 421 L.(oil) 92 190 HeCls. BC | 15,5kn |
| | | | | | 7 Ha (stl) (each 15,7 × 16,9) ER | |
| 6815615 | **DAEYANG CHARITY** | **57 561** | | **1968** Kawasaki Dockyard Co. Ltd.—Kobe | **M Ore/Bulk/Oil Carrier** | Oil 2SA 9Cy. 860 × 1600 |
| D9IE | ex Hoegh Rover-82 | 41 751 | | (1102) | | 20 700bhp (15 226kW) MAN |
| IM214 | **Daeyang Shipping Corp. Ltd.** | 95 361 | KR NV | 250,07(BB) 38,94 14,682 | Str. heavy cargoes | Kawasaki Dockyard Co. Ltd. Kobe |
| Df Esd | Inchon South Korea | | | 237,01 38,92 22,00 | 7 Ho/Ta 25,3 25,3 25,3 25,3 | Gen 1 × 727kW 2 × 725kW |
| Gc Rdr | | | | 1 dk | 25,3 25,3 23,4 ER | 440V 60Hz a.c. |
| RTm/h/v | | | | rf 102 | G.104 422 L.(oil) 92 190 HeCls. BC | Fuel 502,0t (d.o.) 3 540,0t (hvf)-70,0pd |
| | | | | | 7 Ha (stl) (each 15,7 × 16,9) ER | 15,5kn |
| 6815744 | **DAEYANG GLORY** | **56 686** | | **1968** Ishikawajima Harima Heavy Ind. | **M Ore/Bulk/Oil Carrier** | Oil 2SA 10Cy. 900 × 1550 |
| D9DX | ex Fort Douglas-81 ex Docynia-80 | 44 020 | | (I.H.I.)—Kure (156) | Adapted for Dry cargoes only | 23 000bhp (16 918kW) Sulzer |
| IM207 | ex Sidney Spiro-79 | 105 439 | KR (NV) | 252,00 40,87 15,042 | Str. heavy cargoes | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | **Daeyang Shipping Corp. Ltd.** | | | 241,00 40,80 20,35 | Mchy.aft | Gen 1 × 620kW 2 × 600kW |
| Gc Pfd | Inchon South Korea | | | P 32,4 F 17,1 1 dk | 11 Ho/Ta 12,9 16,0 12,9 19,2 | 440V 60Hz a.c. |
| Rdr | | | | rf nil | 12,9 19,2 12,9 19,2 12,9 | Fuel 5 213,0t (hvf) 15,5kn |
| RTm/h/v | | | | | 15,2 12,5 | |
| | | | | | Ore 113 288 HeCls. B | |
| | | | | | 11 Ha (stl) (10,2 12,2 10,7 11,8 10,7 | |
| | | | | | 11,8 10,7 12,8 10,7 11,8 10,7 × | |
| | | | | | 20,2) | |
| 6621868 | **DAEYANG PROSPERITY** | **33 742** | | **1966** Ishikawajima Harima Heavy Ind. | **M Bulk Carrier** | Oil 2SA 6Cy. 900 × 1550 |
| 3FED | ex Diane Prosperity-74 | 24 158 | | (I.H.I.)—Aioi (1934) | | 15 000bhp (11 033kW) Sulzer |
| 3107 | ex Japan Gran-72 | 54 567 | KR NK | 223,02(BB) 31,75 11,529 | 5 Ho ER | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| -73A | **International Ship Finance** | | | 213,01 31,70 17,30 | G.70 956 | Fuel 3 709,5t 15kn |
| Df Esd | **(Panama) S.A.** | | | F 15,0 1 dk | 5 Ha (12,9 26,9 26,9 26,9 26,9 × | |
| Gc Rdr | Panama Panama | | | | 13,5) ER | |
| RT | | | | | | |
| 7423342 | **DAFFODIL** | **105** | | **1975** Ast. IMESA—Salina Cruz (126) | **M Fishing** | Oil |
| | | — | | 21,01 | Side Trawler | 365bhp (268kW) |
| | **Bahrain Fishing Co. (BAFCO)** | — | | 5,64 2,72 | | Caterpillar Tractor Co. Peoria, Illinois |
| | Bahrain | | | | | 9,5kn |
| 5211264 | **DAFFODIL B.** | **22 256** | GL | **1961**-9 Uddevallavarvet A/B—Uddevalla | **TM Tanker** | 2 Oil 2SA each 8Cy. 760 × 1500 |
| SWLJ | ex London Independence-76 | 13 249 | | (136) | | 15 000bhp (11 033kW) Gotaverken |
| 6002 | **Danae Shipping Corp.** | 36 846 | ✠Classed LR until 28/1/77 | 212,86 26,88 11,240 | 1 Ho 3,0 30 Ta ER | Uddevallavarvet A/B Uddevalla |
| Df Esd | Eletson Maritime Services Inc. | | | 198,13 26,83 14,33 | L.(oil) 45 873 HeCls. BC | Gen 2 × 500kW 450V 50Hz a.c. |
| Gc Rdr | Piraeus Greece | | | P 38,8 B 10,7 F 26,9 1 dk | Der 2(7,5) 4(5) | Fuel 2 607,0t (hvf)-51,0pd 16,25kn |
| RTv | | | | rf 51 | | |
| 5083849 | **DAFNE** | **890** | | **1919** Soc. E. Bacini—Riva Trigoso | **M Tanker** | Oil 4SA 8Cy. 290 × 420 |
| IPHU | ex Lete | 431 | | 61,32 9,33 4,411 | | 760bhp (559kW) NE 53 |
| 145 | **Morfini S.p.A.-Trasporti** | 1 394 | (RI) | 58,81 9,28 5,01 | 14 Ta ER | Maschinenbau Kiel A.G. Kiel |
| | **Marittimi** | | | 1 dk | L.(oil) 1 633 HeCls. C | 9kn |
| | Bari Italy | | | R len 62 | | |

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|---|---|---|---|---|---|---|
| **7424803**<br>LEOM<br>18927<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAG VIKING**<br><br>**Sameiet Dag Viking**<br>K/S Viking Supply Ships A/S II<br>Kristiansand S. Norway | **929**<br>137<br>1 116 | NV | **1977** Bolsones Verft—Molde (245)<br>50,93 12,22 6,109<br>44,66 12,20 6,58<br>1 dk<br>rf 1003 BK 119 | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>geared to sc. shafts<br>A/B Bofors Nohab Polar Trollhattan<br>Thw. thrust propeller fwd<br>Fuel 872,0t (hvf)-25,5pd 14,5k |
| **7944372**<br><br>385877 | **DAGERAAD**<br><br>**Harry Kevin, Jennifer Denise, Ronald Walter & Elizabeth Margaret Mitchelson**<br>*Melbourne, Victoria* Australia | **118**<br>97<br>— | | **1971** K. & F. Mitchelson—Lakes Entrance<br>24,49 6,53<br>2,11<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>380bhp (280kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroi<br>9k |
| **5083899**<br>UKKD<br>M-26918<br>Df Esd<br>Gc Rdr<br>RT | **DAGESTAN**<br><br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1962** VEB Warnowwerft Warnemuende —Warnemuende (419)<br>139,50 18,04 8,000<br>130,21 17,96 10,29<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,75k |
| **7945675** | **DAGESTANSKIY RYBAK**<br><br>**U.S.S.R.**<br>U.S.S.R. | **635**<br>199<br>405 | RS | **1981** ..............U.S.S.R.<br>54,84 9,96 4,114<br>5,06<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12k |
| **6807618**<br>TFME<br>1037<br>Df Esd<br>Rdr RT | **DAGFARI**<br><br>**Utgerdarfelag Njordur H/f**<br>Husavik Iceland | **299**<br>138<br>— | | **1967** VEB Elbewerft—Boizenburg (443)<br>40,11 7,22 2,699<br>7,19 5,80<br>1 dk<br>len & deepened 78 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Fuel (d.o.) |
| **7940974**<br>XC2126<br><br>Df RT | **DAGGI**<br><br>**Daggi S.A.**<br>Ciudad del Carmen Mexico | **106**<br>42 | AB | **1977** Astilleros y Varaderos Angulo S.A. —Ciudad del Carmen (4)<br>... ... ...<br>21,95 6,10 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,9<br>1 Ha (stl) (2,0 × 1,5) | Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>560bhp (412kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,75kW 1 × 1,5kW a.c.<br>10k |
| **8115631**<br>ELCK6<br>7297<br>Df Esd<br>Gc Rdr<br>RT | **DAGMAR REECKMANN**<br><br>**Halstead Shipping Corp.**<br>F. Laeisz<br>Monrovia Liberia | **13 482**<br>8 596<br>23 323 | | **1982** VEB Mathias-Thesen-Werft—Wismar (128)<br>176,51(BB) 10,091<br>167,42 22,86 14,03<br>1 dk | **M Bulk Carrier**<br>Portable guides<br>Ice strengthened<br>4 Ho ER<br>G.24 060 B.23 620<br>TEU 863<br>C.Ho 400/20' C.Dk 463/20'<br>8 Ha (stl) (18,0p&s × 5,6) (25,6p&s 25,6p&s 25,6p&s × 8,0) ER<br>Cr 6(25) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 4 × 640kW 1 × 64kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5k |
| **7043386**<br>OXJZ<br>D1775<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DAGMAR SKOU**<br><br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | T.Mk<br>**6 622**<br>3 740<br>10 851<br>**9 623**<br>5 628<br>14 225 | ✠**100A1** SS 4/80<br>DTsf—oil FP above 65.5°C. or vegetable oil or latex<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"SQ<br>FN 4549 | **1971**-4 Helsingor Skibsv. og Maskinbyg. —Helsingor (394)<br>156,37 19,87 8,090/9,500<br>142,86 19,80 12,04<br>Ba 47,9 F 30,5 2 dks<br>rf 152<br>7BH WB3035t incl. DTf852t | **M General Cargo**<br>Ref 8P<br>5 Ho 13,1 23,0 22,5 21,0 20,9 ER<br>G.20 248 B.18 979 In.1 175<br>5 Ha (stl) (6,3 × 4,5) (13,7 13,7 13,7 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) 2(1,5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) & htr 10kgf/cm² (9,9bar) rcv 7kgf/cm² (6,9bar)<br>Gen 4 × 448kW 450V 60Hz a.c.<br>Fuel 2 685,5t (hvf) 18k |
| **6912360**<br>LDVP<br>17195<br>Df Esd<br>Rdr RT | **DAGNY KRISTIN**<br><br>**Eilert Volstad**<br>Alesund Norway | **429**<br>183<br>— | NV | **1969** Vaagen Verft A/S—Kyrksaeterora (39)<br>47,96 8,56<br>41,33 8,53 6,71<br>1 dk<br>rf 991 BK 152 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>3 Ho ER<br>2 Ha (1,4 × 1,9) (3,9 × 3,2) ER<br>1W Der 1(5) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 88kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7108497**<br>UWKG<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAGOMYS**<br>ex Cumbria-81<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **18 570**<br>12 063<br>32 010 | ✠**100A1** CS 4/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL Gt $2\frac{11}{16}$"<br>FN 6900 | **1971**-7 Scotts' SB. Co. (1969) Ltd. —Greenock (720)<br>186,11(BB) 25,20 10,827<br>174,40 25,15 14,41<br>P 33,3 F 17,1 1 dk<br>rf 102<br>NS 9BH WB10147t incl. Comb. btm & STs in holds 4857t Topside tanks in holds 3726t | **M Bulk Carrier**<br>7 Ho 17,8 18,2 19,2 18,2 19,2 18,2 19,9 ER<br>G.40 894 B.36 238<br>7 Ha (stl) (10,2 11,6 11,8 11,8 11,8 11,8 10,9 × 12,8) ER<br>14W Der 14(12) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 250kW 440V 60Hz a.c.<br>Fuel 1 529,0t (hvf) 14k |
| **7360241**<br>TFYM<br>1410<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAGRUN**<br><br>**Baldur H/f**<br>Bolungarvik Iceland | **499**<br>159<br>333 | ✠**100A1** SS 10/78<br>stern trawler<br>Ice class 3<br>✠**LMC**<br>EL J 1"U2<br>FN 755 | **1974**-12 S.I.C.C.Na.—St. Malo (137)<br>50,73 10,65 4,642<br>43,19 10,30 7,17<br>2 dks<br>rf 1270<br>Coll BH to U dk 3 to 2nd dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 260 × 280 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Crepelle et Cie. Lil<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5k |
| **6914344**<br>TFRE<br>1558<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAGSTJARNAN**<br>ex Ran-81 ex C. S. Forester-80<br>**Gnod H/f**<br>Keflavik Iceland | **743**<br>238<br>381 | ✠**100A1** SS 10/77<br>stern trawler<br>✠**LMC**<br>EL (l) ct $1\frac{3}{16}$"U2<br>FN 900 | **1969**-8 Charles D. Holmes & Co. Ltd. —Beverley (1051)<br>51,62 11,00<br>49,08 10,98 7,35<br>B 9,8 2 dks<br>rf 1067 BK 152<br>4BH to U dk 1 to 2nd dk WB138t | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>1 Ho 9,6<br>1 Ha (stl) (7,4 × 1,1)<br>Der 1(3) | Oil 4SA 8Cy. 390 × 680<br>1 950bhp (1 434kW)<br>N.V. Werkspoor Amsterdam<br>db 80lbf/in² (5,6bar)<br>Gen 2 × 150kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 183,0t (d.o.) 14k |

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| 5084051 | **DAH LAI**<br>**Tin Tai Navigation Co.**<br>Shanghai China | **486**<br>175<br>— | ✠ | **1941**-7 Cochrane & Sons Ltd.—Selby (1226)<br>50,14 8,41<br>... ... ...<br>1 dk<br>conv Side Trawler Fishing 48 | **S General Cargo** | T 3Cy. 343 584 & 965 × 686<br>Amos & Smith Ltd. Hull |
| 6904923<br>BVSK<br>Df Rdr | **DAH LIH No. 2**<br>**Dah Lih Fishery Co. Ltd.**<br>Kaohsiung China* | **251**<br>165<br>116 | | **1968** Taiwan Machy. Mfg. Corp.<br>—Kaohsiung (6182)<br>37,90 7,07 2,769<br>33,00 6,81 3,15<br>P 11,9 F 4,6 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 8,3 4,7 8,6 ER<br>In.165<br>3 Ha (1,2 1,2 1,2 × 1,2) ER<br>2W Der 2(1) | Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 220V a.c.<br>12kn |
| 5149069<br>DITG<br>Df Esd<br>RTm/v | **DAHEIM**<br>ex Hermann Suhr-64<br>ex Holstein-60<br>**Gunter Conrad Gerren**<br>Hamburg Federal Republic of Germany | **292**<br>148<br>480 | GL | **1939** Schulte & Bruns—Emden (137)<br>*44,75* 7,62 2,763<br>3,15<br>P 9,2 F 4,3 1 dk<br>R len 51 | **M General Cargo**<br>Ice strengthened<br>G.584 B.557<br>2 Ha | Oil 4SA 6Cy. 280 × 450<br>200bhp (147kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>7,75kn |
| 5051236<br>H05370<br>1170<br>9-82<br>Df Esd<br>Rdr RT | **DAHLE**<br>ex Whestbank-81<br>ex St. Monika-75 ex Flotte-71<br>ex Bremer Flotte-67<br>**Gendt Shipping Enterprises S.A.**<br>Panama Panama | **376**<br>156<br>701 | GL | **1956** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (388)<br>52,96 8,51 3,522<br>47,91 8,50 5,11<br>F 7,7 1 dk & S dk<br>RW | **M General Cargo** OSD<br>G.1 247 B.1 164<br>1 Ha (24,4 × 4,6) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t 11kn |
| 7378444<br>H3WA/<br>DZXR<br>11245<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAHLIA**<br>ex Carrianna I-82<br>ex Pacemaker-81<br>**Asia Prosperity Lines Inc.**<br>United Fair Agencies Ltd.<br>Manila Panama | **16 872**<br>11 811<br>29 517 | **✠100A1**<br>strengthened for heavy cargoes No. 3 hold may be empty<br>**✠LMC**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6942 | **1976**-3 Usuki Tekkosho—Saiki (1183)<br>178,19(BB) 26,88 10,662<br>167,19 26,81 14,71<br>P 36,0 F 20,2 1 dk<br>rf nil conv Bulk Carrier 76<br>conv Vehicles Bulk Carrier 78<br>NS 7BH WB15217T incl. comb. btm & STs4198T topside tanks in holds 3841T & No. 3 hold 5525T | **M Bulk Carrier**<br>5 Ho 26,9 27,2 16,7 27,2 27,2 ER<br>G.38 659 B.37 236<br>5 Ha (stl) (17,6 × 15,2) (17,6 9,4 17,6 17,6 × 15,0) ER<br>15W Der 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 420kW 455V 60Hz a.c.<br>Fuel 172,5t (d.o.) 1 666,5t (hvf) 17,5kn |
| 7801556<br>JKUY<br>122506<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAHLIA**<br>**Yushin Kogyo K.K.**<br>Uwajima, Ehime Pref. Japan | **2 699**<br>886<br>2 404 | NK | **1978** Kurushima Dock Co. Ltd.—Uwajima (2012)<br>85,45 15,68 6,914<br>78,01 15,61 7,83<br>F 44,9 1 dk | **TM Tug/Salvage Ship** | 2 Oil 2SA each 6Cy. 520 × 900<br>MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 500kW 450V a.c.<br>17kn |
| 6409571<br>TOMU<br>5357<br>Df Esd<br>Pfd Rdr<br>RTm | **DAHLIA**<br>**Armement Bigouden S.A.**<br>Guilvinec France | **155**<br>51<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5097)<br>30,00 6,74 2,947<br>25,00 5,71 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.3<br>3 Ha (0,9 0,9 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valenciennes<br>Gen 1 × 20kW 110V d.c.<br>Fuel 30,0t (d.o.) 11kn |
| 5084087<br>Y4SE<br>Df Esd<br>Rdr RT | **DAHME**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,71 3,550<br>23,40 6,66 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>305bhp (224kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 115V d.c.<br>9kn |
| 7723948<br>7THV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAHRA**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **1 962**<br>1 432<br>3 601 | GL | **1978** Schlichting-Werft—Travemuende ((272))<br>90,20 (BB) 13,62 5,722<br>83,80 13,61 6,51<br>P 26,3 F 21,1 1 dk | **M Tanker**<br>Oil Wine Vegetable oil<br>Ice strengthened<br>Mchy.aft<br>8 Ta 16 Wing Ta<br>L.3 750 | Oil 4SA 8Cy. 320 × 420 reverse reduction geared to sc. shaft<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 206,5kW 380V 1 × 159kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>13,5kn |
| 5276276<br>6VIE<br>192<br>Df Esd<br>RTm | **DAHUT**<br>ex Petro Blaye-72<br>ex Paul Desmarais-62<br>ex Marxburg-56<br>**Compagnie Europeenne d'Armement**<br>Petromer Senegal<br>Dakar Senegal | **478**<br>130<br>590 | (BV) | **1953** D. W. Kremer Sohn, G.m.b.H. & Co.<br>—Elmshorn (1014)<br>52,76 9,02 2,591<br>... ...<br>P 12,5 F 8,3 1 dk | **TM Tanker**<br>10 Ta ER<br>Der 2(1) | 2 Oil 4SA each 6Cy. 215 × 360<br>400bhp (294kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 8kW 1 × 5kW 1 × 3kW 110V d.c.<br>Fuel 13,0t (d.o.) 9,5kn |
| 6719055<br>BOIG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HAI**<br>ex Chuetsusan Maru-77<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **19 922**<br>13 979<br>28 209 | (NK) | **1967** Mitsui SB. & Eng. Co. Ltd.—Tamano (784)<br>176,00 25,66 10,700<br>166,00 25,61 17,00<br>F 8,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.38 940<br>5 Ha (11,5 19,0 10,5 14,7 16,5 × 13,1) ER<br>Cr 2(10,5) 3(7,5) | Oil 2SA 6Cy. 740 × 1600<br>9 900bhp (7 282kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 375kW<br>Fuel 1 577,0t-35,5pd 14,25kn |
| 5084116<br>XVGY<br>Esd RT | **DAI HAI**<br>ex Tien Phong-59 ex Drava-58<br>Ho Chi Minh City Vietnam | **607**<br>281<br>734 | (BV) | **1953** Brodogradiliste "3 Maj"—Rijeka (333)<br>54,89 8,97<br>51,41 8,92 4,30<br>P 18,0 F 6,1 1 dk | **M General Cargo**<br>G.1 024 B.933<br>2 Ha (each 10,3 × 5,0) ER<br>4W Der 1(5) 4(1,5) | Oil 2SA 6Cy. 290 × 500<br>630bhp (463kW) Sulzer<br>C.R.D. Adriatico Trieste<br>Fuel 37,5t (d.o.) 10,5kn |
| 5402992<br>6LWB<br>BS-A-121<br>Df Esd<br>Gc Rdr<br>RT | **DAI HO No. 1**<br>ex Daikoku Maru No. 1-70<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **250**<br>132<br>224 | KR | **1963** Uchida Zosen—Ise (580)<br>42,80 7,35 2,896<br>37,70 7,31 3,38<br>P 17,7 F 5,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft<br>4 Ha (0,9 0,9 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 64kW a.c.<br>Fuel 183,0t 10,5kn |

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| **6401933**<br>6LWA<br>BS-A-148<br>Df Esd<br>Gc Rdr<br>RT | **DAI HO No. 2**<br>ex Katsu Maru No. 16-72<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **250**<br>126<br>282 | KR | **1963** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (540)<br>43,72 7,57<br>38,54 7,50 3,31<br>P 9,8 B 7,1 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft<br>G.392 B.299<br>4 Ha (1,0 1,0 × 0,9) (1,3 1,3 × 1,2) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 82kW 220V a.c. | Kobe<br>11kn |
| **6414356**<br>6LWL<br>BF9626<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HO No. 3**<br>ex Koyo Maru No. 51-73<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **229**<br>115<br>216 | (KR) | **1964** Kochiken Zosen—Kochi (267)<br>*39,63* 7,75 3,023<br>38,51 7,70 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Seisakusho | Tateyama<br>11kn |
| **7604922**<br>6MAB<br>BF9038<br>Df Esd<br>Gc Rdr<br>RT | **DAI HO No. 6**<br>ex Kaiho Maru No. 15<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **224**<br>106<br>— | KR | **1963** Miho Zosensho K.K.—Shimizu<br>42,45<br>37,01 7,31 3,36<br>P 14,7 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.283<br>3 Ha (each 1,5 × 1,3)<br>Der 1(1) | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 64kW 230V a.c. | Japan<br>10,5kn |
| **6502737**<br>6MDD<br>BS-A-160<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HO No. 7**<br>ex Misaki Maru No. 11-71<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **234**<br>110<br>295 | KR | **1964** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (620)<br>43,21 7,52 2,896<br>37,98 7,50 3,36<br>P 9,8 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.341 | Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 72kW 230V a.c. | Kobe<br>11,25kn |
| **5190769**<br>6MIH<br>BF35646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HO No. 9**<br>ex Kochi Maru No. 3-72<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **357**<br>190<br>434 | KR | **1961** Miho Zosensho K.K.—Shimizu (296)<br>50,70 8,13<br>45,06 8,08 3,89<br>P 10,7 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.100 | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Tekkosho | Niigata<br>11,75kn |
| **6408137**<br>HMDP<br>BS-A-<br>1653<br>Df Esd<br>Pfd Rdr | **DAI HO No. 11**<br>ex Lucky Star No. 101-79<br>ex Ohzuru Maru No. 2-72<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **183**<br>88<br>211 | KR | **1963** Niigata Eng. Co. Ltd.—Niigata (563)<br>38,94 6,96 2,801<br>34,50 6,91 3,10<br>P 14,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>2 Ho 5,6 13,5 ER<br>In.216<br>2 Ha (1,3 × 1,0) (1,5 × 1,5) ER | Oil 4SA 6Cy. 280 × 440<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 225V 60Hz a.c. | Niigata<br>10kn |
| **7316783**<br>6NST<br>BS-A-<br>1654<br>Esd Pfd<br>Rdr RT | **DAI HO No. 12**<br>ex Lucky Star No. 102-79<br>ex Shinmei Maru No. 26<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **253**<br>132<br>— | (KR) | **1963** Fukuoka Zosen K.K.—Fukuoka<br>... ... ...<br>37,52 7,12 3,41<br>P 10,1 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.371 | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 64kW 225V a.c.<br>Fuel (d.o.) | MaK<br>Kobe<br>11,25kn |
| **6804458**<br>6MDO<br>BS-A-270<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HO No. 77**<br>ex Ryoei Maru No. 8-74<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **340**<br>130<br>326 | KR | **1967** Uchida Zosen—Ise (652)<br>47,20 8,62 3,379<br>42,80 8,59 3,79<br>F 7,1 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.397<br>4 Ha (1,5 1,5 × 1,3) (1,7 1,7 × 1,6) | Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>11kn |
| **6907585**<br>6NVU<br>BS-A-<br>1454<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HO No. 201**<br>ex Kotoshiro Maru No. 21<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **404**<br>212<br>— | KR | **1968** Miho Zosensho K.K.—Shimizu (678)<br>54,79 8,64 3,404<br>49,61 8,62 4,02<br>P 24,7 F 17,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.564<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 310 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 176kW 230V a.c. | Niigata<br>11kn |
| **7831185**<br>6KXY<br>BF49075<br>Df Esd<br>Gc Rdr<br>RT | **DAI HO No. 202**<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **439**<br>253<br>— | KR | **1978** Dae Dong SB. Co.—Busan<br>55,17<br>49,00 8,60 4,02<br>P 25,6 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.542<br>3 Ha (1,3 1,3 × 0,9) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. | Niigata<br>12,75kn |
| **7831173**<br>6KYH<br>BS-A-<br>1519<br>Df Esd<br>Gc Rdr<br>RT | **DAI HO No. 203**<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **439**<br>253<br>— | KR | **1978** Dae Dong SB. Co.—Busan<br>55,17<br>49,00 8,60 4,02<br>P 25,6 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.542<br>3 Ha (1,3 1,3 × 0,9) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. | Niigata<br>12,75kn |
| **6709517**<br>DTDH<br>BS-A-<br>1635<br>Df Esd<br>Gc Rdr<br>RTh | **DAI HO No. 303**<br>ex Taiko Maru No. 2-78<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **1 554**<br>540<br>1 291 | KR | **1966** Miho Zosensho K.K.—Shimizu (594)<br>78,49 12,53<br>71,23 12,50 5,80<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>2 Ho 15,3 18,8 ER<br>In.1 720<br>2 Ha (w) (2,3 × 2,3) (2,3 × 3,8) 1 Ha (stl) (1,9 × 3,0) ER<br>6W Der 2(5) 2(3) 2(2,5) 6(2) 2(0,5) | Oil 2SA 6Cy. 450 × 750<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 384kW 1 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 672,5t (hvf) | Mitsubishi<br>Yaizu<br>14,5kn |
| **6412580**<br>BS-A-<br>1933<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI HO No. 707**<br>ex Akebono Maru No. 71-81<br>**Dai Ho Industrial Co. Ltd.**<br>Busan South Korea | **3 401**<br>1 767<br>3 988 | KR NK | **1964** Hakodate Dock Co. Ltd.—Hakodate (345)<br>99,65 15,70 6,517<br>92,00 15,60 7,40<br>F 30,5 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>4 Ho<br>In.3 787<br>3 Ha (3,0 × 3,0) (3,0 × 4,7) (3,0 × 3,0)<br>Der 6(5) | Oil 2SA 6Cy. 520 × 700<br>3 500bhp (2 574kW)<br>Mitsubishi Nippon Heavy Ind.<br>Gen 3 × 448kW 445V a.c.<br>Fuel 1 149,0t (d.o.)-14,0pd | MAN<br>Tokyo<br>13kn |

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|---|---|---|---|---|---|---|
| 7944695<br>Df Rdr<br>RT | **DAI HONG DAN**<br>**Government of The Democratic People's Republic of North Korea**<br>North Korea | **6 608**<br>3 838<br>9 938 | | **1980** .............North Korea<br>160,00(BB)<br>... ... ...<br>1 dk | **M General Cargo**<br>4 Ho ER<br>4 Ha (stl) ER<br>Cr 2(-) Der 5(-) | Oil<br>.............<br>Fuel (d.o.) 16kn |
| 6823296<br>BIOM<br>Df Esd<br>Gc Rdr<br>RT | **DAI LUNG**<br>**Tai Lung Navigation Corp. Ltd.**<br>Kaohsiung China* | **4 016**<br>2 125<br>6 289 | | **1968** Shin Yamamoto Zosen—Kochi (90)<br>107,07 16,44 6,808<br>99,50 16,41 8,26<br>P 22,9 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho 33,1 34,1 ER<br>G.8 168 B.7 657<br>2 Ha (stl) (27,9 26,8 × 8,0) ER<br>4W Der 2(20) 2(10) | Oil 2SA 7Cy. 420 × 900<br>3 850bhp (2 832kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 120kW 445V 60Hz a.c.<br>Fuel 543,5t (hvf) 13,5kn |
| 8132172<br>JK4238<br>124562 | **DAI MARU**<br>Mihara, Hiroshima Pref. Japan | **189**<br>131<br>— | | **1981** Y.K. Furumoto Tekko Zosensho —Osaki (510)<br>... ... ...<br>43,52 8,01 4,60<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| 8116922<br>7KXB<br>125073<br>Esd Rdr<br>RT | **DAI MARU No. 28**<br>**Haruo Hatage**<br>Taiji, Wakayama Pref. Japan | **199**<br>99<br>— | | **1981** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (250)<br>... ... ...<br>38,99 7,41 3,10<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>470bhp (346kW)<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Yaizu |
| 8001359<br>8LBR<br>124190<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAI MARU No. 31**<br>**Kenkichi Mori**<br>Muroto, Kochi Pref. Japan | **299**<br>152<br>— | | **1980** K.K. Goriki Zosensho—Ise (832)<br>3,252<br>43,77 8,31 3,66<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 260 × 340<br>1 170bhp (861kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7950498<br>JITB<br>108645 | **DAI MARU No. 35**<br>**K.K. Goriki Zosensho**<br>Ise, Mie Pref. Japan | **299**<br>149<br>— | | **1970** Kochiken Zosen—Kochi (392)<br>*43,50*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 7313896<br>JNVB<br>113465<br>Df Esd<br>Gc Rdr<br>RT | **DAI MARU No. 37**<br>**Kenkichi Mori**<br>Muroto, Kochi Pref. Japan | **299**<br>151<br>— | | **1973** Kochiken Zosen—Kochi (450)<br>*44,35* 8,23 3,048<br>44,00 8,21 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8031744<br>D9CJ<br>BM1302<br>RT | **DAI WEON No. 101**<br>**Gong Il Yeon**<br>Busan South Korea | **429**<br>309<br>653 | KR | **1980** Mokpo Shipyard Co. Ltd.—Mokpo<br>47,50 3,212<br>43,01 8,40 3,71<br>P 12,8 F 6,4 1 dk | **M General Cargo**<br>G.828 B.803<br>1 Ha (21,7 × 5,7) | Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 44kW 225V a.c.<br>11,75kn |
| 6511867<br>Df Esd<br>Gc Rdr<br>RTm/v | **DAI YUN SHAN**<br>ex Jytte Skou-80<br>**China Ocean Shipping Co.**<br>Fuzhou/Foochow China | **4 829**<br>2 502<br>6 950<br>**7 486**<br>4 227<br>9 906 | ✠Classed LR until 21/11/80 | **1965**-9 A/S Nakskov Skibsvaerft—Nakskov (175)<br>137,57 18,39 7,151/8,687<br>125,76 18,34 11,21<br>RAD 9,8 F 27,8 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD/CSD 12P<br>5 Ho 13,3 20,5 21,7 21,8 15,1<br>G.14 914 B.13 296<br>5 Ha (stl) (8,2 12,1 11,5 12,2 7,9 × 6,1)<br>16W Der 1(30) 1(25) 6(10) 10(5) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 1 270,0t (hvf) 17,5kn |
| 5402954<br>Df Esd | **DAIAN MARU**<br>ex Ta An-38<br>ex Canadian Leader-36<br>**Government of The Republic of Indonesia**<br>Indonesia | **5 411**<br>3 864<br>— | ✠Classed LR until 11/39 | **1921**-5 Canadian Vickers Ltd.—Montreal, P.Q. (80)<br>*122,02* 15,98 7,659<br>15,93<br>2 dks | **S General Cargo** | T 3Cy. 686 1118 & 1854 × 1219<br>2 000ihp (1 471kW)<br>Canadian Vickers Ltd. Montreal, P.Q. |
| 7354125<br>JG3403<br>116115<br>Esd Rdr<br>RT | **DAIAN MARU**<br>**K.K. Nippon Kaiyosha**<br>Yokohama, Kanagawa Pref. Japan | **297**<br>103<br>83 | | **1974** Towa Zosen K.K.—Shimonoseki (460)<br>36,20 9,83 3,156<br>31,50 9,81 4,42<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| 6509943<br>JM2094<br>95845 | **DAIAN MARU**<br>ex Daitoku Maru<br>**Daitoku Kaiun K.K.**<br>Uwajima, Ehime Pref. Japan | **150**<br>70<br>— | | **1964** Furue Zosen—Hiroshima (15)<br>*26,71* 6,35<br>26,70 6,30 2,90<br>1 dk<br>RW | **M General Cargo**<br>1 Ha (9,9 × 4,3) ER | Oil 4SA 4Cy. 250 × 330<br>210bhp (154kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 9,0t |
| 5429134<br>8LFM<br>85223<br>Df Esd<br>Rdr RT | **DAIAN MARU No. 8**<br>ex Taisei Maru No. 2-68<br>**Oura Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **111**<br>43<br>— | | **1963** Azuma Zosen—Yokosuka (586)<br>*26,10* 5,82 2,490<br>25,61 5,80 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 200 × 260<br>Niigata Eng. Co. Ltd. Niigata |
| 8106276<br>JAIS<br>124482<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIAN MARU No. 28**<br>**Oura Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **124**<br>40<br>— | | **1981** Narasaki Zosen K.K.—Muroran (1016)<br>38,31 (BB) 7,40 2,420<br>30,97 7,38 4,63<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 025bhp (754kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6908383<br>JCZD<br>101215<br>Df Gc<br>Rdr RT | **DAIAN MARU No. 88**<br>**Oura Gyogyo K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **124**<br>45<br>— | | **1968** Narasaki Zosen K.K.—Muroran (655)<br>34,22 7,12 2,515<br>29,80 7,09 2,67<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 220 × 300<br>750bhp (552kW)<br>Kawasaki Dockyard Co. Ltd. Akashi |

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|---|---|---|---|---|---|---|---|
| 6929571<br>JDEW<br>101224<br>Df Gc<br>Rdr | **DAIAN MARU No. 108**<br>ex Eiho Maru No. 58<br>**Mukaise Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 124<br>43<br>— | | **1969** Narasaki Zosen K.K.—Muroran (692)<br>34,65 7,12 2,439<br>29,80 7,09 2,67<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 150bhp (846kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 6819946<br>Df Esd<br>Gc Rdr<br>RT | **DAIAN MARU No. 118**<br>**Ohura Gyogyo K.K.** | 499<br>177<br>— | | **1968** Nichiro Zosen—Hakodate (238)<br>54,39 9,53<br>49,08 9,50 4,09<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 420 × 600<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7118325<br>JAKS<br>106304<br>Df Esd<br>Gc Rdr<br>RT | **DAIAN MARU No. 138**<br>**Ohura Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 124<br>39<br>— | | **1971** Narasaki Zosen K.K.—Muroran (774)<br>35,62 7,12<br>30,18 7,09 4,50<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7327500<br>7JXP<br>110107<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIAN MARU No. 158**<br>**Ohura Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 124<br>42<br>— | | **1973** Narasaki Zosen K.K.—Muroran (839)<br>37,72 7,42 2,280<br>33,02 7,40 4,70<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7818547<br>JAFV<br>118414<br>Df Gc<br>Pfd Rdr<br>RT | **DAIAN MARU No. 188**<br>**Oura Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 499<br>182<br>689 | | **1978** Narasaki Senpaku Kogyo K.K. —Muroran (131)<br>60,69 3,950<br>53,19 10,41 6,30<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller | Yaizu |
| 6517005<br>IMSO<br>1322<br>Df Esd<br>Gc Rdr<br>RTm/v | **DAIANA**<br>ex Jop-79 ex Neuwulmstorf-75<br>ex Tor Schelde-75 ex Jop-71<br>**Antonio Scotto di Santolo Colandrea e de Vivo**<br>Napoli Italy | 499<br>354<br>1 312 | GL RI | **1965** Jos. L. Meyer—Papenburg (534)<br>73,51 11,61 3,709<br>65,99 11,51 6,30<br>B 11,9 F 5,8 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.3 100 B.2 773<br>2 Ha (stl) (each 16,7 × 7,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM) | Mannheim<br>12kn |
| 6800397<br>JJ2366<br>99960<br>Rdr RT | **DAICEL MARU No. 2**<br>**Kyosuke Kimoto**<br>Ondo, Japan<br>Hiroshima Pref. | 133<br>68<br>150 | | **1967** Sasaki Zosen K.K.—Kinoe (70)<br>29,88 6,30 2,210<br>26,01 6,28 2,80<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 200 × 340<br>180bhp (132kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel 8,0t-1,0pd | Ise<br>8kn |
| 6622020<br>H3AY<br>10650-SS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DAICHI MARU**<br>ex Yanbu-81 ex Mobil Arrow-78<br>ex Shin Osaka Maru-77<br>**Daishi Oil (H.K.) Ltd.**<br>Panama Panama | 51 359<br>39 937<br>103 689 | NK | **1966** Hitachi Zosen—Innoshima (4158)<br>258,53(BB) 40,24 15,012<br>246,03 40,19 21,80<br>F 25,0 1 dk<br>RW rf 76 | **M Tanker**<br>12 Ta ER<br>L.(oil) 122 200 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>23 000bhp (16 918kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 680kW 2 × 500kW 450V 60Hz a.c.<br>Fuel 3 766,5t (hvf)-68,0pd | B&W<br>15,5kn |
| 7734181<br>Esd RT | **DAICHING No. 1**<br>**Daiching Sendirian Berhad** | 239<br>131<br>— | NK | **1977** Asian Welding Machinery (Pte.) Ltd. —Singapore<br>34,98 8,03 2,452<br>34,07 8,01 3,00 | **M General Cargo**<br>Mchy.aft<br>B.348 | Oil 4SA 6Cy. 160 × 225<br>1 000bhp (736kW)<br>Weifong Diesel Engine Works | Weifong<br>7,5kn |
| 6513097<br>Df Esd<br>Pfd Rdr | **DAIDO MARU**<br>ex Hinode Maru<br>**Shochi Jitsugyo** | 192<br>74<br>— | | **1965** Miho Zosensho K.K.—Shimizu (551)<br>41,51 6,61<br>34,09 6,58 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 420<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7514610<br>JRBQ<br>121712<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DAIEI MARU**<br>ex Asian Transporter-79<br>**Yamashita-Shinnihon Kinkai Kisen K.K.**<br>Tokyo Japan | 18 932<br>12 893<br>30 230 | NK (BV) | **1976** Tsuneishi Zosen K.K.—Numakuma (349)<br>179,03(BB) 8,021<br>169,98 25,40 15,50<br>P 35,4 F 16,8 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho 17,4 27,8 28,0 28,0 27,2 ER<br>G.35 191 B.33 980<br>5 Ha (stl) (9,7 17,1 17,3 17,3 17,3 × 12,1) ER<br>Cr 5(8) | Vee Oil 2SA 18Cy. 400 × 460 geared to sc. shaft<br>11 500bhp (8 459kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 175,5t (d.o.) 1 859,0t (hvf)-35,5pd | Pielstick<br>Aioi<br>14,5kn |
| 6921543<br>JM2660<br>103596 | **DAIEI MARU**<br>**Eiichi Okamoto**<br>Kitakyushu, Japan<br>Fukuoka Pref. | 199<br>98<br>345 | | **1969** Kegoya Dock K.K.—Kure (400)<br>36,20 8,41 2,693<br>31,98 8,39 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 8150590<br>JL3742<br>109332 | **DAIEI MARU**<br>ex Shunei Maru No. 8<br>**Torata Nishi**<br>Genkai, Japan<br>Saga Pref. | 199<br>113<br>508 | | **1971** K.K. Yoshida Zosen Kogyo—Arida<br>44,20 3,001<br>40,01 9,20 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Matsue Nainenki Kogyo | Japan<br>10kn |
| 6921555<br>JJ2334<br>101988 | **DAIEI MARU**<br>**Sadahiko Fujimoto**<br>Sakaide, Japan<br>Kagawa Pref. | 196<br>99<br>282 | | **1968** Shinwa Sangyo K.K.—Higashino (95)<br>33,00 7,62 2,947<br>28,50 7,60 3,18<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 370<br>350bhp (257kW)<br>Usuki Tekkosho | Usuki |
| 7718606<br>JG3832<br>121567<br>Rdr | **DAIEI MARU**<br>**Daikoku Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | 181<br>102<br>355 | | **1978** Miura Zosen—Saiki (538)<br>34,02 7,42<br>32,01 7,41 2,49 | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd. | Ise |

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| 7300576<br>JG2188<br>106054 | **DAIEI MARU**<br>**Hisayoshi Miyamoto**<br>Hiroshima, Japan<br>Hiroshima Pref. | **152**<br>68<br>250 | **1970** Nishihara Zosen—Ohmishima (165)<br>30,99 2,901<br>27,51 6,80 3,20 | **M Tanker**<br>Mchy.aft | Oil<br>250bhp (184kW)<br>Japan<br>Fuel (d.o.) 9kn |
| 7923108<br>JK4069<br>122121 | **DAIEI MARU**<br>**Taiko Hirata**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **125**<br>63<br>— | **1979** Y.K. Nagahama Zosensho—Osaki, Hiroshima Pref.<br>*26,22*<br>6,10 2,90<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br>Japan |
| 7808920<br>8KLA<br>123021<br>Df Esd<br>Gc Rdr<br>RT | **DAIEI MARU No. 1**<br>**Daiei Kisen K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **2 240**<br>1 260<br>4 303 | **1978** Kurinoura Dock K.K.—Yawatahama (133)<br>NK 90,51 (BB) 14,23 6,254<br>84,03 14,20 7,01<br>P 23,8 F 14,1 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 3 966 | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 250kW 440V a.c.<br>12kn |
| 7002796<br>JK3190<br>105833 | **DAIEI MARU No. 3**<br>ex Taiyo Maru No. 3<br>**Y.K. Iwasaki Shokai**<br>Matsushima, Japan<br>Kumamoto Pref. | **199**<br>108<br>406 | **1969** Kimura Zosen K.K.—Yutaka (35)<br>36,50 8,23 3,023<br>32,01 8,21 3,31<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7370088<br>JL4020<br>113569<br>Rdr | **DAIEI MARU No. 3**<br>ex Taiyo Maru No. 11-78<br>**Daiei Kaiun Kensetsu Y.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **199**<br>107<br>550 | **1973** Kinoura Zosen—Hakata (25)<br>49,05 3,001<br>47,81 10,00 3,20<br>1 dk | **M General Cargo**<br>1 Ho ER | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Fuel (d.o.) 11kn |
| 6908010<br>JAAI<br>104357<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 3**<br>ex Hamayoshi Maru No. 83<br>**Kishi Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **134**<br>55<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (775)<br>37,50 6,41 2,794<br>30,94 6,38 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>550bhp (405kW)<br>Daihatsu Kogyo Osaka |
| 7420819<br>JJEA<br>117437<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIEI MARU No. 5**<br>**Daiei Kisen K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **2 998**<br>1 632<br>5 673 | **1975** Miyoshi Zosen K.K.—Uwajima (223)<br>96,68 15,52 6,706<br>NK 90,00 15,50 7,80<br>P 24,4 F 20,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 501 | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>12,75kn |
| 7652486<br>JL3979<br>113422 | **DAIEI MARU No. 5**<br>**Daiei Shoji Y.K.**<br>Onomichi, Japan<br>Hiroshima Pref. | **495**<br>287<br>1 000 | **1973** Mochizuki Zosensho—Kinoe<br>48,01 4,501<br>43,62 10,51 5,31<br>3dks | **M Sand Carrier** | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Japan<br>10,5kn |
| 7855026<br>JL3589<br>109121 | **DAIEI MARU No. 5**<br>**Chiyoharu Nakahara**<br>Kisarazu, Japan<br>Chiba Pref. | **283**<br>168<br>500 | **1970** Sagawa Zosen—Hakata<br>39,55 2,901<br>35,01 8,31 3,20<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>11kn |
| 6908022<br>JM2831<br>104358<br>RT | **DAIEI MARU No. 5**<br>ex Hamayoshi Maru No. 85<br>**Kishi Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **133**<br>55<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (776)<br>37,50 6,41 2,794<br>30,94 6,38 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>550bhp (405kW)<br>Daihatsu Kogyo Osaka |
| 7527722<br>JM3776<br>118056<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 5**<br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **116**<br>24<br>— | **1976** Tokushima Zosen K.K.—Fukuoka (1185)<br>38,05 6,96 2,401<br>31,60 6,95 2,77<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 6917865<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 5**<br>**Shinyo Suisan**<br>South Korea | **112**<br>23<br>— | **1968** Tokushima Zosen K.K.—Fukuoka (780)<br>34,22 6,63 2,388<br>29,98 6,61 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 440<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7852359<br>JK3463<br>110769 | **DAIEI MARU No. 7**<br>**Fuyo Kaiun K.K.**<br>Omishima, Japan<br>Ehime Pref. | **438**<br>242<br>1 300 | **1971** Y.K. Okajima Zosen—Nakashima, Ehime Pref. (160)<br>53,19 4,501<br>52,00 9,50 6,05<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Japan<br>11,5kn |
| 8032217<br>JL4935<br>124089 | **DAIEI MARU No. 7**<br>**Daiei Kisen K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **199**<br>122<br>— | **1980** Honai Jukogyo K.K.—Honai (30)<br>... ... ...<br>43,79 7,80 3,31<br>1 dk | **M Tanker** | Oil<br>Japan |
| 8017712<br>JL4936<br>124090<br>Esd Rdr<br>RT | **DAIEI MARU No. 8**<br>**Daiei Kisen K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **998**<br>704<br>2 350 | **1980** Kurinoura Dock K.K.—Yawatahama (160)<br>78,26 4,968<br>72,62 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Japan |

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| **7627144**<br>JM3980<br>120535<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 8**<br><br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **258**<br>139<br>388 | **1977**<br><br>47,58 (BB) 7,83 3,302<br>41,41 7,80 3,56<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(1226) | **M Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7932991**<br>JJ3183<br>121091<br>Gc Rdr<br>RT | **DAIEI MARU No. 8**<br><br>**Sano Kaiun Y.K.**<br>Goshiki, Japan<br>Hyogo Pref. | **198**<br>114<br>— | **1979**<br><br>... ... ...<br>44,91 8,01 4,50<br>1 dk | K.K. Yoshida Zosen Kogyo—Arida<br>(316) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br><br>Makita Diesel Co. Ltd. | Takamatsu |
| **8015116**<br>JM4911<br>123299<br>Df Gc<br>Pfd Rdr<br>RT | **DAIEI MARU No. 11**<br><br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **116**<br>22<br>— | **1980**<br><br>38,28 (BB) 7,01 2,350<br>30,99 6,99 2,77<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(1338) | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki<br>11kn |
| **7434640**<br>JM3769<br>116965<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 12**<br><br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **254**<br>129<br>387 | **1975**<br><br>47,20 7,62 3,226<br>41,48 7,60 3,59<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(1166) | **M Fishing**<br>Mchy.aft | Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7012040**<br>JAKF<br>106496<br>Rdr RT | **DAIEI MARU No. 13**<br><br>**Taian Gyogyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>40<br>— | **1969**<br><br>32,82 6,13 2,464<br>29,93 6,10 2,85<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(855) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>510bhp (375kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7012052**<br>JM3125<br>106497<br>RT | **DAIEI MARU No. 15**<br><br>**Taian Gyogyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>40<br>— | **1969**<br><br>32,82 6,13 2,464<br>29,93 6,10 2,85<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(856) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>510bhp (375kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7903744**<br>JIQN<br>122593<br>Df Gc<br>Rdr | **DAIEI MARU No. 18**<br><br>**Daiei Gyogyo K.K.**<br>Oshimizu, Japan<br>Ishikawa Pref. | **134**<br>54<br>— | **1979**<br><br>... ... ...<br>33,74 6,41 2,80<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>(1018) | **M Fishing**<br>Side-fishing Ref. | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7909047**<br>JM4681<br>122785<br>Df Gc<br>Pfd Rdr<br>RT | **DAIEI MARU No. 18**<br><br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **129**<br>73<br>— | **1979**<br><br>... ... ...<br>32,52 6,71 2,80<br>1 dk | Nagasaki Zosen K.K.—Nagasaki<br>(702) | **M Fishing**<br>Seiner Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | Japan |
| **8032425**<br>JL4919<br>124155 | **DAIEI MARU No. 21**<br><br>**Kamome Kisen Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **412**<br>269<br>— | **1980**<br><br>... ... ...<br>56,60 10,51 6,00<br>1 dk | Murakami S.B. Co. Ltd.—Naruto<br>(123) | **M General Cargo** | Oil | Japan |
| **7205166**<br>JKNI<br>112208<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIEI MARU No. 22**<br><br>**Katsumi Karao**<br>Tokyo Japan | **374**<br>173<br>— | **1972**<br>*46,52* 8,54<br>46,21 8,51 3,92<br>1 dk<br>RW | Nishii Dock Co. Ltd.—Ise<br>(229) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7627156**<br>JM3981<br>120538<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 23**<br><br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **116**<br>24<br>109 | **1977**<br><br>38,05 (BB) 6,96 2,439<br>31,55 6,95 2,75<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(1227) | **M Fishing** | Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **6804161**<br>JRHR<br>102628<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIEI MARU No. 26**<br>ex Taiyo Maru No. 25<br>**Takiguchi Gyogyo K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **319**<br>167<br>— | **1967**<br><br>50,09 7,80 3,175<br>44,68 7,78 3,61<br>1 dk | Kanasashi Zosensho—Unspecified Works, Shimizu<br>(791) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7405247**<br>JLRM<br>116670<br>Df Esd<br>Gc Rdr<br>RT | **DAIEI MARU No. 31**<br><br>**Yoshii Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **122**<br>38<br>121 | **1974**<br>36,23 7,42 2,413<br>31,02 7,40 4,60<br>2 dks<br>RW | Nishii Dock Co. Ltd.—Ise<br>(259) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 275 × 320<br>1 150bhp (846kW)<br>Fuji Seisakusho | Tateyama |
| **5412131**<br>7LWP<br>91222<br>Df Esd<br>Gc Rdr | **DAIEI MARU No. 37**<br>ex Koei Maru No. 38<br>**Daiei Gyogyo K.K.**<br>Oshimizu, Japan<br>Ishikawa Pref. | **442**<br>221<br>— | **1963**<br>52,66 8,54<br>46,89 8,50 4,04<br>1 dk<br>RW | Miho Zosensho K.K.—Shimizu<br>(355) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7613129**<br>JM3779<br>118060<br>Df Gc<br>Pfd Rdr<br>RT | **DAIEI MARU No. 38**<br><br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **125**<br>63<br>— | **1976**<br><br>38,16 (BB) 6,89 2,467<br>32,77 6,49 2,80<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>(981) | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 geared to sc. shaft<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| 8204389<br>JM5009<br>124744 | **DAIEI MARU No. 51**<br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **198**<br>114<br>— | | **1982** Nagasaki Zosen K.K.—Nagasaki (823)<br>44,81 (BB) 2,752<br>38,21 7,61 3,10<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 280 × 480 reverse reduction geared to sc. shaft<br>1 350bhp (993kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7231646<br>JM3534<br>110356<br>Df Rdr<br>RT | **DAIEI MARU No. 51**<br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **158**<br>79<br>223 | | **1972** Tokushima Zosen K.K.—Fukuoka (1077)<br>38,99 6,53 2,845<br>33,51 6,51 3,26<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7353183<br>8JOJ<br>115145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIEI MARU No. 52**<br>**Daimei Kaiun K.K.**<br>Kanazawa, Japan<br>Ishikawa Pref. | **1 929**<br>846<br>2 940 | NK | **1973** Nishii Dock Co. Ltd.—Ise (261)<br>95,64 14,53 5,792<br>87,00 14,51 8,49<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 402<br>3 Ha (stl) (5,1 5,1 5,1 × 3,8) ER<br>Der 6(3) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 400kW 445V a.c.<br>Fuel 630,0t-25,5pd 16kn |
| 7397074<br>JM3761<br>116956<br>Df Esd<br>Pfd Rdr<br>RT | **DAIEI MARU No. 53**<br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **134**<br>53<br>— | | **1974** Tokushima Zosen K.K.—Fukuoka (1138)<br>38,08 6,35 2,591<br>33,00 6,33 2,95<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7909059<br>JM4682<br>122786 | **DAIEI MARU No. 58**<br>**Daiei Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **129**<br>73<br>— | | **1979** Nagasaki Zosen K.K.—Nagasaki (703)<br>... ... ...<br>32,52 6,71 2,80<br>1 dk | **M Fishing**<br>Seiner Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7937044<br>JMBY<br>116688<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIEI MARU No. 88**<br>**Daiei Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | | **1975** Nichiro Zosen—Ishinomaki (351)<br>37,60<br>31,58 7,41 4,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7950802<br>JK2343<br>97816 | **DAIEKI MARU No. 2**<br>**Umehito Masui**<br>Hiroshima, Japan<br>Hiroshima Pref. | **199**<br>102<br>350 | | **1965** Kegoya Dock K.K.—Kure (288)<br>32,01 2,601<br>28,50 8,21 2,75<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. Fuse<br>8kn |
| 5402978<br>Df | **DAIEN MARU No. 1**<br>ex Seishu Maru No. 3-62<br>**Mamrel Fishing Development Corp.** | **331**<br>186<br>— | | **1954** Kanasashi Zosensho—Unspecified Works, Shimizu (187)<br>*39,60* 7,19<br>7,14<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>10,75kn |
| 6507787<br>8LLH<br>95116<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIEN MARU No. 18**<br>**Seisanmaru Ebisu Kaiun K.K.**<br>Kanonji, Japan<br>Kagawa Pref. | **1 264**<br>624<br>1 670 | NK | **1964** Miho Zosensho K.K.—Shimizu (516)<br>75,29 11,23 4,966<br>68,00 11,00 5,59<br>P 19,6 F 7,7 1 dk | **M General Cargo**<br>Ref<br>3 Ho ER<br>In.1 750<br>3 Ha (stl) (each 6,7 × 3,5) ER<br>6W Der 3(3) | Oil 4SA 6Cy. 440 × 650<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 128kW 445V a.c.<br>Fuel 434,0t-6,5pd 12,5kn |
| 6610833<br>HZHJ<br>139/98<br>Rdr RT | **DAIFALLAH**<br>ex Seiho Maru No. 35-79<br>**Oriental Commercial Establishment**<br>Jeddah Saudi Arabia | **1 213**<br>642<br>2 455 | **100A1** SS 3/82<br>oil tanker<br>Red Sea coasting service<br>**LMC**<br>EL (M) 450,0/36,0U2<br>FN 1203<br>(BV) | **1965** Usuki Tekkosho—Saiki (1056)<br>82,00 10,44 4,665<br>76,99 10,41 5,21<br>P 17,4 F 9,8 1 dk<br>RW rf 102 len 71<br>9BH WB101T incl. DTf62T | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 150 | Oil 4SA 6Cy. 370 × 550<br>1 700bhp (1 250kW)<br>Fuji Seisakusho Tateyama<br>Gen 1 × 120kW 1 × 36kW 230V 60Hz a.c. |
| 7649398<br>Esd Gc<br>Rdr | **DAIFUKU MARU**<br>**Kuala Langsa Navigation Co. S.A.** | **499**<br>317<br>1 456 | | **1970** Yamanaka Zosen K.K.—Namikata<br>63,51 4,471<br>57,00 10,00 6,10<br>2dks | **M General Cargo**<br>G.2 040 B.1 877<br>1 Ha (33,0 × 6,4) ER | Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan<br>11,75kn |
| 8114388<br>JM5130<br>124840 | **DAIFUKU MARU**<br>**Daifuku Unyu Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **498**<br>323<br>1 600 | | **1981** K.K. Matsuura Zosen—Kinoe (286)<br>4,152<br>67,01 11,51 6,13<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 6812091<br>JK2610<br>102999 | **DAIFUKU MARU**<br>ex Taisei Maru<br>**Genjiro Taniguchi**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **198**<br>62<br>350 | | **1968** Matsuura Tekko Zosen—Higashino (188)<br>36,61 2,701<br>31,91 8,21 3,00 | **M Sand Carrier**<br>G.270<br>1 Ha (12,1 × 6,4) ER | Oil<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Japan<br>9,5kn |
| 7602780<br>JE2337<br>119469 | **DAIFUKU MARU No. 1**<br>**Fukunaga Kaiun K.K.**<br>Yonozu, Japan<br>Oita Pref. | **692**<br>447<br>1 851 | | **1976** Honda Zosen—Saiki (637)<br>11,43 5,101<br>64,42 11,41 5,21 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>13kn |
| 8106135<br>JM5103<br>124853<br>Rdr RT | **DAIFUKU MARU No. 3**<br>**Sasaki Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **499**<br>313<br>1 600 | | **1981** Miura Zosen—Saiki (628)<br>4,371<br>65,03 11,21 6,28<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu |

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| **7410008**<br>JK3598<br>115415<br>Rdr RT | **DAIFUKU MARU No. 3**<br><br>**Sakai Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **335**<br>146<br>628 | | **1974** Kyoei Zosen K.K.—Mihara (57)<br>47,27 8,23 3,556<br>42,98 8,21 3,61<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7937783**<br>JL4902<br>124142<br>Rdr RT | **DAIFUKU MARU No. 3**<br><br>**Y.K. Sanko Kisen**<br>Nakamura, Japan<br>Kochi Pref. | **199**<br>118<br>400 | | **1980** Y.K. Tokai Zosensho—Tsukumi (583)<br>3,250<br>49,92 10,00 5,01<br>1dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>1 000bhp (736kW)<br>Matsui Iron Works Co. Ltd. | Japan |
| **6803698**<br>JM2602<br>100501 | **DAIFUKU MARU No. 3**<br><br>**Kozuo Konishi**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **194**<br>98<br>356 | | **1967** Daito Zosen Kogyo K.K.—Higashino (126)<br>31,98 8,23 2,693<br>28,99 8,21 3,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 260<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7204992**<br>JK3528<br>112949<br>Rdr RT | **DAIFUKU MARU No. 5**<br><br>**Yamasho Kisen K.K.**<br>Hofu, Japan<br>Yamaguchi Pref. | **499**<br>298<br>1 149 | | **1971** Ube Dockyard Co. Ltd.—Ube (138)<br>56,90 (BB) 9,63 4,172<br>52,00 9,61 4,50<br>1 dk | **M Tanker**<br>Mchy.aft<br>6 Ta<br>L.(oil) 1 296 | Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 40kW 225V a.c.<br>Fuel 33,0t-4,0pd | Osaka<br>11,5kn |
| **7632503**<br>JK3859<br>120314<br>Rdr RT | **DAIFUKU MARU No. 6**<br><br>**Yamasho Kisen K.K.**<br>Hofu, Japan<br>Yamaguchi Pref. | **499**<br>343<br>1 248 | | **1977** Kishigami Zosen K.K.—Akitsu (445)<br>58,48 10,04 4,301<br>54,01 10,01 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **8004703**<br>JK4171<br>122220 | **DAIFUKU MARU No. 7**<br><br>**Sansei Kisen K.K.**<br>Shimazu Kaiun K.K.<br>Hofu, Japan<br>Yamaguchi Pref. | **494**<br>340<br>1 158 | | **1980** Kyoei Zosen K.K.—Mihara (105)<br>59,95 9,83 4,147<br>55,00 9,81 4,35<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 260 × 320 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **8028656**<br>8KGF<br>124802 | **DAIFUKU MARU No. 8**<br><br>**Fukunaga Kaiun K.K.**<br>Yonozu, Japan<br>Oita Pref. | **3 200**<br>1 701<br>6 078 | NK | **1981** Honda Zosen—Saiki (692)<br>104,12 6,701<br>98,63 17,01 11,21<br>2 dks | **M RoRo Cargo/General Cargo**<br>Mchy.aft<br><br>G.12 358 B.11 526<br>2 Ha (stl) (each 26,5 × 8,0)<br>Der 4(20) | Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>3 900bhp (2 869kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 240kW a.c. | Pielstick<br>Ota, Gumma<br>11,5kn |
| **7650828**<br>JK2516<br>100645<br>Rdr | **DAIFUKU MARU No. 8**<br>ex Shinei Maru No. 11-78<br>**Yamaguchi Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **496**<br>285<br>1 000 | | **1967** Nakayama Zosen—Omishima<br>53,19 4,050<br>49,61 8,91 4,50<br>1 dk | **M General Cargo**<br><br><br><br>1 Ha (24,7 × 6,0) ER | Oil<br>850bhp (625kW)<br>Matsue Nainenki Kogyo | Japan<br>10kn |
| **7651664**<br>JK3396<br>107926<br>Gc Rdr | **DAIFUKU MARU No. 8**<br><br>**Sakai Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **493**<br>278<br>1 467 | | **1970** K.K. Kakimoto Zosensho—Hinase (203)<br>62,72 4,601<br>56,01 9,81 4,70<br>2dks | **M General Cargo**<br><br><br>G.2 269 B.1 934<br>1 Ha (30,7 × 6,7) ER | Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>10,75kn |
| **8150198**<br>JJ2364<br>99958 | **DAIFUKU MARU No. 8**<br><br>**Sakamoto Kaiun Y.K.**<br>Mano, Japan<br>Niigata Pref. | **199**<br>112<br>400 | | **1966** Akiyama Zosen Y.K.—Awaji<br>33,00 3,201<br>29,39 7,80 3,69<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>520bhp (382kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan<br>10kn |
| **7851824**<br>JL3424<br>107066 | **DAIFUKU MARU No. 10**<br>ex Shoei Maru No. 22-78<br>**Munenobu Ishimoto**<br>Ieshima, Japan<br>Hyogo Pref. | **198**<br>91<br>631 | | **1969** Kushikino Zosen—Kushikino<br>43,52 3,601<br>38,99 8,81 4,50<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>800bhp (588kW)<br>Fuji Seisakusho | Japan<br>8kn |
| **6411952**<br>JI2057<br>95309 | **DAIFUKU MARU No. 11**<br><br>**Kowa Kaiun Y.K.**<br>Naoshima, Japan<br>Kagawa Pref. | **198**<br>102<br>— | | **1964** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (170)<br>*29,81* 7,65 2,998<br>29,52 7,61 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>275bhp (202kW)<br>Kanegafuchi Nainenki | Tokyo<br>9kn |
| **7930101**<br>JJ3106<br>116085<br>Gc Rdr | **DAIFUKU MARU No. 11**<br><br>**Shimo Senpaku Y.K.**<br>Iwami, Japan<br>Tottori Pref. | **197**<br>117<br>400 | | **1979** K.K. Saidaiji Zosensho—Okazaki (70)<br>... ...<br>25,71 8,60 3,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br><br>Hanshin Nainenki Kogyo | Kobe |
| **7818561**<br>JMEN<br>118874<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIGEN MARU**<br><br>**Masumoto Shipping Co. Ltd.**<br>Akashi, Japan<br>Hyogo Pref. | **2 968**<br>1 286<br>4 259 | NK | **1978** Kanasashi Zosensho—Kaijima Works, Shimizu (1287)<br>107,02 6,249<br>101,28 16,21 9,43<br>2 dks | **M Fish Carrier**<br>Ref.<br>3 Ho ER<br>In.4 741<br>3 Ha (each 6,3 × 5,7) ER<br>Der 6(3) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 400kW 445V a.c. | Mitsubishi<br>Kobe<br>16,5kn |
| **6816712**<br>JK2585<br>100749 | **DAIGEN MARU**<br>ex Shoyo Maru-78<br>**Tamaharu Enoguchi**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>98<br>345 | | **1967** Kegoya Dock K.K.—Kure (321)<br>36,00 8,41 2,693<br>32,19 8,39 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 12Cy. 200 × 240<br>560bhp (412kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| **6925214** | **DAIGEN MARU**<br><br>**International Ship & Machinery Leasing Corp. of Liberia** | **199**<br>101<br>457 | | **1969** Kimura Zosen K.K.—Yutaka (32)<br>36,02 8,23 2,896<br>31,98 8,21 3,31<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo | Kobe |

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| 8150318<br>JL3021<br>104089 | **DAIGEN MARU**<br>**Shoichi Kamizaki**<br>Hyuga, Japan<br>Miyazaki Pref. | **199**<br>107<br>430 | **1968** Oka Zosen K.K.—Ushimado<br>42,02 3,090<br>38,00 7,29 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>350bhp (257kW)<br>Kobe Hatsudoki K.K. Japan<br>8,5kn |
| 7331680<br>JKLV<br>113279<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIGEN MARU**<br>**Genji Yonekawa**<br>Kushiro, Japan<br>Hokkaido Pref. | **124**<br>44<br>— | **1973** Usuki Tekkosho—Usuki (892)<br>36,30 7,24 2,356<br>31,78 7,22 4,65<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 geared to sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Fuel (d.o.) |
| 7714193<br>JL4448<br>122448<br>Gc Rdr<br>RT | **DAIGEN MARU No. 2**<br>**Yoshihisa Fujii**<br>Nagahama, Japan<br>Ehime Pref. | **198**<br>113<br>600 | **1977** Matsuo Shipbuilding Co. Ltd.<br>—Matsue (287)<br>... ... ...<br>48,01 6,00 4,35<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6717538<br>JK2406<br>97916 | **DAIGEN MARU No. 5**<br>**Tsutsumi Shine**<br>Hiroshima, Japan<br>Hiroshima Pref. | **252**<br>109<br>267 | **1966** Matsuura Tekko Zosen—Higashino (172)<br>33,10 7,62 2,699<br>29,52 7,60 3,10<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>G.248<br>1 Ha (10,9 × 6,2) ER | Oil 4SA 6Cy. 270 × 400<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 5kW 35V a.c.<br>Fuel 11,0t-2,0pd 8,5kn |
| 7506120<br>7LPA<br>117493<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIHACHI MARU**<br>**Daihachi Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **1 986**<br>1 326<br>5 000 | **1975** Hakata Zosen K.K.—Hakata (155)<br>15,42 6,454<br>89,90 15,40 9,00<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7320954<br>JK3588<br>113092<br>Gc Pfd<br>Rdr | **DAIHAKU MARU No. 5**<br>**Sanshin Kaiun K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **494**<br>318<br>1 168 | **1973** Sasaki Zosen K.K.—Kinoe (176)<br>59,01 10,04 4,001<br>54,21 10,01 4,35<br>1 dk | **M Sludge Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 220V a.c.<br>12kn |
| 7652993<br>JK4045<br>122034<br>Gc Rdr | **DAIHAKU MARU No. 6**<br>ex Asano Maru-78<br>**Green Marine K.K.**<br>Shimokamagari, Japan<br>Hiroshima Pref. | **499**<br>297<br>915 | **1968** Kurinoura Dock K.K.—Japan (55)<br>54,79 4,101<br>NK 49,10 8,81 4,50<br>P 12,2 F 5,8 1 dk<br>conv Tanker 79 | **M Effluents Carrier**<br>8 Ta ER | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 36kW a.c.<br>10,5kn |
| 7650505<br>JI2153<br>96589 | **DAIHATSU MARU**<br>**Omori Kaiun Y.K.**<br>Ikeda, Japan<br>Kagawa Pref. | **498**<br>298<br>351 | **1965** Asakawa Zosen—Imabari (84)<br>53,01 3,201<br>49,00 10,00 4,02<br>1 dk | **M Vehicles Carrier** | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11,75kn |
| 7648021<br>JL2567<br>101430 | **DAIHATSU MARU No. 3**<br>**Y.K. Ogasawara Kaiun**<br>Omishima, Japan<br>Ehime Pref. | **499**<br>304<br>850 | **1966** Asakawa Zosen—Imabari<br>53,01 3,201<br>49,00 10,00 4,02<br>1dk | **M Vehicles Carrier** | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11,75kn |
| 7027875<br>JI2547<br>109605<br>Rdr RT | **DAIHATSU MARU No. 5**<br>**Minoru Kisen K.K.**<br>Tanabe, Japan<br>Wakayama Pref. | **630**<br>348<br>453 | **1970** Asakawa Zosen—Imabari<br>67,01 10,04 3,912<br>60,00 10,01 6,91<br>1 dk<br>RW | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 40kW 225V<br>12,5kn |
| 7380992<br>JHJS<br>117556<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAIHO MARU**<br>**Shinwa Kaiun K.K. (Shinwa Kaiun Kaisha Ltd.)**<br>Tokyo Japan | **31 973**<br>23 304<br>37 176 | **1974** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga (965)<br>NK 190,02 29,42 10,821<br>188,02 29,39 20,81<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>6 Ho 28,7 22,1 24,0 20,8 22,4 27,9 ER<br>G.76 566 HeCls. B<br>6 Ha (stl) (14,0 13,5 13,5 13,5 13,5 14,4 × 13,4) ER<br>Cr 3(10,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Japan<br>Gen 3 × 620kW 445V a.c.<br>Fuel 147,0t (d.o.) 1 753,0t (hvf)-42,5pd<br>16,25kn |
| 6719081<br>JMXO<br>100925<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DAIHO MARU**<br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japan | **21 024**<br>13 690<br>17 398 | **1967** Maizuru Jukogyo K.K.—Maizuru (102)<br>NK 176,00 25,05 7,952<br>165,00 25,02 17,51<br>1 dk<br>conv Bulk Carrier 78 | **M Vehicles Carrier**<br>5 Ho 26,8 19,9 30,4 19,9 30,4 ER<br>G.49 261<br>5 Ha (stl) (16,9 12,8 22,4 12,8 22,4 × 12,4) ER | Oil 2SA 8Cy. 620 × 1400<br>9 600bhp (7 061kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 1 466,0t (hvf) 16kn |
| 7330167<br>JI2683<br>111780<br>Esd Gc<br>Rdr RT | **DAIHO MARU**<br>**Taiyo Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **2 156**<br>1 172<br>3 925 | **1972** Oshima Dock K.K.—Yoshiumi (8)<br>83,34 14,43 6,173<br>(NK) 78,19 14,41 7,09<br>P 18,9 F 11,9 1 dk | **M Cement Carrier**<br>2 Ho ER | Oil 4SA 6Cy. 400 × 520<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW 440V a.c.<br>Fuel 130,0t-9,5pd 12kn |
| 6512457<br>JEUQ<br>97085<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIHO MARU**<br>**Hokushin Senpaku Kaisha Ltd.**<br>Tokyo Japan | **1 963**<br>1 121<br>3 052 | **1965** Maizuru Jukogyo K.K.—Maizuru (83)<br>93,20 13,06 5,692<br>NK 85,98 13,01 6,81<br>P 21,4 F 9,5 1 dk<br>RW | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 204<br>3 Ha (each 3,5 × 3,5) ER<br>6W Der 6(3) | Oil 2SA 6Cy. 540 × 900<br>3 600bhp (2 648kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 220kW 450V a.c.<br>Fuel 5 398,0t 15kn |
| 7809003<br>JL4474<br>122485<br>Rdr RT | **DAIHO MARU**<br>**Yamaoka Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **433**<br>291<br>700 | **1978** Murakami Hide Zosen K.K.—Hakata (166)<br>3,750<br>48,01 8,01 4,02<br>1 dk<br>RW | **M Chemical Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |

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|---|---|---|---|---|---|---|---|---|
| 7735630<br>JM4500<br>122775<br>Df Gc<br>Pfd Rdr<br>RT | **DAIHO MARU No. 53**<br><br>**K.K. Daiho Maru**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **129**<br>71<br>— | | **1978**<br><br>38,99 6,61<br>32,52 6,41 2,95<br>1 dk | K.K. Watanabe Zosensho—Nagasaki<br>(760) | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 290 reduction<br>to sc. shaft<br>430bhp (316kW)<br>Yanmar Diesel Engine Co. Ltd. | geared<br><br><br>Osaka |
| 7735642<br>JM4501<br>122776<br>Df Gc<br>Pfd Rdr<br>RT | **DAIHO MARU No. 58**<br><br>**K.K. Daiho Maru**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **129**<br>72<br>— | | **1978**<br><br>38,99 6,61<br>32,52 6,41 2,95<br>1 dk | K.K. Watanabe Zosensho—Nagasaki<br>(761) | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 290 reduction<br>to sc. shaft<br>430bhp (316kW)<br>Yanmar Diesel Engine Co. Ltd. | geared<br><br><br>Osaka |
| 7374058<br>JBIO<br>116263<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIHONSHU MARU**<br><br>**Itaya Shosen K.K.**<br>Tokyo Japan | **25 699**<br>18 868<br>43 272 | <br><br>NK | **1974**<br><br>182,61 27,87 12,802<br>174,02 27,82 18,50<br>1 dk | Mitsui SB. & Eng. Co. Ltd.—Osaka<br>(942) | **M Bulk Carrier**<br>Wood-chip<br>Mchy.aft<br>G.59 871 B.56 296<br>5 Ha (14,0 16,0 12,8 16,0 16,0 × 14,5)<br>Cr 3(10,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 500kW 450V a.c.<br>Fuel 1 802,5t-42,5pd | <br>B&W<br>Tamano<br><br>14kn |
| 8221143<br>JK4388<br>125853 | **DAIHOZAN MARU**<br><br>**Nagaharu Kisen Y.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **198**<br>121<br>300 | | **1982**<br>... ... ...<br>47,91 8,72 4,81<br>1 dk | Maeno Zosen K.K.—Onoda<br>(73) | **M General Cargo**<br>Mchy.aft | Oil<br><br>.............. | |
| 8151518<br>JG3708<br>121468 | **DAIICHI MARU**<br><br>**Daiichi Kaiun K.K.**<br>Tokyo Japan | **199**<br>112<br>400 | | **1977**<br>39,40 2,601<br>36,61 8,60 2,80<br>1 dk | Fujishiro Zosen—Japan | **M Tanker**<br>Mchy.aft | Oil<br>360bhp (265kW)<br>Sumiyoshi Tekkosho | <br><br>Japan<br>8kn |
| 7932886<br>JG3945<br>123515 | **DAIICHI MARU No. 2**<br><br>**Daiichi Kaiun K.K.**<br>Tokyo Japan | **218**<br>142<br>480 | | **1979**<br>38,99 2,501<br>37,01 8,01 2,70<br>1 dk | Edogawa SB. Co. Ltd.—Tokyo<br>(246) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240 reduction<br>to sc. shaft<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. | geared<br><br><br>Amagasaki |
| 7935230<br>JL4717<br>123066<br>Rdr RT | **DAIJIN MARU**<br><br>**Urata Kaiun Y.K.**<br>Naruto, Japan<br>Tokushima Pref. | **192**<br>110<br>450 | | **1979**<br>... ... ...<br>46,41 7,80 4,81<br>1 dk | Y.K. Takasago Zosen—Naruto<br>(81) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Usuki Tekkosho | <br><br>Usuki |
| 7101695<br><br><br>Rdr | **DAIJU MARU No. 2**<br><br>**C.V.A.E. Brothers Co.** | **690**<br>466<br>1 799 | | **1970**<br>65,31 9,33 4,369<br>59,97 9,30 4,60<br>1 dk | Honda Zosen—Saiki<br>(583)<br>len 74 | **M Tanker**<br><br>4 Ta ER | Oil 4SA 6Cy. 330 × 500<br>1 250bhp (919kW)<br>Makita Tekkosho | <br><br>Takamatsu<br>11kn |
| 8017956<br>JM4994<br>123490<br>Gc Rdr<br>RT | **DAIJYU MARU No. 2**<br><br>**Daijyu Kaiun K.K.**<br>Chinzei, Japan<br>Saga Pref. | **699**<br>462<br>1 702 | <br><br>NK | **1981**<br>73,00 4,652<br>67,01 10,51 5,01<br>P 18,9 F 12,8 1 dk | Shirahama Zosen K.K.—Honai<br>(101) | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 1 799 | Oil 4SA 6Cy. 350 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 3 × 102kW a.c. | <br><br><br>Yaizu<br>11,5kn |
| 7902922<br>JL4637<br>123051<br>Esd Gc<br>Rdr | **DAIKAKU MARU**<br><br>**Yamato Kisen K.K.**<br>Mikame, Japan<br>Ehime Pref. | **1 567**<br>979<br>3 227 | <br><br>NK | **1979**<br>84,21 5,601<br>78,52 13,01 6,41<br>P 19,9 F 9,5 1 dk | Higaki Zosen K.K.—Imabari<br>(221) | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 3 357 | Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 2 × 132kW 445V a.c. | <br><br>Akashi<br>12,5kn |
| 8210338 | **DAIKAN MARU**<br><br>**Eiwa Shoun**<br>Japan | **430**<br>—<br>750 | | **1982**<br><br>2,601<br>60,03 12,21 3,81 | Kochi Jukogyo (Kaisei Zosen) K.K.<br>—Kochi (1558) | **M General Cargo**<br>Ref. | Oil<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | <br><br><br>Japan |
| 7950216<br>JMEH<br>109365 | **DAIKAN MARU No. 58**<br>ex Daikan Maru No. 11-81<br>**Tsuruji Terao**<br>Hakodate, Japan<br>Hokkaido Pref. | **254**<br>124<br>— | | **1971**<br>*42,10*<br>7,80 3,41<br>1 dk | Kochi Jukogyo K.K.—Kochi<br>(1166) | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | <br><br><br>Japan |
| 6911110<br>JFNE<br>105162<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DAIKEI MARU**<br><br>**K.K. Osaka Zosen-Sho**<br>Tokyo Japan | **9 908**<br>6 386<br>16 511 | <br><br>NK | **1968**<br><br>148,90 22,03 8,670<br>138,03 22,00 11,89<br>P 27,8 F 10,7 1 dk | Kanasashi Zosensho—Unspecified<br>Works, Shimizu<br>(762) | **M Bulk Carrier**<br><br>4 Ho ER<br>G.21 273 B.20 435 HeCls. B<br>4 Ha (stl) (13,7 × 10,9) (20,8 20,8<br>20,8 × 12,6) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 200kW 445V a.c.<br>Fuel 92,0t (d.o.) 1 254,0t (hvf)-22,5pd | B&W<br>Tamano<br><br><br>14,5kn |
| 7908677<br>JBND<br>123010<br>Gc Pfd<br>Rdr RT | **DAIKEN MARU**<br><br>**Masashi Ebisu**<br>Nagahama, Japan<br>Ehime Pref. | **1 497**<br>753<br>1 499 | <br><br>NK | **1979**<br><br>69,50 4,423<br>65,03 13,01 6,20<br>P 15,9 F 11,0 1 dk | Kishigami Zosen K.K.—Akitsu<br>(1318) | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 558 | Oil 4SA 6Cy. 380 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 200kW 450V a.c.<br>Fuel 36,5t (d.o.) 143,5t (hvf)-9,0pd | <br><br><br>Yaizu<br><br>12kn |
| 7033355<br>JK3284<br>106008<br>Rdr RT | **DAIKI MARU**<br><br>**Seida Doboku K.K.**<br>Marugame, Japan<br>Kagawa Pref. | **199**<br>105<br>300 | | **1970**<br>36,50 8,44 2,947<br>32,52 8,41 3,20<br>1 dk | Imamura Zosen—Kure<br>(162) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. | <br>Osaka |

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| 8139404 | **DAIKI MARU No. 78**<br>ex Kinsei Maru No. 21<br>ex Hachiryu Maru No. 8-65<br>ex Hachiryu Maru No. 3-59<br>ex Shin-I Maru-58<br>ex Taiyo Maru No. 1<br>**Tosei Industries Co. Ltd.**<br>South Korea | **196**<br>104<br>— | **1947** Harima Zosensho—Aioi<br>*33.65* 6.58<br>6.53<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>len 58 | Oil 4SA 5Cy. 350 × 520<br>430bhp (316kW)<br>Harima Zosensho Aioi |
| 6604298<br>JJ2109<br>97177 | **DAIKICHI MARU**<br>**Akitsuku Eisei Shisetsu Kanri Kumiai**<br>Kaita, Japan<br>Hiroshima Pref. | **112**<br>61<br>182 | **1965** Setoda Zosensho—Setoda (187)<br>26.98 5.85 2.515<br>25.02 5.82 2.60<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (13.4 × 4.5) ER | Oil 4SA 4Cy. 135 × 180<br>60bhp (44kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>6kn |
| 7935515<br>JM3992<br>120484<br>Df Gc<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 1**<br>**Marukawa Gyogyo K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **116**<br>23<br>— | **1977** K.K. Watanabe Zosensho—Nagasaki (701)<br>38.51 7.80<br>31.07 7.00 2.77<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>610bhp (449kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7935591<br>JM4335<br>122633<br>Df Gc<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 15**<br>**Marukawa Gyogyo K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **266**<br>129<br>— | **1977** K.K. Watanabe Zosensho—Nagasaki (731)<br>50.02 7.80<br>42.63 7.69 3.71<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>670bhp (493kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8131415<br>JM5071<br>123435 | **DAIKICHI MARU No. 16**<br>**Marukawa Gyogyo K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **269**<br>133<br>350 | **1981** K.K. Watanabe Zosensho—Nagasaki (871)<br>42.60 7.60<br>3.71<br>1 dk | **M Fishing/Fish Carrier** | Oil 4SA 6Cy. 250 × 390 sr reverse geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7327433<br>JRCI<br>113231<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKICHI MARU No. 23**<br>ex Ebisu Maru No. 38-80<br>**K.K. Maruyo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **349**<br>167<br>— | **1973** Narasaki Zosen K.K.—Muroran (845)<br>57.51 9.02<br>51.77 9.00 5.69<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 640<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7535731<br>JM3772<br>118050<br>Df Gc<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 23**<br>**Daikichi Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **116**<br>24<br>— | **1975** K.K. Izutsu Zosensho—Nagasaki (711)<br>38.51 7.70<br>31.53 6.90 2.77<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7830167<br>JM3969<br>118063<br>Df Gc<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 28**<br>**Daikichi Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **322**<br>174<br>— | **1976** K.K. Izutsu Zosensho—Nagasaki (737)<br>50.35 8.51<br>44.20 8.01 3.87<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7923835<br>8JRC<br>123125<br>Df Gc<br>Rdr | **DAIKICHI MARU No. 31**<br>**K.K. Maruyo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **134**<br>48<br>— | **1979** Kesennuma Tekko—Kesennuma (216)<br>38.36 7.12 2.490<br>32.26 6.80 2.75<br>1 dk | **M Fishing**<br>Tuna Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 6510007<br>Df Gc<br>Pfd Rdr | **DAIKICHI MARU No. 36**<br>ex Kamo Maru No. 23<br>**K.K. Maruyo Gyogyobu** | **192**<br>69<br>— | **1965** Nishii Dock Co. Ltd.—Ise (103)<br>6.66 2.896<br>33.58 6.61 3.31<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 430<br>Hanshin Nainenki Kogyo Kobe |
| 7114446<br>JHIF<br>106283<br>Df Esd<br>Gc Rdr<br>RT | **DAIKICHI MARU No. 36**<br>ex Tokuyoshi Maru No. 11-81<br>**Mashike Kaiyo Gyogyo K.K.**<br>Mashike, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | **1970** Niigata Eng. Co. Ltd.—Niigata (1008)<br>35.06 7.04 2.452<br>31.65 7.01 4.73<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7225271<br>7KOX<br>112420<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKICHI MARU No. 38**<br>**K.K. Maruyo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **402**<br>176<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (65)<br>8.64<br>49.41 8.62 3.89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7046730<br>JAEY<br>106296<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKICHI MARU No. 57**<br>ex Zenryo Maru No. 57-78<br>**K.K. Maruganame Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **124**<br>44<br>— | **1971** Nishii Dock Co. Ltd.—Ise (215)<br>7.01<br>32.29 6.99 4.58<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7714246<br>8JLJ<br>119509<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKICHI MARU No. 58**<br>**K.K. Maruganame Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **499**<br>259<br>652 | **1977** Miho Zosensho K.K.—Shimizu (1074)<br>63.10 10.72 3.841<br>54.01 9.42 4.27<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW 445V a.c.<br>14.25kn |

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| **8013819**<br>JM4917<br>123304<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKICHI MARU No. 58**<br><br>**Daikichi Suisan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **134**<br>74<br>210 | | **1980** K.K. Izutsu Zosensho—Nagasaki (826)<br>38,99 2,509<br>32,80 6,61 2,87<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. | Japan |
| **8004909**<br>JKKT<br>124302<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKICHI MARU No. 73**<br><br>**K.K. Maruyo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **194**<br>96<br>225 | | **1980** Miho Zosensho K.K.—Shimizu (1174)<br>42,07 7,52 2,831<br>36,02 7,51 3,18<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7821673**<br>JHBO<br>122387<br>Df Esd<br>Gc Rdr | **DAIKICHI MARU No. 78**<br><br>**K.K. Maruyo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **299**<br>153<br>351 | | **1978** Miho Zosensho K.K.—Shimizu (1107)<br>50,14 8,54 3,222<br>43,52 8,51 3,59<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Diesels Ltd. | Yaizu |
| **7535834**<br>JM3852<br>117988<br>Df Gc<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 81**<br><br>**Marukawa Gyogyo K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **146**<br>80<br>— | | **1975** K.K. Watanabe Zosensho—Nagasaki (660)<br>40,01 6,71<br>33,02 6,51 3,08<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>580bhp (427kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7935474**<br>JM3911<br>118170<br>Df Gc<br>Pfd Rdr<br>RT | **DAIKICHI MARU No. 87**<br><br>**Marukawa Gyogyo K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **326**<br>146<br>— | | **1976** K.K. Watanabe Zosensho—Nagasaki (682)<br>52,00 8,03<br>44,38 8,01 3,87<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>940bhp (691kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **7903639**<br>8JSW<br>123147<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKICHI MARU No. 88**<br><br>**K.K. Maruyo Gyogyobu**<br>Shiogama, Japan<br>Miyagi Pref. | **361**<br>180<br>411 | | **1979** Miho Zosensho K.K.—Shimizu (1142)<br>52,41 3,410<br>46,00 8,81 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 240kW 225V a.c. | Yaizu<br>13kn |
| **7313664**<br>JBXE<br>113848<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKO MARU**<br><br>**Zuito Kaiun K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **89 721**<br>56 621<br>149 288 | NK | **1973** Hitachi Zosen—Innoshima (4352)<br>315,02(BB) 44,25 18,619<br>284,21 44,20 25,81<br>1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 225 353 | Vee Oil 2SA 12Cy. 840 × 1800<br>30 900bhp (22 729kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 1000kW 2 × 600kW 450V a.c.<br>Fuel 215,5t (d.o.) 5 014,5t (hvf)-103,0pd | B&W<br><br><br><br><br>15,5kn |
| **8130837** | **DAIKO MARU**<br><br>**Masumoto Kaiun**<br>Japan | **5 800**<br>—<br>6 000 | NK (Class cont.) | **1982** Shikoku Dockyard Co. Ltd.—Takamatsu (820)<br>6,801<br>138,03 17,81 10,52 | **M General Cargo**<br>Ref. | Oil<br>7 890bhp (5 804kW)<br>Mitsui Eng. & SB. Co. Ltd. | B&W<br>Tamano |
| **6924612**<br>JDVO<br>105503<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKO MARU**<br><br>**Okuda Gyogyo K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **1 598**<br>977<br>2 420 | NK | **1969** Fukuoka Zosen K.K.—Fukuoka (951)<br>80,90 12,02 5,381<br>74,00 11,99 6,10<br>P 18,0 F 7,4 1 dk | **M Tanker**<br>Sulphur<br>2 Ta ER<br>L.1 255 HeCls. C | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo<br>Gen 2 × 100kW 225V a.c.<br>Fuel 264,0t (d.o.)-6,0pd | <br><br><br>Osaka<br><br>12kn |
| **7231531**<br>7LBT<br>112988<br>Rdr | **DAIKO MARU**<br>ex Akashi Maru-80<br>**Sankyo Unyu K.K.**<br>Osaka, Japan<br>Osaka Pref. | **277**<br>62<br>152 | | **1972** Sanyo Zosen K.K.—Mukaishima (636)<br>30,82 8,84 2,998<br>28,00 8,82 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 340<br><br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 64kW 225V a.c.<br>Fuel 90,5t | <br><br>Osaka<br><br>12,75kn |
| **6521991**<br>JHJT<br>96981<br>Rdr | **DAIKO MARU No. 3**<br><br>**Sasai Senpaku K.K.**<br>Aomori, Japan<br>Aomori Pref. | **523**<br>273<br>950 | | **1965** Kishimoto Zosen—Kinoe (271)<br>55,61 8,67 3,937<br>51,01 8,62 6,30<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (26,9 × 5,6) ER<br>4W Der 1(5) 1(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 5kW 1 × 3kW 110V d.c. | <br><br>Kobe<br>11,5kn |
| **6522309**<br><br><br>Rdr | **DAIKOKU**<br>ex Seiyo Maru No. 2-81<br>**Alaudin Shipping Lines Ltd.**<br>Chittagong, Bangladesh | **489**<br>277<br>1 120 | BV | **1965** Kishimoto Zosen—Kinoe (178)<br>53,98 9,05 4,115<br>49,00 9,00 4,50<br>1 dk | **M General Cargo**<br><br>2 Ho ER | Oil 4SA 6Cy. 350 × 500<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo | <br><br>Kobe<br>12kn |
| **7352098**<br>7KQV<br>113562<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKOKU MARU**<br><br>**Uesugi Sangyo K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **2 962**<br>1 314<br>5 601 | NK | **1973** K.K. Taihei Kogyo—Akitsu (305)<br>98,58 15,45 6,998<br>92,03 15,40 8,41<br>P 21,7 F 9,8 1 dk | **TM Sludge Carrier**<br>Mchy.aft<br><br>L.3 909 | 2 Oil 4SA each 6Cy. 320 × 380<br>4 200bhp (3 089kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 160kW 445V a.c.<br>Fuel 350,5t-18,5pd | <br><br>Osaka<br><br>13,25kn |
| **8013895**<br>JDIG<br>124338<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIKOKU MARU**<br><br>**K.K. Daikokumaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>151<br>— | | **1980** Kanasashi Zosensho—Unspecified Works, Shimizu (2048)<br>48,90 3,301<br>42,96 8,50 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7612888**<br>JL4254<br>118940<br>Gc Rdr<br>RT | **DAIKOKU MARU No. 3**<br><br>**Nadenaka Kaiun Kigyo Kumiai**<br>Anan, Japan<br>Tokushima Pref. | **199**<br>127<br>697 | | **1976** Hamamoto Zosensho—Tokushima (588)<br>51,90 9,35 3,401<br>51,52 9,31 5,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo | Kobe |

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| 6414162<br>JK2005<br>92900 | **DAIKOKU MARU No. 3**<br>**Kiyoyuki Ishikawa**<br>Arie, Japan<br>Nagasaki Pref. | 129<br>82<br>149 | **1963** Makihata Dock K.K.—Mukaihigashi (122) | 26.04 5.52 2.363<br>22.99 5.50 2.60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (14.0 × 4.1) ER<br>1W Der 1(14) | Oil 4SA 4Cy. 200 × 260<br>Shin Mitsubishi Heavy Ind. Kobe<br>9kn |
| 7651286<br>JL3132<br>105190<br>Rdr | **DAIKOKU MARU No. 8**<br>**Hayashi Kaiun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | 498<br>343<br>1 250 | **1968** Yonomoto Zosen—Japan | 59.31 4.301<br>55.99 9.20 6.41<br>2dks | **M General Cargo**<br>G.2 210 B.1 980<br>1 Ha (33.5 × 5.7) ER | Oil<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Japan<br>12.5kn |
| 7854369<br>JK3115<br>103185 | **DAIKOKU MARU No. 10**<br>**Oguchi Kaiun Y.K.**<br>Innoshima, Japan<br>Hiroshima Pref. | 264<br>148<br>450 | **1970** Iguchi Zosen K.K.—Innoshima | 38.99 3.001<br>34.57 8.26 3.41<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>Japan<br>10kn |
| 8150576<br>JL3700<br>109229 | **DAIKOKU MARU No. 10**<br>**G.K. Yamanaka Kaiun**<br>Ryugatake, Japan<br>Kumamoto Pref. | 199<br>127<br>650 | **1970** Yonomoto Zosen—Japan (150) | 50.02 3.401<br>46.00 8.01 5.41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Japan<br>10kn |
| 7534361<br>Rdr | **DAIKOKU MARU No. 15**<br>ex Shokaku Maru<br>**Pegasus Navigation S.A.** | 775<br>460<br>1 520 | **1967** Miyoshi Zosen K.K.—Uwajima (151) | 63.86 9.63 4.623<br>57.99 9.61 5.16 | **M General Cargo**<br>1 Ho<br>G.1 639 B.1 557<br>1 Ha (32.3 × 5.9)<br>2W Der 2(5) | Oil<br>1 300bhp (956kW)<br>Nippon Hatsudoki Japan<br>11kn |
| 7616195<br>JL4411<br>120878<br>Gc Rdr<br>RT | **DAIKOKU MARU No. 18**<br>**Taishin Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | 414<br>271<br>1 050 | **1977** Hamamoto Zosensho—Tokushima (591) | 9.53 4.501<br>55.02 9.50 6.51<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>2 300bhp (1 692kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7376202<br>JLYT<br>113479<br>Df Esd<br>Gc Rdr<br>RT | **DAIKOKU MARU No. 18**<br>**Kazuo Kuroiwa**<br>Muroto, Japan<br>Kochi Pref. | 165<br>68<br>— | **1973** Uchida Zosen—Ise (741) | 7.14<br>33.81 7.12 2.95<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7914145<br>JJXB<br>119086<br>Rdr RT | **DAIKOKU MARU No. 28**<br>**Kazuo Kuroiwa**<br>Muroto, Japan<br>Kochi Pref. | 299<br>154<br>— | **1979** Uchida Zosen—Ise (797) | 3.201<br>44.61 8.41 3.54<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8114340<br>JL4968<br>125415<br>Esd Gc<br>Rdr RT | **DAIKOKU MARU No. 35**<br>**Mori Sangyo Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | 499<br>348<br>1 638 | **1981** Kurinoura Dock K.K.—Japan (166) | 70.31 4.552<br>65.03 11.02 6.41<br>1 dk | **M Tanker**<br>Asphalt<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 8125727<br>JL5114<br>126292 | **DAIKOKU MARU No. 38**<br>**Kyoei Kisen K.K.**<br>Anan, Japan<br>Tokushima Pref. | 498<br>332<br>1 581 | **1982** Kurinoura Dock K.K.—Japan (170) | 70.01 4.523<br>65.03 11.02 6.41<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.2 830 B.2 482<br>1 Ha (stl) ER | Oil 4SA 6Cy. 320 × 510 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 650bhp (1 214kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8125698<br>7KQX<br>126319 | **DAIKOKU MARU No. 38**<br>**Kazuo Kuroiwa**<br>Muroto, Japan<br>Kochi Pref. | 194<br>96<br>265 | **1982** Kochi Jukogyo (Kaisei Zosen) K.K. —Kochi (1493) | 2.782<br>36.61 7.51 3.13<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref. | Oil 4SA 6Cy. 260 × 320<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7921825<br>JIPM<br>122589<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIKYO MARU**<br>**Daikyo Tanker K.K.**<br>Yokkaichi, Japan<br>Mie Pref. | **41 896**<br>24 995<br>60 962 | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2707) | NK 229.70 36.05 11.167<br>219.11 36.01 18.32<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 79 872 | Vee Oil 4SA 18Cy. 400 × 460 Pielstick<br>11 700bhp (8 606kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 720kW a.c.<br>14kn |
| 7206172<br>JL3420<br>108404<br>Rdr | **DAIKYO MARU**<br>ex Taizan Maru No. 2<br>**Oita Kyodo Kaiun K.K.**<br>Oita, Japan<br>Oita Pref. | 485<br>267<br>1 202 | **1969** Nishihara Zosen—Ohmishima (159) | 54.01 4.571<br>49.51 9.30 4.70 | **M General Cargo**<br>1 Ho ER<br>G.1 660 B.1 516<br>1 Ha (24.2 × 5.7) ER | Oil<br>1 250bhp (919kW)<br>Makita Tekkosho Japan<br>Gen 1 × 20kW 1 × 16kW 225V a.c.<br>Fuel 48.0t (d.o.)-3.5pd 11.5kn |
| 7118612<br>JK3467<br>110668<br>Rdr | **DAIKYO MARU**<br>**Kiyotaka Ikeda**<br>Hiroshima, Japan<br>Hiroshima Pref. | 198<br>96<br>477 | **1970** Tokushima Zosen K.K.—Fukuoka (1017) | 42.60 9.02 2.998<br>36.99 9.00 4.81<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>10.5kn |
| 7209186<br>JI3017<br>119727<br>Gc Rdr<br>RT | **DAINICHI MARU**<br>ex Dainichi-79 ex Ryoto Maru-79<br>**Dainichi Boeki K.K.**<br>Osaka, Japan<br>Osaka Pref. | 299<br>182<br>1 138 | **1971** Kishimoto Zosen—Kinoe (415) | 56.90 9.53 3.499<br>52.00 9.50 3.61<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (29.1 × 7.4) ER | Oil 4SA 6Cy. 280 × 440<br>1 050bhp (772kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |
| 7106413<br>JOWE<br>108669<br>Df Esd<br>Gc Pfd<br>Rdr | **DAINICHI MARU No. 3**<br>**Kunio Noda**<br>Heda, Japan<br>Shizuoka Pref. | 299<br>152<br>393 | **1970** Miho Zosensho K.K.—Shimizu (747) | 50.40 8.23 3.048<br>44.00 8.21 3.61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 390<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **8150112**<br>JJ2165<br>97239 | **DAINICHI MARU No. 5**<br>ex Hatsuho Maru No. 2-81<br>ex Kyoei Maru No. 1<br>ex Meiho Maru No. 2<br>**Kazuta Aitsu**<br>Nagato, Japan<br>Yamaguchi Pref. | **199**<br>104<br>400 | **1965** Hatano Zosen—Japan<br>33,76 3,501<br>29,11 7,60 3,61<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>360bhp (265kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>9kn |
| **5229376**<br>Df Esd<br>Pfd Rdr | **DAINICHI MARU No. 15**<br>ex Matsusei Maru No. 15-66<br>**Frabal Shipping Corp.** | **383**<br>213<br>— | **1954** Niigata Eng. Co. Ltd.—Niigata (232)<br>*41,06* 7,19<br>7,14 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Niigata Tekkosho<br>Fuel 125,0t | Niigata |
| **8151362**<br>JK3733<br>115515 | **DAINICHI MARU No. 18**<br>**Shitabayashi Kisen Y.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>129<br>550 | **1975** Mochizuki Zosensho—Kinoe<br>45,01 3,220<br>41,00 8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Japan<br>10kn |
| **7210161**<br>7KEY<br>112330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAINICHI MARU No. 31**<br>**Dainichi Gyogyo K.K.**<br>Natori, Japan<br>Miyagi Pref. | **349**<br>188<br>405 | **1972** Yamanishi Zosen K.K.—Ishinomaki (668)<br>54,41 9,02 3,353<br>48,42 9,00 5,87<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7534373**<br>JAHT<br>114612<br>Rdr | **DAIO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **939**<br>256<br>— | **1973** Hitachi Zosen—Mukaishima<br>76,61 9,63 3,455<br>72,01 9,61 5,31<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 8Cy. 400 × 580<br>3 500bhp (2 574kW)<br>Fuji Seisakusho | Tateyama<br>18,5kn |
| **7506144**<br>JG3526<br>117756<br>Rdr | **DAIO**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **277**<br>101<br>— | **1975** Hanasaki Zosensho—Yokosuka (165)<br>36,28 10,04 3,963<br>32,69 10,01 4,40 | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. | Niigata |
| **7378092**<br>JH2535<br>116524<br>Rdr RT | **DAIO**<br>**Isewan Bosai K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **249**<br>80<br>— | **1973** Oura Dock—Namikata (89)<br>44,00 7,24 2,515<br>41,00 7,22 3,38<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| **5398373**<br>JRHQ<br>83137<br>Rdr | **DAIO MARU**<br>ex Toko No. 1-81<br>ex Fuku Maru No. 18<br>ex Zenko Maru No. 18-69<br>**Aoi Suisan K.K.**<br>Shizuoka, Japan<br>Shizuoka Pref. | **467**<br>266<br>— | **1959** Kanasashi Zosensho—Unspecified Works, Shimizu (325)<br>52,20 9,00 3,810<br>47,27 8,79 4,32<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho<br>2 Ha (each 2,5 × 2,5) | Oil 4SA 6Cy. 400 × 570<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 250V a.c. | Yaizu<br>10,5kn |
| **7323188**<br>JM4053<br>114324<br>Esd Gc<br>Rdr RT | **DAIO MARU No. 5**<br>**K.K. Naha Tug Service**<br>Naha, Japan<br>Okinawa Pref. | **186**<br>65<br>74 | **1973** Mie Shipyard Co. Ltd.—Yokkaichi (91)<br>27,44 8,64 2,604<br>23,47 8,62 3,79<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Niigata |
| **6913900**<br>JMPV<br>103325<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIO MARU No. 7**<br>ex Fuji Maru No. 18-81<br>ex Yuei Maru No. 26<br>**Tadashi Morita**<br>Yaizu, Japan<br>Shizuoka Pref. | **134**<br>56<br>— | **1969** Nishii Dock Co. Ltd.—Ise (179)<br>6,53<br>30,79 6,51 3,00<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 275 × 410<br>520bhp (382kW)<br>Fuji Seisakusho | Tateyama |
| **7128150**<br>JK3483<br>110707<br>Esd Gc<br>Rdr RT | **DAIO MARU No. 8**<br>**Daio Kisen Y.K.**<br>Nomi, Japan<br>Hiroshima Pref. | **497**<br>335<br>1 549 | **1971** Kishimoto Zosen—Kinoe (410)<br>63,91 11,05 4,249<br>60,00 11,00 4,35<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (33,0 × 8,0) ER | Oil 4SA 6Cy. 350 × 550<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo | Kobe<br>10,5kn |
| **7326520**<br>JM4054<br>114325<br>Esd Gc<br>Rdr RT | **DAIO MARU No. 8**<br>**K.K. Naha Tug Service**<br>Naha, Japan<br>Okinawa Pref. | **196**<br>68<br>92 | **1973** Ishikawajima Ship & Chemical Plant Co.—Tokyo (447)<br>31,70 8,64 2,902<br>26,50 8,62 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **7212858**<br>Df Esd<br>Gc Pfd<br>Rdr | **DAIO MARU No. 21**<br>**Pesquerias Canarias S.A.** | **429**<br>207<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (51)<br>8,64 3,398<br>49,51 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7238412**<br>7MDZ<br>114093<br>Df Esd<br>Gc Pfd | **DAIO MARU No. 28**<br>**G.K. Daio Suisan**<br>Naha, Japan<br>Okinawa Pref. | **431**<br>207<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (75)<br>... ... ...<br>51,01 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7313925**<br>JBUM<br>113803<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIRIN MARU**<br>**Kogin Lease K.K. (IBJ Leasing)**<br>Akashi, Japan<br>Hyogo Pref. | **35 312**<br>25 556<br>42 322 | **1973** Kurushima Dock Co. Ltd.—Imabari (735)<br>NK 194,72 30,46 11,011<br>188,37 30,41 21,29<br>1 dk | **M Bulk Carrier**<br>Wood-chip Self-unloader<br>6 Ho ER<br>G.84 592 HeCls. B<br>6 Ha (stl) (each 13,5 × 16,3)<br>Cr 3(15) | Oil 2SA 8Cy. 700 × 1200<br>12 400bhp (9 121kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 480kW 450V a.c.<br>Fuel 1 887,0t-42,5pd | MAN<br>Kobe<br>14,5kn |

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| 7929853<br>JD2425<br>118430<br>Df Gc<br>Rdr | **DAIRIN MARU No. 15**<br><br>**Hokkai Gyogyo G.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>43<br>— | **1979** K.K. Murakami Zosensho—Ishinomaki<br>(1050)<br>... (BB) ... ...<br>31,65 7,41 4,60<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy.<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7404413<br>JFOK<br>117832<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIRIN MARU No. 28**<br><br>**Dairin Gyogyo Y.K.**<br>Shichigahama, Japan<br>Miyagi Pref. | **349**<br>153<br>— | **1974** K.K. Goriki Zosensho—Ise (770)<br>9,07 2,998<br>49,64 9,05 3,54<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 480 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu |
| 7936947<br>JRHM<br>109537<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIRIN MARU No. 38**<br>ex Kaiko Maru No. 8-81<br>**Dairin Gyogyo Y.K.**<br>Shichigahama, Japan<br>Miyagi Pref. | **124**<br>42<br>— | **1971** Nichiro Zosen—Ishinomaki (282)<br>36,45<br>31,48 7,21 4,65<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7332713<br>JCHA<br>113895<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIRYO MARU**<br><br>**Masumoto Shipping Co. Ltd.**<br>Akashi, Japan<br>Hyogo Pref. | **2 955**<br>1 538<br>3 742 | **1973** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (764)<br>NK 100,01(BB) 15,83 6,325<br>92,00 15,80 8,41<br>P 26,6 F 11,9 1 dk, pt 2nd dk<br>RW | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 547<br>3 Ha (stl) (each 4,8 × 5,0)<br>Der 2(5) 4(3) | Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 360kW 445V a.c.<br>Fuel 783,5t-21,0pd 15,5kn |
| 7935565<br>JM4203<br>120638<br>Df Gc<br>Pfd Rdr<br>RT | **DAIRYO MARU No. 1**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **116**<br>24<br>— | **1977** K.K. Watanabe Zosensho—Nagasaki<br>(713)<br>37,70 7,60<br>31,07 7,00 2,77<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 250 × 320 reduction geared<br>to sc. shaft<br>610bhp (449kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7031113<br><br><br>Df Pfd<br>Rdr | **DAIRYO MARU No. 1**<br><br>**Kinsho Trading Co.** | **111**<br>24<br>— | **1970** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (789)<br>35,51 6,71 2,363<br>30,08 6,68 2,80<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8123080<br>JM5031<br>124753 | **DAIRYO MARU No. 2**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **116**<br>23<br>— | **1981** K.K. Watanabe Zosensho—Nagasaki<br>(856)<br>35,01 7,19<br>30,71 7,00 2,70<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 260 × 320 sr reverse geared<br>to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7740386<br>JM4432<br>122747<br>Df Gc<br>Pfd Rdr<br>RT | **DAIRYO MARU No. 15**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **281**<br>144<br>— | **1978** K.K. Watanabe Zosensho—Nagasaki<br>(738)<br>51,01 7,90<br>43,57 7,80 3,74<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared<br>to sc. shaft<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7014751<br><br><br>Pfd Rdr<br>RT | **DAIRYO MARU No. 71**<br><br>**Kinsho Trading Co.** | **403**<br>179<br>— | **1969** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (757)<br>48,70 8,23 3,480<br>44,00 8,21 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7736385<br>JM4436<br>122751<br>Df Gc<br>Pfd Rdr<br>RT | **DAIRYO MARU No. 71**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **281**<br>144<br>— | **1978** K.K. Watanabe Zosensho—Nagasaki<br>(753)<br>51,01 7,90<br>43,57 7,80 3,74<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared<br>to sc. shaft<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 5084831 | **DAIRYO MARU No. 73**<br>ex Hachiman Maru-61<br>**Santos Gamboa Development<br>Corp.** | **128**<br>59<br>— | **1946** Ishikawajima Jukogyo—Tokyo<br>*25,00* 5,62<br>... ... ...<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 5Cy. 300 × 350<br>320bhp (235kW)<br>Niigata Tekkosho Niigata |
| 7535810<br>JM3848<br>117981<br>Df Gc<br>Pfd Rdr<br>RT | **DAIRYO MARU No. 78**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **130**<br>67<br>— | **1975** K.K. Watanabe Zosensho—Nagasaki<br>(658)<br>38,99 6,61<br>32,57 6,41 2,93<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared<br>to sc. shaft<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7535822<br>JM3849<br>117982<br>Df Gc<br>Pfd Rdr<br>RT | **DAIRYO MARU No. 83**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **129**<br>68<br>— | **1975** K.K. Watanabe Zosensho—Nagasaki<br>(657)<br>38,99 6,61<br>32,57 6,41 2,93<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared<br>to sc. shaft<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7231490<br>JM3525<br>112173<br>Df Pfd<br>Rdr RT | **DAIRYO MARU No. 88**<br><br>**Yamato Suisan K.K.**<br>Narao, Japan<br>Nagasaki Pref. | **333**<br>169<br>487 | **1972** Tokushima Zosen K.K.—Fukuoka<br>(1065)<br>51,52 7,83 3,449<br>45,01 7,80 3,89<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 320 × 505<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6713403<br>JKUD<br>99512<br>Rdr RT | **DAIRYU MARU No. 1**<br><br>**Tatsuo Hori**<br>Tanabe, Japan<br>Wakayama Pref. | **460**<br>212<br>899 | **1966** K.K. Matsuura Zosen—Kinoe (80)<br>57,82 8,01 3,582<br>52,41 7,93 3,74<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (21,4 × 6,4) ER | Oil 4SA 6Cy. 290 × 420<br>700bhp (515kW)<br>Kobe Hatsudoki Seizosho Kobe<br>10kn |

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| 6811530<br>JI2292<br>102058<br>RT | **DAIRYU MARU No. 2**<br><br>**Yukiko Hamada**<br>Tanabe, Japan<br>Wakayama Pref. | 483<br>196<br>849 | **1968** K.K. Matsuura Zosen—Kinoe (113)<br>57,41 8,01 3,480<br>52,35 7,98 3,79<br>1 dk | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (23,3 × 5,4) ER | Oil 4SA 6Cy. 330 × 460<br>900bhp (662kW)<br>Matsui Iron Works Co. Ltd.<br>Gen 2 × 5kW 110V a.c.<br>Fuel 15,0t-3,0pd | Ise<br>10kn |
| 7033458<br>JI2499<br>107478 | **DAIRYU MARU No. 3**<br>ex Mie Maru<br>**Okabe Kisen Y.K.**<br>Tanabe, Japan<br>Wakayama Pref. | 469<br>239<br>762 | **1970** Kimura Zosen K.K.—Yutaka (36)<br>49,99 8,23 3,899<br>46,00 8,21 3,99<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 420<br>750bhp (552kW)<br>Makita Tekkosho | Takamatsu |
| 6729189<br><br><br>Esd Gc<br>Pfd Rdr | **DAISAN MARU No. 1**<br><br><br>South Korea | 111<br>—<br>— | **1967** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (724)<br>6,53 2,286<br>28,30 6,51 2,70<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7128928<br>JL3891<br>111524<br>Gc Rdr<br>RT | **DAISEN MARU**<br><br>**Utaka Kokudo Ferry K.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | 1 482<br>882<br>— | **1972** Sanuki Zosen Tekkosho K.K.<br>—Takuma (611)<br>72,73 14,86 3,563<br>68,00 14,81 4,81<br>2 dks | **TM Ferry**<br>1100dk P | 2 Oil 4SA each 8Cy. 300 × 380<br>2 660bhp (1 957kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| 7650062<br>7JVC<br>87972 | **DAISEN MARU**<br><br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 3 Harbor Construction Bureau)**<br>Kobe, Japan<br>Hyogo Pref. | 669<br>245<br>— | **1961** Hitachi Zosen—Sakurajima Works, Osaka (3914)<br>55,00 10,39 3,401<br>51,01 4,40 | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single centre arm<br>Dredging depth 11,0<br>Hopper 389<br>2 sandpumps each 466kW (625bhp) | 2 Oil 4SA each 6Cy. 260 × 400<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>9,25kn |
| 6921579<br>JK3088<br>103229 | **DAISEN MARU**<br><br>**Murakado Kensetsu K.K.**<br>Osaka, Japan<br>Osaka Pref.<br>See Register of Offshore Units | 399<br>184<br>— | **1969** Odo Zosen Tekko K.K.—Shimonoseki (167)<br>33,00 12,02 1,372<br>31,50 11,99 3,00<br>1 dk | **TM Crane Ship** | 2 Oil 4SA each 6Cy. 200 × 250<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 7053068<br>JLXQ<br>108315<br>Df Esd<br>Pfd Rdr<br>RT | **DAISEN MARU No. 26**<br>ex Shosei Maru No. 1-81<br>ex Kaiyo Maru No. 81-78<br>**Daisen Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | 111<br>43<br>— | **1970** Kyokuyo Zosen Tekko K.K.—Chofu (218)<br>34,73 6,13 2,210<br>29,49 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| 7053056<br>JM3281<br>108322<br>Df Esd<br>Pfd Rdr<br>RT | **DAISEN MARU No. 27**<br>ex Shosei Maru No. 2-81<br>ex Kaiyo Maru No. 82-78<br>**Daisen Gyogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | 113<br>43<br>— | **1970** Kyokuyo Zosen Tekko K.K.—Chofu (220)<br>34,73 6,13 2,210<br>29,49 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>900bhp (662kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| 7394759<br>7KMW<br>116539<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISETSU**<br><br>**Taiheiyo Enkai Ferry K.K.**<br>Nagoya, Japan<br>Aichi Pref. | 12 854<br>6 814<br>5 432 | **1975** Naikai Zosen—Setoda (388)<br>188,40(BB) 24,01 6,720<br>174,50 23,98 14,86<br>2 dks<br>RW len 80 | **TM Passenger/RoRo Cargo**<br>905bth P<br>Bow visor, bow ramp,<br>side door/ramp (s), stern door/ramp | 2 Oil 4SA each 14Cy. 520 × 550<br>27 580bhp (20 287kW)<br>Mitsubishi Heavy Industries Ltd.<br>Thw. thrust propeller fwd | MAN<br>Yokohama<br>21,5kn |
| 7900338<br>8KTZ<br>123569<br>Df Esd<br>Gc Pfd<br>RT | **DAISETSU**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | 962<br>261<br>1 250 | **1980** Hakodate Dock Co. Ltd.—Hakodate (699)<br>77,83 9,63 3,701<br>73,00 9,61 5,31<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 8Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho | Tateyama |
| 8132081<br>JH2905<br>125679 | **DAISHI MARU No. 8**<br><br>**Y.K. Daishi Maru**<br>Heda, Japan<br>Shizuoka Pref. | 115<br>21<br>— | **1981** K.K. Watanabe Zosensho—Nagasaki (876)<br>*30,73*<br>7,09 2,77<br>1 dk | **M Fishing/Fish Carrier** | Oil<br>620bhp (456kW)<br>Yanmar Diesel Engine Co. Ltd. | Japan |
| 8132495<br>JH2905<br>125679 | **DAISHI MARU No. 8**<br><br><br>Heda, Japan<br>Shizuoka Pref. | 115<br>21<br>— | **1981** K.K. Watanabe Zosensho—Nagasaki (876)<br>... ... ...<br>30,71 7,00 2,70<br>1 dk | **M Fish Carrier** | Oil<br><br>............. | |
| 7535743<br>JGYC<br>118323 | **DAISHI MARU No. 11**<br><br>**Takenosuke Nagashima**<br>Heda, Japan<br>Shizuoka Pref. | 113<br>61<br>— | **1975** Kimura Zosen K.K.—Yutaka<br>*31,70*<br>6,25 2,75<br>1 dk | **M Fishing** | Oil<br><br>Yanmar Diesel Engine Co. Ltd. | Japan |
| 8015300<br>JH2777<br>124332 | **DAISHI MARU No. 15**<br><br>**Takenosuke Nagashima**<br>Heda, Japan<br>Shizuoka Pref. | 130<br>75<br>163 | **1980** K.K. Watanabe Zosensho—Nagasaki (821)<br>38,99 6,91<br>32,59 6,71 2,80<br>1 dk | **M Fishing/Fish Carrier** | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>580bhp (427kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 7827902<br>JH2766<br>122613<br>Df Gc<br>Pfd Rdr<br>RT | **DAISHI MARU No. 18**<br><br>**Takenosuke Nagashima**<br>Heda, Japan<br>Shizuoka Pref. | 116<br>22<br>— | **1979** K.K. Watanabe Zosensho—Nagasaki (767)<br>38,51 7,80<br>31,07 7,00 2,77<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>620bhp (456kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |

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| 7727889<br>JL4465<br>122474<br>Gc Rdr | **DAISHIN**<br><br>**Hiyoshi Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **199**<br>117<br>656 | **1978** Oura Dock—Namikata (111)<br>3,161<br>48,52 9,01 5,01<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7035418<br>JECJ<br>109682<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU**<br><br>**Shinwa Kaiun K.K. (Shinwa Kaiun Kaisha Ltd.)**<br>Tokyo Japan | **15 581**<br>10 935<br>15 628 | **1971** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (210)<br>NK 175,52 27,03 7,524<br>167,01 26,98 18,39<br>1 dk<br>conv Bulk Carrier 78 | **M Vehicles Carrier**<br><br>6 Ho ER<br>G.55 378<br>6 Ha (stl) (9,7 16,0 16,3 9,8 16,3 16,3 × 12,4) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 416kW 450V a.c.<br>Fuel 1 434,5t-39,5pd 14,75kn |
| 7930345 | **DAISHIN MARU**<br>Launched as Hakucho Maru<br>**Y.K. Daifu Kisen**<br>Japan | **499**<br>—<br>1 000 | **1980** Towa Zosen K.K.—Shimonoseki<br>(526)<br>... ... ...<br>... ...<br>1 dk | **M General Cargo** | Oil<br><br>The Hanshin Diesel Works Ltd. Japan |
| 7852098<br>JL3369<br>108595 | **DAISHIN MARU**<br><br>**Ikata Kaiun Y.K.**<br>Hacninohe, Japan<br>Aomori Pref. | **419**<br>225<br>400 | **1970** Miyoshi Zosen K.K.—Uwajima<br>46,00 3,801<br>40,01 9,01 4,60<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>450bhp (331kW)<br><br>Japan<br>10kn |
| 6811542<br>JK2504<br>100623 | **DAISHIN MARU**<br><br>**Kazuo Tanaka**<br>Hiroshima, Japan<br>Hiroshima Pref. | **197**<br>94<br>338 | **1967** Yoshiura Zosen—Kure (197)<br>33,20 8,31 2,769<br>29,39 8,28 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 12Cy. 200 × 240<br>560bhp (412kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7019397<br>JL3210<br>106859 | **DAISHIN MARU**<br><br>**Koichi Abe**<br>Namikata, Japan<br>Ehime Pref. | **197**<br>98<br>514 | **1969** Nishi Zosen K.K.—Imabari (106)<br>44,00 7,04 3,301<br>40,01 7,00 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>Makita Tekkosho Japan<br>10kn |
| 7933062<br>JG3868<br>121611 | **DAISHIN MARU**<br><br>**Yamato Tanker K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **194**<br>123<br>413 | **1979** Kanagawa Kigyo—Yokohama (129)<br>36,45 7,60 2,501<br>34,50 7,51 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 3Cy. 230 × 380<br>350bhp (257kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7004081<br>JG2735<br>107287<br>Rdr | **DAISHIN MARU No. 1**<br>ex Kowan Maru No. 11<br>**Daishin Kensetsu K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **340**<br>226<br>350 | **1969** Sokooshi Zosensho K.K.—Higashino<br>(208)<br>38,33 8,03 2,598<br>35,01 8,01 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 410<br>550bhp (405kW)<br>Fuji Seisakusho Tateyama<br>9,5kn |
| 7233333<br><br><br>Rdr RT | **DAISHIN MARU No. 1**<br><br>**Government of The People's Republic of China**<br>China | **191**<br>51<br>87 | **1972** Sanyo Zosen K.K.—Mukaishima<br>(653)<br>26,12 8,03 2,998<br>23,65 8,01 3,81<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 440<br><br>Hanshin Nainenki Kogyo Kobe |
| 5419660<br>7JIW<br>87282 | **DAISHIN MARU No. 1**<br>ex Eisho Maru No. 12<br>**Yamato Tanker K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **152**<br>95<br>259 | **1961** Y.K. Ito Tekkosho—Yokohama<br>30,71 6,84 2,591<br>28,61 6,79 2,90<br>1 dk | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 347 | Oil 4SA 3Cy. 250 × 380<br>120bhp (88kW) E made56 fitted61<br>Minsei Sangyo Tokyo<br>Fuel 4,0t 7,5kn |
| 7231799<br>JK3482<br>110706 | **DAISHIN MARU No. 2**<br>ex Fukuei Maru<br>**Taishin Gyogyo K.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **498**<br>256<br>567 | **1971** Aki Kogyo K.K.—Kure (153)<br>10,04 3,201<br>40,01 10,01 3,31 | **M Fishing** | Oil<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7854838<br>JK3341<br>107853 | **DAISHIN MARU No. 11**<br>ex Koyo Maru No. 1<br>**Daishin Doboku K.K.**<br>Tokyo Japan | **298**<br>83<br>— | **1970** Makihata Dock K.K.—Mukaihigashi<br>35,01 3,701<br>30,10 9,01 4,02<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br><br>Fuji Seisakusho Japan<br>7kn |
| 5426778<br>8LYN<br>90926<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 12**<br><br>**K.K. Kyokuyo**<br>Tokyo Japan | **2 780**<br>1 408<br>3 313 | **1963** Mitsubishi Nippon Heavy Ind.<br>—Yokohama (862)<br>NK 94,52 14,94 6,014<br>87,00 14,90 7,17<br>P 6,8 B 33,9 F 41,8 2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.3 457<br>2 Ha (each 2,9 × 2,5) ER<br>6W Der 1(5) 3(3) 2(2) | Oil 2SA 8Cy. 540 × 900<br>3 500bhp (2 574kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 340kW 445V a.c.<br>Fuel 1 278,0t-13,0pd 13,25kn |
| 6512469<br>JPYF<br>96395<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 16**<br><br>**K.K. Kyokuyo**<br>Tokyo Japan | **1 499**<br>777<br>1 696 | **1965** Osaka Zosensho—Osaka (244)<br>77,81 11,82 5,538<br>NK 70,29 11,79 5,69<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.1 900<br>2 Ha (2,9 × 2,5) (2,2 × 3,8) ER<br>Der 4(2) | Oil 2SA 6Cy. 420 × 700<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 200kW 445V a.c.<br>Fuel 475,5t-7,5pd 12,5kn |
| 7004005<br>JGBW<br>106120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 17**<br><br>**K.K. Kyokuyo**<br>Tokyo Japan | **1 051**<br>465<br>1 130 | **1969** Niigata Eng. Co. Ltd.—Niigata (835)<br>68,99 11,43 4,665<br>NK 64,06 11,41 7,50<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.1 006<br>2 Ha (stl) (2,2 × 2,2) (2,9 × 3,3) ER<br>Der 4(2) | Oil 4SA 8Cy. 430 × 620<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 506,0t-7,5pd 12kn |
| 7903988<br>JL4686<br>124126<br>Gc Rdr | **DAISHIN MARU No. 21**<br><br>**Y.K. Okazaki Shoten**<br>Tonosho Japan<br>Kagawa Pref. | **199**<br>112<br>500 | **1979** Oka Zosen K.K.—Ushimado (255)<br>... ... ...<br>50,02 9,11 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| 6502880<br>JMGO<br>96061<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 22**<br>ex Oshika Maru-69<br>**K.K. Kyokuyo**<br>Tokyo Japan | **2 749**<br>1 424<br>3 295 | NK | **1964** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (600)<br>94,75 14,91 5,995<br>87,86 14,90 7,14<br>2 dks, pt 3rd dk | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>3 Ha (each 2,9 × 2,5) ER | Oil 2SA 8Cy. 480 × 800<br>3 500bhp (2 574kW)<br>Niigata Eng. Co. Ltd.<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 1 112,5t-14,0pd | Niigata<br>13kn |
| 6607965<br>JFRL<br>100031<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 23**<br>ex Yutaka Maru-71<br>**K.K. Kyokuyo**<br>Tokyo Japan | **2 201**<br>1 051<br>2 453 | NK | **1966** Usuki Tekkosho—Saiki (1603)<br>87,43 13,64 5,512<br>79,30 13,62 6,68<br>2 dks | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>3 Ha (2,5 × 3,1) (2,5 × 4,7) (2,5 × 2,9) ER<br>Der 4(2) | 2 Oil 4SA each 8Cy. 220 × 300<br>3 400bhp (2 501kW)<br>Kawasaki Dockyard Co. Ltd. | MAN<br>Kobe<br>15,25kn |
| 8021593<br>7JMH<br>123779<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 28**<br>**K.K. Kyokuyo**<br>Tokyo Japan | **2 995**<br>1 483<br>3 490 | NK | **1981** Mitsubishi Heavy Industries Ltd.<br>—Shimonoseki (836)<br>102,49 6,366<br>94,72 15,71 9,71<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>B.2 409 L.247<br>3 Ha (stl) (each 2,3 × 2,8) ER<br>Der 6(3) | Oil 2SA 6Cy. 450 × 900<br>4 500bhp (3 310kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 880kW a.c. | B&W<br>13,5kn |
| 8011445<br>JD2504<br>124446<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHIN MARU No. 88**<br>**Y.K. Endo Gyogyobu**<br>Abashiri, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | | **1980** Niigata Eng. Co. Ltd.—Niigata (1683)<br>36,43 (BB) 7,42 2,452<br>30,82 7,41 4,68<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | Ota, Gumma |
| 8210326 | **DAISHO MARU**<br>**Eiwa Shosen Co. Ltd.** Japan | **430**<br>—<br>750 | | **1982** Kochi Jukogyo (Kaisei Zosen) K.K.<br>—Kochi (1557)<br>2,601<br>60,03 12,21 3,81 | **M General Cargo**<br>Ref. | Oil<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Japan |
| 7108851<br>JM3347<br>110465<br>Rdr | **DAISHO MARU**<br>**Maruyoshi Bussan K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **298**<br>167<br>699 | | **1971** Nishi Zosen K.K.—Imabari (137)<br>49,99 8,03 3,709<br>45,04 8,01 3,79<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (21,9 × 4,5) ER | Oil 4SA 6Cy. 260 × 440<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 40kW 230V a.c.<br>Fuel 51,0t-2,5pd | Kobe<br>10kn |
| 6816748<br>JK2606<br>100750 | **DAISHO MARU No. 2**<br>**Masaru Imada**<br>Hiroshima, Japan<br>Hiroshima Pref. | **230**<br>117<br>345 | | **1967** Kegoya Dock K.K.—Kure (331)<br>36,00 8,41 2,693<br>32,29 8,39 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 12Cy. 200 × 240<br>560bhp (412kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 8013431<br>7KYY<br>125074<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISHO MARU No. 10**<br>**Masahiro Okumura**<br>Taiji, Japan<br>Wakayama Pref. | **194**<br>101<br>— | | **1980** Fujishin SB. Co.—Kamo (361)<br>45,06 2,750<br>37,32 7,51 3,61<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 6816750<br>Df Gc<br>Pfd Rdr | **DAISHUN MARU**<br>**Amigo Shipping** | **627**<br>345<br>1 150 | | **1968** Kurushima Dock Co. Ltd.—Imabari (426)<br>55,78 9,61 4,268<br>52,00 9,58 4,70<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 896 B.1 241<br>1 Ha (25,8 × 5,2) ER<br>6W Der 2(10) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW 225V a.c.<br>Fuel 56,0t | Kobe<br>11kn |
| 7701859<br>3EKQ<br>7976<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAISY**<br>**Abdeil (Panama) S.A.**<br>Panama Panama | **9 657**<br>6 417<br>17 693 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (367)<br>146,01(BB) 22,33 9,281<br>138,03 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.22 074 B.21 395<br>4 Ha (stl) (13,5 × 9,6) (19,5 19,5 19,5 × 11,2) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) | Sulzer<br>Aioi |
| 7223742<br>WYZ4<br>357<br>533029 | **DAISY PATRICIA**<br>**R J M W Corp.**<br>Brownsville, Tx United States of America | **134**<br>91<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*21,92* 6,43<br>3,71 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) | |
| 7013927<br>PLUN | **DAISY UTAMA**<br>ex Yagura-76 ex Sumatra Maru<br>**P.T. Daisy Timber**<br>Jakarta Indonesia | **186**<br>82<br>137 | (NK) | **1968** T. Abe—Nandan<br>33,61 6,53<br>29,49 6,51 3,00<br>P 6,8 F 5,2 1 dk | **M General Cargo**<br>G.65 B.63<br>1 Ha (stl) (4,9 × 2,9) ER<br>Der 1(1,5) | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Kogyo<br>Fuel 30,5t | Osaka<br>11,25kn |
| 7219947<br>JL3799<br>111403 | **DAITAI MARU No. 3**<br>ex Matsuei Maru No. 8-81<br>ex Fukutoku Maru No. 1<br>ex Matsu Maru No. 21<br>ex Matsu Maru No. 15<br>**Yaichi Torimoto**<br>Saigo, Japan<br>Shimane Pref. | **198**<br>117<br>750 | | **1971** Hakata Zosen K.K.—Hakata (102)<br>48,49 3,201<br>44,51 9,01 4,70<br>1 dk | **M General Cargo**<br>1 Ho ER | Oil<br>750bhp (552kW)<br>Makita Tekkosho<br>Fuel (d.o.) | Japan<br>10kn |
| 5346162<br>Df Esd<br>Pfd Rdr | **DAITEI MARU No. 1**<br>ex Kiyo Maru No. 35<br>ex Suzu Maru No. 8 | **289**<br>166<br>— | | **1961** Yamanishi Zosen K.K.—Ishinomaki (386)<br>46,08 7,45<br>41,18 7,40 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>Niigata Eng. Co. Ltd. | Niigata |

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| 6303110<br>JKFX<br>88433<br>Df Esd<br>Gc Rdr | **DAITEN MARU No. 3**<br>ex Shinmei Maru No. 18-80<br>ex Muroto Maru No. 11<br>ex Ryuo Maru No. 5<br>**Shinnosuke Yamashita**<br>Shimizu, Shizuoka Pref. Japan | **289**<br>156<br>— | **1961** Miho Zosensho K.K.—Shimizu (302)<br>46,00 7,55<br>40,49 7,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 152,5t 10,5kn |
| 7036345<br>JQQX<br>108662<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITEN MARU No. 58**<br>ex Fukuryu Maru No. 31-82<br>**Daiten Gyogyo Y.K.**<br>Owase, Mie Pref. Japan | **344**<br>152<br>806 | **1970** Niigata Eng. Co. Ltd.—Niigata (866)<br>54,23 8,51<br>47,66 8,49 3,76<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6925226<br>JG2667<br>106116<br>Rdr | **DAITO KAISOKU MARU No. 6**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **185**<br>105<br>312 | **1969** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (680)<br>31,98 7,42 2,591<br>29,62 7,22 2,80<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (17,9 × 5,6) ER | Oil 4SA 6Cy. 180 × 240<br>290bhp (213kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 66,0t |
| 7217535<br>JNMV<br>111482<br>Df Esd<br>Gc Pfd<br>Rdr | **DAITO MARU**<br>**Wako Sangyo K.K.**<br>Matsuyama, Ehime Pref. Japan | **3 137**<br>2 115<br>5 974 | **1972** Kurushima Dock Co. Ltd.—Uwajima (716)<br>NK 101,12 16,03 6,808<br>94,01 15,98 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 1 × 132kW 445V a.c.<br>Fuel 499,0t-12,5pd 12,5kn |
| 6811889<br>JM2515<br>102253<br>Esd Rdr<br>RT | **DAITO MARU**<br>ex Nankai Maru No. 21<br>**Fujisawa Kaiun Y.K.**<br>Yoshiumi, Ehime Pref. Japan | **699**<br>423<br>1 225 | **1967** Kanda Zosensho K.K.—Kure (126)<br>63,02 9,83 4,242<br>57,99 9,81 4,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 547 B.1 349<br>1 Ha (31,1 × 6,0) ER | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 30kW 1 × 25kW 225V a.c.<br>Fuel 77,0t-5,0pd 13kn |
| 7019323<br>Rdr | **DAITO MARU**<br>**Naviera Pegasus S. de R.L.** | **646**<br>365<br>1 702 | **1968** Nishi Zosen K.K.—Imabari (99)<br>67,95 9,73 4,801<br>62,01 9,71 5,11<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 515 B.1 355<br>1 Ha (28,5 × 6,1) ER | Oil<br>1 100bhp (809kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 20kW 225V a.c.<br>Fuel 56,0t-3,5pd 11kn |
| 7530597<br>JL4166<br>118981<br>Gc Rdr<br>RT | **DAITO MARU**<br>**Shinun Kisen K.K.**<br>Onishi, Ehime Pref. Japan | **496**<br>319<br>1 300 | **1975** Omishima Dock K.K.—Kamiura (1045)<br>11,00<br>57,99 10,98 4,35<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6821511<br>JKCH<br>103930<br>Df Esd<br>Gc Rdr<br>RT | **DAITO MARU No. 1**<br>ex Toshiwa Maru<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **1 489**<br>806<br>2 352 | **1968** Hashihama Zosen—Imabari (243)<br>79,33 11,64 5,360<br>(NK) 72,98 11,61 5,95<br>P 18,3 F 8,0 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 991 | Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 112kW 450V a.c.<br>Fuel 92,5t-9,0pd 12,5kn |
| 7118856<br>JCYU<br>108842<br>Df Gc<br>Pfd Rdr<br>RT | **DAITO MARU No. 2**<br>**Daito Enyo Gyogyo K.K.**<br>Tokyo Japan | **284**<br>148<br>381 | **1970** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (690)<br>49,00 8,11 3,252<br>42,98 8,08 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 8150227<br>JM2523<br>100402 | **DAITO MARU No. 2**<br>ex Fukuei Maru No. 3<br>ex Sankyu Maru No. 2<br>**Satoru Ozaki**<br>Ondo, Hiroshima Pref. Japan | **199**<br>105<br>400 | **1966** Koike Zosen Kaiun K.K.,—Osaki (139)<br>35,97 2,901<br>33,00 7,00 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>350bhp (257kW) NE —<br>Kanegafuchi Japan<br>9kn |
| 8032621<br>JG4172<br>123750 | **DAITO MARU No. 3**<br>**Daito Unyu K.K. (Daito Transportation Co. Ltd.)**<br>Tokyo Japan | **142**<br>90<br>— | **1980** Takao Zosen—Japan (77)<br>...<br>29,70 7,90 2,49<br>1 dk | **M Tanker**<br>Chemical | Oil<br>Japan |
| 7220386<br>JEDK<br>112833<br>Df Gc<br>Pfd Rdr | **DAITO MARU No. 5**<br>**Daito Enyo Gyogyo K.K.**<br>Tokyo Japan | **314**<br>163<br>416 | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu (1068)<br>50,50 8,34 3,296<br>44,51 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6911653<br>JCWC<br>104950<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITO MARU No. 8**<br>ex Taki Maru No. 8-79<br>ex Seiju Maru No. 3<br>**Daito Suisan K.K.**<br>Wakkanai, Hokkaido Pref. Japan | **344**<br>158<br>— | **1968** Kanasashi Zosensho—Unspecified Works, Shimizu (881)<br>52,63 8,72 3,150<br>45,32 8,69 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7354357<br>JBEO<br>116186<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITO MARU No. 8**<br>**Daito Enyo Gyogyo K.K.**<br>Tokyo Japan | **284**<br>150<br>375 | **1973** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (720)<br>49,05 8,13 3,449<br>43,01 8,11 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 5426912<br>8LTX<br>93641 | **DAITO MARU No. 11**<br>ex Eifuku Maru No. 11-69<br>**Y.K. Abe Kaiun**<br>Anan, Tokushima Pref. Japan | **299**<br>170<br>480 | **1963** Kurushima Dock Co. Ltd.—Uwajima (198)<br>42,80 7,27 3,175<br>37,98 7,21 3,51<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (17,9 × 4,5) ER | Oil 4SA 6Cy. 265 × 400<br>780bhp (574kW)<br>Nippon Hatsudoki Kobe<br>12kn |

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| **7714222**<br>JPRC<br>119354<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITO MARU No. 18**<br>**Daito Enyo Gyogyo K.K.**<br>Tokyo Japan | **373**<br>193<br>450 | **1977** Miho Zosensho K.K.—Shimizu<br>(1072) | 54,31<br>47,71<br>1 dk | 9,01 | 3,483<br>3,87 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **6808387**<br>JCBM<br>102300<br>Df Esd<br>Pfd Rdr<br>RT | **DAITO MARU No. 21**<br>**Masahiro Hayashi**<br>Nagasaki, Japan<br>Nagasaki Pref. | **113**<br>48<br>— | **1967** Tokushima Zosen K.K.—Fukuoka<br>(711) | 34,22<br>29,39<br>1 dk | 5,64<br>5,62 | 2,363<br>2,70 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7805643**<br>JRSS<br>122764<br>Df Pfd<br>Rdr RT | **DAITO MARU No. 21**<br>**Daito Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **113**<br>42<br>150 | **1978** Tokushima Zosen K.K.—Fukuoka<br>(1283) | 35,56<br>28,81<br>1 dk | 6,33<br>6,30 | 2,501<br>2,85 | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440 reduction geared to sc. shaft<br>600bhp (441kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>9,5kn |
| **6808399**<br>JM2583<br>102301<br>Esd RT | **DAITO MARU No. 22**<br>**Masahiro Hayashi**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>48<br>— | **1967** Tokushima Zosen K.K.—Fukuoka<br>(712) | 34,22<br>29,39<br>1 dk | 5,64<br>5,62 | 2,363<br>2,70 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7805655**<br>JM4456<br>122765<br>Df Pfd<br>Rdr RT | **DAITO MARU No. 22**<br>**Daito Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>42<br>150 | **1978** Tokushima Zosen K.K.—Fukuoka<br>(1285) | 35,56<br>28,81<br>1 dk | 6,33<br>6,30 | 2,501<br>2,85 | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440 reduction geared to sc. shaft<br>600bhp (441kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu<br>9,5kn |
| **7814929**<br>JQSW<br>121633<br>Df Gc<br>Pfd Rdr | **DAITO MARU No. 28**<br>**Daito Enyo Gyogyo K.K.**<br>Tokyo Japan | **344**<br>172<br>441 | **1978** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka<br>(746) | 52,91<br>46,46<br>1 dk | 8,92<br>8,89 | 3,437<br>3,81 | **M Fishing**<br>Side-fishing Ref.<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **6921581**<br>JAFM<br>104438<br>Rdr RT | **DAITO MARU No. 31**<br>**Daito Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **119**<br>48<br>138 | **1969** Tokushima Zosen K.K.—Fukuoka<br>(787) | 33,13<br>29,62<br>1 dk | 6,23<br>6,20 | 2,90 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **6921593**<br>JM3025<br>104439<br>Rdr RT | **DAITO MARU No. 32**<br>**Daito Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **119**<br>48<br>138 | **1969** Tokushima Zosen K.K.—Fukuoka<br>(788) | 33,13<br>29,62<br>1 dk | 6,23<br>6,20 | 2,93 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7238618**<br>7JSY<br>110100<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITO MARU No. 38**<br>**Daito Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **349**<br>173<br>— | **1972** Narasaki Zosen K.K.—Muroran (823) | 57,10<br>50,50<br>2 dks | 9,02<br>9,00 | 3,449<br>5,72 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 640<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **8001385**<br>JLEQ<br>123663<br>Df Esd<br>Gc Pfd<br>RT | **DAITO MARU No. 38**<br>**Daito Enyo Gyogyo K.K.**<br>Tokyo Japan | **344**<br>176<br>423 | **1980** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka<br>(757) | 52,91<br>46,46<br>1 dk | 8,92<br>8,91 | 3,437<br>3,81 | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7535767**<br>JACV<br>118401 | **DAITO MARU No. 50**<br>**Daito Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | **1975** Narasaki Senpaku Kogyo K.K.<br>—Muroran<br>(101) | *31,80*<br>1 dk | 7,38 | 4,53 | **M Fish Carrier** | Oil<br>The Hanshin Diesel Works Ltd. | Japan |
| **8125959**<br>JAKR<br>124490 | **DAITO MARU No. 58**<br>**Daito Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **349**<br>136<br>— | **1982** Narasaki Zosen K.K.—Muroran<br>(1035) | 49,81<br>1 dk | 9,29 | 3,452<br>5,62 | **M Fishing**<br>Stern Trawler Ref.<br>3 Ho ER<br>3 Ha (stl) ER | Oil 4SA 6Cy. 400 × 640 with flexible couplings & dr geared to sc. shaft<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller | Japan |
| **7910357**<br>JD2195<br>118421<br>Df Gc<br>Rdr RT | **DAITO MARU No. 81**<br>**Daito Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **128**<br>53<br>— | **1979** K.K. Yoshida Zosen Tekko<br>—Kesennuma<br>(267) | 39,25 (BB)<br>32,57<br>1 dk | 6,41 | 2,350<br>2,70 | **M Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. | Ota, Gumma |
| **8210637** | **DAITO MARU No. 82**<br>**Daito Suisan K.K.**<br>Japan | **228**<br>—<br>— | **1982** K.K. Murakami Zosensho—Ishinomaki<br>(1110) | ...<br>...<br>1 dk | ...<br>... | ...<br>... | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. | Japan |
| **8015271**<br>JD2426<br>118671<br>Df Gc<br>Pfd Rdr<br>RT | **DAITO MARU No. 85**<br>**Daito Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **116**<br>25<br>116 | **1980** K.K. Watanabe Zosensho—Nagasaki<br>(815) | 36,00<br>31,07<br>1 dk | 7,19<br>7,00 | 2,77 | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>480bhp (353kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |

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| 7322354<br>JG3363<br>116271<br>Gc Pfd<br>Rdr RT | **DAITOKOKI MARU**<br>**Daito Kogyo K.K.**<br>Tokyo Japan | **196**<br>52<br>— | **1973** Fukumoto Zosensho—Mukaishima (135)<br>23,02 9,63 2,794<br>19,79 9,61 3,61<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 7913995<br>JL4576<br>121040<br>Df Gc<br>Pfd Rdr<br>RT | **DAITOKU MARU**<br>**Daitoku Kaiun K.K.**<br>Anan, Japan<br>Tokushima Pref. | **688**<br>496<br>1 833 | **1979** Suzuki Shipyard Co. Ltd.—Yokkaichi (316)<br>NK 69,80 4,923<br>65,00 11,50 6,79<br>2 dks | **M General Cargo**<br>G.2 332 B.2 141<br>1 Ha (stl) (36,5 × 8,6) ER | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 224kW a.c.<br>11kn |
| 6510136<br>JG2348<br>96161 | **DAITOKU MARU**<br>ex Ariake Maru No. 2-80<br>ex Oigawa Maru<br>**Ichiro Nakatani**<br>Tsukumi, Japan<br>Oita Pref. | **498**<br>266<br>849 | **1964** Innoshima Dock—Innoshima (143)<br>50,81 8,54 3,709<br>47,30 8,50 4,09<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (23,3 × 5,6) ER | Oil 4SA 6Cy. 370 × 570<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Fuel 24,5t-1,5pd 10,5kn |
| 6819398<br>JHWW<br>102716<br>Df Esd<br>Gc Pfd<br>Rdr | **DAITOKU MARU No. 1**<br>ex Isuzu Maru No. 3-79<br>ex Koei Maru No. 5<br>**Nitta Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref. | **254**<br>113<br>— | **1968** Miho Zosensho K.K.—Shimizu (655)<br>45,09 7,62<br>40,01 7,60 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7509952<br>JM3733<br>117053<br>Rdr | **DAITOKU MARU No. 6**<br>**Daido Sekiyu K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>118<br>524 | **1975** Kyokuyo Zosen Tekko K.K.—Chofu (282)<br>43,95 (BB) 7,83 3,304<br>40,49 7,80 3,38<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 8210314<br>JM5174<br>126883 | **DAITOKU MARU No. 8**<br>**Daido Sekiyu K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **495**<br>336<br>1 195 | **1982** Kochi Jukogyo (Kaisei Zosen) K.K.—Kochi (1537)<br>61,70 4,020<br>56,01 10,00 4,50<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 149 | Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7236593<br>JQOH<br>112298<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITOKU MARU No. 8**<br>ex Jintoku Maru No. 5<br>**Omaezaki Enyo Gyogyo Kyodo-Kumiai**<br>Yamagawa, Japan<br>Kagoshima Pref. | **298**<br>153<br>394 | **1972** Miho Zosensho K.K.—Shimizu (840)<br>50,07 8,03 3,474<br>43,01 8,01 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7850519<br>JK2114<br>94403 | **DAITOKU MARU No. 11**<br>ex Daitoku Maru No. 3-79<br>ex Daifuku Maru No. 11<br>**G.K. Koyo Kisen**<br>Matsushima, Japan<br>Kumamoto Pref. | **371**<br>217<br>640 | **1964** Ujina Zosensho—Hiroshima (428)<br>49,81 3,201<br>47,00 7,41 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,5kn |
| 7322744<br>JFFC<br>114962<br>Df Esd<br>Gc Pfd<br>Rdr | **DAITOKU MARU No. 18**<br>**S. Kuroki**<br>Yamagawa, Japan<br>Kagoshima Pref. | **283**<br>137<br>379 | **1973** Miho Zosensho K.K.—Shimizu (897)<br>50,07 7,83 3,290<br>42,02 7,80 3,64<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 6911122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITOKU MARU No. 18**<br>**Government of The People's Republic of China**<br>China | **282**<br>115<br>— | **1968** Kanasashi Zosensho—Unspecified Works, Shimizu (869)<br>47,71 8,11 2,998<br>41,00 8,08 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7351903<br>JAWP<br>116154<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITOKU MARU No. 31**<br>**Tokumaru Kaiun K.K.**<br>Tokyo Japan | **2 989**<br>1 596<br>4 185 | **1974** Kishimoto Zosen—Kinoe (440)<br>120,53 16,82 6,960<br>NK 110,01 16,79 10,49<br>F 11,3 2 dks | **M General Cargo**<br>Ref.<br>4 Ho ER<br>G.5 894 In.5 603<br>4 Ha (stl) (7,6 × 5,0) (8,3 8,3 8,3 × 3,9)<br>Der 4(5) | Vee Oil 4SA 16Cy. 450 × 540<br>9 680bhp (7 120kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 450kW 445V d.c.<br>Fuel 1 006,0t-32,5pd 17,5kn |
| 7237004<br>7KPR<br>112423<br>Df Gc<br>Pfd Rdr<br>RT | **DAITOKU MARU No. 31**<br>ex Kyowa Maru No. 23-78<br>**Heiichi Jinda**<br>Shichigahama, Japan<br>Miyagi Pref. | **349**<br>188<br>— | **1972** Yamanishi Zosen K.K.—Ishinomaki (705)<br>55,50 9,02 3,296<br>49,87 9,00 5,74<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7930022<br>8JVP<br>124217<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAITOKU MARU No. 51**<br>**Nitta Gyogyo K.K.**<br>Shichigahama, Japan<br>Miyagi Pref. | **299**<br>141<br>373 | **1980** Niigata Eng. Co. Ltd.—Niigata (1675)<br>49,92 (BB) 3,296<br>44,00 8,60 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7037040<br>7JPR<br>109638<br>Gc Rdr<br>RT | **DAIUN MARU**<br>**Fuyo Sogo Lease K.K.**<br>Tokyo Japan | **248**<br>75<br>— | **1970** Shikoku Dockyard Co. Ltd.—Takamatsu (744)<br>29,01 8,54 2,801<br>26,01 8,51 3,92<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 350 × 550<br>Hanshin Nainenki Kogyo Kobe |

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| 5085287<br>JCNK<br>89238<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIWA MARU**<br><br>**Japan Line Ltd.**<br>Tokyo Japan | **9 212**<br>5 655<br>13 435 | **1962** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (818)<br>NK 156,01 19,69 9,018<br>144,99 19,61 12,10<br>F 13,8 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>6 Ho<br>G.19 843 B.18 716 In.219<br>6 Ha (8,2 × 6,0) (13,5 13,5 8,0 13,5 × 7,0) (8,7 × 6,0)<br>18W Der 2(20) 2(10) 14(5) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 224kW 450V a.c.<br>Fuel 1 522,0t-30,0pd | Sulzer<br>Aioi<br><br><br>17,25kn |
| 7652450<br><br><br>Rdr | **DAIWA MARU**<br><br>**Panas Shipping Co. Ltd.** | **492**<br>232<br>1 016 | **1966** Miyoshi Zosen K.K.—Uwajima<br>49,92 3,980<br>48,01 9,01 4,30<br>1 dk | **M General Cargo**<br><br><br><br>1 Ha (24,9 × 6,4) ER | Oil<br>900bhp (662kW)<br>Makita Diesel Co. Ltd. | Japan<br>11kn |
| 6823806<br>JG2521<br>103907 | **DAIWA MARU No. 2**<br><br>**Daiichi Kaiun K.K.**<br>Tokyo Japan | **302**<br>203<br>185 | **1968** Sagami Zosen Tekko K.K.—Yokosuka (145)<br>41,41 7,01 2,896<br>39,53 6,99 3,51<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 7852294<br>JG4249<br>109915 | **DAIWA MARU No. 38**<br><br><br>Yokohama Japan<br>Kanagawa Pref. | **310**<br>214<br>500 | **1970** Edogawa SB. Co. Ltd.—Tokyo<br>42,30 3,001<br>39,50 8,50 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>440bhp (324kW)<br>Matsui Iron Works Co. Ltd. | Japan<br>10,5kn |
| 7026015<br>JI2559<br>109623<br>Rdr RT | **DAIYA MARU**<br><br>**Kyowa Sangyo Kaiun K.K. (Kyowa Marine Transportation Co. Ltd.)**<br>Osaka, Japan<br>Osaka Pref. | **1 323**<br>624<br>1 103 | **1970** Taguma Zosen—Innoshima (85)<br>69,30 11,43 4,369<br>63,99 11,41 5,59<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 1 462 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki<br>Gen 2 × 96kW 445V a.c.<br>Fuel 55,5t (hvf)-5,0pd | Kobe<br><br>11,5kn |
| 7653088<br>JL3833<br>111450<br>Rdr | **DAIYA MARU**<br>ex Shosei Maru-79<br>**Sanyo Kisen Y.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **492**<br>288<br>997 | **1971** Yamanaka Zosen K.K.—Namikata (85)<br>54,21 4,101<br>49,46 9,01 4,20<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 173 | Oil<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. | Japan<br>10,5kn |
| 7106748<br>JM3300<br>110479<br>Rdr | **DAIYO MARU**<br><br>**G.K. Nakatsuru Gumi**<br>Tsukumi, Japan<br>Oita Pref. | **994**<br>607<br>2 050 | **1971** Honda Zosen—Saiki (587)<br>70,39 11,54 4,903<br>65,69 11,51 5,59<br>1 dk | **M Cement Carrier**<br><br>1 Ho ER | Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 48kW 225V a.c. | Niigata<br><br>13kn |
| 7506352<br>JL4144<br>117500 | **DAIYO MARU No. 5**<br><br>**Hojo Kyodo Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **494**<br>280<br>1 502 | **1975** Kochi Jukogyo K.K.—Kochi (891)<br>11,03 4,141<br>60,94 11,00 5,85<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7950149<br>JBJW<br>109597 | **DAIYOSHI MARU No. 1**<br><br>**Shoichiro Oi**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **130**<br>55<br>— | **1970** Katsuura Dockyard Co. Ltd.—Nachi-Katsuura (52)<br>*31,00*<br>7,00 2,70<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. | Japan |
| 7926978<br>JL4657<br>124073<br>Rdr RT | **DAIYU MARU**<br><br>**Daiwa Senpaku K.K.**<br>Johen, Japan<br>Ehime Pref. | **696**<br>482<br>1 500 | **1979** Kochi Jukogyo (Kaisei Zosen) K.K. —Kochi (1336)<br>4,701<br>65,03 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7530406<br>JG3563<br>119157<br>Rdr RT | **DAIYU MARU**<br><br>**Myoryu Kaiun K.K.**<br>Tokyo Japan | **534**<br>384<br>1 255 | **1976** Kochi Jukogyo K.K.—Kochi (936)<br>9,83 4,301<br>54,01 9,81 4,50<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 6811554<br>JK2582<br>100746 | **DAIYU MARU**<br><br>**Tsuneo Nishida**<br>Hiroshima, Japan<br>Hiroshima Pref. | **285**<br>167<br>406 | **1967** Sokooshi Zosensho K.K.—Higashino (176)<br>54,16 8,31 2,769<br>31,98 8,28 3,08<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7810337<br>JJ3129<br>118869<br>Rdr | **DAIYU MARU**<br><br>**K.K. Yoko Unyu**<br>Kobe, Japan<br>Hyogo Pref. | **199**<br>120<br>530 | **1978** Hakata Zosen K.K.—Hakata (203)<br>... ... ...<br>41,03 7,51 3,41<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 6917906<br>JKWO<br>101560<br>Df Pfd<br>Rdr RT | **DAIYU MARU No. 3**<br><br>**Ohama Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **111**<br>17<br>109 | **1968** K.K. Izutsu Zosensho—Nagasaki (501)<br>35,56 7,14 2,388<br>29,62 6,61 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 275 × 400<br>750bhp (552kW)<br>Makita Tekkosho | Takamatsu |
| 7741562<br>JL4307<br>122501<br>Df Gc<br>Pfd Rdr<br>RT | **DAIYU MARU No. 7**<br><br>**Daiyu Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **116**<br>22<br>— | **1977** K.K. Izutsu Zosensho—Nagasaki (762)<br>38,10 7,80<br>30,84 7,00 2,80<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| 7204758<br><br><br>Df Esd<br>Gc Rdr<br>RT | **DAIYU MARU No. 8**<br><br>**Frabal Shipping & Ice Plant Corp.** | **299**<br>127<br>— | **1971** K.K. Ichikawa Zosensho—Ise (1297)<br>7,73 3,271<br>44,58 7,70 3,66<br>1 dk<br>RW | **TM Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo | Kobe |

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| 7530755<br>JK3811<br>115560<br>Rdr | **DAIYU MARU No. 8**<br>**Isamu Ojima**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>128<br>550 | **1976** Ura Kyodo Zosensho—Awaji (165)<br>7,52<br>41,99 7,51 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7828413<br>7LNJ<br>119713<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAIYU MARU No. 8**<br>**Daiyu Gyogyo K.K.**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **194**<br>95<br>216 | **1979** Yamakawa Zosen Tekko K.K.<br>—Kagoshima (636)<br>44,71 2,531<br>37,80 7,41 3,08<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440 reduction geared to sc. shaft<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6620474<br>8KBP<br>97583<br>Df Esd<br>Pfd Rdr<br>RT | **DAIYU MARU No. 11**<br>**Kosode Gyogyo K.K.**<br>Kuji, Japan<br>Iwate Pref. | **199**<br>104<br>— | **1966** Nagasaki Zosen K.K.—Nagasaki (125)<br>39,10 6,63 2,845<br>34,50 6,61 3,26<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu |
| 6620486<br>JALO<br>97587<br>Df Esd<br>Pfd Rdr<br>RT | **DAIYU MARU No. 12**<br>**Hamada Sangyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **199**<br>104<br>— | **1966** Nagasaki Zosen K.K.—Nagasaki (126)<br>39,10 6,63 2,845<br>34,50 6,61 3,26<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu |
| 6620498<br>JANH<br>99622<br>Df Esd<br>Pfd Rdr<br>RT | **DAIYU MARU No. 13**<br>**Ohama Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **199**<br>104<br>— | **1966** Nagasaki Zosen K.K.—Nagasaki (127)<br>39,10 6,63 2,845<br>34,50 6,61 3,26<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu |
| 6716182<br>JAOX<br>99626<br>Df Esd<br>Pfd Rdr<br>RT | **DAIYU MARU No. 15**<br>**Ohama Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **199**<br>104<br>— | **1966** Nagasaki Zosen K.K.—Nagasaki (128)<br>34,98 6,58 2,820<br>34,45 6,56 3,20<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu |
| 6716194<br>JJWD<br>99637<br>Df Esd<br>Pfd Rdr<br>RT | **DAIYU MARU No. 16**<br>**Ohama Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **199**<br>105<br>— | **1966** Nagasaki Zosen K.K.—Nagasaki (129)<br>34,98 6,58 2,820<br>34,45 6,56 3,20<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 290 × 430<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu |
| 7419640<br>JL4077<br>117421<br>Df Esd<br>Rdr RT | **DAIYU MARU No. 26**<br>**Daiyu Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **454**<br>228<br>— | **1974** Kochi Jukogyo K.K.—Kochi (1203)<br>8,82 3,734<br>49,94 8,79 4,25<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7904138<br>7LMN<br>119627<br>Df Gc<br>Pfd Rdr<br>RT | **DAIYU MARU No. 28**<br>**Daiwa Gyogyo K.K.**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **224**<br>117<br>— | **1979** Sanuki Zosen Tekkosho K.K.<br>—Takuma (1027)<br>... ... ...<br>40,01 7,80 3,10<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 260 × 440<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7923885<br>JL4642<br>123057<br>Df Esd<br>Pfd Rdr<br>RT | **DAIYU MARU No. 65**<br>**Daiyu Gyogyo K.K.**<br>Misho, Japan<br>Ehime Pref. | **157**<br>85<br>256 | **1979** K.K. Murakami Zosensho—Ishinomaki (1032)<br>36,43 (BB) 7,50<br>7,21 2,80<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 290<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7929877<br>JL4806<br>123978<br>Gc Rdr<br>RT | **DAIZEN MARU**<br>**Hakuho Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>335<br>1 600 | **1980** Murakami Hide Zosen K.K.—Hakata (177)<br>4,352<br>65,03 11,51 6,33<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 6622173<br>ZADF<br>Df Esd<br>Gc Rdr<br>RT | **DAJTI**<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **3 326**<br>1 849<br>4 581 | **1957** VEB Schiffswerft "Neptun"—Rostock<br>102,42 14,43 6,655<br>95,46 14,41 7,90<br>1 dk | **S General Cargo**<br>4 Ho 12,9 19,5 ER 16,7 14,1<br>4 Ha (8,4 11,7 × 5,0) ER (8,4 7,1 × 5,0) | C 4Cy. (2) 465 & (2) 1000 × 1000 & LP turb<br>2 847ihp (2 094kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,5kn |
| 7329039<br>CNAW<br>Df Esd<br>Gc Rdr<br>RT | **DAKHLA**<br>ex Anglian Merchant-81<br>ex Merc Nordia-77<br>**Marine Royale**<br>Casablanca Morocco | **500**<br>325<br>1 150 | **1973** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (333)<br>NV (BV) 76,43 (BB) 12,30 3,469<br>68,03 12,22 6,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 188 B.2 884<br>2 Ha (stl) (23,4 18,9 × 8,0) ER<br>4W Cr 2(5) Der 4(5) | Vee Oil 4SA 10Cy. 225 × 300<br>1 250bhp (919kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 99,5t (d.o.)-4,5pd 10kn |
| 7503506<br>DGID<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAKOTA**<br>**Partenreederei m.s. 'Dakota'**<br>Atlantic-Rhederei F. & W. Joch<br>Hamburg Federal Republic of Germany | **4 811**<br>3 034<br>8 000 | **1976** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (168)<br>GL 118,47 17,51 7,259<br>108,72 9,02<br>P 25,0 F 14,4 1 dk | **M Tanker**<br>SBT<br>Ice strengthened<br>18 Ta ER<br>L.(oil) 9 032 HeCls. C | 2 Oil 4SA each 6Cy. 320 × 420 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 186kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 440,0t (d.o.)-16,5pd 14kn |

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| **7350624**<br>TFTQ<br>1379<br>Df Esd<br>Rdr RT | **DALA RAFN**<br>ex Olduljan-81 ex Mummi-80<br>ex Kopanes-75<br>**Thordur Rafn Sigurdsson**<br>Vestmannaeyjar Iceland | **142**<br>53<br>— | | **1974** Slippstodin h/f—Akureyri (53)<br>31,07 6,68<br>6,66 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 159 × 203<br>1 075bhp (791kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **8201181** | **DALAL**<br>**West Coast Fisheries**<br>Lagos Nigeria | **130**<br>—<br>— | | **1981** Marine Mart Inc.—Port Isabel, Tx<br>25,33<br>... ... ... | **M Fishing**<br>Side-fishing Beam-fishing | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7005724**<br>TCCH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALAMAN**<br>**Koctug Denizcilik Isletmesi**<br>**Donatma Istiraki (Koctug Lines) (Koctug Shipping & Trading Inc.)**<br>Istanbul Turkey | T.Mk<br>**9 997**<br>6 615<br>15 352 | **✠100A1** SS 2/79<br>strengthened for heavy cargoes, No. 1 hold may be empty<br>Ice Class 3<br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4625 | **1970**-8 A.G. "Weser" Werk Seebeck —Bremerhaven (946)<br>149,82(BB) 21,06 9,075<br>139,25 21,01 12,20<br>F 14,4 2 dks<br>rf nil<br>6BH WB3448t incl. DTm451t | **M General Cargo**<br>4 Ho 18,9 27,8 27,8 22,1 ER<br>G.21 665 B.19 843<br>4 Ha (stl) (12,6 × 7,7) (18,7 18,7 12,7 × 10,3) ER<br>16W Der 1(120) 6(8-15) 10(5-10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>C.R.D. Adriatico Trieste<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 390kW 1 × 148kW 440V 60Hz a.c.<br>16kn |
| **7217597**<br>SJYV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALANAS**<br>ex Hai-81<br>**R/A Dalavik**<br>Goteborg Sweden | **1 594**<br>913<br>3 078 | (GL) | **1972** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (N6.7103)<br>86,62 12,68 5,769<br>78,59 12,50 7,14<br>1 dk | **M Tanker**<br>Ice strengthened<br>11 Ta ER<br>L.(oil) 3 727 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 154,0t (d.o.)-9,0pd 12kn |
| **8014394**<br>ELCG9<br>7268<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DALANGER**<br>**Bergdal Shipping Corp.**<br>Naess Shipping (Holland) B.V.<br>Monrovia Liberia | **17 932**<br>11 201<br>29 912 | **✠100A1**<br>chemical tanker cargo Type B in association with an approved list of defined cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL Gt 577,5/60,0U3<br>FN 6442 | **1982**-6 Minami-Kyushu Zosen K.K.—Usuki (552)<br>174,02(BB) 25,43 10,711<br>162,01 25,40 14,36<br>P 10,1 F 16,5 1 dk<br>rf nil<br>9BH WB1764T | **M Tanker**<br>Oil Chemical<br>15 Ta ER<br>L.37 023 L.(oil) 38 685 HeCls. C | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 3 × 520kW 445V 60Hz a.c.<br>Fuel 219,0t (d.o.) 1 523,0t (hvf)-38,0pd<br>15kn |
| **7418622**<br>UKUL<br>M-12406 | **DALARIK**<br>**U.S.S.R.-'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>89 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **6720987**<br>TFRL<br>1056<br>Df Esd<br>Rdr RT | **DALAROST**<br>ex Isleifur-81<br>**Glettingur H/f**<br>Thorlakshofn Iceland | **239**<br>86<br>— | NV | **1967** Skaalurens Skibsbyggeri A/S —Rosendal (211/25)<br>38,13 7,35 3,582<br>33,66 7,32 3,71<br>1 dk<br>BK 127 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (each 2,5 × 1,5) ER<br>1W Der 1(3) | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 1 × 35kW 1 × 25kW 1 × 6kW 220V d.c.<br>Fuel (d.o.) |
| **6604303**<br>SFGE<br>10694<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALAVIK**<br>**R/A Dalavik**<br>Christensson & Co.<br>Styrso Sweden | **999**<br>582<br>2 131 | **✠100A1** SS 7/79<br>oil tanker<br>Ice Class 2<br>**✠LMC**<br>EL K<br>FN 1140 | **1966**-5 Karlstads Varv A/B—Karlstad (146)<br>78,09 10,24 4,642<br>72,90 10,22 5,41<br>P 18,9 RAD 11,3 F 14,1 1 dk<br>rf 178 len & deepened 72<br>10BH WB177t incl. TwDf103t | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 612 | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>AuxB 142lbf/in² (9,8bar)<br>✠ NAuxB 4/72 142lbf/in² (9,8bar)<br>Gen 2 × 40kW 1 × 32kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.)-5,0pd |
| **7418610**<br>UHWF<br>M-12407 | **DALAY**<br>**U.S.S.R.-'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>89 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7118600**<br>TFYD<br>1481<br>Esd Gc<br>Rdr RT | **DALBORG**<br>ex Lucia Garau-77<br>**Soltunarfelag Dalvikur H/f**<br>Dalvik Iceland | **278**<br>135<br>— | **100A1** SS 2/81<br>stern trawler<br>**LMC**<br>EL m $\frac{15}{16}$"SQ<br>FN 366<br>RI | **1971** Cant. Nav. M. Morini & C.—Ancona (126)<br>39,27 8,03 3,645<br>31,02 7,83 3,94<br>2 dks<br>5BH WB17T incl. DTf 8T | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft<br>2 Ho<br>In.235 | Oil 4SA 6Cy. 320 × 450 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 380V 50Hz a.c.<br>13kn |
| **5131696**<br>LEDT<br>13835<br>Df Esd | **DALBUEN**<br>ex Flobjorn-77 ex Manes-70<br>ex Glannoy<br>**Arvid Martinsen**<br>Tromso Norway | **143**<br>56<br>— | NV | **1954** A. M. Liaaen Skibs. & M/V. —Alesund (90)<br>32,26 6,30 3,396<br>29,16 6,25 3,28<br>P - F - 1 dk<br>rf 1275 BK 157 len 56 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>3 Ha (0,4 × 0,7) (0,9 × 1,5) (3,0 × 1,6) ER<br>Der 1(3) | Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW) NE 67<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 25kW 1 × 11kW 220V d.c.<br>Fuel 22,5t (d.o.)-1,5pd 10kn |
| **7519127**<br>349298<br>RT | **DALDY**<br>**Auckland Harbour Board**<br>Auckland New Zealand | **226**<br>0<br>340 | ✠Classed LR until 13/1/78 | **1977**-5 Whangarei Eng. & Cons. Co. Ltd. —Whangarei (149)<br>29,67 8,97 2,972<br>27,46 8,56 3,59<br>1 dk<br>rf 254 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 400V 50Hz a.c.<br>2 Directional propellers |
| **7200908**<br>WX8999<br>508634 | **DALE & DAVID**<br>**Newmat Fishing Inc.**<br>Biloxi, Ms United States of America | **139**<br>94<br>— | | **1967** Graham Boats Inc.—Pascagoula, Ms<br>*22,59* 6,71<br>3,69 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |

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| **7357191**<br>EQGZ<br>321<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALEER**<br>ex Rostam-79 ex Progress King-78<br>**Atomic Energy Organization of Iran**<br>Bandar Bushehr Iran | **173**<br>10<br>— | | AB | **1974** Sing Koon Seng Ltd.—Singapore (155)<br>24,36 7,60 3,353<br>23,91 3,81<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW a.c.<br>10kn |
| **5085407**<br>GHBG<br>301708<br>Esd Rdr<br>RTm/v | **DALEGARTH**<br><br>**Cory Ship Towage Ltd.**<br>Milford Haven United Kingdom | **306**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 7/82<br><br><br>EL (e)<br>FN 455 | **1960**-6 Henry Scarr Ltd.—Hessle (765)<br>39,07 9,05 3,734<br>35,06 8,69 4,27<br>RW rf 533 BK 152<br>3BH WB83t | **M Tug**<br>Salvage | Oil 2SA 7Cy. 340 × 570 sr reverse geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 71,0t (d.o.) |
| **7421136**<br>UHXK<br>M-12408 | **DALEKOYE**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>89 | | RS | **1974** U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| **7741976**<br>OW2222<br>D2621<br>RT | **DALENNI**<br><br>**P/R Mykines**<br>Sorvag Faroe Islands | T.Mk<br>**164**<br>59<br>— | | NV | **1978** P/f Torshavnar Skipasmidja & M/V —Torshavn (23)<br>28,30 7,52<br>23,50 3,41<br>2 dks<br>rf 1003 BK 102 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Aabenraa |
| **7213486**<br>GQUP<br>303247<br>Esd Pfd<br>Rdr RT | **DALEWOOD**<br>ex Maureen June-79<br>**Don Fishing Co. Ltd.**<br>The John Wood Group (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **115**<br>42<br>65 | ✠Classed LR until 16/10/81 | | **1972**-6 J. Lewis & Sons Ltd.—Aberdeen (372)<br>*24,21* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 25kW 415V 50Hz a.c.<br>11kn |
| **7217133**<br><br>539033<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DALEY**<br><br>**Midland Enterprises Inc.**<br>Boston, Ma United States of America | **181**<br>123<br>— | | AB | **1972** Southern SB. Corp.—Slidell, La (96)<br>29,27 9,00 3,963<br>28,10 8,54 4,58<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br><br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 210V 60Hz a.c.<br>Fuel 110,5t (d.o.) |
| **5085457**<br>TCIE<br>4265 | **DALGA**<br><br>**Ayse Colakogluan**<br>Istanbul Turkey | **289**<br>151<br>400 | | (BV) | **1951** Gutehoffnungshuette Sterkrade A.G. —Walsum<br>26,50 6,46 2,388<br>22,99 6,41 3,00<br>1 dk<br>conv Fish Carrier 74 | **M General Cargo**<br><br><br><br><br>1 Ha (1,9 × 1,9) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 285 × 420<br>250bhp (184kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 18,5t (d.o.) 7kn |
| **7016929**<br>HOSB<br>1528-71<br>Df Esd<br>Gc Rdr<br>RT | **DALIA**<br><br>**Cement Freighters S.A.**<br>Panama Panama | **3 317**<br>1 703<br>5 300 | ✠**100A1**<br><br>✠**LMC** | SS 12/80<br><br><br>EL T 1$\frac{3}{4}$"U2<br>FN 2379 | **1970**-7 Howaldtswerke-Deutsche Werft —Kiel (18)<br>106,61 15,55 6,770<br>99,70 15,50 8,36<br>P 32,0 F 12,8 1 dk<br>rf nil<br>NS 8BH WB2135t incl. DTf312t | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft | 2 Oil 4SA each 8Cy. 400 × 580 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>AuxB (ex.g) 5kgf/cm$^2$ (4,9bar)<br>Gen 2 × 1000kW 2 × 240kW 380V 50Hz a.c. |
| **5135549**<br>SYTU<br>7480<br>Df Esd<br>Gc Rdr | **DALIA A**<br>ex Enterprise-82<br>ex Grecian Valour-80<br>**Vero Ventures Inc.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **9 132**<br>5 562<br>— | ✠**100A1**<br>Str. nav. ice<br>✠**LMC** | SS 9/80<br><br><br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4225 | **1957**-10 Luebecker Flender-Werke AG. —Luebeck-Siems (481)<br>148,01 18,85 9,297<br>137,19 18,75 12,04<br>P 17,4 F 15,6 2 dks<br>RW rf nil<br>7BH WB2382t incl. Tunnel tanks 367t DTm419t | **M General Cargo**<br><br>6 Ho 18,5 24,0 15,2 19,5 22,8 7,6<br>G.19 362 B.17 794<br>5 Ha (stl) (9,0 16,0 9,0 11,2 11,2 × 8,0) 1 Ha (w) (8,0 × 4,9) ER<br>13W Der 1(30) 10(5) 2(3) 2(2) | Oil 2SA 8Cy. 700 × 1200<br>5 340bhp (3 928kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>✠ NAuxB 1/62 115lbf/in$^2$ (8,0bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 085,0t (hvf) 14,75kn |
| **5246099**<br>H9PG<br>11278 -81A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DALIA D**<br>ex Najade-81<br>**Altis Maritime Co S.A.**<br>Panama Panama | **3 124**<br>1 666<br>5 284<br>**4 818**<br>2 832<br>6 820 | | GL | **1961** Blohm & Voss A.G.—Hamburg (819)<br>121,24 16,21 6,859/7,798<br>110,01 9,38<br>1 dk & S dk | **M General Cargo** OSD/CSD<br><br>4 Ho 8,9 16,0 14,0 8,9<br>G.10 006 B.9 152<br>4 Ha (stl) (8,9 16,0 × 6,1) (14,0 × 7,7) (8,9 × 6,1)<br>2W Der 1(60) 1(15) 12(5) | Oil 2SA 6Cy. 720 × 1200<br>5 400bhp (3 972kW) MAN<br>Blohm & Voss A.G. Hamburg<br>Gen 3 × 180kW 400V<br>Fuel 712,0t (d.o.) 16kn |
| **7017260**<br>HZJJ<br>187/99<br>Df Esd<br>Gc Rdr<br>RTh/v | **DALIA I**<br>ex Mini Leo-79<br>ex American Mark-71<br>ex Mini Leo-70<br>**Dalia Shipping Co.**<br>Jeddah Saudi Arabia | **1 750**<br>1 182<br>3 067 | | AB | **1970** Hakodate Dock Co. Ltd.—Muroran (474)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br><br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>4 Ha (stl) (19,5p&s 19,5p&s × 5,1) ER<br>Cr 2(15) | 2 Oil 4SA each 6Cy. 260 × 320 reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,25kn |
| **7015391**<br>HZJK<br>188/99<br>Df Esd<br>Gc Rdr<br>RTh/v | **DALIA II**<br>ex Mini Lake-79<br>ex American Muse-71<br>ex Mini Lake-70<br>**Dalia Shipping Co.**<br>Jeddah Saudi Arabia | **1 750**<br>1 182<br>3 067 | | AB | **1970** Hakodate Dock Co. Ltd.—Muroran (475)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br><br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>4 Ha (stl) (19,5p&s 19,5p&s × 5,1) ER<br>Cr 2(15) | 2 Oil 4SA each 6Cy. 260 × 320 reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,25kn |
| **7121580**<br>YTRI | **DALIBOR**<br>ex PB-35<br>**Oour Vrsar Tours**<br>Pula Yugoslavia | **126**<br>56<br>— | | | **1951** Brodogradiliste i Tvornica Dizel Motora "Split"—Split<br>30,00 5,49 1,829<br>27,84 2,49<br>1 dk | **M Ferry** —P<br><br>Mchy.aft | Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 1 × 2,5kW 24V d.c. |

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| **5085524**<br>SUGF<br>RT | **DALIL TOLBA**<br>ex Dalil ex Hardi-58<br>**Elsayed Gaber Tolba (General Marine Contractors)**<br>Alexandria Egypt | **215**<br>97<br>— | **100A1** SS 5/79<br>pilot vessel for Egyptian coastal service & Red Sea service north of Jeddah<br>**LMC**<br>EL (E) 275,0/25,0U1<br>FN 406<br>(BV) | **1912** Lobnitz & Co. Ltd.—Renfrew (742)<br>37,04 7,60 3,601<br>35,01 7,32 4,27<br>1 dk<br>R rf 1067<br>4BH WBnil | **S Tug/Pilot Tender** | C 2Cy. 559 & 1143 × 457<br>Lobnitz & Co. Ltd. Renfrew<br>SB (o.f.) 7kgf/cm$^2$ (6,9bar) hs5,6<br>Gen 1 × 6kW 1 × 5,5kW 1 × 4,5kW 110V d.c.<br>Fuel (o.f.) |
| **5085550**<br>WH3005<br>272216<br>Rdr RTm | **DALLAS**<br>**Parker Towing Co. Inc.**<br>Mobile, Al United States of America | **257**<br>118<br>— | | **1956** Arnold V. Walker Shipyard —Pascagoula, Ms (112)<br>*23,75* 10,06<br>... ... ... | **TM Tug** | 2 Oil 2SA each 4Cy. 206 × 254<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 60kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| **6621064**<br>PJKR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALLIA**<br>**Curacaosche Scheepv. Maats. N.V.**<br>Shell Tankers B.V.<br>Willemstad Netherlands Antilles | **39 481**<br>25 945<br>71 174 | **✠100A1** SS 5/80<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt $3\frac{9}{16}$"SQ<br>FN 11765 | **1967**-3 A/S Rosenberg M/V—Stavanger (188)<br>243,85 33,58 13,259<br>231,76 33,53 17,23<br>P 16,5 F 25,0 1 dk<br>rf 127<br>10BH WB14414t incl. 14033t in clean ballast tanks | **M Tanker**<br>IGS<br>13 Ta ER<br>L.(oil) 83 744 HeCls. B<br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840 × 1800<br>18 000bhp (13 240kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>3 WTAuxB 441lbf/in$^2$ (30,5bar) Spt 270,0°C 398lbf/in$^2$ (27,5bar)<br>Gen 2 × 600kW 220/440V 1 × 560kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **7403550**<br>GUTE<br>365968<br>Df Esd<br>Gc Rdr<br>RT | **DALLINGTON**<br>**M.H. Shipping Co. Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>London United Kingdom | **7 658**<br>4 839<br>12 140 | **✠100A1** SS 2/81<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3809 | **1975**-11 Verolme Scheepswerf Heusden B.V.—Heusden (911)<br>137,60(BB) 18,67 7,925<br>130,00 18,60 10,70<br>P 23,8 F 10,7 1 dk<br>rf nil<br>NS 6BH WB3708T incl. Comb btm & STs in holds 3406T | **M Bulk Carrier**<br>3 Ho 30,8 33,3 31,0 ER<br>G.14 166<br>3 Ha (stl) (24,9 × 10,9) (26,6 26,6 × 13,5) ER | Oil 4SA 9Cy. 410 × 470 sr geared to sc. shaft<br>6 500bhp (4 781kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 614,5t (d.o.) 14kn |
| **7208170**<br>EWRW<br>M-30928 | **DALLIYA**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **587**<br>225<br>429 | RS | **1971** .............U.S.S.R.<br>54,23 9,38 3,901<br>4,75<br>1 dk | **M Fishing**<br>2 Ho<br>B.418<br>2 Ha (each 1,5 × 1,6)<br>Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11,75kn |
| **7386855**<br>A8UG<br>5289<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DALMA**<br>Launched as Afran Odyssey-75<br>**Dalma Tanker Co. Inc.**<br>P&O Deep Sea Cargo Division<br>Monrovia Liberia | **124 234**<br>102 357<br>265 120 | AB | **1975** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (236)<br>349,82(BB) 52,51 20,194<br>336,20 51,80 25,76<br>1 dk<br>rf nil | **TM Tanker**<br>SBT IGS CBT<br>22 Ta ER<br>L.(oil) 323 183 HeCls. BC | 2 Oil 2SA each 7Cy. 900 × 1550<br>40 600bhp (29 864kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 4 × 600kW 450V 60Hz a.c.<br>Fuel 341,0t (d.o.) 15 879,0t (hvf) 16,5kn |
| **7333262** | **DALMA**<br>**Abu Dhabi Sea Port Authority**<br>Abu Dhabi United Arab Emirates | **156**<br>0<br>60 | **✠100A1** SS 7/78<br>tug<br>Mina Zayed harbour service<br>**✠LMC**<br>EL (b) $\frac{3}{4}$"SQ<br>FN 291 | **1974**-1 Karachi Shipyard & Eng. Works Ltd.—Karachi (S141)<br>28,12 7,70 2,896<br>25,38 7,65 3,81<br>RAD 1,6<br>rf 559 BK 76<br>4BH | **M Tug**<br>1 Ha (stl) (0,9 × 0,9) | Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 1 × 40kW 1 × 38kW 415V 50Hz a.c.<br>Fuel 34,5t (d.o.) 10,5kn |
| **6411964**<br>YTND<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALMACIJA**<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **5 651**<br>2 825<br>1 701 | BV JR | **1965** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (243)<br>116,87 16,51 5,281<br>105,01 16,50 6,91<br>3 dks | **TM Passenger Ship**<br>312bth P<br>3 Ho<br>3 Ha (stl) (4,5 × 2,8) (6,2 × 4,0) (6,8 × 3,8)<br>Cr 4(5) 1(2,5) | 2 Oil 2SA each 10Cy. 480 × 700<br>7 500bhp (5 517kW) Sulzer<br>Jugoturbina Karlovac<br>Gen 5 × 218kW 400V a.c.<br>Fuel 274,5t 17kn |
| **5085574**<br>319/78<br>Esd<br>RTm/h/v | **DALMAH**<br>**Abu Dhabi Marine Operating Co. (ADMA-OPCO)**<br>Ocean Inchcape Ltd.<br>Abu Dhabi United Arab Emirates | **366**<br>0<br>— | **✠100A1** SS 4/79<br>tug<br>**✠LMC**<br>EL (f) $1\frac{1}{4}$"<br>FN 515 | **1962**-2 Scott & Sons (Bowling) Ltd. —Bowling (427)<br>40,06 10,09 3,810<br>36,86 9,61 4,35<br>B 13,5<br>RW rf 457 BK 178<br>3BH WB50t | **M Tug** | Oil 2SA 8Cy. 368 × 483 with flexible coupling & sr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 67kW 220V d.c.<br>Fuel (d.o.) |
| **6704000**<br>9VCC<br>344301<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DALMAR**<br>ex Woermann Nyanga-74<br>ex Meridian-69<br>**Dalmarine Carriers S.A.**<br>Transocean Liners Reederei G.m.b.H.<br>Singapore Singapore | **9 429**<br>6 205<br>15 000 | BV | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (1962)<br>147,02 21,24 8,713<br>136,00 21,20 11,79<br>1 dk<br>RW rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 22,7 26,3 26,3 26,3 ER<br>G.20 640 B.19 839<br>4 Ha (15,0 19,5 19,5 19,5 × 9,9) ER<br>Der 2(15) 6(10) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 250kW 110V 60Hz a.c.<br>Fuel 1 051,5t (hvf) 16,5kn |
| **7029627**<br>GOUC<br>339720<br>Esd Rdr<br>RTv | **DALMARNOCK**<br>**Strathclyde Regional Council (Department of Sewerage)**<br>Glasgow United Kingdom | **2 266**<br>838<br>3 422 | **✠100A1** CS 12/80<br>sludge carrier<br>**✠LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1883 | **1970**-12 James Lamont & Co. Ltd.—Port Glasgow (412)<br>95,41 15,63 4,420<br>89,92 15,09 5,85<br>F 11,0 1 dk<br>rf 152<br>7BH WB1163t | **M Sludge Carrier**<br>6 Ta ER<br>L.2 939<br>Cr 1(0,5) Der 1(3) | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>2 500bhp (1 839kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 250kW 420V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 120,0t (d.o.) 12kn |
| **7436791**<br>WYU8<br>104<br>525636 | **DALMATIAN**<br>ex John McNiven<br>ex Maj. Halbert H. Noyes<br>**Danny R. Edwards Trustee Co.**<br>Houston, Tx United States of America | **168**<br>114<br>— | (AB) | **1942** Equitable Equipment Co. —Madisonville, La (154)<br>... ... ...<br>29,85 7,62 3,28<br>1 dk | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 368 × 508<br>National Supply Co. U.S.A.<br>Fuel 115,0t (d.o.) |

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| 5158357<br>390432<br>Df Esd<br>RT | **DALMATION**<br>ex Ignacio de Loyola-81<br>**Monkfish Ltd.**<br>Guernsey Channel Islands (British) | **250**<br>152<br>— | BV | **1959** Enrique Lorenzo y Cia. S.A.—Vigo (242)<br>38,41 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 15kW 115V d.c.<br>Fuel 86,5t (d.o.) 11,5kn |
| 7211488<br>IKAW<br>3509<br>Pfd Rdr<br>RTm/h/v | **DALMAZIA**<br>Launched as Trollhattan<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **177**<br>35<br>— | RI | **1972** Cant. Nav. Solimano—Savona (37)<br>29,11 7,35 3,960<br>26,12 7,32 4,50<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 12Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 35kW 220V d.c.<br>Fuel 73,0t (d.o.) 13kn |
| 5085639<br>SPQB<br>3509<br>Df Esd<br>Gc Rdr<br>RT | **DALMOR**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Dalmor'**<br>Gdynia Poland | T.Mk<br>**2 325**<br>954<br>1 489 | PR | **1960** Stocznia Gdanska im. Lenina—Gdansk (B15/02)<br>85,02 13,82 5,531<br>75,01 13,77 9,73<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 435 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 4 × 250kW 1 × 24kW 230V d.c.<br>12,5kn |
| 6521800<br>UGRE<br>M-27635<br>Df Esd<br>Gc Rdr<br>RT | **DALNEGORSK**<br>ex Tetyukhe-73<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 224**<br>1 560<br>4 235 | RS | **1965** VEB Schiffswerft "Neptun"—Rostock<br>105,85 14,64 6,560<br>95,71 14,56 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 775<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,9 × 7,0)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 13,5kn |
| 5159296<br>USLY<br>M-26893<br>Df Esd<br>Gc Rdr<br>RT | **DALNERECHENSK**<br>ex Iman-73<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 247**<br>1 627<br>4 375 | (RS) | **1962** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>95,71 14,38 7,93<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 918 B.5 635<br>4 Ha (stl) (9,0 × 6,0) (7,7 × 7,0) ER (7,7 10,9 × 7,0)<br>8W Der 1(15) 8(5) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>14kn |
| 7436428<br>EWVP<br>M-7952<br>Df Esd<br>Gc Rdr<br>RT | **DALNERECHENSK**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **720**<br>221<br>334 | RS | **1974** ..............U.S.S.R.<br>53,73 (BB) 10,70 4,290<br>6,00<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.295<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller aft , 1 fwd<br>12kn |
| 7045188<br>EWEK<br>M-6252<br>Df Esd<br>Rdr RT | **DALNEVOSTOCHNIK**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **633**<br>222<br>318 | RS | **1970** ..............U.S.S.R.<br>54,21 9,38 3,810<br>48,72 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 6854013<br>UVZN<br>M-20030 | **DALNEVOSTOCHNIK**<br>**U.S.S.R. -Hydrometeorological Service**<br>Korsakov U.S.S.R. | **259**<br>85<br>104 | RS | **1951** ..............East Germany<br>38,49 7,29 2,299<br>3,51<br>1 dk | **M Research**<br>Ice strengthened<br>2 Ho<br>B.216<br>2 Ha (1,6 1,9 × 1,9)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| 6800660<br>USWO<br>M-22513<br>Df Esd<br>Gc Rdr<br>RT | **DALNEVOSTOCHNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 230**<br>1 130<br>2 637 | RS | **1960** ..............Leningrad<br>99,35 14,03 5,720<br>90,00 13,97 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 4,1 × 3,5) ER<br>6W Der 1(10) 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 3 040kW connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>13,5kn |
| 5085641<br>UYYP<br>M-24770<br>Df Esd<br>Gc Rdr<br>RT | **DALNIY**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 174**<br>1 700<br>4 386 | RS | **1960** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>95,71 14,36 7,93<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (9,0 × 6,0) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(40) 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 3 × 184kW 400V<br>Fuel 394,0t (d.o.) 12,5kn |
| 5085653<br>USZQ<br>M-12130<br>Df Esd<br>Gc Rdr<br>RT | **DALNIY VOSTOK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **16 974**<br>9 141<br>11 466 | RS | **1963** Kieler Howaldtswerke A.G.—Kiel (1169)<br>182,00 23,86 8,891<br>168,00 23,80 16,95<br>P 43,6 F 6,1 2 dks, pt 3rd dk<br>conv Whale-oil Ref Factory Ship 80 | **M Factory Ship**<br>Fish Cannery Ref<br>Ice strengthened<br>30 Ta 11 Ho ER<br>G.4 269 In.3 002 L.10 642<br>6 Ha (0,9 0,9 0,9 0,9 × 0,9) (1,9 1,9 × 1,8) ER<br>10W Cr 2(3) Der 1(10) 9(5) | Oil 2SA 5Cy. 740 × 1600<br>6 250bhp (4 597kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>14kn |
| 7740477<br>UTPB<br>M-12524 | **DALNIYE ZELYENTSY**<br>**U.S.S.R. -Academy of Sciences**<br>Murmansk U.S.S.R. | **681**<br>93<br>362 | RS | **1978** ..............U.S.S.R.<br>55,66 9,53 4,169<br>5,19<br>1 dk | **M Research**<br>Ice strengthened<br>1 Ho<br>B.57<br>1 Ha (each 1,9 × 1,9)<br>Der 2(2,5) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>13kn |
| 6519041<br>LECU<br>16253<br>RT | **DALSFJORD**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **339**<br>157<br>— | (NV) | **1965** Hatlo Verksted A/S—Ulsteinvik (27)<br>39,53 10,11 2,909<br>35,97 10,09 3,81<br>1 dk<br>rf 297 BK 81 | **TM RoRo Cargo/Ferry**<br>Deck Cargo 250dk P<br>Mchy.aft | 2 Oil 2SA each 4Cy. 200 × 300<br>600bhp (441kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 32kW 220V 50Hz a.c.<br>Fuel (d.o.) |

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| **7626865**<br>DADP<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DALSLAND**<br>**Schulauer Schiffscharter G.m.b.H. & Co. K.G.**<br>Gunther Schulz Schulauer Schiffahrtskontor<br>Hamburg Federal Republic of Germany | **999**<br>671<br>2 051 | GL | **1977** Nishi Zosen K.K.—Imabari (181)<br>*75,47* 4,771<br>73,00 12,41 7,22<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 739 B.3 693<br>TEU 100 C. 100/20′<br>2 Ha (stl) ER | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki<br>12kn |
| **7829649**<br>375160 | **DALUMBA K**<br>**M. G. Kailis Gulf Fisheries Pty. Ltd.**<br>*Darwin, N.T.* Australia | **111**<br>91<br>— | | **1979** "K" Shipyard Construction Co. —Fremantle<br>22,51 6,13 2,794<br>20,91 6,00 3,13 | **M Fishing**<br>Ref | Oil 4SA 8Cy. 137 × 152<br>360bhp (265kW)<br>Caterpillar Tractor Co. | Peoria, Illinois<br>10kn |
| **6520416** | **DALVIN**<br>ex Sevasti-74 ex Aghios Nikolaos<br>**Dalmacija Vino**<br>Split Yugoslavia | **100**<br>40<br>180 | | **1945** ..............Beirut<br>24,39 6,96<br>21,70 3,05<br>1 dk | **Wood M General Cargo**<br>1 Ha (4,1 × 2,3)<br>1W Der 1(0,75) | Oil 4SA 7Cy. 222 × 282<br>288bhp (212kW) NE —<br>Lister Blackstone Marine Ltd.<br>Fuel (d.o.) | Dursley |
| **5096341**<br>ICAP<br>446<br>Df Esd<br>Gc Rdr<br>RTm/v | **DAMA**<br>ex Palmavera-79 ex Eastwood-69<br>**Z.A.R. S.r.l.**<br>Cagliari Italy | **1 597**<br>839<br>2 830 | RI<br>✠Classed LR until 5/69 | **1960**-10 Ailsa SB. Co. Ltd.—Troon (503)<br>*91,60* 11,74 5,296<br>85,37 11,71 6,18<br>1 dk<br>RW rf 152 conv General Cargo 69 | **M Tanker**<br>8 Ta ER<br>L.(oil) 3 833 | Oil 2SA 8Cy. 318 × 470 with flexible coupling & sr geared to sc. shaft<br>1 135bhp (835kW)<br>H. Widdop & Co. Ltd.<br>Gen 3 × 90kW 220V d.c.<br>Fuel 130,0t (d.o.) | Keighley<br>10,5kn |
| **5202861**<br>9MSP<br>199540 | **DAMAI I**<br>ex Tong Soon-70<br>ex Lam Liang 24-64<br>**Lim Ah Nya**<br>Penang Malaysia | **258**<br>153<br>— | | **1959** Jelutong Yard—Penang<br>*31,55* 7,83<br>3,94<br>1 dk | **Wood M General Cargo**<br>Mchy.aft | Oil 6Cy. 300 × 430<br>Masch. Augsburg-Nuernberg (MAN) | Augsburg |
| **5403051**<br>D4BA<br>129<br>Esd Rdr<br>RT | **DAMAO**<br>**Junta Autonoma dos Portos de Cabo Verde**<br>Sao Vicente Cape Verde Republic | **185**<br>21<br>— | **✠100A1** SS 12/80<br>tug<br>**✠LMC**<br>EL (c)<br>FN 301 | **1962**-12 Navalis—Lisboa (197)<br>29,52 7,98 3,245<br>27,01 7,51 3,61<br>rf 991 BK 178<br>4BH WB2t | **M Tug**<br>Mchy.aft | 2 Oil 4SA each 7Cy. 235 × 330 with £Hydro Flex£ couplings & sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN)<br>Controllable pitch propeller | Augsburg |
| **7434602**<br>YDFN<br>Gc Pfd<br>Rdr | **DAMARWULAN**<br>ex Valerie-82 ex Grand Creator-82<br>ex Toho Maru-80<br>ex Kansei Maru No. 2<br>**P.T. Nuruda Lines**<br>Jakarta Indonesia | **933**<br>544<br>2 349 | (KR) | **1975** Goko Zosen K.K.—Kitakyushu (1012)<br>70,01 11,23 5,563<br>65,00 11,21 5,72<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 500<br>1 650bhp (1 214kW)<br>Fuji Seisakusho | Tateyama<br>13kn |
| **7943873**<br>HPOT<br>8506-78<br>Esd Rdr<br>RTv | **DAMAS**<br>**Tunamar Financial & Maritime Corp.**<br>Panama Panama | **250**<br>92<br>— | GL | **1976** Intermar S.A.—Callao (05)<br>32,57 7,95<br>4,30<br>1 dk | **M Fishing** | Vee Oil 4SA 16Cy. 159 × 203<br>723bhp (532kW) E made72<br>Caterpillar Tractor Co. | Peoria, Illinois<br>13,5kn |
| **7904748**<br>YIDS<br>617<br>Esd Rdr<br>RT | **DAMASCUS**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **306**<br>—<br>149 | **✠100A1**<br>tug<br>**✠LMC**<br>EL G 302,5/24,0U2<br>FN 421<br>**SURVEYS OVERDUE** | **1980**-6 B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (617)<br>32,59 9,86 4,166<br>29,62 9,59 4,60<br>RAD 1,0 RFD 17,4 1 dk<br>rf 1219 BK 152<br>5BH WB14T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 125kW 1 × 76kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller | Augsburg |
| **5085823**<br>GDTR<br>183189<br>Esd Pfd<br>Rdr<br>RTm/h | **DAME CAROLINE HASLETT**<br>**Central Electricity Generating Board**<br>Stephenson Clarke Shipping Ltd.<br>London United Kingdom | **1 777**<br>1 198<br>2 793 | ✠LR class withdrawn 19/8/82 | **1950**-2 Hall, Russell & Co. Ltd.—Aberdeen (819)<br>82,45 12,04 5,220<br>78,34 11,99 5,64<br>RQD 48,2 B 6,1 F 8,0 1 dk<br>RW conv General Cargo 75 | **M Cable-layer Repair Ship**<br>3 Ho 19,4 17,0 14,9 ER<br>G.3 630<br>3 Ha (stl) (13,1 × 7,9) (11,5 9,4 × 8,2) ER<br>1W | Oil 2SA 8Cy. 360 × 570<br>1 180bhp (868kW)<br>British Polar Engines Ltd.<br>Gen 2 × 35kW 1 × 18kW 220V d.c.<br>Fuel 55,5t (d.o.) | Glasgow<br>11kn |
| **5262110**<br>H9RQ<br>10086-GI<br>Df Esd<br>Gc Rdr<br>RTv | **DAMENHAM**<br>ex Anna C-81 ex Oldekerk-74<br>**Minster Investments S.A.**<br>Panama Panama | **6 945**<br>3 834<br>10 430 | RI (BV) | **1955** Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (746)<br>150,35 19,18 8,765<br>138,84 19,13 9,83<br>P 18,0 B 28,1 F 16,8 1 dk & S dk<br>rf 119 | **M General Cargo** OSD<br>Ref<br>3 Ho 19,9 20,6 23,7DT 20,6DT 19,3<br>G.17 648 B.16 386 In.66<br>5 Ha (9,5 × 5,4) (11,9 11,2 11,9 11,9 × 6,4)<br>18W Der 1(120) 1(30) 4(10) 14(5) | Oil 2SA 8Cy. 780 × 1400<br>7 600bhp (5 590kW)<br>Dok-en Werf Mij. Wilton- Fijenoord B.V.<br>Gen 3 × 280kW 220V d.c.<br>Fuel 1 303,5t (hvf) | MAN<br>Schiedam<br>16kn |
| **6510590**<br>CONT<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DAMERO**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>660 | BV | **1965** Ast. Celaya—Bilbao (77)<br>55,02 9,05 3,925<br>49,61 9,00 4,42<br>2 dks<br>RW | **M Fishing**<br>Side-fishing<br>3 Ho ER<br>In.555<br>3 Ha (each 1,6 × 1,6) ER<br>2W Der 2(1) | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 291,0t (d.o.) | Augsburg<br>12,75kn |
| **5211458**<br>Df Esd<br>Rdr RT | **DAMITA JOANNE**<br>ex Malone-82 ex Lone Bres-77<br>ex Galway-74 ex Lone Bres-72<br>**Naviera Jade S. de R.L.**<br>San Lorenzo Honduras | **498**<br>312<br>840 | BV | **1962** J. J. Sietas K.G. Schiffswerft —Hamburg (505)<br>61,07 8,95 3,309<br>54,31 8,89 3,92<br>P 11,6 F 6,4 1 dk<br>len 71 | **M General Cargo**<br>Ice strengthened<br>1 Ho 40,0 ER<br>G.1 186 B.1 047<br>2 Ha (w) (15,2 16,9 × 5,7) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 105kW 220V d.c.<br>Fuel 33,5t (d.o.)-2,0pd | Koeln<br>10kn |

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| 7527851<br>RT | **DAMMAM**<br>**Government of The Kingdom of Saudi Arabia (Ministry of Communications - Jeddah Port Administration)**<br>Dammam Saudi Arabia | **1 443**<br>1 101<br>— | GL | **1977** Gutehoffnungshuette Sterkrade A.G.<br>—Walsum (1128)<br>52,02 2,601<br>51,62 24,01 4,02<br>1 dk | **TM Crane Barge** | 2 Oil 4SA each 8Cy. 165 × 185<br>1 310bhp (964kW)<br>M.T.U. Friedrichshafen West Germany<br>7kn |
| 5085847<br>Df | **DAMMAM**<br>ex Palacio-58<br>**Saudi Lines**<br>Jeddah Saudi Arabia | **1 348**<br>520<br>2 107 | ✠Classed LR until 6/60 | **1927**-10 Harland & Wolff Ltd.—Govan,<br>Glasgow (741 G)<br>86,01 11,92 5,354<br>82,30 11,89<br>B 21,4 1 dk & S dk<br>R | **M General Cargo**<br>G.4 197 B.3 931<br>6W Der 1(15) | OSD Oil 4SA 6Cy. 630 × 1300<br>B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>Fuel 132,0t<br>12kn |
| 7302043 | **DAMMAM 2**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **218**<br>65<br>391 | **✠100A1** SS 8/81<br>tug<br>Arabian Gulf service<br>**✠LMC**<br>EL E ⅞"U2<br>FN 359 | **1973**-3 Towa Zosen K.K.—Shimonoseki<br>(425)<br>31,86 8,56 3,048<br>29,42 8,23 3,97<br>RQD 3,4<br>rf 584<br>4BH WB40t | **M Tug** | Vee Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 45kW 380V 50Hz a.c. |
| 7302055 | **DAMMAM 3**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **218**<br>64<br>394 | **✠100A1** SS 2/82<br>tug<br>Arabian Gulf service<br>**✠LMC**<br>EL E ⅞"U2<br>FN 359 | **1973**-3 Towa Zosen K.K.—Shimonoseki<br>(426)<br>31,86 8,56 3,048<br>29,42 8,23 3,97<br>RQD 3,4<br>rf 584<br>4BH WB40t | **M Tug** | Vee Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 45kW 380V 50Hz a.c. |
| 7617589 | **DAMMAM 4**<br>ex Sgrro-Damman-79<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **81**<br>27<br>— | **✠100A1**<br>tug<br>Arabian Gulf coasting service not more than 10 miles offshore<br>**✠LMC**<br>EL (C) A ⅝"U2<br>FN 164 | **1976**-11 Sagami Zosen Tekko K.K.<br>—Yokosuka (186)<br>20,86 6,15 2,128<br>17,99 6,00 3,10<br>RAD 1,6 1 dk<br>rf 483<br>4BH WB10T | **TM Tug** | 2 Vee Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 3,75kW 26V d.c. |
| 8128951<br>Esd Rdr<br>RTv | **DAMMAM 7**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Riyadh Saudi Arabia | **41**<br>17<br>7 | **100A1**<br>Class Contemplated<br>FN 107 | **1982** Van der Werf en Visser—Gorredijk<br>((5512))<br>17,02 4,60 1,580<br>15,98 4,51 2,16<br>1 dk | **TM Pilot Launch** | 2 Oil 4SA each 8Cy. 142 × 160 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 12kW 220V 60Hz a.c.<br>16,75kn |
| 7815870<br>RT | **DAMMAM 16**<br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | **5**<br>2<br>— | **✠A1**<br>harbour service<br>**✠LMC**<br>EL (A) 9,0/8,0<br>FN 32 | **1977**-10 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8082-V-1)<br>9,02 2,82<br>8,08 2,76 1,12<br>RFD 1,0 1 dk<br>BK 51<br>3BH WBnil | **M Mooring Launch** | Oil 4SA 5Cy. 125 × 155 reverse reduction geared to sc. shaft<br>100bhp (74kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 1kW 24V d.c. |
| 7815882<br>RT | **DAMMAM 17**<br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | **5**<br>2<br>— | **✠A1**<br>harbour service<br>**✠LMC**<br>EL (A) 9,0/8,0<br>FN 32 | **1977**-10 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8082-V-2)<br>9,02 2,82<br>8,08 2,76 1,12<br>RFD 1,0 1 dk<br>BK 51<br>3BH WBnil | **M Mooring Launch** | Oil 4SA 5Cy. 125 × 155 reverse reduction geared to sc. shaft<br>100bhp (74kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 1kW 24V d.c. |
| 7815894<br>RT | **DAMMAM 18**<br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | **5**<br>2<br>— | **✠A1**<br>harbour service<br>**✠LMC**<br>EL (A) 9,0/8,0<br>FN 32 | **1977**-10 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8082-V-3)<br>9,02 2,82<br>8,08 2,76 1,12<br>RFD 1,0 1 dk<br>BK 51<br>3BH WBnil | **M Mooring Launch** | Oil 4SA 5Cy. 125 × 155 reverse reduction geared to sc. shaft<br>100bhp (74kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 1kW 24V d.c. |
| 7815909<br>RT | **DAMMAM 19**<br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | **5**<br>2<br>— | **✠A1**<br>harbour service<br>**✠LMC**<br>EL (A) 9,0/8,0<br>FN 32 | **1977**-10 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8082-V-4)<br>9,02 2,82<br>8,08 2,76 1,12<br>RFD 1,0 1 dk<br>BK 51<br>3BH WBnil | **M Mooring Launch** | Oil 4SA 5Cy. 125 × 155 reverse reduction geared to sc. shaft<br>100bhp (74kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 1kW 24V d.c. |
| 7815973<br>Esd Rdr<br>RT | **DAMMAM 20**<br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | **37**<br>18<br>— | **✠100A1**<br>pilot launch<br>extended protected waters service<br>**✠LMC**<br>EL (A) 18,0/9,0<br>FN 91 | **1978**-1 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8084-P-1)<br>15,02 4,47<br>12,93 4,27 2,72<br>1 dk<br>BK 51<br>4BH WBnil | **M Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shaft<br>400bhp (294kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 3 × 1,75kW 28V d.c. |
| 7815985<br>Esd Rdr<br>RT | **DAMMAM 21**<br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | **37**<br>18<br>— | **✠100A1**<br>pilot launch<br>extended protected waters service<br>**✠LMC**<br>EL (A) 18,0/9,0<br>FN 91 | **1978**-1 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8084-P-2)<br>15,02 4,47<br>12,93 4,27 2,72<br>1 dk<br>BK 51<br>4BH WBnil | **M Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shaft<br>400bhp (294kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 3 × 1,75kW 28V d.c. |

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| **7713773**<br>HZEH<br><br>Esd Rdr<br>RT | **DAMMAM 22**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 160<br>0<br>— | **✠100A1**<br>tug<br>Arabian Gulf and Red Sea service and voyages in between<br>**✠LMC**<br>EL (E) C 247,5/22,0U2<br>FN 303 | **1978**-5 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (739)<br>28,28 8,01 3,798 (incl.skeg)<br>26,90 7,82 3,41<br>1 dk<br>rf 203<br>6BH WB25T | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 165 × 185<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 80kW 450V 60Hz a.c.<br>2 Directional propellers |
| **7713785**<br>HZEI<br><br>Esd Rdr<br>RT | **DAMMAM 23**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 160<br>0<br>— | **✠100A1**<br>tug<br>Arabian Gulf and Red Sea service and voyages in between<br>**✠LMC**<br>EL (E) C 247,5/22,0U2<br>FN 303 | **1978**-5 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (740)<br>28,28 8,01 3,798 (incl.skeg)<br>26,90 7,82 3,41<br>1 dk<br>rf 203<br>6BH WB25T | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 165 × 185<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 80kW 450V 60Hz a.c.<br>2 Directional propellers<br>10kn |
| **7713797**<br>HZEJ<br><br>Esd Rdr<br>RT | **DAMMAM 24**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 103<br>0<br>— | **✠100A1** SS 5/82<br>tug<br>Dammam Harbour service<br>**✠LMC**<br>EL (D) B 220,0/16,0U2<br>FN 201 | **1978**-1 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (741)<br>23,04 6,89 3,074 (incl.skeg)<br>21,01 6,71 2,82<br>1 dk<br>rf 203<br>4BH WB26T | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>10,25kn |
| **7706665**<br>HZEK<br><br>Esd Rdr<br>RT | **DAMMAM 25**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 103<br>0<br>— | **✠100A1**<br>tug<br>Dammam Harbour service<br>**✠LMC**<br>EL (D) B 220,0/16,0U2<br>FN 201 | **1978**-1 Yokohama Yacht Co. Ltd. —Yokohama (738-1)<br>23,04 6,89 3,074 (incl.skeg)<br>21,01 6,71 2,82<br>1 dk<br>rf 203<br>4BH WB26T | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>8,5kn |
| **7713802**<br>HZEL<br><br>Esd Rdr<br>RT | **DAMMAM 26**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 103<br>0<br>— | **✠100A1**<br>tug<br>Dammam Harbour service<br>**✠LMC**<br>EL (D) B 220,0/16,0U2<br>FN 201 | **1978**-2 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (742)<br>23,04 6,89 3,074 (incl.skeg)<br>21,01 6,71 2,82<br>1 dk<br>rf 203<br>4BH WB26T | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>8,5kn |
| **7715202**<br>HZEM<br><br>Esd Rdr<br>RT | **DAMMAM 27**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 103<br>0<br>— | **✠100A1**<br>tug<br>Dammam Harbour service<br>**✠LMC**<br>EL (D) B 220,0/16,0U2<br>FN 201 | **1978**-2 Yokohama Yacht Co. Ltd. —Yokohama (738-4)<br>23,04 6,89 3,074 (incl.skeg)<br>21,01 6,71 2,82<br>1 dk<br>rf 203<br>4BH WB26T | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers<br>8,5kn |
| **7722724**<br>HZEN<br><br>Df Esd<br>Gc Rdr<br>RT | **DAMMAM 28**<br><br>**Government of The Kingdom of Saudi Arabia**<br>Dammam Saudi Arabia | 282<br>0<br>— | **✠100A1** SS 3/81<br>tug<br>Arabian Gulf and Red Sea service<br>**✠LMC**<br>EL G 302,5/20,5U2<br>FN 429 | **1978**-4 Oshima Zosen—Nagasaki (028)<br>33,02 9,48 5,404 (incl.skeg)<br>32,24 9,26 4,02<br>1 dk<br>rf 305<br>5BH WB30.5T | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 120kW 450V 60Hz a.c.<br>2 Directional propellers<br>12,5kn |
| **7722736**<br>HZEO<br><br>Df Esd<br>Gc Rdr<br>RT | **DAMMAM 29**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 282<br>0<br>— | **✠100A1**<br>tug<br>Arabian Gulf and Red Sea service<br>**✠LMC**<br>EL G 302,5/20,5U2<br>FN 428 | **1978**-5 Oshima Zosen—Nagasaki (029)<br>33,00 9,48 5,404 (incl.skeg)<br>32,21 9,26 4,02<br>1 dk<br>rf 305<br>5BH WB30.5T | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 2 × 120kW 450V 60Hz a.c.<br>2 Directional propellers |
| **7917056**<br>HZAU<br><br>Esd Rdr | **DAMMAM 30**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 578<br>192<br>— | AB | **1980** Buesumer Werft G.m.b.H.—Buesum ((1419))<br>43,69 12,02 2,701<br>43,01 12,01 3,51<br>1 dk | **TM Waste-incinerator Ship** | 2 Oil 4SA each 6Cy. 165 × 185<br>1 200bhp (883kW)<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 3 × 235kW a.c.<br>2 Directional propellers<br>7,75kn |
| **7909566**<br>HZAV<br><br>Esd Gc<br>Rdr RT | **DAMMAM 31**<br><br>**Government of The Kingdom of Saudi Arabia (Ministry of Communications - Roads & Ports Division)**<br>Dammam Saudi Arabia | 416<br>112<br>322 | AB | **1980** Gutehoffnungshuette Sterkrade A.G. —Walsum (1139)<br>45,01 9,71 3,252<br>42,73 9,52 4,27 | **TM Buoy Tender** | 2 Oil 4SA each 8Cy. 165 × 185 reduction geared to sc. shafts<br>1 330bhp (978kW)<br>M.T.U.<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen<br>Gen 3 × 125kW a.c.<br>2 Directional propellers fwd<br>12kn |
| **8102725**<br>HZUA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DAMMAM 32**<br><br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | 183<br>51<br>69 | **✠100A1**<br>Red Sea and Arabian Gulf service<br>**✠LMC**<br>EL $\frac{5}{8}$"U2<br>FN 315 | **1982**-6 Vosper (Singapore) Pte. Ltd. —Singapore (B1033)<br>32,52 7,35 2,001<br>28,50 7,21 3,81<br>1 dk<br>rf- BK<br>4BH WBnil | **TM Fire-fighting Vessel** | 2 Vee Oil 4SA each 16Cy. 160 × 185 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>2 746bhp (2 020kW)<br>Motorenw. Mannheim A.G. (MWM)<br>West Germany<br>Gen 3 × 78kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 25,0t (d.o.)-9,0pd<br>15,5kn |
| **8205345** | **DAMMAM 34**<br><br>Archirodon-Petrola Arpeco JV<br>Dammam Saudi Arabia | 50<br>—<br>— | 100A1<br>Class Contemplated<br>FN 97 | **1982** Van der Giessen Scheepswerf B.V. —Hardinxveld-Giessendam (2761)<br>15,02 1,401<br>14,20 4,86 1,91<br>1 dk | **M Launch** | Vee Oil 2SA 8Cy. 108 × 127 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>240bhp (177kW)<br>General Motors Corp.<br>USA |

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| 8202771 | **DAMMAM 35**<br>**Archirodon-Petrola Arpeco JV**<br>Dammam Saudi Arabia | **110**<br>—<br>— | **✠100A1**<br>launch<br>extended protected water services from the Port of Dammam<br>**LMC**<br>EL 170,0/13,0U2<br>FN 199 | **1982**-7 Dricon Scheepsconstructie B.V. —Drimmelen ((4625))<br>25,00 6,51 2,126<br>23,35 6,00 2,49<br>1 dk<br>rf nil<br>3BH WBnil | **M Launch**<br>Mchy.aft | Vee Oil 2SA 12Cy. 146 × 146 sr reverse geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 12kW 220/380V 50Hz a.c. |
| 6616966<br>D5QP<br>6554<br>Df Esd<br>Gc Rdr<br>RTm | **DAMMTOR**<br>ex NVG 5-67<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **398**<br>152<br>832 | GL | **1966** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (690)<br>52,79 11,28 3,353<br>50,81 11,00 3,97<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft<br>1W Der 1(5) | 2 Oil 4SA each 12Cy. 180 × 220 reverse reduction geared to sc. shafts<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 230/400V 50Hz a.c.<br>Thw. thrust propeller<br>Fuel (d.o.) 12,5kn |
| 8033405<br>9V3009<br>382518<br>RT | **DAMO**<br>ex Pan-United 33-82<br>ex Choyo Maru No. 25-82<br>ex Hoei Maru No. 81-79<br>**Pan-United Shipping (Pte.) Ltd.**<br>Singapore Singapore | **170**<br>49<br>— | | **1973** Ieshima Dock K.K.—Ieshima<br>33,00 3,001<br>29,01 8,01 3,38<br>1 dk | **M Tug** | Oil<br>The Hanshin Diesel Works Ltd. Japan |
| 7385605<br>ATMQ<br>1631<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAMODAR DR. ALBERT BLOCH**<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **44 044**<br>30 745<br>78 916 | **✠100A1** CS 11/80<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL P† $3\frac{1}{16}$"U3<br>FN 12610 | **1975**-12 Astilleros Espanoles S.A. —Factoria de Sestao, Bilbao (199)<br>256,90(BB) 32,29 14,428<br>243,01 32,20 19,69<br>F 19,6 1 dk<br>rf nil DK fwd<br>NS 11BH WB46780T incl Comb. btm s. & topside ta in Nos.1,2 & 3 ho 6455T Topside ta in Nos.4,5,6 & 7 ho combined with Comb btm & S Ts in Nos.5,6 & 7 ho 8960T topside ta in Nos.8 & 9 ho 1910T No.4 ho 12350T & No.8 ho 12350T | **M Bulk Carrier**<br>9 Ho 18,2 24,0 18,9 24,0 18,9 24,0 18,9 24,0 18,9 ER<br>G.94 943<br>9 Ha (stl) (11,8 × 9,9) (17,7 × 15,6) (12,0 × 15,6) (17,1 × 15,6) (12,0 × 15,6) (17,1 × 15,6) (12,0 × 15,6) (17,1 × 15,6) (12,0T × 9,9) ER<br>Cr 5(16) | Oil 2SA 7Cy. 840 × 1800<br>19 250bhp (14 160kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 664kW 450V 60Hz a.c.<br>15,75kn |
| 7356903<br>ATPF<br>1703<br>Df Esd<br>Gc Rdr<br>RT | **DAMODAR GANGA**<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **13 437**<br>8 724<br>21 355 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL E† $2\frac{3}{16}$"U3<br>FN 5665<br>IRS | **1977**-6 Hindustan Shipyard Ltd. —Visakhapatnam (171006)<br>162,21(BB) 22,84 10,383<br>152,20 22,81 14,41<br>F 14,7 1 dk, hinged 'tween dks in Nos. 1, 2, 3, 5 & 6 holds max. loading 1.5 T/mœ<br>rf nil<br>8BH WB6306T incl. No.4 hold 1903T & UnDk 1823T | **M General Cargo**<br>6 Ho 21,6 21,6 13,4 6,7 25,4 25,4 ER 5 TwD ER<br>G.29 767 B.27 665<br>6 Ha (stl) (13,4 13,4 8,9 3,7 18,7 18,7 × 10,5) ER<br>16W Der 16(5-10) | Vee Oil 4SA 18Cy. 400 × 460 geared to sc. shaft<br>9 000bhp (6 620kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 376kW 450V 60Hz a.c.<br>Fuel 199,0t (d.o.) 1 239,0t (hvf) 16,5kn |
| 7349625<br>ATLC<br>1572<br>Df Esd<br>Gc Rdr<br>RT | **DAMODAR GENERAL T. J. PARK**<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **31 268**<br>21 724<br>55 293 | AB | **1974** Rheinstahl Nordseewerke—Emden (435)<br>229,12(BB) 28,55 12,574<br>214,54 28,50 17,99<br>1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho each 19,9 ER<br>G.66 125<br>9 Ha (stl) (8,3 12,4 9,6 9,6 9,6 9,6 12,8 12,8 12,8 × 14,0) ER<br>Cr 1(3) | Oil 2SA 6Cy. 860 × 1600<br>13 800bhp (10 151kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 2085kW a.c. 3 × 536kW<br>Fuel 2 400,0t (hvf) 15,25kn |
| 5312006<br>ATZY<br>1879<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAMODAR SAL**<br>ex Victoria Santa Cruz-81<br>ex Santa Cruz Maru-77<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **22 563**<br>6 051<br>37 961 | NK | **1960** Mitsubishi Zosen K.K.—Hiroshima (151)<br>202,88 27,59 11,227<br>192,01 27,51 14,89<br>P 37,8 F 16,8 1 dk<br>RW rf 119 | **M Ore Carrier**<br>2P<br>5 Ho each 24,9 ER<br>G.20 090<br>5 Ha (stl) (18,9 18,9 17,9 17,9 17,9 × 9,9) ER<br>4W Der 1(5) | Oil 2SA 9Cy. 750 × 1500<br>12 000bhp (8 827kW)<br>Mitsubishi Zosen K.K. Nagasaki<br>Gen 2 × 280kW 445V a.c.<br>Fuel 4 937,0t (hvf)-33,5pd 13kn |
| 7326843<br>ATSS<br>1783<br>Esd Gc<br>Rdr | **DAMODAR SAN PEDRO**<br>ex Harufuji Maru-77<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **482**<br>199<br>767 | NK | **1973** Kishimoto Zosen—Kinoe (438)<br>63,20 10,04 3,912<br>57,00 10,01 6,51<br>P 17,7 F 7,4 1 dk & S dk | **M General Cargo** OSD<br>Ref.<br>Mchy.aft<br>In.974<br>4 Ha (each 3,5 × 2,9)<br>Der 4(3) | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 328,0t-7,0pd 13kn |
| 6902731<br>ATDL<br>1325<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAMODAR TANABE**<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **24 573**<br>18 944<br>45 282 | **✠100A1** CS 4/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc)<br>**✠LMC**<br>EL (J†) $2\frac{7}{8}$"U2<br>FN 8338 | **1969**-4 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (235)<br>193,40(BB) 29,06 11,881<br>184,41 29,00 16,21<br>F 16,5 1 dk<br>rf nil<br>NS 9BH WB15191t incl. Comb. btm & STs in Nos. 2, 3, 4, 6 & 7 holds 5804t Topside tanks in holds 7089t | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (stl) (10,2 × 9,9) (12,0 12,5 12,5 12,5 12,5 12,5 × 12,5) ER | Oil 2SA 6Cy. 860 × 1600<br>13 800bhp (10 151kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 272kW 450V 60Hz a.c.<br>15,75kn |
| 6917918<br>ATDK<br>1324<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAMODAR TASAKA**<br>**Damodar Bulk Carriers Ltd.**<br>Bombay India | **24 330**<br>18 287<br>45 332 | **✠100A1** CS 11/79<br>strengthened for ore cargoes Nos. 2, 4 & 6 holds may be empty (cc)<br>**✠LMC**<br>EL J† $2\frac{7}{8}$"U3<br>FN 8337 | **1969**-11 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (238)<br>193,50(BB) 29,06 11,869<br>184,51 29,00 16,18<br>F 16,5 1 dk<br>rf nil<br>NS 9BH WB16406t incl. Comb. btm & STs in Nos. 2 to 7 holds 7862t Topside tanks in holds 7089t | **M Bulk Carrier**<br>6 Ho 17,1 18,3 20,7 20,7 26,9 15,3 ER<br>G.57 202<br>6 Ha (stl) (10,2 × 9,9) (12,0 × 11,9) (12,5 12,5 12,5 12,5 × 12,5) ER | Oil 2SA 6Cy. 680 × 1600<br>13 800bhp (10 151kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 272kW 450V 60Hz a.c.<br>Fuel 271,5t (d.o.) 3 223,0t (hvf) 15,75kn |
| 5085859<br>Rdr | **DAN**<br>**Arne Avelin Bogserbats A/B**<br>Lidingo Sweden | **777**<br>255<br>380 | (BV) | **1921** Orlogsvaerftet—Kobenhavn<br>68,79 10,52 3,175<br>66,91 10,47 4,60<br>2 dks<br>R rf 305 | **M RoRo Cargo/Ferry**<br>Rail Vehicles 530dk P | 2 Oil 2SA each 7Cy. 280 × 500 geared to sc. shafts<br>1 400bhp (1 030kW) NE 52<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 80kW 220V d.c.<br>1 propeller aft 1 fwd<br>Fuel 27,5t (d.o.) 11,5kn |

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| **5277086**<br>C6DE<br>364080<br>Df Esd<br>Gc Pfd<br>RTm | **DAN BARON**<br>ex Dalkeith-80 ex Wingate-78<br>ex Dalkeith-76 ex Gullane-76<br>ex Soutra-75 ex Philippe L. D.-74<br>**Odin Shipping Ltd.**<br>Nassau Bahamas<br>See Register of Offshore Units | **8 046**<br>4 001<br>8 717 | **100A1** SS 1/81<br>drilling ship<br>**LMC**<br>EL K† FSWR<br>FN 4405<br>(BV) | **1958** S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly (R.308)<br>136,63 24,24 7,671<br>130,16 23,93 9,91<br>1 dk<br>len & widened 76<br>conv Ore Carrier 76 | **D-E Drilling Ship**<br>Mchy.aft<br>Cr 2(100) | 4 Vee Oil 2SA each 16Cy. 230 × 254 total 8 800bhp (6 473kW) driving 4 gen. each 1 500kW 600V connected to 4 elec. motors each of 1 000shp (736kW) & sr geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>9kn |
| **6605187**<br>SIJH<br>10398 | **DAN BROSTROM**<br>**A/B Goteborg-Styrso Skargardstrafik**<br>Goteborg Sweden | **138**<br>57<br>— | | **1963** A/B Broderna Larssons Varv—Kristinehamn<br>27,54 8,13<br>8,11<br>1 dk | **M Ferry**<br>466P | 3 Oil 4SA geared to sc. shafts<br>A/B Volvo-Penta Goteborg<br>1 Directional propeller aft, 1 fwd.<br>Fuel (d.o.) |
| **7236256**<br>OXGG<br>H530<br>Esd Pfd<br>Rdr RT | **DAN JANE**<br>ex Gitte Friis-82<br>**Allan Isaksen**<br>Esbjerg Denmark | **149**<br>80<br>— | | **1972** Bogense Skibsvaerft & Badebygger—Bogense (210)<br>31,27 7,22<br>28,10 7,19 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy.<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **5380857**<br>BOWU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAN JIANG**<br>ex Ville de Dunkerque-76<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**5 777**<br>3 264<br>9 500<br>**7 987**<br>4 760<br>11 083 | BV | **1957** At. & Ch. de la Seine Maritime—Le Trait (136)<br>145,35 18,34 7,932/8,700<br>136,25 18,29 11,51<br>3 dks<br>RW rf nil | **M General Cargo**<br>Wine Alcohol Ref 8P<br>5 Ho 14,0 20,5 20,5 21,0 19,9<br>G.15 081 B.13 352 In.150 L.2 550<br>5 Ha (stl) (8,9 10,9 7,3 10,9 10,9 × 6,4)<br>Der 1(50) 1(30) 12(10) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Ch. & At. de St. Nazaire (Penhoet) St. Nazaire<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 1 035,5t 16kn |
| **8106068**<br>C6CV<br>372985<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAN LIFTER**<br>**Frigg Shipping Ltd.**<br>J. Lauritzen A/S<br>Nassau Bahamas | **10 281**<br>5 799<br>13 282 | ✠**100A1**<br>non—perishable cargoes<br>✠**LMC** **UMS**<br>EL G† 577,5/60,0U3<br>FN 5289 | **1982**-3 Mitsubishi Heavy Industries Ltd.—Nagasaki (1894)<br>138,99(BB) 32,19 6,019<br>130,51 32,01 8,51<br>F 17,7 1 dk<br>rf nil<br>NS 6BH WB24929T | **TM Deck Cargo Ship**<br>Semi-submersible Heavy load Dock Ship at a submerged draught of 14.5 metres<br>Mchy.aft | 2 Oil 4SA each 6Cy. 400 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>9 000bhp (6 620kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>2 e(ex.g) 9,6kgf/cm² (9,5bar)<br>Gen 2 × 350kW 4 × 250kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 57,0t (d.o.) 1 080,0t (hvf) 13kn |
| **8106056**<br>C6CW<br>372986<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAN MOVER**<br>**Frigg Shipping Ltd.**<br>J. Lauritzen A/S<br>Nassau Bahamas | **10 282**<br>5 803<br>13 310 | ✠**100A1**<br>non—perishable cargoes<br>✠**LMC** **UMS**<br>EL G† 577,5/60,0U3<br>FN 5289 | **1982**-1 Mitsubishi Heavy Industries Ltd.—Nagasaki (1893)<br>138,99(BB) 32,19 6,019<br>130,51 32,01 8,51<br>F 17,7 1 dk<br>rf nil<br>NS 6BH WB24929T | **TM Deck Cargo Ship**<br>Semi-submersible Heavy load Dock Ship at a submerged draught of 14.5 metres<br>Mchy.aft | 2 Oil 4SA each 6Cy. 400 × 450 with clutches, flexible couplings & sr geared to sc. shafts<br>9 000bhp (6 620kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>2 e(ex.g) 9,6kgf/cm² (9,5bar)<br>Gen 2 × 350kW 4 × 250kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel 57,0t (d.o.) 1 080,0t (hvf) 13kn |
| **6501044**<br>HPRO<br>8315-77<br>RT | **DAN VIKING**<br>**Dan Viking Inc.**<br>Panama Panama | **483**<br>210<br>— | NV (BV) | **1959** A/B Falkenbergs Varv—Falkenberg (126)<br>45,55 9,02 2,363<br>39,98 8,97 3,00<br>2 dks | **M Ferry**<br>—P | 4 Oil 4SA each 6Cy. 121 × 140 geared to sc. shaft<br>816bhp (600kW) NE 68<br>A/B Volvo-Penta Goteborg<br>Fuel (d.o.) 13kn |
| **7733876** | **DAN YANG**<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>—<br>3 522<br>—<br>**10 313**<br>5 455<br>15 000 | | **1977** .............People's Republic of China<br>... ... ...<br>... ... ...<br>2 dks | **M General Cargo** | Oil<br>People's Republic of China |
| **5368689**<br>OZDA<br>H686<br>RT | **DAN-BRITT**<br>ex Tommy-78 ex Jytte Borg-75<br>ex Janette-72 ex Trippe-71<br>**Peder Borge Pedersen**<br>Esbjerg Denmark | **103**<br>50<br>— | (BV) | **1962** I/S Orskovs Staalskibsvaerft—Frederikshavn (20)<br>25,61 6,05<br>21,98 5,95 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 20,5t (d.o.) 11,75kn |
| **7427752**<br>9HPN<br>0538<br>Df Esd<br>Gc Rdr<br>RTv | **DANA**<br>ex Seaspeed Dana-81<br>**Kara Shipping Co. Ltd.**<br>Krogh-Jacobsen A/S<br>Valletta Malta | T.Mk<br>**3 192**<br>1 258<br>5 675 | NV | **1976** Trosvik Verksted A/S—Brevik (114)<br>132,52(BB) 19,44 6,579<br>117,71 19,02 13,77<br>2 dks<br>rf 297 | **M RoRo Cargo**<br>12P<br>Side door p & s<br>Stern door/ramp Ice strengthened<br>Mchy.aft<br>B.19 000 | Vee Oil 4SA 16Cy. 400 × 480 sr geared to sc. shaft<br>10 400bhp (7 650kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 1 × 848kW 2 × 768kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd. 1 aft<br>Fuel 101,5t (d.o.) 610,5t (hvf) 18,5kn |
| **7912680**<br>OXBH<br>D2718<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANA**<br>**Government of The Kingdom of Denmark (Den Danske Stat - Fiskeriministeriet)**<br>Hirtshals Denmark | **2 483**<br>669<br>2 980 | NV | **1981** Dannebrog Vaerft A/S—Aarhus (175)<br>78,44 14,81 5,928<br>68,94 14,71 9,43<br>3 dks | **M Research/Fishing**<br>Stern Trawler Oceanographic<br>Mchy.aft | Vee Oil 4SA 16Cy. 225 × 300 geared to sc. shaft<br>4 650bhp (3 420kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 590kW 1 × 172kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , & 1 aft<br>Fuel 450,0t (d.o & hvf)-16,0pd 12kn |

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| 5085902<br>SKRO<br>7947 | **DANA**<br>ex Elisabeth-39 ex Erik-34 ex Hans<br>ex Gronland ex Leda I Kvaholmen<br>ex Zuid Nederland<br>**Tommy G. Malm**<br>Jonkoping Sweden | **139**<br>68<br>160 | (BV) | **1915** Gebr. Boot—Leiderdorp<br>*31,16* 5,54 2,109<br>5,49<br>1 dk<br>R | **M General Cargo**<br>2 Ho 5,5 6,7 ER<br>G.255 B.227<br>2 Ha (5,5 6,7 × 3,8) ER<br>1W Der 1(1) 1(0,5) | Oil 2SA 2Cy. 320 × 370<br>130bhp (96kW) NE 42<br>Skandiaverken A/B Lysekil<br>Gen 1 24V d.c.<br>Fuel 4,0t (d.o.) 8kn |
| 7725142<br>D5SF<br>6596<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANA AFRICA**<br>**Atlantic Heavy Lift II Corp.**<br>DFDS A/S<br>Monrovia Liberia | T.Mk<br>**4 496**<br>1 714<br>8 002 | **✠100A1**<br>heavy lift roll on—roll off<br>cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL Ft 577,5/60,0U3<br>FN 4759 | **1979**-7 Nippon Kokan K.K.—Shimizu (376)<br>135,01(BB) 24,29 6,681<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate<br>hoistable dk fwd & Lwr hoistable dk aft<br>light cargoes only<br>rf nil DK<br>3BH to U dk, 3 to 2nd dk WB2619T incl.<br>DTf721T | **M RoRo Cargo**<br>Stern door & ramp Side door (s)<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476<br>C.Ho 36/20' C.RoRo Dk 176/20'<br>C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0)<br>ER<br>Cr 1(36) Der 1(120) | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd<br>15,25kn |
| 7725130<br>D5PY<br>6537<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANA AMERICA**<br>**Atlantic Heavy Lift I Corp.**<br>DFDS A/S<br>Monrovia Liberia | T.Mk<br>**4 496**<br>1 714<br>8 002 | **✠100A1**<br>heavy lift roll on—roll off<br>cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL Ft 577,5/60,0U3<br>FN 4759 | **1979**-6 Nippon Kokan K.K.—Shimizu (375)<br>135,01(BB) 24,29 6,682<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate<br>hoistable dk fwd & Lwr hoistable dk aft<br>light cargoes only<br>rf nil DK<br>3BH to U dk, 3 to 2nd dk WB2619T incl.<br>DTf721T | **M RoRo Cargo**<br>Stern door & ramp Side door (s)<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 467<br>C.Ho 36/20' C.RoRo Dk 176/20'<br>C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0)<br>ER<br>Cr 1(36) Der 1(120) | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd<br>15,25kn |
| 7615414<br>OZOS<br>A351<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANA ANGLIA**<br>**DFDS A/S**<br>Esbjerg Denmark | **14 399**<br>7 758<br>3 440 | BV | **1978** Aalborg Vaerft A/S—Aalborg (210)<br>152,91(BB) 24,19 5,709<br>136,51 23,72 8,34<br>4 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1249bth 107dk P<br>Bow door/ramp Side door<br>Stern door/ramp<br>Mchy.aft | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>geared to sc. shafts<br>20 800bhp (15 300kW) Pielstick<br>Lindholmen Motor AB. Goteborg<br>Gen 3 × 1350kW 2 × 696kW<br>220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 254,0t (d.o.) 1 067,0t (hvf) 21kn |
| 7513240<br>WYP2<br>063<br>549645<br>RT | **DANA ANN**<br>ex Ladonna Luann<br>**Isles of York Inc.**<br>Crisfield, Md United States of America | **104**<br>71<br>— | | **1973** F. B. Walker & Sons—Pascagoula, Ms<br>*21,86* 6,41<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>350bhp (257kW)<br>U.S.A. |
| 7725154<br>D5TM<br>6628<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANA ARABIA**<br>**Atlantic Heavy Lift III Corp.**<br>DFDS A/S<br>Monrovia Liberia | T.Mk<br>**4 496**<br>1 714<br>8 002 | **✠100A1**<br>heavy lift roll on—roll off<br>cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL Ft 577,5/60,0U3<br>FN 4759 | **1979**-10 Nippon Kokan K.K.—Shimizu (377)<br>135,01(BB) 24,29 6,681<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate<br>hoistable dk fwd & Lwr hoistable dk aft<br>light cargoes only<br>rf nil DK<br>3BH to U dk, 3 to 2nd dk WB2619T incl.<br>DTf721T | **M RoRo Cargo**<br>Stern door & ramp Side door (s)<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476<br>C.Ho 36/20' C.RoRo Dk 176/20'<br>C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0)<br>ER<br>Cr 1(36) Der 1(120) | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd<br>15,25kn |
| 7431337<br>OUOH<br>H595<br>RT | **DANA BANK**<br>**Joen J. Justinussen P/R**<br>Esbjerg Denmark | **174**<br>87<br>— | | **1974** Carl B. Hoffmanns Maskinfabrik<br>—Esbjerg (9)<br>31,30 7,22 5,601<br>28,10 7,19 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7725166<br>D5VL<br>6679<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANA CARIBIA**<br>**Atlantic Heavy Lift IV Corp.**<br>DFDS A/S<br>Monrovia Liberia | T.Mk<br>**4 496**<br>1 714<br>8 002 | **✠100A1**<br>heavy lift roll on—roll off<br>cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL Ft 577,5/60,0U3<br>FN 4759 | **1979**-12 Nippon Kokan K.K.—Shimizu (378)<br>135,01(BB) 24,29 6,681<br>124,01 24,01 14,36<br>RFD 10,7 2 dks, Upr intermediate<br>hoistable dk fwd & Lwr hoistable dk aft<br>light cargoes only<br>rf nil DK<br>3BH to U dk, 3 to 2nd dk WB2619T incl.<br>DTf721T | **M RoRo Cargo**<br>Stern door & ramp Side door (s)<br>1 Ho 59,2 ER<br>B.18 569<br>TEU 476<br>C.Ho 36/20' C.RoRo Dk 176/20'<br>C.Dk 264/20' incl. 12 ref C.<br>2 Ha (stl) (26,6 × 8,0) (21,3 × 9,0)<br>ER<br>Cr 1(36) Der 1(120) | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 920kW 390V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 42,0t (d.o.) 1 468,0t (hvf)-24,5pd<br>15,25kn |
| 6930207<br>OVXC<br>A298<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DANA CORONA**<br>ex Robin Hood-79<br>ex Dana Sirena-79<br>ex Robin Hood-78<br>ex Dana Sirena-78<br>ex Robin Hood-77<br>ex Olau Dana-77<br>ex Dana Sirena-75<br>ex Aalborghus-71<br>**DFDS A/S**<br>Aalborg Denmark | T.Mk<br>**7 988**<br>3 884<br>1 100 | BV | **1969** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (280)<br>124,85 19,31 5,208<br>108,59 19,25 12,02<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1100P<br>Bow, stern & side doors<br>1 Ho 18,9<br>1 Ha (stl) (3,8 × 6,0)<br>Cr 1(5) | 2 Oil 2SA each 12Cy. 420 × 900<br>12 000bhp (8 827kW) B&W<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 4 × 460kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 703,0t (hvf) 21kn |
| 7358731<br>OXTT<br>D2299<br>Df Esd<br>Gc Rdr<br>RT | **DANA FUTURA**<br>ex Drosselfels-77<br>ex Dammam Express-76<br>ex Dana Futura-76<br>**DFDS A/S**<br>Esbjerg Denmark | **5 990**<br>1 976<br>6 528 | BV | **1975** Helsingor Vaerft A/S—Helsingor (407)<br>144,00(BB) 23,02 7,087<br>130,99 22,99 12,60<br>2 dks | **TM RoRo Cargo/Container Ship**<br>Deck-guides<br>Bow & stern doors Ice strengthened<br>Mchy.aft<br>Cr 1(25) | 2 Vee Oil 4SA each 18Cy. 500 × 540 sr<br>geared to sc. shafts<br>27 540bhp (20 257kW) B&W<br>Helsingor Vaerft A/S Helsingor<br>Gen 1 × 1056kW 4 × 712kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (hvf) 22,5kn |

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| **7360186** | **DANA GLORIA** | **12 348** | | **1975** Dubigeon-Normandie S.A.—Prairie-au- | **TM Passenger/RoRo Cargo/Ferry** | 4 Vee Oil 4SA each 12Cy. 400 × 460 |
| OWPU | ex Wellamo-81 | 6 198 | | Duc, Nantes (142) | | geared to sc. shafts |
| A376 | **DFDS A/S** | 1 719 | NV | 153,12 22,33 5,804 | 799bth 401dk P | 24 000bhp (17 653kW) Pielstick |
| Df Esd | Esbjerg Denmark | | | 142,42 22,00 7,98 | Bow door & ramp & stern door/ramp | Ch. de l'Atlantique St Nazaire |
| Gc Pfd | | | | 2 dks | Ice strengthened | Gen 4 × 912kW 1 × 248kW |
| Rdr | | | | rf 399 | | 380V 50Hz a.c. |
| RTm/h/v | | | | | | 2 Controllable pitch propellers |
| | | | | | | 2 Thw. thrust Contr. pitch propellers fwd |
| | | | | | | Fuel 931,5t (hvf)-49,0pd 22kn |

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| **7304833** | **DANA GURO** | T.Mk | | **1972** P/F Skala Skipasmidja & Handelsvirki | **M General Cargo** | Oil 4SA 8Cy. 260 × 400 |
| LKKF | ex Dana-81 ex Hellelil-81 | **299** | | —Skala | | 800bhp (588kW) |
| 19651 | ex Helle Steen-77 | 196 | BV | 55,28 10,49 3,318 | 1 Ho ER | Alpha-Diesel A/S Frederikshavn |
| Df Esd | Launched as Hanna Steen | 823 | | 49,69 10,47 5,64 | G.1 800 B.1 600 | Controllable pitch propeller |
| Pfd Rdr | **John Johannessen P/R** | | | 2 dks | 1 Ha (25,3 × 6,0) ER | Fuel 70,0t (d.o.)-3,0pd 10,5kn |
| RT | John Johannessen | | | | 2W Der 2(5) | |
| | Haugesund Norway | | | | | |

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| **6614736** | **DANA H** | **48 378** | | **1966** Uddevallavarvet A/B—Uddevalla | **M Tanker** | Oil 2SA 10Cy. 840 × 1800 |
| 3EXD | ex Dana B.-82 ex Adygeya-79 | 37 657 | | (215) | | 21 000bhp (15 447kW) B&W |
| 9562 | ex Taurus-76 | 95 021 | NV (RS) | 255,91 39,02 14,033 | 12 Ta ER | Eriksbergs M/V A/B Goteborg |
| -79A | **Compania Maritima Dana S.A.** | | | 244,18 38,94 19,03 | L.(oil) 118 279 | Gen 2 × 600kW 1 × 200kW |
| Df Esd | Panama Panama | | | P - F - 1 dk | | 440V 50Hz a.c. |
| Gc Rdr | | | | rf 102 | | Fuel 5 497,0t (hvf)-81,5pd 16,25kn |
| RT | | | | | | |

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| **7358743** | **DANA HAFNIA** | **5 990** | | **1976** Helsingor Vaerft A/S—Helsingor | **TM RoRo Cargo** | 2 Vee Oil 4SA each 18Cy. 500 × 540 sr |
| OXTU | ex Drachenfels-77 | 1 976 | | (408) | | geared to sc. shafts |
| D2300 | ex Dana Gloria-76 | 6 605 | BV | 144,02 24,39 6,884 | 3 Ho ER | 27 540bhp (20 257kW) B&W |
| Df Esd | **DFDS A/S** | | | 131,02 22,99 12,63 | Cr 1(25) | Helsingor Vaerft A/S Helsingor |
| Gc Pfd | Esbjerg Denmark | | | 2 dks | | Gen 1 × 1056kW 4 × 712kW |
| Rdr RT | | | | | | 380V 50Hz a.c. |
| | | | | | | 2 Controllable pitch propellers |
| | | | | | | 22,5kn |

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| **6422597** | **DANA JOY** | **31 634** | | **1965** Tangen Verft A/S.—Kragero (554) | **M Tanker** | Oil 2SA 9Cy. 840 × 1800 |
| HPAC | ex Fadi B-81 ex Gimle-76 | 19 892 | | 236,20 32,26 12,326 | | 18 900bhp (13 902kW) B&W |
| 6826 | **Danajoy Compania Naviera S.A.** | 60 262 | NV | 226,22 32,24 16,62 | 18 Ta ER | A/S Akers M/V Oslo |
| -76A | Panama Panama | | | P 57,7 F 25,6 1 dk | L.(oil) 70 310 HeCls. BC | Gen 3 × 300kW 440V 60Hz a.c. |
| Df Esd | | | | rf 102 | | Fuel 345,5t (d.o.) 4 225,5t (hvf)-45,0pd |
| Gc Rdr | | | | | | 16,25kn |
| RT | | | | | | |

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| **6905305** | **DANA JOYCE** | **46 417** | | **1968** Stord Verft A/S—Stord (619) | **M Tanker** | Oil 2SA 10Cy. 840 × 1800 |
| 3EAH2 | ex Kai Hu-82 ex Sylvania-76 | 30 194 | | 250,20(BB) 39,02 13,590 | | 23 000bhp (16 918kW) B&W |
| | | 86 196 | (NV) | 239,07 38,96 17,00 | 12 Ta ER | Akers/Nylands Verksted Oslo |
| Df Esd | Fadi Maritime Corp. | | | F 22,9 1 dk | L.(oil) 157 868 HeCls. BC | Gen 3 × 650kW 440V 60Hz a.c. |
| Gc Pfd | Panama Panama | | | rf 102 | Der 2(10) 4(1,5) | Fuel 5 194,5t (hvf)-76,0pd 16,25kn |
| Rdr | | | | | | |
| RTm/h/v | | | | | | |

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| **5100972** | **DANA MARIA** | **499** | | **1957** J. J. Sietas K.G. Schiffswerft | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 |
| SV3066 | ex Sea Jewel-80 | 324 | | —Hamburg (433) | | 300bhp (221kW) |
| 5285 | ex Niedermehnen-75 | 833 | GL | 58,76 8,95 3,302 | 1 Ho 37,9 ER | Kloeckner Humboldt Deutz Koeln |
| Df Esd | ex Elfi Breuer-66 | | | 52,68 8,92 3,81 | G.1 201 B.1 119 | Gen 3 × 110kW |
| RTm | **A. Kanari & K. Parlopoulos** | | | P 8,9 F 4,3 1 dk | 2 Ha (each 15,3 × 5,9) ER | Fuel 20,5t (d.o.) 9,5kn |
| | Piraeus Greece | | | RW len 60 | 3W Der 4(2) | |

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| **7708778** | **DANA MAXIMA** | **4 928** | **✠100A1** | **1978**-8 Hitachi Zosen—Osaka Works, Sakai | **TM RoRo Cargo** | 2 Vee Oil 4SA each 14Cy. 400 × 460 sr |
| OWRN | | 2 159 | roll on—roll off cargo | (4603) | | geared to sc. shafts |
| D2623 | **DFDS A/S** | 3 980 | ship | 141,51(BB) 20,60 6,562 | 2 Stern doors/ramps | 15 600bhp (11 475kW) Pielstick |
| Df Esd | Esbjerg Denmark | | **✠LMC** **UMS** | 132,47 20,40 12,20 | Mchy.aft | Niigata Eng. Co. Ltd. Niigata |
| Gc Pfd | | | EL (C†) 550,0/54,0U3 | B 111,6 2 dks, 1 superstructure dk | TEU 390 C. 390/20′ | AuxB (o.f.) 8kgf/cm² (7,9bar) |
| Rdr RT | | | FN 4319 | (strength dk), hoistable car dk in cargo | Cr 1(10) | AuxB (ex.g) 8kgf/cm² (7,9bar) |
| | | | | hold | | Gen 2 × 1024kW 2 × 816kW |
| | | | | rf nil | | 390V 50Hz a.c. |
| | | | | Coll BH to U dk, 4BH to 2nd dk WB2213T | | 2 Controllable pitch propellers |
| | | | | incl. DTf95T & STs in cargo hold 828T | | 2 Thw. thrust propellers fwd |
| | | | | | | 18kn |

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| **7808188** | **DANA MINERVA** | T.Mk | | **1979** Helsingor Vaerft A/S—Helsingor | **M RoRo Cargo** | Vee Oil 4SA 12Cy. 320 × 420 reduction |
| OYEP | ex Nopal Minerva-82 | **1 599** | | (419) | Pallets | geared to sc. shaft |
| D2663 | **DFDS A/S** | 841 | NV | 105,62(BB) 18,98 4,952 | Side door/ramp (s) Stern door/ramp | 4 500bhp (3 310kW) |
| Df Esd | Esbjerg Denmark | 3 390 | | 96,02 18,81 12,35 | 1 Ho 44,9 ER | MaK. Maschinenbau G.m.b.H. Kiel |
| Gc Pfd | | | | 2 dks | B.9 770 | Gen 3 × 148kW |
| Rdr RT | | | | rf 648 | TEU 274 | Thw. thrust propeller fwd |
| | | | | | C.RoRo Dk 126/20′ C.Dk 148/20′ | Fuel 500,0t (d.o.)-15,0pd |

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| **7329522** | **DANA REGINA** | **11 966** | | **1974** Aalborg Vaerft A/S—Aalborg (200) | **TM Passenger/RoRo Cargo/Ferry** | 4 Oil 4SA each 8Cy. 450 × 540 geared to |
| OXDM | | 6 158 | | 153,70(BB) 24,31 6,001 | | sc. shafts |
| A314 | **DFDS A/S** | 3 980 | BV | 138,99 22,31 14,30 | 1006bth 140dk P | 17 600bhp (12 946kW) B&W |
| Df Esd | Esbjerg Denmark | | | 2 dks | Bow door Side door (p) Stern door | Helsingor Skibsv. og Maskinbyg. Helsingor |
| Gc Pfd | | | | | Ice strengthened | 2 Controllable pitch propellers |
| Rdr | | | | | | Thw. thrust Contr. pitch propeller fwd |
| RTm/h/v | | | | | | Fuel 131,5t (d.o.) 447,0t (hvf) 21,5kn |

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| **5085897** | **DANA RESEARCHER** | **490** | | **1937** Frederikshavn Vaerft & Flydedok A/S | **M Research/General Cargo** | Oil 4SA 6Cy. 300 × 600 |
| OYTJ | ex Dana-81 | 122 | | —Frederikshavn (207) | | 1 200bhp (883kW) |
| H55 | **Bent N. C. G. Nielsen** | — | | 53,24 8,54 | | Kosan Frichs A/S Aarhus |
| Df Esd | Kobenhavn Denmark | | | 8,49 | | Fuel (d.o.) |
| RT | | | | | | |
| | | | | 1 dk | | |
| | | | | R len 39 | | |
| | | | | conv Research/Fishing 78 | | |

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| **5423661** | **DANA SCARLETT** | **1 721** | **✠100A1** SS 5/81 | **1964**-2 Oresundsvarvet A/B—Landskrona | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 8Cy. 320 × 450 |
| SIJB | | 757 | Kattegat & Baltic service | (190) | 700dk P | 2 640bhp (1 942kW) |
| 10459 | **Scandinavian Ferry Lines AB** | — | Ice Class 3 | 65,31 16,46 3,214 | Bow & stern doors | Kloeckner Humboldt Deutz Koeln |
| Df Esd | Helsingborg Sweden | | **✠LMC** | 59,42 16,01 4,70 | | Gen 3 × 200kW 380V 50Hz a.c. |
| Gc Rdr | | | EL q $1\frac{7}{16}$″SQ | B 38,8 F 10,1 1 dk | | 2 Controllable pitch propellers |
| RT | | | FN 1231 | rf 102 | | Thw. thrust propeller fwd |
| | | | | 11BH WB389t DTmf128t | | Fuel (d.o.) 14,75kn |

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| 7015365<br>OUYF<br>A299<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DANA SIRENA**<br>ex Dana Corona-79<br>ex Trekroner-71<br>**DFDS A/S**<br>Aalborg Denmark | T.Mk<br>**7 672**<br>3 669<br>1 252 | BV | **1970** Cant. Nav. del Tirreno e Riuniti—Riva Trigoso (281)<br>124,85 19,31 5,208<br>108,59 19,25 12,02<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>600bth 500dk P<br>Bow, stern & side doors<br>1 Ho 18,9<br>1 Ha (stl) (3,8 × 5,9)<br>Cr 1(5) | 2 Vee Oil 2SA each 12Cy. 420 × 900<br>12 000bhp (8 827kW) B&W<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>Gen 4 × 460kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 703,0t (hvf) 21kn |
| 5282483<br>SYVX<br>4374<br>Df Esd<br>Gc Pfd<br>RTm/v | **DANAE**<br>ex Therisos Express-74<br>ex Port Melbourne-72<br>**Delian Artemis Cruises Inc.**<br>Delian Cruises S.A.<br>Piraeus Greece | T.Mk<br>**10 501**<br>4 734<br>3 704 | ✠**100A1** SS 12/76<br>✠**LMC**<br>EL (D†) 2⅜"SQ<br>FN 5184 | **1955**-7 Harland and Wolff Ltd.—Belfast (1483)<br>162,31 21,44 7,646<br>151,80 21,34 12,81<br>B & F 146,4 3 dks, 4th dk fwd of mchy spaces<br>RW rf 152 DK fwd conv Ref General Cargo 76<br>Coll BH to U dk 8 to 2nd dk WB1913T incl. Tunnel tanks 748T | **TM Passenger Ship**<br>497bth P | 2 Oil 2SA each 6Cy. 750 × 2000<br>13 200bhp (9 709kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>NAuxB 12/76 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 300kW 220V d.c. 3 × 1250kW 3 × 1200kW 400V 50Hz a.c.<br>Fuel 2 756,5t (hvf) 17kn |
| 7116860<br>9VVA<br>381361<br>Df Esd<br>Gc Rdr<br>RT | **DANAE**<br>ex Negah-80 ex Otto Porr-78<br>**Joint Ownership m.v. 'Danae'**<br>Aug. Bolten Wm. Miller's Nachfolger<br>Singapore Singapore | **3 891**<br>2 512<br>6 267 | GL | **1972** Arnhemsche Schps. Maats.—Arnhem (461)<br>96,86 15,98 7,201<br>90,48 15,96 9,22<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 161 B.7 877<br>3 Ha (stl) (12,9 25,3 19,3 × 10,9) ER | Oil 4SA 6Cy. 450 × 550 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 280kW 220/380V 50Hz a.c.<br>13kn |
| 5085938<br>Df Esd | **DANAE**<br>ex Aardenburg-47 ex Stahleck-46<br>Jibuti Djibouti | **1 566**<br>907<br>— | ✠Classed LR until 12/60 | **1923** Akt-Ges. "Weser"—Bremen (338)<br>76,82 11,03 5,309<br>73,00 11,00 5,36<br>P 3,7 RQD 21,7 B & F 48,5 1 dk<br>R | **S General Cargo**<br>B.2 690 | T 3Cy. 500 800 & 1349 × 900<br>A.G. "Weser" Bremen<br>Fuel (o.f.) 10,25kn |
| 5388342<br>SGYD<br>10233<br>Df Esd<br>Gc Pfd<br>RTm | **DANAFJORD**<br>ex Westero-79<br>**P/R Danafjord**<br>Alvar Joel Christensson<br>Styrso Sweden | **148**<br>72<br>— | NV | **1961** Laan & Kooy—Den Oever (104)<br>27,97 6,56 3,353<br>24,69 6,53 3,59<br>F - 1 dk<br>rf 1372 BK 132 | **M Fishing**<br>Side-fishing<br>3 Ha (each 1,0 × 1,0) ER<br>1W Der 2(2) | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>880bhp (647kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7617943<br>9KSX<br>KT1347<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANAH**<br>**Kuwait Foreign Trading Contracting & Investment Co.**<br>Wallem Shipmanagement Ltd.<br>Kuwait Kuwait | T.Mk<br>**11 144**<br>6 011<br>18 278<br>**15 446**<br>9 209<br>23 618 | ✠**100A1** strengthened for heavy cargoes<br>✠**LMC**<br>EL F† 577,5/66,0U2<br>FN 6314 | **1978**-6 Hyundai Heavy Industries Co. Ltd.—Ulsan (2375)<br>175,32(BB) 23,42 —/10,402<br>168,10 23,36 14,20<br>P 34,2 F 26,3 2 dks<br>rf nil<br>SF 7BH WB6545T incl. DTf955T, STs in No. 2 & 3 holds 1866T, Topside tanks in Nos. 2, 3 & 4 tween dks 895T | **M General Cargo**<br>5 Ho 16,0DTp&s 16,0 25,9 27,1 27,1 27,8 ER 4 TwD ER<br>G.30 923 B.28 835<br>TEU 252 C. 252/20'<br>9 Ha (stl) (8,9 × 7,0) (18,9p&s 19,5p&s 19,5p&s 19,5p&s × 7,9) ER<br>Cr 4(12,5) 2(5) Der 1(105) 4(10) | Oil 2SA 6Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 358,5t (d.o.) 1 723,0t (hvf)-45,5pd 16kn |
| 5041138<br>HSLG<br>122722<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DANAI**<br>ex Pichit Samut-82<br>ex Beninkust-68<br>**U.P.T. Imports Ltd. Partnership**<br>Bangkok Thailand | **4 592**<br>2 081<br>6 009 | BV<br>✠Classed LR until 1/70 | **1954**-11 Werf Jan Smit, Czn.—Alblasserdam (554)<br>118,37 15,63 6,414<br>108,51 14,56 9,20<br>P 9,2 F 13,5 1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref 8P<br>4 Ho 20,2 21,7 20,9 19,6<br>G.8 467 B.7 771<br>4 Ha (8,9 × 4,5) (12,6 12,6 9,0 × 5,4)<br>12W Der 1(35) 2(10) 4(5) | Oil 2SA 6Cy. 630 × 1300<br>3 300bhp (2 427kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 150kW 220V<br>Fuel 496,0t (hvf) 13,5kn |
| 7424061<br>OUTR<br>D2352<br>Df Esd<br>Gc Rdr<br>RTm/h | **DANALITH**<br>**J. C. Jespergaard**<br>Aeroskobing Denmark | **499**<br>342<br>1 300 | BV | **1976** Sonderborg Skibsvaerft A/S—Sonderborg (77)<br>71,00 13,06 3,531<br>66,02 13,01 6,30<br>P 13,5 F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,4 ER<br>G.3 200 B.2 854<br>1 Ha (stl) (38,2 × 8,3) ER<br>Cr 4(5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) 12kn |
| 5402227<br>SVKD<br>6315<br>Df Esd<br>Gc Rdr<br>RT | **DANAOS**<br>ex Concordia Danaos-81<br>ex Danaos-80 ex Capria-77<br>**Danais Shipping Co.**<br>Piraeus Greece | **7 833**<br>4 243<br>13 603 | BV | **1963** Ch. Nav. de La Ciotat—La Ciotat (219)<br>172,75 20,96 8,160<br>162,85 20,90 12,10<br>B 20,2 F 17,1 1 dk & S dk, 3rd dk fwd & aft<br>len 71 | **M General Cargo** OSD<br>Ref<br>6 Ho<br>G.21 528 B.19 623 In.114<br>6 Ha (8,8 × 5,0) (12,9 9,6 12,9 × 6,4) (11,2 9,5 × 5,9)<br>18W Der 1(70) 1(25) 10(8) 6(3) | Oil 2SA 8Cy. 620 × 1400<br>8 700bhp (6 399kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Fuel 1 829,0t (hvf) 18kn |
| 8217855 | **DANAU PARIS**<br>**Aik Hwa Trading Co (Pte.) Ltd.**<br>Singapore | **220**<br>—<br>— | AB (Class cont.) | **1982** Kaohsiung SB. Co. Ltd—Kaohsiung (237)<br>32,62<br>28,53 8,51 3,51 | **TM Tug** | 2 Oil 4SA each 6Cy. 220 × 290 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| 6421919<br>OYDA<br>D300<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANBJORN**<br>**Government of The Kingdom of Denmark (Statens Istjeneste)**<br>Kobenhavn Denmark | **3 023**<br>99<br>— | NV | **1965** Odense Staalskibsvaerft A/S—Odense (171)<br>75,34 17,33 6,008<br>67,98 17,30 9,00<br>2 dks<br>rf nil | **TD-E Icebreaker** | 6 Vee Oil 4SA each 12Cy. 260 × 400 total 10 500bhp (7 723kW) connected to 4 elec. motors & 4 sc. shafts B&W<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Gen 4 × 328kW 380V 50Hz a.c.<br>2 propellers aft, 2 fwd |
| 5225289<br>OUZV<br>D721<br>Df Esd<br>RT | **DANBO**<br>ex Marion-70 ex Hans-57<br>ex Eleonore ex Catharina<br>ex Pierre et Marthe ex Catharina<br>**John Jacobi Nielsen**<br>Aalborg Denmark | **252**<br>125<br>386 | GL | **1918** G. J. van der Werff—Hoogezand<br>38,77 6,96 3,201<br>6,94 3,31<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.538 B.481<br>2 Ha (9,9 7,0 × 3,9) ER<br>2W Der 2(2) | Vee Oil 4SA 8Cy. 127 × 140<br>330bhp (243kW) NE 74<br>Saab-Scania Sodertalje<br>Fuel 8,0t (d.o.) |
| 7427996<br>Df Esd<br>Rdr | **DANDE**<br>**Sociedade de Pesca Marafrica S.a.r.l.**<br>Luanda Angola | **272**<br>61<br>157 | ✠**100A1** stern trawler<br>✠**LMC**<br>EL F 275,0/22,0U1<br>FN 287 | **1982**-3 MacLaren IC Est. e Servicos—Rio de Janeiro (126)<br>30,51 8,03 3,452<br>25,00 7,66 3,81<br>B & F 20,8 1 dk<br>rf 1016 BK 102<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref. | Oil 4SA 6Cy. 240 × 260 with clutches, flexible couplings & sr geared to sc. shaft<br>928bhp (683kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 104kW 1 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller |

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| **5085990** | **DANDE**<br>ex Bengo ex ST 728<br>Luanda Angola | **137**<br>4<br>— | (AB) | **1944** Port Houston Iron Works Inc.<br>—Houston, Tx (62)<br>24,52 7,27 3,048<br>... ... ... | **M Tug** | Oil 2SA 6Cy. 315 × 405<br>Clark Bros. Co. New York, NY |
| **8022690** | **DANDE**<br>**Government of The People's Republic of Angola (Direccao Nacional des Transportes Maritimes)**<br>Luanda Angola | **30**<br>11<br>— | ✠**100A1**<br>launch<br>extended protected waters service (from a port in Angola)<br>**LMC**<br>EL (A) 20,0/13,0U2<br>FN 83 | **1981**-1 Jachtbouw P. Valk—Franeker ((2812))<br>14,76 4,32 1,401<br>12,86 4,03 2,39<br>1 dk<br>rf 991 BK 25<br>3BH WBnil | **TM Pilot Launch** | 2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>810bhp (596kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1kW 24V d.c. |
| **6705535**<br>Df Esd<br>Gc RT | **DANDELLION**<br>ex Choyo Maru No. 72-80<br>**Frabal Fishing Inc.**<br>Manila Philippines | **191**<br>68<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (606)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| **6404416**<br>HO3281<br>10573<br>-80A<br>Df Esd<br>Rdr<br>RTm/v | **DANDY**<br>ex Walvis-82 ex Ellen Bagge-80<br>ex Kondi Stoffer-74<br>ex Villa Andreasen-73<br>**West Key Navigation S.A.**<br>Panama Panama | **399**<br>224<br>675 | GL | **1963** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (528)<br>53,68 8,62 3,171<br>47,25 8,59 3,56<br>P 11,9 B 11,6 F 9,5 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,9 ER<br>G.810 B.750<br>2 Ha (each 12,5 × 5,1) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 240 × 400<br>500bhp (368kW) NE 65<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 40kW 220/330V d.c.<br>Fuel 27,5t (d.o.) 9,5kn |
| **7214909**<br>GQHR<br>359160<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANE**<br>**British United Trawlers Finance Ltd.**<br>Hellyer Brothers Ltd.<br>Hull United Kingdom | **1 480**<br>485<br>920 | ✠**100A1** SS 3/82<br>stern trawler<br>Ice Class 2<br>✠**LMC**<br>EL O 15/16"U2<br>FN 1558 | **1973**-2 Brooke Marine Ltd.—Lowestoft (384)<br>*70,11* 12,86<br>73,46 12,81 8,39<br>F 34,8 2 dks<br>rf 1372 DK fwd<br>Coll BH to U dk 7 to 2nd dk WB48t | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 7Cy. 381 × 457 sr geared to sc. shaft<br>3 246bhp (2 388kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>AuxB (o.f.) 180lbf/in² (12,5bar)<br>Gen 1 × 600kW 2 × 184kW 420V 50Hz a.c.<br>Controllable pitch propeller<br>13,5kn |
| **6607408**<br>GSMA<br>309332<br>RTv | **DANEGARTH**<br>**Cory Ship Towage Ltd.**<br>Cardiff United Kingdom | **161**<br>—<br>— | ✠**100A1** SS 12/79<br>tug<br>✠**LMC**<br>EL (b) 1"<br>FN 284 | **1966**-4 Richards (Shipbuilders) Ltd.<br>—Lowestoft (485)<br>28,96 7,60 3,277<br>26,22 7,17 3,66<br>RW rf 533 BK 152<br>3BH WB38t | **M Tug** | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 30kW 220V d.c.<br>Fuel (d.o.) |
| **7928108**<br>ELAL4<br>6888<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DANELOCK**<br>**Turnville Shipping Ltd.**<br>Monrovia Liberia | **33 539**<br>26 896<br>64 120 | NV | **1981** B & W Skibsvaerft—Kobenhavn (881)<br>225,00(BB) 32,24 13,080<br>213,75 32,20 18,01<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 26,2 22,7 22,7 22,7 22,7 22,7 25,3 ER<br>G.78 790 B.75 490 HeCls. B<br>7 Ha (stl) (each 14,4 × 15,0) ER | Oil 2SA 5Cy. 800 × 1950<br>12 600bhp (9 268kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW 1 × 100kW 440V 60Hz a.c.<br>Fuel 329,5t (d.o.) 2 810,0t (hvf)-40,5pd<br>15kn |
| **7421148**<br>UIMF<br>M-12409 | **DANGARA**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>89 | RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7011084**<br>Y6FE<br>Rdr RT | **DANHOLM**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **593**<br>201<br>1 107 | DSRK | **1969** VEB Elbewerft—Boizenburg (275)<br>60,05 10,32 2,909<br>57,00 10,01 3,51<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Ice strengthened<br>1 Ho ER<br>G.550 | 2 Oil 4SA each 6Cy. 240 × 360<br>640bhp (471kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 40kW 390V 50Hz a.c.<br>Fuel (d.o.) 8kn |
| **7314682**<br>EEGS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANI**<br>**Daniel Ponce Ramirez**<br>Santander Spain | **330**<br>142<br>— | BV | **1973** Ast. de Santander S.A.—Santander (78)<br>39,98 7,83 3,499<br>36,00 7,80 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 293,5t (d.o.) 13,75kn |
| **6614061**<br>ODFO<br>Df Rdr<br>RTh/v | **DANI LAKI**<br>ex Dani-77 ex Havny-76<br>**Muhiddine & Ezzedine Sinno**<br>Beirut Lebanon | **498**<br>201<br>838 | BV | **1965** Varv. A. Johansson & Co.<br>—Mariehamn (98)<br>65,51 9,78 3,461<br>63,00 9,75 5,80<br>1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>1 Ho 40,2 1 TwD 38,4 ER<br>G.1 863 B.1 746<br>1 Ha (stl) (13,1 × 4,5) ER<br>Cr 2(3-5) | Oil 4SA 6Cy. 385 × 580<br>1 250bhp (919kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 100kW 1 × 35kW 400V 50Hz a.c.<br>Fuel 70,0t (d.o.) 13,5kn |
| **7531357**<br>D5DR<br>6218<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANIA**<br>**Atlantic Oil Drilling Corp. Inc.**<br>Monrovia Liberia | **5 505**<br>3 660<br>7 960 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 1A provided portable cross beam at frames 71—72 is fitted<br>✠**LMC** **UMS**<br>EL Y 1⅞"U3<br>FN 3217 | **1978**-3 Kalmar Varv A/B—Kalmar (443)<br>121,01 18,24 7,621<br>114,81 18,01 10,01<br>P 20,2 F 11,3 1 dk<br>rf nil<br>4BH WB3431T incl. DTf198T, & Comb. btm & STs in hold 2009T | **M General Cargo**<br>Newsprint<br>1 Ho 75,5 ER<br>B.11 400<br>1 Ha (stl) (76,2 × 14,3) ER<br>Cr 2(25) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar)<br>Gen 4 × 247kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14kn |
| **5086695**<br>Df Esd<br>Rdr RT | **DANIA**<br>ex Hatim-78 ex Christos K.-78<br>ex Darwin-73<br>**Abdul Salam Abdul Karim** | **1 793**<br>739<br>1 067 | ✠Classed LR until 28/11/80 | **1957**-6 Goole SB. & Repairing Co. Ltd.<br>—Goole (505)<br>72,12 12,58 5,055<br>67,06 12,20 5,34<br>P & B 43,0 F 6,8 1 dk<br>RW rf 102 | **S Passenger/General Cargo** 36P<br>G.1 259 B.1 151<br>6W Der 2(5) 4(3) | T 3Cy. 432 699 & 1143 × 762<br>1 250ihp (919kW)<br>Charles D. Holmes & Co. Ltd. Hull<br>Gen 2 × 60kW 1 × 5kW 200/220V d.c.<br>Fuel 305,0t (o.f.) 12,5kn |

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|---|---|---|---|---|---|---|
| 7026871<br>SICF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANIA**<br>ex Ring-79<br>**Klas Henrik Lind**<br>Vrango Sweden | **1 185**<br>652<br>2 494 | ✠100A1 SS 3/81<br>Ice Class 1<br>✠LMC **UMS**<br>EL R 1$\frac{9}{16}$"U2<br>FN 1634 | **1971**-4 Ast. del Cadagua W.E. Gonzales S.A.—Bilbao (79)<br>81,36 14,25 5,028<br>74,61 14,20 7,70<br>F 7,1 2 dks<br>rf nil<br>NS 4BH WB993t incl. DTf67t | **M Container Ship**<br>Fixed-guides<br>Mchy.aft<br>TEU 167 C.Ho 85/20' C.Dk 82/20' | Oil 4SA 6Cy. 410 × 470<br>3 200bhp (2 354kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 116kW 380V 50Hz a.c. |
| 7928615<br>DLRD<br>Df Esd<br>Gc Rdr<br>RTm/v | **DANIA**<br>**Seetouristik G.m.b.H. & Co. K.G.**<br>Burgstaaken Federal Republic of Germany | **799**<br>528<br>125 | GL | **1980** Husumer Schiffsw.—Husum (1471)<br>53,60 2,150<br>47,30 9,71 3,41<br>1 dk | **TM Ferry**<br>658P<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 160 × 165<br>1 890bhp (1 390kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>15kn |
| 7114305<br>OUOR<br>D1179<br>Esd Pfd<br>Rdr<br>RTm/h | **DANIA**<br>**A/S Danena**<br>Ejnar Nygaard<br>Arhus Denmark | **499**<br>307<br>900 | BV | **1971** Limfjords-Vaerftet A/S—Aalborg (15)<br>58,70 10,29 3,601<br>53,01 10,27 4,12<br>P 15,0 F 7,1 1 dk | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 184 B.1 059<br>1 Ha (stl) (29,4 × 6,4) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 30kW 380V 50Hz a.c.<br>Fuel 81,5t (d.o.)-2,0pd 10kn |
| 5020861<br>DIPC<br>9805<br>Df Esd<br>Rdr<br>RTm/v | **DANIA CARINA**<br>ex Apollo-77<br>**Uwe Suhr**<br>Hamburg Federal Republic of Germany | **499**<br>329<br>800 | GL | **1957** J. J. Sietas K.G. Schiffswerft —Hamburg (403)<br>58,78 8,95 3,309<br>52,71 8,91 3,81<br>P 8,9 B 9,8 F 5,2 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 30,5 ER<br>G.1 202 B.1 117<br>len 62 2 Ha (each 15,3 × 5,8) ER<br>3W Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 20,0t 9kn |
| 6901880<br>ELYN<br>3191<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DANIAN GAS**<br>ex Reliance Gas-77<br>ex Amy Multina-77<br>ex Phillips Arkansas-71<br>**Reliance Gas Transport Corp.**<br>Monrovia Liberia | **18 013**<br>10 784<br>20 321 | AB | **1969** Kockums M/V A/B—Malmo (519)<br>184,74(BB) 25,56 9,937<br>172,50 25,51 16,11<br>P 43,6 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (C.mn.stl) ind prismatic vert ER<br>L.(gas) 26 504 HeCls. BC | Oil 2SA 9Cy. 780 × 1550<br>15 750bhp (11 585kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 542kW 450V 60Hz a.c.<br>Fuel 378,0t (d.o.) 1 349,0t (hvf)-24,0pd<br>13,5kn |
| 7110684<br>WYZ3<br>990<br>534504<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANICA**<br>ex Denise Marie<br>**Epsilon Fishing Corp.**<br>John J. Silveira<br>San Juan, P.R. Puerto Rico (U.S.A.) | **1 110**<br>597<br>— | | **1971** Tacoma B.B. Co. Inc.—Tacoma, Wa (245)<br>69,19 12,50 5,563<br>64,32 12,20 6,41<br>2 dks | **M Fishing**<br>Side-fishing Ref | Oil 4SA 16Cy. 229 × 267<br>3 100bhp (2 280kW)<br>General Electric Co. Lynn, Ma |
| 8009258<br>DLRH<br>Df Esd<br>Gc Rdr<br>RTm/v | **DANICA**<br>**Seetouristik G.m.b.H. & Co. K.G.**<br>Orth Federal Republic of Germany | **338**<br>220<br>60 | GL | **1980** Husumer Schiffsw.—Husum (1472)<br>35,79 1,651<br>30,82 8,09 3,20<br>1 dk | **M Ferry**<br>260dk P<br>Ice strengthened | Oil 4SA 16Cy. 142 × 160<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>11kn |
| 8102036<br>OXIH<br>D2825<br>RT | **DANICA BLUE**<br>**Invest II**<br>H. Folmer & Co.<br>Nakskov Denmark | **299**<br>190<br>1 000 | BV (Class cont.) | **1982** Sakskobing Mask. og Skibsvaerft —Sakskobing (29)<br>60,03<br>54,82 9,61 3,48<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa |
| 8102024<br>OXCO<br>D2811<br>Rdr RT | **DANICA GREEN**<br>**Invest I**<br>H. Folmer & Co.<br>Nakskov Denmark | **299**<br>187<br>950 | BV | **1981** Sakskobing Mask. og Skibsvaerft —Sakskobing (28)<br>60,03<br>54,82 9,61 3,48<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.1 973 B.1 781<br>1 Ha (stl) (33,6 × 6,2) ER<br>Der 2(5) | Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa |
| 7943433<br>WYC9<br>583<br>604162 | **DANICIA K.**<br>**Daniel J. Kobasic**<br>Sault Sainte Marie, Mi United States of America | **116**<br>85<br>— | | **1979** ..............Escanaba, Mi<br>*22,16* 6,10<br>3,48<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| 6915489<br>ZSRF<br>351092<br>Df Esd<br>Rdr<br>RTm/h/v | **DANIE DU PLESSIS**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **593**<br>—<br>— | ✠Classed LR until 9/71 | **1969**-11 James Brown & Hamer Ltd. —Durban (Y15)<br>44,35 10,67 4,280<br>40,85 10,06 5,19<br>1 dk<br>RW rf 305 | **TD-E Tug**<br>2 Ho 6,4 4,0<br>3 Ha (stl) (1,7 × 1,2) (1,7 × 2,4) (0,6 × 0,6) | 2 Vee Oil 4SA each 12Cy. 254 × 305 driving 2 gen. each 1 270kW 750V d.c. connected to 2 elec. motors (CC)<br>English Electric Co. Ltd. United Kingdom<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.) 12kn |
| 5086047<br>ZTWZ<br>199266<br>Df Esd<br>Pfd Rdr<br>RTm | **DANIE HUGO**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Cape Town/ Kaapstad South Africa | **812**<br>81<br>— | ✠Classed LR until 2/60 | **1959**-3 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (425)<br>53,65 11,31 4,954<br>50,35 10,67 5,49<br>B 18,3<br>R rf 305 | **TS Tug**<br>1 Ho 4,1<br>1 Ha (1,8 × 1,5) | T 6Cy. (2) 432 (2) 737 & (2) 1219 × 762<br>Rankin & Blackmore Ltd. Greenock<br>Fuel 418,0t (c) |
| 7413878<br>PDNF<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **DANIEL**<br>**J. Damhof**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Delfzijl Netherlands | **1 377**<br>953<br>2 349 | BV | **1975** Schpsw. Ton Bodewes N.V. —Franeker (F60)<br>76,43 11,99 4,830<br>69,98 11,84 5,85<br>1 dk | **M General Cargo**<br>1 Ho 50,9 ER<br>G.3 112 B.2 941<br>2 Ha (stl) (13,7 × 7,7) (25,1 × 8,3) ER | Vee Oil 2SA 12Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 32kW 220/380V 50Hz a.c.<br>Fuel 168,5t (d.o.) 12kn |
| 6515186<br>TKMH<br>5451<br>Df Esd<br>Pfd Rdr<br>RTm | **DANIEL ANNIE**<br>**Paul Valer**<br>Etel France | **150**<br>48<br>— | (BV) | **1964** Ch. Herbert & Heraud—Pont Lorois<br>26,80 6,79<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Tuna<br>2 Ha (each 1,2 × 1,2)<br>1W Der 1(1,5) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 11,5kn |

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| 7219961<br>VC8435<br>345533<br>Esd Pfd<br>Rdr RT | **DANIEL ELISABETH**<br><br>**National Sea Products Ltd.**<br>Caraquet, N.B. Canada | **136**<br>68<br>— | | **1971** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>26,22 7,09 2,744<br>24,24 7,01 3,59<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| 5146342<br>VYNR<br>133758 | **DANIEL McALLISTER**<br>ex Helen M. B.-66 ex Helena-57<br>**McAllister Towing & Salvage Ltd.**<br>Montreal, P.Q. Canada | **268**<br>182<br>— | | **1907** Collingwood SB. Co. Ltd. —Collingwood, Ont. (12)<br>35,06 7,12 3,658<br>7,07<br>B 16,2<br>R | **M Tug**<br><br><br>1W | Oil 12Cy. 216 × 254<br>E made42 fitted57<br>General Motors Corp. Cleveland, Oh<br>Fuel 142,0t 11kn |
| 7354773<br><br>394857<br>Df Esd<br>Gc Rdr<br>RT | **DANIEL SOLANDER**<br>ex Kyowa Maru No. 32-82<br>ex Bocho Maru No. 12-79<br>**Saudi-New Zealand Capital Corp. Ltd. & others**<br>Nelson New Zealand | **344**<br>180<br>420 | | **1973** Miho Zosensho K.K.—Shimizu (942)<br>53,60 8,51 3,353<br>47,02 8,49 3,76<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 5141225<br>3AEU2<br>11306-LI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANIEL I**<br>ex Daniel-82 ex Ithaki Sailor-81<br>ex Elpetroil-73<br>ex Hamilton Trader-73<br>**Karonas Shipping Corp.**<br>Narval Shipping Corp.<br>Panama Panama | **12 299**<br>7 316<br>20 031 | ✠100A1 SS 11/81<br>oil tanker<br>✠LMC<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5505 | **1959**-12 Blyth Dry Docks & SB. Co. Ltd. —Blyth (372)<br>170,69 22,00 9,430<br>162,77 21,90 11,92<br>P 36,3 B 10,7 F 21,4 1 dk<br>rf 76<br>18BH WB571t | **M Tanker**<br>30 Ta ER<br>L.(oil) 25 315 HeCls. BC | Oil 2SA 7Cy. 760 × 1550<br>9 100bhp (6 694kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>2 AuxB 150lbf/in² (10,4bar)<br>Fuel 1 669,5t-30,5pd 14,5kn |
| 7433488<br>PPLD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DANIELA**<br><br>**Empresa de Navegacao Alianca S.A.**<br>Rio de Janeiro Brazil | **26 512**<br>16 465<br>38 696 | GL | **1981** Industrias Reunidas Caneco S.A.—Rio de Janeiro (224)<br>200,92 27,26 10,351<br>191,83 27,21 15,22<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.47 199 HeCls. B<br>7 Ha (stl) (9,8 17,6 9,6 17,6 9,6 17,6 9,6 × 12,6) ER | Oil 2SA 9Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>Fuel 410,0t (d.o.) 2 642,0t (hvf)-41,5pd<br>15,25kn |
| 5144112<br>HPTK<br>8424-77<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DANIELA**<br>ex Havelland-77<br>**Compania Naviera Panadaniela S.A.**<br>Panama Panama | T.Mk<br>**5 789**<br>3 157<br>8 024<br>**8 299**<br>4 665<br>10 529 | GL | **1958** Deutsche Werft A.G.—Hamburg (722)<br>152,18 18,83 7,786/8,979<br>140,77 18,75 11,71<br>P 10,7 F 32,4 3 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>5 Ho 16,0 20,2 24,3 ER 24,2 22,7<br>G.16 058 B.14 223 In.1 341<br>6 Ha (stl) (4,1 4,6 × 3,8) (12,1 15,1 10,2 10,2 × 5,5)<br>20W Der 1(20) 1(15) 6(5-10) 12(3-5) 2(2) | Oil 2SA 8Cy. 780 × 1400<br>9 000bhp (6 620kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 200kW 380V 50Hz a.c.<br>Fuel 1 646,0t (hvf) 17,5kn |
| 5132494<br>IOKN<br>3423<br>Esd Rdr<br>RT | **DANIELA D. P.**<br>ex Mediterraneo-74<br>ex Gloriana-67 ex Choky-61<br>ex Papuan Explorer-60<br>ex Hanne Sven-54<br>**D. P. S.p.A. di Navigazione**<br>Genova Italy | **499**<br>256<br>915 | RI (BV) | **1952** Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (230)<br>63,12 9,33 3,607<br>57,97 9,30<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>B.1 780 | Oil 2SA 6Cy. 370 × 485<br>1 000bhp (736kW)<br>Crossley Bros. Ltd. Manchester |
| 5101316<br>IMBG<br>284<br>Df Esd<br>Rdr RT | **DANIELA PRIMA**<br>ex Sarcon Prima-71 ex Ellsa-69<br>ex Biscaya-57<br>**Italsud Containers S.p.A.**<br>Cagliari Italy | **499**<br>251<br>837 | RI<br>✠Classed LR until 6/69 | **1957**-1 Noord Nederlandse Scheepswerven N.V.—Groningen (282)<br>58,17 9,86 3,474<br>53,01 9,76 4,09<br>P 11,9 Trunk 20,5 F 6,8 1 dk<br>rf 102 DK fwd | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>650bhp (478kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5145714<br>HP3279<br>6029-PEXT<br>Df Esd<br>RTm | **DANIELA IV**<br>ex Polkerris ex Osterbrucke-72<br>ex Hein Suhr-68<br>**Horienu S.A.**<br>Panama Panama | **294**<br>183<br>461 | (GL) | **1958** Klahn-Werft—West Berlin (146)<br>47,40 8,11 2,490<br>43,49 8,06 2,90<br>P 9,2 F 6,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 27,5 ER<br>G.606 B.558<br>2 Ha (each 10,9 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 1,5kW 1 × 1kW 24V<br>9,5kn |
| 5086205<br>TQBH<br>3567<br>Esd | **DANIELE ET BERNARD**<br><br>**Peron et Compagnie**<br>Armement Barzic S.A.<br>Concarneau France | **102**<br>23<br>— | | **1957** Ch. Querrien—Auray<br>24,01 6,48<br>3,28<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>5 Ha (0,9 0,9 0,9 0,9 × 0,7) (0,9 × 0,9) | Oil 4SA 6Cy. 230 × 300<br>330bhp (243kW)<br>Etab. Crepelle Lille<br>Fuel 17,5t (d.o.) 9kn |
| 6828193<br>H9QB<br>1132<br>8-81<br>Df Esd<br>Gc Rdr<br>RTv | **DANIELLA**<br>ex Ithaki-81<br>**Baruca (Panama) S.A.**<br>Bradford Shipping Inc.<br>Panama Panama | **9 065**<br>6 378<br>15 251 | ✠LR class withdrawn-Reported defects 20/8/82 | **1968**-12 Bartram & Sons Ltd.—Sunderland (414)<br>141,05 20,48 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 24,3<br>G.21 973 B.20 075<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7)<br>10W Der 8(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 138,0t (hvf) 14kn |
| 6922171<br>PJMV<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DANIELLA**<br><br>**Jumbo Scheepvaart Maatschappij (Curacao) N.V.**<br>Willemstad Netherlands Antilles | **1 582**<br>1 067<br>2 608 | BV | **1969** Zaanlandsche Schps. Maats. —Zaandam (514)<br>77,68 13,59 5,500<br>70,13 13,40 6,91<br>P 18,0 F 8,0 1 dk | **M Heavy load Carrier**<br>1 Ho 46,4 ER<br>G.3 138 B.3 113<br>1 Ha (stl) (40,6 × 10,2) ER<br>6W Der 2(50) | Oil 4SA 6Cy. 320 × 450<br>1 583bhp (1 164kW) NE 72<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 203,0t (d.o.) 12kn |
| 6815859<br><br>321560 | **DANIELLA**<br><br>**African Timber & Plywood (Nigeria) Ltd.**<br>Lagos Nigeria | **116**<br>74<br>— | | **1956** J. Pollock, Sons & Co. Ltd. —Faversham<br>*29,57* 6,25<br>... ... ...<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 6Cy. 120 × 142<br>100bhp (74kW)<br>A.E.C. Southall<br>6kn |

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| 6609248<br>SZIF<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANIELLE**<br>ex Gaucho Moreira-82<br>ex Laura-78 ex Laura Maersk-78<br>**Transeas Maritime Inc.**<br>Piraeus Greece | **27 074**<br>15 920<br>47 561 | **✠100A1** SS 3/82<br>strengthened for ore<br>cargoes Nos. 2 & 6<br>holds may be empty<br>**✠LMC**<br>EL st $3\frac{1}{16}$"SQ<br>FN 9109 | **1966**-7 Odense Staalskibsvaerft A/S<br>—Odense (177)<br>212,22(BB) 28,58 11,824<br>203,18 28,49 16,34<br>F 18,0 1 dk<br>rf nil DK<br>NS 10BH WB18673t incl. Comb. btm & STs in holds 9892t Topside tanks in holds 7002t | **M Bulk Carrier**<br>7 Ho 21,1 21,0 21,5 21,5 21,5 21,5 21,5 ER<br>G.52 708 B.51 124<br>7 Ha (stl) (each 14,3 × 12,2) ER<br>Cr 1(2) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Cant. Nav. Riuniti Ancona<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>(AuxB (ex.g) 100lbf/in² (6,9bar) )<br>Gen 3 × 376kW 450V 60Hz a.c.<br>Fuel 3 131,5t (hvf) 15,75kn |
| 6803636<br>D5LG<br>6415<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DANIELLE**<br>ex Danita-78<br>**Danielle Shipping Corp.**<br>Monrovia Liberia | **25 912**<br>19 721<br>51 488 | NV | **1967** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (816)<br>218,85 30,56 12,053<br>205,01 30,51 17,00<br>P 35,4 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,7 25,3 18,3 27,2 18,3 24,7 21,5 ER<br>G.62 319 B.60 720<br>7 Ha (stl) (12,1 17,8 12,1 17,8 12,1 17,8 12,1 × 13,0) ER<br>Der 2(3) | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 432kW 440V 60Hz a.c.<br>Fuel 3 106,0t (d.o & hvf)-46,5pd 15,5kn |
| 5251903<br>5B2544<br>Df Esd<br>Rdr RTm | **DANIELLE DELTA**<br>ex Admiral Effingham-75<br>ex Nike-70<br>**Hercules Shipping Co. Ltd.**<br>Limassol Cyprus | **367**<br>179<br>488 | (BV) | **1957** N.V. Scheepsbouw Unie—Groningen (271)<br>49,03 7,75 2,871<br>44,00 7,65 3,15<br>P 13,2 F 7,1 1 dk<br>RW | **M General Cargo**<br>1 Ho 29,7 ER<br>G.695 B.661<br>2 Ha (stl) (each 9,9 × 4,6) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>370bhp (272kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel 30,5t (d.o.) 10,5kn |
| 5403104<br>SVNM<br>3983<br>Df Esd<br>Gc Rdr | **DANILA**<br>ex Antonia-81 ex Kyriakoula-81<br>ex Delphic Sky-80<br>**Duncan Bay Shipping Corp.**<br>Kassos Maritime Enterprises Ltd.<br>Piraeus Greece | **13 351**<br>9 121<br>22 279 | **✠100A1** SS 3/81<br>strengthened for heavy<br>cargoes<br>**✠LMC**<br>EL jt $2\frac{5}{8}$"SQ<br>FN 5908 | **1963**-3 Hitachi Zosen—Innoshima (3955)<br>176,87 22,05 10,421<br>167,01 22,00 13,37<br>P 36,3 F 18,9 1 dk<br>rf 102<br>NS 8BH WB7757t incl. Topside tanks in holds 3168t | **M Bulk Carrier**<br>6 Ho 22,3 19,2 19,2 19,2 19,2 22,4 ER<br>G.29 225 B.28 730<br>6 Ha (12,8 × 8,9) (12,8 12,8 12,8 12,8 12,8 × 10,5) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 136lbf/in² (9,4bar)<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 2 078,0t (hvf) 15,5kn |
| 5086231<br>UVHN<br>M-19512<br>Df Esd<br>Rdr RT | **DANILO NECHAY**<br>**U.S.S.R.**<br>Tallin U.S.S.R. | **1 063**<br>432<br>1 030 | (RS) | **1955** "Gheorghiu Dej" Shipyard—Budapest<br>70,24 10,06 3,798<br>64,62 10,01 5,31<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho 12,5 13,1 12,7 ER<br>G.1 698 B.1 597<br>3 Ha (stl) (each 6,9 × 3,9) ER<br>6W Der 6(2,5) | 2 Oil 4SA each 6Cy. 320 × 480<br>800bhp (588kW) NE 63<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 86,5t (d.o.) 9,5kn |
| 7336604<br>YTCD<br>Df Esd<br>Gc Rdr<br>RT | **DANILOVGRAD**<br>**Prekookeanska Plovidba**<br>Bar Yugoslavia | **15 396**<br>10 978<br>27 020 | BV JR | **1974** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (162)<br>182,86(BB) 22,46 10,543<br>171,61 22,41 14,20<br>1 dk | **M Ore Carrier**<br>Str. heavy cargoes<br>7 Ho 18,5 19,5 21,0 14,0 19,9 22,4 16,9 ER<br>G.35 794 B.30 303 HeCls. B<br>7 Ha (stl) (10,2 11,9 13,5 8,0 13,5 14,4 8,8 × 11,4) ER<br>4W Cr 4(10) Der 2(2,5) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 160,0t (d.o.) 1 263,5t (hvf)-35,0pd 16kn |
| 7418634<br>EWBQ<br>M-28275 | **DANILOVO**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7423914<br>OXHR<br>D2421<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANISH ARROW**<br>**BP Tankskibsrederiet A/S**<br>Kobenhavn Denmark | T.Mk<br>**499**<br>344<br>759 | **✠100A1** SS 7/81<br>liquefied gas carrier<br>Propane or butane in<br>independent tanks, max.<br>pressure 15,68bar, min.<br>temp. minus 10°C<br>Ice Class 3<br>**✠LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 927 | **1976**-6 Svendborg Skibsvaerft A/S<br>—Svendborg (151)<br>66,50 (BB) 10,67 3,277<br>59,14 10,51 5,16<br>RAD 15,0 F 7,4 1 dk<br>rf nil<br>3BH WB387T incl. STs in hold 123T | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta (stl) cyl horizontal ER<br>L.(gas) 500 | Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>1 240bhp (912kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,5t (d.o.) 12,5kn |
| 7423926<br>OUOV<br>D2422<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DANISH DART**<br>**BP Tankskibsrederiet A/S**<br>Kobenhavn Denmark | T.Mk<br>**499**<br>344<br>759 | **✠100A1** SS 8/81<br>liquefied gas carrier<br>Propane or butane in<br>independent tanks, max.<br>pressure 15,68bar, min.<br>temp. minus 10°C<br>Ice Class 3<br>**✠LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 926 | **1976**-9 Svendborg Skibsvaerft A/S<br>—Svendborg (152)<br>66,50 (BB) 10,67 3,322<br>59,14 10,51 5,14<br>RAD 15,0 F 7,4 1 dk<br>rf nil<br>3BH WB338T incl. side tanks in hold 123T | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta (stl) cyl horizontal ER<br>L.(gas) 500 | Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>1 240bhp (912kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,5t (d.o.) 12,5kn |
| 6807400<br>OUMM<br>D2356<br>Df Esd<br>Pfd Rdr | **DANIX**<br>ex Dreestrom-74<br>**Rederiet Phonix I/S**<br>Hans Andersen<br>Esbjerg Denmark | T.Mk<br>**279**<br>166<br>910 | GL | **1967** Deutsche Industrie-Werke A.G.—West Berlin (6162)<br>49,87 9,02 2,845<br>45,27 9,00 5,06<br>B 11,0 F 6,1 2 dks | **M General Cargo**<br>1 Ho 32,0 ER<br>G.1 165 B.1 020<br>1 Ha (stl) (24,9 × 5,9) ER | Oil 4SA 6Cy. 220 × 280<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 25kW 1 × 15kW 1 × 13kW 220/400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 10kn |
| 6929337<br>UUDG<br>M-29045<br>Df Esd<br>Gc Rdr<br>RT | **DANKO**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **3 170**<br>1 225<br>1 460 | RS | **1967** ............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,6 1,6 × 1,6) (1,6 × 1,6) (1,9 1,9 × 1,9)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller 13kn |

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| **7421150**<br>UIMK<br>M-12410 | **DANKOV**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **163**<br>39<br>89 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7336197**<br>OXQJ<br>H561<br>RT | **DANLISE**<br>**Jens J. L. Silkjaer P/R**<br>Esbjerg Denmark | **149**<br>87<br>— | | **1973** Bogense Skibsvaerft & Badebygger<br>—Bogense (214)<br>36,00 6,43<br>27,31 6,41 3,03<br>1 dk<br>len 81 | **M Fishing**<br>Side-fishing | Oil 4SA 5Cy. 270 × 400<br>575bhp (423kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **6815093**<br>OWVF<br>A292<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DANMARK**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Rodbyhavn Denmark | **6 352**<br>2 692<br>1 745 | BV | **1968** Helsingor Skibsv. og Maskinbyg.<br>—Helsingor (384)<br>144,51 17,38 5,500<br>139,60 17,20 7,70<br>3 dks | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 1500dk P<br>Bow & stern doors | 2 Vee Oil 4SA each 10Cy. 450 × 540<br>10 000bhp (7 356kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 17kn |
| **5086279**<br>OXDK<br>J900<br>Df RT | **DANMARK**<br>**Government of The Kingdom of Denmark (Bestyrelsesradet for Statens Skoleskip)**<br>Kobenhavn Denmark | **790**<br>216<br>— | | **1933** A/S Nakskov Skibsvaerft—Nakskov (54)<br>64,98 10,06<br>6,96<br>2 dks<br>R | **Aux M Training Ship**<br>Ship-rig<br>Mchy.aft | Oil 4SA 6Cy.<br>486bhp (357kW)<br>Kosan Frichs A/S Aarhus<br>Fuel (d.o.) |
| **5086281**<br>OXUN<br>H276<br>Df Esd<br>RT | **DANNA NORDFISK**<br>**P/R Danna Nordfisk**<br>Poul Erik Nielsen, I/S Nordfisk<br>Skagen Denmark | **123**<br>59<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K.<br>Hakvoort N.V.—Monnickendam (94)<br>27,01 6,30 2,794<br>6,28 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **5361734**<br>ODDK<br>B4039<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DANNY F.**<br>ex Atlas Pioneer-77<br>ex Tindfonn-76<br>**Norleb Shipping Enterprises S.A.R.L.**<br>Beirut Lebanon | **22 385**<br>9 610<br>25 808 | GL<br>✠Classed LR until 23/4/76 | **1961**-5 Harland and Wolff Ltd.—Belfast (1597)<br>171,81 30,00 11,731<br>29,88 16,01<br>P 40,0 B 15,9 F 22,3 1 dk<br>RW rf 127 shortened 77<br>conv Tanker 76<br>conv Tanker/ Livestock Carrier 77 | **S Livestock Carrier**<br>Mchy.aft | 2 S Turb dr geared to sc. shaft<br>16 000shp (11 769kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 2 × 500kW 440V 60Hz a.c.<br>Fuel-45,5pd 16kn |
| **5344712**<br><br><br>Esd RT | **DANNY GRAVESEN**<br>ex Annmari-76 ex Meldula-76<br>ex Dana Bank-73<br>ex Sunderland I-69 ex Fylgia-62<br>**Rauno & Risto Lehtonen**<br>Helsinki/ Finland<br>Helsingfors | **123**<br>54<br>— | (NV) | **1961** Flekkefjord Slipp & Mask.<br>—Flekkefjord (57)<br>27,69 6,71<br>3,61<br>1 dk<br>rf 1796 BK 196 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,9 × 1,3) (1,4 1,4 × 1,4) ER<br>1W Der 1(1) | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **6616411**<br>SKVG<br>10735<br>Df Esd<br>Pfd Rdr<br>RT | **DANO**<br>ex Gotaland-73<br>**Bror A. Ahlstrom**<br>Fiskeback Sweden | **152**<br>55<br>134 | NV | **1966** A/B Marstrandsverken—Marstrand (6)<br>31,45 6,76 3,506<br>28,10 6,71 3,61<br>1 dk<br>rf 1847 BK 259 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,9 × 0,9) (1,5 × 1,5) (1,5 × 1,2) ER<br>Der 1(2) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 1 × 16kW 110V d.c.<br>Fuel (d.o.) |
| **6519522**<br>LFUL<br>16233<br>Rdr RTh | **DANO-FJORD**<br>ex Sundbuss Pernille II-75<br>**Dansk/Norsk Skibs A/S**<br>Erling R. Olsen<br>Fredrikstad Norway | **138**<br>54<br>— | NV | **1965** Lindstols Skibs. & Batbyg. A/S<br>—Risor (261)<br>31,15 7,52 2,013<br>28,61 7,31 2,62<br>F - 1 dk<br>rf 1199 | **TM Ferry** 223P<br>Ice strengthened | 2 Oil 4SA each 6Cy. 121 × 140 sr geared to sc. shafts<br>400bhp (294kW)<br>A/B Volvo-Penta Goteborg<br>Gen 2 × 49kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 12,0t (d.o.)-1,0pd |
| **7504782**<br>EHFB<br>896<br>Df Esd<br>Gc Rdr<br>RTm/v | **DANOK**<br>**Bilbao Shipping S.A.**<br>Bilbao Spain | **1 197**<br>697<br>1 924 | **✠100A1** SS 2/81<br>**✠LMC**<br>EL M 1½"U2<br>FN 1157 | **1976**-7 Ast. de Murueta S.A.—Guernica (132)<br>73,97 (BB) 11,76 4,752<br>66,02 11,71 5,80<br>P 10,7 F 5,5 1 dk<br>rf nil<br>SF 4BH WB521T incl. Comb. btm & side tanks in holds 345T & DTf 56T | **M General Cargo**<br>1 Ho 44,2 ER<br>G.2 832 B.2 549<br>1 Ha (stl) (40,7 × 8,2) ER | Oil 4SA 8Cy. 241 × 305 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>Gen 3 × 72kW 1 × 33kW 380V 50Hz a.c.<br>Fuel 106,5t (d.o.) 12kn |
| **5377458**<br>9VJM<br>376177<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DANSBORG**<br>ex Team Dansborg-75<br>ex Team Vega-73 ex Vega-70<br>**Borgships Singapore Pte. Ltd.**<br>Weco-Shipping I/S<br>Singapore Singapore | **8 628**<br>4 848<br>— | NV | **1962** A/S Bergens M/V—Bergen (428)<br>169,73 21,95 9,672<br>160,33 21,90 12,22<br>P 41,2 B 14,1 F 21,1 1 dk<br>rf 51 conv Tanker 76 | **M Livestock Carrier**<br>Mchy.aft<br>HeCls. B | Oil 2SA 8Cy. 740 × 1600<br>9 675bhp (7 117kW) B&W<br>A/S Akers M/V Oslo<br>Gen 2 × 328kW 1 × 125kW 440V 60Hz a.c.<br>Fuel 1 410,5t (hvf)-32,5pd 15,5kn |
| **7102534**<br>TFYS<br>1146<br>Df Esd<br>Pfd Rdr<br>RT | **DANSKI PETUR**<br>**Emil M. Andersen**<br>Vestmannaeyjar Iceland | **103**<br>33<br>132 | | **1971** Thorgeir & Ellert h/f—Akranes (23)<br>27,64 6,63 3,048<br>6,61 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 8,0 ER<br>1 Ha (stl) (2,2 × 1,5) ER | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 30kW 1 × 24kW 220V a.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 11,75kn |
| **5086322**<br>ILWZ<br>577<br>Esd Rdr<br>RT | **DANTE CARDELLI**<br>**Alumetal S.p.A.**<br>Venezia Italy | **736**<br>409<br>1 103 | RI | **1958** Lucchese Achile Cant. per costr.<br>—Venezia (46)<br>56,01 9,86 4,039<br>49,76 9,81 4,53<br>1 dk<br>RW | **TM General Cargo Barge**<br>1 Ho 24,9 ER<br>B.765 | 2 Oil 4SA each 6Cy. 250 × 350<br>640bhp (471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 25kW 220V 50Hz a.c.<br>2 Directional propellers<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7363073<br>EAHZ<br>2679<br>Df Esd<br>Gc Rdr<br>RT | **DANTZARI**<br>**Beronda S.A.**<br>Ondarroa Spain | **407**<br>151<br>— | BV | **1974** S.A. Balenciaga—Zumaya (235)<br>47,02 8,69<br>40,01 8,51 4,35<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 780bhp (1 309kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 269,5t (d.o.) 12,25kn |
| 7732391<br>Df Esd<br>Pfd Rdr<br>RT | **DANTZLER MOSS POINT**<br>**Gulf of Suez Petroleum Co. (GUPCO)**<br>Panama Panama | **460**<br>260<br>— | AB | **1966** Halter Marine Services, Inc.—New Orleans, La (140)<br>47,17 11,54 3,66<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 108 × 127 reverse reduction geared to sc. shafts<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 60kW a.c. |
| 6505595<br>Rdr RT | **DANTZLER PASCAGOULA**<br>**Dantzler Servicios Maritimos S.A.**<br>Colon Panama | **445**<br>200<br>— | | **1964** Halter Marine Services, Inc.—New Orleans, La (187)<br>42,68 10,67 2,947<br>41,10 10,37 3,51<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 4 Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>2 100bhp (1 545kW)<br>General Motors Corp. Detroit, Mi |
| 5009635<br>P3AF<br>381053<br>Df Esd<br>Gc Rdr<br>RTv | **DANUBE**<br>ex Puerto Madryn-77<br>ex Silvershore-75<br>ex Aldersgate-69<br>**Danube Shipping Co. Ltd.**<br>G. Georgopoulos Maritime Co. Ltd.<br>Limassol Cyprus | **7 689**<br>3 996<br>18 512 | **✠100A1** SS 7/78<br>ore carrier<br>**✠LMC**<br>EL gt $2\frac{5}{16}$"SQ<br>FN 5217 | **1960**-7 Sir J. Laing & Sons Ltd.—Deptford, Sunderland (824)<br>160,03 21,42 9,011<br>153,93 21,34 12,55<br>P 33,0 F 16,2 1 dk<br>rf 76<br>5BH WB15239t | **M Ore Carrier**<br>4P<br>G.12 658<br>6 Ha (stl) (12,1 9,7 12,1 12,1 11,5 12,1 × 8,5) ER | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 163,5t (hvf) 12kn |
| 8017188<br>H8RQ<br>1049<br>9-80<br>Df Esd<br>Gc Rdr<br>RT | **DANUBE SEA**<br>**Hong Fat Shipping Inc.**<br>Yick Fung Shipping & Enterprises Co. Ltd.<br>Panama Panama | **30 502**<br>21 243<br>54 540 | BV RNR | **1980** Santierul Naval Mangalia—Mangalia (5200)<br>219,92 12,331<br>205,47 32,21 17,02<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 16,8 28,8 17,1 27,0 17,1 29,7 15,3 ER<br>G.75 516<br>10 Ha (stl) (each 11,8 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>16kn |
| 5171189<br>OUIN<br>D2233<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DANWOOD ICE**<br>ex Jean Schneider<br>**J.L. Offshore Drilling A/S**<br>J. Lauritzen A/S<br>Esbjerg Denmark<br>See Register of Offshore Units | **13 708**<br>6 842<br>9 806 | AB (BV) | **1959** At. & Ch. de France—Dunkerque (226)<br>172,52 21,82 10,046<br>162,87 21,71 13,26<br>P 35,7 F 20,5 1 dk<br>rf 102 conv Ore Carrier 75 | **M Drilling Ship**<br>Mchy.aft<br>Cr 1(36) 2(16,25) | Oil 2SA 6Cy. 650 × 2320<br>9 000bhp (6 620kW) Doxford<br>Ch. & At. de Provence Marseille<br>Gen 2 × 1030kW 480V 60Hz a.c. 3 × 287kW 380V 50Hz a.c.<br>Fuel (hvf) 16,25kn |
| 7640586<br>UEHJ<br>M-32476 | **DANYE**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **180**<br>32<br>77 | RS | **1976** .............U.S.S.R.<br>31,63 7,32 2,896<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 5086401<br>EBRD<br>7692 | **DAOIZ**<br>**Antonio Ruiz Gonzalez**<br>Vigo Spain | **167**<br>68<br>— | (BV) | **1957** Francisco Gonzalez—San Adrian de Cabres<br>29,37 6,68 3,658<br>24,64 6,48 3,99<br>1 dk | **Wood S Fishing**<br>Side Trawler<br>2 Ha | T 3Cy. 250 390 & 620 × 430<br>240ihp (177kW)<br>Talleres Mecanicas Vigo<br>Fuel (o.f.) 10,5kn |
| 5361215<br>C4RD<br>374199<br>Df Esd<br>Gc Rdr<br>RTm/h | **DAPHNA**<br>ex Mireta-80 ex Vespera-79<br>ex Helena I-79 ex Ivan Delmas-76<br>ex Tiha-70<br>**Miretta Shipping Co. Ltd.**<br>Limassol Cyprus | **11 575**<br>7 059<br>16 472 | BV (AB) | **1963** H. C. Stuelcken Sohn—Hamburg (904)<br>160,03 22,00 8,697<br>152,38 21,95 12,25<br>P 27,2 F 10,7 1 dk, 2nd dk aft<br>rf 152 | **M General Cargo**<br>5 Ho 19,8 22,8 22,8 22,8 22,8 ER<br>G.23 085 B.22 522<br>10 Ha (stl) (17,4p&s × 3,0) (18,2p&s 18,2p&s 18,2p&s 18,2p&s × 8,0) ER<br>5W Der 5(8) | Oil 2SA 7Cy. 680 × 1250<br>7 700bhp (5 664kW) Sulzer<br>Masch. Buckau-Wolf Kiel<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 212,0t (hvf) |
| 6608256<br>PJKJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAPHNE**<br>**Curacaosche Scheepv. Maats. N.V.**<br>Shell Tankers B.V.<br>Willemstad Netherlands Antilles | **39 481**<br>25 946<br>71 174 | **✠100A1** SS 6/80<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt $3\frac{9}{16}$"SQ<br>FN 11765 | **1966**-11 A/S Rosenberg M/V—Stavanger (187)<br>243,85 33,58 13,259<br>231,76 33,53 17,23<br>P 8,0 F 25,0 1 dk<br>rf 127<br>10BH WB14414t incl. 14033t in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 83 744 HeCls. B<br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840 × 1800<br>18 000bhp (13 240kW) B&W<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 WTAuxB 441lbf/in$^2$ (30,5bar) (Spt 270,0°C 398lbf/in$^2$ (27,5bar))<br>e(ex.g) 441lbf/in$^2$ (30,5bar)<br>Gen 2 × 600kW 1 × 560kW 220/440V 60Hz a.c.<br>Fuel 2 735,0t (hvf)-65,0pd 16kn |
| 7332531<br>SVRU<br>3583<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAPHNE**<br>**Estemar Compania Naviera S.A.**<br>Neda Maritime Agency Co. Ltd.<br>Piraeus Greece | **19 451**<br>13 760<br>37 566 | **✠100A1** SS 1/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL It $2\frac{7}{8}$"U2<br>FN 7805 | **1974**-1 Hellenic Shipyards—Skaramanga (1084)<br>196,25(BB) 26,60 11,361<br>186,09 26,54 15,40<br>P 32,4 F 14,4 1 dk<br>rf nil<br>NS 9BH WB10063T incl. Comb. btm & STs in holds 3843T Topside tanks in holds 5073T | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,5 20,8 21,2 20,4 19,5 20,4 21,2 ER<br>G.46 583 B.44 286<br>7 Ha (stl) (12,2 13,0 13,0 13,0 13,0 13,0 12,2 × 12,4) ER<br>Cr 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (Comp) 105lbf/in$^2$ (7,3bar)<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 213,0t (d.o.) 1 513,0t (hvf) 15kn |
| 5417571<br>5MRS<br>1859<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAPHNE**<br>ex Santa Fe Explorer-68<br>**Intermaritime Transportation Ltd. S.A.**<br>Monrovia Liberia | Ore<br>**16 886**<br>9 264<br>52 057<br>Oil<br>**30 886**<br>20 043 | **✠100A1** SS 6/79<br>ore carrier or for oil in side & btm tanks & in all holds<br>**✠LMC**<br>EL ut $3\frac{1}{8}$"SQ<br>FN 9941 | **1963**-12 Hitachi Zosen—Innoshima (3947)<br>224,29 30,79 12,078<br>214,28 30,64 15,75<br>P 23,8 F 22,0 1 dk<br>rf 51<br>10BH WB974t | **S Ore/Oil Carrier**<br>Mchy.aft<br>G.25 004 L.(oil) 67 592 | 2 S Turb dr geared to sc. shaft<br>17 600shp (12 946kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>2 WTB 725lbf/in$^2$ (50,0bar) Spt 454,5°C 625lbf/in$^2$ (43,1bar) hs2544,0<br>Fuel (o.f.) |

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| 5282627<br>SYWK<br>4375<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DAPHNE**<br>ex Akrotiri Express-74<br>ex Port Sydney-72<br>**Delian Athina Cruises S.A.**<br>Delian Cruises S.A.<br>Piraeus Greece | T.Mk<br>**10 545**<br>5 149<br>— | ✠**100A1** CS 12/79<br>✠**LMC**<br>EL Dt 2$\frac{3}{8}$"SQ<br>FN 5200 | **1955**-3 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1827)<br>162,39 21,42 7,519<br>152,25 21,34 12,81<br>B & F 146,4 3 dks, 4th dk fwd of machy. spaces<br>RW rf 152 conv Ref General Cargo 75<br>Col BH to U dk 8 to 2nd dk WB1741T incl. tunnel tanks 798T | **TM Passenger Ship**<br>503bth P | 2 Oil 2SA each 6Cy. 670 × 2320<br>13 200bhp (9 709kW) Doxford<br>Wallsend Slipway Engineers Ltd. Wallsend<br>2 AuxB (Comp) 100lbf/in$^2$ (6,9bar)<br>AuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>✠ NAuxB (o.f.) 7/75 13kgf/cm$^2$ (12,8bar)<br>Gen 2 × 300kW 220V d.c. 1 × 1020kW 3 × 1200kW 400V 50Hz a.c.<br>Fuel 2 756,5t (hvf) 17kn |
| 7608100<br>9VAS<br>382265<br>Df Esd<br>Gc Rdr<br>RT | **DAPHNE**<br>ex Lagada-81<br>**Aug. Bolten Wm. Miller's Nachfolger**<br>Singapore Singapore | **5 915**<br>3 881<br>9 780 | AB | **1976** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (85)<br>119,00(BB) 8,202<br>108,01 18,41 10,52<br>P 21,7 F 9,8 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho — 40,4 ER<br>G.12 686 B.12 034<br>2 Ha (stl) (— 33,3 × 10,4) ER | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>12,25kn |
| 5158785<br>H8GW<br>1041<br>1-80<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAPHNEMAR**<br>ex Ilesha Palm-79<br>**Barnwood Shipping Corp.**<br>Panama Panama | **5 816**<br>2 650<br>9 043 | ✠**100A1** M 6/80-12m0s<br>DTsmf—palm oil<br>✠**LMC**<br>EL ct 2$\frac{3}{16}$"SQ<br>FN 3973 | **1961**-10 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1984)<br>140,32 19,13 7,652<br>131,07 19,05 11,26<br>P 11,3 F 13,2 1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 6 to 2nd dk WB2807t incl. Tunnel tanks 289t | **M General Cargo** OSD<br>2P<br>5 Ho 15,7 19,2 20,5 22,8 19,7 9,4DT 10,2DT<br>G.15 351 B.14 217<br>5 Ha (6,8 11,0 11,0 11,0 11,0 × 6,1)<br>16W Der 1(50) 4(15) 2(10) 10(5) | Oil 2SA 4Cy. 670 × 2320<br>4 500bhp (3 310kW) Doxford<br>Swan, Hunter & Wigham Richardson Newcastle<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 454,0t (hvf) 14kn |
| 5110446<br>J4DL<br>7019<br>Df Esd<br>Gc Rdr<br>RT | **DAPO ANTIKLIA**<br>ex Evindale-78 ex Evita<br>**Compania Antiklia S.A.**<br>Piraeus Greece | **7 395**<br>3 989<br>16 511 | ✠**100A1** SS 1/80<br>ore carrier<br>✠**LMC**<br>EL ft 2$\frac{1}{4}$"SQ<br>FN 4666 | **1958**-9 Oresundsvarvet A/B—Landskrona (160)<br>157,13 19,97 8,859<br>148,22 19,92 11,56<br>P 32,7 F 20,5 1 dk<br>rf 25<br>8BH WB11285t | **M Ore Carrier**<br>4 Ho each 24,5 ER<br>G.10 874<br>4 Ha (stl) (each 18,4 × 8,5) ER<br>Der 5(3) | Oil 2SA 6Cy. 680 × 1500<br>4 500bhp (3 310kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 240kW 220V d.c.<br>Fuel 1 371,5t (d.o.) 12,5kn |
| 5069829<br>SXBP<br>6579<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DAPO TRADER**<br>ex Cheviot-77<br>**Compania Evpo S.A.**<br>Piraeus Greece | **13 082**<br>6 017<br>18 680 | ✠**100A1** SS 5/78<br>ore carrier<br>✠**LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 5209 | **1961**-3 Austin & Pickersgill Ltd. —Southwick, Sunderland (367)<br>160,03 21,42 9,068<br>153,93 21,34 12,50<br>P 32,4 F 21,1 1 dk<br>RW rf nil<br>5BH WB15352t | **M Ore Carrier**<br>2 Ho each 51,2 ER<br>G.14 433 B.14 184<br>6 Ha (stl) (each 12,1 × 8,5) ER<br>2W Der 4(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>2 AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 320kW 220V d.c.<br>Fuel 1 016,0t (hvf) 12kn |
| 7821075<br>SQLZ<br><br>Df Esd<br>Gc Rdr | **DAR MLODZIEZY**<br><br>**Wyzsza Szkola Morska**<br>Gdynia Poland | **2 385**<br>335<br>705 | PR | **1982** Stocznia Gdanska im. Lenina—Gdansk (B95/01)<br>94,70 5,750<br>86,70 14,01 10,06<br>2 dks | **Aux M Training Ship**<br>Ship-rig | Oil 4SA 8Cy. 200 × 240<br>1 500bhp (1 103kW) Sulzer<br>H. Cegielski Poznan |
| 5086451<br>SPCB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAR POMORZA**<br>ex Pomorze ex Colbert<br>ex Prinzess Eitel Friedrich<br>**Wyzsza Szkola Morska**<br>Gdynia Poland | **1 561**<br>525<br>— | PR<br>Classed LR until 1/51 | **1909** Blohm & Voss K.a.A.—Hamburg<br>*72,58* 12,58<br>12,53 7,29<br>3 dks<br>R | **Aux M Training Ship**<br>Ship-rig | Oil 4SA 6Cy. 345 × 500<br>430bhp (316kW) NE 30<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 50kW 115V 1 × 24kW 380V 1 × 4kW 115V d.c.<br>Fuel (d.o.) 9kn |
| 7021895<br>SNVI<br><br>Df Esd<br>Rdr RT | **DAR-150**<br>ex Dar-110<br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>40 | PR | **1963** Gdynska Stocznia Remontowa —Gdynia (B25s/275)<br>24,59 6,58<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7021900<br>SNXM<br><br>Df Esd<br>Rdr RT | **DAR-151**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>40 | PR | **1964** Gdynska Stocznia Remontowa —Gdynia (B25s/291)<br>24,64 6,61<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7021912<br><br><br>Df Esd<br>Rdr RT | **DAR-152**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>38<br>55 | PR | **1966** Gdynska Stocznia Remontowa —Gdynia (B25s/313)<br>24,59 6,58<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7021924<br><br><br>Df Esd<br>Rdr RT | **DAR-153**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>38<br>55 | PR | **1967** Gdynska Stocznia Remontowa —Gdynia (B25s/315)<br>24,59 6,58<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3,25kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7021936<br><br><br>Df Esd<br>Rdr RT | **DAR-154**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>38<br>49 | PR | **1967** Gdynska Stocznia Remontowa —Gdynia (B25s/317)<br>24,59 6,58<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 3kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7021950<br><br><br>Df Esd<br>Rdr RT | **DAR-156**<br><br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>38<br>40 | PR | **1968** Gdynska Stocznia Remontowa —Gdynia (B25s/323)<br>24,59 6,58<br>21,95 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 4,5kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |

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| 7303396<br>Df Esd<br>Rdr RT | **DAR-157**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **102**<br>34<br>42 | **1973** Stocznia "Ustka"—Ustka<br>(B25s/A11)<br>PR 24,41 6,58<br>21,95 6,53 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7303384<br>Df Esd<br>Rdr RT | **DAR-158**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **103**<br>34<br>50 | **1973** Stocznia "Ustka"—Ustka<br>(B25s/A14)<br>PR 24,46 6,58<br>21,95 6,53 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) NE 76 Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 1 × 4kW 1 × 3,25kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7384912<br>Esd Rdr<br>RT | **DAR-159**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>46 | **1973** Stocznia "Ustka"—Ustka<br>(B25s/A26)<br>PR 24,49 6,61<br>21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7384924<br>Df Esd<br>Rdr RT | **DAR-160**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>48 | **1974** Stocznia "Ustka"—Ustka<br>(B25s/A27)<br>PR 24,62 6,61<br>21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 7415022<br>Df Esd<br>Rdr RT | **DAR-161**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>44 | **1974** Stocznia "Ustka"—Ustka<br>(B25s/A41)<br>PR 24,52 6,61<br>21,85 6,58 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 7422087<br>Df Esd<br>Rdr RT | **DAR-162**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>45 | **1974** Stocznia "Ustka"—Ustka<br>(B25s/A42)<br>PR 24,52 6,61<br>21,85 6,58 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 7422128<br>Df Esd<br>Rdr RT | **DAR-163**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A46)<br>PR 24,52 6,61<br>21,85 6,56 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 7435955<br>Df Esd<br>Rdr RT | **DAR-164**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A47)<br>PR 24,49 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 7504964<br>Df Esd<br>Rdr RT | **DAR-165**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>42 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A53)<br>PR 24,49 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7504976<br>Df Esd<br>Rdr RT | **DAR-166**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A54)<br>PR 24,46 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7511761<br>Df Esd<br>Rdr RT | **DAR-167**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A55)<br>PR 24,52 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7511773<br>Df Esd<br>Rdr RT | **DAR-168**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A56)<br>PR 24,52 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |

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| **7511785**<br>Df Esd<br>Rdr RT | **DAR-169**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>39<br>45 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A57)<br>PR 24,49 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| **7511797**<br>Df Esd<br>Rdr RT | **DAR-170**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **106**<br>39<br>44 | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A58)<br>PR 24,49 6,61<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V<br>Controllable pitch propeller<br>10,5kn |
| **7606891**<br>Df Esd<br>Rdr RT | **DAR-300**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **115**<br>35<br>68 | **1976** Stocznia "Ustka"—Ustka (B410/11)<br>25,86 7,24 3,201<br>PR 22,51 7,19 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br><br>G.90 | Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **7606906**<br>Df Esd<br>Rdr RT | **DAR-301**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **115**<br>36<br>69 | **1977** Stocznia "Ustka"—Ustka (B410/12)<br>25,91 7,24 3,201<br>PR 22,51 7,19 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br><br>G.90 | Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **7625859**<br>Df Esd<br>Rdr RT | **DAR-302**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **115**<br>36<br>68 | **1977** Stocznia "Ustka"—Ustka (B410/15)<br>25,91 7,24 3,201<br>PR 22,51 7,19 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br><br>G.90 | Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **7637682**<br>Df Esd<br>Rdr RT | **DAR-303**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **114**<br>35<br>68 | **1977** Stocznia "Ustka"—Ustka (B410/18)<br>25,79 7,24 3,201<br>PR 22,51 7,19 3,48<br>1 dk | **M Fishing**<br>Stern Trawler<br><br>G.90 | Oil 4SA 6Cy. 200 × 240 reduction geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>11kn |
| **7817529**<br>Df Esd<br>Rdr RT | **DAR-304**<br>Launched as WLA-307<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>33<br>68 | **1979** Stocznia "Ustka"—Ustka (B410/32)<br>25,73 3,201<br>PR 22,48 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V d.c.<br>Controllable pitch propeller<br>11kn |
| **7817579**<br>Df Esd<br>Rdr RT | **DAR-305**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>33<br>69 | **1979** Stocznia "Ustka"—Ustka (B410/37)<br>25,79 3,201<br>PR 22,51 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| **7906021**<br>Esd Rdr<br>RT | **DAR-306**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **102**<br>30<br>69 | **1980** Stocznia "Ustka"—Ustka (B410/46)<br>22,69 3,201<br>PR 22,51 7,23 3,54<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| **7931301**<br>Esd Rdr<br>RT | **DAR-307**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **102**<br>30<br>69 | **1980** Stocznia "Ustka"—Ustka (B410/47)<br>25,73 3,201<br>PR 22,51 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| **7817555**<br>Df Esd<br>Rdr RT | **DAR-308**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **107**<br>33<br>68 | **1979** Stocznia "Ustka"—Ustka (B410/35)<br>25,76 3,201<br>PR 22,51 7,23 3,48<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V d.c.<br>Controllable pitch propeller<br>10,75kn |
| **7931351** | **DAR-309**<br>**Przedsiebiorstwo Polowow i**<br>**Uslug Rybackich 'Kuter'**<br>Poland | **102**<br>30<br>68 | **1980** Stocznia "Ustka"—Ustka (B410/52)<br>25,68 3,201<br>PR 22,51 7,23 3,26<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>8,5kn |

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| 7931387 | **DAR-310**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Poland | **107**<br>33<br>68 | | **1980** Stocznia "Ustka"—Ustka (B410/55)<br>25,76 3,201<br>PR 22,51 7,23 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| 7906019<br>Esd Rdr<br>RT | **DAR-311**<br>Launched as Hel-311<br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Koga'**<br>Darlowo Poland | **102**<br>30<br>69 | | **1980** Stocznia "Ustka"—Ustka (B410/45)<br>25,73 3,201<br>PR 22,51 7,23 3,46<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 2 × 36kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| 8107361<br>Df Esd<br>Rdr RT | **DAR-312**<br>**Przedsiebiorstwo Polowow i Uslug Rybackich 'Kuter'**<br>Darlowo Poland | **132**<br>44<br>79 | | **1982** Stocznia "Ustka"—Ustka (B410/68)<br>25,68 2,982<br>PR 24,36 7,23 3,51<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.90 | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 36kW 400V a.c.<br>11,25kn |
| 7344974<br>HO8866<br>5137-75<br>Esd Gc<br>Rdr RT | **DARA**<br>**Jackson Marine Corp.**<br>Panama Panama | **150**<br>100<br>— | | **1974** Far East-Levingston SB. Ltd.<br>—Singapore (141)<br>AB 27,44 2,750<br>25,58 8,39 3,36 | **TM Tug** | 2 Oil 2SA each 6Cy. 146 × 146<br>General Motors Corp. Detroit, Mi |
| 7381893<br>RTv | **DARAB**<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **22**<br>7<br>— | ✠100A-<br>for service within three<br>miles of Khorramshahr<br>✠LMC<br>EL (A) $\frac{5}{16}$"U1<br>FN 68<br>**SURVEYS OVERDUE** | **1974**-11 B. Van Mill—Hardinxveld (7357)<br>13,37 4,12 1,778<br>11,41 3,76 2,16<br>1 dk<br>rf 406 BK 51<br>2BH | **M Pilot Launch** | Oil 4SA 6Cy. 135 × 160 reverse reduction geared to sc. shaft<br>221bhp (163kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7230941<br>WYT3<br>014<br>536245 | **DARANA R.**<br>ex Diane Marie-78<br>ex Clearview I-75 ex Matco I<br>**James A. Ruhle**<br>Elizabeth City, NC United States of America | **166**<br>121<br>— | | **1971** Rockport Yacht & Supply Co.<br>—Rockport, Tx<br>26,52 7,04<br>3,51 | **M Fishing** | Oil<br>670bhp (493kW)<br>.............<br>Fuel (d.o.) |
| 6719706<br>UTOE<br>M-29137<br>Df Esd<br>Gc Rdr<br>RT | **DARASUN**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **4 531**<br>2 383<br>6 209 | | **1967** Stocznia Gdanska im. Lenina—Gdansk (B45/58)<br>RS 123,83 16,74 7,240<br>114,99 16,72 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 525<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9)<br>ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 2(10) 6(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 7418646<br>EWDM<br>M-28276 | **DARASUN**<br>**U.S.S.R. -'Dalryba'**<br>Aleksandrovsk-Sakhalinskiy U.S.S.R. | **163**<br>39<br>88 | | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7421162<br>UIML<br>M-12411 | **DARBAS**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>89 | | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7230707<br>A4DA<br>Esd Rdr<br>RT | **DARBAT**<br>**Government of The Sultanate of Oman (Ministry of Agriculture, Fisheries, Petroleum & Minerals)**<br>Muscat Oman | **236**<br>103<br>249 | ✠Classed LR until 18/2/77 | **1972**-10 Fabricaciones Metallicas E.P.S. (FABRIMET)—Callao (435)<br>31,22 7,80 3,315<br>26,70 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 Box K | **M Research/Fishing** | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 90kW 1 × 15kW 240V 60Hz a.c. |
| 5086463<br>FUCL<br>4621<br>RT | **DAREGA**<br>**Simon Hanner**<br>Noumea New Caledonia (French) | **205**<br>100<br>203 | Classed LR until 8/51 | **1945** Tullochs Pty. Ltd.—Sydney, N.S.W.<br>37,65 7,32 2,261<br>7,27<br>1 dk<br>BK 76 | **TM General Cargo**<br>1 Ho ER<br>1 Ha (19,7 × 6,4) ER<br>4W Der 1(7) 4(2) | 2 Oil 4ḊA each 8Cy. 140 × 254<br>E made57 fitted60<br>L. Gardner & Sons Ltd. Manchester<br>Fuel 24,5t (d.o.) 8kn |
| 8022614<br>EIBC<br>402221<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DARELL**<br>**James Tyrrell Ltd.**<br>Arklow Shipping Ltd.<br>Dublin Irish Republic | **1 394**<br>1 030<br>2 691 | ✠100A1<br>Ice Class 3<br>✠LMC **UMS**<br>EL O 412,5/34,0U2(a)<br>FN 1295 | **1982**-1 Scheepswerf Bijlholt B.V.—Foxhol (612)<br>75,37 12,60 5,168<br>69,02 12,50 6,25<br>P 8,6 B 6,1 F 12,5 1 dk<br>rf nil<br>4BH WB1164T incl. STs in holds 441T | **M General Cargo**<br>Mchy.aft | Vee Oil 2SA 12Cy. 220 × 380 with clutches, flexible couplings & sr geared to sc. shaft<br>1 475bhp (1 085kW)<br>Brons Industrie N.V. Appingedam<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 135,0t (d.o.)-6,0pd 11,25kn |
| 5086487 | **DARFEIL**<br>**MISR Petroleum Co.**<br>Egypt | **444**<br>227<br>859 | ✠A1 SS 3/76<br>oil tanker<br>No. 1 tank FP above 65.5°C<br>Red Sea service<br>✠LMC<br>EL (h) $\frac{15}{16}$"SQ<br>FN 645<br>**LAID UP — SURVEYS OVERDUE 3/8o** | **1954**-5 Clelands (Successors) Ltd.<br>—Wallsend (184)<br>52,89 9,05 3,404<br>49,99 9,00 3,89<br>1 dk<br>RW rf nil<br>10BH WB105t incl. DTf54t | **S Tank Barge**<br>8 Ta ER<br>Der 2(2) | C 2Cy. 305 & 610 × 457<br>350ihp (257kW)<br>Plenty & Son Ltd. Newbury<br>SB 140lbf/in$^2$ (9,7bar) hs86,0<br>Gen 1 × 6,5kW 110V d.c.<br>Fuel 26,5t (o.f.) 8kn |

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|---|---|---|---|---|---|---|
| 5086499 | **DARFIL 106**<br>**Suez Canal Authority**<br>Egypt | **104**<br>35<br>— | | **1951** N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (586)<br>22,99 6,05 2,794<br>... ... ... | **S Tug** | T 3Cy. 265 406 & 686 × 451<br>N.V. Scheeps. "De Klop" Sliedrecht<br>Fuel (o.f.) |
| 5086504 | **DARFIL 121**<br>**Suez Canal Authority**<br>Egypt | **104**<br>35<br>— | | **1951** N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (588)<br>22,99 6,05 2,794<br>... ... ... | **S Tug** | T 3Cy. 265 406 & 686 × 451<br>N.V. Scheeps. "De Klop" Sliedrecht<br>Fuel (o.f.) |
| 5086516 | **DARFIL 138**<br>**Suez Canal Authority**<br>Egypt | **104**<br>35<br>— | | **1951** N.V. Schps. & Mfbk. "De Biesbosch"<br>—Dordrecht (331)<br>22,99 6,05 2,794<br>... ... ... | **S Tug** | T 3Cy. 265 406 & 686 × 451<br>N.V. Scheeps. "De Klop" Sliedrecht<br>Fuel (o.f.) |
| 5086528<br>SUGY<br>RT | **DARFIL 139**<br>**Suez Canal Authority**<br>Egypt | **106**<br>35<br>— | | **1954** N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (604)<br>22,99 6,02 2,794<br>... ... ... | **S Tug** | T 3Cy. 265 406 & 686 × 451<br>N.V. Scheeps. "De Klop" Sliedrecht<br>Fuel (o.f.) |
| 5086530 | **DARFIL 153**<br>**Suez Canal Authority**<br>Egypt | **104**<br>35<br>— | | **1951** N.V. Schps. & Mach. "De Klop"<br>—Sliedrecht (587)<br>22,99 6,05 2,794<br>... ... ... | **S Tug** | T 3Cy. 265 406 & 686 × 451<br>N.V. Scheeps. "De Klop" Sliedrecht<br>Fuel (o.f.) |
| 7726574<br>STFU<br>15<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARFUR**<br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudan | T.Mk<br>**6 336**<br>3 122<br>9 175<br>**9 691**<br>5 304<br>12 111 | **✠100A1**<br>strenthened for heavy cargoes in hold Nos. 2, 3 & 4 DTf — veg. oil container cargoes in holds on upper dk & hatch covers<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Ct 550,0/52,0U3<br>FN 4663 | **1979**-11 Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (329)<br>149,41(BB) 21,24 8,502/8,770<br>140,01 21,20 12,10<br>Ba 23,2 F 14,1 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>SF 7BH WB2917T incl. DTf706T, Tunnel wing tanks 112T | **M General Cargo**<br>Ref 12bth P<br>4 Ho 13,4DTp&s 21,7 24,7 21,7 ER 15,0 5 TwD<br>G.16 343 B.15 351 In.661 L.689<br>TEU 178<br>C.Ho 96/20'(40') C.Dk 82/20'(40')<br>5 Ha (stl) (6,7 × 8,0) (13,4 15,7 13,4 × 11,1) ER (6,7 × 6,3)<br>16W Cr 1(25) Der 1(80) 4(20) 6(10) 2(5) | Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 568kW 450V 60Hz a.c.<br>Fuel 143,0t (d.o.) 983,5t (hvf) 16,5kn |
| 7103851<br>Df Esd<br>Gc RT | **DARGAHAN 1**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-2 Ast. Luzuriaga S.A.—Pasajes (149)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7103863<br>Df Esd<br>Gc RT | **DARGAHAN 2**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-2 Ast. Luzuriaga S.A.—Pasajes (150)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7103875<br>Df Esd<br>Gc RT | **DARGAHAN 3**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-2 Ast. Luzuriaga S.A.—Pasajes (151)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7103825<br>Df Esd<br>Gc RT | **DARGAHAN 4**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-3 Ast. Luzuriaga S.A.—Pasajes (152)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7103849<br>Df Esd<br>Gc RT | **DARGAHAN 5**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-3 Ast. Luzuriaga S.A.—Pasajes (153)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1 1 dk<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7103837<br>Df Esd<br>Gc RT | **DARGAHAN 6**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-3 Ast. Luzuriaga S.A.—Pasajes (154)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105237<br>Df Esd<br>Gc RT | **DARGAHAN 7**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-4 Ast. Luzuriaga S.A.—Pasajes (155)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105249<br>Df Esd<br>Gc RT | **DARGAHAN 8**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-4 Ast. Luzuriaga S.A.—Pasajes (156)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105251<br>Df Esd<br>Gc RT | **DARGAHAN 9**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-4 Ast. Luzuriaga S.A.—Pasajes (157)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |

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| 7105263<br>Df Esd<br>Gc RT | **DARGAHAN 10**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-5 Ast. Luzuriaga S.A.—Pasajes (158)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1 1 dk<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105275<br>Df Esd<br>Gc RT | **DARGAHAN 11**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-5 Ast. Luzuriaga S.A.—Pasajes (159)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105287<br>Df Esd<br>Gc RT | **DARGAHAN 12**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-5 Ast. Luzuriaga S.A.—Pasajes (160)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105299<br>Df Esd<br>Gc RT | **DARGAHAN 13**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-7 Ast. Luzuriaga S.A.—Pasajes (161)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7105304<br>Df Esd<br>Gc RT | **DARGAHAN 14**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-7 Ast. Luzuriaga S.A.—Pasajes (162)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V |
| 7105316<br>Df Esd<br>Gc RT | **DARGAHAN 15**<br>**Persian Gulf Fisheries Co.**<br>Shilat Jonoub Iran<br>Bandar Abbas Iran | **123**<br>60<br>107 | ✠Classed LR until 21/11/75 | **1971**-7 Ast. Luzuriaga S.A.—Pasajes (163)<br>23,78 7,45 2,794<br>21,01 7,32 3,66<br>RFD 6,1 1 dk<br>rf 991 BK 114 | **M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 216V 60Hz a.c. |
| 7012882<br>Df Esd | **DARGAHAN 16**<br>ex Khobat IX-77<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **131**<br>65<br>— | AB (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (52037)<br>25,20 6,81 2,490<br>21,72 6,71 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho 11,5<br>In.148<br>1 Ha (w) (1,1 × 1,6) | Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 7628980<br>Gc Rdr<br>RT | **DARIA**<br>ex Kometa-4-76<br>**Zegluga Szczecinska**<br>Szczecin Poland | **142**<br>93<br>— | PR | **1975** S. Ordzhonikidze Works—Poti (S-667)<br>35,13 9,56 1,401<br>31,37 6,01 1,81<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 180 × 200<br>2 060bhp (1 515kW)<br>Zvyezda Works Leningrad<br>Gen 2 × 6,5kW 1 × 5,5kW 24V d.c.<br>34kn |
| 5074551<br>HKCC<br>153<br>Df Esd<br>Gc Rdr | **DARIEN**<br>ex Maitama-74<br>ex Ciudad de Manizales-70<br>**Lineas Agromar Ltda.**<br>Buenaventura Colombia | **3 947**<br>2 102<br>6 035 | AB<br>✠Classed LR until 4/12/79 | **1949**-6 Canadian Vickers Ltd.—Montreal, P.Q. (237)<br>128,17 16,82 6,706<br>120,58 16,77 10,22<br>F 13,5 1 dk & S dk, 3rd dk in Nos. 1,2 & 3 holds<br>RW | **M General Cargo** OSD<br>Ref 11P<br>5 Ho 17,6 20,1 9,7 20,4 12,8<br>G.9 866 B.8 926 In.782<br>5 Ha (stl) (10,2 10,6 3,5 10,6 7,6 × 5,4)<br>16W Der 2(30) 14(5) | Oil 2SA 6Cy. 735 × 1015<br>4 275bhp (3 145kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 3 × 345kW 240V d.c.<br>Fuel 467,5t (d.o.) 14,5kn |
| 6602733<br>GRYF<br>308081<br>Df Esd<br>Gc Rdr<br>RTm/v | **DARINA**<br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **39 796**<br>26 648<br>70 874 | **✠100A1** SS 4/79<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt 3$\frac{9}{16}$"SQ<br>FN 11791 | **1966**-5 Deutsche Werft A.G.—Hamburg (781)<br>243,80(BB) 33,58 13,317<br>231,96 33,53 17,30<br>P 19,9 F 23,8 1 dk<br>rf 127<br>12BH WB4627t incl. 9395t in clean ballast tanks DTf3788t | **S Tanker**<br>COW IGS<br>19 Ta ER<br>L.(oil) 84 092 HeCls. B | 2 S Turb dr geared to sc. shaft<br>16 000shp (11 769kW)<br>STAL-LAVAL Turbin AB Finspong<br>2 WTB 685lbf/in$^2$ (47,3bar) Spt 510,0°C 620lbf/in$^2$ (42,8bar) hs1419,0<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 4 205,5t (o.f.)-82,5pd 14,5kn |
| 7200051<br>WV6160<br>298992<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DARING**<br>**Bay Cities Transportation Co.**<br>San Francisco, Ca United States of America | **196**<br>91<br>— | AB | **1965** Pacific Coast Eng. Co.—Alameda, Ca (207)<br>37,01 9,50 4,509<br>35,13 9,45 5,01<br>1 dk<br>RW | **M Tug**<br>Mchy.aft | Oil 2SA 16Cy. 216 × 254<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 60kW 120V a.c.<br>Fuel 274,5t (d.o.) 10,5kn |
| 7607510<br>7366-76 | **DARING TURTLE**<br>**Pontones Fornidos S.A.**<br>Panama Panama | **3 377**<br>3 211<br>10 160 | **✠100A1** SS 5/80<br>pontoon<br>EL (P) 1$\frac{1}{2}$"FSWR<br>FN 3068 | **1976**-5 Rotterdamsche D.D. Maats. N.V. —Rotterdam (345)<br>91,67 27,84 4,827<br>91,45 27,44 6,10<br>1 dk<br>rf nil<br>4BH WB14317T | **Pontoon**<br>Deck Cargo | |
| 8104230 | **DARIUS**<br>**Compagnie des Moyens de Surface (SURF)**<br>France | **500**<br>—<br>1 000 | BV (Class cont.) | **1982** Con. Mec. de Normandie—Cherbourg (1363/1)<br>53,01 4,501<br>46,21 13,01 6,76 | **TM Supply Ship**<br>Deck Cargo | 2 Oil geared to sc. shafts<br>5 200bhp (3 825kW)<br>A/S Bergens M/V Norway |
| 7426978<br>UIUU<br>M-12412 | **DARKHON**<br>**U.S.S.R. -'Dalryba'**<br>Mago U.S.S.R. | **163**<br>39<br>89 | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |

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| 7202346<br>WYZ3<br>082<br>530189 | **DARLA & COREY**<br>ex Jo Gal-77<br>**Jon C. Cooper**<br>Corpus Christi, Tx United States of America | 118<br>80<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20 .<br>3,66 | **M Fishing** | Oil<br>370bhp (272kW)<br>.............<br>Fuel (d.o.) |
| 7215252<br>332888 | **DARLING III**<br>ex San Blas I-72<br>**Guyana Seafoods Ltd.**<br>Georgetown, Demerara Guyana | 100<br>54<br>— | | **1966** Diesel Engine Sales Inc.—St. Augustine, Fl<br>*20,43* 6,10<br>... ... ...<br>1 dk | **Wood M Fish Carrier** | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 6523729<br>DFOK<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DARMSTADT**<br>ex Teutonia-75<br>**'Nordsee' Deutsche Hochseefischerei G.m.b.H.**<br>Cuxhaven Federal Republic of Germany | 981<br>395<br>— | GL | **1965** Rickmers Rhederei G.m.b.H. —Bremerhaven (339)<br>66,50 7,45 4,801<br>58,53 7,37 7,17<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Oil 4SA 8Cy. 385 × 580 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>also oil 650bhp (478kW) driving 1 gen. connected to 1 elec. motor for secondary propulsion |
| 7501297<br>GXXM<br>341513<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARNIA**<br>Launched as Stena Topper-77<br>**James Fisher & Sons Public Limited Company**<br>Sealink U.K. Ltd.<br>Stranraer United Kingdom | 2 807<br>978<br>3 357 | NV | **1977** Osterreichische Schiffswerften A.G. Linz-Korneuburg—Korneuburg (710)<br>114,03 18,14 5,765<br>102,24 17,61 11,74<br>2 dks<br>rf nil | **TM RoRo Cargo/Ferry** OSD 92dk P<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 370 × 400<br>10 200bhp (7 503kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 520kW 1 × 178kW 380V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>18kn |
| 6418182<br>UJJA<br>M-17144<br>Df Esd<br>Gc Rdr<br>RT | **DARNITSA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | 3 360<br>1 550<br>4 399 | RS | **1964** Rauma-Repola Oy—Rauma/Raumo (134)<br>105,39 14,81 6,209<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.173 L.(oil) 5 392 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd<br>13,5kn |
| 7035004<br>RT | **DAROK**<br>**Port of Singapore Authority**<br>*Singapore* Singapore | 521<br>457<br>828 | ✠100A1 SS 3/79<br>dredger<br>Singapore harbour service<br>EL (L)<br>FN 663 | **1971**-7 Jurong Shipbuilders Pte. Ltd. —Singapore (69)<br>58,22 11,61 2,147<br>45,73 10,98 3,51<br>1 dk<br>rf nil<br>4BH WB214t | **Dredger**<br>Bucket | |
| 8127361<br>WUS6<br>483<br>648349<br>Df Gc<br>Pfd Rdr<br>RT | **DAROL TIDE**<br>**Tidewater Fleets Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | 281<br>191<br>1 200 | AB | **1982** Halter Marine Inc.—Lockport, La (1002)<br>60,99 4,296<br>57,92 12,82 4,88<br>F 17,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 6404090<br>PDNI<br>4619<br>Df Esd<br>Gc Rdr<br>RTm/v | **DARON**<br>ex Concordia-82<br>**L. Brand & J. Fierloos**<br>Amasus Shipping B.V.<br>Kampen an der Ijssel Netherlands | 434<br>285<br>1 150 | GL | **1964** Kroegerwerft G.m.b.H.—Rendsburg (1194)<br>61,57 10,49 3,912<br>55,30 10,44 6,05<br>P & B 36,9 F 7,4 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.2 121 B.1 922<br>2 Ha (each 14,4 × 6,3) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,5kn |
| 5039549<br>Df Esd<br>Rdr RTm | **DAROU SALAM**<br>ex Suzon Clarisse<br>ex Belgian Skipper<br>**Armement Interpeche Afrique (IPAFRIC)**<br>Dakar Senegal | 351<br>127<br>— | | **1952** Beliard, Crighton & Cie. S.A. —Oostende (137)<br>48,24 8,21 4,395<br>43,97 8,08 4,50<br>F 6,4 1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho | Oil<br>1 005bhp (739kW) NE 68<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 127,0t (d.o.)<br>14kn |
| 6922781<br>PLOZ<br>Df Esd<br>Rdr<br>RTm/h/v | **DARPO DELAPAN**<br>ex Merc Texco-75<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>Jakarta Indonesia | T.Mk<br>**399**<br>214<br>620 | BV | **1969** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (289)<br>64,62 (BB) 11,03 3,588<br>56,98 11,00 6,20<br>2 dks | **M General Cargo**<br>2 Ho 25,7 20,6 ER<br>G.2 500 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Der 3(5) | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 45kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.)-3,0pd<br>12kn |
| 5320560<br>PKYU<br>1704/L<br>Df Esd<br>RTh | **DARPO EMPAT**<br>ex Serampang-70<br>ex Empire Seagull-47<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>Jakarta Indonesia | 534<br>320<br>424 | KI<br>*Classed BC until 4/71 | **1945**-7 Henry Scarr Ltd.—Hessle (471)<br>45,17 8,34 3,055<br>42,78 8,23 5,49<br>2 dks<br>rf nil | **M General Cargo**<br>1 Ho 24,7 ER<br>G.877 B.799<br>1 Ha (16,2 × 4,6) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 42,0t (d.o.)<br>7kn |
| 5307063<br>PKUQ<br>Esd RT | **DARPO ENAM**<br>ex Aitumieri ex Suryalaga 1-73<br>ex Saireri-64<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>Jakarta Indonesia | 560<br>271<br>801 | KI | **1961** Kyushu Zosen—Wakamatsu (243)<br>54,77 8,51 3,696<br>50,47 8,49 4,20<br>1 dk | **M General Cargo**<br>2 Ha (10,3 10,9 × 4,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1× 26kW 115V<br>Fuel 63,0t<br>9kn |
| 5330280<br>PKYV<br>1701/L<br>Df Esd<br>RTh | **DARPO LIMA**<br>ex Sirusa-71 ex Empire Seaboy-47<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>Jakarta Indonesia | 525<br>317<br>432 | KI<br>*Classed BC until 4/71 | **1945**-6 Henry Scarr Ltd.—Hessle (468)<br>45,22 8,34 3,055<br>42,98 8,23 5,49<br>2 dks<br>rf nil | **M General Cargo**<br>1 Ho 24,7 ER<br>G.877 B.799<br>1 Ha (16,2 × 4,6) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 250 × 420<br>300bhp (221kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 42,5t (d.o.)<br>7kn |

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|---|---|---|---|---|---|---|
| 5048980<br>PKYN<br>1646/L<br>Df Esd<br>Rdr<br>RTm/v | **DARPO SATU**<br>ex Borre-68<br>**P.T. Perusahaan Pelayaran 'Samudera Indonesia'**<br>Jakarta Indonesia | **1 713**<br>951<br>1 495 | NV | **1949** Hall, Russell & Co. Ltd.—Aberdeen (815)<br>78,47 11,64 5,303<br>71,63 11,59 7,70<br>P 11,3 RQD 10,7 F 9,2 3 dks<br>RW rf 102 | **M General Cargo** CSD 7P<br>Side doors<br>2 Ho 1 TwD 44,8 ER<br>G.3 256 B.2 917<br>2 Ha (each 12,8 × 4,8) ER<br>5W Der 2(5) 3(3) | Oil 2SA 8Cy. 340 × 570<br>1 310bhp (964kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 125kW 220V d.c.<br>Fuel 278,5t (d.o.) 12,5kn |
| 5033557<br>Df Esd<br>Rdr RTm | **DARPO TIGA**<br>ex Slidre Utara-68 ex Baden-65<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)** | **1 400**<br>545<br>1 590 | | **1937** A/S Akers M/V—Oslo (471)<br>83,22 11,99 5,011<br>76,26 11,94<br>P 8,9 B 33,9 F 16,8 1 dk<br>R rf 76 | **S General Cargo** 12P<br>2 Ho 25,6comb. ER 22,2comb.<br>G.3 115 B.2 818<br>4 Ha (5,4 × 4,5) (9,7 × 5,4) ER (7,9 × 5,4) (5,4 × 4,5)<br>8W Der 1(25) 2(5) 2(3) | C 4Cy. (2) 435 & (2) 949 × 949<br>1 800ihp (1 324kW)<br>A/S Akers M/V Oslo<br>Gen 1 × 15kW 1 × 12kW 110V d.c.<br>Fuel 185,0t (o.f.) 13,25kn |
| 6929947<br>PLOY<br>Df Esd<br>Rdr RT | **DARPO TUJUH**<br>ex Merc Baltic-74<br>**P.T. Perusahaan Pelayaran Nusantara (PANURJWAN)**<br>Jakarta Indonesia | T.Mk<br>**399**<br>214<br>620 | BV | **1969** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (293)<br>64,62 (BB) 11,03 3,588<br>56,98 11,00 6,20<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,7 20,6 ER<br>G.2 500 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Der 3(5) | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 45kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 109,5t (d.o.)-4,5pd 12kn |
| 6618263<br>317644<br>Esd Rdr<br>RT | **DARRA**<br>**The Queensland Cement & Lime Co. Ltd.**<br>*Brisbane, Queensland* Australia | **2 497**<br>2 131<br>— | ✠Classed LR until 1/74 | **1967**-2 Evans Deakin & Co. Pty. Ltd. —Brisbane (60)<br>80,55 15,80 4,268<br>80,02 15,27 5,64<br>1 dk<br>rf nil | **TrM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 3 Vee Oil 4SA each 8Cy. 168 × 184<br>1 500bhp (1 103kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 80kW 415V 50Hz a.c.<br>3 Directional propellers |
| 7312397<br>EFMC<br>Df Esd<br>Gc Rdr<br>RT | **DARRO**<br>**Naviera Pinillos S.A.**<br>Santander Spain | **1 821**<br>958<br>3 542 | **✠100A1** SS 9/77<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL T 1¾"U2<br>FN 2492 | **1973**-9 Astilleros del Atlantico S.A. —Santander (150)<br>111,56(BB) 15,83 5,785<br>102,01 15,75 8,67<br>Ba 25,6 F 13,8 2 dks, 3rd dk fwd of mchy space<br>rf nil<br>3BH to U dk 3 to 2nd dk WB699t incl. DTf73t | **M General Cargo**<br>Ref<br>4 Ho 19,7 21,7 21,7 12,4 ER<br>G.7 812 B.7 312<br>4 Ha (stl) (13,5 13,5 13,5 6,7 × 7,7) ER<br>14W Der 4(8) 10(5) | Vee Oil 4SA 12Cy. 400 × 540 sr geared to sc. shaft<br>6 700bhp (4 928kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 3 × 300kW 1 × 276kW 380V 50Hz a.c.<br>Fuel 548,5t (d.o.) 18kn |
| 7523556<br>Esd Gc<br>Pfd RTm | **DARSAH**<br>**Public Corporation for Fish Wealth**<br>Aden People's Dem. Rep. of Yemen | **177**<br>39<br>96 | **✠100A1**<br>**✠LMC**<br>EL (D) ¾"U2<br>FN 264 | **1977**-9 Construcciones Navales P. Freire S.A.—Vigo (121)<br>29,88 6,89 3,501<br>25,40 6,81 3,56<br>P 10,7 F 5,5 1 dk<br>rf 889 BK 127<br>4BH WB29T | **M Fishing**<br>Side Trawler Seiner<br>2 Ho 4,1 3,8 ER<br>2 Ha ER<br>Cr 1(2,5) 1(1,5) | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>600bhp (441kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 2 × 44kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , & 1 aft |
| 7410187<br>DIED<br>Df Esd<br>Pfd Rdr<br>RTv | **DARSSER ORT**<br>**Jurgen Schmidt**<br>Hamburg Federal Republic of Germany | T.Mk<br>**299**<br>166<br>696 | GL | **1976** A/S Nordsovaerftet—Ringkobing (108)<br>49,71 3,455<br>44,46 8,31 5,52<br>P 4,0 F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,0 ER<br>G.1 317 B.1 175<br>1 Ha (stl) (24,0 × 5,4) ER | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 220V 50Hz a.c.<br>Fuel 18,0t (d.o.) 10kn |
| 7103409<br>Y6GZ<br>Esd Rdr<br>RT | **DARSSER ORT**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **131**<br>—<br>52 | DSRK | **1971** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>26,40 8,31 2,910<br>23,07 8,03 3,51<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>10,5kn |
| 6829628 | **DARSU**<br>**Bagcilar Kollektif Sirketi Salih Bagci ve Ortaklari**<br>Turkey | **292**<br>174<br>410 | (BV) | **1969** Celiktrans Deniz Insaat—Istanbul (35)<br>41,53 7,62 3,201<br>36,99 7,61 3,48<br>P 11,0 B 2,5 F 6,4 1 dk | **M General Cargo**<br>1 Ho 23,6 ER<br>G.460 B.445<br>1 Ha (14,3 × 3,9) ER<br>2W Cr 2(3) Der 2(3) | Oil 4SA 6Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 10kW 110V d.c.<br>9kn |
| 7214014<br>P3VV<br>394520<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DART**<br>ex Bodena-81 ex Hing Chong-77<br>**Justin Marine Co. Ltd.**<br>Limassol Cyprus | **9 953**<br>6 317<br>15 909 | BV | **1972** Nipponkai Heavy Ind. Co. Ltd. —Toyama (160)<br>149,94 20,86 9,253<br>140,01 20,81 12,76<br>2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 16,4 24,0 16,4 24,0 23,2 ER<br>G.21 565 B.19 879<br>5 Ha (stl) (8,9 15,0 8,9 15,0 14,2 × 10,2) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 650 × 1350<br>8 100bhp (5 958kW) Mitsubishi<br>Ube Tekkosho Ube<br>Gen 3 × 300kW 440V 60Hz a.c.<br>17,75kn |
| 7718620<br>VRKB<br>385200<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DART AMERICANA**<br>ex Seapac Independence-81<br>ex Seatrain Independence-80<br>**Triple Carriers Ltd.**<br>Canadian Pacific Steamships Ltd.<br>Hong Kong Hong Kong (British) | **15 584**<br>7 947<br>18 606 | AB | **1978** Namura SB. Co. Ltd.—Imari (831)<br>177,04(BB) 27,08 10,129<br>164,01 27,01 13,52<br>P 23,5 F 24,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 22,1 29,5 28,8 27,9 ER 13,5<br>TEU 909<br>C.Ho 452/20'(40') C.Dk 457/20'(40')<br>16 Ha (stl) ER<br>Cr 2(4,25) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>19kn |
| 7718656<br>VRFZ<br>385198<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DART ATLANTICA**<br>ex Seapac Chesapeake-81<br>ex Seatrain Chesapeake-81<br>**Centennial Shipping Ltd.**<br>Hong Kong Hong Kong (British) | **15 584**<br>7 947<br>17 100 | AB | **1979** Namura SB. Co. Ltd.—Imari (834)<br>177,02(BB) 27,08 10,129<br>164,01 27,01 13,52<br>P 23,5 F 24,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 22,1 29,5 28,8 27,9 ER 13,5<br>TEU 909<br>C.Ho 452/20'(40') C.Dk 457/20'(40')<br>16 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>22,5kn |

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| 7718644<br>VRKC<br>399401<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DART BRITAIN**<br>ex Seapac Oriskany-81<br>ex Seatrain Oriskany-81<br>**Nessfell Ltd.**<br>Hong Kong Hong Kong<br>(British) | **15 584**<br>7 947<br>18 643 | AB | **1979** Namura SB. Co. Ltd.—Imari (833)<br>177,02(BB) 27,08 10,135<br>163,99 27,01 13,49<br>P 23,5 F 24,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 22,1 29,5 28,8 27,9<br>ER 13,5<br>TEU 909<br>C.Ho 452/20'(40') C.Dk<br>457/20'(40')<br>16 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 800kW a.c.<br>Fuel-58,5pd | Sulzer<br>Kobe<br>18,75kn |
| 7718632<br>ONBI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DART CONTINENT**<br>ex Seapac Yorktown-81<br>ex Seatrain Yorktown-81<br>**Armement Deppe S.A.**<br>CMB S.A.<br>Antwerpen Belgium | **13 812**<br>7 976<br>18 643 | AB | **1979** Namura SB. Co. Ltd.—Imari (832)<br>177,02(BB) 27,08 10,135<br>163,99 27,01 13,49<br>P 23,5 F 24,4 1 dk<br>rf nil | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 22,1 29,5 28,8 27,9<br>ER 13,5<br>TEU 909<br>C.Ho 452/20'(40') C.Dk<br>457/20'(40')<br>16 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 800kW a.c. | Sulzer<br>Kobe<br>22,5kn |
| 7027540<br>ONDA<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DART EUROPE**<br><br>**Armement Deppe S.A.**<br>CMB S.A.<br>Antwerpen Belgium | T.Mk<br>**30 950**<br>20 847<br>28 484 | ✠**100A1** SS 10/80<br>all holds limited to<br>container cargoes<br>Ice Class 2 when power<br>restricted to 20,800 bhp<br>✠**LMC** **UMS**<br>EL L† 2¾"U3<br>FN 10102 | **1970**-11 N.V. Cockerill Yards Hoboken<br>—Hoboken (857)<br>231,55(BB) 30,64 10,084<br>219,21 30,48 15,60<br>B & F 211,0 1 dk<br>rf 152 DK in way of Nos. 4, 5 & 6 holds<br>NS 9BH WB17548t incl. Comb. btm &<br>side tanks in Nos. 2, 3 & 6 holds 8654t<br>DTsf2299t | **M Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 7,3 13,2 27,2 26,5<br>25,9 25,9 25,9 ER<br>TEU 1556<br>C.Ho 314/20' 413/40' C.Dk<br>56/20' 180/40'<br>34 Ha (stl) ER<br>Cr 1(5) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>S.A. Cockerill-Ougree-Providence<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>NAuxB (o.f.) made81 fitted1/82<br>7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Bow jet pump<br>Fuel 2 598,0t (hvf) | Sulzer<br>Seraing<br>21kn |
| 5086657<br><br>189027 | **DARTMOUTH II**<br><br>**City of Dartmouth**<br>Halifax, N.S. Canada | **252**<br>171<br>— | | **1956** Smith & Rhuland—Lunenburg, N.S.<br>24,85 11,13 1,982<br>19,69 10,65 3,74<br>1 dk<br>BK 305 | **Wood M Ferry**<br>318P | 2 Oil 4SA each 6Cy. 140 × 152<br>262bhp (193kW)<br>Cummins Engine Co. Inc.<br>Gen 1 × 5kW 32V d.c.<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) | Columbus, In<br>9kn |
| 7801776<br><br>372300<br>Rdr RT | **DARTMOUTH III**<br><br>**City of Dartmouth**<br>Halifax, N.S. Canada | **256**<br>161<br>15 | | **1979** Ferguson Industries Ltd.—Pictou, N.S.<br>(205)<br>24,11 9,78 1,521<br>23,78 9,45 2,75<br>2 dks | **M Ferry** | 2 Oil 2SA each 8Cy. 108 × 127 reduction<br>geared to sc. shaft<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. | Detroit |
| 5086683<br><br><br>Df Esd<br>Gc Rdr<br>RT | **DARUMA MARU No. 8**<br><br>**Pelican Fishing Corp.** | **239**<br>129<br>— | | **1962** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (102)<br>*37,40* 7,35 2,921<br>37,39 7,29 3,36<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 330 × 470<br>650bhp (478kW)<br>Sumiyoshi Marine Diesel Co. Ltd | Yoshida<br>10,5kn |
| 8031184<br><br><br>Rdr RT | **DARVIN**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 090**<br>1 394<br>2 117 | RS | **1980** VEB Volkswerft Stralsund—Stralsund<br>(502)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 ×<br>2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR) | MAN<br>Rostock<br>16,25kn |
| 5090000<br>EPVB<br><br>Df RTm | **DARVISH VANANCA**<br>ex Seine-67 ex Dijonnais-64<br>**Andranik A. Carapetian**<br>Bandar Abbas Iran | **385**<br>184<br>517 | | **1949** Ch. Navals de Caen—Blaineville<br>(191)<br>51,69 7,17 3,125<br>47,83 7,12 3,66<br>1 dk<br>R | **M General Cargo**<br><br>2 Ho 14,4 13,9 ER<br><br>2 Ha (7,5 5,2 × 3,5) ER<br>Der 2(2) | Oil 4SA 6Cy. 300 × 480<br>395bhp (291kW)<br>Ziegler Freres<br>Gen 1 × 35kW 1 × 5kW 110V d.c.<br>Fuel (d.o.) | Werkspoor<br>Dunkerque<br>10,5kn |
| 7431387<br>OWUA<br>H592<br>RT | **DARWIN**<br><br>**Irving Kristensen P/R**<br>Esbjerg Denmark | **183**<br>87<br>— | | **1974** Rantzausminde Badebyggeri<br>—Svendborg (1504)<br>32,92 6,79<br>6,75 3,15<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S<br>Fuel (d.o.) | Grenaa |
| 7010987<br>VLDT<br>343571<br>Df Esd<br>Gc Rdr<br>RTh | **DARWIN TRADER**<br><br>**Australian Shipping Commission (The Australian National Line)**<br>*Melbourne, Victoria* Australia | **10 802**<br>6 082<br>12 093 | ✠**100A1** CS 7/80<br>strengthened for ore<br>cargoes, Nos. 1, 3, 4, 6<br>& 8 holds may be empty<br>✠**LMC** **UMS**<br>EL C† 2⅜"U2<br>FN 4655 | **1970**-7 N.S.W. Govt. Eng. & SB. U'takng<br>(State Dkyd.)—Newcastle, N.S.W. (82)<br>139,60(BB) 21,54 9,145<br>129,95 21,34 14,48<br>F 11,9 1 dk<br>rf nil DK fwd<br>12BH WB2619t incl. Comb. btm & side<br>tanks in Nos. 2, 3, 4, 5, 6 & 7 holds<br>2038t DTsf340t | **M Bulk Carrier/Container Ship**<br>Fixed-guides Ref<br>8 Ho 9,7 8,8 13,0 6,4 11,5<br>12,8 11,2 6,4 ER<br>TEU 279<br>C.Ho 234/20'(40') C.Dk<br>45/20'(40') incl. 24 ref C.<br>12 Ha (stl) ER<br>Cr 2(35) | 2 Vee Oil 4SA each 16Cy. 400 × 460<br>geared to sc. shaft<br>13 120bhp (9 651kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 5 × 450kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 914,5t (hvf) | Pielstick<br>Aio<br>15kn |
| 8010752<br>VRGR<br>384795<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARYA KAMAL**<br><br>**Quadrant Shipping Ltd.**<br>Kishinchand Chellaram Maritime<br>Agencies Ltd.<br>Hong Kong Hong Kong<br>(British) | **17 716**<br>12 105<br>30 910 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, hold Nos. 2 & 5<br>may be empty<br>(cc)<br>✠**LMC** **UMS**<br>EL G† 577,5/68,0U2<br>FN 6821 | **1981**-4 Sunderland Shipbuilders Ltd.<br>—Deptford, Sunderland (860)<br>188,17 23,17 10,656<br>181,31 23,11 14,51<br>P 30,8 F 13,8 1 dk<br>rf nil<br>8BH WB15952T incl. Comb. btm, side &<br>Upr wing tanks 8201T & No. 4 hold<br>6615T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>6 Ho 19,8 22,8 22,5 22,5 22,5<br>21,6 ER<br>G.36 849 B.34 827<br>6 Ha (stl) (11,4 14,4 14,4 14,4 14,4<br>14,4 × 12,8) ER<br>Der 2(25) 3(15) | Oil 2SA 5Cy. 760 × 1500 geared to sc.<br>shaft<br>12 000bhp (8 827kW)<br>Clark Hawthorn Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 7,1kgf/cm$^2$ (7,0bar)<br>Gen 3 × 493kW 440V 60Hz a.c. | Sulzer<br>Newcastle<br>15kn |
| 7628423<br>VRDE<br>384767<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARYA LOK**<br><br>**Citron Shipping Ltd.**<br>Kishinchand Chellaram Maritime<br>Agencies Ltd.<br>Hong Kong Hong Kong<br>(British) | **9 296**<br>6 143<br>15 260 | ✠**100A1**<br><br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1980**-9 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (1397)<br>144,02 20,45 8,867<br>137,50 20,43 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1 to 2nd dk WB4331T<br>incl. Tunnel STs in No. 5 hold 415T &<br>No. 3 hold 1786T | **M General Cargo**<br><br>5 Ho 21,0 31,2 11,4 22,8 ER<br>21,3 4 TwD<br>G.21 379 B.19 636<br>6 Ha (stl) (11,6 × 6,7) (12,9 6,1 ×<br>8,5) (5,7 × 6,1) (12,9 × 8,5) ER<br>(11,4 × 6,7)<br>Der 1(30) 8(10) 2(5) | Oil 2SA 4Cy. 680 × 1250<br>7 705bhp (5 667kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 130,0t (d.o.) 1 127,0t (hvf) | Sulzer<br>Newcastle<br>15kn |

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| 7621437<br>EOLA<br>1132<br>Df Esd<br>Pfd Rdr<br>RTv | **DARYA-I-NOOR**<br>**Iran America Line Co. Ltd.**<br>Khorramshahr Iran | **320**<br>212<br>400 | BV | **1976** Mazagon Dock, West Coast Lighterage Co. Pte.—Jamnagar (034)<br>43,79 9,30 1,850<br>42,85 9,01 2,60<br>P 4,9 1 dk | **TM General Cargo**<br>1 Ho ER<br>G.680 B.566 | 2 Oil 4SA each 6Cy. 175 × 220<br>380bhp (280kW) MAN<br>Kirloskar Oil Engines Ltd. Poona<br>Gen 2 × 25kW 110V a.c.<br>2 Controllable pitch propellers<br>Fuel 71,0t (d.o.) 10kn |
| 7207372<br>Df Esd<br>Gc Rdr<br>RT | **DARYA-VAND XI**<br>ex Oil Prospector-78<br>**Darya-Vand Shipping Co.**<br>Kharg Island Iran | **743**<br>288<br>1 053 | **✠100A1** SS 11/76<br>**✠LMC**<br>EL K 1$\frac{13}{16}$"U2<br>FN 889 | **1972**-5 N.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (325)<br>56,44 12,76 4,268<br>51,34 12,50 4,81<br>F 18,6 1 dk<br>rf 203<br>5BH WB477t incl. DTsf331t | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 144kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>13kn |
| 5410793<br>UJNJ<br>M-3203<br>Df Esd<br>Gc Rdr | **DARYAL**<br>ex Orata-63 ex Wilford-57<br>ex George Whitefield-47<br>**U.S.S.R.**<br>Ilyichyovsk U.S.S.R. | **7 175**<br>4 364<br>11 239 | (AB) (RI) (RS) | **1943** Southeastern SB. Corp.—Savannah, Ga (19)<br>134,58 17,38 8,459<br>127,34 17,35 11,38<br>2 dks, pt 3rd dk<br>RW | **S General Cargo**<br>5 Ho 18,5 22,1 15,2 ER 13,7 21,3<br>G.15 171 B.13 452<br>5 Ha (10,6 10,6 6,1 × 6,1) ER (10,6 10,2 × 6,1)<br>10W Der 1(50) 1(10) 10(5) | T 3Cy. 622 940 & 1778 × 1219<br>2 500ihp (1 839kW)<br>Vulkan Iron Works Wilkes-Barre, Pa<br>Gen 3 × 20kW 120V d.c.<br>Fuel 1 846,0t (o.f.) 10kn |
| 6913986<br>ESJA<br>M-30280<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DARYAL**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 137 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (256)<br>82,00 13,64 5,201<br>73,00 13,59 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 094 L.10<br>4 Ha (0,9 × 1,5) (1,6 × 2,1) (2,5 × 2,8) (2,4 × 2,4)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 7634355<br>Esd RT | **DAS**<br>**Abu Dhabi Sea Port Authority**<br>Abu Dhabi United Arab Emirates | **120**<br>75<br>350 | ✠ | **1977**-6 Sherman Shipyard Inc.—Panama City, Fl (6)<br>19,18 7,52 1,372<br>17,07 7,32 2,44<br>1 dk<br>rf nil | **TM Buoy Tender**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 108 × 127 reverse reduction geared to sc. shafts<br>410bhp (302kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 20kW 110/120V 50Hz a.c. 2 × 1kW 24V d.c.<br>Water jet propulsion unit port , 1 stbd |
| 5086700<br>Y4SL<br>Df Esd<br>Rdr RT | **DAS GAT**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1957** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 7225336<br>3ERT<br>1172<br>8-82<br>Df Esd<br>Gc Pfd<br>Rdr | **DAS MARINAS**<br>ex Kosho Maru-81<br>**Beta Pacific Shipping Corp. S.A.**<br>Panama Panama | **2 993**<br>2 126<br>6 051 | NK | **1972** Watanabe Zosen K.K.—Hakata (147)<br>102,24 16,34 6,681<br>95,99 16,29 8,16<br>P 19,6 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 444 B.7 111<br>2 Ha (stl) (27,8 28,5 × 8,3) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 445V a.c.<br>Fuel 579,0t-14,0pd 12,5kn |
| 7226665<br>ELAL5<br>6889<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DASHAKI**<br>ex Ocean Coracle-80<br>ex Andromed-77<br>ex Andromeda-76<br>**Goodwin Investment Ltd.**<br>Narval Shipping Corp.<br>Monrovia Liberia | **14 334**<br>9 600<br>26 614 | GL | **1972** Verolme Scheepswerf Heusden N.V.—Heusden (835)<br>175,67(BB) 22,84 10,249<br>167,16 22,79 14,18<br>1 dk | **M Bulk Carrier**<br>6 Ho 19,8 19,4 22,1 22,1 22,1 22,1 ER<br>G.33 284 B.31 057 HeCls. B<br>6 Ha (stl) (12,3 12,4 15,2 15,2 15,2 15,2 × 10,9) ER<br>Cr 3(8) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 536kW 450V 60Hz a.c.<br>Fuel 201,0t (d.o.) 1 275,0t (hvf)-29,0pd 15,5kn |
| 5086712<br>UEXM<br>M-26930<br>Df Esd<br>Gc Rdr<br>RT | **DASHAVA**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1963** VEB Warnowwerft Warnemuende—Warnemuende (424)<br>139,50 18,04 8,000<br>130,21 17,96 10,34<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 5266714<br>HO5411<br>9416-HK<br>Rdr RTm | **DASHER I**<br>ex Otago-81<br>**Illman Jones Inc.**<br>Panama Panama | **494**<br>156<br>264 | **✠100A1** SS 3/76<br>tug<br>**✠LMC**<br>EL (h)<br>FN 641 | **1956**-4 Lobnitz & Co. Ltd.—Renfrew (1140)<br>44,05 11,36 3,976<br>41,46 10,67 4,78<br>RW rf 914<br>6BH WB30t incl. DTsf20t | **TS Tug**<br>Salvage<br>1 Ho 3,4<br>1 Ha (1,6 × 2,4) | T 6Cy. (2) 343 (2) 584 & (2) 914 × 610<br>Lobnitz & Co. Ltd. Renfrew<br>2 WTB 250lbf/in² (17,3bar) hs587,5<br>Fuel 203,0t (o.f.) 13kn |
| 6823337<br>HP2617<br>Gc Rdr<br>RT | **DASHTI**<br>ex Fuji Maru<br>**Sea Transportation A. Dashtipour & Co.**<br>Panama Panama | **444**<br>227<br>770 | BV | **1968** Hanasaki Zosensho—Yokosuka (128)<br>48,52 8,03 3,556<br>44,10 8,01 4,02<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.500<br>1 Ha (stl) (21,4 × 5,4) ER | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka<br>11kn |
| 7809728<br>S2FN<br>BFC924<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DATINA**<br>**Bangladesh Fisheries Development Corp.**<br>Chittagong Bangladesh | **214**<br>77<br>394 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (E) 275,0/17,5U2<br>FN 292 | **1979**-3 I/S Orskovs Staalskibsvaerft—Frederikshavn (102)<br>30,71 6,99<br>28,15 6,90 3,46<br>P 10,1 F 7,7 1 dk<br>rf nil Box K 170<br>4BH WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400 reverse geared to sc. shaft<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 32kW 440V 50Hz a.c.<br>Controllable pitch propeller |

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| 7006807<br>9MUX<br>324067<br>Esd | **DATO RAZALLI**<br><br>**Penang Port Commission**<br>Penang Malaysia | **172**<br>20<br>— | **✠100A1** CS 8/80<br>tug<br>Penang service<br>**✠LMC**<br>EL b 1"U1<br>FN 303 | **1970**-8 Cheoy Lee Shipyard—Hong Kong (2134)<br>29,49 8,56 3,061<br>25,91 8,08 3,59<br>1 dk<br>RW rf 610<br>4BH | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 222 × 292<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 19kW 220V d.c. |
| 5086724<br>UJJZ<br>M-24275<br>Df Esd<br>Gc Rdr<br>RT | **DAUGAVA**<br><br>**U.S.S.R.-'Dalryba'**<br>Petropavlovsk- U.S.S.R.<br>Kamchatskiy | **3 761**<br>1 902<br>5 096 | RS | **1958** Stocznia Gdanska im. Lenina—Gdansk (B31/52)<br>108,26 14,66 6,679<br>101,07 14,58 8,03<br>1 dk<br>RW<br>conv General Cargo —<br>conv Fish Carrier — | **S General Cargo**<br>Ice strengthened<br>2 Ho ER 2 Ho<br>B.6 152<br>4 Ha (11,2 11,2 × 8,2) ER (8,6 10,5 × 8,2)<br>8W Der 8(5) | C 4Cy. (2) 440 & (2) 950 × 950 with LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 579,0t (o.f.) 11,5kn |
| 5086736<br>UIMB<br>M-27422<br>Df Esd<br>Gc Rdr<br>RT | **DAUGAVA**<br><br>**U.S.S.R.-Estonian Shipping Co.**<br>Tallin U.S.S.R. | **3 145**<br>1 628<br>4 324 | RS | **1958** VEB Schiffswerft "Neptun"—Rostock<br>104,20 14,43 6,579<br>95,71 14,36 7,93<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 16,7 21,3 ER 15,5 14,7<br>G.5 916 B.5 635<br>4 Ha (stl) (8,9 × 6,0) (10,9 × 7,0) ER (7,7 7,7 × 7,0)<br>8W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 365 × 550 geared to sc. shaft<br>2 500bhp (1 839kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 3 × 184kW 400V<br>Fuel 394,0t (d.o.) 13,5kn |
| 6500076<br>UNZY<br>M-28112<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAUGAVPILS**<br><br>**U.S.S.R.-Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 632 | RS | **1965** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (193)<br>185,99 23,45 9,838<br>174,02 23,40 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (5,0 × 3,2) ER<br>5W Der 4(5) 1(3) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 2 296,5t (d.o.)-42,5pd 17kn |
| 6871205<br>UJFL<br>M-24205 | **DAUGAVPILS**<br><br>**U.S.S.R.-'Zapryba'**<br>Klaypeda U.S.S.R. | **239**<br>56<br>116 | (RS) | **1958** ............East Germany<br>39,15 7,37 3,125<br>3,48<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.100<br>2 Ha (each 1,8 × 1,9)<br>Der 1(1,5) | Oil 4SA 6Cy. 320 × 480 E made67 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| 7504794<br>EHHA<br>900<br>Df Esd<br>Gc Rdr<br>RTm/v | **DAUKA**<br><br>**Bilbao Shipping S.A.**<br>Bilbao Spain | **1 197**<br>697<br>1 933 | **✠100A1** SS 2/81<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1153 | **1976**-11 Ast. de Murueta S.A.—Guernica (133)<br>73,97 (BB) 11,79 4,763<br>65,99 11,70 5,77<br>1 dk<br>rf nil<br>SF 4BH WB521T incl. Comb. btm & STs in holds 345T & DTf56T | **M General Cargo**<br>1 Ho 44,2 ER<br>G.2 832 B.2 549<br>1 Ha (stl) (40,7 × 8,2) ER | Oil 4SA 8Cy. 241 × 305 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>S.A. Cockerill-Ougree-Providence Seraing<br>Gen 3 × 72kW 380V 50Hz a.c.<br>Fuel 105,0t (d.o.) 12kn |
| 6602305<br>ILXI<br>624<br>Df Esd<br>Gc Rdr<br>RT | **DAUNIA**<br><br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **822**<br>388<br>256 | RI | **1965** Cant. Nav. Riuniti—Anc (259)<br>63,84 9,53 2,871<br>59,52 9,50 3,81<br>1 dk | **TM General Cargo**<br>1 Ho<br>B.204 | 2 Oil 4SA each 8Cy. 260 × 400<br>2 640bhp (1 942kW)<br>Cant. Nav. Riuniti Ancona |
| 6510966<br>3DNO<br>315997 | **DAUNIVOSA**<br>ex Vuniwai-70<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **113**<br>59<br>— | | **1965** Fiji Government Shipyard—Suva<br>*22,83* 5,59<br>... ... ...<br>1 dk | **Wood TM Launch** | 2 Oil each 6Cy. 121 × 152 E made63 fitted65<br>Gardner Engines Ltd. Manchester |
| 7422520<br>EIJS<br>401492<br>Df Esd<br>Rdr RT | **DAUNT ROCK**<br><br>**R. & H. Hall Ltd.**<br>Cork Irish Republic | **797**<br>510<br>1 255 | **✠100A1** SS 11/80<br>**✠LMC** **UMS**<br>EL K 1¼"U2<br>FN 907 | **1976**-9 Hancocks SB. Co. Ltd.—Pembroke Dock (RH1)<br>64,01 10,75 3,810<br>60,08 10,51 4,58<br>P 9,8 F 9,2 1 dk<br>rf 102 DK in way of aft end of hold<br>NS 3BH | **M General Cargo**<br>G.1 839<br>TEU 52 C.Ho 34/20' C.Dk 18/20'<br>1 Ha (stl) (36,9 × 7,4) ER | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 220bhp (897kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 30kW 415V 60Hz a.c.<br>Fuel-4,0pd 11kn |
| 5078260<br>H9VL<br>10200-LI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAUNTLESS**<br>ex Concordia Venus-81<br>ex Concordia Viking-80<br>**The Columbia Holdings Corp.**<br>Panama Panama | T.Mk<br>**6 936**<br>4 066<br>10 232 | NV | **1960** AB Oskarshamns Varv—Oskarshamn (358)<br>150,88 20,78 8,208<br>137,01 20,73 12,35<br>2 dks, 3rd dk in Nos. 1, 2, 3 & 4 holds, 4th dk in No. 1 hold<br>rf 203 | **M General Cargo**<br>Ref 12P<br>Side doors<br>5 Ho 20,3 20,6 18,7 10,5 14,4<br>G.19 057 B.17 302 In.2 124<br>5 Ha (stl) (10,9 × 5,4) (14,3 10,6 11,4 8,3 × 6,4)<br>18W Der 1(75) 1(30) 10(10) 8(5) | Oil 2SA 9Cy. 760 × 1500<br>8 450bhp (6 215kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 260kW 220/440V 60Hz a.c.<br>Fuel 2 180,0t (hvf)-29,5pd 17kn |
| 5086762<br>2FJF<br>166711<br>Df Esd<br>Rdr RT | **DAUNTLESS STAR**<br>ex Swiftburn ex Boston Swift-57<br>ex Sunlit Waters-52<br>**R. J. Brooks**<br>Lowestoft United Kingdom | **133**<br>42<br>— | Classed LR until 4/69 | **1948** Cochrane & Sons Ltd.—Selby (1332)<br>*29,51* 6,43<br>29,27 6,41 3,05<br>rf 178 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 267 × 343 with hydraulic coupling<br>474bhp (349kW) E made51 fitted60<br>Crossley Bros. Ltd. Manchester |
| 7360370<br>FZKJ<br><br>Esd Gc<br>Rdr RT | **DAUPHIN DE CHERBOURG**<br><br>**Cie. Generale de Geophysique**<br>Cherbourg France | **1 016**<br>379<br>724 | (BV) | **1974** Dubigeon-Normandie S.A.—Grand Quevilly<br>74,99 15,14 3,201<br>67,01 14,71 4,30<br>1 dk | **TM RoRo Cargo** | 2 Oil 4SA each 10Cy. 225 × 300<br>2 500bhp (1 839kW)<br>Alpha-Diesel A/S Frederikshavn<br>2 Controllable pitch propellers<br>Fuel 309,0t 15kn |
| 7643019<br><br>576865<br>Esd Pfd<br>Rdr RT | **DAUPHIN ISLAND**<br><br>**Arthur Levy Enterprises Inc.**<br>New Orleans, La United States of America | **230**<br>156<br>— | AB | **1976** Halter Marine Services, Inc.—New Orleans, La (576)<br>56,39 3,664<br>49,94 12,20 4,30<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 216 × 254<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 285,5t (d.o.) 12kn |

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| 7200922<br>WYZ3<br>362<br>271714 | **DAUPHIN ISLAND**<br>**Seacoast Products Inc.**<br>Morgan City, La United States of America | **181**<br>123<br>— | | **1956** Burton Construction & SB. Corp.<br>—Port Arthur, Tx<br>*37,92* 7,35<br>2,09 | **M Fishing** | Oil<br>600bhp (441kW)<br>.............<br>Fuel (d.o.) |
| 7426980<br>UNUV<br>M-12413 | **DAUR**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>89 | RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5415389<br>URVY<br>M-26419<br>Df Esd<br>Gc Rdr | **DAURIYA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **10 075**<br>3 965<br>9 892 | RS | **1964** Stocznia Gdanska im. Lenina—Gdansk (B64/02)<br>165,34 21,34 8,440<br>149,00 21,24 12,60<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 333<br>5 Ha (3,2 × 3,9) (3,9 3,9 3,9 3,9 × 4,5) ER<br>18W Der 2(10) 14(5) 2(3) | Oil 2SA 5Cy. 740 × 1600<br>6 200bhp (4 560kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>14,5kn |
| 8033170 | **DAURIYA**<br>**U.S.S.R.**<br>U.S.S.R. | **4 138**<br>1 831<br>4 935 | RS | **1981** .............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil<br>............. |
| 7921021<br>3DQN<br>RT | **DAUSOKO**<br>**Government of Fiji**<br>Suva Fiji | **300**<br>—<br>100 | | **1980** Fiji Government Shipyard—Suva (60)<br>30,05 2,831<br>27,72 7,41 3,51<br>1 dk | **M Passenger/General Cargo** | Oil 2SA 12Cy. 108 × 127 reverse reduction geared to sc. shaft<br>340bhp (250kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 6414198<br>A8LU<br>5066<br>Df Esd<br>Gc Pfd<br>Rdr | **DAVAO**<br>ex Ecuador Maru-74<br>**Maritime Co. Overseas Inc.**<br>Maritime Co. of The Philippines Inc.<br>Monrovia Liberia | **6 770**<br>3 922<br>5 901 | NK<br>✠Classed LR until 5/72 | **1964**-7 Kawasaki Dockyard Co. Ltd.—Kobe (1045)<br>142,12(BB) 18,57 7,325<br>132,01 18,51 11,38<br>3 dks, 4th dk in Nos. 1 & 2 holds, 2nd, 3rd & 4th dks for light cargoes only<br>rf 483 | **M General Cargo**<br>Ref.<br>Side doors<br>2 Ho ER 2 Ho<br>B.90 In.7 809<br>4 Ha (stl) (6,8 7,0 × 7,0) ER (7,0 7,0 × 7,0)<br>8W Der 8(5) | Oil 2SA 9Cy. 700 × 1200<br>10 800bhp (7 944kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 440kW 445V a.c.<br>Fuel 2 193,5t-42,5pd 20kn |
| 5040029<br>DYWT<br>220075<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVAO CITY**<br>ex Tagbilaran City-72<br>ex Bellona-72<br>**William Lines Inc.**<br>Cebu Philippines | **1 482**<br>716<br>1 990 | BV | **1956** Frederikshavn Vaerft & Flydedok A/S —Frederikshavn (222)<br>89,36 13,01 5,690<br>82,28 12,96 8,23<br>F 5,5 1 dk & S dk<br>RW rf 89 | **M Passenger/General Cargo** OSD 300P<br>Ref<br>4 Ho 13,0 17,9 ER 15,0 14,4<br>In.2 771<br>4 Ha (6,3 9,3 × 5,0) ER (7,3 7,3 × 5,0)<br>10W Der 1(15) 10(3) | Oil 2SA 5Cy. 500 × 900<br>1 680bhp (1 236kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 3 × 100kW 220V d.c.<br>Fuel 209,5t (d.o.) 12kn |
| 6910403<br>3FVE<br>11062<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAVAO GULF**<br>ex Olympos-82 ex Aldenburg-79<br>**Cold Transport & Trading Corp. Inc.**<br>H. Schuldt<br>Panama Panama | T.Mk<br>**3 566**<br>2 007<br>4 580<br>**5 241**<br>3 141<br>7 570 | GL | **1969** Howaldtswerke-Deutsche Werft—Kiel (1212)<br>148,04(BB) 19,23 6,535/8,046<br>135,01 19,21 11,69<br>B 30,5 3 dks 4th dk in Nos. 1 & 2 holds | **M General Cargo**<br>Ref.<br>Ice strengthened<br>4 Ho 29,4 21,7 ER 22,4 27,2<br>In.9 861<br>4 Ha (stl) (7,2 7,2 × 5,1) ER (7,2 7,2 × 5,1)<br>8W Der 2(10) 6(3-5) | Oil 2SA 10Cy. 700 × 1200<br>14 000bhp (10 298kW) MAN<br>Howaldtswerke-Deutsche Werft Kiel<br>Gen 4 × 400kW 440V 60Hz a.c.<br>Fuel 1 677,5t (hvf) 23kn |
| 6617403 | **DAVID**<br>**Israel Ports Authority**<br>Ashdod Israel | **672**<br>—<br>— | **✠100A1** SS 7/76<br>Israel coastal service<br>EL (k)<br>FN 870 | **1966**-2 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Bdx (V.9007)<br>38,36 20,35<br>38,00 19,99 2,90<br>1 dk<br>rf nil<br>4BH<br>**LAID UP — SURVEYS OVERDUE 7/80** | **Crane Pontoon**<br>Pontoon only classed | |
| 7223754<br>WYZ4<br>508<br>533690 | **DAVID**<br>**Trans Gulf Trawlers Inc.**<br>Houma, La United States of America | **116**<br>86<br>— | | **1971** Allied Shipyard Inc.—Larose, La<br>*19,91* 6,71<br>2,93 | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| 7050767<br>WY4692<br>515411 | **DAVID & CHRIS**<br>ex Shrimp Trawler<br>**Donald J. Kubiak**<br>Corpus Christi, Tx United States of America | **117**<br>79<br>— | | **1968** Capell Marine Inc.—Freeport, Tx<br>*21,13* 6,71<br>3,69 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| 5119507<br>WA6678<br>247435<br>RT | **DAVID & WAYNE**<br>ex Ellen Louise-80<br>ex Marty & Opal-77<br>ex Carole & Gary-74<br>ex Francis L. Macpherson-69<br>ex Junojaes<br>**Joseph S. Tello**<br>Cape Charles, Va United States of America | **144**<br>98<br>— | | **1945** Frank L. Sample, Jr. Inc.—Boothbay Harbor, Me<br>*27,44* 6,56<br>3,54<br>1 dk | **Wood M Fishing** | Oil<br>425bhp (313kW)<br>Atlas Imperial D.E. Co. Oakland, Ca |
| 5086877<br>KPEA<br>242354<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVID D. IRWIN**<br>ex Emmkay-47 ex Patuxent-46<br>Launched as Emmkay<br>**Delnor Corp.**<br>Port Arthur, Tx United States of America | **15 376**<br>10 632<br>26 094 | AB | **1942** (Fwd & aft sections) Sun SB. & Dry Dock Co.—Chester, Pa (228)<br>**1961** (Cargo section) Sasebo Heavy Industries Co. Ltd.—Sasebo Yard<br>192,18 22,94 10,281<br>186,14 22,86 13,24<br>P 31,7 B 11,0 F 22,6 1 dk<br>RW rf 229 len, widened & deepened 61 | **S Tanker**<br>30 Ta ER | 2 S Turb dr geared to sc. shaft<br>12 800shp (9 415kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 135kW<br>Fuel 10 473,5t (o.f.) 15kn |

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| 7711969<br>GXZW<br>366438<br>Df Esd<br>Gc Rdr<br>RT | **DAVID DORMAN**<br>**Shamrock Shipping Co. Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>Belfast United Kingdom | **664**<br>394<br>953 | **✠100A1**<br>U.K. Home Trade service<br>**✠LMC**<br>EL J 357,5/26,0U2<br>FN 744 | **1978**-6 Jadewerft (Wilhelmshaven) G.m.b.H.—Wilhelmshaven (143)<br>57,51 10,09 3,369<br>53,01 10,01 4,02<br>P 10,4 F 6,1 1 dk<br>rf nil<br>3BH WB390T | **M General Cargo**<br>1 Ho 37,1 ER<br>G.1 348 B.1 288<br>1 Ha (stl) (30,4 × 6,4) ER | Oil 4SA 6Cy. 222 × 292 sr geared to sc. shaft<br>825bhp (607kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 39kW 1 × 26kW 380V 50Hz a.c.<br>Fuel 32,0t (hvf)<br>11kn |
| 7932343<br>624422<br>Df Gc<br>Pfd Rdr<br>RT | **DAVID FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **106**<br>72<br>— | AB | **1980** Main Iron Works Inc.—Houma, La (353)<br>... ... ...<br>23,17 8,08 3,51<br>1 dk<br>rf nil | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW a.c.<br>12kn |
| 6621193<br>VC9136<br>326105 | **DAVID FREDERICK**<br>**Scotia Trawler Equipment Ltd.**<br>Lunenburg, N.S. Canada | **215**<br>93<br>— | | **1965** Smith & Rhuland—Lunenburg, N.S.<br>*31,92* 7,73<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 270 × 360<br>720bhp (530kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7622962<br>UJUA<br>M-34138<br>Df Esd<br>Gc Rdr<br>RT | **DAVID GURAMISHVILI**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **10 771**<br>5 663<br>16 439 | RS | **1978** Zaliv Shipyard—Kerch (708)<br>162,24(BB) 21,47 8,901<br>150,04 21,40 11,21<br>1 dk | **M Tanker**<br>Ice strengthened<br>21 Ta ER<br>L.(oil) 20 770 | Oil 2SA 6Cy. 750 × 1600<br>9 000bhp (6 620kW) E made73 fitted78<br>B&W<br>Bryansk Eng. Works Bryansk<br>15,75kn |
| 6924210<br>GOOQ<br>303233<br>Esd Pfd<br>Rdr RT | **DAVID JOHN**<br>**J. R. Donald & others**<br>Aberdeen United Kingdom | **110**<br>38<br>— | ✠Classed LR until 3/73 | **1969**-9 J. Lewis & Sons Ltd.—Aberdeen (358)<br>6,58<br>23,47 6,48 3,28<br>F 3,4<br>RW rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>495bhp (364kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 10kW 220V d.c.<br>10,25kn |
| 7826441<br>Gc Rdr<br>RT | **DAVID JUNIOR**<br>**Candano Shipping Lines Inc.**<br>Legazpi Philippines | **998**<br>495<br>1 000 | **✠100A1**<br>**✠LMC**<br>EL (L) 385,0/34,0U2<br>FN 949 | **1981**-12 Mayon Docks Inc.—Tabaco (002)<br>65,21 11,03 3,607<br>60,00 11,00 4,81<br>P 13,8 F 4,9 1 dk<br>rf 152<br>4BH WB342T | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 410 sr geared to sc. shaft<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 55kW 440V 60Hz a.c.<br>Fuel 58,0t (d.o.)-3,0pd<br>9kn |
| 6862656<br>URCB<br>M-3135 | **DAVID KARAYEV**<br>ex S-217<br>**U.S.S.R.**<br>Yevpatoriya U.S.S.R. | **230**<br>88<br>214 | | **1962** .............U.S.S.R.<br>41,10 6,48 1,929<br>3,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>B.320<br>2 Ha (each 6,4 × 2,7) ER<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180<br>U.S.S.R.<br>Fuel (d.o.)<br>8,5kn |
| 5426807<br>MGIL<br>304621<br>Rdr RTm | **DAVID MARLEY**<br>**Stephenson Clarke Shipping Ltd.**<br>Newcastle upon Tyne United Kingdom | **730**<br>337<br>1 210 | **✠100A1** SS 8/79<br>hopper barge<br>U.K. coasting service<br>**✠LMC**<br>EL k 1$\frac{3}{16}$"SQ<br>FN 827 | **1963**-6 R. Dunston (Hessle) Ltd.—Hessle (S799)<br>55,50 11,31 4,382<br>51,82 10,98 4,96<br>RQD 17,1 1 dk<br>rf nil<br>4BH WB182t | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 2SA 4Cy. 340 × 570<br>980bhp (721kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 75kW 220V d.c.<br>Fuel (d.o.) |
| 5085689<br>WH7672<br>273952<br>Rdr RT | **DAVID McALLISTER**<br>ex Lacey 1-71 ex Dalzell 1-66<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **214**<br>146<br>— | AB | **1957** R.T.C. SB. Corp—Camden, NJ (236)<br>31,25 8,13<br>29,39 8,03 4,04<br>1 dk<br>BK 102 | **M Tug** | Oil 2SA 10Cy. 216 × 254 reverse reduction geared to sc. shaft<br>Fairbanks Morse & Co. Beloit, Wi<br>Controllable pitch propeller<br>Fuel 103,5t |
| 5086994<br>CSPH<br>LX-35-N<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DAVID MELGUEIRO**<br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | **1 689**<br>1 002<br>2 073 | ✠Classed LR until 30/7/76 | **1951**-4 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (344)<br>80,27 11,84 5,633<br>72,01 11,82 6,25<br>P 8,3 F 17,1<br>R BK 203 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 13,8 13,4<br>1 Ha (w) (2,2 × 1,8) 6 Ha (stl) (2,2 2,2 2,2 × 1,8) (2,2 × 2,1) (1,5 1,5 × 1,5)<br>Der 1(2,5) | Oil 2SA 8Cy. 406 × 508<br>1 600bhp (1 177kW) ✠ NE 2/58<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 112kW 1 × 13kW 220V d.c.<br>Fuel (d.o.) |
| 5317082<br>CSBQ<br>502<br>RT | **DAVID NUNES**<br>ex Secil<br>**Vieira Pita Ltda.**<br>Setubal Portugal | **427**<br>206<br>500 | ✠Classed LR until 5/67 | **1938**-4 De Haan & Oerlemans—Heusden (204)<br>46,33 7,83 3,410<br>43,29 7,80 3,43<br>P 12,8 RQD 12,5 F 4,9 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.798 B.711<br>2W Der 2(3) | Oil 4SA 7Cy. 285 × 420<br>350bhp (257kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 22,5t<br>8kn |
| 7733357<br>OYVP<br>D2546<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVID OLSEN**<br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Godthab Greenland (Danish) | T.Mk<br>**134**<br>42<br>448 | NV | **1977** Vest Vaerftet A/S—Esbjerg (7)<br>24,11 7,62 3,301<br>20,30 5,54<br>2 dks<br>rf 800 BK 241 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400<br>550bhp (405kW)<br>Alpha-Diesel A/S Frederikshavn<br>9kn |
| 6917920<br>5LKL<br>3386<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DAVID P. REYNOLDS**<br>**Caribbean Steamship Co. S.A.**<br>Monrovia Liberia | **28 565**<br>21 125<br>53 291 | AB | **1970** Howaldtswerke-Deutsche Werft —Hamburg (832)<br>226,70(BB) 31,15 12,786<br>213,37 31,09 17,53<br>P 33,6 F 22,6 1 dk<br>rf nil | **S Bulk Carrier**<br>Self-unloader<br>Self-unloader<br>7 Ho 21,7 21,7 21,7 21,7 21,7 21,7 23,7 ER<br>G.45 975 HeCls. B<br>14 Ha (alu) (each 10,6 × 4,9) ER<br>2W Der 2(10) | 2 S Turb dr geared to sc. shaft<br>18 000shp (13 240kW)<br>A.E.G. West Berlin<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 224,0t (o.f.)-99,5pd<br>16,5kn |

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| 7376991<br>ELEM<br>5908<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVID PACKARD**<br><br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **196 334**<br>167 958<br>413 115 | AB | **1977** Mitsubishi Heavy Industries Ltd. —Koyagi (1753)<br>365,87 22,904<br>350,02 70,01 29,01<br>F 20,5 1dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>24 Ta ER<br>L.(oil) 513 083<br>HeCls. B | 2 S Turb geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 15 850,5t (hvf)-223,5pd 15,75kn |
| 7390973<br>WYT8<br>988<br>561980<br>Esd Gc<br>Pfd Rdr<br>RT | **DAVID REESE**<br><br>**John G. Marine Inc.**<br>Houma, La United States of America | **160**<br>108<br>— | AB | **1975** Main Iron Works Inc.—Houma, La (267)<br>4,217<br>34,57 9,76 4,86<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 229 × 267<br><br>White Industrial Power Inc. Auburn, Pa<br>Gen 2 × 75kW a.c.<br>Fuel 336,5t (d.o.) 11kn |
| 5087053<br>C6XN<br><br>RTm | **DAVID S. MORRISON**<br><br>**Government of The Commonwealth of The Bahamas (Ministry of Maritime Affairs)**<br>Nassau Bahamas | **283**<br>100<br>— | ✠Classed LR until 22/2/74 | **1959**-7 Dorset Yacht Co. Ltd., Dorset Lake Shipyard—Poole (134)<br>38,18 10,47 1,537<br>37,09 10,37 2,29<br>1 dk<br>RW rf nil | **TM Dredger**<br>Grab-dredger<br>Mchy.aft<br>Cr 1(10) | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW) ✠ NE (p) 6/69<br>✠ NE (s) 6/69<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5087077<br>OIEW<br>570<br>Df Esd<br>Gc Rdr<br>RTm/h | **DAVID SALMAN**<br>ex Grim-76 ex David Salman-75<br>**A/B Borga Sjotransport O/Y**<br>Porvoo/Borga Finland | **6 648**<br>3 198<br>7 935 | NV | **1962** Uddevallavarvet A/B—Uddevalla (257)<br>129,29 18,80 7,944<br>118,88 18,75 11,64<br>P 27,8 F 27,2 2 dks<br>rf 51 | **M General Cargo**<br>5 Ho 13,4 16,7 14,4 16,2 9,8 ER<br>G.13 027 B.11 921<br>9 Ha (stl) (9,1 × 10,9) (13,4p&s × 6,5) (12,5p&s 12,5p&s 6,4p&s × 6,7) ER<br>16W Der 16(10) | Oil 2SA 6Cy. 760 × 1500<br>5 600bhp (4 119kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 240kW 1 × 52kW 440V 60Hz a.c.<br>Fuel 705,0t (hvf)-18,5pd 16kn |
| 7391379<br>ULTU<br>M-29844<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVID SIQUEIROS**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **27 694**<br>12 453<br>40 030 | RS | **1976** Brodogradiliste "3 Maj"—Rijeka (567)<br>195,00(BB) 28,05 12,201<br>182,99 28,00 17,81<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>14 Ta ER<br>L.(oil) 45 562 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 600kW 1 × 100kW 400V 50Hz a.c.<br>17kn |
| 7333195<br>WTDK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVID STARR JORDAN**<br><br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*San Diego, Ca* United States of America | **873**<br>714<br>215 | (AB) | **1965** Christy Corp.—Sturgeon Bay, Wi<br>52,13 (BB) 11,36 3,671<br>44,20 11,17 5,29<br>F 23,8 1 dk | **TM Research/Fishing**<br>Stern Trawler | 2 Oil 4SA each 6Cy. 216 × 267<br>918bhp (675kW)<br>White Motor Co. Springfield, Oh<br>Gen 2 × 200kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 184,0t 12kn |
| 5105104<br>INFT<br>744<br>RTh | **DAVIDE PRIMO**<br>ex Ercole<br>**Rolando Campanari**<br>Roma Italy | **118**<br>57<br>— | RI | **1962** Cant. Nav. L. Accinelli—La Spezia (15)<br>24,82 6,94 3,048<br>23,25 6,91 3,33<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 500<br>E made45 fitted62<br>Waggon u. Maschb. Goerlitz<br>Gen 1 × 20kW 1 × 7,5kW 1 × 5kW 110V d.c.<br>Controllable pitch propeller |
| 6613914<br>WTEK<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **DAVIDSON**<br><br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*Seattle, Wa* United States of America | **854**<br>207<br>271 | (AB) | **1967** Norfolk SB. & D.D. Corp.—Norfolk, Va (165)<br>53,35 11,64 4,090<br>45,65 11,59 5,41<br>B 26,9 2 dks | **TM Research**<br>Hydrographic | 2 Oil 2SA each 8Cy. 216 × 254 sr geared to sc. shafts<br>1 600bhp (1 177kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 220kW<br>2 Controllable pitch propellers<br>Fuel 227,5t 13kn |
| 7398511<br>LCRB<br>15644<br>Rdr | **DAVIK**<br><br>**Fylkesbaatane i Sogn og Fjordane**<br>Maloy Norway | **151**<br>55<br>— | | **1962** Ankerlokken Verft Floro A/S—Floro (39)<br>28,45 8,74<br>25,30 8,72 3,15 | **TM Ferry**<br>150P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 130 × 170<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 10,0t (d.o.) 9kn |
| 5340089<br>HBFR<br>87<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAVOS**<br>ex Yemelos-73 ex Steintor-71<br>**Compagnie de Navigation Transoceanique Suisse S.A.**<br>Keller Shipping Ltd.<br>Basle Switzerland | **9 101**<br>5 415<br>13 020 | ✠Classed LR until 1/62<br>AB (GL) | **1961**-4 Howaldtswerke Hamburg A.G. —Hamburg (949)<br>149,36 19,21 9,068<br>137,45 19,16 11,87<br>P 8,6 F 13,2 2 dks<br>rf nil | **M General Cargo** CSD<br><br>G.18 576 B.16 633<br>5 Ha<br>Der 1(30) 4(10) 12(5) | Oil 2SA 6Cy. 780 × 1400<br>6 750bhp (4 965kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>15kn |
| 5423673<br>USZP<br>M-12132<br>Df Esd<br>Gc Rdr<br>RT | **DAVYDOV**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **4 698**<br>2 297<br>2 601 | ✠Classed LR until 12/64<br>RS | **1963**-6 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (795)<br>102,39 16,03 5,579<br>91,01 16,01 9,76<br>RFD 10,4 2 dks, U sparred dk in Nos. 1, 2 & 3 holds, lower sparred dk in Nos. 1 & 2 holds<br>rf 203 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.143 In.3 394<br>3 Ha (2,8 × 2,9) (2,8 × 2,9) (3,4 × 2,3)<br>6W Der 2(7) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 340kW 1 × 168kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 7418608<br>EWAW<br>M-28274 | **DAVYDOVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |

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| **5097034**<br>HO3435<br>9196-<br>PEXT<br>Df Esd<br>RT | **DAVYTON**<br>ex Edison-73<br>**Tropical East Shipping Inc.**<br>Panama Panama | **488**<br>312<br>800 | (BV) | **1956** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (101)<br>56,29 9,00 3,328<br>51,82 8,92 3,71<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 062 B.968<br>2 Ha (each 1,3 × 4,5) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel 88,5t | Mannheim<br>10kn |
| **5400085**<br>WLDP<br>291781<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAWN**<br>ex African Dawn-80<br>**Central Gulf Lines Inc.**<br>New Orleans, La United States of America | **11 309**<br>6 809<br>12 932 | AB | **1963** Ingalls SB. Corp.—Pascagoula, Ms (480)<br>174,35 22,92 9,399<br>164,90 22,86 13,06<br>F 10,7 2 dks, 3rd dk fwd<br>RW rf nil | **S General Cargo** CSD<br>Ref<br>7 Ho<br>G.19 385 B.19 022 In.823<br>7 Ha (stl)<br>22W Der 1(63) 4(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>18 150shp (13 350kW)<br>General Electric Co.<br>Gen 3 × 600kW<br>Fuel 3 407,0t (o.f.) | Lynn, Ma<br>20kn |
| **7207932**<br>WYZ3<br>813<br>532081 | **DAWN**<br>**Alvin R. Burch**<br>Juneau, Ak United States of America | **152**<br>115<br>— | | **1971** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*24,36* 7,35<br>3,46<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>.............<br>Fuel (d.o.) | |
| **7948134**<br>613994 | **DAWN**<br>**Dolphin Trawler Co.**<br>Tampa, Fl United States of America | **103**<br>70<br>— | | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) | U.S.A. |
| **8034617**<br>618045 | **DAWN D**<br>**Shrimpboats Unlimited Inc.**<br>Mobile, Al United States of America | **125**<br>85<br>— | | **1980** .............Bayou la Batre, Al<br>*22,38* 6,74<br>3,20<br>1 dk | **M Fishing** | Oil<br>415bhp (305kW) | U.S.A. |
| **5132145**<br>MYBL<br>300357<br>Df Esd<br>Rdr RT | **DAWN GEM**<br>ex Glenstruan-81<br>**Warbler Fishing Co. Ltd.**<br>Aberdeen United Kingdom | **183**<br>62<br>— | **✠100A1** SS 7/80<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (c) i<br>FN 331 | **1958**-7 A. J. Mitchell & Co.—Peterhead (1)<br>*32,37* 7,12 2,937<br>31,40 7,01 3,51<br>F 6,1<br>RW rf 686 BK 178 conv Side Trawler Fishing 76<br>4BH WB5t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 with clutch & sr reverse geared to sc. shaft<br>540bhp (397kW)<br>Ruston & Hornsby Ltd. | Lincoln |
| **5167102**<br>MEDZ<br>303202<br>Df Esd<br>Pfd Rdr<br>RT | **DAWN MONARCH**<br>ex Jacamar-81<br>**Warbler Fishing Co. Ltd.**<br>Aberdeen United Kingdom | **237**<br>67<br>— | **✠100A1** SS 9/82<br>For service within the limits of the Continental Shelf & Continental Slope in an area bounded in the north by Parallel 62°N, in the west by Meridian 15°W and in the south by Parallel 48°N<br>**✠LMC**<br>EL (d) 1″<br>FN 395 | **1961**-6 P. K. Harris & Sons Ltd. —Appledore (505)<br>*35,18* 7,73 3,201<br>34,50 7,62 3,81<br>F 4,9<br>rf 914 BK 64 conv Side Trawler Fishing 75<br>5BH WB60t incl. DTsm34t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd.<br>Fuel 40,5t | Dursley<br>11kn |
| **5105142**<br>MEEY<br>302247<br>Df Esd<br>Pfd Rdr | **DAWN PEARL**<br>ex Eredene-81<br>**N.P.F. Ltd.**<br>Aberdeen United Kingdom | **214**<br>77<br>— | **✠100A1** SS 8/79<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°W & coast of Europe<br>**✠LMC**<br>EL (c) $\frac{15}{16}$″<br>FN 340 | **1961**-4 J. Lewis & Sons Ltd.—Aberdeen (302)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 conv Side Trawler Fishing 81<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations<br>Der 1(1,5) | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>NE made73 fitted4/74<br>Mirrlees Blackstone (Stamford) Ltd. | Stamford |
| **5260576**<br>GQBK<br>185677<br>Esd Pfd<br>Rdr RTm | **DAWN SPRAY**<br>ex Stoic-81 ex Dolphin-72<br>ex Neptunus-70<br>ex Ocean Starlight-67<br>**Warbler Fishing Co. Ltd.**<br>Lowestoft United Kingdom | **114**<br>46<br>— | | **1952** Richards Iron Works Ltd.—Lowestoft (410)<br>30,18 6,25 2,896<br>29,11 6,20 3,13<br>1 dk<br>R conv Side-fishing Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft | Oil 4SA 6Cy. 260 × 370<br>360bhp (265kW)<br>Ruston & Hornsby Ltd.<br>Fuel 16,5t (d.o.) | Lincoln<br>10kn |
| **7609324**<br>WYT9<br>751<br>556529<br>RT | **DAWN TREADER**<br>**Dawn Treader Inc.**<br>Seattle, Wa United States of America | **118**<br>82<br>— | | **1974** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*20,85*<br>6,72 3,41<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>Fuel (d.o.) | U.S.A. |
| **5064295**<br>GHMF<br>302398<br>Df Esd<br>Pfd | **DAWN WARBLER**<br>ex Warbler-81<br>ex Carlton Queen-75<br>**Warbler Fishing Co. Ltd.**<br>Lowestoft United Kingdom | **196**<br>62<br>— | **✠100A1** SS 3/81<br>trawler<br>**✠LMC**<br>EL (c) i<br>FN 329 | **1961**-4 Brooke Marine Ltd.—Lowestoft (280)<br>*32,62* 7,12 2,820<br>31,70 7,01 3,36<br>F 5,5<br>RW rf 305 BK 152<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 300 reverse reduction geared to sc. shaft<br>900bhp (662kW) ✠ NE 5/71<br>British Polar Engines Ltd. | Glasgow |
| **6515370**<br>MIKS<br>306963<br>Esd RT | **DAWNLIGHT I**<br>**Glenlight Shipping Ltd.**<br>Greenock United Kingdom | **199**<br>103<br>263 | ✠Classed LR until 6/67 | **1965**-6 Scotts' SB. & Eng. Co. Ltd. —Greenock (703)<br>32,67 6,66 2,883<br>29,82 6,35 3,08<br>P 8,3 F 4,6 1 dk<br>RW rf 76 BK 127 | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 178 × 229 sr reverse geared to sc. shaft<br>300bhp (221kW)<br>Crossley Bros. Ltd. | Manchester |

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| 6726802<br>CGBV<br>328083<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DAWSON**<br>**Government of Canada (Ministry of The Environment)**<br>Ottawa Canada | **1 311**<br>458<br>635 | ✠**100A1** SS 2/81<br>Ice Class 1<br>✠**LMC**<br>EL o 1$\frac{9}{16}$"U2<br>FN 1054 | **1968**-2 Canadian Vickers Shipyards Ltd. (G. T. Davie Div.)—Lauzon, PQ (100)<br>64,55 12,30 4,757<br>56,62 12,20 6,41<br>F 12,5 2 dks<br>rf 610<br>5BH to U dk 5 to 2nd dk WB391t | **TM Research**<br>Survey 13P<br>1 Ho 7,9 ER<br>B.180 In.68<br>1 Ha (stl) (4,2 × 2,7) ER<br>Cr 1(4,5) 1(3,5) 1(1,5) | 2 Vee Oil 4SA each 12Cy. 248 × 267 sr geared to sc. shafts<br>3 400bhp (2 501kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>2 AuxB 85lbf/in² (5,9bar)<br>Gen 3 × 300kW 460V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 424,5t (d.o.) 12kn |
| 7342213<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DAY DAWN II**<br>**J. Tait**<br>Peterhead United Kingdom | **160**<br>60<br>— | | **1975** Cubow Ltd.—Woolwich, London (703)<br>26,19 6,94<br>24,36 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 260 × 400 with hydraulic clutch & reverse geared to sc. shaft<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>10kn |
| 5087182<br>WC9447<br>221276<br>RTm/h | **DAY PECKINPAUGH**<br>ex Richard J. Barnes-58<br>ex I.L.I. 101-36<br>ex Interwaterways Line Incorporated 101-32<br>**Erie Navigation Co.**<br>Erie, Pa United States of America | **834**<br>598<br>1 514 | AB<br>✠Classed LR until 10/56 | **1921**-5 McDougall Duluth SB. Co.—Duluth, Mn (50)<br>78,95 11,03 3,061<br>74,07 10,98 4,27<br>1 dk<br>RW new cargo section 46 | **TM General Cargo**<br>1 Ho 50,2 ER<br>G.2 350 B.2 124<br>6 Ha (stl) (each 3,0 × 6,1) ER | 2 Oil 2SA each 6Cy. 127 × 142 sr geared to sc. shaft<br>360bhp (265kW) NE (p) 59 NE (s) 57<br>General Motors Corp. Cleveland, Oh<br>Fuel 66,0t (d.o.) 8kn |
| 6402913<br>HO2257<br>7264 -76A<br>Df Esd<br>RTm/v | **DAY-IN**<br>ex Marc-76 ex Frank L-70<br>**Compania Naviera Capreco S.A.**<br>Panama Panama | **467**<br>343<br>608 | BV | **1963** S.A.B.A.R.N.—Bruges/Brugge (C39)<br>52,94 8,21 2,617<br>40,52 8,16 3,10<br>1 dk | **M General Cargo**<br>2 Ho 17,0 18,2 ER<br>G.965 B.894<br>2 Ha (12,4 14,2 × 5,9) ER<br>2W Der 2(2) | Vee Oil 2SA 16Cy. 123 × 127<br>600bhp (441kW) E made79 fitted—<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 1 × 10kW 110V d.c.<br>9kn |
| 6405616<br>HO4669<br>7427-76<br>Df Esd<br>Rdr RT | **DAY-OUT**<br>ex Michel-76 ex Peter L.-70<br>**Compania Naviera Capreco S.A.**<br>Panama Panama | **466**<br>343<br>608 | (BV) | **1964** S.A.B.A.R.N.—Bruges/Brugge (C40)<br>52,94 8,21 2,617<br>40,52 8,16 3,10<br>P 14,1 F 4,9 1 dk | **M General Cargo**<br>1 Ho 35,3 ER<br>G.965 B.897<br>2 Ha (12,1 14,3 × 5,9) ER<br>2W Der 2(2) | 2 Oil 4SA each 8Cy. 127 × 140 geared to sc. shaft<br>570bhp (419kW) E made73 fitted—<br>Saab-Scania Sodertalje<br>Gen 1 × 3kW 1 × 2kW<br>11kn |
| 5150939<br>YBLU | **DAYA INDRA**<br>ex Besitang-74 ex Babinde<br>ex Hin Leong-64<br>ex New Susana-59 ex Susana-52<br>ex Pandina-51 ex Swallow-50<br>ex Hai Horng-49 ex Daisy<br>ex FS 348<br>**P.T. Pelayaran Nusantara Sejati**<br>Jakarta Indonesia | **586**<br>261<br>757 | (AB) | **1944** Kewaunee Eng. Corp.—Kewaunee, Wi (70)<br>53,90 9,71 3,836<br>50,30 4,35<br>F 8,0 1 dk | **TM General Cargo**<br>Mchy.aft<br>B.708<br>4W Der 4(5) | 2 Oil 2SA each 6Cy. 220 × 265 sr geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 225kW 110V<br>Fuel 61,0t (d.o.) 10kn |
| 7708780<br>PLWR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DAYAKA EMPAT**<br>**P.T. Pelayaran Pali Hota Dayaka (PAHOKA)**<br>Jakarta Indonesia | **3 782**<br>2 448<br>6 613 | KI NK | **1977** Imai Zosen—Kochi (360)<br>104,02 16,39 6,816<br>98,61 16,37 8,36<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.8 632 B.8 101<br>2 Ha (28,0 28,5 × 8,4)<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 360kW a.c.<br>12kn |
| 6612520<br>PLNP<br>19/XI/72<br>Df Esd<br>Gc Pfd<br>Rdr | **DAYAKA SATU**<br>ex Izu Maru-71<br>**P.T. Pelayaran Pali Hota Dayaka (PAHOKA)**<br>Jakarta Indonesia | **3 664**<br>2 626<br>5 684 | NK | **1966** Mitsubishi Heavy Industries Ltd. —Shimonoseki (623)<br>105,82 15,45 6,570<br>98,00 15,40 8,36<br>P 22,6 F 9,8 1 dk<br>RW rf 81 | **M General Cargo**<br>3 Ho 20,3 28,9 18,9 ER<br>G.7 706 B.7 106<br>3 Ha (12,5 20,8 12,2 × 6,9) ER<br>12W Cr 9(5) 3(3) Der 2(15) 6(10) | Oil 2SA 5Cy. 480 × 800<br>3 250bhp (2 391kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 96kW 445V 60Hz a.c.<br>Fuel 444,0t (hvf) 12,5kn |
| 7049524<br>WY4095<br>514951 | **DAYBREAK**<br>**Daybreak Inc.**<br>Corpus Christi, Tx United States of America | **131**<br>89<br>— | | **1968** Rockport Yacht & Supply Co. —Rockport, Tx<br>*22,99* 6,74<br>3,23 | **M Fishing** | Oil<br>565bhp (416kW)<br>.............<br>Fuel (d.o.) |
| 7101932<br>EVRV<br>M-31496<br>Df Esd<br>Gc Rdr<br>RT | **DAYNAVA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1970** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,03 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 7023312<br>3EDD<br>9272-78<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DAYSPRING**<br>ex Fernfield-78<br>**Dawn Maritime Corp. S.A.**<br>Panama Panama | **14 096**<br>8 924<br>21 241 | NV | **1970** Rheinstahl Nordseewerke—Emden (409)<br>169,15 21,39 10,218<br>163,38 21,34 13,90<br>P 36,0 B 20,2 F 15,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 22,8 19,1 19,1 19,1 19,1 19,1 ER<br>G.27 230 B.25 596<br>6 Ha (stl) (each 13,0 × 10,5) ER<br>14W Der 12(5-10) 2(3) | Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW) Fiat<br>Borsig A.G. West Berlin<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 2 093,0t (hvf) 16kn |
| 6520519<br>GORK<br>339812<br>Df Esd<br>Rdr RTv | **DAYSTREAM**<br>ex Whitonia-82 ex Axel-70<br>**D. Cook Ltd.**<br>Hull United Kingdom | **422**<br>181<br>711 | GL | **1965** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (983)<br>55,61 8,41 3,090<br>53,01 8,31 3,31<br>P 14,4 F 10,4 1 dk | **M Tank Barge**<br>6 Ta ER<br>L.(oil) 892 | Oil 4SA 6Cy. 290 × 420<br>500bhp (368kW)<br>Maschinenbau Kiel A.G. Kiel<br>10,5kn |
| 7109116<br>WV9391<br>228096 | **DAYTON**<br>ex P.R.R. No. 152<br>**S N P Enterprises Inc.**<br>Jacksonville, Fl United States of America | **299**<br>135<br>— | | **1928** New York SB. Corp.—Camden, NJ<br>*31,43* 9,81<br>4,27 | **M Fishing** | Oil<br>650bhp (478kW)<br>U.S.A. |

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| **7811173**<br>BSYC<br>J-56006<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE AN**<br>**Government of The People's Republic of China**<br>Yentai/Chefoo China | **1 186**<br>21<br>910 | | **1979** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (783)<br>66,43 12,25 4,901<br>60,00 12,01 5,80<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 400 × 520 geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| **7936765**<br>OPAN<br>14<br>Esd Pfd<br>Rdr RT | **DE BOUNTY**<br>**Rederij De Bounty P.V.B.A.**<br>Zeebrugge Belgium | **175**<br>57<br>— | | **1973** Scheepsw. West-Vlaamse N.V. —Oostkamp<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **7406992**<br>PDNK<br>22<br>Df Esd<br>Pfd Rdr<br>RT | **DE BUIS**<br>**Jaczon Rederij & Haringhandel B.V.**<br>Scheveningen Netherlands | **545**<br>287<br>— | | **1975** Sleephelling Mij. "Scheveningen" B.V. —Scheveningen (233)<br>63,25 9,43 4,001<br>9,20 6,46<br>2 dks<br>len 80 | **M Fishing** CSD<br>Stern Trawler | Oil 4SA 8Cy. 400 × 600<br>2 000bhp (1 471kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **7916923**<br>OPBR<br>44<br>Esd Pfd<br>Rdr RTv | **DE CAINE**<br>**Rederij De Bounty P.V.B.A.**<br>Zeebrugge Belgium | **157**<br>58<br>— | | **1980** Scheepsw. West-Vlaamse N.V. —Oostkamp (C97)<br>27,54 7,57<br>23,88 7,51 3,92<br>1 dk | **M Fishing**<br>Stern Trawler & Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 242 × 320 geared to sc. shaft<br>810bhp (596kW)<br>Anglo-Belgian Co. N.V. Gent/Gand |
| **7814993**<br>BSCA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE DA**<br>**Government of The People's Republic of China**<br>Shanghai China | **3 356**<br>1 255<br>3 049 | NK | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2670)<br>98,00 (BB) 6,773<br>90,00 15,80 8,01<br>F 63,1 1 dk | **TM Tug**<br>Salvage<br>Ice strengthened<br>Cr 1(25) Der 1(10) | 2 Vee Oil 4SA each 16Cy. 400 × 460 geared to sc. shafts<br>Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 660kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>19,25kn |
| **5144459**<br>BOKU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DE DU**<br>ex Gaoyu-73 ex Havtjeld-72<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>—<br>2 902<br>—<br>**9 638**<br>5 651<br>10 454 | (NV) | **1962** Oresundsvarvet A/B—Landskrona (177)<br>142,96 19,56 —/9,195<br>138,26 19,51 12,43<br>P 32,7 F 35,1 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 203 | **M General Cargo**<br>Ref 12P<br>Side doors<br>6 Ho 19,5 19,2 17,8 19,5 17,8 7,6<br>G.18 291 B.16 605 In.1 628<br>6 Ha (stl) (9,5 × 6,4) (11,3 11,3 8,3 × 6,7) (9,3 × 6,1) (3,2 × 4,8)<br>20W Cr 2(5) Der 1(30) 2(15) 6(10) 10(5) 2(3) | Oil 2SA 8Cy. 760 × 1500<br>10 000bhp (7 356kW)<br>A/B Gotaverken Goteborg<br>Gen 4 × 280kW 440V 60Hz a.c.<br>Fuel 914,5t (hvf) 17kn |
| **6415881**<br>SLEI<br>10557<br>Esd Rdr | **DE GEER**<br>**Norrkopings Stad (Hamndirektoren)**<br>Norrkoping Sweden | **261**<br>71<br>— | **✠100A1** SS 5/81<br>tug<br>Baltic service<br>Ice Class 1<br>**✠LMC**<br>EL (c)<br>FN 369 | **1964**-12 A/B Asi-Verken—Amal (69)<br>30,00 8,64 4,103<br>27,89 8,41 4,81<br>RFD 6,4<br>rf 737 BK 102<br>3BH WB74t | **M Tug** | Oil 2SA 8Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 90kW 231/400V<br>Controllable pitch propeller<br>Fuel 56,0t (d.o.)-6,0pd 12kn |
| **7052399**<br>IKSM<br>173<br>Df Esd<br>Gc Rdr<br>RT | **DE GIOSA GIUSEPPE**<br>**Meridionalpesca S.p.A.**<br>Bari Italy | **899**<br>404<br>716 | RI | **1971** Soc. Esercizio Cant.—Viareggio (603)<br>66,68 10,42 4,319<br>58,43 10,39 7,07<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>2 Ho | Oil 4SA 6Cy. 450 × 550<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau West Germany<br>Gen 1 × 648kW 380V 50Hz a.c. |
| **6821717**<br>IKFO<br>147<br>Df Esd<br>Gc Rdr<br>RT | **DE GIOSA L.**<br>**Meridionalpesca S.p.A.**<br>Bari Italy | **798**<br>368<br>654 | RI | **1968** Soc. Esercizio Cant.—Viareggio (551)<br>63,53 10,42 4,319<br>55,22 10,39 7,07<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ho | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln |
| **7008805**<br>IKZI<br>162<br>Df Esd<br>Gc Rdr<br>RT | **DE GIOSA T.**<br>**Meridionalpesca S.p.A.**<br>Bari Italy | **1 245**<br>595<br>874 | RI | **1970** Soc. Esercizio Cant.—Viareggio (569)<br>73,18 12,04 4,598<br>62,82 12,02 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho 11,9 16,0 11,9 ER<br>Cr 3(1,5) | Oil 4SA 8Cy. 450 × 550<br>2 900bhp (2 133kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 275kW 380V 50Hz a.c.<br>16kn |
| **7507875**<br>VMDG<br>355941<br>Esd Rdr<br>RT | **DE GREY**<br>**Hedland Marine Services Pty. Ltd.**<br>Adelaide Steamship Industries Proprietary Ltd.<br>*Fremantle, W.A.* Australia | **312**<br>21<br>— | **✠100A1** CS 2/80<br>tug<br>**✠LMC**<br>EL H 1"U2<br>FN 424 | **1976**-2 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (120)<br>32,11 9,94 4,426<br>28,33 9,76 5,19<br>1 dk<br>rf 965 BK fwd of amidships<br>4BH WB102T | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320 reduction geared to sc. shaft<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 50kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>12.5kn |
| **5418680**<br>OPMV<br>334<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DE HAAI**<br>ex Anita-70<br>**Rederij 'De Sneppe' P.V.B.A.**<br>Oostende Belgium | **209**<br>85<br>— | | **1963** Ch. & Arme. A. Seghers—Oostende (C.33)<br>38,99 6,71<br>35,01 6,51 3,26<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 242 × 320<br>710bhp (522kW) NE 67<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel (d.o.) |
| **7368413**<br>PDNM<br>21<br>Esd Gc<br>Pfd Rdr<br>RT | **DE HOEKER**<br>**Jaczon Rederij & Haringhandel B.V.**<br>Scheveningen Netherlands | **535**<br>280<br>— | | **1974** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (227)<br>63,35 9,45<br>9,22 6,46<br>2 dks<br>len 80 | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 8Cy. 400 × 600<br>2 000bhp (1 471kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |

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| 6402901<br>PHKS<br>Df Esd<br>Gc Rdr<br>RTh | **DE HOOP**<br>**Vereniging Hospitaalkerkschip 'De Hoop'**<br>Amsterdam Netherlands | **1 106**<br>390<br>287 | ✠**100A1** SS 6/78<br>Ice Class 3<br>✠**LMC**<br>EL n<br>FN 558 | **1964**-4 N.V. Schps. Gebr. Pot—Bolnes (950)<br>63,40 10,32 5,100<br>32,95 10,22 6,71<br>Ba 14,1 F 14,4 2 dks<br>rf 991 BK 241<br>4BH WB DTsf178t | **M Hospital Ship**<br>Mchy.aft<br>Der 1(1,5) | Vee Oil 2SA 12Cy. 190 × 350 sr reverse geared to sc. shaft<br>900bhp (662kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>also oil 200bhp (147kW) driving 1 gen. of 165kW 440V d.c. connected to 1 elec. motor of 200shp (147kW) (WL) for secondary propulsion<br>Gen 2 × 76kW 380V 50Hz a.c.<br>12kn |
| 7367665<br>PDNO<br>193<br>Esd Pfd<br>Rdr RT | **DE HOOP**<br>**L. Brands & R. van Urk**<br>Urk Netherlands | **238**<br>87<br>— | | **1974** Schps. "De Dageraad" B.V. —Woubrugge (534)<br>33,99 8,03 3,798<br>29,75 8,01 4,02<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy.<br>1 300bhp (956kW)<br>Atlas-MaK Maschinenbau Kiel |
| 6401634<br>DJRJ<br>Df Esd<br>Pfd Rdr<br>RT | **DE HOOP**<br>ex De Hoop IV-72<br>**Schock & Utecht**<br>Federal Republic of Germany | **138**<br>46<br>— | | **1963** Scheepswerf "Vooruit" C.V. —Zaandam<br>29,42 6,76<br>27,01 6,20 3,13<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 5307702<br>BPLP<br>Df Esd<br>Gc Rdr<br>RTv | **DE HUA**<br>ex Eastglory-75 ex Saldanha-67<br>Launched as Sunny Queen<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**5 976**<br>3 142<br>10 770<br>**8 898**<br>5 260<br>12 980 | Classed LR until 6/6/75 | **1959**-1 AB Oskarshamns Varv —Oskarshamn (354)<br>148,37 18,80 8,160/9,132<br>134,65 18,75 12,04<br>P 7,1 F 15,6 2 dks<br>rf 102 | **M General Cargo**<br>5 Ho 14,9 21,3 19,6 ER 20,1 21,1<br>5 Ha (stl) (9,6 11,4 11,4 × 7,0) ER (11,4 11,4 × 7,0)<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 9Cy. 630 × 1300<br>5 600bhp (4 119kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 200kW 230V d.c.<br>Fuel (hvf) 15kn |
| 7221550<br>PDOA<br>78<br>Df Esd<br>Pfd Rdr<br>RT | **DE JONGE JACOB**<br>ex Petronella-80<br>**R. Woort & Zonen**<br>Urk Netherlands | **175**<br>—<br>— | | **1972** Holland Launch N.V.—Zaandam (509)<br>33,25 7,40<br>29,67 7,32<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | 2 Oil 2SA each 10Cy. 190 × 350<br>1 200bhp (883kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 7922506<br>PDOE<br>68 | **DE JONGE JOHANNES**<br>**Zeevisserij Maatschappij Romkes B.V.**<br>Urk Netherlands | **294**<br>129<br>— | | **1981** W. Visser & Zoon B.V. Werf "De Lastdrager"—Den Helder (94)<br>38,77 4,101<br>34,73 8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil geared to sc. shaft<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 8104096<br>OPDF<br>Z84<br>Esd Pfd<br>Rdr RT | **DE KLAUWAERT**<br>**P.V.B.A. de Klauwaert**<br>Zeebrugge Belgium | **182**<br>61<br>— | | **1981** N.V. Scheepswerven L. de Graeve —Zeebrugge (59)<br>31,42 7,65<br>28,88 7,59 4,22<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320 reverse reduction geared to sc. shaft<br>900bhp (662kW)<br>Anglo-Belgian Corporation N.V. Gent/Gand |
| 7936777<br>OPAO<br>15<br>Esd Pfd<br>Rdr RTv | **DE KOTTENS**<br>**Roger Calcoen-Vermote**<br>Nieuwpoort Belgium | **224**<br>83<br>— | | **1975** Scheepsw. West-Vlaamse N.V. —Oostkamp<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 256 × 310<br>1 000bhp (736kW)<br>Anglo-Belgian Co. N.V. Gent/Gand |
| 6805701<br>Df Rdr<br>RTm | **DE LA SALLE**<br>**Grand Bahama Hotel Co. Ltd.** | **195**<br>105<br>— | | **1956** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*38,01* 9,78<br>... ...<br>B 3,1 F 4,6 1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 203 × 254<br>500bhp (368kW)<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca<br>Gen 2 × 60kW 225V 60Hz a.c.<br>Fuel (d.o.) 10kn |
| 5211575<br>180369<br>Esd Rdr<br>RT | **DE LAVOYE**<br>ex Longboat-72 ex Morion-52<br>ex Empire Fang-46<br>Honduras | **387**<br>174<br>— | *Classed BC until 2/67 | **1945**-1 Goole SB. & Repairing Co. Ltd. —Goole (432)<br>45,17 8,28 2,921<br>42,98 8,23 3,36<br>P 11,6 Trunk 25,0 F 4,3 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>324bhp (238kW) NE 56<br>Blackstone & Co. Ltd. Stamford |
| 7811197<br>BSFN<br>J-21090<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE LI.**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **1 186**<br>21<br>910 | | **1979** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (785)<br>66,43 12,25 4,903<br>60,00 12,01 5,80<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 400 × 520 geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| 5001152<br>Rdr | **DE PAOLA**<br>ex Abercraig | **445**<br>191<br>— | ✠Classed LR until 2/42 | **1939**-10 Fleming & Ferguson Ltd.—Paisley (550)<br>51,03 15,04 1,613<br>14,99<br>R | **TM RoRo Cargo/Ferry**<br>1207dk P | 2 Oil 4SA each 8Cy. 250 × 420<br>Brush Elec. Eng. Co. Loughborough<br>Gen 2 × 40kW 110V d.c.<br>2 Directional propellers<br>Fuel 7,0t (d.o.) 10,5kn |
| 6405484<br>OPAZ<br>26<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DE PAREL**<br>**Louis & Georges Calcoen**<br>Oostende Belgium | **117**<br>31<br>— | | **1964** Beliard-Murdoch S.A.—Oostende (C.186)<br>27,77 6,74 3,420<br>24,44 6,66<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,1 × 1,1) (0,5 × 0,5) (0,9 × 0,7)<br>1W Der 1(1) | Oil 4SA 6Cy. 185 × 200<br>450bhp (331kW) NE 69<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 26,0t (d.o.) |
| 5087285<br>KFZN<br>247383<br>Df Esd<br>Gc | **DE PAUW VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (727)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |

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|---|---|---|---|---|---|---|
| 7811161<br>BTQA<br>J-12209<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE PING**<br>**Government of The People's Republic of China**<br>Shanghai China | 1 186<br>21<br>910 | | **1979** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (782)<br>66,43 12,25 4,901<br>60,00 12,01 5,80<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 400 × 520 geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| 7229203<br>OPTS<br>497<br>Esd Pfd<br>Rdr RTv | **DE POLARIS**<br>**Constant Pauwaert**<br>Zeebrugge Belgium | 109<br>39<br>— | | **1966** N.V. Scheepswerven L. de Graeve—Zeebrugge<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 220 × 280<br>550bhp (405kW) NE made72 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 6824563<br>PJSV<br>Rdr<br>RTm/h | **DE RODE TULP**<br>ex Petro Ruby-73<br>ex Petro Prince-71<br>**White Star Shipping & Trading Co. B.V.**<br>St. Maarten Netherlands Antilles | 1 199<br>496<br>1 981 | NV | **1967** Angyalfold Shipyard—Budapest (2126)<br>74,81 11,33 4,985<br>67,57 11,28 5,72<br>P 24,1 RQD 2,2 B 4,0 F 2,2 1 dk<br>rf 102 | **M General Cargo**<br>1 Ho 32,8<br>G.1 450<br>2 Ha (stl) (each 14,2 × 8,0) | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 66kW 1 × 40kW 1 × 19kW 220V d.c.<br>Fuel 55,5t (d.o.)-4,0pd 12,5kn |
| 6907664<br>BOVQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE RONG HAI**<br>ex Aristotelis-78<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | 24 599<br>16 694<br>44 232 | AB | **1969** Osaka Zosensho—Osaka (259)<br>203,00(BB) 29,01 11,567<br>192,03 28,96 15,60<br>P 28,7 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.52 103 B.51 367<br>7 Ha (stl) ER<br>Cr 4(15) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW<br>Fuel 3 570,5t |
| 5334353<br>PDOH<br>Rdr | **DE RUYTER**<br>ex Sophia-71<br>**N.V. Nieuwe Vlissingse Sleepdienst**<br>Vlissingen Netherlands | 180<br>—<br>— | ✠Classed LR until 15/12/78 | **1962-5** Ruhrorter Schiffs. u. Masch.—Duisburg (224)<br>32,11 7,73 3,360<br>29,01 7,51 3,99<br>RW rf 940 BK 152 | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>Blackstone & Co. Ltd. Stamford<br>Fuel 71,0t (d.o.) |
| 7811185<br>BSFC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE SHUN**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | 1 186<br>21<br>910 | | **1979** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (784)<br>66,43 12,25 4,901<br>60,00 12,01 5,80<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 400 × 520 geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan |
| 7742138<br>NAEE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE STEIGUER**<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>United States of America | 1 143<br>397<br>255 | AB | **1969** Northwest Marine Iron Works—Swan Id., Portland, Or (53)<br>63,51 11,89 4,661<br>58,37 11,36 6,58<br>F 27,5 1 dk | **D-E Research**<br>Oceanographic Survey | 2 Oil 4SA each 12Cy. 159 × 203 total 1 330bhp (978kW) driving gen. connected to elec. motors<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 200kW<br>Thw. thrust propeller fwd<br>10kn |
| 7622429<br>PDNT<br>25<br>Esd Rdr<br>RT | **DE VERWACHTING**<br>**W. & J. Lokker**<br>Goedereede Netherlands | 300<br>107<br>— | | **1975** Gdynska Stocznia Remontowa—Gdynia (347B)<br>36,68<br>35,31 8,03 4,32<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 760bhp (1 295kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7605952<br>PDPU<br>10<br>Df Esd<br>Rdr RT | **DE VIER GEBROEDERS**<br>**Fa. Gebr. W. K. Schot**<br>Zierikzee Netherlands | 160<br>79<br>— | | **1976** Scheepswerf "Vooruit" C.V.—Zaandam (353)<br>34,60<br>33,74 6,65 2,29 | **M Fishing** | 2 Oil 4SA each 6Cy. 140 × 152 geared to sc. shaft<br>530bhp (390kW)<br>Cummins Engine Co. Ltd. Shotts<br>10kn |
| 7006443<br>PDPJ<br>298<br>Df Esd<br>Pfd Rdr<br>RT | **DE VROUW AALTJE**<br>ex George Johannes-80<br>**J. van den Berg**<br>Urk Netherlands | 104<br>36<br>— | | **1969** Peter's Scheepsbouw N.V.—Kampen a/d Ijssel (94)<br>26,27 6,48 2,604<br>22,99 6,41 3,31<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 250 × 350 sr geared to sc. shaft<br>680bhp (500kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 3 × 30kW 110V a.c.<br>11kn |
| 5087326<br>Df Esd<br>RT | **DE VROUW ANNA**<br>Panama | 132<br>51<br>— | | **1952** D. & J. Boot Schpsw. "De Industrie"—Alphen a/d Rijn (KW52)<br>28,91 6,71<br>... ... ...<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 300 × 460 with hydraulic clutch<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 5087338<br>Df Esd<br>Pfd RT | **DE VROUW BREGTJE**<br>ex Peter Leonard-61<br>**H. Kroger**<br>Federal Republic of Germany | 119<br>39<br>— | | **1959** D. & J. Boot Schpsw. "De Industrie"—Alphen a/d Rijn (1277)<br>25,43 6,30<br>21,70 6,20 3,10<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 250 × 350<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 8008199<br>PDPW<br>15 | **DE VROUW JANNETJE**<br>**J. Meulmeester**<br>Arnemuiden Netherlands | 351<br>—<br>— | | **1981** Boele's Schps. & Mchf. B.V.—Bolnes (1071)<br>39,93<br>9,01 4,73<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450 reverse reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 7129178<br>PDPO<br>34<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DE VROUW MARIE**<br>ex Janna Willempje-80<br>**L. R. de Boer**<br>Den Helder Netherlands | 161<br>37<br>— | | **1972** T. van den Beldt Thz. Schpsw. "Voorwarts"—Westgraftdijk (441)<br>30,31<br>29,19 6,94 3,38<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 26kW 220V 50Hz a.c.<br>Fuel (d.o.)<br>11kn |

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|---|---|---|---|---|---|---|
| 7360722<br>BOPP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE XING**<br>**Chinese-Polish Joint Stock Shipping Co. (Chinsko-Polskie Towarzystwo Okretowe S.A.)**<br>Guangzhou/Canton China | T.Mk<br>**6 942**<br>4 091<br>12 210<br>**9 608**<br>6 267<br>15 099 | (GL) (PR) | **1974** A.G. "Weser" Werk Seebeck —Bremerhaven (976)<br>144,61(BB) 21,06 9,408<br>134,02 21,01 12,25<br>P 54,0 F 33,0 2 dks, 3rd dk in Nos. 2 & 3 holds | **M General Cargo**<br>Ref<br>Ice strengthened Str. heavy cargoes<br>5 Ho 15,0 19,7 21,0 29,2 22,4 ER<br>G.18 337 B.16 449 In.3 146<br>5 Ha (stl) (6,3 × 7,5) (13,1 12,8 12,8 8,9 × 8,5) ER<br>2W Cr 2(20) 4(12,5) Der 1(75) 1(25) 12(5-10) 2(3-5) | Vee Oil 4SA 14Cy. 400 × 540<br>7 800bhp (5 737kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 500kW 380V 50Hz a.c.<br>Fuel 204,0t (d.o.) 1 158,5t (hvf) 16kn |
| 5249807<br>BOMY<br>Df Esd<br>Gc Rdr<br>RTm/v | **DE YIN**<br>ex Elbeland-78<br>ex Neuharlingersiel-70<br>**China Ocean Shipping Co.**<br>Shanghai China | **6 971**<br>3 949<br>9 860<br>**9 944**<br>5 890<br>12 310 | (GL) | **1960** Howaldtswerke Hamburg A.G. —Hamburg (947)<br>162,31 19,89 7,990/9,021<br>149,31 19,83 12,10<br>F 11,0 2 dks & S dk | **M General Cargo** OSD/CSD 8P<br>Ref<br>Ice strengthened<br>4 Ho ER 2 Ho<br>G.19 619 B.17 461 In.185<br>7 Ha (stl) (8,3 × 5,0) (10,6 16,0 13,5 × 7,5) ER (8,7 8,7 × 7,5) (3,0 × 4,5)<br>24W Der 2(67,5) 8(3-10) 14(3-5) | Oil 2SA 9Cy. 750 × 1320<br>Fiat<br>Borsig A.G. West Berlin<br>Gen 3 × 420kW 220/380V 50Hz a.c.<br>Fuel 1 784,0t (hvf) 18kn |
| 7820813<br>BSFO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DE YUE**<br>**Government of The People's Republic of China**<br>Guangzhou/Canton China | **3 356**<br>1 255<br>3 059 | NK | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2691)<br>98,00 (BB) 6,722<br>90,00 15,79 8,01<br>F 63,1 1 dk | **TM Tug**<br>Salvage<br>Ice strengthened<br>Cr 1(25) Der 1(10) | 2 Vee Oil 4SA each 16Cy. 400 × 460 geared to sc. shafts<br>Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 Controllable pitch propellers<br>19,25kn |
| 7942415<br>RT | **DE ZHOU**<br>**China Ocean Shipping Co.**<br>China | **16 500**<br>8 600<br>25 000 | | **1979** Hudong Shipyard—Shanghai<br>184,72(BB) 9,800<br>... ... ...<br>F - 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>12 000bhp (8 827kW)<br>Hudong Shipyard Shanghai<br>15,5kn |
| 5252725<br>D5UH<br>6649<br>Df Esd<br>Gc Rdr<br>RTh/v | **DEA BROVIG**<br>ex Gylfe-76 ex Nina Borthen-68<br>**ILC Marine Corp. Ltd.**<br>Th. Brovig<br>Monrovia Liberia | **12 366**<br>7 673<br>20 593 | NV | **1962** Marinens Hovedverft—Horten (147)<br>170,69 21,95 9,602<br>161,91 21,90 11,97<br>1 dk<br>rf 51 | **M Tanker**<br>28 Ta ER<br>L.(oil) 26 731 HeCls. BC | Oil 2SA 6Cy. 650 × 2320<br>8 000bhp (5 884kW) Doxford<br>Marinens Hovedverft Horten<br>Gen 2 × 312kW 1 × 148kW 440V 60Hz a.c.<br>Fuel 1 800,0t (hvf)-26,0pd 15kn |
| 7723297<br>ATTC<br>1791<br>Esd Rdr<br>RT | **DEADWEIGHT**<br>**Mrs. Darabshaw B. Curtsetjee's Sons (Bombay) Pvt. Ltd.**<br>Bombay India | **442**<br>240<br>606 | AB IRS | **1978** Mazagon Dock, West Coast Lighterage Co. Pte.—Jamnagar (42)<br>45,70 9,30 2,501<br>43,52 9,01 3,20<br>P 8,9 F 2,5 1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 175 × 220<br>382bhp (281kW) MAN<br>Kirloskar Oil Engines Ltd. Poona<br>Gen 2 × 32kW a.c. |
| 7390325<br>Df Esd<br>Gc Rdr<br>RT | **DEARBORN 201**<br>**Dearborn Marine Service Corp.**<br>United States of America | **293**<br>—<br>922 | | **1974** Burton Construction & SB. Corp. —Port Arthur, Tx (512)<br>60,97 12,25 4,877<br>59,44 12,20 5,49<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy.<br>American Locomotive Co. Auburn, NY<br>Gen 2 × 200kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| 5087405<br>UYSC<br>M-26831<br>Df Esd<br>Gc Rdr<br>RT | **DEBALTSEVO**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1960** VEB Warnowwerft Warnemuende —Warnemuende (415)<br>139,50 18,04 8,000<br>130,21 17,96 10,32<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.10 800<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 7832218<br>WYA2<br>627<br>597085 | **DEBBE ANNE**<br>**Debbe Anne Inc.**<br>Brownsville, Tx United States of America | **108**<br>73<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7203986<br>WYZ3<br>106<br>529882 | **DEBBIE**<br>ex Hilda G-77<br>**Frances Brander Inc.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | **1970** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20<br>3,66 | **M Fishing** | Oil<br>360bhp (265kW)<br>............<br>Fuel (d.o.) |
| 7100419<br>WX9604<br>507422 | **DEBBIE & JEANETTE**<br>ex Cheyenne Chief-79<br>**Higbee & Higbee Inc.**<br>Philadelphia, Pa United States of America | **177**<br>120<br>— | | **1966** Graham Boats Inc.—Pascagoula, Ms<br>*25,64* 7,50<br>3,69<br>1 dk | **M Fishing** | Oil<br>670bhp (493kW)<br>............<br>Fuel (d.o.) |
| 7609336<br>556768 | **DEBBIE AND ADDISON**<br>**St. George Packing Co. Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5347922<br>GSSU<br>186861 | **DEBBIE ANN**<br>ex T. I. C. No. 26-78<br>**P.V.W. International Dredging & Harbour Works Ltd.**<br>Harwich United Kingdom | **477**<br>155<br>660 | ✠Classed LR until 30/11/77 | **1956**-11 W. Simons & Co. Ltd.—Renfrew (806)<br>45,65 9,78 3,525<br>44,07 9,45 4,20<br>1 dk<br>RW rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>1 Ho 16,7 | Oil 2SA 6Cy. 318 × 470<br>550bhp (405kW)<br>H. Widdop & Co. Ltd. Keighley<br>Fuel (d.o.) |
| 7050456<br>WY5689<br>517487 | **DEBBIE D**<br>**Paul C. Smith**<br>Coos Bay, Or United States of America | **131**<br>93<br>— | | **1969** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>450bhp (331kW)<br>............<br>Fuel (d.o.) |

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| **7200934** **DEBBIE JANET**<br>WY9094<br>525982 **Frosty Morn Inc.**<br>Houma, La United States of America | **151**<br>102<br>— | | **1970** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 6,76<br>3,56 | **M Fishing** | Oil<br>472bhp (347kW)<br>..............<br>Fuel (d.o.) |
| **5079599** **DEBBIE II**<br>PJSS ex Coralshell-72<br>**Shell Nederlandse Antillen Verkoopmij N.V.**<br>Willemstad Netherlands Antilles | **200**<br>81<br>— | ✠LR class withdrawn 9/82 | **1961**-7 J. Bolson & Son Ltd.—Poole (539)<br>40,80 6,86 1,994<br>38,74 6,71 2,62<br>P 6,8 1 dk<br>rf 76 | **M Tanker**<br>5 Ta ER | Oil 4SA 6Cy. 229 × 305 reverse reduction geared to sc. shaft<br>297bhp (218kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne |
| **7511010** **DEBBY**<br>5MOA ex Duke Albatross-79<br>5706 **Debby Shipping Corp.**<br>Df Esd Zodiac Maritime Agencies Ltd.<br>Gc Pfd Monrovia Liberia<br>Rdr RTv | **16 139**<br>10 722<br>28 193 | **✠100A1** SS 8/81<br>strengthened for heavy cargoes, holds Nos. 2 & 4 may be empty<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6295 | **1976**-9 Mitsubishi Heavy Industries Ltd.—Shimonoseki (770)<br>176,79(BB) 22,92 10,618<br>168,00 22,86 14,61<br>P 29,6 F 15,6 1 dk<br>rf 51<br>NS 7BH WB8866t incl. Comb. btm & STs in holds 3784t & Topside tanks in holds 3620t | **M Bulk Carrier**<br>5 Ho 20,9 28,1 27,9 27,9 23,1 ER<br>G.37 809 B.31 848<br>5 Ha (stl) (11,2 × 9,3) (16,0 16,0 16,0 12,8 × 10,8) ER<br>Cr 2(14,75) 3(9,75) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 1 580,0t (hvf) 14,5kn |
| **5344413** **DEBEN**<br>GFYH ex Sun XXII-76<br>301082 **Alexandra Towing Co. Ltd.**<br>Esd Pfd London United Kingdom<br>Rdr<br>RTm/v | **183**<br>0<br>— | **✠100A1** M 6/80-21mos tug<br>**✠LMC**<br>EL (c)<br>FN 356 | **1960**-2 Philip & Son Ltd.—Dartmouth (1314)<br>32,67 7,90 3,569<br>30,48 7,78 3,87<br>RW rf 635 BK 178<br>4BH WB42t | **M Tug** | Oil 4SA 6Cy. 381 × 508 with flexible coupling & sr reverse geared to sc. shaft<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 62,5kW 440V 60Hz a.c.<br>Fuel (d.o.) 13kn |
| **7216488** **DEBORAH**<br>WD5685 ex Sea Raven-80<br>261050 **Deep Sea Processors Inc.**<br>Norfolk, Va United States of America | **156**<br>106<br>— | | **1950** F. B. Walker & Sons—Pascagoula, Ms<br>6,41<br>35,06 2,82<br>1 dk<br>conv Supply Ship 76 | **TM Fishing**<br>Stern Trawler | 2 Oil each -Cy.<br>550bhp (405kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **7336874** **DEBORAH ANN**<br>WYZ8<br>704 **Gilbert P. Smith**<br>544789 Biloxi, Ms United States of America | **111**<br>75<br>— | | **1972** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing** | Oil<br>325bhp (239kW)<br>..............<br>Fuel (d.o.) |
| **8012293** **DEBORAH ANN**<br>**Pat Davis**<br>United States of America | **108**<br>—<br>— | | **1981** Pat Davis—Moss Landing, Ca<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>Cummins Engine Co. Inc. U.S.A. |
| **5043590** **DEBORAH K**<br>C6T2024 ex Betty K III-69<br>199408 **Garnet Archer & Donald R. Moss**<br>Nassau Bahamas | **381**<br>266<br>— | | **1944** New Jersey SB. Co.—U.S.A.<br>48,77 7,01<br>... ... ...<br>1 dk | **TM General Cargo** | 2 Oil each 24Cy. 108 × 127<br>General Motors Corp. Detroit, Mi |
| **6515631** **DEBORAH K II**<br>ex Klaas I-80 ex Sawi I-78<br>384567 ex Windhund-77<br>Df Esd **Deborah K Ltd.**<br>Rdr RT Nassau Bahamas | **348**<br>213<br>163 | GL | **1965** Schiffsw. H. Rancke—Hamburg (197)<br>51,59 8,16 2,591<br>46,49 8,13 2,93<br>1 dk | **M General Cargo**<br>1 Ho 31,8 ER<br>G.705 B.563<br>1 Ha (25,9 × 5,0) ER<br>2W Der 2(-) | Oil 4SA 6Cy. 270 × 360<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **7515638** **DEBORAH LYNN**<br>WYR2 ex Jennifer M.-79<br>403 **Jennifer M Inc.**<br>552644 Houston, Tx United States of America<br>RT | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>U.S.A. |
| **5356064** **DEBORAH I**<br>HOAK ex Argyro ex Avra-70 ex Tern-64<br>1535 **Zulemar S.A.**<br>-71A Panama Panama<br>Esd Pfd<br>Rdr RT | **1 036**<br>472<br>772 | ✠Classed LR until 5/12/80 | **1953**-11 Cook, Welton & Gemmell Ltd.—Beverley (874)<br>65,11 10,42 3,976<br>59,90 10,37 5,87<br>Ba 21,1 2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho 15,7 13,4 ER<br>B.57 In.1 263<br>2 Ha (stl) (each 7,6 × 3,8) ER<br>2W Der 2(3) | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 90kW<br>Fuel 62,0t 11kn |
| **7033381** **DEBORAH II**<br>HO6200 ex Sanko Maru-80<br>8825-KJ **Capella Finance & Trading Co. S.A.**<br>Rdr<br>Panama Panama | **494**<br>243<br>946 | | **1970** Akitsu Dock K.K.—Akitsu (365)<br>53,45 9,02 4,160<br>48,39 9,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.795 | Oil 4SA 6Cy. 330 × —<br>1 200bhp (883kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 37,5t 10,5kn |
| **5177365** **DEBORAH III**<br>ex Perico-73 ex Juno-65<br>ex Herman-60 ex Fock & Hubert<br>Df Esd<br>Pfd | **498**<br>285<br>— | (RI) | **1944** C. v.d. Giessen—Krimpen a/d Ijssel<br>*51,88* 9,20 4,522<br>50,37 9,15 4,83 | **M Fishing**<br>Side Trawler<br>2 Ho | Oil 4SA 6Cy. 330 × 600<br>590bhp (434kW) E made48 refitted61<br>N.V. Werkspoor Amsterdam |
| **5056121** **DEBRAEVERETT**<br>5LFS ex Byfjord-76<br>5576 **Everett-Orient Line Inc.**<br>Df Esd Monrovia Liberia<br>Gc Pfd<br>Rdr RT | **5 753**<br>3 180<br>5 233 | NV | **1960** A/S Akers M/V—Oslo (531)<br>133,28 16,57 7,163<br>121,70 16,50 11,00<br>F - 3 dks<br>rf 399 | **M General Cargo**<br>Ref.<br>4 Ho<br>In.6 796<br>4 Ha (each 8,2 × 4,7)<br>8W Der 8(5) | Oil 2SA 10Cy. 500 × 1100 exhaust400<br>7 900bhp (5 811kW) B&W<br>A/S Akers M/V Oslo<br>Gen 4 × 248kW 440V 60Hz a.c.<br>Fuel 1 573,0t (hvf) 18kn |
| **6722765** **DEBRECEN**<br>HAAO Launched as Sagasund<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Df Esd<br>Rdr RT<br>Budapest Hungary | **1 199**<br>567<br>1 721 | | **1965** Angyalfold Shipyard—Budapest (2045)<br>74,50 11,33 3,988<br>67,01 11,28 5,31<br>P 17,4 F 7,7 1 dk | **M General Cargo**<br>3 Ho 15,4 13,6 14,2 ER<br>3 Ha (stl) (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest |

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|---|---|---|---|---|---|---|
| 7319838<br>USMV<br>M-17325<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEBRETSEN**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **3 468**<br>1 607<br>4 932 | RS | **1973** Rauma-Repola Oy—Rauma/Raumo (221)<br>106,13 15,45 6,720<br>97,01 15,40 7,93<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 10 Ta ER<br>B.187 L.(oil) 5 904<br>1 Ha (stl) (2,2 × 3,2) ER<br>1W Der 1(2) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>14kn |
| 5300675<br>MACD<br>186667<br>Df Esd<br>Pfd Rdr<br>RT | **DEBUT**<br>ex Ross Resolution-78<br>ex Ross Stalker-66 ex Rinovia-60<br>**Richard Brooks**<br>Grimsby United Kingdom | **564**<br>200<br>— | ✠Classed LR until 26/5/78 | **1948**-1 Cochrane & Sons Ltd.—Selby (1328)<br>*52,61* 9,02<br>51,82 9,01 4,73<br>RQD 28,4 F 8,9 1 dk<br>BK 203 conv Side Trawler Fishing 78 | **M** | Oil 4SA 7Cy. 381 × 508<br>1 300bhp (956kW) ✠ NE 8/64<br>Ruston & Hornsby United Kingdom<br>Fuel 230,5t (d.o.) 12,5kn |
| 6607460<br>GOYQ<br>308166<br>Df Esd<br>Pfd Rdr<br>RTv | **DECCA ENGINEER**<br>ex Lady Claudine-73<br>**Racal-Decca Navigator Ltd.**<br>Salvesen Offshore Services Ltd.<br>London United Kingdom | **697**<br>228<br>635 | **✠100A1** SS 1/80<br>**✠LMC**<br>EL i 1$\frac{1}{18}$"SQ<br>FN 691 | **1966**-5 Brooke Marine Ltd.—Lowestoft (332)<br>48,24 11,21 3,671<br>44,20 10,98 4,65<br>RFD 15,9 1 dk<br>rf 229<br>7BH WB299t incl. DTf50t | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>1 600bhp (1 177kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 3 × 70kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 6615821<br>9V2558<br>375821<br>Df Rdr<br>RT | **DECCA OCEANEER**<br>ex Oceaneer-76<br>**Racal-Decca Survey (Singapore) Pte. Ltd.**<br>Singapore Singapore | **196**<br>133<br>— | AB | **1965** Halter Marine Services, Inc.—New Orleans, La (122)<br>*29,63* 7,35 2,709<br>29,06 7,32 3,05<br>1 dk | **TM Research**<br>Survey | 2 Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>700bhp (515kW)<br>General Motors Corp. U.S.A.<br>9kn |
| 5271862<br>7061-PEXT<br>Df Esd<br>Rdr<br>RTm/v | **DECCA PILOT**<br>ex Patrol-72 | **320**<br>80<br>437 | **100A1** SS 12/76<br>**LMC**<br>EL F 1$\frac{1}{8}$"SQ<br>FN 431 | **1961** Brooke Marine Ltd.—Lowestoft (283)<br>42,45 7,42 3,506<br>38,10 7,32 3,97<br>1 dk<br>RW rf 305 conv Pilot Tender 72<br>5BH WB22t | **M Research**<br>Hydrographic | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>990bhp (728kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) |
| 5290076<br>GYWS<br>336932<br>Rdr | **DECCA TRACKER**<br>ex Highland Blazer-75<br>ex Ranen-68<br>**Government of St. Vincent (Ministry of Communications, Works & Labour)**<br>Kingstown St. Vincent | **487**<br>340<br>528 | (NV) | **1958** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1058)<br>49,28 8,54 3,118<br>44,63 8,50 5,06<br>2 dks<br>RW | **M General Cargo**<br>Ref<br>1 Ho ER<br>G.793 B.708 In.65<br>2 Ha (4,8 5,9 × 2,3) ER<br>2W Cr 1(3) Der 1(8) | Oil 4SA 6Cy. 320 × 450<br>635bhp (467kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 20kW 220V d.c.<br>11kn |
| 7225556<br>ATTM<br>1800<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DECCAN PIONEER**<br>ex Thai Yangwood-78<br>ex Daitsuru Maru-76<br>**Deccan Shipping Co. Ltd.**<br>Visakhapatnam India | **2 988**<br>1 974<br>6 154 | NK | **1972** Imai Zosen—Kochi (313)<br>101,43 16,34 6,576<br>95,99 16,29 8,16<br>P 19,9 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 234 B.6 517<br>2 Ha (stl) (25,4 28,5 × 8,4) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 128kW<br>Fuel 643,0t-15,0pd 12,5kn |
| 5409196<br>9V2565<br>367982<br>RT | **DECORATOR**<br>ex Ningpo Orchid-75<br>ex Szeged-74<br>**Decorator Lines Pte. Ltd.**<br>Singapore Singapore | **1 198**<br>683<br>1 221 | BV | **1962** Angyalfold Shipyard—Budapest (1883)<br>81,87 10,62 3,099<br>75,42 10,57 4,73<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>G.2 079 B.1 975<br>4 Ha (7,3 6,1 6,1 7,3 × 4,5) ER<br>8W Der 8(3) | 2 Oil 4SA each 8Cy. 315 × 450<br>1 600bhp (1 177kW)<br>Lang Gepgyar Budapest<br>Gen 2 × 75kW 1 × 15kW 220V d.c.<br>Fuel 183,0t 10,5kn |
| 5117535<br>IMFH<br>1009 | **DECTRA**<br>ex Forbin-67 ex Saint Adrien-61<br>**Istituto Universitario Navale**<br>Napoli Italy | **485**<br>229<br>— | (BV) (RI) | **1947** J. Boel et Fils S.A.—Tamise/Temse (1105)<br>46,61 8,31<br>42,02 8,26 4,70<br>2 dks<br>len 70<br>conv Side Trawler Fishing — | **M Fishing**<br>Training<br>5 Ha (1,0 × 0,7) (1,0 1,0 1,0 1,0 × 1,0) | Oil 4SA 6Cy. 450 × 660<br>750bhp (552kW)<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>12,25kn |
| 6800933<br>UIBJ<br>M-23871 | **DEDAL**<br>**U.S.S.R.**<br>Novorossiysk U.S.S.R. | **464**<br>—<br>157 | RS | **1957** Santierul Naval Galatz—Galatz<br>41,99 9,45 3,320<br>4,42 | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 5087493<br>000087<br>RTh | **DEDELE**<br>**Pimco Shipping Pty. Ltd.**<br>Port Moresby Papua New Guinea | **108**<br>44<br>— | ✠Classed LR until 6/66 | **1961**-5 Taikoo Dockyard & Eng. Co. —Quarry Bay, Hong Kong (487)<br>22,36 5,82 2,064<br>20,65 5,80 2,75<br>Ba 5,8 1 dk<br>rf nil | **TM Ferry/General Cargo** 20dk P<br>1 Ho 10,6 ER<br>1 Ha (5,8 × 3,6) ER<br>Der 1(1) | 2 Oil 4SA each 4Cy. 140 × 197 sr geared to sc. shafts<br>148bhp (109kW)<br>Gardner Engines Ltd. Manchester<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) |
| 7513862<br>UIUB<br>M-12414 | **DEDOVO**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>89 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| 6404442<br>USOM<br>M-26944<br>Df Esd<br>Gc Rdr<br>RT | **DEDOVSK**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1963** VEB Warnowwerft Warnemuende —Warnemuende (426)<br>139,50 18,04 8,000<br>130,21 17,94 10,34<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |

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| **5215686**<br>YVID<br>AJZL-<br>7723<br>Df Gc<br>Rdr RT | **DEE DEE**<br>ex M. J. Derby II-65<br>**Varadero y Astilleros del Zulia**<br>Maracaibo Venezuela | **661**<br>375<br>— | | **1942** Ira S. Bushey & Sons Inc.—New York, NY (498)<br>*55,08* 9,17 3,760<br>54,92 9,15 4,12<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 523 | Oil<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel 118,0t-2,5pd 10kn |
| **7736139**<br>588061 | **DEE JAY**<br>**Pungoteague Vessels Inc.**<br>Cape Charles, Va United States of America | **115**<br>79<br>— | | **1977** ..............Bayou la Batre, Al<br>*20,12*<br>6,71 3,23<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A. |
| **7419262**<br>GXYG<br>377523<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEE SERVICE**<br>ex Dee Shore-81<br>**Offshore Marine Ltd.**<br>London United Kingdom | **571**<br>282<br>1 000<br>**1 039**<br>395<br>— | **100A1**<br>offshore tug/supply ship<br>**LMC**<br>EL (N) $1\frac{5}{16}$"U2<br>FN 1210<br>(NV) | **1976** Ast. de Santander S.A.—Santander (116)<br>Cmd.**1978**-4<br>64,39 14,25 4,701/5,912<br>58,48 13,78 6,91<br>RFD 16,8 F 22,3 2 dks<br>rf nil<br>5BH WBnil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 18Cy. 228 × 266 geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>Gen 3 × 133kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 15kn |
| **7010872**<br>RTm | **DEE WHY**<br>**Government of State of New South Wales (Public Transport Commission - Urban Transit Authority)**<br>*Sydney, N.S.W.* Australia | **129**<br>64<br>— | ✠**100A1** SS 10/79<br>hydrofoil craft<br>for service in Port Phillip Bay or between Jervis Bay & Port Stephen Bay or in Moreton Bay<br>✠**LMC**<br>EL (A)<br>FN 215<br>(RI) | **1970**-2 Cant. Navali L. Rodriquez—Messina (132)<br>28,71 10,72<br>24,34 5,49 3,31<br>1 dk<br>RW rf 940<br>4BH | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | 2 Vee Oil 4SA each 12Cy. 175 × 205 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 1 × 12kW 415V 50Hz a.c.<br>2 × 1,25kW 24V 50Hz a.c.<br>Fuel (d.o.) 34kn |
| **7809235** | **DEEGAJANTHU**<br>**Colombo Port Commission**<br>Colombo Sri Lanka | **43**<br>—<br>— | ✠**100A1**<br>tug<br>Sri Lanka coastal service<br>✠**LMC**<br>EL A 220,0/13,0U1<br>FN 118 | **1980**-9 Colombo Dockyard Ltd.—Colombo (12)<br>18,45 5,52 1,701<br>16,01 5,01 2,32<br>1 dk<br>4BH WB18T incl DTa 11T | **M Tug** | Oil 4SA 6Cy. 159 × 159 with clutches & sr reverse geared to sc. shaft<br>Cummins Charleston Inc. Charleston, SC<br>7kn |
| **5087510**<br>161629<br>Df Esd<br>Pfd RT | **DEELITE**<br>ex Ocean Lifebuoy-56<br>**W. H. Kerr (Ship Chandlers) Ltd.**<br>W. H. Kerr<br>Great Yarmouth United Kingdom | **124**<br>51<br>— | ✠Classed LR until 8/32 | **1929**-6 A. Hall & Co. Ltd.—Aberdeen (616)<br>*28,75* 6,15<br>6,10 3,20<br>1 dk<br>R BK 178 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 5Cy. 267 × 800<br>NE 58<br>Crossley Bros. Ltd. Manchester<br>9kn |
| **7313432**<br>A8MD<br>5075<br>Esd Pfd<br>Rdr RT | **DEENA**<br>ex Jesse Mechem-74<br>**Mansal Offshore Liberia Ltd.**<br>Monrovia Liberia | **189**<br>128<br>— | AB | **1973** Halter Marine Services, Inc.—Lockport, La (334)<br>3,404<br>47,33 11,59 3,97<br>F 14,1 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW<br>Fuel 153,5t (d.o.) |
| **5198656**<br>SEJI<br>11381<br>Df Esd<br>Pfd Rdr<br>RTm | **DEEP DIVER**<br>ex Seiko-76 ex Kvitfjell-72<br>ex Tottan-60 ex Morris Dance-51<br>**Goteborgs Dykeriteknik A/B**<br>Goteborg Sweden | **496**<br>140<br>610 | NV<br>✠ | **1940**-10 Goole SB. & Repairing Co. Ltd.—Goole (351)<br>49,87 8,44 3,810<br>46,18 8,39 4,58<br>1 dk<br>RW conv Side Trawler Fishing 51<br>conv General Cargo/Sealer 76 | **M Salvage Ship**<br>Ice strengthened<br>2 Ho each 8,9 ER<br>2 Ha (1,6 × 2,8) (2,5 × 3,4)<br>Der 1(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW) NE 64<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 45kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 14kn |
| **7518006**<br>361324 | **DEEP DIVER I**<br>**Seaforth Maritime Ltd.**<br>Inverness United Kingdom<br>See Register of Offshore Units | **841**<br>720<br>— | ✠**A1**<br>inland waterways<br>pontoon<br>EL (G) FSWR<br>FN 736 | **1976**-4 Hancocks SB. Co. Ltd.—Pembroke Dock (SM 104)<br>30,61 20,60 3,401<br>30,00 20,01 4,50<br>1 dk<br>rf nil<br>2BH WB1547T | **Diving Training Pontoon** | Gen 2 × 210kW 440V 60Hz a.c. |
| **6506226**<br>WA4111<br>252293<br>RT | **DEEP SEA**<br>**Wakefield Seafoods Inc.**<br>Juneau, Ak United States of America | **349**<br>152<br>— | | **1947** Birchfield Boiler Inc.—Tacoma, Wa<br>*39,72* 8,06<br>3,31 | **M Fishing**<br>Side Trawler | Oil<br>1 000bhp (736kW)<br>.............. |
| **8034394** | **DEEP SEA**<br>**Sahlman Seafoods Inc.**<br>United States of America | **106**<br>—<br>— | | **1981** Steiner Shipyard Inc.—Bayou la Batre, Al<br>22,81 2,401<br>20,12 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 159 reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **7303918**<br>WYT8<br>072<br>545995<br>Esd Rdr<br>RTm/h | **DEEP SEA EXPLORER**<br>ex Midnight Coast-74<br>**Guzzetta Offshore Marine Services Inc.**<br>Port Arthur, Tx United States of America | **196**<br>133<br>813 | AB | **1973** American Marine Corp.—New Orleans, La (1101)<br>3,379<br>50,70 11,59 3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 220V 60Hz a.c.<br>Fuel 235,5t (d.o.) 12kn |
| **7644659**<br>573944 | **DEEP SEA I**<br>**G. W. Twifold**<br>Mobile, Al United States of America | **121**<br>82<br>— | | **1976** Deep Sea Boat Builders—Bayou la Batre, Al<br>*21,65* 6,41<br>3,61<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7126504<br>WW9122<br>299803<br>Esd Rdr<br>RTv | **DEEP TIDE**<br>**Tidewater Vessels Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **198**<br>135<br>— | | **1965** American Marine Corp.—New Orleans, La (916)<br>50,30 10,98 3,175<br>47,55 3,81 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 110/220V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 7115311<br>MZFL<br>339440 | **DEEP VENTURER**<br>**R. Halliday**<br>Falmouth United Kingdom | **113**<br>49<br>— | | **1946** Richards Iron Works Ltd.—Lowestoft<br>*28,17* 6,81<br>...<br>1 dk | **Wood M Salvage Ship** | Oil 4SA 4Cy. 280 × 400<br>200bhp (147kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>9kn |
| 5133577<br>YBWA<br>72<br>Df Esd<br>Rdr RTm | **DEEPA JAYA**<br>ex Perry-72 ex Goote-65<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Medan Indonesia | **495**<br>241<br>1 549 | AB | **1952** T. Van Duijvendijk's Schpsw. N.V.—Lekkerkerk (Z49)<br>66,71 9,78 5,020<br>60,99 9,76 3,66<br>F 6,8 2 dks<br>RW rf 89 | **M General Cargo** CSD<br>2 Ho 21,0 19,2 ER<br>G.1 919 B.1 695<br>2 Ha (stl) (each 11,9 × 6,4) ER<br>4W Der 4(3) | Oil 2SA 8Cy. 330 × 600<br>800bhp (588kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 50kW 1 × 15kW 110V d.c.<br>Fuel 67,0t (d.o.) 10,5kn |
| 6621179<br>4727<br>Df Esd<br>Gc Rdr<br>RT | **DEEPA JUWITA**<br>ex Westmeep-77 ex Mildstedt-75<br>ex Westmeep-70<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Medan Indonesia | T.Mk<br>**1 155**<br>831<br>2 390 | BV | **1967** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (33)<br>69,19 10,52 4,720<br>63,40 10,37 6,28<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 596 B.2 467<br>2 Ha (11,4 17,9 × 5,9) ER<br>Cr 2(3,5) 2(3) | Oil 4SA 6Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>Fuel 101,5t 11kn |
| 5147566<br>PLOI<br>Df Esd<br>RTm | **DEEPA MAJU**<br>ex Amar-74 ex Frisian-72<br>ex Hendrik Holwerda-71<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Medan Indonesia | **577**<br>400<br>930 | BV | **1957** Martin Jansen Schiffswerft u. Mfbk.—Leer (32)<br>59,85 8,39 3,252<br>55,00 8,34 3,64<br>P 11,0 F 9,2 1 dk<br>RW | **M General Cargo**<br>1 Ho 30,1 ER<br>G.871 B.828<br>2 Ha (each 11,5 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 6kW 110V d.c.<br>Fuel 41,5t (hvf) 9kn |
| 6709074<br>PLXV<br>Df Esd<br>Gc Rdr<br>RT | **DEEPA MAYA**<br>ex Fryslan-78 ex Lamara-77<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Medan Indonesia | **499**<br>294<br>1 050<br>**999**<br>671<br>1 987 | BV | **1967** N.V. Scheeps. "Westerbroek"—Westerbroek (187)<br>63,99 11,21 3,480/4,877<br>57,49 11,10 5,85<br>P 11,0 B 7,4 F 11,9 1 dk & S dk | **M General Cargo** OSD/CSD<br>1 Ho 39,0 ER<br>G.2 270 B.2 090<br>2 Ha (stl) (19,2 10,2 × 7,0) ER<br>3W Cr 2(3-15) 1(3) Der 1(15) 2(3) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 30kW 1 × 25kW 220/380V 50Hz a.c.<br>Fuel 107,5t (d.o.) 12kn |
| 5362453<br>YBUR<br>94<br>Df Esd<br>RTm | **DEEPA MURNI**<br>ex Tjerk Hiddes-72<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Medan Indonesia | **577**<br>400<br>930 | BV | **1957** Martin Jansen Schiffswerft u. Mfbk.—Leer (33)<br>59,85 8,41 3,252<br>55,00 8,34 3,56<br>P 11,0 RQD 29,9 F 9,2 1 dk<br>RW | **M General Cargo** 3P<br>1 Ho 27,9 ER<br>G.871 B.828<br>1 Ha (11,5 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 6kW 110V d.c.<br>Fuel 49,0t (d.o.) 9kn |
| 5401338<br>PKUY<br>1194/L<br>Df Esd<br>Gc Rdr<br>RT | **DEEPA RAYA**<br>ex Bachtera Kita-78<br>ex Tokachisan Maru No. 2-62<br>ex Tokatisan Maru-60<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Jakarta Indonesia | **1 993**<br>1 045<br>2 655 | | **1948** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>89,59 12,20 5,563<br>83,01 11,84 6,41<br>P 6,8 B 22,3 F 9,2 1 dk, pt 2nd dk<br>RW | **M Ferry/General Cargo** 250dk P<br>3 Ho 32,6comb. 17,0 12,7<br>G.3 511 B.3 143<br>4 Ha (6,4 7,7 7,0 6,4 × 4,5)<br>Der 2(10) 6(5) | Oil 2SA 8Cy. 350 × 620<br>1 600bhp (1 177kW) NE 55<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 75kW 220V d.c.<br>Fuel 107,5t (d.o.) 11,5kn |
| 5206063<br>PKNG<br>Df Esd | **DEEPA SUBUR**<br>ex Lengkeng-74<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Jakarta Indonesia | **680**<br>303<br>1 930 | ✠Classed LR until 4/65 | **1960**-11 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B471/07)<br>65,82 10,55 3,722<br>59,01 10,51 5,97<br>F 8,0 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Mchy.aft<br>G.1 968 B.1 784 | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>10kn |
| 5102633<br>PLQR<br>Df Esd<br>Rdr RT | **DEEPA SURYA**<br>ex Elisabeth Holwerda-74<br>ex Anna Borg-70<br>ex Else Danielsen-65<br>**P.T. Perusahaan Pelayaran Nusantara Indonesian Oriental Lines**<br>Medan Indonesia | **801**<br>474<br>1 200 | BV | **1962** Kerstholt Scheeps. N.V.—Groningen (360)<br>63,96 10,09 3,912<br>60,99 10,01 4,37<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 627 B.1 523<br>2 Ha (9,6 19,8 × 5,1) ER<br>6W Der 1(10) 6(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 42kW<br>Fuel 211,5t 12kn |
| 6508511<br>306516<br>RTv | **DEEPDALE H**<br>ex Riverbeacon-67<br>**John Harker Ltd.**<br>Liverpool United Kingdom | **385**<br>200<br>698 | ✠Classed LR until 9/70 | **1965**-7 J. W. Cook & Co. (Wivenhoe) Ltd.—Wivenhoe (1283)<br>46,64 8,49 2,896<br>44,20 8,39 3,36<br>Trunk 25,6 1 dk<br>rf nil | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.(oil) 683 HeCls. C | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>495bhp (364kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 20kW 110V d.c.<br>Fuel 15,0t (d.o.)-1,0pd 7,5kn |
| 7109128<br>WA4110<br>247731 | **DEEPSEA**<br>**New England Fish Co. (NEFCO)**<br>Seattle, Wa United States of America | **105**<br>71<br>— | | **1945** Everett Marine Ways Inc.—Everett, Wa<br>*22,10* 5,85<br>2,93<br>1 dk | **Wood M Fishing** | Oil<br>250bhp (184kW)<br>Atlas Imperial Engine Co. U.S.A.<br>Fuel (d.o.) |
| 5387776<br>5MBE<br>1426<br>Df Esd<br>Gc Rdr<br>RT | **DEEPSEA MINER II**<br>ex Weser Ore-76<br>**Deepsea Miner Inc.**<br>Monrovia Liberia | **8 207**<br>4 757<br>20 262 | AB | **1959** Schlieker-Werft—Hamburg (534)<br>166,43 22,59 9,411<br>157,54 22,51 12,25<br>P 34,2 F 19,9 1 dk<br>RW rf nil conv Ore Carrier 77 | **M Mining Ship**<br>Mchy.aft | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Frd. Krupp A.G. Essen<br>Fuel 1 991,5t 15kn |
| 7204318<br>GRAL<br>357853<br>Df Esd<br>Pfd Rdr<br>RT | **DEEPSTONE**<br>**Boskalis Westminster Dredging Ltd.**<br>Southampton United Kingdom | **5 487**<br>2 804<br>8 962 | BV | **1972** IHC Smit B.V.—Kinderdijk (Co796)<br>107,02 20,05 7,367<br>100,01 19,99 9,61<br>1 dk | **M Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge<br>Single side arm Dredging depth 36,0<br>Hopper 8000T<br>1 Ho ER<br>Hopper 3 900<br>1 sandpump 1715kW (2300bhp) | Oil 4SA 12Cy. 410 × 470<br>6 600bhp (4 855kW)<br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>14kn |

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| 7109130<br>WC2233<br>256492 | **DEER HARBOR No. 2**<br>ex BSP 510<br>**Peter Pan Seafoods Inc.**<br>Seattle, Wa United States of America | 198<br>173<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*30,15* 9,15<br>3,08 | **Wood M Fishing** | Oil<br>270bhp (199kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7216220<br>WX6128<br>503425<br>RT | **DEER ISLAND**<br>ex Paul Langevin II ex Deer Island<br>**Litton Systems Inc.**<br>Biloxi, Ms United States of America | 172<br>117<br>— | | **1966** Halter Marine Services, Inc.—New Orleans, La<br>8,54 2,769<br>34,24 8,49 3,20<br>1 dk | **M General Cargo Barge** | Oil<br>740bhp (544kW)<br>..............<br>Fuel (d.o.) |
| 6706656<br>D5KT<br>6402<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEERIVER**<br>ex Endurance-82 ex Sabrina-79<br>ex Grafton-78<br>**Benthon Shipping Corp.**<br>Monrovia Liberia | 38 096<br>26 739<br>74 626 | AB<br>✠LR class withdrawn- Reported defects 10/81 | **1967**-4 Hitachi Zosen—Sakai (4104)<br>251,01 31,78 13,850<br>243,24 31,70 19,05<br>F 21,4 1 dk<br>rf 51 | **M Ore/Bulk/Oil Carrier**<br>13 Ho/Ta ER<br>G.84 922 L.(oil) 83 081 | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 700kW 2 × 550kW 450V 60Hz a.c.<br>Fuel (hvf)-71,0pd 16kn |
| 7225817<br>GRHZ<br>303250<br>Esd Pfd<br>Rdr RT | **DEESIDE**<br>ex W. R. Deeside-73<br>**James Bruce Robertson**<br>Banff United Kingdom | 107<br>44<br>65 | ✠LR class withdrawn 14/5/82 | **1972**-9 J. Lewis & Sons Ltd.—Aberdeen (374)<br>*24,21* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 2 × 15kW 415V 50Hz a.c.<br>11kn |
| 7332062<br>WYT8<br>245<br>554030<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEFENDER**<br>**Hartford National Bank & Trust Co.**<br>Offshore Logistics Inc.<br>Hartford, Ct United States of America | 294<br>200<br>— | AB | **1974** Southern SB. Corp.—Slidell, La (103)<br>60,97 4,928<br>54,41 12,20 5,64<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 150kW<br>2 Controllable pitch propellers<br>Fuel 528,5t (d.o.) 12kn |
| 7507394<br>WYK4<br>296<br>576314<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEFENDER**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | 199<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (220)<br>41,46 11,13 5,182<br>38,71 11,08 5,85<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>14kn |
| 7037741<br>WY6754<br>520451<br>Esd Pfd<br>Rdr<br>RTm/v | **DEFENDER**<br>**Interstate Tugboat Co.**<br>Wilmington, De United States of America | 195<br>132<br>— | AB | **1969** Main Iron Works Inc.—Houma, La (218)<br>31,09 8,54 3,664<br>27,89 8,18 3,97<br>1 dk<br>BK 64 | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203 reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 450V<br>Fuel 132,0t |
| 7045554<br>LW4169<br>RTv | **DEFENSOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | 208<br>105<br>248 | ✠Classed LR until 10/10/75 | **1971**-12 Talleres de Reparaciones Navales T.A.R.E.N.A.—San Fernando (42)<br>30,61 8,46<br>28,00 8,01 4,12<br>rf 813 | **D-E Tug**<br>Fire-fighting | 2 Oil 4SA each 7Cy. 235 × 330 driving 2 gen. connected to 2 elec. motors geared to sc. shaft<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 37kW 2 × 45kW 230V d.c.<br>Fuel 84,5t (d.o.) 14kn |
| 6614401<br>GSKE<br>307564<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DEFIANCE**<br>**Hellyer Brothers Ltd.**<br>Grimsby United Kingdom | 1 113<br>371<br>— | **✠100A1** SS 2/77<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>EL (p) 1½"SQ<br>FN 1329 | **1966**-11 J. Lewis & Sons Ltd.—Aberdeen (349)<br>*66,39* 12,53 4,725<br>64,32 12,50 8,16<br>B 14,7 RFD 13,2 2 dks<br>RW rf 914<br>Coll BH to U dk 3 to 2nd dk WB75t | **M Fishing**<br>Stern Trawler<br>1 Ho 23,1<br>2 Ha (stl) (each 2,9 × 2,9) | Oil 4SA 8Cy. 381 × 508 sr geared to sc. shaft<br>2 350bhp (1 729kW)<br>Mirrlees National Ltd. Stockport<br>Emy. propulsion by motoring M.E. driven generator<br>AuxB 180lbf/in$^2$ (12,5bar)<br>Gen 2 × 330kW 1 × 280kW 1 × 28kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 335,5t (d.o.) 14,5kn |
| 7200946<br>WX9879<br>509898 | **DEFIANCE**<br>**Mamacita Inc.**<br>Brownsville, Tx United States of America | 129<br>88<br>— | | **1967** Southern SB. Co.—Brownsville, Tx<br>*21,80* 6,71<br>3,76<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| 7342110<br>Esd Pfd<br>Rdr RT | **DEFIANCE**<br>**W. More**<br>Inverness United Kingdom | 101<br>—<br>41 | | **1975** Campbeltown Shipyard Ltd. —Campbeltown (025)<br>22,84 6,56 2,286<br>20,43 6,41 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 137 × 152<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| 5364712<br>ELAI9<br>6869<br>Df Esd<br>Gc Rdr | **DEFIANT**<br>ex Ocean Defiant-81<br>ex Terepaima-80 ex Tonsberg-77<br>**Ocean Defiant Maritime Corp.**<br>Monrovia Liberia | T.Mk<br>**7 176**<br>3 551<br>—<br>**9 663**<br>5 737<br>14 198 | **✠100A1** SS 7/74<br>DTsa—latex<br>DTsf & amids—veg. oil<br>**✠LMC** **UMS**<br>EL ft 2¼"SQ<br>FN 4796 | **1960**-7 Kaldnes M/V A/S—Tonsberg (145)<br>155,58 20,81 —/8,452<br>143,67 20,73 12,65<br>P & B 56,4 F 11,0 2 dks<br>rf 305<br>Coll BH to S dk 5 to 2nd dk WB1270t | **M General Cargo** OSD<br>Ref<br>5 Ho ER<br>G.21 011 B.18 717 In.947<br>6 Ha (9,0 10,7 15,1 11,2 11,2 5,3 × 6,7) ER<br>12W Cr 4(5) Der 1(60) 1(25) 10(10) 2(5) | Oil 2SA 8Cy. 750 × 1500 exhaust500<br>13 400bhp (9 857kW) B&W<br>A/S Akers M/V Oslo<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 1 283,5t (hvf)-48,0pd 19,5kn |
| 7947465<br>WQZ2<br>274<br>607500 | **DEFIANT**<br>**Defiant Trawler Co.**<br>Tampa, Fl United States of America | 112<br>76<br>— | | **1979** .............Bayou la Batre, Al<br>*20,46* 6,71<br>3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |

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|---|---|---|---|---|---|---|
| 7504603<br>FNDN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEGAS**<br><br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Dunkerque France | **13 928**<br>6 129<br>19 669 | BV | **1977** Chantiers de l'Atlantique—St. Nazaire (N26)<br>163,79(BB) 26,55 10,735<br>155,00 26,51 16,31<br>P - F - 2 dks | **M RoRo/General Cargo/Container**<br>Fixed-guides<br>Quarter stern door & ramp (s)<br>4 Ho ER<br>G.31 361 B.28 510<br>TEU 637<br>C.Ho 330/20' (40') C.Dk 307/20' (40')<br>7 Ha (stl) (6,4 12,7 6,4 12,7 12,7 12,7 12,7 × 8,0)<br>10 Wing Ha (stl) (12,7p&s × 2,6) (12,7p&s 12,7p&s 12,7p&s 12,7p&s × 5,4) ER<br>Cr 2(40) 2(25) | 2 Vee Oil 4SA each 18Cy. 400 × 460 reduction geared to sc. shaft<br>23 400bhp (17 212kW) Pielstick<br>Alsthom-Atlantique St. Nazaire<br>Gen 3 × 960kW 1 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 474,5t (d.o.) 3 012,5t (hvf) 18,5kn |
| 5087625<br>3DNJ<br>196873<br>RT | **DEGEI II**<br>Launched as Coral Queen<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **168**<br>48<br>— | ✠Classed LR until 2/60 | **1958**-8 Hong Kong Transportation Co. Ltd. —Hong Kong (168)<br>32,36 6,43 2,299<br>29,95 6,41 2,90<br>Ba 11,0 F 6,8 1 dk<br>rf 457 | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 140 × 197 sr geared to sc. shafts<br>L. Gardner & Sons Ltd. Manchester |
| 5087637<br>HQBD<br>RH-Q8<br>5104<br>Df Esd<br>Gc Rdr<br>RTv | **DEGEMA**<br>ex Veejumbo-82 ex Degema-79<br>**Arphaxad S.A.**<br>Specova Compania Naviera S.A.<br>Puerto Cortes Honduras | T.Mk<br>**5 636**<br>3 084<br>9 754<br>**8 153**<br>4 667<br>10 111 | **✠100A1** CS 5/77<br>DTs & TwD m(s)—veg. oil or latex or glycerine<br>**✠LMC**<br>EL ct 2⅛"SQ<br>FN 4036<br>**LAID UP — SURVEYS OVERDUE 5/82** | **1959**-4 Wm. Gray & Co. Ltd.—West Hartlepool (1295)<br>140,21 18,98 8,129/8,300<br>131,07 18,90 11,89<br>P 13,5 F 14,1 2 dks<br>RW rf 102<br>6BH WB2273t | **M General Cargo**<br>4 Ho 17,1 21,1 9,1DT 9,1DT 8,3DT 8,3DT 23,6 18,1<br>G.17 495 B.15 988<br>5 Ha (stl) (9,6 11,4 10,6 × 6,7) ER (11,4 9,1 × 6,7)<br>16W Der 2(20) 2(10) 2(7,5) 8(5) 2(3) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Central Marine Eng. Wks West Hartlepool<br>2 db 120lbf/in$^2$ (8,3bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 881,0t (hvf) 14kn |
| 6401658<br>H2EA<br><br>Df Esd<br>Rdr RT | **DEGO**<br>ex Tourmalin-82 ex Tourmaline-82<br>ex Diana-66<br>**Dego Marine Ltd.**<br>Scheepvaartbedrijf Gouwens<br>Limassol Cyprus | **498**<br>307<br>980 | **✠100A1** SS 3/82<br>**✠LMC**<br>EL j 1⅛"SQ<br>FN 737 | **1964**-5 Kerstholt Scheeps. N.V.—Groningen (356)<br>61,02 9,30 3,639<br>55,63 9,20 4,04<br>RAD 15,3 F 12,8 1 dk<br>rf 152<br>3BH WB296t incl. Dk a26t m10t | **M General Cargo**<br>1 Ho 39,4 ER<br>G.1 121 B.1 048<br>2 Ha ER<br>2W Der 2(3) | Oil 4SA 6Cy. 305 × 460<br>750bhp (552kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 17,5t (d.o.) 11kn |
| 7228053<br>A7D2010<br>320<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEHAIL**<br>ex Oil Producer-78<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **743**<br>288<br>1 092 | **✠100A1** SS 4/81<br>**✠LMC**<br>EL K $1\frac{13}{16}$"U2<br>FN 890 | **1972**-9 Van der Giessen-de Noord N.V. —Alblasserdam (892)<br>56,44 12,76 4,268<br>51,36 12,50 4,81<br>F 18,6 1 dk<br>rf 203<br>5BH WB477t incl. DTsf143t | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Der 1(5) | 2 Vee Oil 4SA each 12Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 144kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 406,5t (d.o.) 14,5kn |
| 7529548<br>EHJN<br><br>Df Esd<br>Rdr RT | **DEHESAS**<br><br>**Antonio Fernandez Perez (Pesquera) S.A.**<br>Huelva Spain | **352**<br>165<br>265 | BV | **1977** Ast. de Huelva S.A.—Huelva (38)<br>42,55 3,501<br>37,60 7,80 4,09<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420 geared to sc. shaft<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 169,0t (d.o.) 11,25kn |
| 7000906<br>D5QQ<br>6555<br>Df Esd<br>Gc Rdr<br>RTh/v | **DEICHTOR**<br><br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **488**<br>166<br>726 | GL | **1969** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (710)<br>54,51 11,28 3,556<br>49,20 11,00 3,97<br>F 24,4 1 dk | **M Supply Ship**<br>Deck Cargo<br>Der 1(5) | 2 Oil 4SA each 16Cy. 180 × 220 reverse reduction geared to sc. shaft<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 112kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 279,5t (d.o.) 12,5kn |
| 7734284<br>WYC6<br>393<br>587436 | **DEIGRATIA**<br><br>**C. R. Polk**<br>Mobile, Al United States of America | **101**<br>68<br>— | | **1977** ..............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 8104553<br>DNDK<br>13280<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEIKE**<br><br>**Hermann Buss K.G. m.s. 'Deike'**<br>Hermann Buss<br>Hamburg Federal Republic of Germany | **999**<br>675<br>2 820 | GL | **1981** J. J. Sietas K.G. Schiffswerft —Hamburg (877)<br>87,97 (BB) 11,38 4,671<br>85,32 11,31 6,76<br>P 15,0 F 6,8 2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 766 B.3 738<br>TEU 90 C. 90/20'<br>1 Ha (stl) (55,9 × 9,3) ER | Oil 4SA 8Cy. 240 × 280 reverse reduction geared to sc. shaft<br>985bhp (725kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>11,5kn |
| 5030517<br>OWTW<br>H493<br>Df Esd<br>RT | **DEIMOS**<br>ex Karen Moller-74<br>ex Jens Moller-70<br>ex August Bebel-70<br>**Poul Erik Nielsen, I/S Nordfisk**<br>Skagen Denmark | **234**<br>86<br>— | | **1950** VEB Volkswerft Stralsund—Stralsund<br>39,20 7,35 2,693<br>7,32<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 240 × 360<br>Buckau Wolf Magdeburg<br>Fuel (d.o.) |
| 6176253<br>A9DH<br><br>Df Esd<br>Rdr RT | **DEIRA**<br>ex Idun-69 ex Jotank-68<br>ex Nicola-63<br>**Gulf Metal Trading & Marine Co.**<br>Bahrain | **954**<br>445<br>1 295 | (GL) | **1953** Th. Buschmann—Hamburg<br>65,36 10,04 4,293<br>59,01 10,01 4,60<br>P 15,9 F 11,0 1 dk<br>RW | **M Tanker**<br>8 Ta<br>L.(oil) 1 756 | Oil 2SA 6Cy. 350 × 550<br>850bhp (625kW) Wumag<br>Ottensener Eisenwerk A.G. Hamburg<br>Fuel 90,5t 10kn |
| 5230923<br><br>Df Esd | **DEIRA**<br>ex Rahmani-80<br>ex Koningshaven-73<br>ex Meldoorn-69<br>**Sinbad Shipping Co.**<br>Dubai United Arab Emirates | **500**<br>213<br>843 | ✠LR class withdrawn 2/6/80 | **1959**-3 Scheepswerf Bijlholt N.V.—Foxhol (562)<br>62,13 9,78 3,569<br>56,01 9,61 5,69<br>Ba 12,5 RFD 7,4 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>1 Ho 35,9 ER<br>G.1 903 B.1 810<br>2 Ha (each 11,6 × 4,5) ER<br>4W Der 4(3-5) | Oil 4SA 6Cy. 330 × 600<br>870bhp (640kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 12,5kW 1 × 10kW 220V d.c.<br>Fuel 65,0t (d.o.) 11,5kn |

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| 6816358<br>C6UW<br>332523<br>Esd Rdr<br>RT | **DEIRDRE**<br>**Strategic Operations Ltd.**<br>Nassau Bahamas | **135**<br>14<br>— | ✠**100A1**<br>tug<br>✠**LMC** | SS 11/78<br>EL (a) 11/16"U2<br>FN 253 | **1968**-6 N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (396)<br>28,02 7,62 2,817<br>25,13 7,01 3,05<br>rf 889<br>5BH WB18t | **M Tug** | Oil.4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 400V 50Hz a.c.<br>12kn |
| 7011541<br>400847<br>Esd Rdr | **DEIRDRE MARIA**<br>**George McCallig**<br>Dublin Irish Republic | **105**<br>57<br>— | | (BV) | **1969** Ch. Herbert & Heraud—Pont Lorois<br>*21,89* 6,38<br>6,33 3,61<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>2 Ha (2,1 × 1,2) (1,1 × 0,7) | Vee Oil 4SA 12Cy. 150 × 150<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>9,5kn |
| 7735020<br>YQEF<br>Df Esd<br>Gc Rdr<br>RT | **DEJ**<br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | | RNR | **1977** Santierul Naval Braila—Braila (1301)<br>130,77 17,71 6,600/8,100<br>121,21 10,24<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 5(3) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 1 148,0t (hvf)<br>16kn |
| 7900900<br>JM4773<br>123323<br>Esd Gc<br>Rdr RT | **DEJIMA MARU**<br>**Miyagawa Kaiun K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **996**<br>673<br>2 340 | | NK | **1979** Setouchi Zosen K.K.—Kinoe (478)<br>77,70 12,02 5,152<br>72,52 12,01 5,52<br>P 20,2 F 12,8 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 271 | Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 368kW a.c.<br>12,25kn |
| 7615086<br>JKOU<br>119196<br>Df Rdr<br>RT | **DEJIMA MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japan | **134**<br>57<br>— | | | **1976** Nagasaki Zosen K.K.—Nagasaki (570)<br>36,76 6,71 2,439<br>30,61 6,68 2,85<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 260 × 320<br>780bhp (574kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7205893<br>OZEU<br>D2036<br>Df Esd<br>Rdr RT | **DEJRO**<br>ex Lillan Coast-81<br>**P/R Dejro**<br>Charles Petersen Vejle A/S<br>Vejle Denmark | T.Mk<br>**299**<br>162<br>710 | | BV | **1972** A/S Nordsovaerftet—Ringkobing (64)<br>49,76 8,34 3,474<br>44,43 8,30 5,49<br>F 8,0 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (stl) (24,5 × 5,0) ER<br>2W Der 2(3-5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 100,5t (d.o.)<br>11kn |
| 5314303<br>HO3952<br>9722-LI<br>Esd Pfd<br>Rdr RTm | **DEJUDAH**<br>ex Sarsia-81<br>**Dejas Marine Inc.**<br>Panama Panama | **318**<br>95<br>— | ✠**100A1**<br>trawler<br>✠**LMC** | SS 2/78<br>EL m<br>FN 439 | **1953**-11 Philip & Son Ltd.—Dartmouth (1244)<br>38,99 8,56 3,201<br>35,06 8,54 3,97<br>F 5,8 1 dk<br>RW BK 152<br>4BH WB19t | **M Research/Fishing**<br>Side Trawler<br>1 Ho 5,8<br>1 Ha (1,1 × 1,0)<br>1W Der 1(5) | Oil 4SA 6Cy. 230 × 305 sr geared to sc. shaft<br>319bhp (235kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>also oil driving 1 gen. of 35kW 220V d.c. connected to 1 elec. motor of 20shp (15kW) for secondary propulsion<br>Gen 1 × 60kW 1 × 35kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 30,5t (d.o.)<br>9kn |
| 6901957<br>SWXU<br>7531<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEKA CONCORDE**<br>ex Mipo-80 ex Wayway-78<br>**Eminence Maritime Inc.**<br>Fraternavis Management Inc.<br>Piraeus Greece | **13 211**<br>9 167<br>23 590 | | NV (BV) | **1968** Hitachi Zosen—Innoshima (4238)<br>172,02 24,85 9,748<br>163,33 24,80 13,42<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.30 426 B.29 907 HeCls. B<br>5 Ha (stl) (12,1 × 11,2) (19,3 19,4 19,4 19,4 × 12,8) ER<br>Der 5(15) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 141,0t (d.o.) 1 145,0t (hvf)-28,0pd<br>13,5kn |
| 6807151<br>SVZU<br>5636<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DEKA FRATERNITY**<br>ex Adelfotis-81 ex Golar Bow-75<br>**Irrevocable Shipping Inc.**<br>Fraternavis Management Inc.<br>Piraeus Greece | **14 342**<br>9 749<br>26 984 | | NV | **1968** Mitsubishi Heavy Industries Ltd. —Kobe (977)<br>175,32 23,53 10,097<br>166,30 23,50 14,51<br>P 36,0 B 9,2 F 15,0 1 dk<br>rf nil conv Bulk Carrier 72 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>5 Ho 24,9 27,2 23,7 27,2 23,7 ER<br>G.32 706<br>5 Ha (13,5 × 8,0) (18,6 13,5 18,6 13,5 × 10,7) ER<br>16W Der 2(15) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 1 395,0t (hvf)<br>15kn |
| 6512653<br>J4RJ<br>7203<br>Df Esd<br>Gc Rdr<br>RT | **DEKA NAVIGATOR**<br>ex Rio de Janeiro Maru-79<br>**Nelson Bay Shipping Co. Ltd.**<br>Fraternavis Management Inc.<br>Piraeus Greece | **7 700**<br>4 934<br>11 470 | | NV (NK) | **1965** Namura SB. Co. Ltd.—Osaka (350)<br>139,93 19,05 8,700<br>130,00 19,00 11,51<br>P 26,3 F 11,3 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>5 Ho ER<br>G.14 546 B.13 666 In.880<br>9 Ha (stl) (7,7 × 5,9) (13,4p&s × 5,4) (17,6p&s 13,5p&s 13,5p&s × 5,7)<br>Cr 3(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 212kW 440V 60Hz a.c.<br>Fuel 1 092,0t-25,5pd<br>15,5kn |
| 7532753<br>UNOJ<br>M-31219<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEKABRIST**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**7 305**<br>3 665<br>12 347 | | RS | **1976** VEB Warnowwerft Warnemuende —Warnemuende (346)<br>150,37(BB) 21,87 8,921<br>140,01 21,80 13,59<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 20,5 16,6 4,1DTp&s 25,4 16,0 ER 13,6 5 TwD —Upr 18,2Upr 31,9Upr 17,4Upr ER 8,3Upr 3 TwD 16,6Lwr 30,4Lwr 17,4Lwr<br>G.17 878 B.17 037 In.587 L.438<br>TEU 368<br>C.Ho 244/20'(40') C.Dk 124/20'(40')<br>9 Ha (stl) (12,8 12,8p&s 25,8p&s 12,8p&s × 8,0) ER (3,4p&s × 2,5)<br>4W Cr 4(8) Der 1(60) 4(12) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 1 532,0t (d.o & hvf)-42.5pd<br>19.5kn |

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|---|---|---|---|---|---|---|
| 5087704<br>UBME<br>M-17023<br>Df Esd<br>Gc Rdr | **DEKABRIST**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **1 069**<br>—<br>586 | RS | **1958** Valmet Oy Pansion Tehdas<br>—Turku/Abo (243)<br>61,30 11,94 4,499<br>55,02 5,52 | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.111<br>1 Ha (2,8 × 1,5)<br>2W Der 1(10) 1(2) | Oil 2SA 5Cy. 520 × 700<br><br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13,75kn |
| 7942283<br>SV6021<br>7768 | **DEKAENNEA**<br><br>**Maritime & Commercial Co.**<br>**Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **476**<br>182<br>— | HR | **1944** Levingston SB. Co.—Orange, Tx<br>43,59 10,29 5,182<br>40,75 10,06<br>1 dk | **M Tug** | 2 Oil 2SA each 12Cy. 222 × 267<br><br>General Motors Corp. Detroit, Mi |
| 7942269<br>SV5858<br>7645 | **DEKAEPTA**<br><br>**Maritime & Commercial Co.**<br>**Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **476**<br>182<br>— | HR | **1944** Levingston SB. Co.—Orange, Tx<br>43,59 10,37 4,573<br>40,75 10,06<br>1 dk | **M Tug** | 2 Oil 2SA each 12Cy. 222 × 267<br><br>General Motors Corp. Detroit, Mi |
| 7942233<br>SV5718<br>7597 | **DEKAEXI**<br><br>**Maritime & Commercial Co.**<br>**Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **497**<br>196<br>— | HR | **1942** Levingston SB. Co.—Orange, Tx<br>43,59 10,32 5,182<br>38,61 10,05<br>1 dk | **M Tug** | 2 Oil 2SA each 12Cy. 222 × 267<br><br>General Motors Corp. Detroit, Mi |
| 7942271<br>SV6212<br>7844 | **DEKAOKTO**<br><br>**Maritime & Commercial Co.**<br>**Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **476**<br>182<br>— | HR | **1944** Levingston SB. Co.—Orange, Tx<br>43,59 10,29 5,182<br>40,75 10,06<br>1 dk | **M Tug** | 2 Oil 2SA each 12Cy. 222 × 267<br><br>General Motors Corp. Detroit, Mi |
| 6817819<br>WLGB<br>515910<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEL CAMPO**<br>ex Delta Paraguay-80<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States<br>of America | T.Mk<br>**7 146**<br>4 134<br>11 329<br>**10 396**<br>6 335<br>13 248 | AB | **1968** Ingalls SB. Corp.—Pascagoula, Ms<br>(497)<br>159,11(BB) 21,39 —/9,468<br>148,44 21,34 13,72<br>Ba - F 40,9 2 dks<br>rf nil | **S General Cargo**<br>Ref 4P<br>3 Ta 2 Wing Ta 5 Ho each<br>15,2 2 Wing Ta ER 6 TwD<br>Lwr 6 TwD Upr ER 3 TwD<br>p&s<br>G.21 068 B.18 293 In.1 339<br>6 Ha (stl) (6,1 × 3,3) (9,1 × 5,7)<br>(10,9 10,9 10,9 10,9 × 5,7) ER<br>12 Wing Ha (stl) (10,9 10,9 × 3,5)<br>(12,1 12,1 12,1 12,1 12,1 12,1<br>12,1 12,1 × 4,9) ER (6,2 6,2 ×<br>3,8)<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | 2 S Turb dr geared to sc. shaft<br>14 250shp (10 482kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 210,0t (o.f.) 18,5kn |
| 7016254<br>H8VV<br>1029<br>6-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEL CARMEN**<br>ex Shoyo Maru-80<br>**Rose Leaf Navigation Co. S.A.**<br>Baliwag Navigation Inc.<br>Panama Panama | **2 602**<br>1 552<br>4 464 | NK | **1970** Koyo Dockyard Co. Ltd.—Mihara<br>(557)<br>93,58 15,02 6,014<br>86,52 14,99 7,09<br>P 20,8 F 9,5 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.5 547 B.5 293<br>2 Ha (stl) (16,3 29,0 × 8,0) ER<br>5W Der 1(15) 2(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 120kW 450V a.c.<br>Fuel 332,0t-9,0pd 12,25kn |
| 7015406<br>XCDC<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **DEL CHAP**<br>ex Mini Lamp-81<br>**Naviera Delmex S.A.**<br>Manzanillo Mexico | **1 592**<br>1 224<br>3 067 | AB | **1970** Hakodate Dock Co. Ltd.—Muroran<br>(476)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br><br>2 Ho 21,3 21,9 ER<br>G.3 789 B.3 672<br>4 Ha (stl) (19,5p&s 19,5p&s × 5,1)<br>ER<br>Cr 2(15) | 2 Oil 4SA each 6Cy. 260 × 320 reduction<br>geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,25kn |
| 6804240<br>WNVW<br>514758<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEL MONTE**<br>ex Delta Brasil-80<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States<br>of America | T.Mk<br>**7 146**<br>4 134<br>11 329<br>**10 396**<br>6 299<br>13 248 | AB | **1968** Ingalls SB. Corp.—Pascagoula, Ms<br>(496)<br>159,11(BB) 21,39 —/9,468<br>148,44 21,34 13,72<br>Ba - F 40,9 2 dks<br>rf nil | **S General Cargo**<br>Ref 4P<br>3 Ta 2 Wing Ta 5 Ho each<br>15,2 2 Wing Ta ER 6 TwD<br>Lwr 6 TwD Upr ER 3 TwD<br>p&s<br>G.19 850 B.18 317 In.1 339<br>6 Ha (stl) (6,1 × 3,3) (9,1 × 5,7)<br>(10,9 10,9 10,9 10,9 × 5,7) ER<br>12 Wing Ha (stl) (10,9 10,9 × 3,5)<br>(12,1 12,1 12,1 12,1 12,1 12,1<br>12,1 12,1 ER 6,2 6,2 × 3,8)<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | 2 S Turb dr geared to sc. shaft<br>14 250shp (10 482kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 210,0t (o.f.) 18,5kn |
| 6729218<br>WNVM<br>512953<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEL MUNDO**<br>ex Delta Argentina-80<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States<br>of America | T.Mk<br>**7 146**<br>4 134<br>11 329<br>**10 396**<br>6 299<br>13 248 | AB | **1968** Ingalls SB. Corp.—Pascagoula, Ms<br>(495)<br>159,11(BB) 21,39 —/9,468<br>148,44 21,34 13,72<br>Ba - F 41,2 2 dks<br>rf nil | **S General Cargo**<br>Ref 4P<br>3 Ta 2 Wing Ta 5 Ho each<br>15,2 2 Wing Ta ER 6 TwD<br>Lwr 6 TwD Upr ER 3 TwD<br>p&s<br>G.19 850 B.18 317 In.1 339<br>6 Ha (stl) (6,1 × 3,3) (9,1 × 5,7)<br>(10,9 10,9 10,9 10,9 × 5,7) ER<br>12 Wing Ha (stl) (10,9 10,9 × 3,5)<br>(12,1 12,1 12,1 12,1 12,1 12,1<br>12,1 12,1 × 4,9) ER (6,2 6,2 ×<br>3,8)<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | 2 S Turb dr geared to sc. shaft<br>14 250shp (10 482kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 210,0t (o.f.) 18,5kn |

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|---|---|---|---|---|---|---|---|
| 5087807<br>WLCJ<br>286185<br>Df Esd<br>Gc Rdr<br>RTm | **DEL ORO**<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | T.Mk<br>**7 081**<br>4 066<br>—<br>**9 827**<br>6 162<br>13 369 | AB | **1961** Avondale Shipyards Inc.—Avondale, La (945)<br>154,31 21,39 —/9,475<br>146,92 21,34 13,72<br>F 41,5 3 dks<br>rf nil | **S General Cargo**<br>Ref 12P<br>6 Ho 12,6 15,1 15,1 15,1 15,1 15,1 ER<br>G.21 154 B.18 610 In.709<br>17 Ha (stl) ER<br>8W Cr 5(5) | 2 S Turb dr geared to sc. shaft<br>10 660shp (7 841kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 226,0t (o.f.) | Lester, Pa<br>18kn |
| 7501194<br>CXGS<br>3477<br>Esd RT | **DEL PLATA I**<br>**Industrias Pesqueras del Plata S.A.**<br>Montevideo Uruguay | **315**<br>77<br>— | AB | **1976** Ind. e Comercio Ferjaro S.A.—Rio de Janeiro (032)<br>32,72 8,23 3,201<br>28,22 8,21 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho<br>2 Ha (stl)<br>Cr 1(7) 2(3) | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>836bhp (615kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illinois |
| 7376111<br>H3ZB<br>7021-PEXT4<br>Df Esd<br>Gc Rdr<br>RT | **DEL REMEDIO**<br>ex Mount Prospect-82<br>ex Mendawai-80 ex Sun Iris-78<br>**Camma Pacific Maritime Co. S.A.**<br>Panama Panama | **3 509**<br>2 311<br>6 102 | NK | **1976** Shinhama Dock K.K.—Anan (706)<br>106,48 16,03 6,601<br>98,00 16,01 8,21<br>P 22,6 F 12,2 1 dk | **M General Cargo**<br>G.7 523 B.7 034<br>2 Ha (stl) (26,0 28,6 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>12,5kn |
| 5087819<br>WGMU<br>284680<br>Df Esd<br>Gc Rdr<br>RTm | **DEL RIO**<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | T.Mk<br>**7 081**<br>4 066<br>—<br>**9 827**<br>6 162<br>13 369 | AB | **1961** Avondale Shipyards Inc.—Avondale, La (943)<br>154,31 21,42 —/9,475<br>146,92 21,34 13,72<br>3 dks<br>rf nil | **S General Cargo**<br>Ref 12P<br>6 Ho 12,6 15,1 15,1 15,1 15,1 15,1 ER<br>G.21 154 B.18 610 In.709<br>17 Ha (stl) ER<br>8W Cr 5(5) Der 1(60) 2(10) 4(5) | 2 S Turb dr geared to sc. shaft<br>10 660shp (7 841kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 226,0t (o.f.) | Lester, Pa<br>18kn |
| 5126029<br>A6EX<br>74/23<br>Df Esd<br>Gc Rdr<br>RTm/h | **DEL RIO**<br>ex Dog Fish-74 ex Gannet-70<br>ex D.O.T. 76-60<br>**Gulf Development Marine Services Co.**<br>Sharjah United Arab Emirates | **1 083**<br>482<br>517 | | **1944** Sir Wm. Arrol & Co. Ltd.—Glasgow<br>70,44 11,59<br>68,59 11,54 4,27<br>1 dk<br>RW rf nil conv Naval RoRo Cargo/Tank Landing Craft — | **TM RoRo Cargo/Landing Craft**<br>Bow doors<br>1 Ho 38,8 ER<br>1 Ha (24,5comb. × 7,9) ER<br>Der 1(30) 2(3) | 4 Oil 4SA each 12Cy. 178 × 197 geared to sc. shafts<br>1 320bhp (971kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 4 × 30kW 230V d.c.<br>Fuel (d.o.) | Gls |
| 7308188<br>WV9012<br>299837<br>RT | **DEL RIO**<br>ex Captain Max-77<br>ex Margaret & Sandra B-75<br>ex Richelieu-74<br>**Brazosport Marine Service Inc.**<br>Galveston, Tx United States of America | **134**<br>91<br>— | | **1965** Capell Marine Inc.—Freeport, Tx<br>*22,47*<br>7,12 3,36<br>1 dk<br>conv Fishing 77 | **M Utility Boat** | Vee Oil 2SA 8Cy. 108 × 127<br>500bhp (368kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Fuel (d.o.) | U.S.A. |
| 7425429<br>H3VS<br>5270-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEL SANTIAGO**<br>ex Santa Rita I-82<br>**Compania Mirasol de Navegacion S.A.**<br>Panama Panama | **3 968**<br>2 794<br>6 733 | NK | **1975** Nishi Zosen K.K.—Imabari (165)<br>107,32 16,54 6,922<br>98,99 16,49 8,49<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>G.9 028 B.8 491<br>2 Ha (stl) (26,9 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 288kW a.c.<br>Fuel 512,0t (d.o.)-13,0pd | Mitsubishi<br>Yaizu<br>12,5kn |
| 5087845<br>WLCI<br>285171<br>Df Esd<br>Gc Rdr<br>RTm | **DEL SOL**<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | T.Mk<br>**7 081**<br>4 066<br>—<br>**9 827**<br>6 162<br>13 369 | AB | **1961** Avondale Shipyards Inc.—Avondale, La (944)<br>154,31 21,39 —/9,475<br>146,92 21,34 13,72<br>3 dks<br>rf nil | **S General Cargo**<br>Ref 12P<br>6 Ho 12,6 15,1 15,1 15,1 15,1 15,1 ER<br>G.21 154 B.18 610 In.709<br>17 Ha (stl) ER<br>8W Cr 4(5) Der 1(60) 1(30) 2(10) 4(5) | 2 S Turb dr geared to sc. shaft<br>10 660shp (7 841kW)<br>Westinghouse Elec. Corp.<br>Gen 2 × 660kW 440V 60Hz a.c.<br>Fuel 2 226,0t (o.f.) | Lester, Pa<br>18kn |
| 7604984<br>ZCIV<br>373047<br>RT | **DEL SUR**<br>ex YO 128<br>**Del Sur Shipping Co. Ltd.**<br>Georgetown Cayman Islands (British) | **706**<br>340<br>963 | AB | **1944** Pensacola SB. Co.—Pensacola, Fl (103)<br>53,04 9,76 4,090<br>50,53 4,58<br>P 14,4 F 7,4 2 dks<br>rf 76 | **M Tanker**<br>Oil Vegetable oil Molasses<br>8 Ta ER<br>HeCls. C | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Engine Co.<br>Fuel 54,0t (d.o.)-2,0pd | Oakland, Ca<br>8kn |
| 7336886<br>WYT9<br>516<br>545856 | **DEL SUR**<br>**Del Sur Fisheries Inc.**<br>Mobile, Al United States of America | **110**<br>75<br>— | | **1973** Bender Welding & Machine Co. Inc.—Mobile, Al<br>*20,85* 6,71<br>3,38 | **M Fishing** | Oil<br>487bhp (358kW)<br>..............<br>Fuel (d.o.) | |
| 6817807<br>KPNA<br>516600<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEL VALLE**<br>ex Delta Uruguay-80<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | T.Mk<br>**7 146**<br>4 134<br>11 329<br>**10 396**<br>6 335<br>13 248 | AB | **1968** Ingalls SB. Corp.—Pascagoula, Ms (498)<br>159,11(BB) 21,39 —/9,468<br>148,44 21,34 13,72<br>Ba - F 40,9 2 dks<br>rf nil | **S General Cargo**<br>Ref 4P<br>3 Ta 2 Wing Ta 5 Ho each 15,2 2 Wing Ta ER 6 TwD Lwr 6 TwD Upr ER 3 TwD p&s<br>G.21 068 B.18 293 In.1 339<br>6 Ha (stl) (6,1 × 3,3) (9,1 × 5,7) (10,9 10,9 10,9 10,9 × 5,7) ER<br>12 Wing Ha (stl) (10,9 10,9 × 3,5) (12,1 12,1 12,1 12,1 12,1 12,1 12,1 12,1 × 4,9) ER (6,2 6,2 × 3,8)<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | 2 S Turb dr geared to sc. shaft<br>14 250shp (10 482kW)<br>General Electric Co.<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 210,0t (o.f.) | Lynn, Ma<br>18,5kn |

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|---|---|---|---|---|---|---|
| 6828521<br>WHIX<br>517540<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEL VIENTO**<br>ex Delta Mexico-80<br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | T.Mk<br>**7 146**<br>4 134<br>11 329<br>**10 396**<br>6 335<br>13 248 | AB | **1968** Ingalls SB. Corp.—Pascagoula, Ms (499)<br>159,11(BB) 21,39 —/9,468<br>148,44 21,34 13,72<br>Ba - F 40,9 2 dks<br>rf nil | **S General Cargo**<br>Ref 4P<br>3 Ta 2 Wing Ta 5 Ho each 15,2 2 Wing Ta ER 6 TwD Lwr 6 TwD Upr ER 3 TwD p&s<br>G.19 850 B.18 317 In.1 339<br>6 Ha (stl) (6,1 × 3,3) (9,1 × 5,7) (10,9 10,9 10,9 10,9 × 5,7) ER<br>12 Wing Ha (stl) (10,9 10,9 × 3,5) (12,1 12,1 12,1 12,1 12,1 12,1 12,1 12,1 × 4,9) ER (6,2 6,2 × 3,8)<br>2W Cr 5(5) 4(2) Der 1(75) 2(10) | 2 S Turb dr geared to sc. shaft<br>14 250shp (10 482kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 210,0t (o.f.) 18,5kn |
| 8215120<br>YUCM<br>RT | **DELAMARIS I**<br>**'Delamaris'**<br>Koper Yugoslavia | **180**<br>70<br>100 | JR (Class cont.) | **1982** Brodogradiliste "Greben"—Vela Luka (813)<br>23,19 7,19 3,801<br>19,89 6,86 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler & Side Trawler Ref.<br>Mchy.fwd<br>1 Ho<br>In.85<br>1 Ha (stl) | Oil 4SA 6Cy. 185 × 210 sr geared to sc. shaft<br>788bhp (580kW) Pielstick<br>Tvornica Dizel Motora "Uljanik" Pula<br>Controllable pitch propeller<br>10kn |
| 8215132<br>YUCN<br>RT | **DELAMARIS II**<br>**'Delamaris'**<br>Koper Yugoslavia | **180**<br>70<br>100 | JR (Class cont.) | **1982** Brodogradiliste "Greben"—Vela Luka (814)<br>23,19 7,19 3,801<br>19,89 6,86 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler & Side Trawler Ref.<br>Mchy.fwd<br>1 Ho<br>In.85<br>1 Ha (stl) | Oil 4SA 6Cy. 185 × 210 sr geared to sc. shaft<br>788bhp (580kW) Pielstick<br>Tvornica Dizel Motora "Uljanik" Pula<br>Controllable pitch propeller<br>10kn |
| 5087912<br>WA4120<br>219598<br>RT | **DELANCO**<br>**Gulf Oil Corp.**<br>Philadelphia, Pa United States of America | **212**<br>144<br>— | (AB) | **1920** Johnson Iron Works—New Orleans, La (137)<br>30,54 7,37<br>28,91 7,32 3,89<br>R BK 152 | **M Tug** | Oil 2SA 12Cy. 215 × 250 NE 44<br>General Motors Corp. Detroit, Mi<br>Fuel 36,5t |
| 5087936<br>EPNM<br>RTm/h/v | **DELAVAR**<br>**National Iranian Oil Co.**<br>Oil Service Co. of Iran (Private Co.)<br>Khorramshahr Iran | **357**<br>45<br>— | ✠**100A1** CS 11/76<br>tug<br>✠**LMC**<br>EL (f) 1¼"<br>FN 514<br>**SURVEYS OVERDUE** | **1958**-10 Scott & Sons—Bowling (418)<br>39,88 10,11 3,849<br>36,76 9,61 4,35<br>B 13,5<br>RW rf 457 BK 178<br>4BH WB38t | **M Tug**<br>Fire-fighting Salvage | Oil 2SA 8Cy. 368 × 483 with flexible coupling & dr reverse geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 67kW 220V d.c.<br>Fuel 106,5t (d.o.) 12kn |
| 6621208<br>WOOV<br>245682<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DELAWARE**<br>ex Seatrain Delaware-78<br>ex Delaware-67<br>ex Mission San Gabriel-66<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 207**<br>3 944<br>11 670 | AB | **1944** Marinship Corp.—Sausalito, Ca (41)<br>159,57 20,78 8,897<br>153,32 20,73 11,97<br>P 33,0 F 16,2 1 dk<br>RW rf 229 conv Tanker 66 | **T-E Container Ship**<br>Fixed-guides<br>1 Cell.Ho 93,1 ER<br>TEU 389 C.Ho 84/40' C.Dk 221/20' (40')<br>1 Ha (stl) ER | S Turb 10 000shp (7 356kW) driving 1 gen of 7 500kW 2 300V connected to elec. motor (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 1 863,5t (o.f.) 16kn |
| 5087948<br>WA4123<br>203782 | **DELAWARE**<br>ex Carrie T. Meseck ex Industry<br>**Yorktown Curtis Bay Co.**<br>Wilmington, De United States of America | **182**<br>123<br>— | | **1906** Burlee D.D. Co.—Port Richmond, NY (390)<br>30,48 7,19<br>7,14<br>R | **M Tug**<br>1W | Oil 2SA 12Cy. 216 × 254 NE 58<br>General Motors Corp. U.S.A.<br>11kn |
| 5087950<br>KJDN<br>264853<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DELAWARE SUN**<br>**Delaware Sun Shipping Inc.**<br>Wilmington, De United States of America | **18 798**<br>11 498<br>32 388 | ✠Classed LR until 30/8/74<br>AB | **1953**-1 Sun SB. & Dry Dock Co.—Chester, Pa (588)<br>195,38 25,73 10,808<br>187,46 25,61 13,72<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 | **S Tanker**<br>30 Ta ER 1 Ho 15,2<br>L.(oil) 39 927<br>1 Ha (stl) (3,0 × 3,0) ER | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 3 355,0t (o.f.) 16,5kn |
| 7629946<br>KNBD<br>Df Esd<br>Rdr RT | **DELAWARE II**<br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*Sandy Hook, NJ* United States of America | **483**<br>231<br>204 | (AB) | **1968** South Portland SB. Corp.—Portland, Me (101)<br>47,40 4,566<br>40,24 9,15 6,02<br>F 7,7 1 dk<br>RW | **M Research**<br>Survey | Vee Oil 2SA 12Cy. 216 × 254<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 150kW a.c.<br>Fuel 126,0t (d.o.) 12kn |
| 7111987<br>DZEW<br>210037<br>Gc | **DELBROS MT. APO I**<br>ex Y 60-60<br>**Delgado Brothers Inc.**<br>Batangas Philippines | **745**<br>361<br>— | (AB) | **1944** J. H. Mathis Co.—Camden, NJ (163)<br>55,63 9,15 3,410<br>54,28 4,12<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy.<br>630bhp (463kW)<br>Cooper-Bessemer Corp. U.S.A.<br>Fuel (d.o.) |
| 7112993<br>DZEV<br>Gc | **DELBROS MT. PINATUBO**<br>ex Y 58-59<br>**Delgado Brothers Inc.**<br>Batangas Philippines | **745**<br>361<br>— | (AB) | **1944** Lancaster Iron Works—Perryville, Md (216)<br>55,63 9,15 3,410<br>54,28 4,12<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy.<br>630bhp (463kW)<br>Cooper-Bessemer Corp. U.S.A.<br>Fuel (d.o.) |
| 7602144<br>IBBK<br>1288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELEDDA**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **7 222**<br>3 804<br>1 910 | RI | **1978** Italcantieri S.p.A.—Castellammare di Stabia (4345)<br>131,02 20,07 5,619<br>118,01 20,01 14,51<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1000dk P | 2 Vee Oil 4SA each 16Cy. 420 × 500 reduction geared to sc. shafts<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>20,5kn |

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|---|---|---|---|---|---|---|
| **7923720**<br>Df Esd<br>Gc Rdr<br>RT | **DELEGAT**<br>**U.S.S.R.**<br>U.S.S.R. | **4 816**<br>1 637<br>5 873 | RS | **1981** Rauma-Repola Oy—Rauma/Raumo (269)<br>115,50 17,05 7,001<br>105,01 17,01 8,51<br>1 dk | **M Tanker**<br>Replenishment<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 240<br>1 Ha (2,5 × 3,2) ER | Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd 14kn |
| **7716440**<br>PDRG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DELFBORG**<br>**Wagenborg Scheepvaart B.V.**<br>Delfzijl Netherlands | **3 698**<br>2 154<br>5 587 | BV | **1978** Amels B.V.—Makkum (359)<br>83,06 (BB) 16,72 7,816<br>74,50 16,51 10,01<br>P 15,9 F 11,0 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,3 ER<br>G.6 940 B.6 850<br>1 Ha (stl) (49,3 × 14,0) ER<br>Cr 2(15) | 2 Vee Oil 4SA each 12Cy. 250 × 300 reduction geared to sc. shaft<br>3 700bhp (2 722kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 500kW 1 × 360kW 1 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 85,5t (d.o.) 266,0t (hvf)-15,0pd 12kn |
| **6422975**<br>SVVS<br>6329<br>Df Esd<br>Gc Rdr<br>RTv | **DELFI**<br>ex Drepanon-77 ex Romandie-74<br>**Ifled Shipping Corp.**<br>Mayamar Marine Enterprises<br>Piraeus Greece | **19 049**<br>13 359<br>34 660 | GL<br>✠Classed LR until 5/77 | **1965**-1 C. Connell & Co. Ltd.—Glasgow (506)<br>192,03 25,99 11,107<br>182,89 25,91 15,40<br>P 30,5 F 14,7 1 dk<br>rf 102 | **M Bulk Carrier**<br>8P<br>Ice strengthened<br>7 Ho 23,3 12,8 25,9 11,4 25,9 12,9 25,9 ER<br>G.49 120 HeCls. B<br>7 Ha (stl) (15,0 7,6 16,0 6,1 16,0 6,8 16,0 × 12,1) ER<br>Der 1(3) 1(2) | Oil 2SA 6Cy. 900 × 1550<br>12 400bhp (9 121kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 1 × 450kW 3 × 375kW 440V 60Hz a.c.<br>Fuel 171,5t (d.o.) 1 389,0t (hvf)-49,0pd 15,5kn |
| **5088007**<br>OXLC<br>H347<br>Df RTm | **DELFIA**<br>**I/S Delfia**<br>Marstal Denmark | **148**<br>83<br>229 | | **1939** Schps. Gebr. Barkmeijer—Vierverlaten (132)<br>36,23 5,39 2,439<br>5,34<br>RQD 11,6 F 3,7 1 dk<br>R | **M General Cargo**<br>1 Ho 22,0 ER<br>G.283 B.263<br>1 Ha (14,8 × 4,2) ER<br>1W Der 1(2) | Oil 4SA 6Cy.<br>200bhp (147kW) NE 63<br>A/B Scania Vabis Sodertalje<br>Fuel 4,0t (d.o.)-0,5pd 8,5kn |
| **7511723**<br>SQFG<br>Df Esd<br>Gc Rdr<br>RT | **DELFIN**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Gryf'**<br>Szczecin Poland | T.Mk<br>**2 448**<br>1 016<br>1 564 | PR | **1975** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B418/301)<br>88,83 15,02 5,201<br>85,37 14,97 9,40<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 768 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 1 × 48kW 2 × 504kW 2 × 560kW 400V a.c.<br>Controllable pitch propeller<br>16kn |
| **7044603**<br>ESNH<br>M-6215<br>Df Esd<br>Rdr RT | **DELFIN**<br>**U.S.S.R.-'Dalryba'**<br>Vladivostok U.S.S.R. | **662**<br>247<br>306 | RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,699<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>12kn |
| **7428665**<br>XCDL<br>376209<br>Df Esd<br>Gc Rdr<br>RT | **DELFIN**<br>ex Greenville III-78<br>**Transportadora de Sal S.A.**<br>Isla de Cedros Mexico | **310**<br>95<br>— | (AB) | **1976** Asia Pacific Shpyd (Pte) Ltd. —Singapore (238)<br>35,06 4,573<br>30,92 9,76 4,68<br>1 dk | **TM Tug** | 2 Oil 4SA each -Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>11,5kn |
| **8033819**<br>M-37928 | **DELFIN**<br>**U.S.S.R.**<br>U.S.S.R. | **307**<br>47<br>44 | RS | **1982** ............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M Diving Tender** | Oil<br>............ |
| **7640988** | **DELFIN**<br>**U.S.S.R.**<br>U.S.S.R. | **193**<br>78<br>145 | (RS) | **1975** ............U.S.S.R.<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo**<br>Ice strengthened | Oil<br>............ |
| **7229382**<br>Df Esd<br>Rdr RT | **DELFIN**<br>**Leal Santos Pescados S.A.**<br>Rio Grande Brazil | **190**<br>—<br>— | AB | **1973** Estaleiro So. S.A.—Porto Alegre (49)<br>31,02 2,998<br>29,01 7,40 3,87<br>1 dk | **M Fishing**<br>Stern Trawler<br>2 Ho<br>2 Ha (stl) | Oil 4SA 6Cy. 230 × 270<br>610bhp (449kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 35,5t (d.o.) |
| **8017140**<br>Df Esd<br>RT | **DELFIN**<br>**I.R.C.M.**<br>Constantza Romania | **109**<br>30<br>59 | PR | **1980** Stocznia "Ustka"—Ustka (B410/501)<br>25,71 7,211<br>24,41 7,23 3,51<br>1 dk | **M Research/Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>Gen 1 × 32kW 1 × 29,25kW 400V a.c.<br>Controllable pitch propeller<br>10,75kn |
| **7113935**<br>Esd Rdr<br>RT | **DELFIN**<br>ex Norberto-76<br>**Societe de Peche et d'Affretement Cameroun S.A.**<br>Douala Cameroon | **101**<br>36<br>84 | (BV) | **1971** Ast. Zamacona S.A.—Bilbao (70)<br>24,77<br>20,99 6,20 3,10<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 4Cy. 260 × 400 sr geared to sc. shaft<br>400bhp (294kW) Alpha<br>Cons. Echevarria Bermeo<br>10kn |
| **5088069**<br>CXCO<br>Df Esd<br>Pfd RTm | **DELFIN C.**<br>ex Gerda Lilleheden-60<br>ex Gerda Skagbo-60<br>**Organizacion Naviera & Pesquera Uruguaya S.A. (ONPUSA)**<br>Montevideo Uruguay | **114**<br>54<br>— | BV | **1959** I/S Orskovs Staalskibsvaerft —Frederikshavn (2)<br>25,71 6,02<br>21,44 6,00 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,4 1,4 × 0,9) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 20,0t (d.o.)<br>12kn |

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| 5100207<br>EBYX<br>227<br>Df Esd<br>Rdr<br>RTm/h | **DELFIN DEL ADRIATICO**<br>ex El Priorato-72<br>**Naviera del Atlantico S.A.**<br>Cadiz Spain | **2 464**<br>1 264<br>3 610 | **✠100A1** CS 9/81<br>**✠LMC**<br>EL v<br>FN 2343 | **1959**-7 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (28)<br>105,64 14,99 6,116<br>98,00 14,95 8,95<br>RFD 10,4 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW rf 127<br>Coll BH to S dk 6 to 2nd dk WB559t | **M General Cargo** OSD 12P<br>4 Ho 20,5 17,8 17,9 13,7<br>G.6 319 B.5 776<br>4 Ha (stl) (10,4 10,4 8,3 8,3 × 6,1)<br>6W Der 1(20) 8(3) 4(2) | Oil 2SA 7Cy. 600 × 1040<br>3 500bhp (2 574kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>(db 120lbf/in$^2$ (8,3bar) )<br>Gen 2 × 165kW 220V d.c.<br>Fuel 442,0t (d.o.) 16,5kn |
| 5307831<br>EDKL<br>Df Esd<br>Gc Pfd<br>RTm | **DELFIN DEL ALBORAN**<br>ex Rio Umia-72 ex Salinero-69<br>**Costeros de Levante S.A.**<br>Barcelona Spain | **610**<br>332<br>813<br>**992**<br>611<br>1 576 | BV | **1961** Ast. de Palma S.A.—Palma de Mallorca (105)<br>66,50 11,00 3,899/5,401<br>10,98 6,20<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>2 Ho 16,0 19,9 ER<br>G.1 935 B.1 769<br>2 Ha (13,5 × 7,0) (9,8 × 5,4) ER<br>Der 2(15) 2(14) 2(9,5) | Oil 2SA 6Cy. 350 × 620<br>1 680bhp (1 236kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 2 × 65kW 220V<br>Fuel (d.o.) 14kn |
| 7305277<br>EGET<br>159<br>Df Esd<br>Gc Rdr<br>RT | **DELFIN DEL ATLANTICO**<br>**Naviera del Atlantico S.A.**<br>Las Palmas Spain | **2 752**<br>1 641<br>5 303 | **✠100A1** SS 11/77<br>DTsf & TwDa wine FP above 60° C<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL T $1\frac{3}{4}$"U2<br>FN 2686 | **1973**-12 S.A. Juliana Const. Gijonesa—Gijon (212)<br>114,66(BB) 16,24 6,668<br>104,70 16,20 9,45<br>RFD 14,4 3 dks<br>rf nil<br>NS 7BH WB1141T incl. DTf89T | **M General Cargo**<br>Ref.<br>Mchy.aft<br>In.6 267 | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 256kW 380V 50Hz a.c.<br>17,5kn |
| 5099915<br>EDEH<br>237<br>Df Esd<br>Rdr<br>RTm/h | **DELFIN DEL CANTABRICO**<br>ex El Baztan-72<br>**Naviera del Atlantico S.A.**<br>Cadiz Spain | **2 465**<br>1 260<br>3 615 | **✠100A1** M 10/82-5mos<br>**✠LMC**<br>EL v<br>FN 2343 | **1961**-3 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (29)<br>105,64 14,99 6,116<br>98,00 14,95 8,95<br>RFD 10,7 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW rf 127<br>Coll BH to S dk 6 to 2nd dk WB559t | **M General Cargo** OSD 12P<br>4 Ho 20,5 17,8 17,9 13,7<br>G.6 321 B.5 778<br>4 Ha (stl) (10,4 10,4 8,3 8,3 × 6,1)<br>6W Der 1(20) 8(3) 4(2) | Oil 2SA 7Cy. 600 × 1040<br>3 500bhp (2 574kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>db 120lbf/in$^2$ (8,3bar)<br>Gen 2 × 165kW 200V d.c.<br>Fuel 442,0t (d.o.) 16,5kn |
| 7306623<br>EBUD<br>Df Esd<br>Gc Rdr<br>RT | **DELFIN DEL MEDITERRANEO**<br>**Naviera del Atlantico S.A.**<br>Las Palmas Spain | **2 752**<br>1 641<br>5 218 | **✠100A1** SS 12/78<br>DTsf & TwDa wine FP above 60°C<br>**✠LMC**<br>**(✠Lloyd's RMC)**<br>EL T $1\frac{3}{4}$"U2<br>FN 2686 | **1974**-2 S.A. Juliana Const. Gijonesa—Gijon (213)<br>114,66(BB) 16,24 6,668<br>104,70 16,20 9,45<br>RFD 14,4 3 dks<br>rf nil<br>NS 7BH WB1141T incl. DTf 89T | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.6 267 | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 256kW 380V 50Hz a.c.<br>18,25kn |
| 5100219<br>EBUA<br>223<br>Df Esd<br>Gc Rdr<br>RTm/h | **DELFIN DEL SALAZAR**<br>ex El Salazar-72<br>**Naviera del Atlantico S.A.**<br>Cadiz Spain | **2 468**<br>1 265<br>3 561 | **✠100A1** SS 10/78<br>**✠LMC**<br>EL v<br>FN 2343 | **1958**-3 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (27)<br>105,67 14,99 6,116<br>98,00 14,95 8,95<br>RFD 10,4 1 dk & S dk, 3rd dk in Nos. 1, 2 & 3 holds<br>RW rf 127<br>Coll BH to S dk 6 to 2nd dk WB592t | **M General Cargo** OSD 12P<br>4 Ho 20,5 17,8 17,9 13,7<br>G.6 319 B.5 776<br>4 Ha (stl) (10,4 10,4 8,3 8,3 × 6,1)<br>6W Der 1(20) 8(3) 4(2) | Oil 2SA 7Cy. 600 × 1040<br>3 500bhp (2 574kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>(db 120lbf/in$^2$ (8,3bar) )<br>Gen 2 × 165kW 1 × 75kW 220V d.c.<br>Fuel 442,0t (d.o.) 16,5kn |
| 6513009<br>EEQT<br>725<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELFIN DEL TIRRENO**<br>ex Benimuslem-72<br>**Naviera del Atlantico S.A.**<br>Bilbao Spain | **2 000**<br>1 042<br>4 504 | **✠100A1** SS 9/78<br>**✠LMC**<br>EL u $1\frac{11}{16}$"SQ<br>FN 2100 | **1965**-8 Cia. Euskalduna—Bilbao (192)<br>98,28 14,86 5,716<br>90,45 14,80 8,41<br>F 11,0 1 dk & S dk<br>rf nil<br>Coll BH to S dk 4 to 2nd dk WB501t | **M General Cargo** OSD<br>3 Ho ER<br>3 Ha ER | Oil 4SA 7Cy. 520 × 740<br>2 830bhp (2 082kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel (d.o.) 14kn |
| 6727648<br>LW3755<br>Df Esd<br>RTm | **DELFIN N**<br>**Pesquera Delfin S.A.**<br>Mar del Plata Argentina | **154**<br>—<br>— | | **1967** Ast. Costaguta—Tigre<br>*25,12* 7,01<br>6,99 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.135<br>2 Ha (1,1 × 1,1) (0,9 × 0,6) ER | Vee Oil 4SA 8Cy. 175 × 220<br>390bhp (287kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Fuel (d.o.) |
| 7626293<br>Df Esd<br>Pfd Rdr<br>RT | **DELFIN I**<br>Launched as Ardilla<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>La Paz Mexico | **170**<br>120<br>— | AB | **1980** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (701)<br>27,13 3,152<br>7,01 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW a.c.<br>9,25kn |
| 7626308<br>Df Esd<br>Pfd Rdr<br>RT | **DELFIN II**<br>**Servicios Maritimos Mexicanos S.A.**<br>La Paz Mexico | **170**<br>120<br>— | AB | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (702)<br>22,56 3,152<br>7,01 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW a.c.<br>9,25kn |
| 7626310<br>Df Esd<br>Pfd Rdr<br>RT | **DELFIN III**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Salina Cruz Mexico | **170**<br>120<br>— | AB | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (703)<br>22,56 3,152<br>7,01 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>370bhp (272kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 90kW a.c.<br>9,25kn |
| 7626322<br>Df Esd<br>Pfd Rdr<br>RT | **DELFIN IV**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Salina Cruz Mexico | **170**<br>120<br>— | AB | **1981** Ast. Mex.-Planta Const. Nav. de Guaymas S.A. (CONAGUSA)—Guaymas (704)<br>22,56 3,152<br>7,01 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>370bhp (272kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 2 × 90kW a.c.<br>9,25kn |
| 7930826 | **DELFIN V**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | **170**<br>—<br>185 | AB (Class cont.) | **1982** Ast. Mex.-Planta Ast. Rodriguez S.A.—Ensenada (187)<br>22,51 7,01 3,152<br>3,41 | **M Fishing**<br>Tuna | Oil<br>330bhp (243kW)<br>Cummins Diesel International Ltd. U.S.A. |

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| **7930838** | **DELFIN VI**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | 170<br>—<br>185 | AB (Class cont.) | **1982** Ast. Mex.-Planta Ast. Rodriguez S.A. —Ensenada (188)<br>3,152<br>22,51 7,01 3,41 | **M Fishing**<br>Tuna | Oil<br>330bhp (243kW)<br>Cummins Diesel International Ltd. U.S.A. |
| **7930840** | **DELFIN VII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | 170<br>—<br>185 | AB (Class cont.) | **1982** Ast. Mex.-Planta Ast. Rodriguez S.A. —Ensenada (189)<br>3,152<br>22,51 7,01 3,41 | **M Fishing**<br>Tuna | Oil<br>330bhp (243kW)<br>Cummins Diesel International Ltd. U.S.A. |
| **7930852** | **DELFIN VIII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | 170<br>185 | AB (Class cont.) | **1982** Ast. Mex.-Planta Ast. Rodriguez S.A. —Ensenada (190)<br>3,152<br>22,51 7,01 3,41 | **M Fishing**<br>Tuna | Oil<br>330bhp (243kW)<br>Cummins Diesel International Ltd. U.S.A. |
| **7930864** | **DELFIN IX**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Mexico | 170<br>—<br>185 | AB (Class cont.) | **1982** Ast. Mex.-Planta Ast. Rodriguez S.A. —Ensenada (191)<br>3,152<br>22,51 7,01 3,41 | **M Fishing**<br>Tuna | Oil<br>330bhp (243kW)<br>Cummins Diesel International Ltd. U.S.A. |
| **5088083**<br>LW2583<br>1990 | **DELFINA MITRE**<br>**Government of The Argentine Republic (Empresa Ferrocarriles del Estado Argentino) (EFEA)**<br>Ibicuy Argentina | **2 100**<br>1 525<br>1 422 | ✠Classed LR until 9/29 | **1928**-5 A. & J. Inglis Ltd.—Glasgow (815 P)<br>*103,64* 17,58 3,658<br>17,53<br>1 dk<br>R | **TM RoRo Cargo/Ferry**<br>Rail Vehicles | 2 Oil 4SA each 8Cy. 400 × 750<br>2 400bhp (1 765kW)<br>Harland & Wolff Ltd. Govan, Glasgow |
| **7030975**<br>3EAX2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELFINI**<br>ex Sentosa Bay-82<br>ex Eberhart Essberger-79<br>**Ampelos Shipping Co. Ltd.**<br>Tsakos Shipping & Trading S.A.<br>Panama Panama | **17 805**<br>12 680<br>29 684 | **✠100A1** SS 12/75<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL H† $2\frac{7}{16}$"U3<br>FN 6466 | **1971**-2 Howaldtswerke-Deutsche Werft —Kiel (22)<br>170,69(BB) 25,84 10,845<br>160,00 25,80 14,61<br>F 16,5 1 dk<br>rf nil<br>13BH WB1493t | **M Tanker**<br>27 Ta ER<br>L.(oil) 38 793 HeCls. B<br>Der 2(7,5) | Oil 2SA 7Cy. 780 × 1550<br>12 250bhp (9 011kW) MAN<br>Howaldtswerke-Deutsche Werft Kiel<br>WTAuxB (o.f.) 15kgf/cm$^2$ (14,8bar)<br>Spt 285°C 13,5kgf/cm$^2$ (13,3bar)<br>hs688,0<br>AuxB (Comp) 10kgf/cm$^2$ (9,9bar)<br>Gen 1 × 540kW 2 × 400kW<br>440V 60Hz a.c.<br>Fuel 1 966,0t (hvf)-43,0pd 16kn |
| **5294656**<br>RH-L8<br>1230<br>RT | **DELFINI**<br>ex Soula L.-75 ex Themistoklis-74<br>ex Aghios Isidoros-73 ex Sargo-65<br>ex Ricopino-65 ex Linea III<br>Amapala Honduras | **307**<br>239<br>432 | (HR) | **1943** Cant. Solimano—Savona<br>46,13 6,46 3,277<br>37,80 6,41 3,54<br>RQD 12,2 F 6,4 1 dk | **M General Cargo**<br>1 Ho 18,6 ER<br>G.651<br>2 Ha (each 2,7 × 1,2) ER<br>2W Der 2 | Oil 4SA 7Cy. 320 × 400<br>350bhp (257kW) NE 43<br>S.A. Ansaldo Genova<br>Fuel 15,0t (d.o.) |
| **7413787**<br>SV2743<br>Rdr RT | **DELFINI EXPRESS**<br>**Kapant Shipping Co. Ltd.**<br>Piraeus Greece | **162**<br>93<br>40 | **✠100A1** SS 3/79<br>Saronic Gulf service and to the Islands of Idhra & Spetsai<br>**✠LMC**<br>EL A $\frac{5}{8}$"U2<br>FN 208 | **1975**-4 Boghammar Marin A/B—Lidingo (1061)<br>32,01 7,01 1,728<br>28,40 5,40 1,91<br>1 dk<br>rf-<br>5BH WBnil | **Aluminium Alloy TM Ferry** —P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 165 × 155 reverse reduction geared to sc. shafts<br>2 450bhp (1 802kW) NE 7/81<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 30kW 380V 50Hz a.c. |
| **5141720**<br>HOSN<br>8741-PEXT3<br>Df Esd<br>Gc Rdr<br>RTm/v | **DELFINI V**<br>ex Flora V-80 ex Victoria U-79<br>ex Dina U-78 ex Maria U-78<br>ex Hanne Skou-74<br>**Fortalesa Delmar Co. S.A.**<br>Sheffield Maritime Ltd.<br>Panama Panama | T.Mk<br>**3 943**<br>1 987<br>7 112 | **✠100A1** SS 8/79<br>DTm & tunnel side tanks—oil FP above 65,5°C. or vegetable oil<br>**✠LMC**<br>EL z $1\frac{15}{16}$"SQ<br>FN 3254 | **1958**-8 Helsingor Skibsv. og Maskinbyg. —Helsingor (338)<br>126,93 17,23 7,309<br>116,52 17,20 10,72<br>F 27,2 2 dks<br>RW rf 152<br>Coll BH to U dk WB2608t incl. Tunnel tanks 242t DTm990t | **M General Cargo** 12P<br>4 Ho 14,2 27,0comb. 9,0DT ER 18,2 18,2<br>G.13 342 B.12 292<br>5 Ha (8,1 11,4 9,9 × 6,1) ER (11,4 11,4 × 6,1)<br>14W Der 2(25) 2(10) 12(5) | Oil 2SA 8Cy. 620 × 1150<br>6 550bhp (4 818kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (ex.g) 100lbf/in$^2$ (6,9bar)<br>WTAuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 965,0t (hvf) 17kn |
| **5057008**<br>Df RTm | **DELFINO**<br>ex Cabourne-68<br>ex Springwood-47 ex Ngatira-46<br>**Ethiocab**<br>Ethiopia | **528**<br>262<br>691 | ✠Classed LR until 31/7/70 | **1931**-10 Ind. Maats. De Noord —Alblasserdam (495)<br>50,35 7,83 3,595<br>48,52 7,80 3,71<br>P 12,8 RQD 15,3 F 7,7 1 dk Well dk<br>R rf 76 | **M General Cargo**<br>2 Ho 14,9 14,8 ER<br>G.978 B.920<br>2 Ha (each 11,4 × 4,7) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 230 × 305 sr geared to sc. shaft<br>513bhp (377kW) NE 50<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 1 × 23kW 1 × 20kW 110V d.c.<br>Fuel 23,5t (d.o.) 9,5kn |
| **7200764**<br>HP2703<br>2964-72A | **DELFINO BIANCO**<br>ex Kyle Tide-72<br>**General Engineering & Construction Co. Ltd.**<br>Panama Panama | **185**<br>126<br>— | | **1957** American Marine Corp.—New Orleans, La (623)<br>9,76 2,337<br>39,48 2,90<br>1 dk | **Wood M Supply Ship**<br>Deck Cargo | Oil<br>1 200bhp (883kW)<br>..............<br>Fuel (d.o.) |
| **7945132** | **DELFINO PRIMO**<br>**F. Marrone & A. Valenti**<br>Mazara del Vallo Italy | **196**<br>95<br>— | RI | **1980** Cant. Nav. Codecasa—Viareggio<br>34,40 7,60 2,850<br>26,85 7,51 3,76<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 240 × 330<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Kiel |
| **7039971**<br>UBJP<br>M-27469 | **DELFINS**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **508**<br>174<br>292 | RS | **1959** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,639<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 71<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 11,5kn |
| **6415025**<br>TKJU | **DELGRES**<br>**Government of The Republic of France (Departement de la Guadeloupe)**<br>Pointe a Pitre Guadeloupe (French) | **246**<br>90<br>— | (BV) | **1960** S.I.C.C.Na.—St. Malo<br>*33,93* 7,62<br>7,57<br>1 dk | **TM Ferry** —P<br>1 Ha (4,8 × 3,5)<br>2W Der 1(5) 1(1) | 2 Oil 4SA each 12Cy. 150 × 150 geared to sc. shafts<br>860bhp (633kW) NE 72<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 5131024<br>Df Esd<br>Pfd RT | **DELIA**<br>ex Giovanni Marchegiani-66<br>ex Petit Moussaillon-61<br>ex Cap d'Alprecht-53<br>ex Cap Blanc Nez-48<br>**Figreco Ltd.**<br>Piraeus Greece | **298**<br>148<br>500 | RI (BV) | **1948** Marine Industries Ltd.—Sorel, P.Q. (169)<br>41,89 7,04<br>40,80 6,99 4,30<br>F 7,1 1 dk | **M Fishing**<br>Side Trawler<br>3 Ho<br>1W | Oil 4SA 8Cy. 330 × 600<br>700bhp (515kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 71,0t |
| 6921464<br>ISMH<br>504<br>Esd Pfd<br>Rdr RT | **DELIA PRIMA**<br>ex Regina Di Pompei-77<br>**Vitorio Marchegiani**<br>Pescara Italy | **194**<br>72<br>138 | RI | **1969** Cant. Navalmeccanico di Senigallia S.p.A.—Senigallia (23)<br>36,99 6,76 3,048<br>31,50 6,74 3,59<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 255 × 300<br>720bhp (530kW)<br>Moteurs Duvant Valenciennes |
| 6611485<br>HP2137<br>5149-75<br>Df Esd<br>Pfd Rdr<br>RT | **DELIA TIDE**<br>ex Lady Delia-74<br>**Tidewater Liberia Inc.**<br>Tidewater Inc.<br>Panama Panama | **753**<br>320<br>591 | ✠Classed LR until 13/8/76<br>AB | **1966**-7 Brooke Marine Ltd.—Lowestoft (341)<br>51,82 11,51 3,823<br>47,25 11,28 5,19<br>F 16,8 1 dk<br>rf 229 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 8Cy. 254 × 305 sr reverse geared to sc. shafts<br>3 520bhp (2 589kW) ✠ NE (p) 3/71<br>✠ NE (s) 3/71<br>English Electric Co. Ltd. Newton-le-Willows<br>Gen 3 × 80kW 220V d.c.<br>Thw. thrust propeller fwd<br>11,5kn |
| 7616731<br>3EXG<br>1147<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELICIA**<br>ex Patricia-81<br>**Compass Carriers Corp. S.A.**<br>Panama Panama | **15 056**<br>9 796<br>25 276 | NK | **1976** Sumitomo Heavy Industries Ltd. —Oppama Shipyard, Yokosuka (997)<br>162,01(BB) 25,25 10,594<br>152,03 25,21 14,71<br>F 14,1 2 dks | **M General Cargo**<br>3 Ho 31,9 40,7 40,7 ER<br>G.32 479 B.31 008<br>3 Ha (stl) (20,8 × 12,5) (30,4 30,4 × 8,6) ER<br>Der 2(25,5) 2(15,25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 820kW 450V 60Hz a.c.<br>Fuel (hvf) 14kn |
| 7356678<br>ELYP<br>5544<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELICIA**<br>**Deckships 3 Ltd.**<br>Monrovia Liberia | **1 599**<br>881<br>2 684 | ✠LR class withdrawn-Owner's request 19/10/82 | **1976**-7 Chung Wah SB. & Eng. Co. Ltd. —Hong Kong (154)<br>76,71 17,28 3,823<br>71,10 17,04 6,71<br>F 12,5 1 dk<br>rf nil | **TM Deck Cargo Ship**<br>Stern ramp<br>Mchy.aft<br>TEU 190 C.Dk 190/20'<br>Cr 1(30) | 2 Vee Oil 4SA each 12Cy. 220 × 280 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 105kW 450V 60Hz a.c.<br>Fuel 262,0t (d.o.) 11kn |
| 5309011<br>HO3743<br>9576-<br>PEXT1<br>Esd Rdr<br>RTv | **DELIJAH**<br>ex Samson-81 ex ST 702<br>**Dejas Marine Inc.**<br>Panama Panama | **140**<br>1<br>— | BV | **1942** Enterprise Eng. & Fdry Co.—San Francisco, Ca<br>24,74 7,07 3,001<br>7,00<br>1 dk | **M Tug** | Oil 4SA 8Cy. 305 × 380<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel (d.o.) 9kn |
| 5088186<br>PKVX<br>2044/L<br>Esd Rdr<br>RT | **DELIMA**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **838**<br>332<br>940 | KI (GL) | **1962** Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (120)<br>69,40 10,55 3,849<br>60,61 10,51 6,10<br>F 8,0 1 dk & S dk<br>RW | **M General Cargo** OSD<br>2 Ha (each 9,6 × 5,0) ER<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 290 × 490<br>960bhp (706kW) Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>Fuel 93,5t (d.o.) 10,5kn |
| 5241221<br>1629/L | **DELIMA VII**<br>ex Moon Fish-74<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Belawan Indonesia | **189**<br>90<br>217 | | **1947** .............Straits Settlement<br>*34,69* 6,84 2,744<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 2SA 6Cy. 330 × 430<br>450bhp (331kW)<br>Fairbanks Morse & Co. Beloit, Wi |
| 5197236<br>YBTG<br>1710 | **DELIMA 102**<br>ex Silver Star-74<br>ex Kuala Langsa-64<br>ex Tian Ann-61<br>ex Sing Hong Seng-60<br>ex Nan Yang-57 ex Ta U Shan-53<br>ex Ho Kwang-51<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Belawan Indonesia | **675**<br>370<br>630 | ✠Classed LR until 1/57<br>KI | **1931**-5 New Eng. & SB. Works Ltd. —Shanghai (687)<br>63,40 10,29 2,629<br>60,97 9,83 3,43<br>F 8,0 1 dk<br>R conv Tanker 54 | **TM General Cargo**<br>Mchy.aft<br>G.892<br>4W Der 2(2) 2(1,5) | 2 Oil 2SA each 8Cy. 165 × 178<br>1 000bhp (736kW) E made44 fitted57<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 66kW 230V<br>Fuel 94,5t 9kn |
| 7430993<br>YBUV<br>1876 | **DELIMA 103**<br>ex Poincare<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Belawan Indonesia | **431**<br>247<br>406 | KI | **1944** .............England<br>... ...<br>59,39 8,79 3,08<br>conv Naval RoRo Cargo/Tank Landing Craft — | **M General Cargo** | 2 Oil 4SA each 6Cy. 180 × 195<br>1 000bhp (736kW) Paxman<br>United Kingdom<br>7kn |
| 5150355<br>PKYB<br>82<br>Rdr RT | **DELIMA 105**<br>ex Hikari Maru-70<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Indonesia | **673**<br>378<br>1 004 | KI | **1962** Hashihama Zosen—Imabari (130)<br>57,89 8,54 4,039<br>52,89 8,49 4,30<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 252 | Oil 4SA 6Cy. 325 × 460<br>645bhp (474kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 5kW 105V d.c.<br>Fuel 33,5t 10,5kn |
| 6601143<br>Rdr RT | **DELIMA 114**<br>ex Fukusei Maru<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Indonesia | **895**<br>594<br>1 501 | | **1965** Asakawa Zosen—Imabari (78)<br>63,20 9,63 4,801<br>57,99 9,58 5,11<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 895 | Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 10kW 1 × 7,5kW 110V d.c.<br>Fuel 29,5t-5,0pd 12,25kn |
| 6612726<br>PLZH<br>Rdr RT | **DELIMA 115**<br>ex Okutomi Maru No. 18-77<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Jakarta Indonesia | **787**<br>426<br>1 339 | KI | **1966** Fukushima Zosen Ltd.—Matsue (207)<br>60,94 9,22 4,115<br>55,48 9,20 4,63<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 520 | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 10kW 110V d.c.<br>Fuel 38,5t-2,5pd 11kn |

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|---|---|---|---|---|---|---|---|
| 7209227<br>Esd Gc<br>Rdr RT | **DELIMA 120**<br>ex Nittan-79<br>ex Nittan Maru No. 2-79<br>**P.T. Perusahaan Pelayaran Nusantara Deli Maju**<br>Jakarta Indonesia | **996**<br>678<br>2 476<br>. | (NK) | **1971** Kishimoto Zosen—Kinoe (423)<br>77,60 (BB) 12,04 5,150<br>72,52 12,02 5,49<br>P 19,2 F 13,8 1 dk | **M Tanker**<br>5 Ta ER | Oil 4SA 6Cy. 380 × 580<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo<br>Fuel 95,5t-9,5pd | Kobe<br>12,5kn |
| 8019978<br>332425<br>Esd Rdr<br>RT | **DELL RICHEY**<br>**Richey Fishing Co. Pty. Ltd.**<br>*Devonport, Tas.* Australia | **145**<br>104<br>— | | **1980** Tamar SB. Pty. Ltd.—Launceston, Tas.<br>25,00 7,65<br>22,08 7,64 3,15<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 159 × 159<br>365bhp (268kW)<br>Cummins Engine Co. Inc. | Columbus, In<br>9kn |
| 5419531<br>DFRX<br>Df Esd<br>Rdr<br>RTm/v | **DELLSTEDT**<br>ex Detlef Schmidt-78<br>**Hans-Hermann Fock**<br>Rendsburg Federal Republic of Germany | **499**<br>348<br>869 | GL | **1963** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (213)<br>57,05 10,06 3,163<br>51,16 10,01 4,27<br>P 11,0 RQD 25,3 F 4,9 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.1 216 B.1 095<br>2 Ha | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz | Koeln<br>10kn |
| 7228170<br>7TAK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELLYS**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **1 598**<br>863<br>2 337 | BV | **1974** Ast. Construcciones S.A.—Rios (231)<br>107,40 4,871<br>95,00 17,51 11,21<br>2 dks | **TM RoRo Cargo/General Cargo**<br>Side & stern doors<br>2 Ho ER<br>G.12 239 B.10 344<br>4 Ha (37,1 × 8,0) (4,1 4,1 × 4,4) (7,0 × 5,5) ER | 2 Vee Oil 4SA each 12Cy. 400 × 500<br>7 700bhp (5 664kW)<br>Hijos de J. Barreras S.A.<br>Gen 4 × 198kW 380V 50Hz a.c. | Deutz<br>Vigo<br>18kn |
| 7431997<br>Esd Rdr<br>RT | **DELMA**<br>**H.H. Sheikh Zaid Bin Sultan Al Nahiyan**<br>Abu Dhabi United Arab Emirates | **281**<br>149<br>438 | ✠Classed LR until 5/11/76 | **1975**-2 Scheeps. Damen B.V.—Hardinxveld (561)<br>35,21 10,22 1,959<br>34,35 10,01 2,52<br>1 dk<br>rf nil | **TM Tanker**<br>Water<br>8 Ta ER | 2 Oil 4SA each 6Cy. 137 × 165 sr geared to sc. shafts<br>Caterpillar Tractor Co.<br>Gen 1 × 1kW 24V d.c.<br>Fuel 11,0t (d.o.) | Peoria, Illinois<br>7,5kn |
| 6704282<br>A6E2127<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **DELMA QUEEN**<br>ex Lorena-81 ex Lorena Horn-70<br>**Abdullah Abdul Jalil Al Fahim**<br>Abu Dhabi United Arab Emirates | T.Mk<br>**489**<br>264<br>1 020<br>**1 356**<br>817<br>2 540 | NV | **1967** Ulstein M/V A/S—Ulsteinvik (42)<br>75,85 (BB) 11,61 3,658/6,046<br>69,70 11,59 7,04<br>P 24,4 B 15,3 F 12,2 2 dks<br>rf 102 | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.2 129<br>3 Ha (stl) (each 6,4 × 4,3) ER<br>Cr 3(3) | 4 Oil all geared to sc. shaft<br>2 400bhp (1 765kW)<br>(i) 2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co.<br>(ii)2 Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Gen 2 × 264kW 220/440V 60Hz a.c.<br>Fuel 208,5t (d.o.) | Peoria, Illinois<br>Peoria, Illinois<br>14kn |
| 7037820<br>HO3581<br>9175-HA-F<br>Df Esd<br>Rdr<br>RTm/v | **DELME**<br>ex Moon River-80 ex Wildgans-77<br>ex Etha-76<br>**Renate Weyhausen**<br>Dietrich Sander Bereederungs G.m.b.H.<br>Bremen Panama | T.Mk<br>**442**<br>249<br>1 044 | GL | **1971** Jadewerft G.m.b.H.—Wilhelmshaven (124)<br>56,80 10,09 3,190<br>51,64 10,01 6,25<br>P 9,2 B 8,9 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,1 ER<br>G.1 952 B.1 834<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 230 × 270 reverse reduction geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 36kW 220/380V 50Hz a.c.<br>Fuel (d.o.) | Mannheim<br>11,5kn |
| 7109178<br>HCDE<br>P-04-0045 | **DELORES M**<br>**Sociedad Ecuatoriana de Alimentos y Frigorificos Manta (SEAFMAN) C.A.**<br>Castle & Cooke Inc.<br>Manta Ecuador | **126**<br>—<br>— | | **1944** .............U.S.A.<br>*27,13* 7,62<br>... ... ...<br>1 dk | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>.............<br>Fuel (d.o.) | |
| 7531448<br>ONDE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELORIS**<br>**Antwerp Bulkcarriers N.V.**<br>Sea Lanes N.V.<br>Antwerpen Belgium | **23 422**<br>19 666<br>42 562 | **✠100A1** strengthened for heavy cargoes, holds Nos. 2, 4 & 6 or hold No. 4 may be empty<br>**✠LMC** **UMS**<br>EL I† 605,0/64,0U3<br>FN 8489 | **1978**-5 N.V. Cockerill Yards Hoboken—Hoboken (883)<br>199,02(BB) 29,34 11,051<br>190,02 29,30 15,37<br>P 36,0 B 8,6 F 15,6 1 dk<br>rf nil<br>9BH WB22438T incl. Topside tanks in all holds 5554T Comb. DB & STs in Nos. 1, 2 & 3 hold 4145T STs in Nos. 4, 5, 6 & 7 holds 3133T & incl. No. 4 hold 7551T | **M Bulk Carrier**<br>pt higher tensile steel<br>Mchy.aft<br>7 Ho 20,9 20,4 20,6 20,6 20,6 20,6 20,6<br>G.54 615<br>TEU 1097 C.Ho 726/20′ C.Dk 87/20′ 142/40′<br>7 Ha (stl) (11,2 × 11,9) (12,0 12,0 12,0 12,0 12,0 12,0 × 11,9)<br>Cr 2(2) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>S.A. Cockerill-Ougree-Providence<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 496kW 450V 60Hz a.c.<br>Fuel 2 318,0t (hvf) | Sulzer<br>Seraing<br>16kn |
| 7024160<br>SYJD<br>6848<br>Df Esd<br>Gc Rdr<br>RT | **DELOS**<br>ex Acropolis-78<br>**Meteor Shipping Co. Ltd.**<br>Piraeus Greece | **8 825**<br>6 107<br>15 177 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2108)<br>142,27(BB) 19,87 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 105 B.18 944<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 290,5t | Pielstick<br>Aioi<br>14kn |
| 7028623<br>ESNT<br>M-12313 | **DELOVITYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **168**<br>39<br>112 | (RS) | **1969** .............U.S.S.R.<br>33,91 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) | Magdeburg<br>9kn |
| 7208510<br>SWPW<br>8014<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELPHIC REEFER**<br>ex Wild Avocet-80<br>**Citragon Shipping Corp.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**7 291**<br>3 242<br>9 561<br>**9 710**<br>5 416<br>10 963 | **✠100A1** SS 8/77<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL B† 2$\frac{5}{16}$"U2<br>FN 4886 | **1972**-7 A/S Bergens M/V—Bergen (653)<br>155,81(BB) 21,37 8,560/9,170<br>143,69 21,30 12,70<br>F 15,3 3 dks, 4th dk fwd of mchy. space<br>rf nil<br>7BH WB1893t | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>5 Ho 20,5 23,8 20,2 19,5 ER 17,8 14 TwD<br>In.13 634<br>5 Ha (stl) (7,5 10,4 10,4 10,4 × 7,0) ER (9,7 × 7,0)<br>10W Der 10(5) | Oil 2SA 9Cy. 740 × 1600<br>17 400bhp (12 799kW)<br>Akers/Nylands Verksted<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 664kW 1 × 496kW 1 × 240kW 450V 60Hz a.c. | B&W<br>Oslo<br>22kn |

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|---|---|---|---|---|---|---|---|
| 5224481<br>YKAR<br>1226<br>Df Esd<br>Rdr RT | **DELPHIN**<br>ex Agios Minas-77 ex Irini-74<br>ex Smaro-70 ex Marika-68<br>ex Notus-59 ex Import-59<br>**Zeidam & Karabachi**<br>Syria | **608**<br>413<br>938 | (BV)<br>✠Classed LR until 5/64 | **1939**-11 C. v.d. Giessen—Krimpen a/d Ijssel<br>63,40 9,05<br>60,20 9,00 3,36<br>2 dks<br>RW | (660)<br>**M General Cargo**<br>G.1 461 B.1 351<br>2 Ha (each 10,5 × 4,8) ER<br>4W Der 2(5) 2(3) | CSD | 2 Oil 2SA each 5Cy. 300 × 400 with electro-magnetic slip couplings & sr geared to sc. shaft<br>600bhp (441kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel 62,0t (d.o.) 10,5kn |
| 5088320<br>Y4SD<br>Df Esd<br>Rdr RT | **DELPHIN**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **134**<br>48<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 7514244<br>IBDG<br>3672<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELPHINUS**<br>**Sidermar di Navigazione S.p.A.**<br>Genova Italy | **43 956**<br>25 110<br>81 300 | AB RI | **1978** Italcantieri S.p.A.—Monfalcone<br>259,01(BB) 32,31 14,021<br>248,01 32,26 19,21<br>F 18,0 1 dk<br>rf nil | (4337)<br>**M Bulk Carrier**<br>9 Ho ER<br>G.90 513<br>9 Ha (stl) (11,7 15,6 11,7 15,6 11,7 15,6 11,7 15,6 11,7 × 14,0) ER | HeCls. BC | Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 810kW a.c.<br>Fuel 533,0t (d.o.) 4 900,0t (hvf)-63,0pd<br>14,5kn |
| 5088344<br>5BJX<br>321204<br>Esd RTv | **DELPHINUS**<br>**Tayfun Shipping Co. Ltd.**<br>Orphanides & Murat<br>Limassol Cyprus | **178**<br>60<br>— | ✠Classed LR until 25/11/77 | **1957**-9 P. K. Harris & Sons Ltd. —Appledore<br>29,11 7,68 2,794<br>25,91 7,62 4,35<br>1 dk<br>BK 51 | (106)<br>**TM Tender** | 146P | 2 Oil 4SA each 6Cy. 152 × 178<br>240bhp (177kW)<br>Gleniffer Engines Ltd. Glasgow<br>Gen 2 × 10kW 220V d.c.<br>10kn |
| 7630696<br>H06106<br>9328-PEXT<br>Rdr RT | **DELSAN**<br>ex Kosei Maru-80<br>**Quirinus (Panama) Inc.**<br>Panama Panama | **985**<br>653<br>1 989 | | **1968** Asakawa Zosen—Imabari<br>71,02 10,52 5,182<br>65,00 10,49 5,49<br>1 dk | (118)<br>**TM Tanker**<br>4 Ta ER<br>L.(oil) 2 584 | | 2 Oil<br>1 500bhp (1 103kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 36kW 225V a.c.<br>Fuel 54,0t 11,25kn |
| 5350852<br>DYTH<br>Rdr | **DELSAN I**<br>ex Ryuei Maru No. 8-79<br>ex Takasugawa Maru No. 3<br>**Delsan Transport Lines Inc.**<br>Manila Philippines | **495**<br>300<br>1 403 | | **1961** K.K. Taihei Kogyo—Akitsu<br>53,50 8,26 3,785<br>49,23 8,21 4,12<br>1 dk | (61)<br>**M General Cargo**<br>1 Ho ER<br>1 Ha (25,4 × 6,0) ER | | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>10kn |
| 7623681 | **DELSAN III**<br>ex Izumi Maru No. 5-79<br>**Delsan Transport Lines Inc.**<br>Manila Philippines | **374**<br>175<br>277 | | **1966** Asakawa Zosen—Imabari<br>44,40 7,83 2,744<br>39,50 7,80 3,51<br>1 dk | (92)<br>**M Liquefied Gas Carrier**<br>LPG<br>1 Ta ER<br>L.(gas) 385 | | Oil<br>650bhp (478kW)<br>Nippon Hatsudoki Japan<br>11kn |
| 6518906<br>Rdr RT | **DELSAN V**<br>ex Eiryu Maru-77 ex Tosho Maru<br>**Delsan Transport Lines Inc.**<br>Manila Philippines | **823**<br>491<br>1 349 | | **1965** Kurushima Dock Co. Ltd.—Uwajima<br>61,47 9,05 4,217<br>60,91 9,00 4,50<br>1 dk<br>RW | (312)<br>**M Tanker**<br>8 Ta ER | | Oil 4SA 6Cy. 300 × 380<br>920bhp (677kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 37kW 225V a.c.<br>Fuel (d.o.) 10,5kn |
| 7629556<br>DYRI<br>Rdr | **DELSAN VI**<br>ex Nichizan Maru-77<br>**Delsan Transport Lines Inc.**<br>Manila Philippines | **999**<br>584<br>1 894 | | **1966** Kurushima Dock Co. Ltd.—Japan<br>70,49 10,62 4,903<br>65,00 10,60 5,41<br>1 dk | (368)<br>**M Tanker**<br>4 Ta ER<br>L.(oil) 2 309 | | Oil 4SA 6Cy. 350 × 520<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Fuel 55,0t-3,0pd 10,5kn |
| 7534581<br>Rdr | **DELSAN VIII**<br>ex Tsurufuji Maru No. 8-77<br>**Delsan Transport Lines Inc.**<br>Philippines | **898**<br>749<br>1 830 | | **1967** Fukushima Zosen Ltd.—Matsue<br>72,19 9,53 4,573<br>56,01 9,50 4,78<br>1 dk | (218)<br>**M Tanker**<br>5 Ta ER<br>L.(oil) 2 187 | | Oil<br>1 100bhp (809kW)<br>Nippon Hatsudoki Japan<br>10kn |
| 5398177<br>SVIH<br>8122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELTA**<br>ex Aris-81 ex Port Maria-80<br>ex Zeitz-68<br>**Delfa Maritime Co.**<br>Vera Shipping Co. Ltd.<br>Piraeus Greece | **7 870**<br>4 812<br>11 500 | BV | **1961** Admiralteiskiy Shipyard—Leningrad<br>145,50 19,21 8,535<br>138,00 19,17 10,42<br>1 dk<br>RW rf 254 | **M Tanker**<br>1 Ho 24 Ta ER<br>G.1 095 B.991 L.(oil) 14 081<br>1 Ha (stl) (5,9 × 4,1)<br>Der 2(5) 2(4) 2(1,5) | HeCls. ptC | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 270kW 230V 50Hz a.c.<br>Fuel 62,0t (d.o.) 197,0t (hvf)-14,0pd 12kn |
| 7223041<br>DGRD<br>Df Esd<br>Gc Rdr<br>RTm/h | **DELTA**<br>**Partenreederei m.s. 'Delta'**<br>Carsten Rehder<br>Hamburg Federal Republic of Germany | **1 584**<br>1 129<br>3 000 | NV | **1972** Batservice Verft A/S—Mandal<br>79,99 13,80 5,322<br>74,50 13,75 6,53<br>P - F - 1 dk<br>rf nil | (602)<br>**M General Cargo**<br>Ice strengthened<br>2 Ho 27,1 25,2 ER<br>G.3 947 B.3 621<br>2 Ha (each 20,7 × 10,1) ER<br>4W Der 4(5) | | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 120kW 1 × 56kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 166,5t (d.o.) 12,75kn |
| 7711127<br>DCWL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DELTA**<br>**Partenreederei m.s. 'Delta'**<br>Veha-Reederei G.m.b.H. & Co. K.G.<br>Haren/Ems Federal Republic of Germany | **981**<br>612<br>2 400 | GL | **1978** Martin Jansen Schiffswerft u. Mfbk. —Leer<br>82,02 4,839<br>73,00 12,51 5,01<br>P 15,6 F 11,0 2 dks | (148)<br>**M General Cargo**<br>Ice strengthened<br>1 Ha (44,9 × 10,0) | | Oil 4SA 6Cy. 320 × 450 geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>13kn |
| 5068980<br>SV3200<br>4778<br>Df Esd<br>Rdr RT | **DELTA**<br>ex Charlotte Priva-73<br>ex Deo Favente-59<br>**Robin Houry** | **384**<br>147<br>549 | (BV) | **1950** N.V. Scheeps. "Vooruitgang"—Foxhol<br>54,01 8,34 3,023<br>47,76 8,31 3,05<br>1 dk & S dk<br>RW | (167)<br>**M General Cargo**<br>1 Ho 33,9 ER<br>G.1 104<br>2 Ha (each 9,9 × 5,0) ER<br>4W Der 4(3) | OSD | Oil 4SA 6Cy. 305 × 450<br>360bhp (265kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 9,5kW 2 × 7,5kW 110V d.c.<br>Fuel 40,5t (d.o.) 9kn |

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|---|---|---|---|---|---|---|---|
| 8033663<br>YUDK<br><br>RT | **DELTA**<br><br>**'Brodospas' Poduzece za Spasavanje i Teglenje Brodova**<br>Split Yugoslavia | **184**<br>0<br>— | | **1980** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets<br>29,32 8,21 3,506<br>27,01 4,30<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works | Leningrad<br>11kn |
| 7034335<br>WMIG<br>530143<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DELTA CARIBE**<br>ex Lash Turkiye-78<br>**Delta Steamship Lines Inc.**<br>New York, NY United States of America | **26 406**<br>18 706<br>30 298 | AB | **1971** Avondale Shipyards Inc.—Avondale, La (1185)<br>249,94(BB) 30,48 10,700<br>220,68 30,43 18,29<br>F 44,9 1 dk<br>rf nil | **S Barge Carrier**<br>6 Ho each 33,5 ER<br>G.44 684<br>40 Lighters or C.564/20'(40') below dk 30 Lighters or C.276/20'(40') above dk<br>14 Ha (stl) (each 10,2 × 19,0) ER<br>Cr 1(446) 1(30) 2(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc.<br>Gen 1 × 2500kW 1 × 2000kW 440V 60Hz a.c.<br>Fuel 5 500,0t (hvf) | Trenton, NJ<br>22,5kn |
| 7047318<br>WYZ5<br>895<br>526071 | **DELTA CHROMALLOY No. 3**<br><br>**Delta Mud & Chemical Co. Inc.**<br>Houma, La United States of America | **286**<br>194<br>— | | **1970** Zigler Shipyards Inc.—Mermentau, La (209)<br>10,98 3,950<br>42,88 4,58<br>1 dk | **M Supply Ship**<br>Deck Cargo<br>2 Ta cyl horizontal on dk<br>G.85 | Vee Oil 4SA 12Cy. 159 × 203<br>1 750bhp (1 287kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illinois |
| 7307342<br>WX5280<br>502711 | **DELTA CORROSION VI**<br>ex Swamp Fire-79 ex Nashua<br>**Delta Corrosion Offshore Inc.**<br>New Orleans, La United States of America | **120**<br>82<br>— | | **1966** Burton Construction & SB. Corp. —Port Arthur, Tx (398)<br>7,40<br>29,19 2,54<br>1 dk<br>conv Utility Boat 78 | **TM Supply Launch**<br>Deck Cargo Fire-fighting | 2 Oil<br>780bhp (574kW)<br>..............<br>Fuel (d.o.) | |
| 6910295<br>YQPX<br>917<br>Df Esd<br>Gc Rdr<br>RT | **DELTA DUNARII**<br><br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **2 714**<br>1 128<br>1 670 | RNR (PR) | **1968** Stocznia Gdanska im. Lenina—Gdansk (B22/03)<br>88,02 (BB) 14,53 5,620<br>83,70 14,51 7,45<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 590<br>3 Ha (each 1,9 × 1,9)<br>4W Der 4(1,5) | Vee Oil 4SA 6Cy. 300 × 450 geared to sc. shaft<br>2 500bhp (1 839kW)<br>H. Cegielski<br>Gen 1 × 640kW 2 × 252kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 909,5t | Fiat<br>Poznan<br>13,5kn |
| 6808791<br>SV5012<br>8051<br>Df Esd<br>Rdr | **DELTA ENERGY**<br>ex Zelda-80 ex Clydestan-78<br>ex Kai-73<br>**Delta Shipping Co.**<br>Piraeus Greece | **496**<br>264<br>1 100 | GL | **1968** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (1004)<br>62,59 9,00 3,531<br>59,82 8,97 4,02<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 432 | Oil 4SA 9Cy. 320 × 450<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau | Kiel<br>11,25kn |
| 8123999 | **DELTA EXPRESS**<br><br>**Offshore Express Inc.**<br>United States of America | **285**<br>—<br>1 200 | AB (Class cont.) | **1982** Offshore Boatbuilding Company —Palatka, Fl (24)<br>... ... ...<br>50,14 12,20 4,35 | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div. | U.S.A. |
| 5255507<br>SXIS<br>5222<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELTA FLAG**<br>ex Malessina-81<br>ex Good Trader-75<br>ex Nordland-72<br>**Loydias Compania Naviera S.A.**<br>Heracles International S.A.<br>Piraeus Greece | **10 707**<br>6 197<br>16 714 | BV (NV) | **1958** Kaldnes M/V A/S—Tonsberg (144)<br>153,93 19,51 9,189<br>144,18 19,46 11,89<br>P 33,3 F 16,5 1 dk<br>rf 51 | **M Ore Carrier**<br>3 Ho ER<br>G.12 029<br>1 Ha (stl) (4,8 × 4,5) 6 Ha (stl) (each 10,3 × 8,8) ER<br>2W Der 1(5) 1(3) | Oil 2SA 4Cy. 670 × 2320<br>4 600bhp (3 384kW)<br>Marinens Hovedverft<br>Gen 3 × 184kW 1 × 60kW 440V 60Hz a.c.<br>Fuel 1 620,5t (hvf) | Doxford<br>Horten<br>11,75kn |
| 7304792<br>KICF<br>549153<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA MAR**<br><br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | **35 576**<br>25 205<br>41 363 | AB | **1973** Avondale Shipyards Inc.—Avondale, La (1941)<br>272,30(BB) 30,56 11,621<br>243,03 30,48 18,29<br>F 44,9 1 dk<br>rf nil | **S Barge Carrier**<br>7 Ho ER<br>G.11 015<br>C.1728/20' or 85 Lighters & C.72/20' or 74 Lighters & 288/20'<br>16 Ha (stl) ER<br>Cr 1(510) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc.<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 6 016,0t (o.f.) | Trenton, NJ<br>22,5kn |
| 7320411<br>KIIA<br>550900<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA NORTE**<br><br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | **35 576**<br>25 205<br>41 363 | AB | **1973** Avondale Shipyards Inc.—Avondale, La (1942)<br>272,30(BB) 30,56 11,621<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>7 Ho ER<br>G.11 015<br>C.1728/20' or 85 Lighters & C.72/20' or 74 Lighters & 288/20'<br>16 Ha (stl) ER<br>Cr 1(510) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc.<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 6 143,0t (o.f.) | Trenton, NJ<br>22,5kn |
| 7126487<br>WV6509<br>299199<br>Df Esd<br>Rdr<br>RTm/h | **DELTA SEAHORSE**<br>ex D. M. Levy-78<br>**Seahorse Boat Service Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **179**<br>122<br>478 | | **1965** American Marine Corp.—New Orleans, La (927)<br>45,73 3,201<br>42,98 9,76 3,46<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy.<br>1 500bhp (1 103kW)<br>General Motors Corp.<br>Gen 2 × 40kW 440V 60Hz a.c.<br>Fuel 81,5t (d.o.) | Detroit, Mi<br>11kn |
| 7328633<br>KYDA<br>553105<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTA SUD**<br><br>**Delta Steamship Lines Inc.**<br>New Orleans, La United States of America | **35 576**<br>25 205<br>41 363 | AB | **1973** Avondale Shipyards Inc.—Avondale, La (1943)<br>272,30(BB) 30,56 11,621<br>243,03 30,48 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>7 Ho ER<br>C.1728/20' or 85 Lighters & C.72/20' or 74 Lighters & 288/20'<br>16 Ha (stl) ER<br>Cr 1(510) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc.<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 6 016,0t (o.f.) | Trenton, NJ<br>22,5kn |

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| 7825332<br>D5OK<br>6549<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DELTA VENTURE**<br>**Falconet Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **4 675**<br>2 424<br>6 302 | NK | **1979** Narasaki Zosen K.K.—Muroran (927)<br>111,51(BB) 20,05 6,717<br>100,82 20,01 8,79<br>F 15,0 1 dk | **M General Cargo**<br>G.7 640 B.6 542<br>TEU 349<br>C.Ho 136/20' C.Dk 213/20'<br>4 Ha (stl) ER<br>Cr 1(38) | Oil 4SA 6Cy. 550 × 880<br>5 500bhp (4 046kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 750kW a.c. |
| 5088356<br>GWHV<br>377064<br>Df Esd<br>RTm | **DELTA-G**<br>ex Delta-76<br>**Gerbert Shipping Ltd.**<br>R. Lapthorn & Co. Ltd.<br>Jersey Channel Islands (British) | **500**<br>371<br>798 | BV | **1958** C. Amels & Zoon Scheepswerf<br>—Makkum (211)<br>57,49 9,00 3,360<br>52,00 8,92 3,71<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 37,0 ER<br>G.1 105 B.986<br>2 Ha (each 15,4 × 5,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 320 × 480<br>500bhp (368kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel 55,0t (d.o.) 8,5kn |
| 7408861<br>DEAE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DELTAGAS**<br>**Sloman-Neptun Schiffahrts A.G.**<br>Bremen Federal Republic of Germany | **4 286**<br>2 661<br>6 350 | GL | **1975** Jos. L. Meyer—Papenburg (572)<br>106,41 15,80 7,711<br>98,61 15,70 9,00<br>P 23,2 F 9,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 5 495 | Vee Oil 4SA 12Cy. 370 × 400<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 256kW 400V 50Hz a.c.<br>Fuel 113,0t (d.o.) 578,5t (hvf)-20,5pd<br>16,5kn |
| 6709725<br>WX7080<br>505193<br>Df Rdr<br>RT | **DEMARCO XI**<br>ex Gulf Squire-76<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | **147**<br>100<br>— | AB | **1966** Main Iron Works Inc.—Houma, La (162)<br>8,23<br>29,11 2,80<br>BK 64 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6403199<br>SVAB<br>5585<br>Df Esd<br>Gc Rdr<br>RTm/v | **DEMARG**<br>ex Bermeo-75<br>**Navegadora Tropica S.A.**<br>Piraeus Greece | T.Mk<br>**5 854**<br>3 337<br>—<br>**8 226**<br>5 286<br>13 749 | **✠100A1** SS 7/81<br>DTsf—vegetable oil<br>**✠LMC**<br>EL dt 2¼"SQ<br>FN 4168 | **1964**-4 Soc. Espanola de Const. Nav.<br>—Bilbao (95)<br>144,96 19,08 —/9,145<br>134,47 19,00 11,99<br>Ba 61,6 F 14,4 2 dks<br>RW rf nil<br>7BH WB3443t incl. Tunnel tanks 415t DTf1348t | **M General Cargo**<br>5 Ho 17,8 10,5 8,9DT 19,5 26,2 22,4<br>G.20 708 B.19 105<br>5 Ha (stl) (9,6 10,5 10,5 17,2 9,7 × 7,6)<br>12W Der 1(30) 12(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 220V d.c.<br>Fuel 805,5t (hvf) 14,5kn |
| 7120172<br>EFZI<br>2609<br>Df Esd<br>Rdr RT | **DEMEKU'KO-AMA**<br>**Sr. Dn. Fernando Uriondo Bajeneta**<br>Bermeo Spain | **154**<br>54<br>86 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (68)<br>... ... ...<br>23,91 7,01 3,41 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) Alpha<br>Cons. Echevarria Bermeo<br>11kn |
| 8106032<br>SZYJ | **DEMETRA**<br>**Tankoil Carriers Ltd.**<br>Piraeus Greece | **31 807**<br>23 599<br>61 361 | **100A1**<br>Class Contemplated<br>**IGS**<br>FN 11058 | **1982** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1891)<br>228,61(BB) 32,24 12,321<br>219,01 32,20 18,29<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.73 146 | Oil 2SA 6Cy. 760 × 1500<br>14 400bhp (10 592kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe |
| 6806755<br>ILXQ<br>64<br>Esd RT | **DEMETRIO**<br>ex Orsa Maggiore<br>**Antonino Lupo**<br>Mazara del Vallo Italy | **144**<br>87<br>— | | **1967** G. Rondolini & Figli—Pesaro<br>30,48 6,79 2,845<br>25,00 6,43 3,54<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 12Cy. 185 × 200<br>510bhp (375kW)<br>Soc. des Moteurs Baudouin Marseille |
| 7112591<br>SZVO<br>6443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEMETRIOS**<br>**Isla Ventosa Cia. Naviera S.A.**<br>Piraeus Greece | **38 094**<br>26 964<br>72 789 | AB | **1971** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2167)<br>256,80(BB) 32,26 13,221<br>243,75 32,21 19,00<br>F 16,8 1 dk<br>rf 13 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.87 810<br>9 Ha (stl) ER | Oil 2SA 7Cy. 900 × 1550<br>19 600bhp (14 417kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 4 756,0t 15kn |
| 6710803<br>SXDW<br>4231<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEMETRIOS**<br>ex Eleftherotria-79<br>ex Bertil Karlbom-72<br>**Life Cape Compania Naviera S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | **10 794**<br>6 618<br>18 441 | **100A1** SS 2/81<br>strengthened for heavy cargoes<br>**LMC**<br>EL (Ct) 2$\frac{5}{16}$"<br>FN 5015 | **1967** Oresundsvarvet A/B—Landskrona (206)<br>156,85(BB) 21,52 9,322<br>148,37 21,40 12,40<br>P 27,8 F 13,5 1 dk<br>rf 25<br>NS 9BH WB5890t incl. Comb. btm & side tanks in holds 2433t Topside tanks in holds 1945t DTf450t | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,9 16,9 16,9 16,9 16,3 19,2 ER<br>G.22 331 B.21 345<br>6 Ha (stl) (each 11,2 × 9,9) ER<br>Cr 1(10) 5(8) | Oil 2SA 6Cy. 630 × 1400<br>7 200bhp (5 296kW)<br>A/B Gotaverken Goteborg<br>AuxB 6kgf/cm$^2$ (5,9bar)<br>e(ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 044,5t (hvf) 15kn |
| 6826420<br>4020 | **DEMIRCI II**<br>**Haci Mehmet Yildiran Halefleri**<br>Istanbul Turkey | **149**<br>93<br>305 | | **1968** Deniz Insaat Kizaklari—Buyukdere (112)<br>34,96 7,17 2,591<br>31,91 7,15 2,85<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>260bhp (191kW)<br>.............<br>7kn |
| 6811566 | **DEMIRHAN**<br>**Kayhan Guveli**<br>Istanbul Turkey | **200**<br>—<br>— | | **1968** Denizcilik Anonim Sirketi Beykoz Tersanesi—Beykoz (10)<br>41,97 7,17 2,591<br>37,75 7,15 2,95<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 5088447<br>TCSR<br>447<br>RTm | **DEMIRHISAR**<br>ex Cihat-38 ex Aydin-33 ex Aidin<br>ex Ihsanie ex Fauvette ex Chrysalis<br>ex Honfleur<br>**Ahmet Basak ve Ortaklari**<br>Istanbul Turkey | **496**<br>296<br>650 | ✠Classed LR until 1879 | **1873**-11 Aitken & Mansell—Glasgow (68)<br>*53,77* 7,35<br>... ... ...<br>Well dk<br>R Rebuilt — 36 | **Iron M General Cargo**<br>1 Ho ER<br>G.850 B.481<br>1 Ha ER<br>Der 3(2,5) | Oil 2SA 4Cy. 340 × 540<br>545bhp (401kW) NE 56<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 1 × 1,5kW 220V 50Hz a.c.<br>2 × 10kW 110V d.c.<br>Fuel (d.o.) 8kn |
| 6917372<br>1737<br>RTv | **DEMIRYOLU**<br>**Devlet Demiryollari ve Limaniari**<br>Istanbul Turkey | **1 422**<br>1 333<br>— | AB | **1958** Denizcilik Bankasi T.A.O.—Halic, Istanbul (126)<br>15,02 3,048<br>67,26 14,98 4,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Rail Vehicles<br>Mchy.aft | 2 Oil 4SA each 350 × 500<br>970bhp (713kW) NE 69<br>CKD Praha Praha<br>Gen 2 × 80kW 2 × 12kW |

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| 6513968 | **DEMIRYOLU II**<br>**Devlet Demiryollari ve Limaniari**<br>Istanbul Turkey | **1 233**<br>338<br>1 300 | BV (AB) | **1966** Denizcilik Bankasi T.A.O.—Halic, Istanbul (152)<br>72,42 14,99 2,998<br>66,73 14,94 4,81<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>Rail Vehicles | 2 Oil 4SA each 6Cy. 350 × 500<br>1 940bhp (1 427kW) E made59 fitted66<br>CKD Praha Praha<br>Fuel 71,0t (d.o.) 13,5kn |
| 7702750<br>Rdr | **DEMIRYOLU III**<br>**Devlet Demiryollari ve Limaniari**<br>Istanbul Turkey | **1 310**<br>—<br>700 | AB (Class cont.) | **1982** Denizcilik Bankasi T.A.O.—Halic, Istanbul (198)<br>3,001<br>72,45 15,02 4,81<br>5 dks | **TM RoRo Cargo/Ferry**<br>Rail Vehicles | 2 Oil 4SA each 6Cy. 250 × 320<br>2 500bhp (1 839kW) Nordberg<br>Normo Gruppen A/S Bergen |
| 7514373<br>ZTOU<br>Esd Rdr<br>RT | **DEMIST**<br>**Government of The Republic of South Africa (Department of Navy)**<br>South Africa | **275**<br>—<br>— | ✠Classed LR until 14/11/80 | **1978**-12 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (4300)<br>34,32 9,33 3,442<br>32,31 8,86 4,07<br>1 dk<br>BK 381 | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 sr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 1 × 48kW 440V 60Hz a.c.<br>2 Directional propellers<br>12kn |
| 5174636<br>4XIH<br>Df Esd<br>Rdr RT | **DEMITRA**<br>ex Anny-82 ex Yamit-80<br>ex Bat-Yam ex Johnny-67<br>**E. Chelchinsky**<br>Israel | **500**<br>300<br>990 | **✠100A1**<br>**✠LMC**<br>EL m 385,0/36,5<br>FN 986 | **1959**-5 G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (284)<br>69,93 10,80 3,703<br>60,76 10,37 5,85<br>F 8,9 1 dk & S dk<br>RW rf 51<br>3BH WB nil | **M General Cargo** OSD<br>1 Ho 39,6 2 TwD 10,9 25,8 ER<br>G.1 982 B.1 841<br>2 Ha (stl) (9,9 18,5 × 6,0) ER<br>6W Der 2(3-10) 4(3-5) | Oil 4SA 6Cy. 390 × 680<br>820bhp (603kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 25kW 1 × 10kW 110V d.c.<br>Fuel 96,5t (d.o.) 11kn |
| 7422257<br>SV3099<br>2079<br>RT | **DEMOSTHENES**<br>**Seka S.A.**<br>Piraeus Greece | **94**<br>13<br>46 | **✠100A1** SS 4/79<br>tug<br>Greek inter island service<br>**LMC**<br>EL (C) ¾"U1<br>FN 190 | **1975**-2 B.V. Schpsw. Janson—Aalst (767)<br>22,41 6,81 2,871<br>19,05 6,57 3,36<br>1 dk<br>rf 1118 BK 51<br>4BH | **M Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146 reverse reduction geared to sc. shaft<br>General Motors Corp. Detroit, Mi |
| 5245423<br>SYJX<br>3421<br>Df Esd<br>Gc Rdr<br>RT | **DEMOSTHENES V**<br>ex Naess Lion-69<br>**Gerani Compania Naviera S.A.**<br>Piraeus Greece | **16 277**<br>9 409<br>26 417 | AB | **1958** Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (480)<br>187,36 23,37 10,313<br>176,79 23,32 12,98<br>P 47,0 B 14,7 F 17,7 1 dk<br>rf 102 | **M Tanker**<br>1 Ho 30 Ta ER<br>L.(oil) 34 122 HeCls. BC<br>1 Ha (stl) (3,9 × 3,3) | Oil 2SA 8Cy. 750 × 1500<br>8 400bhp (6 179kW)<br>Nederlandsche Dok & Scheepsbouw Maats. Amsterdam<br>Gen 2 × 200kW 1 × 100kW 1 × 75kW<br>Fuel 117,0t (d.o.) 1 917,5t (hvf)-28,5pd<br>15kn |
| 6602886<br>UTQC<br>M-28107<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEMYAN BEDNYY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**7 305**<br>2 989<br>—<br>**10 109**<br>5 132<br>14 170 | RS | **1966** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (257)<br>159,42 21,29 —/9,700<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.19 368<br>5 Ha (stl) (9,8 × 9,5) (12,8 19,9 11,9 × 11,1) ER (10,3 × 9,5)<br>12W Der 1(60) 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 18kn |
| 7028922<br>ESRF<br>M-30445<br>Df Esd<br>Gc Rdr<br>RT | **DEMYAN KOROTCHENKO**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 205**<br>1 278<br>—<br>**5 093**<br>2 399<br>5 170 | RS | **1970** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 —/7,220<br>120,96 16,79 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (stl) (each 5,1 × 4,8) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 1 elec. motor & geared to sc. shaft<br>U.S.S.R.<br>16,5kn |
| 7645043<br>UNRK<br>M-34541<br>Df Esd<br>Gc Rdr<br>RT | **DEMYANSK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1977** ..............U.S.S.R.<br>83,90 14,03 5,722<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 B.236 In.1 348 L.14<br>3 Ha (2,3 × 2,3) (1,9 1,9 × 1,9)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7430876<br>UIZQ<br>M-12415 | **DEMYANSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>89 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 7947207<br>TCLI<br>4633 | **DEN-NAK**<br>**Den Nak Kollektif Sirketi**<br>Istanbul Turkey | **296**<br>214<br>400 | | **1978** Kopmaz Gul Kollektif Sirketi—Istanbul<br>39,50 —<br>35,01 7,26 3,36<br>1 dk | **M Tanker** | Oil 6Cy. 240 × 360<br>500bhp (368kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 5098387<br>HQDE<br>RH-Q8<br>3089<br>Df Esd<br>Rdr RT | **DENA**<br>ex El Widad-78 ex Ehrenfeld-70<br>**Dena Shipping & Forwarding Co. Ltd. of Honduras**<br>Puerto Cortes Honduras | **1 755**<br>1 046<br>2 361 | GL | **1951** Werft Nobiskrug—Rendsburg (543)<br>85,35 11,56 4,850<br>11,51 6,53<br>F 8,6 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>G.3 580 B.3 403<br>4 Ha ER<br>Der 1(10) 3(5) | 2 Oil 4SA each 6Cy. 320 × 480 geared to sc. shaft<br>1 600bhp (1 177kW) E made44 fitted51<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 122,0t 12kn |
| 6718037<br>Df Esd<br>Gc Rdr<br>RT | **DENA 1**<br>ex Alpilles-82 ex Hansa-72<br>**Dena Denizcilik ve Nakliyat Anonim**<br>Istanbul Turkey | **999**<br>492<br>1 371 | BV (GL) | **1967** J. J. Sietas K.G. Schiffswerft —Hamburg (604)<br>74,38 13,77 4,299<br>68,03 8,79<br>1 dk & S dk | **M RoRo Cargo** OSD 3bth P<br>Bow door/ramp Stern door/ramp<br>1 Ho ER<br>G.5 394 B.5 159<br>TEU 22 C. 22/20'(40')<br>2 Ha (stl) (each 14,4 × 10,2) ER<br>Cr 2(10,5) | Oil 2SA 9Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>14kn |

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| 6723915<br>Df Esd<br>Gc Rdr<br>RTm/v | **DENA 11**<br>ex Lisa B-82 ex Dena I-82<br>ex Zejtun-82 ex Taos-74<br>ex Wasa-73<br>Turkey | T.Mk<br>**998**<br>452<br>1 377 | GL | **1967** J. J. Sietas K.G. Schiffswerft —Hamburg (606)<br>78,03 4,293<br>68,03 13,85 8,79<br>F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,9 ER<br>G.4 898 B.4 530<br>TEU 50 C. 50/20'<br>2 Ha (each 14,4 × 10,2) ER<br>Der 2(10,5) | Oil 2SA 9Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 175kW 380V d.c.<br>14kn |
| 5111244<br>WA4944<br>250021<br>Df Rdr<br>RTm | **DENALI**<br>ex Laney S ex F. E. Lovejoy-74<br>**Denali Seafoods Inc.**<br>Juneau, Ak United States of America | **472**<br>235<br>— | (AB) | **1946** Reliable Welding Works—Olympia, Wa (27)<br>54,26 11,03<br>51,62 10,98 4,58<br>1 dk & S dk<br>rf 152 conv General Cargo — | **M Fishing** OSD<br>2 Ho 18,6 5,2 ER<br>B.2 407<br>1 Ha (6,1 × 3,0) ER | Oil 2SA 6Cy. 405 × 510<br>1 200bhp (883kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 1 × 25kW 1 × 10kW 125V d.c.<br>Fuel 39,5t (d.o.) |
| 7003910<br>WX7532<br>506043<br>Df Esd<br>Pfd Rdr<br>RT | **DENALI**<br>**Seven Seas Fishing Co.**<br>Juneau, Ak United States of America | **142**<br>109<br>— | | **1966** Hydraulic Supply Mfg. Co.—Seattle, Wa<br>24,90 7,47 3,023<br>21,62 7,27 3,41<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 6Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7726201<br>TCAH<br>4801<br>Df Esd<br>Gc Rdr<br>RT | **DENAS**<br>**Denas Deniz Nakliyat A.S.**<br>Istanbul Turkey | **1 598**<br>1 170<br>3 056 | AB | **1980** Sedef Gemi Endustrisi A.S.—Gebze (34)<br>13,72 5,350<br>74,10 13,70 6,53<br>P 13,2 1 dk | **M General Cargo**<br>2 Ho each 25,9 ER<br>2 Ha (stl) (each 19,5 × 10,2) ER | Vee Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 96kW 1 × 32kW a.c.<br>Controllable pitch propeller fwd<br>13kn |
| 5362087<br>OVTA<br>D1686<br>Df Esd<br>RT | **DENDIT**<br>ex Tistelon-82<br>**Knud Poulsen**<br>Hirtshals Denmark | **149**<br>76<br>— | NV | **1961** Bolsones Verft—Molde (179)<br>34,93 6,71<br>31,22 6,68 3,36<br>1 dk<br>BK 140 len 75 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>4 Ha (0,9 × 0,9) (0,7 × 1,1) (1,3 × 1,2) (0,7 × 1,1) ER | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) |
| 7348657<br>9VJE<br>382841<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DENEB**<br>ex Roland Oceanic-82<br>ex Neuenburg-80<br>**Deneb Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**5 882**<br>3 614<br>9 310<br>**9 689**<br>6 409<br>12 500 | GL | **1974** VEB Schiffswerft "Neptun"—Rostock (388)<br>150,37 21,01 9,051<br>139,99 20,99 11,31<br>P 29,9 F 40,0 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>Mchy.aft<br>In.108<br>TEU 420 C. 420/20' | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>19kn |
| 6803026<br>EACI<br>754<br>Df Esd<br>Gc Rdr<br>RT | **DENEB**<br>**Auxiliar de Transportes Maritimos S.A.(AUXTRAMAR)**<br>Bilbao Spain | **3 377**<br>2 060<br>3 516 | **✠100A1** SS 8/80<br>liquefied gas carrier<br>Ammonia in independent tanks, max. pressure 0,19bar, min. temp. minus 34°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL v 1¾"SQ<br>FN 2290 | **1968**-8 Soc. Espanola de Const. Nav. —Bilbao (113)<br>104,02 14,84 6,243<br>95,00 14,80 9,30<br>RFD 15,6 1 dk<br>rf nil<br>7BH WB583t incl. DTf133t | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>3 Ta (stl) ind prismatic ER<br>L.(gas) 4 249 | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 3 × 212kW 380V 50Hz a.c.<br>16kn |
| 6915336<br>H3BH<br>7739-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **DENEB**<br>ex Hakone-81 ex Sanjin Maru-77<br>**Omicron Maritime S.A.**<br>Panama Panama | **2 533**<br>1 598<br>4 411 | NK | **1968** Tsuneishi Zosen K.K.—Numakuma (188)<br>94,60 15,04 5,893<br>87,48 15,02 7,01<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 416 B.5 169<br>2 Ha (stl) (16,4 30,1 × 8,0) ER<br>9W Der 1(15) 2(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 293,5t-9,5pd 11,75kn |
| 6503353<br>UYGA<br>M-26982<br>Df Esd<br>Gc Rdr<br>RT | **DENEB**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **1 920**<br>603<br>850 | RS | **1964** VEB Volkswerft Stralsund—Stralsund (7039)<br>79,79 13,24 5,020<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>3 Ha (0,9 0,9 × 0,9) (2,2 × 3,5)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 5149239<br>5B2509<br>367462<br>Df Esd<br>Rdr RTm | **DENEB**<br>ex Gulf Crescent-73<br>ex Elly Frem-71 ex Mini Basse-69<br>ex Hermine-64<br>**Fenelon Maritime Co. Ltd.**<br>Elly Kirstine Jensen<br>Limassol Cyprus | **299**<br>156<br>725 | **✠100A1** SS 8/78<br>Ice Class 3<br>**✠LMC**<br>EL i pt3"<br>FN 707 | **1960**-10 Lidingoverken K/B A/B Live —Lidingo (29)<br>53,85 8,84 3,296<br>48,70 8,81 5,69<br>1 dk & S dk<br>rf 279<br>Coll BH to S dk, 2 to 2nd dk WB185t | **M General Cargo** OSD<br>1 Ho 38,4 ER<br>G.1 472 B.1 359<br>2 Ha (each 11,5 × 4,4) ER<br>4W Der 4(2) | Oil 2SA 5Cy. 260 × 400 geared to sc. shaft<br>500bhp (368kW) ✠ NE 5/71<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 25kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 60,0t (d.o.) 10,5kn |
| | | | **IN PORT DAMAGED 10/81 — CLASS SUSPENDED** | | | |
| 6929349<br>YTQT<br>RT | **DENEB**<br>ex Baus-69 ex Grounsund<br>ex ST 774 ex DPC 76<br>**'Brodospas' Poduzece za Spasavanje i Teglenje Brodova**<br>Split Yugoslavia | **132**<br>50<br>— | JR (AB) | **1943** Decatur Iron & Steel Corp.—Decatur, Al. (76)<br>26,85 7,35 2,982<br>24,74 7,31 3,20<br>1 dk | **M Tug** | Vee Oil 2SA 8Cy. 216 × 254<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 30kW 120V d.c.<br>11kn |
| 7635816<br>Y4PL | **DENEB**<br>**Fischerei-Produktionsgenossenschaft Wismar**<br>Wismar German Democratic Republic | **117**<br>38<br>60 | DSRK | **1977** Stocznia "Ustka"—Ustka (B403/04)<br>26,29 3,050<br>23,02 7,26 3,48 | **M Fishing**<br>Stern Trawler<br>In.98 | Oil geared to sc. shaft<br>570bhp (419kW) Sulzer<br>Puckie Zaklady Mech. Puck<br>10,5kn |

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| 6602642 | **DENEB I** | T.Mk | | **1966** Schulte & Bruns—Emden (244) | **M General Cargo** | Vee Oil 4SA 8Cy. 320 × 450 | |
| HO5893 | ex Fatima-82 ex Certares-79 | **499** | | 76,00 11,51 3,296 | | 500bhp (368kW) | |
| 9151-79 | ex Osterems-76 | 241 | GL | 69,98 11,50 5,90 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **Kynosa Navigation Inc.** | 1 250 | | 2 dks | 1 Ho ER | | 12,5kn |
| Gc Rdr | Panama Panama | | | | G.3 222 B.2 860 | | |
| RTm/v | | | | | 2 Ha (stl) (each 16,7 × 8,5) ER | | |
| | | | | | Der 2(3-5) 2(3) | | |

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| 7325253 | **DENEBOLA** | **41 127** | | **1973** Rotterdamsche D.D. Maats. N.V. | **TS Container Ship** | 4 S Turb dr geared to 2 sc. shafts | |
| WJKD | ex Sea-Land Resource-82 | 25 389 | | —Rotterdam (332) | Fixed-guides | 120 000shp (88 267kW) | |
| 550723 | **Government of The United** | 27 776 | AB | 288,40(BB) 32,26 10,618 | 11 Cell.Ho 15,7 16,0 11,4 22,8 | General Electric Co. | Lynn, Ma |
| Df Esd | **States of America** | | | 268,38 32,16 15,83 | 22,8 22,8 25,9 ER 11,4 11,4 | Gen 2 × 3000kW 1 × 1500kW | |
| Gc Pfd | **(Department of The Navy -** | | | B & F 57,0 2 dks | 22,8 22,8 | 450V 60Hz a.c. | |
| Rdr | **Military Sealift Command)** | | | rf 305 | B.3 751 | Fuel 5 629,5t (o.f.)-624,0pd | 33kn |
| RTm/h/v | Wilmington, De United States | | | | C.Ho 554/35' 140/40' C.Dk | | |
| | of America | | | | 342/35' 60/40' incl. 102 ref C. | | |
| | | | | | 23 Ha (stl) ER | | |
| | | | | | 16 Wing Ha (stl) ER | | |

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| 6926567 | **DENEBOLA** | T.Mk | ✠**100A1** SS 5/78 | **1969**-11 Brodogradiliste "3 Maj"—Rijeka | **M General Cargo** | Oil 2SA 5Cy. 760 × 1550 | |
| HOUP | | **6 068** | strengthened for heavy | (529) | | 7 700bhp (5 664kW) | Sulzer |
| 2136-71 | **Cross Seas Shipping Corp.** | 3 460 | cargoes | 145,01(BB) 20,65 —/8,999 | 5 Ho 18,9 23,3 23,3 21,9 21,9 | Tvornica Dizel Motora "3 Maj" | Rijeka |
| Df Esd | Panama Panama | — | ✠**LMC** | 135,01 20,60 12,50 | ER | AuxB 7kgf/cm$^2$ (6,9bar) | |
| Gc Rdr | | **9 372** | EL At 2$\frac{3}{16}$"U2 | F 12,8 2 dks | G.22 168 B.19 904 | Gen 3 × 300kW 450V 60Hz a.c. | |
| RT | | 6 363 | FN 4469 | rf nil | 5 Ha (stl) (9,7 × 8,3) (14,0 14,0 12,8 | | 15,5kn |
| | | 15 117 | JR | 7BH to U dk 1 to 2nd dk WB3223t | × 9,9) (10,1 × 8,3) ER | | |
| | | | | | 16W Der 4(10) 12(5) | | |

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| 7333444 | **DENEBOLA** | T.Mk | | **1973** Stocznia Gdanska im. Lenina—Gdansk | **M Factory Fishing** | Oil 4SA 6Cy. 400 × 480 reduction geared | |
| SQDT | | **2 654** | | (B419/203) | Fish-factory Stern Trawler Ref | to sc. shaft | |
| | **Przedsiebiorstwo Polowow** | 1 128 | PR | 88,22 15,04 5,601 | Ice strengthened | 3 600bhp (2 648kW) | Sulzer |
| Df Esd | **Dalekomorskich i Uslug** | 1 563 | | 80,02 14,99 9,76 | 4 Ho | "Zgoda" Zaklady Urzadzen | |
| Gc Rdr | **Rybackich 'Dalmor'** | | | 2 dks | G.400 In.1 500 L.30 | Technicznych | Swietochlowice |
| RT | Gdynia Poland | | | | 4 Ha (stl) (2,2 2,2 × 2,2) (1,6 × 1,6) | Gen 1 × 560kW 2 × 504kW 400V a.c. | |
| | | | | | (1,2 × 0,9) | 2 × 224kW 280V d.c. | |
| | | | | | 4W Der 4(2) | Controllable pitch propeller | |
| | | | | | | | 15,5k |

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| 5088629 | **DENEBOLE** | **285** | | **1960** "ASTANO", Astilleros y Talleres del | **M Fishing** | Oil 4SA 8Cy. 295 × 420 | |
| EDDN | | 141 | | Noroeste S.A.—El Ferrol (111) | Side Trawler | 810bhp (596kW) | |
| 851 | **Argus S.A.** | 292 | (BV) | *38,56* 6,94 3,499 | | La Maquinista Terrestre y Mar (MTM) | |
| Df Esd | Cadiz Spain | | | 6,86 3,81 | | | Barcelona |
| Pfd Rdr | | | | P & B 13,5 1 dk | 3 Ha (each 0,9 × 0,9) | Fuel 85,5t (d.o.) | 11kn |
| RTm | | | | BK 127 len 69 | 2W Der 2(2) | | |

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| 7031541 | **DENEI No. 8** | **2 994** | | **1970** Watanabe Zosen K.K.—Hakata (120) | **M General Cargo** | Oil 4SA 6Cy. 500 × 800 | |
| JLRT | | 2 036 | | 101,40 16,03 6,808 | | 3 600bhp (2 648kW) | |
| 109152 | **Mitsui Shintaku Ginko K.K.** | 5 912 | NK | 94,01 15,98 8,26 | 2 Ho ER | Hanshin Nainenki Kogyo | Kobe |
| Df Esd | **(The Mitsui Trust & Banking** | | | P 19,6 F 11,6 1 dk | G.7 154 B.6 709 | Gen 1 × 132kW 445V a.c. | |
| Gc Pfd | **Co. Ltd.)** | | | RW | 2 Ha (stl) (24,3 29,4 × 8,0) ER | Fuel 567,0t-13,0pd | 13kn |
| Rdr | Tokyo Japan | | | | 12W Der 4(15) | | |

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| 6715310 | **DENG LONG HAI** | **41 079** | | **1967** Harland and Wolff Ltd.—Belfast | **M Bulk Carrier** | Oil 2SA 9Cy. 840 × 1800 | |
| BOXH | ex Fjordaas-79 | 27 798 | | (1668) | | 18 900bhp (13 902kW) | B&W |
| | **China Ocean Shipping Co.** | 77 765 | (NV) | 251,47(BB) 32,06 14,263 | Str. heavy cargoes | Harland and Wolff Ltd. | Belfast |
| RTv | Qingdao/Tsingtao China | | | 241,87 32,01 19,44 | 9 Ho each 21,0 ER | Gen 3 × 600kW 440V 60Hz a.c. | |
| | | | | F 20,8 1 dk | G.91 211 B.85 537 | Fuel 3 607,0t (hvf)-65,0pd | 15,75kn |
| | | | | rf 127 | 9 Ha (stl) (each 13,7 × 16,4) ER | | |

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| 7200958 | **DENGAY** | **129** | | **1967** Marine Builders Inc.—Mobile, Al | **M Fishing** | Oil | |
| WX9840 | | 88 | | *22,86* 6,84 | | 380bhp (280kW) | |
| 510246 | **National Seafoods Inc.** | — | | 3,41 | | .............. | |
| | Brownsville, Tx United States | | | | | Fuel (d.o.) | |
| | of America | | | | | | |

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| 7428110 | **DENGUE** | **272** | ✠**100A1** SS 9/82 | **1982**-3 MacLaren IC Est. e Servicos—Rio | **M Fishing** | Oil 4SA 6Cy. 240 × 260 with clutches | |
| | | 61 | stern trawler | de Janeiro (131) | Stern Trawler Ref. | flexible couplings & sr geared to sc. s | |
| | **Sociedade de Pesca Marafrica** | 157 | ✠**LMC** | 30,51 8,03 3,452 | | 928bhp (683kW) | |
| Df Esd | **S.a.r.l.** | | EL F 275,0/22,0U1 | 25,00 7,66 3,81 | | Stork-Werkspoor Diesel B.V. | Zwolle |
| Gc Rdr | Luanda Angola | | FN 287 | B & F 20,8 1 dk | | Gen 1 × 104kW 1 × 40kW | |
| RT | | | | rf 1016 BK 102 | | 380V 50Hz a.c. | |
| | | | | 5BH WBnil | | Controllable pitch propeller aft | |

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| 7819591 | **DENIA** | **172** | | **1979** Diamond Manufacturing Co. | **M Tug** | Oil 2SA 16Cy. 230 × 254 geared to sc. | |
| | | 117 | | —Savannah, Ga (M-471) | | shaft | |
| 612547 | **Suderman & Young Towing Co.** | — | AB | 29,16 | | General Motors Corp. Electro-Motive | |
| Df Rdr | **Inc.** | | | 26,12 9,77 6,05 | | Div. | La Grang |
| RT | Galveston, Tx United States | | | 1 dk | | Gen 2 × 100kW a.c. | |
| | of America | | | BK 76 | | | 9kn |

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| 5145219 | **DENIS** | **2 169** | | Lch.**1942** Cmpl.**1950** A.G. "Weser" Werk | **M General Cargo** OSD | Oil 4SA 6Cy. 400 × 460 | |
| | ex Cleopatra-76 | 1 403 | | Seebeck—Bremerhaven | | 1 200bhp (883kW) E made44 fitted— | |
| 0698 | ex Heddernheim-71 | 4 476 | GL | 95,64 13,42 6,097 | Ice strengthened | Masch. Augsburg-Nuernberg (MAN) | |
| Df Esd | **Athanas Shipping Ltd.** | | | 88,02 13,37 8,62 | 4 Ho 13,5 19,8 17,9 8,0 ER | | Augsbur |
| Rdr | Stavrou Management Co. S.A. | | | B 8,0 F 8,0 1 dk & S dk | G.7 201 B.6 685 | Gen 3 × 80kW 110V d.c. | |
| RTm/v | Valletta Malta | | | | 4 Ha (stl) (8,9 11,4 11,9 10,5 × 7,0) | Fuel 117,0t (d.o.) | 19,5k |
| | | | | | ER | | |
| | | | | | 8W Der 8(3) | | |

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| 5403128 | **DENIS** | **153** | | **1963** Timsah SB. Co.—Ismailia (6) | **M Tug** | Vee Oil 2SA 16Cy. 216 × 254 sr geared to | |
| SUPN | | 138 | | 27,23 7,88 2,693 | | sc. shaft | |
| | **Suez Canal Authority** | — | GL | 25,00 7,24 3,81 | | General Motors Corp. | Detroit, M |
| Rdr RT | Port Said Egypt | | | 1 dk | | | |

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| 5001815<br>SZMQ<br>6555<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DENIS M**<br>ex Achilles-77<br>**Pallada Compania Naviera S.A.**<br>Dedalos Compania Naviera S.A.<br>Piraeus Greece | T.Mk<br>**6 134**<br>3 475<br>7 680 | BV | **1959** N.V. Schps. Gebr. Pot—Bolnes (939)<br>*132,05* 17,58 6,490/7,338<br>17,53 9,53<br>2 dks<br>RW rf 102 len 67 | **M General Cargo**<br>Ref 12P<br>Mchy.aft<br>4 Ho<br>G.11 332 B.10 359<br>4 Ha (stl) (8,1 × 5,0) (17,2 17,2 11,9 × 6,0)<br>12W Der 1(120) 1(30) 4(9) 6(6) 2(3) | Oil 2SA 7Cy. 630 × 1350<br>6 000bhp (4 413kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 3 × 170kW 220V d.c.<br>Fuel (hvf) 17,5kn |
| 7710953<br>VI5BS<br>375163 | **DENIS O'MALLEY**<br>**Government of State of South Australia (Department of Marine & Harbours)**<br>*Port Adelaide, S.A.* Australia | **651**<br>561<br>905 | | **1978** Whyalla SB. & Eng. Works—Whyalla (66)<br>50,02 9,56 3,185<br>49,23 9,52 3,76<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft<br>Hopper 500 | 2 Oil 4SA each 8Cy. 137 × 152 geared to sc. shafts<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5404445<br>WA5327<br>253672<br>Df RT | **DENISE**<br>ex George R.-72 ex ST 721<br>**Marine Exploration Co. Inc.**<br>Miami, Fl United States of America | **143**<br>49<br>— | (AB) | **1944** Smith Shipyards Inc.—Pensacola, Fl (8)<br>*24,05* 7,07<br>24,67 7,01 3,15<br>BK 64 | **M Tug** | Oil 2SA 6Cy. 318 × 406<br>Clark Bros. Co.<br>Fuel 57,0t |
| 5285344<br>ZGQL<br>399465<br>Df Esd<br>Rdr RT | **DENISE C.I.**<br>ex Venus-81 ex Cebo I-75<br>ex Helena Johanna-74<br>ex Prinses Irene-73<br>**West Indies Cement Carriers Ltd.**<br>Georgetown Cayman Islands (British) | **567**<br>357<br>864 | ✠**100A1** SS 3/77<br>✠**LMC**<br>EL i<br>FN 679 | **1957**-5 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (318)<br>56,65 9,10 3,563<br>51,80 9,01 4,09<br>P 11,3 F 9,2 1 dk<br>RW rf 76 conv General Cargo 74<br>3BH WB227t | **M Cement Carrier**<br>Self-unloader<br>7 Ta ER<br>6 Ta spherical ER | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 66,0t 11kn |
| 8036861<br><br>614723 | **DENISE KELLY**<br>**Tow & Sons.**<br>Aberdeen, Wa United States of America | **112**<br>76<br>— | | **1979** ..............Fort Bragg, Ca<br>*17,84* 6,71<br>3,10<br>1 dk | **M Fishing** | Oil<br>620bhp (456kW)<br>U.S.A. |
| 7015420<br>H3VG<br>1072<br>5-NY<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DENISH**<br>ex Andromachi-82<br>ex Wilshire Boulevard-76<br>**Vaintage Navigation Co. S.A.**<br>Tudol UK Ltd.<br>Panama Panama | **11 036**<br>6 939<br>19 654 | **100A1**<br>bulk carrier<br>strengthened for heavy cargoes.No. 3 hold may be empty<br>**LMC**<br>EL Et 577,5/64,0U2<br>FN 5187<br>AB | **1970** Hitachi Zosen—Innoshima (4298)<br>156,22 22,64 9,532<br>146,01 22,61 12,91<br>P 27,8 F 12,2 1 dk<br>rf 102<br>7BH WB6753T incl. topside tanks in holds 2675T Comb. btm & STs in hold 931T | **M Bulk Carrier**<br>5 Ho 21,7 21,6 21,6 21,6 23,3 ER<br>G.24 236 B.23 565<br>5 Ha (stl) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 620 × 1400<br>8 100bhp (5 958kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 370,5t 14,75kn |
| 5088679<br>KIWF<br>247722<br>Df Esd<br>Gc | **DENISON VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 1) —Richmond, Ca (595)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7418658<br>EWIS<br>M-28277 | **DENISOVO**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7638117<br>TCPQ<br>4594<br>Esd Gc<br>Rdr RT | **DENIZATI**<br>**Resit Kalkavan Denizcilik ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **1 596**<br>1 206<br>4 082 | AB | **1978** Marmara Tersanesi—Yarimca (10 A)<br>87,71 5,973<br>81,01 14,22 8,51<br>F 7,1 2 dks | **M General Cargo**<br>2 Ho 8,0 8,3 ER<br>G.6 683 B.6 485<br>2 Ha (stl) (24,9 24,9 × 10,2) ER | Oil 4SA 6Cy. 381 × 457<br>3 346bhp (2 461kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 3 × 129kW 1 × 19,5kW a.c.<br>15kn |
| 5088681<br>TCWP<br>845<br>Df Esd<br>Gc Rdr<br>RT | **DENIZLI**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **3 021**<br>1 535<br>3 899 | AB | **1955** Sanoyasu Dockyard Co. Ltd.—Osaka (121)<br>102,39 14,20 6,198<br>96,12 14,18 7,78<br>P 4,9 F 8,3 2 dks<br>RW rf 69 | **M General Cargo** CSD<br>4 Ho 17,1 18,9 15,3 15,9<br>G.5 190 B.4 644<br>4 Ha (9,0 × 4,8) (9,7 9,7 9,0 × 5,4)<br>8W Der 1(25) 8(5) | Oil 2SA 7Cy. 600 × 1040<br>3 500bhp (2 574kW)<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 170kW 115/230V d.c.<br>Fuel 275,5t (d.o.) 14,5kn |
| 7706500<br>ELQR<br>5946<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DENMARK MARU**<br>ex Aster-82 ex Scan Eastern-82<br>**Angelica Shipping Inc.**<br>Monrovia Liberia | **9 585**<br>6 418<br>17 587 | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (405)<br>145,98(BB) 9,281<br>138,03 22,31 12,48<br>P 28,4 F 11,6 1 dk | **M Bulk Carrier**<br>4 Ho 20,5 26,9 26,9 26,9 ER<br>G.21 529 B.20 972<br>4 Ha (stl) (13,5 × 9,7) (19,5 19,5 19,5 × 11,2) ER<br>Der 3(22,5) 1(15,5) | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Fuel 125,0t (d.o.) 1 112,5t (hvf)-28,5pd |
| 7109192<br>WA3537<br>237326 | **DENNIE LOU**<br>ex Regina Maria ex Chanco<br>**R & M Inc.**<br>Newport, RI United States of America | **101**<br>46<br>— | | **1938** Salisbury Yacht Building Co. —Salisbury, Md<br>*28,05* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Oil<br>457bhp (336kW) NE 63<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7029598<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DENNIS CARRIER**<br>ex Chios Captain-82<br>ex Argo Tweed-79<br>ex Silvertweed-79 ex Binsnes-74<br>**St. Paul Shipping Inc.**<br>Panama Panama | **11 824**<br>7 968<br>21 546 | AB<br>✠Classed LR until 27/11/81<br>**DAMAGED BY STRANDING 7/80** | **1970**-11 Scotts' SB. & Eng. Co. (1969) Ltd.—Greenock (1179)<br>158,50(BB) 22,86 9,538<br>150,88 22,83 12,81<br>P 28,7 F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 18,8 19,1 18,7 18,7 18,7 18,7 ER<br>G.26 033 B.25 684<br>6 Ha (stl) (11,8 × 10,3) (13,4 13,4 12,5 13,4 12,2 × 11,5) ER<br>6W Cr 6(12) | 2 Oil 4SA each 8Cy. 450 × 540 sr geared to sc. shaft<br>8 800bhp (6 473kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 2 × 382kW 2 × 326kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 202,0t (hvf) 14,75kn |
| 7200960<br>WA4147<br>252763 | **DENNIS GAYLE**<br>ex APC 5<br>**Hunters Offshore Enterprises Inc.**<br>Eureka, Ca United States of America | **198**<br>134<br>— | | **1942** Herreshoff Mfg. Co.—Bristol, Ri<br>*29,45* 6,46 3,36<br>conv Patrol Craft — | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>National Supply Co. U.S.A.<br>Fuel (d.o.) |
| 7374888<br>Df Esd<br>Gc Rdr<br>RT | **DENPASAR II**<br>ex Hsing Chan No. 1-74<br>**Korea Daehung Shipping Co.**<br>South Korea | **3 564**<br>2 443<br>6 066 | NK | **1974** Nishi Zosen K.K.—Imabari (158)<br>102,62 16,24 6,611<br>95,99 16,20 8,21<br>P 21,7 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 722 B.7 078<br>2 Ha (stl) (25,9 28,6 × 8,3) ER<br>4W Der 4(5) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 514,0t (hvf)-12,0pd 12,75kn |
| 7036735<br>TCUT<br>4060<br>Df Esd<br>Rdr RT | **DENSAN**<br>**Densan Deniz Nakliyati ve Sanayi Anonim Sirketi**<br>Istanbul Turkey | **999**<br>601<br>1 626 | AB | **1971** Celiktrans Deniz Insaat—Istanbul (39)<br>69,50 11,03 4,598<br>63,91 11,00 5,01<br>P 12,5 F 6,8 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER | Oil 2SA 6Cy. 290 × 400<br>1 350bhp (993kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 15kW<br>Fuel 74,0t 11kn |
| 5088734<br>YXOT<br>Df Esd<br>RTm | **DENTON**<br>**Flota Pesquera Industrial S.A.**<br>Cumana Venezuela | **301**<br>141<br>— | (BV) | **1960** Enrique Lorenzo y Cia. S.A.—Vigo (223)<br>38,41 6,89 3,734<br>33,36 6,79 3,99<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 131,0t (d.o.) 12,5kn |
| 5093181<br>HQCN<br>RH-L8<br>3318<br>Esd Pfd<br>Rdr<br>RTm/v | **DENTON VENTURE**<br>ex El Kheer-81 ex El Hussein-81<br>ex Dorset Coast-79<br>**Naviera Denton Venture S. de R.L.**<br>San Lorenzo Honduras | T.Mk<br>**813**<br>331<br>1 275<br>**1 206**<br>626<br>1 297 | **✠100A1** SS 1/82<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 957 | **1959**-5 Ardrossan Dockyard Ltd. —Ardrossan (427)<br>67,09 10,93 4,395/4,433<br>62,49 10,83 4,47<br>P 18,0 F 7,7 1 dk<br>R rf 76 conv General Cargo —<br>4BH WB225t incl. DTf59t | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho 38,4 ER<br>TEU 48 C.Ho 34/20' C.Dk 14/20'<br>2 Ha (stl) ER | Oil 2SA 7Cy. 360 × 600<br>1 260bhp (927kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>Gen 2 × 55kW 1 × 29kW 220V d.c.<br>Fuel 81,5t (d.o.) 11,5kn |
| 5088801<br>PDOS | **DEO JUVANTE**<br>**Rederij C. Kornet & Zonen B.V.**<br>Werkendam Netherlands | **376**<br>247<br>508 | | **1957** Schpsw. Zeehondenwerf—Vlissingen<br>51,01 6,63 2,299<br>48,90 6,61 3,03<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>B.765 | Oil 4SA 3Cy. 280 × 450<br>180bhp (132kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 13,0t 9kn |
| 5156658<br>PDPF<br>367<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DEO JUVANTE**<br>ex Ora et Labora-82<br>ex Deo Volente-81<br>ex Ora et Labora-81<br>ex Huibertje-70<br>**Zeevisserijbedrijf Deo Juvante B.V.**<br>Urk Netherlands | **274**<br>126<br>— | | **1958** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1439)<br>40,34 7,60 2,998<br>35,01 7,59 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 22kW 2 × 16kW 110V d.c.<br>Fuel (d.o.) |
| 7367756<br>PDOU<br>9<br>Esd Pfd<br>Rdr RT | **DEO JUVANTE**<br>**J. Drijver & Zonen**<br>Oosterend, Netherlands<br>Texel | **229**<br>—<br>— | | **1973** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (74)<br>34,40 7,65 4,001<br>30,21 7,50 4,09<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 9Cy. 240 × 260<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>12kn |
| 7010365<br>Df Esd<br>Rdr RT | **DEO JUVANTE**<br>ex Aaltje Jacobus-74<br>Launched as Jaap Jacoba<br>**Stevenson & Sons**<br>United Kingdom | **122**<br>42<br>— | | **1969** Holland Launch N.V.—Zaandam (443)<br>28,22 6,48<br>25,53 6,39 3,23<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300<br>750bhp (552kW)<br>Gebr. Stork & Co. N.V. Hengelo |
| 6712760<br>PDON<br>Df Esd<br>Pfd Rdr<br>RT | **DEO VOLENTE**<br>ex Marant-82<br>ex Gretina Holwerda-81<br>**J. Hartman & Margje**<br>Netherlands | **399**<br>237<br>567 | BV | **1967** N.V. Schpsw. "Appingedam" —Appingedam (202)<br>49,76 8,01 2,998<br>44,81 7,90 3,26<br>1 dk | **M General Cargo**<br>Ref 2P<br>1 Ho ER<br>G.837 B.798<br>1 Ha (25,3 × 5,1) ER<br>Der 2(3) | Oil 4SA 5Cy. 210 × 300<br>395bhp (291kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 2 × —kW 110V d.c.<br>Fuel 45,5t (d.o.) 10kn |
| 7365801<br>PDPB<br>43 | **DEO VOLENTE**<br>**Zeevisserijbedrijf A. de Vries & Zn. B.V.**<br>Urk Netherlands | **230**<br>88<br>— | | **1974** Scheepswerf "Vooruit" C.V. —Zaandam<br>35,84 7,52<br>7,50 4,09 | **M Fishing**<br>Side-fishing | Oil<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>12kn |
| 7325320<br>PDOX<br>11<br>Esd Pfd<br>Rdr RT | **DEO VOLENTE**<br>**P. C. Vlaming & Zn.**<br>Oosterend, Netherlands<br>Texel | **201**<br>71<br>— | | **1973** Van Goor's Schps. & Mach. —Monnickendam (653)<br>34,70 7,27<br>7,19 3,84<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 8Cy. 305 × 460<br>1 240bhp (912kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 7303126<br>PDOW<br>10<br>Df Esd<br>Pfd Rdr<br>RT | **DEO VOLENTE**<br>ex De Jonge Johannes-81<br>**Fa. D. Tanis & Zn.**<br>Goedereede Netherlands | **173**<br>63<br>— | | **1973** W. Visser & Zoon N.V. Werf "De Lastdrager"—Den Helder (72)<br>34,17 7,07<br>33,79 6,99 3,59<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 9Cy. 240 × 260<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>12kn |

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| 5088813<br><br>351827<br>RT | **DEO VOLENTE**<br><br>**Consortium Visserye BpK.**<br>Walvis Bay South Africa | **112**<br>57<br>— | | **1962** Scheepswerf "Vooruit" C.V.<br>—Zaandam (276)<br>26,65 6,23<br>6,18 | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 190 × 350<br><br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 6823234<br>PDOZ<br><br>Df Esd<br>Pfd Rdr<br>RT | **DEO VOLENTE**<br>ex Vijf Gebroeders-82<br>**Gebr. P. & M. V. Belzen**<br>Arnemuiden Netherlands | **104**<br>36<br>— | | **1968** Handel & Schpsb. Mij. Kramer &<br>Booy N.V.—Kootstertille (150)<br>26,17 6,79 2,794<br>22,46 6,66 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 240 × 260<br>705bhp (519kW)<br>Kromhout Motorenfabrik Amsterdam |
| 7365679<br>PDPC<br>11<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEO VOLENTE II**<br><br>**B.V. Rederij Deo Volente**<br>J. Haasnoot & Zn.<br>Katwijk aan Zee Netherlands | **219**<br>81<br>— | | **1974** Holland Launch B.V.—Zaandam<br>(531)<br>34,78 7,57 3,753<br>30,87 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 9Cy. 240 × 260<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| 7827469<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEOLINDA**<br><br>**Van Camp Sea Food Co.**<br>United States<br>of America | **1 200**<br>—<br>— | | **1982** Burton Shipyard Inc.—Port Arthur, Tx<br>(539)<br>68,28<br>62,82 12,81 5,64<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br><br>In.1 274 | Vee Oil 2SA 20Cy. 230 × 254 geared to<br>sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive<br>Div. La Grange |
| 7025683<br>3EPT<br>8400<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEPAN**<br>ex Koushin Maru-77<br>**Bonny Naviera S.A**<br>Panama Panama | **2 739**<br>1 805<br>4 613 | <br><br>NK | **1970** Imai Zosen—Kochi (273)<br>95,54 14,81 6,071<br>88,19 14,79 7,22<br>P 21,1 B 5,2 F 9,2 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.6 047 B.5 672<br>2 Ha (22,4 25,9 × 7,4) ER<br>Der 1(20) 3(15) | Oil 4SA 6Cy. 470 × 820<br>2 500bhp (1 839kW)<br>Ito Tekkosho Shimizu<br>Fuel 422,5t-10,0pd 11,5kn |
| 8200797 | **DEPENDENT**<br><br>**Visser**<br>Netherlands | **1 241**<br>—<br>1 730 | <br><br>BV (Class cont.) | **1982** Peter's Scheepsbouw B.V.—Kampen<br>a/d Ijssel<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br><br>............. |
| 5088849<br>UJYQ<br>M-26403<br>Df Esd<br>Gc Rdr | **DEPUTAT LUTSKIY**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Odessa U.S.S.R. | T.Mk<br>**8 061**<br>4 089<br>—<br>**9 518**<br>5 261<br>11 250 | <br><br>RS | **1959** Stocznia Gdanska im. Lenina—Gdansk<br>(B54/15)<br>153,90 19,44 8,271/8,770<br>141,61 19,36 12,58<br>2 dks<br>RW | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 17,8 20,8 20,8 ER 23,7<br>19,2<br>G.18 026 B.16 897<br>5 Ha (stl) (7,4 13,8 13,8 × 6,4) ER<br>(11,5 8,4 × 6,4)<br>14W Der 1(50) 1(25) 2(10) 12(5) | Oil 2SA 8Cy. 750 × 1320<br>800bhp (588kW)<br>Fiat S.G.M. Torino<br>Fuel 1 020,0t (hvf) 18kn |
| 6821183<br>UUCE<br>M-27833<br>Df Esd<br>Rdr RT | **DERBENT**<br><br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **862**<br>214<br>397 | <br><br>RS | **1965** .............U.S.S.R.<br>55,35 9,50 3,120<br>9,45 4,50 | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho ER<br>In.360<br>1 Ha (2,4 × 2,4) ER<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total<br>driving 2 gen. connected to 2 elec.<br>motors & sc. shaft<br>U.S.S.R.<br>10kn |
| 7373951<br>SVDR<br>3016<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DERBY**<br>ex Caloric-81<br>**Cardiff Shipping Co. Ltd.**<br>Piraeus Greece | **35 764**<br>23 899<br>64 491 | <br><br>NV | **1975** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1059)<br>223,96(BB) 31,83 13,037<br>210,98 31,78 18,37<br>F - 1 dk<br>rf 64 | **M Bulk Carrier**<br><br>7 Ho ER<br>G.76 315<br>1 Ha (stl) (12,0 × 10,2) 6 Ha (stl)<br>(each 14,4 × 13,5) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 1 × 24kW<br>440V 60Hz a.c.<br>Fuel 3 308,0t (hvf)-46,5pd 14,5kn |
| 5088899<br>CY2271<br>192041<br>RTm | **DEREK TODD**<br>ex Nootka Chief-62<br>**Centennial Towing Ltd.**<br>Vancouver, B.C. Canada | **134**<br>91<br>203 | | **1942** Perkins & Vaughan Inc.—Wickford,<br>Ri<br>*32,68* 5,54<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>2 Ho 7,6 6,1<br><br>2 Ha (2,4 2,1 × 1,8)<br>Der 3(2,5) 3(1) | Oil 8Cy. 165 × 180<br>320bhp (235kW)<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 3kW 1 × 1kW 110V d.c.<br>Fuel (d.o.) |
| 7432707<br>YCFD<br>1QA<br>Esd Gc<br>Rdr | **DERMAGA MAWAR**<br>**KENCANA**<br>ex Forceful Mariner 11-78<br>**P.N. Pertambangan Minyak**<br>**Dan Gas Bumi Nasional**<br>**(PERTAMINA)**<br>Jakarta Indonesia | **285**<br>92<br>259 | <br><br>(AB) | **1975** Masui Zosensho K.K.—Nandan (125)<br>3,925<br>30,00 9,00 4,50<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 reverse<br>reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 64kW a.c.<br>13kn |
| 7514971<br>YCFL<br>5962BA | **DERMAGA WIRAJATI**<br><br>**P.N. Pertambangan Minyak**<br>**Dan Gas Bumi Nasional**<br>**(PERTAMINA)**<br>Jakarta Indonesia | **329**<br>225<br>— | <br><br>(AB) | **1976** Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore (250)<br>... ... ...<br>35,06 9,76 4,68<br>1 dk | **TM Tug** | 2 Oil 4SA each 14Cy. 229 × 299 reverse<br>reduction geared to sc. shafts<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 104kW a.c.<br>14kn |
| 7347392<br>5ALH<br>TP245<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DERNA**<br><br>**General National Maritime**<br>**Transport Co.**<br>Tripoli Libya | T.Mk<br>**2 412**<br>868<br>2 967 | ✠**100A1** SS 7/79<br><br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL U 1$\frac{9}{16}$"U3<br>FN 3061 | **1974**-10 Nystads Varv Ab<br>—Uusikaupunki/Nystad (277)<br>118,60 16,13 5,569<br>106,79 16,01 12,65<br>B 8,0 2 dks<br>rf 889<br>NS Coll BH to U dk 5 to 2nd dk<br>WB1051T | **TM RoRo Cargo**<br>Ref<br>stern & side doors<br>Mchy.aft<br>B.13 325 In.120<br>Der 2(1) | 2 Oil 4SA each 8Cy. 400 × 460 sr geared<br>to sc. shafts<br>8 000bhp (5 884kW) Pielstick<br>Oy Wartsila Ab Finland<br>Gen 3 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 536,5t (hvf) 18kn |

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| 7600598<br><br><br>Esd Gc<br>Rdr RT | **DERNA**<br><br>**Government of Libya (Department of Ports & Lights)**<br>Tripoli Libya | **993**<br>519<br>— | **✠100A1**<br>Mediterranean coasting service<br>**✠LMC**<br>EL M $1\frac{7}{16}$" U2<br>FN 1017 | **1977**-3 Deggendorfer Werft u. Eisenbau Ges. m.b.H.—Deggendorf (546)<br>41,33 21,34 2,458<br>41,00 21,01 3,79<br>1 dk<br>rf nil<br>4BH WB171T | **TM Crane Barge**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 230 × 270 driving oil motors, pumps & pneumatic couplings<br>1 340bhp (986kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 1 × 100kW 1 × 64kW 400V 50Hz a.c.<br>2 Directional propellers |
| 8111415<br><br><br>RT | **DERRICK No. 4**<br><br>**Egyptian Company for Building & Construction (EGYCO)**<br>Alexandria Egypt | **430**<br>220<br>— | **✠100AN**<br>crane pontoon<br>Egyptian coastal service<br>FN 442 | **1981**-12 Arab Contractors Marine Workshops—Ismailia (104/ A)<br>36,25 16,21 1,801<br>35,01 10,00 2,62<br>1 dk<br>rf nil<br>4BH WB224T incl. DTa 224T | **Sheerlegs Pontoon** | Gen 1 × 18kW 380V 50Hz a.c. |
| 8019966<br><br>385372<br>Esd Pfd<br>Rdr RT | **DERWENT VENTURE**<br><br>**Derwent Fishing Co. Pty. Ltd.**<br>*Hobart, Tas.* Australia | **131**<br>99<br>— | | **1980** Tamar SB. Pty. Ltd.—Launceston, Tas.<br>24,16 7,17<br>21,06 7,15 3,76<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>520bhp (382kW)<br>Cummins Engine Co. Inc. Columbus, In<br>9kn |
| 7939937<br>TCUK<br>4738<br>RT | **DERYA AKSOY**<br><br>**Ali Riza Yakup Aksoy**<br>Istanbul Turkey | **499**<br>212<br>1 975 | BV | **1979** Anadolu Deniz Insaat Kizaklari—Fener, Istanbul<br>75,16 5,050<br>66,55 11,00 6,00<br>2 dks | **M General Cargo**<br><br>2 Ho ER<br>G.2 611 B.2 525<br>2 Ha (16,7 16,6 × 6,4) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>1 230bhp (905kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,5kn |
| 7821087<br>TCUR<br>4753 | **DERYA AYANOGLU**<br>ex Hursit Imregun-81<br>**Bayburt Deniz Nakliyat Ve Ticaret A.S.**<br>Istanbul Turkey | **499**<br>293<br>1 000 | | **1980** Dentas Gemi Insaat ve Onarim Sanayii A.S.—Istanbul (21)<br>3,601<br>51,52 9,31 4,12<br>1 dk | **M General Cargo** | Oil<br><br>Mirrlees Blackstone Ltd. United Kingdom |
| 7364340<br>TCIW<br>4278<br>Df Esd<br>Rdr RT | **DERYA 1**<br><br>**Derya Denizcilik Ticaret ve Sanayi Anonim Sirketi**<br>Istanbul Turkey | **1 375**<br>865<br>2 439 | AB | **1974** Celiktekne Sanayii ve Ticaret A.S. —Istanbul (1)<br>74,99 (BB)<br>67,52 11,51 6,51<br>F 5,5 2 dks<br>rf 114 | **M General Cargo**<br><br>2 Ho ER<br>G.2 860 B.2 662<br>2 Ha (stl) (17,9 11,3 × 7,0) ER | Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha Praha<br>Gen 3 × 64kW a.c.<br>Fuel 141,0t 12kn |
| 7524421<br>UOJB<br>M-32797<br>Df Esd<br>Gc Rdr<br>RT | **DERZHAVINSK**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **648**<br>211<br>403 | RS | **1975** .............U.S.S.R.<br>54,82 9,96 4,109<br>9,94 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 6800945<br>UBOL<br>M-22364<br>Df Esd<br>Rdr RT | **DERZKIY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>338 | RS | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,430<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 1 elec. motor & sc. shaft<br>Kharkov<br>17,5kn |
| 8006385<br>CGDX<br>802160 | **DES GROSEILLIERS**<br><br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **6 097**<br>1 799<br>2 913 | **100A1**<br>Class Contemplated<br>FN 2669 | **1982** Port Weller Dry Docks Ltd.—St. Catherines, Ont. (68)<br>98,25 19,59 7,435<br>87,94 19,51 10,83<br>2 dks | **TD-E Icebreaker** | 4 Vee Oil 4SA each 16Cy. 228 × 266 total 14 960bhp (11 004kW) driving gen. connected to elec. motors & sc. shafts<br>Alco<br>Bombardier Inc. Montreal<br>Thw. thrust propeller fwd |
| 7904695<br>9WDM<br>324879<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESA**<br><br>**Korporasi Pembangunan Desa**<br>Gaya Shipping Sendirian Berhad<br>Labuan Malaysia | **1 499**<br>670<br>1 807 | **✠100A1**<br>**✠LMC** **UMS**<br>EL (Q) 440,0/40,0U2<br>FN 1729 | **1980**-10 Sabah SB., Repairing & Eng. Sdn. Bhd.—Labuan (112)<br>82,00 14,76 4,217<br>77,81 14,72 7,50<br>F 10,4 2 dks<br>rf 102<br>3BH to U dk, 2 to 2nd dk WB473T | **M Livestock Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 230 × 270 with flexible couplings & sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 220kW 415V 50Hz a.c.<br>Controllable pitch propeller |
| 7707138<br>EHPS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESAFIO**<br><br>**Naviera del Odiel S.A.**<br>Vigo Spain | T.Mk<br>**2 050**<br>1 006<br>4 272<br>**4 062**<br>2 137<br>6 648 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>EL U 467,5/40,0U3<br>FN 2538 | **1979**-4 Enrique Lorenzo y Cia. S.A.—Vigo (397)<br>103,46(BB) 18,57 —/6,401<br>94,62 18,51 8,31<br>F 17,1 2 dks<br>rf 483<br>8BH WB1636T incl. DTf329T | **M General Cargo**<br>Mchy.aft<br><br>TEU 193 C.Ho 70/40' C.Dk 123/40' incl. 18 ref C. | Vee Oil 4SA 12Cy. 370 × 400 sr geared to sc. shaft<br>6 600bhp (4 855kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller |
| 7039074<br>FNCI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESCARTES**<br><br>**Gazocean Armement**<br>Dunkerque France | **32 702**<br>17 929<br>32 634 | BV (AB) | **1971** Ch. de l'Atlantique—St. Nazaire (O24)<br>220,02 31,88 9,260<br>212,02 31,86 17,00<br>1 dk | **S Liquefied Gas Tanker**<br>LNG LPG Pressurised Ref<br>6 Ta (s.stl) membrane rectangular ER<br>L.(gas) 50 240 HeCls. B | 2 S Turb tr & dr geared to sc. shaft<br>17 700shp (13 019kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 2100kW 1 × 1200kW 440V 60Hz a.c.<br>Fuel 3 018,0t (o.f.) 215,0t (d.o.)-88,0pd<br>17kn |
| 8030518 | **DESCO MARINER**<br><br><br>United States of America | **141**<br>—<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>3,231<br>22,86 6,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Oil<br><br>U.S.A |

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| 5088980<br>EDAO<br>Df Esd<br>Rdr RTm | **DESCUBRIDOR**<br>**Contenemar S.A.**<br>Sevilla Spain | **2 181**<br>1 577<br>3 359 | **✠100A1** SS 4/80<br>**✠LMC**<br>EL r 1$\frac{7}{16}$"SQ<br>FN 1643 | **1960**-2 Empresa Nacional "Elcano" —Seville (37)<br>89,24 12,73 5,995<br>82,02 12,70 7,32<br>RQD 21,1 F 9,8 1 dk<br>rf 102 len 64<br>conv General Cargo 73<br>3BH WB1277T | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho 54,0 ER<br>TEU 133<br>C.Ho 92/20' (40') C.Dk 41/20' (40')<br>1 Ha (stl) ER | Oil 2SA 5Cy. 520 × 900<br>1 850bhp (1 361kW) Gotaverken<br>Empresa Nacional "Elcano" Valencia<br>Gen 1 × 80kW 2 × 65kW d.c.<br>Fuel 226,5t (d.o.) 13kn |
| 7503142<br>WYK2<br>084<br>577645<br>Df Esd<br>Gc Rdr<br>RT | **DESCUBRIDOR**<br>ex Gann Discoverer-82<br>ex Zapata Discoverer-80<br>**Zapata Ocean Resources Inc.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **1 499**<br>781<br>— | | **1976** Campbell Industries—San Diego, Ca (113)<br>*69,50* 13,14<br>5,54<br>1 dk | **TM Fishing**<br>Tuna Seiner Ref. | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>5 700bhp (4 193kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) |
| 7700063<br>GZOC<br>379647<br>Df Esd<br>Gc Rdr<br>RT | **DESDEMONA**<br>**Hanover Shipping Co. Ltd.**<br>Newgate Shipping Co. Ltd.<br>London United Kingdom | **17 940**<br>10 963<br>28 973 | **✠100A1**<br>strengthened for heavy cargoes, No. 3 hold may be empty<br>**✠LMC** **UMS**<br>EL G 577,5/70,0U2<br>FN 6790 | **1978**-7 Swan Hunter Shipbuilders Ltd. —Hebburn SB. Dock, Hebburn (89)<br>182,89 24,74 10,403<br>173,77 24,71 14,36<br>P 34,5 F 14,4 1 dk<br>rf nil DK in way of Nos. 2-5 holds<br>9BH WB17311T incl. Comb. btm & STs in holds 5616T Topside tanks in holds 4071T No. 3 hold 7021T | **M Bulk Carrier**<br>5 Ho 25,3 24,9 25,1 25,1 22,6 ER<br>G.35 954 B.30 702<br>5 Ha (stl) (14,3 × 9,1) (18,4 18,4 18,4 × 10,6) (16,7 × 10,6) ER<br>Cr 4(15) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 270,5t (d.o.) 1 791,5t (hvf) 15,75kn |
| 5088992<br>LOZD<br>Df Esd<br>Gc Rdr<br>RTm/h | **DESDEMONA**<br>**Cormoran S.A. de Navegacion**<br>Buenos Aires Argentina | **2 122**<br>1 144<br>3 111 | BV | **1952** H. C. Stuelcken Sohn—Hamburg (798)<br>77,70 12,50 5,931<br>12,45 7,80<br>B 16,8 F 5,5 2 dks<br>RW | **M General Cargo** CSD<br>3 Ho 14,8 18,6 ER 14,8<br>G.4 134 B.3 824<br>3 Ha (stl) (9,4 11,6 × 6,4) ER (8,3 × 6,4)<br>6W Cr 6(1-3) Der 1(15) 6(3) | Oil 2SA 8Cy. 350 × 550<br>1 470bhp (1 081kW)<br>Waggon u. Maschb. Hamburg<br>Gen 2 × 80kW 220V d.c.<br>Fuel 244,0t (d.o.) 11kn |
| 5089001<br>5BAL<br>321007<br>RT | **DESDEMONA**<br>ex Empire Lewis-47<br>**Government of The Republic of Cyprus**<br>Limassol Cyprus | **138**<br>0<br>— | ✠Classed LR until 10/54 | **1943**-8 R. Dunston Ltd.—Thorne (383)<br>30,23 6,48 2,744<br>... ... ...<br>R rf 305 | **S Tug** | T 3Cy. 305 508 & 813 × 559<br>McKie & Baxter Ltd. Paisley<br>Gen 1 × 5kW 110V d.c.<br>Fuel 45,5t (o.f.) 9,5kn |
| 7916636<br>J4UK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESERT FALCON**<br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **16 385**<br>9 953<br>27 056 | AB | **1980** Oshima Zosen—Nagasaki (10035)<br>169,75(BB) 9,581<br>163,02 26,31 13,62<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.32 415 B.31 708<br>TEU 224 C. 224/20'<br>5 Ha (stl) (13,1 19,2 14,4 19,2 15,1 × 11,9) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 570kW 450V 60Hz a.c.<br>Fuel-40,5pd 17kn |
| 7627247<br>SXKD<br>6369<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DESERT KING**<br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **14 607**<br>9 124<br>26 984 | AB | **1977** Koyo Dockyard Co. Ltd.—Mihara (752)<br>169,40 26,34 9,621<br>163,40 26,32 13,59<br>1 dk | **M Bulk Carrier**<br>5 Ho 19,5 27,2 19,9 26,3 24,0 ER<br>G.32 363 B.32 047<br>5 Ha (stl) (12,5 14,4 12,8 14,4 12,8 × 12,0) ER<br>Cr 4(25) | Oil 4SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 236,5t (d.o.) 2 245,5t (hvf)-38,5pd |
| 7638806<br>SZTH<br>6574<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DESERT PRINCE**<br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **14 607**<br>9 124<br>27 032 | AB | **1977** Koyo Dockyard Co. Ltd.—Mihara (755)<br>169,40 26,34 9,622<br>163,40 26,31 13,59<br>1 dk | **M Bulk Carrier**<br>5 Ho 19,6 27,2 19,9 26,3 24,0 ER<br>G.32 363 B.32 047<br>5 Ha (stl) (12,5 14,4 12,8 14,4 12,8 × 12,0) ER<br>Cr 4(25) | Oil 4SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 236,5t (d.o.) 2 245,5t (hvf)-38,5pd |
| 7627259<br>SXVF<br>6473<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DESERT QUEEN**<br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **14 607**<br>9 124<br>27 032 | AB | **1977** Koyo Dockyard Co. Ltd.—Mihara (753)<br>169,40 26,34 9,622<br>163,40 26,31 13,59<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,6 27,2 19,9 26,3 24,0 ER<br>G.32 363 B.32 047<br>5 Ha (stl) (12,5 14,4 12,8 14,4 12,8 × 12,0) ER<br>Cr 4(25) | Oil 4SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 236,5t (d.o.) 2 245,5t (hvf)-38,5pd |
| 7375301<br>SYEE<br>6304<br>Df Esd<br>Gc Rdr<br>RT | **DESERT WIND**<br>ex Mia-75<br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **14 522**<br>8 864<br>27 439 | AB<br>✠Classed LR until 3/12/76 | **1974**-11 Osaka Zosensho—Osaka (355)<br>169,63(BB) 26,37 9,602<br>163,00 26,31 13,62<br>F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.1 142 B.1 131<br>5 Ha (stl) ER<br>Cr 5(5-10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 480kW 450V 60Hz a.c. |
| 6405927<br>VWBK<br>1110<br>Df Esd<br>Gc Rdr<br>RTm/v | **DESH BANDHU**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **21 717**<br>15 899<br>36 813 | **✠100A1** CS 8/78<br>oil tanker<br>**✠LMC**<br>EL ot 2$\frac{3}{4}$"SQ<br>FN 7636<br>IRS | **1964**-3 Hitachi Zosen—Innoshima (4002)<br>193,02 28,10 10,497<br>183,01 28,00 13,72<br>P 37,5 F 20,8 1 dk<br>rf 51<br>14BH WB827t | **M Tanker**<br>27 Ta ER<br>L.(oil) 45 701 HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>2 WTAuxB primary 740lbf/in² (51,1bar)<br>secondary 245lbf/in² (16,9bar)<br>Spt 213,9°C 225lbf/in² (15,6bar)<br>e(ex.g) 284lbf/in² (19,6bar)<br>Gen 3 × 380kW 450V 50Hz a.c.<br>Fuel 3 803,0t (hvf)-44,5pd 14,5kn |
| 6711089<br>ICBD<br>139<br>Df Esd<br>Gc Rdr<br>RT | **DESIDERIA F.**<br>**Silos Granari del Mezzogiorno S.p.A.**<br>Bari Italy | **28 198**<br>17 456<br>46 355 | RI | **1967** Cant. Nav. del Tirreno e Riuniti —Ancona (261)<br>215,50 29,47 11,627<br>197,01 29,39 16,49<br>1 dk<br>RW | **M Bulk Carrier**<br>7 Ho ER<br>B.56 153 | Oil 2SA 7Cy. 840 × 1800<br>14 700bhp (10 813kW) B&W<br>Cant. Nav. del Tirreno e Riuniti Ancona |

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| **5300546**<br>GHSS<br>303284<br>Df Esd<br>Rdr | **DESIRADE**<br>ex Ross Kittiwake-82<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **288**<br>92<br>— | **✠100A1** SS 4/79<br>for service within the limits of the Continental Shelf & Continental Slope in an area bounded in the north by Parallel 62°N, in the west by Meridian 15°W & in the south by Parallel 48°N<br>**✠LMC**<br>EL (d) 1"<br>FN 370 | **1961**-12 Cochrane & Sons Ltd.—Selby (1467)<br>*33,47* 7,57 3,279<br>32,77 7,47 3,81<br>F 6,1<br>RW rf 762 BK 178 conv Side Trawler Fishing 79<br>4BH WB13t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 318 × 368 with flexible coupling & sr reverse geared to sc. shaft<br>857bhp (630kW)<br>Ruston & Hornsby Ltd. Lincoln |
| **7515547**<br>WYU8<br>345<br>551533<br>RT | **DESIRE**<br>**Jimguy Trawling & Supply Co.**<br>Brownsville, Tx United States of America | **110**<br>74<br>— | | **1973** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*20,85* 6,71<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>U.S.A. |
| **5089051**<br>ORRC | **DESIRE HILDA**<br>ex Raymond-53<br>**L. Vandierendonck & R. Falleyn**<br>Zeebrugge Belgium | **131**<br>44<br>— | | **1930** Beliard, Crighton & Cie. S.A. —Oostende<br>*27,99* 6,00<br>... ... ...<br>R | **M Fishing**<br>Side Trawler | Oil 4SA 4Cy. 300 × 450<br>Motorenfabrik Deutz Koeln-Deutz |
| **7391642**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESNA**<br>**U.S.S.R.**<br>U.S.S.R. | **500**<br>340<br>700 | | **1977** Brodogradiliste "Tito"—Beograd (906)<br>68,20 12,30 3,452<br>63,40 12,01 4,50<br>1 dk | **TM Dredger**<br>Bucket<br>Mchy.aft | 2 Oil 4SA each 7Cy. 260 × 400<br>2 310bhp (1 699kW) B&W<br>Titovi Zavodi "Litostroj" Ljubljana |
| **5089075**<br>GONE<br>336644<br>Df | **DESPATCH**<br>ex Atlas-37<br>**Abadan Services (U.K.) Ltd.**<br>Bideford United Kingdom | **200**<br>154<br>259 | Classed BC until 6/70 | **1931** J. Vos & Zoon—Groningen<br>35,01 6,30 2,610<br>32,80 6,25 2,65<br>P 10,7 F 5,5 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br>G.365 B.351 | Oil 4SA 8Cy. 140 × 197<br>230bhp (169kW) NE 75<br>L. Gardner & Sons Ltd. Manchester |
| **7938567**<br>599581 | **DESPERATION**<br>**Ocean King Inc.**<br>Galveston, Tx United States of America | **100**<br>68<br>— | | **1978** ............St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7110335**<br>SVZR<br>3908<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DESPINA**<br>**Gulliver Shipping Co. Ltd.**<br>Franco Compania Naviera S.A.<br>Piraeus Greece | **9 085**<br>6 284<br>15 261 | BV | **1971** Hellenic Shipyards—Skaramanga (1107)<br>141,05 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,4 29,7 11,4 22,8 ER 21,3<br>G.21 720 B.19 870<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,5 × 6,7)<br>10W Der 10(10) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) 15kn |
| **7412654**<br>SYQC<br>7883<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESPINA**<br>ex Pacific Daisy-80<br>**Taygetus Maritime Co. Ltd.**<br>Piraeus Greece | **6 741**<br>4 870<br>11 612 | NK | **1975** Imabari Zosen—Imabari (336)<br>123,30(BB) 20,55 8,103<br>114,99 20,50 10,60<br>P 27,8 F 15,9 1 dk | **M General Cargo**<br>G.15 369 B.14 305<br>2 Ha (stl) (32,5 32,3 × 11,2) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>16,5kn |
| **5259280**<br>J4PX<br>7182<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESPINA**<br>ex Star Fish-79 ex Nurith-78<br>**Oindussai Navigational Co. Ltd. S.A.**<br>Piraeus Greece | **6 636**<br>3 770<br>—<br>**9 266**<br>5 833<br>13 943 | **✠100A1** SS 5/80<br>**✠LMC**<br>EL dt 2¼"SQ<br>FN 4143 | **1961**-5 Forges & Ch. de La Mediterranee —La Seyne (1346)<br>141,18 18,67 8,243/9,557<br>133,84 18,60 12,35<br>P 26,6 F 13,2 1 dk & S dk<br>RW rf 76 DK fwd<br>7BH WB1891t | **M General Cargo** OSD/CSD<br>5 Ho 18,6 20,6 16,0 20,6 19,8 ER<br>G.20 545 B.18 678<br>5 Ha (stl) (10,9 11,4 9,1 11,4 11,4 × 7,6) ER<br>10W Der 10(5) | Oil 2SA 6Cy. 720 × 1250<br>5 325bhp (3 917kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>2 AuxB (1 o.f. 1 ex.g) 71lbf/in² (4,9bar)<br>Gen 3 × 225kW 230V d.c.<br>Fuel 966,5t (hvf) 14kn |
| **5120403**<br>SYIK<br>7133<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESPINA**<br>ex Werra-79 ex Fravizo-64<br>**Dolphin Maritime Co. Ltd.**<br>Piraeus Greece | T.Mk<br>**2 474**<br>1 207<br>3 627 | (DSRK)<br>✠Classed LR until 11/64 | **1958**-1 Amsterdamsche Droogdok Mij. N.V. —Amsterdam (101)<br>105,36 14,56 6,052<br>96,02 14,51 8,69<br>RAD 22,6 F 27,5 2 dks<br>RW rf 76 | **M General Cargo** 4P<br>Ice strengthened<br>4 Ho 15,7 21,1 ER 14,3 16,4<br>G.7 177 B.6 681<br>4 Ha (8,8 × 6,0) (13,6 × 6,1) ER (8,2 8,2 × 6,1)<br>10W Der 1(20) 4(6) 6(3) | Oil 2SA 6Cy. 600 × 1100<br>3 600bhp (2 648kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 130kW 220V d.c.<br>Fuel 643,0t (d.o.) 15kn |
| **7320459**<br>SZJU<br>2387 | **DESPINA**<br>ex Solonaki<br>**Spanos Shipping Co. Ltd.**<br>Piraeus Greece | **426**<br>235<br>— | | **1944** ..........<br>... ... ...<br>... ... ... | **TM Ferry** | 2 Oil 4SA<br>1 000bhp (736kW)<br>............. |
| **5064764**<br>SWWD<br>8066<br>Df Esd<br>Gc Rdr<br>RT | **DESPINA A II**<br>ex Carolia-81<br>**Despina Maritime Co.**<br>Prodromos Lines S.A.<br>Piraeus Greece | **10 085**<br>5 472<br>14 881 | BV | **1963** At. & Ch. de Nantes (Bretagne-Loire) —Nantes<br>160,00 20,02 8,738<br>150,50 19,99 11,51<br>1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.19 146 HeCls. ptB<br>6 Ha (12,9 12,8 12,8 12,8 12,8 12,8 × 9,7) ER | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>8 520bhp (6 267kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Fuel 60,0t (d.o.) 534,0t (hvf)-18,0pd 16kn |
| **6510265**<br>SXXH<br>4582<br>Df Esd<br>Gc Rdr<br>RTv | **DESPINA A. L.**<br>ex Lucian-73<br>**Viasegura Armadora S.A.**<br>Piraeus Greece | **32 714**<br>22 809<br>66 144 | NV | **1965** Kockums M/V A/B—Malmo (492)<br>236,38 33,28 12,637<br>227,57 33,23 16,24<br>P 52,5 F 35,1 1 dk<br>rf 140 | **S Tanker**<br>17 Ta ER<br>L.(oil) 80 348 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>20 000shp (14 711kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 650kW 1 × 600kW 1 × 20kW 440V 60Hz a.c.<br>Fuel 3 889,5t (o.f.)-101,5pd 17,25kn |

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| 6704012<br>SYLS<br>5542<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DESPINA G. K.**<br>ex New Venture-75<br>**Despinoula Shipping Corp.**<br>Mariners Shipping Agency S.A.<br>Piraeus Greece | **9 411**<br>6 431<br>17 160 | **100A1** SS 4/78<br>bulk carrier<br>strengthened for heavy<br>cargoes<br>**LMC**<br>EL (Bt) et 550,0/57,0U2<br>FN 4628<br>(BV) | **1966** Sanoyasu Dockyard Co. Ltd.—Osaka (254)<br>147,53 20,55 9,246<br>140,01 20,50 12,55<br>P 32,4 F 12,5 1 dk<br>rf nil<br>7BH WB4351T incl. Comb. btm & STs in holds 2038T topside tanks in holds 1805T | **M Bulk Carrier**<br>5 Ho 17,0 26,5 17,0 17,0 26,5 ER<br>G.20 702 B.19 740<br>5 Ha (stl) (9,6 18,3 9,6 18,3 9,5 × 8,9) ER<br>14W Der 14(5) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel (hvf) 14,5kn |
| 6800385<br>SVGR<br>6234<br>Df Esd<br>Gc Rdr<br>RT | **DESPINA GIAVRIDIS**<br>ex Bulk Pioneer-77<br>**Vicmar Faith Sea Carriers S.A.**<br>Piraeus Greece | **10 737**<br>6 368<br>18 162 | NV | **1967** A/S Fredriksstad M/V—Fredrikstad (394)<br>165,64 20,60 9,310<br>152,41 20,58 12,20<br>P 38,5 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 20,2 20,2 19,9 14,7 19,9 20,6 ER<br>G.23 297 B.22 598<br>6 Ha (stl) (11,2 12,8 12,8 9,5 12,8 12,8 × 9,9) ER<br>Cr 6(8) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 285kW 1 × 12kW 440V 60Hz a.c.<br>Fuel 1 382,0t (hvf) 14,5kn |
| 5182401<br>SYDF<br>4270<br>Df Esd<br>Gc Rdr | **DESPINA K.**<br>ex Flamingo-78 ex Nordlander-74<br>ex Karl Grammerstorf-68<br>**Gold Moon Compania Naviera S.A.**<br>Piraeus Greece | T.Mk<br>**2 198**<br>1 165<br>4 575 | (GL) | **1951** Howaldtswerke A.G.—Kiel (910)<br>103,76 14,36 6,338<br>95,00 14,28 9,00<br>F 6,8 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho<br>G.7 487 B.6 703<br>5 Ha (9,1 8,0 8,0 9,1 9,1 × 6,4)<br>10W Der 1(20) 10(3-5) | Oil 2SA 7Cy. 520 × 900<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 518,0t 12kn |
| 5089128<br>SV3362<br>1292 | **DESPINA POLITI**<br>ex Motol II-58 ex African Shell-55<br>ex Chant 6-46<br>**G. Kokaris & Co.**<br>Piraeus Greece | **408**<br>173<br>488 | (GL)<br>Classed LR until 1/61 | **1944**-4 Henry Scarr Ltd.—Hessle (440)<br>45,17 8,28 3,074<br>42,98 8,23 3,36<br>P 11,6 Trunk 25,0 F 4,3 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 485 | Oil 2SA 4Cy. 265 × 345<br>225bhp (166kW)<br>Crossley Bros. Ltd. Manchester<br>Fuel 27,5t-1,5pd 5kn |
| 6524876<br>SZKU<br>6656<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DESPINA Z**<br>ex Semi-81 ex Jalanta-77<br>**Seaspark Compania Naviera S.A.**<br>Thomas Zachariou Shipping Co. S.A.<br>Piraeus Greece | **11 906**<br>8 059<br>21 164 | NV | **1966** Kaldnes M/V A/S—Tonsberg (164)<br>164,90 21,37 9,989<br>158,50 21,34 13,42<br>1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>6 Ho 13,7 19,8 19,8 19,8 19,8 19,8 ER<br>G.27 156<br>6 Ha (stl) (11,1 × 9,7) (13,1 13,1 13,1 13,1 13,1 × 10,3) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 760 × 1500<br>9 800bhp (7 208kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 1 678,5t (hvf)-35,5pd 15,5kn |
| 5051884<br>SWQS<br>4519<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DESPOULA K**<br>ex Melpo-81 ex Loukia-76<br>ex Mareantes-75 ex Kaptayanni-73<br>ex Brighton-70<br>**Skystar Compania Naviera S.A.**<br>Twodim Compania Naviera S.A.<br>Piraeus Greece | **8 497**<br>5 229<br>12 575 | ✠Classed LR until 13/11/81<br>BV | **1960**-9 Short Bros. Ltd.—Pallion, Sunderland (540)<br>145,14 18,37 8,529<br>136,40 18,29 11,74<br>F 11,6 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>5 Ho 9,6 17,3 28,1 9,1DT 20,5 19,8<br>G.19 781 B.18 018<br>6 Ha (4,8 9,2 9,1 9,9 × 7,0) ER (9,1 9,1 × 7,0)<br>Der 8(10) 2(5) | Oil 2SA 3Cy. 670 × 2320<br>3 150bhp (2 317kW) Doxford<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>Gen 2 × 40kW 110V d.c.<br>Fuel 1 253,0t (d.o.) 11,5kn |
| 5207134<br>Y5RP<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DESSAU**<br>ex Leuna II-68<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **7 614**<br>3 817<br>10 179 | DSRK | **1958** Admiralteiskiy Shipyard—Leningrad<br>145,50 19,26 8,521<br>138,00 19,13 10,44<br>1 dk<br>RW rf 254 conv Tanker 68 | **M Ore Carrier**<br>Ice strengthened<br>4 Ho 17,9 17,9 16,9 17,9 ER<br>G.5 712<br>4 Ha (stl) (11,9 11,9 12,7 11,9 × 8,0) ER | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 270kW 230V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| 7433854<br>WYH7<br>046<br>571879<br>Esd Pfd<br>Rdr RT | **DESTINATION**<br><br>**Offshore Logistics Inc.**<br>Morgan City, La United States of America | **190**<br>129<br>1 000 | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (515)<br>54,87 12,20 3,683<br>49,92 12,15 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 222,5t (d.o.) 12kn |
| 5388639<br><br>314883<br>Df Esd<br>Pfd Rdr<br>RTm | **DESTINY III**<br>ex Westwhale 5-72<br>ex Katsu Maru No. 5-62<br>ex Fumi Maru No. 5-59<br>**Pacific Offshore Navigation Ltd.**<br>Vancouver, B.C. Canada | **383**<br>185<br>183 | | **1942** Hakodate Dock Co. Ltd.—Muroran<br>46,49 7,80<br>41,99 7,78 4,45<br>1 dk<br>R | **M Whaler**<br>1 Ho 7,0<br>1 Ha (stl) (2,1 × 1,7)<br>2W | Oil 2SA 8Cy. 430 × 660<br>1 600bhp (1 177kW)<br>Hayashikane Zosen Shimonoseki<br>Gen 1 × 30kW 1 × 20kW 220V d.c.<br>Fuel 140,0t (d.o.) 12kn |
| 7620160<br>UVKR<br>S-32883<br>Df Esd<br>Gc Rdr<br>RT | **DESYATAYA PYATILETKA**<br><br>**U.S.S.R. -Dnepr River Shipping Co.**<br>Kherson U.S.S.R. | **2 484**<br>1 321<br>3 134 | RS | **1976** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,650<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 7726213<br>TCBP<br>4839<br>Df Esd<br>Gc Rdr<br>RT | **DETAS**<br><br>**Detas Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **1 599**<br>1 170<br>3 056 | AB | **1980** Sedef Gemi Endustrisi A.S.—Gebze (35)<br>80,29 13,72 5,350<br>74,10 13,70 6,53<br>1 dk | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 108kW 1 × 36kW a.c.<br>Controllable pitch propeller |
| 7398389<br>WYT8<br>129<br>546106 | **DETENTE**<br>ex Cornucopia-80<br>**Bender Welding & Machine Co. Inc.**<br>Mobile, Al United States of America | **173**<br>117<br>— | | **1973** Larose Shipyard Inc.—Larose, La<br>*29,88* 6,68<br>23,47 6,66 3,48<br>1 dk<br>len 78 | **M Fishing**<br>Side-fishing | Oil<br>800bhp (588kW)<br>............. |

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| **7938634**<br>WYB4<br>446<br>600071 | **DETERMINED**<br>**Determined Inc.**<br>Juneau, Ak United States<br>of America | **188**<br>128<br>— | | **1978** .............Wilmington, Ca<br>*25,49* 7,95<br>3,18<br>1 dk | **M Fishing** | Oil<br>730bhp (537kW)<br>U.S.A. |
| **7803499**<br>DKHM<br>Df Esd<br>Gc Rdr<br>RTm/v | **DETLEF SCHMIDT**<br>**Partenreederei m.s. 'Detlef Schmidt'**<br>Karl-Heinz Frahm<br>Rendsburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>345<br>1 610 | GL | **1978** Werft Nobiskrug—Rendsburg (692)<br>79,23 (BB) 13,54 3,531<br>73,46 13,50 5,31<br>P 10,1 F 9,5 1 dk, 2nd dk in hold | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,5 1 TwD 49,5 ER<br>G.2 801 B.2 706<br>TEU 142 C.Ho 59/20' C.Dk 83/20'<br>1 Ha (49,4 × 10,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12,5kn |
| **5089221**<br>WE2351<br>229053<br>Df Gc<br>Rdr | **DETROIT**<br>ex Peggy Reinauer-55<br>ex A. J. Patmore-46<br>ex B. B. McColl ex Puloe Brani<br>ex Servitor<br>**Hannah Inland Waterways Corp.**<br>Chicago, Il United States<br>of America | **1 156**<br>895<br>— | (AB) | **1914** H.M. Dockyard—Chatham<br>*76,05* 10,42 4,299<br>76,05 10,37 4,96<br>2 dks<br>R len 59 | **TM Tanker**<br>Mchy.aft<br>L.(oil) 19 063 | 2 Oil -SA each 6Cy. 318 × 457<br>700bhp (515kW) NE —<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 81,5t |
| **5089233**<br>WF9927<br>269187<br>Df Gc<br>Rdr RT | **DETROIT EDISON**<br>**American S.S. Co. Inc.**<br>Boland & Cornelius<br>Buffalo, NY United States<br>of America | **13 723**<br>10 296<br>21 642 | AB | **1955** Manitowoc SB. Corp.—Manitowoc, Wi (418)<br>22,00 8,087<br>201,78 21,95 11,74<br>P 36,3 F 20,2 1 dk<br>rf 76 len 66 | **S Bulk Carrier**<br>Self-unloader<br>7 Ho ER<br>33 Ha (stl) (each 3,0 × 13,9) ER | 2 S Turb dr geared to sc. shaft<br>7 700shp (5 664kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Fuel 396,5t (o.f.) |
| **7028532**<br>TFDA<br>1130<br>Df Esd<br>Gc Rdr<br>RT | **DETTIFOSS**<br>**H/f Eimskipafelag Islands (The Iceland Steamship Co. Ltd.)**<br>Reykjavik Iceland | T.Mk<br>**1 999**<br>903<br>3 271<br>**3 004**<br>1 697<br>4 450 | ✠**100A1** SS 4/79<br>Ice Class 2<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL R 1⅝"U2<br>FN 1974 | **1970**-11 Aalborg Vaerft A/S—Aalborg (185)<br>95,56 14,53 6,090/7,170<br>86,54 14,30 8,51<br>Ba 20,2 F 13,2 2 dks, 3rd dk fwd of mchy space<br>rf nil<br>4BH WB679t incl. DTf76t | **M General Cargo**<br>Ref<br>2 Ho 26,3 26,8 ER<br>G.5 453 B.4 794 In.252<br>2 Ha (stl) (each 19,7 × 7,5) ER<br>2W Cr 3(4) Der 1(30) 2(5) | Oil 2SA 5Cy. 420 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 260kW 380V 50Hz a.c.<br>Fuel 172,5t (d.o.)<br>14kn |
| **6711780**<br>OVQO<br>D1499<br>Esd Pfd<br>Rdr RTm | **DETTIFOSS**<br>ex Kirsten Mogensen-81<br>ex Vesthering-79 ex Beryl-68<br>**Soren Peter Olsen**<br>Esbjerg Denmark | **149**<br>69<br>169 | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (3203)<br>33,58 6,61 3,201<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 68<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.)<br>12kn |
| **7228132**<br>ECAY<br>819<br>Df Esd<br>Gc Rdr<br>RTh | **DEUSTO**<br>**Naviera Bilbaina S.A.**<br>Bilbao Spain | **15 525**<br>10 952<br>27 400 | ✠**100A1** SS 11/81<br>strengthened for ore cargoes Nos. 2, 4 and 6 holds may be empty<br>✠**LMC**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 6286 | **1972**-12 Astilleros Espanoles S.A. —Factoria de Olaveaga, Bilbao (260)<br>183,04(BB) 22,46 10,529<br>171,69 22,41 14,20<br>P 31,1 F 15,6 1 dk<br>rf nil DK fwd<br>10BH WB8674t incl. Comb. btm & STs in Nos. 2-6 holds 3984t Topside tanks in holds 3322t DTf295t | **M Bulk Carrier**<br>7 Ho 16,7 19,5 21,0 13,5 19,9 22,4 16,9 ER<br>G.36 224<br>7 Ha (stl) (10,2 12,8 14,4 8,0 14,4 14,4 9,6 × 11,4) ER<br>Cr 4(16) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/$\text{cm}^2$ (6,9bar)<br>Gen 3 × 352kW 450V 60Hz a.c.<br>Fuel 1 895,0t (hvf)<br>15,5kn |
| **7400508**<br>WYT8<br>842<br>559047<br>Esd Rdr<br>RT | **DEUTSCH TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Inc.<br>Morgan City, La United States<br>of America | **193**<br>131<br>— | AB | **1974** Halter Marine Services, Inc. —Lockport, La (450)<br>11,59 3,645<br>50,45 11,56 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.)<br>12kn |
| **7129922**<br>DBFX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DEUTSCHLAND**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Puttgarden Federal Republic<br>of Germany | **6 118**<br>2 020<br>1 600 | GL | **1972** Werft Nobiskrug—Rendsburg (S.673)<br>144,13 17,71 5,900<br>139,63 13,57<br>2 dks | **TD-E RoRo Cargo/Ferry**<br>Rail Vehicles 1500dk P<br>Ice strengthened | 8 Vee Oil 4SA each 12Cy. 230 × 230 total 20 000bhp (14 711kW) driving 8 gen. connected to 4 elec. motors & 2 sc. shafts<br>Union Friedrichshafen Friedrichshafen<br>2 Thw. thrust propellers fwd<br>19,5kn |
| **6619279**<br>RTv | **DEUTSCHLAND**<br>**Otto W. A. Schreiber Reederei**<br>Bremen Federal Republic<br>of Germany | **285**<br>—<br>— | GL | **1934** Atlas-Werke Akt.-Ges.—Bremen (290)<br>43,79 7,60<br>2,24<br>1 dk | **M General Cargo Barge** | Oil 4SA 12Cy. 180 × 220 reverse reduction geared to sc. shaft<br>525bhp (386kW) NE 62<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **5087601**<br>H8OF<br>1047<br>3-80<br>Df Esd<br>Gc Rdr<br>RT | **DEUTSCHLAND EXPRESS**<br>ex Griffin-80 ex Deganya-73<br>**Dakar Shipping Ltd.**<br>Panama Panama | T.Mk<br>**5 343**<br>2 997<br>—<br>**8 294**<br>5 042<br>10 460 | ✠**100A1** SS 5/79<br>DTsm—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL ct<br>FN 3971 | **1960**-7 Bremer Vulkan A.G.—Vegesack (903)<br>144,18 18,95 —/8,497<br>132,87 18,90 10,98<br>P 8,9 F 11,9 2 dks<br>RW rf nil<br>Coll BH to U dk 7 to 2nd dk WB2203t incl. Tunnel tanks 266t | **M General Cargo**<br>Ref<br>5 Ho 13,1 20,4 20,1 22,8 18,2<br>In.24<br>5 Ha (stl) (5,4 12,4 12,1 10,6 7,6 × 6,1) 1 Ha (w) (2,5 × 3,5)<br>Der 1(40) 4(5-15) 2(5-10) 10(5) 2(3) | Oil 2SA 6Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/$\text{in}^2$ (6,9bar)<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **6614994**<br>YQBJ<br>183<br>Df Esd<br>Gc Rdr | **DEVA**<br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1965** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,579<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 113kW 1 × 68kW 230V d.c.<br>Fuel 228,5t (d.o.)<br>12,5kn |

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| **7606683**<br>TCNS<br>4478<br>Df Esd<br>Pfd Rdr<br>RT | **DEVAL**<br>**Orhan Deval ve Ogullari Kollektif Sirketi**<br>Istanbul Turkey | **1 599**<br>1 093<br>3 048 | AB | **1977** Marmara Transport—Turkey (7 A)<br>84,08 12,43 5,450<br>76,03 12,40 6,61<br>P 18,3 F 9,5 1 dk | **M General Cargo**<br>2 Ho 28,3 27,1 ER<br>G.3 837 B.3 701<br>2 Ha (stl) (each 18,2 × 8,0) ER<br>4W Cr 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 2 × 104kW 1 × 70kW 1 × 32kW 220/380V a.c.<br>Fuel 223,5t 14kn |
| **6401646**<br>VWBL<br>1111<br>Df Esd<br>Gc Rdr<br>RTv | **DEVARAYA**<br>ex Devaraya Jayanti-74<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **21 635**<br>13 796<br>37 076 | **✠100A1** CS 6/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL of $2\frac{3}{8}$"SQ<br>FN 7727<br>IRS | **1964**-6 Mitsubishi Zosen K.K.—Nagasaki (1571)<br>191,12 27,49 10,980<br>183,01 27,41 14,81<br>P 33,9 F 15,6 1 dk<br>rf 25<br>NS 10BH WB13198t incl. Topside tanks in holds 4765t DTf1242t | **M Bulk Carrier**<br>7 Ho 18,5 18,8 18,8 18,8 18,8 18,8 . 18,8 ER<br>G.42 693<br>1 Ha (stl) (12,3 × 10,2) 6 Ha (stl) (each 12,1 × 13,5) ER<br>14W Der 14(6) | Oil 2SA 6Cy. 760 × 1550<br>9 000bhp (6 620kW) Sulzer<br>Mitsubishi Zosen K.K. Hiroshima<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 438kW 440V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 418,0t (hvf) 12,5kn |
| **7200972**<br>WX7684<br>506230 | **DEVILS ISLE**<br>ex Miss Earline-77 ex Devils Isle<br>**Lawrence D. Vandergrifft**<br>Galveston, Tx United States of America | **130**<br>88<br>— | | **1966** Master Marine Inc.—Bayou la Batre, Al<br>*21,86* 6,84<br>3,51<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| **5028409**<br>3FHM<br>10528-LI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DEVON**<br>ex Nikolaos K-81<br>ex Lucky Importer-80<br>ex Sugar Importer-76<br>ex Athelprince-66<br>**Coombe Shipping Corp.**<br>European Navigation Inc.<br>Panama Panama | **11 669**<br>6 416<br>16 419 | **✠100A1** CS 2/79<br>**✠LMC**<br>EL (gt) $2\frac{1}{4}$"SQ<br>FN 5075 | **1959**-11 Caledon SB. & Eng. Co. Ltd. —Dundee (517)<br>170,39 19,92 8,954<br>159,29 19,82 12,04<br>P 48,2 F 13,5 1 dk<br>RW rf 178 len 65<br>NS in fwd hold 10BH WB7131t incl. DTm984t | **M Bulk Carrier**<br>6 Ho 18,5 19,2 19,2 19,2 19,2 16,4 ER<br>G.21 807 B.20 686<br>6 Ha (stl) (11,8 11,8 11,8 11,6 11,8 10,5 × 9,3) ER<br>12W Der 6(10) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 300kW 220V d.c.<br>Fuel 1 146,0t (hvf) 14,5kn |
| **7228285**<br>DGCW<br>11748<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEVON**<br>ex Walkure-81<br>ex Bavaria Trieste-80<br>ex Columbus Canada-79<br>Launched as Walkure<br>**Coronado Schiffahrtsges. m.b.H. & Co. Cosima Reederei K.G. m.s. 'Walkure'**<br>Christian F. Ahrenkiel<br>Hamburg Federal Republic of Germany | **8 351**<br>5 718<br>12 470 | GL | **1973** Orenstein Koppel & Luebecker —Luebeck (690)<br>143,82(BB) 21,54 8,319<br>133,99 21,51 11,10<br>B 21,4 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 19,0 42,5 19,5 16,4 ER<br>G.17 892 B.16 778<br>TEU 384<br>C.Ho 198/20' incl. 132 ref C.<br>C.Dk 186/20'<br>6 Ha (stl) (12,6 × 8,0) (32,2 32,2 12,8 12,8 × 8,0) (12,8 × 10,9) ER<br>Der 2(35) 1(22) 6(5-10) | Vee Oil 4SA 18Cy. 400 × 460 reduction geared to sc. shaft<br>9 630bhp (7 083kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel (d.o.) 18kn |
| **5089324**<br>WA3968<br>240528 | **DEVON**<br>ex Crusader II-58<br>**Tug Devon Inc.**<br>New York, NY United States of America | **182**<br>121<br>— | | **1941** Ira S. Bushey & Sons Inc.—New York, NY (493)<br>*28,69* 7,65 3,455<br>28,81 7,62 3,74<br>1 dk<br>BK 102 | **M Tug** | Oil 2SA 16Cy. 216 × 254<br>NE 58<br>General Motors Corp. Cleveland, Oh<br>Fuel 83,5t |
| **7377593**<br>GUSF<br>362584<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEVON CITY**<br>Launched as Pearl City<br>**Reardon Smith Line PLC**<br>Sir William Reardon Smith & Sons Ltd.<br>Bideford United Kingdom | **17 203**<br>10 644<br>27 923 | AB | **1975** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1180)<br>176,94 25,07 10,330<br>164,98 25,00 14,20<br>1 dk | **M Bulk Carrier**<br>5 Ho 21,0 26,3 26,3 26,3 27,2 ER<br>HeCls. ptB<br>5 Ha (stl) (12,5 × 10,9) (17,3 17,6 17,6 17,6 × 14,0) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 175,0t (d.o.) 1 480,0t (hvf)-38,5pd 14,5kn |
| **6925288**<br>GYIK<br>379961<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEVON CURLEW**<br>ex Fenol-79<br>**Slann & Davies Ltd.**<br>Sealion Shipping Ltd.<br>London United Kingdom | **727**<br>337<br>1 116 | **✠100A1** SS 11/77<br>chemical tanker Type A in association with an approved list of chemical cargoes SG 1,8 CR (s.stl)<br>**✠LMC**<br>**IGS**<br>EL J $1\frac{1}{8}$"U2<br>FN 889 | **1969**-9 Ast. de T. Ruiz de Velasco—Bilbao (108)<br>68,18 10,04 3,964<br>61,22 10,01 4,50<br>P 16,2 RAD 16,2 RFD 8,3 F 8,0 1 dk<br>rf 152 conv Oil Chemical Tanker 75<br>7BH WB170t | **M Tanker**<br>Chemical IGS<br>8 Ta (s.stl) ER<br>L.754 HeCls. C | Oil 4SA 8Cy. 270 × 500<br>1 100bhp (809kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>2 wtdb 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 104kW 38V 50Hz a.c.<br>Fuel 71,0t (d.o.)-3,5pd 12,5kn |
| **5202433**<br>DZQL<br>226162<br>Df Esd<br>Pfd Rdr<br>RT | **DEVON EXPRESS**<br>ex Lairdsglen-74<br>**Livestock Carriers Inc.**<br>Vroon B.V.<br>Manila Philippines | **1 476**<br>378<br>1 905 | **✠100A1** CS 5/81<br>**✠LMC**<br>EL (t) $1\frac{13}{16}$"<br>FN 1579 | **1954**-10 Ardrossan Dockyard Ltd. —Ardrossan (415)<br>90,81 13,16 5,208<br>85,35 13,11 5,39<br>P 12,2 B & F 70,8 1 dk, 2nd dk clear of mchy. space, 3rd dk fwd of mchy. space<br>4BH WB719t incl. DTsm 125t Tunnel tanks 124t | **TM General Cargo/Livestock Carrier**<br>G.3 694 B.3 265<br>12W Der 2(10) 10(5) | 2 Oil 2SA each 6Cy. 480 × 700<br>2 860bhp (2 104kW)<br>G. Clark (1938) Ltd. Sunderland<br>Gen 3 × 110kW 1 × 15kW 220V d.c.<br>Fuel 132,0t 14kn |
| **6827620**<br>H05416<br>9422-PEXT1<br>Df Esd<br>Rdr<br>RTm/v | **DEVON I**<br>ex Unicorn I-82 ex Frost-81<br>**Euramco Interamerica Panama S.A.**<br>Panama Panama | T.Mk<br>**299**<br>168<br>720 | BV | **1968** H. C. Christensens Staalskibsv. af 1949—Marstal (95)<br>57,10 10,04 3,455<br>51,69 10,00 5,74<br>2 dks | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.1 086<br>2 Ha (stl) (each 6,0 × 4,8) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 86,5t (d.o.)-4,5pd 12kn |
| **6726620**<br>H05476<br>9471-PEXT1<br>Df Esd<br>Rdr RTh | **DEVON III**<br>ex Unicorn II-82 ex Snowman-81<br>**Euramco Interamerica Panama S.A.**<br>Panama Panama | T.Mk<br>**299**<br>168<br>720 | BV | **1967** H. C. Christensens Staalskibsv. af 1949—Marstal (93)<br>57,10 10,04 3,455<br>51,72 10,01 5,74<br>2 dks | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.1 086<br>2 Ha (stl) (each 6,0 × 4,8) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 86,5t (d.o.)-4,5pd 12kn |
| **6814063**<br>H05466<br>9463-PEXT1<br>Df Esd<br>Pfd Rdr<br>RTm | **DEVON IV**<br>ex Unicorn III-82 ex Glacia-81<br>**Euramco Interamerica Panama S.A.**<br>Panama Panama | T.Mk<br>**299**<br>168<br>732 | BV | **1968** P/F Skala Skipasmidja & Handelsvirki —Skala (12)<br>57,05 10,04 3,455<br>51,72 10,01 5,77<br>F 7,4 2 dks | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.1 167<br>2 Ha (stl) (each 6,0 × 4,8) ER<br>Cr 2(3) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 86,5t (d.o.)-4,5pd 12kn |

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| **5315723**<br>MWMQ<br>183944<br>Rdr RT | **DEVONIUN**<br>ex Devonia-82 ex Scillonian-77<br>**John Graham & Maureen Marie Thompson**<br>Torbay Seaways<br>Bristol United Kingdom | **921**<br>504<br>204 | ✠LR class withdrawn 28/11/82 | **1956**-3 J. I. Thornycroft & Co. Ltd. —Southampton (4130)<br>63,89 10,01 2,915<br>58,76 9,38 4,20<br>2 dks<br>RW rf 305 | **TM Ferry/General Cargo**<br>Vehicles 600dk P<br>2W Der 1(6) 1(3) | 2 Oil 4SA each 6Cy. 324 × 381 reverse reduction geared to sc. shafts<br>1 440bhp (1 059kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 35kW 220V d.c.<br>Fuel 30,5t 15,5kn |
| **7347665**<br>GOWB<br>364378<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DEVONSHIRE**<br>**Bibby Bulk Carriers Ltd.**<br>Bibby Brothers & Co.<br>Liverpool United Kingdom | **32 060**<br>21 429<br>38 367 | **✠100A1** SS 9/79<br>liquefied gas carrier Propane, propylene, butane, butadiene & anhydrous ammonia in independent tanks, max. pressure 0,24bar, min. temp. minus 48°C.<br>Ice Class 3<br>**✠LMC UMS**<br>**✠Lloyd's RMC (LG)**<br>EL Mt 2⅞"U3<br>FN 9812 | **1974**-11 At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (286)<br>207,09 31,45 11,342<br>196,15 31,40 18,62<br>1 dk, 2nd dk fwd & aft of cargo tank space<br>rf nil<br>6BH to U dk 2 to 2nd dk WB15591T incl. Comb. btm & STs in holds 6278T & Topside tanks in holds 8074T | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta (stl) rectangular ER<br>L.(gas) 52 647 HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ch. de l'Atlantique St Nazaire<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 8kgf/cm² (7,9bar)<br>Gen 3 × 832kW 450V 60Hz a.c.<br>Fuel 3 353,0t (hvf)-59,0pd 17kn |
| **5283047**<br>ELVB<br>3135<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **DEVONSHIRE**<br>ex Saint Raphael-82<br>ex Portovenere-68<br>**Devonshire Shipping Ltd.**<br>Monrovia Liberia | **10 590**<br>6 281<br>18 412 | AB<br>✠Classed LR until 2/62 | **1961**-7 Nav. di Taranto—Taranto (162)<br>166,10 21,37 9,335<br>154,67 21,25 12,22<br>P 33,3 B 7,1 F 15,9 1 dk<br>rf 152 | **M Bulk Carrier**<br>6 Ho 17,1 17,1 18,7 18,7 17,1 17,1 ER<br>G.20 673<br>6 Ha (stl) ER<br>12W Der 6(5) 6(3) | Oil 2SA 7Cy. 750 × 1320<br>7 700bhp (5 664kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 220kW 220V d.c.<br>Fuel 1 371,5t (hvf) 15kn |
| **7713395**<br>HPCF<br>9328-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEVOTION**<br>**Dawn Maritime Corp. S.A.**<br>Panama Panama | **25 581**<br>18 861<br>44 700 | NV | **1978** Gotaverken Oresundsvarvet AB —Landskrona (263)<br>191,35 32,24 11,326<br>185,25 16,06<br>F - 1 dk | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (stl) (12,8 × 12,9) (12,8 14,8 12,8 14,8 12,8 12,8 × 26,2) ER | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>A/B Gotaverken Goteborg |
| **7115957**<br>EURH<br>S-30945<br>Df Esd<br>Gc Rdr<br>RT | **DEVYATAYA PYATILETKA**<br>**U.S.S.R. -Volga-Don River Shipping Co.**<br>Taganrog U.S.S.R. | **2 484**<br>1 321<br>3 134 | RS | **1971** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,650<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| **7422398**<br>364696<br>Esd Pfd<br>Rdr RT | **DEW-GENEN-NY**<br>**M. Hosking & others**<br>William Michael Hosking<br>Penzance United Kingdom | **114**<br>43<br>91 | **✠100A1** SS 6/80<br>trawler<br>**✠LMC**<br>EL (a) e $\frac{13}{16}$"WI<br>FN 237<br>**SURVEYS OVERDUE — CLASS SUSPENDED 1/10/82** | **1976**-1 J. Lewis & Sons Ltd.—Aberdeen (394)<br>26,37 6,79 2,490<br>23,50 6,71 3,36<br>F 4,0 1 dk<br>rf 1067 BK 152<br>3BH WB3T | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 45kW 415V 50Hz a.c.<br>Fuel 14,0t (d.o.) |
| **5364621**<br>9WCP<br>324856<br>Esd RT | **DEWI**<br>ex Salemi-79 ex Kalima-67<br>ex Tong Yick-65 ex Lahewa-59<br>ex Dammar-51<br>**Kie Gwan Shipping (M) Sendirian Berhad**<br>Labuan Malaysia | **442**<br>236<br>472 | | **1946** Albina Eng. & Mach. Works —Portland, Or (236)<br>55,20 8,87 2,591<br>8,82<br>P 11,0 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.864 B.823<br>2 Ha ER<br>4W Der 4(3) | Oil 4SA 6Cy. 305 × 380<br>275bhp (202kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 35,5t 7kn |
| **5089403** | **DEWI PERTIWI**<br>ex C.K.M.P. 2-60 ex 2-51<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **104**<br>26<br>— | ✠Classed LR until 1/66 | **1950**-5 Ams. Schp. G. de Vries Lentsch, Jr. —Alphen a/d Rijn (2234)<br>25,56 6,05<br>23,19 6,00 2,95<br>RW | **M Tug** | Oil 4SA 6Cy. 305 × 450<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Controllable pitch propeller |
| **6928694**<br>H2CU<br>394699<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DEXENA**<br>ex Niugini Chief-81<br>ex Forum Niugini-80 ex Arosia-79<br>**Dexterson Shipping Co. Ltd.**<br>Limassol Cyprus | **3 894**<br>2 541<br>4 230 | GL | **1969** J. J. Sietas K.G. Schiffswerft —Hamburg (623)<br>121,29(BB) 17,38 6,738<br>106,89 17,30 8,31<br>P 25,3 B 16,8 F 13,8 2 dks<br>len 73 | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.6 623 B.6 310<br>2 Ha (stl) (each 31,8 × 10,3)<br>4W Der 2(25) 2(15) | Oil 4SA 8Cy. 450 × 550<br>3 500bhp (2 574kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 320kW 1 × 48kW 380V 50Hz a.c.<br>Directional propeller aft<br>Fuel 348,5t (hvf) 15kn |
| **7047784**<br>WZU2<br>453<br>522027 | **DEXTER**<br>**Twenty Grand Marine Service Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **114**<br>77<br>— | | **1969** Big River SB—Vicksburg, Ms<br>7,93<br>19,82 2,29<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7525750**<br>3FGN<br>8618-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DEXTERITY**<br>ex Van Trader-77<br>**Opulence Transport Corp. S.A.**<br>Panama Panama | **13 307**<br>7 703<br>21 530 | **✠100A1**<br>**✠LMC**<br>EL Ft 2⅝"U2<br>FN 5677 | **1977**-11 Mitsubishi Heavy Industries Ltd. —Kobe (1052)<br>164,12(BB) 22,92 10,421<br>154,01 22,86 14,00<br>P 34,2 F 14,7 2 dks<br>rf 102<br>SF 6BH WB5645T incl. side tanks in No.1 tween deck 687T, & comb.,btm. & side tanks in No.3 hold & tween deck 2164T, & comb., btm. & side tanks in Nos.2 & 4 holds 1283T | **M General Cargo**<br>4 Ho 18,9 30,1 28,8 31,2 4 TwD ER<br>G.28 153 B.26 725<br>TEU 352 C.Ho 210/20' (40') C.Dk 142/20' (40')<br>7 Ha (stl) (13,3 × 8,9) (20,0p&s 20,0p&s 20,0p&s × 6,7) ER<br>5W Cr 2(22) Der 1(80) 2(22) 2(15) | Oil 2SA 7Cy. 680 × 1550<br>11 550bhp (8 496kW) Sulzer Kobe<br>Mitsubishi Heavy Industries Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 181,0t (d.o.) 1 287,0t (hvf) 15,25kn |

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|---|---|---|---|---|---|---|
| 6613354<br>YIBJ<br>Df Esd<br>Rdr RT | **DEYALA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **464**<br>4<br>350 | ✠**100A1** CS 1/77<br>tug<br>✠**LMC**<br>EL (g) 1"SQ<br>FN 539 | **1966**-9 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1118)<br>42,73 10,27 3,810<br>38,16 9,81 4,30<br>F 16,2<br>rf 889 BK 152<br>4BH WB76t | **M Tug** | Oil 4SA 9Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 80kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) 13,5kn |
| | | | **SURVEYS OVERDUE** | | | |
| 7037337<br>ESCY<br>M-12310 | **DEYATELNYY**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **168**<br>39<br>112 | RS | **1968** .............U.S.S.R.<br>33,91 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 5071614<br>KT1323<br>Df Esd<br>RT | **DHAHI**<br>ex Sarraf 4-80 ex Nita-77<br>ex Birgit-75 ex Christa Jurgens-66<br>**Mohamed Abdul Malik**<br>Kuwait Kuwait | **211**<br>138<br>320 | GL | **1961** Schiffsw. H. Rancke—Hamburg (193)<br>37,01 7,32 2,452<br>34,50 7,23 2,75<br>P 9,2 F 4,9 1 dk | **M General Cargo**<br>1 Ho ER<br>G.469 B.413<br>1 Ha (16,0 × 5,0) ER<br>Der 2(1,5) | Oil 4SA 6Cy. 220 × 280<br>230bhp (169kW)<br>Kloeckner Humboldt Deutz Koeln<br>8,5kn |
| 5089427<br>13<br>Df Esd<br>Gc Rdr<br>RT | **DHAHRAN**<br>ex San Andres-58<br>**Saudi Lines**<br>Jeddah Saudi Arabia | **1 957**<br>1 106<br>3 048 | AB | **1921** J. & K. Smit's Scheeps.—Kinderdijk (688)<br>96,02 12,86 5,868<br>92,00 12,81 6,20<br>P 9,8 B & F 75,9 1 dk & S dk<br>R rf 152 | **M General Cargo** OSD<br>5 Ho<br>G.5 561 B.5 069<br>4 Ha<br>10W | Oil 4SA 6Cy. 670 × 1200<br>1 400bhp (1 030kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 593,5t 11,5kn |
| 5089439 | **DHAIRYA**<br>**Okha Harbour Board**<br>Port Okha India | **228**<br>7<br>— | ✠Classed LR until 4/58 | **1929**-3 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (294)<br>36,58 7,37 3,048<br>33,23 7,32 3,74<br>R | **TS Tug** | T 6Cy. (2) 305 (2) 483 & (2) 813 × 610<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow |
| 6512366<br>4XYO<br>MS226<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DHALIT**<br>ex Wave Crest-77<br>ex New Frontiers-73 ex Maas-65<br>**Dhalit Rosenfeld (Shipowners) Ltd.**<br>Sea Lanes N.V.<br>Haifa Israel | **19 954**<br>12 072<br>31 795 | ✠**100A1** CS 5/80<br>strengthened for ore cargoes. Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL mt 2$\frac{11}{16}$"SQ<br>FN 7036 | **1965**-6 Verolme Cork Dockyards Ltd. —Cork (711)<br>183,93(BB) 25,73 11,177<br>172,22 25,66 15,19<br>P 30,5 F 16,2 1 dk<br>rf nil DK fwd<br>NS 10BH WB10917t incl. DTsf468t | **M Bulk Carrier**<br>7 Ho each 17,9 ER<br>7 Ha (stl) (each 11,4 × 11,9) ER | Oil 2SA 9Cy. 700 × 1200<br>10 800bhp (7 944kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>AuxB (o.f.) 85kgf/cm² (83,4bar)<br>AuxB (ex.g) 100kgf/cm² (98,1bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 8009545<br>A6HZ<br>587<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DHAN**<br>**Gulf Cement Co. Ltd.**<br>Ajman General Services & Supplies Co. W.L.L.<br>Ras al Khaimah United Arab Emirates | **8 473**<br>4 582<br>13 336 | ✠**100A1**<br>✠**LMC**<br>EL (B†) 550,0/50,0U3(a)<br>FN 4229 | **1981**-10 Shikoku Dockyard Co. Ltd. —Takamatsu (814)<br>138,03(BB) 21,04 8,102<br>130,03 21,01 11,51<br>F 10,1 1 dk<br>rf 305<br>3BH WB3796T incl. topside tanks in holds 1870T | **TM Bulk Carrier**<br>Cement Self-unloader<br>8 Ho 20,9p&s 20,9p&s 20,9p&s 20,9p&s ER<br>G.11 269 HeCls. ptB | 2 Oil 4SA each 6Cy. 320 × 420 sr geared to sc. shafts<br>4 000bhp (2 942kW) MaK<br>Ube Industries Ltd. Ube<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 220kW 450V 50Hz a.c.<br>Fuel 70,5t (d.o.) 286,0t (hvf)-12,5pd 10,5kn |
| 7344534<br>ATRJ<br>1735<br>Rdr RT | **DHANAMJAYA**<br>**Visakhapatnam Port Trust**<br>Visakhapatnam India | **432**<br>0<br>221 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (I) 192,0/31,0U1<br>FN 478 | **1978**-8 Rajabagan Dockyard—Calcutta (337)<br>38,38 9,99 3,683<br>33,25 9,49 4,88<br>B & F 20,2 1 dk<br>rf 991<br>5BH WB30T | **TM Tug** | 2 Oil 4SA each 5Cy. 300 × 450 reverse reduction geared to sc. shafts<br>MAN<br>Garden Reach Workshops Ltd. (Mar. Diesel Eng.) Calcutta<br>Gen 1 × 170kW 1 × 72kW 415V 50Hz a.c.<br>Fuel (d.o.) |
| 6511324<br>HSFT<br>Df Esd<br>Gc Rdr<br>RT | **DHANARAJATA**<br>**Government of The Kingdom of Thailand (Ministry of Agriculture & Fisheries)**<br>Bangkok Thailand | **388**<br>108<br>— | | **1964** Niigata Eng. Co. Ltd.—Niigata (532)<br>46,44 8,92 2,896<br>41,00 8,70 4,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Fuel 70,0t 13,75kn |
| 7915216<br>A4DD<br>Df Esd<br>Gc Rdr<br>RT | **DHELKOOT**<br>**Government of The Sultanate of Oman (Ministry of Communications)**<br>Port Services Corp. Mina Raysut<br>Port Raysut Oman | **172**<br>0<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL C 247,5/16,0U2(a)<br>FN 295 | **1980**-7 Hip Hing Cheung Shipyard —Kowloon, Hong Kong (575)<br>27,44 8,49 3,252<br>25,13 8,02 3,71<br>1 dk<br>6BH WB7T | **TM Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 76kW 380V 50Hz a.c. |
| 5293456<br>A4LI<br>Df Esd<br>Rdr RTm | **DHOFAR**<br>ex Resurgence-71 ex Singorita-62<br>ex Bermudiana-61 ex Singorita-58<br>**Government of The Sultanate of Oman (Ministry of Agriculture, Fisheries, Petroleum & Minerals)**<br>Muscat Oman | **552**<br>224<br>833 | (NV) | **1958** Cant. Nav. Pellegrino—Napoli (114)<br>66,71 9,94 3,709<br>59,59 9,91<br>1 dk & S dk | **M General Cargo** OSD<br>Ref 4P<br>3 Ho 6,1 5,4 22,8 ER<br>G.1 150 B.1 039 In.405<br>3 Ha (3,5 3,5 16,4 × 5,9) ER<br>6W Der 2(5) 4(3) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 60kW 1 × 45kW 440V 60Hz a.c.<br>Fuel 101,5t (d.o.) 12,25kn |
| 5329803<br>199107<br>RTv | **DHU YAZAN**<br>ex Sir William Luce-68<br>**The Yemen Ports & Shipping Organisation**<br>Aden People's Dem. Rep. of Yemen | **198**<br>—<br>91 | ✠**100A1** SS 1/81<br>tug<br>Gulf of Aden & Red Sea service<br>✠**LMC**<br>EL (c)<br>FN 358 | **1959**-12 W. J. Yarwood & Sons Ltd. —Northwich (918)<br>31,86 8,56 3,201<br>29,27 8,23 3,97<br>RW rf 381 BK 152<br>3BH WB54t | **M Tug**<br>Mchy.aft<br>1 Ha (0,9 × 0,9) | 2 Oil 4SA each 7Cy. 260 × 368 with hydraulic couplings & sr reverse gear to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 42kW 1 × 10kW 110V d.c.<br>Fuel (d.o.) |

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| **5089465**<br>GFJA<br>300982<br>Rdr RTm | **DHULIA**<br>**Alexandra Towing Co.**<br>**(Felixstowe) Ltd.**<br>London United Kingdom | **272**<br>0<br>— | **✠100A1** SS 5/81<br>tug<br>**✠LMC**<br>EL (d)<br>FN 418 | **1959**-8 Henry Scarr Ltd.—Hessle (762)<br>34,63 8,77 3,823<br>32,01 8,62 4,42<br>RW rf 457 BK 152<br>4BH WB101t | **M Tug**<br>Mchy.aft | Oil 2SA 8Cy. 340 × 570<br>British Polar Engines Ltd.<br>Gen 2 × 30kW 220V d.c.<br>Fuel 76,0t (d.o.) | Glasgow<br>12kn |
| **7020188**<br>9V2294<br>344361<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIABAS**<br>**m.s. 'Diabas' Dolomit**<br>**Hamburger Seereederei**<br>**G.m.b.H.**<br>Otto A. Muller<br>Singapore Singapore | **1 546**<br>790<br>2 306 | GL | **1970** Angyalfold Shipyard—Budapest<br>(2222)<br>74,83 11,31 5,311<br>67,01 6,41<br>P 18,3 F 8,3 1 dk<br>len 75 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 837 B.2 373<br>2 Ha (stl) (each 15,5 × 7,4) ER | Oil 4SA 6Cy. 320 × 480 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 88kW 1 × 66kW 220V | Mannheim<br>11,5kn |
| **6608749**<br>PJKE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIADEMA**<br>**Curacaosche Scheepv. Maats.**<br>**N.V.**<br>Shell Tankers B.V.<br>Willemstad Netherlands Antilles | **38 131**<br>24 518<br>70 478 | **✠100A1** SS 11/79<br>oil tanker (cc)<br>**✠LMC**<br>**IGS**<br>EL yt 3$\frac{3}{16}$"SQ<br>FN 11771 | **1966**-6 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (786)<br>243,70 33,61 13,240<br>231,66 33,53 17,28<br>P 17,7 F 24,1 1 dk<br>rf 127<br>12BH WB13276t incl. 12881t in clean ballast tanks | **M Tanker**<br>IGS CBT<br>19 Ta ER<br>L.(oil) 82 506 HeCls. B<br>Cr 1(5) Der 2(10) | Oil 2SA 9Cy. 840 × 1800<br>18 900bhp (13 902kW)<br>Mch. & Schps.van P. Smit Jr. B.V.<br>2 WTAuxB 440lbf/in$^2$ (30,4bar) Spt 260,0°C 415lbf/in$^2$ (28,7bar)<br>e(ex.g) 440lbf/in$^2$ (30,4bar) Spt 104,5°C<br>Gen 2 × 600kW 1 × 560kW 440V 60Hz a.c.<br>Fuel 3 302,0t (hvf)-70,0pd | B&W<br>Rotterdam<br>16,25kn |
| **5413305**<br>SZLO<br>6207<br>Df Esd<br>Gc Rdr<br>RT | **DIAKLIS**<br>ex Despina R-79<br>ex Dawn Grandeur-76<br>ex Salvina-72<br>**Union Realty Ltd. (Liberia)**<br>Dileton General Maritime Corp.<br>Piraeus Greece | T.Mk<br>**5 913**<br>3 158<br>10 882<br>**8 872**<br>5 266<br>13 198 | **✠100A1** CS 8/78<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL ct 2$\frac{1}{8}$"SQ<br>FN 4152 | **1963**-3 AB Oskarshamns Varv —Oskarshamn (375)<br>147,83 18,80 8,256/9,278<br>134,83 18,75 12,04<br>RAD 7,4 F 15,6 2 dks<br>rf 102<br>Coll BH to U dk 7 to 2nd dk WB3245t incl. Tunnel tanks 405t DTma1179t | **M General Cargo**<br>5 Ho 14,9 21,3 19,6 12,1 21,1<br>G.18 256 B.16 687<br>5 Ha (stl) (9,6 11,4 11,4 14,4 10,6 × 7,0)<br>16W Der 1(30) 2(10) 14(5) | Oil 2SA 9Cy. 630 × 1300<br>5 600bhp (4 119kW)<br>A/B Gotaverken<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 230V d.c.<br>Fuel 2 235,5t (hvf) | Goteborg<br>15kn |
| **6611796**<br>DGBS<br>10887<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIALA**<br>**Deutsche Shell Tanker**<br>**Gesellschaft m.b.H.**<br>Hamburg Federal Republic of Germany | **39 426**<br>27 205<br>71 375 | **✠100A1** CS 10/75<br>oil tanker<br>((cc)) crude oil defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt 3$\frac{3}{16}$"SQ<br>FN 11849<br>GL | **1966**-9 Deutsche Werft A.G.—Hamburg (811)<br>243,77 33,58 13,136<br>232,87 33,53 17,35<br>F 22,0 1 dk<br>rf 127<br>10BH WB52397t incl. DTf1968t | **S Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 84 667 HeCls. B<br>Der 2(10) 2(2) | 2 S Turb dr geared to sc. shaft<br>16 000shp (11 769kW)<br>STAL-LAVAL Turbin AB<br>2 WTB 685lbf/in$^2$ (47,3bar) Spt 510,0°C 620lbf/in$^2$ (42,8bar) hs1419,0<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 4 169,0t (o.f.)-86,5pd | Finspong<br>15,5kn |
| **7634692**<br>6VMH<br>389<br>Df Esd<br>Rdr RT | **DIAMA**<br>ex Ryoun Maru No. 7-75<br>**Societe de Peche de L'Afrique**<br>**Occidentale (S.O.P.A.O.)**<br>Dakar Senegal | **391**<br>185<br>— | BV | **1968** Yamanishi Zosen K.K.—Ishinomaki<br>*50,60* 8,82<br>46,11 8,81 3,81<br>2 dks | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>G.463 B.396 | Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Controllable pitch propeller<br>Fuel 278,0t (d.o.) | Yaizu<br>12,75kn |
| **5358957**<br>SZLE<br>8142<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIAMANDO**<br>ex Thirlby-81<br>**Dioskouri Shipping Co.**<br>Canopus Shipping S.A.<br>Piraeus Greece | **13 105**<br>7 600<br>20 996 | **✠100A1** SS 3/80<br>oil tanker<br>**✠LMC**<br>EL it 2$\frac{7}{16}$"SQ<br>FN 5606 | **1958**-10 Sir J. Laing & Sons Ltd. —Deptford, Sunderland (815)<br>170,47 21,95 9,780<br>163,38 21,91 12,40<br>P 36,3 B 15,3 F 19,9 1 dk<br>RW rf 102<br>16BH WB1722t | **M Tanker**<br>26 Ta ER<br>L.(oil) 26 165 | Oil 2SA 6Cy. 650 × 2320<br>8 000bhp (5 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd.<br>3 AuxB (2 o.f. 1 ex.g) 150lbf/in$^2$ (10,4bar) | Sunderland |
| **5094630**<br>6VLV<br>Df Esd<br>Pfd | **DIAMANO**<br>ex Les Mamelles-76<br>ex Dumont d'Urville-71<br>**Societe Africaine de Peche de**<br>**l'Atlantique (S.A.P.A.)**<br>Dakar Senegal | **116**<br>18<br>50 | | **1956** At. & Ch. de la Manche—Dieppe (1132-2)<br>26,90 6,15 3,455<br>26,50 6,13 3,61 | **M Fishing**<br>Side Trawler<br>1 Ha (1,2 × 1,2) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW) NE 71<br>Soc. des Moteurs Baudouin<br>Fuel 25,5t (d.o.) | Marseille<br>11kn |
| **7010963**<br>HOZO<br>8741<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIAMANT APOLLO**<br>ex Apollo First-81<br>ex Sanwo Maru-78<br>**Darvel Bay Shipping Corp.**<br>Diamantides Maritime Co. Ltd.<br>Panama Panama | **5 872**<br>3 930<br>9 303 | NK | **1969** Usuki Tekkosho—Saiki (1112)<br>127,36 18,04 7,367<br>119,03 18,01 9,30<br>P 22,3 F 9,5 1 dk | **M General Cargo**<br>3 Ho ER<br>G.12 869 B.12 234<br>3 Ha (stl) (13,5 27,9 30,1 × 8,9) ER<br>Der 5(21) | Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho<br>Gen 1 × 230kW 445V a.c.<br>Fuel 1 200,0t-20,0pd | Mitsubishi<br>Kobe<br>13,75kn |
| **5131270**<br>SWCQ<br>7672<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIAMANTENIA**<br>ex Newport-80 ex Aristogeiton-74<br>ex Gisna-69<br>**Diamantenia Shipping Co. S.A.**<br>Diamantides Maritime Co. Ltd.<br>Piraeus Greece | **8 583**<br>5 524<br>13 310 | BV (NV) | **1960** A/B Ekensbergs Varv—Stockholm (219)<br>147,83 18,80 8,833<br>134,60 18,75 9,30<br>P 19,9 B 22,9 F 16,8 2 dks<br>rf 102 | **M General Cargo** CSD<br>5 Ho 18,5 19,5 21,2 21,9 21,4<br>G.18 395 B.17 320<br>5 Ha (stl) (9,5 11,3 11,3 15,9 10,5 × 7,0)<br>16W Der 1(25) 16(5) | Oil 2SA 6Cy. 620 × 1400<br>5 400bhp (3 972kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 411,5t (d.o.) 1 422,5t (hvf) | Kobenhavn<br>14kn |
| **5239888**<br>SWJK<br>5276<br>Df Esd<br>Gc Rdr<br>RTm | **DIAMANTIS**<br>ex Capetan Lazaros-78<br>ex Polydora-75 ex Mont Blanc-72<br>ex Sunoak-61<br>**Thoas Shipping Corp.**<br>Chaldeos Freighters Ltd.<br>Piraeus Greece | T.Mk<br>**6 056**<br>3 425<br>10 692<br>**8 209**<br>4 745<br>12 824 | BV | **1956** Uddevallavarvet A/B—Uddevalla (145)<br>142,45 18,57 8,052/9,043<br>131,43 18,52 12,35<br>P 17,7 B 9,5 F 29,9 2 dks<br>rf 51 | **M General Cargo** 6P<br>5 Ho 16,0 19,3 17,6 16,9 19,7<br>G.17 470 B.15 918<br>5 Ha (stl) (10,9 12,8 11,3 × 7,9) ER (17,9 12,5 × 7,9)<br>16W Der 1(30) 2(10) 10(7,5) 4(5) | Oil 2SA 6Cy. 760 × 1500<br>6 650bhp (4 891kW)<br>A/B Gotaverken<br>Gen 3 × 200kW 230V d.c.<br>Fuel 2 398,0t (hvf) | Gotaverken<br>Goteborg<br>14,75kn |
| **7627522**<br>RT | **DIAMANTIS**<br>**Pantelis**<br>Greece | **480**<br>—<br>90 | | **1977** E. Goumas & Son—Ambelaki (118)<br>60,03<br>54,01 11,41 3,03<br>1 dk | **TM Passenger/Ferry** | 2 Oil 4SA each 6Cy.<br>15 000bhp (11 033kW)<br>Lister Blackstone Mirrlees Mar. | United Kingdom |

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|---|---|---|---|---|---|---|
| 6709531<br>5MLQ<br>4001<br>Df Esd<br>Gc Rdr<br>RT | **DIAMOND**<br>ex Tamar-71<br>**Etablissement Neptune Shipping**<br>Monrovia Liberia | **5 367**<br>2 900<br>7 541 | **✠100A1** SS 11/75<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL z $1\frac{15}{16}$"U2<br>FN 3223 | **1967**-10 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (210)<br>128,96 17,96 7,417<br>118,47 17,90 9,30<br>P 28,7 F 28,4 1 dk, 2nd dk except in No. 1 hold<br>rf nil<br>7BH WB1321t | **M General Cargo**<br>4 Ho ER<br>4 Ha (stl) (7,6 × 7,0) (13,9 13,9 13,2 × 8,9) ER | Oil 2SA 6Cy. 560 × 1000<br>5 500bhp (4 046kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 216kW 450V 60Hz a.c. |
| 8014186<br>7JNY<br>124191<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIAMOND ARROW**<br>**Yano Kaiun Y.K.**<br>Mikame, Japan<br>Ehime Pref. | **6 142**<br>4 088<br>11 910 | NK | **1980** Kurinoura Dock K.K.—Japan (157)<br>124,01 8,737<br>116,01 18,31 10,67<br>P 27,2 F 16,5 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.13 542 | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 240kW a.c.<br>13kn |
| 6706515<br>H3OV<br>5228-75<br>Df Esd<br>Gc Rdr<br>RT | **DIAMOND BEAR**<br>ex Hachiman-82 ex Taiei Maru-75<br>**Yen Yen Shipping Co. S.A.**<br>Panama Panama | **2 594**<br>1 628<br>4 159 | NK | **1966** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (607)<br>89,69 14,43 6,030<br>83,01 14,41 7,12<br>P 20,2 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 265 B.4 914<br>2 Ha (17,6 27,2 × 7,0) ER<br>9W Der 3(10) | Oil 4SA 6Cy. 470 × 820<br>2 500bhp (1 839kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 100kW 445V a.c.<br>Fuel 257,0t-8,0pd 11,5kn |
| 7301594<br>WYZ7<br>017<br>537956 | **DIAMOND CLIPPER**<br>**Isbell Seafoods Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 8124096 | **DIAMOND GIRL**<br>**R. & G. Fisheries Inc.**<br>United States of America | **225**<br>—<br>— | | **1982** Rhode Island Marine Services Inc.—Snug Harbor, RI (708)<br>28,66<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6408838<br>H8WZ<br>1053<br>0-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIAMOND GLORY**<br>ex Yasukawa Maru-80<br>**Flower Valley Maritime S.A.**<br>Panama Panama | **19 556**<br>12 215<br>51 538 | NK | **1964** Kawasaki Dockyard Co. Ltd.—Kobe (1043)<br>228,07 30,48 11,812<br>210,01 30,41 17,40<br>B 20,2 F 17,7 1 dk | **M Ore Carrier**<br>1 Ho 140,2 ER<br>G.31 101<br>11 Ha ER | Oil 2SA 9Cy. 780 × 1400<br>13 500bhp (9 930kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 200kW 445V a.c.<br>Fuel 4 925,0t-46,0pd 16kn |
| 7026534<br>SYMC<br>7940<br>Df Esd<br>Gc Rdr<br>RTh | **DIAMOND MOON**<br>ex Nordkap-81<br>**Katerina Maritime Co.**<br>Fereniki Lines S.A.<br>Piraeus Greece | T.Mk<br>**2 831**<br>1 937<br>5 979<br>**4 800**<br>3 311<br>7 435 | **100A1**<br>strengthened for heavy cargoes<br>**LMC** **UMS**<br>EL v 495,0/48,0U2<br>FN 2927<br>(GL) | **1970** Schlichting-Werft—Travemuende (1369)<br>116,80(BB) 17,30 6,509/7,525<br>107,96 17,20 9,91<br>F 9,8 2 dks<br>rf nil<br>SF 5BH WB1719T | **M General Cargo**<br>3 Ho 21,9 28,5 32,0 ER<br>G.10 660 B.10 012<br>TEU 226<br>C.Ho 134/20′ C.Dk 92/20′<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) 1(1) | Oil 4SA 8Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 400V 50Hz a.c.<br>Fuel (hvf) 15,5kn |
| 7394802<br>7MEW<br>114354 | **DIAMOND OKINAWA**<br>**Eiyu Shoji Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **8 581**<br>4 119<br>2 911 | | **1975** Onomichi Zosen—Onomichi (270)<br>163,02(BB) 21,04 6,097<br>149,99 21,01 13,80<br>1 dk<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>1033P<br>B.11 361 | 2 Oil 4SA each 18Cy. 520 × 550<br>36 000bhp (26 480kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 1100kW 450V a.c.<br>25,25kn |
| 7228625<br>H3KN<br>5428<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIAMOND PEACE**<br>ex Wako Maru-74<br>**Compania Diamond Navigation S.A.**<br>Panama Panama | **6 065**<br>4 255<br>10 202 | NK | **1972** Narasaki Zosen K.K.—Muroran (790)<br>127,87 18,34 7,819<br>119,00 18,29 9,89<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.13 411 B.12 764<br>3 Ha (stl) (16,0 30,7 19,5 × 8,9) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 256kW 440V a.c.<br>Fuel 937,0t-23,5pd 13,5kn |
| 7520217<br>HPHA<br>7415-76<br>Df Esd<br>Gc Rdr<br>RT | **DIAMOND STAR**<br>**Star Lines (Liberia) Corp.**<br>Panama Panama | **9 334**<br>6 530<br>16 482 | NK | **1976** Kochi Jukogyo K.K.—Kochi (921)<br>141,94 21,82 9,103<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 925 B.20 358 HeCls. B<br>4 Ha (stl) (14,3 × 8,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki Tarami<br>Gen 2 × 760kW a.c.<br>Fuel 162,5t (d.o.) 1 493,5t (hvf)-22,5pd<br>15kn |
| 7002459<br>SXYQ<br>7977<br>Df Esd<br>Gc Rdr<br>RTh | **DIAMOND SUN**<br>ex Nordwoge-81<br>**Fereniki Maritime Co.**<br>Fereniki Lines S.A.<br>Piraeus Greece | T.Mk<br>**2 835**<br>1 939<br>5 979<br>**4 798**<br>3 305<br>7 554 | **100A1**<br>strengthened for heavy cargoes<br>**LMC** **UMS**<br>EL v 495,0/48,0U2<br>FN 2927<br>(GL) | **1970** Schlichting-Werft—Travemuende (1366)<br>116,80(BB) 17,25 6,509/7,525<br>107,96 17,20 9,91<br>F 9,8 2 dks<br>rf nil<br>SF 5BH WB1719T | **M General Cargo**<br>3 Ho 21,9 28,5 32,0 ER<br>G.10 660 B.10 012<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) 1(1) | Oil 4SA 8Cy. 450 × 550 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 124kW 400V 50Hz a.c.<br>Fuel (hvf) 15,5kn |
| 7903328<br>7JNT<br>124083<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIANA**<br>**Sanyo Kaiji K.K.**<br>Uwajima, Japan<br>Ehime Pref. | **55 719**<br>33 082<br>81 273 | NK | **1980** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (282)<br>243,01 42,04 12,021<br>230,03 42,03 19,82<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 105 997 | Vee Oil 4SA 16Cy. 520 × 550<br>16 880bhp (12 416kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1440kW a.c.<br>14,75kn |
| 7001479<br>D5JV<br>6378<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIANA**<br>ex Daian Maru-78<br>**S.K.K. Marine Co. Ltd.**<br>Monrovia Liberia | **19 250**<br>15 357<br>23 588 | NK | **1969** Kanasashi Zosensho—Unspecified Works, Shimizu (910)<br>181,52 23,65 9,170<br>171,20 23,60 17,68<br>F 11,6 2 dks<br>len 81 | **M Bulk Carrier**<br>5 Ho ER<br>G.48 036 B.44 814<br>10 Ha (stl) ER<br>Cr 4(25) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 232kW 445V a.c.<br>Fuel 1 098,5t-33,5pd 14,25kn |

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| 6702545<br>PPBP<br>5757<br>Df Esd<br>Gc Rdr<br>RT | **DIANA**<br>ex Bage-68<br>**Companhia de Navegacao**<br>**Maritima Netumar**<br>Manaus Brazil | **6 930**<br>5 067<br>12 983 | AB | **1968** Ishikawajima do Brasil—Rio de<br>Janeiro (26)<br>145,52 19,54 8,751<br>135,01 19,49 12,20<br>3 dks<br>rf nil | **M General Cargo**<br>4 Ho ER<br>G.18 689 B.17 188 In.432 L.1 182<br>4 Ha (stl) ER | Oil 2SA 8Cy. 680 × 1250<br>10 000bhp (7 356kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 280kW<br>Fuel 984,5t 15kn |
| 7422049<br>DIPD<br>12054<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIANA**<br><br>**Partenreederei m.s. 'Diana'**<br>Peter Dohle Schiffahrts K.G.<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**1 599**<br>1 058<br>4 070 | GL | **1975** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (694)<br>93,50 (BB) 14,51 6,262<br>84,13 14,48 8,59<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 56,5 ER<br>G.6 258 B.5 663<br>TEU 210<br>C.Ho 94/20'(40') C.Dk<br>116/20'(40') incl. 25 ref C.<br>1 Ha (51,3 × 10,3) ER | Oil 4SA 8Cy. 370 × 400<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 368kW 2 × 172kW<br>1 × 25kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>14,5kn |
| 6422298<br>HQDS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DIANA**<br>ex Angelina S-82<br>ex Mariyos Hope-80<br>ex Balmerino-77 ex Ardgarvel-75<br>**Balm Maritime Co. Ltd.**<br>San Lorenzo Honduras | **1 121**<br>486<br>1 407 | ✠**100A1** SS 4/78<br>Ice Class 3<br>✠**LMC**<br>EL m<br>FN 953 | **1965**-1 James Lamont & Co. Ltd.—Port<br>Glasgow (402)<br>67,98 10,80 4,325<br>63,10 10,67 4,42<br>P 18,0 RQD 38,8 F 7,4 1 dk<br>RW rf 76<br>NS 4BH WB370t | **M General Cargo**<br>2 Ho 15,6 20,4 ER<br>G.1 815 B.1 756<br>2 Ha (stl) (11,2 13,2 × 6,7) ER<br>4W Der 6(5) | Oil 2SA 4Cy. 340 × 570<br>1 100bhp (809kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 50kW 1 × 25kW 220V d.c.<br>Fuel 86,5t (d.o.) 11kn |
| 7740855<br>UVYK<br>M-12589 | **DIANA**<br><br>**U.S.S.R. -'Dalryba'**<br>Korsakov .U.S.S.R. | **613**<br>179<br>379 | RS | **1978** ............U.S.S.R.<br>54,84 9,38 3,810<br>4,73<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.284<br>2 Ha (stl) (each 1,5 × 1,6)<br>Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>11,75kn |
| 7048104<br>SV3368<br>3648<br>Esd Gc<br>Pfd RT | **DIANA**<br><br>**Andritsou Brothers**<br>Piraeus Greece | **554**<br>438<br>284 | | **1971** United Shipping Yard Co.—Perama<br>54,92 10,39 2,109<br>47,05 9,00 2,70<br>1 dk | **TM Ferry** 450P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Dursley<br>15kn |
| 7024392<br><br><br>Esd Rdr<br>RT | **DIANA**<br>ex Huanuco 7-81 ex Petsa 26-76<br>**Proteinas Del Mar C.A.**<br>**(Proteica)**<br>Guayaquil Ecuador | **310**<br>140<br>— | GL | **1970** Ast. Picsa S.A.—Callao (317)<br>*35,09* 8,03<br>8,01<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203 reverse<br>reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| 5089661<br>EEJW<br>115 | **DIANA**<br><br>**Antonio Armas Curbelo S.A.**<br>Las Palmas Spain | **143**<br>106<br>183 | | **1918** Hamiton y Cia.—Santa Cruz de<br>Teneriffe<br>31,91 8,01<br>7,98 3,31<br>1 dk | **Wood Aux M General Cargo**<br>Schooner | Oil 3Cy.<br>120bhp (88kW)<br>D. Goedkoop, Jr. Amsterdam<br>Fuel 9,0t (d.o.) 6kn |
| 8109321<br>VTCY<br><br>Df Esd<br>Rdr RT | **DIANA**<br><br>**West Coast Marines Pte. Ltd.**<br>Cochin India | **115**<br>38<br>81 | ✠**100A1**<br>trawler<br>✠**LMC**<br>EL 25,0/16,0U2<br>FN 212 | **1981**-9 Scheepsw. "De Hoop" B.V.<br>—Hardinxveld (759)<br>23,68 6,58 2,980<br>21,24 6,51 3,43<br>1 dk<br>rf 686 BK 76<br>5BH WBnil | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 8Cy. 137 × 152 with clutches,<br>flexible couplings & sr reverse geared to<br>sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 12kW 440V 50Hz a.c. |
| 6727894<br>OZOV<br>D2807<br>Df Esd<br>Gc Pfd<br>Rdr | **DIANA CLAUSEN**<br>ex Huelva-81<br>**P/R Diana Clausen**<br>Soenderborg Rederiaktieselskab<br>Sonderborg Denmark | T.Mk<br>**1 066**<br>607<br>1 577<br>**1 540**<br>891<br>2 419 | BV (GL) | **1967** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (602)<br>89,26 (BB) 11,84 4,598/5,843<br>81,41 11,82 6,76<br>P 17,4 F 7,7 2 dks<br>len 81<br>conv General Cargo 81 | **M Livestock Carrier**<br>Ice strengthened<br>Mchy.aft<br>Cr 1(-) | Oil 4SA 7Cy. 400 × 600<br>1 970bhp (1 449kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 112kW 1 × 56kW<br>400V 50Hz a.c.<br>Fuel 124,0t (d.o.) 14,5kn |
| 7926928<br>7LYT<br>123903<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIANA ISLAND**<br><br>**Sanshin Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **8 753**<br>5 870<br>16 312 | NK | **1980** Imabari Zosen—Imabari (392)<br>145,78 22,89 8,390<br>136,02 22,86 11,36<br>P 23,8 F 12,2 1 dk | **M Bulk Carrier**<br>G.19 555 B.18 377 HeCls. B<br>4 Ha (stl) (15,2 18,3 18,3 18,3 ×<br>11,2) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 320kW 450V a.c.<br>Fuel-23,0pd 14kn |
| 5089685<br>WH5346<br>272347<br>Gc Rdr<br>RTm/v | **DIANA L. MORAN**<br><br>**Tug Helen B. Moran Inc.**<br>Wilmington, De United States<br>of America | **239**<br>162<br>— | AB | **1956** Jakobson Shipyard Inc.—Oyster Bay,<br>NY (367)<br>32,01 8,26 4,134<br>30,56 8,23 4,58<br>BK 102 | **D-E Tug** | Oil 2SA 16Cy. 222 × 267 driving 1 gen. of<br>1 210kW 525V d.c. connected to 1 elec.<br>motor<br>E made44 fitted56<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 40kW 1 × 35kW 125V d.c.<br>Fuel 119,0t |
| 7377244<br>S6FV<br>375976<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIANA PROSPERITY**<br><br>**Sumisho Lease (S) Pte. Ltd.**<br>Singapore Singapore | **44 989**<br>35 976<br>89 735 | NK | **1976** Oshima Zosen—Nagasaki (004)<br>241,49 40,04 14,174<br>230,00 39,98 18,80<br>F 18,3 1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>15,5kn |
| 7395179<br>EGTR<br><br>Df Esd<br>Rdr RT | **DIANA ROSAL**<br><br>**Industria de Comercio &**<br>**Finanzas S.A. (CONFISA)**<br>Huelva Spain | **286**<br>133<br>— | BV | **1975** Ast. de Huelva S.A.—Huelva (61)<br>38,49 7,27<br>33,28 7,24 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel 125,0t (d.o.) 10,5kn |

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|---|---|---|---|---|---|---|
| 7305837<br>OWJH<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DIANA SKOU**<br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | T.Mk<br>**6 622**<br>3 740<br>10 851<br>**9 623**<br>5 628<br>14 225 | ✠**100A1** SS 7/78<br>DTsf—oil FP above 65.5°C., or vegetable oil or latex<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4553 | **1973**-7 Helsingor Skibsv. og Maskinbyg. —Helsingor (400)<br>156,37 19,87 8,090/9,519<br>142,86 19,80 12,07<br>Ba 47,9 F 30,5 2 dks<br>rf 152<br>7BH WB3083T incl. DTf865T | **M General Cargo**<br>Ref 8P<br>5 Ho 13,1 23,0 22,5 21,0 20,9 ER<br>G.20 248 B.18 979 In.1 175<br>1 Ha (stl) (6,3 × 4,5) 4 Ha (stl) (each 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) 2(1,5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 10kgf/cm$^2$ (9,9bar) rcv 7kgf/cm$^2$ (6,9bar)<br>Gen 4 × 448kW 450V 60Hz a.c.<br>Fuel 2 685,5t (hvf) 18kn |
| 6421775<br>ZCIC<br>373035<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIANA TIDE**<br>ex Lady Diana-75<br>**Tidewater Georgetown Inc.**<br>Tidewater Inc.<br>Georgetown Cayman Islands (British) | **499**<br>198<br>594 | (BV) | **1964** Verolme Scheepswerf Heusden N.V. —Heusden (712)<br>48,72 10,06 2,998<br>45,70 10,01 3,81<br>1 dk<br>rf nil | **TM Supply Ship**<br>Deck Cargo 12P<br>2 Ho 12 Ta ER<br>G.116 L.468<br>2 Ha (each 3,5 × 2,4) ER<br>2W Der 2(10) | 2 Oil 2SA each 8Cy. 240 × 260<br>1 300bhp (956kW)<br>Kromhout Motorenfabrik Amsterdam<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 12kn |
| 5387673<br>PDQE<br>Df Esd<br>Rdr RT | **DIANA V.**<br>ex Werner Meyburg-72<br>**B.V. Scheepv. Maats. 'Diana V.'**<br>International Shipbrokers Ltd.<br>Rotterdam Netherlands | **499**<br>336<br>854 | GL | **1961** J. J. Sietas K.G. Schiffswerft —Hamburg (486)<br>60,23 8,92 3,379<br>56,65 8,91 3,92<br>P 8,9 F 5,5 1 dk<br>len 65 | **M General Cargo**<br>2 Ho ER<br>G.1 160 B.1 061<br>2 Ha (each 12,1 × 5,9) ER | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| 7816874<br>SIAJ<br>Df Esd<br>Gc Rdr<br>RT | **DIANA II**<br>**P/R Diana II**<br>Carl Bertil Myrsten<br>Slite Sweden | **11 653**<br>5 441<br>2 400 | BV | **1979** Jos. L. Meyer—Papenburg (592)<br>137,01(BB) 24,80 5,450<br>119,00 24,21 13,06<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>714bth 986dk P<br>Bow door & ramp 2 Stern ramps | 4 Oil 4SA each 8Cy. 400 × 450 with flexible couplings & sr geared to sc. shafts<br>23 940bhp (17 609kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 4 × 1048kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>21,5kn |
| 5302790<br>HO2428<br>Df Esd<br>Rdr RT | **DIANE**<br>ex Ryoei Maru No. 11<br>**Atuneros Argentinos S.A.**<br>Panama Panama | **251**<br>135<br>— | (NK) | **1959** Miho Zosensho K.K.—Shimizu (249)<br>40,77 7,17<br>35,97 7,10 3,46<br>P 5,8 F 24,7 1 dk | **M Fishing**<br>Side-fishing<br>In.248<br>4 Ha (1,3 1,3 × 0,9) (1,3 1,3 × 1,3) ER | Oil 4SA 6Cy. 320 × 450<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 124,0t 10,5kn |
| 7110347<br>WJ6043<br>275504<br>Df Esd<br>Rdr RT | **DIANE**<br>**Tug Diane Inc.**<br>Tampa, Fl United States of America | **193**<br>143<br>— | AB | **1958** Tampa Fabricators Inc.—Tampa, Fl (2118)<br>3,074<br>35,46 7,32 3,74<br>1 dk<br>rf nil | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse sr geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 60kW<br>Fuel 28,5t (d.o.) |
| 7309211<br>WYZ7<br>513<br>509101 | **DIANE & LISA**<br>ex Tabby IV ex Gulf Coast IV<br>**Poseidon Boat Corp.**<br>Fall river United States of America | **122**<br>83<br>— | | **1967** Sea Hoss Marine Ways Inc. —Freeport, Tx<br>*21,62* 7,22<br>2,90 | **M Fishing** | Oil<br>·335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| 7938103<br>598622 | **DIANE B.**<br>**Diane B. Inc.**<br>New York, NY United States of America | **117**<br>79<br>— | | **1978** .............Bayou la Batre, Al<br>*22,41* 6,71<br>3,28<br>1dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |
| 5089714<br>RT | **DIANE CHRIS**<br>ex Erwin-60 ex Handel | **150**<br>78<br>244 | (BV) | **1907** J. S. Figee—Vlaardingen<br>34,12 6,56<br>26,67 6,51 2,93<br>1 dk<br>R BK 221 len 50 | **M General Cargo**<br>1 Ho<br>G.311 B.255<br>2 Ha (6,2 × 3,9) (0,8 × 1,1)<br>1W Der 1(1,5) | Oil 4SA 3Cy. 240 × 360<br>112bhp (82kW) NE 38<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel (d.o.) 7kn |
| 8035996<br>315925 | **DIANE M**<br>ex Capt. Newman<br>Nassau Bahamas | **132**<br>9<br>— | | **1961** Diamond Manufacturing Co. —Savannah, Ga<br>7,17<br>24,62<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 7943055<br>ZGRB<br>399511<br>RT | **DIANE MARIE**<br>**Red Star Fisheries Ltd.**<br>Georgetown Cayman Islands (British) | **190**<br>147<br>— | | **1980** Duckworth Boat Builders—Florida<br>*23,14* 7,42<br>3,79<br>1 dk | **M Fishing**<br>Seiner | Vee Oil 2SA 12Cy. 146 × 146<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>10kn |
| 5177937<br>Df Esd<br>Pfd Rdr | **DIANITA**<br>ex Ledra I-72 ex Jylland-66<br>**Efthymiades Lines (Cyprus) Ltd.** | **1 632**<br>813<br>425 | (BV) | **1933** A/S Nakskov Skibsvaerft—Nakskov (53)<br>83,83 12,40 3,683<br>12,35<br>3 dks<br>R rf 76 | **M Ferry**<br>1200P<br>1 Ha (1,9 × 3,5)<br>Der 2(1,5) | Oil 2SA 6Cy. 500 × 900<br>2 300bhp (1 692kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 133kW 3 × 85kW 220V d.c.<br>Fuel 94,5t (d.o.) 15,5kn |
| 7358200<br>3FDL<br>1050<br>2-NY<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DIANNA**<br>ex Anita-81<br>**Sovereign Navigation Corp. Ltd.**<br>Panama Panama | **17 540**<br>11 316<br>28 327 | AB | **1974** Taiwan SB. Corp.—Keelung (N-052)<br>181,31 25,05 10,243<br>168,23 25,00 13,80<br>P 28,4 B 8,9 F 15,0 1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 17,0 21,1 20,2 21,7 21,7 21,7 ER<br>G.38 124 HeCls. B<br>6 Ha (stl) (10,2 13,0 11,7 13,2 13,2 13,2 × 12,0) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 760 × 1550<br>10 080bhp (7 414kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 3 × 300kW 450V a.c.<br>Fuel 221,5t (d.o.) 2 056,5t (hvf)-39,0pd 15kn |
| 7200984<br>WK6287<br>269264 | **DIANNE CARINHAS**<br>ex Dianne and Carole<br>**P. Borealis Inc.**<br>Gloucester, Ma United States of America | **245**<br>166<br>— | | **1955** Patterson Shipyard Inc.—Patterson, La<br>*41,15* 6,58<br>2,95 | **TM Fishing** | 2 Oil<br>1 100bhp (809kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |

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| **5030921**<br>GOZG<br>337559<br>Df Esd<br>RT | **DIANNE K.**<br>ex Sand Jade-82 ex Auriga-G-71<br>ex Auriga-54<br>**Parkroy Transport Co. Ltd.**<br>Bristol United Kingdom | **398**<br>204<br>574 | (BV) | **1954** G. J. van der Werff's Scheepsbw.<br>C.V.—Westerbroek (268)<br>48,77 8,21 3,137<br>8,16 4,20<br>P 11,6 RQD 15,9 F 7,1 1 dk<br>conv General Cargo 72 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 27,5 ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons Appingedam<br>Fuel 45,5t (d.o.) 9,5kn |
| **5089738**<br>HO7177<br>2514-72B<br>Df Esd<br>RT | **DIANNEL**<br><br>**Hendrik Jongstra**<br>Panama Panama | **379**<br>241<br>490 | BV | **1954** Schps. "Hoogezand" J. Bodewes<br>—Hoogezand (71)<br>50,73 7,78 2,852<br>44,51 7,73 4,02<br>P 11,6 F 4,9 2 dks<br>RW | **M General Cargo**<br><br>G.807 B.750<br>2 Ha (each 10,8 × 4,8) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 220 × 380<br>300bhp (221kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel 27,5t (d.o.) 9kn |
| **7117711**<br>SWIK<br>4575<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIAS**<br><br>**Dias Cia. Naviera S.A.**<br>Piraeus Greece | **16 379**<br>11 655<br>29 314 | AB | **1971** Hakodate Dock Co. Ltd.—Hakodate<br>(496)<br>180,80(BB) 23,14 10,675<br>170,01 23,11 14,51<br>P 37,8 RQD 28,7 B 11,3 F 16,2 1 dk<br>rf 51 DK fwd | **M Bulk Carrier**<br><br>7 Ho 14,9 19,1 22,3 13,5 17,1<br>20,7 20,5 ER<br>G.37 920 B.34 409<br>7 Ha (stl) (6,7 12,7 12,7 9,5 11,1<br>12,7 11,1 × 9,5) ER<br>14W Der 2(25) 14(10) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 450V 50Hz a.c.<br>Fuel 1 880,5t (hvf) 14,5kn |
| **5142592**<br>SVCZ<br>2123 | **DIAS**<br>ex Hara-64 ex Coxy-55<br>ex Toneline-47<br>**M. Michelpis & N. Cohilas**<br>Piraeus Greece | **562**<br>277<br>813 | (HR) | **1928** Ch. Generaux—Sete<br>*60,29* 8,84 3,963<br>8,79<br>1 dk<br>R conv Tanker 55 | **M General Cargo**<br><br>2 Ho<br>G.1 048<br>2 Ha (each 13,8 × 3,2)<br>3W Der 3(2,5) | Oil 2SA 6Cy. 300 × 500<br>525bhp (386kW) NE made— fitted—<br>CKD Praha Praha<br>Fuel 40,5t (d.o.) |
| **7641906**<br><br>350255 | **DIAS**<br><br>**Government of The Republic of South Africa (Department of Prisons)**<br>Cape Town/ South Africa<br>Kaapstad | **127**<br>77<br>— | | **1956** Gilbert Hamer & Co. Ltd.—Durban<br>20,91 6,02<br>3,05<br>1 dk | **Wood M** | Oil<br><br>.............. |
| **6404923**<br>6VOV<br><br>Df Esd<br>Pfd Rdr<br>RTm | **DIATOU**<br>ex Atlas-78<br>**Armement Ousmane Diagne**<br>Dakar Senegal | **199**<br>84<br>197 | BV | **1964** N.V. Scheeps. "Westerbroek"<br>—Westerbroek (177)<br>34,09 6,91 3,296<br>30,00 6,80 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>In.190<br>3 Ha (each 0,8 × 0,8)<br>1W Der 1(2) | Oil 4SA 8Cy. 220 × 280<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 34,5t (d.o.) 13kn |
| **6414540**<br>P3XF<br>394655<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIBIHAMID**<br>ex Nordwik-81 ex Pep Sea-74<br>ex Seehauserand-72<br>**Hamid Shipping Co. Ltd.**<br>Limassol Cyprus | **500**<br>306<br>1 088<br>**992**<br>683<br>1 700 | GL | **1964** Elsflether Werft A.G.—Elsfleth/Weser<br>(341)<br>68,00 10,47 3,820/5,011<br>61,52 10,41 5,80<br>F 7,7 2 dks<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.2 294 B.2 007<br>1 Ha (stl) (15,0 × 6,0) 1 Ha (w) (15,0<br>× 6,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 71,0t (d.o.)-4,0pd 11,25kn |
| **6913508**<br>OUHM<br>D1701<br>Df Esd<br>Gc Rdr<br>RTm | **DICADA**<br>ex Rosa Pantos-81<br>**Jorgen K. Christensen**<br>Hanstholm Denmark | **149**<br>70<br>70 | BV | **1969** VEB Rosslauer Schiffswerft—Rosslau<br>(D.562/54)<br>33,58 6,66 2,693<br>29,52 6,61 3,28<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) NE 74<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 23,5t (d.o.) 12kn |
| **5089776** | **DICAYAGUA**<br><br>**Naviera Dominicana C. por A.**<br>Santo Domingo Dominican Rep. | **181**<br>132<br>— | | **1943** ..............Ciudad Trujillo<br>*32,47* 7,22<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil<br><br>.............. |
| **7503154**<br><br>351158<br>Esd RT | **DICK KING**<br><br>**Shell & BP (S.A.) Petroleum Refineries (Pty.) Ltd.**<br>Land & Marine & Salvage Contractors South Africa (Pty.) Ltd.<br>Durban South Africa | **156**<br>34<br>170 | ✠100A1 SS 10/80<br>South African coastal service not more than 10 miles offshore<br>✠LMC<br>EL (D) ⅝"U2<br>FN 269 | **1976**-7 James Brown & Hamer Ltd.<br>—Durban (38)<br>28,86 7,07 2,509 (incl.skeg)<br>26,07 6,80 3,51<br>RFD 4,0 1 dk<br>rf 686<br>4BH WB14T | **TM Buoy Tender**<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 48kW 380/220V 50Hz a.c.<br>Fuel 14,0t (d.o.) 10,5kn |
| **6924076**<br>5BKP<br>321170<br>Df Esd<br>Pfd RTh | **DICKYBONZO**<br><br>**Helene Edmondo Branco**<br>Limassol Cyprus | **232**<br>37<br>369 | | **1943** Vulcan Iron Works—India<br>Assembled**1943** ..............Egypt<br>40,85 9,35 1,982<br>39,93 9,15 2,14<br>P 11,6 1 dk<br>R conv — | **TM Salvage Ship**<br><br>3 Ho each 7,1 ER | 2 Oil 4SA each 6Cy. 152 × 216<br>450bhp (331kW) E made59 fitted—<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Fuel 6,0t (d.o.) 9kn |
| **7038484**<br>TCCR<br>4095<br>Df Esd<br>Gc Rdr<br>RT | **DICLE**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **9 046**<br>5 240<br>13 120 | ✠100A1 SS 7/79<br>✠LMC<br>EL Z 2⅛"U2<br>FN 4526 | **1971**-5 Brodogradiliste "Jozo Lozovina-<br>Mosor"—Trogir (158)<br>154,24(BB) 19,82 9,329<br>142,22 19,78 12,04<br>F 15,6 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil<br>7BH WB2407t incl. Tunnel tanks 250t | **M General Cargo** | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>AuxB 6kgf/cm² (5,9bar)<br>e(ex.g) 6kgf/cm² (5,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>18kn |
| **5296630**<br>H9NP<br>9963-L<br>Df Esd<br>Rdr RTm | **DICO**<br>ex Indico-81 ex Rio Umia-65<br>**Mermaid Trading Corp.**<br>Panama Panama | **3 169**<br>1 482<br>4 500 | BV | **1960** "ASTANO", Astilleros y Talleres del<br>Noroeste S.A.—El Ferrol (73)<br>110,01 14,86 6,452<br>101,61 14,80 6,76<br>1 dk & S dk | **M General Cargo** OSD<br><br>4 Ho 16,7 18,2 18,5 15,5 ER<br>G.8 855 B.7 972<br>4 Ha (9,1 10,0 10,0 10,0 × 6,7) ER<br>8W Der 8(3,5) | Oil 2SA 5Cy. 500 × 900<br>2 780bhp (2 045kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 2 × 200kW 220V d.c.<br>Fuel (d.o.) 14kn |

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|---|---|---|---|---|---|---|
| 5403178<br>GMFU<br>304229<br>Df RT | **DICTION**<br><br>**J. Darling (Import & Export) Services Ltd.**<br>Rochester United Kingdom | **189**<br>112<br>254 | | **1963** R. Dunston (Hessle) Ltd.—Hessle (S798)<br>32,11 7,19 2,274<br>29,27 7,01 2,85<br>1 dk | **M General Cargo**<br><br>1 Ho 18,1 ER<br><br>1 Ha (17,0 × 4,5) ER | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW)<br>Bergius Co. Ltd. Glasgow<br>Fuel (d.o.) |
| 6905343<br>LFON<br>17249<br>Df Esd<br>Gc Rdr<br>RTv | **DICTO**<br><br>**E. B. Aabys R/A**<br>Oslo Norway | **14 318**<br>8 254<br>22 581 | NV | **1969** Rheinstahl Nordseewerke—Emden (404)<br>163,56 22,86 10,034<br>155,61 22,80 13,80<br>P 33,6 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>5 Ho 20,4 21,6 23,1 21,6 22,4 ER<br>G.27 236<br>1 Ha (stl) (13,2 × 11,9) 8 Ha (stl) (each 16,0 × 8,7) ER<br>Cr 5(10) | Oil 2SA 7Cy. 750 × 1320<br>10 500bhp (7 723kW) Fiat<br>Borsig A.G. West Berlin<br>Gen 2 × 480kW 1 × 400kW 440V 60Hz a.c.<br>Fuel 180,0t (d.o.) 1 400,0t (hvf) 16kn |
| 6613586<br>DGMG<br><br>Esd Rdr<br>RTv | **DIDE**<br>ex Gesa-66 ex Grauerort-65<br>ex Vier Gebroeders<br>**Heinz-Alfred Jungclaus**<br>Hamburg Federal Republic of Germany | **205**<br>92<br>310 | GL | **1901** H. Holtman & Zoon—Stadskanaal<br>*36,00* 6,86 2,131<br>2,39<br>P 8,6 F 5,5 1 dk<br>len 54 widened & deepened 58 | **M General Cargo**<br><br><br><br>2 Ha (each 10,5 × 3,9) | Oil 4SA 6Cy. 220 × 280<br>200bhp (147kW) NE —<br>Kloeckner Humboldt Deutz Koeln<br>7kn |
| 5152145<br>HPFC<br>1090<br>0-AG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIDIER**<br>ex Saint Didier-79<br>ex Hoegh Belle-73<br>**Seajey Maritime Inc.**<br>Empan Maritime Inc.<br>Panama Panama | T.Mk<br>**4 357**<br>2 297<br>7 529<br>**6 981**<br>4 369<br>10 239 | BV (NV) | **1962** Drammen Slip & Verk.—Drammen (52)<br>151,54 17,58 6,782/8,230<br>140,90 17,53 10,06<br>P 43,0 F 33,0 2 dks<br>rf 51 len 71 | **M General Cargo**<br>Ref<br>5 Ho 17,0 28,1 22,1 24,9 16,0 ER<br>G.16 035 B.14 833 In.831<br>5 Ha (stl) (8,2 × 5,7) (19,2 12,4 15,1 × 6,1) (4,0 × 3,4) ER<br>16W Cr 1(3) Der 1(90) 4(15) 4(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 180kW 440V 60Hz a.c.<br>Fuel 921,5t (hvf) 16kn |
| 7022447<br>SXAB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DIDO**<br>ex Armadale-81<br>**Odissea Shipping Co.**<br>J. P. Samartzis Maritime Enterprises Co. S.A.<br>Greece | T.Mk<br>**7 182**<br>4 086<br>12 802<br>**10 328**<br>6 184<br>15 291 | ✠**100A1** SS 1/79<br>✠**LMC**<br>EL C† 2$\frac{3}{8}$"U2<br>FN 5170 | **1970**-10 Austin & Pickersgill Ltd. —Southwick, Sunderland (866)<br>160,05 21,39 8,249/9,208<br>152,41 21,34 12,58<br>F 13,8 2 dks<br>RW rf nil<br>NS 7BH to U dk 2 to 2nd dk WB4040t incl. DTf1668t Tunnel tanks 383t | **M General Cargo**<br><br>6 Ho 22,1 12,1 9,9 22,8 23,6 23,6<br>G.21 985 B.20 052<br>5 Ha (stl) (11,6 × 7,3) (14,4 14,4 14,4 11,4 × 8,5)<br>6W Cr 3(26) 2(16) Der 6(10) | Oil 2SA 4Cy. 760 × 2180<br>10 000bhp (7 356kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 425kW 440V 60Hz a.c.<br>Fuel 1 458,0t (hvf) 16,5kn |
| 7522605<br>SZTD<br>5965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIDYMI**<br><br>**Didymi Corp.**<br>Piraeus Greece | **19 166**<br>13 515<br>32 600 | AB | **1976** Kanasashi Zosensho—Toyohashi (014)<br>182,20(BB) 27,01 10,853<br>170,01 26,98 15,22<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>16,25kn |
| 7007708<br>EGLH<br>2786<br>Esd Pfd<br>Rdr RT | **DIECINUEVE MARU**<br>ex Imperial III-72<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **157**<br>67<br>71 | BV | **1970** Ast. Zamacona S.A.—Bilbao (41)<br>*25,46* 7,01 2,985<br>22,99 6,99 3,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 7,0t (d.o.) 10kn |
| 7007693<br>EGLG<br>2785<br>Esd Pfd<br>Rdr RT | **DIECIOCHO MARU**<br>ex Imperial II-72<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **157**<br>67<br>71 | BV | **1970** Ast. Zamacona S.A.—Bilbao (40)<br>*25,46* 7,01 2,985<br>22,99 6,99 3,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 7,0t (d.o.) 10kn |
| 7015793<br>EGLE<br>2794<br>Esd Gc<br>Rdr RT | **DIECISEIS MARU**<br>ex Sir Patrick S-72<br>**Altapesca S.A.**<br>Las Palmas Spain | **252**<br>95<br>— | BV | **1972** Ast. Celaya—Bilbao (118)<br>33,00 3,023<br>29,09 7,51 4,02<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>571bhp (420kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7007681<br>EGLF<br>2784<br>Esd Pfd<br>Rdr RT | **DIECISIETE MARU**<br>ex Imperial I-72<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **157**<br>67<br>71 | BV | **1970** Ast. Zamacona S.A.—Bilbao (39)<br>*25,46* 7,01 2,985<br>22,99 6,99 3,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 69,0t (d.o.) 10kn |
| 5051133<br>H3JV<br>5012-75B<br>Df Esd<br>Gc Rdr<br>RTh/v | **DIEGO**<br>ex Breitenstein-76<br>**Sociedad Armadora Diego Asociadad S.A.**<br>Panama Panama | **5 318**<br>2 954<br>7 700<br>**7 948**<br>4 542<br>— | GL | **1956** Bremer Vulkan A.G.—Vegesack (846)<br>151,82 18,45 7,560/8,800<br>139,02 18,39 11,36<br>B 24,4 F 18,0 2 dks & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ref 5P<br>Ice strengthened<br>5 Ho 14,0 22,6 21,6 21,6 24,7<br>G.14 387 B.13 255 In.375<br>5 Ha (stl) (5,0 × 4,5) (11,9 15,1 15,1 11,9 × 5,5)<br>18W Der 1(50) 8(5-10) 10(3-5) 2(0,75) | Oil 2SA 8Cy. 780 × 1400<br>9 000bhp (6 620kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 200kW 1 × 30kW 220V d.c.<br>Fuel 1 290,5t (hvf) 17,5kn |
| 6802096<br>SWGA<br>5639<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIEGO**<br>ex Nikot-81 ex Oriental Pearl-76<br>ex Oyama Maru-72<br>**Diego Shipping Co. S.A.**<br>Piraeus Greece | **3 388**<br>2 236<br>5 654 | **100A1** SS 6/80<br>strengthened for heavy cargoes<br>**LMC**<br>EL S 467,5/44,0U2<br>FN 2236<br>(NK) | **1967** Nipponkai Heavy Ind. Co. Ltd. —Toyama (133)<br>101,02 15,02 6,986<br>94,01 14,99 8,79<br>P 22,0 F 10,7 1 dk<br>RW rf 102<br>SF 4BH WB679T incl. Comb. btm & STs in Nos. 1 & 2 holds 432T | **M General Cargo**<br><br>2 Ho ER<br>G.7 405 B.7 102<br>2 Ha (24,6 26,5 × 7,4) ER<br>16W Der 2(15) 2(10) | Oil 4SA 6Cy. 520 × 860<br>3 200bhp (2 354kW)<br>Nippon Hatsudoki Kobe<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 130kW 445V 60Hz a.c.<br>Fuel 408,5t 12,75kn |
| 7023013<br>INBZ<br>3648<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIEGO C.**<br>ex Stainless Trader-77<br>**Dottore Diego Cali**<br>Genova Italy | **1 588**<br>770<br>2 855 | RI (NV) | **1970** Ernst Menzer, Schiffswerft —Geesthacht (486)<br>86,72 (BB) 12,22 5,639<br>81,34 12,20 6,86<br>P 22,0 F 11,9 1 dk<br>rf nil | **M Tanker**<br>Chemical<br>Ice strengthened<br>14 Ta ER<br>L.2 356 | Oil 4SA 6Cy. 450 × 550<br>2 200bhp (1 618kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 172,5t (d.o.)-8,0pd 13,5kn |

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| **6907339**<br>IMQP<br>1323<br>Df Esd<br>Gc Rdr | **DIEGO DE BLASIO**<br>ex Amari-79 ex Joerka-75<br>**Ronamar S.a.s.**<br>Napoli Italy | **1 246**<br>755<br>2 170 | GL RI | **1968** Angyalfold Shipyard—Budapest (2031)<br>71,46 11,54 5,322<br>64,50 11,51 6,28<br>2 dks | **M General Cargo**<br>2 Ho<br>G.2 832 B.2 492<br>2 Ha (stl) (16,7 17,3 × 7,0)<br>Der 1(5-10) 3(3-5) | CSD | Oil 2SA 6Cy. 360 × 600<br>1 500bhp (1 103kW)<br>Jugoturbina | Karlovac<br>12,5kn |
| **7004196**<br>EEOW<br>246<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DIEGO NABOU**<br>ex Mercedes del Mar-82<br>**Contenemar S.A.**<br>Gijon Spain | **1 929**<br>1 495<br>2 896 | GL | **1970** Maritima del Musel S.A.—Gijon (112)<br>79,86 (BB) 12,83 5,627<br>71,94 12,81 6,58<br>P 13,8 F 8,3 1 dk | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho 49,6 ER<br>TEU 112<br>C.Ho 34/20' 22/40' C.Dk 2/20' 16/40'<br>1 Ha (stl) ER | | Oil 4SA 8Cy. 400 × 580<br>2 140bhp (1 574kW)<br>Hijos de J. Barreras S.A.<br>Gen 2 × 72kW 1 × 52kW<br>380V 50Hz a.c.<br>Fuel 170,5t (d.o.) | Werkspoor<br>Vigo<br>13,5kn |
| **7358171**<br>DVGU<br>222258<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIEGO SILANG**<br>ex Sultan Kudarat-75<br>ex Thames Glory-75<br>**Philippine National Oil Co.**<br>Luzon Stevedoring Corp.<br>Manila Philippines | **51 836**<br>35 643<br>100 748 | AB | **1974** Taiwan SB. Corp.—Keelung (N-047)<br>253,02 36,81 16,561<br>240,01 36,78 20,60<br>F 20,8 1 dk | **M Tanker**<br>SBT<br>11 Ta ER<br>L.(oil) 120 887 | | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 700kW 2 × 560kW a.c.<br>Fuel-51,0pd | Sulzer<br>Aioi<br>15kn |
| **5069130**<br>5RFO<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIEGO SUAREZ**<br>ex Chateau Margaux-70<br>ex Fanny Scarlett-60<br>**Auxiliaire Maritime de Madagascar**<br>Toamasina Madagascar | **2 375**<br>1 107<br>3 785<br>**3 448**<br>2 056<br>5 089 | BV | **1958** Norderwerft Koser & Meyer —Hamburg (835)<br>102,01 14,56 6,097/7,182<br>93,02 14,51 8,79<br>F 13,5 1 dk & S dk<br>RW | **M General Cargo**<br>Wine<br>3 Ho 13,4 18,9comb. 18,9comb. ER<br>G.6 825 B.6 315 L.543<br>5 Ha (stl) (8,3 7,6 8,3 5,8 7,6 × 6,1) ER<br>10W Der 1(25) 10(5) | OSD/CSD | 2 Oil 4SA each 8Cy. 385 × 580 geared to sc. shaft<br>3 130bhp (2 302kW)<br>Maschinenbau Kiel A.G.<br>Gen 3 × 100kW 440V 60Hz a.c.<br>Fuel 363,5t | Kiel<br>14,5kn |
| **7826635**<br><br>Df Esd<br>Gc Rdr<br>RT | **DIELMON**<br>**Government of The Republic of Senegal (Directorate de l'Oceanographique)**<br>Dakar Senegal | **200**<br>58<br>120 | BV | **1980** Ast. de Huelva S.A.—Huelva (39)<br>29,72 7,32 3,201<br>25,02 7,31 3,71<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | | Oil 4SA 5Cy. 225 × 300 geared to sc. shaft<br>725bhp (533kW)<br>Cons. Echevarria | Alpha<br>Spain |
| **7614836**<br>PDQG<br>33W853<br>Df Esd<br>Pfd Rdr<br>RT | **DIEN DANIELSEN**<br>**Westerpark Scheepvaart & Handelmij B.V.**<br>Hoogezand Netherlands | **1 221**<br>621<br>2 532 | BV | **1979** E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (812)<br>79,81 13,06 5,188<br>72,52 13,01 7,52<br>P 4,3 RQD 9,5 B 10,1 F 13,8 1 dk & S dk<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,2 ER<br>G.4 234 B.3 843<br>2 Ha (stl) (14,4 21,5 × 9,8) ER<br>3W Cr 3(3) Der 1(15) 2(3) | OSD | Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 96kW 380V 50Hz a.c.<br>Fuel-6,0pd | Kiel<br>12,25kn |
| **7023843**<br>Y5OC<br><br>Df Esd<br>Gc Rdr<br>RTm | **DIERHAGEN**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**299**<br>137<br>780 | DSRK | **1970** Elbewerften Boizenburg/Rosslau —Boizenburg (273)<br>57,71 (BB) 10,29 3,683<br>54,95 10,11 5,80<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,6 ER<br>G.1 539 B.1 400<br>1 Ha (stl) (30,0 × 7,7) ER | | Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 128kW 1 × 116kW<br>1 × 77kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) | Magdeburg<br>12,75kn |
| **7017064**<br>Y6GG<br><br>Rdr | **DIERKOW**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **139**<br>—<br>48 | DSRK | **1963** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>26,45 8,03 3,801<br>23,02 7,60 3,51<br>1 dk | **D-E Tug**<br>Ice strengthened | | 2 Vee Oil 4SA each 12Cy. 180 × 210 driving 1 gen. of 355kW connected to 1 elec. motor & geared to sc. shaft<br>Sachsenwerke Niedersedlitz<br>Gen 2 × 36,75kW 1 × 21,5kW<br>230V 50Hz a.c. | Niedersedlitz<br>11kn |
| **5069843**<br>IRHX<br>1154<br>Esd Pfd<br>Rdr<br>RTm/v | **DIES**<br>ex Northumbrian Queen-72<br>ex Chevychase-72<br>**Remy di Navigazione S.r.l.**<br>Napoli Italy | **877**<br>432<br>1 380 | RI<br>✠Classed LR until 7/73 | **1956**-9 Jos. L. Meyer—Papenburg (474)<br>71,38 11,05 4,268<br>65,54 10,98 6,48<br>F 6,8 1 dk & S dk<br>RW rf 102 | **M General Cargo**<br>2 Ho 19,2 21,5 ER<br>G.2 621 B.2 479<br>2 Ha (stl) (each 12,1 × 5,9) ER<br>4W Der 1(10) 1(5) 2(3) | OSD | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 60kW 220V d.c.<br>Fuel 211,5t (d.o.) | Koeln<br>13kn |
| **5083514**<br>LW4205<br><br>Df Esd<br>RTh | **DIETER A**<br>ex Czajka-73<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **160**<br>58<br>100 | (PR) | **1952** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B11/S192)<br>32,57 6,76 3,039<br>3,38<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | | Oil 4SA 8Cy. 240 × 360<br>400bhp (294kW) NE 60<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 1 × 66kW 330V d.c. 1 × 18kW<br>1 × 12kW 1 × 6kW 110V d.c. | Magdeburg<br>9kn |
| **6504450**<br>5LHM<br>3921<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DIETRICH OLDENDORFF**<br>**Rhenania Shipping Corp.**<br>Monrovia Liberia | **19 367**<br>14 454<br>38 230 | GL | **1965** Flensburger Schiffsbau-Ges. —Flensburg (600)<br>201,73 26,24 11,532<br>190,02 26,00 15,63<br>P 40,6 F 15,9 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>9 Ho ER<br>G.46 227<br>9 Ha (stl) (8,2 10,7 8,2 10,7 8,2 10,7 8,2 10,7 8,2 × 12,5) ER | HeCls. B | Oil 2SA 7Cy. 780 × 1550<br>10 800bhp (7 944kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Fuel 146,0t (d.o.) 1 490,0t (hvf)-41,0pd | Augsburg<br>14,75kn |
| **5258028**<br>TQBV<br>5121<br>RTm | **DIEU NOUS GARDE**<br>ex Notre Avenir-65<br>**Jean-Claude Pruneau**<br>La Rochelle France | **102**<br>32<br>— | | **1959** Ch. Le Ny—Nevez<br>*20,33* 6,61<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>6 Ha (0,9 × 0,9) (0,9 0,9 0,9 × 0,6) (0,9 0,9 × 0,6)<br>1W Der 1(2,5) | | Oil 4SA 5Cy. 230 × 330<br>300bhp (221kW)<br>Moteurs Duvant | Valenciennes<br>9,5kn |
| **5089972**<br><br><br>Esd Gc<br>RT | **DIEUWINA**<br>**Tempo Fisheries Ltd.**<br>United Kingdom | **107**<br>34<br>— | | **1961** Laan & Kooy—Den Oever (108)<br>27,01 6,33<br>... ... ... | **M Fishing**<br>Side-fishing | | Oil 2SA 6Cy. 190 × 350<br>N.V. Mach. "Bolnes" | Krimpen a/d Lek |

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| 7015743<br>EGKY<br>2777<br>Df Esd<br>Rdr RT | **DIEZ MARU**<br>ex Imperial X-73<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **162**<br>60<br>71 | BV | **1972** Ast. Zamacona S.A.—Bilbao (48)<br>25,91 7,01 2,985<br>22,99 6,99 3,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW) Stork<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel (d.o.) 10kn |
| 5089984<br>LAKQ<br>14734<br>Df Esd<br>RTm | **DIGBY**<br>**Georg Dahle P/R**<br>Haugesund Norway | **121**<br>36<br>163 | (BV)<br>✠Classed LR until 11/54 | **1947**-4 F. Curtis—Charlestown, Cornwall<br>29,95 6,86<br>24,21 6,81 3,28<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho<br>1 Ha (3,8 × 2,0)<br>1W Der 1(3,5) | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) NE 72<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 11,0t (d.o.) |
| 5266752<br>H9SX<br>1012<br>1-HK<br>RT | **DIGGER I**<br>ex Otakou-81<br>**Illman Jones Inc.**<br>Panama Panama | **1 817**<br>750<br>— | ✠Classed LR until 6/64 | **1929**-7 Fleming & Ferguson Ltd.—Paisley (494)<br>81,54 14,08 4,725<br>14,03 6,10<br>1 dk<br>R | **TS Hopper/Dredger**<br>Bottom doors<br>Mchy.aft | C 4Cy. (2) 508 & (2) 1016 × 610<br>Fleming & Ferguson Ltd. Paisley |
| 8201260<br>646454 | **DIGICON DEFINITION**<br>**Digicon Geophysical Inc.**<br>Galveston, Tx United States of America | **190**<br>129<br>278 | AB (Class cont.) | **1982** Newpark SB. & Repair Inc.—Houston, Tx (9511)<br>11,13 1,677<br>36,58 10,98 2,44<br>1 dk | **M Research**<br>Seismographic | 2 Vee Oil 2SA each 12Cy. 108 × 127 with clutches & sr reverse geared to sc. shaft<br>750bhp (552kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7908160<br>WD6199<br>619902<br>Df Gc<br>Pfd Rdr<br>RT | **DIGICON EXPLORER**<br>**Digicon Geophysical Inc.**<br>Houston, Tx United States of America | **290**<br>197<br>— | AB | **1980** Modern Marine Power Inc.—Houma, La (29)<br>... ... ...<br>56,70 12,20 4,58<br>F 31,1 1 dk | **TM Research** | 2 Oil 2SA each 4Cy. 300 × 450 sr geared to sc. shafts<br>2 700bhp (1 986kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 4 × 150kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12kn |
| 7618478<br>ATRC<br>1737<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIGLIPUR**<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **4 356**<br>2 560<br>6 579 | AB IRS | **1977** Nishi Zosen K.K.—Imabari (184)<br>109,86 16,54 6,932<br>98,94 16,50 8,51<br>P 22,0 F 10,1 1 dk | **M General Cargo**<br>2 Ho 32,3 37,8 ER<br>G.8 766 B.8 226<br>2 Ha (stl) (28,7 26,9 × 8,3) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 240kW 1 × 120kW 450V 60Hz a.c.<br>12,5kn |
| 5337654<br>SXQD<br>4368<br>Df Esd<br>Gc Rdr<br>RT | **DIGNITY**<br>ex Anangel Providence-73<br>ex Stad Utrecht-72<br>**Dignity Shipping Co. S.A.**<br>Piraeus Greece | **8 634**<br>5 090<br>13 076 | BV (GL) | **1957** Flensburger Schiffsbau-Ges. —Flensburg (565)<br>148,27 18,50 8,818<br>138,00 18,41 11,82<br>F 14,4 2 dks<br>R rf 81 | **M General Cargo**<br>5 Ho 19,5 19,9 21,5 19,2 24,0<br>G.17 861 B.16 533<br>5 Ha (stl) (each 12,8 × 8,0)<br>10W Der 1(50) 10(3-5) | Oil 2SA 8Cy. 700 × 1200<br>4 100bhp (3 016kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 150kW 230V d.c.<br>Fuel 774,0t (d.o.) 14kn |
| 5143637<br>HNDJ | **DIJLAH**<br>ex Hashim-66<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **462**<br>27<br>356 | ✠Classed LR until 21/4/78 | **1957**-10 Scott & Sons—Bowling (416)<br>58,83 9,81 3,988<br>38,10 5,01<br>B 13,5<br>BK 178 | **S Tug** | T 3Cy. 432 711 & 1168 × 838<br>Plenty & Son Ltd. Newbury<br>Fuel 172,5t (o.f.) 12,5kn |
| 6501070<br>YTLD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIKA**<br>ex Don Juan-72<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | T.Mk<br>**802**<br>448<br>1 355<br>**2 240**<br>1 660<br>3 740 | **✠100A1** SS 6/81<br>Ice Class 1<br>**✠LMC**<br>EL r $1\frac{1}{2}$"SQ<br>FN 1588<br>JR | **1965**-1 A/B Ekensbergs Varv—Stockholm (232)<br>80,85 13,54 3,772/6,525<br>73,79 13,50 8,01<br>F 10,7 2 dks<br>rf 102<br>NS 4BH WB704t | **M RoRo Cargo/General Cargo**<br>Bow door<br>1 Ho 43,8comb. 1 TwD 63,4comb. ER<br>G.5 380 B.4 814<br>3 Ha (13,4 × 7,7) (9,2 × 6,8) (12,8 × 7,7) ER<br>6W Der 1(30) 6(5-10) | Oil 4SA 8Cy. 360 × 450<br>1 498bhp (1 102kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 80kW 1 × 52kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.) 12kn |
| 7305069<br>UETY<br>M-31538<br>Df Esd<br>Gc Rdr<br>RT | **DIKSON**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 273**<br>1 084<br>2 624 | RS | **1972** ..............U.S.S.R.<br>107,50 14,43 6,230<br>10,42<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>6 Ho<br>In.3 062<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving 1 gen. connected to 1 elec. motor & sc. shaft U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 6514443<br>UGRS<br>M-17154<br>Df Esd<br>Gc Rdr<br>RT | **DIKSON**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **2 921**<br>1 345<br>4 009 | RS | **1965** Hollming Oy—Rauma/Raumo (168)<br>102,27 14,03 6,201<br>93,02 14,00 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,6 14,7 16,0 ER 17,5<br>G.5 171 B.4 769<br>4 Ha (stl) (9,9 9,9 9,9 × 8,3) ER (9,9 × 7,0)<br>8W Der 1(35) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 259,0t (hvf) 13,5kn |
| 7228209<br>P3VN<br>394582<br>Df Esd<br>Rdr RT | **DILA**<br>ex Franziska Kurz-80<br>ex Kings River-74<br>**Nazem Shipping**<br>Tristar Shipping Ltd.<br>Limassol Cyprus | **2 008**<br>1 610<br>3 716 | **100A1**<br>**LMC**<br>EL Q 440,0/38,0U2<br>FN 1767<br>(GL) (NV) | **1972** Smedvik Mek. Verksted A/S—Tjorvag (35)<br>93,27 14,05 5,055<br>87,00 14,00 6,30<br>P 12,2 RAD 12,2 F 7,7 1 dk<br>rf 102<br>5BH | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 959 B.4 632<br>2 Ha (stl) (26,9 28,8 × 10,2) ER<br>4W Der 4(10) | Oil 2SA 9Cy. 300 × 450<br>2 250bhp (1 655kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 128kW 1 × 56kW 380V 50Hz a.c.<br>Fuel 293,5t (d.o.) 12,25kn |
| 7704289<br>TCPN<br>4610<br>Df Esd<br>Gc Rdr<br>RT | **DILER**<br>**Diler Demir Cekme Sanayii ve Ticaret A.S.**<br>Istanbul Turkey | **1 598**<br>1 170<br>3 064 | AB | **1978** Sedef Gemi Endustrisi A.S.—Gebze (30)<br>75,14 5,322<br>74,12 13,71 6,53<br>P 13,5 1 dk | **M General Cargo**<br>2 Ho 25,9 25,9 ER<br>2 Ha (19,5 19,5 × 10,1) ER | Oil 4SA 6Cy. 320 × 420 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 2 × 120kW 1 × 36kW a.c.<br>13kn |

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| **7925871**<br>INFQ<br>1011 | **DILETTA F.**<br>**Silos Granari della Sicilia S.p.A.**<br>Palermo Italy | **30 000**<br>17 500<br>50 468 | RI | **1981** Italcantieri S.p.A.—Genova (4378)<br>194,44(BB) 32,31 14,425<br>184,03 32,26 17,02<br>F 20,2 1 dk | **M Bulk Carrier**<br>7 Ho 18,2 19,1 19,1 19,1 19,1<br>19,1 19,1 ER<br>G.59 585 B.56 575<br>7 Ha (stl) (each 13,1 × 16,1) ER | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>A/B Gotaverken Goteborg<br>Controllable pitch propeller<br>Fuel 388,0t (d.o.) 1 826,0t (hvf) |
| **6729206**<br>TO2092<br>7131<br>RTv | **DILIGENT**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe Boulonnaise de Remorquage<br>Dunkerque France | **192**<br>—<br>— | BV | **1967** Ziegler Freres—Dunkerque (160)<br>29,01 8,51 4,503<br>27,01 8,01 6,30<br>1 dk<br>rf 305 | **M Tug** | Oil 4SA 8Cy. 260 × 280<br>NE 70<br>Crepelle et Cie. Lille<br>Gen 1 × 48kW 1 × 20kW 125V d.c.<br>Directional propeller<br>Fuel 34,5t (d.o.) 12,5kn |
| **5090012**<br>MXXG<br>185700<br>Esd Pfd<br>Rdr RTv | **DILIGENT**<br>**Dover Harbour Board**<br>Dover United Kingdom | **161**<br>—<br>— | ✠**100A1** SS 6/78<br>tug<br>North Sea and English Channel service<br>✠**LMC**<br>EL (b)<br>FN 305 | **1957**-12 P. K. Harris & Sons Ltd.<br>—Appledore (107)<br>30,23 7,60 3,042<br>26,83 7,55 3,81<br>rf 406 BK 51<br>3BH WB73t | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse<br>reduction geared to sc. shafts<br>Blackstone & Co. Ltd. Stamford |
| **7206952**<br>WYZ7<br>985<br>535645<br>RTm/h | **DILIGENTE**<br>ex Gulf Fleet No. 2-74<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **188**<br>128<br>1 422 | | **1971** Halter Marine Fabricators, Inc.—Moss Point, Ms (310)<br>*48,10* 11,59<br>3,84 | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12,5kn |
| **7107766**<br>GOVM<br>342903<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DILKARA**<br>**Blue Star Line Ltd., Port Line Ltd. & Ellerman Lines Ltd.**<br>Associated Container Transportation (Australia) Ltd.<br>London United Kingdom | **13 151**<br>6 875<br>20 651 | ✠**100A1** CS 8/81<br>DTm & TwDa—veg. oil<br>✠**LMC** **UMS**<br>EL Lt 2¾"U3<br>FN 8412 | **1971**-10 Eriksbergs M/V A/B—Goteborg (657)<br>199,02(BB) 28,71 9,564<br>184,74 28,66 16,87<br>B & F 181,7 2 dks, 3rd dk fwd of mchy. space<br>rf 152 DK fwd<br>NS 1BH to U dk 3 to 2nd dk WB4741t incl. Comb. btm & side tanks in holds 1626t | **M RoRo Cargo**<br>Stern door & quarter ramp (s)<br>2 Ho 17,2 149,6 ER<br>B.50 230<br>2 Ha (stl) (each 12,8 × 6,3) 2 Ha (stl) (each 12,8 × 8,3) ER<br>Cr 2(18) | 3 Vee Oil 4SA each 18Cy. 400 × 460<br>geared to sc. shaft<br>25 920bhp (19 066kW) Pielstick<br>Eriksbergs M/V A/B Goteborg<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 2 × 2200kW 2 × 584kW<br>450V 60Hz a.c.<br>21,75kn |
| **7507863**<br>A9DI<br>Esd Rdr<br>RT | **DILMUN**<br>**Government of The State of Bahrain (Customs & Ports Directorate)**<br>Bahrain Bahrain | **166**<br>—<br>129 | ✠**100A1** SS 8/79<br>tug<br>Arabian Gulf service<br>✠**LMC**<br>EL (E) ⅞"U2<br>FN 273 | **1975**-8 Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (116)<br>26,19 8,11 3,606<br>22,79 7,78 4,17<br>1 dk<br>rf nil BK 25<br>3BH WB11T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 reverse<br>reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 50kW 415V 50Hz a.c. |
| **7031022**<br>Df Pfd<br>Rdr RT | **DILSHAD AL HOSSAIN**<br>ex Kiku Maru No. 13-79<br>**DRT Fish Freezing Co. Ltd.**<br>Chittagong Bangladesh | **114**<br>41<br>— | BV | **1970** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (785)<br>33,69 6,30 2,388<br>28,81 6,28 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **7801702**<br>PPNN<br>8733<br>Df Esd<br>Gc Rdr<br>RT | **DILYA**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **14 621**<br>7 797<br>17 880 | AB | **1980** Ishikawajima do Brasil—Rio de Janeiro (91)<br>161,02 7,938<br>153,02 23,41 12,81<br>1 dk | **M Tanker**<br>15 Ta ER<br>L.(oil) 23 949 HeCls. B | Oil 2SA 5Cy. 560 × 1150<br>6 325bhp (4 652kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 720kW a.c.<br>Controllable pitch propeller<br>Fuel 148,5t (d.o.) 708,0t (hvf)-22,5pd 14kn |
| **5419373**<br>SA872<br>Df Esd<br>Gc Rdr<br>RT | **DIMA**<br>ex Dima 1-81 ex Dima-79<br>ex Coral Venture-77<br>ex Wagon Box-63<br>**Lama Shipping Co. Ltd.**<br>Jeddah Saudi Arabia | **8 907**<br>4 091<br>11 166 | AB | **1943** (Aft section) Alabama D.D. & SB. Co.<br>—Mobile, Al (262)<br>**1964** (Fwd & cargo sections) National Bulk Carriers Inc. (Kure Shpyd Div.)—Kure<br>141,99 20,78 9,195<br>134,42 20,73 11,97<br>P 33,0 F 12,5 1 dk<br>RW rf nil<br>shortened 64<br>conv Tanker 64 | **T-E Bulk Carrier**<br>Self-unloader<br>9 Ho ER<br>1 Ha (5,4 × 4,5) ER<br>Der 2(7,5) | S Turb 7 240shp (5 325kW) driving 1 gen of<br>4 320kW 2 300/2 370V a.c. connected<br>to elec. motor 6 000shp (4 413kW) (Sy)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 400kW a.c.<br>Fuel 1 519,0t (o.f.) 15kn |
| **7522019**<br>9HPM<br>0537<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DIMA**<br>ex Seaspeed Dima-80<br>**Kara Shipping Co. Ltd.**<br>Krogh-Jacobsen A/S<br>Valletta Malta | **3 713**<br>1 695<br>5 300 | NV | **1977** Trosvik Verksted A/S—Brevik (116)<br>132,52 6,401<br>117,71 19,02 13,77<br>3 dks | **M RoRo Cargo**<br>Side door p & s: Stern door/ramp<br>Ice strengthened<br>Mchy.aft<br>B.19 000 | Vee Oil 4SA 16Cy. 400 × 480<br>10 500bhp (7 723kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 1 × 848kW 2 × 768kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>2 Thw. thrust Contr. pitch propellers fwd 1 aft<br>Fuel 101,5t (d.o.) 620,0t (hvf) 18,5kn |
| **6404064**<br>YKAE<br>Df Esd<br>Gc Rdr<br>RTm | **DIMACHK**<br>ex Anneliese Porr-75<br>**Syrian Navigation Co.**<br>Latakia Syria | **2 706**<br>1 600<br>4 064 | NV | **1963** Sarpsborg Mek. Verksted A/S K/S<br>—Sarpsborg (34)<br>91,52 14,66 6,033<br>84,13 14,64 7,01<br>P - F - 1 dk<br>RW rf 81 | **M General Cargo**<br>2 Ho 28,5 27,9 ER<br>G.5 700 B.5 256<br>2 Ha (stl) (each 21,4 × 7,4) ER<br>8W Der 2(5-8) 6(5) | Oil 4SA 6Cy. 520 × 740<br>2 160bhp (1 589kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 164kW 1 × 50kW<br>220/380V 50Hz a.c.<br>Fuel 345,5t (d.o.) 12,25kn |
| **7333274**<br>UJMU<br>M-31123<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIMANT**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **11 755**<br>6 885<br>9 288 | RS | **1974** VEB Mathias-Thesen-Werft—Wismar (200)<br>152,30 22,23 7,800<br>142,02 22,20 13,59<br>2 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>4 Ho ER<br>In.13 000<br>4 Ha (stl) (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>17,25kn |

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| 5125764<br>IKKF<br>1238<br>Df Esd<br>Gc RT | **DIMAR**<br>ex Astura-78 ex Galtgarben-65<br>**Marnavi S.r.l.**<br>Napoli Italy | **852**<br>485<br>1 372 | RI (GL) | **1952** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder (4599)<br>59,80 9,28 4,903<br>54,03 9,22 5,59<br>B 12,2 F 7,4 2 dks<br>RW | **M General Cargo** CSD<br>1 Ho 39,0 ER<br>G.1 612 B.1 477<br>1 Ha (12,9comb. × 5,5) ER<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 290 × 420<br>600bhp (441kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 20kW 2 × 10kW 110V d.c.<br>Fuel (d.o.) |
| 7824041<br>YQIH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIMBOVITA**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 163**<br>1 386<br>2 117 | RNR | **1979** VEB Volkswerft Stralsund—Stralsund (233)<br>101,45(BB) 15,24 5,601<br>91,80 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (stl) (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 480kW 400V 50Hz a.c.<br>Fuel 1 238,5t (hvf) 14,5kn |
| 7038898<br>LZIU<br>145<br>Df Esd<br>Gc Rdr<br>RT | **DIMITAR BLAGOEV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 129**<br>311<br>— | BR | **1969** G. Dimitrov Shipyard—Varna<br>68,00 10,11 5,462<br>6,13<br>2 dks | **M Passenger Ship**<br>—P<br>Ice strengthened<br>2 Ho<br>G.191<br>2 Ha (each 2,2 × 2,8) | 2 Oil 2SA each 6Cy. 300 × 500 geared to sc. shaft<br>1 200bhp (883kW) Russkiy<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 188kW 1 × 24kW |
| 6907793<br>SVHM<br>7929<br>Df Esd<br>Gc Pfd<br>Rdr | **DIMITRA**<br>ex Pan Eastern-81<br>ex Akishima Maru-73<br>**Amfiali Shipping S.A.**<br>Piraeus Greece | **9 861**<br>5 526<br>16 104 | AB KR (NK) | **1969** Kurushima Dock Co. Ltd.—Imabari (431)<br>145,50 21,82 8,727<br>136,02 21,80 11,51<br>P 26,6 F 10,1 1 dk<br>RW | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho ER<br>G.20 627 B.20 194 HeCls. B<br>4 Ha (15,0 × 7,6) (19,7 19,7 19,7 × 10,5)<br>Der 4(15) | Oil 2SA 6Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 300kW 445V a.c.<br>Fuel 162,0t (d.o.) 1 145,0t (hvf)-24,0pd 14,25kn |
| 7052296<br>SXRS<br>7615<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DIMITRA**<br>ex Wingull-80<br>**Seabreeze Shipping Inc.**<br>Piraeus Greece | **2 873**<br>1 683<br>5 308 | NV | **1971** Goole SB. & Repairing Co. Ltd. —Goole (569)<br>99,04 14,48 6,649<br>94,01 14,46 7,47<br>1 dk<br>rf 127 | **M Tanker**<br>14 Ta ER<br>L.(oil) 5 937 HeCls. C | 2 Oil 4SA each 9Cy. 250 × 300 with belt drive & sr geared to sc. shaft<br>3 150bhp (2 317kW) NE 75<br>A/S Bergens M/V Bergen<br>Gen 5 × 155kW 1 × 20kW 440V 60Hz a.c.<br>Fuel 320,0t (d.o.) 120,0t (hvf)-10,0pd 13kn |
| 5371272<br>HP3107<br>8506-PEXT1<br>Df RT | **DIMITRA**<br>ex Irma-82 ex Koula-80<br>ex Nea Tychi-79 ex Elpis-78<br>ex Tuskar-71 ex Scheldestroom-62<br>ex Tempo-59<br>**Alte Maritime Co. S.A.**<br>Panama Panama | **498**<br>307<br>750 | HR | **1953** Noord Nederlandse Scheepswerven N.V.—Groningen (269)<br>57,21 8,54 3,309<br>52,00 8,53 3,41<br>P 15,3 F 8,3 1 dk | **M General Cargo**<br>1 Ho ER<br>G.992 B.956<br>3 Ha (8,7 8,7 8,2 × 4,4) ER<br>3W Der 3(3) | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 45,5t (d.o.) 11kn |
| 5187580<br>SWCC<br>7790<br>Df Esd<br>Rdr RT | **DIMITRA K**<br>ex Kanaris-80 ex King Malcolm-72<br>**Dimitra Shipping Co.**<br>Twodim Compania Naviera S.A.<br>Piraeus Greece | **8 252**<br>5 115<br>11 050 | (BV)<br>✠Classed LR until 13/4/73 | **1952**-2 Harland and Wolff Ltd.—Belfast (1450)<br>142,20 18,04 8,506<br>132,77 17,99 12,12<br>2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 20,2 32,0 8,7 ER 18,9 22,5<br>G.18 360 B.16 679<br>5 Ha (9,6 10,9 × 6,7) (6,4 × 6,1) ER (10,0 9,1 × 6,7)<br>11W Der 1(50) 1(25) 5(10) 5(5) | Oil 4SA 6Cy. 740 × 1500<br>3 300bhp (2 427kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 125kW 220V d.c.<br>Fuel 2 058,5t (hvf) 12,5kn |
| 5254319<br>SV4078<br>5610<br>Df Esd<br>Rdr<br>RTm/h | **DIMITRAKIS**<br>ex Nogat-76<br>**Kefalliniaki Land Ltd.**<br>Flandermar Shipping Co. S.A.<br>Piraeus Greece | **620**<br>273<br>892 | (PR) | **1954** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B53/16)<br>57,59 9,05 4,252<br>9,00 4,75<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho 15,4 16,0 ER<br>G.1 072 B.1 006<br>2 Ha (each 10,2 × 3,9) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 66<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 40kW 1 × 10kW 220V d.c.<br>Fuel 27,5t (d.o.) 10kn |
| 6910013<br>SYEV<br>5324<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIMITRIOS**<br>ex Minories Luck-81 ex Brenda-80<br>ex Kathy C.-78 ex Brunes-75<br>**White Water Bay Shipping Co.**<br>Ayios Efthimios Navigation Co. Ltd.<br>Piraeus Greece | **13 053**<br>8 445<br>21 546 | **100A1** SS 10/81<br>strengthened for ore cargoes<br>Nos. 2 & 5 holds may be empty<br>**LMC**<br>EL Et 2$\frac{3}{16}$"U3<br>FN 5384<br>(NV) | **1969** Lithgows Ltd.—Port Glasgow (1172)<br>158,50(BB) 22,86 9,538<br>151,06 22,83 12,81<br>P 29,0 F 12,5 1 dk<br>rf nil<br>8BH WB8266T incl. comb. btm & STs in No. 1 hold 741T topside tanks 2825T No. 2 hold partly filled 486T & No. 5 hold partly filled 480T | **M Bulk Carrier**<br>6 Ho 18,9 18,9 18,5 18,5 18,5 18,5 ER<br>G.26 033 B.25 684<br>6 Ha (stl) (11,8 × 10,3) (13,4 13,4 12,5 13,4 12,2 × 11,5) ER<br>Cr 6(12) | 2 Oil 4SA each 8Cy. 450 × 540 sr geared to sc. shaft<br>8 800bhp (6 473kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 2 × 384kW 2 × 325kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 407,0t (hvf)-26,5pd 15kn |
| 5419555<br>SYPT<br>211<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DIMITRIOS**<br>**Cia. Filiori de Navegacion S.A.**<br>Chios Greece | **10 523**<br>6 349<br>14 794 | AB<br>✠Classed LR until 6/3/81 | **1963**-5 Brodogradiliste "3 Maj"—Rijeka (486)<br>162,49 20,10 9,411<br>148,01 20,01 12,30<br>P 8,3 F 16,8 2 dks<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>5 Ho 21,9 23,1 13,1 25,3 20,7 1 TwD 5,4<br>G.22 748 B.20 629<br>5 Ha (stl) (10,9 12,1 12,1 12,1 10,6 × 7,6) 1 Ha (w) (4,2 × 3,0)<br>13W Der 1(20) 12(5) 2(4) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 320kW 1 × 100kW 450V 60Hz a.c.<br>Fuel 1 575,0t (hvf) 15,5kn |
| 6511300<br>Df Esd<br>RT | **DIMITRIOS**<br>ex Asmak 7-79<br>**Captain Panagotis Axis Ocean Fisheries**<br>Piraeus Greece | **151**<br>50<br>— | AB (NV) | **1965** Mjellem & Karlsen A/S—Bergen (88)<br>27,44 7,01 2,693<br>23,78 6,71 3,56 | **M Fishing**<br>Side Trawler<br>1 Ho<br>1 Ha (stl) | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW a.c.<br>Controllable pitch propeller<br>11kn |
| 5229780<br>SXIL<br>6783<br>Df Esd<br>Gc Rdr<br>RTm | **DIMITRIOS A**<br>ex Maurice Delmas-78<br>**Almi Compania Naviera S.A.**<br>Marreina Armadora S.A.<br>Piraeus Greece | T.Mk<br>**5 285**<br>2 699<br>—<br>**7 780**<br>4 301<br>10 872 | ✠**100A1** SS 3/82<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL ct 2$\frac{1}{8}$"SQ<br>FN 3959 | **1963**-10 Bartram & Sons Ltd.—Sunderland (393)<br>140,77 19,33 —/8,656<br>130,46 19,21 11,13<br>P 8,3 F 13,8 2 dks<br>rf nil DK fwd<br>7BH to U dk 1 to 2nd dk WB1300t | **M General Cargo**<br>Ref<br>5 Ho 18,5 19,2 21,0 19,9 18,4<br>In.280<br>5 Ha (stl) (8,9 × 6,1) (11,2 12,0 11,2 10,3 × 7,0)<br>Der 1(60) 1(35) 4(12) 6(8) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 57lbf/in² (4,0bar)<br>Gen 3 × 300kW 220V d.c.<br>Fuel 264,0t (d.o.) 1 117,5t (hvf) 16kn |

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| 5026633<br>SWDS<br>50 | **DIMITRIOS A.**<br>ex Aseity-66<br>**G. Kekatos**<br>Thessaloniki Greece | **409**<br>214<br>510 | (HR)<br>✠Classed LR until 10/66 | **1935**-3 G. Brown & Co.—Greenock (189)<br>*43,56* 8,13 2,972<br>43,44 8,08<br>RQD 27,8 F 5,8 1 dk<br>R | **M General Cargo**<br>1 Ho 26,5 ER<br>G.821 B.765<br>2 Ha (each 10,3 × 5,1) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 315 × 400<br>500bhp (368kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Fuel 28,5t (d.o.) 10,5kn |
| 5143766<br>SYGE<br>6626<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIMITRIOS G. C.**<br>ex Pelasgos-79 ex Sea Knight-78<br>ex Myriam O-77 ex Jenny-75<br>ex Marilena K-72 ex Georgia-71<br>ex Hathor-69<br>**Sandbell Inc.**<br>Dominion International Services Inc.<br>Piraeus Greece | T.Mk<br>**1 094**<br>849<br>—<br>**2 739**<br>1 500<br>3 975 | ✠**100A1**<br>✠**LMC**<br>EL t $1\frac{7}{8}$"SQ<br>FN 1984 | **1952**-8 C. v.d. Giessen—Krimpen a/d Ijssel (761)<br>97,41 14,08 —/6,287<br>91,42 14,00 7,70<br>F 9,2 2 dks, 3rd dk in fwd hold<br>R rf 76<br>5BH WB226T | **M General Cargo**<br>Ref 4P<br>4 Ho 14,5 20,5 17,1 12,5<br>B.20 202<br>4 Ha (7,2 11,4 11,4 7,2 × 4,4)<br>12W Der 1(25) 1(15) 2(9) 6(6) 4(3) | Oil 2SA 7Cy. 540 × 900<br>2 200bhp (1 618kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 110kW 220V d.c.<br>Fuel 457,0t (d.o.) 14,25kn |
| 5412806<br>SZHC<br>6649<br>Df Esd<br>Gc Rdr<br>RTv | **DIMITRIOS P. PAPASTRATIS**<br>ex Ioannis-82 ex Strathnevis-77<br>ex Nurjehan-75 ex Advocate-73<br>ex Nurjehan-71<br>**Dafnopotamos Maritime Corp.**<br>Loutra Shipping & General Enterprises Ltd.<br>Piraeus Greece | T.Mk<br>**6 099**<br>3 319<br>9 735<br>**8 380**<br>4 731<br>12 281 | ✠**100A1** SS 5/78<br>✠**LMC**<br>EL d† $2\frac{1}{2}$"SQ<br>FN 4194 | **1963**-4 Lithgows Ltd.—Port Glasgow (1122)<br>146,84 19,05 7,862/9,043<br>137,32 18,98 11,56<br>P 13,2 F 30,5 2 dks<br>RW rf 76 DK fwd<br>7BH WB3239t incl. DTmf1642t | **M General Cargo**<br>5 Ho 18,5 28,1 11,0 ER 25,2 23,6<br>5 Ha (6,8 13,4 5,4 × 7,9) ER (12,5 10,2 × 7,9)<br>Der 1(30) 4(12,5) 4(7,5) 6(5) | Oil 2SA 5Cy. 750 × 1500 exhaust500<br>8 120bhp (5 973kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>✠ NAuxB (ex.g) fitted6/76 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB (o.f.) 6/64 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel (hvf) |
| 5196696<br>SV3490<br>111<br>Esd Pfd<br>RTm | **DIMITRIOS II**<br>ex Kyriakoula K.-74 ex Krios-68<br>ex Garthfield-62 ex Lairdsoak-60<br>ex Silver Coast-46 ex Ngarua-40<br>**Georgios Andrias & Co.**<br>Thessaloniki Greece | **496**<br>286<br>762 | HR<br>✠Classed LR until 4/74 | **1938**-1 T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk<br>51,82 8,79 3,499<br>48,77 8,69 3,61<br>P 13,8 RQD 31,1 F 5,2 1 dk<br>R | **M General Cargo**<br>2 Ho ER<br>G.1 133 B.1 076<br>2 Ha (11,4 × 5,4) (12,1 × 5,7) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 250 × 420<br>480bhp (353kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 1 × 15kW 1 × 10kW 110V d.c.<br>Fuel 23,5t (d.o.) 9kn |
| 6917437<br>SYFT<br>3437<br>Df Esd<br>Gc Rdr<br>RTv | **DIMITRIS**<br>ex Ikaros-80<br>**Value Shipping Corp.**<br>Labora Maritime Inc.<br>Piraeus Greece | **11 535**<br>5 989<br>16 850 | **100A1** CS 12/78<br>Ice Class 3<br>**LMC**<br>EL D† $2\frac{5}{8}$"U2<br>FN 5467 | **1968** "Chernomorskiy" Shipyard—Nikolayev (203)<br>170,36 21,82 10,002<br>156,27 21,77 13,21<br>F 29,6 2 dks<br>rf 305 DK fwd<br>9BH WB2586t incl. DTm576t TwDm280t | **M General Cargo**<br>Ref 12P<br>6 Ho 17,3 19,6 18,5 21,1 18,5 15,7<br>G.23 098 B.20 700<br>6 Ha (stl) (8,3 × 7,0) (10,9 10,9 10,9 10,9 × 10,9) (9,8 × 9,5)<br>2W Cr 4(8) 2(5) Der 1(60) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>WTAuxB 71lbf/in$^2$ (4,9bar)<br>AuxB (ex.g) 100lbf/in$^2$ (6,9bar) htr 71lbf/in$^2$ (4,9bar)<br>Gen 3 × 300kW 400V 50Hz a.c.<br>Fuel 2 032,0t (hvf) 18,5kn |
| 5231044<br>SVQL<br>4034<br>Df Esd<br>Gc Rdr | **DIMITRIS**<br>ex Meijyo Maru-71<br>**Thivai Shipping Co. S.A.**<br>Sounion Shipping Co. S.A.<br>Piraeus Greece | **8 804**<br>5 540<br>13 301 | ✠**100A1** SS 4/76<br>✠**LMC**<br>EL c† $2\frac{3}{16}$"SQ<br>FN 4215 | **1958**-11 Fujinagata Zosensho—Osaka (63)<br>147,48 18,98 8,840<br>137,47 18,90 11,76<br>F 14,1 2 dks<br>rf 102<br>7BH to U dk 1 to 2nd dk WB3345t incl. Tunnel tanks 389t DTm 1282t<br>**DELAYED IN SHATT—AL—ARAB — SURVEYS OVERDUE 4/80** | **M General Cargo**<br>5 Ho 18,4 22,7 12,9 25,1 20,5<br>G.19 215 B.17 351<br>5 Ha (8,6 13,7 12,1 13,7 9,1 × 7,0)<br>16W Der 2(20) 2(10) 12(5) | Oil 2SA 6Cy. 620 × 1400<br>5 400bhp (3 972kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 142lbf/in$^2$ (9,8bar)<br>e(ex.g) 142lbf/in$^2$ (9,8bar)<br>Gen 2 × 152kW 450V 60Hz a.c.<br>Fuel 65,0t (d.o.) 816,0t (hvf) 13,5kn |
| 5076157<br>SXNS<br>4189<br>Df Esd<br>Gc Rdr<br>RTm | **DIMITRIS**<br>ex Clivia-72<br>**Dimitris Navigation Corp.**<br>Piraeus Greece | **5 379**<br>3 749<br>7 112 | **100A1** SS 12/78<br>**LMC**<br>EL W $2\frac{3}{16}$"U1 $2\frac{5}{16}$"U2<br>FN 3078<br>(GL) | **1955** A.G. "Weser"—Bremen (1288)<br>129,60 16,36 7,328<br>119,23 16,31 9,50<br>F 11,6 2 dks<br>RW rf 76<br>7BH WB973T | **M General Cargo** CSD 5P<br>5 Ho 13,3 16,3 22,3 ER 21,5 17,9<br>G.11 727 B.10 643<br>5 Ha (stl) (7,1 10,2 14,6 × 6,4) ER (14,6 8,8 × 6,4)<br>16W Der 1(30) 4(5-10) 12(3-5) | Oil 2SA 6Cy. 700 × 1200<br>3 920bhp (2 883kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 110kW 230V d.c.<br>Fuel 160,5t (d.o.) 472,5t (hvf) 14,75kn |
| 7638947<br>SVXR<br>6366<br>Df Esd<br>Gc Rdr<br>RTh | **DIMITRIS**<br>**Agrambeli Maritime S.A.**<br>Dalex Shipping Co. S.A.<br>Piraeus Greece | **3 977**<br>2 489<br>6 411 | BV | **1977** Higaki Zosen K.K.—Imabari (191)<br>6,814<br>98,61 16,34 8,41<br>1 dk | **M General Cargo**<br>2 Ho 37,1 35,7 ER<br>G.8 570 B.7 592<br>2 Ha (stl) (23,0 24,0 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 165kW 440V 60Hz a.c.<br>Fuel (hvf)-12,0pd 14kn |
| 5207201<br>SVAZ<br>4020<br>Df Esd<br>Gc Rdr | **DIMITRIS**<br>ex Apostolos M. II-80 ex Diana-78<br>ex Nordmark-74 ex Don Pedro-67<br>ex Levante-66<br>**Aralia Shipping Inc.**<br>Sun Seaway Enterprises Inc.<br>Piraeus Greece | **2 758**<br>1 409<br>5 160 | GL | **1951** Flensburger Schiffsbau-Ges. —Flensburg (531)<br>116,29 15,07 6,376<br>107,22 15,02 9,25<br>F 9,8 1 dk & S dk<br>RW | **M General Cargo** OSD 6P<br>4 Ho 18,2 26,5 17,5 15,3<br>G.8 883 B.8 254<br>4 Ha (stl) (7,0 16,0 17,3 9,0 × 5,9)<br>10W Der 1(54) 1(15) 8(3-5) 2(3) 2(1) | 2 Oil 4SA each 9Cy. 400 × 460 geared to sc. shaft<br>3 600bhp (2 648kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 80kW 230V d.c.<br>Fuel 508,0t (d.o.) 14kn |
| 5003813<br>SV5255<br>193<br>Df Esd<br>Rdr<br>RTm/h | **DIMITRIS**<br>ex Prodromos II-79 ex Anavros-72<br>ex Aeneas-72<br>**E. Papadimitriou & V. Dalampiras**<br>Mytikas Maritime Co. Ltd.<br>Thessaloniki Greece | **496**<br>219<br>920 | HR<br>✠Classed LR until 9/73 | **1953**-11 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (728)<br>64,85 9,91 3,703<br>59,70 9,81 5,80<br>Ba 11,3 1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>2 Ho 14,9 22,6 ER<br>G.1 865 B.1 736<br>2 Ha (8,0 12,1 × 4,0) ER<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 110V d.c.<br>Fuel 226,5t (d.o.) 10,75kn |
| 5263401 | **DIMITRIS**<br>ex Omonia-64<br>**Sema Cia. Naviera S.A.**<br>Honduras | **211**<br>124<br>— | | **1944** ............United Kingdom<br>41,20 6,79<br>40,26 6,74<br>1 dk | **Wood M General Cargo** | 2 Oil geared to sc. shaft<br>150bhp (110kW)<br>(i) Oil -DA 4Cy. 150 × — E made— fitted—<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>(ii) Oil -DA 6Cy. 130 × — E made— fitted—<br>Bussinac Germany |
| 7112656<br>J4WK<br>7350<br>Df Esd<br>Gc Pfd<br>Rdr | **DIMITRIS K**<br>ex Eiko Maru-79<br>**Vatika Bay Corp.**<br>Captain Z. D. Kritsas Ltd. S.A.<br>Piraeus Greece | **4 994**<br>3 581<br>9 908 | NK | **1971** Kurushima Dock Co. Ltd.—Imabari (678)<br>121,24 19,26 7,862<br>111,51 19,21 10,01<br>P 22,6 B 5,8 F 12,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.12 930 B.11 918<br>2 Ha (stl) (34,3 34,5 × 9,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 216kW 445V a.c.<br>Fuel 975,5t-21,0pd 13,5kn |

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|---|---|---|---|---|---|---|
| 5414658<br>SXYP<br>267<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIMITRIS L F**<br>ex Alida Gorthon-74<br>**Compania Venetico de Navegacion S.A.**<br>Chios Greece | **17 681**<br>10 714<br>30 436 | AB<br>✠Classed LR until 17/9/76 | **1963**-11 Brodogradiliste "3 Maj"—Rijeka (487)<br>196,50 22,99 10,865<br>182,89 22,92 14,48<br>P 36,0 F 3,4 1 dk<br>rf nil | **M Bulk Carrier** 2P<br>Ice strengthened Str. heavy cargoes<br>7 Ho 21,0 16,2 19,5 16,2 19,5 16,2 19,5 ER<br>G.35 345<br>7 Ha (stl) (13,0 9,7 13,0 9,7 13,0 9,7 13,0 × 12,5) ER<br>2W Cr 3(8) Der 2(10) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 3 048,0t (hvf) 16kn |
| 5337965<br>H8HL<br>1073<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIMITRIS P**<br>ex Stamos-78<br>**Prigiponissa Compania Naviera S.A.**<br>G. & D. Pavlou Shipping Co. Ltd.<br>Panama Panama | T.Mk<br>**6 150**<br>3 322<br>—<br>**8 447**<br>5 119<br>12 030 | **✠100A1** SS 10/77<br>**✠LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4201<br>(AB) | **1956**-4 Short Bros. Ltd.—Pallion, Sunderland (522)<br>149,64 18,60 —/8,700<br>137,32 18,52 12,07<br>F 12,8 2 dks<br>RW rf 64<br>Coll BH to U dk 6 to 2nd dk WB3518t incl. Tunnel tanks 439t DTm1400t | **M General Cargo**<br>5 Ho 19,2 31,2 9,1 ER 22,1 22,1<br>6 Ha (10,9 × 6,7) (11,4 11,4 × 7,3) ER (11,4 11,4 1,8 × 7,3)<br>Der 1(15-25) 10(5) 1(3) | Oil 2SA 7Cy. 620 × 1400 exhaust470<br>5 000bhp (3 678kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel (hvf) |
| | | | **LAID UP — SURVEYS OVERDUE 10/81** | | | |
| 7118686<br>SZJZ<br>5900<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIMITRIS P. LEMOS**<br>ex Tokusei Maru-76<br>**Alto Pool S.A.**<br>Piraeus Greece | **10 190**<br>6 651<br>16 817 | **100A1** SS 6/80<br>**LMC**<br>EL Ct 2$\frac{3}{8}$"U2<br>FN 4724<br>(NK) | **1971** Shin Yamamoto Zosen—Kochi (145)<br>146,41(BB) 22,66 8,948<br>136,02 22,61 12,12<br>P 21,1 F 12,2 1 dk<br>rf nil<br>SF 6BH WB4819T incl. comb. btm. & STs in Nos. 2, 3, & 4 holds 1550T & topside tanks in Nos. 1, 2 & 3 holds 1824T | **M Bulk Carrier**<br>4 Ho ER<br>G.20 826 B.19 484<br>4 Ha (stl) (16,4 18,7 17,9 18,7 × 10,9) ER<br>Der 4(21) | Oil 2SA 8Cy. 520 × 1050<br>7 200bhp (5 296kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 240kW 445V 60Hz a.c.<br>Fuel 1 354,5t-22,5pd 13,75kn |
| 5090153<br>URUX<br>M-26894<br>Df Esd<br>Gc Rdr<br>RT | **DIMITROVO**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>10 032 | RS | **1962** VEB Warnowwerft Warnemuende —Warnemuende (420)<br>139,53 18,04 8,103<br>130,21 17,96 10,29<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 5255349<br>H9OG<br>1116<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIMMER**<br>ex Tevega-81 ex Nordia-74<br>Launched as Nordic<br>**Dimmer Navigation Inc.**<br>Panama Panama | **4 469**<br>2 440<br>5 925 | GL<br>✠Classed LR until 2/8/74 | **1961**-9 Lindholmens Varv. A/B—Goteborg (1071)<br>115,14 15,30 7,470<br>107,27 15,24 10,06<br>F 12,2 2 dks<br>rf 102 | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>3 Ho 28,5 16,9 14,9<br>G.8 527 B.7 929 In.697<br>5 Ha (stl) (each 9,5 × 3,7)<br>10W Der 1(30) 10(5) 1(1,5) | Oil 2SA 6Cy. 630 × 1200<br>3 750bhp (2 758kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 170kW 450V 60Hz a.c.<br>Fuel 811,0t (hvf) 15kn |
| 7616286<br>SZIE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DIMOS HALCOUSSIS**<br>**Westfield Shipping Co. S.A.**<br>A. Halcoussis & Co.<br>Piraeus Greece | **9 437**<br>6 044<br>15 199 | **✠100A1** strengthened for heavy cargoes<br>**✠LMC**<br>EL At 2$\frac{3}{16}$"U2<br>FN 4311 | **1977**-2 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2591)<br>143,41(BB) 19,84 9,062<br>134,12 19,82 12,32<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd<br>SF 7BH WB4716T incl. DTf 652T comb. btm & topside tanks in Nos. 1 & 2 holds 1761T comb. btm, side & topside tanks in no. 3 hold 864T & topside tanks in No. 4 hold 402T | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 160 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 14Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel (hvf) 15kn |
| 5029116<br>KALC<br>276911<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DINA**<br>ex Oasis Hawaii-81<br>ex Arco Enterprise-80<br>ex Atlantic Enterprise-75<br>**Los Angeles Steamship Co.**<br>Los Angeles, Ca United States of America | **18 347**<br>11 995<br>30 816 | AB | **1958** Sun SB. & Dry Dock Co.—Chester, Pa (604)<br>195,38 25,66 10,808<br>187,46 25,61 13,72<br>P 39,7 B 11,9 F 24,4 1 dk<br>RW rf 76 | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 743 HeCls. B | 2 S Turb dr geared to sc. shaft<br>14 850shp (10 923kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 600kW a.c.<br>Fuel 3 423,0t (o.f.)-81,5pd 16,5kn |
| 5090177<br>OZDD<br>D909<br>Df Esd<br>Rdr RTm | **DINA**<br>**Ejnar Nygaard**<br>Kobenhavn Denmark | **442**<br>249<br>723 | BV | **1961** J. J. Sietas K.G. Schiffswerft —Hamburg (494)<br>52,56 8,95 3,506<br>8,89 3,92<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 31,7 ER<br>G.934 B.850<br>2 Ha (15,9 8,2 × 5,8) ER<br>3W Der 3(2) | Oil 4SA 6Cy. 370 × 450<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 8kW 1 × 4kW 220V d.c.<br>Fuel 32,5t (d.o.) 9kn |
| 5345766<br>YKAQ<br>1032 | **DINA**<br>ex Susak-69<br>**Zeidam & Karabachi**<br>Mohamed Adham Zeidan<br>Latakia Syria | **292**<br>202<br>409 | | **1952** Brodogradiliste "Losinj"—Mali Losinj<br>*36,64* 7,73 4,446<br>33,53<br>1 dk | **Wood M General Cargo**<br>1 Ho<br>G.469<br>2 Ha (each 4,0 × 3,9)<br>2W Der 2(0,75) | Oil 4SA 6Cy. 260 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 1 × 4kW 1 × 1,5kW 24V d.c.<br>Fuel (d.o.) |
| 5002780<br>A7D2012<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DINA KHALAF**<br>ex Iris Clausen-82 ex Adler-67<br>**Ahmed Hussain Khalaf**<br>Qatar | T.Mk<br>**357**<br>155<br>521 | GL | **1957** Rolandwerft G.m.b.h.—Bremen (868)<br>*51,42* 8,56 3,220<br>8,54 5,49<br>P & B 36,6 F 7,7 1 dk<br>len 70 | **M Livestock Carrier**<br>Ice strengthened<br>1 Ho 31,4 ER<br>G.1 149 B.1 091<br>2 Ha (each 8,2 × 3,7) ER<br>Der 1(2) | Oil 2SA 4Cy. 290 × 490<br>440bhp (324kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 220V d.c.<br>Fuel 41,5t (d.o.) 10,5kn |
| 5409330<br>H09315<br>8889-78<br>Df Esd<br>Pfd Rdr<br>RT | **DINA 1**<br>ex Tank Trans-78 ex Sinbad-77<br>ex Lindo-74 ex Tarnfors-71<br>**Abedos Shipping Corp.**<br>Panama Panama | **461**<br>225<br>850 | BV | **1963** Karlstads Varv A/B—Karlstad (144)<br>59,16 8,64 3,277<br>57,56 8,62 3,76<br>1 dk | **M Tanker**<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 1 076 | Oil 4SA 6Cy. 320 × 480<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.)-3,5pd 11kn |

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|---|---|---|---|---|---|---|
| **6924404**<br>SDHN<br><br>Df Esd<br>Rdr RTv | **DINAH**<br>ex Stefanie-76<br>**Gard I. B. Bertilsson**<br>Kalmar Sweden | T.Mk<br>**399**<br>242<br>1 030 | <br><br>BV | **1969** Frederikshavn Vaerft & Tordok A/S<br>—Frederikshavn (292)<br>64,62 11,03 3,531<br>56,98 10,99 6,20<br>P 16,2 2 dks | **M General Cargo**<br><br>1 Ho 45,8 ER<br>G.2 500 B.2 261<br>2 Ha (stl) (18,5 12,4 × 7,7) ER<br>3W Der 3(5) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 49kW<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 70,0t (d.o.) 11,5kn |
| **7393872**<br>EHEL<br>156<br>Df Esd<br>Gc Rdr<br>RTv | **DINAMARCA**<br><br>**Empresa Naviera Sevilla S.A.(ENSSA)**<br>Palma de Mallorca Spain | **1 366**<br>919<br>2 105 | ✠**100A1** SS 7/81<br>Ice Class 1A at a draught not exceeding 4.56m<br>✠**LMC**<br>EL R $1\frac{9}{16}$"U2<br>FN 1585 | **1976**-4 Ast. de Mallorca S.A.—Palma de Mallorca (215)<br>81,95 14,13 4,573<br>73,00 14,01 7,70<br>P 9,8 F 10,4 1 dk & S dk<br>rf nil<br>4BH WB977T incl. DTf 142T | **M General Cargo** OSD<br><br>1 Ho 48,7 ER<br>G.4 681 B.4 353<br>1 Ha (stl) (40,8 × 10,2) ER<br>2W Der 2(5) | Oil 4SA 8Cy. 400 × 580<br>2 400bhp (1 765kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Fuel 222,5t (d.o.) 12kn |
| **7334046**<br>YTWD<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **DINARA**<br><br>**Slobodna Plovidba**<br>Sibenik Yugoslavia | **15 398**<br>10 986<br>27 020 | ✠**100A1** CS 2/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6286<br>JR | **1974**-2 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (264)<br>182,71(BB) 22,48 10,535<br>171,69 22,41 14,20<br>P 30,5 F 15,9 1 dk<br>rf nil<br>NS 10BH WB8001T incl. DTf300T<br>Topside tanks in holds 3296T Comb. btm & STs in Nos. 2-6 holds 3561T | **M Bulk Carrier**<br><br>strengthened for heavy cargoes<br>7 Ho 18,5 19,5 21,0 14,0 19,9 22,4 16,9 ER<br>G.35 752 B.31 365<br>7 Ha (stl) (10,2 12,0 13,5 8,0 13,5 14,4 8,8 × 11,4) ER<br>Cr 4(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 1 275,0t (hvf) 16kn |
| **5090232**<br><br>350448<br>Df Esd<br>Pfd RT | **DINEMARIE**<br><br>**Kouestroom Visserye (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **124**<br>47<br>— | | **1951** Fa. S. Seymonsbergen Werf "Concordia"—Amsterdam<br>*25,15* 6,35 3,023<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4Cy. 270 × 500<br><br>N.V. Werkspoor Amsterdam |
| **5407045**<br>BOTZ<br><br>Df Esd<br>Gc Rdr<br>RTv | **DING HAI**<br>ex Successor-74 ex Matumba-69<br>**China Ocean Shipping Co.**<br>Shanghai China | **11 471**<br>6 347<br>17 003 | <br><br>✠Classed LR until 4/74 | **1963**-2 Lindholmens Varv. A/B—Goteborg (1075)<br>152,53 21,01 9,164<br>145,19 20,88 12,04<br>P 29,0 Trunk 102,5 F 13,8 1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes<br>7 Ho 11,5 22,7 11,5 11,5 11,5 22,4 9,1 ER<br>G.22 632<br>7 Ha (stl) (6,7 16,9 7,7 7,7 7,7 16,9 7,7 × 9,7) ER | Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 356,5t (hvf) 14,25kn |
| **5192688**<br>BXBR<br><br>Df Esd<br>Gc Pfd<br>RTm | **DING HU**<br>ex Bao Feng-80 ex Kongedybet-79<br>**Government of The People's Republic of China**<br>China | **2 828**<br>1 653<br>565 | <br><br>(BV) | **1952** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (685)<br>92,87 13,31 4,395<br>84,99 13,21 5,16<br>2 dks<br>RW len 58 | **M Passenger/RoRo Cargo/Ferry**<br>Ref 313bth 1187dk P<br>2 Ho 11,4 11,2<br>B.1 274<br>2 Ha (stl) (4,6 × 3,0) (4,1 × 1,8)<br>Cr 2(4) | Oil 2SA 7Cy. 500 × 1100<br>2 700bhp (1 986kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 160kW 220V d.c.<br>Fuel 129,0t (d.o.)-10,5pd 15kn |
| **7811422**<br><br>62 | **DINGENIS JAN**<br><br>**Gebr. Sinke B.V.**<br>Yerseke Netherlands | **169**<br>68<br>— | | **1978** Schpsw. Gebr. Suurmeyer B.V.—Foxhol (241)<br>35,74<br>34,85 6,62 2,70<br>1 dk | **M Fishing**<br>Shellfish | Oil 4SA 6Cy. 137 × 165<br>250bhp (184kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5090244**<br><br>138915<br>Esd RTm | **DINGLE**<br><br>**W. R. Cunis Ltd.**<br>London United Kingdom | **129**<br>60<br>224 | | **1916** Caledon SB. & Eng. Co. Ltd.—Dundee<br>*32,07* 6,43<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br><br>1 Ho 12,1 ER<br><br>1 Ha (12,1 × 4,8) ER | Oil 4SA 3Cy. 222 × 292<br>125bhp (92kW) E made48 fitted54<br>R. A. Lister & Co. Ltd. Dursley<br>Fuel (d.o.) |
| **6807175**<br>EIXG<br>400648<br>Esd Rdr<br>RTv | **DINGLE BAY**<br><br>**Bantry Bay Towing Co. Ltd.**<br>Cory Ship Towage Ltd.<br>Cork Irish Republic | **299**<br>—<br>— | ✠**100A1** SS 4/78<br>tug<br>✠**LMC**<br>EL (e) $1\frac{1}{8}$"SQ<br>FN 462 | **1968**-5 R. Dunston (Hessle) Ltd.—Hessle (S854)<br>39,35 9,12 3,785<br>35,59 8,69 4,27<br>1 dk<br>rf 533 BK 152<br>3BH WB97t | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 381 × 457 sr reverse geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 1 × 75kW 2 × 55kW 220V d.c.<br>Fuel 71,0t (d.o.) 12,5kn |
| **7303645**<br>EITG<br>401965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DINISH**<br>ex Mascato-82<br>**Eiranova Fisheries Ltd.**<br>Dublin Irish Republic | **266**<br>81<br>206 | <br><br>BV | **1973** S.A. Balenciaga—Zumaya (219)<br>40,75 8,64 3,801<br>34,19 8,62 4,02<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 112,5t (d.o.) 13kn |
| **6523511**<br><br>317563<br>Esd Rdr<br>RTh | **DINJERRA**<br><br>**Whitecliffs Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **117**<br>71<br>97 | | **1965** Adelaide Ship Cons. Pty. Ltd.—Adelaide (28)<br>*21,22* 6,99 2,826<br>6,71 3,28<br>B 11,3 1 dk<br>rf 445 BK 152 len 66 | **M Fishing**<br>Side-fishing<br><br><br>2 Ha (each 1,2 × 1,2)<br>Der 1(1) | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 15kW 1 × 10kW 240/415V 50Hz a.c.<br>Fuel 9,5t (d.o.) 9kn |
| **7739703**<br>DXDA<br>222263<br>RT | **DINKY**<br><br>**Conbros Shipping Corp.**<br>Zamboanga Philippines | **936**<br>583<br>1 524 | | **1974** D. M. Consunji—Zamboanga (1)<br>69,80<br>11,89 3,51<br>1 dk<br>conv Hopper/Dredger 74 | **TM General Cargo Barge**<br>Mchy.aft | Oil 4SA 16Cy. 180 × 260<br>1 300bhp (956kW) E made67 reconditioned & fitted74<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Fuel (d.o.) |
| **6908656**<br>OVSR<br>D1615<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DINNA SKOU**<br><br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | T.Mk<br>**6 582**<br>3 712<br>10 780<br>**9 584**<br>5 601<br>14 225 | ✠**100A1** SS 12/78<br>DTsf—oil FP above 65,5°C. or veg. oil or latex<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4549 | **1969**-5 Helsingor Skibsv. og Maskinbyg.—Helsingor (387)<br>156,37 19,87 8,090/9,500<br>142,86 19,80 12,04<br>Ba 47,9 F 30,5 2 dks<br>rf 152<br>7BH WB3035t incl. DTf852t | **M General Cargo**<br>Ref 8P<br>5 Ho 13,1 23,0 22,5 21,0 20,9 ER<br>G.19 073 B.17 804 In.1 175<br>5 Ha (stl) (6,3 × 4,5) (13,7 13,7 13,7 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) 2(1,5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 100lbf/in² (6,9bar)<br>AuxB (ex.g) 142lbf/in² (9,8bar)<br>rcv 100lbf/in² (6,9bar)<br>Gen 4 × 448kW 450V 60Hz a.c.<br>Fuel 1 727,5t (hvf)-36,5pd 18kn |

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| 7200063<br>WG2034<br>269027 | **DINO C**<br>ex Hugh Tide-71 ex Tilman J<br>**Offshore Painting Contractor**<br>Houma, La United States of America | **179**<br>121<br>— | | **1955** Burton Construction & SB. Corp.—Port Arthur, Tx (204)<br>*28,96* 7,62 3,048<br>3,18 | **TM Supply Launch** | 2 Oil<br>1 200bhp (883kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7947477<br>610269 | **DINO CHOUEST**<br>**Edison Chouest Boat Rentals**<br>Galliano, La United States of America | **199**<br>135<br>— | | **1979** ..............Larose, La<br>*50,91* 12,20<br>4,12<br>1 dk | **M Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Thw. thrust propeller fwd<br>12kn |
| 7210434<br>3EOE<br>2494<br>-72A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DINOK**<br>ex Die Lorelei-82<br>**Georgeous Maritime Corp.**<br>Keihoku Kaiun K.K. (Keihoku Shipping Co. Ltd.)<br>Panama Panama | **3 990**<br>2 712<br>6 729 | NK | **1972** Narasaki Zosen K.K.—Muroran (779)<br>106,66 17,05 6,960<br>98,00 17,00 8,51<br>P 21,7 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 705 B.8 229<br>2 Ha (each 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 430,0t-15,5pd 12,25kn |
| 5156969<br>C4NJ<br>374288<br>Df Esd<br>RT | **DINOS**<br>ex Anna Visentini-76 ex Hunze-68<br>**Grado Marine Co. Ltd.**<br>Limassol Cyprus | **490**<br>276<br>950 | RI (BV) | **1956** N.V. Schpsb. v/h Th. J. Fikkers—Foxhol (87)<br>62,54 9,40 3,576<br>57,00 9,30 4,09<br>P 15,0 F 9,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 41,4 ER<br>G.1 189 B.1 076<br>3 Ha (each 8,9 × 5,0) ER<br>3W Der 3(2) | Oil 4SA 7Cy. 305 × 460<br>525bhp (386kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 71,0t 10kn |
| 6618990<br>SYFO<br>5251<br>Df Esd<br>Gc Rdr<br>RT | **DINOS M**<br>ex Linda Century-75<br>ex Sunny Crown-73<br>ex Yusui Maru-72<br>**Southampton Navigation Corp.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **37 670**<br>28 942<br>69 776 | **100A1** SS 2/79<br>ore or oil carrier<br>**LMC**<br>EL (O†) y† 3⅜"SQ<br>FN 11766<br>(NK) | **1966**-9 Hitachi Zosen—Innoshima (4140)<br>233,20(BB) 36,28 12,193<br>222,03 36,20 16,79<br>F 25,0 1 dk<br>RW rf 76<br>NS 10BH WB14459T incl. DTf 2952T & No. 3 hold 8540T | **M Ore/Oil Carrier**<br>10 Ho ER<br>G.41 568 L.(oil) 45 543 | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>WTAuxB 18kgf/cm$^2$ (17,7bar) Spt 210°C 15,8kgf/cm$^2$ (15,5bar)<br>AuxB (ex.g) 22kgf/cm$^2$ (21,6bar) Spt 15,9kgf/cm$^2$ (15,6bar) hs469,6<br>Gen 1 × 600kW 1 × 500kW 450V 60Hz a.c.<br>Fuel 4 630,0t 15,5kn |
| 5301655<br>PLNH<br>Df Rdr<br>RTm/v | **DINY**<br>ex Virgo-71 ex Rubis-70<br>**P.T. Pelayaran Kalimantan**<br>Jakarta Indonesia | **539**<br>364<br>638 | KI (BV) | **1957** Husumer Schiffsw.—Husum (1114)<br>55,91 8,16 3,518<br>50,53 8,07 4,96<br>P 6,8 B 13,2 2 dks<br>RW | **M General Cargo** CSD<br>Ref 4P<br>1 Ho 31,0 ER<br>G.990 B.957 In.80<br>2 Ha (each 12,4 × 5,0) ER<br>2W Der 1(5) 1(2) | Oil 4SA 8Cy. 290 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 22kW 1 × 12kW 1 × 8kW 110V d.c.<br>Fuel 38,0t (d.o.) 13kn |
| 5231795<br>SV2145<br>1840<br>RTv | **DIO**<br>ex Mellum-66<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **106**<br>33<br>— | GL | **1943** Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen<br>26,80 6,53<br>... ... ...<br>1 dk<br>R | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>NE 54<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 5kW 220V d.c.<br>Fuel (d.o.) |
| 7351434<br>IQFM<br>35<br>Esd Rdr<br>RT | **DIOCLEZIANO PRIMO**<br>**Salvatore Gancitano**<br>Mazara del Vallo Italy | **184**<br>70<br>— | | **1974** Cant. Nav. M. Morini & C.—Ancona (144)<br>32,69 7,60<br>25,71 7,22 3,79<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 5331923<br>SXZV<br>8254<br>Df Esd<br>Gc Pfd<br>Rdr | **DIOGENES**<br>ex Arkadia-82 ex Slesvig-74<br>**Fregata Shipping Co.**<br>Anpo Shipping Co. Ltd.<br>Piraeus Greece | **13 393**<br>7 468<br>21 075 | **✠100A1** SS 4/78<br>strenthened for heavy cargoes Str. nav. ice<br>**✠LMC**<br>EL i† 2 7/16"SQ<br>FN 5522 | **1959**-11 Luebecker Flender-Werke AG.—Luebeck-Siems (506)<br>176,79 20,25 9,894<br>165,21 20,21 13,21<br>P 28,1 F 15,6 1 dk<br>rf 51 len 64<br>9BH WB6721t incl. Topside tanks in holds 2377t DTf500t | **M Bulk Carrier**<br>6 Ho ER<br>G.20 967<br>6 Ha (12,5 13,9 13,9 13,9 13,9 13,9 × 9,9) ER | Oil 2SA 7Cy. 620 × 1400<br>6 300bhp (4 634kW)<br>Frd. Krupp A.G. Essen<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 1 006,0t (hvf) 13,5kn |
| 7368449<br>URUY<br>M-33504<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIOKL**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **1 655**<br>—<br>740 | RS | **1974** IHC Smit B.V.—Kinderdijk (818)<br>72,50 13,64 5,960<br>65,00 13,20 7,19<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened | 2 Oil 2SA each 8Cy. 300 × 550 geared to sc. shaft<br>N.V. Smit & Bolnes Zierikzee<br>17kn |
| 7351331<br>IWCH<br>679<br>Rdr RT | **DIOMEDEA**<br>Launched as Flying Phoenix<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **173**<br>114<br>14 | RI | **1975** Cant. Navaltecnica—Messina (190 N)<br>30,94<br>25,48 12,58<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 190 × 230<br>1 950bhp (1 434kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 6405680<br>UWIN<br>M-27580<br>Df Esd<br>Gc Rdr<br>RT | **DIOMID**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **3 170**<br>1 225<br>1 424 | RS | **1963** ..............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,6 1,6 × 1,6) (1,3 × 1,5) (1,3 1,3 × 1,2)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller 12kn |
| 6801298<br>UBIT<br>M-24050<br>Df Esd<br>Gc Rdr<br>RT | **DIOMID**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **828**<br>—<br>405 | RS | **1959** ..............U.S.S.R.<br>52,30 11,51 4,480<br>47,60 5,82 | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>13,5kn |

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| 7052686<br>ESKJ<br>M-30407 | **DIONA**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **179**<br>49<br>76 | <br><br>RS | **1970** Ilya Boyadzhiyev Shipyard—Bourgas<br>31,70 7,42 2,810<br>29,32 3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.102<br>1 Ha (1,5 × 1,3) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 6801755<br>J4PK<br>7222<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIONE**<br>ex Ioannis Carras-78<br>**Pillar Maritime Corp.**<br>Piraeus Greece | **38 404**<br>24 280<br>89 905 | <br><br>AB | **1967** Mitsubishi Heavy Industries Ltd.<br>—Yokohama (885)<br>250,12(BB) 37,27 14,047<br>237,01 37,22 18,50<br>P 13,2 F 21,1 1 dk<br>RW rf nil | **M Tanker**<br>SBT<br>15 Ta ER<br>L.(oil) 101 062 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 600kW<br>Fuel 199,5t (d.o.) 4 679,0t (hvf)-51,0pd |
| 6700810<br>FNTP<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DIONE**<br>ex Suffren-77<br>**Societe Navale Caennaise**<br>**(SNC) Anct. Gaston Lamy &**<br>**Compagnie**<br>Marseille France | T.Mk<br>**6 031**<br>3 156<br>7 944 | <br><br>BV | **1967** Ch. de l'Atlantique—St. Nazaire<br>(M23)<br>149,51(BB) 20,88 7,494<br>140,47 20,01 11,59<br>P 23,8 F 18,9 2 dks<br>rf 254 DK | **M General Cargo**<br>Ref 5P<br>Ice strengthened<br>10 Ta 5 Ho 3,1DT 14,8 22,3<br>21,1 21,1 ER 22,6 4 TwD 6,0<br>21,7p&s 13,3<br>G.16 700 B.15 134 In.620 L.145<br>5 Ha (stl) (8,8 × 5,3) (13,2 × 6,1)<br>(12,5 12,5 × 5,3) ER (10,1 × 5,3)<br>8 Wing Ha (stl) (12,5p&s 12,5p&s ×<br>3,4) ER (3,1p&s 3,1p&s × 3,1)<br>10W Cr 4(5) 1(3) Der 1(30) 6(10)<br>4(7) | 2 Oil 4SA each 16Cy. 400 × 460 geared<br>to sc. shaft<br>12 800bhp (9 415kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 974,5t (hvf) 17kn |
| 5090402<br>CSKY<br>B244<br>RT | **DIONE**<br><br>**Empresa Continental de**<br>**Navegacao Ltda.**<br>Aveiro Portugal | **746**<br>499<br>1 143 | <br><br>BV | **1951** Est. Sao Jacinto S.a.r.L.—Aveiro<br>61,60 9,15 4,395<br>9,10 4,91<br>2 dks | **M General Cargo**<br><br>2 Ho<br>B.1 269<br>3 Ha (3,8 × 4,5) (7,6 7,6 × 4,4)<br>Der 1(3,5) 1(2) 2(1) 2(0,75) | Oil 4SA 6Cy. 350 × 530<br>810bhp (596kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 71,0t (d.o.) 9,5kn |
| 7010262<br>HO3574<br>9664-SS<br>Gc Rdr<br>RT | **DIONE I**<br>ex Fuji Maru No. 17-80<br>**Matsu Tankers S.A.**<br>Panama Panama | **995**<br>584<br>2 450 | <br><br>NK | **1969** Imabari Zosen—Imabari (242)<br>71,56 11,43 5,104<br>67,01 11,41 5,85<br>P 18,6 F 13,8 1 dk<br>RW | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 2 639 | Oil 4SA 6Cy. 380 × 540<br>1 700bhp (1 250kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 40kW<br>Fuel 70,0t-6,5pd 11,25kn |
| 5090414<br>ILZV<br>628<br>Esd Rdr<br>RTh | **DIONEA**<br><br>**Lloyd Triestino S.p.A. di**<br>**Navigazione**<br>Trieste Italy | **293**<br>117<br>117 | <br><br>RI | **1962** Cant. Nav. Felszegi—Trieste (65)<br>51,82 7,42 2,210<br>45,62 7,40 3,26<br>1 dk<br>RW rf 297 | **TM Ferry/General Cargo**<br>390P<br>1 Ho 5,4<br><br>1 Ha (stl) (2,2 × 1,6)<br>Der 2(1) | 2 Oil 4SA each 8Cy. 230 × 350<br>1 280bhp (942kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 2 × 28kW 220V d.c.<br>Fuel (d.o.) 14,75kn |
| 7348437<br>EVBD<br>M-31150<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIONIS**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 100**<br>859<br>1 212 | <br><br>RS | **1975** VEB Mathias-Thesen-Werft—Wismar<br>(354)<br>81,95 13,64 5,200<br>72,98 13,62 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,4 × 2,9) (2,6 ×<br>2,4)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to<br>sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6410116<br>EEDV<br>2951<br>Df Esd<br>Rdr RT | **DIONISIO TEJERO**<br><br>**Dionisio Tejero Perez S.A.**<br>La Coruna Spain | **929**<br>421<br>810 | BV<br><br>✠Classed LR until 9/66 | **1964**-7 Ast. Construcciones S.A.—Vigo<br>(44)<br>61,09 9,53 4,954<br>53,24 9,50 4,91<br>2 dks<br>RW rf 711 BK 127 | **M Fishing**<br>Stern Trawler Ref<br>3 Ho<br>In.1 015<br>5 Ha (0,9 0,9 × 1,4) (1,3 × 1,9) (1,3<br>× 1,4) (2,2 × 1,6) | Oil 4SA 8Cy. 360 × 450 with flexible<br>coupling & sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 3 × 140kW 220V d.c.<br>Fuel 273,0t (d.o.) 13kn |
| 6416718<br><br><br>Df Esd<br>Rdr RT | **DIONISIOS K**<br>ex Monte Balerdi-82<br>Launched as Monte Cuatro<br>**Giarka Marine Co. Ltd.**<br>Greece | T.Mk<br>**550**<br>340<br>—<br>**1 165**<br>726<br>1 933 | **✠100A1** SS 12/77<br><br>**✠LMC**<br>EL o 1⅜"SQ<br>FN 1147 | **1965**-4 S.A. Juliana Const. Gijonesa—Gijon<br>(140)<br>74,71 10,75 —/5,036<br>69,47 10,70 5,80<br>Ba 13,8 F 8,9 2 dks<br>rf nil<br>4BH WB515t | **M General Cargo**<br>Mchy.aft<br><br>G.2 526 B.2 173<br>Der 3(5) 2(3) | Oil 4SA 9Cy. 300 × 450<br>1 230bhp (905kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Fuel 121,0t 12kn |
| 6416005<br>SV3497<br>131<br>Df Esd<br>Rdr RTm | **DIONISIS**<br>ex Peter Sif-77<br>**Zervas Brothers**<br>G. Zervas & Sons<br>Thessaloniki Greece | **499**<br>294<br>1 074 | <br><br>BV | **1964** N.V. Bodewes Schps.—Martenshoek<br>(479)<br>61,45 9,73 3,880<br>55,99 9,71 3,99<br>P 15,9 RQD 23,2 B 11,9 F 10,4 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 38,2 1 TwD 21,1 ER<br>G.1 629 B.1 462<br>2 Ha (9,9 14,8 × 4,8) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 15kW 110V d.c.<br>Fuel 78,0t (d.o.) 10,5kn |
| 7702499<br>WYH7<br>291<br>579581<br>Esd Gc<br>Rdr | **DIONNE CHOUEST**<br><br>**North American Boat Rentals**<br>**Inc.**<br>Galliano, La United States<br>of America | **267**<br>182<br>1 000 | <br><br>(AB) | **1977** North American SB. Inc.—Larose, La<br>(106)<br>3,633<br>50,45 11,59 4,30<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Thw. thrust propeller fwd<br>12kn |
| 5207914<br>SWXP<br>5828<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIONYSIS V**<br>ex Silver Bird-81 ex Liebenfels-78<br>**Piraeus Team Compania**<br>**Naviera S.A.**<br>Piraeus Greece | T.Mk<br>**4 762**<br>3 038<br>6 816<br>**6 663**<br>4 374<br>8 588 | <br><br>GL | **1955** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (790)<br>141,41 17,89 7,106/8,033<br>128,71 17,81 10,42<br>F 19,9 2 dks<br>RW rf 102 | **M General Cargo**<br>Ref 12bth P<br>3 Ho 18,3 29,0 29,0 ER<br>G.13 838 B.12 565 In.230<br>3 Ha (12,1 24,1 18,2 × 6,1) ER<br>14W Der 1(140) 1(30) 1(15) 8(3-5)<br>4(5) 2(2) | 2 Oil 2SA each 6Cy. 700 × 1200 geared<br>to sc. shaft<br>7 200bhp (5 296kW) NE 67<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 4 × 150kW 220V d.c.<br>Fuel (hvf) 15,75kn |

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| 7043532<br>9V2305<br>344424<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DIORIT**<br>**m.s. 'Diorit' Dolomit Hamburger Seereederei G.m.b.H.**<br>Otto A. Muller<br>Singapore Singapore | **1 546**<br>790<br>2 538 | GL | **1971** Angyalfold Shipyard—Budapest (2223)<br>80,70 11,31 5,311<br>73,23 6,41<br>P 18,3 F 8,3 1 dk<br>len 75 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 837 B.2 373<br>2 Ha (stl) (each 15,5 × 7,4) ER | Oil 4SA 6Cy. 320 × 480 sr geared to sc. shaft<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 88kW 1 × 66kW 220V<br>11kn |
| 7905819 | **DIOSSO**<br>**Government of The People's Republic of Congo**<br>People's Republic of Congo | **150**<br>—<br>— | BV (Class cont.) | **1982** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (080)<br>27,77 2,971<br>24,77 7,01 3,74<br>1 dk | **M Fishing**<br>Seiner Ref | Vee Oil 4SA 8Cy. 159 × 203<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7716969<br>WYB6<br>269<br>590232<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIPLOMAT**<br>ex Lamco VI-80<br>**Gellenthin Bulk Transport Corp.**<br>Wilmington, De United States of America | **198**<br>134<br>— | AB | **1978** McDermott Shipyard—New Iberia, La (110)<br>4,179<br>38,41 10,37 4,96<br>F 5,5 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| 7311367<br>EMXG<br>M-31080<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIPLOT**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | T.Mk<br>**2 211**<br>639<br>1 091 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (124)<br>81,95 13,64 5,300<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>G.155 In.520<br>3 Ha (1,3 × 1,9) (2,4 × 2,4) (2,4 × 2,6)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14,25kn |
| 5090490<br>ORLE<br>272<br>RTv | **DIR. FRED. G. GERLING**<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **151**<br>8<br>— | ✠Classed LR until 9/47 | Lch.**1941** Cmd.**1945**-5 J. Boel et Fils S.A.—Tamise/Temse (1025)<br>31,09 7,17 3,429<br>... ... ...<br>1 dk | **D-E Tug** | 2 Oil 4SA each 6Cy. 270 × 420 driving gen. connected to 1 elec. motor & sc. shaft<br>Soc. d'Electricite & de Mec., S.E.M. Gent/Gand |
| 7312531<br>FZCL<br>4239<br>Df Esd<br>Pfd Rdr<br>RT | **DIRECTEUR CHATTE**<br>**Armement des Pecheries Quest-Bretagne**<br>Douarnenez France | **260**<br>98<br>386 | BV | **1973** Ch. Normands Reunis—Courseulles-sur-Mer (30)<br>38,00 3,450<br>33,81 8,11 6,05<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 240 × 280<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 82,0t (d.o.) 12kn |
| 6910879<br>PBVB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIRECTEUR GENERAAL BAST**<br>**Government of The Kingdom of The Netherlands (Staatsbedrijf der Post, Telegrafie & Telefonie)**<br>'s Gravenhage Netherlands | **629**<br>198<br>1 075 | | **1969** E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (790)<br>54,74 9,48 3,195<br>48,39 9,38 4,45<br>1 dk | **TM Cable-layer**<br>Cr 1(3) 1(1,5) | 2 Oil 4SA each 5Cy. 190 × 350<br>350bhp (257kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 1 × 85kW 1 × 55kW 380V 50Hz a.c.<br>Fuel 46,5t 10,5kn |
| 7029081<br>LW4163<br>RTv | **DIRECTOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **208**<br>105<br>248 | ✠Classed LR until 10/10/75 | **1971**-12 Talleres de Reparaciones Navales T.A.R.E.N.A.—San Fernando (41)<br>30,61 8,46<br>28,00 8,01 4,12<br>rf 813 | **D-E Tug**<br>Fire-fighting | 2 Oil 4SA each 7Cy. 235 × 330 driving 2 gen. connected to 2 elec. motors geared to sc. shaft<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 37kW 2 × 45kW 230V d.c.<br>Fuel 84,5t (d.o.) 14kn |
| 7615919<br>ZTKB<br>351526<br>Df Esd<br>Gc Rdr<br>RT | **DIRK COETSEE**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Port Elizabeth South Africa | **431**<br>130<br>— | ✠Classed LR until 9/11/79 | **1978**-9 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (4900)<br>36,40 11,61 3,558<br>34,45 11,00 4,14<br>RAD 11,9 1 dk<br>rf 356 | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota, Gumma<br>Gen 3 × 104kW 380/400V 50Hz a.c.<br>2 Directional propellers<br>12kn |
| 7397452<br>PDQS<br>172<br>Df Esd<br>Pfd Rdr<br>RT | **DIRK DIEDERIK**<br>**Rederij De Samenwerking B.V.**<br>Parlevliet & van der Plas Haringhandel B.V.<br>Katwijk aan Zee Netherlands | **532**<br>218<br>— | | **1974** T. Van Duijvendijk's Schpsw. N.V.—Lekkerkerk (Z100)<br>62,95 10,29 4,439<br>9,99 6,76<br>2 dks<br>len 80 | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 8Cy. 400 × 600<br>2 300bhp (1 692kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 7409413<br>DJDJ<br>SSR1957<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DIRK JACOB**<br>**Nordische Reedereigesellschaft Jacob m.b.H. & Co. Produkten-Carrier K.G.**<br>Ernst Jacob<br>Flensburg Federal Republic of Germany | **19 497**<br>14 024<br>33 788 | GL<br>✠ | **1976**-12 Verolme Shipyard Alblasserdam B.V.—Alblasserdam (897)<br>170,69(BB) 25,96 11,851<br>163,51 25,91 15,68<br>P 14,1 1 dk<br>rf nil | **M Tanker**<br>Mchy.aft<br>24 Ta<br>L.(oil) 41 500 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 550bhp (9 231kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 2 × 1080kW 2 × 624kW 450V 60Hz a.c.<br>Fuel 357,5t (d.o.) 2 551,5t (hvf)-45,5pd<br>15,5kn |
| 7415280<br>PDQW<br>20<br>Esd Pfd<br>Rdr RT | **DIRK SENIOR**<br>**D. Krijnen & Zn.**<br>Oudeschild, Texel Netherlands | **236**<br>86<br>— | | **1975** W. Visser & Zoon B.V. Werf "De Lastdrager"—Den Helder (80)<br>35,34 7,55 4,090<br>31,12 7,50 4,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 9Cy. 240 × 260<br>1 500bhp (1 103kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>12kn |
| 7622699<br>PDQM<br>Esd Rdr<br>RT | **DIRKJE**<br>ex Michael Bianca-82<br>ex Pieter Jacob-79<br>**H. Kramer**<br>Urk Netherlands | **214**<br>85<br>— | | **1974** Scheepsw. West-Vlaamse N.V.—Oostkamp (C75)<br>34,50<br>33,02 7,62 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>1 200bhp (883kW) NE 81 Deutz<br>.......... |

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|---|---|---|---|---|---|---|---|
| **7622443**<br>PDQO<br>292<br>Esd Rdr<br>RT | **DIRKJE ALJA**<br>ex Maria-82<br>**R. Oost**<br>Urk Netherlands | **300**<br>107<br>— | | | **1975** Gdynska Stocznia Remontowa<br>—Gdynia (350B)<br>36,68<br>35,31 8,03 4,32<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 760bhp (1 295kW)<br>Kloeckner Humboldt Deutz Koeln |
| **6821949**<br><br>1186 | **DISAHMEDATH RIDEVE**<br>ex Ama-Sua-81<br>**Samauritir**<br>Nouadhibou Mauritania | **310**<br>176<br>— | | BV | **1968** S.A. Balenciaga—Zumaya (127)<br>33,00<br>30,00 8,01 4,30 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy.<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 90kW 220V d.c.<br>12,25kn |
| **6704256**<br>TFXB<br>1299<br>Df Esd<br>Rdr RTh | **DISARFELL**<br>ex Lena Nielsen-73<br>**Samband Islenzkra**<br>**Samvinnufelaga (Samband Line)**<br>Thorlakshofn Iceland | T.Mk<br>**500**<br>352<br>—<br>**1 182**<br>817<br>2 200 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** | SS 3/82<br><br>**UMS**<br>EL o 1⅜"U2<br>FN 1163 | **1967**-5 Aarhus Flydedok og Maskinkp. A/S<br>—Aarhus (131)<br>70,44 11,54 3,772/5,309<br>65,26 11,51 6,30<br>Ba 11,3 F 11,0 2 dks<br>rf 51<br>3BH WB557t | **M General Cargo**<br><br>2 Ho ER<br>G.2 843 B.2 489<br>2 Ha (stl) (16,7T × 5,3) (17,3 × 8,5)<br>ER<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Fuel 142,0t (d.o.) 12,5kn |
| **6916158**<br>D5UD<br>6645<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCARIA**<br>ex Fernvalley-79 ex Cypress-73<br>**Discaria Shipping Corp.**<br>P&O Bulk Shipping Division<br>Monrovia Liberia | **14 869**<br>8 783<br>17 018 | | NV | **1969** Ch. Nav. de La Ciotat—La Ciotat<br>(255)<br>171,08 24,44 8,757<br>160,94 24,40 15,52<br>1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (C.mn.stl) free standing prismatic<br>ER<br>L.(gas) 22 240 | Oil 2SA 6Cy. 900 × 1600<br>13 800bhp (10 151kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 170,5t (d.o.) 1 646,0t (hvf)-48,5pd<br>17kn |
| **7947257**<br><br>613376 | **DISCO LADY**<br><br>**Dale A. Belsome**<br>New Orleans, La United States of America | **189**<br>128<br>— | | | **1979** .............Biloxi, Ms<br>*26,40* 7,93<br>3,69<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| **6600814**<br>WTEA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCOVERER**<br><br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*Seattle, Wa* United States of America | **3 701**<br>1 095<br>1 208 | | (AB) | **1966** Aerojet-General Shipyards<br>—Jacksonville, Fl (634)<br>92,36 16,06 5,811<br>82,00 15,85 8,69<br>B & F 72,0 2 dks<br>rf 457 | **TD-E Research**<br>Oceanographic | 4 Oil each 8Cy. 206 × 254 total 5 748bhp (4 228kW) driving 4 gen. connected to 4 elec. motors & 2 sc. shafts<br>Fairbanks Morse & Co. Beloit, Wi<br>Thw. thrust propeller fwd<br>16kn |
| **7420510**<br>3ELE<br>7721-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCOVERER SEVEN SEAS**<br><br>**Offshore International S.A.**<br>Panama Panama<br><br>See Register of Offshore Units | **11 996**<br>5 768<br>8 644 | | AB | **1976** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(F421)<br>162,69 24,49 7,459<br>148,16 24,39 9,76<br>P 28,7 B 13,8 F 55,5 1 dk<br>rf nil | **TD-E Drilling Ship**<br><br>Ice strengthened<br>Cr 2(42) 2(31) | 7 Oil total connected to 8 elec. motors each of 2 000shp (1 471kW) d.c. geared to 2 sc. shafts<br>(i) 6 Oil each -Cy.<br>21 600bhp (15 888kW) driving 6 gen. each 2 500kW 600V a.c.<br>General Motors Corp. U.S.A.<br>(ii) Oil -Cy.<br>1 500bhp (1 103kW) 1 gen. of 1 050kW 600V a.c.<br>General Motors Corp. U.S.A.<br>Gen 1 × 550kW 1 × 90kW a.c.<br>3 Thw. thrust propellers aft, 3 fwd<br>14kn |
| **6803624**<br>HPXK<br>332-68<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCOVERER II**<br><br>**Offshore International S.A.**<br>Panama Panama<br><br>See Register of Offshore Units | **4 126**<br>2 244<br>6 920 | | AB | **1967** Mitsui SB. & Eng. Co. Ltd.—Ichihara<br>(F176)<br>110,50 21,39 5,890<br>103,51 21,34 7,93<br>Ba - F - 1 dk<br>rf nil | **D-E Drilling Ship**<br><br><br>Cr 2(35) | 3 Oil 4SA each 12Cy. 229 × 267 total 6 750bhp (4 965kW) driving 9 gen. each 750kW 600V d.c. connected to 2 elec. motors each of 1 500shp (1 103kW) sr geared to sc. shaft<br>Alco Products Inc. Schenectady, NY<br>Gen 2 × 750kW 1 × 500kW a.c.<br>2 Thw. thrust propellers aft, 1 fwd<br>Fuel 815,0t 7kn |
| **7019634**<br>HORG<br>2227-71<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCOVERER III**<br><br>**Offshore International S.A.**<br>Panama Panama<br><br>See Register of Offshore Units | **5 678**<br>3 038<br>6 540 | | AB | **1970** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(F256)<br>116,01 21,39 5,747<br>110,57 21,34 7,93<br>P - F - 1 dk<br>rf nil | **D-E Drilling Ship**<br><br>Ice strengthened<br>Cr 2(35) | 3 Oil 4SA each 12Cy. 229 × 267 total 6 750bhp (4 965kW) driving 9 gen. each 1 600kW 850V d.c. connected to 2 elec. motors each of 2 000shp (1 471kW) sr geared to sc. shaft<br>Alco Engine Inc. Auburn, NY<br>Gen 2 × 800kW a.c.<br>2 Thw. thrust propellers aft, 1 fwd<br>Fuel 885,0t 7kn |
| **6608608**<br>A8LZ<br>5071<br>Df Esd<br>Rdr RT | **DISCOVERER 511**<br>ex Offstar-76 ex Jessica-74<br>ex Matsushiro Maru-72<br>**Amoshore Drilling Co.**<br>Monrovia Liberia<br>See Register of Offshore Units | **10 264**<br>7 627<br>15 296 | | AB (NK) | **1966** Namura SB. Co. Ltd.—Osaka (355)<br>156,67 21,65 8,586<br>21,59 11,51<br>1 dk<br>RW rf 94 len 76<br>conv Bulk Carrier 76 | **M Drilling Ship**<br>Mchy.aft<br><br>Cr 3(50) | Oil 2SA 6Cy. 650 × 1350<br>7 200bhp (5 296kW)<br>Ube Tekkosho Ube<br>Gen 5 × 1050kW 600V a.c. 1 × 90kW 120V a.c.<br>Fuel 1 013,0t (hvf) 11kn |
| **7403469**<br>H3XQ<br>7240-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCOVERER 534**<br><br>**International Drilling Co. do Brazil**<br>Panama Panama<br><br>See Register of Offshore Units | **12 010**<br>5 620<br>7 403 | | AB | **1975** Mitsui SB. & Eng. Co. Ltd.—Osaka<br>(F395)<br>162,69 24,49 7,316<br>148,14 24,39 9,76<br>1 dk | **TD-E Drilling Ship**<br><br>Ice strengthened<br>Mchy.aft<br>Cr 2(42) 2(31) | 6 Oil total 23 100bhp (16 991kW) geared to sc. shafts driving gen. d.c. connected to 4 elec. motors each of 2 000shp (1 471kW) sr geared to sc. shafts E made73 fitted75<br>General Motors Corp. Electro-Motive Div. La Grange<br>3 Thw. thrust Contr. pitch propellers aft, 3 fwd<br>14kn |

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|---|---|---|---|---|---|---|---|
| 5090660<br>GLNE<br>304401<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DISCOVERY**<br>**Natural Environment Research Council**<br>London United Kingdom | **2 321**<br>661<br>— | **✠100A1**<br>Ice Class 2<br>**✠LMC** | CS 1/82<br>EL s $1\frac{11}{16}$"SQ<br>FN 1566 | **1962**-12 Hall, Russell & Co. Ltd.—Aberdeen (899)<br>79,63 14,05 4,738<br>71,63 14,03 7,83<br>B & F 29,3 2 dks<br>rf 152<br>Coll BH to U dk 4 to 2nd dk WB136t | **D-E Research**<br>Oceanographic<br>Cr 2(2,5) | 3 Oil 4SA each 6Cy. 318 × 368 total 3 645bhp (2 681kW) driving 3 gen. each 610kW 510V d.c. connected to 1 elec. motor of 2 000shp (1 471kW) & geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 2 × 50kW 230V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7629609<br>H05364<br>10061-PEXT1<br>RT | **DISCOVERY**<br>ex Sea Glory III-82<br>ex Seiun Maru No. 7-81<br>**Brethern Shipping S.A.**<br>Panama Panama | **984**<br>624<br>2 218 | | BV | **1969** Murakami Hide Zosen K.K.—Hakata (61)<br>70,36 11,43 5,119<br>65,00 11,41 5,85<br>1 dk | **M General Cargo**<br>1 Ho<br>1 Ha (33,0 × 6,5) | Oil 4SA 6Cy. 380 × 540<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 64kW 225V 60Hz a.c.<br>Fuel 588,5t 13kn |
| 7433866<br>WYP8<br>017<br>572452<br>Esd Pfd<br>Rdr RT | **DISCOVERY**<br>**Offshore Logistics Inc.**<br>Morgan City, La United States of America | **190**<br>129<br>1 000 | | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (516)<br>54,87 12,20 3,683<br>49,92 12,15 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 222,5t (d.o.) 12kn |
| 6903565<br>GYRY<br>337847<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DISCOVERY BAY**<br>**Overseas Containers Ltd.**<br>London United Kingdom | **26 756**<br>14 525<br>29 288 | **✠100A1**<br>**✠LMC** | CS 4/74<br>EL L† $2\frac{7}{8}$"U3<br>FN 10035 | **1969**-7 Howaldtswerke-Deutsche Werft—Hamburg (827)<br>227,31(BB) 30,56 10,700<br>213,77 30,48 16,46<br>P 39,4 F 36,9 2 dks<br>rf nil<br>NS 9BH WB9455t | **M Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>6 Cell.Ho 14,6 16,3 29,2 29,2 34,5 17,2 ER<br>TEU 1530<br>C.Ho 774/20' C.Dk 756/20'<br>11 Ha (stl) ER<br>Cr 2(3) | Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW) ✠ NE made80 fitted7/81 B&W<br>Harland and Wolff Ltd. Belfast<br>✠ NAuxB(p) (o.f.) 7/81 12,5kgf/cm$^2$ (12,3bar)<br>AuxB(s) (o.f.) 7kgf/cm$^2$ (6,9bar)<br>✠ ne(ex.g) 7/81 12,5kgf/cm$^2$ (12,3bar)<br>Gen 4 × 685kW 415V 50Hz a.c.<br>Fuel (d.o.) (hvf)-54,0pd 18kn |

**LAID UP — SURVEYS OVERDUE 4/79**

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|---|---|---|---|---|---|---|---|
| 5423740<br>HOIY<br>9730-79<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DISCOVERY BAY**<br>ex Good Carrier-78 ex Eeklo-73<br>**Discovery Bay S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | **25 784**<br>18 638<br>41 338 | | BV | **1963** J. Boel et Fils S.A.—Tamise/Temse (1410)<br>218,75 27,46 11,673<br>206,13 27,41 16,21<br>1 dk<br>RW | **M Bulk Carrier** 6P<br>9 Ho 15,3 24,6 11,9 18,8 11,9 18,8 11,9 22,2 11,9 ER<br>G.49 451 HeCls. ptB<br>11 Ha (stl) (8,3 7,6 7,7 7,7 11,9 7,7 11,9 7,7 7,7 7,7 7,7 × 11,9) ER<br>Der 1(5) 1(1,5) 1(1) | Oil 2SA 8Cy. 780 × 1550<br>12 000bhp (8 827kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 360kW 440V 60Hz a.c.<br>Fuel 518,0t (d.o.) 1 093,0t (hvf)-37,0pd 14kn |
| 7733888 | **DISETCO PISCES**<br>ex Golden Ocean-78<br>**P.T. Sarpindo Gloria Shipping Inc.**<br>Jakarta Indonesia | **112**<br>32<br>— | | AB | **1977** Hip Hing Cheung Shipyard—Kowloon, Hong Kong (548)<br>2,261<br>21,34 6,86 3,13<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW a.c.<br>10kn |
| 7509823<br>Esd Pfd<br>Rdr RT | **DISHARI**<br>**Bangladesh Inland Water Transport Corp.**<br>Chittagong Bangladesh | **487**<br>145<br>242 | | NK | **1975** Ito Iron Works & SB. Co. Ltd.—Sasebo (190)<br>44,00 10,01 2,134<br>39,98 9,99 3,94<br>1 dk | **TM Buoy Tender**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 200 × 240 reduction geared to sc. shafts<br>960bhp (706kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>10,5kn |
| 6620632<br>OXHI<br>D1133<br>Df Esd<br>Rdr RT | **DISKEN**<br>**A/S Carl Nielsen**<br>Kobenhavn Denmark | **299**<br>115<br>546 | | BV | **1965** A/S Nordsovaerftet—Ringkobing (20)<br>44,56 8,28 3,201<br>39,63 8,23 3,51<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho ER<br>G.260<br>1 Ha (10,2 × 5,5) ER<br>1W Der 1(4) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.)-1,5pd 10kn |
| 6807395<br>OVQW<br>A301<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DISKO**<br>**Rederiet Northsea I/S**<br>A. N. Petersen I/S<br>Kobenhavn Denmark | **2 162**<br>939<br>610 | **✠100A1**<br>Ice Class 1<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 5/81<br>EL O $1\frac{9}{16}$"U2<br>FN 1356 | **1968**-4 Svendborg Skibsvaerft A/S—Svendborg (122)<br>70,52 13,54 3,988<br>63,00 13,50 8,01<br>B 42,4 2 dks, 3rd dk clear of mchy. space<br>rf 406<br>Coll BH to U dk 8 to 2nd dk WB153t | **M Passenger/General Cargo** 250P<br>Ref<br>1 Ho 6,0 ER<br>In.40<br>2 Ha (stl) (2,3 1,8 × 1,9) ER | 2 Oil sr geared to sc. shaft<br>2 610bhp (1 920kW)<br>(p) Oil 4SA 9Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>(s) Oil 4SA 7Cy. 235 × 330<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Emy. propulsion by motoring M.E. driven generator<br>Gen 1 × 320kW 2 × 264kW 440V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 176,0t (d.o.) 14kn |
| 7329754<br>UECO<br>M-29632 | **DISNAY**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **180**<br>50<br>85 | | RS | **1973** .............U.S.S.R.<br>31,60 7,32 2,839<br>3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 5090701<br>Rdr RT | **DISPATCH**<br>ex M.A. Powers-40<br>**Naviera Lettoral S.A.**<br>Tille & Cia.<br>Callao Peru | **490**<br>368<br>787 | | | **1935** Charleston D.D. Co.—Charleston, SC (110)<br>*42,92* 9,50<br>42,55 9,45 3,36<br>P 6,4 1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 862 HeCls. C | 2 Oil 4SA each 6Cy. 230 × 305 E made29 refitted35<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 157,5t-1,5pd |
| 7726225 | **DITAS**<br>**Ditas Deniz Isletmeciligi ve Tankerciligi A.S.**<br>Turkey | **9 722**<br>—<br>14 800 | BV (Class cont.) | | **1982** Sedef Gemi Endustrisi A.S.—Gebze (36)<br>142,02 7,320<br>134,02 22,81 10,01 | **M Tanker** | Oil<br>5 500bhp (4 046kW) Sulzer<br>H. Cegielski Poland |

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| **6511439**<br>HO6427<br><br>Df Esd<br>Rdr<br>RTm/v | **DITHMARSCHEN**<br><br>**Eutra Schiffahrt Bauer K.G.**<br>Bauer & Hauschildt Bereederungs K.G.<br>Hamburg Panama | T.Mk<br>499<br>330<br>1 170 | GL | **1965** Husumer Schiffsw.—Husum (1223)<br>64,01 10,47 3,899<br>57,10 10,46 6,02<br>F 7,1 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>G.2 289 B.2 081<br>2 Ha ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| **5403219**<br><br><br>Esd Rdr | **DIU**<br><br><br>Maputo Mozambique | **173**<br>23<br>— | ✠Classed LR until 1/65 | **1963**-10 Est. Sao Jacinto S.a.r.L.—Aveiro (58)<br>29,34 7,65<br>26,52 7,41 3,71<br>RAD 0,7<br>rf 787 BK 152 | **M Tug**<br>Salvage<br>Mchy.aft | 2 Oil 4SA each 7Cy. 235 × 330 through Hydroflex slip couplings & sr gearing to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller |
| **7801697**<br>PPMY<br>8734<br>Df Esd<br>Gc Rdr<br>RT | **DIVA**<br><br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **14 261**<br>7 797<br>17 880 | AB | **1980** Ishikawajima do Brasil—Rio de Janeiro (90)<br>161,02 7,938<br>153,02 23,41 12,81<br>1 dk | **M Tanker**<br>15 Ta ER<br>L.(oil) 23 949 HeCls. B | Oil 2SA 5Cy. 560 × 1150<br>6 325bhp (4 652kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Fuel 148,5t (d.o.) 708,0t (hvf)-22,5pd<br>13,5kn |
| **7817804**<br>IKTI<br><br>Df Esd<br>Gc Rdr<br>RT | **DIVINA**<br><br>**Gaetano d'Alesio S.a.S.**<br>Livorno Italy | **1 538**<br>652<br>2 500 | RI | **1981** Cant. dell 'alto Adriatico—Trieste (215)<br>74,07 13,82 3,601<br>69,22 13,81 4,27<br>1 dk | **M Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 230 × 310 reverse reduction geared to sc. shaft<br>2 090bhp (1 537kW)<br>Grandi Motori Trieste Trieste |
| **5075696**<br>ODFA<br>B4091<br>Df Esd<br>RTh | **DIVINA**<br>ex Zodiac Melonie-76 ex Claus-74<br>**Chafic Youssef Jeara**<br>Beirut Lebanon | **499**<br>332<br>862 | (GL) | **1958** J. J. Sietas K.G. Schiffswerft —Hamburg (454)<br>59,95 9,00 3,703<br>53,83 8,91 3,89<br>P 8,9 F 5,2 1 dk<br>RW rf nil len 64 | **M General Cargo**<br>1 Ho 38,7 ER<br>G.1 172 B.1 062<br>2 Ha (each 15,9 × 5,8) ER<br>3W Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 7kW 1 × 6kW 1 × 5kW 110V d.c.<br>Fuel 30,5t (d.o.) 10kn |
| **7050016**<br>WY4398<br>515534 | **DIVINE GRACE**<br>ex Renegade-77<br>**Ten Commandments Inc.**<br>Brownsville, Tx United States of America | **100**<br>68<br>— | | **1968** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*20,52* 6,10<br>3,03 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| **7337141**<br>WYZ8<br>682<br>544802 | **DIVINE TRINITY**<br>ex Musdana-76<br>**Charles E. Bennett**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7403304**<br>3EEN<br>7707-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIVINE VALLEY**<br><br>**Divine Valley Tankers Inc.**<br>Panama Panama | **30 693**<br>21 767<br>60 960 | NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2468)<br>207,02(BB) 32,24 12,601<br>197,01 32,19 18,32<br>F 15,9 1 dk | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 75 532 HeCls. BC | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 174,0t (d.o.) 2 374,5t (hvf)-52,5pd<br>16kn |
| **8024416** | **DIVING LAUNCH 1**<br><br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **120**<br>34<br>— | BV | **1980** Machinefabriek D. E. Gorter B.V. —Hoogezand ((983))<br>29,04 1,801<br>27,06 6,41 3,28<br>1 dk | **TM Diving Support Ship**<br>for offshore installations<br>Cr 1(3) 2(1) | 2 Vee Oil 4SA each 8Cy. 165 × 185 reverse reduction geared to sc. shafts<br>1 550bhp (1 140kW)<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen |
| **6505870**<br>EAEY<br>1742<br>RT | **DIVINO JESUS DE PRAGA**<br><br>**Manuel Larrinaga Idiaquez**<br>San Sebastian Spain | **107**<br>59<br>— | | **1964** S.L. Ardeag—Bilbao (24)<br>26,93 6,35<br>22,99 6,30 3,15<br>RW | **M Fishing**<br>Side Trawler | Oil -SA 6Cy.<br>300bhp (221kW) Baudouin<br>Moteurs Volme Marseille<br>Fuel 18,0t (d.o.) 11,5kn |
| **7720843**<br>GYEE<br>366447<br>Esd Rdr<br>RT | **DIVIS II**<br><br>**Government of The United Kingdom (Department of Environment for Northern Ireland)**<br>Belfast United Kingdom | **820**<br>262<br>892 | **✠100A1**<br>sludge carrier<br>**✠LMC**<br>EL K 337,5/28,0U2<br>FN 817 | **1979**-1 James Lamont & Co. Ltd.—Port Glasgow (432)<br>56,01 11,18 3,314<br>51,01 11,00 5,01<br>F 4,6 1 dk<br>rf 76<br>5BH WB623T | **TM Sludge Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>1 370bhp (1 008kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 100kW 415V 50Hz a.c.<br>Fuel 38,0t (d.o.) 10,5kn |
| **5090842**<br>UQHI<br>M-26505<br>Df Esd<br>Gc Rdr | **DIVNOGORSK**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | **6 443**<br>3 210<br>10 568 | RS | **1961** Stocznia Szczecinska im. A. Warskiego—Szczecin (B54/104)<br>153,90 19,44 8,319<br>141,61 19,33 12,55<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>6 Ho 4 Ta<br>G.19 154 B.15 979 L.918<br>6 Ha (stl) (5,6 × 5,0) (6,4 × 7,4) (6,4 × 13,4) (6,4 × 11,5) (8,4 × 6,4) (6,4 × 12,9)<br>18W Der 1(50) 2(10) 14(5) 1(1,5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>17kn |
| **5090854**<br>USZI<br>M-26527<br>Df Esd<br>Gc RT | **DIVNOGORSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **1 333**<br>468<br>1 344 | RS | **1962** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B74/05)<br>75,29 11,56 4,450<br>70,13 11,51 4,96<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 8 Ta ER<br>G.83 L.(oil) 1 656 HeCls. BC<br>1 Ha (2,3 × 3,2) ER<br>1W Der 1(1,5) | Oil 2SA 5Cy. 480 × 700<br>1 500bhp (1 103kW) Sulzer<br>Soc. Espanola de Const. Nav. Spain<br>Fuel 93,5t (d.o.)-6,0pd 12,5kn |
| **6801274**<br>UBOM<br>M-22365<br>Df Esd<br>Gc Rdr<br>RT | **DIVNYY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>338 | RS | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,430<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>17,5kn |

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| 7524471<br>EWLU<br>M-28280 | **DIVNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 5030074<br>H9EP<br>1121<br>5-81<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DIVONNE**<br>ex Aurora-81 ex Gattopardo-78<br>ex Atomena-70<br>**Micha Co.**<br>Panama Panama | **14 444**<br>8 439<br>24 410 | RI (BV)<br>✠Classed LR until 6/71 | **1961**-10 Sir J. Laing & Sons Ltd. —Deptford, Sunderland (825)<br>172,55 22,36 10,367<br>164,07 22,26 13,77<br>P 33,3 F 14,1 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>7 Ho 16,3 16,3 18,1 18,1 18,1 18,1 18,9 ER<br>G.31 925 B.27 676 HeCls. B<br>7 Ha (stl) (8,8 × 8,5) (10,3 11,5 11,5 11,5 11,5 10,9 × 10,9) ER<br>Der 1(1) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW) Gotaverken<br>N.E. Mar. Eng. Co. Ltd. Newcastle<br>Gen 3 × 225kW 220V d.c.<br>Fuel 1 111,0t (hvf)-25,0pd 14,5kn |
| 6620333<br>YIBK<br>Df Esd<br>Rdr RT | **DIWANIYA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **462**<br>4<br>350 | **✠100A1** CS 6/77<br>tug<br>**✠LMC**<br>EL (g)<br>FN 539 | **1966**-12 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1119)<br>42,73 10,27 3,810<br>38,16 9,81 4,30<br>F 16,2<br>rf 889 BK 152<br>4BH WB76t<br>**SURVEYS OVERDUE — CLASS SUSPENDED 28/11/80** | **M Tug** | Oil 4SA 9Cy. 400 × 600<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) 13,5kn |
| 7525944<br>LHEJ<br>19176<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIXIE**<br>**A/S Dione**<br>Chr. J. Reim<br>Porsgrunn Norway | **37 601**<br>23 943<br>69 165 | NV | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1256)<br>228,66(BB) 32,24 13,401<br>220,00 32,21 18,50<br>F - 1 dk<br>rf 196 | **M Bulk Carrier**<br>7 Ho ER<br>G.76 845<br>7 Ha (stl) (16,0 14,4 16,0 14,4 14,4 14,4 16,0 × 14,7) ER | Oil 2SA 6Cy. 900 × 1600<br>17 400bhp (12 799kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 244,0t (d.o.) 3 966,0t (hvf)-48,0pd<br>15,25kn |
| 7200996<br>WJ7669<br>273520 | **DIXIE**<br>**Richard Gaskill Jr.**<br>New Orleans, La United States of America | **197**<br>134<br>— | | **1957** M. M. Flechas—Pascagoula, Ms<br>*38,20* 6,71<br>33,53 3,05 | **TM Fishing** | 2 Oil<br>900bhp (662kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7647223<br>WYH7<br>525<br>586202<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIXIE AVENGER**<br>**Dixie Carriers Inc.**<br>Wilmington, De United States of America | **198**<br>135<br>— | AB | **1977** Burton Construction & SB. Corp. —Port Arthur, Tx (533)<br>42,37 4,723<br>41,15 10,37 5,21<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>10kn |
| 7734870<br>WY5318<br>517213 | **DIXIE DANDY**<br>**Charles R. Hancock**<br>Galveston, Tx United States of America | **116**<br>78<br>— | | **1968** Capell Marine Inc.—Freeport, Tx<br>*21,74* 6,58 3,41<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7520384<br>WYU8<br>439<br>553456 | **DIXIE ISLE II**<br>**Dixie Isle Seafoods Inc.**<br>Jacksonville, Fl United States of America | **112**<br>76<br>— | | **1973** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A. |
| 7338846<br>WY5241<br>517333<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DIXIE PROGRESS**<br>ex Progreso<br>**Dixie Carriers Inc.**<br>Wilmington, De United States of America | **164**<br>111<br>— | AB | **1968** McDermott Shipyard—Morgan City, La (151)<br>4,319<br>32,29 9,15 4,86<br>F 10,7 1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 413,5t (d.o.) |
| 5149954<br>ODMN<br>B2710<br>Rdr RT | **DIYA**<br>ex Mahdi-73<br>ex Christophoros II-70<br>ex Hesslegate-66 ex Clonmore-55<br>**Anis A. M. Begdache & Co.**<br>Beirut Lebanon | **398**<br>284<br>735 | HR<br>✠Classed LR until 6/9/74 | **1947**-7 Clelands (Successors) Ltd. —Wallsend (105)<br>58,63 8,26 3,398<br>56,67 8,23 3,51<br>P 14,4 RQD 18,0 F 5,8 1 dk<br>RW len 59 | **M General Cargo**<br>2 Ho ER<br>2 Ha ER<br>2W Der 2(1,5) | Oil 2SA 5Cy. 250 × 420<br>460bhp (338kW) ✠ NE 11/53<br>British Polar Engines Ltd. Glasgow<br>10kn |
| 7215159<br>Esd | **DIYAKAWA**<br>**Government of The Democratic Socialist Republic of Sri Lanka (Ports Authority)**<br>Colombo Sri Lanka | **1 169**<br>519<br>1 327 | **✠100A1** SS 9/81<br>hopper dredger<br>Sri Lanka (Ceylon) coasting service<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1027 | **1972**-3 Ishikawajima Ship & Chemical Plant Co.—Tokyo (416)<br>65,03 12,10 3,912<br>61,02 11,82 5,01<br>1 dk<br>rf nil<br>4BH WB129t incl. DTf28t | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 16,8<br>Mchy.aft | 2 Oil 4SA each 6Cy. 200 × 240 reverse reduction geared to sc. shafts<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 200kW 1 × 48kW 410V 50Hz a.c.<br>9kn |
| 5090921<br>PKAM<br>Esd | **DJADAJAT**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **1 132**<br>502<br>— | ✠Classed LR until 9/58 | **1953**-4 Verschure & Co's Schps. —Amsterdam (Co185)<br>64,32 10,19 3,214<br>58,60 10,06 4,40<br>B 36,9 F 9,8 2 dks<br>RW | **TM Ferry/General Cargo**<br>B.487<br>3W | 2 Oil 4SA each 8Cy. 270 × 500<br>1 000bhp (736kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 101,5t 12kn |
| 5090933<br>YBCK | **DJADDI**<br>**Government of The Republic of Indonesia (P.N. Garam - Salt Administration)**<br>Kalianget Indonesia | **379**<br>207<br>600 | | **1954** N.V. Bodewes Schps.—Martenshoek (402)<br>9,02<br>56,75 8,97 5,41<br>1 dk & S dk | **M General Cargo** OSD<br>2 Ha (9,9 9,3 × 5,0) ER<br>Der 2(6) 2(3) | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW) Werkspoor<br>N.V. Werkspoor Amsterdam<br>Fuel 61,0t 10kn |

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| **5090971**<br>HONX<br>6543<br>-76A<br>Df Esd<br>Gc Rdr<br>RTm/h | **DJAKARTA**<br>ex Djakarta Maru-76<br>**Junction Shipping S.A.**<br>Panama Panama | **5 947**<br>3 497<br>9 582 | NK | **1962** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (599)<br>128,99 18,04 8,238<br>120,00 18,00 10,60<br>P 31,1 F 23,8 2 dks<br>RW | **M General Cargo** 4P<br>4 Ho 14,7 23,3 23,7 23,0<br>G.13 540 B.12 443<br>4 Ha (8,2 × 6,0) (15,1 15,1 × 6,7) (15,1 × 6,0)<br>14W Der 4(15) 2(10) 8(6) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 260kW 450V a.c.<br>Fuel 873,0t (hvf)-22,5pd | Sulzer<br>Aioi<br>14,75kn |
| **5090983**<br>YBCL | **DJAMBANGAN**<br>**Government of The Republic of Indonesia (P.N. Garam - Salt Administration)**<br>Kalianget Indonesia | **379**<br>207<br>600 | KI | **1954** Gebr. van Diepen—Waterhuizen (925)<br>*51,82* 9,02<br>22,20 9,00 5,39<br>1 dk & S dk | **M General Cargo** OSD<br>2 Ha (9,9 9,3 × 5,0) ER<br>Der 2(6) 2(3) | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor<br>Fuel 61,0t | Amsterdam<br>10kn |
| **5242330**<br>PKZG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJATIANOM**<br>ex Morviken-65<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Jakarta Indonesia | **8 775**<br>5 222<br>12 944 | NV | **1956** AB Oskarshamns Varv—Oskarshamn (336)<br>147,83 18,80 9,119<br>134,12 18,75 12,04<br>2 dks<br>rf 102 | **M General Cargo** CSD 3P<br>Ice strengthened<br>4 Ho 18,5 38,7comb. 15,7 21,0<br>G.18 123 B.16 537<br>5 Ha (stl) (9,6 11,4 11,4 × 7,3) ER (16,0 10,6 × 7,3)<br>16W Der 1(30) 1(15) 16(5) | Oil 2SA 9Cy. 630 × 1300<br>5 600bhp (4 119kW)<br>A/B Gotaverken<br>Gen 1 × 190kW 3 × 155kW 220V d.c.<br>Fuel 890,0t (hvf)-18,5pd | Goteborg |
| **5018997**<br>PKZD<br>5988/Ba<br>Df Esd<br>Gc Rdr<br>RTv | **DJATILUHUR**<br>ex Anne Reed-68<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Jakarta Indonesia | T.Mk<br>**7 057**<br>3 809<br>11 329<br>**9 262**<br>5 196<br>13 564 | **100A1** SS 6/80<br>DTmf—veg. oil or latex<br>**LMC**<br>EL Z 2¼"U2<br>FN 4341<br>KI (Class cont.) | **1961** Marinens Hovedverft—Horten (146)<br>153,17 18,95 —/9,068<br>140,62 18,90 11,97<br>RAD 8,9 F 33,9 2 dks, 3rd dk in No. 3 hold<br>rf 102<br>7BH WB4730t incl. DTsmf1346t Tunnel tanks 364t | **M General Cargo** 4P<br>5 Ho 17,9 22,0 21,0 19,9 16,0<br>G.19 661 B.18 141<br>5 Ha (stl) (9,8 11,9 11,9 11,2 11,2 × 7,3)<br>16W Der 1(30) 1(15) 2(9) 14(3-5) | Oil 2SA 5Cy. 760 × 1500<br>6 300bhp (4 634kW)<br>Marinens Hovedverft<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 484,5t (hvf) | Gotaverken<br>Horten<br>15kn |
| **5255296**<br>PKZA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJATIPRANA**<br>ex Nordholm-67<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Jakarta Indonesia | **9 703**<br>5 988<br>13 463 | ✠**100A1** SS 6/81<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4457<br>KI (Class cont.) | **1961**-5 Wm. Hamilton & Co. Ltd.—Port Glasgow (512)<br>150,58 20,02 9,208<br>140,57 19,66 12,04<br>P 34,2 F 15,0 2 dks<br>RW rf 152 DK fwd<br>Coll BH to U dk 6 to 2nd dk WB2947t | **M General Cargo** CSD 8P<br>5 Ho 16,4 23,3 18,6 17,9 17,9 ER<br>G.18 502 B.17 096<br>5 Ha (stl) (9,6 × 5,4) (14,0 11,6 11,6 10,2 × 11,5) ER<br>4W Cr 4(5) Der 1(30) 4(10) | Oil 2SA 4Cy. 750 × 1500 exhaust500<br>5 700bhp (4 193kW)<br>J. G. Kincaid & Co. Ltd.<br>AuxB (o.f.) 80lbf/in² (5,6bar)<br>AuxB (ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 175kW 440V 60Hz a.c.<br>Fuel 1 087,0t (d.o & hvf) (hvf) | B&W<br>Greenock<br>15kn |
| **5335084**<br>PKZC<br>5727øBA<br>Df Esd<br>Gc Rdr<br>RT | **DJATIPURA**<br>ex South Breeze-76<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Jakarta Indonesia | **9 898**<br>6 327<br>14 524 | ✠**100A1** SS 4/77<br>DTm—vegetable oil<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4649<br>KI (Class cont.) | **1961**-12 Hakodate Dock Co. Ltd. —Hakodate (260)<br>157,03 19,69 9,018<br>147,00 19,60 12,02<br>P 37,8 F 14,7 2 dks<br>RW rf 152<br>Coll & APH to U dk 6 to 2nd dk WB3450t incl. DTm1080t<br>**LAID UP — SURVEYS OVERDUE 4/81** | **M General Cargo** CSD<br>5 Ho 17,1 19,0 20,6 20,6 18,4 ER<br>G.21 143 B.19 935<br>5 Ha (10,9 × 6,0) (17,6 13,6 13,6 13,6 × 7,0) ER<br>12W Der 2(30) 8(10) 4(5) | Oil 2SA 6Cy. 780 × 1400<br>8 000bhp (5 884kW)<br>Mitsubishi Nippon Heavy Ind.<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Fuel 1 552,5t | MAN<br>Yokohama<br>15kn |
| **5139117**<br>PKZP<br>5328<br>Df Esd<br>Gc Rdr<br>RT | **DJATISARI**<br>ex Sinesis-65<br>ex H.O.S. Tjokroaminoto-65<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Jakarta Indonesia | **7 558**<br>4 530<br>13 000 | BV<br>✠Classed LR until 6/65 | **1961**-2 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (768)<br>152,46 19,49 8,319<br>140,26 19,41 12,22<br>P 8,9 F 13,8 2 dks & S dk<br>rf 152 | **M General Cargo** OSD<br>5 Ho<br>G.18 395 B.14 580<br>5 Ha (8,2 × 5,6) (7,0 9,9 × 11,9) (10,3 × 7,5) (9,6 × 7,0)<br>Der 1(60) 1(20) 4(10) 12(5) | Oil 2SA 7Cy. 780 × 1400<br>8 950bhp (6 583kW)<br>Mitsubishi Nippon Heavy Ind.<br>Fuel (hvf) | MAN<br>Yokohama<br>20kn |
| **5380211**<br>PKZS<br>5509<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DJATIWANGI**<br>ex Vigraford-75<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Jakarta Indonesia | T.Mk<br>**6 017**<br>3 778<br>9 957<br>**8 730**<br>5 796<br>13 107 | NV | **1963** Drammen Slip & Verk.—Drammen (53)<br>153,80 19,26 7,967/9,383<br>141,56 19,21 11,89<br>P 55,8 F 15,0 2 dks, 3rd dk except in No. 1 hold<br>rf 102 len 70 | **M General Cargo**<br>Ref<br>6 Ho 10,2 15,8 20,1 14,4 16,0 26,0 ER<br>G.18 667 B.16 846 In.389<br>6 Ha (stl) (9,4 9,4 13,8 8,7 9,4 × 7,3) (12,4 × 7,7) ER<br>14W Cr 1(25) 1(5) Der 1(40) 2(12) 12(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 619,5t (hvf) | Winterthur<br>16kn |
| **5091004**<br>CNAH | **DJEBEL BANI**<br>ex Farndale-61 ex Etal-46<br>**Leon Farache, Miguel Quintanille & Ahmed Derham**<br>Tangier Morocco | **207**<br>93<br>315 | | **1933** J. Koster Hzn. "De Gideon" —Groningen<br>36,71 6,61 2,610<br>6,56<br>RQD 8,6 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho 21,0 ER<br>G.388 B.364<br>2W Der 2(2) | Oil 4SA 3Cy. 280 × 450<br>Humboldt-Deutzmotoren<br>Fuel 9,0t | Koeln-Deutz<br>7,5kn |
| **5091066**<br>PKNE<br>Df Esd<br>RT | **DJERUK**<br>**P.T. Pelayaran Sulawesi Utara 'Pelsutra'-North Sulawesi Shipping Co.**<br>Jakarta Indonesia | **677**<br>300<br>900 | KI<br>✠Classed LR until 3/68 | **1960**-9 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B471/05)<br>65,79 10,55 3,722<br>59,01 10,51 5,95<br>F 8,0 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Mchy.aft | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S<br>Gen 1 × 135kW 220V | Frederikshavn<br>8kn |
| **7905807** | **DJIRI**<br>**Government of The People's Republic of Congo**<br>People's Republic of Congo | **120**<br>—<br>— | BV (Class cont.) | **1982** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (079)<br>27,77 2,971<br>24,77 7,01 3,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Vee Oil 4SA 8Cy. 159 × 203<br>500bhp (368kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| **7420223**<br>7THH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJORF**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**3 145**<br>2 238<br>4 699<br>**5 331**<br>3 812<br>8 100 | GL | **1977** Schlichting-Werft—Travemuende (1389)<br>126,45 17,30 —/7,351<br>117,81 17,20 9,91<br>F 8,3 2 dks | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>3 Ho ER<br>G.12 290 B.11 553<br>3 Ha (stl) (25,9 19,5 × 10,5) (12,9 × 7,7) ER<br>2W Der 1(60) 10(10) | Oil 4SA 8Cy. 450 × 550 reduction geared to sc. shaft<br>5 000bhp (3 678kW)<br>MaK. Maschinenbau G.m.b.H.<br>Gen 2 × 232kW 1 × 124kW 380/220V 50Hz a.c.<br>Fuel-20,0pd | Kiel<br>15,5kn |

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|---|---|---|---|---|---|---|
| 6401593<br>Df Esd<br>Pfd Rdr<br>RTm | **DJOUE**<br>ex Chambord-75<br>**Societe Italo Congolaise d'Armement et de Peche (SICAPE)**<br>Pointe Noire People's Republic of Congo | **156**<br>54<br>— | (BV) | **1963** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5093)<br>30,00 6,74<br>25,00 6,71<br>F 4,0 1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>1 Ho<br>In.100<br>3 Ha (0,9 0,9 × 1,0) (0,9 × 0,9)<br>1W Der 1(3) | Oil 4SA 6Cy. 255 × 300<br>575bhp (423kW)<br>Moteurs Duvant Valenciennes<br>Fuel 35,5t (d.o.) 11kn |
| 7420211<br>7TGW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DJURDJURA**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**3 143**<br>2 237<br>4 699<br>**5 329**<br>3 812<br>8 100 | GL | **1977** Schlichting-Werft—Travemuende (1388)<br>126,45 17,30 —/7,351<br>117,20 17,20 9,91<br>F 8,3 2 dks | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>3 Ho ER<br>G.12 290 B.11 553<br>TEU 254<br>C.Ho 150/20' C.Dk 104/20'<br>3 Ha (stl) (25,9 19,5 × 10,5) (12,9 × 7,7) ER<br>2W Der 1(60) 10(10) | Oil 4SA 8Cy. 450 × 550 reduction geared to sc. shaft<br>5 000bhp (3 678kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 232kW 1 × 124kW 380/220V 50Hz a.c.<br>Fuel-20,0pd 15,5kn |
| 7360667<br>OYAE<br>A335<br>Df Esd<br>Gc Rdr<br>RT | **DJURSLAND**<br>ex Djursland II-80<br>**Grenaa - Hundested Linien A/S**<br>Grena Denmark | **4 371**<br>2 274<br>1 489 | NV | **1974** Schichau-Unterweser A.G. —Bremerhaven (2252)<br>118,01 18,55 5,011<br>105,01 18,50 11,66<br>2 dks<br>rf 297 | **TM Passenger/RoRo Cargo/Ferry**<br>112bth 1388dk P<br>Bow & stern doors Ice strengthened | 2 Vee Oil 4SA each 12Cy. 400 × 540<br>13 400bhp (9 857kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 500kW 1 × 96kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 389,0t (d.o.)-25,5pd 21kn |
| 5403180<br>UNUQ<br>M-27525<br>Df Esd<br>Gc Rdr<br>RT | **DMITRIY CHASOVITIN**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **3 308**<br>1 390<br>2 495 | RS | **1962** Nikolayev Shipyard "Nosenko" —Nikolayev<br>99,35 14,05 5,530<br>90,00 14,00 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.3 230<br>3 Ha (each 3,5 × 4,1) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 3 040kW connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>13,5kn |
| 7721196<br>UHRT<br>M-31262<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY DONSKOY**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **13 481**<br>6 841<br>19 590 | RS | **1977** VEB Warnowwerft Warnemuende —Warnemuende (101)<br>162,21 22,92 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 257<br>TEU 442<br>C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 400kW 1 × 85,5kW<br>14,75kn |
| 6801286<br>UPXB<br>M-7474 | **DMITRIY DONSKOY**<br>**U.S.S.R.**<br>Sevastopol U.S.S.R. | **352**<br>—<br>97 | (RS) | **1956** ..............U.S.S.R.<br>43,39 8,03 2,210<br>3,51 | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500 E made52 fitted56<br>Russkiy-Diesel Works Leningrad<br>12kn |
| 7524342<br>UTAO<br>M-32197<br>Df Rdr | **DMITRIY DUDCHENKO**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **1 074**<br>232<br>440 | RS | **1975** Okean Shipyard—Nikolayev<br>58,55 12,65 4,669<br>51,62 5,90<br>1 dk | **D-E Tug**<br>Salvage<br>Ice strengthened<br>2W Der 1(5) 1(1) | 2 Oil 4SA each 6Cy. 300 × 380 driving 2 gen. connected to 1 elec. motor geared to sc. shaft<br>U.S.S.R.<br>13,25kn |
| 6700016<br>UTQD<br>M-27913<br>Df Esd<br>Gc Rdr<br>RT | **DMITRIY FURMANOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 585 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B44/18)<br>154,90 20,25 7,862/9,040<br>143,21 20,20 11,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>G.19 278 B.17 680<br>5 Ha (stl) (12,9 × 8,5) (15,3 25,9 13,8 × 10,9) ER (14,6 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 244,0t (d.o.) 866,5t (hvf) 17,25kn |
| 5090062<br>USPQ<br>M-22391<br>Df Esd<br>Gc Rdr<br>RT | **DMITRIY FURMANOV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 433**<br>872<br>1 300 | RS | **1960** ..............U.S.S.R.<br>84,69 14,03 5,811<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>6W Der 2(5) 4(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) NE 70<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 6503901<br>UTKW<br>M-28102<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY GULIA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 428**<br>2 926<br>—<br>**10 109**<br>5 132<br>14 170 | RS | **1965** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (250)<br>159,42 21,29 8,221/9,700<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.19 368<br>5 Ha (stl) (9,8 × 9,3) (12,8 19,9 11,9 × 10,9) ER (10,3 × 9,3)<br>12W Der 2(60) 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 18kn |
| 7329924<br>UIWZ<br>M-32143<br>Df Esd<br>Gc Rdr<br>RT | **DMITRIY KANTEMIR**<br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **3 587**<br>1 740<br>4 100 | RS | **1973** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>117,00 14,99 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>B.4 940<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |

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| **7022368**<br>UTBZ<br>M-17288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY LAPTEV**<br>**U.S.S.R.**<br>Arkhangelsk U.S.S.R. | **1 134**<br>295<br>639 | RS | **1970** Oy Laivateollisuus Ab—Turku/Abo (279)<br>68,23 11,92 4,120<br>60,00 11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho<br>G.445<br>2 Ha (each 3,5 × 2,5) ER<br>Cr 1(5) | Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Koeln<br>13,75kn |
| **6821626**<br>UOZL<br>M-28318 | **DMITRIY LEVIN**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **699**<br>264<br>335 | RS | **1966** ..............U.S.S.R.<br>54,23 9,35 3,830<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller | Magdeburg<br>12kn |
| **7050884**<br>EUVE<br>S-30552<br>Df Esd<br>Gc Rdr<br>RT | **DMITRIY MANUILSKIY**<br>**U.S.S.R. -Dnepr River Shipping Co.**<br>Kherson U.S.S.R. | **2 484**<br>1 321<br>2 925 | RS | **1970** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,20 13,21 3,420<br>108,01 5,54<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>10,75kn |
| **6806896**<br>UILS<br>M-30264<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DMITRIY MENDELEYEV**<br>**U.S.S.R. -Academy of Sciences**<br>Vladivostok U.S.S.R. | **5 560**<br>1 401<br>2 020 | RS | **1968** VEB Mathias-Thesen-Werft—Wismar (187)<br>123,98 17,05 6,060<br>110,01 17,01 8,18<br>3 dks | **TM Research**<br>Ice strengthened<br>2 Ho<br>B.730<br>2 Ha (2,5 × 4,1) (7,3 × 1,9) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 000bhp (5 884kW)<br>Halberstadt<br>Gen 5 × 368kW 220/380V a.c. | MAN<br>Halberstadt<br>17,5kn |
| **7019074**<br>UTBS<br>M-17287<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY OVTSYN**<br>**U.S.S.R.**<br>Arkhangelsk U.S.S.R. | **1 134**<br>295<br>639 | RS | **1970** Oy Laivateollisuus Ab—Turku/Abo (278)<br>66,83 11,92 4,120<br>60,00 11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>G.362<br>1 Ha (3,5 × 2,5)<br>Cr 1(8) | Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Koeln<br>13,75kn |
| **8015922**<br>M-37652 | **DMITRIY POKRAMOVICH**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**2 931**<br>1 146<br>1 796 | RS | **1981** Stocznia Gdanska im. Lenina—Gdansk (B408/19)<br>5,760<br>93,91 15,91 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 1 × 1200kW 1 × 760kW 400V a.c. 2 × 350kW 320V a.c. | Sulzer<br>Swietochlowice |
| **6912097**<br>UYUX<br>M-29146<br>Df Esd<br>Gc Rdr<br>RT | **DMITRIY POLUYAN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 391**<br>3 105<br>—<br>**10 028**<br>5 436<br>12 640 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B40/11)<br>154,49 20,63 7,970/8,979<br>143,19 20,60 12,73<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>G.19 518 B.17 860<br>5 Ha (stl) (12,0 × 8,0) (13,4 13,4 11,5 × 10,9) ER (13,4 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) | Sulzer<br>Poznan<br>16,5kn |
| **7721201**<br>ENUJ<br>M-31271<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY POZHARSKIY**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **13 481**<br>6 841<br>19 590 | RS | **1978** VEB Warnowwerft Warnemuende —Warnemuende (102)<br>161,98 22,92 9,880<br>154,87 22,86 13,54<br>P 37,5 F 16,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>6 Ho 21,2 16,9 17,5 17,0 17,5 17,5 ER<br>G.26 395 B.22 257<br>TEU 442<br>C.Ho 282/20' C.Dk 160/20'<br>6 Ha (stl) (12,8 × 10,8) (12,8 12,8 12,8 12,8 12,8 × 13,4) ER | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 400kW 1 × 85,5kW | MAN<br>Rostock<br>14,75kn |
| **7625794** | **DMITRIY SHOSTAKOVICH**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**9 878**<br>4 171<br>1 445 | RS | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B492/01)<br>133,51 5,285<br>120,02 21,00 12,60<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>416bth 334dk P<br>Ice strengthened | 4 Oil 4SA each 6Cy. 400 × 480 geared to sc. shafts<br>17 400bhp (12 799kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 4 × 1250kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd | Sulzer<br>Swietochlowice |
| **7107986**<br>UKKW<br>M-17310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY STERLEGOV**<br>**U.S.S.R.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **1 137**<br>288<br>639 | RS | **1971** Oy Laivateollisuus Ab—Turku/Abo (284)<br>68,23 11,89 4,120<br>60,00 11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>Mchy.aft<br>2 Ho<br>G.445<br>2 Ha (each 3,5 × 2,5)<br>Cr 1(5) | Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Koeln<br>13,5kn |
| **7020504**<br>UQZM<br>M-30387<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY ULYANOV**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 634**<br>3 090<br>—<br>**9 376**<br>5 408<br>13 150 | RS | **1970** VEB Warnowwerft Warnemuende —Warnemuende (316)<br>151,47 20,32 —/8,800<br>140,01 20,27 11,94<br>2 dks | **M General Cargo** 8P<br>Ice strengthened<br>5 Ho 18,5 20,4 20,4 20,5 ER 18,9<br>G.19 129 B.17 611<br>5 Ha (stl) (10,3 × 9,9) (12,1 12,1 12,1 × 11,8) ER (10,3 × 9,9)<br>Cr 6(5) Der 1(60) 4(8) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 368kW<br>Fuel 370,0t (d.o.) 1 183,5t (hvf) | MAN<br>Rostock<br>17kn |

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| 7044615<br>ESLH<br>M-29887<br>Df Esd<br>Rdr RT | **DMITRIY ZHABINSKIY**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **775**<br>277<br>399 | RS | **1969** .............U.S.S.R.<br>54,82 9,96 4,050<br>49,41 5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>4W Der 2(5) 2(1) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 7005011<br>UOOB<br>M-29818<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DMITRIY ZHLOBA**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 034**<br>8 205<br>22 610 | RS | **1970** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (225)<br>186,29 23,45 9,726<br>174,02 23,41 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>16 Ta ER<br>L.(oil) 33 775 HeCls. BC | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 202,5t (d.o.) 1 867,5t (hvf) 17kn |
| 7436260<br>EWPV<br>M-28281 | **DMITROV**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 8215845 | **DN 28**<br>**N.V. Ondernemingen Jan de Nul S.A.**<br>Belgium | **150**<br>—<br>— | BV (Class cont.) | **1982** Deltawerf B.V.—Sliedrecht (644)<br>24,01 1,801<br>10,01 2,47 | **TM Pontoon**<br>Deck Cargo | 2 Oil geared to sc. shafts<br>720bhp (530kW)<br>General Motors Corp. U.S.A. |
| 7044627<br>ESGA<br>M-30118<br>Df Esd<br>Gc Rdr<br>RT | **DNEPR**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **1 361**<br>461<br>527 | RS | **1969** .............Gorokhovets<br>72,07 10,83 3,601<br>5,72 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 5091157<br>Df Esd | **DNEPR**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **497**<br>162<br>— ✠ | (RS) | **1959**-5 Hitachi Zosen—Mukaishima (3872)<br>52,91 9,10 3,468<br>47,00 9,01 4,20<br>P 13,2 F 11,6 1 dk<br>rf 483 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 7Cy. 280 × 500<br>1 200bhp (883kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| 6854192<br>ULDU<br>M-14053 | **DNEPR**<br>**U.S.S.R. -'Azcherryba'**<br>Nikolayev U.S.S.R. | **258**<br>99<br>125 | RS | **1957** .............East Germany<br>38,49 7,27 2,890<br>3,51<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.369<br>2 Ha (each 1,2 × 1,2)<br>Cr 1(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,75kn |
| 6862591<br>USXW<br>M-2999 | **DNEPR**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | **230**<br>88<br>214 | (RS) | **1960** .............U.S.S.R.<br>41,38 6,51 1,929<br>3,00<br>1 dk | **M General Cargo**<br>2 Ho<br>B.380<br>2 Ha (each 6,4 × 2,8)<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180<br>U.S.S.R.<br>Fuel (d.o.) 9,5kn |
| 5415418<br>UKKY<br>M-24876<br>Df Esd<br>Gc Rdr<br>RT | **DNEPRODZERZHINSK**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1963** VEB Warnowwerft Warnemuende —Warnemuende (423)<br>139,50 18,04 8,000<br>130,00 17,94 10,29<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 6923606<br>ESJW<br>M-30312<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DNEPRODZERZHINSK**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**2 177**<br>746<br>1 137 | RS | **1969** VEB Volkswerft Stralsund—Stralsund (267)<br>82,00 13,64 5,201<br>73,00 13,59 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.163 In.1 094<br>4 Ha (0,9 × 1,5) (1,6 × 2,1) (2,5 × 2,8) (2,4 × 2,4)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6722777<br>UUEZ<br>M-21379<br>Df Esd<br>Gc Rdr | **DNEPROPETROVSK**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **685**<br>299<br>415 | (RS) | **1955** Stocznia Gdanska im. Lenina—Gdansk (B10/57)<br>59,24 9,05 4,331<br>53,85 9,01 4,91 | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.347<br>4 Ha (0,7 0,7 × 0,7) (1,5 3,0 × 1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br>1 000ihp (736kW)<br>Denmark<br>12kn |
| 6622769<br>UTQG<br>M-33518<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DNEPROVSKIY LIMAN**<br>ex Brunstor-75<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **4 569**<br>2 301<br>5 049 | RS (GL) | **1967** Rheinstahl Nordseewerke—Emden (389)<br>135,90 16,84 7,179<br>124,01 16,81 8,92<br>B & F 117,1 3 dks<br>conv Ref. General Cargo 75 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho 27,9 19,5 ER 20,9 25,9<br>In.8 063<br>4 Ha (stl) (7,0 7,0 × 5,5) ER (7,0 7,0 × 5,5)<br>Der 1(10) 7(5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel (hvf) 21kn |

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| 5091183<br>UOSD<br>M-16917<br>Df Esd<br>Rdr | **DNESTR**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | 2 586<br>1 387<br>3 214 | RS | **1956** Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (998)<br>90,53 13,03 5,600<br>84,89 12,98 6,51<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>2 Ho 32,3 ER 31,5<br>G.4 140 B.3 950<br>4 Ha (10,5 10,5 × 6,0) ER (10,5<br>10,5 × 6,0)<br>8W Der 1(15) 8(5) | C 4Cy. (2) 380 & (2) 820 × 820<br>1 000ihp (736kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 325,0t (o.f.) 9,75kn |
| 7045190<br>EZEH<br>M-30534<br>Df Esd<br>Gc Rdr<br>RT | **DNESTR**<br>**U.S.S.R. -'Kaspryba'**<br>Bautino U.S.S.R. | 1 361<br>473<br>527 | RS | **1970** .............Gorokhovets<br>72,07 10,83 3,601<br>5,72 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,3 × 2,3)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>12,25kn |
| 6722789<br>UQZN<br>M-21291<br>Df Esd<br>Gc Rdr | **DNESTR**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | 658<br>280<br>422 | (RS) | **1953** Stocznia Gdanska im. Lenina—Gdansk<br>(B10/22)<br>59,21 9,10 4,331<br>53,85 9,01 5,16<br>1 dk | **S Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.357<br>3 Ha (0,7 × 0,7) (1,5 2,9 × 1,5)<br>1W Der 1(1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br>1 000ihp (736kW)<br>Denmark<br>12kn |
| 5091171<br><br><br>Df Esd | **DNESTR**<br><br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | 497<br>162<br>— ✠ | (RS) | **1959-6** Hitachi Zosen—Mukaishima<br>(3873)<br>52,91 9,10 3,468<br>47,00 9,01 4,20<br>P 13,2 F 11,6 1 dk<br>rf 483 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 7Cy. 280 × 500<br>1 200bhp (883kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| 6616801<br>UTAQ<br>M-33521<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DNESTROVSKIY LIMAN**<br>ex Brunshoeft-75<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | 4 569<br>2 301<br>5 049 | RS (GL) | **1966** Rheinstahl Nordseewerke—Emden<br>(388)<br>136,02 16,84 7,179<br>124,01 16,81 8,92<br>B & F 117,1 3 dks, 4th dk fwd<br>conv Ref. General Cargo 75 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho 27,9 19,5 ER 20,9 25,9<br>In.8 061<br>4 Ha (stl) (7,0 7,0 × 5,5) ER (7,0 7,0<br>× 5,5)<br>8W Der 1(5-10) 7(3-5) | Oil 2SA 8Cy. 700 × 1200<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 1 × 450kW 1 × 420kW<br>450V 60Hz a.c.<br>Fuel 1 321,0t (d.o.) 21kn |
| 7502057<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DNESTROVSKIY LIMAN**<br><br>**U.S.S.R.**<br>Odessa U.S.S.R. | 2 473<br>1 194<br>— | | **1976** IHC Verschure B.V.—Amsterdam<br>(857)<br>80,02 15,32 4,101<br>74,50 15,00 5,59<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>(Shore-delivery)<br>Twin side arms Dredging depth 15,0<br>Mchy.aft<br>Hopper 1 000<br>2 sandpumps | 2 Oil 2SA each 10Cy. 190 × 350 reduction<br>geared to sc. shafts<br>3 000bhp (2 207kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7703481<br>D7QW<br>BM43<br>579<br>Df Esd<br>Gc Rdr<br>RT | **DO NAM No. 1**<br><br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | 1 998<br>1 197<br>3 225 | KR | **1978** Dae Dong SB. Co.—Busan (191)<br>87,64 5,277<br>81,51 13,00 6,00<br>P 14,4 F 5,8 1 dk | **M General Cargo**<br>G.4 346 B.4 091<br>3 Ha (stl) (6,6 × 5,0) (12,5 26,3 ×<br>9,9)<br>Der 2(20) 1(12,5) | Oil 4SA 6Cy. 370 × 590<br>2 500bhp (1 839kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 120kW 445V a.c.<br>14,25kn |
| 7703493<br>D7QX<br>BM43<br>580<br>Df Esd<br>Gc Rdr<br>RT | **DO NAM No. 2**<br><br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | 1 998<br>1 197<br>3 225 | KR | **1978** Dae Dong SB. Co.—Busan (192)<br>87,64 5,277<br>81,51 13,00 6,00<br>P 14,4 F 5,8 1 dk | **M General Cargo**<br>G.4 346 B.4 091<br>3 Ha (stl) (6,6 × 5,0) (12,5 26,3 ×<br>9,9)<br>Der 2(20) 1(12,5) | Oil 4SA 6Cy. 370 × 590<br>2 500bhp (1 839kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 120kW 445V a.c.<br>13,5kn |
| 6808959<br>D8MI<br>BM11<br>116<br>Df Esd<br>Gc Pfd<br>Rdr | **DO NAM No. 3**<br>ex Mano No. 1-80<br>ex Shoan Maru-74<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | 1 993<br>1 191<br>3 351 | KR (NK) | **1967** Kochiken Zosen—Kochi (331)<br>89,11 13,06 5,589<br>82,00 13,03 6,61<br>P 18,9 B 7,1 F 9,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 312 B.4 067<br>2 Ha (stl) (17,0 28,0 × 7,4) ER<br>9W Der 2(15) 1(10) | Oil 4SA 6Cy. 470 × 820<br>2 400bhp (1 765kW)<br>Ito Eng. Co. Ltd. Shimizu<br>Gen 2 × 100kW 440V a.c.<br>Fuel 482,5t-4,0pd 12,5kn |
| 6621947<br>D8XY<br>BM11<br>154<br>Df Esd<br>Pfd Rdr<br>RT | **DO NAM No. 5**<br>ex Dong Moon-79 ex Alto 1-74<br>ex Kumasachi Maru No. 1-73<br>**The Bank of Pusan Co. Ltd.**<br>Heung-A Shipping Co. Ltd.<br>Busan South Korea | 3 002<br>1 925<br>4 890 | KR (NK) | **1966** Tohoku Zosen—Shiogama (81)<br>98,66 15,52 6,112<br>93,00 15,50 7,37<br>P 20,8 F 8,0 1 dk | **M General Cargo**<br>3 Ho ER<br>G.6 094 B.5 859<br>3 Ha (11,6 19,6 12,5 × 7,6) ER<br>12W Der 1(15) 3(10) | Oil 4SA 7Cy. 500 × 700<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW 445V a.c.<br>Fuel 410,5t 12,25kn |
| 8015532<br>D8ZY<br>BM11<br>448<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DO NAM No. 6**<br><br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | 3 839<br>2 244<br>6 247 | KR | **1980** Dae Dong SB. Co.—Busan (224)<br>108,62 16,41 6,573<br>101,43 16,40 8,26<br>P 20,2 F 10,7 1 dk | **M General Cargo**<br>G.7 553 B.7 169<br>TEU 374 C. 188/20' 93/40'<br>2 Ha (stl) (25,3 25,6 × 12,6) ER<br>Der 3(20) 1(15) | Oil 2SA 6Cy. 450 × 800<br>5 000bhp (3 678kW) Mitsubish<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 3 × 220kW 450V a.c.<br>16,5kn |
| 8007511<br>D7DS<br>BM11<br>185<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DO NAM No. 7**<br><br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | 3 839<br>2 244<br>6 213 | KR | **1980** Dae Dong SB. Co.—Busan (232)<br>108,62 16,44 6,573<br>101,43 16,40 8,26<br>P 20,2 F 10,7 2 dks | **M General Cargo**<br>G.7 553 B.7 276<br>TEU 374 C. 188/20' 93/40'<br>2 Ha (stl) (25,3 25,6 × 12,6) ER<br>Der 3(20) 1(15) | Oil 2SA 6Cy. 450 × 800<br>5 000bhp (3 678kW) Mitsubish<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 3 × 220kW 450V a.c.<br>15,5kn |

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| 7122560<br>VGKG<br>348281<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOAN TRANSPORT**<br>ex Jon Ramsoy-74<br>**Halco Inc.**<br>Toronto, Ont. Canada | **6 583**<br>3 804<br>10 729 | NV | **1972** Robb Caledon Shipbuilders Ltd.<br>—Dundee (557)<br>131,37 19,05 8,357<br>121,70 19,00 10,47<br>P 33,6 F 19,6 1 dk<br>rf 152 | **M Tanker**<br>Chemical<br>Ice strengthened<br>24 Ta ER<br>L.12 831 HeCls. BC | Vee Oil 4SA 12Cy. 400 × 460<br>6 000bhp (4 413kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 520,0t (hvf)-24,0pd 15kn |
| 7929047<br>Df Esd<br>Rdr RT | **DOBERMAN**<br>**Fratelli de Candia**<br>Molfetta Italy | **149**<br>60<br>— | | **1981** Cant. Nav. M. Morini & C.—Ancona (176)<br>31,07 7,01 2,801<br>23,96 6,80 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 330 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 7022435<br>RTv | **DOBLEGADOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **208**<br>105<br>248 | ✠Classed LR until 30/9/75 | **1971**-12 Talleres de Reparaciones Navales T.A.R.E.N.A.—San Fernando (40)<br>30,61 8,46<br>28,00 8,01 4,09<br>rf 813 | **D-E Tug**<br>Fire-fighting | 2 Oil 4SA each 7Cy. 235 × 330 driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 45kW 2 × 37kW 230V d.c.<br>Fuel 84,5t (d.o.) 14kn |
| 7035729<br>ERUK<br>M-29872<br>Df Esd<br>Rdr RT | **DOBLEST**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **657**<br>244<br>296 | RS | **1968** ..............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7426992<br>EWPW<br>M-28282 | **DOBRINO**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7028647<br>EWFH<br>M-28216 | **DOBRODUSHNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **169**<br>40<br>94 | (RS) | **1970** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 5091200<br>YQSN<br>152<br>Df Esd<br>Gc Rdr<br>RT | **DOBROGEA**<br>**NAVROM**<br>Constantza Romania | **6 655**<br>3 460<br>10 810<br>**9 105**<br>5 100<br>12 832 | RNR | **1960** Brodogradiliste "3 Maj"—Rijeka (441)<br>152,33 18,88 8,109/9,010<br>140,06 18,83 12,02<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>5 Ho 19,2 21,9 16,4 ER 20,3 17,9<br>G.19 299 B.17 482<br>5 Ha (stl) (9,6 12,8 12,1 × 6,9) ER (10,5 10,5 × 6,9)<br>16W Der 2(25) 5(10) 7(5) 2(3) | Oil 2SA 8Cy. 720 × 1250<br>5 600bhp (4 119kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 190kW 1 × 55kW 230V d.c.<br>Fuel 1 629,5t (hvf) 14kn |
| 5091224<br>UVRR<br>M-26861<br>Df Esd<br>Gc Rdr<br>RT | **DOBROPOLYE**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>10 032 | RS | **1961** VEB Warnowwerft Warnemuende —Warnemuende (414)<br>139,50 18,04 8,121<br>130,21 17,94 10,29<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 5300118<br>9HOA<br>Df Esd<br>Gc Pfd<br>Rdr | **DOBROTA**<br>ex Rosina Topic-80<br>**Dabinovic (Valletta) Ltd.**<br>Bozo A. Dabinovic<br>Valletta Malta | **11 191**<br>6 402<br>16 386 | **✠100A1** SS 4/80<br>**✠LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 5047 | **1960**-6 Nagoya Zosen—Nagoya (150)<br>161,96 20,88 9,214<br>150,02 20,81 12,83<br>P 33,0 F 14,7 1 dk<br>rf 102<br>8BH WB6323t | **M Bulk Carrier**<br>Mchy.aft<br>G.23 562<br>12W Der 12(5) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 2 122,5t 14,75kn |
| 7320734<br>UMQS<br>M-32037<br>Df Esd<br>Gc Rdr<br>RT | **DOBROVOLETS**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **649**<br>211<br>395 | RS | **1973** ..............U.S.S.R.<br>54,82 9,96 4,109<br>5,03<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 6701149<br>UZXO<br>M-27627<br>Df Esd<br>Gc Rdr<br>RT | **DOBROVOLSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>850 | RS | **1965** VEB Volkswerft Stralsund—Stralsund (7055)<br>79,74 13,21 5,020<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.950<br>3 Ha (3,5 1,6 1,6 × 2,4)<br>4W Der 2(6) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW) NE 72<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 5091250<br>UYYR<br>M-24816<br>Df Esd<br>Gc Rdr<br>RT | **DOBRUSH**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1960** VEB Warnowwerft Warnemuende —Warnemuende (412)<br>139,50 18,04 8,000<br>130,21 17,94 10,34<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.10 800<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |

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| **6801315**<br>UQZQ<br>M-16818<br>Df | **DOBRYNYA**<br>**U.S.S.R.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **533**<br>—<br>361 | (RS) | **1952** Wartsila Kon. Crichton-Vulcan —Turku/Abo<br>47,88 9,50 4,077<br>42,60 9,45 4,70<br>1 dk | **S Tug**<br>1W Der 1(1) | T 3Cy. 420 700 & 1150 × 1200<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| **7052260**<br>Df Esd<br>Gc Rdr<br>RT | **DOBRYNYA NIKITICH**<br>**U.S.S.R.**<br>U.S.S.R. | **2 305**<br>—<br>1 110 | | **1965** Admiralteiskiy Shipyard—Leningrad<br>67,72 18,11 6,058<br>62,01 17,51 8,31<br>2 dks | **TD-E Icebreaker**<br>1 Ho<br>1 Ha<br>2W Der 2(1,5) | 3 Oil total driving 3 gen. connected to 3 elec. motors & geared to 3 sc. shafts<br>U.S.S.R.<br>2 propellers aft, 1 fwd |
| **6801303**<br>UDVY<br>M-22366<br>Df Rdr | **DOBRYY**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>338 | RS | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,430<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>17,5kn |
| **5010830**<br>Df Esd<br>Gc Rdr<br>RT | **DOC LAP**<br>ex Algenib-58<br>**Government of The Socialist Republic of Vietnam (Ministry of Posts & Transports)**<br>Haiphong Vietnam | **617**<br>320<br>— | | **1958** VEB Peene-Werft—Wolgast<br>59,44 9,83 3,658<br>9,81 5,80<br>2 dks | **M General Cargo** CSD<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| **8127347**<br>WUS6<br>466<br>646604<br>Df Gc<br>Pfd Rdr<br>RT | **DOC TIDE**<br>**Tidewater Barges Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **281**<br>191<br>1 200 | AB | **1982** Halter Marine Inc.—Lockport, La (1000)<br>60,99 4,301<br>57,92 12,82 4,88<br>F 17,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW 450V 60Hz a.c.<br>Fuel-19,5pd<br>13kn |
| **5091262**<br>EBXT<br>8142<br>Df Esd<br>RTm | **DOCAMPO**<br>**Hijos de Francisco Rey Mendez**<br>La Coruna Spain | **471**<br>226<br>— | BV | **1960** Ast. del Abra S.A.—Bilbao (15)<br>48,87 8,28 4,458<br>41,15 8,26 4,70<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>3 Ha | Oil 2SA 5Cy. 350 × 620<br>1 400bhp (1 030kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 155,0t (d.o.)<br>11,75kn |
| **7105328**<br>EGLA<br>2779<br>Df Esd<br>Rdr RT | **DOCE MARU**<br>ex Imperial XII-73<br>**Diego Grimaldi S.A.**<br>Las Palmas Spain | **162**<br>60<br>71 | BV | **1972** Ast. Zamacona S.A.—Bilbao (50)<br>25,91 7,01 2,985<br>23,02 6,99 3,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW) Werkspoor<br>Fabrica de San Carlos S.A. Cadiz<br>10,5kn |
| **7526558**<br>PPUZ<br>8850<br>Df Esd<br>Gc Rdr<br>RT | **DOCEALFA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **42 853**<br>25 766<br>75 600 | AB | **1980** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B54)<br>241,87 32,26 13,201<br>233,76 32,21 18,72<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.88 058<br>7 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 960bhp (13 211kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 600kW a.c.<br>15kn |
| **7053226**<br>PPEF<br>6334<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DOCEANGRA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **30 731**<br>22 901<br>56 494 | AB | **1972** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (807 /B27)<br>230,03 32,09 12,301<br>218,02 32,01 17,71<br>1 dk | **M Bulk Carrier**<br>7 Ho 19,2 28,5 18,6 28,8 18,6 28,8 18,6 ER<br>G.69 673<br>10 Ha (stl) (10,2 10,3 11,2 11,2 11,2 11,2 11,2 11,2 11,2 11,2 × 14,7) ER | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 3 586,5t (hvf)<br>16kn |
| **7328891**<br>PPGH<br>6682<br>Df Esd<br>Gc Rdr<br>RT | **DOCEBARRA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **32 012**<br>19 653<br>51 119 | AB | **1974** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (868 /B38)<br>205,49(BB) 12,421<br>194,62 29,88 17,07<br>1 dk | **M Bulk Carrier**<br>7 Ho 24,6 20,1 20,5 20,5 20,5 20,5 20,5 ER<br>G.58 995<br>7 Ha (stl) (each 13,6 × 14,3) ER | Oil 2SA 8Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 605,0t (hvf)<br>15,5kn |
| **7009952**<br>5LQC<br>3452<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOCEBAY**<br>**Seamar Shipping Corp.**<br>Monrovia Liberia | **71 856**<br>55 059<br>132 986 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2132)<br>273,52(BB) 44,56 16,130<br>260,00 44,51 22,81<br>1 dk<br>rf nil | **M Ore/Oil Carrier**<br>4 Ho/Ta 45,5 48,0 48,0 48,0 8 Wing Ta ER<br>G.72 236 L.(oil) 197 394 Ore 87 068 HeCls. BptC<br>8 Ha (stl) (each 14,4 × 10,8) ER<br>Der 2(10) 1(5) 2(1) | Oil 2SA 12Cy. 900 × 1550<br>27 600bhp (20 301kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 800kW 2 × 660kW 450V 60Hz a.c.<br>Fuel 129,5t (d.o.) 6 603,0t (hvf)-95,0pd<br>15kn |
| **7526560**<br>PPVA<br>Df Esd<br>Gc Rdr<br>RT | **DOCEBETA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **42 853**<br>25 766<br>74 305 | AB | **1981** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B55)<br>241,87(BB) 32,26 12,963<br>233,79 32,21 18,72<br>1 dk<br>rf 800 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.84 101<br>7 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>16,75kn |
| **7526572**<br>PPVB<br>Df Esd<br>Gc Rdr<br>RT | **DOCEBRISA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **42 853**<br>25 766<br>74 400 | AB | **1981** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B56)<br>241,87(BB) 32,26 12,963<br>233,79 32,21 18,72<br>1 dk<br>rf 800 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.84 101<br>7 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 600kW 440V 60Hz a.c.<br>15kn |
| **7526584**<br>PPVC<br>9169<br>Df Esd<br>Gc Rdr<br>RT | **DOCEBRUMA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **42 853**<br>25 766<br>75 470 | AB | **1981** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B57)<br>241,89(BB) 32,26 13,598<br>233,79 32,21 18,72<br>1 dk<br>rf 800 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.84 101<br>7 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 600kW a.c.<br>17kn |

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|---|---|---|---|---|---|---|
| 7433335<br>PPMH<br>8858<br>Df Esd<br>Gc Rdr<br>RT | **DOCECABO**<br>Launched as Cidade De San Paulo<br>**Navegacao Rio Doce Ltda.**<br>Rio de Janeiro Brazil | **11 188**<br>6 785<br>15 882 | BV | **1980** Industrias Reunidas Caneco S.A.—Rio de Janeiro (213)<br>146,01 21,24 8,881<br>136,02 21,20 11,82<br>1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.18 639<br>4 Ha (stl) ER | Oil 2SA 8Cy. 450 × 900<br>7 050bhp (5 186kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>14kn |
| 7314321<br>5MNL<br>4550<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DOCECANYON**<br>**Seamar Shipping Corp.**<br>Monrovia Liberia | **131 473**<br>110 414<br>275 589 | AB | **1973** Nippon Kokan K.K.—Tsu, Mie Pref. (17)<br>339,40(BB) 55,05 21,403<br>322,13 55,00 28,30<br>1 dk<br>rf 51 | **S Ore/Oil Carrier**<br>5 Ho/Ta 42,9 47,5 47,5 47,5 63,7 ER 18 Wing Ta ER<br>L.(oil) 329 517 HeCls. BptC<br>11 Ha (stl) (11,9 × 12,1) (15,9 15,9 15,9 15,9 15,9 15,9 15,9 15,9 15,9 11,9 × 14,1) ER<br>2W Der 2(15) | 2 S.Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1800kW 1 × 1500kW 450V 60Hz a.c.<br>Fuel 12 213,0t (d.o.)-171,5pd 15kn |
| 7357799<br>PPU<br>7868<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCECORAL**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **72 437**<br>62 700<br>131 813 | AB | **1976** Ishikawajima do Brasil—Rio de Janeiro (52)<br>273,52(BB) 44,51 16,117<br>260,00 44,48 22,81<br>1 dk<br>rf nil | **M Ore/Oil Carrier**<br>IGS CBT<br>4 Ho 48,0 48,0 48,0 48,0 12 Wing Ta ER<br>G.66 731 L.(oil) 157 950 HeCls. BC<br>8 Ha (stl) (14,4p&s 14,4p&s 14,4p&s 14,4p&s × 10,8) ER | Oil 2SA 10Cy. 900 × 1550<br>29 100bhp (21 405kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 1 × 990kW 2 × 720kW 440V 60Hz a.c.<br>Fuel 163,5t (d.o.) 6 817,5t (hvf)-97,5pd 16kn |
| 7346609<br>PPGX<br>6786<br>Df Esd<br>Gc Rdr<br>RTv | **DOCEDELTA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **32 012**<br>19 653<br>51 120 | AB | **1974** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (869 /B39)<br>205,49(BB) 12,421<br>194,62 29,88 17,07<br>1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 24,6 20,1 20,5 20,5 20,5 20,5 20,5 ER<br>G.58 995<br>7 Ha (stl) (each 13,6 × 14,3) ER | Oil 2SA 8Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 461,0t (hvf) 15,5kn |
| 7725831<br>D5OV<br>6508<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCEGULF**<br>**Seamar Shipping Corp.**<br>Monrovia Liberia | **17 861**<br>11 538<br>30 689 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL H† 612,3/62,0U3(a)<br>FN 7364 | **1979**-7 Hyundai Heavy Industries Co. Ltd. —Ulsan (112)<br>205,52(BB) 23,07 10,275<br>196,20 23,02 14,51<br>P 37,5 F 18,6 1 dk<br>rf nil DK in way of holds<br>10BH WB13146T incl. DTf1002T No. 4 hold 4976T Comb. Topside btm & ST 6099t | **M Bulk Carrier**<br>7 Ho 22,4 17,3 22,4 17,3 22,4 17,3 22,4 ER<br>G.38 637<br>7 Ha (stl) (15,3 10,7 15,7 10,7 15,7 10,7 15,7 × 12,5) ER | Oil 2SA 6Cy. 680 × 1250 geared to sc. shaft<br>11 400bhp (8 385kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>2 AuxB (1 o.f. 1 ex.g) 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 2 301,0t (hvf) |
| 7526601<br>PPVE | **DOCELIRIO**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **42 853**<br>25 766<br>75 594 | AB (Class cont.) | **1982** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B59)<br>241,87 12,942<br>233,79 32,21 13,57<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.88 058<br>7 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro |
| 7526596<br>PPVD | **DOCELOTUS**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **42 853**<br>25 766<br>70 000 | AB (Class cont.) | **1982** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B58)<br>12,942<br>233,79 32,21 18,72<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.88 058<br>7 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro |
| 7000839<br>PPCZ<br>6132<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **DOCEMAR**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Vitoria Brazil | **61 880**<br>48 400<br>106 963 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2097)<br>260,00(BB) 38,94 15,390<br>245,02 38,91 22,31<br>1 dk<br>rf nil | **M Ore/Oil Carrier**<br>CBT<br>2 Ho 129,6comb. 43,2 8 Ta ER<br>G.53 000 L.(oil) 126 280 HeCls. BptC<br>8 Ha (stl) (each 14,4 × 9,9) ER | Oil 2SA 10Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 660kW 2 × 510kW 450V 60Hz a.c.<br>Fuel 119,0t (d.o.) 5 711,0t (hvf)-78,0pd 15,5kn |
| 7433610<br>PPNC<br>8832<br>Df Esd<br>Gc Rdr<br>RT | **DOCEMARTE**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **21 733**<br>14 321<br>38 186 | **✠100A1**<br>strengthened for heavy cargoes, hold Nos. 2, 4 & 6 may be empty<br>**✠LMC**<br>EL J† 605,0/66,0U3<br>FN 7762 | **1980**-5 EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (305)<br>193,83(BB) 27,64 10,935<br>183,01 27,60 14,81<br>P 34,8 F 13,5 1 dk<br>rf nil<br>9BH WB17499T incl. Comb. btm & STs in holds 4773T, topside tanks in holds 4804T & No. 5 hold 5984T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 16,9 19,5 16,9 23,8 16,9 23,8 16,9 ER<br>G.47 393 B.42 604<br>7 Ha (stl) (9,3 11,8 9,3 15,2 9,3 15,2 9,3 × 13,4) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima do Brasil Brazil<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 429,0t (d.o.) 2 255,5t (hvf) 15kn |
| 7357763<br>PPHJ<br>7214<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCEPOLO**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **72 437**<br>62 700<br>131 423 | AB | **1975** Ishikawajima do Brasil—Rio de Janeiro (049)<br>273,52(BB) 44,51 16,117<br>260,00 44,48 22,81<br>1 dk<br>rf nil | **M Ore/Oil Carrier**<br>IGS CBT<br>4 Ho 48,0 48,0 48,0 48,0 12 Wing Ta ER<br>G.71 828 L.(oil) 157 950 HeCls. BC<br>8 Ha (stl) (14,4p&s 14,4p&s 14,4p&s 14,4p&s × 10,8) ER | Oil 2SA 10Cy. 900 × 1550<br>29 100bhp (21 405kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 1 × 990kW 2 × 720kW 440V 60Hz a.c.<br>Fuel 163,5t (d.o.) 6 817,5t (hvf)-97,0pd 16kn |
| 6712837<br>PPBW<br>5536<br>Df Esd<br>Gc Rdr<br>RT | **DOCEPRAIA**<br>ex Jayme Maia-70<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **13 080**<br>6 769<br>19 578 | **✠100A1** CS 9/73<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL h† $2\frac{3}{8}$"U2<br>FN 5367 | **1968**-9 Cia. Com. e Nav. Estaleiro Maua —Rio de Janeiro (15)<br>169,20 21,42 9,665<br>158,22 21,34 12,58<br>P 49,1 F 16,2 1 dk<br>rf 51<br>NS 9BH WB6648t incl. Comb. btm & STs in holds 1956t Topside tanks in holds 2697t | **M Bulk Carrier**<br>7 Ho ER<br>G.24 200 B.23 600<br>7 Ha (stl) (9,7 × 9,0) (9,7 9,7 9,7 9,7 9,7 9,7 × 10,6) ER | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>✠ NAuxB 4/78 100lbf/in$^2$ (6,9bar) |
| 7006730<br>5LPW<br>3449<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOCERIVER**<br>**Seamar Shipping Corp.**<br>Monrovia Liberia | **74 200**<br>59 286<br>133 624 | AB | **1970** Hitachi Zosen—Innoshima (4244)<br>276,99(BB) 44,25 16,136<br>264,02 44,20 22,61<br>1 dk<br>rf 89 | **M Ore/Oil Carrier**<br>4 Ho 47,0 47,0 47,0 39,0 8 Ta ER<br>G.73 743 L.(oil) 161 124<br>8 Ha (stl) (each 15,0 × 10,8) ER<br>Der 2(10) 1(5) 2(1) | Oil 2SA 11Cy. 840 × 1800<br>27 400bhp (20 154kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 780kW 2 × 660kW<br>Fuel 8 254,5t (hvf)-99,5pd 16,5kn |

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|---|---|---|---|---|---|---|
| **7005164**<br>PPDA<br>6131<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCEVALE**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Vitoria Brazil | **58 610**<br>43 850<br>107 254 | AB | **1970** Nippon Kokan K.K.—Tsu, Mie Pref. (1)<br>260,00(BB) 38,05 15,704<br>248,04 38,00 21,29<br>1 dk | **M Ore/Oil Carrier**<br>CBT<br>2 Ho 138,0comb. 46,0 10 Ta ER<br>G.54 196 L.(oil) 126 280<br>HeCls. BptC<br>8 Ha (stl) (each 13,7 × 9,9) ER | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 600kW 2 × 510kW<br>450V 60Hz a.c.<br>Fuel 145,5t (d.o.) 5 746,5t (hvf)-79,5pd<br>16,25kn |
| **7433438**<br>PPII<br>7990<br>Df Esd<br>Gc Rdr<br>RT | **DOCEVEGA**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **28 265**<br>19 600<br>38 801 | AB | **1978** Industrias Reunidas Caneco S.A.—Rio de Janeiro (219)<br>200,92(BB) 10,351<br>191,83 27,21 15,22<br>P 33,3 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.47 199<br>7 Ha (stl) ER | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 3 × 480kW a.c.<br>15,25kn |
| **7433464**<br>PPLP<br><br>Df Esd<br>Gc Rdr<br>RT | **DOCEVIRGO**<br>**Vale do Rio Doce Navegacao S.A. (DOCENAVE)**<br>Rio de Janeiro Brazil | **28 265**<br>19 600<br>38 802 | AB | **1980** Industrias Reunidas Caneco S.A.—Rio de Janeiro (EC-222)<br>200,92 27,26 10,351<br>191,83 27,21 15,22<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.47 199<br>7 Ha (stl) ER<br>Cr 1(1-3,5) | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 3 × 480kW a.c.<br>15kn |
| **7614214**<br><br>289<br>Esd Rdr<br>RT | **DOCHER 1**<br>**NAVROM**<br>Constantza Romania | **194**<br>61<br>305 | RNR | **1971** Santierul Naval Braila—Braila<br>29,24 8,31 2,950<br>4,32<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 38,5t (d.o.)<br>12,5kn |
| **7716476**<br>PDSB<br><br>Df Esd<br>Gc Rdr<br>RT | **DOCK EXPRESS 10**<br>**Dock Express Shipping B.V.**<br>Rotterdam Netherlands | **5 495**<br>2 096<br>7 071 | **✠100A1**<br>non—perishable cargoes only at a mean draught of 6.50m when hatch covers omitted<br>**✠LMC** **UMS**<br>EL Et 577,5/64,0U2<br>FN 4598 | **1979**-2 Verolme Scheepswerf Heusden B.V.—Heusden (966)<br>153,78(BB) 26,83 —<br>117,20 24,21 15,02<br>F 12,2 1 dk<br>rf nil<br>3BH WB11574T incl. DT58890T, STs1418T | **TM RoRo Cargo/Dock Ship**<br>Stern door pt higher tensile steel<br>1 Ho 113,4<br>G.17 560<br>1 Ha (stl) (102,8 × 20,1)<br>Cr 2(500) | 2 Oil 4SA each 6Cy. 410 × 470 geared to sc. shafts<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 600kW 2 × 240kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **7716517**<br>PDSA<br><br>Df Esd<br>Gc Rdr<br>RT | **DOCK EXPRESS 11**<br>**Dock Express Shipping B.V.**<br>Rotterdam Netherlands | **5 495**<br>2 096<br>7 071 | **✠100A1**<br>non—perishable cargoes only at a mean draught of 6.50m when hatch covers omitted<br>**✠LMC** **UMS**<br>EL Et 577,5/64,0U2<br>FN 4598 | **1979**-6 Verolme Scheepswerf Heusden B.V.—Heusden (967)<br>153,78(BB) 26,83 —<br>117,20 24,21 15,02<br>F 12,2 1 dk<br>rf nil<br>3BH WB11574T incl. DTs58890T, ST51418T | **TM RoRo Cargo/Dock Ship**<br>Stern door pt higher tensile steel<br>1 Ho 113,4<br>G.17 560<br>1 Ha (stl) (102,8 × 20,1)<br>Cr 2(500) | 2 Oil 4SA each 6Cy. 410 × 470 geared to sc. shafts<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 600kW 2 × 240kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **7716529**<br>PDRJ<br><br>Df Esd<br>Gc Rdr<br>RT | **DOCK EXPRESS 12**<br>**Dock Express Shipping B.V.**<br>Rotterdam Netherlands | **5 653**<br>2 173<br>7 071 | **✠100A1**<br>non—perishable cargoes only at a mean draught of 6.5m when hatch covers omitted<br>**✠LMC** **UMS**<br>EL Et 577,5/64,0U2<br>FN 4552 | **1979**-10 Verolme Scheepswerf Heusden B.V.—Heusden (968)<br>153,78(BB) 26,90 —<br>116,01 24,21 15,02<br>F 12,2 1 dk<br>rf nil<br>3BH WB11084T incl. DTs8890T, STs929T | **TM RoRo Cargo/Dock Ship**<br>Stern door pt higher tensile steel<br>1 Ho 113,4<br>G.17 560<br>1 Ha (stl) (102,8 × 20,1)<br>Cr 2(500) | 2 Oil 4SA each 6Cy. 410 × 470 geared to sc. shaft<br>8 500bhp (6 252kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 600kW 2 × 240kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **7520243**<br>YIDN<br><br>Gc Rdr<br>RT | **DOCKAN**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **361**<br>134<br>528 | **✠100A1**<br>water tanker<br>oil cargoes FP 60°C and above in No. 1 tank (p&s)<br>Iraqi waters service<br>**✠LMC**<br>EL H 1"U2<br>FN 469<br>**REPAIRS REQUIRED — CLASS SUSPENDED 30/5/80** | **1976**-6 Fujishin SB. Co.—Kamo (281)<br>45,90 8,23 3,479<br>40,49 7,80 3,76<br>1 dk<br>rf 51<br>7BH WB47T | **M Tanker**<br>Oil Water<br>L. (water) 378<br>6 Ta ER<br>L.(oil) 133 | Oil 4SA 6Cy. 250 × 320 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 200kW 1 × 104kW<br>385V 50Hz a.c.<br>Fuel 25,5t (d.o.) |
| **7221562**<br>3FCN<br>6662<br>-76A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCKLIFT 1**<br>**Holland Amerika Lijn N.V.**<br>Panama Panama | T.Mk<br>**2 425**<br>1 150<br>4 099 | **✠100A1**<br>Non—perishable cargoes only at a mean draught not exceeding 4,000m when hatch covers omitted and breakwater fitted, or<br>Non—perishable cargoes only aft of Inner Stern Door at a mean draught of 6,950m<br>**✠LMC**<br>EL T 1¾"U2<br>FN 2832 | **1972**-10 Verolme Scheepswerf N.V.—Netherlands (822)<br>105,70 20,53 4,979<br>92,84 20,01 10,49<br>RFD 13,2 F 4,0 2 dks intermediate dk at side<br>rf nil<br>NS 2BH to U dk 5 to 2nd dk WB7243t | **TM RoRo Cargo/Dock Ship Barge Carrier**<br>Deck Cargo<br>Stern door<br>1 Ho 88,0 ER<br>1 Ha (stl) (85,3 × 12,1) ER<br>Cr 2(320) | 6 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>5 100bhp (3 751kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 496kW 1 × 168kW<br>450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>12,75kn |
| **7437331**<br>WYU8<br>220<br>549208 | **DOCTOR BILL**<br>**Sundowners Inc.**<br>Galveston, Tx United States of America | **119**<br>81<br>— | | **1973** Bill Mancuso—Freeport, Tx<br>*21,71* 6,74<br>3,74<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>345bhp (254kW)<br>U.S.A. |
| **7918189**<br>LRAQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCTOR EDUARDO L. HOMBERG**<br>**Government of The Argentine Republic (Secretaria del Estado de Intereses Maritimos)**<br>Buenos Aires Argentina | **958**<br>287<br>516 | NK | **1980** Hitachi Zosen—Maizuru Works, Maizuru (4664)<br>61,96 (BB) 4,201<br>55,02 11,02 6,71<br>1 dk | **M Research/Fishing**<br>Stern Trawler Seiner Line-fishing<br>Ref<br>Mchy.aft | Oil 4SA 8Cy. 280 × 340<br>2 100bhp (1 545kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Controllable pitch propeller<br>15,75kn |

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| 7117292<br>KHNB<br>536500<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOCTOR LYKES**<br><br>**Lykes Bros. Steamship Co. Inc.**<br>Tampa, Fl United States of America | **21 667**<br>12 024<br>39 026 | AB | **1972** General Dynamics Corp.—Quincy, Ma (18)<br>266,99 32,39 11,926<br>219,92 32,26 16,36<br>F 11,6 2 dks<br>rf 25 | **S Barge Carrier**<br>Stern door & barge lift<br>B.48 365<br>38 Lighters | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>General Electric Co. Detroit, Mi<br>Gen 2 × 2000kW 450V 60Hz a.c.<br>Fuel 6 448,0t (o.f.) 19,5kn |
| 5091327<br><br>181764 | **DODDLES**<br><br>**A. J. Brush Ltd.**<br>London United Kingdom | **121**<br>65<br>— | | **1915** Wm. Dobson & Co.—Newcastle upon Tyne<br>*29,72* 6,33<br>... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 2SA 5Cy. 178 × 229<br>E made36 refitted57<br>Crossley Bros. Ltd. Manchester |
| 7121516<br>SXNH<br>3884<br>Df Esd<br>Gc Rdr<br>RTm/h | **DODEKANISSOS**<br>ex Aetos-77<br>**Piraiki Naftiliaki Eteria**<br>Piraeus Greece | **4 000**<br>2 120<br>610 | AB | **1971** Shipyard & Machine Shop D. Kamitsis & Co. Ltd.—Perama (114)<br>86,31 3,652<br>78,29 13,80 5,14<br>3 dks<br>rf 495 | **TM RoRo Cargo/Ferry** 600P<br>Stern door | 2 Oil 4SA each 8Cy. 360 × 450<br>6 200bhp (4 560kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 208kW 380/230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 172,5t (d.o.) 19kn |
| 7917800<br>WD6253<br>625348<br>Df Gc<br>Pfd Rdr<br>RT | **DODGE ISLAND**<br><br>**Great Lakes Dredge & Dock Co.**<br>New York, NY United States of America | **2 404**<br>1 800<br>4 400 | AB | **1980** Southern SB. Corp.—Slidell, La (120)<br>... ... ...<br>80,88 15,87 6,56<br>P 11,6 F 15,6 1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 600kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7732482<br>WYL9110<br>583911 | **DODI**<br><br>**Faithful Trawler Co.**<br>Tampa, Fl United States of America | **110**<br>75<br>— | | **1977** .............Bayou la Batre, Al<br>*20,18*<br>6,71 3,43<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 5381277<br>SXKI<br>3721<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DODONE**<br>ex Vinga-70<br>**Dionysos Compania Naviera S.A.**<br>Piraeus Greece | **11 313**<br>6 775<br>17 232 | BV | **1954** Bremer Vulkan A.G.—Vegesack (832)<br>165,18 20,88 9,130<br>153,78 20,81 9,89<br>P 33,0 B 15,3 F 17,7 1 dk<br>RW rf nil | **M Tanker**<br>19 Ta ER<br>L.(oil) 22 764<br>Der 5(5) 1(2) | Oil 2SA 6Cy. 720 × 1200<br>6 500bhp (4 781kW) MAN<br>Bremer Vulkan A.G. Bremen-Vegesack<br>Gen 3 × 150kW 230V d.c.<br>Fuel 1 483,5t (hvf) 14kn |
| 6817132<br>JM2785<br>102382<br>Gc Rdr | **DOEI MARU No. 2**<br><br>**Ogaka Kaiun Y.K.**<br>Hofu, Yamaguchi Pref. Japan | **498**<br>269<br>970 | | **1968** Ube Dockyard Co. Ltd.—Ube (118)<br>55,00 8,72 3,912<br>49,00 8,69 4,32<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,3 × 5,7) ER | Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 64kW 1 × 24kW 220V a.c.<br>Fuel 43,0t-3,5pd 12kn |
| 7235563<br>JL3041<br>104110 | **DOEI MARU No. 12**<br><br>**Hokoku Kaiun K.K.**<br>Matsushima, Kumamoto Pref. Japan | **497**<br>291<br>1 050 | | **1968** Nishihara Zosen—Ohmishima<br>54,92 9,02 4,115<br>49,51 9,00 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 520 B.1 220<br>1 Ha (26,0 × 6,0) ER | Oil 4SA 6Cy. 330 × 480<br>1 100bhp (809kW)<br>Matsue Diesel K.K. Matsue<br>Fuel 32,5t 12kn |
| 7653260<br>JL3840<br>111463 | **DOEI MARU No. 18**<br><br>**Y.K. Doei Kisen**<br>Omishima, Ehime Pref. Japan | **478**<br>296<br>1 095 | | **1971** Yamanaka Zosen K.K.—Namikata (86)<br>57,10 4,171<br>51,69 9,30 4,40<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 087 | Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan<br>10,5kn |
| 7364613<br><br>4269 | **DOGAN 1004**<br><br>**Ayse Colakogluan**<br>Istanbul Turkey | **117**<br>61<br>356 | | **1947** Torlaklar Tersanesi—Istanbul<br>28,30 6,02 1,299<br>6,00 2,65<br>2 dks | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 130 × 125<br>320bhp (235kW)<br>A/B Volvo-Penta Sweden<br>Fuel (d.o.) |
| 5091389<br>Y4EG<br><br>Df Esd<br>Rdr RT | **DOGGENHAI**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **134**<br>48<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,5) | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 6619970<br>LGQS<br>16569<br>Df Esd<br>Pfd Rdr<br>RT | **DOGGER**<br>ex Havfisk-75<br>**P/R Dogger**<br>Bjarne Nerland<br>Alesund Norway | **176**<br>74<br>152 | NV | **1966** Ejnar S. Nielsen M/V A/S—Harstad (7)<br>30,94 7,04 3,739<br>27,01 7,01 3,66<br>1 dk<br>rf 1499 BK 81 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (2,5 × 1,9) ER<br>1W Der 1(3) | Oil 2SA 4Cy. 280 × 420<br>400bhp (294kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7212121<br>FNVN<br>BL28<br>9077<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DOGGER BANK**<br>ex Janine Andree-82<br>**Nord Pecheries S.A.**<br>Boulogne France | **592**<br>250<br>420 | BV | **1972** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B423/06)<br>54,26 11,33 4,601<br>46,21 11,00 4,70<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.550 | Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Fuel 166,5t (d.o.) 15kn |
| 7368346<br>GSAB<br>363149<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOGGER SERVICE**<br>ex Dogger Shore-80<br>**Offshore Marine Ltd.**<br>London United Kingdom | **898**<br>343<br>1 099 | **✠100A1** SS 2/79<br>Ice Class 3<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 968 | **1974**-2 Schpsw. en Mach. Ysselwerf B.V.—Capelle a/d Ijssel (153)<br>59,67 13,06 4,465<br>53,22 12,81 5,36<br>F 21,7 1 dk<br>rf 356<br>8BH WB418T | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 241 × 305 reverse reduction geared to sc. shafts<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 320kW 1 × 120kW 440V 60Hz a.c.<br>Bow jet pump<br>13,5kn |

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| **6729086**<br>OZTC<br>D1446<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DOGGERBANK**<br>ex Anne Stranne-73<br>**Anders Jens Jespersen**<br>Hirtshals Denmark | **202**<br>91<br>254 | NV | **1967** Scheepswerf "Vooruit" C.V.<br>—Zaandam (317)<br>33,71 7,52<br>30,00 7,50 3,81<br>1 dk<br>rf 826 BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 6,7 6,4 ER<br>2 Ha (stl) (each 1,1 × 0,9) ER<br>Der 1(3) | Oil 4SA 10Cy. 260 × 400<br>1 200bhp (883kW)<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 49,0t (d.o.) 12,5kn |
| **5091406**<br>Y4SM<br>Df Esd<br>Rdr RT | **DOGGERBANK**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1957** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,5) | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| **7413921**<br>PDRC<br>Df Esd<br>Gc Rdr<br>RTm/v | **DOGGERSBANK**<br>**Pot Scheepvaartbedrijf**<br>Delfzijl Netherlands | **999**<br>628<br>1 560 | ✠**100A1** SS 9/80<br>✠**LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 949 | **1976**-1 Scheeps. "Voorwaarts" B.V.<br>—Hoogezand (215)<br>65,82 10,80 4,312<br>59,97 10,71 5,11<br>P 11,9 F 7,7 1 dk<br>rf nil<br>NS 3BH WB520T incl. ST in hold 174T | **M General Cargo**<br>1 Ho 42,9 ER<br>G.2 025 B.1 982<br>1 Ha (stl) (37,1 × 8,2) ER | Oil 2SA 8Cy. 220 × 380<br>1 000bhp (736kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 40kW 220/380V 50Hz a.c.<br>Fuel 127,0t (d.o.)-4,0pd |
| **5277983**<br>PDRA<br>63<br>Df Esd<br>Pfd Rdr | **DOGGERSBANK**<br>ex Pierre Christine-74<br>**Rederij Gebr. Kuijt & Hazenoot**<br>Katwijk aan Zee Netherlands | **141**<br>49<br>66 | (BV) | **1958** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (141)<br>30,10 6,91 2,801<br>25,91 6,81 3,51<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>In.86<br>2 Ha (each 0,8 × 0,8)<br>Der 2(1) | Oil<br>860bhp (633kW) NE 74<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) 9kn |
| **7312177**<br>LLJJ<br>18122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOGGI**<br>**Hammerfest Industrifiske A/S**<br>Hammerfest Norway | **299**<br>101<br>520 | NV | **1973** Sterkoder M/V A/S—Kristiansund N. (28)<br>46,69 9,02 4,490<br>40,09 9,00 6,46<br>1 dk<br>rf 1600 BK 152 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>2 Ha (2,1 2,2 × 1,9) ER | Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.) 12,5kn |
| **8211057** | **DOGO MARU**<br>**Kure Matsuyama Ferry K.K.**<br>Japan | **470**<br>—<br>215 | | **1982** K.K. Wakamatsu Zosen—Kitakyushu (331)<br>... ...<br>44,43 10,91 3,71 | **TM RoRo Cargo/Ferry** | 2 Oil geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **6921608**<br>JJ2432<br>104823<br>Rdr | **DOGO MARU**<br>**Kure Matsuyama Ferry K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **420**<br>151<br>168 | | **1969** Matsuura Tekko Zosen—Higashino (195)<br>42,14 10,98 2,388<br>38,51 10,60 3,61<br>1 dk | **M Ferry** 300P | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 50kW 200V<br>Fuel 24,5t-2,5pd 10,25kn |
| **7237406**<br>TCFU<br>Rdr RT | **DOGRUYOL I**<br>**Ismail Dogruyol ve Ortaklari**<br>Istanbul Turkey | **218**<br>139<br>391 | | **1972** Torlaklar Tersanesi—Istanbul<br>38,71 7,55 2,998<br>34,40 7,52 2,90<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy.<br>360bhp (265kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>6kn |
| **7407221**<br>TCHZ<br>4383<br>Esd RT | **DOGRUYOL II**<br>**Ismail Dogruyol ve Ortaklari**<br>Istanbul Turkey | **284**<br>153<br>493 | | **1975** Torlaklar Tersanesi—Istanbul (32)<br>46,21 7,55 2,899<br>40,24 7,51 3,31<br>2 dks | **M General Cargo** CSD<br>Mchy.aft | Oil 4SA 8Cy.<br>760bhp (559kW)<br>Mercedes-Benz West Germany<br>6kn |
| **6617104**<br>A7DF<br>3<br>Df Esd<br>Gc Rdr<br>RT | **DOHA**<br>ex Geesthaven-75<br>**Qatar National Navigation & Transport Co. Ltd.**<br>Doha Qatar | **7 977**<br>4 039<br>8 385 | ✠**100A1** CS 1/77<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4164 | **1966**-12 Scotts' SB. & Eng. Co. Ltd.<br>—Greenock (511)<br>149,23(BB) 19,26 8,795<br>134,73 19,21 11,69<br>RFD 14,4 3 dks, 4th dk in way of Nos. 1-3 holds<br>RW rf 152 DK fwd conv Ref. General Cargo 75<br>7BH WB1278t incl. Tunnel tanks 447t | **M Livestock Carrier**<br>Ref<br>In.208 | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 400kW 1 × 200kW 450V 60Hz a.c.<br>20kn |
| **7904633**<br>Esd Rdr<br>RT | **DOIRANI**<br>**Government of The Republic of Greece (Hellenic Navy)**<br>Piraeus Greece | **543**<br>252<br>765 | ✠Classed LR until 6/3/81 | **1980**-5 G. Koronaios Bros. Ltd.—Perama (124)<br>58,88 7,95 3,501<br>54,16 7,93 4,02<br>P 15,6 RFD 7,1 1 dk<br>rf 76 | **M Tanker**<br>Water<br>8 Ta ER<br>L.712 | Oil 4SA 6Cy. 320 × 480<br>1 312bhp (965kW) MWM<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 115kW 1 × 44kW 380V 50Hz a.c. |
| **5414294**<br>EDQT<br>Df Esd<br>RT | **DOIRAS**<br>ex Maria Auxiliadora-75<br>ex Doiras-69<br>ex Virgen Maria Auxiliadora-66<br>Launched as Maria Auxiliadora<br>**Pescanova S.A.**<br>Vigo Spain | **350**<br>188<br>299 | BV | **1962** Ast. Celaya—Bilbao (56)<br>*37,01* 7,68<br>7,62 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.350<br>3 Ha (each 0,9 × 0,9) ER<br>Der 1 | Oil 4SA 8Cy. 295 × 420<br>875bhp (644kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 119,0t (d.o.) 11,75kn |
| **5091470** | **DOIS DE JULHO**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **242**<br>130<br>— | | **1938** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden (215)<br>*39,99* 7,04<br>... ... ...<br>R | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>Humboldt-Deutzmotoren Koeln-Deutz |
| **7927506**<br>JG3974<br>123599 | **DOKAI MARU**<br>**Tochigi Kisen K.K.**<br>Tokyo Japan | **495**<br>323<br>1 590 | | **1979** Yamanaka Zosen K.K.—Namikata (217)<br>4,352<br>64,52 11,51 6,13<br>1 dk | **M General Cargo** | Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **6618512**<br>JI2200<br>99468 | **DOKAI MARU**<br>**Shikataro Hayashi**<br>Ondo, Japan<br>Hiroshima Pref. | **299**<br>175<br>514 | | **1966** Kanda Zosensho K.K.—Kure (112)<br>43,01 8,44 2,909<br>39,02 8,40 3,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.661<br>1 Ha (23,0 × 6,4) ER | Oil 4SA 6Cy. 220 × 280<br>450bhp (331kW)<br>Ishibashi Tekkosho Matsue<br>Gen 1 × 20kW 1 × 12kW 225V a.c.<br>10kn |

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| 6717540 | **DOKAI MARU** | | **121** | | | **1967** | Towa Zosen K.K.—Shimonoseki | | | **TM Tug** | | 2 Oil 4SA each 6Cy. 270 × 400 | |
| JM2505 | | | 33 | | | 22,86 | 7,47 | 3,125 | | | | | |
| 100348 | **Dokai Tug Boat K.K.** | | — | | | 21,49 | 7,01 | 3,15 | | | | Matsui Iron Works Co. Ltd. | Ise |
| | Kitakyushu, | Japan | | | | 1 dk | | | | | | Gen 1 × 25kW 1 × 7,5kW 220V | |
| | Fukuoka Pref. | | | | | | | | | | | Fuel 10,0t-3,5pd | 11kn |

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| 7855428 | **DOKAI MARU No. 33** | | **286** | | | **1975** | Sokooshi Zosensho K.K.—Higashino | | | **TM Tug** | | 2 Oil | |
| JRWP | | | 85 | | | 41,00 | | 2,901 | | Pusher | | | |
| 115850 | **K.K. Tokai Unyu** | | — | | | 36,00 | 8,40 | 3,92 | | | | | Japan |
| | Osaka, | Japan | | | | 1 dk | | | | | | | 13kn |
| | Osaka Pref. | | | | | | | | | | | | |

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| 8132419 | **DOKAI MARU No. 35** | | **295** | | | **1981** | Sokooshi Zosensho K.K.—Higashino | | | **M Tug** | | Oil | |
| 7LYF | | | 86 | | | | | | (280) | | | | |
| 125124 | | | — | | | ... | ... | ... | | | | ............ | |
| | Osaka, | Japan | | | | 37,32 | 8,40 | 3,81 | | | | | |
| | Osaka Pref. | | | | | 1 dk | | | | | | | |

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| 7045205 | **DOKER** | | **633** | | | **1970** | ..............U.S.S.R. | | | **M Fishing** | | Oil 4SA 8Cy. 320 × 480 | |
| ESVT | | | 222 | | | 54,23 | 9,38 | 3,810 | | Side Trawler Ref | | 800bhp (588kW) | |
| M-6249 | **U.S.S.R. -'Dalryba'** | | 318 | | RS | 49,99 | | 4,75 | | Ice strengthened | | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Nevelsk | U.S.S.R. | | | | 1 dk | | | | 2 Ho | | (SKL) | Magdeburg |
| Rdr RT | | | | | | | | | | In.284 | | Gen 3 × 88kW | |
| | | | | | | | | | | 2 Ha (each 1,5 × 1,6) | | Controllable pitch propeller | |
| | | | | | | | | | | 1W Der 1(2) | | | 12kn |

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| 7391666 | **DOKER** | | **282** | | | **1975** | Brodogradiliste "Tito"—Beograd | | | **M Tug** | | 2 Oil 4SA each 7Cy. 260 × 400 geared to | |
| | | | — | | | | | | (917) | | | sc. shaft | |
| | **U.S.S.R.** | | 83 | | | 35,44 | 9,30 | 3,175 | | Ice strengthened | | | B&W |
| Rdr RT | | U.S.S.R. | | | | 30,00 | 9,00 | 4,50 | | | | Titovi Zavodi "Litostroj" | Ljubljana |
| | | | | | | 1 dk | | | | | | | |

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| 7528764 | **DOKHAN** | | **204** | ✠**100A1** | SS 1/82 | **1977**-6 | Parry & Son—Cacilhas | | (76) | **M Tug** | | Oil 4SA 8Cy. 360 × 450 reverse reduction | |
| | | | 0 | tug | | 33,36 | 9,00 | 3,825 | | Fire-fighting Pollution Control | | geared to sc. shaft | |
| A1426 | **Arab Shipbuilding & Repair** | | 136 | Arabian Gulf service | | 30,00 | 8,50 | 4,30 | | | | Motorenw. Mannheim A.G. (MWM) | |
| Esd Rdr | **Yard Co. (ASRY)** | | | ✠**LMC** | | RAD 1,0 | 1 dk | | | | | | Mannheim |
| RT | Bahrain | Bahrain | | | EL (F) D ¾"U2 | rf 1041 | BK 152 | | | | | Gen 1 × 48kW 1 × 32kW | |
| | | | | | FN 384 | 3BH | | | | | | 380/220V 50Hz a.c. | |

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| 6916720 | **DOKTOR LUBECKI** | | **119** | | | **1968** | Gdynska Stocznia Remontowa | | | **M Research/Fishing** | | Oil 4SA 3Cy. 300 × 410 | |
| | ex Gdy-100-71 ex Mir-1-69 | | 23 | | | | —Gdynia | | (B25s/321) | Mchy.aft | | 225bhp (166kW) | |
| | **Morski Instytut Rybacki** | | 37 | | PR | 24,57 | 6,58 | 2,591 | | | | A/S Volund | Kobenhavn |
| Esd Gc | Gdynia | Poland | | | | 21,95 | | 3,38 | | | | Gen 1 × 28kW 400V a.c. 1 × 12kW | |
| Rdr RT | | | | | | 1 dk | | | | | | 1 × 8kW 230V a.c. | |
| | | | | | | | | | | | | | 10kn |

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| 7830791 | **DOKUCHAYEVSK** | | T.Mk | | | **1979** | Baltiya Shipyard—Klaypeda | | | **M Fishing** | | Oil 4SA 6Cy. 525 × 720 | |
| | | | **1 141** | | | 59,01 | 13,03 | 4,873 | | Stern Trawler Ref | | 2 200bhp (1 618kW) | Skoda |
| | **U.S.S.R.** | | 349 | | RS | 52,02 | | 8,89 | | Ice strengthened | | CKD Praha | Praha |
| RT | | U.S.S.R. | 535 | | | 2 dks | | | | 2 Ho 1 Ta | | | 13,25kn |
| | | | | | | | | | | B.95 In.500 L.14 | | | |
| | | | | | | | | | | 3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 | | | |
| | | | | | | | | | | × 1,9) | | | |
| | | | | | | | | | | Der 2(1,5) | | | |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7364209 | **DOKUZ EYLUL** | | **499** | | | **1976** | Denizcilik Bankasi T.A.O., Alaybey | | | **TM Ferry** | | 2 Oil 4SA each 6Cy. | |
| | | | — | | | | Tersanesi—Izmir | | (17) | | | 1 200bhp (883kW) | |
| | **Denizcilik Bankasi T.A.O.** | | 50 | | | 47,96 | | 2,001 | | | | Stork-Werkspoor Diesel B.V. | Netherlands |
| Gc | **(Turkish Maritime Bank)** | | | | | 45,12 | 8,06 | 3,15 | | | | | |
| | Izmir Isletmesi Mudurlugu | | | | | 2 dks | | | | | | | |
| | Izmir | Turkey | | | | | | | | | | | |

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| 8204999 | **DOL JIN** | | **2 000** | | | **1982** | Shin Ah SB. Co.—Chungmu | | (261) | **M General Cargo** | | Oil | |
| | | | — | | | ... | ... | ... | | | | | Hanshin |
| | **Han Jin Corp.** | | 3 500 | KR (Class cont.) | | ... | ... | ... | | | | Ssang Yong Heavy Industries Co. Ltd. | |
| Df Esd | | South Korea | | | | | | | | | | | Changwon |
| Gc Rdr | | | | | | | | | | | | | |
| RT | | | | | | | | | | | | | |

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| 7235642 | **DOLCE** | | **113 778** | | | **1973** | A/B Gotaverken Arendal—Goteborg | | | **S Tanker** | | 2 S Turb dr geared to sc. shaft | |
| HZIG | ex Trajan-82 ex Katkuru-79 | | 89 256 | | | | | | (834) | IGS | | 32 444shp (23 865kW) | |
| 51488 | ex Corona-79 | | 229 000 | | NV | 332,24(BB) | 45,65 | 20,657 | | 15 Ta ER | | STAL-LAVAL Turbin AB | Finspong |
| Df Esd | **Dolce Compania Naviera S.A.** | | | | | 320,68 | 45,60 | 26,67 | | L.(oil) 282 961 | HeCls. BC | Gen 2 × 1500kW 1 × 800kW | |
| Gc Pfd | Limassol | Cyprus | | | | 1 dk | | | | | | 440V 60Hz a.c. | |
| Rdr | | | | | | rf 76 | | | | | | Fuel 10 286,0t (o.f.) 467,0t (d.o.)-159,5pd | |
| RTh/v | | | | | | | | | | | | | 16,5kn |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5404586 | **DOLFIJN II** | | **980** | | | **1963** | J. J. Sietas K.G. Schiffswerft | | | **TM Ferry** | CSD | 2 Oil 4SA each 6Cy. 300 × 450 sr geared | |
| H8OY | ex Dolfijn I-80 ex Nordwelle-76 | | 478 | | | | —Hamburg | | (520) | | 650P | to sc. shafts | |
| 8788- | ex Gorch Fock-74 | | 108 | | GL | 55,02 | 10,44 | 3,083 | | Ice strengthened | | 1 490bhp (1 096kW) | |
| HA-F | **Ocean Wagons Inc.** | | | | | 50,65 | 10,37 | 4,40 | | | | Masch. Augsburg-Nuernberg (MAN) | |
| Esd Rdr | Emden | Panama | | | | 2 dks, 3rd dk fwd & aft | | | | | | | Augsburg |
| RTm/v | | | | | | | | | | | | Gen 2 × 80kW 380V 50Hz a.c. | |
| | | | | | | | | | | | | Fuel (d.o.) | 14kn |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5377707 | **DOLFIN** | | T.Mk | ✠**100A1** | SS 10/79 | **1954**-9 | Brodogradiliste "3 Maj"—Rijeka | | | **M General Cargo** | | Oil 2SA 7Cy. 720 × 1250 | |
| YTLG | ex Velebit-80 | | **3 090** | TwD — veg. oil | | | | | (1327) | | | 4 900bhp (3 604kW) | Sulzer |
| | **Losinjska Plovidba OOUR** | | 1 606 | Str. nav. ice | | 119,39 | 15,27 | 6,716 | | 5 Ho 14,0 15,2 11,4 ER 14,6 | | N.V. Koninklijke Maats. "De Schelde" | |
| Df Esd | **Brodarstvo** | | 4 880 | ✠**LMC** | | 110,09 | 15,19 | 9,71 | | 14,0 | | | Vlissingen |
| Rdr | Rijeka | Yugoslavia | | | EL x | F 25,0 | 2 dks | | | G.8 416 B.7 672 | | db 71lbf/in$^2$ (4,9bar) | |
| | | | | | FN 2742 | RW | | | | 5 Ha (7,6 10,5 8,3 × 7,0) ER (8,3 | | Gen 4 × 435kW 220V a.c. | |
| | | | | | JR | Coll BH to S dk 6 to 2nd dk WB528t | | | | 7,7 × 7,0) | | Fuel 609,5t | 15,5kn |
| | | | | | | | | | | 10W Der 1(25) 1(10) 10(5) | | | |

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| 6723719 | **DOLFYN 1** | | T.Mk | | | **1967** | Deutsche Industrie-Werke A.G.—West | | | **M General Cargo** | | Oil 4SA 6Cy. 220 × 280 | |
| H03540 | ex Dolfijn-79 ex Anda-79 | | **278** | | | | Berlin | | (6144) | | | 435bhp (320kW) | |
| 9696-79 | **R. Schurink** | | 166 | | GL | 49,87 | 9,02 | 2,820 | | Ice strengthened | | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | Panama | Panama | 578 | | | 45,22 | 9,00 | 5,06 | | 1 Ho 31,9 ER | | Gen 1 × 21kW 1 × 12kW 1 × 10kW | |
| Pfd Rdr | | | | | | P 9,8 | 2 dks | | | G.1 165 B.1 020 | | 380/220V 50Hz a.c. | |
| RTm/v | | | | | | | | | len 73 | 1 Ha (24,6 × 4,9) ER | | Fuel 33,5t (d.o.) | 9,75kn |
| | | | | | | | | | | 2W Der 2(2) | | | |

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| **7740867**<br>LYCD<br>M-33708 | **DOLGORUKOVO**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **187**<br>48<br>88 | RS | **1979** .............U.S.S.R.<br>31,63 7,35 2,901<br>3,54<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.100<br>1 Ha (1,5 × 1,2)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | Magdeburg<br>9,5kn |
| **5091523**<br>UIWO<br>M-17014<br>Df Esd<br>Gc Rdr | **DOLINSK**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | T.Mk<br>**5 419**<br>2 946<br>8 762 | RS<br>✠ | **1959**-6 Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (1057)<br>139,40 17,63 7,860<br>130,31 17,61 11,64<br>RAD 9,5 RFD 25,6 2 dks<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>5 Ho 17,8 22,0 22,0 ER 16,0<br>16,7<br>G.14 926 B.13 506<br>5 Ha (9,9 9,9 9,9 × 7,3) ER (9,9 9,6<br>× 7,3)<br>10W Der 1(60) 1(40) 10(5) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW)<br>Wartsila Kon. Crichton-Vulcan | Sulzer<br>Turku/Abo<br>14,5kn |
| **7229124**<br>UWKS<br>M-14597<br>Df Esd<br>Rdr RT | **DOLINSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **570**<br>215<br>313 | RS | **1972** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller | Magdeburg<br>12kn |
| **5091535**<br><br><br>Df Esd<br>Rdr RTm | **DOLISE**<br><br>**Societe Beninoise d'Armement**<br>**(SODARM)**<br>Cotonou Benin | **116**<br>47<br>— | (BV) | **1959** S.I.C.C.Na.—St. Malo<br>*23,20* 6,81<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>In.112<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(2) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin<br>Fuel 40,5t (d.o.) | Marseille<br>10,5kn |
| **7224239**<br>YQCF<br>280<br>Df Esd<br>Gc Rdr<br>RT | **DOLJ**<br><br>**NAVROM**<br>Constantza Romania | **4 397**<br>1 918<br>6 209<br>**6 247**<br>3 995<br>8 659 | RNR | **1972** Santierul Naval Galatz—Galatz<br>130,82(BB) 17,73 6,601/8,100<br>120,99 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 150<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6<br>13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW)<br>H. Cegielski<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) | Sulzer<br>Poznan<br>16kn |
| **7735862**<br>WYC4<br>516<br>587453 | **DOLLAR'S WORTH**<br><br>**Green Acres Inc.**<br>Mobile, Al United States<br>of America | **118**<br>80<br>— | | **1977** .............Bayou la Batre, Al<br>*22,10*<br>6,71 3,43<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>475bhp (349kW)<br>Cummins Engine Co. Inc. | U.S.A. |
| **7521132**<br>DEBT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOLLART**<br><br>**Dollart-Reederei G.m.b.H. & Co.**<br>**K.G.**<br>Thien & Heyenga Bereederungs-<br>und Befrachtungsgesellschaft<br>m.b.H.<br>Bremen Federal Republic<br>of Germany | T.Mk<br>**998**<br>652<br>2 450<br>**2 868**<br>1 974<br>4 450 | GL | **1976** Schulte & Bruns—Emden (282)<br>91,09 14,56 4,801/6,792<br>82,50 14,51 8,51<br>P 11,3 B 8,9 F 6,1 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 65,9 ER<br>G.6 753 B.6 020<br>TEU 155<br>C.Ho 95/20' (40') C.Dk 60/20'<br>(40')<br>1 Ha (stl) (51,3 × 10,3) ER<br>Cr 2(20) | Oil 4SA 6Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 3 × 200kW 1 × 78kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 320,0t (d.o.) | Voerde<br>13kn |
| **5396571**<br>OWHB<br>D1958<br>Df Esd<br>RT | **DOLLY**<br>ex Sabina-76 ex Ysel-71<br>ex Helios-W-70 ex Ysel-68<br>**P/R Friis & Frediksen**<br>Odense Denmark | **289**<br>137<br>366 | BV | **1951** N.V. Schpsw. "De Vooruitgang" v/h<br>D. Boot—Alphen a/d Rijn (1211)<br>43,67 7,47 2,699<br>39,50 7,42 3,00<br>1 dk | **M General Cargo**<br>G.530 B.496<br>2 Ha (9,7 8,5 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 180 × 400<br>200bhp (147kW)<br>D. & J. Boot "De Industrie"<br>Fuel 15,0t (d.o.) | Alphen a/d Rijn<br>8kn |
| **8023606**<br>KUS6347<br>634724<br>Df Pfd<br>Rdr RT | **DOLLY S. McALLISTER**<br><br>**McAllister Towing &**<br>**Transportation Co. Inc.**<br>New York, NY United States<br>of America | **197**<br>134<br>— | AB | **1981** RYSCO Shipyard, Inc.—Blountstown,<br>Fl (50)<br>4,153<br>33,43 10,06 4,86<br>1 dk<br>BK 102 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div.<br>Gen 2 × 75kW a.c. | La Grange<br>12kn |
| **7330478**<br>OUJS<br>D1936<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DOLLY SKOU**<br><br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | T.Mk<br>**6 621**<br>3 739<br>10 851<br>**9 623**<br>5 628<br>14 225 | **✠100A1** SS 7/79<br>DTsf—oil FP above<br>65.5°C or veg. oil or<br>latex<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4553 | **1974**-2 Helsingor Vaerft A/S—Helsingor<br>(403)<br>156,37 19,87 8,122/9,519<br>142,86 19,80 12,07<br>Ba 47,9 F 30,5 2 dks<br>rf 152<br>7BH WB3083T incl. DTs865T | **M General Cargo**<br>Ref 8P<br>5 Ho 13,1 23,0 19,5 21,0 20,9<br>ER<br>G.20 248 B.18 979 In.1 175<br>1 Ha (stl) (6,3 × 4,5) 4 Ha (stl) (each<br>13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5)<br>2(1,5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW)<br>Helsingor Skibsv. og Maskinbyg.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar)<br>rcv 7kgf/cm² (6,9bar)<br>Gen 4 × 448kW 440V 60Hz a.c.<br>Fuel 2 685,5t (hvf) | B&W<br>Helsingor<br>18kn |
| **6620589**<br>WLDD<br>508378<br>Df Esd<br>Gc Rdr<br>RT | **DOLLY TURMAN**<br><br>**Lykes Bros. Steamship Co. Inc.**<br>Jacksonville, Fl United States<br>of America | T.Mk<br>**7 189**<br>3 840<br>—<br>**10 723**<br>6 159<br>14 897 | AB | **1967** Avondale Shipyards Inc.—Avondale,<br>La (1068)<br>164,60 23,22 —/9,957<br>156,95 23,17 12,96<br>F 27,8 3 dks<br>rf nil | **S General Cargo**<br>6 Ho<br>G.22 852 B.21 209<br>8 Ha (stl)<br>Der 1(80) 1(20) 20(15) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>De Laval Turbine Inc.<br>Gen 2 × 750kW<br>Fuel 2 797,0t (o.f.) | Trenton, NJ<br>20kn |
| **6707947**<br>HPZG<br>1127<br>1-PG<br>Df Esd<br>Pfd Rdr<br>RT | **DOLLY II**<br>ex Evgenia-82<br>**Royal Olympic S.A.**<br>Aquarius Seaways Transport Inc.<br>Panama Panama | **9 854**<br>5 513<br>13 848 | BV | **1966** Kherson Shipyard—Kherson<br>155,71 20,65 9,487<br>140,01 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>rf 152 | **M General Cargo**<br>Ref<br>5 Ho 16,0 16,6 17,8 27,7 17,2<br>7 TwD ER<br>G.18 030 B.17 519 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5 13,5<br>13,5 13,5 24,0 24,0 13,5 13,5 ×<br>6,1) (2,9 × 3,8) ER<br>2W Cr 13(5) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V 60Hz a.c.<br>Fuel 838,0t (hvf) | B&W<br>Bryansk<br>15kn |

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| 5091614<br>TCUO<br>70<br>Rdr | **DOLMABAHCE**<br><br>**Denizcilik Bankasi T.A.O.**<br>**(Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir<br>Hatlari Isletmesi<br>Istanbul Turkey | **994**<br>455<br>— | AB | **1952** Wm. Denny & Bros. Ltd.—Dumbarton (1457)<br>11,64 3,404<br>73,16 11,59 3,74<br>1 dk<br>rf 152 | **TM Ferry** | 2 Oil 2SA each 10Cy. 360 × 600<br>3 000bhp (2 207kW)<br>Wm. Denny & Bros. Ltd. Dumbarton<br>Gen 3 × 80kW<br>Fuel 70,0t 17kn |
| 5091626<br>UYSB<br>M-26824<br>Df Esd<br>Gc Rdr<br>RT | **DOLMATOVO**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **6 753**<br>3 366<br>9 997 | RS | **1960** VEB Warnowwerft Warnemuende<br>—Warnemuende (416)<br>139,50 18,04 8,000<br>130,21 17,94 10,34<br>1 dk | **M Ore Carrier**<br><br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7<br>ER<br>G.11 400 B.10 800<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8<br>11,8 11,8 × 10,5) ER<br>Cr 2(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 6912578<br>SPXD<br><br>Df Esd<br>Gc Rdr<br>RT | **DOLNY SLASK**<br><br>**Polish Shipping Company**<br>**(Zegluga Polska Spolka**<br>**Akcyjna)**<br>Szczecin Poland | **11 004**<br>5 822<br>15 688 | PR | **1967** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B520/03)<br>156,39 20,43 9,170<br>144,51 20,38 12,55<br>1 dk | **M Bulk Carrier**<br>6P<br>Str. ore cargoes Ice strengthened<br>5 Ho ER<br>G.20 465<br>5 Ha (stl) (12,2 × 9,9) (11,4 15,3<br>15,3 13,8 × 11,9) ER<br>4W | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 301,5t (hvf)-22,0pd 15,5kn |
| 7348578<br>UIWZ<br>M-31231<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOLOMIT**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 100**<br>859<br>1 212 | RS | **1976** VEB Mathias-Thesen-Werft—Wismar (368)<br>82,05 13,59 5,201<br>73,00 13,58 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>B.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 ×<br>2,3)<br>Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to<br>sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14,25kn |
| 7232652<br>9V2813<br>381442<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOLOMIT**<br><br>**m.s. 'Dolomit' Hamburger**<br>**Seereederei G.m.b.H.**<br>Otto A. Muller<br>Singapore Singapore | **1 546**<br>787<br>2 445 | GL | **1973** Angyalfold Shipyard—Budapest (2226)<br>80,73 11,31 5,309<br>73,23 6,41<br>P 18,3 F 8,3 1 dk<br>len 75 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.2 837 B.2 373<br>2 Ha (stl) (each 15,5 × 7,4) ER | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>11kn |
| 7645055<br>EKRG<br>M-33149 | **DOLOMIT**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **163**<br>39<br>88 | RS | **1977** ..............U.S.S.R.<br>34,02 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| 6713958<br>CBDL<br>2193<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOLORES**<br>ex Iver Stream-79<br>ex Saga Stream-77<br>ex Anco Stream-73<br>**Sociedad Nacional de**<br>**Oleoductos Nacional Ltda.**<br>**(SONACOL)**<br>Kaiser Naviera Ltda.<br>Valparaiso Chile | **14 383**<br>8 731<br>23 674 | AB (NV) | **1967** Marinens Hovedverft—Horten (160)<br>169,02 24,41 9,526<br>160,36 24,39 12,43<br>P 42,1 F 18,6 1 dk<br>rf 76 | **M Tanker**<br>Oil Chemical<br>42 Ta ER<br>L.28 982<br>HeCls. BC | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Marinens Hovedverft Horten<br>Gen 3 × 365kW 440V 60Hz a.c.<br>Fuel 1 412,5t (hvf)-45,5pd 16,5kn |
| 5197688<br>SGMV<br>9551<br>Df Esd<br>RTm | **DOLORES**<br>ex Bungeor-82 ex Kungso-80<br>ex Johannes-55 ex Havet-32<br>ex Leeuwerik<br>**Gunnel D. N. Nord**<br>Solna Sweden | **211**<br>115<br>274 | GL | **1918** H. H. Bodewes—Millingen a/d Rijn (288)<br>37,93 6,66 3,150<br>6,61 3,51<br>1 dk<br>R<br>len 50 | **M General Cargo**<br><br>1 Ho ER<br>G.340 B.311<br>2 Ha (8,9 7,1 × 4,6) ER<br>2W Der 2(1) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 57<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 10kn |
| 5091664<br>EEKB<br>7<br>Gc | **DOLORES**<br><br>**Pedro Rico Camacho y otros**<br>Malaga Spain | **103**<br>91<br>170 | | **1917** ..............Villajoyosa<br>28,15 7,01<br>6,99 2,85<br>1 dk | **Wood Aux M General Cargo**<br>Schooner | Oil<br>100bhp (74kW) NE 29<br>Skandiaverken A/B Lysekil<br>Fuel 1,5t (d.o.) 8kn |
| 7410644<br>EHBI<br><br>Df Esd<br>Rdr RT | **DOLORES CADRECHA**<br><br>**Antonio Rodriguez Cadrecha**<br>Huelva Spain | **245**<br>90<br>197 | BV | **1976** Maritima del Musel S.A.—Gijon (179)<br>38,46 7,52 3,501<br>33,91 7,50 4,25<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel 148,5t (d.o.) 13kn |
| 5091676<br>LW2577<br>1992 | **DOLORES DE URQUIZA**<br><br>**Government of The Argentine**<br>**Republic (Empresa**<br>**Ferrocarriles del Estado**<br>**Argentino) (EFEA)**<br>Ibicuy Argentina | **2 082**<br>1 509<br>1 422 | ✠Classed LR until 9/29 | **1926**-10 A. & J. Inglis Ltd.—Glasgow (725 P)<br>*103,64* 17,58 3,658<br>17,53<br>1 dk<br>R | **TM RoRo Cargo/Ferry**<br>Rail Vehicles | 2 Oil 4SA each 6Cy. 400 × 750<br>2 400bhp (1 765kW)<br>Harland & Wolff Ltd. Govan, Glasgow |
| 7735874<br>WYC6<br>398<br>588211 | **DOLORES MARIE**<br><br>**Dolores Marie Inc.**<br>Washington, NC United States<br>of America | **146**<br>108<br>— | | **1977** ..............Mobile, Al<br>*22,96*<br>6,71 3,38<br>1 dk | **M Fishing** | Oil<br>680bhp (500kW)<br>U.S.A. |
| 7363695<br>EGNE<br><br>Esd Gc<br>Rdr RT | **DOLORES PEDROSA**<br><br>**Hermanos Grimaldi S.A.**<br>Gijon Spain | **174**<br>86<br>— | BV | **1974** Ast. Ojeda y Aniceto S.A.—Aviles (2)<br>27,77 7,01<br>24,01 6,99 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 300 × 410<br>625bhp (460kW)<br>A/S Volund Kobenhavn<br>Controllable pitch propeller<br>10kn |

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| **7201512**<br>WV6161<br>298961 | **DOLORES S**<br>ex Galeb-75<br>**Dinko Smircic**<br>Corpus Christi, Tx United States of America | **147**<br>100<br>— | | **1965** Rockport Yacht & Supply Co. —Rockport, Tx<br>*22,29* 7,04<br>3,76 | **M Fishing** | Oil<br>450bhp (331kW)<br>.............<br>Fuel (d.o.) |
| **7423110**<br>6ZNH<br>5837<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOLORES SWANN**<br>**Dolores Navigation Co. Inc.**<br>Monrovia Liberia | **19 854**<br>12 431<br>38 877 | AB | **1976** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1117)<br>191,57 27,46 11,180<br>182,89 27,44 14,71<br>RQD 36,6 F 21,4 1 dk | **M Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 43 154<br>HeCls. B | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "3 Maj" Sulzer Rijeka<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 358,5t (d.o.) 2 363,5t (hvf)-37,5pd<br>15,5kn |
| **8034825**<br>617019 | **DOLPHIN**<br>ex YO 248<br>**Dolphin Fisheries Inc.**<br>Seattle, Wa United States of America | **481**<br>403<br>— | | **1944** .............Camden, NJ<br>*50,60* 9,78<br>4,58<br>1 dk<br>conv Tank Barge — | **M Fishing** | Oil<br>1 125bhp (828kW)<br>U.S.A. |
| **5189411**<br>VWRG<br>1038<br>RTh | **DOLPHIN**<br>ex Kistna-65<br>**Visakhapatnam Port Trust**<br>Madras India | **424**<br>—<br>— | ✠Classed LR until 4/71 | **1964**-2 Mazagon Dock Ltd.—Bombay (204)<br>37,19 10,72<br>33,02 10,06 5,19<br>RW rf 686 | **TS Tug** | T 6Cy. (2) 330 (2) 533 & (2) 889 × 610<br>McKie & Baxter Ltd. Paisley<br>Gen 1 × 20kW 1 × 12kW 110V d.c.<br>Fuel (o.f.) |
| **5424926**<br>WG7036<br>270744<br>Rdr RT | **DOLPHIN**<br>ex New Tide-70 ex Tiger-63<br>**m/v Dolphin**<br>Seattle, Wa United States of America | **188**<br>128<br>— | | **1955** Equitable Equipment Co. —Madisonville, La (870)<br>*35,79* 9,66 2,417<br>35,36 9,61 2,82<br>B 6,1 F 3,7 1 dk<br>rf nil | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Cleveland, Oh<br>Fuel 48,0t |
| **7050468**<br>WY3085<br>513113 | **DOLPHIN**<br>**Tonnessen Fisheries Inc.**<br>New Bedford, Ma United States of America | **176**<br>140<br>— | | **1968** A. C. Fuller SB. Co.—East Boothbay, Me<br>*26,40* 6,71<br>3,56<br>1 dk | **Wood M Fishing** | Oil<br>765bhp (563kW)<br>.............<br>Fuel (d.o.) |
| **7715317** | **DOLPHIN**<br>**Government of The Republic of India (Port Department of Kerala)**<br>Cochin India | **127**<br>90<br>75 | **100A1**<br>Class Contemplated<br>✠**Lloyd's RMC**<br>FN 231 | **1981** Island Marine Crafts & Engineers (Pty) Ltd.—Vypin Island (014)<br>26,52 1,601<br>24,01 6,01 3,61 | **TM General Cargo**<br>Ref<br>Mchy.aft | 2 Oil 4SA each 6Cy. 103 × 120 geared to sc. shafts<br>880bhp (647kW)<br>Ashok Leyland Ltd. India |
| **5091705**<br>WA4238<br>247958 | **DOLPHIN**<br>**Egegik Resource Development Inc.**<br>Juneau, Ak United States of America | **123**<br>102<br>— | | **1945** Maritime Shipyards—Seattle, Wa<br>*23,20* 7,45<br>24,52 7,42<br>1 dk | **Wood TM General Cargo** | 2 Oil each 6Cy.<br>100bhp (74kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6821729**<br>KT836<br>Esd Rdr<br>RT | **DOLPHIN**<br>**Arabian Gulf Mechanical Service & Contracting Co. Ltd.**<br>Kuwait Kuwait | **118**<br>28<br>179 | NK | **1968** Yokohama Zosen—Chiba (1204)<br>26,01 7,01 2,413<br>24,19 6,99 3,05<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp. Detroit, Mi<br>Fuel 57,0t-3,0pd 8,5kn |
| **7201017**<br>WA4228<br>249021 | **DOLPHIN**<br>**Trawler Dolphin Inc.**<br>Philadelphia, Pa United States of America | **118**<br>80<br>— | | **1945** Stowman Shipyards Inc.—Dorchester, NJ<br>*24,30* 5,92<br>3,66<br>1 dk | **Wood M Fishing** | Oil<br>515bhp (379kW)<br>.............<br>Fuel (d.o.) |
| **5091717**<br>WA4227<br>250005 | **DOLPHIN**<br>**Boat Dolphin Inc.**<br>Gloucester, NJ United States of America | **115**<br>78<br>107 | | **1946** Newbert & Wallace—Thomaston, Me<br>25,91 6,43<br>6,38<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 5,4 | Oil<br>250bhp (184kW)<br>Atlas Imperial D.E. Co. Oakland, Ca<br>9kn |
| **5091729**<br>145 | **DOLPHIN CESARANO**<br>ex Dolphin-54 ex Reverie<br>ex James J. Bibby<br>**C. Bianchi & A. Petronilli**<br>Civitavecchia Italy | **230**<br>112<br>— | (RI)<br>✠Classed LR until 1/47 | **1902**-7 Garston Graving Dock & S.B. Co. —Garston (22)<br>39,37 6,76 3,861<br>33,53 6,71 4,07<br>F 7,7 1 dk<br>R BK 178 len 23<br>conv Yacht 47 | **M General Cargo**<br>1 Ho ER | Oil 2SA 4Cy. 260 × 450<br>300bhp (221kW) NE 47<br>S.A. Fiat S.G.M. Torino |
| **6422456**<br>GNYH<br>306307<br>Esd Pfd<br>Rdr RTv | **DOLPHIN POINT**<br>ex Corchester-77<br>**Central Electricity Generating Board**<br>Christian Salvesen (Shipping) Ltd.<br>London United Kingdom | **4 840**<br>2 886<br>7 732 | ✠**100A1** SS 8/79<br>✠**LMC** **UMS**<br>EL x 1⅞"SQ<br>FN 2713 | **1965**-3 Blyth Dry Docks & SB. Co. Ltd. —Blyth (386)<br>112,76(BB) 16,26 7,316<br>106,69 16,22 9,20<br>F 9,8 1 dk<br>rf 76<br>NS 6BH WB2597t incl. DTm571t | **M General Cargo**<br>3 Ho 28,3 19,8 19,2 ER<br>G.9 603 B.9 051<br>4 Ha (stl) (10,9 × 9,7) (11,9 14,9 13,4 × 10,9) ER | Oil 2SA 9Cy. 500 × 700<br>2 550bhp (1 876kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 175kW 220V d.c.<br>Fuel 206,5t (d.o.) 12kn |
| **5379494**<br>SXOL<br>Df Esd<br>Gc Rdr<br>RT | **DOLPHIN II**<br>ex Vibeke-78<br>**Anchor Tankers Corp.**<br>Piraeus Greece | **12 690**<br>7 385<br>20 483 | NV | **1959** A/B Gotaverken—Goteborg (732)<br>169,81 21,70 9,570<br>162,08 21,65 12,40<br>P 26,9 F 16,5 1 dk<br>rf 38 | **M Tanker**<br>Oil Molasses IGS<br>31 Ta ER<br>L.(oil) 26 816<br>HeCls. BC | Oil 2SA 9Cy. 760 × 1500<br>8 200bhp (6 032kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 240kW 1 × 150kW 220V d.c.<br>Fuel 109,5t (d.o.) 1 158,5t (hvf)-24,5pd<br>15kn |

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| 5398969<br>HOOG<br>9660-79<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DOLPHIN IV**<br>ex Ithaca-78<br>ex Amelia de Mello-72 ex Zion-66<br>**Compania de Vapores Realma S.A.**<br>Ulysses Shipping Agency Ltd.<br>Panama Panama | T.Mk<br>**6 695**<br>2 299<br>—<br>**8 854**<br>4 228<br>4 036 | **✠100A1**<br>**✠LMC** | CS 3/78<br>EL ft 2¼"SQ<br>FN 4278 | **1956**-2 Deutsche Werft A.G.—Hamburg (691)<br>152,76 19,87 —/8,090<br>138,66 19,82 11,03<br>B & F 104,9 2 dks, 3rd dk except in No. 4 hold<br>RW rf 102 conv Ref Passenger Ship 72<br>8BH WB2848t incl. Tunnel tanks 662t<br>DTsa1130t | **S Passenger Ship**<br>687bth P | 2 S Turb dr geared to sc. shaft<br>10 500shp (7 723kW)<br>Allgemeine Elec. Ges. West Berlin<br>2 WTB 683lbf/in² (47,1bar) Spt 668lbf/in² (46,1bar) hs1606,7<br>(wtdb 114lbf/in² (7,9bar) )<br>sg 114lbf/in² (7,9bar)<br>Gen 5 × 500kW 230V d.c.<br>Fuel 2 530,0t (o.f.) 19kn |
| 7937276<br><br>385584 | **DOLPHIN 5**<br>ex Lan Yang No. 1<br>**John Francis Conway**<br>*Darwin, N.T.* Australia | **187**<br>156<br>— | | | **1972** Su-Ao SB. Co. Ltd.—Su Ao<br>... ... ...<br>30,10 6,30 2,87<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 12Cy.<br>Enterprise Engine & Foundry Co. U.S.A.<br>10kn |
| 7427001<br>EWQH<br>M-28283 | **DOLSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | | RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7407245<br>TCOS<br>4513<br>Df Esd<br>Gc Rdr<br>RT | **DOLUNAY**<br>**Kamer Denizcilik Nakliyat ve Ticaret A.S.**<br>Istanbul Turkey | **499**<br>299<br>1 100 | | BV | **1977** Celiktrans Deniz Insaat—Istanbul (54)<br>69,09 10,42<br>61,19 10,41 6,00<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 192 B.1 860<br>2 Ha (stl) (16,6 × 6,0) (9,5 × 5,9) ER<br>Cr 4(3) | Oil 4SA 6Cy. 350 × 500 dr geared to sc. shaft<br>990bhp (728kW)<br>CKD Praha Praha<br>Gen 1 × 45kW 220V 50Hz a.c.<br>11kn |
| 6700547<br>EFIU<br>8658<br>Df Esd<br>RT | **DOLUPA**<br>Launched as Costa de la Luz<br>**Antonio Peralta Blanco**<br>Vigo Spain | **194**<br>64<br>— | | | **1966** Const. Nav. Santodomingo—Vigo (343)<br>... ... ...<br>27,51 7,10 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>585bhp (430kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 5404902<br>GKLU<br>304383<br>Df Esd<br>Rdr RT | **DOLWEN**<br>ex Hector Gull-71<br>**Government of The United Kingdom (Secretary of State for Defence)**<br>London United Kingdom | **355**<br>116<br>— | ✠Classed LR until 14/2/75 | | **1962**-12 P. K. Harris & Sons Ltd. —Appledore (527)<br>39,65 9,12<br>36,73 9,00 4,42<br>F 17,4<br>rf 864 BK 51 conv Stern Trawler Fishing 68 | **M Buoy Ship** | Oil 4SA 6Cy. 305 × 381 with flexible coupling & sr geared to sc. shaft<br>1 160bhp (853kW)<br>Mirrlees National Ltd. Ashton/Lyne<br>Controllable pitch propeller<br>12kn |
| 7803047<br><br>Df Esd<br>RT | **DOM ISAAC VII**<br>**Pionera Da Costa**<br>Brazil | **103**<br>—<br>— | | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (036)<br>22,00 2,998<br>6,00 3,36<br>1 dk | **M Fishing**<br>In.91 | Oil 4SA 8Cy. 127 × 140 geared to sc. shaft<br>175bhp (129kW)<br>Saab-Scania do Brasil Sao Paulo |
| 7803059<br><br>Df Esd<br>RT | **DOM ISAAC VIII**<br>**Pionera Da Costa**<br>Brazil | **103**<br>—<br>— | | | **1978** EBRASA (Empresa Brazileira de Contrucao Naval S.A.)—Itajai (037)<br>22,00 2,998<br>6,00 3,36<br>1 dk | **M Fishing**<br>In.91 | Oil 4SA 8Cy. 127 × 140 geared to sc. shaft<br>175bhp (129kW)<br>Saab-Scania do Brasil Sao Paulo |
| 5091779<br>CSMD<br><br>Df Esd<br>Gc Rdr<br>RT | **DOM LUIZ**<br>ex ATR 173<br>**Lisbon Harbour Board**<br>Lisboa Portugal | **617**<br>186<br>— | | | **1944** Gulfport Boiler & Welding Works Inc. —Port Arthur, Tx<br>41,33 10,04 4,573<br>... ... ... | **TD-E Tug** | 2 Oil each 6Cy. 220 × 265 connected to 2 elec. motors<br>General Motors Corp. Cleveland, Oh |
| 5365041<br>ODGQ<br><br>Df Esd<br>Gc Rdr<br>RTm | **DOMA T.**<br>ex Torfinn Jarl-76<br>**Issam Moumneh & Adnan Tabbarah**<br>Beirut Lebanon | **963**<br>446<br>1 301 | | NV | **1956** Trondhjems M/V A/S—Trondheim (237)<br>79,38 11,00 4,236<br>73,46 10,98 4,27<br>P 15,3 B 8,6 1 dk & S dk<br>RW rf 152 len 66 | **M General Cargo**<br>Ref.<br>Ice strengthened<br>4 Ho 10,9 12,1 10,0 9,8 ER<br>B.305 In.1 734<br>4 Ha (stl) (6,9 × 3,5) (5,3 × 4,1) (4,7 4,7 × 3,1) ER<br>5W Cr 1(3) Der 1(15) 1(5) 4(3) | OSD Oil 4SA 6Cy. 400 × 600<br>1 260bhp (927kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 110kW 380V 50Hz a.c.<br>Fuel 197,0t (d.o.)-5,0pd 12,5kn |
| 7007497<br>LW4168<br><br>RTv | **DOMADOR**<br>**Government of The Argentine Republic (Empresa Flota Fluvial del Estado Argentino) (EFFDEA)**<br>Buenos Aires Argentina | **208**<br>105<br>248 | ✠Classed LR until 10/10/75 | | **1971**-12 Talleres de Reparaciones Navales T.A.R.E.N.A.—San Fernando (39)<br>30,61 8,46<br>28,00 8,01 4,09<br>rf 813 | **D-E Tug**<br>Fire-fighting | 2 Oil 4SA each 7Cy. 245 × 330 driving 2 gen. connected to 2 elec. motors geared to sc. shaft<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires<br>Gen 2 × 37kW 2 × 45kW 230V d.c.<br>Fuel 84,5t (d.o.) 14kn |
| 6924791<br>H9UD<br>1177<br>5-82<br>Df Esd<br>Gc Rdr | **DOMAIN**<br>ex Uko Maru-81<br>**Cork Investment Agency S.A.**<br>Panama Panama | **1 997**<br>1 226<br>3 377 | | NK | **1969** Ujina Zosensho—Hiroshima (493)<br>88,02 12,60 5,760<br>82,00 12,58 6,48<br>P 18,3 F 10,1 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 4 205 | Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 80kW 445V a.c.<br>Fuel 280,5t-8,0pd 12kn |
| 7634381<br><br>596900<br>Esd Gc<br>Pfd Rdr | **DOMAR CAPTAIN**<br>**Dotco One Inc.**<br>Morgan City, La United States of America | **126**<br>85<br>— | | AB | **1978** Zigler Shipyards Inc.—Mermentau, La (251)<br>53,52 4,501<br>31,81 10,41 5,31<br>F 19,6 1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| 8101654<br>WYR6<br>250<br>633211<br>Df Gc<br>Pfd Rdr<br>RT | **DOMAR LIEUTENANT**<br>**Leevac Inc.**<br>Morgan City, La United States of America | **194**<br>167<br>— | | AB | **1981** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (136)<br>3,887<br>30,48 9,15 4,45<br>F 3,4 1 dk<br>BK 25 | **TM Tug** | 2 Vee Oil 2SA each 8Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12kn |

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| **7736799**<br>IPRL<br>45<br>Rdr RT | **DOMENICO**<br><br>**Matteo Giordana**<br>Salerno Italy | **421**<br>205<br>— | | **1978** Cant. Nav. Codecasa—Viareggio<br>52,61 9,07<br>RI 42,02 9,06 4,50<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 250 × 300<br>1 500bhp (1 103kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg |
| **7123394**<br>IMUZ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DOMENICO SCOTTO**<br>ex Aiden-81 ex Jackie Silvana-80<br>ex Thea Danielsen-78<br>**Antonio Scotto di Santolo**<br>Italy | **1 592**<br>997<br>2 816 | | **1972** N.V. Bodewes Schps.—Martenshoek (511)<br>BV 87,46 11,94 5,360<br>79,18 11,89 6,51<br>P 19,9 F 18,6 1 dk | **M General Cargo**<br><br>1 Ho 54,2 ER<br>G.3 475 B.3 242<br>2 Ha (stl) (each 18,5 × 8,5) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 105kW 1 × 42kW<br>380V 50Hz a.c.<br>Fuel 154,5t (d.o.)-6,0pd 12,5kn |
| **7045217**<br>ESVV<br>M-6250<br>Df Esd<br>Rdr RT | **DOMENSHCHIK**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **633**<br>222<br>318 | | **1970** ..............U.S.S.R.<br>54,21 9,38 3,810<br>RS 49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho ER<br>In.284<br>2 Ha (each 1,5 × 1,6) ER<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **7531802**<br>6ZAS<br>6075<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DOMINA**<br><br>**Zenith Navigation Ltd.**<br>Monrovia Liberia | **14 091**<br>9 386<br>26 800 | | **1978** China SB. Corp.—Kaohsiung (59)<br>170,57 7,513<br>AB 160,03 24,81 14,36<br>P 34,5 F 14,7 1 dk | **M Bulk Carrier**<br>Vehicles<br>2 side doors (s) & 1 ramp (s)<br>5 Ho 16,9 26,4 26,4 26,4 25,6<br>ER<br>2 Ha (stl) (9,9 9,2 × 11,9) ER<br>Cr 1(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 1 477,0t (hvf)-34,0pd<br>17kn |
| **5091834**<br>MXXF<br>300431<br>Esd Pfd<br>Rdr RTv | **DOMINANT**<br><br>**Dover Harbour Board**<br>Dover United Kingdom | **161**<br>—<br>— | ✠**100A1** SS 10/78<br>tug<br>North Sea and English<br>Channel service<br>✠**LMC**<br>EL (b)<br>FN 305 | **1958**-3 P. K. Harris & Sons Ltd.<br>—Appledore (108)<br>30,23 7,60 3,042<br>26,83 7,55 3,81<br><br>rf 406 BK 51<br>3BH WB21t | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse<br>geared to sc. shafts<br>Lister Blackstone Mar. Ltd. Dursley |
| **5091846**<br><br><br>Df Esd<br>Gc Rdr | **DOMINATOR**<br><br>**Joseph Madruga** | **350**<br>165<br>— | | **1954** National Steel & SB. Co.—San Diego,<br>Ca<br>*35,97* 9,35<br>38,82 9,30 4,42 | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 205 × 380<br>950bhp (699kW)<br>General Metals Corp. San Francisco, Ca |
| **7023271**<br>GONF<br>340346<br>Df Esd<br>Rdr<br>RTm/v | **DOMINENCE**<br><br>**London & Rochester Trading**<br>**Co. Ltd. (CRESCENT**<br>**SHIPPING)**<br>Rochester United Kingdom | **425**<br>262<br>645 | ✠**100A1** SS 8/78<br>short international<br>voyages<br>**LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 534 | **1970**-8 Schpsw. Gebr. Coops N.V.<br>—Hoogezand (254)<br>47,76 8,82 3,125<br>43,95 8,69 3,46<br>P 9,5 F 6,4 1 dk<br>rf nil<br>3BH WB209t | **M General Cargo**<br><br>1 Ho 30,7 ER<br>G.928 B.876<br>1 Ha (stl) (24,6 × 5,4) ER | Oil 4SA 8Cy. 165 × 184 reverse reduction<br>geared to sc. shaft<br>320bhp (235kW)<br>English Electric Diesels Ltd. Kelvin<br>Mar. Div. Glasgow<br>Gen 1 × 3kW 24V d.c.<br>Fuel 25,5t (d.o.) 9kn |
| **5091884**<br>ECAM<br>1268<br>Esd | **DOMINGUEZ ARANDA**<br><br>**Diego Dominguez & Hermanos**<br>Ceuta Spain | **159**<br>—<br>— | | **1952** Jose Caloza—Barbate<br>*26,00* 7,42<br>... ... | **Wood M Fishing**<br>Side Trawler | Oil 6Cy. 220 × 290<br>560bhp (412kW)<br>..............<br>Fuel 30,5t (d.o.) 11,5kn |
| **5300340**<br>MECN<br>303275<br>Df Esd<br>Rdr | **DOMINICA**<br>ex Ross Cormorant-82<br>**The Colne Shipping Co. Ltd.**<br>Lowestoft United Kingdom | **288**<br>92<br>— | ✠**100A1** SS 7/78<br>for service within the sea<br>area enclosed between<br>the Parallels of Latitude<br>62°N & 48°N, the<br>Meridian of Longitude<br>15°W & the coast of<br>Europe<br>✠**LMC**<br>EL (d) 1"<br>FN 370 | **1961**-7 Cochrane & Sons Ltd.—Selby (1465)<br><br>*33,47* 7,57<br>32,77 7,47 3,81<br>F 6,1<br>RW rf 762 BK 178 conv Side Trawler<br>Fishing 79<br>4BH WB13t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 318 × 368 with flexible<br>coupling & sr reverse geared to sc. shaft<br>857bhp (630kW)<br>Ruston & Hornsby Ltd. Lincoln |
| **6916952**<br><br><br>Esd Pfd<br>RTm | **DOMINICA A.**<br><br>**Industria Pesquera Hondurena**<br>Roatan Honduras | **109**<br>54<br>55 | | **1969** Cia. Euskalduna—Bilbao (100)<br>26,42 6,89 2,744<br>(BV) 22,81 6,86 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.fwd<br>1 Ho<br>In.117<br>2 Ha (each 1,9 × 1,9) | Oil 4SA 6Cy. 159 × 203<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| **7437343**<br>WYT9<br>570<br>548195 | **DOMINICK J**<br><br>**Joe Frye Colt**<br>Mobile, Al United States<br>of America | **112**<br>73<br>— | | **1973** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A |
| **5091901**<br>LW4254 | **DOMINION**<br><br>**Compania Argentina de**<br>**Navegacion Angel Gardella**<br>**Ltda.**<br>Buenos Aires Argentina | **191**<br>66<br>— | ✠Classed LR until 3/07 | **1903**-3 J. P. Rennoldson & Sons—South<br>Shields (222)<br>*30,48* 6,76<br>... ... ...<br><br>R | **S Tug** | T 3Cy. 368 584 & 965 × 686<br><br>J. P. Rennoldson & Sons South Shields |
| **5185740**<br>ZCXQ<br>332119<br>Df Esd<br>RTm/h | **DOMINION PINE**<br>ex Kerksingel-69 ex Stephanie-62<br>**Freight Chartering Co. Ltd.**<br>Georgetown Cayman Islands<br>(British) | **498**<br>255<br>695 | | **1960** Kerstholt Scheeps. N.V.—Groningen<br>(221)<br>(BV) 53,09 8,62 3,296<br>48,29 8,49 3,46<br>1 dk<br>R• | **M General Cargo**<br><br><br>G.1 008 B.943<br>2 Ha (each 10,9 × 5,0) ER<br>Der 2(2-4) | Oil 4SA 6Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 6kW 110V d.c.<br>Fuel 55,0t (d.o.) 11,5kn |

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| 7414078<br>HP3368<br>6742-76<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DOMINION SERVICE**<br>**Zapata Marine Service Ltd. S.A.**<br>Panama Panama | **497**<br>200<br>976 | AB | **1975** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (240 B)<br>61,98 12,25 4,420<br>55,58 12,17 5,19<br>F 22,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 232 × 254 geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>2 Controllable pitch propellers<br>Fuel 262,0t (d.o.)-23,5pd 14,5kn |
| 5152133<br>HPEO<br>1089<br>9-AG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOMINIQUE**<br>ex Saint Dominique-79<br>ex Hoegh Banniere-73<br>**Villamoura Maritime Inc.**<br>Empan Maritime Inc.<br>Panama Panama | T.Mk<br>**4 357**<br>2 295<br>7 529<br>**6 980**<br>4 367<br>10 147 | BV (NV) | **1962** Drammen Slip & Verk.—Drammen (51)<br>151,54 17,58 6,589/7,824<br>140,90 17,53 10,06<br>P 43,0 F 33,0 2 dks<br>rf 51 len 71 | **M General Cargo**<br>Ref<br>5 Ho 17,0 28,1 22,1 24,9 16,0 ER<br>G.16 035 B.14 833 In.831<br>5 Ha (stl) (8,2 × 5,7) (19,2 12,4 15,1 × 6,1) (4,0 × 3,4) ER<br>16W Cr 1(3) Der 1(90) 4(15) 4(10) 4(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 180kW 440V 60Hz a.c.<br>Fuel 937,0t (hvf) 16kn |
| 6513700<br>OXDZ<br>D1885<br>Esd Rdr<br>RT | **DOMINO**<br>ex Diana-71<br>**Jens Bagh Jepsen**<br>Skagen Denmark | **149**<br>65<br>— | BV | **1964** VEB Rosslauer Schiffswerft—Rosslau<br>30,69 6,61<br>27,03 6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>690bhp (508kW) NE 76<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 15kW 220V d.c.<br>Fuel (d.o.) 11kn |
| 7602089<br>ITNA<br>1316<br>Df Esd<br>Gc Rdr<br>RT | **DOMIZIANA**<br>Launched as Domizia<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **10 500**<br>5 900<br>3 250 | RI | **1979** Italcantieri S.p.A.—Castellammare di Stabia (4347)<br>136,00(BB) 30,00 5,901<br>125,02 29,91 7,62<br>6 dks | **TM Passenger/RoRo Cargo/Ferry**<br>568bth 160dk P<br>Stern door/ramp | 2 Vee Oil 4SA each 16Cy. 420 × 500 sr geared to sc. shaft<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>22,25kn |
| 7418751<br>EMAJ<br>M-32715<br>Df Esd<br>Gc Rdr<br>RT | **DOMODYEDOVO**<br>**U.S.S.R.-'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 182 | RS | **1974** ............U.S.S.R.<br>83,90 14,00 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.314 In.1 765 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 6422494<br>EEKJ<br>8545<br>Esd RT | **DOMONTE MANDADO**<br>**Manuel Domonte Dominguez**<br>Vigo Spain | **126**<br>58<br>— | | **1964** Ast. Santodomingo—Vigo (237)<br>*21,58* 6,25<br>21,59 6,20 3,36 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 220 × 280<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 20,5t (d.o.) 8,5kn |
| 7035121<br>UIQS<br>M-29868<br>Df Esd<br>Gc Rdr<br>RT | **DON**<br>**U.S.S.R.-'Azcherryba'**<br>Sevastopol U.S.S.R. | **2 824**<br>1 213<br>2 809 | RS | **1968** ............U.S.S.R.<br>99,35 14,03 5,681<br>90,00 14,00 7,24 | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>In.3 850<br>3 Ha (each 4,1 × 3,5) ER<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 3 040kW connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>13,5kn |
| 7044639<br>ESTM<br>M-30141<br>Df Esd<br>Gc Rdr<br>RT | **DON**<br>**U.S.S.R.-'Kaspryba'**<br>Astrakhan U.S.S.R. | **1 346**<br>461<br>527 | RS | **1969** ............U.S.S.R.<br>72,07 10,83 3,601<br>5,72 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 7819890<br>Esd Rdr<br>RT | **DON**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **500**<br>—<br>720 | RS (Class cont.) | **1980** Brodogradiliste "Titovo"—Kraljevica (428)<br>55,35 11,82 3,860<br>49,00 11,60 4,88<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>4 340bhp (3 192kW) Sulzer<br>Jugoturbina Karlovac |
| 5360948<br>HP3670<br>6487-PEXT2<br>Df Esd<br>Rdr RTm | **DON**<br>ex Boekanier I-80 ex Rottneros-76<br>ex Tide-69<br>**Sociedad Pro-Mar Shipping Co.**<br>Panama Panama | **493**<br>275<br>1 150 | GL | **1961** Jadewerft G.m.b.H.—Wilhelmshaven (80)<br>66,30 10,55 3,660<br>60,00 10,51 5,80<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,6<br>G.2 419 B.2 193<br>2 Ha (each 16,2 × 6,0)<br>Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11kn |
| 6512079<br>H06023<br>6877-76<br>Df Esd<br>Rdr<br>RTm/h/v | **DON ALBERTO**<br>ex Dita Smits-76<br>**Empacadora del Norte S.A.**<br>Panama Panama | T.Mk<br>**603**<br>203<br>870<br>**1 200**<br>657<br>1 869 | **✠100A1** SS 6/78<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL p 1$\frac{7}{16}$"SQ<br>FN 1262 | **1965**-7 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (360)<br>79,76 11,31 3,741/5,271<br>72,60 11,17 6,20<br>Ba 12,5 F 12,5 2 dks<br>RW rf 102<br>Coll BH to U dk 3 to 2nd dk WB376t incl. DTf29t | **TM General Cargo**<br>Ref.<br>2 Ho 29,4 17,6 ER 2 TwD 25,8 17,1 ER<br>In.1 826<br>4 Ha (stl) (9,3 14,8 × 5,1) (9,7 14,6 × 4,8) ER<br>Der 3(3) | 2 Oil 4SA each 8Cy. 320 × 480<br>2 500bhp (1 839kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 160kW 1 × 28kW 380V a.c.<br>Fuel (d.o.) |
| 6605967<br>HJLD<br>MC3-078<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DON ALEJO**<br>ex Fossum-77<br>**Maritimas Internationals Ltda.**<br>Barranquilla Colombia | **3 879**<br>2 364<br>5 842 | **100A1** SS 2/78<br>**LMC**<br>EL T 1$\frac{3}{4}$"U2<br>FN 2419<br>(NV) | **1966** A/S Framnaes M/V—Sandefjord (170)<br>111,36 16,03 6,325<br>103,03 15,85 7,62<br>P 22,0 F 9,2 1 dk<br>rf nil<br>5BH WB1146T | **M General Cargo**<br>3 Ho 13,4 28,0 28,6 ER<br>G.8 268 B.7 646<br>5 Ha (stl) (11,5 8,8 8,8 8,8 8,8 × 8,5) ER<br>10W Der 2(10) 8(5) | Oil 2SA 8Cy. 480 × 700<br>3 500bhp (2 574kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 128kW 440V 60Hz a.c.<br>Fuel 406,5t (hvf)-13,0pd 13kn |
| 7437898<br>DZDD<br>207981 | **DON ALFREDO**<br>ex FS 310 ex FP 310<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **663**<br>462<br>813 | (AB) | **1944** J. H. Mathis Co.—Camden, NJ (148)<br>51,59 10,11<br>3,99<br>F 8,0 1 dk | **TM General Cargo**<br>2 Ho 12,8 — ER<br>2 Ha (8,5 × 4,8) (— × —) ER | 2 Oil 2SA each 6Cy. 222 × 266 with airflex clutches & sr reverse geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Fuel (d.o.) |

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| **7224928** | **DON ALLISON** | | **967** | | **1964** Imabari Zosen—Imabari (130) | **M General Cargo** | Oil 4SA 6Cy. | |
| DZIW | ex Shikishima Maru No. 5-79 | | 788 | | 65,99 10,01 5,004 | | 1 200bhp (883kW) | |
| | **Lorenzo Shipping Corp.** | | 1 784 | | 60,00 9,99 5,21 | 1 Ho ER | Makita Tekkosho | Takamatsu |
| Rdr | Manila | Philippines | | | 1 dk | G.2 090 B.1 923 | Gen 1 × 7,5kW 105V d.c. | |
| | | | | | | 1 Ha (32,4 × 6,0) ER | Fuel 61,0t-5,0pd | 11,5kn |
| | | | | | | 4W Der 2(7) 2(5) | | |

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| **7511436** | **DON ALVARO** | | **100** | | **1969** Ast. Magdalena Ltda.—Barranquilla | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127 | |
| | | | — | | (511) | Side-fishing | 525bhp (386kW) | |
| | **Alimentos Interamericanos S.A.** | | — | (GL) | ... ... ... | | General Motors Corp. | Detroit, Mi |
| Pfd RT | Corinto | Nicaragua | | | 5,95 2,95 | | | |
| | | | | | 1 dk | | | |

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| **7001778** | **DON AMBROSIO** | | **3 937** | | **1970** Setoda Zosensho—Setoda (228) | **M General Cargo** | Oil 2SA 6Cy. 420 × 900 | |
| DVHS | | | 2 577 | | 111,00 16,24 6,605 | | 3 300bhp (2 427kW) | B&W |
| 212990 | **Transocean Transport Corp.** | | 6 177 | AB | 101,99 16,21 8,21 | 2 Ho each 35,9 ER | Hitachi Zosen Sakurajima Works, Osaka | |
| Df Esd | Manila | Philippines | | | P 22,0 F 9,2 1 dk | G.8 467 B.8 014 | Gen 2 × 196kW 220V 60Hz a.c. | |
| Gc Pfd | | | | | rf′102 | 2 Ha (stl) (each 29,2 × 7,6) ER | Fuel 494,0t | 13kn |
| Rdr RT | | | | | | 12W Der 1(15) 3(10) | | |

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| **7632670** | **DON ANTONIO BOTELHO** | | **4 318** | | **1977** Mie Shipyard Co. Ltd.—Yokkaichi | **M General Cargo** | Oil 4SA 6Cy. 470 × 760 | |
| DZIK | ex Don Antonio-77 | | 3 120 | | (181) | Mchy.aft | 4 100bhp (3 016kW) | |
| 223511 | **Botelho Bulk Transport Corp.** | | 7 678 | AB (NK) | 109,05 7,101 | 2 Ho each 37,4 | Makita Diesel Co. Ltd. | Takamatsu |
| Df Esd | Manila | Philippines | | | 101,81 17,01 8,82 | | Gen 2 × 144kW a.c. | |
| Gc Pfd | | | | | P 23,5 F 11,6 1 dk | 2 Ha (stl) (28,0 27,4 × 8,5) | | 14,5kn |
| Rdr RT | | | | | | | | |

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| **5290533** | **DON ANTONIO I** | | **873** | | **1953** A/B Marstrands M/V—Marstrand | **M Liquefied Gas Carrier** | Oil 4SA 8Cy. 290 × 420 | |
| HO6174 | ex Rasmus-79 | | 506 | | (30) | LPG Pressurised | 1 000bhp (736kW) | |
| 9123- | ex Rasmus Tholstrup-79 | | 465 | BV | 60,48 10,09 3,772 | 5 Ta (stl) 2 cyl vert 3 spherical ER | Maschinenbau Kiel A.G. | Kiel |
| PEXT1 | **Pandagas Carriers Ltd.** | | | | 55,78 10,04 5,08 | L.(gas) 1 045 | Fuel 40,5t (d.o.)-3,5pd | 10kn |
| Df Esd | Panama | Panama | | | 1 dk | | | |
| Gc Pfd | | | | | len 59 | | | |
| Rdr RT | | | | | | | | |

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| **5236678** | **DON BASILIO** | | **716** | | **1957** Cant. Gardano & Giampieri—Porto | **M Tanker** | Oil 4SA 7Cy. 265 × 410 | |
| | ex Mirella Camurati-73 | | 377 | | Recanati (44) | | 600bhp (441kW) | |
| 053 | **Trans Petrol Ltda.** | | 1 118 | RI | 61,50 9,83 4,109 | 8 Ta ER | S.A. Ansaldo Stab. Mecc. | Genova |
| Rdr RT | Isla de San | Colombia | | | 57,82 9,81 4,40 | L.(oil) 1 357 | | |
| | Andres | | | | 1 dk | | | |
| | | | | | RW | | | |

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| **5091951** | **DON BENITO** | | **408** | | **1907**-3 J. Fullerton & Co.—Paisley (194) | **S General Cargo** | C 2Cy. 381 & 813 × 610 | |
| LW2517 | ex Apipe | | 170 | | *56,52* 11,00 | Mchy.aft | | |
| | **Ant. Ferro e Hijos S.A. Ltda.** | | — | ✠ | ... ... ... | | McKie & Baxter Ltd. | Glasgow |
| | Buenos Aires | Argentina | | | 1 dk | | | |

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| **5071028** | **DON BENITO** | | **258** | | **1959** Miho Zosensho K.K.—Shimizu (256) | **M Fishing** | Oil 4SA 6Cy. 300 × 420 | |
| DVED | ex Shunkai Maru No. 1-71 | | 147 | | 43,26 7,17 | Side-fishing | 550bhp (405kW) | |
| | ex Chofuku Maru No. 1 | | — | | 38,18 7,12 3,46 | Mchy.aft | Akasaka Tekkosho K.K., (Akasaka | |
| Df | **Pastoral Fishing Industries Inc.** | | | | 1 dk | | Diesels Ltd.) | Yaizu |
| | | Philippines | | | | | Fuel 131,0t | 10kn |

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| **7022875** | **DON BENJAMIN** | | **877** | | **1967** Shimoda Dockyard Co. Ltd. | **M RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. geared to sc. shaft | |
| | ex Shinkanaya Maru-82 | | 392 | | —Shimoda | Rail Vehicles 1000P | 2 600bhp (1 912kW) | |
| 226731 | **Carlos A. Gothong Lines Inc.** | | 259 | | 61,50 13,72 2,794 | | Nippon Hatsudoki | Kobe |
| | Cebu | Philippines | | | 57,00 13,70 3,94 | | Gen 2 × 100kW 200V a.c. | |
| | | | | | 2 dks | | Fuel 30,5t-5,0pd | 14,5kn |

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| **5237622** | **DON BONIFACIO** | | **970** | | **1959** Onomichi Zosen—Onomichi (58) | **M Passenger/General Cargo/Ferry** | Oil 2SA 5Cy. 480 × 700 | |
| DYGK | ex Scorpius-79 | | 512 | | 63,99 10,47 4,319 | | 1 500bhp (1 103kW) | Sulzer |
| 221475 | ex Miyako Maru-74 | | 694 | (NK) | 57,84 10,42 4,70 | 288P | Uraga Diesel Kogyo | Tamashima |
| Rdr RT | **Carlos A. Gothong Lines Inc.** | | | | 1 dk | 2 Ho | Gen 2 × 65kW 200V d.c. | |
| | Cebu City | Philippines | | | | G.900 B.840 | Fuel 63,0t-8,5pd | 13kn |
| | | | | | | 2 Ha (9,4 × 4,0) (5,2 × 3,5) | | |
| | | | | | | 4W Der 4(2,5) | | |

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| **6829484** | **DON CALVINO** | | **881** | | **1968** Taguma Zosen—Innoshima (68) | **TM Ferry** | 2 Oil 4SA each 8Cy. 300 × 380 | |
| | ex Shunan Maru-80 | | 208 | | 62,06 13,42 2,998 | 495P | 2 660bhp (1 957kW) | |
| 22533 | **Carlos A. Gothong Lines Inc.** | | 233 | | 57,00 13,39 4,60 | | Daihatsu Kogyo | Osaka |
| Rdr RT | Cebu City | Philippines | | | 1 dk | | Fuel 36,5t-6,0pd | 14,5kn |
| | | | | | RW | | | |

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| **5207809** | **DON CAMILO** | | **2 353** | | **1951** Bremer Vulkan A.G.—Vegesack | **M General Cargo** OSD | Oil 2DA 6Cy. 600 × 900 | |
| DYCY | ex Lichtenstein-68 | | 1 275 | | (806) | 12P | 3 900bhp (2 869kW) | |
| | **Universal Shipping Lines Inc.** | | 3 125 | GL | 105,11 14,20 6,182 | 4 Ho 21,1 21,1 16,0 14,4 | Bremer Vulcan A.G. | Bremen-Vegesack |
| Df Esd | Carlos A. Gothong Lines Inc. | | | | 14,15 8,69 | G.7 245 B.6 431 | Gen 3 × 120kW 1 × 15kW 220V d.c. | |
| Gc Rdr | Cebu | Philippines | | | P 21,7 F 31,1 1 dk & S dk | 4 Ha (8,3 9,7 8,2 8,2 × 4,7) | Fuel 396,5t (d.o.) | 16kn |
| RTv | | | | | RW | 8W Der 2(3-5) 6(3) | | |

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| **7359462** | **DON CARLOS** | | T.Mk | ✠**100A1** CS 4/81 | **1976**-4 Oy Wartsila Ab—Turku/Abo | **M Vehicles Carrier** | Oil 2SA 6Cy. 900 × 1550 | |
| SFBA | | | **14 479** | Ice Class 3 | (1220) | | 17 400bhp (12 799kW) | Sulzer |
| | **R/A Soya** | | 7 259 | ✠**LMC** **UMS** | 202,62(BB) 28,15 8,484 | 2 Side doors/ramps (s) | Oy Wartsila Ab | Turku/Abo |
| Df Esd | Walleniusrederierna (Wallenius | | 15 000 | EL L† 2¾"U3 | 184,99 28,01 21,29 | Mchy.aft | AuxB (o.f.) 8kgf/cm² (7,9bar) | |
| Gc Pfd | Lines) | | | FN 9121 | B 172,3 2 stl dks, 3 intermediate plywood | | e(ex.g) 8kgf/cm² (7,9bar) | |
| Rdr RT | Stockholm | Sweden | | | dks & 4 lower plywood dks fwd of mchy. | | Gen 3 × 660kW 450V 60Hz a.c. | |
| | | | | | space all for light cargoes only | | Controllable pitch propeller | |
| | | | | | rf 254 | | Thw. thrust propeller fwd | |
| | | | | | NS 2BH to U dk, 3 to 2nd stl. dk | | Fuel 339,5t (d.o.) 2 874,5t (hvf) | 19kn |
| | | | | | WB6526T incl. STs in cargo spaces | | | |
| | | | | | 3082T | | | |

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| **5419452** | **DON CARLOS** | | **1 434** | | **1963** Hashihama Zosen—Imabari (151) | **M Vehicles Carrier** | Oil 4SA 6Cy. 380 × 550 | |
| DYDP | ex Daiten Maru-77 | | 978 | | 71,61 10,85 3,125 | | 1 300bhp (956kW) | |
| | **Sulpicio Lines Inc.** | | 360 | | 64,98 10,80 4,86 | 4 Ho | Hanshin Nainenki Kogyo | Kobe |
| Df Rdr | Cebu | Philippines | | | 3 dks | | Gen 2 × 28kW 220V a.c. | |
| RT | | | | | RW | | Fuel 98,5t-5,0pd | 12kn |

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| 5091987 | **DON CARLOS**<br>**Liebig's Extract of Meat Co. Ltd.**<br>Buenos Aires Argentina | **268**<br>216<br>— | ✠Classed LR until 7/14 | **1910**-7 Day, Summers & Co. Ltd. —Southampton (147)<br>*42,68* 7,65<br>7,60<br>F 7,1 1 dk | **M General Cargo Barge**<br>1 Ho ER<br>1 Ha (6,4 × 2,5) ER<br>2W | Oil 2SA 267 × 343 NE 60<br>Crossley Bros. Ltd. Manchester<br>Fuel 61,0t 10kn |
| 6514613<br>Esd RT | **DON CARLOS**<br>**Sociedad Pesquera Punta Negra Ltda.**<br>Iquique Chile | **138**<br>—<br>282 | ✠Classed LR until 10/67 | **1965**-11 AUPSA (Ast. Unidos del Pacifico S.A.)—Mazatlan<br>25,00 7,24 3,048<br>21,52 7,01 3,51<br>rf nil BK 140 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5091999<br>LW3347 | **DON CARLOS C.**<br>ex La Liberte-36<br>**S.A. Angel Cassanello Ltda.**<br>Buenos Aires Argentina | **110**<br>36<br>— | | **1913** G. & H. Bodewes—Martenshoek<br>*23,93* 5,64<br>... ... ... | **S Tug** | T 3Cy. 265 419 & 691 × 400<br>............. |
| 7911155<br>Df Esd<br>RT | **DON CESAR**<br>**Industrial Pesquera Jambeli**<br>Guayaquil Ecuador | **306**<br>87<br>335 | BV (Class cont.) | **1980** Inversiones Navales S.A. (INSA) —Callao (57)<br>36,58 8,23<br>30,87 8,08 4,20<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>Mchy.fwd | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW |
| 6603373<br>DZOC<br>Df Esd<br>Gc Rdr<br>RT | **DON CLAUDIO**<br>ex Okinoshima Maru-78<br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | **2 722**<br>1 442<br>1 982 | AB | **1966** Sanoyasu Dockyard Co. Ltd.—Osaka (237)<br>92,61 14,46 5,411<br>86,01 14,41 6,13<br>1 dk<br>rf 13 | **M Ferry/General Cargo**<br>873P<br>3 Ho 11,5 15,8 12,1<br>G.1 952 B.1 893 In.105<br>3 Ha (stl) (5,4 × 3,9) (8,5 6,7 × 4,1)<br>4W Cr 1(3) Der 1(10) 1(5) | Oil 2SA 7Cy. 420 × 900<br>3 850bhp (2 832kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 176kW 445V 60Hz a.c.<br>Fuel 136,0t (hvf)-16,5pd 18,5kn |
| 7345992<br>LW4191<br>Gc Rdr<br>RT | **DON CLAUDIO**<br>**Proa Pesquera S.A.M.C.I.**<br>Mar del Plata Argentina | **148**<br>—<br>— | | **1976** Ast. y Tall. "El Atlantico"—Buenos Aires (5)<br>28,63 7,22 3,201<br>24,49 7,21 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 210 × 300 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>Motores Stork Werkspoor Buenos Aires |
| 5297024<br>Rdr RT | **DON CLEMENTE**<br>ex Sampaguita Garland-78<br>ex Ritsurin Maru-77<br>**Carlos A. Gothong Lines Inc.**<br>Philippines | **594**<br>284<br>170 | | **1961** Hashihama Zosen—Imabari (112)<br>47,81 13,21 2,515<br>44,00 11,00 3,79<br>1 dk | **TM Ferry**<br>450P | 2 Oil 4SA each 6Cy. 320 × 460<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 18,5t-7,0pd 12,5kn |
| 6907200<br>Esd Pfd<br>RTm | **DON DAN S.**<br>**Industria Pesquera Hondurena**<br>Roatan Honduras | **109**<br>54<br>55 | (BV) | **1968** Ast. Celaya—Bilbao (96)<br>26,42 6,89 2,744<br>22,81 6,86 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho<br>In.117<br>2 Ha (each 1,9 × 1,9) | Oil 4SA 6Cy. 159 × 203<br>375bhp (276kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 7437915<br>DYIN<br>213494 | **DON DOMINADOR I**<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **230**<br>126<br>— | | **1970** .............Cebu<br>36,91 7,47<br>2,67<br>1 dk | **TM General Cargo** | 2 Vee Oil 2SA each 6Cy. 108 × 127<br>205bhp (151kW)<br>General Motors Corp. Cleveland, Oh |
| 7437927<br>DYIM<br>220047 | **DON DOMINADOR II**<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **230**<br>126<br>— | | **1972** .............Cebu<br>36,91 7,47<br>2,67<br>1 dk | **TM General Cargo** | 2 Vee Oil 2SA each 6Cy. 108 × 127<br>205bhp (151kW)<br>General Motors Corp. Cleveland, Oh |
| 7326855<br>DYCJ<br>224314<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON ENRIQUE**<br>ex Okinawa Maru-78<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **3 785**<br>2 265<br>1 741 | | **1973** Onomichi Zosen—Onomichi (243)<br>111,46 15,22 5,296<br>101,50 15,19 6,56<br>2 dks<br>RW | **M RoRo/General Cargo/Ferry**<br>Vehicles 1031P<br>2 Ho<br>G.1 723 B.1 675<br>2 Ha (9,0 × 5,0) (9,0 × 4,5) ER | Vee Oil 4SA 14Cy. 400 × 540<br>7 600bhp (5 590kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 3 × 420kW 450V a.c.<br>19,25kn |
| 7437903<br>DYEX<br>209954 | **DON ENRIQUE**<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **768**<br>381<br>813 | | **1942** .............U.S.A.<br>64,29 9,76<br>3,51<br>1 dk<br>conv Landing Ship — | **TM General Cargo** | 2 Oil each 6Cy. 222 × 266<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh |
| 5092022<br>RT | **DON ENRIQUE**<br>ex Flying Foam-52<br>**Servicios Auxiliares de Puertos S.A. (SERTOSA)**<br>Ceuta Spain | **267**<br>37<br>— | *Classed BC until 8/64 | **1917**-2 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (219)<br>37,39 7,35 3,810<br>35,06 7,32 4,12 | **S Tug** | C.2Cy. 508 & 1067 × 686<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel 84,5t (o.f.) 10kn |
| 5297189<br>HCDJ<br>Df Esd<br>Gc Rdr | **DON ERNESTO**<br>ex River Transport-75<br>ex Transpan-60 ex Quinnebaug-48<br>**Navipac S.A.**<br>Guayaquil Ecuador | **4 350**<br>1 649<br>3 041 | (AB)<br>Classed LR until 31/12/78 | Lch.**1945** St. John's River SB. Co. —Jacksonville, Fl (90)<br>Len & Cmpl.**1947** Maryland D.D. Co. —Baltimore, Md<br>99,12 14,74 5,893<br>94,19 14,70 6,66<br>P 26,9 B 10,7 F 15,3 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 5 069 HeCls. C | Oil 4SA 8Cy. 406 × 508 with Thomas coupling & sr geared to sc. shaft<br>1 200bhp (883kW) E made44 refitted67<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 2 × 250kW 240V d.c.<br>Fuel 660,5t 9kn |
| 5222574<br>DZZK<br>210527<br>Rdr | **DON ERVIN**<br>ex Dona Juanita-79<br>ex Queen Leilani-79<br>ex Maria Cristina-68<br>ex Genyo Maru-62<br>ex Daigen Maru No. 12-57<br>**Sandovals Inc.**<br>Manila Philippines | **1 038**<br>465<br>1 609 | | **1955** Namura SB. Co. Ltd.—Osaka (281)<br>64,52 10,04 4,919<br>60,00 10,01 5,52<br>P 17,4 F 9,2 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 38,7 ER<br>1 Ha (26,3 × 5,0) ER | Oil 4SA 6Cy. 350 × 520<br>550bhp (405kW) E made46 refitted55<br>Kanegafuchi Boseki Kobe |

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| 7335545<br>Rdr | **DON EUGENIO**<br>ex Shinho Maru-77<br>**Gonzaro Puyat & Sons Inc.**<br>Manila Philippines | **610**<br>326<br>1 533 | | **1969** Higaki Zosen K.K.—Imabari (102)<br>60,89 9,81 4,928<br>55,78 9,78 5,01<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.2 145 B.1 913<br>1 Ha (28,0 × 6,4) ER<br>Der 2(5) | Oil 4SA 6Cy. 330 × 500<br>1 400bhp (1 030kW)<br>Makita Tekkosho<br>Gen 2 × 56kW 225V a.c.<br>Fuel 99,5t-2,0pd | Takamatsu<br>12kn |
| 6924765<br>DYCN<br>224315<br>Df Esd<br>Gc Rdr<br>RT | **DON EUSEBIO**<br>ex Tokyo Maru-78<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **3 501**<br>2 070<br>1 798 | (NK) | **1969** Onomichi Zosen—Onomichi (210)<br>111,21 15,22 5,487<br>101,53 15,19 8,69<br>B 57,0 2 dks, pt 3rd dk<br>RW | **M Passenger/General Cargo/Ferry**<br>Ref 1002P<br>1 Ho ER 1 Ho<br>G.1 739 B.1 704<br>4 Ha (— × —) ER (— × —) (—p&s × —)<br>4W Der 2(10) | Oil 2SA 8Cy. 500 × 1100<br>6 150bhp (4 524kW)<br>Maizuru Jukogyo<br>Gen 3 × 280kW 445V a.c.<br>Fuel 251,5t (d.o.) | Sulzer<br>Maizuru<br>18,5kn |
| 7511424<br>Pfd RT | **DON FERNANDO**<br>**Alimentos Interamericanos S.A.**<br>Corinto Nicaragua | **100**<br>—<br>— | (GL) | **1969** Ast. Magdalena Ltda.—Barranquilla (509)<br>... ... ...<br>5,95 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. | Detroit, Mi |
| 7322043<br>WYU8<br>134<br>547645 | **DON FIRPO**<br>**Apache Shrimp Co.**<br>Brownsville, Tx United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (137)<br>22,86 6,74 2,744<br>3,81<br>1 dk | **Reinforced Plastic M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co.<br>Fuel (d.o.) | Peoria, Illinois<br>9kn |
| 5428116<br>Df Esd<br>RT | **DON FLORENCIO**<br>ex Mariana-64<br>**Florencio A. Soyangco**<br>Pisagua Chile | **162**<br>77<br>— | | **1963** A/S Bergens M/V—Bergen (447)<br>28,05 8,08<br>24,01 7,93 3,74 | **M Fishing**<br>Stern Trawler | Oil 2SA 4Cy. 300 × 360<br>A/S Bergens M/V | Normo<br>Bergen |
| 7811537<br>YVGT<br>AGSP-1180<br>Df Esd<br>Gc Rdr<br>RT | **DON FRANCISCO**<br>**Corporacion Maritima Venezolana de Carga C.A. (COMARVENCA)**<br>Guanta Venezuela | **498**<br>224<br>502 | **✠100A1**<br>non—perishable cargoes on deck, oil cargoes FP 60°C and above Venezuelan coasting service and to Barranquilla, Aruba, Curacao, Bonaire and Trinidad and Tobago<br>**✠LMC**<br>EL (I) pt$\frac{13}{16}$" pt1"U2<br>FN 589 | **1979**-4 M.E.C.A.P. B.V.—Sluiskijl (112)<br>45,37 12,50 2,158<br>39,20 12,21 2,80<br>RAD 7,1 1 dk<br>rf nil<br>5BH WB93T | **TM RoRo Cargo/Landing Craft**<br>Oil Water<br>Bow ramp<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 108 × 127 sr geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 30kW 1 × 5,25kW 380V 50Hz a.c. | Detroit |
| 7334864<br>HO9858<br>7752-PEXT1<br>Rdr RT | **DON FRANCISCO**<br>ex Zensho Maru-78<br>**Lorenzo Shipping Corp.**<br>Panama Panama | **495**<br>284<br>1 121 | | **1967** Higaki Sangyo—Imabari (32)<br>9,33 4,103<br>49,08 9,30 4,40<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 193 B.1 046<br>1 Ha (24,5 × 5,7) ER | Oil 4SA 6Cy. 290 × 440<br>1 000bhp (736kW)<br>Makita Tekkosho<br>Fuel 49,0t-3,0pd | Takamatsu<br>10,5kn |
| 7232468 | **DON FRANCISCO**<br>**Pesca S.A.**<br>Guatemala | **125**<br>85<br>— | | **1972** Desco Marine—St. Augustine, Fl (105)<br>*20,97* 6,74<br>3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>In.45 | Oil<br>365bhp (268kW) .<br>..............<br>Fuel (d.o.) | |
| 6915984<br>HP2387<br>Esd RT | **DON GAMBOA**<br>**Interocean Charter & Fisher Co. Inc.**<br>Panama Panama | **105**<br>—<br>— | (AB) | **1966** Promecan Ingenieros S.A.—Callao (45)<br>6,74<br>21,47 6,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,7<br>1 Ha (1,9 × 0,3) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| 7224136<br>Esd | **DON GINO**<br>**Haveta S.A.**<br>Callao Peru | **110**<br>—<br>— | | **1964** Ast. Jorge Labarthe—Callao<br>*21,04* 6,71<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 4SA 4Cy. 222 × 292<br>330bhp (243kW)<br>Lister Blackstone Mirrlees Marine Ltd. | Dursley |
| 6419423<br>IPME<br>1329<br>RT | **DON GIOVANNI**<br>ex Po Toi-77 ex Taikoo Ann-72<br>ex Ruth B.-71 ex Ruth-M-69<br>ex Tsukuba Maru-68<br>**Societa Armamento Gestione Navi Agenzia Marittima S.r.l. (S.AR.GE.NAVI)**<br>Napoli Italy | **154**<br>46<br>— | (BV) | **1964** Kanagawa Zosen—Kobe (57)<br>*24,51* 7,65 2,960<br>7,60 3,61<br>1 dk | **TM Tug**<br>1 Ha (0,9 × 0,9) | 2 Oil 4SA each 6Cy. 325 × 460<br>Nippon Hatsudoki<br>2 Controllable pitch propellers<br>Fuel (d.o.) | Kobe<br>11kn |
| 6714914<br>Esd RT | **DON GOYO**<br>**Fernando y Gregorio Carabano**<br>Tambo de Mora Peru | **188**<br>95<br>— | | **1966** Ast. Jorge Labarthe—Callao<br>*27,59* 7,32<br>3,76<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. | Peoria, Illinois |
| 5247055<br>DVEK<br>212707<br>Df Esd<br>Rdr RT | **DON HERNAN II**<br>ex Nanyo Maru-68<br>**Northern Lines Inc.**<br>Manila Philippines | **3 294**<br>1 923<br>5 065 | NK | **1961** Sanoyasu Dockyard Co. Ltd.—Osaka (184)<br>102,37 15,07 6,249<br>95,99 15,02 7,60<br>P 23,8 F 8,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 758 B.6 308<br>3 Ha (9,4 18,9 18,9 × 6,4) ER<br>14W Der 1(30) 10(10) | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 100kW 225V d.c.<br>Fuel 302,0t (hvf) | Mitsubishi<br>Kobe<br>12,75kn |
| 7402661<br>D5ZZ<br>6797<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON HUMBERTO**<br>Launched as Caledonia Team<br>**Transportes Internationales Petroleros Co.**<br>Monrovia Liberia | **75 588**<br>63 377<br>155 211 | **✠100A1** SS 7/80<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† 742,5/97,0U3<br>FN 18386 | **1978**-3 A/B Gotaverken—Goteborg (897)<br>Cmd.**1980**-7<br>285,02 44,28 17,152<br>275,90 44,21 22,43<br>1 dk<br>rf-<br>9BH WB15699T incl. clean ballast 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>A/B Gotaverken<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar) e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 3 × 1250kW 450V 60Hz a.c. | B&W<br>Goteborg<br>16,25kn |

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| 5367661<br>H03499<br>6999-<br>PEXT1<br>Df Esd<br>Rdr RT | **DON HUMBERTO**<br>ex Pituro Uno-79 ex Petra Star-77<br>ex Ems Trader-76 ex Luzia<br>ex Traude-68<br>**Sociedad Transportadora Neutron S.A.**<br>Panama Panama | **424**<br>231<br>515 | (GL) | **1956** Ruhrorter Schiffs. u. Masch. —Duisburg (144)<br>49,15 8,26 2,731<br>47,02 8,22 3,66<br>P 11,9 F 5,8 1 dk | **M General Cargo**<br>1 Ho ER<br>G.835 B.779<br>2 Ha ER<br>Der 2(2) | Oil 4SA 6Cy. 250 × 350<br>299bhp (220kW) NE 68<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9kn |
| 7905302<br>Esd Gc<br>Rdr RT | **DON ISAAC**<br>**Productos de Ensenada S.A.**<br>Ensenada Mexico | **186**<br>82<br>— | GL | **1980** Intermar S.A.—Callao (10)<br>28,20 7,47 3,001<br>24,24 7,32 3,46<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 16Cy. 108 × 127<br>479bhp (352kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 6907212<br>Esd RT | **DON JABIER S.**<br>**Industria Pesquera Hondurena**<br>Roatan Honduras | **110**<br>—<br>57 | | **1968** Ast. Celaya—Bilbao (92)<br>26,42 2,744<br>22,81 6,86 3,20<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7819735<br>Df Gc<br>Pld Rdr<br>RT | **DON JAVOER**<br>ex Mr. Norbert-82<br>**Perforadora Central S.A. de C.V.**<br>Coatzacoalcos Mexico | **273**<br>185<br>1 000 | AB | **1979** Quality Equipment Inc.—Houma, La (154)<br>53,35 12,20<br>4,27<br>1 dk | **TM Supply Ship** | 2 Vee Oil 2SA each 16Cy. 215 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 6502220<br>DYIY<br>Rdr | **DON JOHN**<br>ex Sea Link-79 ex Bizan Maru<br>**Cebu Manuel Enterprises**<br>Cebu Philippines | **435**<br>209<br>259 | | **1964** Kanagawa Zosen—Kobe (60)<br>55,83 10,06 2,515<br>48,77 10,01 3,61<br>1 dk<br>RW | **TM Ferry**<br>300dk P | 2 Oil 4SA each 6Cy. 290 × 430<br>1 240bhp (912kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 300kW 220V a.c.<br>Fuel 24,5t-4,5pd 13kn |
| 5322867<br>Rdr | **DON JOHNNY**<br>ex Hamako Maru No. 11-76<br>ex Shikishima Maru No. 1-70<br>**Carlos A. Gothong Lines Inc.**<br>Cebu Philippines | **491**<br>302<br>800 | | **1960** Imabari Zosen—Imabari (72)<br>50,09 7,83 3,709<br>44,99 7,78 3,99<br>1 dk | **M General Cargo**<br>G.954 B.901<br>1 Ha (25,1 × 4,8) ER | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Makita Tekkosho Takamatsu<br>Fuel 21,5t 10,5kn |
| 6419253<br>DZOJ<br>Rdr RTh | **DON JOJO**<br>ex Venus-78 ex Sanei Maru-77<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **974**<br>552<br>1 500 | | **1964** Imabari Zosen—Imabari (126)<br>66,02 10,04 4,700<br>60,00 10,00 5,21<br>1 dk<br>RW rf 119 | **M General Cargo**<br>1 Ho 41,3 ER<br>G.2 089 B.1 922<br>1 Ha (32,3 × 6,0) ER<br>Cr 4(5) Der 4(5) | Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 7,5kW 105V d.c.<br>Fuel 91,5t (d.o.)-5,0pd 11,5kn |
| 6504462 | **DON JORGE**<br>**Sociedad Pesquera Punta Negra Ltda.**<br>Iquique Chile | **135**<br>—<br>— | | **1965** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan<br>25,02 7,24<br>21,49 7,00 3,51 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5181251<br>H09558<br>1377-<br>PEXT1<br>Df Esd<br>RT | **DON JOSE**<br>ex Ruscitania-70 ex Kangourou-68<br>ex Puck-57<br>**Fradamento S.A.**<br>Panama Panama | **319**<br>143<br>430 | BV | **1953** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.91)<br>*45,91* 7,55 2,490<br>7,47<br>P 11,6 F 4,9 1 dk<br>len 57 | **M Tanker**<br>12 Ta ER<br>L.(oil) 650 | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 15,0t (d.o.) 9kn |
| 7232470 | **DON JOSE**<br>**Pesca S.A.**<br>Guatemala | **125**<br>85<br>— | | **1972** Desco Marine—St. Augustine, Fl (104)<br>*20,97* 6,74<br>3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>In.45 | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 5071078<br>DVFJ<br>Df Esd<br>Pfd Rdr<br>RT | **DON JOSE B-II**<br>ex Chokai Maru<br>**Frabal Fishing Inc.**<br>Manila Philippines | **289**<br>143<br>— | | **1955** Nippon Kokan K.K.—Shimizu (117)<br>41,00 7,12 3,614<br>36,00 7,07<br>P 16,5 B 4,9 F 6,1 1 dk<br>RW | **M Fishing**<br>Training<br>Mchy.aft | Oil 4SA 6Cy. 340 × 500<br>500bhp (368kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 112,0t 9,5kn |
| 5301538<br>LW4180<br>80746<br>Df Esd<br>Pfd | **DON JOSE MOSCUZZA**<br>ex Rozenno-77 ex Alsace-70<br>ex Rozenno-65<br>**Pedro & Jose Americo Moscuzza**<br>Mar del Plata Argentina | **248**<br>89<br>211 | (BV) | **1956** At. Aug. Normand—Le Havre (3402)<br>37,39 7,24 3,823<br>33,99 7,19 4,04<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>4 Ha (1,1 × 0,7) (1,1 1,1 × 1,0) (0,9 × 0,7) | Oil 4SA 6Cy. 315 × 430<br>750bhp (552kW)<br>Moteurs Duvant Valenciennes<br>Fuel 55,0t (d.o.) 12kn |
| 5422966<br>DYWJ<br>202934<br>RT | **DON JOSE I**<br>ex Virginia VI-66 ex Elena-63<br>ex FS 268<br>**William Lines Inc.**<br>Cebu Philippines | **694**<br>393<br>801 | AB | **1944** Wheeler SB. Corp.—Whitestone, NY (82)<br>*62,46* 9,78 3,655<br>62,64 9,76 4,35<br>F 8,0 1 dk<br>rf 152 len 55 | **TM Ferry/General Cargo**<br>354P<br>3 Ho 12,8 9,1 15,8 ER<br>3 Ha (6,1 5,4 3,0 × 4,8) ER<br>6W Der 6(5) | 2 Oil 2SA each 6Cy. 222 × 267 sr & reverse geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel 96,5t (d.o.) 11kn |
| 7359450<br>SFAN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON JUAN**<br>**R/A Soya**<br>Walleniusrederierna (Wallenius Lines)<br>Stockholm Sweden | T.Mk<br>**14 480**<br>7 260<br>15 000 | **✠100A1** CS 11/80<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Lt 2¾"U3<br>FN 9121 | **1975**-12 Oy Wartsila Ab—Turku/Abo (1219)<br>202,62(BB) 28,15 8,529<br>184,99 28,01 21,29<br>B 172,3 2 stl dks, 3 intermediate plywood dks & 4 lower plywood dks fwd of mchy. space all for light cargoes only<br>rf 254<br>NS 2BH to U dk, 3 to 2nd steel dk WB6427T incl. STs in cargo spaces 3082T | **M Vehicles Carrier**<br>Side loader<br>Mchy.aft | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 339,5t (d.o.) 2 874,5t (hvf) 19kn |

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| 5092058<br>EDLP<br>6454<br>Esd RTm | **DON JUAN**<br>**Pesquerias Paulino Freire S.L.**<br>Vigo Spain | 134<br>57<br>— | | **1936** Hall, Russell & Co. Ltd.—Aberdeen (736)<br>*26,16* 6,00<br>... ... ...<br>R | **M Fishing**<br>Side-fishing<br>1 Ho 8,3<br>2 Ha (each 1,0 × 0,9) | Oil 4SA 6Cy. 280 × 420<br>330bhp (243kW)<br>Deutsche Werke A.G. Ka<br>Gen 1 × 30kW 2 × 4kW 110V d.c.<br>Fuel (d.o.) |
| 5095012<br>Df Esd<br>Pfd Rdr<br>RTm | **DON JUAN D'AMBRA**<br>ex Dupleix-74<br>**Successores de Francisco Ventura**<br>Argentina | 587<br>220<br>453 | (BV) | **1955** Beliard, Crighton & Cie. S.A.—Oostende (159)<br>*55,42* 9,61<br>52,10 9,40 5,31<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>5 Ha (each 1,1 × 1,0)<br>Der 1(4) 2(2) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW) NE 62<br>Kloeckner Humboldt Deutz Koe<br>Fuel 165,5t (d.o.) 13,5k |
| 7397775<br>ZGGG<br>384714<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON JUAN ZEE**<br>ex Don Juan-80<br>ex South Pacific-77<br>**Don Juan Fishing Co. Inc.**<br>Georgetown Cayman Islands (British) | 1 072<br>478<br>— | | **1974** J. M. Martinac SB. Corp.—Tacoma, Wa (197)<br>68,10 13,26<br>59,29 12,81 5,57<br>2 dks | **M Fishing**<br>Side-fishing Seiner Ref<br>19 Ta | 2 Vee Oil each 12Cy. geared to sc. shaft<br>4 400bhp (3 236kW)<br>Fairbanks Morse & Co. Beloit, W<br>17k |
| 6728549<br>DZDJ<br>212311<br>Esd Gc<br>Rdr RT | **DON JULIO**<br>**Negros Navigation Co. Inc.**<br>Manila Philippines | 2 116<br>1 186<br>1 448 | AB | **1967** Maizuru Jukogyo K.K.—Maizuru (110)<br>95,66 13,85 5,160<br>85,71 13,80 7,50<br>1 dk<br>RW rf 203 | **M Passenger/General Cargo/Ferry**<br>635P<br>3 Ho 11,6 26,6 24,6<br>G.1 725 B.1 536<br>2 Ha (stl) (4,5 × 2,9) (5,1 × 3,9) 1 Ha (w) (1,9 × 3,9)<br>4W Der 4(5) | Oil 2SA 8Cy. 420 × 900<br>4 400bhp (3 236kW) B&W<br>Hitachi Zosen Sakurajima Works, Osa<br>Gen 2 × 260kW 440V 60Hz a.c.<br>Fuel 82,5t (hvf) 17,5k |
| 5127578<br>HO5877<br>1968<br>-71A<br>Df Esd<br>Rdr RT | **DON JULIO**<br>ex Genca-71<br>**Don Julio Transportes Maritimas S.A.**<br>Panama Panama | 498<br>282<br>1 058 | ✠**100A1** SS 12/79<br>Ice Class 2<br>✠**LMC**<br>EL m 1¼"SQ<br>FN 1019 | **1961**-7 N.V. Bodewes Schps.—Martenshoek (457)<br>68,64 10,32 3,982<br>62,29 10,20 6,15<br>F 8,0 1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 2 to 2nd dk WB261t | **M General Cargo** OSD<br>Mchy.aft<br>G.2 136 B.1 955 | Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor Amsterda<br>Fuel 80,5t 10,25k |
| 6513188<br>DYCW<br>Rdr RT | **DON LORENZO**<br>ex Koryu Maru-77<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | 930<br>596<br>1 752 | | **1965** Kurushima Dock Co. Ltd.—Imabari (302)<br>65,99 10,47 4,903<br>60,99 10,39 5,03<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 155 B.2 051<br>1 Ha (35,2 × 5,7) ER | Oil 4SA 6Cy. 350 × 520<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 40kW 225V a.c.<br>Fuel 55,0t-5,0pd |
| 5092060<br>EFLW<br>1650<br>Esd | **DON LUIS**<br>**Demofilo Vitorique Merino**<br>Pasajes Spain | 177<br>83<br>— | | **1941** Ast. La Comba—Valencia<br>*29,20* 7,50<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 6Cy. 320 × 385<br>300bhp (221kW)<br>Ast. Lacomba Valenc<br>Fuel 30,5t (d.o.) |
| 7511412<br>Pfd RT | **DON LUIS**<br>**Alimentos Interamericanos S.A.**<br>Corinto Nicaragua | 100<br>—<br>— | (GL) | **1969** Ast. Magdalena Ltda.—Barranquilla (510)<br>... ... ...<br>5,95 2,95<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp. Detroit, |
| 7811654<br>YVGS<br>Df Esd<br>Gc Rdr<br>RT | **DON LUIS T**<br>**Corporacion Maritima Venezolana de Carga C.A. (COMARVENCA)**<br>Guanta Venezuela | 498<br>224<br>502 | ✠**100A1**<br>non—perishable cargoes on deck, oil cargoes FP 60°C and above Venezuelan coasting service and to Barranquilla, Aruba, Curacao, Bonaire and Trinidad and Tobago<br>✠**LMC**<br>EL (I) pt$\frac{13}{16}$" pt1"U2<br>FN 589 | **1979**-1 Van Doesburg Heeselt B.V.—Hasselt (111)<br>45,37 12,50 2,159<br>39,20 12,21 2,80<br>RAD 7,1 1 dk<br>rf nil<br>5BH WB93T | **TM RoRo Cargo/Landing Craft**<br>Oil Water<br>Bow ramp<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 108 × 127 s<br>geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 30kW 1 × 5,25kW 380V 50Hz a.c. |
| 5018117<br>Df Esd<br>Rdr RTm | **DON MANOLO**<br>ex Cargo-81<br>ex Ank Winsemius-81<br>**Distribuidora Naviera del Caribe S.A.**<br>Pampatar Venezuela | 587<br>317<br>1 086 | ✠**100A1** SS 5/74<br>✠**LMC**<br>EL I<br>FN 1072 | **1958**-5 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (324)<br>65,46 12,68 3,722<br>58,25 12,50 5,90<br>F 7,7 2 dks<br>RW rf 51 widened 69<br>Coll BH to U dk 3 to 2nd dk WB669t | **M General Cargo** CSD<br>1 Ho 31,2 1 TwD 39,6 ER<br>G.1 943 B.1 795<br>1 Ha (18,1comb. × 5,2) ER | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) |
| | **LAID UP — SURVEYS OVERDUE 5/78** | | | | | |
| 5147918<br>DZWG<br>202812<br>Df | **DON MARIANO**<br>ex Henry I-82<br>**Bisaya Land Transport Co. Inc.**<br>Cebu Philippines | 648<br>368<br>711 | AB | **1944** Higgins Industries Inc.—New Orleans, La (62)<br>67,01 9,91 3,636<br>62,87 9,76 4,35<br>F 8,0 1 dk<br>rf 152 len 51<br>conv General Cargo — | **TM Ferry/General Cargo** 304P<br>3 Ho 12,1 11,5 12,8 ER<br>3 Ha (6,1 6,1 3,0 × 4,8) ER<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220 × 265 reverse reduction geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Detroit,<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel (d.o.) |
| 5092072<br>DYAH<br>Df | **DON MARIANO**<br>ex FS 260<br>**Bisaya Land Transport Co. Inc.**<br>Cebu Philippines | 582<br>297<br>— | | **1944** Wheeler SB. Corp.—Whitestone, NY (74)<br>45,01 9,76<br>... ... ...<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br>General Motors Corp. Detroit,<br>Fuel (d.o.) |
| 7734492 | **DON MATEO**<br>**Industria Pesquera Zlatar Mateo**<br>Antofagasta Chile | 243<br>121<br>— | (BV) | **1977** Inversiones Navales S.A. (INSA)—Callao (52)<br>34,14 7,68 3,772<br>30,48 7,66 4,20<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illi<br>12,75 |

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| 5092096<br>LW4272<br>Df Esd | **DON MIGUEL I**<br>**Meridional S.r.l.**<br>Mar del Plata Argentina | **103**<br>74<br>— | (BV) | **1962** Ast. Mestrina S.A.—Tigre<br>24,08 6,05 2,871<br>... ... ... | **M Fishing**<br>Side Trawler | 2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>Soc. des Moteurs Baudouin Marseille |
| 7410589<br>Df Esd<br>Rdr RT | **DON NATALIO**<br>Launched as Dicamar<br>**Natalio Pennisi**<br>Mar del Plata Argentina | **261**<br>103<br>210 | BV | **1979** Ast. Gondan—Puerto de Figueras (143)<br>36,00 7,52 3,531<br>31,30 7,50 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER | Oil 4SA 12Cy. 220 × 280 geared to sc. shaft<br>1 200bhp (883kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 101,0t (d.o.) 10,75kn |
| 5242469<br>H3JB<br>4905<br>-75A<br>Df Esd<br>Gc Rdr<br>RT | **DON NICKY**<br>ex Stavfoss-74 ex Bantry-71<br>ex Stavmoy-68 ex Mosjoen-65<br>**Don Nicky Transportes del Caribe S.A.**<br>Panama Panama | **1 951**<br>931<br>2 925 | **100A1** SS 10/81<br>**LMC**<br>EL O 1⅝"SQ<br>FN 1424<br>(NV) | **1958** Travewerft G.m.b.H.—Luebeck (222)<br>82,00 12,45 5,515<br>74,68 12,40 6,66<br>P 22,6 F 11,3 1 dk<br>RW rf 102<br>NS 5BH WB- | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.3 764 B.3 546<br>3 Ha (13,1 5,9 15,0 × 5,9) ER<br>4W Cr 2(3) Der 4(5) | Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 220V d.c.<br>Fuel 157,5t (d.o.) 12kn |
| 7742671<br>DVVM<br>Pfd Rdr | **DON OSCAR**<br>ex Bislig ex Puzon II<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **1 109**<br>816<br>1 416 | | **1972** Sandoval Shipyards Inc.—Navotas<br>72,01 11,08<br>5,64<br>1 dk | **M General Cargo** | Oil 4SA 6Cy.<br>1 500bhp (1 103kW) E made65 fitted72<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) |
| 5426900<br>CBDO<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DON OSVALDO**<br>ex Eckernforde-80<br>**Pesqueras Unidas S.A.**<br>Valparaiso Chile | **691**<br>189<br>— | GL | **1963** Luebecker Flender-Werke AG. —Luebeck-Siems (540)<br>64,22 10,22 4,611<br>55,02 10,16 5,01<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Oil 4SA 8Cy. 385 × 580<br>1 900bhp (1 398kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>also oil 450bhp (331kW) driving 2 gen. each 296kW connected to 2 elec. motors for secondary propulsion |
| 7010585<br>DVAB<br>M.C-0 00227<br>Df Esd<br>Gc Pfd<br>Rdr | **DON PABLO**<br>ex Bonanza-80<br>ex Ocean Betelgeuse-78<br>ex Doun Maru-76<br>**Northern Lines Inc.**<br>Manila Philippines | **2 997**<br>2 028<br>5 974 | NK | **1970** Kochi Jukogyo K.K.—Kochi (497)<br>101,12 16,67 6,833<br>94,01 16,60 8,21<br>P 18,0 B 4,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 000bhp (2 207kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 445V a.c.<br>Fuel 515,0t-14,0pd 12,5kn |
| 5092101<br>LW3167<br>Df | **DON PABLO**<br>ex Y 110<br>**Government of The Argentine Republic (Secretaria de Estado de Obras Publicas)**<br>Buenos Aires Argentina | **639**<br>335<br>1 031 | | **1944** Kane SB. Corp.—Galveston, Tx (7)<br>*54,38* 9,17<br>9,12<br>P 11,9 F 6,4 1 dk | **TM Tanker**<br>Mchy.aft<br>L.(oil) 1 089 | 2 Oil 4SA each 6Cy. 235 × 355<br>Wolverine Motor Works Inc. Galveston, Tx<br>Fuel 38,5t-1,5pd 9kn |
| 7521819<br>CXJB | **DON PACO**<br>**Government of The Oriental Republic of Uruguay (Servicio Oceanografico y Pesca)**<br>Montevideo Uruguay | **274**<br>192<br>185 | | **1978** Talleres Met. Nav. Anglo Argentinos S.A.—Campana (49)<br>32,59 8,34 3,201<br>28,00 8,21 4,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 160 × 180 geared to sc. shaft<br>625bhp (460kW)<br>Industrias Argentinas M.A.N. S.A.I.C. Buenos Aires |
| 6807199<br>LW4281<br>Df Esd<br>RTm | **DON PASCUAL**<br>**Sucesion de Pascual & Salvador D'Alessio**<br>Mar del Plata Argentina | **156**<br>—<br>— | (BV) | **1966** Ast. Mestrina S.A.—Tigre (11)<br>27,46 6,53 3,328<br>23,75 6,51 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.135<br>2 Ha (each 1,0 × 0,9) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 250 × 350<br>430bhp (316kW) MAN<br>Koerting Empresa Ind. y Com. Buenos Aires<br>Fuel (d.o.) 11kn |
| 5256953<br>IPTS<br>984<br>Rdr RTv | **DON PLACIDO**<br>ex North Isle-79<br>**Societa Siciliana Salvataggi S.p.A.**<br>Palermo Italy | **200**<br>—<br>— | ✠Classed LR until 24/10/80 | **1959**-4 W. J. Yarwood & Sons Ltd. —Northwich (915)<br>31,86 8,54 3,334<br>28,81 8,08 3,81<br>RW rf 457 BK 178 | **M Tug** | Oil 2SA 8Cy. 368 × 483<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 45kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7369754<br>APMM-4559<br>Gc Rdr<br>RT | **DON QUIJOTE**<br>ex Olga-80<br>**Flota Industrial Pesca Atunera Caribe S.R.L.**<br>Puerto Sucre Venezuela | **458**<br>131<br>— | BV | **1977** Ast. Tradeco S.A.—Callao (5)<br>36,58 3,650<br>32,85 8,39 6,10<br>2 dks | **M Fishing** | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 010bhp (743kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 90,5t (d.o.) 11,25kn |
| 7609348<br>558392 | **DON RAFA**<br>**Magdalena Fisheries Inc.**<br>Miami, Fl United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,82<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 5403271<br>CB2467<br>Df Rdr | **DON RAMON**<br>ex Indus 10-63 ex Kos XV-51<br>**Ramon Medina Arevalo**<br>Valparaiso Chile | **292**<br>66<br>— | Classed LR until 4/63 | **1932** Smith's Dock Ltd.—South Bank, Middlesbrough (946)<br>38,61 7,35<br>36,71 7,32 4,12<br>1 dk<br>R BK 191 | **S Whaler**<br>1 Ho 7,0 ER<br>1 Ha (7,0 × 7,3) ER<br>2W | T 3Cy. 356 584 & 991 × 610<br>Smith's Dock Co. Ltd. Middlesbrough<br>Fuel 94,5t (o.f.) 10kn |
| 5343653<br>DUUV<br>Df RTv | **DON RICARDO**<br>ex Green Leaf ex Suma Maru-75<br>**Sulpicio Lines Inc.**<br>Carlos A. Gothong Lines Inc.<br>Cebu Philippines | **1 207**<br>830<br>333 | (NK) | **1948** Kawasaki Jukogyo—Kawatana<br>66,40 10,32 3,023<br>60,00 10,29 5,01<br>F 15,0 2 dks<br>R | **TM Ferry**<br>688P<br>G.1 019 B.929<br>2 Ha (each 3,9 × 3,8)<br>4W Der 2(2) 2(1) | 2 Oil 4SA each 6Cy. 360 × 520<br>2 000bhp (1 471kW) NE 63<br>Kobe Hatsudoki K.K. Kobe<br>Gen 1 × 100kW 1 × 80kW 105V d.c.<br>Fuel 37,5t (d.o.) 12,5kn |

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|---|---|---|---|---|---|---|
| 6715293<br>DGDO<br><br>Df Esd<br>Rdr<br>RTm/h/v | **DON RICARDO**<br><br>**Erwin Pliefke**<br>Osterwisch & Sohn<br>Schiffahrtsbetriebe<br>Hamburg Federal Republic of Germany | T.Mk<br>499<br>335<br>950 | GL | **1967** J. J. Sietas K.G. Schiffswerft —Hamburg (619)<br>67,90 3,957<br>61,02 10,51 6,25<br>RQD 6,8 F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Koeln |
| 7627479<br>DUHC<br>M:C-0<br>00225<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON ROBERTO 1**<br>ex Don Roberto-80<br>Launched as Bob<br>**Eddie Litonjua Shipping Co. Inc.**<br>Manila Philippines | 3 838<br>2 550<br>6 563 | **100A1**<br>**LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2500<br>(NK) | **1977** Shimoda Dockyard Co. Ltd. —Shimoda (264)<br>106,71 17,02 6,927<br>98,00 17,00 8,51<br>P 21,7 F 11,9 1 dk<br>rf 102<br>NS 5BH WB1011T incl. DTf202T | **M General Cargo**<br>2 Ho 35,5 34,2 ER<br>G.8 700 B.8 200<br>2 Ha (stl) (28,5 28,6 × 8,3) ER<br>4W Der 4(25) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>AuxB 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 2 × 224kW 445V 60Hz a.c.<br>Fuel 550,0t (d.o.)<br>Mitsubishi<br>Yaizu<br>12,5kn |
| 7404712<br>DUZF<br>223MC-<br>0 0001<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DON SALVADOR III**<br><br>**Coron Bulk Carriers Inc.**<br>Northern Lines Inc.<br>Manila Philippines | **16 244**<br>11 057<br>26 586 | **✠100A1** SS 11/81<br>strengthened for heavy cargoes Nos. 1 & 4 holds or Nos. 1 & 3 holds may be empty (cc)<br>**✠LMC**<br>EL Ft $2\frac{5}{8}$"U2<br>FN 6452 | **1976**-11 Govan Shipbuilders Ltd.—Govan, Glasgow (223)<br>175,14(BB) 25,53 9,964<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil<br>NS 7BH WB13541T incl. Comb. btm & STs in Nos. 2, 3 & 5 holds 1486T Topside tanks in holds 4367T & No. 3 hold 5943T | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 19,1 28,3 20,1 28,3 28,1 ER<br>G.38 212<br>5 Ha (stl) (12,1 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW)<br>J. G. Kincaid & Co. Ltd.<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 136,0t (d.o.) 1 648,0t (hvf)<br>B&W<br>Greenock<br>15kn |
| 6619059<br>DUKP<br><br>Df RT | **DON SANTIAGO**<br><br>**Government of The Republic of The Philippines**<br>Manila Philippines | 163<br>57<br>137 | (NK) | **1965** Fukuoka Zosen K.K.—Fukuoka<br>33,38 6,43<br>29,70 6,41 3,00<br>1 dk<br>BK | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Usuki Tekkosho<br>Fuel 32,5t (d.o.)<br>Usuki<br>10kn |
| 5221764<br><br>2320<br>Df Esd<br>RTm | **DON SANTIAGO C**<br>ex Andre-64<br>ex Margaretha Corinne-64<br>ex John Helleskov-62<br>**Organizacion Naviera & Pesquera Uruguaya S.A. (ONPUSA)**<br>Montevideo Uruguay | 114<br>54<br>— | (BV) | **1960** I/S Orskovs Staalskibsvaerft —Frederikshavn (9)<br>25,61 6,05<br>21,54 6,00 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,4 1,4 × 0,9) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S<br>Fuel 20,5t (d.o.)<br>Frederikshavn<br>11kn |
| 7003673<br>DVIG<br><br>Esd Rdr<br>RT | **DON VICENTE**<br><br>**Negros Navigation Co. Inc.**<br>Iloilo Philippines | 1 070<br>454<br>586 | AB | **1969** Niigata Eng. Co. Ltd.—Niigata (818)<br>77,35 12,04 3,772<br>69,98 11,99 4,98<br>RQD 11,6 B 15,0 F 16,5 1 dk<br>rf 56 | **TM Passenger/General Cargo/Ferry**<br>1665P<br>2 Ho 12,5 9,0<br>G.463 B.405<br>2 Ha (5,7 × 3,3) (1,8 × 2,4)<br>2W Der 2(5) | 2 Oil 4SA each 8Cy. 310 × 380 reverse reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 144kW 225V 60Hz a.c.<br>2 Directional propellers<br>Fuel 72,0t (d.o.)<br>Niigata<br>17kn |
| 7110593<br>EFYT<br><br>Esd Rdr<br>RT | **DON VICENTE**<br><br>**Union Salazonera Islena S.A.**<br>Barbate de Franco Spain | 211<br>104<br>— | BV | **1971** Ast. Neptuno—Valencia (40)<br>32,11 7,01 3,036<br>28,20 7,00 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW)<br>Cons. Echevarria<br>Alpha<br>Bermeo<br>10,5kn |
| 5038583<br>DVMN<br><br>Df | **DON VICTORIANO**<br>ex Baztan<br>**George & Peter Lines Inc.**<br>Philippines | 558<br>248<br>225 | | **1944** Wheeler SB. Corp.—Whitestone, NY<br>*50,69* 9,76<br>9,71<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br>General Motors Corp.<br>Detroit, M |
| 6508705<br>HO3936<br>9712-KJ<br>Rdr RT | **DONA AIKOR**<br>ex Irako Maru-81<br>**Tizn International S.A.**<br>Panama Panama | 695<br>242<br>230 | | **1964** Hitachi Zosen—Kanagawa Works, Kawasaki (4053)<br>51,52 12,15 2,312<br>47,02 12,10 3,79<br>1 dk | **TM Ferry**<br>580dk P | 2 Oil 4SA each 6Cy. 260 × 330<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 40kW 225V a.c.<br>Fuel 27,5t-5,0pd<br>Kobe<br>13,5kn |
| 7020516<br>DVKS<br>213130<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA AMALIA**<br><br>**Transocean Transport Corp.**<br>Manila Philippines | 3 904<br>2 552<br>6 174 | AB | **1970** Setoda Zosensho—Setoda (229)<br>111,00 16,24 6,703<br>101,94 16,21 8,21<br>P 22,0 F 9,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho each 35,9 ER<br>G.8 467 B.8 014<br>2 Ha (stl) (each 29,2 × 7,6) ER<br>12W Der 1(15) 3(10) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 196kW 220V 60Hz a.c.<br>Fuel 494,0t (hvf)<br>B&W<br>13kn |
| 7377476<br>A8JE<br>4998<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DONA ANGELA**<br><br>**Demeter Shipping Co. Ltd.**<br>Lino Marine Service Co. Ltd.<br>Monrovia Liberia | 7 020<br>4 654<br>11 694 | BV | **1974** Fukuoka Zosen K.K.—Fukuoka (1032)<br>127,82 20,55 8,046<br>119,00 20,50 10,32<br>1 dk | **M General Cargo**<br>3 Ho 24,6 39,7 25,0 ER<br>G.14 722 B.13 911<br>3 Ha (stl) (19,8 × 8,7) (34,2 20,9 × 10,7) ER<br>4W Der 4(21) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Fuel 1 466,0t (hvf)<br>Mitsubishi<br>Kobe<br>16,75kn |
| 5366100<br>DYGA<br><br>Df Esd<br>Rdr RTm | **DONA ANGELINA**<br>ex Valdor-72 ex Touggourt-69<br>**Sulpicio Lines Inc.**<br>Cebu City Philippines | 2 060<br>968<br>2 305 | BV | **1950** Ch. & At. de Provence—Port de Bouc (253)<br>113,24 15,55 5,919<br>8,49<br>P 27,8 F 42,4 1 dk & S dk<br>RW | **M General Cargo** OSD<br>Ref<br>3 Ho 13,0 11,5 11,5 ER<br>B.5 321 In.970<br>4 Ha (stl) (5,4 8,1 8,1 6,6 × 4,5) ER<br>8W Der 1(15) 2(7,5) 6(5) | Oil 2SA 6Cy. 600 × 1040<br>3 000bhp (2 207kW)<br>At. & Ch. de la Loire<br>Gen 3 × 130kW 220V d.c.<br>Fuel 207,5t (d.o.)<br>Sulzer<br>St. Denis<br>13,5kn |
| 5134222<br>DUCQ<br>210471<br>Df RT | **DONA ANITA**<br>ex Dona Ana-76<br>ex Governor B. Lopez-66<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | 1 730<br>762<br>1 524 | (AB) | **1961** National Shipyards & Steel Corp. —Mariveles<br>84,74 12,22 4,741<br>76,41 12,20 6,71<br>F 7,7 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>3 Ho<br>B.2 407<br>3 Ha | Oil 2SA 6Cy. 510 × 550<br>2 250bhp (1 655kW) E made57 fitted61<br>Uraga Diesel Kogyo<br>Fuel 106,5t<br>Sulzer<br>Tamashima |
| 7437939<br>DYCV<br>202552 | **DONA ANITA**<br><br>**Sulpicio Lines Inc.**<br>Cebu Philippines | 246<br>150<br>305 | | **1944** ..............U.S.A.<br>32,31 7,22<br>2,98<br>1 dk | **M General Cargo** | Oil 8Cy. 216 × 267<br>300bhp (221kW)<br>U.S.A. |

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| 6727650<br>YKHY<br>AJZL-<br>8257<br>RT | **DONA CATALINA**<br><br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **149**<br>99<br>— | <br><br>AB | **1967** Equitable Equipment Co.<br>—Madisonville, La (1481)<br>... ... ...<br>23,78 7,32 3,15<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 sr<br>reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 63,0t (d.o.) |
| 7013678<br>YYV2071<br>AJZL-<br>8523<br>Df Esd<br>Rdr RT | **DONA CECILIA**<br><br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **250**<br>68<br>— | <br><br>AB | **1970** Jakobson Shipyard Inc.—Oyster Bay,<br>NY (445)<br>30,48 4,030<br>28,91 8,54 4,58<br><br>BK 51 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br><br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 92,5t (d.o.) 14kn |
| 6729816<br>OUVW<br>02760<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DONA CLAUSEN**<br>ex Algarve-80<br>**Soenderborg Rederiaktieselskab**<br>C. Clausen D/S A/S<br>Sonderborg Denmark | T.Mk<br>**925**<br>452<br>1 220<br>**1 540**<br>892<br>2 420 | <br><br>BV (GL) | **1967** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (616)<br>80,57 (BB) 4,598/5,801<br>72,32 11,82 6,76<br>P 17,4 F 7,7 2 dks<br>conv General Cargo 80 | **M Livestock Carrier**<br><br>Ice strengthened<br>Mchy.aft<br>Cr 1(-) | Oil 4SA 7Cy. 400 × 600<br>1 970bhp (1 449kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 112kW 1 × 56kW<br>400V 50Hz a.c.<br>Fuel 300,0t (d.o.)-7,0pd 13,5kn |
| 5123247<br>DYGD<br><br>Rdr RT | **DONA CLEO**<br>ex Fukujin Maru-75<br>**Philippine Ship Trading Center Inc.**<br>Cebu City Philippines | **498**<br>278<br>1 219 | | **1959** Hakata Zosen K.K.—Hakata<br>52,10 8,49 3,937<br>47,60 8,44 4,20<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (22,7 × 5,3) ER<br>Cr 2(10) | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 5kW 105V d.c.<br>Fuel 28,5t-2,0pd 10,5kn |
| 6402420<br>DYAY<br><br>Pfd RT | **DONA CONCHITA**<br>ex Taishu Maru-77<br>**Carlos A. Gothong Lines Inc.**<br>Philippines | **642**<br>321<br>352 | | **1963** Mitsubishi Zosen K.K.—Shimonoseki<br>(594)<br>59,34 8,77 3,099<br>53,19 8,74 4,20<br>1 dk | **M Passenger/General Cargo/Ferry**<br><br>490P<br>1 Ho ER<br>1 Ha (11,0 × 3,5) ER<br>2W Der 1(10) 1(5) | Oil 2SA 8Cy. 280 × 500<br>1 520bhp (1 118kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 50kW 445V a.c.<br>Fuel 21,5t-6,5pd 14kn |
| 6515887<br><br><br>Df Esd<br>Rdr RT | **DONA CONSUELO C-1**<br><br>**Government of The Republic of The Philippines**<br>Manila Philippines | **117**<br>53<br>101 | | **1965** Usuki Tekkosho—Saiki (467)<br>30,71 5,82 2,312<br>27,49 5,76 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>425bhp (313kW)<br>Usuki Tekkosho Usuki<br>Fuel 21,5t (d.o.) 10kn |
| 7229875<br>DVUD<br>220209<br>Df Esd<br>Gc Rdr<br>RT | **DONA CORAZON II**<br><br>**Molave Bulk Carriers Inc.**<br>Northern Lines Inc.<br>Manila Philippines | **15 892**<br>11 632<br>29 218 | <br><br>AB | **1972** Hakodate Dock Co. Ltd.—Muroran<br>(573)<br>180,80(BB) 23,14 10,650<br>170,01 23,11 14,51<br>P 31,4 F 11,9 1 dk<br>rf 51 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho 14,8 19,2 22,4 13,5 17,6<br>20,8 19,0 ER<br>G.35 971 B.32 852<br>7 Ha (stl) (6,7 12,8 12,5 9,6 12,1<br>12,5 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 2 033,0t (hvf) 15,5kn |
| 6911421<br>DUQI<br><br>Df Esd<br>Gc Pfd<br>Rdr | **DONA ELENA I**<br>ex Kotobuki Maru-80<br>ex Kotobuki Maru No. 28-79<br>**A.A. Export & Import Corp.**<br>Philippines | **194**<br>74<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata (805)<br>42,75 7,24<br>37,42 7,22 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6811736<br>DUAZ<br><br>Df Esd<br>Gc Rdr | **DONA ELENA II**<br>ex Kinsei Maru No. 32-79<br>**A.A. Export & Import Corp.**<br>Philippines | **194**<br>73<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata (726)<br>42,40 7,22 2,769<br>37,39 7,19 3,15<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6518114<br>H3UI<br>9045-78<br>Df Esd<br>Gc Rdr<br>RTv | **DONA ELVIRA**<br>ex Gausdal-78<br>**Red Sea Maritime Services Inc.**<br>Panama Panama | **18 104**<br>12 348<br>33 985 | <br><br>NV | **1965** Uddevallavarvet A/B—Uddevalla<br>(270)<br>196,32 25,99 10,884<br>184,41 25,91 14,64<br>1 dk<br>rf 69 | **M Bulk Carrier**<br>2P<br>Str. heavy cargoes Ice strengthened<br>7 Ho 19,4 19,7 20,5 18,9 20,5<br>19,8 21,7 ER<br>G.38 218 B.37 496<br>7 Ha (stl) (13,1 × 11,0) (13,1 13,1<br>13,1 13,1 13,1 13,1 × 12,6) ER<br>14W Der 7(8) 7(5) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf) 14,5kn |
| 7023996<br>J4HR<br>7297<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONA EVGENIA**<br>ex St. Katharinen-78<br>**Baltusrol Shipping Corp.**<br>Piraeus Greece | **17 597**<br>12 339<br>29 643 | **✠100A1** M 9/80-28mos<br>oil tanker (cc)<br>**✠LMC**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 6466 | **1970**-12 Howaldtswerke-Deutsche Werft<br>—Kiel (19)<br>170,69(BB) 25,84 10,846<br>160,00 25,80 14,61<br>F 16,5 1 dk<br>rf nil<br>13BH WB1493t | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 38 793 HeCls. B<br>Cr 1(3) 1(1) Der 2(7,5) | Oil 2SA 7Cy. 780 × 1550<br>12 250bhp (9 011kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>WTAuxB 15kgf/cm$^2$ (14,8bar) (Spt 285°C<br>13,5kgf/cm$^2$ (13,3bar)) hs688,0<br>AuxB (Comp) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 540kW 440V 60Hz a.c.<br>Fuel 1 966,0t (hvf)-43,0pd 15,5kn |
| 5092199<br>DYVF<br><br>Df | **DONA FILOMENA**<br>ex FS 201<br>**Bisaya Land Transport Co. Inc.**<br>Cebu Philippines | **573**<br>270<br>— | | **1944** Higgins Industries Inc.—New Orleans,<br>La (67)<br>43,21 9,91<br>9,86<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br><br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) |
| 6515899<br>DUKA<br><br>Esd Rdr | **DONA FLORENTINA**<br><br>**Negros Navigation Co. Inc.**<br>Manila Philippines | **2 095**<br>1 015<br>1 528 | <br><br>AB | **1965** Hitachi Zosen—Sakurajima Works,<br>Osaka (4076)<br>95,66 13,85 5,160<br>85,71 13,80 7,50<br>F 11,3 1 dk & S dk<br>rf 203 | **M Passenger/General Cargo/Ferry**<br>OSD<br>703P<br>3 Ho 14,9 17,5 18,8<br>G.1 822 B.1 630<br>3 Ha (4,5 × 2,9) (5,1 5,1 × 3,9)<br>6W Der 4(5) 2(3) | Oil 2SA 8Cy. 420 × 900<br>4 400bhp (3 236kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Fuel 82,5t (hvf) 17,5kn |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8103042 | **DONA GENOVEVA** | | **200** | | | **1980** Marine Construction & Design Co. | | | | **M Fishing** | | Vee Oil 4SA 16Cy. 159 × 203 geared to | |
| | | | 148 | | | (MARCO)—Seattle, Wa | | | (386) | Stern Trawler Ref | | sc. shaft | |
| 628959 | **Walter Kuhr, Robert F. Allen &** | | 94 | | | 37,57 | | | | | | 1 125bhp (828kW) | |
| Df Esd | **Charles R. Hart** | | | | | | 9,72 | 4,37 | | Cr 1 | | Caterpillar Tractor Co. | Peoria, Illinois |
| Rdr RT | Seattle, Wa | United States | | | | 1 dk | | | | | | Gen 1 × 155kW a.c. | |
| | | of America | | | | | | | | | | | 12kn |

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| 5077163 | **DONA GLORIA** | | **1 759** | ✠100A1 | SS 12/75 | **1947**-4 A/B Ekensbergs Varv—Stockholm | | | | **M General Cargo** | | Oil 2SA 7Cy. 500 × 690 | |
| DYGT | ex Don Sulpicio-69 | | 1 079 | | | | | | (188) | | | 2 050bhp (1 508kW) | Polar |
| | ex Colombia-64 | | 2 235 | ✠LMC | | 86,01 | 11,64 | 5,938 | | 4 Ho 12,1 15,7 ER 15,1 10,9 | | Atlas-Diesel A/B | Stockholm |
| Df Esd | **Sulpicio Lines Inc.** | | | | EL q | 79,46 | 11,54 | 10,04 | | 4 TwD | | Fuel 210,5t (d.o.) | 13kn |
| Rdr RT | Cebu | Philippines | | | FN 1715 | RQD 7,4 B 11,9 RFD 7,7 2 dks | | | | G.3 540 B.3 307 | | | |
| | | | | | | rf 152 | | | | 4 Ha (7,3 9,1 × 4,8) ER (8,5 7,3 × | | | |
| | | | | | | 4BH WB- | | | | 4,8) | | | |
| | | | | | | | | | | 10W Der 1(15) 1(10) | | | |

**LAID UP — SURVEYS OVERDUE 12/79**

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| 5029805 | **DONA HELENA** | | **2 035** | | | **1949** Ch. & At. de Provence—Port de | | | | **M General Cargo** | OSD | Oil 2SA 6Cy. 600 × 1040 | |
| DUFX | ex Don Alberto-77 ex Atlas-68 | | 954 | | | Bouc | | | (252) | Wine Ref | | 3 000bhp (2 207kW) | |
| | **Sulpicio Lines Inc.** | | 2 316 | | BV | 91,45 | 14,03 | 5,881 | | 4 Ho 6,1 15,6 10,2 11,5 ER | | At. & Ch. de la Loire | Sulzer |
| Df Esd | Cebu | Philippines | | | | 86,59 | 13,97 | 8,51 | | B.2 733 In.1 898 | | Gen 3 × 130kW 220V d.c. | St. Denis |
| Rdr | | | | | | P 27,8 B 7,7 F 42,4 1 dk & S dk | | | | 4 Ha (stl) (5,1 × 4,1) (7,8 7,7 6,0 × | | Fuel 243,0t (d.o.) | |
| | | | | | | RW rf 203 | | | | 4,4) ER | | | 13kn |
| | | | | | | | | | | 4W Der 1(15) 2(7,5) 6(5) | | | |

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| 7404700 | **DONA HORTENCIA II** | | **16 244** | ✠100A1 | SS 1/81 | **1976**-9 Govan Shipbuilders Ltd.—Govan, | | | | **M Bulk Carrier** | | Oil 2SA 6Cy. 740 × 1600 | |
| DZLE | | | 11 057 | strengthened for heavy | | Glasgow | | | (222) | | | 11 600bhp (8 532kW) | B&W |
| 222M | **Aklan Bulk Carriers Inc.** | | 26 587 | cargoes | | 175,14(BB) | 25,53 | 9,970 | | pt higher tensile steel | | J. G. Kincaid & Co. Ltd. | Greenock |
| Df Esd | Northern Lines Inc. | | | Nos. 1 & 4 holds or Nos. | | 163,38 | 25,46 | 14,03 | | 5 Ho 19,1 28,3 20,1 28,3 28,1 | | AuxB (o.f.) 7kgf/cm$^2$ (6,9bar) | |
| Gc Pfd | Manila | Philippines | | 1 & 3 holds may be | | 1 dk | | | | ER | | e(ex.g) 7kgf/cm$^2$ (6,9bar) | |
| Rdr RT | | | | empty (cc) | | rf nil | | | | G.38 212 | | Gen 3 × 512kW 440V 60Hz a.c. | |
| | | | | ✠LMC | | NS 7BH WB13541T incl. comb. btm. & | | | | 5 Ha (stl) (12,1 19,2 10,9 19,2 19,2 | | Fuel 134,0t (d.o.) 1 648,0t (hvf) | 15kn |
| | | | | | EL Ft 2⅝"U2 | STs in Nos. 2, 3 & 5 holds 1486T | | | | × 12,1) ER | | | |
| | | | | | FN 6452 | topside tanks in holds 4367T & No. 3 | | | | Cr 5(15) | | | |
| | | | | | | hold 5943T | | | | | | | |

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| 5092216 | **DONA INES DE ULLOA** | | **158** | | | **1952** Ast. Santodomingo—Vigo | | | | **Wood S Fishing** | | T 3Cy. 224 352 & 491 × 432 | |
| EAED | | | 81 | | | *27,44* | 6,71 | | | Side Trawler | | | |
| 7341 | **J. Santodomingo e Hijos** | | — | | | ... | ... | ... | | | | .............. | |
| Esd | **Sociedad Ltda.** | | | | | | | | | | | Fuel (o.f.) | 8,5kn |
| | Vigo | Spain | | | | | | | | | | | |

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| 7123980 | **DONA ISABEL** | | **2 991** | | | **1971** Imai Zosen—Kochi | | | (308) | **M General Cargo** | | Oil 4SA 6Cy. 510 × 840 | |
| DVKN | ex Sun Petrel-81 | | 1 952 | | | 101,43 | 16,36 | 6,554 | | Mchy.aft | | 3 600bhp (2 648kW) | |
| M:C-0 | ex Farallon Glory-80 | | 6 037 | | NK | 96,02 | 16,31 | 8,16 | | | | Akasaka Tekkosho K.K., (Akasaka | |
| 00262 | ex Ryoyo Maru-73 | | | | | P 19,9 B 5,2 F 11,6 1 dk | | | | G.7 234 B.6 519 | | Diesels Ltd.) | Yaizu |
| Df Esd | **Northern Lines Inc.** | | | | | RW | | | | 2 Ha (25,5 28,5 × 8,4) | | Gen 2 × 144kW a.c. | |
| Gc Pfd | Manila | Philippines | | | | | | | | Der 4(15) | | Fuel 560,0t-12,0pd | 12,25kn |
| Rdr | | | | | | | | | | | | | |

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| 6823399 | **DONA JOSEFINA** | | **991** | | | **1968** Mitsubishi Heavy Industries Ltd. | | | | **M RoRo Cargo/Ferry** | | 2 Oil 4SA each 8Cy. 300 × 380 geared to | |
| DZIU | ex Kamishiho Maru-80 | | 301 | | | —Shimonoseki | | | (663) | | 800dk P | sc. shaft | |
| 225334 | **Carlos A. Gothong Lines Inc.** | | 573 | | | 71,56 | 13,01 | 3,607 | | Mchy.aft | | 2 660bhp (1 957kW) | |
| RT | Cebu City | Philippines | | | | 65,00 | 12,40 | 4,81 | | | | Daihatsu Kogyo | Osaka |
| | | | | | | 1 dk | | | | | | Gen 2 × 300kW 450V a.c. | |
| | | | | | | | | | | | | Fuel 81,5t-8,0pd | 15kn |

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| 6601428 | **DONA JOSEFINA M.** | | **9 516** | | | **1965** Sanoyasu Dockyard Co. Ltd.—Osaka | | | | **M Ore Carrier** | | Oil 2SA 6Cy. 700 × 1200 | |
| DZUJ | ex Talares-77 ex Noumea Maru-76 | | 3 803 | | | | | | (235) | | | 7 200bhp (5 296kW) | MAN |
| 225028 | **Maritime Trade Carriers Inc.** | | 15 789 | | NK | 141,54 | 20,53 | 8,611 | | 3 Ho 27,2 33,0 29,7 ER | | Kawasaki Dockyard Co. Ltd. | Kobe |
| Df Esd | Manila | Philippines | | | | 134,02 | 20,50 | 11,92 | | G.14 917 | | Gen 2 × 312kW 445V 60Hz a.c. | |
| Gc Rdr | | | | | | P 27,5 F 12,2 1 dk | | | | 3 Ha (stl) (19,5 23,0 19,8 × 8,9) ER | | Fuel 1 105,5t (d.o.)-26,0pd | 14kn |
| RT | | | | | | RW | | | | 4W Cr 4(5) | | | |

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| 5426821 | **DONA JOVITA** | | **162** | | | **1963** A/S Bergens M/V—Bergen | | | (445) | **M Fishing** | | Oil 2SA 4Cy. 300 × 360 | |
| | ex Don Mario-64 | | 77 | | | 28,05 | 8,08 | | | Stern Trawler | | | Normo |
| | **Florencio A. Soyangco** | | — | | | 24,01 | 7,93 | 3,74 | | | | A/S Bergens M/V | Bergen |
| Df Esd | Pisagua | Chile | | | | 1 dk | | | | | | | |
| RT | | | | | | | | | | | | | |

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| 5207926 | **DONA JULIETA** | | **2 353** | | | **1951** Bremer Vulkan A.G.—Vegesack | | | | **M General Cargo** | OSD | Oil 2DA 6Cy. 600 × 900 | |
| DVCW | ex Don Lorenzo-77 | | 1 275 | | | | | | (807) | | 12P | 3 900bhp (2 869kW) | |
| | ex Liebenstein-68 | | 3 175 | | (GL) | 105,11 | 14,20 | 6,182 | | Ice strengthened | | Bremer Vulcan A.G. | Bremen-Vegesack |
| Df Esd | **Sulpicio Lines Inc.** | | | | | | 14,15 | 8,69 | | 4 Ho 21,1 21,1 16,0 14,4 | | Gen 3 × 120kW 1 × 15kW 220V d.c. | |
| Gc Rdr | Carlos A. Gothong Lines Inc. | | | | | P 22,0 F 31,1 1 dk & S dk | | | | G.7 245 B.6 431 | | Fuel 396,5t (d.o.) | 16kn |
| RTv | Cebu | Philippines | | | | RW | | | | 4 Ha (8,3 9,7 8,2 8,2 × 4,7) | | | |
| | | | | | | | | | | 8W Der 6(5) 2(3-5) | | | |

**DAMAGED BY FIRE 6/77**

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| 6720470 | **DONA LILIAN** | | **752** | | | **1967** Imabari Zosen—Imabari | | | (166) | **M General Cargo** | | Oil 4SA 6Cy. 380 × 540 | |
| DZDZ | ex Seiun Maru No. 5-78 | | 487 | | | 63,73 | 9,63 | 4,395 | | Mchy.aft | | 1 300bhp (956kW) | |
| 224254 | **Lorenzo Shipping Corp.** | | 1 377 | | | 57,99 | 9,61 | 4,81 | | | | Makita Tekkosho | Takamatsu |
| Rdr RT | Manila | Philippines | | | | 1 dk | | | | | | | |
| | | | | | | RW | | | | | | | |

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| 5102413 | **DONA LILY** | | **584** | | | **1949**-11 Walkers Ltd.—Maryborough | | | (31) | **M General Cargo** | | Oil 4SA 6Cy. 350 × 535 | |
| DZLD | ex Nukumanu-75 ex Waiben-66 | | 264 | | | 55,73 | 9,02 | 3,398 | | | | 565bhp (416kW) | Mirrlees |
| | ex Elmore | | 642 | ✠Classed LR until | | 51,97 | 9,00 | 3,43 | | 1 Ho 20,1 ER | | Walkers Ltd. | Maryborough |
| RTv | **Sulpicio Lines Inc.** | | | 16/3/79 | | RQD 29,0 B 5,5 F 7,1 1 dk | | | | B.906 | | Gen 2 × 55kW 1 × 15kW 220V d.c. | |
| | Cebu | Philippines | | | | R rf 152 | | | | 2 Ha (8,1 8,7 × 4,4) ER | | Fuel 40,5t (d.o.) | 10,5kn |
| | | | | | | | | | | 3W Der 1(7,5) 2(3) | | | |

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| 7031149 | **DONA LOURDES** | | **959** | | | **1970** Hayashikane SB. & Eng. Co. Ltd. | | | | **M General Cargo** | | Oil 4SA 6Cy. 360 × 540 | |
| HO3849 | ex Miyatama Maru-81 | | 539 | | | —Nagasaki | | | (776) | | | 1 600bhp (1 177kW) | |
| 10496-KJ | **Lever Co. S.A.** | | 1 999 | | NK | 70,01 | 11,43 | 4,877 | | 1 Ho ER | | Akasaka Tekkosho K.K., (Akasaka | |
| Gc Rdr | Panama | Panama | | | | 65,00 | 11,41 | 5,52 | | G.2 217 B.1 916 | | Diesels Ltd.) | Yaizu |
| RT | | | | | | P 15,6 F 16,2 1 dk | | | | 1 Ha (stl) (31,8 × 6,5) ER | | Gen 2 × 100kW 450V a.c. | |
| | | | | | | | | | | 6W Der 2(13) | | Fuel 116,0t-4,5pd | 11kn |

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| 7404724<br>DZJF<br>224M:C<br>000013<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA MAGDALENA**<br>**Ecija Bulk Carriers Inc.**<br>Northern Lines Inc.<br>Manila Philippines | **16 244**<br>11 057<br>26 586 | ✠**100A1** SS 10/81<br>strengthened for heavy cargoes Nos. 1 & 4 or 1 & 3 holds may be empty<br>((cc))<br>✠**LMC**<br>EL Ft 2$\frac{3}{8}$"U2<br>FN 6452 | **1976**-12 Govan Shipbuilders Ltd.—Govan, Glasgow (224)<br>175,14(BB) 25,53 9,964<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf-<br>NS 7BH WB13541KT incl. comb. btm & side tanks in Nos. 2, 3 & 5 holds 1486KT topside tanks in holds 4367KT and No. 3 hold 5943KT | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 19,1 28,3 20,1 28,3 28,1 ER<br>G.33 989 B.31 953<br>5 Ha (10,2 19,2 10,9 19,2 19,2 × 12,1) ER<br>Cr 5(15,25) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 134,0t (d.o.) 1 648,0t (hvf) 15kn |
| 6729529<br>H2DX<br>Df Esd<br>Gc Rdr<br>RT | **DONA MARGARITA**<br>ex Oltenia-82<br>**Third Ioannis Shipping Co. Ltd.**<br>Limassol Cyprus | **22 243**<br>14 497<br>36 150 | RNR<br>✠Classed LR until 9/69 | **1967**-10 Hitachi Zosen—Innoshima (4099)<br>190,02 28,33 11,021<br>180,02 28,01 15,30<br>P 37,5 F 20,2 1 dk<br>rf 102 | **M Tanker**<br>19 Ta ER<br>L.(oil) 45 142 | Oil 2SA 10Cy. 760 × 1600<br>16 500bhp (12 137kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 3 450,5t (hvf) 16kn |
| 7114070<br>AJZL-<br>8672<br>Df Esd<br>RT | **DONA MARGOT**<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **218**<br>148<br>— | AB | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (474)<br>8,59 4,166<br>28,88 8,54 4,65<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW a.c.<br>Fuel 98,5t (d.o.) |
| 5111402<br>DYWM<br>205969<br>Df RTv | **DONA MARIA**<br>ex Don Jose 1-63 ex FS 272<br>**William Lines Inc.**<br>Cebu Philippines | **699**<br>337<br>1 727 | AB | **1944** Wheeler SB. Corp.—Whitestone, NY (86)<br>67,21 9,81 4,363<br>63,71 9,76 4,37<br>1 dk<br>rf 152 len 62<br>conv General Cargo — | **TM Ferry/General Cargo** 280P<br>3 Ho 12,8 10,9 15,2 ER<br>G.1 142<br>3 Ha (6,1 6,1 3,6 × 4,8) ER<br>3W Der 3(5) | 2 Oil 2SA each 6Cy. 220 × 265 sr reverse geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel 110,5t (d.o.) 11kn |
| 7031620<br>DZZJ<br>Df Esd<br>Gc Pfd<br>Rdr | **DONA MARIA 1**<br>ex Fortune 1-80 ex Kalantas-79<br>ex Shinyu Maru-75<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **2 838**<br>1 723<br>4 785 | (NK) | **1970** Kanda Zosensho K.K.—Kure (146)<br>95,76 15,27 6,198<br>88,50 15,22 7,40<br>P 20,5 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 243 B.5 918<br>2 Ha (stl) (22,5 24,5 × 8,0) ER<br>12W Der 3(15) 1(10) | Oil 4SA 6Cy. 500 × 800<br>3 500bhp (2 574kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 140kW 445V d.c.<br>Fuel 405,5t-13,5pd 12,5kn |
| 7107235<br>Df Esd<br>Rdr RT | **DONA MARIE**<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **355**<br>57<br>393 | ✠**100A1** SS 9/81<br>tug<br>✠**LMC**<br>EL (f) $\frac{15}{16}$"U2<br>FN 490 | **1971**-7 N.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (323)<br>37,70 9,38 4,338<br>34,83 9,15 4,91<br>RFD 6,8<br>rf 991 BK<br>4BH WB51t | **TM Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 215 × 260 reverse geared to sc. shafts<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 75kW 1 × 20kW 440V 60Hz a.c. |
| 5324425<br>DYDZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA MARILYN**<br>ex Shinyo Maru-75<br>**Sulpicio Lines Inc.**<br>Carlos A. Gothong Lines Inc.<br>Cebu Philippines | **3 845**<br>2 081<br>4 003 | (NK) | **1958** Taiyo Zosen—Nagasaki (103)<br>105,01 15,04 6,401<br>97,01 15,02 7,70<br>P 25,3 F 9,8 1 dk<br>RW conv Fish Carrier 60 | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.2 769 B.2 152 In.3 944<br>3 Ha (each 2,9 × 2,9) ER<br>8W Der 4(10) 4(5) | Oil 4SA 8Cy. 480 × 720<br>2 400bhp (1 765kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 120kW 230V a.c.<br>Fuel 1 192,0t-14,0pd 12kn |
| 6618809<br>DZOJ<br>M:PC-0<br>01137<br>Esd Rdr<br>RTm/h | **DONA MARILYN**<br>ex Dona Ana-80<br>ex Otohime Maru-76<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **2 855**<br>1 041<br>3 002 | NK | **1966** Onomichi Zosen—Onomichi (175)<br>97,59 13,67 4,496<br>90,00 13,62 8,06<br>B 47,3 2 dks<br>rf 76 | **M Passenger/General Cargo** 807P<br>Ref<br>2 Ho 16,7 11,7 ER<br>G.1 147 B.1 112 In.38<br>2 Ha (6,1 5,1 × 3,8) ER<br>4W Der 4(5) | Oil 2SA 9Cy. 540 × 900<br>5 500bhp (4 046kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 275kW 445V 60Hz a.c.<br>Fuel 151,5t (hvf)-21,5pd 19,5kn |
| 5092292<br>DUQT<br>210359<br>Esd | **DONA NATIVIDAD**<br>**Government of The Republic of The Philippines (Reparations Committee)**<br>Pacific Mercantile Co.<br>Manila Philippines | **148**<br>68<br>— | | **1961** Geibi Zosen Kogyo—Kure (126)<br>37,11 7,29 2,693<br>34,19 6,71 3,36<br>1 dk | **TM Fish Carrier**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 180 × 270<br>500bhp (368kW)<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Fuel 22,5t (d.o.) 9,5kn |
| 7534476<br>Rdr | **DONA NELLY**<br>ex Phinex-78<br>ex Mitsushio Maru-77<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **975**<br>545<br>2 000 | | **1966** Asakawa Zosen—Imabari (95)<br>71,20 10,55 5,182<br>65,00 10,52 5,49<br>2 dks | **M General Cargo**<br>G.2 275 B.2 131 | Oil<br>1 300bhp (956kW)<br>Nippon Hatsudoki Japan<br>11,5kn |
| 7922037<br>Esd Rdr<br>RT | **DONA NINA**<br>**Silos Areneros S.A.**<br>Buenos Aires Argentina | **900**<br>—<br>2 550 | **100A1**<br>Class Contemplated<br>FN 1447 | **1981** Ast. Alianza S.A.—Avellaneda (38)<br>80,02 15,40 3,601<br>77,42 15,02 3,66<br>1 dk | **TM Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | 2 Oil 4SA each 8Cy. 235 × 330 reverse reduction geared to sc. shafts<br>2 080bhp (1 530kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 6811322<br>DZJP<br>Rdr RT | **DONA OKA 1**<br>ex Ryoho Maru-80<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **1 073**<br>637<br>1 931 | (NK) | **1967** Asakawa Zosen—Imabari<br>74,20 10,52 4,822<br>68,59 10,49 5,49<br>P 15,3 F 6,8 1 dk<br>conv General Cargo 71<br>conv Chemical Tanker 73 | **M General Cargo**<br>G.2 455 B.2 252<br>1 Ha (stl) (42,6 × 6,6) ER | Oil 4SA 6Cy. 380 × 540<br>1 550bhp (1 140kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 20kW 225V a.c.<br>Fuel 145,5t-6,0pd 12,25kn |
| 7027318<br>H2MC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONA OURANIA**<br>ex St. Jacobi-79<br>**Chalkis Hellas**<br>Limassol Cyprus | **17 744**<br>12 744<br>29 643 | ✠**100A1** SS 9/80<br>oil tanker (cc)<br>✠**LMC**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6466 | **1971**-2 Howaldtswerke-Deutsche Werft —Kiel (21)<br>170,69(BB) 25,84 10,848<br>160,00 25,80 14,61<br>F 16,5 1 dk<br>rf nil<br>13BH WB1493t | **M Tanker**<br>27 Ta ER<br>L.(oil) 38 793 HeCls. B<br>Cr 1(3) 1(1) Der 2(7,5) | Oil 2SA 7Cy. 780 × 1550<br>12 250bhp (9 011kW) MAN<br>Howaldtswerke-Deutsche Werft Kiel<br>WTAuxB 15kgf/cm$^2$ (14,8bar) Spt 285°C 13,5kgf/cm$^2$ (13,3bar) hs688,0<br>AuxB 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 540kW 440V 60Hz a.c.<br>Fuel 1 966,0t (hvf)-43,0pd 15,5kn |

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| 6620955<br>DVAA<br>222952<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA PACITA II**<br>ex Sun Pine-75<br>ex Yamamatu Maru-72<br>**Northern Lines Inc.**<br>Manila Philippines | **2 996**<br>2 005<br>5 078 | NK | **1966** Tsuneishi Zosen K.K.—Numakuma (152)<br>101,91 15,04 6,376<br>94,11 15,00 7,70<br>P 18,6 F 10,7 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 540 B.6 217<br>2 Ha (27,2 27,5 × 8,0) ER<br>13W Der 1(45) 3(20) 1(10) | Oil 4SA 7Cy. 470 × 820<br>2 800bhp (2 060kW)<br>Ito Tekkosho Shimiz<br>Gen 2 × 140kW 445V a.c.<br>Fuel 443,0t 12,25k |
| 5060847<br>DYGR<br>Esd Rdr<br>RT | **DONA PAMELA**<br>ex Gothong-78 ex Cap Spartel-63<br>ex Cap Gris Nez-56<br>**Carlos A. Gothong Lines Inc.**<br>Cebu Philippines | **1 390**<br>636<br>2 317<br>**2 349**<br>1 272<br>— | ✠Classed LR until 3/53 | **1950**-11 Solvesborgs Varv A/B<br>—Solvesborg (33)<br>88,80 12,37 5,157/—<br>12,32<br>F 8,0 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>G.3 833 B.3 499<br>8W | Oil 2SA 7Cy. 500 × 700<br>Atlas-Diesel A/B Stockhol<br>Fuel 282,5t 14k |
| 7120093<br>Pfd RT | **DONA PATRICIA**<br>**Inversiones Rocamar S.A.**<br>Huacho Peru | **307**<br>137<br>— | (GL) | **1971** Metal Empresa S.A.—Callao (L-44)<br>*36,64*<br>8,01 4,02<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5409275<br>Gc | **DONA PAULA**<br>ex Taka Maru-68<br>**Mormugao Port Trust**<br>Mormugao India | **164**<br>45<br>— | **100A1** SS 9/80<br>Mormugao harbour<br>service and occasional<br>voyages to Bombay<br>**LMC**<br>EL (b)<br>FN 294 | **1961** Teraoka Shipyard Co. Ltd.—Nandan<br>28,55 8,64 3,207<br>25,00 8,01 3,74<br>rf 381<br>4BH | **TM Tug** | 2 Oil 4SA each 6Cy. 350 × 500<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 20kW 110V d.c.<br>Fuel 29,5t |
| 5395292<br>DYGY<br>Df Rdr<br>RT | **DONA PAULINA**<br>ex Yashio Maru-74<br>**Sulpicio Lines Inc.**<br>Carlos A. Gothong Lines Inc.<br>Cebu Philippines | **676**<br>379<br>724 | | **1958** Nakamura Zosen Tekkosho—Matsue (151)<br>56,01 8,84 3,709<br>49,99 8,79 4,30<br>2 dks | **M General Cargo**<br>2 Ho<br>2 Ha (4,5 × 7,6) (2,9 × 4,3)<br>4W Der 2(3) 2(1,5) | Oil 4SA 6Cy. 435 × 650<br>1 400bhp (1 030kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 50kW 1 × 10kW 220V a.c.<br>Fuel 67,0t (d.o.)-5,0pd 14k |
| 5415822<br>DUMT<br>222901<br>Esd Rdr<br>RT | **DONA PAZ**<br>ex Don Sulpicio<br>ex Himeyuri Maru-75<br>**Sulpicio Lines Inc.**<br>Carlos A. Gothong Lines Inc.<br>Cebu Philippines | **2 324**<br>1 393<br>1 212 | (NK) | **1963** Onomichi Zosen—Onomichi (118)<br>93,10 13,64 4,623<br>85,98 13,61 8,06<br>2 dks, pt 3rd dk<br>RW | **M Ferry/General Cargo**<br>608dk P<br>2 Ho<br>G.1 485 B.1 383<br>2 Ha (6,1 5,1 × 3,8)<br>2W Der 2(5) | Oil 2SA 8Cy. 540 × 900<br>4 500bhp (3 310kW)<br>Niigata Eng. Co. Ltd. Niiga<br>Gen 1 × 208kW 445V a.c.<br>Fuel 120,0t-19,5pd 18k |
| 6720626<br>DYOY<br>Rdr RT | **DONA PAZ**<br>ex Tenyo Maru-77<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **941**<br>545<br>1 899 | | **1967** Kurushima Dock Co. Ltd.—Imabari (410)<br>65,00 10,32 4,700<br>62,01 10,29 5,29<br>1 dk<br>RW | **M General Cargo**<br>Ref<br>1 Ho ER<br>1 Ha (34,7 × 8,0) ER<br>Der 1(12) 1(10) | Oil 4SA 6Cy. 380 × 550<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 60kW a.c.<br>Fuel 57,0t 13k |
| 7404736<br>DZLK<br>M:C-0<br>00015<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA PAZ II**<br>ex Dona Paz-81<br>**Fuga Bulk Carriers Inc.**<br>Northern Lines Inc.<br>Manila Philippines | **16 244**<br>11 057<br>26 586 | ✠**100A1** SS 11/81<br>strengthened for heavy<br>cargoes Nos. 1 & 4<br>holds or Nos. 1 & 3<br>holds may be empty (cc)<br>✠**LMC**<br>EL F† 2⅝″U2<br>FN 6452 | **1977**-3 Govan Shipbuilders Ltd.—Govan,<br>Glasgow (225)<br>175,14(BB) 25,53 9,964<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil<br>NS 7BH WB13541T incl. comb. btm &<br>STs in Nos. 2, 3 & 5 holds 1468T<br>topside tanks in holds 4367T & No. 3<br>hold 5943T | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 19,1 28,3 20,1 28,3 28,1<br>ER<br>G.33 989 B.31 953<br>5 Ha (10,2 19,2 10,9 19,2 19,2 ×<br>12,1) ER<br>Cr 5(15,25) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 512kW 440V 60Hz a.c.<br>Fuel 134,0t (d.o.) 1 648,0t (hvf) 15k |
| 5216135<br>HO4915<br>7547-<br>PEXT1<br>Df Esd<br>RTm | **DONA PETRA**<br>ex Veronica-77 ex Maasborg-73<br>**Caribbean RoRo S.A.**<br>Panama Panama | **450**<br>244<br>603 | BV | **1955** C. Amels & Zoon Scheepswerf<br>—Makkum (191)<br>48,42 8,54 3,120<br>46,00 8,49 3,41<br>P 13,5 F 7,4 1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 30,2 ER<br>G.874 B.806<br>2 Ha (each 12,1 × 5,1) ER<br>Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>395bhp (291kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 6kW 110V d.c.<br>Fuel 33,5t (d.o.) 9k |
| 5092319<br>DYAI<br>Df | **DONA REMEDIOS**<br>ex FS 384<br>**Bisaya Land Transport Co. Inc.**<br>Cebu Philippines | **572**<br>285<br>— | | **1944** Ingalls SB. Corp.—Decatur, Al (601)<br>46,00 9,76<br>... ... ...<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 220 × 265<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) |
| 5403295<br>DYWR<br>201731<br>RT | **DONA ROSARIO**<br>ex F 8<br>**George & Peter Lines Inc.**<br>Cebu Philippines | **242**<br>140<br>244 | (AB) | **1943** Sturgeon Bay SB. & D.D. Co.<br>—Sturgeon Bay, Wi (144)<br>38,74 6,46 2,902<br>36,58 6,41 3,20<br>P 10,4 F 4,3 1 dk<br>rf 76 len 57 | **M General Cargo**<br>2 Ho ER<br>B.283<br>2 Ha ER | Oil 4SA 8Cy. 215 × 265<br>300bhp (221kW)<br>National Supply Co. Springfield, O<br>Fuel 22,5t (d.o.) |
| 6814025<br>ELNF<br>2984<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DONA ROSSANA**<br>**Paramount Shipping Ltd.**<br>Monrovia Liberia | **9 384**<br>6 227<br>16 318 | BV | **1968** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Nagoya (2067)<br>147,22(BB) 21,21 9,068<br>136,61 21,18 12,04<br>P 33,6 F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 22,8 26,4 26,4 26,4 ER<br>G.20 727 B.20 235 HeCls. B<br>4 Ha (stl) (15,0 19,6 19,6 19,6 ×<br>9,9) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulz<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Ai<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 904,5t (hvf)-23,5pd 15k |
| 7327055<br>H9SA<br>1005<br>9-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA SELINA**<br>ex Caprina-79<br>ex Supreme Trader-79<br>ex Yudai Maru-78<br>**Rosemoss Shipping Inc.**<br>Panama Panama | **9 702**<br>7 154<br>16 082 | NK | **1973** Imai Zosen—Kochi (325)<br>144,99(BB) 19,84 9,868<br>134,73 19,79 11,99<br>P 26,3 F 10,7 1 dk<br>RW | **M Tanker**<br>Vegetable oil<br>14 Ta ER<br>L.(oil) 22 227 HeCls. BC | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsub<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 720kW a.c.<br>Fuel 173,0t (d.o.) 1 299,0t (hvf)-20,0pd 14k |

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| 7701043<br>SVOL<br>6721<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONA SOPHIA**<br>**Sea Mitre Navigation Enterprises**<br>Piraeus Greece | **15 229**<br>10 265<br>26 991 | ✠**100A1**<br>strengthened for heavy cargoes<br>Nos. 2 & 5 holds may be empty<br>✠**LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 6039 | **1978**-2 Kasado Dock Co. Ltd.—Kudamatsu (304)<br>172,02(BB) 22,92 10,630<br>162,01 22,86 14,41<br>P 28,1 F 13,5 1 dk<br>rf nil<br>8BH WB7670T incl. comb. btm & STs in holds 3581T, topside tanks in holds 2786T | **M Bulk Carrier**<br>6 Ho ER<br>G.35 725 B.31 492<br>6 Ha (stl) (8,7 11,9 11,9 14,4 14,4 13,5 × 11,9) ER<br>Cr 5(15) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 11kgf/cm$^2$ (10,8bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>17kn |
| 7535511<br>DUDN<br>22409<br>Rdr | **DONA SUSAN**<br>ex Seiho Maru<br>**Alberto Gothong Enterprises.**<br>Cebu City Philippines | **593**<br>337<br>1 082 | | **1966** Kurinoura Dock K.K.—Japan (40)<br>53,27 8,64 3,683<br>49,08 8,62 4,50<br>1 dk | **M General Cargo**<br>1 Ho<br>G.1 301 B.1 260<br>1 Ha (26,3 × 5,7) | Oil<br>850bhp (625kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 5104186<br>Df Esd<br>Gc Rdr<br>RT | **DONA SUSANA**<br>ex Dona Vicenta-80<br>ex Captain Kermadec-74<br>ex Capitaine Nemo-74<br>ex Atlanta-73 ex Enee-67<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **1 232**<br>470<br>1 453 | BV | **1956** S.A. des Ancien Chantiers Dubigeon—Nantes-Chantenay (758)<br>85,27 11,99 4,623<br>80,90 11,97 6,81<br>2 dks<br>RW conv Wine Ref General Cargo/Tanker 81 | **M Passenger/General Cargo/Ferry**<br>3 Ho<br>G.2 239 B.1 929 In.131<br>3 Ha (11,0 11,7 10,0 × 5,9)<br>4W Der 6(10) | Oil 2SA 6Cy. 600 × 1040<br>3 000bhp (2 207kW) Sulzer<br>Ch. de l'Atlantique St. Denis<br>Gen 3 × 130kW 220V d.c.<br>Fuel 142,0t (d.o.) 15kn |
| 8009789<br>DUZT | **DONA TRINIDAD II**<br>**Candano Shipping Lines Inc.**<br>Philippines | **530**<br>...<br>750 | AB (Class cont.) | **1981** Mayon Docks Inc.—Tabaco (005)<br>... ... ...<br>45,73 9,76 2,47<br>1 dk | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | 2 Oil<br>730bhp (537kW)<br>............. |
| 8009791 | **DONA TRINIDAD III**<br>**Candano Shipping Lines Inc.**<br>Philippines | **530**<br>—<br>750 | AB | **1981** Mayon Docks Inc.—Tabaco (006)<br>57,31<br>51,82 10,98 2,75<br>1 dk | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | 2 Oil 4SA each 6Cy. 159 × 203 reverse reduction geared to sc. shafts<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW a.c.<br>9kn |
| 8009806 | **DONA TRINIDAD IV**<br>**Candano Shipping Lines Inc.**<br>Philippines | **530**<br>—<br>738 | AB (Class cont.) | **1981** Mayon Docks Inc.—Tabaco (007)<br>... ... ...<br>45,73 9,76 2,47<br>1 dk | **TM Landing Craft**<br>Bow ramp<br>Mchy.aft | 2 Oil<br>730bhp (537kW)<br>............. |
| 7642431<br>HO9659<br>7537-76<br>RT | **DONA VALERY**<br>ex Shomei Maru No. 1-74<br>**South Ocean (Panama) Corp.**<br>Panama Panama | **273**<br>171<br>449 | | **1960** Sugane Zosen—Yokohama<br>41,53 7,50 2,998<br>37,50 7,47 3,15<br>1 dk | **M Tanker**<br>3 Ta ER | Oil<br>250bhp (184kW)<br>Japan |
| 7314096<br>DYVG<br>225090<br>Esd Pfd<br>Rdr RT | **DONA VIRGINIA**<br>ex Shinsakura Maru-79<br>**William Lines Inc.**<br>Cebu Philippines | **4 767**<br>2 914<br>2 910 | NK | **1973** Mitsubishi Heavy Industries Ltd.—Shimonoseki (726)<br>143,47 16,87 6,300<br>127,03 16,82 7,22<br>2 dks<br>conv Rail Vehicles RoRo Cargo/Ferry 79 | **TM RoRo Cargo/Ferry**<br>973dk P | 2 Oil 2SA each 8Cy. 520 × 1050<br>16 000bhp (11 769kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>22,5kn |
| 7113349<br>YXBE<br>AJZL-8725<br>Df Esd<br>Rdr<br>RTm/h | **DONA YOLANDA**<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **265**<br>—<br>— | ✠**100A1** SS 8/80<br>tug<br>✠**LMC**<br>EL (d) $\frac{7}{8}$"U2<br>FN 399 | **1971**-10 D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1147)<br>33,66 9,33 3,391<br>30,26 8,92 4,25<br>RAD 1,6<br>BK 127<br>4BH WB62t | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 10Cy. 215 × 260 sr reverse geared to sc. shafts<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 45kW 450V 60Hz a.c.<br>Fuel 112,0t (d.o.) 13kn |
| 5085744<br>WA3895<br>249150<br>Df Gc<br>Rdr RT | **DONAL G. McALLISTER**<br>ex Dalzellatias-68 ex Russel 17-60<br>ex Coral Sea-51<br>**McAllister Maritime Tugs Inc.**<br>McAllister Brothers Inc.<br>New York, NY United States of America | **136**<br>93<br>— | AB | **1946** Gulfport Boiler & Welding Works Inc.—Port Arthur, Tx (262)<br>*29,02* 7,35 3,518<br>29,27 7,32 3,81<br>1 dk<br>BK 51 | **M Tug** | Oil 4SA 10Cy. 210 × 254<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel 88,5t (d.o.) |
| 7842106<br>WX6813<br>504524<br>Esd Rdr<br>RTv | **DONALD BOLLINGER**<br>**B & B Tug Corp.**<br>Houma, La United States of America | **147**<br>100<br>— | | **1966** Bollinger Machine Shop & Shpyd Inc.—Lockport, La (57)<br>7,40 —<br>21,49 7,35 3,48<br>P 15,6 1 dk | **TM Tug** | 2 Oil each -Cy.<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 120V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 5287263<br>ILKR<br>1173<br>RTm | **DONALD DUCK**<br>ex Punta Europa-72<br>**Sitar - Societa Italiana Armamenti**<br>Rimini Italy | **267**<br>149<br>63 | (RI)<br>✠Classed LR until 3/11/72 | **1952**-9 Soc. Espanola de Const. Nav.—Cadiz (84)<br>45,62 8,11 1,971<br>40,19 3,20<br>B & F 39,4 1 dk<br>R | **TM Ferry**<br>500P | 2 Oil 2SA each 4Cy. 240 × 400<br>600bhp (441kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 20kW 120V d.c.<br>Fuel (d.o.) |
| 7924281<br>389734<br>RT | **DONALD REDFORD**<br>**W & G Industrial Leasing Ltd.**<br>Manchester Ship Canal Co.<br>Manchester United Kingdom | **595**<br>199<br>770 | ✠**A1**<br>sand carrier<br>protected water service<br>✠**LMC**<br>EL E 275,0/26,0U2(a)<br>FN 635 | **1981**-3 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (484)<br>45,52 10,70 3,601<br>43,01 10,61 4,14<br>1 dk<br>rf nil<br>4BH WB50T | **M Hopper/Dredger/Sand Carrier**<br>Grab-dredger Bottom doors<br>1 Ho 15,2 ER<br>Hopper 481<br>1 Ha (14,0open × 8,5) ER<br>Cr 1(-) | Oil 4SA 6Cy. 241 × 305 reverse reduction geared to sc. shaft<br>640bhp (471kW)<br>A.P.E.-Allen Ltd. Bedford<br>Gen 2 × 65kW 415V 50Hz a.c.<br>Fuel 36,5t (d.o.) |
| 5426857<br>319954<br>Esd Pfd<br>Rdr RT | **DONALD RHEAL**<br>**Pecheries A. & S. Noel Ltd.**<br>Bathurst, N.B. Canada | **183**<br>63<br>— | ✠Classed LR until 2/68 | **1964**-1 Bathurst Marine Ltd.—Bathurst, N.B. (6)<br>28,00 6,74<br>24,39 6,71 3,66<br>RQD 9,8 F 9,5<br>rf 1321 BK 114 | **M Fishing**<br>Stern Trawler | Oil 4SA 7Cy. 250 × 360<br>495bhp (364kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 6810689<br>HO4039<br>369-P<br>EXT1<br>RT | **DONALD STEVENSON**<br>ex Colsteve-69<br>ex Donald Stevenson-66<br>**Establishment Collins International**<br>Panama Panama | **213**<br>145<br>— | | **1956** Weaver Shipyard—Orange, Tx<br>*35,06* 7,52<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil each 12Cy. 127 × 133<br>NE 65<br>General Motors Corp. | Detroit, M<br>12kn |
| 5246465<br>CY2027<br>190339<br>Rdr RT | **DONALEE**<br>ex Nanaimo Chief-72<br>ex Sechelt Chief-52 ex Radiant-48<br>**Connoisseur Holdings Ltd.**<br>Vancouver, B.C. Canada | **126**<br>36<br>— | | **1943** Peyton Co.—Newport Beach, Ca<br>33,66 5,59 3,201<br>... ... ... | **Wood M Tug** | Vee Oil 4SA 12Cy. 146 × 203<br>NE 52<br>Caterpillar Tractor Co. | Peoria, Illinois |
| 7205192<br>D9GN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONAM FRONTIER**<br>ex Esperanza-81<br>ex Tokushin Maru-76<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **10 195**<br>6 685<br>16 999 | AB KR (NK) | **1972** Shin Yamamoto Zosen—Kochi (155)<br>146,41(BB) 22,66 6,503<br>136,02 22,61 12,10<br>P 22,6 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.21 353 B.20 343 HeCls. B<br>4 Ha (stl) (16,4 18,7 17,9 18,7 × 10,9) ER<br>Cr 1(10) Der 1(35) 3(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 360kW 445V a.c.<br>Fuel 181,5t (d.o.) 1 396,5t (hvf)-28,5pd | Mitsubishi<br>Yaizu<br>14,5kn |
| 7127297<br>D9GU<br>BM38<br>415<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONAM HARMONY**<br>ex Cape Mandarin-81<br>ex Mandarin Venture-76<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **12 297**<br>6 864<br>19 162 | AB KR | **1972** Hitachi Zosen—Mukaishima (4344)<br>156,17 22,66 9,538<br>146,08 22,61 12,88<br>P 27,8 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 26,9 26,9 26,9 26,9 ER<br>G.23 869 B.23 313 HeCls. B<br>4 Ha (stl) (17,1 × 8,6) (17,9 17,9 17,9 × 10,5) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 310kW 450V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 419,0t (hvf)-28,5pd | B&W<br>15kn |
| 7128215<br>D9GY<br>BM22<br>448<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONAM TRIO**<br>ex Da Prima-82 ex Prima-80<br>ex Central Argo-75<br>ex Yamato Maru-73<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **11 682**<br>6 765<br>19 122 | KR NK | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (975)<br>155,12(BB) 22,86 9,316<br>146,01 22,81 12,65<br>P 29,3 F 10,7 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 511 B.22 560<br>4 Ha (stl) (15,0 × 9,2) (18,7 18,7 18,7 × 10,9) ER<br>Der 4(25) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 900kW a.c.<br>Fuel 1 627,5t | B&W<br>Tamano<br>14,75kn |
| 5410846<br>8KDA<br>90395<br>Rdr RT | **DONAN MARU**<br>**Hamada Kaiun Shokai K.K.**<br>Takamatsu, Kagawa Pref. Japan | **183**<br>105<br>250 | | **1963** Hakodate Dock Co. Ltd.—Hakodate (322)<br>31,20 6,81<br>28,00 6,80 2,49<br>1 dk | **M General Cargo**<br>G.265 B.249<br>1 Ha (12,1 × 4,6) ER | Oil 4SA 5Cy. 250 × 380<br>210bhp (154kW) E made38 fitted63<br>Niigata Eng. Co. Ltd. | Niigata<br>7,5kn |
| 5035555<br>Df Esd<br>RTm | **DONANA**<br>ex Banc d'Arguin-66<br>**Industria Pesqueira do Maranhao S.A.**<br>Sao Luis de Maranhao Brazil | **387**<br>251<br>— | (BV) | **1962** Ch. A. Tertu—Le Fret<br>37,83 8,39<br>33,63 8,21 5,16<br>P 8,9 F 9,5 | **Wood M Fishing**<br>Side-fishing<br>5 Ha (0,9 × 0,8) (1,4 × 1,2) (1,6 × 1,3) (1,4 × 1,1) (0,9 × 0,8) | 2 Oil 4SA each 8Cy. 180 × 220 geared to sc. shaft<br>660bhp (485kW)<br>Les Acieries du Nord<br>Fuel 80,0t | Maubeuge<br>9kn |
| 7818511<br>DJZS<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DONAR**<br>**Friedrich V. Beutelrock G.m.b.H. & Co. K.G.**<br>Luebeck Federal Republic of Germany | T.Mk<br>**1 597**<br>1 213<br>4 393 | GL | **1979** Werft Nobiskrug—Rendsburg (698)<br>*100,25*(BB) 5,201<br>15,71 8,01<br>P 14,1 F 9,2 2 dks<br>len 80 | **M General Cargo**<br>Ice strengthened<br>G.5 493 B.5 333<br>TEU 224<br>C.Ho 108/20' C.Dk 116/20'<br>3 Ha (stl) (12,4 12,4 24,6 × 12,5) ER | Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 39,0t (d.o.) | Koeln<br>13kn |
| 6721668<br>EFQC<br>8726<br>Df Esd<br>RT | **DONAS**<br>**Jose Nunez Soutino**<br>Vigo Spain | **149**<br>63<br>— | BV | **1967** Const. Nav. Santodomingo—Vigo (350)<br>27,11<br>23,22 6,19 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER | Oil 4SA 8Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz<br>Fuel 39,0t (d.o.) | Koeln<br>10kn |
| 7429372<br>H3IE<br>5584-75B<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONATA**<br>ex Sanana-81 ex Asia Luna-80<br>**Chantry Shipping S.A.**<br>Panama Panama | **6 020**<br>4 168<br>10 171 | NK | **1975** Hashihama Zosen—Imabari (599)<br>127,97 18,34 7,757<br>118,98 18,29 9,91<br>P 24,4 F 10,7 1 dk | **M General Cargo**<br>3 Ho 21,4 39,7 26,2 ER<br>G.13 333 B.12 857<br>3 Ha (stl) (16,0 30,7 10,5 × 8,9) ER<br>Der 4(19,5) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW 445V a.c.<br>Fuel 971,0t (d.o.)-22,5pd | Mitsubishi<br>Kobe<br>13,25kn |
| 5092400<br>Df RT | **DONATA**<br>ex Dagny-53 ex Cateli-50<br>**W. Havens**<br>United Kingdom | **200**<br>114<br>230 | | **1932** Gebr. van Diepen—Waterhuizen<br>*32,62* 6,56 2,591<br>6,53 2,80<br>P 10,4 F 4,3 1 dk<br>R | **M General Cargo**<br>1 Ho 19,5 ER<br>G.340 B.311<br>2 Ha (8,5 4,5 × 4,5) ER<br>1W Der 2(1,5) | Oil 4SA 3Cy. 280 × 450<br>150bhp (110kW)<br>Humboldt-Deutzmotoren<br>Fuel 8,0t (d.o.) | Koeln-Deutz<br>7kn |
| 5092412<br>ETAD<br>Df Esd<br>Gc RT | **DONATELLA**<br>ex Silford-55 ex Straum-52<br>ex La Seine-38 ex Westerschelde<br>**Refrigerating Sea Transport Co. Ltd.**<br>Massawa Ethiopia | **287**<br>142<br>— | | **1918** U. Zwolsman & Zoon—Workum<br>*37,34* 7,12<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>Ref<br>2 Ha (9,6 3,3 × 4,0) ER | Oil 2SA 6Cy. 265 × 345<br>450bhp (331kW) NE 48<br>Crossley Bros. Ltd. | Manchester<br>8,5kn |
| 7113428<br>YVAF<br>AMMT-0982<br>RT | **DONATELLA**<br>**Frian Pesca C.A.**<br>Venezuela | **111**<br>67<br>— | | **1971** ..............Mexico<br>7,01<br>27,44<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>.............<br>Fuel (d.o.) | |
| 5002156<br>3FSR<br>11247-GI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONATELLO**<br>ex Lake Aniara-82 ex Aniara-77<br>ex Ada Gorthon-71<br>**Walter Corp.**<br>Tecnomar<br>Panama Panama | **12 945**<br>7 772<br>21 571 | ✠LR class withdrawn-Owner's request 9/82 | **1962**-8 Oresundsvarvet A/B—Landskrona (176)<br>170,62 21,95 9,705<br>163,56 21,90 12,40<br>P 25,3 F 20,8 1 dk<br>rf 51 | **M Tanker** 2P<br>27 Ta ER<br>L.(oil) 28 397 HeCls. BC<br>Der 4(5) 3(3) 2(1) | Oil 2SA 7Cy. 760 × 1500<br>8 750bhp (6 436kW)<br>A/B Gotaverken<br>Gen 2 × 300kW 1 × 110kW 450V 60Hz a.c.<br>Fuel 1 691,5t (hvf)-31,5pd | Goteborg<br>15,5kn |

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|---|---|---|---|---|---|---|
| 7720300<br>IMOU<br><br>Rdr RT | **DONATELLO**<br><br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **173**<br>114<br>40 | <br><br>RI | **1980** Navaltecnica—San Benedetto del Tronto (202)<br>30,97 12,60 3,691<br>25,40 6,21 3,74<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 190 × 230 reverse reduction geared to sc. shafts<br>1 880bhp (1 383kW) Maybach<br>M.T.U. Friedrichshafen West Germany |
| 7341740<br>CLTB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONATO MARMOL**<br>ex Strathdevon-81<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **9 214**<br>6 086<br>15 088 | **✠100A1** SS 6/80<br><br>**✠LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1975**-1 Austin & Pickersgill Ltd.—South Dock, Sunderland (446)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB3798T incl. DTm1780T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,9 ER 21,2 3 TwD 21,5 41,1comb. 22,9<br>G.21 424 B.19 647<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(50) 1(26) 4(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 971,5t (hvf) 15kn |
| 6927494<br>DGAD<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DONAU**<br><br>**Heinrich Schepers Rhein-See-Linie**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>339<br>1 271<br>**999**<br>717<br>1 980 | <br><br>GL | **1969** J. J. Sietas K.G. Schiffswerft —Hamburg (666)<br>73,87 10,83 3,953/5,071<br>67,67 10,80 6,05<br>P 11,9 F 10,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>G.2 432 B.2 169<br>1 Ha (stl) (40,2 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,5kn |
| 6916342<br>JOCY<br>104773<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONAU MARU**<br><br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Hyogo Pref. Japan | **45 237**<br>30 904<br>76 850 | <br><br>NK | **1969** Mitsubishi Heavy Industries Ltd. —Yokohama (903)<br>239,02(BB) 36,07 13,336<br>226,02 36,02 19,11<br>F 18,3 1 dk | **M Ore/Oil Carrier**<br><br>8 Ho ER<br>G.40 563 L.(oil) 92 113<br>8 Ha (stl) (11,9 11,9 13,4 13,4 13,4 13,4 13,4 13,4 × 8,9) ER | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW)<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 550kW 450V a.c.<br>Fuel 5 285,5t-63,0pd 15,5kn |
| 7106097<br>D5ME<br>6439<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONAU ORE**<br>ex World Era-81<br>ex Jarl Malmros-79<br>**Odeon Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **113 173**<br>95 138<br>218 957 | **✠100A1** CS 7/81<br>ore carrier<br>**✠LMC** **UMS**<br>EL B• $4\frac{3}{16}$"U3<br>FN 23416 | **1971**-7 Nippon Kokan K.K.—Tsu, Mie Pref. (7)<br>327,82(BB) 50,09 19,152<br>310,02 50,02 25,51<br>1 dk<br>rf 51<br>8BH WB11005t | **S Ore/Oil Carrier**<br>Adapted for Ore cargoes only IGS<br>pt higher tensile steel<br>5 Ho 45,0 45,0 45,0 45,0 59,9 17 Ta ER<br>Ore 119 765 HeCls. BC<br>1 Ha (stl) (12,5 × 11,8) 9 Ha (stl) (each 13,4 × 13,8) 1 Ha (stl) (9,9 × 13,8) ER<br>Der 2(15) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Westinghouse<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTB 74kgf/cm² (72,6bar) Spt 515°C 63kgf/cm² (61,8bar) hs2911,5<br>sg 10kgf/cm² (9,9bar)<br>Gen 2 × 1440kW 1 × 460kW 450V 60Hz a.c.<br>Fuel 9 519,5t (o.f.)-147,5pd 15,5kn |
| 6615326<br>GSYU<br>309793<br>Df Esd<br>Gc Rdr<br>RTm/v | **DONAX**<br><br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **41 392**<br>26 330<br>74 283 | **✠100A1** SS 10/75<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL z† $3\frac{9}{16}$"SQ<br>FN 12186 | **1966**-12 Harland and Wolff Ltd.—Belfast (1663)<br>243,85(BB) 35,34 13,126<br>232,01 35,29 17,23<br>F 22,9 1 dk<br>rf 127<br>10BH WB14508t incl. 8818t in clean ballast tanks DTf3201t | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 90 415 HeCls. B<br>Cr 1(5) Der 2(10) 2(1) | Oil 2SA 9Cy. 840 × 1800<br>18 000bhp (13 240kW) B&W<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 465lbf/in² (32,1bar) Spt 260,0°C<br>AuxB 150lbf/in² (10,4bar)<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 788,0t (hvf)-61,0pd 15,5kn |
| 5092462<br>UKEZ<br>M-16930<br>Df Esd | **DONBASS**<br><br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **533**<br>—<br>193 | <br><br>(RS) | **1956** Wartsila Kon. Crichton-Vulcan —Turku/Abo (997)<br>47,86 9,66 3,480<br>42,52 9,50 4,68 | **S Tug**<br><br>Ice strengthened | T 3Cy. 420 700 & 1150 × 700<br><br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 7829314<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONBEI MARU**<br>ex Kyotoku Maru No. 38-79<br>**Indonesia Fisheries Development Pte. Ltd.** | **224**<br>108<br>265 | <br><br>(NK) | **1969** K.K. Goriki Zosensho—Ise (680)<br>44,40 3,109<br>39,10 7,60 3,31<br>P 19,2 F 4,3 1 dk | **M General Cargo**<br>Ref.<br>Mchy.aft<br>In.263 | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 256kW a.c.<br>12kn |
| 7520592<br>WYP2<br>699<br>553107 | **DONCELYN**<br>ex Politician-78<br>**Celia W. Kiesel**<br>Galveston, Tx United States of America | **108**<br>73<br>— | | **1973** ............Fort Myers, Fl<br>*21,25* 6,13<br>3,03<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| 6906206<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONETS**<br><br>**U.S.S.R.**<br>U.S.S.R. | **5 600**<br>2 390<br>3 297 | | **1968** Oy Wartsila Ab—Turku/Abo (1175)<br>130,41 16,06 5,182<br>114,99 16,01 8,01<br>2 dks | **TD-E Cable-layer**<br>Mchy.aft<br><br>2W Cr 2(5) Der 2(20) | 5 Oil 4SA each 6Cy. 240 × 310 total 4 950bhp (3 641kW) driving 5 gen. connected to 2 elec. motors & geared to sc. shafts<br>Oy Wartsila Ab Turku/Abo<br>Thw. thrust propeller fwd |
| 5092515<br>UOSE<br>M-16918<br>Df | **DONETS**<br><br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **2 528**<br>1 441<br>3 214 | <br><br>RS | **1956** Wartsila Kon. Crichton-Vulcan —Turku/Abo (999)<br>90,53 13,01 5,600<br>84,89 12,98 6,51<br>1 dk<br>RW | **S General Cargo**<br><br>Ice strengthened<br>2 Ho 32,3 ER 31,5<br>G.4 140 B.3 950<br>4 Ha (10,5 10,5 × 6,0) ER (10,5 10,5 × 6,0)<br>8W Der 1(30) 1(15) 8(5) | C 4Cy. (2) 380 & (2) 820 × 820<br>1 000ihp (736kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 325,0t (o.f.) 10kn |
| 7044641<br>ESWW<br>M-30142<br>Df Esd<br>Gc Rdr<br>RT | **DONETS**<br><br>**U.S.S.R. -'Kaspryba'**<br>Baku U.S.S.R. | **1 361**<br>473<br>527 | <br><br>RS | **1969** ............U.S.S.R.<br>72,07 10,83 3,541<br>5,72 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,3 × 2,3)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 5092527<br>UWTD<br>M-989<br>Df Esd | **DONETS**<br><br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **941**<br>429<br>915 ✠ | (RS) | **1951**-12 Lidingoverken J. A. Aberg & Co. —Lidingo (12)<br>61,52 9,61 4,293<br>9,56 5,64<br>1 dk | **M General Cargo**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.1 006<br>2 Ha (each 3,8 × 3,1) ER<br>4W Der 4(3) | Oil 2SA 5Cy. 345 × 580<br><br>Nydqvist & Holm A/B Trollhattan<br>13kn |

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|---|---|---|---|---|---|---|
| **7630098**<br>UWQC<br>M-12473 | **DONETS**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1976** .............U.S.S.R.<br>33,94 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) |
| **7003568**<br>UPJV<br>M-29487<br>Df Esd<br>Gc Rdr<br>RT | **DONETSKIY KHIMIK**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**3 591**<br>1 563<br>—<br>**5 950**<br>3 080<br>8 290 | <br><br>RS | **1970** "A. Zhdanov" SB. Yard—Leningrad<br>129,95(BB) 17,84 6,311/7,830<br>121,01 17,81 9,81<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,1 16,1 17,5 17,5 ER<br>11,9 5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2<br>× 9,9) ER (8,3 × 7,0)<br>Cr 5(8) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW<br>1 × 100kW<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| **6916108**<br>UPJH<br>M-29484<br>Df Esd<br>Gc Rdr<br>RT | **DONETSKIY KOMSOMOLETS**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**4 054**<br>1 677<br>—<br>**5 950**<br>3 080<br>8 290 | <br><br>RS | **1969** "A. Zhdanov" SB. Yard—Leningrad<br>129,95(BB) 17,84 6,420/7,830<br>121,01 17,81 9,81<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,1 16,1 17,5 17,5 ER<br>11,9 5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2<br>× 9,9) ER (8,3 × 7,0)<br>Cr 5(8) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW<br>1 × 100kW<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| **7003570**<br>UPJU<br>M-29486<br>Df Esd<br>Gc Rdr<br>RT | **DONETSKIY METALLURG**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Ilyichyovsk U.S.S.R. | T.Mk<br>**3 591**<br>1 563<br>—<br>**5 950**<br>3 080<br>8 290 | <br><br>RS | **1969** "A. Zhdanov" SB. Yard—Leningrad<br>129,95(BB) 17,84 6,414/7,830<br>121,01 17,81 9,81<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,1 16,1 17,5 17,5 ER<br>11,9 5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2<br>× 9,9) ER (8,3 × 7,0)<br>Cr 5(8) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW<br>1 × 100kW<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| **6930518**<br>UPJQ<br>M-29485<br>Df Esd<br>Gc Rdr<br>RT | **DONETSKIY SHAKHTYOR**<br><br>**U.S.S.R. -Black Sea Shipping**<br>**Co.**<br>Odessa U.S.S.R. | T.Mk<br>**3 591**<br>1 563<br>—<br>**5 950**<br>3 080<br>8 290 | <br><br>RS | **1969** "A. Zhdanov" SB. Yard—Leningrad<br>129,95(BB) 17,84 6,551/7,830<br>121,01 17,81 9,81<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,1 16,1 17,5 17,5 ER<br>11,9 5 TwD<br>G.11 155 B.10 120<br>5 Ha (stl) (8,3 × 7,0) (11,2 11,2 11,2<br>× 9,9) ER (8,3 × 7,0)<br>Cr 5(8) | Oil 2SA 9Cy. 500 × 1100<br>5 200bhp (3 825kW)<br>Bryansk Eng. Works<br>Gen 2 × 300kW 1 × 200kW<br>1 × 100kW<br>Fuel 239,5t (d.o.) 363,5t (hvf)-17,5pd |
| **7421021**<br>6MUG<br>MM5273<br>RT | **DONG A No. 31**<br>ex Kwan Dong-81<br>**Dong A Transportation**<br>Mok Po South Korea | **353**<br>183<br>568 | <br><br>(KR) | **1974** Busan SB. & Eng. Co. Ltd.—Busan (120)<br><br>41,94 3,048<br>38,89 7,98 3,48<br>1 dk | **M General Cargo**<br><br><br>G.618<br>1 Ha (18,2 × 4,8) ER | Oil 4SA 6Cy. 240 × 400<br>520bhp (382kW)<br>Makita Tekkosho<br>Gen 2 × 20kW 220V a.c. |
| **7025803**<br>D7BN<br>IM1307<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG AH**<br>ex Oshima Maru-73<br>**ICC Steamship Corp.**<br>Inchon South Korea | **3 039**<br>1 998<br>5 974 | <br><br>KR NK | **1970** Kurushima Dock Co. Ltd.—Imabari (631)<br>101,12 16,01 6,808<br>94,01 15,98 8,21<br>P 18,9 B 4,9 F 12,2 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Fuel 498,0t-12,5pd |
| **7313626**<br>D8OF<br>IM19<br>Esd Gc<br>Rdr RT | **DONG AH No. 101**<br>ex Ryurin Maru-77<br>**Dong Ah Construction**<br>**Industrial Co. Ltd.**<br>Inchon South Korea | **483**<br>152<br>360 | <br><br>KR (NK) | **1973** Geibi Zosen Kogyo—Kure (248)<br>35,72 10,22 3,506<br>33,00 10,19 4,68<br>F 14,7 1 dk | **TM Tug**<br>Pusher<br>Mchy.aft | 2 Oil 4SA each 8Cy. 310 × 380<br><br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW 450V a.c. |
| **7701964**<br>D8OG<br>IM20<br>Df Esd<br>Rdr RT | **DONG AH No. 102**<br>ex Akagi<br>**Dong Ah Construction**<br>**Industrial Co. Ltd.**<br>Inchon South Korea | **293**<br>88<br>330 | <br><br>KR (NK) | **1977** Yoshiura Zosen—Kure (253)<br>37,50 3,701<br>32,01 9,01 4,22<br>F 21,1 1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 300 × 450<br><br>Fuji Seisakusho<br>Gen 2 × 64kW 225V a.c. |
| **7650361**<br>D8OH<br>IM22<br>Esd Gc<br>Rdr RT | **DONG AH No. 103**<br>ex Kaimeu-77<br>**Dong Ah Construction**<br>**Industrial Co. Ltd.**<br>Inchon South Korea | **296**<br>97<br>400 | <br><br>KR (NK) | **1974** K. Hashimoto—Japan<br>41,92 3,285<br>37,50 10,00 3,71<br>F 12,2 1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 300 × 450<br><br>Fuji Seisakusho<br>Gen 3 × 80kW 225V a.c. |
| **7650402**<br><br><br>Df Rdr<br>RT | **DONG AH No. 106**<br>ex Shoyo Maru No. 7-77<br>**Dong Ah Construction**<br>**Industrial Co. Ltd.**<br>Inchon South Korea | **112**<br>30<br>56 | <br><br>(KR) (NK) | **1972** Shonan Zosen—Numakuma,<br>Hiroshima Pref.<br>26,60 2,579<br>24,69 7,51 3,00<br>1 dk<br>conv Side-fishing Tuna Fishing 77 | **TM Tug**<br>Pusher | 2 Oil 4SA each 6Cy. 270 × 420<br><br>Matsue Nainenki Kogyo |
| **7046625**<br>D8OI<br>IM24<br>RT | **DONG AH No. 107**<br>ex Hayashio-77<br>**Dong Ah Construction**<br>**Industrial Co. Ltd.**<br>Inchon South Korea | **101**<br>32<br>34 | <br><br>KR | **1970** Towa Zosen K.K.—Shimonoseki (398)<br>23,09 2,201<br>20,50 6,71 3,00<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 400<br><br>Otsuka Tekko<br>Gen 1 × 20kW 225V a.c.<br>Fuel (d.o.) |
| **7644180**<br>D7CR<br>IM25<br>Df Gc<br>Rdr RT | **DONG AH No. 109**<br>ex Kanjin Maru-78<br>ex Fuji Maru No. 1<br>**Dong Ah Construction**<br>**Industrial Co. Ltd.**<br>Inchon South Korea | **289**<br>74<br>— | <br><br>KR (NK) | **1972** Y.K. Tokai Zosensho—Tsukumi<br>35,51 3,101<br>30,99 9,01 4,40<br>1 dk | **M Tug** | Oil 4SA 6Cy. 470 × 820<br><br>Ito Tekkosho<br>Gen 2 × 48kW 225V a.c. |

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| 7128198<br>D7CQ<br>M26<br>Df Gc<br>Pfd Rdr<br>RT | **DONG AH No. 110**<br>ex Raijin Maru-78<br>**Dong Ah Construction Industrial Co. Ltd.**<br>Inchon South Korea | **298**<br>89<br>270 | **1971** K.K. Wakamatsu Zosen—Kitakyushu (212)<br>KR 42,65 9,15 3,398<br>38,00 8,79 3,99<br>F 25,3 1 dk | **M Tug**<br>Salvage | Oil 4SA 6Cy. 380 × 540<br>Nippon Hatsudoki Kobe<br>Gen 1 × 120kW 440V a.c. 1 × 80kW 220V a.c.<br>Fuel 244,0t-9,0pd 10,5kn |
| 7831434<br>6KVT<br>BS-A-1719<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG AH No. 111**<br>**Son Beom Yong**<br>Busan South Korea | **141**<br>24<br>— | **1979** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>38,51<br>KR 31,55 7,10 2,85<br>F 5,8 1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 70kW 225V a.c.<br>12,25kn |
| 7736878<br>BOZM<br>Df Esd<br>Gc Rdr<br>RT | **DONG AN**<br>**China Ocean Shipping Co.**<br>Shanghai China | **2 493**<br>1 104<br>3 030<br>**3 577**<br>1 767<br>4 690 | **1973** Santierul Naval Galatz—Galatz<br>106,10 14,79 5,639/7,060<br>93,48 8,49<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,2 21,4 22,1 ER<br>G.6 421 B.5 898<br>3 Ha (stl) (11,2 × 7,9) (14,7 14,7 × 9,6) ER<br>8W Cr 1(5) Der 8(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulzer<br>Jugoturbina Karlovac<br>Fuel 315,0t (hvf) 14,5kn |
| 7326518<br>D7XV<br>BM49 199<br>Rdr RT | **DONG BAEK**<br>ex Rokko Maru-79<br>**Hyopsung Maritime Co. Ltd.**<br>Busan South Korea | **270**<br>98<br>93 | **1973** Ishikawajima Ship & Chemical Plant Co.—Tokyo (448)<br>KR 32,85 9,53 3,175<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 48kW 445V a.c.<br>13,5kn |
| 7005920<br>6LSD<br>Df Esd<br>Pfd Rdr<br>RTm/h | **DONG BAEK No. 3**<br>**The Food & Agriculture Organisation of the United Nations**<br>Busan South Korea | **122**<br>34<br>58 | **1969** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (683)<br>(NK) 24,67 6,66 2,845<br>21,49 6,61 3,51<br>F 11,0 1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 4,1 ER<br>In.41<br>2 Ha (stl) (1,7 × 1,3) (0,7 × 0,7) ER<br>Der 1(3) 1(1) | Oil 4SA 6Cy. 200 × 260<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 30kW 1 × 15kW 225V 60Hz a.c.<br>Fuel 25,5t (d.o.)-2,0pd 10kn |
| 7005932<br>6LSM<br>Df Esd<br>Pfd Rdr<br>RTm/h | **DONG BAEK No. 5**<br>**The Food & Agriculture Organisation of the United Nations**<br>Busan South Korea | **122**<br>34<br>62 | **1969** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (684)<br>(NK) 24,67 6,66 2,845<br>21,49 6,61 3,51<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 4,1<br>In.41<br>2 Ha (stl) (1,7 × 1,3) (0,7 × 0,7)<br>Der 1(3) 1(2) | Oil 4SA 6Cy. 200 × 260<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 30kW 1 × 15kW 225V 60Hz a.c.<br>Fuel 25,5t (d.o.)-2,0pd 10kn |
| 7606437<br>HLUL<br>KW202 9-A57<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 31**<br>ex Yuko Maru No. 21-71<br>**Go Un Seog**<br>Donghae South Korea | **192**<br>95<br>— | **1965** Hakata Dock K.K.—Fukuoka<br>*33,59*<br>(KR) 33,61 6,90 3,31<br>F 3,7 1 dk | **M Fish Carrier**<br>Ref<br>In.216 | Oil 4SA 6Cy. 275 × 410<br>600bhp (441kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 60kW 225V a.c.<br>10,5kn |
| 5253937<br>6MGI<br>BS-A-1956<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 33**<br>ex Hoyo Maru No. 38-73<br>ex Nitto Maru No. 53<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Busan South Korea | **252**<br>135<br>209 | **1961** Azuma Zosen—Yokosuka (560)<br>43,19 7,62 2,998<br>KR 38,56 7,21 3,61<br>F 5,5 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.274<br>1 Ha (2,5 × 1,4) | Oil 4SA 6Cy. 350 × 500<br>550bhp (405kW) Hanshin<br>Kinoshita Tekkosho Akashi<br>Gen 2 × 48kW 230V a.c.<br>10,5kn |
| 7122089<br>HLUB<br>KW1829-A471<br>Df Gc<br>Pfd Rdr | **DONG BANG No. 35**<br>ex Mondai Maru No. 7-79<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | **284**<br>137<br>— | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (536)<br>KR 49,38 7,62 3,099<br>41,00 7,60 3,56<br>F 7,1 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.207<br>5 Ha (each 1,1 × 1,1) | Oil 4SA 6Cy. 300 × 480<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 225V a.c.<br>12,25kn |
| 7742102<br>HLUE<br>KW1829-A487<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 37**<br>ex Pais del Este No. 37-79<br>ex Seishin Maru No. 15-79<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | **297**<br>153<br>— | **1969** Uchida Zosen—Ise (669)<br>49,48<br>KR 43,52 8,31 3,64<br>P 11,6 F 10,1 1 dk | **M Fishing**<br>In.365<br>2 Ha (1,1 × 0,9) (1,4 × 1,4) | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 225V a.c.<br>11,75kn |
| 7001596<br>HLUF<br>KW1829-A490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 39**<br>ex Daikoku Maru No. 15-79<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | **299**<br>157<br>— | **1969** Uchida Zosen—Ise (677)<br>49,41 8,31 3,150<br>KR 43,52 8,28 3,64<br>P 22,3 F 9,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.369<br>4 Ha (1,2 1,2 × 0,9) (1,4 1,4 × 1,4) | Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 160kW 225V a.c.<br>11kn |
| 7604960<br>6LYD<br>MUF2 6129<br>Df Esd<br>Gc Rdr<br>RT | **DONG BANG No. 51**<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | **341**<br>153<br>351 | **1966** Nichiro Zosen—Ishinomaki<br>*39,99*<br>KR 39,60 8,31 3,76<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>In.314 | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 100kW 220V a.c.<br>11,5kn |
| 6702868<br>HLUZ<br>MUF1 1920<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 55**<br>ex Kofuku Maru No. 10-71<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | **291**<br>106<br>370 | **1966** Yamanishi Zosen K.K.—Ishinomaki (527)<br>KR 44,61 8,44 3,302<br>40,62 8,41 3,76<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.320<br>3 Ha (each 1,7 × 1,7) | Oil 4SA 6Cy. 320 × 500<br>1 150bhp (846kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 100kW 225V a.c.<br>11,75kn |

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| 7410084<br>KW2029<br>-A610<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 57**<br>ex Pais del Este No. 57-82<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Donghae South Korea | 499<br>183<br>— | KR | **1974** Usuki Tekkosho—Usuki (901)<br>60,30 3,887<br>53,80 9,99 6,20<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.576<br>2 Ha (2,2 × 1,9) (2,2 × 2,4) ER | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 216kW a.c. | Yaiz<br>13k |
| 7410125<br>6MGN<br>KW182<br>9-A50<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 59**<br>ex Pais del Este No. 59-78<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Mugho South Korea | 499<br>183<br>— | KR | **1975** Usuki Tekkosho—Usuki (907)<br>60,30 3,887<br>53,80 10,00 6,20<br>F 18,0 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.570<br>2 Ha (2,2 × 1,9) (2,2 × 2,5) | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 216kW 225V a.c. | Yaiz<br>13,25k |
| 7238008<br>6MGG<br>KW182<br>9-A49<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 71**<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | 1 459<br>695<br>1 745 | KR | **1972** Niigata Eng. Co. Ltd.—Niigata (1121)<br>80,75 5,201<br>75,70 12,60 8,06<br>B 12,5 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 769<br>2 Ha (each 2,3 × 2,2) | Oil 4SA 6Cy. 400 × 600<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 304kW a.c. | Niigat<br>14k |
| 7314553<br>6MGM<br>KW182<br>9-A48<br>Df Esd<br>Gc Rdr<br>RT | **DONG BANG No. 77**<br>ex Daitoku Maru No. 17<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | 1 526<br>821<br>2 493 | KR (NK) | **1973** Usuki Tekkosho—Usuki (865)<br>89,16 12,83 5,639<br>83,01 12,81 6,51<br>P 38,5 F 10,4 1 dk | **M Fish Carrier**<br>Ref<br>Mchy.aft<br>In.2 550<br>3 Ha (stl) (each 5,6 × 4,1)<br>Der 6(3) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 240kW 445V a.c.<br>Fuel 569,0t-13,0pd | Mitsubish<br>Nagasak<br>15,5k |
| 6903955<br>6MGP<br>MUF1<br>1796<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 79**<br>ex Taisei Maru No. 56-78<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | 347<br>149<br>— | KR | **1968** Niigata Eng. Co. Ltd.—Niigata (803)<br>50,04 8,82 3,429<br>47,20 8,79 3,79<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>3 Ha (each 1,9 × 1,9) | Oil 4SA 8Cy. 310 × 380<br>1 830bhp (1 346kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 225V a.c. | Niigat<br>14k |
| 7114496<br>6MGO<br>MUF1<br>1798<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 91**<br>ex Yashio Maru No. 15-78<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Muk-Ho South Korea | 350<br>166<br>— | KR | **1970** Niigata Eng. Co. Ltd.—Niigata (1023)<br>54,77 8,82 3,296<br>49,00 8,79 5,67<br>F 6,4 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.445 | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 128kW 225V a.c. | Niigat<br>11,5k |
| 5350917<br>6MUP<br>KW2029<br>-A593<br>Df Esd<br>Gc Rdr | **DONG BANG No. 93**<br>ex St. Maartine No. 30-82<br>ex Takatori Maru No. 18<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Donghae South Korea | 269<br>159<br>314 | KR | **1962** Kanasashi Zosensho—Unspecified Works, Shimizu (465)<br>46,16 7,57 3,150<br>40,52 7,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo | Kob |
| 7215109<br>6MGC<br>KW2029<br>-A643<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 95**<br>ex Pais Del Este No. 95-82<br>ex Ryuho Maru No. 51-82<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Donghae South Korea | 347<br>132<br>508 | KR | **1971** Niigata Eng. Co. Ltd.—Niigata (1076)<br>54,77 8,84 3,302<br>51,72 8,82 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref | Oil 4SA 6Cy. 370 × 540<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. | Niigat |
| 7018721<br>6MGD<br>KW2029<br>-A669<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 97**<br>ex Nadayoshi No. 3-82<br>ex Nadayoshi Maru No. 3-74<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Donghae South Korea | 315<br>165<br>— | KR | **1969** Miho Zosensho K.K.—Shimizu (712)<br>51,77 8,03 3,048<br>46,11 8,01 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kob |
| 6921567<br>6MEO<br>KW2029<br>-A656<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG BANG No. 111**<br>ex Kwang Il No. 51-82<br>ex Fujiura Maru No. 3-78<br>ex Daien Maru No. 11<br>**Dongbang Ocean Fisheries Co. Ltd.**<br>Donghae South Korea | 499<br>264<br>— | KR | **1969** Miho Zosensho K.K.—Shimizu (700)<br>57,00 9,91<br>49,99 9,89 4,17<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.851<br>3 Ha (1,3 × 0,9) (1,6 × 1,9) (1,9 × 1,9) | Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 225V a.c. | Niigat<br>11,75k |
| 6610728<br>3FVG<br>4765<br>-74A<br>Df Esd<br>Gc Rdr<br>RT | **DONG BEE**<br>ex Dong Ah No. 1<br>ex Eiko Maru-73<br>**Kwangyung & Bongsu Shipping S.A.**<br>Dongsue Shipping Co. Ltd.<br>Panama Panama | 2 482<br>1 493<br>4 160 | KR (NK) | **1966** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (587)<br>89,69 14,46 6,020<br>83,01 14,41 7,09<br>P 20,2 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 265 B.4 914<br>2 Ha (17,6 27,2 × 7,0) ER<br>9W Der 3(10) | Oil 4SA 8Cy. 430 × 620<br>2 200bhp (1 618kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 225V a.c.<br>Fuel 257,0t | Toky<br>11,5k |
| 5363122<br>D8XI<br>BM38<br>720<br>Gc Rdr<br>RT | **DONG BO No. 3**<br>ex Toho Maru-76<br>**Hwa Yung Shipping Co.**<br>Busan South Korea | 691<br>337<br>1 022 | KR | **1960** Mukaishima Dock Co. Ltd. —Mukaishima (43)<br>58,35 9,15 4,039<br>52,51 9,10 4,50<br>P 14,1 F 7,4 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 331 | Oil 4SA 6Cy. 320 × 460<br>760bhp (559kW)<br>Nippon Hatsudoki<br>Fuel 45,5t-3,0pd | Kob<br>9k |
| 7827782<br>BJFE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG FANG**<br>**Government of The People's Republic of China**<br>Shanghai China | 852<br>281<br>783 | NK | **1979** Kanasashi Zosensho—Unspecified Works, Shimizu (2019)<br>62,51 4,304<br>56,01 10,80 6,81<br>2 dks | **M Research/Fishing**<br>Training Survey Ref<br>In.131<br>1 Ha (stl) (1,6 × 1,6)<br>Der 2(3) | Oil 4SA 6Cy. 380 × 600<br>2 500bhp (1 839kW)<br>Akasaka Diesels Ltd.<br>Gen 3 × 544kW a.c. | Yaiz<br>13k |

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| 5095933<br>BOTF | **DONG FENG**<br>**Government of The People's Republic of China**<br>Shanghai China | **9 351**<br>—<br>10 160 | | **1965** Kiangnan Dockyard & Eng. Works<br>—Shanghai<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>............. |
| 7820083<br>D8AJ<br>SKM4<br>4003<br>Df Rdr<br>RT | **DONG HAE KOSOK No. 1**<br>ex Sunbeam-80<br>**Dong Hae Kosok Chung Co. Ltd.**<br>Samcheong South Korea | **191**<br>108<br>28 | KR | **1978** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (CP20-03)<br>26,47 8,82 1,180<br>24,39 8,81 2,49<br>F 4,3 1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull 180dk P | 2 Vee Oil 4SA each 12Cy. 165 × 155<br>2 250bhp (1 655kW)<br>M.T.U. Friedrichshafen West Germany<br>Gen 1 × 32kW 225V a.c.<br>23,5kn |
| 6408761<br>6NMM<br>BS-A-1073<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG HAE No. 8**<br>ex Kyosho Maru No. 5-76<br>**Nammi Wonyang Co. Ltd.**<br>Busan South Korea | **184**<br>85<br>225 | KR | **1963** Miho Zosensho K.K.—Shimizu (373)<br>38,64 6,91<br>33,38 6,90 3,15<br>P 16,2 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.199<br>4 Ha (1,3 1,3 × 0,8) (1,3 1,3 × 1,4) ER | Oil 4SA 6Cy. 290 × 410<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 92kW 225V a.c.<br>11,5kn |
| 6917877<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG HAE No. 35**<br>ex Taiki Maru No. 3-80<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **114**<br>43<br>— | | **1968** Kyokuyo Zosen Tekko K.K.—Chofu (200)<br>34,14 6,02 2,388<br>29,49 6,00 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>510bhp (375kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6917889<br>Rdr RT | **DONG HAE No. 36**<br>ex Taiki Maru No. 5-80<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **114**<br>43<br>— | | **1968** Kyokuyo Zosen Tekko K.K.—Chofu (201)<br>34,14 6,02 2,388<br>29,49 6,00 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>510bhp (375kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7708156<br>D8ME<br>BM11<br>047<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG HAE SULPHUR**<br>**Korea Chemical Carriers Ltd.**<br>Busan South Korea | **1 998**<br>708<br>2 950 | KR | **1979** Dong Hae SB. Co. Ltd.—Ulsan (7606)<br>84,51 13,82 5,501<br>78,01 13,61 6,41<br>P 17,7 F 8,3 1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 597 HeCls. CptB | Oil 4SA 6Cy. 400 × 640<br>2 800bhp (2 060kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 445V a.c.<br>Fuel 340,5t (d.o.)-7,0pd 12,5kn |
| 6500337<br>BOZA<br>Df Esd<br>Gc Rdr<br>RTv | **DONG HAI**<br>ex Theomana-73 ex Riley-68<br>**China Ocean Shipping Co.**<br>Shanghai China | **16 987**<br>11 484<br>28 815 | ✠Classed LR until 20/9/74 | **1965**-1 Smith's Dock Ltd.—South Bank, Middlesbrough (1277)<br>184,59 24,16 10,218<br>175,44 24,08 14,69<br>P 30,8 F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 17,7 19,0 19,3 19,3 19,3 19,3 19,3 ER<br>7 Ha (stl) (10,2 11,6 11,5 11,5 11,5 11,5 11,5 × 12,0) ER | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 5037723 | **DONG HAI**<br>ex New Guinea Trader-68<br>ex Bass Point-64 ex Betoeran-56<br>Ho Chi Minh City Vietnam | **661**<br>280<br>930 | Classed LR until 20/9/68 | **1944** Odenbach SB. Corp.—Rochester, NY (32)<br>55,63 9,20 3,398<br>54,41 9,15 4,12<br>Ba 11,9 F 6,4 1 dk<br>rf nil conv Tanker 47 | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 4Cy. 318 × 406<br>700bhp (515kW)<br>Clark Bros. Co. New York, NY |
| 7025748<br>D8WQ<br>BM38<br>447<br>Df Esd<br>Gc Rdr<br>RT | **DONG IL**<br>ex Hoo Maru-75<br>ex Nichiwa Maru-73<br>**Dongsue Shipping Co. Ltd.**<br>Busan South Korea | **3 067**<br>1 949<br>5 841 | KR (NK) | **1970** Imabari Zosen—Imabari (229)<br>101,96 16,31 6,535<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,9 × 8,3) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 132kW 450V a.c.<br>Fuel 538,5t-14,0pd 12,5kn |
| 8031940<br>6NIV<br>BM38<br>539<br>Rdr RT | **DONG IL**<br>**Se Dong Shipping Co. Ltd.**<br>Busan South Korea | **870**<br>555<br>1 404 | (KR) | **1976** Shin Ah SB. Co.—Chungmu<br>65,66 4,280<br>59,01 9,61 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 594 B.1 530<br>1 Ha (30,5 × 5.4)<br>Der 1(7) 1(5) | Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 32kW 220V a.c.<br>13kn |
| 6720638<br>BF36457<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG IL**<br>ex In Kyung No. 71<br>ex Fukushige Maru No. 3<br>ex Tenyo Maru No. 31<br>**Dong In Fisheries Co. Ltd.**<br>Busan South Korea | **186**<br>98<br>— | (KR) | **1967** Yamanishi Zosen K.K.—Ishinomaki (548)<br>38,61 6,94 2,769<br>33,99 6,91 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>10,5kn |
| 6715827<br>6NFF<br>BS-A-886<br>Df Gc<br>Rdr RT | **DONG IN No. 31**<br>ex Oh Ryong No. 5-78<br>ex Eikyu Maru No. 56<br>**Sung Yong Fisheries Co. Ltd.**<br>Busan South Korea | **230**<br>107<br>572 | KR | **1967** Niigata Eng. Co. Ltd.—Niigata (700)<br>42,85 7,65 2,896<br>38,26 7,62 3,36<br>P 21,1 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.260<br>4 Ha (1,3 1,3 × 1,0) (1,3 × 1,3) (1,3 × 1,3) ER | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 225V a.c.<br>10,25kn |
| 6507828<br>6LSW<br>BS-A-7<br>Df Esd<br>Gc Rdr | **DONG IN No. 33**<br>ex Dong Won No. 33<br>ex Fuku Maru No. 18-70<br>**Hwang Ok Cheon & Besides One**<br>Busan South Korea | **235**<br>112<br>292 | KR | **1964** Miho Zosensho K.K.—Shimizu (523)<br>43,34 7,62<br>37,75 7,60 3,46<br>P 18,9 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.425 | Oil 4SA 6Cy. 280 × 440<br>800bhp (588kW) NE 70<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 90kW 230V a.c.<br>Fuel 146,5t 11kn |
| 6408565<br>DTDJ<br>BS-A-1531<br>Df Esd<br>Gc Rdr | **DONG IN No. 55**<br>ex Il Woo No. 53-79<br>ex Genkai Maru No. 38-74<br>**Son Boo Hwan**<br>Busan South Korea | **249**<br>101<br>— | KR | **1963** Miho Zosensho K.K.—Shimizu (386)<br>43,59 7,52<br>38,10 7,50 3,36<br>P 18,3 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.295<br>3 Ha (0,9 1,4 1,4 × 1,3) | Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 84kW 220V a.c.<br>Fuel 139,0t 10,5kn |

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| **6422664**<br>6MTT<br>BS-A-716<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG IN No. 92**<br>ex In Kyung No. 51<br>ex Kyosho Maru No. 18-73<br>ex Seishu Maru No. 15<br>ex Hokusei Maru No. 11<br>**O Beum Soo**<br>Busan South Korea | **176**<br>88<br>— | **1964** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (593)<br>KR 39,07 6,96 2,794<br>33,56 6,90 3,10<br>P 9,5 F 4,3 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.204<br>4 Ha (1,0 1,0 × 8,0) (1,2 1,2 × 1,2) | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Gen 2 × 72kW 230V a.c. | Yoshid<br>10,5k |
| **7634707**<br>6MWT<br>BS-A-783<br>Df Esd<br>Gc Rdr | **DONG IN No. 93**<br>ex In Kyung No. 53<br>ex Koyu Maru No. 12-74<br>**Kim Ho Jin & Besides One**<br>Busan South Korea | **233**<br>112<br>— | **1963** Fukuoka Zosen K.K.—Fukuoka<br>42,73<br>(KR) 37,50 7,10 3,41<br>P 14,4 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.277<br>3 Ha (0,9 × 1,3) (1,5 1,5 × 1,5) | Oil 4SA 6Cy. 310 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 96kW 230V a.c. | Niigat<br>10,5k |
| **7334644**<br>D8VU<br>BM38<br>111<br>Df Rdr | **DONG JIN**<br>ex Chung Ryong No. 8-75<br>**Suh Jin Shipping Co. Ltd.**<br>Busan South Korea | **794**<br>465<br>1 154 | **1973** Choi Ki Ho Shipyard—Chungmu<br>(164)<br>KR 64,93 9,33 3,988<br>59,01 9,30 4,60<br>P 17,4 F 4,9 1 dk | **M General Cargo**<br>Mchy.aft<br>G.1 290 B.1 240<br>2 Ha (13,7 14,4 × 4,5)<br>Der 2(5) | Oil 4SA 6Cy. 250 × 420<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd.<br>Gen 2 × 20kW 220V a.c. | Takamats<br>13k |
| **7829455**<br>D8AR<br>SCM3<br>0233<br>Rdr RT | **DONG JIN No. 1**<br>**Sim Yun Sup**<br>Sogcho South Korea | **492**<br>300<br>820 | **1979** Shin Ah SB. Co.—Chungmu<br>56,39 3,361<br>KR 52,00 9,11 3,81<br>P 14,4 F 6,4 1 dk | **M General Cargo**<br>G.1 051 B.1 023<br>1 Ha (stl) (27,5 × 6,1)<br>Cr 2(3) | Oil 4SA 6Cy. 250 × 410<br>750bhp (552kW)<br>Otsuka Tekko<br>Gen 2 × 16kW 225V a.c. | Oi<br>11,75k |
| **5406194**<br>6LUQ<br>BS-A-473<br>Df Esd<br>Gc Rdr<br>RT | **DONG JIN No. 1**<br>ex Koryo Maru No. 2-72<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **290**<br>158<br>314 | **1963** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (493)<br>KR 46,84 7,75<br>41,48 7,70 3,46<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.485<br>5 Ha (1,0 1,0 × 0,7) (1,4 1,4 1,4 × 1,1) | Oil 4SA 6Cy. 310 × 480<br>650bhp (478kW)<br>Ito Tekkosho<br>Gen 2 × 70kW 230V a.c. | Shimiz<br>11,75k |
| **8031677**<br>D8AS<br>SCM3<br>0133<br>Df Rdr<br>RT | **DONG JIN No. 2**<br>**Sim Yun Sup**<br>Sogcho South Korea | **694**<br>346<br>1 033 | **1980** Shin-A Shipbuilding Co. Ltd. —Chungmu<br>KR 63,56 3,812<br>57,82 9,20 4,30<br>P 17,4 F 6,8 1 dk | **M General Cargo**<br>G.1 204 B.1 171<br>2 Ha (each 13,1 × 4,8)<br>Der 2(5) | Oil 4SA 6Cy. 280 × 450<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd.<br>Gen 2 × 45kW 225V a.c. | Japa<br>12,5k |
| **7831305**<br>6NAT<br>BS-A- 1464<br>Df Esd<br>Pfd Rdr<br>RT | **DONG JIN No. 3**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **150**<br>87<br>— | **1978** Shin Ah SB. Co.—Chungmu<br>37,32 3,036<br>KR 31,81 6,61 3,20<br>P 12,8 F 5,2 1 dk | **M Fish Carrier**<br>7 Ha | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 48kW 220V a.c. | Yaiz<br>11,5k |
| **7831290**<br>6KOM<br>BS-A- 1465<br>Df Esd<br>Pfd Rdr<br>RT | **DONG JIN No. 5**<br>**Dae Rim Fisheries Co. Ltd.**<br>Busan South Korea | **199**<br>117<br>— | **1978** Shin Ah SB. Co.—Chungmu<br>43,06 3,350<br>KR 37,55 7,00 3,41<br>P 11,6 F 6,1 1 dk | **M Fish Carrier**<br>7 Ha | Oil 4SA 6Cy. 250 × 400<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 48kW 220V a.c. | Yaiz<br>11,75k |
| **5323598**<br>6MNN<br>BS-A-631<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG JIN No. 7**<br>ex Shinmei Maru No. 20-72<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **265**<br>138<br>— | **1962** Niigata Eng. Co. Ltd.—Niigata (511)<br>45,88 7,65 2,998<br>KR 41,53 7,60 3,51<br>P 21,7 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.371<br>3 Ha (each 1,1 × 1,1) | Oil 4SA 6Cy. 310 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 92kW 225V a.c. | Niigat<br>10k |
| **6416940**<br>6MAH<br>BF9646<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG JIN No. 12**<br>ex Suiten Maru No. 28-71<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **247**<br>124<br>— | **1964** Miho Zosensho K.K.—Shimizu (500)<br>45,12 7,65<br>KR 39,50 7,60 3,46<br>P 10,4 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 225V a.c. | Niigat<br>11k |
| **5350008**<br>6MNR<br>BS-A-635<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG JIN No. 23**<br>ex Taiyo Maru No. 3-72<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **261**<br>140<br>— | **1962** Miho Zosensho K.K.—Shimizu (322)<br>46,00 7,52<br>KR 40,49 7,50 3,61<br>P 14,7 F 6,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.347<br>4 Ha (each 1,3 × 1,4) | Oil 4SA 6Cy. 310 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V a.c. | Niigat<br>11,25k |
| **6402353**<br>6MER<br>BS-A-481<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG JIN No. 33**<br>ex Shinnan Maru No. 11-71<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **302**<br>158<br>368 | **1963** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (498)<br>KR 46,89 7,95<br>43,39 7,90 3,76<br>P 20,5 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.464 | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kob<br>12k |
| **6517940**<br>6MES<br>BS-A-482<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG JIN No. 55**<br>ex Shinei Maru No. 6-71<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **226**<br>113<br>288 | **1965** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (707)<br>KR 41,41 7,57 2,896<br>37,98 7,50 3,38<br>P 18,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.341 | Oil 4SA 6Cy. 300 × 430<br>700bhp (515kW)<br>Fuji Seisakusho<br>Gen 2 × 72kW 230V a.c. | Tateyam<br>11,25k |
| **7831331**<br>HMLZ<br>BS-A- 1672<br>Df Pfd<br>RT | **DONG JIN No. 71**<br>**Bae Kyung Sub**<br>Busan South Korea | **132**<br>62<br>— | **1979** Cheung Ku Shipyard—Ulsan<br>35,08<br>KR 28,81 6,30 2,80<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo | Kob<br>11,25k |

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|---|---|---|---|---|---|---|
| 7831343<br>6KON<br>BS-A-<br>1673<br>Df Pfd<br>RT | **DONG JIN No. 72**<br>**Bae Kyung Sub**<br>Busan South Korea | **132**<br>62<br>— | KR | **1979** Cheung Ku Shipyard—Ulsan<br>35,08<br>28,81 6,30 2,80<br>F 12,5 1 dk | **M Fishing**<br>Side-fishing Seiner<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| 8123573<br>D9FP<br>BM11<br>070<br>Df Rdr<br>RT | **DONG JOO**<br>**Han Joo Tanker Co. Ltd.**<br>Busan South Korea | **1 197**<br>732<br>2 158 | KR | **1981** Bang-Eo Jin Shipyard Co.—Ulsan<br>72,50 4,815<br>65,00 10,71 5,36<br>P 15,6 F 7,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 466 | Oil 4SA 6Cy. 280 × 480<br>1 600bhp (1 177kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 48kW 225V a.c.<br>9kn |
| 8031665<br>D7PU<br>BM11<br>049<br>Rdr RT | **DONG KUK**<br>**Kim Gil & Besides One**<br>Busan South Korea | **498**<br>237<br>749 | KR | **1980** Shin-A Shipbuilding Co. Ltd. —Chungmu<br>50,02 3,001<br>44,51 10,51 3,51<br>P 13,5 F 6,1 1 dk | **M General Cargo**<br>G.772 B.757<br>1 Ha (19,9 × 7,4)<br>Der 1(5) | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Ssang Yong Heavy Industries Co. Ltd. Changwon<br>Gen 2 × 32kW 445V a.c.<br>10,5kn |
| 6813526<br>D8SN<br>BM22<br>245<br>Df Esd<br>Gc Rdr<br>RTm | **DONG KWANG**<br>**Dongsue Shipping Co. Ltd.**<br>Busan South Korea | **3 999**<br>2 742<br>5 845 | KR (AB) | **1969** Korea SB. & Eng. Corp.—Pusan<br>108,84 15,83 6,532<br>101,02 15,80 7,90<br>P 24,4 RQD 7,1 B 6,1 F 14,7 1 dk<br>rf 119 | **M General Cargo**<br>2 Ho 33,0 35,9 ER<br>G.7 661 B.7 216<br>2 Ha (24,9 26,9 × 7,2) ER<br>8W Der 8(10) | Oil 4SA 6Cy. 500 × 700<br>2 700bhp (1 986kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 125kW 440V 60Hz a.c.<br>14kn |
| 8031732<br>D8AT<br>SCM3<br>0303<br>RT | **DONG LIM No. 11**<br>**Yun Jeong Woon**<br>Sogcho South Korea | **443**<br>323<br>705 | KR | **1980** Mokpo Shipyard Co. Ltd.—Mokpo<br>48,60 3,344<br>44,10 8,40 3,71<br>P 10,4 F 4,9 1 dk | **M General Cargo** | Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 2 × 44kW 225V a.c.<br>11,5kn |
| 5044465<br>D7NX<br>BM35<br>691<br>Df Esd<br>Rdr RT | **DONG MIN**<br>ex Ulsan-77 ex Hispaniola-71<br>ex Bihoru Maru-70<br>**Dongsue Shipping Co. Ltd.**<br>Busan South Korea | **3 164**<br>1 620<br>4 722 | KR (AB) | **1961** Namura SB. Co. Ltd.—Osaka (317)<br>107,83 14,56 6,293<br>100,01 14,51 7,60<br>P 24,1 F 9,5 1 dk<br>rf 102 | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.6 285 B.5 853 In.44<br>3 Ha (8,3 18,2 20,2 × 6,1) ER<br>14W Der 2(15) 4(10) 4(5) | Oil 4SA 10Cy. 470 × 700<br>3 500bhp (2 574kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 104kW 445V a.c.<br>Fuel 260,0t 13,5kn |
| 6409454<br>BOOP<br>Df Esd<br>Gc Rdr<br>RT | **DONG MING**<br>ex Sea Amber-73<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **10 421**<br>6 381<br>15 627 | ✠Classed LR until 9/73 | **1964**-7 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (320)<br>157,41 20,07 9,589<br>143,06 20,01 12,50<br>F 15,0 2 dks | **M General Cargo** CSD<br>Str. heavy cargoes<br>5 Ho 19,7 18,0 14,1 10,2DTp&s 26,0 23,5<br>G.22 471 B.20 125<br>5 Ha (stl) (10,6 12,8 12,8 × 7,4) ER (12,8 10,6 × 7,4)<br>14W Der 1(30) 1(20) 14(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Fuel 132,5t (d.o.) 979,5t (hvf) 15kn |
| 5255727<br>D7BH<br>BM49<br>149<br>Df Esd<br>Gc Rdr<br>RTh | **DONG MYONG**<br>ex Nordstern-65<br>**K.S. Line Corp.**<br>Busan South Korea | **8 681**<br>4 756<br>11 620 | KR (GL) | **1955** Flensburger Schiffsbau-Ges. —Flensburg (556)<br>143,47 18,42 8,586<br>132,04 18,39 11,99<br>F 12,2 2 dks<br>RW | **M General Cargo** 12P<br>5 Ho 16,7 22,1 21,6 ER 18,3 17,6<br>G.16 064 B.14 925<br>5 Ha (9,8 14,4 10,3 × 8,0) ER (10,3 10,3 × 8,0)<br>12W Der 2(20) 12(3-5) | Oil 2SA 7Cy. 700 × 1200<br>4 200bhp (3 089kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 230kW 1 × 24kW 220V d.c.<br>Fuel 1 153,0t (hvf) 13kn |
| 8031964<br>6LRL<br>BS-A-<br>1871<br>Df Esd<br>Pfd Rdr<br>RT | **DONG MYUNG No. 15**<br>**Cha Sang Gu**<br>Busan South Korea | **149**<br>58<br>143 | KR | **1980** Cheung Ku Shipyard—Ulsan<br>36,61<br>31,50 6,30 3,00<br>RQD 4,0 F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.159<br>4 Ha (0,7 × 0,7) (0,9 0,9 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 410<br>750bhp (552kW)<br>Otsuka Tekko Oita<br>Gen 2 × 72kW 225V a.c.<br>11,75kn |
| 8031976<br>6LRM<br>BS-A-<br>1872<br>Esd Rdr<br>RT | **DONG MYUNG No. 16**<br>**Cha Sang Gu**<br>Busan South Korea | **149**<br>58<br>143 | KR | **1980** Cheung Ku Shipyard—Ulsan<br>36,61<br>31,50 6,30 3,00<br>RQD 4,0 F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.159<br>4 Ha (0,7 × 0,7) (0,9 0,9 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 410<br>750bhp (552kW)<br>Otsuka Tekko Oita<br>Gen 2 × 72kW 225V a.c.<br>11,75kn |
| 8031988<br>6LKN<br>BS-A-<br>1854<br>Df Esd<br>Pfd Rdr<br>RT | **DONG MYUNG No. 17**<br>**Cha Sang Young**<br>Busan South Korea | **149**<br>58<br>143 | KR | **1980** Cheung Ku Shipyard—Ulsan<br>36,61<br>31,50 6,30 3,00<br>RQD 4,0 F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.159<br>4 Ha (0,7 × 0,7) (0,9 0,9 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 410<br>750bhp (552kW)<br>Otsuka Tekko Oita<br>Gen 2 × 72kW 225V a.c.<br>11,75kn |
| 8031990<br>6LKO<br>BS-A-<br>1855<br>Esd Rdr<br>RT | **DONG MYUNG No. 18**<br>**Cha Sang Young**<br>Busan South Korea | **149**<br>58<br>143 | KR | **1980** Cheung Ku Shipyard—Ulsan<br>36,61<br>31,50 6,30 3,00<br>RQD 4,0 F 11,6 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.159<br>4 Ha (0,7 × 0,7) (0,9 0,9 0,9 × 0,9) | Oil 4SA 6Cy. 260 × 410<br>750bhp (552kW)<br>Otsuka Tekko Oita<br>Gen 2 × 72kW 225V a.c.<br>11,75kn |
| 6602367<br>XVZD<br>Df Esd<br>Gc Rdr<br>RTv | **DONG NAI**<br>ex Lemnos-75<br>**Vietnam Ocean Shipping Co.**<br>Haiphong Vietnam | T.Mk<br>**4 575**<br>2 052<br>7 905<br>**7 113**<br>3 549<br>9 734 | ✠LR class withdrawn-Owner's request 4/6/82 | **1966**-6 Lindholmens Varv. A/B—Goteborg (1094)<br>134,17 18,85 7,989/8,992<br>120,07 18,51 11,36<br>P 29,9 F 29,6 2 dks, 3rd dk in No. 5 hold<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 12,2 16,7 15,1 15,1 12,8 ER<br>G.12 397 B.11 877 In.1 539<br>9 Ha (stl) (8,1 × 7,3) (11,2p&s × 5,4) (11,9p&s 11,9p&s × 6,1) (3,6p&s × 4,6) ER<br>Cr 2(10) 4(5) | 2 Vee Oil 4SA each 12Cy. 400 × 460 with hydraulic couplings & sr gearing to sc. shaft<br>9 840bhp (7 238kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 308kW 450V 60Hz a.c.<br>Fuel 1 337,0t (d.o.)-29,5pd 17,5kn |

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|---|---|---|---|---|---|---|---|
| 6915257<br>6MLM<br>BM35<br>851<br>Df Esd<br>Gc Rdr<br>RTm | **DONG NAM**<br>ex Myoko Maru-72<br>**Dongsue Shipping Co. Ltd.**<br>Busan South Korea | **3 003**<br>1 966<br>5 701 | KR | **1969** Imabari Zosen—Imabari (211)<br>101,30 15,73 6,605<br>94,01 15,70 8,01<br>P 19,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho each 34,2 ER<br>G.7 322 B.7 002<br>2 Ha (stl) (24,6 28,0 × 8,3) ER<br>12W Der 3(15) 1(10) | Oil 2SA 6Cy. 450 × 720<br>3 630bhp (2 670kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 521,0t | Sulz<br>Kob<br>12,5k |
| 6715669<br>6MNU<br>BS-A-662<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG NAM No. 7**<br>ex Oryong No. 2-79<br>ex Suzu Maru No. 21-73<br>**Dong Nam Industrial Co. Ltd.**<br>Busan South Korea | **299**<br>156<br>— | KR | **1967** Miho Zosensho K.K.—Shimizu (623)<br>48,11 7,73<br>42,02 7,70 3,48<br>P 15,3 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.335<br>5 Ha (1,3 1,3 × 0,9) (1,3 × 1,4) (1,6 × 1,6) (1,1 × 0,9) | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo | Kob<br>10,5k |
| 5412703<br>6MDV<br>BS-A-<br>1647<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG NAM No. 9**<br>ex Tae Chang No. 51-79<br>ex Partera No. 51-79<br>ex Nankai Maru No. 5-73<br>**Park Woo Yeol & Besides One**<br>Busan South Korea | **261**<br>133<br>— | KR | **1963** Taiyo Zosen—Nagasaki (378)<br>43,26 7,32 2,896<br>37,90 7,31 3,46<br>P 17,4 F 5,2 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.381<br>3 Ha (each 1,3 × 1,3) | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 60kW 230V a.c.<br>Fuel 161,5t | Niiga<br>11k |
| 5348627<br>BOJK<br>Df Esd<br>Gc Rdr<br>RT | **DONG PING**<br>ex Baisiung-76<br>ex Tagaharu Maru-73<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **9 121**<br>5 289<br>12 672 | (NK) | **1958** Hitachi Zosen—Innoshima (3848)<br>157,05 19,69 9,284<br>145,01 19,60 12,40<br>F 11,3 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>6 Ho<br>G.16 852 B.15 337 In.424<br>6 Ha (7,4 × 5,4) (13,4 11,1 × 7,4) ER (7,1 13,5 7,9 × 7,4)<br>18W Der 4(10) 14(5) | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>Hitachi Zosen Sakurajima Works, Osa<br>Gen 1 × 340kW 450V a.c.<br>Fuel 1 596,0t | B&W<br>18k |
| 5323483<br>6LUO<br>BS-A-453<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SAM No. 505**<br>ex Oyang No. 7-81<br>ex Shinko Maru No. 7-69<br>**Dong Sam Fishery Co. Ltd.**<br>Busan South Korea | **239**<br>121<br>261 | KR | **1962** Miho Zosensho K.K.—Shimizu (347)<br>42,45 7,22<br>36,99 7,19 3,41<br>P 14,7 F 6,1 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>6 Ha (1,4 1,4 1,4 × 1,3) (0,9 0,9 0,9 × 0,9) ER | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 64kW 230V a.c. | Yaiz<br>10,5k |
| 7609922<br>6LUH<br>BS-A-459<br>Df Esd<br>Gc Rdr<br>RT | **DONG SAM No. 506**<br>ex Jinam No. 206-80<br>**Dong Sam Fishery Co. Ltd.**<br>Busan South Korea | **187**<br>78<br>— | KR | **1963** Kochiken Zosen—Kochi<br>37,60<br>33,15 6,90 3,15<br>P 15,3 F 4,6 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.232<br>3 Ha (each 1,6 × 1,6) | Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 48kW 230V a.c. | Yaiz<br>10,5k |
| 7410242<br>6NQW<br>BS-A-<br>1160<br>Df Esd<br>Gc Rdr | **DONG SAN**<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **4 347**<br>2 155<br>3 066 | KR | **1975** Miho Zosensho K.K.—Shimizu (1008)<br>104,50 16,03 5,582<br>95,94 16,01 9,99<br>B 22,0 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>In.1 796<br>2 Ha (stl) (each 3,0 × 3,2) | Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 680kW a.c. | Mitsubis<br>Kob<br>16,25k |
| 6509618<br>6NEN<br>BS-A-881<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SEONG No. 1**<br>ex Kwang Il No. 6-81<br>ex Kaki Maru No. 2-74<br>ex Koei Maru No. 7<br>**Kwang Il Won Yang Fisheries Co. Ltd.**<br>Dong Seong Enterprise Co. Ltd.<br>Busan South Korea | **355**<br>167<br>365 | KR | **1964** Miho Zosensho K.K.—Shimizu (529)<br>51,57 8,03<br>46,41 8,01 3,81<br>P 24,4 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.457<br>3 Ha (0,9 × 0,9) (1,3 × 1,3) (1,6 × 1,6)<br>Der 4(1) | Oil 4SA 6Cy. 350 × 500<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 128kW 225V a.c. | Yaiz<br>11,5k |
| 5144239<br>BOOV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DONG SHAN**<br>ex Havlom-72<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>—<br>3 056<br>**9 894**<br>5 695<br>11 367 | (NV) | **1961** Luebecker Flender-Werke AG. —Luebeck-Siems (523)<br>154,01 19,54 8,878<br>141,64 19,46 11,89<br>2 dks, 3rd dk in Nos. 2 & 3 holds<br>RW rf 102 | **M General Cargo**<br>Ref 12P<br>6 Ho 16,7 21,1 18,9 ER 21,7 17,8 11,4<br>G.19 540 B.18 000 In.1 335<br>6 Ha (stl) (9,8 × 6,1) (15,0 11,9 × 7,0) ER (10,5 11,9 × 7,0) (6,1 × 5,0)<br>22W Cr 4(5) Der 1(30) 16(5-10) 2(3) | Oil 2SA 8Cy. 780 × 1400<br>9 000bhp (6 620kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 4 × 312kW 440V 60Hz a.c.<br>Fuel 1 270,0t (hvf) | Augsbur<br>17k |
| 5186756<br>6NGS<br>BS-A-923<br>Df Esd<br>Gc Rdr<br>RT | **DONG SOO No. 3**<br>ex Tae Chang No. 3-80<br>ex Partera No. 3-78<br>ex Kiho Maru No. 18<br>**Dong Soo Co. Ltd.**<br>Busan | **263**<br>141<br>— | KR | **1962** Kanasashi Zosensho—Unspecified Works, Shimizu (457)<br>44,99 7,35 3,010<br>39,78 7,32 3,41<br>P 10,1 B 4,3 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.316<br>4 Ha (each 1,2 × 1,3) ER | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 60kW 230V a.c. | Yaiz<br>11k |
| 7018862<br>6LLY<br>BS-A-<br>1892<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SOO No. 75**<br>ex Daiei Maru No. 12-80<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **316**<br>155<br>433 | KR | **1970** Miho Zosensho K.K.—Shimizu (726)<br>52,05 8,23 3,048<br>45,65 8,21 3,61<br>P 23,2 F 5,5 1 dk | **M Fishing**<br>Side-fishing Line-fishing Tuna Ref.<br>Mchy.aft<br>In.400<br>3 Ha (1,3 × 1,0) (1,6 × 1,6) (1,3 × 0,9) | Oil 4SA 6Cy. 300 × 480<br>1 150bhp (846kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 225V a.c. | Yaiz<br>11,5k |
| 6617714<br>6MEK<br>BS-A-3<br>Df Esd<br>Gc Rdr<br>RT | **DONG SOO No. 102**<br>ex Keum Ryong No. 102-81<br>ex Tomi Maru No. 52-71<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **324**<br>153<br>291 | KR | **1966** Yamanishi Zosen K.K.—Ishinomaki (517)<br>50,12 8,03 3,404<br>45,67 8,01 3,79<br>F 18,3 1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>4 Ha (1,7 × 1,4) (1,9 1,7 1,7 × 1,4) | Oil 4SA 6Cy. 310 × 380<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 64kW 225V a.c. | Niiga<br>13k |
| 5198163<br>6MKB<br>BS-A-592<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG SOO No. 501**<br>ex Kum Yong No. 501<br>ex Kuroshio Maru No. 21-76<br>**Korea Food Industries Co. Ltd.**<br>Busan South Korea | **1 823**<br>662<br>1 614 | KR (NK) | **1954** Mitsubishi Zosen K.K.—Shimonoseki (492)<br>80,12 12,53 5,004<br>72,01 12,50 7,50<br>F 8,3 2 dks | **M Fish Carrier**<br>Ref<br>4 Ho ER<br>G.289 In.1 614<br>3 Ha (2,5 2,5 × 2,3) (1,7 × 1,7)<br>4W Der 4(15) | Oil 2SA 6Cy. 520 × 700<br>2 100bhp (1 545kW)<br>Mitsubishi Heavy Ind. Reorg.<br>Gen 3 × 150kW 230V d.c.<br>Fuel 535,5t | Kob<br>13k |

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|---|---|---|---|---|---|
| 7221940<br>HPIS<br>9317-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG SUH**<br>ex Toko Maru-78<br>**Fabrica (Panama) S.A.**<br>Suh Jin Shipping Co. Ltd.<br>Panama Panama | **10 367**<br>6 961<br>17 351 | **1972** Onomichi Zosen—Onomichi (235)<br>154,11 22,26 9,005<br>KR NK 142,50 22,20 12,12<br>P 25,3 F 11,9 1 dk | **M General Cargo**<br><br><br>G.22 257 B.21 337<br>7 Ha (stl) (17,8 × 10,5) (18,3 18,3 18,3 18,3 18,3 18,3 × 8,3) ER<br>Der 4(21) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 260kW 445V a.c.<br>Fuel 1 322,0t-33,5pd 14,5kn |
| 8132550<br>D8RY<br>PM42424<br>Df Gc<br>RT | **DONG SUNG No. 1**<br><br>**An Jong Duk**<br>Pohang South Korea | **549**<br>301<br>878 | **1981** Hyang Do Shipyard Co. Ltd.—Pohang<br>59,52<br>KR 54,01 9,81 3,76<br>1 dk | **M General Cargo**<br><br><br>G.1 078<br>1 Ha (28,5 × 5,7)<br>Der 2(3) | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW) Hanshin<br>Ssang Yong Heavy Industries Co. Ltd. Changwon |
| 7606566<br>6LWE<br>BF9171<br>RT | **DONG SUNG No. 101**<br><br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **179**<br>78<br>— | **1964** Hakata Dock K.K.—Fukuoka<br>*34,51*<br>(KR) 34,02 6,90 3,10<br>P 18,3 F 4,9 1 dk | **M Fishing**<br><br><br>G.252<br>3 Ha (1,5 1,5 0,9 × 1,5) | Oil 4SA 6Cy. 300 × 420<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>10,5kn |
| 5244730<br>6LEJ<br>BF10745<br>Df Esd<br>Gc Rdr | **DONG SUNG No. 102**<br>ex Myojo Maru No. 3-70<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **218**<br>113<br>282 | **1962** Kanasashi Zosensho—Unspecified Works, Shimizu (462)<br>KR 41,81 7,35 2,998<br>36,58 7,29 3,41<br>P 10,1 B 6,8 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.362<br>2 Ha (1,5 × 1,3) (1,6 × 1,3)<br>Der 1(2) | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 56kW 230V a.c.<br>11kn |
| 5313256<br>6MSO<br>BF36154<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SUNG No. 116**<br>ex Santoku Maru No. 18-73<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **228**<br>114<br>— | **1961** Kanasashi Zosensho—Unspecified Works, Shimizu (427)<br>(KR) 41,13 7,27<br>35,77 7,21 3,46<br>P 10,4 F 4,6 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br><br>3 Ha (each 1,2 × 1,3) | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Kobe<br>Fuel 147,5t 10,75kn |
| 5394078<br>6MTW<br>BF36205<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SUNG No. 123**<br>ex Anei Maru No. 18<br>ex Yachiyo Maru No. 15<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **268**<br>145<br>— | **1962** Kanasashi Zosensho—Unspecified Works, Shimizu (492)<br>KR 46,18 7,55<br>40,54 7,50 3,61<br>P 14,7 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.447<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 6Cy. 320 × 460<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 94kW 230V a.c.<br>11,25kn |
| 5420657<br>6MUE<br>BS-A-728<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SUNG No. 203**<br>ex Kaisei Maru No. 13-73<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **325**<br>171<br>— | **1963** Miho Zosensho K.K.—Shimizu (364)<br>49,61 8,06<br>KR 43,95 8,01 3,81<br>P 18,6 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.437<br>4 Ha (1,3 1,3 × 1,3) (1,3 × 1,3) (1,6 × 1,6) | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 100kW 230V a.c.<br>11kn |
| 5344073<br>6NBB<br>BF38004<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG SUNG No. 207**<br>ex Sumiyoshi Maru No. 7-74<br>**Dong Sung Industrial Co. Ltd.**<br>Busan South Korea | **231**<br>109<br>— | **1962** Uchida Zosen—Ise (557)<br>42,02 2,896<br>(KR) 37,01 7,21 3,41<br>P 7,1 F 4,9 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.275<br>3 Ha | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>10kn |
| 8031720<br>6KWH<br>BS-A-1792<br>Df Esd<br>Gc Rdr<br>RT | **DONG SUNG No. 701**<br><br>**Dong Sung Shipping Co. Ltd.**<br>Busan South Korea | **149**<br>26<br>— | **1980** Dong Sung Dockyard Co. Ltd.—Busan<br>40,26<br>KR 33,20 7,51 3,10<br>F 3,1 1 dk | **M Fishing**<br>Side-fishing Seiner Ref.<br><br>In.827<br>1 Ha (22,0 × 5,8) | Oil 4SA 6Cy. 280 × 240<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 2 × 70kW 225V a.c.<br>12,5kn |
| 6616253<br>6MSZ<br>BM36 186<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON**<br>ex Biak Maru-73<br>ex Tenrei Maru-69<br>**Dongsue Shipping Co. Ltd.**<br>Busan South Korea | **3 839**<br>2 367<br>6 430 | **1965** Tsuneishi Zosen K.K.—Numakuma (135)<br>KR (NK) 109,86 16,03 6,852<br>101,00 16,01 8,36<br>P 24,4 RQD 2,5 B 9,5 F 2,2 1 dk<br>RW rf 102 | **M General Cargo**<br><br>2 Ho 34,6 30,6 ER<br>G.7 699 B.7 417<br>2 Ha (28,0 23,7 × 8,0)<br>12W Der 1(15) 3(10) | Oil 2SA 8Cy. 450 × 720<br>4 200bhp (3 089kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 140kW 440V 60Hz a.c.<br>Fuel 504,0t (hvf) 14kn |
| 5122970<br>6LTQ<br>BS-A-399<br>Df Esd<br>Gc Rdr | **DONG WON No. 1**<br>ex Fuku Maru No. 1-68<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **253**<br>132<br>— | **1962** Kanasashi Zosensho—Unspecified Works, Shimizu (495)<br>KR 41,81 7,35 2,998<br>36,58 7,29 3,41<br>P 14,4 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.316<br>4 Ha (1,1 1,1 1,1 × 1,3) (0,9 × 0,8) | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 54kW 230V a.c.<br>11,25kn |
| 7606607<br>6MBB<br>BF9766<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 5**<br>ex Sakura Maru No. 8-71<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **222**<br>117<br>— | **1962** Fukuoka Zosen K.K.—Fukuoka<br>*37,50*<br>(KR) 37,01 7,10 3,46<br>1 dk | **M Fishing**<br>Side-fishing Ref<br><br>In.436<br>4 Ha | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata<br>10,75kn |
| 6615675<br>3FUH<br>3533-73<br>Df Esd<br>Gc Rdr | **DONG WON No. 7**<br>ex Kyowa Maru No. 17-73<br>**Oriente Pesca Panama S.A.**<br>Panama Panama | **403**<br>215<br>— | **1966** Miho Zosensho K.K.—Shimizu (573)<br>53,32 8,23<br>47,55 8,21 3,79<br>P 22,0 B 11,3 F 5,8 1 dk<br>rf 279 | **M Fishing**<br>Side-fishing<br>3 Ho 7,1 7,1 22,0 ER<br>G.542 B.484<br>4 Ha (1,3 1,3 × 1,0) (1,9 1,9 × 1,9) ER<br>Der 4(1) | Oil 4SA 6Cy. 370 × 540<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 150V 60Hz a.c.<br>Fuel 217,5t (hvf) 11,5kn |
| 7606592<br>6LWQ<br>BS-A-59<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 8**<br><br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **269**<br>136<br>— | **1963** Miho Zosensho K.K.—Shimizu<br>*42,49*<br>KR 42,02 7,70 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.367 | Oil 4SA 6Cy. 340 × 470<br>850bhp (625kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 80kW 225V a.c.<br>11,5kn |

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| 5195288<br>6LLG<br>BS-A-431<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 11**<br>ex Kotoshiro Maru No. 11<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **361**<br>187<br>— | **1962** Miho Zosensho K.K.—Shimizu (331)<br>50,22<br>KR 44,66 7,90 3,81<br>P 10,4 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br><br>In.466 | Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 3 × 64kW 230V a.c. | Yaizu |
| 7606554<br>6MDL<br>BF10653 | **DONG WON No. 15**<br>ex Kyoei Maru-71<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **172**<br>82<br>— | **1963** Kochiken Zosen—Kochi<br>*33,99*<br>(KR) 33,53 6,71 3,20<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 290 × 410<br>650bhp (478kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>11k |
| 5411345<br>6LWR<br>BF9951<br>Df Gc<br>Rdr RT | **DONG WON No. 18**<br>ex Goei Maru No. 5-70<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **230**<br>115<br>— | **1963** Usuki Tekkosho—Usuki (419)<br>42,35 7,42 3,150<br>(KR) 37,50 7,21 3,46<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 420<br>650bhp (478kW) E made— fitted63<br>Usuki Tekkosho | Usuk<br>10,5k |
| 5403520<br>6MLL<br>BS-A-583<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DONG WON No. 21**<br>ex Yong Jin No. 3-77<br>ex Eifuku Maru No. 18<br>**Dong Soo Co. Ltd.**<br>Busan South Korea | **288**<br>137<br>— | **1963** Yamanishi Zosen K.K.—Ishinomaki (426)<br>KR 46,79 7,73<br>42,09 7,70 3,54<br>P 10,1 F 6,4 1 dk<br>rf 152 | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>3 Ho 5,4 7,5 11,3 ER<br>In.396<br>3 Ha (1,2 1,2 × 1,2) (1,3 × 1,3) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 326 × 460<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 1 × 80kW 1 × 64kW 1 × 24kW<br>230V 60Hz a.c.<br>Fuel (hvf) | Yaiz<br>11k |
| 5420009<br>6LSV<br>BS-A-450<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 31**<br>ex Fujiura Maru No. 3-70<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **481**<br>243<br>— | **1963** Miho Zosensho K.K.—Shimizu (367)<br>54,11 9,45<br>KR 47,81 9,40 3,99<br>P 17,7 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.739<br>5 Ha (1,3 1,3 × 1,3) (1,9 × 1,9) (2,0 × 2,0) (1,3 × 0,9) | Oil 4SA 6Cy. 400 × 570<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 128kW 230V a.c.<br>Fuel 220,5t | Yaizu<br>12k |
| 6401957<br>6MAI<br>BS-A-4<br>Df Esd<br>Gc Rdr | **DONG WON No. 38**<br>ex Kochi Maru No. 5-70<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **278**<br>141<br>323 | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (485)<br>KR 47,93 7,75<br>42,58 7,70 3,46<br>P 9,8 B 7,7 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.491<br>3 Ha (1,0 × 0,8) (1,2 1,2 × 1,3) | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 104kW 230V a.c. | Niigata<br>11,25k |
| 5195252<br>6MDC<br>BS-A-34<br>Esd Gc<br>Pfd Rdr | **DONG WON No. 51**<br>ex Kotoshiro Maru No. 8-71<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **324**<br>165<br>— | **1961** Miho Zosensho K.K.—Shimizu (297)<br>48,62 7,70<br>KR 42,98 7,65 3,81<br>P 19,2 F 5,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 80kW 230V a.c.<br>Fuel 171,5t | Yaiz<br>11,5k |
| 6420769<br>6MIG<br>BS-A-531<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON No. 53**<br>ex Myojin Maru No. 25-72<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **292**<br>150<br>— | **1964** Yamanishi Zosen K.K.—Ishinomaki (461)<br>KR 48,60 7,75<br>42,68 7,70 3,56<br>P 10,7 F 6,8 1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.402<br>7 Ha | Oil 4SA 6Cy. 330 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata<br>11k |
| 6803038<br>6MSY<br>BS-A-1810<br>Df Esd<br>Gc Rdr | **DONG WON No. 67**<br>ex Dong Won No. 63-75<br>ex Kotoshiro Maru No. 17-75<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **381**<br>192<br>342 | **1967** Miho Zosensho K.K.—Shimizu (636)<br>53,24 8,51<br>KR 47,45 8,49 3,87<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.342<br>3 Ha (1,3 1,3 × 1,0) (1,9 × 1,9) | Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 160kW a.c. | Niigata<br>13k |
| 6710061<br>6MHW<br>BF35634<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 81**<br>ex Kyosho Maru No. 31-71<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **314**<br>147<br>— | **1967** Yamanishi Zosen K.K.—Ishinomaki (531)<br>(KR) 45,22 8,41 3,252<br>39,86 8,39 3,71<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.452<br>4 Ha | Oil 4SA 6Cy. 320 × 380<br>1 280bhp (942kW)<br>Fuji Seisakusho | Tateyama<br>11,75k |
| 6824991<br><br>BF43625<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 83**<br>ex Narita Maru No. 3-74<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **348**<br>168<br>456 | **1968** Nichiro Zosen—Ishinomaki<br>50,75 8,62 3,252<br>KR 45,01 8,60 3,81<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.460<br>4 Ha (1,9 1,9 1,9 × 1,8) (0,9 × 1,4) | Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu<br>11,75k |
| 6804147<br>6LDE<br>BF43626<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 86**<br>ex Shotoku Maru No. 35-74<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **336**<br>178<br>441 | **1968** Nichiro Zosen—Hakodate (248)<br>50,78 8,62 3,252<br>KR 45,01 8,60 3,69<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br><br>In.431<br>4 Ha (2,1 2,1 2,1 × 1,9) (1,0 × 0,9) ER<br>Der 2(2) 6(1,5) | Oil 4SA 12Cy. 220 × 300<br>1 500bhp (1 103kW)<br>Kawasaki Dockyard Co. Ltd. | Akash<br>10,5k |
| 7832414<br>6MBV<br>BS-A-498<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 107**<br>ex Kum Ryong No. 103<br>ex Yamada Maru No. 52-71<br>ex Ryuho Maru No. 8<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **307**<br>144<br>382 | **1966** Narasaki Zosen K.K.—Muroran (583)<br>45,60<br>KR 40,21 8,21 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br><br>In.316<br>4 Ha | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.)<br>Gen 2 × 100kW 225V a.c. | Yaizu<br>11k |
| 7018692<br>6LBW<br>BS-A-1753<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 135**<br>ex Kyowa Maru No. 27-79<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **434**<br>221<br>— | **1969** Miho Zosensho K.K.—Shimizu (688)<br>56,62 8,82<br>KR 50,02 8,79 4,02<br>P 15,9 F 8,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.608<br>3 Ha (1,3 1,3 × 1,0) (1,9 × 1,9) | Oil 4SA 6Cy. 370 × 540<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 208kW 225V a.c. | Niigata<br>11,5k |

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| 7831197<br>6LHT<br>BS-A-<br>1421<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON No. 301**<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **439**<br>253<br>— | **1978** Dae Dong SB. Co.—Busan<br>55,17<br>KR 49,00 8,60 4,02<br>P 26,0 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.542<br>3 Ha (1,2 1,2 × 0,9) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13kn |
| 7831202<br>6LLH<br>BS-A-<br>1422<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON No. 303**<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **439**<br>253<br>— | **1978** Dae Dong SB. Co.—Busan<br>55,17<br>KR 49,00 8,60 4,02<br>P 26,0 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.542<br>3 Ha (1,2 1,2 × 0,9) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13,25kn |
| 7831355<br>3EKP<br>9298-<br>PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 306**<br>**Todd Ltd. Corp.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama | **498**<br>285<br>— | **1979** Dae Dong SB. Co.—Busan<br>55,17<br>KR 49,00 8,60 4,02<br>P 26,0 F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.550<br>3 Ha (0,9 0,9 × 1,3) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13,25kn |
| 7831367<br>3ELW<br>1007<br>0-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 308**<br>**Todd Ltd. Corp.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama | **497**<br>284<br>— | **1979** Dae Dong SB. Co.—Busan<br>55,17<br>KR 49,00 8,60 4,02<br>F 6,1 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.643<br>3 Ha (1,2 1,2 × 0,9) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 225V a.c.<br>13kn |
| 6511714<br>6MZL<br>BS-A-<br>1211<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 311**<br>ex Zenko Maru No.12-77<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **824**<br>449<br>901 | **1965** Kanasashi Zosensho—Unspecified Works, Shimizu (623)<br>KR 64,22 11,13<br>57,92 11,10 4,96<br>P 27,8 F 9,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.1 160<br>2 Ha (each 2,2 × 1,9) | Oil 4SA 6Cy. 440 × 650<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>14kn |
| 6351401<br>6MLV<br>BS-A-587<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON No. 315**<br>ex Poong Yang No. 2-82<br>ex Tama Maru No. 8-72<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **322**<br>173<br>— | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (483)<br>KR 50,60 7,95<br>44,51 7,90 3,76<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.463<br>3 Ha (each 1,6 × 1,6) ER | Oil 4SA 6Cy. 350 × 500<br>900bhp (662kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 4 × 110kW 225V a.c.<br>11kn |
| 8022468<br>H9NC<br>11058<br>-81A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 316**<br>ex Dong Sung No. 225-82<br>**Emerald Naviera S.A.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama | **495**<br>282<br>457 | **1981** Dae Dong SB. Co.—Busan (246)<br>55,17 8,64<br>KR 49,00 8,60 4,02<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>2 Ha (0,9 1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 2 × 200kW 225V a.c.<br>13,5kn |
| 6525686<br>6LWS<br>BF9584<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 501**<br>ex Shoun Maru No. 1-70<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **255**<br>126<br>298 | **1965** Niigata Eng. Co. Ltd.—Niigata (617)<br>42,83 8,03 3,175<br>KR 37,19 8,01 3,61<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.290<br>3 Ha (2,1 × 1,6) (1,6 1,6 × 2,1) | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 36kW 220V a.c.<br>10kn |
| 6818174<br>6NPL<br>KK9300<br>-A490<br>Df Esd<br>Gc Rdr | **DONG WON No. 502**<br>ex Minato Maru No. 56-75<br>**Dong Won Fisheries Co. Ltd.**<br>Inchon South Korea | **338**<br>184<br>398 | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (657)<br>KR 51,16 8,95 3,506<br>46,18 8,91 3,76<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.380<br>3 Ha (each 1,9 × 1,6) | Oil 4SA 8Cy. 310 × 380<br>1 830bhp (1 346kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 230V a.c.<br>11,5kn |
| 7051204<br>HMJB<br>BS-A-<br>1532<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 507**<br>ex Ryoan Maru No. 23-78<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **348**<br>180<br>— | **1970** Yamanishi Zosen K.K.—Ishinomaki (638)<br>KR 53,80 9,02 3,328<br>46,41 9,00 5,87<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.437 | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 225V a.c.<br>13kn |
| 7609958<br>6MDM<br>BS-A-483<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 508**<br>ex Jin Yung No. 505-80<br>ex Hoken Maru No. 21-71<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **348**<br>129<br>— | **1966** Narasaki Zosen K.K.—Muroran<br>51,87<br>KR 47,68 8,21 5,74<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.469 | Oil 4SA 6Cy. 310 × 380<br>1 260bhp (927kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 2 × 92kW 225V a.c.<br>11,25kn |
| 7000140<br>HMJC<br>BF49099<br>Df Esd<br>Gc Pfd<br>RT | **DONG WON No. 509**<br>ex Yakushi Maru No. 31-78<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **348**<br>180<br>— | **1969** Yamanishi Zosen K.K.—Ishinomaki (616)<br>KR 52,71 8,95 3,429<br>46,41 8,92 3,79<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.413<br>3 Ha (each 1,9 × 1,9) | Oil 4SA 6Cy. 380 × 560<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 225V a.c.<br>13kn |
| 6802058<br>6MEX<br>BF33508<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG WON No. 515**<br>ex Meisho Maru No. 15-71<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **339**<br>134<br>352 | **1967** Uchida Zosen—Ise (699)<br>*42,01* 8,62 3,379<br>KR 42,80 8,59 3,79<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,25kn |

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| **5307300**<br>6MHI<br>BS-A-496<br>Df Gc<br>Pfd Rdr | **DONG WON No. 555**<br>ex Dong Sung No. 106-81<br>ex Sumiyoshi Maru No. 5-71<br>ex Sakiyoshi Maru No. 25<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **298**<br>156<br>362 | KR | **1962** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (482)<br>48,80 7,62<br>43,13 7,60 3,71<br>P 9,8 B 9,2 F 5,2 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.479<br>4 Ha (1,6 1,6 1,6 × 1,6) (0,9 × 0,7) | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 1 × 200kW 225V a.c.<br>Fuel 206,5t | Niigata<br>11,75k |
| **7394591**<br>6KCQ<br>BS-A-<br>1943<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 601**<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **451**<br>231<br>510 | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(113)<br>55,66<br>49,00 9,00 3,99<br>P 29,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.567<br>3 Ha (1,3 1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 225V a.c. | Yaiz<br>12,75k |
| **7405388**<br>6KOI<br>BS-A-<br>1962<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 602**<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **443**<br>221<br>510 | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(126)<br>55,66 3,395<br>49,00 9,00 3,99<br>P 29,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.510<br>3 Ha (1,3 1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW 225V a.c. | Yaiz<br>12,5k |
| **7807108**<br>HPJE<br>9879-79<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON No. 603**<br>**MTG Marine Inc.**<br>Dong Won Fisheries Co. Ltd.<br>Panama Panama | **498**<br>285<br>— | KR | **1978** Dae Sun SB. & Eng. Co. Ltd.—Busan<br>(210)<br>55,17<br>49,03 8,62 4,02<br>P 29,9 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.543<br>2 Ha (1,3 × 1,0) (1,7 × 1,7) | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 160kW 225V a.c. | Yaiz<br>13,5k |
| **7225568**<br>Df Esd<br>Gc Rdr | **DONG WON No. 605**<br>ex Kyowa Maru No. 31-82<br>ex Taiwa Maru No. 21-79<br>ex Shinnichi Maru No. 5<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **299**<br>154<br>372 | KR | **1972** Kochiken Zosen—Kochi (425)<br>8,23 3,055<br>44,33 8,21 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaiz |
| **6610883**<br>6KFM<br>BF36252<br>Df Esd<br>Rdr RT | **DONG WON No. 707**<br>ex Weol Mi No. 312-75<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **620**<br>332<br>649 | (BV) (KR) | **1966** Cant. Nav. Breda S.p.A.—Venezia<br>(240)<br>54,51 9,53 3,798<br>48,49 9,50 4,45<br>P 25,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>4 Ho ER<br>In.650<br>3 Ha (each 1,5 × 1,5) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc.<br>Fuel 340,5t (d.o.) | Genov<br>12,5k |
| **6516245**<br>6KFQ<br>BF36251<br>Df Esd<br>Gc Rdr<br>RT | **DONG WON No. 709**<br>ex Weol Mi No. 308-74<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **620**<br>332<br>649 | (BV) (KR) | **1965** Cant. Nav. "Luigi Orlando"—Livorno<br>(1622)<br>54,62 9,53 3,798<br>48,52 9,50 4,45<br>P 25,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>4 Ho ER<br>In.650<br>3 Ha (each 1,5 × 1,5) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc.<br>Fuel 340,5t (d.o.) | Genov<br>12k |
| **6715516**<br>6MNA<br>BF35963<br>Df Esd<br>Gc Pfd<br>Rdr | **DONG WON No. 801**<br>ex Kotoshiro Maru No. 7-72<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **245**<br>85<br>— | (KR) | **1967** Miho Zosensho K.K.—Shimizu (613)<br>46,11 7,24<br>38,00 7,22 3,48<br>B 14,7 F 4,9 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft<br>5 Ha | Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigat<br>10,5k |
| **7395870**<br>H3AE<br>4641-74B<br>Df Gc<br>Pfd Rdr | **DONG WON No. 806**<br>ex Baek du San No. 3-77<br>**Todd Ltd. Corp.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama | **454**<br>213<br>511 | KR | **1974** Miho Zosensho K.K.—Shimizu (978)<br>57,43 9,02 3,696<br>49,00 9,00 4,09<br>P 19,9 F 11,6 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>Mchy.aft<br>In.417<br>6 Ha (each 1,6 × 1,6) | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 264kW 445V a.c. | Yaiz<br>12k |
| **7408275**<br>H3AF<br>4742-74B<br>Df Gc<br>Pfd Rdr<br>RT | **DONG WON No. 807**<br>ex Baek du San No. 5-77<br>**Todd Ltd. Corp.**<br>Dongwon Industries Co. Ltd.<br>Panama Panama | **454**<br>214<br>559 | KR | **1974** Miho Zosensho K.K.—Shimizu (991)<br>57,43 10,32 3,696<br>48,98 9,00 4,09<br>P 19,9 F 11,6 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref<br>In.417<br>7 Ha (each 1,6 × 1,6) | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 264kW 445V a.c. | Yaiz<br>12k |
| **7405352**<br>6KQU<br>BS-A-<br>1421<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG WON No. 909**<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **451**<br>221<br>510 | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(122)<br>55,66 3,395<br>49,00 9,00 3,99<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft<br>3 Ha (1,3 1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW a.c. | Yaiz<br>12,75k |
| **7415371**<br>6KSR<br>BS-A-<br>1995<br>Df Gc<br>Pfd Rdr<br>RT | **DONG WON No. 919**<br>**Dong Won Fisheries Co. Ltd.**<br>Busan South Korea | **448**<br>225<br>510 | KR | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(127)<br>55,66 9,02<br>49,00 9,00 3,99<br>P 29,6 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>3 Ha (1,3 1,3 × 1,0) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 200kW a.c. | Japa<br>12,75k |
| **7112838**<br>D7BW<br>IM15534<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DONG WOON**<br>ex Queena-78<br>**Korea Express Shipping Co. Ltd.**<br>Inchon South Korea | **9 613**<br>5 002<br>15 704 | AB KR | **1971** Tsuneishi Zosen K.K.—Numakuma<br>(252)<br>144,86 21,09 8,954<br>136,02 21,04 12,02<br>P 29,9 F 11,3 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 16,3 26,9 26,9 26,9 ER<br>G.19 677 B.19 407 HeCls. B<br>4 Ha (stl) (10,9 × 9,9) (19,5 19,5 19,5 × 7,6) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 250kW 445V 60Hz a.c.<br>Fuel 119,5t (d.o.) 1 136,0t (hvf)-24,5pd | Sulz<br>Au<br>13k |

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| 6414174<br>D7D4<br>M1628<br>Df Esd<br>Gc Rdr | **DONG YANG**<br>**Korea Marine Transport Co. Ltd.**<br>Inchon South Korea | **1 599**<br>954<br>2 611 | **1964** Korea SB. & Eng. Corp.—Pusan<br>82,66 12,32 5,293<br>KR (AB) 75,98 12,21 6,20<br>P 19,2 F 8,0 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.3 381 B.3 139<br>2 Ha (12,6 25,4 × 6,1) ER<br>Der 2(10) 4(5) | Oil 4SA 6Cy. 430 × 620<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 64kW 230V a.c.<br>Fuel 197,0t 12kn |
| 7028154<br>D7OS<br>BM43<br>155<br>Df Esd<br>Rdr RT | **DONG YANG EXPRESS FERRY No. 1**<br>ex Ferry Kampu No. 1<br>ex Ferry Kampu-77<br>**Dong Yang Express Ferry Co. Ltd.**<br>Busan South Korea | **3 767**<br>2 250<br>700 | **1970** K.K. Taihei Kogyo—Akitsu (261)<br>114,71 19,03 4,630<br>KR (NK) 105,01 19,00 6,25<br>2 dks | **TM Ferry/General Cargo**<br>Vehicles 578P | 2 Oil 4SA each 8Cy. 400 × 460<br>8 000bhp (5 884kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 640kW a.c.<br>Fuel 136,5t 16,5kn |
| 7419808<br>D8BY<br>JM7887<br>Gc Rdr<br>RT | **DONG YANG EXPRESS FERRY NO. 2**<br>ex Kamome-79<br>**Dong Yang Express Ferry Co. Ltd.**<br>Cheju South Korea | **3 007**<br>1 491<br>799 | **1975** Naikai Zosen—Taguma Shipyard, Innoshima (394)<br>KR 90,53 16,03 3,988<br>82,00 15,98 5,29<br>1 dk<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>1100P | 4 Oil 4SA each 6Cy. 310 × 380 geared to sc. shafts<br>8 400bhp (6 179kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 3 × 300kW 445V a.c.<br>Thw. thrust propeller fwd<br>17,5kn |
| 6917748<br>D8ZT<br>BM11<br>339<br>Rdr | **DONG YANG EXPRESS FERRY NO. 3**<br>ex Aso Maru-79<br>**Dong Yang Express Ferry Co. Ltd.**<br>Busan South Korea | **1 032**<br>502<br>601 | **1969** Taguma Zosen—Innoshima (74)<br>67,24 11,61 3,099<br>KR 60,00 11,59 4,40<br>1 dk<br>RW | **M Ferry**<br>681P<br>Mchy.aft | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 100kW 225V a.c.<br>Fuel 61,0t-13,0pd 15,5kn |
| 6820567<br>HPNU<br>9896-PEXT<br>Df Gc<br>Pfd Rdr<br>RT | **DONG YANG No. 9**<br>ex Dong Myung No. 77<br>ex Yuryo Maru No. 5-71<br>**Estrella International S.A.**<br>Panama Panama | **328**<br>163<br>391 | **1967** Narasaki Zosen K.K.—Muroran (628)<br>48,82 8,41 3,404<br>KR 42,58 8,39 3,84<br>B 6,8 1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.340<br>4 Ha (1,6 1,6 1,6 × 1,8) (1,2 × 1,6) ER | Oil 4SA 6Cy. 380 × 560<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 100kW a.c.<br>11kn |
| 7919949<br>BLEG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG YU 1501**<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **158**<br>55<br>165 | **1979** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (883)<br>NK 37,70 (BB) 6,96 2,610<br>33,13 6,90 3,00<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.104 | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW a.c.<br>10,25kn |
| 7919951<br>BLXE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG YU 1502**<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **161**<br>55<br>165 | **1979** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (884)<br>NK 37,70 (BB) 6,96 2,610<br>33,13 6,90 3,00<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.104 | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW a.c.<br>10,25kn |
| 6726369<br>BKJN<br>871<br>Df Esd<br>Rdr RT | **DONG YU 1503**<br>ex Choyo Maru No. 91-80<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **196**<br>67<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (627)<br>36,71 7,01 2,896<br>31,81 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 5,7 ER<br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 40kW 225V 60Hz a.c. |
| 7919963<br>BLEH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG YU 1503**<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **158**<br>55<br>165 | **1979** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (885)<br>NK 37,70 (BB) 6,96 2,610<br>31,15 6,90 3,00<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.104 | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW a.c.<br>10kn |
| 6726371<br>BKJP<br>8508<br>Df Esd<br>Rdr RT | **DONG YU 1504**<br>ex Choyo Maru No. 92-80<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **196**<br>69<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (628)<br>36,71 7,01 2,896<br>31,81 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 5,7 ER<br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 40kW 225V 60Hz a.c. |
| 7919975<br>BLXF<br>Esd Pfd<br>Rdr RT | **DONG YU 1504**<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **161**<br>55<br>165 | **1979** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (886)<br>NK 37,70 (BB) 6,96 2,610<br>31,15 6,90 3,00<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.104 | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW a.c.<br>10kn |
| 6713398<br>BKJO<br>872<br>Df Esd<br>Rdr RT | **DONG YU 1505**<br>ex Choyo Maru No. 81-80<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **195**<br>67<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (620)<br>36,66 7,01 2,896<br>31,78 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 5,7 ER<br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 40kW 225V 60Hz a.c. |
| 7919987<br>BLEI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG YU 1505**<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **158**<br>55<br>165 | **1980** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (887)<br>NK 37,70 (BB) 6,96 2,610<br>31,50 6,90 3,00<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.104 | Oil 4SA 6Cy. 260 × 320<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 200kW a.c. |
| 6713386<br>BKJQ<br>8509<br>Esd RT | **DONG YU 1506**<br>ex Choyo Maru No. 82-80<br>**China Zhou Shan Ocean Fishery (Second) Corp.**<br>Zhou Shan/ Ting Hai China | **196**<br>69<br>— | **1967** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (621)<br>36,66 7,01 2,896<br>31,78 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 5,7 ER<br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 40kW 225V 60Hz a.c. |

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| **7919999**<br>BLXD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG YU 1506**<br><br>**China Zhou Shan Ocean**<br>**Fishery (Second) Corp.**<br>Zhou Shan/ China<br>Ting Hai | **161**<br>55<br>165 | <br><br>NK | **1980** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (888)<br>37,70 (BB) 6,96 2,610<br>31,50 6,90 3,00<br>F 7,4 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>In.104 | Oil 4SA 6Cy. 260 × 320<br>550bhp (405kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 200kW a.c. | Osaka |
| **6726383**<br>BKJM<br>873<br>Df Esd<br>Rdr RT | **DONG YU 1507**<br>ex Choyo Maru No. 96-80<br>**China Zhou Shan Ocean**<br>**Fishery (Second) Corp.**<br>Zhou Shan/ China<br>Ting Hai | **197**<br>67<br>— | | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (631)<br>36,71 7,01 2,896<br>31,81 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 5,7 ER<br><br><br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 40kW 225V 60Hz a.c. | Nagasaki |
| **6726395**<br>BKJR<br>8510<br>Esd | **DONG YU 1508**<br>ex Choyo Maru No. 97-80<br>**China Zhou Shan Ocean**<br>**Fishery (Second) Corp.**<br>Zhou Shan/ China<br>Ting Hai | **197**<br>69<br>— | | **1967** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (632)<br>36,71 7,01 2,896<br>31,81 6,99 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>2 Ho 7,7 4,1 ER<br><br><br>3 Ha (0,9 × 0,7) (1,5 1,5 × 1,2) ER | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 40kW 225V 60Hz a.c. | Nagasaki |
| **6705482**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONG YU 2001**<br>ex Choyo Maru No. 63-80<br>**China Zhou Shan Ocean**<br>**Fishery (Second) Corp.**<br>Zhou Shan/ China<br>Ting Hai | **191**<br>65<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (600)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Kogyo | Osaka |
| **6705494**<br><br><br>Df Esd<br>Gc RT | **DONG YU 2002**<br>ex Choyo Maru No. 65-80<br>**China Zhou Shan Ocean**<br>**Fishery (Second) Corp.**<br>Zhou Shan/ China<br>Ting Hai | **191**<br>66<br>171 | | **1966** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (601)<br>33,51 6,84 2,896<br>31,81 6,81 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Kobe Hatsudoki K.K. | Kobe |
| **5213119**<br>3FRO<br>7380<br>-76A<br>Df Esd<br>Gc Rdr<br>RTm | **DONGJIANG**<br>ex Ventura-76 ex Lovdal-69<br>**Dawn Maritime Corp. S.A.**<br>Panama Panama | **12 539**<br>7 462<br>20 362 | <br><br>NV | **1960** Marinens Hovedverft—Horten (144)<br>170,69 21,95 9,614<br>162,06 21,90 11,97<br>1 dk<br>RW rf 51 | **M Tanker**<br><br>34 Ta ER<br>L.(oil) 26 406 HeCls. BC<br>Der 4(5) 2(1,5) | Oil 2SA 6Cy. 650 × 2320<br>8 000bhp (5 884kW)<br>Marinens Hovedverft<br>Gen 2 × 312kW 1 × 152kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 605,5t (hvf)-29,0pd | Doxford<br>Horten<br>14kn |
| **5047974**<br>H8LO<br>1165<br>9-82<br>Df Esd<br>Gc Rdr<br>RTm | **DONGO**<br>ex Georgios P.P.-79<br>ex Olympios Athina-79<br>ex Eirin Maru-78 ex Habernis-74<br>ex Bongo-69<br>**Corozal Shipping Co. S.A.**<br>Panama Panama | **3 226**<br>2 124<br>4 812 | <br><br>NV | **1962** Schiffs. u. Masch. Paul Lindenau<br>GmbH & Co. KG—Kiel (122)<br>105,80 14,66 5,792<br>98,25 14,64 7,01<br>1 dk<br>len 68 | **M General Cargo**<br><br>3 Ho ER<br>G.7 012 B.6 538<br>3 Ha (stl) (21,4 14,2 17,5 × 7,4) ER<br>Der 2(8) 8(5) | Oil 4SA 6Cy. 520 × 740<br>2 250bhp (1 655kW)<br>Masch. Augsburg-Nuernberg (MAN)<br><br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel (d.o.) | Augsburg<br>12kn |
| **7726562**<br>STDA<br>14<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONGOLA**<br><br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudan | T.Mk<br>**6 336**<br>3 122<br>9 176<br>**9 691**<br>5 304<br>12 111 | **✠100A1**<br>strengthened for heavy<br>cargoes in hold Nos. 2, 3<br>& 4<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 4663 | **1979**-9 Brodogradiliste i Tvornica Dizel<br>Motora "Uljanik"—Pula (328)<br>149,41(BB) 21,26 8,502/8,770<br>140,01 21,20 12,10<br>Ba 23,2 F 14,1 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>SF 7BH WB2917T incl. DTf706T, Tunnel<br>wing tanks | **M General Cargo**<br>Ref 12bth P<br>4 Ho 16,5DTp&s 21,7 24,7 21,7<br>ER 15,0 5 TwD<br>G.16 685 B.15 351 In.661 L.689<br>TEU 178<br>C.Ho 96/20'(40') C.Dk 82/20'(40')<br>5 Ha (stl) (6,7 × 8,0) (13,4 15,7 13,4<br>× 11,2) ER (6,7 × 6,4)<br>16W Cr 1(25) Der 1(80) 4(20)<br>6(10) 2(5) | Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW)<br>Tvornica Dizel Motora "Uljanik"<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 568kW 450V 60Hz a.c.<br>Fuel 143,5t (d.o.) 983,0t (hvf) | B&W<br>Pula<br>16,5kn |
| **5389803** | **DONI**<br>ex Wilja-67<br>**Kuta Shipping Co. Ltd.**<br>Nigeria | **289**<br>177<br>315 | <br><br>(BV) | **1939** Noord Nederlandse Scheepswerven<br>N.V.—Groningen (170)<br>*42,37* 6,51 2,483<br>6,46 2,72<br>1 dk<br>R len 51 | **M General Cargo**<br><br><br>G.453 B.425<br>2 Ha (8,9 7,4 × 3,9) ER<br>2W Der 2(5) | Oil 2SA 3Cy. 240 × 360<br>150bhp (110kW)<br>Appingedammer Brons<br>Fuel 8,0t (d.o.) | Appingedam<br>7kn |
| **8006141**<br><br>N36<br>Df Esd<br>Pfd Rdr<br>RT | **DONIA**<br><br>**PVBA Versluys - De Saever**<br>Nieuwpoort Belgium | **265**<br>—<br>— | | **1981** Schps. van Langerbrugge<br>—Gent/Gand (6700)<br>34,52 8,44 3,401<br>30,66 8,41 4,42<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 2SA 8Cy. 190 × 350 geared to sc.<br>shaft<br>1 200bhp (883kW)<br>N.V. Mach. "Bolnes" | Netherlands |
| **5065299**<br>CUYR<br>PM-1-A<br>Df Esd<br>RT | **DONIBANE**<br>ex Casamance-64<br>**Cooperativa dos Armadores da**<br>**Pesca da Sardinha S.a.r.l.**<br>Portimao Portugal | **446**<br>239<br>300 | <br><br>(BV) | **1959** At. & Ch. de la Manche—Dieppe<br>(C1146)<br>*48,16* 7,42 3,252<br>7,37 3,92<br>1 dk<br>RW len 62 | **M Fishing**<br>Side-fishing<br>3 Ta<br>L.393<br>4 Ha (0,7 × 0,6) (1,6 × 1,6) (1,3 ×<br>1,3) (0,9 × 1,0)<br>2W Der 2 | 2 Oil 4SA each 12Cy. 150 × 180 geared<br>to sc. shaft<br>700bhp (515kW) NE 72<br>Soc. Surgerienne de Const. Mec.<br>Fuel 96,5t (d.o.) | Surgeres<br>11kn |
| **5058090**<br>P3NS<br>394323<br>Df Esd<br>Pfd Rdr<br>RTm | **DONIBU**<br>ex Mom-79 ex Marco-76<br>ex Ellen Bagge-73<br>ex Birte Broen-70 ex Katja Loz-68<br>ex Calli-66 ex Vale-55<br>**Donibu Marine Co. Ltd.**<br>Limassol Cyprus | **385**<br>273<br>574 | BV<br><br>✠Classed LR until 6/54 | **1949**-7 A/B Marstrands M/V—Marstrand<br>(20)<br>45,37 7,83 3,607<br>42,80 7,78<br>1 dk<br>R BK 132 len 54 | **M General Cargo**<br><br>1 Ho 27,5 ER<br>G.793 B.708<br>2 Ha (6,7 × 4,1) (12,9 × 4,3) ER<br>3W Der 3(1,5) | Oil 2SA 6Cy. 130 × 150<br>290bhp (213kW) E made79 fitted—<br>A/B Volvo-Penta<br>Controllable pitch propeller<br>Fuel 21,5t (d.o.) | Goteborg<br>10kn |
| **7436155**<br>ENMF<br>M-28292 | **DONINO**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL)<br>Fuel (d.o.) | Magdeburg<br>9,5kn |

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| 7803865<br>UFCU<br>M-31276<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONISAR**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (480)<br>101,48(BB) 15,22 5,700<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| 7048025<br>WY5648<br>518181<br>RT | **DONNA**<br>ex Ruth M-74<br>**Ruth M Inc.**<br>Philadelphia, Pa United States of America | **121**<br>82<br>— | | **1969** Barbour Boat Works Inc.—New Bern, NC<br>*24,57*<br>6,41 3,26<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6718166<br>IBVZ<br>Df Esd<br>Gc Rdr<br>RT | **DONNA ADA**<br>ex Rey Pelayo-81<br>**Fenicia di Navigazione S.r.l.**<br>Landimare S.p.A.<br>Cagliari Italy | **2 662**<br>1 469<br>4 394 | ✠Classed LR until 12/6/81 | **1967**-7 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.91)<br>107,93 14,05 6,173<br>99,01 14,00 7,42<br>P 23,5 F 11,3 1 dk<br>RW rf 102 | **M General Cargo**<br>3 Ho 16,6 28,1 14,7 ER<br>G.5 297<br>3 Ha (stl) (9,4 18,9 9,4 × 8,2) ER<br>Cr 2(8) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Gen 3 × 140kW 380V 50Hz a.c.<br>17kn |
| 7603679 | **DONNA B** | **199**<br>88<br>— | | **1974** Mitchel Duane Phares—Wilmington, Ca<br>*25,33*<br>7,78 3,76 | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |
| 7534751<br>562789 | **DONNA B**<br>**James A. Bunn**<br>Los Angeles-Long Beach, Ca United States of America | **116**<br>81<br>— | | **1975** Nick Wowcerk Boat Building Co. —Wilmington, Ca<br>*20,46* 6,35<br>3,46<br>1 dk | **M Fishing** | Oil<br>690bhp (508kW)<br>U.S.A.<br>Fuel (d.o.) |
| 8033974<br>615699 | **DONNA DENISE**<br>**New Donna Fishing Inc.**<br>Biloxi, Ms United States of America | **265**<br>198<br>— | | **1979** .............Slidell, La<br>*28,05* 8,87<br>3,76<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW)<br>U.S.A. |
| 6709646<br>323921 | **DONNA F**<br>**Omstead Fisheries (1961) Ltd.**<br>Chatham, N.B. Canada | **112**<br>82<br>— | | **1966** Hike Metal Products Ltd.—Wheatley, Ont.<br>*18,84* 6,71<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 7814292<br>9GZF<br>316646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DONNA H**<br>**Mankoadze Fisheries Ltd.**<br>Takoradi Ghana | **898**<br>428<br>900 | NV | **1980** Sterkoder M/V A/S—Kristiansund N. (83)<br>55,00 11,00 5,611<br>49,92 7,24<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>12 Ta ER<br>In.930<br>12 Ha (stl) (1,3 1,3 1,3 1,3 × 1,3) (1,6 1,6 1,6 1,6 1,6 1,6 1,6 1,6 × 1,6) ER<br>Cr 2(3) | Oil 2SA 9Cy. 300 × 450 reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 267,0t (d.o.) 14kn |
| 8033986<br>615126 | **DONNA J**<br>**Ralph E. Koski**<br>Eureka, Ca United States of America | **100**<br>68<br>— | | **1979** .............Fort Bragg, Ca<br>*17,62* 5,90<br>2,90<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| 8024595<br>621756 | **DONNA LYNN**<br>**Donna Lynn Fishing Corp.**<br>New Bedford, Ma United States of America | **199**<br>135<br>— | | **1980** Bender SB. Co. Inc.—Mobile, Al<br>*26,86* 7,93<br>4,27<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7201031<br>WC7291<br>254915 | **DONNA MAE**<br>ex APC 10<br>**Francis B. Mathews**<br>Eureka, Ca United States of America | **194**<br>132<br>— | | **1943** Herreshoff Mfg. Co.—Bristol, Ri (425)<br>*29,45* 6,46<br>3,36 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>National Supply Co. U.S.A.<br>Fuel (d.o.) |
| 6513786<br>350746<br>Df Esd<br>Pfd Rdr<br>RTm | **DONNA MARIA LIGIA**<br>ex Hera-76 ex Artois-75<br>**Fernpar Fishing Co. (Pty.) Ltd.**<br>Cape Town/Kaapstad South Africa | **293**<br>127<br>— | (BV) | **1965** At. & Ch. de la Manche—Dieppe (1182)<br>42,37 7,68 3,760<br>36,58 7,62 4,30<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 110V d.c.<br>Fuel (d.o.) 13kn |
| 6605395<br>IBRT<br>315<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DONNA RAFFAELLA**<br>ex Golar Bow-82<br>ex Golar Sanko-81 ex Sigfuji-69<br>**La Lanterna S.r.l. Compagnia di Navigazione**<br>Torre del Greco Italy | **46 010**<br>33 903<br>90 860 | NV | **1966** Kure Zosensho—Kure (107)<br>250,02 39,10 13,844<br>240,01 38,99 19,00<br>P 46,1 RQD 30,5 B 24,1 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>11 Ho each 16,6 ER<br>G.107 498 HeCls. ptB<br>11 Ha (each 10,2 × 18,9) ER | Oil 2SA 9Cy. 900 × 1550<br>21 600bhp (15 888kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 172,5t (d.o.) 4 029,5t (hvf)-54,0pd<br>13kn |
| 7403548<br>GUTF<br>365896<br>Df Esd<br>Gc Rdr<br>RT | **DONNINGTON**<br>**M.H. Shipping Co. Ltd.**<br>Stephenson Clarke Shipping Ltd.<br>London United Kingdom | **7 658**<br>4 839<br>11 999 | **✠100A1** SS 9/80<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Y $2\frac{1}{16}$"U2<br>FN 3807 | **1975**-8 Verolme Scheepswerf Heusden B.V. —Heusden (910)<br>137,60(BB) 18,67 7,925<br>129,93 18,60 10,70<br>P 23,8 F 10,7 1 dk<br>rf nil<br>NS 6BH WB3708T incl. comb. btm & side tanks in holds 3406T | **M Bulk Carrier**<br>3 Ho 30,8 33,3 31,0 ER<br>G.14 166<br>3 Ha (stl) (24,9 × 10,9) (26,6 26,6 × 13,5) ER | Oil 4SA 9Cy. 410 × 470 reduction geared to sc. shaft<br>6 500bhp (4 781kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 614,5t (d.o.) 14kn |

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| **5356038**<br>JXAU<br>15017<br>Df Esd<br>RT | **DONNLAND**<br>ex Terje Werner-63<br>**Birger Akeroy**<br>Sandnessjoen Norway | **272**<br>121<br>— | NV | **1958** Brodrene Lothe A/S—Haugesund (8)<br>38,89 7,14 3,861<br>35,06 7,12<br>1 dk<br>rf 1448 BK 114 len 65 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>4 Ha (stl) (2,7 2,7 × 1,9) (2,7 2,7 × 1,3) ER<br>1W Der 1(4) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 66<br>Alpha-Diesel A/S<br>Gen 1 × 14kW 220V d.c.<br>Fuel (d.o.) |
| **7312816**<br>HO6527<br>9053-PEXT1<br>Rdr RT | **DONOSO**<br>ex Choshin Maru-80<br>**Servicios Marinos NYK De Panama S.A.**<br>Panama Panama | **238**<br>86<br>102 | NK | **1973** Ishikawajima Ship & Chemical Plant Co.—Tokyo (436)<br>31,70 8,64 2,871<br>26,52 8,62 3,71<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 100kW 450V a.c.<br>Fuel 81,5t |
| **6926103**<br>EDLU<br>2189<br>Esd Gc<br>Rdr RT | **DONOSTI**<br>**Pesquera Laurak-Bat S.A.**<br>San Sebastian Spain | **478**<br>129<br>681 | BV | **1969** Ast. Luzuriaga S.A.—Pasajes (114)<br>49,94 4,319<br>44,99 8,70 6,71<br>2 dks | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>B.670<br>3 Ha (each 2,2 × 2,2) ER | Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A.<br>Fuel 223,5t (d.o.) |
| **7363580**<br>EAFF<br>Df Esd<br>Rdr RT | **DONOSTIARRA**<br>**Pesquera Laurak-Bat S.A.**<br>Santander Spain | **248**<br>105<br>— | BV | **1974** Soc. Met. Duro Felguera—Gijon (115)<br>37,37 7,45<br>32,01 7,41 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau<br>Fuel 128,0t (d.o.) |
| **6611124**<br>GSZA<br>309732<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DONOVANIA**<br>**Tanker Finance Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **39 042**<br>25 151<br>69 986 | **✠100A1** SS 3/80<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt 3$\frac{9}{16}$"SQ<br>FN 11722 | **1966**-10 Kockums M/V A/B—Malmo (477)<br>242,07 33,61 13,132<br>231,66 33,53 17,07<br>P 21,7 F 23,2 1 dk<br>rf 127<br>10BH WB14893t incl. 7908t in clean ballast tanks DTsf4456t | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 85 630 HeCls. B | Oil 2SA 9Cy. 900 × 1550<br>18 240bhp (13 417kW)<br>Kockums M/V A/B<br>WTAuxB 455lbf/in$^2$ (31,4bar) Spt<br>WTAuxB 142lbf/in$^2$ (9,8bar)<br>e(ex.g) 455lbf/in$^2$ (31,4bar)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 2 457,0t (hvf)-65,0pd |
| **5422253**<br>GMTA<br>304791<br>Esd Pfd<br>Rdr RT | **DONQUESTO**<br>ex Edward Forbes-79<br>ex Offshore Delight-72<br>ex Ross Delight-68<br>**B.C.D. Marine Ltd.**<br>Cardiff United Kingdom | **180**<br>65<br>— | **✠100A1** SS 2/78<br>European service south of 60°N, West African service to Angola also Mediterranean Sea, Red Sea & Arabian Gulf service<br>**✠LMC**<br>EL (D) $\frac{7}{8}$" pt$\frac{15}{16}$"U2<br>FN 281 | **1964**-1 Cochrane & Sons Ltd.—Selby (1491)<br>31,22 7,12 3,366<br>25,91 7,01 3,81<br>B & F 24,4<br>RW rf 457 BK 127 conv Stern Trawler Fishing 72<br>5BH | **M Research**<br>Hydrographic Diving Support<br>2W Der 1(6) | Vee Oil 4SA 8Cy. 178 × 197<br>450bhp (331kW)<br>Davey, Paxman & Co. Ltd. |
| **5410860**<br>UEXX<br>M-26936<br>Df Esd<br>Gc Rdr<br>RT | **DONSKOY**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1963** VEB Warnowwerft Warnemuende —Warnemuende (425)<br>139,50 18,04 8,000<br>130,21 17,94 10,34<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 583,0t (d.o.) 152,5t (hvf) |
| **7427013**<br>EWRM<br>M-28284 | **DONSKOYE**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Fuel (d.o.) |
| **7343401**<br>GULG<br>359085<br>Esd Pfd<br>Rdr RT | **DONWOOD**<br>ex Bevlyn Dawn-75<br>**Don Fishing Co. Ltd.**<br>The John Wood Group (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **119**<br>42<br>— | ✠LR class withdrawn-Owner's request 23/7/82 | **1974**-6 J. Lewis & Sons Ltd.—Aberdeen (385)<br>*24,27* 6,79 2,794<br>23,50 6,71 3,36<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>636bhp (468kW)<br>Lister Blackstone Mirrlees Marine Ltd.<br>Gen 1 × 35kW 1 × 30kW 415V 50Hz a.c. |
| **5092670**<br>MRXB<br>166664<br>Df Esd<br>Pfd RT | **DOONIE BRAES**<br>ex Grasby-55<br>**Mrs. M. C. Light**<br>Aberdeen United Kingdom | **113**<br>44<br>— | Classed LR until 10/51 | **1945** F. Curtis—Charlestown, Cornwall<br>29,32 6,76<br>... ... ... | **Wood M Fishing**<br>Side-fishing | Oil 2SA 4Cy. 265 × 345<br>Crossley Bros. Ltd. |
| **7518757**<br>D5PL<br>6524<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORA**<br>ex Itel America-80<br>ex Tacoma Maru-79<br>**Gilia Intermarine II Inc.**<br>Monrovia Liberia | **16 369**<br>11 413<br>27 612 | NK | **1976** Shin Yamamoto Zosen—Kochi (183)<br>181,52(BB) 25,25 10,065<br>170,01 25,21 14,00<br>P 28,1 F 12,5 1 dk | **M Bulk Carrier**<br>G.37 117 B.33 067<br>5 Ha (stl) (14,7 × 11,7) (20,8 20,8 20,8 20,8 × 11,8) ER<br>Der 5(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 720kW a.c. |
| **5092682**<br>OYWY<br>D1587<br>Df Pfd<br>RT | **DORA**<br>**Knut Borring-Moller**<br>Vejle Denmark | **189**<br>98<br>249 | BV | **1954** H. C. Christensens Staalskibsv. af 1949—Marstal (58)<br>38,05 6,51 2,896<br>6,46 3,00<br>P 8,3 F 4,6 1 dk<br>BK 119 len 57 | **M General Cargo**<br>1 Ho 16,4 ER<br>G.303 B.292<br>1 Ha (12,8 × 4,0) ER<br>2W Der 2(2,5) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW)<br>Alpha-Diesel A/S<br>Fuel 9,0t (d.o.) |
| **7395260**<br>IBDD<br>920<br>Df Esd<br>Gc Rdr<br>RT | **DORA BALTEA**<br>**Grandi Traghetti S.p.A.**<br>Palermo Italy | **3 456**<br>1 967<br>2 887 | RI | **1975** Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (101)<br>135,52 19,49 5,995<br>120,33 19,41 7,75<br>4 dks | **TM RoRo Cargo/Ferry**<br>Mchy.aft | Oil 4SA 9Cy. 420 × 500<br>8 100bhp (5 958kW)<br>Grandi Motori Trieste |

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| 7367500<br>9VGI<br>367628<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DORA OLDENDORFF**<br>**Rhenania Shipping Corp.**<br>Singapore Singapore | **40 966**<br>31 221<br>73 977 | ✠**100A1** SS 7/79<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds, or Nos. 2 & 6<br>holds may be empty<br>✠**LMC** **UMS**<br>EL Ot 3$\frac{7}{16}$"U2<br>FN 11941 | **1974**-7 Brodogradiliste "3 Maj"—Rijeka (556)<br>244,00(BB) 32,24 13,507<br>235,01 32,21 18,60<br>F 18,3 1 dk<br>rf nil<br>NS 10BH WB37574T incl. Comb. btm & STs in holds 11648T Topside tanks in holds 10498T & No. 4 hold 12399T | **M Bulk Carrier**<br>10bth P<br>8 Ho 21,7 26,3 19,5 25,3 19,5 26,3 19,5 25,3 ER<br>G.93 455<br>8 Ha (stl) (13,3 14,2 14,4 14,4 14,4 14,4 14,4 14,4 × 13,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>AuxB (Comp) 6kgf/cm² (5,9bar)<br>Gen 2 × 440kW 1 × 224kW 450V 60Hz a.c.<br>Fuel 487,5t (d.o.) 3 539,0t (hvf) 15,5kn |
| 7392488<br>SV3170<br>4697<br>RT | **DORA P.**<br>**E. Perdicouris**<br>Piraeus Greece | **393**<br>242<br>— | | **1974** "Naus" Shipyard Philippou Bros. S.A. —Perama (119)<br>45,57 10,29 1,804<br>39,48 2,80 | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA<br>800bhp (588kW) Kelvin<br>............. |
| 6901983<br>SVLQ<br>6062<br>Df Esd<br>Gc Rdr<br>RTh | **DORA PAPALIOS**<br>**Duiker Shipping Enterprises Ltd.**<br>Aegis Shipping Co. Ltd.<br>Piraeus Greece | **8 928**<br>6 153<br>15 363 | AB<br>✠Classed LR until 31/10/77 | **1969**-3 Hellenic Shipyards—Skaramanga (1052)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No.5 hold<br>RW rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 719 B.19 878<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 984,5t (hvf) 14kn |
| 7423706<br>IMBV<br>942<br>Df Esd<br>Gc Rdr | **DORA RIPARIA**<br>**Atlantica S.p.A. di Navigazione**<br>Palermo Italy | **3 987**<br>2 278<br>3 414 | RI | **1976** Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (102)<br>147,96 19,44 5,619<br>132,59 19,41 7,73<br>4 dks | **TM Vehicles Carrier** OSD<br>Side door & ramp (s):stern door/ramp<br>Mchy.aft | 2 Oil 4SA each 9Cy. 420 × 500 dr geared to sc. shafts<br>10 800bhp (7 944kW) Fiat<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>18,5kn |
| 6407779<br>SNUT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORADA**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**1 005**<br>379<br>580 | PR | **1964** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/06)<br>69,35 11,03 5,052<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>3 Ho<br>In.650<br>Der 2(5) | Oil 4SA 6Cy. 381 × 508 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. United Kingdom<br>Gen 1 × 240kW 1 × 210kW 1 × 185kW 1 × 120kW 220V d.c.<br>13,5kn |
| 8107347<br>Df Esd<br>Rdr RT | **DORADA I**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>Tulcea Romania | **132**<br>44<br>63 | PR | **1982** Stocznia "Ustka"—Ustka (B410/66)<br>25,66 2,910<br>24,36 7,23 3,51<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.90 | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 36kW 400V a.c.<br>11,25kn |
| 8107359<br>Df Esd<br>Rdr RT | **DORADA II**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>Tulcea Romania | **132**<br>44<br>63 | PR (Class cont.) | **1982** Stocznia "Ustka"—Ustka (B410/67)<br>25,66 2,910<br>24,36 7,23 3,51<br>1 dk | **M Fishing**<br>Stern Trawler<br>In.90 | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>570bhp (419kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 36kW 400V a.c.<br>11,25kn |
| 5403312<br>COIQ<br>C2048B<br>Df Esd<br>Gc Pfd<br>Rdr | **DORADO**<br>**Government of The Republic of Cuba (Flota Atunera de Cuba)**<br>Habana Cuba | **387**<br>168<br>— | ✠Classed LR until 18/2/77 | **1962**-12 Usuki Tekkosho—Saiki (561)<br>47,40 7,98<br>41,00 7,90 3,92<br>P & B 17,7 F 5,8<br>rf 254 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 420<br>700bhp (515kW)<br>Usuki Tekkosho Usuki<br>Fuel 183,0t 11,5kn |
| 6515655<br>WU5186<br>297474<br>Df Esd<br>Rdr<br>RTm/h/v | **DORADO**<br>ex Sydalise Crawford-75<br>ex Capt. W. F. Fredeman-73<br>ex Alex Chotin-69<br>**Caribe Tugboat Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **148**<br>70<br>— | AB | **1965** Equitable Equipment Co. —Madisonville, La (1350)<br>25,91 7,78 2,439<br>23,78 7,32 3,15<br>BK 38 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 115/230V 60Hz a.c.<br>Fuel 63,0t (d.o.) |
| 5092761<br>118552<br>RT | **DORADO**<br>ex Lady Margot<br>**Henry T. van Sluytman**<br>New Amsterdam, Berbice Guyana | **134**<br>77<br>183 | | **1922** Alley & Maclellan Ltd.—Glasgow (134)<br>*26,98* 6,25 2,591<br>6,20<br>R | **M General Cargo Barge**<br>1 Ho<br>1 Ha (8,5 × 3,2)<br>1W Der 1(1) | Oil 2SA 4Cy. 260 × 330<br>Widdop<br>Wm. Beardmore & Co. Ltd. Glasgow<br>Fuel 6,0t 7kn |
| 5419581<br>HMKT<br>BM11<br>136<br>Df Esd<br>Gc Rdr<br>RT | **DORAJI**<br>**Korea Shipping Corp. Ltd.**<br>Busan South Korea | **938**<br>415<br>— | (KR) | **1963** Tosa Zosen Tekkosho—Kochi (168)<br>*56,76* 9,56 3,315<br>55,00 9,50 4,14<br>B & F 51,3 3 dks<br>RW rf 254 | **TM General Cargo**<br>2 Ho<br>B.340<br>2 Ha | 2 Oil 2SA each 4Cy. 300 × 600<br>1 500bhp (1 103kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 58,0t 12,75kn |
| 6504515<br>EAWQ<br>Df Esd<br>RT | **DORAMAS**<br>ex Sertosa Sels-66<br>**Cory Hermanos S.A.**<br>Las Palmas Spain | **184**<br>0<br>— | ✠**100A1** SS 2/82<br>tug<br>✠**LMC**<br>EL (b)<br>FN 314 | **1965**-2 Hijos de J. Barreras S.A.—Vigo (1333)<br>29,57 8,16 3,601<br>26,83 7,78 3,89<br>RAD 1,6<br>3BH WB17t | **M Tug** | Oil 2SA 8Cy. 310 × 490<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>11kn |
| 6604690<br>OUHO<br>D2051<br>Df Esd<br>Rdr RT | **DORCA**<br>ex Douro Star-79<br>ex Wilma Frank-72<br>**Hans C. Grube I/S**<br>Marstal Denmark | T.Mk<br>**298**<br>190<br>772 | GL | **1966** N.V. Scheeps. "Vooruitgang"—Foxhol (213)<br>53,60 9,40 3,258<br>48,29 9,30 5,41<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.1 543 B.1 435<br>1 Ha (26,6 × 6,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 250 × 350<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 38,5t (d.o.)-2,5pd 10,5kn |

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| 5092785 **DORCHESTER**<br>6 **B. V. Hill**<br>Esd Kingston, Ja. Jamaica | **222**<br>100<br>— | | **1929** Bethlehem SB. Corp.—Quincy, Ma (1428)<br>*31,16* 6,74<br>31,09 6,71 3,51<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>1 Ho 9,1<br>2 Ha | Oil 2SA 6Cy. 220 × 255<br>500bhp (368kW) NE 50<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 18,5t |
| 7944803 **DORDRECHT 17**<br>**Gebr. Broere B.V.**<br>Rdr RT Dordrecht Netherlands | —<br>—<br>599 | A1<br>inland waterways oil &<br>chemical tanker type III,<br>L.S.O. in association with<br>an approved list of<br>chemical cargoes<br>**LMC**<br>EL 120,0/25,0U2<br>FN 538 | **1963** A. Vuyk & Zonen's Scheepswerven<br>N.V.—Capelle a/d Ijssel (781)<br>57,00 7,04 2,801<br>55,15 6,90 2,85<br>1 dk<br>rf nil<br>10BH WBnil | **M Tank Barge**<br>Oil Chemical<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280 with clutches & s<br>reverse geared to sc. shaft<br>390bhp (287kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 3,5kW 135V d.c. |
| 7430967 **DORDRECHT 20**<br>**Gebr. Broere B.V.**<br>Rdr RT Dordrecht Netherlands | —<br>—<br>1 833 | **A1** SS 5/79<br>inland waterways<br>oil tanker<br>**LMC**<br>EL (G) 1¼"U1<br>FN 1209 | **1964**-1 A. Vuyk & Zonen's Scheepswerven<br>N.V.—Capelle a/d Ijssel<br>100,01 9,45<br>97,44 9,40 3,00<br>Trunk 69,8 1 dk<br>rf nil<br>12BH | **M Tank Barge**<br>12 Ta ER<br>len 73 | Oil 4SA 8Cy. 320 × 450<br>868bhp (638kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 1 × 6kW 110V d.c.<br>Thw. thrust propeller fwd |
| 7204150 **DORDRECHT 21**<br>**Gebr. Broere B.V.**<br>Rdr Dordrecht Netherlands | —<br>—<br>1 524 | **✠A1** SS 4/81<br>inland waterways oil<br>tanker<br>**✠LMC**<br>EL (H)<br>FN 1035 | **1971**-9 N.V. Schpsw. "Appingedam"<br>—Appingedam (486)<br>85,27 9,50 2,801<br>83,80 9,44 2,90<br>Trunk 57,0 1 dk<br>rf nil<br>12BH WB75t | **M Tank Barge**<br>21 Ta ER<br>L.(oil) 2 000<br>HeCls. C | Oil 4SA 8Cy. 210 × 300 reverse reduction<br>geared to sc. shaft<br>800bhp (588kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 5kW 1 × 8kW 110V d.c.<br>Thw. thrust propeller<br>Fuel 23,5t (d.o.)-1,5pd 10k |
| 7126906 **DORDRECHT 22**<br>**Gebr. Broere B.V.**<br>Rdr Dordrecht Netherlands | —<br>—<br>1 524 | **✠A1** SS 3/82<br>inland waterways oil<br>tanker<br>**✠LMC**<br>EL (H)<br>FN 1035 | **1972**-1 N.V. Schpsw. "Appingedam"<br>—Appingedam (487)<br>85,27 9,50 2,801<br>83,80 9,44 2,90<br>Trunk 57,0 1 dk<br>rf nil<br>12 BH WB75t | **M Tank Barge**<br>21 Ta ER<br>L.(oil) 2 000<br>HeCls. C | Oil 4SA 8Cy. 210 × 300 reverse reduction<br>geared to sc. shaft<br>800bhp (588kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 85kW 110V d.c.<br>Thw. thrust propeller<br>Fuel 23,5t (d.o.)-1,5pd 10k |
| 7210525 **DORDRECHT 23**<br>**Gebr. Broere B.V.**<br>Rdr Dordrecht Netherlands | —<br>—<br>1 525 | **✠A1** SS 9/82<br>inland waterways oil<br>tanker<br>**✠LMC**<br>EL (H)<br>FN 1035 | **1972**-9 N.V. Schpsw. "Appingedam"<br>—Appingedam (489)<br>85,27 9,50 2,801<br>83,80 9,44 2,90<br>Trunk 57,0 1 dk<br>rf nil<br>12BH WB75t | **M Tank Barge**<br>21 Ta ER<br>L.(oil) 2 000<br>HeCls. C | Oil 4SA 8Cy. 240 × 260 reverse reduction<br>geared to sc. shaft<br>990bhp (728kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 5kW 1 × 8kW 110V d.c.<br>Thw. thrust propeller fwd<br>Fuel 23,5t (d.o.)-1,5pd 10k |
| 7305784 **DORDRECHT 24**<br>**Gebr. Broere B.V.**<br>Rdr Dordrecht Netherlands | —<br>—<br>1 524 | **✠A1** SS 5/78<br>inland waterways oil<br>tanker<br>**✠LMC**<br>EL (H)<br>FN 1035 | **1973**-4 N.V. Schpsw. "Appingedam"<br>—Appingedam (490)<br>85,27 9,50 2,801<br>83,80 9,44 2,90<br>Trunk 57,0 1 dk<br>rf nil<br>12BH WB75t | **M Tank Barge**<br>21 Ta ER<br>L.(oil) 2 000<br>HeCls. C | Oil 4SA 8Cy. 210 × 300 reverse reduction<br>geared to sc. shaft<br>990bhp (728kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 5kW 1 × 8kW 110V d.c.<br>Thw. thrust propeller<br>Fuel 23,5t (d.o.)-1,5pd 10k |
| 7329285 **DORDRECHT 25**<br>**Gebr. Broere B.V.**<br>Rdr RTv Dordrecht Netherlands | —<br>—<br>1 495 | **✠A1** SS 10/79<br>inland waterways<br>oil tanker<br>chemicals SG up to 1,62,<br>in association with an<br>approved list of chemical<br>cargoes<br>**✠LMC**<br>EL (H) 1¼"U2<br>FN 1132 | **1974**-2 Wroclawska Stocznia Rzeczna<br>—Wroclaw (ZB448/01)<br>85,04 9,45 2,896<br>83,19 9,40 4,20<br>Trunk 55,2 1 dk<br>rf nil<br>12BH WB131T | **M Tank Barge**<br>Oil Chemical<br>12 Ta ER<br>L.(oil) 2 000<br>HeCls. C | Oil 4SA 8Cy. 240 × 260 reverse reduction<br>geared to sc. shaft<br>990bhp (728kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 1 × 8kW 135V d.c. 1 × 8kW<br>220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-2,5pd 10k |
| 7362744 **DORDRECHT 26**<br>**Gebr. Broere B.V.**<br>Rdr RT Dordrecht Netherlands | —<br>—<br>1 495 | **✠A1** SS 4/80<br>inland waterways<br>oil tanker<br>chemicals SG up to 1,62,<br>in association with an<br>approved list of chemical<br>cargoes<br>**✠LMC**<br>EL (H) 1¼"U2<br>FN 1132 | **1974**-2 Wroclawska Stocznia Rzeczna<br>—Wroclaw (ZB448/02)<br>85,04 9,45 2,896<br>83,19 9,40 4,20<br>Trunk 55,2 1 dk<br>rf nil<br>12BH | **M Tank Barge**<br>Oil Chemical<br>12 Ta ER<br>L.(oil) 2 000<br>HeCls. C | Oil 4SA 8Cy. 240 × 260 reverse reduction<br>geared to sc. shaft<br>990bhp (728kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 1 × 8kW 135V d.c. 1 × 8kW<br>220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-3,5pd 10k |
| 7383839 **DORDRECHT 27**<br>**Gebr. Broere B.V.**<br>Rdr RTv Dordrecht Netherlands | —<br>—<br>2 664 | **✠A1** SS 10/80<br>inland waterways oil &<br>chemical tanker<br>chemical cargoes SG up<br>to 1.62 (maximum relief<br>valve pressure<br>0.1kgf/cm²) or SG up to<br>1.0 (maximum relief valve<br>pressure 0.5kgf/cm²) in<br>association with an<br>approved list of cargoes<br>**✠LMC**<br>EL (I) 1$\frac{7}{16}$"U2<br>FN 1493 | **1975**-4 Plocka Stocznia Rzeczna—Plock (B455/1)<br>99,73 11,41 3,480<br>97,06 11,36 4,02<br>1 dk<br>rf nil<br>14BH WB212T | **TM Tank Barge**<br>Oil Chemical<br>16 Ta ER<br>L.(oil) 3 130<br>HeCls. C | 2 Oil 4SA each 9Cy. 240 × 260 reverse<br>reduction geared to sc. shafts<br>1 290bhp (949kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 24kW 2 × 12kW<br>400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>11k |

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| 7383841<br>Rdr RTv | **DORDRECHT 28**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | —<br>—<br>2 664 | ✠A1 SS 6/81<br>inland waterways oil & chemical tanker chemical cargoes SG up to 1.62 (maximum relief valve pressure 0.5kgf/cm²) or SG up to 1.0 (maximum relief valve pressure 0.5kgf/cm²) in association with an approved list of cargoes<br>✠LMC<br>EL (I) 1 7/16"U2<br>FN 1493 | **1975**-6 Plocka Stocznia Rzeczna—Plock (B455/2)<br>99,73 11,41 3,480<br>97,06 11,36 4,02<br>1 dk<br>rf nil<br>14BH WB212T | **TM Tank Barge**<br>Oil Chemical<br>16 Ta ER<br>L.(oil) 3 130<br>HeCls. C | 2 Oil 4SA each 9Cy. 240 × 260 reverse reduction geared to sc. shafts<br>1 290bhp (949kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 1 × 24kW 2 × 12kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>11kn |
| 7621633<br>PDSR<br>Esd Gc<br>Pfd Rdr<br>RT | **DORDTSEBANK**<br>**B.V. Nieuwe Rotterdamse Sleepdienst**<br>Rotterdam Netherlands | **248**<br>0<br>179 | AB | **1977** B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (736)<br>34,32 9,58 3,801<br>30,82 9,20 4,98<br>1 dk | **TM Tug** | 2 Oil 4SA each 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>2 Controllable pitch propellers<br>Fuel 107,5t (d.o.)<br>12kn |
| 6905587<br>3889 | **DORDUNCU**<br>**Dorduncu Donatma Istiraki**<br>B. Fikret Govul<br>Istanbul Turkey | **293**<br>169<br>305 | (BV) | **1968** Deniz Insaat Kizaklari—Buyukdere (117)<br>48,01 7,22 2,693<br>43,52 7,21 2,90<br>1 dk<br>len 77 | **M Tanker**<br>6 Ta ER<br>L.(oil) 317 | Oil 4SA 6Cy. 215 × 300<br>265bhp (195kW) MWM<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>8kn |
| 7413634<br>OWRL<br>D2238<br>Df Esd<br>Gc Rdr<br>RT | **DORI BRES**<br>**Rederi K/S Bres Shipping III**<br>Rederiet Nielsen & Bresling<br>Faborg Denmark | T.Mk<br>**499**<br>363<br>1 460 | BV | **1974** J. J. Sietas K.G. Schiffswerft —Hamburg (759)<br>75,52 11,84 3,701<br>69,93 11,80 6,61<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 696 B.3 512<br>1 Ha (stl) (45,0 × 9,3) ER | Oil 4SA 6Cy. 320 × 450<br>1 320bhp (971kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 48kW 380V 50Hz a.c.<br>Fuel (d.o.)<br>11,5kn |
| 5092852<br>OYBT<br>D1545<br>RTm | **DORIANA**<br>ex Trine Bendt-80 ex Idany-79<br>ex Doriana-77<br>ex Herta Johanne-41<br>**Ove Pedersen**<br>Kobenhavn Denmark | **128**<br>83<br>190 | (BV) | **1930** E. J. Smit & Zoon—Hoogezand<br>30,48 5,62 2,439<br>5,57<br>RQD 6,4 F 4,3 1 dk<br>R<br>len 46 | **M General Cargo**<br>1 Ho 17,9 ER<br>G.255<br>2 Ha (each 7,0 × 3,9) ER<br>2W Der 2(1) | Oil 2SA 3Cy. 200 × 340<br>165bhp (121kW) NE 63 Alpha<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Gen 2 × —kW 12V<br>Fuel (d.o.) |
| 6616564<br>J4SX<br>7438<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DORIC**<br>**Legend Shipping Co. S.A.**<br>Piraeus Greece | **45 280**<br>31 496<br>86 808 | AB | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (652)<br>254,52(BB) 37,85 13,383<br>240,01 37,80 17,51<br>P 54,0 B 15,9 F 20,8 1 dk<br>rf nil | **M Tanker**<br>11 Ta ER<br>L.(oil) 109 134<br>Cr 2(2,25) Der 2(10)<br>HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>18 500bhp (13 608kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 380kW 450V 60Hz a.c.<br>Fuel 5 196,0t (hvf)-70,0pd<br>16kn |
| 6930910<br>J4TI<br>7432<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DORIC CARRIER**<br>ex Robert L. D.-79<br>**Sorab Shipping Corp.**<br>Naftitan Maritime & Transportation Enterprises S.A.<br>Piraeus Greece | **12 705**<br>6 982<br>19 082 | BV | **1969** Ch. de l'Atlantique—St. Nazaire (H24)<br>151,97(BB) 22,64 9,595<br>142,30 22,61 13,01<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 19,8 20,7 19,0 20,7 20,7 ER<br>G.22 894 B.21 741<br>9 Ha (stl) (13,4 × 10,9) (16,4 16,4 14,9 14,9 16,4 16,4 16,4 16,4 × 7,9) ER<br>Cr 2(25) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 341,0t (hvf)<br>16kn |
| 7220477<br>SZMT<br>4528<br>Df Esd<br>Gc Rdr<br>RTv | **DORIC FLAME**<br>**Doric Bulkcarriers Corp.**<br>Piraeus Greece | **16 398**<br>10 754<br>29 222 | ✠100A1 SS 9/77<br>strengthened for ore cargoes, Nos. 1, 4 & 6 holds may be empty<br>✠LMC<br>EL Ft 2 5/8"U2<br>FN 6396 | **1972**-10 Hakodate Dock Co. Ltd.—Muroran (529)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8920t incl. Comb. btm & STs in Nos. 2-6 holds 3626t Topside tanks in Nos. 2-7 holds 3516t | **M Bulk Carrier**<br>7 Ho 14,8 19,2 22,4 13,5 17,6 20,8 19,0 ER<br>G.37 713 B.33 329<br>7 Ha (stl) (6,7 12,7 12,7 9,5 11,2 12,7 11,2 × 9,6) ER<br>Cr 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 1 871,5t (hvf)<br>16,5kn |
| 7600172<br>SYBL<br>6725<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **DORIC JAVELIN**<br>**Javelin Corp.**<br>Chios Navigation Co. Ltd.<br>Piraeus Greece | **16 326**<br>10 927<br>29 212 | ✠100A1<br>strengthened for heavy cargoes<br>Nos. 1 & 4 holds may be empty<br>✠LMC<br>EL Ft 577,5/66,0U2<br>FN 6396 | **1978**-2 Hakodate Dock Co. Ltd.—Muroran (650)<br>180,83(BB) 23,14 10,681<br>170,01 23,11 14,51<br>P 33,0 F 13,5 1 dk<br>rf 51<br>8BH WB15621T incl. Comb. btm, side & topside tanks in holds 7065T & incl. No. 4 hold 6750T | **M Bulk Carrier**<br>6 Ho 16,3 19,5 24,0 24,6 24,0 19,8 ER<br>G.38 011 B.33 217<br>6 Ha (stl) (8,2 13,0 15,2 15,2 15,2 12,8 × 9,6) ER<br>Cr 5(20) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 156,0t (d.o.) 1 725,0t (hvf)-39,5pd<br>15kn |
| 5204845<br>IKWD<br>539<br>Df Esd<br>Rdr RT | **DORICO SECONDO**<br>ex Kendal-69 ex Le Robuste-64<br>**Societa Armamento Ancona (S.AR.AN.)**<br>Ancona Italy | **223**<br>34<br>— | RI (BV) | **1940** Ziegler Freres—Dunkerque (97)<br>35,87 7,80 3,695<br>33,00 7,75 4,27<br>F 4,0 1 dk<br>R | **M Tug**<br>1 Ha (0,9 × 1,6)<br>1W | Oil 4SA 8Cy. 390 × 620<br>Werkspoor<br>Ziegler Freres Dunkerque<br>Gen 2 × 30kW 220V d.c. 2 × 15kW 110V d.c.<br>Fuel 99,5t<br>12kn |
| 5092905<br>HP3769<br>6917-PEXT<br>Df Esd<br>Pfd Rdr<br>RTm | **DORINDA**<br>**Worldwide Surveys Ltd.**<br>Panama Panama | **334**<br>113<br>— | (GL)<br>✠Classed LR until 13/4/73 | **1955**-11 Cochrane & Sons Ltd.—Selby (1405)<br>*40,39* 8,18<br>38,87 8,08 3,97<br>RQD 20,5 F 6,8<br>RW rf 914 BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho 10,9 | Oil 2SA 5Cy. 340 × 570<br>700bhp (515kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 20kW 110V<br>Fuel 71,0t (d.o.)<br>11,25kn |

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|---|---|---|---|---|---|---|---|
| **6704074**<br>JXDU<br>18406<br>Df Esd<br>Gc Rdr<br>RT | **DORINDA**<br>ex Ramsjo-82 ex Herm Kiepe-74<br>**Ivar Grotting**<br>Trondheim Norway | **325**<br>200<br>813 | GL | **1966** C. Cassens Schiffswerft—Emden (76)<br>59,34 9,78 3,061<br>54,51 9,71 5,26<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 699 B.1 557<br>1 Ha (stl) (29,8 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Fuel (d.o.) | Mannhei<br>10k |
| **7515559**<br>WYT9<br>673<br>552567<br>RT | **DORINDA**<br>**Trawler Dorinda Inc.**<br>Mobile, Al United States of America | **111**<br>75<br>— | | **1973** F. B. Walker & Sons—Pascagoula, Ms<br>*22,41* 6,41 3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>350bhp (257kW) | U.S.A |
| **6515966**<br>OARP<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DORINE I**<br>ex Sagitta Maris-80<br>**Pesquera Vannamei S.A.**<br>Paita Peru | **2 145**<br>978<br>— | GL | **1965** Rickmers Rhederei G.m.b.H. —Bremerhaven (336)<br>78,03 13,62 5,906<br>70,77 13,61 8,54<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler<br>2 Ho 8,5 11,7<br>3 Ha (4,8 2,3 2,3 × 1,6) | Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 400kW 1 × 150kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) | Koe |
| **6804422**<br>J4RU<br>7232<br>Df Esd<br>Gc Rdr<br>RTv | **DORIOS**<br>ex Pappas Thessaloniki-70<br>**Eleni Corp.**<br>Piraeus Greece | **43 231**<br>32 344<br>92 257 | AB | **1967** A/B Gotaverken Arendal—Goteborg (836)<br>258,02(BB) 39,10 13,504<br>243,85 39,02 17,78<br>P 31,4 RQD 24,4 B 10,7 F 23,5 1 dk<br>rf 76 | **M Tanker**<br>12 Ta ER<br>L.(oil) 102 400 HeCls. BC<br>Der 2(10) 2(6) | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken<br>Gen 2 × 700kW 1 × 600kW 440V 50Hz a.c.<br>Fuel 3 135,5t (hvf)-68,0pd | Gotebor<br>16k |
| **7374280**<br>SVQM<br>391<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORIS**<br>**Doris Compania Naviera S.A.**<br>Andros Greece | **68 566**<br>51 977<br>138 930 | **✠100A1** SS 11/80<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL W† 3¾"U3<br>FN 17267 | **1976**-1 Mitsui SB. & Eng. Co. Ltd. —Tamano (1017)<br>271,00(BB) 44,07 17,047<br>260,00 44,00 22,41<br>1 dk<br>10BH WB22238T incl. clean ballast tank 18264T | **M Tanker**<br>IGS<br>16 Ta ER<br>L.(oil) 167 905<br>Der 2(15) | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>2 WTAuxB 18kgf/cm² (17,7bar) hs789,7 e(ex.g) 26kgf/cm² (25,5bar)<br>Gen 1 × 900kW 2 × 750kW 450V 60Hz a.c.<br>Fuel 341,5t (d.o.) 6 724,0t (hvf)-94,5pd | B&W<br>Taman<br>15,75k |
| **6806511**<br>OGUC<br>1146<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DORIS**<br>**R/A Hildegaard**<br>Lundqvist Rederierna<br>Mariehamn Finland | T.Mk<br>**1 599**<br>752<br>2 560<br>**2 928**<br>1 548<br>4 145 | **✠100A1** SS 6/82<br>Ice Class 1<br>**✠LMC**<br>EL S 1⅝"U2<br>FN 1905 | **1968**-1 A/B Finnboda Varf—Stockholm (385)<br>93,81 14,56 5,081/6,598<br>84,99 14,51 7,90<br>P 20,5 F 10,4 2 dks<br>rf 51<br>4BH WB613t incl. DTf75t | **M General Cargo**<br>2 Ho 10,3 44,8 ER<br>G.5 635 B.5 210<br>4 Ha (stl) (8,4 × 8,6) (11,7 12,3 12,3 × 11,5) ER<br>Cr 2(10) 2(5) | Oil 4SA 8Cy. 450 × 550<br>2 800bhp (2 060kW)<br>Atlas-MaK Maschinenbau<br>Gen 4 × 152kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 320,0t (hvf)-9,5pd | Ki<br>14,5k |
| **7920352**<br>DDIW<br>209<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DORIS**<br>**Befrachtungskontor W. Baum & Co. M.S. Doris K.G.**<br>Elsfleth Federal Republic of Germany | T.Mk<br>**1 598**<br>1 115<br>2 976<br>**4 148**<br>2 643<br>6 632 | GL | **1980** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (209)<br>112,86 17,96 5,100/7,570<br>101,83 17,81 9,76<br>RQD 12,5 F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.9 690 B.9 370<br>TEU 381 C.Ho 188/20'(40') C.Dk 193/20'(40')<br>1 Ha (stl) (66,3 × 12,8) ER<br>Cr 2(40) 2(5) | Oil 4SA 8Cy. 450 × 550 reduction geared to sc. shaft<br>5 000bhp (3 678kW)<br>Krupp MaK. Maschinebau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Ki<br>16,25k |
| **7827330**<br>DGDM<br>12979<br>Df Esd<br>Gc Rdr<br>RT | **DORIS**<br>**'Elbe' Transport-Union G.m.b.H.**<br>Hamburg Federal Republic of Germany | **999**<br>820<br>2 578 | GL | **1980** Meltem Beykoz Tersanesi—Beykoz (34)<br>84,99 4,852<br>78,92 13,01 6,02<br>P 18,3 F 9,8 1 dk | **M Tanker**<br>Oil Vegetable oil<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 2 218 | Oil 4SA 8Cy. 320 × 450<br>Maschinenbau Kiel G.m.b.H. | Ki<br>11,5k |
| **5347075**<br>HO3222<br>8679-PEXT1<br>Df RT | **DORIS**<br>ex Sydkust-80 ex Viskan-51<br>ex Rane-43<br>**N. Khoury & Sleiman Abou-Korch**<br>Panama Panama | **209**<br>132<br>284 | HR (BV) | **1937** Karlstads Varv A/B—Karlstad<br>31,35 6,91 3,048<br>30,38 6,89 3,23<br>1 dk<br>R BK 152 | **M General Cargo**<br>1 Ho 18,1 ER<br>G.462 B.340<br>2 Ha (each 7,1 × 4,5) ER<br>2W Der 2(1) | Oil 4SA 8Cy. 127 × 140<br>300bhp (221kW) NE —<br>Saab-Scania<br>Fuel (d.o.) | Sodertalje<br>9k |
| **6422509**<br>TKJW<br>3910<br>Df Esd<br>Pfd RTm | **DORIS**<br>**Armement Lancien et Fils**<br>Claude Lancien<br>Concarneau France | **155**<br>52<br>— | BV | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5081)<br>29,90 6,76<br>25,00 6,72 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.100<br>2 Ha (each 0,9 × 1,0) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 220 × 320<br>600bhp (441kW)<br>Cie. de Const. Mec., CCM<br>Fuel 30,0t (d.o.) | Sulz<br>Lorien<br>11k |
| **5141952**<br>DFOL<br>Df Esd<br>Pfd RT | **DORIS**<br>ex Hans-66<br>**Dorothea Apolonia Leffler**<br>Cuxhaven Federal Republic of Germany | **115**<br>38<br>— | | **1959** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1274)<br>25,35 6,28<br>22,00 6,20 3,10 | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 250 × 350<br>D. & J. Boot "De Industrie" | Alphen a/d Ri |
| **7127168**<br>535663<br>Df Esd<br>Rdr RT | **DORIS CANDIES**<br>**Otto Candies Inc.**<br>Houma, La United States of America | **181**<br>123<br>— | AB | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (480)<br>50,30 11,64 3,334<br>47,15 11,59 3,97<br>F 11,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 210 × 300<br>1 600bhp (1 177kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 2 × 75kW<br>Fuel 112,0t | Amsterd |
| **7336898**<br>WZJ5710<br>544588 | **DORIS E**<br>**Ray H. Gale**<br>Los Angeles-Long Beach, Ca United States of America | **123**<br>82<br>— | | **1972** Ray H. Gayle—Wilmington, Ca<br>*20,30* 6,41 3,33<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW)<br>..............<br>Fuel (d.o.) | |

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| 8121800<br>648858 | **DORIS MORAN**<br>**Moran Towing Corp.**<br>Wilmington, De United States of America | **284**<br>193<br>— | AB (Class cont.) | **1982** McDermott Shipyard—Morgan City, La (269)<br>... ... ...<br>35,92 10,37 4,96<br>1 dk | **TM Tug** | 2 Oil<br>U.S.A. |
| 6413273<br>H05342<br>1158<br>5-82<br>Df Esd<br>Pfd Rdr<br>RTm/v | **DORIS I**<br>ex Doris-81<br>**Salvatore Compania Naviera S.A.**<br>Panama Panama | **734**<br>260<br>877 | GL | **1964** Norderwerft Koser & Meyer —Hamburg (854)<br>64,78 9,91 3,455<br>59,52 9,81 3,51<br>P 19,6 F 8,6 1 dk | **M Tanker**<br>Oil Vegetable oil<br>Ice strengthened<br>8 Ta ER<br>L.903 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 78,0t (d.o.)-3,0pd 10kn |
| 6704490<br>3FNH<br>3795<br>-73A<br>Df Gc<br>Rdr RT | **DORIS II**<br>ex Dragon II-82<br>ex Kairyu Maru-73<br>ex Aminaka Maru No. 1-69<br>**Draco Navegacion S.A.**<br>Panama Panama | **2 548**<br>1 521<br>4 133 | NK | **1966** Ujina Zosensho—Hiroshima (462)<br>89,59 14,43 6,046<br>83,01 14,41 7,09<br>P 20,2 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 241 B.4 870<br>2 Ha (17,6 27,2 × 7,0) ER<br>9W Der 3(10) | Oil 4SA 6Cy. 470 × 820<br>2 400bhp (1 765kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 80kW 450V a.c.<br>Fuel 353,5t-8,5pd 11,5kn |
| 7326104<br>GCCS<br>398386<br>Df Esd<br>Rdr RT | **DORISMAR**<br>ex Doris-81<br>**Don Trawling Ltd.**<br>Milford Haven United Kingdom | **262**<br>116<br>— | BV | **1973** S.A. Balenciaga—Zumaya (236)<br>*37,62* 7,88<br>33,79 7,87 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 105,0t (d.o.) 11,5kn |
| 7319814<br>OXAD<br>D1806<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DORIT SKOU**<br>**Ove Skou Rederi A/S**<br>Benny Skou<br>Kobenhavn Denmark | T.Mk<br>**6 622**<br>3 740<br>10 851<br>**9 624**<br>5 628<br>14 225 | **✠100A1** SS 8/81<br>DTsf—oil FP above 65,5°C. or vegetable oil or latex<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4553 | **1973**-10 Helsingor Skibsv. og Maskinbyg. —Helsingor (401)<br>156,37 19,87 8,090/9,519<br>142,86 19,80 12,07<br>Ba 47,9 F 30,5 2 dks<br>rf 152<br>7BH WB3083T incl. DTf865T | **M General Cargo**<br>Ref 8P<br>5 Ho 13,1 23,0 22,5 21,0 20,9 ER<br>G.20 248 B.18 979 In.1 175<br>1 Ha (stl) (6,3 × 4,5) 4 Ha (stl) (each 13,7 × 7,8) ER<br>18W Der 1(75) 1(30) 8(10) 10(5) 2(1,5) | Oil 2SA 9Cy. 620 × 1400<br>10 800bhp (7 944kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 10kgf/cm² (9,9bar) rcv 7kgf/cm² (6,9bar)<br>Gen 4 × 448kW 450V 60Hz a.c.<br>Fuel 2 685,5t (hvf) 18kn |
| 6420501<br>3EEY<br>10367-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTv | **DORITAL**<br>ex Kingsnorth-81 ex Grimland-73<br>**Seawave Maritima S.A.**<br>Panama Panama | **15 110**<br>10 666<br>27 128 | **✠100A1** SS 11/78<br>strengthened for ore cargoes, alternate holds may be empty<br>**✠LMC**<br>EL mt $2\frac{11}{16}$"SQ<br>FN 6734 | **1964**-12 Oresundsvarvet A/B—Landskrona (197)<br>185,25 24,06 9,824<br>176,23 24,01 14,20<br>P 28,4 F 18,6 1 dk<br>rf 51<br>NS 7BH WB10645t incl. Topside tanks in holds 4012t DTf1067t | **M Bulk Carrier**<br>7 Ho 16,0 25,5 14,4 17,6 14,4 25,5 15,1 ER<br>G.33 980 B.32 797<br>7 Ha (stl) (9,6 19,2 9,6 9,6 9,6 19,2 9,6 × 10,7) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 760 × 1300<br>8 500bhp (6 252kW)<br>A/B Gotaverken Goteborg<br>AuxB 100lbf/in² (6,9bar)<br>Gen 2 × 330kW 1 × 115kW 440V 60Hz a.c.<br>Fuel 1 864,5t (hvf) 15kn |
| 7303073<br>ELCB8<br>7229<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DORLI**<br>**Tarros Ltd.**<br>Monrovia Liberia | T.Mk<br>**968**<br>486<br>—<br>**1 594**<br>874<br>1 929 | **✠100A1** SS 8/79<br>Ice Class 2 at a draught not exceeding 4,176m<br>**✠LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1564 | **1973**-5 A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (860)<br>85,32 13,75 —/4,706<br>79,15 13,70 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 3BH to U dk 2 to 2nd dk WB662t incl. DTsf193t & TwDa110t | **M RoRo Cargo/Container Ship**<br>Vehicles Fixed-guides<br>Stern ramp<br>1 Ho 7,0DT 6,7DT 39,6 ER<br>1 TwD 13,7<br>TEU 108<br>C.Ho 4/20' 20/40' C.Dk 64/20'<br>1 Ha (stl) ER<br>Cr 1(30) | Oil 4SA 6Cy. 410 × 470 sr geared to sc. shaft<br>3 200bhp (2 354kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 144kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 243,0t (hvf) 15,5kn |
| 7608617<br>YQMR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORNA**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 971**<br>1 864<br>2 063 | RNR | **1976** VEB Volkswerft Stralsund—Stralsund (224)<br>101,86(BB) 15,22 5,600<br>91,65 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 2 × 560kW 2 × 480kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 238,5t (hvf) 14kn |
| 5101005<br>HBFG<br>Df Esd<br>Gc Rdr<br>RT | **DORNACH**<br>ex Elfy North-69<br>**Keller Shipping Ltd.**<br>Basle Switzerland | **1 174**<br>732<br>1 518 | BV | **1961** N.V. Scheeps. "Westerbroek" —Westerbroek (169)<br>73,51 10,24 4,573<br>67,09 10,19 6,02<br>2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>1 Ho ER<br>G.2 340 B.2 152 In.58<br>3 Ha (each 9,7 × 5,7) ER<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 145,5t 12kn |
| 7115098<br>Y7OG<br>Df Rdr | **DORNBUSCH**<br>**Seehydrographischen Dienst**<br>German Democratic Republic | **750**<br>—<br>152 | | **1965** VEB Peene-Werft—Wolgast<br>60,10 9,81 3,350<br>52,00 4,81<br>1 dk | **D-E Cable-layer Buoy Ship**<br>Mchy.aft<br>1 Ho 12,0<br>1 Ha (8,9 × 3,5)<br>Cr 1(8) | 4 Vee Oil 4SA each 12Cy. 180 × 210 total 2 200bhp (1 618kW) driving 4 gen. connected to 2 elec. motors & geared to sc. shaft<br>Motorenw. Johannisthal West Berlin<br>Fuel 59,0t (d.o.) 13,5kn |
| 6505519<br>DFOH<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DORNBUSCH**<br>ex Leopard-78<br>**Partenreederei m.v. 'Dornbusch'**<br>Carsten Rehder<br>Stade Federal Republic of Germany | T.Mk<br>**499**<br>320<br>1 302 | GL | **1964** Buesumer Werft G.m.b.H.—Buesum (216)<br>68,43 10,75 3,810<br>62,59 10,61 6,00<br>2 dks<br>len 71 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 248 B.1 970<br>2 Ha (stl) (18,3 10,3 × 6,0) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 56,0t (d.o.) 10,5kn |
| 5093002<br>Y4EF<br>Df Esd<br>Rdr RT | **DORNHAI**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **134**<br>48<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>9kn |

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| 5093014<br>UVRS<br>M-26857<br>Df Esd<br>Gc Rdr<br>RT | **DOROGOBUZH**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | 6 753<br>3 366<br>10 032 | RS | **1961** VEB Warnowwerft Warnemuende —Warnemuende (417)<br>139,50 18,04 8,121<br>130,21 17,94 10,29<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 2(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 583,0t (d.o.) 152,5t (hvf)<br>MA<br>Rostock<br>14,5k |
| 5093038<br>DGGJ | **DOROTEA**<br>**Heinrich Rust**<br>Hamburg Federal Republic of Germany | 150<br>84<br>— | (GL) | **1930** Gebr. van Diepen—Waterhuizen<br>*33,35* 5,62<br>2,49<br>1 dk<br>R len 38 & 55 | **M General Cargo** | Oil 4SA 6Cy. 215 × 300<br>180bhp (132kW) E made54 fitted67<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhei |
| 6716704<br>H8QM<br>9242-HA-F<br>Df Esd<br>Gc Rdr<br>RTh/v | **DOROTHEA P**<br>ex Marabu Porr-80<br>ex Connaught-79<br>ex Marabu Porr-79<br>**H. Peters**<br>Hamburg Panama | 3 636<br>2 428<br>5 550 | GL | **1967** Werft Nobiskrug—Rendsburg (653)<br>115,63 6,420<br>106,20 15,12 8,06<br>F 10,4 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.7 909 B.7 365<br>3 Ha (stl) (17,9 18,5 17,9 × 9,1) ER<br>Der 1(30) 1(10) 4(3-5) | Oil 4SA 7Cy. 520 × 740<br>3 020bhp (2 221kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>13k |
| 8002664<br>DNGD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOROTHEA SCHULTE**<br>**Partenreederei m.s. 'Dorothea Schulte'**<br>Bernhard Schulte<br>Hamburg Federal Republic of Germany | 4 301<br>2 454<br>6 113 | GL | **1981** Jos. L. Meyer—Papenburg (595)<br>111,03(BB) 15,50 7,511<br>102,01 15,46 10,80<br>F 10,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (stl) integral cyl horizontal ER<br>L.(gas) 5 647 | Oil 2SA 6Cy. 450 × 1200<br>5 400bhp (3 972kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S<br>Kobenhavn<br>Thw. thrust propeller fwd<br>14,25k |
| 6524802<br><br>323811 | **DOROTHY AND GAIL**<br>**Dorothy & Gail Fisheries Ltd.**<br>I. T. Scott<br>Shelburne, N.S. Canada | 156<br>70<br>— | | **1965** Harley S. Cox & Sons Ltd. —Shelburne, N.S.<br>*27,44* 7,01<br>... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 12Cy. 127 × 140<br>General Motors<br>General Motors Corp.<br>Detroit, M |
| 5108716<br>WD7704<br>262671<br>Df Rdr<br>RTm/v | **DOROTHY H.**<br>ex Exxon Virginia-78<br>ex Esso Virginia-73<br>ex Esso Rhode Island-58<br>ex Esso Tug No. 11-56<br>**Norfolk-Baltimore & Carolina Line Inc.**<br>Norfolk, Va United States of America | 192<br>97<br>— | (AB) | **1951** Gulfport SB. Co.—Port Arthur, Tx (382)<br>31,40 7,68 3,547<br>29,47 7,65 3,94<br>1 dk<br>BK 64 | **D-E Tug** | Oil 2SA 12Cy. 222 × 267 with flexible coupling & sr reverse geared to sc. shaft driving 1 gen. of 814kW 560V d.c. connected to 1 elec. motor (WL)<br>General Motors Corp. Cleveland, O<br>Gen 1 × 30kW 110V d.c.<br>Fuel 78,0t (d.o.)<br>12k |
| 5093143<br>WC8857<br>260208<br>Df | **DOROTHY McALLISTER**<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | 140<br>95<br>— | (AB) | **1950** Port Houston Iron Works Inc. —Houston, Tx (74)<br>*27,04* 7,04 3,109<br>26,83 7,01 3,38<br>1 dk<br>BK 102 | **M Tug** | Oil 2SA 12Cy. 215 × 255 E made43 fitted50<br>General Motors Corp. Cleveland, O<br>Fuel 65,0t |
| 7716995<br><br>587370<br>Esd Gc<br>Rdr RT | **DOROTHY MORAN**<br>**Moran Towing Corp.**<br>Wilmington, De United States of America | 149<br>101<br>413 | AB | **1977** McDermott Shipyard—Morgan City, La (231)<br>32,01 3,915<br>30,26 9,77 4,83<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>8k |
| 7406655<br>CZ9733<br>348857<br>Esd Gc<br>Rdr RT | **DOROTHY ROBINSON**<br>**North Western Dredging Co. Ltd.**<br>Northern Construction Co. Ltd.<br>Vancouver, B.C. Canada | 131<br>49<br>43 | | **1974** Allied Shipbuilders Ltd.—North Vancouver, B.C. (190)<br>21,34 7,83 1,372<br>20,88 7,62 2,82<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7634939<br><br>564054 | **DORSAL**<br>**Elmer T. Hehr**<br>Los Angeles-Long Beach, Ca United States of America | 145<br>118<br>— | | **1975** Dittmar & Donaldson—Costa Mesa, Ca<br>*24,91* 6,56<br>2,49<br>1 dk | **Wood M Fishing** | Oil<br>1 300bhp (956kW)<br>U.S.A<br>Fuel (d.o.) |
| 8007195<br>DLAJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DORSCH**<br>**TMS 'Dorsch' HBS Hartmann-Buttner Schiffahrts G.m.b.H. & Co. K.G.**<br>Bremen Federal Republic of Germany | 6 360<br>4 100<br>10 557 | GL | **1980** Berner Schiffswerft GmbH & Co. K.G. —Bardenfleth (1375)<br>130,82 18,70 8,311<br>122,03 18,51 10,62<br>P 26,9 F 13,5 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>18 Ta ER<br>L.12 153 | Oil 4SA 8Cy. 450 × 520 reduction geared to sc. shaft<br>6 000bhp (4 413kW)<br>Krupp MaK. Maschinebau G.m.b.H. Ki<br>Gen 3 × 424kW 440V 50Hz a.c.<br>1 × 56kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>14,5k |
| 7943627<br>Y5RS<br><br>RT | **DORSCH**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | 117<br>33<br>221 | DSRK | **1953** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>28,76 2,420<br>25,81 3,00<br>1 dk | **M Research**<br>1 Ho<br>B.40<br>1 Ha | Oil 4SA 6Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10k |
| 5271824<br>OUHF<br>H624<br>Df Esd<br>Gc Rdr<br>RT | **DORTE IPSEN**<br>ex Stormvogel-74 ex Patriot-69<br>**Niels Peter Thogersen**<br>Thyboron Denmark | 238<br>113<br>— | (DSRK) | **1950** VEB Rosslauer Schiffswerft—Rosslau<br>38,51 7,32 3,252<br>36,20 7,24 3,51<br>1 dk<br>conv Side-fishing Fishing 69<br>conv Sport-fishing Fishing 74 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Vee Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 74<br>Alpha-Diesel A/S Frederikshav<br>Controllable pitch propeller<br>Fuel 33,5t (d.o.)-3,5pd<br>12k |

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|---|---|---|---|---|---|---|
| 5358141<br>IOSD<br>3513<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DORTEA**<br>ex Dorthea-72<br>ex Thea Danielsen-69<br>**Dottore Diego Cali**<br>Genova Italy | **1 298**<br>628<br>2 165 | RI (BV) | **1962** Zaanlandsche Schps. Maats.<br>—Zaandam (496)<br>79,15 11,84 5,111<br>70,31 11,79 5,74<br>1 dk | **M General Cargo**<br>G.2 803 B.2 605<br>2 Ha (each 15,9 × 5,9)<br>8W Der 1(15) 8(3) | Oil 4SA 7Cy. 390 × 680<br>1 630bhp (1 199kW)<br>N.V. Werkspoor Amsterdam<br>Fuel (d.o.) 12kn |
| 5120374<br>DINC<br>9752<br>Df Esd<br>RTm/v | **DORTHE**<br>ex Svenja-75 ex Frauke-71<br>**Deutsche Conti-Handelsges. m.b.H.**<br>Carsten Rehder<br>Hamburg Federal Republic of Germany | **499**<br>329<br>836 | GL | **1956** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (409)<br>58,81 8,95 3,302<br>8,91 3,79<br>P 8,9 F 5,2 1 dk<br>RW len 61 | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,7 ER<br>G.1 202 B.1 117<br>2 Ha (each 15,3 × 5,8) ER<br>3W Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>460bhp (338kW)<br>Kloeckner Humboldt Deutz Koeln<br>Directional propeller<br>Fuel 19,0t (d.o.) 9kn |
| 6817728<br>OZEV<br>H425<br>Df Esd<br>Pfd Rdr<br>RT | **DORTHE LODBERG**<br>ex New Foundland-71<br>**Egon L. Jensen**<br>Esbjerg Denmark | **148**<br>78<br>— | | **1968** A/S Nordsovaerftet—Ringkobing<br>(43)<br>33,86 6,43 3,048<br>31,02 6,41 3,20<br>1 dk<br>len 75 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 5Cy.<br>575bhp (423kW) NE 75<br>Aabenraa Motorfabrik Abenra<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7109037<br>9VBC<br>344238<br>Df Esd<br>Gc Rdr<br>RTh/v | **DORTHE OLDENDORFF**<br>**Wursata Shipping Corp.**<br>Singapore Singapore | **9 078**<br>6 224<br>15 017 | GL | **1971** Austin & Pickersgill Ltd.—Southwick, Sunderland (872)<br>140,98 20,45 8,840<br>134,17 20,43 11,74<br>B 12,8 F 14,4 2 dks<br>rf 25 | **M General Cargo** CSD 6bth P<br>5 Ho 22,0 28,8 11,5 23,4 24,2<br>G.21 425 B.19 721<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7)<br>10W Der 1(60) 1(30) 10(5-10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 282,0t (hvf) 15kn |
| 6806523<br>LNRR<br>16901<br>Df Esd<br>Pfd Rdr<br>RT | **DORTHEA MOGSTER**<br>**P/R Dorthea Mogster**<br>Sigmund Dronen<br>Bergen Norway | **497**<br>228<br>— | NV | **1967** Ankerlokken Verft Floro A/S—Floro (76)<br>47,99 9,02 4,996 (aft)<br>41,92 9,00 4,86<br>1 dk<br>rf 1003 BK 132 | **M Fishing**<br>Side-fishing Ref<br>1 Ho 2 Ho/Ta ER<br>2 Ha (6,0 2,9 × 2,8) ER<br>1W Der 1(3) | Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 105kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd, 1 aft<br>Fuel (d.o.) |
| 6816152<br>H9ZJ<br>11231<br>-81A<br>Df Esd<br>Gc Rdr<br>RT | **DORVAL SIAK**<br>ex Sanwa Maru-81<br>ex Clover Ace-79<br>ex Kurogai Maru No. 1-79<br>**Dorval Shipping (Singapore) Pte. Ltd.**<br>Panama Panama | **2 949**<br>1 814<br>5 179 | NK | **1968** Imai Zosen—Kochi (256)<br>101,48 15,04 6,452<br>95,00 15,02 7,62<br>P 20,2 F 10,1 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 7 107 | 2 Oil 4SA each 8Cy. 300 × 380 geared to sc. shaft<br>2 660bhp (1 957kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 104kW a.c.<br>Fuel 271,5t-10,5pd 11,75kn |
| 7124075<br>SVIW<br>366<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DORYFOROS**<br>**Dolphin Marine Corp.**<br>Andros Greece | **19 162**<br>13 229<br>33 311 | AB | **1972** Mitsui SB. & Eng. Co. Ltd.—Tamano (908)<br>182,86(BB) 25,66 10,942<br>174,00 25,61 14,91<br>P 35,7 F 16,5 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 17,4 22,3 22,4 22,4 22,4 22,4 ER<br>Ore 38 819 HeCls. B<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>12W Der 12(9) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 165,5t (d.o.) 1 629,5t (hvf)-38,5pd<br>15kn |
| 7336783<br>PDSP<br>Df Esd<br>Gc Pfd<br>RTv | **DOS 1**<br>**Combinatie Dijksbouw 'Oosterschelde'**<br>Adriaan Volker Baggermaatschappij B.V.<br>Rijswijk, Zuid Holland Netherlands | **2 965**<br>2 322<br>4 941 | ✠**100A** SS 6/82<br>pontoon<br>EL (m)<br>FN 2166 | **1973**-9 F. Kloos & Zn. Werkplaatsen N.V<br>—Kinderdijk (7725)<br>43,67 61,78 3,990<br>32,92 60,90 4,88<br>1 dk<br>rf nil<br>4BH WB5252t | **Pontoon**<br>Work/Construction | |
| 5093284<br>UFSM<br>M-10039<br>Esd Gc<br>Rdr | **DOSTOYEVSKIY**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **3 048**<br>1 299<br>1 420 | (RS) | **1955** Kieler Howaldtswerke A.G.—Kiel (1006)<br>85,60 13,42 5,509<br>74,99 13,39 9,89<br>B & F 72,0 2 dks<br>RW | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.163 In.1 491<br>3 Ha (1,3 1,3 × 1,3) (3,5 × 1,8)<br>4W Der 2(5) 2(2) | Oil 2SA 6Cy. 520 × 900<br>1 900bhp (1 398kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>12,5kn |
| 7304132<br>EXEQ<br>M-12375 | **DOSTOYNYY**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>94 | RS | **1972** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 6707040<br>WV9902<br>502318<br>Rdr RT | **DOT 1**<br>ex Obi-1-78 ex Domar 1501-71<br>**Leevac Inc.**<br>Morgan City, La United States of America | **198**<br>134<br>— | | **1966** American Marine Corp.—New Orleans, La (925)<br>45,73 10,72 3,068<br>43,39 10,67 3,66<br>1 dk | **M Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 geared to sc. shaft<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6901701<br>ELTA<br>3097<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DOTO**<br>**Vitasa S.S. Co. S.A.**<br>Monrovia Liberia | **35 191**<br>26 790<br>63 334 | ✠**100A1** SS 4/82<br>strengthened for ore cargoes Nos. 2, 4 and 6 holds may be empty<br>✠**LMC**<br>EL Nt $3\frac{5}{16}$"U2<br>FN 11111 | **1968**-11 Uraga Heavy Industries Ltd.<br>—Uraga Shipyard, Yokosuka (898)<br>235,01(BB) 31,88 12,691<br>223,02 31,81 18,01<br>P 18,9 F 19,9 1 dk<br>rf nil<br>9BH WB41888t incl. Comb. btm & STs in holds 10256t Topside tanks in holds 6989t No. 4 hold 11080t No. 2 hold 5610t (part full) No. 6 hold 5630t (part full) | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 24,0 24,0 24,3 24,3 24,3 24,3 24,3 ER<br>G.81 474<br>7 Ha (stl) (14,2 × 12,7) (14,1 14,4 14,4 14,4 14,4 14,4 × 15,7) ER | Oil 2SA 10Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>WTAuxB 142lbf/in$^2$ (9,8bar)<br>e(ex.g) 170lbf/in$^2$ (11,8bar)<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel (hvf) 16,75kn |

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| 7407386<br>C9QH<br>Df Esd<br>Rdr RT | **DOTO**<br>ex Ifcor VI-78<br>**Empresa Mocambicana de Pesca (EMOPESCA E. E.)**<br>Maputo Mozambique | **109**<br>74<br>— | AB | **1975** Sandock-Austral Ltd.—Durban (67)<br>22,84 6,48 2,439<br>19,79 6,38 3,33<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Fuel 26,5t (d.o.) 8,5k |
| 7721627<br>BSRX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOU MEN**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **9 014**<br>4 679<br>13 780 | BV | **1977** VEB Warnowwerft Warnemuende—Warnemuende (397)<br>152,74(BB) 20,35 9,316<br>140,72 20,31 11,89<br>2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 16,0 19,4 18,0 26,2 ER 18,9<br>G.18 818 B.17 403<br>5 Ha (stl) (8,9 × 5,8) (10,5 10,5 18,9 × 10,8) ER (10,1 × 9,8)<br>16W Der 1(70) 16(10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 1 541,5t (hvf) 18,25k |
| 7234571<br>Df Esd<br>Gc Rdr<br>RT | **DOUALA STAR**<br>ex Maria Hametner-76<br>**Pecheries Camerounaises S.A. (PECAM)**<br>Douala Cameroon | **133**<br>64<br>— | | **1972** Sakskobing Mask. og Skibsvaerft—Sakskobing<br>29,49 6,76<br>26,12 6,71 3,20 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grena<br>Fuel (d.o.) |
| 7050470<br>WY8196<br>520075 | **DOUBLE STAR**<br>**Wards Cove Packing Co. Inc.**<br>Juneau, Ak United States of America | **559**<br>380<br>— | | **1945** U.S. Naval Shipyard—Mare Island, Ca<br>*50,60* 9,78<br>4,75<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW)<br>.............<br>Fuel (d.o.) |
| 6505765<br>TMPW<br>4101<br>Df Esd<br>Rdr RT | **DOUCE FRANCE**<br>**Compagnie d'Armement a la Peche Atlantique (CAPA)**<br>Concarneau France | **225**<br>89<br>215 | (BV) | **1965** Forges & Ch. de La Mediterranee—Le Havre (390 /4)<br>30,99 7,22<br>26,50 7,17 4,04 | **M Fishing**<br>Side Trawler<br>2 Ha (1,4 × 1,4) (0,7 × 0,7)<br>Der 2(1) | Oil 4SA 12Cy. 175 × 180<br>550bhp (405kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>9,5k |
| 7524914<br>FNRO<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DOUCE FRANCE 3**<br>ex Barbarella-80<br>ex Hoegh Apapa-79<br>ex Claudia Maria-79<br>**Marseille-Fret S.A.**<br>Marseille France | T.Mk<br>**6 559**<br>3 987<br>10 026<br>**9 799**<br>6 008<br>13 420 | BV (GL) | **1977** VEB Schiffswerft "Neptun"—Rostock (405)<br>150,17(BB) 21,04 7,700/9,073<br>140,42 21,01 11,31<br>P 36,0 F 39,4 2 dks | **M General Cargo**<br>3 Ho 30,0 34,9 34,9 ER<br>G.20 615 B.18 590 HeCls. B<br>TEU 436 C.Ho 232/20' (40') C.Dk 204/20' (40')<br>5 Ha (stl) (18,9 × 10,5) (25,9p&s 25,9p&s × 7,6) ER<br>Cr 1(80) 5(22) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 180,5t (hvf) 17k |
| 5093313<br>TQBP<br>5564<br>RTm | **DOUCE MONIQUE**<br>**Marcelin Toumelin et Cie.**<br>Lorient France | **127**<br>44<br>81 | | **1957** Ch. Nav. de Cornouaille—Douarnenez<br>*25,64* 6,94 3,601<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>1 Ho 8,0<br>In.80 | Oil 4SA 8Cy. 220 × 320<br>500bhp (368kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Gen 2 × 20kW 110V d.c.<br>Fuel (d.o.) 11k |
| 5403348<br>3VAE<br>TG300<br>Df Esd<br>Rdr RT | **DOUGGA**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **2 111**<br>1 067<br>2 300 | BV | **1963** S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly (R.326)<br>86,90 12,27 5,569<br>78,64 12,25 7,14<br>2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>4 Ha (9,9 8,7 8,7 × 5,3) (1,6 × 2,8) ER<br>Der 1(25) 3(10) 3(5) 2(2) | 2 Oil 4SA each 6Cy. 360 × 450 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhei<br>14k |
| 7601712<br>H3SS<br>6072<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOUGLAS CARVER**<br>ex Taurus-74<br>ex TMT Carib Queen-58<br>ex Carib Queen<br>ex Fort Snelling LSD 23-56<br>**Jonathan Leasing Corp.**<br>Reading & Bates Drilling Co.<br>Panama Panama<br>See Register of Offshore Units | **7 654**<br>6 576<br>— | AB | Lch.**1945** Gulf SB. Corp.—Chickasaw, Al (GA -101)<br>Len & Cmpl.**1956** Merrill-Stevens D.D. & Repair Co.—Jacksonville, Fl<br>144,94 21,95 7,163<br>133,51 21,90 11,28<br>B 56,1 2 dks<br>RW rf nil conv Naval RoRo Cargo/Landing Ship Transport 56 conv Vehicles RoRo Cargo 75 | **TD-E Drilling Ship**<br>1 Ho ER<br>Cr 1(100) 1(70) | 3 Vee Oil each 16Cy. total 9 900bhp (7 282kW) driving 3 gen. each 2 300kW a.c. connected to 4 elec. motors each of 2 000shp (1 471kW) geared to 2 sc. shafts<br>E made72 reconditioned & fitted75<br>.............<br>Gen 1 × 1000kW 1 × 250kW a.c.<br>Fuel (hvf) 12k |
| 7201196<br>WYZ3<br>124<br>530641 | **DOUGLAS J**<br>**W. E. Kilpatrick**<br>Houma, La United States of America | **134**<br>91<br>— | | **1971** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW) E made— fitted—<br>.............<br>Fuel (d.o.) |
| 7708936<br>Df Esd<br>Rdr RT | **DOUGOUFISSA**<br>**Halco (Mining) Inc.**<br>Port Kamsar Guinea | **262**<br>6<br>400 | AB | **1978** Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (136)<br>4,193<br>29,52 9,16 5,31<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grang<br>Gen 2 × 115kW a.c. 12k |
| 5119105<br>9HKF<br>0310<br>Df Esd<br>Gc RT | **DOULOS**<br>ex Franca C-78 ex Roma-52<br>ex Medina-49<br>**Doulos Ltd.**<br>Valletta Malta | **6 806**<br>3 649<br>2 155 | RI (AB) (BV) | **1914** Newport News SB. & D.D. Co.—Newport News, Va (176)<br>130,36 16,82 5,563<br>123,75 16,51 10,22<br>2 dks<br>R | **M Passenger/General Cargo** CSD<br>Ref 570P<br>3 Ho<br>G.1 231 B.1 186 In.183<br>6W | Oil 4SA 18Cy. 420 × 500<br>8 100bhp (5 958kW) NE 70<br>S.A. Fiat S.G.M. Torin<br>Fuel 1 016,0t 15k |
| 7853688<br>8JEC<br>90040 | **DOUN MARU No. 501**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 4 Harbor Construction Bureau)**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **288**<br>126<br>500 | | **1962** Shikoku Dockyard Co. Ltd.—Takamatsu (620)<br>44,00 3,301<br>40,01 8,01 4,02<br>1 dk | **M Sand Carrier** | Oil<br>500bhp (368kW) Japa<br>8k |

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|---|---|---|---|---|---|---|
| 8410896<br>8KKS<br>90242<br>RT | **DOUN MARU No. 502**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 4 Harbor Construction Bureau)**<br>Shimonoseki, Yamaguchi Pref. Japan | **337**<br>159<br>599 | | **1962** Ujina Zosensho—Hiroshima (404)<br>42,30 8,03 3,480<br>39,98 8,01 3,99<br>1 dk | **M Sludge Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Kanegafuchi Nainenki Tokyo |
| 7851018<br>JM2368<br>100213 | **DOUN MARU No. 503**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 4 Harbor Construction Bureau)**<br>Shimonoseki, Yamaguchi Pref. Japan | **367**<br>191<br>650 | | **1967** ..............Japan<br>47,50 3,301<br>43,52 8,81 4,02<br>1 dk | **M Sand Carrier** | Oil<br>600bhp (441kW)<br>Japan<br>8,5kn |
| 7851252<br>JM2631<br>102228 | **DOUN MARU No. 504**<br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 4 Harbor Construction Bureau)**<br>Shimonoseki, Yamaguchi Pref. Japan | **386**<br>200<br>650 | | **1967** ..............Japan<br>47,50 3,301<br>43,52 8,81 4,40<br>1 dk | **M Sand Carrier** | Oil<br>600bhp (441kW)<br>Japan<br>9kn |
| 7127687<br>WZK4<br>682<br>536022<br>Df Esd<br>Gc Rdr<br>RT | **DOURADO SEAHORSE**<br>Launched as Baltic Seahorse<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **188**<br>128<br>— | AB | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (478)<br>53,65 11,64 3,372<br>50,88 11,59 3,97<br>F 14,7 1 dk | **TM Research**<br>Survey | 2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 253,0t |
| 5093375<br>332912<br>Df Esd<br>Rdr<br>RTm/v | **DOUWE-S**<br>ex Pelikaan-61 ex Presto<br>**Douwe-S. Ltd.**<br>Kingstown St. Vincent | **197**<br>90<br>229 | BV | **1936** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn<br>38,00 6,58 2,147<br>33,69 6,53 2,42<br>P 9,5 F 4,6 1 dk<br>R | **M General Cargo**<br>1 Ho 19,9 ER<br>G.367 B.348<br>2 Ha (9,9 5,4 × 3,9) ER<br>1W Der 2(2) | Oil 4SA 3Cy. 280 × 400<br>120bhp (88kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 6,0t (d.o.)<br>7kn |
| 7231361<br>H3IN<br>5119<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DOVE**<br>ex Maritime Shoun-79<br>ex Shoun Maru-74<br>**Dove Steamship Co. S.A.**<br>International Maritime Carriers Ltd.<br>Panama Panama | **1 999**<br>1 209<br>3 611 | NK | **1972** Tokushima Zosen K.K.—Fukuoka (1061)<br>91,01 (BB) 13,03 5,766<br>83,01 13,01 6,68<br>P 19,9 F 9,8 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>12 Ta ER<br>L.(oil) 4 539 HeCls. ptC | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Fuel 223,0t (hvf)-13,0pd<br>12,5kn |
| 5297206<br>303196<br>RTv | **DOVEDALE H**<br>ex Riverbridge-67<br>**John Harker Ltd.**<br>Liverpool United Kingdom | **306**<br>166<br>572 | ✠Classed LR until 9/70 | **1962**-5 J. W. Cook & Co. (Wivenhoe) Ltd. —Wivenhoe (1225)<br>48,01 6,66<br>45,42 6,56 3,36<br>Trunk 27,8 1 dk<br>rf 102 | **M Tanker**<br>Oil Vegetable oil<br>8 Ta ER<br>L.(oil) 556 HeCls. C | Oil 4SA 6Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>337bhp (248kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 15kW 110V d.c.<br>Fuel 15,0t (d.o.)-1,0pd<br>7,5kn |
| 7315557<br>D5YH<br>6753<br>Df Esd<br>Gc Rdr<br>RTh/v | **DOVENTOR**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **495**<br>199<br>— | GL | **1973** Elsflether Werft A.G.—Elsfleth/Weser (385)<br>53,50 11,41 3,493<br>50,02 11,02 4,02<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 230 × 270 reverse reduction geared to sc. shafts<br>1 900bhp (1 398kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Thw. thrust propeller fwd<br>Fuel (d.o.)<br>12,5kn |
| 6610778<br>P3RH<br>394385<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DOVER**<br>ex Miyagi Maru-79<br>**Bolivia Navigation Co. Ltd.**<br>Richmond Maritime Corp. Liberia<br>Limassol Cyprus | **10 109**<br>6 576<br>16 010 | NK | **1966** Kasado Dock Co. Ltd.—Kudamatsu (239)<br>142,02 20,86 8,916<br>134,02 20,81 12,78<br>1 dk<br>RW rf 102 | **M Bulk Carrier**<br>5 Ho 23,7 13,4 13,4 24,0 24,0 ER<br>G.20 936<br>5 Ha (stl) (14,4 × 7,9) (8,2 8,2 16,5 16,5 × 9,4) ER<br>16W Der 16(5) | Oil 2SA 6Cy. 650 × 1350<br>7 200bhp (5 296kW)<br>Ube Tekkosho Ube<br>Gen 2 × 216kW 445V 60Hz a.c.<br>Fuel 1 015,0t (hvf)-25,0pd<br>14kn |
| 7306881<br>ESNW<br>M-12320 | **DOVERCHIVYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **168**<br>39<br>112 | RS | **1969** ..............U.S.S.R.<br>33,91 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.114<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| 7116523<br>EWFK<br>M-28219 | **DOVOLNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **169**<br>40<br>94 | RS | **1970** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9,5kn |
| 7831094<br>RT | **DOVSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**1 141**<br>349<br>535 | RS | **1979** Baltiya Shipyard—Klaypeda<br>59,01 13,03 4,873<br>52,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho 1 Ta<br>B.95 In.500 L.14<br>3 Ha (stl) (1,2 × 1,3) (0,7 × 0,7) (1,9 × 1,9)<br>Der 2(1,5) | Oil 4SA 6Cy. 525 × 720<br>2 200bhp (1 618kW)<br>Skoda CKD Praha Praha<br>13,25kn |

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|---|---|---|---|---|---|---|---|---|---|---|---|
| **6604509**<br>HO9457<br>7835-<br>PEXT<br>Rdr RT | **DOY**<br>ex Shinsen Maru-80<br>**Intergold Shipping**<br>Panama Panama | **497**<br>270<br>860 | | | **1965** Fukushima Zosen Ltd.—Matsue<br>52,02<br>47,02<br>1 dk<br>RW | 8,34<br>8,31 | 3,785<br>4,20 | (208) | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,2 × 5,0) ER | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Nippon Hatsudoki<br>Fuel 31,5t-3,0pd | Kob<br>10,5k |
| **5093466**<br>UDOP<br>M-17038<br>Df Esd<br>Gc Rdr<br>RT | **DOZORNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **1 077**<br>—<br>577 | | RS | **1960** Valmet Oy Pansion Tehdas<br>—Turku/Abo<br>61,30<br>55,02 | 11,94<br>11,50 | 4,499<br>5,52 | (249) | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>B.111<br>1 Ha (2,8 × 1,5) | Oil 2SA 5Cy. 520 × 700<br>Masch. Augsburg-Nuernberg (MAN) | Augsbur<br>13,75k |
| **7341180**<br>RT | **DP-ZPS-1**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **610**<br>370<br>15 | | | **1974** Robb Caledon Shipbuilders Ltd.<br>—Dundee<br>36,91<br>36,61<br>1 dk | 17,07<br>16,76 | 2,299<br>3,66 | (563) | **TM Crane Pontoon**<br>Mchy.aft<br>Cr 1(16) | 2 Oil 4SA each 6Cy. 178 × 197<br>750bhp (552kW)<br>Ruston Paxman Diesels Ltd.<br>2 Directional propellers | Colcheste |
| **7341025**<br>RT | **DP-ZPS-2**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **610**<br>370<br>15 | | | **1974** Charles Hill & Sons Ltd.—Bristol<br>36,89<br>36,58<br>1 dk | 17,07<br>16,76 | 2,299<br>3,66 | (474) | **TM Crane Pontoon**<br>Mchy.aft<br>Cr 1(16) | 2 Oil 4SA each 6Cy. 178 × 197<br>750bhp (552kW)<br>Ruston Paxman Diesels Ltd.<br>2 Directional propellers | Colcheste |
| **7610517** | **DPM 14**<br>ex SGRRO 110/1-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **224**<br>—<br>436 | **✠100A1**<br>pontoon | EL (B) ⅞"FSWR<br>FN 389 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>33,71<br>33,53<br>1dk<br>rf nil<br>4BH WBnil | 9,33<br>9,15 | 1,899<br>2,44 | (294) | **Pontoon**<br>Deck Cargo | | |
| **7610529** | **DPM 16**<br>ex SGRRO 110/2-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **224**<br>—<br>436 | **✠100A1**<br>pontoon | EL (B) ⅞"FSWR<br>FN 389 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>33,71<br>33,53<br>1dk<br>rf nil<br>4BH WBnil | 9,33<br>9,15 | 1,899<br>2,44 | (295) | **Pontoon**<br>Deck Cargo | | |
| **7610567** | **DPM 17**<br>ex SGRRO 120/1-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **325**<br>325<br>623 | **✠100A1**<br>pontoon | EL (C) ⅞"FSWR<br>FN 536 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>36,78<br>36,58<br>1 dk<br>rf nil<br>4BH WBnil | 14,84<br>12,20 | 1,886<br>2,44 | (299) | **Pontoon**<br>Deck Cargo | | |
| **7610581** | **DPM 19**<br>ex SGRRO 120/3-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **325**<br>325<br>623 | **✠100A1**<br>pontoon | EL (C) ⅞"FSWR<br>FN 536 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>36,78<br>36,58<br>1 dk<br>rf nil<br>4BH WBnil | 12,40<br>12,20 | 1,886<br>2,44 | (301) | **Pontoon**<br>Deck Cargo | | |
| **7610531** | **DPM 20**<br>ex SGRRO 110/3-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **224**<br>—<br>436 | **✠100A1**<br>pontoon | EL (B) ⅞"FSWR<br>FN 389 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>33,71<br>33,53<br>1dk<br>rf nil<br>4BH WBnil | 9,33<br>9,15 | 1,899<br>2,44 | (296) | **Pontoon**<br>Deck Cargo | | |
| **7610543** | **DPM 21**<br>ex SGRRO 110/4-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **224**<br>—<br>436 | **✠100A1**<br>pontoon | EL (B) ⅞"FSWR<br>FN 389 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>33,71<br>33,53<br>1dk<br>rf nil<br>4BH WBnil | 9,33<br>9,15 | 1,899<br>2,44 | (297) | **Pontoon**<br>Deck Cargo | | |
| **7610555** | **DPM 22**<br>ex SGRRO 110/5-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **224**<br>—<br>436 | **✠100A1**<br>pontoon | EL (B) ⅞"FSWR<br>FN 389 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>33,71<br>33,53<br>1dk<br>rf nil<br>4BH WBnil | 9,33<br>9,15 | 1,899<br>2,44 | (298) | **Pontoon**<br>Deck Cargo | | |
| **7610579** | **DPM 26**<br>ex SGRRO 120/2-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **325**<br>325<br>623 | **✠100A1**<br>pontoon | EL (C) ⅞"FSWR<br>FN 536 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>36,78<br>36,58<br>1 dk<br>rf nil<br>4BH WBnil | 12,40<br>12,20 | 1,886<br>2,44 | (300) | **Pontoon**<br>Deck Cargo | | |
| **7610593** | **DPM 29**<br>ex SGRRO 120/4-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **325**<br>325<br>623 | **✠100A1**<br>pontoon | EL (C) ⅞"FSWR<br>FN 536 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore<br>36,78<br>36,58<br>1 dk<br>rf nil<br>4BH WBnil | 12,40<br>12,20 | 1,886<br>2,44 | (302) | **Pontoon**<br>Deck Cargo | | |

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|---|---|---|---|---|---|---|
| 7610608 | **DPM 30**<br>ex SGRRO 120/5-77<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Dammam Saudi Arabia | **325**<br>325<br>623 | **✠100A1**<br>pontoon<br>EL (C) 7/8"FSWR<br>FN 536 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd. —Singapore (303)<br>36,78 12,40 1,886<br>36,58 12,20 2,44<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon**<br>Deck Cargo | |
| 7812945<br>TCQT<br>4719<br>Esd Gc<br>Rdr RT | **DR. ADNAN BIREN**<br>**Transbalkan Deniz Yollari Deniz Gasimaciligi A.S.**<br>Istanbul Turkey | **2 399**<br>1 094<br>3 295 | NV | **1979** Ankerlokken Verft Forde A/S—Forde (12)<br>113,39 19,23 4,241<br>99,35 19,19 13,57<br>2 dks<br>rf 648 | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 318<br>C.RoRo dk 170/20' C.Dk 148/20' | 2 Vee Oil 4SA each 12Cy. 250 × 300 reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>Normo Gruppen A/S Norway<br>Gen 3<br>2 Controllable pitch propellers aft<br>Fuel-15,0pd 15kn |
| 7411894<br>LRUO<br>Df Esd<br>Gc Rdr<br>RT | **DR. ATILIO MALVAGNI**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 236**<br>—<br>14 930 | AB | **1980** A.F.N.E., Ast. y Fab. Nav. del Estado S.A.—Ensenada (50)<br>140,98 8,841<br>134,50 20,43 11,76<br>2 dks | **M General Cargo**<br>Ref<br>4 Ho 21,4 28,0 7,6DTp.c.s 25,9 ER 18,9<br>G.17 940 B.16 648 In.1 256 L.1 233<br>TEU 138 C. 138/20'<br>5 Ha (stl) (10,9 × 6,4) (12,8 12,8 12,8 × 8,3) ER (11,2 × 6,4)<br>14W Der 4(22) 2(5) | Oil 2SA 4Cy. 670 × 2140<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd. Sunderland<br>15kn |
| 6807917<br>6ZRP<br>4199<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DR. D. K. SAMY**<br>ex Kaiko Maru-72<br>**Puerto Barrios Compania Naviera S.A.**<br>Papachristidis Maritime Inc.<br>Monrovia Liberia | **41 965**<br>.29 088<br>94 347 | AB | **1968** Mitsubishi Heavy Industries Ltd. —Nagasaki (1648)<br>250,02(BB) 38,56 14,485<br>237,07 37,60 20,60<br>F 20,2 1 dk<br>rf 38 conv Ore/Oil Carrier 81 | **M Tanker**<br>Mchy.aft | Oil 2SA 9Cy. 850 × 1600<br>21 600bhp (15 888kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 600kW 450V a.c.<br>Fuel 6 040,5t-69,0pd 15kn |
| 5036793<br>ZGGT<br>384724<br>Df Esd<br>Rdr RT | **DR. DANIELS**<br>ex Smit Jakarta-78<br>ex Barentsz Zee-77<br>**Gulf & Caribbean Towing (Cayman) Ltd.**<br>Georgetown Cayman Islands (British) | **486**<br>69<br>— | **✠100A1** SS 12/81<br>tug<br>**✠LMC**<br>EL (h) 1½"<br>FN 575 | **1957**-6 Schps. L. Smit & Zoon—Kinderdijk<br>46,18 9,61 4,312<br>41,00 9,20 4,81<br>B & F 23,5<br>rf 635<br>4BH WB6t | **M Tug** | 2 Oil 4SA each 8Cy. 240 × 260 with fluid coupling sr reverse geared to sc. shaft<br>✠ NE 65<br>Kromhout Motorenfabrik Amsterdam<br>Gen 2 × 80kW 1 × 70kW 1 × 20kW 220V d.c.<br>14kn |
| 7368827<br>JWVM<br>18369<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DR. FRIDTJOF NANSEN**<br>**Government of The Kingdom of Norway (Den Norske Stat - Fiskeridirektoratet)**<br>Bergen Norway | T.Mk<br>**492**<br>116<br>699 | NV | **1974** Mjellem & Karlsen A/S—Bergen (115)<br>46,44 10,32 4,090<br>42,98 10,27 6,51<br>F - 2 dks<br>rf 1250 BK 152 | **M Research/Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 9Cy. 250 × 300<br>1 500bhp (1 103kW)<br>A/S Bergens M/V Bergen<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 13,5kn |
| 8019734<br>615640 | **DR. HENRY**<br>**Dr. Phillip II Inc.**<br>Houma, La United States of America | **173**<br>118<br>— | | **1979** Master Boat Builders, Inc.—Bayou la Batre<br>*26,89* 7,47<br>7,32 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>600bhp (441kW)<br>U.S.A. |
| 7508996<br>WYH6<br>632<br>574468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DR. JACK**<br>**Jackson Marine Corp.**<br>Corpus Christi, Tx United States of America | **198**<br>134<br>— | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (539)<br>45,57 6,300<br>44,23 12,20 6,74<br>F 24,1 1 dk | **TM Tug**<br>Cr 1(7,5) | 2 Vee Oil 4SA each 18Cy. 228 × 266 geared to sc. shafts<br>Alco Engine Inc. Auburn, NY<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 868,5t (d.o.) 13kn |
| 7603681<br>WYU8<br>568<br>556265 | **DR. KIRK**<br>**Lupe Longoria**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7226354<br>PDTR<br>187<br>Esd Pfd<br>Rdr RT | **DR. MARTIN LUTHER**<br>ex R. H. Van Schijndel-79<br>ex Rean-77<br>**Fa. Gebr. Bakker**<br>Urk Netherlands | **234**<br>—<br>— | | **1973** T. van den Beldt Thz. Schpsw. "Voorwarts"—Westgraftdijk (442)<br>37,88 7,57<br>33,86 7,50 4,07<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260<br>1 300bhp (956kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 75kW 380V 50Hz a.c.<br>Thw. thrust propeller aft<br>Fuel (d.o.) 12kn |
| 7933878<br>615618 | **DR. PHILIP**<br>**Dr. Phillip II Inc.**<br>Houma, La United States of America | **141**<br>96<br>— | | **1979** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7201055<br>WH9186<br>273739 | **DR. WM. C. QUINN**<br>**Southern River Estates Inc.**<br>Biloxi, Ms United States of America | **172**<br>117<br>— | | **1957** Wilson's Shipyard—New Orleans, La<br>*32,04* 6,35<br>2,85 | **M Fishing** | Oil<br>1 060bhp (780kW)<br>............<br>Fuel (d.o.) |
| 7707061<br>9GXZ<br>316622<br>Df Esd<br>Gc Rdr<br>RT | **DRABON**<br>**State Fishing Corp.**<br>Takoradi Ghana | **1 296**<br>570<br>1 039 | **✠100A1**<br>stern trawler<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL (M) 385,0/32,0U2(a)<br>FN 1251 | **1980**-6 Soc. Esercizio Cant.—Viareggio (624)<br>73,16 (BB) 12,02 5,012<br>62,79 12,01 7,90<br>2 dks<br>rf 813<br>2BH to U dk, 4 to 2nd dk WBnil | **M Fishing**<br>Stern Trawler Ref.<br>Side doors<br>Mchy.aft<br>In.1 221 | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Voerde<br>Gen 3 × 440kW 1 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>14,25kn |

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| **7610804**<br>EHNU | **DRACLAPP 15**<br><br>**Dragados y Construcciones S.A.**<br>Sevilla Spain | **433**<br>323<br>1 016 | BV | **1976** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (201)<br>45,01 9,22 1,051<br>45,01 9,05 3,71<br>1 dk | **M General Cargo Barge** | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Directional propeller<br>8k |
| **7611846**<br>EHGT | **DRACLAPP 16**<br><br>**Dragados y Construcciones S.A.**<br>Sevilla Spain | **433**<br>323<br>1 016 | BV | **1976** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (199)<br>45,01 9,22 2,972<br>45,01 9,05 3,71<br>1 dk | **M General Cargo Barge** | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Directional propeller<br>8k |
| **7611858**<br>EHOK | **DRACLAPP 17**<br><br>**Dragados y Construcciones S.A.**<br>Sevilla Spain | **433**<br>323<br>1 016 | BV | **1976** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (200)<br>45,01 9,22 2,972<br>45,01 9,05 3,71<br>1 dk | **M General Cargo Barge**<br><br><br>1 Ho ER | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Directional propeller<br>8k |
| **8033443** | **DRACLAPP 701**<br><br>**Dragados y Construcciones S.A.**<br>Sevilla Spain | **842**<br>438<br>1 401 | (BV) | **1973** Empresa Nacional "Bazan" de C.N.M. S.A.—Spain<br>56,01 —<br>10,80 4,40<br>1 dk | **TM Hopper Barge**<br>Bottom doors | 2 Oil 4SA each 12Cy. 135 × 160<br>650bhp (478kW)<br>Kloeckner Humboldt Deutz Koel<br>8k |
| **7403225**<br>IBDE<br>3689<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DRACO**<br><br>**Sidermar di Navigazione S.p.A.**<br>Genova Italy | **43 957**<br>25 110<br>81 776 | AB RI | **1978** Italcantieri S.p.A.—Monfalcone (4328)<br>259,01(BB) 32,31 14,039<br>248,01 32,26 19,21<br>F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br><br>9 Ho ER<br>G.90 513 HeCls. BC<br>9 Ha (stl) (11,7 15,6 11,7 15,6 11,7 15,6 11,7 15,6 11,7 × 14,0) ER | Oil 2SA 7Cy. 900 × 1600<br>20 300bhp (14 932kW)<br>Grandi Motori Trieste Tries<br>Gen 3 × 810kW a.c.<br>Fuel 533,0t (d.o.) 4 900,0t (hvf)-63,0pd<br>14,5k |
| **7200049**<br>WX9268<br>509319 | **DRACO**<br>ex Dantzler Ocean Springs<br>**Atlas Offshore Boat Service Inc.**<br>New Orleans, La United States of America | **166**<br>113<br>— | | **1967** Halter Marine Services, Inc.—New Orleans, La (174)<br>*36,49* 9,15 2,998<br>36,28 3,51<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br><br>Cr 1(15) | 2 Oil<br>2 000bhp (1 471kW)<br>..............<br>Fuel (d.o.) |
| **7224394**<br>PP3519<br>22514<br>Esd Rdr<br>RT | **DRACO**<br>ex Alison Howard II-74<br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **148**<br>—<br>88 | **✠100A1** SS 6/81<br>tug<br>**✠LMC**<br>EL (b) 1"U1<br>FN 284 | **1972**-12 Richards (Shipbuilders) Ltd.—Lowestoft (510)<br>29,37 7,60 3,264<br>26,22 7,17 3,66<br>1 dk<br>rf 533 BK 152<br>3BH WB38t | **M Tug**<br>Mchy.aft | Oil 4SA 6Cy. 254 × 305 reverse reductio<br>geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willow<br>Gen 2 × 65,5kW 1 × 16kW<br>440V 50Hz a.c. |
| **6804604**<br>EAGP<br>1248<br>Esd Rdr<br>RT | **DRACOR DOS**<br><br>**Dragados y Construcciones S.A.**<br>Sevilla Spain | **108**<br>8<br>— | BV<br>✠Classed LR until<br>8/8/75 | **1968**-2 Enrique Lorenzo y Cia. S.A.—Vigo (328)<br>26,95 6,84 2,401<br>22,00 6,41 3,05<br>1 dk<br>rf 381 BK 102 | **M Tug**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 500<br>Werkspo<br>Hijos de J. Barreras S.A. Vig<br>Gen 2 × 19kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>9k |
| **7514189**<br>PJVS<br><br>Esd Rdr<br>RT | **DRADO**<br><br>**Drado N.V.**<br>Smit International (Antilles) B.V.<br>Willemstad Netherlands Antilles | **231**<br>0<br>— | **✠100A1** SS 6/81<br>tug<br>**✠LMC**<br>EL H $1\frac{1}{8}$"U2<br>FN 367 | **1976**-6 Scheepsw. "De Hoop" B.V.—Hardinxveld (738)<br>31,02 9,63<br>27,21 9,01 4,47<br>RFD 13,8 1 dk<br>rf 483<br>4BH WB39T | **TM Tug** | 2 Oil 4SA each 8Cy. 240 × 260 sr geared<br>to sc. shaft<br>Stork-Werkspoor Diesel B.V. Zwol<br>Gen 2 × 99kW 390V 50Hz a.c.<br>2 Controllable pitch propellers |
| **5259876**<br>SDKR<br>5911<br>RT | **DRAGA**<br>ex Oaxen-Beta-64<br>ex Bolinders IV-34<br>**Claes William Henriksson**<br>Stockholm Sweden | **114**<br>46<br>142 | | **1917** Hernosands M/V—Hernosand<br>25,15 6,76 3,963<br>6,71<br>1 dk<br>R | **M Tug** | Oil 2SA 5Cy. 343 × 406<br>NE 61<br>Seffle M/V Saff<br>Fuel (d.o.) 9k |
| **6714603**<br><br>Esd Rdr<br>RTv | **DRAGA COLOMBIA**<br><br>**Government of The Republic of Colombia (Empresa de Puertos)**<br>Barranquilla Colombia | **1 262**<br>600<br>— | **✠100A1** SS 5/76<br>hopper dredger<br>**✠LMC**<br>EL (o) n $1\frac{5}{16}$"U2<br>FN 1165 | **1967**-6 Verschure & Co's Schps.—Amsterdam (Co547)<br>73,67 12,27 4,693<br>67,01 11,89 5,49<br>F 10,4 1 dk<br>rf nil<br>4BH WB233t | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 15,0<br>Hopper 1020T<br>1 Ho 23,0 ER<br>Hopper 765<br>1 sandpump 332kW (445bhp) | 2 Oil 2SA each 6Cy. 300 × 550<br>1 620bhp (1 192kW)<br>N.V. Smit & Bolnes Zierik<br>Gen 2 × 150kW 1 × 40kW 230V d.c.<br>Thw. thrust propeller fwd<br>Fuel 145,5t (hvf) 10k |
| **7053161**<br>CXFO<br><br>Esd Gc<br>Rdr RT | **DRAGA D. 7**<br><br>**Government of The Oriental Republic of Uruguay (Administracion Nacional de Puertos) (ANP)**<br>Montevideo Uruguay | **3 188**<br>1 848<br>4 572 | (BV) | **1970** Verschure & Co's Schps.—Amsterdam (Co775)<br>91,19 15,55 6,325<br>83,98 15,50 8,41<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 22,0<br>Hopper 4500T<br>Mchy.aft<br>Hopper 2 500<br>1 sandpump 895kW (1200bhp) | 2 Oil 2SA each 7Cy. 300 × 550<br>3 080bhp (2 266kW)<br>N.V. Smit & Bolnes Zierik<br>11k |
| **5405621**<br>WF7107<br>221139 | **DRAGA DE ARENA**<br>ex John F. McKay-65<br>ex Cemico-Erie ex Du-Val<br>ex K. H. Dunbar<br>ex Franklin Reinauer<br>ex Syracuse Socony<br>**Eastern Seaboard Pile Driving Co. Inc.**<br>New York, NY United States of America | **570**<br>394<br>— | | **1921** John W. Sullivan Co.—Elizabeth, NJ<br>*57,46* 8,74 3,020<br>57,92 8,69 3,81<br>1 dk<br>R | **TM Tanker** | 2 Oil 2SA each 6Cy. 127 × 140<br>440bhp (324kW) NE 54<br>General Motors Corp. U.SA |

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| 7532882<br>YOEL<br>353<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRAGASANI**<br><br>**NAVROM**<br>Constantza Romania | **6 223**<br>2 966<br>9 755<br>**9 524**<br>5 264<br>13 900 | <br><br>RNR | **1976** VEB Warnowwerft Warnemuende<br>—Warnemuende (394)<br>152,74(BB) 20,30 7,560/9,310<br>145,45 11,89<br>1 dk & S dk | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>5 Ho 16,0 19,5 18,2 26,5 ER<br>18,9<br>G.19 021 B.17 412<br>TEU 104 C. 104/20'<br>5 Ha (stl) (9,0 × 5,9) (10,5 10,5 18,9<br>× 10,9) ER (10,3 × 9,9)<br>18W Der 1(70) 16(10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Gen 3 × 400kW 390V 50Hz a.c.<br>Fuel 1 638,0t 17,5kn |
| 5084037<br>XPYF<br>D981<br>Df Esd<br>Gc Rdr<br>RT | **DRAGASUND II**<br>ex Dagstjornan-81<br>**Karl Sylvan Jacobsen**<br>Klakksvik Faroe Islands | **252**<br>101<br>— | <br><br>NV | **1962** Hatlo Verksted A/S—Ulsteinvik (17)<br>36,02 7,19 3,487<br>31,42 7,17 3,66<br>RAD - F - 1 dk<br>rf 1397 BK 119 | **M Research/Fishing**<br>Side-fishing<br>2 Ho ER<br><br>1 Ha (4,8 × 2,2) ER<br>1W Der 1(1,5) | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 24kW 230V 50Hz a.c.<br>Fuel (d.o.) |
| 8036469<br><br>619912 | **DRAGNET I**<br><br>**Cherrier & King**<br>Juneau, Ak United States of America | **121**<br>82<br>— | | **1954** ..............Portland, Or<br>*21,13* 6,46<br>2,65<br><br>1 dk | **M Fishing** | Oil<br>580bhp (427kW)<br>U.S.A. |
| 6710906<br>GWXU<br>333697<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DRAGON**<br><br>**P&O Normandy Ferries Ltd.**<br>P&O Ferries<br>Southampton United Kingdom | **6 141**<br>2 732<br>2 134 | ✠**100A1** CS 11/80<br><br>✠**LMC**<br>EL c† $2\frac{1}{8}$"U2<br>FN 4172 | **1967**-6 Dubigeon-Normandie S.A.—Nantes-Chantenay (824)<br>Cmd.**1967**-6 Soc. Fin. & Ind. des At. & Ch. de Bretagne—Nantes (824)<br>134,63 21,87 4,820<br>126,50 21,24 11,74<br>B 54,0 2 dks, 3rd dk fwd of mchy. space<br>rf 432<br>Coll BH to U dk 10 to 2nd dk WB1132t<br>DTf113t DTsa 772t DTmf120t | **TM Passenger/RoRo Cargo/Ferry**<br><br>511bth 339dk P<br>Stern door<br>TEU 58 C. 58/20'<br>2 Ha (stl) (2,9 × 5,3) (12,0 × 5,9) | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>9 467bhp (6 964kW) Pielstick<br>(i) Ch. de l'Atlantique St Nazaire<br>(ii) At. & Ch. de Bretagne Nantes<br>✠ NAuxB 11/74 10,5kgf/cm² (10,3bar)<br>Gen 3 × 520kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 305,0t (d.o.) 19kn |
| 7387548<br>EGNL<br><br>Df Esd<br>Gc Rdr<br>RT | **DRAGON**<br><br>**Telleria y Garcia S.A.**<br>Pasajes Spain | **311**<br>124<br>— | <br><br>BV | **1974** Maritima del Musel S.A.—Gijon (169)<br>40,31 7,62 3,480<br>35,13 7,50 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 148,5t (d.o.) 11,5kn |
| 7048609 | **DRAGON**<br>ex Adele Candies-73<br>**Uco Marine Contracting**<br>Bahrain Bahrain | **198**<br>134<br>— | <br><br>AB | **1964** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (368)<br>2,985<br>47,12 11,59 3,66<br>F 11,0 1 dk | **M Supply Ship** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW a.c. |
| 5154040<br>HPPB | **DRAGON HORN**<br>ex Hong Hai-70 ex Paloh-58<br>ex Hamm<br>**Hong Huat**<br>Panama Panama | **452**<br>319<br>712 | <br><br>✠Classed LR until 11/37 | **1920**-4 Friedr. Krupp A.G.—Kiel<br>52,48 9,02 3,963<br>... ... ...<br>P 2,2 RQD 9,2 F 6,4 1 dk<br>R BK 178 | **M General Cargo**<br><br>1 Ho 28,5 ER<br>G.934 B.869<br>2W | Oil 2SA 3Cy. 240 × 360<br>NE 49<br>Appingedammer Brons Appingedam<br>Fuel 17,5t 6kn |
| 7311082<br>H06412<br>9845-PEXT<br>Rdr | **DRAGON MARU**<br>ex Tatsumi Maru No. 31-82<br>**Compania Naviera Arafura S.A.**<br>Panama Panama | **778**<br>490<br>2 299 | | **1971** Fukushima Zosen Ltd.—Matsue . (248)<br>68,41 12,02 4,827<br>66,81 11,99 4,96<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br><br>2 Ha (each 15,9 × 8,4) ER | Oil 4SA 6Cy. 380 × 540<br>2 000bhp (1 471kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 64kW 445V a.c. |
| 6410697<br><br><br>Rdr RT | **DRAGON No. 2**<br>ex Ryuyo Maru No. 12-76<br>ex Kibo Maru No. 55<br>**Samohara Shipping Corp.**<br>Panama Panama | **899**<br>554<br>1 594 | | **1963** Kurushima Dock Co. Ltd.—Imabari (218)<br>61,63 9,63 4,471<br>55,99 9,61 4,81<br>1 dk<br>RW | **TM Tanker**<br><br>8 Ta ER<br>L.(oil) 1 923 | 2 Oil 4SA each 6Cy. 175 × 205<br>1 010bhp (743kW)<br>Ikegai Tekkosho Tokyo<br>Gen 2 × 45kW 225V a.c.<br>Fuel 51,0t-3,0pd 10,5kn |
| 8223610 | **DRAGON 1**<br><br>**Chuan Hup Marine (Pte.) Ltd.**<br>Singapore | **330**<br>—<br>750 | <br><br>AB (Class cont.) | **1982** Matsuo Shipbuilding Co. Ltd.<br>—Matsue (2016)<br>... ... ...<br>... ... ... | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br><br>Otsuka Tekko Japan |
| 8223622 | **DRAGON 2**<br><br>**Chuan Hup Marine (Pte.) Ltd.**<br>Singapore | **330**<br>—<br>750 | <br><br>AB (Class cont.) | **1982** Matsuo Shipbuilding Co. Ltd.<br>—Matsue (2017)<br>... ... ...<br>... ... ... | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br><br>Otsuka Tekko Japan |
| 5286568<br>ECAA<br><br>Df Esd<br>RT | **DRAGONERA**<br>ex Puerto de Bilbao-69<br>**Compania Maritima Balear S.A.**<br>Barcelona Spain | **650**<br>401<br>873 | <br><br>BV | **1960** S.A. Juliana Const. Gijonesa—Gijon (123)<br>50,86 9,00 4,014<br>8,95 5,36<br>2 dks<br>RW | **M General Cargo** CSD<br><br>1 Ho ER<br>G.1 399 B.1 277<br>2 Ha (8,0 14,7 × 3,9) ER<br>6W Der 6(3) | Oil 2SA 7Cy. 300 × 550<br>1 120bhp (824kW) Smit-Bolnes<br>Empresa Nacional "Elcano" Valencia<br>Fuel 48,5t (d.o.) 12,5kn |
| 5093533<br>EEHY | **DRAGONERA**<br>ex Miramar<br>**Juan Sanchis Sugranes**<br>Palma de Mallorca Spain | **238**<br>133<br>— | | **1945** Ast. de Palma S.A.—Palma de Mallorca<br>36,73 7,35 3,785<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 4SA 4Cy. 260 × 370<br><br>Friedr. Krupp Germaniawerft A.G. Kiel |
| 7326659<br>OVYZ<br>D1995<br>Df Esd<br>Gc Rdr<br>RTv | **DRAGOR MAERSK**<br>ex Seatrain Charleston-80<br>ex Svendborg Maersk-79<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Svendborg Denmark | **38 540**<br>21 214<br>32 669 | ✠**100A1** SS 1/79<br><br>✠**LMC** **UMS**<br>EL O† $3\frac{9}{16}$"U2<br>FN 12518 | **1974**-1 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2323)<br>261,20(BB) 32,26 11,729<br>242,02 32,21 19,51<br>F 29,3 1 dk<br>rf 102<br>NS 9BH WB9981T incl. DTsf2294T STs in No. 3, 4 & 5 holds 3098T | **TM Container Ship**<br>Fixed-guides<br>pt higher tensile steel<br>7 Cell.Ho 6,4 31,1 30,3 30,3<br>27,5 ER 31,1 29,0<br>TEU 2628<br>C.Ho 386/20' 299/40' C.Dk<br>822/20' 411/40'<br>13 Ha (stl) ER<br>24 Wing Ha (stl) ER | 2 Oil 2SA each 12Cy. 900 × 1550<br>69 600bhp (51 195kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>2 e(ex.g) 12kgf/cm² (11,8bar)<br>rcv 8kgf/cm² (7,9bar)<br>Gen 2 × 1360kW 2 × 1000kW<br>450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 965,0t (d.o.) 6 843,0t (hvf) |

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|---|---|---|---|---|---|---|
| **7509304**<br>LAXQ<br>18705<br>Df Esd<br>Rdr RT | **DRAGSNES**<br>ex Kjonno-78<br>**Hans L. Dragsnes**<br>Kristiansund N. Norway | **199**<br>118<br>518 | NV | **1976** Moen Slip & Mek. Verksted A/S<br>—Kolvereid (8)<br>37,22 9,02 3,593<br>33,13 8,97 6,10<br>RAD - 1 dk<br>rf 500 BK 170 | **M General Cargo**<br>1 Ho ER<br>G.991 B.895<br>1 Ha (19,2 × 6,1) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illin<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **5341588**<br>LLTB<br>11787<br>Df Esd<br>Pfd Rdr<br>RT | **DRAGSUND**<br>ex Stording-73 ex Polar 1-47<br>ex Norrona<br>**Elias Haakonsen**<br>Haugesund Norway | **239**<br>100<br>290 | (NV) | **1924** Kaldnes M/V A/S—Tonsberg (56)<br>*33,47* 6,58 3,849<br>6,56 3,99<br>1 dk<br>R BK 191 conv Whaler 47 | **M General Cargo**<br>1 Ho ER<br>2 Ha (4,3 3,8 × 2,5) ER<br>1W Der 1 | Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW) E made59 refitted68<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 1 × 9kW 1 × 4kW 220V d.c.<br>Fuel (d.o.) |
| **7910307**<br><br>402014<br>Df Esd<br>Pfd Rdr<br>RT | **DRAIOCHT NA MARA**<br><br>**Jeremiah Kieran O'Driscoll**<br>Dublin Irish Republic | **210**<br>106<br>— | | **1980** Campbeltown Shipyard Ltd.<br>—Campbeltown (048)<br>27,44 7,22 3,401<br>23,65 7,21 3,76<br>1 dk | **M Fishing**<br>Stern Trawler Seiner<br>3 Ta 1 Ho<br>2W | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>B&W Alpha Diesel Div. of B&W Alph<br>Diesel A/S Frederiksh<br>Controllable pitch propeller aft |
| **7357426**<br>FZNE<br><br>Esd Gc<br>Rdr RT | **DRAKE**<br><br>**Etablissements Gautier et Cie.**<br>Lorient France | **651**<br>290<br>399 | BV | **1975** Beliard-Murdoch S.A.—Oostende<br>(C.222)<br>52,43 10,62 4,620<br>45,27 10,60 6,10<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Vee Oil 4SA 16Cy. 200 × 210<br>2 000bhp (1 471kW) Pielstic<br>Ch. de l'Atlantique, Usine de Montoir<br>St. Nazai<br>Controllable pitch propeller<br>Fuel 175,5t (d.o.) |
| **5093595** | **DRAKE**<br><br>**Cumbria County Council**<br>Windermere Ferry Joint Sub-<br>Committee<br>United Kingdom | **70**<br>—<br>— | ✠A SS 4/82<br>for ferry purposes on<br>Lake Windermere<br>**LMC**<br>FN 203 | **1954**-7 Lytham S.B. & Eng. Co. Ltd.<br>—Lytham (903)<br>28,96 9,20 0,559<br>19,82 9,15 1,07<br>1 dk<br>RW<br>6BH | **M Ferry** | 2 Oil 4SA each 6Cy. 102 × 121 with<br>hydraulic pumps, motor & geared to sc<br>shaft<br>80bhp (59kW) NE 60<br>Leyland Motors Ltd. Leylan<br>Fuel 1,0t (d.o.) |
| **6800971**<br>H3KG<br>9325<br>-79A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DRAKE SEA**<br>ex Belgrano-78<br>**Banda Shipping Inc.**<br>Panama Panama | **13 929**<br>9 103<br>22 655 | GL | **1968** Kieler Howaldtswerke A.G.—Kiel<br>(1196)<br>186,90(BB) 22,86 9,894<br>175,32 22,70 14,20<br>P 33,9 F 13,8 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho ER<br>G.30 459<br>7 Ha (stl) (12,8 12,8 12,8 12,8 12,8<br>12,8 10,7 × 10,2) ER<br>Der 14(5-10) 2(1) | Oil 2SA 6Cy. 860 × 1600<br>12 600bhp (9 268kW)<br>Kieler Howaldtswerke A.G. |
| **5093600**<br>WAEU<br>248010<br>Df Esd<br>Gc | **DRAKE VICTORY**<br><br>**Government of The United<br>States of America<br>(Department of Commerce)**<br>Washington, DC United States<br>of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)<br>—Richmond, Ca (V757)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6<br>22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9<br>7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co.<br>Pittsburgh, P<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) |
| **7384338**<br>FZVG<br><br>Df Esd<br>Pfd Rdr<br>RT | **DRAKKAR**<br><br>**Armement Leveau**<br>Societe d'Exploitation de<br>l'Armement Leveau<br>Dieppe France | **452**<br>153<br>334 | BV | **1975** Stocznia Gdynska im. "Komuny<br>Paryskiej"—Gdynia (B416/03)<br>*42,52* 4,547<br>37,80 10,52 4,55<br>2 dks | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.3 576 | Oil 4SA 8Cy. 260 × 280<br>1 500bhp (1 103kW)<br>Crepelle et Cie.<br>Controllable pitch propeller<br>Fuel 108,5t (d.o.) |
| **5093624**<br>OPAE<br>5<br>Esd Pfd<br>Rdr<br>RTm/v | **DRAKKAR**<br><br>**Firma Louis Crevits & Zonen<br>P.V.B.A.**<br>Blankenberge Belgium | **210**<br>73<br>— | (BV) | **1957** At. & Forg. de l'Ouest—St. Nazaire<br>(Ch14)<br>38,99 7,32 3,201<br>33,99 7,19 4,25<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (1,4 1,4 × 1,0) (1,0 × 0,8)<br>1W Der 1(1) | Oil 4SA 6Cy. 330 × 420<br>690bhp (508kW)<br>Ch. Nav. de la Ciotat<br>Gen 2 × 18kW 110V d.c.<br>Fuel (d.o.) |
| **7302378**<br>TFIN<br>1276<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRANGEY**<br><br>**Utgerdarfelag Skagfirdinga H/f**<br>Saudarkrokur Iceland | **462**<br>146<br>359 | ✠100A1 SS 10/77<br>stern trawler<br>Ice Class 3<br>✠LMC<br>EL (I) J 1"U2<br>FN 661 | **1973**-3 Narasaki Zosen K.K.—Muroran<br>(808)<br>47,10 9,53 4,566<br>41,23 9,50 6,51<br>B & F 18,6 2 dks<br>rf 787 Box K 305<br>Coll BH to U dk 3 to 2nd dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 200kW 385V 50Hz a.c.<br>Fuel (d.o.) |
| **6808375**<br>SXUK<br>8133<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRASTIRIOS**<br>ex Sarissola-81 ex Claudio R.-79<br>**Drastirios Shipping Corp.**<br>Mayamar Marine Enterprises<br>Piraeus Greece | **48 686**<br>26 304<br>85 271 | RI<br>✠Classed LR until<br>6/6/80 | **1968**-7 Italcantieri S.p.A.—Genova<br>(1649)<br>253,58(BB) 39,07 13,291<br>238,01 38,94 17,00<br>P 46,7 F 27,2 1 dk<br>RW rf nil | **M Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 101 273 HeCls. BC | Oil 2SA 10Cy. 900 × 1550<br>22 000bhp (16 182kW)<br>C.R.D. Adriatico<br>Gen 1 × 950kW 2 × 500kW<br>450V 60Hz a.c.<br>Fuel 252,5t (d.o.) 4 131,0t (hvf)-71,0pd |
| **7600873**<br>OEMG<br><br>Df Esd<br>Gc Rdr<br>RT | **DRAU**<br>ex Santana-81 ex Santa Teresa-81<br>**m.s. 'Drau' Osterreichischer<br>Lloyd G.m.b.H. & Co. K.G.**<br>Osterreichischer Lloyd Ges. m.b.H.<br>& Co. K.G.<br>Wien Austria | **2 201**<br>1 036<br>3 700 | NV | **1977** Haugesunds Slip A/S—Haugesund<br>(19)<br>63,61 13,37 6,562<br>55,15 13,31 7,73<br>P - F - 1 dk<br>rf nil | **M General Cargo**<br>1 Ho ER<br>1 Ha (34,6 × 10,4) ER | Oil 4SA 9Cy. 250 × 300 geared to sc.<br>shaft<br>1 575bhp (1 159kW)<br>A/S Bergens M/V |
| **7040645**<br>UEGX<br>M-24829 | **DRAUDZIBA**<br><br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **508**<br>174<br>287 | (RS) | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,360<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 1,6 × 1,7)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) NE 70<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdebu<br>Fuel (d.o.) |

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| 7344223<br>ATJI<br>1413<br>Esd RT | **DRAUPADI**<br>**Calcutta Port Trust**<br>Calcutta India | **511**<br>0<br>— | | **1974** Garden Reach Workshops Ltd.<br>—Calcutta (868)<br>37,83 3,722<br>36,94 10,10 4,27<br>1 dk | **TM Tug** | 2 Oil 4SA each 5Cy. 300 × 450 reverse reduction geared to sc. shafts<br>MAN<br>Garden Reach Shipbuilders & Engineers Ltd. Calcutta |
| 7617838<br>LEYF<br>18966<br>Df Gc<br>Rdr RT | **DRAUPNER**<br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norway | **248**<br>141<br>40 | (NV) | **1977** Westermoen Hydrofoil A/S—Mandal (51)<br>29,11 9,00<br>2,90<br>1 dk | **Aluminium Alloy TM Ferry**<br>Twin Hull | 2 Vee Oil 4SA each 12Cy. 195 × 180/192<br>3 600bhp (2 648kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse |
| 7332555<br>YTSD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DRAVA**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Slobodna Plovidba)**<br>Rijeka Yugoslavia | **14 712**<br>10 298<br>25 200 | ✠**100A1** SS 5/82<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6238<br>JR | **1974**-1 Cant. Nav. Muggiano—La Spezia<br>178,44(BB) 22,97 10,186<br>169,86 22,90 13,82<br>P 18,6 F 14,1 1 dk<br>rf nil<br>NS 9BH WB8300T incl. Comb. btm & STs in holds 4207T Topside tanks in holds 3198T | **M Bulk Carrier**<br>7 Ho 18,5 20,0 20,0 10,9 20,0 20,5 18,2 ER<br>G.31 576 B.30 165<br>7 Ha (stl) (10,9 13,1 12,8 7,3 12,9 12,8 11,0 × 10,9) ER<br>14W Der 14(10) | Oil 2SA 5Cy. 780 × 1600<br>10 000bhp (7 356kW) Fiat<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 1 834,0t (hvf) 14,75kn |
| 7207736<br>WY3130<br>286220 | **DRAVO 46**<br>ex YSD 7<br>**Carol A. Mayer**<br>Charlotte Amelie, A.V.I. United States Virgin Islands | **169**<br>99<br>— | | **1931** U.S. Naval Shipyard—Brooklyn, NY<br>*30,00* 9,15<br>31,70 2,04 | **TM Salvage Ship** | 2 Oil geared to sc. shafts<br>..............<br>Fuel (d.o.) |
| 6909076<br>KT1103<br>Gc RT | **DRAYDEER**<br>**Government of The State of Kuwait (Ministry of Interior)**<br>Kuwait Kuwait | **200**<br>80<br>254 | ✠Classed LR until 5/70 | **1968**-11 Yokohama Zosen—Chiba (1225)<br>37,01 7,75 2,159<br>34,02 7,50 2,49<br>RQD 11,0 F 5,5 1 dk<br>rf 229 | **M Tank Barge**<br>Water<br>4 Ta ER | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 24kW 1 × 12kW 415V 50Hz a.c. |
| 7047796<br>WYC4<br>941<br>522798 | **DREADNAUGHT**<br>**Trawler Dreadnaught Inc.**<br>Corpus Christi, Tx United States of America | **120**<br>82<br>— | | **1969** Sea Hoss Marine Ways Inc.<br>—Freeport, Tx<br>*21,49* 6,76<br>3,41<br>1 dk | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| 5093715<br>GGWH<br>301590<br>Df Esd<br>Pfd | **DREADNOUGHT**<br>**Putford Enterprises Ltd.**<br>Aberdeen United Kingdom | **163**<br>54<br>— | ✠**100A1** SS 10/79<br>for service in the North Sea south of Parallel 59°N and east of a direct line from Ushant to the western extremity of the Scilly Isles, thence due north to Hook Head Lighthouse south of a line from Butt of Lewis to Cape Wrath with a westward limit of a line from Inishtrahull Island to Barra Head<br>✠**LMC**<br>EL (b) pt$\frac{7}{8}$"SQ<br>FN 282 | **1960**-2 Herd & Mackenzie Ltd.—Buckie (174)<br>28,55 6,81 3,048<br>27,94 6,71 3,36<br>F 4,6<br>RW rf 1067 BK 178 conv Side Trawler Fishing 75<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>486bhp (357kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 7230484<br>P3LR<br>381175<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DREAM ONE**<br>ex Frendo Cargo-79<br>ex Eger Cargo-76<br>ex Nenny Cargo-74<br>**Dream One Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**299**<br>212<br>1 097 | NV | **1972** Langsten Slip & Batbyggeri A/S<br>—Tomra-i-Ramsdal (63)<br>59,31 (BB) 10,75 4,630<br>54,49 10,72 6,76<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 038 B.1 879<br>1 Ha (stl) (31,2 ER )<br>2W Der 1(5) 1(3) | Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-5,0pd 10,5kn |
| 7235769<br>P3LV<br>394234<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DREAM THREE**<br>ex Frendo Trader-79<br>ex Eger Trader-76<br>ex Nenny Trader-74<br>Launched as Nenny Conveyer<br>**Dream Three Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**299**<br>212<br>1 097 | NV | **1972** Langsten Slip & Batbyggeri A/S<br>—Tomra-i-Ramsdal (64)<br>59,31 (BB) 10,75 4,630<br>54,49 10,70 6,76<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 124 B.2 010<br>1 Ha (stl) (31,2 × 8,5) ER<br>Der 1(5) 1(3) | Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-5,0pd 10,25kn |
| 7126310<br>P3LS<br>394233<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DREAM TWO**<br>ex Frendo Freighter-79<br>ex Eger Freighter-76<br>ex Nenny Freighter-74<br>**Dream Two Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**299**<br>212<br>1 097 | NV | **1972** Langsten Slip & Batbyggeri A/S<br>—Tomra-i-Ramsdal (61)<br>59,31 (BB) 10,75 4,630<br>54,49 10,72 6,76<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 038 B.1 879<br>1 Ha (stl) (31,2 × 8,5) ER<br>2W Der 1(5) 1(3) | Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 66kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-5,0pd 10,5kn |
| 6423266<br>VWYR<br>1182<br>Df Esd<br>RT | **DREDGER ZUARI**<br>**Mormugao Port Trust**<br>Bombay India | **1 790**<br>861<br>— | IRS<br>✠Classed LR until 2/4/80 | **1965**-2 Schps. L. Smit & Zoon—Kinderdijk (Co483)<br>77,75 13,47 4,846<br>72,78 13,42 5,97<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 20,0<br>Hopper 2700T<br>Mchy.aft<br>Hopper 1 500<br>1 sandpump 708kW (950bhp)<br>Der 1(9) | 2 Oil 2SA each 9Cy. 300 × 550<br>2 250bhp (1 655kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 200kW 220V d.c.<br>Fuel 119,0t (d.o.) 11kn |
| 6702569<br>317733<br>Esd | **DREDGING No. 1**<br>**Government of Hong Kong (Public Works Department)**<br>Hong Kong Hong Kong (British) | **1 154**<br>489<br>1 016 | ✠Classed LR until 20/3/81 | **1967**-3 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1056)<br>67,75 12,45 3,214<br>64,01 12,20 4,58<br>1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 2(10) | 2 Oil 4SA each 5Cy. 229 × 305 reverse reduction geared to sc. shafts<br>900bhp (662kW)<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 50kW 220V 50Hz a.c.<br>Fuel 50,5t (d.o.) 10kn |

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| 8111453<br>FUHH<br>545067<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DRENNEC**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **1 200**<br>542<br>1 250 | BV (Class cont.) | **1982** At. & Ch. de la Manche—Dieppe (1301)<br>70,52 (BB) 13,14 6,157<br>61,52 12,81 6,35<br>P 15,0 B 17,1 2 dks | **M Fishing**<br>Tuna Side Trawler<br>16 Ho ER<br>In.1 380<br>16 Ha (stl) ER | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 876kW 1 × 730kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 100,0t (d.o,) 350,0t (hvf)<br>Koe<br>15k |
| 7505360<br>DARJ<br>12339<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DRESDEN**<br>**Alfred C. Toepfer Schiffahrtsges. m.b.H. & Co. K.G. Lumber Carrier**<br>Alfred C. Toepfer K.G.<br>Hamburg Federal Republic of Germany | **30 370**<br>22 073<br>50 300 | GL | **1977** Flensburger Schiffsbau-Ges. —Flensburg (647)<br>213,37 30,46 12,170<br>205,01 30,41 17,33<br>P 35,4 F 14,4 1 dk | **M Bulk Carrier**<br>Pulp Newsprint<br>Ice strengthened<br>6 Ho 26,0 25,1 25,1 25,1 25,1 25,1 ER<br>G.66 212 B.64 060 HeCls. B<br>1 Ha (stl) (18,9 × 20,2) 5 Ha (stl) (each 19,5 × 25,7) ER<br>Cr 6(20) | Vee Oil 4SA 16Cy. 520 × 550 geared to sc. shaft<br>14 400bhp (10 592kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 809kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 280,0t (d.o.) 3 025,0t (hvf)-57,0pd<br>Augsbu<br>16k |
| 7627780<br>Y5BG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DRESDEN**<br>ex Hawk-79<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **10 047**<br>5 824<br>15 694 | DSRK (AB) (BV) | **1976** VEB Warnowwerft Warnemuende —Warnemuende (408)<br>156,85(BB) 21,85 9,451<br>146,77 21,81 11,92<br>P 51,6 F 33,3 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.18 469 B.17 513 In.792<br>TEU 283<br>C.Ho 177/20'(40') C.Dk 106/20'(40')<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(5-10) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf)<br>MAN<br>Rosto<br>18.25k |
| 5093806<br>Df Esd<br>Gc Rdr<br>RT | **DRESDEN**<br>Rostock German Democratic Republic | **696**<br>258<br>— | (DSRK) | **1956** VEB Mathias-Thesen-Werft—Wismar<br>58,68 9,02 4,052<br>52,51 8,97 5,01<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER<br>Der 1(3,5) 2(2,5) | Oil 4SA 8Cy. 365 × 550<br>920bhp (677kW)<br>Goerlitzer Masch.<br>Gen 1 × 160kW 1 × 32kW 1 × 17,5kW 230V d.c.<br>Fuel (d.o.)<br>Goerl<br>11k |
| 8033259<br>M-12695<br>RT | **DRESVYANKA**<br>**U.S.S.R.**<br>U.S.S.R. | **246**<br>103<br>52 | RS | **1981** Nakhodkinskiy Shiprepairs Yard —Nakhodka<br>33,41 6,71 2,182<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S<br>12.5k |
| 7626217<br>WYL5718<br>579789<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DREW FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **198**<br>134<br>— | AB | **1977** McDermott Shipyard—New Iberia, La (108)<br>38,41 4,166<br>35,97 10,37 4,88<br>1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 250 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 115kW a.c.<br>La Gran<br>13k |
| 6514493<br>UKSV<br>M-28471<br>Df Esd<br>Gc Rdr<br>RT | **DREZDEN**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 817**<br>15 518<br>50 770 | RS | **1965** Admiralteiskiy Shipyard—Leningrad<br>230,49 31,04 11,853<br>214,00 30,94 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works<br>Gen 2 × 750kW 1 × 270kW 1 × 100kW 400V a.c.<br>Fuel 4 389,5t (o.f.)<br>Leningr<br>17k |
| 5093818<br>YTKU<br>Df Esd<br>Gc Rdr<br>RT | **DREZNICA**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Zapad)**<br>Rijeka Yugoslavia | T.Mk<br>**4 514**<br>2 511<br>6 450<br>**6 879**<br>3 796<br>— | BV JR | **1962** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (172)<br>136,35 18,65 7,192/7,360<br>124,01 18,60 10,80<br>2 dks | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>3 Ho ER 2 Ho<br>G.10 986 B.10 062 In.1 756<br>5 Ha (6,1 × 5,4) (11,7 8,8 × 6,4) ER (12,5 8,1 × 6,4)<br>16W Der 1(45) 1(25) 6(8) 8(5) 2(3) | Oil 2SA 7Cy. 750 × 1320<br>7 300bhp (5 370kW)<br>S.A. Fiat S.G.M.<br>Gen 4 × 257kW 440V a.c.<br>Fuel 1 125,0t<br>Tor<br>17k |
| 7717303<br>IUTG<br>Df Esd<br>Gc Rdr<br>RT | **DRIADE**<br>**Caremar S.p.A. di Navigazione**<br>Napoli Italy | **984**<br>392<br>600 | RI | **1980** Cant. Nav. "Luigi Orlando"—Livorno (150)<br>69,60 (BB) 14,03 3,620<br>64,29 14,00 4,81<br>4 dks | **TM RoRo Cargo/Ferry** —dk P<br>Stern door/ramp | 2 Vee Oil 4SA each 12Cy. 230 × 300 reverse reduction geared to sc. shaft<br>5 040bhp (3 707kW)<br>Grandi Motori Trieste<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Trie<br>16.5k |
| 5093820<br>HO4747<br>4603-PEXT2<br>Df Esd<br>RT | **DRIE GEBROEDERS**<br>**Trimarine S.A.**<br>Panama Panama | **496**<br>288<br>790 | BV | **1952** Terneuzensche Scheepsbouw Mij. N.V.—Terneuzen<br>56,16 8,95 3,175<br>52,00 8,89 3,66<br>1 dk | **M General Cargo**<br>G.1 019 B.906<br>2 Ha (each 13,7 × 5,0) ER<br>Der 2(3-5) | Oil 4SA 8Cy. 270 × 500<br>393bhp (289kW)<br>N.V. Werkspoor<br>Fuel 28,5t<br>Amsterda<br>10k |
| 8003527<br>PDTH<br>195<br>Pfd Rdr<br>RT | **DRIE GEBROEDERS**<br>**Zeevisserijbedrijf J. de Boer & Zonen B.V.**<br>Urk Netherlands | **281**<br>—<br>— | | **1981** Tille Scheepsbouw B.V.—Kootstertille (219)<br>38,71 8,13 3,652<br>37,01 8,01 4,58<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing<br>Mchy.aft | Vee Oil 4SA 8Cy. 240 × 280 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz<br>Koe |
| 5398165<br>PDTE<br>20<br>RT | **DRIE GEBROEDERS**<br>ex Janneke-74<br>ex J. F. Kennedy-70<br>ex Pieter Junior-68<br>ex Zeezwaluw-64<br>**J. van der Ketterij**<br>Ijmuiden Netherlands | **105**<br>37<br>— | | **1962** Scheepsbouwerf & Mfbk. H. de Haas N.V.—Maassluis (116)<br>27,56 6,30<br>25,61 6,25 2,90<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 210 × 300<br>380bhp (280kW)<br>Gebr. Stork & Co. N.V.<br>Heng |

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| 5093856<br>VC3041<br>189044<br>Df Esd<br>Pfd Rdr<br>RT | **DRIFT**<br>**Atlantic Salvage Ltd.**<br>Halifax, N.S. Canada | **333**<br>124<br>— | | **1941** American SB. Co.—Lorain, Oh (818)<br>44,81 7,95<br>39,25 7,93 4,37<br>RQD 18,9 F 6,8<br>RW BK 127 | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br>2 Ha | Oil 4SA 6Cy. 395 × 560<br>650bhp (478kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 54,0t |
| 8102074<br>FUOY | **DRILL FISH**<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Port aux Francais, Kerguelen Reunion (French) | **843**<br>299<br>1 000 | BV (Class cont.) | **1982** Ateliers et Chantiers du Sud-Ouest —Bordeaux (1193)<br>53,55 4,155<br>47,86 11,51 5,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 7Cy. 300 × 450 with clutches & sr geared to sc. shafts<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8017384<br>EABO<br>169<br>Df Esd<br>Rdr RT | **DRISSA**<br>**Remolques y Servicios Maritimos S.A. (REYSER)**<br>Tarragona Spain | **168**<br>36<br>76 | AB | **1981** Ast. de Tarragona—Tarragona (214)<br>25,02 8,56 1,001<br>22,13 8,41 4,22<br>1 dk | **M Tug** | Vee Oil 4SA 14Cy. 225 × 300 reverse reduction geared to sc. shaft<br>Alpha<br>Cons. Echevarria Bermeo |
| 5386772<br>UMR<br>1162<br>RTv | **DRITTO**<br>ex Waterloo-72<br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **196**<br>28<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>SS 4/80<br>EL (b)<br>FN 327<br>RI | **1954**-4 Cochrane & Sons Ltd.—Selby (1389)<br>31,15 7,80 3,588<br>28,20 7,78 3,81<br>1 dk<br>R rf 457<br>3BH WB324t | **S Tug** | T 3Cy. 368 610 & 1016 × 686<br>Charles D. Holmes & Co. Ltd. Hull<br>SB 220lbf/in$^2$ (15,2bar) hs197,3<br>Gen 2 × 5kW 110V d.c.<br>Fuel (o.f.) 12kn |
| 6405238<br>LCIP<br>15945<br>Rdr RT | **DRIVA**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund N. Norway | **400**<br>214<br>— | (NV) | **1963** Ulstein M/V A/S—Ulsteinvik (24)<br>48,98 10,57<br>48,01 10,52 4,02<br>1 dk<br>BK 132 | **M RoRo Cargo/Ferry**<br>—dk P | Oil 4SA 7Cy. 260 × 400<br>750bhp (552kW) NE 68<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 2 × 32kW 220V 50Hz a.c.<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) |
| 5138008<br>LHOZ<br>16568<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRIVENES**<br>ex Andrott-81 ex Gullfinnur-70<br>ex Gullfinnur II-66<br>**P/R Drivenes**<br>Audun Drivenes<br>Bergen Norway | **385**<br>187<br>— | NV | **1960** Soviknes Verft A/S—Syvikgrend (47)<br>43,87 7,50 3,969<br>39,04 7,45 5,95<br>RAD - F - 1 dk<br>rf 1257 BK 132 len 74 | **M Fishing**<br>Side-fishing<br>3 Ta 2 Ho ER<br>In.400<br>5 Ha (1,2 1,2 × 1,0) (2,3 2,3 2,3 × 1,6) ER<br>1W Der 1(1,5) | Oil 2SA 4Cy. 300 × 450<br>1 000bhp (736kW) NE 71<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 45kW 1 × 20kW 220V 50Hz a.c.<br>Fuel 76,0t (d.o.)-4,0pd |
| 7367263<br>WYT8<br>481<br>553291<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRIVER**<br>**Interstate Towing Co.**<br>Wilmington, De United States of America | **191**.<br>130<br>— | AB | **1973** Main Iron Works Inc.—Houma, La (291)<br>29,32 3,645<br>8,23 4,20<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 123,0t (d.o.) |
| 7311991<br>YOCH<br>292<br>Df Esd<br>Gc Rdr<br>RT | **DROBETA 1850**<br>**NAVROM**<br>Constantza Romania | **1 907**<br>770<br>1 920 | RNR | **1972** Santierul Naval Turnu-Severin—Turnu-Severin<br>85,91 12,40 5,100<br>78,34 12,39 7,04<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,2 18,9 14,5 ER<br>G.3 441 B.3 149<br>3 Ha (stl) (11,5 10,2 × 5,1) (14,1 × 5,2) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 132kW 390V 50Hz a.c.<br>Fuel 188,0t (d.o.) 13,25kn |
| 5387740<br>DDQD<br>Df Esd<br>Rdr<br>RTm/v | **DROCHTERSEN**<br>ex Baltica-75 ex Weser-64<br>**Partenreederei m.s. 'Drochtersen'**<br>Elfriede Pott<br>Hamburg Federal Republic of Germany | **499**<br>297<br>1 030 | GL | **1958** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (5802)<br>61,14 9,99 3,801<br>58,32 3,87<br>P & B 36,0 F 8,6 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 693 B.1 546<br>2 Ha (8,9 15,6 × 5,4) ER<br>Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>10,25kn |
| 8015465<br>YUFA<br>Esd Rdr<br>RT | **DROGA I**<br>**H. P. Droga**<br>Portoroz Yugoslavia | **156**<br>45<br>— | | **1980** Cant. Nav. M. Morini & C.—Ancona (177)<br>29,14 6,61 2,850<br>22,46 6,41 3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 280 geared to sc. shaft<br>800bhp (588kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 39kW 380V 50Hz a.c.<br>12kn |
| 8015477<br>YUFB<br>Esd Rdr<br>RT | **DROGA II**<br>**H. P. Droga**<br>Portoroz Yugoslavia | **156**<br>45<br>— | | **1980** Cant. Nav. M. Morini & C.—Ancona (178)<br>29,14 6,61 2,850<br>22,46 6,41 3,20<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 280 geared to sc. shaft<br>800bhp (588kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 1 × 39kW 380V 50Hz a.c.<br>12kn |
| 7222059<br>UUA<br>M-30909<br>Df Esd<br>Gc Rdr<br>RT | **DROGOBYCH**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **4 198**<br>1 886<br>5 780 | RS | **1972** G. Dimitrov Shipyard—Varna<br>116,08 16,01 6,671<br>106,00 7,83<br>1 dk | **M Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 777 | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryansk<br>13kn |
| 6401672<br>J4OW<br>7258<br>Df Esd<br>Gc Rdr<br>RT | **DROMON**<br>**Sygnus Shipping Co. S.A.**<br>Piraeus Greece | **17 486**<br>11 184<br>30 888 | AB | **1964** Brodogradiliste "3 Maj"—Rijeka (488)<br>195,99 23,25 11,024<br>182,89 23,17 14,48<br>P 34,8 F 18,0 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>7 Ho 20,8 16,2 19,5 17,7 19,5 16,2 19,5 ER<br>G.36 484 B.33 779<br>7 Ha (stl) (12,3 9,9 12,1 8,7 12,1 9,7 14,0 × 12,5) ER<br>4W Der 2(5) 2(2) | Oil 2SA 6Cy. 860 × 1600<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 2 839,0t 17kn |

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| 7803188<br>OWBH<br>A369<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRONNING INGRID**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | T.Mk<br>**10 607**<br>5 088<br>4 250 | | BV | **1980** Helsingor Vaerft A/S—Helsingor (418)<br>148,06 23,14 6,001<br>143,21 22,81 13,34<br>4 dks | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 2000dk P<br>Ice strengthened | 6 Vee Oil 4SA each 16Cy. 280 × 320 geared to sc. shafts<br>25 400bhp (18 683kW)<br>B&W Alpha-Diesel A/S Frederikshav<br>Gen 2 × 800kW 5 × 588kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>17k |
| 7315090<br>OUIX<br>A328<br>Esd Gc<br>Rdr<br>RTm/v | **DRONNING MARGRETHE II**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Rodbyhavn Denmark | T.Mk<br>**6 211**<br>2 856<br>1 600 | | BV | **1973** A/S Nakskov Skibsvaerft—Nakskov (200)<br>144,66 17,71 4,446<br>127,51 17,23 7,04<br>2 dks<br>len 82 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 1500P<br>Bow door Ice strengthened | 2 Vee Oil 4SA each 10Cy. 450 × 540<br>13 080bhp (9 621kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhav<br>Gen 3 × 460kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 137,0t (d.o.)<br>18.5k |
| 6930764<br>4XLX<br>MS242<br>Df Esd<br>Gc Rdr<br>RTh/v | **DROR II**<br>ex Ville D'Orient-79 ex Hope-77<br>ex Hope Isle-74<br>**Industrial & Shipping Co. Tarshish (1978) Ltd.**<br>Investments & Enterprises Co. Ltd.<br>Haifa Israel | T.Mk<br>**2 929**<br>1 744<br>— | ✠**100A1**<br>✠**LMC** | SS 3/79<br>EL R $1\frac{9}{16}$"U2<br>FN 2105 | **1969**-12 Van der Giessen-de Noord N.V. —Alblasserdam (872)<br>95,61 16,13 4,852<br>88,37 16,01 7,80<br>F 9,8 2 dks<br>rf 203<br>2BH to U dk 3 to 2nd dk WB1056t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 35,9 25,4 ER<br>TEU 152<br>C.Ho 39/20' 35/40' C.Dk 3/20' 20/40'<br>3 Ha (stl) ER | Oil 4SA 8Cy. 450 × 550 dr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Ki<br>Gen 3 × 152kW 400V 50Hz a.c.<br>Fuel 406,5t (hvf)<br>15k |
| 7025126<br>OUMG<br>H675<br>Esd Rdr<br>RT | **DROT**<br>**Jorgen Jensen P/R**<br>Esbjerg Denmark | **149**<br>76<br>— | | (BV) | **1970** Soby Motorfabrik og Staalskibsvaerft —Soby (38)<br>34,65 6,28 2,972<br>25,30 6,20 2,65<br>1 dk<br>len 75 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy.<br>600bhp (441kW)<br>Aabenraa Motorfabrik Aben<br>Fuel (d.o.) |
| 5302752<br>LGOK<br>14130<br>Df Esd<br>RT | **DROTHOLM**<br>ex Rygrunn-63<br>**Nils Blakstad & Sonner A/S**<br>Kristiansund N. Norway | **214**<br>97<br>— | | | **1955** Thaules M/V A/S—Nygard (1)<br>38,05 7,14<br>7,12 3,64<br>1 dk<br>len 70 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 5Cy. 280 × 420<br>825bhp (607kW) NE 74<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Fuel (d.o.) |
| 5376832<br>JWTN<br>C15043<br>Df Esd<br>Rdr RTv | **DROTLAND**<br>ex Veslegut-81 ex Varoy-69<br>ex Vardotral-60<br>**Nils Blakstad & Sonner A/S**<br>Kristiansund N. Norway | **287**<br>107<br>— | | NV | **1958** Ankerlokken Slip & M/V—Floro (14)<br>41,03 7,60 4,103<br>36,89 6,57 4,14<br>1 dk<br>RW BK 81 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho 30,0 ER<br>2 Ha (each 2,7 × 1,9) ER<br>1W Der 1(5) | Oil 2SA 7Cy. 280 × 420<br>700bhp (515kW)<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 1 × 150kW 1 × 60kW 220V d.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.)<br>10.5k |
| 7205910<br>SFMT<br>11296<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DROTTEN**<br>ex Visby-80<br>**Rederiaktiebolaget Gotland**<br>Visby Sweden | **6 665**<br>3 003<br>1 472 | ✠**100A1**<br>Ice Class 1<br>✠**LMC** | SS 6/81<br>**UMS**<br>EL Y $1\frac{13}{16}$"U3<br>FN 3535 | **1972**-10 Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (161)<br>123,86 20,86 5,017<br>108,08 20,48 12,22<br>B 87,2 2 dks<br>rf 203<br>9BH to 2nd dk WB272t incl. DTf143t | **TM Passenger/RoRo Cargo/Ferry**<br>400bth 1271dk P<br>Bow & stern doors | 6 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>14 400bhp (10 592kW) Pol<br>Nydqvist & Holm A/B Trollhatt<br>db 11,5kgf/cm² (11,3bar)<br>Gen 2 × 1400kW 2 × 1200kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>20k |
| 5375838<br>SHCO<br>RT | **DROTTNINGHOLM**<br>ex Nya Stromma Kanal-69<br>ex Valkyrian-68<br>**Malarbatarnas AB**<br>Stockholm Sweden | **128**<br>99<br>— | | | **1909** .............Motala<br>*22,80* 5,36 2,052<br>5,34<br>R | **S Ferry**<br>204P | Steam<br>............<br>Fuel 14,0t (o.f.)-2,0pd<br>9.5k |
| 7427025<br>EWRP<br>M-28285 | **DROZDOVO**<br>**U.S.S.R. -'Dalryba'**<br>Mago U.S.S.R. | **163**<br>39<br>88 | | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>G.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 320 × 480<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebur<br>Fuel (d.o.)<br>9.5k |
| 6921309<br>ELMN<br>5483<br>Df Esd<br>Gc Rdr<br>RTh/v | **DRUCILLA U**<br>ex Carlo Porr-76<br>**Uiterwyk Lines Ltd.**<br>Uiterwyk Corp.<br>Monrovia Liberia | T.Mk<br>**2 796**<br>1 881<br>5 924<br>**4 718**<br>3 305<br>7 460 | | GL | **1969** Orenstein Koppel & Luebecker —Luebeck (662)<br>116,08(BB) 17,23 6,503/7,494<br>107,96 17,21 9,91<br>F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,3 28,5 25,9 ER<br>G.10 660 B.10 012<br>TEU 226 C. 226/20'<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>11W Der 1(80) 10(10) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Ki<br>Gen 2 × 232kW 1 × 134kW 380/400V 50Hz a.c.<br>Fuel (hvf)<br>15k |
| 7642338<br>LZRA<br>Df Esd<br>RT | **DRUJBA**<br>**Chernomorski Ribolov**<br>Bourgas Bulgaria | **168**<br>41<br>187 | | BR | **1960** G. Dimitrov Shipyard—Varna<br>35,79 6,66 2,980<br>3,20<br>1 dk | **M General Cargo**<br>Ref<br>2 Ho ER<br>G.198<br>2 Ha (each 1,6 × 2,1) ER<br>Der 1(1) | Oil 4SA 6Cy. 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebur<br>Gen 1 × 50kW 1 × 24kW 120V d.c. |
| 7338353<br>WY2942<br>513005<br>Rdr RTv | **DRUM POINT**<br>**Laurel Picton Co.**<br>Curtis Bay Towing Co. of Delaware<br>Wilmington, De United States of America | **258**<br>175<br>— | | AB | **1968** Jakobson Shipyard Inc.—Oyster Bay, NY (435)<br>30,41 8,23 4,496<br>28,83 4,96<br>1 dk | **M Tug** | Oil 2SA 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illino<br>Gen 1 × 30kW 1 × 25kW<br>Fuel 102,5t (d.o.)<br>12.5k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6519314<br>GRVH<br>307987<br>Df Esd<br>Gc Rdr<br>RTm/v | **DRUPA**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **39 796**<br>26 648<br>71 917 | **✠100A1** SS 7/80<br>oil tanker<br>(cc) crude oil<br>defined ballasting<br>**✠LMC**<br>**IGS**<br>EL yt $3\frac{9}{16}$"SQ<br>FN 11791 | **1966**-1 Deutsche Werft A.G.—Hamburg (780)<br>243,80(BB) 33,58 13,247<br>231,96 33,53 17,30<br>P 19,9 F 23,8 1 dk<br>rf 127 conv Tanker 75<br>12BH WB46274t incl. 9395t in clean ballast tanks DTf 3788t | **S Tanker**<br>for offshore installations<br>pt higher tensile steel<br>19 Ta ER<br>L.(oil) 84 101<br>Cr 2(7) Der 2(10) 2(1) | 2 S Turb dr geared to sc. shaft<br>16 000shp (11 769kW)<br>STAL-LAVAL Turbin AB Finspong<br>2 WTB 685lbf/in$^2$ (47,3bar) Spt 510,0°C 620lbf/in$^2$ (42,8bar) hs1419,0<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 4 205,5t (o.f.)-78,0pd 14kn |
| 7394498<br>YCQQ<br>Df Esd<br>Gc Rdr<br>RT | **DRUPADI**<br>ex Sunny Aurora-80<br>**P.T. Perusahaan Pelayaran Samudra Arpeni Pratama Ocean Line**<br>Jakarta Indonesia | **3 725**<br>2 592<br>6 588 | NK | **1975** Imai Zosen—Kochi (338)<br>104,02 16,41 6,814<br>98,61 16,36 8,34<br>P 19,9 F 11,6 1 dk | **M General Cargo**<br>G.8 632 B.8 100<br>2 Ha (28,1 28,5 × 8,4) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Fuel 562,0t-12,0pd 12kn |
| 5094056<br>KGJQ<br>248119<br>Df Esd<br>Gc | **DRURY VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 611<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (761)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7044653<br>ESXK<br>M-27412<br>Df Esd<br>Gc Rdr<br>RT | **DRUSKININKAY**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**2 351**<br>783<br>1 518 | RS | **1969** ............U.S.S.R.<br>84,71 14,03 5,852<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,3 1,3 × 1,2) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller 12,25kn |
| 5094068<br>USQF<br>M-3140<br>Df Esd<br>Gc Rdr | **DRUZHBA**<br>Launched as Golden Arrow<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **25 719**<br>16 568<br>43 519 | ✠Classed LR until 10/62 RS | **1960**-10 Iino Jukogyo K.K.—Maizuru (44)<br>214,87 29,39 11,434<br>205,59 29,27 14,86<br>P 37,2 F 25,3 1 dk<br>rf 102 | **S Tanker**<br>1 Ho 33 Ta ER<br>G.2 509 L.(oil) 56 264 HeCls. BC<br>1 Ha (6,3 × 5,1) ER<br>3W Der 3(4) | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>Hitachi Seisakusho Hitachi<br>Fuel 3 927,0t (o.f.)-91,5pd 16,75kn |
| 5094070<br>UYBH<br>M-26508<br>Df Esd<br>Gc Rdr | **DRUZHBA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 803**<br>1 166<br>1 405 | RS | **1961** Stocznia Gdanska im. Lenina—Gdansk (B15/09)<br>85,20 13,82 5,530<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.227 In.1 393<br>4 Ha (4,8 4,8 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>12,5kn |
| 6930025<br>UYEW<br>M-29159<br>Df Esd<br>Gc Rdr<br>RT | **DRUZHBA NARODOV**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **13 604**<br>7 437<br>20 000 | RS | **1969** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B72/04)<br>177,17 22,43 9,380<br>166,00 22,33 12,37<br>1 dk | **M Tanker**<br>Ice strengthened<br>19 Ta ER<br>L.(oil) 27 216 HeCls. BC<br>2W Der 2(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 315,0t (d.o.) 965,0t (hvf)-42,5pd 16kn |
| 7636755<br>UJKQ<br>S-37002<br>Df Esd<br>Gc Rdr<br>RT | **DRUZHBA NARODOV**<br>**U.S.S.R. -Joint Volga River Shipping Co.**<br>Astrakhan U.S.S.R. | **2 780**<br>1 553<br>3 146 | RS | **1979** Est. Nav. de Viana do Castelo—Viana do Castelo (106)<br>118,80 13,21 3,731<br>112,02 13,01 6,00<br>1 dk | **TM General Cargo**<br>4 Ho ER<br>B.3 000<br>4 Ha (13,1 13,1 18,6 18,6 × 9,2) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 740bhp (1 280kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7221378<br>UWMB<br>M-31048<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DRUZHBA SSSR-GDR**<br>Launched as Khrustalnyy<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1972** VEB Volkswerft Stralsund—Stralsund (337)<br>81,95 13,64 5,201<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 -L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller 13,5kn |
| 7231866<br>EUNE<br>M-12369 | **DRUZHELYUBNYY**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>94 | RS | **1972** ............U.S.S.R.<br>33,96 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| 6801339<br>UPBX<br>M-16525<br>Df | **DRUZHINNIK**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **533**<br>—<br>361 | (RS) | **1947** Wartsila Kon. Crichton-Vulcan —Turku/Abo<br>47,88 9,53 4,077<br>42,60 9,45 4,70 | **S Tug**<br>1W Der 1(0,5) | T 3Cy. 424 701 & 1151 × 700<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 7427037<br>EKDD<br>M-28286 | **DRUZHINO**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,25kn |
| 6801341<br>UDVZ<br>M-22367<br>Df Esd<br>Gc Rdr<br>RT | **DRUZHNYY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **844**<br>240<br>365 | (RS) | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,430<br>59,14 9,45 5,47 | **D-E Whaler**<br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving gen. connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>17,5kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| 8033261 | **DRUZHNYY** | **163** | | **1981** ..............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 240 × 360 | |
| | | 39 | | 33,96 7,09 2,901 | | 305bhp (224kW) | S.K |
| M-36701 | **U.S.S.R.** | 88 | RS | 3,69 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| RT | U.S.S.R. | | | 1 dk | 1 Ho | (SKL) | Magdebu |
| | | | | | In.115 | Controllable pitch propeller | |
| | | | | | 1 Ha (1,6 × 1,3) | | 9.5k |
| | | | | | 2W Der 2(2) | | |
| 7348877 | **DRVAR** | **6 075** | | **1975** VEB Warnowwerft Warnemuende | **M General Cargo** OSD/CSD | Oil 2SA 8Cy. 700 × 1200 | |
| YTUA | | 2 855 | | —Warnemuende (391) | | 11 200bhp (8 238kW) | |
| | **JUGOLINIJA (Osnovna** | — | BV JR | 152,76(BB) 20,32 —/9,321 | Ice strengthened | VEB Dieselmotorenwerk Rostock | MA |
| Df Esd | **Organizacija Udruzenog** | **8 955** | | 140,75 20,30 11,89 | 5 Ho 16,0 19,5 18,2 26,5 ER | (DMR) | |
| Gc Pfd | **Rada-Istok)** | 4 939 | | 1 dk & S dk | 18,9 | Gen 4 × 311kW 390V a.c. | Rosto |
| Rdr RT | Rijeka Yugoslavia | 13 950 | | | G.19 021 B.17 309 | Fuel 1 391,0t (hvf) | 17k |
| | | | | | 5 Ha (stl) (8,9 × 5,9) (10,5 10,5 18,9 | | |
| | | | | | × 10,9) ER (10,2 × 9,9) | | |
| | | | | | 20W Der 1(70) 16(10) | | |
| 7386386 | **DRY SACK** | **17 355** | **✠100A1** CS 5/80 | **1975**-5 Astilleros Espanoles S.A.—Factoria | **M Bulk Carrier** | Oil 2SA 7Cy. 680 × 1250 | |
| EGUS | Launched as Ponte Pasaje | 12 333 | bulk carrier | de Sevilla, Sevilla (179) | | 11 550bhp (8 496kW) | Sulz |
| | **Naviera del Noroeste S.A.** | 30 492 | Strengthened for ore | 190,66 22,86 10,688 | 7 Ho 21,6 19,2 18,4 18,4 18,4 | Ast. Espanoles S.A. Manises Works, | Valenci |
| Df Esd | La Coruna Spain | | cargoes, Nos. 2, 4 & 6 | 178,01 22,80 14,61 | 19,2 19,2 ER | AuxB (Comp) 7kgf/cm² (6,9bar) | |
| Gc Pfd | | | holds may be empty | P 28,1 F 16,8 1 dk | G.39 982 | Gen 3 × 420kW 440V 60Hz a.c. | |
| Rdr | | | **✠LMC** | DK throughout holds | 7 Ha (stl) (each 12,7 × 10,9) ER | Fuel 1 643,0t (hvf) | 15k |
| RTh/v | | | EL Gt 2⅜"U3 | NS 9BH WB1393T incl. Comb. btm. & | | | |
| | | | FN 6660 | STs 3696T Topside tanks in holds 3603T | | | |
| | | | | & No. 4 hold 5041T | | | |
| 6900496 | **DRYADEN** | **149** | | **1968** VEB Rosslauer Schiffswerft—Rosslau | **M Fishing** | Oil 4SA 6Cy. 270 × 400 | |
| OWCF | | 72 | | (D.561/31) | Side Trawler | 560bhp (412kW) NE 71 | |
| D1622 | **Kurt Rye Poulsen** | 169 | BV | 33,58 6,61 3,175 | Ice strengthened | Aabenraa Motorfabrik | Aben |
| Df Esd | Skagen Denmark | | | 29,57 6,58 3,31 | 2 Ho 4,6 6,7 ER | Gen 2 × 16kW 220V d.c. | |
| Pfd Rdr | | | | F 6,1 1 dk | G.180 | Controllable pitch propeller | |
| RTm | | | | BK 69 | 2 Ha (stl) (each 1,5 × 1,2) ER | Fuel 16,5t (d.o.) | 11,25k |
| | | | | | 1W Der 1(0,5) | | |
| 5094109 | **DRYBURGH** | **1 593** | BV | **1952**-10 Grangemouth Dockyard Co. Ltd. | **M Tanker/Liquefied Gas Carrier** | Oil 2SA 8Cy. 340 × 570 | |
| VRGQ | | 893 | | —Grangemouth (500) | Chemical LPG | 1 520bhp (1 118kW) | |
| 184036 | **Anchor Line Ltd.** | 1 177 | ✠Classed LR until 7/67 | 79,41 11,61 4,446 | 2 Ta (stl) cyl horizontal ER | British Polar Engines Ltd. | Glasgo |
| Df Esd | George Gibson & Co. Ltd. | | | 74,81 11,59 6,46 | L.(gas) 1 526 | Gen 3 × 60kW 415V 50Hz a.c. | |
| Pfd Rdr | Hong Kong Hong Kong | | | P 7,4 RQD 17,7 B 5,8 F 7,7 2 dks | | Fuel 149,5t (d.o.)-6,0pd | 11,75k |
| RTv | (British) | | | RW rf 102 conv General Cargo 68 | | | |
| 6523705 | **DRYS** | **20 201** | **✠100A1** SS 5/80 | **1965**-12 Sir J. Laing & Sons Ltd. | **M Bulk Carrier** | Oil 2SA 6Cy. 840 × 1800 | |
| SWPT | ex Oakwood-71 | 14 161 | strengthened for ore | —Deptford, Sunderland (837) | | 13 800bhp (10 151kW) | B&W |
| 4210 | **Drys Shipping Corp.** | 34 957 | cargoes, Nos. 1, 5 & 9 | 196,70 25,99 11,646 | 9 Ho ER | Harland and Wolff Ltd. | Belfas |
| Df Esd | Piraeus Greece | | holds may be empty | 186,70 25,91 15,80 | G.45 363 | 2 AuxB 120lbf/in² (8,3bar) | |
| Gc Rdr | | | **✠LMC** | P 30,2 F 13,8 1 dk | 9 Ha (stl) (8,2 × 9,1) (8,2 8,2 9,1 | Fuel 1 679,5t (hvf) | 15k |
| RT | | | EL (pt) 2¾"SQ | rf 102 | 10,0 10,6 10,6 10,6 10,6 × | | |
| | | | FN 7788 | NS 11BH WB14454t incl. Topside tanks | 12,1) ER | | |
| | | | | in holds 5926t | | | |
| 7710850 | **DRYSO** | **21 171** | | **1978** Sumitomo Heavy Industries Ltd. | **M Bulk Carrier** | Oil 2SA 7Cy. 680 × 1250 | |
| LGNR | | 11 961 | | —Uraga Shipyard, Yokosuka (1058) | | 13 300bhp (9 783kW) | Sulz |
| 19171 | **E. B. Aabys R/A** | 31 945 | NV | 162,01(BB) 27,44 11,540 | 5 Ho ER | Sumitomo Heavy Ind. Ltd. | Tamashi |
| Df Esd | Oslo Norway | | | 156,45 27,41 16,11 | G.38 423 B.37 813 | Gen 3 × 700kW 450V 60Hz a.c. | |
| Gc Pfd | | | | 1 dk | TEU 824 | Fuel 170,0t (d.o.) 1 850,0t (hvf) | 15,5k |
| Rdr RT | | | | rf nil | C.Ho 588/20' (40') C.Dk 236/20' | | |
| | | | | | (40') | | |
| | | | | | 9 Ha (stl) (13,5 × 10,4) (19,2p&s | | |
| | | | | | 19,2p&s 19,2p&s 19,2p&s × | | |
| | | | | | 10,8) ER | | |
| | | | | | Cr 4(25) | | |
| 5094111 | **DRZIC** | T.Mk | **✠100A1** SS 7/78 | **1961**-1 Brodogradiliste i Tvornica Dizel | **M General Cargo** | Oil 2SA 6Cy. 760 × 1550 | |
| YTBX | | **7 350** | strengthened for heavy | Motora "Split"—Split (157) | | 7 800bhp (5 737kW) | |
| | **Atlantska Plovidba** | 4 071 | cargoes | 161,60 20,07 —/9,386 | 9 Ho 13,7 18,4 18,4 13,7 18,4 | Sulzer Bros. Ltd. | Winterth |
| Df Esd | Dubrovnik Yugoslavia | — | **✠LMC** | 149,00 19,99 12,20 | 12,8 4,8 4,8 4,8 ER | 2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar) | |
| Gc Rdr | | **10 155** | EL ft 2¼"SQ | P 32,7 F 15,0 2 dks | G.21 251 B.19 585 | Gen 1 × 380kW 2 × 300kW | |
| RTm | | 5 893 | FN 4797 | rf 152 | 9 Ha (stl) (8,8 11,0 11,2 11,2 ER | 450V 60Hz a.c. | |
| | | 16 169 | JR | Coll BH to U dk 8 to 2nd dk WB3991t incl. | 11,2 8,0 4,8 4,8 4,8 × 8,9) | Fuel 1 117,5t (hvf) | 16k |
| | | | | TwD 100t DTm1085t | 12W Der 1(30) 1(20) 12(5) | | |
| 6500947 | **DU** | **515** | | **1964** Rolandwerft G.m.b.h.—Bremen | **M Tanker** | Oil 4SA 7Cy. 300 × 450 | |
| 5MVJ | ex Thorleif-77 ex Excellentia-76 | 330 | | (924) | | 1 040bhp (765kW) | |
| 3736 | ex Thorleif-75 ex Preussag-68 | 1 079 | (GL) | 61,80 10,42 3,760 | Ice strengthened | Masch. Augsburg-Nuernberg (MAN) | |
| Df Esd | **Denco Shipping Lines Inc.** | | | 56,01 10,39 3,99 | 9 Ta ER | | Augsbu |
| Gc Rdr | Monrovia Liberia | | | RQD 22,3 B 15,9 F 14,4 1 dk | L.(oil) 1 343 HeCls. C | Fuel 106,5t-4,0pd | 11,75k |
| RT | | | | | | | |
| 5094147 | **DU CHAFFAULT** | **194** | | **1961** At. & Ch. de la Manche—Dieppe | **M Fishing** | Oil 4SA 6Cy. 315 × 480 | |
| THBX | | 67 | | (C1161) | Side Trawler Ref | 600bhp (441kW) | |
| 4196 | **Societe Anonyme Logerante** | — | BV | 34,47 6,86 3,048 | | Moteurs Duvant | Valencienne |
| Df Esd | Armement Yves Goalabre | | | 29,49 6,84 3,81 | In.120 | Controllable pitch propeller | |
| Pfd RTm | Concarneau France | | | 1 dk | 3 Ha (each 0,9 × 0,9) | Fuel (d.o.) | 11,5k |
| 7357438 | **DU COUEDIC** | **651** | | **1975** Beliard-Murdoch S.A.—Oostende | **M Fishing** | Vee Oil 4SA 16Cy. 200 × 210 | |
| FZXV | | 290 | | (C.223) | Stern Trawler Ref | 2 000bhp (1 471kW) | Pielst |
| | **Societe d'Armement des** | — | BV | 52,46 10,62 4,620 | Mchy.aft | Ch. de l'Atlantique, Usine de Montoir | |
| Esd Gc | **Pecheries de l'Atlantique** | | | 45,27 10,60 6,10 | | | St. Naza |
| Rdr RT | **S.a.r.l.** | | | 1 dk | | Controllable pitch propeller | |
| | Societe d'Armement a la Peche | | | | | Fuel 175,0t (d.o.) | 14,25k |
| | Jego Quere et Compagnie | | | | | | |
| | Lorient France | | | | | | |
| 7937305 | **DU MAN GANG** | **6 628** | | **1979** ..............North Korea | **M General Cargo** | Oil | |
| | | 3 887 | | 160,00(BB) | | | |
| | **Government of The Democratic** | 9 938 | | ... ... ... | 4 Ho ER | .............. | |
| Df Rdr | **People's Republic of North** | | | 1 dk | | | 16k |
| RT | **Korea** | | | | 4 Ha (stl) ER | | |
| | North Korea | | | | Cr 4(-) Der 5(-) | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6421696<br>HPNF<br>7459<br>-76A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DU SHAN**<br>ex Finnstrip-75 ex Rekola-74<br>**Yick Fung Shipping &**<br>**Enterprises Co. Ltd.**<br>Panama Panama | T.Mk<br>**1 631**<br>812<br>2 571<br>**2 612**<br>1 513<br>3 810 | | **1964** Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (1120)<br>NV 91,55 14,03 5,423/6,674<br>82,63 14,00 7,90<br>F 11,9 2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened Side door<br>2 Ho ER<br>G.5 154 B.4 729<br>1 Ha (stl) (8,5 × 7,6) 3 Ha (stl) (each<br>9,9 × 10,9) ER<br>4W Cr 2(5) Der 1(20) 4(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Gen 2 × 172kW 1 × 80kW<br>380V 50Hz a.c.<br>Fuel 330,0t (d.o.)-7,5pd 13,5kn |
| 7727164<br>CZ9629<br>383455<br>Esd Pfd<br>Rdr RT | **DUAL VENTURE**<br>**Our-Own Investments Ltd.**<br>Vancouver, B.C. Canada | **119**<br>31<br>— | | **1978** Allied Shipbuilders Ltd.—North<br>Vancouver, B.C. (203)<br>23,17 6,33<br>21,34 6,11 2,65<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 12Cy. 137 × 152 reverse<br>reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5299474<br>ZCMD<br>356990 | **DUANE**<br>ex Willig-77 ex Rondal-70<br>ex Rordal-65<br>**D. L. DeRoche**<br>Kingstown St. Vincent | **189**<br>111<br>187 | | **1938** Svendborg Skibsvaerft A/S<br>—Svendborg (46)<br>BV 40,19 6,35 2,591<br>6,30<br>F 3,7 1 dk<br>R | **M General Cargo**<br>1 Ho 18,2 ER<br>1 Ha (11,8 × 3,5) ER<br>1W Der 1(1,5) | Oil 2SA 4Cy. 229 × 305<br>280bhp (206kW) NE 54<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 5,0t (d.o.) 9kn |
| 7829209<br>3DOA | **DUAVATA**<br>ex Marine Biscay-79<br>**Morehead Shipping Pty. Ltd.**<br>Fiji | **396**<br>276<br>659 | | **1976** Ocean Shipyard Co.—Sibu, Sarawak<br>42,68 2,350<br>BV 40,06 10,05 3,05<br>1 dk | **TM Landing Craft**<br>8 Ho ER | 2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 5374896<br>YTOD<br>Df Esd<br>RT | **DUBA**<br>ex Ute-Erika-65<br>ex Werner Meyburg-61<br>ex Transportor II-58<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **296**<br>152<br>430 | | **1952** F. Frank Schiffs. & Masch.—Hamburg<br>41,18 6,99 3,404<br>JR 39,60 6,96 5,69<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho<br>G.637<br>1 Ha (18,1 × 3,9)<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel (d.o.) 8kn |
| 8117225 | **DUBAI**<br>**United Arab Shipping Co.**<br>**(S.A.G.)**<br>Kuwait | **33 000**<br>—<br>35 500 | **100A1**<br>Class Contemplated | **1982** Hyundai Heavy Industries Co. Ltd.<br>—Ulsan (208)<br>11,251<br>FN 10121 198,71 32,31 18,62 | **M Container Ship**<br>Fixed-guides | Oil<br>18 400bhp (13 534kW) B&W<br>Hyundai SB. & Heavy Industries Ulsan |
| 7044665<br>ESSV<br>M-30126<br>Df Esd<br>Rdr RT | **DUBBE**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **640**<br>220<br>333 | | **1969** ..............U.S.S.R.<br>54,21 9,35 3,820<br>RS 48,72 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 7633026<br>6ZHX<br>6099<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **DUBHE**<br>**Dubhe Transport Inc.**<br>Monrovia Liberia | **18 744**<br>12 544<br>32 841 | | **1977** Tohoku Zosen—Shiogama (168)<br>180,09(BB) 28,25 11,354<br>AB 165,00 28,22 15,63<br>1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho 18,2 26,9 26,9 26,9 22,7<br>ER<br>G.39 306 HeCls. B<br>5 Ha (stl) (10,6 × 11,2) (16,7 16,7<br>16,7 12,8 × 14,4) ER<br>Cr 1(15) 3(10) | Oil 2SA 7Cy. 670 × 1400<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Fuel 228,0t (d.o.) 2 116,0t (hvf)-45,0pd<br>15kn |
| 5094161<br>DDBD<br>Df Esd | **DUBHE**<br>ex Abro-55<br>**Wilhelm & Heino Poppe**<br>Wilhelmshaven Federal Republic<br>of Germany | **199**<br>100<br>221 | | **1935** Scheepswerf "Waterhuizen" N.V. J.<br>Pattje—Waterhuizen (163)<br>(BV) 35,01 6,53 2,401<br>32,06 6,48 2,60<br>P 8,9 1 dk<br>R | **M General Cargo**<br>G.348 B.326<br>2 Ha (each 8,8 × 3,8) ER<br>2W Der 2(2,5) | Oil 2SA 4Cy. 190 × 350<br>200bhp (147kW) NE 56<br>"Bolnes" Motorenfabriek B.V.<br>Krimpen a/d Lek<br>Fuel (d.o.) 8,5kn |
| 7427049<br>EKDK<br>M-28287 | **DUBKI**<br>**U.S.S.R. -'Dalryba'**<br>Aleksandrovsk- U.S.S.R.<br>Sakhalinskiy | **163**<br>39<br>88 | | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>RS 30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7347471<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUBNA**<br>**U.S.S.R.**<br>U.S.S.R. | **6 022**<br>—<br>6 799 | | **1974** Rauma-Repola Oy—Rauma/Raumo<br>(228)<br>130,00 7,189<br>120,00 19,99 9,50 | **M Tanker**<br>Replenishment<br>27 Ta ER | Oil 2SA 5Cy. 500 × 1100<br>3 500bhp (2 574kW) B&W<br>Bryansk Eng. Works Bryansk<br>16kn |
| 5094173<br>UBFM<br>M-24834<br>Df Esd<br>Gc Rdr<br>RT | **DUBNO**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **6 753**<br>3 366<br>9 750 | | **1960** VEB Warnowwerft Warnemuende<br>—Warnemuende (413)<br>RS 139,50 18,04 8,000<br>130,21 17,94 10,34<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7<br>ER<br>G.11 400 B.10 800<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8<br>11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 7235460<br>UWHW<br>M-14686<br>Df Esd<br>Rdr RT | **DUBNO**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **570**<br>215<br>313 | | **1972** ..............U.S.S.R.<br>54,23 9,38 3,810<br>RS 49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |

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|---|---|---|---|---|---|---|---|
| **5094185**<br>UBFN<br>M-24845<br>Df Esd<br>Gc Rdr<br>RT | **DUBOSSARY**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **6 753**<br>3 366<br>9 750 | <br><br>RS | **1960** VEB Warnowwerft Warnemuende<br>—Warnemuende (411)<br>139,50 18,04 8,000<br>130,21 17,94 10,34<br>1 dk | **M Ore Carrier**<br><br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.10 800<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 3(5) 1(3) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Fuel 583,0t (d.o.) 152,5t (hvf) | <br>MA<br><br>Rostoc<br>14,25k |
| **5094197**<br>UOQG<br>M-21443<br>Df Esd<br>Gc Rdr | **DUBOSSARY**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **658**<br>280<br>375 | <br><br>RS | **1956** Stocznia Gdanska im. Lenina—Gdansk<br>(B10/83)<br>59,24 9,10 4,331<br>53,50 9,00 5,16 | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.347<br>3 Ha (0,7 × 0,7) (1,5 2,9 × 1,5)<br>1W Der 1(1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br><br>A/S Atlas Maskinfabrik | <br><br>Kobenha<br>12k |
| **7507837**<br>EKDL<br>M-28288 | **DUBOVTSY**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | <br><br><br>Magdebu<br>9,5k |
| **7038070**<br>UHMR<br>M-28586<br>Df Esd<br>Rdr RT | **DUBRAVA**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk- U.S.S.R.<br>Kamchatskiy | **680**<br>252<br>335 | <br><br>RS | **1967** ............U.S.S.R.<br>54,23 9,38 3,699<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Gen 3 × 88kW<br>Controllable pitch propeller | <br><br><br>Magdebu<br><br><br>12k |
| **7052313**<br>YTAD<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DUBROVNIK**<br>Launched as Magdalena del Mar<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **14 714**<br>10 196<br>25 130 | <br><br>GL JR | **1971** Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (162)<br>164,85(BB) 22,74 10,370<br>154,67 22,71 14,10<br>F 14,7 1 dk | **M Bulk Carrier**<br><br>5 Ho 16,4 24,2 24,2 24,2 24,2 ER<br>G.33 476 B.29 533 HeCls. B<br>5 Ha (stl) (12,5 15,3 15,3 15,3 15,3 × 11,5) ER<br>Cr 4(10) 1(2) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ast. Espanoles S.A. Sestao Works, Bilba<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel 145,0t (d.o.) 1 100,0t (hvf)-27,0pd | Sulzer<br><br><br><br><br>13,5k |
| **6719627**<br>ULAZ<br>M-28136<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUBROVNIK**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 702**<br>3 207<br>—<br>**10 152**<br>5 202<br>14 339 | <br><br>RS | **1967** Brodogradiliste "3 Maj"—Rijeka (517)<br>159,42 21,29 7,979/8,221<br>148,39 21,25 12,65<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>B.19 368<br>5 Ha (stl) (9,8 × 9,3) (12,8 20,0 12,0 × 10,9) ER (10,3 × 9,3)<br>12W Der 12(5) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "3 Maj" | <br>Sulzer<br>Rijeka<br>18,5k |
| **7524483**<br>EKMJ<br>M-28289 | **DUBROVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | <br><br><br>Magdebu<br>9,5k |
| **7405039**<br>UJQI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUBULTY**<br>Launched as<br>Robin Transoceanic IV<br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **9 060**<br>5 479<br>9 539 | <br><br>BV | **1977** Jos. L. Meyer—Papenburg (579)<br>139,66(BB) 20,53 —/8,219<br>127,49 20,50 13,49<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (stl) ind double-cyl horizontal ER<br>L.(gas) 11 995 | Oil 2SA 6Cy. 620 × 1400<br>8 940bhp (6 576kW)<br>Stocznia Gdanska im. Lenina<br>Gen 3 × 800kW 400V 50Hz a.c.<br>Fuel 522,0t (d.o.) 1 012,0t (hvf) | <br>B&W<br>Gdans<br><br>16k |
| **5027118**<br>OBAB<br><br>Df Esd<br>Rdr RTm | **DUCELIA**<br>ex Minor-79 ex Sonia-78<br>ex Helena-75 ex Maraki-74<br>ex Tina-72 ex Asp-69<br>**Cisternas y Remolcadores S.A.**<br>Callao Peru | **787**<br>402<br>1 321 | <br><br>NV | **1961** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (339)<br>62,46 9,63 4,388<br>57,36 9,61 5,16<br>RAD - F - 1 dk<br>rf nil len 66 | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 1 444 HeCls. C | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW) .<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 40kW 220V d.c.<br>Fuel 75,0t (d.o.)-3,5pd | <br><br>Mannhei<br><br>11k |
| **7613935**<br>3ETX<br>7618-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUCHESS**<br><br>**Morning Daedalus Navigation S.A.**<br>Panama Panama | **13 085**<br>8 759<br>24 144 | <br><br>NK | **1976** Koyo Dockyard Co. Ltd.—Mihara (733)<br>163,58 23,86 9,873<br>155,02 23,80 13,52<br>P 35,1 F 13,2 1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.29 974 HeCls. B<br>5 Ha (stl) (12,5 19,9 19,9 9,6 11,9 × 11,9) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Fuel-24,5pd | <br>Sulzer<br>Ai<br>14,5k |
| **7201067**<br>WA4402<br>240529 | **DUCHESS**<br><br>**C W C Fisheries Inc.**<br>Ketchikan, Ak United States of America | **142**<br>120<br>— | | **1941** Maritime Shipyards—Seattle, Wa<br>*24,08* 7,90<br>2,34<br>1 dk | **Wood M Fishing** | Oil<br>270bhp (199kW)<br>.............<br>Fuel (d.o.) | |
| **7321116**<br>PDTJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUCHESS OF HOLLAND**<br><br>**Norfolk Line B.V.**<br>Scheveningen Netherlands | **982**<br>488<br>1 454 | <br><br>BV | **1973** Schpsw. "Friesland" B.V.—Lemmer (67)<br>78,47 14,53 4,198<br>68,81 14,28 8,92<br>2 dks | **M RoRo Cargo**<br>Livestock 12bth P<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 230 × 270<br>2 700bhp (1 986kW)<br>Motorenw. Mannheim A.G. (MWM) | <br><br><br>Mannhe<br>13,25k |

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|---|---|---|---|---|---|---|
| 7392816<br>GUXD<br>303548<br>Esd Rdr<br>RT | **DUCHRAY**<br>**Royal Bank Leasing Ltd.**<br>Forth Tugs Ltd.<br>Grangemouth United Kingdom | **326**<br>0<br>271 | ✠**100A1** SS 1/80<br>tug<br>U.K. coasting service<br>✠**LMC**<br>EL G ⅞"U2<br>FN 468 | **1975**-10 Robb Caledon Shipbuilders Ltd.<br>—Leith (517)<br>38,16 9,66 3,976<br>34,12 9,20 4,50<br>1 dk<br>rf 483 BK 152<br>3BH WB88T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 12Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd.<br>Newton-le-Willows<br>Gen 2 × 108kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 83,5t (d.o.) 14kn |
| 7311915<br>YM32<br>929 | **DUCK IL**<br>**Shin Tang Yun**<br>Yosu South Korea | **122**<br>66<br>— | | **1972** Shin Heung Shipyard—Busan<br>29,14 5,82<br>26,01 5,80 2,60<br>2 dks | **M Ferry**<br>—dk P | Oil 4SA 6Cy. 200 × 240<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 7732133<br>D7OP<br>BM11<br>009<br>Rdr RT | **DUCK YANG**<br>ex Sunflower 3-79<br>ex Sunflower III-78<br>ex Hozan Maru-77<br>**Gang Seong Hoe**<br>Busan South Korea | **669**<br>382<br>1 036 | KR NK | **1967** Asakawa Zosen—Imabari (107)<br>58,48 4,166<br>53,17 8,81 4,50<br>P 12,2 F 6,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 364 | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>10,75kn |
| 5094288<br>URVA<br>M-26908<br>Df Esd<br>Gc Rdr<br>RT | **DUDINKA**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **6 753**<br>3 366<br>10 032 | RS | **1962** VEB Warnowwerft Warnemuende<br>—Warnemuende (421)<br>139,50 18,04 8,103<br>130,21 17,94 10,29<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.11 130<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 14,25kn |
| 7530030<br>LEUK<br>18977<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUGA**<br>**K/S West Tug A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | **293**<br>0<br>650 | NV | **1977** Rolf Rekdal A/S—Tomra i Romsdal ((77))<br>34,80 4,228<br>31,22 10,01 5,01<br>F- 1 dk<br>rf 1003 | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 2SA each 7Cy. 300 × 450 with hydraulic coupling & geared to sc. shafts<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13,5kn |
| 7328827<br>YTTD<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DUGI OTOK**<br>**Jugoslavenska Tankerska Plovidba (JUGOTANKER)**<br>Zadar Yugoslavia | **13 764**<br>9 525<br>22 614 | BV JR | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2314)<br>164,34(BB) 22,92 9,875<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 24,6 25,6 18,4 25,6 25,6 ER<br>G.30 801 B.29 843<br>5 Ha (stl) (14,4 16,0 9,6 16,0 16,0 × 12,5)<br>5W Der 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 248kW 450V 60Hz a.c.<br>Fuel 176,0t (d.o.) 1 008,0t (hvf)-28,0pd<br>14,5kn |
| 6405800<br>YTHR | **DUGIRAT**<br>ex Lavcevic 2<br>**Splitska Plovidba**<br>Split Yugoslavia | **150**<br>99<br>— | | **1950** Brodogradiliste i Tvornica Dizel Motora "Split"—Split<br>25,79 6,99 2,286<br>... ... ...<br>1 dk<br>R | **M General Cargo**<br>1 Ho 12,5<br>1 Ha (4,5 × 3,5)<br>Der 1(1) | Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel (d.o.) |
| 5096925<br>IBCW<br>472<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **DUGLASIA**<br>ex Welcome-76 ex Edenmore-75<br>**Cala Pira S.p.A. di Navigazione**<br>Cagliari Italy | **9 732**<br>3 275<br>15 876 | RI<br>✠Classed LR until 2/76 | **1958**-4 Blythswood SB. Co. Ltd.—Glasgow (122)<br>153,96 20,50 8,846<br>146,92 20,43 11,16<br>P 33,6 F 13,5 1 dk<br>RW rf 102 | **M Ore Carrier**<br>3 Ho 19,5 39,0 39,0 ER<br>G.11 298<br>5 Ha (stl) (each 14,6 × 11,0) ER<br>Der 1(5) 1(1,5) 1(1) | Oil 2SA 4Cy. 670 × 2320<br>4 000bhp (2 942kW) Doxford<br>D. Rowan & Co. Ltd. Glasgow<br>Gen 3 × 150kW 220V d.c.<br>Fuel 1 717,0t (hvf) 12kn |
| 6513061<br>FNOP<br>3342<br>Df Esd<br>Pfd Rdr<br>RT | **DUGUAY TROUIN**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>St. Nazaire France | **348**<br>36<br>— | BV | **1965** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5129)<br>39,71 9,53<br>35,95 9,10 4,65<br>1 dk | **M Tug**<br>1 Ho<br>In.58<br>1 Ha (3,3 × 1,5)<br>1W Der 1(3,5) | Oil 4SA 8Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 70kW 125/140V d.c.<br>Fuel 176,0t (d.o.) 14kn |
| 5273913<br>Df Esd<br>Pfd Rdr<br>RTm | **DUGUESCLIN**<br>ex Pentret-67<br>**Hutchison & Charnick**<br>United Kingdom | **103**<br>14<br>— | (BV) | **1957** Ch. Donnart—Concarneau<br>*21,25* 6,51<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>3 Ha (0,6 × 0,6) (0,9 × 0,9) (0,7 × 0,6) | Oil<br>375bhp (276kW) NE 64<br>Sulzer Bros. Ltd. Switzerland<br>Fuel (d.o.) 9kn |
| 5356088<br>XPWU<br>RT | **DUGVAN**<br>ex Ternan-75<br>**Foroyar Landsstyri**<br>Strandfaraskip Landsins<br>Torshavn Faroe Islands | **193**<br>60<br>— | | **1943** .............Fraserburgh<br>*30,61* 6,58<br>6,56<br>1 dk<br>conv Minesweeper — | **Wood M Ferry**<br>180P | Oil<br>370bhp (272kW)<br>.............<br>Fuel (d.o.) |
| 7127651<br>350679<br>Df Esd<br>Rdr RT | **DUINEKUS**<br>**Suid-Oranje Visserye BpK.**<br>Cape Town/ Kaapstad South Africa | **302**<br>239<br>— | | **1971** Globe Engineering Works<br>—Kaapstad/Cape Town (158)<br>36,58 8,26 3,506<br>32,67 8,23 4,58<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>1 125bhp (828kW) NE made—<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| 7234820<br>ONDU<br>2420<br>Df Esd<br>Rdr RT | **DUINKERKE**<br>**Cie. d'Anvers N.V.**<br>M. Rouvez<br>Antwerpen Belgium | **180**<br>137<br>305 | | **1957** Mercantile Marine Eng. & Graving Docks Co. N.V.—Burcht<br>38,56 5,06 2,801<br>5,02 3,00<br>1 dk | **M Tanker**<br>Mchy.aft | 2 Oil 4SA each 3Cy. 150 × 165 sr reverse geared<br>220bhp (162kW) E made65 fitted—<br>Soc. des Moteurs Baudouin Marseille<br>8kn |
| 6808193<br>3DNW<br>332617<br>RTh | **DUIYABAKI**<br>**Government of Fiji (Marine Department)**<br>Suva Fiji | **259**<br>72<br>— | | **1966** Fiji Government Shipyard—Suva<br>33,48 8,39 1,372<br>29,80 7,93 1,88<br>RQD 9,5 B 9,5 1 dk<br>rf nil | **TM RoRo Cargo/Ferry/Landing Craft**<br>33dk P<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 6Cy. 130 × 152<br>235bhp (173kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Fuel (d.o.) 9kn |

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|---|---|---|---|---|---|---|---|
| **6422652**<br>DTBB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 1**<br>ex Heishichi Maru No. 18-73<br>**Todd Ltd. Corp.**<br>Duk Soo Moolsan Co. Ltd.<br>South Korea | **253**<br>129<br>— | <br><br>(KR) | **1964** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (612)<br>43,21 7,57 2,896<br>37,98 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br><br>3 Ha (1,0 × 0,9) (1,2 1,2 × 1,3) | Oil 4SA 6Cy. 280 × 440<br><br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>10,5kn |
| **6603892**<br>DTBA<br>BS-A-<br>1235<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 5**<br>ex Habomai Maru No. 31<br>**Duk Soo Moolsan Co. Ltd.**<br>Busan South Korea | **276**<br>138<br>355 | <br><br>KR | **1965** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (691)<br>42,55 7,73 2,998<br>42,04 7,70 3,46<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.355<br>4 Ha (1,0 1,0 × 0,8) (1,1 1,1 × 1,4) | Oil 4SA 6Cy. 350 × 480<br>950bhp (699kW)<br>Fuji Seisakusho<br>Gen 2 × 96kW 230V a.c. | <br><br>Tateyama<br><br>11kn |
| **6414667**<br>HODP<br>6417-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 15**<br>ex Satsu Maru No. 17-76<br>ex Tenshin Maru<br>**Sunny Maritime S.A.**<br>Panama Panama | **497**<br>265<br>945 | <br><br>(KR) | **1964** Nippon Kokan K.K.—Shimizu (227)<br>55,63 9,78 3,709<br>49,99 9,76 4,20<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 430 × 620<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 308,0t | <br><br>Niigata<br>11,5kn |
| **6819934**<br>6NGV<br>BS-A-936<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 61**<br>ex Choyo Maru No. 57<br>**Duk Soo Moolsan Co. Ltd.**<br>Busan South Korea | **360**<br>159<br>479 | <br><br>KR | **1967** Narasaki Zosen K.K.—Muroran (615)<br>51,62 8,41 3,404<br>45,50 8,39 5,85<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.344<br>5 Ha | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 128kW 230V a.c. | <br><br>Kobe<br><br>12kn |
| **6820361**<br>6NHX<br>BS-A-<br>1003<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 71**<br>ex Seiju Maru No. 55-75<br>**Duk Soo Moolsan Co. Ltd.**<br>Busan South Korea | **352**<br>170<br>389 | <br><br>KR | **1969** Narasaki Zosen K.K.—Muroran (631)<br>50,50 8,72 3,455<br>44,53 8,69 3,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.373<br>3 Ha (each 1,7 × 1,7) | Oil 4SA 6Cy. 370 × 580<br>1 600bhp (1 177kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 100kW 225V a.c. | <br><br>Kobe<br>11,75kn |
| **6823387**<br>HOIZ<br>6829-76<br>Df Esd<br>Gc Pfd<br>Rdr | **DUK SOO No. 81**<br>ex Kaiun Maru No. 38-76<br>**Sebastes S.A.**<br>Duk Soo Moolsan Co. Ltd.<br>Panama Panama | **399**<br>213<br>349 | <br><br>KR | **1968** Narasaki Zosen K.K.—Muroran (629)<br>50,53 8,72 3,455<br>45,32 8,60 5,90<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.478<br>2 Ha (each 1,7 × 1,7) | Oil 4SA 6Cy. 370 × 550<br>1 600bhp (1 177kW)<br>Fuji Seisakusho<br>Gen 2 × 128kW 225V a.c. | <br><br>Tateyama<br><br>12,75kn |
| **7417783**<br>6MVH<br>BS-A-749<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 101**<br>ex Kuk Jeh No. 101<br>**Duk Soo Moolsan Co. Ltd.**<br>Busan South Korea | **437**<br>236<br>— | <br><br>KR | **1974** Dae Dong SB. Co.—Busan<br>55,05<br>49,00 8,62 5,90<br>P 28,4 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.692<br>3 Ha (1,3p&s × 1,0) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 176kW 225V a.c. | <br><br>Yaizu<br><br>11,5kn |
| **7417795**<br>6MVI<br>BS-A-750<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 102**<br>ex Kuk Jeh No. 102<br>**Duk Soo Moolsan Co. Ltd.**<br>Busan South Korea | **437**<br>236<br>— | <br><br>KR | **1974** Dae Dong SB. Co.—Busan<br>55,05<br>49,00 8,62 3,99<br>P 28,4 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.692<br>3 Ha (1,3p&s × 1,0) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 200kW 225V a.c. | <br><br>Yaizu<br><br>11,5kn |
| **7417800**<br>6MVJ<br>BS-A-751<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUK SOO No. 103**<br>ex Kuk Jeh No. 103<br>**Duk Soo Moolsan Co. Ltd.**<br>Busan South Korea | **437**<br>236<br>— | <br><br>KR | **1974** Dae Dong SB. Co.—Busan<br>55,05<br>49,00 8,62 3,99<br>P 28,4 F 8,0 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.692<br>3 Ha (1,3p&s × 1,0) (1,8 × 1,8) | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Akasaka Diesels Ltd.<br>Gen 2 × 200kW 225V a.c. | <br><br>Yaizu<br><br>11,5kn |
| **5077010**<br>SV2974<br>109<br>Df Esd<br>Rdr RTm | **DUKATO**<br>ex Halkidiki II-82 ex Colette-74<br>**Kavadas Brothers**<br>Thessaloniki Greece | **480**<br>239<br>1 150 | **✠100A1** SS 6/78<br><br>**✠LMC**<br>EL k<br>FN 866 | **1956**-8 Terneuzensche Scheepsbouw Mij.<br>N.V.—Terneuzen (67)<br>60,94 9,83 4,192<br>55,45 9,76 5,85<br>Ba 8,0 1 dk & S dk<br>RW rf 51<br>Coll BH to S dk 3 to 2nd dk WB347t | **M General Cargo** OSD<br><br>2 Ho each 18,2 ER<br>G.1 788 B.1 644<br>2 Ha (each 12,6 × 5,0) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 285 × 420<br>790bhp (581kW)<br>Masch. Augsburg-Nuernberg (MAN)<br><br>Fuel 66,0t (d.o.) | <br><br><br>Augsburg<br>11kn |
| **7326673**<br>3FME<br>3654-73<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUKE**<br><br>**Crimson Navigation Co. S.A.**<br>Panama Panama | **3 942**<br>2 844<br>6 548 | <br><br>NK | **1973** Imabari Zosen—Imabari (304)<br>105,57 16,36 6,836<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br><br><br>G.8 421 B.8 000<br>2 Ha (27,2 28,5 × 8,3) ER<br>Cr 1(20) 3(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo<br>Fuel 523,0t-12,5pd | <br><br>Kobe<br>12,75kn |
| **5094484**<br>LW2735 | **DUKE OF ATHOLL**<br><br>**S.A. de Frigorificos Regionales Argentinos (SAFRA)**<br>Buenos Aires Argentina | **356**<br>240<br>— | | **1930** J. I. Thornycroft & Co. Ltd.<br>—Southampton (1104)<br>48,77 11,00 1,524<br>10,95<br><br>F 4,6<br>R | **TM General Cargo Barge**<br>Mchy.aft<br><br>Der 2(1) | 2 Oil 2SA each 4Cy. 335 × 380<br><br>L. Gardner & Sons Ltd.<br>Fuel 19,5t | <br><br>Manchester<br>9kn |
| **8012592**<br>PDTM<br><br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **DUKE OF HOLLAND II**<br><br>**Norfolk Line B.V.**<br>Scheveningen Netherlands | **1 596**<br>657<br>2 022 | <br><br>BV | **1981** Amels B.V.—Makkum (375)<br>79,43 17,66 4,401<br>74,02 17,31 10,83<br>P 5,2 B 8,0 F 7,4 1 dk | **TM RoRo Cargo**<br>16P<br>Stern door/ramp | 2 Oil 4SA each 6Cy. 370 × 400 reduction<br>geared to sc. shafts<br>3 990bhp (2 935kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 300kW 2 × 240kW<br>380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 90,5t (d.o.) 116,0t (hvf)-17,5pd | <br><br><br>Voerde<br><br><br><br><br>14,5kn |

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| 5094496<br>GVDY<br>165014<br>Df Esd<br>Pfd Rdr<br>RTv | **DUKE OF LLANERCH-Y-MOR**<br>ex Duke of Lancaster-80<br>**Empirewise Ltd.**<br>Lancaster United Kingdom | **4 450**<br>1 962<br>849 | ✠LR class withdrawn<br>23/6/82 | **1956**-8 Harland and Wolff Ltd.—Belfast<br>(1540)<br>114,64 17,48 4,522<br>107,91 16,77 5,95<br>P 7,7 B 73,8 F 14,1 3 dks, 4th dk<br>except in mchy. space<br>RW rf 229 BK 140 conv<br>Passenger/General Cargo/Ferry 66<br>conv Passenger/RoRo Cargo/Ferry 79 | **TS Restaurant Ship**<br>315bth 885dk P<br>Stern door<br>2 Ho each 9,7 5 TwD 9,7 9,7<br>14,0 22,5 14,6<br>B.2 195<br>1 Ha (stl) (3,6 × 5,4) | 2 S Turb dr geared<br>10 500shp (7 723kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 240kW 220V d.c.<br>Fuel 203,0t (o.f.) 19kn |
| 7206770<br>GOAR<br>341821<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **DUKE OF NORFOLK**<br>**Norfolk Line Ltd.**<br>Great Yarmouth United Kingdom | **948**<br>504<br>1 450 | BV | **1972** Firma C. Amels & Zoon Schpswf. &<br>Mfbk. "Welgelegen"—Makkum (319)<br>78,64 14,33 4,217<br>68,81 14,30 8,92<br>P & B 25,3 F 9,2 2 dks | **M RoRo Cargo**<br>12bth P<br>Stern door<br>1 Ho 40,8 1 TwD 67,0 ER<br>1W | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 147kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 71,0t (d.o.) 13,5kn |
| 7627314<br>H3BK<br>7933<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUKE STAR**<br>**Crest Shipholding S.A.**<br>Panama Panama | **10 426**<br>7 098<br>18 639 | NK | **1977** Hashihama Zosen—Tadotsu (653)<br>149,51 22,64 9,437<br>138,03 22,62 12,78<br>P 26,6 F 11,0 1 dk | **M General Cargo**<br>G.23 170 B.22 353<br>4 Ha (stl) (19,6 × 10,5) (20,2 20,2<br>20,2 × 11,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki Tarami<br>14,5kn |
| 7403031<br>LJDZ<br>19468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUKE SUPPLIER**<br>ex Forest Lake-80 ex Skaulake-77<br>**K/S A/S Supply Service & Co.**<br>Supply Service A/S<br>Oslo Norway | **497**<br>197<br>1 169 | NV | **1975** Oy Laivateollisuus Ab—Turku/Abo<br>(308)<br>64,65 13,87 4,719<br>58,02 13,82 6,91<br>F - 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.fwd | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 144kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 914,5t (hvf)-27,5pd 15kn |
| 5094458<br>KOAJ<br>247439<br>Df Esd<br>Gc | **DUKE VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 638**<br>4 632<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)<br>—Richmond, Ca (731)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6<br>22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9<br>7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 5094551<br>PKNB<br>Df Esd<br>RT | **DUKUH**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **677**<br>290<br>914 | ✠Classed LR until 11/64 | **1960**-7 Stocznia Gdynska im. "Komuny<br>Paryskiej"—Gdynia (B471/02)<br>65,79 10,55 3,728<br>59,01 10,51 3,92<br>F 8,0 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Mchy.aft<br>G.1 971 B.1 786<br>4W Der 4(3-5) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 88,0t (d.o.) 12kn |
| 6926115<br>Esd RT | **DULCINEA** | **199**<br>92<br>— | ✠Classed LR until<br>25/4/80 | **1969**-9 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (380)<br>27,67 7,78 3,398<br>23,88 7,62 3,71<br>RAD 5,8<br>rf 660 BK | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction<br>geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1kW 24V d.c.<br>Fuel 8,0t 12kn |
| 5094563<br>CUUQ<br>A-1310-C<br>Esd | **DULCINHA**<br>**Pascoal & Filhos Ltda.**<br>Aveiro Portugal | **135**<br>38<br>— | ✠Classed LR until 8/65 | **1958**-12 Est. Nav. do Mondego—Figueiro<br>da Foz (43)<br>29,32 6,53<br>25,76 6,41 3,20<br>RFD 6,4<br>RW rf 889 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 290 × 420<br>440bhp (324kW)<br>Maschinenbau Kiel A.G. Kiel |
| 5127011<br>HO8274<br>3511-73B<br>Df Esd<br>RT | **DULY**<br>ex Miriam-77<br>ex Diamond Trader-75<br>ex Geert-73<br>**Lark Trading & Transport Co.**<br>Panama Panama | **352**<br>170<br>432 | (BV) | **1956** Schpsw. & Mfbk J. Vos Zn. C.V.<br>—Groningen (107)<br>44,00 7,70 2,883<br>40,85 7,60 3,51<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.569 B.532<br>2 Ha (9,3 9,4 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 26,5t (d.o.) 9,25kn |
| 7730977<br>PLYV<br>Rdr RT | **DUMAI 1**<br>ex Fuji Maru<br>**P.T. Pelayaran Nusantara 'Putra Samudra'**<br>Indonesia | **196**<br>56<br>78 | (NK) | **1968** Kanagawa Zosen—Kobe<br>29,75 3,201<br>26,50 8,60 3,79<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 380 × 580<br>Nippon Hatsudoki Kobe<br>11kn |
| 5138436<br>9WBL<br>324826<br>Esd | **DUMAS**<br>ex Victoria-66 ex Dumas-65<br>ex Gunung Mas-64<br>ex Lampong-59 ex Kota Nica-51<br>**Guan Guan Shipping Sendirian Berhad**<br>Labuan Malaysia | **570**<br>300<br>457 | | **1946** Albina Eng. & Mach. Works<br>—Portland, Or (227)<br>55,20 8,87 2,591<br>8,82<br>P 21,1 F 9,2 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 14,0 17,9 ER<br>B.822<br>2 Ha (stl) (each 6,9 × 5,0) ER<br>4W Der 4(3) | Oil 2SA 6Cy. 305 × 457<br>275bhp (202kW)<br>Enterprise Engine & Foundry Co.<br>San Francisco, Ca<br>Gen 2 × 40kW 120V d.c.<br>Fuel 40,5t 8kn |
| 5328952<br>IUJM<br>365<br>Df RT | **DUMAS**<br>ex Sinbad-71<br>**Capo Ferro S.p.A.**<br>Cagliari Italy | **286**<br>155<br>376 | (BV) (RI) | **1949** A/B Falkenbergs Varv—Falkenberg<br>(101)<br>43,59 6,61<br>39,60 6,58 3,00<br>P 10,1 F 5,2 1 dk<br>len 56 | **M Tanker**<br>10 Ta ER<br>L.(oil) 405 | Oil 2SA 4Cy. 235 × 420<br>260bhp (191kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 10,0t 9kn |

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|---|---|---|---|---|---|---|
| **5094599**<br>GGHG<br>301426<br>Df Esd<br>Gc Rdr<br>RTv | **DUMBAIA**<br>**Questnorth Ltd.**<br>Glasgow United Kingdom | T.Mk<br>**6 385**<br>3 399<br>10 928<br>**8 876**<br>5 112<br>11 961 | **✠100A1** CS 5/78<br>DTsmf & TwDm & a —<br>veg. oil<br>**✠LMC**<br>EL ct 2⅛"SQ<br>FN 4192 | **1960**-10 Lithgows Ltd.—Port Glasgow (1134)<br>141,74 19,23 8,109/8,471<br>134,12 19,13 12,12<br>P 10,4 F 12,5 2 dks, 3rd dk in No. 3 hold<br>RW rf 152<br>7BH WB1490t incl. DTsmf1467t | **M General Cargo**<br>5 Ho 19,8 17,2 20,5 9,9DT<br>9,9DT 9,1DT 9,1DT 25,2 20,5<br>B.17 490<br>5 Ha (stl) (9,6 10,2 11,8 × 6,7) ER<br>(11,8 10,2 × 6,7)<br>14W Der 1(50) 4(15) 2(7,5) 8(5) 2(3) | Oil 2SA 4Cy. 750 × 1500 exhaust500<br>5 850bhp (4 303kW)<br>J. G. Kincaid & Co. Ltd. Greeno<br>AuxB 100lbf/in² (6,9bar)<br>Gen 4 × 165kW 220V d.c.<br>Fuel 1 169,5t (hvf) |
| **5415444**<br>IMGB<br>19<br>Esd Rdr<br>RT | **DUMBO**<br>**Societe Squalo Industria Pesca**<br>San Benedetto del Tronto Italy | **148**<br>72<br>— | RI | **1963** "Navalmeccanica" Cant. Nav. —Senigallia (20)<br>34,50 6,51 3,048<br>30,00 6,46 3,61<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 265 × 410<br>450bhp (331kW)<br>S.A. Ansaldo Stab. Mecc. Geno |
| **5094616**<br>GQTF<br>180941 | **DUMBO**<br>**Hedley-Jennings Shipping Co. Ltd.**<br>London United Kingdom | **126**<br>68<br>— | | **1941** S. Hall—Canada<br>*32,56* 5,44<br>... ... ...<br>conv Yacht 47 | **Wood TM General Cargo** | 2 Oil each 12Cy. 180 × 190<br>NE 46<br>Davey, Paxman & Co. Ltd. Colche |
| **7618337**<br>YQEZ<br>363<br>Df Esd<br>Gc Rdr<br>RT | **DUMBRAVENI**<br>**NAVROM**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1976** Santierul Naval Braila—Braila<br>106,03 14,84 5,639/7,060<br>93,50 8,51<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW)<br>Jugoturbina<br>Gen 3 × 420kW 380V 50Hz a.c.<br>Fuel 322,0t (hvf) |
| **7902192**<br>CG2522<br>391902<br>Df Esd<br>Gc Rdr<br>RT | **DUMIT**<br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **569**<br>176<br>85 | | **1979** Allied Shipbuilders Ltd.—North Vancouver, B.C. (217)<br>50,91 12,58 1,221<br>48,82 12,21 2,77 | **TM Buoy Ship** | 2 Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illi |
| **6615041**<br>SIAP<br>RT | **DUMLE**<br>**Goteborgs Stad (Hamndirektoren)**<br>Goteborg Sweden | **390**<br>350<br>— | **✠100A-** SS 4/79<br>hopper barge<br>Gothenburg estuary service<br>EL (e)<br>FN 472 | **1966**-7 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (814)<br>40,57 8,92 2,998<br>39,96 8,60 3,20<br>RAD 7,4 RFD 7,4 1 dk<br>rf nil<br>2BH | **Hopper Barge**<br>Bottom doors<br>1 Ho 24,9<br>1 Ha (24,9 × 6,4) | Gen 1 × 2kW 25V d.c. |
| **7531280**<br>FNIF<br>Df Esd<br>Gc Rdr<br>RT | **DUMONT D'URVILLE**<br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Le Havre France | **23 909**<br>13 461<br>38 923 | BV | **1977** Mitsubishi Heavy Industries Ltd. —Hiroshima (279)<br>188,02 27,84 11,391<br>176,03 27,81 15,91<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.47 347 B.45 431<br>5 Ha (stl) (16,1 17,9 17,9 17,9 17,9 × 12,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 2 465,0t |
| **8100258** | **DUMP BARGE No. 9**<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | **150**<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 278 | **1981** Engineering Enterprises for Steel Work "Steelco"—Cairo (62)<br>1,501<br>28,43 7,51 2,24<br>1 dk | **General Cargo Barge** | |
| **8100260** | **DUMP BARGE No. 10**<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | **150**<br>—<br>250 | **100A1**<br>Class Contemplated<br>FN 279 | **1981** Engineering Enterprises for Steel Work "Steelco"—Cairo (63)<br>1,501<br>28,43 7,51 2,27<br>1 dk | **General Cargo Barge** | |
| **8128781** | **DUMP BARGE I**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **917**<br>—<br>1 330 | GL | **1981** Deggendorfer Werft u. Eisenbau Ges. m.b.H.—Deggendorf (709)<br>65,03 3,001<br>3,92<br>1 dk | **TM Hopper Barge**<br>Bottom doors | 2 Oil<br>Masch. Augsburg-Nuernberg (MAN) West Germ |
| **8128793** | **DUMP BARGE II**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **917**<br>—<br>1 330 | GL | **1981** Deggendorfer Werft u. Eisenbau Ges. m.b.H.—Deggendorf (710)<br>65,03 3,001<br>3,92<br>1 dk | **TM Hopper Barge**<br>Bottom doors | 2 Oil<br>Masch. Augsburg-Nuernberg (MAN) West Germ |
| **8128808** | **DUMP BARGE III**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **917**<br>—<br>1 330 | GL | **1981** Deggendorfer Werft u. Eisenbau Ges. m.b.H.—Deggendorf (711)<br>65,03 3,001<br>3,92<br>1 dk | **TM Hopper Barge**<br>Bottom doors | 2 Oil<br>Masch. Augsburg-Nuernberg (MAN) West Germ |
| **7807873** | **DUMP BARGE 6**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port of Alexandria General Organisation)**<br>Alexandria Egypt | **421**<br>227<br>585 | ✠Classed LR until 12/12/80 | **1979**-7 Kegoya Dock K.K.—Kure (791)<br>46,41 9,43 3,322<br>43,52 9,01 4,02<br>RAD 1,0 RFD 5,2 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240 reverse reductio geared to sc. shaft<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amag<br>Gen 2 × 64kW 385V 50Hz a.c. |

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| 7807885 | **DUMP BARGE 7**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port of Alexandria General Organisation)**<br>Alexandria Egypt | **421**<br>227<br>588 | ✠Classed LR until 19/12/80 | **1979**-7 Kegoya Dock K.K.—Kure (792)<br>46,41 9,43 3,322<br>43,52 9,01 4,02<br>RAD 1,0 RFD 5,2 1 dk<br>rf nil | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 64kW 385V 50Hz a.c. |
| 5392202<br>401918<br>Df Esd<br>Rdr RT | **DUN EOCHALLA**<br>ex Vertrouwen-80 ex Wiron II-79<br>**Desmond Faherty**<br>Sligo Irish Republic | **197**<br>89<br>— | | **1955** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (480)<br>33,91 7,09<br>3,66<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292<br>1 000bhp (736kW) NE 73<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>10kn |
| 5333579<br>BOQN<br>Df Esd<br>Gc Rdr<br>RT | **DUN HUA**<br>ex Eastfortune-70 ex Sollen-63<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **6 354**<br>3 230<br>10 435<br>**8 809**<br>5 138<br>12 629 | ✠Classed LR until 26/3/71 | **1961**-4 Uddevallavarvet A/B—Uddevalla (252)<br>142,40 18,60 8,033/9,049<br>131,43 18,52 12,30<br>RAD 10,1 F 25,6 1 dk & S dk<br>rf 51 | **M General Cargo** OSD/CSD 4P<br>5 Ho 16,3 19,3 17,5 ER 23,5 18,3<br>G.17 467 B.15 947<br>5 Ha (stl) (8,9 12,1 12,1 × 7,9) ER (10,5 15,1 × 7,9)<br>16W Der 1(30) 10(10) 6(5) | Oil 2SA 6Cy. 760 × 1500<br>5 600bhp (4 119kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel 1 712,0t (hvf) 14,5kn |
| 6622783<br>67220<br>Df Esd<br>Gc Rdr<br>RT | **DUN HUANG**<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **8 258**<br>4 702<br>13 381<br>**11 422**<br>6 857<br>15 586 | ✠Classed LR until 5/68 | **1967**-2 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (876)<br>159,39 21,42 8,503/9,354<br>147,83 21,34 12,96<br>F 14,1 1 dk & S dk<br>RW rf 152 DK fwd | **M General Cargo** OSD/CSD<br>5 Ho 19,2 14,4 9,2DTp&s 24,3 23,4 ER 20,9<br>5 Ha (stl) (10,9 13,4 13,4 13,4 × 7,6) ER (10,9 × 7,6)<br>18W Der 1(50) 4(10) 12(5) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 340kW 380V 50Hz a.c. |
| 5101433<br>HAAF<br>Df Esd<br>Gc Rdr<br>RT | **DUNA**<br>ex Elisabeth Bornhofen-70<br>**Hungarian Shipping Co. Ltd. (Magyar Hajozasi R.T.) (MAHART)**<br>Budapest Hungary | **2 350**<br>1 196<br>4 500 | GL | **1951** Howaldtswerke A.G.—Kiel (911)<br>102,24 14,41 6,325<br>95,00 14,36 9,00<br>F 8,6 1 dk & S dk<br>RW | **M General Cargo** OSD 2P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>G.7 487 B.6 703<br>5 Ha (9,0 8,0 8,0 × 6,4) ER (9,0 9,0 × 6,4)<br>10W Der 1(20) 10(3-5) | Oil 2SA 7Cy. 520 × 900<br>2 300bhp (1 692kW) MAN<br>Howaldtswerke A.G. Kiel<br>Gen 3 × 110kW 220V d.c.<br>Fuel 512,0t (d.o.) 12,5kn |
| 6713439<br>YQAF<br>217<br>Df Esd<br>Gc Rdr<br>RT | **DUNAREA**<br>**NAVROM**<br>Constantza Romania | **16 591**<br>5 374<br>25 815 | RNR<br>✠Classed LR until 9/70 | **1967**-5 Hitachi Zosen—Innoshima (4096)<br>181,11 24,87 9,867<br>172,02 24,80 13,14<br>P 31,4 F 18,0 1 dk<br>rf 51 | **M Ore Carrier**<br>3 Ho 39,7 39,4 39,7 ER<br>G.13 017<br>6 Ha (stl) (each 14,0 × 8,8) ER | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel 2 235,5t (hvf) 16kn |
| 7614226<br>YQAG<br>237<br>Df RT | **DUNAREA**<br>**NAVROM**<br>Constantza Romania | **823**<br>225<br>— | RNR | **1967** Santierul Naval Oltenitsa—Oltenitsa<br>61,80 10,83 2,450<br>4,50<br>1 dk | **TD-E Dredger**<br>Bucket | 4 Oil 4SA each 6Cy. 240 × 360 total driving 4 gen. each 200kW connected to 2 elec. motors each of 475shp (349kW) & geared to 2 sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 64kW 1 × 16kW 220V d.c.<br>7kn |
| 5017993<br>YTOE<br>RT | **DUNAT**<br>ex Anita Madre-71 ex Anita G.-56<br>ex Anita-50<br>**Opca Poljoprivredna Zadruga**<br>Rijeka Yugoslavia | **148**<br>70<br>— | JR (RI) | **1947** Cant. Trevisan—Venezia<br>29,65 7,14 3,299<br>26,29 6,99 3,10<br>1 dk | **Wood M General Cargo**<br>1 Ha (6,0 × 3,5)<br>Cr 1(1) | Oil 4SA 6Cy. 215 × 310<br>180bhp (132kW)<br>S.A. Ansaldo Genova<br>Gen 1 × 1kW 24V d.c.<br>8kn |
| 5426869<br>LZFD<br>Df Esd<br>Gc Rdr<br>RT | **DUNAV**<br>ex Montana-63<br>**Navigation Maritime Bulgare**<br>Bourgas Bulgaria | **13 628**<br>8 084<br>20 462 | BR<br>✠Classed LR until 28/5/76 | **1961**-2 Sir J. Laing & Sons Ltd.—Deptford, Sunderland (822)<br>170,47 21,95 9,481<br>163,38 21,91 12,45<br>P 37,8 B 11,3 F 19,6 1 dk<br>rf 102 | **M Tanker**<br>26 Ta ER<br>L.(oil) 27 090 HeCls. BC | Oil 2SA 6Cy. 670 × 2100<br>8 700bhp (6 399kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>Gen 2 × 264kW 1 × 240kW<br>Fuel 1 707,0t-29,0pd 13kn |
| 7819905<br>Esd Rdr<br>RT | **DUNAV**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **500**<br>—<br>720 | RS (Class cont.) | **1980** Brodogradiliste "Titovo"—Kraljevica (429)<br>55,35 11,82 3,860<br>49,03 11,61 4,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>Sulzer<br>Jugoturbina Karlovac |
| 7044677<br>ESGC<br>M-30112<br>Df Esd<br>Gc Rdr<br>RT | **DUNAY**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **1 346**<br>461<br>527 | RS | **1969** ..............U.S.S.R.<br>72,07 10,83 3,541<br>5,72 | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.677<br>2 Ha (each 2,5 × 2,5)<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 7397593<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUNAY**<br>**U.S.S.R.**<br>U.S.S.R. | **1 268**<br>—<br>— | | **1975** VEB Peene-Werft—Wolgast (124)<br>72,80<br>65,99 12,79 3,20<br>1 dk | **TD-E Dredger**<br>Bucket<br>Dredging depth 24,0<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 480 total 2 640bhp (1 942kW) driving 2 gen. connected to elec. motors<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>8,5kn |
| 6801250<br>USYZ<br>M-786<br>Df Esd | **DUNAY**<br>ex Hoy-46<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **597**<br>255<br>534 | (RS)<br>✠ | **1941**-7 Cook, Welton & Gemmell Ltd.—Beverley (675)<br>50,14 8,44 4,280<br>8,40 4,58<br>1 dk<br>conv Side Trawler Fishing 48 | **M General Cargo**<br>2 Ho<br>B.613<br>2 Ha (4,5 3,0 × 2,6)<br>2W Der 2(1,5) | Oil 4SA 6Cy. 349 × 534<br>NE 48<br>England<br>8kn |

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| **6801236**<br>UVHO<br>M-22479 | **DUNAYETS**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Astrakhan U.S.S.R. | **464**<br>—<br>155 | <br><br>RS | **1955** Santierul Naval Galatz—Galatz<br>44,30 9,50 3,469<br>4,40<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works | <br><br>Leningr<br>11k |
| **7507825**<br>ENGD<br>M-28290 | **DUNAYEVO**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1974** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | <br><br><br>Magdebu<br>9,5k |
| **7326049**<br>EITJ<br>401940<br>Esd Rdr<br>RT | **DUNBOY**<br>ex Alcatraz-82<br>**Governor & Company of the**<br>**Bank of Ireland**<br>Dublin Irish Republic | **271**<br>93<br>— | <br><br>BV | **1974** S.A. Balenciaga—Zumaya (221)<br>40,75 8,64 3,801<br>34,19 8,60 4,02<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 750 × 1000 reverse<br>reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V.<br>Controllable pitch propeller<br>Fuel 112,5t (d.o.) | <br><br><br>Gent/Gan<br><br>12,25k |
| **6870316**<br>UMZM<br>M-24246 | **DUNDAGA**<br><br>**U.S.S.R. -'Zapryba'**<br>Liepaya U.S.S.R. | **265**<br>93<br>138 | <br><br>(RS) | **1957** ..............East Germany<br>39,15 7,37 3,120<br>3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>2 Ho<br>B.200<br>2 Ha (each 1,8 × 1,9)<br>Der 1(1,5) | Oil 4SA 6Cy. 320 × 480<br>E made61 fitted—<br>VEB Schwermasch. Karl Liebknecht<br>(SKL)<br>Fuel (d.o.) | <br><br><br>Magdebu<br>10,5k |
| **6924234**<br><br>191897<br>Esd Rdr<br>RTh | **DUNDAS**<br><br>**Dillingham Australia Pty. Ltd.**<br>John Burke Shipping<br>*Cairns, Queensland* Australia | **366**<br>151<br>— | **✠100A1** SS 9/78<br>non—perishable cargoes<br>DTsfa—oil FP above<br>65.5°C Queensland and<br>Gulf of Carpentaria<br>coasting service to Papua<br>New Guinea and West<br>Irian<br>**LMC** **UMS**<br>EL (H) 275,0/26,0U2<br>FN 552 | **1969**-9 North Queensland Engineers &<br>Agents Pty. Ltd.—Cairns (17)<br>49,48 10,60 2,045<br>43,08 10,36 2,44<br>B 10,4 1 dk<br>rf nil len 78<br>7BH WB320t incl. DTf82t & DTm155t | **TM RoRo Cargo/Landing Craft**<br>Deck Cargo<br>Bow door<br>4 Ta ER<br>L.372 | 2 Oil 4SA each 6Cy. 137 × 165 reverse<br>reduction geared to sc. shafts<br>708bhp (521kW) ✠ NE 11/73<br>Caterpillar Tractor Co.<br>Gen 2 × 48kW 415V 50Hz a.c. | <br><br><br>Peoria, Illino |
| **7221469**<br>DADH<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DUNECK**<br><br>**Partenreederei m.s. 'Duneck'**<br>Heinrich Freudenberg<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**999**<br>674<br>2 400 | <br><br>GL | **1972** Husumer Schiffsw.—Husum (1408)<br>92,79 13,44 4,909<br>83,22 13,21 7,50<br>B 14,7 F 8,0 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.5 050 B.4 770<br>1 Ha (stl) ER | Oil 4SA 8Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Masch. Augsburg-Nuernberg (MAN) | <br><br><br>Augsbu<br>14k |
| **7820461**<br>GBKQ<br>388500<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUNEDIN**<br><br>**Shaw Savill & Albion Co. Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **18 140**<br>10 080<br>16 378 | **✠100A1**<br>container ship<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL I† 605,0/64,0U3<br>FN 6785 | **1980**-7 Swan Hunter Shipbuilders Ltd.<br>—Walker Shipyard, Newcastle (107)<br>176,13(BB) 26,55 9,367<br>160,61 26,51 15,73<br>F 18,9 1 dk<br>rf nil<br>8BH WB6036T, incl. DTf579T, Comb. btm<br>& STs in Nos. 2-5 holds 1528T, STs in<br>Nos. 1 & 2 holds 1135T, Tunnel tanks in<br>No. 6 hold 612T | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>7 Ho 15,3 16,6 16,6 17,2 16,6<br>ER 15,5 11,8<br>G.3 992 B.3 680 In.19 660<br>TEU 768<br>C.Ho 426/20'(40') incl. 368 ref C.<br>C.Dk 342/20'(40')<br>7 Ha (stl) (12,9 12,9 12,9 12,9 12,9<br>× 8,7) ER (13,3 12,9 × 8,7)<br>12 Wing Ha (stl) (12,9p&s × 2,6)<br>(12,9p&s 12,9p&s 12,9p&s ×<br>5,4) ER (13,3p&s × 5,4) (7,4p&s<br>× 2,6)<br>Cr 4(36) | Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW)<br>Harland and Wolff Ltd.<br>AuxB (ex.g) 9kgf/cm² (8,9bar) Spt 250°C<br>7,2kgf/cm² (7,1bar)<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar) hs3150,0<br>AuxB (o.f.) rcv & htr 7,5kgf/cm² (7,4bar)<br>Gen 1 × 920kW 1 × 4kW<br>450V 60Hz a.c. | <br>B&W<br>Belfas<br><br><br><br><br><br><br><br>19k |
| **7214131**<br>ZMPL<br>343865<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DUNEDIN**<br>ex Union New Zealand-78<br>**Deep Sea Shipping Co. Ltd.**<br>Maritime Carriers New Zealand<br>Ltd.<br>Wellington New Zealand | **3 166**<br>1 768<br>5 397 | <br><br>AB | **1972** Tohoku Zosen—Shiogama (138)<br>85,83 15,24 7,443<br>79,23 15,22 9,12<br>P 7,1 B 13,5 F 10,7 1 dk | **M General Cargo**<br><br>3 Ho 18,2 18,2 17,6 ER<br>G.6 239 B.5 943 HeCls. B<br>3 Ha (stl) (each 12,2 × 7,6) ER<br>3W Der 2(15) 1(10) | Oil 4SA 6Cy. 460 × 740<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo<br>Gen 3 × 172kW 450V 60Hz a.c.<br>Fuel 201,0t (hvf)-10,0pd | <br><br>Kob<br><br>12,25k |
| **6418194**<br>GOHY<br>305311<br>Df Rdr<br>RTm/v | **DUNELM**<br><br>**Wear Tugs Ltd.**<br>Lawson-Batey Tugs PLC<br>Sunderland United Kingdom | **132**<br>0<br>106 | **✠100A1** SS 5/79<br>tug<br>**✠LMC**<br>EL (b)<br>FN 267 | **1964**-11 R. Dunston (Hessle) Ltd.—Hessle<br>(S812)<br>27,97 7,85 3,137<br>25,00 7,32 3,36<br><br>rf 533 BK 140<br>3BH WB29t | **M Tug**<br>12P | Oil 4SA 8Cy. 267 × 362 with flexible<br>coupling & reverse geared to sc. shaft<br>Ruston & Hornsby Ltd.<br>Gen 2 × 30kW 440V 50Hz a.c.<br>Fuel 33,0t (d.o.) | <br><br>Linco<br><br>11k |
| **7035456**<br>CBDU<br><br>Df Esd<br>Gc Rdr<br>RT | **DUNGENESS**<br>ex ASD Astor-80 ex Astor-73<br>ex Libyaville-71<br>**Naviera Magallanes Ltda.**<br>**(NAVIMAG)**<br>Valparaiso Chile | **499**<br>241<br>1 392 | <br><br>GL | **1970** T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk (Z94)<br>79,81 14,15 3,610<br>74,00 14,11 8,62<br>F 13,2 1 dk & S dk | **M RoRo Cargo** OSD<br>Mchy.aft | Oil 4SA 6Cy. 360 × 450<br>3 600bhp (2 648kW)<br>Motorenw. Mannheim A.G. (MWM) | <br><br><br>Mannhe<br>15k |
| **5013870**<br>OXSC<br>H285<br>Df Gc<br>Pfd RT | **DUNGENESS**<br>ex Laibot-82 ex Ambition-73<br>**Bruno Nielsen Lind**<br>Esbjerg Denmark | **122**<br>58<br>— | | **1960** A/S Nordsovaerftet—Ringkobing (3)<br>30,59 6,35<br>6,30 3,15<br><br>len 68 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW) NE 70<br>Grenaa Motorfabrik. A/S<br>Fuel (d.o.) | <br><br>Grena |
| **5133034**<br>GMUW<br>169164<br>RTv | **DUNHERON**<br>ex Golden Cross-68<br>**Carmet Tugs Co. Ltd.**<br>Newport, Gwent United Kingdom | **132**<br>0<br>— | **✠100A1** SS 8/80<br>tug<br>**✠LMC**<br>EL (a)<br>FN 259 | **1955**-7 Scott & Sons—Bowling (407)<br>26,29 7,29 2,826<br>24,54 7,17 3,36<br>1 dk<br>RW rf 457 BK 152<br>3BH | **M Tug** | Oil 2SA 4Cy. 368 × 483 sr geared to sc.<br>shaft<br>Crossley Bros. Ltd.<br>Fuel (d.o.) | <br><br>Manchest |

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| 5387611<br>Df Esd<br>RT | **DUNIA**<br>ex Conti Mini-77<br>**Zeidam & Karabachi**<br>Syria | **421**<br>299<br>635 | (GL) | **1955** Werft Nobiskrug—Rendsburg (580)<br>*48,59* 8,03 3,099<br>8,01 3,41<br>P 9,5 F 5,2 1 dk<br>RW len 57 | **M General Cargo**<br>G.892 B.850<br>2 Ha ER | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>8kn |
| 7403809<br>Df Esd<br>Rdr RT | **DUNIA I**<br>ex Pepe el Chaucha-80<br>**Societe de Peche Trans-Maritime**<br>Agadir Morocco | **190**<br>61<br>— | BV | **1974** Ast. Pomares—Alicante (09)<br>30,99<br>28,15 7,00 3,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW) Baudouin<br>Internacional Diesel S.A. Zumaya<br>Fuel 65,0t (d.o.) 11,75kn |
| 5414452<br>SDUO<br>8604<br>Df Esd<br>RTh | **DUNO**<br>ex Daisjo-71 ex Pamela-68<br>ex Nordorn-67 ex Ziba-65<br>ex Lecko-63 ex Miriam-49<br>**Maj-Britt Karlsson P/R**<br>Kalmar Sweden | **398**<br>200<br>630 | (BV) | **1943** Kalmar Varv A/B—Kalmar (342)<br>48,82 8,41 3,607<br>44,51 8,36 3,87<br>1 dk<br>R BK 157 len 52 | **M General Cargo** 2P<br>1 Ho 28,5 ER<br>G.821 B.736<br>2 Ha (11,5 × 7,4) (11,5 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 230 × 400<br>360bhp (265kW) NE 52<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Gen 1 × 3kW 1 × 2kW 1 × 1kW 24V d.c.<br>Fuel 30,5t (d.o.) 9kn |
| 6900484<br>SIEQ<br>Df Esd<br>Rdr RTm | **DUNO**<br>ex Opus-79 ex Charon-68<br>**Georg Fransson, Karl Iver Malmborg, Poul Malmborg og Filip Hoglund**<br>Donso Sweden | **159**<br>70<br>178 | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (D.561/39)<br>33,58 6,61 2,699<br>29,57 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ho 4,6 6,7<br>2 Ha (stl) (each 1,5 × 1,2)<br>1W Der 1(0,5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 11,5kn |
| 6513712<br>SDOE<br>10560<br>Esd Pfd<br>Rdr RTm | **DUNO**<br>**Filip Hoglund P/R**<br>Donso Sweden | **140**<br>59<br>— | BV | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>*28,38* 6,63 3,302<br>6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,6 × 1,2) ER<br>1W Der 1(2) | Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 20,0t (d.o.)-2,0pd 12kn |
| 6803777<br>GYJF<br>303650<br>Rdr RT | **DUNOSPREY**<br>**Cory Ship Towage (N.I.) Ltd.**<br>Cory Ship Towage Ltd.<br>Belfast United Kingdom | **173**<br>0<br>— | **✠100A1** SS 7/77<br>tug<br>U.K., Eire and between River Elbe and Brest<br>**✠LMC**<br>EL (c) 1″U2<br>FN 320 | **1968**-2 R. Dunston (Hessle) Ltd.—Hessle (S852)<br>30,36 8,28 3,391<br>27,44 7,85 3,81<br>rf 381 BK 152<br>3BH WB59t | **M Tug**<br>Mchy.aft | Oil 2SA 6Cy. 340 × 570 dr geared to sc. shaft<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 30kW 220V d.c.<br>11,25kn |
| 5187700<br>VCJV<br>180044<br>Esd Pfd<br>RT | **DUNURE**<br>ex Kingfisher-66<br>**Puddister Shipping Ltd.**<br>St. John's, Nfl. Canada | **493**<br>224<br>525 | ✠Classed LR until 9/66 | **1944**-12 Henry Robb Ltd.—Leith (333)<br>51,82 8,26 3,169<br>48,77 8,23 3,20<br>P 14,7 RQD 16,8 F 8,3 1 dk<br>RW rf 76 | **M General Cargo**<br>2 Ho 12,1 18,9 ER<br>G.843 B.799<br>2 Ha (8,3 10,5 × 4,2) ER<br>2W Der 2(3) | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW) NE 74 Caterpillar<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 22kW 220V d.c.<br>Fuel (d.o.) 10kn |
| 7000487<br>FWDL<br>Df Esd<br>Gc Rdr<br>RT | **DUQUESNE**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>St. Nazaire France | **354**<br>22<br>230 | BV | **1969** Soc. des At. Francais de l'Ouest—St. Nazaire (Ro11)<br>37,17 9,43 4,598<br>33,15 9,00 4,81<br>1 dk | **M Tug** | Oil 4SA 6Cy. 400 × 580 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 12kn |
| 7732494<br>WYG7<br>273<br>583114 | **DURANGO**<br>**Durango Inc.**<br>Brownsville, Tx United States of America | **128**<br>88<br>— | | **1977** ............Bayou la Batre, Al<br>*21,95*<br>6,76 3,51<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 5095086<br>KGJU<br>247096<br>Df Esd<br>Gc | **DURANGO VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 1)—Richmond, Ca (549)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 6523212<br>351066<br>RTv | **DURBAN SERVICER**<br>**BP Southern Africa (Pty.) Ltd., Caltex Oil (SA) Ltd., Shell S.A. (Pty.) Ltd. & Mobil Oil Southern Africa (Pty.) Ltd.**<br>Shell South Africa (Pty.) Ltd.<br>Durban South Africa | **646**<br>615<br>1 016 | **✠A1** SS 6/79<br>oil tanker<br>FP above 65,5°C.<br>Durban harbour service<br>**LMC**<br>EL (i)<br>FN 698 | **1966**-11 Barens SB. & Eng. Corp. Ltd.—Durban (21)<br>48,72 10,88 3,252<br>48,27 10,42 4,02<br>1 dk<br>rf nil<br>6BH WB34t | **M Tank Barge**<br>Mchy.fwd & aft<br>8 Ta<br>L.(oil) 1 165<br>Der 1(1) | 2 Vee Oil 4SA each 12Cy. 720 × 1250<br>480bhp (353kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 60kW 380V 60Hz a.c.<br>1 Directional propeller aft, 1 fwd<br>Fuel 28,5t (d.o.)-2,0pd 6kn |
| 7040798<br>UTKB<br>M-26841 | **DURBE**<br>**U.S.S.R. -'Zapryba'**<br>Liepaya U.S.S.R. | **508**<br>174<br>287 | (RS) | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 8,87 3,599<br>44,35 8,79 4,32<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.353<br>2 Ha (each 2,1 × 1,7)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW) E made71 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| 5095098<br>PKNC<br>Df Esd<br>RT | **DUREN**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **677**<br>280<br>— | ✠Classed LR until 11/64 | **1960**-8 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B471/03)<br>65,79 10,55 3,734<br>59,01 10,51 3,76<br>F 8,0 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Mchy.aft | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| 7532648<br>ATNZ<br>1668<br>Esd Rdr<br>RT | **DURGA RANI**<br>**Union Carbide India Ltd.**<br>Bombay India | **185**<br>90<br>— | AB | **1976** Mazagon Dock Ltd.—Bombay (441)<br>27,36 8,06 2,901<br>25,89 7,92 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,7<br>1 Ha (stl) (1,8 × —) | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |

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|---|---|---|---|---|---|---|---|
| **6800452**<br>VRPC<br>702373<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DURHAM**<br>ex Yamato-82 ex Har Addir-75<br>**Durham Bulk Carriers Ltd.**<br>Hong Kong Hong Kong<br>(British) | **41 108**<br>27 247<br>78 492 | **✠100A1** SS 4/78<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL y† 3⅜"U2<br>FN 12050 | **1968**-3 Furness S.B. Co. Ltd.—Haverton Hill (530)<br>246,59(BB) 31,78 14,466<br>236,68 31,70 19,21<br>F 19,6 1 dk<br>rf 127 DK fwd<br>NS 11BH WB24080t incl. Comb. btm. & STs in holds 5755t Topside tanks in Nos. 1 & 2 holds 2078t Comb. topside & under deck tanks in Nos. 3-9 holds 7630t | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho ER<br>G.85 318<br>9 Ha (stl) (12,1 12,1 15,8 15,8 15,8 15,8 15,8 × 12,1) (12,1 15,8 × 14,0) ER | Oil 2SA 8Cy. 840 × 1800<br>16 800bhp (12 357kW)<br>Harland and Wolff Ltd.<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c. | B&W<br>Belfas<br>16kn |
| **7105691**<br>GOVE<br>341378<br>Esd Rdr<br>RT | **DURHAM TEAL**<br>ex Pacific Mariner-80<br>**Slann & Davies Ltd.**<br>London United Kingdom | **970**<br>519<br>1 694 | **✠100A1** SS 9/79<br>oil tanker<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1050 | **1971**-6 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (370)<br>70,11 11,71 4,172<br>64,80 11,59 4,60<br>P 17,4 F 11,3 1 dk<br>rf 102<br>10BH WB60t | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 56kW 380V 50Hz a.c. | Koel<br>11,5kn |
| **6721199**<br>9VBX<br>382359<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DURIAN**<br>ex San Joaquin Valley-81<br>**Sembawang Johnson Alpha Shipping Pte. Ltd.**<br>Sembawang Johnson Shipmanagement (Pte.) Ltd.<br>Singapore Singapore | **9 634**<br>5 333<br>8 027 | **✠100A1** CS 1/78<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL B† 2"U3<br>FN 4815 | **1968**-3 Oy Wartsila Ab—Turku/Abo (1155)<br>154,08(BB) 21,06 8,840<br>140,04 21,01 13,37<br>F 17,4 2 dks<br>rf 178<br>8BH WB1734t incl. Tunnel tanks 306t | **M General Cargo**<br>Ref.<br>6 Ho 18,4 20,9 20,5 20,5 ER 20,5 11,2<br>In.13 810<br>11 Ha (stl) (7,0 × 9,6) (12,4p&s 12,4p&s 12,4p&s × 6,0) ER (12,4p&s × 6,0) (6,3p&s × 5,0)<br>Cr 8(5) | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shaft<br>14 880bhp (10 945kW)<br>Oy Wartsila Ab<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 114lbf/in² (7,9bar)<br>Gen 1 × 1144kW 2 × 800kW 1 × 520kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 549,5t (hvf)-61,0pd | Pielstic<br>Turku/Ab<br>21kn |
| **5095139** | **DURIAN**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **100**<br>—<br>— | | **1952** Ams. Schp. G. de Vries Lentsch, Jr. —Alphen a/d Rijn (2252)<br>25,40 5,14 1,677<br>5,08<br>1 dk | **M General Cargo**<br>1 Ho 2,9<br>B.24<br>1 Ha (1,4 × 0,9)<br>1W | Oil 4SA 8Cy. 146 × 203<br>Caterpillar Tractor Co.<br>Fuel 7,0t | Peoria, Illinoi<br>8,5kn |
| **7322160**<br>5LYI<br>4477<br>Df Esd<br>Gc Rdr<br>RTv | **DURIAN KING**<br>**Durian King Shipping Inc.**<br>Monrovia Liberia | **4 802**<br>3 043<br>7 875 | BV | **1973** Watanabe Zosen K.K.—Hakata (152)<br>115,70 17,48 7,011<br>107,83 17,43 8,72<br>P 27,2 B 5,5 F 12,8 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 40,6 38,4 ER<br>G.10 695 B.10 221<br>2 Ha (stl) (31,0 30,7 × 8,0) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 573,0t (hvf) | Mitsubish<br>Kobe<br>13kn |
| **7355466**<br>ELEI<br>4651<br>Df Esd<br>Gc Pfd<br>RTv | **DURIAN QUEEN**<br>**Durian Queen Shipping Inc.**<br>Monrovia Liberia | **4 869**<br>3 020<br>7 730 | BV | **1974** Yamanishi Zosen K.K.—Ishinomaki (748)<br>115,80 17,48 7,020<br>107,88 17,43 8,69<br>P 30,2 B 5,8 F 15,0 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 41,3 38,4 ER<br>G.10 654 B.10 319<br>2 Ha (stl) (each 30,7 × 8,0) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 250kW 445V 60Hz a.c.<br>Fuel 606,0t (hvf) | Mitsubish<br>Kobe<br>12,5kn |
| **7737341**<br>Rdr RT | **DURIAN 1200**<br>ex Golden Sea 727-81<br>**P.T. Sea Horse Towing & Shipping Co.**<br>Jakarta Indonesia | **159**<br>16<br>— | NK | **1977** Sin Chin Seng—Singapore<br>25,53 7,19 2,706<br>23,09 7,18 3,48<br>F 9,8 1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 178 × 197<br>Paxman Diesels Ltd.<br>Gen 2 × 64kW a.c. | United Kingdo |
| **8200280**<br>YTWZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DURMITOR**<br>**Jugoslavenska Oceanska Plovidba (JUGOOCEANIJA)**<br>Kotor Yugoslavia | **12 375**<br>7 355<br>17 250 | BV JR | **1982** VEB Warnowwerft Warnemuende —Warnemuende (201)<br>158,05(BB) 23,09 10,151<br>146,01 23,06 13,42<br>P 25,3 F 35,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.25 665 B.23 556<br>TEU 604<br>C.Ho 342/20' (40') C.Dk 262/20' (40')<br>7 Ha (stl) (18,5 × 10,4) (19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>9W Der 1(125) 4(35) 4(5-10) | Oil 2SA 7Cy. 700 × 1200<br>8 967bhp (6 596kW)<br>VEB Dieselmotorenwerk Rostock (DMR) | MAN<br>Rostock<br>16,25kn |
| **8012205**<br>EHDN<br>328<br>Df Esd<br>Gc Rdr<br>RT | **DURO DIEZ**<br>**Sociedad Metalurgica Duro-Felguera S.A.**<br>Gijon Spain | **4 003**<br>2 805<br>7 114 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL V 495,0/42,0U3<br>FN 2501 | **1982**-5 Soc. Met. Duro Felguera—Gijon (151)<br>104,09 16,54 7,589<br>95,41 16,50 9,71<br>P 5,5 F 10,4 1 dk<br>5BH WB2019T incl. DTf166T, STs in holds 597T | **M General Cargo**<br>2 Ho 35,7 31,8 ER<br>G.8 914<br>TEU 226 C. 226/20'<br>2 Ha (stl) (each 25,9 × 12,6) ER<br>Cr 1(8) Der 2(5) | Vee Oil 4SA 12Cy. 400 × 500 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>AuxB (Comp) 7,4kgf/cm² (7,3bar)<br>Gen 3 × 216kW 380V 50Hz a.c. | Deutz<br>Vigo |
| **8012190**<br>EADM<br>Df Esd<br>Gc Rdr<br>RT | **DURO NUEVE**<br>**Sociedad Metalurgica Duro-Felguera S.A.**<br>Gijon Spain | **4 002**<br>2 805<br>7 114 | **✠100A1**<br>Strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL v 495,0/42,0U3<br>FN 2502 | **1982**-1 Soc. Met. Duro Felguera—Gijon (150)<br>104,09(BB) 16,54 7,589<br>95,41 16,51 9,71<br>P 5,5 F 10,4 1 dk<br>rf nil<br>5BH WB2019T incl. DTf 166T STs in holds 597T | **M General Cargo**<br>2 Ho 35,7 31,8 ER<br>G.8 914<br>2 Ha (stl) (each 25,9 × 12,6) ER<br>Cr 1(8) Der 2(5) | Vee Oil 4SA 12Cy. 400 × 500 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A.<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 216kW 380V 50Hz a.c. | Deutz<br>Vigo |
| **6715372**<br>HZSZ<br>Df Esd<br>Gc Rdr<br>RT | **DURR**<br>ex Canguro Verde-81<br>**Fayez Trading & Shipping Establishment**<br>Saudi Arabia | **5 293**<br>3 085<br>1 965 | RI | **1967** Italcantieri S.p.A.—Castellammare di Stabia (645)<br>126,35 19,26 5,469<br>115,91 19,21 13,47<br>1 dk & S dk, pt 3rd & 4th dks | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>334bth 366dk P<br>Stern door/ramp | 2 Oil 2SA each 7Cy. 600 × 800<br>11 900bhp (8 753kW)<br>S.A. Fiat S.G.M.<br>Gen 4 × 480kW 440V a.c.<br>2 Controllable pitch propellers<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 259,0t | Torino<br>18,5kn |
| **7110983**<br>HO5252<br>1121<br>2-81<br>Esd Pfd<br>Rdr RTv | **DURRES**<br>ex Durward-81<br>**Batore Investment Inc.**<br>Panama Panama | **870**<br>507<br>650 | BV (GL) | **1971** Boele's Schps. & Mchf. N.V.—Bolnes (1041)<br>55,91 10,04 3,099<br>50,81 10,01 5,80<br>B 15,0 F 13,2 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>1 Ta cyl horizontal ER<br>L.(gas) 919 | Oil 4SA 6Cy. 222 × 292<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 3 × 55kW 440V 60Hz a.c.<br>Fuel 51,0t (d.o.)-3,5pd | Stamford<br>11kn |

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|---|---|---|---|---|---|---|
| 5095153<br>ZADO<br><br>Df Esd<br>Gc Rdr | **DURRESI**<br><br>**Albanian State Shipping Enterprise**<br>Durres Albania | **3 804**<br>1 925<br>5 037 | (PR) | **1961** Stocznia Gdanska im. Lenina—Gdansk (B31/72)<br>108,01 14,61<br>101,07 14,56 8,01<br>1 dk | **S General Cargo**<br>2 Ho ER 2 Ho<br>4 Ha (11,9 11,9 × 8,2) ER (8,6 9,9 × 8,2)<br>8W Der 8(5) 1(-) | C 4Cy. (2) 440 & (2) 950 × 950 & LP turb & hydraulic coupling<br>2 500ihp (1 839kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 35kW 1 × 24kW 220V d.c.<br>Fuel (o.f.) 12kn |
| 8000836<br>GBSN<br>390778<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DURRINGTON**<br><br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | **7 672**<br>4 793<br>11 990 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Y 522,5/52,0U2<br>FN 3809 | **1981**-1 Verolme Scheepswerf Heusden B.V.—Heusden (982)<br>137,60(BB) 18,67 7,924<br>130,00 18,60 10,70<br>P 23,8 F 10,7 1 dk<br>rf nil<br>6BH WB3708T incl. Comb. btm & STs in holds 3406T | **M Bulk Carrier**<br>3 Ho 30,8 33,3 31,0 ER<br>G.14 166<br>3 Ha (stl) (24,9 × 10,9) (26,6 26,6 × 13,5) ER | Oil 4SA 9Cy. 410 × 470 sr geared to sc. shaft<br>6 500bhp (4 781kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 3 × 294kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 614,5t (d.o.) 14kn |
| 6605333<br>IBAI<br>1220<br>Esd Pfd<br>Rdr RT | **DURUM**<br>ex Arlil-76 ex Hude-72<br>**Antonio Scotto di Santolo**<br>Napoli Italy | **497**<br>262<br>1 246 | RI (BV) (GL) | **1965** Elsflether Werft A.G.—Elsfleth/Weser (349)<br>69,42 11,13 3,722<br>62,41 11,00 6,00<br>B 10,7 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 44,9 ER<br>G.2 687 B.2 312<br>2 Ha (stl) (each 16,0 × 7,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 3 × 35kW 220/380V a.c.<br>Fuel 70,0t (d.o.) 12kn |
| 7948419<br>HO3310<br>10829<br>-81A | **DURWOOD SPEED**<br><br>**Otis Engineering Corp.**<br>Panama Panama | **209**<br>170<br>— | | **1979** ..............Harvey, La<br>*21,80* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| 5337874<br>UNEY<br>M-10060<br>Df Esd<br>Gc Rdr | **DUSHANBE**<br>ex Stalinabad<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 349**<br>810<br>1 547 | RS (GL) | **1956** Kieler Howaldtswerke A.G.—Kiel (1026)<br>84,51 13,44 5,611<br>75,04 13,42 9,89<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.147 In.1 458<br>3 Ha (1,3 × 1,2) (3,5 × 1,8) (1,3 × 1,3)<br>4W Der 2(5) 2(3) | Oil 2SA 6Cy. 520 × 900<br>1 900bhp (1 398kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>12,5kn |
| 7390442<br>WYP6<br>190<br>565426<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DUSHANE TIDE**<br>ex Dearborn 204-81<br>**Tidewater Vessels Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **288**<br>196<br>922 | AB | **1975** Bellinger Shipyards Inc.—Jacksonville, Fl (109)<br>61,14 12,25 4,115<br>55,40 12,20 5,03<br>F 19,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 229 × 267 reverse reduction geared to sc. shafts<br>Alco Engine Inc. U.S.A.<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 405,5t (d.o.) 12kn |
| 5026712<br>HPVQ<br>8423-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DUSK**<br>ex Dusan-78 ex Runo-75<br>ex Ashdod-69<br>**Rojas Maritime Corp.**<br>Panama Panama | T.Mk<br>**1 096**<br>471<br>1 377<br>**1 814**<br>945<br>2 642 | ✠**100A1** SS 2/79<br>Str. nav. ice<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1399 | **1958**-12 Jos. L. Meyer—Papenburg (488)<br>80,73 12,02 4,319/5,976<br>75,95 11,90 6,51<br>P 18,0 RQD 44,5 F 11,9 2 dks<br>RW rf nil<br>4BH to U dk 1 to 2nd dk WB411t | **M General Cargo**<br>Ref<br>2 Ho 23,1 15,2 ER<br>In.206<br>2 Ha (stl) (14,0 14,6 × 5,6) ER<br>Der 2(5-10) 2(3-5) 4(3) | Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 100kW 440V 50Hz a.c.<br>Fuel (d.o.) |
| 7513343<br>WYT9<br>648<br>550418<br>RT | **DUSK**<br>ex Offshore Trawler-74<br>**Alvin R. Burch**<br>Juneau, Ak United States of America | **139**<br>94<br>— | | **1973** Offshore Trawlers Inc.—Bayou la Batre, Al<br>*22,04* 6,71<br>3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>425bhp (313kW)<br>U.S.A. |
| 7502916<br>DGDC<br>12407<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DUSSELDORF EXPRESS**<br><br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **32 928**<br>19 598<br>32 470 | GL | **1977** Flender Werft A.G.—Luebeck-Siems (616)<br>209,94 11,024<br>202,42 32,21 18,88<br>F 25,0 2 dks | **M Container Ship**<br>Fixed-guides Ref<br>Ice strengthened<br>8 Cell.Ho ER 2 Cell.Ho<br>HeCls. B<br>TEU 1758<br>C.Ho 1026/20'(40') C.Dk 732/20'(40') incl. 150 Ho/64 Dk ref C<br>24 Ha (stl) ER 6 Ha (stl) | Oil 2SA 10Cy. 900 × 1600<br>33 300bhp (24 494kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 1018kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 880,0t (d.o.) 3 600,0t (hvf)-137,0pd<br>21,5kn |
| 7201079 | **DUSTY DAWN** | **150**<br>102<br>— | | **1967** Bollinger Machine Shop & Shpyd Inc.—Lockport, La<br>*24,45* 7,32<br>3,48<br>1 dk | **M Fishing** | Oil<br>500bhp (368kW)<br>..............<br>Fuel (d.o.) |
| 7102493<br>SPZT<br><br>Df Esd<br>Gc Rdr<br>RT | **DUSZNIKI ZDROJ**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | T.Mk<br>**1 160**<br>507<br>1 432<br>**1 978**<br>994<br>1 902 | PR | **1970** Santierul Naval Turnu-Severin—Turnu-Severin (3930)<br>85,91 12,40 4,496/5,100<br>12,35 7,07<br>2 dks | **M General Cargo**<br>Ref 6bth P<br>Ice strengthened<br>3 Ho 15,3 18,9 14,5 ER<br>G.3 275 B.3 069 In.393<br>3 Ha (stl) (11,5 14,1 10,2 × 5,0) ER<br>8W Der 8(3) | Oil 2SA 6Cy. 480 × 700<br>2 250bhp (1 655kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 120kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-2,0pd 14kn |
| 6903010<br>PDTN<br><br>Df Esd<br>Gc Rdr<br>RT | **DUTCH FAITH**<br><br>**Tankvaart Dordrecht B.V.**<br>Gebr. Broere B.V.<br>Dordrecht Netherlands | **998**<br>642<br>1 774 | ✠**100A1** SS 7/79<br>tanker<br>chemicals in centre tanks<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL M 1$\frac{1}{4}$"U2<br>FN 1118 | **1969**-3 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (375)<br>69,50 11,61 4,979<br>63,56 11,50 6,08<br>RAD 15,0 F 8,9 1 dk<br>rf nil<br>11BH WB716t incl. DTf58t | **M Tanker**<br>Chemical<br>12 Ta (s.stl) ER<br>L.1 819 | Oil 2SA 8Cy. 300 × 550<br>1 760bhp (1 295kW)<br>N.V. Smit & Bolnes Zierikzee<br>sg 85lbf/in$^2$ (5,9bar)<br>Gen 2 × 65kW 220V 50Hz a.c.<br>Fuel 134,0t (d.o.) 11,5kn |

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| **7365966**<br>PDTZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DUTCH GLORY**<br><br>**Tankvaart Dordrecht B.V.**<br>Gebr. Broere B.V.<br>Dordrecht Netherlands | **1 404**<br>807<br>2 295 | **✠100A1** SS 8/80<br>chemical tanker<br>Type A Cargo tanks CR<br>(s.stl), SG up to 1,5 (cc)<br>in wing cofferdams and<br>double bottom (in<br>association with an<br>approved list of cargoes)<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1301 | **1975**-7 Nieuwe Noord Nederlandse<br>Scheepswerven N.V.—Groningen (384)<br>80,24 (BB) 12,10 5,423<br>71,30 11,99 6,25<br>P 18,0 RFD 10,7 F 11,3 1 dk<br>rf 102<br>12BH WB1102T incl. Comb. btm & STs<br>793T | **M Tanker**<br>Chemical<br>12 Ta ER<br>L.2 238 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 db 10,5kgf/cm² (10,3bar)<br>Gen 2 × 160kW 1 × 48kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>13,5kn |
| **7365954**<br>PDTY<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **DUTCH MASTER**<br><br>**Tankvaart Dordrecht B.V.**<br>Gebr. Broere B.V.<br>Dordrecht Netherlands | **1 410**<br>804<br>2 321 | **✠100A1** SS 6/80<br>chemical tanker<br>Type A Cargo tanks CR<br>(s.stl), SG up to 1,5 (cc)<br>in wing cofferdams and<br>double bottom (in<br>association with an<br>approved list of cargoes)<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1301 | **1975**-5 Nieuwe Noord Nederlandse<br>Scheepswerven N.V.—Groningen (383)<br>80,24 (BB) 12,10 5,423<br>71,30 11,99 6,25<br>P 18,0 RFD 10,7 F 11,3 1 dk<br>rf 102<br>12BH WB1102T incl. Comb. btm & STs<br>793T | **M Tanker**<br>Chemical<br>12 Ta ER<br>L.2 238 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 db 10,5kgf/cm² (10,3bar)<br>Gen 2 × 160kW 1 × 48kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 69,0t (d.o.) 156,5t (hvf) 13,5kn |
| **6520650**<br>PDTU<br>12135Z<br>Df Esd<br>Gc Rdr<br>RTv | **DUTCH MATE**<br><br>**Tankvaart Dordrecht B.V.**<br>Gebr. Broere B.V.<br>Rotterdam Netherlands | **648**<br>367<br>1 095 | **✠100A1** SS 9/81<br>oil tanker or chemical<br>cargoes in centre tanks<br>Ice Class 3<br>**✠LMC**<br>EL j 1$\frac{1}{16}$"SQ<br>FN 814 | **1965**-10 N.V. Schbwf. v/h De Groot & Van<br>Vliet—Slikkerveer (364)<br>65,38 9,71 3,741<br>59,67 9,61 4,02<br>P 13,2 Trunk 38,1 F 7,1 1 dk<br>rf nil len 71<br>9BH WB496t | **M Tanker**<br>Oil Chemical<br>10 Ta (s.stl) ER<br>L.1 219 | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 156lbf/in² (10,8bar)<br>Fuel 77,0t |
| **6604913**<br>PDTX<br><br>Df Esd<br>Gc Rdr<br>RT | **DUTCH SAILOR**<br><br>**Tankvaart Dordrecht B.V.**<br>Gebr. Broere B.V.<br>Rotterdam Netherlands | **648**<br>367<br>1 095 | **✠100A1** SS 5/81<br>oil tanker or chemical<br>cargoes in centre tanks<br>Ice Class 3<br>**✠LMC**<br>EL j 1$\frac{1}{16}$"SQ<br>FN 814 | **1966**-3 N.V. Schbwf. v/h De Groot & Van<br>Vliet—Slikkerveer (365)<br>65,38 9,71 3,741<br>59,67 9,61 4,02<br>P 13,2 Trunk 40,3 F 7,1 1 dk<br>rf nil len 71<br>9BH WB496t | **M Tanker**<br>Oil Chemical<br>10 Ta (s.stl) ER<br>L.1 219 | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 156lbf/in² (10,8bar)<br>Fuel 77,0t |
| **6818631**<br>PDTO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DUTCH SPIRIT**<br><br>**Tankvaart Dordrecht B.V.**<br>Gebr. Broere B.V.<br>Rotterdam Netherlands | **1 212**<br>864<br>2 293 | **✠100A1** SS 9/79<br>tanker<br>chemicals in centre tanks<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL M 1$\frac{1}{4}$"U2<br>FN 1312 | **1968**-10 N.V. Schbwf. v/h De Groot & Van<br>Vliet—Slikkerveer (374)<br>80,57 11,61 4,979<br>74,63 11,50 6,08<br>RAD 15,0 F 8,9 1 dk<br>rf nil len 74<br>11BH WB716t incl. DTf58t | **M Tanker**<br>Chemical<br>14 Ta (s.stl) ER<br>L.2 366 | Oil 2SA 8Cy. 300 × 550<br>1 760bhp (1 295kW)<br>N.V. Smit & Bolnes Zierikzee<br>sg 85lbf/in² (5,9bar)<br>Gen 2 × 65kW 220V 50Hz a.c.<br>Fuel 134,0t (d.o.) 11,5kn |
| **7632400**<br>3EFW<br>8377-77<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **DUTEOUS**<br><br>**Compania de Navegacion**<br>**Duteous S.A.**<br>Teh-Hu Cargocean Management<br>Co. Ltd.<br>Panama Panama | **8 767**<br>6 013<br>15 196 | AB | **1977** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (2578)<br>143,41(BB) 19,84 9,048<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to<br>sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>Gen 2 × 310kW 1 × 200kW<br>440V 60Hz a.c.<br>Fuel 101,5t (d.o.) 1 016,0t (hvf)-18,5pd<br>13,5kn |
| **7305540**<br><br>PD87<br>Esd Rdr<br>RT | **DUTHIE II**<br><br>**John Duthie & others**<br>Peterhead United Kingdom | **105**<br>—<br>— | | **1973** Southern Shipbuilders (London) Ltd.<br>—Faversham (S004)<br>6,81 2,540<br>21,95 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7738462**<br>NQYF<br><br>Df Esd<br>Gc Rdr | **DUTTON**<br>ex Tuskegee Victory-58<br>**Government of The United**<br>**States of America**<br>**(Department of The Navy -**<br>**Military Sealift Command)**<br>United States<br>of America | **7 606**<br>4 549<br>10 819 | AB | **1945** Oregon SB. Corp.—Portland, Or<br>(1244)<br>138,77 18,95 7,621<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil conv General Cargo 58 | **S Research**<br>Oceanographic Survey<br>4 Ho<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW)<br>Westinghouse Elec. Corp. U.S.A<br>Gen 3 × 300kW 240V a.c.<br>16,5kn |
| **6713740**<br>IRFD<br>1245<br>Df Esd<br>Rdr RT | **DUURT**<br>ex Duurt 1-75<br>**Marianna di Lubrano Lavadera**<br>**Michelle & C. S.a.s. Societe**<br>**di Navigazione**<br>Napoli Italy | **499**<br>260<br>1 183 | RI<br>✠Classed LR until<br>26/9/75 | **1967**-6 N.V. Scheeps. "Vooruitgang"<br>—Foxhol (217)<br>63,51 10,39 3,899<br>57,38 10,32 3,97<br>P & B 38,8 F 9,2 1 dk<br>rf 102 | **M General Cargo**<br>Mchy.aft<br><br>G.1 869 B.1 630 | Oil 4SA 6Cy. 320 × 480<br>950bhp (699kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 1 × 18kW 1 × 15kW 220V d.c.<br>Fuel 80,5t 11,5kn |
| **6923618**<br>ESIF<br>M-30310<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DVINA**<br><br>**U.S.S.R. -'Kaspryba'**<br>Makhachkala U.S.S.R. | **1 115**<br>426<br>565 | RS | **1969** VEB Mathias-Thesen-Werft—Wismar<br>(137)<br>65,66 11,13 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 150<br>2 Ha (each 2,2 × 2,2) ER<br>Cr 2(2) | Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 390V a.c.<br>11kn |
| **6854049**<br>ULDS<br>M-14049 | **DVINA**<br><br>**U.S.S.R.**<br>Kerch U.S.S.R. | **258**<br>99<br>94 | RS | **1957** .............East Germany<br>38,49 7,24 2,829<br>3,51<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.275<br>4 Ha (1,3 1,3 × 1,3) (1,2 1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 8Cy. 240 × 360<br><br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |

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|---|---|---|---|---|---|---|
| 5095268<br>UYSA<br>M-26499<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DVINOLES**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **4 638**<br>2 348<br>6 500 | RS | **1960** Stocznia Gdanska im. Lenina—Gdansk (B514/03)<br>123,93 16,74 7,240<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 21,4 20,8 ER 20,8 19,2<br>G.8 280 B.7 191<br>4 Ha (stl) (12,5 × 7,0) (12,5 × 8,9) ER (12,5 12,5 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 720 × 1250<br>4 500bhp (3 310kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 122,5t (d.o.) 463,0t (hvf) 14,5kn |
| 7436272<br>ENTG<br>M-28293 | **DVINSKIY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7020243<br>ESWJ<br>M-31482<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DVINSKIY ZALIV**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **12 891**<br>6 872<br>11 816 | RS (BV) | **1971** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (273)<br>164,60 22,20 8,021<br>153,22 22,00 13,90<br>3 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>5 Ho ER<br>G.1 446 In.14 119<br>5 Ha (3,4 6,0 6,0 6,0 6,0 × 3,9) ER<br>10W Der 2(10) 8(5) | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>11 160bhp (8 209kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 1450kW 2 × 660kW<br>Controllable pitch propeller<br>17,25kn |
| 8038065<br>M-35331 | **DVURECHENSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**1 141**<br>349<br>545 | RS | **1982** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Oil<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| 6921373<br>9HHS<br>0197<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DWEJRA II**<br>ex ASD Iris-76 ex Iris-73<br>**Sea Malta Co. Ltd.**<br>Valletta Malta | T.Mk<br>**999**<br>673<br>2 270 | GL | **1969** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (520)<br>84,26 (BB) 14,38 5,112/5,106<br>75,01 14,20 8,31<br>F 6,4 2 dks | **M General Cargo**<br>2 Ho ER<br>G.5 317 B.4 937<br>2 Ha (stl) (13,5 × 8,9) (31,4 × 11,0) ER<br>Der 3(12) | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>14,5kn |
| 6414643<br>YBRD<br>1771/L<br>Rdr RT | **DWIJANI**<br>ex Pulau Lutungan<br>ex Kurenai Maru-72<br>ex Tenju Maru-67<br>**P.T. Togojaya Sakti**<br>Jakarta Indonesia | **320**<br>171<br>472 | KI | **1964** K.K. Taihei Kogyo—Akitsu (126)<br>43,36 7,22 3,175<br>38,99 7,21 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 300<br>420bhp (309kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 1 × 3kW 110V a.c.<br>9,5kn |
| 5194325<br>PLWV<br>RT | **DWIMAJU**<br>ex Kosei Baru-78 ex Cultivator-74<br>ex Eastern Pearl-71<br>ex Kosei Maru-70<br>**P.T. Hutan Raya Utama Co.**<br>Jakarta Indonesia | **741**<br>433<br>1 146 | NK | **1955** Onomichi Zosen—Onomichi (31)<br>60,41 9,61 4,319<br>55,00 9,58 4,81<br>P 15,0 F 6,1 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.798 B.758<br>1 Ha (26,6 × 4,5) ER<br>4W Der 2(5) 2(3) | Oil 2SA 4Cy. 360 × 600<br>750bhp (552kW)<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 12kW 230V a.c.<br>Fuel 37,5t 10,75kn |
| 5410925<br>Esd RT | **DWIWARNA**<br>ex Oranje-63<br>**Government of The Republic of Indonesia**<br>Kota Baru Indonesia | **313**<br>146<br>154 | ✠Classed LR until 7/58 | **1956**-12 Schps. "De Hoop" N.V. —Hardinxveld (540)<br>34,52 7,07 2,515<br>7,01 2,75<br>P 5,8 B 14,7 1 dk<br>RW | **TM General Cargo** | 2 Oil 2SA each 3Cy. 240 × 310<br>Kromhout Motorenfabrik Amsterdam |
| 6711261<br>H8KJ<br>1055<br>5-80<br>Df Esd<br>Gc Rdr<br>RTh | **DYNA**<br>ex Sinar Putari-79<br>ex Shuntai Maru-75<br>**Searose Maritime Inc.**<br>Arcom Navigation Corp.<br>Panama Panama | **4 078**<br>2 498<br>6 275 | NK | **1967** Setoda Zosensho—Setoda (212)<br>110,93 16,26 6,693<br>101,91 16,21 8,21<br>P 29,9 B 5,2 F 14,7 1 dk<br>RW | **M General Cargo**<br>2 Ho each 36,0 ER<br>G.8 507 B.8 107<br>2 Ha (29,2 28,5 × 7,6) ER<br>12W Der 4(15) 4(10) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 196kW 445V 60Hz a.c.<br>Fuel 419,5t (hvf)-11,0pd 13,25kn |
| 5234773<br>H07411<br>9740<br>-79A<br>RT | **DYNAMIC**<br>ex Miike Maru<br>**Tong Huat Shipping Co. S.A.**<br>Panama Panama | **145**<br>48<br>— | | **1941** Tama Shipyard Co. Ltd.—Tama<br>25,15 7,24 2,794<br>... ... ...<br>RW | **TM Tug** | 2 Oil<br>NE —<br>The Hanshin Diesel Works Ltd. Japan |
| 7430113<br>3FQZ<br>7456-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DYNAMIC ACE**<br>**Colleen Maritime (Panama) S.A.**<br>Panama Panama | **4 779**<br>3 287<br>6 088 | NK | **1976** Miho Zosensho K.K.—Shimizu (1015)<br>118,01 18,06 6,317<br>109,02 18,01 8,26<br>P 22,0 F 17,1 1 dk | **M General Cargo**<br>C. 150/40' 312/20'<br>6 Ha (6,5 × 5,4) (12,5 × 10,8) (12,5 12,5 12,5 12,5 × 13,5) ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 624kW a.c.<br>14,75kn |
| 7915993<br>JL4658<br>124074<br>Gc Rdr<br>RT | **DYNAMIC LP**<br>**Izumi Kaiun K.K.**<br>Mikame, Ehime Pref. Japan | **699**<br>490<br>835 | NK | **1979** Kochi Jukogyo (Eiho Zosen) K.K. —Kochi (1334)<br>58,32 10,22 4,022<br>53,52 10,20 4,58<br>P 12,8 F 4,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 1 191 | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 288kW a.c.<br>12kn |
| 5309607<br>SYSO<br>4903<br>Df Esd<br>Gc Rdr<br>RTm/v | **DYNAMIC SAILOR**<br>ex Humilaria-73<br>**Compania Naviera Orator S.A.**<br>Piraeus Greece | **11 486**<br>6 818<br>19 141 | ✠Classed LR until 11/6/76<br>AB | **1958**-4 Furness S.B. Co. Ltd.—Haverton Hill (496)<br>169,60 21,77 9,551<br>160,03 21,65 11,97<br>P 35,1 B 11,6 F 19,6 1 dk<br>RW rf 94 | **S Tanker**<br>Asphalt SBT CBT<br>19 Ta ER<br>L.(oil) 24 267 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>7 397shp (5 441kW) ✠ NE 10/66<br>Richardsons Westgarth (Hartlepool) Ltd. Hartlepool<br>Gen 2 × 325kW 220V d.c.<br>Fuel 848,5t (o.f.)-46,5pd 14,5kn |
| 7200087<br>WG3827<br>504762<br>Rdr RT | **DYNAMIC TIDE**<br>**Tidewater Vessels Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **199**<br>135<br>— | | **1966** Burton Construction & SB. Corp. —Port Arthur, Tx (405)<br>11,59 2,845<br>47,00 3,66<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| **8204652**<br>HPNJ<br>10930<br>-PEXT | **DYNAMIC TRADER**<br><br>**Gas Carry S.A.**<br>Panama Panama | **2 491**<br>1 728<br>5 117 | <br><br>NK | **1982** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1498)<br>96,04 5,968<br>89,52 16,21 7,19<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.6 067 B.5 408<br>2 Ha (stl) ER | Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Ya |
| **5324499**<br>HO6196<br>8762-<br>PEXT2 | **DYNAMIC I**<br>ex Shinsan Maru-80<br>ex Shinyo Maru<br>**Southern Breeze Shipping S.A.**<br>Panama Panama | **145**<br>41<br>— | | **1960** Yamamoto Zosen Tekkosho—Kochi<br>(93)<br>27,54 7,04 2,693<br>... ... ...<br><br>RW | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 430<br><br>Fuji Seisakusho<br>Tateyam |
| **6601466**<br>SXZT<br>8215<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DYNAMIKOS**<br>ex Santa Augusta-82<br>**Dynamikos Shipping Corp.**<br>Mayamar Marine Enterprises<br>Piraeus Greece | **48 801**<br>26 485<br>80 945 | RI<br><br>✠Classed LR until<br>9/1/76 | **1966**-8 Ansaldo S.p.A.—Genova (1634)<br>253,58(BB) 39,07 13,288<br>238,01 38,94 17,00<br>P 46,7 F 27,2 1 dk<br>RW rf nil | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 101 247 | Oil 2SA 10Cy. 900 × 1600<br>21 000bhp (15 447kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 1 × 950kW 2 × 500kW 450V 60Hz a.c.<br>Fi<br>Genov |
| **7363970**<br>SIFO<br>11443<br>Esd Gc<br>Pfd Rdr<br>RT | **DYNAN**<br><br>**Bohus Tug AB**<br>Uddevalla Sweden | **353**<br>105<br>— | **✠100A1** SS 9/79<br>tug<br>European service south of 64°N<br>Ice Class 1*<br>Ice Class 1A<br>**✠LMC** **(UMS)**<br>EL H ⅞"U2<br>FN 456 | **1974**-10 A/B Asi-Verken—Amal (106)<br>33,13 10,39 5,119<br>29,32 9,76 5,77<br>RFD 12,2 1 dk<br>rf nil<br>3BH WB68T | **M Tug/Icebreaker**<br>Fire-fighting | Oil 4SA 6Cy. 400 × 460 sr geared to sc. shaft<br>Pielst<br>Lindholmen Motor AB. Gotebo<br>Gen 2 × 130kW 1 × 64kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6518580**<br>P3PP<br>394436<br>Df Esd<br>Gc Rdr<br>RTm | **DYNASHINKY**<br>ex Shinkyo-80 ex Oriental Sea-70<br>ex Kaisei Maru-68<br>**Riverside Navigation Co. Ltd.**<br>Transmed Shipping Ltd.<br>Limassol Cyprus | **5 782**<br>3 551<br>9 798 | <br><br>AB | **1965** Osaka Zosensho—Osaka (238)<br>127,41 19,05 7,274<br>118,19 19,00 9,56<br>P 24,1 F 15,9 1 dk<br>rf nil | **M General Cargo**<br><br>4 Ho ER<br>G.12 442 B.11 974<br>4 Ha (14,4 16,5 16,5 15,0 × 8,9) ER<br>Der 4(10) | Oil 2SA 6Cy. 520 × 900<br>4 200bhp (3 089kW)<br>Kawasaki Dockyard Co. Ltd.<br>Gen 2 × 172kW 445V 60Hz a.c.<br>Fuel 821,0t (hvf)<br>MAN<br>Kob<br>13k |
| **6515007**<br>SHYN<br><br>Df Esd<br>Pfd Rdr<br>RT | **DYNING**<br>ex Simmelholm-79 ex Kristina-70<br>**P/R Dyning**<br>Knut Ake Emanuelsson<br>Fiskeback Sweden | **170**<br>80<br>— | <br><br>NV | **1965** A/B Marstrandsverken—Marstrand (1)<br>37,37 6,76 3,506<br>33,94 6,71 3,59<br>1 dk<br>rf 1847 BK 259 len 74 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho ER<br>3 Ha (0,9 × 1,3) (1,5 × 1,5) (1,5 × 1,2) ER<br>1W Der 1(2,5) 1(0,25) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz<br>Gen 1 × 14kW 1 × 6kW 110V d.c.<br>Fuel (d.o.)<br>Koe |
| **7436284**<br>EWKA<br>M-28278 | **DYOMINO**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1974** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Magdebu<br>Fuel (d.o.)<br>9,5k |
| **5379224**<br>LFGD<br>7992<br>Df Esd<br>Rdr RT | **DYRNES**<br>ex Vestkyst I-74<br>**Sandfrakt A/S**<br>Bergen Norway | **387**<br>226<br>559 | <br><br>(NV) | **1923** Huso Vaerft—Huso<br>49,28 7,73 3,277<br>7,68 3,66<br>1 dk<br>R len 59 | **M General Cargo**<br><br>2 Ho ER<br>G.765 B.708<br>2 Ha (each 9,9 × 3,5) ER<br>Der 1(12) 1(2,5) | Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) E made66 fitted71<br>Alpha-Diesel A/S Frederiksha<br>Gen 1 × 15kW 110V d.c.<br>Fuel 25,5t (d.o.)-2,0pd<br>10k |
| **5095361**<br>LCSV<br>14074<br>Df Esd<br>RT | **DYRNESVAG**<br>ex Onderneming I-55<br>ex Therese-47<br>**Brodrene Holm**<br>Johannes Holm<br>Kristiansund N. Norway | **186**<br>77<br>— | | **1901** Gebr. v.d. Windt—Vlaardingen<br>35,31 6,33<br>6,28<br><br>R | **M Fishing**<br>Side-fishing<br><br><br>1 Ha (1,9 × 1,9) ER | Oil 4SA 4Cy. 280 × 450<br>200bhp (147kW) NE 39<br>Humboldt-Deutzmotoren Koeln-Deu<br>Fuel (d.o.)<br>8k |
| **7932111**<br>WYC8<br>185<br>600409<br>Df Pfd<br>Rdr RT | **DYRSTEN II**<br><br>**Knut Harry Axelsson**<br>Philadelphia, Pa United States of America | **171**<br>116<br>— | | **1979** Deep Sea Boat Builders—Bayou la Batre, Al<br>... ... ...<br>27,44 7,32 3,97<br>1 dk | **TM Fishing**<br>Stern Trawler Beam-fishing | 2 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>U.S.A<br>Gen 2 × 30kW a.c.<br>Thw. thrust propeller fwd<br>10k |
| **7218151**<br>SYXR<br>8204<br>Df Esd<br>Gc Rdr<br>RTh | **DYSTOS**<br>ex Mina Entrego-81<br>**Dystos Shipping Co.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **3 847**<br>2 259<br>6 197 | **✠100A1** CS 6/82<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL T 1¾"U2<br>FN 2392 | **1972**-8 S.A. Juliana Const. Gijonesa—Gijon (214)<br>108,21 15,85 6,624<br>100,01 15,80 8,11<br>P 20,8 F 10,1 1 dk<br>rf nil<br>NS 5BH WB2174t incl. DTm516t | **M General Cargo**<br><br>2 Ho 34,2 32,3 ER<br>G.7 728 B.7 330<br>2 Ha (stl) (each 24,9 × 10,2) ER | Oil 4SA 8Cy. 410 × 470 sr geared to sc. shaft<br>4 600bhp (3 384kW)<br>Naval-Stork-Werkspoor S.A.<br>Ca<br>Gen 3 × 96kW 380V 50Hz a.c.<br>Fuel 345,5t (d.o.)<br>13k |
| **7121839**<br>EWYN<br>M-30417 | **DYUNY**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **179**<br>49<br>76 | <br><br>RS | **1971** Ilya Boyadzhiyev Shipyard—Bourgas<br>31,70 7,42 2,810<br>29,32 3,51<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.102<br>1 Ha (1,5 × 1,3) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>Magdebu<br>Fuel (d.o.)<br>9,25k |
| **6501862**<br>9VEJ<br>381620<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **DYVI ATLANTIC**<br><br>**Eden Shipping Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**1 852**<br>994<br>2 663 | <br><br>NV | **1965** Drammen Slip & Verk.—Drammen<br>(57)<br>148,60 19,03 5,277<br>128,99 19,00 12,37<br>3 dks | **M Vehicles Carrier**<br><br>Side doors Ice strengthened<br>Mchy.aft<br>G.29 944 | Oil 2SA 5Cy. 680 × 1250<br>6 000bhp (4 413kW)<br>Sulzer Bros. Ltd. Winter<br>Gen 3 × 190kW 440V 60Hz a.c.<br>Fuel 521,0t (hvf)-21,5pd<br>17k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7325215<br>LMPR<br>18197<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DYVI KATTEGAT**<br>**K/S A/S Dyviships**<br>Jan-Erik Dyvi<br>Oslo Norway | **7 274**<br>3 626<br>9 652 | NV | **1973** N.V. Koninklijke Maats. "De Schelde"<br>—Vlissingen (346)<br>187,51 23,02 8,008<br>173,51 22,92 16,79<br>3 dks<br>rf 2299 | **M Vehicles Carrier**<br>Side doors Ice strengthened<br>Mchy.aft | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 550kW 1 × 13kW<br>440V 60Hz a.c.<br>Fuel 2 573,5t (hvf)-43,5pd 18kn |
| 6810093<br>9VFF<br>382578<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DYVI OCEANIC**<br>**Eden Shipping Pte. Ltd.**<br>Singapore Singapore | **5 444**<br>3 058<br>6 066 | NV | **1968** Tangen Verft A/S.—Kragero (621)<br>175,80 22,59 6,865<br>160,36 22,55 7,60<br>3 dks<br>rf 2299 | **M Vehicles Carrier**<br>Side doors Ice strengthened<br>4 Ho ER<br>B.48 435<br>Cr 1(3) | Oil 2SA 8Cy. 620 × 1400<br>9 600bhp (7 061kW) B&W<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 3 × 384kW 440V 60Hz a.c.<br>Fuel 2 573,5t (hvf)-43,5pd 18kn |
| 7010212<br>9VFU<br>382579<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **DYVI PACIFIC**<br>**Eden Shipping Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**4 989**<br>2 847<br>6 558 | NV | **1970** N.V. Koninklijke Maats. "De Schelde"<br>—Vlissingen (339)<br>175,80 22,59 7,138<br>160,18 22,55 7,60<br>3 dks<br>rf 2299 | **M Vehicles Carrier**<br>Side doors Ice strengthened<br>4 Ho ER<br>B.52 115 | Oil 2SA 8Cy. 620 × 1400<br>9 600bhp (7 061kW) B&W<br>Akers/Nylands Verksted Oslo<br>Gen 3 × 384kW 1 × 8kW<br>440V 60Hz a.c.<br>Fuel 1 954,0t (d.o & hvf)-32,5pd 18kn |
| 8001000<br>LKBE<br>19613<br>Df Esd<br>Gc Pfd<br>Rdr RT | **DYVI SWAN**<br>**K/S Dyvi Swan A/S**<br>Jan-Erik Dyvi<br>Oslo Norway | **19 216**<br>13 702<br>33 200 | NV | **1981** Kaldnes M/V A/S—Tonsberg (217)<br>180,96 9,460<br>170,97 32,28 13,31<br>1 dk | **M Tanker/Heavy load Deck Cargo Carrier**<br>Semi-submersible Oil<br>L.34 100 | Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 630kW 1 × 144kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 259,0t (d.o.) 1 726,0t (hvf) |
| 8000977<br>LKNO<br>19676<br>Df Esd<br>Gc Rdr<br>RT | **DYVI TERN**<br>**K/S Dyvi Swan A/S**<br>Jan-Erik Dyvi<br>Oslo Norway | **19 216**<br>13 702<br>30 060 | NV (Class cont.) | **1982** Kaldnes M/V A/S—Tonsberg (218)<br>180,96 9,970<br>170,97 32,28 13,31<br>P - F - 1 dk | **M Tanker/Heavy load Deck Cargo Carrier**<br>Semi-submersible Oil<br>12 Ta ER<br>L.(oil) 34 000 | Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Thw. thrust propeller fwd |
| 7631195<br>Esd Gc<br>Rdr RT | **DZATA**<br>**Government of The Republic of Ghana (Ministry of Defence)**<br>Sekondi Ghana | **250**<br>64<br>— | | **1978** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13458)<br>44,86 1,880<br>42,27 7,01<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 16Cy. 185 × 200<br>3 000bhp (2 207kW)<br>M.T.U. Friedrichshafen GmbH<br>Friedrichshafen |
| 7645067<br>UTPU<br>M-12514 | **DZERZHINETS**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>88 | RS | **1977** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>9,5kn |
| 7925766<br>Df Esd<br>Gc Rdr<br>RT | **DZERZHINSK**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **18 290**<br>12 994<br>29 990 | **100A1**<br>Class Contemplated<br>FN 6557 | **1982** Hellenic Shipyards—Skaramanga<br>(1124)<br>170,75 26,04 10,802<br>162,01 26,01 14,46<br>1 dk | **M Tanker**<br>21 Ta ER<br>L.(oil) 40 139 | Oil 2SA 6Cy. 670 × 1700<br>12 000bhp (8 827kW) B&W<br>H. Cegielski Poland |
| 7645079<br>UMYV<br>M-33893 | **DZHAFAR DZHABARLY**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 587**<br>1 740<br>4 150 | RS | **1977** Navashinskiy Shipyard—Navashino<br>123,50 15,04 4,499<br>117,02 6,51<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,6 17,6 18,2 17,6 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (11,8 11,8 13,4 13,4 × 8,0) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,75kn |
| 6854130<br>UWIP<br>M-881 | **DZHAFAR DZHABARLY**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **239**<br>10<br>89 | RS | **1950** ............U.S.S.R.<br>32,59 7,98 3,120<br>4,02<br>1 dk | **S Tug** | T 3Cy. 380 480 & 790 × 500<br>U.S.S.R.<br>Fuel (o.f.) 10kn |
| 7509548<br>ENGF<br>M-28291 | **DZHAMBUL**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1974** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 7,07 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>9,5kn |
| 7645081<br>S-34682<br>Df Esd<br>Gc Rdr<br>RT | **DZHAMBUL DZHABAYEV**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **2 484**<br>1 321<br>3 134 | RS | **1977** "Krasnoye Sormovo" Shipyard<br>—Gorkiy<br>114,03 13,21 3,649<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 17,9 17,9 17,9 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>10,75kn |
| 5095397<br>UYYQ<br>M-24811<br>Df Esd<br>Gc Rdr<br>RT | **DZHANKOY**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **6 753**<br>3 366<br>9 750 | RS | **1960** VEB Warnowwerft Warnemuende<br>—Warnemuende (410)<br>139,50 18,04 8,000<br>130,00 17,94 10,34<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>5 Ho 16,0 15,7 15,3 15,3 16,7 ER<br>G.11 400 B.10 800<br>5 Ha (stl) (11,2 × 7,4) (11,8 11,8 11,8 11,8 × 10,5) ER<br>Cr 4(5) | Oil 2SA 7Cy. 700 × 1200<br>5 400bhp (3 972kW) MAN<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Fuel 583,0t (d.o.) 152,5t (hvf) 15,5kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **6723070** | **DZHANKOY** | **658** | | **1955** Stocznia Gdanska im. Lenina—Gdansk (B10/49) | **S Fishing** | C 4Cy. (2) 330 & (2) 770 × 730 | |
| UVJK | | 280 | | | Side Trawler Ref | 1 000ihp (736kW) | Denma |
| M-21362 | **U.S.S.R. -'Zapryba'** | 424 | RS | 59,24 9,10 4,331 | Ice strengthened | | 12k |
| Df Esd | Ventspils U.S.S.R. | | | 53,85 9,01 5,16 | 2 Ho | | |
| Gc Rdr | | | | | In.357 | | |
| | | | | | 3 Ha (0,7 × 0,7) (1,5 2,9 × 1,5) | | |
| | | | | | 1W Der 1(1,5) | | |
| **5095402** | **DZHARYLGACH** | **533** | | **1956** Wartsila Kon. Crichton-Vulcan | **S Tug** | T 3Cy. 420 700 & 1150 × 700 | |
| UUNS | | — | | —Turku/Abo (1035) | | | |
| M-16937 | **U.S.S.R.** | 254 | (RS) | 47,86 9,56 3,582 | Ice strengthened | Wartsila Kon. Crichton-Vulcan | Turku/Ab |
| Df Esd | Novorossiysk U.S.S.R. | | | 42,58 9,50 4,70 | | | 10k |
| **6412360** | **DZHEBRAIL** | **3 821** | | **1961** G. Dimitrov Shipyard—Varna | **TM Tanker** | 2 Oil 2SA each 8Cy. 300 × 500 | |
| UQKJ | | 2 002 | | 123,50 16,01 4,399 | | 1 600bhp (1 177kW) | |
| M-20938 | **U.S.S.R. -Caspian Shipping Co.** | 4 683 | RS | 115,02 15,93 5,52 | Ice strengthened | Russkiy-Diesel Works | Leningra |
| | Astrakhan U.S.S.R. | | | 1 dk | 15 Ta ER | Fuel 93,5t (d.o.)-7,5pd | 10,5k |
| | | | | | L.(oil) 6 108 HeCls. C | | |
| | | | | | 2W Der 2(1) | | |
| **7643849** | **DZHEMS BANKOVICH** | T.Mk | | **1977** Santierul Naval Turnu-Severin—Turnu- | **M General Cargo** | Oil 2SA 8Cy. 360 × 600 | |
| EVLZ | | **1 222** | | Severin (524) | | 2 080bhp (1 530kW) | Sulz |
| M-25700 | **U.S.S.R. -Latvian Shipping Co.** | 427 | RS | 88,75 12,83 4,150/5,201 | Ice strengthened | H. Cegielski | Pozna |
| Df Esd | Riga U.S.S.R. | 1 283 | | 80,24 12,81 6,71 | 3 Ho 13,5 16,6 16,9 ER | Fuel 44,5t (d.o.) 133,5t (hvf)-8,0pd | 13,75k |
| Gc Rdr | | **2 079** | | 2 dks | G.3 615 B.3 277 | | |
| RT | | 918 | | | TEU 57 C.Ho 38/20' C.Dk 19/20' | | |
| | | 2 180 | | | 3 Ha (stl) (8,8 × 7,7) (12,8 12,8 × 10,2) ER | | |
| | | | | | Der 1(20) 2(5-10) | | |
| **7044689** | **DZHIGIT** | **631** | | **1969** ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| ESOT | | 223 | | 54,23 9,38 3,810 | Side Trawler Ref | 800bhp (588kW) | |
| M-12323 | **U.S.S.R. -'Dalryba'** | 323 | RS | 49,99 4,73 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Vladivostok U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdebu |
| Rdr RT | | | | | In.284 | Gen 3 × 88kW | |
| | | | | | 2 Ha (each 1,5 × 1,6) | Controllable pitch propeller | |
| | | | | | 1W Der 1(2) | | 12k |
| **6419526** | **DZHORAT** | **3 821** | | **1964** G. Dimitrov Shipyard—Varna | **TM Tanker** | 2 Oil 2SA each 8Cy. 300 × 500 | |
| UGPL | | 2 002 | | 123,50 16,01 4,399 | | 1 600bhp (1 177kW) | |
| M-21455 | **U.S.S.R. -Caspian Shipping Co.** | 4 717 | RS | 115,02 15,93 5,52 | Ice strengthened | Russkiy-Diesel Works | Leningra |
| | Baku U.S.S.R. | | | 1 dk | 15 Ta ER | Fuel 93,5t (d.o.)-7,5pd | 10,5k |
| | | | | | L.(oil) 6 146 HeCls. C | | |
| | | | | | 2W Der 2(1) | | |
| **6403307** | **DZHORDANO BRUNO** | **31 294** | RS | **1964**-7 Ansaldo S.p.A.—Genova (1595) | **M Tanker** | Oil 2SA 9Cy. 900 × 1600 | |
| UYCY | | 18 948 | | 227,90(BB) 31,12 12,078 | | 19 000bhp (13 976kW) | |
| M-3464 | **U.S.S.R. -Novorossiysk Shipping Co.** | 50 720 | ✠Classed LR until 11/66 | 215,04 30,99 15,57 | Ice strengthened | S.A. Fiat S.G.M. | Torin |
| Df Esd | | | | P 44,9 B 13,5 F 30,8 1 dk | 1 Ho 22 Ta ER | Fuel 249,0t (d.o.) 5 532,5t (hvf)-69,0pd | |
| Gc Pfd | Novorossiysk U.S.S.R. | | | rf 127 | G.917 L.(oil) 58 591 HeCls. BC | | 15,75k |
| Rdr | | | | | 1 Ha (3,9 × 3,9) ER | | |
| | | | | | 2W Der 2(5) | | |
| | Also known as GIORDANO BRUNO | | | | | | |
| **5091092** | **DZHUGBA** | **892** | (RS) | **1956**-5 Lindholmens Varv. A/B—Goteborg (1049) | **S Fishing** | C 4Cy. (2) 295 & (2) 690 × 640 | |
| UOPI | | 227 | | | Side Trawler | | |
| M-9179 | **U.S.S.R.** | 433 | ✠ | 63,00 9,02 4,290 | 2 Ho | Lindholmens Varv. A/B | Gotebor |
| Df Esd | Murmansk U.S.S.R. | | | 55,00 8,97 4,81 | G.380 | | 11,75k |
| Gc | | | | F 12,8 | 4 Ha (0,9 0,9 × 0,9) (1,8 3,0 × 1,6) | | |
| | | | | RW BK 203 | | | |
| **6827979** | **DZHURMA** | **4 531** | | **1968** Stocznia Gdanska im. Lenina—Gdansk (B45/66) | **M General Cargo** | Oil 2SA 5Cy. 620 × 1400 | |
| UUSO | | 2 383 | | | | 5 450bhp (4 009kW) | B&W |
| M-29126 | **U.S.S.R. -Far-Eastern Shipping Co.** | 6 226 | RS | 123,83 16,74 7,228 | Ice strengthened | Stocznia Gdanska im. Lenina | Gdans |
| Df Esd | | | | 114,99 16,69 8,44 | 4 Ho 20,5 20,5 ER 20,5 18,9 | Gen 2 × 200kW 1 × 80kW | |
| Gc Pfd | Vladivostok U.S.S.R. | | | 1 dk | B.7 866 | 400V 50Hz a.c. | |
| Rdr RT | | | | | 4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9) | | 16k |
| | | | | | 8W Der 1(40) 1(15) 8(5) | | |
| **7436296** | **DZHUROV** | **163** | | **1974** ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 240 × 360 | |
| EWLT | | 39 | | 33,96 7,09 2,899 | | 305bhp (224kW) | |
| M-28279 | **U.S.S.R. -'Dalryba'** | 88 | RS | 30,00 3,66 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| | Nevelsk U.S.S.R. | | | 1 dk | 1 Ho | (SKL) | Magdebu |
| | | | | | B.115 | Fuel (d.o.) | 9,5k |
| | | | | | 1 Ha (1,6 × 1,3) | | |
| | | | | | 2W Der 2(2) | | |
| **5131464** | **DZHUZEPPE GARIBALDI** | **20 659** | RS (AB) | Lch.**1959**-6 Cmd.**1961**-9 Ansaldo S.p.A. | **S Tanker** | 2 S Turb dr geared to sc. shaft | |
| UUZJ | Launched as Maria Adelaide | 12 700 | | —Genova (1539) | | 14 500shp (10 666kW) | |
| M-3107 | **U.S.S.R. -Novorossiysk Shipping Co.** | 32 017 | ✠Classed LR until 11/62 | 203,08 26,24 12,078 | 1 Ho 30 Ta ER | S.A. Ansaldo Stab. Mecc. | Geno |
| Df Esd | | | | 189,24 26,20 13,95 | G.782 L.(oil) 42 989 HeCls. BC | Fuel 3 203,5t (o.f.)-61,0pd | 15,5k |
| Gc Rdr | Novorossiysk U.S.S.R. | | | P 42,1 B 13,8 F 25,0 1 dk | 1 Ha (1,5 × 2,1) ER | | |
| | | | | rf nil | 4W Der 4(5) | | |
| | Also known as GIUSEPPE GARIBALDI | | | | | | |
| **6418247** | **DZHUZEPPE VERDI** | **30 269** | RS | **1964**-12 Ansaldo S.p.A.—Genova (1597) | **M Tanker** | Oil 2SA 9Cy. 900 × 1600 | |
| UYDJ | | 15 260 | | 227,90(BB) 31,12 12,078 | | 19 000bhp (13 976kW) | Fi |
| M-3485 | **U.S.S.R. -Novorossiysk Shipping Co.** | 50 840 | ✠Classed LR until 3/67 | 215,04 30,99 15,57 | Ice strengthened | S.A. Ansaldo Stab. Mecc. | Geno |
| Df Esd | | | | P 44,9 B 13,5 F 30,8 1 dk | 1 Ho 22 Ta ER | Fuel 249,0t (d.o.) 5 532,5t (hvf)-69,0pd | |
| Gc Pfd | Novorossiysk U.S.S.R. | | | rf 127 | G.917 L.(oil) 58 591 HeCls. BC | | 16k |
| Rdr RT | | | | | 1 Ha (3,9 × 3,9) | | |
| | Also known as GIUSEPPE VERDI | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7619501<br>SQKG<br><br>Esd Gc<br>Rdr | **DZIECI POLSKIE**<br><br>**Polish Shipping Association**<br>**(Polskie Towarzystwo**<br>**Okretowe)**<br>Gdynia . Poland | T.Mk<br>**3 299**<br>1 778<br>3 890<br>**6 414**<br>3 233<br>5 657 | <br><br>PR | **1978** Arsenal do Alfeite—Almada (C116)<br>139,63(BB) 18,04 6.620/7.781<br>128,02 18,01 11,51<br>3 dks | **M General Cargo**<br>Ref. 2bth P<br>Side doors 4(p) 4(s) Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 440<br>4 Ha (stl) (5,6 6,7 × 6,6) ER (6,7 6,7 × 6,6)<br>8W Der 8(3-5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 504kW 400V a.c.<br>Fuel 1 144,0t (hvf)-51,0pd 22,5kn |
| 7405027<br>UHLL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **DZINTARI**<br>Launched as<br>Robin Transoceanic III<br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **9 060**<br>5 482<br>9 539 | <br><br>BV | **1976** Jos. L. Meyer—Papenburg (578)<br>139,66(BB) 20,53 —/8.219<br>127,49 20,50 13,49<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>Mchy.aft<br>3 Ta (stl) ind double-cyl horizontal<br>L.(gas) 12 021 | Oil 2SA 6Cy. 620 × 1400<br>8 940bhp (6 576kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 3 × 800kW 400V 50Hz a.c.<br>Fuel 522,0t (d.o.) 1 012,0t (hvf) 16kn |
| 7231878<br>UOQS<br>M-32053<br>Df Esd<br>Gc Rdr<br>RT | **DZINTARKRASTS**<br><br>**U.S.S.R. -'Zapryba'**<br>Ventspils U.S.S.R. | T.Mk<br>**2 581**<br>888<br>1 290 | <br><br>RS | **1972** ............U.S.S.R.<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7319266<br>UTRV<br>M-29043<br>Df Esd<br>Gc Rdr<br>RT | **DZINTARYURA**<br><br>**U.S.S.R. -'Zapryba'**<br>Ventspils U.S.S.R. | **3 170**<br>1 225<br>1 460 | <br><br>RS | **1967** ............U.S.S.R.<br>84,71 14,03 5,709<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12kn |
| 7329455<br>UPFR<br>M-32067<br>Df Esd<br>Gc Rdr<br>RT | **DZINTARZEME**<br><br>**U.S.S.R. -'Zapryba'**<br>Liepaya U.S.S.R. | T.Mk<br>**2 581**<br>888<br>1 289 | <br><br>RS | **1973** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7218591<br>UOFK<br>M-32047<br>Df Esd<br>Gc Rdr<br>RT | **DZUKIYA**<br><br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**2 581**<br>888<br>1 268 | <br><br>RS | **1972** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| 7204162<br>PDUN | **E 506**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **446**<br>—<br>— | **✠100A** SS 12/80<br>Caribbean area service<br>EL (B)<br>FN 360 | **1971**-7 N.V. Scheepswerf "de Donge"<br>—Raamsdonksveer (4204)<br>35,08 8,89 1,867<br>32,01 8,81 2,42<br>1 dk<br>5BH | **Pontoon** | |
| 7021352<br><br>1019<br>3-80 | **E 1001**<br>ex E 15<br>**Smit International Shipping**<br>**Investments Second Inc.**<br>Smit International (Antilles) B.V.<br>Panama Panama | **411**<br>410<br>564 | **100A** SS 6/79<br>Gulf service at Bahrain,<br>Red Sea and coastal<br>voyages between<br>EL (D)<br>FN 655 | **1968** T. Van Duijvendijk's Schpsw. N.V.<br>—Lekkerkerk (M112)<br>50,35 11,08 1,537<br>48,42 11,00 2,52<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7021364<br>PDUY | **E 1002**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **410**<br>410<br>564 | **100A** SS 8/73<br>European coastal service<br>EL (D)<br>FN 655<br>**LAID UP — SURVEYS OVERDUE 8/77** | **1967** Verolme Schpsw.—Alblasserdam (738)<br>50,04 11,08<br>48,42 11,00 2,52<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7021376<br>PDUW | **E 1003**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **410**<br>410<br>559 | **100A** SS 3/80<br>European coastal service<br>EL (D)<br>FN 655 | **1968** Verolme Scheepswerf Heusden N.V.<br>—Heusden (782)<br>50,04 11,08<br>48,42 11,00 2,52<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7502045<br>PDUS | **E 1201**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **503**<br>503<br>893 | **✠100A** SS 9/79<br>pontoon<br>EL (D)<br>FN 690 | **1975**-4 (Port hull) De Jong & Snoey B.V.<br>—Goes (74100)<br>**1975**-4 (Stbd hull) Werf de Schroef<br>—Sluiskil<br>50,07 11,08<br>49,36 10,98 2,98<br>1 dk<br>rf nil<br>5BH | **Pontoon** | |
| 7008697<br>PDUT | **E 1501**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **520**<br>518<br>724 | **✠100A1** SS 10/79<br>European coasting<br>service<br>EL (D)<br>FN 780 | **1970**-1 Verolme Schpsw.—Alblasserdam (791)<br>49,79 13,82 1,601<br>47,68 13,75 2,60<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |

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| **7633648**<br>PDVA | **E 2002**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **999**<br>999<br>1 977 | **✠100A** SS 4/82<br>portable water barge<br>EL (G)<br>FN 1101 | **1977**-3 Verolme Scheepswerf Heusden B.V.<br>—Heusden (957)<br>60,05 15,55 2,720<br>57,89 15,50 3,51<br>1 dk<br>rf nil<br>6BH WB3016T | **Tank Barge**<br>Water | |
| **7633650**<br>PDVB | **E 2003**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **999**<br>999<br>1 977 | **✠100A**<br>pontoon<br>EL (G)<br>FN 1101 | **1977**-4 Verolme Scheepswerf Heusden B.V.<br>—Heusden (958)<br>60,05 15,55 2,725<br>57,89 15,50 3,51<br>1 dk<br>rf nil<br>6BH WB3016T | **Tank Barge**<br>Water | |
| **7725867**<br>PDVJ | **E 3001**<br>ex Giant 1<br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **1 400**<br>1 400<br>2 647 | **✠100AN**<br>pontoon<br>EL (I)<br>FN 1407 | **1978**-8 HVO B.V.—Vlaardingen<br>(210167 A)<br>67,11 17,02 3,131<br>67,01 17,00 3,99<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon**<br>Deck Cargo | |
| **7725879**<br>PDUB | **E 3002**<br>ex Giant 1<br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **1 400**<br>1 400<br>2 748 | **✠100AN**<br>pontoon<br>EL (I)<br>FN 1407 | **1978**-11 HVO B.V.—Vlaardingen<br>(210167 B)<br>67,11 17,02 3,141<br>67,01 17,00 3,99<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon**<br>Deck Cargo | |
| **5095476**<br>VCJL<br>194458<br>Df Esd<br>Gc Rdr<br>RT | **E. B. BARBER**<br><br>**Algoma Steamships Ltd.**<br>Sault Ste. Marie Canada | **10 420**<br>7 396<br>13 392 | **✠100A1** Lake SS 11/68<br>Great Lakes service<br>**✠LMC**<br>EL (et) 2"SQ<br>FN 4687<br>AB | **1953**-6 Port Arthur SB. Co. Ltd.—Port<br>Arthur, Ont. (111)<br>174,99 18,04 7,284<br>170,80 17,99 9,45<br>P 20,5 F 29,6 1 dk<br>RW<br>2BH WB4586t | **S Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.15 893 B.15 851<br>15 Ha (each 3,6 × 12,8) ER<br>6W | 3 S Turb dr geared to sc. shaft<br>3 800shp (2 795kW)<br>Parsons Marine Turbine Co. Wallse<br>2 WTB 525lbf/in² (36,2bar) Spt<br>480lbf/in² (33,1bar) hs923,5<br>Thw. thrust propeller fwd<br>12,5 |
| **5347128**<br>VKJF<br>199158<br>RTv | **E. B. CANE**<br>ex Sydney Cove-78<br>**Charter Craft & Marine Services Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **245**<br>9<br>— | **✠100A1** SS 9/80<br>tug<br>**✠LMC**<br>EL (d) pt1⅛"U2<br>FN 409 | **1956**-4 P. K. Harris & Sons Ltd.<br>—Appledore (101)<br>35,26 9,15 3,233<br>31,75 8,88 3,99<br>rf 533 BK 30<br>3BH WB87t incl. DTsf43t | **M Tug** | Oil 4SA 6Cy. 432 × 546 sr geared to sc.<br>shaft<br>National Gas & Oil Eng. Co. Ashton/Ly<br>Gen 3 × 20kW 220V d.c.<br>Fuel 101,5t (d.o.)<br>11 |
| **7026986**<br>WU8802<br>527087<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **E. B. MacNAUGHTON**<br><br>**Ultramar Chemical Co.**<br>New York, NY United States of America | **198**<br>134<br>— | AB | **1970** Gulfport SB. Co.—Port Arthur, Tx<br>(724)<br>37,19 10,42 4,649<br>34,75 10,37 5,31<br>1 dk<br>rf 25 BK 102 | **TM Tug** | 2 Oil 2SA each 12Cy. 216 × 254 dr<br>geared to sc. shafts<br>Fairbanks, Morse & Co. U.S.<br>Gen 2 × 115kW 440V 60Hz a.c.<br>Fuel 305,0t<br>13 |
| **7708259**<br>HPLX<br>8693<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **E. CHENG**<br>ex Green Blessing-82<br>**Ocean Beauty Navigation Corp.**<br>Panama Panama | **11 244**<br>7 642<br>17 012 | NK | **1978** Narasaki Zosen K.K.—Muroran (916)<br>159,59(BB) 22,86 9,573<br>146,01 22,80 12,50<br>P 28,4 F 10,1 2 dks<br>conv General Cargo 78 | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER<br>TEU 686<br>C.Ho 338/20' (40') C.Dk 348/20' (40')<br>7 Ha (stl) ER<br>Cr 2(30) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&<br>Hitachi Zosen Maizuru Works, Maizu<br>Gen 3 × 1080kW a.c.<br>15,5 |
| **6614425**<br>CGDK<br>320967<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **E. E. PRINCE**<br><br>**Government of Canada (Department of Fisheries & Oceans)**<br>St. Andrews, N.B. Canada | **406**<br>115<br>69 | ✠Classed LR until 2/68 | **1966**-10 Port Weller Dry Docks Ltd.—St.<br>Catherines, Ont. (40)<br>39,65 8,34 3,658<br>35,29 8,23 4,32<br>F 20,8<br>rf 457 BK 127 | **M Research/Fishing**<br>Stern Trawler<br><br>Der 1(1) | Oil 2SA 5Cy. 310 × 490<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 2 × 140kW 1 × 90kW<br>460V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)<br>11 |
| **5095488**<br>WA6587<br>239237<br>RTv | **E. F. MORAN, Jr.**<br>ex Joseph Meseck-55<br>**Moran Towing Corp.**<br>New York, NY United States of America | **247**<br>168<br>— | | **1940** H. A. Marvel—Newburgh, NY (225)<br>32,01 8,23<br>29,75 8,21 4,02<br>BK 127 | **S Tug** | U 3Cy. 635 × 508 Unaflo<br>Erie, P<br>Skinner Engine Co.<br>Gen 1 × 30kW 125V d.c.<br>Fuel 51,0t (o.f.) |
| **5095505**<br>WA4525<br>243830<br>Df Gc<br>Rdr RT | **E. G. GRACE**<br><br>**Interlake S.S. Co.**<br>Pickands, Mather & Co.<br>Wilmington, De United States of America | **8 758**<br>6 472<br>16 079 | AB | **1943** American SB. Co.—Cleveland, Oh<br>(829)<br>*184,35* 18,34 7,290<br>184,41 18,29 10,67<br>F 16,5 1 dk<br>RW rf 76 | **S Bulk Carrier**<br><br>4 Ho ER<br><br>18 Ha (stl) (each 3,3 × 11,5) ER | C 4Cy. (2) 533 & (2) 1270 × 1219<br>2 500ihp (1 839kW)<br>American S.B. Co. Cleveland, O<br>Thw. thrust propeller fwd<br>Fuel (c) |
| **5095531**<br>WA4541<br>205250<br>Df Gc<br>Rdr RT | **E. J. BLOCK**<br>ex N. F. Leopold-44<br>ex W. R. Woodford<br>**Inland Steel Co.**<br>Chicago, Il United States of America | **6 933**<br>5 590<br>11 542 | AB | **1908** West Bay City SB. Co.—Bay City, Mi<br>(626)<br>*164,32* 17,18 6,617<br>164,55 17,07 9,45<br>F 17,7 1 dk<br>R rf 76 | **D-E Bulk Carrier**<br><br>3 Ho ER<br><br>16 Ha (stl) (each 3,3 × 10,3) ER | 2 Oil 2SA each 16Cy. 220 × 265 total<br>2 848bhp (2 095kW) connected to 2<br>elec. motors sr geared to sc. shaft<br>E made46 refitted49<br>General Motors Corp. Detroit, M<br>Fuel 244,0t |
| **6927810**<br>WY6244<br>519816<br>Esd Gc<br>Rdr RT | **E. L. BARTLETT**<br><br>**State of Alaska (Department of Transportation and Public Facilities)**<br>Juneau, Ak United States of America | **933**<br>384<br>500 | AB | **1969** Jeffboat Inc.—Jeffersonville, In<br>(2065)<br>58,83 16,21 3,887<br>51,06 16,16 5,72<br>2 dks | **TM Ferry**<br>Mchy.aft | 2 Oil -DA each 10Cy. 206 × 254 dr gear<br>to sc. shafts<br>3 400bhp (2 501kW)<br>Fairbanks Morse & Co. Beloit, W<br>Gen 2 × 125kW 1 × 50kW<br>Fuel 114,0t |

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| 5095593<br>WB7576<br>235630<br>RT | **E. M. BLACK**<br>**Belair Picton Co.**<br>Wilmington, De United States of America | **141**<br>71<br>— | | **1936** Gulfport Boiler & Welding Works Inc.—Port Arthur, Tx<br>28,05 6,71<br>... ... ...<br>rf 610 | **M Tug** | Oil 2SA 16Cy. 222 × 267<br>E made44 fitted61<br>General Motors Corp. U.S.A. |
| 5095608<br>WA9719<br>150786<br>Df Esd<br>Gc Pfd<br>Rdr RT | **E. M. FORD**<br>ex Presque Isle-56<br>**National Gypsum Co. (Huron Cement Division)**<br>Wilmington, De United States of America | **4 538**<br>3 388<br>6 706 | AB | **1898** Cleveland SB. Co.—Lorain, Oh (30)<br>132,29 15,30 6,405<br>126,09 15,24 8,59<br>P 23,8 F 11,0 1 dk<br>R conv Bulk Carrier 56 | **S Bulk Carrier**<br>Cement Self-unloader<br>5 Ho ER | Q 4Cy. 432 654 991 & 1524 × 1016<br>1 500ihp (1 103kW)<br>Cleveland S.B. Co. Cleveland, Oh<br>Gen 1 × 1000kW 1 × 30kW a.c.<br>Fuel 116,0t (o.f.) 10kn |
| 7395387<br>WYP2<br>685<br>553517 | **E. N. BELCHER, Jr.**<br>**Belcher Towing Co.**<br>Miami, Fl United States of America | **149**<br>101<br>— | | **1973** Atlantic Marine Inc.—Fort George Island, Fl<br>21,34 8,39<br>2,62<br>1 dk | **TM Tug** | Oil<br>..............<br>Fuel (d.o.) |
| 5095622<br>VJRQ<br>RTv | **E. O. K. GREEN**<br>**Maritime Services Board N.S.W.**<br>*Newcastle, N.S.W.* Australia | **846**<br>419<br>— | **✠100A1** SS 3/79<br>New South Wales coasting service<br>**✠LMC**<br>EL (K) 1¼"U2<br>FN 852 | **1960**-7 N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (60)<br>59,42 11,36 3,518<br>56,39 10,98 4,12<br>P 13,5 1 dk<br>RW rf nil<br>4BH | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 21,9 ER<br>Cr 2(7) | 2 Oil 2SA each 4Cy. 267 × 343 with fluid couplings & sr geared to sc. shafts<br>500bhp (368kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 25kW 2 × 12,5kW 220V d.c.<br>Fuel 39,5t (d.o.) 9kn |
| 6815108<br>328387<br>Df Esd<br>Gc Pfd<br>Rdr RT | **E. P. LE QUEBECOIS**<br>**Government of Canada (Ministry of Education for The Province of Quebec)**<br>Paspebiac, P.Q. Canada | **186**<br>32<br>— | ✠Classed LR until 6/72 | **1968**-5 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (374)<br>28,35 7,27 3,175<br>24,77 7,01 3,74<br>F 13,8 1 dk<br>BK 51 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW) NE made65 fitted68<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 230V 60Hz a.c.<br>Controllable pitch propeller |
| 7037155<br>ONBT<br>146<br>Df Esd<br>Gc Rdr<br>RTh/v | **E. R. BRABANTIA**<br>**Ahlers N.V.**<br>Ernst Russ<br>Antwerpen Belgium | **35 915**<br>27 943<br>66 499 | GL | **1971** N.V. Boelwerf S.A.—Tamise/Temse (1456)<br>234,75(BB) 32,09 13,240<br>223,86 32,01 18,19<br>P 44,2 F 17,7 1 dk | **M Bulk Carrier**<br>9 Ho 19,8 19,0 19,5 19,5 21,1 19,5 19,5 19,5 18,7 ER<br>G.78 359 B.76 696 HeCls. B<br>9 Ha (stl) (11,8T 13,0 13,0 13,0 13,0 13,0 13,0 13,0 13,0 × 13,7) ER | Oil 2SA 7Cy. 860 × 1600<br>16 100bhp (11 843kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Fuel 220,0t (d.o.) 3 100,0t (hvf)-55,0pd<br>15,75kn |
| 7636547<br>ONIL<br>ZK263<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **E. R. BRUGGE**<br>**Algemene Scheepvaartmij. 'Brugge' N.V.**<br>Ahlers N.V.<br>Antwerpen Belgium | T.Mk<br>**9 003**<br>5 682<br>14 000<br>**13 384**<br>9 669<br>19 775 | GL | **1979** N.V. Boelwerf S.A.—Tamise/Temse (1495)<br>163,51(BB) 22,94 8,573/10,281<br>153,83 22,86 13,82<br>P 32,4 F 26,9 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 16,7 31,3 30,5 24,4 ER<br>10 TwD Lwr 2 TwD Upr<br>G.735 B.694 In.519<br>TEU 697<br>C.Ho 347/20' (40') incl. 15 ref C.<br>C.Dk 350/20' (40')<br>8 Ha (stl) (12,5 × 10,5) (25,3p&s 25,3p&s 19,2p&s × 8,0) ER (7,0 × 2,9)<br>Cr 4(25) 2(8,5) Der 2(5) | Oil 2SA 6Cy. 700 × 1250<br>12 400bhp (9 121kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 528kW 440V 60Hz a.c.<br>Controllable pitch propeller fwd<br>Thw. thrust propeller<br>Fuel 212,0t (d.o.) 1 400,5t (hvf) 18kn |
| 7636559<br>ONWO<br>ZK265<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **E. R. BRUSSEL**<br>ex Cast Walrus-82<br>ex E. R. Brussel-81<br>ex C. P. Hunter-81<br>ex E. R. Brussel-80<br>**Algemene Scheepvaartmij. 'Temse' N.V.**<br>Ahlers N.V.<br>Antwerpen Belgium | T.Mk<br>**9 003**<br>5 682<br>14 000<br>**13 384**<br>9 669<br>19 775 | GL | **1979** N.V. Boelwerf S.A.—Tamise/Temse (1496)<br>163,51(BB) 22,94 8,573/10,281<br>153,83 22,86 13,82<br>P 32,4 F 26,9 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 16,7 31,3 33,6 24,4 ER<br>10 TwD Lwr 2 TwD Upr<br>G.25 969 B.24 514 In.519<br>TEU 697<br>C.Ho 347/20' (40') incl. 15 ref C.<br>C.Dk 350/20' (40')<br>8 Ha (stl) (12,5 × 10,5) (25,3p&s 25,3p&s 19,2p&s × 8,0) ER (7,0 × 2,9)<br>Cr 4(25) 2(8,5) Der 2(5) | Oil 2SA 6Cy. 700 × 1250<br>12 400bhp (9 121kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 528kW 440V 60Hz a.c.<br>Controllable pitch propeller fwd<br>Thw. thrust propeller<br>Fuel 212,0t (d.o.) 1 400,5t (hvf) 18kn |
| 7393896<br>ONLE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **E. R. LEGIA**<br>**Ahlers N.V.**<br>Ernst Russ<br>Antwerpen Belgium | **46 325**<br>34 951<br>83 981 | GL | **1977** N.V. Boelwerf S.A.—Tamise/Temse (1490)<br>253,78(BB) 34,35 13,983<br>241,76 34,31 18,52<br>F 17,7 1 dk | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.(oil) 111 334 HeCls. BC | Oil 2SA 8Cy. 860 × 1600<br>20 000bhp (14 711kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 495kW 440V 60Hz a.c.<br>Fuel 317,0t (d.o.) 3 130,5t (hvf)-74,0pd<br>16kn |
| 7346219<br>ONLB<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **E. R. LIMBURGIA**<br>**Ahlers N.V.**<br>Ernst Russ<br>Antwerpen Belgium | **44 249**<br>35 853<br>83 986 | GL | **1974** N.V. Boelwerf S.A.—Tamise/Temse (1472)<br>253,75(BB) 34,35 13,591<br>241,71 34,29 18,50<br>F 20,2 1 dk<br>rf nil | **M Tanker**<br>CBT<br>12 Ta ER<br>L.(oil) 102 805 HeCls. BC | Oil 2SA 8Cy. 860 × 1600<br>20 000bhp (14 711kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 495kW 440V 60Hz a.c.<br>Fuel 317,0t (d.o.) 3 130,5t (hvf)-74,0pd<br>16kn |
| 7357464<br>ONWA<br>Df Esd<br>Gc Pfd<br>RTv | **E. R. WALLONIA**<br>**Ahlers N.V.**<br>Ernst Russ<br>Antwerpen Belgium | **46 329**<br>35 853<br>83 986 | GL | **1974** N.V. Boelwerf S.A.—Tamise/Temse (1473)<br>253,75 34,35 13,983<br>241,71 34,29 18,50<br>F 20,2 1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 102 729 HeCls. BC | Oil 2SA 8Cy. 860 × 1600<br>20 000bhp (14 711kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 495kW 60Hz a.c.<br>Fuel 317,0t (d.o.) 3 130,5t (hvf)-74,0pd<br>16kn |
| 8403840<br>EEMU<br>1079<br>Df Esd<br>RTm | **E. RODRIGUEZ PELAYO**<br>**Pedro Pelayo S.A.**<br>Huelva Spain | **171**<br>72<br>— | BV | **1964** Hijos de J. Barreras S.A.—Vigo (1308)<br>28,17 6,86 3,175<br>25,00 6,80 3,41<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ha (1,3 × 1,3) | Oil 4SA 6Cy. 210 × 300<br>510bhp (375kW)<br>Stork-Jaffe Motorenfabrik Utrecht<br>Fuel 36,5t (d.o.) 10,5kn |

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| **7327677**<br>GBXR<br>356275<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **E. W. BEATTY**<br>**Canadian Pacific (Bermuda) Ltd.**<br>London United Kingdom | **69 904**<br>44 473<br>125 107 | **✠100A1** CS 9/78<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>**✠LMC** **UMS**<br>EL Wt 3¾"U3<br>FN 16117 | **1973**-9 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (893)<br>260,00(BB) 41,66 16,809<br>247,99 41,29 23,70<br>1 dk<br>rf 152 DK<br>11BH WB39185T incl. Comb. btm & STs & Topside tanks in Nos. 1-7 holds 30003t Topside tanks in Nos. 8 & 9 holds 2935T | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 20,8 21,6 21,6 21,6 21,6 21,6 21,6 21,6 21,6 ER<br>G.143 647<br>1 Ha (stl) (11,9 × 14,4) 8 Ha (stl) (each 11,9 × 17,9) ER<br>Der 1(5) 1(1,5) | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>AuxB (ex.g) 14kgf/cm² (13,8bar) Spt 10kgf/cm² (9,9bar)<br>Gen 1 × 640kW 2 × 636kW 450V 60Hz a.c.<br>Fuel 289,5t (d.o.) 5 150,5t (hvf)-77,0pd |
| **6523872**<br>WPHA<br>299839<br>Df Esd<br>Gc Pfd<br>Rdr RT | **E. W. THORNTON**<br>**Reading & Bates Exploration Co.**<br>New Orleans, La United States of America<br>See Register of Offshore Units | **5 594**<br>3 030<br>— | AB | **1965** Levingston SB. Co.—Orange, Tx (652)<br>84,74 32,06 6,363<br>77,09 32,01 7,62<br>1 dk<br>rf nil | **TD-E Drilling Ship**<br>Twin Hull<br>Cr 2(50) | 3 Oil each 16Cy. 216 × 254 total 5 240bhp (3 854kW) driving 3 gen. each 1 500kW 5 gen. each 553kW 900V d.c. connected to 2 elec. motors each of 1 500shp (1 103kW) & 2 sc. shafts<br>General Motors Corp. U.S.A<br>Gen 3 × 500kW 1 × 100kW 460V 60Hz a.c.<br>Fuel 796,5t (d.o.) |
| **7739246**<br>WYA2<br>195<br>591027 | **E. WAYNE WILSON**<br>**Pete Russell Inc.**<br>Brownsville, Tx United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **6909088**<br>Df Esd<br>RT | **E- 1-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Ast. Celaya—Bilbao (103)<br>23,35 6,58 2,794<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6909090**<br>Df Esd<br>RT | **E- 2-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-1 Ast. Celaya—Bilbao (104)<br>23,35 6,58 2,794<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6904662**<br>Df Esd<br>RT | **E- 3-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-2 Ast. Celaya—Bilbao (105)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6904674**<br>CO2383<br>Df Esd<br>RT | **E- 4-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-2 Ast. Celaya—Bilbao (106)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6902482**<br>Df Esd<br>RT | **E- 5-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-2 Ast. Celaya—Bilbao (107)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6902494**<br>CO2486<br>Df Esd<br>RT | **E- 6-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-2 Ast. Celaya—Bilbao (108)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6902509**<br>Df Esd<br>RT | **E- 7-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-2 Ast. Celaya—Bilbao (109)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6902511**<br>Df Esd<br>RT | **E- 8-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-2 Ast. Celaya—Bilbao (110)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6905599**<br>Df Esd<br>RT | **E- 9-CE**<br>**Government of The Republic of Cuba (Flota Camaronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-3 Ast. Celaya—Bilbao (111)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>1 dk<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW) MA<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c |

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| 6905604<br>C02488<br>Df Esd<br>RT | **E-10-CE**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-3 Ast. Celaya—Bilbao<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (112) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6824173<br>Df Esd<br>RT | **E-11-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1968**-10 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (178) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6824147<br>Df Esd<br>RT | **E-12-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-10 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (179) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6824159<br>C02502<br>Df Esd<br>RT | **E-13-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-10 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (180) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6824161<br>Df Esd<br>RT | **E-14-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-10 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (181) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6829642<br>Df Esd<br>RT | **E-15-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (182) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6826432<br>C02214<br>Df Esd<br>RT | **E-16-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (183) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6826444<br>Df Esd<br>RT | **E-17-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (184) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6829654<br>Df Esd<br>RT | **E-18-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (185) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6829666<br>Df Esd<br>RT | **E-19-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (186) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6829678<br>Df Esd<br>Gc | **E-20-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (187) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6901189<br>Df Esd<br>RT | **E-21-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 838 BK 25 | (188) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6827539<br>Df Esd<br>Gc | **E-22-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (189) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6827541<br>C02472<br>Df Esd<br>Gc | **E-23-JG**<br>Government of The Republic of Cuba (Flota Cameronera del Caribe)<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 S.A. Juliana Const. Gijonesa—Gijon<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (190) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |

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| **6827553**<br>CO2473<br>Df Esd<br>Gc | **E-24-JG**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 S.A. Juliana Const. Gijonesa—Gijon (191)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6827565**<br>Df Esd<br>Gc | **E-25-JG**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 S.A. Juliana Const. Gijonesa—Gijon (192)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6911160**<br>Df Esd<br>RT | **E-26-JA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Constructora Gijonesa—Bilbao (17)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6911172**<br>CO2504<br>Df Esd<br>RT | **E-27-JA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1968**-12 S.A. Juliana Constructora Gijonesa—Bilbao (18)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 28/32V d.c<br>10k |
| **6911184**<br>Df Esd<br>RT | **E-28-JA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-1 S.A. Juliana Constructora Gijonesa —Bilbao (19)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 28/32V d.c<br>10k |
| **6901713**<br>Df Esd<br>RT | **E-29-JA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-2 S.A. Juliana Constructora Gijonesa —Bilbao (20)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 28/32V d.c<br>10k |
| **6906218**<br>Df Esd<br>RT | **E-30-JA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-2 S.A. Juliana Constructora Gijonesa —Bilbao (21)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 28/32V d.c<br>10k |
| **6906220**<br>Df Esd<br>RT | **E-31-JA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-3 S.A. Juliana Constructora Gijonesa —Bilbao (22)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 2 × 2,5kW 1 × 1,5kW 28/32V d.c<br>10k |
| **6901191**<br>CO2314<br>Df Esd<br>RT | **E-32-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-11 Ast. de Santander S.A. —Santander (47)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6901206**<br>Df Esd<br>RT | **E-33-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. de Santander S.A. —Santander (48)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6901218**<br>Df Esd<br>RT | **E-34-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. de Santander S.A. —Santander (49)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6901220**<br>CO2517<br>Df Esd<br>RT | **E-35-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. de Santander S.A. —Santander (50)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6901232**<br>Df Esd<br>RT | **E-36-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1968**-12 Ast. de Santander S.A. —Santander (51)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6902523**<br>Df Esd<br>RT | **E-37-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-4 Ast. de Santander S.A.—Santander (52)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 2SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marse<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |

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| 8903242<br>C02223<br>Df Esd<br>RT | **E-38-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-4 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (53) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903254<br>Df Esd<br>RT | **E-39-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (54) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903266<br>Df Esd<br>RT | **E-40-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (55) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903278<br>Df Esd<br>RT | **E-41-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (56) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903280<br>Df Esd<br>RT | **E-42-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (57) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903292<br>Df Esd<br>RT | **E-43-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (58) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903307<br>Df Esd<br>RT | **E-44-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 107<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-2 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (59) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8903319<br>Df Esd<br>RT | **E-45-SA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Mariel Cuba | 107<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-2 Ast. de Santander S.A.—Santander<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>1 dk<br>rf 737 BK 25 | (60) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Vee Oil 4SA 12Cy. 150 × 150 reverse reduction geared to sc. shaft<br>360bhp (265kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8909105<br>C02489<br>Df Esd<br>RT | **E-46-MA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 110<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Maritima de Axpe S.A.—Bilbao<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (37) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8909117<br>Df Esd<br>RT | **E-47-MA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 110<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Maritima de Axpe S.A.—Bilbao<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (38) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8902535<br>Df Esd<br>RT | **E-48-MA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 110<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Maritima de Axpe S.A.—Bilbao<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>1 dk | (39) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8902547<br>Df Esd<br>RT | **E-49-MA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 110<br>41<br>84 | (BV)<br>✠Classed LR until 8/70 | **1969**-2 Maritima de Axpe S.A.—Bilbao<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (40) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 8902834<br>Df Esd<br>RT | **E-50-MA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | 110<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-3 Maritima de Axpe S.A.—Bilbao<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | (41) **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |

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|---|---|---|---|---|---|---|
| **6904686**<br>Df Esd<br>RT | **E-51-MA**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **110**<br>41<br>84 | ✠Classed LR until 8/70 | **1969**-3 Maritima de Axpe S.A.—Bilbao (42)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826456**<br>Df Esd<br>RT | **E-52-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-11 Ast. Construcciones S.A.—Vigo (81)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826468**<br>CO2207<br>Df Esd<br>RT | **E-53-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-11 Ast. Construcciones S.A.—Vigo (82)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826470**<br>CO2470<br>Df Esd<br>RT | **E-54-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (83)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826482**<br>Df Esd<br>RT | **E-55-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (84)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826494**<br>Df Esd<br>RT | **E-56-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (85)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826509**<br>CO2211<br>Df Esd<br>RT | **E-57-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (86)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826511**<br>Df Esd<br>RT | **E-58-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (87)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826523**<br>Df Esd<br>RT | **E-59-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (88)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826535**<br>Df Esd<br>RT | **E-60-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (89)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826547**<br>Df Esd<br>RT | **E-61-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (90)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbu<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |
| **6826559**<br>CO2227<br>Df Esd<br>RT | **E-62-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo (91)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reductio geared to sc. shaft<br>370bhp (272kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartage<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c<br>10k |

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|---|---|---|---|---|---|---|---|---|---|
| 826561<br>Esd<br>T | **E-63-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (92) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 827577<br>Esd<br>T | **E-64-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (93) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906232<br>02229<br>Esd<br>T | **E-65-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (94) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906244<br>02230<br>Esd<br>T | **E-66-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-1 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (95) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906256<br>Esd<br>T | **E-67-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (96) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906268<br>Esd<br>T | **E-68-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (97) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906270<br>Esd<br>T | **E-69-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (98) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906282<br>Esd<br>T | **E-70-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (99) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906294<br>Esd<br>T | **E-71-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (100) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906309<br>02493<br>Esd<br>T | **E-72-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (101) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>10kn |
| 906311<br>Esd<br>T | **E-73-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (102) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 906323<br>Esd<br>T | **E-74-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo<br>23,35<br>19,99<br>rf 737 BK 25 | 6,58<br>6,41 | 3,201<br>3,46 | (103) | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24V.d.c.<br>10kn |

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|---|---|---|---|---|---|---|
| **6909129**<br>Df Esd<br>RT | **E-75-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo (104)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6909131**<br>Df Esd<br>RT | **E-76-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-4 Ast. Construcciones S.A.—Vigo (105)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6911196**<br>Df Esd<br>RT | **E-77-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-4 Ast. Construcciones S.A.—Vigo (106)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6911201**<br>CO2478<br>Df Esd<br>RT | **E-78-AC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Mariel Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-3 Ast. Construcciones S.A.—Vigo (107)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>1 dk<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6826573**<br>Df Esd<br>Rdr RT | **E-79-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1968**-12 Hijos de J. Barreras S.A.—Vigo (1390)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6826585**<br>Df Esd<br>RT | **E-80-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Hijos de J. Barreras S.A.—Vigo (1391)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6906335**<br>Df Esd<br>RT | **E-81-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Hijos de J. Barreras S.A.—Vigo (1392)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6906347**<br>Df Esd<br>RT | **E-82-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | (BV)<br>✠Classed LR until 8/70 | **1969**-1 Hijos de J. Barreras S.A.—Vigo (1393)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6906359**<br>CO2479<br>Df Esd<br>RT | **E-83-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Hijos de J. Barreras S.A.—Vigo (1394)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 2 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6906361**<br>Df Esd<br>RT | **E-84-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>32<br>96 | ✠Classed LR until 8/70 | **1969**-2 Hijos de J. Barreras S.A.—Vigo (1395)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6906373**<br>Df Esd<br>RT | **E-85-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Hijos de J. Barreras S.A.—Vigo (1396)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| **6909143**<br>Df Esd<br>RT | **E-86-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Hijos de J. Barreras S.A.—Vigo (1397)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |

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| 6909155<br>Df Esd<br>RT | **E-87-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-2 Hijos de J. Barreras S.A.—Vigo (1398)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6909167<br>Df Esd<br>RT | **E-88-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Hijos de J. Barreras S.A.—Vigo (1399)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6911213<br>Df Esd<br>RT | **E-89-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Hijos de J. Barreras S.A.—Vigo (1400)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 6911225<br>Df Esd<br>RT | **E-90-HB**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **107**<br>43<br>96 | ✠Classed LR until 8/70 | **1969**-3 Hijos de J. Barreras S.A.—Vigo (1401)<br>23,35 6,58 3,201<br>19,99 6,41 3,46<br>rf 737 BK 25 | **M Fishing**<br>Side Trawler<br>1 Ho 8,1<br>3 Ha (stl) (0,7 × 0,7) (1,9 × 1,4) (0,4 × 0,3) | Oil 4SA 6Cy. 160 × 180 reverse reduction geared to sc. shaft<br>370bhp (272kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 1 × 2,5kW 1 × 1,5kW 24/32V d.c.<br>10kn |
| 7037258<br>EFXB<br>801<br>Df Esd<br>Gc Rdr<br>RTm/v | **EA**<br>**Naviera Vizcaina S.A.**<br>Bilbao Spain | **28 274**<br>19 303<br>49 114 | **✠100A1** SS 3/79<br>strengthened for ore cargoes, holds Nos. 2, 4 & 6 may be empty<br>**✠LMC**<br>EL Lt $3\frac{3}{16}$"U2<br>FN 9094 | **1971**-3 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (161)<br>205,72(BB) 29,93 12,574<br>194,01 29,85 17,02<br>Trunk 150,0 F 16,5 1 dk<br>rf 203<br>NS 9BH WB14667t incl. Comb. btm & side tanks in holds 7701t Topside tanks in holds 4393t | **M Bulk Carrier**<br>7 Ho 22,4 21,1 20,5 22,2 20,5 20,5 20,5 ER<br>G.60 753<br>7 Ha (stl) (12,5 × 12,5) (13,2 13,7 13,7 13,7 13,7 13,7 × 14,4) ER<br>Cr 1(25) Der 2(5) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 460kW 440V 60Hz a.c.<br>Fuel 1 940,5t (hvf) 16,5kn |
| 7511840<br>7404-76 | **EAGER TURTLE**<br>**Pontones Vigorosos S.A.**<br>Panama Panama | **3 377**<br>3 211<br>10 160 | **✠100A1** SS 12/81<br>pontoon<br>EL (P) $1\frac{1}{2}$"FSWR<br>FN 3068 | **1976**-7 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (929)<br>91,67 27,84 4,809<br>91,45 27,44 6,10<br>1 dk<br>rf-<br>4BH WB14317T | **Pontoon**<br>Deck Cargo | |
| 5009489<br>5B2038<br>367186<br>Df Esd<br>Rdr | **EAGLE**<br>ex Elena-76 ex Ede Marmstorf-72<br>ex Aldebaran-69<br>**Panormos Shipping Co. Ltd.**<br>Lofos Shipping Co. (Panama) S.A.<br>Limassol Cyprus | **2 674**<br>1 467<br>5 185 | GL | **1953** A.G. "Weser" Werk Seebeck —Bremerhaven (741)<br>115,58 15,85 6,351<br>15,78 9,00<br>F 25,6 2 dks, H 19,2 & 8.9m<br>RW | **M General Cargo** 6P<br>Ice strengthened<br>4 Ho 16,0 26,5 ER 16,7 16,7<br>G.9 188 B.8 264<br>4 Ha (9,0 17,5 × 5,4) ER (9,0 9,0 × 5,4)<br>11W Der 1(30) 1(3-10) 7(3-5) 2(3) | 2 Oil 4SA each 8Cy. 400 × 600 geared to sc. shaft<br>3 200bhp (2 354kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 100kW 230V d.c.<br>Fuel 589,5t (d.o.) 14kn |
| 8110071<br>H3IZ<br>10675-KJ | **EAGLE**<br>**Great Sky Shipping**<br>Panama Panama | **2 475**<br>1 706<br>5 101 | NK | **1982** Kochi Jukogyo K.K.—Kochi (2221)<br>5,968<br>89,52 16,21 7,22<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 159 B.5 429<br>2 Ha (stl) ER | Oil 4SA 6Cy. 410 × 650<br>3 100bhp (2 280kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 5222433<br>SV5715<br>7561<br>Df Esd<br>Gc Rdr<br>RTm/v | **EAGLE**<br>ex Byzantine Eagle-81<br>ex Tehonga-77<br>ex Maria Anna Schulte-70<br>**Ank Shipping Co.**<br>Piraeus Greece | **1 780**<br>1 114<br>3 034 | GL | **1958** Schulte & Bruns—Emden (191)<br>76,38 12,07 6,071<br>73,97 7,01<br>RQD 36,9 B 6,8 F 7,4 2 dks<br>RW rf 51 | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>2 Ho 35,6 14,7 ER<br>G.3 963 B.3 629 In.211<br>3 Ha (stl) (8,0 17,3comb. 8,6 × 5,5) ER<br>8W Der 1(15) 8(5) | 2 Oil 4SA each 8Cy. 285 × 420 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 80kW 400V 50Hz a.c.<br>Fuel 139,0t (d.o.) 12kn |
| 7226574<br>9V2466<br>367975<br>Df Esd<br>Gc Rdr<br>RTh | **EAGLE**<br>ex Manchester Eagle-82<br>ex Atlantic Eagle-81<br>ex Black Eagle-78<br>**m.s. 'Senator' Bereederungs G.m.b.H. & Co. K.G.**<br>Reederei Gerhard Schepers<br>Singapore Singapore | T.Mk<br>**1 207**<br>630<br>3 546 | GL<br>✠Classed LR until 2/9/77 | **1972**-12 Hashihama Zosen—Imabari (503)<br>116,24(BB) 18,04 4,011<br>108,21 17,61 7,75<br>F 9,5 2 dks<br>rf nil len 82 | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 300 C. 300/20' incl. 40 ref C.<br>6 Ha (stl) ER | 2 Oil 4SA each 6Cy. 320 × 380 dr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 170kW 445V 60Hz a.c.<br>Thw. thrust propeller<br>14,25kn |
| 7651432<br>H06277<br>1015<br>4-80<br>RT | **EAGLE**<br>ex Kotoku Maru No. 8-80<br>**H. M. T. Lines S.A.**<br>Panama Panama | **497**<br>269<br>1 000 | | **1967** Okayama Zosen K.K.—Hinase<br>53,50 4,050<br>49,00 9,20 4,50<br>1 dk | **M General Cargo**<br>G.1 200 B.1 000 | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10,5kn |
| 7200104<br>WS6422<br>510431<br>Esd Rdr<br>RTm/h | **EAGLE**<br>ex Santa Anita<br>**Offshore Logistics Services Inc.**<br>Morgan City, La United States of America | **280**<br>190<br>1 219 | | **1967** Burton Construction & SB. Corp. —Port Arthur, Tx (402)<br>48,47 11,59 2,820<br>47,15 3,51<br>1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 440V 60Hz a.c.<br>Fuel (d.o.) 12kn |

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| **7817402**<br>WYC8<br>627<br>602018<br>Df Esd<br>Pfd Rdr<br>RT | **EAGLE**<br><br>**Jack Jackobsen**<br>New Bedford, Ma United States of America | **179**<br>122<br>— | | **1979** Atlantic Marine Inc.—Fort George Island, Fl (180)<br>28,99 7,68 3,201<br>26,14 7,62 4,12<br>F - 1 dk | **M Fishing**<br>Shellfish Side-fishing Stern Trawler<br>G.178 | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>520bhp (382kW) E made— reconditioned & fitted78<br>Caterpillar Tractor Co. Peoria, Illino |
| **7534763**<br>WYT9<br>867<br>563140 | **EAGLE**<br><br>**Alaska Packers Association Inc.**<br>Bellingham, Wa United States of America | **176**<br>149<br>— | | **1975** Bender Welding & Machine Co. Inc. —Mobile, Al<br>*25,03* 7,35<br>3,51<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Fuel (d.o.) |
| **7319034**<br>WZF6271<br>553419<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EAGLE**<br>ex Vicky B-80<br>**Pacific Western Lines Inc.**<br>Seattle, Wa United States of America | **161**<br>109<br>— | AB | **1973** Main Iron Works Inc.—Houma, La (276)<br>5,131<br>35,51 10,67 5,64<br>F 14,1 1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhatta<br>Gen 2 × 99kW<br>Fuel 411,5t (d.o.) |
| **7201081**<br>WY5845<br>508600 | **EAGLE**<br><br>**Eagle Inc.**<br>Astoria, Or United States of America | **103**<br>70<br>— | | **1967** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,98* 6,56<br>2,39 | **M Fishing** | Oil<br>380bhp (280kW)<br>...............<br>Fuel (d.o.) |
| **7018408**<br>VPFG<br>339334<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EAGLE ARROW**<br>ex Bulk Eagle-74<br>**Denhart Shipping Co. Ltd.**<br>Hong Kong Hong Kong (British) | **17 180**<br>9 619<br>25 299 | NV | **1970** Harland and Wolff Ltd.—Belfast (1679)<br>167,57 24,41 10,370<br>160,76 24,39 14,33<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.30 362 B.29 678 HeCls. B<br>5 Ha (14,4T × 11,8) (25,1 25,1 25,1 19,2 × 19,5) ER<br>Cr 2(25) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfas<br>Gen 3 × 525kW 1 × 10kW 440V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 600,0t (hvf)-35,0pd 14,5k |
| **8108822**<br><br><br>RT | **EAGLE BARGE I**<br><br>**National Petroleum Company of Nigeria**<br>Lagos Nigeria | **696**<br>—<br>600 | **100A1**<br>Class Contemplated<br><br>FN 481 | **1981** D. C. Anastassiades & A. Ch. Tsortanides—Perama (92)<br>38,03 9,50 2,752<br>36,33 9,21 4,02<br>1 dk | **TM Tank Barge**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 121 × 152<br>235bhp (173kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8108834**<br><br><br>RT | **EAGLE BARGE II**<br><br>**National Petroleum Company of Nigeria**<br>Lagos Nigeria | **536**<br>—<br>400 | **100A1**<br>Class Contemplated<br><br>FN 368 | **1981** D. C. Anastassiades & A. Ch. Tsortanides—Perama (93)<br>29,49 9,50 2,601<br>27,77 9,21 4,02<br>1 dk | **TM Tank Barge** | 2 Oil 4SA each 6Cy. 121 × 152<br>235bhp (173kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **7376628**<br>H9RS<br>1111-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EAGLE BLANCE**<br>ex Komei Maru-82<br><br>Panama Panama | **3 661**<br>2 167<br>6 499 | NK | **1975** Kagoshima Dock & I.W. Co. Ltd. —Kagoshima (76)<br>103,00 16,31 7,138<br>96,02 16,29 8,28<br>P 25,0 F 21,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 8 051 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubish<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz<br>Gen 2 × 176kW 440V a.c.<br>Fuel 441,0t-17,5pd 13k |
| **8037384**<br>VJAT<br>355975<br>Esd Rdr<br>RTh/v | **EAGLE BLUFF**<br><br>**Dalmacia Fisheries Pty. Ltd.**<br>Lombardo Marine Group Pty. Ltd.<br>*Fremantle, W.A.* Australia | **149**<br>93<br>— | | **1977** Ocean Shipyards—Fremantle<br>23,40<br>6,76 2,47 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165 sr geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 1 × 72kW 440V 50Hz a.c.<br>Fuel 51,0t (d.o.) 9k |
| **5297787**<br>HO3566<br>8918-MF<br>Df Esd<br>Pfd Rdr<br>RT | **EAGLE EKET**<br>ex Robert Masset-80<br>**Larimer Shipping Inc.**<br>Panama Panama | **283**<br>98<br>140 | BV | **1958** At. & Ch. de la Manche—Dieppe (1144)<br>40,59 7,62 3,398<br>35,01 7,61 4,20<br>1 dk<br>RW conv Side Trawler Fishing — | **M Stand-by Safety Vessel**<br>for offshore installations<br>3 Ha (each 0,9 × 0,9)<br>Der 1(1,5) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koel<br>Fuel 69,0t (d.o.) 12,75k |
| **7326568**<br>H9SA<br>11116-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EAGLE NEIGE**<br>ex Diam Carrier-82<br>ex Seibun Maru No. 3-77<br>Panama Panama | **1 716**<br>970<br>2 012 | NK | **1973** Okayama Zosen K.K.—Hinase (233)<br>78,03 12,53 5,030<br>72,01 12,50 6,00<br>P 17,1 F 8,9 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>4 Ta ER<br>L.(gas) 1 812 | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz<br>Gen 2 × 250kW 1 × 115kW 445V a.c.<br>Fuel 391,0t-12,5pd 14k |
| **7648760**<br><br>RH-L8<br>1304<br>Gc Rdr | **EAGLE No. 2**<br>ex Hirogane Maru-81<br>**Naviera Ajuila S. de R. L.**<br>Amapala Honduras | **499**<br>267<br>1 140 | | **1969** Okayama Zosen K.K.—Hinase (190)<br>59,01 3,901<br>54,01 9,50 6,00<br>2dks | **M General Cargo**<br>G.1 650 B.1 450<br>1 Ha (30,7 × 7,0) ER | Oil<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japa<br>10,75k |
| **5095725**<br>WA7681<br>241420<br>Df Rdr<br>RT | **EAGLE POINT**<br>ex Margot Moran-62<br>ex Sacagamea-42<br>**Tug Kevin Moran Inc.**<br>Wilmington, De United States of America | **211**<br>69<br>— | (AB) | **1942** Levingston SB. Co.—Orange, Tx (211)<br>32,01 7,65 3,731<br>30,48 7,62 4,12<br>1 dk | **D-E Tug** | Oil 2SA 12Cy. 215 × 265 connected to 1 elec. motor<br>General Motors Corp. Cleveland, O<br>Fuel 71,0t |
| **6715657**<br>C4VL<br>374293<br>Df Esd<br>Gc Rdr<br>RT | **EAGLE PRIDE**<br>ex Houda Pearl-82<br>ex Ledesco Dos-77<br>ex Shinwa Maru-71<br>**Sea Pleasure Navigation Co. Ltd.**<br>Limassol Cyprus | **3 020**<br>2 198<br>5 349 | NK | **1967** Hashihama Zosen—Imabari (211)<br>99,35 15,63 6,503<br>93,05 15,60 7,78<br>P 20,2 B 5,5 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 043 B.6 651<br>2 Ha (stl) (25,6 25,9 × 8,0) ER<br>12W Der 1(50) 4(15) | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz<br>Gen 2 × 256kW a.c.<br>Fuel 20,5t (d.o.) 520,0t (hvf) 11,75k |

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| 19539<br>DS<br>0823<br>Esd<br>Pfd<br>RT | **EAGLE 1**<br>**Bean Dredging Corp.**<br>Baton Rouge, La United States of America | **5 715**<br>3 837<br>4 940 | AB | **1981** Avondale Shipyards Inc.—New Orleans, La (2320)<br>103,64 6,109<br>94,80 20,81 7,09<br>P 29,6 F 16,8 1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction | 2 Vee Oil 4SA each 16Cy. 228 × 266 reverse reduction geared to sc. shafts<br>7 460bhp (5 487kW)<br>Alco Engine Div. of White Industrial Power Inc. U.S.A.<br>Gen 2 × 750kW a.c. |
| 95763<br>WS<br>82-<br>PEXT2<br>Esd<br>Rdr | **EAGLESCLIFFE**<br>ex Eaglescliffe Hall-74<br>**Cayman Shipping Corp. Ltd.**<br>Panama Panama | **2 334**<br>1 562<br>4 237 | ✠**100A1** SS 12/75<br>North & South American coasting between 50°N & 50°S & to West Indies<br>✠**LMC**<br>EL r $1\frac{1}{2}$"SQ<br>FN 1561<br>**REPAIRS REQUIRED — CLASS SUSPENDED 10/6/79** | **1957**-4 Grangemouth Dockyard Co. Ltd.—Grangemouth (520)<br>78,95 13,44 5,506<br>77,12 13,38 6,86<br>P 12,2 F 9,2 1 dk<br>rf nil<br>NS 3BH WB769t | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 7Cy. 235 × 330 with flexible coupling & sr reverse geared to sc. shafts<br>1 200bhp (883kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 08607<br>HL<br>Esd<br>Pfd<br>RT | **EAMAN**<br>ex Takin-80<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **4 415**<br>2 101<br>4 965 | ✠**100A1**<br>hopper dredger<br>✠**LMC**<br>EL W 495,0/50,0U2<br>FN 2227 | **1979**-10 IHC Smit B.V.—Kinderdijk (CO1123)<br>95,99 17,56 6,351<br>88,04 17,49 7,80<br>P 28,4 F 16,2 1 dk<br>rf nil<br>5BH WB499T | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Hopper 4200T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps each 1362kW (1826bhp)<br>Cr 1(15) | 2 Oil 4SA each 6Cy. 360 × 450 reverse reduction geared to sc. shafts<br>4 500bhp (3 310kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 4 × 310kW 390V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 06026<br>OB<br>3678<br>Esd<br>Rdr<br>m/v | **EARL GODWIN**<br>ex Svea Drott-75<br>**Lloyds Leasing Ltd.**<br>Sealink U.K. Ltd.<br>London United Kingdom | **3 999**<br>1 869<br>1 064 | ✠**100A1** SS 1/80<br>Channel service from ports in U.K. South of Oban and Harwich/Hook of Holland<br>✠**LMC**<br>EL (x) $1\frac{13}{16}$"SQ<br>FN 2068 | **1966**-6 Oresundsvarvet A/B—Landskrona (202)<br>99,50 18,29 4,617<br>90,02 17,30 5,67<br>B 67,1 Upr. B 25,3 1 dk & S dk, 3rd dk except in mchy. space<br>rf 152<br>12BH WB170t | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>38bth 962dk P<br>Bow & stern doors | 4 Oil sr geared to sc. shafts<br>12 000bhp (8 827kW)<br>(i) 2 Vee Oil 4SA each 12Cy. 400 × 500<br>Kloeckner Humboldt Deutz Koeln<br>(ii)2 Oil 4SA each 6Cy. 400 × 580<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 600kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 305,0t (d.o.)-33,5pd 20,25kn |
| 10258<br>RW<br>0837<br>Esd<br>Rdr<br>v | **EARL GRANVILLE**<br>ex Viking 4-80<br>**W & G Industrial Leasing Ltd.**<br>Sealink U.K. Ltd.<br>London United Kingdom | **4 658**<br>2 018<br>1 199 | BV | **1973** Jos. L. Meyer—Papenburg (570)<br>108,72(BB) 17,25 4,598<br>96,50 17,20 6,00<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>374bth 826dk P<br>Ice strengthened Bow & stern doors | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>11 600bhp (8 532kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 3 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel (d.o & hvf) 19,25kn |
| 01393<br>YZ9<br>562<br>7733 | **EARL J. CONRAD, JR.**<br>ex Akuarius II-74<br>ex Laissez Faire-70<br>ex Olga Princess-66 ex Don Carlos<br>ex Deal (AKL 2)-62 ex FS 263<br>ex FP 263<br>**Haynie Products Inc.**<br>Reedsville, Oh United States of America | **535**<br>363<br>427 | (AB) | **1944** Wheeler SB. Corp.—Whitestone, NY (77)<br>*50,69* 9,83 3,061<br>50,30 9,76 4,37<br>F 8,0 1 dk<br>rf 152<br>conv General Cargo 62<br>conv Radio-station — | **TM Fishing**<br>Side-fishing<br>2 Ho ER<br>B.595<br>2 Ha ER | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Fuel 64,0t |
| 17047<br>WIA<br>7458<br>Esd<br>Pfd<br>m/h/v | **EARL WILLIAM**<br>ex Carferry Viking II-77<br>ex Viking II-64<br>**Lloyds Leasing Ltd.**<br>Sealink U.K. Ltd.<br>London United Kingdom | **3 765**<br>1 836<br>928 | NV | **1964** Kaldnes M/V A/S—Tonsberg (160)<br>99,50 17,73 4,420<br>90,02 17,68 5,67<br>2 dks<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>940P<br>Bow & stern doors | 2 Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>10 200bhp (7 503kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 520kW 1 × 76kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 334,5t (d.o.)-35,5pd 18,5kn |
| 095816<br>GLG<br>48166<br>Esd | **EARLHAM VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)—Richmond, Ca (V763)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 312684<br>TI<br>Esd<br>Rdr<br>T | **EARLY BIRD**<br>ex Sete-73<br>**Blue Shipping & Trading Co. N.V.**<br>St. Maarten Netherlands Antilles | **4 121**<br>2 637<br>7 044 | BV | **1973** Tohoku Zosen—Shiogama (146)<br>105,97 7,449<br>99,37 15,24 9,15<br>1 dk | **M General Cargo**<br>5 Ho ER<br>len 81 5 Ha (stl) (7,9 11,5 3,8 3,8 3,8 × 7,6) ER | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 130kW 450V 60Hz a.c.<br>12,5kn |
| 821130<br>YC6<br>027<br>91603<br>Esd<br>Pfd<br>RT | **EARLY DAWN**<br>**Pequod Inc.**<br>Seattle, Wa United States of America | **197**<br>134<br>— | | **1978** Marine Construction & Design Co. (MARCO)—Seattle, Wa (345)<br>32,95 8,82 3,957<br>29,27 8,60 3,97<br>F - 1 dk | **M Fishing**<br>Crab<br>In.212<br>Cr 1(5) | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 95kW<br>12kn |
| 038364<br>24084 | **EARLY'S PRIDE**<br>**Early's Pride Inc.**<br>Corpus Christi, Tx United States of America | **133**<br>91<br>— | | **1980** ..............Biloxi, Ms<br>*24,18* 7,17<br>3,13<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| 095854<br>WA9705<br>50669<br>Esd<br>Rdr | **EARNEST**<br>ex Portugbar-55<br>**Leo C. Brutche**<br>Seattle, Wa United States of America | **283**<br>93<br>— | | **1943** Barbee Marine Yards Inc.—Seattle, Wa<br>*54,08* 8,59 4,128<br>35,97 8,54 4,42<br>1 dk<br>BK 356<br>conv Tug — | **Wood TM Fishing** | 2 Oil 2SA each 3Cy. 305 × 380<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 101,5t |

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| **8004569**<br>ELBQ2<br>7134<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EARNEST VENTURE**<br>**Cosmopolitan Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | T.Mk<br>**7 455**<br>5 152<br>22 918<br>**14 271**<br>10 082<br>— | **✠100A1**<br>**✠LMC**<br>EL Ht 605,0/62,0U3<br>FN 6365 | **1982**-1 Kanda Zosensho K.K.—Kure (260)<br>166,00(BB) 26,50 —/10,429<br>157,00 26,41 14,13<br>P 28,4 F 14,4 2 dks<br>rf 102<br>SF 6BH WB6144T incl. DTm 1334T, Comb. btm & STs in holds 1291T & STs in holds 834T | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 3 × 400kW 450V 60Hz a.c. |
| **6916005**<br>LQYE<br>Esd Rdr<br>RT | **EARTHBANK**<br>ex Yavapai APB.42 ex LST(2) 672<br>**Maruba Sociedad en Comandita por Acciones**<br>Buenos Aires Argentina | **3 363**<br>2 398<br>4 850 | (BV) | **1944** American Bridge Corp.—Ambridge, Pa<br>*96,29* 15,19 5,214<br>15,17 7,62<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Ship —<br>—<br>conv Accommodation Ship — | **TM General Cargo**<br>2 Ho ER<br>G.5 300<br>4 Ha (9,7 × 3,9) (9,1 9,1 10,6 × 5,1) ER | 2 Vee Oil 4SA each 12Cy. 215 × 254<br>1 800bhp (1 324kW)<br>General Motors Corp. La Grange,<br>Fuel (d.o.) |
| **5400190**<br>373409<br>RT | **EASSELYN**<br>ex Ramajim-77 ex Porgimar-67<br>ex Algion-66 ex Barcarola-63<br>ex Martha-54 ex Ceram-39<br>**Jose Roberto Vegas**<br>Road Harbour British Virgin Islands | **323**<br>127<br>432 | (BV) | **1938** N.V. Sch. Delfzijl v/h Sander—Delfzijl<br>42,02 7,37 2,896<br>7,32 3,74<br>1 dk<br>R | **M General Cargo**<br>2 Ha (each 9,6 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 203 × 406<br>NE 71<br>Alpha-Diesel A/S Frederiks<br>Fuel (d.o.) |
| **8121953**<br>H8BV<br>10991-YJ | **EAST CRYSTAL**<br>ex Ocean Envoy-82<br>**Selvia Marine Trade S.A.**<br>Panama Panama | **2 490**<br>1 647<br>6 129 | NK | **1981** Higaki Zosen K.K.—Imabari (271)<br>97,49 17,02 6,765<br>89,97 17,01 12,02<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 407 B.10 510<br>2 Ha (stl) ER | Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. |
| **5095880**<br>WD5342<br>260038<br>Rdr RT | **EAST HAMPTON**<br>**East Hampton Inc.**<br>Cape Charles, Va United States of America | **198**<br>119<br>279 | | **1950** R.T.C. S.B. Co.—Camden<br>*39,78* 6,89<br>41,36 6,86 3,23<br>1 dk<br>rf 406 | **M Fishing**<br>Side-fishing<br>1 Ho 14,1 ER<br>1 Ha (3,3 × 5,1) ER<br>1W | Oil 4SA 8Cy. 305 × 380<br>800bhp (588kW)<br>Enterprise Engine & Foundry Co. San Francisco,<br>Fuel 14,0t |
| **6404753**<br>WO3657<br>292791<br>Df | **EAST POINT**<br>ex Francisca V-71<br>ex Sourdough Queen-70<br>ex Arctic King-66 ex Y 5<br>**Queen Fisheries Inc. A.K.**<br>Seattle, Wa United States of America | **995**<br>784<br>— | (AB) | **1943** Odenbach SB. Corp.—Rochester, NY (5)<br>*54,05* 9,17 3,410<br>53,60 9,15 4,12<br>P 11,0 F 6,1 1 dk<br>rf nil<br>conv Tanker — | **TM Fishing**<br>6 Ta ER | 2 Oil 2SA each 6Cy. 254 × 318<br>480bhp (353kW)<br>Fairbanks, Morse & Co.<br>Fuel 44,5t |
| **5217787**<br>H8PQ<br>10166<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EAST RAINBOW**<br>ex Tesira-80 ex Maj Ragne-73<br>**Wah Kam Navigation S.A.**<br>Panama Panama | **4 472**<br>2 355<br>6 028 | BV GL<br>✠Classed LR until 5/74 | **1961**-7 A/B Ekensbergs Varv—Stockholm (224)<br>114,00 15,52 7,341<br>105,44 15,40 9,78<br>F 11,6 2 dks<br>rf 76 DK fwd | **M General Cargo**<br>Ref<br>Ice strengthened<br>4 Ho 12,5 12,6comb. 19,5 12,5 ER<br>G.8 431 B.7 825 In.784<br>4 Ha (stl) (9,8 9,8 15,3 9,8 × 6,7) ER<br>6W Cr 1(25) Der 1(30) 2(8) 4(5) | Oil 2SA 7Cy. 500 × 1100<br>4 050bhp (2 979kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Koben<br>Gen 2 × 250kW 1 × 208kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 664,5t (hvf) |
| **7639006**<br>9VNK<br>380687<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EAST SEA**<br>Launched as South Sea<br>**Trans Pacific Enterprises Pte. Ltd.**<br>Singapore Singapore | **848**<br>202<br>1 005 | AB NK | **1977** Imai Seisakusho—Iwagi (177)<br>60,51 4,966<br>55,33 11,02 5,41<br>1 dk | **TM Tug**<br>2 Ha (each 2,2 × 1,9)<br>Der 1(5) | 2 Oil 4SA each 6Cy. 400 × 640<br>The Hanshin Diesel Works Ltd. |
| **7001821**<br>5LJQ<br>3370<br>Df Esd<br>Gc Rdr | **EASTERN ACE**<br>**Liberian Equity Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **9 777**<br>6 331<br>16 960 | **✠100A1**<br>**✠LMC**<br>SS 2/79<br>EL Ct 2⅜"U2<br>FN 4642 | **1969**-11 Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2091)<br>145,65 21,85 9,113<br>136,10 21,80 12,30<br>P 26,6 F 11,9 1 dk<br>RW rf nil<br>NS 6BH WB4267t incl. Comb. btm & STs in holds 1749t Topside tanks in holds 2192t | **M Bulk Carrier**<br>4 Ho 23,3 26,4 26,4 26,4 ER<br>G.21 063 B.20 588<br>4 Ha (stl) (15,0 19,5 19,5 19,5 × 10,2)<br>4W Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB 7,5kgf/cm² (7,4bar)<br>Gen 3 × 240kW 450V 60Hz a.c.<br>Fuel 1 000,0t |
| **6911093**<br>DUFN<br>224349<br>Df Esd<br>Rdr RT | **EASTERN ADVENTURE**<br>ex Golden Adventure-76<br>ex Mustang-75 ex Kyoun Maru-74<br>ex Choan Maru-70<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **2 626**<br>1 564<br>4 205 | NK (KR) | **1969** Imai Zosen—Kochi (270)<br>92,00 14,43 5,995<br>84,99 14,41 7,07<br>P 22,3 F 9,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 567 B.5 301<br>2 Ha (stl) (17,3 28,0 × 8,0) ER<br>Der 3(15) | Oil 2SA 6Cy. 470 × 820<br>3 200bhp (2 354kW)<br>Ito Tekkosho<br>Gen 2 × 120kW 110V a.c.<br>Fuel 392,0t-10,5pd |
| **5269534**<br>H9QX<br>10063<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN ALLIANCE**<br>ex Ateni-81<br>ex Panaghia Theoskepasti-79<br>**Springdale Shipping Co. Ltd.**<br>Gulfeast Ship Management Ltd.<br>Panama Panama | **7 913**<br>4 742<br>14 376<br>**10 565**<br>6 379<br>16 696 | **✠100A1**<br>**✠LMC**<br>SS 2/77<br>EL ft 2¼"SQ<br>FN 4834 | **1958**-6 Hakodate Dock Co. Ltd.—Hakodate (233)<br>158,22 19,74 8,500/9,665<br>149,64 19,65 12,65<br>Ba 21,7 F 11,6 1 dk & S dk<br>rf 102<br>8BH to S dk 1 to 2nd dk WB4322t incl. DTm1130t | **M General Cargo** OSD/CSD<br>6 Ho ER 6 TwD ER<br>G.23 140 B.21 376<br>6 Ha (stl) (8,8 9,6 9,6 8,0 9,6 9,6 × 7,7) ER | Oil 2SA 6Cy. 700 × 1200<br>6 200bhp (4 560kW)<br>Mitsubishi Nippon Heavy Ind. Yokoh<br>WTAuxB 142lbf/in² (9,8bar)<br>e(ex.g) 178lbf/in² (12,3bar)<br>Gen 2 × 176kW 1 × 170kW 450V 60Hz a.c. |
| **7129063**<br>5MYJ<br>4092<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN ALPHA**<br>**Eastern Winner Transports Inc.**<br>Monrovia Liberia | **12 142**<br>8 295<br>20 814 | AB | **1972** Sanoyasu Dockyard Co. Ltd.—Osaka (316)<br>156,98(BB) 22,86 9,897<br>148,01 22,81 13,49<br>P 27,5 F 10,4 2 dks<br>rf nil | **M Bulk Carrier**<br>Vehicles<br>5 Ho 22,5 25,4 15,0 26,2 18,7 ER<br>G.27 209 HeCls. B<br>5 Ha (stl) (13,0 18,7 9,7 18,7 12,7 × 10,9) ER<br>Cr 2(20) | Oil 2SA 8Cy. 620 × 1400<br>10 700bhp (7 870kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 185,5t (d.o.) 1 587,0t (hvf)-34,0pd |

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|---|---|---|---|---|---|---|
| 7429891<br>3EVP<br>8322-77B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN ANNA 2**<br>ex Hillstar-80 ex Clematis-77<br>**Holly Shipping Co. S.A.**<br>Panama Panama | **3 759**<br>2 594<br>7 094 | NK | **1975** Kurushima Dock Co. Ltd.—Uwajima (860)<br>106,46 17,02 7,100<br>98,00 17,00 8,69<br>P 18,9 B 4,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>G.8 820 B.8 217<br>2 Ha (stl) (31,2 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 264kW a.c.<br>Fuel 517,0t-12,5pd 12,5kn |
| 6821535<br>DZBO<br>224346<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTERN APOLLO**<br>ex Island Queen<br>ex Yamahiro Maru-74<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **2 517**<br>1 492<br>4 519 | NK | **1968** Imabari Zosen—Imabari (172)<br>90,51 14,51 6,179<br>86,01 14,48 7,52<br>P 17,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 579 B.5 253<br>2 Ha (15,0 31,7 × 7,0) ER<br>Der 2(15) 1(10) | Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 445V a.c.<br>Fuel 482,5t-11,0pd 12kn |
| 7627429<br>3FJK<br>8009-77<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN BRIDE**<br>**Eastern Heaven Shipping S.A.**<br>Panama Panama | **16 040**<br>10 413<br>27 832 | ✠**100A1** M 3/81-24mos<br>strengthened for heavy cargoes Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6468 | **1977**-4 Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1212)<br>176,89(BB) 25,07 10,337<br>165,00 25,00 14,20<br>P 30,2 F 13,8 1 dk<br>rf nil<br>7BH WB8490T incl. Comb. btm & side tanks in holds 4105T & Topside tanks in holds 2934T | **M Bulk Carrier**<br>5 Ho 20,9 26,0 26,3 26,3 26,3 ER<br>G.35 713 B.34 936<br>5 Ha (stl) (12,5 × 10,9) (17,5 17,5 17,5 17,5 × 13,9) ER<br>Cr 5(25) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 1 597,0t (hvf) 15kn |
| 7036785<br>HO6418<br>10826-KJ<br>Rdr RT | **EASTERN BRIGHT**<br>ex Hakuryu Maru-82 ex Koju Maru<br>**Compania Naviera Miyachi International Shipping Co. S.A.**<br>Panama Panama | **999**<br>697<br>2 316 | NK | **1970** Asakawa Zosen—Imabari (171)<br>74,20 9,02 4,198<br>68,00 9,00 4,60<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 787 | 2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 80kW 220V a.c.<br>12,5kn |
| 6922494<br>D8OK<br>IM50<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN CASTLE**<br>ex Van Enterprise-79<br>**Dongho Shipping Co. Ltd.**<br>Inchon South Korea | **10 099**<br>6 360<br>17 227 | KR<br>✠Classed LR until 19/9/80 | **1969**-9 Osaka Zosensho—Osaka (294)<br>147,61 22,38 8,967<br>138,51 22,31 12,10<br>P 28,7 F 11,6 1 dk<br>RW rf nil | **M Bulk Carrier**<br>4 Ho 20,3 26,3 26,3 26,3 ER<br>G.21 754 B.20 886 HeCls. ptB<br>4 Ha (stl) (13,7 × 9,9) (18,1 18,1 18,1 × 14,9) ER<br>4W Der 4(22) | Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 106,5t (d.o.) 1 404,0t (hvf)-26,0pd<br>13,5kn |
| 6728422<br>VC8837<br>326126<br>RTh | **EASTERN CATCHER**<br>ex Bonda IV-73<br>**British Columbia Packers Ltd.**<br>Yarmouth, N.S. Canada | **207**<br>90<br>— | | **1967** McLean's SB. Ltd.—Mahone Bay, N.S.<br>31,70 7,37<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW 1 × 15kW 110V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) 10kn |
| 7221847<br>D7AS<br>IM612<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN CHALLENGER**<br>ex Diligence-78<br>**Dae Bo Shipping Co. Ltd.**<br>Inchon South Korea | **3 412**<br>2 209<br>6 061 | BV KR | **1972** Fukuoka Zosen K.K.—Fukuoka (1006)<br>101,20 16,36 6,605<br>94,98 16,31 8,21<br>P 19,6 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 720 B.7 270<br>2 Ha (30,1 25,8 × 8,0) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 128kW 445V a.c.<br>12,5kn |
| 8025032<br>DZRR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN COMET**<br>Launched as Kertau<br>**Eastern Shipping Lines Inc.**<br>Philippines | **2 578**<br>1 803<br>6 239 | NK | **1981** Kochi Jukogyo K.K.—Kochi (2177)<br>96,68 17,43 6,730<br>89,52 17,40 7,17<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.11 034 B.10 253<br>2 Ha (stl) (15,3 × 8,9) (27,9 × 7,7)<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe |
| 5346784<br>H8XA<br>1107<br>3-81<br>Df Esd<br>Gc Rdr<br>RTm/v | **EASTERN CONCORD**<br>ex Bachlong-80<br>ex Confidence Express-79<br>ex Premier Atlantic-73<br>ex Swan River-71<br>**Everjust Shipping Inc.**<br>Gulfeast Ship Management Ltd.<br>Panama Panama | **9 470**<br>5 280<br>13 127 | ✠**100A1** CS 9/77<br>✠**LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4358 | **1959**-3 Greenock Dockyard Co. Ltd. —Greenock (493)<br>148,34 19,44 8,973<br>138,99 19,36 11,99<br>F 12,2 2 dks<br>RW rf 76<br>7BH to U dk 1 to 2nd dk WB1937t incl. DTf556t | **M General Cargo**<br>5 Ho 18,5 23,0 22,7 23,5 19,5<br>G.19 241<br>5 Ha (9,6 13,0 11,3 11,3 10,5 × 6,4)<br>16W Der 6(12,5) 8(5) 2(2) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 180kW 220V d.c.<br>Fuel 1 219,5t (hvf) 13,5kn |
| 7381348<br>A8IS<br>4986<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN CORRIDOR**<br>ex Lychee King-78<br>**Alpha Shipping & Trading Corp.**<br>Monrovia Liberia | **4 872**<br>3 025<br>7 799 | BV | **1974** Yamanishi Zosen K.K.—Ishinomaki (769)<br>115,70 17,43 7,011<br>107,12 17,40 8,69<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.10 654 B.10 319<br>2 Ha (stl) (30,7 30,7 × 8,0)<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>13kn |
| 7106102<br>HOXJ<br>9362<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN COUNTESS**<br>ex Totai Maru-78<br>**Grus (Panama) S.A.**<br>Suh Jin Shipping Co. Ltd.<br>Panama Panama | **15 581**<br>11 033<br>25 316 | KR NK | **1971** Namura SB. Co. Ltd.—Osaka (393)<br>174,58(BB) 22,86 10,338<br>164,50 22,80 14,36<br>P 29,9 F 13,8 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.33 135 B.30 675<br>5 Ha (stl) (11,9 18,3 10,4 18,3 18,3 × 10,4) ER<br>Der 3(15) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 450V a.c.<br>Fuel 1 387,0t-40,5pd 15kn |
| 7708792<br>HODT<br>8404-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN DIAMOND**<br>**Eastern Diamond Shipping S.A.**<br>Panama Panama | **15 407**<br>11 032<br>29 342 | NK | **1977** Kurushima Dock Co. Ltd.—Onishi (2031)<br>167,60(BB) 28,05 10,408<br>155,02 28,01 14,30<br>P 22,3 F 11,6 1 dk | **M Bulk Carrier**<br>G.36 342 B.34 625<br>4 Ha (stl) (23,1 × 12,8) (25,6 25,6 25,6 × 13,9) ER<br>Der 4(25) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>14kn |
| 7206495<br>D7AE<br>IM818<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN DRAGON**<br>ex Toryu Maru-76<br>**Dae Bo Shipping Co. Ltd.**<br>Inchon South Korea | **3 010**<br>2 058<br>5 979 | KR (NK) | **1971** Kurushima Dock Co. Ltd.—Imabari (707)<br>101,12 16,06 6,833<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 048 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 132kW 440V a.c.<br>Fuel 499,0t-12,5pd 12,5kn |

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| **7112802** | **EASTERN ELFIN** | **5 139** | | | **1971** Kurushima Dock Co. Ltd.—Imabari | | | **M General Cargo** | | Oil 2SA 6Cy. 520 × 900 | |
| H8BW | ex Oriental Hawk-80 | 3 274 | | | | | (676) | | | 5 700bhp (4 193kW) | MA |
| 9749-79B | **Rose Leaf Navigation Co. S.A.** | 8 179 | | BV | 119,11 | 18,04 | 7,230 | 3 Ho ER | | Kawasaki Heavy Ind. Ltd. | Ko |
| Df Esd | Panama Panama | | | | 109,99 | 18,00 | 9,00 | G.11 447 B.10 834 | | Gen 2 × 216kW 440V 60Hz a.c. | |
| Gc Pfd | | | | | 1 dk | | | 3 Ha (stl) (13,6 18,9 18,9 × 8,9) ER | | | 16k |
| Rdr RT | | | | | | | | Cr 10(20) | | | |

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| **5142580** | **EASTERN EMERALD** | T.Mk | ✠**100A1** | SS 4/78 | **1957**-12 Deutsche Werft A.G.—Hamburg | | | **M General Cargo** | | Oil 2SA 8Cy. 700 × 1200 | |
| 9VDO | ex Titiki-78 | **7 018** | Str. nav. ice | | | | (710) | | 4P | 5 340bhp (3 928kW) | |
| 381447 | ex Despina Pontikos-75 | 3 998 | ✠**LMC** | | 156,98 | 20,30 | —/9,233 | 6 Ho 17,9 17,9 17,9 ER 19,9 | | Masch. Augsburg-Nuernberg (MAN) | |
| Df Esd | ex Har Tarbor-72 | — | | EL gt 2$\frac{5}{16}$"SQ | 145,45 | 20,21 | 11,97 | 17,9 14,0 | | | |
| Gc Rdr | **Glenhest Maritime Inc.** | **10 177** | | FN 4681 | B 19,6 F 12,8 2 dks | | | G.22 260 B.19 977 | | WTAuxB 114lbf/in$^2$ (7,9bar) | Augsbu |
| RTm/h | Gulfeast Ship Management Ltd. | 6 199 | | | rf 76 | | | 6 Ha (stl) (each 10,6 × 8,5) | | WTAuxB (ex.g) 100lbf/in$^2$ (6,9bar) | |
| | Singapore Singapore | 15 850 | | | 8BH WB3289t incl. Tunnel tanks 458t | | | 12W Der 1(20) 12(5) 2(1,5) | | Gen 3 × 200kW 230V d.c. | |
| | | | | | TwDf207t a459t | | | | | Fuel 1 679,5t (d.o.) | 14,5k |

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| **5189069** | **EASTERN ENERGY** | T.Mk | ✠**100A1** | SS 10/78 | Lch.**1956** J. Boel et Fils S.A. | | | **M General Cargo** | | Oil 2SA 10Cy. 760 × 1500 | |
| 9VXO | ex Kirribilli-78 | **7 415** | DTf—vegetable oil | | —Tamise/Temse | | (1337) | Ref | 11P | 8 800bhp (6 473kW) | |
| 381548 | **Santola Maritime Inc.** | 3 778 | Str. nav. ice | | Len & Cmpl.**1956**-10 A/B Gotaverken | | | 6 Ho 18,4 17,6 10,8 ER 16,3 | | A/B Gotaverken | Gotebo |
| Df Esd | Gulfeast Ship Management Ltd. | 10 729 | ✠**LMC** | | —Goteborg | | (720) | 15,7 11,0 | | AuxB 100lbf/in$^2$ (6,9bar) | |
| Gc Rdr | Singapore Singapore | **10 689** | ✠**Lloyd's RMC** | | 155,78 | 20,81 | 8,427/9,068 | G.18 972 B.17 366 In.1 735 | | e(ex.g) 85lbf/in$^2$ (5,9bar) | |
| RT | | 5 859 | | EL ft 2$\frac{1}{4}$"SQ | 143,80 | 20,73 | 13,42 | 6 Ha (stl) (8,8 12,5 11,9 × 6,1) ER | | Gen 2 × 240kW 2 × 165kW 220V d.c. | |
| | | 12 253 | | FN 4911 | RAD 10,1 F 14,1 2 dks, 3rd dk in Nos. 1, | | | (11,9 10,4 8,2 × 6,1) | | Fuel 1 835,0t (hvf) | 17,5k |
| | | | | | 2, 3 & 5 holds | | | 2W Cr 6(5) 6(3) Der 2(20) | | | |
| | | | | | rf 152 DK fwd | | | | | | |
| | | | | | Coll BH to U dk 8 to 2nd dk WB1744T | | | | | | |
| | | | | | incl. Tunnel tanks 422T DTf110T | | | | | | |

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| **7716036** | **EASTERN ENTERPRISE** | **55 465** | | | **1978** Mitsubishi Heavy Industries Ltd. | | | **M Tanker** | | Oil 2SA 7Cy. 900 × 1550 | |
| GZVA | ex Nordic Spirit-81 | 31 797 | | | —Nagasaki | | (1836) | SBT COW IGS | | 20 300bhp (14 932kW) | Sulz |
| 379694 | **Killean Ltd.** | 81 131 | | AB | 231,02 | 44,02 | 12,191 | 10 Ta ER | | Mitsubishi Heavy Industries Ltd. | Kob |
| Df Esd | Howard Smith Industries Pty. Ltd. | | | | 220,02 | 44,01 | 18,62 | L.(oil) 99 253. | HeCls. BC | Gen 3 × 750kW a.c. | |
| Gc Pfd | Newcastle upon United Kingdom | | | | 1 dk | | | | | Fuel 235,5t (d.o.) 5 259,0t (hvf)-68,0pd | |
| Rdr RT | Tyne | | | | | | | | | | 15,5k |

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| **6808210** | **EASTERN FISHER** | **237** | | | **1967** Smith & Rhuland—Lunenburg, N.S. | | | **Wood M Fishing** | | Vee Oil 4SA 12Cy. 159 × 203 | |
| VC8846 | ex Fishcu-74 | 116 | | | *32,50* | 7,70 | | Side-fishing | | 765bhp (563kW) | |
| 326135 | **British Columbia Packers Ltd.** | — | | | ... | ... | ... | | | Caterpillar Tractor Co. | Peoria, Illino |
| | Lunenburg, N.S. Canada | | | | 1 dk | | | | | | 10k |

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| **6807905** | **EASTERN FORTUNE** | **13 347** | | | **1968** Hitachi Zosen—Innoshima | | (4192) | **M Bulk Carrier** | | Oil 2SA 7Cy. 620 × 1400 | |
| | ex Japan Azalea-73 | 8 795 | | | 172,02 | 24,85 | 9,627 | | | 8 400bhp (6 179kW) | B&W |
| | | 23 646 | | BV (NK) | 163,02 | 24,80 | 13,42 | 5 Ho 18,9 26,5 26,6 26,6 26,6 | | Hitachi Zosen Sakurajima Works, | Osak |
| Df Esd | | | | | P 22,0 F 11,9 1 dk | | | ER | | Gen 2 × 310kW 450V 60Hz a.c. | |
| Gc Pfd | | | | | RW | | | G.30 426 B.29 907 | HeCls. B | Fuel 146,0t (d.o.) 1 152,0t (hvf)-27,0pd | |
| Rdr RT | | | | | | | | 5 Ha (stl) (12,2 × 11,2) (19,3 19,5 | | | 14,25k |
| | | | | | | | | 19,5 19,5 × 12,8) ER | | | |
| | | | | | | | | 15W Der 5(15) | | | |

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| **7414341** | **EASTERN FREEDOM** | **3 823** | | | **1975** Higaki Zosen K.K.—Imabari | | (170) | **M General Cargo** | | Oil 4SA 6Cy. 500 × 800 | |
| H3XL | | 2 726 | | | 105,57 | 16,36 | 6,817 | | | 3 800bhp (2 795kW) | Hansh |
| 6781- | **Purple Shipping Co. S.A.** | 6 482 | | NK | 98,58 | 16,31 | 8,39 | | | Hanshin Nainenki Kogyo | Kob |
| PEXT2 | Panama Panama | | | | P 19,9 F 11,3 1 dk | | | G.8 291 B.7 670 | | | 12,5k |
| Df Esd | | | | | | | | 2 Ha (stl) (27,2 28,5 × 8,3) ER | | | |
| Gc Rdr | | | | | | | | Der 4(15) | | | |
| RT | | | | | | | | | | | |

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| **7916349** | **EASTERN FRIENDSHIP** | **11 983** | | | **1979** Kurushima Dock Co. Ltd.—Uwajima | | | **M General Cargo** | | Oil 2SA 6Cy. 520 × 1250 | |
| H8LR | | 8 796 | | | | | (2111) | | | 8 000bhp (5 884kW) | Mitsubi |
| 1013 | **Leyte Navigation S.A.** | 22 218 | | NK | 154,51 | 25,02 | 9,918 | | | Kobe Hatsudoki K.K. | Nagas |
| 1-80 | Panama Panama | | | | 144,02 | 25,01 | 13,52 | G.28 942 B.27 646 | | Gen 2 × 800kW a.c. | |
| Df Esd | | | | | P 23,8 F 13,2 1 dk | | | 4 Ha (stl) (17,6 × 11,5) (24,8 24,8 | | | 14k |
| Gc Pfd | | | | | | | | 24,8 × 13,1) ER | | | |
| Rdr RT | | | | | | | | Cr 2(26) Der 2(25,5) | | | |

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| **7127039** | **EASTERN FRIENDSHIP** | **8 951** | | | **1971** Ishikawajima Harima Heavy Ind. | | | **M General Cargo** | | Vee Oil 4SA 12Cy. 400 × 460 sr geared t | |
| 5MQX | ex Young Soul-76 | 6 012 | | | (I.H.I.)—Nagoya | | (2181) | | | sc. shaft | |
| 4043 | ex Grand Union-75 | 15 187 | | BV | 142,27(BB) | 19,84 | 9,037 | Str. heavy cargoes | | 5 130bhp (3 773kW) | Pielsti |
| Df Esd | **International Transport Inc.** | | | | 134,12 | 19,82 | 12,35 | 4 Ho 16,0 32,7 15,2 33,5 | | Ishikawajima Harima Heavy Ind. (I.H.I.) | Ai |
| Gc Pfd | **S.A.** | | | | 2 dks | | | 4 TwD ER | | Gen 2 × 200kW 1 × 170kW | |
| Rdr RTv | Monrovia Liberia | | | | rf 152 DK | | | G.20 141 B.18 989 | | 450V 60Hz a.c. | |
| | | | | | | | | 6 Ha (stl) (each 9,1 × 9,9) ER | | Fuel 1 258,0t (hvf) | 13,5k |
| | | | | | | | | 12W Der 12(10) | | | |

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| **8121977** | **EASTERN FUJI** | **2 480** | | | **1981** Higaki Zosen K.K.—Imabari | | (270) | **M General Cargo** | | Oil 4SA 6Cy. 400 × 800 | |
| HPIT | | 1 620 | | | 97,49 | | 6,751 | | | 3 300bhp (2 427kW) | |
| 10915-YJ | **Eastern Fuji Naviera S.A.** | 6 119 | | NK | 89,95 | 17,01 | 11,99 | | | The Hanshin Diesel Works Ltd. | Akas |
| Df Esd | Panama Panama | | | | 2 dks | | | G.11 407 B.10 510 | | Gen 2 × 160kW a.c. | |
| Gc Pfd | | | | | | | | 2 Ha (stl) (14,4 27,2 × 9,8) ER | | | 11,5k |
| Rdr RT | | | | | | | | Der 1(25) 2(15) | | | |

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| **7020528** | **EASTERN GIANT** | **52 082** | | | **1970** Nippon Kokan K.K.—Tsurumi | | | **M Ore/Bulk/Oil Carrier** | | Oil 2SA 9Cy. 900 × 1550 | |
| 5LYK | | 40 975 | | | Shipyard, Yokohama | | (880) | | | 20 700bhp (15 226kW) | Sulz |
| 3576 | **Liberian Ace Transports Inc.** | 97 617 | | AB | 251,75(BB) | 38,05 | 15,095 | 3 Ho/Ta 56,5 48,0 39,0 1 Ho | | Sumitomo SB. & Mchy. Co. Ltd. | Tamashi |
| Df Esd | World-Wide Shipping Agency Ltd. | | | | 240,01 | 38,00 | 21,29 | 30,4 ER 8 Wing Ta ER | | Gen 1 × 700kW 1 × 640kW | |
| Gc Pfd | Monrovia Liberia | | | | 1 dk | | | L.(oil) 123 854 | | 450V 60Hz a.c. | |
| Rdr RTh | | | | | rf 152 | | | 10 Ha (stl) ER | | Fuel 5 415,5t (hvf)-71,0pd | 15k |

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| **7916351** | **EASTERN GLORY** | **11 983** | | | **1980** Kurushima Dock Co. Ltd.—Uwajima | | | **M General Cargo** | | Oil 2SA 6Cy. 520 × 1250 | |
| H8QE | | 8 787 | | | | | (2113) | | | 8 000bhp (5 884kW) | Mitsubi |
| 1004 | **Leyte Navigation S.A.** | 22 217 | | NK | 154,51 | 25,02 | 9,918 | | | Kobe Hatsudoki K.K. | Nagas |
| 6-80 | Panama Panama | | | | 144,02 | 25,01 | 13,52 | G.28 942 B.27 646 | | Gen 2 × 800kW a.c. | |
| Df Esd | | | | | P 23,8 F 13,2 1 dk | | | 4 Ha (stl) (17,6 × 11,5) (24,8 24,8 | | | 14k |
| Gc Pfd | | | | | | | | 24,8 × 13,1) ER | | | |
| Rdr RT | | | | | | | | Cr 2(26) Der 2(25,5) | | | |

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| 7430242<br>D7CL<br>IM126<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN GLORY**<br>ex Arrow Ace No. 2-78<br>**Dae Bo Shipping Co. Ltd.**<br>Inchon South Korea | **3 596**<br>2 358<br>6 524 | | KR (NK) | **1975** Nishii Dock Co. Ltd.—Japan (276)<br>104,04 6,684<br>95,99 16,18 8,18<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>G.8 030 B.7 575<br>2 Ha (stl) (26,5 26,5 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Tarami<br>Gen 2 × 132kW 445V a.c.<br>12,5kn |
| 5146196<br>9WUS<br>325096<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN GLORY**<br>ex Pacific Carrier-82 ex Hektos-81<br>**Sing Brun Shipping & Trading Ltd.**<br>Hsing Wen Shipping (Pte.) Ltd.<br>Kuching Malaysia | T.Mk<br>**1 584**<br>749<br>2 590<br>**2 654**<br>1 369<br>3 597 | **✠100A1**<br>Ice Class 1<br>**✠LMC** | SS 2/82<br>EL Q $1\frac{9}{16}$"SQ<br>FN 1896 | **1961**-3 Wartsila Kon. Crichton-Vulcan —Turku/Abo (1087)<br>101,12 13,14 5,176/6,119<br>91,90 13,11 7,52<br>RAD 19,9 F 11,3 2 dks<br>rf 102 len 68<br>Coll BH to U dk 4 to 2nd dk WB658t incl. DTs155t | **M General Cargo**<br>2 Ho 38,7 22,6 ER<br>G.5 389 B.4 969<br>5 Ha (stl) (8,6 × 6,1) (9,0 9,0 9,0 9,0 × 10,5) ER<br>4W Cr 4(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 233,5t (hvf)-6,5pd 13,5kn |
| 6705183<br>9V3077<br>382766<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN GOLD**<br>ex Medway-82 ex Obrestad-78<br>ex Bore VIII-73<br>**Rico Shipping Co. Pte. Ltd.**<br>Santan Shipping Co. Pte. Ltd.<br>Singapore Singapore | T.Mk<br>**564**<br>271<br>965<br>**1 369**<br>996<br>2 234 | **✠100A1**<br>(Ice Class 1*)<br>**✠LMC** | CS 4/82<br>**UMS**<br>EL o $1\frac{3}{8}$"U2<br>FN 1178 | **1967**-4 Oy Laivateollisuus Ab—Turku/Abo (256)<br>71,91 11,03 3,518/5,462<br>66,88 11,00 6,61<br>F 7,7 2 dks<br>rf 102<br>NS 3BH WB470t | **M General Cargo**<br>1 Ho 47,4 ER<br>G.3 248 B.2 851<br>2 Ha (stl) (18,5 13,1 × 6,4) ER<br>Cr 1(5) 1(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 140kW 1 × 62,5kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 100,5t (d.o.)-4,5pd 12,5kn |
| 6801731<br>ELDW<br>2828<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN GRACE**<br>ex El Pampero-78<br>**Eastern Grace Transports Inc.**<br>Monrovia Liberia | **28 373**<br>20 829<br>58 581 | | AB | **1967** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (832)<br>226,37 31,17 12,408<br>216,42 31,09 17,51<br>P 43,0 B 27,2 F 17,1 1 dk<br>rf 102 BK 399 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,0 26,9 26,9 15,2 26,9 22,4 25,1 ER<br>G.68 600 HeCls. B<br>1 Ha (stl) (9,6 × 10,5) 11 Ha (stl) (each 8,9 × 12,8) ER | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 4 × 425kW 440V 60Hz a.c.<br>Fuel 282,0t (d.o.) 2 666,0t (hvf)-58,0pd<br>16,25kn |
| 7310129<br>9VYW<br>382704<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN GRACE**<br>ex Shinyo Maru-79<br>**Alps Shipping Pte. Ltd.**<br>Singapore Singapore | **16 198**<br>12 404<br>20 665 | | NK | **1973** Shin Yamamoto Zosen—Kochi (163)<br>153,24 23,65 10,516<br>142,02 23,60 15,19<br>F 117,7 2 dks | **M General Cargo**<br>G.37 793 B.35 506<br>6 Ha (stl) (19,2 × 11,2) (15,1 15,1 15,1 15,1 × 7,6) (16,7 × 7,6) ER<br>Der 4(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 2 119,5t-36,0pd 14,5kn |
| 5117482<br>H9MK<br>1110<br>9-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTERN GUARDIAN**<br>ex Corinthiakos-81 ex Arcadian-77<br>ex Hawk-76 ex Fontenoy-73<br>**Alfanzina Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Panama Panama | **8 836**<br>4 713<br>13 528<br>**11 790**<br>6 517<br>16 376 | | BV | **1957** Forg. & Ch. de la Gironde—Bordeaux (236)<br>162,26 20,96 8,408/9,770<br>157,84 20,81 13,09<br>P 51,9 B 6,1 F 18,9 1 dk & S dk | **M General Cargo** OSD/CSD 2P<br>5 Ho ER<br>G.23 945 B.21 578<br>5 Ha (stl) (11,5 × 8,0) (18,2 14,5 13,1 13,1 × 7,8) ER<br>20W Der 1(50) 18(10) 1(5) | Oil 2SA 8Cy. 740 × 1600<br>10 000bhp (7 356kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 4 × 211kW 115V 60Hz a.c.<br>Fuel (hvf) 17,5kn |
| 7622285<br>6ZSZ<br>6122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN HARMONY**<br>**Eastern Harmony Marine Investment Inc.**<br>Ping An Steamship Co (Hong Kong) Ltd.<br>Monrovia Liberia | T.Mk<br>**7 387**<br>5 106<br>17 000<br>**12 183**<br>8 483<br>19 607 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** | SS 3/82<br>EL E 577,5/64,0U2<br>FN 5261 | **1977**-11 Tsuneishi Zosen K.K.—Numakuma (370)<br>152,36(BB) 22,99 —/9,862<br>145,01 22,86 13,42<br>P 28,4 F 13,2 2 dks<br>rf nil<br>6BH WB5661t incl. TwD in Nos. 2, 3 & 4 holds 2894t comb. btm & STs in holds 2548t | **M General Cargo**<br>4 Ho 21,1 28,5 28,5 28,5 4 TwD ER<br>G.25 686 B.24 292<br>TEU 404<br>C.Ho 208/20'(40') C.Dk 196/20'(40')<br>4 Ha (stl) (13,7 × 10,6) (19,5 19,5 19,5 × 12,1) ER<br>Cr 4(15) | Oil 2SA 7Cy. 550 × 1380<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 161,0t (d.o.) 1 290,5t (hvf) 14,25kn |
| 7128930<br>5MRK<br>4050<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN HAZEL**<br>**Liberian Hazel Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **41 164**<br>29 369<br>76 370 | | BV (NK) | **1972** Mitsubishi Heavy Industries Ltd. —Yokohama (928)<br>237,70(BB) 36,00 13,301<br>222,82 35,95 19,13<br>F 18,3 1 dk | **M Ore/Oil Carrier**<br>4 Ho ER<br>G.40 657 L.(oil) 2 602<br>8 Ha (stl) (12,1 12,1 13,4 13,4 13,4 13,4 13,4 13,4 × 8,9) ER<br>Der 2(10) 1(4) | Oil 2SA 12Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Fuel 5 335,0t (hvf)-68,0pd 16kn |
| 7617278<br>H9QG<br>1108<br>4-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN HERO**<br>ex Tokai Maru-81<br>**Eastern Diamond Shipping S.A.**<br>Panama Panama | **14 543**<br>10 418<br>26 568 | | NK | **1977** Kurushima Dock Co. Ltd.—Onishi (966)<br>178,59(BB) 22,92 10,302<br>170,39 22,86 14,41<br>P 29,3 F 13,2 2 dks | **M General Cargo**<br>G.35 015 B.32 613<br>5 Ha (stl) (19,2 × 9,3) (19,2 12,8 25,6 25,6 × 10,8) ER<br>Der 4(20) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 380kW 1 × 200kW 450V a.c.<br>14,5kn |
| 7627261<br>JJAD<br>119968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN HIGHWAY**<br>**Niigata Rinko Kairiku Unso K.K.**<br>Niigata, Japan<br>Niigata Pref. | **11 366**<br>7 364<br>7 305 | | NK | **1977** Tsuneishi Zosen K.K.—Numakuma (361)<br>152,30 23,14 7,622<br>145,01 23,11 12,20<br>F 136,9 1 dk | **M Vehicles Carrier**<br>2 side doors (p)<br>Mchy.aft<br>Cr 1(15) 2(8) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 616kW 445V a.c.<br>18,5kn |
| 5152212<br>9VXH<br>381544<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTERN HUNTER**<br>ex Nopal Vega-78<br>ex Concordia Vega-69<br>ex Hoegh Drake-69<br>**Claymore Shipping Co.**<br>Singapore Singapore | T.Mk<br>**6 759**<br>3 603<br>9 143<br>**9 750**<br>5 639<br>13 356 | | NV | **1958** Kieler Howaldtswerke A.G.—Kiel (1060)<br>157,13 19,56 7,925/9,062<br>144,43 19,51 12,02<br>P 15,9 B 25,0 F 15,0 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 152 | **M General Cargo**<br>Ref 4P<br>Ice strengthened<br>6 Ho 19,1 21,7 21,0 20,1 19,8 12,5<br>G.20 728 B.18 944 In.212<br>6 Ha (stl) (9,6 13,1 13,1 13,1 13,1 × 7,6) (3,2 × 5,7)<br>18W Der 1(30) 4(10) 14(5) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Fuel 1 691,5t (hvf)-27,5pd 16kn |
| 6811229<br>VC8836<br>326137 | **EASTERN HUNTER**<br>ex Bonda V-73<br>**British Columbia Packers Ltd.**<br>Yarmouth, N.S. Canada | **120**<br>52<br>— | | | **1967** McLean's SB. Ltd.—Mahone Bay, N.S.<br>*27,89* 7,01<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 12Cy. 135 × 160<br>480bhp (353kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |

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| 8105404<br>HONB<br>10822<br>-PEXT | **EASTERN ISLAND**<br><br>**Leyte Navigation S.A.**<br>Mitsui O.S.K. Lines Ltd.<br>Panama Panama | **4 882**<br>3 264<br>8 000 | <br><br>NK (Class cont.) | **1982** Dae Dong SB. Co.—Busan (249)<br>... ... ...<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 370 × 880<br><br>Kobe Hatsudoki K.K. | Mitsub<br>Japa |
| 6729232<br>H9ZD<br>10310-GI<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN ISLE**<br>ex Espresso Sicilia-81<br>**Atlantico Compania Naviera S.A.**<br>Panama Panama | **2 438**<br>1 408<br>3 731 | <br><br>RI | **1968** Cant. Nav. "Luigi Orlando"—Livorno (125)<br>116,72(BB) 17,53 5,106<br>108,51 17,51 10,70<br>B 15,9 1 dk & S dk<br>RW rf 102 len 76 | **TM Passenger/RoRo Cargo** OSD<br>Wine Vegetable oil 44bth P<br>Stern door<br>1 Ho 2 Ta<br>B.2 170 L.302 | 2 Oil 2SA each 6Cy. 440 × 760<br>6 800bhp (5 002kW)<br>C.R.D. Adriatico<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel (hvf) | Sulze<br>Triest<br>19k |
| 5185283<br>3FPR<br>7338-HK<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN JUPITER**<br>ex Kensho Maru-74<br>**Suncot Shipping Inc.**<br>Daniel Enterprises Ltd. | **8 712**<br>5 481<br>13 392 | <br><br>(NV) | **1957** Fujinagata Zosensho—Osaka (59)<br>147,48 19,00 8,814<br>137,45 18,90 11,74<br>F 11,0 2 dks | **M General Cargo**<br><br>4 Ho<br>G.17 692 B.15 982<br>4 Ha (24,7 19,8 15,2 10,6 × 7,0)<br>11W Der 4(15) 2(5) | Oil 2SA 6Cy. 620 × 900<br>5 400bhp (3 972kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 168kW 450V a.c.<br>Fuel 921,5t-18,5pd | B&W<br>Taman<br>13,5k |
| 7618533<br>DZBP<br>224345<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN JUPITER 1**<br><br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **5 570**<br>3 613<br>8 009 | <br><br>NK | **1976** Setouchi Zosen K.K.—Kinoe (457)<br>116,06 18,04 7,436<br>107,02 18,01 9,53<br>F 9,8 2 dks | **M General Cargo**<br><br><br>G.11 739 B.11 037<br>2 Ha (stl) (23,2 20,2 × 9,8) ER<br>Cr 1(50) 3(22) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW)<br>Hitachi Zosen Hiroshima Works, Innoshim | B&W<br>13,5k |
| 5008863<br>3ERG<br>9997<br>-80A<br>Df Esd<br>Gc Rdr<br>RTm | **EASTERN LADY**<br>ex Gogo Rahn-81 ex Albuera-79<br>**Hiap Hin Shipping & Trading Co. (Pte.) Ltd.**<br>Panama Panama | **11 959**<br>7 212<br>20 157 | ✠100A1 SS 6/79<br>oil tanker<br>✠LMC<br>EL ht 2⅜"SQ<br>FN 5429 | **1956**-10 Soc. Espanola de Const. Nav. —Cadiz (88)<br>172,50 21,72 9,487<br>161,55 21,68 11,92<br>P 31,7 B 12,2 F 23,2 1 dk<br>RW rf 152<br>16BH WB983t incl. DTf 467t | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 23 238 HeCls. BC | Oil 2SA 8Cy. 740 × 1600<br>7 000bhp (5 149kW)<br>Soc. Espanola de Const. Nav.<br>2 AuxB 180lbf/in² (12,5bar)<br>(e(ex.g) 200lbf/in² (13,8bar) )<br>Gen 2 × 75kW 1 × 65kW 110V d.c.<br>Fuel 1 625,5t (d.o.)-25,5pd | B&W<br>Bilba<br>14,5k |
| 6519625<br>ELBI4<br>7071<br>Df Esd<br>Gc Pfd<br>RTm/h | **EASTERN LADY**<br>ex Avant-81 ex Blue Lady-74<br>ex Brunette-71<br>**Emar Trading Inc.**<br>Monrovia Liberia | **1 122**<br>768<br>2 235 | <br><br>NV | **1965** VEB Schiffswerft "Neptun"—Rostock (1166)<br>75,55 11,54 5,112<br>68,46 11,49 5,92<br>2 dks<br>rf 152 | **M General Cargo** CSD<br><br>Ice strengthened<br>2 Ho each 22,7 ER<br>G.2 577 B.2 407<br>2 Ha (stl) (each 17,3 × 6,3) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel 152,5t (d.o.)-5,0pd | Koe<br>11,5k |
| 7373119<br>3EDL<br>7130-76B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN LAUREL**<br>ex World Philippines-80<br>**Eastern Islanders Shipping Co. Ltd.**<br>Panama Panama | **106 118**<br>88 409<br>234 102 | <br><br>NK | **1976** Kawasaki Heavy Ind. Ltd.—Sakaide (1195)<br>319,92 53,07 19,652<br>305,01 53,00 25,30<br>B 30,5 1 dk | **S Tanker**<br>Mchy.aft<br><br>L.(oil) 287 860 | 2 S Turb geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 2 × 2360kW a.c. | Kob<br>16k |
| 5255997<br>H9GN<br>1099<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN LEADER**<br>ex Norfolk Maru-80<br>**Goldthread Shipping Inc.**<br>Unique Shipping Agencies Ltd.<br>Panama Panama | **9 191**<br>5 566<br>12 200 | <br><br>NK | **1961** Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (922)<br>156,14 19,49 9,205<br>145,01 19,38 12,50<br>F 11,9 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>6 Ho<br>G.18 738 B.17 351 In.254<br>6 Ha (8,2 × 6,1) (13,5 11,9 12,8 12,8 7,6 × 6,1)<br>Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>13 000bhp (9 562kW)<br>Mitsubishi Heavy Ind. Reorg.<br>Gen 3 × 200kW 450V a.c.<br>Fuel 1 211,0t-43,5pd | Sulzer<br>Kobe<br>18k |
| 5232438<br>9VBD<br>381570<br>Df Esd<br>Gc Rdr<br>RTm | **EASTERN LEGEND**<br>ex Vitacalm-78 ex Dione-75<br>ex Merchant Royal-63<br>**Pioneer Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Singapore Singapore | T.Mk<br>**9 488**<br>5 332<br>—<br>**9 722**<br>5 496<br>12 800 | ✠100A1 SS 9/78<br><br>✠LMC<br>EL et 2¼"SQ<br>FN 4586 | **1957**-1 Blythswood SB. Co. Ltd.—Glasgow (116)<br>152,94 19,31 9,494<br>143,57 19,26 12,68<br>F 13,2 2 dks<br>RW rf 152<br>Coll BH to U dk 8 to 2nd dk WB2599t incl. Tunnel tanks 308t | **M General Cargo**<br><br>5 Ho 19,8 21,3 20,1 ER 24,3 21,7<br>G.19 500<br>5 Ha (each 11,7 × 7,3)<br>10W Der 1(30) 10(10) | Oil 2SA 5Cy. 700 × 2320<br>6 222bhp (4 577kW)<br>D. Rowan & Co. Ltd.<br>2 AuxB 150lbf/in² (10,4bar)<br>Gen 1 × 160kW 1 × 140kW 1 × 80kW 1 × 8kW 220V d.c.<br>Fuel 1 097,5t (hvf) | Doxford<br>Glasgow<br>15,5k |
| 7232779<br>5MLW<br>4304<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EASTERN LILAC**<br><br>**Liberian Lilac Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **17 715**<br>12 033<br>34 197 | <br><br>AB | **1972** Kasado Dock Co. Ltd.—Kudamatsu (268)<br>185,50(BB) 27,06 11,121<br>175,01 27,01 15,30<br>1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.41 962 HeCls. ptB<br>5 Ha (stl) (15,0 16,9 16,9 16,9 16,9 × 13,2) ER<br>Der 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo SB. & Mchy. Co. Ltd. | Sulzer<br>Tamashima<br>16,25k |
| 7821635<br>JMST<br>121058<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN LILY**<br><br>**Shinei Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **11 002**<br>7 239<br>18 244 | <br><br>NK | **1979** Kurushima Dock Co. Ltd.—Onishi (2086)<br><br>146,08 9,321<br>137,01 22,86 12,63<br>P 25,3 F 11,3 1 dk | **M General Cargo**<br>Mchy.aft<br><br>G.23 893 B.23 082<br>4 Ha (13,5 × 9,6) (19,2 19,2 19,2 × 12,8)<br>Der 4(25) | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 2 × 400kW 440V a.c. | Sulzer<br>Tamashima<br>14k |
| 7326881<br>6ZFB<br>4589<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN LION**<br><br>**Third United Shipping Corp.**<br>Monrovia Liberia | **126 795**<br>107 136<br>269 164 | <br><br>AB | **1973** Hitachi Zosen—Sakai (4337)<br>331,02(BB) 51,24 21,896<br>315,78 51,19 28,33<br>1 dk | **S Tanker**<br>Mchy.aft | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel (o.f.) | 15,75k |
| 5391894<br><br><br>Df Esd<br>Gc Rdr<br>RT | **EASTERN LION**<br>ex Jag Ketu-67 ex Windsor-63<br>**China Ocean Shipping Co.**<br>China | T.Mk<br>**5 476**<br>2 852<br>9 475<br>**7 503**<br>4 022<br>10 206 | <br><br>✠Classed LR until 23/5/75 | **1952**-9 Barclay, Curle & Co. Ltd. —Whiteinch, Glasgow (727)<br>141,79 17,89 7,919/8,294<br>132,82 17,84 11,59<br>RFD 12,8 2 dks<br>R | **M General Cargo**<br><br>6 Ho 19,2 18,5 22,7 5,7 15,6 17,0<br>G.15 358 B.13 954<br>6 Ha (8,2 8,5 8,5 2,8 8,5 8,5 × 8,5)<br>12W Der 10(10) 2(3) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW)<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>Gen 4 × 75kW 220V d.c.<br>Fuel 1 165,5t (hvf) | Doxford<br>13,5k |

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|---|---|---|---|---|---|---|---|
| 7107625<br>D9BA<br>IM2278<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTERN LOTUS**<br>ex Vanilla-81 ex Yushin Maru-75<br>**Dae Bo Shipping Co. Ltd.**<br>Inchon South Korea | **3 028**<br>2 068<br>5 891 | | KR NK | **1971** Koyo Dockyard Co. Ltd.—Mihara (608)<br>101,53 16,06 6,530<br>95,00 16,01 8,01<br>P 20,8 F 11,9 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 376 B.6 668<br>2 Ha (stl) (25,4 28,8 × 7,7) ER<br>12W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 128kW 445V a.c.<br>Fuel 573,0t-13,0pd 12,5kn |
| 7126396<br>2CSN<br>373509<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN MAID**<br>ex Eastern Venture-77<br>**Dumfries Shipping Co. Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | **14 748**<br>10 290<br>26 522 | ✠**100A1**<br>✠**LMC** | SS 7/81<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6110 | **1971**-12 Usuki Tekkosho—Saiki (1135)<br>166,07(BB) 24,87 10,453<br>156,01 24,80 14,36<br>P 29,6 F 14,1 1 dk<br>RW rf nil<br>NS 7BH WB7856t incl. comb. btm & side tanks in holds 6772t | **M Bulk Carrier**<br>5 Ho 21,5 26,3 18,4 20,8 24,7 ER<br>G.33 432 B.32 445<br>9 Ha (stl) (11,9 × 11,9) (18,3 18,3 11,9 11,9 18,3 18,3 16,0 16,0 × 8,9) ER<br>Cr 5(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 242,0t (d.o.) 1 273,0t (hvf) 14,25kn |
| 5096078<br>BKAR<br>826<br>Df Esd<br>Gc Rdr | **EASTERN MARINER**<br>**E-Hsiang Steamship Co. Ltd.**<br>Keelung China* | **12 692**<br>8 909<br>20 019 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 8/79<br>EL It 2$\frac{7}{16}$"SQ<br>FN 5488 | **1960**-3 Uddevallavarvet A/B—Uddevalla (183)<br>173,46 21,32 9,608<br>164,50 21,26 12,10<br>P 34,2 B 12,5 F 22,0 1 dk<br>RW rf 25<br>15BH WB1726t | **M Tanker**<br>28 Ta ER<br>L.(oil) 25 594<br>Der 1(7,5) 1(5) 1(1) | Oil 2SA 8Cy. 760 × 1500<br>10 000bhp (7 356kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>2 WTAuxB primary 710lbf/in$^2$ (49,0bar) secondary 178lbf/in$^2$ (12,3bar)<br>AuxB (ex.g) 178lbf/in$^2$ (12,3bar)<br>Gen 2 × 300kW 1 × 110kW 230V d.c.<br>Fuel (hvf) 15,5kn |
| 7053367<br>6ZOM<br>3789<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN MARINER**<br>**Eastern Maritime Corp. Ltd.**<br>Monrovia Liberia | **9 425**<br>5 783<br>16 363 | | BV | **1971** Sanoyasu Dockyard Co. Ltd.—Osaka (301)<br>147,53(BB) 20,55 9,308<br>140,01 20,50 12,65<br>1 dk<br>rf 25 | **M Bulk Carrier**<br>Vehicles<br>5 Ho 16,9 21,1 21,5 21,5 21,5 ER<br>G.18 667 B.17 844 HeCls. ptB<br>5 Ha (stl) (8,9 12,8 12,8 12,8 12,8 × 8,9) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 268kW 450V 60Hz a.c.<br>Fuel 128,0t (d.o.) 1 545,0t (hvf)-23,5pd 14,75kn |
| 7370480<br>DZBQ<br>224430<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN MARINER**<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **5 564**<br>3 494<br>7 944 | | NK | **1974** Kishimoto Zosen—Kinoe (442)<br>116,39 18,04 7,454<br>107,02 18,00 9,50<br>F 10,1 2 dks | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.11 568 B.10 760<br>2 Ha (stl) (23,2 20,2 × 9,9)<br>4W Der 1(50) 4(20) | Oil 2SA 8Cy. 420 × 900<br>4 550bhp (3 347kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Fuel 787,5t (hvf)-20,0pd 13kn |
| 7372402<br>D7XP<br>BM38<br>495<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN MARS**<br>**Hyopsung Maritime Co. Ltd.**<br>Busan South Korea | **3 929**<br>2 774<br>6 545 | | KR NK | **1974** Imabari Zosen—Imabari (319)<br>105,57 16,36 6,836<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 421 B.8 000<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 132kW 445V a.c.<br>Fuel 528,5t (hvf)-21,5pd 12,5kn |
| 7017167<br>DZXU<br>213026<br>Df Esd<br>Gc Rdr | **EASTERN MARS**<br>ex St. Isidro-77<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **3 922**<br>2 835<br>6 042 | | NK | **1970** Tohoku Zosen—Shiogama (116)<br>109,40 16,03 6,630<br>101,71 15,98 8,08<br>P 24,4 F 8,9 1 dk | **M General Cargo**<br>G.8 423 B.7 870<br>3 Ha (stl) (13,8 22,4 16,8 × 7,1) ER<br>Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 532,5t 13kn |
| 7705350<br>3EIW<br>8723-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN MERCURY No. 1**<br>**Victoria Shipping Ltd. S.A.**<br>Panama Panama | **3 778**<br>2 678<br>6 544 | | NK | **1977** Higaki Zosen K.K.—Imabari (201)<br>105,57 16,36 6,817<br>98,61 16,34 8,41<br>P 19,9 B 15,6 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>12,5kn |
| 7618545<br>DUFV<br>224347<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN METEOR**<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **5 570**<br>3 613<br>8 033 | | NK | **1977** Setouchi Zosen K.K.—Kinoe (458)<br>116,08 18,04 7,400<br>107,02 18,00 9,50<br>F 9,8 2 dks | **M General Cargo**<br>G.11 739 B.11 037<br>2 Ha (stl) (23,3 20,2 × 9,9) ER<br>Der 1(50) 3(22) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>13,5kn |
| 7528867<br>ZCST<br>373514<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EASTERN MOON**<br>**Norfolk Shipping Co. Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | **22 217**<br>14 281<br>36 763 | | AB | **1977** Osaka Zosensho—Osaka (375)<br>186,01(BB) 11,064<br>178,01 28,41 15,63<br>1 dk | **M Bulk Carrier**<br>5 Ho 27,5 28,1 25,8 28,1 27,2 ER<br>G.46 930 B.46 142 HeCls. ptB<br>5 Ha (stl) (16,0 16,7 16,0 16,7 15,1 × 13,5) ER<br>Cr 5(15) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 212,0t (d.o.) 2 097,0t (hvf)-36,0pd<br>15kn |
| 7023245<br>HP2527<br>5354-75<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **EASTERN MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | **275**<br>187<br>— | | | **1970** Halter Marine Fabricators, Inc.—Moss Point, Ms (238)<br>50,60 11,74 3,366<br>47,25 11,59 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 440V 60Hz a.c. |
| 7116303<br>ZCUU<br>372898<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN MUSE**<br>ex Altai Maru-77<br>**Cheshire Shipping Co.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | **12 387**<br>7 274<br>19 797 | **100A1**<br>**LMC** | SS 4/80<br>**UMS**<br>EL Dt 2$\frac{7}{16}$"U2<br>FN 5289<br>(NK) | **1971** Nippon Kokan K.K.—Shimizu (310)<br>155,45(BB) 22,84 9,881<br>146,01 22,80 13,42<br>P 29,0 F 11,3 1 dk<br>rf 25<br>7BH WB7428t incl. Topside tanks in Nos. 2 & 3 holds 1057t Comb. btm & STs Nos. 1, 2 & 5 holds 1815t & No. 3 hold 3769t | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.26 254 B.23 437<br>5 Ha (stl) (12,2 18,7 8,9 18,7 12,0 × 10,9) ER<br>Cr 2(20) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>10 900bhp (8 018kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>AuxB (o.f.) 7,2kgf/cm$^2$ (7,1bar)<br>e(ex.g) 10,5kgf/cm$^2$ (10,3bar)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 708,0t-36,5pd 16kn |

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| **5096755**<br>H3MY<br>1043<br>9-80<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN NAV**<br>ex Eastar-79 ex Skarva-73<br>ex Edda-64<br>**Grecian Prosperity Inc.**<br>Universal Glow Inc.<br>Panama　Panama | T.Mk<br>**6 378**<br>3 814<br>—<br>**9 437**<br>5 854<br>15 042 | **✠100A1**　SS 6/81<br>**✠LMC**<br>EL (dt) $2\frac{13}{16}$"SQ<br>FN 4413 | **1957**-7 Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (879)<br>148,52　19,41　—/9,521<br>138,51　19,31　12,55<br>F 13,5　2 dks<br>rf 102<br>7BH　WB187T incl. Tunnel tanks 184T | **M General Cargo**<br>5 Ho<br>G.20 948　B.19 253<br>5 Ha (10,2 14,4 9,1 11,9 11,2 × 7,0)<br>12W　Der 1(15) 12(5) | Oil 2SA 7Cy. 720 × 1250<br>5 300bhp (3 898kW)<br>Mitsubishi Heavy Ind. Reorg.<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 240kW 230V d.c.<br>Fuel 1 219,5t (hvf) |
| **6715475**<br>DZBI<br>224429<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN ORION**<br>ex Oriente-76 ex Hoko Maru-71<br>**Eastern Shipping Lines Inc.**<br>Manila　Philippines | **2 988**<br>1 930<br>5 349 | NK | **1967** Hashihama Zosen—Imabari (212)<br>99,35　15,63　6,503<br>93,02　15,60　7,78<br>P 20,2　B 5,5　F 10,7　1 dk<br>RW | **M General Cargo**<br>2 Ho　ER<br>G.7 043　B.6 650<br>2 Ha (25,6 25,9 × 8,0) ER<br>Der 1(50) 4(15) | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 484,5t |
| **7639056**<br>H9XW<br>11193<br>-81A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN PACIFIC**<br>**Ultra Carriers Inc.**<br>Panama　Panama | **10 043**<br>7 216<br>18 791 | NK | **1977** Kochi Jukogyo K.K.—Kochi (2020)<br>146,08(BB)　22,89　9,272<br>137,01　22,86　12,63<br>P 23,8　F 10,7　1 dk | **M General Cargo**<br>Mchy.aft<br>G.23 651　B.22 707<br>4 Ha (15,8 × 9,6) (19,2 19,2 19,2 × 11,2)<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 395kW 445V a.c. |
| **6602240**<br>ZGFC<br>384678<br>Df Esd<br>Rdr RT | **EASTERN PACIFIC**<br>**Eastern Pacific Ltd.** | **724**<br>371<br>— | | **1965** J. M. Martinac SB. Corp.—Tacoma, Wa (143)<br>10,42<br>45,57　10,37　5,34 | **M Fishing**<br>Side-fishing | Oil 10Cy. 206 × 254<br>1 800bhp (1 324kW)　E made44 fitted65<br>Fairbanks, Morse & Co. |
| **5348392**<br>H9PN<br>1108<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN PEARL**<br>ex Tacoma Maru-81<br>**Splendour Shipping Inc.**<br>Unique Shipping Agencies Ltd.<br>Panama　Panama | **9 164**<br>5 439<br>12 182 | NK | **1962** Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (931)<br>156,14　19,46　9,205<br>144,99　19,40　12,50<br>F 11,9　2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>6 Ho<br>G.18 692　B.17 313　In.254<br>6 Ha (8,2 × 6,1) (13,5 11,9 × 7,6) ER (12,8 12,8 8,3 × 7,6)<br>20W　Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>13 000bhp (9 562kW)<br>Mitsubishi Heavy Ind. Reorg.<br>Gen 3 × 220kW 445V a.c.<br>Fuel 1 200,0t-43,5pd |
| **7112670**<br>A8WI<br>5343<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTERN PEARL**<br>ex Golden Hill-75<br>ex Fukuzaki Maru-73<br>**Nang Pao Navigation Co. Ltd.**<br>Monrovia　Liberia | **5 663**<br>3 871<br>9 415 | NK | **1971** Tsuneishi Zosen K.K.—Numakuma (255)<br>127,97　18,34　7,532<br>119,00　18,29　9,50<br>P 24,1　F 11,9　1 dk | **M General Cargo**<br>3 Ho　ER<br>G.12 365　B.11 789<br>3 Ha (stl) (14,7 3,2 19,5 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho<br>Fuel 843,5t-17,5pd |
| **7009316**<br><br>331241 | **EASTERN PHOENIX**<br>ex Bar-Van-74<br>**British Columbia Packers Ltd.**<br>Halifax, N.S.　Canada | **147**<br>100<br>— | | **1969** Van's Steel Fabricators Ltd. —Vancouver, B.C.<br>*22,44*　7,04<br>...　...　...<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)　NE 74<br>General Motors Corp. |
| **5187592**<br>H9BF<br>1166<br>5-82<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN PIONEER**<br>ex Niger Star-80 ex King Minos-76<br>**Westbourne Shipping Co.**<br>Gulfeast Ship Management Ltd.<br>Panama　Panama | **10 807**<br>6 315<br>15 881 | **✠100A1**　SS 3/73<br>**✠LMC**<br>EL ft $2\frac{1}{4}$"SQ<br>FN 4794 | **1958**-7 At. & Ch. de France—Dunkerque (223)<br>159,70　19,89　9,627<br>148,32　19,82　12,50<br>P 10,4　F 27,2　2 dks, 3rd dk in No. 3 hold<br>rf 305<br>Coll BH to U dk 6 to 2nd dk WB3456t incl. Tunnel tanks 467t | **M General Cargo**　CSD 6P<br>5 Ho 16,4 24,0 22,4 23,2 24,7<br>G.22 487　B.20 869<br>5 Ha (9,6 13,5 11,4 12,2 10,7 × 7,4)<br>16W　Der 1(30) 4(10) 12(5) | Oil 2SA 11Cy. 720 × 1250<br>7 700bhp (5 664kW)<br>Cie. de Const. Mec., CCM<br>WTAuxB (ex.g) 100lbf/in² (6,9bar)<br>✠ NAuxB (o.f.) 6/75 7kgf/cm² (6,9bar)<br>Gen 2 × 250kW 220V d.c.<br>Fuel 1 432,5t (hvf) |
| **7218113**<br>ELAE9<br>6837<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN PIONEER**<br>ex Cigoitia-80<br>**Eastern Pioneer Corp. Ltd.**<br>Monrovia　Liberia | **9 709**<br>6 428<br>16 061 | **✠100A1**　SS 11/77<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4527 | **1972**-12 Astilleros Espanoles S.A. —Factoria de Sevilla, Sevilla (148)<br>144,79(BB)　20,68　9,326<br>135,62　20,65　12,73<br>2 dks<br>rf nil　DK fwd<br>7BH　WB6473t incl. DTf553t Comb. btm, side topside tanks in No. 3 hold 958t Comb. btm & topside tanks in No. 1 hold 426t Topside tanks in Nos. 2-4 holds 1159t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD ER<br>G.20 671　B.19 793<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W　Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ast. Espanoles S.A.　Sestao Works, Bilbao<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 312kW 380V 50Hz a.c.<br>Fuel (hvf) |
| **7353987**<br>DZPO<br>224950<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN POLARIS**<br>ex Toba-79 ex Gyosei Maru-78<br>**Eastern Shipping Lines Inc.**<br>Manila　Philippines | **2 856**<br>1 673<br>5 340 | NK | **1974** Kyokuyo Zosen Tekko K.K.—Chofu (262)<br>105,11　17,25　6,935<br>95,99　17,23　7,35<br>1 dk | **M General Cargo**<br>2 Ho　ER<br>G.13 191　B.12 432<br>2 Ha (stl) (24,3 24,4 × 9,9) ER<br>Der 4(20) | Oil 4SA 6Cy. 540 × 850<br>5 000bhp (3 678kW)<br>Makita Diesel Co. Ltd.<br>Gen 3 × 144kW 445V a.c.<br>Fuel 394,0t-16,0pd |
| **7419614**<br>H3OK<br>5340<br>-75A<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN POSEIDON**<br>**Global Splendour Co. S.A.**<br>Panama　Panama | **3 834**<br>2 738<br>7 104 | NK | **1975** Kochi Jukogyo K.K.—Kochi (851)<br>106,46　17,05　7,100<br>98,00　17,00　8,69<br>P 18,3　B 4,9　F 10,1　1 dk | **M General Cargo**<br>G.8 820　B.8 217<br>2 Ha (31,2 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 498,0t-12,5pd |
| **5157793**<br>3EXI<br>6692-76<br>Df Esd<br>Rdr<br>RTm/h/v | **EASTERN POWER**<br>ex Eastern Progress-76<br>ex Salamaua-74 ex Iberia-69<br>**Kiat Shipping (Panama) S.A.**<br>Panama　Panama | T.Mk<br>**2 365**<br>1 170<br>3 470<br>**3 266**<br>1 737<br>— | BV<br>✠Classed LR until 5/74 | **1956**-11 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (742)<br>105,19　14,53　5,849/6,900<br>97,54　14,48　8,39<br>P 18,6　F 23,5　2 dks<br>rf 51 | **M General Cargo**<br>Ref　6P<br>Ice strengthened<br>5 Ho 14.0 11,9 8,7 8,7 15.0 ER<br>G.6 797　B.6 217　In.920<br>5 Ha (stl) (6,1 × 4,5) (10,8 8,7 8,7 5,4 × 6,0) ER<br>8W　Cr 1(3)　Der 1(15) 4(5) 4(3) | Oil 2SA 6Cy. 500 × 1100<br>3 250bhp (2 391kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Gen 3 × 120kW 220V d.c.<br>Fuel 563,0t (d.o.) |
| **6420458**<br><br>322318<br>Esd Pfd<br>Rdr RT | **EASTERN PRIDE**<br><br>**British Columbia Packers Ltd.**<br>Shelburne, N.S.　Canada | **147**<br>76<br>— | | **1964** Wagstaff & Hatfield Ltd.—Port Greville, N.S.<br>28,96　7,09<br>25,71　7,07　3,33<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 7Cy. 133 × 184<br><br>Fairbanks Morse & Co. |

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| 7328059<br>SV2897<br>5060 | **EASTERN PRINCESS**<br>**N. Petrou, A. Markou & Ch. Etemezia**<br>Volos Greece | **126**<br>50<br>— | | **1942** .............United Kingdom<br>... ... ...<br>... ... ...<br>1 dk | **TM Ferry** | 2 Oil<br>450bhp (331kW)<br>............. |
| 5376076<br>HPUE<br>8876-78<br>Df Esd<br>Rdr RT | **EASTERN PROSPER**<br>ex Eastern Prosperity-70<br>ex Van Cloon-69<br>**Eastern Marine Enterprises Ltd. S.A.**<br>Panama Panama | **2 843**<br>1 346<br>3 660 | BV | **1955** Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (133)<br>96,93 13,90 5,785<br>88,70 13,87 6,86<br>P 14,1 B 21,1 F 14,1 2 dks<br>RW | **M General Cargo**<br>Ref 2P<br>G.4 388 B.4 252 In.391<br>3 Ha (11,0 9,2 11,0 × 5,5)<br>6W Cr 6(2) Der 2(10) 4(5) | Oil 4SA 7Cy. 520 × 850<br>2 100bhp (1 545kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Fuel 284,5t 12,25kn |
| 6409844<br>VC8838<br>322936<br>Esd Gc<br>Pfd Rdr<br>RTh | **EASTERN PROVIDER**<br>ex Bonda III-73<br>ex Simon Petrus-65<br>**British Columbia Packers Ltd.**<br>Yarmouth, N.S. Canada | **227**<br>105<br>— | Classed LR until 6/67 | **1965**-5 Verolme Scheepswerf Heusden N.V.—Heusden (681 /A)<br>38,18 7,37 2,998<br>32,14 7,22 3,99<br>F 6,4 1 dk<br>rf 991 BK 152 | **M Fishing**<br>Side Trawler<br>Der 1(2) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 30kW 1 × 20kW 110V d.c.<br>Fuel (d.o.) 10,5kn |
| 8005587<br>ELBJ4<br>7080<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EASTERN RANGER**<br>**Yeman Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **31 821**<br>22 032<br>61 335 | AB | **1981** Oshima Zosen—Nagasaki (10052)<br>225,00(BB) 32,24 12,521<br>216,01 32,21 18,42<br>P 11,9 B 6,1 1 dk | **M Tanker**<br>9 Ta ER<br>L.(oil) 72 968 HeCls. C | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel-45,5pd 15kn |
| 7352804<br>H9EY<br>1066<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN REEFER**<br>ex Toyu Maru-80<br>**Eastern Reefer S.A.**<br>Panama Panama | **7 348**<br>4 095<br>6 685 | NK | **1973** Kochi Jukogyo K.K.—Kochi (787)<br>141,15(BB) 18,55 8,129<br>131,98 18,50 12,40<br>3 dks, pt 4th dk | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 Ho<br>In.10 460<br>4 Ha (stl) (6,8 7,1 7,1 × 6,0) ER (7,1 × 6,0)<br>Cr 4(5) | Oil 2SA 8Cy. 700 × 1200<br>12 400bhp (9 121kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 750kW 450V a.c.<br>Fuel 198,0t (d.o.) 1 481,0t (hvf)-48,5pd 21kn |
| 7900481<br>JBIJ<br>122990<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN REEFER**<br>**Toshoku Overall Development Co. Ltd.**<br>Tokyo Japan | **498**<br>281<br>1 175 | NK | **1979** Kishigami Zosen K.K.—Akitsu (1300)<br>65,87 4,382<br>60,48 12,21 7,01<br>2 dks | **M Fish Carrier**<br>Ref.<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 800bhp (1 324kW)<br>Akasaka Diesels Ltd. Yaizu<br>12,25kn |
| 5125702<br>3FNF<br>9623-79<br>Df Esd<br>Gc Rdr<br>RTv | **EASTERN RISE**<br>ex Gallieni-73<br>**Siam Gulf Shipping (Panama) S.A.**<br>Panama Panama | T.Mk<br>**3 741**<br>1 912<br>—<br>**4 576**<br>2 375<br>4 237 | BV | **1954** Ch. & At. de Provence—Port de Bouc (274)<br>115,30 16,13 —/6,116<br>106,51 16,06 8,89<br>P 36,0 B 12,2 F 18,0 2 dks<br>RW rf 254 | **M Ferry/General Cargo**<br>12bth 350dk P<br>3 Ho 16,6 24,0 22,4 ER<br>G.7 675 B.6 977<br>3 Ha (6,2 12,6 9,7 × 6,0) ER<br>10W Der 1(32) 4(5) 6(3) | Oil 2SA 5Cy. 620 × 1150<br>3 000bhp (2 207kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 180kW 220V d.c.<br>Fuel 468,5t (hvf) 12,5kn |
| 7908926<br>JMZR<br>121078<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN ROYAL**<br>**Shinei Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **11 013**<br>7 250<br>18 380 | NK | **1979** Kurushima Dock Co. Ltd.—Onishi (2087)<br>146,08 9,345<br>137,01 22,86 12,63<br>P 25,6 F 13,2 1 dk | **M Bulk Carrier**<br>G.23 892 B.23 216<br>4 Ha (stl) (13,0 × 9,6) (19,2 19,2 19,2 × 12,8) ER<br>Der 4(25) | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 400kW 440V a.c.<br>14kn |
| 5070012<br>H8QJ<br>1039<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN RUBY**<br>ex Chicago Maru-80<br>**Jasmine Navigation Inc.**<br>Panama Panama | **9 098**<br>5 473<br>12 057 | NK (AB) | **1959** Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (904)<br>156,14 19,46 9,202<br>145,01 19,41 12,50<br>F 11,9 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>6 Ho DT<br>G.18 847 B.17 448 In.248<br>6 Ha (8,2 × 5,4) (12,8 11,9 11,2 12,8 × 7,0) (4,1 × 6,1)<br>20W Der 1(30) 1(20) 6(10) 14(5) | Oil 2SA 9Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>Gen 3 × 210kW 445V a.c.<br>Fuel 1 228,5t-40,5pd 17,5kn |
| 7221859<br>ZCUT<br>372897<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EASTERN SAGA**<br>**Oxford Shipping Co. Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | **14 529**<br>10 501<br>26 507 | **✠100A1** SS 12/80<br>**✠LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6111 | **1972**-7 Usuki Tekkosho—Saiki (1136)<br>166,07(BB) 24,87 10,453<br>156,01 24,81 14,36<br>P 29,6 F 13,8 1 dk<br>rf nil<br>NS 7BH WB7856t incl. comb. btm & side tanks in holds 6772t | **M Bulk Carrier**<br>5 Ho 21,5 26,3 18,4 26,3 24,7 ER<br>G.33 432 B.32 445<br>9 Ha (stl) (11,9 × 11,9) (12,3 12,3 11,9 11,9 18,3 18,3 16,0 16,0 × 8,9) ER<br>Cr 6(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 242,0t (d.o.) 1 255,0t (hvf) 14,25kn |
| 7351915<br>DZET<br>224428<br>Df Esd<br>Gc Rdr<br>RTm | **EASTERN SATELLITE**<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **5 564**<br>3 494<br>7 930 | NK | **1974** Kishimoto Zosen—Kinoe (441)<br>116,39 18,04 7,449<br>106,99 17,99 9,50<br>F 10,1 2 dks | **M General Cargo**<br>2 Ho 40,6 36,3 ER<br>G.11 568 B.10 760<br>2 Ha (stl) (23,2 20,2 × 9,9) ER<br>Cr 1(50) 4(20) | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 787,5t (d.o & hvf)-20,0pd 13kn |
| 7018202<br>DUUJ<br>213135<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN SATURN**<br>ex Don Isidoro-76<br>**Eastern Shipping Lines Inc.**<br>Manila Philippines | **3 118**<br>2 055<br>5 028 | AB | **1970** Shikoku Dockyard Co. Ltd. —Takamatsu (734)<br>99,47 15,17 6,354<br>96,98 14,81 7,60<br>P 22,3 F 10,1 1 dk<br>rf 102 | **M Passenger/General Cargo**<br>2 Ho 32,0 33,5 ER<br>G.6 360 B.6 062<br>2 Ha (stl) (23,7 23,7 × 7,5) ER<br>12W Der 1(50) 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 400bhp (2 501kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 523,5t (hvf) 12,5kn |
| 5272842<br>3EGV<br>8396<br>-77A<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN SEA**<br>ex Yat Lung-79<br>ex Kavo Matapas-77<br>ex Pegasus-72<br>**Corinth Maritime Inc.**<br>Gulfeast Ship Management Ltd.<br>Panama Panama | T.Mk<br>**7 566**<br>4 033<br>—<br>**10 446**<br>6 144<br>16 460 | **✠100A1** SS 8/77<br>**✠LMC**<br>EL ft $2\frac{1}{4}$"SQ<br>FN 4862 | **1957**-8 Furness S.B. Co. Ltd.—Haverton Hill (494)<br>157,92 20,22 —/9,583<br>146,97 20,12 12,96<br>P 7,1 F 33,3 2 dks<br>RW rf 102<br>7BH to U dk 1 to 2nd dk WB3166t incl. Tunnel tanks 375t | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.23 162 B.21 321<br>6 Ha (10,2 13,7 11,4 11,4 10,6 × 6,7) (5,4 × 3,0)<br>12W Der 1(30) 12(5) 2(5) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>✠ NAuxB 3/69 10,5kgf/cm² (10,3bar)<br>Gen 3 × 150kW 1 × 50kW 220V d.c.<br>Fuel 1 355,5t 14kn |

LAID UP — SURVEYS OVERDUE 8/81

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| **7525499**<br>5MYP<br>5784<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EASTERN SEA**<br>**Tung Foundation (Liberia) Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **3 094**<br>1 851<br>4 608 | NK | **1976** Asakawa Zosen—Imabari (266)<br>103,97(BB) 15,35 6,217<br>94,01 15,31 7,47<br>P 28,1 F 14,4 1 dk | **M Tanker**<br>Chemical CBT<br>12 Ta ER<br>Asphalt 3 531 HeCls. BC | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 502,0t (hvf)-5,0pd 12,5k |
| **7043142**<br>WY7396<br>522163 | **EASTERN SEA**<br>ex Mar del Este-78<br>**Lawrence L. Minks**<br>Aberdeen, Wa United States of America | **157**<br>107<br>— | | **1969** .............Mobile, Al<br>*24,36* 7,35<br>3,46<br>1 dk | **M Fishing** | Oil<br>565bhp (416kW)<br>.............<br>Fuel (d.o.) |
| **7819204**<br>WX59<br>698<br>606553<br>Esd Gc<br>Rdr RT | **EASTERN SEAHORSE**<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **196**<br>133<br>500 | AB | **1979** Halter Marine Inc.—Moss Point, Ms (733)<br>56,39 3,658<br>51,82 12,20 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>4 300bhp (3 163kW)<br>General Motors Corp. Electro-Motive Div. La Grang<br>Gen 2 × 99kW a.c.<br>12,5k |
| **5384310**<br>VCDC<br>318681<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN SHELL**<br>ex W. Harold Rea-70<br>**Shell Canadian Tankers Ltd.**<br>Toronto, Ont. Canada | **4 009**<br>2 961<br>5 947 | ✠**100A1** Lake SS 5/81<br>oil tanker<br>Winters in Great Lakes<br>Ice Class 3<br>✠**LMC**<br>EL v 1¾"SQ<br>FN 2198 | **1962**-8 Collingwood Shipyards —Collingwood, Ont. (176)<br>108,57 14,10 6,655<br>102,19 14,03 7,47<br>P 25,0 Trunk 61,6 F 16,5 1 dk<br>rf 76<br>10BH | **TM Tanker**<br>10 Ta ER<br>L.(oil) 8 040 | 2 Oil 2SA each 10Cy. 210 × 508 with flexible couplings & sr reverse geared to sc. shafts<br>3 200bhp (2 354kW) Fairbanks, Mors<br>Canadian Locomotive Co. Ltd. Kingston, Ont<br>3 db 300lbf/in² (20,7bar)<br>Fuel 287,5t (d.o.) 13,5k |
| **7603693**<br>WYT9<br>733<br>555262<br>RT | **EASTERN SHORE**<br>**Emery F. Childress**<br>Mobile, Al United States of America | **121**<br>82<br>— | | **1974** Master Marine Inc.—Bayou la Batre, Al<br>*22,59*<br>6,71 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy.<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A |
| **7237896**<br>5MSQ<br>4324<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN SPIRIT**<br>**Liberian Thrust Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **85 564**<br>66 840<br>164 742 | BV NK | **1972** Mitsubishi Heavy Industries Ltd. —Yokohama (947)<br>295,03(BB) 47,45 17,501<br>280,02 47,40 24,80<br>1 dk | **S Ore/Oil Carrier**<br>4 Ho ER<br>G.9 500 L.(oil) 207 477<br>8 Ha (each 13,7 × 12,5)<br>Der 2(15) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Westinghouse<br>Mitsubishi Heavy Industries Ltd. Nagasak<br>Fuel 11 025,0t-141,0pd 16k |
| **7620574**<br>H9VZ<br>1141<br>7-81<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN SPLENDOUR**<br>ex Merry Viking-81<br>**Eastern Splendour Transports Inc.**<br>Panama Panama | T.Mk<br>**10 603**<br>6 711<br>16 000<br>**15 284**<br>9 916<br>24 424 | AB<br>✠Classed LR until 25/9/81 | **1977**-8 Mitsubishi Heavy Industries Ltd. —Shimonoseki (785)<br>179,00(BB) 22,94 —/10,370<br>168,00 22,86 14,30<br>P 30,2 F 17,7 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 20,9 27,9 27,9 27,9 23,1<br>5 TwD ER<br>G.33 906 B.32 428<br>9 Ha (stl) (10,8 × 10,3) (19,2p&s 19,2p&s 19,2p&s 19,2p&s × 7,7) ER<br>Cr 6(25) Der 2(50) 2(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 267,0t (hvf) 15,25k |
| **5000603**<br>9VYO<br>367720<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EASTERN STAR**<br>ex Joo Chuan-80 ex Crystal-79<br>ex Aase Nielsen-72<br>**Bienley Shipping Co. Pte. Ltd.**<br>Singapore Singapore | **3 195**<br>1 724<br>4 643 | ✠**100A1** SS 5/77<br>Str. nav. ice<br>✠**LMC**<br>EL u 1⅛"SQ<br>FN 2182 | **1958**-12 Svendborg Skibsvaerft A/S —Svendborg (82)<br>104,78 14,08 6,820<br>96,45 14,03 8,59<br>RFD 11,0 2 dks<br>RW rf 102<br>4BH to U dk 1 to 2nd dk WB600t | **M General Cargo** CSD 4P<br>2 Ho 35,5 33,5<br>G.6 541 B.6 003<br>4 Ha (10,0 12,7 10,0 10,0 × 6,1)<br>10W Der 1(15) 10(5) | Oil 2SA 7Cy. 500 × 1100<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 166kW 1 × 100kW 220V d.c.<br>Fuel 603,5t (d.o.) |
| **6914552**<br>5LBP<br>3236<br>Esd Rdr<br>RTm/v | **EASTERN STAR**<br>**Byblos Shipping Co.**<br>Monrovia Liberia | **1 110**<br>639<br>1 626 | ✠**100A1** SS 1/82<br>oil tanker<br>✠**LMC**<br>EL K 1⅛"U2<br>FN 1048 | **1969**-4 Ast. del Cadagua W.E. Gonzales S.A.—Bilbao (75)<br>70,72 11,03 4,344<br>65,00 11,00 5,11<br>P 14,7 Trunk 43,3 F 8,3 1 dk<br>rf 51<br>8BH WB225t incl. DTf198t | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 290 | Oil 2SA 6Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Fuel 72,0t-5,0pd |
| **5106562**<br>HOPC<br>2374-72<br>Df Esd<br>Gc Rdr<br>RTh | **EASTERN STAR**<br>ex Espirito Santo-77<br>**Shimat Marine Panama Ltd. S.A.**<br>Korea Marine Industry Development Corp.<br>Panama Panama | **450**<br>230<br>569 | KR | **1945** Soule Steel Co. & G. Zimmerman —Stockton, Ca (1)<br>42,37 9,81<br>38,26 9,76 4,75<br>F 13,5 1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.fwd<br>In.282<br>2 Ha (stl) (each 1,2 × 1,2) 2 Ha (w) (each 1,2 × 1,2) 2 Ha (stl) (each 1,2 × 1,2)<br>Der 1(14) 2(2) | Vee Oil 4SA 16Cy. 159 × 203<br>760bhp (559kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 116kW 220V 60Hz a.c.<br>Fuel (d.o.) 10kn |
| **5092890**<br>H9AI<br>9572-PEXT1<br>Df Esd<br>Gc Rdr<br>RTm | **EASTERN SUCCESS**<br>ex Doriefs-80<br>**Guildhall Shipping Inc.**<br>Gulfeast Ship Management Ltd.<br>Panama Panama | T.Mk<br>**6 305**<br>3 810<br>10 922<br>**8 513**<br>5 200<br>13 409 | ✠LR class withdrawn-Reported defects 22/10/82 | **1958**-11 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1271)<br>146,46 19,11 8,325/9,510<br>137,17 19,05 12,32<br>F 13,2 2 dks<br>RW rf 127 | **M General Cargo**<br>5 Ho 21,1 31,5 11,7 20,1 20,1<br>1 TwD 5,5<br>G.19 282 B.17 786<br>5 Ha (stl) (9,6 13,4 × 7,3) (12,9 × 8,6) (10,9 10,2 × 7,3)<br>10W Der 1(25) 1(15) 10(5) | Oil 2SA 7Cy. 720 × 1250<br>5 390bhp (3 965kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 175kW 220V d.c.<br>Fuel 1 290,5t (hvf) |
| **7620586**<br>H9WA<br>10215-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN SUMMIT**<br>ex Muncaster Castle-81<br>**Eastern Summit Transport Inc.**<br>Panama Panama | T.Mk<br>**10 603**<br>6 711<br>16 000<br>**15 284**<br>9 916<br>24 815 | AB<br>✠Classed LR until 25/9/81 | **1977**-11 Mitsubishi Heavy Industries Ltd. —Shimonoseki (786)<br>179,03(BB) 22,94 —/10,372<br>168,00 22,86 14,30<br>P 30,2 F 17,7 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 20,9 27,9 27,9 27,9 23,1<br>5 TwD ER<br>G.33 906 B.32 428<br>9 Ha (stl) (10,8 × 10,3) (19,2p&s 19,2p&s 19,2p&s 13,5p&s × 7,7) ER<br>Cr 6(25) Der 2(50) 2(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 200,0t (d.o.) 1 247,0t (hvf) 15,25k |
| **6816085**<br>H8UA<br>1034<br>1-80<br>Rdr RTv | **EASTERN SUNBIRD**<br>ex Chiryu Maru-80<br>**Shokuyu Navigation Co. S.A.**<br>Panama Panama | **1 112**<br>640<br>1 740 | KR | **1967** Imai Zosen—Kochi (263)<br>60,89 10,55 4,700<br>60,03 10,52 5,31<br>P 14,4 F 7,1 1 dk | **M Tanker**<br>10 Ta ER | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 20kW a.c.<br>10,5k |

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| 8004222<br>VRMD<br>399894<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN THISTLE**<br>**Preston Shipping Co. Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | **18 250**<br>11 620<br>29 632 | ✠**100A1**<br>oil tanker or molasses or<br>caustic soda in cargo<br>tanks SG 1.52<br>✠**LMC**<br>**IGS**<br>EL G† 577,5/60,0U3<br>FN 6470 | **1982**-5 Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1247)<br>176,00(BB) 25,02 10,784<br>165,00 25,01 14,20<br>P 36,6 F 12,2 1 dk<br>rf nil<br>8BH WB14200T | **M Tanker**<br>Oil Molasses IGS<br>15 Ta ER<br>L.(oil) 37 263 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 231,5t (d.o.) 1 576,0t (hvf) |
| 7802926<br>VJET<br>375073<br>Esd Gc<br>Rdr RT | **EASTERN TIDE**<br>**Tidewater Port Jackson Marine Pty. Ltd.**<br>Tidewater Inc.<br>*Sydney, N.S.W.* Australia | **975**<br>378<br>1 850 | AB | **1978** Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (137)<br>59,67 12,55 4,141<br>55,43 12,26 5,31<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>geared to sc. shafts<br>5 750bhp (4 229kW) General Motors<br>General Motors Corp. Electro-Motive Div. La Grange<br>15,5kn |
| 5420322<br>HO5962<br>1791-<br>PEXT<br>RT | **EASTERN TRADE**<br>ex Shoei Maru-72<br>ex Hoei Maru-64<br>**South East Navigation Corp.**<br>Panama Panama | **324**<br>201<br>— | | **1959** Hakata Zosen K.K.—Hakata<br>*36,58* 7,55<br>7,50<br>1 dk | **M General Cargo**<br>Mchy.aft<br>G.440 | Oil 4SA 6Cy. 260 × 400<br>300bhp (221kW)<br>..............<br>Fuel 21,5t 8,5kn |
| 6621870<br>A8LF<br>5051<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTERN TRADER**<br>ex Kai Ping-79 ex Japan Oak-74<br>**Caminar (Liberia) Ltd.**<br>Monrovia Liberia | **28 982**<br>21 382<br>54 399 | NK | **1966** Mitsubishi Heavy Industries Ltd.<br>—Kobe (959)<br>224,04(BB) 31,86 11,507<br>211,03 31,81 17,51<br>F 16,8 1 dk | **M Bulk Carrier**<br>Salt<br>6 Ho ER<br>G.67 501 HeCls. B<br>7 Ha (11,6 × 12,8) (9,6 9,6 9,6 9,6 9,6 9,6 × 14,4) ER | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 1 × 350kW 450V a.c.<br>Fuel 186,0t (d.o.) 3 777,5t (hvf)-46,0pd<br>15kn |
| 6612855<br>H8CQ<br>9722<br>-79A<br>Df Esd<br>Rdr RT | **EASTERN TRADER**<br>ex Jupiter-79 ex Shokai Maru-75<br>**Nisshin Enterprise Co. S.A.**<br>Panama Panama | **2 542**<br>1 482<br>3 936 | NK | **1966** Onomichi Zosen—Onomichi (163)<br>90,94 14,64 5,820<br>83,80 14,61 6,91<br>P 20,8 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 200 B.4 882<br>2 Ha (19,5 25,9 × 8,2) ER<br>11W Der 2(15) 6(10) | Oil 4SA 7Cy. 470 × 670<br>2 100bhp (1 545kW) E made59 fitted66<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 55kW 110V d.c.<br>Fuel 228,5t-5,5pd 11,5kn |
| 7908847<br>8LHM<br>122239<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN VANGUARD**<br>**Seiriki Kisen K.K.**<br>Kosho Kaiun K.K.<br>Osaka, Japan<br>Osaka Pref. | **38 893**<br>24 067<br>60 961 | NK | **1980** Koyo Dockyard Co. Ltd.—Mihara (872)<br>217,74(BB) 36,05 11,800<br>207,02 36,01 18,32<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 76 309 | Vee Oil 4SA 18Cy. 400 × 460<br>11 700bhp (8 606kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 680kW 450V 60Hz a.c.<br>13,75kn |
| 7915333<br>ELAK3<br>6879<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN VENTURE**<br>**Beeston Shipping Ltd.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **33 769**<br>22 044<br>64 487 | ✠**100A1**<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL R† 687,5/84,0U3<br>FN 11470 | **1980**-12 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1207)<br>204,50(BB) 39,04 12,018<br>195,99 39,01 19,51<br>1 dk<br>rf nil<br>8BH WB35275T incl. clean ballast tanks 31028T | **M Tanker**<br>SBT IGS CBT<br>pt higher tensile steel<br>9 Ta ER<br>L.(oil) 72 691 | Oil 2SA 6Cy. 800 × 1950<br>15 800bhp (11 622kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 580kW 450V 60Hz a.c.<br>15kn |
| 7804584<br>JQWT<br>121656<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN VENTURE**<br>**Daimei Kisen K.K.**<br>Tokyo Japan | **13 080**<br>8 420<br>22 490 | NK | **1978** Kurushima Dock Co. Ltd.—Uwajima (2039)<br>151,01 10,021<br>140,01 26,01 13,52<br>P 25,6 F 12,2 1 dk | **M Bulk Carrier**<br>G.28 255 B.27 399<br>4 Ha (17,6 × 11,4) (20,8 20,8 20,8 × 13,0) ER<br>Der 4(25) | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 400kW 450V a.c.<br>14kn |
| 7217183<br>D7AX<br>IM1850<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTERN VENTURE**<br>ex Jinyo Maru-77<br>**Dae Bo Shipping Co. Ltd.**<br>Inchon South Korea | **3 448**<br>2 509<br>6 259 | KR (NK) | **1972** Watanabe Zosen K.K.—Hakata (144)<br>104,20 16,31 6,681<br>98,46 16,26 8,16<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 284 B.7 764<br>2 Ha (stl) (28,5 29,8 × 8,3) ER<br>12W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 135kW 445V a.c.<br>Fuel 512,0t-11,5pd 12,25kn |
| 8110227<br>3ERB<br>1162<br>3-82<br>Df Esd<br>Gc Rdr<br>RT | **EASTERN VENTURE**<br>**Bella Advantage Naviera S.A.**<br>Panama Panama | **2 496**<br>1 808<br>6 013 | NK | **1981** Murakami Hide Zosen K.K.—Hakata (193)<br>95,61 16,82 6,819<br>89,52 16,81 10,49<br>2 dks | **M General Cargo**<br>G.10 262 B.9 608<br>2 Ha (stl) (25,2 25,9 × 8,9)<br>Der 2(20) 2(15) | Oil 2SA 6Cy. 370 × 880<br>3 900bhp (2 869kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 176kW a.c.<br>12kn |
| 8110019<br>H9YQ<br>1135<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTERN VIRGO**<br>**Navegantes Del Oriente S.A.**<br>Panama Panama | **2 578**<br>1 797<br>6 229 | NK | **1981** Kochi Jukogyo K.K.—Kochi (2200)<br>96,70 17,43 6,730<br>89,52 17,40 7,17<br>1 dk | **M General Cargo**<br>G.11 054 B.10 263<br>2 Ha (stl) (15,3 30,7 × 8,9) ER<br>Der 1(20) 2(15) | Oil 4SA 6Cy. 410 × 800<br>3 300bhp (2 427kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 150kW a.c.<br>12kn |
| 7127261<br>5MWC<br>4083<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN WISEMAN**<br>**Eastern Wiseman Transports Inc.**<br>Monrovia Liberia | **15 482**<br>9 940<br>25 920 | AB | **1972** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (947)<br>162,01(BB) 25,25 10,643<br>152,00 25,20 14,71<br>P 6,4 F 14,1 1 dk<br>rf nil | **M Bulk Carrier**<br>3 Ho 32,1 40,0 40,0 ER<br>G.32 763 B.32 036 HeCls. B<br>5 Ha (stl) (18,7 × 11,9) (30,4 30,4 30,4 30,4 × 8,3) ER<br>14W Der 2(30) 2(15) 8(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 420kW 445V 60Hz a.c.<br>Fuel 163,0t (d.o.) 1 485,0t (hvf)-31,5pd<br>14,5kn |
| 7306283<br>ELVA<br>4435<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EASTERN WORLD**<br>**Eastern World Transports Inc.**<br>Monrovia Liberia | **31 903**<br>23 141<br>37 911 | BV | **1973** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (955)<br>196,02 29,49 10,827<br>188,02 29,44 20,81<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Wood-chip<br>6 Ho 28,6 22,1 24,0 20,8 22,4 27,9 ER<br>G.77 094 HeCls. B<br>6 Ha (stl) (14,0 13,5 13,5 13,5 13,5 14,4 × 13,4) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 580kW 445V 60Hz a.c.<br>Fuel 188,0t (d.o.) 1 987,0t (hvf)-41,0pd<br>15kn |

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|---|---|---|---|---|---|---|---|
| **7739985**<br>9VJQ<br>381730<br>Df Esd<br>Gc Rdr<br>RT | **EASTGATE**<br><br>**Shalimar Shipping Co. S.A.**<br>Singapore Singapore | **19 566**<br>13 431<br>38 250 | 100A1<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>Ice Class 3<br>**LMC** **UMS**<br>EL (Jt) 686,2/72,0U2<br>FN 8075 | **1979** Baltic SB. & Eng. Works—Leningrad (643)<br>199,80(BB) 27,84 11,227<br>186,01 27,81 15,60<br>P 37,2 F 17,1 1 dk<br>rf nil<br>9BH WB21595T incl. Comb. topside tanks 2-7 holds & btm. & STs 3-6 holds 7154T, Comb. btm. & STs in No. 2 hold 1005T & No. 3 hold 5516T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,0 26,9 16,1 15,3 15,3 27,2 16,1 ER<br>G.47 128<br>9 Ha (stl) (each 9,3 × 12,9) ER | Oil 2SA 8Cy. 740 × 1600<br>13 700bhp (10 077kW)<br>Bryansk Eng. Works<br>AuxB (o.f.) 6kgf/cm² (5,9bar)<br>AuxB (ex.g) & htr 7kgf/cm² (6,9bar) rcv 6kgf/cm² (5,9bar)<br>Gen 3 × 400kW 400V 50Hz a.c. | B&W<br>Bryans<br><br>15,25kn |
| **7808396**<br>GYHQ<br>379518<br>Df Esd<br>Gc Rdr<br>RT | **EASTGATE**<br><br>**Rowbotham Tankships Ltd.**<br>Grimsby United Kingdom | **1 599**<br>1 114<br>3 415 | ✠100A1<br>oil tanker<br>✠LMC<br>EL Q 440,0/38,0U2(a)<br>FN 1699 | **1979**-6 Kanrei Zosen K.K.—Naruto (279)<br>93,17 (BB) 13,44 5,265<br>86,01 13,42 6,33<br>P 19,9 F 11,6 1 dk<br>rf 152<br>9BH WB1096T incl. DTf76T | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 3 681 | Oil 4SA 6Cy. 320 × 420 dr geared to sc. shaft<br>2 250bhp (1 655kW)<br>Ube Industries Ltd.<br>Gen 2 × 520kW 1 × 216kW 445V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 119,5t (d.o.) | Mak<br>Ube<br><br>12kn |
| **5063978**<br>OZIB<br>D2065<br>Df Esd<br>Rdr RT | **EASTHOLM**<br>ex Carliene-72<br>**Jorgen Christiensen P/R**<br>Soby Denmark | T.Mk<br>**299**<br>176<br>633 | <br><br>BV (GL) | **1958** Schiffsw. W. Holst—Hamburg (221)<br>60,66 9,45 3,029<br>54,62 9,40 5,03<br>F 7,4 2 dks<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.1 494 B.1 339<br>1 Ha (stl) (25,4 × 4,7) ER<br>Der 4(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) | Koeln<br>10,5kn |
| **5096298**<br>VDQW<br>174087<br>Esd RTm | **EASTISLE**<br><br>**Packers S.S. Co. Ltd.**<br>Vancouver, B.C. Canada | **101**<br>56<br>91 | | **1942** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>25,91 6,28 2,439<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>Mchy.fwd<br>1 Ho 10,8<br>1 Ha<br>Der 1(3) | Oil 4SA 6Cy. 159 × 203<br>E made73 fitted74<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) | 9kn |
| **7910852**<br>DHGW<br>12735<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTMED PRINCESS**<br>ex Westerhamm-82<br>**Gebr. Peterson Schiffahrtsges. 'Westerhamm' K.G.**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany | T.Mk<br>**3 910**<br>2 800<br>7 831 | <br><br>GL | **1979** J. J. Sietas K.G. Schiffswerft —Hamburg (875)<br>127,01 7,190<br>113,70 20,21 11,41<br>P 18,9 F 11,0 2 dks | **M General Cargo**<br><br>Ice strengthened<br>Mchy.aft<br>G.14 990 B.14 133<br>TEU 542 C.542/20' | Vee Oil 4SA 12Cy. 370 × 400 reduction geared to sc. shaft<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz | Koeln<br>16,5kn |
| **6521525**<br><br>317348<br>Df Esd<br>Gc Rdr<br>RTm | **EASTORE**<br>ex FS 544 ex Eastore<br>**Government of The Commonwealth of The Bahamas (Ministry of Maritime Affairs)**<br>Nassau Bahamas | **560**<br>262<br>— | <br><br>(AB) | **1944** Brunswick Marine Construction Co —Brunswick, Ga (139)<br>53,80 9,91 3,061<br>50,30 9,76 4,35<br>1 dk<br>conv General Cargo — | **TM Tender** 800P<br><br>Mchy.aft | 2 Oil 2SA each 6Cy. 222 × 267 reverse reduction geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 100kW 1 × 25kW 120/240V d.c.<br>Fuel (d.o.) | |
| **6616394**<br><br>323542<br>Esd Rdr<br>RTm/h | **EASTPACK I**<br><br>**Mersey Vessels Ltd.**<br>Charlottetown, Canada P.E.I. | **170**<br>53<br>102 | <br><br>(AB) | **1966** Ferguson Industries Ltd.—Pictou, N.S. (159)<br>28,40 6,53<br>24,46 6,48 3,84<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,4<br><br>2 Ha (stl) (each 1,2 × 1,2) | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW a.c.<br>Fuel 21,5t (d.o.) | 8kn |
| **6618275**<br><br>323547<br>Esd Rdr<br>RTm/h | **EASTPACK II**<br><br>**H. B. Nickerson & Sons Ltd.**<br>Charlottetown, Canada P.E.I. | **170**<br>53<br>102 | <br><br>(AB) | **1966** Ferguson Industries Ltd.—Pictou, N.S. (162)<br>28,40 6,53<br>24,46 6,48 3,84<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,4<br><br>2 Ha (stl) (each 1,2 × 1,2) | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 25kW a.c.<br>Fuel 21,5t (d.o.) | |
| **6721955**<br>SYHS<br>6289<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EASTPORT**<br>ex Indian City-77<br>**Eastport Shipping Co. Ltd.**<br>Piraeus Greece | **27 018**<br>17 921<br>43 810 | ✠100A1 CS 1/82<br><br>✠LMC<br>EL rt 2 15/16"U2<br>FN 8713 | **1967**-10 Fairfields (Glasgow) Ltd.—Govan, Glasgow (834)<br>203,66 29,04 12,040<br>192,46 28,96 16,31<br>P 19,9 F 18,3 1 dk<br>rf nil<br>NS 10BH WB16373t incl. Comb. btm & STs in holds 5708t Topside tanks in holds 7344t | **M Bulk Carrier**<br><br>7 Ho 15,0 20,1 21,9 23,7 20,1 23,7 20,1 ER<br>G.59 822 B.52 853<br>7 Ha (stl) (8,2 10,9 13,2 14,6 10,9 14,6 10,9 × 13,7) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW)<br>G. Clark & N.E.M. Ltd.<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 425kW 450V 60Hz a.c.<br>Fuel 2 722,0t (hvf) | Sulzer<br>Sunderland<br><br>15,25kn |
| **8116946**<br>8KPG<br>125970<br>Df Esd<br>Gc Pfd<br>Rdr | **EASTSUN LOYAL**<br><br>**Tonichi Sangyo K.K.**<br>Tokyo Japan | **13 062**<br>8 768<br>22 194 | <br><br>NK | **1981** Kurushima Dock Co. Ltd.—Uwajima (2172)<br>154,51 9,921<br>144,00 25,01 13,52<br>P 26,0 F 13,2 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Mitsubishi<br>Yado |
| **5096339**<br>VYWT<br>179108<br>Esd RTm | **EASTVIEW**<br><br>**British Columbia Packers Ltd.**<br>Vancouver, B.C. Canada | **106**<br>68<br>97 | | **1942** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C.<br>*24,33* 6,13<br>... ... ... | **Wood M Fishing**<br>Side-fishing<br>1 Ho 9,9<br>Der 1(3) | Vee Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW) NE 73<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 4kW 1 × 2kW 37V d.c.<br>Fuel (d.o.) | 10kn |
| **6511219**<br>WRY2<br>558<br>639319<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EASTWARD**<br><br>**Sea Services Technology Corp.**<br>Wilmington, De United States of America | **284**<br>67<br>249 | <br><br>AB | **1964** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi (264)<br>35,82 8,74 3,957<br>31,88 8,69 4,20<br>F 4,3 1 dk<br>BK 203 | **M Research**<br>Oceanographic<br><br>4 Ha (stl) (1,3 1,3 × 0,9) (7,3 × 9,1) (7,3 × 7,3)<br>Der 1(5) | Oil 2SA 8Cy. 133 × 184<br>640bhp (471kW)<br>Fairbanks Morse & Co.<br>Gen 2 × 100kW 225V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 84,5t (d.o.) | Beloit, Wi<br><br>10,5kn |

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|---|---|---|---|---|---|---|
| 6920240<br>CZ3818<br>329607<br>Df Esd<br>Pfd Rdr<br>RT | **EASTWARD HO**<br>**Longline Fishing Ltd.**<br>New Westminster, Canada<br>B.C. | **285**<br>185<br>— | | **1969** Star Shipyard (Mercer's) Ltd.—New<br>Westminster, B.C. (393)<br>32,62 8,89 3,582<br>30,41 8,84 4,27<br>2 dks | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 8014796<br>SZYX<br>8143<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EASTWIND**<br>**Westwind Africa Line Ltd.**<br>Piraeus Greece | **16 382**<br>9 953<br>27 471 | AB | **1981** Oshima Zosen—Nagasaki (10055)<br>169,81(BB) 26,37 9,803<br>163,02 26,31 13,62<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.32 422 B.31 715<br>5 Ha (stl) (13,1 19,2 14,4 19,2 15,1 × 11,9) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 570kW 440V 60Hz a.c.<br>17kn |
| 7826855<br>SXPO<br>8154<br>Df Esd<br>Gc Rdr<br>RT | **EASY RIDER**<br>**Castello Hellas Shipping Co.**<br>Delpa Maritime Co. Ltd. of Cyprus<br>Piraeus Greece | T.Mk<br>**5 072**<br>2 024<br>6 235 | **✠100A1**<br>ro—ro cargo and<br>passenger ship<br>Ice Class 1C<br>**✠LMC** **UMS**<br>EL A† 522,5/50,0U3<br>FN 4621 | **1981**-6 Nuovi Cantieri Apuania S.p.A.<br>—Marina di Carrara (2119)<br>150,81(BB) 20,22 6,014<br>135,59 20,21 13,87<br>B 18,9 2 dks<br>rf nil<br>2BH to U dk. 6 to 2nd dk WB3616T incl.<br>DTf112T & STs in way of hold 1664T | **TM Passenger/RoRo Cargo**<br>stern door<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 330 × 360<br>geared to sc. shafts<br>12 000bhp (8 827kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>3 AuxB (1 o.f. 2 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 722kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 509,5t (d.o.) 1 198,5t (hvf) |
| 7732456<br>WYC4<br>840<br>574423 | **EASY RIDER**<br>ex YF 519 ex YFRT 519<br>**Misty Blue Inc.**<br>Philadelphia, Pa United States<br>of America | **150**<br>102<br>— | | **1943** .............Erie, Pa<br>*39,93*<br>9,15 3,71<br>1 dk<br>conv —<br>conv Yacht 77 | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |
| 7437367<br>548331 | **EASY RIDER**<br>**Earl J. Toomer Jr.**<br>Key West, Fl United States<br>of America | **119**<br>88<br>— | | **1973** J & S Marine—Brazoria, Tx<br>*21,10* 6,71<br>3,66<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>380bhp (280kW)<br>U.S.A. |
| 7230898<br>WYC2<br>277<br>537119 | **EASY RIDER**<br>ex Lawaia-74<br>**Easy Rider Too**<br>Honolulu, Hi United States<br>of America | **109**<br>74<br>— | | **1971** Lewis B. Maurer—Costa Mesa, Ca<br>*21,16*<br>7,29 2,65<br>1 dk | **Aluminium Alloy M Fishing** | Oil<br>870bhp (640kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7743625<br>WYF5<br>064<br>595570 | **EASY RIDER**<br>**Waller Boat Corp.**<br>Brownsville, Tx United States<br>of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8008890<br>615485 | **EASY RIDER TOO**<br>**Easy Rider Too**<br>Honolulu, Hi United States<br>of America | **198**<br>135<br>— | | **1979** Halter Marine Inc.—Calumet, La<br>(840)<br>*35,88* 9,45<br>3,13<br>1 dk | **M Fishing** | Vee Oil 2SA 12Cy. 146 × 146<br>1 920bhp (1 412kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A. |
| 7372373<br>A8QT<br>5197<br>Df Esd<br>Gc Rdr<br>RT | **EATON GLORIA**<br>**Angelica Maritime Corp.**<br>Monrovia Liberia | **33 325**<br>25 284<br>42 174 | **✠100A1** SS 4/80<br>**✠LMC** **UMS**<br>EL M† 3$\frac{5}{16}$"U2<br>FN 9433 | **1975**-9 Imabari Zosen—Marugame<br>(1024)<br>195,03(BB) 30,05 11,024<br>184,99 30,00 20,99<br>1 dk<br>rf 51<br>NS 8BH WB23467T incl. Comb. btm &<br>STs in Nos. 2 - 6 holds 6358T & No. 4<br>hold 12940T | **M Bulk Carrier**<br>Wood-chip<br>6 Ho 28,5 21,4 22,4 21,4 21,4<br>28,5 ER<br>6 Ha (stl) (14,0 13,5 13,5 13,5 13,5<br>15,1 × 16,0) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>15kn |
| 7513147<br>WYT9<br>634<br>550386 | **EB KARR**<br>**Eb Karr Inc.**<br>Mobile, Al United States<br>of America | **112**<br>76<br>— | | **1973** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 12Cy. 146 × 146<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A. |
| 6615704<br>H05278<br>9939-<br>PEXT3<br>Rdr RTv | **EBADON**<br>ex Nanumea-81 ex Bataan-81<br>ex Mutsuwa-81<br>ex Mutsuwa Maru-79<br>**Nanumea Tankers S.A.**<br>Panama Panama | **999**<br>507<br>2 033 | BV | **1966** Hashihama Zosen—Imabari (198)<br>69,12 10,52 5,004<br>63,99 10,49 5,49<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 241 | Oil 4SA 6Cy. 260 × 320<br>1 100bhp (809kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 36kW 220V 60Hz a.c.<br>11kn |
| 7612204<br>GYAZ<br>388417<br>Df Esd<br>Gc Pfd<br>RT | **EBALINA**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **19 763**<br>11 520<br>31 374 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL (I†) 605,0/78,0U2<br>FN 6580 | **1980**-5 Mitsui Eng. & SB. Co. Ltd., Chiba<br>Works—Ichihara (1126)<br>170,01(BB) 26,01 11,042<br>162,01 26,00 14,61<br>P 20,5 F 16,8 1 dk<br>rf nil<br>11BH WB1380T | **M Tanker**<br>21 Ta ER<br>L.(oil) 37 556 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 820kW 1 × 500kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 167,5t (d.o.) 1 879,5t (hvf) 14,5kn |
| 5237282<br>IOWB<br>342 | **EBANO**<br>ex Mistral-81<br>**Quinci e Asaro**<br>Trapani Italy | **149**<br>67<br>— | (BV) | **1958** Palomba Ciro—Torre del Greco<br>32,67 6,68<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 4Cy. 265 × 410<br>S.A. Ansaldo Stab. Mecc. Genova |
| 7201110<br>WV8933<br>297397 | **EBB CO**<br>ex YG 47<br>**Everingham Brothers Bait Co.**<br>San Diego, Ca United States<br>of America | **196**<br>121<br>— | | **1946** Bethlehem Pacific Steel Corp. Corp.<br>—San Francisco, Ca<br>*33,56* 7,93<br>2,47<br>1 dk | **M Fishing** | Oil<br>300bhp (221kW)<br>.............<br>Fuel (d.o.) |

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| **7367093**<br>WYT8<br>441<br>553087<br>Esd Rdr<br>RT | **EBB TIDE II**<br>**Tidewater Barges Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **199**<br>135<br>— | AB | **1973** Halter Marine Services, Inc.—Lockport, La (404)<br>3,645<br>50,42 11,59 4,27<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 75kW<br>Fuel 152,5t (d.o.) |
| **7407946**<br>WYT6<br>417<br>554883<br>Esd RT | **EBB TIDE II**<br>**Ebb Tide Shrimp Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (166)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **6900290**<br>DCCS<br>Esd Rdr<br>RTv | **EBBA**<br>ex Emstank 14-78<br>**Glusing Transport G.m.b.H.**<br>Cuxhaven Federal Republic of Germany | **193**<br>115<br>370 | GL | **1968** J. Diedrich—Oldersum (104)<br>44,96 7,09 2,490<br>41,97 6,81 2,82<br>P 8,3 F 8,9 1 dk<br>len 74 | **M Tanker**<br>Ice strengthened<br>4 Ta ER<br>L.(oil) 468<br>1 Ha (stl) (1,5 × 1,5) ER | Oil 4SA 12Cy. 135 × 160 reverse reduction geared to sc. shaft<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 1 × 2kW 24V 50Hz a.c.<br>Directional propeller<br>Fuel 10,0t (d.o.) 9k |
| **6421921**<br>SEVH<br>Df Esd<br>Pfd Rdr<br>RTm/h | **EBBA VICTOR**<br>ex Nettelill-79<br>ex Svendborgsund-77<br>ex Ebba Victor-73<br>**Harnosands Kommun**<br>Harnosand Sweden | **300**<br>191<br>607 | (BV) | **1964** Frederikshavn Vaerft & Tordok A/S—Frederikshavn (241)<br>48,01 9,17 3,353<br>43,21 9,15 3,46<br>P 27,2 F 8,6 1 dk<br>rf 51 | **M General Cargo**<br>2 Ho 30,5 12,2 ER<br>G.949 B.831<br>2 Ha (10,8 21,6comb. × 5,0) ER<br>2W Der 2(3) | Oil 2SA 5Cy. 240 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 2 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 33,0t (d.o.) 9,5k |
| **6825945**<br>OYFC<br>D1609<br>Df Esd<br>Rdr<br>RTm/h/v | **EBBA WONSILD**<br>ex Teglholmen-80<br>**P/R Ebba Wonsild**<br>Wonsild & Son<br>Kobenhavn Denmark | **499**<br>315<br>1 126 | ✠**100A1** SS 4/78<br>oil & chemical tanker<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL J 1"U2<br>FN 792 | **1968**-12 Aarhus Flydedok og Maskinkp. A/S—Aarhus (137)<br>59,92 10,32 3,899<br>55,00 10,20 4,20<br>P 19,2 F 13,5 1 dk<br>rf 152<br>10BH WB150t | **M Tanker**<br>Oil Chemical<br>10 Ta ER<br>L.1 384 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau K<br>db 142lbf/in² (9,8bar)<br>Gen 2 × 48kW 1 × 30kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.)-3,5pd 11,5k |
| **5388055**<br>HO7889<br>4306<br>-74A<br>Rdr RTv | **EBEN HAEZER**<br>ex Inter Volzee I-75 ex Rosa-B-74<br>ex Wester Till-73<br>**Peter Cornelius de Leeuw van Weenen**<br>Panama Panama | **470**<br>257<br>693 | GL | **1962** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (433)<br>49,51 8,84 3,110<br>46,00 8,81 3,61<br>1 dk | **M General Cargo**<br>2 Ho 13,4 17,5<br>G.967 B.903<br>2 Ha (9,9 12,5 × 5,0)<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 2 × 7kW 230V d.c.<br>Fuel 19,5t (d.o.) 9k |
| **8008113**<br>PDUI<br>7 | **EBEN HAEZER**<br>**Schroevers & de Ridder**<br>Vlissingen Netherlands | **267**<br>—<br>— | | **1981** Scheepswerf Bijlholt B.V.—Foxhol (609)<br>36,50<br>8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing<br>Mchy.aft | Oil 4SA 9Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 800bhp (1 324kW)<br>Stork-Werkspoor Diesel B.V. Netherlan |
| **8107012**<br>PDUL<br>8 | **EBEN HAEZER**<br>**Firma A. Redert & Zn.**<br>Goedereede Netherlands | **246**<br>—<br>— | | **1981** Scheepswerf "Vooruit" C.V.—Zaandam (364)<br>35,62 3,801<br>34,02 7,52 4,12<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>Kloeckner Humboldt Deutz West German |
| **8012073**<br>57 | **EBEN HAEZER**<br>**Gebr. Nieuwenhuize B.V.**<br>Yerseke Netherlands | **180**<br>82<br>— | | **1981** Scheepswerf "Vooruit" C.V.—Zaandam (363)<br>36,07 7,01 0,901<br>33,69 7,00 2,49<br>1 dk | **TM Fishing** .<br>Shellfish<br>1 Ho ER<br>1 Ha (stl) ER | 2 Oil 4SA each 6Cy. 140 × 152 reverse reduction geared to sc. shafts<br>548bhp (403kW)<br>Cummins Engine Co. Ltd. United Kingdom |
| **7513587**<br>87<br>Esd Rdr<br>RT | **EBEN HAEZER**<br>**Mosselkwekerij Zuijdweg & Riedijk**<br>Yerseke Netherlands | **159**<br>78<br>— | | **1975** Schps. "De Dageraad" B.V.—Woubrugge (537)<br>34,52 6,89 1,550<br>32,36 6,61 2,70 | **TM Fishing**<br>Side Trawler | 2 Oil 4SA each 6Cy. 140 × 152<br>530bhp (390kW)<br>Cummins Engine Co. Ltd. Shot |
| **7505059**<br>PDUJ<br>8<br>Esd Rdr<br>RT | **EBEN HAEZER**<br>**Zeevisserij Bedrijf P. Sperling & Zn.**<br>Ouddorp Netherlands | **152**<br>55<br>— | | **1975** Scheepswerf "De Klerk"—Sluiskil<br>28,91<br>27,61 7,04 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260<br>900bhp (662kW)<br>Stork-Werkspoor Diesel B.V. Amsterda |
| **5019965**<br>PDVD<br>74<br>Df Esd<br>RT | **EBEN HAEZER**<br>ex Jan van Toon-80 ex Herman-72<br>ex Antje-71<br>**J. van der Vis & Zn.**<br>Urk Netherlands | **151**<br>54<br>— | | **1962** D. & J. Boot Schpsw. "De Industrie"—Alphen a/d Rijn (1302)<br>32,95 6,61<br>6,51 3,05<br>1 dk<br>len 72 | **M Fishing**<br>Side-fishing | Oil 2SA 8Cy. 190 × 350<br>960bhp (706kW) NE 71<br>N.V. Mach. "Bolnes" Krimpen a/d L |
| **7015444**<br>DBPU<br>Df Esd<br>Gc Rdr<br>RTm | **EBERHARD STECKHAHN**<br>ex Antwerpen V-71<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Wilhelmshaven Federal Republic of Germany | **6 794**<br>3 590<br>11 985 | BV | **1970** Smit Kinderdijk—Kinderdijk (Co753)<br>126,88 18,83 8,999<br>116,01 18,78 10,60<br>P 33,9 F 29,6 2 dks | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Hopper 1200T<br>1 Ho 52,4 ER<br>Hopper 6 000<br>2 sandpumps each 1199kW (1600bhp)<br>Cr 1(15) 2(5) | 2 Vee Oil 2SA each 20Cy. 300 × 550<br>8 800bhp (6 473kW)<br>N.V. Smit & Bolnes Zierik<br>Gen 3 × 200kW 380V 50Hz a.c.<br>2 × 200kW 380V d.c.<br>2 Controllable pitch propellers<br>Fuel 670,5t (d.o.) 12,5k |
| **7907348**<br>DDGM<br>Df Esd<br>Gc Rdr<br>RT | **EBERSTEIN**<br>**Partenreederei m.s. 'Eberstein'**<br>Franz Matthies G.m.b.H. & Co. K.G.<br>Elsfleth Federal Republic of Germany | **499**<br>261<br>1 600 | GL | **1979** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (7804)<br>79,51 3,452<br>73,72 12,81 5,72<br>P 8,0 F 3,7 2 dks | **M General Cargo**<br>1 Ho 45,6 ER<br>G.2 860 B.2 789<br>TEU 88 C.Ho 56/20' C.Dk 32/20'<br>1 Ha (44,0 × 10,2) ER | Oil 4SA 6Cy. 240 × 330 geared to sc. shaft<br>1 300bhp (956kW)<br>MaK. Maschinenbau G.m.b.H. K<br>Thw. thrust propeller 11 |

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| 7302093<br>JNS<br>13681<br>f Esd<br>c Rdr<br>T | **EBINO**<br>ex Al Nasl-76<br>**Nippon Car Ferry K.K.**<br>Tokyo Japan | **6 916**<br>2 436<br>2 988 | **1973** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (163)<br>132,11 22,69 5,512<br>118,01 21,70 8,01<br>2 dks | **TM RoRo Cargo/Ferry**<br>938P | 2 Vee Oil 4SA each 16Cy. 400 × 460<br>16 000bhp (11 769kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 640kW 450V a.c.<br>Fuel 252,0t 19,5kn |
| 210247 | **EBISU FONTANE**<br>**Seisan Maru Ebisu Kaiun**<br>**Hakko Maritime**<br>Japan | **1 999**<br>—<br>3 500 NK (Class cont.) | **1982** Kochi Jukogyo (Kaisei Zosen) K.K.<br>—Kochi (1551)<br>6,501<br>85,02 16,21 9,53 | **M General Cargo**<br>Ref. | Oil<br>4 500bhp (3 310kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan |
| 7124867<br>DOS<br>10983<br>sd Rdr<br>T | **EBISU MARU**<br>**Taiheiyo Enkai Kisen K.K.**<br>**(Pacific Coastal Shipping Co. Ltd.)**<br>Tokyo Japan | **2 367**<br>1 098<br>4 019 | **1971** Ujina Zosensho—Hiroshima (511)<br>89,59 13,54 6,224<br>NK 82,35 13,53 7,09<br>P 20,2 F 9,5 1 dk | **TM Sand Carrier**<br>4 Ho<br>4 Ha | 2 Oil 4SA each 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 64kW 445V a.c.<br>Fuel 113,0t-12,0pd 10,5kn |
| 7210109<br>OOW<br>10041<br>f Gc<br>dr | **EBISU MARU**<br>**Marumoto Suisan K.K.**<br>Otaru, Japan<br>Hokkaido Pref. | **499**<br>180<br>517 | **1972** Usuki Tekkosho—Usuki (821)<br>60,76 9,73 3,798<br>54,01 9,71 6,56<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7649207<br>L4360<br>20938<br>dr | **EBISU MARU**<br>**Ebisu Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **499**<br>398<br>1 500 | **1977** Takao Zosen—Japan<br>53,50 3,720<br>47,00 11,00 4,09<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 590 | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>8kn |
| 6517782<br>J2071<br>7068<br>dr RT | **EBISU MARU**<br>**Kawada Sangyo Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **446**<br>279<br>782 | **1965** Kanda Zosensho K.K.—Kure (98)<br>49,61 8,13 3,607<br>44,99 8,11 3,92<br>1 dk | **M General Cargo**<br>1 Ha (22,1 × 5,1) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 325 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>11,5kn |
| 7853171<br>L4093<br>17360 | **EBISU MARU**<br>ex Wakashio Maru-79<br>**Meiryu Kaiun K.K.**<br>Nagahama, Japan<br>Ehime Pref. | **361**<br>205<br>860 | **1974** Ikeda Zosen K.K.—Kinoe<br>57,00 4,001<br>55,00 9,20 5,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| 7854096<br>L2496<br>9644 | **EBISU MARU**<br>**Ebisu Kaiun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **298**<br>173<br>640 | **1967** Miyoshi Zosen K.K.—Uwajima<br>47,60 3,150<br>40,01 8,21 3,26<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>Makita Diesel Co. Ltd. Japan<br>9kn |
| 6424938<br>KNO<br>92197 | **EBISU MARU**<br>ex Nippon Maru No. 66<br>**Matsuzaka Kaiun K.K.**<br>Mikame, Japan<br>Ehime Pref. | **270**<br>138<br>449 | **1963** Kyokuyo Zosen Tekko K.K.—Chofu (88)<br>39,73 8,03 1,804<br>36,68 8,01 3,00<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG<br>1 Ta cyl horizontal ER<br>L.(gas) 230 | 2 Oil 4SA each 4Cy. 140 × 200<br>120bhp (88kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>7kn |
| 7613181<br>M3965<br>118228<br>Gc Rdr | **EBISU MARU**<br>**Ebisu Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **198**<br>114<br>680 | **1976** Sasaki Zosen K.K.—Kinoe (255)<br>55,05 9,05 3,252<br>51,01 9,01 5,11<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7653624<br>BLBJ<br>92824 | **EBISU MARU**<br>ex Nitto Maru<br>**Hiramatsu Kaiun Y.K.**<br>Himeji, Japan<br>Hyogo Pref. | **198**<br>107<br>380 | **1963** K.K. Kakimoto Zosensho—Hinase<br>40,21<br>34,50 6,41 3,10<br>1 dk | **M General Cargo** | Oil<br>300bhp (221kW)<br>Daiya Diesels Japan<br>9kn |
| 7031125<br>JKTL<br>108253<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 1**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>41<br>— | **1970** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (790)<br>33,69 6,30 2,388<br>28,81 6,28 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7648277<br>L2977<br>104071 | **EBISU MARU No. 2**<br>ex Saiwai Maru No. 10<br>**Nakagawa Kisen K.K.**<br>Nagahama, Japan<br>Ehime Pref. | **499**<br>290<br>1 122 | **1968** Imabari Zosen—Japan<br>54,21 4,301<br>49,51 9,30 4,70 | **M General Cargo**<br>G.1 193<br>1 Ha (25,4 × 6,1) ER | Oil<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| 6620503<br>JHPA<br>99039<br>Df Esd<br>Pfd RT | **EBISU MARU No. 2**<br>ex Toko Maru No. 18<br>**Fukuichi Chikumaru**<br>Chinzei, Japan<br>Saga Pref. | **149**<br>66<br>— | **1966** Nagasaki Zosen K.K.—Nagasaki (123)<br>33,74 5,92 2,515<br>29,90 5,90 3,00<br>1 dk | **M Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 410<br>670bhp (493kW)<br>Kanegafuchi Nainenki Tokyo |
| 5153125<br>Df Esd<br>Pfd | **EBISU MARU No. 2**<br>ex Genpuku Maru No. 61<br>ex Hakoku Maru No. 21-65<br>**Toshin Suisan**<br>South Korea | **127**<br>72<br>— | **1947** Hitachi Zosen—Sakurajima Works, Osaka<br>*26,37* 5,52<br>... ...<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 380<br>275bhp (202kW) NE 55<br>Kanegafuchi Diesel Kogyo Tokyo<br>8,5kn |
| 7031137<br>M3323<br>108254<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 2**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>41<br>— | **1970** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (791)<br>33,69 6,30 2,388<br>28,81 6,28 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |

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| **6902169**<br>JK2849<br>103121<br>Rdr | **EBISU MARU No. 3**<br>ex Kyoei Maru<br>**Fujiitsuna Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **494**<br>292<br>1 200 | **1968** Sasaki Zosen K.K.—Kinoe (121)<br>54,39 9,02 4,090<br>49,00 9,00 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 500<br>1 200bhp (883kW)<br>Fuji Seisakusho |
| **7608186**<br>JFBL<br>118174<br>Df Rdr<br>RT | **EBISU MARU No. 3**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>52<br>— | **1976** Nagasaki Zosen K.K.—Nagasaki<br>(565)<br>35,56 6,33 2,394<br>29,29 6,30 2,80<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **6720157**<br>JK2398<br>97897 | **EBISU MARU No. 5**<br>**Yoshida Kisen K.K.**<br>Setoda, Japan<br>Hiroshima Pref. | **199**<br>113<br>430 | **1967** Sokooshi Zosensho K.K.—Higashino<br>(165)<br>36,99 7,01 2,998<br>33,00 6,99 3,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (20,5 × 4,5) ER | Oil 4SA 6Cy. 280 × 400<br>370bhp (272kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Fuel 16,5t |
| **7233345**<br>JHMC<br>114697<br>Df Rdr<br>RT | **EBISU MARU No. 5**<br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>50<br>149 | **1972** Nagasaki Zosen K.K.—Nagasaki<br>(328)<br>37,32 7,24 2,801<br>32,54 7,22 4,63<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7913579**<br>7LVT<br>118566<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 5**<br>**Marumoto Suisan K.K.**<br>Otaru, Japan<br>Hokkaido Pref. | **124**<br>39<br>126 | **1979** Narasaki Senpaku Kogyo K.K.<br>—Muroran (156)<br>37,90 (BB) 2,420<br>30,97 7,38 4,63 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340 reduction geared<br>to sc. shaft<br>Hanshin Nainenki Kogyo |
| **7608198**<br>JM3914<br>118175<br>RT | **EBISU MARU No. 5**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>52<br>— | **1976** Nagasaki Zosen K.K.—Nagasaki<br>(566)<br>35,56 6,33 2,401<br>29,29 6,30 2,80<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7233357**<br>JM3581<br>114698<br>Rdr | **EBISU MARU No. 6**<br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>51<br>149 | **1972** Nagasaki Zosen K.K.—Nagasaki<br>(330)<br>37,32 7,24 2,801<br>32,54 7,22 4,63<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7004847**<br>JBRE<br>106443<br>Df Rdr<br>RT | **EBISU MARU No. 6**<br>ex Daikoku Maru No. 1<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>41<br>— | **1969** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (732)<br>34,27 6,33<br>28,81 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo |
| **7004859**<br>JM3089<br>106444<br>Df RT | **EBISU MARU No. 7**<br>ex Daikoku Maru No. 2<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>41<br>— | **1969** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (733)<br>34,27 6,33<br>28,81 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo |
| **7212614**<br>JK3455<br>108049<br>Rdr | **EBISU MARU No. 8**<br>**Nikyo Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **199**<br>117<br>800 | **1971** Sasaki Zosen K.K.—Kinoe (222)<br>51,67 8,44 3,201<br>48,01 8,41 3,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,9 × 5,9) ER | Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 16kW a.c.<br>Fuel 27,0t |
| **8150100**<br>JI2070<br>96467 | **EBISU MARU No. 8**<br>ex Jintsu Maru No. 5<br>**Kunio Yamashita**<br>Iwagi, Japan<br>Ehime Pref. | **199**<br>106<br>417 | **1964** Y. K. Tachibane Zosensho<br>—Numakuma<br>37,50<br>33,51 7,21 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW) NE —<br>The Hanshin Diesel Works Ltd. |
| **8011392**<br>JLZM<br>124691<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 8**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>63<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki<br>(750)<br>2,601<br>32,52 6,51 3,05<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared<br>to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7607780**<br>JL4269<br>118991<br>Rdr | **EBISU MARU No. 11**<br>ex Eisho Maru No. 1-82<br>**Abe Kaiun K.K.**<br>Kamae, Japan<br>Oita Pref. | **996**<br>697<br>2 396 | **1976** Hakata Zosen K.K.—Hakata (161)<br>12,02 5,201<br>71,51 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo |
| **7522344**<br>JK3808<br>115557<br>Gc Rdr | **EBISU MARU No. 11**<br>**Kazuo Mori**<br>Kasaoka, Japan<br>Okayama Pref. | **198**<br>114<br>711 | **1975** Sasaki Zosen K.K.—Kinoe (253)<br>9,02 3,328<br>50,98 9,00 5,08 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **8011407**<br>JM4931<br>124692<br>Rdr RT | **EBISU MARU No. 11**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>64<br>— | **1980** Nagasaki Zosen K.K.—Nagasaki<br>(751)<br>38,00 6,56 2,601<br>32,52 6,51 3,05<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared<br>to sc. shaft<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. |
| **7302665**<br>JHML<br>114701<br>Df Rdr<br>RT | **EBISU MARU No. 11**<br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>51<br>142 | **1973** Nagasaki Zosen K.K.—Nagasaki<br>(333)<br>37,32 7,24 2,401<br>30,79 7,22 2,67<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Miyata Tekkosho |

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|---|---|---|---|---|---|---|
| 7354993<br>JLKM<br>113240<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 11**<br><br>**Kyowa Gyogyo K.K.**<br>Otaru, Japan<br>Hokkaido Pref. | 124<br>41<br>— | **1973** Narasaki Zosen K.K.—Muroran<br>36,89 7,40 2,286<br>31,83 7,37 4,53<br>1 dk | (858) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7302653<br>JM3585<br>114702<br>Rdr RT | **EBISU MARU No. 12**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>51<br>142 | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,32 7,24 2,401<br>30,79 7,22 2,67<br>2 dks | (335) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Miyata Tekkosho Nagasaki |
| 7354072<br>JKHV<br>115009<br>Esd RT | **EBISU MARU No. 13**<br><br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 114<br>47<br>133 | **1973** Tokushima Zosen K.K.—Fukuoka<br>33,74 6,33 2,413<br>29,11 6,30 2,85<br>1 dk | (1123) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7322524<br>JHSX<br>114870<br>Df Rdr<br>RT | **EBISU MARU No. 15**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>51<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,29 7,24 2,445<br>30,79 7,22 2,67<br>1 dk | (336) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7354084<br>JM3650<br>115010<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 15**<br><br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 114<br>47<br>133 | **1973** Tokushima Zosen K.K.—Fukuoka<br>33,74 6,33 2,604<br>29,11 6,30 2,85<br>1 dk | (1125) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7322536<br>JM3590<br>114871<br>Rdr | **EBISU MARU No. 16**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>51<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,29 7,24 2,445<br>30,79 7,22 2,67<br>1 dk | (337) | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7327225<br>JHTK<br>114878<br>Df Rdr<br>RT | **EBISU MARU No. 17**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>50<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,29 7,24 2,445<br>30,79 7,22 2,67<br>1 dk | (338) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7203572<br>JMHM<br>111895<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 17**<br><br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 114<br>47<br>122 | **1971** Tokushima Zosen K.K.—Fukuoka<br>33,74 6,33 2,521<br>28,91 6,30 2,85<br>1 dk | (1057) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7327213<br>JM3646<br>114879<br>Rdr | **EBISU MARU No. 18**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>50<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,29 7,24 2,445<br>30,79 7,22 2,67<br>1 dk | (350) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7203584<br>JM3511<br>111896<br>Esd Gc<br>Rdr RT | **EBISU MARU No. 18**<br><br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 114<br>47<br>122 | **1971** Tokushima Zosen K.K.—Fukuoka<br>33,74 6,33 2,521<br>28,91 6,30 2,85<br>1 dk | (1058) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7231555<br>JM3531<br>110355<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 18**<br>ex Daiei Maru No. 28-80<br>**Fukuichi Chikumaru**<br>Chinzei, Japan<br>Saga Pref. | 111<br>26<br>125 | **1972** Tokushima Zosen K.K.—Fukuoka<br>36,76 6,84 2,401<br>31,40 6,81 2,80<br>1 dk | (1076) | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7331355<br>JKHO<br>115002<br>Df Rdr<br>RT | **EBISU MARU No. 21**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>50<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,29 7,24 2,445<br>30,79 7,22 2,67<br>1 dk | (351) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7354979<br>JROU<br>113219<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 21**<br>ex Keifuku Maru No. 38<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | 124<br>42<br>— | **1973** Narasaki Zosen K.K.—Muroran<br>37,72 7,42 2,286<br>32,42 7,40 4,58<br>1 dk | (856) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| 7231622<br>JHLD<br>114693<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 21**<br><br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 114<br>48<br>122 | **1972** Tokushima Zosen K.K.—Fukuoka<br>33,74 6,33 2,401<br>28,81 6,30 2,85<br>1 dk | (1078) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7331367<br>JM3649<br>115003<br>Rdr | **EBISU MARU No. 22**<br><br>**Iwakiri Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 134<br>51<br>— | **1973** Nagasaki Zosen K.K.—Nagasaki<br>37,29 7,24 2,445<br>30,79 7,22 2,67<br>1 dk | (352) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7231593<br>JM3575<br>114694<br>Rdr RT | **EBISU MARU No. 22**<br><br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 114<br>48<br>122 | **1972** Tokushima Zosen K.K.—Fukuoka<br>33,74 6,33 2,401<br>28,81 6,30 2,85<br>1 dk | (1078) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Tokyo |

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| **7031008**<br>JKRA<br>108193<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 23**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>42<br>— | | **1970** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (782)<br>33,69 6,30 2,388<br>28,81 6,28 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Toky |
| **6911237**<br>JQTI<br>105267<br>Df Gc<br>Rdr | **EBISU MARU No. 25**<br>**K.K. Hiruko Suisan**<br>Muroto, Japan<br>Kochi Pref. | **284**<br>146<br>— | | **1969** Kochiken Zosen—Kochi (355)<br>7,98 3,302<br>42,30 7,95 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 260 × —<br>950bhp (699kW)<br>Daihatsu Kogyo Osak |
| **7621346**<br>JGJG<br>118246<br>Df Esd<br>Gc Pfd<br>RT | **EBISU MARU No. 25**<br>**Kazumaru Gyogyo Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>53<br>153 | | **1976** Yamanishi Zosen K.K.—Ishinomaki<br>(815)<br>37,37 7,24 2,801<br>30,82 7,21 4,63<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Toky |
| **7910383**<br>8JUT<br>121380<br>Df Gc<br>Rdr RT | **EBISU MARU No. 25**<br>**Maruya Suisan K.K.**<br>Miyako, Japan<br>Iwate Pref. | **134**<br>58<br>— | | **1979** Kidoura Zosen K.K.—Kesennuma<br>(365)<br>39,30 2,301<br>32,31 7,00 2,70<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>Niigata Eng. Co. Ltd. Niiga |
| **7031010**<br>JM3315<br>108194<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 25**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>41<br>— | | **1970** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (783)<br>33,69 6,30 2,388<br>28,81 6,28 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Toky |
| **7621358**<br>JM3923<br>118247<br>Df Esd<br>Gc Pfd<br>RT | **EBISU MARU No. 26**<br>**Kazumaru Gyogyo Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>53<br>153 | | **1976** Yamanishi Zosen K.K.—Ishinomaki<br>(816)<br>37,37 7,24 2,801<br>30,82 7,21 4,63<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Toky |
| **6824783**<br>Df Rdr | **EBISU MARU No. 26**<br>**Nansei Enyo Gyogyo** | **114**<br>44<br>— | | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (688)<br>33,81 6,33 2,718<br>28,78 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>680bhp (500kW)<br>Hanshin Nainenki Kogyo Kobe |
| **7706108**<br>JGMJ<br>120635<br>Df Rdr<br>RT | **EBISU MARU No. 26**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>52<br>— | | **1977** Nagasaki Zosen K.K.—Nagasaki<br>(607)<br>35,56 6,35 2,401<br>29,32 6,32 2,82<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 geared to sc.<br>shaft<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Toky |
| **6824795** | **EBISU MARU No. 27**<br>**Nansei Enyo Gyogyo** | **114**<br>43<br>— | | **1968** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (689)<br>33,81 6,33 2,718<br>28,78 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>680bhp (500kW)<br>Hanshin Nainenki Kogyo Kob |
| **7706110**<br>JM4202<br>120636<br>RT | **EBISU MARU No. 27**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>52<br>— | | **1977** Nagasaki Zosen K.K.—Nagasaki<br>(608)<br>35,56 6,35 2,401<br>29,32 6,32 2,82<br>1 dk | **M Fishing**<br>Pair Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 geared to sc.<br>shaft<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Toky |
| **6824800**<br>JM2646<br>102430<br>Rdr RT | **EBISU MARU No. 28**<br>**Toki Kaiun Y.K.**<br>Misumi, Japan<br>Kumamoto Pref. | **499**<br>281<br>1 000 | | **1968** Usuki Tekkosho—Usuki (509)<br>54,64 9,33 4,242<br>49,74 9,30 4,73<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (24,9 × 5,7) ER | Oil 4SA 6Cy. 350 × 500<br>1 200bhp (883kW)<br>Usuki Tekkosho Usuk<br>Gen 1 × 32kW 1 × 16kW 225V a.c. 12 |
| **7950436**<br>JJJA<br>109093 | **EBISU MARU No. 28**<br>**K.K. Hiruko Suisan**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>150<br>— | | **1971** Kochiken Zosen—Kochi (408)<br>*44,51*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japa |
| **8114156**<br>7JGY<br>124301<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 28**<br>**Maruya Suisan K.K.**<br>Miyako, Japan<br>Iwate Pref. | **134**<br>51<br>— | NK (Class cont.) | **1981** Kidoura Zosen K.K.—Kesennuma<br>(387)<br>38,71 (BB) 2,401<br>32,11 7,03 2,70<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niiga |
| **5355266**<br>Df RT | **EBISU MARU No. 31**<br>ex Teno Maru No. 37 | **182**<br>97<br>— | | **1962** Kurushima Dock Co. Ltd.—Uwajima<br>(125)<br>*32,59* 6,56 2,617<br>32,97 6,51 3,10<br>1 dk<br>RW | **M Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>400bhp (294kW)<br>Makita Tekkosho Takamats<br>Fuel 27,5t |
| **7909023**<br>JIEA<br>123239<br>Df Gc<br>Pfd Rdr<br>RT | **EBISU MARU No. 31**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>64<br>— | | **1979** Nagasaki Zosen K.K.—Nagasaki<br>(687)<br>36,00 6,53<br>32,52 6,51 3,05<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geare<br>to sc. shaft<br>530bhp (390kW)<br>Niigata Eng. Co. Ltd. Japa |

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| 6913766<br>JM2919<br>104414<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 32**<br>ex Taiyo Maru No. 32-81<br>**Fukuichi Chikumaru**<br>Chinzei, Japan<br>Saga Pref. | **199**<br>104<br>— | **1968** Tokushima Zosen K.K.—Fukuoka<br>(783) | 39,10 7,01 3,150<br>35,90 6,99 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7909035<br>JM4645<br>123240<br>Gc Rdr<br>RT | **EBISU MARU No. 32**<br>**Hamasaki Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>64<br>— | **1979** Nagasaki Zosen K.K.—Nagasaki<br>(688) | 36,00 6,53<br>32,52 6,51 3,05<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>530bhp (390kW)<br>Niigata Eng. Co. Ltd. Japan |
| 6824812<br>JK4110<br>122203<br>Df Gc<br>Rdr RT | **EBISU MARU No. 33**<br>**Kurushima Eisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **144**<br>54<br>185 | **1968** Fukuoka Zosen K.K.—Fukuoka (922) | 34,60 6,53 2,439<br>29,62 6,51 3,05<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 430<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7203417<br>JLOP<br>110314<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 33**<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>42<br>135 | **1971** Tokushima Zosen K.K.—Fukuoka<br>(1021) | 34,55 6,33 2,521<br>28,91 6,30 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>800bhp (588kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 6824824<br>JK4111<br>122204<br>Gc RT | **EBISU MARU No. 35**<br>**Konan Shoji Y.K.**<br>Setoda, Japan<br>Hiroshima Pref. | **144**<br>54<br>185 | **1968** Fukuoka Zosen K.K.—Fukuoka (923) | 34,60 6,53 2,439<br>29,62 6,51 3,05<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 430<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7203429<br>JM3497<br>110326<br>Esd RT | **EBISU MARU No. 35**<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **113**<br>42<br>135 | **1971** Tokushima Zosen K.K.—Fukuoka<br>(1022) | 34,55 6,33 2,521<br>28,91 6,30 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>800bhp (588kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 5261180<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 38**<br>ex Ogasawara Maru No. 3 | **315**<br>188<br>— | **1961** Kanasashi Zosensho—Unspecified Works, Shimizu<br>(410) | 47,40 7,65<br>41,48 7,60 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 197,0t 10,5kn |
| 6921610<br>JACO<br>104431<br>Rdr RT | **EBISU MARU No. 51**<br>**Masao Ishida**<br>Fukuoka, Japan<br>Fukuoka Pref. | **119**<br>46<br>— | **1969** Tokushima Zosen Sangyo K.K. —Komatsujima<br>(785) | 33,13 6,23<br>29,62 6,20 2,90<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6917932<br>JBDY<br>104451<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 51**<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **113**<br>47<br>— | **1968** Tokushima Zosen Sangyo K.K. —Komatsujima<br>(806) | 34,73 6,13 2,464<br>29,49 6,10 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>800bhp (588kW)<br>Kobe Hatsudoki K.K. Nagasaki |
| 6921622<br>JM3021<br>104432<br>Rdr RT | **EBISU MARU No. 53**<br>**Masao Ishida**<br>Fukuoka, Japan<br>Fukuoka Pref. | **124**<br>44<br>— | **1969** Tokushima Zosen Sangyo K.K. —Komatsujima<br>(124) | 33,13 6,23<br>29,62 6,20 2,90<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>700bhp (515kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7727803<br>JHMM<br>122641<br>Df Gc<br>Rdr RT | **EBISU MARU No. 53**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>50<br>— | **1978** Nagasaki Zosen K.K.—Nagasaki<br>(633) | 36,05 2,401<br>30,51 6,30 2,82<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7727815<br>JM4392<br>122642<br>Gc RT | **EBISU MARU No. 55**<br>**Hamasaki Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **119**<br>51<br>— | **1978** Nagasaki Zosen K.K.—Nagasaki<br>(635) | 36,05 2,401<br>30,51 6,30 2,82<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 250 × 320<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Japan |
| 8005202<br>JJ3228<br>121154<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 58**<br>**Harukichi Tanaka**<br>Hokudan, Japan<br>Hyogo Pref. | **250**<br>140<br>443 | **1980** K.K. Murakami Zosensho—Ishinomaki<br>(1058) | 49,31 8,21 3,161<br>42,80 7,90 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 6715798<br>Df Pfd<br>Rdr RT | **EBISU MARU No. 58**<br>**Harukichi Tanaka** | **199**<br>102<br>— | **1966** Hakata Dock K.K.—Fukuoka (286) | 39,02 6,58 2,896<br>34,98 6,56 3,28<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7818884<br>JM4529<br>122831<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 58**<br>**Fukuichi Chikumaru**<br>Chinzei, Japan<br>Saga Pref. | **199**<br>99<br>265 | **1978** Tokushima Zosen K.K.—Fukuoka<br>(1306) | 43,69 (BB) 2,942<br>37,80 7,01 3,31<br>1 dk | **M Fish Carrier** | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>11,5kn |

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|---|---|---|---|---|---|---|
| **7011357**<br>JAJX<br>106490<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 61**<br>ex Nikko Maru No. 31<br>**Kazumaru Gyogyo Y.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **128**<br>49<br>133 | | **1969** Fukuoka Zosen K.K.—Fukuoka (965)<br>34,60 6,30 2,439<br>29,62 6,20 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Usuki Tekkosho |
| **7208962**<br>JHJD<br>109438<br>Df Esd<br>Gc Pfd<br>Rdr | **EBISU MARU No. 68**<br>**Takashi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **254**<br>114<br>271 | | **1971** Miho Zosensho K.K.—Shimizu (776)<br>46,82 7,93 3,099<br>40,70 7,90 3,46<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 300 × 440<br>850bhp (625kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7236866**<br>JNHU<br>112371<br>Df Esd<br>Gc RT | **EBISU MARU No. 71**<br>**Takashi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **254**<br>122<br>— | | **1972** Niigata Eng. Co. Ltd.—Niigata (1156)<br>45,65 7,93 3,150<br>40,59 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7812476**<br>JHZN<br>122799<br>Df Esd<br>Pfd Rdr<br>RT | **EBISU MARU No. 71**<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>39<br>150 | | **1978** Tokushima Zosen K.K.—Fukuoka (1303)<br>35,51 6,33 2,501<br>28,81 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7812488**<br>JM4563<br>122800<br>Df Gc<br>Pfd Rdr<br>RT | **EBISU MARU No. 72**<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>39<br>150 | | **1978** Tokushima Zosen K.K.—Fukuoka (1305)<br>35,51 6,33 2,501<br>28,81 6,30 2,87<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7815272**<br>JGBR<br>122332<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 75**<br>**Takashi Hatakeyama**<br>Karakuwa, Japan<br>Miyagi Pref. | **313**<br>157<br>395 | | **1978** Miho Zosensho K.K.—Shimizu (1099)<br>51,52 8,62 3,250<br>44,81 8,60 3,61<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7123227**<br>JLQR<br>110319<br>Df Esd<br>Rdr RT | **EBISU MARU No. 77**<br>ex Kiku Maru No. 37-79<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>50<br>142 | | **1971** Usuki Tekkosho—Usuki (816)<br>34,27 6,33 2,490<br>28,81 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **6715803**<br><br><br>Df Pfd<br>Rdr RT | **EBISU MARU No. 77**<br><br>**Nansei Enyo Gyogyo** | **101**<br>49<br>— | | **1966** Hakata Dock K.K.—Fukuoka (303)<br>30,94 5,52 2,134<br>28,50 5,49 2,60<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 275 × 400<br>500bhp (368kW)<br>Kobe Hatsudoki K.K. |
| **7123239**<br>JM3503<br>110320<br>Df Esd | **EBISU MARU No. 78**<br>ex Kiku Maru No. 38-79<br>**Tada Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **114**<br>49<br>142 | | **1971** Usuki Tekkosho—Usuki (817)<br>34,27 6,33 2,496<br>28,81 6,30 2,85<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. |
| **7009811**<br>JPZQ<br>102571<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBISU MARU No. 88**<br>**Marumoto Suisan K.K.**<br>Otaru, Japan<br>Hokkaido Pref. | **403**<br>199<br>— | | **1969** Narasaki Zosen K.K.—Muroran (701)<br>54,82 9,17 3,607<br>49,00 9,15 4,09<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo |
| **7525487**<br>5ALW<br>TP536<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EBN BATUTA**<br>**General National Maritime Transport Co.**<br>Tripoli Libya | T.Mk<br>**3 540**<br>1 944<br>7 634<br>**6 259**<br>4 165<br>7 818 | **✠100A1** CS 1/82<br>**✠LMC**<br>EL X 0,0/50,0U2<br>FN 3037 | **1977**-1 Asakawa Zosen—Imabari (263)<br>105,70(BB) 18,04 7,503/7,617<br>98,00 18,00 12,98<br>2 dks<br>rf 203<br>SF 4BH WB1237T | **M General Cargo**<br>2 Ho each 35,8 ER<br>G.14 739 B.13 628<br>2 Ha (stl) (23,6 25,7 × 8,8) ER<br>8W Der 1(50) 2(15) 4(10) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 434,0t (hvf)-17,5pd |
| **7915187**<br>5AOB<br>QAP7<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EBN HAWKEL**<br>**General National Maritime Transport Co.**<br>Misurata Libya | T.Mk<br>**4 643**<br>2 276<br>6 565<br>**7 696**<br>4 643<br>9 420 | **✠100A1**<br>**✠LMC** **UMS**<br>EL Y 522,5/53,0U2<br>FN 3712 | **1981**-12 VEB Schiffswerft "Neptun"—Rostock (302)<br>133,79(BB) 19,03 —/8,127<br>125,84 19,00 10,49<br>P 31,7 F 12,8 2 dks<br>rf nil<br>5BH WB1831T incl. DT77T | **M General Cargo** OSD/CSD<br>pt higher tensile steel<br>3 Ho 17,1 30,1 30,1 ER<br>G.13 300 B.12 597<br>TEU 271<br>C Ho 175/20′ (40′) C. Dk 96/20′ (40′)<br>3 Ha (stl) (12,5 × 10,3) (25,5 25,5 × 13,0) ER<br>Der 1(100) 3(22,5) 2(18) | Oil 2SA 7Cy. 600 × 1050<br>7 000bhp (5 149kW)<br>Schwermaschinenbau Halberstadt<br>Gen 4 × 400kW 390V 50Hz a.c.<br>Fuel 188,0t (d.o.) 667,0t (hvf)-24,5pd |
| **7607766**<br>5ALX<br>TP559<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EBN JUBAIR**<br>**General National Maritime Transport Co.**<br>Tripoli Libya | T.Mk<br>**3 529**<br>1 936<br>7 583<br>**6 229**<br>4 134<br>7 769 | **✠100A1**<br>**✠LMC**<br>EL X 2″U2<br>FN 3038 | **1977**-5 Asakawa Zosen—Imabari (265)<br>105,70(BB) 18,04 7,503/7,617<br>98,00 18,01 12,98<br>2 dks<br>rf 203<br>SF 4BH WB1237T | **M General Cargo**<br>2 Ho each 35,8 ER<br>G.14 739 B.13 628<br>2 Ha (stl) (23,6 25,7 × 8,8) ER<br>8W Der 1(50) 2(15) 4(10) | Oil 2SA 6Cy. 450 × 900<br>5 300bhp (3 898kW)<br>Hitachi Zosen<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 445V 60Hz a.c.<br>Fuel 48,0t (d.o.) 365,0t (hvf) |
| **7016319**<br>5ALO<br>BP133<br>Df Esd<br>Gc Rdr<br>RT | **EBN MAGID**<br>ex Cape Sear-75<br>ex Adel Weert Wiards-73<br>**General National Maritime Transport Co.**<br>Benghazi Libya | **4 960**<br>3 598<br>7 450 | **100A1** SS 10/79<br>**LMC**<br>EL V 495,0/48,0U2<br>FN 3128<br>(GL) | **1970** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (146)<br>125,15(BB) 17,33 6,519<br>114,51 17,20 10,11<br>B 18,0 F 15,3 2 dks<br>rf nil<br>SF 5BH WB1438T | **M General Cargo**<br>3 Ho 20,4 29,2 28,8 ER<br>G.11 192 B.10 341<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5) ER<br>12W Der 2(8) 6(5) 4(3) | Oil 4SA 8Cy. 400 × 540<br>4 450bhp (3 273kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 266kW 1 × 124kW 400V 50Hz a.c.<br>Fuel 425,5t (hvf) |

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| 5227732<br>EPDB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBNE-SINA**<br>ex Mary North-68<br>**Ali Kaka, Aboud Badran &**<br>**Abdullah Mahmoudian**<br>Khorramshahr Iran | **1 176**<br>710<br>1 600 | BV | **1959** N.V. Scheeps. "Westerbroek"<br>—Westerbroek (156)<br>73,49 10,32 4,571<br>67,44 10,22 6,00<br>2 dks<br>RW | **M General Cargo** CSD<br>1 Ho 39,9 ER<br>G.2 340 B.2 152<br>3 Ha (each 9,6 × 5,6) ER<br>6W Der 1(15) 6(3) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 4 × 45kW 1 × 30kW 220V d.c.<br>Fuel 145,5t 11,5kn |
| 7433139<br>D3TK<br>C693<br>Df Esd<br>Gc Rdr<br>RT | **EBO**<br>Launched as Rio Conquista<br>**Linhas Maritimas de Angola**<br>**U.E.E. (ANGONAVE)**<br>Luanda Angola | **8 890**<br>6 381<br>14 604 | **✠100A1**<br>**✠LMC**<br>EL Z 522,5/54,0U2<br>FN 4317 | **1979**-6 Cia. Comercio e Navegacao CCN<br>Maua Shipyard—Niteroi (123)<br>140,98 20,58 8,818<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1BH to 2nd dk<br>WB3159T incl. No. 3 hold 1774T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 28,8 ER<br>21,3 4 TwD<br>G.21 403 B.19 579<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7<br>12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(80) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Mecanica Pesada S.A. Taubate<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 340kW 450V 60Hz a.c.<br>Fuel 219,0t (d.o.) 1 078,5t (hvf)-27,5pd<br>15kn |
| 7806207<br>593651<br>Df Rdr<br>RT | **EBOCHA TIDE**<br>**Tidewater Ventures Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **123**<br>83<br>— | AB | **1978** Burton Shipyard Inc.—Port Arthur, Tx<br>(534)<br>25,00<br>23,98 6,71 3,26<br>1 dk | **TM Mooring Utility Boat** | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>11kn |
| 8033508<br>615907 | **EBONY C**<br>**James G. Smith Jr.**<br>Beaufort- United States<br>Morehead City, NC of America | **121**<br>82<br>— | | **1979** Tide Water Marine Inc.—Bayou la<br>Batre, Al<br>*23,02* 7,01<br>3,43<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 2SA 12Cy. 123 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit |
| 5096511<br>TUN2040<br>Df Esd<br>RT | **EBRIE**<br>ex Camberene-60<br>**Union des Remorqueurs**<br>**d'Abidjan (U.R.A.)**<br>Abidjan Ivory Coast | **151**<br>38<br>75 | BV | **1957** Schulte & Bruns—Emden (197)<br>28,20 6,91 2,901<br>... ... ...<br>1 dk | **M Tug**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 45,5t (d.o.) 12,5kn |
| 7612175<br>GXOF<br>379825<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EBURNA**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **19 763**<br>11 520<br>31 375 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL (I†) 605,0/78,0U2<br>FN 6581 | **1979**-1 Mitsui Eng. & SB. Co. Ltd., Chiba<br>Works—Ichihara (1123)<br>170,01(BB) 26,04 11,042<br>162,03 26,00 14,61<br>P 20,2 F 16,8 1 dk<br>rf nil<br>11BH WB1380T | **M Tanker**<br>21 Ta ER<br>L.(oil) 37 556 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 18kgf/cm$^2$ (17,7bar)<br>e(ex.g) (ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 820kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 167,5t (d.o.) 1 879,5t (hvf) 14,5kn |
| 5426895<br>MGIX<br>300229<br>Pfd Rdr<br>RTm | **ECCTONIA**<br>**Trent Lighterage Ltd.**<br>Goole United Kingdom | **658**<br>348<br>906 | **✠100A1** SS 2/82<br>**✠LMC**<br>EL I 1$\frac{1}{16}$"SQ<br>FN 668 | **1963**-7 Goole SB. & Repairing Co. Ltd.<br>—Goole (539)<br>56,80 9,07 3,703<br>52,28 9,00 3,76<br>P 13,8 F 7,1 1 dk<br>rf 51<br>NS 3BH WB298t | **M General Cargo**<br>1 Ho 32,3 ER<br>G.1 254 B.1 201<br>2 Ha (stl) (each 11,7 × 5,1) ER<br>1W | Oil 4SA 8Cy. 222 × 292 with flexible<br>coupling & sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 16kW 240V 50Hz a.c.<br>Fuel 29,5t (d.o.) 10kn |
| 7331850<br>7TDI<br>Esd Gc<br>Rdr RT | **ECH CHIHEB**<br>**L'Office Algerien des Peches**<br>**(OAP)**<br>Alger Algeria | **115**<br>33<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (78)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7363920<br>EGJW<br>9494<br>Esd Gc<br>Rdr RT | **ECHALAR**<br>**Pedro Otaegui Malcorra**<br>Vigo Spain | **1 321**<br>569<br>1 731 | BV | **1974** Enrique Lorenzo y Cia. S.A.—Vigo<br>(379)<br>79,00<br>69,22 11,70 5,21<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 584,0t (d.o.) 14,75kn |
| 5096573<br>191413 | **ECHENEIS**<br>**Government of State of**<br>**Queensland (Port of**<br>**Brisbane Authority)**<br>*Brisbane,* Australia<br>*Queensland* | **1 148**<br>617<br>1 179 | ✠Classed LR until 6/57 | **1953**-10 Walkers Ltd.—Maryborough (36)<br>67,49 12,07 4,192<br>65,36 11,61 5,21<br>1 dk<br>R rf nil | **TS Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Mchy.aft<br>Hopper 732 | T 12Cy. (4) 279 (4) 470 & (4) 749 × 419<br>1 410ihp (1 037kW)<br>N.S.W. Govt. Eng. & SB. U'tkng.<br>(State Dkyd.) Newcastle, N.S.W.<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel 152,5t (o.f.) 10kn |
| 8032061<br>JG4101<br>121885 | **ECHIGO**<br>**K.K. Otaki Komuten**<br>Tokyo Japan | **477**<br>176<br>— | | **1980** Asahi Zosen K.K.—Sumoto (235)<br>... ... ...<br>43,21 16,01 3,00<br>1 dk | **TM Crane Ship** | 2 Oil<br>Japan |
| 5096585<br>7JGJ<br>87246<br>Rdr | **ECHIGO MARU**<br>**Niigata Prefecture**<br>Niigata, Japan<br>Niigata Pref. | **111**<br>29<br>— | | **1962** Niigata Eng. Co. Ltd.—Niigata (332)<br>24,85 6,71 2,159<br>21,75 6,66 3,00<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 20kW 1 × 6kW d.c.<br>10kn |
| 7930436<br>JLKU<br>121875<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ECHIZEN**<br>**Government of Japan (Ministry**<br>**of Transportation - Maritime**<br>**Safety Agency) (Kaijo**<br>**Hoancho)**<br>Tokyo Japan | **526**<br>138<br>— | | **1980** Usuki Tekkosho—Usuki (1510)<br>67,80 7,93 2,652<br>63,02 7,90 4,42<br>1 dk | **TM Patrol Ship**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 500 geared to<br>sc. shafts<br>3 000bhp (2 207kW)<br>Fuji Seisakusho Tateyama |
| 7638442<br>Gc Rdr<br>RT | **ECHO**<br>**Shell Oil Co.**<br>United States of America | **180**<br>—<br>— | | **1977** Delta SB. Co. Inc.—New Orleans, La<br>36,58 10,98<br>2,44<br>2 dks | **TrM Research**<br>Seismographic | 3 Vee Oil 2SA each 12Cy. 108 × 127<br>geared to sc. shafts<br>1 575bhp (1 159kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A. |

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| **8034631** **ECHO BELLE**<br>617234 **Echo Belle**<br>Los Angeles- Long Beach, Ca United States of America | **127**<br>86<br>— | | **1980** Bayou Marine Builders Inc.—Bayou la Batre<br>*22,16* 6,76 3,56<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 159<br>470bhp (346kW)<br>Cummins Engine Co. Inc. U.S.A |
| **5096638** **ECHO DE L'OCEAN**<br>5389 **Armement Etienne Le Peutrec**<br>Df Esd Cotonou Benin<br>Pfd Rdr<br>RTm | **119**<br>32<br>— | | **1959** Ch. Herbert & Heraud—Belz<br>*23,54* 6,56<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>In.85<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(1,5) | Oil 4SA 6Cy. 230 × 330<br>420bhp (309kW)<br>Moteurs Duvant Valencienn<br>Fuel (d.o.) 9,5k |
| **8111518** **ECHOMAN**<br>GCKM<br>703185 **Rowbotham Tankships Ltd.**<br>RTm/h/v London United Kingdom | **3 759**<br>2 507<br>6 125 | **100A1**<br>Class Contemplated<br>FN 2489 | **1982** Appledore Shipbuilders Ltd. —Appledore (134)<br>104,30 6,812<br>97,49 16,71 8,82<br>1 dk | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.7 267 HeCls. BC | Vee Oil 4SA 12Cy. 275 × 305 sr geared t<br>sc. shaft<br>4 430bhp (3 259kW)<br>Mirrlees Blackstone Ltd. United Kingdo<br>Gen 3 × 300kW 1 × 200kW<br>1 × 100kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 72,5t (d.o.) 268,5t (hvf)-9,5pd 12,5k |
| **7109609** **ECKERO**<br>OIPN ex Svea Scarlett-82<br>1283 **R/A Eckero**<br>Df Esd Eckero Finland<br>Gc Rdr<br>RTh | **2 967**<br>1 518<br>944 | ✠**100A1** SS 3/80<br>Kattegat & Baltic service<br>Ice Class 1<br>✠**LMC**<br>EL S $1\frac{5}{8}$"U2<br>FN 1726 | **1971**-7 Jos. L. Meyer—Papenburg (564)<br>86,31 16,77 4,190<br>79,46 16,31 5,41<br>B & F 75,3 1 dk, 2nd dk clear of mchy. space<br>rf 203<br>NS 12BH WB324t incl. DTf111t | **TM Passenger/RoRo Cargo/Ferry**<br>800dk P<br>Bow door/ramp Side doors 2(p) 2(s)<br>Stern door/ramp | 4 Oil 4SA each 6Cy. 260 × 368 geared t<br>sc. shafts<br>5 480bhp (4 031kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willo<br>Gen 2 × 480kW 4 × 140kW<br>400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 177,0t (d.o.)-12,5pd 17k |
| **7006182** **ECKERT OLDENDORFF**<br>DKDB<br>**Egon Oldendorff**<br>Df Esd Luebeck Federal Republic of Germany<br>Gc Pfd<br>Rdr<br>RTm/h/v | **37 615**<br>29 198<br>67 925 | GL | **1970** Bremer Vulkan A.G.—Vegesack (947)<br>252,97 32,42 12,489<br>240,01 32,21 17,07<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>11 Ho each 16,1 ER<br>G.81 646 HeCls. B<br>11 Ha (stl) (each 8,9 × 14,4) ER | Oil 2SA 9Cy. 780 × 1550 MA<br>15 750bhp (11 585kW)<br>Bremer Vulcan A.G. Bremen-Vegesa<br>Gen 1 × 550kW 2 × 480kW<br>440V 60Hz a.c.<br>Fuel 108,0t (d.o.) 2 938,0t (hvf)-57,0pd 15,5k |
| **5408609** **ECLAIR**<br>SZII ex Santa Alicia-79<br>2270 **Theodor Delmar Maritima S.A.**<br>Df Esd Piraeus Greece<br>Gc Rdr<br>RT | **13 841**<br>8 945<br>21 364 | AB | **1964** Empresa Nacional "Elcano"—Seville (92)<br>173,72 21,34 9,859<br>169,02 21,26 13,75<br>P 33,9 F 29,0 1 dk<br>RW rf nil | **M Bulk Carrier**<br>7 Ho 18,5 17,5 17,6 17,6 17,6 17,6 17,6 ER<br>G.26 395 HeCls. ptB<br>7 Ha (stl) (10,2 11,5 11,2 11,2 11,2 11,2 11,2 × 10,3) ER<br>Der 14(5) | Oil 2SA 10Cy. 740 × 1600 B&W<br>12 500bhp (9 195kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelon<br>Fuel 177,0t (d.o.) 1 200,0t (hvf)-27,0pd 13k |
| **7825863** **ECLAVA**<br>HO5157<br>**Banco Nacional de Panama**<br>Esd RT Balboa, C.Z. Panama | **141**<br>—<br>110 | | **1979** Ast. Picsa S.A.—Callao (427)<br>21,72<br>19,54 6,71 2,75<br>1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 137 × 165<br>275bhp (202kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **7615024** **ECO DAO**<br>DIEC ex Corvette-81 ex Else Beth-78<br>Launched as Corvette<br>Df Esd **Partenreederei m.s. 'Eco Dao'**<br>Gc Rdr Jakob Winter<br>RTm/h/v Hamburg Federal Republic of Germany | **897**<br>607<br>2 060 | GL | **1977** J. J. Sietas K.G. Schiffswerft —Hamburg (797)<br>71,99 4,449<br>65,51 12,81 6,81<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 200 B.3 115<br>TEU 128<br>C.Ho 54/20' (40') C.Dk 74/20' (40')<br>1 Ha (stl) (43,8 × 10,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H. Ki<br>Gen 3 × 50kW 220/380V 50Hz a.c. 12,5k |
| **7015925** **ECO GUADIANA**<br>HO3130 ex City of Oporto-80<br>1084 ex Tormes-74<br>8-81 **Ope Investment & Marine Co. S.A.**<br>Df Esd<br>Gc Pfd Vertom Scheepvaart en Handelsmaatschappij B.V.<br>Rdr RTm Panama Panama | **1 457**<br>842<br>2 209 | ✠**100A1** CS 8/80<br>Ice Class 2 at a draught not exceeding 4,14m<br>✠**LMC** **(UMS)**<br>EL O $1\frac{5}{16}$"SQ<br>FN 1559 | **1970**-6 Zaanlandsche Schps. Maats. —Zaandam (517)<br>85,32 13,75 4,712<br>78,85 13,71 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 4BH WB764t incl. DTsf201t TwDa113t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 13,3 40,2 ER<br>TEU 124<br>C.Ho 4/20' 22/40' C.Dk 76/20'<br>7 Ha (stl) ER | Oil 4SA 6Cy. 410 × 470<br>3 200bhp (2 354kW)<br>N.V. Werkspoor Amsterda<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 195,0t (hvf) 16k |
| **7500853** **ECO ISABELA**<br>EHHD<br>**Naviera Eco S.A.**<br>Df Esd Bilbao Spain<br>Gc Rdr<br>RTm/v | T.Mk<br>**1 253**<br>867<br>2 900<br>**2 516**<br>1 743<br>— | GL | **1976** Soc. Met. Duro Felguera—Gijon (137)<br>89,13 14,64 4,974/6,200<br>87,03 14,61 7,80<br>P 16,5 F 5,5 2 dks | **M General Cargo**<br>2 Ho 31,4 32,7 ER<br>G.6 265 B.5 846<br>TEU 118 C. 118/20'<br>2 Ha (stl) (each 25,2 × 10,3) ER<br>8W Der 4(5) | Oil 4SA 8Cy. 400 × 580 Deu<br>2 700bhp (1 986kW) Vig<br>Hijos de J. Barreras S.A.<br>Gen 3 × 160kW 380/220V 50Hz a.c<br>Fuel 471,5t (d.o.) 13k |
| **7026601** **ECO LIMA**<br>CSKL ex Sea Maid-74<br>**ECONAVE-Companhia Costeira & Oceanica de Navegacao S.a.r.l.**<br>Df Esd<br>Gc Rdr<br>RTm/h/v Lisboa Portugal | T.Mk<br>**498**<br>375<br>1 382 | GL | **1970** Husumer Schiffsw.—Husum (1287)<br>76,31 12,07 3,931<br>68,28 11,92 6,41<br>F 6,1 2 dks | **M General Cargo**<br>1 Ho 52,8 ER<br>G.2 837 B.2 638<br>TEU 88 C. 88/20'<br>1 Ha (43,8 × 7,6) ER | Oil 4SA 6Cy. 360 × 450<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhei<br>13k |
| **7422037** **ECO LIZ**<br>DGOH ex Odin-81<br>**m.s. 'Thor' Reederei Horstmann, Stahmer & Lunstedt K.G.**<br>Df Esd<br>Gc Rdr Hamburg Federal Republic of Germany<br>RTm/v | **999**<br>672<br>2 750 | GL | **1975** J. J. Sietas K.G. Schiffswerft —Hamburg (691)<br>80,35 5,030<br>74,00 13,39 5,16<br>F 5,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,8 ER<br>G.4 729 B.4 417<br>TEU 149 C. 149/20'<br>1 Ha (stl) (50,3 × 10,2) ER | Oil 4SA 8Cy. 320 × 420 reduction geare<br>to sc. shaft<br>2 650bhp (1 949kW)<br>Atlas-MaK Maschinenbau Ki<br>Gen 1 × 255kW 2 × 62kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 329,0t (hvf) 13,5k |

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| 7624996<br>EHKK<br>921<br>Df Esd<br>Gc Rdr<br>RTh | **ECO LUISA**<br>**Naviera Eco S.A.**<br>Bilbao Spain | **797**<br>390<br>2 250<br>**1 535**<br>1 095<br>2 486 | GL | **1977** Ast. Luzuriaga S.A.—Pasajes (210)<br>77,81 12,22 —/5,330<br>70,01 12,21 6,51<br>P 9,5 B 5,5 F 5,8 1 dk | **M General Cargo**<br>1 Ho 48,4 ER<br>G.3 621 B.3 248 HeCls. B<br>TEU 102 C. 102/20' incl. 16 ref C.<br>1 Ha (stl) (46,1 × 8,0) ER | Vee Oil 4SA 12Cy. 225 × 300 geared to sc. shaft<br>1 740bhp (1 280kW) Alpha<br>Cons. Echevarria Bermeo<br>Gen 3 × 162kW 380V 50Hz a.c.<br>12,5kn |
| 7625005<br>EHMV<br>Df Esd<br>Gc Rdr<br>RTh | **ECO MARINA**<br>**Naviera Eco S.A.**<br>Bilbao Spain | **797**<br>390<br>2 250<br>**1 535**<br>1 095<br>2 486 | GL | **1977** Ast. Luzuriaga S.A.—Pasajes (211)<br>77,81 12,25 —/5,330<br>70,01 12,21 6,51<br>P 9,5 F 5,8 2 dks | **M General Cargo**<br>1 Ho 46,1 ER<br>G.3 621 B.3 248 HeCls. B<br>TEU 102 C. 102/20' incl. 16 ref C.<br>1 Ha (stl) (44,9 × 8,0) ER | Vee Oil 4SA 12Cy. 225 × 300 sr geared to sc. shaft<br>1 740bhp (1 280kW) Alpha<br>Cons. Echevarria Bermeo<br>Gen 3 × 162kW 380V 50Hz a.c.<br>12,5kn |
| 7000657<br>HO9840<br>1077<br>7-81<br>Esd Gc<br>Pfd Rdr<br>RTm | **ECO MONDEGO**<br>ex City of Milan-79 ex Minho-74<br>**Ope Investment & Marine Co. S.A.**<br>Vertom Scheepvaart en Handelsmaatschappij B.V.<br>Panama Panama | **1 457**<br>842<br>2 210 | ✠**100A1** CS 10/74<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL o 1$\frac{5}{16}$"U2<br>FN 1559 | **1969**-12 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (841)<br>85,32 13,75 4,712<br>78,85 13,71 6,05<br>RAD 15,0 F 7,1 2 dks<br>rf nil<br>NS 4BH to U dk 1 to 2nd dk WB764t incl. DTsf201t & TwDa113t | **M Container Ship**<br>Fixed-guides<br>2 Cell.Ho 13,3 40,2 ER<br>TEU 124<br>C.Ho 4/20' 22/40' C.Dk 76/20'<br>7 Ha (stl) ER | Oil 4SA 6Cy. 410 × 470<br>3 200bhp (2 354kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 144kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 195,0t (hvf)<br>16kn |
| 7315117<br>CSKT<br>Df Esd<br>Gc Rdr<br>RT | **ECO TEJO**<br>ex Merc Continental-73<br>**ECONAVE-Companhia Costeira & Oceanica de Navegacao S.a.r.l.**<br>Lisboa Portugal | T.Mk<br>**499**<br>326<br>1 306 | BV | **1973** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (338)<br>76,61 (BB) 12,30 3,474<br>68,03 12,21 6,51<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 256 B.2 990<br>TEU 66 C. 66/20'<br>2 Ha (stl) (23,4 18,9 × 8,0) ER<br>Cr 2(5) | Vee Oil 4SA 10Cy. 225 × 300<br>1 250bhp (919kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 99,5t (d.o.)<br>12kn |
| 5096717<br>Df Rdr | **ECUADOR**<br>**Fernando Gonzalez**<br>Ensenada, Baja California Mexico | **446**<br>219<br>— | | **1951** National Steel & SB. Co.—San Diego, Ca<br>*38,81* 9,71<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Tuna Seiner<br>Mchy.fwd | Oil 4SA 8Cy. 305 × 380<br>800bhp (588kW)<br>General Metals Corp. San Francisco, Ca |
| 7726718<br>OXXN<br>D2651<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ECUADORIAN REEFER**<br>**J. Lauritzen A/S**<br>Esbjerg Denmark | **8 849**<br>4 869<br>12 570 | ✠**100A1**<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL E† 577,5/58,0U3<br>FN 5265 | **1980**-3 Aalborg Vaerft A/S—Aalborg (226)<br>144,35(BB) 24,26 10,140<br>134,60 24,20 14,91<br>F 15,6 4 dks, 5th dk in way of Nos. 2 & 3 holds<br>rf nil<br>SF 6BH WB354T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,4 22,9 23,0 ER 14,1<br>In.16 143<br>TEU 70 C.Dk 70/20' ref C.<br>8 Ha (stl) (9,0 × 7,0) (2,7s × 2,0) (9,0 × 7,0) (2,7s × 2,0) (9,0 × 7,0) (2,7s × 2,0) ER (2,7s × 2,0) (9,0 × 7,0)<br>Cr 6(5) | Vee Oil 2SA 8Cy. 670 × 1700<br>14 966bhp (11 008kW) B&W<br>Helsingor Vaerft A/S Helsingor<br>2 AuxB (1 o.f. 1 ex.g) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>22kn |
| 5377410<br>HP3326<br>6830-76<br>Df Esd<br>RT | **EDAM**<br>ex Veendam-76<br>**Timothy Ovid Stoll**<br>Panama Panama | **396**<br>193<br>533 | ✠**100A1** SS 7/78<br>✠**LMC**<br>EL g<br>FN 508 | **1958**-6 Scheepswerf Bijlholt N.V.—Foxhol (561)<br>49,92 8,08 2,991<br>45,01 8,01 3,26<br>P 13,5 F 8,0 1 dk<br>RW rf 76<br>3BH WB157t | **M General Cargo**<br>Mchy.aft<br>G.736 B.691 | Oil 4SA 6Cy. 250 × 350<br>300bhp (221kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 49,0t<br>9kn |
| 7025023<br>YBTO<br>RT | **EDAM**<br>ex H22<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **320**<br>—<br>— | KI | **1969** Robin Shipyard (Pte.) Ltd.—Singapore (22)<br>23,63 6,30 1,994<br>23,47 6,25 2,67<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 110V<br>Fuel 78,0t (d.o.)<br>11kn |
| 7825576<br>SUDF<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EDCO**<br>**MISR Edco Shipping Co. Ltd.**<br>Alexandria Egypt | **22 605**<br>14 213<br>38 300 | NV | **1980** Stord Verft A/S—Stord (808)<br>185,40 26,24 11,772<br>181,36 26,22 16,08<br>1 dk | **M Bulk Carrier**<br>6 Ho ER<br>G.46 696 B.45 332 HeCls. ptB<br>6 Ha (stl) (18,6 17,2 17,2 17,2 17,2 17,2 × 14,0) ER<br>Cr 3(15) | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 552kW 440V 60Hz a.c.<br>Fuel 231,0t (d.o.) 2 506,0t (hvf)-40,0pd<br>16kn |
| 7631028<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDCO**<br>ex Tanker No. 15-82<br>**Government of The Arab Republic of Egypt (Naval Forces)**<br>Alexandria Egypt | **380**<br>—<br>508 | ✠ | **1979**-12 Alexandria Shipyard—Alexandria (10115)<br>54,26 9,71 3,406<br>49,41 9,40 4,20<br>P 19,6 F 8,9 1 dk<br>rf 102 | **M Tanker**<br>Water<br>4 Ta ER | Oil 4SA 6Cy. 300 × 500<br>600bhp (441kW)<br>Russkiy-Diesel Works Leningrad |
| 6409583<br>TFFC<br>1469<br>Df Esd<br>Pfd Rdr<br>RTh | **EDDA**<br>ex Glaciar Blanco-76<br>**Skipafelagid Isafold H/f**<br>Reykjavik Iceland | T.Mk<br>**769**<br>344<br>1 722<br>**1 379**<br>779<br>— | BV | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (177)<br>76,48 11,46 4,998<br>70,01 11,41 6,51<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.2 349<br>2 Ha (stl) (15,7 9,8 × 4,9) ER<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 198kW 380V<br>Fuel (d.o.)<br>15kn |
| 5277490<br>SV3388<br>3189<br>Df Esd<br>Gc Rdr<br>RT | **EDDA**<br>ex Eliana-80 ex Elpida I-72<br>ex Macta-68 ex Phryne-65<br>ex Y 22<br>**Nafs Shipping Co.**<br>Piraeus Greece | **494**<br>287<br>747 | (BV) | **1943** Levingston SB. Co.—Orange, Tx (268)<br>47,81 8,26 3,658<br>3,99<br>P 14,7 F 6,4 1 dk | **M Tanker**<br>Wine Alcohol<br>16 Ta ER<br>L.818<br>1 Ha (1,9 × 1,2) | Oil 4SA 6Cy. 300 × 380<br>400bhp (294kW)<br>Enterprise Engine Co. San Francisco, Ca<br>Fuel 32,5t-1,5pd<br>9kn |

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| **8107115**<br>LKUN<br>19709<br>Esd Gc<br>Pfd Rdr<br>RTm/h | **EDDA FJORD**<br><br>**K/S West Supply A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | **1 596**<br>862<br>2 500 | NV (Class coht.) | **1982** Hjorungavaag Verksted A/S<br>—Hjorungavaag (38)<br>71,23 5,463<br>65,03 17,53 6,41<br>1 dk | **TM Supply Ship**<br>Deck Cargo 12bth P<br>Ice strengthened | 2 Oil 4SA each 6Cy. 320 × 420 sr geared<br>to sc. shafts<br>4 800bhp (3 531kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kie<br>Gen 2 × 240kW 1 × 88kW<br>220/440V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd , 1<br>aft<br>Fuel 203,0t (d.o.) 1 524,0t (hvf)-12,5pd<br>13,75k |
| **8002975**<br>LJVJ<br>19582<br>Esd Gc<br>Pfd Rdr<br>RT | **EDDA FRAM**<br><br>**K/S West Supply A/S**<br>Johannes Ostensjo d.y.<br>Haugesund Norway | **1 596**<br>862<br>2 600 | NV | **1981** Hjorungavaag Verksted A/S<br>—Hjorungavaag (37)<br>71,23 17,53 5,463<br>65,03 17,51 6,41<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 6Cy. 320 × 420 reduction<br>geared to sc. shafts<br>4 800bhp (3 531kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kie<br>Gen 2 × 1000kW 2 × 254kW<br>1 × 90kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd , & 1 aft |
| **8121056** | **EDDA SARTOR**<br><br>**K/S A/S Sartor Supply I**<br>Norway | T.Mk<br>**499**<br>—<br>1 400 | NV (Class cont.) | **1982** Werftunion G.m.b.H. & Co.,<br>Zweigniederlassung Emden—Emden (161)<br>4,901<br>52,02 14,01 7,01 | **TM Supply Ship** | 2 Oil geared to sc. shafts<br>4 000bhp (2 942kW)<br>Wichmann Motorfabrikk A/S Rubbestadnes |
| **7807392**<br>LISY<br>19408<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDDA SKY**<br><br>**K/S Staholm Supply A/S**<br>Helmer Staubo & Co.<br>Oslo Norway | T.Mk<br>**1 528**<br>781<br>2 564 | NV | **1979** Sterkoder M/V A/S—Kristiansund N.<br>(81)<br>81,26 18,34 4,322<br>74,76 18,31 7,12<br>F - 2 dks | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>reduction geared to sc. shafts<br>4 600bhp (3 384kW)<br>A/B Bofors Nohab Pol<br>Swede<br>2 Thw. thrust propellers fwd , 1 aft |
| **7402532**<br>PDVI<br>16834<br>Df Esd<br>Gc Rdr<br>RT | **EDDA SPRINT**<br><br>**Werkships B.V.**<br>Edda Supply Ships<br>Rotterdam Netherlands | **1 345**<br>691<br>1 799 | NV | **1976** James Brown & Hamer Ltd.—Durban<br>(31)<br>61,04 13,87 5,101<br>57,99 13,81 6,13<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo Pipe-carrier | 2 Oil 4SA each 6Cy. 320 × 420<br>4 200bhp (3 089kW)<br>MaK. Maschinenbau G.m.b.H. Kie<br>Gen 3 × 130kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 594,5t (hvf)-14,0pd 13,5k |
| **7402544**<br>PDVK<br>16835<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDDA SPRITE**<br><br>**Werkships B.V.**<br>Edda Supply Ships<br>Rotterdam Netherlands | **1 345**<br>691<br>1 916 | NV | **1975** James Brown & Hamer Ltd.—Durban<br>(30)<br>61,02 14,30 5,106<br>57,99 13,81 6,13<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Mchy.aft | 2 Oil 4SA each 6Cy. 320 × 420<br>4 200bhp (3 089kW)<br>Atlas-MaK Maschinenbau Kie<br>Gen 3 × 130kW 1 × 40kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 594,5t (hvf)-14,0pd 13,5k |
| **8028565**<br>LKHQ<br>19718<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EDDA STAR**<br><br>**K/S Stamer Supply A/S**<br>Helmer Staubo & Co.<br>Oslo Norway | T.Mk<br>**494**<br>214<br>1 386 | NV (Class cont.) | **1982** Tronderverftet A/S—Hommelvik<br>(49)<br>65,82 5,114<br>55,81 13,50 6,66<br>2 dks | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>11bth P<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 320 × 420 sr<br>geared to sc. shafts<br>Krupp MaK. Maschinebau G.m.b.H. Ki<br>Thw. thrust Contr. pitch propeller fwd , 1 af<br>Fuel 691,0t (d.o.) 15k |
| **7047801**<br>WY9270<br>522171 | **EDDIE & ROD**<br><br>**Byron D. Randall**<br>Eureka, Ca United States<br>of America | **111**<br>75<br>— | | **1969** Allied Shipyard Inc.—Larose, La<br>*21,13* 6,56<br>3,23<br>1 dk | **M Fishing** | Oil<br>330bhp (243kW)<br>..............<br>Fuel (d.o.) |
| **7049548**<br><br><br>AMMT-<br>1031 | **EDDIE D**<br><br>**Empresa San Roman S.r.l.**<br>Venezuela | **151**<br>71<br>— | | **1968** Bender Welding & Machine Co. Inc.<br>—Mobile, Al<br>*22,16* 6,84<br>3,54<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>..............<br>Fuel (d.o.) |
| **5407526**<br>LNJZ<br>14344<br>RTm | **EDELFISK**<br>ex Sunde Junior-73 ex Norrona-69<br>ex Trafik 3-63 ex Espedal-56<br>**Torodd Gjeldnes P/R**<br>Kristiansund N. Norway | **118**<br>60<br>168 | | **1955** A/S Tittelsnes M/V—Tittelsnes (8)<br>26,22 6,43 2,439<br>23,42 6,41 3,41<br>1 dk | **M General Cargo**<br><br>1 Ho 11,9 ER<br>G.212<br>1 Ha (7,1 × 3,5) ER<br>1W Der 1(2,5) | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW) NE 74<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A<br>Fuel 18,5t (d.o.) 8,5k |
| **6514716**<br>DDHZ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EDELGARD**<br><br>**Norbert Konrad K.G.**<br>Elsfleth Federal Republic<br>of Germany | T.Mk<br>**499**<br>304<br>1 330 | GL | **1965** Gebr. Schuerenstedt KG.<br>—Bardenfleth/Weser (1306)<br>73,18 11,31 3,607<br>65,99 11,21 6,15<br>B 11,6 F 6,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>G.2 945 B.2 698<br>2 Ha ER<br>Der 1(12) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Maschinenbau Kiel G.m.b.H. Ki<br>12k |
| **7633076**<br>D9CR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDELWEISS**<br><br>**Hanyang Metal Industrial Co.**<br>**Ltd. (Hanyang Lines)**<br>Inchon South Korea | **15 375**<br>10 711<br>27 307 | KR NK | **1977** Tsuneishi Zosen K.K.—Numakuma<br>(337)<br>177,04(BB) 22,92 10,502<br>168,03 22,86 14,10<br>P 33,0 F 10,4 1 dk | **M Bulk Carrier**<br><br><br>G.36 305 B.31 088<br>6 Ha (stl) (12,3 12,8 12,8 12,8 12,8<br>12,8 × 9,9) ER<br>Der 4(15) 1(10) | Oil 2SA 6Cy. 740 × 1600 B&W<br>11 600bhp (8 532kW)<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>Gen 2 × 500kW 450V a.c.<br>15k |
| **7006285**<br>ELMZ<br>2980<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EDELWEISS**<br><br>**Santa Maria Trading Co. Inc.**<br>Monrovia Liberia | **10 962**<br>7 420<br>18 985 | AB | **1970** Osaka Zosensho—Osaka (290)<br>155,00 22,86 8,897<br>146,01 22,81 12,50<br>P 28,7 F 11,9 1 dk | **M Bulk Carrier**<br><br>4 Ho 25,7 26,9 26,9 26,9 ER<br>G.24 132<br>4 Ha (stl) (each 18,7 × 11,1) ER<br>12W Der 2(20) 6(15) | Oil 2SA 7Cy. 680 × 1250 Sub<br>8 400bhp (6 179kW) Kob<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 272kW 440V 60Hz a.c.<br>Fuel 149,5t (d.o.) 1 268,0t (hvf) 15k |

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| 112632<br>GWR<br>12495<br>Esd<br>c Pfd<br>dr RT | **EDEN MARU**<br>**Taiyo Kaiun K.K. (Ocean Transport Co. Ltd.)**<br>Kobe. Japan<br>Hyogo Pref. | **48 960**<br>33 443<br>57 897 | NK | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2237)<br>224,49(BB) 35,06 11,507<br>213,01 35,01 22,51<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>6 Ho ER<br>G.117 688 HeCls. B<br>6 Ha (stl) (16,0 16,0 16,0 11,9 16,0 16,0 × 18,6) ER<br>2W | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 560kW 450V a.c.<br>Fuel 253,0t (d.o.) 2 435,5t (hvf)-46,0pd<br>14,5kn |
| 392701<br>VOF<br>76345<br>d Rdr<br>T | **EDENGARTH**<br>**Rea Towing Co. Ltd.**<br>Milford Haven United Kingdom | **381**<br>0<br>318 | **✠100A1** CS 10/81<br>tug<br>near continental trading area<br>**✠LMC**<br>EL (I) G 1$\frac{3}{16}$"U2<br>FN 519 | **1976**-7 Richards (Shipbuilders) Ltd.—Great Yarmouth (528)<br>37,93 10,85 4,363<br>34,17 10,30 4,88<br>1 dk<br>rf 889 BK 152<br>3BH WB165T | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>13kn |
| 326051<br>Esd<br>dr RT | **EDER SANDS**<br>ex Ondar Eder-81<br>**Ondar Fishing Co. Ltd.**<br>Brixham United Kingdom | **250**<br>119<br>— | BV | **1974** S.A. Balenciaga—Zumaya (227)<br>38,21 7,35<br>32,01 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Fuel 95,0t (d.o.) 11kn |
| 096949<br>XQ<br>297<br>Esd<br>c Rdr<br>Tm/h | **EDERA**<br>**'Aretusa' S.p.A. di Navigazione**<br>Napoli Italy | **26 505**<br>13 969<br>46 675 | RI (AB)<br>✠Classed LR until 10/65 | **1962**-1 Ansaldo S.p.A.—La Spezia (1575)<br>229,78 28,12 11,723<br>217,13 28,00 15,73<br>P 40,0 F 20,8 1 dk<br>RW rf nil len 69 | **M Bulk Carrier**<br>7 Ho ER<br>G.52 156 HeCls. B<br>7 Ha (stl) (each 14,0 × 14,0) ER | Oil 2SA 8Cy. 900 × 1600<br>16 800bhp (12 357kW) Fiat<br>S.A. Ansaldo Stab. Mecc. Genova<br>Fuel 215,0t (d.o.) 1 760,0t (hvf)-51,5pd |
| 400161<br>DD<br>989<br>Esd<br>c Pfd<br>dr<br>Tm/v | **EDESSA**<br>ex Korean Challenger-78<br>ex Manchester Renown-71<br>**Whitney Shipping Corp.**<br>Piraeus Greece | **8 083**<br>4 687<br>12 100 | **✠100A1** CS 9/79<br>DTsfm & a — veg. oil<br>Ice Class 3<br>**✠LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4324<br>(KR) | **1964**-4 Smith's Dock Ltd.—South Bank, Middlesbrough (1269)<br>153,07 19,03 8,833<br>143,26 18,90 11,28<br>P 58,0 F 15,0 2 dks<br>rf 152 DK fwd<br>7BH WB3541T | **M General Cargo**<br>Mchy.aft<br>5 Ho 16,4 20,1 20,5 20,5 20,5 1 TwD 11,5<br>G.18 628 B.17 013<br>6 Ha (stl) (8,2 × 6,1) (12,1 12,1 12,1 12,1 × 7,3) (6,1 × 6,1)<br>19W Cr 1(3) Der 1(30) 6(10) 10(5) 1(3) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 115lbf/in$^2$ (8,0bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 893,0t (hvf) 17kn |
| 096951<br>V2147<br>465 | **EDESSA**<br>ex Esso Balder-59 ex Dollart<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **220**<br>116<br>293 | (HR) | **1934** Howaldtswerke—Kiel<br>36,89 7,01 2,439<br>6,96<br>1 dk<br>rf nil | **M Tanker**<br>6 Ta ER<br>HeCls. C<br>1W Der 1(1) | Oil 4SA 4Cy.<br>210bhp (154kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 5,5t (d.o.)-1,0pd 8kn |
| 403489<br>5MA<br>Esd<br>c Pfd<br>dr RT | **EDGAR ANDRE**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**4 949**<br>2 379<br>7 575<br>**7 707**<br>4 151<br>10 300 | DSRK | **1962** VEB Warnowwerft Warnemuende—Warnemuende (111)<br>142,20 18,67 7,214/8,551<br>129,01 18,60 11,21<br>2 dks<br>RW | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>G.13 119 B.11 944 In.374<br>5 Ha (stl) (9,7 × 5,9) (13,1 × 9,9) (20,4 × 5,9) ER (11,6 × 9,9) (11,6 × 8,0)<br>6W Cr 6(5) Der 1(25) 4(4-9) 2(2,5-5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 250kW 390V 50Hz a.c.<br>Fuel (d.o.) 14,5kn |
| 625952<br>WQZ9<br>670<br>21104<br>f Esd<br>c Pfd<br>dr RT | **EDGAR B. SPEER**<br>**The Connecticut Bank & Trust Co. as Trustee**<br>USS Great Lakes Fleet Services Inc.<br>Wilmington, De United States of America | **34 620**<br>28 553<br>75 187 | AB | **1980** (Aft section) American SB. Co.—Lorain, Oh (908)<br>**1980** (Fwd & cargo sections) American SB. Co.—Toledo, Oh (908)<br>306,03 32,09 8,532<br>301,76 32,01 17,10<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>20 Ha (stl) ER | 2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shafts<br>19 260bhp (14 167kW) Pielstick<br>Colt Industries Fairbanks Morse Engine Div. U.S.A.<br>Gen 4 × 800kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>14,75kn |
| 726897<br>ZHN<br>66445<br>f Esd<br>c Rdr<br>Tm | **EDGAR DORMAN**<br>**Shamrock Shipping Co. Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>Belfast United Kingdom | **664**<br>393<br>953 | **✠100A1**<br>U.K. home trade service<br>**✠LMC**<br>EL J 357,5/26,0U2<br>FN 744 | **1978**-10 Jadewerft (Wilhelmshaven) G.m.b.H.—Wilhelmshaven (144)<br>57,51 10,09 3,369<br>53,01 10,01 4,02<br>P 10,4 F 6,1 1 dk<br>rf nil<br>3BH WB389T | **M General Cargo**<br>1 Ho 37,1 ER<br>G.1 348 B.1 288<br>1 Ha (stl) (30,4 × 6,4) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>825bhp (607kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 39kW 1 × 26kW 380V 50Hz a.c.<br>11kn |
| 7022124<br>EOC<br>528567<br>f Esd<br>c Pfd<br>dr RTv | **EDGAR M. QUEENY**<br>**Bankers Trust Co., Trustee**<br>Keystone Shipping Co.<br>New York, NY United States of America | **19 046**<br>14 423<br>37 710 | AB | **1970** Bethlehem Steel Corp. SB. Dept.—Sparrows Point, Md (4626)<br>201,23 27,49 11,170<br>192,03 27,44 14,89<br>F 16,5 1 dk<br>rf 203 | **S Tanker**<br>Chemical<br>28 Ta ER<br>L.46 741 L.(oil) 48 771 HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 597,0t (o.f.)-77,0pd 16kn |
| 7939547<br>WYC9<br>071<br>601353 | **EDGARTOWN**<br>**Flamingo Fishing Corp.**<br>New Bedford, Ma United States of America | **191**<br>129<br>— | | **1979** ............Bayou la Batre, Al<br>*25,79* 7,32<br>4,12<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| 7637046<br>PDVG<br>18311<br>Esd<br>c Rdr<br>RTm/h/v | **EDGERMA**<br>**Scheepvaart 'Favoriet' B.V.**<br>E.P. Shipping & Trading B.V.<br>Rockanje Netherlands | **950**<br>620<br>1 485 | **✠100A1**<br>**✠LMC** **UMS**<br>EL J 357,5/28,0U2<br>FN 873 | **1978**-1 Gebr. Buys Scheepsbouw B.V.—Krimpen a/d Ijssel (32)<br>62,95 10,04 3,823<br>59,90 9,96 4,60<br>P 14,1 RFD 8,9 1 dk<br>rf nil<br>4BH WB302T incl. DTf120T | **M General Cargo**<br>1 Ho 39,4 ER<br>G.1 870 B.1 790<br>1 Ha (stl) (35,9 × 7,4) ER | Vee Oil 4SA 12Cy. 159 × 203 reverse reduction geared to sc. shaft<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 85kW 1 × 52kW 380/220V 50Hz a.c.<br>Fuel 89,5t (d.o.)-3,0pd 11kn |

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| **7501560**<br>DIEN<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EDINA**<br><br>**m.s. 'Edina' Peter & Jan Nagel K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>770<br>1 600 | <br><br>GL | **1975** C. Cassens Schiffswerft—Emden (119)<br>75,01<br>70,11 10,22 3,884 5,52<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,9 ER<br>G.2 407 B.2 373<br>1 Ha (46,7 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 3 × 48kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **5372991**<br><br><br>Df | **EDINA**<br>ex Maria-68 ex Maria S-65<br>ex Undine-64 ex Elbe<br>**Cameron Chartering Ltd.**<br>Panama Panama | **294**<br>155<br>437 | <br><br>(GL) | **1916** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>42,63 7,01 3,302<br>6,99<br>R<br>len 39 & 52<br>conv sailing vessel 27 | **M General Cargo**<br>Mchy.aft | Oil 4SA<br>NE 64<br>Maybach Mercedes-Benz Motorenbau<br>Friedrichsha |
| **7422984**<br>VJBH<br>355783<br>Esd Rdr<br>RT | **EDINA**<br>ex Waitara-79 ex Barbary-78<br>**Geelong Port Services Pty. Ltd.**<br>Howard Smith Industries Pty. Ltd.<br>*Melbourne, Victoria* Australia | **266**<br>53<br>— | **✠100A1** CS 6/80<br>**✠LMC** **UMS**<br>EL F $\frac{7}{8}$"U2<br>FN 358 | **1975**-6 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (106)<br>29,01 9,96 3,988<br>24,80 9,71 4,70<br>1 dk<br>rf- BK 25<br>3BH WB22T | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stam<br>Gen 2 × 50kW 415V 50Hz a.c. |
| **7728986**<br>GBVZ<br>390785<br>Df Esd<br>Gc Rdr | **EDINBURGH UNIVERSAL**<br>ex Polar Honduras-81<br>**Barclays Mercantile Industrial Finance Ltd.**<br>Cayzer, Irvine Shipping Ltd.<br>London United Kingdom | T.Mk<br>**6 970**<br>3 618<br>9 693<br>**9 996**<br>5 465<br>10 873 | <br><br>GL | **1979** Flender Werft A.G.—Luebeck-Siems (619)<br>154,57(BB) 8,903/9,402<br>144,02 21,51 13,11<br>3 dks<br>rf 203 | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 31,3 24,0 ER 24,0 34,9<br>In.13 657<br>4 Ha (stl) (7,3 7,3 × 7,3) ER (7,3 7,3 × 7,3)<br>Der 8(3-5) | Oil 2SA 7Cy. 780 × 1550<br>18 660bhp (13 726kW)<br>Masch. Augsburg-Nuernberg (MAN) Ham<br>Gen 2 × 930kW 2 × 690kW 440V 60Hz a.c. |
| **5049790**<br>HP3081<br>5840-PEXT<br>Esd Rdr<br>RTm | **EDIP**<br>ex Bowcrest-75<br>**Sondora Shipping Co. S.A.**<br>Panama Panama | **586**<br>267<br>652 | ✠Classed LR until 31/5/74 | **1955**-10 N.V. Bodewes Schps. —Martenshoek (418)<br>54,56 9,12 3,912<br>49,10 9,00 4,27<br>P 16,2 F 7,4 1 dk<br>RW rf 76 DK | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 13,4 ER<br>Hopper 500<br>1 sandpump 224kW (300bhp)<br>1 Ha (13,4 × 6,1) ER<br>Der 1(5) | Oil 4SA 8Cy. 290 × 420<br>725bhp (533kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 40kW 220V d.c.<br>Fuel (d.o.) |
| **7354242**<br>SYVS<br>7849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDIPSOS**<br>ex Wonder Venture-80<br>**Taygetos Navigation Co.**<br>Piraeus Greece | **9 369**<br>6 447<br>16 265 | <br><br>BV | **1973** Usuki Tekkosho—Saiki (1169)<br>146,16 21,24 9,068<br>136,02 21,20 11,99<br>1 dk | **M Bulk Carrier**<br>4 Ha (stl) ER<br>Cr 4(22) | Oil 2SA 7Cy. 520 × 1050<br>6 700bhp (4 928kW)<br>Kobe Hatsudoki K.K. Mitsub<br>Gen 3 × 260kW 440V 60Hz a.c. |
| **5097046**<br><br>Df Esd<br>Gc Rdr<br>RT | **EDISON**<br>**Societe Generale d'Alimentation (S.G.A.)**<br>Zaire | **220**<br>85<br>83 | | **1946** J. Boel et Fils S.A.—Tamise/Temse (1100)<br>40,42 7,14 3,683<br>34,63 7,09 4,02<br>1 dk<br>R | **M Fishing**<br>Side Trawler<br>4 Ha (each 0,9 × 0,9)<br>2W Der 2 | Oil 4SA 6Cy. 305 × 470<br>400bhp (294kW)<br>Soc. d'Electricite & de Mec., S.E.M. Gent/G<br>Fuel 88,5t (d.o.) |
| **7644207**<br>WYH6<br>741<br>574918<br>Esd Gc<br>Rdr RT | **EDISON CHOUEST**<br>**3-C Tug Rentals Inc.**<br>Galliano, La United States of America | **267**<br>182<br>450 | <br><br>(AB) | **1976** North American SB. Inc.—Larose, La (105)<br>3,645<br>54,89 11,60 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illi<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| **7204801**<br>H9AS<br>9584-HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EDITA**<br>ex Edith Howaldt Russ-80<br>ex Cambridge-76<br>ex Edith Howaldt Russ-75<br>Launched as Edith Hawaldt<br>**Seereederei Howaldt K.G.**<br>Ernst Russ<br>Hamburg Panama | T.Mk<br>**4 961**<br>3 485<br>9 554<br>**8 328**<br>5 696<br>12 478 | <br><br>GL | **1972** Orenstein Koppel & Luebecker —Luebeck (688)<br>143,80(BB) 21,54 7,062/8,305<br>133,99 21,49 11,10<br>B 21,4 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho ER<br>G.17 892 B.16 778<br>6 Ha (stl) (12,6 × 8,0) (32,2 32,2 12,8 12,8 × 8,0) (12,8 × 10,9)<br>Der 2(35) 1(22) 6(5-10) | Vee Oil 4SA 18Cy. 400 × 460<br>9 630bhp (7 083kW) Pielst<br>Blohm + Voss A.G. Hamb |
| **7946344** | **EDITH**<br>Lagos Nigeria | **120**<br>—<br>— | <br><br>(BV) | **1976** Deltawerf B.V.—Sliedrecht (138)<br>4,17<br>14,41<br>1 dk | **M Launch** | Oil 4SA 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illi |
| **7018446**<br>DGZE<br>11372<br>Df Esd<br>Gc Rdr<br>RTm/v | **EDITH ESSBERGER**<br>**Atlantic-Tank-Rhederei G.m.b.H.**<br>John T. Essberger<br>Hamburg Federal Republic of Germany | **984**<br>503<br>1 572 | <br><br>GL | **1970** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (715)<br>74,00 10,75 4,646<br>68,69 10,72 6,00<br>P 18,6 RQD 35,7 F 8,3 1 dk | **M Tanker**<br>Chemical<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 804 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Ko<br>Fuel 110,0t (d.o.)-5,0pd |
| **7932355**<br><br>626222<br>Df Gc<br>Pfd Rdr<br>RT | **EDITH FOSS**<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **106**<br>72<br>— | <br><br>AB | **1980** Main Iron Works Inc.—Houma, La (354)<br>... ... ...<br>23,17 8,08 3,51<br>1 dk<br>rf nil | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illi<br>Gen 2 × 50kW a.c. |
| **7233254**<br>WYZ4<br>969<br>534503<br>Df Esd<br>Rdr RT | **EDITH LOVEJOY**<br>**Puget Sound Freight Lines Inc.**<br>Seattle, Wa United States of America | **142**<br>47<br>— | | **1971** Marine Construction & Design Co. (MARCO)—Seattle, Wa (222)<br>22,69 7,42 3,734<br>20,55 7,01 4,12<br>1 dk | **M Tug** | Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illi |

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|---|---|---|---|---|---|---|
| 8100105<br>DUYI<br>02838<br>RT | **EDITH M**<br>**Anders Jensen**<br>Svendborg Denmark | T.Mk<br>**499**<br>321<br>1 630 | BV (Class cont.) | **1982** A/S Nordsovaerftet—Ringkobing (155)<br>72,45 11,26 3,790<br>68,28 11,21 6,71<br>P 11,0 B 11,0 2 dks | **M General Cargo**<br>2 Ho ER<br>G.3 402 B.3 047<br>TEU 54 C. 54/20' (40')<br>2 Ha (stl) ER | Oil 4SA 8Cy. 270 × 400<br>900bhp (662kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 90kW 1 × 66kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 148,5t (d.o.)-4,0pd 9,5kn |
| 6822434<br>OZHO<br>01369<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EDITH NIELSEN**<br>**Dampskibs A/S Progress**<br>Rederiet Otto Danielsen<br>Kobenhavn Denmark | T.Mk<br>**1 579**<br>667<br>2 479<br>**2 745**<br>1 400<br>4 044 | ✠100A1 SS 4/81<br>Ice Class 1<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL t $1\frac{5}{8}$"U2<br>FN 1854 | **1967**-2 Aalborg Vaerft A/S—Aalborg (171)<br>94,11 14,08 5,081/6,617<br>85,02 14,00 7,80<br>P 23,2 F 12,2 2 dks<br>rf nil<br>5BH WB466t incl. DTf57t | **M General Cargo**<br>Ref 2P<br>3 Ho 5,5 20,8 24,7 ER<br>G.4 984 B.4 531 In.424<br>4 Ha (stl) (3,3 3,3 × 3,4) (15,3 17,4 × 7,4) ER<br>8W Der 1(35) 2(7,5) 6(5) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>WTAuxB 100lbf/in² (6,9bar)<br>Gen 2 × 312kW 1 × 188kW 450V 60Hz a.c.<br>Fuel 350,5t (hvf)-10,0pd 14,5kn |
| 7923304<br>WD6235<br>623571<br>Df Gc<br>Pfd Rdr<br>RT | **EDITH PELHAM**<br>**Pelham Marine Inc.**<br>New Orleans, La United States of America | **290**<br>197<br>1 200 | AB | **1980** Halter Marine Inc.—Moss Point, Ms (884)<br>3,404<br>50,60 11,59 3,97<br>F 13,8 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 75kW a.c.<br>12kn |
| 7219155<br>DALN<br>Df Esd<br>Rdr<br>RTm/v | **EDITH SABBAN**<br>**Reedereiges. 'Muhlenberg' Brugge & Sabban**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>387<br>1 584 | GL | **1972** J. J. Sietas K.G. Schiffswerft—Hamburg (681)<br>76,00 11,82 3,860<br>69,93 11,79 6,58<br>F 6,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 54,5 ER<br>G.3 619 B.3 381<br>TEU 178 C. 178/20'<br>1 Ha (45,4 × 9,3) | Oil 4SA 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 7407051<br>LAJH<br>18609<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDITH VIKING**<br>**K/S Viking Supply Ships A/S III**<br>Bendt Rasmussens Rederi<br>Kristiansand S. Norway | **499**<br>173<br>745 | NV | **1975** Kroegerwerft G.m.b.H.—Rendsburg (1386)<br>61,17 13,34 4,496<br>52,81 13,01 6,35<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Cr 1(8) | 2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 56,0t (d.o.)-2,5pd 14kn |
| 7531199<br>Gc Rdr<br>RT | **EDJEBA**<br>**Osadjere Fishing Co. Ltd.**<br>Apapa Nigeria | **191**<br>66<br>— | | **1976** Kanmon Zosen K.K.—Shimonoseki (330)<br>31,86 7,22 2,901<br>27,51 7,19 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 5097175<br>TMJQ<br>2132<br>RTm/v | **EDJELEH**<br>**Cie. des Transports par Pipe-Lines au Sahara (T.R.A.P.S.A.)**<br>Rouen France | **171**<br>48<br>— | BV | **1960** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne (484)<br>29,42 8,01<br>26,78 3,97<br>1 dk | **M Tug**<br>3 Ha (0,8 × 1,6) (0,8 × 1,0) (0,4 × 0,6) | Oil 4SA 6Cy. 343 × 419<br>Nordberg<br>Ch. Nav. de la Ciotat La Ciotat<br>Directional propeller<br>Fuel 46,5t (d.o.) 12kn |
| 5097204<br>FPZS<br>1154<br>Df Esd<br>Pfd Rdr | **EDMOND-RENE**<br>ex Charles Prentout-55<br>**Societe L. & R. Leporc & Cie.**<br>Fecamp France | **412**<br>152<br>810 | (BV) | **1948** S.A. des Ancien Chantiers Dubigeon—Nantes-Chantenay (707)<br>*43,50* 8,26<br>... ... ... | **M Fishing**<br>Side Trawler<br>5 Ha (1,0 1,0 1,0 1,0 × 1,0) (1,0 × 0,7) | Oil 2SA 6Cy. 360 × 600<br>900bhp (662kW) Sulzer<br>At. & Ch. de la Loire St. Denis<br>Fuel 141,0t (d.o.) 12kn |
| 5097228<br>GRCX<br>185476<br>Esd Rdr<br>RT | **EDMUND GARDNER**<br>**Merseyside County Council**<br>Liverpool United Kingdom | **701**<br>202<br>— | **✠100A1** SS 1/76<br>pilot purposes<br>**✠LMC**<br>EL j $1\frac{1}{4}$"SQ<br>FN 710 | **1953**-12 Philip & Son Ltd.—Dartmouth (1243)<br>54,11 9,68 3,690<br>50,30 9,61 4,50<br>RQD 8,9 B & F 42,4 1 dk, 2nd dk clear of mchy. space<br>RW rf 914 BK 254<br>4BH WB54t<br>**LAID UP — SURVEYS OVERDUE 1/80** | **D-E Pilot Tender** | 2 Oil 4SA each 6Cy. 305 × 380 total 1 280bhp (942kW) driving 2 gen. each 375kW 365V d.c. connected to 1 elec. motor of 920shp (677kW) (WL)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 80kW 220V d.c.<br>Fuel (d.o.) |
| 6828375<br>ELAP2<br>6918<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDNA**<br>ex Seizan Maru-81<br>**Okala Shipping Inc.**<br>Monrovia Liberia | **9 441**<br>6 607<br>15 866 | NK | **1968** Namura SB. Co. Ltd.—Osaka (375)<br>147,63 21,72 8,743<br>138,03 21,70 11,69<br>P 25,0 F 11,3 1 dk<br>RW | **M Bulk Carrier**<br>4 Ho ER<br>G.20 605 B.20 258<br>7 Ha (stl) (12,2 × 9,9) (19,6 19,6 19,6 19,6 19,6 19,6 × 7,4) ER<br>Cr 4(22) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 230kW 450V<br>Fuel 1 237,5t-25,5pd 14,25kn |
| 6905525<br>Df Esd<br>Gc Rdr<br>RT | **EDNA**<br>ex Southern Cross-79<br>**Sociedad Compania de Navegacion Dormar Ltda.**<br>Isla de San Andres Colombia | **759**<br>402<br>1 613 | **✠100A1** SS 3/74<br>oil tanker<br>**✠LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 1007 | **1969**-3 Kroegerwerft G.m.b.H.—Rendsburg (1362)<br>69,50 11,00 4,325<br>65,00 10,81 4,68<br>P 24,4 F 19,9 1 dk<br>rf 51<br>7BH WB220t incl. TwDf61t TwDa72t | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 4 × 60kW 400V 50Hz a.c. |
| 5097280<br>384924<br>Df RT | **EDNA**<br>ex Utrecht-36<br>**Deep Water Ventures Ltd.**<br>Road Harbour British Virgin Islands | **132**<br>78<br>162 | (BV) | **1918** J. S. Figee—Vlaardingen<br>30,13 6,68<br>23,98 6,63 2,98<br>1 dk<br>R | **Aux M General Cargo**<br>Galleas<br>1 Ho ER<br>2 Ha (8,5 × 3,7) (1,8 × 3,6) ER<br>1W Der 1(1,5) | Oil 2SA 4Cy. 200 × 340<br>120bhp (88kW) NE 50 Alpha<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Fuel 4,0t (d.o.) 8kn |
| 5127073<br>317874<br>Df Esd<br>Rdr RT | **EDNA B**<br>ex Macdam-78 ex Geestdam-72<br>**Bosch Shipping Co. Ltd.**<br>Road Harbour British Virgin Islands | **436**<br>248<br>428 | (BV) | **1958** C. Amels & Zoon Scheepswerf—Makkum (226)<br>53,68 7,40 2,858<br>49,08 7,31 3,03<br>1 dk<br>RW | **M General Cargo**<br>G.527 B.493<br>1 Ha (19,5 × 4,5) ER<br>Der 4(2) | Oil 2SA 8Cy. 190 × 350<br>400bhp (294kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Fuel 30,5t (d.o.) 11kn |

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| 8038376<br>625859 | **EDNA MAY**<br>**Gary S. Mataronas**<br>Newport, RI United States of America | 108<br>73<br>— | | | **1980** .............Bayou la Batre, Al<br>*21,10* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) | U.S |
| 8002054<br>JLJK<br>123707<br>Df Esd<br>Gc Rdr<br>RT | **EDO MARU**<br>**Osaka Shipbuilding & Taiheiyo Kaiun K.K.**<br>Tokyo Japan | 3 702<br>2 494<br>6 450 | | NK | **1980** Nishi Zosen K.K.—Imabari (305)<br>105,59 6,838<br>98,63 16,34 8,41<br>P 15,6 F 11,3 1 dk | **M General Cargo**<br>G.8 527 B.8 054<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 165kW 450V a.c. | Mitsub<br>Ko<br>12,5 |
| 6418895<br>Df Gc<br>Pfd Rdr<br>RT | **EDOGAWA MARU**<br>ex Banshu Maru No. 12-69<br>**Government of The People's Republic of China**<br>China | 1 795<br>924<br>2 569 | | (NK) | **1964** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1026)<br>88,30 12,63 5,462<br>82,00 12,60 6,30<br>P 26,0 F 13,2 1 dk | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.2 450<br>3 Ha (each 3,2 × 3,2) ER<br>6W Der 6(3) | Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Hayashikane Zosen<br>Gen 2 × 200kW 445V a.c.<br>Fuel 661,5t-10,0pd | Shimonos<br>15 |
| 8128274<br>399004 | **EDOP**<br>**Seaweld Divers Ltd.**<br>London United Kingdom | 180<br>111<br>— | | BV | **1982** Deltawerf B.V.—Sliedrecht (624)<br>... ... ...<br>24,52 6,81 3,03<br>1 dk | **TM Crewboat** | 2 Vee Oil 2SA each 12Cy. 108 × 127 w<br>clutches, flexible couplings & sr reverse<br>geared to sc. shafts<br>720bhp (530kW)<br>General Motors Corp. | U.S |
| 5097321<br>TOOA<br>1540<br>Df Esd | **EDOUARD GOUGY**<br>**Armement Le Bouder**<br>Dieppe France | 204<br>47<br>— | | (BV) | **1948** Bath Iron Works Corp.—Bath, Me<br>*33,11* 6,89<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 330 × 600<br>450bhp (331kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel (d.o.) | Kobenha<br>10,5 |
| 5088942<br>HO4778<br>8592-PEXT1<br>Df Esd<br>RTm | **EDOUARD K**<br>ex Antonios-80 ex Derrynane-68<br>ex Rhetals-56<br>**Skyros Shipping Co S.A.**<br>Panama Panama | 475<br>217<br>750 | | BV | **1950** N.V. Scheeps. "Westerbroek" —Westerbroek (136)<br>61,02 9,17 3,398<br>9,12<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br>G.1 623 B.1 492<br>2 Ha (stl) (each 11,2 × 5,7) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>820bhp (603kW) E made58 fitted66<br>Kloeckner Humboldt Deutz<br>Gen 3 × 35kW 220V d.c.<br>Fuel 68,0t (d.o.) | Ko<br>10 |
| 7359670<br>FNFD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDOUARD L. D.**<br>**Meta-Bail**<br>Dunkerque France | 78 212<br>50 978<br>67 460 | | BV | **1977** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (290)<br>280,63(BB) 41,64 11,200<br>266,02 41,61 27,51<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta membrane prismatic ER<br>L.(gas) 129 444 | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) E made75 fitted-<br>Ch. de l'Atlantique<br>Fuel 4 122,0t | Stal-La<br>St Naza<br>20,5 |
| 7420235<br>7THI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EDOUGH**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**3 145**<br>2 238<br>—<br>**5 331**<br>3 812<br>8 190 | | GL | **1977** Schlichting-Werft—Travemuende (1390)<br>126,47 17,30 —/7,351<br>117,71 17,21 9,91<br>F 8,3 2 dks | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>Mchy.aft<br>G.12 290 B.11 553 | Oil 4SA 8Cy. 450 × 550<br>5 000bhp (3 678kW)<br>MaK. Maschinenbau G.m.b.H. | K<br>15,5 |
| 5131579<br>LEWV<br>12634<br>RT | **EDOY**<br>ex Lofotferje II-81 ex Gjemnes-78<br>**More og Romsdal Fylkesbatar**<br>Kristiansund N. Norway | 181<br>59<br>73 | | (NV) | **1949** Stord Verft A/S—Stord (7)<br>34,60 7,98 2,439<br>7,93<br>B 14,4 1 dk<br>BK 178 | **M Ferry** —P | Oil 4SA 4Cy. 270 × 400<br>460bhp (338kW) NE 72<br>Aabenraa Motorfabrik<br>Fuel 14,0t (d.o.) | Abe<br>11 |
| 5097345<br>IMHO<br>215<br>Esd Rdr<br>RTh | **EDRA**<br>**Government of The Republic of Italy (Ministero dei Trasporti e dell'Aviazione Civile - Direzione Generale FF.SS. - Ufficio Speciale Navigazione)**<br>Messina Italy | 599<br>298<br>127 | | RI | **1962** Cant. Nav. Felszegi—Trieste (67)<br>64,01 8,44 2,667<br>56,06 8,40 3,66<br>1 dk, pt 2nd dk<br>RW rf 551 | **TM Ferry/General Cargo** 490P<br>1 Ho<br>1 Ha (stl) (3,3 × 2,2)<br>Der 2(1) | 2 Oil 4SA each 6Cy. 300 × 450<br>2 500bhp (1 839kW)<br>S.A. Fiat S.G.M.<br>Gen 2 × 48kW 220V d.c.<br>Fuel (d.o.) | Tor |
| 7505750<br>5ANY<br>Esd Gc<br>Rdr RT | **EDRI**<br>ex Nego Beach-81<br>**Brega Petroleum Marketing Co.**<br>Libya | 485<br>239<br>596 | **100A1**<br>oil tanker/landing craft<br>Mediterranean Sea service east of 10°E, oil FP 60°C & above in No. 2 wings & No. 3 centre tanks<br>vehicles not to be carried simultaneously with oil cargoes of FP below 60°C & cargo tanks for oil cargoes FP below 60°C to be certified gas free before loading of vehicles<br>**LMC**<br>EL 357,5/28,0U2<br>FN 692<br>AB | | **1976** Singapore SB. & Eng. Ltd. —Singapore (B0120)<br>49,79 12,37 2,439<br>44,89 12,20 3,20<br>RAD 11,6 F 5,8 1 dk<br>rf nil<br>6BH WB379T incl. STs 311T | **TM RoRo Cargo/Tanker/Landing Craft**<br>Deck Cargo<br>Bow ramp<br>5 Ta ER | 2 Oil 4SA each 6Cy. 160 × 165 reverse<br>reduction geared to sc. shafts<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 40kW | West Germ<br>8,75 |
| 7820617<br>Df Esd<br>Rdr RT | **EDRI**<br>**Libya Fishing Co. (LIFCO)**<br>Tripoli Libya | 128<br>33<br>— | ✠**100A1**<br>stern trawler<br>✠**LMC**<br>EL (B) 247,5/16,0U2<br>FN 206 | | **1981**-1 Khalkis Shipyard S.A.—Khalkis (928)<br>24,57 (BB) 7,01 2,501<br>19,56 7,00 3,51<br>F 11,3 1 dk<br>rf 495<br>4BH WB20T | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>B&W Holeby Diesel Div. of B&W Diesel A/S<br>Gen 2 × 32kW<br>Controllable pitch propeller | Al<br>Denm |

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| 7813729<br>Y4CD<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDUARD CLAUDIUS**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **3 170**<br>1 425<br>2 244 | <br><br>DSRK | **1978** .VEB Volkswerft Stralsund—Stralsund (204)<br>101,89(BB) 15,22 5,800<br>91,65 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>2 Ho<br>B.430 In.1 715<br>2 Ha (stl) (each 2,2 × 2,2)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 6823131<br>DGGE<br><br>Esd Gc<br>Rdr<br>RTm/v | **EDUARD ESSBERGER**<br><br>**John T. Essberger**<br>Hamburg Federal Republic of Germany | **999**<br>502<br>1 545 | <br><br>(GL) | **1968** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (702)<br>67,52 10,72 4,660<br>65,03 10,70 6,00<br>P 20,5 RQD 1,9 B 16,5 F 10,7 2 dks | **M Tanker**<br>Chemical SBT<br>8 Ta ER<br>L.1 683 L.(oil) 1 683 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 60kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 95,0t (d.o.)-5,0pd 12kn |
| 6505466<br>DNHY<br>10649<br>Df Esd<br>Rdr<br>RTm/v | **EDUARD KAHLER**<br>ex Heinrich Knuppel-71<br>**Erich Kahler**<br>Johs. Thode<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>331<br>1 180 | <br><br>GL | **1964** J. J. Sietas K.G. Schiffswerft —Hamburg (543)<br>64,42 10,57 3,963<br>58,30 10,52 6,56<br>F 6,8 2 dks | **M General Cargo**<br><br>Ice strengthened<br>Mchy.aft<br>G.2 379 B.2 206<br>2 Ha | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 6701022<br>UONZ<br>M-28080<br>Df Esd<br>Gc Rdr<br>RT | **EDUARD SYRMUS**<br><br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 460 | <br><br>RS | **1966** ..............U.S.S.R.<br>84,71 14,03 5,709<br>78,06 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7119006<br>UKLQ<br>M-17312<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDUARD TOLL**<br><br>**U.S.S.R.**<br>U.S.S.R. | **1 137**<br>288<br>639 | <br><br>RS | **1972** Oy Laivateollisuus Ab—Turku/Abo (285)<br>68,23 11,89 4,120<br>11,87 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho ER<br>G.445<br>2 Ha (each 3,5 × 2,5) ER<br>Cr 1(5) | Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| 5097711<br>URHD<br>M-22516<br>Df Esd<br>Gc Rdr<br>RT | **EDUARD VEYDENBAUM**<br><br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 301 | <br><br>RS | **1960** ..............U.S.S.R.<br>84,69 14,03 5,560<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 331<br>5 Ha (1,5 1,5 × 1,5) (1,3 1,3 × 1,2) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller<br>10,5kn |
| 6909818<br>EHZV<br>3227<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EDUARDO CHAO**<br><br>**Agrupesca S.A.**<br>La Coruna Spain | **666**<br>322<br>661 | <br><br>BV | **1968** Maritima de Axpe S.A.—Bilbao (36)<br>55,00 10,44 4,750<br>46,00 10,42 7,17<br>2 dks | **M Fishing**<br>Side Trawler<br><br><br><br>2 Ha (each 2,9 × 1,9) ER | Oil 4SA 6Cy. 390 × 680<br>1 550bhp (1 140kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 283,0t (d.o.) 13kn |
| 5097400<br>CSGH | **EDUARDO MARIA**<br>ex Santa Barbara Primeiro-54<br>ex Santa Barbara-49<br>ex Exportador-35 ex Arrabida-34<br>ex King Edward<br>**Eduardo Correia Lopes**<br>Lisboa Portugal | **245**<br>90<br>— | <br><br>✠<br><br><br>R | **1902**-10 Smith's Dock Co. Ltd.—North Shields (691)<br>38,56 6,56<br>... ... ... | **M Fishing**<br>Side Trawler | Oil 8Cy. 220 × 290<br>NE 52<br>Blackstone & Co. Ltd. Stamford |
| 7012442<br>EFDZ<br>1824<br>Df Esd<br>RT | **EDUARDO PONDAL**<br><br>**Jose C. Choucino, Manuel C. Alfeiran & Luis C. Alfeiran**<br>Gijon Spain | **241**<br>113<br>— | <br><br>BV | **1970** Ast. Gondan—Puerto de Figueras (57)<br>33,20 7,04 3,347<br>29,01 7,00 3,87<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 75,0t (d.o.) 12kn |
| 7388176<br>EGWW<br>9661<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDUARDO VIEIRA**<br><br>**Eduardo Vieira S.A.**<br>Vigo Spain | **2 062**<br>1 038<br>2 285 | **✠100A1** SS 1/81<br>stern trawler<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Q 1½"U2<br>FN 1906 | **1977**-3 Construcciones Navales P. Freire S.A.—Vigo (101)<br>90,30 (BB) 14,64 5,801<br>80,02 14,51 9,30<br>B & F 33,6 2 dks<br>rf nil Box K 178<br>Coll BH to U dk, 6 to 2nd dk WBnil | **M Fishing**<br>Stern Trawler Ref<br><br>In.2 600 | Oil 4SA 8Cy. 410 × 470 sr geared to sc. shaft<br>5 100bhp (3 751kW)<br>Fabrica de San Carlos S.A. Cadiz<br>wtdb (o.f.) 8kgf/cm² (7,9bar)<br>Gen 1 × 480kW 2 × 360kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>15kn |
| 5097436<br>DYWI<br>202801<br>Df RT | **EDWARD**<br>ex FS 224<br>**William Lines Inc.**<br>Cebu Philippines | **652**<br>367<br>711 | <br><br>AB | **1945** Higgins Industries Inc.—New Orleans, La (90)<br>**1952** (Additional cargo section) Hong Kong & Whampoa Dock Co. Ltd—Kowloon, Hong Kong<br>67,29 9,91 3,636<br>62,87 9,76 4,35<br>1 dk<br>rf 152 len 52<br>conv General Cargo — | **TM Ferry/General Cargo**<br>300P<br>3 Ho 12,1 9,7 14,6 ER<br><br>3 Ha (6,1 6,1 3,6 × 4,8) ER<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220 × 260<br>1 000bhp (736kW)<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel (d.o.) |
| 5097450<br>WE3123<br>263980<br>Df Esd<br>Gc Rdr<br>RTm/h | **EDWARD B. GREENE**<br><br>**Cleveland-Cliffs S.S. Co.**<br>Cleveland-Cliffs Iron Co.<br>Wilmington, De United States of America | **11 948**<br>8 940<br>25 345 | <br><br>AB | **1952** American SB. Co.—Toledo, Oh (189)<br>233,79 21,39 8,027<br>228,38 21,34 10,98<br>P 28,4 F 16,8 1 dk<br>rf 76 len 76 | **S Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br><br>23 Ha (stl) (each 3,3 × 14,0) ER | 2 S Turb dr geared to sc. shaft<br>7 000shp (5 149kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 1 × 200kW 440V a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.) 15kn |

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| **5097498**<br>CGSW<br>192413<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EDWARD CORNWALLIS**<br>**Government of Canada**<br>**(Ministry of Transport)**<br>Ottawa Canada | **1 965**<br>916<br>1 436 | *Classed BC until 23/6/78 | **1949**-12 Canadian Vickers Ltd.—Montreal, P.Q. (238)<br>78,95 13,29 5,500<br>73,34 13,26 6,25<br>P & B 41,2 F 8,6 2 dks<br>RW rf 102 | **TS Lighthouse Tender** 12P<br>Ice strengthened<br>3 Ho 12,6 10,3 8,4<br>3 Ha (3,6 3,6 × 3,6) (2,6 × 2,3)<br>Der 1(20) 2(1,5) | 2U 3Cy. 610 × 660<br>2 800ihp (2 060kW)<br>Canadian Vickers Ltd. Montreal, P<br>Gen 2 × 30kW 115V d.c.<br>Fuel (o.f.) |
| **7738917**<br>WYA2<br>074<br>589450 | **EDWARD L.**<br>**Atlantic Fisheries Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23 2,77<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Ill |
| **7937537**<br><br>597172 | **EDWARD L. MOORE**<br>**Edward L. Moore**<br>Beaufort-Morehead City, NC United States of America | **159**<br>108<br>— | | **1978** ............Niceville, Fl<br>*24,36* 6,86 3,43<br>1dk | **M Fishing** | Oil<br>700bhp (515kW) USA |
| **5097606**<br>WM5464<br>282106<br>Df Esd<br>Gc Rdr<br>RT | **EDWARD L. RYERSON**<br>**Inland Steel Co.**<br>Chicago, Il United States of America | **12 170**<br>7 637<br>27 179 | AB | **1960** Manitowoc SB. Corp.—Manitowoc, Wi (425)<br>222,51 22,92 8,240<br>217,02 22,86 11,89<br>P 27,8 F 14,4 1 dk<br>RW rf nil | **S Bulk Carrier**<br>4 Ho ER<br>18 Ha (stl) (each 6,1 × 14,6) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>General Electric Co. Schenectady,<br>Gen 2 × 600kW<br>Fuel 782,5t (o.f.) |
| **7324223**<br>VC8857<br>329550<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDWARD O. VETTER**<br>ex Breton Shore-80<br>**Geophoto Services Ltd.**<br>Pictou, N.S. Canada | **818**<br>248<br>711 | **✠100A1** SS 2/82<br>Ice Class 2<br>**✠LMC**<br>EL M 1½"U2<br>FN 867 | **1974**-1 Ferguson Industries Ltd.—Pictou, N.S. (195)<br>56,52 12,15 4,604<br>50,91 11,89 5,14<br>F 19,9 1 dk<br>rf 381 conv Deck Cargo Tug/Supply Ship 80<br>6BH NS WB630T | **TM Research**<br>Seismographic Survey | 2 Oil 4SA each 16Cy. 222 × 292 revers reduction geared to sc. shafts<br>4 000bhp (2 942kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stam<br>Gen 2 × 250kW 1 × 112kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| **7729461**<br>WFLH<br>625873<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDWARD RUTLEDGE**<br>**Waterman Steamship Corp.**<br>New York, NY United States of America | **29 965**<br>22 468<br>41 165 | AB | **1980** Avondale Shipyards Inc.—Avondale, La (2308)<br>272,96(BB) 12,439<br>243,03 30,54 16,90<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>7 Ho each 33,5 ER<br>TEU 665 C. 665/20' or 80 lighters<br>6 Ha (stl) (10,2 10,0 10,0 10,0 10,0 × 18,9) ER<br>Cr 1(455) 1(30) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>DELAVAL Turbine Inc. USA<br>Gen 2 × 2000kW a.c.<br>Thw. thrust propeller fwd 22.5 |
| **7614288**<br>WG7303<br>270234<br>Df Gc<br>Pfd Rdr<br>RT | **EDWARD ST. PHILIP**<br>ex Winnie ex Tern ex Smith Alpha<br>**St. Philip Coastal Towing Co. Inc.**<br>Tampa, Fl United States of America | **199**<br>135<br>— | | **1955** Smith Alpha—Morgan City, La<br>7,62 2,998<br>32,09 7,57 3,33<br>1 dk | **M Tug** | Oil 4SA 10Cy. 200 × 250<br>E made— refitted1/61<br>Fairbanks Morse & Co. Beloit,<br>Fuel (d.o.) |
| **7606061**<br>WYQ6<br>294<br>600648<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EDWIN H. GOTT**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **35 592**<br>30 690<br>76 011 | AB | **1979** Bay Shipbuilding Corporation —Sturgeon Bay, Wi (718)<br>306,03 8,381<br>301,79 32,01 17,07<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>20 Ha (stl) ER | 2 Vee Oil 4SA each 16Cy. 432 × 533 geared to sc. shafts<br>19 500bhp (14 343kW)<br>Delaval Turbine Inc. (Enterprise Div.) Oakland,<br>Gen 4 × 800kW a.c.<br>2 Controllable pitch propellers 14.5 |
| **5097838**<br>GBBH<br>187865<br>Df Esd<br>Pfd Rdr<br>RTm | **EDWINA**<br>**J. Marr & Son Ltd.**<br>Fleetwood United Kingdom | **392**<br>141<br>— | **✠100A1** SS 3/80<br>For service within the limits of the Continental Shelf & Continental Slope in an area bounded in the north by Parallel 62°N, in the west by Meridian 15°W and in the south by Parallel 48°N<br>**✠LMC**<br>EL (f) 1⅛"<br>FN 521 | **1958**-9 Cook, Welton & Gemmell Ltd. —Beverley (940)<br>*42,13* 8,49<br>40,85 8,39 4,35<br>F 6,8<br>RW rf 762 BK 203 conv Side Trawler Fishing 75<br>4BH WB30t | **M Stand-by Safety Vessel** for offshore installations<br>1 Ho 11,5<br>5 Ha (1,5 1,5 1,5 × 1,0) (1,0 1,0 × 0,9) | Oil 4SA 8Cy. 381 × 457<br>1 012bhp (744kW)<br>Mirrlees, Bickerton & Day Stockp<br>Gen 2 × 30kW 110V<br>Fuel (d.o.) |
| **7390624**<br>WYT8<br>636<br>556352<br>Esd Gc<br>Pfd Rdr<br>RT | **EDWINA MARTIN**<br>**Tiger Services Inc.**<br>New Orleans, La United States of America | **183**<br>125<br>— | AB | **1974** Halter Marine Fabricators, Inc.—Moss Point, Ms (436)<br>11,59 3,633<br>50,42 11,56<br>F 15,0 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 8Cy. 230 × 254<br>1 950bhp (1 434kW)<br>General Motors Corp. Electro-Motive Div. La Gra<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>Fuel 240,0t (d.o.) 13 |
| **5389786**<br>ODDM<br>B4060<br>Df Esd<br>Rdr RTv | **EDY**<br>ex Anga-79 ex Greleb 11-78<br>ex Bou Ismail II-77 ex Markus-74<br>ex Wilhelmine Schaa-69<br>ex Schippersgracht-61<br>**Edward Sejaan Azzi**<br>Beirut Lebanon | **389**<br>269<br>681 | HR<br>✠Classed LR until 14/9/79 | **1951**-12 Gebr. van Diepen—Waterhuizen (919)<br>53,04 8,28 3,322<br>49,00 8,23 3,66<br>P 13,5 F 8,0 1 dk<br>R | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,5 ER<br>G.864 B.827<br>2 Ha (each 12,1 × 5,1) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 270 × 500<br>370bhp (272kW)<br>N.V. Werkspoor Amster<br>Fuel 34,5t (d.o.) 9.5 |
| **6511025**<br>ODEX<br>B4082<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EDY-I**<br>ex Bierum-79<br>ex Hilda Eckhardt-71<br>**Edward Sejaan Azzi**<br>Beirut Lebanon | T.Mk<br>**510**<br>280<br>1 050<br>**999**<br>598<br>1 867 | GL | **1965** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (173)<br>68,59 10,90 3,690/5,122<br>61,12 10,75 5,82<br>RQD 14,4 F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 41,2 ER<br>G.2 291 B.2 129<br>2 Ha (stl) (each 14,8 × 6,7) ER<br>Der 1(10) 3(2-3) | Oil 4SA 8Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Kol<br>Gen 2 × 40kW 380V d.c.<br>Fuel (d.o.) 13 |

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|---|---|---|---|---|---|---|
| 7404877<br>ONEE<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EEKLO**<br><br>**N.V. Boelwerf S.A.**<br>Bocimar N.V.<br>Antwerpen Belgium | **38 460**<br>30 764<br>75 724 | **✠100A1**<br>strengthened for heavy<br>cargoes Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL Pt 660,0/78,0U3<br>FN 11898 | **1978**-4 N.V. Boelwerf S.A.—Tamise/Temse (1492)<br>242,02(BB) 32,31 13,831<br>232,01 32,25 19,03<br>P & B 42,7 F 15,9 1 dk<br>rf nil<br>9BH WB36629T incl. topside tanks in holds 3, 4,5, 6 & 7 6832T, Comb. btm & STs in holds 3, 4, 5, 6, & 7 7900T, Comb. btm, side & top tanks in holds 1 & 2 4208T & no. 4 hold 11918T | **M Bulk Carrier**<br><br>pt higher tensile steel<br>7 Ho 22,7 25,3 25,3 22,7 25,3 25,3 25,3 ER<br>HeCls. B<br>7 Ha (stl) (15,1 15,1 15,1 15,1 15,1 12,6 × 13,7) (12,6 × 12,1) ER | Oil 2SA 6Cy. 900 × 1600<br>19 260bhp (14 167kW) MAN<br>A.C.E.C. Gent/Gand<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>AuxB (ex.g) 10kgf/cm$^2$ (9,9bar) Spt 270°C 9kgf/cm$^2$ (8,9bar)<br>Gen 1 × 650kW 2 × 505kW 440V 60Hz a.c.<br>Controllable pitch propeller fwd<br>16kn |
| 5415468<br>PDVF<br>12797<br>Df Esd<br>Gc Rdr<br>RT | **EEMHAVEN**<br><br>**Van Uden's Scheepvaart en Agentuur Mij B.V.**<br>Rotterdam Netherlands | T.Mk<br>**5 915**<br>3 117<br>10 160<br>**8 314**<br>4 554<br>10 301 | **✠100A1** SS 6/80<br>tunnel side tanks—<br>vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ft 2¼"SQ<br>FN 4282 | **1963**-4 Van der Giessen-de Noord N.V.—Alblasserdam (651)<br>151,19 19,26 8,129/8,179<br>138,69 19,21 11,66<br>P 10,4 F 28,4 2 dks<br>rf nil<br>Coll BH to U dk 7 to 2nd dk WB2309t incl. Tunnel tanks 150t DTmf1204t | **M General Cargo**<br>Ref 8P<br>5 Ho 17,8 24,0 12,1 21,2 22,0<br>G.16 990 B.15 857 In.536<br>1 Ha (w) (8,9 × 7,0) 4 Ha (stl) (13,6 13,6 11,4 11,4 × 7,0)<br>Der 1(40) 1(5-10) 2(3-10) 4(3-5) 4(3) | Oil 2SA 6Cy. 750 × 1500<br>7 500bhp (5 517kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 280kW 220V d.c.<br>Fuel 1 299,5t (hvf) |
| 7528154<br>PDVR<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EEMSBORG**<br><br>**Wagenborg Scheepvaart B.V.**<br>Delfzijl Netherlands | **2 875**<br>1 677<br>4 979 | BV | **1976** A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel (877)<br>82,38 15,35 7,181<br>74,81 15,31 8,72<br>2 dks | **TM General Cargo**<br>Salt<br>1 Ho 50,9 ER<br>G.5 538<br>3 Ha (stl) (14,1 14,9 14,1 × 12,8) ER<br>Cr 2(15) | 2 Vee Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>3 200bhp (2 354kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 3 × 140kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 415,5t (d.o.) 11,5kn |
| 6523248<br>H05333<br>1143<br>3-81<br>Df Esd<br>Rdr<br>RTm/v | **EEMSHORN**<br>ex Helena Schepers-81<br>**Cornelius Veninga**<br>Panama Panama | **298**<br>186<br>510 | GL | **1965** N.V. Scheeps. "Westerbroek"—Westerbroek (184)<br>45,47 8,56 2,718<br>42,02 8,51 3,00<br>P 9,8 F 6,1 1 dk | **M General Cargo**<br><br><br>G.582 B.510<br>1 Ha (21,0 × 5,4) ER | Oil 4SA 6Cy. 250 × 350<br>415bhp (305kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9,5kn |
| 7922350<br>PDVY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EENDRACHT**<br><br>**Rederij M.W. Potkamp & Co. C.V.**<br>Ijsselmuiden Netherlands | **947**<br>605<br>1 547 | BV | **1980** Schps. Barkmeijer Stroobos B.V.—Stroobos (215)<br>65,84 11,10 4,319<br>59,97 10,71 5,11<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 018 B.1 936<br>1 Ha (stl) (33,6 × 7,7) ER<br>Cr 2(3) | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 140bhp (839kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 106,5t 11,5kn |
| 7644908<br>PDWF<br><br>Esd Rdr<br>RT | **EERLAND 24**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **29**<br>0<br>— | **100A1**<br>tug<br>for service 5 miles off Dutch coast in reasonable weather<br>**✠LMC**<br>EL (A) 165,0/13,0U1<br>FN 96 | **1977** N.V. Shipyard Schouten—Muiden (807)<br>15,24 4,86 1,963<br>13,85 4,40 2,49<br>1 dk<br>rf 1041<br>3BH WBnil | **M Tug** | Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 24kW 24V d.c. |
| 7644910<br>PDWJ<br><br>Esd Rdr<br>RT | **EERLAND 25**<br><br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **29**<br>0<br>— | **100A1**<br>tug<br>for service 5 miles off the Dutch coast in reasonable weather<br>**✠LMC**<br>EL (A) 165,0/13,0U1<br>FN 96 | **1977** N.V. Shipyard Schouten—Muiden (808)<br>15,24 4,86 1,963<br>13,85 4,40 2,49<br>1 dk<br>rf 1041<br>3BH WBnil | **M Tug** | Vee Oil 2SA 16Cy. 108 × 127 reverse reduction geared to sc. shaft<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 24kW 24V d.c. |
| 6807591<br>PDWU<br><br>Rdr RTv | **EERLAND 26**<br>ex Janus-77<br>**G. J. Eerland N.V.**<br>Rotterdam Netherlands | **137**<br>1<br>— | GL | **1967** Ulrich Harms—Hamburg (501293)<br>23,98 8,46 3,401<br>4,30<br>1 dk | **M Tug** | 2 Oil 4SA each 16Cy. 140 × 180<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>1 Directional propeller aft, 1 fwd<br>10kn |
| 7926007<br>SZSM<br>7938<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EFDIM HOPE**<br><br>**Efhonesty Compania Naviera S.A.**<br>Piraeus Greece | **10 342**<br>7 546<br>17 181 | AB | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2740)<br>145,52(BB) 21,04 9,041<br>137,04 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 152 B.21 067<br>TEU 367 C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 5(-) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 7718163<br>J4VB<br>7513<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EFDIM JUNIOR**<br>Launched as Al Awal<br>**Efnicos Compania Naviera S.A.**<br>Piraeus Greece | **10 341**<br>7 547<br>17 195 | AB | **1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2654)<br>145,52(BB) 21,06 9,487<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 152 B.21 067<br>TEU 367 C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 2(25) 2(22) 1(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>14,5kn |
| 5097943<br>TCLZ | **EFES**<br><br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Izmir Isletmesi Mudurlugu<br>Izmir Turkey | **232**<br>130<br>— | (GL) | **1938** Atlas-Werke Akt.-Ges.—Bremen (331)<br>44,35 8,08 1,901<br>2,80<br>F 4,9 1 dk<br>R | **TM Ferry** | 2 Oil 4SA each 6Cy. 280 × 420<br>650bhp (478kW)<br>Friedr. Krupp Germaniawerft A.G. Kiel<br>12kn |

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|---|---|---|---|---|---|---|---|
| **6805660**<br>GYLM<br>335735<br>Df Esd<br>Gc Rdr<br>RTm/v | **EFFICACE**<br>ex Prins Der Nederlanden-80<br>**D.O.S. Dredging Co. Ltd.**<br>Guernsey Channel Islands<br>(British) | **10 586**<br>5 932<br>12 000 | ✠Classed LR until<br>18/9/81 | BV **1968**-5 N.V. Werf "Gusto"—Schiedam (CO573)<br>142,78 22,05 8,713<br>130,99 22,00 11,99<br>F 28,1 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 35,0<br>Hopper 16200T<br>1 Ho 54,5 ER<br>Hopper 9 000<br>2 sandpumps each 2088kW (2800bhp)<br>2 Ha (stl) (4,8 × 6,6) (4,8 × 2,5) ER<br>Cr 1(20) Der 2(3) | 2 Vee Oil 4SA each 16Cy. 400 × 540 sr<br>geared to sc. shafts<br>16 880bhp (12 416kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 520kW 415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Bow jet pumps<br>Fuel 960,0t (hvf) | Augsbu<br>18k |
| **5354195**<br>SYAH<br>5798<br>Df Esd<br>Gc Rdr<br>RT | **EFI**<br>ex Tczew-76<br>Launched as Sena<br>**Nissos Megisti Compania Naviera S.A.**<br>Ph. Manoudakis Shipping & Surveying Co. Ltd.<br>Piraeus Greece | **2 556**<br>1 377<br>3 174 | (BV) (PR) | **1958** Stocznia Szczecinska im. A. Warskiego—Szczecin (B32/35)<br>94,80 13,54 5,506<br>89,54 13,50 6,25<br>1 dk<br>RW | **S General Cargo**<br>Ice strengthened<br>4 Ho 14,0 14,4 ER 15,0 11,9<br>G.4 115 B.3 740<br>4 Ha (stl) (8,2 × 7,1) (9,8 × 6,4) ER (9,3 × 9,3) (7,4 × 7,1)<br>8W Der 4(5) 4(2,5) | C 4Cy. (2) 455 & (2) 980 × 980<br>2 000ihp (1 471kW)<br>"Zgoda" Zaklady Urzadzen Technicznych<br>Gen 2 × 28kW 230V d.c.<br>Fuel 629,0t (o.f.)-19,0pd | Swietochlowi<br>12k |
| **5230935**<br>HO5008<br>8287-PEXT1<br>Df Esd<br>Rdr<br>RTm/h | **EFI I**<br>ex Tita R ex Polychronis Z.-79<br>ex Meidoornsingel-67<br>**Compania Naviera Golden Prize S.A.**<br>Panama Panama | **469**<br>373<br>680 | BV | **1955** D. & J. Boot Schpsw. "De Industrie" —Alphen a/d Rijn (1237)<br>54,28 8,74 3,161<br>48,75 8,67 3,51<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.1 004 B.944<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 305 × 460<br>450bhp (331kW)<br>D. & J. Boot "De Industrie"<br>Gen 2 × 6kW 110V d.c.<br>Fuel 59,0t (d.o.) | Alphen a/d Ri<br>9,5k |
| **5329231**<br>J4XD<br>7423<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EFIE**<br>ex Eurabia Sky-79 ex Sinon-74<br>**Polaris Maritime Co. Ltd.**<br>Petrozam Marine Enterprises S.A.<br>Piraeus Greece | T.Mk<br>**2 518**<br>1 086<br>3 857<br>**3 791**<br>1 876<br>4 870 | **✠100A1** SS 12/79<br>**✠LMC**<br>EL (w) 2"SQ<br>FN 2549 | **1961**-7 Amsterdamsche Droogdok Mij. N.V. —Amsterdam (106)<br>119,51 15,02 5,684/6,414<br>110,70 14,94 8,08<br>F 12,2 2 dks, 3rd dk in No. 1 hold<br>RW rf 102 len 66<br>5BH to U dk 1 to 2nd dk WB323t incl. DTf96t | **M General Cargo**<br>Ref 12P<br>3 Ho 15,8 20,4 23,0 ER<br>G.5 425 B.5 078 In.330<br>3 Ha (stl) (7,2 × 3,6) (12,4 12,4 × 4,8) ER<br>10W Der 1(45) 4(9) 2(6) 4(3) | Oil 2SA 8Cy. 540 × 1150<br>3 600bhp (2 648kW)<br>Gebr. Stork & Co. N.V.<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 130kW 220V d.c.<br>Fuel (hvf) | Hengel<br>16k |
| **5028019**<br>SWHV<br>4486<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EFSTATHIA**<br>ex Athinai II-80 ex Sporades-78<br>ex Asynja-72<br>**Boa Vista Shipping Corp.**<br>Standard Marine Ltd.<br>Piraeus Greece | T.Mk<br>**5 010**<br>2 724<br>7 799 | **✠100A1** SS 12/80<br>Str. nav. ice<br>**✠LMC**<br>EL bt<br>FN 3777 | **1957**-9 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (733)<br>140,87 18,09 7,652<br>130,00 18,00 11,05<br>P 9,5 F 13,5 2 dks, 3rd dk fwd of mchy. space<br>R rf 127<br>Coll BH to U dk 6 to 2nd dk WB1277t incl. Tunnel tanks 200t | **M General Cargo**<br>Ref 4P<br>5 Ho 18,5 19,5 21,4 ER 19,5 19,5<br>In.2 279<br>5 Ha (9,4 11,0 × 7,1) (10,6 × 6,8) ER (10,6 × 6,8) (11,0 × 7,1)<br>16W Der 16(5) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>AuxB 160lbf/in$^2$ (11,1bar)<br>Gen 3 × 220kW 220V d.c.<br>Fuel 101,5t (hvf) | Augsbur<br>16k |
| **5216707**<br>SV3709<br>36<br>Df Esd<br>Rdr RTm | **EFTHIMIOS M**<br>ex Popi G.-81 ex Niki-73<br>ex Madjoe-70 ex Madjoe II-53<br>**Mesogeas Shipping Co.**<br>Lavrion Greece | **499**<br>322<br>660 | **✠100A1** SS 1/80<br>**✠LMC**<br>EL g<br>FN 580 | **1952**-6 Schpsw. Worst & Dutmer N.V. —Meppel (103)<br>53,75 8,21 3,379<br>48,60 8,16 3,76<br>P 12,5 F 7,7 1 dk<br>RW<br>3BH WB201t | **M General Cargo**<br>1 Ho 30,2 ER<br>G.963 B.892<br>1 Ha (26,9 × 4,8) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 450<br>376bhp (277kW)<br>Appingedammer Brons<br>Gen 2 × 8kW 110V d.c.<br>Fuel 55,0t (d.o.) | Appingedam<br>9,75k |
| **7235276**<br>SVHT<br>4742<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EFTHITIS**<br>**Efthitis Compania Financiera S.A.**<br>Piraeus Greece | **9 813**<br>6 258<br>15 188 | AB | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2258)<br>143,41(BB) 19,84 9,054<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 141 B.18 989<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared t<br>sc. shaft<br>5 130bhp (3 773kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 143,0t (hvf) | Pielst<br>Au<br>13,5k |
| **5366057**<br>SV4036<br>5739<br>Esd Pfd<br>Rdr<br>RTm/v | **EFTICHIA**<br>ex Agios Fanourios V-81 ex Ivy-76<br>ex Astroland-75 ex Totland-75<br>**Prassa Shipping Corp.**<br>Piraeus Greece | **1 522**<br>747<br>2 040 | **✠100A1** SS 12/80<br>**✠LMC**<br>EL o $1\frac{7}{16}$"SQ<br>FN 1150 | **1952**-12 Grangemouth Dockyard Co. Ltd. —Grangemouth (499)<br>73,41 11,51 4,915<br>69,50 11,43 5,11<br>P 16,2 RQD 51,6 F 8,3 1 dk<br>RW rf nil<br>NS 5BH WB1156t | **M General Cargo**<br>3 Ho 16,3 15,1 13,3 ER<br>G.2 795 B.2 722<br>3 Ha (stl) (8,5 × 6,1) (9,7 9,1 × 7,3) ER<br>1W Der 1(3) | Oil 2SA 8Cy. 340 × 570<br>1 500bhp (1 103kW)<br>British Polar Engines Ltd.<br>Gen 2 × 80kW 1 × 25kW 220V d.c.<br>Fuel 99,5t (d.o.) | Glasgow<br>11,5k |
| **6606193**<br>SWCY<br>6168<br>Df Esd<br>Pfd Rdr<br>RT | **EFTYHIA**<br>**Sea Corridor S.A.**<br>Franco Compania Naviera S.A.<br>Piraeus Greece | **10 347**<br>5 773<br>13 741 | BV | **1965** Kherson Shipyard—Kherson<br>155,71 20,65 9,068<br>140,01 20,60 12,30<br>P 33,0 F 28,1 2 dks<br>rf 152 | **M General Cargo**<br>Ref<br>5 Ho 16,0 16,6 17,8 27,7 17,2 7 TwD ER<br>G.18 030 B.17 530 In.150<br>10 Ha (stl) (8,3 × 6,0) (13,5p&s 13,5p&s 24,0 24,0 13,5p&s × 6,1) (2,9 × 3,8) ER<br>2W Cr 13(5) Der 1(80) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW)<br>Bryansk Eng. Works<br>Gen 3 × 300kW 400V 60Hz a.c.<br>Fuel 838,0t (hvf) | B&W<br>Bryans<br>18,25k |
| **6506680**<br>6ZGT<br>2249<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EFYRA**<br>**Vector S.S. Co. S.A.**<br>Monrovia Liberia | **35 409**<br>26 860<br>— | **✠100A1** SS 7/76<br>oil tanker<br>**✠LMC**<br>EL yt $3\frac{3}{8}$"SQ<br>FN 11955 | **1965**-6 Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (865)<br>238,03 35,92 12,770<br>228,00 35,81 16,62<br>P 41,8 F 20,2 1 dk<br>rf nil<br>9BH WB16542t incl. 10142t in clean ballast tanks DTf3720t | **M Tanker**<br>13 Ta ER<br>L.(oil) 83 749 HeCls. BC<br>Der 2(10) 1(5) 1(2) 1(1) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW)<br>Uraga Heavy Industries Ltd.<br>2 AuxB 242lbf/in$^2$ (16,7bar)<br>e(ex.g) 242lbf/in$^2$ (16,7bar)<br>sg 121lbf/in$^2$ (8,4bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 3 695,5t (hvf)-65,0pd | Sulz<br>Tamashim<br>15,5k |
| | | | | **LAID UP — SURVEYS OVERDUE 7/80** | | | |
| **7216323**<br>WR3293<br>285848<br>Rdr RT | **EGABRAG II**<br>ex Rapides-80<br>**U.S. Oceanography**<br>San Diego, Ca United States of America | **176**<br>120<br>— | | **1961** American Marine Corp.—New Orleans, La (775)<br>9,76 2,464<br>35,92 2,90<br>1 dk<br>rf 152 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy.<br>1 008bhp (741kW)<br>General Motors Corp.<br>Gen 2 × 30kW 220V a.c.<br>Fuel (d.o.) | U.S |

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| 6423515<br>WQ2401<br>294882<br>Rdr RT | **EGABRAG III**<br>ex Strong Tide-80<br>**U.S. Oceanography**<br>San Diego, Ca United States of America | **199**<br>135<br>556 | | **1964** American Marine Corp.—New Orleans, La<br>*39,96* 10,11 2,661<br>40,31 10,06 3,15<br>1 dk | **TM General Cargo** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5098002<br>IMHR<br>335<br>Df RT | **EGADI**<br>ex Ostbornholm-52<br>**Sicula Marittima S.p.A. (SI.MAR.)**<br>Ancona Italy | **694**<br>345<br>211 | (RI) | **1939** Aalborg Vaerft A/S—Aalborg (66)<br>51,67 9,48 3,506<br>45,73 9,45 5,85<br>B & F 35,1 1 dk & S dk<br>R rf 203 | **M Passenger/General Cargo/Ferry**<br>OSD 300P<br>2 Ho<br>B.1 020 | Oil 2SA 6Cy. 340 × 570<br>1 100bhp (809kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 2 × 80kW 1 × 70kW 220V d.c.<br>Fuel 55,0t (d.o.) 12,5kn |
| 7380746<br>JWRH<br>18357<br>Df Esd<br>Gc Rdr<br>RT | **EGDA**<br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norway | **24 997**<br>13 299<br>38 631 | NV | **1974** Nipponkai Heavy Ind. Co. Ltd. —Toyama (172)<br>182,02(BB) 29,11 11,589<br>174,38 29,08 16,13<br>F 19,9 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.41 658 B.40 721<br>1 Ha (stl) (17,5 × 18,0) 4 Ha (stl) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(25) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 365,0t (d.o.) 1 914,0t (hvf)-42,5pd 14,5kn |
| 5098052<br>TCXK<br>850<br>Df Esd<br>Gc Rdr<br>RTm | **EGE**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **6 042**<br>3 291<br>2 140 | AB | **1956** A.G. "Weser" Werk Seebeck —Bremerhaven (788)<br>122,66 16,57 5,789<br>109,86 16,51 8,41<br>B 50,9 F 18,0 3 dks<br>RW rf 102 | **M Passenger/General Cargo**<br>Ref 567P<br>4 Ho 16,6 16,5 17,3 17,3<br>B.3 851 In.198<br>4 Ha (stl) (6,4 × 3,7) (7,7 × 4,8) (5,7 × 4,7) (4,4 × 3,7)<br>Cr 3(3) Der 1(25) | Oil 2SA 8Cy. 600 × 1050<br>3 620bhp (2 663kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 250kW 1 × 100kW 120/240V d.c.<br>Fuel 224,5t (d.o.) 14kn |
| 7361673<br>TCMG<br>4437<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **EGE MELTEMI**<br>ex Mercandian Sea-76<br>**Meltem Denizcilik Ticaret ve Sanayi Anomin Sirketi**<br>Arkas Shipping Trading Inc.<br>Istanbul Turkey | **2 462**<br>1 912<br>4 086 | **100A1**<br>**LMC**<br>EL Q 0,0/38,0U2<br>FN 1839<br>(BV) | **1974** Buesumer Werft G.m.b.H.—Buesum (248)<br>89,77 (BB) 13,67 6,039<br>83,19 13,59 8,51<br>F 6,1 2 dks<br>rf nil<br>SF 3BH to U dk, 2BH to 2nd dk WBnil | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.6 262 B.5 723<br>2 Ha (stl) (24,9 25,1 × 10,1) ER<br>Der 4(5) | Vee Oil 4SA 18Cy. 225 × 300 sr geared to sc. shaft<br>2 610bhp (1 920kW) Alpha<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 104kW 1 × 72kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 262,0t (d.o.) 12,5kn |
| 6603787<br>3EDS<br>9453-79<br>Df Esd<br>Rdr RT | **EGEL**<br>ex Egee-79<br>**Puertamar Compania Naviera S.A.**<br>Panama Panama | **4 159**<br>2 313<br>5 482 | BV | **1966** Scheepswerf "De Waal" N.V. —Zaltbommel (685)<br>120,94 15,55 6,341<br>114,43 15,50 8,01<br>1 dk<br>len 74 | **M General Cargo**<br>4 Ho ER<br>4 Ha (stl) ER<br>Cr 1(25) 2(15) 1(10) Der 2(15) 1(10) | Oil 4SA 9Cy. 520 × 740<br>3 620bhp (2 663kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg 14kn |
| 5292684<br>HO6630<br>11104<br>-PEXT<br>Df Esd<br>Rdr RTm | **EGEON**<br>ex Ai Nikolas-82 ex Elly V-78<br>ex Relizane-75<br>**Compania Naviera Sandra S. de R. L.**<br>Compania Naviera Stavros Lines S. de R. L.<br>Panama Panama | T.Mk<br>**1 480**<br>585<br>1 904<br>**2 419**<br>1 101<br>3 622 | (BV)<br>Classed LR until 20/11/81 | **1959** Forges & Ch. de La Mediterranee —Le Havre (366)<br>89,11 13,64 5,271/7,024<br>85,83 13,61 7,80<br>B & F 61,0 2 dks<br>RW rf 305 | **M General Cargo**<br>Ref<br>3 Ho 12,4 17,2 ER 19,3<br>G.3 320 B.2 950 In.277<br>3 Ha (stl) (6,8 11,0 × 5,4) ER (11,0 × 5,4)<br>6W Der 4(10) 2(5) | Oil 2SA 6Cy. 600 × 1040<br>4 043bhp (2 974kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>Gen 3 × 175kW 230V d.c.<br>Fuel 204,0t (d.o.) 15kn |
| 5098117<br>UYNY<br>M-26144<br>Df Esd<br>Gc Rdr<br>RT | **EGERSHELD**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **5 524**<br>2 448<br>4 230 | RS | **1961** Baltic SB. & Eng. Works—Leningrad<br>130,89 16,82 6,690<br>118,01 16,74 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.5 400<br>4 Ha (each 4,4 × 4,4) ER<br>10W Der 1(15) 8(3) 1(1) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 1 elec. motor & geared to sc. shaft<br>U.S.S.R. 16,5kn |
| 6504307<br>GRBH<br>306510<br>Esd Rdr<br>RTv | **EGERTON**<br>**Alexandra Towing Co. (Felixstowe) Ltd.**<br>Liverpool United Kingdom | **172**<br>0<br>— | **✠100A1** SS 2/82<br>tug<br>U.K. coasting service<br>**✠LMC**<br>EL (c)<br>FN 329 | **1965**-4 W. J. Yarwood & Sons Ltd. —Northwich (947)<br>31,37 8,26<br>28,35 7,78 3,81<br>rf 533 BK 152<br>3BH WB65t | **M Tug** | Oil 2SA 8Cy. 267 × 343 with flexible coupling & sr geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 3 × 15kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7022899<br>OXAT<br>D1747<br>Df Esd<br>Rdr<br>RTm/h/v | **EGIN**<br>**P/R Egin**<br>Mortensen & Lange<br>Ronne Denmark | **399**<br>260<br>1 046 | BV | **1970** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (307)<br>64,62 11,03 3,588<br>56,98 10,99 6,20<br>P 14,1 F 5,8 2 dks | **M General Cargo**<br>1 Ho 36,9 ER<br>G.2 500 B.2 296<br>2 Ha (stl) (18,5 12,3 × 7,6) ER<br>3W Der 3(5) | Oil 4SA 8Cy. 222 × 292<br>1 100bhp (809kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 70kW 1 × 65kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.)-3,5pd 11kn |
| 6713611<br>5NBK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EGINI**<br>ex Ryuyo Maru No. 3-82<br>ex Seiyo Maru<br>**Osadjere Fishing Co. Ltd.**<br>Lagos Nigeria | **564**<br>234<br>563 | | **1967** Yamanishi Zosen K.K.—Ishinomaki (535)<br>56,16 9,56 3,760<br>50,60 9,53 4,27<br>2 dks | **M Fishing**<br>Side Trawler<br>8 Ho ER<br>8 Ha ER<br>6W Der 2(3) 4(2) | Oil 4SA 16Cy. 250 × 320<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 144kW 440V d.c.<br>Fuel 325,0t-7,0pd 12,5kn |
| 8031081<br>IBJG<br>700<br>Df Esd<br>Gc Rdr<br>RT | **EGIZIA**<br>ex Merkur Sea-81<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **9 235**<br>5 082<br>12 755 | RI | **1980** VEB Schiffswerft "Neptun"—Rostock (433)<br>150,20(BB) 9,051<br>140,42 21,01 11,31<br>P - F - 2 dks | **M General Cargo**<br>3 Ho 3 TwD Lwr 1 TwD Upr ER<br>G.18 432 B.17 000<br>TEU 428<br>C.Ho 232/20' C.Dk 196/20'<br>5 Ha (stl) (18,9 × 10,5) (25,9p&s 25,9p&s × 7,6) ER<br>Der 4(40) 1(20) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt |

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| **6802577**<br>FNUV<br>4105<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EGLANTINE**<br>**Union Industrielle & Maritime S.A. (U.I.M.)**<br>Dunkerque France | **18 736**<br>12 197<br>31 065 | BV | **1968** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (257)<br>196,58 22,97 10,789<br>186,09 22,86 14,71<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,8 22,1 18,5 22,1 18,5 22,1 18,5 ER<br>Ore 35 417<br>7 Ha (stl) (11,5 14,4 10,5 14,4 10,5 14,4 10,5 × 9,7) ER<br>Der 2(3) 2(1) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Soc. des Forges & At. du Creusot Le Creus<br>Controllable pitch propeller<br>Fuel 236,0t (d.o.) 1 605,0t (hvf)-35,5pd<br>17k |
| **7206079**<br>PDWH<br>36<br>Df Esd<br>Pfd Rdr<br>RT | **EGMOND**<br>**Rederij Kennemerland B.V.**<br>Ijmuiden Netherlands | **522**<br>270<br>— | | **1972** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (219)<br>61,78 9,38 4,496<br>9,21 6,46<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>len 80 | Oil 4SA 8Cy. 400 × 600<br>2 000bhp (1 471kW)<br>D. & J. Boot "De Industrie" Alphen a/d Ri<br>14,75k |
| **5282976**<br>ELWQ<br>3161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EGMONT**<br>ex Saint Marcel-82<br>ex Portofino-68<br>**York Shipping Corp.**<br>Monrovia Liberia | **10 887**<br>6 567<br>18 438 | AB<br>✠Classed LR until 2/62 | **1961**-3 Nav. di Taranto—Taranto (161)<br>166,10 21,37 9,370<br>154,67 21,25 12,22<br>P 33,3 B 7,1 F 15,9 1 dk<br>rf 152 | **M Bulk Carrier**<br>6 Ho 17,1 17,1 18,7 18,7 17,1 17,1 ER<br>G.20 673<br>6 Ha (stl) ER<br>12W Der 6(5) 6(3) | Oil 2SA 7Cy. 750 × 1320<br>7 700bhp (5 664kW)<br>S.A. Fiat S.G.M. Torin<br>Gen 3 × 220kW 220V d.c.<br>Fuel 1 371,5t (hvf) 15,75k |
| **6828533**<br>VC6467<br>329629<br>Esd Pfd<br>Rdr RT | **EGMONT**<br>**Riverport Seafoods Ltd.**<br>Charlottetown, P.E.I. Canada | **511**<br>243<br>— | ✠ | **1969**-1 Fishermen's Loan Board of P.E.I.—Georgetown, P.E.I. (19)<br>39,93 8,56<br>33,23 8,54 6,56<br>F 11,6 2 dks<br>rf 610 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 250 × 300 sr geared to sc. shaft<br>1 200bhp (883kW) Norm<br>A/S Bergens M/V Berge<br>Gen 2 × 40kW 220V 60Hz a.c. |
| **5098208**<br>ZRAB<br>351813<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **EGMONT**<br>**Consortium Visserye BpK.**<br>Walvis Bay South Africa | **457**<br>219<br>337 | (BV) | **1960** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (498)<br>51,87 8,77 4,299<br>47,10 8,21 | **M Fishing**<br>Stern Trawler<br>1 Ho<br>B.300<br>2 Ha (1,2 × 2,8) (1,5 × 3,5)<br>Der 1(2) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 2 × 121kW 1 × 70kW 1 × 40kW 220V d.c.<br>Fuel 162,5t (d.o.) 13k |
| **5098210**<br>SXGI<br>1760<br>Df Esd<br>Gc Rdr | **EGNATIA**<br>**Hellenic Mediterranean Lines Co. Ltd.**<br>Piraeus Greece | **4 458**<br>2 273<br>749 | **100A1** CS 2/77<br>Mediterranean service<br>**LMC**<br>EL (y) $1\frac{13}{16}$"SQ<br>FN 2516<br>BV | **1960**-7 S.A. des Chantiers Reunis Loire-Normandie—Grand Quevilly (R.322)<br>115,42 17,23 4,115<br>106,30 17,20 6,46<br>2 dks with intermediate dk, 4th dk clear of mchy. space<br>rf 254<br>9BH WB410t incl. DTa127t f126t | **TM Passenger/RoRo Cargo/Ferry**<br>435bth 599dk P<br>Bow & stern doors | 2 Oil 2SA each 8Cy. 480 × 700<br>6 300bhp (4 634kW) Sulz<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mante<br>db 71lbf/in$^2$ (4,9bar)<br>18k |
| **5098284**<br>GJPN<br>303556<br>Df Esd<br>Gc Rdr | **EGTON**<br>**Rowland & Marwood's S.S. Co. Ltd.**<br>Headlam & Son<br>Whitby United Kingdom | **7 175**<br>3 939<br>12 701<br>**9 958**<br>5 698<br>15 069 | **✠100A1** SS 7/75<br>**✠LMC**<br>EL ft $2\frac{1}{4}$"SQ<br>FN 4753 | **1962**-9 Bartram & Sons Ltd.—Sunderland (371)<br>154,72 20,17 8,332/9,322<br>145,70 20,12 12,50<br>F 15,0 1 dk & S dk<br>rf 102<br>NS in holds Coll BH to S dk 9 to 2nd dk<br>WB3306t incl. Tunnel tanks 350t | **M General Cargo** OSD/CSD | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB 120lbf/in$^2$ (8,3bar) |
| | **LAID UP — SURVEYS OVERDUE 7/79** | | | | | |
| **7388190**<br>EHBP<br>Esd Gc<br>Rdr RT | **EGUNSENTIA**<br>**Ondarrutarra S.A.**<br>Vigo Spain | **439**<br>161<br>465 | BV | **1975** Construcciones Navales P. Freire S.A.—Vigo (103)<br>47,27 4,101<br>40,14 9,50 6,51<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Ke<br>Fuel 223,0t (d.o.) 12,5k |
| **7905443**<br>EHWH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EGUSKIA**<br>**Europesca S.A.**<br>Las Palmas Spain | **1 203**<br>542<br>2 536 | BV | **1980** Maritima de Axpe S.A.—Bilbao (116)<br>87,76 4,880<br>80,45 13,61 7,42<br>1 dk & S dk | **M General Cargo** OSD<br>Ref<br>4 Ho 4 TwD ER<br>In.3 193<br>4 Ha (stl) (each 4,2 × 5,0) ER<br>Cr 3(3) | Oil 4SA 8Cy. 400 × 580<br>2 800bhp (2 060kW) Deut<br>Hijos de J. Barreras S.A. Vig<br>Gen 3 × 240kW 380V 50Hz a.c.<br>13,5k |
| **6930673**<br>EDBE<br>9038<br>Df Esd<br>Gc Rdr<br>RT | **EGUZKI**<br>**Pedro Otaegui Malcorra**<br>Vigo Spain | **1 280**<br>467<br>1 573 | BV | **1969** Hijos de J. Barreras S.A.—Vigo (1376)<br>74,00 13,03<br>67,01 12,54 5,16<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580<br>2 670bhp (1 964kW) Deut<br>Hijos de J. Barreras S.A. Vig<br>Fuel 418,5t (d.o.) 14,5k |
| **6824068**<br>UHBB<br>M-28038<br>Df Esd<br>Gc Rdr<br>RT | **EGVEKINOT**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>Kholmsk U.S.S.R. | **3 179**<br>1 431<br>4 167 | RS | **1965** ..............U.S.S.R.<br>104,50 14,38 6,370<br>94,52 14,28 7,12<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 15,3 17,5 ER 16,6<br>B.5 316<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Bryansk Eng. Works Bryans<br>Fuel 92,5t (d.o.) 201,0t (hvf) 13,5k |
| **7939573** | **EGWIN**<br>**Krimpal B.V.**<br>W. H. Eerland<br>Krimpen a/d Lek Netherlands | —<br>—<br>629 | **A1**<br>inland waterways oil barge<br>Type V<br>L.S.O. also for service between Flushing & Ostend 15 miles seaward, windforce not exceeding Beaufort 6 from land & Beaufort 5 from sea<br>EL 130,0/30,0<br>FN 442 | **1972** Boot-Lemmer B.V.—Lemmer (1345)<br>35,01 9,50<br>34,90 9,45 3,20<br>Trunk 7,7 1 dk<br>rf nil conv General Cargo Barge 81<br>2BH WBnil | **Oil Carrier**<br>Pushed<br>8 Ta | Gen 1 × 24kW 24V d.c.<br>Thw. thrust propeller fwd |

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| 5098351<br>JDZB<br>89840<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EHIKO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo, Japan | **2 524**<br>1 374<br>2 309 | **1962** Mitsui SB. & Eng. Co. Ltd.—Tamano (666)<br>NK 84,97 13,54 5,315<br>78,72 13,50 6,51<br>2 dks<br>rf 102 | **M Fishing**<br>Stern Trawler Ref<br>3 Ho 10,9 18,2 15,7 ER<br>In.2 430<br>3 Ha (each 2,3 × 2,3) ER<br>6W Cr 6(1,5) Der 2(3) 4(1,5) | Oil 2SA 6Cy. 420 × 750<br>2 400bhp (1 765kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 250kW 445V 60Hz a.c.<br>Fuel 717,5t (hvf)-9,5pd 12,5kn |
| 7024225<br>JBKR<br>109603<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EHIME MARU**<br>**Mitsui O.S.K. Lines Ltd. & Osaka Shipping Co. Ltd.**<br>Osaka, Osaka Pref., Japan | **31 890**<br>23 203<br>28 918 | **1970** Sumitomo SB. & Mchy. Co. Ltd. —Uraga Shipyard, Yokosuka (932)<br>NK 196,02(BB) 29,42 9,056<br>188,02 29,39 20,81<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>5 Ho ER<br>G.77 866<br>5 Ha (stl) (17,5 19,2 12,8 16,0 16,0 × 13,4) ER<br>Cr 3(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 580kW 445V a.c.<br>Fuel 1 577,0t-37,5pd 15kn |
| 8209975<br>JAIJ<br>125536 | **EHIME MARU**<br>**Kikuma Kisen K.K.**<br>Japan | **1 480**<br>—<br>3 962 | **1982** Fujiwara Zosensho—Omishima (78)<br>6,058<br>NK 80,02 14,01 6,33<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>The Hanshin Diesel Works Ltd. Japan |
| 7920687<br>JL4754<br>123882<br>Esd Gc<br>Rdr RT | **EHIME MARU**<br>**Iyo Kaiun K.K.**<br>Nagahama, Ehime Pref., Japan | **1 403**<br>841<br>2 485 | **1979** Honda Zosen—Saiki (677)<br>77,98 5,201<br>NK 72,01 12,31 5,82<br>P 15,9 F 14,1 1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.1 926 | 2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 160kW 445V a.c.<br>12,25kn |
| 6525313<br>Rdr RT | **EHIME MARU**<br>**Victoria Marinera S.A.** | **998**<br>602<br>1 950 | **1965** Kochi Jukogyo K.K.—Kochi (512)<br>69,02 10,55 4,801<br>63,51 10,49 5,26<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 218 | Oil 4SA 6Cy. 350 × 480<br>1 100bhp (809kW)<br>Fuji Seisakusho Tateyama<br>Gen 1 × 24kW 1 × 12kW 230V a.c.<br>Fuel 59,0t-3,5pd 8,5kn |
| 8114390<br>JCQS<br>124041<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EHIME MARU**<br>**Ehime Prefecture**<br>Matsuyama, Ehime Pref., Japan | **496**<br>185<br>419 | **1981** Miho Zosensho K.K.—Shimizu (1197)<br>54,13 8,77 3,749<br>46,72 8,75 4,02<br>1 dk | **M Fishing**<br>Training Side-fishing Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8150021<br>8JLP<br>92001 | **EHIME MARU No. 1**<br>**Yamaki Kaiun Kogyo Kumiai**<br>Aio, Yamaguchi Pref., Japan | **199**<br>106<br>414 | **1963** Kurushima Dock Co. Ltd.—Uwajima (176)<br>42,02 3,310<br>38,00 7,21 5,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>550bhp (405kW)<br>Nippon Hatsudoki Japan |
| 6817962<br>JL2985<br>104079<br>Rdr RT | **EHIME No. 1**<br>**Gogoshima Kisen Y.K.**<br>Matsuyama, Ehime Pref., Japan | **189**<br>82<br>85 | **1968** Matsuura Tekko Zosen—Higashino (190)<br>32,21 8,03 1,982<br>28,00 7,40 2,90<br>2 dks | **M RoRo Cargo/Ferry**<br>200dk P<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 15kW 225V a.c.<br>11,5kn |
| 8125612<br>JL4864<br>125524 | **EHIME No. 2**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **274**<br>134<br>134 | **1981** Kanbara Zosen K.K.—Onomichi (260)<br>2,301<br>38,10 9,11 3,00<br>1 dk | **TM Ferry** | 2 Oil<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 8014576<br>JL4831<br>124013<br>Rdr | **EHIME No. 3**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **269**<br>123<br>110 | **1981** Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref. (466)<br>42,55 10,49 2,320<br>37,50 9,11 3,10<br>1 dk | **M Ferry** | Oil 4SA 6Cy. 260 × 320<br>950bhp (699kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8151659<br>JL3841<br>111464 | **EHIME No. 5**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **199**<br>109<br>— | **1971** Binan Senpaku Kogyo K.K. —Innoshima<br>33,00 2,501<br>29,01 7,80 2,90<br>1 dk | **M Ferry**<br>250dk P | Oil<br>700bhp (515kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11,5kn |
| 7020774<br>JL3483<br>108429<br>Rdr RT | **EHIME No. 8**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **199**<br>110<br>66 | **1969** Yoshiura Zosen—Kure (210)<br>32,21 8,01 2,032<br>28,50 7,40 2,90<br>1 dk | **M Ferry**<br>195P | Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 15kW 225V a.c.<br>11,5kn |
| 7718424<br>JL4443<br>122440<br>Rdr | **EHIME No. 10**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **197**<br>97<br>— | **1977** Matsuura Tekko Zosen—Higashino (264)<br>31,53 2,152<br>31,02 8,31 2,93 | **M Ferry** | Oil 4SA 6Cy. 220 × 280<br>850bhp (625kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 7818274<br>JL4612<br>122985<br>Rdr | **EHIME No. 12**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **198**<br>75<br>25 | **1978** Oura Dock—Namikata (113)<br>... ... ...<br>34,52 8,62 3,03<br>1 dk<br>RW | **M RoRo Cargo/Ferry**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>900bhp (662kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7913610<br>JL4759<br>123890<br>Rdr | **EHIME No. 16**<br>**Ehime Kisen K.K.**<br>Imabari, Ehime Pref., Japan | **199**<br>89<br>200 | **1979** Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref. (456)<br>35,16 10,01 2,201<br>34,50 8,60 3,00<br>1 dk | **M Ferry** | Oil 4SA 6Cy. 240 × 290<br>1 500bhp (1 103kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |

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|---|---|---|---|---|---|---|---|
| **7712274**<br>Y4CC<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EHM WELK**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic<br>Republic | **3 169**<br>1 425<br>2 244 | DSRK | **1977** VEB Volkswerft Stralsund—Stralsund<br>(203)<br>101,89 15,22 5,800<br>91,65 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>B.430 In.1 715<br>2 Ha (stl) (each 2,2 × 2,2)<br>6W Der 2(5) 4(2) | Oil 4SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR)<br>Controllable pitch propeller | MAN<br>Rostock<br>15k |
| **6622915**<br>9GVM<br>316557<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EHUM**<br><br>**Mankoadze Fisheries Ltd.**<br>Tema Ghana | **618**<br>246<br>369 | | **1965** Leninskaya Kuznitsa—Kiyev<br>54,26 9,38 3,798<br>48,75 9,30 4,75<br>P 10,1 B 9,5 1 dk<br>BK 152 | **M Fishing**<br>Side Trawler<br>2 Ho 8,3 6,0 ER<br><br>2 Ha (stl) (each 1,5 × 1,6) ER<br>1W Der 1(2) 3(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL)<br>Gen 1 × 88kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 141,0t (d.o.) | Magdebu<br>11,5k |
| **6702571**<br>Y5KX<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EICHSFELD**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic<br>Republic | T.Mk<br>**4 168**<br>2 231<br>5 910<br>**6 110**<br>3 528<br>7 500 | DSRK<br><br>✠Classed LR until 7/68 | **1967**-5 Schps. "De Hoop" N.V.—Lobith<br>(261)<br>135,69 17,73 6,655/7,600<br>125,00 17,70 10,22<br>P 29,3 F 13,5 2 dks<br>RW rf 178 | **M General Cargo**<br>Ref 7P<br>Ice strengthened<br>5 Ho 13,1 19,4 25,9comb. 4,1<br>10,0 ER<br>G.9 648 B.9 591 In.280 L.550<br>5 Ha (stl) (9,6 × 8,0) (14,3 × 8,9)<br>(17,3comb. × 8,9) (2,5 × 8,6)<br>(6,4 × 8,9) ER<br>Der 1(60) 12(5-8) | Oil 2SA 6Cy. 570 × 800<br>8 800bhp (6 473kW)<br>Gebr. Stork & Co. N.V.<br>Gen 3 × 360kW 390V 50Hz a.c.<br>Fuel (hvf) | Hengel<br>17k |
| **7608540**<br>Y5LF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EICHWALDE**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic<br>Republic | T.Mk<br>**3 453**<br>1 944<br>4 945<br>**5 744**<br>3 010<br>7 496 | DSRK | **1976** VEB Schiffswerft "Neptun"—Rostock<br>(275)<br>120,50(BB) 17,66 6,389/7,851<br>113,01 17,61 9,91<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref<br>4 Ho 17,2 27,8 27,8 6,0 ER<br>G.8 795 B.8 582 In.560<br>7 Ha (stl) (12,5 × 10,2) (18,5p&s<br>18,5p&s × 6,1) (2,9p&s × 2,9)<br>ER<br>Cr 5(8) | Oil 2SA 6Cy. 570 × 100<br>5 320bhp (3 913kW)<br>Schwermaschinenbau Halberstadt<br><br>Gen 1 × 480kW 1 × 300kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) | MAN<br>Halberstad<br>17,5k |
| **7700403**<br>LGTM<br>19147<br>Rdr RT | **EID**<br><br>**Fylkesbaatane i Sogn og Fjordane**<br>Maloy Norway | **592**<br>314<br>150 | (NV) | **1978** Eid Verft A/S—Nordfjordeid (11)<br>64,29 11,43<br>59,39 11,28 4,20<br>1 dk | **M RoRo Cargo/Ferry**<br><br>Ice strengthened<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450<br>1 300bhp (956kW)<br>Wichmann Motorfabrikk A/S<br>Controllable pitch propeller aft , 1 fwd | Rubbestadnes |
| **7122144**<br><br><br>Df Gc<br>Pfd Rdr | **EIDAI MARU**<br><br>**Pelican Fishing Corp.**<br>Philippines | **253**<br>122<br>— | | **1970** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (656)<br>48,65 7,62 3,099<br>41,00 7,60 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigat |
| **6916380**<br>9VOH<br>333144<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EIDANGER**<br>ex Singapore Pride-77<br>**Malaysia Marine Corp.**<br>Golden Peak Maritime Agencies<br>Ltd.<br>Singapore Singapore | **11 207**<br>6 516<br>13 817 | AB | **1969** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (887)<br>161,50(BB) 23,45 9,897<br>149,97 23,40 12,98<br>F 26,9 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>6 Ho 17,7 20,8 19,8 19,8 ER<br>18,2 13,4<br>G.21 842 B.19 998 In.425<br>8 Ha (stl) (8,1 × 4,8) (11,7 × 6,5)<br>(12,8p&s × 6,4) (12,8p&s × 6,4)<br>ER (9,6 × 6,8) (8,0 × 6,5)<br>24W Der 8(22,5) 2(15) 10(10) | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 1 659,0t (hvf) | Sulzer<br>Tamashim<br>19,5k |
| **5119791**<br>DFOO<br>NC412<br>Df Esd<br>Pfd | **EIDELSTEDT**<br>ex Frank-66<br>**Peter Wiebling**<br>Cuxhaven Federal Republic<br>of Germany | **115**<br>38<br>— | | **1958** N.V. Schpsw. "De Vooruitgang" v/h<br>D. Boot—Alphen a/d Rijn (1272)<br>25,35 6,28 2,896<br>22,00 6,20 3,10 | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 250 × 350<br><br>D. & J. Boot "De Industrie" | Alphen a/d Ri |
| **7729019**<br>DHME<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EIDER**<br><br>**m.s. 'Eider' Husumer Schiffahrtskontor G.m.b.H. & Co. K.G.**<br>Hamburg Federal Republic<br>of Germany | **1 599**<br>1 070<br>4 114 | GL | **1978** Husumer Schiffsw.—Husum (1440)<br>91,47 14,25 6,201<br>83,44 14,22 8,62<br>F 7,7 2 dks | **M General Cargo**<br><br>Ice strengthened<br>G.6 277 B.5 453<br>2 Ha (18,9 25,0 × 10,2) ER<br>Der 2(40) 2(5) | Oil 4SA 8Cy. 370 × 400<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz | Koe<br>14k |
| **5098430**<br>CG2087<br>310418<br>RTm/h | **EIDER**<br>ex D.O.T. 78-60<br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **1 091**<br>669<br>— | | **1944** Sir Wm. Arrol & Co. Ltd.—Glasgow<br>*66,24* 11,59<br>11,54<br>1 dk<br>RW rf nil conv Naval RoRo Cargo/Tank<br>Landing Craft — | **TM General Cargo**<br><br>1 Ho 36,2<br><br>1 Ha (23,3comb. × 7,9)<br>Cr 1(5) Der 1(30) | 4 Oil 4SA each 12Cy. 178 × 197 geared<br>to.sc. shafts<br>1 320bhp (971kW)<br>Davey, Paxman & Co. Ltd.<br>Gen 4 × 30kW 220V d.c.<br>Fuel (d.o.) | Colcheste |
| **7812854**<br>DJPR<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EIDER**<br><br>**Reederei Jurgen Speck K.G.**<br>Rendsburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>347<br>1 610 | GL | **1978** Werft Nobiskrug—Rendsburg (694)<br>76,26 (BB) 13,54 3,531<br>73,46 13,50 5,31<br>P 10,1 F 9,5 1 dk, 2nd dk in hold | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 43,5 1 TwD 49,5 ER<br>G.2 801 B.2 706<br>TEU 142 C.Ho 59/20' C.Dk 83/20'<br>1 Ha (49,5 × 10,2) ER | Oil 4SA 8Cy. 320 × 450 dr geared to sc.<br>shaft<br>1 460bhp (1 074kW)<br>MaK. Maschinenbau G.m.b.H.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Ki<br>12,5k |
| **7414822**<br>FZVO<br><br>Gc Rdr<br>RT | **EIDER**<br>Launched as Pelican<br>**Societe Anonyme des Chalutiers de La Rochelle**<br>La Rochelle France | **338**<br>127<br>— | BV | **1975** "Naus" Shipyard Philippou Bros. S.A.<br>—Perama (125)<br>43,01 4,390<br>38,21 9,50 6,76<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 255 × 300 geared to sc.<br>shaft<br>1 500bhp (1 103kW)<br>Moteurs Duvant<br>Controllable pitch propeller<br>Fuel 122,5t (d.o.) | Valencienn<br>13,5k |
| **5360754**<br>LHAR<br>17932<br>Df Esd<br>Rdr | **EIDETIND**<br>ex Oystjernen-77 ex Thuro-72<br>**Alsvag Mek. Verksted A/S**<br>Harstad Norway | **149**<br>78<br>240 | (BV) | **1955** Svendborg Skibsvaerft A/S<br>—Svendborg (71)<br>33,51 6,51 2,947<br>30,48 6,48 3,05<br>1 dk<br>RW BK 119 | **Aux M General Cargo**<br>Galleas<br>1 Ho ER<br><br>1 Ha (12,8 × 4,1) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW)<br>Alpha-Diesel A/S<br>Fuel 9,0t (d.o.) | Frederiksha<br>9k |

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| **7434676**<br>LAEL<br>18554<br>Rdr RT | **EIDFJORD**<br><br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **592**<br>307<br>250 | <br><br>NV | **1975** Haugesunds Slip A/S—Haugesund<br>(18)<br>64,32 11,28 3,099<br>58,50 11,23 4,22<br>1 dk | **M RoRo Cargo/Ferry**<br>—dk P<br>Mchy.aft | Oil 2SA 5Cy. 300 × 450<br>1 375bhp (1 011kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 72kW 220V 50Hz a.c.<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) |
| **5045495**<br>LJUK<br>16644<br>Df Esd<br>Rdr RT | **EIDSFJORD**<br>ex Haakon Hansen-72<br>ex Bjarni Olafsson-67<br>**Nils H. Lauritzen**<br>Harstad Norway | **917**<br>494<br>— | NV<br><br>✠Classed LR until 10/9/71 | **1947**-7 J. Lewis & Sons Ltd.—Aberdeen<br>(203)<br>58,98 9,20 5,182<br>53,78 9,15 6,74<br>RQD 28,4 F 10,4<br>RW BK 203 | **M Fishing**<br>Side Trawler<br><br><br>3 Ha (2,6 5,4 5,4 × 5,4) ER<br>2W Der 1(4) 1(2) | Vee Oil 4SA 12Cy. 220 × 240 geared to sc. shaft<br>2 180bhp (1 604kW) NE 79<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 1 × 80kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6609913**<br>LGHL<br><br>RTm | **EIDSSUND**<br>ex Strand-82<br>**Det Stavangerske Dampskibsselskab**<br>Stavanger Norway | **351**<br>134<br>— | <br><br>(NV) | **1966** Loland Motorverstad A/S—Leirvik<br>(23)<br>45,55 9,28<br>41,99 9,00 3,74<br>1 dk<br>BK 165 | **TM RoRo Cargo/Ferry**<br>399dk P<br>Bow & stern doors<br>Mchy.aft | 2 Oil 2SA each 5Cy. 280 × 420<br>1 500bhp (1 103kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 44kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 21,5t (d.o.)-5,5pd |
| **5330591**<br><br><br>Df Esd<br>RT | **EIDSVAG**<br>ex Bjerkosund-72 ex Pokal-68<br>ex Sjaaholm-65 ex Cimcour II-53<br>ex Taimise II-50<br>ex Zuiderhaven-46<br>ex Empire Sound-43<br>**G. Mallion**<br>London United Kingdom | **289**<br>125<br>351 | BV<br><br>✠Classed LR until 11/50 | **1941**-12 Richards Iron Works Ltd. —Lowestoft<br>(281)<br>41,76 7,47 2,706<br>39,32 7,42 2,95<br>P 12,8 F 4,0 1 dk | **M General Cargo**<br><br>1 Ho 20,4 ER<br>G.496 B.467<br>2 Ha (6,1 10,9 × 4,4) ER<br>2W Der 2(2,5) | Vee Oil 4SA 8Cy. 159 × 203 sr geared to sc. shaft<br>290bhp (213kW) NE 58<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 21,5t (d.o.)-1,5pd 8,5kn |
| **7600134**<br>FNFE<br>83719<br>Df Esd<br>Gc Rdr<br>RT | **EIFFEL**<br><br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Le Havre France | **16 649**<br>9 720<br>20 754 | <br><br>BV | **1977** Mitsubishi Heavy Industries Ltd. —Yokohama<br>(982)<br>163,02(BB) 26,67 10,000<br>155,02 26,61 14,41<br>2 dks | **M General Cargo/Container Ship**<br>Fixed-guides<br>10 Ho ER<br>G.33 653 B.30 651<br>TEU 640<br>C.Ho 381/20′ C.Dk 259/20′<br>5 Ha (stl) (6,8 12,9 × 8,2) (19,2 19,2 8,2 × 10,6) ER<br>Cr 3(25) Der 1(150) 4(10) | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 306,0t (d.o.) 1 785,0t (hvf) 12,75kn |
| **6717564**<br>JK2352<br>97927 | **EIFUKU MARU**<br><br>**Mikasa Kaiun Y.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **199**<br>79<br>449 | | **1966** Matsuura Tekko Zosen—Higashino<br>(174)<br>33,10 7,62 2,699<br>29,52 7,60 3,10<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>350bhp (257kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **8021232**<br>JM4922<br>123347<br>Rdr | **EIFUKU MARU**<br><br>**K.K. Kirishima Kaiun Shokai**<br>Kitakyushu, Fukuoka Pref. Japan | **198**<br>105<br>329 | | **1981** Murakami Hide Zosen K.K.—Hakata<br>(190)<br>2,752<br>32,01 8,11 3,03<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 160 × 200 reduction geared to sc. shaft<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7706079**<br>JL4423<br>122406<br>Gc Rdr | **EIFUKU MARU**<br><br>**Maeda Kaiun Y.K.**<br>Hizen, Saga Pref. Japan | **195**<br>78<br>565 | | **1977** Murakami Hide Zosen K.K.—Hakata<br>(157)<br>... ... ...<br>36,00 7,00 3,20<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>400bhp (294kW)<br>Otsuka Tekko Oita |
| **5123405**<br>JAAH<br>85074<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIFUKU MARU No. 1**<br>ex Fukukyu Maru No. 15-78<br>ex Fukukyu Maru No. 5-69<br>**Y.K. Matsubara Gyogyo**<br>Miura, Kanagawa Pref. Japan | **314**<br>179<br>— | | **1960** Kanasashi Zosensho—Unspecified Works, Shimizu<br>(347)<br>48,90 7,75 3,302<br>7,70<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **8017748**<br>JH2805<br>124360<br>Gc Rdr | **EIFUKU MARU No. 2**<br><br>**Marunaka Kaiun**<br>Owase, Mie Pref. Japan | **433**<br>275<br>900 | | **1980** K.K. Matsuura Zosen—Kinoe (281)<br>52,38 9,53 3,801<br>9,50 5,72<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 245 × 470<br>1 100bhp (809kW)<br>Matsui Iron Works Co. Ltd. Ise |
| **7312725**<br>JJ2875<br>113829<br>Esd | **EIFUKU MARU No. 3**<br><br>**Ieshima Zosen Kensetsu Y.K.**<br>Ieshima, Hyogo Pref. Japan | **485**<br>224<br>— | | **1973** Shinhama Dock K.K.—Anan (676)<br>10,52<br>49,00 10,49 5,59<br>1 dk<br>RW | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 400bhp (1 030kW)<br>Makita Tekkosho Takamatsu |
| **8221600** | **EIFUKU MARU No. 3**<br><br>**Okino Kaiun**<br>Japan | **250**<br>—<br>545 | | **1982** Koa Sangyo—Takamatsu (511)<br>3,252<br>44,02 8,21 3,46 | **M Tanker** | Oil<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **6506587**<br>JL2271<br>95417 | **EIFUKU MARU No. 3**<br><br>**Kinoshita Kaiun K.K.**<br>Sakaide, Kagawa Pref. Japan | **199**<br>107<br>389 | | **1964** Sanuki Zosen Tekkosho K.K. —Takuma<br>(158)<br>32,92 9,02 2,998<br>29,90 9,00 5,29<br>1 dk<br>RW | **M General Cargo**<br><br><br><br><br>1 Ha (19,5 × 4,5) ER | Oil 4SA 6Cy. 160 × 200<br>300bhp (221kW)<br>Niigata Eng. Co. Ltd. Niigata<br>9kn |
| **7855739**<br>JK3319<br>110753 | **EIFUKU MARU No. 3**<br><br>**Mikasa Kaiun Y.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **199**<br>97<br>600 | | **1971** K.K. Kawamoto Zosensho—Higashino<br>44,30 3,201<br>40,01 10,00 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>450bhp (331kW)<br>Sumiyoshi Tekkosho Japan<br>9kn |

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| **7855674**<br>JH2225<br>102707 | **EIFUKU MARU No. 3**<br><br>**Yoshihiko Nakamura**<br>Kasaoka, Japan<br>Okayama Pref. | **195**<br>91<br>450 | **1968**<br>40,01<br>35,01<br>1 dk | Yoshicho Zosen—Ise | <br><br>7,21 | <br>3,301<br>3,41 | **M General Cargo**<br>Mchy.aft | Oil<br>420bhp (309kW)<br>Sumiyoshi Tekkosho | Japa<br>10k |
| **8221210**<br>JL5107<br>126285 | **EIFUKU MARU No. 3**<br><br>**Tsuyoshi Hakozaki**<br>Naruto, Japan<br>Tokushima Pref. | **174**<br>95<br>300 | **1982**<br>...<br>38,03<br>1 dk | Y.K. Takasago Zosen—Naruto (111) | <br>...<br>7,41 | <br>...<br>4,73 | **M General Cargo**<br>Mchy.aft | Oil<br><br>............. | |
| **7652838**<br>JL2908<br>103996<br>Rdr | **EIFUKU MARU No. 5**<br><br>**Iwakuni Kaiun K.K.**<br>Iwakuni, Japan<br>Yamaguchi Pref. | **496**<br>278<br>1 150 | **1968**<br><br>56,01<br>49,81<br>1 dk | Yamanaka Zosen K.K.—Namikata<br>(50) | <br><br><br>9,01 | <br><br>4,301<br>4,60 | **M General Cargo**<br><br><br>G.1 200 B.1 100<br>1 Ha (26,3 × 6,0) ER | Oil<br>1 100bhp (809kW)<br>Makita Diesel Co. Ltd. | Japa<br>11k |
| **7851305**<br>JH2198<br>102693 | **EIFUKU MARU No. 5**<br><br>**Tsutsui Kaiun K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **419**<br>231<br>900 | **1968**<br>54,01<br>47,00<br>1 dk | Kansai Zosen—Osaka | <br><br>7,90 | <br>3,801<br>4,02 | **M General Cargo**<br>Mchy.aft | Oil<br>700bhp (515kW)<br>Sumiyoshi Tekkosho | Japa<br>11k |
| **7225374**<br>JJ2775<br>112612<br>Rdr | **EIFUKU MARU No. 6**<br><br>**Shinei Kaiun Kensetsu K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **199**<br>110<br>224 | **1972**<br>48,80<br>45,01<br>2 dks | K.K. Matsuura Zosen—Kinoe (186) | <br>9,53<br>9,50 | <br>3,493<br>5,49 | **M Sand Carrier**<br><br>1 Ho ER<br><br>1 Ha (16,4 × 7,4) ER | Oil 4SA 6Cy. 275 × 410<br>950bhp (699kW)<br>Fuji Seisakusho<br>Gen 2 × 24kW 225V a.c.<br>Fuel 17,0t-4,0pd | <br><br>Tateyama<br><br>10,5k |
| **6509802**<br>JH2022<br>95111<br>Rdr | **EIFUKU MARU No. 7**<br>ex Taisho Maru No. 8<br>**Yutaka Kisen Y.K.**<br>Nagoya, Japan<br>Aichi Pref. | **498**<br>188<br>899 | **1964**<br>54,11<br>48,16<br>1 dk | Yaizu Dock—Yaizu (17) | <br>8,54<br>8,50 | <br>3,760<br>4,30 | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (25,3 × 5,9) ER | Oil 4SA 8Cy. 370 × 520<br>1 000bhp (736kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Gen 1 × 7kW 100V a.c.<br>Fuel 51,0t-2,5pd | <br><br>Yoshid<br><br>12k |
| **7648057** | **EIFUKU MARU No. 8**<br><br>**Government of Taiwan** | **499**<br>238<br>1 150 | **1968**<br>53,60<br>49,20 | Awazu Zosen—Naruto | <br><br>9,01 | <br>4,201<br>4,60 | **M General Cargo** | Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. | Japa<br>10,5k |
| **7651614**<br>JH2384<br>109906<br>Gc | **EIFUKU MARU No. 8**<br><br>**Tsutsui Kaiun K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **493**<br>287<br>1 473 | **1970**<br>64,27<br>57,51<br>1 dk | Okayama Zosen K.K.—Hinase (202) | <br><br>10,00 | <br>4,501<br>6,41 | **M General Cargo**<br><br><br>G.2 220 B.2 000<br>1 Ha (32,5 × 7,4) ER | Oil<br>1 300bhp (956kW)<br>Matsui Iron Works Co. Ltd. | Japa<br>12,5k |
| **7855105**<br>JH2433<br>109929 | **EIFUKU MARU No. 8**<br><br>**Mori Kaiun Y.K.**<br>Yokkaichi, Japan<br>Mie Pref. | **235**<br>163<br>550 | **1971**<br>40,01<br>36,00<br>1 dk | Suzuki Shipyard Co. Ltd.—Yokkaichi | <br><br>9,01 | <br>3,201<br>3,41 | **M Tanker**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>Kubota Tekkosho | Japa<br>10,5k |
| **7311032**<br>JK3533<br>110783 | **EIFUKU MARU No. 8**<br><br>**Matsushima Kaiun Y.K.**<br>Osaki, Japan<br>Hiroshima Pref. | **198**<br>115<br>589 | **1971**<br>54,51<br>49,51<br>1 dk | Okayama Zosen K.K.—Hinase (213) | <br>8,64<br>8,62 | <br>3,302<br>5,29 | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (24,9 × 6,2) ER | Oil 4SA 6Cy. 270 × 420<br>750bhp (552kW)<br>Matsue Diesel K.K. | <br><br>Matsu<br>12,5k |
| **8115019**<br>JH2645<br>124342 | **EIFUKU MARU No. 10**<br><br>**Mori Kaiun Y.K.**<br>Yokkaichi, Japan<br>Mie Pref. | **160**<br>84<br>295 | **1981**<br><br>...<br>29,80<br>1 dk | Suzuki Shipyard Co. Ltd.—Yokkaichi<br>(358) | <br><br>...<br>7,00 | <br><br>...<br>3,00 | **M Tanker**<br><br>4 Ho<br>L.(oil) 280<br>4 Ha (stl) | Oil 4SA 6Cy. 230 × 260<br>230bhp (169kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaiz |
| **7231660**<br>7KTB<br>112433<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIFUKU MARU No. 10**<br><br>**T. Kado**<br>Hachinohe, Japan<br>Aomori Pref. | **124**<br>41<br>— | **1972**<br>36,40<br>30,74<br>2 dks | Narasaki Zosen K.K.—Muroran (814) | <br>7,27<br>7,24 | <br>2,401<br>4,70 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo | Kob |
| **7921502**<br>JM4724<br>123441 | **EIFUKU MARU No. 11**<br><br>**Y.K. Miyamoto Kaiun**<br>Goshonoura, Japan<br>Kumamoto Pref. | **199**<br>112<br>699 | **1980**<br>53,19<br>49,51<br>2 dks | K.K. Matsuura Zosen—Kinoe (273) | <br>9,02<br>9,01 | <br>3,301<br>5,26 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kob |
| **6410623**<br>JL2026<br>95456<br>Rdr | **EIFUKU MARU No. 11**<br><br>**Kameyuki Yamaguchi**<br>Ikata, Japan<br>Ehime Pref. | **185**<br>89<br>369 | **1964**<br><br>31,98<br>27,82<br>1 dk<br>RW | Daiichi Senpaku Giso K.K.—Innoshima<br>(120) | <br><br>6,96<br>6,91 | <br><br>2,693<br>3,00 | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (13,0 × 4,5) ER | Oil 2SA 3Cy. 345 × 380<br>180bhp (132kW)<br>Yamaguchi Tekkosho<br>Fuel 14,0t | <br><br>Narut<br>10k |
| **8150760**<br>JK3601<br>115418 | **EIFUKU MARU No. 12**<br><br>**Eishin Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>123<br>720 | **1974**<br>55,22<br>48,01<br>1 dk | Kansai Zosen Tekko K.K.—Higashino | <br><br>8,40 | <br>3,201<br>5,11 | **M General Cargo**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Matsue Nainenki Kogyo | Japa<br>10k |
| **5418056**<br>8KZR<br>92881<br>Rdr RT | **EIFUKU MARU No. 15**<br>ex Kozan Maru No. 8<br>ex Sumiei Maru No. 5-71<br>**Masamichi Hashimoto**<br>Susaki, Japan<br>Kochi Pref. | **699**<br>381<br>1 329 | **1963**<br><br>61,32<br>55,99<br>1 dk | Tsuneishi Zosen K.K.—Numakuma<br>(103) | <br><br>9,43<br>9,40 | <br><br>4,471<br>4,86 | **M General Cargo**<br><br>1 Ho ER<br>G.1 466 B.1 319<br>1 Ha (stl) (27,2 × 5,0) ER | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW) E made56 fitted63<br>Nippon Hatsudoki<br>Gen 1 × 20kW 1 × 15kW 105V d.c.<br>Fuel 42,5t-3,5pd | <br><br>Kob<br><br>11k |

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| 7652084<br>JJ2783<br>112619<br>Rdr | **EIFUKU MARU No. 15**<br>**Hinomoto Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **487**<br>285<br>500 | | **1972** Akiyama Zosen Y.K.—Awaji<br>47,00 3,501<br>43,01 9,20 5,01<br>1 dk | **M Sand Carrier**<br>1 Ha ER | Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>9kn |
| 7648679<br>JK2520<br>100649<br>Rdr | **EIFUKU MARU No. 17**<br>ex Asukawa Maru<br>**Y.K. Sato Kenzaiten**<br>Oshima, Japan<br>Yamaguchi Pref. | **499**<br>282<br>986 | | **1967** Nakayama Zosen K.K.—Kure<br>53,01 4,060<br>49,00 8,91 4,50<br>1dk | **M General Cargo**<br>1 Ha (25,9 × 6,0) ER | Oil<br>850bhp (625kW)<br>Matsue Nainenki Kogyo Japan<br>10kn |
| 7648083<br>JJ2981<br>115935<br>Rdr | **EIFUKU MARU No. 18**<br>**Hinomoto Kaiun K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **499**<br>285<br>800 | | **1975** Azumi Zosen—Shikama, Hyogo Pref.<br>57,99 4,301<br>54,01 11,51 5,85<br>1dk | **M Sand Carrier**<br>1 Ha ER | Oil<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>11kn |
| 7706380<br>JL4393<br>120942<br>Rdr RT | **EIFUKU MARU No. 18**<br>**Taijiro Nishimoto**<br>Hojo, Japan<br>Ehime Pref. | **496**<br>286<br>1 200 | | **1977** Shirahama Zosen K.K.—Honai (81)<br>... ... ...<br>53,78 10,01 4,42<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7019361<br>JL2873<br>102935 | **EIFUKU MARU No. 21**<br>ex Takuyo Maru-79<br>**Yutaka Kisen Y.K.**<br>Nagoya, Japan<br>Aichi Pref. | **497**<br>301<br>1 100 | | **1968** Nishi Zosen K.K.—Imabari (103)<br>53,98 9,22 4,045<br>49,51 9,20 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 100bhp (809kW)<br>..............<br>Gen 1 × 10kW 110V a.c.<br>11,5kn |
| 7828267<br>7JRD<br>123107<br>Df Gc<br>Pfd Rdr<br>RT | **EIFUKU MARU No. 21**<br>**Fumio Matsubara .**<br>Ishinomaki, Japan<br>Miyagi Pref. | **134**<br>47<br>172 | | **1979** Okuda Zosen Tekko K.K.—Ishinomaki (280)<br>... ... ...<br>31,50 7,10 2,70<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>550bhp (405kW)<br>Akasaka Diesels Ltd. Yaizu |
| 7854412<br>JG2520<br>103906 | **EIFUKU MARU No. 23**<br>**Eifuku Senpaku K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **247**<br>156<br>500 | | **1968** Izumi Zosen K.K.—Choshi<br>38,82 2,801<br>35,01 7,84 3,15<br>1 dk | **M General Cargo**<br>Salt<br>Mchy.aft | Oil<br>340bhp (250kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>8kn |
| 7851666<br>JG2719<br>106095 | **EIFUKU MARU No. 25**<br>**Fujiei Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **299**<br>160<br>450 | | **1969** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>37,01 2,801<br>33,00 7,80 3,20<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>350bhp (257kW)<br>Japan<br>8kn |
| 8032097<br>JG4155<br>121850 | **EIFUKU MARU No. 28**<br>**Toei Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **495**<br>287<br>— | | **1980** Daiwa Zosen—Choshi (235)<br>... ... ...<br>41,00 10,00 4,09<br>1 dk | **M General Cargo** | Oil<br>Japan |
| 7330985<br>JQQM<br>115240<br>Df Esd<br>Gc Pfd<br>Rdr | **EIFUKU MARU No. 58**<br>**Eifuku Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **313**<br>161<br>423 | | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu (1128)<br>50,40 8,34 3,296<br>44,51 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7908627<br>7JGM<br>122397<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIFUKU MARU No. 68**<br>**Eifuku Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **314**<br>160<br>— | | **1979** Kanasashi Zosensho—Unspecified Works, Shimizu (2023)<br>52,20 3,601<br>46,16 8,62 3,64<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 460<br>1 100bhp (809kW)<br>Akasaka Diesels Ltd. Yaizu |
| 6904507<br>C2EM<br>1<br>Df Esd<br>Gc Rdr<br>RT | **EIGAMOIYA**<br>**Nauru Corporation (Victoria) Inc. (Nauru Local Government Council)**<br>Nauru Nauru | **4 426**<br>2 400<br>— | **✠100A1** SS 9/77<br>**✠LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2663 | **1969**-4 Robb Caledon Shipbuilders Ltd.—Leith (504)<br>112,12 16,82 7,563<br>102,14 16,77 9,30<br>F 13,8 2 dks<br>rf 102<br>NS 6BH WB659t incl. DTf150t | **M General Cargo**<br>Ref 12bth P<br>4 Ho 13,7 19,8 19,8 10,2<br>G.7 479 B.3 998 In.326<br>4 Ha (stl) (8,7 × 6,8) (12,3 11,6 × 8,2) (5,4 × 4,1)<br>4W Cr 2(2-10) Der 4(2-5) | 2 Oil 4SA each 6Cy. 381 × 457 reverse reduction geared to sc. shaft<br>5 040bhp (3 707kW)<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 220kW 1 × 132kW 415V 50Hz a.c.<br>Fuel 87,5t (d.o.) 472,5t (hvf) 15kn |
| 7434652<br>LANW<br>18646<br>Df Esd<br>Rdr RT | **EIGENES**<br>**Svein A. Hansen P/R**<br>Flekkefjord Norway | **171**<br>57<br>— | | **1975** Sigbjorn Iversen M/V. Skips.—Flekkefjord (36)<br>27,03 7,09 3,048<br>24,26 7,01 4,07<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 222 × 292<br>750bhp (552kW)<br>Mirrlees Blackstone Ltd. United Kingdom<br>Fuel (d.o.) |
| 7340411<br>2GFZ<br>364967<br>RT | **EIGG**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **69**<br>34<br>33 | **✠100A-** SS 4/79<br>non—perishable cargoes<br>West coast of Scotland service inside the Outer Islands<br>**✠LMC**<br>EL (c) $\frac{5}{8}$"WI FSWR<br>FN 177 | **1975**-2 James Lamont & Co. Ltd.—Port Glasgow (423)<br>25,23 6,66 1,359<br>20,73 6,41 2,11<br>Ba 5,2 1 dk<br>rf 76<br>7BH WB11T | **TM RoRo Cargo/Ferry**<br>Deck Cargo Landing Craft 50P<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 6Cy. 127 × 143 reverse reduction geared to sc. shafts<br>300bhp (221kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 1 × 6kW 24/32V d.c.<br>Fuel (d.o.) |
| 8001517<br>ELAH5<br>6857<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIGHTEEN VENTURE**<br>**Dignity Carriers Inc.**<br>Monrovia Liberia | **3 833**<br>2 687<br>6 623 | NK | **1980** Iwagi Zosen K.K.—Iwagi (18)<br>106,41 16,36 6,854<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 581 B.7 913<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 2(25) 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 200kW a.c.<br>12,5kn |

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| 7201134<br>WD5847<br>261269 | **EIGIL B**<br>**New England Fish Co. (NEFCO)**<br>Ketchikan, Ak United States of America | **150**<br>119<br>— | | **1951** Maritime Shipyards—Seattle, Wa<br>*24,60* 7,93<br>2,29<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>.............<br>Fuel (d.o.) | |
| 6719108<br>JNSH<br>100962<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EIGO MARU**<br>**Yamashita-Shinnihon Kisen K.K.**<br>Tokyo Japan | **25 824**<br>16 197<br>43 812 | NK | **1967** Hitachi Zosen—Innoshima (4183)<br>189,90 29,67 11,558<br>183,01 29,62 16,41<br>B 23,8 F 15,3 1 dk | **M Bulk Carrier**<br>5 Ho each 28,0 ER<br>G.53 200<br>5 Ha (stl) (19,0 × 12,1) (20,7 20,7 20,7 20,7 × 13,7) ER | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>Hitachi Zosen Sakurajima Works, Osa<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 2 499,5t (hvf)-48,0pd | B&W<br>15,5k |
| 5132315<br>LEDG<br>12505<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIGUN**<br>ex Globe XII-66<br>**P/R Eigun**<br>Eivind Lokoy<br>Bergen Norway | **614**<br>272<br>— | NV<br>*Classed BC until 11/65 | **1949**-11 Smith's Dock Ltd.—South Bank, Middlesbrough (1196)<br>55,94 8,44 4,446<br>52,43 8,41 5,49<br>1 dk<br>RW BK 191 len 72<br>conv Whaler 66 | **M Fishing**<br>Side-fishing<br>3 Ho 3 Ta ER<br>6 Ha (2,4 2,8 × 3,5) (2,9 2,9 × 1,5) (2,9 × 2,8) (3,0 × 3,5) ER<br>1W Der 1(4,5) | Oil 2SA 9Cy. 300 × 450<br>2 100bhp (1 545kW) NE 66<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 2 × 59kW 220V 50Hz a.c.<br>Fuel (d.o.) | |
| 5007730<br>SURR<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EIHAB I**<br>ex Alabama-77<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | T.Mk<br>**5 980**<br>3 002<br>8 332<br>**8 502**<br>4 616<br>9 520 | ✠**100A1** SS 4/77<br>DTs in No. 1 hold—vegetable oil<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4170 | **1962**-5 Lindholmens Varv. A/B—Goteborg (1072)<br>143,77 19,87 —/8,383<br>131,48 19,82 11,89<br>P 8,0 B 33,6 F 13,8 3 dks<br>rf 152<br>Coll BH to U dk 6 to 2nd dk WB4097t incl. DTa187t DT in No. 3 hold 1804t DTs in No. 1 hold 713t | **M General Cargo**<br>Ref 2P<br>5 Ho 19,9 19,3 19,3 19,3 ER 18,3<br>G.16 562 B.15 408 In.2 248<br>5 Ha (stl) (9,6 11,4 12,1 12,1 × 6,4) ER (8,3 × 5,8)<br>2 Wing Ha (5,3p&s × 1,9)<br>8W Cr 4(5) Der 1(40) 4(10) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>Lindholmens Varv. A/B<br>AuxB 85lbf/in² (5,9bar)<br>e(ex.g) 85lbf/in² (5,9bar)<br>Gen 3 × 300kW 2 × 150kW 450V 60Hz a.c.<br>Fuel 1 361,5t (hvf)-23,5pd | Gotaverke<br>Gotebo<br>17,5k |
| 5098569<br>7LZX<br>89852<br>Df Esd<br>Gc Rdr | **EIHEI MARU**<br>**Hokoku Suisan K.K.**<br>Tokyo Japan | **1 428**<br>714<br>1 983 | | **1962** Nippon Kokan K.K.—Shimizu (193)<br>78,90 13,06 4,852<br>72,80 13,01 5,72<br>1 dk<br>RW | **M Fish Carrier**<br>3 Ho ER<br>G.2 015 B.1 903<br>4 Ha (2,3 × 2,2) (1,8 1,8 × 1,8) (1,6 × 1,6) ER<br>8W Der 2(5) 2(3) 2(1,5) | Oil 4SA 7Cy. 470 × 670<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 240kW 445V a.c.<br>Fuel 632,0t-6,5pd | Yaiz<br>13,75k |
| 7623710<br>Rdr | **EIHEI MARU** | **583**<br>305<br>429 | | **1968** Shirahama Zosen K.K.—Honai<br>54,92 9,22 3,658<br>49,00 9,20<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 793 | 2 Oil 4SA each 6Cy. 320 × 380 geared to sc. shaft<br>1 200bhp (883kW)<br>Fuji Seisakusho<br>Gen 2 × 40kW 220V a.c. | Japa<br>11,5k |
| 5098595<br>JEAM<br>86240<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIHO MARU**<br>**Hokoku Suisan K.K.**<br>Tokyo Japan | **1 153**<br>590<br>1 480 | NK | **1960** Nippon Kokan K.K.—Shimizu (181)<br>74,43 11,56 4,700<br>66,71 11,51 5,31<br>P 27,8 F 8,6 1 dk<br>conv Fish Carrier 62 | **M Fishing**<br>Side-fishing<br>4 Ho ER<br>4 Ha (2,9 2,9 2,9 × 2,9) (1,1 × 0,9) ER<br>4W Der 4(1,5) | Oil 4SA 8Cy. 430 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 180kW 1 × 100kW 445V a.c.<br>Fuel 458,0t-5,5pd | Niigata<br>13,25k |
| 8021945<br>JG4173<br>123751 | **EIHO MARU**<br>**Yokohama Yusosen K.K. & Sanpo Unyu K.K.**<br>Tokyo Japan | **996**<br>663<br>2 350 | | **1981** K.K. Matsuura Zosen—Kinoe (282)<br>5,001<br>72,01 12,01 5,52<br>1 dk | **M Tanker** | Oil<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. | Japa |
| 7722803<br>JG3729<br>121510<br>Rdr RT | **EIHO MARU**<br>**Hoyo Kaiun K.K.**<br>Tokyo Japan | **994**<br>665<br>2 382 | NK | **1978** Sasaki Zosen K.K.—Kinoe (320)<br>77,25 5,057<br>72,22 12,01 5,36<br>P 19,9 F 10,4 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 248 | Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo | Kob<br>11,75k |
| 8020692<br>JM4825<br>124648<br>Rdr RT | **EIHO MARU**<br>**Nippo Senpaku K.K.**<br>Shimonoseki, Yamaguchi Pref. Japan | **994**<br>690<br>2 407 | | **1980** Hakata Zosen K.K.—Hakata (236)<br>71,63 5,201<br>71,51 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo | Kob |
| 6811580<br>JQWA<br>101658<br>Gc Pfd<br>Rdr | **EIHO MARU**<br>**Tsukiboshi Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **973**<br>579<br>2 213 | (NK) | **1967** Kanda Zosensho K.K.—Kure (125)<br>73,46 10,62 5,420<br>68,26 10,60 7,55<br>P 15,9 F 8,6 1 dk | **M General Cargo**<br>1 Ho ER<br>G.3 382 B.3 130<br>1 Ha (stl) (35,6 × 6,0) ER<br>Der 2(10) | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 56kW 225V a.c.<br>Fuel 83,5t-5,5pd | Kob |
| 7534945<br>Rdr | **EIHO MARU**<br>**P.T. Pelayaran Siantan Coy.**<br>India | **695**<br>397<br>1 526 | | **1968** Asakawa Zosen—Imabari<br>62,57 9,83 4,547<br>57,21 9,81 4,86<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 752 | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 30kW a.c. | Japa<br>11k |
| 7706299<br>JJ3069<br>118827<br>Rdr | **EIHO MARU**<br>**Kinkai Sekiyu Ekika Gas Yuso K.K.**<br>Kobe, Hyogo Pref. Japan | **689**<br>462<br>900 | | **1977** Sanyo Zosen K.K.—Mukaishima (756)<br>3,901<br>55,02 10,01 4,42<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 102 | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo | Kob |
| 7653131<br>Gc Rdr | **EIHO MARU**<br>ex Eishin Maru-79<br>**Great Eastern Shipping Inc.** | **467**<br>279<br>1 132 | | **1971** K.K. Kanmasu Zosen—Omishima<br>53,01 4,450<br>49,00 9,61 4,70<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 200 | Oil<br>900bhp (662kW)<br>Matsue Nainenki Kogyo | Japa<br>10k |

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|---|---|---|---|---|---|---|---|
| 8001294<br>JL4901<br>124141<br>Gc Rdr<br>RT | **EIHO MARU**<br>**Eiho Kisen K.K.**<br>Kochi, Japan<br>Kochi Pref. | **452**<br>254<br>1 066 | | **1980** Daiko Dkyd Co. Ltd.—Osaka (118) | 4,001<br>57,41 10,51 5,72<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7856393<br>JJ2729<br>110297 | **EIHO MARU**<br>**Chuo Koun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **196**<br>58<br>— | | **1971** Sunami Zosen K.K.—Mihara | 28,81 3,501<br>24,11 8,01 3,81<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br>Otsuka Tekko Japan<br>12kn |
| 7319319<br>JH2359<br>106780 | **EIHO MARU**<br>**H. Okikawa**<br>Hazu, Japan<br>Aichi Pref. | **176**<br>123<br>370 | | **1969** Sodeno Zosensho—Nagoya (231) | 36,50 6,84 2,706<br>34,02 6,80 3,00<br>1 dk<br>len 73 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 380<br>230bhp (169kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 6907896<br>JJ2414<br>104777<br>Rdr RT | **EIHO MARU**<br>**Nitto Unyu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **174**<br>60<br>— | | **1968** Osaka Zosensho—Osaka (300) | 28,00 8,23 2,794<br>26,47 8,21 3,89<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Seisakusho Tateyama<br>Gen 1 × 24kW 225V a.c.<br>12,5kn |
| 8032231<br>JJ3063<br>119797 | **EIHO MARU**<br>**Toshinori Takashima**<br>Osaka, Japan<br>Osaka Pref. | **125**<br>59<br>— | | **1980** Imura Zosen K.K.—Komatsujima (205) | ... ...<br>27,01 6,51 2,70<br>1 dk | **M Tanker** | Oil<br>Japan |
| 8005642<br>JK4172<br>122221<br>Gc Rdr<br>RT | **EIHO MARU No. 2**<br>**Koyo Kisen K.K. & Hikari Marine K.K.**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **693**<br>485<br>788 | NK | **1980** Sanyo Zosen K.K.—Mukaishima (803) | 61,91 3,757<br>56,22 10,01 4,42<br>P 13,2 F 4,6 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 155 | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7371094<br>JJ2910<br>115897 | **EIHO MARU No. 5**<br>**Chuo Koun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **158**<br>38<br>— | | **1973** Sunami Zosen K.K.—Mihara (208) | 23,63 7,55<br>19,61 7,52 3,41<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 410<br>Otsuka Tekko Usuki |
| 8132299<br>JK4276<br>124600 | **EIHO MARU No. 7**<br>Hinase, Japan<br>Okayama Pref. | **195**<br>121<br>— | | **1981** Mochizuki Zosensho—Kinoe (117) | ... ... ...<br>43,52 8,21 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>............. |
| 7853016<br>JJ2972<br>115924 | **EIHO MARU No. 8**<br>**Y.K. Yamatake Kogyo**<br>Fukuyama, Japan<br>Hiroshima Pref. | **490**<br>249<br>1 309 | | **1974** K.K. Yoshida Zosen Kogyo—Arida | 55,20 3,901<br>51,01 11,00 5,52<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>1 500bhp (1 103kW)<br>Fuji Seisakusho Japan<br>10kn |
| 7613208<br>JK3817<br>120265<br>Rdr | **EIHO MARU No. 8**<br>**Fuji Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>126<br>530 | | **1976** Shin Nikko Zosen—Setoda (115) | 7,83 3,101<br>44,02 7,82 3,26<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7535781<br>JMEC<br>116690 | **EIHO MARU No. 8**<br>**Makase Gyogyo K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>43<br>— | | **1975** Narasaki Zosen K.K.—Muroran (886) | *31,80*<br>7,38 4,53<br>1 dk | **M Fish Carrier** | Oil<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 7651212<br>JL3186<br>105293<br>Gc Rdr | **EIHO MARU No. 18**<br>ex Suzu Maru<br>**Oshio Kisen Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **498**<br>282<br>1 126 | | **1968** Yamanaka Zosen K.K.—Namikata | 53,65 4,341<br>49,76 9,30 4,75<br>1 dk | **M General Cargo**<br>G.1 191 B.1 092<br>1 Ha (25,3 × 5,7) ER | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| 8032750<br>JM4616<br>123341 | **EIHO MARU No. 25**<br>**Seikichi Matsuda**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **496**<br>289<br>— | | **1980** K.K. Uno Zosensho—Namikata (135) | ... ...<br>65,51 11,00 6,20<br>1 dk | **M General Cargo** | Oil<br>Japan |
| 7652254<br>JK2662<br>102975<br>Gc Rdr | **EIHO MARU No. 25**<br>**Daiko Line K.K.**<br>Tokyo Japan | **495**<br>251<br>1 150 | | **1968** K.K. Kakimoto Zosensho—Hinase | 58,50 4,301<br>53,17 8,81 6,20<br>1 dk | **M General Cargo**<br>1 Ha ER | Oil<br>1 200bhp (883kW)<br>Fuji Seisakusho Japan<br>12,5kn |
| 7652278<br>JK2909<br>103143<br>Gc Rdr | **EIHO MARU No. 26**<br>**Y.K. Meiji Kaiun**<br>Matsushima, Japan<br>Kumamoto Pref. | **498**<br>264<br>1 118 | | **1968** K.K. Kakimoto Zosensho—Hinase | 58,73 4,201<br>52,00 9,01 4,50<br>2dks | **M General Cargo**<br>1 Ha (25,2 × 5,4) ER | Oil<br>1 200bhp (883kW)<br>Fuji Seisakusho Japan<br>10,5kn |
| 7937795<br>JL4898<br>124176 | **EIHO MARU No. 26**<br>**Y.K. Hashimura Kaiun**<br>Tosa, Japan<br>Kochi Pref. | **495**<br>343<br>1 000 | | **1980** Y.K. Furumoto Tekko Zosensho —Osaki (505) | *58,07*<br>10,51 6,41<br>1dk | **M General Cargo** | Oil<br>Japan |

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| **7652266**<br>JK2865<br>103075<br>Gc Rdr | **EIHO MARU No. 28**<br>**Eiho Kaiun Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **499**<br>287<br>1 050 | | **1968** K.K. Kakimoto Zosensho—Hinase<br>57,00 4,301<br>52,00 9,01 4,50<br>1 dk | **M General Cargo**<br>1 Ha (22,7 × 5,4) ER | Oil<br>1 200bhp (883kW)<br>Fuji Seisakusho |
| **7395662**<br>JENR<br>114521<br>Df Esd<br>Gc Pfd<br>Rdr | **EIHO MARU No. 31**<br>ex Taisen Maru No. 8-81<br>**Taisen Gyogyo K.K.**<br>Nakaminato, Japan<br>Ibaraki Pref. | **298**<br>149<br>— | | **1974** Miho Zosensho K.K.—Shimizu (967)<br>50,60 (BB) 8,51 3,125<br>44,02 8,49 3,48<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **6409363**<br>JE2632<br>94056<br>Df Esd<br>Gc Pfd<br>Rdr | **EIHO MARU No. 31**<br>**S. Okubo**<br>Kamaishi, Japan<br>Iwate Pref. | **253**<br>117<br>— | | **1963** Nippon Kokan K.K.—Shimizu (212)<br>42,70 7,42<br>38,10 7,40 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 326 × 460<br>800bhp (588kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 142,0t |
| **7652967**<br>JK3161<br>105863<br>Gc Rdr | **EIHO MARU No. 35**<br>**Matsui Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **492**<br>266<br>1 050 | | **1969** K.K. Kakimoto Zosensho—Hinase<br>56,49 4,101<br>52,00 8,81 4,35<br>1 dk | **M Tanker**<br>L.(oil) 1 256 | Oil<br>1 200bhp (883kW)<br>Fuji Seisakusho |
| **7506687**<br>JK3728<br>115510<br>Rdr | **EIHO MARU No. 36**<br>**Matsuei Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>138<br>500 | | **1975** Sanuki Zosen Tekkosho K.K.<br>—Takuma (786)<br>45,50 7,73 3,301<br>42,02 7,70 3,38<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 260<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. |
| **8151556**<br>JK3174<br>105957 | **EIHO MARU No. 38**<br>**Matsui Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>119<br>500 | | **1969** K.K. Kakimoto Zosensho—Hinase<br>41,00 3,401<br>37,80 7,41 3,51<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br>720bhp (530kW)<br>Fuji Seisakusho |
| **8151570**<br>JK3547<br>110811 | **EIHO MARU No. 51**<br>ex Sachiraku Maru No. 2<br>**Y.K. Fuji Kisen**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>126<br>500 | | **1971** Ikeda Zosen K.K.—Kinoe<br>42,02 3,201<br>38,00 8,50 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br>600bhp (441kW)<br>Niigata Eng. Co. Ltd. |
| **7653715**<br>JK3452<br>108046 | **EIHO MARU No. 53**<br>**Koto Kaiun Y.K.**<br>Hakata, Japan<br>Ehime Pref. | **199**<br>145<br>500 | | **1971** K.K. Kakimoto Zosensho—Hinase<br>42,02 3,301<br>38,00 7,41 3,51<br>1 dk | **M Tanker**<br>Chemical | Oil<br>750bhp (552kW)<br>Fuji Seisakusho |
| **8151506**<br>JK3911<br>120373 | **EIHO MARU No. 56**<br>**Matsui Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>154<br>750 | | **1977** Y.K. Furumoto Tekko Zosensho<br>—Osaki<br>50,02 3,201<br>46,51 7,80 3,26<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7613210**<br>JK3819<br>120267<br>Rdr | **EIHO MARU No. 62**<br>**Eiho Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **199**<br>131<br>530 | | **1976** Shin Nikko Zosen—Setoda (116)<br>7,85 3,101<br>44,02 7,82 3,26<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7374450**<br>JK3596<br>115290<br>Rdr RT | **EIHO MARU No. 63**<br>**Eiho Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **434**<br>274<br>725 | | **1974** Mukaishima Zoki K.K.—Mukaishima<br>(136)<br>50,45 8,64 3,760<br>46,00 8,62 3,99<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. |
| **7853468**<br>JK3914<br>120376<br>Esd Rdr | **EIHO MARU No. 65**<br>**Eiho Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **498**<br>389<br>1 250 | | **1977** Kogushi Zosen K.K.—Okayama<br>62,90 4,111<br>57,99 10,00 4,50<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.1 245 | Oil<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7302457**<br>7JSZ<br>110098<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIHO MARU No. 132**<br>**K.K. Izumi Gyogyobu**<br>Wakkanai, Japan<br>Hokkaido Pref. | **124**<br>41<br>— | | **1973** Narasaki Zosen K.K.—Muroran (825)<br>37,72 7,42 2,280<br>31,12 7,40 4,70<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| **8202329** | **EIJIN MARU**<br>**Sunny Marine K.K.**<br>Japan | **15 036**<br>9 036<br>9 190 | NK (Class cont.) | **1982** Kurushima Dock Co. Ltd.—Onishi<br>(2223)<br>8,202<br>171,02 32,28 12,04 | **M Vehicles Carrier** | Oil<br>14 770bhp (10 864kW)<br>Kawasaki Heavy Ind. Ltd. |
| **8150605**<br>JM3500<br>110331 | **EIJO MARU**<br>**Josuke Tanaka**<br>Kawasoe, Japan<br>Saga Pref. | **199**<br>116<br>400 | | **1971** Kato Zosensho—Yatsushiro (51)<br>38,46 3,250<br>34,02 7,51 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Mitsubishi Heavy Industries Ltd. |
| **7724772**<br>JG3710<br>121475<br>Esd Rdr<br>RT | **EIJU MARU**<br>**Yawatahama Shosen K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **494**<br>298<br>1 200 | | **1978** Kurinoura Dock K.K.—Japan (128)<br>... ... ...<br>52,02 10,01 4,37<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo |

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| 7853652<br>JM2431<br>99009 | **EIJU MARU No. 8**<br>ex Kasuga Maru<br>**Y.K. Eijyu Kisen**<br>Hazu, Japan<br>Aichi Pref. | **217**<br>121<br>500 | **1966**<br>33,33<br>33,30<br>1 dk | Masui Zosensho K.K.—Nandan | 7,31 | 3,150<br>3,31 | (61) | **M General Cargo**<br>Mchy.aft | Oil<br>400bhp (294kW) | Japan<br>8kn |
| 7856018<br>JL2658<br>101584 | **EIJU MARU No. 10**<br>ex Takatori Maru<br>**Miura Kisen Y.K.**<br>Johen, Japan<br>Ehime Pref. | **199**<br>112<br>650 | **1967**<br>44,81<br>40,52<br>1 dk | Masui Zosensho K.K.—Nandan | 7,31 | 2,950<br>4,91 | (73) | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Kobe Hatsudoki K.K. | Mitsubishi<br>Japan<br>11kn |
| 8151221<br>JH2427<br>111179 | **EIJYU MARU No. 6**<br>ex Shinko Maru No. 8<br>**Y.K. Eijyumaru**<br>Toi, Japan<br>Shizuoka Pref. | **199**<br>120<br>570 | **1971**<br>47,05<br>43,01<br>1 dk | Imura Zosen K.K.—Komatsujima | 9,30 | 3,201<br>5,01 | | **M Sand Carrier**<br>Mchy.aft | Oil<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. | Japan<br>10,5kn |
| 7394668<br>JJ2830<br>115788 | **EIKA MARU No. 2**<br>**Kokuka Sangyo Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **460**<br>269<br>627 | **1974**<br>49,69<br>45,01<br>1 dk<br>RW | Mukaishima Zoki K.K.—Mukaishima | 8,44<br>8,41 | 3,429<br>3,56 | (138) | **M Tanker**<br>Chemical Sulphur<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki<br>10,5kn |
| 7334917<br>JK2743<br>103058<br>Rdr | **EIKAN MARU**<br>**Bocho Kisen Y.K.**<br>Hofu, Japan<br>Yamaguchi Pref. | **498**<br>293<br>1 121 | **1968**<br>54,21<br>49,51<br>1 dk | Higaki Sangyo—Imabari | 9,33<br>9,30 | 4,319<br>4,70 | (37) | **M General Cargo**<br>1 Ho ER<br>G.1 189 B.1 076<br>1 Ha (24,6 × 6,1) ER | Oil 4SA 6Cy. 290 × 440<br>1 000bhp (736kW)<br>Makita Tekkosho<br>Gen 2 × 10kW 100V d.c. | Takamatsu<br>10,5kn |
| 6601521<br>JK2282<br>97696 | **EIKI MARU No. 7**<br>ex Asazuru Maru-81<br>ex Choei Maru No. 2-80<br>ex Shinsei Maru No. 2<br>**Fujio Sakai**<br>Chinzei, Japan<br>Saga Pref. | **199**<br>99<br>308 | **1965**<br>32,42<br>31,02<br>1 dk | Sasaki Zosen K.K.—Kinoe | 6,74<br>6,68 | 2,693<br>3,18 | (46) | **M General Cargo**<br>1 Ho ER<br>1 Ha (16,9 × 4,5) ER | Oil 4SA 6Cy. 270 × 400<br>350bhp (257kW)<br>Ishibashi Tekkosho<br>Fuel 14,0t-1,5pd | Matsue<br>8,5kn |
| 7104063<br>JH2426<br>111178<br>RT | **EIKI MARU No. 15**<br>**Kikuro Morita**<br>Ito, Japan<br>Shizuoka Pref. | **147**<br>93<br>300 | **1971**<br>33,36<br>31,50<br>1 dk | Hanasaki Zosensho—Yokosuka | 7,24<br>7,22 | 2,439<br>2,77 | (141) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 220 × 400<br>260bhp (191kW)<br>Sumiyoshi Marine Diesel Co. Ltd | Yoshida |
| 7129893<br>JH2466<br>112264<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKI MARU No. 16**<br>**Kikuro Morita**<br>Ito, Japan<br>Shizuoka Pref. | **255**<br>154<br>699 | **1971**<br>39,96<br>37,01<br>1 dk | Hanasaki Zosensho—Yokosuka | 8,03<br>8,01 | 3,048<br>3,31 | (150) | **M Tanker**<br>3 Ta ER | Oil 4SA 6Cy. 270 × 420<br>940bhp (691kW)<br>Matsui Iron Works Co. Ltd. | Ise<br>9kn |
| 8150655<br>JK3538<br>110790 | **EIKICHI MARU No. 38**<br>**Eikichi Kaiun K.K.**<br>Tamano, Japan<br>Okayama Pref. | **199**<br>118<br>650 | **1971**<br>52,00<br>48,49<br>1 dk | Shinhama Dock K.K.—Anan | 9,01 | 3,501<br>5,01 | | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Matsue Nainenki Kogyo | Japan<br>11kn |
| 7049263<br>JGCK<br>110227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKO MARU**<br>**The Sanko Steamship Co. Ltd.**<br>**(Sanko Kisen K.K.)**<br>Amagasaki, Japan<br>Hyogo Pref. | **115 667**<br>86 862<br>231 796 | **1971**<br>319,74(BB)<br>NK 304,81<br>1 dk | Hitachi Zosen—Sakai | 50,86<br>50,81 | 20,016<br>25,91 | (4300) | **S Tanker**<br>14 Ta ER<br>L.(oil) 278 222<br>2W Der 2(15) | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 1 × 340kW 2 × 280kW 450V a.c.<br>Fuel 8 091,5t (o.f.)-179,5pd | Kobe<br>16kn |
| 7709291<br>JM4213<br>120731<br>Gc Rdr<br>RT | **EIKO MARU**<br>**G.K. Marumiya Kaiun Shokai**<br>Minami-Arima, Japan<br>Nagasaki Pref. | **2 989**<br>2 029<br>5 434 | **1978**<br>96,14<br>90,02<br>1 dk | Honda Zosen—Saiki | 16,01 | 6,541<br>7,78 | (653) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7648186<br>JM3606<br>114800<br>Gc Rdr | **EIKO MARU**<br>ex Shoyo Maru<br>**Y.K. Kyowa Kaiun**<br>Matsushima, Japan<br>Kumamoto Pref. | **499**<br>339<br>1 594 | **1972**<br>64,57<br>59,67<br>2dks | Hakata Zosen K.K.—Hakata | 11,00 | 4,271<br>5,95 | | **M General Cargo**<br>G.3 233 B.2 814<br>1 Ha (32,7 × 8,0) ER | Oil<br>1 400bhp (1 030kW)<br>Makita Diesel Co. Ltd. | Japan<br>10kn |
| 8028709<br>JK4229<br>124536 | **EIKO MARU**<br>**Eiko Kaiun K.K.**<br>Kawajiri, Japan<br>Hiroshima Pref. | **492**<br>312<br>1 476 | **1981**<br>71,66 (BB)<br>67,01<br>1 dk | Imamura Zosen—Kure | 12,22<br>12,01 | 3,991<br>6,23 | (272) | **M General Cargo**<br>1 Ho ER<br>G.3 006 B.2 600 | Oil 4SA 6Cy. 320 × 640<br>1 700bhp (1 250kW)<br>The Hanshin Diesel Works Ltd.<br>Controllable pitch propeller | Japan |
| 8130306<br>JM5090<br>124813 | **EIKO MARU**<br>**Bungo Kisen K.K.**<br>Saiki, Japan<br>Oita Pref. | **475**<br>302<br>1 100 | **1982**<br>64,50<br>59,52<br>1 dk | Miura Zosen—Saiki | 10,51 | 3,901<br>5,90 | (651) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| 7029299<br>JK3366<br>107881<br>Rdr RT | **EIKO MARU**<br>**Tadashi Nakayama**<br>Hiroshima, Japan<br>Hiroshima Pref. | **468**<br>266<br>610 | **1970**<br>44,51<br>40,01<br>1 dk | Kegoya Dock K.K.—Kure | 10,04<br>10,01 | 3,302<br>3,61 | (486) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 500<br>1 220bhp (897kW)<br>Fuji Seisakusho | Tateyama |
| 7810765<br>JM4562<br>122879<br>Rdr RT | **EIKO MARU**<br>**Daiei Kaiun K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **353**<br>195<br>850 | **1978**<br>47,00<br>1 dk<br>RW | Takebe Zosen—Takamatsu | 8,31 | 3,701<br>3,92 | (75) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| **7608007**<br>JG3632<br>119248<br>Rdr | **EIKO MARU**<br><br>**Nippon Kaiji Kogyo K.K. & Sanei Senpaku K.K.**<br>Tokyo Japan | **275**<br>99<br>— | **1976** Sanyo Zosen K.K.—Mukaishima (737)<br>(NK) 32,69 9,43 3,455<br>30,26 9,42 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320 geared to sc. shaft<br>Fuji Seisakusho | Tateyam<br>11k |
| **7855193**<br>JL3823<br>111439 | **EIKO MARU**<br><br>**Saishin Kaiun K.K.**<br>Oyano, Japan<br>Kumamoto Pref. | **239**<br>131<br>689 | **1971** Miura Zosen—Saiki<br>41,00 3,250<br>39,04 7,51 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Japa<br>10k |
| **7926916**<br>JL4742<br>123868<br>Gc Rdr | **EIKO MARU**<br><br>**Kyowa Kisen Y.K.**<br>Fuyo Kaiun Kaisha Ltd.<br>Hakata, Japan<br>Ehime Pref. | **197**<br>114<br>687 | **1979** Hakata Zosen K.K.—Hakata (223)<br>3,201<br>51,11 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 000bhp (736kW)<br>Makita Diesel Co. Ltd. | Japa |
| **6612477**<br>JI2056<br>95308 | **EIKO MARU**<br><br>**Kanichi Hotehama**<br>Takehara, Japan<br>Hiroshima Pref. | **164**<br>103<br>305 | **1964** K.K. Matsuura Zosen—Kinoe (17)<br>7,01 2,515<br>29,49 6,99 2,80<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 5Cy. 200 × —<br>120bhp (88kW)<br>Shin Mitsubishi Heavy Ind. | Kobe |
| **7106281**<br>JG2974<br>109879<br>Rdr | **EIKO MARU No. 1**<br><br>**Eiko Kaiun K.K.**<br>Tokyo Japan | **999**<br>591<br>2 525 | **1971** Kyokuyo Zosen Tekko K.K.—Chofu (226)<br>72,01 11,54 5,436<br>67,01 11,51 5,85<br>1 dk | **M Tanker**<br>Mchy.aft<br>8 Ta | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 52kW d.c.<br>Fuel 406,5t-7,5pd | Kobe<br>11,5k |
| **7530731**<br>JL4212<br>117505<br>Rdr RT | **EIKO MARU No. 1**<br><br>**Taguchi Kaiun Y.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **199**<br>123<br>449 | **1976** Takebe Zosen—Takamatsu (62)<br>7,52<br>41,99 7,50 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasak |
| **7203649**<br>JG3022<br>112650<br>Esd Rdr<br>RT | **EIKO MARU No. 2**<br><br>**Eiko Kaiun K.K.**<br>Tokyo Japan | **999**<br>702<br>2 534 | **1971** Towa Zosen K.K.—Shimonoseki (420)<br>72,80 11,76 5,500<br>65,99 11,71 5,90<br>1 dk | **M Tanker**<br><br>8 Ta ER | Oil 4SA 6Cy. 280 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 52kW d.c.<br>Fuel 406,5t-7,5pd | Kob<br>11,5k |
| **7319864**<br>JG2482<br>98720<br>Rdr | **EIKO MARU No. 3**<br>ex Takaharu Maru-79<br>ex Nisshin Maru No. 18<br>ex Daiwa Maru<br>**Fujimitsu Nagoya**<br>Hizen, Japan<br>Saga Pref. | **190**<br>112<br>380 | **1967** Taisei Kinzoku—Kobe<br>38,00 7,45 2,947<br>34,50 7,42 3,41<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (18,7 × 5,1) ER | Oil<br>450bhp (331kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 7,0t-0,5pd | Japa<br>.9,5k |
| **7019452**<br>JL3354<br>106978 | **EIKO MARU No. 5**<br><br>**Hisamoto Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **491**<br>273<br>1 022 | **1969** Nishi Zosen K.K.—Imabari (121)<br>53,78 9,43 4,268<br>49,51 9,40 4,70<br>1 dk | **M General Cargo**<br>Mchy.aft<br><br><br>1 Ha (25,7 × 5,4) | Oil<br>1 160bhp (853kW)<br>The Hanshin Diesel Works Ltd. | Japa<br>11k |
| **7904035**<br>JM4478<br>122851<br>Gc Rdr<br>RT | **EIKO MARU No. 8**<br><br>**Y.K. Kumamoto Kaiun**<br>Itsuwa, Japan<br>Kumamoto Pref. | **492**<br>326<br>1 150 | **1979** Omishima Dock K.K.—Kamiura (1077)<br>58,04 3,952<br>53,75 10,00 4,40<br>2 dks | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br><br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaiz |
| **6522062**<br>JM2129<br>94932<br>Rdr | **EIKO MARU No. 10**<br>ex Gion Maru No. 10<br>**Sankyo Unyu K.K.**<br>Hirado, Japan<br>Nagasaki Pref. | **197**<br>102<br>526 | **1965** Kishimoto Zosen—Kinoe (183)<br>40,75 7,04 3,201<br>38,00 6,99 3,51<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (20,6 × 4,7) ER | Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Kobe Hatsudoki K.K. | Nagasak<br>10,5k |
| **7124142**<br>JEFK<br>109711<br>Df Esd<br>Gc Rdr<br>RT | **EIKO MARU No. 15**<br>ex Taiko Maru No. 5-80<br>**Hideo Shimokochi**<br>Nachi-Katsuura, Japan<br>Wakayama Pref. | **154**<br>73<br>— | **1971** Sanuki Zosen Tekkosho K.K. —Takuma (607)<br>7,04<br>30,89 7,01 2,80<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo | Kob |
| **7850583**<br>JI2062<br>95330 | **EIKYU MARU**<br>ex Kizan Maru<br>**Yoshiteru Toho**<br>Saeki, Japan<br>Oita Pref. | **299**<br>161<br>500 | **1964** Yoshiura Zosen—Kure (168)<br>44,51 3,101<br>40,52 7,00 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>400bhp (294kW)<br>Nippon Hatsudoki | Japa<br>9k |
| **7311111**<br>JJ2647<br>109030 | **EIKYU MARU**<br><br>**Iwahara Senpaku K.K.**<br>Aioi, Japan<br>Hyogo Pref. | **199**<br>134<br>550 | **1970** Fukumoto Zosensho—Mukaishima (115)<br>... ... ...<br>... ... ... | **M General Cargo** | Oil<br>.............<br>Fuel (d.o.) | |
| **8210766**<br>JDIA<br>125609 | **EIKYU MARU No. 1**<br><br>**Eikyu Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>233<br>617 | **1982** Niigata Eng. Co. Ltd.—Niigata (1752)<br>57,31 (BB) 4,101<br>50,02 11,51 6,81<br>2 dks | **M Fishing**<br>Seiner Ref.<br><br>In.785 | Oil 4SA 8Cy. 310 × 380 with clutches, flexible couplings & dr reverse geared to sc. shaft<br>2 600bhp (1 912kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Niiga |

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| 7314278<br>JJTH<br>113245<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 2**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>187<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata<br>59,90 10,04 3,760<br>54,01 10,01 4,17<br>2 dks | (1188) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 700bhp (1 986kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 8122787<br>7LAV<br>125593 | **EIKYU MARU No. 3**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>201<br>— | **1981** Niigata Eng. Co. Ltd.—Niigata<br>3,901<br>55,20 10,32 6,20<br>1 dk | (1731) | **M Fishing**<br>Stern Trawler Ref. | Oil 4SA 6Cy. 400 × 600 reduction geared to sc. shaft<br>3 000bhp (2 207kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata |
| 7331410<br>JKKX<br>113275<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 5**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **124**<br>42<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata<br>35,92 7,42 2,261<br>30,79 7,40 2,52<br>1 dk | (1253) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 250 × 320<br>660bhp (485kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7123693<br>JFES<br>111071<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 11**<br>ex Kotoshiro Maru No. 11<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>229<br>— | **1971** Nishii Dock Co. Ltd.—Ise<br>9,86<br>55,81 9,81 6,30<br>1 dk<br>RW | (226) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7355179<br>JLGU<br>113297<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 12**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **349**<br>150<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata<br>55,07 9,02 3,302<br>49,69 9,00 3,56<br>1 dk | (1270) | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7709693<br>JAQP<br>118502<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 15**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **124**<br>38<br>129 | **1977** Niigata Eng. Co. Ltd.—Niigata<br>36,73 7,42 2,661<br>30,82 7,41 2,72<br>1 dk | (1553) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Ota, Gumma<br>Gen 2 × 96kW 225V a.c.<br>12,5kn |
| 7238632<br>JJIE<br>113182<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 16**<br>ex Koryo Maru No. 186-79<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **349**<br>134<br>— | **1972** Niigata Eng. Co. Ltd.—Niigata<br>54,01 9,02 3,302<br>49,08 9,00 3,66<br>2 dks | (1170) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5244613 | **EIKYU MARU No. 20**<br>ex Myojin Maru No. 12-63<br>**Frabal Fishing Inc.** | **298**<br>208<br>— | **1955** Yamanishi Zosen K.K.—Ishinomaki<br>*42,01* 7,40<br>41,99 7,37 3,76<br>F 5,8<br>RW | (300) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe<br>9,75kn |
| 7380186<br>JLIY<br>113300<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 21**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **284**<br>140<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata<br>47,66 8,23 3,201<br>42,14 8,21 3,61<br>1 dk | (1281) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7805344<br>JARV<br>118507<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 22**<br>**Eikyu Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **299**<br>143<br>368 | **1978** Niigata Eng. Co. Ltd.—Niigata<br>48,87 3,261<br>42,83 8,51 3,64<br>1 dk | (1588) | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7818573<br>JASC<br>118510<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 23**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **344**<br>168<br>— | **1978** Niigata Eng. Co. Ltd.—Niigata<br>53,78 8,72 3,604<br>47,02 8,70 3,71<br>1 dk | (1611) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7402312<br>8KJZ<br>116784<br>Df Esd<br>Gc Rdr<br>RT | **EIKYU MARU No. 25**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **124**<br>41<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata<br>35,56 7,42 2,236<br>30,79 7,40 2,49<br>1 dk | (1323) | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 250 × 320<br>660bhp (485kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7408366<br>8KPN<br>116793<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 26**<br>**Keikyu Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **299**<br>130<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata<br>48,39 (BB) 8,82 3,150<br>42,60 8,79 3,51<br>1 dk | (1330) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>540bhp (397kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7927348<br>JBCO<br>118653<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 31**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **434**<br>204<br>517 | **1980** Niigata Eng. Co. Ltd.—Niigata<br>57,49 (BB) 3,649<br>51,01 9,11 4,02<br>1 dk | (1665) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 340 × 520<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **7921112**<br>JAZR<br>118646 | **EIKYU MARU No. 32**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **344**<br>165<br>— | | **1979** Niigata Eng. Co. Ltd.—Niigata (1638)<br>*47,22*<br>8,70 3,71<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>Niigata Eng. Co. Ltd. Japan |
| **7036474**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 52**<br>ex Shoun Maru No. 11-78 | **349**<br>152<br>964 | | **1970** Niigata Eng. Co. Ltd.—Niigata (1011)<br>54,77 8,82 3,302<br>51,72 8,79 3,66<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7036113**<br>JGUV<br>106259<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIKYU MARU No. 82**<br>**Hamaya Suisan K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>247<br>1 243 | | **1970** Niigata Eng. Co. Ltd.—Niigata (870)<br>58,65 9,83<br>51,85 9,81 4,40<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **8034112**<br>DGXD<br>Rdr RTv | **EILAND**<br>ex Osten-81 ex Meta<br>ex Anna Marie ex Bertha<br>**Luise Martens**<br>Norderney Federal Republic of Germany | **145**<br>85<br>220 | | **1909** Johs Thormahlen—Elmshorn (463)<br>*33,32* 5,64<br>2,32<br>RQD 4,6 1 dk<br>len 30 len & deepened 55 | **M General Cargo** | Oil 2SA 6Cy. 160 × 270<br>Motorenfabrik Darmstadt G.m.b.H. Darmstadt<br>10kn |
| **5154959**<br>DFWW | **EILAND**<br>ex Amalie Stuven-73 ex Horn-65<br>ex Magda-49<br>**Willy Martens**<br>Norderney Federal Republic of Germany | **130**<br>72<br>226 | | **1928** H. v.d. Werf—Stadskanaal<br>34,70 5,62 2,007<br>2,06<br>RQD 7,1 1 dk<br>R len 50 | **M General Cargo**<br>Mchy.aft | Oil 4SA 4Cy. 190 × 400<br>100bhp (74kW) NE 36<br>Humboldt-Deutzmotoren Koeln-Deutz |
| **8201557**<br>700711 | **EILEAN BHEARNARAIGH**<br>**Western Isles Island Council**<br>Stornoway United Kingdom | **67**<br>37<br>26 | **100A1**<br>Class Contemplated<br>FN 138 | **1982** George Brown & Co. (Marine) Ltd. —Greenock (285)<br>18,52 7,24 1,370<br>15,91 7,01 1,66<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 120 × 140 with clutches, flexible couplings & dr geared to sc. shafts<br>295bhp (217kW)<br>A/B Volvo-Penta Goteborg<br>2 Directional propellers |
| **7201146**<br>WA4536<br>252749 | **EILEEN**<br>**Citicorp Leasing Inc.**<br>Ketchikan, Ak United States of America | **138**<br>94<br>— | | **1947** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>*24,21* 6,74<br>3,10 | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) |
| **7201483**<br>WYZ3<br>240<br>530820 | **EILEEN**<br>**Doug & Neil Inc.**<br>Corpus Christi, Tx United States of America | **118**<br>80<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*20,73* 6,20<br>3,66<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| **7932410** | **EILEEN INGRAM**<br>**Hartford National Bank & Trust Co.**<br>Ingram Corp.<br>Wilmington, De United States of America | **22 025**<br>15 718<br>36 908 | AB (Class cont.) | **1982** National Steel & SB. Co.—San Diego, Ca (419)<br>200,59 10,973<br>192,03 27,44 16,31<br>1 dk | **M Tanker**<br>SBT IGS | Oil 2SA 5Cy. 760 × 1550<br>11 400bhp (8 385kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| **6611136**<br>GTBU<br>308254<br>Esd Rdr<br>RT | **EILEEN M**<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 018**<br>608<br>1 192 | ✠**100A1** SS 8/81<br>✠**LMC**<br>EL (J) 1$\frac{13}{16}$"SQ<br>FN 1025 | **1966**-7 Burntisland S.B. Co. Ltd. —Burntisland (417)<br>72,01 10,55 3,760<br>69,88 10,39 4,27<br>P 16,2 RQD 23,2 F 5,8 1 dk<br>rf 25 len 77<br>NS 7BH WB545T incl. DTsf & a 177T | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>11,5kn |
| **7635957**<br>WYH9<br>423<br>580227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EILEEN McALLISTER**<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **173**<br>118<br>— | AB | **1977** Main Iron Works Inc.—Houma, La (317)<br>4,700<br>37,50 10,37 5,57<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 407,5t (d.o.) 11kn |
| **6727818**<br>Y5KK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EILENBURG**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**5 364**<br>2 962<br>8 210<br>**8 501**<br>5 048<br>10 080 | DSRK | **1967** VEB Warnowwerft Warnemuende —Warnemuende (207)<br>150,55 20,25 7,240/8,200<br>138,00 20,20 11,74<br>F 13,5 2 dks | **M General Cargo**<br>Ref 6P<br>Ice strengthened<br>5 Ho —DT 17,3 18,9 18,0 21,1 ER 15,9<br>G.16 043 B.14 934 In.330 L.511<br>5 Ha (stl) (10,5 × 7,0) (12,1 12,1 11,6 × 10,9) ER (9,8 × 8,1)<br>12W Cr 1(5) Der 1(60) 2(8-14) 4(5-8) 6(3-5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 340kW 1 × 240kW 390V 50Hz a.c.<br>Fuel 845,5t (d.o.) 852,5t (hvf) 17kn |
| **7643071**<br>RT | **EIN EL-DABBOUSSIYA**<br>**Government of Libya (Department of Ports & Lights)**<br>Tripoli Libya | **303**<br>137<br>400 | BV | **1977** IHC Gusto B.V. Offshore Div. —Schiedam (61259)<br>41,31 2,501<br>40,01 7,54 3,00<br>1 dk | **TM Tanker**<br>Water<br>6 Ta ER<br>L.434 | 2 Oil 4SA each 6Cy. reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 104kW 380V 50Hz a.c.<br>8,75kn |
| **7643083**<br>RT | **EIN EL-GHAZALA**<br>**Government of Libya (Department of Ports & Lights)**<br>Derna Libya | **303**<br>137<br>400 | BV | **1977** IHC Gusto B.V. Offshore Div. —Schiedam (61260)<br>41,31 2,501<br>40,01 7,54 3,00<br>1 dk | **TM Tanker**<br>Water<br>6 Ta ER<br>L.434 | 2 Oil 4SA each 6Cy. reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 104kW 380V 50Hz a.c.<br>8,75kn |

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| 7643069<br>RT | **EIN KAA'M**<br>**Government of Libya (Department of Ports & Lights)**<br>Tripoli Libya | **303**<br>136<br>400 | | BV | **1977** IHC Gusto B.V. Offshore Div. —Schiedam (61258)<br>41,31 2,501<br>40,01 7,54 3,00<br>1 dk | **TM Tanker**<br>Water<br>6 Ta ER<br>L.434 | 2 Oil 4SA each 6Cy. reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 104kW 380V 50Hz a.c.<br>8,75kn |
| 7642869 | **EIN TAWOURGHA**<br>**Government of Libya (Department of Ports & Lights)**<br>Misurata Libya | **303**<br>136<br>400 | | BV | **1977** IHC Gusto B.V. Offshore Div. —Schiedam (61261)<br>41,31 2,501<br>40,01 7,51 3,00<br>1 dk | **TM Tanker**<br>Water<br>6 Ta ER<br>L.434 | 2 Oil 4SA each 6Cy. reverse reduction geared to sc. shafts<br>600bhp (441kW)<br>Moteurs Duvant Valenciennes<br>Gen 2 × 104kW 380V 50Hz a.c.<br>8,75kn |
| 7415321<br>OUUZ<br>D2489<br>Df Esd<br>Pfd Rdr<br>RT | **EINAR FOLMER**<br>ex Einar Frem-82<br>**Elly Kirstine Jensen P/R**<br>Kobenhavn Denmark | **299**<br>154<br>700 | | BV | **1976** A/S Nordsovaerftet—Ringkobing (109)<br>49,71 8,34 3,404<br>44,46 8,31 5,52<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 312 B.1 159<br>1 Ha (24,4 × 4,9) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>10,5kn |
| 7207243<br>TFAM<br>1615<br>Esd Pfd<br>Rdr RTv | **EINER BENEDIKTSSON**<br>ex Boston Sea Sprite-82<br>**Fjardarskip H/f**<br>Niels A. Arnasson<br>Talknafjordur Iceland | **311**<br>108<br>168 | **✠100A1**<br>stern trawler<br>**✠LMC** | SS 8/80<br>**UMS**<br>EL I 1"U2<br>FN 393 | **1972**-8 Fairmile Construction Co. Ltd. —Berwick-on-Tweed (670)<br>*33,32* 8,21 3,201<br>30,79 8,18 4,58<br>B & F 18,3 1 dk<br>rf 1067 BK 152<br>4BH | **M Fishing**<br>Stern Trawler<br>1 Ha (stl) (1,8 × 1,2)<br>Der 1(2) | Oil 4SA 6Cy. 254 × 305 sr geared to sc. shaft<br>1 095bhp (805kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 70kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 85,5t (d.o.) 10,5kn |
| 7013070 | **EINHEIT**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **291**<br>156<br>— | | (DSRK) | **1953** Schiffswerft Tangermuende —Tangermuende<br>46,00 8,06 2,699<br>3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 240 × 360<br>200bhp (147kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 9,5kW 230V 50Hz a.c. |
| 5098973<br>Df Esd<br>Pfd RT | **EINHEIT** | **257**<br>91<br>— | | (DSRK) | **1950** VEB Volkswerft Stralsund—Stralsund<br>39,15 7,32 2,794<br>7,27<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7013886<br>OIQA<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **EIRA**<br>ex Norse River-82<br>**Etela-Suomen Laiva O/Y**<br>Helsinki/ Helsingfors Finland | **14 734**<br>8 932<br>22 353 | | NV | **1970** Uddevallavarvet A/B—Uddevalla (230)<br>169,02 21,39 10,265<br>164,04 21,34 14,18<br>P 36,3 F 15,3 1 dk<br>rf 64 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes Ice strengthened<br>6 Ho 20,2 17,8 22,0 17,8 22,0 22,0 ER<br>G.26 741 B.25 125<br>6 Ha (stl) (15,9 × 10,2) (11,2 14,4 11,2 14,4 13,7 × 10,6) ER<br>Cr 6(8) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 524,0t (hvf)-41,5pd 16kn |
| 6825957<br>VPFF<br>384311<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EIRAMA**<br>ex Thorshovdi-78<br>**Intersea Investments Ltd.**<br>K. N. Ship Services Ltd.<br>Hong Kong Hong Kong (British) | **54 540**<br>35 570<br>104 447 | | NV | **1968** Mitsui SB. & Eng. Co. Ltd.—Ichihara (796)<br>271,28(BB) 39,02 14,263<br>261,04 38,99 18,60<br>F 22,6 1 dk<br>rf 203 | **M Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 122 672 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>23 000bhp (16 918kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 650kW 2 × 620kW 440V 60Hz a.c.<br>Fuel 477,0t (d.o.) 5 324,5t (hvf)-58,0pd<br>14,5kn |
| 6717100<br>LMLU<br>16833<br>Df Esd<br>Gc Rdr<br>RT | **EIRIK RAUDE**<br>ex Mundogas Bermuda-76<br>**K/S A/S Laboremus I**<br>Einar Bakkevig<br>Oslo Norway | **6 121**<br>3 073<br>7 014 | | NV | **1967** A.G. "Weser" Werk Seebeck —Bremerhaven (926)<br>116,31 17,56 7,773<br>107,02 17,51 11,21<br>F 15,3 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) free standing cyl horizontal ER<br>L.(gas) 6 176 HeCls. B | Oil 2SA 5Cy. 700 × 1200<br>5 500bhp (4 046kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 385kW 440V 60Hz a.c.<br>Fuel 209,5t (d.o.) 1 060,0t (hvf)-20,5pd<br>15kn |
| 8151702<br>JJ2266<br>101909 | **EIRIKI MARU**<br>ex Daikoku Maru-81<br>**Jinkyo Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **198**<br>109<br>350 | | | **1967** K. Omi—Sumoto<br>35,01 3,001<br>29,90 6,61 3,20<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil<br>350bhp (257kW)<br>Otsuka Tekko Japan<br>9kn |
| 6417774<br>EEBT<br>2907<br>Df Esd<br>RTm | **EIRIS**<br>**F. F. Braga Ferrer & M. Rivas Paz Banco Banesto**<br>Marin Spain | **241**<br>104<br>298 | | BV | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (171)<br>*33,14* 6,86 3,582<br>6,80 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho<br>In.257<br>3 Ha (each 0,9 × 0,9)<br>1W Der 1(1) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 15kW 110V d.c.<br>Fuel 103,5t (d.o.) 12,75kn |
| 7210367<br>JDSQ<br>112796<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EIRYU MARU**<br>**Taiheiyo Kisen K.K. (Pacific Shipping Co. Ltd.)**<br>Tokyo Japan | **19 924**<br>12 105<br>32 611 | | NK | **1972** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (221)<br>188,02 30,03 9,175<br>180,02 30,00 13,49<br>F 15,3 1 dk | **M Bulk Carrier**<br>5 Ho 26,8 24,7 28,8 24,7 24,7 ER<br>G.36 810 B.35 908 HeCls. ptB<br>5 Ha (stl) (16,7 16,7 21,0 16,7 16,7 × 13,2) ER<br>Cr 4(15) | Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 435kW 445V a.c.<br>Fuel 231,5t (d.o.) 1 942,5t (hvf)-40,0pd<br>14kn |
| 7913775<br>JM4083<br>120787 | **EIRYU MARU**<br>**Okinawa Kaiun Sangyo K.K.**<br>Yanagusuku, Okinawa Pref. Japan | **259**<br>96<br>— | | | **1979** Sagami Zosen Tekko K.K.—Yokosuka (201)<br>... ... ...<br>29,72 9,61 4,09<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Ota, Gumma |

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| **6513073**<br>JK2137<br>95710<br>Rdr | **EIRYU MARU**<br>**Kenji Tanaka**<br>Matsushige, Japan<br>Tokushima Pref. | **199**<br>108<br>530 | **1965** Fukushima Zosen Ltd.—Matsue (201)<br>42,60 7,35 3,175<br>42,02 7,31 3,61<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 032 B.762<br>1 Ha (21,9 × 4,8) ER | Oil 4SA 6Cy. 260 × 330<br>760bhp (559kW)<br>Hanshin Nainenki Kogyo<br>Fuel 18,0t-2,0pd | Kobe<br>11k |
| **7828190**<br>JK3932<br>122044 | **EIRYU MARU**<br>ex Nitto Maru-81<br>**Masashige Hokuto**<br>Himeji, Japan<br>Hyogo Pref. | **104**<br>50<br>175 | **1978** K.K. Kanmasu Zosen—Omishima (88)<br>*25,00*<br>5,50 2,49<br>1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 176 HeCls. B | Oil<br>Fuel-0,5pd | Japan<br>7,5k |
| **5178008**<br>Df Esd ·<br>Gc Rdr<br>RT | **EIRYU MARU No. 2**<br>ex Marutatsu Maru No. 28-77<br>ex Kaikata Maru No. 18-74<br>**Pesquera del Pacifico Compania Ltda. (P.E.S.P.A.C.A.)** | **1 043**<br>618<br>1 606 | **1960** Miho Zosensho K.K.—Shimizu (278)<br>70,41 12,07 4,949<br>NK 63,02 11,99 5,41<br>P 28,4 F 9,8 1 dk<br>conv Fish-factory 74 | **M General Cargo**<br>Ref.<br>4 Ho ER<br>In.1 683<br>4 Ha (1,9 1,9 1,9 × 1,9) (0,7 × 0,7) ER<br>Der 4(1,5) | Oil 4SA 6Cy. 430 × 620<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 160kW 1 × 140kW 450V a.c.<br>Fuel 454,0t-6,0pd | Niigata<br>11,5k |
| **5184796**<br>JDSP<br>89837<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIRYU MARU No. 3**<br>ex Hiroshima Maru-78<br>ex Hidaka Maru-69<br>ex Keiyo Maru-66<br>**Issei Kaiun Y.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **3 691**<br>2 009<br>4 082 | **1962** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (973)<br>NK 110,34 15,27 6,274<br>101,00 15,19 7,50<br>P 43,3 F 6,1 1 dk | **M Fish Carrier**<br>Ref<br>3 Ho ER<br>In.4 197<br>6 Ha ER<br>Der 4(2) | Oil 2SA 6Cy. 520 × 1050<br>3 800bhp (2 795kW)<br>Hayashikane Zosen Shimonoseki<br>Gen 3 × 400kW 450V a.c.<br>Fuel 1 156,5t-13,0pd | 13,5k |
| **6411603**<br>Y4RB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISBAR**<br>**Institut fur Hochseefischerei und Fischverarbeitung**<br>Rostock, German Democratic Republic | **600**<br>172<br>397 | **1963** VEB Elbewerft—Boizenburg<br>48,47 9,30 4,101<br>DSRK 43,62 9,25 5,52<br>1 dk | **D-E Research/Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>B.70 | 4 Oil 4SA each 6Cy. 180 × 260 total 1 200bhp (883kW) driving 4 gen. each 200kW connected to 1 elec. motor & geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 300kW 1 × 220kW 1 × 45,5kW 400V 50Hz a.c. | 10k |
| **7000592**<br>JAQO<br>106634<br>Df Esd<br>Gc Rdr | **EISEI MARU**<br>**Fuso Kaiun K.K. (Fuso Shipping Co. Ltd.)**<br>Kobe, Japan<br>Hyogo Pref. | **2 722**<br>1 663<br>6 005 | **1969** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1138)<br>NK 93,81 14,64 6,147<br>86,62 14,61 7,37<br>P 20,2 F 10,4 1 dk | **M General Cargo**<br>2 Ho ER<br>G.6 006 B.5 621<br>2 Ha (stl) (22,2 24,6 × 8,2) ER<br>12W Der 4(10) | Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 144kW 445V a.c.<br>Fuel 285,5t-11,5pd | Mitsubishi<br>Nagasaki<br>12,5k |
| **7722827**<br>JI2957<br>119660<br>Rdr RT | **EISEI MARU**<br>**Tabuchi Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **685**<br>516<br>1 498 | **1978** Sasaki Zosen K.K.—Kinoe (322)<br>61,73 4,712<br>NK 57,00 10,61 5,11<br>P 14,1 F 8,6 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 610 | Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **5353725** | **EISEI MARU**<br>ex Tatsuo Maru<br>ex Hato Maru No. 2-56<br>**Admiral Sea Carriers** | **499**<br>290<br>750 | **1956** Ujina Zosensho—Hiroshima (304)<br>52,00 8,18 3,696<br>48,49 8,16 4,09<br>1 dk<br>RW | **M General Cargo**<br>1 Ha (22,4 × 4,7) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 370 × 520<br>Nippon Hatsudoki | Kobe |
| **7714038**<br>JDQO<br>121399<br>Df Esd<br>Gc Pfd<br>Rdr | **EISEI MARU**<br>ex Eiyo Maru-79<br>**K.K. Eiseimaru**<br>Heda, Japan<br>Shizuoka Pref. | **499**<br>270<br>— | **1977** Kanasashi Zosensho—Kaijima Works, Shimizu (1227)<br>55,68 (BB) 4,201<br>51,82 11,41 6,86<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 100bhp (1 545kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **6801406**<br>JL2659<br>101585 | **EISEI MARU**<br>**Tsuneo Yamaguchi**<br>Ondo, Japan<br>Hiroshima Pref. | **199**<br>109<br>399 | **1967** K.K. Matsuura Zosen—Kinoe (105)<br>38,10 7,01 2,998<br>33,51 6,99 3,31<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (17,9 × 4,8) ER | Oil 4SA 6Cy. 275 × 400<br>350bhp (257kW)<br>Makita Tekkosho<br>Fuel 12,0t-1,5pd | Takamatsu<br>10k |
| **7512569**<br>JL4208<br>117458<br>Gc Rdr | **EISEI MARU**<br>**Komori Kaiun Y.K.**<br>Tosa, Japan<br>Kagawa Pref. | **198**<br>108<br>731 | **1975** Sasaki Zosen K.K.—Kinoe (252)<br>56,70 9,02 3,201<br>52,99 9,00 4,86<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 420<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo | Kobe<br>11k |
| **8132263**<br>JK4289<br>124637 | **EISEI MARU**<br>Kurahashi, Japan<br>Hiroshima Pref. | **192**<br>105<br>— | **1981** Y.K. Kaneko Zosensho—Hojo (139)<br>... ... ...<br>39,30 7,80 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>.............. | |
| **5415470**<br>JIGL<br>85746<br>Esd Gc | **EISEI MARU No. 1**<br>**Tadao Fujita**<br>Mihama, Japan<br>Wakayama Pref. | **162**<br>89<br>350 | **1960** Teraoka Shipyard Co. Ltd.—Nandan (16)<br>31,70<br>28,91 8,01 4,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.320 B.304<br>1 Ha (14,7 × 5,0) ER<br>len 63 | Oil<br>150bhp (110kW) NE 63<br>Sumiyoshi Marine Diesel Co. Ltd | Yoshid<br>9k |
| **7855686**<br>JL2765<br>102892 | **EISEI MARU No. 3**<br>**Masakazu Nomura**<br>Sakaide, Japan<br>Kagawa Pref. | **199**<br>114<br>570 | **1967** K.K. Kawamoto Zosensho—Higashino<br>44,51 3,050<br>41,00 7,00 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>400bhp (294kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>9,5k |

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| 7320966<br>JJ2844<br>113821 | **EISEI MARU No. 5**<br>ex Eisei Maru No. 8<br>**Eisei Kaiun K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **462**<br>216<br>430 | | **1973** Sasaki Zosen K.K.—Kinoe (238)<br>53,40 10,04 3,901<br>48,01 10,01 5,49<br>1 dk | **M Sand Carrier** | Oil<br>1 400bhp (1 030kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| 7394125<br>JDUO<br>116558<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISEI MARU No. 7**<br>**K.K. Eiseimaru**<br>Heda, Japan<br>Shizuoka Pref. | **372**<br>176<br>— | | **1974** Mie Shipyard Co. Ltd.—Yokkaichi (117)<br>8,62<br>48,29 8,59 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7319137<br>JL3104<br>105212 | **EISEI MARU No. 8**<br>**Y.K. Minato Kaihatsu**<br>Oyano, Japan<br>Kumamoto Pref. | **495**<br>284<br>1 000 | | **1968** Nishihara Zosen—Ohmishima<br>53,50 9,02 4,045<br>49,48 9,00 4,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 100bhp (809kW)<br>............<br>Gen 1 × 20kW 225V a.c.<br>11,5kn |
| 7103253<br>JK3235<br>105937<br>Rdr | **EISEI MARU No. 8**<br>ex Kasuga Maru<br>**Tadao Fujita**<br>Mihama, Japan<br>Wakayama Pref. | **297**<br>165<br>800 | | **1969** Shinwa Sangyo K.K.—Higashino (170)<br>45,50 10,04 3,607<br>40,01 10,01 5,31<br>1 dk | **M Sand Carrier**<br>1 Ho ER<br>1 Ha (16,6 × 8,0) ER | Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 300kW 1 × 15kW 200V a.c.<br>Fuel 40,5t-6,0pd 10kn |
| 5099147<br>8JPY<br>89510 | **EISEI MARU No. 11**<br>**Kenji Yamauchi**<br>Futami, Japan<br>Ehime Pref. | **160**<br>93<br>250 | | **1962** Matsuura Tekko Zosen—Higashino (132)<br>33,00 6,05 2,369<br>29,49 6,00 2,70<br>1 dk<br>len 70 | **M General Cargo**<br>1 Ho ER<br>G.210 B.201<br>1 Ha (17,6 × 4,4) ER | Oil 4SA 4Cy. 250 × 390<br>180bhp (132kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 6,0t 8,5kn |
| 7321049<br>JL3984<br>113430<br>Gc Rdr<br>RT | **EISEI MARU No. 12**<br>**Maruyoshi Kaiun K.K.**<br>Omishima, Japan<br>Ehime Pref. | **496**<br>316<br>1 623 | | **1973** Yamanaka Zosen K.K.—Namikata (121)<br>68,41 11,54 4,217<br>63,99 11,51 6,10<br>2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.2 592 B.2 471<br>1 Ha (37,6 × 8,6) | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 225V a.c.<br>Fuel 109,5t-5,5pd 12,5kn |
| 5099159<br>8JKX<br>91919 | **EISEI MARU No. 12**<br>**Tadashi Yamauchi**<br>Futami, Japan<br>Ehime Pref. | **161**<br>93<br>191 | | **1962** Matsuura Tekko Zosen—Higashino (133)<br>28,71 6,02 2,439<br>25,51 6,00 2,70<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.210 B.201<br>1 Ha (13,9 × 4,4) ER | Oil 4SA 4Cy. 250 × 390<br>1 800bhp (1 324kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 5,5t-0,5pd 8,5kn |
| 7736725<br>JRWQ<br>114264 | **EISEI MARU No. 17**<br>**Y.K. Nikaido Hisaya Shoten**<br>Hachinohe, Japan<br>Aomori Pref. | **239**<br>130<br>— | | **1962** Fukuoka Zosen K.K.—Fukuoka<br>*37,50*<br>7,21 3,31<br>1 dk | **M Fishing** | Oil<br>Japan |
| 5099173<br>Df Esd<br>Gc Rdr<br>RT | **EISENACH**<br>Rostock German Democratic Republic | **696**<br>262<br>— | (DSRK) | **1954** VEB Schiffswerft "Neptun"—Rostock<br>58,68 9,02 4,014<br>52,00 8,97 5,01<br>1 dk<br>RW conv Research/Fishing — | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER | Oil 4SA 8Cy. 365 × 550<br>920bhp (677kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 160kW 2 × 32kW<br>1 × 17,5kW 230V d.c.<br>10kn |
| 6718879<br>Y5MV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISENBERG**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **2 547**<br>1 422<br>3 640 | DSRK | **1967** VEB Schiffswerft "Neptun"—Rostock (406)<br>92,87 14,23 5,930<br>84,00 14,15 7,01<br>P 23,5 F 10,4 1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>2 Ho 25,0 25,0 ER<br>G.4 774 B.4 411<br>2 Ha (stl) (18,2 18,1 × 9,9) ER<br>8W Der 8(3-5) | Oil 2SA 6Cy. 480 × 720<br>2 300bhp (1 692kW)<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Gen 2 × 240kW 390V 50Hz a.c.<br>Fuel 328,0t (d.o.) 13,5kn |
| 5233195<br>Y5BN<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EISENHUTTENSTADT**<br>ex Mertainen-70<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **23 357**<br>11 305<br>38 242 | DSRK<br>✠Classed LR until 9/71 | **1960-2** A/B Gotaverken—Goteborg (738)<br>199,57 27,06 11,380<br>192,11 26,98 15,37<br>P 34,8 F 16,5 1 dk<br>rf 25 | **M Ore/Oil Carrier**<br>Ice strengthened<br>2 Ho 72,3 57,6 26 Ta ER<br>G.17 919 L.(oil) 36 099 HeCls. BC<br>13 Ha (stl) (each 7,3 × 9,1) ER<br>Der 1(10) 2(5) | Oil 2SA 10Cy. 760 × 1500<br>11 000bhp (8 091kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 256kW 1 × 125kW<br>450V 60Hz a.c.<br>14,5kn |
| 5099197<br>DBJP<br>RTv | **EISFUCHS**<br>**Government of The Federal Republic of Germany (Wasser-und Schiffahrtsamt Hamburg)**<br>Cuxhaven Federal Republic of Germany | **190**<br>—<br>— | GL | **1956** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (600)<br>31,30 8,54<br>28,02 8,01 4,12<br>1 dk | **M Icebreaker** | Vee Oil 4SA 10Cy. 225 × 300 geared to sc. shaft<br>1 240bhp (912kW) NE made77 fitted78<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 28kW 1 × 18kW 230V d.c.<br>Directional propeller<br>Fuel (d.o.) |
| 5099202<br>Y4EL<br>Df Esd<br>Rdr RT | **EISHAI**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **134**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,74 3,550<br>23,40 6,66 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER<br>Der 2(1,25) | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>9kn |
| 7010250<br>7KUZ<br>126294<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHIN MARU**<br>ex Saran-82 ex Sea Ace-77<br>ex Mizushima Maru-73<br>**Eishin Kaiun Y.K. & Meisei Kaiun K.K.**<br>Naruto, Japan<br>Tokushima Pref. | **3 066**<br>1 973<br>5 849 | NK | **1969** Imabari Zosen—Imabari (221)<br>101,96 16,31 6,681<br>95,99 16,29 8,16<br>P 19,9 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 27,9 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 540 × 840<br>3 800bhp (2 795kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 264kW a.c.<br>Fuel 541,5t 12,75kn |

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| 7126035<br>JL3707<br>111321<br>Esd Gc<br>Rdr RT | **EISHIN MARU**<br>ex Awa Maru No. 8<br>**Y.K. Shimazono Kaiun**<br>Matsushima, Japan<br>Kumamoto Pref. | **499**<br>307<br>1 500 | **1971** Izumi Zosensho—Maji (122)<br>65,74 11,00 4,166<br>61,12 10,98 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 700bhp (1 250kW)<br>Makita Tekkosho |
| 7334981<br>JL3630<br>109269 | **EISHIN MARU**<br>**Eiko Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>312<br>1 568 | **1970** Higaki Sangyo—Imabari (62)<br>65,00 10,55 4,725<br>61,02 10,52 6,51<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo |
| 7855313<br>JL4009<br>113556 | **EISHIN MARU**<br>**Y.K. Nangoku Jari**<br>Kagoshima, Japan<br>Kagoshima Pref. | **494**<br>259<br>629 | **1973** K.K. Kawamoto Zosensho—Higashino<br>53,01 4,301<br>49,00 11,51 5,52<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. |
| 7852672<br>JL3868<br>113401 | **EISHIN MARU**<br>**K.K. Suisho Kogyo**<br>Kagoshima, Japan<br>Kagoshima Pref. | **477**<br>299<br>550 | **1972** Mochizuki Zosensho—Kinoe<br>47,30 3,201<br>43,52 10,51 5,31<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| 7651602<br>JL3618<br>109190 | **EISHIN MARU**<br>**Iwao Tanaka**<br>Hiroshima, Japan<br>Hiroshima Pref. | **474**<br>279<br>450 | **1970** Taisei Zosen K.K.—Higashino<br>46,21 5,001<br>41,00 9,50 5,31<br>1 dk | **M General Cargo** | Oil<br>850bhp (625kW) |
| 7004392<br>JM3115<br>106419<br>Rdr | **EISHIN MARU**<br>ex Chokyu Maru No. 10<br>**Chokyu Kisen Y.K.**<br>Saiki, Japan<br>Oita Pref. | **327**<br>175<br>798 | **1969** Geibi Zosen Kogyo—Kure (207)<br>50,02 8,44 3,925<br>45,01 8,41 4,02<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 315 B.1 123<br>1 Ha (25,7 × 5,5) ER | Oil 4SA 6Cy. 280 × 380<br>1 000bhp (736kW)<br>Kubota Tekkosho (Sakai Diesel Plant)<br>Gen 1 × 21kW 1 × 16kW 225V a.c. |
| 7805497<br>JI2956<br>119659<br>Gc Rdr | **EISHIN MARU**<br>**Taiyo Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>—<br>609 | **1978** Sasaki Zosen K.K.—Kinoe (265)<br>49,03 3,309<br>48,01 8,40 5,11<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. |
| 6917970<br>JL3207<br>106856 | **EISHIN MARU**<br>**Yoshio Shimano**<br>Tenba, Japan<br>Chiba Pref. | **192**<br>99<br>356 | **1969** Daito Zosen Kogyo K.K.—Higashino (137)<br>36,81 8,23 2,794<br>33,00 8,21 3,10<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 280 × 420<br>550bhp (405kW)<br>Matsue Diesel K.K. |
| 7398626<br>JJ2228<br>99920 | **EISHIN MARU**<br>**Mitsunari Takamatsu**<br>Tokuyama, Japan<br>Yamaguchi Pref. | **191**<br>99<br>420 | **1966** Yoshiura Zosen—Kure (195)<br>37,01 7,01 3,201<br>33,00 6,99 3,51<br>1 dk | **M General Cargo**<br>1 Ho<br>G.354 B.331<br>1 Ha (16,9 × 4,1) | Oil<br>350bhp (257kW)<br>Hanshin Nainenki Kogyo |
| 7736397<br>JL4463<br>122472 | **EISHIN MARU No. 1**<br>**Kawazoe Eiko Y.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **177**<br>42<br>— | **1978** Mochizuki Zosensho—Kinoe (105)<br>*23,02*<br>8,50 3,51<br>1 dk | **TM Tug**<br>Pusher | Oil |
| 7823487<br>JK3936<br>122049<br>Rdr RT | **EISHIN MARU No. 2**<br>**Kyoshin Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **684**<br>430<br>1 000 | **1978** Fujiwara Zosensho—Omishima (65)<br>... ... ...<br>60,00 12,50 6,25<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. |
| 7809209<br>JL4551<br>120884<br>Gc Rdr<br>RT | **EISHIN MARU No. 2**<br>**Kuribayashi Unyu K.K.**<br>Tokyo, Japan | **499**<br>316<br>1 560 | **1978** Yamanaka Zosen K.K.—Namikata (185)<br>... ... ...<br>65,03 11,51 6,02<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| 8151233<br>JL3890<br>111523 | **EISHIN MARU No. 2**<br>**Y.K. Tateishi Kaiun**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>115<br>373 | **1971** Ishida Zosen K.K.—Ushimado<br>40,01<br>36,00 8,01 3,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>Yanmar Diesel Engine Co. Ltd. |
| 7929803<br>JL4762<br>123895<br>Gc Rdr<br>RT | **EISHIN MARU No. 3**<br>**Y.K. Iwata Kaiun Shoji**<br>Obama, Japan<br>Fukui Pref. | **196**<br>61<br>— | **1980** Mochizuki Zosensho—Kinoe (110)<br>9,02 3,401<br>25,00 9,01 3,81<br>1 dk | **M Tug**<br>Pusher | Oil 4SA 6Cy. 370 × 540<br>Niigata Eng. Co. Ltd. |
| 8032683<br>JL4780<br>123931 | **EISHIN MARU No. 5**<br>**Umakoshi Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **922**<br>554<br>— | **1980** Tokai Zosen K.K.—Japan (585)<br>... ...<br>66,71 14,00 6,81<br>1 dk | **M Sand Carrier** | Oil |
| 7650567<br>JM3891<br>118028 | **EISHIN MARU No. 5**<br>**Shinpuku Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **497**<br>352<br>1 358 | **1975** Fujiwara Zosensho—Omishima (55)<br>62,11 4,271<br>57,99 11,00 4,35<br>1 dk | **M Tanker**<br>8 Ta ER<br>HeCls. C | Oil<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 6,0t (d.o.) 68,5t (hvf)-4,5pd |

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| 7626920<br>JL4352<br>120927<br>Rdr RT | **EISHIN MARU No. 6**<br>**Goto Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **499**<br>356<br>1 480 | | **1977** Shirahama Zosen K.K.—Honai (80)<br>11,00<br>57,99 10,98 4,35<br>1 dk | **M Tanker**<br>8 Ta ER | HeCls. C | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 6,0t (d.o.) 66,5t-4,5pd 12kn |
| 7934688<br>JJ2548<br>107582 | **EISHIN MARU No. 6**<br>**Bandai Jari Y.K.**<br>Naoshima, Japan<br>Kagawa Pref. | **199**<br>120<br>450 | | **1969** Shinhama Dock K.K.—Anan (605)<br>35,23 3,501<br>34,63 8,01 3,66<br>1 dk | **M Sand Carrier** | | Oil<br>650bhp (478kW)<br>Japan |
| 8011562<br>JG4053<br>123693 | **EISHIN MARU No. 7**<br>**Kuribayashi Unyu K.K.**<br>Tokyo Japan | **497**<br>323<br>1 600 | | **1980** Yamanaka Zosen K.K.—Namikata (216)<br>4,252<br>64,01 11,51 6,13<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Japan |
| 7855662<br>JL2719<br>101648 | **EISHIN MARU No. 7**<br>**Nanko Kisen K.K.**<br>Kamae, Japan<br>Oita Pref. | **199**<br>99<br>— | | **1967** Shinko Zosen—Ibaraki<br>40,01 3,001<br>36,00 7,51 3,26<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil<br>450bhp (331kW)<br>Japan<br>9kn |
| 8106587<br>JL4842<br>124035<br>Esd Gc<br>Rdr RT | **EISHIN MARU No. 8**<br>**Sakabe Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **999**<br>611<br>2 978 | NK | **1981** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1461)<br>5,450<br>70,01 14,51 7,32<br>1 dk | **M Ore Carrier**<br>Mchy.aft | | Oil 4SA 6Cy. 370 × 540<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7312737<br>JJ2851<br>113809<br>Esd Rdr | **EISHIN MARU No. 8**<br>**Eishin Kaiun Kensetsu K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **475**<br>272<br>— | | **1973** Shinhama Dock K.K.—Anan (671)<br>10,52<br>49,00 10,49 5,59<br>1 dk<br>RW | **M Sand Carrier**<br>Mchy.aft | | Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7530640<br>JL4170<br>118985<br>Esd Gc<br>Rdr RT | **EISHIN MARU No. 10**<br>ex Showa Maru<br>**Shinfuku Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **697**<br>442<br>1 500 | | **1976** Sanuki Zosen Tekkosho K.K.<br>—Takuma (813)<br>11,54 5,011<br>67,98 11,51 5,14<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 6811827<br>JG2493<br>103438<br>Rdr RT | **EISHIN MARU No. 10**<br>ex Kaifuku Maru No. 1<br>ex Ashikita Maru No. 1<br>ex Kowan Maru No. 1<br>**Sanei Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **497**<br>254<br>1 000 | | **1967** Sokooshi Zosensho K.K.—Higashino (178)<br>53,90 8,82 3,988<br>49,00 8,79 4,22<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 350 × 550<br>1 250bhp (919kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8103808<br>JL4848<br>124050 | **EISHIN MARU No. 10**<br>**Sakabe Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **349**<br>85<br>181 | | **1981** Matsuura Tekko Zosen—Higashino (286)<br>31,09 9,83 3,801<br>28,00 9,81 4,53<br>1 dk | **TM Tug**<br>Pusher<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 340 × 520 sr reverse geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo |
| 7306142<br>JJ2739<br>115602<br>Gc Rdr | **EISHIN MARU No. 12**<br>**Masaru Tanaka**<br>Ondo, Japan<br>Hiroshima Pref. | **199**<br>114<br>741 | | **1973** K.K. Matsuura Zosen—Kinoe (187)<br>54,16 9,02 3,302<br>50,02 9,00 3,41<br>2 dks | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7852177<br>JJ2668<br>109052 | **EISHIN MARU No. 15**<br>**Sumiwaka Kaiun Y.K.**<br>Sakaide, Japan<br>Kagawa Pref. | **366**<br>212<br>800 | | **1971** Taisei Zosen K.K.—Higashino<br>45,50 4,601<br>41,00 10,00 5,44<br>1 dk | **M Sand Carrier**<br>Mchy.aft | | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Japan<br>10kn |
| 8110150<br>JL4838<br>124029 | **EISHIN MARU No. 18**<br>**Ouki Kaiun Y.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **494**<br>219<br>1 534 | (NK) | **1981** Mategata Zosen K.K.—Namikata (203)<br>4,333<br>57,03 12,51 4,42<br>1 dk | **M General Cargo** | | Oil<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 8109151<br>JK4114<br>124546<br>Esd Gc<br>Rdr RT | **EISHIN MARU No. 18**<br>**Hisakatsu Suda**<br>Akitsu, Japan<br>Hiroshima Pref. | **199**<br>121<br>697 | | **1981** K.K. Saidaiji Zosensho—Okayama (77)<br>3,252<br>52,02 9,01 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 280 × 440<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7652498<br>JL4066<br>113580 | **EISHIN MARU No. 21**<br>**Kubo Kaiun Y.K.**<br>Saiki, Japan<br>Oita Pref. | **495**<br>257<br>1 000 | | **1974** Mochizuki Zosensho—Kinoe<br>55,00 4,411<br>50,02 11,51 5,80<br>1 dk | **M Sand Carrier** | | Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12kn |
| 7334436<br>JL4013<br>113561<br>Df Esd<br>Gc Rdr<br>RT | **EISHIN MARU No. 22**<br>**Koei Kaiun K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **2 828**<br>1 591<br>5 170 | NK | **1973** Kurushima Dock Co. Ltd.—Uwajima (757)<br>95,59 15,04 6,998<br>88,02 15,02 8,01<br>P 25,3 F 13,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 566 | | Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>Fuel 164,5t-12,0pd 12,5kn |
| 7373767<br>JL4110<br>117384<br>Esd Rdr<br>RT | **EISHIN MARU No. 25**<br>**Koei Kaiun K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **2 814**<br>1 534<br>5 477 | NK | **1974** Kochi Jukogyo K.K.—Kochi (823)<br>95,59 15,04 6,986<br>88,09 15,02 7,98<br>P 23,2 F 10,4 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 448 | | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>Fuel 164,5t-13,0pd 12,5kn |

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| 7632515<br>JL4355<br>120931<br>Esd Gc<br>Rdr RT | **EISHIN MARU No. 27**<br>**Koei Kaiun K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | 2 304<br>1 332<br>3 969 | **1977** Kishigami Zosen K.K.—Akitsu (446)<br>89,24 14,53 6,671<br>NK 83,01 14,51 7,60<br>P 21,7 F 9,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 542 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW 445V a.c. |
| 7718333<br>JL4442<br>122439<br>Esd Gc<br>Rdr | **EISHIN MARU No. 28**<br>**Koei Kaiun K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | 2 299<br>1 226<br>4 502 | **1977** Kishigami Zosen K.K.—Akitsu (452)<br>89,24 6,671<br>NK 83,01 14,51 7,62<br>P 18,9 F 9,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 4 415 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 180kW 445V a.c. |
| 7331422<br>JD2181<br>110112<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHIN MARU No. 58**<br>**Yonekura Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 124<br>41<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata (1257)<br>35,92 7,42 2,261<br>30,79 7,40 2,52<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 030bhp (758kW)<br>Niigata Eng. Co. Ltd. |
| 7395985<br>JLSE<br>116673<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHIN MARU No. 71**<br>**Yonekura Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 284<br>144<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata (1320)<br>47,66 (BB) 8,21 3,226<br>42,14 8,18 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>540bhp (397kW)<br>Niigata Eng. Co. Ltd. |
| 7921100<br>JANF<br>118427<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHIN MARU No. 72**<br>**Yonekura Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 299<br>142<br>396 | **1979** Niigata Eng. Co. Ltd.—Niigata (1635)<br>48,87 3,353<br>42,80 8,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| 8014631<br>JAEP<br>118681<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHIN MARU No. 78**<br>**Yonekura Suisan K.K.**<br>Wakkanai, Japan<br>Hokkaido Pref. | 299<br>147<br>— | **1980** Niigata Eng. Co. Ltd.—Niigata (1688)<br>49,92 (BB) 8,62 3,291<br>44,02 8,60 3,61<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| 7001974<br>H9ID<br>1147<br>9-81<br>Gc Rdr<br>RT | **EISHIN No. 8**<br>ex Shinpo Maru-81<br>**Oriental Gloria Shipping S.A.**<br>Panama Panama | 1 199<br>600<br>2 036 | **1969** Tokushima Zosen Sangyo K.K. —Komatsujima (287)<br>NK 64,62 13,24 4,827<br>58,98 13,21 5,52<br>1 dk<br>RW | **TM General Cargo**<br>1 Ho ER<br>1 Ha (24,1 × 7,0) ER<br>6W Der 1(30) 1(15) | 2 Oil 4SA each 8Cy. 260 × 320<br>1 700bhp (1 250kW)<br>Daihatsu Kogyo<br>Gen 2 × 144kW 440V a.c.<br>Fuel 209,5t-6,0pd |
| 7378999<br>JQSO<br>117726<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHO MARU**<br>**Kaisho Shipping Co. Ltd.**<br>Tokyo Japan | 117 120<br>85 794<br>232 648 | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2408)<br>NK 317,00(BB) 50,07 20,733<br>300,01 50,00 27,01<br>1 dk | **S Tanker**<br>SBT COW IGS<br>20 Ta ER<br>L.(oil) 278 883 HeCls. ptBptC | 2 S Turb dr geared<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 1 × 1600kW 2 × 800kW 450V a.c.<br>Fuel 283,5t (d.o.) 7 748,5t (hvf)-170,0pd |
| 7013575<br>JCER<br>107276<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHO MARU**<br>**Showa Kaiun K.K. (Showa Line Ltd.)**<br>Tokyo Japan | 58 275<br>18 072<br>108 712 | **1970** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (878)<br>NK 259,75(BB) 38,05 15,728<br>248,04 38,00 21,29<br>1 dk | **M Ore Carrier**<br>5 Ho ER<br>Ore 58 466 HeCls. B<br>10 Ha (stl) (10,9 × 9,5) (10,9 10,9 13,0 13,0 10,9 10,9 10,9 13,0 13,0 × 10,8) ER | Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 540kW 1 × 480kW 450V a.c.<br>Fuel 350,5t (d.o.) 5 894,5t-62,5pd |
| 7629403<br>JM3514<br>112079<br>Rdr | **EISHO MARU**<br>**Shotoku Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 998<br>655<br>2 490 | **1971** Hakata Zosen K.K.—Hakata<br>72,01 12,02 3,506<br>71,51 11,99 5,49<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 678 | Oil<br>1 800bhp (1 324kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 42,5t-4,0pd |
| 7127144<br>JG2995<br>111096<br>Rdr RT | **EISHO MARU**<br>**Japan Kinkai K.K. (Japan Line-Near Seas)**<br>Tokyo Japan | 499<br>318<br>1 565 | **1971** Kishimoto Zosen—Kinoe (413)<br>63,91 11,00 4,268<br>60,00 10,98 4,35<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (30,1 × 8,0) ER | Oil 4SA 6Cy. 350 × 550<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo<br>Fuel 105,5t-5,0pd |
| 7652424<br>JL4019<br>113568 | **EISHO MARU**<br>**Shinsei Kaiun Y.K.**<br>Ikata, Japan<br>Ehime Pref. | 479<br>273<br>800 | **1973** Mategata Zosen K.K.—Namikata<br>61,50 4,001<br>57,99 12,01 6,30<br>1 dk | **M Sand Carrier** | Oil<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. |
| 7653179<br>JG2604<br>105432<br>Rdr | **EISHO MARU**<br>**Kyoei Kigyo K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | 472<br>269<br>798 | **1969** Shimoda Dockyard Co. Ltd. —Shimoda<br>52,58 3,901<br>49,00 8,50 4,02<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 700 | Oil<br>700bhp (515kW)<br>Matsui Iron Works Co. Ltd. |
| 7036151<br>JK3327<br>107910<br>Rdr | **EISHO MARU**<br>**Enoguchi Kisen Y.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | 199<br>104<br>371 | **1970** Imamura Zosen—Kure (163)<br>36,45 8,44 2,909<br>32,52 8,41 3,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (12,1 × 6,5) ER | Oil 4SA 6Cy. 260 × 400<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 29,0t |
| 7530743<br>JI2797<br>115680<br>Gc Rdr<br>RT | **EISHO MARU**<br>**Y.K. Kikumoto Kisen**<br>Niihama, Japan<br>Ehime Pref. | 197<br>110<br>639 | **1976** K.K. Uno Zosensho—Namikata (83)<br>53,95 8,82 3,280<br>49,00 8,79 5,21<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.1 173 B.1 050<br>1 Ha ER | Oil 4SA 6Cy. 260 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo |

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| 7923158<br>JL4616<br>122993 | **EISHO MARU**<br><br>**Kaneko Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **191**<br>96<br>— | **1979** Y.K. Kaneko Zosensho—Hojo<br>*36,09*<br>7,21 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br><br>Japan |
| 7513757<br>JE2292<br>117948<br>Df Gc<br>Pld Rdr<br>RT | **EISHO MARU No. 1**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **116**<br>33<br>— | **1976** Usuki Tekkosho—Usuki (941)<br>30,51 7,09 2,401<br>30,41 7,07 2,82<br>1 dk | **M Fishing** | Oil 4SA 8Cy. 260 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 7828073<br>JL4603<br>122971 | **EISHO MARU No. 2**<br><br>**Kimura Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **696**<br>426<br>— | **1978** Nishi Zosen K.K.—Imabari (203)<br>*61,82*<br>12,50 6,30<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br><br>Japan |
| 8029040<br>JE2675<br>124255<br>Df Gc<br>Rdr RT | **EISHO MARU No. 2**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **116**<br>22<br>— | **1981** Minami-Kyushu Zosen K.K.—Kushikino (356)<br>37,34 7,37 2,452<br>30,48 7,07 2,82<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 280 × 340<br>1 025bhp (754kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7804687<br>JE2396<br>121343<br>Df Rdr | **EISHO MARU No. 10**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **116**<br>20<br>— | **1978** Minami-Kyushu Zosen K.K.—Kushikino (281)<br>37,70 7,29 2,420<br>30,99 7,00 2,77<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 280 × 320<br>1 600bhp (1 177kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 7714301<br>JE2301<br>119485<br>Df Rdr<br>RT | **EISHO MARU No. 11**<br>ex Eisho Maru No. 2-81<br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **116**<br>20<br>— | **1977** Minami-Nippon Zosen K.K.—Kushikino (276)<br>37,95 7,60 2,452<br>30,92 7,01 2,80<br>1 dk | **M Fish Carrier** | Oil 4SA 8Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan |
| 7740300<br>JE2399<br>121346<br>Rdr | **EISHO MARU No. 12**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **154**<br>83<br>— | **1978** K.K. Murakami Zosensho—Ishinomaki (1004)<br>*35,00*<br>7,00 2,80<br>1 dk | **M Fish Carrier** | Oil<br><br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8011201<br>JE2558<br>124249<br>Rdr RT | **EISHO MARU No. 22**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **144**<br>77<br>— | **1980** Minami-Kyushu Zosen K.K.—Kushikino (352)<br>40,26 7,29 2,471<br>33,89 7,01 2,82<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Oil 4SA 6Cy. 250 × 290<br>950bhp (699kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 6921634<br>JG2722<br>106098<br>RT | **EISHO MARU No. 25**<br><br>**Yokohama Yusosen K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **498**<br>283<br>1 007 | **1969** Hanasaki Zosensho—Yokosuka (134)<br>50,50 9,43 3,861<br>46,49 9,40 4,17<br>1 dk | **M Tanker**<br><br>4 Ta ER | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka<br>Gen 1 × 20kW 220V a.c.<br>Fuel 22,5t 9,75kn |
| 7626700<br>JG3602<br>117828<br>Rdr RT | **EISHO MARU No. 26**<br><br>**Yokohama Yusosen K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **434**<br>249<br>1 100 | **1976** K.K. Ichikawa Zosensho—Ise (1334)<br>2,601<br>37,01 8,21 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 385<br>420bhp (309kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7709588<br>JE2294<br>119476<br>Df Rdr | **EISHO MARU No. 26**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **154**<br>86<br>— | **1977** Minami-Kyushu Zosen K.K.—Kushikino (268)<br>41,61 7,22 2,621<br>34,02 6,93 2,93<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 7912549<br>JG3977<br>123605 | **EISHO MARU No. 28**<br><br>**Yokohama Yusosen K.K.**<br>Tokyo Japan | **242**<br>156<br>403 | **1979** Hanasaki Zosensho—Yokosuka (175)<br>37,50 2,550<br>8,21 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 380<br><br>Matsui Iron Works Co. Ltd. Ise |
| 7934949<br>JG3978<br>123592 | **EISHO MARU No. 30**<br><br>**Yokohama Yusosen K.K.**<br>Tokyo Japan | **236**<br>149<br>511 | **1979** Edogawa SB. Co. Ltd.—Tokyo (249)<br>39,50 2,550<br>37,50 8,21 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 380<br>400bhp (294kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 8013481<br>JG4135<br>123744<br>Rdr RT | **EISHO MARU No. 31**<br><br>**Yokohama Yusosen K.K.**<br>Tokyo Japan | **494**<br>284<br>1 150 | **1980** Hanasaki Zosensho—Yokosuka (180)<br>4,001<br>48,49 9,40 4,30<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 7709590<br>JE2296<br>119479<br>Df Rdr | **EISHO MARU No. 32**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **154**<br>86<br>— | **1977** Minami-Kyushu Zosen K.K.—Kushikino (270)<br>41,61 7,22 2,621<br>34,02 6,93 2,93 | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 8130370<br>JE2682<br>124999 | **EISHO MARU No. 35**<br><br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **199**<br>105<br>299 | **1982** K.K. Murakami Zosensho—Ishinomaki (1088)<br>45,47 7,78 2,925<br>38,36 7,46 3,08<br>1 dk | **M Fishing**<br>Seiner Ref.<br>Mchy.aft<br>B.273 | Oil 4SA 6Cy. 260 × 330<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |

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| 8130368<br>JE2681<br>124998 | **EISHO MARU No. 36**<br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | 199<br>110<br>— | | 1981 K.K. Murakami Zosensho—Ishinomaki (1087)<br>... ... ...<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 260 × 330<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. | Amaga |
| 8114493<br>JE2680<br>124997<br>Df Gc<br>Pfd Rdr<br>RT | **EISHO MARU No. 38**<br>**Eisho Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | 224<br>126<br>— | | 1981 K.K. Murakami Zosensho—Ishinomaki (1081)<br>... (BB) ... ...<br>40,70 7,70 3,26<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Oil 4SA 6Cy. 260 × 330<br>1 100bhp (809kW)<br>Yanmar Diesel Engine Co. Ltd. | Japa |
| 7380203<br>JLHR<br>113298<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHO MARU No. 52**<br>**Eisho Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | 124<br>42<br>— | | 1974 Niigata Eng. Co. Ltd.—Niigata (1283)<br>35,59 7,42 2,261<br>30,79 7,40 2,52<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. | Niiga |
| 8011433<br>JD2503<br>124445<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EISHO MARU No. 67**<br>**Eisho Gyogyo K.K.**<br>Kushiro, Japan<br>Hokkaido Pref. | 124<br>41<br>122 | | 1980 Niigata Eng. Co. Ltd.—Niigata (1678)<br>36,50 (BB) 2,663<br>30,82 7,41 4,68<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. | Ota, Gumm |
| 5403594<br>8KXJ<br>92573<br>Rdr RT | **EISHUN MARU**<br>**Kunio Yamashita**<br>Oyano, Japan<br>Kumamoto Pref. | 466<br>303<br>768 | | 1963 Kurushima Dock Co. Ltd.—Imabari (163)<br>52,38 8,06 3,709<br>47,99 8,01 3,99<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 001<br>1 Ha (24,0 × 5,0) ER | Oil 4SA 6Cy. 290 × 430<br>620bhp (456kW)<br>Nippon Hatsudoki<br>Gen 1 × 6kW 110V a.c.<br>Fuel 25,5t-2,0pd | Kob<br>10.5k |
| 7652228<br>JK3261<br>105901 | **EISHUN MARU No. 2**<br>**Akechi Kisen K.K.**<br>Nagahama, Japan<br>Ehime Pref. | 494<br>315<br>1 170 | | 1969 K. Ochi—Ehime<br>54,01 4,401<br>49,51 9,30 4,70<br>1 dk | **M General Cargo**<br>G.1 250 | Oil<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Japa<br>12k |
| 5099408<br>Y4HM<br>Df Esd<br>Gc Rdr<br>RT | **EISLEBEN**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | 696<br>262<br>— | DSRK | 1955 VEB Schiffswerft "Neptun"—Rostock<br>58,68 9,02 4,052<br>52,00 8,97 5,01<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>2 Ha<br>Der 2(2,5) | Oil 4SA 8Cy. 365 × 550<br>920bhp (677kW)<br>Goerlitzer Masch.<br>Gen 1 × 160kW 2 × 32kW<br>1 × 17,5kW 230V 50Hz a.c.<br>Fuel (d.o.) | Goerli<br>10k |
| 5099422<br>Y6DR<br>Df Esd<br>Rdr<br>RTm/h/v | **EISVOGEL**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | 388<br>—<br>— | DSRK | 1957 VEB Mathias-Thesen-Werft—Wismar<br>39,20 9,71 3,550<br>34,50 4,75<br>1 dk<br>RW | **M Tug/Icebreaker**<br>Ice strengthened | Oil 4SA 8Cy. 470 × 660<br>Halberstadt<br>Gen 2 × 51kW 1 × 12,75kW 230V d.c. | Halberst<br>12k |
| 7715135<br>JG3692<br>121431<br>Rdr RT | **EITAI MARU**<br>**Shoyu Kosan Kaisha**<br>Tokyo Japan | 199<br>66<br>— | | 1977 Towa Zosen K.K.—Shimonoseki (505)<br>30,61 8,82 2,601<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. | Tok |
| 6408486<br>JG2004<br>93104<br>RT | **EITAI MARU**<br>**Kaiyo Kogyo K.K.**<br>Tokyo Japan | 176<br>60<br>— | | 1963 Osaka Zosensho—Osaka (218)<br>29,04 8,26 2,794<br>27,51 8,21 3,92<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 380<br>Fuji Seisakusho<br>Gen 1 × 28kW 1 × 20kW 225V a.c. | Tateyam<br>12k |
| 5099446<br>7LMX<br>89263<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EITAN MARU**<br>**Hokoku Suisan K.K.**<br>Tokyo Japan | 498<br>266<br>375 | | 1962 Kanasashi Zosensho—Unspecified Works, Shimizu (435)<br>56,62 9,05<br>50,47 9,00 4,30<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ho ER | Oil 4SA 6Cy. 420 × 600<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 120kW 230V a.c., | Yai<br>12,25k |
| 7628277<br>JPLM<br>119313<br>Df Esd<br>Gc Rdr | **EITOKU MARU**<br>**Tokumaru Kaiun K.K.**<br>Tokyo Japan | 3 489<br>2 267<br>5 787 | NK | 1977 Nishii Dock Co. Ltd.—Nansei (286)<br>127,41(BB) 17,63 7,068<br>116,01 17,61 10,60<br>2 dks | **M General Cargo**<br>Ref<br>4 Side doors<br>4 Ho ER<br>In.7 208<br>4 Ha (6,4 7,0 7,0 7,0 × 5,9) ER<br>Der 4(5) | Oil 2SA 8Cy. 520 × 1050<br>10 650bhp (7 834kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 3 × 440kW 445V a.c. | Mitsubi<br>Yai<br>18k |
| 7212626<br>JK3560<br>110772<br>Rdr | **EITOKU MARU No. 3**<br>**Masanori Hamada**<br>Kurahashi, Japan<br>Hiroshima Pref. | 199<br>107<br>519 | | 1971 Sasaki Zosen K.K.—Kinoe (224)<br>41,86 7,52 3,302<br>38,00 7,50 3,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>720bhp (530kW)<br>Niigata Eng. Co. Ltd. | Tok |
| 7935228<br>JM4389<br>123210<br>Gc Rdr | **EITOKU MARU No. 8**<br>**Isomoto Kisen Y.K.**<br>Hinase, Japan<br>Okayama Pref. | 194<br>112<br>577 | | 1979 Shin Nippon Jukogyo K.K.—Higashino (158)<br>49,00 3,250<br>46,21 8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. | Jap |
| 6619401<br>JK2335<br>97858<br>Rdr | **EIUN MARU**<br>**Koike Zosen Kaiun K.K.**<br>Osaki, Japan<br>Hiroshima Pref. | 328<br>169<br>599 | | 1966 Koike Zosen Kaiun K.K.,—Osaki (33)<br>44,81 7,62 3,499<br>40,29 7,61 3,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (21,1 × 4,9) ER | Oil 4SA 6Cy. 280 × 420<br>500bhp (368kW)<br>Matsue Diesel K.K.<br>Gen 1 × 5kW 110V a.c.<br>Fuel 20,0t | Mats<br>9.5k |

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| 6817156<br>JM2718<br>102333 | **EIUN MARU No. 2**<br><br>**Hatsuo Nakamura**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **198**<br>98<br>406 | **1968** Mochizuki Zosensho—Kinoe (38)<br>36,58 8,23 2,794<br>31,98 8,21 3,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 12Cy. 200 × 240<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 5190537<br>HP3504<br>7051-YJ<br>Rdr RT | **EIWA**<br>ex Eiwa Maru No. 3-76<br>ex Munakata Maru No. 3<br>ex Koan Maru No. 3<br>**Golden Bond Navigation S.A.**<br>Panama Panama | **993**<br>516<br>1 584 | **1962** Kanda Zosensho K.K.—Kure (65)<br>68,71 9,73 4,801<br>(GL) 63,00 9,71 5,21<br>1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 908 | Oil 4SA 6Cy. 430 × 630<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 225V a.c.<br>Fuel 91,5t-4,5pd 11,5kn |
| 7353509<br>7KSO<br>113570<br>Df Gc<br>Pld Rdr<br>RT | **EIWA MARU**<br><br>**Kano Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **1 592**<br>912<br>2 110 | **1974** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (366)<br>NK 78,34 12,35 5,004<br>72,01 12,32 5,92<br>P 16,5 F 10,1 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (stl) ind rectangular horizontal ER<br>L.(gas) 1 889 | Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 225V a.c.<br>Fuel 16,5t (d.o.) 162,5t (hvf)-7,0pd 11kn |
| 7123863<br>JM3402<br>111949<br>Gc Rdr<br>RT | **EIWA MARU**<br><br>**Saishin Kogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **1 530**<br>927<br>3 277 | **1971** Kyokuyo Zosen Tekko K.K.—Chofu (228)<br>NK 84,36 12,86 5,804<br>78,01 12,81 6,35<br>P 17,7 F 10,1 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 3 326 | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 140kW 445V a.c.<br>Fuel 126,0t-19,0pd 11,75kn |
| 8202458<br>JANW<br>126199<br>Df Esd<br>Gc Rdr<br>RT | **EIWA MARU**<br><br>**Sansho Kaiun K.K.**<br>Japan | **1 500**<br>1 065<br>4 166 | **1982** K.K. Namikata Zosensho—Namikata (108)<br>NK 6,322<br>78,01 14,51 6,51<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 7378248<br>JK3707<br>115442<br>Rdr | **EIWA MARU**<br><br>**Sanwa Kisen K.K.**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **698**<br>449<br>1 439 | **1974** Towa Zosen K.K.—Shimonoseki (466)<br>61,75 9,61 4,827<br>56,01 9,58 5,49<br>1 dk | **M Tanker**<br>Asphalt<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 700bhp (1 250kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6816102<br>JG2549<br>103887<br>Rdr RTh | **EIWA MARU**<br><br>**Nagai Kaiun K.K.**<br>Tokyo Japan | **498**<br>254<br>965 | **1968** Kanmon Zosen K.K.—Shimonoseki (277)<br>53,85 8,82 3,963<br>49,00 8,79 4,40<br>1 dk | **M Tanker**<br>Molasses Alcohol CBT<br>6 Ta ER<br>L.(oil) 1 108 | Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 1 × 12kW 225V 60Hz a.c.<br>Fuel 43,5t (d.o.)-2,0pd 9kn |
| 8118475<br>JG4230<br>126061 | **EIWA MARU**<br><br>**Japan Kinkai K.K. (Japan Line-Near Seas)**<br>Tokyo Japan | **498**<br>318<br>1 600 | **1982** Miura Zosen—Saiki (650)<br>4,323<br>NK 65,03 11,51 6,35<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 550<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7652204<br>JI2644<br>111646<br>Esd Rdr | **EIWA MARU**<br><br>**Takahashi Kaiun K.K.**<br>Hojo, Japan<br>Ehime Pref. | **493**<br>293<br>1 480 | **1971** Hakata Zosen K.K.—Hakata (101)<br>61,35 4,471<br>57,00 10,00 6,46<br>2dks | **M General Cargo**<br><br>G.2 065 B.1 846<br>1 Ha (31,7 × 6,4) ER | Oil<br>1 500bhp (1 103kW)<br>Nippon Hatsudoki Japan<br>11kn |
| 6403606<br><br><br>Rdr | **EIWA MARU**<br><br>**Full Wind Navigation Co. Ltd.** | **462**<br>249<br>724 | **1963** Koyo Dockyard Co. Ltd.—Mihara (301)<br>52,58 8,03 3,709<br>47,99 8,01 3,99<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (24,4 × 5,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 310 × 440<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 10kW 1 × 7,5kW 110V a.c.<br>10,25kn |
| 5419713<br>7LMB<br>89227 | **EIWA MARU No. 8**<br><br>**Yamamoto Kisen K.K.**<br>Mihara, Japan<br>Hiroshima Pref. | **455**<br>331<br>1 000 | **1961** Kanmon Zosen K.K.—Shimonoseki<br>45,04 8,64 3,861<br>43,69 8,59 4,02<br>1 dk<br>len 66 | **M Tanker**<br><br>5 Ta ER<br>L.(oil) 1 107 | Oil 4SA 6Cy. 270 × 390<br>330bhp (243kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 30,5t-1,5pd 8,25kn |
| 7327067<br>JG3066<br>112683<br>Esd Gc<br>Rdr RT | **EIWA MARU No. 10**<br>ex Yoshie Maru No. 1-79<br>**Seishin Kogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **991**<br>667<br>2 012 | **1973** Teraoka Shipyard Co. Ltd.—Nandan (131)<br>12,02 5,036<br>72,01 11,99 5,52<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 300bhp (1 692kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8115083<br>JM5022<br>124817<br>Rdr RT | **EIWA MARU No. 18**<br><br>**Saishin Kogyo K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **699**<br>488<br>1 797 | **1981** Ube Dockyard Co. Ltd.—Ube (166)<br>70,62 11,03 4,622<br>65,00 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 600<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7209693<br>JG3105<br>112753<br>Rdr RT | **EIWA MARU No. 18**<br><br>**Nagai Kaiun K.K.**<br>Tokyo Japan | **497**<br>318<br>1 208 | **1971** Kanmon Zosen K.K.—Shimonoseki (308)<br>58,55 9,53 4,369<br>54,01 9,50 4,55<br>1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 421 | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 28kW<br>Fuel 28,5t (d.o.)-0,5pd 11,5kn |
| 7527203<br>JG3567<br>119177<br>Esd Gc<br>Rdr RT | **EIWA MARU No. 23**<br><br>**Nagai Kaiun K.K.**<br>Tokyo Japan | **991**<br>698<br>2 486 | **1976** Murakami Hide Zosen K.K.—Hakata (130)<br>12,04 5,001<br>72,52 12,01 5,62<br>1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 2 445 HeCls. C | Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 10,5t (d.o.) 37,0t (hvf)-2,5pd 12kn |

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| **7727786**<br>JG3713<br>121483<br>Rdr RT | **EIWA MARU No. 25**<br>**Nagai Kaiun K.K.**<br>Tokyo Japan | **998**<br>689<br>2 564 | **1978** Murakami Hide Zosen K.K.—Hakata (162)<br>5,101<br>78,01 12,01 5,72<br>1 dk<br>RW | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 2 451 | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Fuel 25,0t (d.o.) 87,0t (hvf)-5,5pd |
| **7727798**<br>JG3719<br>121496<br>Rdr RT | **EIWA MARU No. 26**<br>**Nagai Kaiun K.K.**<br>Tokyo Japan | **497**<br>299<br>1 109 | **1978** Murakami Hide Zosen K.K.—Hakata (163)<br>4,101<br>56,01 9,52 4,63<br>1 dk<br>RW | **M Tanker**<br>Molasses Alcohol CBT<br>8 Ta ER<br>L.1 093 HeCls. C | Oil 4SA 6Cy. 280 × 460<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 13,5t (d.o.) 76,5t (hvf)-3,5pd |
| **7913373**<br>JG3946<br>123538<br>Gc Rdr<br>RT | **EIWA MARU No. 27**<br>**Nagai Kaiun K.K.**<br>Tokyo Japan | **591**<br>317<br>1 529 | **1979** Murakami Hide Zosen K.K.—Hakata (172)<br>4,153<br>58,98 9,50 4,75<br>1 dk | **M Tanker**<br>Molasses Alcohol CBT<br>8 Ta ER<br>L.1 170 HeCls. C | Oil 4SA 6Cy.<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 14,5t (d.o.) 68,0t (hvf)-3,5pd |
| **5177303**<br>7JIJ<br>86823<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIWA MARU No. 28**<br>ex Kibi Maru No. 2<br>ex Junko Maru No. 18<br>**Eisaku Nishijima**<br>Nyuzen, Japan<br>Toyama Pref. | **467**<br>252<br>670 | **1961** Kanasashi Zosensho—Unspecified Works, Shimizu (383)<br>52,58 8,84 3,350<br>47,27 8,81 4,30<br>1 dk | **M Fish Carrier**<br>Ref<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 250,0t |
| **8017657**<br>JDHO<br>123808<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIWA MARU No. 58**<br>**Eisaku Nishjiima**<br>Nyuzen, Japan<br>Toyama Pref. | **299**<br>151<br>— | **1980** Kanasashi Zosensho—Unspecified Works, Shimizu (2052)<br>49,79 8,62 3,301<br>43,95 8,60 3,66<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. |
| **7929293**<br>JJFC<br>119798<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIYO MARU**<br>**Mitsui O.S.K. Lines Ltd. & Inui Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **36 182**<br>25 955<br>44 270 | **1981** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2745)<br>NK 198,08 11,000<br>189,01 32,21 20,91<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>6 Ho ER<br>G.86 133 HeCls. B<br>6 Ha (stl) (each 12,8 × 14,4) ER<br>Cr 3(11,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 915,5kW a.c.<br>Fuel 244,0t (d.o.) 2 361,0t (hvf)-42,5pd |
| **7115323**<br>Df Esd<br>Rdr RT | **EIYO MARU** | **1 486**<br>1 067<br>2 999 | **1971** Asakawa Zosen—Imabari (185)<br>76,71 12,83 5,995<br>76,38 12,81 6,46<br>1 dk<br>RW | **M Tanker**<br>6 Ta ER | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. |
| **7046467**<br>JG2966<br>109869<br>Rdr RT | **EIYO MARU**<br>**Eifuku Senpaku K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **593**<br>370<br>1 349 | **1970** Asakawa Zosen—Imabari (172)<br>59,39 9,83 4,395<br>53,50 9,81 4,81<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 280 | Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7937745**<br>JL4912<br>123070<br>Rdr | **EIYO MARU**<br>**Hojo Kaiun Y.K.**<br>Naruto, Japan<br>Tokushima Pref. | **496**<br>318<br>1 000 | **1980** Nishi Zosen K.K.—Imabari (207)<br>... ... ...<br>65,51 11,00 6,20<br>1dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. |
| **7020906**<br>JG2771<br>107232<br>Rdr RT | **EIYO MARU**<br>**Eisho Kaiun Y.K.**<br>Komatsushima, Japan<br>Tokushima Pref. | **449**<br>213<br>761 | **1970** Tokushima Zosen K.K.—Fukuoka (866)<br>47,02 8,23 3,734<br>42,98 8,21 4,09<br>1 dk | **M Tanker**<br>Molasses CBT<br>6 Ta ER<br>L.784 HeCls. ptC | Oil 4SA 6Cy. 250 × 400<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 12kW 225V a.c.<br>Fuel 39,0t-2,5pd |
| **6802890**<br>JFTV<br>101058<br>Rdr RT | **EIYO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japan | **194**<br>82<br>— | **1967** Nagasaki Zosen K.K.—Nagasaki (163)<br>38,38 6,84 2,769<br>33,10 6,81 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. |
| **7101566**<br>JG2869<br>109753 | **EIYO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japan | **193**<br>69<br>261 | **1970** K.K. Wakamatsu Zosen—Kitakyushu (206)<br>40,75 7,24 3,163<br>34,70 7,22 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. |
| **7320796**<br>7KNN<br>114724<br>Df Esd<br>Gc Rdr | **EIYO MARU No. 88**<br>**Asahi Gyogyo K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **284**<br>145<br>— | **1973** Daito Zosen Kogyo K.K.—Kochi<br>49,71 8,23<br>42,68 8,21 3,56<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) |
| **7853121**<br>JL3916<br>117239 | **EIYOSHI MARU**<br>**Tamaoki Kaiun Y.K.**<br>Takamatsu, Japan<br>Kagawa Pref. | **473**<br>249<br>700 | **1973** Murakami S.B. Co. Ltd.—Naruto<br>52,00 3,401<br>48,01 11,00 5,52<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. |
| **7853353**<br>JL4260<br>118947 | **EIYOSHI MARU**<br>**Kinei Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **419**<br>249<br>1 151 | **1977** K.K. Yoshida Zosen Kogyo—Arida<br>64,45 3,820<br>59,42 10,41 5,69<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. |

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| 6814544<br>JL2761<br>101478 | **EIYOSHI MARU**<br>ex Ozuru Maru<br>**Y.K. Kowa Kaiun**<br>Takamatsu, Japan<br>Kagawa Pref. | **198**<br>106<br>399 | | **1967** Kishimoto Zosen—Kinoe (263)<br>39,50 7,01 2,998<br>35,01 6,99 3,31<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>500bhp (368kW)<br>Daihatsu Kogyo Osaka<br>Fuel 15,0t 10kn |
| 7923029<br>JL4572<br>121036<br>Rdr RT | **EIYOSHI MARU**<br><br>**Eiyoshi Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **195**<br>108<br>— | | **1979** Murakami S.B. Co. Ltd.—Naruto<br>(116)<br>... ... ...<br>43,01 8,50 3,26<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br><br>Hanshin Nainenki Kogyo Kobe |
| 7103370<br>JK3231<br>105931 | **EIYOSHI MARU No. 5**<br><br>**Eikichi Kisen Y.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **483**<br>297<br>1 000 | | **1969** Shinwa Sangyo K.K.—Higashino<br>(150)<br>40,01 10,06 3,302<br>36,99 10,01 3,41<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7855753<br>JG2828<br>108908 | **EIYOSHI MARU No. 5**<br>ex Hinode Maru No. 5<br>ex Tokai Maru No. 1<br>**Sakamoto Kaiun Y.K.**<br>Mano, Japan<br>Niigata Pref. | **199**<br>99<br>282 | | **1970** Ono Zosensho—Osaka<br>38,99 3,401<br>35,01 9,01 3,66<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>7,75kn |
| 7025906<br>HO5470<br>9466-<br>PEXT<br>Rdr RT | **EIYU**<br>ex Yoko Maru No. 7-81<br>**Sanko Lines Co. S.A.**<br>Panama Panama | **498**<br>305<br>1 196 | BV | **1970** Nishi Zosen K.K.—Imabari (128)<br>56,55 9,43 4,395<br>52,02 9,40 4,70<br>1 dk<br>RW | **M Tanker**<br><br>3 Ta ER | Oil 4SA 6Cy. 330 × 500<br>1 250bhp (919kW)<br>Makita Tekkosho Takamatsu<br>11kn |
| 7353470<br>JBMA<br>116273<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIYU MARU**<br><br>**Eiyu Kaiun K.K.**<br>Tokyo Japan | **15 993**<br>10 646<br>27 643 | NK | **1974** Shin Yamamoto Zosen—Kochi (170)<br>178,44(BB) 25,05 10,199<br>167,01 25,00 13,49<br>P 40,9 F 14,1 1 dk | **M Tanker**<br>SBT<br>19 Ta ER<br>L.(oil) 36 039 HeCls. CptB | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 520kW 445V a.c.<br>Fuel 2 869,5t-40,5pd 14,75kn |
| 7029354<br>JM3138<br>108104 | **EIYU MARU**<br><br>**Ota Sekizai K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **195**<br>115<br>400 | | **1970** Mochizuki Zosensho—Kinoe (60)<br>36,50 8,41 3,175<br>33,00 8,39 3,48<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>680bhp (500kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| 7706524<br>JPRQ<br>119356<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EIYU MARU No. 1**<br><br>**Eiyu Kaiun K.K.**<br>Tokyo Japan | **3 139**<br>1 704<br>5 269 | NK | **1977** Usuki Tekkosho—Usuki (976)<br>107,24 15,02 6,301<br>99,52 15,00 7,52<br>P 19,6 F 9,5 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 5 637 HeCls. CptB | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 300kW 445V a.c.<br>Fuel 75,0t (d.o.) 485,5t (hvf) 12kn |
| 7649099<br>JG3402<br>116114 | **EIYU MARU No. 1**<br><br>**Kyokuyu Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **499**<br>287<br>1 200 | | **1973** Sugane Zosen—Yokohama<br>53,50 4,201<br>49,00 9,81 4,65<br>1dk | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 1 286 | Oil<br>1 300bhp (956kW)<br>Sumiyoshi Tekkosho Japan<br>10kn |
| 7652395<br>JM2872<br>104236<br>Rdr | **EIYUKU MARU No. 1**<br>ex Seiko Maru No. 5-78<br>**Marunaka Kaiun G.K.**<br>Owase, Japan<br>Mie Pref. | **489**<br>275<br>1 147 | | **1969** M. Kan—Ehime Pref. (49)<br>53,50 4,331<br>49,41 9,30 4,75<br>1 dk | **M General Cargo**<br><br><br>1 Ha (26,0 × 6,0) ER | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| 7205245<br>JDDE<br>112746<br>Df Esd<br>Gc Pfd<br>Rdr | **EIZAN MARU**<br>ex Iko Maru-76<br>**Yamamoto Kisen K.K.**<br>Saiki, Japan<br>Oita Pref. | **4 499**<br>2 811<br>7 839 | NK | **1971** Hashihama Zosen—Imabari (301)<br>114,56 18,06 7,062<br>107,02 18,01 9,00<br>P 23,5 F 10,1 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.10 063 B.9 536<br>2 Ha (stl) (31,2 32,9 × 8,7) ER<br>Der 4(22) | Oil 4SA 12Cy. 400 × 460<br>6 000bhp (4 413kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 240kW 445V a.c.<br>Fuel 867,5t-20,0pd 13,75kn |
| 7935060<br>JM4674<br>123354<br>Rdr RT | **EIZAN MARU**<br><br>**Koei Kaiun K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **697**<br>507<br>1 774 | | **1979** Sasaki Zosen K.K.—Kinoe (267)<br>69,80 4,606<br>65,00 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7501405<br>JL4122<br>117474<br>Gc Rdr<br>RT | **EIZAN MARU**<br><br>**Ueda Kaiun K.K.**<br>Hinase, Japan<br>Okayama Pref. | **498**<br>287<br>1 614 | | **1975** Kochi Jukogyo K.K.—Kochi (866)<br>11,00 4,141<br>60,97 10,98 5,85<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7371044<br>JL4082<br>113591<br>Rdr RT | **EIZAN MARU No. 36**<br><br>**Ehime Shosen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **999**<br>685<br>2 544 | | **1974** Sasaki Zosen K.K.—Kinoe (187)<br>74,00 12,04 5,182<br>71,00 12,02 5,49<br>1 dk | **M Tanker**<br><br>4 Ta ER | Oil<br>2 100bhp (1 545kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Fuel 93,5t 13kn |
| 7531046<br>JL4291<br>120898<br>Rdr RT | **EIZAN MARU No. 56**<br><br>**Yamamoto Kisen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **696**<br>508<br>1 808 | | **1976** Sasaki Zosen K.K.—Kinoe (306)<br>69,80 11,03 4,701<br>65,03 11,00 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7616535<br>JG3664<br>119321<br>Rdr | **EIZAN MARU No. 66**<br>ex Shiretoko Maru<br>**Yamamoto Kisen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **699**<br>501<br>1 810 | | **1977** Sanyo Zosen K.K.—Mukaishima<br>(750)<br>4,501<br>62,51 11,02 5,06<br>1 dk | **M Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 360 × 560<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| **7812270**<br>JL4549<br>123028<br>Df Esd<br>Gc Rdr<br>RT | **EIZAN MARU No. 76**<br>**Yamamoto Kisen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **2 969**<br>1 745<br>4 995 | | NK | **1978** Koyo Dockyard Co. Ltd.—Mihara (832)<br>100,69 14,23 6,960<br>94,32 14,20 7,50<br>P 21,1 F 11,0 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 5 950 | | Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd.<br>Gen 3 × 160kW 450V a.c. | Akash<br>13k |
| **7365681**<br>PDWK<br>33<br>Df Esd<br>Gc Rdr<br>RT | **EIZE WILLEM FOKKE**<br>**Firma Jac. Hoekstra & Gebr. de Boer**<br>Urk Netherlands | **212**<br>—<br>— | | | **1975** Holland Launch B.V.—Zaandam<br>35,06 7,57<br>30,89 7,50 4,02<br>1 dk | **M Fishing**<br>Side-fishing | | Oil<br>1 300bhp (956kW)<br>Atlas-MaK Maschinenbau | Ka |
| **8132249**<br>JM2863<br>123837 | **EIZO MARU No. 15**<br>Ito, Japan<br>Shizuoka Pref. | **199**<br>121<br>— | | | **1981** Iisaku Zosen—Shizuoka (81-1100)<br>... ... ...<br>34,70 7,80 2,60<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft | | Oil<br>............ | |
| **7370777**<br>JH2614<br>116659<br>Rdr RT | **EIZO MARU No. 18**<br>**Eizo Kaiun K.K.**<br>Ito, Japan<br>Shizuoka Pref. | **498**<br>303<br>1 279 | | | **1974** Kyoei Zosen K.K.—Mihara (58)<br>59,77 10,04 4,064<br>55,00 10,01 4,30<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kobe<br>10k |
| **7353054**<br>JJ2902<br>115886<br>Esd Gc<br>Rdr RT | **EIZO MARU No. 21**<br>ex Jingu Maru-79<br>**Eizo Kaiun K.K.**<br>Ito, Japan<br>Shizuoka Pref. | **998**<br>625<br>2 080 | | | **1973** Murakami Hide Zosen K.K.—Hakata (110)<br>11,00 5,106<br>70,01 10,98 5,49<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | | Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **5405346**<br>8JXS<br>91630<br>RT | **EJIMA MARU No. 5**<br>**Ieshima Kisen K.K.**<br>Ieshima, Japan<br>Hyogo Pref. | **184**<br>88<br>36 | | | **1962** Oka Zosen K.K.—Ushimado (111)<br>35,31 6,23 1,855<br>29,93 6,20 2,80<br>1 dk<br>RW | **M Ferry** | —P | Oil 4SA 6Cy. 300 × 400<br>Kinoshita Tekkosho | Akash<br>12k |
| **7234569**<br>OZAP<br>H512 | **EJNAR MIKKELSEN**<br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Angmagssalik Greenland (Danish) | **185**<br>96<br>— | | | **1972** Holbaek Skibs-og Baadebyggeri I/S C. & E. Nielsen—Holbaek (337)<br>34,02 7,98<br>27,31 7,93 3,41<br>1 dk | **Wood M Ferry/General Cargo**<br>Mchy.aft | —P | Oil 2SA 4Cy. 300 × 360<br>280bhp (206kW)<br>A/S Motorfabriken Dan<br>Fuel (d.o.) | Esbjerg |
| **6606870**<br>PKSQ<br>Df Esd<br>Gc Rdr<br>RTv | **EKA DAYA SAMUDERA**<br>ex Orcoma-79<br>**P.T. Perusahaan Pelayaran 'Samudera Indonesia'**<br>Jakarta Indonesia | T.Mk<br>**7 122**<br>3 984<br>12 373<br>**10 300**<br>6 024<br>14 795 | **✠100A1**<br>DTf & tunnel tanks—<br>vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 10/80<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 5041<br>(GL) | **1966**-3 Harland and Wolff Ltd.—Belfast (1662)<br>155,07(BB) 21,39 8,478/9,500<br>146,31 21,34 13,11<br>F 15,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 152 DK fwd<br>7BH WB2493t incl. Tunnel tanks 301t | **M General Cargo**<br>Ref<br>In.439<br>Der 2(-) | | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>Harland and Wolff Ltd.<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar) | B&W<br>Belfast |
| **6919007**<br>PLWQ<br>376254<br>Gc Rdr<br>RT | **EKA RAYA**<br>ex Eiko Maru No. 11-77<br>ex Yuwa Maru<br>**P.T. Hutan Raya Utama Co.**<br>Jakarta Indonesia | **991**<br>604<br>1 891 | | NK | **1969** Imabari Zosen—Imabari (193)<br>71,00 11,43 5,090<br>65,00 11,41 5,85<br>P 13,5 F 8,9 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 473 B.2 243<br>1 Ha (55,9 × 6,5) ER<br>6W Der 2(10) | | Oil 4SA 6Cy. 380 × 540<br>1 600bhp (1 177kW)<br>Makita Tekkosho<br>Gen 2 × 80kW 445V a.c.<br>Fuel 125,0t-4,0pd | Takamats<br>12k |
| **7905089**<br>OYAQ<br>D2701<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EKALUK**<br>**Narssaq Trawl ApS**<br>Narssaq Greenland (Danish) | T.Mk<br>**294**<br>94<br>— | | NV | **1979** I/S Orskovs Staalskibsvaerft —Frederikshavn (110)<br>35,01 9,33<br>31,60 9,31 6,30<br>F - 2 dks<br>rf 762 Box K 102 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | | Oil 2SA 9Cy. 260 × 400<br>990bhp (728kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 1 380V 50Hz a.c. | |
| **6708393**<br>A8IN<br>4981<br>Df Esd<br>Gc Rdr<br>RT | **EKATERINI**<br>ex Ekaterini M. Goulandris-79<br>**North Seas Carriers Corp. & Sea Spray Bulk Carriers Corp.**<br>Monrovia Liberia | **28 646**<br>20 153<br>55 619 | | AB | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (910)<br>216,01 31,04 12,078<br>205,01 30,99 18,01<br>F 12,5 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.65 950<br>7 Ha (stl) ER | | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 260kW<br>Fuel 3 406,0t | Sulzer<br>Aio<br>15k |
| **5099757**<br>SV3258<br>1445 | **EKATERINI A**<br>ex Kyriakos K-62<br>**Nicolaos & Michael Armenakis Ltd.**<br>Piraeus Greece | **277**<br>162<br>— | | | **1958** ............Perama<br>50,25<br>44,02 10,44<br>1 dk<br>R | **TM Ferry** | —dk P | 2 Oil 2DA each 4Cy.<br>308bhp (227kW) E made— fitted58<br>L. Gardner & Sons Ltd.<br>Fuel (d.o.) | Manchester |
| **7532674**<br>SV3998<br>RT | **EKATERINI APOSTOLI**<br>**Ageliki Kyriakou D. Apostolos Ltd.**<br>Greece | **170**<br>—<br>30 | | | **1976** Vassiliadis Yard—Salamis (27)<br>45,47 11,99 2,388<br>38,77<br>1 dk | **TM Ferry**<br>Mchy.aft | | 2 Oil 4SA each 8Cy.<br>820bhp (603kW)<br>Kelvin Diesels Ltd. | Glasgow |
| **6925070**<br>H2HT<br>701858<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EKATI**<br>ex Venus-82 ex Sipca Dareen-79<br>ex Sipca I-78<br>ex Texaco Frankfurt-78<br>**Ekati Compania Naviera S.A.**<br>Limassol Cyprus | **104 615**<br>79 057<br>209 407 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | SS 4/79<br>EL A• 4"U3<br>FN 22264 | **1969**-11 Howaldtswerke-Deutsche Werft —Kiel (1208)<br>325,33(BB) 47,22 18,994<br>310,55 47,17 24,52<br>1 dk<br>rf nil<br>9BH WB30009t incl. 14068t in clean ballast tanks DTf8892t | **S Tanker**<br>IGS<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 258 313<br>Cr 1(2) 1(1) Der 2(10) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>A.E.G.<br>WTB(s) 70,5kgf/cm² (69,2bar) Spt 515°C<br>69kgf/cm² (67,7bar) hs2140,0<br>WTB(p) 68kgf/cm² (66,7bar) Spt 390°C<br>64kgf/cm² (62,8bar) hs398,3<br>Gen 2 × 848kW 440V 60Hz a.c.<br>Fuel 7 778,0t (o.f.)-142,0pd | West Ber<br>15,5k |

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|---|---|---|---|---|---|---|
| **7922881**<br>SJBT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EKEN**<br>**Rederi AB Ektank**<br>Donso Sweden | **4 830**<br>2 585<br>7 700 | ✠**100A1**<br>chemical tanker<br>cargo type B, SG up to 1.5 in centre tanks in association with a list of defined cargoes<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL X 495,0/46,0U3<br>FN 2839 | **1980**-12 FEAB Marstrandsverken<br>—Marstrand (145)<br>114,03 18,27 7,478<br>105,01 18,01 9,02<br>P 30,5 F 19,2 1 dk<br>rf nil<br>10BH WB2066T incl. DTf250T | **M Tanker**<br>Chemical<br>18 Ta ER<br>L.9 158 | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>5 400bhp (3 972kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>3 AuxB (2 o.f. 1 ex.g) 20,4kgf/cm² (20,1bar)<br>Gen 1 × 420kW 2 × 220kW<br>1 × 172kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 56,0t (d.o.) 260,5t (hvf) |
| **6805139**<br>DHLZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EKENIS**<br>ex Theano-79 ex Barbel Bolten-73<br>**Reederei Hartmut Leistikow K.G.**<br>Kumo Bereederung G.m.b.H.<br>Hamburg Federal Republic of Germany | T.Mk<br>**998**<br>670<br>2 100 | GL | **1968** Schlichting-Werft—Travemuende<br>(1353)<br>86,75 (BB) 14,76 4,560<br>78,95 14,58 7,57<br>F 8,6 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.5 380 B.4 955<br>2 Ha (stl) (each 25,6 × 11,8) ER | Oil 4SA 6Cy. 450 × 550<br>2 500bhp (1 839kW)<br>Atlas-MaK Maschinenbau Kiel<br>14,5kn |
| **5099800**<br>SFIO<br>4129<br>Pfd RT | **EKERO**<br>ex Ejdern-49 ex Linkoping-41<br>**Bunkertransporter KG**<br>Simonsson AB<br>Goteborg Sweden | **180**<br>95<br>244 | | **1902** W. Lindbergs Verk—Stockholm<br>35,06 6,58 3,048<br>6,53<br>1 dk H 6,1<br>R len 61<br>conv General Cargo 49 | **M Tanker**<br>6 Ta ER<br>L.(oil) 219<br>HeCls. C | Oil 4SA 3Cy.<br>240bhp (177kW) NE 55<br>A/S Volund Kobenhavn<br>Fuel 5,0t (d.o.)-1,5pd<br>10kn |
| **5099812**<br>119841 | **EKET**<br>**West African Lighterage & Transport Co. Ltd.**<br>Lagos Nigeria | **394**<br>169<br>123 | ✠Classed LR until 3/71 | **1950**-2 J. Samuel White & Co. Ltd.<br>—Cowes (1963)<br>54,56 9,17 1,455<br>51,82 9,15 2,98<br>P 3,7 1 dk<br>R rf nil | **TM Ferry/General Cargo**<br>1050P<br>2 Ho 7,4 7,9<br>2 Ha (each 1,6 × 1,6) | 2 Oil 2SA each 6Cy. 290 × 345<br>600bhp (441kW)<br>H. Widdop & Co. Ltd. Keighley<br>Gen 2 × 15kW 110V d.c.<br>Fuel 10,0t (d.o.) 11,5kn |
| **6928228**<br>SFBT<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **EKFJORD**<br>ex Amity-77<br>ex Pointe Du Toulinguet-76<br>ex Amity-75 ex Thuntank 5-72<br>**Hans Yngve Johnsson**<br>Donso Sweden | **3 599**<br>2 587<br>6 000 | ✠**100A1** SS 6/80<br>oil tanker<br>Caustic soda or molasses SG up to 1.5 in No. 1 p & s & Nos. 2, 3, 4 & 5 centre tanks & SG up to 1.2 in Nos. 2,3, 4 & 5 side tanks (cc)<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL R $1\frac{9}{16}$"U2<br>FN 2011 | **1970**-2 Goole SB. & Repairing Co. Ltd.<br>—Goole (566)<br>98,30 14,41 7,411<br>93,20 14,33 7,24<br>1 dk<br>rf 127 deepened 77<br>conv Oil Chemical Tanker 77<br>9BH WB294t incl. DTf146t | **M Tanker**<br>14 Ta ER<br>HeCls. C<br>Der 2(1,5) | Vee Oil 4SA 12Cy. 318 × 368<br>2 900bhp (2 133kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>2 AuxB 10kgf/cm² (9,9bar)<br>Gen 4 × 136kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 299,5t (hvf)-11,0pd 12,5kn |
| **7408859**<br>SEYA<br>7501<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EKFORS**<br>**Hans Yngve Johansson**<br>Donso Sweden | **5 999**<br>4 384<br>9 927 | GL | **1975** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (7501)<br>126,80 17,18 7,259<br>10,16<br>1 dk<br>len 81 | **M Tanker**<br>Mchy.aft<br>L.(oil) 8 500 | Oil 4SA 6Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen — 380V 50Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **6828545**<br>ESHX<br>M-29345<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EKHOLOT**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **3 708**<br>1 159<br>2 710 | RS<br>✠Classed LR until 6/71 | **1969**-3 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (824)<br>102,70 16,06 5,560<br>91,01 16,01 11,10<br>RFD 10,1 3 dks, 4th dk in No. 3 hold, 5th d k in Nos. 1 & 2 holds<br>rf 178 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>4 Ho<br>G.304 In.2 548<br>5 Ha (2,8 2,8 × 2,9) (2,5 × 2,8) (1,9 1,9 × 1,6)<br>6W Der 2(10) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>14,25kn |
| **8032580**<br>JK4197<br>122247 | **EKICHI MARU No. 78**<br>**Eikichi Kaiun K.K.**<br>Tamano, Japan<br>Okayama Pref. | **158**<br>82<br>— | | **1980** Shinhama Dock K.K.—Tamano (187)<br>... ... ...<br>39,20 7,80 4,60<br>1 dk | **M General Cargo** | Oil<br>Japan |
| **6702909**<br>UVEI<br>M-3492<br>Df Esd<br>Gc Rdr<br>RT | **EKIMCHAN**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Nakhodka U.S.S.R. | **1 630**<br>594<br>1 660 | RS | **1966** ............Kerch<br>83,55 12,04 4,652<br>74,00 11,97 5,31<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 040<br>HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13kn |
| **8105947**<br>JM5129<br>124859<br>Rdr RT | **EKISHU MARU**<br>**Hidekazu Nakamura**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **433**<br>277<br>1 100 | | **1981** Matsuo Shipbuilding Co. Ltd.<br>—Matsue (2010)<br>4,001<br>59,01 10,61 5,80<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **5310917**<br>SFGZ<br>10380<br>Df Esd<br>RT | **EKLAND**<br>ex Furuland-79 ex Borneland-76<br>ex Donia-75 ex Sandon-65<br>ex Wilhelmine-63<br>**Rederi A/B Ekeroth**<br>Kalmar Sweden | **349**<br>171<br>448 | BV | **1949** N.V. Scheepsbouw Unie—Groningen<br>(243)<br>44,51 7,47 2,896<br>37,55 7,42 3,00<br>1 dk<br>len 51 | **M General Cargo**<br>1 Ho ER<br>G.623 B.595<br>2 Ha (each 8,4 × 4,6) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 137 × 165 sr geared to sc. shaft<br>395bhp (291kW) NE 73<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 34,5t (d.o.)<br>9kn |
| **7832830** | **EKLIPTIKA**<br>**U.S.S.R.**<br>U.S.S.R. | **635**<br>199<br>405 | RS | **1980** ............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>B.414<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |

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|---|---|---|---|---|---|---|---|
| **7035688**<br>5LXW<br>3566<br>Df Esd<br>Gc Rdr<br>RTm | **EKMAN**<br>ex Lilia-78<br>**Ekman Shipping Inc.**<br>Monrovia Liberia | **3 994**<br>2 494<br>6 224 | AB | **1970** Hashihama Zosen—Imabari (272)<br>110,70 16,46 6,655<br>101,00 16,41 8,11<br>P 22,3 F 10,4 1 dk<br>rf 102 | **M General Cargo**<br>2 Ho 35,5 35,5 ER<br>G.8 622 B.8 207<br>2 Ha (stl) (each 27,2 × 8,6) ER<br>Der 2(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel 477,5t (hvf) | Mitsubi<br>Kob<br>12k |
| **7437941**<br>OWNU<br>H594<br>Df Esd<br>Pfd Rdr<br>RT | **EKNAREN**<br>ex Jean Enevoldsen-80<br>**Per Birger Madsen**<br>Nekso Denmark | **156**<br>73<br>— | | **1974** Rantzausminde Badebyggeri<br>—Svendborg (1507)<br>29,27 6,81<br>6,79<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>Fuel (d.o.) | Abenr |
| **5219565**<br>LIKW<br>8922<br>Esd Rdr<br>RT | **EKNES**<br>ex Sandtor-77 ex Mannes-64<br>ex Katvijka a/d Reijn III<br>**Otto Eknes**<br>Bergen Norway | **110**<br>54<br>152 | | **1911** A. de Jong—Vlaardingen<br>26,55 6,58<br>6,56<br>1 dk<br>R conv sailing vessel — | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 3Cy. 300 × 360<br>210bhp (154kW) NE 65<br>A/S Bergens M/V<br>Fuel 7,0t (d.o.)-1,0pd | Norm<br>Berge<br>8,5k |
| **5116335**<br>Df Esd<br>Rdr<br>RTm/v | **EKO**<br>ex Bontekoe-74 ex Flevo-65<br>**Amigos Navigation Co. Ltd.** | T.Mk<br>**389**<br>159<br>550 | (BV) (HR) | **1939** N.V. Schps. Gebr. Pot—Bolnes (878)<br>57,46 9,12 3,182<br>52,13 9,07<br>P 4,0 B & F 47,3 2 dks<br>R | **M Livestock Carrier**<br>G.1 345 B.1 335<br>2 Ha (each 8,5 × 3,6) ER<br>4W Der 1(10) | Oil 2SA 8Cy. 275 × 480<br>570bhp (419kW)<br>Gebr. Stork & Co. N.V.<br>Gen 2 × 45kW 110V d.c.<br>Fuel 65,0t (d.o.) | Henge<br>10k |
| **7238838**<br>Gc Rdr<br>RT | **EKO-NIPPON No. 1**<br>**Hoko Fishing Co. Ltd.**<br>Apapa Nigeria | **137**<br>49<br>156 | | **1972** Usuki Tekkosho—Usuki (858)<br>28,58 6,53 2,706<br>24,49 6,51 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 4Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. | Peoria, Illino |
| **7238840**<br>Gc Rdr<br>RT | **EKO-NIPPON No. 2**<br>**Hoko Fishing Co. Ltd.**<br>Apapa Nigeria | **137**<br>49<br>156 | | **1972** Usuki Tekkosho—Usuki (860)<br>28,58 6,53 2,706<br>24,49 6,51 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 4Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. | Peoria, Illino |
| **7353664**<br>Rdr | **EKO-NIPPON No. 6**<br>**Eko Nippon Fishing Co. Ltd.**<br>Lagos Nigeria | **137**<br>49<br>— | | **1974** Kushikino Zosen—Kushikino (202)<br>28,58 6,53 2,706<br>24,49 6,51 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. | Peoria, Illino |
| **7353690**<br>Rdr | **EKO-NIPPON No. 11**<br>**Eko Nippon Fishing Co. Ltd.**<br>Lagos Nigeria | **137**<br>49<br>— | | **1974** Kushikino Zosen—Kushikino (206)<br>28,61 6,51 2,706<br>24,80 6,46 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. | Peoria, Illino |
| **7398561**<br>HP2530<br>5400-75<br>RT | **EKOFISK MOON**<br>**Jackson Marine Corp.**<br>Panama Panama | **187**<br>127<br>— | | **1972** Halter Marine Fabricators, Inc.—Moss Point, Ms (377)<br>11,59 3,379<br>47,27 11,56 3,94<br>1 dk | **M Tug/Supply Ship**<br>Deck Cargo | Oil<br>............. | |
| **7047069**<br>H9LV<br>1093<br>3-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EKOWATI**<br>ex Alexandra-81 ex Kuching-76<br>**Elite Navigation Inc.**<br>Panama Panama | **3 301**<br>2 465<br>5 953 | NK | **1970** Kochi Jukogyo K.K.—Kochi (635)<br>101,12 16,03 6,808<br>94,01 15,98 8,21<br>P 18,3 B 4,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 350 B.7 000<br>2 Ha (stl) (25,8 28,0 × 7,7) ER<br>Der 1(50) 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 133kW<br>Fuel 515,0t-13,0pd | Mitsubi<br>Ya<br>12,5k |
| **6906593**<br>ESFZ<br>M-27147<br>Df Esd<br>Gc Rdr<br>RT | **EKSPERIMENT-1**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **872**<br>254<br>235 | RS | **1968** Svetlovsk Shiprepair Yard—Svetlovsk<br>44,20 19,08 3,001<br>34,80 4,09<br>2 dks | **TM Fishing**<br>Stern Trawler Twin Hull<br>Ice strengthened<br>4 Ho<br>G.417<br>4 Ha (each 1,5 × 1,5) | 2 Oil 4SA each 8Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht (SKL)<br>2 Controllable pitch propellers | Magdebur<br>9k |
| **7430826**<br>UWKB<br>M-31609<br>Df Esd<br>Gc Rdr<br>RT | **EKSPERIMENT-2**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **829**<br>257<br>270 | RS | **1974** Svetlovsk Shiprepair Yard—Svetlovsk<br>40,16 19,21 3,569<br>4,50<br>1 dk | **TM Fishing**<br>Stern Trawler Twin Hull<br>Ice strengthened<br>3 Ho<br>In.307<br>3 Ha (each 1,6 × 1,6)<br>2W Der 2(3,5) | 2 Oil 4SA each 6Cy. 320 × 480<br>1 180bhp (868kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdebur<br>10,5k |
| **5421807**<br>SHGY<br>9836<br>Df RT | **EKSUND**<br>ex Olandssund II-73 ex Jaba-58<br>**Bruno E.E. Gustavsson**<br>Kalmar Sweden | **239**<br>118<br>280 | BV | **1937** J. Koster Hzn. "De Gideon"<br>—Groningen (153)<br>39,91 6,61 2,667<br>38,26 6,56 2,82<br>1 dk<br>R len 63 | **M Ferry/General Cargo** 100P<br>1 Ha (19,5 × 4,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 130 × 150<br>300bhp (221kW) NE 75<br>A/B Volvo-Penta<br>Fuel 11,0t (d.o.) | Gotebo<br>8k |
| **5051808**<br>SXGL<br>5663<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EKTON**<br>ex Bridgepool-75<br>**Orient Shipping Corp.**<br>Piraeus Greece | **11 428**<br>5 939<br>17 590 | **✠100A1** SS 1/76<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 4965 | **1962**-6 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (821)<br>159,11 20,58 9,551<br>149,36 20,43 12,81<br>P 29,9 F 12,8 1 dk<br>rf nil<br>NS 7BH WB5498t incl. Topside tanks in holds 2348t | **M Bulk Carrier**<br>5 Ho ER<br>G.21 832<br>5 Ha (12,1 13,7 14,6 14,6 14,9 × 8,5) ER<br>Der 10(10) | Oil 2SA 5Cy. 760 × 1500<br>6 300bhp (4 634kW)<br>N.E. Mar. Eng. Co. Ltd.<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Fuel 974,5t (hvf) | Gotaverk<br>Newcas<br>15k |

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| 7018513<br>SWJV<br>3948<br>Df Esd<br>Gc Rdr<br>RTm/v | **EKTOR**<br>**Marmandato Compania Naviera S.A.**<br>Piraeus Greece | **16 258**<br>12 248<br>30 184 | **✠100A1** SS 5/79<br>strengthened for heavy<br>cargoes Nos. 2 & 5<br>holds may be empty<br>**✠LMC** **UMS**<br>EL Gt 2⅜"U3<br>FN 6778 | **1970**-9 N.V. Boelwerf S.A.—Tamise/Temse (1455)<br>190,02(BB) 22,99 10,811<br>181,03 22,93 14,51<br>P 33,3 F 16,8 1 dk<br>rf nil<br>NS 8BH WB8510t incl. Btm, side & topside tanks in holds 7600t | **M Bulk Carrier**<br>6 Ho 19,5 20,4 26,9 20,9 26,9 23,2 ER<br>G.36 964 B.35 236<br>6 Ha (stl) (11,2 × 10,0) (13,9 18,2 14,2 18,2 14,2 × 9,9) ER<br>18W Der 6(20) 1(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 450kW 220V 60Hz a.c.<br>Fuel 271,5t (d.o.) 1 739,5t (hvf) 15kn |
| 5334925<br>HO6088<br>8376-PEXT1<br>Df Esd<br>Rdr RT | **EKUE**<br>ex Coral V-82 ex Coral-79<br>ex Haida-75 ex Belval-68<br>ex Souss-63<br>**Ace Shipping & Trading Co. S.A.**<br>Panama Panama | **1 196**<br>462<br>1 560 | BV | **1952** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (340)<br>78,42 12,04 5,201<br>75,01 11,99 6,86<br>F 8,0 1 dk & S dk | **M General Cargo** OSD<br>Wine Ref<br>3 Ho 29 Ta ER<br>G.2 891 B.2 690 In.76 L.412<br>3 Ha (10,2 11,9 9,6 × 5,0) ER<br>6W Der 2(5) 4(3) | Oil 4SA 8Cy. 460 × 660<br>1 600bhp (1 177kW) MAN<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel 195,0t (d.o.) 13,5kn |
| 7030042<br>ULZM<br>M-29897<br>Df Esd<br>Gc Rdr<br>RT | **EKVATOR**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | T.Mk<br>**2 690**<br>926<br>1 496 | RS | **1968** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.244 In.1 878<br>4 Ha (1,2 1,2 × 1,3) (2,5 × 2,5) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 220kW 220V a.c.<br>Controllable pitch propeller 13kn |
| 6873497<br>UFKK<br>M-21780 | **EKVATOR**<br>**U.S.S.R. -Hydrometeorological Service**<br>Baku U.S.S.R. | **264**<br>81<br>81 | RS | **1953** ..............East Germany<br>39,15 7,29 2,699<br>3,56<br>1 dk | **M Research**<br>1 Ho<br>B.70<br>1 Ha (1,8 × 2,2) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 6822773<br>JWZX<br>17013<br>Df Esd<br>Pfd Rdr<br>RT | **EKVATOR**<br>ex Valanes-75<br>**P/R Ekvator**<br>Kjell B. Farstad<br>Alesund Norway | **174**<br>70<br>— | | **1968** Vaagland Batbyggeri A/S—Vaagland (75)<br>30,54 6,81<br>26,93 6,79 3,51<br>1 dk | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 240 × 400<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 30,5t (d.o.)-2,0pd 10kn |
| 7303657<br>7TCU<br>Df Esd<br>Rdr RT | **EL ABED**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>33<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (71)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7370612<br>SURO<br>369<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EL AGAMI**<br>ex Pacific Viking-75<br>Launched as Ryusho Maru<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **18 521**<br>12 961<br>38 117 | GL (NK) | **1975** Koyo Dockyard Co. Ltd.—Mihara (676)<br>187,00(BB) 28,45 11,100<br>178,01 28,40 15,02<br>P 15,3 F 11,0 1 dk | **M Tanker**<br>13 Ta ER<br>L.(oil) 45 113 HeCls. BC<br>Der 2(25) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 800kW 440V 60Hz a.c.<br>Fuel 178,0t (d.o.) 1 729,5t (hvf)-48,0pd 14,75kn |
| 8000202<br>Esd Rdr<br>RT | **EL ALAT 8**<br>**Marine & Transportation Services (Saudia) Ltd. (MATSS)**<br>Saudi Arabia | **60**<br>—<br>— | **✠100A1**<br>pilot launch<br>Gulf coastal service<br>**✠LMC**<br>EL (A) U1<br>FN 124 | **1980**-10 Tyler Boat Co. Ltd.—Tonbridge ((C100))<br>18,29 5,16 1,521<br>17,07 4,72 2,54<br>1 dk<br>BK<br>4BH | **Reinforced Plastic TM Pilot Launch** | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 18,5kW 120/240V 2 × 1,5kW 240V 60Hz a.c. |
| 8016299<br>RT | **EL ALAT 9**<br>**Marine & Transportation Services (Saudia) Ltd. (MATSS)**<br>Ras Tanura Saudi Arabia | **117**<br>32<br>— | AB | **1980** Halter Marine Inc.—Chalmette, La (947)<br>... ... ...<br>26,67 5,44 3,81<br>1 dk | **TM Pilot Launch** | 2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 720bhp (1 265kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 30kW a.c.<br>14kn |
| 5420451<br>HO5448<br>9449-PEXT<br>Df Esd<br>RTm | **EL ALEJANDRO**<br>ex Santa Monica-81<br>ex Ignacio Ferrer-79<br>ex Juan Millet-63<br>**Melfi Marine Corp. S.A.**<br>Panama Panama | T.Mk<br>**690**<br>438<br>1 115 | BV | **1963** Ast. Celaya—Bilbao (61)<br>60,08 9,05 4,401<br>54,18 9,00 5,36<br>2 dks<br>RW rf 127 | **M General Cargo**<br>2P<br>1 Ho 36,5 1 TwD 37,7 ER<br>G.1 600<br>2 Ha (9,2 17,5 × 4,5) ER<br>6W Der 6(3) | Oil 2SA 8Cy. 300 × 500<br>1 000bhp (736kW) Smit-Bolnes<br>Empresa Nacional "Elcano" Valencia<br>Gen 1 × 60kW 1 × 40kW 1 × 20kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7218046<br>7TFA<br>57<br>Df Esd<br>Rdr RT | **EL AMEL**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>33<br>109 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (57)<br>23,02<br>19,00 6,71 3,10<br>2 dks H 19,2 | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille |
| 5099886<br>191652<br>RTv | **EL AMIGO**<br>**Gaston Lapierre**<br>St. John's, Nfl. Canada | **250**<br>145<br>— | | **1944** Tacoma B.B. Co. Inc.—Tacoma, Wa<br>*37,80* 7,32<br>... ... ...<br>1 dk | **Wood TM General Cargo**<br>3 Ho 12,8 3,6 3,6<br>Der 2(1) | 2 Oil each 8Cy. 165 × 178<br>1 000bhp (736kW)<br>Cleveland Diesel Engine Co. Cleveland, Oh<br>Gen 2 × 30kW 110V d.c.<br>Fuel (d.o.) |
| 7237121<br>7TBN<br>Df Esd<br>Rdr RT | **EL AMINE**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **105**<br>36<br>109 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (63)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7313418<br>7TDA<br>Df Esd<br>Rdr RT | **EL AMIR**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (73)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |

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| 5024312<br>SURP<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EL AMIR FAHD**<br>ex Arizona-77<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | T.Mk<br>**5 892**<br>3 079<br>8 250<br>**8 486**<br>4 704<br>9 520 | ✠**100A1** SS 10/81<br>DTs in No. 1 hold—<br>vegetable oil<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4170 | **1961**-12 A/B Gotaverken—Goteborg (770)<br>143,77 19,87 7,963/8,535<br>131,48 19,82 11,89<br>P 8,0 B 33,6 F 13,8 3 dks<br>rf 152<br>Coll BH to U dk 6 to 2nd dk WB4097t incl.<br>DTa187t DTs in Nos. 1 & 3 holds 2517t | **M General Cargo**<br>Ref 2P<br>5 Ho 19,9 19,3 19,3 19,3 ER<br>18,3<br>G.14 314 B.13 160 In.790<br>7 Ha (stl) (9,6 11,4 12,1 12,1 × 6,4)<br>(8,3 × 5,7) ER (5,3p&s × 1,9)<br>8W Cr 4(5) Der 4(10) | Oil 2SA 6Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/B Gotaverken<br>AuxB 85lbf/in$^2$ (5,9bar)<br>e(ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 300kW 2 × 150kW<br>450V 60Hz a.c.<br>Fuel 1 361,5t (hvf)-23,5pd | Goteb<br>17,5 |
| 6704543<br>SUYM<br>1166<br>Df Esd<br>Gc Rdr<br>RT | **EL AMRIA**<br><br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **2 800**<br>—<br>3 201<br>**3 254**<br>2 038<br>4 267 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>EL U $1\frac{11}{16}$"U2<br>FN 2129 | **1973**-7 Suez Canal Authority—Port Fuad (81)<br>100,03 14,64 —/6,274<br>92,00 14,60 8,54<br>F 10,1 2 dks<br>RW rf nil<br>5BH to U dk 1 to 2nd dk WB681T incl.<br>DTf52T | **M General Cargo** OSD/CSD<br>Mchy.aft | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 170kW 400V 50Hz a.c. | Augsbu<br>13 |
| 7719557<br><br>TG/523<br>Esd Rdr<br>RT | **EL ANDALOUS**<br>Launched as Mariber Uno<br>**Les Pecheries Tuniso-Espagnoles (PECTUNES)**<br>Tunisia | **120**<br>29<br>115 | BV (Class cont.) | **1981** Ast. Gondan—Puerto de Figueras (160)<br>24,01 6,94 3,261<br>19,99 6,75 3,36<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>1 Ho<br>In.70<br>1 Ha | Oil 4SA 4Cy. 295 × 420 reduction geared<br>to sc. shaft<br>435bhp (320kW) E made77 fitted—<br>La Maquinista Terrestre y Mar (MTM) | Barcelo |
| 7728077<br>HJ2844<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL APRENDIZ**<br><br>**Government of The Republic of Colombia**<br>Cartagena Colombia | **218**<br>78<br>119 | NK | **1978** K.K. Wakamatsu Zosen—Kitakyushu (285)<br>33,08 7,62 3,158<br>29,62 7,61 3,51<br>F 14,7 1 dk | **M Fishing**<br>Training<br>3 Ha (stl) (1,5 × 1,3) (0,9 0,9 × 0,9)<br>ER | Oil 4SA 6Cy. 200 × 240 geared to sc.<br>shafts<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. | Amagasa<br>11,5 |
| 7728194<br><br><br>Gc RT | **EL ARESH**<br><br>**Egyptian Marine Supplies & Contracting Co.**<br>Suez Egypt | **170**<br>—<br>300 | AB | **1979** Arab Contractors Marine Workshops<br>—Ismailia (1503)<br>36,50 2,401<br>35,01 7,01 3,00<br>1 dk | **TM Tanker**<br>Water<br>Mchy.aft | 2 Oil 4SA each 6Cy. 165 × 184 reduction<br>geared to sc. shaft<br>225bhp (166kW)<br>GEC Diesels Ltd. Kelvin Marine Div.<br>Gen 1 × 20kW a.c. | Glasgo |
| 7719818<br>SUOJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL ARISH**<br><br>**MISR Edco Shipping Co. Ltd.**<br>Alexandria Egypt | **4 609**<br>2 162<br>800 | NV | **1980** A/S Bergens M/V—Bergen (793)<br>105,01(BB) 17,30 4,133<br>93,71 17,01 10,95<br>3 dks<br>rf nil | **TM Passenger/RoRo Cargo/Ferry**<br>400bth 168dk P<br>Stern door/ramp | 4 Oil 4SA each 12Cy. 250 × 300 geared<br>to sc. shafts<br>9 000bhp (6 620kW)<br>Normo Gruppen A/S<br>Gen 3 × 440kW 220V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 467,5t (d.o.) | Norw<br>18 |
| 7801829<br><br><br>RT | **EL ARISH**<br><br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Suez Egypt | **140**<br>—<br>— | ✠**100A1**<br>tug<br>egyptian coastal service<br>EL (C) 225,0/24,0U2<br>FN 262 | **1980**-4 Timsah SB. Co.—Alexandria (392)<br>28,00 7,52 2,901<br>23,65 7,26 3,81<br>1 dk<br>rf- BK 157<br>4BH WB16T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 with<br>clutches, flexible couplings & sr reverse<br>geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd.<br>Gen 2 × 120kW 380V 50Hz a.c. | Stamfo |
| 7363293<br>7TCW<br><br>Df Esd<br>Rdr RT | **EL ASSIFA**<br><br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>109 | (BV) | **1974** Ast. Zamacona S.A.—Bilbao (79)<br>22,99<br>19,00 6,68 3,10<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin | Marse<br>10 |
| 7001273<br>YYAN<br>AGSI-1235<br>Df Esd<br>Rdr<br>RTm/v | **EL AVILENO**<br>ex Ville D'Ajaccio-81<br>**Corporacion Maritima Venezolana de Carga C.A. (COMARVENCA)**<br>Puerto la Cruz Venezuela | **500**<br>260<br>1 535 | BV | **1970** Soc. Nouvelle des At. & Ch. du Havre<br>—Le Havre (198)<br>90,81 14,00 4,331<br>81,56 13,95 9,45<br>P 23,2 F 21,4 2 dks | **M RoRo Cargo**<br>Wine<br>Stern doors 4 Side doors<br>1 Ho 38,2 10 Ta ER<br>G.6 058 B.5 112 L.192<br>3 Ha (7,1 × 5,7) (4,5 4,5 × 2,2) ER<br>Cr 1(5) | 2 Vee Oil 4SA each 12Cy. 220 × 300 dr<br>geared to sc. shaft<br>3 440bhp (2 530kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 162kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Directional thrust propeller fwd<br>Fuel 331,0t (d.o.) | Augsbu<br>16 |
| 7528738<br><br>A1429<br>Esd Rdr<br>RT | **EL AZIL**<br><br>**Arab Shipbuilding & Repair Yard Co. (ASRY)**<br>Bahrain Bahrain | **211**<br>0<br>136 | ✠**100A1** SS 11/81<br>tug<br>Arabian Gulf service<br>✠**LMC**<br>EL (F) D $\frac{3}{4}$"U2<br>FN 385 | **1977**-2 Est. Sao Jacinto S.a.r.L.—Aveiro (118)<br>33,38 8,97 3,825<br>30,03 8,50 4,32<br>RAD 1,3 1 dk<br>rf 1041 BK 152<br>3BH WB nil | **M Tug**<br>Fire-fighting Pollution Control | Oil 4SA 8Cy. 360 × 450 reverse reductio<br>geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 1 × 48kW 1 × 32kW<br>380/220V 50Hz a.c. | Mannhe |
| 7325928<br>7TCV<br><br>Esd Gc<br>Rdr RT | **EL BADR**<br><br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>35<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (75)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin | Marse<br>10 |
| 5099903<br>CNNC<br><br>RTm | **EL BARAKA**<br>ex El Hank-47 ex Empire Pam-46<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **260**<br>—<br>— | (BV)<br>✱Classed BC until 1/49 | **1945** Cook, Welton & Gemmell Ltd.<br>—Beverley (754)<br>34,09 9,17 4,522<br>... ... ...<br>1 dk<br>R | **S Tug**<br>Salvage<br>1 Ha (1,5 × 0,9) | T 3Cy. 421 719 & 1181 × 759<br>Charles D. Holmes & Co. Ltd.<br>Gen 2 × 10kW 110V d.c.<br>Fuel 96,5t (o.f.) | 11 |
| 7235616<br>7TBM<br><br>Df Esd<br>Rdr RT | **EL BATAL**<br><br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>33<br>109 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (62)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin | Marse<br>10 |

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| 7047643<br>WY7783<br>523041<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **EL BISONTE GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **199**<br>135<br>— | AB | **1969** Halter Marine Services, Inc.—New Orleans, La (231)<br>33,23 4,280<br>31,88 9,48 5,01<br>1 dk | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 142,0t (d.o.) 11kn |
| 7034309<br>TSLA<br>TG403<br>Df Esd<br>Gc Rdr<br>RT | **EL BORMA**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **6 433**<br>3 618<br>9 976 | BV | **1971** Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (159)<br>138,03 17,25 7,811<br>129,22 17,23 9,83<br>1 dk | **M Tanker**<br>16 Ta ER | Oil 2SA 6Cy. 420 × 900<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>14kn |
| 7521259<br>Df Esd<br>Rdr | **EL BOUGHAZ**<br>**Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Maritime de Tangier)**<br>Tangier Morocco | **157**<br>—<br>— | BV | **1976** Ch. & At. de la Perriere—Lorient (308)<br>27,31 7,60 3,501<br>24,01 7,55 4,09<br>1 dk | **M Tug** | Oil 4SA 12Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| 7355301<br>5ALE<br>152<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL BREGA**<br>**General National Maritime Transport Co.**<br>Ocean Fleets Ltd.<br>Tripoli Libya | **47 892**<br>32 367<br>88 331 | **✠100A1** SS 1/79<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL R 3¾"U2 ptU3<br>FN 12654 | **1974**-3 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (912)<br>230,03(BB) 38,05 14,618<br>220,02 38,00 19,51<br>F 17,7 1 dk<br>rf 25<br>8BH WB17928T incl. 10619T in clean ballast tanks | **M Tanker**<br>IGS<br>Mchy.aft | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>2 WTAuxB 16,5kgf/cm$^2$ (16,2bar)<br>e(ex.g) 20kgf/cm$^2$ (19,7bar)<br>Gen 3 × 580kW 450V 60Hz a.c.<br>15kn |
| 7517686<br>609156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL BRONCO GRANDE**<br>ex Hercules-81<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **290**<br>197<br>— | AB | **1979** Avondale Shipyards Inc.—Harvey, La (142)<br>5,258<br>33,74 10,67 5,77<br>F 21,4 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 14Cy. 225 × 300 reverse reduction geared to sc. shafts<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 125kW a.c.<br>12kn |
| 6413948<br>H05988<br>2430-72<br>Df Esd<br>Pfd Rdr<br>RTm | **EL BUEY GRANDE**<br>**Tidewater Balboa Inc.**<br>Tidewater Inc.<br>Panama Panama | **270**<br>43<br>— | | **1962** Burton Construction & SB. Corp.—Port Arthur, Tx (321)<br>*36,49* 9,81 3,804<br>36,86 9,76 4,35<br>rf 1219 | **TM Tug** | 2 Oil 2SA each 16Cy. 222 × 267<br>General Motors Corp. U.S.A.<br>Gen 2 × 60kW 110/440V 60Hz a.c.<br>Fuel (d.o.) |
| 7200128<br>WK3241<br>507257<br>RT | **EL BUFALO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **186**<br>126<br>— | | **1967** Burton Construction & SB. Corp.—Port Arthur, Tx (413)<br>9,73 3,887<br>36,96 9,68 4,37<br>1 dk | **M Tug** | Oil<br>U.S.A.<br>Fuel (d.o.) |
| 7047306<br>524008 | **EL BURRO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **183**<br>125<br>— | | **1969** Universal Iron Works—Houma, La (90)<br>9,45 3,912<br>33,05 9,40 4,20<br>1 dk | **M Tug** | Oil<br>U.S.A.<br>Fuel (d.o.) |
| 7200130<br>WX6573<br>504265<br>RT | **EL CABALLO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **196**<br>133<br>— | | **1966** Burton Construction & SB. Corp.—Port Arthur, Tx (396)<br>9,73 3,887<br>36,96 9,68 4,37<br>1 dk | **M Tug** | Oil<br>U.S.A.<br>Fuel (d.o.) |
| 5023643<br>H03401<br>9112-PEXT<br>Df Esd<br>Rdr RTh | **EL CACHIQUE I**<br>ex El Cachique-81<br>**Udo Hoffman**<br>Panama Panama | **211**<br>128<br>378 | GL | **1961** J. J. Sietas K.G. Schiffswerft—Hamburg (493)<br>41,31 7,29 2,515<br>38,00 7,26 3,10<br>P 8,6 F 4,9 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,5 ER<br>G.481 B.453<br>1 Ha (18,9 × 4,7) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 220 × 280 geared to sc. shaft<br>198bhp (146kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 1,5kW 1 × 1kW 24V d.c.<br>Fuel 9,5t 8,5kn |
| 7729746<br>DZFK<br>M:C-0 00208<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL CARRIER**<br>**Eddie Litonjua Shipping Co. Inc.**<br>Manila Philippines | **16 241**<br>9 275<br>25 400 | **✠100A1**<br>strengthened for heavy cargoes, No. 1, 3, 5 & 7 holds or No. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Ft 577,5/66,0U2<br>FN 6360 | **1979**-10 G. Dimitrov Shipyard—Varna (134)<br>185,22(BB) 22,99 10,230<br>172,12 22,80 14,15<br>P & B 45,2 F 16,8 1 dk<br>rf nil DK fwd<br>10BH WB13306T incl. Comb. btm & STs in holds 5337T, topside tanks in holds 3346T, DTf181T, No. 4 hold 3333T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER<br>Cr 4(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 282,5t (d.o.) 1 489,5t (hvf) 15kn |
| 7224148<br>Esd | **EL CEDRO**<br>**Haveta S.A.**<br>Callao Peru | **110**<br>—<br>— | | **1964** Ast. Jorge Labarthe—Callao<br>*21,04* 6,71<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 4SA 4Cy. 222 × 292<br>330bhp (243kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley |
| 7743405<br>HOTS<br>8744-PEXT1<br>RT | **EL CENTROAMERICANO**<br>ex Al Manhal 1-80<br>ex Washtenaw County (LST 1166)<br>ex LST 1166-55<br>**Cooperativa de Transportadores Centroamericanos R.L.**<br>Panama Panama | **2 319**<br>806<br>— | | **1953** Christy Corp.—Sturgeon Bay, Wi<br>117,05 16,77<br>5,19<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Ship<br>— | **TM RoRo Cargo/Landing Ship**<br>Bow door | 4 Oil geared to sc. shafts<br>6 000bhp (4 413kW) General Motors U.S.A.<br>2 Controllable pitch propellers |

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|---|---|---|---|---|---|---|---|
| **5099941**<br>WA3473<br>242928<br>RT | **EL CERRITO**<br>ex Cavalcade-51<br>**Hunters Offshore Enterprises Inc.**<br>Eureka, Ca United States of America | **111**<br>56<br>— | | **1943** John Hansen—Seattle, Wa<br>*21,40* 6,43<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil<br>250bhp (184kW)<br>............. | |
| **8018900**<br>3FKR/<br>DZTU<br>10553-LI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL CHALLENGER**<br><br>**El Challenger S.A.**<br>Eddie Litonjua Shipping Co. Inc.<br>Manila Panama | **14 582**<br>10 924<br>26 350 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes No. 3 hold may be empty<br>✠**LMC**<br>EL Ft 577,5/66,0U2<br>FN 6332 | **1981**-11 Austin & Pickersgill Ltd. —Southwick, Sunderland (1402)<br>181,29 22,86 10,402<br>170,80 22,71 14,36<br>F 16,8 1 dk<br>rf nil<br>8BH WB10517T incl. Comb. btm & STs in holds 2232T topside tanks in holds 2624T & No. 3 hold 4457T | **M Bulk Carrier**<br>5 Ho 22,4 28,8 15,2 29,6 29,6 ER<br>G.34 630 B.32 583<br>5 Ha (stl) (13,3 20,0 8,7 20,0 20,0 × 12,6) ER<br>Cr 5(15) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW)<br>Clark Hawthorn Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c. | Sulz<br>Walls<br>15k |
| **7326087**<br>DZFJ<br>380662<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EL CHAMPION**<br>ex Cunard Champion-78<br>**Eddie Litonjua Shipping Co. Inc.**<br>Manila Philippines | **15 163**<br>10 741<br>26 646 | ✠**100A1** CS 7/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2$\frac{5}{16}$"U3<br>FN 6286 | **1973**-8 Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (258)<br>182,81(BB) 22,48 10,529<br>171,69 22,41 14,20<br>P 30,5 F 15,9 1 dk<br>rf nil DK fwd<br>NS 10BH WB8749T incl. DTf300T Topside tanks in holds 3318T Comb. btm & STs in Nos. 1-6 holds 4329T | **M Bulk Carrier**<br>7 Ho 17,8 17,9 19,9 12,8 19,2 21,6 16,7 ER<br>G.35 775 B.30 558<br>7 Ha (stl) (10,2 11,9 13,5 8,0 13,5 14,4 8,7 × 11,4) ER<br>Cr 4(15) Der 2(1,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Manises Works, Valen<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 460kW 450V 60Hz a.c. | Sulz<br>15,5k |
| **7230745**<br>WYZ6<br>143<br>536441 | **EL CID**<br>ex Sea Fox-81 ex Balboa-77<br>ex Ivy (WLB 329)<br>ex Barbican (ACM 5)<br>ex Col. George Armistead<br>**Sea Fox Inc.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **836**<br>369<br>— | | **1942** Marietta Mfg. Co.—Point Pleasant, WV<br>57,92 11,56<br>4,70<br>conv Inshore Minelayer —<br>conv Tender — | **TM Fishing** | Oil<br>2 800bhp (2 060kW)<br>Waukesha Engine Div. Dresser Industries Inc.<br>Fuel (d.o.) | U.S.A<br>14,5k |
| **5248968**<br>3FTQ<br>8018-77<br>Df Esd<br>Gc Rdr<br>RT | **EL CINCO**<br>ex Tasman Dertien-77<br>ex Capitaine Tasman-76<br>ex Nemours-71 ex Martita-60<br>Launched as Steendiek<br>**Cugado Shipping Co. S.A.**<br>SIBA Societa Importazione Bestiame, Allevamento di Balzarini, Corvi & C.<br>Panama Panama | T.Mk<br>**941**<br>440<br>1 600<br>**1 674**<br>1 102<br>2 634 | BV (RI)<br>✠Classed LR until 10/60 | **1957**-1 Schiffsw. A. Pahl—Hamburg (313)<br>78,77 11,84 4,301<br>72,62 11,80 6,41<br>RAD 15,6 RQD 28,1 F 8,3 2 dks<br>RW rf 102 conv General Cargo 77 | **M Livestock Carrier**<br>Mchy.aft | Oil 4SA 8Cy. 420 × 660<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz<br>Fuel 312,0t (d.o.) | Koel<br>13k |
| **7604776**<br>Esd Rdr<br>RT | **EL CIPRES**<br>**Pesquera Zapata S.A. de C.V.**<br>Ensenada Mexico | **273**<br>195<br>330 | | **1976** Atlantic Marine Inc.—Fort George Island, Fl (4163)<br>32,92 8,84 3,671<br>29,27 8,79 4,78<br>F - 1 dk | **M Fishing**<br>Mchy.fwd<br>2 Ho<br>Der 2(-) | Vee Oil 2SA 12Cy. 146 × 146 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Gen 1 × 50kW 216V<br>Fuel (d.o.) | U.S.A |
| **7017583**<br>COLZ | **EL COCAL**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Cuba | **700**<br>—<br>— | | **1967** Victoria de Giron Shipyard—Cardenas<br>... ... ...<br>... ... ... | **M Factory Fishing**<br>Fish-factory Stern Trawler | Oil<br>............. | |
| **7825629**<br>CB2804<br>Esd Gc<br>Rdr | **EL COLONO**<br>**Transportes Maritimos Aysen-Chile Ltda.**<br>Valparaiso Chile | **497**<br>228<br>408 | GL | **1979** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (013)<br>65,99 3,271<br>56,27 14,01 4,02<br>2 dks | **TM RoRo Cargo/Ferry** 12bth 93dk P<br>Bow door/ramp Stern door/ramp<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 160 × 180<br>2 040bhp (1 501kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>Gen 2 × 162,5kW 1 × 72kW a.c.<br>Thw. thrust propeller fwd<br>2 Directional propellers | MAN<br>Cartagen<br>13,5k |
| **5099953**<br>EBSG<br>7736 | **EL COMENDADOR**<br>**J. Santodomingo e Hijos Sociedad Ltda.**<br>Vigo Spain | **185**<br>93<br>— | | **1957** Ast. Santodomingo—Vigo<br>29,14 6,89<br>... ... ... | **Wood S Fishing**<br>Side-fishing | T 3Cy.<br>146ihp (107kW)<br>.............<br>Fuel 71,0t (o.f.) | 8,5k |
| **7904499**<br>H8SI/<br>DZTY<br>1058<br>2-80<br>Df Esd<br>Gc Rdr<br>RT | **EL COMMODORE**<br>**Marfomentos Armadora S.A.**<br>Eddie Litonjua Shipping Co. Inc.<br>Manila Panama | **15 313**<br>9 337<br>25 400 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, Nos. 1, 3, 5 & 7 holds or Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Ft 577,5/66,0U2<br>FN 6360 | **1980**-4 G. Dimitrov Shipyard—Varna (136)<br>185,17(BB) 22,99 10,232<br>172,12 22,80 14,15<br>P 15,9 F 16,8 1 dk<br>rf nil DK fwd<br>10BH WB1327T incl. Comb. btm & STs in holds 5360T, topside tanks in holds 3332T, DTf367T, No. 4 hold 3423T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,4 13,1 20,1 13,1 20,1 13,1 20,1 ER<br>G.32 478<br>7 Ha (stl) (13,1 × 9,9) (10,5 13,1 10,5 13,1 10,5 13,1 × 11,4) ER<br>Cr 4(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 282,5t (d.o.) 1 489,5t (hvf) | Sulz<br>Pozn<br>15k |
| **7512040**<br>606013<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL CONDOR GRANDE**<br>ex Samson-81<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **290**<br>197<br>— | AB | **1979** Avondale Shipyards Inc.—Harvey, La (143)<br>5,265<br>33,74 10,67 5,77<br>F 21,4 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 4SA each 14Cy. 225 × 300 geared to sc. shafts<br>B&W Alpha-Diesel A/S<br>Gen 2 × 123kW a.c.<br>2 Controllable pitch propellers | Frederiksha<br>12k |
| **5099977**<br>HRQS<br>Df Gc<br>Rdr RT | **EL CONQUISTADOR**<br>ex Suderoy VII-61<br>**Compania Maritima Pesquera S.A.**<br>Puerto Cortes Honduras | **361**<br>130<br>— | | **1939** Smith's Dock Ltd.—South Bank, Middlesbrough (497)<br>44,96 8,06<br>8,01<br>1 dk<br>R | **S Whaler**<br>Mchy.aft | T 3Cy. 381 660 & 1118 × 660<br>Smith's Dock Co. Ltd.<br>Fuel 183,0t (o.f.) | Middlesbrou<br>12k |

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|---|---|---|---|---|---|---|
| 8018388<br>H9VK<br>1129<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **EL CRUSADER**<br>**Inter Royal Shipping Co. S.A.**<br>Eddie Litonjua Shipping Co. Inc.<br>Manila Panama | **15 176**<br>9 192<br>25 400 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes Nos. 1, 3, 5 & 7 or Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL F† 577,5/66,0U2<br>FN 6360 | **1981**-6 G. Dimitrov Shipyard—Varna (142)<br>185,17(BB) 22,99 10,230<br>172,12 22,80 14,15<br>P 15,9 F 16,8 1 dk<br>rf nil DK<br>10BH WB13275T incl. Comb. btm & STs in holds 5360T topside tanks in holds 3332T DTf367T No.4 hold 3423T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 20,3 13,9 19,6 13,9 20,5 12,3 19,6 ER<br>G.29 313<br>7 Ha (13,1 10,5 13,1 10,5 13,1 10,5 13,1 × —) ER<br>Cr 4(-) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm² (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c. |
| 7386051<br>XCDI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL DIAMANTE**<br>**Banco National Pesquero y Portuario S.A.**<br>Mexico City Mexico | **412**<br>184<br>— | BV (GL) | **1975** Ast. de Santander S.A.—Santander (96)<br>46,21 4,001<br>37,67 9,00 6,20<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 195bhp (879kW) MWM<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 636kW 220V 50Hz a.c.<br>Fuel 155,0t (d.o.) 13kn |
| 7116080<br>7TBR<br>2254<br>Esd Gc<br>Rdr RT | **EL DJAZAIR**<br>ex Central No.3-73<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **12 124**<br>6 859<br>2 893 | **100A1** CS 5/82<br>Mediterranean service<br>**LMC**<br>EL A† $2\frac{5}{16}$"U2<br>FN 4084 | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (965)<br>130,38(BB) 22,36 5,620<br>118,01 22,00 12,60<br>B 30,5 2 dks<br>rf 508<br>NS 7BH to 2nd dk | **TM Passenger/RoRo Cargo/Ferry**<br>500bth 300dk P<br>Bow door Side door Stern door/ramp | 2 Vee Oil 4SA each 14Cy. 400 × 540<br>15 200bhp (11 181kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>db 8kgf/cm² (7,9bar)<br>Gen 3 × 640kW 445V 60Hz a.c.<br>2 Controllable pitch propellers<br>19,5kn |
| 7634056<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL FATEH**<br>Launched as Lispafish Uno<br>**Libyan Spanish Fishing Co. (LISPAFISH)**<br>Tripoli Libya | **280**<br>125<br>170 | BV | **1978** Const. Nav. Santodomingo—Vigo (451)<br>30,71 7,52 3,350<br>27,56 7,50 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 119,0t (d.o.) 11kn |
| 6504759<br>SUNS<br>1051<br>Df Esd<br>Gc Rdr<br>RT | **EL FAYOUM**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **3 254**<br>2 038<br>4 239 | **✠100A1** CS 2/77<br>Ice Class 3<br>**✠LMC**<br>EL u $1\frac{11}{16}$"SQ<br>FN 2129 | **1967**-1 Suez Canal Authority—Port Fuad (78)<br>100,11 14,64 6,274<br>92,00 14,60 8,54<br>F 10,1 2 dks<br>RW rf nil<br>2BH to U dk 4 to 2nd dk WB670t incl. DTf51t | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 520 × 740 with Vulcan coupling<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 170kW 1 × 60kW 380/220V 50Hz a.c.<br>13kn |
| 8201210<br>WUS6<br>456<br>645685<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL GALLO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **199**<br>135<br>— | AB | **1982** McDermott Shipyard—Morgan City, La (267)<br>4,176<br>38,41 10,37 4,96<br>1 dk<br>rf nil | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW 450V 60Hz a.c.<br>Fuel 309,0t (d.o.)-18,5pd 12,5kn |
| 7511503<br>616065<br>Df Gc<br>Pfd Rdr<br>RT | **EL GATO GRANDE**<br>ex Gulf Thor-81<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **232**<br>157<br>— | AB | **1980** Avondale Shipyards Inc.—Harvey, La (130)<br>4,217<br>37,34 10,37 5,03<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 225 × 300 sr geared to sc. shafts<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 99kW a.c.<br>12kn |
| 5047182<br>SWPM<br>8119<br>Df Esd<br>Gc Rdr<br>RTm/h | **EL GAUCHO**<br>ex Ellaki-75 ex Algor-72<br>ex Bodetal-68<br>**Messinia Growth Shipping Co.**<br>Piraeus Greece | T.Mk<br>**2 089**<br>1 088<br>2 400 | BV (RI)<br>✠Classed LR until 6/2/76 | **1960**-3 Hanseatische Werft G.m.b.H.—Hamburg (14)<br>108,06 14,43 6,103<br>95,00 14,41 8,56<br>B & F 86,0 3 dks<br>rf nil conv Ref. General Cargo 76 | **M Livestock Carrier**<br>Ice strengthened | Vee Oil 4SA 12Cy. 400 × 460 with sr gear & hydraulic couplings to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ottensener Eisenwerk A.G. Hamburg<br>Gen 2 × 450kW 1 × 190kW 450V d.c.<br>Fuel 602,5t (d.o.) 18kn |
| 5153010<br>LW4026<br>74128<br>Df Rdr | **EL GAUCHO**<br>ex Hoko Maru No. 28-74<br>**Frigorifico Maritimo El Gaucho S.A.**<br>Mar del Plata Argentina | **387**<br>256<br>165 | (NK) | **1955** Kanasashi Zosensho—Unspecified Works, Shimizu (211)<br>47,25 7,52 3,252<br>42,02 7,50 3,81<br>1 dk<br>RW rf 305 | **M Fishing**<br>Side-fishing<br>5 Ho 4,1 4,1 4,3 4,2 4,8 ER<br>4 Ha (each 1,2 × 1,3) ER | Oil 4SA 6Cy. 370 × 520<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 80kW 210V 50Hz a.c.<br>11kn |
| 7930058<br>DZIO<br>C-00<br>0243<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL GENERAL**<br>**Liberian Transport Navigation S.A.**<br>Manila Philippines | **15 716**<br>11 841<br>27 311 | **✠100A1**<br>bulk carrier<br>**✠LMC**<br>EL G† 577,5/60,0U3<br>FN 6646 | **1980**-9 (Aft section) Nipponkai Heavy Ind. Co. Ltd.—Toyama (212)<br>**1980**-9 (Fwd section) Rinkai Kogyo K.K.—Setoda (47)<br>191,29(BB) 22,94 9,451<br>182,81 22,86 13,49<br>P 27,2 F 15,0 1 dk<br>rf nil<br>7BH WB10443T incl. Comb. btm & STs in holds 3820T, topside tanks in holds 5167T | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 24,8 32,0 22,4 32,0 32,0 ER<br>G.38 688 B.32 839<br>5 Ha (stl) (16,0 20,8 12,8 20,8 22,4 × 11,5) ER<br>Cr 5(-) | Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 198,0t (d.o.) 1 542,0t (hvf) |
| 7225362<br>J4LX<br>7<br>Df Esd<br>Gc Rdr<br>RT | **EL GRECO**<br>ex Ferry Atsuta-79<br>**Minoan Lines Shipping S.A.**<br>Heraklion Greece | **6 587**<br>2 555<br>2 931 | AB | **1972** Hayashikane SB. & Eng. Co. Ltd.—Shimonoseki (1165)<br>140,82(BB) 22,86 5,652<br>128,00 22,38 8,01<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>509P | 2 Oil 4SA each 18Cy. 400 × 540 sr geared to sc. shafts<br>20 000bhp (14 711kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 4 × 570kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 417,0t-72,0pd 21,5kn |
| 5414115<br>C4RL<br>380809<br>Df Esd<br>Rdr RT | **EL GRECO**<br>ex May-Lis-76 ex Trica-72<br>**Lictos Maritime Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**496**<br>265<br>1 087<br>**928**<br>540<br>— | **✠100A1** SS 7/81<br>Ice Class 2<br>**✠LMC**<br>EL m $1\frac{1}{4}$"SQ<br>FN 1021 | **1963**-3 N.V. Scheeps. "Vooruitgang"—Foxhol (196)<br>68,66 10,32 3,982/4,700<br>62,29 10,20 6,18<br>F 8,0 2 dks<br>RW rf nil<br>Coll BH to U dk 2 to 2nd dk WB261t | **M General Cargo**<br>1 Ho 41,7 ER<br>G.2 105 B.1 958<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 122,0t 11kn |

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|---|---|---|---|---|---|---|
| **7114991**<br>HO5288<br>1155<br>4-82<br>Df Esd<br>Gc Rdr<br>RT | **EL GUAIQUERI**<br>ex Biscayne Surf-82 ex Rubin-80<br>ex Craigaboy-79 ex Rubin-72<br>**Tulum Trading Co. S.A.**<br>Mong Biscayne Shipping Inc.<br>Panama Panama | T.Mk<br>**734**<br>443<br>1 700 | BV (GL) | **1971** N.V. Schps. & Mfbk "De Merwede"<br>v/h Van Vliet & Co.—Hardinxveld (604)<br>76,82 13,03 4,001<br>61,88 12,96 7,50<br>2 dks | **M General Cargo**<br>Ref.<br>1 Ho 44,6 ER<br>G.3 794 B.3 738<br>1 Ha (43,8 × 10,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 980bhp (1 456kW)<br>Atlas-MaK Maschinenbau Kie<br>13,5k |
| **6617099**<br>YXEP<br>APMN-<br>5066<br>RT | **EL GUAMACHE**<br>ex Common Entrance-76<br>**Naviera Oriental C.A.**<br>Pampatar Venezuela | **665**<br>233<br>— | ✠**100A1** SS 2/76<br>DTsm—oil FP above<br>65,5°C. & F.W. For<br>service in the Bahama<br>Islands & the Caribbean<br>sea, including the Florida<br>coast & Trinidad<br>**LMC**<br>EL j $1\frac{1}{8}$"SQ<br>FN 773<br>**LAID UP — SURVEYS OVERDUE 2/80** | **1966**-6 Gulf Tampa Drydock Co.—Tampa,<br>Fl (4)<br>58,53 11,18 2,756<br>52,74 10,98 3,66<br>Ba 8,6 1 dk<br>rf 305<br>6BH WB351t incl. 139t in clean ballast<br>tanks | **TM RoRo Cargo/Tanker**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 reverse<br>reduction geared to sc. shafts<br>990bhp (728kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 60kW 440V 60Hz a.c. |
| **7330246**<br>EGEA<br>1203<br>Pfd Rdr<br>RT | **EL GUANCHE**<br>ex Torre Paloma-82<br>**Compania Canaria de<br>Remolques S.A.**<br>Santa Cruz Spain<br>de Tenerife | **200**<br>63<br>219 | ✠**100A1** SS 12/78<br>tug<br>✠**LMC**<br>EL (c) $\frac{15}{16}$"U1<br>FN 371 | **1974**-5 Enrique Lorenzo y Cia. S.A.—Vigo<br>(370)<br>32,21 8,62 3,801<br>29,49 8,08 4,47<br>RAD 2,8<br>rf 1295 BK 787<br>4BH WB16T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 360 × 450 reverse reduction<br>geared to sc. shaft<br>MWM<br>Fabrica de San Carlos S.A. Cadi<br>Gen 1 × 77kW 1 × 40kW<br>380V 50Hz a.c. |
| **7636054**<br>YVEV<br>AGSP-<br>1234<br>Esd Rdr<br>RT | **EL GUASEY**<br>**Corporacion Maritima<br>Venezolana de Carga C.A.<br>(COMARVENCA)**<br>Guanta Venezuela | **429**<br>216<br>508 | ✠**100A1** SS 6/82<br>non—perishable cargoes<br>on deck, oil cargoes FP<br>60°C. and above<br>Venezuelan coasting<br>service<br>✠**LMC**<br>EL (D) 247,5/20,5U1<br>FN 571 | **1977**-12 Hancocks SB. Co. Ltd.—Pembroke<br>Dock (O.T.112)<br>47,99 10,88 1,690<br>43,52 10,67 2,44<br>1 dk<br>rf nil<br>3BH WB57T | **TM Landing Craft**<br>Vehicles Deck Cargo<br>Bow door/ramp<br>Mchy.aft | 2 Oil 4SA each 8Cy. 165 × 184 geared to<br>sc. shaft<br>830bhp (611kW)<br>Kelvin Diesels Ltd. Glasgow<br>Gen 1 × 30kW 1 × 5kW 415V 50Hz a.c. |
| **5428738**<br>6VMJ<br><br>Df Esd<br>Gc Rdr<br>RTm | **EL HADJ ABOUL AZZIZ SY**<br>ex Pythagore-75<br>**Societe de Peche et d'Industrie<br>de Dakar**<br>Dakar Senegal | **492**<br>241<br>551 | BV | **1964** At. Duchesne & Bossiere S.A.—Le<br>Havre (169)<br>57,71 8,54 3,506<br>52,20 8,49 4,60<br>RQD 11,9 B 2,2 F 6,8 1 dk<br>conv Liquefied Gas Carrier 74 | **M General Cargo**<br>Ref.<br>2 Ho ER<br><br>2 Ha (stl) ER<br>Cr 4(1,5) | 2 Vee Oil 4SA each 12Cy. 185 × 200<br>geared to sc. shaft<br>1 200bhp (883kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 480kW 440V 60Hz a.c.<br>Fuel 64,0t (d.o.) 11kn |
| **8119558**<br>CNNN | **EL HAFID**<br><br>**Societe Cherifienne de<br>Remorquage et d'Assistance**<br>Casablanca Morocco | **248**<br>0<br>— | BV | **1982** Scheepswerf "De Waal" B.V.<br>—Zaltbommel (718)<br>32,64 9,33 4,101 (aft)<br>29,01 8,81 4,32<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 240 × 280 with flexible<br>couplings & sr geared to sc. shaft<br>Kloeckner Humboldt Deutz West Germany<br>12kn |
| **7424310**<br>5ALY<br><br>Df Esd<br>Gc Rdr<br>RT | **EL HANY**<br><br>**Government of Libya<br>(Department of Ports &<br>Lights)**<br>Tripoli Libya | **140**<br>—<br>— | ✠ | **1980**-4 Timsah SB. Co.—Alexandria (306)<br>27,21 7,57 2,901<br>25,02 7,26 3,81<br>RFD 3,4 1 dk<br>rf- | **M Tug**<br>Fire-fighting | Vee Oil 4SA 6Cy. 320 × 480 with clutches<br>flexible couplings & sr reverse geared to<br>sc. shaft<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 100kW 1 × 25kW<br>380V 50Hz a.c. |
| **7915199**<br>5AOC<br>DP72<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL HASHAISHI**<br><br>**General National Maritime<br>Transport Co.**<br>Derna Libya | T.Mk<br>**4 643**<br>2 276<br>6 565<br>**7 697**<br>4 194<br>9 420 | ✠**100A1**<br>✠**LMC** UMS<br>EL Y 522,5/53,0U2<br>FN 3712 | **1982**-3 VEB Schiffswerft "Neptun"<br>—Rostock (303)<br>133,79(BB) 19,03 8,111<br>125,84 19,00 10,49<br>P 31,7 F 12,8 2 dks<br>rf nil<br>5BH WB1831T incl. DTf77T | **M General Cargo**<br><br>pt higher tensile steel<br>3 Ho 17,7 30,1 30,1 3 TwD ER<br>G.13 329 B.12 597<br>TEU 271<br>C.Ho 175/20' (40') C.Dk 96/20'<br>(40')<br>3 Ha (stl) (12,5 × 10,4) (25,5 25,5 ×<br>13,0) ER<br>Der 1(100) 3(22,5) 2(18) | Oil 4SA 7Cy. 600 × 1050<br>7 000bhp (5 149kW) MAN<br>Schwermaschinenbau Halberstadt<br>Halberstadt<br>AuxB (Comp) 8,2kgf/cm² (8,1bar)<br>Gen 4 × 400kW 390V 50Hz a.c.<br>Fuel 198,5t (d.o.) 767,5t (hvf) |
| **5051470**<br>SUTF<br>1551<br>Df Esd<br>Gc Rdr<br>RT | **EL HASSEN**<br>ex Brennero-79<br>**Arab Navigators Co.**<br>Alexandria Egypt | **4 406**<br>2 311<br>2 388 | AB | **1959** Ansaldo S.p.A.—Livorno (1542)<br>109,23 16,36 5,881<br>100,23 16,34 9,76<br>B 35,4 F 13,2 2 dks, pt 3rd dk<br>RW rf 203 | **TM Passenger/General Cargo**<br>Ref 79P<br>4 Ho<br>B.3 756 In.102<br>4 Ha<br>8W Der 1(15) 4(7) 4(3) | 2 Oil 2SA each 5Cy. 600 × 800<br>5 000bhp (3 678kW)<br>C.R.D. Adriatico Trieste<br>Fuel 316,0t 15,75kn |
| **7363310**<br>7TDJ<br><br>Df Esd<br>Rdr RT | **EL HATIF**<br><br>**Enapeche**<br>Alger Algeria | **115**<br>36<br>— | BV | **1974** Ast. Zamacona S.A.—Bilbao (81)<br>22,99<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.52 | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 26,5t (d.o.) 10,5kn |
| **7603875**<br>WYT9<br>710<br>554243 | **EL HOMBRE**<br>ex Leviathan-77<br>**Two Lads Shrimp Co. Ltd.**<br>Mobile, Al United States<br>of America | **101**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7940560**<br><br><br>Df RT | **EL HUERFANO**<br><br>**Banco Nacional de Fomento<br>Cooperativo S.A. de C.V.<br>(BANFOCO)**<br>Guaymas Mexico | **122**<br>78<br>— | AB | **1975** Const. Nav. de Guaymas S.A.<br>(CONAGUSA)—Guaymas (126)<br>... ...<br>20,45 6,16 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,1<br><br>1 Ha (stl) (2,8 × 1,7) | Oil 4SA 6Cy. 216 × 216 reverse reduction<br>geared to sc. shaft<br>365bhp (268kW)<br>Waukesha Engine Div. Dresser<br>Industries Inc. U.S.A.<br>Gen 1 × 30kW 1 × 20kW a.c.<br>9,25kn |

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| 7921526<br>7TJI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL IDRISSI**<br>**Government of The Democratic & Popular Republic of Algeria (Ministere de la Defense Nationale)**<br>Alger Algeria | **349**<br>75<br>118 | ✠ | **1980**-7 Matsukura Maritime Co.—Hirao (144)<br>42,19 8,01 3,410<br>36,00 7,99 3,99<br>B & F 23,5 1 dk<br>rf 483 | **M Research**<br>Hydrographic Launch<br>Mchy.aft | Oil 2SA 16Cy. 123 × 127 dr geared to sc. shaft<br>1 380bhp (1 015kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 68kW 225V 50Hz a.c.<br>Controllable pitch propeller |
| 6912358<br>CNDW<br>Df Esd<br>Gc Rdr<br>RT | **EL IDRISSI**<br>ex Choco-74<br>**The Food & Agriculture Organisation of the United Nations**<br>Casablanca Morocco | **176**<br>56<br>234 | ✠Classed LR until 5/12/80 | **1969**-3 Aukra Bruk A/S—Aukra (36)<br>32,62 7,50<br>28,50 7,40 3,69<br>B & F 15,9<br>rf 1143 BK 102 | **M Fishing**<br>Stern Trawler | Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>680bhp (500kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 45kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| 5282603<br>SUDZ<br>Df RT | **EL IMAM ALY**<br>ex Irenes Modesty-76 ex Tatna-72<br>ex Port Saint Louis-71<br>ex Foss Beck-37 ex Freshmoor-36<br>**Hussein Kamal Hussein Said Fanaki**<br>Alexandria Egypt | **1 532**<br>840<br>2 300 | **✠100A1** SS 4/81<br>oil tanker<br>**✠LMC**<br>EL P 1½"SQ<br>FN 1286 | **1928**-9 Wm. Doxford & Sons Ltd.—Pallion, Sunderland (588)<br>79,23 10,47 5,468<br>76,13 10,42 6,46<br>P 22,9 F 8,3 1 dk<br>R len & tank section renewed 58<br>9BH WB143T incl. DTf68T | **M Tanker**<br>10 Ta ER<br>L.(oil) 1 974 HeCls. BC | Oil 2SA 7Cy. 360 × 600<br>1 050bhp (772kW) ✠ NE 47<br>Sulzer Bros. Ltd. Winterthur<br>db 100lbf/in$^2$ (6,9bar)<br>Fuel 168,5t-2,5pd 10kn |
| 5125374<br>SULC<br>52<br>Df Esd<br>Gc Rdr<br>RT | **EL IMAM EL HASSAN**<br>ex Galal El Desouki-82<br>**Hussein Kamal Hussein Said Fanaki**<br>Alexandria Egypt | **1 286**<br>610<br>1 400 | (GL) | **1961** Angyalfold Shipyard—Budapest (1886)<br>74,53 11,33 4,319<br>67,01 11,31 5,29<br>P 20,5 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>11kn |
| 5003069<br>SULD<br>Df Esd<br>Gc Rdr<br>RT | **EL IMAM HANZA**<br>ex Adnan El Malki-81<br>**Hussein Kamal Hussein Said Fanaki**<br>Alexandria Egypt | **1 286**<br>610<br>1 422 | GL | **1961** Angyalfold Shipyard—Budapest (1888)<br>74,53 11,36 4,319<br>67,01 11,31 5,31<br>P 20,5 F 7,7 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest |
| 5263267<br>SULB<br>Df Esd<br>Gc Rdr<br>RT | **EL IMAM MOSLEM**<br>ex Om Saber-81<br>**Hussein Kamal Hussein Said Fanaki**<br>Alexandria Egypt | **1 286**<br>610<br>1 400 | GL | **1961** Angyalfold Shipyard—Budapest (1885)<br>74,53 11,33 4,319<br>67,01 11,31 5,29<br>P 20,2 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 315 × 450 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>11kn |
| 7409243<br>XCID<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL INDOMABLE**<br>**Sociedad Coop. de Productos Pesquera Ricardo Flores Magon S.C.L.**<br>Ensenada Mexico | **633**<br>328<br>860 | AB | **1975** Stocznia Gdanska im. Lenina—Gdansk (B415/03)<br>52,89 11,33 5,182<br>47,48 11,28 7,50<br>2 dks | **M Fishing**<br>Stern-fishing Tuna Seiner Ref.<br>stern ramp<br>Mchy.fwd<br>12 Ho<br>In.708<br>17 Ha (alu) | Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>Fuel 258,0t (d.o.) 14,5kn |
| 7046106<br>ZCGF<br>356669<br>Df Esd<br>Gc Rdr<br>RT | **EL JABALI GRANDE**<br>ex Rio Bravo-75<br>ex El Jabali Grande<br>**Tidewater Cayman Inc.**<br>Tidewater Inc.<br>Georgetown Cayman Islands (British) | **198**<br>135<br>217 | AB | **1970** Halter Marine Services, Inc. —Lockport, La (260)<br>8,84 3,687<br>29,95 8,77 4,35<br>1 dk | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 162,5t |
| 7237133<br>7TBO<br>64<br>Df Esd<br>Gc Rdr<br>RT | **EL JABBAR**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>109 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (64)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7523661<br>WYH6<br>998<br>576898<br>Df Esd<br>Gc Rdr<br>RT | **EL JAGUAR GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **198**<br>135<br>— | AB | **1976** Burton Construction & SB. Corp. —Port Arthur, Tx (532)<br>42,68 4,268<br>42,14 10,37 5,26<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Fuel (d.o.) 14kn |
| 7235604<br>7TBR<br>Df Esd<br>Rdr RT | **EL JALIL**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **105**<br>33<br>109 | BV | **1972** Ast. Zamacona S.A.—Bilbao (61)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7313420<br>7TDH<br>Df Esd<br>Rdr RT | **EL JAMIL**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (74)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7611690<br>TSLL<br>TG463<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL JEM**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **6 469**<br>3 776<br>8 626 | BV | **1977** Naikai Zosen—Setoda (412)<br>127,29(BB) 18,04 7,000<br>117,99 18,00 10,49<br>P 79,9 F 15,9 1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 083 B.10 322<br>3 Ha (stl) (11,4 × 6,1) (20,4 20,4 × 10,6) ER<br>Cr 5(16) | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 500kW 400V 50Hz a.c.<br>18kn |

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|---|---|---|---|---|---|---|---|
| **6421579**<br>CLDW<br>Df Esd<br>Gc Rdr | **EL JIGUE**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **7 014**<br>3 701<br>10 649<br>**9 408**<br>5 249<br>13 160 | **✠100A1** CS 6/76<br>strengthened for heavy cargoes DTs f—veg. oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL et 2¼"SQ<br>FN 4499 | **1965**-3 Soc. Espanola de Const. Nav. —Bilbao (124)<br>156,85 19,74 8,002/9,075<br>143,26 19,66 11,74<br>Ba 47,9 F 14,7 1 dk & S dk<br>rf 76<br>3BH to S dk 5 to 2nd dk WB2497t | **M General Cargo** OSD/CSD<br>Ref<br>4 Ho ER<br>G.18 999 B.17 331 In.1 133<br>16W Der 16 | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>Soc. Espanola de Const. Nav.<br>AuxB 100lbf/in$^{2}$ (6,9bar)<br>Fuel 1 108,5t | Sulz<br>Bilb<br>16,5kn |
| **7401100**<br>RT | **EL JOULAN**<br>**Latakia Port Co.**<br>Latakia Syria | **146**<br>0<br>— | ✠ | **1978**-10 Timsah SB. Co.—Alexandria (290)<br>27,21 7,65 2,901<br>25,02 7,26 3,81<br>RFD 3,4 1 dk | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 92kW 1 × 24kW 220V d.c.<br>Controllable pitch propeller | Mannhei |
| **7313406**<br>7TCX<br>Df Esd<br>Rdr RT | **EL KAMEL**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (72)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin | Marseill<br>10k |
| **7331862**<br>7TDE<br>Esd Gc<br>Rdr RT | **EL KAOUKEB**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (77)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin | Marseill<br>10k |
| **5415482**<br>CNCK<br>Df Esd<br>Rdr RTm | **EL KARIM**<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **168**<br>—<br>— | BV | **1963** N.V. Bodewes Schps.—Martenshoek (473)<br>29,06 7,73 3,429<br>26,32 7,21 3,81<br>1 dk<br>RW | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz<br>Gen 1 × 25kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) | Koel<br>10,5k |
| **5001061**<br>CNQY<br>RT | **EL KARIM II**<br>ex Abeille No. 27-78<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **235**<br>—<br>— | **✠100A1** SS 11/77<br>tug<br>English Channel & French coasting service<br>**✠LMC**<br>EL (c) 1$\frac{1}{16}$"<br>FN 362 | **1956**-12 Forges & Ch. de La Mediterranee —Le Havre (355)<br>30,51 9,28 4,001<br>28,00 8,70 4,20<br>RW rf 457 BK 178<br>3BH WB55t | **TM Tug** | 2 Oil 4SA each 8Cy. 320 × 450 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz | Koel |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 5/12/80** | | | | |
| **5072046**<br>HO9804<br>7011-PEXT1<br>Df Esd<br>RTm/h/v | **EL KASHAWY**<br>ex Santa Barbara I-79<br>ex Norderstedt-75<br>ex Norderelv-70<br>ex Christopher Meeder-68<br>**Chaldean Shipping Co. Ltd.**<br>Panama Panama | **499**<br>344<br>830 | GL | **1957** Schiffsw. Hugo Peters—Wewelsfleth (489)<br>60,38 9,02 3,401<br>50,75 9,00 3,79<br>P 11,3 F 8,6 1 dk<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,5 ER<br>G.1 104 B.1 019<br>2 Ha (8,9 17,9 × 5,3) ER<br>3W Der 3(3) | Oil 4SA 8Cy. 290 × 420<br>430bhp (316kW)<br>Maschinenbau Kiel A.G.<br>Gen 2 × 8kW 110V d.c.<br>Fuel (d.o.) | Kie<br>10k |
| **5100063**<br>CNMK<br>Df Esd<br>Rdr RTm | **EL KEBIR**<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **332**<br>30<br>— | (BV) | **1954** A.G. "Weser" Werk Seebeck —Bremerhaven (776)<br>38,51 8,51 4,700<br>8,46<br>F 8,3<br>R | **M Tug**<br>1 Ho 5,0<br>1 Ha (1,5 × 2,0) | Oil 2SA 8Cy. 340 × 570<br>British Polar Engines Ltd.<br>Gen 2 × 50kW 1 × 15kW 230V d.c.<br>Fuel 132,0t (d.o.) | Glasgow<br>13,5k |
| **5001009**<br>Df Esd<br>Rdr<br>RTm/v | **EL KEBIR II**<br>ex Abeille No. 20-78<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **351**<br>7<br>— | **✠100A1** SS 10/75<br>tug<br>**✠LMC**<br>EL (e) 1$\frac{3}{16}$"<br>FN 460 | **1957**-9 A.G. "Weser" Werk Seebeck —Bremerhaven (837)<br>38,56 8,97 4,630<br>34,50 8,50 4,81<br>F 7,4<br>R rf 1219 BK 203<br>4BH WB63t | **M Tug** | Oil 2SA 8Cy. 340 × 570<br>British Polar Engines Ltd.<br>Gen 2 × 55kW 1 × 20kW 220V d.c.<br>Fuel 132,0t | Glasgow<br>13k |
| | | | **SURVEYS OVERDUE — CLASS SUSPENDED 5/12/80** | | | | |
| **8021139**<br>TSLU<br>TG546<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EL KEF**<br>**Compagnie Tunisienne de Navigation S.A. (COTUNAV)**<br>Tunis Tunisia | **17 074**<br>10 496<br>26 355 | BV (Class cont.) | **1982** Kurushima Dock Co. Ltd.—Onishi (2180)<br>182,84 9,791<br>175,01 23,07 14,03<br>P 9,2 F 14,1 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>Ore 36 986<br>5 Ha (stl) ER<br>Der 5(-) | Oil 2SA 6Cy. 660 × 1400<br>11 000bhp (8 091kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 552kW 390V 50Hz a.c.<br>Fuel 234,0t (d.o.) 1 228,0t (hvf)-28,0pd | Sulzer<br>Tamashima |
| **7606267**<br>7TGJ<br>Df Esd<br>Rdr RT | **EL KENNAR**<br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **1 334**<br>735<br>2 059 | BV | **1977** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (677)<br>86,90 11,84 3,801<br>81,62 11,33 5,01<br>1 dk | **TM Tank Barge**<br>17 Ta ER<br>L.(oil) 2 283 | 2 Vee Oil 4SA each 12Cy. 135 × 160 reverse reduction geared to sc. shafts<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 144kW 380V 50Hz a.c. | Koel<br>10k |
| **7910280** | **EL KHATTABI**<br>**Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Circonscription du Nord)**<br>Nador Morocco | **151**<br>—<br>— | BV | **1980** Ch. & At. de la Perriere—Lorient (318)<br>27,31 3,250<br>24,01 7,61 4,09<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 220 × 280<br>Kloeckner Humboldt Deutz<br>Controllable pitch propeller | Koel<br>12,5k |
| **7634123**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL KOFRA**<br>Launched as Lispafish Ocho<br>**Libyan Spanish Fishing Co. (LISPAFISH)**<br>Tripoli Libya | **269**<br>123<br>170 | BV | **1978** Const. Nav. Santodomingo—Vigo (458)<br>30,71 7,52 3,352<br>27,56 7,50 5,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>750bhp (552kW)<br>Hijos de J. Barreras S.A.<br>Fuel 119,0t (d.o.) | Deu<br>Vig<br>11k |

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| 5394767<br>OAOO<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EL KOLLAO**<br>ex Elbella II-79<br>ex Wakato Maru-78<br>ex Yamato Maru-64<br>**Naviera Neptuno S.A.**<br>Callao Peru | **6 953**<br>3 734<br>10 012 | NK | **1960** Mitsubishi Zosen K.K.—Hiroshima (149)<br>131,35 18,45 8,002<br>122,92 18,39 10,80<br>P 28,7 F 21,1 2 dks<br>RW rf 119 | **M General Cargo**<br>3 Ho 12,3 35,6 34,2 ER<br>G.14 257 B.13 659<br>3 Ha (stl) (5,4 × 4,5) (27,5 27,9 × 7,4) ER<br>Der 1(200) 1(120) 4(15) 2(7)<br>6P | Oil 2SA 6Cy. 650 × 1250<br>5 700bhp (4 193kW)<br>Mitsubishi Zosen K.K. Nagasaki<br>Gen 2 × 180kW 445V 60Hz a.c.<br>Fuel 798,5t (hvf)-19,0pd 13,75kn |
| 7424322<br>5ALU<br>Df Esd<br>Gc Rdr<br>RT | **EL KORDABIA**<br>**Government of Libya (Department of Ports & Lights)**<br>Tripoli Libya | **140**<br>—<br>— | ✠ | **1980**-4 Timsah SB. Co.—Alexandria (307)<br>27,21 7,57 2,901<br>25,00 7,26 3,81<br>RFD 3,4 1 dk<br>rf- | **M Tug**<br>Fire-fighting | Vee Oil 4SA 6Cy. 320 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 100kW 1 × 25kW 380V 50Hz a.c. |
| 7606279<br>7TGK<br>Df Esd<br>Rdr RT | **EL KOUACHI**<br>**Societe Nationale pour la Recherche, la Production, le Transport, la Transformation et la Commercialisation des Hydrocarbures (SONATRACH)**<br>Alger Algeria | **1 334**<br>735<br>2 039 | BV | **1977** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (678)<br>86,90 11,84 3,801<br>81,62 11,33 5,01<br>1 dk | **TM Tank Barge**<br>17 Ta ER<br>L.(oil) 2 283 | 2 Vee Oil 4SA each 12Cy. 135 × 160 reverse reduction geared to sc. shafts<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 144kW 380V 50Hz a.c.<br>10kn |
| 7325916<br>Esd Gc<br>Rdr RT | **EL KOUTB**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>35<br>109 | (BV) | **1973** Ast. Zamacona S.A.—Bilbao (76)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 8126927 | **EL LAMY**<br>**Kenya Ports Authority**<br>Kenya | **355**<br>—<br>408 | **100A1**<br>Class Contemplated<br>FN 441 | **1982** Scheeps. Damen B.V.—Bergum (3303)<br>4,580<br>30,51 9,52 4,91<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 254 × 305<br>Ruston Diesels Ltd. Newton-le-Willows |
| 7404293<br>HP3039<br>5779<br>-75A<br>Df Esd<br>Gc Pfd<br>RT | **EL LEON GRANDE II**<br>ex Asay D. Guidry-81<br>**Tidewater Nautico Inc.**<br>Tidewater Inc.<br>Panama Panama | **605**<br>22<br>— | AB | **1975** Astilleros del Atlantico S.A. —Santander (173)<br>41,18 5,487<br>38,08 11,59 6,10<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Sweden<br>13,5kn |
| 6506276<br>OAOP<br>Df Esd<br>Gc Rdr<br>RTm | **EL LIBERTADOR**<br>ex Antonio Lucio-79<br>**Bolivariana de Navegacion S.A.**<br>Peru | **2 271**<br>1 193<br>3 499 | **✠100A1** SS 7/78<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL s $1\frac{9}{16}$"SQ<br>FN 1769 | **1965**-4 Soc. Espanola de Const. Nav. —Bilbao (111)<br>92,92 14,56 5,360<br>84,99 14,51 6,30<br>P 20,2 F 11,0 1 dk<br>rf nil DK fwd<br>NS 4BH WB806t | **M General Cargo**<br>2 Ho 30,5 27,8 ER<br>G.4 448 B.4 004<br>2 Ha (stl) (each 21,4 × 7,6) ER<br>8W Der 3(3) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 2 × 150kW 450V 50Hz a.c.<br>Fuel 261,0t 12kn |
| 6607604<br>WO5252<br>293814<br>RTm | **EL LOBO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **197**<br>134<br>— | | **1964** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*33,29* 8,89 3,579<br>33,66 8,84 4,09<br>1 dk<br>rf 1372 | **M Tug** | Oil<br>.............<br>Gen 2 × 60kW 110/440V 60Hz a.c.<br>Fuel (d.o.) |
| 7642209<br>3VBF | **EL LOUD**<br>**Societe Nouvelle de Transport des Iles de Kerkenah Sfax (SONOTRAK)**<br>Sfax Tunisia | **286**<br>204<br>— | BV | **1966** Th. Zervas & Sons—Perama<br>39,10 1,429<br>35,01 10,04 2,11<br>1 dk<br>lengthened — 71 | **M RoRo Cargo/Ferry** | 2 Oil 4SA each 12Cy. 150 × 150<br>860bhp (633kW) E made— fitted71<br>Soc. des Moteurs Baudouin Marseille<br>10,5kn |
| 7315167<br>CNFC<br>Esd Rdr | **EL MAHIR**<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **152**<br>0<br>119 | BV | **1973** Soc. des At. Francais de l'Ouest—St. Nazaire<br>28,91 7,80<br>26,01 7,32 3,87<br>1 dk | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 240 × 220 reverse reduction geared to sc. shaft<br>Soc. Alsacienne de Const. Mec. Mulhouse |
| 5001059<br>CNPZ<br>Df Esd<br>Rdr RT | **EL MAJID I**<br>ex Abeille No. 26-82<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **324**<br>20<br>— | **✠100A1** SS 5/76<br>tug<br>**✠LMC**<br>EL (e) $1\frac{1}{4}$"<br>FN 470 | **1960**-4 At. & Forg. de l'Ouest—St. Nazaire (Ra1)<br>38,51 9,61 4,325<br>34,50 9,11 4,50<br>RFD 8,6<br>RW rf 737 BK 203<br>3BH WB90t | **M Tug** | Oil 2SA 8Cy. 340 × 570<br>Polar<br>Nydqvist & Holm A/B Trollhattan |
| 5001073<br>CNMC<br>Df Esd<br>Rdr RTm | **EL MAJID II**<br>ex Abeille No. 28-82<br>**Societe Cherifienne de Remorquage et d'Assistance**<br>Casablanca Morocco | **351**<br>7<br>— | **✠100A1** SS 2/77<br>tug<br>**✠LMC**<br>EL (e) $1\frac{3}{16}$"<br>FN 460 | **1957**-10 A.G. "Weser" Werk Seebeck —Bremerhaven (838)<br>38,56 8,97 4,630<br>34,50 8,50 4,81<br>F 7,4<br>R rf 1219 BK 203<br>4BH WB63t | **M Tug** | Oil 2SA 8Cy. 340 × 570<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 55kW 1 × 20kW 220V d.c.<br>Fuel 132,0t (d.o.) 13kn |
| | | | **LAID UP — SURVEYS OVERDUE 2/81** | | | |
| 7010171<br>SURF<br>Df Esd<br>Gc Rdr<br>RTm/v | **EL MALEK KHALED**<br>ex Cogolin-77<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | T.Mk<br>**499**<br>272<br>1 046 | **100A1** CS 3/80<br>roll on—roll off cargo ship<br>**LMC**<br>EL O 416,2/34,0U2<br>FN 1571<br>BV | **1970** Buesumer Werft G.m.b.H.—Buesum (233)<br>76,38 13,42 4,172<br>68,00 13,21 9,89<br>F 8,0 2 dks, pt 3rd dk<br>rf 889<br>SF Coll BH to U dk, 4 to 2nd dk WB257T | **M RoRo Cargo/General Cargo**<br>Stern door/ramp<br>2 side doors/ramps (s)<br>1 Ho 45,4 1 TwD 56,3 ER<br>G.5 050 B.4 700<br>2 Ha (stl) (9,3 13,9 × 5,4) ER | Vee Oil 4SA 16Cy. 220 × 300 reduction geared to sc. shaft<br>2 300bhp (1 692kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 1 × 130kW 1 × 110kW 1 × 96kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 149,5t (d.o.) 14,5kn |

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| **5100104** | **EL MANSOUR**<br>ex Redeemer-59<br>**Mohamed B. Abdellah Mrani**<br>Tangier Morocco | **172**<br>61<br>— | | | **1940** Rowhedge Ironworks Co. Ltd.<br>—Rowhedge<br>35,67 6,86 2,947<br>6,81<br>1 dk<br>conv Minesweeper — | **Wood M Salvage Ship**<br>1 Ho 4,5<br>1 Ha (1,8 × 1,2)<br>Der 1(2) | Oil 7Cy. 250 × 420<br>British Auxiliaries Ltd. Glasgo<br>Fuel 22,5t (d.o.) 11k |
| **6805191**<br>CNFE<br>Df Esd<br>Gç Rdr<br>RT | **EL MANSOUR BI LLAH**<br>**Societe Marocaine de Navigation Maritime S.A. (NAVIMAR)**<br>Tangier Morocco | **880**<br>364<br>—<br>**1 569**<br>953<br>1 990 | | (BV) | **1968** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (213)<br>81,72 —/5,004<br>75,24 11,41 6,51<br>RQD 6,4 1 dk & S dk<br>**DAMAGED BY FIRE 6/79 — TO BE BROKEN UP** | **M General Cargo** OSD/CSD<br>Ref<br>2 Ho 9,8 19,6 ER<br>G.2 395<br>2 Ha (stl) (9,8 19,6 × 5,0) ER<br>6W Der 6(3) | Oil 4SA 8Cy. 360 × 450<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhe<br>Gen 1 × 16kW 220/380V 50Hz a.c.<br>15k |
| **7609178**<br>CNFG<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EL MANSOUR SAADI**<br>**Societe Marocaine de Navigation Maritime S.A. (NAVIMAR)**<br>Casablanca Morocco | **1 599**<br>859<br>2 900 | | BV | **1976** Miho Zosensho K.K.—Shimizu (1039)<br>87,00 5,409<br>79,99 15,80 10,49<br>P 9,8 1 dk | **M General Cargo**<br>Ref.<br>2 Ho 27,4 25,3 ER<br>G.5 921 B.5 879 In.5 879<br>2 Ha (stl) (each 14,1 × 8,0)<br>6W Der 2(5) | Oil 4SA 6Cy. 460 × 740 reduction geared to sc. shaft<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kob<br>Gen 3 × 384kW 445V a.c.<br>Fuel-12,0pd 14k |
| **6910037**<br>SUCF<br>Df Esd<br>Gc Rdr<br>RT | **EL MANSOURA**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **2 800**<br>—<br>—<br>**3 254**<br>2 038<br>4 267 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | CS 10/77<br>EL u $1\frac{11}{16}$"U2<br>FN 2129 | **1972**-10 Suez Canal Authority—Port Fuad (82)<br>100,03 14,64 6,274/—<br>92,00 14,60 8,54<br>F 10,1 1 dk & S dk<br>RW rf nil<br>5BH to S dk 1 to 2nd dk | **M General Cargo** OSD/CSD<br>Mchy.aft | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Hambur<br>Gen 3 × 170kW 400V 50Hz a.c.<br>13k |
| **7622431**<br>PDXI<br>43<br>Esd Rdr<br>RT | **EL MAR**<br>**J. Albregtse**<br>Breskens Netherlands | **300**<br>107<br>— | | | **1974** Gdynska Stocznia Remontowa —Gdynia (348B)<br>36,61<br>35,26 8,03 4,32<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy. 300 × 550<br>1 760bhp (1 295kW)<br>N.V. Smit-Bolnes Zierikze |
| **7365318**<br>CNPA<br>Esd Gc<br>Rdr RT | **EL MASSIRA**<br>**Armaca International Establishment**<br>Tangier Morocco | **210**<br>104<br>— | | (NV) | **1976** Cant. Nav. M. Morini & C.—Ancona (149)<br>34,85 6,99<br>30,00 6,81 3,76<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 350 × 450 reverse reduction geared to sc. shaft<br>950bhp (699kW)<br>MaK. Maschinenbau G.m.b.H. West German |
| **6400111**<br>XCEM<br>Df Esd<br>Gc Rdr<br>RT | **EL MEXICANO**<br>**Transportacion Maritima Mexicana S.A. (TMM)**<br>Guaymas Mexico | **6 634**<br>3 796<br>—<br>**8 967**<br>5 438<br>13 120 | **✠100A1**<br>**✠LMC**<br>**✠Lloyd's RMC** | SS 2/79<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4282 | **1964**-10 Ishikawajima do Brasil—Rio de Janeiro (11)<br>145,50 19,54 7,944/8,757<br>135,01 19,51 12,20<br>F 11,6 1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 5 to 2nd dk WB1322t | **M General Cargo** OSD/CSD<br>Ref<br>4 Ho ER<br>G.18 675 B.16 850 In.450<br>16W Der 1(40) 1(25) 16(5) | Oil 2SA 7Cy. 680 × 1250 Sulz<br>7 700bhp (5 664kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Ai<br>NAuxB made75 fitted5/78<br>100lbf/in² (6,9bar)<br>✠ NAuxB (ex.g) 4/69 100lbf/in² (6,9bar)<br>Fuel 1 117,5t 15,5k |
| **6603880**<br>SUXL<br>Df Esd<br>Gc Rdr<br>RT | **EL MINIA**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | **3 254**<br>2 038<br>3 380<br>—<br>—<br>4 242 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | CS 9/80<br>EL u $1\frac{11}{16}$"U2<br>FN 2128 | **1970**-9 Suez Canal Authority—Port Fuad (80)<br>100,11 14,64 6,274/—<br>92,00 14,58 8,54<br>F 10,1 1 dk & S dk<br>RW rf nil<br>5BH to S dk 1 to 2nd dk WB670t incl. DTf51t | **M General Cargo** OSD/CSD<br>Mchy.aft | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbur<br>Gen 3 × 170kW 400V 50Hz a.c.<br>13k |
| **7316422**<br>WN5906<br>291891 | **EL MIRAGE**<br>ex Whooping Crain-77<br>ex Big John<br>**Fred A. Dearth**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | | **1963** Capell Marine Construction —Freeport, Tx<br>*21,43* 6,13<br>3,48 | **M Fishing** | Oil<br>250bhp (184kW)<br>............<br>Fuel (d.o.) |
| **6927822**<br>CNMO<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EL MOHITT**<br>**Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Maritime de Tangier)**<br>Casablanca Morocco | **220**<br>53<br>— | | BV | **1969** Ch. & At. de la Perriere—Lorient (357)<br>32,01 8,01 2,718<br>28,30 7,98 4,02<br>1 dk | **M Fishing**<br>Training Ref.<br>In.624<br>3 Ha (0,9 × 0,9) (0,9 × 0,9) (0,9 × 0,6) ER<br>2W Der 1(2,5) 1(1,5) | 2 Vee Oil 4SA each 8Cy. 185 × 200 geared to sc. shaft<br>800bhp (588kW)<br>Soc. des Moteurs Baudouin Marseil<br>Controllable pitch propeller<br>Fuel 436,0t (d.o.) 12,25k |
| **6707064**<br>WX5891<br>503562<br>Pfd Rdr<br>RTm/v | **EL MORRO**<br>**Caribe Tugboat Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **191**<br>101<br>— | | AB | **1966** Equitable Equipment Co. —Madisonville, La (1429)<br>29,11 8,84 3,598<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 40kW 205V 60Hz a.c. |
| **7200154**<br>WH3859<br>505240<br>RT | **EL MULO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **167**<br>114<br>— | | | **1966** Universal Iron Works—Houma, La<br>8,21 3,277<br>27,06 8,16 3,69<br>1 dk | **M Tug** | Oil<br>U.SA<br>Fuel (d.o.) |
| **5100154**<br>SUAN<br>Df Esd<br>Gc Rdr | **EL NASSER**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **658**<br>200<br>— | ✠Classed LR until 8/57 | | **1956**-2 Kure Zosensho—Kure (18)<br>48,77 11,05 4,179<br>46,00 10,60 4,91<br>F 19,9<br>rf 279 | **TS Tug** | T 6Cy. (2) 380 (2) 635 & (2) 1060 × 700<br>Ai<br>Harima Zosensho<br>Fuel 319,0t 13k |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5100166 | **EL NAWRAS** | **323** | ✠**A1** SS 10/81 | **1939**-5 George Brown & Co. (Marine) Ltd. | **S Tanker** | C 2Cy. 305 & 610 × 457 |
| | | 153 | oil tanker | —Greenock (208) | | 300ihp (221kW) |
| 3313 | **MISR Petroleum Co.** | 519 | FP above 65.5°C | 44,46 7,95 3,163 | 6 Ta ER | Plenty & Son Ltd. Newbury |
| | Suez Egypt | | river & estuary service | 42,52 7,93 3,66 | L.(oil) 581 HeCls. C | SB 140lbf/in² (9,7bar) |
| | | | ✠**LMC** | 1 dk | | Gen 1 × 1,25kW 110V d.c. |
| | | | EL (E) $\frac{13}{16}$" U2 | R | | Fuel 15,0t (o.f.)-4,0pd 8kn |
| | | | FN 493 | 8BH WB70T incl. DTf52T | | |
| 5100180 | **EL NIL** | **2 737** | AB | **1953**-6 C.R.D. Adriatico—Trieste (1779) | **M General Cargo** OSD | Oil 2SA 6Cy. 600 × 1040 |
| SUCS | | 1 439 | | 110,93 15,07 6,077 | | 3 000bhp (2 207kW) Sulzer |
| 21 | **The Egyptian Navigation Co.** | 3 978 | ✠Classed LR until 7/57 | 103,71 15,02 6,28 | 4 Ho | C.R.D. Adriatico Trieste |
| Df Esd | Alexandria Egypt | | | F 11,0 1 dk & S dk | G.6 590 B.5 899 | Fuel 302,0t 14,5kn |
| Gc Rdr | | | | RW rf 152 | 4 Ha | |
| RT | | | | | 8W | |
| 7726598 | **EL OBEID** | T.Mk | ✠**100A1** | **1979**-9 Brodogradiliste "3 Maj"—Rijeka | **M General Cargo** | Oil 2SA 5Cy. 670 × 1700 |
| STOD | | **6 336** | strengthened for heavy | (591) | Ref 12bth P | 9 400bhp (6 914kW) B&W |
| 13 | **Sudan Shipping Line Ltd.** | 3 122 | cargoes in holds No.2, 3 | 149,41(BB) 21,24 8,503/8,770 | 4 Ho 13,4DTp&s 21,7 24,7 21,7 | Tvornica Dizel Motora "Uljanik" Pula |
| Df Esd | Port Sudan Sudan | 9 175 | & 4, DTf—veg. oil, | 140,01 21,20 12,10 | ER 15,0 5 TwD | AuxB (1 o.f.) 8kgf/cm² (7,9bar) |
| Gc Pfd | | **9 691** | container cargoes in | Ba 23,2 F 14,1 2 dks | G.16 343 B.15 351 In.661 L.689 | e(ex.g) 8,5kgf/cm² (8,4bar) |
| Rdr RT | | 5 304 | holds upper dk & hatch | rf nil DK in way of Nos. 2, 3 and 4 holds | TEU 178 | Gen 3 × 568kW 450V 60Hz a.c. |
| | | 12 111 | covers | SF 7BH WB2917T incl. DTf706T, Tunnel | C.Ho 96/20'(40') C.Dk 82/20'(40') | Fuel 143,0t (d.o.) 983,5t (hvf) 16,5kn |
| | | | ✠**LMC** **UMS** | wing tanks 112T | 5 Ha (stl) (6,7 × 8,0) (13,4 15,7 13,4 | |
| | | | ✠**Lloyd's RMC** | | × 11,1) ER (6,7 × 6,3) | |
| | | | EL C† 550,0/52,0U3 | | 16W Cr 1(25) Der 1(80) 4(20) | |
| | | | FN 4663 | | 6(10) 2(5) | |
| 8008826 | **EL OCTAVO** | **1 051** | | **1982** Astilleros del Atlantico S.A. | **M RoRo Cargo** | Vee Oil 4SA 14Cy. 225 × 300 geared to |
| EAIA | | 371 | | —Santander (214) | Ref | sc. shaft |
| | **Corunesa de Navegacion S.A.** | 1 992 | BV (Class cont.) | 74,71 14,51 4,571 | Mchy.aft | 2 100bhp (1 545kW) Alpha |
| Df Esd | Santander Spain | | | 69,09 14,20 9,71 | | Cons. Echevarria Spain |
| Gc Rdr | | | | 3 dks | | |
| RT | | | | | | |
| 6501020 | **EL ORINOCO** | **126** | | **1964** Ast. Santodomingo—Vigo (326) | **M Fishing** | Oil 4SA 6Cy. 220 × 280 |
| EEFT | | 58 | | *21,49* 6,25 3,125 | Side Trawler | 290bhp (213kW) |
| 8535 | **Pesquera La Guayra S.A.** | — | BV | 6,20 3,36 | | Kloeckner Humboldt Deutz Koeln |
| Df Esd | Vigo Spain | | | | | 9,5kn |
| RTm | | | | | 2 Ha (each 1,0 × 1,0) | |
| 6410180 | **EL ORZAN** | **205** | | **1964** Construcciones Navales P. Freire S.A. | **M Fishing** | Oil 4SA 8Cy. 315 × 480 |
| | | 71 | | —Vigo (21) | Side Trawler | 800bhp (588kW) NE 71 Duvant |
| 402226 | **Maramour Ltd.** | — | BV | 35,18 6,68 3,576 | | Motores de Explosion S.A., Moexsa |
| Df Esd | Dublin Irish Republic | | | 6,66 3,92 | | Barcelona |
| Gc RTm | | | | | 2 Ha (each 1,0 × 0,9) | Fuel 67,5t (d.o.) 10,75kn |
| | | | | RW | | |
| 7200166 | **EL OSO GRANDE** | **198** | | **1965** Burton Construction & SB. Corp. | **M Tug** | Oil |
| WV4450 | | 134 | | —Port Arthur, Tx (365) | Anchor-handling | |
| 500029 | **Twenty Grand Offshore Inc.** | — | | 8,84 3,582 | | .............. |
| | Tidewater Inc. | | | 33,66 4,12 | | Fuel (d.o.) |
| | Morgan City, La United States | | | 1 dk | | |
| | of America | | | | | |
| 7606281 | **EL OUELDJA** | **1 334** | | **1977** B.V. Schps. & Mfbk. "De Biesbosch- | **TM Tank Barge** | 2 Vee Oil 4SA each 12Cy. 135 × 160 |
| 7TGL | | 735 | | Dordrecht"—Dordrecht (679) | | reverse reduction geared to sc. shafts |
| | **Societe Nationale pour la** | 2 039 | BV | 86,70 11,84 3,801 | 17 Ta ER | 900bhp (662kW) |
| Df Esd | **Recherche, la Production, le** | | | 81,62 11,33 5,01 | L.(oil) 2 283 | Kloeckner Humboldt Deutz Koeln |
| Rdr RT | **Transport, la Transformation** | | | 1 dk | | Gen 2 × 144kW 380V 50Hz a.c. |
| | **et la Commercialisation des** | | | | | |
| | **Hydrocarbures** | | | | | 10kn |
| | **(SONATRACH)** | | | | | |
| | Alger Algeria | | | | | |
| 8108212 | **EL PADRINO** | **130** | | **1980** Astillero Navarro—Guymas (P-62) | **M Fishing** | Oil geared to sc. shaft |
| | | — | | ... ... ... | Side Trawler | 425bhp (313kW) |
| | **Pesquera Los Compadres De** | — | AB (Class cont.) | 19,41 6,21 3,61 | | Caterpillar Tractor Co. Peoria, Illinois |
| | **Guaymas S.A.** | | | | | |
| | Mexico | | | | | |
| 6616148 | **EL PARNE** | **251** | | **1966** Soc. Espanola de Const. Nav.—Cadiz | **M Fishing** | Oil 4SA 6Cy. 270 × 500 |
| EFKJ | | 102 | | (110) | Side Trawler | 825bhp (607kW) |
| | **Antonio Desardi Perez** | — | | 35,77 7,22 3,001 | Mchy.aft | Naval-Stork-Werkspoor S.A. Cadiz |
| Df Esd | Huelva Spain | | | 32,01 7,21 3,87 | | Fuel (d.o.) |
| RTm | | | | 1 dk | | |
| 7391202 | **EL PASO ARZEW** | **69 472** | | **1978** Newport News SB. & D.D. Co. | **S Liquefied Gas Tanker** | 2 S Turb dr geared to sc. shaft |
| KHKB | | 54 928 | | —Newport News, Va (609) | LNG Atmospheric | 36 000shp (26 480kW) |
| 598727 | **El Pazo Arzew Tanker Co.** | 75 203 | AB | 289,11(BB) 11,913 | 6 Ta (s.stl) membrane prismatic ER | De Laval Turbine Inc. Trenton, NJ |
| Df Esd | Wilmington, De United States | | | 276,16 41,17 25,91 | L.(gas) 126 000 HeCls. B | Gen 2 × 2150kW a.c. |
| Gc Pfd | of America | | | 1 dk | | Thw. thrust propeller fwd |
| Rdr RT | | | | rf nil | | Fuel 6 101,5t (o.f.) 453,0t (d.o.)-188,0pd |
| | | | | | | 18,5kn |
| 7359694 | **EL PASO CONSOLIDATED** | **66 807** | | **1977** At. & Ch. de Dunkerque & Bordeaux | **S Liquefied Gas Tanker** | 2 S Turb dr geared to sc. shaft |
| A8EX | | 47 420 | | (France-Gironde)—Dnk (287) | LNG Atmospheric | 45 000shp (33 100kW) Stal-Laval |
| 5891 | **El Paso International Tanker** | 64 749 | AB | 280,63(BB) 10,970 | 6 Ta (36% Ni.stl) membrane prismatic | Ch. de l'Atlantique St Nazaire |
| Df Esd | **Co.** | | | 266,02 41,61 27,51 | ER | Gen 2 × 2100kW 1 × 1400kW |
| Gc Pfd | Monrovia Liberia | | | 1 dk | L.(gas) 125 000 HeCls. B | 440V 60Hz a.c. |
| Rdr | | | | | | Controllable pitch propeller |
| | | | | | | Thw. thrust Contr. pitch propeller fwd |
| | | | | | | Fuel 4 350,5t (o.f.) 383,0t (d.o.)-217,5pd |
| | | | | | | 18,5kn |
| 7391214 | **EL PASO HOWARD BOYD** | **69 472** | | **1979** Newport News SB. & D.D. Co. | **S Liquefied Gas Tanker** | 2 S Turb dr geared to sc. shaft |
| KIHB | | 54 928 | | —Newport News, Va (610) | LNG Atmospheric | 36 000shp (26 480kW) |
| 598730 | **El Paso Howard Boyd Tanker** | 75 203 | AB | 289,11(BB) 11,913 | 6 Ta (s.stl) membrane prismatic ER | De Laval Turbine Inc. Trenton, NJ |
| Df Esd | **Co.** | | | 276,16 41,17 25,91 | L.(gas) 126 000 HeCls. B | Gen 2 × 2150kW a.c. |
| Gc Pfd | Wilmington, De United States | | | 1 dk | | Thw. thrust propeller fwd |
| Rdr RT | of America | | | rf nil | | Fuel 6 101,5t (o.f.) 473,5t (d.o.)-188,0pd |
| | | | | | | 18,5kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7347653**<br>A8VE<br>5313<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL PASO PAUL KAYSER**<br>**El Paso International Tanker Co.**<br>Monrovia Liberia | **66 807**<br>47 420<br>64 749 | AB | **1975** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (283)<br>280,60(BB) 41,64 10,970<br>266,00 41,58 27,51<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>6 Ta (36% Ni.stl) membrane prismatic<br>ER<br>L.(gas) 125 000 HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Lav<br>Ch. de l'Atlantique St Nazai<br>Gen 2 × 2100kW 1 × 1400kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 4 350,5t (o.f.) 383,0t (d.o.)-217,5pd<br>18,5k |
| **7359682**<br>5LIG<br>5584<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL PASO SONATRACH**<br>**El Paso International Tanker Co.**<br>Monrovia Liberia | **66 807**<br>47 420<br>64 749 | AB | **1976** At. & Ch. de Dunkerque & Bordeaux (France-Gironde)—Dnk (284)<br>280,63(BB) 41,64 10,970<br>266,02 41,61 27,51<br>1 dk | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>6 Ta (36% Ni.stl) membrane prismatic<br>ER<br>L.(gas) 125 000 HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW) Stal-Lav<br>Ch. de l'Atlantique St Naza<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>20k |
| **7391197**<br>KHTB<br>591902<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL PASO SOUTHERN**<br>**El Paso Southern Tanker Co.**<br>Wilmington, De United States of America | **69 472**<br>54 928<br>75 171 | AB | **1978** Newport News SB. & D.D. Co. —Newport News, Va (608)<br>289,11(BB) 11,913<br>276,16 41,17 25,91<br>1 dk<br>rf nil | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>6 Ta (36% Ni.stl) membrane prismatic<br>ER<br>L.(gas) 126 000 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>De Laval Turbine Inc. Trenton, N<br>Gen 2 × 2150kW a.c.<br>Thw. thrust propeller fwd<br>19,75k |
| **5261532**<br>H3ZQ<br>5731-75<br>Df Esd<br>Gc Rdr<br>RTm/h | **EL PODRERO**<br>ex Lindaki-75 ex Calor-72<br>ex Okertal-68<br>**Cugado Shipping Co. S.A.**<br>SIBA Societa Importazione Bestiame, Allevamento di Balzarini, Corvi & C.<br>Panama Panama | **2 089**<br>1 088<br>2 435 | ✠Classed LR until 9/4/76<br>BV | **1959**-11 Hanseatische Werft G.m.b.H. —Hamburg (11)<br>108,06 14,43 6,103<br>95,00 14,41 10,85<br>B & F 86,0 1 dk<br>rf nil conv Ref. General Cargo 76 | **M Livestock Carrier**<br>Ref<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 400 × 460 with hydraulic couplings & sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Schlieker-Werft Hambu<br>Gen 2 × 450kW 1 × 190kW 450V d.c.<br>Fuel 593,0t (d.o.)<br>18k |
| **7813688**<br>Esd | **EL PORTENO**<br>**Flota Mercante Grancolombiana S.A.**<br>Buenaventura Colombia | **31**<br>—<br>— | ✠**100A1**<br>tug<br>extended protected waters service from the port of Buenaventura<br>**LMC**<br>EL (A) 195,0/16,0U2(a)<br>FN 97 | **1980**-3 Arnhemsche Schps. Maats. —Arnhem (487/3)<br>15,24 4,75 2,109<br>13,52 4,65 2,49<br>1 dk<br>rf 762<br>3BH WBnil | **M Tug** | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 1 × 9,5kW 380V 50Hz a.c. 1 28V d.c. |
| **7806025**<br>EHVE<br>Df Esd<br>Gc Rdr<br>RT | **EL PRIMERO**<br>**Compania Madrilena de Navegacion S.A.**<br>Santander Spain | **1 124**<br>509<br>1 811 | BV | **1981** Ast. de Huelva S.A.—Huelva (114)<br>74,71 14,23 4,571<br>68,99 14,20 9,71<br>1 dk | **M RoRo Cargo**<br>Vehicles Ref<br>Mchy.aft<br>B.3 537 | Vee Oil 4SA 14Cy. 225 × 300<br>2 170bhp (1 596kW) Alpha<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>13,25k |
| **7925132**<br>XCUM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL PUMA**<br>**Universidad Nacional Autonama de Mexico**<br>Mazatlan Mexico | **638**<br>159<br>1 050 | NV | **1980** Mjellem & Karlsen A/S—Bergen (129)<br>46,16 10,29 5,050<br>44,46 10,27 6,51<br>2 dks | **M Research/Fishing**<br>Stern Trawler Oceanographic<br>Mchy.aft | Vee Oil 4SA 12Cy. 225 × 300<br>1 780bhp (1 309kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshav<br>Gen 2 × 220kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>14,25k |
| **7200180**<br>WU9643<br>298557<br>RT | **EL PUMA GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **146**<br>99<br>— | | **1965** McDermott Shipyard—Amelia, La<br>*29,60* 8,54<br>8,49 2,37<br>1 dk | **M Tug** | Oil U.S.A<br>Fuel (d.o.) |
| **7386049**<br>EGEH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL QUEMADO**<br>**Salmedina S.A.**<br>Cadiz Spain | **320**<br>184<br>— | BV (GL) | **1974** Ast. de Santander S.A.—Santander (95)<br>46,21 4,020<br>36,68 9,00 6,20<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 360 × 450<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 636kW 220V 50Hz a.c.<br>13k |
| **7905479**<br>EHYB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL QUINTO**<br>**Compania Madrilena de Navegacion S.A.**<br>Vigo Spain | **1 039**<br>412<br>1 928 | BV | **1981** Ast. Construcciones S.A.—Meira (161)<br>74,71 14,38 4,571<br>68,99 14,22 9,71<br>3 dks | **M RoRo Cargo**<br>Vehicles Ref<br>3 Ho ER<br>G.3 852 B.3 820 | Vee Oil 4SA 14Cy. 225 × 300<br>2 200bhp (1 618kW) Alpha<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>13,25k |
| **7643265**<br>WYN9<br>862<br>571108 | **EL RANCHO**<br>**Richard E. Rydman**<br>Aberdeen, Wa United States of America | **129**<br>87<br>— | | **1976** Quality Marine Inc.—Theodore, Al<br>*20,82* 6,71<br>3,54<br>1 dk | **M Fishing** | Oil<br>455bhp (335kW) U.S.A<br>Fuel (d.o.) |
| **7200192**<br>WH7740<br>505956 | **EL RENO GRANDE**<br>**Caribe Towing Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **146**<br>99<br>— | | **1966** McDermott Shipyard—Amelia, La<br>*28,41* 8,39<br>3,15 | **M Tug** | Oil<br>..............<br>Fuel (d.o.) |
| **7338793**<br>WA4640<br>251481<br>Df RT | **EL REY**<br>**Kelco Co.**<br>San Diego, Ca United States of America | **196**<br>133<br>— | (AB) | **1947** Gunderson Bros.—Portland, Or<br>... ...<br>30,48 9,45 3,05<br>1 dk<br>rf 610 | **TM Fishing**<br>Side-fishing | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A<br>Fuel 11,0t (d.o.) |

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| 7806295<br>YYAB<br>AMMT-<br>1252<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL RIFLE**<br>**Venatun S.A.**<br>Venezuela | **1 064**<br>508<br>— | | **1980** Campbell Industries—San Diego, Ca (125)<br>67,52 12,81 5,792<br>59,70 12,20 5,85<br>1 dk | **M Fishing**<br>Tuna Seiner Ref | Vee Oil 2SA 12Cy. 230 × 254 geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>16kn |
| 5100221<br>Esd | **EL SALINERO**<br>ex Stadland<br>**Banco de Credito Agricola e Industrial de la Republica Dominicana**<br>Santo Domingo Dominican Rep. | **218**<br>98<br>— | | **1950** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (5413)<br>*32,59* 6,05<br>... ... ...<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 215 × 300<br>E made42 fitted50<br>Motorenw. Mannheim A.G. Mannheim |
| 6705042<br>Esd Rdr<br>RT | **EL SARGACERO**<br>**Productos del Pacifico S.A.**<br>Ensenada Mexico | **250**<br>—<br>589 | | **1966** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan<br>33,53 2,286<br>27,89 10,83 2,90<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>650bhp (478kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7604740<br>Esd Rdr<br>RT | **EL SAUZAL**<br>**Pesquera Zapata S.A. de C.V.**<br>Ensenada Mexico | **274**<br>195<br>330 | | **1976** Marine Construction & Design Co. (MARCO)—Seattle, Wa (309)<br>32,92 8,84 3,671<br>29,27 8,79 4,78<br>F - 1 dk | **M Fishing**<br>Mchy.fwd<br>2 Ho<br>Der 2(-) | Vee Oil 2SA 12Cy. 146 × 146 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 1 × 50kW 216V<br>Fuel (d.o.) 9kn |
| 5258004<br>EACD<br>Df Esd<br>RT | **EL SENECA**<br>ex Notos-71<br>**Altapesca S.A.**<br>Las Palmas Spain | **245**<br>111<br>144 | BV | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (154)<br>35,67 6,91 2,794<br>30,05 6,86 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 295 × 420<br>550bhp (405kW) Krupps<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 77,5t (d.o.) 10,5kn |
| 8008814<br>EABT<br>Df Esd<br>Gc Rdr<br>RT | **EL SEPTIMO**<br>**Corunesa de Navegacion S.A.**<br>Santander Spain | **1 051**<br>371<br>1 992 | BV (Class cont.) | **1982** Astilleros del Atlantico S.A. —Santander (213)<br>74,71 14,51 4,571<br>69,09 14,20 9,71<br>3 dks | **M RoRo Cargo**<br>Ref<br>Mchy.aft | Vee Oil 4SA 14Cy. 225 × 300 geared to sc. shaft<br>2 100bhp (1 545kW) Alpha<br>Cons. Echevarria Spain |
| 7905481<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL SEXTO**<br>**Compania Madrilena de Navegacion S.A.**<br>Vigo Spain | **1 039**<br>412<br>1 928 | BV | **1981** Ast. Construcciones S.A.—Meira (162)<br>74,71 14,38 4,571<br>68,99 14,22 9,71<br>3 dks | **M RoRo Cargo**<br>Vehicles Ref<br>3 Ho ER<br>B.3 820 | Vee Oil 4SA 14Cy. 225 × 300<br>2 200bhp (1 618kW) Alpha<br>Cons. Echevarria Bermeo<br>Controllable pitch propeller<br>13,25kn |
| 7928275 | **EL SHAIMAA**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port of Alexandria General Organisation)**<br>Alexandria Egypt | **270**<br>—<br>500 | GL (Class cont.) | **1980** Arab Contractors Marine Workshops —Ismailia (1201/1)<br>40,31 8,89 2,501<br>39,50 8,59 3,00<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. reduction geared to sc. shafts<br>400bhp (294kW)<br>Fiat-OM Applicazioni Industriali Milano |
| 7032703<br>SUYN<br>1185<br>Df Esd<br>Gc Rdr<br>RT | **EL SHARKIAH**<br>**The Egyptian Navigation Co.**<br>Alexandria Egypt | —<br>—<br>3 201<br>**3 254**<br>2 038<br>4 267 | ✠**100A1** CS 4/79<br>Ice Class 3<br>✠**LMC**<br>EL u $1\frac{11}{16}$″U2<br>FN 2120 | **1974**-4 Suez Canal Authority—Port Fuad (103)<br>100,82 14,64 5,436/6,274<br>92,00 14,60 8,44<br>F 10,1 1 dk & S dk<br>rf nil<br>5BH to U dk, 1 to 2nd dk WB681T incl. DTf52T | **M General Cargo**<br>Mchy.aft<br>OSD/CSD | Oil 4SA 8Cy. 520 × 740<br>3 080bhp (2 266kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 3 × 170kW 400V 50Hz a.c.<br>13kn |
| 8120284 | **EL SONADOR**<br>Mexico | **114**<br>—<br>— | | **1980** Quality Marine Inc.—Fowl River, Al (142)<br>24,39<br>6,72 3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5100271<br>Df RT | **EL TAHRIR**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **107**<br>30<br>— | (DSRK) | **1960** VEB Schiffswerft Berlin—East Berlin<br>32,16 5,92 1,601<br>2,49<br>1 dk | **TM Firefloat** | 2 Oil 4SA each 6Cy. 180 × 260<br>540bhp (397kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock |
| 5100283<br>SUCX<br>29 | **EL TAIF**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **160**<br>53<br>— | | **1905** Soc. E. Bacini—Riva Trigoso<br>32,62 6,23 2,286<br>... ... ...<br>R | **S Tug** | T 3Cy. 284 410 & 710 × 500<br>Soc. Esercizio Bacini Genova |
| 7047394<br>5AKY<br>TP136<br>Df Esd<br>Gc Rdr<br>RTv | **EL TEMSAH**<br>ex Espresso Veneto-72<br>**General National Maritime Transport Co.**<br>Tripoli Libya | **4 567**<br>2 641<br>2 926 | **100A1** SS 9/80<br>Mediterranean service<br>DTsf— vegetable oil or wine FP 60°C.<br>**LMC**<br>EL T $1\frac{3}{4}$″U2<br>FN 2724<br>(RI) | **1971**-9 Cant. Nav. "Luigi Orlando" —Livorno (132)<br>105,36(BB) 19,51 5,106<br>96,55 17,51 10,70<br>B 15,9 2 dks<br>rf 152<br>NS Coll. BH to U dk, 6 to 2nd dk WB980T | **TM RoRo Cargo**<br>Stern door/ramp side door(p&s) | 2 Vee Oil 2SA each 16Cy. 300 × 450 reverse reduction geared to sc. shafts<br>8 000bhp (5 884kW) Fiat<br>C.R.D. Adriatico Trieste<br>(AuxB (o.f.) 11lbf/in$^2$ (0,8bar) )<br>Gen 4 × 130kW 390V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (hvf) 19kn |

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| **7816460**<br>Df Esd<br>Gc Rdr<br>RT | **EL TERCERO**<br>**Compania Madrilena de**<br>**Navegacion S.A.**<br>Spain | **1 124**<br>509<br>1 811 | BV (Class cont.) | **1982** Ast. de Huelva S.A.—Huelva (118)<br>74,71 4,571<br>69,19 14,22 9,71<br>1 dk | **M RoRo Cargo**<br>Ref<br>Mchy.aft<br>B.100 | Vee Oil 4SA 14Cy. 225 × 300 with flexi<br>couplings & sr geared to sc. shaft<br>2 170bhp (1 596kW)<br>Cons. Echevarria Alpha<br>Controllable pitch propeller Berme<br>13kn |
| **7404281**<br>HP3003<br>5718-75B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL TIGRE GRANDE II**<br>ex John L. Guidry-81<br>**Tidewater Nautico Inc.**<br>Tidewater Inc.<br>Panama Panama | **605**<br>22<br>838 | AB | **1975** Astilleros del Atlantico S.A.<br>—Santander (172)<br>41,18 5,487<br>38,10 11,59 6,10<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>reverse reduction geared to sc. shafts<br>A/B Bofors Nohab Sweden<br>13,5kn |
| **7719820**<br>SUFG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EL TOR**<br>**MISR Edco Shipping Co. Ltd.**<br>Alexandria Egypt | **4 608**<br>2 141<br>800 | NV | **1981** A/S Bergens M/V—Bergen (794)<br>105,97(BB) 17,30 4,133<br>93,00 17,01 10,95<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>400bth 168dk P<br>Stern door/ramp | 2 Oil 4SA each 12Cy. 250 × 300 geared<br>to sc. shafts<br>9 900bhp (7 282kW) Norm<br>A/S Bergens M/V Berge<br>Gen 3 × 900kW 1 × 150kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>19kn |
| **5396662**<br>H3XB<br>6771-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **EL ZANJON**<br>ex Caribbean Pearl-77<br>ex Zipounas-76 ex Yubari Maru-70<br>**Star Shipping Corp.**<br>Panama Panama | **3 845**<br>2 202<br>6 254 | BV | **1959** Osaka Zosensho—Osaka (148)<br>113,44 15,47 6,833<br>104,98 15,40 8,31<br>P 38,5 F 8,6 1 dk<br>RW | **M General Cargo**<br>4 Ho ER<br>G.8 420 B.7 880<br>4 Ha (8,3 18,6 10,6 9,7 × 7,0) ER<br>10W Der 2(15) 4(10) 4(5) | Oil 2SA 6Cy. 520 × 900<br>2 700bhp (1 986kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 100kW 440V 60Hz a.c.<br>Fuel 488,5t 12kn |
| **7731452**<br>ZCPN<br>373355<br>RT | **EL ZORRO**<br>ex YO 123<br>**Bulk Shipping Co. Inc.**<br>Georgetown Cayman Islands<br>(British) | **706**<br>340<br>962 | AB | **1944** Albina Eng. & Mach. Works<br>—Portland, Or (97)<br>... ...<br>50,65 9,76 4,58<br>P 16,2 F 7,7 | **M Tanker**<br>Oil Molasses CBT<br>8 Ta ER<br>HeCls. C | Oil 4SA 6Cy. 356 × 483<br>560bhp (412kW)<br>Union Diesel Co. Oakland, C<br>Gen 2 × 40kW d.c.<br>Fuel 55,0t (d.o.)-2,0pd 8kn |
| **7200219**<br>WH5315<br>506243<br>RT | **EL ZORRO GRANDE**<br>**Twenty Grand Offshore Inc.**<br>Tidewater Inc.<br>Morgan City, La United States<br>of America | **198**<br>134<br>— | | **1966** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (409)<br>9,73 3,887<br>36,96 9,68 4,37<br>1 dk | **M Tug** | Oil<br>U.S.A<br>Fuel (d.o.) |
| **7931600**<br>Esd Rdr<br>RT | **EL-ALAT No. 10**<br>**Arabian American Oil Co. Ltd.**<br>**(ARAMCO)**<br>Ras Tanura Saudi Arabia | **200**<br>—<br>— | AB | **1980** Singapore Slpwy & Eng. Co. (Pte.)<br>Ltd.—Singapore (145)<br>26,67 6,89 1,831<br>23,78 6,86 3,74<br>1 dk | **TM Pilot Vessel** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>reverse reduction geared to sc. shafts<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **7931612**<br>Esd Rdr<br>RT | **EL-ALAT No. 11**<br>**Arabian American Oil Co. Ltd.**<br>**(ARAMCO)**<br>Ras Tanura Saudi Arabia | **150**<br>28<br>— | AB | **1980** Singapore Slpwy & Eng. Co. (Pte.)<br>Ltd.—Singapore (146)<br>26,67 6,89 1,831<br>23,78 6,86 3,74<br>1 dk | **TM Pilot Vessel** | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>reverse reduction geared to sc. shafts<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **7820576** | **ELABIAR**<br>**National Fishing & Marketing**<br>Tripoli Libya | **129**<br>33<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (B) 247,5/16,0U2<br>FN 206 | **1980**-12 Khalkis Shipyard S.A.—Khalkis<br>(924)<br>24,52 (BB) 7,01 2,501<br>19,56 7,00 3,51<br>1 dk<br>BK 495<br>4BH WB20T | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400 reduction geared<br>to sc. shaft<br>500bhp (368kW)<br>B&W Alpha Diesel Div. of B&W<br>Diesel A/S Frederiksha<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **6816695**<br>SXIZ<br>5084<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELAFI**<br>ex Sandefjord-74<br>**Eastport Navigation Corp.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **19 495**<br>14 303<br>35 130 | NV | **1968** Nippon Kokan K.K.—Tsurumi<br>Shipyard, Yokohama (848)<br>184,33 26,12 11,170<br>175,47 26,07 15,24<br>P 37,8 B 12,8 F 15,6 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 16,0 19,3 19,9 15,0 19,9<br>19,9 19,9 ER<br>G.44 443 B.38 725<br>7 Ha (stl) (10,7 × 9,8) (10,0 10,0 8,3<br>10,0 10,0 10,0 × 11,3) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulz<br>Uraga Heavy Industries Ltd. Tamashim<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 152,5t (d.o.) 1 930,5t (hvf)-40,5pd<br>15,5k |
| **7327720**<br>SVKJ<br>4995<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELAFINA**<br>ex Trans Ruby-73<br>**Northport Navigation Corp.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **14 353**<br>9 805<br>22 869 | **100A1** SS 8/78<br>**LMC**<br>EL F† 2⅝"U2<br>FN 5754<br>(NK) | **1973**-7 Shin Yamamoto Zosen—Kochi<br>(166)<br>154,11(BB) 23,65 10,516<br>141,99 23,60 16,92<br>F 13,5 1 dk<br>NS 6BH WB4097T incl. Topside tanks in<br>No. 2 hold 596T | **M Bulk Carrier**<br>G.31 972 B.30 285<br>4 Ha (14,6 × 6,3) (19,9 19,9 19,9 ×<br>7,9) ER<br>Der 4(32) | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulz<br>Mitsubishi Heavy Industries Ltd. Kob<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 2 247,5t 15,5k |
| **5024881**<br>HP3169<br>3802-73B<br>Df Esd<br>Gc Rdr<br>RT | **ELAFRIC**<br>ex Alexia-79 ex Arnarfell-73<br>**Blue Team Compania Naviera**<br>**S.A.**<br>Elafric Shipping & Trading Co.<br>Ltd.<br>Panama Panama | T.Mk<br>**1 185**<br>554<br>2 337 | ✠LR class withdrawn<br>10/3/82 | **1949**-11 Solvesborgs Varv A/B<br>—Solvesborg (32)<br>88,80 12,37 5,150<br>82,78 12,35 7,62<br>2 dks<br>RW | **M General Cargo**<br>2 Ho<br>G.4 219 B.3 936<br>4 Ha (7,9 9,1 7,9 7,9 × 5,0)<br>8W Der 1(25) 2(5) 6(3) | Oil 2SA 5Cy. 500 × 700<br>1 600bhp (1 177kW)<br>Atlas-Diesel A/B Stockho<br>Fuel 284,5t (d.o.) 12k |
| **6418948**<br>EEGH<br>Df Esd<br>Pfd Rdr<br>RTm | **ELAI**<br>**Angel Garrido Pineiro**<br>San Sebastian Spain | **307**<br>194<br>— | BV | **1964** Ast. Luzuriaga S.A.—Pasajes (80)<br>41,51 7,45 3,988<br>37,01 7,40 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,9 × 1,9) | Oil 4SA 6Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhe<br>Fuel 104,5t (d.o.) 12k |

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| 6807434<br>351078<br>RTm | **ELAND**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **776**<br>281<br>1 036 | ✠Classed LR until 6/67 | **1966**-3 Ferguson Bros. (Port Glasgow) Ltd.<br>—Port Glasgow (445)<br>55,12 10,60 4,153<br>51,21 10,22 4,73<br>F 7,1 1 dk<br>RW rf nil | **M Hopper Barge**<br>Bottom doors<br>1 Ho 18,5 ER<br>2 Ha (stl) (1,0 × 1,0) (0,9 × 0,6) ER | Oil 4SA 6Cy. 318 × 368 sr reverse geared to sc. shaft<br>1 230bhp (905kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 200kW 110/220V d.c.<br>Fuel 101,5t 10,5kn |
| 7023207<br>WYZ3<br>609<br>524059<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ELAND**<br>**Penrod Drilling Co.**<br>Morgan City, La United States of America | **298**<br>202<br>— | | **1969** Burton Construction & SB. Corp.<br>—Port Arthur, Tx (455)<br>60,30 11,64 3,318<br>47,22 11,59 3,97<br>1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | Oil 4SA 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 115V 60Hz a.c.<br>12kn |
| 5403635<br>GMGA<br>304225 | **ELATION**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **196**<br>140<br>254 | | **1963** Schpsw. Gebr. Coops N.V.<br>—Hoogezand (230)<br>30,31 6,74 2,490<br>28,53 6,70 2,75<br>1 dk | **M General Cargo**<br>1 Ho 19,3 ER<br>1 Ha (16,6 × 4,5) ER | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW)<br>Bergius Co. Ltd. Glasgow<br>Fuel (d.o.) 8,5kn |
| 5100362<br>TCAS<br>3047<br>Df Esd<br>Gc Rdr<br>RTm/h | **ELAZIG**<br>ex Marosa-60<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **2 965**<br>1 376<br>5 101<br>**4 836**<br>2 476<br>7 244 | NV | **1960** Drammen Slip & Verk.—Drammen (46)<br>116,29 16,03 6,452/7,925<br>107,83 16,01 9,78<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ref<br>4 Ho 10,6 24,3 23,3 18,1 ER<br>4 Ha (stl) (8,2 15,8 15,8 × 6,7) (4,8 × 5,4) ER<br>Cr 10(5) 2(3) Der 1(25) | Oil 2SA 6Cy. 600 × 1040<br>4 100bhp (3 016kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 200kW 220/440V 60Hz a.c.<br>Fuel (d.o.) 13kn |
| 5134117<br>IMLB<br>230<br>Df Esd<br>Rdr RTm | **ELBA PRIMA**<br>ex Gotlanningen-67<br>**Navigazione Arcipelago Maddalenino S.p.A. (NAV.AR.MA)**<br>Cagliari Italy | **490**<br>165<br>260 | RI (BV) | **1962** Husumer Schiffsw.—Husum (1206)<br>60,36 10,98 2,991<br>58,02 10,52 3,71<br>B 23,8 F 12,2 3 dks<br>RW | **TM RoRo Cargo/Ferry**<br>600dk P | 2 Oil 4SA each 6Cy. 320 × 480<br>1 600bhp (1 177kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Fuel 30,5t (d.o.) 16kn |
| 5087261<br>DFPI<br>Df Esd<br>RT | **ELBDEICH**<br>ex De Hoop I-70<br>**Karl Heller**<br>Cuxhaven Federal Republic of Germany | **128**<br>44<br>— | | **1961** Scheepswerf "Vooruit" C.V.<br>—Zaandam (272)<br>28,25 6,84 3,201<br>25,91 6,30<br>1 dk | **M Fishing**<br>Side-fishing | Oil 6Cy. 250 × 350<br>330bhp (243kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| 7720881<br>DGEM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELBE**<br>**Partenreederei m/s 'Elbe'**<br>Friedrich A. Detjen (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | **13 106**<br>8 961<br>18 002 | GL | **1979** Howaldtswerke-Deutsche Werft—Kiel (130)<br>163,02 9,614<br>153,52 22,86 12,76<br>P 28,1 F 36,3 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 25,6 49,3 37,4 ER<br>G.27 371 B.24 515<br>TEU 723 C.Ho 402/20' C.Dk 321/20'<br>3 Ha (stl) (19,5 × 12,7) (38,2 × 17,6) (26,2 × 17,6) ER<br>4W Cr 1(25) 2(21) Der 1(150) 4(5-10) | Oil 2SA 5Cy. 700 × 1250<br>10 300bhp (7 576kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 3 × 464kW 450V 60Hz a.c.<br>Fuel 172,5t (d.o.) 1 209,0t (hvf)-37,5pd 17kn |
| 7361647<br>DABF<br>11882<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELBE**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**999**<br>656<br>2 600 | GL | **1974** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (727)<br>93,20 14,56 4,860<br>89,95 14,53 7,95<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,6 ER<br>TEU 195 C. 195/20'<br>1 Ha (stl) (51,3 × 10,3) ER | Vee Oil 4SA 8Cy. 370 × 400<br>3 600bhp (2 648kW)<br>Kloeckner Humboldt Deutz Koeln<br>14,5kn |
| 8003888<br>DGWE<br>Df Esd<br>Gc Rdr<br>RTm/v | **ELBE**<br>**Heinz Engelbrecht**<br>Hamburg Federal Republic of Germany | **499**<br>330<br>1 568 | | **1980** Schiffsw. Hugo Peters—Wewelsfleth (578)<br>82,48 11,38 3,560<br>76,82 11,31 5,41<br>F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 902 B.2 898<br>TEU 48 C. 48/20'<br>1 Ha (stl) (49,8 × 8,9) ER | Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 92kW 1 × 40kW 380V 50Hz a.c.<br>10,5kn |
| 5368419<br>H05308<br>9322-PEXT1<br>Df Esd<br>RT | **ELBE**<br>ex Trim-81 ex Twee Gezusters-55<br>**Fundalo Shipping Corp.**<br>Panama Panama | **498**<br>306<br>798 | BV | **1953** Schps. "Hoogezand" J. Bodewes<br>—Hoogezand (69)<br>57,18 8,97 3,499<br>8,93 5,62<br>1 dk<br>R | **M General Cargo**<br>2 Ho 33,5 17,9 ER<br>G.1 349 B.1 254<br>2 Ha (10,9 × 5,4) (12,6 × 5,0) ER<br>Der 2(3) | Oil 4SA 8Cy. 290 × 450<br>650bhp (478kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 8kW 110V d.c.<br>Fuel 66,0t (d.o.) 10,5kn |
| 5100441<br>DA8093<br>Rdr RTv | **ELBE**<br>**Unterelbe-Fahrbetrieb Gluckstadt- Wischhafen G.m.b.H. & Co. K.G.**<br>Glueckstadt Federal Republic of Germany | **310**<br>124<br>187 | GL | **1962** Schiffsw. Hugo Peters—Wewelsfleth (520)<br>*36,86* 12,50 1,410<br>11,05 2,70<br>1 dk<br>RW len 68 | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 120 × 140<br>340bhp (250kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5100453<br>Y4SA<br>Df Esd<br>Rdr RT | **ELBE**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW) NE 59<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 14,5kW 110V d.c.<br>9kn |
| 6823143<br>DHEE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELBE EXPRESS**<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**17 823**<br>10 827<br>15 400 | GL | **1968** Blohm + Voss A.G.—Hamburg (860)<br>201,05(BB) 24,64 7,870<br>185,22 24,52 14,61<br>B 22,9 F 34,8 2 dks<br>len 73 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho ER<br>TEU 1068 C.Ho 166/20' 238/40' C.Dk 20/20' 203/40'<br>15 Ha (stl) ER<br>Cr 1(3) | Oil 2SA 9Cy. 780 × 1550<br>15 750bhp (11 585kW)<br>Blohm + Voss A.G. Hamburg<br>Gen 1 × 650kW 2 × 385kW 1 × 290kW 450V 60Hz a.c.<br>Fuel 2 133,5t (hvf) 21kn |

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|---|---|---|---|---|---|---|---|
| **7373315**<br>JABA<br>116022<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBE MARU**<br><br>**Sanko Kisen K.K. & Zuiko**<br>**Kaiun K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **87 533**<br>62 470<br>158 593 | NK | **1975** Kawasaki Heavy Ind. Ltd.—Kobe (1219)<br>288,98(BB) 44,05 17,952<br>275,01 44,00 24,19<br>F 19,2 1 dk | **M Ore/Oil Carrier**<br>COW IGS<br>15 Ta ER<br>G.86 355 L.(oil) 194 675<br>HeCls. BptC<br>1 Ha (stl) (15,3 × 12,0) 9 Ha (stl)<br>(each 13,8 × 12,0) | Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 800kW 450V a.c.<br>Fuel 632,0t (d.o.) 9 520,0t (hvf)-109,5pd | MAN<br>Kobe<br>15,5kn |
| **7121243**<br>JEXK<br>111699<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBE MARU**<br><br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **51 623**<br>30 423<br>35 228 | NK | **1972** Mitsui SB. & Eng. Co. Ltd.—Tamano (903)<br>269,04(BB) 32,26 11,989<br>252,03 32,21 20,93<br>1 dk | **TrM Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 3 Cell.Ho<br>TEU 1842<br>C.Ho 672/20′ 454/40′ C.Dk<br>262/20′ incl. 160 ref C. | 3 Oil<br>84 600bhp (62 228kW)<br>(centre) 2SA 12Cy. 840 × 1800<br>Mitsui SB. & Eng. Co. Ltd.<br>(wing)2 Oil 2SA each 9Cy. 840 × 1800<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 2 × 1700kW 2 × 1100kW<br>1 × 980kW 450V a.c.<br>Fuel 9 343,5t-247,5pd | B&W<br>Tamano<br>Tamano<br>27,5kn |
| **7214947**<br>5LKQ<br>5600<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBE ORE**<br>ex Bretagne-76<br>**Societe Francaise de Transports**<br>**Maritimes (S.F.T.M.)**<br>Societe Francaise de Transports<br>Petroliers (S.F.T.P.)<br>Monrovia Liberia | **77 249**<br>59 979<br>160 168 | AB (BV) | **1972** At. & Ch. de Dunkerque & Bordeaux<br>(France-Gironde)—Dnk (275)<br>299,27(BB) 43,85 17,609<br>283,40 43,79 23,75<br>F 15,9 1 dk<br>rf 699 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>11 Ta ER<br>L.(oil) 179 067 | Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW)<br>Cie. de Const. Mec. Sulzer (CCM<br>Sulzer)<br>Gen 1 × 848kW 2 × 824kW | Sulzer<br>Mantes<br>16,25kn |
| **7932032** | **ELBE 8**<br><br>**'Elbe' Transport-Union G.m.b.H.**<br>Federal Republic<br>of Germany | **750**<br>—<br>1 200 | GL (Class cont.) | **1981** Meltem Beykoz Tersanesi—Beykoz (35)<br>... ... ...<br>... ...<br>1 dk | **M Tanker** | Oil<br>............. | |
| **8023503** | **ELBE 11**<br><br>**'Elbe' Transport-Union G.m.b.H.**<br>Federal Republic<br>of Germany | **750**<br>—<br>1 181 | GL (Class cont.) | **1981** Meltem Beykoz Tersanesi—Beykoz (36)<br>... ... ...<br>... ...<br>1 dk | **M Tanker** | Oil<br>............. | |
| **8023515** | **ELBE 12**<br><br>**'Elbe' Transport-Union G.m.b.H.**<br>Federal Republic<br>of Germany | **750**<br>—<br>1 200 | GL (Class cont.) | **1982** Meltem Beykoz Tersanesi—Beykoz (37)<br>... ...<br>... ...<br>1 dk | **M Tanker**<br>Vegetable oil<br>Mchy.aft | Oil<br>............. | |
| **7720908**<br>DGEF<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELBELAND**<br>ex S. A. Elbeland-81<br>ex Elbeland-80<br>**Bugsier-Reederei-und Bergungs-**<br>**A.G.**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**7 771**<br>5 476<br>—<br>**12 754**<br>8 664<br>17 800 | GL | **1979** Howaldtswerke-Deutsche Werft—Kiel (138)<br>160,03(BB) 23,40 —/9,649<br>150,50 22,86 12,76<br>P 28,1 F 36,3 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 25,3 46,1 32,4 ER 3 TwD<br>ER<br>G.25 037 B.23 081<br>TEU 773<br>C.Ho 353/20′ (40′) C.Dk 420/20′<br>(40′) incl. 100 ref C.<br>5 Ha (stl) (19,5 × 13,4) (39,0p&s<br>26,2p&s × 8,0) ER<br>9W Der 1(190) 4(36) 1(22,5) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Sulzer Bros. Ltd.<br>Gen 3 × 552kW 1 × 220kW<br>450V 60Hz a.c.<br>Fuel 190,0t (d.o.) 1 397,0t (hvf)-40,5pd | Winterthur<br>17,25kn |
| **6922561**<br>J4ZR<br>7617<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBELLA III**<br>ex Jinwa Maru-80<br>ex Toyota Maru No. 6-79<br>**Fairway Maritime Inc.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **12 102**<br>7 495<br>18 910 | NK | **1969** Namura SB. Co. Ltd.—Osaka (381)<br>150,12 22,71 9,764<br>143,03 22,69 13,21<br>P 28,1 F 10,4 1 dk | **M Bulk Carrier**<br>Vehicles<br>4 Ho ER<br>G.21 405 B.20 940<br>4 Ha (stl) (13,5 × 8,9) (16,0 16,0<br>16,0 × 10,3) ER<br>Cr 2(10) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>8 200bhp (6 032kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 416kW 450V a.c.<br>Fuel 1 336,0t-29,5pd | Sulzer<br>Kobe<br>14,5kn |
| **7633090**<br>3FEQ<br>8865-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBHOFF**<br><br>**Liberty Maritime Corp.**<br>Panama Panama | **9 917**<br>6 422<br>17 700 | BV | **1978** Tsuneishi Zosen K.K.—Numakuma (416)<br>146,01(BB) 9,270<br>138,03 22,31 12,48<br>P 32,0 F 15,0 1 dk | **M Bulk Carrier**<br>4 Ho 20,4 26,9 26,9 26,9 ER<br>G.22 256 B.21 399 HeCls. B<br>4 Ha (stl) (13,5 × 9,6) (19,5 19,5<br>19,5 × 11,2) ER<br>Der 4(25) | Vee Oil 4SA 12Cy. 400 × 460 geared to<br>sc. shaft<br>7 800bhp (5 737kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Gen 3 × 360kW 445V 60Hz a.c.<br>Fuel 148,5t (d.o.) 1 090,0t (hvf)-25,5pd | Pielstick<br>Aio<br>14kn |
| **7702140**<br>HPHW<br>8689-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBIA**<br><br>**Cement Distributors S.A.**<br>Panama Panama | **7 030**<br>4 066<br>14 100 | ✠**100A1**<br><br>✠**LMC**<br>EL At 522,5/50,0U3<br>FN 4147 | **1978**-1 J. J. Sietas K.G. Schiffswerft<br>—Hamburg (771)<br>135,01(BB) 21,75 8,019<br>128,35 21,71 10,60<br>P 33,6 F 14,1 1 dk<br>rf nil<br>8BH WB5581T incl. DTf759T, Comb. btm<br>& side tanks in holds 4089T | **M Bulk Carrier**<br>Cement Self-unloader<br>8 Ho 20,2p&s 19,5p&s 19,5p&s<br>19,5p&s ER<br>Der 2(-) | 2 Oil 4SA each 8Cy. 370 × 400 sr geared<br>to sc. shaft<br>6 800bhp (5 002kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 1300kW 1 × 400kW<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller | Koeln |
| **5100477**<br>OYTD<br>D2518<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELBJORN**<br><br>**Government of The Kingdom of**<br>**Denmark (Statens Istjeneste)**<br>Kobenhavn Denmark | **893**<br>259<br>— | NV | **1954** Frederikshavn Vaerft & Flydedok A/S<br>—Frederikshavn (219)<br>*47,71* 12,02<br>11,97<br>2 dks | **D-E Icebreaker** | 3 Oil 4SA each 8Cy. 310 × 450 total<br>3 600bhp (2 648kW) connected to 2<br>elec. motors & sc. shafts<br>Kosan Frichs A/S<br>Gen 2 × 160kW 440V 60Hz a.c.<br>1 propeller aft, 1 fwd | Aarhus |
| **6609884**<br>LGHP<br>16472<br>Df Esd<br>Pfd Rdr<br>RTm | **ELBRIS**<br>ex Trysfjord-80 ex Oborg-80<br>ex Rhino-77<br>**K/S Berentsen & Helgesen A/S**<br>Kristiansund N. Norway | **298**<br>182<br>830 | NV | **1966** Batservice Verft A/S—Mandal (483)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>P 12,8 F 7,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 35,6 ER<br>G.1 442 B.1 396<br>2 Ha (stl) (each 13,3 × 5,9) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 250 × 300<br>850bhp (625kW)<br>A/S Bergens M/V<br>Gen 2 × 30kW 1 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,0pd | Normo<br>Bergen<br>11,5kn |

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| 5100520<br>UJYN<br>M-22396<br>Df Esd<br>Gc Rdr<br>RT | **ELBRUS**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **7 653**<br>3 931<br>12 187 | RS | **1959** ............U.S.S.R.<br>145,50 19,23 8,708<br>138,00 19,16 10,42<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 012 HeCls. BC<br>1 Ha (5,7 × 3,9) ER<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Fuel 833,0t (d.o.)-14,0pd 12,75kn |
| 7052519<br>EWCQ<br>M-30461<br>Df Esd<br>Gc Rdr<br>RT | **ELBRUS**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 091**<br>1 102<br>2 555 | RS | **1970** Okean Shipyard—Nikolayev<br>107,50 14,43 6,230<br>10,42<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>In.3 039<br>5 Ha (3,1 3,1 × 3,7) (2,1 × 2,1) (1,3 1,3 × 1,3)<br>6W Der 6(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving 5 gen. connected to 1 elec. motor & sc. shaft U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 8003876<br>DIVE<br>16606<br>Df Esd<br>Gc Rdr<br>RTm/v | **ELBSTRAND**<br>**Partenreederei m.s. 'Elbstrand'**<br>Uwe Kolb<br>Glueckstadt Federal Republic of Germany | **499**<br>317<br>1 551 | GL | **1980** Schiffsw. Hugo Peters—Wewelsfleth (577)<br>82,48 11,38 3,291<br>76,82 11,31 5,41<br>F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 902 B.2 898<br>TEU 48 C. 48/20'<br>1 Ha (49,7 × 8,8) ER | Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>599bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 92kW 1 × 45kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>10,5kn |
| 7510688<br>DNEN<br><br>Df Esd<br>Gc Rdr<br>RT | **ELBSTROM**<br>ex Aros Athene-82 ex Elbstrom-79<br>**Reederei Heinrich & Reinhold Nibbe K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>678<br>2 560 | GL | **1976** J. J. Sietas K.G. Schiffswerft —Hamburg (781)<br>81,41 5,041<br>74,17 13,42 7,52<br>P 13,2 F 59,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,7<br>G.4 730 B.4 415<br>TEU 110 C. 110/20'<br>1 Ha (stl) (50,4 × 10,2)<br>Cr 2(10-12) | Oil 4SA 8Cy. 320 × 420<br>1 999bhp (1 470kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 63,5kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 240,0t (d.o.) 13,25kn |
| 5100544<br>DYHM<br>208383<br>Df Esd<br>Pfd RT | **ELCANO**<br>**Aboitiz Shipping Corp.**<br>Manila Philippines | **2 047**<br>1 061<br>2 119 | AB | **1955** Hitachi Zosen—Sakurajima Works, Osaka (3744)<br>*87,30* 12,55 5,049<br>80,02 12,50 5,49<br>B 18,0 F 8,9 2 dks<br>rf 102 | **M Passenger/General Cargo**<br>547P<br>4 Ho 10,3 15,8 ER 13,4 12,8<br>4 Ha (5,4 × 4,5) (7,3 × 4,8) ER (5,4 × 4,9) (3,0 × 3,6)<br>Der 1(20) 2(5) 1(3) | Oil 2SA 7Cy. 500 × 900<br>2 870bhp (2 111kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 160kW 230V d.c.<br>Fuel (hvf) |
| 5129708<br>DCHC<br><br>Df Esd | **ELCH**<br>ex Gerhard-67<br>**Helmut Beister**<br>Hamburg Federal Republic of Germany | **228**<br>143<br>295 | | **1923** Jos. L. Meyer—Papenburg<br>*38,14* 6,05 2,293<br>6,00 2,70<br>RQD 8,9 1 dk<br>R len 52 | **M General Cargo**<br>G.467 B.439<br>2 Ha (each 11,4 × 4,3)<br>2W Der 1(5) 1(1) | Oil 4SA 6Cy. 215 × 360<br>180bhp (132kW) NE 52<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 8kn |
| 7404073<br>WYT9<br>263<br>563778<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELDA MARTIN**<br>**Andrew Martin Sea Service Inc.**<br>New Orleans, La United States of America | **172**<br>117<br>— | AB | **1975** Halter Marine Services, Inc. —Lockport, La (443)<br>11,59 3,639<br>50,45 11,54 4,27<br>F 15,0 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>2 640bhp (1 942kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 99kW a.c.<br>Fuel 303,0t (d.o.) 12kn |
| 6507505<br>5B2547<br>394661<br>Df Esd<br>Gc Rdr<br>RT | **ELDANIA**<br>ex Matsumoto Maru-73<br>**Tana Lake Navigation Co. Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Limassol Cyprus | **7 408**<br>5 134<br>13 318 | **100A1** SS 5/82<br>**LMC**<br>EL Z 2⅛"SQ<br>FN 4029 | **1965** Namura SB. Co. Ltd.—Osaka (349)<br>140,04 20,07 8,340<br>130,00 19,99 11,00<br>P 26,0 F 11,3 1 dk<br>RW rf 102<br>NS 6BH WB3637T incl. Comb. btm & STs in Nos. 2 & 4 holds 1372T Topside tanks in Nos. 2, 3 & 4 holds 1599T | **M Bulk Carrier**<br>4 Ho 17,1 26,4 26,5 26,5 ER<br>G.17 108 B.16 534<br>4 Ha (11,6 19,7 19,7 19,7 × 8,9) ER<br>12W Der 8(10) | Oil 2SA 6Cy. 600 × 1050<br>5 500bhp (4 046kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>AuxB (o.f.) 10kgf/cm$^2$ (9,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 2 × 184kW 445V 60Hz a.c.<br>Fuel 768,0t (hvf) 13,25kn |
| 6514895<br>LFNA<br>16219<br>Df Esd<br>Rdr RT | **ELDAROY**<br>ex Pokal-80 ex Svennor-74<br>ex Bios-74 ex Ferro-70<br>**Kare Sletteng**<br>Narvik Norway | T.Mk<br>**292**<br>160<br>615 | NV | **1965** Orens M/V—Trondheim (33)<br>50,63 8,72 3,188<br>46,00 8,70 4,47<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 359 B.1 246<br>1 Ha (24,6 × 5,7) ER<br>3W Der 3(3) | Oil 4SA 12Cy. 159 × 203<br>765bhp (563kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 26kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 37,5t (d.o.) 11kn |
| 7728601<br>TFIB<br>1525<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELDBORG**<br>**Eldborg H/f**<br>Thordur Helgason<br>Hafnarfjordur Iceland | **937**<br>358<br>1 700 | NV | **1978** Karlstads Varv A/B—Karlstad (136)<br>59,01 12,04 6,501<br>51,85 12,01 7,88<br>1 dk<br>rf 495 | **M Fishing**<br>Stern Trawler Seiner<br>3 Ho ER | 2 Vee Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>3 200bhp (2 354kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 1050kW 1 × 200kW 1 × 152kW 1 × 48kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft |
| 6518384<br>LFRM<br>17862<br>Df Esd<br>Pfd Rdr<br>RTm | **ELDBORG**<br>ex Carl Egede-72<br>**P/R Eldborg**<br>Roar Wolstad P/R<br>Alesund Norway | **174**<br>65<br>— | | **1965** I/S Orskovs Staalskibsvaerft —Frederikshavn (41)<br>33,94 6,79<br>6,74 3,36<br>1 dk<br>len 75 | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>1 Ha (2,5 × 1,5) ER | Oil 2SA 6Cy. 260 × 400<br>660bhp (485kW) NE 82<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 1 × 25kW 220V d.c.<br>Directional propeller<br>Fuel (d.o.) |
| 7720063<br>LHOO<br>19232 | **ELDBORGTRAL**<br>**P/R Eldborg**<br>Roar Wolstad P/R<br>Alesund Norway | **284**<br>124<br>— | NV | **1978** Tomren Verft A/S—Tomrefjord (43)<br>33,53 4,458<br>29,52 9,52 6,56<br>F - 2 dks | **M Fishing**<br>Side Trawler Seiner<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,2 × 1,9) ER | Vee Oil 4SA 8Cy. 250 × 300 geared to sc. shaft<br>1 550bhp (1 140kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 540kW 1 × 112kW 230V 50Hz a.c.<br>Controllable pitch propeller |

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|---|---|---|---|---|---|---|
| **5100582**<br>Y6JH<br><br>Df<br>RTm/v | **ELDE**<br><br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **138**<br>—<br>— | <br><br>DSRK | **1954** VEB Schiffswerft "Neptun"—Rostock<br>28,30 6,38 3,299<br>25,00 3,81<br>1 dk<br>RW | **M Tug**<br><br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>Gen 1 × 28kW 230V d.c.<br>Fuel (d.o.) 10k |
| **8011835**<br>EIRN<br>402099<br>Esd Rdr<br>RTm/h | **ELDERGARTH**<br><br>**S. J. Murphy & Co. Ltd.**<br>Rea Towing Co. Ltd.<br>Westport Irish Republic | **352**<br>0<br>173 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL G 275,0/30,0U2(a)<br>FN 426 | **1981**-10 McTay Marine Ltd.—Bromborough (40)<br>34,27 10,06 3,850<br>30,00 9,50 4,70<br>RAD 2,5 B 10,1 RFD 6,4 1 dk<br>rf 762<br>2BH WB56T incl. DTf16T | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 320 sr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota, Gumm<br>Gen 3 × 80kW 440V 50Hz a.c.<br>2 Directional propellers<br>Fuel 75,0t (d.o.)-11,0pd 12,75k |
| **6608660**<br>9HQI<br>0558<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELDIA**<br>ex John-82 ex Ellinora-81<br>ex Wakabasan Maru-73<br>**Blueseas Shipping Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Valletta Malta | **9 807**<br>6 363<br>15 568 | **100A1** SS 11/79<br><br>**LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4615<br>(NK) | **1966** Sanoyasu Dockyard Co. Ltd.—Osaka (239)<br>143,52 21,85 8,973<br>136,00 21,81 12,12<br>P 28,4 F 10,1 1 dk<br>RW rf nil<br>NS 6BH WB3666t incl. Topside tanks in Nos. 1, 2, & 3 holds 1457t Comb. btm & STs in Nos. 2, 3 & 4 holds 1672t | **M General Cargo**<br><br>4 Ho ER<br>G.6 555 B.6 126<br>4 Ha (12,2 × 9,3) (19,2 19,2 19,2 × 10,9) ER<br>18W Der 3(15) 8(10) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tama<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 9kgf/cm² (8,9bar)<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 1 485,5t 15k |
| **7931088**<br>PDWS<br>8251Z<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELDIR**<br><br>**Scheepvaartmaatschappij Enes B.V.**<br>Dock Express Shipping B.V.<br>Scheveningen Netherlands | **1 590**<br>1 190<br>2 720 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2(a)<br>FN 1591 | **1980**-9 Scheepswerf "De Waal" B.V.—Zaltbommel (717)<br>81,21 (BB) 14,86 4,938<br>74,61 14,71 6,61<br>P 7,4 F 8,9 2 dks<br>rf nil<br>4BH WB1538T incl. DTf105T & STs in hold 900T | **M General Cargo**<br>Heavy load<br>1 Ho 50,9 ER<br>B.3 216<br>1 Ha (stl) (50,2 × 10,2) ER<br>4W Der 1(10-150) | Vee Oil 2SA 16Cy. 190 × 350 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Le<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller 12,75k |
| **7805112**<br>LHYB<br>19327<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELDJARN**<br><br>**P/R Eldjarn**<br>Tor Ostervold<br>Bergen Norway | **1 042**<br>417<br>— | <br><br>NV | **1979** Mandals Slip & Mek. Verk. A/S—Mandal (68)<br>60,51 11,00 6,374<br>52,00 7,85<br>1 dk<br>rf 800 | **M Fishing**<br>Side Trawler Seiner Ref.<br>Ice strengthened<br>1 Ho 6 Ta ER<br>7 Ha ER | Oil 4SA 9Cy. 320 × 420 reduction geared to sc. shaft<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Ki<br>Gen 3 × 176kW 380V 50Hz a.c.<br>Thw. thrust propeller aft , 1 fwd |
| **8104565**<br>DFXI<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ELDOR**<br><br>**Paul Hase m.s. 'Eldor' K.G.**<br>Stade Federal Republic of Germany | **499**<br>287<br>1 795 | <br><br>GL | **1981** J. J. Sietas K.G. Schiffswerft—Hamburg (882)<br>*79,41* 11,33 3,290<br>3,33<br>P 12,8 RQD 6,4 F 7,1 2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.2 444 B.2 425<br>1 Ha (stl) ER | Oil 4SA 8Cy. 220 × 280<br>590bhp (434kW)<br>Kloeckner Humboldt Deutz Koe<br>10,5k |
| **7422142**<br>JXPR<br>18487<br>RTm/h/v | **ELDRID**<br><br>**A/S Turid**<br>Bachke & Co. A/S<br>Trondheim Norway | **1 999**<br>1 453<br>3 699 | <br><br>NV | **1975** Stocznia Gdanska im. Lenina—Gdansk (B431/603)<br>93,73 13,62 5,258<br>86,70 13,59 6,96<br>P 21,4 F 11,9 1 dk<br>rf 51 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 32,0 32,6 ER<br>G.4 910 B.4 494<br>2 Ha (stl) (each 25,9 × 8,0) ER<br>4W Der 4(5) | Oil 2SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 1 × 110kW 2 × 88kW 1 × 36kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 345,5t (hvf)-8,0pd 13,25k |
| **6904583**<br>TFZJ<br>1388<br>Df Esd<br>Gc Rdr<br>RT | **ELDVIK**<br>ex Heidi-75 ex Tasso-71<br>**Vikur H/f**<br>Reykjavik Iceland | T.Mk<br>**680**<br>433<br>1 561<br>**1 490**<br>1 026<br>2 879 | <br><br>GL | **1968** Martin Jansen Schiffswerft u. Mfbk.—Leer (89)<br>75,27 (BB) 4,217/6,001<br>68,00 11,79 7,14<br>P 11,9 F 5,5 2 dks | **M General Cargo**<br><br>2 Ho 24,6 24,0 ER<br>G.3 633 B.3 245<br>2 Ha (stl) (each 18,5 × 8,0) ER<br>4W Der 1(20) 1(10) 2(3-5) | Oil 4SA 6Cy. 400 × 580<br>2 200bhp (1 618kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 2 × 160kW 380V 50Hz a.c.<br>Fuel 135,0t (d.o.) 14k |
| **8034643**<br><br>618182 | **ELEANOR EILEEN VI**<br><br>**Eleanor Eileen VI Corp.**<br>Boston, Ma United States of America | **121**<br>82<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,85* 6,56<br>3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8030764**<br><br>619890 | **ELEANOR EILEEN VIII**<br><br>**Eleanor Eileen VIII Corp.**<br>Boston, Ma United States of America | **121**<br>82<br>— | | **1980** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,85* 6,56<br>3,38<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8036328**<br><br>619891 | **ELEANOR EILEEN IX**<br><br>**Eleanor Eileen IX Corp.**<br>Boston, Ma United States of America | **121**<br>82<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,85* 6,53<br>3,38<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8036471**<br><br>622600 | **ELEANOR EILEEN X**<br><br>**Eleanor Eileen X Corp.**<br>Boston, Ma United States of America | **121**<br>82<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,85* 6,53<br>3,38<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8036483**<br><br>622601 | **ELEANOR EILEEN XI**<br><br>**Eleanor Eileen XI Corp.**<br>Boston, Ma United States of America | **121**<br>82<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,85* 6,53<br>3,38<br>1 dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 8Cy. 159 × 203<br>656bhp (483kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **8036873**<br><br>621918 | **ELEANOR EILEEN XII**<br><br>**Eleanor Eileen XII Corp.**<br>Boston, Ma United States of America | **199**<br>135<br>— | | **1980** ............Bayou la Batre, Al<br>*26,46* 7,24<br>3,59<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>US |

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|---|---|---|---|---|---|---|
| 7613806 | **ELEANORA** | **1 599** | **✠100A1** | **1978**-1 Chung Wah SB. & Eng. Co. Ltd. | **TM Deck Cargo Ship** | 2 Vee Oil 4SA each 12Cy. 220 × 280 |
| D5CQ | ex Santa Cruz-81 ex Finnorient-81 | 883 | non—perishable cargoes | —Hong Kong (158) | | reverse reduction geared to sc. shafts |
| 6191 | ex Eleanora-79 | 2 573 | and containers | 76,51 17,30 3,823 | Stern ramp | 3 000bhp (2 207kW) |
| Df Esd | **Deckships 4 Ltd.** | | **✠LMC** UMS | 71,07 17,07 6,71 | Mchy.aft | Kloeckner Humboldt Deutz Koeln |
| Gc Pfd | Monrovia Liberia | | EL R 1$\frac{11}{16}$"U2 | F 12,5 1 dk | TEU 190 C.Dk 190/20' | Gen 3 × 260kW 440V 60Hz a.c. |
| Rdr RT | | | FN 1691 | rf nil | Cr 1(30) | Fuel 262,0t (d.o.) 11kn |
| | | | | 7BH WB3616T | | |
| 7725013 | **ELECTRA** | **988** | | **1978** Sanyo Zosen K.K.—Mukaishima | **TM Tanker** | 2 Oil 4SA each 6Cy. 200 × 240 |
| H05174 | | 559 | | (766) | | 1 400bhp (1 030kW) |
| 8796-78B | **International Shipholdings S.A.** | 2 209 | NK | 63,81 15,02 3,885 | 10 Ta ER | Yanmar Diesel Engine Co. Ltd. Amagasaki |
| Esd Gc | Panama Panama | | | 59,82 15,00 4,50 | L.(oil) 2 298 | Fuel 62,0t (d.o.)-4,5pd 9kn |
| Rdr RT | | | | P 15,6 F 8,6 1 dk | | |
| 7742011 | **ELECTRA** | **103** | | **1941** .............Fairhaven, Ma | **Wood M Fishing** | Oil |
| WA8754 | ex Noreen-78 | 70 | | *27,07* | | 260bhp (191kW) |
| 240970 | **Albert Newton Ball** | — | | 6,18 3,20 | | U.S.A. |
| | San Diego, Ca United States | | | 1 dk | | |
| | of America | | | | | |
| 7312751 | **ELECTRO ACE** | **4 204** | | **1973** Hashihama Zosen—Imabari (509) | **M Container Ship** | Oil 2SA 6Cy. 520 × 900 |
| 5MXB | ex Kyokko Maru No. 3-77 | 2 772 | | 118,12(BB) 18,04 6,490 | Fixed-guides | 6 000bhp (4 413kW) Mitsubishi |
| 6071 | **Electro Shipping Co. Inc.** | 6 497 | NK | 108,97 17,99 8,23 | 6 Cell.Ho ER | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Monrovia Liberia | | | P 22,0 F 17,7 1 dk | TEU 310 | Diesels Ltd.) Yaizu |
| Gc Pfd | | | | RW | C.Ho 6/20' 68/40' C.Dk 4/20' | Gen 2 × 360kW 445V a.c. |
| Rdr RT | | | | | 82/40' | Fuel 946,0t-20,0pd 14,5kn |
| | | | | | 6 Ha (stl) ER | |
| 7523647 | **ELEFANTE GRANDE** | **198** | | **1976** Burton Construction & SB. Corp. | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 |
| | | 135 | | —Port Arthur, Tx (530) | | reverse reduction geared to sc. shafts |
| 573192 | **Twenty Grand Offshore Inc.** | — | AB | 41,15 4,385 | | General Motors Corp. U.S.A. |
| Df Esd | Tidewater Inc. | | | 38,71 10,39 5,19 | | Gen 2 × 100kW a.c. |
| Gc Pfd | Morgan City, La United States | | | | | |
| Rdr | of America | | | | | 10kn |
| 5279280 | **ELEFSIS** | **1 859** | | **1962** Valmet Oy Pansion Tehdas | **M General Cargo** | Oil 4SA 8Cy. 400 × 580 |
| J4OM | ex Lady Sabina-79 ex Ceclona-74 | 862 | | —Turku/Abo (260) | | 2 000bhp (1 471kW) |
| 7098 | ex Pirjo-70 | 2 401 | NV | 85,81 12,45 5,385 | 2 Ho ER | Kloeckner Humboldt Deutz Koeln |
| Df Esd | **New Navimar Shipping Co. S.A.** | | | 77,02 12,40 6,20 | G.3 511 B.3 313 | Gen 2 × 65kW 1 × 40kW 220V d.c. |
| Pfd Rdr | Piraeus Greece | | | 1 dk | 2 Ha (18,5 17,3 × 7,1) ER | Fuel 176,0t-5,0pd 13kn |
| RT | | | | rf 51 | 8W Der 8(5) | |
| 5003576 | **ELEFTHERIA** | T.Mk | **✠100A1** SS 7/80 | **1960**-2 Wm. Doxford & Sons (Shipbuilders) | **M General Cargo** | Oil 2SA 6Cy. 670 × 2320 |
| J4WX | ex Adventurer-79 | **6 377** | | Ltd—Pallion, Sld (834) | | 6 900bhp (5 075kW) |
| 7403 | **Prospel Maritime Ltd.** | 2 828 | **✠LMC** | 149,43 19,89 —/8,999 | 5 Ho 17,3 11,5 20,4 20,4 19,2 | Wm. Doxford & Sons (Engineers) Ltd. |
| Df Esd | European Navigation Inc. | — | EL dt 2½"SQ | 137,47 19,82 11,54 | G.17 281 B.15 493 | Sunderland |
| Gc Rdr | Piraeus Greece | **8 401** | FN 4312 | P 22,0 F 11,6 2 dks | 5 Ha (stl) (7,5 × 5,4) (4,1 × 7,3) | 2 AuxB 150lbf/in$^2$ (10,4bar) |
| RTm/v | | 4 479 | | RW rf 152 DK fwd | (14,4 17,8 × 7,7) (9,6 × 7,3) | Gen 4 × 200kW 220V d.c. |
| | | 11 447 | | 7BH WB3438t incl. Tunnel tanks 310t | Der 1(180) 4(15) 4(10) 8(5) 1(3) | Fuel (hvf) 15kn |
| | | | | DTsf1397t | | |
| 6516001 | **ELEFTHERIA M** | **38 275** | **✠100A1** CS 9/75 | **1965**-8 Ishikawajima Harima Heavy Ind. | **M Tanker** | Oil 2SA 9Cy. 900 × 1550 |
| 6ZJS | ex Angel-82 ex Splendid Arrow-77 | 28 059 | oil tanker | (I.H.I.)—Yokohama (878) | | 20 700bhp (15 226kW) Sulzer |
| 2326 | ex Benedict-73 | 76 155 | **✠LMC** | 243,01(BB) 36,07 13,336 | 13 Ta ER | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | **Ocean Resolve Inc.** | | EL zt 3$\frac{7}{16}$"SQ | 230,00 36,00 17,51 | L.(oil) 90 752 HeCls. BC | 2 WTAuxB 243lbf/in$^2$ (16,8bar) |
| Gc Pfd | Styga Compania Naviera S.A. | | FN 12308 | P 14,4 F 20,5 1 dk | | e(ex.g) 327lbf/in$^2$ (22,6bar) Spt |
| Rdr | Monrovia Liberia | | | rf nil | | 243lbf/in$^2$ (16,8bar) |
| RTm/h/v | | | | 10BH WB14862t incl. 11458t in clean | | Gen 2 × 600kW 1 × 300kW 450V a.c. |
| | | | | ballast tanks | | Fuel 3 771,5t (hvf) 15,75kn |
| 6608115 | **ELEFTHERIOS** | **12 995** | | **1966** Hitachi Zosen—Mukaishima (4102) | **M Bulk Carrier** | Oil 2SA 7Cy. 620 × 1400 |
| J4VU | ex Hudson Bay-79 | 6 944 | | 156,01 22,66 9,484 | | 8 400bhp (6 179kW) B&W |
| 7460 | ex Transocean Transport-77 | 18 991 | AB | 146,01 22,61 12,91 | 5 Ho each 21,5 ER | Hitachi Zosen Sakurajima Works, Osaka |
| Df Esd | **Ocean Blue Compania Naviera** | | | P 36,9 B 23,8 F 14,1 1 dk | G.24 156 B.23 491 HeCls. B | Gen 3 × 240kW 440V 60Hz a.c. |
| Gc Rdr | **S.A.** | | | rf 102 | 5 Ha (stl) (12,3 × 8,6) (14,4 14,4 | Fuel 80,0t (d.o.) 1 187,0t (hvf)-23,0pd 15kn |
| RTv | Trico Enterprise S.A. | | | | 14,4 14,4 × 10,4) ER | |
| | Piraeus Greece | | | | 10W Der 10(10) | |
| 6516283 | **ELEFTHEROS** | **48 748** | GL RI | **1966**-2 C.R.D. Adriatico—Monfalcone | **M Tanker** | Oil 2SA 10Cy. 900 × 1600 |
| SXNB | ex Santa Cristina Prima-81 | 26 449 | | (1894) | | 21 000bhp (15 447kW) |
| 8112 | **Eleftheros Shipping Corp.** | 80 945 | ✠Classed LR until | 253,60(BB) 39,07 13,288 | 12 Ta ER | S.A. Fiat S.G.M. Torino |
| Df Esd | Mayamar Marine Enterprises | | 27/5/77 | 237,24 38,94 17,00 | L.(oil) 101 247 | |
| Gc Rdr | Piraeus Greece | | | P 46,1 F 27,5 1 dk | | |
| RT | | | | rf nil | | |
| 6724189 | **ELEISTRIA** | T.Mk | | **1966** Stocznia Szczecinska im. A. | **M General Cargo** | Oil 2SA 6Cy. 680 × 1250 |
| J4XX | ex Metalowiec-79 | **7 511** | | Warskiego—Szczecin (B512/10) | | 7 200bhp (5 296kW) Sulzer |
| 7468 | **Santa Eulalia Shipping Corp.** | 4 019 | BV PR | 156,34 20,45 8,154/8,852 | Str. ore cargoes Ice strengthened | H. Cegielski Poznan |
| Df Esd | Piraeus Greece | 12 306 | | 144,30 20,40 12,50 | 5 Ho 22,0 19,2 18,5 18,5 20,8 | Gen 2 × 320kW 1 × 200kW 400V a.c. |
| Gc Rdr | | **10 659** | | 2 dks | ER | Fuel (hvf) 15,5kn |
| RT | | 6 146 | | | G.20 278 B.19 395 | |
| | | 14 180 | | | 9 Ha (stl) (12,2 × 8,9) (13,0p&s | |
| | | | | | 13,0p&s 13,0p&s 13,0p&s × | |
| | | | | | 6,4) ER | |
| | | | | | 4W Der 1(30) 2(5) | |
| 6415219 | **ELEISTRIA I** | T.Mk | | **1964** Stocznia Szczecinska im. A. | **M General Cargo** | Oil 2SA 5Cy. 760 × 1550 |
| J4SQ | ex Stoczniowiec-79 | **7 502** | | Warskiego—Szczecin (B512/03) | | 6 500bhp (4 781kW) Sulzer |
| 7418 | **Varha Shipping Co. S.A.** | 4 079 | BV (PR) | 156,47 20,48 8,141/8,862 | Str. ore cargoes Ice strengthened | H. Cegielski Poznan |
| Df Esd | Piraeus Greece | 12 335 | | 144,30 20,43 9,61 | 5 Ho 22,0 19,2 18,8 18,8 20,8 | Gen 3 × 256kW 400V 50Hz a.c. |
| Gc Rdr | | **10 652** | | 2 dks | ER | Fuel (hvf)-22,5pd 14,5kn |
| RTm/h/v | | 6 213 | | rf 145 | G.20 381 B.18 651 | |
| | | 14 073 | | | 9 Ha (stl) (12,2 × 8,9) (13,0p&s | |
| | | | | | 13,0p&s 13,0p&s 13,0p&s × | |
| | | | | | 6,4) | |
| | | | | | Der 1(30) 2(5) | |

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|---|---|---|---|---|---|
| 5012735 **ELEISTRIA IV**<br>5B2270 ex Almaflora-73 ex Alstertal-66<br>367332 **Vaha Maritime Co. Ltd.**<br>Df Esd Limassol Cyprus<br>Rdr<br>RTm/h | **2 484**<br>1 278<br>4 610 | GL | **1952** A.G. "Weser"—Bremen (1266)<br>104,98 14,99 6,198<br>14,94 9,00<br>F 7,7 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD<br>Ice strengthened<br>4 Ho 11,8 17,3 17,3 15,0 ER<br>G.7 587 B.6 942<br>8W Der 1(15) 8(3-5) | 2 Oil 4SA each 8Cy. 385 × 580 geared to<br>sc. shaft<br>2 560bhp (1 883kW)<br>Maschinenbau Kiel A.G. Kie<br>Gen 2 × 100kW 1 × 25kW 220V d.c.<br>Fuel 416,5t (d.o.) 13kn |
| 5157729 **ELEISTRIA V**<br>5B2513 ex Olympias-73 ex I. W. Winck-69<br>367431 **Alvar Maritime Co. Ltd.**<br>Df Esd Limassol Cyprus<br>Gc Rdr<br>RTm/h/v | **2 546**<br>1 299<br>5 283<br>**4 037**<br>2 460<br>6 787 | ✠**100A1** SS 12/80<br>✠**LMC**<br>EL v 1¾"SQ<br>FN 2467 | **1955**-8 Lindholmens Varv. A/B—Goteborg (1040)<br>110,72 14,97 6,204/7,392<br>102,11 14,94 9,22<br>P 7,7 F 10,4 1 dk & S dk<br>rf 102<br>Coll BH to S dk 3 to 2nd dk WB1042t | **M General Cargo** OSD/CSD<br>2 Ho 43,8 ER 31,3<br>G.8 812 B.8 177<br>5 Ha (stl) (each 9,6 × 5,4)<br>10W Der 1(25) 10(3-5) | Oil 2SA 7Cy. 520 × 900<br>2 550bhp (1 876kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 450kW 110V d.c.<br>Fuel 663,5t (d.o.) 13kn |
| 5228803 **ELEISTRIA VIII**<br>SWUR ex Tariq-77 ex Shuguang-65<br>6189 ex Matang-64<br>Df Esd **Ligalino S.A.**<br>Gc Rdr Piraeus Greece<br>RT | **9 237**<br>5 680<br>13 059 | BV | **1959** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (146)<br>153,14 18,88 9,106<br>140,21 18,80 12,15<br>2 dks, 3rd dk in No. 2 hold<br>RW | **M General Cargo** CSD<br>5 Ho ER<br>G.19 130 B.17 509<br>5 Ha (10,2 11,4 9,9 9,9 16,6 × 7,4) ER<br>12W Der 1(60) 2(10) 10(5) | Oil 2SA 6Cy. 750 × 1320<br>6 000bhp (4 413kW) Fiat<br>S.A. Fiat S.G.M. Torino<br>Fuel 1 290,5t 13kn |
| 7044691 **ELEKTRENAY**<br>ESVJ<br>M-27411 **U.S.S.R. -'Zapryba'**<br>Df Esd Klaypeda U.S.S.R.<br>Gc Rdr<br>RT | T.Mk<br>**2 693**<br>848<br>1 518 | RS | **1969** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 296<br>5 Ha (1,3 1,3 × 1,1) (1,7 × 1,7) (1,9 1,9 × 1,9)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V d.c.<br>Controllable pitch propeller 13kn |
| 7524433 **ELEKTROGORSK**<br>UOPG<br>M-32798 **U.S.S.R. -'Zapryba'**<br>Df Esd Kaliningrad U.S.S.R.<br>Rdr RT | **648**<br>211<br>403 | RS | **1975** ..............U.S.S.R.<br>54,82 9,96 4,109<br>9,94 5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12kn |
| 6900812 **ELEKTRON**<br>UYFZ<br>M-29019 **U.S.S.R. -'Zapryba'**<br>Df Esd Kaliningrad U.S.S.R.<br>Rdr RT | **697**<br>267<br>321 | RS | **1966** ..............U.S.S.R.<br>54,23 9,38 3,588<br>49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>4W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller 12kn |
| 6930520 **ELEKTRON**<br>LFWW<br>17725 **Government of The Kingdom of Norway (Den Norske Stat - Direktoratet for Statskraftverkene)**<br>Df Esd<br>Gc Pfd<br>Rdr RT<br>Oslo Norway | T.Mk<br>**499**<br>237<br>624 | NV | **1969** Trondhjems M/V, Aker Trondelag A/S—Trondheim (660)<br>77,22 14,00 3,023<br>69,37 13,97 6,41<br>2 dks | **M Cable-layer**<br>Ice strengthened<br>2 Ha (9,3 5,9 × 3,9)<br>Der 1(20) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kie<br>Gen 3 × 118kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 6707387 **ELEKTROSTAL**<br>UVOR<br>M-27919 **U.S.S.R. -Far-Eastern Shipping Co.**<br>Df Esd<br>Gc Rdr Vladivostok U.S.S.R.<br>RT | **4 531**<br>2 383<br>6 605 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B45/51)<br>123,88 16,74 7,240<br>114,99 16,69 8,44<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>G.8 291 B.7 631<br>4 Ha (stl) (12,5 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>Stocznia Gdanska im. Lenina Gdansk<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16kn |
| 6604353 **ELENA**<br>SVCC ex World Emblem-80<br>7724 ex Hoko Maru-70<br>Df Esd **Nemea Shipping Co. S.A.**<br>Gc Pfd Thenamaris (Ships Management)<br>Rdr Inc.<br>RTm/v Piraeus Greece | **16 677**<br>10 410<br>45 826 | BV | **1966** Osaka Zosensho—Osaka (246)<br>215,42 31,07 10,491<br>205,04 31,02 15,91<br>P 25,6 1 dk<br>rf 25 | **M Ore Carrier**<br>2 Ho 68,4 61,1 ER<br>G.29 985<br>4 Ha (stl) (each 29,2 × 9,9) ER<br>16W Der 16(5) | Oil 2SA 8Cy. 760 × 1150<br>12 800bhp (9 415kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>Gen 2 × 344kW 445V 60Hz a.c.<br>Fuel 2 653,0t (hvf) 14,75kn |
| 6808923 **ELENA**<br>9HQH ex Helen-81 ex St. Louis Maru-81<br>0557 **Clearseas Shipping Ltd.**<br>Df Esd Thenamaris (Ships Management)<br>Gc Pfd Inc.<br>Rdr RT Valletta Malta | **9 957**<br>6 134<br>11 107 | NK | **1967** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (855)<br>155,73 21,85 9,000<br>144,94 21,77 13,19<br>F 24,7 2 dks pt 3rd dk | **M General Cargo**<br>6 Ho ER<br>G.21 630 B.20 096<br>9 Ha (stl) (6,8 × 6,0) (8,3 × 7,0) (13,5 13,5 × 5,5) (14,4 14,4 13,5 13,5 × 6,2) (9,6 × 6,0) ER<br>Cr 2(15) 1(10) 3(5) Der 6(6) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 300kW 450V a.c.<br>Fuel 1 469,0t-36,0pd 18,5kn |
| 7027239 **ELENA**<br>LZIP<br>158/2 **Navigation Maritime Bulgare**<br>Df Esd Varna Bulgaria<br>Gc Rdr<br>RT | **1 325**<br>437<br>1 547<br>**1 812**<br>969<br>2 239 | BR | **1970** I. Dimitrov Shipyard—Rousse (10)<br>80,73 11,92 4,350/5,309<br>74,58 11,89 6,66<br>P 25,0 1 dk & S dk | **M General Cargo** OSD/CSD<br>2 Ho 14,9 39,6 ER<br>G.1 677<br>3 Ha (each 10,5 × 5,9) ER<br>Cr 2(3) | Oil 2SA 6Cy. 360 × 600<br>1 320bhp (971kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowic<br>Gen 3 × 80kW 400V a.c. |
| 5092163 **ELENA**<br>DYAD ex Virginia VI-63<br>205511 ex Don Victoriano ex FS 526<br>RT **William Lines Inc.**<br>Cebu Philippines | **667**<br>373<br>711 | AB | **1944** Calumet Shipyard & D.D. Co. —Chicago, Illinois (173)<br>*66,09* 9,76 3,652<br>62,64 9,71 4,37<br>F 8,0 1 dk<br>rf 152 len 57<br>conv General Cargo — | **TM Passenger/General Cargo** 364P<br>3 Ho 12,8 9,1 15,8 ER<br>B.991<br>3 Ha (6,1 5,4 3,0 × 4,8) ER<br>Cr 3(5) Der 3(5) | 2 Oil 2SA each 6Cy. 220 × 265<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, M<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel 91,5t (d.o.) 11kn |

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| 7316721<br>AMMT-<br>1072 | **ELENA**<br>**Armadores Unidos S.A.**<br>Venezuela | **180**<br>81<br>— | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.)<br>—Mazatlan<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>770bhp (566kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 5164538<br>HO9007<br>8935-78<br>Df Esd<br>RT | **ELENA BIN**<br>ex Vestberg-78 ex Isjenta-64<br>ex Mons-60 ex Terje 2-57<br>**Balenar Compania de Navegacion S.A.**<br>Panama Panama | **498**<br>293<br>406 | (NV) | **1936** Deutsche Schiff u. Masch.<br>—Wesermuende (537)<br>50,50 8,03 4,268<br>46,92 7,98 4,73<br>1 dk<br>R<br>len 61<br>conv Whaler 57 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.878 B.850<br>2 Ha (8,5 8,7 × 4,3) ER<br>2W Der 2(2,5) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW) E made52 fitted61 Alpha<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Gen 1 × 7,5kW 1 × 7kW 220V 50Hz a.c.<br>Fuel 14,0t (d.o.) 9kn |
| 7721768<br>Df Esd<br>Gc Pfd<br>RT | **ELENA MARIA**<br>**Eusebio Fernandez Alonso**<br>Vivero Spain | **183**<br>—<br>126 | | **1979** S.L. Ardeag—Bilbao (109)<br>30,13 7,32 3,201<br>25,51 7,29 3,71<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 5Cy. 260 × 400 geared to sc. shaft<br>600bhp (441kW) B&W<br>Cons. Echevarria Bermeo |
| 5267445<br>ILGO<br>3659<br>Rdr RT | **ELENA ZETA**<br>ex Orsola-78 ex Oujda-72<br>**Officine Marittime S.p.A. (O.M.S.A.)**<br>Genova Italy | **1 280**<br>585<br>1 676 | RI (BV) | **1952** N.V. Schps. & Mfbk. "De Biesbosch"<br>—Dordrecht (385)<br>81,49 12,04 4,420<br>75,01 11,99<br>P 14,4 F 6,8 1 dk & S dk | **M General Cargo/Tanker** OSD<br>Wine Ref<br>4 Ho 45 Ta ER<br>G.3 118 B.2 845 In.73 L.300<br>3 Ha (0,9 0,8 16,2 × 5,0) ER<br>8W Der 2(10) 6(5) | Oil 4SA 8Cy. 460 × 660<br>2 000bhp (1 471kW)<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel 162,5t 13kn |
| 5108649<br>YXPG<br>AJZL-<br>8076<br>RT | **ELENA-H**<br>ex Esso Tug No. 104-66<br>ex Esso New Hampshire-58<br>ex Esso Tug No. 7-55<br>ex Hazell R. Meseck-46<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **300**<br>75<br>— | AB | **1943** H. A. Marvel—Newburgh, NY (228)<br>31,70 8,23 3,693<br>29,62 8,21 4,09<br>1 dk<br>BK 127 | **M Tug** | Oil 2SA 16Cy. 220 × 265<br>E made44 fitted65<br>General Motors Corp. Detroit, Mi |
| 5210222<br>HQRA<br>RH-Q8<br>2194<br>Df Esd<br>Rdr RTm | **ELENI**<br>ex Giorgis K-79<br>ex Loch Carron-77<br>**Venus Shipping Co. S. de R.L.**<br>Puerto Cortes Honduras | **683**<br>233<br>— | HR<br>✠Classed LR until 2/4/80 | **1951**-4 Ardrossan Dockyard Ltd.<br>—Ardrossan (413)<br>61,88 10,37 3,080<br>57,92 10,34 3,74<br>P & B 35,1 F 21,1 1 dk<br>RW rf 152 | **M General Cargo**<br>4P<br>2 Ho 12,0 17,3 ER<br>G.1 587 B.1 461<br>2 Ha (4,8 × 3,8) (6,7 × 4,2) ER<br>2W Der 2(7) 2(5) | Oil 2SA 6Cy. 340 × 570<br>850bhp (625kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 53,0t (d.o.) 11kn |
| 6911720<br>SWAG<br>5579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELENI D**<br>ex Atlantis Faith-81<br>ex Eurco Faith-79<br>ex Glory Knight-76<br>ex Shusei Maru-73<br>**Sea Merit Maritime S.A.**<br>Dumarc Shipping & Trading Corp.<br>Piraeus Greece | **3 784**<br>2 604<br>6 173 | **100A1** SS 1/76<br>**LMC**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2486<br>(NK) | **1969**-3 Kanasashi Zosensho—Unspecified Works, Shimizu (880)<br>110,11 16,24 6,503<br>101,78 16,21 8,21<br>P 23,5 F 10,1 1 dk<br>rf 152<br>5BH WB1328T incl. comb. btm & Side tanks in Nos. 2 & 3 holds 680T | **M General Cargo**<br>3 Ho ER<br>G.9 076 B.8 441<br>3 Ha (stl) (12,6 × 7,1) (26,2 13,4 × 8,6) ER<br>Der 1(20) 3(10) | Vee Oil 4SA 8Cy. 400 × 460 sr geared to sc. shaft<br>3 520bhp (2 589kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9bar)<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 584,0t-12,5pd 12,25kn |
| 5398531<br>SVRP<br>1514<br>Df Esd<br>Gc RT | **ELENI K**<br>ex Xifias II-77 ex Zephyros II-71<br>ex Jochen Homann-59<br>**Atlantic Fishing Eleni K.**<br>Piraeus Greece | **781**<br>362<br>— | (GL) | **1943** Deutsche Schiff u. Masch.<br>—Wesermuende<br>*65,11* 9,35<br>9,30 5,01<br>F 9,8 1 dk<br>len 59 | **M Fishing**<br>Side Trawler<br>1W | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW) NE 59<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11,5kn |
| 7009225<br>9HRQ<br>0568<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELENI M**<br>ex Toyota Maru No. 7-81<br>**Shinyseas Shipping Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Valletta Malta | **19 344**<br>12 649<br>30 475 | NK | **1970** Namura SB. Co. Ltd.—Osaka (387)<br>187,00(BB) 25,05 10,834<br>175,04 25,00 15,40<br>F 11,3 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.37 400 B.36 188<br>5 Ha (stl) (15,2 18,3 8,0 18,3 15,2 × 12,1) ER<br>Cr 4(10) 1(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 512kW 450V a.c.<br>Fuel 2 073,5t-40,0pd 14,5kn |
| 5264211<br>SXFH<br>5291<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELENI M**<br>ex Pointe De Leyde-74<br>ex Orator-73 ex Stolt Orator-71<br>ex Orator-65<br>**Minos Shipping Transports Co. Ltd.**<br>Piraeus Greece | **8 888**<br>4 888<br>14 336 | BV (NV) | **1953** A/S Fredriksstad M/V—Fredrikstad (343)<br>156,55 19,11 8,719<br>145,09 19,08 10,88<br>P 33,3 F 18,0 1 dk<br>rf 102 | **M Tanker**<br>23 Ta ER<br>L.(oil) 16 905 | Oil 2SA 6Cy. 680 × 1550<br>4 500bhp (3 310kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 210kW 1 × 110kW 220V d.c.<br>Fuel 1 250,5t (hvf) 13,5kn |
| 7222645<br>H9PD<br>10012-<br>PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELENI P**<br>ex Cypress King-81<br>**Edina Navigation Ltd.**<br>Panama Panama | **85 845**<br>67 469<br>164 545 | NK | **1972** Mitsubishi Heavy Industries Ltd.<br>—Yokohama (936)<br>295,03(BB) 47,48 17,501<br>280,02 47,40 24,80<br>B 15,6 F 15,3 1 dk | **S Ore/Oil Carrier**<br>COW IGS 7P<br>4 Ho 55,1 55,1 46,0 50,6 16 Ta ER<br>L.(oil) 207 477 Ore 94 999<br>HeCls. BC<br>8 Ha (stl) (each 13,7 × 12,5) ER<br>4W Cr 2(15) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 850kW 450V 60Hz a.c.<br>Fuel 11 605,0t (o.f.) 360,5t (d.o.)-143,5pd 16kn |
| 5426302<br>SV3900<br>4800 | **ELENI R**<br>ex Azgad II-74 ex Havkern II-63<br>ex Kelt-60<br>**Atlantic Fishing Eleni R.**<br>Piraeus Greece | **690**<br>283<br>— | NV | **1944** N.V. Mch. & Schps. P. Smit. Jr.<br>—Rotterdam<br>67,21 9,25 4,452<br>... ... ...<br>1 dk<br>len 60 | **M Fishing**<br>Side Trawler Ref<br>In.479<br>2 Ha (stl) (2,1 × 1,4) (1,6 × 1,3) ER | Oil 4SA 8Cy. 330 × 600<br>1 250bhp (919kW) NE 60<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 112kW 380V 50Hz a.c. |
| 6410893<br>SZGM<br>6206<br>Df Esd<br>Gc Rdr<br>RT | **ELENI V.**<br>ex Libra-79 ex Panglobal Unity-77<br>ex Seadrake-72 ex Solglimt-70<br>**Seareign Compania Naviera S.A.**<br>Varnima Corp. International S.A.<br>Piraeus Greece | **1 927**<br>1 082<br>3 084 | NV | **1964** Drammen Slip & Verk.—Drammen (54)<br>86,24 12,96 5,665<br>79,25 12,91 6,48<br>P 6,1 F 14,1 1 dk<br>rf 76 | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 497<br>HeCls. C | Oil 2SA 7Cy. 360 × 600<br>1 670bhp (1 228kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 90kW 1 × 50kW 440V 60Hz a.c.<br>Fuel 254,0t (hvf)-7,0pd 12,25kn |

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|---|---|---|---|---|---|---|---|
| **5100831**<br><br>1364<br>RT | **ELENI I**<br><br>**E. Karlovitch**<br>Piraeus Greece | **117**<br>61<br>— | | **1909** ..........<br>30,00 5,29<br>... ...<br>1 dk<br>R | **Iron M General Cargo** | Oil 2SA 2Cy.<br>120bhp (88kW) E made57 fitted62<br>Skandiaverken A/B<br>Fuel (d.o.) | Lysek |
| **5132133**<br>SV3604<br>2607<br>Df RT | **ELENITSA K**<br>ex Michael A-74 ex Glenside-65<br>ex Cornel-57<br>**A. Kokkinidi & others**<br>Piraeus Greece | **327**<br>196<br>420 | (BV) | **1938** E. J. Smit & Zoon's Schpsw. N.V.<br>—Westerbroek (656)<br>45,37 7,62 2,864<br>42,09 7,57 3,10<br>P & B 11,0 F 7,1 1 dk<br>R | **M General Cargo**<br><br>1 Ho 24,8 ER<br>G.651 B.637<br>2 Ha (each 9,4 × 5,1) ER<br>2W Der 2(1,5) | Oil 4SA 6Cy. 267 × 343<br>375bhp (276kW) E made44 fitted55<br>Crossley Bros. Ltd.<br>Fuel 16,5t (d.o.) | <br><br>Manchest<br>8,5k |
| **7702023**<br>OXPB<br>D2598<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELEO MAERSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Svendborg Denmark | T.Mk<br>**13 706**<br>6 856<br>21 050<br>**21 799**<br>13 995<br>29 750 | ✠**100A1**<br><br>✠**LMC** **UMS**<br>EL Jt 605,0/66,0U3<br>FN 7393 | **1979**-4 Odense Staalskibsvaerft A/S—Lindo<br>(73)<br>182,28(BB) 27,49 9,762/11,848<br>168,21 27,44 16,51<br>RAD 40,6 F 13,8 3 dks<br>rf-<br>3BH to U dk, 3 to 2nd dk WB7596T incl. DTsf2207T, STs in No. 3 hold 1770T, Comb. btm & STs in No. 4 hold 952T | **M RoRo Cargo/General Cargo**<br><br>Quarter Stern door/ramp (s) pt higher tensile steel<br>4 Ho 34,7 33,7 33,7 18,4 ER<br>G.37 860 B.32 446 HeCls. B<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,2) ER<br>Cr 4(30) 2(16) | Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd.<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>WTAuxB (ex.g) 9,5kgf/cm² (9,4bar)<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 525,0t (d.o.) 2 708,0t (hvf) | <br><br>Winterthu<br><br>hs237,9<br><br><br>18,5k |
| **6609626**<br>LW2565<br><br>Df Esd<br>RT | **ELEONOR Z**<br><br>**Zagame Hnos.**<br>Mar del Plata Argentina | **100**<br>—<br>— | ✠Classed LR until 21/7/72 | **1966**-12 Ast. "Anibal Vanoli" y Cia.<br>—Puerto Quequen (15)<br>25,00 6,13<br>21,62 6,10 3,10<br>F 4,6<br>rf 889 BK 178 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203 sr reverse geared to sc. shaft<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinoi<br>Gen 1 × 9kW 1 × 3,5kW 380V 50Hz a.c. | |
| **5100908**<br>IJWP<br>171<br>Rdr RT | **ELEONORA**<br>ex Eleonora Onorato-62<br>ex Anna Maria L.-52<br>**Siracusana Armatoriale S.p.A. (SIR. ARMA)**<br>Siracusa Italy | **499**<br>279<br>801 | (RI) | **1947** Cant. Nav. Solimano—Savona (5)<br>55,00 8,97 3,893<br>50,40 8,92 4,32<br>P 17,4 F 7,1 1 dk | **M General Cargo**<br><br>2 Ho ER<br>B.1 013 | Oil 2SA 8Cy. 260 × 450<br>640bhp (471kW) E made50 fitted—<br>S.A. Fiat S.G.M.<br>Fuel 91,5t | <br><br>Torin<br>12k |
| **6507799**<br>ICXX<br>656<br>Df Esd<br>Gc Rdr<br>RT | **ELEONORA F.**<br><br>**Italiana Olii & Risi S.p.A.**<br>Trieste Italy | **15 887**<br>9 367<br>24 151 | RI<br><br>✠Classed LR until 3/68 | **1965**-7 Ansaldo S.p.A.—Genova (1628)<br>190,48(BB) 22,86 10,554<br>176,74 22,79 14,00<br>P 33,0 F 34,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho ER<br>G.28 816 | Oil 2SA 7Cy. 740 × 1600<br>11 550bhp (8 496kW)<br>S.A. Ansaldo Stab. Mecc. | <br>B&W<br>Genov |
| **6511697**<br>HO6480<br><br>Df Esd<br>Rdr<br>RTm/v | **ELEONORA H**<br>ex Zeta-75 ex Worthsee-65<br>**Befrachtungskontor W. Baum & Co.**<br>Elsfleth Panama | T.Mk<br>**299**<br>180<br>780 | GL | **1965** Jadewerft G.m.b.H.—Wilhelmshaven<br>(99)<br>53,62 9,33 3,310<br>48,32 9,30 5,67<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 34,1 ER<br>G.158 B.149<br>1 Ha (26,2 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 250 × 350<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 20kW 2 × 10kW 220V d.c.<br>Fuel (d.o.) | <br><br>Mannhei<br><br>9,5k |
| **7351006**<br>INNG<br>443<br>Df Esd<br>Gc Rdr<br>RT | **ELEONORA ONORATO**<br>ex Iglesias-78<br>**Achille Onorato fu Vincenzo**<br>Cagliari Italy | **365**<br>47<br>— | RI | **1974** Cant. Nav. Solimano—Savona (49)<br>36,38 9,02 4,406<br>32,01 8,98 5,06<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 300 × 450<br><br>Grandi Motori Trieste<br>Controllable pitch propeller | <br><br>Triest |
| **7305435**<br>A8JN<br>5007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELERANTA**<br><br>**Seaways Carriers Ltd.**<br>Wallem Shipmanagement Ltd.<br>Monrovia Liberia | **17 042**<br>10 968<br>28 824 | ✠**100A1** SS 1/78<br>strengthened for ore cargoes, Nos. 3 & 5 holds may be empty<br>✠**LMC**<br>EL Gt $2\frac{11}{16}$"U2<br>FN 6529 | **1973**-4 Taiwan SB. Corp.—Keelung<br>(N-037)<br>181,21 25,07 10,275<br>168,26 25,00 13,80<br>P 30,8 F 15,0 1 dk<br>rf nil<br>NS 8BH WB9757t incl. Comb. btm & STs in Nos. 1, 2, 3, 4 & 6 holds 4585t Topside tanks in holds 4284t | **M Bulk Carrier**<br><br>6 Ho 17,0 21,1 20,2 21,8 17,1 21,8 ER<br>G.38 124 B.31 893<br>6 Ha (stl) (10,2 13,1 11,7 13,2 13,2 13,2 × 12,0) ER<br>Der 12(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 212,5t (d.o.) 1 847,5t (hvf) | <br>Sulz<br>Ao<br><br><br>15,25k |
| **7046259**<br>SWFQ<br>5096<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELEUROPA**<br>ex Kanekiyo Maru-73<br>**Martimaris Tercero Maritime Corp.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **11 005**<br>7 520<br>18 254 | **100A1** SS 3/81<br><br>**LMC** **UMS**<br>EL Dt $2\frac{7}{16}$"U2<br>FN 5222 | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (955)<br>155,10(BB) 22,84 9,221<br>146,01 22,80 12,96<br>P 29,3 F 14,4 1 dk<br>RW rf nil<br>NS 6BH WB4759t incl. Topside tanks in Nos. 2, 3 & 4 holds 1890T | **M Bulk Carrier**<br><br>4 Ho ER<br>G.22 962 B.22 054<br>4 Ha (stl) (17,9 18,7 18,7 19,5 × 10,5) ER<br>Cr 4(8) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 300kW 445V 60Hz a.c.<br>Fuel 1 602,5t | <br>B&W<br>Taman<br><br><br><br>14,75k |
| **5299979**<br>IURO<br>52<br>Df Rdr<br>RT | **ELEUSI**<br>ex Anna-76 ex Roselyne-66<br>ex Poldhu-55<br>**Angelo Spinelli**<br>Brindisi Italy | **391**<br>208<br>559 | RI (HR)<br><br>✠Classed LR until 7/55 | **1939**-2 N.V. Schpsw. "Foxhol"—Foxhol<br>(49)<br>46,31 7,93 3,290<br>42,98 7,88 3,31<br>RQD 26,9 F 6,8 1 dk<br>R | **M General Cargo**<br><br>2 Ho each 12,9 ER<br>G.850 B.765<br>2 Ha (each 9,4 × 4,8) ER<br>2W Der 2(1,5) | Oil 4SA 6Cy. 290 × 450<br>360bhp (265kW)<br>Appingedammer Brons<br>Fuel 26,5t (d.o.) | <br><br>Appinged<br>9,75k |
| **6601313**<br>9HUF<br>0637<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ELEUSIS**<br>ex Matsushima Maru-74<br>**Southseas Shipping Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Valletta Malta | **9 694**<br>6 194<br>16 115 | **100A1** SS 9/78<br><br>**LMC**<br>EL et $2\frac{5}{16}$"SQ<br>FN 4461<br>(NK) | **1965** Hitachi Zosen—Mukaishima (4110)<br>141,51 21,87 9,132<br>132,01 21,80 11,99<br>P 25,6 F 11,6 1 dk<br>RW rf 102<br>NS 6BH WB4512T incl. STs in holds 1879T | **M Bulk Carrier**<br><br>4 Ho 18,3 26,4 26,5 26,5 ER<br>G.20 355 B.19 979<br>4 Ha (stl) (11,5 × 9,3) (18,7 18,7 17,9 × 7,9) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 620 × 400<br>7 200bhp (5 296kW)<br>Hitachi Zosen Sakurajima Works, Osa<br>AuxB (o.f.) 10kgf/cm² (9,9bar)<br>e(ex.g) 14kgf/cm² (13,8bar)<br>Gen 2 × 190kW 450V 60Hz a.c.<br>Fuel 926,5t (hvf) | <br>B&W<br><br><br><br><br>14k |
| **6520284**<br>SZJA<br>2337 | **ELEUSIS**<br>ex Jeanne<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **371**<br>297<br>457 | (HR) | **1906** Ch. Rousseau—Rouen<br>47,50 7,80 2,261<br>46,51 7,78 2,77<br>1 dk<br>R conv General Cargo 29 | **M Tanker**<br><br>5 Ta<br>L.(oil) 840 | 2 Oil -SA each 4Cy. 200 × 400 geared to sc. shaft<br>230bhp (169kW) NE —<br>Ruston & Hornsby Ltd.<br>Fuel 30,5t (d.o.)-1,0pd | <br><br><br>Linco<br>8 |

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| 6336741<br>C6EF<br>372943<br>Df Esd<br>Rdr RT | **ELEUTHERA EXPRESS**<br>ex Treasure Trader-79<br>ex Wischhafen-78<br>ex Spiekeroog-74<br>**Eleuthera Express Shipping Co.**<br>Nassau Bahamas | **250**<br>152<br>249 | GL | **1962** Jadewerft G.m.b.H.—Wilhelmshaven (81)<br>42,27 7,57 2,439<br>39,02 7,50 2,75<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.566 B.552<br>1 Ha (20,5 × 5,0) ER<br>Der 2(1) | Oil 4SA 6Cy. 215 × 300<br>250bhp (184kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>8,5kn |
| 7525437<br>EHNL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELEXALDE**<br>**Naviera Murueta S.A.**<br>Bilbao Spain | **1 598**<br>1 004<br>2 750 | ✠**100A1** SS 10/81<br>✠**LMC**<br>EL Q 440,0/38,0U2<br>FN 1437 | **1977** Ast. de Murueta S.A.—Guernica (134)<br>81,46 13,49 5,335<br>72,42 13,31 6,53<br>P 11,6 F 7,7 1 dk<br>SF 4BH WB803T incl. DTsf95T | **M General Cargo**<br>1 Ho 48,1 ER<br>1 Ha (44,6 × 8,9) ER | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 88kW 380V 50Hz a.c.<br>12kn |
| 7314759<br>6ZJW<br>4492<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ELF**<br>**Eagle Line Inc.**<br>Monrovia Liberia | **18 063**<br>12 714<br>30 312 | AB | **1973** Namura SB. Co. Ltd.—Osaka (409)<br>187,03 25,05 10,796<br>175,01 25,00 15,40<br>1 dk<br>RW | **M Bulk Carrier**<br>5 Ho 27,8 32,7 14,4 32,7 27,2 ER<br>G.37 617 B.36 109<br>5 Ha (stl) (15,2 18,4 8,0 18,4 15,2 × 12,1) ER<br>Cr 4(8) 1(5) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>14,75kn |
| 7003805<br>WX7896<br>506455<br>Df Esd<br>Pfd Rdr<br>RTm | **ELFER GUIDRY**<br>**Lockport Tugs Inc.**<br>Houma, La United States of America | **199**<br>135<br>— | | **1966** Bollinger Machine Shop & Shpyd Inc. —Lockport, La (60)<br>33,53 9,45<br>30,15 9,15 4,25<br>B 3,1 1 dk | **TrM Tug** | 3 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 120V 60Hz a.c. |
| 5319705<br>H9CC<br>11076-GI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELFO**<br>ex Selfoss-82<br>**Arbor Leaf Marine Inc.**<br>Weisbach Chartering-Weisbach Ges.m.b.H.<br>Panama Panama | T.Mk<br>**2 237**<br>1 352<br>3 516<br>**3 261**<br>2 005<br>4 130 | ✠**100A1** SS 7/80<br>Str. nav. ice<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL v $1\frac{13}{16}$"SQ<br>FN 2242 | **1958**-11 Aalborg Vaerft A/S—Aalborg (125)<br>102,29 15,83 6,249/6,801<br>92,00 15,36 9,00<br>P & B 34,2 F 10,4 2 dks, Sparred dk in Nos. 2 & 3 holds<br>rf 76<br>Coll BH to U dk 5 to 2nd dk WB763t | **M General Cargo**<br>Ref<br>4 Ho<br>G.5 805 B.5 550 In.2 832<br>4 Ha<br>8W Cr 2(2) Der 1(30) 8(5) | Oil 2SA 7Cy. 500 × 1100<br>3 500bhp (2 574kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 355,5t (d.o.) 15kn |
| 7400558<br>5ALT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELFWAIHAT**<br>**General National Maritime Transport Co.**<br>Ocean Fleets Ltd.<br>Libya | **81 412**<br>63 615<br>155 211 | ✠**100A1**<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL X† $3\frac{13}{16}$"U3<br>FN 18384 | **1976**-6 A/B Gotaverken Arendal—Goteborg (892)<br>Cmd.**1981**-4<br>285,02 44,28 17,074<br>275,90 44,20 22,43<br>1 dk<br>rf nil<br>9BH WB15699T incl. clean ballast tank 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 191 924 | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>A/B Gotaverken Goteborg<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>16kn |
| 7705960<br>SGQJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELGAREN**<br>**Rederiaktiebolaget Transatlantic**<br>Goteborg Sweden | **21 722**<br>11 752<br>28 173 | ✠**100A1**<br>roll on—roll off cargo ship<br>forward cargo tanks — tallow oil<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Q† 687,5/81,0U3<br>FN 10477 | **1979**-2 Mitsubishi Heavy Industries Ltd. —Nagasaki (1834)<br>216,52(BB) 32,31 10,821<br>198,00 32,26 20,65<br>Ba 36,6 3 dks, 4th dk forward of mchy. space, 2 intermediate dks forward - light cargoes only<br>4BH to U dk 2BH to 2nd dk WB754T incl. DTf235T STs in TwD 3569T | **M RoRo Cargo**<br>Ref<br>Quarter Stern door/ramp (s)<br>Mchy.aft<br>B.55 400 In.6 200 L.700<br>TEU 1546 C. 1546/20' | Oil 2SA 9Cy. 900 × 1500<br>30 150bhp (22 177kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 10kgf/cm² (9,9bar)<br>Gen 2 × 2000kW 2 × 1550kW 450V 60Hz a.c.<br>Thw. thrust propeller aft , 1 fwd<br>22kn |
| 7811719<br>PDWG<br>8053Z<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELGER**<br>**Linde Lloyd B.V.**<br>Dock Express Shipping B.V.<br>Amsterdam Netherlands | **1 590**<br>1 190<br>2 720 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1591 | **1979**-8 Scheepswerf "De Waal" B.V. —Zaltbommel (715)<br>81,21 (BB) 14,86 4,934<br>74,61 14,71 6,61<br>P 7,4 F 7,1 2 dks<br>rf nil<br>4BH WB1538T incl. DTf110T & STs in hold 900T | **M General Cargo**<br>Heavy load<br>1 Ho 50,9 ER<br>B.3 216<br>1 Ha (stl) (50,3 × 10,3) ER<br>4W Der 1(10-150) | Vee Oil 2SA 16Cy. 190 × 350 geared to sc. shaft<br>2 400bhp (1 765kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 294,0t |
| 7924944<br>ELAZ3<br>6999<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELGIN**<br>Launched as Lake Droville<br>**Bulkers Ltd.**<br>Anglo Nordic Bulkships (Management) Ltd.<br>Monrovia Liberia | **86 208**<br>70 842<br>194 690 | AB | **1981** Nippon Kokan K.K.—Tsu, Mie Pref. (71)<br>300,01(BB) 18,289<br>285,02 50,00 24,62<br>F 18,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>11 Ho ER<br>G.214 537 HeCls. ptB<br>11 Ha (stl) (12,2 × 15,8) (12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 12,5 × 22,8) ER | Oil 2SA 7Cy. 900 × 2180<br>23 900bhp (17 580kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 760kW 1 × 720kW a.c.<br>Fuel 379,0t (d.o.) 9 689,0t (hvf)-66,0pd<br>14kn |
| 6700688<br>LHEO<br>16524<br>Df Esd<br>Rdr RT | **ELGO**<br>ex Karl Andreas-81<br>**A/S Grindhaugs Fiskeriselskap**<br>Kopervik Norway | **453**<br>252<br>— | NV | **1966** Kleven M/V A/S—Ulsteinvik (13)<br>46,06 7,65<br>40,70 7,62 4,47<br>1 dk<br>BK 127 len 71 | **M Fishing**<br>Side-fishing<br>2 Ho 1 Ta ER<br>5 Ha (1,8 2,9 × 3,0) (2,7 × 1,6) (2,7 2,7 × 1,6) ER<br>1W Der 1(3) | Oil 4SA 9Cy. 250 × 300<br>1 435bhp (1 056kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 52kW 1 × 48kW 1 × 21kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 30,5t (d.o.)-3,5pd |
| 5421261<br>OINI<br>Df Esd<br>Rdr RT | **ELGO**<br>ex Tunis-77 ex Malaro 1-73<br>ex Tarnsjo-63 ex Neithea-58<br>**Oljynkuljetus-Oljetransport**<br>Ahti Koskinen<br>Naantali/ Nadendal Finland | **278**<br>131<br>378 | (BV) | **1926** A/B Finnboda Varf—Stockholm (308)<br>41,89 7,17 3,290<br>7,12<br>P 11,6 F 5,5 1 dk<br>R len 48 | **M Tanker**<br>8 Ta ER<br>L.(oil) 202 | Oil 2SA 6Cy. 250 × 542<br>390bhp (287kW) NE 59<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 12,0t (d.o.)-1,5pd 9kn |
| 5423776<br>LMRV<br>11730<br>Df Gc<br>Rdr RT | **ELGOY**<br>ex Pol XI-63<br>**A/S Grindhaugs Fiskeriselskap**<br>Kopervik Norway | **498**<br>264<br>559 | ∗**100A1** SS 1/81<br>**LMC**<br>CT495 C16<br>FN 593 | **1947**-10 Smith's Dock Ltd.—South Bank, Middlesbrough (1167)<br>47,88 8,41 4,573<br>45,27 8,39 4,70<br>F 10,1 1 dk<br>BK 191 conv Whaler 63<br>6BH WB179t incl. DTm170t | **M General Cargo**<br>1 Ho ER<br>G.680<br>1 Ha (15,0 × 3,9) ER<br>2W Der 1(3) 1(2) | Oil 2SA 6Cy. 280 × 420 with magnetic clutch<br>900bhp (662kW) ✠ NE 1/68<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Controllable pitch propeller<br>Fuel (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| **6618079**<br>LIGO<br>16537<br>Df Esd<br>Rdr RTm | **ELGRY**<br>ex Miva Kanutta-81 ex Kanutta-78<br>**K/S Berentsen & Helgesen A/S**<br>Kristiansand S. Norway | **299**<br>181<br>839 | NV | **1966** Batservice Verft A/S—Mandal (517)<br>55,00 9,33 3,506<br>50,02 9,30 3,56<br>P 11,6 F 6,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 35,6 ER<br>G.1 442 B.1 396<br>2 Ha (stl) (each 13,2 × 5,8) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 250 × 300<br>850bhp (625kW) Norm<br>A/S Bergens M/V Berge<br>Gen 2 × 30kW 1 × 8kW 220V 50Hz a.c.<br>Fuel 39,0t-3,0pd 10,5k |
| **7400546**<br>5ALU<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELGURDABIA**<br><br>**General National Maritime Transport Co.**<br>Ocean Fleets Ltd.<br>Tripoli Libya | **81 412**<br>63 615<br>155 211 | **✠100A1** SS 4/81<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† $3\frac{13}{16}$"U3<br>FN 18384 | **1976**-9 A/B Gotaverken Arendal—Goteborg (896)<br>Cmd.**1981**-4<br>285,02 44,28 17,152<br>275,90 44,20 22,43<br>1 dk<br>rf nil<br>9BH WB15699T incl. clean ballast tank 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 191 924 | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>A/B Gotaverken Gotebor<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>16,25k |
| **5183285**<br>HO9508<br>6818-<br>PEXT<br>Esd Rdr<br>RT | **ELHAM**<br>ex Sylt-76 ex Kastrup-65<br>ex Oldenburg-59<br>**Dashti & Abal Transportation Co. WLL**<br>Panama Panama | **488**<br>187<br>— | (GL) | **1927** Deutsche Schiff u. Masch. —Wesermuende<br>52,91 9,56<br>52,10 9,50 4,20<br>1 dk<br>R len 59 | **D-E RoRo Cargo/Ferry**<br>245dk P | 3 Oil 4SA each 6Cy. 230 × 300 total 1 080bhp (794kW) connected to elec. motors & sc. shafts<br>NE 59<br>Maschinenbau Kiel A.G. Kie<br>1 propeller aft, 1 fwd<br>Fuel 30,5t (d.o.) 11k |
| **7634496**<br>PLST | **ELHAM SHINTA**<br><br>**P.T. Elham Fortune Lines Ltd.**<br>Jakarta Indonesia | **150**<br>21<br>— | KI | **1959** Schps. L. Smit & Zoon—Kinderdijk<br>... ... ...<br>32,11 6,82 2,34 | **M Tug** | Oil 4SA 5Cy. 300 × 550<br><br>N.V. Smit-Bolnes Zierikze |
| **7400560**<br>5ALY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELHANI**<br><br>**General National Maritime Transport Co.**<br>Ocean Fleets Ltd.<br>Benghazi Libya | **81 412**<br>63 615<br>155 211 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† $3\frac{13}{16}$"U3<br>FN 18384 | **1976**-6 A/B Gotaverken Arendal—Goteborg (866)<br>285,02 44,28 17,150<br>275,90 44,20 22,43<br>1 dk<br>rf nil<br>9BH WB15699T incl. clean ballast tank 7147T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 191 924 | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>A/B Gotaverken Gotebor<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>16,25k |
| **5385950**<br><br><br>Df Esd<br>Gc Rdr<br>RTm | **ELHAWI NAJD**<br>ex Georgia-82 ex Eurabia-80<br>ex Wandsbek-71<br>**El Hawi Shipping**<br>Jeddah Saudi Arabia | **2 477**<br>1 309<br>4 743<br>**3 885**<br>2 226<br>5 800 | GL | **1958** Orenstein Koppel & Luebecker —Luebeck (527)<br>111,36 14,86 6,138/6,916<br>102,93 14,81 9,00<br>P 6,8 B 20,2 F 11,9 1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 15,0 29,0 29,0<br>G.7 983 B.7 236<br>5 Ha (stl) (9,8 8,3 9,8 9,0 9,8 × 6,4)<br>10W Der 1(25) 1(10) 10(3-5) | Oil 2SA 9Cy. 520 × 900<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbur<br>Gen 2 × 188kW 1 × 150kW 380V 50Hz a.c.<br>Fuel 508,0t (d.o.) 13,5k |
| **5189887**<br>HZVA<br>SA1098<br>Df Esd<br>Gc Rdr<br>RT | **ELHAWI SHAMS**<br>ex Nazakat-82 ex Apostolos A-81<br>ex Kladno-73<br>**El Hawi Shipping**<br>Pan Ocean Navigation & Trading Co. (Pte.) Ltd.<br>Jeddah Saudi Arabia | T.Mk<br>**5 955**<br>3 569<br>—<br>**8 423**<br>5 044<br>13 528 | **✠100A1** SS 10/81<br>DTmf—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>EL d† $2\frac{5}{16}$"SQ<br>FN 4229 | **1959**-11 Hitachi Zosen—Sakurajima Works, Osaka (3868)<br>149,26 18,85 —/9,097<br>138,00 18,80 11,84<br>F 14,4 2 dks<br>rf 102<br>7BH WB2899t incl. DTmf1309t | **M General Cargo**<br><br>5 Ho 17,9 22,7 22,4 ER 25,6 18,9<br>G.19 400 B.17 794<br>5 Ha (stl) (9,5 × 6,4) (13,5 12,8 × 7,0) ER (13,5 10,3 × 7,0)<br>16W Der 1(30) 4(8) 12(5) | Oil 2SA 5Cy. 740 × 1600<br>6 250bhp (4 597kW) B&W<br>Hitachi Zosen Sakurajima Works, Osak<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 135lbf/in² (9,4bar)<br>Gen 3 × 280kW 1 × 40kW 385V 50Hz a.c.<br>Fuel 1 101,0t (hvf) 14k |
| **5407916**<br>HZOV<br>SA808<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELHAWI STAR**<br>ex Tania-81 ex Anemos-72<br>ex Polaris-71 ex Valeria-63<br>**Elhawi Shipping Co. Ltd.**<br>Jeddah Saudi Arabia | **3 605**<br>2 031<br>5 130 | BV | **1957** H. C. Stuelcken Sohn—Hamburg (869)<br>100,06 15,09 7,376<br>96,02 15,00 8,79<br>P 4,9 RQD 51,3 F 9,2 2 dks<br>RW | **M General Cargo** CSD<br>Ref 8P<br>4 Ho 16,5 21,0 16,7 14,0<br>G.6 728 B.6 130 In.162<br>4 Ha (stl) (7,7 × 5,0) (13,3 9,8 7,0 × 6,0)<br>10W Der 1(25) 2(3-10) 6(3-5) 2(3) | 2 Oil 4SA each 8Cy. 400 × 460 geared to sc. shaft<br>4 000bhp (2 942kW) Pielstic<br>Henschel-Maschb. Hambur<br>Gen 3 × 125kW 380V 50Hz a.c.<br>Fuel 445,0t (d.o.) 15k |
| **7393846**<br><br><br>Esd RT | **ELI HERMI DOS**<br><br>**Francisco Bondia Pijoan y otros**<br>Tarragona Spain | **114**<br>41<br>— | | **1974** Ast. de Tarragona—Tarragona (168)<br>28,00 6,61 2,217<br>23,02 6,58 3,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **6913194**<br>5LDV<br>3275<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELIANE**<br><br>**Global Bulk Carriers Inc.**<br>Monrovia Liberia | **35 684**<br>24 996<br>72 200 | AB | **1969** Hitachi Zosen—Innoshima (4216)<br>241,51(BB) 32,36 14,009<br>230,00 32,31 19,21<br>F 17,1 1 dk<br>rf 76 | **M Ore/Bulk/Oil Carrier**<br>Adapted for Bulk cargoes only<br>11 Ho/Ta 16,0 15,0 15,0 15,0 15,0 15,0 15,0 15,0 15,0 15,0 15,0 16,0 ER<br>G.79 542 L.(oil) 78 699 HeCls. BC<br>1 Ha (stl) (10,2 × 12,5) 10 Ha (stl) (each 10,2 × 14,4) ER | Oil 2SA 8Cy. 840 × 1800<br>18 400bhp (13 534kW) B&W<br>Hitachi Zosen Sakurajima Works, Osak<br>Gen 1 × 640kW 1 × 620kW 440V 60Hz a.c.<br>Fuel 3 748,0t (hvf)-67,0pd 15,75k |
| **6500301**<br>C4US<br>374249<br>Df Esd<br>Gc Rdr<br>RT | **ELIAS G**<br>ex Lazar-79 ex Nejma-76<br>ex Protis-74<br>**Themis G. Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**490**<br>274<br>1 090<br>**1 219**<br>874<br>2 050 | BV | **1965** Rolandwerft G.m.b.h.—Bremen (920)<br>72,50 11,10 3,836/—<br>65,00 11,00 6,48<br>2 dks | **M General Cargo**<br><br><br>In.40<br>2 Ha (each 14,4 × 6,0) ER<br>Der 2(5) 2(3) | Oil 4SA 8Cy. 360 × 450 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhei<br>Fuel 212,5t 14,5k |
| **7321221**<br>OXZM<br>D2066<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELIAS KLEIST**<br><br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Godthab Greenland (Danish) | **721**<br>173<br>508 | NV | **1973** I/S Orskovs Staalskibsvaerft —Frederikshavn (72)<br>58,60 11,18 4,204<br>50,98 11,16 6,96<br>2 dks<br>BK 246 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,2 × 1,9) (2,8 × 2,3) ER<br>1W Der 1(2) | Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S Frederiksha<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,75k |

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| 5409914<br>H07854<br>7860-AB<br>Df Esd<br>RTm | **ELIAS P.**<br>ex Agios Ioannis-78 ex Zenit-74<br>ex Cranz-63<br>**Dedalos Compania Naviera S.A.**<br>Panama Panama | **345**<br>186<br>533 | | **1950** Schiffsw. H. Rancke—Hamburg<br>46,39 7,52 3,099<br>(GL) 41,71 3,51<br>P 9,5 F 5,5 1 dk<br>RW len 52 | **M General Cargo**<br>2 Ho 9,9 10,9<br>G.738 B.671<br>2 Ha (11,5 10,5 × 5,4)<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>8,5kn |
| 5090323<br>H08540<br>7629-<br>PEXT3<br>Df Esd<br>RTm | **ELIAS-JR**<br>ex Mieke-W-80 ex St. Michael-78<br>ex Dintelborg-75<br>**Ikaria Shipping S.A.**<br>Panama Panama | **397**<br>229<br>530 | | **1961** Schpsw. "Friesland" N.V.—Lemmer (29)<br>BV 46,00 7,95 2,990<br>44,00 7,90 3,23<br>1 dk<br>RW rf 51 | **M General Cargo**<br>1 Ho 29,9 ER<br>G.769 B.722<br>2 Ha (each 11,5 × 4,6) ER<br>2W | Oil 4SA 4Cy. 290 × 450<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 5kW 110V d.c.<br>Fuel 29,5t (d.o.) 8,75kn |
| 6909703<br>EHYT<br>8891<br>Df Esd<br>RTm | **ELIBEL**<br>**Union de Sardineros de Altura S.L.**<br>Huelva Spain | **219**<br>106<br>210 | | **1969** Construcciones Navales P. Freire S.A. —Vigo (54)<br>BV 33,00 7,07 3,499<br>29,01 7,01 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ho ER<br>In.204<br>3 Ha (each 0,9 × 1,5) ER | Oil 4SA 6Cy. 240 × 280<br>900bhp (662kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 62,0t (d.o.) 11kn |
| 6613720<br>323748<br>RTm | **ELIDE C.**<br>**Marcel Cheassox**<br>Caraquet, N.B. Canada | **123**<br>59<br>— | | **1965** Le Chantier Naval Ltee.—Middle Caraquet, N.B.<br>*24,91* 6,53<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 10,6<br>2 Ha (each 0,9 × 0,9) | Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 5kW 110V d.c.<br>Fuel (d.o.) 10kn |
| 5101160<br>LKGF<br>10472 | **ELIESER 4**<br>**Den Indre Sjomannsmisjon**<br>Bergen Norway | **399**<br>244<br>— | | **1939** Gravdal Skipsbyggeri—Sunde (286)<br>36,33 8,23<br>8,18 | **Wood M Hospital Ship**<br>Mchy.aft | Oil 2SA 5Cy. 280 × 320<br>400bhp (294kW) NE 57<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) 10kn |
| 6811176<br>EFUZ<br>1770<br>Df Esd<br>RTm | **ELIFE**<br>**Hermanos Lestao**<br>Gijon Spain | **182**<br>42<br>128 | | **1968** Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.79)<br>(BV) 31,58 6,66 3,379<br>27,59 6,61 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 315 × 470<br>600bhp (441kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel (d.o.) 12kn |
| 7419236<br>EHJG<br>Df Esd<br>Rdr RT | **ELIFE NUMERO TRES**<br>**Hermanos Lestao Dominguez**<br>Gijon Spain | **245**<br>110<br>207 | | **1977** Ast. Gondan—Puerto de Figueras (142)<br>BV 33,10 3,501<br>30,71 7,51 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 131,0t (d.o.) 11kn |
| 6609638<br>LW3740<br>RT | **ELIGIO B.**<br>**Barufaldi Hnos. (Silos Areneros Buenos Aires S.A.C.)**<br>Buenos Aires Argentina | **499**<br>—<br>1 422 | | **1965** Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (116)<br>73,46 9,73 3,252<br>70,11 9,53 3,51<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>Mchy.aft | Oil 4SA 7Cy. 300 × 450<br>490bhp (360kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 5255715<br>OXTN<br>H780<br>Df Esd<br>RTm | **ELIJANTO**<br>ex Carlton-82 ex Nordsofisk-68<br>**Elijanto ApS**<br>Esbjerg Denmark | **114**<br>53<br>— | | **1961** I/S Orskovs Staalskibsvaerft —Frederikshavn (11)<br>(BV) 25,61 6,05<br>21,59 6,00 3,20<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>3 Ha (1,0 1,5 1,5 × 0,9)<br>2W Der 2(2) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 20,5t (d.o.) 11,5kn |
| 5282861<br>SV3793<br>3793<br>Df Pfd<br>RTm | **ELIKON**<br>ex Titan II-80 ex Portland-71<br>**Elikon Naftiki Eteria**<br>Naftitan Maritime & Transportation Enterprises S.A.<br>Piraeus Greece | **1 064**<br>534<br>1 214 | **✠100A1** SS 9/81<br>Mediterranean Sea service only<br>**✠LMC**<br>EL n<br>FN 1046 | **1951**-3 George Brown & Co. (Marine) Ltd. —Greenock (253)<br>72,85 10,39 4,452<br>67,21 10,37 5,19<br>P 16,8 F 8,0 1 dk<br>RW rf 102<br>4BH WB457t | **M Cement Carrier**<br>Self-unloader<br>3 Ho 4,8 11,5 10,9 ER<br>G.332 B.312<br>4 Ha (stl) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 340 × 570<br>1 330bhp (978kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 50kW 1 × 10kW 220V d.c.<br>Fuel 97,5t (d.o.) 11,5kn |
| 5111177<br>HP2280<br>5074-75B<br>Df Esd<br>Rdr RTm | **ELIMAM MALEK**<br>ex Krefan-79 ex Oscar-78<br>ex Panagia Tourliani-72<br>ex Eystein Jarl-68<br>**Navysun Shipping Corp.**<br>Panama Panama | **996**<br>457<br>1 219 | | **1950** James Lamont & Co. Ltd.—Port Glasgow (369)<br>HR (NV) 72,09 10,75 4,909<br>67,44 10,70<br>P 3,1 B 31,7 F 28,4 1 dk & S dk, pt 3rd dk<br>RW rf 152 | **M General Cargo** OSD 8P<br>3 Ho 7,9 12,1 14,6 3 TwD 22,2 31,7 14,6<br>G.2 258 B.2 013<br>3 Ha (4,6 × 2,5) (5,2 5,8 × 2,9)<br>6W Der 1(20) 2(5) 4(3) | Oil 2SA 8Cy. 345 × 580<br>1 440bhp (1 059kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 60kW 220V d.c.<br>Fuel 125,0t (d.o.) 12kn |
| 5101237<br>LFVW<br>4367 | **ELIN**<br>**Odd J. Solnordal**<br>Alesund Norway | **146**<br>94<br>244 | | **1908** Knut Skaaluren—Rosendal<br>*30,39* 7,32<br>(NV) 7,27<br>1 dk<br>conv sailing vessel 53 | **Wood M General Cargo**<br>1 Ho ER<br>G.255<br>2 Ha (each 3,2 × 2,6) ER<br>1W Der 1(3) | Oil 2SA 2Cy. 380 × 410<br>220bhp (162kW) NE 53<br>A/B Bolinder Munktell Eskilstuna<br>Fuel 8,0t (d.o.)-1,0pd 7,5kn |
| 7104154<br>LJKN<br>19496<br>Df Esd<br>Rdr<br>RTm/v | **ELIN CHRISTINE**<br>ex Peter Alba-80<br>ex Peter Staerke-77<br>**K/S A/S Arnljot Jenset**<br>Molde Norway | **499**<br>356<br>1 397 | | **1971** Sonderborg Skibsvaerft A/S —Sonderborg (63)<br>BV 70,77 13,01 3,601<br>65,99 12,98 6,30<br>B 15,0 F 13,2 1 dk & S dk | **M General Cargo** OSD<br>1 Ho 49,9 ER<br>G.3 195 B.2 855<br>2 Ha (stl) (each 19,2 × 8,5) ER<br>4W Der 2(5) | Oil 4SA 10Cy. 225 × 300<br>1 220bhp (897kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 128,0t (d.o.)-4,5pd 12kn |
| 7119678<br>OWXO<br>D1911<br>Df Esd<br>Gc Rdr<br>RT | **ELIN S**<br>**P/R Elin S**<br>A. E. Sorensen<br>Svendborg Denmark | **499**<br>346<br>1 405 | | **1971** Svendborg Skibsvaerft A/S —Svendborg (137)<br>BV 75,42 (BB) 12,93 3,499<br>68,00 12,91 5,62<br>F 10,7 2 dks | **M General Cargo**<br>2 Ho each 25,7 ER<br>G.3 044 B.2 662<br>2 Ha (stl) (18,7T × 5,0) (18,7 × 10,3) ER<br>4W Der 1(12) 3(5) | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 169,5t (d.o.)-5,0pd 12kn |
| 7533422<br>OWYF<br>H677<br>Esd Rdr<br>RT | **ELIN SKJOLD**<br>**Elin Skjold-Nielsen P/R**<br>Esbjerg Denmark | **165**<br>81<br>284 | | **1975** Johs. Kristensen Skibsbyggeri ApS. —Hvide Sand (125)<br>31,35 6,91 3,398<br>27,77 6,79 3,61<br>F - 1 dk<br>rf- | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7434743** | **ELIN THORBJARNARDOTTIR** | **375** | | **1977** Stalvik h.f.—Gardahreppi (27) | **M Fishing** OSD | Oil 4SA 8Cy. 320 × 450 |
| TFNP | | 135 | | 51,14 9,07 4,352 | Stern Trawler | 1 800bhp (1 324kW) |
| 1482 | **Hladsvik H/f** | 300 | NV | 44,00 9,01 6,51 | Ice strengthened | MaK. Maschinenbau G.m.b.H. Ki |
| Df Esd | Einar Olafsson | | | 1 dk & S dk | Mchy.aft | Gen 1 × 250kW 1 × 184kW |
| Gc Pfd | Sudureyri Iceland | | | rf 1600 BK 152 | | 220V 50Hz a.c. |
| Rdr RT | | | | | | Thw. thrust propeller fwd |
| **5335802** | **ELINA** | **4 708** | BV | **1963**-9 Empresa Nacional "Elcano" | **M General Cargo** OSD | Oil 2SA 6Cy. 760 × 1550 |
| SWQA | ex Azaguie-80 ex Har Boker-73 | 2 509 | | —Seville | Ref. 12P | 9 000bhp (6 620kW) Sulze |
| 7821 | ex Pacific Arrow-67 | 5 522 | ✠Classed LR until 6/73 | 137,34 17,38 7,925 | 4 Ho 20,8 16,3 ER 21,0 24,0 | Empresa Nacional "Elcano" Valenci |
| Df Esd | ex South Pole-66 | | | 125,13 17,30 11,28 | In.7 043 | Gen 4 × 340kW 1 × 50kW 220V d.c. |
| Gc Rdr | **Elina Shipping Co. S.A.** | | | 2 dks & S dk | 4 Ha (5,1 5,1 × 8,3) ER (5,1 5,1 × 8,3) | Fuel 965,0t (d.o.) 18,5k |
| RTm/h/v | Piraeus Greece | | | rf nil | 8W Der 8(5) | |
| **5029673** | **ELINA G.** | **499** | | **1959** Noord Nederlandse Scheepswerven | **M General Cargo** | Oil 4SA 8Cy. 320 × 450 |
| SV4091 | ex Galaxidi-76 ex Atlantide-74 | 277 | | N.V.—Groningen (293) | | 1 010bhp (743kW) |
| 120 | **Dimitrios Shipping Co. Ltd.** | 1 067 | BV | 62,01 9,40 3,861 | 2 Ho 39,0 21,4 ER | Kloeckner Humboldt Deutz Koe |
| Df Esd | Michael Gigilinis | | | 55,99 9,30 4,04 | G.1 543 B.1 454 | Fuel 70,0t (d.o.) 12k |
| RTm/h | Thessaloniki Greece | | | P 15,6 B 12,2 F 10,1 1 dk | 3 Ha (14,4 14,4 × 5,7) (9,2 × 5,7) ER | |
| | | | | | 4W Der 2(5) 2(3) | |
| **6803301** | **ELINE** | **499** | ✠100A1 SS 1/78 | **1968**-1 Firma C. Amels & Zoon Schpswf. & | **M General Cargo** | 2 Oil 4SA each 8Cy. 230 × 270 sr geared |
| ZGGM | ex Nieuwland-80 | 282 | | Mfbk. "Welgelegen"—Makkum (297) | | to sc. shaft |
| 384718 | **West Bay Containers Ltd.** | 1 422 | ✠LMC | 78,62 13,24 3,709 | 1 Ho ER | 1 660bhp (1 221kW) |
| Df Esd | Georgetown Cayman Islands | | EL M 1$\frac{1}{4}$"U2 | 70,77 13,01 6,00 | G.2 567 B.2 318 | Motorenw. Mannheim A.G. (MWM) |
| Rdr RT | (British) | | FN 1346 | RAD 18,0 F 8,6 2 dks | 2 Ha (stl) (7,7 × 6,4) (39,0 × 10,5) ER | Mannhei |
| | | | | rf 203 | | Gen 1 × 124kW 2 × 76kW |
| | | | | 3BH WB604t incl. Topside tanks in holds 73t | | 230/400V 50Hz a.c. |
| | | | | | | Controllable pitch propeller |
| | | | | | | Thw. thrust propeller fwd |
| **7304766** | **ELINOR MARIT** | **148** | | **1961** Bentsen & Sonner—Kristiansand (5) | **M General Cargo Barge** | Oil 4SA 6Cy. 159 × 203 |
| LNDM | ex Ty-71 | 103 | | 34,80 6,20 | | 300bhp (221kW) E made61 added72 |
| 15582 | **Egil Kristiansen** | 254 | | 6,16 | | Caterpillar Tractor Co. Peoria, Illino |
| RT | Knut Eirik Ramberg | | | 1 dk | | Fuel (d.o.) |
| | Harstad Norway | | | len 69 | | |
| **7350909** | **ELIOS** | **72 660** | | **1974** Italcantieri S.p.A.—Genova (4293) | **S Ore/Oil Carrier** | 2 S Turb dr geared to sc. shaft |
| IBJA | | 63 801 | | 297,21(BB) 40,82 16,482 | COW IGS CBT | 28 000shp (20 596kW) Stal-Lav |
| 1260 | **'Elios' S.p.A. di Navigazione** | 136 100 | RI | 280,02 40,80 22,26 | 10 Ho each 21,1 22 Ta ER | Ansaldo Meccanico Nucleare S.p.A. Ge |
| Df Esd | Napoli Italy | | | 1 dk | L.(oil) 169 900 Ore 89 223 | Gen 1 × 1200kW 1 × 900kW |
| Gc Rdr | | | | | HeCls. BptC | 450V 60Hz a.c. |
| RTm/h | | | | | 10 Ha (stl) (17,5 17,5 17,5 17,5 15,3 15,3 17,5 17,5 17,5 17,5 × 13,4) ER | Fuel 9 060,0t (o.f.) 180,0t (d.o.)-125,0pd 17k |
| | | | | | Cr 2(16) 2(2,5) | |
| **7906863** | **ELIS** | **156** | | **1980** Modern Marine Power Inc.—Houma, | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 146 × 146 |
| MD6283 | | 109 | | La (32) | | reverse reduction geared to sc. shafts |
| 628358 | **Chesapeake Corp. of Virginia** | — | AB | 25,61 | | General Motors Corp. U.S.A |
| Df Rdr | West Point, Va United States | | | 24,24 8,25 3,51 | | Gen 2 × 50kW a.c. |
| RT | of America | | | 1 dk | | 11k |
| **7338860** | **ELIS O** | **157** | | **1945** American Machy. Corp.—Beresford, | **M Tug** | Oil 4SA 6Cy. 330 × 432 |
| WR2449 | ex ST 844 | 107 | | Fl (35) | | |
| 284144 | **Chesapeake Corp. of Virginia** | — | (AB) | ... ... ... | | Busch-Sulzer Bros. Diesel Engine Co. U.S.A |
| Esd Rdr | Norfolk, Va United States | | | 24,67 7,01 3,15 | | Fuel 26,5t (d.o.) |
| RT | of America | | | 1 dk | | |
| **5067510** | **ELISA** | **12 025** | ✠100A1 SS 11/80 | **1958**-4 Eriksbergs M/V A/B—Goteborg | **M Bulk Carrier** | Oil 2SA 6Cy. 740 × 1600 |
| SXMD | ex Trolleggen-77 ex Aktion-72 | 6 358 | | (513) | | 7 500bhp (5 517kW) B&W |
| 7607 | ex Altamitra-69 | 18 834 | ✠LMC | 177,65 21,34 9,126 | 3 Ho 32,9 39,1 28,5 ER | Eriksbergs M/V A/B Gotebor |
| Df Esd | ex Cerro Altamira-68 | | EL it 2$\frac{3}{16}$"SQ | 167,65 21,26 11,97 | G.14 214 B.13 163 | 2 AuxB (1 o.f. 1 ex.g) 114lbf/in² (7,9bar) |
| Gc Rdr | **Damon S.A.** | | FN 5572 | P 35,4 F 22,6 1 dk | 3 Ha (stl) (32,9 39,1 28,5 × 10,9) ER | Fuel 1 875,5t 14k |
| RT | Sea Traders S.A. | | | rf 25 conv Ore Carrier 73 | 2W Cr 2(16,5) Der 2(5) | |
| | Piraeus Greece | | | 6BH WB18715t | | |
| **5150496** | **ELISA** | **445** | | **1962** Niewe Schps. "De Durme"—Tielrode | **M General Cargo** | Oil 4SA 6Cy. 225 × 330 sr geared to sc. |
| HP3277 | ex Dirk-74 ex Hilda-73 | 291 | | (334) | | shaft |
| 6474 | **Hubertus Rademakers'** | 550 | BV | 52,51 7,22 2,490 | 2 Ho 4,9 5,1 ER | 450bhp (331kW) Moda |
| -76A | **Scheepvaartbedrijf** | | | 50,50 7,18 3,00 | | Motorenfabriek Darmstadt Darmstad |
| RT | Panama Panama | | | 1 dk | 2 Ha (stl) (each 3,6 × 1,6) | Fuel (d.o.) 10k |
| | | | | R | | |
| **7202035** | **ELISA AND GINA** | **112** | | **1959** Harvey F. Gamage S.B. Inc.—South | **Wood M Fishing** | Oil |
| WM2732 | ex Ike and Jens-78 | 82 | | Bristol, Me | | 500bhp (368kW) |
| 280086 | **Curcuru Fishing Corp.** | — | | *23,11* 6,10 | | .............. |
| | Gloucester, Ma United States | | | 3,05 | | Fuel (d.o.) |
| | of America | | | 1 dk | | |
| **7230654** | **ELISA d'ALESIO** | **7 728** | | **1973** Cant. dell 'alto Adriatico—Trieste | **M Tanker** | Oil 4SA 9Cy. 410 × 470 |
| IBQN | ex Donna Mariella-78 | 4 270 | | (201) | Mchy.aft | 6 000bhp (4 413kW) |
| 874 | **Gaetano d'Alesio S.a.S.** | 12 713 | AB RI | 140,21 19,92 8,065 | 17 Ta | Stork-Werkspoor Diesel B.V. Netherland |
| Df Esd | Palermo Italy | | | 129,01 19,89 10,01 | L.(oil) 16 935 HeCls. BC | Controllable pitch propeller |
| Gc Rdr | | | | 1 dk | | Fuel 100,0t (d.o.) 400,0t (hvf)-24,0pd 14k |
| RT | | | | | | |
| **6729220** | **ELISA F.** | **28 198** | | **1967** Cant. Nav. del Tirreno e Riuniti | **M Bulk Carrier** | Oil 2SA 7Cy. 840 × 1800 |
| IBEJ | | 17 456 | | —Ancona (262) | | 14 700bhp (10 813kW) B&W |
| 710 | **Silos Granari della Sicilia S.p.A.** | 47 094 | RI | 215,50 29,47 11,646 | 7 Ho ER | Cant. Nav. del Tirreno e Riuniti Anco |
| Df Esd | Palermo Italy | | | 200,03 29,39 16,49 | G.1 590 | |
| Gc Rdr | | | | 1 dk | | |
| RT | | | | RW | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 5426936<br>PDWV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELISABET CHRISTINA**<br>**Rederij Kennemerland B.V.**<br>Katwijk aan Zee Netherlands | **345**<br>137<br>— | | **1963** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (507)<br>45,93 8,74 4,255<br>40,01 8,51 4,35<br>conv Side Trawler Fishing 79 | **M General Cargo**<br>Ref.<br>1 Ho 18,4<br>In.400<br>5W Der 3(3) 2(2) | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 38,5t 12,5kn |
| 7736141<br>WYC4<br>903<br>588353<br>Rdr RT | **ELISABETE & VITORIA**<br>**F E V Fishing Corp.**<br>New Bedford, Ma United States of America | **134**<br>91<br>— | | **1977** Atlantic Marine Inc.—Fort George Island, Fl<br>*21,77*<br>6,81 3,51<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>In.107 | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>560bhp (412kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7319333<br>ELAR6<br>6938<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELISABETH**<br>ex Eulalia Del Mar-81<br>**Cofimar Shipping Co. Ltd.**<br>Acomarit Services Maritime S.A.<br>Monrovia Liberia | **59 955**<br>47 864<br>118 940 | BV | **1974** Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (151)<br>265,79 40,01 16,801<br>249,99 39,98 22,53<br>P 48,5 F 21,7 1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>9 Ho/Ta each 21,0 ER<br>G.146 282 B.131 461<br>L.(oil) 139 711<br>9 Ha (each 13,1 × 19,5) ER | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 2 × 600kW 1 × 450kW 440V 60Hz a.c.<br>Fuel 7 671,0t (hvf)-91,5pd 16kn |
| 5416096<br>SWHK<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ELISABETH**<br>ex Alimar-81 ex Karmalu-79<br>ex Santa Claus-76<br>ex Kanangoora-73<br>**Zeus Shipping Co.**<br>Daglia Maritime Co.<br>Piraeus Greece | **10 717**<br>6 410<br>17 080 | **✠100A1** SS 7/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL g† 2$\frac{5}{16}$"SQ<br>FN 4780 | **1963**-5 Lindholmens Varv. A/B—Goteborg (1077)<br>152,56 21,01 9,157<br>145,19 20,88 12,04<br>P 29,0 Trunk 102,5 F 13,2 1 dk<br>rf 102<br>NS 9BH WB1049t | **M Bulk Carrier**<br>7 Ho 11,5 22,7 11,5 11,5 11,5 11,5 9,2 ER<br>G.22 632<br>7 Ha (stl) (6,7 16,9 7,7 7,7 7,7 16,9 7,7 × 9,8) ER<br>4W Cr 2(5) Der 2(7,5) 2(5) | Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 356,5t (hvf) 14,5kn |
| 6905331<br>P3BV<br>380944<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELISABETH**<br>ex Eskdalegate-77<br>ex Fredericksgate-74 ex Bruni-74<br>**Cancyp Maritime Ltd.**<br>Limassol Cyprus | **2 895**<br>1 611<br>4 179 | **100A1** SS 2/78<br>**LMC**<br>EL Q 1$\frac{1}{2}$"U2<br>FN 1919<br>(NV) | **1969** VEB Schiffswerft "Neptun"—Rostock (452)<br>96,14 14,66 5,906<br>88,02 14,61 7,19<br>P 17,7 F 8,6 1 dk<br>rf nil<br>NS 5BH WB979T incl DTf82T Topside tanks in holds 199T | **M General Cargo/Container Ship**<br>Fixed-guides<br>2 Ho 27,5 30,4 ER<br>G.5 554 B.5 413<br>2 Ha (stl) (each 23,3 × 10,5) ER | Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 168kW 380V 50Hz a.c.<br>Fuel 333,5t (d.o.)-10,0pd 14kn |
| 7126891<br>CUFN<br>LX-67-N<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELISABETH**<br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | **2 405**<br>1 120<br>2 040 | ✠Classed LR until 30/6/76 | **1971**-12 Est. Nav. de Viana do Castelo —Viana do Castelo (86)<br>84,79 (BB) 14,03 5,817<br>75,01 14,00 8,92<br>B 8,6 2 dks<br>RW rf 381 | **M Fishing** CSD<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho each 12,3 ER<br>In.1 600<br>5 Ha (stl) (1,8 1,8 × 1,6) (1,0 × 1,5) (1,2 1,2 × 1,2) ER | 2 Oil 4SA each 8Cy. 320 × 450 geared to sc. shaft<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 360kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 519,0t (d.o.) 15,5kn |
| 7421746<br>PDWW<br>12<br>Esd Rdr<br>RT | **ELISABETH**<br>**Fa. Gebr. van der Klooster**<br>Ouddorp Netherlands | **200**<br>70<br>— | | **1974** Scheepswerf Veldthuis Groningen B.V.—Zuidbroek (241)<br>33,25<br>31,75 7,54 3,43<br>1 dk | **M Fishing** | Oil 4SA 9Cy. 240 × 260<br>1 425bhp (1 048kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam |
| 8008319 | **ELISABETH**<br>**Gebr. Koornstra**<br>Makkum Netherlands | **110**<br>—<br>— | | **1981** Stertil Stokvis Kelley—Kootstertille (3)<br>... ... ...<br>24,01 6,01 2,72<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 260 × 280 reverse reduction geared to sc. shaft<br>300bhp (221kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| 5101445<br>OYMI<br>D1994<br>Df Esd<br>Rdr RTm | **ELISABETH BOYE**<br>ex Sandor-71<br>ex Elisabeth Boye-66<br>**I/S Rederiet Erik B. Kromann**<br>Hermann C. Boye & Co.<br>Marstal Denmark | **500**<br>327<br>901 | BV | **1957** N.V. Scheeps. v.d. Werf—Deest (273)<br>66,02 9,05 3,480<br>60,23 9,01 4,02<br>P 18,3 F 10,4 1 dk<br>R rf nil | **M General Cargo**<br>1 Ho 43,9 ER<br>G.1 189 B.1 133<br>3 Ha (each 9,6 × 4,5) ER<br>3W Der 7(5) 2(3) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 18kW 1 × 15kW 1 × 12kW 110V d.c.<br>Fuel 61,0t (d.o.) 11kn |
| 8121343<br>PDXD<br>19 | **ELISABETH CHRISTINA**<br>**Gebr. Krijnen**<br>Oudeschild, Texel Netherlands | **297**<br>111<br>— | | **1982** N.V. Scheepswerf Haak—Zaandam (959)<br>39,58 8,23 4,501<br>35,01 4,63<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing Ref.<br>1 Ho<br>3 Ha (stl) | Oil 4SA 9Cy. 240 × 260 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 220kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>13,5kn |
| 6609389<br>DDJU<br>Df Esd<br>Rdr<br>RTm/v | **ELISABETH FLINT**<br>ex Christa-74<br>Launched as Gemini<br>**Adolf und Carl-Heinrich Flint**<br>Hamburg Federal Republic of Germany | T.Mk<br>**385**<br>240<br>1 000 | GL | **1966** Jadewerft G.m.b.H.—Wilhelmshaven (104)<br>53,60 9,33 3,898<br>48,60 9,30 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 729 B.1 633<br>1 Ha (stl) (26,6 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 250 × 350 sr geared to sc. shaft<br>550bhp (405kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9,5kn |
| 6922391<br>OYRQ<br>H456<br>Esd Rdr<br>RTv | **ELISABETH HOJ**<br>**Erik H. Hansen P/R**<br>Horsens Denmark | **141**<br>58<br>226 | | **1969** I/S Orskovs Staalskibsvaerft —Frederikshavn (57)<br>30,31 7,65 2,299<br>28,02 7,50<br>1 dk<br>rf 246 | **M Fishing**<br>Side-fishing<br>1 Ho 10,9 ER<br>G.172<br>1 Ha (10,9 × 5,4) ER<br>1W Der 1(10) | 2 Oil 4SA each 6Cy. 127 × 145 geared to sc. shaft<br>300bhp (221kW)<br>A/B Scania Vabis Sodertalje<br>Controllable pitch propeller<br>Fuel 76,0t (d.o.)-1,5pd 9kn |
| 7420936<br>PDWL<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ELISABETH HOLWERDA**<br>**Rederij H. & P. Holwerda**<br>Scheepvaartkantoor Holwerda<br>Heerenveen Netherlands | **945**<br>608<br>1 559 | BV | **1975** Schps. Barkmeijer Stroobos B.V. —Stroobos (203)<br>65,82 10,80 4,268<br>59,97 10,70 5,08<br>1 dk | **M General Cargo**<br>1 Ho 40,0 ER<br>G.2 025 B.1 954<br>1 Ha (stl) (33,8 × 7,7) ER<br>2W Der 2(3-5) | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Fuel 215,5t (d.o.) 11kn |

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| 5039111<br>H8OU<br>1082<br>4-81<br>Df Esd<br>Gc Rdr<br>RTm/h | **ELISABETH J**<br>ex Serifos-80 ex Evelyn-79<br>ex Alfmar-72 ex Saga Silver-69<br>ex Beduin-67<br>**Drama Shipping Corp.**<br>Panama Panama | **12 477**<br>7 528<br>20 507 | AB (NV) | **1959** A/B Gotaverken—Goteborg (737)<br>169,81 21,70 9,551<br>162,11 21,65 12,40<br>1 dk<br>rf 38 | **M Tanker**<br>28 Ta ER<br>L.(oil) 26 788 HeCls. C | Oil 2SA 9Cy. 760 × 1500<br>10 000bhp (7 356kW)<br>A/B Gotaverken Gotebo<br>Gen 2 × 240kW 1 × 110kW 220V d.c<br>Fuel 184,5t (d.o.) 1 061,5t (hvf)-30,0pd<br>16k |
| 7717171<br>OWHG<br>D2612<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELISABETH MAERSK**<br>**A/S D/S Svendborg & D/S af**<br>**1912 A/S**<br>A. P. Moller<br>Faborg Denmark | T.Mk<br>**13 706**<br>6 856<br>21 050<br>**21 799**<br>13 995<br>29 750 | **✠100A1**<br>**✠LMC** **UMS**<br>EL Jt 605,0/66,0U3<br>FN 7393 | **1980**-4 Odense Staalskibsvaerft A/S—Lindo (78)<br>182,28(BB) 27,49 9,762/11,848<br>168,21 27,44 16,51<br>RAD 40,6 F 13,8 3 dks<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB7596T incl.<br>DTsf2207T, STs in No. 3 hold 1770T,<br>Comb. btm & STs in No. 4 hold 952T | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s) pt higher tensile steel<br>4 Ho 34,7 33,7 33,7 18,3 ER<br>G.37 860 B.32 446 HeCls. B<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,1) ER<br>Cr 4(30) 2(16) | Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd. Winterthu<br>AuxB (o.f.) 9,5kgf/cm$^2$ (9,4bar)<br>WTAuxB (ex.g) 9,5kgf/cm$^2$ (9,4bar) hs246,4<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 159,5t (d.o.) 2 708,0t (hvf)<br>18,5k |
| 6915594<br>3FKB<br>5621-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTh/v | **ELISABETH OLDENDORFF**<br>ex Baarn-74<br>ex Elisabeth Oldendorff-72<br>**Wursata Shipping Corp.**<br>Panama Panama | T.Mk<br>**6 424**<br>4 251<br>12 973<br>**9 097**<br>6 427<br>15 315 | GL | **1969** Bremer Vulkan A.G.—Vegesack (948)<br>139,55 21,04 8,214/9,189<br>132,01 20,99 12,30<br>F 11,9 2 dks | **M General Cargo**<br>Str. heavy cargoes Ice strengthened<br>5 Ho 15,7 19,5 16,4 21,0 19,2 ER<br>G.21 617 B.19 241<br>5 Ha (stl) (10,5 × 7,9) (12,8 11,2 14,3 12,8 × 10,5) ER<br>10W Der 1(60) 10(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MA<br>Bremer Vulcan A.G. Bremen-Vegesa<br>Gen 2 × 510kW 1 × 195kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf)<br>15,5k |
| 7226005<br>H9JF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELISABETH ROTH**<br>**Josef Roth Schiffahrts K.G.**<br>Josef Roth Reederei<br>Hamburg Panama | T.Mk<br>**6 662**<br>4 272<br>12 894<br>**9 416**<br>6 427<br>15 245 | GL | **1972** Flensburger Schiffsbau-Ges.—Flensburg (639)<br>139,63(BB) 21,04 8,217/9,170<br>132,04 21,01 12,30<br>F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 29,3 8,9 18,5 19,3 ER<br>G.21 653 B.19 260<br>TEU 366 C. 366/20'<br>5 Ha (stl) (10,5 × 8,0) (12,8 29,2comb. 12,8 12,8 × 10,5) ER<br>10W Der 2(80) 1(30) | Oil 2SA 6Cy. 700 × 1200<br>7 800bhp (5 737kW) MA<br>Bremer Vulcan A.G. Bremen-Vegesa<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 899,0t (hvf)<br>16k |
| 7421784<br>HO8279<br>6933<br>-76A<br>Df Esd<br>Rdr RT | **ELISABETH S**<br>ex Willy-79<br>**Rederij H. Steenstra**<br>Panama Panama | **875**<br>652<br>1 196 | GL (AB) | **1975** Van Goor's Schps. & Mach.—Monnickendam (659)<br>72,98 2,931<br>9,50 3,79<br>1 dk | **M General Cargo Barge**<br>3 Ho ER<br>B.67<br>3 Ha (stl) ER | Vee Oil 4SA 12Cy. 159 × 203<br>860bhp (633kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>10k |
| 5101524<br>Df Esd | **ELISABETH THERESE**<br>**Impromer Afrique**<br>Nouadhibou Mauritania | **232**<br>65<br>— | | **1949** At. Aug. Normand—Le Havre (CL3213)<br>*32,56* 7,01<br>3,81 | **M Fishing**<br>Side Trawler<br>4 Ha (1,1 1,1 × 1,0) (1,1 × 0,7) (1,0 × 0,8)<br>Der 1(1) 2(0,5) | Oil 4SA 8Cy. 270 × 500<br>720bhp (530kW) NE 58 Werkspoo<br>Crepelle et Cie. Lil<br>Fuel (d.o.)<br>12k |
| 6922690<br>IBFE<br>729<br>Df Esd<br>Gc Rdr<br>RTm/v | **ELISABETTA MONTANARI**<br>ex Caty Multina-78<br>ex Cabo Tres Montes-71<br>**Cispa Gas Trasporti S.p.A.**<br>Trieste Italy | **2 893**<br>1 577<br>3 048 | NV RI | **1969** Kristiansands M/V A/S—Kristiansand (213)<br>101,94 14,46 6,060<br>94,01 14,41 7,12<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 3 227 | Oil 2SA 9Cy. 360 × 600<br>2 340bhp (1 721kW)<br>Sulzer Bros. Ltd. Winterthu<br>Fuel 400,0t (hvf)-9,0pd<br>12,5k |
| 5004960 | **ELISABETTA 1**<br>ex Aghios Isidoros-69<br>ex Ourania-56 ex Luigia Viola<br>**Insulbit Anstalt**<br>Panama Panama | **228**<br>124<br>351 | (RI) | **1946** Officione Allestimento e Riparazioni Navi—Genova<br>36,30 6,66 3,239<br>32,09 6,61 3,51<br>1 dk | **M General Cargo**<br>1 Ho ER | Oil 4SA 6Cy. 265 × 410<br>3 000bhp (2 207kW)<br>S.A. Ansaldo Genov<br>9,25k |
| 7647302<br>WYP9<br>749<br>577836 | **ELISE G**<br>**Kaare Gjertsen**<br>New York, NY United States of America | **170**<br>116<br>— | | **1976** Marine Builders Inc.—Mobile, Al<br>*24,39* 6,76<br>3,69<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A<br>Fuel (d.o.) |
| 8101733<br>643072 | **ELISE M**<br>**Mistoil Tug Corp.**<br>Dover, De United States of America | **184**<br>125<br>— | AB (Class cont.) | **1981** McDermott Shipyard—Morgan City, La (263)<br>4,182<br>38,41 10,37 4,96<br>1 dk | **TM Tug** | 2 Oil<br>U.S.A |
| 7129398<br>EFZO<br>3315<br>Df Esd<br>Gc Rdr<br>RT | **ELISEO QUINTANERO**<br>**Hermanos Ares Otero**<br>La Coruna Spain | **255**<br>125<br>— | BV | **1972** S.A. Balenciaga—Zumaya (211)<br>35,26 3,720<br>32,36 7,22 3,97<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW) E made73 fitted—<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdebu<br>Fuel 83,0t (d.o.) |
| 7390777<br>WZC8<br>816<br>564374<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELISKA THERIOT**<br>**Nolty J. Theriot Inc.**<br>Houma, La United States of America | **173**<br>117<br>— | AB | **1975** Equitable Equipment Co.—New Orleans, La (1652)<br>45,06 12,20 6,128<br>43,24 12,15 6,71<br>F 19,6 1 dk | **TM Tug**<br>Anchor-handling<br>Ice strengthened | 2 Vee Oil 4SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Gran<br>Gen 2 × 99kW a.c.<br>Fuel 803,5t (d.o.)<br>13k |

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| 5072060 | **ELISSA**<br>ex Pioneer-72 ex Achaios-70<br>ex Christophoros-68 ex Gustaf-60<br>ex Fjeld ex Elissa Ellasson ex Elissa<br>**Galveston Historical Foundation Inc.**<br>United States of America | **428**<br>317<br>630 | ✠Classed LR until 9/1899 (as ø100A1) | **1877**-10 A. Hall & Co.—Aberdeen (294)<br>45,57 8,51 4,420<br>... ... ...<br>RQD 8,6 F 5,8 1 dk<br>R BK 178 conv Barque —<br>conv Barquentine 39 conv General Cargo 79 | **Iron M Floating Museum Exhibition Ship**<br>Barquentine<br>1 Ho ER<br>G.604 B.572<br>2 Ha ER<br>2W Der 3 | Oil 4SA 6Cy. 350 × 420<br>280bhp (206kW) NE 67<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Fuel 53,0t (d.o.) 8kn |
| 6910908<br>SV5192<br>7124<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ELIX**<br>ex Helice-79<br>**Ionian Co. of Maritime Transportation**<br>Piraeus Greece | **1 597**<br>1 064<br>2 935 | NV | **1969** Clelands SB. Co. Ltd.—Wallsend (306)<br>84,54 13,06 5,220<br>79,15 12,98 6,20<br>P 22,3 F 10,1 1 dk<br>rf 102 | **M Tanker**<br>Ice strengthened<br>11 Ta ER<br>L.(oil) 3 713<br>HeCls. C | Oil 4SA 8Cy. 360 × 450<br>2 400bhp (1 765kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 295kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 280,0t (d.o.)-9,0pd 12,5kn |
| 7004471<br>9VRL<br>381498<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELIZA**<br>ex Dimona-78<br>**Mineral Shipping (Pte.) Ltd.**<br>Vertom Scheepvaart en Handelsmaatschappij B.V.<br>Singapore Singapore | **6 228**<br>4 368<br>10 293 | NV | **1969** A/S Porsgrunds M/V—Porsgrunn (127)<br>128,28 16,06 8,478<br>119,56 16,01 10,90<br>1 dk<br>rf 157 | **M General Cargo**<br>3 Ho ER<br>G.13 752 B.13 191<br>3 Ha (each 23,3 × 8,9) ER<br>12W Der 12(5) | Oil 4SA 10Cy. 520 × 740<br>4 200bhp (3 089kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 180kW 1 × 21kW 440V 60Hz a.c.<br>Fuel 575,0t (d.o.)-14,0pd 13kn |
| 7924322<br>DOKW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELIZA HEEREN**<br>**Johann Heeren**<br>Oldenburg Federal Republic of Germany | **999**<br>690<br>2 347 | GL | **1981** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (206)<br>79,71 (BB) 14,03 5,073<br>70,69 13,01 5,31<br>P 10,7 F 14,4 3 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 925 B.3 880<br>TEU 144<br>C.Ho 82/20'(40') C.Dk 62/20'(40')<br>1 Ha (43,8 × 10,2) ER | Oil 4SA 8Cy. 240 × 330 reduction geared to sc. shaft<br>1 770bhp (1 302kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 205,5kW 2 × 57kW 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>12kn |
| 7123473<br>WYZ5<br>131<br>535838<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELIZA M**<br>ex Eileen M<br>**Zeta Fishing Co. Inc.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **1 110**<br>593<br>— | | **1971** Tacoma B.B. Co. Inc.—Tacoma, Wa (246)<br>69,19 12,50 5,563<br>64,32 12,20 6,41<br>2 dks | **M Fishing**<br>Side-fishing | Oil 4SA 16Cy. 229 × 267<br>3 100bhp (2 280kW)<br>General Electric Co. Erie, Pa |
| 5101665<br>DYWE<br>205498<br>Df RT | **ELIZABETH**<br>ex FS 311 ex FP 311<br>**William Lines Inc.**<br>Cebu Philippines | **657**<br>365<br>711 | AB | **1944** J. H. Mathis Co.—Camden, NJ (149)<br>66,15 9,81 3,655<br>62,64 9,76 4,37<br>F 8,0 1 dk<br>rf 152 len 52<br>conv General Cargo — | **TM Passenger/General Cargo**<br>295P<br>3 Ho 12,8 9,1 15,8 ER<br>B.680<br>3 Ha (6,1 5,4 3,0 × 4,8) ER<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220 × 265<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel 75,0t (d.o.) |
| 5103376<br>GPFC<br>166747<br>Rdr RTm | **ELIZABETH**<br>ex Eminence-67<br>**North Atlantic Bulkcargoes Ltd.**<br>Georgetown Cayman Islands (British) | **555**<br>291<br>752 | ✠LR class withdrawn 24/11/82 | **1945**-10 J. Lewis & Sons Ltd.—Aberdeen (188)<br>53,07 8,62 3,703<br>49,38 8,54 3,74<br>P 10,1 RQD 22,0 B 2,8 F 6,8 1 dk<br>R rf 102 | **M General Cargo**<br>Mchy.aft<br>2 Ho 13,4 16,7<br>G.1 021 B.981<br>2 Ha (9,7 13,9 × 5,0)<br>2W Der 2(2) | Oil 2SA 5Cy. 320 × 425<br>500bhp (368kW)<br>Newbury Diesel Co. Ltd. Newbury<br>Gen 2 × 25kW 1 × 7,5kW 220V d.c.<br>Fuel 28,5t (d.o.) 10kn |
| 5403697<br>SKIG<br>10386<br>Df Rdr<br>RTm/h | **ELIZABETH**<br>ex Elizabeth Roorda-63<br>**Karl Egoth**<br>Animskog Sweden | **494**<br>251<br>695 | **✠100A1** SS 5/80<br>**✠LMC**<br>EL g<br>FN 552 | **1955**-9 Gebr. Bodewes Scheepswerf "Volharding"—Foxhol (135)<br>50,86 8,97 3,429<br>46,74 8,31 3,48<br>P 12,8 RQD 16,5 F 10,1 1 dk<br>R rf nil<br>3BH WB175t | **M General Cargo**<br>1 Ho 30,7 ER<br>G.966 B.923<br>2 Ha (10,7 11,2 × 5,3) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 290 × 420<br>395bhp (291kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 5,5kW 110V d.c.<br>Fuel 51,0t (d.o.) 10kn |
| 7052351<br>PJOK | **ELIZABETH**<br>ex Kais-60<br>**ABC Shipping Co. N.V.**<br>Willemstad Netherlands Antilles | **446**<br>137<br>485 | ✠Classed LR until 11/60 | **1954** Arnhemsche Schps. Maats.—Arnhem<br>45,32 11,03 2,115<br>... ... ...<br>1 dk | **TM Pontoon** | 2 Oil 2SA each 6Cy. 190 × 350<br>Kromhout Motorenfabrik Amsterdam |
| 7901447<br>PDXF<br>21 | **ELIZABETH**<br>**W. & J. Lokker**<br>Goedereede Netherlands | **235**<br>86<br>— | | **1980** Scheepswerf "Vooruit" C.V. —Zaandam (360)<br>36,10<br>7,51 4,12<br>1 dk | **M Fishing** | Oil geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz West Germany |
| 7826996 | **ELIZABETH**<br>**Briley Marine Service**<br>United States of America | **150**<br>—<br>500 | | **1979** Swiftships Inc.—Morgan City, La (0187)<br>3,399<br>38,10 8,54 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 350bhp (993kW)<br>General Motors Corp. U.S.A. |
| 7947489<br>WQZ3<br>526<br>610187 | **ELIZABETH**<br>**Hustler Inc.**<br>Brownsville, Tx United States of America | **124**<br>84<br>— | | **1979** ............Brownsville, Tx<br>*23,26* 6,71<br>3,59<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 6930312<br>PDWX<br>194<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ELIZABETH**<br>ex Broedertrouw<br>**L. & H. Romkes**<br>Urk Netherlands | **119**<br>42<br>— | | **1968** Holland Launch N.V.—Zaandam (425)<br>26,27 6,68<br>23,30 6,58 3,31<br>2 dks | **M Fishing**<br>Stern Trawler Ref | Oil 240 × 260<br>1 000bhp (736kW) NE 79<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Fuel 350,5t (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| 7027837<br>C6L2015<br>343712<br>Df Esd<br>Pfd Rdr<br>RT | **ELIZABETH A**<br>**Nepco Towing Co. Ltd.**<br>Nassau Bahamas | **454**<br>137<br>— | AB | **1970** Hatlo Verksted A/S—Ulsteinvik (43)<br>*37,68* 10,57 5,122<br>36,76 10,52 6,51<br>RQD 2,2 1 dk | **M Tug** | Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. La Grange, Illino<br>Gen 3 × 130kW<br>Controllable pitch propeller<br>Fuel 256,0t<br>14k |
| 8036885<br>622869 | **ELIZABETH ANN**<br>**Ken Kiken**<br>Jacksonville, Fl United States of America | **117**<br>80<br>— | | **1980** St. Augustine Shipbuilding—St. Augustine, Fl<br>*20,61* 6,18<br>3,36<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>365bhp (268kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroi |
| 5403702<br>MKFS<br>182177<br>Df Esd<br>Pfd RT | **ELIZABETH ANN WEBSTER**<br>ex Agnes Allen-63<br>**Jacqueline S. Webster**<br>Penzance United Kingdom | **109**<br>48<br>— | | **1946** Richards Iron Works Ltd.—Lowestoft<br>*28,08* 6,81 3,353<br>6,76<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 4Cy. 267 × 343<br>240bhp (177kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 5kW 1 × 4kW 110V d.c.<br>Fuel 20,5t (d.o.)<br>9k |
| 6706046<br>VC9132<br>326118 | **ELIZABETH ANNE**<br>**Scotia Trawler Equipment Ltd.**<br>Lunenburg, N.S. Canada | **198**<br>89<br>— | | **1966** Smith & Rhuland—Lunenburg, N.S.<br>*31,00* 7,65<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 12Cy. 178 × 197<br>800bhp (588kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>10k |
| 8017475<br>611929 | **ELIZABETH ASHLEY**<br>**W. B. Mintz Jr.**<br>Wilmington, NC United States of America | **183**<br>124<br>— | | **1980** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*23,50* 7,50<br>3,10<br>1 dk | **TM Fishing**<br>Stern Trawler Ref | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>675bhp (497kW)<br>General Motors-Detroit Diesel Allison Div. Indianapolis, I |
| 5101706<br>WC3926<br>244247<br>RT | **ELIZABETH BAUER**<br>ex C. R. Haden-61<br>**C. F. Bean**<br>Baton Rouge, La United States of America | **146**<br>99<br>— | (AB) | **1943** Decatur Iron & Steel Corp.—Decatur, Al (61)<br>25,91 7,37<br>25,00 7,32 3,20<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 8Cy. 216 × 254 NE 68<br>General Motors Corp. Detroit, M<br>Fuel 71,0t |
| 6723783<br>PDXB<br>4139Z | **ELIZABETH BROERE**<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **593**<br>389<br>— | **✠100A1** SS 5/81<br>oil tanker (cc)<br>**✠LMC**<br>EL J 1"U2<br>FN 891 | **1967**-10 J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (697)<br>71,35 9,56 3,772<br>65,13 9,40 4,27<br>P 20,8 F 11,9 1 dk<br>rf 76 len 71<br>8BH WB9t | **M Tanker**<br>11 Ta ER<br>L.(oil) 1 740 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>868bhp (638kW)<br>Kloeckner Humboldt Deutz Koel<br>db 150lbf/$\text{in}^2$ (10,4bar)<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Fuel 64,0t (d.o.)-3,0pd |
| 7215953<br>WV7584<br>297945<br>RT | **ELIZABETH C.**<br>ex Mil Mar II-74<br>**Otonka Inc.**<br>Wilmington, De United States of America | **101**<br>68<br>— | | **1965** Sea Hoss Marine Ways Inc.—Freeport, Tx (10)<br>*20,40*<br>6,75 3,18<br>1 dk | **M Fishing** | Oil<br>325bhp (239kW)<br>Fuel (d.o.)<br>U.S.A |
| 7505865<br>WYM7 061<br>565986<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELIZABETH C. J.**<br>**Elizabeth C. J., Inc.**<br>San Diego, Ca United States of America | **1 498**<br>779<br>— | | **1975** Campbell Industries—San Diego, Ca (107)<br>76,82 (BB) 6,401<br>12,81<br>1 dk | **TM Fishing**<br>Side-fishing Tuna Seiner | Vee Oil 2SA 16Cy. 230 × 254<br>5 600bhp (4 119kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 400kW 1 × 300kW<br>18k |
| 5403726<br>GQVC<br>166921<br>Df Esd<br>Pfd RTm | **ELIZABETH CAROLINE**<br>ex David Allen-63<br>**A. Stevenson**<br>Stevenson & Sons<br>Penzance United Kingdom | **109**<br>51<br>— | | **1946** Richards Iron Works Ltd.—Lowestoft<br>*28,17* 6,81<br>6,76 | **Wood M Fishing**<br>Side Trawler | Oil 2SA 4Cy. 267 × 343<br>240bhp (177kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 5kW 1 × 4kW 110V d.c.<br>Fuel 21,0t (d.o.)<br>9k |
| 7201184<br>WY9032<br>526037 | **ELIZABETH F**<br>ex Discovery<br>**Elizabeth F. Inc.**<br>Juneau, Ak United States of America | **198**<br>145<br>— | | **1970** Pacific Fishermen Inc.—Seattle, Wa.<br>*24,79* 7,80<br>3,81<br>1 dk | **M Fishing** | Oil<br>725bhp (533kW)<br>..............<br>Fuel (d.o.) |
| 5101756<br>VC8530<br>318338<br>Df Esd<br>Pfd RT | **ELIZABETH H. FLETCHER**<br>ex Toronto-62<br>**Booth Fisheries Canadian Co. Ltd.**<br>St. John's, Nfl. Canada | **271**<br>111<br>— | | **1958** N.V. Schps. "De Dageraad" v/h Wed. J. Boot—Woubrugge (491)<br>41,00 7,32<br>36,23 7,31 3,81<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koel |
| 6504761<br>WHTP<br>500702<br>Df Esd<br>Gc Rdr<br>RTh/v | **ELIZABETH LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America | T.Mk<br>**7 424**<br>4 008<br>10 996<br>**10 954**<br>6 324<br>14 897 | AB | **1966** Avondale Shipyards Inc.—Avondale, La (1041)<br>164,60 23,22 8,510/9,957<br>156,95 23,17 13,01<br>F 28,1 3 dks<br>RW rf nil | **S General Cargo** 12bth P<br>6 Ho 19,0 20,5 19,0 19,0 23,6 20,1<br>8 Ha (stl) (9,6 × 6,1) (12,1 10,6 10,6 × 8,2) (12,9 × 7,9) (12,9 12,9 × 4,8) (9,9 × 8,2)<br>Der 1(80) 20(15) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>Westinghouse Elec. Corp. Philadelphia, P<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (o.f.)<br>20k |
| 7739258<br>590638 | **ELIZABETH M**<br>**Dodd Co. Inc.**<br>Wilmington, De United States of America | **103**<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| 7048348<br>WX9880<br>509916<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **ELIZABETH MORAN**<br>**Pasadena Curtis Bay Co.**<br>Wilmington, De United States of America | **298**<br>12<br>— | AB | **1967** Gulfport SB. Co.—Port Arthur, Tx (689)<br>33,53 9,20 4,712<br>31,27 8,64 5,21<br>1 dk<br>BK 76 | **TM Tug** | 2 Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illino<br>Gen 2 × 100kW 445V 60Hz a.c.<br>Fuel 205,0t |

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|---|---|---|---|---|---|---|
| 7308487<br>WB4217<br>248124 | **ELIZABETH R.**<br>ex Sao Pedro-77 ex Virginia<br>ex Fortune Comet<br>ex Red Diamond III<br>**Atlantic Deep Sea Products Inc.**<br>Philadelphia, Pa United States of America | **130**<br>88<br>— | | **1945** .............Thomaston, Me<br>*28,26* 6,53<br>3,31<br>1 dk | **Wood M Fishing** | Oil<br>300bhp (221kW)<br>...............<br>Fuel (d.o.) |
| 7730628<br>562759 | **ELIZABETH R.**<br>**Houston Contracting Co.**<br>Houston, Tx United States of America | **126**<br>86<br>— | | **1975** .............Amelia, La<br>*18,66* 7,32<br>2,72<br>1 dk | **M Supply Launch** | Oil<br>1 000bhp (736kW)<br>U.S.A. |
| 7029512<br>WZT7847<br>525887<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELIZABETH TURECAMO**<br>ex Billy B.-80<br>**Elizabeth Turecamo Inc.**<br>Turecamo Coastal & Harbor Towing Corp.<br>Houma, La United States of America | **193**<br>131<br>254 | AB | **1970** Southern SB. Corp.—Slidell, La (86)<br>35,08 10,29 4,436<br>33,15 9,76 5,64<br>B 4,3 1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 305 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Fuel 254,0t 13kn |
| 7307433<br>WX7170<br>505291<br>RT | **ELIZABETH I**<br>ex Irene & Hilda II-78<br>ex New Orleans-74<br>**Elizbeth I Inc.**<br>New Bedford, Ma United States of America | **119**<br>81<br>— | | **1966** St. Charles Steel Works—Thibodaux, La<br>*21,46*<br>7,01 3,31<br>1 dk | **M Fishing** | Oil<br>385bhp (283kW)<br>U.S.A.<br>Fuel (d.o.) |
| 5101847<br>EDBH<br>1590<br>Df Esd<br>Rdr RTm | **ELIZACHO**<br>**Pedro Otaegui Malcorra**<br>San Sebastian Spain | **373**<br>212<br>— | BV | **1959** S.A. Balenciaga—Zumaya (40)<br>*39,60* 7,57 4,141<br>7,52 4,50<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 181,0t (d.o.) 13kn |
| 7370052<br>ZSCG<br>351130<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELIZE**<br>**Silcock Properties (Pty.) Ltd.**<br>Durban South Africa | **201**<br>119<br>— | AB | **1973** Sandock-Austral Ltd.—Durban (53)<br>28,96 6,48 2,744<br>26,67 6,41 3,36<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW) Alpha<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 98,5t (d.o.) |
| 5101859<br>EDCX<br>1566<br>Df Esd<br>RTm | **ELIZONDO**<br>**Pedro Otaegui Malcorra**<br>San Sebastian Spain | **373**<br>212<br>— | BV | **1959** S.A. Balenciaga—Zumaya (38)<br>*39,60* 7,57 4,141<br>7,52 4,50<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 390 × 680<br>1 260bhp (927kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 181,0t (d.o.) 13kn |
| 7017507<br>SWSU<br>4866<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ELJIANNI**<br>ex Melsomvik-73<br>**Westport Navigation Corp.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **12 142**<br>8 427<br>20 016 | NV | **1970** A/S Fredriksstad M/V—Fredrikstad (405)<br>165,16 22,61 9,354<br>152,76 22,56 12,30<br>P 35,7 F 14,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 21,7 22,9 23,3 23,3 24,0 ER<br>G.26 441 B.25 663<br>5 Ha (stl) (15,3 × 10,9) (17,0 18,5 18,5 18,7 × 12,8) ER<br>Cr 5(15) Der 2(3) | Oil 2SA 6Cy. 760 × 1500<br>8 400bhp (6 179kW) Gotaverken<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 392kW 1 × 15kW 440V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 109,5t (hvf)-28,5pd 15,5kn |
| 7528594<br>GXHN<br>377462<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELK**<br>**Elk Leasing Co. Ltd.**<br>P&O Ferries<br>London United Kingdom | **5 463**<br>2 473<br>8 652 | **✠100A1**<br>Ice Class 1A when each main engine output restricted to 6,500 bhp<br>**✠LMC** **UMS**<br>EL Et 577,5/56,0U3<br>FN 4737 | **1977**-12 Hyundai SB. & Heavy Industry—Ulsan (645)<br>151,01(BB) 21,67 7,320<br>137,01 19,91 14,66<br>Ba 28,4 2 dks, 2nd dk for light cargoes only, 3rd dk movable in holds<br>rf nil DK<br>1BH to U dk, 3BH to 2nd dk WB2563T incl. DTsf789T & DTsa598T Comb. btm & side tank in hold 305T | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 562<br>C.Ho 82/20′ C.RoRo Dk 242/20′<br>C.Dk 238/20′ | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>15 600bhp (11 475kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (o.f.) 8kgf/$cm^2$ (7,9bar)<br>2 e(ex.g) 8kgf/$cm^2$ (7,9bar)<br>Gen 2 × 760kW 2 × 520kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller<br>Fuel 167,5t (d.o.) 1 649,0t (hvf) 18,5kn |
| 7200233<br>WYZ3<br>593<br>517603 | **ELK**<br>**Penrod Drilling Co.**<br>Morgan City, La United States of America | **299**<br>203<br>— | | **1968** Burton Construction & SB. Corp.—Port Arthur, Tx (442)<br>11,59<br>47,22 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 6417683<br>J4PB<br>7148<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELKA**<br>ex Elias K-81 ex Samos Glory-79<br>ex James Benedict-72<br>**Grecian Happiness Inc.**<br>Ayios Efthimios Navigation Co. Ltd.<br>Piraeus Greece | **18 044**<br>11 976<br>— | **✠100A1** SS 4/79<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL mt $2\frac{11}{16}$"SQ<br>FN 7036 | **1964**-11 Verolme Cork Dockyards Ltd.—Cork (660)<br>183,90 25,73 11,246<br>172,22 25,66 15,19<br>P 30,5 F 16,2 1 dk<br>rf nil DK fwd<br>NS 10BH WB10825t incl. Tanks in holds 9616t DTsf468t | **M Bulk Carrier**<br>7 Ho 18,4 17,9 17,9 17,9 17,9 17,9 17,9 ER<br>G.40 496<br>7 Ha (stl) (each 11,3 × 11,9) ER<br>Der 2(2) 1(1) | Oil 2SA 9Cy. 700 × 1200<br>10 800bhp (7 944kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/$in^2$ (6,9bar)<br>Gen 3 440V 60Hz a.c.<br>Fuel (hvf) 15,5kn |
| 6909715<br>DIJE<br>Df Esd<br>Gc Rdr<br>RTm/v | **ELKE KAHRS**<br>ex Baltic Concord-74<br>Launched as Elke Kahrs<br>**Johann Kahrs**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>338<br>1 245<br>**999**<br>737<br>2 300 | GL | **1969** J. J. Sietas K.G. Schiffswerft—Hamburg (608)<br>74,02 5,058<br>68,28 10,80 6,08<br>P 11,9 F 10,1 2 dks<br>rf 152 | **M General Cargo**<br>Ice strengthened<br>1 Ho 49,7 ER<br>G.2 432 B.2 169<br>1 Ha (stl) (40,1 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 24kW 1 × 18kW 380V 50Hz a.c.<br>Fuel 108,5t (d.o.) 12,5kn |
| 8017346<br>EAFX<br>BI-3-4<br>054-L4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELKITI**<br>**Harbour S.A.**<br>Bilbao Spain | **162**<br>—<br>92 | AB | **1981** S.A. Balenciaga—Zumaya (301)<br>26,83<br>24,01 7,92 3,97<br>1 dk | **M Tug**<br>Mchy.aft | Vee Oil 4SA 14Cy. 225 × 300<br>Alpha<br>Cons. Echevarria Bermeo |

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| **5101926**<br>KGRR<br>247075<br>Df Esd<br>Gc | **ELKO VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | 7 607<br>4 563<br>10 852 | AB | **1944** Permanente (Shipyard No. 1) —Richmond, Ca (548)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) | Lynn, Ma<br>15kn |
| **8017358**<br>EAHA<br>BI-3-4<br>053-L4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELKOKE**<br><br>**Remolques de Levante S.A.**<br>Bilbao Spain | 199<br>—<br>92 | AB | **1981** S.A. Balenciaga—Zumaya (302)<br>26,83<br>24,01 7,92 3,97<br>1 dk | **M Tug**<br>Mchy.aft | Vee Oil 4SA 14Cy. 225 × 300<br><br>Cons. Echevarria | Alpha<br>Bermeo |
| **5101964**<br>DHHF<br><br>Df Esd<br>Rdr RT | **ELLA**<br>ex Ella Feldtmann<br>**In-Naval Schiffahrts-und Schiffsbaugesellschaft m.b.H.**<br>Hamburg Federal Republic of Germany | 340<br>216<br>480 | (GL) | **1950** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (345)<br>46,51 7,50 2,950<br>41,53 3,26<br>P 9,2 F 4,6 1 dk<br>len 52 | **M General Cargo**<br><br><br>G.670 B.623 | Oil 4SA 6Cy. 290 × 420<br>500bhp (368kW)<br>Atlas-MaK Maschinenbau | Kie<br>8,5kn |
| **6506549**<br>OYNI<br>E139<br>Df RT | **ELLA**<br><br>**Ronne Havn**<br>Ronne Denmark | 110<br>57<br>147 | (BV) | **1905** Stocks & Kolbe—Kiel<br>*24,51* 6,53 2,617<br>24,41 6,48 2,93<br>1 dk<br>R BK 203 | **M General Cargo**<br>Galleas<br><br><br>2 Ha (each 9,9 × 4,1)<br>1W Der 1(1,5) | Oil 4SA 6Cy. 127 × 145 geared to sc. shaft<br>170bhp (125kW) NE 77<br>A/B Scania Vabis<br>Fuel 34,5t (d.o.) | Sodertalje<br>9kn |
| **7948433**<br><br>615155 | **ELLA & JOSIE**<br><br>**Ella & Josie Inc.**<br>Wilmington, De United States of America | 116<br>79<br>— | | **1979** ..............Panama City, Fl<br>*19,63* 6,71<br>3,26<br>1 dk | **M Fishing** | Oil<br>450bhp (331kW) | U.S.A |
| **5101952**<br>SFWL<br>9285<br>RT | **ELLA FELDT**<br>ex Johann Georg-51<br>**Ella B. Feldt**<br>Hovenaset Sweden | 137<br>67<br>— | | **1907** Itzehoer Eisenwerk G. During —Itzehoe<br>*28,02* 6,53<br>6,51 3,05<br>1 dk<br>R BK 259 len 34 | **M Fishing**<br>Side-fishing | Motor 2SA 2Cy. 300 × 330 NE 43<br>A/S Volund<br>Fuel (d.o.) | Kobenhav |
| **7336903**<br>WYT9<br>508<br>545581 | **ELLA LEE**<br><br>**Ella Lee Inc.**<br>Mobile, Al United States of America | 134<br>91<br>— | | **1973** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div.<br>Fuel (d.o.) | U.S.A |
| **7944877**<br>WYC9<br>971<br>606881 | **ELLA MAE**<br><br>**Ella Mae Inc.**<br>Corpus Christi, Tx United States of America | 133<br>90<br>— | | **1979** ..............Bayou la Batre, Al<br>*22,90* 6,76<br>3,51<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW) | U.S.A |
| **7944516**<br>WQZ3<br>950<br>607763 | **ELLA MAE II**<br><br>**Ella Mae Inc.**<br>Corpus Christi, Tx United States of America | 132<br>90<br>— | | **1979** ..............Theodore, Al<br>*22,90* 6,76<br>3,51<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW) | U.S.A |
| **5138187**<br>DFTL<br><br>Df Esd<br>Rdr<br>RTm/v | **ELLA OLTMANN**<br>ex Gunda-66<br>**Partenreederei m.s. 'Ella Oltmann'**<br>Richard Oltmann<br>Stade Federal Republic of Germany | 382<br>214<br>557 | GL | **1954** Stader Schiffsw. G.m.b.H.—Stade (167)<br>*48,29* 8,44 2,931<br>45,50 8,40 3,31<br>P 9,2 F 5,5 1 dk<br>RW len 60 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho<br>G.752 B.715<br>2 Ha (9,7 15,0 × 5,0)<br>3W Der 3(2) | Oil 4SA 6Cy. 290 × 420<br>290bhp (213kW)<br>Maschinenbau Kiel A.G. | Kie<br>13kn |
| **5101988**<br>LDRK<br>13719<br>RT | **ELLAN**<br>ex Ella-54<br>**Norvald Lunde**<br>Haugesund Norway | 144<br>74<br>224 | BV | **1942** Holms Skepps—Raa<br>28,00 6,94 3,506<br>26,17 6,89 3,89<br>1 dk | **Wood Aux M General Cargo**<br><br>1 Ho ER<br>G.340<br>1 Ha (11,2 × 3,9) ER<br>1W Der 1(1,5) | Oil 2SA 3Cy. 280 × 420<br>300bhp (221kW) E made61 fitted71<br>Wichmann Motorfabrikk A/S<br>Fuel 6,0t (d.o.)-1,5pd | Rubbestadnes<br>10,5kn |
| **5257995**<br>6OQV<br>1408<br>Df Esd<br>Rdr RT | **ELLDO**<br>ex Notos-74<br>**Ramapar Shipping Linea S.A.**<br>Mogadiscio Somali Republic | 250<br>152<br>449 | (GL) | **1962** Jadewerft G.m.b.H.—Wilhelmshaven (86)<br>42,27 7,57 2,439<br>39,02 7,50 3,00<br>P 8,6 F 4,9 1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.566 B.555<br>1 Ha (20,5 × 5,0) ER<br>Der 2(1) | Oil 4SA 6Cy. 215 × 300<br>250bhp (184kW)<br>Motorenw. Mannheim A.G. (MWM) | Mannhei<br>8kn |
| **7368255**<br>PDXE<br>14<br>Df Rdr | **ELLEN**<br><br>**Ellen en Trap B.V.**<br>Oosterend, Texel Netherlands | 265<br>111<br>— | | **1974** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk (1354)<br>36,12 3,302<br>32,24 7,88 4,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 10Cy. 190 × 350<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" | Krimpen a/d Le |
| **5382063**<br>WA5926<br>239971 | **ELLEN**<br>ex Blue Eagle-78<br>ex Virginia Phillips-73 ex Betty-59<br>ex H. F. De Bardeleben-51<br>**Ellen P. Seaborn**<br>San Francisco, Ca United States of America | 147<br>73<br>— | (AB) | **1940** Equitable Equipment Co. —Madisonville, La (107)<br>*23,14* 7,17<br>22,86 7,01 2,90<br>1 dk<br>conv Tug 77 | **M Fishing** | Oil 4SA 8Cy. 343 × 381<br>600bhp (441kW)<br>National Supply Co. | Springfield, O |

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|---|---|---|---|---|---|---|
| 7515054<br>299957<br>Esd Rdr<br>RT | **ELLEN B. SCRIPPS**<br>**Scripps Institute of Oceanography**<br>*San Diego, Ca* United States of America | **101**<br>69<br>— | | **1965** Halter Marine Services, Inc.—New Orleans, La (120)<br>28,96 7,32 1,829<br>27,13 2,90<br>1 dk | **TM Research**<br>Oceanographic | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) 9kn |
| 6717332<br>OVJI<br>01530<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ELLEN BAGGE**<br>ex Peter Frem-81<br>**Erik W. Bagge**<br>Fisker og Bom<br>Korsor Denmark | **299**<br>165<br>716 | BV | **1967** A/S Nordsovaerftet—Ringkobing (29)<br>49,71 8,34 3,468<br>44,30 8,31 5,52<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 30,4 ER<br>G.1 293 B.1 142<br>2 Ha (11,2 11,8 × 4,9) ER<br>2W Der 2(3) | Oil 2SA 5Cy. 240 × 400<br>425bhp (313kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 220V a.c.<br>Controllable pitch propeller<br>Fuel 34,5t (d.o.) 10kn |
| 5002651<br>Df RT | **ELLEN BO**<br>ex Grethe-75 ex Adi-70<br>ex Delfborg-59 ex Nezo-54 | **202**<br>83<br>274 | (BV) | **1939** Scheepswerven Gebr. Niestern —Delfzijl (222)<br>37,55 6,53 2,471<br>34,17 6,51 2,72<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>G.368 B.340<br>2 Ha (9,3 6,5 × 4,1) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 62<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 15,0t (d.o.) 10kn |
| 7392622<br>DGEE<br>13288<br>Esd Gc<br>Pfd Rdr<br>RTm | **ELLEN ESSBERGER**<br>ex Solvent Venturer-81<br>ex Essberger Pioneer-77<br>**DAL Deutsche Afrika-Linien G.m.b.H. & Co.**<br>John T. Essberger<br>Hamburg Federal Republic of Germany | **1 467**<br>1 083<br>2 015 | GL | **1975** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (745)<br>77,12 12,60 6,776<br>72,01 12,50 7,01<br>B 12,5 F 9,5 1 dk | **M Tanker**<br>Chemical IGS CBT<br>12 Ta ER<br>L.2 731 HeCls. BC | Oil 4SA 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 112kW 380V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.) 175,5t (hvf)-4,5pd 12kn |
| 7338858<br>D5EY<br>6252<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELLEN F. McALLISTER**<br>ex Eileen C-77<br>**International Tug Services Inc.**<br>Monrovia Liberia | **199**<br>135<br>— | AB | **1971** Main Iron Works Inc.—Houma, La (256)<br>3,976<br>32,54 9,15 4,50<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 227,5t (d.o.) |
| 5403738<br>WI6026<br>290315<br>Df Esd<br>Pfd Rdr<br>RT | **ELLEN FOSS**<br>ex LT 57<br>**Foss Launch & Tug Co. Ltd.**<br>Seattle, Wa United States of America | **293**<br>110<br>— | (AB) | **1943** Calumet Shipyard & D.D. Co. —Chicago, Illinois (153)<br>*35,36* 9,20 4,839<br>35,06 9,15 5,49<br>1 dk | **M Tug** | Oil 2SA 20Cy. 230 × 254 NE 67<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel 183,0t |
| 6515552 | **ELLEN MAY**<br>**Scott (Toomebridge) Ltd.**<br>United Kingdom | **150**<br>—<br>203 | | **1965** Harland and Wolff Ltd.—Belfast (5133)<br>32,31 5,44 2,134<br>30,48 5,34 2,60<br>1 dk | **M General Cargo Barge**<br>1 Ho 10,3 ER | Oil 4SA 6Cy. 121 × 152<br>110bhp (81kW)<br>L. Gardner & Sons Ltd. Manchester<br>Fuel (d.o.) |
| 5423788<br>VC8338<br>318379<br>Esd Pfd<br>Rdr | **ELLEN N. FLETCHER**<br>**Richmond Fisheries Ltd.**<br>Halifax, N.S. Canada | **310**<br>105<br>— | ✠Classed LR until 2/68 | **1963**-11 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (85)<br>39,32 8,03<br>35,06 7,93 4,35<br>P 2,5 F 6,1<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 9,0 | Oil 4SA 7Cy. 305 × 460<br>770bhp (566kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 30kW 220V 60Hz a.c.<br>Fuel (d.o.) |
| 8117952<br>644590<br>Esd Gc<br>Rdr RT | **ELLEN S. BOUCHARD**<br>**Tug Ellen S. Bouchard Inc.**<br>Bouchard Transportation Co. Inc.<br>New York, NY United States of America | **199**<br>135<br>1 000 | AB | **1982** Halter Marine Inc.—New Orleans, La (1036)<br>4,480<br>33,53 10,67 5,21<br>1 dk<br>rf 1067 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>13kn |
| 7367926<br>GUHD<br>363239<br>Esd Pfd<br>Rdr RT | **ELLEN W**<br>ex Guy Chipperfield-82<br>**W. B. Woolley Scotland Ltd.**<br>London United Kingdom | **428**<br>249<br>645 | **✠100A1** SS 7/82<br>short international voyages<br>**✠LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 536 | **1974**-4 Schps. Bodewes Bergum B.V. —Bergum (171)<br>47,76 8,82 3,125<br>44,00 8,70 3,46<br>P 9,5 F 6,4 1 dk<br>rf nil<br>3BH WB215T | **M General Cargo**<br>1 Ho 30,2 ER<br>G.915 B.863<br>1 Ha (stl) (24,1 × 5,6) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>405bhp (298kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 16kW 1 × 12kW 1 × 6kW 380/220V 50Hz a.c.<br>Fuel 24,5t (d.o.)-2,0pd 9,5kn |
| 7338872<br>WX9426<br>509646<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELLENA HICKS**<br>**Gulfcoast Transit Co.**<br>Tampa, Fl United States of America | **194**<br>132<br>— | (AB) | **1967** Gulfport SB. Co.—Port Arthur, Tx<br>5,360<br>34,52 9,61 5,74<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW<br>Fuel 138,0t (d.o.) |
| 7230214<br>D5QR<br>6556<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ELLERNTOR**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **749**<br>283<br>950 | GL | **1972** Batservice Verft A/S—Arendal (605)<br>56,42 12,22 4,561<br>50,63 11,89 5,11<br>F 25,0 1 dk<br>rf 305 | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Ice strengthened<br>Der 1(5) | 2 Vee Oil 4SA each 12Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 236kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13,5kn |
| 6607214<br>9HUW<br>0660<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELLI**<br>ex Ellinida-82 ex Shuho Maru-73<br>**Westseas Shipping Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Valletta Malta | **9 323**<br>5 841<br>14 942 | **100A1** SS 6/79<br>**LMC**<br>EL At 2$\frac{5}{16}$"U2<br>FN 4446 | **1966** Maizuru Jukogyo K.K.—Maizuru (97)<br>143,01 21,65 8,802<br>134,02 21,61 11,56<br>P 25,3 F 13,2 1 dk<br>RW rf 102<br>NS 6BH WB3623t incl. Comb. btm, side & topside tanks in No. 2 hold 924t Topside tanks in No. 3 hold 340t Comb. btm & STs in No. 3 hold 820t | **M Bulk Carrier**<br>Mchy.aft<br>4 Ho 20,5 25,9 25,9 25,9<br>G.19 412 B.18 345<br>4 Ha (stl) (12,4 × 8,9) (19,4 19,3 19,4 × 12,9)<br>Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Maizuru S.B. & Eng. Co. Ltd. Maizuru<br>AuxB (o.f.) 11kgf/cm² (10,8bar)<br>e(ex.g) 11kgf/cm² (10,8bar)<br>Gen 2 × 200kW 450V 60Hz a.c.<br>Fuel 1 117,5t (hvf) 14,25kn |

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| **5010713**<br>SYSK<br>7621<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ELLI**<br>ex Machiavelli-80<br>ex Alfred Theodor-79<br>**Elli Shipping Co.**<br>Smelship Corp. S.A.<br>Piraeus Greece | **6 390**<br>3 544<br>12 250 | **100A1** SS 5/80<br>**LMC**<br>EL (Y) 550,0/55,5U2<br>FN 3935<br>(GL) | **1958** Rheinstahl Nordseewerke—Emden (299)<br>144,33 17,89 7,900<br>134,32 17,86 11,43<br>P 6,4 B 21,7 F 11,3 2 dks<br>RW rf 102<br>SF 7BH WT2592T incl. TwDf 148T<br>Tunnel tanks 456T | **M General Cargo** 12P<br>5 Ho 16,3 20,8 21,4 23,0 19,6<br>G.17 129 B.15 726<br>5 Ha (stl) (9,6 13,5 11,2 13,5 11,2 × 8,0)<br>10W Der 1(30) 1(15) 4(5) 6(3-5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 168kW 400V 50Hz a.c.<br>Fuel 674,5t (d.o.) | Augsbu<br>12,5k |
| **6813409**<br>SZWA<br>2629 | **ELLI**<br><br>**Touristic Line G. Fragoudakis**<br>Piraeus Greece | **1 919**<br>1 323<br>— | GL | **1967** Messinis & Kamitsis-Galatis—Piraeus<br>*76,91*<br>11,10<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>140bth —dk P<br>Stern door<br>Mchy.aft | 2 Oil 4SA each 8Cy. 400 × 580<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz<br>Fuel (d.o.) | Koe |
| **5102176**<br>SZRK<br>1066 | **ELLI**<br>ex Elli Toyias-60 ex Elsi-58<br>ex Pireefs-48 ex Stamira-47<br>ex Stamura-37<br>**Aegean Steam Navigation Typaldos Bros. Ltd.**<br>Piraeus Greece | **1 463**<br>701<br>— | | **1929** Cant. Nav. Riuniti—Anc<br>*75,44* 10,85 6,757<br>10,80<br>2 dks<br>R | **S Passenger/General Cargo** 500P | T 3Cy. 391 641 & 1059 × 721<br>445ihp (327kW)<br>Cant. Nav. Riuniti<br>Fuel (o.f.) | Ancon<br>16k |
| **5417478**<br>SVXY<br>2794<br>Pfd Rdr<br>RT | **ELLI**<br>ex Saint Nicolas-69 ex Rudry-66<br>ex Londonbrook-63<br>**Prora Shipping Co. Ltd.**<br>Piraeus Greece | **960**<br>493<br>1 236 | (BV)<br>✠Classed LR until 7/67 | **1946**-8 J. Lewis & Sons Ltd.—Aberdeen (194)<br>66,60 9,66 4,242<br>61,12 9,61 4,35<br>P 15,3 RQD 34,2 B 4,0 F 8,6 1 dk | **S General Cargo**<br>Mchy.aft<br><br>G.1 627<br>2W Der 2(3) | T 3Cy. 368 635 & 1041 × 762<br>655ihp (482kW)<br>J. Lewis & Sons Ltd.<br>Fuel (o.f.) | Aberdee<br>10k |
| **5419804**<br>TFIE<br>0043<br>Df Esd<br>Rdr RT | **ELLIDI**<br><br>**Midnes H/f**<br>Sandgerdi Iceland | **147**<br>59<br>— | (NV) | **1963** Gravdal Skipsbyggeri—Sunde (357)<br>30,54 6,74 3,271<br>24,57 6,71 3,46<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>1 Ha (2,7 × 1,8)<br>1W Der 1(3) | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 74<br>Aabenraa Motorfabrik<br>Gen 2 × 20kW 220V d.c.<br>Fuel (d.o.) | Aben |
| **6723240**<br>P3HA<br>381176<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELLINA**<br>ex Wakaura Maru-78<br>**Seacontractor Shipping Co. Ltd.**<br>Thenamaris (Ships Management) Inc.<br>Limassol Cyprus | **22 989**<br>15 897<br>43 989 | NK | **1967** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (892)<br>197,03 29,57 11,396<br>189,03 29,52 16,21<br>F 16,5 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho ER<br>G.52 232 HeCls. B<br>10 Ha (stl) (8,2 × 11,4) (8,2 × 14,6) (8,0 8,0 8,0 8,0 8,0 8,0 8,0 8,0 × 14,6) ER | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW)<br>Uraga Heavy Industries Ltd.<br>Gen 2 × 400kW<br>Fuel 116,5t (d.o.) 2 450,0t (hvf)-39,0pd | Sulz<br>Tamashim<br>14k |
| **5102229**<br>CY3561<br>195221 | **ELLING K**<br><br>**Elling K Fishing Ltd.**<br>Vancouver, B.C. Canada | **103**<br>70<br>— | | **1952** Sterling Shipyards Ltd.—Vancouver, B.C.<br>*21,10* 6,23<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW) NE 74<br>Caterpillar Tractor Co. | Peoria, Illino<br>10,5k |
| **5423790**<br>SWXX<br>2293<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELLINIS**<br>ex Lurline-63<br>**Australia Line S.A.**<br>Piraeus Greece | **18 564**<br>10 066<br>10 389 | AB<br>Classed LR until 1/67 | **1932**-12 Bethlehem SB. Corp.—Quincy, Ma (1447)<br>192,51 24,19 8,605<br>184,41 24,08 13,57<br>B 125,0 F 18,3 4 dks, 5th dk in Nos. 1 & 2 holds, Platform dk in No. 2 hold<br>R rf nil conv Ref Passenger/General Cargo 65 | **TS Passenger Ship** CSD<br>1398bth P<br><br>B.5 977<br>2 Ha<br>6W Der 3(-) | 6 S Turb sr geared to 2 sc. shafts<br>25 000shp (18 389kW)<br>Bethlehem S.B. Corp. Ltd.<br>Fuel 4 114,0t (o.f.) | Quincy, Ma<br>19,5k |
| **5260605**<br>J4VX<br>7517<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ELLION HOPE**<br>ex Ocean Transport-79<br>**Viceroy Maritime Corp.**<br>Piraeus Greece | T.Mk<br>**5 879**<br>3 113<br>—<br>**8 429**<br>4 780<br>13 161 | ✠LR class withdrawn-Owner's request 4/82 | **1962**-3 Hawthorn, Leslie (Shipbuilders) Ltd.—Hebburn (751)<br>141,05 19,26 9,011<br>132,59 19,21 11,74<br>P & B 31,7 F 11,9 2 dks<br>rf 140 | **M General Cargo**<br>5 Ho 24,4 11,4 24,3 11,4 24,3 ER<br>5 Ha (13,1 6,1 13,7 6,1 13,7 × 7,3) ER<br>Der 1(25) 6(12,5) 8(5) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Hawthorn, Leslie (Engineers) Ltd.<br>Gen 2 × 320kW 1 × 300kW 200V d.c.<br>Fuel (hvf) | Doxfor<br>Newcast |
| **5026891**<br>H8ZD<br>1085<br>0-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELLIOT**<br>ex Jutland-80 ex Zepmare-74<br>ex Ask-73<br>**Ugars Marine Co. S.A.**<br>Pan Nautic S.A.<br>Panama Panama | **2 874**<br>1 676<br>4 263 | NV | **1963** Cia. Euskalduna—Bilbao (157)<br>93,68 14,84 6,103<br>86,01 14,81 7,12<br>1 dk<br>rf 81 | **M General Cargo** 2P<br>2 Ho ER<br>G.5 777 B.5 493<br>2 Ha (each 21,4 × 7,6) ER<br>8W Der 8(8) | Oil 4SA 6Cy. 520 × 740<br>2 310bhp (1 699kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 3 × 120kW 1 × 48kW 440V a.c.<br>Fuel 303,0t (d.o.) | Augsbu<br>12,5k |
| **7738424**<br>WF2939<br>266366 | **ELLIOT POLING**<br>ex V. L. Keegan II-82<br>**Diesel Tank Ira S. Bushey Inc.**<br>New York, NY United States of America | **860**<br>700<br>— | | **1953** Ira S. Bushey & Sons Inc.—New York, NY (609)<br>*58,19* 12,81 3,391<br>3,79<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>1 280bhp (942kW) | U.S.A |
| **7391965**<br>CZ5502<br>368712<br>Esd Gc<br>Rdr RT | **ELLIOTT STRAITS**<br><br>**West Coast Salvage & Contracting Co. Ltd. & Purves Ritchie Ltd.**<br>Rivtow Straits Ltd.<br>Vancouver, B.C. Canada | **149**<br>9<br>— | | **1974** B.C. Marine Shipbuilders Ltd.—Vancouver, B.C. (32)<br>22,84 7,80<br>21,49 7,29 2,98 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>General Motors Corp. | Detroit, M<br>12k |
| **7224801**<br>SYYT<br>4502<br>Df Esd<br>Gc Rdr<br>RTv | **ELLISPONTOS**<br><br>**Ayr Shipping Co. Ltd.**<br>Leandros Shipping Co. S.A.<br>Piraeus Greece | **16 207**<br>10 330<br>29 107 | ✠**100A1** CS 9/77<br>strengthened for ore cargoes Nos. 1, 4 & 6 holds may be empty<br>✠**LMC** **UMS**<br>EL Ft 2⅝"U2<br>FN 6396 | **1972**-9 Hakodate Dock Co. Ltd.—Hakodate (511)<br>180,80(BB) 23,17 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB8893t incl. Comb. btm & STs in Nos. 2-6 holds 3645t Topside tanks in Nos. 2-7 holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,1 13,4 17,4 20,5 17,1 ER<br>G.36 917 B.32 586<br>7 Ha (stl) (6,7 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(8) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 202,0t (d.o.) 2 111,5t (hvf) | Sulz<br>Ai<br>15,5k |

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| 5299694<br>9HVF<br>0667<br>Df Esd<br>Gc Rdr<br>RT | **ELLITSA**<br>ex Rosandra-82<br>**Marguer Shipping Co. Ltd.**<br>Flandermar Shipping Co. S.A.<br>Valletta Malta | **5 045**<br>2 724<br>7 086 | RI (AB)<br>✠Classed LR until 7/8/81 | **1956**-6 C.R.D. Adriatico—Monfalcone (1816)<br>130,41 18,14 7,316<br>121,01 18,09 11,03<br>F 13,2 1 dk & S dk<br>rf 152 | **M General Cargo** OSD<br>Ref<br>5 Ho<br>G.12 459 B.11 327 In.107<br>5 Ha<br>12W Cr 2 Der 1(29,5) 1(14,75) 2(7,75) 12(4,75) | Oil 2SA 6Cy. 760 × 1550<br>5 400bhp (3 972kW) Sulzer<br>C.R.D. Adriatico Trieste<br>Fuel 747,0t 15kn |
| 6715384<br>SYLJ<br>4926<br>Df Esd<br>Gc Rdr<br>RT | **ELLORA**<br>ex Chihayagawa Maru-73<br>**Southmaris Corp.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **41 660**<br>31 951<br>71 560 | **100A1** SS 10/79<br>ore or oil carrier<br>**LMC**<br>EL Ot $3\frac{7}{16}$"U2<br>FN 12220<br>(NK) | **1967** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (1974)<br>237,01(BB) 35,36 13,323<br>225,00 35,31 19,00<br>F 19,6 1 dk<br>rf nil<br>NS 9BH WB77313T incl. No. 2 hold 11025T | **M Ore/Oil Carrier**<br>pt higher tensile steel<br>4 Ho each 40,5 12 Ta ER<br>G.44 009 L.(oil) 88 698<br>8 Ha (13,4 13,4 13,4 13,4 12,1 13,4 13,4 13,4 × 9,3) ER<br>Der 1(10) | Oil 2SA 8Cy. 900 × 1550<br>18 400bhp (13 534kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>WTAuxB 17kgf/cm² (16,7bar)<br>e(ex.g) 23kgf/cm² (22,6bar) Spt 17kgf/cm² (16,7bar)<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 5 385,0t (hvf) 15kn |
| 5403740<br>Df Esd<br>Pfd Rdr<br>RT | **ELLY** | **325**<br>148<br>— | | **1963** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (174)<br>43,31 7,29 3,296<br>38,74 7,21 3,99 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln |
| 5400035<br>Df Esd<br>Pfd RT | **ELLY**<br>ex Aagje Adriana-70<br>ex Willy Alida-63 | **166**<br>57<br>— | | **1961** Scheepsbouwerf & Mfbk. H. de Haas N.V.—Maassluis (114)<br>28,96 6,63 2,896<br>26,12 6,51 3,46<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 190 × 350<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 5102281<br>351822<br>Df Esd<br>Gc RT | **ELLY**<br>**Consortium Visserye BpK.**<br>Walvis Bay South Africa | **100**<br>49<br>— | | **1960** Scheepswerf "Vooruit" C.V. —Zaandam (252)<br>26,34 6,23<br>24,54 2,87 | **M Fishing**<br>Side-fishing | Oil 5Cy.<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 8113487<br>3EFX<br>11015<br>PEXT<br>RT | **ELM**<br>**Sirius Shipping**<br>Panama Panama | **3 930**<br>2 540<br>6 605 | NK | **1982** Dae Sun SB. & Eng. Co. Ltd.—Busan (261)<br>6,741<br>101,43 16,40 8,26<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 8038015<br>M-12719 | **ELM**<br>**U.S.S.R.**<br>U.S.S.R. | **703**<br>89<br>372 | RS | **1982** ..........U.S.S.R.<br>53,75 4,292<br>6,05 | **M Research** | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,75kn |
| 5255430<br>DNAB<br>Df Esd<br>Rdr<br>RTm/v | **ELM**<br>ex Morgan-77 ex Whestkap-75<br>ex Nordkap-75<br>**m.s. 'Elm' W. Eilers & Co.**<br>Nordenham Federal Republic of Germany | **424**<br>257<br>810 | GL | **1962** J. J. Sietas K.G. Schiffswerft —Hamburg (496)<br>56,22 9,43 3,820<br>50,02 9,40 3,89<br>P & B 33,6 F 5,8 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,2 ER<br>G.1 486 B.1 342<br>3 Ha (8,7 17,0 × 5,4) (17,0 × 8,0) ER<br>3W Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 34,5t (d.o.) 9,5kn |
| 5089934<br>PZDE<br>Rdr | **ELMA**<br>ex Stadt Elmshorn-78<br>ex Diersch VII-65<br>**M. A. Alberga**<br>Paramaribo Surinam | **208**<br>122<br>360 | GL | **1959** Adler Werft G.m.b.H.—Bremen (18)<br>*44,20* 6,43 1,920<br>2,44<br>1 dk<br>len 61 | **M Tanker** | Oil 4SA 6Cy. 159 × 203<br>200bhp (147kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>10,5kn |
| 8027717<br>DNET<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELMA CINCO**<br>Launched as Esteturm<br>**Reederei m.s. 'Esteturm' Hauschildt K.G.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Federal Republic of Germany | **4 999**<br>3 245<br>7 956 | GL | **1981** Rickmers Rhederei G.m.b.H. —Bremerhaven (394)<br>126,29(BB) 20,10 6,638<br>117,23 20,01 8,69<br>P 15,0 F 9,5 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 024 B.10 458<br>TEU 516 C.Ho 198/20' (40') C.Dk 318/20' (40') incl. 50 ref C.<br>2 Ha (stl) (each 37,8 × 15,6) ER<br>Cr 2(35) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Japan<br>Gen 1 × 440kW 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel-22,5pd 15,5kn |
| 8020630<br>DNFW<br>13315<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELMA SIETE**<br>ex Wejadia-81<br>**W. Harms & Co. m.s. 'Munchhof' K.G.**<br>Hamburg Federal Republic of Germany | **4 999**<br>3 242<br>7 958 | GL | **1981** Rickmers Rhederei G.m.b.H. —Bremerhaven (399)<br>126,32(BB) 20,22 6,576<br>117,23 20,01 8,72<br>P 15,0 F 9,5 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.11 024 B.10 458<br>TEU 518 C.Ho 200/20' (40') C.Dk 318/20' (40') incl. 50 ref C.<br>2 Ha (stl) (each 37,8 × 15,6) ER<br>Cr 2(35) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 440kW 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7531412<br>H03223<br>1000<br>3-80<br>Esd Rdr<br>RT | **ELMARVAROSI**<br>**Scomarco Shipping & Trading S.A.**<br>Panama Panama | **181**<br>79<br>— | RI | **1978** Cant. Nav. M. Morini & C.—Ancona (156)<br>32,67<br>25,25 7,00 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 330 reverse reduction geared to sc. shaft<br>1 000bhp (736kW)<br>MaK. Maschinenbau G.m.b.H. Kiel |
| 5033313<br>VOTR<br>370161<br>Df Gc<br>Rdr RT | **ELMGLEN**<br>ex Howard F. Andrews-82<br>ex George G. Henderson-79<br>ex A. T. Lawson-76<br>ex B. W. Druckenmiller-64<br>ex Shenango-58<br>**Pierson Steamships Ltd.**<br>Hamilton, Ont. Canada | **8 935**<br>6 358<br>12 701 | AB | **1909** Great Lakes Eng. Works—Ecorse, Mi (62)<br>185,93 17,73 6,563<br>179,48 17,68 9,76<br>1 dk<br>R | **S Bulk Carrier**<br>4 Ho ER<br>G.15 928<br>18 Ha (stl) (each 3,3 × 10,9) ER | 2 S Turb dr geared to sc. shaft<br>4 400shp (3 236kW) NE 52<br>Westinghouse Elec. Corp. U.S.A.<br>Gen 2 × 300kW 1 × 150kW 2 × 40kW<br>Fuel 406,5t (o.f.) 14,5kn |

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| 6920525<br>J4XY<br>7578<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELMINA**<br>ex Japan Magnolia-79<br>**Marine Industrial Transport Ltd.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **54 857**<br>37 470<br>94 464 | NK | **1969** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (208)<br>250,02(BB) 38,56 14,441<br>237,07 38,51 20,60<br>F 20,5 1 dk | **M Ore/Oil Carrier**<br>COW IGS<br>Mchy.aft<br>4 Ho<br>G.49 053 L.(oil) 112 783 HeCls. BC<br>8 Ha (stl) (each 13,4 × 8,9) | Oil 2SA 9Cy. 850 × 1600<br>21 600bhp (15 888kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 2 × 750kW 450V a.c.<br>Fuel 187,0t (d.o.) 7 160,0t (hvf)-118,0pd | Nagasa<br>14k |
| 7606451<br>WSY8<br>899<br>266028 | **ELMIRA**<br>**Donjon Marine Co.**<br>New York, NY United States of America | **215**<br>146<br>— | (AB) | **1953** Bethlehem Steel Co. Inc. SB. Div.<br>—Staten Island, NY (8338)<br>7,80<br>29,09 7,75 4,09<br>1 dk<br>rf nil | **M Tug** | Vee Oil 2SA 12Cy. 222 × 267<br>General Motors Corp.<br>Fuel 100,5t (d.o.) | U.SA |
| 7230783<br>WYZ6<br>181<br>536195 | **ELMIRA PFLUECKHAHN**<br>**Boats Inc.**<br>Galveston, Tx United States of America | **114**<br>77<br>— | | **1971** Heritage Marine—Freeport, Tx<br>*20,06* 6,43<br>3,48<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) | |
| 5102384<br>WQGW<br>245770<br>Df Esd<br>Gc | **ELMIRA VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 608**<br>4 551<br>10 840 | AB | **1944** Oregon SB. Corp.—Portland, Or (1021)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co.<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) | Pittsburgh, P<br>17k |
| 7207748<br>WZQ9<br>836<br>531906<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELMIRE G. DEFELICE**<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | **149**<br>101<br>— | AB | **1971*** McDermott Shipyard—Morgan City, La (169)<br>3,887<br>28,33 9,15 4,37<br>F 7,7 1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div.<br>Gen 2 × 75kW<br>Fuel 200,0t (d.o.) | La Grang |
| 7412599<br>H9YN<br>1134<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr | **ELMO**<br>ex Shanghai Maru-81<br>**Fortune Winner Shipping Ltd S.A.**<br>Union Shipping Ltd.<br>Panama Panama | **3 018**<br>2 013<br>5 928 | NK | **1974** Oshima Dock K.K.—Yoshiumi (556)<br>101,10 16,21 6,579<br>95,00 16,18 8,21<br>P 19,9 F 10,7 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.7 347 B.6 575<br>2 Ha (stl) (28,0 29,4 × 8,0)<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 144kW 445V a.c.<br>Fuel 576,0t-13,5pd | Mitsubi<br>Nagasa<br>12,5k |
| 7201201<br>WF5815<br>266605<br>RT | **ELMO**<br>**Stanley S. Frankel**<br>New York, NY United States of America | **197**<br>91<br>— | | **1953** H. W. Smith—Morehead City, NC<br>*38,01* 6,84<br>2,70<br>1 dk<br>conv Fishing 75 | **Wood M Tug** | Oil | U.SA |
| 6618067<br>A8RV<br>5226<br>Df Pfd<br>Rdr RT | **ELMOS**<br>ex Else A-P-70<br>**Lone Star Shipping Lines**<br>Monrovia Liberia | **294**<br>168<br>881 | BV | **1966** Batservice Verft A/S—Mandal (514)<br>55,00 9,33 3,490<br>50,02 9,30 3,56<br>B 2,5 1 dk & S dk | **M General Cargo** OSD<br>1 Ho 35,9 1 TwD 35,9 ER<br>G.1 523 B.1 365<br>2 Ha (stl) (12,5 13,3 × —) ER<br>2W Der 2(2,5) | Oil 2SA 6Cy. 240 × 400<br>499bhp (367kW)<br>Alpha-Diesel A/S<br>Gen 1 × 8kW 220V 50Hz a.c.<br>Fuel 41,5t (d.o.) | Frederikshav<br>10k |
| 6513906<br>SXFT<br>4925<br>Df Esd<br>Gc Rdr<br>RTm/v | **ELOCEAN**<br>ex Stove Vulkan-73<br>**Martimaris Segundo Maritime Corp. S.A.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **17 848**<br>12 223<br>33 819 | NV | **1965** Bremer Vulkan A.G.—Vegesack (919)<br>196,63 25,35 11,034<br>185,07 25,30 14,66<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 20,2 18,9 18,9 18,9 18,9 18,9 17,0 ER<br>G.39 659 B.39 023 HeCls. B<br>7 Ha (11,4 11,4 11,4 11,4 11,4 11,4 9,5 × 11,9) ER<br>Cr 7(8) | Oil 2SA 9Cy. 700 × 1200<br>9 550bhp (7 025kW)<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 345kW 1 × 35kW 450V 60Hz a.c.<br>Fuel 254,0t (d.o.) 2 314,0t (hvf)-36,0pd | MAN<br>14k |
| 7434145<br>EHIQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELOISA**<br>**Maritima Petrolquimica S.A. (MARPETROL)**<br>Vigo Spain | **3 696**<br>1 808<br>6 863 | ✠100A1<br>chemical tanker<br>type A centre tanks, type B No. 1, 3, 4 & 5 wing tanks in association with an approved list of cargoes<br>✠LMC UMS<br>EL V 495,0/48,0U2<br>FN 2589 | **1978**-4 Enrique Lorenzo y Cia. S.A.—Vigo (391)<br>108,77(BB) 17,63 6,646<br>101,02 17,61 8,01<br>P 23,5 RQD 2,8 B 13,2 F 10,4 1 dk<br>rf nil<br>10BH WB2340T incl. DTf186t. clean ballast 378T | **M Tanker**<br>Chemical<br>18 Ta ER<br>L.7 655 HeCls. B | Oil 4SA 6Cy. 410 × 470 geared to sc. shaft<br>4 250bhp (3 126kW)<br>Ast. Espanoles S.A. Sestao Works, Bilba<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Fuel-12,5pd | Stor<br>14,5k |
| 7504079<br>D5OZ<br>6512<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELONA**<br>**Lepton Shipping Corp.**<br>Deutsche Shell Tanker Gesellschaft m.b.H.<br>Monrovia Liberia | **19 239**<br>12 353<br>31 487 | ✠100A1<br>oil tanker (cc)<br>✠LMC UMS<br>EL I† 605,0/78,0U2<br>FN 6564 | **1979**-4 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1123)<br>169,20(BB) 26,04 10,916<br>162,01 26,00 14,51<br>P 16,5 F 16,5 1 dk<br>rf nil<br>11BH WB1229T | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 735 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 18kgf/cm² (17,7bar)<br>Gen 2 × 680kW 1 × 600kW 1 × 465kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 158,5t (d.o.) 2 677,5t (hvf)-45,0pd | Sulz<br>Pozna<br>14,5k |
| 6929052<br>SXVM<br>5234<br>Df Esd<br>Gc Rdr<br>RT | **ELONA**<br>ex Salute-75 ex Mokusei Maru-74<br>**Elona Maritime Corp. S.A.**<br>Arkadiki Maritime S.A.<br>Piraeus Greece | **6 162**<br>3 963<br>10 125 | NK | **1969** Tohoku Zosen—Shiogama (111)<br>127,62 19,03 7,519<br>118,01 19,00 9,73<br>P 25,0 F 9,8 1 dk | **M General Cargo**<br>4 Ho ER<br>G.12 594 B.12 070<br>4 Ha (stl) (14,3 16,5 16,5 15,0 × 8,9) ER<br>12W Der 1(20) 3(15) | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 172kW 445V a.c.<br>Fuel 984,5t | B&W<br>13k |

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| 6920006<br>GZPT<br>337676<br>Df Esd<br>Rdr RTm | **ELOQUENCE**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **392**<br>278<br>591 | | **1969** Cochrane & Sons Ltd.—Selby (1528)<br>44,43 7,88 3,048<br>42,37 7,78 3,76<br>F 3,7 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 31,0 ER<br>G.858 B.783<br>1 Ha (stl) (25,6 × 4,5) ER | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 2kW 24V d.c.<br>Fuel 24,5t (d.o.) 9kn |
| 7218266<br>FSCI<br>Esd Gc<br>Pfd Rdr<br>RT | **ELORN**<br>Launched as Odet<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **1 480**<br>749<br>1 651 | BV (RI) | **1972** Soc. Esercizio Cant.—Viareggio (596)<br>83,11 11,84 4,801<br>73,51 11,82 6,51<br>1 dk & S dk | **M General Cargo** OSD<br>Ref.<br>4 Ho ER<br>In.2 269<br>4 Ha (each 5,1 × 3,8) ER<br>Cr 4(2,5) | Oil 4SA 9Cy. 400 × 600<br>2 540bhp (1 868kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>16kn |
| 5037773<br>ICWM<br>114<br>Df Esd<br>Rdr RT | **ELORO**<br>ex Bassens-65 ex Spramex-58<br>ex Sheilphaite ex Leonor<br>**'CIANE-ANAPO' Compagnia di Navigazione e Bunkeraggi S.p.A.**<br>Siracusa Italy | **2 594**<br>1 498<br>2 984 | RI (BV)<br>✠Classed LR until 11/59 | **1928**-11 Cant. Nav. Triestino—Monfalcone (204)<br>96,32 15,22 4,020<br>92,97 15,17 4,58<br>RQD 27,2 Trunk 57,0 F 8,9 1 dk<br>R | **TS Tanker**<br>11 Ta ER<br>L.(oil) 2 885 HeCls. BC | T 6Cy. (2) 324 (2) 521 & (2) 860 × 621<br>1 720ihp (1 265kW)<br>Rotterdamsche D.D. Maats. Rotterdam<br>Fuel 243,0t (o.f.)-19,0pd |
| 8119912 | **ELORZ**<br>**Hermanos Elorz**<br>Tarragona Spain | **103**<br>25<br>62 | | **1981** Ast. de Tarragona—Tarragona (185)<br>28,00 2,501<br>23,91 6,61 3,36<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho<br>1 Ha (stl) | Oil 4SA 6Cy. 300 × 410<br>725bhp (533kW) Volund<br>Larsconti Olsen e Hijos Alicante |
| 6829161<br>ELWZ<br>3165<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELOUNDA**<br>ex World Kindness-82<br>**Elounda Shipping Corp.**<br>Mayamar Marine Enterprises<br>Monrovia Liberia | **41 477**<br>29 424<br>89 179 | AB | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (792)<br>257,49(BB) 37,24 13,374<br>246,90 37,19 17,63<br>1 dk<br>rf 51 | **M Tanker**<br>SBT CBT<br>10 Ta ER<br>L.(oil) 113 523 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 227,5t (d.o.) 3 779,5t (hvf)-71,5pd<br>17kn |
| 6802149<br>J4JS<br>7024<br>Df Esd<br>Gc Pfd<br>Rdr | **ELPAN**<br>ex Swansea-78 ex Ise Maru-78<br>ex Shoryu Maru-72<br>**Ermias Shipping Co.**<br>Piraeus Greece | **5 486**<br>3 641<br>8 641 | NK | **1967** Hashihama Zosen—Imabari (217)<br>126,12 17,12 7,621<br>117,99 17,10 9,71<br>P 25,0 F 11,9 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.12 539 B.11 836<br>3 Ha (stl) (13,4 25,4 25,4 × 7,0) ER<br>12W Der 1(69) 5(15) | Oil 4SA 7Cy. 520 × 1050<br>5 400bhp (3 972kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 1 × 250kW 445V a.c.<br>Fuel 743,5t-16,5pd 14kn |
| 7113143<br>CLBD<br>D1770<br>Df Esd<br>Rdr<br>RTm/h/v | **ELPEDIO BEROVIDES**<br>ex Christiansborg-76<br>**Government of The Republic of Cuba (Empresa de Servicios Especializados Obras Maritime)**<br>Habana Cuba | **499**<br>359<br>1 031 | NV | **1971** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (314)<br>70,64 10,85 3,391<br>64,37 10,80 5,24<br>P 12,8 F 10,1 1 dk | **M Tanker**<br>Oil Asphalt<br>Ice strengthened<br>8 Ta ER<br>L.992 HeCls. C | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>960bhp (706kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 55,0t (d.o.)-3,5pd 12kn |
| 7007186<br>ELAS6<br>6946<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELPIDA**<br>ex Ardlui-81<br>**Cabo Rojo Bay Shipping Corp.**<br>Monrovia Liberia | **99 202**<br>79 213<br>217 616 | **✠100A1** SS 9/79<br>oil tanker (cc)<br>**✠LMC UMS**<br>EL (C*) 4¼"U3<br>FN 23341 | **1970**-3 Mitsui SB. & Eng. Co. Ltd. —Ichihara (815)<br>324,29(BB) 48,14 19,270<br>310,29 48,09 27,13<br>1 dk<br>rf 178<br>10BH WB64343t incl. 42536t in clean ballast tanks DTf7725t TwDa1688t | **S Tanker**<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 257 348 HeCls. B<br>Der 2(12,5) 2(1,5) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>WTB(s) 72,8kgf/cm² (71,4bar) Spt 513°C 63,6kgf/cm² (62,4bar) hs1660,2<br>WTB(p) 26kgf/cm² (25,5bar) Spt 240°C 22,5kgf/cm² (22,1bar) hs982,6<br>Gen 2 × 1200kW 450V 60Hz a.c.<br>Fuel 7 732,0t (o.f.)-144,5pd 16kn |
| 6600668<br>SXPK<br>4237<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ELPIDA**<br>ex Granton-78 ex Binsnes-70<br>**Tare Transport Services Inc.**<br>"Adelanga" S.A.<br>Piraeus Greece | **9 918**<br>5 612<br>16 087 | **✠100A1** SS 6/75<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>e† 2¼"SQ<br>FN 4666 | **1966**-2 Scotts' SB. & Eng. Co. Ltd. —Greenock (704)<br>152,74 20,43 8,878<br>143,34 20,35 12,20<br>P 27,5 F 12,5 1 dk<br>rf nil<br>7BH WB4856t incl. Comb. btm & STs in holds 369t Topside tanks in holds 2305t | **M Bulk Carrier**<br>5 Ho 18,1 21,4 21,7 21,7 21,7 ER<br>G.20 434 B.19 936<br>5 Ha (stl) (11,8 × 8,5) (15,7 15,9 15,9 15,9 × 9,9) ER<br>10W Der 10(7,5) | Oil 2SA 6Cy. 680 × 1250<br>7 100bhp (5 222kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 256kW 440V 60Hz a.c.<br>Fuel 1 073,0t (hvf) 14kn |
| 5015385<br>SYEA<br>5936<br>Df Esd<br>Gc Rdr | **ELPIDA**<br>ex Amstelmeer-69<br>**Rhea Compania Naviera S.A.**<br>Franco Compania Naviera S.A.<br>Piraeus Greece | **8 382**<br>4 992<br>12 657 | BV<br>✠Classed LR until 9/70 | **1956**-7 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (735)<br>145,98 18,83 8,764<br>135,31 18,75 11,56<br>P 9,8 F 14,1 2 dks<br>RW rf 127 | **M General Cargo** CSD<br>5 Ho 22,9 19,4 11,2 9,6DT 22,6 22,1<br>G.18 452 B.17 163<br>5 Ha (10,9 11,2 11,2 11,2 11,2 × 7,3)<br>12W Der 1(30) 12(3-5) | Oil 2SA 6Cy. 720 × 1250<br>4 200bhp (3 089kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 130kW 220V d.c.<br>Fuel 970,5t (hvf) 12,5kn |
| 7939951<br>SV6220<br>2599 | **ELPIDA P**<br>**Panagos Panagiotis**<br>Piraeus Greece | **111**<br>47<br>— | HR | **1980** K. Asvestopoulos—Piraeus<br>26,60 6,61 3,501<br>23,30 6,58<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 165 × 184<br>500bhp (368kW)<br>Kelvin Diesels Ltd. Glasgow<br>10kn |
| 7342433<br>SVEZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELPIDOFOROS**<br>ex Camara-81<br>**Sky Sentinel Holdings Corp.**<br>Leandros Shipping Co. S.A.<br>Piraeus Greece | **16 822**<br>11 151<br>26 119 | ✠Classed LR until 19/6/81 | **1975**-9 Govan Shipbuilders Ltd.—Govan, Glasgow (213)<br>175,11(BB) 25,51 9,945<br>163,38 25,46 14,03<br>F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Wood-chip<br>5 Ho ER<br>5 Ha (stl) ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 512kW 440V 60Hz a.c.<br>15kn |
| 6716546<br>YBNW<br>0825<br>Rdr RT | **ELPINA I**<br>ex Ryoho Maru-73<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **498**<br>297<br>427 | (NK) | **1966** Fukuoka Zosen K.K.—Fukuoka (853)<br>50,86 8,72 3,398<br>46,00 8,69 3,89<br>P 11,6 F 5,8 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta (stl) ER<br>L.(gas) 678 | Oil 4SA 6Cy. 260 × 320<br>700bhp (515kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 24kW 230V a.c.<br>Fuel 22,5t (d.o.)-3,0pd 10kn |

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|---|---|---|---|---|---|---|---|
| **6805359**<br>YBYK<br><br>Rdr RT | **ELPINA II**<br>ex Izumi Maru No. 7-73<br>**P.N. Pertambangan Minyak**<br>**Dan Gas Bumi Nasional**<br>**(PERTAMINA)**<br>Jakarta Indonesia | **562**<br>314<br>499 | | <br><br>(NK) | **1966** Imai Zosen—Kochi (237)<br>52,89 8,79 3,404<br>47,99 8,77 3,89<br>P 11,9 F 6,1 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 724 | Oil 4SA 8Cy. 260 × 320<br>850bhp (625kW)<br>Daihatsu Kogyo Osaka<br>Fuel 45,5t 11k |
| **7319931**<br>YCEF<br><br>Esd Rdr<br>RT | **ELPINA III**<br>ex Izumi Maru No. 47-75<br>**P.N. Pertambangan Minyak**<br>**Dan Gas Bumi Nasional**<br>**(PERTAMINA)**<br>Jakarta Indonesia | **593**<br>363<br>563 | | <br><br>KI (NK) | **1973** Higaki Zosen K.K.—Imabari (139)<br>54,51 9,43 3,607<br>49,51 9,40 4,32<br>P 12,2 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta cyl horizontal ER<br>L.(gas) 810 | Oil 4SA 6Cy. 260 × 320<br>1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 24kW 230V a.c.<br>Fuel 43,5t-5,5pd 11,5k |
| **5091339**<br>SXFR<br>6640<br>Df Esd<br>Gc Rdr<br>RTv | **ELPIS**<br>ex Elias-79 ex Anco Elias-78<br>ex Carbo Cougar-74<br>ex Anco Gunvor-72<br>ex Sea Spring-72<br>ex Anco Spring-72 ex Dodona-64<br>**Hickory Investment Inc.**<br>Athenian Tankers Management S.A.<br>Piraeus Greece | **12 262**<br>7 225<br>20 819 | **✠100A1**<br>oil tanker<br>**✠LMC** | CS 7/77<br><br><br>EL it 2$\frac{7}{16}$"SQ<br>FN 5468 | **1958**-11 Cant. Nav. Breda S.p.A.—Venezia<br>169,98 22,03 9,691<br>160,00 21,95 12,22<br>P 38,1 B 11,3 F 22,9 1 dk<br>rf 102<br>15BH WB1331t | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 24 700 HeCls. BC<br>Der 4(5) 2(1) | Oil 2SA 9Cy. 760 × 1500<br>9 000bhp (6 620kW)<br>A/B Gotaverken Gotebor<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>(e(ex.g) 150lbf/in$^2$ (10,4bar) )<br>Gen 1 × 240kW 1 × 110kW 220V d.c.<br>Fuel 1 575,0t (hvf)-37,5pd 15,5k |
| **7112644**<br>SWBS<br>4162<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ELPIS**<br><br>**Elpida Compania Naviera S.A.**<br>Piraeus Greece | **9 885**<br>6 282<br>15 177 | | <br><br>AB | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2225)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.21 130 B.18 896<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstic<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Ai<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 104,5t (d.o.) 1 177,5t (hvf) 15k |
| **5225239**<br>SV5984<br>7684<br>Df Esd<br>Rdr<br>RTm/h | **ELPIS**<br>ex Christina II-80 ex Christina-77<br>ex Susanne Lonborg-74<br>ex Marinus Smits-73<br>**Intercargo Maritime Co.**<br>Piraeus Greece | **995**<br>—<br>1 831 | **✠100A1**<br><br>**✠LMC** | SS 8/76<br><br><br>EL n 1$\frac{5}{16}$"SQ<br>FN 1062 | **1962**-6 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (347)<br>72,65 10,37 5,112<br>65,23 10,27 6,00<br>F 10,7 2 dks<br>RW rf 102<br>Coll BH to U dk 2 to 2nd dk WB399t | **M General Cargo** CSD<br><br>1 Ho 42,9 1 TwD 43,2 ER<br>G.2 225 B.2 027<br>2 Ha (stl) (11,4 18,5 × 5,4) ER<br>6W Der 6(3-5) | Oil 4SA 9Cy. 300 × 450<br>1 100bhp (809kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbur<br>Gen 2 × 30kW 1 × 10kW 220V d.c.<br>Fuel 122,0t (d.o.) 12,5k |
| **7410917**<br>5AME<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELRAKWA**<br><br>**General National Maritime**<br>**Transport Co.**<br>Benghazi Libya | **18 744**<br>12 444<br>30 672 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | <br><br>**UMS**<br><br>EL Ht 2$\frac{7}{16}$"U3<br>FN 6680 | **1977**-9 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (278)<br>171,00(BB) 26,01 11,075<br>164,12 25,99 14,71<br>P 14,4 F 15,3 1 dk<br>rf nil<br>12BH WB16543T | **M Tanker**<br>IGS<br>21 Ta ER<br>L.(oil) 42 189<br>2W Der 2(10) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MA<br>Tvornica Dizel Motora "Split" Yugoslav<br>2 WTAuxB 18kgf/cm$^2$ (17,7bar)<br>AuxB (ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 207,5t (d.o.) 1 625,5t (hvf)-46,5pd<br>16,25k |
| **7502021**<br>PDXM<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ELS TEEKMAN**<br><br>**Rederij Teekman**<br>Wagenborg Scheepvaart B.V.<br>Rotterdam Netherlands | **999**<br>614<br>1 525 | | <br><br>GL | **1976** Scheeps. "Voorwaarts" B.V. —Netherlands (217)<br>65,03 10,80 4,301<br>59,97 10,72 5,11<br>P 11,9 F 7,4 1 dk | **M General Cargo**<br><br>1 Ho 42,9 ER<br>G.2 031 B.1 986<br>1 Ha (stl) (37,1 × 8,2) ER | Oil 4SA 8Cy. 220 × 380<br>1 000bhp (736kW)<br>Appingedammer Brons Appingedan<br>Gen 2 × 50kW 380V 50Hz a.c.<br>Fuel 127,0t (d.o.)-4,0pd 14,5k |
| **6505600**<br>XPSE<br>D117<br>Df Esd<br>Rdr RT | **ELSA F**<br><br>**J. P. Fjallsbak**<br>Torshavn Faroe Islands | **355**<br>185<br>549 | | <br><br>NV | **1964** Karmsund Verft & M/V A/S —Haugesund (2)<br>47,86 8,31 3,258<br>42,93 8,30 3,38<br>1 dk<br>rf 152 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>2 Ha (each 10,5 × 4,9) ER<br>2W Der 2(5) | Oil 2SA 8Cy. 240 × 400<br>640bhp (471kW)<br>Alpha-Diesel A/S Frederikshav<br>Gen 2 × 20kW 1 × 12kW<br>220V 50Hz a.c.<br>Fuel 40,5t (d.o.)-2,0pd 10k |
| **5269209**<br><br>373121<br>Df | **ELSA-K**<br>ex Else Marie-77 ex Palmyra-64<br>ex Claus-58<br>**King Brothers Ltd.**<br>Georgetown, Demerara Guyana | **267**<br>138<br>350 | | <br><br>(GL) | **1936** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>43,62 7,01 2,921<br>6,96 3,00<br>P 7,7 F 4,6 1 dk<br>R len 51 | **M General Cargo**<br><br>1 Ho ER<br>G.510<br>1 Ha (20,2 × 4,0) ER<br>2W Der 2(1) | Oil 2SA 5Cy. 305 × 457<br>350bhp (257kW) NE 68<br>Alpha-Diesel A/S Frederikshav<br>Fuel (d.o.) 9k |
| **8023981**<br>OVQS<br>D2777<br>RT | **ELSAM JYLLAND**<br><br>**Elsam I/S**<br>Fredericia Denmark | **71 560**<br>45 708<br>132 000 | **100A1**<br>Class Contemplated | <br><br><br>FN 16756 | **1982** Odense Staalskibsvaerft A/S—Lindo (94)<br>270,01 16,761<br>258,02 42,02 22,92<br>1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 5Cy. 900 × 2180<br>19 700bhp (14 491kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhave<br>Fuel 266,5t (d.o.) 3 383,0t (hvf) 14k |
| **5152121**<br>H9RC<br>10070-PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELSBORG**<br>ex Clearwater Bay-81<br>ex Aurore-81 ex Hoegh Aurore-72<br>**Weco-Shipping I/S**<br>Panama Panama | **2 943**<br>1 486<br>7 050 | | <br><br>NV | **1959** Drammen Slip & Verk.—Drammen (43)<br>116,19 16,03 8,002<br>107,83 15,98 8,11<br>P 41,2 F 13,2 2 dks<br>rf 102 conv Ref General Cargo 74 | **M Livestock Carrier**<br>Ref | Oil 2SA 6Cy. 600 × 1040<br>4 100bhp (3 016kW)<br>Sulzer Bros. Ltd. Winterthu<br>Gen 4 × 160kW 440V 60Hz a.c.<br>Fuel 810,0t (hvf) 15k |
| **7726782**<br>OYZH<br>D2585<br>Esd Pfd<br>Rdr RT | **ELSE**<br><br>**Aksel Dahl Gravesen**<br>Esbjerg Denmark | **300**<br>137<br>— | | <br><br>BV | **1977** Sakskobing Mask. og Skibsvaerft —Sakskobing (23)<br>39,98 9,22 3,401<br>37,50 3,71<br>1 dk<br>conv Suction Dredger/Sand Carrier 79 | **M General Cargo**<br><br>1 Ho ER | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshav<br>Gen 2 × 32kW 380V a.c.<br>8,5k |
| **5102621**<br>DCFD | **ELSE**<br><br>**Berend Schroder**<br>Norddeich Federal Republic of Germany | **175**<br>107<br>210 | | | **1927** Gebr. van Diepen—Waterhuizen<br>*33,20* 9,25 4,522<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil 2SA 5Cy. 150 × 200<br>NE 49<br>Motorenfabriek Darmstadt Darmsta |

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| 6730011<br>DIMS<br>Df Esd<br>Rdr<br>RTm/v | **ELSE G**<br>ex Mona Matthiesen-82<br>**Gerhard Glockzin**<br>Elsfleth Federal Republic of Germany | T.Mk<br>**299**<br>183<br>705 | GL | **1967** Schiffsw. Hugo Peters—Wewelsfleth (532)<br>58,20 9,68 3,177<br>49,56 9,61 5,67<br>F 6,1 2 dks | **M General Cargo**<br>Ice strenghtened<br>1 Ho 34,6 ER<br>G.1 568 B.1 480<br>1 Ha (stl) (24,1 × 5,9) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 240 × 350<br>499bhp (367kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 12kW 400/230V 50Hz a.c.<br>Fuel 53,0t (d.o.) 10kn |
| 6817788<br>OZOH<br>D1324<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ELSE HORNE**<br>**K.A. Gronkjaer**<br>Hirtshals Denmark | **148**<br>70<br>230 | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,66<br>29,55 6,61 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho 4,5 8,0 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(4) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 16kW 1 × 12kW 220V d.c.<br>Fuel 19,0t (d.o.) 11,25kn |
| 6903503<br>OUYZ<br>D1658<br>Df Esd<br>Pfd Rdr<br>RT | **ELSE KILDE**<br>ex Runatindur-77<br>ex Ulrik Wiese-73<br>**Lods Magnus Peter Knudsen Hansen**<br>Poulsen Korsor<br>Karrebaeksminde Denmark | T.Mk<br>**400**<br>209<br>1 026 | BV | **1968** Schiffs. Oberwinter—Oberwinter (204)<br>59,03 10,67 3,658<br>53,01 10,65 3,71<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.1 997 B.1 885<br>2 Ha (9,9 15,0 × 6,4) ER<br>3W Der 3(5) | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 82,5t (d.o.)-4,0pd 11kn |
| 5102700<br>OWXC<br>D697<br>Df Esd<br>Rdr RTm | **ELSE PRIVA**<br>ex Bestevaer-59<br>**Carl H. Carlsen**<br>Aeroskobing Denmark | **285**<br>76<br>427 | ✠**100A1**<br>with freeboard<br>✠**LMC**<br>SS 8/80<br>EL g<br>FN 585 | **1941**-2 De Haan & Oerlemans—Heusden (210)<br>50,53 7,93 2,775<br>46,00 7,90 4,81<br>1 dk & S dk<br>RW<br>3BH WB270t | **M General Cargo** OSD<br>1 Ho 30,0 ER<br>G.959 B.878<br>2 Ha (each 9,8 × 4,8) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 159 × 203<br>400bhp (294kW) ✠ NE 71<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 1 × 6,5kW 110V d.c.<br>Fuel 33,5t (d.o.)-2,0pd |
| 5148871<br>DCOW<br>Df RT | **ELSE S**<br>ex Frima-72 ex Herm-L-66<br>ex Rudolf-60<br>**Erich Schluter**<br>Brake Federal Republic of Germany | **243**<br>128<br>326 | | **1929** Gebr. van Diepen—Waterhuizen<br>*37,89* 6,05 2,464<br>6,02 2,77<br>P 9,2 F 3,4 1 dk<br>R len & deepened 52 | **M General Cargo**<br>2 Ha (5,7 13,1 × 4,5)<br>2W Der 2(1,5) | Oil 4SA 6Cy. 240 × 360<br>225bhp (166kW) NE 52<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 7,5kn |
| 5146237<br>SEMO<br>10596<br>Df Esd<br>Rdr RT | **ELSE-MARIE**<br>ex Hamnfjord-79 ex Helemar-76<br>ex Lindo-69 ex Helemar-H-65<br>ex Helemar-59<br>**Else-Marie Hartzell**<br>Ronehamn Sweden | **500**<br>260<br>818 | ✠**100A1**<br>✠**LMC**<br>SS 5/80<br>EL l<br>FN 635 | **1957**-3 N.V. Scheeps. v.d. Werf—Deest (268)<br>57,13 8,77 3,541<br>51,52 8,65 3,66<br>P 12,8 F 8,6 1 dk<br>RW rf 51<br>3BH WB196t | **M General Cargo**<br>1 Ho ER<br>G.1 065 B.960<br>1 Ha (11,5 × 4,6) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 240 × 400<br>680bhp (500kW) NE made65 fitted75<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 7kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 69,0t (d.o.) 9,5kn |
| 8012841<br>OYWA<br>D2775<br>RT | **ELSEBETH VESTA**<br>**Partrederiet Elsebeth Vesta**<br>Jorgen Jensen<br>Svendborg Denmark | **499**<br>343<br>1 304 | BV | **1981** A/S Nordsovaerftet—Ringkobing (149)<br>69,80 10,39 3,571<br>64,80 6,00<br>2 dk | **M General Cargo**<br>2 Ho ER<br>G.2 836 B.2 560<br>TEU 54 C. 54/20'<br>2 Ha (stl) (each 18,5 × 7,4) ER<br>Der 2(-) | Oil 4SA 7Cy. 225 × 300 with clutches, flexible couplings & sr geared to sc. shaft<br>1 085bhp (798kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>10kn |
| 7034799<br>OWDZ<br>D1743<br>Df Esd<br>Gc Rdr<br>RT | **ELSELIL**<br>ex Helga Bewa-75<br>**P/R Elselil**<br>A/S J. Lauritzen's Succrs.<br>Esbjerg Denmark | T.Mk<br>**399**<br>260<br>1 087 | BV | **1970** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (304)<br>64,62 11,03 3,588<br>56,98 11,00 6,20<br>2 dks | **M General Cargo**<br>1 Ho 46,5 ER<br>G.2 500 B.2 263<br>2 Ha (stl) (18,5 12,4 × 7,6) ER<br>3W Der 3(5) | Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 45kW 1 × 30kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 61,0t (d.o.) 12kn |
| 8036495<br>612535 | **ELSIE TOO**<br>**L C Alaska Fish Co. Inc.**<br>Anchorage, Ak United States of America | **123**<br>99<br>— | | **1979** ............Anchorage, Ak<br>*27,83* 7,14<br>1,53<br>1 dk | **M Fishing** | Oil<br>740bhp (544kW)<br>U.S.A. |
| 7503001<br>FZCN<br>115960<br>Df Esd<br>Pfd Rdr<br>RT | **ELSINOR**<br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **230**<br>82<br>— | BV | **1975** Con. Mec. de Normandie—Cherbourg (134)<br>35,41 3,401<br>31,81 7,60 6,10<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.205 | Oil 4SA 8Cy. 255 × 300<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>Fuel 71,5t (d.o.) 12,5kn |
| 5102815<br>WX7604<br>271940<br>Df Esd<br>Rdr RT | **ELSINORE**<br>**Western Seas Inc.**<br>San Diego, Ca United States of America | **331**<br>142<br>— | | **1956** National Steel & SB. Co.—San Diego, Ca (130)<br>38,71 9,30 3,963<br>36,89 9,28 4,42<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.fwd | Oil 2SA 6Cy. 206 × 254<br>960bhp (706kW)<br>Fairbanks Morse & Co. Beloit, Wi |
| 7827483<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELSPETH**<br>**Van Camp Sea Food Co.**<br>United States of America | **1 200**<br>—<br>— | | **1982** Burton Shipyard Inc.—Port Arthur, Tx (541)<br>68,28 5,487<br>62,82 12,81 5,64<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>In.1 274 | Vee Oil 2SA 20Cy. 230 × 254 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| 5223669<br>HO5880<br>8568-RH<br>Df Esd<br>Rdr RTm | **ELST II**<br>ex Laboe-79 ex Marianne C-66<br>ex Magdalene-61<br>**Recreatiebedrijf Adriana B.V.**<br>Panama Panama | **386**<br>253<br>650 | (GL) | **1954** Werft Nobiskrug—Rendsburg (569)<br>*49,08* 8,03 2,991<br>8,01 3,41<br>P 9,5 B 6,1 F 7,7 1 dk<br>RW len & deepened | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,9 ER<br>G.871 B.838<br>2 Ha (15,2 8,9 × 5,4) ER<br>3W Der 3(1,5) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 10,0t 9kn |

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|---|---|---|---|---|---|---|
| 5102839<br>Y4SC<br><br>Df Esd<br>Rdr RT | **ELSTER**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1956** Stralsund Schiffbau-u. Reparaturswerft—Stralsund<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberst<br>Gen 1 × 12kW 1 × 11kW 115V d.c.<br>Fuel (d.o.)<br>9k |
| 7400912<br>GZHK<br>388166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELSTREE GRANGE**<br><br>**Alexander Shipping Co. Ltd.**<br>Furness Withy (Shipping) Ltd.<br>London United Kingdom | **39 626**<br>25 730<br>66 609 | **✠100A1**<br>oil tanker<br>Type C. chemicals in cargo tanks, in association with an approved list of cargoes, (cc)<br>**✠LMC UMS**<br>**IGS**<br>EL P 660,0/78,0U3<br>FN 11048 | **1979**-10 Harland and Wolff Ltd.—Belfast (1710)<br>228,28(BB) 32,29 13,324<br>220,68 32,25 17,81<br>F 17,7 1 dk<br>rf nil<br>12BH WB12266T incl. DTf2163T, DTsa 912T & No. 4 wing tanks (p & s) 7566T (all clean water ballast) | **M Tanker**<br>Oil Chemical IGS<br>pt higher tensile steel<br>17 Ta ER | Oil 2SA 6Cy. 900 × 1800<br>20 500bhp (15 079kW) B&W<br>Harland and Wolff Ltd. Belfas<br>WTAuxB (o.f.) 33,4kgf/cm² (32,8bar)<br>Spt 260°C 28,5kgf/cm² (28,0bar) hs90,4<br>2 AuxB (1 o.f. 1 ex.g) 10kgf/cm² (9,9bar)<br>Gen 3 × 780kW 440V 60Hz a.c.<br>15,5k |
| 7121786<br>EWXW<br>M-29979<br>Df Esd<br>Gc Rdr<br>RT | **ELTIGEN**<br><br>**U.S.S.R.**<br>Kerch U.S.S.R. | **1 611**<br>600<br>1 660 | RS | **1971** ..............Kerch<br>83,55 12,04 4,650<br>74,00 11,97 5,31<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 034 HeCls. BC | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 12,5k |
| 6922638<br>UJQJ<br>M-33398<br>Df Esd<br>Gc Rdr<br>RT | **ELTON**<br>ex Nego Empress-76<br>ex Fountainhead-73<br>**U.S.S.R.-Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **9 755**<br>6 009<br>16 975 | BV | **1969** Usuki Tekkosho—Saiki (1107)<br>147,40 21,24 9,291<br>136,00 21,20 11,82<br>P 33,9 B 7,1 F 18,0 1 dk | **M Bulk Carrier**<br><br>4 Ho 24,3 26,3 26,3 26,3 ER<br>G.20 588 B.20 001<br>4 Ha (stl) (17,4 20,3 20,3 20,3 × 10,4) ER<br>12W Der 4(22) | Vee Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW) Pielstic<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>Gen 3 × 576kW 445V 60Hz a.c.<br>Fuel 1 235,5t (hvf) 16,75k |
| 5102865<br>WE3993<br>264126<br>Df Gc<br>Rdr RT | **ELTON HOYT 2ND**<br><br>**Interlake S.S. Co.**<br>Pickands, Mather & Co.<br>Wilmington, De United States of America | **10 969**<br>7 436<br>23 491 | AB | **1952** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4512)<br>212,76 21,39 6,173<br>208,11 21,34 11,28<br>P 28,7 F 18,3 1 dk<br>RW rf 76 len 57<br>conv Bulk Carrier 80 | **S Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br><br>20 Ha (stl) (each 3,3 × 10,6) ER | 2 S Turb dr geared to sc shaft<br>7 700shp (5 664kW)<br>Bethlehem Steel Co. Quincy, M<br>Fuel 598,5t (o.f.) |
| 5200681<br>DCEO<br>3923<br>Df Esd<br>RT | **ELTRA**<br>ex Huedyann-75<br>ex La Gavotte II-73<br>**Jutta Ney**<br>Borkum Federal Republic of Germany | **169**<br>61<br>282 | BV | **1959** Ch. Mar. du Midi—La Seyne<br>33,46 7,68<br>29,49 7,65 3,26<br>1 dk<br>conv Side Trawler Fishing 78 | **M Fishing**<br>Sport-fishing<br>1 Ho | Oil 2SA 4Cy. 240 × 400<br>340bhp (250kW) E made65 fitted—<br>Alpha-Diesel A/S Frederikshav<br>Fuel 20,0t (d.o.) 9k |
| 7908093<br>WSX6<br>964<br>599586 | **ELUSIVE**<br><br>**T. & K. Macdonald**<br>Coos Bay, Or United States of America | **143**<br>100<br>— | | **1979** Hillstrom SB. Co.—Coos Bay, Or<br>... ... ...<br>25,91<br>1 dk | **M Fishing**<br>Stern Trawler Crab<br><br>In.112 | Vee Oil 4SA 12Cy. 137 × 152<br><br>Caterpillar Tractor Co. Peoria, Illino |
| 8218615<br><br>M-31384<br>Rdr RT | **ELVA**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) S.K.L<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25k |
| 8016275<br>KDS6304<br>630420<br>Df Gc<br>Pfd Rdr<br>RT | **ELVA BRUCE**<br><br>**L. & P. Boat Rental**<br>Gibson, La United States of America | **273**<br>185<br>1 200 | AB | **1981** Halter Marine Inc.—Lockport, La (915)<br>3,664<br>51,82 12,20 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br><br>G.127 L.937 | 2 Vee Oil 2SA each 12Cy. 216 × 254 reverse reduction geared to sc. shafts<br>2 520bhp (1 854kW) E made—reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grang<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12k |
| 5102889<br>HO5331<br>1169<br>9-82<br>Df Esd<br>RTm/v | **ELVDIEK**<br><br>**Compania Maritima Viscaya**<br>Panama Panama | **424**<br>269<br>720 | GL | **1957** Schiffsw. W. Holst—Hamburg (217)<br>51,97 9,05 3,429<br>46,00 9,00 3,81<br>P 9,5 F 5,8 1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.895 B.850<br>2 Ha (14,5 8,7 × 5,0) ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 1 × 8kW 1 × 4,5kW 110V<br>Fuel (d.o.) 9k |
| 7811264 | **ELVIA**<br><br>**Coop. Polimercury**<br>Italy | **150**<br>—<br>— | RI (Class cont.) | **1981** Cant. Nav. SIMAR S.p.A.—Trapani (1)<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Stern Trawler | Oil geared to sc. shaft<br><br>.............. |
| 5372575<br>P3LK<br>394341<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ELVINA**<br>ex Hamid-80 ex Al-Amin-72<br>ex Ulster Spinner-68<br>ex Guernsey Coast-55<br>ex Ulster Duke-47<br>**Ayat Bakhirat Co. Ltd.**<br>Limassol Cyprus | **500**<br>218<br>760 | HR<br>*Classed BC until 29/11/74 | **1942**-7 Ardrossan Dockyard Ltd. —Ardrossan (368)<br>61,47 9,22 3,264<br>57,92 9,15 5,41<br>B 10,4 F 9,8 1 dk & S dk<br>R rf 102 | **M General Cargo** OSD<br><br>2 Ho 18,2 20,3 ER<br>G.1 799 B.1 658<br>2 Ha (8,5 × 4,2) (8,5 × 8,5) ER<br>4W Der 2(5) 2(3) | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW) Pola<br>British Auxiliaries Ltd. Glasgow<br>Gen 3 × 40kW 220V d.c.<br>Fuel 43,5t (d.o.) 10,5k |
| 5403764<br>EDSH<br>2832<br>Df Esd<br>RTm | **ELVINA**<br><br>**Antonio Iglesias Carrero**<br>La Coruna Spain | **262**<br>132<br>278 | (BV)<br>✠Classed LR until 5/65 | **1963**-3 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (144)<br>40,90 6,94 3,493<br>35,26 6,85 3,92<br>P 1,0 F 5,5<br>rf 1168 BK 127 | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.278<br>2 Ha (each 0,9 × 0,9) ER<br>1W Der 1(1) | Oil 4SA 8Cy. 295 × 420<br>900bhp (662kW) Krupp<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelon<br>11,75k |

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|---|---|---|---|---|---|---|
| 6727301<br>LNP<br>1292<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELVIRA**<br>ex Heemskerk-78 ex Hansa-70<br>**Antonio Lavina di Scotto Vapuretto S.n.c.**<br>Napoli Italy | **1 195**<br>694<br>2 260 | RI<br>Classed LR until 5/7/79 | **1967** VEB Schiffswerft "Neptun"—Rostock (424)<br>78,72 11,64 5,061<br>71,43 11,51 5,92<br>P 15,0 F 11,9 1 dk<br>rf 152 | **M General Cargo**<br>2 Ho 24,9 25,6 ER<br>G.2 846 B.2 559<br>2 Ha (stl) (18,5 19,2 × 6,1) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 400V 50Hz a.c.<br>Fuel 153,5t (d.o.) 11kn |
| 7337268<br>A6DH<br>66/75<br>Esd Gc<br>Pfd Rdr<br>RT | **ELVIRA**<br>ex Eliska Theriot<br>**Middle East Towing Co. (W.L.L.)**<br>Dubai United Arab Emirates | **196**<br>133<br>— | | **1967** Nolty J. Theriot Inc.—Golden Meadow, La (22)<br>30,48 8,23 3,658<br>30,03 7,32 4,42<br>1 dk | **TM Tug** | 2 Oil 2SA each 16Cy. 146 × 146 with hydraulic couplings & geared to sc. shafts<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Fuel (d.o.) |
| 7015963<br>Df Esd<br>Pfd Rdr | **ELVIRA**<br>**Osadjere Fishing Co. Ltd.**<br>Apapa Nigeria | **164**<br>70<br>— | (BV) | **1970** VEB Rosslauer Schiffswerft—Rosslau (3250)<br>33,63 6,61 2,699<br>29,57 6,58 3,31 | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>4 Ha (each 1,0 × 1,2) ER | Oil 4SA 6Cy. 250 × 300<br>750bhp (552kW)<br>Nydqvist & Holm A/B Trollhattan |
| 7310480<br>WYZ7<br>400<br>539694 | **ELVIRA**<br>ex X Professor Too-79<br>**Sprig Co.**<br>Corpus Christi, Tx United States of America | **111**<br>75<br>— | | **1972** ..............Mobile, Al<br>*20,94* 6,71<br>3,38 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 7525425<br>EHIM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELVIRA C**<br>ex Beatriz Maria<br>**Marflet S.A.**<br>Barcelona Spain | **70 474**<br>53 566<br>132 478 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL U† 3$\frac{9}{16}$"U3<br>FN 16503 | **1977**-2 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (208)<br>276,51 40,06 16,911<br>265,01 40,01 22,26<br>F 21,4 1 dk<br>rf nil<br>7BH WB18702T incl. clean ballast tanks 11502T | **M Tanker**<br>IGS<br>14 Ta ER | Oil 2SA 8Cy. 900 × 1800<br>27 300bhp (20 081kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB primary 40kgf/$cm^2$ (39,3bar) secondary 15kgf/$cm^2$ (14,8bar) hs1649,0<br>e(ex.g) 15kgf/$cm^2$ (14,8bar) ( Spt )<br>Gen 1 × 900kW 2 × 700kW 450V 60Hz a.c.<br>15,25kn |
| 6710413<br>Y4IT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ELVIRA EISENSCHNEIDER**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **998**<br>312<br>539 | DSRK | **1966** VEB Peene-Werft—Wolgast (204)<br>63,15 10,62 4,801<br>58,98 10,57 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 320kW 1 × 120kW 1 × 60kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) 12,5kn |
| 7711696<br>EHUW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ELVIRA ORIA**<br>**Compania Gijonesa de Navegacion S.A.**<br>Gijon Spain | **2 867**<br>1 463<br>—<br>**4 782**<br>2 882<br>5 480 | GL | **1979** Ast. de Huelva S.A.—Huelva (111)<br>127,18 15,78 —/7,052<br>116,85 15,75 9,20<br>P 9,5 F 8,6 1 dk | **M General Cargo** OSD/CSD<br>Ref<br>TEU 229<br>C.229/20' incl. 124 ref C. | Vee Oil 4SA 12Cy. 400 × 540 geared to sc. shafts<br>7 500bhp (5 517kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>18,5kn |
| 5248542<br>2321<br>Df Esd<br>RT | **ELVIRITA C.**<br>ex Arle Jr.-64 ex Neeltje Maria-64<br>ex Erik Helleskov-62<br>**Organizacion Naviera & Pesquera Uruguaya S.A. (ONPUSA)**<br>Montevideo Uruguay | **114**<br>54<br>— | (BV) | **1960** I/S Orskovs Staalskibsvaerft —Frederikshavn (10)<br>25,61 6,05<br>21,54 6,00 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,4 1,4 × 0,9) | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 20,5t (d.o.) 11,5kn |
| 6406880<br>YTZZ<br>RT | **ELVIS**<br>ex Zelenika-79<br>**Brodarsko Usluzno Poduzece Jadran**<br>Zadar Yugoslavia | **128**<br>55<br>137 | JR | **1953** Brodogradiliste i Tvornica Dizel Motora "Split"—Split<br>30,00 5,49 2,410<br>27,84 5,44 2,52<br>1 dk | **M General Cargo**<br>2 Ho each 7,5<br>G.170 B.156<br>2 Ha (each 4,0 × 2,5)<br>2W Der 2(1) | Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 2,5kW 24V<br>7,5kn |
| 5066891<br>9HSU<br>0599<br>Df Esd<br>Gc Rdr | **ELVITA**<br>ex Dolly-81 ex Celerina-76<br>**Lenka Shipping Ltd.**<br>Leonkali Compania Naviera S.A.<br>Valletta Malta | T.Mk<br>**5 833**<br>3 329<br>11 298<br>**8 839**<br>5 128<br>13 606 | **✠100A1** SS 10/80<br>**✠LMC**<br>EL d† 2$\frac{3}{16}$"SQ<br>FN 4324 | **1959**-5 Brodogradiliste i Tvornica Dizel Motora "Split"—Split (151)<br>153,32 18,90 —/9,214<br>140,42 18,80 11,99<br>F 16,8 2 dks<br>rf 152<br>7BH to U dk 1 to 2nd dk WB2675t incl. DTmf1327t | **M General Cargo** 9P<br>5 Ho 19,4 21,7 10,9 8,9DT 19,8 19,7<br>G.18 822 B.17 007<br>5 Ha (stl) (9,6 12,9 12,0 10,6 10,6 × 7,0)<br>14W Der 4(10) 8(5) 2(3) | Oil 2SA 8Cy. 720 × 1250<br>7 200bhp (5 296kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 2 × 260kW 1 × 154kW 450V 60Hz a.c.<br>Fuel 1 060,5t (hvf) 15,5kn |
| 5102968<br>185380<br>RTv | **ELY**<br>**British Transport Docks Board**<br>Cardiff United Kingdom | **1 430**<br>595<br>1 776 | ✠Classed LR until 9/61 | **1961**-1 Charles Hill & Sons Ltd.—Bristol (432)<br>69,55 13,75 4,452<br>65,05 13,42 5,19<br>RQD 18,9 1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 31,3 ER<br>Cr 3(6) | 2 Oil 4SA each 6Cy. 260 × 368 with flexible coupling & sr reverse geared to sc. shafts<br>1 570bhp (1 155kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 50kW 220V d.c.<br>Fuel 49,0t (d.o.) 9,75kn |
| 5052321<br>P3AN<br>380939<br>Df Esd<br>Rdr RTm | **ELYAKI**<br>ex Annika-80 ex Britannia-74<br>**Glitter Shipping Co. Ltd.**<br>Dumarc Shipping & Trading Corp.<br>Limassol Cyprus | **909**<br>548<br>1 370 | BV | **1956** Ottensener Eisenwerk A.G.—Hamburg (492)<br>66,02 9,91 4,579<br>58,50 9,89 5,80<br>2 dks<br>R rf 102 | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 926 B.1 812<br>4 Ha (stl) (9,1 9,1 9,1 1,2 × 5,4) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 385 × 580<br>1 370bhp (1 008kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 60kW 220V d.c.<br>Fuel 71,0t (d.o.)-4,5pd 12kn |
| 8027418 | **ELYAS**<br>**Abu Dhabi Sea Port Authority**<br>Abu Dhabi United Arab Emirates | **10**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 51 | **1981** James & Stone (Brightlingsea) Ltd. —Brightlingsea (514)<br>3,61 1,307<br>9,20 3,60 1,88<br>1 dk | **M Pollution Patrol Craft**<br>Mchy.aft | Oil 4SA 6Cy. 98 × 127 geared to sc. shaft<br>64bhp (47kW)<br>Perkins Engines Ltd. Peterborough |

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|---|---|---|---|---|---|---|---|
| **6924662**<br>3FVO<br>4133<br>-74A<br>Df Esd<br>Rdr RT | **ELYSIAN STAR**<br>ex Kyoai Maru-73<br>**Sapling Shipping S.A.**<br>Panama Panama | **2 999**<br>1 899<br>5 204 | NK | **1969** Imai Zosen—Kochi (261)<br>97,97 15,04 6,308<br>90,51 15,02 7,62<br>P 20,2 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 657 B.6 286<br>2 Ha (stl) (22,8 25,2 × 7,8) ER<br>Der 1(15) 2(10) 1(8) | Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 120kW 110V a.c.<br>Fuel 311,0t-10,5pd | Mitsubi<br>Kob<br>13k |
| **7011527**<br>350633<br>Df Esd<br>Rdr RT | **ELZE JEANNE**<br>**St. Helena Bay Fishing Industries (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **178**<br>107<br>— | | **1970** Bayview Shipwrights & Boat Builders (Pty) Ltd.—Cape Town<br>26,01 8,28<br>3,87<br>1 dk | **Wood M Fishing** | Vee Oil 2SA 12Cy. 146 × 146<br>700bhp (515kW)<br>.............<br>Fuel (d.o.) | Deu<br>12k |
| **7800112**<br>ZFEI<br>373288<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EMADALA**<br>**Emadala Shipping Co. Ltd.**<br>Hamilton Bermuda (British) | **1 598**<br>640<br>3 045 | GL | **1978** Rickmers Rhederei G.m.b.H. —Bremerhaven (395)<br>116,31 18,22 5,360<br>103,41 17,42 12,22<br>F 10,1 2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.14 038 B.12 995<br>TEU 140 C. 140/20' | 2 Oil 4SA each 8Cy. 320 × 420 reduction geared to sc. shafts<br>6 000bhp (4 413kW)<br>MaK. Maschinenbau G.m.b.H.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd | Ki<br>16k |
| **7338640**<br>732/79<br>Df Rdr | **EMAN**<br>ex Zuiko Maru-79<br>**Prince Offshore Bunkering Co. Ltd. (POBCO)**<br>Sharjah United Arab Emirates | **1 622**<br>1 090<br>2 998 | NK | **1969** Asakawa Zosen—Imabari<br>80,78 12,04 5,639<br>74,99 12,02 6,23<br>P 18,3 F 8,9 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 4 139 | 2 Oil 4SA each 6Cy. 260 × 320<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 64kW 225V a.c. | Osak<br>11,75k |
| **7411349**<br>9VEE<br>382505<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMANUEL**<br>**Berg & Bugge Reefers Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**5 072**<br>2 616<br>—<br>**6 993**<br>3 794<br>9 612 | NV | **1976** Drammen Slip & Verk.—Drammen (83)<br>144,20(BB) 18,04 —/9,003<br>133,76 18,01 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 19,2 20,6 ER 22,1 19,8 11 TwD<br>In.11 197<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>Cr 4(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW)<br>Sulzer Bros. Ltd.<br>Gen 4 × 520kW 440V 60Hz a.c.<br>Fuel 1 416,5t (hvf)-49,0pd | Winterthu<br>20k |
| **5103003**<br>DGHM | **EMANUEL**<br>**Hans Schilwe**<br>Johs. Thode<br>Hamburg Federal Republic of Germany | **149**<br>83<br>200 | (GL) | **1910** W. Mulder—Stadskanaal<br>*34,20* 5,77 2,286<br>2,49<br>RQD 3,4 1 dk<br>R len 50 & 56 | **M General Cargo**<br>1 Ho 22,4 ER<br>G.311<br>1W | Oil 4SA 3Cy. 215 × 360<br>100bhp (74kW) NE 37<br>Deutsche Werke A.G. | Ki<br>6k |
| **5066205**<br>HO5220<br>9060-L<br>Df RTm | **EMANUEL SHADOW**<br>ex Jennifer-B-80<br>ex Catharina W-77 ex Meeuw-55<br>**Sociedad de Ultramar S.A.**<br>Panama Panama | **212**<br>97<br>320 | ✠Classed LR until 15/2/80 | **1949** Schpsw. Gebr. Coops N.V. —Hoogezand (195)<br>42,98 6,56 2,356<br>39,55 6,51 2,65<br>P 12,5 F 5,2 1 dk<br>RW len 65 | **M General Cargo**<br>1 Ho 25,9 ER<br>G.371 B.350<br>2 Ha (10,2 10,7 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 3Cy. 220 × 380 with clutch & reverse geared to sc. shaft<br>180bhp (132kW) ✠ NE 10/62<br>Appingedammer Brons<br>Fuel 9,0t (d.o.) | Appingedan<br>8,5k |
| **5103015**<br>384990<br>Df Esd<br>RT | **EMANUEL II**<br>**Matthew Shipping Co. (Cayman) Ltd.**<br>Georgetown Cayman Islands (British) | **471**<br>283<br>780 | GL | **1955** Rolandwerft G.m.b.h.—Bremen (854)<br>55,99 8,34 3,607<br>3,71<br>P 13,2 F 7,7 1 dk<br>RW len 58 | **M General Cargo**<br>1 Ho 26,9 ER<br>G.719 B.651<br>1 Ha (19,9 × 4,9) ER<br>2W Der 2(1,75-2,75) | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 78<br>General Motors-Detroit Diesel Allison Div. | Indianapolis<br>9,5k |
| **7211127**<br>ILMV<br>67<br>Df Esd<br>Rdr RT | **EMANUELA SECONDA**<br>ex Karen Bech-77<br>**Societa Sarda Armatoriale 'Arbatax' S.p.A.**<br>Porto Torres Italy | **499**<br>264<br>1 379 | RI (BV) | **1972** Sonderborg Skibsvaerft A/S —Sonderborg (66)<br>70,77 13,01 3,571<br>65,99 12,98 6,30<br>B 15,0 F 13,2 2 dks | **M General Cargo**<br>1 Ho 49,0 ER<br>G.3 200 B.2 832<br>2 Ha (stl) (each 19,2 × 8,5) ER<br>4W Der 4(5) | Vee Oil 4SA 10Cy. 225 × 300<br>1 220bhp (897kW)<br>Alpha-Diesel A/S<br>Gen 3 × 80kW 380V 50Hz a.c.<br>Fuel 128,0t (d.o.) | Frederikshav<br>12k |
| **5103039**<br>IMME<br>108<br>Df Esd<br>Rdr RT | **EMANUELE JUNIOR**<br>ex Julius Fock-61<br>**Meridionalpesca S.p.A.**<br>Bari Italy | **408**<br>183<br>396 | RI (GL) | **1948** Howaldtswerke A.G.—Hamburg (855)<br>*43,84* 8,06<br>43,21 8,01 4,73<br>F 6,4<br>RW | **M Fishing**<br>Side Trawler<br>2 Ho | Oil 4SA 6Cy. 370 × 560<br>900bhp (662kW) NE 61<br>S.A. Ansaldo Stab. Mecc. | Geno<br>10,5k |
| **6930037**<br>UFBT<br>M-21479<br>Df Rdr | **EMBA**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 666**<br>1 864<br>4 717 | RS | **1967** G. Dimitrov Shipyard—Varna<br>123,50 16,01 4,399<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 6 150 HeCls. C<br>2W Der 2(1) | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd | Leningra<br>11k |
| **7807378**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMBA**<br>**U.S.S.R.**<br>Baku U.S.S.R. | **1 913**<br>450<br>755 | RS | **1980** Oy Wartsila Ab—Helsinki/Helsingfors (422)<br>75,90 12,60 3,001<br>68,51 6,41<br>2 dks | **TD-E Cable-layer**<br>Ice strengthened<br>Mchy.aft | 2 Oil 4SA each 6Cy. 220 × 240 total 1 620bhp (1 192kW) driving gen. connected to elec. motors<br>Oy Wartsila Ab<br>2 Directional propellers<br>Thw. thrust propeller fwd | Vaasa/Vas<br>11k |
| **6419124**<br>H8NN<br>1028<br>8-80<br>Df Esd<br>Rdr RT | **EMBO**<br>ex Urdaneta-80<br>ex Ledesco Tres-77<br>ex Koyo Maru-71<br>**Belle Navigation Inc.**<br>Panama Panama | **3 439**<br>2 025<br>5 379 | NK | **1964** Namura SB. Co. Ltd.—Osaka (348)<br>105,59 15,07 6,360<br>98,00 15,00 7,70<br>P 21,4 F 10,1 1 dk<br>rf 56 | **M General Cargo** 2P<br>3 Ho 19,5 30,1 19,5 ER<br>G.7 116 B.6 621<br>3 Ha (11,8 23,0 13,3 × 6,6) ER<br>8W Der 4(15) 4(10) | Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 88kW 445V 60Hz a.c.<br>Fuel 22,5t (d.o.) 359,5t (hvf) | Mitsubi<br>Kob<br>12k |

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|---|---|---|---|---|---|---|
| 6930532<br>DCGI<br>Rdr RTv | **EMDEN I**<br>**Emder Hafenumschlagsges.m.b.H.**<br>Emden Federal Republic of Germany | **965**<br>406<br>— | GL | **1969** Hermann Suerken—Papenburg (215)<br>*39,60* 22,03 1,994<br>... ... ...<br>1 dk | **TM Floating Crane** | 2 Vee Oil 4SA each 12Cy. 160 × 180 geared to sc. shafts<br>1 160bhp (853kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>6,5kn |
| 7010169<br>DCGG<br>Rdr RTv | **EMDEN II**<br>**Emder Hafenumschlagsges.m.b.H.**<br>Emden Federal Republic of Germany | **955**<br>406<br>— | GL | **1969** Hermann Suerken—Papenburg (216)<br>*39,60* 22,03 1,994<br>... ... ...<br>1 dk | **TM Floating Crane** | 2 Vee Oil 4SA each 12Cy. 160 × 180<br>1 160bhp (853kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>6,5kn |
| 5198838<br>C4SE<br>380777<br>Df Esd<br>Pfd Rdr<br>RTm/h | **EMEBORG**<br>ex Saeborg-77 ex Passat-73<br>ex Stavholm-69 ex Kyholm-65<br>**Flavia Navigation Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**663**<br>294<br>1 083<br>**1 142**<br>696<br>1 542 | HR NV | **1961** Aarhus Flydedok og Maskinkp. A/S —Aarhus (115)<br>73,46 10,22 3,823/4,573<br>67,52 10,20 6,02<br>2 dks<br>RW rf 76 | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 322 B.2 124<br>3 Ha (stl) (9,5 9,5 9,6 × 5,7) ER<br>6W Der 1(15) 6(5) | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 55kW 1 × 34kW 220V d.c.<br>Fuel 168,5t (d.o.) 11,5kn |
| 5103091<br>TCUS<br>2035 | **EMEL**<br>ex Meso-57 ex Kardesler-55<br>ex Kyle Queen-51<br>ex Cornish Coast-35 ex Volana<br>**Sonmez Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **497**<br>295<br>795 | ✠Classed LR until 4/60 | **1913**-11 R. Williamson & Son—Workington (223)<br>55,17 8,26 4,090<br>... ... ...<br>RQD 31,4 B 2,8 F 6,8 1 dk Well dk<br>R BK 178 Rebuilt — 62 | **M General Cargo**<br>1 Ho 10,6 ER<br>G.1 076 B.1 019<br>4W | Oil 2SA 6Cy. 680 × 1016<br>495bhp (364kW) E made62 fitted—<br>Ansaldo Italy<br>Fuel (d.o.) |
| 7742360<br>591621 | **EMELINE THERIOT**<br>**Theriot Cargo Boats Inc.**<br>Houma, La United States of America | **190**<br>129<br>— | | **1978** Universal Shipbuilding Co.—Houma, La<br>*47,40* 12,22<br>3,48<br>1 dk | **M Supply Ship**<br>Deck Cargo | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7823126<br>401908<br>Df Esd<br>Rdr RT | **EMER MARIE**<br>**Charlie Gallagher**<br>Sligo Irish Republic | **185**<br>91<br>— | | **1978** B.I.M.—Baltimore, Ireland (106)<br>26,22 3,963<br>26,17 7,65 4,30<br>1 dk | **Wood M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 159 × 203 geared to sc. shaft<br>825bhp (607kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6829068<br>Df Esd<br>Gc Rdr<br>RTv | **EMERALD** | **8 887**<br>5 989<br>15 022 | AB | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2036)<br>142,27(BB) 19,87 9,056<br>134,07 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 115 B.18 898<br>6 Ha (stl) (each 9,1 × 9,8) ER<br>12W Der 2(20) 10(5) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>6 850bhp (5 039kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 190kW 450V 60Hz a.c.<br>Fuel 1 257,0t (hvf) 16,25kn |
| 7628447<br>GXWD<br>377571<br>Df Esd<br>Gc Rdr<br>RT | **EMERALD**<br>**Stephenson Clarke Shipping Ltd.**<br>London United Kingdom | T.Mk<br>**1 583**<br>1 002<br>3 920 | **✠100A1**<br>Ice Class 3 (cc)<br>**✠LMC UMS**<br>EL R 440,0/40,0U2<br>FN 1880 | **1978**-4 Clelands SB. Co. Ltd.—Wallsend (339)<br>91,27 14,58 5,449<br>84,31 14,51 7,78<br>P 12,2 F 8,0 2 dks<br>rf nil<br>4BH to U dk, 1BH to 2nd dk WB209T incl. STs in holds 980T, TwDs 492T | **M General Cargo**<br>2 Ho 31,8 28,1 ER 2 TwD ER<br>G.4 983 B.4 616<br>2 Ha (stl) (each 7,7 × 11,2) ER | Oil 4SA 6Cy. 381 × 457 geared to sc. shaft<br>3 300bhp (2 427kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 1 × 220kW 2 × 165kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel-12,5pd 14kn |
| 6905484<br>LFFK<br>19518<br>Df Esd<br>Gc Rdr<br>RTv | **EMERALD**<br>ex Labrador-74<br>**Labrador A/S**<br>Alesund Norway | T.Mk<br>**740**<br>217<br>711 | NV | **1969** A. M. Liaaen Skibs. & M/V. —Alesund (113)<br>56,11 10,04 4,490<br>49,48 10,00 6,51<br>B 7,4 F 2,8 2 dks<br>BK 152 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 16,6 11,5 ER<br>In.823<br>2 Ha (stl) (2,2 × 2,2) (2,2 × 1,9) ER<br>2W Der 2(2) 2(1) | Oil 4SA 8Cy. 320 × 450<br>1 530bhp (1 125kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 110kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 274,5t (d.o.) 13kn |
| 7435527<br>JIIJ<br>118133<br>Esd Gc<br>Rdr RT | **EMERALD AMAMI**<br>**Oshima Unyu K.K.**<br>Naze, Kagoshima Pref. Japan | **4 449**<br>1 969<br>2 082 | | **1975** Niigata Eng. Co. Ltd.—Niigata (1357)<br>117,10 19,03 5,360<br>105,01 19,00 7,19<br>2 dks | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Vee Oil 4SA each 14Cy. 400 × 460 geared to sc. shafts<br>16 800bhp (12 357kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigata |
| 5306370<br>WX5008<br>231083 | **EMERALD C.**<br>ex St. Marie-68<br>ex Santa Margarita-59<br>**C-Mar-Co. Inc.**<br>Seattle, Wa United States of America | **216**<br>86<br>— | | **1931** Al Larson—Terminal Island, Ca<br>*30,03* 7,83 3,531<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 320 × 405<br>350bhp (257kW)<br>Atlas Imperial D.E. Co. Oakland, Ca |
| 7217688<br>H9AV<br>1107<br>0-HK<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EMERALD GLORY**<br>ex Makikawa Maru-82<br>Panama Panama | **90 485**<br>63 251<br>156 109 | NK | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2276)<br>305,04 43,34 17,450<br>290,03 43,29 24,69<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>IGS<br>7 Ho/Ta 23,9 23,9 48,0 24,0 48,0 28,8 24,9 8 Wing Ta ER<br>G.136 805 L.(oil) 187 453<br>HeCls. ptBptC<br>9 Ha (stl) (14,4 14,4 14,4 14,4 14,4 14,4 14,4 16,5 14,4 × 16,2) ER | Oil 2SA 8Cy. 1050 × 1800<br>32 000bhp (23 538kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1200kW 450V a.c.<br>Fuel 316,0t (d.o.) 9 263,0t (hvf)-109,0pd 16,25kn |
| 6812314<br>WY2948<br>512606<br>Esd Rdr<br>RT | **EMERALD ISLAND**<br>ex Lori J<br>**B. C. Hawk Leasing Inc.**<br>Juneau, Ak United States of America | **168**<br>133<br>— | | **1967** Martinolich SB. Corp.—Tacoma, Wa<br>26,22 7,93<br>7,62 3,31<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 12Cy.<br>385bhp (283kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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|---|---|---|---|---|---|---|---|
| **7341831**<br>3FKT<br>10554-LI<br>Df Esd<br>Gc Rdr<br>RT | **EMERALD ISLANDS**<br>ex Strathdoon-81<br>**Birac Shipping Co. S.A.**<br>Panama Panama | **8 924**<br>6 649<br>15 088 | ✠100A1<br>✠LMC<br>EL Z 2⅛"U2<br>FN 4317 | **1976**-10 Austin & Pickersgill Ltd.—South<br>Dock, Sunderland (456)<br>141,00 20,48 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk 1 to 2nd dk WB3798T<br>incl. DTm1780T | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,9 ER<br>21,2 3 TwD 21,5 41,1comb.<br>22,9<br>G.21 424 B.19 646<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7<br>12,9 × 8,5) ER (11,4 × 6,7)<br>14W Der 1(50) 1(26) 4(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW)<br>G. Clark & N.E.M. Ltd.<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 122,5t (d.o.) 1 002,5t (hvf) | Sulz<br>Wallsend<br>15k |
| **7370454**<br>7MEV<br>114353<br>Esd Gc<br>Rdr RT | **EMERALD OKINAWA**<br>**Ryukyu Kaiun Kaisha ('The Ryukyu Line')**<br>Naha, Japan<br>Okinawa Pref. | **6 150**<br>2 329<br>3 999 | | **1975** Kanda Zosensho K.K.—Japan (188)<br>126,09 22,00 5,512<br>117,99 21,98 8,11<br>2 dks | **TM RoRo Cargo/Ferry**<br>—P | 2 Oil 4SA each 18Cy. 400 × 540<br>20 000bhp (14 711kW)<br>Mitsubishi Heavy Industries Ltd. | MAN<br>Yokoham<br>21k |
| **7308229**<br>WF3408<br>253987 | **EMERALD PACIFIC**<br>ex Robin-77 ex Air Robin<br>ex SC 1037<br>**D. F. Hungerford**<br>Seattle, Wa United States of America | **137**<br>93<br>— | | **1943** Peterson Boat Works—Sturgeon Bay,<br>Wi<br>*32,77* 5,47<br>2,85<br>1 dk<br>conv Submarine Chaser — | **Wood TM Fishing** | 2 Oil<br>330bhp (243kW)<br>General Motors Corp.<br>Fuel (d.o.) | U.S.A |
| **5056107**<br>A8SN<br>5244<br>Df Esd<br>Gc Rdr<br>RT | **EMERALD SEA**<br>ex Zacapa-80 ex Emerald Sea-79<br>ex Raza-75 ex Bockholm-74<br>ex Bybos-69<br>**Emerald Ocean Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**2 687**<br>1 608<br>—<br>**4 210**<br>2 687<br>6 392 | GL | **1959** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (862)<br>115,98 15,83 6,503/7,271<br>105,01 15,80 9,00<br>P 24,4 F 11,6 2 dks | **M General Cargo** 5P<br>Mchy.aft<br>3 Ho<br>G.9 173 B.8 209<br>3 Ha (15,2 16,7 16,7 × 6,0)<br>10W Der 1(50) 1(15) 10(3-5) | 2 Oil 4SA each 8Cy. 420 × 660 geared to<br>sc. shaft<br>3 360bhp (2 471kW)<br>Kloeckner Humboldt Deutz<br>Fuel 345,5t | Koe<br>14k |
| **7114264**<br>WYW2<br>092<br>529809<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EMERALD SEAHORSE**<br>ex Guaricema-80<br>**United States Trust Co. of New York, Trustee**<br>Seahorse Inc.<br>New York, NY United States of America | **196**<br>133<br>— | | **1970** American Marine Corp.—New<br>Orleans, La (1061)<br>53,65 11,64 3,366<br>50,91 11,59 4,09<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co.<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 203,0t | Peoria, Illino<br>13,5k |
| **5284053**<br>3FCV<br>3183-73<br>Df Esd<br>Gc Rdr<br>RTm/v | **EMERALD SEAS**<br>ex Atlantis-72<br>ex President Roosevelt-70<br>ex Leilani-61 ex Laguardia-56<br>ex General W. P. Richardson-49<br>**Ares Shipping Corp.**<br>Panama Panama | **18 936**<br>9 599<br>— | AB | **1944** Federal SB. & D.D. Co.—Kearny, NJ<br>(276)<br>189,77 23,04 8,103<br>174,66 23,02 15,70<br>B 87,8 4 dks<br>RW rf 610 conv Passenger/Troopship 56<br>conv Ref Passenger/General Cargo 71 | **TS Passenger Ship** 920bth P<br>1 Ho 18,2<br>1 Ha<br>2W Der 1(3) | 4 S Turb dr geared to 2 sc. shafts<br>18 700shp (13 755kW)<br>De Laval Steam Turbine Co.<br>Gen 5 × 500kW 1 × 300kW<br>230/115V d.c.<br>Fuel 1 953,0t (o.f.) | Trenton, N<br>19k |
| **5103132**<br>FTRB<br>1502<br>RTh | **EMERGO**<br>ex Pakistan-57 ex Heiss<br>**Enterprise Courbot**<br>Marseille France | **235**<br>66<br>132 | | **1942** Norderwerft Koser u. Meyer<br>—Hamburg<br>*35,85* 9,50 1,004<br>9,45 2,21<br>1 dk<br>RW | **TM Salvage Ship**<br>2 Ho each 3,0<br>2 Ha (stl) (each 3,0 × 2,1)<br>1W Cr 1(18) Der 2(5) | 2 Oil 4SA each 6Cy. 215 × 300<br>400bhp (294kW)<br>Motorenw. Mannheim A.G.<br>Gen 2 × 75kW 220V 50Hz a.c.<br>Fuel 39,0t (d.o.) | Mannhei<br>8k |
| **8106214**<br>JM5014<br>124763 | **EMI MARU**<br>**Nakahara Sangyo K.K.**<br>Kokura, Japan<br>Fukuoka Pref. | **198**<br>117<br>360 | | **1981** Nakatani Shipyard Co. Ltd.—Nomi,<br>Hiroshima Pref. (468)<br>41,46<br>38,51 8,21 3,00<br>1 dk | **M Cement Carrier**<br>2 Ho ER<br>B.258 | Oil 4SA 6Cy. 160 × 200<br>550bhp (405kW)<br>Niigata Eng. Co. Ltd. | Japa |
| **7000231**<br>DAMB<br>11283<br>Rdr<br>RTm/h/v | **EMIL**<br>ex B 43-73<br>**Rheinische Tiefbaugesellschaft m.b.H.**<br>Hamburg Federal Republic of Germany | **821**<br>633<br>1 829 | | **1969** J. Oelkers—Hamburg (561)<br>65,03 11,03 3,480<br>60,03 10,95 3,51<br>P 11,0 F 7,1 1 dk | **TM Sand Carrier**<br>1 Ho 48,0 ER<br>1 Ha (48,0 × 8,0) ER | 2 Oil 4SA each 8Cy. 159 × 165<br>1 000bhp (736kW)<br>English Electric Diesels Ltd. Dorman<br>Eng. Div.<br>Gen 2 × 33,5kW 380V 50Hz a.c.<br>Directional thrust propeller fwd | Staffor<br>10k |
| **5103170**<br>EELY<br>355 | **EMIL**<br>ex Algeria<br>**Naviera Formiga S.A.**<br>Barcelona Spain | **195**<br>176<br>280 | | **1919** Antonio Mari—Torrevieja<br>*31,70* 8,67<br>... ... ...<br>1 dk | **Wood M General Cargo** | Oil 3Cy. 220 × 350<br>150bhp (110kW)<br>............<br>Fuel (d.o.) | 7,5k |
| **5140104**<br>VXWK<br>176515 | **EMIL K**<br>ex Haida-79<br>**Walter Kukuljan**<br>Vancouver, B.C. Canada | **102**<br>77<br>— | | **1941** Star Shipyard (Mercer's) Ltd.—New<br>Westminster, B.C.<br>*24,75* 6,15<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 2SA 12Cy. 108 × 127<br>1 050bhp (772kW) NE 57<br>General Motors Corp. | Detroit, M |
| **7919779**<br>ONBF<br><br>Df Esd<br>Gc Rdr<br>RT | **EMILE D**<br><br>**Antwerp Maritime Co.**<br>Antwerpen Belgium | **2 455**<br>1 937<br>4 600 | NV | **1981** Belgian Shipbuilders Corp. -Fulton<br>Marine N.V.—Ruisbroek (140)<br>93,60 13,03 4,952<br>85,63 13,01 7,93<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 12Cy. 241 × 305 reverse<br>reduction geared to sc. shaft<br>2 500bhp (1 839kW)<br>S.A. Cockerill-Ougree-Providence<br>Gen 2 × 170kW 1 × 80kW<br>380V 50Hz a.c. | Serain |
| **7602106**<br>ICJE<br>1136<br>Df Esd<br>Gc Rdr<br>RT | **EMILIA**<br>**'Tirrenia' S.p.A. di Navigazione**<br>Napoli Italy | **9 845**<br>5 511<br>3 250 | RI | **1979** Italcantieri S.p.A.—Castellammare di<br>Stabia (4349)<br>136,00(BB) 30,00 6,019<br>125,00 23,00 7,62<br>6 dks | **TM RoRo Cargo/Ferry** 568bth 106dk P<br>Stern door/ramp | 2 Vee Oil 4SA each 16Cy. 420 × 500 s<br>geared to sc. shafts<br>19 200bhp (14 123kW)<br>Grandi Motori Trieste<br>2 Controllable pitch propellers | Triest<br>22,25k |
| **7323889**<br>WYZ8<br>011<br>541476 | **EMILIA**<br>**Amelia Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1972** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>............<br>Fuel (d.o.) | |

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| 5200942<br>EDIM<br>Df Esd<br>Pld Rdr<br>RTm | **EMILIA DEL MAR**<br>ex Eco Mercedes-73<br>ex La Pared-64<br>**Contenemar S.A.**<br>El Ferrol Spain | **1 378**<br>862<br>2 042 | **✠100A1** SS 6/73<br>**✠LMC**<br>EL o<br>FN 1186 | **1960**-11 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (106)<br>71,10 (BB) 11,56 5,423<br>64,70 11,51 6,81<br>RFD 8,3 2 dks<br>R rf 102 conv General Cargo 73<br>4BH WB360t | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho ER<br>TEU 75<br>C.Ho 14/20' 18/40' C.Dk 11/20' 7/40'<br>1 Ha (stl) ER | Oil 2SA 5Cy. 350 × 620<br>1 400bhp (1 030kW) B&W<br>Soc. Espanola Babcock & Wilcox Bilbao<br>Gen 2 × 60kW 1 × 15kW 220V d.c.<br>Fuel 91,5t (d.o.) 12kn |
| 5387087<br>SPMZ<br>Df Esd<br>Gc Rdr<br>RT | **EMILIA GIERCZAK**<br>ex Wda-63<br>**Zasadnicza Szkola Rybolowstwa Morskiego**<br>Swinoujscie Poland | **692**<br>177<br>496 | PR | **1957** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B14/202)<br>59,24 9,05 4,252<br>53,83 9,00 4,96<br>1 dk | **S Fishing**<br>Side Trawler<br>Ice strengthened | C 4Cy. (2) 295 & (2) 690 × 640<br>800ihp (588kW)<br>H. Cegielski Poznan<br>Gen 1 × 35kW 1 × 25kW 1 × 21kW 230V d.c.<br>Fuel (o.f.) 12kn |
| 5005859<br>IKDG<br>1029 | **EMILIA IEVOLI**<br>ex Capitan Miki-69 ex Elvira<br>ex Aguglia-65 ex Ardenza-35<br>ex Caterina di Paola-32 ex G. 29<br>**Ievomare S.r.l.**<br>Napoli Italy | **197**<br>138<br>— | (RI) | **1911** .............Osaka<br>36,30 6,74<br>33,61 6,71 3,54<br>1 dk<br>R conv General Cargo — | **M Tanker**<br>Water<br>6 Ta | Oil 4SA 6Cy. 265 × 410<br>300bhp (221kW) E made45 fitted—<br>S.A. Ansaldo Genova |
| 6903022<br>HPPW<br>1093<br>9-HA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EMILIA K**<br>ex Luzon-82 ex Eme-81<br>ex Emil P.-78 ex Emil Reith-78<br>**Emilia Shipping S.A.**<br>Panama Panama | **1 834**<br>1 133<br>2 863 | GL | **1968** Schiffbau-Ges. Unterweser A.G.—Bremerhaven (470)<br>88,45 13,64 5,206<br>82,00 13,59 6,20<br>B 15,0 F 11,3 1 dk | **M General Cargo** 2P<br>Ice strengthened<br>2 Ho 46,7 25,3 ER<br>G.3 886 B.3 683<br>2 Ha (stl) (each 18,1 × 7,0) ER<br>8W Der 1(25) 8(3-5) | Oil 4SA 8Cy. 400 × 580 reduction geared to sc. shaft<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 115kW 380V 50Hz a.c.<br>Fuel 238,0t (hvf) 13,75kn |
| 5103261<br>EDNG<br>6573<br>Esd | **EMILIA MARQUEZ**<br>**Pesquera Galaica S.A.**<br>Vigo Spain | **142**<br>74<br>— | | **1944** Ast. Cardama—Vigo<br>*24,82* 6,00<br>... ... ... | **M Fishing**<br>Side-fishing | Oil 2SA 4Cy. 295 × 420<br>315bhp (232kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 35,5t (d.o.) 10kn |
| 7122132<br>Df Gc<br>Rdr | **EMILIA No. 2**<br>ex Koshin Maru No. 2-80<br>**Pesquera del Pacifico Compania Ltda. (P.E.S.P.A.C.A.)**<br>Manta Ecuador | **224**<br>99<br>— | | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (646)<br>43,31 7,62 2,998<br>38,41 7,60 3,36<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Fuse |
| 5103273<br>SPNW<br>Df Esd<br>Gc Rdr<br>RT | **EMILIA PLATER**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **6 718**<br>3 672<br>10 183 | PR | **1959** Stocznia Gdanska im. Lenina—Gdansk (B54/13)<br>153,90 19,44 8,313<br>141,61 19,41 12,53<br>1 dk & S dk<br>RW | **M General Cargo** OSD 12bth P<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.17 885 B.16 900<br>5 Ha (7,5 14,4 12,2 × 6,4) ER (14,6 8,4 × 6,4)<br>18W Der 1(50) 1(25) 2(10) 14(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 320kW 1 × 80kW 220V d.c.<br>Fuel 2 225,0t (hvf)-27,0pd 15,5kn |
| 7026522<br>H9GQ<br>1163<br>1-82<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EMILIA S.**<br>ex Sternenfels-80<br>**Compania Naviera Emilia S.A.**<br>Panama Panama | T.Mk<br>**7 452**<br>4 615<br>—<br>**10 686**<br>6 991<br>14 329 | GL | **1970** Luebecker Flender-Werke AG.—Luebeck-Siems (584)<br>153,27(BB) 22,92 9,062/10,122<br>144,00 22,81 13,52<br>3 dks<br>rf nil | **M General Cargo**<br>5 Ho 12,5 19,8 22,7 23,0 19,9 ER<br>G.22 536 B.20 340<br>8 Ha (stl) (7,0 × 6,4) (12,5 × 9,6) (19,2p&s 19,2p&s 19,2p&s × 8,0) ER<br>40W Cr 1(10) 1(5) Der 2(75) 8(10) | Oil 2SA 7Cy. 780 × 1550<br>12 250bhp (9 011kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 500kW 2 × 450kW 440V 60Hz a.c.<br>Fuel 1 533,0t (hvf) 20kn |
| 5404976<br>H9HV<br>1076<br>3-81<br>Df Esd<br>Gc Rdr<br>RT | **EMILIA UNO**<br>ex Henriette Maersk-80<br>**Bekk International S.A.**<br>Panama Panama | T.Mk<br>**8 348**<br>4 999<br>9 632<br>**23 627**<br>14 148<br>— | NV<br>✠Classed LR until 20/11/81 | **1963**-1 Helsingor Skibsv. og Maskinbyg.—Helsingor (363)<br>149,26 19,11 8,109<br>138,97 19,05 12,04<br>Ba 45,2 F 28,7 2 dks<br>rf 102 | **M General Cargo** 4P<br>5 Ho 14,4 21,6 13,7 21,8 17,8 ER<br>G.17 330 B.17 103<br>5 Ha (stl) (9,6 13,4 13,7 13,7 13,7 × 6,4) ER<br>18W Der 1(75) 8(10) 10(5) | Oil 2SA 9Cy. 620 × 1400<br>9 800bhp (7 208kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Fuel 1 131,0t (hvf) 17,5kn |
| 6602020<br>EFJG<br>1141<br>Df Esd<br>RTm | **EMILIANO CABOT ALFONSO**<br>**Comercial Pesquera Sudatlantica S.L.**<br>Huelva Spain | **251**<br>102<br>253 | (BV) | **1965** Soc. Espanola de Const. Nav.—Cadiz (109)<br>35,77 7,24 3,001<br>32,01 7,21 3,84<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho ER<br>In.212<br>2 Ha (each 0,9 × 0,9) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW) Werkspoor<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel (d.o.) 10kn |
| 5001621<br>CL2014<br>Rdr RT | **EMILIANO DIEZ**<br>ex Aca-75 ex Acate-72<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **906**<br>553<br>1 002 | BV (RI) | **1960** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia<br>63,23 9,22 4,060<br>58,32 9,20 4,60<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>13 Ta<br>9 Ta (stl) cyl horizontal ER<br>L.725 L.(gas) 827 | Oil 2SA 5Cy. 280 × 500<br>865bhp (636kW) B&W<br>Cant. Nav. Riuniti Ancona<br>Fuel 64,0t-3,5pd 10,5kn |
| 6923931<br>XCEP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EMILIANO ZAPATA**<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Coatzacoalcos Mexico | **2 841**<br>1 398<br>2 957 | **✠100A1** SS 10/80<br>liquefied gas carrier<br>Ethylene, propane & anhydrous ammonia in independent tanks, max. pressure 0,27bar, min. temp. minus 104°C.<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL R $1\frac{9}{16}$"U2<br>FN 2111 | **1970**-3 Swan Hunter Shipbuilders Ltd.—Hebburn Shipyard, Hebburn (11)<br>100,89 14,36 5,652<br>94,49 14,33 8,01<br>P & B 26,6 F 13,5 1 dk<br>rf 305 DK<br>5BH WB1306t | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>pt higher tensile steel<br>2 Ta (stl) ind rectangular ER<br>L.(gas) 3 380 | Oil 4SA 10Cy. 400 × 460 sr geared to sc. shaft<br>4 250bhp (3 126kW)<br>Crossley Premier Engines Ltd. Manchester<br>wtdb 5kgf/cm² (4,9bar)<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 305,0t (d.o.) 16kn |

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| **5146512**<br>ODNN<br><br>Df Esd<br>Rdr RTm | **EMILIE COCONY**<br>ex Bergodd-72 ex Helene-66<br>ex Nordvik-61 ex Nissan-59<br>**Metri Michel Cocony**<br>Beirut Lebanon | **481**<br>256<br>750 | <br><br>(BV) | **1947** Kalmar Varv A/B—Kalmar (360)<br>49,51 9,02 3,734<br>44,51 8,97 4,20<br>P 9,8 F 5,2 1 dk<br>RW rf 305 BK 165 len 52 | **M General Cargo**<br><br>1 Ho 30,4 ER<br>G.961 B.876<br>2 Ha (each 11,5 × 5,0) ER<br>2W Der 2(2) | Oil 2SA 7Cy. 250 × 420<br>455bhp (335kW)<br>Nydqvist & Holm A/B Trollhatta<br>Gen 1 × 15kW 110V d.c.<br>Fuel 25,5t (d.o.) 8,75k |
| **7702059**<br>OWXF<br>D2601<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMILIE MAERSK**<br><br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | T.Mk<br>**13 706**<br>6 856<br>21 050<br>**21 799**<br>13 995<br>29 750 | ✠**100A1**<br><br>✠**LMC** **UMS**<br>EL Jt 605,0/66,0U3<br>FN 7393 | **1980**-1 Odense Staalskibsvaerft A/S—Lindo (76)<br>182,28(BB) 27,49 9,762/11,848<br>168,21 27,44 16,51<br>RAD 40,6 F 13,8 3 dks<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB7596T incl. DTsf2207T, STs in No. 3 hold 1770T, Comb. btm & STs in No. 4 hold 952T | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s) pt higher tensile steel<br>4 Ho 34,6 33,6 33,6 18,3 ER<br>G.37 860<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,2) ER<br>Cr 4(30) 2(16) | Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd. Winterthu<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>WTAuxB (ex.g) 9,5kgf/cm² (9,4bar) hs238,1<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 533,5t (d.o.) 2 751,5t (hvf) 18,5k |
| **6914801**<br>IOFE<br>650<br>Rdr RT | **EMILIO PANFIDO**<br><br>**Panfido e C. S.p.A. Rimorchiatori Riuniti**<br>Venezia Italy | **266**<br>58<br>— | <br><br>RI | **1969** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (670)<br>33,13 9,22 2,490<br>30,00 8,62 5,21<br>1 dk | **TM Tug**<br>Salvage | 2 Oil 4SA each 8Cy. 270 × 360<br><br>Kloeckner Humboldt Deutz Koel<br>2 Directional propellers |
| **5051298**<br>IMJK<br>1377<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EMILIO PRIMO**<br>ex Bremer Norden-81<br>**Eawar S.A.S. di Scotto di Cesare e Compagnia**<br>Napoli Italy | T.Mk<br>**943**<br>511<br>1 900 | <br><br>GL RI | **1961** Fr. Luerssen Werft G.m.b.H. & Co. —Bremen-Vegesack (326)<br>83,19 12,91 4,757<br>74,99 12,81 7,32<br>F 11,3 2 dks<br>rf 102 | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho 26,2 24,6 ER<br>G.4 361 B.4 092 In.515<br>2 Ha (alu) (each 19,5 × 7,6) ER<br>Cr 4(3) | Oil 4SA 8Cy. 400 × 580<br>1 900bhp (1 398kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 3 × 56kW 1 × 23kW 220/380V 50Hz a.c.<br>Fuel 126,0t (d.o.) 13,5k |
| **5103340**<br>WA4677<br>246262 | **EMILY BROWN**<br>ex Ruth & Joanna-78<br>ex Emily Brown-74<br>**Vince B. Miller**<br>Juneau, Ak United States of America | **153**<br>67<br>— | | **1944** W. A. Robinson Inc.—Ipswich, Ma<br>32,92 7,37<br>32,47 7,32 3,54<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho 8,0<br><br>1 Ha (2,0 × 0,9) | Oil 4SA 6Cy. 330 × 405<br>400bhp (294kW)<br>Atlas Imperial D.E. Co. Oakland, C |
| **7500425**<br>HPAT<br>8287-77B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMILY MOON**<br>ex Blue Andromeda-77<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **4 703**<br>2 921<br>4 733 | <br><br>NK | **1976** Ube Dockyard Co. Ltd.—Ube (151)<br>120,10 18,04 8,925<br>110,01 18,01 10,19<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>10 400bhp (7 650kW) Pielstic<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokoham 17k |
| **7910321**<br>GBKH<br>387718<br>Rdr RT | **EMILY P. G.**<br><br>**Giles W. Pritchard-Gordon & Co. Ltd.**<br>Shoreham United Kingdom | **499**<br>358<br>1 040 | ✠**100A1**<br>U.K., Eire & between<br>River Elbe & Brest<br>✠**LMC**<br>EL H 302,0/26,0U1<br>FN 593 | **1980**-3 Yorkshire D.D. Co. Ltd.—Hull (266)<br>45,55 9,50 3,879<br>41,89 9,40 4,75<br>RFD 6,4 1 dk<br>rf nil<br>4BH | **TM General Cargo**<br><br>1 Ho 30,5 ER<br>G.1 239 B.1 146<br>1 Ha (20,1 × 6,4) ER | 2 Oil 4SA each 8Cy. 137 × 152<br>710bhp (522kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 3 × 2,5kW 24V d.c.<br>2 Directional propellers 9k |
| **7500413**<br>3EGQ<br>8326 -77C<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMILY STAR**<br>ex Blue Cassiopeia-77<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **4 702**<br>2 918<br>5 138 | <br><br>NK | **1975** Ube Dockyard Co. Ltd.—Ube (150)<br>121,01 18,01 8,922<br>109,99 17,99 10,22<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460<br>10 400bhp (7 650kW) Pielstic<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokoham 17,75k |
| **6910441**<br>GZJH<br>335994<br>Df Esd<br>Rdr<br>RTm/v | **EMINENCE**<br><br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **999**<br>693<br>1 656 | ✠**100A1** SS 9/81<br><br>✠**LMC**<br>EL L $1\frac{3}{16}$"U2<br>FN 1060 | **1969**-3 Goole SB. & Repairing Co. Ltd. —Goole (565)<br>67,67 11,79 4,223<br>64,01 11,59 4,96<br>P 13,8 RQD 13,8 F 7,4 1 dk<br>rf 76<br>NS 4BH WB521t | **M General Cargo**<br><br>2 Ho 21,9 19,1 ER<br>G.2 218 B.2 056<br>2 Ha (stl) (15,7 15,6 × 7,9) ER | Oil 4SA 8Cy. 222 × 292 sr reverse geare to sc. shaft<br>999bhp (735kW) NE 12/77<br>Mirrlees Blackstone (Stamford) Ltd. Stamfor<br>Gen 1 × 100kW 1 × 25kW 220V d.c.<br>Fuel 71,0t (d.o.) 10,5k |
| **6622692**<br>EMINONU<br>3741 | **EMINONU**<br><br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **900**<br>266<br>— | | **1967** Denizcilik Bankasi T.A.O.—Camialti (162)<br>58,20 17,00 2,902<br>53,01 14,51 4,60<br>1 dk | **M Ferry** | 2 Oil 4SA each 6Cy. 300 × 450 geared to sc. shaft<br>1 040bhp (765kW)<br>S.A. Fiat S.G.M. Torin 9k |
| **5103390**<br>TCUH<br>56 | **EMIRGAN**<br><br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **283**<br>153<br>— | <br><br>(GL) | **1952** Schps. L. Smit & Zoon—Kinderdijk (Co157)<br>32,57 7,62 2,401<br>2,70<br>1 dk | **TM Ferry** | 2 Oil 2SA each 6Cy. 220 × 360<br>520bhp (382kW)<br>Waggon u. Maschb. Hambu 10k |
| **6726412**<br>IMNI<br>65<br>Esd RT | **EMISSOLE**<br><br>**Gaspare e Tumbiolo Giacalone**<br>Mazara del Vallo Italy | **124**<br>57<br>— | | **1967** Cant. Nav. Mario Morini—Ancona (97)<br>30,31 6,79<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 4Cy. 265 × 410<br>300bhp (221kW)<br>S.A. Ansaldo Stab. Mecc. Geno |

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| 5103405<br>SUWQ | **EMLAK**<br>**Suez Canal Authority**<br>Suez Egypt | **825**<br>392<br>— | ✠**A1** SS 6/78<br>Suez Canal service<br>✠**LMC**<br>EL (m) 1¼"<br>FN 1060 | **1960**-7 Orenstein Koppel & Luebecker<br>—Luebeck (551)<br>44,86 20,60 2,401<br>44,51 20,25 3,56<br>1 dk<br>rf nil<br>3BH WB48t | **TD-E Floating Crane** | 2 Oil 4SA each 8Cy. 235 × 330 total 820bhp (603kW) driving 2 gen. each 280kW 460V d.c. connected to 2 elec. motors each of 349shp (257kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 Directional propellers<br>Fuel 26,5t 5kn |
| 5383653<br>H04333<br>1026<br>1-80<br>Df Esd<br>RT | **EMMA**<br>ex Frederika-79 ex Voorwaarts-78<br>**Bona Mercantile Co. Ltd. S.A.**<br>Panama Panama | **486**<br>300<br>955 | ✠**100A1** SS 10/80<br>✠**LMC**<br>EL j<br>FN 726 | **1957**-5 N.V. Bodewes Schps.<br>—Martenshoek (428)<br>60,25 9,33 3,588<br>55,02 9,20 3,99<br>RQD 15,9 F 10,7 1 dk, 2nd dk aft<br>RW rf 76<br>3BH WB311t incl. Dk. a32t m12t | **M General Cargo**<br>Mchy.aft<br>G.1 097 B.953 | Oil 4SA 8Cy. 290 × 450 with flexible coupling<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 78,0t 10kn |
| 5095701<br>HUO<br>Df Esd<br>RTm | **EMMA**<br>ex Eagle-70 ex Mary Ward-54<br>**K. Kiel**<br>Maritima Santo Domingo Inc.<br>Santo Domingo Dominican Rep. | **388**<br>244<br>498 | | **1951** Scheepswerf "De Waal" N.V.<br>—Zaltbommel (641)<br>44,99 7,65 2,953<br>... ... ...<br>P 11,9 RQD 15,9 F 5,5 1 dk<br>RW | **M General Cargo**<br>1 Ho 27,8 ER<br>G.750 B.680<br>2 Ha (each 10,0 × 4,8) ER<br>Der 4(2) | Oil 4SA 6Cy. 290 × 420<br>360bhp (265kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 10kW 110V d.c.<br>Fuel (d.o.) 10kn |
| 5103443<br>DGHS | **EMMA**<br>**Nahmen Christiansen**<br>Wyk-auf-Fohr Federal Republic of Germany | **158**<br>79<br>190 | | **1931** Gebr. van Diepen—Waterhuizen<br>*33,99* 6,05<br>2,32<br>RQD 7,4 1 dk<br>R len 37 | **M General Cargo** | Oil 4SA 3Cy. 290 × 420<br>180bhp (132kW) NE 42<br>Deutsche Werke A.G. Kiel |
| 5035218<br>IRDN<br>3500<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EMMA D.P.**<br>ex Moncalvo-78<br>ex Medov Italia-73<br>ex Baltic Trader-71<br>**Montenavi S.r.l.**<br>Genova Italy | **1 597**<br>765<br>2 601 | RI<br>✠Classed LR until 1/72 | **1954**-7 Werft Nobiskrug—Rendsburg<br>(566)<br>99,09 12,93 5,550<br>89,87 12,91 8,11<br>F 8,3 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>Ref 2P<br>4 Ho 16,4 13,1 7,8 ER 24,3<br>G.4 259 B.3 950 In.292<br>3 Ha (10,5 14,4 × 5,0) ER (17,8 × 5,0)<br>10W Der 1(10) 10(5) | 2 Oil 4SA each 10Cy. 385 × 580 with hydraulic couplings & sr gearing to sc. shaft<br>3 600bhp (2 648kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 150kW 230V d.c.<br>Fuel 284,5t (d.o.) 15,5kn |
| 7407001<br>DADI<br>12246<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EMMA JOHANNA**<br>**Alfred C. Toepfer Schiffahrtsges. m.b.H. & Co. K.G. Lumber Carrier**<br>Alfred C. Toepfer K.G.<br>Hamburg Federal Republic of Germany | **30 373**<br>22 081<br>50 300 | GL | **1976** Flensburger Schiffsbau-Ges.<br>—Flensburg (645)<br>213,34 30,46 12,170<br>205,01 30,41 17,33<br>P 35,4 F 14,4 1 dk | **M Bulk Carrier**<br>Pulp Newsprint<br>Ice strengthened<br>6 Ho 26,0 25,2 25,2 25,2 25,2 25,2 ER<br>G.66 212 B.64 060 HeCls. B<br>1 Ha (stl) (18,9 × 20,2) 5 Ha (stl) (each 19,5 × 25,7) ER<br>Cr 6(20) | Vee Oil 4SA 16Cy. 520 × 550<br>14 400bhp (10 592kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 809kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 280,0t (d.o.) 3 025,0t (hvf)-57,0pd 16kn |
| 7702035<br>OYWP<br>D2599<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMMA MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kerteminde Denmark | T.Mk<br>**13 706**<br>6 856<br>21 050<br>**21 799**<br>13 995<br>29 750 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL J† 605,0/66,0U3<br>FN 7393 | **1979**-7 Odense Staalskibsvaerft A/S—Lindo (74)<br>182,28(BB) 27,49 9,762/11,848<br>168,21 27,44 16,51<br>RAD 40,6 F 13,8 3 dks<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB7596T incl. DTsf2207T, STs in No. 3 hold 1770T, Comb. btm & STs in No. 4 hold 952T | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s) pt higher tensile steel<br>4 Ho 34,7 33,7 33,7 18,4 ER<br>G.37 860 B.32 446 HeCls. B<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,2) ER<br>Cr 4(30) 2(16) | Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 9,5kgf/cm$^2$ (9,4bar)<br>WTAuxB (ex.g) 9,5kgf/cm$^2$ (9,4bar)<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 525,0t (d.o.) 2 708,0t (hvf) 18,5kn |
| 6919368<br>SXBB<br>7589<br>Df Esd<br>Gc Rdr<br>RTm | **EMMA METHENITIS**<br>ex British Wasa-80<br>ex Belo Mundo-70<br>**Glenmore Maritime Corp.**<br>Piraeus Greece | **10 712**<br>6 220<br>18 560 | AB | **1969** Hitachi Zosen—Innoshima (4186)<br>156,22 22,66 9,218<br>146,01 22,61 12,91<br>P 29,0 F 11,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 26,9 26,9 26,9 26,9 ER<br>G.24 180 B.23 490<br>4 Ha (stl) (17,1 19,8 19,8 19,8 × 10,4) ER<br>12W Der 4(22) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 498,5t (hvf) 15,25kn |
| 6925276<br>DKDF<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EMMA OLDENDORFF**<br>**E. L. Oldendorff & Co. G.m.b.H.**<br>Luebeck Federal Republic of Germany | **37 613**<br>29 244<br>67 925 | GL | **1969** Bremer Vulkan A.G.—Vegesack<br>(946)<br>251,01 32,44 12,489<br>240,01 32,24 17,15<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>11 Ho each 16,1 ER<br>G.81 646 HeCls. B<br>11 Ha (stl) (each 8,9 × 14,4) ER | Oil 2SA 9Cy. 780 × 1550<br>1 575bhp (1 159kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 480kW 1 × 550kW 440V 60Hz a.c.<br>Fuel 108,0t (d.o.) 2 938,0t (hvf)-57,0pd 15,5kn |
| 7392220<br>Esd Pfd<br>Rdr RT | **EMMA THOMSON**<br>**A. Thomson**<br>Lossiemouth United Kingdom | **115**<br>—<br>— | | **1975** Campbeltown Shipyard Ltd.<br>—Campbeltown (028)<br>25,99 6,74 3,226<br>25,89 6,71 3,79<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| 7218785<br>PPFO<br>6574<br>Df Esd<br>Gc Rdr<br>RT | **EMMANUEL**<br>**H. Dantas Comercio Navegacao e Industria Ltda.**<br>Aracaju Brazil | **2 358**<br>1 569<br>3 673 | AB | **1972** Industrias Reunidas Caneco S.A.—Rio de Janeiro (192)<br>78,57 15,45 5,500<br>73,00 15,40 7,22<br>1 dk | **TM General Cargo**<br>3 Ho ER<br>G.5 239 B.4 984<br>3 Ha ER | 2 Oil 4SA each 8Cy. 230 × 270<br>2 160bhp (1 589kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 211,5t 11kn |
| 6517249<br>SWJN<br>6837<br>Df Esd<br>Gc Rdr<br>RTm/v | **EMMANUEL COMNINOS**<br>ex La Estancia-78<br>**Danaos Primera Shipping Co. S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **28 007**<br>17 984<br>47 399 | ✠**100A1** SS 6/82<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC**<br>EL †† 3⅜"SQ<br>FN 9345 | **1965**-9 Harland and Wolff Ltd.—Belfast (1660)<br>219,46 28,15 12,237<br>209,20 28,05 16,62<br>P 36,3 F 16,8 1 dk<br>rf 127<br>NS 12BH WB19030t incl. Comb. btm & STs in holds 8966t Topside tanks in holds 8244t | **M Bulk Carrier**<br>9 Ho 16,4 18,2 18,2 15,5 18,2 15,5 18,2 18,2 15,5 ER<br>G.52 867<br>9 Ha (stl) (9,1 10,0 10,0 9,1 10,0 9,1 10,0 10,0 9,1 × 15,2) ER | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 3 675,0t (hvf) 15kn |

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| **7811513**<br>PDXP<br>Esd Gc<br>Pfd Rdr<br>RT | **EMMELY**<br>**V.O.F. Emmely Cooltrans**<br>Rotterdam Netherlands | **991**<br>518<br>2 010 | ✠100A1<br>Ice Class 3<br>✠LMC UMS<br>✠Lloyd's RMC<br>EL P 440,0/36,0U2<br>FN 1421 | **1979**-9 B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (346)<br>75,52 13,09 4,865<br>69,02 13,01 7,57<br>F 9,5 2 dks<br>rf nil<br>7BH WB353T incl. DTf41T & TwDf53T | **M General Cargo**<br>Ref.<br>3 Ho 16,0 14,8 14,8 3 TwD ER<br>In.2 633<br>3 Ha (stl) (each 6,8 × 5,5) ER | Oil 4SA 6Cy. 320 × 450 geared to sc. shaft<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Ki<br>Gen 3 × 176kW 440V 60Hz a.c. |
| **5175214**<br>OYGK<br>J928<br>Esd RT | **EMMY ELIN**<br>ex Jorgen Steen-64 ex Frema-52<br>ex Quo Vadis<br>**Harald Flyvbjerg**<br>Korsor Denmark | **100**<br>67<br>— | | **1924** Noord Nederlandse Scheepswerven N.V.—Groningen<br>*30,03* 5,06<br>5,01<br>1 dk<br>R | **Aux M General Cargo**<br>Mchy.aft | Oil 2SA 3Cy. 200 × 340<br>NE —<br>Alpha-Diesel A/S Frederiksha<br>Fuel (d.o.) |
| **5209962**<br>SVGN<br>5106<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EMOULI**<br>ex Petrola 19-80<br>ex Petrola XIX-76 ex Llanishen-74<br>**Adrian Shipping & Trading Corp. S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **20 707**<br>10 554<br>34 299 | ✠100A1 SS 7/80<br>oil tanker<br>✠LMC<br>EL pt 3"SQ<br>FN 7713 | **1958**-1 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1863)<br>202,67 25,76 10,992<br>193,89 25,68 14,10<br>P 36,9 B 12,5 F 18,9 1 dk<br>rf 102<br>15BH WB6629t incl. 5693t in clean ballast tanks | **S Tanker**<br>24 Ta ER<br>L.(oil) 40 470 HeCls. BC<br>Der 2(5) | 2 S Turb dr geared to sc. shaft<br>14 500shp (10 666kW)<br>Wallsend Slipway Engineers Ltd. Wallse<br>2 WTB 705lbf/in² (48,7bar) Spt 482,3°C 635lbf/in² (43,8bar) hs2589,1<br>sg 140lbf/in² (9,7bar)<br>Gen 2 × 550kW 440V 60Hz a.c.<br>Fuel 2 898,0t (o.f.)-75,0pd 16,25k |
| **6604119**<br>CONS<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EMPERADOR**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **705**<br>378<br>660 | BV | **1965** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (67)<br>55,25 9,02 3,747<br>48,80 8,97 4,25<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>3 Ho ER<br>In.555 L.555<br>3 Ha (each 1,6 × 1,6) ER | Oil 4SA 9Cy. 300 × 450<br>1 300bhp (956kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsbur<br>Fuel 291,0t (d.o.) 11,75k |
| **5306617**<br>RT | **EMPIRE PIERROT**<br>ex St. Patrick-65<br>ex Empire Pierrot-48 | **232**<br>—<br>150 | ✠Classed LR until 7/48 | **1943**-10 A. Hall & Co. Ltd.—Aberdeen (694)<br>34,40 8,26 3,334<br>8,21<br>R BK 191 | **S Tug** | T 3Cy. 406 635 & 1067 × 686<br>A. Hall & Co. Ltd. Aberdee<br>Gen 1 × 4kW 110V d.c.<br>Fuel 79,5t (o.f.) 9k |
| **5071561**<br>VDYQ<br>169167<br>Rdr RT | **EMPIRE SANDY**<br>ex Chris M-79 ex Ashford-52<br>ex Empire Sandy-48<br>**Joyce E. Rogers**<br>Thunder Bay, Ont. Canada | **479**<br>44<br>— | ✠Classed LR until 3/53 | **1943**-7 Clelands (Successors) Ltd. —Wallsend (66)<br>43,62 9,17 4,566<br>9,12 4,88<br>RFD 7,7<br>BK 203 | **S Tug** | T 3Cy. 419 686 & 1168 × 762<br>Walker Bros. (Wigan) Ltd. Wiga<br>Fuel (o.f.) |
| **7941904**<br>WHMW<br>Rdr RT | **EMPIRE STATE**<br>ex Empire State V-78<br>ex Barrett-74<br>Launched as President Jackson<br>**Government of The United States of America (Department of Commerce)**<br>*New York, NY* United States of America | **13 319**<br>7 158<br>— | AB | **1952** New York SB. Corp.—Camden, NJ (485)<br>8,259<br>152,25 22,26 14,91<br>RQD 4,9 B 57,0 4 dks<br>rf nil conv Passenger/General Cargo 52<br>conv Passenger/General Cargo/Troopship 73 | **S Passenger/General Cargo/ Training Ship**<br>2 Ho ER 2 Ho<br>4 Ha (stl) (5,3 5,3 × 9,7) ER (5,3 5,3 × 9,7)<br>Der 8(-) | 2 S Turb dr geared<br>16 940shp (12 460kW)<br>General Electric Co. USA<br>Gen 3 × 600kW 220V d.c. 19k |
| **5103871** | **EMPIRE VINCENT**<br>**Government of The Kingdom of Thailand**<br>Bangkok Thailand | **274**<br>—<br>— | ✠Classed LR until 11/46 | **1944**-1 Cochrane & Sons Ltd.—Selby (1274)<br>34,04 8,11<br>... ... | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Amos & Smith Ltd. Hu<br>Fuel (o.f.) |
| **5103895**<br>PKGV<br>424/Z<br>Esd | **EMPOH**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **514**<br>246<br>726 | KI | **1954** Schiffsw. A. Pahl—Hamburg<br>*50,91* 9,02<br>49,99 9,00 3,71<br>P 28,7 F 7,7 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW) E made51 fitted—/54<br>Enterprise Engine Co. San Francisco, C<br>Gen 1 × 40kW 115V d.c.<br>Fuel (d.o.) 8k |
| **7625110**<br>EHRK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EMPORDA**<br>**Compania Naviera Marasia S.A.**<br>Barcelona Spain | T.Mk<br>**6 962**<br>3 971<br>11 786<br>**10 964**<br>6 599<br>16 318 | GL | **1979** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (212)<br>147,43 8,154/10,140<br>134,02 22,81 13,52<br>P 26,0 F 10,4 2 dks | **M General Cargo**<br>Ref<br>Str. heavy cargoes<br>4 Ho 14,9 28,3 28,3 20,1<br>G.21 370 B.19 651 In.550 HeCls. B<br>TEU 298 C. 298/20'<br>4 Ha (12,6 × 8,0) (19,2 19,2 × 12,5) (12,3 × 8,0)<br>10W Der 1(75) 11(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Ast. Espanoles S.A. Sulze Spai<br>Gen 3 × 750kW 380V 50Hz a.c.<br>Fuel 257,0t (d.o.) 1 106,5t (hvf)-29,0pd 17,25k |
| **7124659**<br>CB2517<br>Esd Gc<br>Rdr RT | **EMPREMAR 1**<br>ex Tiburon-76<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile | **349**<br>174<br>409 | AB | **1972** Enrique Lorenzo y Cia. S.A.—Vigo (361)<br>35,06 10,14 3,560<br>31,75 9,76 4,63<br>F 13,5 1 dk | **TM Tug** | 2 Oil 4SA each 7Cy. 235 × 330 MA<br>"ASTANO", Astilleros y Talleres del Noroeste S.A. El Fer<br>Gen 3 × 65kW a.c.<br>2 Controllable pitch propellers aft<br>Fuel 93,5t |
| **7124647**<br>CB2518<br>Df Esd<br>Gc Rdr<br>RT | **EMPREMAR 11**<br>ex Barracuda-76<br>**Government of The Republic of Chile (Empresa Maritima del Estado) (EMPREMAR)**<br>Valparaiso Chile | **349**<br>174<br>170 | AB | **1972** Enrique Lorenzo y Cia. S.A.—Vigo (362)<br>35,06 10,14 4,322<br>31,75 9,76 4,63<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 7Cy. 235 × 330 geared to sc. shaft MA<br>"ASTANO", Astilleros y Talleres del Noroeste S.A. El Fer<br>Gen 3 × 65kW a.c.<br>2 Controllable pitch propellers aft<br>Fuel 93,5t (d.o.) |

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| **6405434**<br>VLJY<br>317553<br>Df Esd<br>Gc Rdr<br>RTv | **EMPRESS OF AUSTRALIA**<br>**Australian Shipping Commission (The Australian National Line)**<br>*Hobart, Tas.* Australia | **8 196**<br>3 829<br>2 725 | **✠100A1** CS 2/80<br>for service between Sydney, N.S.W. and Tasmanian ports<br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4187 | **1965**-1 Cockatoo Docks & Eng. Co. Pty. Ltd.—Sydney, N.S.W. (220)<br>135,64 21,52 6,116<br>123,17 21,34 12,65<br>B 43,9 2 dks<br>RW rf 457<br>Coll BH to U dk 9 to 2nd dk WB791t | **TM Passenger/RoRo Cargo/Ferry** 250P<br>2 Ho 8,9 9,6 | 2 Oil 2SA each 10Cy. 570 × 800<br>13 500bhp (9 930kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>2 AuxB (1 o.f. 1 ex.g) 49lbf/in$^2$ (3,4bar)<br>Gen 4 × 600kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel (hvf) 17kn |
| **5268267**<br>H3VL<br>5236-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMPRESS OF EDEN**<br>ex Pacific Maru-75<br>**Euphrosyne Oceanic Transport S.A.**<br>Panama Panama | **47 747**<br>37 389<br>58 028 | NK | **1959** (Aft & pt cargo sections) Kawasaki Dockyard Co. Ltd.—Kobe (973)<br>**1975** (Fwd & pt cargo sections) Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama<br>241,21 33,02 11,529<br>230,00 33,00 22,79<br>F 204,0 1 dk<br>RW lengthened, widened & deepened 75<br>conv Tanker 75 | **S Bulk Carrier**<br>Mchy.aft<br>G.116 376 | 2 S Turb dr geared to sc. shaft<br>16 500shp (12 137kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 560kW 445V a.c.<br>Fuel 4 179,0t (o.f.)-87,5pd 15kn |
| **5103950** | **EMPREZA**<br>**Empreza Polycultura S.A.**<br>Salvador Brazil | **113**<br>73<br>— | | **1935** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>*24,51* 5,52<br>... ... ...<br>R | **Aux M General Cargo**<br>Mchy.aft | Oil 4SA 3Cy. 210 × 300<br>Motorenw. Mannheim A.G. Mannheim |
| **8019954**<br>396245<br>Esd Gc<br>Pfd Rdr<br>RT | **EMPRIS LADY**<br>**Eraya Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **170**<br>141<br>— | | **1981** North Arm Slipway Pty. Ltd.—Port Adelaide (8)<br>24,52 7,50<br>21,49 7,31 3,51<br>1 dk | **M Fishing**<br>Tuna | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>600bhp (441kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7502100**<br>DYXU<br>223438<br>Rdr RT | **EMPRISE I**<br>**Philippine Lauan Shipping Co.**<br>Manila Philippines | **1 598**<br>1 100<br>3 201 | AB | **1977** Sandoval Shipyards Inc. —Consolacion (4)<br>78,52 13,62 5,550<br>73,00 13,40 6,71<br>1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho each 32,9<br>2 Ha (25,7 11,9 × 7,1) | Oil 4SA 6Cy. 280 × 340 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 135kW a.c.<br>12,5kn |
| **7610062**<br>J4BX<br>7161<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EMPROS**<br>**Elm Co. Ltd.**<br>Eurotraders Shipping Agencies Ltd.<br>Piraeus Greece | **8 890**<br>6 406<br>15 220 | **✠100A1**<br>**✠LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 4426 | **1978**-7 Austin & Pickersgill Ltd. —Southwick, Sunderland (1377)<br>144,02 20,48 8,846<br>137,52 20,44 11,74<br>F 13,5 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1 to 2nd dk WB4331T incl. DTm 1786T | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3 4 TwD ER<br>G.21 379 B.19 536<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>Der 1(80) 1(30) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 145,0t (hvf) 15kn |
| **6802486**<br>CSJK | **EMPURRA**<br>**LISNAVE-Estaleiros Navais de Lisboa S.a.r.l.**<br>Lisboa Portugal | **104**<br>19<br>— | BV | **1967** LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>*23,50* 6,53 2,693<br>6,48 3,51<br>1 dk | **M Tug** | Oil 4SA 8Cy. 300 × 450<br>MAN<br>Dok-en Werf Mij. Wilton- Fijenoord B.V. Schiedam<br>Fuel (d.o.) 10kn |
| **7371446**<br>TABO<br>5045<br>Df Esd<br>Gc Rdr<br>RTh | **EMRE II**<br>ex Memories-82<br>ex Nancy Melissa-82<br>ex Sea Bird-80<br>**Tek Nakliyat ve Ticaret A.S.**<br>Istanbul Turkey | **3 819**<br>2 560<br>6 236 | NV (NK) | **1974** Asakawa Zosen—Imabari (233)<br>106,43 16,49 6,671<br>97,95 16,29 8,13<br>P 27,8 B 7,4 F 10,4 1 dk | **M General Cargo**<br>2 Ho 37,8 35,5 ER<br>G.7 853 B.6 879<br>2 Ha (stl) (24,0 24,3 × 4,1) ER<br>4W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 440V 60Hz a.c.<br>Fuel 567,0t (hvf)-12,5pd 12,75kn |
| **6614657**<br>A8AX<br>4783<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EMS ORE**<br>ex Nimba-81 ex Nuolja-74<br>**Ems Ore International Navigation Inc.**<br>Monrovia Liberia | **26 805**<br>16 035<br>77 219 | ✠Classed LR until 24/4/81<br>BV | **1966**-7 A/B Gotaverken—Goteborg (816)<br>243,85 37,88 12,653<br>231,66 37,80 16,57<br>P 28,1 F 18,9 1 dk<br>rf 51 | **M Ore Carrier**<br>5 Ho 41,9 14,4 57,6 14,4 43,2 ER<br>G.41 134<br>1 Ha (stl) (10,9 × 9,9) 11 Ha (stl) (each 10,9 × 12,5) ER<br>Cr 1(7,5) | Oil 2SA 8Cy. 850 × 1700<br>17 600bhp (12 946kW)<br>A/B Gotaverken Goteborg<br>Gen 4 × 420kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 749,0t (hvf) 14kn |
| **7601023**<br>DCVG<br>Esd Gc<br>Rdr<br>RTm/v | **EMS-LINER**<br>**River-Liner Bereederungs G.m.b.H. m.s. 'Ems-Liner' K.G.**<br>Gerhard Wessels<br>Haren/Ems Federal Republic of Germany | T.Mk<br>**498**<br>286<br>1 450 | GL | **1977** Gebr. Koetter—Haren/Ems (69)<br>85,02 3,261<br>80,63 9,47 5,21<br>P 6,8 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 55,1 ER<br>G.2 214 B.2 180<br>1 Ha (stl) (49,8 × 7,4) ER | Oil 4SA 8Cy. 320 × 480<br>995bhp (732kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Thw. thrust propeller fwd<br>11,5kn |
| **7928809**<br>DCEZ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EMSDEICH**<br>**Schepers-Kiepe Bereederungs G.m.b.H. & Co. K.G. m.s. 'Emsdeich'**<br>Haren/Ems Federal Republic of Germany | **998**<br>620<br>2 920 | GL | **1980** Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (124)<br>99,83 11,41 4,211<br>95,41 11,35 7,17<br>F 8,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.4 284 B.4 188<br>TEU 104 C.Ho 60/20' C.Dk 44/20'<br>1 Ha (66,6 × 9,3) ER | Oil 4SA 6Cy. 360 × 450<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) West Germany<br>Gen 2 × 120kW 1 × 37kW 380V 50Hz a.c.<br>10kn |
| **8034253**<br>DBPF<br>Esd Rdr<br>RTv | **EMSHOERN**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Emden Federal Republic of Germany | **128**<br>31<br>— | GL | **1955** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (569)<br>28,71 7,04 3,261<br>26,01 7,00 3,41<br>1 dk | **M Icebreaker** | Oil 4SA 6Cy. 320 × 480<br>411bhp (302kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>12,25kn |

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| **7701914** | **EMSLAND** | **1 561** | | **1977** Usuki Tekkosho—Usuki (975) | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 310 × 380 | |
| DCIE | | 586 | | 78,52 13,62 3,450 | 1000P | 4 000bhp (2 942kW) | |
| 3971 | **RRF Ro/Ro Ferry Gesellschaft** | 449 | GL | 71,02 13,61 4,63 | Bow door/ramp Stern door/ramp Ice | Niigata Eng. Co. Ltd. | Niigata |
| Df Esd | **m.b.H. & Co. K.G.** | | | 2 dks | strengthened | Thw. thrust propeller fwd | |
| Gc Rdr | **Schiffahrtsges.** | | | | | | 15,5kn |
| RT | A.G. "Ems" & Schiffahrts K.G. | | | | | | |
| | Emden Federal Republic | | | | | | |
| | of Germany | | | | | | |

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| **5090311** | **EMSSTROM** | **424** | | **1962** Gutehoffnungshuette Sterkrade A.G. | **M General Cargo** | Oil 4SA 8Cy. 220 × 280 | |
| DENN | ex Dinslaken-77 | 218 | | —Walsum (994) | | 300bhp (221kW) | |
| SSR126 | **Heinrich Litmeyer** | 560 | GL | 54,11 9,33 2,750 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | Haren/Ems Federal Republic | | | 48,29 9,30 3,05 | 1 Ho 31,0 ER | | 9,5kn |
| RTm/v | of Germany | | | P 13,2 F 7,7 1 dk | G.806 B.779 | | |
| | | | | | 1 Ha (26,8 × 6,0) ER | | |
| | | | | | 2W Der 2(2) | | |

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| **7811147** | **EMSTAL** | **998** | | **1979** Gebr. Koetter—Haren/Ems (71) | **M General Cargo** | Oil 4SA 6Cy. 320 × 480 reduction geared | |
| DCEB | ex Ostergotland-81 ex Emstal-80 | 539 | | 84,21 3,301 | | to sc. shaft | |
| | **Ems-Trans Schiffahrtsges.** | 2 045 | GL | 79,02 10,71 6,71 | Ice strengthened | 599bhp (441kW) | |
| Df Esd | **m.b.H. m.s. 'Emstal' K.G.** | | | P 18,6 F 7,4 2 dks | Mchy.aft | Motorenw. Mannheim A.G. (MWM) | |
| Pfd Rdr | Haren/Ems Federal Republic | | | | G.2 776 B.2 769 | | Mannheim |
| RT | of Germany | | | | TEU 63 C. 63/20' | | 10kn |

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| **5403790** | **EMSTANK 7** | **104** | | **1963** Schulte & Bruns—Emden (227) | **M Tanker** | Oil 4SA 8Cy. 130 × 170 | |
| DCPK | | 59 | | 33,99 5,72 1,855 | | 200bhp (147kW) | |
| | **Emstank G.m.b.H.** | 248 | GL | 31,98 5,69 2,21 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Esd Rdr | Emden Federal Republic | | | 1 dk | 6 Ta ER | Gen 2 × 24kW 24V d.c. | |
| RTv | of Germany | | | rf nil | L.(oil) 260 | Fuel 4,0t (d.o.) | 10kn |

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| **6620149** | **EMSTANK 10** | **146** | | **1966** J. Diedrich—Oldersum (94) | **M Tanker** | Oil 2SA 12Cy. 135 × 160 reverse | |
| DCJA | | 80 | | 34,98 6,51 2,071 | | reduction geared to sc. shaft | |
| 3580 | **Emstank G.m.b.H.** | 252 | GL | 31,98 6,20 2,37 | Ice strengthened | 199bhp (146kW) | |
| Esd Rdr | Emden Federal Republic | | | P 6,4 1 dk | 6 Ta ER | Kloeckner Humboldt Deutz | Koeln |
| RTv | of Germany | | | | L.(oil) 250 | Fuel 5,5t (d.o.)-1,5pd | 10,5kn |

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| **7634800** | **EMULE** | **122** | | **1974** Bender Welding & Machine Co. Inc. | **M Fishing** | 2 Vee Oil 2SA each 16Cy. 108 × 127 | |
| 9GXG | ex Pandion II-75 | 85 | | —Mobile, Al | Side Trawler | geared to sc. shaft | |
| 316607 | **Tema Cold Stores Ltd.** | — | | *20,73* 6,71 | | 1 400bhp (1 030kW) | |
| | Takoradi Ghana | | | ... ... ... | | General Motors Corp., Detroit Diesel | |
| | | | | 1 dk | | Allison Div. | Detroit |
| | | | | | | | 12kn |

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| **7206744** | **EMY** | **498** | | **1972** Sonderborg Skibsvaerft A/S | **M General Cargo** | Vee Oil 4SA 10Cy. 230 × 300 | |
| IMVW | ex Inge Bech-80 | 267 | | —Sonderborg (65) | | 1 220bhp (897kW) | |
| 1374 | **Societa di Navigazione** | 1 369 | BV RI | 70,77 13,01 3,556 | 1 Ho 49,0 ER | Alpha-Diesel A/S | Frederikshavn |
| Df Esd | **Oceanica S.r.l.** | | | 68,10 12,98 6,30 | G.3 200 B.2 832 | Gen 3 × 80kW 380V 50Hz a.c. | |
| Rdr RT | Napoli Italy | | | B 15,0 F 13,2 2 dks | 2 Ha (stl) (each 19,2 × 8,5) ER | Fuel 128,0t (d.o.)-5,0pd | 12kn |
| | | | | | 4W Der 4(5) | | |

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| **5062314** | **EN AVANT 27** | **103** | | **1960** N.V. Bodewes Schps.—Martenshoek | **M Tug** | Oil 4SA 6Cy. 320 × 450 | |
| | ex Le Prevoyant-82 | — | | (451) | | | |
| | ex Capitaine Albert Ruault-78 | — | BV | 25,00 6,76 | | Kloeckner Humboldt Deutz | Koeln |
| Rdr | **R. V. Muller** | | | ... ... ... | | Fuel (d.o.) | 11kn |
| | **Beheermaatschappij** | | | 1 dk | | | |
| | Netherlands | | | RW | | | |

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| **6403620** | **EN GEDI** | **23 537** | **✠100A1** SS 11/79 | **1964**-7 Navalmeccanica Cant. Nav. | **M Bulk Carrier** | Oil 2SA 8Cy. 750 × 1320 | |
| 4XMA | | 14 760 | strengthened for ore | —Castellammare di Stabia | | 11 200bhp (8 238kW) | |
| MS146 | **Zim Israel Navigation Co. Ltd.** | 35 674 | cargoes, Nos. 2, 4 & 6 | 195,99(BB) 27,08 10,669 | 7 Ho 13,1 26,2 15,6 20,1 16,3 | S.A. Fiat S.G.M. | Torino |
| Df Esd | Haifa Israel | | holds may be empty | 186,01 27,01 15,40 | 26,3 12,8 ER | AuxB (o.f.) 100lbf/in$^{2}$ (6,9bar) | |
| Gc Rdr | | | **✠LMC** | P 32,4 F 12,5 1 dk | 7 Ha (8,9 17,9comb. 12,1 15,0 12,1 | AuxB (ex.g) 128lbf/in$^{2}$ (8,9bar) | |
| RTm/h/v | | | EL pt 2$\frac{13}{16}$"SQ | 11BH WB14447t incl. Comb. btm & STs in | 17,9comb. 8,9 × 12,5) ER | Gen 3 × 400kW 450V 60Hz a.c. | |
| | | | FN 7889 | holds 6185t Topside tanks in holds | Der 2(5) 2(2) | Fuel (hvf) | |
| | | | | 5004t | | | |

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| **7218060** | **EN NAJAH** | **115** | | **1972** Ast. Zamacona S.A.—Bilbao (60) | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| 7TFD | | 33 | | 23,02 | Side Trawler Ref | 400bhp (294kW) | |
| | **L'Office Algerien des Peches** | 109 | (BV) | 19,00 6,71 3,10 | 1 Ho | Soc. des Moteurs Baudouin | Marseille |
| Df Esd | **(OAP)** | | | 1 dk | G.52 | | 10kn |
| Rdr RT | Alger Algeria | | | | | | |

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| **7218034** | **EN NASR** | **115** | | **1972** Ast. Zamacona S.A.—Bilbao (59) | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| 7TFC | | 33 | | 23,02 | Side Trawler Ref | 400bhp (294kW) | |
| 59 | **L'Office Algerien des Peches** | 109 | (BV) | 19,00 6,71 3,10 | | Soc. des Moteurs Baudouin | Marseille |
| Df Esd | **(OAP)** | | | 1 dk | | | 10kn |
| Rdr RT | Alger Algeria | | | | | | |

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| **8221595** | **ENA MARU** | **2 021** | | **1982** Kitanihon Zosen K.K.—Hachinohe | **M General Cargo** | Oil | |
| | | — | | (175) | Ref. | 5 400bhp (3 972kW) | |
| | **Hibiya Enterprises K.K.** | 3 800 | NK (Class cont.) | 6,701 | | Akasaka Tekkosho K.K., (Akasaka | |
| | Japan | | | 89,92 16,01 10,01 | | Diesels Ltd.) | Japan |

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| **7227140** | **ENAD** | **987** | **✠100A1** SS 1/81 | **1972**-11 Carrington Slipways Pty. Ltd. | **TM Tug/Supply Ship** | 4 Oil 4SA each 8Cy. 260 × 320 reverse | |
| A7D2005 | ex Lady Sarah-77 | 484 | | —Newcastle, N.S.W. (83) | Deck Cargo | reduction geared to sc. shafts | |
| 343 | **Qatar National Navigation &** | 1 073 | **✠LMC** | 57,92 13,26 4,395 | | Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| Esd Gc | **Transport Co. Ltd.** | | EL M 1½"U1 | 51,74 12,81 4,88 | | Gen 2 × 200kW 415V 50Hz a.c. | |
| Rdr RT | Doha Qatar | | FN 916 | RFD 25,3 F 19,9 1 dk | | Thw. thrust propeller fwd | |
| | | | | rf 102 | | | |
| | | | | 5BH WB447t | | | |

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| **6826858** | **ENAK** | **1 990** | | **1967** Gutehoffnungshuette Sterkrade A.G. | **TD-E Crane Ship** | Vee Oil 4SA 16Cy. 160 × 180 1 250bhp | |
| DGSK | | 1 261 | | —Blexen | | (919kW) connected to 2 elec. motors | |
| | **Bugsier-Reederei-und Bergungs-** | — | GL | 55,17 3,125 | | Masch. Augsburg-Nuernberg (MAN) | |
| Esd Rdr | **A.G.** | | | 25,02 4,60 | | | Augsburg |
| RTv | Hamburg Federal Republic | | | 1 dk | | 2 Directional propellers aft , 1 fwd | |
| | of Germany | | | | | | |
| | See Register of Offshore Units | | | | | | |

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| 7811707<br>PDXV<br>7961Z<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENAK**<br>**Linde Lloyd B.V.**<br>Dock Express Shipping B.V.<br>Scheveningen Netherlands | **1 590**<br>1 190<br>2 720 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL R 440,0/40,0U2<br>FN 1591 | **1979**-5 Scheepswerf "De Waal" B.V. —Zaltbommel (714)<br>81,21 (BB) 14,86 4,934<br>74,61 14,71 6,61<br>P 7,4 F 7,1 1 dk<br>rf nil<br>4BH WB1538T incl. DTf110T & STs in hold 900T | **M General Cargo**<br>Heavy load<br>1 Ho 50,9 ER<br>B.3 216<br>1 Ha (stl) (50,3 × 10,3) ER<br>4W Cr 1(4-100) Der 1(10-150) | Vee Oil 2SA 16Cy. 190 × 350 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 3 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 294,0t 12,75kn |
| 5236317<br>P3OU<br>394393<br>Df Esd<br>Gc Rdr<br>RT | **ENAMEL**<br>ex Mulungushi-79<br>ex Minnesota-69<br>**Enamel Maritime Co. Ltd.**<br>A. Bacolitsas Compania Naviera S.A.<br>Limassol Cyprus | T.Mk<br>**5 333**<br>3 019<br>—<br>**7 455**<br>4 669<br>9 256 | ✠**100A1** CS 5/79<br>Str. nav. ice<br>✠**LMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3684 | **1960**-2 Helsingor Skibsv. og Maskinbyg. —Helsingor (346)<br>137,42 17,86 7,728/8,765<br>126,50 17,84 11,28<br>F 27,8 2 dks<br>RW rf 76<br>Coll BH to U dk 8 to 2nd dk WB2443t incl. Tunnel tanks 230t DTsmf1415t | **M General Cargo** 12P<br>6 Ho 14,3 19,2 10,9 10,2 22,0 16,0<br>G.15 914 B.14 158<br>5 Ha (7,9 11,2 12,0 9,9 8,0 × 6,4)<br>16W Der 1(50) 1(30) 2(10) 14(5) | Oil 2SA 7Cy. 620 × 1150<br>5 750bhp (4 229kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB 114lbf/in$^2$ (7,9bar)<br>e(ex.g) 142lbf/in$^2$ (9,8bar)<br>Gen 1 × 280kW 2 × 172kW 440V 60Hz a.c.<br>Fuel 891,0t 15kn |
| 7305887<br>CB2921<br>Esd Gc<br>Rdr RT | **ENAP 1**<br>**Empresa Nacional de Petroleo (ENAP)**<br>Punta Arenas Chile | **322**<br>99<br>224 | AB | **1972** Astilleros y Maestranzas de la Armada ASMAR—Talcahuano (13)<br>37,85 10,04 1,347<br>33,00 9,81 1,71<br>1 dk | **TM RoRo Cargo/General Cargo**<br>Bow door/ramp<br>Mchy.aft | Oil 4SA 12Cy. 140 × 152<br>370bhp (272kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel 65,0t |
| 7921174<br>D5XY<br>6744<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ENARD HOPE**<br>**Enard Shipping Inc.**<br>Monrovia Liberia | **30 507**<br>23 581<br>62 027 | NK | **1980** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (975)<br>224,01 12,350<br>214,03 32,21 17,71<br>F 14,7 | **M Bulk Carrier**<br>7 Ho ER<br>G.64 070 HeCls. B<br>3 Ha (stl) (14,2 × 10,3) (14,7 14,7 × 14,4) ER | Vee Oil 4SA 10Cy. 570 × 620 geared to sc. shaft<br>15 000bhp (11 033kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Fuel 218,0t (d.o.) 3 605,0t (hvf)-45,0pd<br>15kn |
| 6726216<br>J4HZ<br>7128<br>Df Esd<br>Gc Pfd<br>Rdr | **ENATON**<br>ex Maritime Leader-79<br>**Maritime Trust Corp.**<br>Piraeus Greece | **9 548**<br>6 125<br>16 559 | BV | **1967** Sanoyasu Dockyard Co. Ltd.—Osaka (255)<br>20,55 9,253<br>140,06 20,50 12,55<br>P 32,0 RQD 22,0 B 7,7 F 12,5 1 dk<br>RW | **M Bulk Carrier**<br>5 Ho 16,9 25,9 16,7 26,3 16,7 ER<br>G.20 702 B.19 740<br>5 Ha (stl) (9,6 18,3 9,6 18,3 9,6 × 8,9) ER<br>14W Der 4(10) 10(5) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 290kW 445V 60Hz a.c.<br>14,25kn |
| 5121811<br>HZGQ<br>Pfd RTm | **ENAYATALLAH**<br>ex Maldive Adventure-77<br>ex Friston-75<br>**Oriental Commercial Establishment**<br>Jeddah Saudi Arabia | **908**<br>432<br>1 243 | ✠**100A1** SS 10/80<br>oil tanker<br>✠**LMC**<br>EL (i) J 1$\frac{7}{16}$"<br>FN 902 | **1959**-4 Henry Scarr Ltd.—Hessle (758)<br>64,17 10,70 3,468<br>60,97 10,37 4,42<br>P 18,3 Trunk 34,2 RFD 8,9 1 dk<br>rf 152<br>9BH WB201t | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 487 HeCls. C | Oil 2SA 4Cy. 340 × 570<br>750bhp (552kW)<br>British Polar Engines Ltd. Glasgow<br>(wtdb 120lbf/in$^2$ (8,3bar) )<br>Gen 2 × 60kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 48,0t (d.o.)-5,0pd 9,5kn |
| 7511943<br>PP3045<br>Df Gc<br>Pfd Rdr<br>RT | **ENCANTADO**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **232**<br>158<br>— | AB | **1976** Swiftships Inc.—Morgan City, La (124)<br>33,53 7,47 2,845<br>31,73 7,32 3,59<br>RFD - 1 dk<br>rf- | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 55kW a.c.<br>Fuel 116,0t (d.o.) 13kn |
| 5259357<br>ZPBD<br>642<br>Df Esd<br>Rdr<br>RTm/h | **ENCARNACION**<br>ex Filon-82 ex Nushaba-77<br>**Companhia Paraguaya de Navegacion de Ultramar S.A.**<br>Asuncion Paraguay | T.Mk<br>**789**<br>335<br>1 190 | ✠**100A1** SS 4/79<br>✠**LMC** **UMS**<br>EL o 1$\frac{3}{8}$"SQ<br>FN 1204 | **1961**-9 Boele's Schps. & Mchf. N.V. —Bolnes (992)<br>77,17 11,03 4,020<br>69,75 10,75 6,51<br>F 8,6 2 dks<br>RW rf nil<br>Coll BH to U dk 3 to 2nd dk WB305t | **M General Cargo**<br>2 Ho 17,3 28,1 ER<br>G.2 558 B.2 427<br>2 Ha (11,3 19,8 × 5,0) ER<br>6W Der 1(15) 1(10) 3(5) 2(3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 55kW 220V d.c.<br>Fuel 148,5t (d.o.) 12kn |
| 8012267<br>EASS<br>327<br>RT | **ENCOFRADOR**<br>**Naviera Aramo S.A.**<br>Gijon Spain | **3 703**<br>2 273<br>6 528 | **100A1**<br>Class Contemplated<br>FN 2578 | **1982** Maritima del Musel S.A.—Gijon (222)<br>107,02 6,901<br>99,01 17,01 9,02<br>1 dk | **TM Cement Carrier**<br>Self-unloader<br>8 Ho ER<br>G.6 490 | 2 Oil 4SA each 6Cy. 320 × 420 with clutches, flexible couplings & sr geared to sc. shaft<br>4 400bhp (3 236kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 177,0t (d.o.) 1 109,5t (hvf) |
| 6818461<br>GYRW<br>337050<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENCOUNTER BAY**<br>**Overseas Containers Ltd.**<br>London United Kingdom | **26 756**<br>14 675<br>29 262 | ✠**100A1** CS 12/78<br>✠**LMC**<br>EL Lt 2$\frac{7}{8}$"U3<br>FN 10035 | **1969**-2 Howaldtswerke-Deutsche Werft —Hamburg (1000)<br>227,31(BB) 30,56 10,694<br>213,77 30,48 16,46<br>P 39,4 F 36,9 2 dks<br>rf nil<br>NS 9BH WB9455t | **S Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>6 Cell.Ho 14,6 16,2 29,2 29,2 34,5 17,2 ER<br>TEU 1530<br>C.Ho 774/20' C.Dk 756/20'<br>11 Ha (stl) ER<br>Cr 2(3) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>STAL-LAVAL Turbin AB Finspong<br>2 WTB 1055lbf/in$^2$ (72,8bar) Spt 510,0°C 934lbf/in$^2$ (64,4bar) hs3367,7<br>db 100lbf/in$^2$ (6,9bar)<br>sg 100lbf/in$^2$ (6,9bar)<br>Gen 1 × 2000kW 3 × 752kW 415V 50Hz a.c.<br>Fuel (o.f.) 21,5kn |
| 5322257<br>3062TL | **ENCRESPADO**<br>ex Shell Matiota-73 ex Matiota-53<br>**GASLIMPO-Sociedade de Desgasificacao de Navios S.a.r.l.**<br>Lisboa Portugal | **119**<br>—<br>— | Classed LR until 31/10/75 | **1929** A. F. Smulders—Schiedam<br>29,55 6,05<br>27,01 6,00 3,26<br>R | **S Tug** | C 2Cy. 379 & 760 × 500<br>N.V. Werf "Gusto" Schiedam<br>Fuel (o.f.) |
| 7129403<br>EFGL<br>128<br>Df Esd<br>Gc Rdr<br>RT | **ENDAI**<br>**Faustino Bedialauneta**<br>Ondarroa Spain | **233**<br>84<br>— | (BV) | **1972** S.A. Balenciaga—Zumaya (212)<br>*33,90*<br>29,85 6,81 3,71 | **M Fishing**<br>Side Trawler | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) Alpha<br>Cons. Echevarria Bermeo<br>12kn |

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| **5104100**<br>PKGX<br>464/Z<br>Esd | **ENDE**<br><br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **504**<br>305<br>719 | KI | **1953** G. Renck Jr. K.G.—Hamburg (710)<br>*50,27* 9,05<br>46,49 9,00 3,71<br>P 26,6 F 6,8 1 dk<br>RW | **M General Cargo**<br><br><br>G.1 164 B.1 045<br>2 Ha (each 10,4 × 5,1) ER<br>4W Der 2(5) 2(3) | Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW) E made51 fitted—/53<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 15kW 115V d.c.<br>Fuel 40,5t (d.o.)<br>9kn |
| **7361087**<br>D5JO<br>6371<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ENDEAVOR**<br>ex Sealane-79 ex Fernlane-78<br>**OSG International Inc.**<br>Souter Shipping Ltd.<br>Monrovia Liberia | **56 948**<br>46 299<br>122 933 | AB (NV)<br>Classed LR until 9/10/81 | **1975** Rheinstahl Nordseewerke—Emden (438)<br>272,32(BB) 39,04 16,142<br>258,00 38,99 22,31<br>F 26,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 25,3 22,6 23,0 23,0 23,0 21,8 21,8 21,8 22,4 ER<br>G.138 623 HeCls. B<br>1 Ha (stl) (13,5 × 14,4) 8 Ha (stl) (each 13,5 × 17,5) ER | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 840kW 1 × 630kW 450V 60Hz a.c.<br>Fuel 469,5t (d.o.) 5 212,5t (hvf)-81,5pd<br>16kn |
| **7604300**<br>WVFQ<br><br>Esd Gc<br>Pfd Rdr<br>RT | **ENDEAVOR**<br><br>**National Science Foundation**<br>Narragansett Bay, RI United States of America | **291**<br>217<br>50 | AB | **1976** Peterson Builders Inc.—Sturgeon Bay, Wi (9345)<br>53,95 10,37 5,335<br>50,30 10,32<br>RQD 22,6 B & F 19,9 1 dk<br>BK 686 | **M Research**<br>Oceanographic | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 275kW 1 × 175kW a.c.<br>Controllable pitch propeller aft<br>Bow jet pump<br>Fuel 160,5t (d.o.)<br>15,25kn |
| **7201225**<br>WY8151<br>523787 | **ENDEAVOR**<br><br>**Greyhound Leasing & Financial Corp.**<br>Juneau, Ak United States of America | **198**<br>145<br>— | | **1969** Pacific Fishermen Inc.—Seattle, Wa.<br>*24,79* 7,80<br>3,81<br>1 dk | **M Fishing** | Oil<br>725bhp (533kW)<br>.............<br>Fuel (d.o.) |
| **7114018**<br>WYZ2<br>902<br>529705<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ENDEAVOR**<br><br>**Interstate Tugboat Co.**<br>Wilmington, De United States of America | **195**<br>132<br>— | AB | **1970** Main Iron Works Inc.—Houma, La (243)<br>30,48 8,44 3,639<br>29,32 8,23 4,20<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 16Cy. 159 × 203<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 60kW<br>Fuel 123,0t<br>12kn |
| **7742413**<br>WYC6<br>052<br>591988 | **ENDEAVOR**<br><br>**Trawler Endeavor Inc.**<br>Mobile, Al United States of America | **128**<br>87<br>— | | **1978** Gulf Coast Marine Builders Inc. —Bayou la Batre, Al<br>*23,69* 6,76<br>3,54<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A |
| **6422511**<br>CYWK<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENDEAVOUR**<br><br>**Government of Canada (Ministry of National Defence)**<br>Ottawa Canada | **1 496**<br>603<br>— | ✠Classed LR until 1/67 | **1965**-3 Yarrows Ltd.—Victoria, B.C. (250)<br>71,84 (BB) 11,76<br>63,20 11,74 6,10<br>F 10,1 1 dk, 2nd dk except in mchy. space<br>rf 914 | **TD-E Research**<br>Oceanographic | 2 Oil 2SA each 9Cy. 206 × 508 total 3 440bhp (2 530kW) driving 2 gen. each 1 180kW 750V d.c. connected to 2 elec. motors each of 1 450shp (1 067kW)<br>Fairbanks, Morse<br>Canadian Locomotive Co. Ltd. Kingston, Ont<br>Gen 1 × 140kW 750V d.c. |
| **6723276**<br><br>326936 | **ENDEAVOUR**<br><br>**P. E. Amirault & Sons Co. Ltd.**<br>Yarmouth, N.S. Canada | **183**<br>82<br>— | | **1966** A. F. Theriault & Son—Meteghan, N.S.<br>*29,08* 7,42<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 10Cy. 133 × 184<br>800bhp (588kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>10kn |
| **7201249**<br>WE3947<br>263256 | **ENDEAVOUR**<br>ex Deep Waters<br>**Algonquin Deep Sea Research Corp.**<br>New York, NY United States of America | **173**<br>118<br>— | | **1942** Harry G. Marr—Damariscotta, Me<br>*28,26* 7,29<br>3,56 | **Wood M Research/Fishing** | Oil<br>450bhp (331kW)<br>.............<br>Fuel (d.o.) |
| **8027858**<br>OVIK<br>A381<br>RT | **ENDELAVE**<br><br>**Den Selvejende Institution Endelave Faergefart**<br>Vejle Denmark | **133**<br>59<br>100 | NV (Class cont.) | **1982** Carl B. Hoffmanns Maskinfabrik —Esbjerg (42)<br>**1982** Assens Skibsvaerft A/S—Assens (306)<br>31,70 8,72 2,401<br>28,20 8,32 6,91<br>1 dk | **TM RoRo Cargo/Ferry**<br><br>Bow door Stern door<br>Ice strengthened | 2 Oil 4SA each 6Cy. 127 × 145<br>500bhp (368kW)<br>Saab-Scania Sodertalje<br>Thw. thrust propeller fwd |
| **5104124**<br>WA4712<br>242023<br>Df Gc<br>Rdr RT | **ENDERS M. VOORHEES**<br><br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **10 294**<br>6 403<br>19 414 | AB | **1942** Great Lakes Eng. Works—River Rouge, Mi (288)<br>194,93 20,48 7,316<br>189,97 20,43 10,67<br>F 16,5 1 dk<br>RW rf 76 | **S Bulk Carrier**<br><br>3 Ho ER<br>G.14 566<br>18 Ha (stl) (each 3,3 × 13,3) ER | 2 S Turb dr geared to sc. shaft<br>4 400shp (3 236kW)<br>De Laval Steam Turbine Co. Trenton, NJ<br>Gen 2 × 325kW 1 × 100kW 1 × 60kW a.c.<br>Fuel 368,0t (o.f.)<br>12kn |
| **5359652**<br>LLXE<br>16563<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENDRE DYROY**<br>ex Thordr-70<br>ex Thomas W. Vinke-64<br>**P/R Endre Dyroy**<br>Georg Lokoy<br>Bergen Norway | **799**<br>358<br>— | **✠100A1** SS 1/80<br>fishing vessel<br>**✠LMC**<br>EL (I) $1\frac{3}{16}$"SQ<br>FN 894 | **1959**-11 N.V. Ijsselwerf—Rotterdam (114)<br>63,61 9,89 4,001<br>57,00 9,81 5,87<br>2 dks<br>RW rf 584 conv Whaler 71<br>Coll BH to U dk 6 to 2nd dk WB114t incl. DTf63t | **M Fishing**<br>Side-fishing<br>2 Ho 1 Ta ER<br>3 Ha (each 2,9 × 3,9) ER<br>2W Der 2(4) | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW) ✠ NE made69 fitted6/71<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 3 × 85kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 71,0t (d.o.)-4,5pd<br>15,5kn |
| **7717016**<br>WYB6<br>475<br>592206<br>Esd Gc<br>Pfd Rdr<br>RT | **ENDURANCE**<br><br>**Offshore Logistics Inc.**<br>Chicago, Il United States of America | **491**<br>334<br>— | AB | **1978** McDermott Shipyard—Morgan City, La (235)<br>64,01 4,446<br>59,47 13,72 5,21<br>F 15,0 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 200kW a.c.<br>Thw. thrust propeller fwd<br>12kn |

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| 7742815<br><br>592242 | **ENDURANCE**<br><br>**Endurance Inc.**<br>Juneau, Ak United States of America | **196**<br>144<br>— | | **1978** Bender SB. Co. Inc.—Mobile, Al<br>*24,88* 7,32<br>3,54<br>1 dk | **M Fishing**<br>Crab | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 7231385<br>6ZOQ<br>4371<br>Df Esd<br>Gc Rdr<br>RTv | **ENDURANCE EXPRESS**<br>ex Volta Endurance-73<br>Launched as Golden Merchant<br>**Eternal Bay Shipping Co. Ltd.**<br>Gulfeast Ship Management Ltd.<br>Monrovia Liberia | **8 902**<br>6 145<br>15 144 | ✠**100A1** CS 2/82<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL At 2"U3<br>FN 4479 | **1972**-12 Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2247)<br>143,41(BB) 21,09 9,030<br>134,12 21,04 12,35<br>2 dks<br>rf 152 DK fwd<br>7BH WB4642t incl DTf642t Comb. btm, side & topside tanks in No. 3 hold 850t Comb. btm, & topside tanks in Nos. 1 & 2 holds 1736t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 141 B.18 990<br>6 Ha (stl) (each 9,1 × 9,8) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 240kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 1 258,0t (hvf) 13,5kn |
| 7811587 | **ENDURANCE I**<br><br>**Coastline Fishing Co. Ltd.**<br>Lagos Nigeria | **115**<br>38<br>21 | 100A1<br>Class Contemplated<br>FN 210 | **1982** Spiering Staalbouw B.V.—Amsterdam (813)<br>24,01 2,763<br>21,47 6,51 3,26<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7811599 | **ENDURANCE II**<br><br>**Coastline Fishing Co. Ltd.**<br>Lagos Nigeria | **115**<br>38<br>21 | 100A1<br>Class Contemplated<br>FN 210 | **1982** Spiering Staalbouw B.V.—Amsterdam (814)<br>24,01 2,763<br>21,47 6,51 3,26<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152 geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5104150 | **ENDYMION**<br>ex Santa Rita-48<br>**Stag Shipping Lines Inc.**<br>Puerto Cortes Honduras | **287**<br>172<br>— | | **1944** New Jersey SB. Co.—Barber, NJ (866)<br>*48,47* 7,07<br>... ... ...<br>1 dk | **TM General Cargo** | 8 Vee Oil 2SA each 8Cy. 108 × 127 sr geared to sc. shafts<br>General Motors Corp. Detroit, Mi |
| 7316719<br><br>AMMT-1062 | **ENEA**<br><br>**Armadores Unidos S.A.**<br>Venezuela | **180**<br>81<br>— | | **1972** AUPSA (Ast. Unidos del Pacifico S.A.) —Mazatlan<br>25,00 7,14 2,439<br>23,53 7,01 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>770bhp (566kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7614525<br>EHMH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENEBRO**<br><br>**Maritima Commercial Exportadora S.A.**<br>Huelva Spain | **1 598**<br>1 075<br>2 619 | BV | **1978** Ast. de Huelva S.A.—Huelva (94)<br>83,22 5,111<br>75,65 13,21 6,30<br>1 dk | **M General Cargo**<br>1 Ho ER<br>4 Ha (stl) ER | Oil 4SA 6Cy. 360 × 450<br>2 475bhp (1 821kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 4 × 144kW 380V a.c.<br>Controllable pitch propeller<br>14,5kn |
| 7414963<br><br>355439<br>Esd Rdr<br>RT | **ENEMELAY**<br><br>**Seafarer Industries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **263**<br>178<br>— | | **1974** Albin Eng. Services Pty. Ltd. —Fremantle (114)<br>25,73 7,93 2,591<br>23,47 7,78 3,81<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 12Cy. 140 × 152<br>460bhp (338kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel (d.o.) 9kn |
| 6722076<br>SPUF<br><br>Df Esd<br>Gc Rdr<br>RT | **ENERGETYK**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | T.Mk<br>**7 486**<br>3 985<br>12 345<br>**10 654**<br>6 117<br>14 145 | PR | **1965** Stocznia Szczecinska im. A. Warskiego—Szczecin (B512/08)<br>156,27 20,43 8,179/8,916<br>144,30 20,38 12,53<br>2 dks | **M General Cargo**<br>Str. ore cargoes Ice strengthened<br>5 Ho ER<br>G.21 086 B.19 395<br>9 Ha (stl) (12,2 × 8,9) (13,1p&s 13,1p&s 13,1p&s 13,1p&s × 6,4) ER<br>4W Der 1(30) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel (hvf)-24,5pd 15,5kn |
| 6801614<br>UVHC<br>M-16906 | **ENERGICHNYY**<br><br>**U.S.S.R.**<br>Nakhodka U.S.S.R. | **533**<br>—<br>250 | RS | **1956** Wartsila Kon. Crichton-Vulcan —Turku/Abo<br>47,88 9,96 3,530<br>42,60 4,70<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 420 700 & 1150 × 700<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>10kn |
| 7645093<br>EOJU<br>M-12539 | **ENERGICHNYY**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **163**<br>39<br>87 | RS | **1977** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9kn |
| 7381453<br>A8MP<br>5087<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENERGY COURAGE**<br>ex Pan Asia Courage-80<br>**Pan Asia Tanker Services Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **104 902**<br>89 237<br>231 490 | NK | **1975** Hyundai SB. & Heavy Industry—Ulsan (7303)<br>319,29 53,04 19,538<br>304,99 52,99 25,30<br>1 dk | **S Tanker**<br>COW IGS CBT<br>17 Ta ER<br>L.(oil) 287 907 HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 153,5t (d.o.) 5 963,5t (hvf)-176,5pd<br>16,25kn |
| 6913211<br>ELYK<br>3190<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ENERGY EVOLUTION**<br><br>**South Island Shipping Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **98 929**<br>79 213<br>216 787 | ✠**100A1** SS 7/78<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL B* $4\frac{3}{16}$"U3<br>FN 23076 | **1969**-6 Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (182)<br>326,02(BB) 48,29 19,336<br>313,01 48,21 25,51<br>P 43,3 F 27,8 1 dk<br>rf 178<br>10BH WB46437t incl. 38340t in clean ballast tanks | **S Tanker**<br>IGS CBT<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 258 179 HeCls. B | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>WTB 1650lbf/in² (113,8bar) Spt 535,0°C hs2266,3<br>WTAuxB 300lbf/in² (20,7bar) hs707,7 sg 208lbf/in² (14,4bar)<br>Gen 2 × 1100kW 450V 60Hz a.c.<br>Fuel 6 265,0t (o.f.)-124,0pd 16kn |

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| **7374761**<br>D5YT<br>6765<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENERGY EXPLORER**<br>ex Titus-80<br>**United Overseas Petroleum Carriers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **172 946**<br>145 863<br>379 999 | NV | **1976** Nippon Kokan K.K.—Tsu, Mie Pref. (34)<br>373,54(BB) 64,06 22,886<br>355,05 63,99 29,01<br>F - 1 dk<br>rf nil | **S Tanker**<br>Mchy.aft<br>L.(gas) 70 358 L.(oil) 70 358<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasak<br>Gen 2 × 2000kW 1 × 1160kW<br>1 × 40kW 440V 60Hz a.c.<br>Fuel (o.f.)<br>16kn |
| **7396757**<br>PDXW<br>4975<br>Df Esd<br>Gc Rdr<br>RT | **ENERGY EXPRESS**<br>ex Lady Supplier-79<br>ex Seaway Cambrium-77<br>**Breskens Scheepvaartmaatschappij B.V.**<br>Vroon B.V.<br>Breskens Netherlands | **473**<br>206<br>965 | NV | **1975** Firma C. Amels & Zoon Schpswf. & Mfbk. "Welgelegen"—Makkum (343)<br>58,98 12,04 4,122<br>51,31 11,99 5,90<br>F - 1 dk<br>rf 953 | **TM Supply Ship**<br>Deck Cargo Fire-fighting<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 250 × 300<br>3 080bhp (2 266kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 170kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 367,0t (d.o.)-10,0pd<br>12kn |
| **6930166**<br>5LQW<br>3462<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ENERGY GENERATION**<br>**South Capital Shipping Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **99 412**<br>77 974<br>222 114 | AB | **1970** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (192)<br>326,02(BB) 48,27 20,013<br>313,01 48,21 25,51<br>P 43,9 F 19,9 1 dk<br>rf 203 | **S Tanker**<br>CBT<br>13 Ta ER<br>L.(oil) 258 179 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1100kW 450V 60Hz a.c.<br>Fuel 205,0t (d.o.) 4 902,0t (hvf)-133,0pd<br>16kn |
| **7373224**<br>A8EI<br>4872<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENERGY GROWTH**<br>**Transworld Tanker Transport Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **105 662**<br>88 025<br>233 949 | NK | **1974** Kawasaki Heavy Ind. Ltd.—Sakaide (1208)<br>319,92(BB) 53,04 19,660<br>305,01 52,99 25,30<br>1 dk | **S Tanker**<br>CBT<br>17 Ta ER<br>L.(oil) 287 860 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 191,0t (d.o.) 6 110,5t (hvf)-172,5pd<br>16kn |
| **7218242**<br>ELMW<br>4246<br>Df Esd<br>Gc Rdr<br>RT | **ENERGY MOBILITY**<br>**Lucia Harmony Shipping Corp.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **103 163**<br>84 805<br>223 911 | ✠LR class withdrawn-<br>Owner's request<br>23/1/82 | **1972**-8 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (214)<br>327,01(BB) 48,27 20,054<br>313,01 48,21 25,51<br>P 47,9 F 26,3 1 dk<br>rf nil | **S Tanker**<br>COW CBT<br>pt higher tensile steel<br>Mchy.aft | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 1560kW 1 × 465kW<br>450V 60Hz a.c.<br>Fuel (o.f.) |
| **7030561**<br>5MSV<br>3720<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ENERGY PRODUCTION**<br>**Oriental Tanker Services Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **98 482**<br>77 152<br>222 284 | AB | **1970** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (204)<br>326,02(BB) 48,27 20,013<br>313,01 48,20 25,51<br>P 43,9 F 19,9 1 dk<br>rf 203 | **S Tanker**<br>CBT<br>13 Ta ER<br>L.(oil) 258 179 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1100kW 450V 60Hz a.c.<br>Fuel 280,0t (d.o.) 4 823,0t (hvf)-134,5pd<br>16kn |
| **7377311**<br>A8CW<br>4834<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENERGY PROGRESS**<br>**Tanker Overseas Transports Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **130 969**<br>109 375<br>277 413 | AB | **1974** Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (220)<br>339,53(BB) 53,55 21,534<br>324,01 53,50 28,00<br>P 47,3 F 16,2 1 dk<br>rf nil | **S Tanker**<br>CBT<br>13 Ta ER<br>L.(oil) 334 111 HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 1800kW 450V 60Hz a.c.<br>Fuel 84,0t (d.o.) 6 418,0t (hvf)-172,5pd<br>15,5kn |
| **7102637**<br>A8OK<br>5135<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ENERGY PROSPERITY**<br>ex Halcyon The Great-74<br>**Transocean Tanker Services Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **104 201**<br>90 625<br>230 271 | BV<br>✠Classed LR until<br>28/7/78 | **1971**-5 A/B Gotaverken Arendal—Goteborg (849)<br>332,32(BB) 45,65 20,664<br>320,05 45,60 26,67<br>RFD 20,2 1 dk<br>rf 76 conv Tanker 76 | **S Tanker**<br>Storage IGS CBT<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 282 962 HeCls. BC | 2 S Turb tr & dr geared to sc. shaft<br>32 450shp (23 869kW) Stal-Laval<br>A/B Gotaverken Goteborg<br>Gen 1 × 1300kW 1 × 1240kW<br>1 × 400kW 450V 60Hz a.c.<br>Fuel 296,0t (d.o.) 7 371,5t (hvf)-201,0pd<br>16kn |
| **7014701**<br>5MBF<br>3600<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ENERGY RESOURCE**<br>Launched as Energy Creation<br>**Overseas Petroleum Carriers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **98 421**<br>80 475<br>216 313 | **✠100A1** SS 7/80<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL B* 4$\frac{3}{16}$"U3<br>FN 23076 | **1970**-7 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (196)<br>326,02(BB) 48,29 19,298<br>313,01 48,21 25,51<br>P 43,0 F 27,8 1 dk<br>rf 178<br>10BH WB46455t in clean ballast tanks | **S Tanker**<br>IGS<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 258 179 HeCls. B | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>WTB 1650lbf/in$^{2}$ (113,8bar) Spt 512,8°C<br>hs2210,6<br>WTB 300lbf/in$^{2}$ (20,7bar) hs756,0<br>sg 208lbf/in$^{2}$ (14,4bar)<br>Gen 2 × 1100kW 450V 60Hz a.c.<br>Fuel 6 265,0t (o.f.)-124,0pd<br>16kn |
| **5203554**<br>H9UE<br>10154-L<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ENERGY SEARCHER**<br>ex Svano-81 ex Tiuri-76<br>ex Trachodon-75 ex Lappland-72<br>**Pacific Suppliers Inc.**<br>Panama Panama | **12 815**<br>5 382<br>18 949 | **✠100A1** SS 11/77<br>ore carrier<br>**✠LMC**<br>EL it 2$\frac{9}{16}$"SQ<br>FN 5572 | **1959**-9 Eriksbergs M/V A/B—Goteborg (490)<br>177,65 21,34 9,126<br>167,65 21,26 11,97<br>P 35,7 F 22,6 1 dk<br>rf 25<br>6BH WB14364t | **M Ore Carrier**<br>4 Ho 12,1 33,2 46,3 32,0 ER<br>G.11 699<br>5 Ha (stl) (5,4 × 8,0) (24,9 23,3 17,8 24,9 × 8,6) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 740 × 1600<br>7 200bhp (5 296kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>AuxB 114lbf/in$^{2}$ (7,9bar)<br>e(ex.g) 118lbf/in$^{2}$ (8,2bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 900,0t (hvf)<br>15,5kn |
| **7390349**<br>596827<br>Esd Gc<br>Pfd Rdr<br>RT | **ENERGY SERVICE I**<br>**Ocean Energy Services Inc.**<br>Freeport, Tx United States of America | **293**<br>199<br>— | AB | **1978** Burton Shipyard Inc.—Port Arthur, Tx (515)<br>57,92 4,117<br>56,70 12,20 4,91<br>F 22,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 206 × 257<br>geared to sc. shafts<br>E made53 reconditioned & fitted78<br>Fairbanks, Morse (Canada) Ltd. Canada<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7327641**<br>5MYM<br>4573<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ENERGY TRANSMISSION**<br>**United Bulk Carriers & Tankers Inc.**<br>Golden Peak Maritime Agencies Ltd.<br>Monrovia Liberia | **79 492**<br>65 560<br>158 644 | **✠100A1** SS 9/78<br>ore or oil carrier<br>**✠LMC**<br>EL Yt 3$\frac{13}{16}$"U3<br>FN 18762 | **1973**-10 Kawasaki Heavy Ind. Ltd.—Kobe (1176)<br>289,01(BB) 44,07 17,927<br>275,01 44,01 24,21<br>F 20,2 1 dk<br>rf 102<br>NS 9BH WB49756T incl. 11518T in clean ballast tanks DTf3451T | **M Ore/Oil Carrier**<br>pt higher tensile steel<br>Mchy.aft<br>L.(oil) 191 733 | Oil 2SA 7Cy. 1050 × 1800 MAN<br>28 000bhp (20 596kW) Kobe<br>Kawasaki Heavy Ind. Ltd.<br>WTAuxB (o.f.) 24kgf/cm$^{2}$ (23,6bar) hs641<br>AuxB (ex.g) 30kgf/cm$^{2}$ (29,5bar)<br>Gen 2 × 1030kW 450V 60Hz a.c.<br>15,25kn |

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|---|---|---|---|---|---|---|
| 5104241<br>THBP<br>7350<br>Gc Pfd<br>Rdr | **ENEZ EUSSA**<br><br>**Government of The Republic of France (Departement du Finistere)**<br>Brest France | **299**<br>118<br>60 | <br><br>BV | **1961** Ch. & At. de la Perriere—Lorient (25189)<br>43,19 7,62<br>38,41 7,47 3,89<br>P 9,5 F 4,9 1 dk<br>RW | **TM Ferry/General Cargo**<br><br>1 Ho 9,4<br><br>1 Ha (3,5 × 3,2)<br>1W Der 1(1,5) | 2 Oil 4SA each 8Cy. 220 × 320 sr geared to sc. shafts<br>760bhp (559kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 9,0t (d.o.) 11kn |
| 7398652<br>FSLN | **ENEZ SUN**<br><br>**Government of The Republic of France (Departement du Finistere)**<br>Audierne France | **113**<br>37<br>— | <br><br>BV | **1972** Ch. Nav. de Cornouaille—Douarnenez<br>*24,30* 6,10 2,744<br>21,34 2,95<br>1 dk | **TM Launch**<br><br>1 Ha (2,3 × 1,7)<br>Der 1(0,75) | 2 Oil 4SA each 12Cy. 135 × 122<br>1 160bhp (853kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Fuel (d.o.) 12kn |
| 5104265<br>THFN<br>5406<br>Df Esd<br>RTm | **ENFANT DES FLOTS**<br><br>**Alexandre Meillarec et Compagnie**<br>Groupement des Pecheurs Etellois<br>Lorient France | **117**<br>41<br>— | <br><br>BV | **1961** S.I.C.C.Na.—St. Malo (T9)<br>*24,21* 6,84 3,001<br>22,51 3,26<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>1 Ho<br>In.98 L.34<br>6 Ha (0,7 0,7 0,7 0,7 × 0,7) (0,9 0,9 × 0,9)<br>2W Der 1(2) 1(1) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 10,5kn |
| 5104332<br>CSHM<br>H494<br>Esd Rdr | **ENG. EDUARDO DE ARANTES E OLIVEIRA**<br><br>**Government of The Republic of Portugal (Direccao-Geral dos Servicios Hidraulicos do Ministerio das Obras Publicas)**<br>Lisboa Portugal | **1 265**<br>620<br>— | <br><br>✠Classed LR until 11/64 | **1963**-11 Est. Nav. do Mondego—Figueiro da Foz (62)<br>65,03 12,04 4,331<br>61,70 11,51 5,11<br>RAD 2,8 1 dk<br>rf nil | **TD-E Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | 4 Oil 4SA each 8Cy. 222 × 292 total driving gen. connected to elec. motors dr geared to 2 sc. shafts<br>Lister Blackstone Mar. Ltd. Dursley |
| 6800684<br>GRBU<br>334674<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENGADINE**<br><br>**Government of The United Kingdom (Secretary of State for Defence)**<br>London United Kingdom | **6 360**<br>2 774<br>4 593 | **✠100A1** CS 9/80<br><br>**✠LMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3348 | **1967**-12 Henry Robb Ltd.—Leith (500)<br>129,27 17,81 6,725<br>117,66 17,68 10,77<br>Ba 15,6 F 22,6 2 dks<br>RW rf 102<br>NS 8BH WB2088t incl. Tunnel tanks 333t<br>DTsf339t | **M Helicopter Training Ship** | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>Wallsend Slipway Engineers Ltd. Wallsend<br>AuxB 100lbf/in$^{2}$ (6,9bar)<br>Gen 4 × 300kW 440V 60Hz a.c. |
| 6422690<br>TPZM<br>3918<br>Df Esd<br>Pfd Rdr<br>RT | **ENGAGEANTE**<br>ex Iseran-76<br>**Government of The Republic of France (Marine Nationale)**<br>Concarneau France | **156**<br>52<br>— | <br><br>(BV) | **1964** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5099)<br>29,90 6,76<br>25,00 6,71 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.100<br>2 Ha (each 0,9 × 1,0) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 270 × 360<br>560bhp (412kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 35,5t (d.o.) 11kn |
| 7808621<br>PDYC<br><br>Df Esd<br>Gc Rdr<br>RT | **ENGEL KLEIN**<br><br>**J. R. Klein**<br>Stadskanaal Netherlands | **942**<br>602<br>1 538 | <br><br>BV | **1979** Schps. Barkmeijer Stroobos B.V. —Stroobos (211)<br>65,84 11,10 4,319<br>59,97 10,71 5,11<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 018 B.1 932<br>1 Ha (stl) (33,6 × 7,7) ER<br>Der 2(6) | Oil 2SA 8Cy. 220 × 380<br>1 000bhp (736kW)<br>Brons Industrie N.V. Appingedam<br>Gen 3 × 48kW 380V 50Hz a.c.<br>10,75kn |
| 7419042<br>PDYK<br><br>Df Esd<br>Gc Rdr | **ENGELINA BROERE**<br>ex Chemtrans Arcturus-80<br>**Gebr. Broere B.V.**<br>Dordrecht Netherlands | **1 599**<br>1 107<br>2 520 | <br><br>GL | **1975** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (197)<br>82,40 (BB) 12,70 5,730<br>74,94 12,68 6,58<br>P 22,6 F 8,3 1 dk | **M Tanker**<br>Chemical SBT CBT<br>Ice strengthened<br>12 Ta ER<br>L.2 700 HeCls. C | Oil 4SA 6Cy. 320 × 430<br>2 100bhp (1 545kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 200kW<br>Controllable pitch propeller fwd<br>13kn |
| 6423503<br>D3TJ<br><br>Df Esd<br>Gc Rdr<br>RT | **ENGELS**<br>ex Hiiumaa-78<br>**Linhas Maritimas de Angola U.E.E. (ANGONAVE)**<br>Luanda Angola | **1 179**<br>547<br>1 785 | <br><br>(RS) | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>74,50 11,36 4,001<br>67,37 11,31 5,34<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 086<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 10,5kn |
| 6900305<br>SMPA<br>11045<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENGELSBERG**<br><br>**A/B Nynas Petroleum**<br>Stockholm Sweden | *4 248*<br>*1 278*<br>5 194 | **✠100A1** SS 4/81<br>bitumen and oil carrier<br>Ice Class 2 at a draught not exceeding 5.578m.<br>**✠LMC** **UMS**<br>EL (U) 1$\frac{3}{4}$"U2<br>FN 2797 | **1969**-4 Solvesborgs Varv A/B—Solvesborg (73)<br>123,15 15,65 5,735<br>113,67 15,60 9,00<br>P 22,3 F 11,9 1 dk<br>rf 152<br>4BH WB1964t | **M Bitumen Oil Carrier**<br><br>6 Ta ER<br>5 Ta (stl) ind 1 rectangular horizontal 3 cyl vert 1 double-cyl vert ER<br>L.4 781 | 4 Vee Oil 4SA each 8Cy. 185 × 210 sr geared to sc. shaft<br>3 200bhp (2 354kW) ✠ NE 3/76<br>AB Hedemora Verkstader Hedemora<br>Gen 2 × 400kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 262,0t (d.o.)-12,0pd 14kn |
| 6501094<br>CSHT<br>L-2928<br>Esd RT | **ENGENHEIRO SANTOS SILVA**<br><br>**Administracao-Geral do Porto de Lisboa**<br>Lisboa Portugal | **303**<br>94<br>— | <br><br>✠Classed LR until 9/65 | **1965**-7 Est. Nav. do Mondego—Figueiro da Foz (85)<br>35,87 9,25<br>33,56 8,84 3,20<br>1 dk<br>RW | **M Dredger**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 350<br><br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 5411058<br>CSHN<br>H499<br>Esd Rdr<br>RT | **ENGENHEIRO VON HAFE**<br><br>**Government of The Republic of Portugal (Direccao-Geral dos Servicios Hidraulicos do Ministerio das Obras Publicas)**<br>Lisboa Portugal | **130**<br>14<br>— | <br><br>✠Classed LR until 1/66 | **1964**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (60)<br>27,77 7,40<br>25,61 7,01 3,20<br>RAD 1,6<br>RW rf 762 BK 152 | **M Tug**<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>Blackstone & Co. Ltd. Stamford |
| 6424038<br>LMMD<br>16032<br>Df Esd<br>Rdr RT | **ENGESUND**<br>ex Justi-67 ex Sandor ex Vic 93<br>**Herman Stokka P/R**<br>Haugesund Norway | **184**<br>92<br>234 | **✠100A1** SS 2/82<br>Scandinavian coasting & Baltic service<br>**✠LMC**<br>EL b<br>FN 277 | **1945**-5 R. Dunston Ltd.—Thorne<br>32,31 6,15 2,540<br>30,74 6,10 2,90<br>P 2,2 RQD 5,8 F 4,3 1 dk<br>len 64<br>NS 2BH WB1247t | **M General Cargo**<br><br>1 Ho ER<br>G.368<br>1 Ha (14,6 × 3,6) ER<br>Der 1 | Oil 4SA 6Cy. 137 × 165 with clutch<br>300bhp (221kW) NE made67 fitted2/82<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3,5kW 1 × 1kW 24V 50Hz a.c.<br>1 × 1,5kW 1 × 1kW 24V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7329297** | **ENGEY** | **742** | **✠100A1** SS 12/78 | **1974**-2 Stocznia Gdynska im. "Komuny | **M Fishing** | Oil 4SA 6Cy. 400 × 480 sr geared to sc. | |
| TFAC | | 241 | stern trawler | Paryskiej"—Gdynia (B425/201) | Stern Trawler Ref | shaft | |
| 1360 | **Isfell H/f** | 773 | Ice Class 3 | 70,01 11,38 4,958 | 1 Ho | 3 000bhp (2 207kW) | Sulze |
| Df Esd | Reykjavik Iceland | | **✠LMC** | 61,40 11,31 7,32 | In.764 | "Zgoda" Zaklady Urzadzen | |
| Gc Rdr | | | EL K 1⅜"U2 | B 7,7 RFD 7,1 2 dks | | Technicznych Swietochlowic | |
| RT | | | FN 1144 | rf 584 Box K 305 len 82 | | Gen 1 × 288kW 400V 50Hz a.c. | |
| | | | | Coll BH to U dk, 2 to 2nd dk WB225T | | 1 × 200kW 305V d.c. | |
| | | | | | | Controllable pitch propeller | |
| | | | | | | Fuel (d.o.) | |
| **7421007** | **ENGGANG** | **165** | | **1974** Universal Dockyard Ltd.—Hong Kong | **M Tug** | Oil 2SA 8Cy. 260 × 400 | |
| | | 10 | | ... ... ... | | | |
| | **Klaus Tropical Timber** | — | (BV) | 25,94 7,62 4,83 | | Alpha-Diesel A/S | Frederikshav |
| Esd Rdr | **(Germany) Ltd.** | | | | | Controllable pitch propeller | |
| RT | Panama Panama | | | | | | 11k |
| **5104356** | **ENGGANO** | **514** | | **1953** Schiffsw. A. Pahl—Hamburg (308) | **M General Cargo** | Oil 4SA 6Cy. 305 × 381 | |
| PKGU | | 249 | | 56,29 9,00 | | 350bhp (257kW) | |
| 425/Z | **Government of The Republic of** | 700 | KI | 49,99 8,95 3,71 | | Enterprise Engine & Foundry Co. | |
| Esd | **Indonesia** | | | P 28,7 F 6,1 1 dk | G.1 164 B.1 045 | San Francisco, Ca | |
| | P.T. Pelayaran Nasional Indonesia | | | | 2 Ha (each 10,4 × 5,1) | Gen 1 × 15kW 115V a.c. | |
| | (PELNI) | | | | 4W Der 2(5) 2(3) | Fuel 40,5t | 8k |
| | Jakarta Indonesia | | | | | | |
| **5104368** | **ENGIN** | **372** | | **1951** Gutehoffnungshuette Sterkrade A.G. | **M Fish Carrier** | Oil 4SA 6Cy. 285 × 420 | |
| TCWT | | 197 | | —Walsum | | 380bhp (280kW) | |
| 2743 | **Yuva Kollektif Sirketi Adnan** | 610 | (BV) | 51,16 6,84 2,693 | | Masch. Augsburg-Nuernberg (MAN) | |
| Esd | **Mert-Yasar Erten** | | | 46,00 6,79 3,81 | | | Augsburg |
| | Istanbul Turkey | | | 1 dk | 2 Ha (each 2,2 × 1,9) ER | Fuel 20,5t (d.o.) | 10,5k |
| | | | | | 4W Der 2(5) 2(3) | | |
| **7364405** | **ENGIN KAPTANOGLU** | **499** | | **1976** Gemi-is Kolleketif Sirketi—Fener, | **M General Cargo** | Oil 4SA 6Cy. 350 × 500 | |
| TCLH | | 297 | | Istanbul (21) | | 1 000bhp (736kW) | |
| 4395 | **Ismail Kaptanoglu ve Ogullari** | 1 138 | BV | 67,32 9,02 3,361 | 2 Ho ER | CKD Praha | Praha |
| Esd Gc | **Kollektif Sirketi** | | | 63,99 9,01 3,66 | G.1 320 B.1 249 | Gen 2 × 32kW 1 × 20kW | |
| Rdr RT | Istanbul Turkey | | | 1 dk | 2 Ha ER | 380V 50Hz a.c. | |
| | | | | | Cr 4(3) | | 10k |
| **6403278** | **ENGLAND** | **8 116** | | **1964** Helsingor Skibsv. og Maskinbyg. | **TM Passenger/RoRo Cargo/Ferry** | 2 Oil 2SA each 10Cy. 500 × 1100 | |
| OZJV | | 3 998 | | —Helsingor (369) | Ref 668bth 182dk P | 14 000bhp (10 298kW) | B&W |
| A252 | **DFDS A/S** | 1 238 | BV | 140,04 19,33 5,512 | Side doors fwd, side door aft (p) | Helsingor Skibsv. og Maskinbyg. | Helsingor |
| Df Esd | Esbjerg Denmark | | | 124,97 19,31 9,10 | 2 Ho 15,4 21,5 | Gen 4 × 450kW 440V 60Hz a.c. | |
| Gc Pfd | | | | 3 dks | G.1 268 In.1 080 | 2 Controllable pitch propellers | |
| Rdr RT | | | | rf 246 | 2 Ha (5,5 × 2,8) (3,5 × 6,7) | Thw. thrust propeller fwd | |
| | | | | | Cr 2(5) | Fuel 555,0t (d.o.) | 21k |
| **5104382** | **ENGLISH RIVER** | **6 639** | **✠100A1** Lake SS 4/79 | **1961**-10 Collingwood Shipyards | **M Cement Carrier** | Oil 4SA 8Cy. 390 × 680 | |
| CYLX | | 3 660 | Great Lakes and River St. | —Collingwood, Ont. (171) | Self-unloader | 1 850bhp (1 361kW) | |
| 188398 | **Laurentide Financial Corp. Ltd.** | 7 362 | Lawrence service | 123,45 18,42 6,706 | Self-unloader | N.V. Werkspoor | Amsterdam |
| Df Esd | Canada Steamship Lines Inc. | | **✠LMC** | 116,11 18,29 11,16 | 1 Ho 109,7 ER | Gen 2 × 150kW 550V 60Hz a.c. | |
| Gc Rdr | Montreal, P.Q. Canada | | EL (z) 1⅞"SQ | 2 dks | | Controllable pitch propeller | |
| RTh/v | | | FN 3420 | rf nil conv Pallets Carrier — | | Fuel 154,5t (d.o.) | 12k |
| | | | | NS Coll BH to U dk 6 to 2nd dk | | | |
| | | | | WB4322t | | | |
| **5379298** | **ENGOYBUEN** | **104** | | **1910** Smith's Dock Ltd.—South Bank, | **M General Cargo** | Oil 2SA 1Cy. 380 × 400 | |
| LNHH | ex Sagholm-67 ex Vestrevag-66 | 44 | | Middlesbrough | | 75bhp (55kW) NE 61 | semi-diesel |
| 12259 | ex Greta-Ann-62 | 132 | BV | 26,57 5,54 | 1 Ho ER | Wichmann Motorfabrikk A/S | Rubbestadnes |
| RT | ex Rambler Rose-49 | | | 22,20 5,49 2,82 | G.126 | Fuel 3,0t (d.o.)-0,5pd | 8k |
| | **Kristoffer Kristensen** | | | 1 dk | 1 Ha (9,6 × 2,5) ER | | |
| | Stavanger Norway | | | R BK 127 | 1W Der 1(1,5) | | |
| **5104409** | **ENGRACIA TIE** | **130** | | **1952** Ast. del Puente—Puentedeume | **Wood S General Cargo** | T 3Cy. 119 183 & — × 290 | |
| EDSA | | 83 | | 22,71 6,68 | | | |
| 4 | **Francisco Tie Amor** | — | | ... ... ... | | ............ | |
| | La Coruna Spain | | | 1 dk | | Fuel (o.f.) | 6k |
| **6419552** | **ENGURE** | **1 179** | | **1964** Angyalfold Shipyard—Budapest | **M General Cargo** | Oil 4SA 8Cy. 315 × 450 | |
| UWFL | | 547 | | 74,40 11,33 4,669 | | 1 000bhp (736kW) | |
| M-25298 | **U.S.S.R. -Latvian Shipping Co.** | 1 726 | RS | 67,39 11,28 5,31 | Ice strengthened | Lang Gepgyar | Budapest |
| Df Esd | Riga U.S.S.R. | | | 1 dk | 3 Ho 15,4 13,6 14,2 ER | Fuel 96,5t (d.o.) | 10,75k |
| Gc Rdr | | | | | G.2 176 B.2 104 | | |
| RT | | | | | 3 Ha (stl) (each 8,6 × 5,5) ER | | |
| | | | | | 6W Der 1(10) 6(2,5) | | |
| **5104423** | **ENID VICTORY** | **7 635** | | **1945** Permanente (Shipyard No. 2) | **S General Cargo** | 2 S Turb dr geared to sc. shaft | |
| KGWV | | 4 620 | | —Richmond, Ca (712) | | 6 600shp (4 855kW) | |
| 248283 | **Government of The United** | 10 852 | AB | 138,77 18,93 8,706 | 5 Ho 17,5 13,7 23,4 ER 24,6 | Westinghouse Elec. & Mfg. Co. | |
| Df Esd | **States of America** | | | 133,05 18,90 11,59 | 22,8 | | Pittsburgh, P |
| Gc | **(Department of Commerce)** | | | F 26,6 3 dks | G.14 725 B.12 827 | Gen 2 × 300kW 240V d.c. | |
| | Washington, DC United States | | | rf nil | 5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 | Fuel 2 928,0t (o.f.) | 15k |
| | of America | | | | 7,3 × 6,7) | | |
| | | | | | 14W Der 1(50) 1(30) 14(5) | | |
| **5066918** | **ENIM** | **1 329** | | **1950** Boele's Schps. & Mchf. N.V.—Bolnes | **M General Cargo** | Oil 2SA 7Cy. 340 × 570 | |
| PKYH | ex Teluk Korio-68 ex Celestial-65 | 906 | | (935) | | 850bhp (625kW) | Polar |
| 1999/L | ex Barito-59 | 1 862 | KI (BV) | 69,30 12,10 4,954 | | Nydqvist & Holm A/B | Trollhattan |
| Esd Rdr | **P.T. Pelayaran Nusantara** | | | 64,78 12,04 5,14 | G.2 555 B.2 461 | Gen 1 × 100kW 220V | |
| RT | **Sriwijaya Raya** | | | B 11,3 F 9,8 2 dks | 3 Ha (5,2 5,9 5,9 × 4,1) ER | Fuel 69,0t (d.o.) | 10,25k |
| | Jakarta Indonesia | | | | 6W Der 1(10) 6(3) | | |
| **7114513** | **ENIWA MARU** | **1 497** | | **1971** Yamanishi Zosen K.K.—Ishinomaki | **M Fishing** | Oil 4SA 6Cy. 510 × 840 | |
| JMAX | ex Shinsei Maru No. 3-79 | 651 | | (673) | Side Trawler Ref | 3 200bhp (2 354kW) | |
| 110429 | **Hoko Fishing Co. Ltd.** | 1 304 | NK | 81,69 12,43 4,954 | Mchy.aft | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | Tokyo Japan | | | 72,01 12,40 5,52 | In.1 443 | Diesels Ltd.) | Yaiz |
| Gc Pfd | | | | F 35,1 2 dks | 2 Ha (each 2,9 × 2,5) | Gen 3 × 240kW 445V a.c. | |
| Rdr RT | | | | | | Fuel 772,0t-11,5pd | 13,5k |

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| 5288102<br>HPXX<br>11252-<br>PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ENIWETOK**<br>ex Australind-82 ex Dapo Star-81<br>ex Queensgarth-77<br>Panama Panama | **9 432**<br>4 642<br>15 633 | **✠100A1**<br>ore carrier<br>**✠LMC** | SS 8/78<br>EL ft 2¼"SQ<br>FN 4739 | **1959**-9 Blyth Dry Docks & SB. Co. Ltd.<br>—Blyth (370)<br>155,66 21,42 8,535<br>146,31 21,34 11,05<br>P 28,7 B 7,7 F 15,0 1 dk<br>rf 76<br>8BH WB11267t | **M Ore Carrier**<br>4 Ho each 21,9 ER<br>G.10 355 B.10 255<br>4 Ha (stl) (each 18,9 × 12,1) ER | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>N.E. Marine Eng. Co. Ltd. Wallsend<br>(2 AuxB 100lbf/in$^2$ (6,9bar) )<br>Gen 3 × 180kW 220V d.c.<br>Fuel 1 333,0t (hvf) 12kn |
| 8026024 | **ENKAZ I**<br>**Suez Canal Authority**<br>Port Said Egypt | **2 100**<br>—<br>— | GL (Class cont.) | | **1982** Blohm + Voss A.G.—Hamburg<br>(937)<br>4,336<br>60,03 26,01 5,52 | **TD-E Floating Crane** | 2 Oil total driving gen. connected to elec. motors<br>Kloeckner Humboldt Deutz West Germany |
| 8027561 | **ENKAZ II**<br>**Suez Canal Authority**<br>Port Said Egypt | **2 100**<br>—<br>— | GL (Class cont.) | | **1982** Blohm + Voss A.G.—Hamburg<br>(938)<br>4,336<br>60,03 26,01 5,52 | **TD-E Floating Crane** | 2 Oil total driving gen. connected to elec. motors<br>Kloeckner Humboldt Deutz West Germany |
| 7370571<br>JNCW<br>121098<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENKO MARU**<br>ex Asia Alliance-80<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Hyogo Pref. Japan | **51 032**<br>36 110<br>87 346 | | NK | **1976** Koyo Dockyard Co. Ltd.—Mihara (671)<br>245,37 39,02 13,552<br>239,25 38,99 19,08<br>1 dk | **M Tanker**<br>Mchy.aft<br>8 Wing Ta 6 Ta<br>L.(oil) 113 231 HeCls. C<br>2W Der 2(15) 1(5) | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 880kW 450V a.c.<br>Fuel 448,5t (d.o.) 3 558,5t (hvf)-60,5pd<br>15,5kn |
| 5285370<br>C2DG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ENNA G**<br>ex Prinses Margriet-70<br>**Nauru Corporation (Victoria) Inc. (Nauru Local Government Council)**<br>Nauru Nauru | **9 423**<br>5 127<br>7 888 | **✠100A1**<br>Str. nav. ice<br>**✠LMC** | SS 6/79<br>EL ct 2⅛"SQ<br>FN 3791 | **1961**-7 N.V. Schps. & Mfbk "De Merwede" v/h Van Vliet & Co.—Hardinxveld (547)<br>139,02 18,70 8,624<br>128,02 18,61 11,00<br>B 47,3 3 dks, 4th dk in Nos. 1, 2 & 3 holds<br>RW rf 76<br>Coll BH to U dk 6 to 2nd dk WB1122T incl. DTf197T | **M Passenger/General Cargo**<br>Ref 103bth P<br>5 Ho 17,0 20,1 16,3 17,2 16,3 ER<br>In.1 441<br>5 Ha (stl) (8,2 12,7 × 6,1) (6,0 7,4 9,7 × 6,0) ER<br>Der 1(20) 2(10) 10(5) | Oil 2SA 10Cy. 700 × 1200<br>8 600bhp (6 326kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>2 AuxB (1 o.f. 1 ex.g) 5kgf/cm$^2$ (4,9bar)<br>e(ex.g) 71lbf/in$^2$ (4,9bar)<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 5118826<br>SV3916<br>4966<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ENNEA**<br>ex Foundation Vigilant-73<br>ex Abeille 26-58<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **719**<br>93<br>305 | | AB | **1952** Ch. & At. de St. Nazaire (Penhoet) —St. Nazaire (S14)<br>54,51 9,96 4,652<br>49,99 9,91 4,88<br>F 29,9 1 dk<br>RW BK 203 | **M Tug**<br>1 Ho 10,0<br>1 Ha (3,9 × 2,7)<br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 460 × 659 geared to sc. shaft<br>MAN<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Gen 2 × 100kW 1 × 20kW 220V d.c.<br>Fuel 244,0t (d.o.) 15kn |
| 7936600<br>YCBX | **ENNI**<br>**P. T. Pertamina Tongkang**<br>Jakarta Indonesia | **117**<br>54<br>— | | KI | **1964** ............West Germany<br>27,41 5,85 2,650<br>... ... ...<br>1 dk | **TM Hospital Launch** | 2 Oil 4SA each 12Cy.<br>850bhp (625kW)<br>Kloeckner Humboldt Deutz West Germany<br>Fuel (d.o.) |
| 7043829<br>XPXL<br>D1812<br>Df Esd<br>Gc Rdr<br>RT | **ENNIBERG**<br>ex Sjurdarberg-79<br>**Martan Johannessen**<br>Torshavn Faroe Islands | **846**<br>308<br>1 072 | | NV | **1971** A. M. Liaaen A/S—Alesund (115)<br>60,13 11,03 5,100<br>52,51 11,00 7,37<br>2 dks<br>BK 279 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ha (each 2,2 × 1,9) ER | Vee Oil 4SA 12Cy. 260 × 400 sr geared to sc. shaft<br>2 160bhp (1 589kW) B&W<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Fuel (d.o.) 14,75kn |
| 7816783<br>PDYF<br>25<br>Df Esd<br>Gc Rdr<br>RT | **ENNIE EN APPIE**<br>**J. Bakker & Zoon**<br>Den Helder Netherlands | **337**<br>147<br>— | | | **1979** Stocznia Remontowa "Nauta" —Gdynia (351/6)<br>39,88<br>8,03 4,70<br>1 dk | **M Fishing**<br>Stern Trawler Beam-fishing<br>Mchy.aft<br>In.955 | Vee Oil 2SA 12Cy. 190 × 350 reduction geared to sc. shaft<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Netherlands<br>12,5kn |
| 5159399<br>C4DN<br>374025<br>Df Esd<br>Rdr RT | **ENNIPEUS**<br>ex Evita K-81<br>ex Georgios Tsiris-79 ex Imke-74<br>**Sfaktiria Marine Co. Ltd.**<br>Mytikas Maritime Co. Ltd.<br>Limassol Cyprus | **1 109**<br>643<br>— | **✠100A1**<br>**✠LMC** | SS 9/79<br>EL m 1¼"SQ<br>FN 972 | **1957**-12 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (743)<br>67,42 10,39<br>60,00 10,20 6,00<br>F 10,7 2 dks<br>RW rf nil<br>Coll BH to U dk 2 to 2nd dk WB359t | **M General Cargo** CSD<br>1 Ho 37,8 ER<br>G.2 025 B.1 826<br>4W Der 4(3) | Oil 4SA 6Cy. 420 × 660<br>830bhp (611kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 5362427<br>SKUG<br>10736<br>Df Esd<br>RTm | **ENO**<br>ex Niva-79 ex Stensvik-78<br>ex Stenso-78 ex Kungsten-72<br>ex Tjamme-66<br>**Kommanditbolaget Eno**<br>Kalmar Sweden | **500**<br>314<br>830 | | BV | **1958** Grol's Scheepswerven—Zuidbroet (48)<br>54,64 8,95 3,353<br>52,15 8,92 3,76<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 048 B.991<br>2 Ha (stl) (each 13,4 × 4,7) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 305 × 460<br>700bhp (515kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 6kW 110V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| 7825124<br>JG3929<br>123512<br>Gc Rdr | **ENOKI MARU No. 3**<br>**Enomoto Kaiun K.K.**<br>Tokyo Japan | **497**<br>338<br>1 651 | | NK | **1979** Sasaki Zosen K.K.—Kinoe (332)<br>69,40 4,174<br>65,00 11,51 6,05<br>2 dks | **M General Cargo**<br>G.2 778 B.2 488<br>1 Ha (stl) (38,4 × 8,9) ER<br>Der 1(5) | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 160kW a.c.<br>11kn |
| 8110356<br>JG4185<br>123794 | **ENOKI MARU No. 8**<br>**K.K. Enomoto Kaisoten**<br>Tokyo Japan | **517**<br>302<br>1 027 | | NK | **1981** Sasaki Zosen K.K.—Kinoe (276)<br>64,80 10,22 3,722<br>60,03 10,01 5,11<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 672 B.1 622<br>1 Ha (stl) ER | Oil 4SA 6Cy. 300 × 600 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7647819<br>WYF4<br>781<br>579069 | **ENOLA B**<br>**B & B Shrimp Co.**<br>Brownsville, Tx United States of America | **126**<br>85<br>— | | | **1977** Marine Mart Inc.—Port Isabel, Tx<br>*20,82* 6,15<br>3,76<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|---|
| 6826597<br>ICEB<br>728<br>Df Esd<br>Gc Rdr<br>RTh | **ENRICO BERLINGIERI**<br><br>**Bermare Marittima di Navigazione S.p.A.**<br>Palermo Italy | **1 575**<br>864<br>3 223 | RI | **1968** Cant. Nav. Breda S.p.A.—Venezia (261)<br>88,02 13,21 5,690<br>79,20 13,20 6,91<br>RQD 19,9 F 8,9 1 dk | **M Tanker**<br>Oil Chemical<br>8 Ta ER<br>L.4 050 HeCls. C | Oil 4SA 8Cy. 390 × 680<br>1 790bhp (1 317kW)<br>N.V. Werkspoor<br>Gen 3 × 40kW 200V d.c.<br>Fuel 132,0t (d.o.)-7,0pd | Amsterdam<br>14kn |
| 5286128<br>ICEI<br>1091<br>Df Esd<br>Rdr RT | **ENRICO C**<br>ex Provence-65<br>**Costa Armatori S.p.A.**<br>Napoli Italy | **13 606**<br>7 682<br>5 780 | RI (BV) | **1950** Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1874)<br>176,49 22,31 7,519<br>164,90 22,28 12,96<br>B 92,1 F 28,4 3 dks, pt 4th dk | **TS Passenger/General Cargo**<br>Ref 750bth P<br>6 Ho<br>G.6 886 B.6 299 In.3 288<br>6 Ha<br>12W Der 12(5) | 6 S Turb sr geared to 2 sc. shafts<br>15 000shp (11 033kW)<br>Parsons Marine Turbine Co.<br>Fuel 2 630,5t (o.f.) | Wallsend<br>18,5kn |
| 5046217<br>IJVD<br>1050<br>Df Esd<br>Rdr<br>RTm/h | **ENRICO COPPOLA**<br>ex Antonio Coppola-73<br>ex Blato-69<br>ex Barbara Meentzen-59<br>**Antonio Coppola fu Giovanni**<br>Napoli Italy | **748**<br>372<br>1 150 | RI (GL) (JR) | **1952** A.G. "Weser" Werk Seebeck —Bremerhaven (753)<br>57,21 9,05 4,674<br>51,49 9,00 5,49<br>P 14,7 B 11,0 F 7,4 2 dks<br>RW | **M General Cargo** CSD<br>1 Ho 31,8 ER<br>G.1 429 B.1 309<br>2 Ha (10,4 10,0 × 6,0) ER<br>4W Der 2(3) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Gen 2 × 18kW 1 × 6kW 230V d.c.<br>Fuel 50,0t (d.o.) | Mannheim |
| 7531345<br>IMIX<br>958<br>Esd Gc<br>Pfd Rdr<br>RT | **ENRICO FERMI**<br><br>**Carbocoke Armamento S.p.A.**<br>Palermo Italy | **5 394**<br>3 096<br>7 649 | RI | **1977** Cant. Nav. M. & B. Benetti —Viareggio (110)<br>121,98 16,44 7,598<br>107,96 16,41 8,92<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Mchy.aft<br>3 Ta (Ni.stl) ind double-cyl horizontal<br>L.(gas) 7 500 | 2 Oil 2SA each 6Cy. 420 × 500 geared to sc. shaft<br>7 200bhp (5 296kW)<br>Grandi Motori Trieste | Fiat<br>Trieste |
| 5104605 | **ENRIQUE**<br><br>**Compania Argentina de Navegacion Angel Gardella Ltda.**<br>Buenos Aires Argentina | **205**<br>87<br>— | ✠Classed LR until 11/32 | **1929**-7 Goole SB. & Repairing Co. (1927) Ltd.—Goole (285)<br>*24,45* 6,74<br>... ... ...<br>R | **S Tug** | T 3Cy. 343 559 & 940 × 610<br>Earle's S.B. & Eng. Co. Ltd. | Hull |
| 6614877<br>EFHT<br>967<br>Df Esd<br>Gc Rdr<br>RTm/h | **ENRIQUE DE AGUINAGA**<br>ex Ignacio L. Montenegro-73<br>**Congeladores Asociados S.A.**<br>Cadiz Spain | **740**<br>224<br>536 | ✠Classed LR until 10/2/78 | **1967**-1 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (138)<br>54,92 10,49 4,515<br>46,31 10,47 7,07<br>B & F 40,6 1 dk<br>RW rf 1016 | **M Fishing**<br>Side-fishing Ref<br>3 Ho 17,2 9,6 10,2 ER<br>In.753<br>3 Ha (stl) (each 1,9 × 1,9) ER | Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A.<br>Gen 2 × 240kW 220V 50Hz a.c.<br>Fuel 172,5t (d.o.) | Sulzer<br>Cartagena<br>12kn |
| 5075012<br>H9IR<br>1078<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ENRIQUETA**<br>ex Clan Grant-80<br>**Venables Steamship S.A.**<br>Panama Panama | T.Mk<br>**5 766**<br>3 037<br>9 418<br>**8 589**<br>5 270<br>12 060 | **✠100A1** CS 12/80<br>DTsf—oil FP above 65.5°C. (SG up to 1.28) or vegetable oil<br>**✠LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4273 | **1962**-5 Greenock Dockyard Co. Ltd. —Greenock (499)<br>151,39 19,13 7,430/8,592<br>140,49 18,98 11,43<br>P 11,9 F 21,4 2 dks, intermediate 'tween dk in No. 1 hold<br>RW rf 102 DK fwd<br>7BH to U dk 2 to 2nd dk WB2054t incl. Tunnel tanks 346t DTsf768t | **M General Cargo**<br>5 Ho 13,0 17,9 24,0 28,4 ER 19,3<br>1 Ha (stl) (6,1 × 5,4) 4 Ha (w) (8,3 14,6 13,7 × 6,4) ER (7,3 × 6,4)<br>Der 1(80) 2(20) 2(15) 2(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>7 700bhp (5 664kW)<br>Barclay, Curle & Co. Ltd.<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 185kW 220V d.c.<br>Fuel (hvf) | Sulzer<br>Whiteinch, Glasgow |
| 7019000<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENSENADA**<br><br>**Atun-Mex S.A.**<br>Ensenada, Baja California Mexico | **440**<br>205<br>386 | | **1971** Maritima del Musel S.A.—Gijon (122)<br>41,38 9,63 3,966<br>36,00 9,30 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.405 | Vee Oil 4SA 12Cy. reduction geared to sc. shaft<br>940bhp (691kW)<br>Empresa Nacional "Bazan" de C.N.M. S.A. | MAN<br>Cartagena |
| 7408421<br>EHJL<br><br>Df Esd<br>Rdr RT | **ENSENADA DE PITENS**<br><br>**Angel Vaqueiro Gandon**<br>Gijon Spain | **180**<br>85<br>137 | (BV) | **1977** Ast. Gondan—Puerto de Figueras (146)<br>30,76 7,01 3,501<br>26,52 7,00 3,81<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320 geared to sc. shaft<br>1 200bhp (883kW)<br>Anglo-Belgian Co. N.V. | Gent/Gand<br>11kn |
| 6604315<br>EEZJ<br>38<br>Df Esd<br>Gc Rdr<br>RT | **ENSENADA DE ZAGUSTAN II**<br><br>**Cooperativa de Embarcaciones de Pesca 'Ur-Gain'**<br>Bilbao Spain | **125**<br>69<br>— | | **1965** S.A. Balenciaga—Zumaya (108)<br>... ... ...<br>23,30 6,41 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil<br>380bhp (280kW)<br>............. | 11kn |
| 6403852<br>EDZS<br>6<br>Df Esd<br>RTm | **ENSENADA PORTUCHIQUI**<br><br>**Jose Manuel Seoane Vizcaino**<br>Ondarroa Spain | **194**<br>88<br>— | BV | **1964** Ast. de Murueta S.A.—Guernica (56)<br>33,41 6,43 3,252<br>28,81 6,41 3,66 | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>1W Der 1(0,25) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Controllable pitch propeller<br>Fuel 85,5t (d.o.) | Barcelona<br>12kn |
| 5104643<br>XCED<br><br>Df | **ENSENADA II**<br>ex Van Nostrand-46<br>**Cia. Maritima Industrial y Mercantil S.A.**<br>Ensenada, Baja California Mexico | **492**<br>237<br>457 | | **1942** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi<br>*45,24* 9,76<br>9,71<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 215 × 265<br>National Supply Co. | Springfield, O |
| 6825294<br>JI2311<br>102097<br>Rdr | **ENSHU MARU**<br>ex Tatsumi Maru No. 6<br>**K.K. Tatsumi Shokai**<br>Osaka, Osaka Pref. Japan | **339**<br>145<br>532 | | **1968** K.K. Taihei Kogyo—Akitsu (206)<br>43,39 7,42 3,175<br>42,98 7,40 3,56<br>1 dk | **M Tanker**<br>Chemical<br>2 Ta ER<br>L.224 | Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo<br>Gen 1 × 40kW 1 × 20kW 225V a.c.<br>Fuel 32,5t | Kobe<br>9,5kn |
| 7646126<br>JH2577<br>119841 | **ENSHU MARU No. 18**<br><br>**Sumikin Kaiun K.K.**<br>Osaka, Osaka Pref. Japan | **499**<br>349<br>1 598 | | **1976** K.K. Yoshida Zosen Kogyo—Arida<br>70,01 11,54 4,201<br>66,40 11,51 6,10<br>2 dks | **M General Cargo**<br>2 Ho<br>2 Ha (36,5 × 8,5) (4,5 × 1,7) ER | Oil<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. | Japan<br>11kn |

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| 7726536<br>WYK5<br>390<br>581177<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENSIGN**<br>**Caribe Tugboat Corp.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1977** McDermott Shipyard—Morgan City, La (227)<br>41,46 5,161<br>39,22 11,14 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>14,25kn |
| 7504067<br>D5MJ<br>6444<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENSIS**<br>**Lepton Shipping Corp.**<br>Deutsche Shell Tanker Gesellschaft m.b.H.<br>Monrovia Liberia | **19 239**<br>12 354<br>31 487 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL I† 605,0/78,0U2<br>FN 6564 | **1979**-1 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1122)<br>169,45(BB) 26,04 10,916<br>162,01 26,00 14,51<br>P 16,5 F 16,5 1 dk<br>rf nil<br>11BH WB1229T | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 735 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>H. Cegielski Poznan<br>AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>✠ NAuxB (o.f.) 81 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 2 × 680kW 2 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 158,5t (d.o.) 2 677,5t (hvf)-45,0pd<br>14,5kn |
| 7947269<br>WOZ4<br>198<br>609583 | **ENSOLIDO**<br>**Ensolido Inc.**<br>Brownsville, Tx United States of America | **132**<br>90<br>— | | **1979** .............Brownsville, Tx<br>*25,21* 6,71<br>3,56<br>1 dk | **M Fishing** | Oil<br>470bhp (346kW)<br>U.S.A. |
| 7910149<br>ONAH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENSOR**<br>**CMB S.A.**<br>Antwerpen Belgium | **68 769**<br>50 634<br>135 160 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes, holds 2, 4 & 6 may be empty, or oil cargoes<br>**✠LMC** **UMS**<br>**IGS**<br>EL X† 742,5/97,0U3(a)<br>FN 16326 | **1982**-3 N.V. Boelwerf S.A.—Tamise/Temse (1503)<br>249,11 45,04 16,863<br>240,01 45,00 23,02<br>F 15,3 1 dk<br>rf nil<br>9BH WB107667T incl. 42780T in Comb. btm, side & topside tanks in holds, 18458T in No. 2 hold, 18458T in No. 4 hold, 18458T in No. 6 hold | **M Ore/Bulk/Oil Carrier**<br>COW IGS<br>pt higher tensile steel<br>7 Ho 8 Ta ER<br>G.125 650 L.(oil) 127 600<br>Ore 71 650<br>7 Ha (stl) (each 13,1 × 20,3) ER | Oil 2SA 7Cy. 900 × 1600<br>23 000bhp (16 918kW) MAN<br>A.C.E.C. Gent/Gand<br>2 AuxB (o.f.) 18,3kgf/cm² (18,0bar)<br>AuxB (o.f.) 8,1kgf/cm² (8,0bar)<br>e(ex.g) 8,2kgf/cm² (8,1bar)<br>Gen 3 × 760kW 450V 60Hz a.c. |
| 7504043<br>GXUN<br>379626<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENTALINA**<br>**Shell Bermuda (Overseas) Ltd.**<br>London United Kingdom | **19 594**<br>12 595<br>31 486 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL I† 605,0/78,0U2<br>FN 6564 | **1978**-6 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1120)<br>169,45(BB) 26,04 10,918<br>162,01 26,00 14,51<br>P 16,5 F 16,5 1 dk<br>rf nil<br>11BH WB1229T | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 735 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 2 × 680kW 1 × 465kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 158,5t (d.o.) 2 677,5t (hvf)-45,0pd<br>14,5kn |
| 7333236<br>VRPH<br>360110<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ENTERPRISE**<br>ex Varangfjell-79<br>**Enterprise Shipping Co. Ltd.**<br>Hong Kong Hong Kong (British) | **64 741**<br>43 155<br>117 955 | NV | **1973** Uddevallavarvet A/B—Uddevalla (249)<br>264,12(BB) 40,85 15,888<br>252,10 40,80 21,65<br>P 29,0 B 11,3 F 18,0 1 dk | **M Bulk Carrier**<br>9 Ho 23,7 22,4 22,4 22,4 22,4 22,4 22,4 22,4 22,4 ER<br>G.129 902 B.128 042<br>1 Ha (stl) (15,4 × 19,0) 8 Ha (stl) (each 17,6 × 20,1) ER | Oil 2SA 9Cy. 840 × 1800<br>23 300bhp (17 139kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 660kW 1 × 20kW 40V 60Hz a.c.<br>Fuel 5 137,0t (hvf) 15,25kn |
| 7124984<br>WYZ6<br>573<br>536796<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENTERPRISE**<br>**Miradero Fishing Co.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **896**<br>413<br>— | | **1971** Campbell Industries—San Diego, Ca<br>11,94<br>56,90 5,01<br>2 dks | **M Fishing** | Vee Oil 4SA 16Cy. 230 × 254<br>3 100bhp (2 280kW)<br>General Electric Co. U.S.A.<br>Fuel 85,5t (d.o.) |
| 7303968<br>WYT8<br>250<br>552100<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENTERPRISE**<br>**Hartford National Bank & Trust Co.**<br>Offshore Logistics Inc.<br>Hartford, Ct United States of America | **298**<br>203<br>1 859 | AB | **1973** McDermott Shipyard—Morgan City, La (183)<br>4,941<br>54,46 12,20 5,64<br>F 19,2 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 150kW<br>2 Controllable pitch propellers<br>Fuel 396,5t (d.o.) |
| 7933529<br>602351 | **ENTERPRISE**<br>**Zap Enterprises**<br>Juneau, Ak United States of America | **195**<br>132<br>— | | **1978** Bender SB. Co. Inc.—Mobile, Al<br>*35,51*<br>10,37 3,43<br>1 dk | **TM Fishing**<br>Crab | 2 Vee Oil 2SA each 12Cy. 146 × 146<br>1 600bhp (1 177kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7717028<br>WYB6<br>062<br>587753<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENTERPRISE**<br>**Interstate Towing Co.**<br>Wilmington, De United States of America | **173**<br>132<br>— | AB | **1977** Main Iron Works Inc.—Houma, La (326)<br>41,61<br>38,10 11,13 5,80<br>F 9,2 1 dk<br>BK 51 | **TM Tug**<br>Articulated Pusher | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 98kW a.c.<br>12kn |
| 7427477<br>WYR2<br>941<br>566412<br>Esd Gc<br>Pfd Rdr<br>RT | **ENTERPRISE**<br>**m.v. Enterprise Ltd. Partnership**<br>Wilmington, De United States of America | **158**<br>107<br>— | AB | **1975** Delmar Systems Inc.—Larose, La (2)<br>31,78 9,76<br>9,71 4,27<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 75kW a.c.<br>Fuel 242,0t (d.o.) 12kn |
| 7437264<br>355623 | **ENTERPRISE**<br>**Sutherland Enterprise Fisheries Pty. Ltd.**<br>*Port Adelaide, S.A.* Australia | **147**<br>45<br>— | | **1974** J. A. Sutherland—Port Lincoln<br>*20,97* 6,81<br>... ... ...<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 140 × —<br>245bhp (180kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9,5kn |

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|---|---|---|---|---|---|---|
| **8008321**<br><br>161 | **ENTERPRISE**<br><br>**D. Zoeteweij**<br>Yerseke Netherlands | **139**<br>72<br>— | | **1981** Stertil Stokvis Kelley—Kootstertille (4)<br>32,19 6,53 1,101<br>6,51 2,62<br>1 dk | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 160 × 180 geared to sc. shaft<br>300bhp (221kW)<br>Mitsubishi Heavy Industries Ltd. Japan |
| **7609283**<br>WYP4<br>868<br>557952 | **ENTERPRISE**<br>ex Carol Ann-78<br>**Thorvold L. Olsen**<br>Seattle, Wa United States of America | **136**<br>105<br>— | | **1974** Berg Shipyard Inc.—Blaine, Wa<br>*20,46*<br>6,90 3,48<br>1 dk | **M Fishing** | Oil<br>460bhp (338kW)<br>U.S.A<br>Fuel (d.o.) |
| **7338406**<br>WRA6<br>326<br>597367 | **ENTERPRISE I**<br>ex Captain Dean IV-78<br>ex Captain Dean-73<br>**Enterprises Fisheries Inc.**<br>Miami, Fl United States of America | **110**<br>74<br>— | | **1973** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*24,72* 6,79<br>... ... <br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **5403805**<br>LW3357<br>4293<br>RT | **ENTRE RIOS**<br>ex Esso Entre Rios-63<br>ex Hooiberg-54<br>**Rio Lujan Navegacion S.A. de Transportes Fluviales y Remolques**<br>Buenos Aires Argentina | **2 180**<br>1 340<br>3 254 | ✠Classed LR until 3/63 | **1928**-4 Harland and Wolff Ltd.—Belfast (834)<br>96,68 15,65 4,064<br>92,97 15,24 4,58<br>P 20,5 Trunk 62,2 F 10,4 1 dk<br>R rf 152 | **TS Tanker**<br>5 Ta ER<br>L.(oil) 4 191 HeCls. B | T 6Cy. (2) 343 (2) 597 & (2) 914 × 686<br>1 100ihp (809kW)<br>Harland & Wolff Ltd. Govan, Glasgow<br>Fuel 84,5t (o.f.)-15,0pd 9kn |
| **7407609**<br>LRQE<br><br>Df Esd<br>Gc Rdr<br>RT | **ENTRE RIOS II**<br><br>**Empresa Lineas Maritimas Argentinas (ELMA)**<br>Buenos Aires Argentina | **12 762**<br>8 922<br>20 805 | BV | **1977** Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (197)<br>159,01(BB) 22,86 9,761<br>148,01 22,81 13,52<br>P - F 15,0 1 dk, 2nd dk except in No. 1 hold | **M General Cargo**<br>Strengthened for heavy cargoes<br>5 Ho 16,9 DT 28,9 15,0 27,9 20,9 ER<br>G.27 776 B.26 324 L.1 179<br>TEU 314 C. 314/20'<br>5 Ha (stl) (8,3 × 10,5) (19,5 7,4 19,5 13,5 × 12,6) ER<br>Cr 4(12,5) Der 2(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 1 222,5t (hvf)-37,0pd 15kn |
| **7817311**<br>EHWG<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENTREMARES DOS**<br><br>**Compania De Explotaciones Sudamericana S.A.**<br>Las Palmas Spain | **1 333**<br>562<br>1 443 | BV | **1980** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (113)<br>73,89 13,49 5,990<br>66,30 13,11 8,41<br>2 dks | **M Fishing**<br>Side-fishing Seiner Tuna Ref.<br>Mchy.aft | Oil 4SA 8Cy. 370 × 400 geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 471,0t (d.o.) 15,5kn |
| **7817309**<br>EHUH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ENTREMARES UNO**<br><br>**Compania De Explotaciones Sudamericana S.A.**<br>Las Palmas Spain | **1 333**<br>562<br>1 600 | BV | **1980** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (112)<br>73,89 13,49 5,990<br>66,30 13,11 8,41<br>2 dks | **M Fishing**<br>Side-fishing Seiner Tuna Ref.<br>Mchy.aft | Oil 4SA 8Cy. 370 × 400 geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 471,0t (d.o.) 15,5kn |
| **6519338**<br>TO2058<br><br>RTv | **ENTREPRENANT**<br><br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>Societe Dunkerquoise de Remorquage et de Sauvetage<br>Dunkerque France | **207**<br>—<br>— | BV | **1965** Ziegler Freres—Dunkerque (152)<br>32,29 8,67 2,998<br>29,01 8,01 4,25<br>RW | **M Tug** | Oil 4SA 8Cy. 330 × 600<br>Werkspoor<br>Ziegler Freres Dunkerque<br>Gen 2 × 48kW 110V d.c.<br>Fuel (d.o.) 13kn |
| **6801638**<br>UDYJ<br>M-27557 | **ENTUZIAST**<br><br>**U.S.S.R.-'Dalryba'**<br>Vladivostok U.S.S.R. | **844**<br>239<br>365 | RS | **1963** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,50 4,420<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 4 gen. connected to 1 elec. motor & geared to sc. shaft<br>Kharkov<br>17,5kn |
| **6801626**<br>URFK<br>M-20352 | **ENTUZIAST**<br><br>**U.S.S.R.**<br>Feodosiya U.S.S.R. | **368**<br>25<br>156 | RS | **1954** ............U.S.S.R.<br>44,46 9,48 3,360<br>4,40 | **TM Tug**<br><br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works Leningrad<br>12,5kn |
| **5104734**<br>PUFM | **ENVIRA**<br><br>**Nicolaus & Co.**<br>Belem Brazil | **293**<br>199<br>— | ✠ | **1907**-10 Murdoch & Murray—Port Glasgow (225)<br>*44,23* 9,48<br>... ... ...<br>1 dk & Prom dk<br>R | **TS General Cargo** | C 4Cy. (2) 305 & (2) 610 × 457<br><br>Ross & Duncan Glasgow |
| **7829998**<br>WV9362<br>500969 | **ENVOY**<br><br>**J.A.R. Barge Lines**<br>Pittsburgh, Pa United States of America | **112**<br>81<br>— | | **1965** ............Brownsville, Tx<br>*18,54*<br>6,43 1,99<br>1 dk | **M Tug** | Oil<br><br>U.S.A |
| **7321374**<br>EAWA<br>9353<br>Df Esd<br>Rdr RT | **ENXEBRE**<br><br>**Pesquera Landa S.A.**<br>Vigo Spain | **228**<br>91<br>159 | BV | **1973** Construcciones Navales P. Freire S.A. —Vigo (78)<br>36,94 7,27<br>31,58 6,95 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.240 | Oil 4SA 8Cy. 210 × 300<br>800bhp (588kW) Stork<br>Fabrica de San Carlos S.A. Cadiz<br>Fuel 79,5t (d.o.) 11kn |
| **8130825**<br>8KKM<br>125826 | **ENYO MARU**<br><br>**Hachiyo Kisen K.K., Sanyo Kaiji Kogyo Y.K. & Global Enterprises Ltd.**<br>Mukaishima, Hiroshima Pref. Japan | **1 454**<br>920<br>3 609 | NK | **1982** Sanyo Zosen K.K.—Mukaishima (837)<br>84,00 5,679<br>78,01 14,51 8,51<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 466 B.5 063<br>2 Ha (stl) ER | Oil 4SA 6Cy. 380 × 600 reverse reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| 5273107<br>SGRX<br>9176<br>Rdr RT | **EOL**<br>ex Pehr Hellzen-65 ex Reno-59<br>ex A 1-50 ex ST 748-46<br>**Wirens R/A**<br>Pitea Sweden | **153**<br>—<br>— | (AB) | **1944** Tampa Marine Corp.—Tampa, Fl (32)<br>26,40 6,96 3,302<br>6,91<br>BK 64 | **M Tug** | Oil 4SA 6Cy. 330 × 430<br>Busch-Sulzer Bros. St. Louis, Mo<br>Fuel 25,5t (d.o.) |
| 6914162<br>328179 | **EOLE**<br>**R. Dufresne**<br>Gaspe, P.Q. Canada | **124**<br>59<br>— | | **1968** Enterprises Maritime (1966) Inc. —Gaspe, P.Q<br>*24,48*<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203<br>510bhp (375kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 5326899<br>IUMG<br>184<br>Df Esd | **EOLIANO**<br>ex Citta di Formia-72<br>ex Sider Prima-69<br>ex Else Parchmann-62<br>ex Methan-57<br>**Societa Navigazione Generale Insulare (N.G.I.) S.p.A.**<br>Messina Italy | **407**<br>204<br>— | RI (GL) | **1924** J. Frerichs & Co. A.G.—Einswarden (392)<br>58,04 8,06 2,172<br>56,39 8,01 2,87<br>P 12,8 F 6,8 1 dk<br>R len 50<br>conv General Cargo 69 | **M Ferry/General Cargo**<br>Mchy.aft<br>1 Ho | Oil 4SA 8Cy. 250 × 280<br>1 200bhp (883kW) NE 69<br>Crepelle et Cie. Lille |
| 5090830<br>ILNT<br>97 | **EOLO RE**<br>ex Divit-69 ex Nando-55<br>ex Antioco Padre<br>ex Citta della Spezia<br>**E. S. E. di F. Rossi e I. Botticelli**<br>Portoferraio Italy | **145**<br>—<br>121 | (RI) | **1942** Punkt Mittle—Germany<br>34,68 5,67 2,566<br>31,81 5,62 2,82<br>1 dk | **M General Cargo**<br>Ref<br>1 Ho 15,0<br>In.170<br>1 Ha (2,2 × 1,8)<br>1W | Oil 4SA 4Cy. 265 × 410<br>200bhp (147kW)<br>S.A. Ansaldo Genova<br>Fuel 12,0t 9kn |
| 5142267<br>SZNR<br>7851<br>Df Esd<br>Gc Rdr<br>RT | **EOLOS**<br>ex Gryf-81 ex Finndana-67<br>ex Hansa Express-66<br>**Fragmar Shipping Corp.**<br>Piraeus Greece | **2 977**<br>1 084<br>789 | GL PR | **1962** Hanseatische Werft G.m.b.H. —Hamburg (20)<br>95,99 15,88 4,465<br>89,79 15,85 10,29<br>2 dks & S dk<br>len 63 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>178bth 126dk P<br>Bow & stern door/ramps<br>Ice strengthened<br>TEU 50 C. 50/20′ | 2 Oil 2SA each 6Cy. 500 × 700<br>5 760bhp (4 237kW) Nohab<br>Nydqvist & Holm A/B Trollhattan<br>Gen 4 × 169kW 1 × 48kW 230/440V a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.)-15,0pd 16kn |
| 5104849<br>PKGY<br>423/Z<br>Esd | **EPAR**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **514**<br>249<br>700 | KI | **1954** Interessengem. Gleue Reed —Hamburg (711)<br>56,29 9,05<br>49,99 9,00 3,69<br>P 28,4 F 10,1 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 161 B.1 045<br>4W | Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW) E made53 fitted—/54<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 1 × 15kW 110V a.c.<br>Fuel 40,5t (d.o.) 8kn |
| 7212030<br>CE9097<br>Esd Rdr<br>RT | **EPERVA 49**<br>ex Tacna 8-80 ex Apia-76<br>**Empresa Pesquera Eperva S.A.**<br>Arica Chile | **310**<br>140<br>— | GL | **1972** Ast. Picsa S.A.—Callao (376)<br>*35,09* 8,03<br>8,01 3,84<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 12kn |
| 7207176<br>CE9096<br>Esd Rdr<br>RT | **EPERVA 50**<br>ex Tacna 9-80 ex Palau-76<br>**Empresa Pesquera Eperva S.A.**<br>Arica Chile | **310**<br>140<br>— | GL | **1972** Ast. Picsa S.A.—Callao<br>*35,09* 8,03<br>3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7117577 | **EPERVA 51**<br>ex Tacna 10-80 ex Zumba<br>**Empresa Pesquera Eperva S.A.**<br>Arica Chile | **310**<br>140<br>— | GL | **1971** Ast. Picsa S.A.—Callao (365)<br>35,34 8,03<br>7,98 3,84<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 9kn |
| 7380667<br>SXJT<br>468<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EPHESOS**<br>**Delphi Shipping Management Corp.**<br>Andros Greece | **57 160**<br>44 711<br>123 348 | **✠100A1** SS 3/80<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL Tt 3$\frac{9}{16}$"U3<br>FN 15378 | **1975**-2 Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (921)<br>264,02(BB) 38,03 17,400<br>252,00 38,00 23,02<br>F 18,9 1 dk<br>rf 38<br>8BH WB21942T incl. 14321T in clean ballast tanks | **M Tanker**<br>COW IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 491 417 | Oil 2SA 8Cy. 900 × 1550<br>22 875bhp (16 826kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>2 WTAuxB (o.f.) 17kgf/cm² (16,7bar) hs1181,5<br>e(ex.g) 20,5kgf/cm² (20,1bar)<br>Gen 3 × 680kW 450V 60Hz a.c.<br>15,25kn |
| 6602575<br>SVJS<br>2833<br>Df Esd<br>Gc Rdr<br>RT | **EPHESTOS**<br>**Vulcan Shipping Co. S.A.**<br>Piraeus Greece | **21 347**<br>14 335<br>38 120 | AB | **1966** Mitsui SB. & Eng. Co. Ltd.—Ichihara (719)<br>204,68(BB) 27,03 10,624<br>192,64 26,97 14,79<br>1 dk<br>rf 25 | **M Bulk Carrier**<br>5 Ho ER<br>7 Ha ER | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 2 186,5t (hvf) |
| 7206964<br>SZQP<br>8265<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EPIDAVROS GULF**<br>ex Indah Jumbo-82 ex Harngjin-80<br>ex Daishowa Venture-78<br>**Epidavros Gulf Shipping Co. S.A.**<br>Blue Line Shipping Co. S.A.<br>Piraeus Greece | **10 695**<br>6 582<br>16 914 | AB (KR) | **1972** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1161)<br>148,42 22,56 8,989<br>138,00 22,51 11,89<br>P 27,2 F 9,2 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 23,6 26,4 26,4 26,4 ER<br>G.21 690 B.21 004<br>4 Ha (stl) (13,9 × 11,2) (17,1 17,1 17,1 × 11,9) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 720,0t 15,25kn |
| 7016137<br>SYUP<br>3752<br>Df Esd<br>Gc Rdr<br>RTm/v | **EPIMELIA**<br>**Epimelia Compania Naviera S.A.**<br>Piraeus Greece | **10 006**<br>6 258<br>15 177 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2089)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 122 B.18 970<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 74,0t (d.o.) 1 177,5t (hvf) 13kn |

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|---|---|---|---|---|---|---|
| **7300796**<br>SZOR<br>4728<br>Df Esd<br>Gc Rdr<br>RT | **EPIMENIDIS**<br>ex Cape Pride-80 ex Togo-76<br>**Epimenidis Shipping Co. S.A.**<br>N. J. Andriopoulos Shipping & Commercial Enterprises S.A.<br>Piraeus Greece | **8 927**<br>6 195<br>15 139 | ✠**100A1** SS 1/81<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1973**-2 Austin & Pickersgill Ltd. —Southwick, Sunderland (883)<br>141,00 20,48 8,862<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>6BH to U dk 1 to 2nd dk WB4138t incl. DTm 1752t Tunnel tanks 305t | **M General Cargo**<br>5 Ho 21,3 29,5 11,2 22,8 ER 21,3<br>G.21 521 B.19 539<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,8 × 8,5) ER (11,2 × 6,7)<br>Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 100lbf/in² (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 016,0t (hvf) |
| **5230703**<br>J4DE<br>7021<br>Df Esd<br>Gc Rdr<br>RT | **EPIMITHEFS**<br>ex Meerdrecht-77<br>**Epimithefs Compania Naviera S.A.**<br>S. Stravelakis Compania Naviera S.A.<br>Piraeus Greece | **11 761**<br>6 869<br>17 655 | ✠**100A1** SS 10/79<br>✠**LMC**<br>EL (gt) $2\frac{5}{16}$"SQ<br>FN 5192 | **1959**-1 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (764)<br>164,78 20,68 9,856<br>153,32 20,60 13,26<br>P 28,7 F 17,1 1 dk<br>rf 51<br>NS 7BH WB6935t incl. Topside tanks in No 1 hold 227t | **M Bulk Carrier**<br>5 Ho ER<br>B.25 259<br>5 Ha (13,5 15,8 15,8 15,8 14,8 × 8,9) ER<br>Der 2(5) | Oil 2SA 6Cy. 780 × 1400<br>6 750bhp (4 965kW) MAN<br>Dok-en Werf Mij. Wilton- Fijenoord B.V. Schiedam<br>2 AuxB 100lbf/in² (6,9bar)<br>Fuel 961,0t 14,25kn |
| **7116042**<br>C4TS<br>380778<br>Rdr RT | **EPIRUS 3**<br>ex Hayabusa No. 1-76<br>**Epirus Line Co. Ltd.**<br>Limassol Cyprus | **2 260**<br>1 063<br>— | BV | **1971** Taguma Zosen—Innoshima (90)<br>89,59 16,03 3,810<br>84,03 15,98 5,49<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>602P | 4 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 180kW 445V a.c.<br>Fuel 122,0t-24,5pd |
| **7225427**<br>C4WJ<br>380891<br>Esd Gc<br>Rdr RT | **EPIRUS 4**<br>ex Katuura-77<br>**Epirus Line Co. Ltd.**<br>Limassol Cyprus | **2 574**<br>1 340<br>723 | BV | **1972** Oshima Dock K.K.—Yoshiumi (12)<br>86,49 (BB) 15,07 4,014<br>78,01 15,02 5,41<br>2 dks<br>RW | **TM RoRo Cargo/Ferry**<br>601dk P | 4 Oil 4SA each 8Cy. 260 × 320 geared to sc. shafts<br>6 400bhp (4 708kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>18,75kn |
| **6524917**<br>J4PP<br>7231<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EPISKOPI**<br>ex Bachir B-80<br>ex Marcq St. Hilaire-79<br>ex Titika-75 ex Seagull-73<br>ex Sam Bya-72 ex Seagull-72<br>**Ceryx Compania Naviera S.A.**<br>Piraeus Greece | **1 829**<br>1 004<br>3 180 | BV (NV) | **1965** Drammen Slip & Verk.—Drammen (59)<br>86,24 12,96 5,665<br>79,25 12,91 6,48<br>P 6,1 F 14,1 1 dk<br>rf 76 | **M Tanker**<br>10 Ta ER<br>L.(oil) 3 811 HeCls. BC | Oil 2SA 7Cy. 360 × 600<br>1 820bhp (1 339kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 170kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 297,5t (hvf)-6,5pd 12kn |
| **5285409**<br>SV3923<br>116<br>Df Esd<br>RT | **EPIVATE**<br>ex Prinses Wilhelmina-75<br>**Nikolaos Barbas**<br>Michael Gigilinis<br>Thessaloniki Greece | **480**<br>312<br>864 | HR<br>✠Classed LR until 7/1/77 | **1951**-11 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (284)<br>55,78 9,12 3,582<br>49,36 9,00 4,09<br>P 12,8 F 9,8 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 042 B.965<br>2 Ha ER<br>2W Der 2(3) | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 73,0t 9kn |
| **5298511**<br>LHDR<br>5602<br>Rdr RTm | **EPO**<br>ex Rodskiael I-67 ex Rodskjael-66<br>**Birger Aspen**<br>Trondheim Norway | **142**<br>73<br>132 | (NV) | **1914** Kaldnes M/V A/S—Tonsberg<br>31,09 5,82 2,585<br>5,80 3,15<br>1 dk<br>RW rf 610 conv Tanker 67 | **M Live-fish Carrier**<br>4 Ta<br>L.140<br>4 Ha (3,0 3,0 2,7 2,7 × 1,5)<br>2W Cr 2(5) Der 2(4) | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 71<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A<br>Gen 2 × 9kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 27,5t (d.o.)-1,0pd 8kn |
| **5009764**<br>IOFS<br>1128<br>RT | **EPOMEO PRIMO**<br>ex Aleksa Santic-71<br>**Societa Campania Regionale Marittima S.p.A. (CA.RE.MAR.)**<br>Napoli Italy | **635**<br>341<br>— | RI (JR) | **1953** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (142)<br>54,13 8,51 2,871<br>50,65 8,49 3,51<br>1 dk<br>conv Passenger Ship 71 | **TM Passenger/RoRo Cargo/Ferry**<br>46bth 600dk P | 2 Oil 2SA each 6Cy. 260 × 450<br>1 000bhp (736kW)<br>S.A. Fiat S.G.M. Torino<br>14,5kn |
| **7639020**<br>SYVI<br>6360<br>Df Esd<br>Gc Rdr<br>RT | **EPOS**<br>**Lagada Shipping Co. S.A.**<br>Leonkali Compania Naviera S.A.<br>Piraeus Greece | **9 786**<br>5 935<br>15 187 | AB | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2607)<br>143,41(BB) 19,84 9,035<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 133 B.18 972<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 2(20) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 200kW 1 × 170kW 450V 60Hz a.c.<br>13,5kn |
| **7435216**<br>SXMP<br>5339<br>Df Esd<br>Gc Rdr<br>RT | **EPOS**<br>ex Ymnos-80 ex Ville d'Orient-79<br>ex Ymnos-78<br>Launched as Diakan Spirit<br>**National Bank of Greece**<br>Piraeus Greece | **6 053**<br>4 555<br>9 275 | ✠**100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Y 522,5/52,0U2<br>FN 3382 | **1978**-7 United Shipping Yard Co.—Perama (80)<br>126,02(BB) 18,11 8,002<br>118,52 18,01 10,52<br>P 12,8 F 8,6 1 dk<br>rf nil<br>6BH WB2931T incl. topside tanks in holds 1048T | **M General Cargo**<br>3 Ho 16,9 39,7 26,9 ER<br>G.13 141 B.12 650<br>3 Ha (stl) (12,7 × 10,9) (33,5 25,4 × 13,4) ER | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 368kW 1 × 132kW 440V 60Hz a.c.<br>Fuel 128,5t (d.o.) 731,0t (hvf) 16kn |
| **5104930**<br>DANJ | **EPPENDORF**<br>**Hadag Seetouristik und Fahrdienst A.G.**<br>Hamburg Federal Republic of Germany | **270**<br>137<br>134 | | **1959** Norderwerft Koser & Meyer —Hamburg (839)<br>30,10 7,50 3,175<br>3,66<br>1 dk<br>RW | **M Ferry**<br>607P | Oil 4SA 6Cy. 270 × 360<br>380bhp (280kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 35kW 110V d.c.<br>Fuel (d.o.) |
| **5374688**<br>SV3187<br>4765<br>Df Esd<br>Rdr RT | **EPSILON**<br>ex Usedom D.-81 ex Usedom-73<br>**Gamma Navigation Co.**<br>Piraeus Greece | **357**<br>165<br>575 | GL<br>✠Classed LR until 20/1/78 | **1958** Jadewerft G.m.b.H.—Wilhelmshaven (52)<br>46,77 8,54 2,769<br>46,33 8,50 3,10<br>RQD 13,8 1 dk<br>rf nil | **M Tanker**<br>6 Ta ER<br>L.(oil) 715 | Oil 4SA 6Cy. 320 × 450<br>350bhp (257kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 108kW 1 × 15kW 1 × 11,5kW 380V 50Hz a.c.<br>10kn |
| **7601047**<br>DECF<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EPSILONGAS**<br>**Partenreederei m.s. 'Epsilongas'**<br>Sloman-Neptun Schiffahrts A.G.<br>Bremen Federal Republic of Germany | **4 459**<br>2 659<br>5 962 | GL | **1977** Jos. L. Meyer—Papenburg (583)<br>107,70 15,47 7,455<br>99,93 15,41 9,91<br>P 23,2 F 9,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta ind 1 double-cyl conical horizontal 2 double-cyl horizontal ER<br>L.(gas) 5 600 | Vee Oil 4SA 12Cy. 370 × 400<br>5 400bhp (3 972kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 256kW 400V 50Hz a.c.<br>16,5kn |

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|---|---|---|---|---|---|---|
| 5353206<br>SV3100<br>5033<br>RTm/h | **EPTA**<br>ex H. G. Williams-73 ex Tasley-65<br>ex LT 639<br>**Maritime & Commercial Co. Argonaftis S.A.**<br>John S. Latsis S.A.<br>Piraeus Greece | **573**<br>389<br>392 | AB | **1944** Marietta Mfg. Co.—Point Pleasant, WV (513)<br>45,42 10,09 4,966<br>42,98 10,06 5,74<br>1 dk | **M Tug** | Oil 2SA 6Cy. 546 × 737<br>E made44 fitted63<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 1 × 250kW 110/220V d.c.<br>1 × 250kW 110/220V 60Hz a.c.<br>Fuel (d.o.) |
| 6414277<br>SXRX<br>5208<br>Df Esd<br>Gc Rdr<br>RTm | **EPTA DAFNES**<br>ex Anthony-81 ex Graigwerdd-74<br>**Seafaith Shipping Inc.**<br>Colocotronis-Allison S.A<br>Piraeus Greece | **16 323**<br>10 839<br>31 510 | **✠100A1** SS 4/74<br>strengthened for ore cargoes, Nos. 2 & 6 holds may be empty<br>**✠LMC**<br>EL mt $2\frac{11}{16}$"SQ<br>FN 6887 | **1964**-8 Scotts' SB. & Eng. Co. Ltd.—Greenock (696)<br>186,09 25,25 10,846<br>174,07 25,15 14,41<br>P 31,4 F 16,2 1 dk<br>RW rf 102 DK fwd<br>NS 9BH WB11355t incl. Comb. btm & side tanks in holds 5391t Topside tanks in holds 2359t | **M Bulk Carrier**<br>7 Ho 18,2 18,2 19,5 18,2 19,5 18,2 20,1 ER<br>G.37 916<br>7 Ha (stl) (10,9 11,8 11,8 11,8 11,8 11,8 11,8 × 12,8) ER | Oil 2SA 6Cy. 760 × 1550<br>9 470bhp (6 966kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel (hvf) |
| 6505961<br>SXSF<br>6745<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EPTA GLARI**<br>ex Maria-80 ex Stephano-78<br>**Colares Maritime Inc.**<br>Colocotronis-Allison S.A<br>Piraeus Greece | **15 765**<br>10 396<br>24 564 | **✠100A1** SS 1/78<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6435 | **1965**-3 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (2012)<br>182,89 22,94 10,529<br>174,05 22,64 14,33<br>1 dk<br>rf 152 DK<br>NS 8BH WB9502t incl. Topside tanks in holds 4202t | **M Bulk Carrier**<br>5 Ho 24,6 24,9 24,9 24,9 24,9 ER<br>G.30 242<br>5 Ha (stl) (14,4 × 9,1) (18,3 18,3 18,3 20,9 × 10,6) ER<br>Cr 3(10) Der 1(5) 2(1) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>AuxB 100lbf/in$^2$ (6,9bar)<br>WTAuxB (ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 390kW 220V d.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 1 698,0t (hvf) 15kn |
| 6612350<br>SYLL<br>7740<br>Df Esd<br>Gc Rdr<br>RTh | **EPTA VELI**<br>ex Corona-80 ex Coropuna-79<br>ex North Breeze-74<br>**Zinovia Shipping Inc.**<br>Colocotronis-Allison S.A<br>Piraeus Greece | **14 464**<br>9 134<br>27 749 | **✠100A1** CS 5/80<br>strengthened for ore cargoes Nos. 1, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6185 | **1966**-7 Hakodate Dock Co. Ltd.—Hakodate (366)<br>174,76 22,97 10,954<br>164,60 22,86 14,71<br>P 31,1 F 14,1 1 dk<br>rf 102 DK fwd<br>NS 9BH WB11963t incl. Comb. btm & STs in holds 3268t Topside tanks in holds 2973t DTm3807t | **M Bulk Carrier**<br>7 Ho 13,7 18,2 18,2 13,7 18,9 18,2 19,2 ER<br>G.32 785 B.31 909<br>7 Ha (stl) (6,1 × 6,0) (9,2 9,3 7,6 9,3 9,3 9,3 × 9,5) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>✠ NAuxB 8/73 7,1kgf/cm$^2$ (7,0bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 3 × 300kW 1 × 115kW 440V 60Hz a.c.<br>Fuel 129,0t (d.o.) 1 465,0t (hvf) 14,5kn |
| 5403233<br>SXTH<br>7063<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EPTANISSOS**<br>ex Doelwijk-78<br>**Panaghia Shipping Co. Ltd.**<br>Ionian Transport Inc.<br>Piraeus Greece | **31 051**<br>18 253<br>54 032 | **✠100A1** SS 8/78<br>oil tanker<br>**✠LMC**<br>EL vt $3\frac{3}{8}$"SQ<br>FN 10419 | **1963**-1 Rotterdamsche D.D. Maats. N.V.—Rotterdam (302)<br>231,50 31,32 12,281<br>221,90 31,25 15,70<br>P 43,3 F 22,0 1 dk<br>rf 127<br>17BH WB9110t incl. 7937t in clean ballast tanks | **S Tanker**<br>28 Ta ER<br>L.(oil) 61 808 HeCls. BC<br>Der 2(10) | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>Rotterdamsche D.D. Maats. Rotterdam<br>2 WTB 740lbf/in$^2$ (51,1bar) Spt 485,0°C 650lbf/in$^2$ (44,9bar) hs1963,0<br>sg 178lbf/in$^2$ (12,3bar)<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Fuel 3 897,5t (o.f.)-93,5pd 16,5kn |
| 7353901<br>HP3410<br>6303<br>-75A<br>Df Esd<br>Rdr RT | **EPTEHAL**<br>ex Shanfari-81 ex Tenwa Maru-75<br>**Flowers Cove Shipping Co. S.A.**<br>Panama Panama | **437**<br>231<br>1 136 | NK | **1974** Hibikinada Dock Co. Ltd.—Kitakyushu (136)<br>58,40 10,04 3,925<br>53,98 10,01 5,95<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.1 854 B.1 673<br>Der 2(3) | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW a.c.<br>12kn |
| 5048514<br>IONC<br>1085<br>Df Esd<br>Pfd Rdr<br>RTm | **EQUA**<br>ex Oland-70 ex Nordo-69<br>ex Bore I-68 ex Sankt-Ibb-62<br>**FILA S.p.A.**<br>Napoli Italy | **451**<br>174<br>— | RI (BV) | **1935** Frederikshavn Vaerft & Flydedok A/S—Frederikshavn<br>54,46 10,04 3,090<br>50,02 10,00 3,66<br>1 dk<br>R | **TM Ferry**<br>425P | 2 Oil 2SA each 7Cy. 250 × 420<br>1 160bhp (853kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 2 × 90kW 1 × 60kW 220V d.c.<br>Fuel (d.o.) 15kn |
| 5104992<br>THMD<br>3124<br>Df Esd<br>Rdr RTm | **EQUATEUR**<br>**Armement L. Kuhn**<br>Joseph Pensec<br>Camaret France | **259**<br>167<br>— | | **1962** Ch. Joseph Keraudren—Camaret<br>31,30 8,13<br>8,03 4,25<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 5Cy. 220 × 320<br>450bhp (331kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 51,0t (d.o.) 9,75kn |
| 7433878<br>WYH7<br>045<br>573157<br>Esd Pfd<br>Rdr RT | **EQUATION**<br>**Offshore Logistics Inc.**<br>Morgan City, La United States of America | **190**<br>129<br>1 000 | AB | **1976** Halter Marine Fabricators, Inc.—Moss Point, Ms (517)<br>54,87 12,20 3,683<br>49,92 12,15 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 222,5t (d.o.) 12kn |
| 7946083<br>9MYD<br>324244<br>RT | **EQUATOR**<br>ex Seiyo Maru No. 1-77<br>**Pasti Berjaya Enterprises Sendirian Berhad**<br>Penang Malaysia | **492**<br>289<br>750 | | **1965** Takehara Zosen—Takehera (182)<br>54,51 3,701<br>50,02 7,80 4,02<br>1 dk | **M General Cargo** | Oil 4SA 6Cy. 320 × 460<br>650bhp (478kW)<br>Kinoshita Tekkosho Japan<br>10kn |
| 7652034<br>9MVM<br>325310<br>Rdr RT | **EQUATOR II**<br>ex Hoei Maru No. 2-79<br>**Pasti Berjaya Enterprises Sendirian Berhad**<br>Penang Malaysia | **492**<br>291<br>930 | | **1963** Watanabe Zosen K.K.—Hakata<br>53,95 4,001<br>49,00 8,60 6,30<br>1 dk | **M General Cargo**<br>G.1 117 B.1 073<br>1 Ha (25,0 × 5,5) ER | Oil<br>700bhp (515kW)<br>Nippon Hatsudoki Japan<br>10kn |
| 6416641<br>9V2982<br>382338<br>Df Esd<br>Rdr<br>RTm/v | **EQUATOR III**<br>ex Navigabel ex Eendracht-80<br>ex Kathe Ritscher-74<br>**Thong Soon Shipping (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**433**<br>274<br>1 070 | GL | **1964** J. J. Sietas K.G. Schiffswerft—Hamburg (532)<br>61,42 10,55 3,887<br>55,02 10,52 6,10<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,9 1 TwD 39,6 ER<br>G.2 050 B.1 838<br>2 Ha (18,1 11,5 × 6,7) ER<br>4W Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 66,0t 11,5kn |
| 7643277<br>WYL7078<br>571304 | **EQUATOR III**<br>**Equator Inc.**<br>Tampa, Fl United States of America | **100**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW) U.S.A.<br>Fuel (d.o.) |

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| 6622836<br>9V3055<br>382681<br>Df Esd<br>Rdr<br>RTm/h/v | **EQUATOR IV**<br>ex Seelowe-82<br>**Thong Soon Shipping (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**498**<br>324<br>1 325 | GL | **1966** Atlas Mak. Masch.—Bremen (439)<br>74,71 11,41 3,641<br>67,21 11,31 6,25<br>B 12,2 F 6,8 1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 959 B.2 707<br>2 Ha (stl) (each 16,7 × 6,0) ER<br>Cr 1(10) 1(5) 2(3) | OSD | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,75kn |
| 8010477<br>3FOJ<br>1058<br>8-NY<br>Df Esd<br>Gc Rdr<br>RT | **EQUINOX**<br>**Intercontinental Coal Transportation Co.**<br>Panama Panama | **66 714**<br>52 755<br>138 500 | AB (Class cont.) | **1982** Hyundai Heavy Industries Co. Ltd.—Ulsan (166)<br>266,50(BB) 43,03 16,669<br>259,39 42,98 23,78<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.166 066<br>9 Ha (stl) ER | | Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| 7363308<br>7TCZ<br>Df Esd<br>Rdr RT | **ER RAAD**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **105**<br>36<br>109 | BV | **1974** Ast. Zamacona S.A.—Bilbao (80)<br>22,99<br>19,72 6,71 3,10<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>In.52 | | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Controllable pitch propeller<br>Fuel 26,5t (d.o.) 10,5kn |
| 7523233<br>DHKM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERATO**<br>ex Elma Cuatro-82 ex Erato-81<br>ex Teakbank-79<br>ex Hans Kruger-79<br>**Partenreederei m.s. 'Erato'**<br>Hans Kruger G.m.b.H.<br>Hamburg Federal Republic of Germany | **5 976**<br>3 756<br>8 635<br>**8 973**<br>5 780<br>11 895 | GL | **1976** VEB Schiffswerft "Neptun"—Rostock (401)<br>150,37 7,671/9,043<br>139,99 21,01 11,31<br>P 30,2 F 37,2 1 dk & S dk | **M General Cargo**<br>3 Ho 24,4 33,5 32,7 ER<br>G.20 028 B.18 061<br>5 Ha (stl) (18,8 × 11,4) (25,9p&s 25,9p&s × 7,6) ER<br>5W Der 4(39) 1(21) | OSD/CSD | Oil 2SA 9Cy. 600 × 1050<br>8 877bhp (6 530kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 380/220V 50Hz a.c.<br>Fuel 1 239,5t (hvf) |
| 6521408<br>SV4117<br>5815<br>Df Esd<br>Rdr<br>RTm/h | **ERATO**<br>ex Myrto-81 ex Velos II-80<br>ex Ulla Kit-76 ex Svend Sif-74<br>**Erato Maritime Co.**<br>Piraeus Greece | **499**<br>297<br>1 068 | BV | **1965** N.V. Bodewes Schps.—Martenshoek (484)<br>61,60 10,22 3,734<br>55,99 10,20 6,10<br>1 dk<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,2 1 TwD 20,5 ER<br>G.1 712 B.1 553<br>2 Ha (9,9 × 4,8) (14,8 × 5,3) ER<br>Der 3(3) | | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 15kW 220V d.c.<br>Fuel 83,5t (d.o.) 10,5kn |
| 6713477<br>Gc | **ERAWAN**<br>ex Honmoku Maru-73<br>**Thailand Exploration & Mining Corporation Ltd.**<br>Bangkok Thailand | **129**<br>39<br>844 | BV | **1966** Ishikawajima Ship & Chemical Plant Co.—Tokyo (351)<br>25,71 7,19 2,032<br>22,51 7,17 3,20<br>1 dk | **TM Tug** | | 2 Oil 4SA each 6Cy. 235 × 330<br>MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 24kW 225V 60Hz a.c.<br>2 Controllable pitch propellers<br>12kn |
| 7364510<br>TCHT<br>4263<br>Df Esd<br>Gc Rdr<br>RT | **ERCUMENT**<br>**Arif Goksu Muessesesi Denizcilik Ticaret ve Sanayi A.S.**<br>Istanbul Turkey | **496**<br>298<br>1 118<br>**1 024**<br>784<br>1 727 | AB | **1974** Deniz Insaat Kizaklari—Buyukdere (141)<br>69,32 3,747/5,049<br>60,00 10,49 5,90<br>F 6,8 1 dk & S dk<br>rf 94 | **M General Cargo**<br>2 Ho 24,0 14,4 ER<br>G.2 182 B.1 985<br>2 Ha (stl) (16,1 10,6 × 5,9) ER<br>2W Cr 2(2) | OSD/CSD | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Fuel 84,5t (d.o.) 7kn |
| 7704265<br>TCNF<br>4496<br>Df Gc<br>Pfd Rdr<br>RT | **ERDAL**<br>**Goksular Denizcilik ve Ticaret A.S.**<br>Istanbul Turkey | **1 598**<br>1 170<br>3 055 | AB | **1977** Sedef Gemi Endustrisi A.S.—Gebze (25)<br>80,32 5,322<br>74,12 13,71 6,53<br>P 13,5 F 7,7 1 dk<br>rf nil | **M General Cargo**<br>2 Ho each 25,9 ER<br>2 Ha (stl) (each 19,5 × 10,2) ER | | Oil 4SA 6Cy. 320 × 420<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 90kW 1 × 64kW 1 × 40kW a.c.<br>13kn |
| 7207360<br>TCEP<br>4157<br>Df Esd<br>Gc Rdr<br>RT | **ERDEMIR**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **15 843**<br>10 775<br>27 269 | AB | **1972** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (254)<br>182,94(BB) 10,577<br>171,61 22,41 14,20<br>P 30,2 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (stl) ER | | Oil 7Cy. 700 × 1200<br>9 800bhp (7 208kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW<br>15kn |
| 5105128<br>EBVI<br>1013<br>Esd | **EREAGA**<br>**Juan Martin Hernandez**<br>Huelva Spain | **143**<br>98<br>— | | **1949** Ast. G. Riera—Gijon<br>31,60 6,25 2,998<br>... ... ... | **M Fishing**<br>Side Trawler | | Oil 2SA 6Cy. 180 × 300<br>270bhp (199kW)<br>A/S Moller & Jochumsen Horsens<br>Fuel 45,5t (d.o.) 10kn |
| 6508559<br>UJZS<br>M-17151<br>Df Esd<br>RT | **EREBUS**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 359**<br>1 550<br>4 399 | RS | **1965** Rauma-Repola Oy—Rauma/Raumo (137)<br>105,39 14,81 6,200<br>96,93 14,79 7,01<br>1 dk | **M Tanker**<br>Water<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.152 L.5 384<br>1 Ha (2,4 × 3,2) ER<br>1W Der 1(3) | HeCls. BC | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 335,5t (d.o.)-15,0pd 13,25kn |
| 7326025<br>EGFK<br>Df Esd<br>Pfd Rdr<br>RT | **EREKA**<br>**Felipe Camara y Compania S.l.**<br>Pasajes Spain | **209**<br>84<br>180 | BV | **1974** Maritima de Axpe S.A.—Bilbao (74)<br>32,80 3,353<br>28,05 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | | Oil 4SA 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 73,5t (d.o.) 11,5kn |
| 5105154<br>TCGB<br>86 | **ERENKOY**<br>ex Bosphorus No. 70-34<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **567**<br>314<br>— ✠ | (GL) | **1911**-8 At. & Ch. de France—Dunkerque (79)<br>47,27 7,65 2,490<br>3,59<br>1 dk<br>R | **TS Ferry** | —dk P | T 6Cy. (2) 279 (2) 457 & (2) 737 × 457<br>547ihp (402kW)<br>At. & Ch. de France Dunkerque<br>9kn |
| 7229801<br>SV3398<br>3957<br>RT | **ERETRIA**<br>**Th. Elefteriou - Zervas & Sons O.E.**<br>Piraeus Greece | **380**<br>200<br>280 | | **1973** Th. Zervas & Sons—Ambelaki (103)<br>52,76 10,39 1,677<br>46,51 8,81 2,39<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | —dk P | 2 Oil 4SA<br>1 200bhp (883kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |

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| 5105178<br>84019 | **ERETRIA**<br>**Khalil Hanna Soukar**<br>Lebanon | **334**<br>225<br>— | **1943** ..............England<br>48,98 9,15<br>... ... ... | **TM Ferry**<br>—dk P | 2 Oil 2DA each 4Cy.<br>Masch. Andritz A.G. Austria<br>Fuel (d.o.) |
| 8030984<br>Y5BA<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERFURT**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **10 229**<br>5 635<br>13 600 | **1980** VEB Warnowwerft Warnemuende —Warnemuende (445)<br>DSRK 156,83(BB) 21,85 9,000<br>146,77 21,81 11,97<br>P 51,6 F 33,3 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>5 Ho 18,9 21,4 21,4 27,8 ER 16,6<br>G.17 443 B.16 537 In.746 L.637<br>TEU 283 C.Ho 177/20′ (40′) C.Dk 106/20′ (40′)<br>8 Ha (stl) (10,2 × 8,9) (15,9p&s 15,9p&s 20,5p&s × 7,7) ER (5,3 × 3,5)<br>12W Cr 1(5) Der 1(80) 3(22) 8(10) | Oil 2SA 8Cy. 700 × 1200 MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 440kW 380V 50Hz a.c.<br>Fuel 293,0t (d.o.) 1 453,0t (hvf) 18kn |
| 5105221<br>Df Esd<br>Gc Rdr<br>RT | **ERFURT**<br>Rostock German Democratic Republic | **670**<br>214<br>— | **1954** VEB Volkswerft Stralsund—Stralsund<br>58,53 9,02 4,014<br>(DSRK) 54,01 8,97 5,01<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER<br>Der 2(2,5) | Oil 4SA 8Cy. 365 × 550<br>920bhp (677kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 160kW 2 × 32kW 230V d.c.<br>10kn |
| 5341899<br>3FSJ<br>9295<br>-79A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ERGINA I**<br>ex Byzantion-78<br>ex Paraskevi Yemelos-73<br>ex Mogen-71<br>ex Stove Transport-69<br>**Dekas Compania Naviera S.A.**<br>Ventouris Group Enterprises S.A.<br>Panama Panama | **9 335**<br>6 329<br>16 988 | **1961** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (779)<br>NV 152,43 20,02 9,360<br>143,41 19,97 12,40<br>1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 19,2 17,6 17,6 17,6 17,6 17,6 ER<br>G.20 813 B.19 963<br>6 Ha (stl) (11,5 11,3 11,3 11,3 11,3 11,3 × 9,5) ER<br>Cr 6(8) | Oil 2SA 6Cy. 620 × 1400<br>5 000bhp (3 678kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 200kW 440V 60Hz a.c.<br>Fuel (hvf) 13,5kn |
| 5174818<br>226<br>Df Esd<br>Pfd RT | **ERIC**<br>ex Jolie Paimpolaise-69<br>**Andre Capdeville**<br>Dakar Senegal | **115**<br>36<br>— | **1958** Ch. Herbert & Heraud—Etel<br>*23,57* 6,53 3,099<br>6,48 3,51<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,2)<br>Der 1(3) | Vee Oil 4SA 12Cy. 175 × 180/192<br>400bhp (294kW) NE 60<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 19,5t (d.o.) 9kn |
| 5252749<br>150418<br>Df Esd<br>Pfd RT | **ERIC & MELVIN**<br>ex Nina M. Conrad-64<br>**Gregory J. Furlong**<br>St. John's, Nfl. Canada | **173**<br>135<br>— | **1923** Ernst SB. Co.—Mahone Bay, N.S.<br>37,85 8,18 4,725<br>8,13<br>1 dk | **Wood Aux TM General Cargo**<br>Ref<br>B.225 In.8<br>1W | 2 Oil each 6Cy. 130 × 152<br>NE 59<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel 6,0t 9kn |
| 7436181<br>273511<br>RT | **ERIC M. MCALLISTER**<br>ex Catherine McAllister-78<br>ex Hoboken-73<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **252**<br>171<br>— | **1957** Bethlehem Steel Co. Inc. SB. Div. —Staten Island, NY<br>... ... ...<br>30,00 8,01 4,04<br>1 dk | **M Tug** | Oil 8Cy.<br>General Motors Corp. U.S.A. |
| 8003565<br>ZTEI<br>350891<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERICA**<br>**Irvin & Johnson Ltd.**<br>Cape Town/ Kaapstad South Africa | **685**<br>335<br>432 | **1981** Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (6600)<br>BV 47,38 (BB) 11,38 4,122<br>39,91 11,21 6,61<br>2 dks | **M Fishing**<br>Stern Trawler Processing Ref.<br>1 Ho<br>In.463<br>1 Ha | Oil 4SA 8Cy. 260 × 280 with flexible couplings & sr geared to sc. shaft<br>1 500bhp (1 103kW)<br>Crepelle et Cie. Lille<br>Gen 1 × 250kW 220V d.c. 1 × 140kW 1 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.)-4,0pd 12kn |
| 8033998<br>616554 | **ERICA LYNN**<br>**Erica Lynn Inc.**<br>Mobile, Al United States of America | **145**<br>99<br>— | **1979** ..............Coden, Al<br>*23,54* 6,94<br>3,71<br>1 dk | **M Fishing** | Oil<br>620bhp (456kW)<br>U.S.A. |
| 6718881<br>Y4IG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERICH STEINFURT**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **998**<br>312<br>539 | **1967** VEB Peene-Werft—Wolgast (217)<br>63,23 10,65 4,801<br>DSRK 59,09 10,62 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 320kW 1 × 120kW 1 × 60kW 390V a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) 12,5kn |
| 5105300<br>Y4BE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERICH WEINERT**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **2 432**<br>916<br>1 670 | **1962** VEB Mathias-Thesen-Werft—Wismar<br>85,78 13,52 5,322<br>DSRK 81,51 13,44 7,04<br>2 dks<br>RW | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 040<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 460 × 720<br>2 300bhp (1 692kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 276kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5kn |
| 7376056<br>H3HM<br>5208-75<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ERICK LU**<br>ex Noah Lu-76<br>**Lu's Brothers Co. S.A.**<br>Panama Panama | **3 498**<br>2 117<br>6 025 | **1975** Shinhama Dock K.K.—Anan (693)<br>106,28 16,03 6,579<br>BV 98,00 16,01 8,21<br>P 21,1 F 9,2 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 457 B.6 977<br>2 Ha (stl) (26,1 28,7 × 8,3) ER<br>4W Der 2(15) 2(10) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 144kW 445V 60Hz a.c.<br>Fuel 599,5t (hvf)-12,5pd 12,75kn |
| 6415764<br>UITC<br>M-26949<br>Df Esd<br>Gc Rdr | **ERIDAN**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>852 | **1963** VEB Volkswerft Stralsund—Stralsund (7022)<br>RS 79,79 13,21 5,061<br>71,00 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.950<br>3 Ha (3,5 1,6 1,6 × 2,4)<br>4W Der 2(6) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>11,75kn |

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| 5420188<br>PDYP<br><br>Esd | **ERIDANI**<br>ex John Gauntlett-78<br>ex Gritwood-70<br>**Rederij Joh. Boele B.V.**<br>Krimpen a/d Lek Netherlands | **1 219**<br>749<br>— | | **1963** Boele's Schps. & Mchf. N.V.—Bolnes (1008)<br>60,94 11,84 3,785<br>58,02 11,75 4,73<br>1 dk | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 19,8 ER<br><br>1 Ha (19,8 × 7,3) ER | Oil 2SA 4Cy. 380 × 400<br><br>Skandiaverken A/B Lysek<br>Fuel 34,5t 7k |
| 7945144<br>IPKO<br>1012 | **ERIDANO**<br><br>**Amministrazione della Provincia di Ferrara**<br>Ferrara Italy | **110**<br>89<br>— | RI | **1975** Cant. Inst. e Const. Ind. I.C.I. —Ferrara<br>26,01 6,10 1,691<br>24,01 5,76 1,71<br>1 dk | **TM Ferry** | Oil 4SA 6Cy. 130 × 140<br>300bhp (221kW)<br>Motori V.M. S.p.A. Venez |
| 5376284<br>HO7043<br>2126-71B<br>Df Esd<br>RT | **ERIFANIS**<br>ex Patricia ex Vanda-71<br>ex Mizar-N-56<br>**Compania de Navegacion Erifanis S.A.**<br>Panama Panama | **399**<br>252<br>854 | (BV) | **1948** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1191)<br>47,25 8,21 3,175<br>8,16<br>P 11,6 RQD 15,3 F 6,8 1 dk | **M General Cargo**<br><br>1 Ho 28,5 ER<br>G.792 B.741<br>2 Ha (each 9,6 × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 305 × 450<br>360bhp (265kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rij<br>Fuel 34,5t (d.o.) 9k |
| 6818643<br>DLAD<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ERIK**<br><br>**Partenreederei m.s. 'Erik'**<br>DS-Tankschiff Reederei G.m.b.H. & Co. K.G.<br>Bremen Federal Republic of Germany | T.Mk<br>**1 249**<br>979<br>2 740 | GL | **1968** Elsflether Werft A.G.—Elsfleth/Weser (363)<br>91,17 12,68 5,195<br>84,56 12,60 7,40<br>2 dks<br>len 76 | **M Tanker**<br>CBT<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 3 848 HeCls. C | Oil 4SA 6Cy. 400 × 580<br>1 800bhp (1 324kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 2 × 64kW 1 × 26kW<br>230/380V 50Hz a.c.<br>Fuel 132,0t (d.o.)-6,0pd 12,25k |
| 6823961<br>OXZX<br>D1483<br>Df Esd<br>Rdr<br>RTm/h/v | **ERIK BOYE**<br>ex Marina Dania-80<br>**I/S Rederiet Erik B. Kromann**<br>Hermann C. Boye & Co.<br>Marstal Denmark | T.Mk<br>**300**<br>175<br>848 | BV NV | **1968** Batservice Verft A/S—Mandal (539)<br>55,00 9,33 3,506<br>50,02 9,30 5,49<br>2 dks<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 35,0 ER<br>G.1 525 B.1 367<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(5) | Oil 4SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshav<br>Gen 2 × 30kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-2,5pd 10k |
| 7222023<br>OYRK<br>D2042<br>Esd Rdr<br>RTm/h/v | **ERIK EGEDE**<br><br>**Government of The Kingdom of Denmark (Den Kongelige Gronlandske Handel Trafikkavdelingen)**<br>Godthab Greenland (Danish) | **721**<br>171<br>— | NV | **1972** I/S Orskovs Staalskibsvaerft —Frederikshavn (70)<br>58,60 11,21 4,598<br>50,98 11,18 6,96<br>2 dks<br>BK 246 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,2 × 1,9) (2,8 × 2,3) ER<br>1W Der 1(2) | Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S Frederikshav<br>Gen 2 × 256kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13k |
| 7924059<br>XP4095<br>M764<br>RT | **ERIK L**<br><br>**Elsam I/S**<br>Odense Denmark | **4 413**<br>3 376<br>8 020 | 100A1<br>Class Contemplated<br><br>FN 2381 | **1980** Odense Staalskibsvaerft A/S—Lindo (556)<br>86,04 19,05 6,701<br>82,05 19,00 10,01<br>1 dk | **General Cargo Barge**<br>Articulated Pushed | |
| 7526766<br>OYLQ<br>D2442<br>Df Esd<br>Gc Rdr<br>RT | **ERIK SIF**<br><br>**R/I Sif XXII**<br>Knud I. Larsen<br>Kobenhavn Denmark | T.Mk<br>**1 279**<br>948<br>3 184 | BV | **1977** B.V. Bodewes Schps.—Martenshoek (529)<br>91,50 13,06 5,160<br>84,41 13,01 7,50<br>2 dks<br>len 78 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 21,4 26,2 2 TwD ER<br>G.5 385 B.4 859<br>2 Ha (21,5 24,0 × 9,5) ER<br>Der 2(15) 1(10) 4(3) | Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kie<br>Gen 1 × 104kW 4 × 68kW<br>380V 50Hz a.c.<br>Fuel 217,0t (hvf) 13k |
| 7351733<br><br><br>RT | **ERIK VIKING**<br><br>**A/B Skanska Cementgjuteriet**<br>Bendt Rasmussens Rederi<br>Malmo Sweden | **1 065**<br>868<br>1 958 | ✠100A1 SS 8/79<br>dredger<br>Mediterranean coasting<br>& Red Sea service<br>EL (L) FSWR<br>FN 1184 | **1975-12** Lucchese Achile Cant. per costr. —Venezia (73)<br>75,04 14,05 2,693<br>64,98 14,00 4,22<br>1 dk<br>5BH WB836T | **Dredger**<br>Bucket<br><br>Cr 1(-) | |
| 7403029<br>LACE<br>18561<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERIK VIKING**<br>ex Skauhill-78<br>**K/S Viking Supply Ships A/S V**<br>Bendt Rasmussens Rederi<br>Kristiansand S. Norway | **495**<br>192<br>1 169 | NV | **1975** Oy Laivateollisuus Ab—Turku/Abo (307)<br>64,39 13,87 4,719<br>58,02 13,82 6,91<br>F - 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Mchy.fwd | 2 Vee Oil 4SA each 16Cy. 250 × 300<br><br>A/B Bofors Nohab Trollhatta<br>Gen 3 × 144kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 914,5t (hvf)-27,5pd 15k |
| 7015937<br>OXIO<br>D1799<br>Df Esd<br>Pfd Rdr<br>RT | **ERIK-SUSANNE**<br>ex Frosang-76 ex Skejnaes-73<br>ex Samarkand-70<br>**Ove Gehrt**<br>Esbjerg Denmark | **166**<br>70<br>— | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau (3247)<br>33,66 6,66 2,699<br>29,55 6,61 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 4,7 6,7 ER<br>2 Ha (stl) (each 1,3 × 1,2) ER<br>1W Der 1(3) 1(0,5) | Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollhatta<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 12k |
| 5105465<br>LEGA<br>14705<br>Df Esd<br>Rdr RT | **ERIKA**<br><br>**Bjorn Ottesen**<br>Haugesund Norway | **199**<br>85<br>254 | (GL) | **1933** Elsflether Werft A.G.—Elsfleth (186)<br>32,90 7,07 3,201<br>7,04 3,33<br>RQD 4,0 1 dk<br>R | **M General Cargo**<br><br>1 Ho ER<br>G.340<br>1 Ha (7,4 × 2,9) ER<br>1W Der 1(3) | Oil 2SA 3Cy. 280 × 320<br>340bhp (250kW) E made49 fitted63<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Fuel (d.o.) 9k |
| 7208649<br><br><br>Esd Rdr<br>RT | **ERIKA**<br><br>**Frischfisch G.m.b.H.**<br>Cuxhaven Federal Republic of Germany | **100**<br>38<br>— | | **1972** J. Diedrich—Oldersum (133)<br>25,07 6,43 2,972<br>22,00 6,41 3,28<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 160<br><br>Kloeckner Humboldt Deutz Koel<br>11k |
| 7822471<br>DCBH<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **ERIKA BOJEN**<br><br>**Siegfried Bernhard Bojen**<br>Neermoor Federal Republic of Germany | T.Mk<br>**498**<br>309<br>1 578 | GL | **1978** Martin Jansen Schiffswerft u. Mfbk. —Leer (154)<br>81,62 3,341<br>77,02 10,01 5,41<br>B 16,8 F 5,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 55,0 ER<br>G.2 357 B.2 288<br>1 Ha (stl) (46,7 × 7,6) | Oil 4SA 6Cy. 230 × 270 geared to sc. shaft<br>599bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhe<br>10k |

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|---|---|---|---|---|---|---|
| 7321099<br>DGEB<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERIKA BOLTEN**<br>**Partenreederei m.s. 'Erika Bolten'**<br>Aug. Bolten Wm. Miller's Nachfolger<br>Hamburg Federal Republic of Germany | **20 314**<br>14 596<br>33 054 | GL | **1973** Luebecker Flender-Werke AG. —Luebeck-Siems (604)<br>196,32(BB) 25,86 10,931<br>185,02 25,80 15,50<br>B 23,2 F 16,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>Ice strengthened<br>6 Ho 23,1 23,4 22,5 24,3 22,5 23,4 ER<br>G.45 016 B.39 600 HeCls. B<br>6 Ha (stl) (each 14,1 × 10,2) ER | Oil 2SA 7Cy. 780 × 1600<br>14 000bhp (10 298kW)<br>Grandi Motori Trieste Trieste<br>Gen 2 × 490kW 1 × 192kW 380V 50Hz a.c.<br>Fuel 209,0t (d.o.) 2 175,0t (hvf)-46,0pd<br>16,75kn |
| 7407295<br>DJJE<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERIKA JACOB**<br>Launched as Protan Maas<br>**Nordische Reedereigesellschaft Jacob m.b.H. & Co. Produkten-Carrier K.G.**<br>Ernst Jacob<br>Flensburg Federal Republic of Germany | **19 486**<br>13 957<br>33 400 | ✠ | GL **1976**-6 Verolme Shipyard Alblasserdam B.V.—Alblasserdam (895)<br>170,69(BB) 25,94 11,850<br>163,51 25,91 15,65<br>P 12,8 1 dk<br>rf nil | **M Tanker**<br>cs 10<br>24 Ta ER<br>L.(gas) 43 064 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 850bhp (9 452kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 2 × 1080kW 2 × 624kW 450V 60Hz a.c.<br>Fuel 330,0t (d.o.) 2 551,5t (hvf)-45,5pd<br>17,5kn |
| 7036589<br>DEGQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERIKA NABER**<br>ex Erika Schulte-78<br>**Naber Schiffahrts G.m.b.H. & Co. K.G.**<br>Thien & Heyenga Bereederungs- und Befrachtungsgesellschaft m.b.H.<br>Bremen Federal Republic of Germany | T.Mk<br>**3 296**<br>1 785<br>6 105<br>**5 532**<br>3 714<br>8 100 | GL | **1971** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (476)<br>124,49 18,09 6,846/8,100<br>114,00 18,01 10,24<br>F 11,6 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 18,2 26,5 32,1 ER<br>G.12 275 B.11 436<br>3 Ha (stl) (12,5 19,5 26,0 × 10,2) ER<br>10W Der 10(5-10) | Vee Oil 4SA 16Cy. 370 × 400 sr geared to sc. shaft<br>6 400bhp (4 708kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 288kW 1 × 72kW 380V 50Hz a.c.<br>Fuel 914,5t (hvf) 17kn |
| 5092735<br>OYXF<br>H305<br>RT | **ERIKA WESTH**<br>ex Lesa-77 ex Dora Veno-69<br>**Jorgen Anders Christensen P/R**<br>Nekso Denmark | **117**<br>46<br>— | | **1961** Assens Skibsvaerft A/S—Assens<br>26,01 6,51<br>23,88 6,49 2,72 | **Wood M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203<br>493bhp (363kW) NE 75<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7118545<br>6ZBN<br>4113<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERIKOUSSA**<br>ex Esso Bahamas-82 ex Tethys-72<br>**Erikoussa Shipping Corp.**<br>Eletson Maritime Services Inc.<br>Monrovia Liberia | **17 957**<br>11 208<br>31 100 | AB | **1972** N.V. Boelwerf S.A.—Tamise/Temse (1464)<br>173,54(BB) 25,91 11,272<br>165,51 25,86 14,03<br>P 40,3 F 18,6 1 dk<br>rf nil | **M Tanker**<br>27 Ta ER<br>L.(oil) 340 167 | Oil 2SA 7Cy. 750 × 1600<br>14 350bhp (10 555kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 620kW 1 × 510kW 450V 60Hz a.c.<br>Fuel 3 331,5t (hvf) 16kn |
| 8010609<br>P24048<br>000303<br>Esd Rdr<br>RT | **ERIMA CHIEF**<br>**Steamships Trading Co. Ltd.**<br>Port Moresby Papua New Guinea | **263**<br>121<br>301 | **✠100A1**<br>Indonesian Archipelago & New Guinea service & Northern Australian coasting service between Darwin & Townsville & to the Soloman Islands<br>**✠LMC**<br>EL F 275,0/19,0U2<br>FN 347 | **1981**-1 Land & Sea Construction Services Pte. Ltd.—Singapore (021)<br>33,96 9,28 2,602<br>28,88 9,01 3,00<br>P 8,6 1 dk<br>rf 152<br>5BH WB146T incl. DTf134T | **TM RoRo Cargo/General Cargo/ Landing Craft**<br>Bow door/ramp<br>1 Ho 10,8 ER<br>TEU 3 C.Ho 2/20' C.Dk 1/20'<br>1 Ha (stl) (9,7 × 6,0) ER<br>Cr 1(-) | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>558bhp (410kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 415V 50Hz a.c. |
| 7602998<br>5MWP<br>5754<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ERIMO**<br>**Laurel Maritime Co. Ltd.**<br>Monrovia Liberia | **18 174**<br>12 859<br>31 746 | NK | **1976** Kurushima Dock Co. Ltd.—Onishi (935)<br>178,85(BB) 27,06 11,124<br>167,01 27,01 15,80<br>P 34,8 F 15,9 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho 24,1 27,2 27,2 27,2 24,1 ER<br>G.38 925 HeCls. ptB<br>5 Ha (stl) (12,8 14,4 14,4 14,4 × 10,8) (12,8 × 10,7) ER<br>4W Cr 1(10) 3(8) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 850kW 450V 60Hz a.c.<br>Fuel 202,5t (d.o.) 1 790,0t (hvf)-49,0pd<br>15,5kn |
| 7534397<br>JHGD<br>98301<br>Rdr | **ERIMO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **872**<br>230<br>— | | **1965** Hitachi Zosen—Mukaishima<br>76,61 9,20 3,201<br>70,21 9,17 5,29 | **TM Patrol Ship** | 2 Oil<br>2 400bhp (1 765kW)<br>Mitsui Eng. & SB. Co. Ltd. Japan<br>16,25kn |
| 5105506<br>303291<br>Df Esd<br>Pfd Rdr<br>RT | **ERIMO**<br>**Diamonds Steam Fishing Co. Ltd.**<br>H. L. Taylor Ltd.<br>Grimsby United Kingdom | **273**<br>91<br>— | **✠100A1** SS 6/80<br>trawler<br>**✠LMC**<br>EL (e) I<br>FN 399 | **1962**-5 Goole SB. & Repairing Co. Ltd. —Goole (531)<br>*35,85* 7,73<br>35,06 7,62 3,74<br>RQD 20,2 F 6,8<br>RW rf 533 BK 127<br>4BH WB2t | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>700bhp (515kW)<br>Mirrlees, Bickerton & Day Stockport<br>12kn |
| 7214521<br>JQQZ<br>112856<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERIMO MARU**<br>**Nippon Enkai Ferry K.K.**<br>Tokyo Japan | **7 836**<br>3 859<br>3 097 | | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu (1015)<br>155,00(BB) 22,86 6,020<br>142,02 22,81 8,01<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>681P | 2 Oil 4SA each 18Cy. 400 × 540<br>20 000bhp (14 711kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 800kW 445V a.c.<br>Fuel 582,5t 20,25kn |
| 6508664<br>8LSZ<br>95538<br>Rdr | **ERIMO MARU**<br>**Nanyo Kisen K.K.**<br>Shinnanyo, Yamaguchi Pref. Japan | **997**<br>644<br>1 904 | | **1964** Imabari Zosen—Imabari (133)<br>71,10 10,44 4,852<br>64,98 10,39 5,34<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 337 B.2 171<br>1 Ha (35,5 × 5,5) ER<br>6W Der 4(7) | Oil 4SA 6Cy. 380 × 540<br>1 200bhp (883kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 10kW 115V d.c.<br>11,25kn |
| 6918792<br>JI2383<br>104557<br>Rdr | **ERIMO MARU**<br>ex Tatsumi Maru No. 20<br>**K.K. Tatsumi Shokai**<br>Osaka, Osaka Pref. Japan | **698**<br>175<br>1 323 | | **1968** K.K. Taihei Kogyo—Akitsu (223)<br>63,35 9,61 4,217<br>57,99 9,58 4,81<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.681 | Oil 4SA 6Cy. 330 × 500<br>1 100bhp (809kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 48kW 440V a.c.<br>Fuel 66,0t 10,5kn |

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| **5371624**<br>HO8757<br>8365-L<br>RT | **ERINA**<br>ex Tylos-79<br>**Vivaz Shipping Co. S.A.**<br>Panama Panama | **467**<br>226<br>508 | ✠Classed LR until 7/11/80 | **1959**-7 Noord Nederlandse Scheepswerven N.V.—Groningen (305)<br>53,65 8,64 2,610<br>48,19 8,50 3,05<br>P 12,2 F 6,4 1 dk<br>rf 76 | **M General Cargo**<br>Mchy.aft<br>B.651<br>4W Der 1(10) 1(5) 2(3) | Oil 4SA 8Cy. 220 × 280 sr reverse geared to sc. shaft<br>335bhp (246kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 20,5t 8kn |
| **7651092**<br>HO5273<br>1163<br>9-82<br>Rdr RT | **ERINA I**<br>ex Nichiyo Maru No. 8-81<br>**Compania de Navegacion Fontana S.A.**<br>Panama Panama | **498**<br>330<br>1 300 | NK | **1971** Shirahama Zosen K.K.—Honai<br>56,01 4,301<br>52,00 9,61 4,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 374 | Oil<br>950bhp (699kW)<br>Fuji Seisakusho Japan<br>10,5kn |
| **5384281**<br>370934<br>Df·Gc<br>Rdr<br>RTm/h/v | **ERINDALE**<br>ex W. F. White-76<br>**Dale Transports Ltd.**<br>Westdale Shipping Ltd.<br>Toronto, Ont. Canada | **7 180**<br>5 548<br>11 406 | AB | **1915** American SB. Co.—Lorain, Oh (712)<br>167,65 18,34 6,532<br>163,94 18,29 9,45<br>F 15,9 1 dk<br>R rf 76 | **S Bulk Carrier**<br>Self-unloader<br>4 Ho 30,1 21,9 21,9 38,4 ER<br>B.13 535<br>29 Ha (stl) (each 2,7 × 11,5) ER | T 3Cy. 648 995 & 1702 × 1067<br>2 100ihp (1 545kW)<br>American S.B. Co. Lorain, Oh<br>Gen 1 × 150kW 1 × 100kW 120V d.c.<br>Fuel (o.f.) 12kn |
| **5037096**<br>SZMF<br>6364<br>Df Esd<br>Gc Rdr<br>RTv | **ERINI PATERA**<br>ex Bordagain-76<br>ex Baron Garioch-68<br>Piraeus Greece | T.Mk<br>**5 656**<br>3 157<br>10 293<br>**8 061**<br>4 657<br>11 862 | **✠100A1** SS 7/80<br>**✠LMC**<br>EL b†<br>FN 3948 | **1958**-10 J. Readhead & Sons Ltd.—South Shields (597)<br>140,72 18,22 8,065/8,808<br>131,32 18,14 11,92<br>F 11,0 2 dks<br>RW rf 76<br>6BH to U dk to 2nd dk WB2542t | **M General Cargo**<br>5 Ho 19,2 19,0 12,9 ER 21,3 21,3<br>G.17 050 B.15 366<br>5 Ha (9,6 9,6 7,6 × 7,0) ER (9,9 9,9 × 7,0)<br>10W Der 1(25) 10(5) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 175kW 220V d.c.<br>Fuel 1 143,0t (hvf) 13kn |
| **7429138**<br>GEWF<br>377422<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERINNA**<br>**Shell Bermuda (Overseas) Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **19 593**<br>12 595<br>31 487 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL I† $3\frac{1}{16}$"<br>FN 6564 | **1977**-10 Saint John SB. & D.D. Co. Ltd. —St. John, N.B. (1118)<br>169,45(BB) 26,04 10,916<br>162,01 26,00 14,51<br>P 16,5 F 16,5 1 dk<br>rf nil<br>11BH WB1229t | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 735 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 WTAuxB 18kgf/cm² (17,7bar)<br>e(ex.g) 18kgf/cm² (17,7bar)<br>Gen 2 × 680kW 1 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 159,0t (d.o.) 2 678,0t (hvf) 14,5kn |
| **7365746**<br>ELCF9<br>7260<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERISKAY**<br>ex Jagarda-82<br>ex Harry Borthen-76<br>**Halsbury Shipping Ltd.**<br>China Navigation Co. Ltd.<br>Monrovia Liberia | **117 511**<br>90 802<br>229 886 | **✠100A1**<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL B* $4\frac{3}{16}$"U3<br>FN 23328 | **1975**-5 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (880)<br>329,68(BB) 48,75 19,921<br>314,00 48,68 25,61<br>F 26,9 1 dk<br>rf nil<br>8BH WB27710T incl. clean ballast tanks 19572T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>19 Ta ER | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW) General Electric<br>Verolme Machinefabriek Ijsselmonde<br>WTB(s) 73kgf/cm² (71,6bar) Spt 513°C<br>70kgf/cm² (68,7bar) hs3102,9<br>WTB(p) 70,8kgf/cm² (69,5bar) Spt 320°C<br>67,3kgf/cm² (66,0bar) hs754,4<br>Gen 3 × 1100kW 450V 60Hz a.c.<br>Fuel (o.f.) 16kn |
| **6808571**<br>SWXJ<br>7911<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERITHIANI**<br>ex South Glory-80 ex Janova-78<br>**Aliacmon Compania Naviera S.A.**<br>Golden Union Shipping Co. S.A.<br>Piraeus Greece | **19 077**<br>13 923<br>35 040 | NV | **1968** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (849)<br>184,36 26,12 11,170<br>175,47 26,07 15,24<br>P 37,8 RQD 11,3 B 14,1 F 16,5 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes Ice strengthened<br>7 Ho 16,4 19,5 19,5 19,0 15,0 19,9 19,9 19,9 ER<br>G.40 511 B.38 725<br>7 Ha (stl) (7,7 × 9,8) (9,9 9,9 8,3 9,9 9,9 9,9 × 11,3) ER<br>14W Der 7(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 055,5t (d.o & hvf) (hvf)-39,5pd 15,25kn |
| **5366992**<br>TCRX<br>565<br>Df Esd<br>Gc Rdr<br>RTm | **ERKIN 2**<br>ex Trabzon-67 ex Imperial-49<br>**Government of The Republic of Turkey (Ministry of National Defence)**<br>Istanbul Turkey | **6 790**<br>4 803<br>5 095 | (AB)<br>✠Classed LR until 5/49 | **1938**-6 A/S Nakskov Skibsvaerft—Nakskov (84)<br>134,27 17,78 7,201<br>125,05 17,68 10,29<br>P 21,1 F 22,3 3 dks<br>R rf 102 | **M Passenger/General Cargo** 526P<br>4 Ho 11,9 21,0 ER 15,0 18,9<br>G.6 321 B.5 745<br>4 Ha (6,3 6,9 × 5,1) ER (5,3 4,3 × 5,1)<br>8W Der 2(30) 4(3) | Oil 2SA 6Cy. 750 × 1320<br>6 000bhp (4 413kW) NE 59<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 240kW 220V d.c.<br>Fuel 1 407,0t (d.o.) 14kn |
| **7908201**<br>598365<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERLA N**<br>**A. O. Nordheim & P. Njardvik**<br>Seattle, Wa United States of America | **180**<br>122<br>— | | **1978** Nichols Bros. Boat Builders Inc. —Freeland, Wa<br>... ...<br>36,68 9,34 4,30<br>1 dk | **M Fishing**<br>Crab<br>Cr 2(8) | Vee Oil 4SA 16Cy. 159 × 203 geared to sc. shaft<br>1 200bhp (883kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 50kW |
| **7341130**<br>SEIR<br>11458<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERLAND**<br>**Roda Bolaget**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Goteborg Sweden | **309**<br>—<br>— | **✠100A1** SS 5/82<br>tug<br>Ice Class 1<br>Ice Class 1A<br>**✠LMC**<br>EL (e) $\frac{7}{8}$"U2<br>FN 435 | **1974**-5 Richards (Shipbuilders) Ltd. —Lowestoft<br>33,02 10,06 4,661<br>29,37 9,50 5,31<br>RFD 17,7<br>rf- BK 127<br>3BH WB61T | **M Tug/Icebreaker**<br>Mchy.aft | Vee Oil 4SA 12Cy. 318 × 368 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5kn |
| **7015274**<br>DIHE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ERLANGEN EXPRESS**<br>ex Incotrans Progress-82<br>ex Erlangen Express-81<br>(Fwd & aft sections) ex Erlangen-79<br>**Hapag-Lloyd A.G.**<br>Hamburg Federal Republic of Germany | **16 736**<br>9 887<br>21 185 | GL | **1970** (Aft & pt cargo sections) Howaldtswerke-Deutsche Werft—Hamburg (9)<br>**1970** (Fwd & pt cargo sections) Howaldtswerke-Deutsche Werft—Hamburg (9)<br>**1979** (Main cargo section) Bremer Vulkan A.G.—Vegesack<br>181,44(BB) 10,570<br>171,15 28,77 14,36<br>F 23,2 2 dks<br>len & deepened 79<br>conv Ref General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>5 Cell.Ho 24,3 26,3comb. 26,3comb. 26,3comb. ER 15,2<br>TEU 951<br>C.Ho 162/20' 150/40' C.Dk 489/20' (40') incl. 35 ref C.<br>15 Ha (stl) ER | Oil 2SA 9Cy. 860 × 1600<br>22 500bhp (16 550kW) MAN Kiel<br>Howaldtswerke-Deutsche Werft<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 187,5t (d.o.) 2 866,5t (hvf) 20,5kn |

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|---|---|---|---|---|---|---|
| 6804551<br>HO8590<br>7842-<br>HA-F<br>Df Esd<br>Rdr RT | **ERLENHAIN**<br>ex Bab-T-77<br>**Friedrich Heidemann**<br>Hamburg Panama | T.Mk<br>**499**<br>346<br>1 364<br>**1 199**<br>884<br>1 885 | BV | **1968** Schps. "Hoogezand" J. Bodewes<br>—Hoogezand (495)<br>73,21 11,38 4,014/4,776<br>67,29 11,31 6,20<br>P 14,1 B 7,7 F 10,1 2 dks | **M General Cargo**<br>1 Ho 47,2 ER<br>G.2 888 B.2 670<br>2 Ha (stl) (20,3 11,9 × 8,6) ER<br>3W Der 3(0,5) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 19kW 1 × 18kW 1 × 12kW<br>110V d.c.<br>Fuel 117,0t (d.o.) 12,5kn |
| 7201299<br>WA3328<br>239749 | **ERLING JR.**<br>ex Capt. O'Brien<br>**E. H. Bendiksen**<br>Seattle, Wa United States of America | **116**<br>89<br>— | | **1940** Maritime Shipyards—Seattle, Wa<br>*22,19* 7,35<br>1,66<br>1 dk | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>.............<br>Fuel (d.o.) |
| 7607182<br>TFPD<br>1449<br>Df Esd<br>Gc Rdr<br>RT | **ERLINGUR**<br>**Fjordur H/f**<br>Gardur Iceland | **299**<br>92<br>— | (NV) | **1975** Sterkoder M/V A/S—Kristiansund N. (59)<br>41,71 9,22<br>34,98 9,17 6,35<br>F - 1 dk | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 100kW 230V 50Hz a.c.<br>Controllable pitch propeller |
| 6703240 | **ERMA**<br>**Government of The People's Republic of China**<br>China | **3 859**<br>1 818<br>— | | **1966** G. Dimitrov Shipyard—Varna<br>131,07 16,01<br>... ... ...<br>1 dk | **M Tanker**<br>15 Ta ER | Oil<br>.............<br>10,5kn |
| 5105659<br>WA4729<br>244852<br>Rdr RT | **ERMINE**<br>**C W C Fisheries Inc.**<br>Ketchikan, Ak United States of America | **106**<br>93<br>— | | **1943** Tregoning Boat Co.—Seattle, Wa<br>*24,39* 7,57<br>24,39 7,52 2,04<br>1 dk | **Wood TM Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil each 3Cy.<br>200bhp (147kW)<br>Superior Engine Co. U.S.A. |
| 5105661<br>Df Esd<br>RT | **ERMINE**<br>**O. Willie**<br>Federal Republic of Germany | **101**<br>36<br>— | | **1960** Scheepsbouw-en Constructiebedrijf K. Hakvoort N.V.—Monnickendam (95)<br>26,88 6,25<br>... ... ... | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 5Cy.<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| 7234521<br>IBLC<br>878<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERMINIA PRIMA**<br>**Comars S.p.A.**<br>Palermo Italy | **72 729**<br>63 728<br>139 844 | AB RI | **1973** Italcantieri S.p.A.—Monfalcone (4279)<br>297,29 40,85 16,820<br>279,94 40,75 22,26<br>1 dk | **S Ore/Oil Carrier**<br>IGS CBT<br>10 Ho 12 Ta ER<br>G.89 482 L.(oil) 170 242 HeCls. ptC<br>10 Ha (stl) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Gen 1 × 1200kW 1 × 900kW<br>Fuel 8 000,0t (o.f.) 200,0t (d.o.)-125,0pd<br>16kn |
| 6605010<br>SVGB<br>7805<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERMIONI**<br>ex Missouri-80<br>**Themistoklis Navigation Corp.**<br>Prodromos Lines S.A.<br>Piraeus Greece | T.Mk<br>**4 627**<br>2 153<br>—<br>**6 735**<br>3 795<br>— | ✠**100A1** SS 10/80<br>Ice Class 3<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL bt 2$\frac{1}{16}$"SQ<br>FN 3794 | **1966**-6 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (811)<br>141,10 18,80 7,379/8,654<br>127,51 18,75 11,00<br>Ba 27,2 F 11,0 2 dks, 3rd dk in No. 4B hold<br>rf 102<br>Coll BH to U dk 9 to 2nd dk WB1034t | **M General Cargo**<br>Ref 2P<br>6 Ho 15,3 17,3 17,9 13,4 6,7 15,9<br>G.9 896 B.8 820 In.2 280<br>6 Ha (stl) (7,5 × 5,8) (10,9 11,0 8,7 × 7,7) (3,9 × 7,4) (8,4 × 5,3)<br>16W Der 1(50) 4(10) 12(5) | Oil 2SA 10Cy. 620 × 1400<br>12 000bhp (8 827kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>WTAuxB (o.f.) 142lbf/in$^2$ (9,8bar)<br>WTAuxB (ex.g) 170lbf/in$^2$ (11,8bar)<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 1 012,0t (hvf)-42,5pd 19kn |
| 7214923<br>SWUA<br>5783<br>Df Esd<br>Gc Rdr<br>RTm/v | **ERMIS**<br>**Estrella Valiente Navegacion S.A.**<br>Piraeus Greece | **15 951**<br>11 711<br>30 255 | ✠**100A1** SS 4/82<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>✠**LMC** **UMS**<br>EL Gt 2$\frac{3}{8}$"U3<br>FN 6778 | **1972**-9 N.V. Boelwerf S.A.—Tamise/Temse (1466)<br>190,02 22,99 10,808<br>181,03 22,93 14,51<br>P 33,3 F 16,8 1 dk<br>rf nil<br>8BH WB8517t incl. Comb. btm, side & topside tanks in holds 7607t | **M Bulk Carrier**<br>6 Ho 19,5 20,4 26,9 21,0 26,9 23,1 ER<br>G.36 964 B.35 236<br>6 Ha (11,1 16,6 18,2 14,1 18,2 14,1 × 9,9) ER<br>18W Der 6(20) 1(5) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 274,5t (d.o.) 1 945,5t (hvf) 15,5kn |
| 5221221<br>SV3399<br>98<br>Df Esd<br>Rdr RTm | **ERMIS**<br>ex Buchholz-71<br>ex Mare Bonum-69 ex Annie F-63<br>**Ermis Shipping Co.**<br>Thessaloniki Greece | **472**<br>298<br>863 | HR<br>✠Classed LR until 23/4/76 | **1957**-12 Ams. Schp. G. de Vries Lentsch, Jr.—Amsterdam (2485)<br>58,09 9,38 3,734<br>52,76 9,26 4,07<br>P 14,7 F 9,5 1 dk<br>RW rf 102 | **M General Cargo**<br>1 Ho 34,6 ER<br>G.1 090 B.1 005<br>2 Ha (each 12,1 × 5,0) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 59,0t (d.o.) 10,5kn |
| 5150056<br>SV3021<br>2147 | **ERMIS**<br>ex Astrapi-82 ex Hewitt-75<br>**Mediterranean Maritime Inc.**<br>Piraeus Greece | **137**<br>31<br>— | ✠Classed LR until 18/9/81 | **1951**-6 Henry Robb Ltd.—Leith (412)<br>28,05 7,07 2,896<br>26,22 7,01 3,51<br>RW BK 178 | **TM Tug** | 2 Oil 2SA each 6Cy. 265 × 345<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 19kW 220V d.c.<br>Fuel 20,5t 10kn |
| 7387445<br>EGRD<br>Df Esd<br>Rdr RT | **ERMITA DE SAN ROQUE**<br>**Ermita de San Roque**<br>Gijon Spain | **194**<br>76<br>— | BV | **1974** Ast. Gondan—Puerto de Figueras (87)<br>30,74 7,01 3,398<br>26,50 6,99 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.180 | Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW) Duvant<br>Carmelo Unanue Zumaya<br>Fuel 58,5t (d.o.) 10kn |
| 6721515<br>SYMG<br>372<br>Df Esd<br>Gc Rdr<br>RTv | **ERMOUPOLIS**<br>ex Golar Obo-72<br>**Compania Ulysses S.A.**<br>Syros Greece | **33 980**<br>24 193<br>69 497 | AB | **1967** Kawasaki Dockyard Co. Ltd.—Kobe (1080)<br>243,42(BB) 32,26 13,647<br>230,00 32,19 19,51<br>F 19,2 1 dk<br>rf 152 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>7 Ho each 24,0 14 Ta ER<br>L.(oil) 73 623<br>Der 4(10) 6(5) 2(2) | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW) MAN<br>Kawasaki Dockyard Co. Ltd. Akashi<br>Gen 1 × 560kW 2 × 400kW<br>445V 60Hz a.c.<br>Fuel 3 915,0t (hvf) 16,75kn |
| 5130939<br>SV2173<br>2234 | **ERMOUPOLIS**<br>ex Giovanna de Pirro-65<br>ex Fortuna-58 ex Pirata<br>**P. Skouris & I. Efthymiou**<br>Piraeus Greece | **142**<br>102<br>356 | | **1947** Cant. Nav. Filli Accinelli—La Spezia<br>30,43 5,16 2,439<br>27,08 3,05<br>1 dk | **M General Cargo**<br>1 Ho 18,9 ER<br>B.265<br>1 Ha (8,2 × —) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 210 × 320<br>150bhp (110kW) E made34 fitted—<br>Deutsche Werke A.G. Kiel<br>Fuel 10,0t (d.o.) 8kn |

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|---|---|---|---|---|---|---|
| 7303798<br>EELF<br>Df Esd<br>Gc Rdr<br>RTm/h | **ERMUA**<br>**Naviera Vizcaina S.A.**<br>Bilbao Spain | **30 074**<br>20 027<br>53 487 | ✠**100A1** SS 3/81<br>strengthened for ore<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>✠**LMC**<br>EL Lt $2\frac{3}{4}$"U3<br>FN 9137 | **1973**-5 Astilleros Espanoles S.A.—Factoria<br>de Sestao, Bilbao (188)<br>206,86(BB) 29,06 13,278<br>194,32 29,01 18,01<br>P 33,6 F 16,8 1 dk<br>rf nil<br>NS 9BH WB15431t incl. Topside tanks in<br>holds 6644t Comb. btm & STs in Nos. 1,<br>3, 5 & 6 holds 6093t | **M Bulk Carrier**<br>7 Ho each 21,0 ER<br>G.68 915<br>7 Ha (stl) (11,2 × 12,0) (13,4 14,1<br>14,1 14,1 14,1 14,1 × 14,0) ER | Oil 2SA 6Cy. 900 × 1550 Sulzer<br>15 000bhp (11 033kW)<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel (hvf) 15kn |
| 5105714<br>DCFP | **ERNA**<br>**Christolph Badewien**<br>Warsingsfehn Federal Republic<br>of Germany | **141**<br>95<br>198 | | **1929** E. J. Smit & Zoon—Hoogezand<br>31,50 5,69 2,007<br>5,64<br>RQD 6,4 1 dk<br>R len 57 | **M General Cargo**<br>1 Ho 16,9 ER<br>G.241 B.217<br>1W | Oil 4SA 3Cy. 240 × 360<br>NE 37<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 4,0t 7kn |
| 6522880 | **ERNA PETERS**<br>**Gerd Peters**<br>Emden Federal Republic<br>of Germany | **300**<br>—<br>606 | | **1965** Lubbe Voss—Westerende (12)<br>55,00 6,38<br>51,49 6,25 2,49<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 180 × 260<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| 5403829 | **ERNAKULAM**<br>ex Travancore-63<br>**Government of The Republic of India**<br>Cochin India | **214**<br>70<br>— | ✠Classed LR until 10/58 | **1957**-4 D. W. Kremer Sohn, G.m.b.H. &<br>Co.—Elmshorn (1049)<br>9,07 3,658<br>9,02<br>RW | **TS Tug** | T 6Cy. (2) 310 (2) 475 & (2) 750 × 400<br>Ottensener Eisenwerk A.G. Hamburg<br>Fuel (o.f.) |
| 6409416<br>H8PU<br>1090<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ERNAM**<br>ex Sanantony-80 ex Ainikolas-79<br>ex Dynamic Pioneer-76<br>ex Katsura Maru-72<br>**Martlet Corp.**<br>Panama Panama | **3 029**<br>1 662<br>5 567 | NK | **1963** Nippon Kokan K.K.—Shimizu (214)<br>107,02 15,63 6,476<br>99,01 15,60 7,29<br>P 66,5 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho 32,3 35,2 ER<br>G.7 807 B.7 331<br>2 Ha (25,8 26,9 × 7,4) ER<br>14W Der 1(120) 8(15) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 115kW 440V a.c.<br>Fuel 692,0t (hvf) 12,5kn |
| 5105790<br>GHWQ<br>302891<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ERNE**<br>**P&O Steam Navigation Co.**<br>Union Steamship Co. of New<br>Zealand Ltd.<br>London United Kingdom | **13 728**<br>7 908<br>21 291 | ✠**100A1** SS 9/81<br>oil tanker<br>Bitumen in Nos. 4, 5, 6<br>& 7 centre tanks<br>✠**LMC**<br>EL it $2\frac{7}{16}$"SQ<br>FN 5559 | **1962**-2 C. Connell & Co. Ltd.—Glasgow<br>(493)<br>170,62 21,92 9,468<br>163,38 21,87 12,15<br>P 35,4 F 19,9 1 dk<br>rf 102<br>17BH WB612t | **S Tanker**<br>Oil Bitumen<br>27 Ta ER<br>L.(oil) 27 251 HeCls. B<br>Der 1(7) 2(5) 2(3) | 2 S Turb dr geared to sc. shaft<br>8 800shp (6 473kW)<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>2 WTB 600lbf/in$^2$ (41,4bar) Spt 426,7°C<br>565lbf/in$^2$ (39,0bar) hs1167,6<br>2 sg 180lbf/in$^2$ (12,5bar)<br>Gen 2 × 550kW 1 × 200kW<br>440V 60Hz a.c.<br>Fuel 1 949,0t (o.f.)-57,0pd 14,5kn |
| 7047813<br>WY7815<br>522661 | **ERNEST**<br>**Dumas Seafood Inc.**<br>Galveston, Tx United States<br>of America | **110**<br>75<br>— | | **1969** Atlantic Marine Inc.—Fort George<br>Island, Fl<br>*20,55* 6,41<br>3,20<br>1 dk | **M Fishing** | Oil<br>375bhp (276kW)<br>............<br>Fuel (d.o.) |
| 5426998<br>304643 | **ERNEST BEVIN**<br>**Greater London Council**<br>London United Kingdom | **738**<br>432<br>— | ✠**A1** SS 6/79<br>Woolwich service<br>✠**LMC**<br>EL (o) $1\frac{5}{8}$"<br>FN 1194 | **1963**-7 Caledon SB. & Eng. Co. Ltd.<br>—Dundee (537)<br>56,57 19,08<br>56,09 18,60 2,67<br>1 dk<br>RW rf nil<br>4BH | **M RoRo Cargo/Ferry**<br>Deck Cargo 530P | 2 Oil 4SA each 7Cy. 229 × 305 with<br>flexible couplings<br>1 000bhp (736kW)<br>Mirrlees National Ltd. Ashton/Lyne<br>Gen 2 × 40kW 415V 50Hz a.c.<br>1 Directional propeller aft, 1 fwd<br>Fuel (d.o.) 8kn |
| 8023670<br>VY3243<br>395665 | **ERNEST E. PIERCE**<br>**Pierce Fisheries Ltd.**<br>Pictou, N.S. Canada | **294**<br>125<br>— | | **1981** Ferguson Industries Ltd.—Pictou, N.S.<br>(215)<br>... ... ...<br>31,42 7,94 3,69<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5105829<br>CGSZ<br>170180<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ERNEST LAPOINTE**<br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **1 179**<br>193<br>422 | ✠Classed LR until 5/43 | **1941**-2 Davie SB. & Repairing Co. Ltd.<br>—Lauzon, P.Q. (514)<br>56,24 11,03<br>10,98<br>2 dks<br>R rf 229 | **TS Icebreaker** 8P<br>1 Ho 9,1<br>1 Ha (3,6 × 3,6)<br>Der 1(5) | C 8Cy. (4) 330 & (4) 718 × 699<br>2 000ihp (1 471kW)<br>Marine Industries Ltd. Sorel, P.Q<br>Gen 2 × 20kW 110V d.c.<br>Fuel (o.f.) |
| 5105831<br>WE4810<br>264317<br>Df Esd<br>Gc Rdr<br>RT | **ERNEST R. BREECH**<br>ex Charles L. Hutchinson-62<br>**Rouge Steel Co.**<br>Detroit, Mi United States<br>of America | **11 076**<br>8 472<br>18 602 | AB | **1952** Defoe SB. Co.—Bay City, Mi (422)<br>194,44 20,48 7,551<br>190,25 20,43 10,67<br>P 27,2 F 16,5 1 dk<br>rf 76 | **S Bulk Carrier**<br>4 Ho ER<br>19 Ha (stl) (each 3,3 × 13,1) ER | 2 S Turb dr geared to sc. shaft<br>4 400shp (3 236kW) E made41 refitted52<br>Bethlehem Steel Co. Detroit, M<br>Fuel 419,5t (o.f.) |
| 6419174<br>EEPH<br>2438<br>Esd | **ERNESTO**<br>ex Luvimer-72<br>**Juan Enrique Fenollosa**<br>Bermeo Spain | **181**<br>80<br>150 | (BV) | **1965** Ast. Celaya—Bilbao (76)<br>*30,30* 7,14<br>27,59 7,10 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>12 Ha (1,3 1,3 × 0,7) (1,5 × 1,5)<br>(1,3 1,3 1,3 1,3 1,3 1,3 × 1,3)<br>(0,9 0,9 × 1,3) (0,6 × 0,6)<br>Der 1 | Oil 4SA 6Cy. 220 × 280<br>565bhp (416kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 49,5t (d.o.) 10,5kn |
| 7830040<br>CB2423<br>Esd Gc<br>Rdr RTv | **ERNESTO PINTO L**<br>**Government of The Republic of Chile (Ministero de Obras Publicas)**<br>Valparaiso Chile | **626**<br>235<br>— | GL | **1978** Astilleros y Servicios Navales<br>(ASENAV) Ltda.—Valdivia (11)<br>53,90 11,99 4,001<br>11,89 4,60<br>P 11,3 F 8,3 1 dk | **M Hopper/Dredger**<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 276kW 380/220V<br>10kn |

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| 8033510<br>614603 | **ERNIE PEARSON**<br>**Otis Engineering Corp.**<br>Houston, Tx United States of America | **223**<br>170<br>— | | **1979** ............Harvey, La<br>*21,80* 9,76<br>2,04<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>680bhp (500kW)<br>U.S.A. |
| 5172808<br>DAPV<br>Esd Rdr<br>RTv | **ERNST**<br>ex Johanna-73<br>**Neue Schleppdampfschiffsreederei Louis Meyer**<br>Hamburg Federal Republic of Germany | **129**<br>—<br>— | GL | **1959** J. Oelkers—Hamburg (534)<br>26,65 7,22<br>24,01 3,51<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 450<br>NE 65<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 43kW 220V d.c.<br>Directional propeller<br>Fuel (d.o.) 11kn |
| 5142281<br>DGSP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ERNST AUGUST**<br>ex Hause 1-64<br>ex Frida Thorborg-59<br>ex Kate Hamm-56<br>**Ernst August Kruger**<br>Hamburg Federal Republic of Germany | **297**<br>158<br>530 | GL | **1937** Schulte & Bruns—Emden (110)<br>45,04 7,62 3,180<br>42,80 3,59<br>P 8,9 F 4,3 1 dk<br>len 50 deepened 51 | **M General Cargo**<br>Ice strengthened<br>G.688 B.656<br>2 Ha (12,5 10,9 × 4,1) ER<br>2W Der 2(1,5) | Oil 4SA 6Cy. 280 × 450<br>200bhp (147kW)<br>Humboldt-Deutzmotoren Koeln-Deutz<br>8kn |
| 5353426<br>PDYO<br>57<br>Df Esd<br>Pfd RT | **ERNST EDUARD**<br>ex Avontuur-73 ex Tatjana-70<br>**Betto Bolt**<br>Zoutkamp Netherlands | **158**<br>47<br>— | | **1962** Scheepswerf "Vooruit" C.V.<br>—Zaandam (278)<br>33,00 6,74<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 210 × 300<br>1 015bhp (747kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle |
| 5423817<br>Y4RA<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **ERNST HAECKEL**<br>**Institut fur Hochseefischerei und Fischverarbeitung**<br>Rostock German Democratic Republic | **1 351**<br>334<br>638 | DSRK | **1963** VEB Mathias-Thesen-Werft—Wismar (185)<br>67,70 11,82 4,903<br>60,00 11,76 8,51<br>2 dks<br>rf 787 | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho 7,7<br>G.34 In.197<br>1 Ha (stl) (0,9 × 0,9)<br>Der 2(3) | 2 Oil geared to sc. shaft<br>1 420bhp (1 044kW)<br>(i) Oil 4SA 8Cy. 365 × 550<br>Goerlitzer Masch. Goerlitz<br>(ii) Oil 4SA 6Cy. 325 × 440<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 160kW 1 × 132kW 1 × 80kW 230/390V d.c.<br>Controllable pitch propeller<br>Fuel 289,5t (d.o.) 12kn |
| 7205685<br>EREU<br>M-30595<br>Df Esd<br>Gc Rdr<br>RT | **ERNST KRENKEL**<br>ex Vikhr-72<br>**U.S.S.R. -Hydrometeorological Service**<br>Odessa U.S.S.R. | **3 311**<br>837<br>1 504 | RS | **1971** Stocznia Szczecinska im. A. Warskiego—Szczecin (B88/09)<br>100,11 14,81 5,090<br>88,42 14,76 6,30<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho<br>B.157<br>1 Ha (4,1 × 2,4)<br>Cr 1(3) | 2 Oil 2SA each 8Cy. 480 × 700<br>4 000bhp (2 942kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>11kn |
| 7324089<br>Y5KD<br>2845<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERNST MORITZ ARNDT**<br>ex King Edmund-77<br>ex Bristol Clipper-76<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**4 938**<br>2 636<br>7 689<br>**6 653**<br>3 603<br>9 076 | DSRK (NV) | **1973** Smith's Dock Ltd.—South Bank, Middlesbrough (1324)<br>140,75(BB) 18,06 8,287/9,011<br>131,04 18,01 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102 BK 318 | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>G.366 In.9 976<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 4 × 520kW 440V 60Hz a.c.<br>Fuel 1 634,0t (hvf) 23,5kn |
| 6407303<br>Y5MB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERNST SCHNELLER**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**4 150**<br>2 379<br>7 575<br>**7 704**<br>4 150<br>10 300 | DSRK | **1963** VEB Warnowwerft Warnemuende —Warnemuende (112)<br>142,20 18,60 7,189/8,551<br>130,92 18,29 11,26<br>2 dks<br>RW | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>G.13 119 B.11 944 In.374<br>5 Ha (stl) (9,7 × 6,0) (13,1 × 9,9) (20,4 × 6,0) ER (11,6 × 9,9) (11,6 × 8,0)<br>6W Cr 6(5) Der 1(25) 4(5-9) 2(3-5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 250kW 390V 50Hz a.c.<br>Fuel (d.o.) 14,5kn |
| 7824596<br>DIWC<br>16073<br>Esd Rdr<br>RTv | **ERNST STURM**<br>**Unterelbe-Fahrbetrieb Gluckstadt- Wischhafen G.m.b.H. & Co. K.G.**<br>Glueckstadt Federal Republic of Germany | **513**<br>266<br>320 | GL | **1979** Schiffsw. Hugo Peters—Wewelsfleth (571)<br>48,11 1,601<br>44,76 14,01 3,03<br>1 dk | **M RoRo Cargo/Ferry**<br>Deck Cargo 450dk P<br>Bow & stern ramps Ice strengthened | 2 Oil 4SA each 8Cy. 142 × 160 reverse reduction geared to sc. shaft<br>856bhp (630kW)<br>Kloeckner Humboldt Deutz Kiel<br>Gen 1 × 26kW 400/231V 50Hz a.c.<br>10,5kn |
| 7111676<br>EWJR<br>M-31028<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERNST THALMANN**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **8 380**<br>4 204<br>9 288 | RS | **1971** VEB Mathias-Thesen-Werft—Wismar (193)<br>154,90 22,23 7,951<br>142,02 22,20 13,59<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.13 000<br>4 Ha (each 6,0 × 3,9) ER<br>11W Der 2(10) 7(5) 2(3) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Halberstadt Halberstadt<br>17kn |
| 7023269<br>UWSY<br>M-29180<br>Df Esd<br>Gc Rdr<br>RT | **ERNST THALMANN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 571**<br>3 163<br>—<br>**10 028**<br>5 436<br>12 652 | RS | **1970** Stocznia Szczecinska im. A. Warskiego—Szczecin (B40/104)<br>154,54 20,63 7,970/8,979<br>143,19 20,60 12,73<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>B.17 860<br>5 Ha (stl) (11,9 × 8,0) (13,5 13,5 11,5 × 10,9) ER (13,5 × 10,9)<br>14W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) 16,5kn |
| 5105972<br>Df Esd<br>RT | **ERNST THALMANN**<br>Rostock German Democratic Republic | **256**<br>90<br>300 | (DSRK) | **1950** VEB Volkswerft Stralsund—Stralsund<br>39,20 7,35 2,693<br>36,45 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER<br>Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 1 × 45,5kW 1 × 21,5kW 115V d.c.<br>Fuel (d.o.) 10kn |

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| 5017802<br>DHHH<br><br>Df RT | **ERNST UWE**<br>ex Anholt-65 ex Twente-61<br>ex Henriette-47<br>**Heinrich Husen**<br>Hamburg Federal Republic of Germany | 262<br>128<br>315 | (BV) | **1935** Gebr. van Diepen—Waterhuizen (817)<br>*37,77* 6,86 2,566<br>6,81 2,80<br>1 dk | **M General Cargo**<br>1 Ho 23,3 ER<br>G.510 B.481<br>2 Ha (9,9 7,0 × 3,9) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 190 × 350<br>200bhp (147kW) NE 54<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 1 × 8kW 24V d.c.<br>Fuel (d.o.) 8kn |
| 6506604<br>SZLA<br>4398<br>Df Esd<br>Gc Rdr<br>RTm/h | **ERO**<br>**Isla Fragancia Cia. Naviera S.A.**<br>Piraeus Greece | 23 390<br>15 090<br>39 549 | AB | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (638)<br>191,14 27,69 11,716<br>180,02 27,61 16,01<br>P 7,4 F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 18,3 18,9 19,2 19,2 19,2 19,2 19,2 ER<br>B.49 498<br>7 Ha (stl) (10,9 11,6 11,9 11,9 11,9 11,9 11,9 × 12,5) ER | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 580kW 450V 60Hz a.c.<br>Fuel 5 036,5t (hvf) 14,5kn |
| 7119563<br>YTCE<br><br>Rdr RT | **ERO**<br>ex Aero-68<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | 310<br>123<br>159 | JR (BV) | **1931** Svendborg Skibsvaerft A/S —Svendborg (36)<br>48,14 2,591<br>44,40 7,90 3,28<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 5Cy. 245 × 400<br>850bhp (625kW) E made64 fitted73 B&W<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 3 × 22kW 110V d.c.<br>11,5kn |
| 7504055<br>GXXQ<br>379745<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERODONA**<br>**Shell Bermuda (Overseas) Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | 19 593<br>12 595<br>30 990 | ✠100A1<br>oil tanker (cc)<br>✠LMC UMS<br>EL It 605,0/78,0U2<br>FN 6565 | **1978**-10 Saint John SB. & D.D. Co. Ltd. —St. John, N.B. (1121)<br>169,45(BB) 26,04 10,918<br>162,01 26,01 14,51<br>P 16,5 F 16,5 1 dk<br>rf nil<br>11BH WB1229T | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 735 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (o.f.) 17,5kgf/cm$^2$ (17,2bar)<br>e(ex.g) 17,5kgf/cm$^2$ (17,2bar)<br>Gen 2 × 680kW 2 × 600kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 158,5t (d.o.) 2 677,5t (d.o.)-45,0pd<br>14,5kn |
| 5278042<br>SZUW<br>6537<br>Df Esd<br>Gc Rdr<br>RTv | **EROS**<br>ex Chrysovalandou II-79<br>ex Patra-78 ex Olympia-72<br>ex Pierre Loti-70<br>**Amelia Martin Compania Naviera S.A.**<br>Piraeus Greece | 10 945<br>5 971<br>6 097 | BV | **1953** Arsenal de la Marine National Francaise—Brest (MD4)<br>150,09 19,61 7,443<br>140,01 19,54 11,71<br>B 54,3 2 dks<br>RW | **TM Passenger/General Cargo** 500P | 2 Oil 2SA each 10Cy. 620 × 1150<br>10 300bhp (7 576kW) B&W<br>Ch. & At. de St. Nazaire (Penhoet) St. Nazaire<br>Gen 4 × 360kW 380V 50Hz a.c.<br>Fuel 1 159,5t (hvf) 17kn |
| 7712937<br>LHKO<br>19205<br>RT | **EROS**<br>**P/R Eros**<br>Johannes Bjarne Eggesbo<br>Alesund Norway | 917<br>409<br>1 251 | NV | **1978** (Aft section) A/S Framnaes M/V —Sandefjord (61)<br>**1978** (Fwd section) Horten Verft A/S —Horten (202)<br>56,16 10,80 6,579<br>48,11 7,70<br>P - 1 dk | **M Fishing**<br>Side-fishing Seiner<br>Ice strengthened<br>1 Ha (2,2 × 1,9) 9 Ha (each 2,7 × 2,2) ER | Oil 4SA 8Cy. 320 × 420<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd , 1 aft |
| 5106005<br>DGCV<br><br>Df Esd<br>RTm/v | **EROS**<br>**Christoph Jakobs**<br>Hamburg Federal Republic of Germany | 498<br>313<br>875 | GL | **1957** Schiffsw. H. Rancke—Hamburg (174)<br>57,61 9,28 3,541<br>52,02 9,25 3,97<br>P 10,4 F 6,8 1 dk<br>R | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,7 ER<br>G.1 126 B.1 071<br>2 Ha (17,9 9,5 × 5,7) ER<br>Der 3(2) | Oil 4SA 8Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9,75kn |
| 5106017 | **EROS**<br>**Ibrahim Bin Samza Serafi**<br>Jeddah Saudi Arabia | 209<br>108<br>— | | **1945** Cant. Nav. Deterni—Rovigno<br>36,99 8,26<br>30,89 8,11 3,41<br>1 dk | **Wood Aux M General Cargo**<br>Barquentine | Oil 4SA 6Cy. 220 × 360<br>E made35 fitted—<br>Humboldt-Deutzmotoren Koeln-Deut |
| 7398547<br>WYR2<br>413<br>554595 | **EROS**<br>ex William Dampier-77<br>**Eros Offshore Boat Service Inc.**<br>New Orleans, La United States of America | 189<br>128<br>— | AB | **1974** Corpus Christi Marine Service —Corpus Christi, Tx (115)<br>51,80 3,658<br>46,61 11,56 4,55<br>F 22,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | Vee Oil 2SA 16Cy. 146 × 146<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Fuel 314,0t (d.o.) 12kn |
| 5256020<br>ISEP<br>61<br>Df Esd<br>Pfd RTm | **EROS PRIMO**<br>ex Norfolk Yeoman-68<br>**Matteo Asaro**<br>Mazara del Vallo Italy | 112<br>37<br>— | | **1955** Richards Iron Works Ltd.—Lowestoft (424)<br>29,11 6,25 3,353<br>25,89 6,20 3,13<br>1 dk<br>R | **M Fishing**<br>Side Trawler | Oil 4SA 5Cy. 260 × 368<br>300bhp (221kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 9kW 220V d.c.<br>Fuel 12,0t (d.o.) 10kn |
| 7229930<br>ZCKV<br>358704<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ERRADALE**<br>**China Navigation Co. Ltd.**<br>Hong Kong Hong Kong (British) | 20 239<br>13 408<br>34 054 | 100A1 SS 11/77<br>strengthened for heavy cargoes<br>**LMC**<br>EL It 2$\frac{7}{8}$"U2<br>FN 7268<br>(AB) | **1972** Osaka Zosensho—Osaka (326)<br>185,63(BB) 26,07 10,897<br>175,09 26,01 15,50<br>P 30,8 F 15,6 1 dk<br>rf nil<br>NS 7BH WB9893t incl. Topside tanks in holds 4118t Comb. btm STs in Nos. 1-4 holds 3646t | **M Bulk Carrier**<br>5 Ho 24,7 32,7 15,1 32,7 25,6 ER<br>G.42 595 B.41 242<br>5 Ha (stl) (13,5 19,2 8,7 19,2 15,1 × 12,7) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 155,5t (d.o.) 1 807,5t (hvf) 14,5kn |
| 8125454<br>HPPH<br>10937<br>-PEXT | **ERRIA PILOT**<br>**Blue Coral Shipping Inc.**<br>Panama Panama | 4 796<br>2 875<br>8 500 | NK | **1982** Asakawa Zosen—Imabari (308)<br>113,59(BB) 7,601<br>105,01 17,51 9,61<br>1 dk | **M Tanker**<br>Chemical CBT<br>15 Ta ER<br>L.9 179 | Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW) Mitsubish<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8112081<br>C6CY<br><br>RT | **ERROL M**<br>**National Energy Corp. of Trinidad & Tobago Ltd.**<br>Trinidad & Tobago | 161<br>0<br>154 | 100A1<br>Class Contemplated<br>FN 291 | **1982** Alblas Scheepswerf—Krimpen a/d IJssel ((3128))<br>26,12 8,01 3,261<br>24,52 7,82 4,04<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 with clutches & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 5060548<br>339933<br>Df Esd<br>RT | **ERRWOOD**<br>ex Ramaga-73<br>ex Marine Fairway-72<br>ex Capcos Lupe-70<br>ex Cap Cos-67<br>**Effluents Services Ltd.**<br>Guernsey Channel Islands (British) | **471**<br>239<br>601 | BV | **1950** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (279)<br>56,62 7,88 3,074<br>7,83 3,20<br>P 19,9 Trunk - F 4,3 1 dk | **M Tanker**<br>Effluents CBT<br>8 Ta ER<br>L.576 HeCls. C | Oil 4SA 6Cy. 270 × 500<br>430bhp (316kW)<br>N.V. Werkspoor Amsterdam<br>Fuel (d.o.)-2,0pd 8kn |
| 7235343<br>GROT<br>358850<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **ERSKINE BRIDGE**<br>**Erskine Bridge Shipping Ltd.**<br>London United Kingdom | **65 886**<br>40 419<br>120 143 | ✠**100A1** SS 4/78<br>strengthened for ore cargoes, Nos. 2, 4, 6 & 8 holds may be empty<br>✠**LMC** **UMS**<br>EL V† 3⅜"U3<br>FN 15591 | **1973**-3 Mitsubishi Heavy Industries Ltd.—Hiroshima (226)<br>261,02(BB) 40,67 16,504<br>247,00 40,61 22,51<br>F 19,9 1 dk<br>rf 76 DK fwd<br>NS 11BH WB35377t incl. Comb. btm & STs in Nos. 1 - 6 holds incl. 14715t<br>Topside tanks in holds 14482t | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 20,5 21,4 21,4 21,4 21,4 21,4 21,4 21,4 21,4 ER<br>G.131 478<br>1 Ha (stl) (11,2 × 13,5) 8 Ha (stl) (each 14,4 × 18,6) ER<br>Der 2(5) 2(2) | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>AuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>AuxB (ex.g) 10,5kgf/cm$^2$ (10,3bar) rcv 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 770kW 450V 60Hz a.c.<br>Fuel 696,0t (d.o.) 6 112,5t (hvf) 15kn |
| 7925651<br>OWKQ<br>D2698<br>Df Esd<br>Gc Rdr<br>RT | **ERSUS**<br>**Peter Schmidt Jors**<br>Finn Poulsen<br>Marstal Denmark | T.Mk<br>**396**<br>271<br>1 079 | BV | **1979** Soby Motorfabrik og Staalskibsvaerft—Soby (59)<br>62,92 11,26 3,571<br>57,00 11,23 6,20<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.2 442 B.2 250<br>1 Ha (stl) (34,2 × 7,7) ER<br>Der 1(10) 1(5) | Oil 4SA 6Cy. 225 × 300<br>870bhp (640kW)<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 60kW 380V a.c.<br>Controllable pitch propeller<br>11kn |
| 6720860<br>OVJX<br>A294<br>Esd Rdr<br>RTm | **ERTHOLM**<br>**Rederiet Ostland I/S**<br>Chr. Sonne<br>Christianso Denmark | **196**<br>78<br>— | BV | **1967** Husumer Schiffsw.—Husum (1252)<br>36,17 7,17 2,001<br>32,26 7,01 3,00<br>1 dk | **TM Ferry**<br>223P | 2 Oil 4SA each 8Cy. 140 × 180<br>640bhp (471kW)<br>Suddeutsche Bremsen A.G. Muenchen<br>Gen 2 × 16,75kW 400V 50Hz a.c.<br>Fuel 9,0t (d.o.)-2,5pd 13,5kn |
| 7364194<br>TCHV<br>1039<br>Gc RT | **ERTURK I**<br>**Erturk Turizm Kollektif Sirketi**<br>Izmir Turkey | **149**<br>66<br>51 | | **1974** Denizcilik Bankasi T.A.O., Alaybey Tersanesi—Izmir (14)<br>35,01 7,22 2,501<br>32,80 7,21 3,31 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Oil 4SA 8Cy. 165 × 185<br>440bhp (324kW)<br>Dorman Diesels Ltd., Kelvin Marine Division Glasgow |
| 7232212<br>JD2218<br>113187<br>Gc Rdr<br>RT | **ERUMU**<br>ex Elm-81<br>**Maruyama Kinkazan Kisen K.K.**<br>Onagawa Japan<br>Miyagi Pref. | **199**<br>107<br>— | | **1972** Shimoda Dockyard Co. Ltd.—Shimoda (206)<br>6,84<br>33,00 6,81 2,80<br>1 dk | **M Ferry/General Cargo**<br>12P<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7612187<br>GXOM<br>379990<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ERVILIA**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **19 763**<br>11 520<br>31 375 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL (I†) 605,0/78,0U2<br>FN 6582 | **1979**-6 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1124)<br>170,01(BB) 26,04 11,042<br>162,03 26,01 14,61<br>P 20,2 F 16,5 1 dk<br>rf nil<br>11BH WB1380T | **M Tanker**<br>21 Ta ER<br>L.(oil) 37 556 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 18kgf/cm$^2$ (17,7bar) e(ex.g) 22kgf/cm$^2$ (21,6bar)<br>Gen 3 × 820kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 167,5t (d.o.) 1 879,5t (hvf) 14kn |
| 7649453<br>Rdr | **ERVIN**<br>ex Zuiko Maru-80<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **499**<br>298<br>1 117 | | **1968** Yonomoto Zosen—Japan<br>54,01 4,101<br>49,51 9,01 4,50<br>1dk | **M General Cargo**<br>G.1 150 B.1 080<br>1 Ha (27,1 × 6,1) ER | Oil<br>1 150bhp (846kW)<br>Japan<br>10,5kn |
| 7013082<br>Y6KY | **ERWIN FISCHER**<br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **291**<br>156<br>— | DSRK | **1952** VEB Schiffswerft "Edgar Andre"—Magdeburg<br>46,00 8,06 2,701<br>45,06 3,00<br>1 dk | **M Hopper Barge**<br>Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 9,5kW 230V 50Hz a.c.<br>8kn |
| 7218137<br>TCEX<br>4178<br>Df Esd<br>Gc Rdr<br>RT | **ERZURUM**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **15 843**<br>10 775<br>27 269 | AB | **1972** Astilleros Espanoles S.A.—Factoria de Olaveaga, Bilbao (255)<br>182,94(BB) 10,577<br>171,61 22,41 14,20<br>P 30,2 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>7 Ha (stl) ER | Oil 7Cy. 700 × 1200<br>9 800bhp (7 208kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 352kW<br>15kn |
| 7218058<br>7TFB<br>68<br>Df Esd<br>Rdr RT | **ES SABAH**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>33<br>109 | (BV) | **1972** Ast. Zamacona S.A.—Bilbao (58)<br>23,02<br>19,00 6,71 3,10<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>G.52 | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>10kn |
| 7363322<br>7TDG<br>Df Esd<br>Rdr RT | **ES SARI**<br>**L'Office Algerien des Peches (OAP)**<br>Alger Algeria | **115**<br>36<br>— | BV | **1974** Ast. Zamacona S.A.—Bilbao (82)<br>22,99<br>19,00 6,68 3,10<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>1 Ho<br>In.52 | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 26,5t (d.o.) 10kn |
| 5266611 | **ES 2**<br>ex Hans-75 ex Ostwacht-75<br>**Elhawi Shipping Co. Ltd.**<br>Jeddah Saudi Arabia | **110**<br>35<br>— | (GL) | **1938** Chr. Ruthoff Schiffswerft—Mainz<br>26,24 6,99 2,598<br>6,94 3,26<br>1 dk<br>R | **M Tug/Icebreaker** | Oil 4SA 6Cy. 375 × 550<br>Motorenw. Mannheim A.G. Mannheim<br>Fuel 12,0t (d.o.) |
| 7809144<br>JQUE<br>121640<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESAN**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **960**<br>268<br>1 200 | | **1978** Sumitomo Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (1070)<br>77,81 9,63 3,201<br>73,00 9,61 5,31<br>2 dks | **TM Patrol Ship** | 2 Oil 4SA each 8Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho Tateyama |

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| **7534402**<br>JD2244<br>106363 | **ESAN MARU**<br>**Donan Jidosha Ferry K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **699**<br>249<br>— | | **1972** Taisei Zosen K.K.—Higashino<br>77,91 14,03 3,607<br>73,00 14,00 4,50<br>1 dk | **M Ferry** | Oil<br>4 000bhp (2 942kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japa<br>16kn |
| **7824948**<br>JD2373<br>118549<br>Esd Gc<br>Rdr RT | **ESAN MARU No. 3**<br>**Donan Jidosha Ferry K.K.**<br>Hakodate, Japan<br>Hokkaido Pref. | **999**<br>330<br>1 476 | | **1979** Honda Zosen—Saiki (668)<br>98,30 4,201<br>90,02 16,21 4,42<br>2 dks | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 280 × 290<br>8 400bhp (6 179kW) Pielstick<br>Niigata Eng. Co. Ltd. Japan |
| **5106122**<br>PKGW<br>462/Z<br>Esd | **ESAU**<br>**Government of The Republic of Indonesia**<br>P.T. Pelayaran Nasional Indonesia (PELNI)<br>Jakarta Indonesia | **514**<br>249<br>719 | KI | **1954** Schiffsw. A. Pahl—Hamburg<br>*50,85* 9,02<br>8,97 3,71<br>1 dk | **M General Cargo**<br>2 Ha (each 10,4 × 5,1) ER<br>Der 2(5) 2(3) | Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW)<br>Enterprise Engine Co. San Francisco, Ca<br>Gen 1 × 15kW 115V a.c.<br>Fuel (d.o.) 8kn |
| **7396616**<br>PDYZ<br>18463<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESBEEK**<br>ex Marie Helleskov-77<br>**C.V. Scheepv. Onderneming 'Esbeek'**<br>Spliethoff's Bevrachtingskantoor B.V.<br>Amsterdam Netherlands | **1 599**<br>1 146<br>3 009 | **✠100A1** SS 8/80<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL P $1\frac{7}{16}$"U2<br>FN 1509 | **1975**-11 N.V. Schps. Gebr. van Diepen —Waterhuizen (1007)<br>83,47 14,13 5,074<br>74,88 14,00 6,15<br>P 15,0 F 9,8 1 dk<br>rf 152<br>SF 4BH WB823T incl. DTf 155T | **M General Cargo**<br>2 Ho each 24,6 ER<br>G.3 761 B.3 463<br>2 Ha (stl) (each 20,3 × 10,5) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 80kW 380/220V 50Hz a.c.<br>Fuel 217,5t (d.o.)-6,5pd 12,5kn |
| **6413302**<br>OWNO<br>B224<br>Df Esd<br>Pfd Rdr<br>RTv | **ESBJERG**<br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Esbjerg Denmark | **399**<br>174<br>139 | BV | **1964** Aalborg Vaerft A/S—Aalborg (147)<br>43,52 10,67 2,096<br>39,02 10,34 3,20<br>1 dk<br>rf nil | **M RoRo Cargo/Ferry**<br>500P | Oil 2SA 6Cy. 230 × 400<br>480bhp (353kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 32kW 220V 50Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel (d.o.) |
| **8036897**<br><br>605817 | **ESBJORN**<br>**Noel L. Jackson**<br>Astoria, Or United States of America | **138**<br>80<br>— | | **1979** .............Vancouver, Wa<br>*21,77* 6,84<br>3,56<br>1 dk | **M Fishing** | Oil<br>230bhp (169kW) U.S.A |
| **8026529**<br>XCJI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESCAMA I**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **253**<br>104<br>240 | AB | **1982** Maritima de Axpe S.A.—Bilbao (150)<br>37,83 3,301<br>32,01 8,31 3,81<br>P 2,2 B 4,6 F 17,4 1 dk | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026531**<br>XCJJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESCAMA II**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Guaymas Mexico | **253**<br>104<br>240 | AB | **1982** Maritima de Axpe S.A.—Bilbao (151)<br>37,83 3,301<br>32,01 8,31 3,81<br>P 2,2 B 4,6 F 17,4 1 dk | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026543**<br>XCJK<br>Df Esd<br>Gc Rdr<br>RT | **ESCAMA III**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Alvarado Mexico | **293**<br>131<br>244 | AB | **1982** Maritima de Axpe S.A.—Bilbao (152)<br>37,83 3,301<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.229<br>2 Ha ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026555**<br>XCJN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCAMA IV**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **293**<br>131<br>244 | AB | **1982** Maritima de Axpe S.A.—Bilbao (153)<br>37,80 3,301<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.229<br>2 Ha ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026567**<br>XCJO<br>RT | **ESCAMA V**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Progreso, Yucatan Mexico | **293**<br>—<br>244 | AB (Class cont.) | **1982** Maritima de Axpe S.A.—Bilbao (154)<br>37,83 3,301<br>32,01 8,31 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026696**<br>XCJP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESCAMA VI**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mazatlan Mexico | **253**<br>104<br>240 | AB | **1982** Ast. de Mallorca S.A.—Palma de Mallorca (230)<br>37,80 3,301<br>32,01 8,31 3,81<br>P 2,2 B 4,6 F 17,4 1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.230<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |

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| **8026701**<br>XCJT<br>Df Esd<br>Gc Rdr<br>RT | **ESCAMA VII**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Topolobampo Mexico | **253**<br>104<br>244 | AB | **1982** Ast. de Mallorca S.A.—Palma de Mallorca (231)<br>3,301<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.230<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026713**<br>XCJW<br>Df Esd<br>Gc Rdr<br>RT | **ESCAMA VIII**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Campeche Mexico | **253**<br>104<br>244 | AB | **1982** Ast. de Mallorca S.A.—Palma de Mallorca (232)<br>37,80 8,46 3,301<br>32,01 8,31 4,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.230<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026725** | **ESCAMA IX**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **293**<br>134<br>244 | AB (Class cont.) | **1982** Ast. de Mallorca S.A.—Palma de Mallorca (233)<br>3,301<br>32,01 8,31 4,02<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8026737** | **ESCAMA X**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **293**<br>134<br>244 | AB (Class cont.) | **1982** Ast. de Mallorca S.A.—Palma de Mallorca (234)<br>3,301<br>32,01 8,31 4,02 | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023345**<br>XCJZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCAMA XI**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Alvarado Mexico | **253**<br>104<br>244 | AB | **1982** Construcciones Navales P. Freire S.A.—Vigo (163)<br>37,80 3,301<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.229<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023357**<br>XCKA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCAMA XII**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **253**<br>104<br>266 | AB | **1981** Construcciones Navales P. Freire S.A.—Vigo (164)<br>37,83 3,510<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8030142**<br>XCKC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCAMA XIII**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Salina Cruz Mexico | **253**<br>104<br>266 | AB | **1982** Construcciones Navales P. Freire S.A.—Vigo (165)<br>37,80 8,34 3,510<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.229<br>2 Ha ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8030154** | **ESCAMA XIV**<br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Mexico | **284**<br>108<br>244 | AB (Class cont.) | **1982** Construcciones Navales P. Freire S.A.—Vigo (166)<br>37,80 8,34 3,301<br>32,01 8,31 4,02<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho<br>In.229<br>2 Ha (stl) | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023448**<br>XCKG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCAMA XV**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Salina Cruz Mexico | **253**<br>104<br>244 | AB | **1982** Const. Nav. Santodomingo—Vigo (480)<br>3,301<br>32,01 8,31 4,02<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.229<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023450**<br>XCKI<br>Df Esd<br>Gc Rdr<br>RT | **ESCAMA XVI**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Progreso, Yucatan Mexico | **253**<br>104<br>266 | AB (Class cont.) | **1982** Const. Nav. Santodomingo—Vigo (481)<br>37,80 3,510<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8030271**<br>XCKJ | **ESCAMA XVII**<br>**Productos Pesqueros Mexicanos S.A. de C.V.**<br>Ciudad del Carmen Mexico | **293**<br>131<br>266 | AB (Class cont.) | **1982** Const. Nav. Santodomingo—Vigo (482)<br>37,83 8,31 3,510<br>34,27 8,28 3,66<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.229<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |

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| **8030087** | **ESCAMA XVIII**<br><br>**Mampesca**<br>Mexico | **250**<br>—<br>244 | <br><br>AB (Class cont.) | **1982** Ast. y Talleres Celaya S.A.—Bilbao (184)<br>37,83 3,301<br>32,01 8,31 4,02 | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023369**<br>XCKP<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESCAMA XXI**<br><br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Topolobampo Mexico | **250**<br>131<br>267 | <br><br>AB (Class cont.) | **1982** Ast. Gondan—Puerto de Figueras (204)<br>37,83 3,652<br>32,01 8,31 3,81<br>P 2,2 B 4,6 F 17,4 1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.225<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023371**<br>XCKQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESCAMA XXII**<br><br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Alvarado Mexico | **250**<br>131<br>240 | <br><br>AB | **1982** Ast. Gondan—Puerto de Figueras (205)<br>37,83 3,657<br>32,01 8,31 3,81<br>P 2,2 B 4,6 F 17,4 1 dk | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.225<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023436**<br>XCKR<br><br>Df Esd<br>Gc Rdr<br>RT | **ESCAMA XXIII**<br><br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Topolobampo Mexico | **253**<br>104<br>228 | <br><br>AB | **1982** Sociedad Co-operativa de Ast. Ojeda y Aniceto—Aviles (104)<br>37,80 3,344<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.225<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **8023424**<br>XCKS<br><br>Df Esd<br>Gc Rdr<br>RT | **ESCAMA XXIV**<br><br>**Banco Nacional Pesquero y Portuario S.A. (BANPESCA)**<br>Progreso, Yucatan Mexico | **253**<br>104<br>228 | <br><br>AB (Class cont.) | **1982** Sociedad Co-operativa de Ast. Ojeda y Aniceto—Aviles (105)<br>37,80 3,652<br>32,01 8,31 3,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho ER<br>In.225<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 159 × 203 with clutches, flexible couplings & sr ggared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 94,0t (d.o.)-5,0pd 11kn |
| **7363528**<br>EGEL<br>852<br>Df Esd<br>Gc Rdr<br>RTm/v | **ESCANDINAVIA**<br><br>**Naviera Peninsular S.A.**<br>Bilbao Spain | **1 980**<br>1 224<br>3 949 | **✠100A1** SS 7/82<br><br>**✠LMC**<br>EL P 1$\frac{7}{16}$"U2<br>FN 1584 | **1974**-5 Ast. del Cantabrico y de Riera —Factoria de G. Riera, Gijon (R.117)<br>81,31 (BB) 13,85 5,608<br>76,08 13,81 7,01<br>RFD 8,6 1 dk<br>rf nil<br>NS 6BH WB2182t incl. DTa 227t DTf146t topside tanks in holds 408t Comb. btm & STs in holds 993t | **TM General Cargo**<br><br>2 Ho 27,4 24,3 ER<br>G.3 894<br>2 Ha (stl) (each 21,9 × 7,6) ER | 2 Oil 4SA each 6Cy. 210 × 300 reverse reduction geared to sc. shafts<br>1 200bhp (883kW) Stork<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 77kW 380V 50Hz a.c.<br>Fuel 55,0t (d.o.) 10kn |
| **7351458**<br>IQCG<br>25<br>Esd Rdr<br>RT | **ESCHILO**<br><br>**Gaspare Azaro**<br>Mazara del Italy<br>Vallo | **195**<br>91<br>— | | **1974** Cant. Nav. M. Morini & C.—Ancona (146)<br>32,49 6,99<br>25,00 6,81 3,64<br>1 dk | **M Fishing** | Oil 4SA 8Cy. 235 × 330<br>600bhp (441kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **7606528**<br><br><br>Esd Gc<br>Rdr RT | **ESCO 11**<br>ex Asiatic Hunter<br>**Express Service Shipping Co. Ltd.**<br>Khorramshahr Iran | **123**<br>30<br>— | <br><br>AB GL | **1974** Sea Services (Pte.) Ltd.—Singapore (Y42)<br>7,19 2,699<br>23,50 3,38<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 137 × 165<br><br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 42,5t (d.o.) 10kn |
| **6923371**<br>HPSU<br>8258-PEXT3<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCOBA**<br>ex Cereza-78<br>ex Wakagisan Maru-78<br>**Escoba Naviera S.A.**<br>Panama Panama | **7 574**<br>4 511<br>12 102 | <br><br>NK | **1969** Tsuneishi Zosen K.K.—Numakuma (211)<br>20,60 7,621<br>131,65 20,58 10,19<br>P 25,6 F 12,5 1 dk<br>len 81 | **M General Cargo**<br><br>4 Ho ER<br>G.16 468 B.15 887<br>7 Ha (stl) (12,8 × 9,3) (13,5 13,5 18,9 18,9 18,2 18,2 × 7,4) ER<br>Der 1(20) 3(15) | Oil 2SA 8Cy. 500 × 1100<br>6 150bhp (4 524kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 240kW 445V a.c.<br>Fuel 947,0t-21,0pd 13,75kn |
| **5106213**<br><br>1231<br>Esd RTm | **ESCOLI**<br><br>**Angel Nores Pineiro**<br>Pasajes Spain | **106**<br>51<br>— | <br><br>(BV) | **1946** Ast. de T. Ruiz de Velasco—Bilbao<br>*22,50* 5,41 2,883<br>5,36 3,15 | **M Fishing**<br>Side Trawler<br><br><br>3 Ha (0,7 0,9 0,9 × 0,7) | Oil 2SA 6Cy. 180 × 300<br>270bhp (199kW)<br>A/S Moller & Jochumsen Horsens<br>Fuel 39,5t (d.o.) 9kn |
| **7427312**<br>HP3293<br>6649-76<br>Esd Gc<br>Rdr RTh | **ESCORT**<br><br>**Cia. Escort Inc.**<br>Panama Panama | **252**<br>32<br>— | <br><br>AB | **1976** Promet Private Ltd.—Singapore (70)<br>31,70 9,15<br>30,48 9,12 4,42<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 220 × 280 geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 75kW 440V 50Hz a.c.<br>Fuel 177,0t (d.o.) 12kn |
| **7351745**<br>HO6426<br>9852-KJ<br>Esd Rdr | **ESCORT I**<br>ex Zuiyo Maru-82<br>**Brethern Shipping S.A.**<br>Panama Panama | **697**<br>454<br>1 587 | | **1974** Geibi Zosen Kogyo—Kure (251)<br>62,49 10,42 4,776<br>58,53 10,39 5,19<br>1 dk | **M Tanker**<br><br><br>4 Ta ER<br>L.(oil) 1 878 | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11kn |
| **8017372**<br><br><br>Esd Rdr<br>RT | **ESCOTA**<br><br>**Remolques y Servicios Maritimos S.A. (REYSER)**<br>Tarragona Spain | **168**<br>36<br>76 | <br><br>AB | **1981** Ast. de Tarragona—Tarragona (213)<br>25,02 3,201<br>22,13 8,41 4,22<br>1 dk | **TM Tug** | Vee Oil 4SA 14Cy. 225 × 300 geared to sc. shafts<br>B&W<br>Cons. Echevarria Bermeo<br>Gen 2 × 32kW a.c. |

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| **7637058**<br>6ZNN<br>6113<br>Esd Rdr<br>RT | **ESCRAVOS SEAHORSE**<br>**Seahorse Liberia Ltd.**<br>Seahorse Inc.<br>Monrovia Liberia | **120**<br>21<br>36 | BV | **1977** Scheeps. Damen B.V.—Gorinchem (2705)<br>25,71<br>23,07 6,63 3,00<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8026634**<br>EAUL<br>329<br>RT | **ESCUBY**<br>**Armadores de Cabotaje S.A. (ARCASA)**<br>Gijon Spain | **4 002**<br>2 805<br>7 114 | BV | **1982** Soc. Met. Duro Felguera—Gijon (160)<br>103,99 16,54 7,589<br>95,74 16,50 9,71<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 914 B.8 468<br>TEU 226 C. 226/20' (40')<br>2 Ha (stl) ER | Vee Oil 4SA 12Cy. 400 × 500 with flexible couplings & sr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo |
| **7643215**<br>370567<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESCUELA DEL MAR**<br>**Government of Canada (Ministry of Supply & Services)**<br>Ottawa Canada | **105**<br>28<br>— | | **1976** L'Industrie Marine de Caraquet —Caraquet, N.B.<br>... ... ...<br>18,60 6,72 2,75<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 137 × 165<br>490bhp (360kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **7038680**<br>DFSK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESDORP**<br>ex Ostediek-82 ex Catriona-72<br>Launched as Ostediek<br>**Partenreederei Goossen**<br>C. E. Goltermann Successors G.m.b.H. & Co.<br>Hemmoor Federal Republic of Germany | T.Mk<br>**499**<br>323<br>1 350 | GL | **1971** Schps. "Hoogezand" J. Bodewes —Bergum (159)<br>75,72 11,10 3,563<br>69,22 11,00 6,05<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 51,5 ER<br>G.2 885 B.2 620<br>1 Ha (stl) (43,7 × 7,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 1 × 30kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| **7126346**<br>LDED<br>17742<br>Rdr RT | **ESEFJORD**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Floro Norway | **399**<br>196<br>215 | NV | **1971** Loland Motorverstad A/S—Leirvik (33)<br>49,03 10,57 3,328<br>47,02 10,32 4,22<br>1 dk<br>BK 229 | **M RoRo Cargo/Ferry** 300P<br>Ice strengthened Side doors<br>Mchy.aft | Oil 2SA 6Cy. 280 × 420<br>750bhp (552kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 45kW 220V 50Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel 49,0t (d.o.) 12kn |
| **7434858** | **ESEN KIYI**<br>**Trabzon**<br>Trabzon Turkey | **100**<br>—<br>— | | **1979** Denizcilik Bankasi T.A.O., Alaybey Tersanesi—Izmir (30)<br>26,17 7,12 2,640<br>24,01 6,71 3,64<br>1 dk | **M Tug** | Oil 4SA 6Cy. 242 × 320<br>Anglo-Belgian Co. Belgium |
| **7334149**<br>EGIJ<br>3528<br>Df Esd<br>Gc Rdr<br>RTh | **ESGUIO**<br>**Pesquerias Espanolas del Bacalao S.A. (P.E.B.S.A.)**<br>La Coruna Spain | **1 480**<br>775<br>1 626 | BV | **1974** S.A. Juliana Const. Gijonesa—Gijon (236)<br>79,00 (BB) 13,21 5,385<br>72,01 13,01 8,31<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | Oil 4SA 8Cy. 400 × 580<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 300kW 320V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 542,0t (d.o.) 16kn |
| **7023477**<br>MROP<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **ESHCOL**<br>ex Lunar Bow-78<br>**George Walker & Sons (F.R.) Ltd.**<br>Fraserburgh United Kingdom | **113**<br>62<br>254 | Classed LR until 5/16/5/80 | **1970** Bentsen & Sonner—Hollen<br>7,14<br>29,04 7,05 3,76<br>Ba 6,1 F 3,7<br>rf 1295 BK 102 len 74 | **M Fishing**<br>Side Trawler Seiner<br>1 Ho 10,9 ER<br>2 Ha (stl) (0,9 1,4 × 0,9) ER<br>Der 1(2) | Vee Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 10kW 110V d.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel (d.o.) 10kn |
| **5106263**<br>4XLG<br>MS221<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESHEL**<br>ex Palm-75 ex Eshel-74<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | **6 267**<br>3 111<br>7 263 | **✠100A1** SS 6/79<br>DTsf — vegetable oil<br>**✠LMC**<br>EL z<br>FN 3182 | **1961**-1 H. C. Stuelcken Sohn—Hamburg (894)<br>127,36 17,86 7,265<br>118,01 17,81 9,15<br>P 26,9 F 14,7 1 dk<br>RW rf nil conv General Cargo 75<br>7BH WB3168t incl. DTsf203t | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 17,3 20,7 21,9 21,9 ER<br>TEU 332 C. 332/20' (40')<br>4 Ha (stl) ER | Oil 2SA 6Cy. 680 × 1200<br>3 950bhp (2 905kW) Fiat<br>Borsig A.G. West Berlin<br>2 WTAuxB 114lbf/in² (7,9bar)<br>Gen 3 × 180kW 220/380V 50Hz a.c.<br>Fuel 695,0t (hvf) 14kn |
| **7434626**<br>JG3424<br>117648<br>Rdr RT | **ESHIO**<br>**K.K. Ueno Unyu Shokai**<br>Yokohama Japan<br>Kanagawa Pref. | **199**<br>66<br>— | | **1976** Odo Zosen Tekko K.K.—Shimonoseki (207)<br>33,20 8,51 2,693<br>30,48 8,49 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>12kn |
| **7041508**<br>TFSA<br>1150<br>Df Esd<br>Gc Rdr<br>RT | **ESJA**<br>**Rikissjodur Islands**<br>Den Islandske Stats<br>Reykjavik Iceland | T.Mk<br>**710**<br>286<br>823 | **✠100A1** SS 10/79<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL L 1$\frac{5}{16}$"U2<br>FN 1074 | **1971**-5 Slippstodin h/f—Akureyri (33)<br>68,28 11,82 3,607<br>60,99 11,50 6,10<br>Ba 7,1 F 8,3 2 dks<br>rf 102<br>5BH WB310t | **M General Cargo**<br>Ref —P<br>B.1 548 In.261<br>3 Ha (stl) (10,8 9,6 × 6,0) (2,9 × 3,5) ER<br>Cr 1(5) Der 1(20) 2(3) | Oil 4SA 6Cy. 400 × 580<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 196kW 1 × 145kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 79,5t (d.o.) 12kn |
| **5106304**<br>161023 | **ESK**<br>**Whitby Urban District Council**<br>Capt. D. Stevenson<br>Whitby United Kingdom | **129**<br>45<br>152 | **✠100A1** SS 9/77<br>hopper dredger<br>**✠LMC**<br>EL b<br>FN 287 | **1936**-10 Henry Robb Ltd.—Leith (228)<br>30,48 7,68 1,899<br>28,96 7,62 2,29<br>R<br>4BH WB17t | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Cr 1(4,5) | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW) ✠ NE 8/62<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 2kW 105V d.c.<br>Fuel 6,5t (d.o.) 6kn |
| **5219644**<br>248170<br>Df Esd<br>Gc | **ESK IND AL SEA**<br>ex Manrope Knot-79<br>**Esk Ind Al Corp.**<br>Sitka, Ak United States of America | **3 805**<br>2 123<br>6 188 | (AB) | **1945** W. Butler Shipbuilders Inc.—Duluth, Mn (343)<br>103,23 15,27 7,138<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil conv General Cargo —<br>conv General Cargo/Supply Ship — | **M Factory Ship**<br>Fish-factory Cannery Ref<br>4 Ho 13,0 24,0 20,5 ER 9,3<br>B.6 711 In.255<br>4 Ha (6,1 12,3 12,3 × 6,1) ER (2,7 × 2,4)<br>12W Der 2(10) 8(5) 2(-) | Oil 2SA 6Cy. 545 × 700<br>1 700bhp (1 250kW)<br>Busch-Sulzer Diesel Engine Co. St. Louis, Mo<br>Gen 2 × 250kW 220V d.c.<br>Fuel 990,5t 11kn |

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| **7392713**<br>GWAC<br>376350<br>Esd Rdr<br>RT | **ESKGARTH**<br>**Rea Towing Co. Ltd.**<br>Milford Haven United Kingdom | **381**<br>0<br>318 | **✠100A1** CS 11/81<br>tug<br>near continental trading area<br>**✠LMC**<br>EL (I) G 1$\frac{3}{16}$"U2<br>FN 519 | **1976**-11 Richards (Shipbuilders) Ltd.—Great Yarmouth (529)<br>37,93 10,85 4,363<br>34,17 10,30 4,88<br>1 dk<br>rf 889 BK 152<br>3BH WB126T | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>13kn |
| **6421141**<br>RT | **ESKIMO**<br>ex Norma ex Borregas<br>ex SC 1302<br>**Shangri-la S.S. Corp. Ltd.**<br>United Kingdom | **176**<br>119<br>— | | **1943** Daytona Boat Works—Daytona, Fl (1302)<br>*33,05* 5,59 2,487<br>5,54<br>conv Submarine Chaser — | **Wood TM Tug** | 2 Oil each 8Cy.<br>General Motors Corp. U.S.A. |
| **5106342**<br>TCVJ<br>774<br>Df Esd<br>Gc Rdr<br>RTm/h | **ESKISEHIR**<br>ex Bjorgsund-53<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **2 456**<br>1 274<br>4 115 | AB | **1953** Moss Vaerft & Dokk A/S—Moss (123)<br>102,80 14,84 6,325<br>95,71 14,79<br>F 6,8 1 dk & S dk<br>RW rf 178 | **S General Cargo** OSD 8P<br>3 Ho 12,5 27,0comb. 31,0comb.<br>G.7 554 B.6 746<br>5 Ha (6,5 7,7 7,7 7,7 7,0 × 6,1)<br>10W Der 1(25) | C 4Cy. (2) 425 & (2) 1014 × 929<br>190ihp (140kW)<br>Moss Vaerft & Dokk A/S Moss<br>Gen 2 × 20kW 110V d.c.<br>Fuel 683,0t (o.f.)<br>10kn |
| **7927958**<br>OIOI<br>584<br>Df Esd<br>Rdr RT | **ESKO**<br>**Neste O/Y**<br>Porvoo/Borga Finland | **263**<br>88<br>80 | **✠100A1**<br>tug<br>extended protected water service<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL (G) 275,0/19,0U2<br>FN 420 | **1981**-11 Hollming Oy—Rauma/Raumo (239)<br>30,99 10,49 4,341<br>27,94 10,00 5,01<br>1 dk<br>rf nil<br>4BH | **TM Tug**<br>Fire-fighting Water Carrier | 2 Oil 4SA each 8Cy. 220 × 240 with clutches, flexible couplings & dr geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 76kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 76,0t (d.o.)<br>12,5kn |
| **7230795** | **ESKO III**<br>**Kenneth E. Seals** | **103**<br>70<br>— | | **1971** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil<br>335bhp (246kW)<br>..............<br>Fuel (d.o.) |
| **5281348**<br>HO7471<br>8786-PEXT1<br>Df Esd<br>Rdr<br>RTh/v | **ESKUALDUNA**<br>ex Belgian Express-81<br>ex Pollux-70<br>**International Shipping Line Corp.**<br>Transocean Liners Reederei G.m.b.H.<br>Panama Panama | T.Mk<br>**511**<br>294<br>959<br>**1 286**<br>899<br>1 180 | BV | **1954** Beliard, Crighton & Cie. S.A.—Oostende (143)<br>70,69 10,72 4,001/4,687<br>65,00 10,70 6,10<br>P 19,6 F 12,2 1 dk<br>RW rf nil | **M General Cargo**<br>2 Ho each 19,2 ER<br>G.2 046 B.1 944<br>2 Ha (each 15,0 × 5,4) ER<br>4W Der 4(2-4) | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 58kW 1 × 20kW 220V d.c.<br>Fuel 917,5t<br>12,75kn |
| **7410735**<br>EHHE<br>Df Esd<br>Gc Rdr<br>RT | **ESLA**<br>ex Gabriela de Perez-79<br>ex Zim Atlantic-78<br>Launched as Gabriela de Perez<br>**Nueva Naviera S.A.**<br>Santander Spain | **3 132**<br>2 113<br>4 955 | **✠100A1** CS 2/82<br>**✠LMC** **UMS**<br>EL T 1$\frac{3}{4}$"U2<br>FN 2109 | **1977**-2 Astilleros del Atlantico S.A.—Santander (188)<br>99,73 (BB) 15,30 6,901<br>90,02 15,21 8,21<br>P 14,4 Ba 6,8 F 6,8 1 dk<br>rf nil<br>NS 5BH WB2042T incl. No. 2 hold 940T<br>Comb. btm & side tanks in holds 865T | **M General Cargo/Container Ship**<br>Fixed-guides<br>3 Ho 29,1 7,3 26,2 ER<br>G.7 242<br>TEU 216<br>C.Ho 104/20' C.Dk 16/20' 48/40'<br>3 Ha (stl) (25,9 6,4 25,9 × 10,9) ER | Oil 4SA 6Cy. 400 × 540 sr geared to sc. shaft<br>3 750bhp (2 758kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 45,5t (d.o.) 347,5t (hvf)<br>14kn |
| **7503104**<br>EHDB<br>Df Esd<br>Gc Rdr<br>RTv | **ESLAVA**<br>**Naviera Luis de Otero S.A.**<br>Bilbao Spain | **697**<br>363<br>1 267 | BV | **1976** Ast. Luzuriaga S.A.—Pasajes (209)<br>63,68 10,62 4,041<br>55,71 10,61 4,47<br>1 dk | **M General Cargo**<br>1 Ho 37,1 ER<br>G.1 515 B.1 370<br>1 Ha (stl) (25,1 × 7,6) ER | Oil 4SA 8Cy. 315 × 480<br>1 200bhp (883kW) Duvant<br>Carmelo Unanue Zumaya<br>Gen 3 × 212kW 220V 50Hz a.c.<br>Fuel 112,0t (d.o.)<br>12kn |
| **6506783**<br>6ZFE<br>2208<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESMERALDA**<br>ex Pauline-80<br>**Progress Bulkcarriers Inc.**<br>Monrovia Liberia | **26 488**<br>17 823<br>49 861 | AB | **1965** Maizuru Jukogyo K.K.—Maizuru (76)<br>209,40 29,24 12,561<br>200,01 29,21 17,10<br>P 41,5 B 14,4 F 19,2 1 dk<br>rf nil | **M Bulk Carrier** 5P<br>Str. heavy cargoes<br>8 Ho 19,8 21,8 21,8 15,0 15,0 18,5 18,5 18,5 ER<br>G.58 658<br>8 Ha (stl) (13,7 × 10,2) (16,7 15,9 10,9 10,5 12,8 13,4 12,1 × 13,5) ER<br>Der 2(5) 1(4) 4(1,5) | Oil 2SA 8Cy. 760 × 1550<br>12 800bhp (9 415kW) Sulzer<br>Maizuru S.B. & Eng. Co. Ltd. Maizuru<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 100,0t<br>14,75kn |
| **5223956**<br>IMRO<br>798<br>Df Esd<br>Rdr RT | **ESMERALDA**<br>ex Marie Boettger-67<br>**Formare S.p.A.**<br>Livorno Italy | **1 299**<br>691<br>1 902 | RI | **1954** Bayerische Schiffbau G.m.b.H.—Erlenbach/Main (847)<br>77,09 11,84 4,477<br>70,01 11,82 4,86<br>P 34,5 B 24,1 F 11,0 1 dk<br>RW | **M Tanker**<br>15 Ta ER<br>L.(oil) 2 426 HeCls. BC | Oil 4SA 8Cy. 400 × 600<br>1 460bhp (1 074kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 167,5t-5,5pd<br>12kn |
| **7234674**<br>ELZD<br>5965<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESMERALDA I**<br>ex Ares-80 ex Tayabas Bay-77<br>**Seajust Shipping Inc.**<br>Monrovia Liberia | **5 907**<br>4 058<br>10 250 | BV NK | **1972** Kurushima Dock Co. Ltd.—Imabari (740)<br>125,79 19,03 7,736<br>117,02 18,98 10,01<br>P 23,5 F 10,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.12 933 B.12 560<br>4 Ha (stl) (10,9 20,9 20,9 17,2 × 9,2)<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 232kW 445V 60Hz a.c.<br>Fuel 998,0t<br>13,5kn |
| **7369625**<br>Esd Gc<br>Rdr RT | **ESMERALDA-I**<br>**Pescarina S.A.**<br>Carupano Venezuela | **307**<br>136<br>278 | (GL) | **1974** Metal Empresa S.A.—Callao (L-53)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4 F 5,8 1 dk<br>rf 686 | **M Fishing**<br>Side-fishing<br>1 Ho 12,8<br>1 Ha (3,5 × 2,6) | Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 14,75kW 110V d.c.<br>Fuel 11,0t (d.o.)<br>12kn |
| **7925065**<br>HCZR<br>T1-00-0164 | **ESMERALDAS**<br>**Flota Petrolera Ecuatoriana (FLOPEC)**<br>Guayaquil Ecuador | **16 985**<br>10 958<br>31 043 | AB | **1981** Korea SB. & Eng. Corp.—Busan (3012)<br>176,71 10,502<br>168,03 28,01 14,03 | **M Tanker**<br>SBT IGS<br>13 Ta ER<br>L.(oil) 30 000 | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 640kW a.c.<br>16,5kn |

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| 5017618<br>HCAG<br>Df | **ESMERALDAS**<br>ex Anglo-76<br>**Petropolis S.A.**<br>Guayaquil Ecuador | **3 644**<br>1 768<br>4 572 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 12/73<br>EL v 1¾"SQ<br>FN 2170 | **1960**-1 Charles Hill & Sons Ltd.—Bristol (419)<br>106,08 16,24 4,871<br>100,59 15,85 5,72<br>P 26,6 Trunk 63,7 F 9,8 1 dk<br>rf nil<br>15BH WB792t incl. DTf415t<br>**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED** | **TM Tanker**<br>18 Ta ER<br>L.(oil) 4 986 | 2 Oil 2SA each 4Cy. 340 × 570<br>1 320bhp (971kW)<br>British Polar Engines Ltd. Glasgow<br>db 105lbf/in$^2$ (7,3bar)<br>Fuel 122,0t-4,0pd 9,5kn |
| 7503702<br>CXJM | **ESOL**<br>**Pablo Pina y Otros S.A.**<br>Uruguay | **213**<br>—<br>140 | | | **1979** Ast. "Anibal Vanoli" y Cia.—Puerto<br>Quequen (32)<br>3,571<br>28,22 7,71 4,22<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>General Motors Corp. U.S.A. |
| 7301403<br>PP2880<br>Df Esd<br>Rdr RT | **ESPADA**<br>**Leal Santos Pescados S.A.**<br>Rio Grande Brazil | **190**<br>—<br>— | | AB | **1973** Estaleiro So. S.A.—Porto Alegre (50)<br>31,02 2,998<br>29,01 7,40 3,87<br>1 dk | **M Fishing**<br>Stern Trawler<br>2 Ho<br>2 Ha (stl) | Oil 4SA 6Cy. 230 × 270<br>610bhp (449kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 35,5t (d.o.) |
| 7603708 | **ESPADA** | **123**<br>84<br>— | | | **1974** KBW Marine Inc.—Freeport, Tx<br>*20,33*<br>6,86 3,81 | **M Fishing** | Oil<br>240bhp (177kW)<br>U.S.A. |
| 7229215<br>OPTN<br>492<br>Esd Pfd<br>Rdr RTv | **ESPADA**<br>**Constant Pauwaert & Marcel Carton**<br>Zeebrugge Belgium | **100**<br>39<br>— | | | **1969** N.V. Scheepswerven L. de Graeve<br>—Zeebrugge<br>... ... ...<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz West Germany |
| 6825244<br>EFVJ<br>764 | **ESPADAN**<br>ex Sertosa Doce-70<br>**Compania Valenciana de Remolcadores S.A.**<br>Cadiz Spain | **143**<br>23<br>41 | ✠Classed LR until 25/2/77 | | **1968**-6 Ast. de Cadiz—Sevilla (116)<br>28,00 8,16 3,372<br>25,00 7,70 3,79<br>RAD 1,6 RFD 4,6<br>rf 914 BK 152 | **M Tug** | Oil 4SA 6Cy. 390 × 680<br>Naval-Stork-Werkspoor S.A. San Carlos<br>Gen 2 × 30kW 220V d.c.<br>Controllable pitch propeller<br>13kn |
| 7928653<br>DHOW<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESPANA**<br>Launched as Stemwede<br>**Harald Osterwisch Schiffahrts K.G.**<br>Hamburg Federal Republic of Germany | **999**<br>717<br>3 300 | | GL | **1980** Werft Nobiskrug—Rendsburg (701)<br>89,01 (BB) 15,73 4,941<br>81,82 15,71 8,01<br>P 14,1 F 7,1 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho ER<br>G.5 281 B.5 030<br>TEU 218<br>C.Ho 98/20'(40') C.Dk 120/20'(40')<br>2 Ha (stl) (25,2 24,6 × 12,5) ER | Oil 4SA 6Cy. 370 × 400 reduction geared to sc. shaft<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| 8002676<br>DHEL<br>Df Esd<br>Gc Rdr<br>RT | **ESPE**<br>ex Espenis-81<br>**Harmut Leistikow K.G. m.s. 'Espenis'**<br>Kumo Bereederung G.m.b.H.<br>Hamburg Federal Republic of Germany | **499**<br>320<br>1 643 | | GL | **1980** Schiffsw. Hugo Peters—Wewelsfleth (574)<br>75,01 3,952<br>68,03 13,01 5,67<br>P 14,4 F 5,5 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.3 452 B.3 300<br>TEU 101 C.Ho 52/20' C.Dk 49/20'<br>1 Ha (stl) (46,1 × 10,8) ER | Oil 4SA 6Cy. 240 × 330 reverse reduction geared to sc. shaft<br>999bhp (735kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 1kW 24V d.c.<br>11kn |
| 5106457<br>LFCY<br>2057<br>RT | **ESPEDAL**<br>ex Trafik 1-57<br>**P/R Espedal**<br>Sevald Svendsboe<br>Stavanger Norway | **118**<br>51<br>152 | | (NV) | **1892** A/S Fredriksstad M/V—Fredrikstad (26)<br>26,37 5,54 1,982<br>5,49 2,72<br>1 dk<br>R BK 127 | **M General Cargo**<br>1 Ho ER<br>G.334<br>1 Ha (8,2 × 3,2) ER<br>Der 1(2) | Oil 2SA 3Cy. 330 × 360<br>150bhp (110kW) E made56 fitted65<br>Normo<br>A/S Bergens M/V Bergen<br>Fuel 5,0t (d.o.) 8,5kn |
| 5419842<br>Y5PR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPENHAIN**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **8 136**<br>4 466<br>11 870 | | DSRK | **1962** VEB Warnowwerft Warnemuende<br>—Warnemuende (505)<br>151,87 19,26 8,581<br>138,00 19,16 10,80<br>1 dk<br>RW | **M Ore Carrier**<br>Ice strengthened<br>7 Ho 15,3 16,3 10,6 12,0 10,6 16,3 10,6 ER<br>G.13 874<br>7 Ha (stl) (9,7 × 8,0) (13,4 7,7 7,7 7,7 13,4 7,7 × 9,9) ER<br>Der 2(2) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 250kW 390V 50Hz a.c.<br>Fuel 1 269,0t (d.o.) 15kn |
| 5106471<br>EAYJ<br>2984<br>Df Esd<br>RTm | **ESPENUCA**<br>**Salvador Vazquez Crespo**<br>Santa Cruz de Tenerife Spain | **161**<br>67<br>114 | | | **1956** "ASTANO", Astilleros y Talleres del<br>Noroeste S.A.—El Ferrol (79)<br>27,34 6,28 2,998<br>24,57 5,80 3,69<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (stl)<br>Der 1(1) | Oil 4SA 6Cy. 195 × 250<br>525bhp (386kW)<br>Tuxham A/S Kobenhavn<br>Gen 1 × 15kW 1 × 10kW 220V d.c.<br>Fuel 39,5t (d.o.) 9kn |
| 5116775<br>C4ZJ<br>380743<br>RT | **ESPERANCE**<br>ex My Hope-78 ex Benmatt-78<br>ex Isle of Harris-76 ex Floro-65<br>ex Maria S.-62<br>**Elian Navigation Co. Ltd.**<br>Limassol Cyprus | **274**<br>123<br>330 | | BV | **1949** Scheeps. "Voorwaarts"—Martenshoek (154)<br>43,19 7,17 2,629<br>36,89 7,12 2,85<br>1 dk | **M General Cargo**<br>2 Ha (each 8,5 × 4,5) ER<br>2W Cr 2(2) Der 2(2) | Oil 4SA 4Cy. 280 × 400<br>195bhp (143kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel (d.o.) 9kn |
| 7428263<br>WYC6<br>199<br>590658<br>Gc Pfd<br>Rdr RT | **ESPERANCE III**<br>ex Millard County (LST 987)-73<br>ex LST 987-55<br>**C. de Co. Maritime Construction Inc.**<br>Wilmington, De United States of America | **2 923**<br>2 102<br>— | | AB | **1944** U.S. Naval Shipyard—Boston, Ma<br>5,004<br>94,54 15,24 6,74<br>1 dk<br>rf nil conv Naval RoRo Cargo/Tank Landing Ship 73 | **TM Dredger/Sand Carrier**<br>Trailing Suction Mech. discharge<br>Single side arm Dredging depth 27,0<br>Hopper 4000T<br>Hopper 2 800<br>1 sandpump 1491kW (2000bhp) | 2 Oil 4SA each 12Cy. reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp. U.S.A.<br>Gen 3 × 100kW<br>12kn |

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| **7310026**<br>ELUG<br>5957<br>Df Esd<br>Gc Rdr<br>RT | **ESPERANZA**<br>ex Catherine-80 ex Ingwi-77<br>**Trader Shipping Corp.**<br>Monrovia Liberia | **31 814**<br>21 712<br>66 136 | **✠100A1** CS 4/82<br>strengthened for ore<br>cargoes Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL Nt 3"U3<br>FN 10572 | **1973**-5 Hakodate Dock Co. Ltd.—Hakodate (547)<br>219,01(BB) 32,34 13,698<br>208,01 32,25 18,57<br>P 34,8 F 18,0 1 dk<br>rf nil<br>NS 9BH WB20353t incl. Topside tanks in holds 7401t Comb. btm. & STs in Nos. 1, 2, 3 & 4 holds 6620t | **M Bulk Carrier**<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.72 790 B.71 708<br>1 Ha (stl) (12,5 × 10,5) 6 Ha (stl) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,4) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 3 652,5t (hvf)-51,0pd 15kn |
| **7205295**<br>HOWV<br>7076-PEXT4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPERANZA ATLANTICA**<br>ex Remus-80 ex La Gauloise-78<br>ex Seika Maru-76<br>**Scorpio (Panama) S.A.**<br>Panama Panama | **7 402**<br>5 221<br>11 960 | BV (NK) | **1972** Shikoku Dockyard Co. Ltd. —Takamatsu (752)<br>139,68 19,26 8,357<br>130,00 19,21 11,21<br>P 22,9 F 13,2 1 dk | **M Bulk Carrier**<br>3 Ho ER<br>G.16 520 B.15 912<br>3 Ha (stl) (35,8T × 9,6) (21,7 25,4 × 11,5)<br>Der 1(120) 4(25) | Vee Oil 4SA 14Cy. 400 × 460<br>7 420bhp (5 458kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 240kW 440V 60Hz a.c.<br>Fuel 1 248,5t-26,0pd 14,25kn |
| **7643526**<br>WYM2<br>361<br>572236 | **ESPERANZA CRUZ**<br>**Texas Gulf Trawling Co. Inc.**<br>Brownsville, Tx United States of America | **121**<br>82<br>— | | **1976** Marine Mart Inc.—Port Isabel, Tx<br>*19,39* 6,13<br>3,92<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **5106495**<br>EDRZ<br>900<br>Df Esd<br>RTm | **ESPERANZA DE CADIZ**<br>**Pesquerias Cadiz S.A.**<br>Vigo Spain | **350**<br>160<br>231 | BV | **1962** Hijos de J. Barreras S.A.—Vigo (1096)<br>41,46 7,40 3,658<br>36,61 7,33 4,17<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>3 Ha (0,9 × 0,9) (1,4 × 1,4) (1,7 × 1,7) | Oil 4SA 8Cy. 270 × 500<br>950bhp (699kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 140,5t (d.o.) 12,75kn |
| **7524225**<br><br><br>Df Esd<br>Rdr RT | **ESPERANZA DEL MAR**<br>Launched as Andalucia<br>**Government of Spain (Instituto Social de la Marina)**<br>Spain | **1 366**<br>—<br>2 072 | | Lch.**1977** Cmpl.**1982** Ast. de Mallorca S.A.—Palma de Mallorca (221)<br>81,67 4,552<br>73,00 14,01 7,73<br>1 dk | **M Hospital & Mother Ship** | Oil 4SA -Cy. 400 × 580<br>2 400bhp (1 765kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>12kn |
| **5417430**<br>HO6600<br>9963-PEXT<br>Df RT | **ESPERANZA F.**<br>ex Esperanza-82 ex Rosalie-74<br>ex Admiral de Ruyter-63<br>ex De Ruyter-42<br>**D. J. A. Garcia & Compania Ltda.**<br>Panama Panama | **381**<br>265<br>435 | BV | **1938** N.V. Schpsw. "Foxhol"—Foxhol (47)<br>43,29 7,57 3,353<br>40,59 7,52<br>P 10,7 RQD 14,4 F 6,4 1 dk<br>R | **M General Cargo**<br>1 Ho 23,7 ER<br>G.665 B.625<br>2 Ha (9,3 9,1 × 4,5) ER<br>2W Der 2(2) | Oil 2SA 6Cy. 260 × 370 sr geared to sc. shaft<br>300bhp (221kW) NE 56<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel 22,5t (d.o.) 8kn |
| **5386459**<br>HO4588<br>9595-79<br>Pfd Rdr<br>RT | **ESPERANZA No. 2**<br>ex Atlantico I-78 ex Fibrook-73<br>ex Warwickbrook-72<br>**Naviera Lympet S.A.**<br>Panama Panama | **1 107**<br>665<br>1 539 | **✠100A1** SS 12/79<br>**✠LMC**<br>EL m 1¼"SQ<br>FN 964 | **1956**-9 Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (236)<br>70,85 10,22 4,401<br>65,31 10,15 4,60<br>P 15,0 RQD 24,1 F 8,0 1 dk<br>RW rf 102 len 70<br>NS 4BH WB493t | **M General Cargo**<br>Mchy.aft<br>G.2 240<br>2 Ha (12,1 × 5,4) (21,7 × 5,9)<br>2W Der 2(3) | Oil 4SA 6Cy. 420 × 660<br>850bhp (625kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 34kW 1 × 20kW<br>Fuel 73,5t (d.o.) 11,25kn |
| **7117448**<br>EFWE<br>1847<br>Df Esd<br>RT | **ESPERANZA NOVO**<br>**Olegario Rodriguez Novo y otros**<br>Gijon Spain | **250**<br>161<br>211 | BV | **1971** Ast. Gondan—Puerto de Figueras (60)<br>30,48 6,43 3,391<br>26,83 6,41 3,97<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>G.225 | Oil 4SA 8Cy. 295 × 420<br>1 000bhp (736kW)<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel 75,0t (d.o.) 13,25kn |
| **7312581**<br>IKDF<br>3605<br>Df Esd<br>Gc Rdr<br>RT | **ESPERO**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **454**<br>132<br>411 | RI | **1973** Campanella Cantieri Navali S.p.A. —Savona (67)<br>40,01 10,49 4,558<br>36,00 9,99 5,01<br>1 dk | **M Tug**<br>Salvage | 2 Oil 4SA each 8Cy. 250 × 300 geared to sc. shaft<br>Nydqvist & Holm A/B Trollhattan<br>14kn |
| **5359872**<br>LAEI<br>13132<br>Df Gc<br>Pfd Rdr<br>RT | **ESPEVAER**<br>ex Bommeloy-71 ex Thorbis-65<br>**Arne Eidesvik P/R**<br>Haugesund Norway | **594**<br>301<br>— | ✠Classed LR until 14/1/77 | **1950**-10 Smith's Dock Ltd.—South Bank, Middlesbrough<br>55,17 8,41<br>50,50 8,39 5,29<br>2 dks<br>RW BK 191 len 73<br>conv Whaler 66 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho 8 Ta ER<br>4 Ha (3,6 × 2,9) (2,5 2,5 × 1,6) (3,6 × 2,9) ER<br>4 Wing Ha (2,5p&s × 1,5) (2,5p&s × 1,5) ER<br>1W | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW) ✠ NE 76<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel (d.o.) 11kn |
| **5106550**<br>PUVQ<br>3927<br>Df Esd<br>Gc Rdr<br>RTm | **ESPIRITO SANTO**<br>ex FNP Espirito Santo-54<br>ex Espirito Santo-53<br>**Navegacao Mansur Ltda.**<br>Rio de Janeiro Brazil | **10 699**<br>6 269<br>16 582 | (BV)<br>✠Classed LR until 9/66 | **1952**-5 Lindholmens Varv. A/B—Goteborg (1026)<br>167,93 19,56 9,132<br>156,95 19,51 11,74<br>1 dk<br>RW rf 76 conv Tanker 67 | **M Bulk Carrier**<br>6 Ho ER<br>G.20 200 B.19 800<br>6 Ha (3,4 × 3,2) (12,0 9,3 9,3 12,0 12,0 × 8,0) ER | Oil 2SA 8Cy. 680 × 1500<br>6 000bhp (4 413kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 165kW 220V d.c.<br>Fuel 1 503,5t (d.o.) 13,5kn |
| **8010489**<br>H3TD<br>1071-8-NY<br>Df Esd<br>Gc Rdr<br>RT | **ESPLANADE**<br>**Overseas Coal Transportation Co.**<br>Panama Panama | **66 714**<br>52 755<br>138 500 | AB (Class cont.) | **1982** Hyundai Heavy Industries Co. Ltd. —Ulsan (167)<br>266,50(BB) 43,03 16,669<br>259,39 42,98 23,78<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.166 066<br>9 Ha (stl) ER | Oil 2SA 6Cy. 800 × 1950<br>18 400bhp (13 534kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| **7825019**<br>JBXR<br>121963<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPOIR**<br>**Chuyo Kisen K.K.**<br>Tokyo Japan | **8 637**<br>5 281<br>14 934 | NK | **1979** Kurushima Dock Co. Ltd.—Uwajima (2095)<br>133,51 9,402<br>124,52 22,01 11,03<br>P 26,0 F 12,8 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.(oil) 16 724 | Vee Oil 4SA 12Cy. 400 × 460<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 400kW 450V a.c.<br>14,5kn |

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| **6907559**<br>HPDQ<br>8039-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPOIR No. 103**<br>ex Koryo Maru No. 15-76<br>**United Fisheries of Panama S.A.**<br>Hae Woi Industrial Co. Ltd.<br>Panama Panama | **349**<br>133<br>— | KR | **1968** K.K. Goriki Zosensho—Ise (673)<br>8,82 3,201<br>45,80 8,79 3,79<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>1 700bhp (1 250kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **6819958**<br>HPOF<br>6984-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPOIR No. 105**<br>ex Daito Maru No. 70-76<br>**United Fisheries of Panama S.A.**<br>Hae Woi Industrial Co. Ltd.<br>Panama Panama | **349**<br>168<br>410 | KR | **1968** Narasaki Zosen K.K.—Muroran (635)<br>49,81 8,72 3,455<br>43,69 8,69 3,89<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>In.365<br>4 Ha (stl) (1,8 1,8 1,8 × 1,8) (1,2 × 1,9) | Oil 4SA 6Cy. 380 × 570<br>1 650bhp (1 214kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 51kW 225V a.c.<br>10,5kn |
| **6513683**<br>IBVF<br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO BRINDISI**<br>ex Chrysanthemum-79<br>ex Marianna-75<br>ex Holiday Princess-71<br>ex Stella Marina-70<br>**Hellenic Adriatic Lines S.r.l.**<br>Italy | **1 884**<br>1 252<br>— | (GL) (NV) | **1965** Rolandwerft G.m.b.h.—Bremen (925)<br>77,58 12,02 3,398<br>64,98 11,99 6,61<br>2 dks, pt 3rd dk<br>rf 699 BK 203 | **TM Passenger/RoRo Cargo/Ferry**<br>730P<br>Side doors<br>2W Der 2 | 2 Oil 4SA each 12Cy. 220 × 300 sr geared to sc. shafts<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 134kW 380V 50Hz a.c.<br>18kn |
| **6614815**<br>ITCG<br>475<br>Df Esd<br>Gc Rdr<br>RTm | **ESPRESSO CORINTO**<br>ex Avenir-76<br>**Trans Tirreno Express S.p.A.**<br>Cagliari Italy | **6 720**<br>3 330<br>1 245 | RI (BV) | **1967** Forges & Ch. de La Mediterranee —La Seyne (1373)<br>129,98 18,29 5,311<br>119,97 18,24 7,50<br>4 dks | **TM Passenger/RoRo Cargo/Ferry**<br>590bth 360dk P<br>Stern door/ramp & side doors<br>1 Ho 15,9<br>G.734 B.693<br>1 Ha (4,1 × 1,9)<br>Der 1(4) | 2 Vee Oil 2SA each 10Cy. 600 × 800<br>14 794bhp (10 882kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 750kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 508,0t (hvf) 21,5kn |
| **7325095**<br>IBSD<br>694<br>Esd Gc<br>Pfd Rdr<br>RT | **ESPRESSO EGITTO**<br>ex Espresso Cagliari-80<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **4 686**<br>2 598<br>2 254 | RI | **1974** Cant. Nav. "Luigi Orlando"—Livorno (139)<br>125,51 18,52 5,217<br>110,01 18,50 11,23<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>355bth 270dk P<br>Stern & side doors | 2 Vee Oil 4SA each 14Cy. 420 × 520<br>14 000bhp (10 298kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>21kn |
| **7224514**<br>ICER<br>697<br>Esd Gc<br>Pfd Rdr<br>RT | **ESPRESSO GRECIA**<br>ex Espresso Livorno-80<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **4 690**<br>2 601<br>2 283 | RI | **1972** Cant. Nav. "Luigi Orlando"—Livorno (138)<br>125,51 18,52 5,217<br>110,01 18,50 11,23<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>355bth 270dk P<br>Stern & side doors | 2 Vee Oil 4SA each 14Cy. 420 × 520<br>14 000bhp (10 298kW)<br>Grandi Motori Trieste Trieste<br>2 Controllable pitch propellers<br>21kn |
| **6718489**<br>IMSB<br>908<br>Df Esd<br>Gc Rdr<br>RTv | **ESPRESSO LIGURIA**<br>**S.A.T.M.A. S.p.A.**<br>Palermo Italy | **1 999**<br>1 118<br>2 974 | RI | **1967** Cant. Nav. "Luigi Orlando"—Livorno (124)<br>104,70(BB) 17,53 5,049<br>96,50 17,51 10,70<br>B 15,9 1 dk & S dk<br>RW rf 102 | **TM Passenger/RoRo Cargo** OSD<br>Wine Vegetable oil 44bth P<br>Stern door<br>1 Ho 2 Ta<br>B.2 170 L.302 | 2 Oil 2SA each 6Cy. 440 × 760<br>6 800bhp (5 002kW) Sulzer<br>C.R.D. Adriatico Trieste<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel (hvf) 19kn |
| **5224522**<br>IBTM<br>50<br>Df Esd<br>Gc Rdr | **ESPRESSO MARILEN**<br>ex Marilen-73<br>**Ignazio Messina & C. S.p.A.**<br>Porto Torres Italy | **8 398**<br>4 060<br>9 886 | RI<br>✠Classed LR until 7/1/77 | **1954**-10 Cant. Nav. Breda S.p.A.—Venezia (156)<br>169,78 22,05 9,233<br>160,03 21,90 12,02<br>P 38,1 F 12,8 2 dks<br>RW conv Tanker 73 | **M RoRo Cargo/Ferry**<br>Bow door<br>Mchy.aft<br>HeCls. B | Oil 2SA 9Cy. 750 × 1320<br>7 000bhp (5 149kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 1 697,0t-25,5pd 14kn |
| **6600606**<br>IBTO<br>474<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESPRESSO OLBIA**<br>ex Tor Anglia-76<br>**Trans Tirreno Express S.p.A.**<br>Cagliari Italy | **7 322**<br>3 818<br>2 503 | RI<br>✠Classed LR until 14/1/77 | **1966**-3 Luebecker Flender-Werke AG. —Luebeck-Siems (555)<br>138,03 21,57 5,519<br>125,41 21,01 12,50<br>B 86,3 RFD 5,5 2 dks, intermediate dk at sides, 3rd dk clear of mchy. space dk<br>rf 305 | **TM Passenger/RoRo Cargo/Ferry**<br>818bth 174dk P<br>Bow & stern doors Ice strengthened | 4 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shafts<br>22 320bhp (16 418kW) Pielstick<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 529,5t (hvf) 23kn |
| **6912384**<br>ICHP<br>29<br>Df Esd<br>Gc Rdr<br>RTv | **ESPRESSO PIEMONTE**<br>**Traghetti del Mediterraneo S.p.A.**<br>Porto Torres Italy | **1 593**<br>662<br>2 966 | RI | **1969** Cant. Nav. "Luigi Orlando"—Livorno (129)<br>105,31(BB) 17,53 5,055<br>96,50 17,51 10,70<br>B 15,9 1 dk & S dk<br>RW rf 102 | **TM Passenger/RoRo Cargo** OSD<br>Wine Vegetable oil 44bth P<br>Stern door<br>1 Ho 2 Ta | 2 Oil 4SA each 16Cy. 300 × 450<br>8 000bhp (5 884kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 150kW 390V 50Hz a.c.<br>Fuel (hvf) 19kn |
| **7521663**<br>IBVO<br>Esd Gc<br>Pfd Rdr<br>RT | **ESPRESSO RAVENNA**<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | **4 810**<br>2 664<br>5 900 | RI | **1978** Cant. Nav. "Luigi Orlando"—Livorno (146)<br>125,41 18,57 5,217<br>110,01 18,51 11,21<br>2 dks | **TM RoRo Cargo/Ferry**<br>834P | 2 Vee Oil 4SA each 12Cy. 420 × 500<br>15 000bhp (11 033kW)<br>Grandi Motori Trieste Trieste<br>21kn |
| **7365215**<br>IMZE<br>Df Esd<br>Gc Rdr | **ESPRESSO SPECIAL**<br>Launched as Luigi G. Melloni<br>**Traghetti del Mediterraneo S.p.A.**<br>Porto Torres Italy | **2 864**<br>1 563<br>3 861 | RI | **1977** Cant. Nav. Solimano—Savona (51)<br>93,58 16,62 5,517<br>84,28 16,60 8,08<br>2 dks | **M General Cargo**<br>1 Ho ER<br>B.4 900<br>Der 2(150) | 2 Vee Oil 4SA each 12Cy. 250 × 300 reduction geared to sc. shaft<br>4 500bhp (3 310kW)<br>A/B Bofors Nohab Trollhattan<br>15,25kn |
| **7350985**<br>IBNB<br>70<br>Df Esd<br>Gc Rdr<br>RT | **ESPRESSO VENETO**<br>Launched as Languedoc<br>**Traghetti del Mediterraneo S.p.A.**<br>Porto Torres Italy | **4 732**<br>2 234<br>1 800 | RI | **1978** Nuovi Cantieri Liguri—Pietra Ligure (16)<br>147,99 20,73 6,420<br>134,30 20,71 7,90<br>2 dks | **TM RoRo Cargo/Ferry**<br>12bth P<br>Stern door/ramp<br>HeCls. B | 2 Vee Oil 4SA each 16Cy. 400 × 480 reduction geared to sc. shafts<br>20 000bhp (14 711kW)<br>Sulzer Bros. Ltd. Switzerland<br>Gen 3 × 400kW 380/220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>23kn |

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| 7521651<br>ITDO<br>Esd Gc<br>Pfd Rdr<br>RT | **ESPRESSO VENEZIA**<br>**'Adriatica' S.p.A. di Navigazione**<br>Venezia Italy | 4 810<br>2 663<br>5 995 | RI | **1977** Cant. Nav. "Luigi Orlando"—Livorno (145)<br>125,41 18,55 5,217<br>110,01 18,51 11,21<br>2 dks | **TM RoRo Cargo/Ferry**<br>834P | 2 Vee Oil 4SA each 12Cy. 420 × 500<br>15 000bhp (11 033kW)<br>Grandi Motori Trieste Trieste<br>21kn |
| 5106574<br>ICVQ<br>643<br>Df Esd<br>Gc Rdr<br>RT | **ESQUILINO**<br>**Lloyd Triestino S.p.A. di Navigazione**<br>Trieste Italy | 6 955<br>3 970<br>10 149 | ✠100A1 SS 12/80<br>DTmf centre—veg. oil sides—veg. oil or latex<br>✠LMC<br>EL dt 2¼"SQ<br>FN 4362<br>AB RI | **1963**-8 "Navalmeccanica" Cant. Nav. —Castellammare di Stabia (632)<br>154,01(BB) 20,10 7,862<br>137,01 20,01 11,82<br>F 16,5 1 dk & S dk, 3rd dk in Nos. 1, 2, 3 & 4 holds<br>rf 102<br>Coll BH to S dk 7 to 2nd dk WB1526t | **M General Cargo** OSD<br>5 Ho | Oil 2SA 8Cy. 750 × 1320<br>11 200bhp (8 238kW)<br>S.A. Ansaldo Stab. Mecc. Fiat Genova<br>AuxB 107lbf/in² (7,4bar)<br>e(ex.g) 107lbf/in² (7,4bar) |
| 7940754<br>Df RT | **ESQUILO**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Guaymas Mexico | 104<br>53<br>— | AB | **1976** Ast. Monarca—Guaymas (575)<br>... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 19kW 1 × 3kW d.c.<br>9kn |
| 6714665<br>5015<br>Df Esd<br>Gc Rdr<br>RTv | **ESRA**<br>ex Daniel-82 ex Pytheas-77<br>ex Fulskies-76<br>ex Ingeborg Rinde-73<br>**Transmarine Chartering Co. Ltd.**<br>Istanbul Turkey | 3 868<br>2 274<br>5 639 | NV | **1967** Drammen Slip & Verk.—Drammen (62)<br>115,27 16,03 6,535<br>107,02 16,01 8,08<br>P - F - 1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 17,4 26,9 26,9 ER<br>G.8 224 B.7 662<br>3 Ha (stl) (11,6 19,2comb. 19,2comb. × 8,4) ER<br>11W Der 1(25) 4(10) 6(5) | Oil 2SA 7Cy. 480 × 700<br>3 000bhp (2 207kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 130kW 440V 60Hz a.c.<br>Fuel 386,0t (hvf)<br>13kn |
| 7739909<br>Df Gc<br>Rdr RT | **ESSAYONS**<br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>*Philadelphia, Pa* United States of America | 11 903<br>6 101<br>— | | **1949** Sun SB. & Dry Dock Co.—Chester, Pa (565)<br>160,08 21,95 8,433<br>152,41 12,32<br>1 dk | **TT-E Hopper/Dredger**<br>Trailing Suction Bottom doors (Boom-delivery)<br>Twin side arms Dredging depth 19,0<br>Mchy.aft<br>Hopper 6 100<br>2 sandpumps each 1380kW (1850bhp) | 4 S Turb 8 000shp (5 884kW) driving 6 gen connected to 2 elec. motors<br>Westinghouse Elec. Corp. U.S.A.<br>14,5kn |
| 7649051<br>HO6413<br>9838-YJ<br>Rdr | **ESSENCE**<br>ex Eiyu Maru No. 17-82<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | 499<br>327<br>1 000 | | **1968** Shinwa Sangyo K.K.—Higashino<br>54,01 4,001<br>49,51 9,01 4,40<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 244 | Oil<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Japan<br>11,25kn |
| 5106653<br>MXBT<br>185600<br>Df Esd<br>Pfd Rdr<br>RTv | **ESSEX FERRY**<br>**Sealink U.K. Ltd.**<br>Harwich United Kingdom | 3 089<br>1 477<br>1 988 | ✠100A1 SS 5/80<br>Channel service from ports in U.K. south of Oban & Harwich—Hook of Holland<br>✠LMC<br>EL y 1⅞"SQ<br>FN 2753 | **1957**-1 John Brown & Co. (Clydebank) Ltd. —Clydebank (694)<br>121,88 18,70 3,677<br>116,44 17,84 5,80<br>B & F 95,8 1 dk<br>RW rf 191<br>9BH WB744t | **TM RoRo Cargo**<br>Rail Vehicles 12bth P | 2 Oil 2SA each 6Cy. 480 × 700<br>2 680bhp (1 971kW) Sulzer<br>John Brown & Co. (Clydebank) Ltd. Clydebank<br>db 105lbf/in² (7,3bar)<br>Gen 3 × 125kW 220V d.c.<br>Fuel 190,0t (d.o.)<br>12,25kn |
| 5285514<br>GCTM<br>167539 | **ESSEX LADY**<br>ex Prittlewell-71<br>**Bridlington Harbour Commissioners**<br>London United Kingdom | 145<br>52<br>141 | ✠Classed LR until 29/11/68 | **1940**-6 Lobnitz & Co. Ltd.—Renfrew (1016)<br>30,74 7,93 2,077<br>28,96 7,62 2,44<br>R rf nil | **D-E Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho 7,9 ER<br>G.85<br>1 Ha (7,9 × 6,1) ER<br>Cr 1(5) Der 1(1,5) | 2 Oil 4SA each 7Cy. 150 × 205 total 218bhp (160kW) driving 2 gen. each 60kW 250V d.c. connected to 1 elec. motor of 140shp (103kW) (WL) & sc. shaft Ruston<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 5kW 110V d.c.<br>Fuel 4,0t (d.o.)<br>7,5kn |
| 6800012<br>GXVR<br>333533<br>Df Esd<br>Pfd Rdr<br>RTm/v | **ESSEX SERVICE**<br>ex Essex Shore-80<br>**Offshore Marine Ltd.**<br>Rochester United Kingdom | 499<br>184<br>807 | ✠100A1 SS 2/77<br>✠LMC<br>EL J 1¼"U2<br>FN 696 | **1967**-12 N.V. IJsselwerf—Rotterdam (133)<br>50,81 11,26 3,785<br>45,57 11,00 4,27<br>F 16,5 1 dk<br>rf 127<br>NS 3BH WB362t | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft<br>Der 1(5) | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse geared to sc. shafts<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 125kW 1 × 60kW 220V d.c.<br>Bow jet pump<br>Fuel 213,5t (d.o.)<br>13,5kn |
| 5106641<br>JXBJ<br>15023<br>Df Esd<br>Gc Rdr<br>RTh | **ESSI ANNE**<br>ex Essex-69<br>**P/R Essex**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | 6 399<br>2 559<br>9 870 | NV | **1958** Haugesund M/V A/S—Haugesund (17)<br>130,16 17,45 7,798<br>124,06 17,38 9,76<br>P 31,1 F 18,9 1 dk<br>rf nil conv Bulk Carrier 69 | **M Tanker**<br>Chemical IGS CBT<br>Ice strengthened<br>6 Ta ER | Oil 4SA 9Cy. 520 × 740<br>3 240bhp (2 383kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 225kW 440V 60Hz a.c.<br>Fuel 624,0t (d.o.)-9,5pd<br>12kn |
| 7606932<br>LFAR<br>18983<br>Df Esd<br>Gc Rdr<br>RT | **ESSI BALTIC**<br>ex Johot-79<br>**K/S Johot A/S**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | 1 513<br>729<br>2 575 | NV | **1977** Aukra Bruk A/S—Aukra (60)<br>69,73 5,401<br>64,42 12,70 6,61<br>P - F - 1 dk | **M Tanker**<br>Oil Asphalt<br>16 Ta ER<br>HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 132,0t (d.o.)-4,5pd<br>11,5kn |
| 7342562<br>LAUT<br>18677<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSI CAMILLA**<br>**P/R Essi Camilla**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | 63 508<br>44 518<br>119 500 | NV<br>✠Classed LR until 30/11/79 | **1976**-1 Harland and Wolff Ltd.—Belfast (1699)<br>261,53(BB) 40,77 16,199<br>251,62 40,71 22,00<br>F 20,5 1 dk<br>rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>9 Ho 22,4 21,9 21,7 21,7 21,7 21,7 21,7 21,7 20,8 ER<br>G.131 875<br>9 Ha (stl) (13,3 13,7 13,7 13,7 13,7 13,7 13,7 13,7 13,7 × 20,2) ER | Oil 2SA 9Cy. 840 × 1800<br>24 800bhp (18 242kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 369,0t (d.o.) 4 848,0t (hvf)<br>15,5kn |
| 7606944<br>LFUX<br>19042<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSI CORAL**<br>ex Johero-79<br>**K/S Johero A/S**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | 1 513<br>728<br>2 575 | NV | **1977** Aukra Bruk A/S—Aukra (61)<br>69,73 5,714<br>64,42 12,70 6,61<br>P - F - 1 dk | **M Tanker**<br>Oil Asphalt<br>Ice strengthened<br>16 Ta ER<br>HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 130,0t (d.o.)-4,5pd<br>11,5kn |

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|---|---|---|---|---|---|---|---|---|
| 5106677<br>JXFA<br>15160<br>Df Esd<br>Gc Rdr<br>RTh/v | **ESSI FLORA**<br>ex Essiflora-63<br>**Skips A/S Ruped & Co.**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | **11 977**<br>6 020<br>15 704 | | <br><br>NV | **1959** Rheinstahl Nordseewerke—Emden<br>(311)<br>157,69 20,27 9,341<br>148,75 20,20 12,76<br>1 dk<br>RW rf nil conv Bulk Carrier 64 | **M Tanker**<br>Chemical IGS CBT<br>Ice strengthened<br>16 Ta ER | <br><br><br><br>HeCls. ptB | Oil 2SA 6Cy. 780 × 1400<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 210kW 1 × 60kW<br>440V 60Hz a.c.<br>Fuel 160,5t (d.o.) 788,5t (hvf)-20,5pd<br>13,75kn |
| 7710111<br>UOR<br>19388<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSI GINA**<br><br>**K/S Skips A/S Essi Gina**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | **11 721**<br>6 342<br>16 529 | | <br><br>NV | **1979** Nippon Kokan K.K.—Tsu, Mie Pref.<br>(64)<br>155,99 21,29 9,587<br>149,03 21,26 12,35<br>P - F - 1 dk<br>rf 56 | **M Tanker**<br>Chemical SBT IGS<br>28 Ta ER<br>L.14 167 | <br><br><br>HeCls. ptB | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 580kW 1 × 300kW<br>1 × 60kW 450V 60Hz a.c.<br>Fuel 188,0t (d.o.) 1 427,5t (hvf)-37,5pd<br>16,75kn |
| 6819025<br>JXJL<br>18106<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSI SILJE**<br>ex Helene Presthus-72<br>ex Sabinia-70<br>**I/S Essi Silje**<br>Bj. Ruud-Pedersen A/S<br>Oslo Norway | **11 370**<br>6 649<br>16 677 | | <br><br>NV | **1968** Ch. Nav. de La Ciotat—Le Trait<br>(189)<br>154,51 20,63 9,576<br>142,75 20,60 12,70<br>1 dk<br>rf nil conv Bulk Carrier 73 | **M Tanker**<br>Chemical IGS CBT<br>Ice strengthened<br>18 Ta ER<br>L.12 428 | <br><br><br><br>HeCls. ptB | 2 Vee Oil 4SA each 10Cy. 400 × 460<br>geared to sc. shaft<br>9 040bhp (6 649kW) Pielstick<br>At. & Ch. de Nantes (Bretagne-Loire) Nantes<br>Gen 1 × 380kW 2 × 310kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t (d.o.) 890,0t (hvf)-26,5pd<br>15,5kn |
| 7380722<br>5ALS<br>TP490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSIDRA**<br><br>**General National Maritime**<br>**Transport Co.**<br>Tripoli Libya | **64 371**<br>45 459<br>123 357 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | SS 7/80<br><br>**UMS**<br><br>EL T† 3$\frac{9}{16}$"U3<br>FN 15378 | **1976**-8 Nippon Kokan K.K.—Tsurumi<br>Shipyard, Yokohama (929)<br>264,02(BB) 38,05 17,400<br>252,00 38,00 23,02<br>F 18,9 1 dk<br>rf 38<br>8BH WB21942T incl. clean ballast tanks<br>14321T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 149 784 | | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>2 WTAuxB (o.f.) 17kgf/cm² (16,7bar)<br>hs1181,5<br>e(ex.g) 20,5kgf/cm² (20,1bar)<br>Gen 3 × 640kW 450V 60Hz a.c.<br>Fuel 274,5t (d.o.) 4 629,0t (hvf) 15kn |
| 6711704<br>GZOQ<br>317157<br>Df Esd<br>Gc Rdr<br>RT | **ESSO ABERDEEN**<br>ex Imperial Ottawa-78<br>**Esso Petroleum Co. Ltd.**<br>Southampton United Kingdom | **58 273**<br>37 741<br>112 834 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | CS 4/82<br><br><br><br>EL h* 3$\frac{7}{8}$"SQ<br>FN 15855 | **1967**-4 Kawasaki Dockyard Co. Ltd.—Kobe<br>(1081)<br>276,51(BB) 41,53 14,866<br>261,37 41,45 19,21<br>P 15,3 F 25,6 1 dk<br>rf 102<br>9BH wb31425t incl. DTf3494T | **S Tanker**<br>COW IGS<br>14 Ta ER<br>L.(oil) 143 000 | | 2 S Turb dr geared to sc. shaft<br>23 800shp (17 506kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>WTB 1138lbf/in² (78,5bar) Spt 515,0°C<br>900lbf/in² (62,1bar) hs1783,4<br>WTAuxB 265lbf/in² (18,3bar)<br>sg 121lbf/in² (8,4bar)<br>Gen 1 × 1120kW 1 × 880kW<br>450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller aft<br>Fuel (o.f.)-134,0pd 17kn |
| 7360069<br>A8PE<br>5156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO AFRICA**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **123 040**<br>106 066<br>274 467 | | <br><br>AB | **1975** Ch. de l'Atlantique—St. Nazaire<br>(S25)<br>348,80(BB) 51,87 21,381<br>330,79 51,82 27,34<br>1 dk<br>rf 102 | **S Tanker**<br><br>14 Ta ER | | 2 S Turb HP tr LP dr geared to sc. shaft<br>32 445shp (23 865kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 1 × 1900kW 1 × 1200kW a.c.<br>Fuel 10 312,0t (o.f.) 15,5kn |
| 7328815<br>6ZWB<br>4626<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO ALBANY**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **12 805**<br>7 578<br>23 694 | | <br><br>AB | **1973** Hitachi Zosen—Mukaishima (4365)<br>161,04(BB) 23,55 9,754<br>152,00 23,50 12,76<br>P 40,0 F 15,3 1 dk | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 25 391 | <br><br><br>HeCls. BC | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 727,5t (hvf)-36,0pd 15kn |
| 6716871<br>ONES<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO ANTWERP**<br><br>**Esso Belgium S.A.**<br>Antwerpen Belgium | **42 094**<br>29 291<br>77 432 | | <br><br>AB | **1967** A/S Akers M/V—Oslo (604)<br>246,59(BB) 38,16 12,701<br>232,57 38,10 16,62<br>1 dk<br>rf nil | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 99 212<br>Cr 1(5) | <br><br><br>HeCls. B | Oil 2SA 9Cy. 840 × 1800<br>20 400bhp (15 005kW) B&W<br>Nylands Verksted A/S Oslo<br>Gen 3 × 400kW<br>Fuel 275,5t (d.o.) 3 778,5t (hvf)-67,0pd<br>15,5kn |
| 7376525<br>5LQA<br>6002<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO ATLANTIC**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **234 626**<br>201 698<br>516 893 | | <br><br>AB | **1977** Hitachi Zosen—Ariake Works, Nagasu<br>(4484)<br>406,59 71,07 25,293<br>390,03 71,01 31,22<br>1 dk | **S Tanker**<br><br>14 Ta each —p&s 20 Wing Ta ER<br>L.(oil) 610 759 | | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 2500kW 450V 60Hz a.c.<br>15,5kn |
| 8019306<br>GCCV<br>390217<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO AVON**<br><br>**Esso Petroleum Co. Ltd.**<br>Southampton United Kingdom | **1 599**<br>984<br>3 266 | **100A1**<br>oil & bitumen tanker<br>FP 60°C and above, in<br>association with defined<br>Bitumen loading<br>conditions and related<br>temperatures<br>**✠LMC** | <br><br><br><br><br><br><br>**UMS**<br>EL R 440,0/40,0U2<br>FN 1709 | **1981**-11 Nieuwe Noord Nederlandse<br>Scheepswerven B.V.—Groningen (401)<br>91,27 (BB) 13,11 5,616<br>84,28 13,01 7,29<br>P 20,5 F 11,6 2 dks<br>rf nil<br>9BH WB1335T incl. DTf143T F TwDs<br>(p&s) 52T STs869T | **M Tanker**<br>Oil Bitumen<br>10 Ta ER<br>L.(oil) 3 255 | <br><br><br>HeCls. CptB | 2 Oil 4SA each 6Cy. 240 × 280 sr. geared<br>to sc. shaft<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 500kW 1 × 200kW<br>1 × 70kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 19,0t (d.o.) 131,0t (hvf)-8,0pd |
| 6812261<br>HPXD<br>217-68A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO BANGKOK**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **12 994**<br>7 906<br>22 755 | | <br><br>AB | **1968** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (160)<br>170,08(BB) 23,53 9,405<br>161,02 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 28 317 | <br><br><br>HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 303,5t (hvf)-24,5pd 14,5kn |
| 6501410<br>HOKI<br>45-65A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO BARCELONA**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **34 541**<br>25 420<br>68 017 | | <br><br>AB | **1965** Mitsubishi Heavy Industries Ltd.<br>—Kobe (944)<br>243,85(BB) 35,46 12,790<br>232,57 35,36 16,62<br>P 21,4 F 20,8 1 dk<br>RW rf 76 | **S Tanker**<br><br>15 Ta ER<br>L.(oil) 82 809 | | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 750kW<br>Fuel 4 660,5t (o.f.)-109,5pd 16,5kn |

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|---|---|---|---|---|---|---|---|---|
| 7002162<br>5LQQ<br>3458<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO BATAAN**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **13 154**<br>7 966<br>21 455 | | AB | **1970** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (168)<br>170,08(BB) 23,53 9,405<br>161,02 23,45 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 28 204 | HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-26,0pd 14,75kn |
| 7372634<br>A8BT<br>4805<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO BAYONNE**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **17 210**<br>10 573<br>29 634 | | AB | **1974** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2322)<br>170,01(BB) 26,04 10,923<br>162,01 26,00 14,36<br>P 35,7 F 12,8 1 dk<br>rf 102 | **M Tanker**<br><br>21 Ta ER<br>L.(oil) 38 274 | HeCls. BC | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Fuel 2 032,0t (hvf)-36,5pd 15,75kn |
| 7612060<br>D5EX<br>6251<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO BAYWAY**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **27 439**<br>16 932<br>50 915 | | AB | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide<br>(1262)<br>196,53(BB) 11,281<br>186,01 36,59 15,91<br>1 dk | **M Tanker**<br><br>17 Ta ER<br>L.(oil) 57 949 | | Oil 2SA 7Cy. 780 × 1550<br>16 500bhp (12 137kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Thw. thrust propeller fwd<br>Fuel-56,0pd 16,25kn |
| 7012387<br>LMCG<br>17407<br>Df Esd<br>Gc Rdr<br>RTm/v | **ESSO BERGEN**<br><br>**A/S Norske Esso**<br>Oslo Norway | **499**<br>386<br>1 351 | | NV | **1970** Soviknes Verft A/S—Syvikgrend<br>(73)<br>73,11 11,54 3,461<br>68,26 11,50 5,31<br>1 dk<br>rf 51 | **M Tanker**<br>SBT<br>Ice strengthened<br>10 Ta ER<br>L.(oil) 1 800 | HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 79,0t (d.o.)-5,0pd 12kn |
| 7371977<br>A8OP<br>5141<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO BILBAO**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **132 998**<br>112 665<br>283 271 | | AB | **1975** Hitachi Zosen—Sakai (4403)<br>341,99(BB) 53,04 22,048<br>324,93 52,99 28,30<br>F 24,1 1 dk<br>rf nil | **S Tanker**<br><br>17 Ta ER<br>L.(oil) 341 011 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 2100kW 450V 60Hz a.c.<br>16kn |
| 6901725<br>HPXP<br>420-69A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO BOMBAY**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **12 994**<br>7 906<br>22 755 | | AB | **1968** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (161)<br>170,08(BB) 23,53 9,411<br>160,99 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 28 317 | HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 303,5t (hvf)-24,5pd 14,5kn |
| 7230549<br>PJSN<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **ESSO BONAIRE**<br><br>**Esso Tankvaart Nederlandse Antillen N.V.**<br>Esso Tankvaart Maatschappij B.V.<br>Aruba Netherlands Antilles | **127 502**<br>98 734<br>253 411 | | AB | **1973** Verolme Dok & Schpsb.—Rozenburg,<br>Rotterdam (828)<br>344,41(BB) 51,87 20,016<br>329,24 51,82 25,61<br>1 dk | **S Tanker**<br>SBT COW IGS<br>15 Ta ER<br>L.(oil) 301 904 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Verolme Machinefabriek Ijsselmonde<br>Gen 1 × 1563kW 1 × 1125kW<br>440V 60Hz a.c.<br>Fuel 193,0t (d.o.) 10 288,5t (hvf)-150,5pd<br>16kn |
| 7349144<br>DGFB<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO BONN**<br>Launched as Esso Bilbao<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg Federal Republic of Germany | **126 192**<br>99 621<br>256 740 | | GL (AB) | **1974** A.G. "Weser"—Bremen (1388)<br>347,81(BB) 51,87 20,011<br>329,22 51,81 25,61<br>1 dk | **S Tanker**<br>COW IGS CBT<br>14 Ta ER<br>L.(oil) 309 815<br>Der 2(16) 2(2) | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW) GEC<br>A.G. "Weser" Bremen<br>Gen 1 × 1500kW 450V 60Hz a.c.<br>Fuel 10 313,0t (hvf)-160,5pd 15,5kn |
| 6905616<br>ICSO<br>766<br>Df Esd<br>Gc Rdr<br>RT | **ESSO BREGA**<br><br>**Esso Transport Co. Inc.**<br>Palermo Italy | **30 445**<br>18 606<br>25 397 | | AB RI | **1969** Italcantieri S.p.A.—Genova (1645)<br>207,73(BB) 29,29 9,170<br>195,99 29,27 18,47<br>1 dk<br>rf nil | **S Liquefied Gas Carrier**<br>LNG<br>4 Ta (alu) ind rectangular ER<br>L.(gas) 41 005 | | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW) De Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Fuel (o.f.) |
| 5107061<br>GJVA<br>304275<br>Df Esd<br>Pfd Rdr<br>RTv | **ESSO CAERNARVON**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **1 103**<br>525<br>1 600 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 7/78<br><br><br>EL n 1½"SQ<br>FN 1026 | **1962**-7 J. L. Thompson & Sons Ltd.—North<br>Sands, Sunderland (710)<br>70,52 10,95 4,357<br>66,45 10,60 4,83<br>P 18,3 F 7,4 1 dk<br>rf 152<br>10BH WB160t | **M Tanker**<br><br>12 Ta ER<br>L.(oil) 2 053<br>Der 1(2) | | Oil 4SA 8Cy. 254 × 305 with flexible<br>coupling & sr reverse geared to sc. shaft<br>1 066bhp (784kW)<br>English Electric Co. Ltd. Newton-le-Willows<br>Gen 2 × 50kW 440V a.c.<br>Fuel 44,5t (d.o.)-3,0pd 10kn |
| 7371850<br>OYBZ<br>D2304<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESSO CALLUNDA**<br><br>**Dansk Esso A/S**<br>Kalundborg Denmark | **13 503**<br>7 860<br>22 691 | | AB | **1974** Hitachi Zosen—Mukaishima (4368)<br>161,22(BB) 23,55 9,754<br>152,00 23,53 12,76<br>P 32,7 F 16,2 1 dk | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 26 333 | HeCls. BC | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 170,5t (d.o.) 1 787,0t (hvf)-34,5pd<br>14,75kn |
| 5419878<br>GJVS<br>304439<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO CARDIFF**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **31 720**<br>17 103<br>50 432 | ✠**100A1**<br>oil tanker<br>✠**LMC** | SS 3/76<br><br><br>EL (vt) 3⅛"SQ<br>FN 9969 | **1963**-5 Nederlandsche Dok &<br>Scheepsbouw Mij. V.O.F.—Amsterdam<br>(498)<br>226,50 31,17 11,951<br>214,89 31,09 15,30<br>P 44,2 F 31,7 1 dk<br>RW rf nil<br>16BH WB11495t incl. 5952t in clean<br>ballast tanks DTf3216t | **S Tanker**<br><br>35 Ta ER<br>L.(oil) 66 888<br>Der 2(10) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Nederlandsche Dok & Scheepsbouw<br>Maats. Amsterdam<br>2 WTB 965lbf/in$^2$ (66,6bar) Spt 460,0°C<br>920lbf/in$^2$ (63,5bar) hs1870,1<br>sg 215lbf/in$^2$ (14,9bar)<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 4 958,5t (o.f.)-109,5pd 17kn |
| 7370272<br>ELCE<br>5447<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO CARIBBEAN**<br>ex Andros Petros-77<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **208 060**<br>181 307<br>395 156 | | AB | **1976** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (2382)<br>378,39 68,08 22,267<br>360,00 68,00 31,60<br>1 dk | **S Tanker**<br>Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>15,25kn |

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| 6727820<br>HPKF<br>501-69A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO CASTELLON**<br>**Esso Tankers Inc.**<br>Panama Panama | **39 085**<br>29 518<br>77 514 | | AB | **1968** Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (132)<br>246,59(BB) 38,16 12,732<br>232,52 38,10 16,62<br>P 13,2 F 22,0 1 dk<br>RW rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 78 920 | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 3 698,5t (hvf)-73,5pd 16,5kn |
| 7212456<br>3EPN<br>2688<br>-72A<br>Df Esd<br>Gc Rdr<br>RT | **ESSO CENTAM**<br>**Coral Petroleum Co. Ltd.**<br>Panama Panama | **979**<br>581<br>1 798 | | AB | **1972** Barbour Boat Works Inc.—New Bern, NC (4002)<br>69,88 12,04 4,084<br>64,80 11,89 4,88<br>P 11,6 F 7,4 1 dk<br>rf 76 | **TM Tanker**<br>12 Ta ER | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 90kW<br>Fuel 65,0t 12kn |
| 7232846<br>9VGP<br>382644<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO CHAWAN**<br>ex Kanezuru Maru-79<br>**Esso Tankers (S) Pte. Ltd.**<br>Singapore Singapore | **1 986**<br>1 375<br>3 810 | | NK | **1971** Miyoshi Zosen K.K.—Uwajima (198)<br>92,87 13,26 6,071<br>86,01 13,21 7,01<br>P 19,9 F 15,0 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 4 800 | Oil 4SA 6Cy. 460 × 720<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 445V a.c.<br>Fuel 44,0t (d.o.) 195,0t (hvf)-6,0pd 11,5kn |
| 7216866<br>GOAD<br>358626<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO CLYDE**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **12 317**<br>6 890<br>20 449 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 9/77<br>**UMS**<br>EL.E† 2⅝"U2<br>FN 5573 | **1972**-10 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1351)<br>166,50 22,86 9,214<br>160,51 22,80 11,92<br>P 31,7 F 17,7 1 dk<br>rf 152<br>9BH WB4469t incl. 3302t in clean ballast tanks DTf560t | **M Tanker**<br>13 Ta ER<br>L.(oil) 24 575<br>Cr 2(2) Der 2(5) | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shaft<br>10 920bhp (8 032kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (o.f.) 10,5kgf/cm² (10,3bar)<br>db 100lbf/in² (6,9bar)<br>Gen 2 × 525kW 440V 60Hz a.c.<br>2 × 240kW 330V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>Fuel 339,5t (d.o.)-40,5pd 15,5kn |
| 7008867<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO COPENHAGEN**<br>**Esso Tankers Inc.** | **112 763**<br>97 366<br>253 300 | ✠Classed LR until 11/71 | AB | **1970**-4 Odense Staalskibsvaerft A/S—Lindo (30)<br>348,52(BB) 51,90 19,978<br>330,72 51,82 25,61<br>1 dk<br>rf 102 | **S Tanker**<br>pt higher tensile steel<br>11 Ta ER<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>STAL-LAVAL Turbin AB Finspong<br>Gen 1 × 1140kW 1 × 900kW 450V 60Hz a.c.<br>Fuel 10 124,0t (o.f.) 16,25kn |
| 7379072<br>A8UM<br>5295<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO CORAL GABLES**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **19 568**<br>11 976<br>38 691 | | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2432)<br>191,50 27,44 11,456<br>182,02 27,39 15,09<br>P 44,2 F 17,7 1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 43 184<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 710kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 624,5t (d.o & hvf)-40,5pd 15,5kn |
| 7326130<br>GRAW<br>360665<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO DALRIADA**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **125 331**<br>98 667<br>259 042 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | SS 3/79<br>**UMS**<br>EL D* 4½"U3<br>FN 25559 | **1973**-7 Kockums M/V A/B—Malmo (540)<br>340,52 51,87 20,073<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil<br>9BH WB32301t incl. 24645t in clean ballast tanks | **S Tanker**<br>IGS<br>pt higher tensile steel<br>15 Ta ER<br>L.(oil) 334 578<br>Cr 1(2,5) Der 2(15) 2(1,5)<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>2 WTB 1050lbf/in² (72,4bar) Spt 510,0°C<br>865lbf/in² (59,7bar) hs2573,4<br>sg 180lbf/in² (12,5bar)<br>Gen 1 × 1352kW 1 × 940kW 450V 60Hz a.c.<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 11 389,0t (o.f.)-161,5pd 16kn |
| 7379101<br>OXYZ<br>D2411<br>Df Esd<br>Gc Rdr<br>RT | **ESSO DANICA**<br>**Dansk Esso A/S**<br>Kalundborg Denmark | **21 961**<br>12 909<br>38 720 | | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2435)<br>191,50(BB) 27,44 11,478<br>182,00 27,39 15,12<br>P 37,8 F 13,5 | **M Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 42 320<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 184,0t (d.o.) 2 440,0t (hvf)-39,0pd 14,75kn |
| 7310789<br>GRAX<br>360557<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO DEMETIA**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **125 293**<br>98 678<br>258 979 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | M 8/78-24mos<br>**UMS**<br>EL D* 4½"U3<br>FN 25559 | **1973**-5 Kockums M/V A/B—Malmo (539)<br>340,52 51,87 20,073<br>330,08 51,82 25,61<br>F 25,0 1 dk<br>rf nil<br>9BH WB32820t incl. 25041t in clean ballast tanks | **S Tanker**<br>IGS<br>pt higher tensile steel<br>17 Ta ER<br>L.(oil) 317 132<br>Cr 1(2,5-5) Der 2(15) 2(1,5)<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>2 WTB 1050lbf/in² (72,4bar) Spt 510,0°C<br>865lbf/in² (59,7bar) hs2573,4<br>sg 180lbf/in² (12,5bar)<br>Gen 1 × 1330kW 1 × 940kW 450V 60Hz a.c.<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 10 772,0t (o.f.)-156,5pd 16kn |
| 7373432<br>DHED<br>12 222<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO DEUTSCHLAND**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg Federal Republic of Germany | **203 869**<br>161 193<br>421 681 | | GL (AB) | **1976** Kawasaki Heavy Ind. Ltd.—Sakaide (1233)<br>378,01(BB) 22,921<br>360,03 69,00 28,71<br>B 32,4 F 20,2 1 dk<br>rf 152 | **S Tanker**<br>COW IGS CBT<br>26 Ta ER<br>L.(oil) 499 580<br>Cr 1(6) Der 2(16)<br>HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 2200kW 440V 60Hz a.c.<br>Fuel 159,5t (hvf) 16kn |
| 7391915<br>Rdr RT | **ESSO DONGE**<br>ex Citerna 1-78 ex Thomas-B-76<br>**Plouvier Transport N.V.**<br>Antwerpen Belgium | —<br>—<br>2 963 | ✠Classed LR until 20/10/78 | | **1974**-5 Werkhuizen Sint-Barbara N.V. —Eisden (839)<br>110,01 11,26<br>107,12 11,21 3,76<br>1 dk<br>rf nil | **TM Tank Barge**<br>14 Ta ER<br>L.(oil) 2 962 | 2 Oil 4SA each 6Cy. 320 × 450<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 2,25kW 24V d.c.<br>Thw. thrust propeller fwd |
| 7379096<br>OXYR<br>D2410<br>Df Esd<br>Gc Rdr<br>RT | **ESSO ELSINORE**<br>**Dansk Esso A/S**<br>Kalundborg Denmark | **21 961**<br>12 909<br>38 741 | | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2434)<br>191,50(BB) 27,44 11,456<br>182,00 27,39 15,12<br>P 37,8 F 13,5 1 dk | **M Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 42 320<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Fuel 184,0t (d.o.) 2 440,0t (hvf)-39,0pd 14,75kn |

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| **7000853**<br>DGFE<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO EUROPA**<br><br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg Federal Republic of Germany | **126 321**<br>99 251<br>253 951 | AB GL | **1969** A.G. "Weser"—Bremen (1371)<br>347,81(BB) 51,87 19,930<br>329,22 51,80 25,61<br>1 dk<br>rf nil | **S Tanker**<br>COW IGS CBT<br>13 Ta ER<br>L.(oil) 295 399<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 1 × 1200kW 1 × 1000kW<br>450V 60Hz a.c.<br>Fuel 10 166,5t (hvf)-160,5pd<br>15,25kn |
| **7356458**<br>A8PR<br>5169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO EVERETT**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **21 619**<br>14 094<br>38 987 | AB | **1975** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1111)<br>191,57 27,49 11,246<br>182,89 27,44 14,71<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 42 393 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>15,5kn |
| **6712526**<br>GWFU<br>334642<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO FAWLEY**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **11 064**<br>5 999<br>18 377 | **✠100A1** SS 5/76<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL gt 2$\frac{5}{16}$"U2<br>FN 5158 | **1967**-9 Lindholmens Varv. A/B—Goteborg (1103)<br>162,67(BB) 22,00 8,535<br>154,84 21,95 11,36<br>P 32,0 F 17,1 1 dk<br>rf 102<br>9BH WB3608t incl. 2224t in clean ballast tanks DTf758t | **M Tanker**<br>15 Ta ER<br>L.(oil) 22 809<br>Der 2(5) 2(2) | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shaft<br>10 080bhp (7 414kW)<br>Lindholmens Varv. A/B Goteborg<br>db 100lbf/in$^{2}$ (6,9bar)<br>Gen 2 × 1500kW 2 × 448kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 684,0t (d.o.)-30,5pd<br>16,75kn |
| **8002511**<br>OINS<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO FINLANDIA**<br><br>**O/Y Esso A/B**<br>Helsinki/ Helsingfors Finland | **4 370**<br>2 201<br>6 954 | NV | **1981** Oy Navire Ab—Naantali/Nadendal (NY-70)<br>107,02 17,99 7,314<br>100,01 17,51 9,17<br>1 dk | **TM Tanker**<br>Chemical<br>Ice strengthened<br>12 Ta ER<br>L.7 542<br>HeCls. ptBptC | 2 Oil 4SA each 6Cy. 320 × 350 sr geared to sc. shaft<br>2 479bhp (1 823kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 1000kW 1 × 335kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 113,0t (d.o.) 317,0t (hvf)-14,0pd<br>13,5kn |
| **6524852**<br>HO6138<br>1050<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO FLAME**<br><br>**Coral Petroleum Co. Ltd.**<br>Panama Panama | **1 003**<br>507<br>1 114 | AB<br>✠Classed LR until 6/80 | **1966**-3 Valmet Oy Pansion Tehdas—Turku/Abo (286)<br>74,53 11,00 4,084<br>68,00 10,98 4,65<br>P 17,4 F 12,8 1 dk<br>rf 178 | **M Tanker/Liquefied Gas Carrier**<br>Oil LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (stl) ind cyl horizontal ER<br>L.(gas) 1 047 | Oil 4SA 8Cy. 320 × 450 with flexible coupling<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 136kW 1 × 40kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 142,0t (d.o.)-4,0pd<br>12kn |
| **7225738**<br>3FGF<br>3379-73B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO FUJI**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **55 896**<br>40 662<br>66 173 | NK | **1973** Hitachi Zosen—Innoshima (4320)<br>246,13(BB) 39,96 13,082<br>233,99 39,91 25,00<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (stl) prismatic ER<br>L.(gas) 100 213 | Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 4 257,0t-69,5pd<br>15,5kn |
| **7229734**<br>FNKQ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO GASCOGNE**<br><br>**Esso Societe Anonyme Francaise**<br>Le Havre France | **126 188**<br>99 480<br>256 740 | BV (AB) | **1972** A.G. "Weser"—Bremen (1385)<br>347,81(BB) 51,87 20,044<br>329,22 51,81 25,61<br>1 dk | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 309 815<br>Cr 1(5)<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 1 × 1200kW 1 × 900kW<br>1 × 280kW 440V 60Hz a.c.<br>Fuel 168,0t (d.o.) 10 128,0t (hvf)-159,0pd<br>16,25kn |
| **5107449**<br>5RGI<br><br>Esd RT | **ESSO GASIKARA**<br><br>**Societe d'Entreposes d'Hydrocarbures de la Standard-Vacuum**<br>Majunga Madagascar | **224**<br>78<br>208 | (BV) | **1962** D.C.A.N. Direction des Constr. & Armes-Navales—Antsiranana<br>37,22 6,71 2,102<br>35,39 6,66 2,67<br>P 3,1 B 4,6 F 4,9 1 dk | **TM Tanker**<br>6 Ta ER 1 Ho 2,4<br>L.(oil) 228<br>1 Ha (1,9 × 0,9)<br>1W Der 1(3) | 2 Oil 4SA each 6Cy. 140 × 180<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 12,0t (d.o.)-1,5pd<br>8,5kn |
| **7310155**<br>IBLN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO GENOVA**<br>ex Esso Brisbane-81<br>**Esso Italiana S.p.A.**<br>Italy | **12 806**<br>7 578<br>22 708 | AB | **1973** Hitachi Zosen—Mukaishima (4362)<br>161,02(BB) 23,55 9,840<br>152,00 23,50 12,76<br>P 32,7 F 15,9 1 dk | **M Tanker**<br>15 Ta ER | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 550kW<br>15kn |
| **7119032**<br>VJEG<br>355199<br>Df Esd<br>Gc Rdr<br>RT | **ESSO GIPPSLAND**<br><br>**Esso Eastern Marine Ltd.**<br>Associated Steamships Pty. Ltd.<br>*Sydney, N.S.W.* Australia | **15 579**<br>9 480<br>24 489 | **✠100A1** SS 4/82<br>oil tanker (cc)<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6058 | **1972**-8 Evans Deakin Industries Ltd.—Brisbane (80)<br>172,47(BB) 24,44 9,767<br>162,54 24,39 12,88<br>P 37,5 F 17,4 1 dk<br>rf 51<br>16BH WB1675t incl. DTf1018t | **M Tanker**<br>Mchy.aft | Oil 2SA 5Cy. 760 × 1550<br>10 000bhp (7 356kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB 105lbf/in$^{2}$ (7,3bar)<br>e(ex.g) 160lbf/in$^{2}$ (11,1bar)<br>Gen 3 × 550kW 415V 50Hz a.c.<br>14,5kn |
| **5159818**<br>ZFLA<br>199493<br>RTm | **ESSO GUYANA**<br>ex Inagua Cay-68<br>**Guyana Oil Co. Ltd.**<br>Georgetown, Demerara Guyana | **125**<br>95<br>— | | **1959** Dade Dry Dock Corp.—Miami, Fl<br>*35,06* 7,32<br>7,27<br>1 dk<br>rf 305 | **TM Tanker**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 159 × 203<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 240/480V 60Hz a.c.<br>Fuel (d.o.)<br>9kn |
| **7371862**<br>OWDQ<br>D2305<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESSO HAFNIA**<br><br>**Dansk Esso A/S**<br>Kalundborg Denmark | **13 503**<br>7 860<br>22 711 | AB | **1974** Hitachi Zosen—Mukaishima (4369)<br>161,22(BB) 23,55 9,814<br>152,00 23,53 12,76<br>P 32,7 F 16,2 1 dk | **M Tanker**<br>SBT IGS<br>13 Ta ER<br>L.(oil) 25 822<br>HeCls. BC | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 170,5t (d.o.) 1 787,0t (hvf)-34,5pd<br>15kn |

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|---|---|---|---|---|---|---|---|---|
| 7311434<br>ELXN<br>4440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO HALIFAX**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **18 798**<br>13 730<br>32 250 | | AB | **1973** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1106)<br>187,76 26,55 10,424<br>179,84 26,52 13,72<br>1 dk | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 167 | | Oil 2SA 6Cy. 740 × 1660<br>11 240bhp (8 268kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>15kn |
| 7360851<br>DNEH<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO HAMBURG**<br>**Esso Tankschiff Reederei G.m.b.H.**<br>Hamburg Federal Republic of Germany | **126 192**<br>99 625<br>256 740 | | AB GL | **1974** A.G. "Weser"—Bremen (1389)<br>347,81(BB) 51,87 20,011<br>329,22 51,81 25,61<br>1 dk | **S Tanker**<br>COW IGS CBT<br>12 Ta ER<br>L.(oil) 309 815 | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) GEC<br>A.G. "Weser" Bremen<br>Gen 1 × 1200kW 1 × 900kW<br>1 × 280kW 440V 60Hz a.c.<br>Fuel 10 313,0t (o.f.)-157,5pd 15,25kn |
| 7805150<br>LIMA<br>19365 | **ESSO HARSTAD**<br>**A/S Norske Esso**<br>Harstad Norway | **471**<br>213<br>720 | | NV | **1979** Skaalurens Skibsbyggeri A/S —Rosendal (231/44)<br>54,06 10,42 3,537<br>49,99<br>1 dk<br>rf 305 | **M Tanker**<br>12 Ta ER<br>L.(oil) 752 | HeCls. C | Oil 4SA 6Cy. 250 × 300 geared to sc. shaft<br>1 025bhp (754kW)<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 118kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 44,5t (d.o.)-4,0pd 11kn |
| 7371989<br>A8YB<br>5388<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO HAWAII**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **132 998**<br>112 665<br>283 274 | | AB | **1975** Hitachi Zosen—Sakai (4404)<br>341,99(BB) 22,048<br>325,05 52,99 28,30<br>1 dk<br>rf nil | **S Tanker**<br>Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 2100kW a.c.<br>Fuel (o.f.) 16,25kn |
| 7015999<br>GNUE<br>341171<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO HIBERNIA**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **126 539**<br>98 220<br>254 277 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 8/80<br>**UMS**<br>EL D• 4½"U3<br>FN 25608 | **1970**-12 Swan Hunter Shipbuilders Ltd. —Wallsend (4)<br>348,47(BB) 51,90 19,978<br>330,72 51,82 25,61<br>rf 102<br>9BH WB40168t incl. 25201t in clean ballast tanks DTa 5640t | **S Tanker**<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 310 840<br>Cr 1(5) Der 2(16) 2(2) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Associated Electrical Industries Ltd., A.E.I. Manchester<br>WTB(p) 1055lbf/in$^2$ (72,8bar) (Spt 512,8°C 950lbf/in$^2$ (65,5bar)) hs1379,1<br>WTB(s) 265lbf/in$^2$ (18,3bar) hs324,6<br>Gen 1 × 1000kW 1 × 900kW 440V 60Hz a.c.<br>Fuel 9 858,5t (o.f.)-162,5pd 16,25kn |
| 8021115<br>JG4174<br>123753<br>Df Esd<br>Rdr RT | **ESSO HIDAKA MARU**<br>**Esso Senpaku K.K.**<br>Tokyo Japan | **995**<br>629<br>2 359 | | NK | **1981** Kurinoura Dock K.K.—Yawatahama (158)<br>81,79 5,101<br>76,03 12,01 5,52<br>P 21,7 F 10,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 199 | | Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 142kW a.c.<br>12,75kn |
| 6604717<br>VRAM<br>317704<br>RTm | **ESSO HOK UN**<br>**Exxon Ltd.**<br>Hong Kong Hong Kong (British) | **1 069**<br>661<br>1 768 | **✠A1**<br>oil tanker<br>oil FP above 65,5°C.<br>Waters of the Colony of Hong Kong<br>**LMC** | SS 1/79<br>EL (n) 1$\frac{7}{16}$"SQ<br>FN 1147 | **1965**-12 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1048)<br>65,87 13,90 3,512<br>64,24 13,72 4,12<br>RFD 10,7 1 dk<br>rf 102<br>8BH WB260t | **TM Tanker**<br>4 Ta ER<br>L.(oil) 2 021<br>Der 3(1) | | 2 Oil 4SA each 6Cy. 184 × 254 sr reverse geared to sc. shafts<br>690bhp (508kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 35kW 110V d.c.<br>Fuel 33,5t (d.o.)-2,5pd 8kn |
| 7334462<br>5LAD<br>4698<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO HONG KONG**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **17 218**<br>10 581<br>29 687 | | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2320)<br>170,01(BB) 26,04 10,986<br>162,01 26,00 14,36<br>P 41,2 F 15,3 1 dk | **M Tanker**<br>21 Ta ER<br>L.(oil) 38 274 | HeCls. B | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 032,0t (hvf)-36,5pd 15,75kn |
| 7352385<br>A8BR<br>4803<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO HONOLULU**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **132 998**<br>112 665<br>283 397 | | AB | **1974** Hitachi Zosen—Sakai (4402)<br>343,01(BB) 53,04 22,048<br>325,00 52,99 28,30<br>F 24,1 1 dk<br>rf nil | **S Tanker**<br>17 Ta ER | | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 2100kW 450V 60Hz a.c.<br>Fuel (o.f.) 16,25kn |
| 6916251<br>GZHH<br>378513<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO HUMBER**<br>ex Esso Penang-78<br>**Esso Petroleum Co. Ltd.**<br>Southampton United Kingdom | **12 824**<br>8 309<br>27 293 | **100A1**<br>oil tanker<br>**LMC** | **UMS**<br>EL (Et) 660,0/62,0U2<br>FN 5731<br>(AB) | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (164)<br>170,08(BB) 23,53 9,405<br>161,02 23,47 12,12<br>P 34,5 F 16,8 1 dk<br>rf 51<br>14BH WB1887T incl. DTf749t | **M Tanker**<br>SBT<br>27 Ta ER<br>L.(oil) 28 204 | HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>WTAuxB (o.f.) 20kgf/cm$^2$ (19,7bar) Spt 16kgf/cm$^2$ (15,7bar)<br>e(ex.g) 23kgf/cm$^2$ (22,6bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 287,5t (d.o.) 1 020,0t (hvf)-32,5pd<br>14,75kn |
| 5107645<br>RT | **ESSO IBICUY**<br>ex El-Petrolero-47<br>**Cia. Naviera La Argentina S.A.**<br>Buenos Aires Argentina | **384**<br>134<br>838 | | | **1921** Downey SB. Corp.—Staten Island, NY (16)<br>53,98 10,67 3,048<br>10,62<br>F 8,6<br>R | **S Tanker**<br>Mchy.aft<br>L.(oil) 770 | HeCls. B | T 3Cy. 330 559 & 914 × 610<br>Downey S.B. Corp. Staten Island, NY<br>Fuel 115,0t-8,5pd 6,5kn |
| 7353121<br>ELRC<br>4697<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO INDONESIA**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **114 796**<br>96 699<br>261 230 | | AB | **1974** Nippon Kokan K.K.—Tsu, Mie Pref. (21)<br>338,11(BB) 51,85 20,905<br>320,00 51,80 26,70<br>1 dk | **S Tanker**<br>12 Ta ER<br>L.(oil) 312 607 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 000shp (22 802kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1650kW 450V 60Hz a.c.<br>Fuel 9 840,5t (o.f.)-162,5pd 15,5kn |
| 6921919<br>HOIH<br>952-69A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO INTERAMERICA**<br>**Esso Tankers Inc.**<br>Panama Panama | **12 994**<br>7 906<br>21 443 | | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (165)<br>170,08(BB) 23,53 9,405<br>161,02 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br>27 Ta ER<br>L.(oil) 28 204 | HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-26,0pd 14,75kn |

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| **7102766**<br>GOPY<br>341298<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO INVERNESS**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **2 178**<br>930<br>3 365 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 4/80<br><br>**UMS**<br>EL P 1⅝"U2<br>FN 1695 | **1971**-3 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.76)<br>91,42 12,91 5,900<br>85,81 12,81 6,94<br>P 24,1 F 10,4 1 dk<br>rf 152<br>11BH WB813t incl. 533t in clean ballast<br>tank DTf106t | **M Tanker**<br><br>7 Ta ER<br>L.(oil) 3 561 | <br><br><br>HeCls. C | 2 Oil 4SA each 8Cy. 254 × 305 sr geared<br>to sc. shaft<br>2 920bhp (2 148kW)<br>English Electric Diesels Ltd. Ruston<br>Eng. Div. N.-le-Willow<br>Gen 2 × 615kW 1 × 210kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 117,0t (d.o.) | 13kn |
| **7023180**<br>ZCDJ<br>332668<br>Esd RT | **ESSO ISLANDER**<br><br>**Coral Petroleum Co. Ltd.**<br>Hamilton Bermuda<br>(British) | **450**<br>150<br>661 | | <br><br>AB | **1970** Barbour Boat Works Inc.—New Bern,<br>NC (4000)<br>47,25 9,35 2,661<br>45,22 9,30 3,36<br>P 10,4 F 6,1 1 dk<br>rf 152 | **TM Tanker**<br><br>16 Ta | | 2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW<br>Fuel 28,5t (d.o.) | 10kn |
| **7117785**<br>6ZBR<br>4114<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO ITALIA**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **117 259**<br>102 354<br>253 714 | | <br><br>AB (RI) | **1972** Italcantieri S.p.A.—Monfalcone<br>(4235)<br>348,42(BB) 52,15 20,029<br>330,72 51,82 25,61<br>1 dk<br>rf nil | **S Tanker**<br><br>11 Ta ER<br>L.(oil) 311 372 | <br><br><br>HeCls. B | 2 S Turb geared to sc. shaft<br>32 500shp (23 906kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Gen 1 × 1200kW 1 × 900kW<br>450V 60Hz a.c.<br>Fuel 10 357,5t (o.f.)-181,0pd | 16kn |
| **7376472**<br>ELOD<br>5490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO JAPAN**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **192 673**<br>158 671<br>406 640 | | <br><br>AB | **1976** Hitachi Zosen—Ariake Works, Nagasu<br>(4440)<br>361,98 70,03 22,151<br>350,00 70,01 28,12<br>F 22,6 1 dk<br>rf nil | **S Tanker**<br>Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 1500kW a.c.<br>Fuel (hvf) | 15,5kn |
| **8014930**<br>9VGX<br>382640<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO JURONG**<br><br>**Esso Tankers (S) Pte. Ltd.**<br>Singapore Singapore | **3 265**<br>2 087<br>5 200 | | <br><br>AB | **1981** Shimoda Dockyard Co. Ltd.<br>—Shimoda (313)<br>107,07 6,150<br>100,01 15,02 7,32<br>P 24,4 F 11,0 1 dk<br>rf 246 | **M Tanker** | | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu | |
| **7329637**<br>6ZWE<br>4627<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO KAGOSHIMA**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **114 796**<br>96 699<br>261 158 | | <br><br>AB | **1973** Nippon Kokan K.K.—Tsu, Mie Pref.<br>(19)<br>338,11(BB) 51,87 20,905<br>320,00 51,82 26,70<br>1 dk | **S Tanker**<br><br>12 Ta ER<br>L.(oil) 312 607 | <br><br><br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 000shp (22 802kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1650kW 450V 60Hz a.c.<br>Fuel 9 840,5t (o.f.)-162,5pd | 15,5kn |
| **6901737**<br>HPNP<br>5196<br>-69A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO KARACHI**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **11 999**<br>7 107<br>21 324 | | <br><br>AB | **1969** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (171)<br>170,08(BB) 23,50 9,405<br>161,02 23,45 12,12<br>P 34,8 F 15,9 1 dk<br>RW rf 51 | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 24 800 | <br><br><br>HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-27,0pd | 14,25kn |
| **7373080**<br>A8JO<br>5008<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO KAWASAKI**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **138 113**<br>114 215<br>307 431 | | <br><br>AB | **1974** Kawasaki Heavy Ind. Ltd.—Sakaide<br>(1191)<br>340,01(BB) 56,04 22,416<br>324,93 56,00 28,81<br>1 dk<br>rf nil | **S Tanker**<br><br>17 Ta ER | | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Fuel 11 790,0t (o.f.) | 15kn |
| **7007174**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO KURE** | **13 154**<br>7 966<br>21 446 | | <br><br>AB | **1970** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (169)<br>170,08(BB) 23,53 9,405<br>160,99 23,45 12,12<br>P 34,8 F 15,9 1 dk<br>RW rf 51 | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 28 204 | <br><br><br>HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-26,0pd | 14,75kn |
| **7324895**<br>FNLX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO LANGUEDOC**<br><br>**Esso Societe Anonyme**<br>**Francaise**<br>Le Havre France | **126 186**<br>99 479<br>256 726 | | <br><br>BV (AB) | **1973** A.G. "Weser"—Bremen (1387)<br>347,81(BB) 51,87 20,051<br>329,22 51,80 25,61<br>1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 309 815<br>Cr 1(5) Der 2(16) 2(2) | <br><br><br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) General Electric<br>A.G. "Weser" Bremen<br>Gen 1 × 1200kW 1 × 900kW<br>1 × 280kW 440V 60Hz a.c.<br>Fuel 168,0t (d.o.) 10 128,5t-159,0pd | 16kn |
| **7374797**<br>3FBE<br>8318-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO LE HAVRE**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **173 085**<br>147 031<br>387 936 | | <br><br>AB | **1977** Nippon Kokan K.K.—Tsu, Mie Pref.<br>(38)<br>373,52 21,951<br>355,02 64,01 29,01<br>1 dk | **S Tanker**<br>Mchy.aft | | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 2500kW a.c. | 16kn |
| **6928632**<br>ICNO<br>789<br>Df Esd<br>Gc Rdr<br>RT | **ESSO LIGURIA**<br><br>**Esso Transport Co. Inc.**<br>Palermo Italy | **30 445**<br>18 606<br>25 397 | | <br><br>AB RI | **1970** Italcantieri S.p.A.—Genova (1647)<br>207,73(BB) 29,32 9,170<br>195,99 29,27 18,47<br>1 dk<br>rf nil | **S Liquefied Gas Carrier**<br>LNG<br>4 Ta (alu) ind rectangular ER<br>L.(gas) 41 005 | | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Fuel (o.f.) | |
| **7374785**<br>5LCR<br>5565<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO MADRID**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **173 085**<br>147 031<br>388 119 | | <br><br>AB | **1976** Nippon Kokan K.K.—Tsu, Mie Pref.<br>(37)<br>373,52(BB) 21,951<br>355,02 64,01 29,01<br>1 dk | **S Tanker**<br><br>27 Ta ER | | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 2500kW a.c.<br>Fuel (o.f.) | 16kn |

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|---|---|---|---|---|---|---|---|---|
| **7001003**<br>HPDA<br>1162<br>-70A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO MALACCA**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **11 999**<br>7 107<br>21 321 | | <br><br>AB | **1969** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (173)<br>170,08(BB) 23,50 9,373<br>160,99 23,45 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 25 780 | <br><br><br>HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-26,0pd 15kn |
| **7370301**<br>5LKT<br>5601<br>Df Esd<br>Gc Rdr<br>RT | **ESSO MEDITERRANEAN**<br>ex Homeric-77<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **202 797**<br>176 129<br>395 367 | | <br><br>AB | **1977** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (2405)<br>378,27 22,600<br>340,01 68,01 29,01<br>1 dk | **S Tanker**<br>Mchy.aft<br><br>L.(oil) 19 531 | | 2 S Turb geared to sc. shaft<br>40 000shp (29 422kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 2 × 2500kW 450V 60Hz a.c.<br>15kn |
| **5338373**<br><br><br>Esd Gc<br>RT | **ESSO MEGHNA**<br>ex Stanvac Meghna-64<br>ex Stanvac Visayas-56<br>ex Stanvac I-49<br>**Esso Standard Eastern Inc.**<br>*Narayanganj* Bangladesh | **741**<br>372<br>1 118 | | <br><br>AB | **1944** Odenbach SB. Corp.—Rochester, NY<br>(43)<br>55,63 9,40 3,671<br>54,67 9,15 4,12<br>P 11,9 F 18,6 1 dk<br>rf nil | **TM Tanker**<br><br>6 Ta ER<br>L.(oil) 1 067 | | 2 Oil 4SA each 6Cy. 230 × 265 sr geared to sc. shafts<br>630bhp (463kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 38,5t-3,5pd 9kn |
| **7352581**<br>A8BQ<br>4802<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO MELBOURNE**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **17 210**<br>10 573<br>29 591 | | <br><br>AB | **1974** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2321)<br>171,00(BB) 26,04 9,449<br>162,01 26,00 14,33<br>P 41,2 F 15,3 1 dk | **M Tanker**<br>Mchy.aft<br>21 Ta<br>L.(oil) 38 274 | | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 610kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 032,0t (hvf)-36,5pd 15,75kn |
| **6725353**<br>GXNH<br>334738<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO MERCIA**<br><br>**PETRONAS (Petroleum Nasional Berhad)**<br>London United Kingdom | **86 972**<br>73 265<br>169 496 | **100A**<br>oil storage barge | SS 2/78<br><br>EL (Y†) 4"U3<br>FN 19600<br>(AB) | **1968** A.G. "Weser"—Bremen (1359)<br>307,93(BB) 44,56 17,974<br>289,03 44,51 23,30<br>F 17,1 1 dk<br>rf nil conv Tanker 77<br>9BH WB33556t incl. DTsf3741t DTsa3834t | **S Tanker**<br>Storage Barge<br>13 Ta ER<br>L.(oil) 216 320<br>Cr 1(1,5) Der 2(10) | <br><br><br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) General Electric<br>A.G. "Weser" Bremen<br>WTAuxB 1050lbf/in² (72,4bar) Spt 510°C<br>1030lbf/in² (71,1bar)<br>WTAuxB 280lbf/in² (19,4bar)<br>Gen 1 × 1000kW 1 × 750kW 450V 60Hz a.c.<br>Fuel 8 258,5t (o.f.)-154,5pd |
| **7207188**<br>GPUY<br>358496<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO MERSEY**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **12 323**<br>6 802<br>20 187 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/81<br><br>**UMS**<br>EL E† $2\frac{7}{8}$"U2<br>FN 5569 | **1972**-7 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1350)<br>166,50 22,84 9,214<br>160,51 22,80 11,89<br>P 31,7 F 17,7 1 dk<br>rf 152<br>9BH WB4469t incl. 3302t in clean ballast tanks DTf560t | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 24 570<br>Cr 2(2) Der 2(5) | | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>10 920bhp (8 032kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>3 db 7kgf/cm² (6,9bar)<br>Gen 2 × 2400kW 2 × 525kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>Fuel 339,5t (d.o.)-40,5pd 15,5kn |
| **7925807**<br>HOBX<br>1075<br>9-NY<br>Df Esd<br>Gc Rdr<br>RT | **ESSO MEXICO**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **45 799**<br>32 589<br>88 568 | <br><br>AB (Class cont.) | | **1982** China SB. Corp.—Kaohsiung (183)<br>245,42 14,001<br>234,02 39,62 20,63<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft | | Oil 2SA 6Cy. 900 × 2180<br>19 700bhp (14 491kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| **6725016**<br>GWFH<br>334714<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO MILFORD HAVEN**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **10 902**<br>6 239<br>18 089 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** | SS 6/76<br><br>**UMS**<br>EL g† $2\frac{5}{16}$"U2<br>FN 5158 | **1968**-1 Lindholmens Varv. A/B—Goteborg (1104)<br>162,67(BB) 21,98 8,535<br>154,84 21,95 11,36<br>P 32,0 F 17,1 1 dk<br>rf 102<br>9BH WB3608t incl. 2224t in clean ballast tanks DTf758t | **M Tanker**<br><br>15 Ta ER<br>L.(oil) 22 809<br>Der 2(5) 2(2) | | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shaft<br>10 080bhp (7 414kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>db 100lbf/in² (6,9bar)<br>Gen 2 × 1500kW 2 × 448kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 684,0t (d.o.)-30,5pd 16,75kn |
| **7330387**<br>6ZLD<br>4601<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO MONTREAL**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **18 798**<br>13 730<br>32 250 | | <br><br>AB | **1973** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1107)<br>187,76 26,55 10,424<br>179,84 26,52 13,72<br>F 18,6 1 dk | **M Tanker**<br><br>21 Ta ER<br>L.(oil) 43 136 | <br><br><br>HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>11 400bhp (8 385kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 392,0t (hvf)-44,0pd 15kn |
| **6921907**<br>HPZF<br>954-69A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESSO NAGASAKI**<br><br>**Esso Tankers Inc.**<br>Panama Panama | **12 994**<br>7 906<br>21 442 | | <br><br>AB | **1969** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (166)<br>170,08(BB) 23,53 9,405<br>161,02 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 28 147 | <br><br><br>HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 303,5t (hvf)-24,5pd 14,75kn |
| **7313676**<br>5MAW<br>4533<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO NAGOYA**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **12 805**<br>7 578<br>22 705 | | <br><br>AB | **1973** Hitachi Zosen—Mukaishima (4363)<br>159,49(BB) 23,55 9,754<br>152,00 23,50 12,76<br>1 dk | **M Tanker**<br><br>15 Ta ER | | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>15kn |
| **7925821**<br>C6FL<br>399779 | **ESSO NASSAU**<br><br>**Esso Tankers Inc.**<br>Nassau Bahamas | **57 807**<br>33 517<br>88 429 | <br><br>AB (Class cont.) | | **1982** China SB. Corp.—Kaohsiung (185)<br>245,42 14,020<br>234,02 39,65 20,63 | **M Tanker**<br>SBT | | Oil<br>19 700bhp (14 491kW) B&W<br>Hitachi Zosen Japan |

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| **7360057**<br>FNSI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESSO NORMANDIE**<br>**Esso Societe Anonyme Francaise**<br>Le Havre France | **137 578**<br>106 278<br>274 333 | BV (AB) | **1974** Ch. de l'Atlantique—St. Nazaire (R25)<br>348,83 51,87 21,318<br>330,69 51,80 27,34<br>1 dk | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 333 602 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 850kW 1 × 550kW 440V 60Hz a.c.<br>Fuel 232,0t (d.o.) 11 002,0t (hvf)-160,5pd<br>16kn |
| **7326910**<br>6ZLK<br>4602<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO OKINAWA**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **114 796**<br>96 699<br>260 910 | AB | **1973** Nippon Kokan K.K.—Tsu, Mie Pref. (18)<br>338,11(BB) 51,85 20,873<br>320,00 51,81 26,60<br>1 dk | **S Tanker**<br>12 Ta ER<br>L.(oil) 312 607 HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 000shp (22 802kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1650kW 450V 60Hz a.c.<br>Fuel 9 840,5t (o.f.)-162,5pd 15kn |
| **7017662**<br>PJMK<br>Df Esd<br>RT | **ESSO ORANJESTAD**<br>Launched as Esso San Nicolas II<br>**Lago Oil & Transport Co. Ltd.**<br>Aruba Netherlands Antilles | **289**<br>—<br>— | AB | **1969** Gulfport SB. Co.—Port Arthur, Tx (718)<br>4,446<br>31,50 9,76 5,19<br>1 dk | **M Tug** | Oil 2SA 16Cy. 230 × 250 sr geared to sc. shaft<br>General Motors<br>General Motors Corp. Electro-Motive Div. La Grange |
| **7349613**<br>9VGG<br>382643<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO ORIENT**<br>ex Svea Marina-78<br>**Esso Tankers (S) Pte. Ltd.**<br>Singapore Singapore | **50 852**<br>35 930<br>124 141 | AB (NV) | **1974** Rheinstahl Nordseewerke—Emden (432)<br>271,97(BB) 39,04 16,561<br>258,00 39,02 21,82<br>F 36,9 1 dk<br>rf nil | **M Tanker/Liquefied Gas Carrier**<br>LPG Pressurised<br>15 Ta ER<br>L.148 526 L.(gas) 1 800 HeCls. C<br>conv Tanker 79 | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 1000kW 440V 60Hz a.c.<br>Fuel 5 021,5t (hvf)-89,5pd 15,75kn |
| **7328669**<br>6ZWH<br>4628<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO OSAKA**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **133 001**<br>112 665<br>283 154 | AB | **1973** Hitachi Zosen—Sakai (4401)<br>343,01(BB) 53,04 22,092<br>325,00 52,99 28,30<br>1 dk | **S Tanker**<br>15 Ta ER<br>L.(oil) 341 011 HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 2100kW 450V 60Hz a.c.<br>Fuel 14 135,0t (o.f.)-193,0pd 16,25kn |
| **5108089**<br>LCGV<br>15653<br>Esd Gc<br>Rdr<br>RTm/v | **ESSO OSLO**<br>**A/S Norske Esso**<br>Oslo Norway | **185**<br>0<br>— | NV<br>✠Classed LR until 10/71 | **1962**-6 Westermoen Batbyggeri—Mandal (485 A)<br>26,52 7,60 3,220<br>24,21 7,50 3,81<br>rf 914 | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 222 × 292 sr reverse geared to sc. shafts<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 45kW 220V 50Hz a.c.<br>Fuel 15,0t (d.o.)-3,0pd 7,75kn |
| **7376537**<br>6ZEI<br>6088<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PACIFIC**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **234 626**<br>201 698<br>516 423 | AB | **1977** Hitachi Zosen—Ariake Works, Nagasu (4485)<br>406,59 71,07 25,293<br>390,03 71,01 31,22<br>1 dk | **S Tanker**<br>14 Ta each —p&s 20 Wing Ta ER<br>L.(oil) 610 759 | 2 S Turb geared to sc. shaft<br>45 000shp (33 100kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>15,5kn |
| **7612072**<br>HPID<br>9174-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PALM BEACH**<br>**Esso Tankers Inc.**<br>Panama Panama | **27 439**<br>16 932<br>50 801 | AB | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1263)<br>196,53(BB) 11,281<br>186,01 36,59 15,91<br>1 dk<br>rf 102 | **M Tanker**<br>7 Ta ER 10 Wing Ta ER<br>L.(oil) 57 948 | Oil 2SA 7Cy. 780 × 1550<br>16 100bhp (11 843kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 800kW a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel-52,0pd 16,25kn |
| **7320198**<br>FNVP<br>12044<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PARENTIS**<br>ex Esso Guam-82<br>**Esso Societe Anonyme Francaise**<br>Le Havre France | **13 544**<br>7 912<br>22 697 | AB | **1973** Hitachi Zosen—Mukaishima (4364)<br>161,02 23,55 9,754<br>152,00 23,50 12,76<br>1 dk | **M Tanker**<br>15 Ta ER | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>15kn |
| **7043312**<br>GOPX<br>341235<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PENZANCE**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **2 178**<br>930<br>3 402 | **✠100A1** SS 5/80<br>oil tanker<br>**✠LMC** **UMS**<br>EL P 1⅝"U2<br>FN 1695 | **1971**-1 Appledore Shipbuilders Ltd. —Appledore (A.S.75)<br>91,42 12,91 5,900<br>85,81 12,81 6,94<br>P 24,1 RAD 23,5 F 10,4 1 dk<br>rf 152<br>11BH WB792t incl. 526t in clean ballast tanks DTf101t | **M Tanker**<br>7 Ta ER<br>L.(oil) 3 561 HeCls. C | 2 Vee Oil 4SA each 8Cy. 254 × 305 sr geared to sc. shaft<br>2 920bhp (2 148kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>2 db 100lbf/in² (6,9bar)<br>Gen 2 × 615kW 1 × 210kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 117,0t (d.o.) 13,5kn |
| **6407860**<br>HPXW<br>49-65A<br>Df Esd<br>Gc Rdr<br>RTv. | **ESSO PHILIPPINES**<br>**Esso Tankers Inc.**<br>Panama Panama | **34 063**<br>25 152<br>67 485 | AB | **1964** Mitsui SB. & Eng. Co. Ltd.—Tamano (703)<br>243,85(BB) 35,44 12,748<br>232,57 35,36 16,62<br>F 21,7 1 dk<br>RW rf nil | **M Tanker**<br>13 Ta ER<br>L.(oil) 82 483 | Oil 2SA 9Cy. 840 × 1800<br>20 400bhp (15 005kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 3 321,5t-75,0pd 16kn |
| **7360083**<br>FNSL<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PICARDIE**<br>**Esso Societe Anonyme Francaise**<br>Le Havre France | **137 578**<br>106 278<br>274 333 | BV (AB) | **1976** Chantiers de l'Atlantique—St. Nazaire (U25)<br>348,83 51,82 21,318<br>330,77 51,77 27,34<br>1 dk | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 333 602 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 445shp (23 865kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 2 × 850kW 1 × 550kW 440V 60Hz a.c.<br>Fuel 232,0t (d.o.) 11 002,0t (hvf)-160,5pd<br>16kn |
| **7902300**<br>GBNB<br>387642<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PLYMOUTH**<br>**Esso Petroleum Co. Ltd.**<br>Southampton United Kingdom | **1 421**<br>821<br>2 162 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL o 412,5/34,0U2<br>FN 1215 | **1980**-9 Cochrane Shipbuilders Ltd.—Selby (111)<br>70,82 12,58 4,711<br>66,50 12,50 5,77<br>P 5,5 RAD 15,0 F 8,9 1 dk<br>rf nil<br>11BH WB343T incl. DTf122T | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 753 | Oil 4SA 6Cy. 325 × 370 sr geared to sc. shaft<br>2 243bhp (1 650kW)<br>A.P.E.-Allen Ltd. Bedford<br>Gen 1 × 400kW 1 × 368kW 1 × 88kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>11,75kn |

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|---|---|---|---|---|---|---|---|---|
| 6910051<br>9VGA<br>382641<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PORT DICKSON**<br>**Esso Tankers (S) Pte. Ltd.**<br>Singapore Singapore | **12 994**<br>7 906<br>21 456 | | AB | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (162)<br>170,08(BB) 23,53 9,405<br>160,99 23,47 12,12<br>1 dk<br>rf 51 | **M Tanker**<br>27 Ta ER<br>L.(oil) 28 203 | | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW<br>Fuel 69,5t (d.o.) 1 233,5t (hvf)-24,5pd<br>14,75kn |
| 7218448<br>FNYP<br>11823<br>/5740<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PORT JEROME**<br>ex Esso Kumamoto-80<br>**Esso Societe Anonyme Francaise**<br>Le Havre France | **12 821**<br>7 954<br>22 726 | | AB BV | **1972** Hitachi Zosen—Mukaishima (4361)<br>161,02 23,80 9,754<br>152,00 23,75 12,76<br>1 dk | **M Tanker**<br>15 Ta ER<br>L.(oil) 26 350 | | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Hiroshima Works, Mukaishima<br>15kn |
| 7612058<br>D5DZ<br>6227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PORTLAND**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **27 439**<br>16 932<br>50 888 | | AB | **1978** Kawasaki Heavy Ind. Ltd.—Sakaide (1261)<br>196,53(BB) 11,281<br>186,01 36,59 15,91<br>1 dk | **M Tanker**<br>40 Ta ER<br>L.(oil) 57 949 | | Oil 2SA 7Cy. 780 × 1550<br>16 500bhp (12 137kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Thw. thrust propeller fwd<br>Fuel-56,5pd 16,25kn |
| 6921323<br>ICDD<br>759<br>Df Esd<br>Gc Rdr<br>RT | **ESSO PORTOVENERE**<br>**Esso Transport Co. Inc.**<br>Palermo Italy | **30 445**<br>18 606<br>25 397 | | AB RI | **1970** Italcantieri S.p.A.—Genova (1646)<br>207,73(BB) 29,29 9,170<br>195,99 29,27 18,47<br>1 dk<br>rf nil | **S Liquefied Gas Carrier**<br>LNG<br>4 Ta (alu) ind rectangular ER<br>L.(gas) 41 005 | | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW) Stal-Laval<br>Ansaldo Meccanico Nucleare S.p.A. Gen<br>Fuel (o.f.) |
| 7127986<br>FNET<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO PROVENCE**<br>**Esso Societe Anonyme Francaise**<br>Le Havre France | **127 777**<br>98 511<br>259 210 | | BV (AB) | **1972** Ch. de l'Atlantique—St. Nazaire (U24)<br>348,85 51,90 20,111<br>330,74 51,82 25,63<br>P 58,3 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 312 034 | HeCls. B | 2 S Turb tr & dr geared to sc. shaft<br>32 400shp (23 832kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Fuel 120,0t (d.o.) 9 957,0t (hvf)-160,5pd<br>16kn |
| 7356472<br>5LFY<br>5466<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO PROVIDENCE**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **21 619**<br>14 094<br>38 987 | | AB | **1976** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1113)<br>191,57 27,46 10,672<br>182,89 27,44 14,71<br>P 41,8 F 17,1 1 dk<br>rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 40 164 | HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 2 364,0t-39,0pd 15,5kn |
| 6619138<br>GSFU<br>309823<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO PURFLEET**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **2 838**<br>1 160<br>4 502 | **✠100A1**<br>oil tanker<br>**✠LMC** | SS 7/80<br>**UMS**<br>EL t $1\frac{11}{16}$"SQ<br>FN 1982 | **1967**-1 Furness S.B. Co. Ltd.—Haverton Hill (524)<br>98,61 14,36 5,868<br>92,51 14,33 7,09<br>P 22,3 F 7,4 1 dk<br>rf 152<br>14BH WB1224t incl. 815t in clean ballast tanks DTf258t | **M Tanker**<br>Mchy.aft | | Vee Oil 4SA 12Cy. 254 × 305 sr reverse geared to sc. shaft<br>1 800bhp (1 324kW)<br>English Electric Co. Preston<br>2 wtdb (o.f.) 100lbf/in² (6,9bar)<br>Gen 1 × 220kW 440V 60Hz a.c.<br>1 × 190kW<br>Thw. thrust propeller fwd<br>12kn |
| 7360849<br>PJUJ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO SABA**<br>**Esso Tankvaart Nederlandse Antillen N.V.**<br>Esso Tankvaart Maatschappij B.V.<br>Aruba Netherlands Antilles | **126 943**<br>98 085<br>260 831 | | AB | **1974** A.G. "Weser"—Bremen (1378)<br>347,81(BB) 51,87 20,451<br>329,22 51,81 25,61<br>1 dk | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 309 815 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>A.G. "Weser" Bremen<br>Gen 1 × 1200kW 1 × 900kW<br>1 × 280kW 440V 60Hz a.c.<br>Fuel 203,0t (d.o.) 10 313,0t (hvf)-152,5pd<br>15,75kn |
| 7022370<br>OGXM<br>1424<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESSO SAIMAA**<br>**O/Y Esso A/B**<br>Helsinki/ Helsingfors Finland | **1 199**<br>583<br>2 193 | **✠100A1**<br>oil tanker<br>Ice Class 2<br>**✠LMC** | SS 5/80<br>**UMS**<br>EL M $1\frac{1}{4}$"U2<br>FN 1207 | **1970**-12 Reposaaren Konepaja Oy —Reposaari (143)<br>78,39 11,03 4,909<br>73,51 11,00 5,41<br>P 22,6 Trunk 40,9 F 10,7 1 dk<br>rf 102<br>8BH WB1046T incl. 727T in clean ballast tanks, DTf 209T | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 570 | HeCls. C | 2 Oil 4SA each 6Cy. 250 × 300 sr geared to sc shaft<br>1 610bhp (1 184kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>db 12,5kgf/cm² (12,3bar)<br>Gen 2 × 112kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 83,5t (d.o.)-5,5pd 12kn |
| 7229332<br>6ZRL<br>4197<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO SAINT JOHN**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **18 781**<br>13 709<br>32 250 | | AB | **1972** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1105)<br>187,76 26,55 10,424<br>179,84 26,52 13,72<br>RQD 29,3 B 8,0 F 18,6 1 dk<br>rf 51 | **M Tanker**<br>21 Ta ER<br>L.(oil) 43 136 | HeCls. B | Oil 2SA 6Cy. 740 × 1600<br>11 400bhp (8 385kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 1 392,0t-44,0pd 15kn |
| 7356484<br>5LPR<br>5617<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO SAINT PETERSBURG**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **21 619**<br>14 094<br>38 987 | | AB | **1976** Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1114)<br>191,57 27,49 11,246<br>182,89 27,44 14,71<br>P 46,1 F 20,2 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 40 686 | HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 2 364,5t (hvf) 14,5kn |
| 7017674<br>PJML<br>Df RT | **ESSO SAN NICOLAS**<br>Launched as Esso Oranjestad II<br>**Lago Oil & Transport Co. Ltd.**<br>Aruba Netherlands Antilles | **289**<br>—<br>— | | AB | **1969** Gulfport SB. Co.—Port Arthur, Tx (719)<br>4,446<br>31,50 9,76 5,19<br>1 dk | **M Tug** | | Oil 2SA 16Cy. 230 × 250 sr geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange |
| 7514309<br>PJWI<br>Df Esd<br>Gc Rdr<br>RT | **ESSO SANTA CRUZ**<br>**Lago Oil & Transport Co. Ltd.**<br>Aruba Netherlands Antilles | **360**<br>0<br>— | | AB | **1976** Atlantic Marine Inc.—Fort George Island, Fl (4161)<br>36,61 4,738<br>35,67 11,29 5,16<br>F 12,8 1 dk | **TM Tug** | | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 100kW a.c.<br>Fuel 236,5t (d.o.) 13kn |

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| **7340722**<br>GUHG<br>363589<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO SEVERN**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **12 317**<br>6 890<br>20 449 | ✠**100A1** SS 7/79<br>oil tanker<br>✠**LMC** **UMS**<br>EL Et $2\frac{7}{8}$"U2<br>FN 5569 | **1975**-3 Cammell Laird Shipbuilders Ltd.<br>—Birkenhead (1364)<br>166,50 22,86 9,214<br>160,51 22,80 11,89<br>P 31,7 F 16,5 1 dk<br>rf 152<br>9BH WB4541T incl. DTf569T & 3438T in Clean ballast tanks | **M Tanker**<br><br>13 Ta ER<br>L.(oil) 24 439<br>Cr 2(3) Der 2(5) | HeCls. C | 2 Vee Oil 4SA each 12Cy. 400 × 460 geared to sc. shaft<br>10 920bhp (8 032kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (o.f.) 10,5kgf/cm$^2$ (10,3bar)<br>db (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 525kW 440V 60Hz a.c.<br>2 × 2400kW 3300V 60Hz a.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel 386,0t (d.o.)-30,5pd 15,5kn |
| **7326934**<br>6ZVZ<br>4625<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO SHIMIZU**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **17 218**<br>10 581<br>29 634 | AB | **1973** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2319)<br>170,03(BB) 26,04 9,449<br>162,01 26,00 14,33<br>1 dk | **M Tanker**<br><br>21 Ta ER<br>L.(oil) 37 498 | | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15,75kn |
| **7310246**<br>ELXI<br>4502<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO SINGAPORE**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **114 632**<br>99 297<br>256 715 | AB | **1973** A.G. "Weser"—Bremen (1386)<br>347,79(BB) 51,87 20,046<br>333,66 51,82 26,04<br>1 dk | **S Tanker**<br><br>12 Ta ER<br>L.(oil) 285 942<br>Der 2(16) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>31 550shp (23 207kW)<br>..............<br>Gen 2 × 1300kW 450V 60Hz a.c.<br>Fuel 10 498,0t (o.f.)-157,5pd 15,75kn |
| **7013903**<br>5LVT<br>3539<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO SKANDIA**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **112 763**<br>97 366<br>254 011 | AB<br><br>✠Classed LR until 1/72 | **1970**-7 Odense Staalskibsvaerft A/S—Lindo (32)<br>348,52(BB) 51,90 19,971<br>330,72 51,82 25,63<br>1 dk<br>rf 102 | **S Tanker**<br><br>pt higher tensile steel<br>11 Ta ER<br>L.(oil) 309 536 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 440shp (23 862kW)<br>STAL-LAVAL Turbin AB Finspong<br>Gen 1 × 1140kW 1 × 900kW 450V 60Hz a.c.<br>Fuel 10 275,0t (o.f.)-162,5pd 16,25kn |
| **6815134**<br>LAWM<br>17157<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO SLAGEN**<br><br>**A/S Norske Esso**<br>Oslo Norway | **11 060**<br>6 051<br>18 797 | NV<br><br>✠Classed LR until 10/71 | **1968**-11 Lindholmens Varv. A/B<br>—Goteborg (1107)<br>162,67(BB) 22,00 8,865<br>154,84 21,95 11,36<br>P 32,0 F 17,1 1 dk<br>rf 102 | **M Tanker**<br>SBT<br>24 Ta ER<br>L.(oil) 22 542 | HeCls. BC | 2 Vee Oil 4SA each 12Cy. 400 × 460 sr geared to sc. shaft<br>10 080bhp (7 414kW) Pielstick<br>Lindholmens Varv. A/B Goteborg<br>Gen 2 × 1500kW 2 × 448kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 647,0t (d.o.)-32,5pd 17kn |
| **7379084**<br>A8VC<br>5311<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO TAMPA**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **19 568**<br>11 976<br>38 711 | AB | **1975** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2433)<br>191,50(BB) 27,44 11,456<br>182,00 27,39 15,09<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 2SA 6Cy. 760 × 1550<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15,5kn |
| **6614449**<br><br>L-2943-TL<br>RTv | **ESSO TEJO**<br><br>**Esso Standard Portuguesa (Companhia Portuguesa de Petroleos) S.A.R.L.**<br>Lisboa Portugal | **556**<br>470<br>932 | ✠**A1** SS 10/76<br>oil tanker<br>FP above 65,5°C. Tagus Estuary service<br>✠**LMC**<br>EL (i) 1"SQ<br>FN 711 | **1967**-8 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (123)<br>52,71 10,85 3,048<br>51,01 10,42 3,51<br>RAD 11,0 RFD 7,7 1 dk<br>rf nil<br>9BH WB184t incl. DTf120t | **TM Tank Barge**<br>Mchy.aft | | 2 Vee Oil 4SA each 12Cy. 135 × 160 reduction geared to sc. shafts<br>630bhp (463kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 114lbf/in$^2$ (7,9bar)<br>Gen 1 × 40kW 1 × 25kW 400V 60Hz a.c.<br>2 Directional propellers |
| **7031436**<br>GOPW<br>341104<br>Esd Gc<br>Pfd Rdr<br>RTv | **ESSO TENBY**<br><br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **2 170**<br>930<br>3 429 | ✠**100A1** SS 8/79<br>oil tanker<br>✠**LMC** **UMS**<br>EL P $1\frac{5}{8}$"U2<br>FN 1695 | **1970**-11 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.74)<br>91,42 12,91 5,900<br>85,81 12,81 6,94<br>P 24,1 RAD 23,5 F 10,4 1 dk<br>rf 152<br>11BH WB867t incl. 588t in clean ballast tanks DTf106t | **M Tanker**<br><br>7 Ta ER<br>L.(oil) 3 561<br>Der 1(2) | HeCls. C | 2 Vee Oil 4SA each 8Cy. 254 × 305 sr geared to sc. shaft<br>2 920bhp (2 148kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>2 db 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 615kW 1 × 210kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 117,0t (d.o.) |
| **7376484**<br>5LRM<br>5625<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESSO TOKYO**<br><br>**Esso Tankers Inc.**<br>Monrovia Liberia | **192 672**<br>158 671<br>406 258 | AB | **1976** Hitachi Zosen—Ariake Works, Nagasu (4441)<br>362,01 70,06 22,224<br>350,02 70,01 28,12<br>F 23,8 1 dk<br>rf nil | **S Tanker**<br><br>32 Ta ER<br>L.(oil) 499 062 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>45 000shp (33 100kW)<br>Hitachi Zosen Osaka<br>Gen 2 × 2200kW 450V 60Hz a.c.<br>Fuel 17 549,0t (hvf)-226,5pd 15,5kn |
| **6607733**<br><br>317712<br>RTm | **ESSO TSING YI**<br><br>**Exxon Ltd.**<br>Hong Kong Hong Kong (British) | **1 069**<br>661<br>1 768 | ✠**A1** SS 12/78<br>oil tanker<br>oil FP above 65.5°C Waters of the Colony of Hong Kong and to Canton service<br>**LMC**<br>EL (n) $1\frac{1}{16}$"<br>FN 1098 | **1966**-3 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1049)<br>65,87 13,90 3,512<br>61,50 13,72 4,12<br>RFD 10,7 1 dk<br>rf 102<br>8BH WB260t | **TM Tank Barge**<br><br>8 Ta ER<br>L.(oil) 2 021<br>Der 3(1) | | 2 Oil 4SA each 6Cy. 184 × 254 sr reverse geared to sc. shafts<br>690bhp (508kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 35kW 110V d.c.<br>Fuel 33,0t (d.o.)-2,5pd 8kn |
| **7926277**<br>9VGC<br>382645<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO TUMASIK**<br><br>**Esso Tankers (S) Pte. Ltd.**<br>Singapore Singapore | **2 817**<br>1 614<br>4 723 | AB | **1980** Shimoda Dockyard Co. Ltd.<br>—Shimoda (308)<br>95,08 15,24 6,339<br>88,02 15,02 7,32<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6820658<br>GCNY<br>700239<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESSO TYNE**<br>ex Esso Kobe-82<br>**Esso Petroleum Co. Ltd.**<br>Southampton United Kingdom | **13 227**<br>6 856<br>21 371 | AB | **1968** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (170)<br>170,08(BB) 23,53 9,405<br>161,02 23,47 12,12<br>P 34,5 F 15,9 1 dk<br>rf 51 | **M Tanker**<br>15 Ta ER<br>L.(oil) 25 287 HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 249,5t (hvf)-25,0pd 14,75kn |
| 7018393<br>GNIM<br>339297<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO ULIDIA**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **126 538**<br>98 193<br>254 011 | **✠100A1** SS 3/80<br>oil tanker<br>**✠LMC** **UMS**<br>EL D* 4½"U3<br>FN 25608 | **1970**-10 Harland and Wolff Ltd.—Belfast<br>(1676)<br>348,47(BB) 51,90 19,978<br>330,72 51,82 25,61<br>1 dk<br>rf 102<br>9BH WB40177t incl. 25201t in clean ballast tanks DTa5640t | **S Tanker**<br>pt higher tensile steel<br>13 Ta ER<br>L.(oil) 310 071 HeCls. B<br>Cr 1(5) Der 2(16) 2(2) 2(1) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Associated Electrical Industries Ltd., A.E.I. Manchester<br>WTB(p) 1055lbf/in² (72,8bar) Spt 535,0°C 950lbf/in² (65,5bar) hs1379,1<br>WTB(s) 265lbf/in² (18,3bar) hs398,6<br>Gen 1 × 100kW 1 × 900kW 440V 60Hz a.c.<br>Fuel 10 336,0t (o.f.)-155,5pd 15,5kn |
| 7113686<br>LATT<br>17682<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO VALLOY**<br>**A/S Norske Esso**<br>Oslo Norway | **528**<br>350<br>1 445 | NV | **1971** Seutelvens Verksted—Fredrikstad<br>(100)<br>73,21 12,25 3,469<br>67,82 12,22 5,41<br>1 dk<br>rf 102 | **M Tanker**<br>Oil Bitumen<br>Ice strengthened<br>9 Ta ER<br>L.1 480 HeCls. C | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 80kW 380V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 70,0t (d.o.)-5,0pd 12kn |
| 7000994<br>IBEY<br>3734<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO VENEZIA**<br>ex Esso Chittagong-81<br>**Esso Italiana S.p.A.**<br>Genova Italy | **13 154**<br>7 966<br>21 451 | AB | **1969** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (167)<br>170,08(BB) 23,53 9,405<br>160,99 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br>27 Ta ER<br>L.(oil) 28 204 HeCls. B | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 235,5t (hvf)-26,0pd 15kn |
| 5403910<br>GJVE<br>304375<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESSO WARWICKSHIRE**<br>**Esso Petroleum Co. Ltd.**<br>London United Kingdom | **48 049**<br>24 503<br>86 115 | **✠100A1** SS 12/81<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL c* 3⅝"SQ<br>FN 13332 | **1962**-12 A.G. "Weser"—Bremen (1339)<br>262,54 34,37 14,987<br>249,94 34,29 19,05<br>P 44,2 B 11,3 F 33,3 1 dk<br>RW rf 140 conv Tanker 76<br>14BH WB36495T incl. 25926T in clean ballast tanks DTsf 6998T | **S Tanker**<br>for offshore installations COW<br>IGS<br>24 Ta ER<br>L.(oil) 98 118 HeCls. B<br>Der 2(5-10) | 2 S Turb dr geared to sc. shaft<br>26 500shp (19 492kW)<br>A.G. "Weser" Bremen<br>2 WTB 965lbf/in² (66,6bar) Spt 468,4°C 923lbf/in² (63,7bar) hs2492,0<br>sg 199lbf/in² (13,8bar)<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 9 215,5t (o.f.)-132,0pd 17kn |
| 7403067<br>5LOE<br>5999<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO WESTERNPORT**<br>**Esso Tankers Inc.**<br>Monrovia Liberia | **54 056**<br>42 960<br>67 840 | AB | **1977** Ch. Nav. de La Ciotat—La Ciotat<br>(311)<br>255,48 12,618<br>231,27 35,50 23,45<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>8 Ta (stl) prismatic ER<br>L.(gas) 100 988 | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Cie. de Const. Mec. Sulzer, CCM France<br>Gen 4 × 900kW<br>Thw. thrust propeller fwd<br>Fuel 6 642,0t (hvf) 16,75kn |
| 6910063<br>9VGJ<br>382642<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO YOKOHAMA**<br>**Esso Tankers (S) Pte. Ltd.**<br>Singapore Singapore | **12 994**<br>7 906<br>21 445 | AB | **1969** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Kure (163)<br>170,08(BB) 23,53 9,405<br>160,99 23,47 12,12<br>P 34,8 F 15,9 1 dk<br>rf 51 | **M Tanker**<br>27 Ta ER<br>L.(oil) 28 203 | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW<br>Fuel 69,5t (d.o.) 1 233,5t (hvf)-24,5pd 14,75kn |
| 7412379<br>JG3471<br>117599<br>Rdr RT | **ESSO YOSHINO MARU**<br>**Esso Senpaku K.K.**<br>Tokyo Japan | **991**<br>618<br>2 311 | | **1974** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (380)<br>11,31 5,101<br>69,50 11,28 5,49<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11,5kn |
| 6422066<br>HPDV<br>266-65A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESSO ZURICH**<br>**Esso Tankers Inc.**<br>Panama Panama | **37 335**<br>28 433<br>67 681 | AB | **1965** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(704)<br>243,85(BB) 35,44 12,748<br>232,57 35,36 16,62<br>P 13,2 F 24,4 1 dk<br>RW rf nil | **M Tanker**<br>12 Ta ER<br>L.(oil) 80 816 | Oil 2SA 9Cy. 840 × 1800<br>20 400bhp (15 005kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 3 698,5t (d.o.) 15,5kn |
| 6608012<br>LDRM<br>16410<br>Rdr RT | **ESSO 5**<br>**A/S Norske Esso**<br>Oslo Norway | **146**<br>133<br>275 | NV | **1965** Johan Drage A/S—Rognan i Saltdal<br>(360)<br>28,48 7,01 2,850<br>25,99 7,00 3,26<br>1 dk | **M Tanker**<br>CBT<br>6 Ta ER | Oil 4SA 6Cy. 137 × 165<br>245bhp (180kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 12kW 220V 50Hz a.c.<br>Fuel 9,0t (d.o.)-1,0pd 10kn |
| 7732119<br>OT1076<br>Rdr RT | **ESSO VI**<br>**Esso Belgium S.A.**<br>Antwerpen Belgium | **1 637**<br>1 164<br>2 999 | **A1** SS 1/78<br>Inland Waterways Oil Tanker also for service between Flushing and Ostend<br>**LMC**<br>EL 330,0/40,0U1<br>FN 1440 | **1973** N.V. Scheepswerf van Rupelmonde<br>—Rupelmonde (418)<br>83,93 11,99<br>83,93 11,89 5,26<br>1 dk<br>rf nil<br>12BH WB318T incl. DTsa112T, DTsf206T | **TM Tanker**<br>12 Ta ER | 2 Oil 4SA each 6Cy. 242 × 320 sr geared to sc. shafts<br>1 300bhp (956kW) A.B.C.<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Gen 1 × 105kW 1 × 45kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller |
| 6411304<br>LIZJ<br>16314<br>RT | **ESSO 21**<br>**A/S Norske Esso**<br>Oslo Norway | **243**<br>197<br>480 | NV | **1964** P. Hoivolds M/V A/S—Kristiansand<br>(34)<br>34,50 7,35 2,947<br>34,35 7,31 3,31<br>1 dk<br>rf 152 | **M Tanker**<br>Oil Asphalt<br>8 Ta ER<br>L.(oil) 425 HeCls. C | Oil 4SA 12Cy. 120 × 140 sr geared to sc. shaft<br>200bhp (147kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 10kW 220V 50Hz a.c.<br>Directional propeller<br>Fuel 14,0t (d.o.)-5,0pd 8kn |
| 7734765<br>OIEH<br>Rdr RT | **ESTA**<br>**Neste O/Y**<br>Borga Finland | **115**<br>0<br>— | NV | **1975** Oy Laivateollisuus Ab—Turku/Abo<br>(304)<br>24,52 7,37<br>4,20<br>1 dk<br>rf 1600 | **M Tug/Icebreaker** | Oil 4SA 8Cy. 240 × 310<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel 1 351,5t |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5108819** | **ESTACIO COIMBRA** | **271** | | **1928**-10 J. I. Thornycroft & Co. Ltd. | **TS Tug** | C 4Cy. (2) 483 & (2) 965 × 762 |
| | ex 4 de Outubro-59 | 1 | | —Southampton (1080) | | |
| | ex Estacio Coimbra | — | ✠ | *33,99* 9,02 4,877 | | J. I. Thornycroft & Co. Ltd. Southampton |
| RT | **Administracao do Porto do Recife** | | | ... ... ... | | Fuel (o.f.) |
| | Recife Brazil | | | R | | |
| **7217834** | **ESTADO DA GUANABARA** | **4 989** | | **1973** Upper Clyde Shipbuilders Ltd. (Govan | **TM Hopper/Dredger** | 2 Oil 4SA each 6Cy. 400 × 540 |
| | ex Guanabara-75 | 2 791 | | Division)—Govan (1096) | Suction Bottom doors | 6 700bhp (4 928kW) MAN |
| | **Government of The Federative** | 6 762 | (BV) | ... ... ... | | Vickers Ltd., Barrow Eng. Works Barrow |
| Df Esd | **Republic of Brazil** | | | 104,02 17,99 8,39 | | Fuel (d.o.) 13kn |
| Gc Rdr | **(Departamento Nacional de Portos e Vias Navegaveis)** | | | 1 dk | | |
| | Rio de Janeiro Brazil | | | | | |
| **7409267** | **ESTADO 29** | **633** | | **1976** Stocznia Gdanska im. Lenina—Gdansk | **M Fishing** | Vee Oil 2SA 16Cy. 230 × 254 |
| XCES | | 328 | | (B415/05) | Stern-fishing Tuna Seiner Ref. | 2 875bhp (2 115kW) |
| | **Sociedad de Produccion** | 874 | AB | 52,89 11,33 5,182 | Mchy.fwd | General Motors Corp. La Grange, Illinois |
| Df Esd | **Pesquera Estado 29 S.C.L.** | | | 47,48 11,28 7,50 | 12 Ho | Gen 3 × 300kW a.c. |
| Gc Pfd | Ensenada Mexico | | | 2 dks | In.740 | Thw. thrust propeller fwd |
| Rdr RT | | | | | 17 Ha (alu) | Fuel 416,5t (d.o.) 14,5kn |
| **6929674** | **ESTAFETA OKTYABRYA** | **600** | | **1967** ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 |
| UDUM | | 244 | | 54,23 9,38 3,720 | Side Trawler Ref | 800bhp (588kW) |
| M-29072 | **U.S.S.R. -'Azcherryba'** | 296 | RS | 49,99 9,30 4,88 | Ice strengthened | VEB Schwermasch. Karl Liebknecht |
| Df Esd | Kerch U.S.S.R. | | | 1 dk | 2 Ho | (SKL) Magdeburg |
| Rdr RT | | | | | In.290 | Gen 3 × 88kW |
| | | | | | 2 Ha (each 1,5 × 1,6) | Controllable pitch propeller |
| | | | | | 1W Der 1(2) | 12kn |
| **5389073** | **ESTANCIA** | **920** | | **1950** Luebecker Flender-Werke AG. | **M Livestock Carrier** | Oil 4SA 6Cy. 400 × 460 |
| SV5985 | ex Wickede-70 ex Lubeck-56 | 443 | | —Luebeck-Siems (415) | Mchy.aft | 900bhp (662kW) Wumag |
| 7683 | **Sp. Georgios Daifas** | 1 382 | BV | 71,35 10,49 4,446 | | Blohm & Voss A.G. Hamburg |
| Df Esd | Piraeus Greece | | | 4,63 | | 11,5kn |
| Rdr RT | | | | 2 dks | | |
| | | | | RW conv General Cargo — | | |
| **7707372** | **ESTE** | T.Mk | | **1978** Singapore SB. & Eng. Ltd. | **M General Cargo** | Oil 4SA 6Cy. 450 × 800 |
| 3EQE | | **1 595** | | —Singapore (129) | | 4 500bhp (3 310kW) Mitsubishi |
| 8655- | **m.s. 'Este' Reederei Julius** | 1 065 | GL | 120,53 4,541/6,501 | Ice strengthened | Akasaka Tekkosho K.K., (Akasaka |
| HA-F | **Hauschildt K.G.** | 4 490 | | 112,02 17,81 8,82 | Mchy.aft | Diesels Ltd.) Tokyo |
| Df Esd | Kustenschiffahrt Bauer & | **4 627** | | F 8,3 2 dks | G.11 300 B.10 180 | 15kn |
| Gc Pfd | Hauschildt K.G. | 3 211 | | | TEU 418 C. 418/20' | |
| Rdr | Hamburg Panama | 7 415 | | | 4 Ha (stl) | |
| RTm/h/v | | | | | | |
| **7711892** | **ESTE** | **907** | | **1977** J. J. Sietas K.G. Schiffswerft | **M General Cargo** | Vee Oil 4SA 12Cy. 225 × 300 |
| DIKE | | 601 | | —Hamburg (834) | | 1 740bhp (1 280kW) Alpha |
| | **Estebrogger Schiffahrtsges.** | 2 060 | GL | 71,43 (BB) 4,450 | Ice strengthened | Alpha-Diesel A/S Frederikshavn |
| Df Esd | **Containerfahrt m.b.H. & Co.** | | | 65,51 12,81 6,81 | G.3 199 B.3 143 | Fuel 178,0t (d.o.)-6,5pd 12kn |
| Gc Rdr | **K.G.** | | | P 10,7 F 7,4 2 dks | TEU 127 C. 127/20' | |
| RTm/h/v | Hamburg Federal Republic of Germany | | | | 1 Ha (stl) (43,8 × 10,2) ER | |
| **6622824** | **ESTE** | **355** | | **1966** C. Cassens Schiffswerft—Emden | **M General Cargo** OSD | Oil 4SA 6Cy. 320 × 450 |
| DCWW | ex Claus Jurgens-80 ex Realta-73 | 219 | | (78) | | 850bhp (625kW) |
| 11834 | **Willi Bartels** | 875 | GL | 63,71 9,53 2,858 | Ice strengthened | Atlas-MaK Maschinenbau Kiel |
| Esd Gc | Hamburg Federal Republic | | | 61,04 9,50 5,01 | 1 Ho 35,3 ER | Fuel 44,5t (d.o.) 11kn |
| Pfd Rdr | of Germany | | | F 7,7 1 dk & S dk | G.1 783 B.1 727 | |
| RTm/v | | | | len 67 | 1 Ha (stl) (35,3 × 6,1) ER | |
| **8204157** | **ESTE GLORIA** | **5 027** | | **1982** Kurushima Dock Co. Ltd.—Imabari | **M General Cargo** | Oil |
| 3FTI | Launched as Celtic Fujiyama | 3 554 | | (1480) | Mchy.aft | 4 550bhp (3 347kW) |
| 1166 | **Cosmos Shipping Lines S.A.** | 8 702 | NK | 7,621 | | Akasaka Tekkosho K.K., (Akasaka |
| 3-82 | Panama Panama | | | 104,91 18,61 9,81 | | Diesels Ltd.) Japan |
| | | | | 1 dk | | |
| **5327453** | **ESTE MARI** | **149** | | **1960** Schiffswerft "Ernst Thalmann" | **M Fishing** | Oil 4SA 8Cy. 240 × 360 |
| | ex Benny Bomstaerk-81 | 65 | | —Brandenberg | Side Trawler | 420bhp (309kW) |
| 399498 | ex Esther-Marie-80 | — | | 30,97 6,71 | | VEB Schwermasch. Karl Liebknecht |
| Df Esd | ex Signe Anthonisen-66 | | | 6,63 3,31 | | (SKL) Magdeburg |
| RT | **Baltic Ltd.** | | | 1 dk | | Fuel (d.o.) |
| | Georgetown Cayman Islands (British) | | | | | |
| **5238614** | **ESTEBAN S** | **1 124** | | **1952** Haarlemsche Schps. Maats.—Haarlem | **M General Cargo** | Oil 2SA 5Cy. 520 × 700 |
| | ex Loreto-75 ex Mogador-64 | 475 | | (514) | | 1 450bhp (1 067kW) |
| | **Sociedad Cooperativa de** | 1 387 | (AB) | 82,00 11,99 4,242 | 3 Ho | Masch. Augsburg-Nuernberg (MAN) |
| Df Esd | **Transporte Maritimo** | | | 11,94 7,60 | | Augsburg |
| Pfd Rdr | **Sebastian Vizcaino S.C.L.** | | | F 22,0 2 dks | 3 Ha (6,2 10,0 10,0 × 3,9) | Gen 3 × 55kW d.c. |
| RT | Ensenada, Baja Mexico California | | | rf nil conv Ref General Cargo — | Der 1(5) 2(3) | Fuel 170,5t 12,5kn |
| **7128370** | **ESTEBOGEN** | T.Mk | | **1972** J. J. Sietas K.G. Schiffswerft | **M General Cargo** | Oil 4SA 6Cy. 450 × 550 |
| HO9880 | ex Scol Unit-78 ex Estebogen-75 | **999** | | —Hamburg (686) | | 2 400bhp (1 765kW) |
| 9512- | **m.s. 'Estebogen' Heinrich** | 748 | GL | 88,50 5,271 | Ice strengthened | Atlas-MaK Maschinenbau Kiel |
| HA-F | **Hauschildt K.G.** | 2 463 | | 80,29 13,81 8,01 | 1 Ho 51,0 ER | Gen 3 × 136kW 380V 50Hz a.c. |
| Df Esd | Kustenschiffahrt Bauer & | | | P 10,4 F 7,7 2 dks | G.4 647 B.4 545 | Thw. thrust propeller fwd |
| Gc Rdr | Hauschildt K.G. | | | | TEU 423 C. 423/20' incl. 61 ref C. | Fuel (d.o.) 14kn |
| RTm/v | Hamburg Panama | | | | 1 Ha (stl) (50,9 × 10,2) ER | |
| | | | | | Cr 2(12) | |
| **8027729** | **ESTEBRUGGE** | **5 250** | | **1982** Flender Werft A.G.—Luebeck-Siems | **M General Cargo** | Oil |
| | | — | | (627) | | 6 000bhp (4 413kW) MAN |
| | **Reederei Hauschildt** | 7 954 | GL (Class cont.) | 126,32 6,562 | | Kawasaki Heavy Ind. Ltd. Japan |
| | Federal Republic of Germany | | | 117,23 20,01 8,72 | | |

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| 8203672 | **ESTEBURG**<br>**Julius Hauschildt**<br>Federal Republic of Germany | **999**<br>—<br>2 890 | GL (Class cont.) | **1982** J. J. Sietas K.G. Schiffswerft —Hamburg (904)<br>87,97 4,680<br>85,37 11,31 6,76 | **M General Cargo** | Oil<br>Kloeckner Humboldt Deutz West Germany |
| 7639628<br>H05271<br>9926-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESTEDEICH**<br>ex Bremer Wappen-79<br>ex Estedeich-78<br>**m.s. 'Estedeich Reederei Auchildt K.G.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Panama | **999**<br>683<br>2 350 | GL | **1977** Nitchitsu Industry K.K.—Matsuura (014)<br>86,52 4,860<br>77,02 13,01 7,62<br>P 13,2 F 6,1 2 dks | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.4 372 B.4 263<br>TEU 140 C. 140/20' incl. 15 ref C. | Oil 4SA 6Cy. 320 × 420<br>2 100bhp (1 545kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>14kn |
| 7129817<br>WZO9<br>837<br>534202<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTEFF S. DEFELICE**<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | **196**<br>133<br>— | AB | **1971** Halter Marine Services, Inc.—New Orleans, La (253)<br>4,814<br>40,62 10,37 5,24<br>F 16,2 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 100kW<br>Fuel 586,5t (d.o.) |
| 7808592<br>EQHJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTEGHLAL**<br>ex Abtin-80<br>**Government of The Islamic Republic of Iran (Ports & Shipping Organization)**<br>Khorramshahr Iran | **4 415**<br>2 101<br>4 965 | ✠**100A1**<br>hopper dredger<br>✠**LMC**<br>EL W 495,0/50,0U2<br>FN 2229 | **1979**-4 IHC Smit B.V.—Kinderdijk (CO1120)<br>96,02 17,56 6,370<br>88,04 17,51 7,80<br>P 28,4 F 16,2 1 dk<br>rf nil<br>5BH WB499T | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 18,0<br>Hopper 4200T<br>Mchy.aft<br>Hopper 3 000<br>2 sandpumps each 1362kW (1826bhp)<br>Cr 1(15) | 2 Oil 4SA each 6Cy. 360 × 450 reverse reduction geared to sc. shafts<br>4 500bhp (3 310kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 4 × 310kW 390V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 7511955<br>Df Esd<br>Gc Rdr<br>RT | **ESTEIO**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **232**<br>158<br>— | AB | **1976** Swiftships Inc.—Morgan City, La (125)<br>2,883<br>31,73 7,62 3,51<br>1 dk | **TM Supply Launch** | 2 Vee Oil 4SA each 12Cy. 137 × 165 reverse reduction geared to sc. shafts<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 55kW a.c.<br>Fuel 116,0t (d.o.) 13kn |
| 5108871<br>EEMQ | **ESTELA**<br>ex Solgull<br>**Comercial Espanola de Transportes S.A.**<br>Sevilla Spain | **165**<br>141<br>— | | **1918** Ast. Minguell S.A.—Barcelona<br>*29,42* 7,01<br>... ... ...<br>1 dk | **Wood Aux M General Cargo**<br>Schooner | Oil<br>240bhp (177kW) NE 35<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 7,0t (d.o.) 9kn |
| 5403922<br>DIGK<br>Df Esd<br>Rdr<br>RTm/v | **ESTELAND**<br>ex Alteland-63<br>**Heinz Engelbrecht**<br>Hamburg Federal Republic of Germany | **498**<br>361<br>900 | GL | **1958** J. J. Sietas K.G. Schiffswerft —Hamburg (411)<br>59,92 9,68 3,590<br>54,11 9,61 4,07<br>P 9,8 F 7,4 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>G.1 189 B.1 133<br>4 Ha (each 7,2 × 5,1) ER | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10,5kn |
| 5216795<br>SHUJ<br>9959<br>Rdr RT | **ESTELLE**<br>ex Madzy-65<br>**Lars Ake Zellen**<br>Landskrona Sweden | **299**<br>179<br>385 | BV | **1951** Scheepswerven Gebr. Niestern —Delfzijl<br>43,57 7,04 2,801<br>36,61 7,01 3,08<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.538 B.510<br>2 Ha (each 9,3 × 4,1) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>280bhp (206kW) NE 65<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 24,5t (d.o.) 11kn |
| 5108883<br>OGPW<br>531 | **ESTELLE**<br>ex Monica-61 ex Westa-59<br>ex Vesta-54<br>**Mikael Lindell**<br>Porvoo/Borga Finland | **260**<br>173<br>325 | | **1922** Schulte & Bruns—Emden<br>41,79 7,07 3,099<br>7,04 3,31<br>1 dk<br>R len 57 | **M General Cargo**<br>Mchy.aft | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) NE 54<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 10kn |
| 7408055<br>WYM2<br>139<br>570064<br>Esd Gc<br>Pfd Rdr<br>RT | **ESTELLE BRILEY**<br>ex Estille Briley-81<br>ex Florida Martin II-78<br>**Briley Marine Inc.**<br>New Orleans, La United States of America | **281**<br>191<br>— | AB | **1976** Mangone SB. Corp.—Houston, Tx (118)<br>11,59<br>51,69 11,54 4,88<br>F 17,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>Fuel 374,0t (d.o.) 15kn |
| 7361075<br>H9NX<br>10998<br>-81A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ESTELLE J.**<br>ex Fernhill-81<br>**Tra Shipping S.A.**<br>Souter Shipping Ltd.<br>Panama Panama | **57 379**<br>46 238<br>122 970 | NV | **1975** Rheinstahl Nordseewerke—Emden (437)<br>272,32(BB) 39,07 16,079<br>258,00 38,99 22,31<br>F 22,0 1 dk<br>rf nil | **M Bulk Carrier**<br>9 Ho 25,3 22,6 23,0 23,0 23,0 21,8 21,8 21,8 22,4 ER<br>G.138 450 HeCls. B<br>1 Ha (stl) (13,5 × 14,4) 8 Ha (stl) (each 13,5 × 17,5) ER | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 840kW 1 × 650kW 440V 60Hz a.c.<br>Fuel 469,5t (d.o.) 5 212,5t (hvf)-81,5pd<br>16kn |
| 7702047<br>OWUB<br>D2600<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTELLE MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Hellerup Denmark | T.Mk<br>**13 706**<br>6 856<br>21 050<br>**21 799**<br>13 995<br>29 750 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL Jt 605,0/66,0U3<br>FN 7393 | **1979**-10 Odense Staalskibsvaerft A/S —Lindo (75)<br>182,28 27,49 9,761/11,848<br>168,21 27,44 16,51<br>RAD 40,6 F 13,8 3 dks<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB7596T incl. DTsf2207T, STs in No. 3 hold 1770T, Comb. btm & STs in No. 4 hold 952T | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s) pt higher tensile steel<br>4 Ho 34,6 33,6 33,6 18,3 ER<br>G.37 860 B.32 446 HeCls. B<br>TEU 566 C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,1) ER<br>Cr 4(30) 2(16) | Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>WTAuxB (ex.g) 9,5kgf/cm² (9,4bar) hs238,1<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller |

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| 6515203<br>WV2002<br>298031<br>RTm | **ESTELLE STONE**<br>ex LT 1947-65<br>**Russell D. Stone**<br>Wilmington, NC United States of America | **226**<br>153<br>— | (AB) | **1953** Avondale Marine Ways Inc.—Avondale, La (406)<br>*31,09* 8,13 4,055<br>30,56 8,08 4,53<br>rf nil | **M Tug** | Oil 2SA 6Cy. 406 × 508<br>Fairbanks Morse & Co. Beloit, W<br>Gen 2 × 40kW 115V d.c.<br>Fuel 65,0t (d.o.) |
| 7622663<br>PDZQ<br>71<br>Esd Rdr<br>RT | **ESTER JACOBA**<br>**Firma Gebr. K., J. & K. Post**<br>Urk Netherlands | **255**<br>93<br>— | | **1974** Boot-Lemmer B.V.—Lemmer (1349)<br>34,75<br>32,97 8,03 3,81<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 305 × 460<br>1 240bhp (912kW)<br>B.V. Motorenfabriek "De Industrie" Alphen a/d Rij |
| 7915101<br>FNZT<br>Df Esd<br>Gc Pfd<br>Rdr | **ESTEREL**<br>**Societe Nationale Maritime Corse Mediterranee (S.N.C.M.)**<br>France | **12 676**<br>6 843<br>2 200 | BV | **1981** Dubigeon-Normandie S.A.—Prairie-au-Duc, Nantes (162)<br>145,01(BB) 25,81 6,281<br>134,91 23,80 13,97<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>810bth 1516dk P<br>Bow door/ramp 2 Stern door/ramps<br>Mchy.aft | 4 Vee Oil 4SA each 16Cy. 400 × 460 reduction geared to sc. shafts<br>27 550bhp (20 265kW) Pielstick<br>Alsthom-Atlantique Montoir, St. Nazaire<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers<br>21,5kn |
| 5291654<br>ITSK<br>14<br>Df Esd<br>RT | **ESTERINA**<br>ex Reest-70 ex Buccaneer-68<br>ex Reest-66<br>**Trasporti Minerali Trieste S.p.A. (T.M.T.)**<br>Chioggia Italy | **499**<br>287<br>960 | RI (BV) | **1957** G. J. van der Werff's Scheepsbw. C.V.—Westerbroek (279)<br>62,64 9,40 3,696<br>57,00 9,30 4,12<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.1 377 B.1 268<br>3 Ha (7,7 × 3,5) (11,5 11,5 × 5,0) ER<br>Der 3(2) | Oil 4SA 7Cy. 305 × 460<br>845bhp (622kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rij<br>Fuel 33,5t 10kn |
| 7021792<br>DCHP<br>3701<br>Df Esd<br>Gc Rdr<br>RTm/v | **ESTESAND**<br>ex Emetha-74 ex British Unit-73<br>ex Craigantlet-73<br>Launched as Emetha<br>**m.s. 'Estesand' Reederei Hauschildt K.G.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Federal Republic of Germany | **999**<br>742<br>1 945 | GL | **1970** C. Cassens Schiffswerft—Emden (98)<br>71,10 12,04 4,830<br>64,29 12,01 5,87<br>P 9,2 RQD 9,2 B 8,3 F 5,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 43,2 ER<br>G.2 339 B.2 121<br>TEU 68 C. 68/20'<br>1 Ha (stl) (43,2 × 7,6) ER | Oil 4SA 6Cy. 320 × 450 sr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 80kW 400V a.c.<br>Fuel 54,0t (d.o.) 12,75kn |
| 7011230<br>DGSB<br>Df Esd<br>Gc Rdr<br>RTm/v | **ESTESTROM**<br>ex Bianca-75<br>**m.s. 'Estestrom' Julius Hauschildt Beteiligungsges. m.b.H. & Co.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>336<br>1 280 | GL | **1970** Bayerische Schiffbau G.m.b.H.—Erlenbach/Main (1012)<br>64,80 11,61 3,595<br>... ... ...<br>P 14,4 F 6,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>1 Ho 44,0 ER<br>G.3 229 B.2 942 In.55<br>TEU 45 C. 45/20'<br>1 Ha (stl) (31,2 × 7,6) ER | Oil 4SA 6Cy. 360 × 450<br>1 650bhp (1 214kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 42kW 1 × 30kW 380V 50Hz a.c.<br>12,5kn |
| 7235331<br>HO9920<br>9060-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTETAL**<br>**m.s. 'Estetal' Reederei Julius Hauschildt K.G.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Panama | T.Mk<br>**997**<br>595<br>2 600 | GL (NV) | **1972** Aukra Bruk A/S—Aukra (45)<br>77,25 (BB) 13,03 5,100<br>71,81 13,01 7,90<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.4 389 B.3 936<br>2 Ha (stl) (each 18,5 × 10,2) ER<br>4W Der 4(5) | Oil 4SA 6Cy. 450 × 550<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 98kW 1 × 26kW 220V 50Hz a.c.<br>14,5kn |
| 6611837<br>DAGG<br>10795<br>Df Esd<br>Rdr<br>RTm/h/v | **ESTETOR**<br>ex Helmuth Feldtmann-78<br>**m.s. 'Estetor' Reederei Hauschildt K.G.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>274<br>1 065 | GL | **1966** J. J. Sietas K.G. Schiffswerft—Hamburg (569)<br>61,91 10,04 3,950<br>55,02 10,01 6,20<br>P 11,0 B 11,9 F 7,1 2 dks<br>rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 38,4 ER<br>G.1 999 B.1 832<br>2 Ha (19,2 10,4 × 6,4) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 33kW 1 × 19kW 231/400V a.c.<br>Fuel 58,0t (d.o.) 10kn |
| 5108962<br>CSPB<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **ESTEVAO GOMES**<br>**Sociedade Nacional dos Armadores de Bacalhau S.a.r.l.**<br>Lisboa Portugal | **1 265**<br>645<br>1 515 | ✠Classed LR until 21/10/77 | **1950-4** T. Van Duijvendijk's Schpsw. N.V.—Lekkerkerk<br>71,33 11,03 5,341<br>63,99 11,00 5,80<br>P 8,3 F 16,8<br>R BK 203 | **M Fishing**<br>Side Trawler<br>2 Ho 13,8 15,1<br>1 Ha (w) (1,9 × 1,6) 3 Ha (stl) (each 2,1 × 1,6)<br>Der 1(2,5) | Oil 4SA 8Cy. 390 × 680<br>1 000bhp (736kW) NE 10/64<br>N.V. Werkspoor Amsterda<br>Gen 1 × 112kW 1 × 56kW 1 × 13kW 220V d.c.<br>Fuel (d.o.) |
| 7116793<br>5B2145<br>367221<br>Df Esd<br>Gc Rdr<br>RT | **ESTHER**<br>ex Esther Bolten-74<br>**Tantalus Shipping Co. Ltd.**<br>Limassol Cyprus | **3 984**<br>2 554<br>6 176 | GL | **1972** Van der Giessen-de Noord N.V.—Alblasserdam (885)<br>96,86 16,06 7,189<br>90,45 15,97 9,25<br>F 8,3 1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho ER<br>G.8 142 B.7 877<br>TEU 437 C. 437/20'<br>3 Ha (stl) (12,8 25,3 19,2 × 10,9) ER | Oil 4SA 6Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>13kn |
| 6726424 | **ESTHER**<br>**Companhia Comercio e Navegacao**<br>Macau Brazil | **126**<br>—<br>203 | ✠ | **1967-11** Industrias Reunidas Caneco S.A.—Rio de Janeiro (160)<br>33,51 7,85 1,499<br>31,20 7,50 2,32 | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 8Cy. 140 × 180 reverse reductio geared to sc. shaft<br>Motorenw. Mannheim A.G. (MWM) Mannhe |
| 7418957<br>VC8350<br>370542<br>Esd Gc<br>Pfd Rdr<br>RT | **ESTHER BOYD**<br>**Canso Seafoods Ltd.**<br>H. B. Nickerson & Sons Ltd.<br>Pictou, N.S. Canada | **792**<br>374<br>— | ✠ | **1976-6** Ferguson Industries Ltd.—Pictou, N.S. (200)<br>45,95 11,16 4,268<br>39,48 10,98 6,74<br>F 18,3 2 dks<br>rf 914 BK 229 | **M Fishing**<br>Stern Trawler<br>Side doors<br>1 Ho ER 16,1 | Vee Oil 4SA 12Cy. 250 × 300 sr geared t sc. shaft<br>2 400bhp (1 765kW) Pola<br>A/B Bofors Nohab Trollhatta<br>Gen 2 × 200kW 1 × 65kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 173,0t (d.o.) 10kn |

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| 6222741<br>EDTT<br>Df Esd<br>RT | **ESTHER CRUZ**<br>Launched as Maria Esther<br>**Francisco Larino Varela**<br>Gijon Spain | **350**<br>161<br>— | BV | **1963** Maritima del Musel S.A.—Gijon (37)<br>*37,01* 7,65<br>7,60 4,20<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 108,0t (d.o.) 13,75kn |
| 7117058<br>EFYO<br>Df Esd<br>Gc Rdr<br>RTm/v | **ESTHER DEL MAR**<br>ex Manchester Rapido-77<br>Launched as Esther del Mar<br>**Equimar Maritima S.A.**<br>Bilbao Spain | **1 997**<br>1 497<br>2 900 | GL | **1971** Maritima del Musel S.A.—Gijon (129)<br>79,94 12,81 5,630<br>72,01 12,79 6,61<br>P 9,5 F 5,5 1 dk | **M Container Ship**<br>Fixed-guides<br>1 Cell.Ho 49,7 ER<br>TEU 143<br>C.Ho 54/20' 12/40' C.Dk 5/20' 30/40'<br>1 Ha (stl) ER | Vee Oil 4SA 8Cy. 400 × 580<br>2 200bhp (1 618kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 72kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 171,5t (d.o.) 13kn |
| 5177767<br>WA6685<br>244165<br>RTm | **ESTHER K**<br>ex Justine<br>**Norfolk-Baltimore & Carolina Line Inc.**<br>Norfolk, Va United States of America | **199**<br>136<br>— | | **1943** Pusey & Jones Corp.—Wilmington, De (1099)<br>29,95 7,35<br>27,92 7,32 4,50<br>1 dk<br>RW | **M Tug** | Oil<br>E made— fitted—<br>U.S.A.<br>Fuel (d.o.) |
| 5108998<br>OZKP<br>365705<br>RTm | **ESTHER LOHSE**<br>ex Iris Thy-61<br>ex Dagmar Larsen-51<br>**Thuesen & Lohse I/S**<br>Juelsminde Denmark | **109**<br>76<br>162 | (BV) | **1942** Hobro Vaerft ApS—Hobro<br>28,15 6,89 2,820<br>23,42 6,84 3,36<br>1 dk | **Wood Aux M General Cargo**<br>Galleas<br>1 Ho 10,3 ER<br>G.227<br>1 Ha (8,4 × 3,9) ER<br>Der 1(5) | Oil 2SA 2Cy. 230 × 500<br>150bhp (110kW) NE 56<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 4,0t (d.o.)-0,5pd 8kn |
| 7429712<br>H3UE<br>6665-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **ESTHER LU**<br>**Lu's Brothers Co. S.A.**<br>Panama Panama | **5 039**<br>3 245<br>8 395 | NK | **1975** Setouchi Zosen K.K.—Kinoe (446)<br>117,99 18,04 7,252<br>109,99 17,99 9,10<br>P 23,8 F 11,6 1 dk | **M General Cargo**<br>G.10 942 B.10 233<br>2 Ha (30,0 33,6 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Fuel 712,0t-15,5pd 12,75kn |
| 5427019<br>WO4002<br>292910<br>Df Gc<br>Pfd Rdr<br>RTm/h/v | **ESTHER MORAN**<br>**Moran Towing Corp.**<br>New York, NY United States of America | **426**<br>106<br>— | AB | **1963** Jakobson Shipyard Inc.—Oyster Bay, NY (417)<br>36,58 9,99 5,154<br>34,14 9,61 5,72<br>1 dk<br>BK 76 | **TD-E Tug** | 2 Oil 2SA each 16Cy. 230 × 254 driving 2 gen. each 1 210kW 525V d.c. connected to 2 elec. motors<br>NE 69<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 60kW 2 × 35kW 125V d.c.<br>Fuel 336,5t (d.o.) |
| 7213826<br>BVQK<br>Df Esd | **ESTHER No. 1**<br>**Hsien Fong Fishery Co. Ltd.**<br>Kaohsiung China* | **290**<br>198<br>— | | **1968** Taiwan Machy. Mfg. Corp. —Kaohsiung<br>40,21 7,14 2,687<br>34,02 7,12 3,20<br>P 13,8 F 5,5 1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft<br>3 Ho 6,3 6,3 9,5<br>In.240<br>3 Ha (1,1 × 1,9) (1,3 1,3 × 1,3) | Oil 4SA 6Cy. 270 × 400<br>620bhp (456kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 220V 60Hz a.c. 11,5kn |
| 6814972<br>WX7786<br>506044<br>Df Gc<br>Pfd Rdr<br>RTm/h | **ESTHER S**<br>**Mid Atlantic Towing Corp.**<br>Wilmington, De United States of America | **197**<br>134<br>— | AB | **1966** Gulfport SB. Co.—Port Arthur, Tx (682)<br>35,06 4,138<br>30,36 8,84 4,55<br>1 dk<br>BK 76 | **M Tug** | Oil 2SA 12Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW 440V 60Hz a.c.<br>Fuel 153,5t |
| 7600378<br>WYB6<br>080<br>576417<br>Esd Gc<br>Pfd Rdr<br>RT | **ESTHER ST. PHILIP**<br>ex Offshore Endeavor-82<br>ex Esther St. Philip-81<br>ex Equator-81<br>**Offshore Marine Towing Corp.**<br>New Orleans, La United States of America | **182**<br>124<br>— | AB | **1976** Allied Shipyard Inc.—Larose, La (151)<br>4,030<br>31,60 9,45 4,73<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>12kn |
| 5302219<br>OVSM<br>D1685<br>Df Esd<br>Pfd RTm | **ESTHER-JONNY**<br>ex Stromland-82<br>ex Ammy Vanggaard-77<br>ex Runmaro-69<br>**P/R Esther-Jonny**<br>Jens Aksel Borup<br>Hirtshals Denmark | **136**<br>52<br>— | BV | **1962** Schiffswerft "Ernst Thalmann" —Brandenberg<br>30,92 6,63 2,701<br>26,19 6,58 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,5 1,5 × 1,1) (0,9 × 0,5)<br>2W Der 1(3,5) 1(1,5) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 67<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 11kn |
| 7406409<br>EHJK<br>Df Esd<br>Gc Rdr<br>RT | **ESTIRENO**<br>**Naviera Quimica S.A.**<br>Bilbao Spain | **2 500**<br>1 300<br>3 970 | **✠100A1** SS 10/81<br>chemical tanker type A in association with an approved list of cargoes S.G. up to 1.88<br>Ice Class 3<br>**✠LMC**<br>EL Q 1½"U2<br>FN 1952 | **1977** T. Ruiz de Velasco S.A.—Bilbao (144)<br>101,02 14,25 6,408<br>90,23 14,01 7,62<br>P 22,6 RAD 18,9 RFD 12,8 F 13,5 1 dk<br>rf 203<br>9BH WB730t incl. DTf85t | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 410 × 470 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Fabrica de San Carlos S.A. Cadiz<br>2 db (o.f.) 10,5kgf/$cm^2$ (10,3bar)<br>Gen 3 × 152kW 380V 50Hz a.c.<br>15kn |
| 6706711<br>HO3250<br>1027<br>8-80<br>Esd Rdr<br>RTm/v | **ESTLANDIA**<br>ex Curran-80<br>**Estlandia Maritime Inc.**<br>Panama Panama | **1 255**<br>864<br>2 081 | **✠100A1** SS 2/81<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1117 | **1967**-2 Boele's Schps. & Mchf. N.V. —Bolnes (1026)<br>69,86 11,08 5,119<br>64,80 10,98 6,25<br>1 dk<br>rf nil conv Fixed-guides Container Ship 79<br>NS 3BH WB560t | **M General Cargo**<br>1 Ho 45,5 ER<br>TEU 60 C.Ho 38/20' C.Dk 22/20'<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 15kW 115/130V d.c.<br>Fuel (d.o.) 12kn |
| 5109019<br>UYYA<br>M-24787<br>Df Esd<br>Gc Rdr<br>RTv | **ESTONIYA**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **5 035**<br>2 225<br>1 332 | RS | **1960** VEB Mathias-Thesen-Werft—Wismar (105)<br>122,15 16,03 5,250<br>110,01 15,96 7,60<br>3 dks<br>RW | **TM Passenger Ship** 333bth P<br>Ice strengthened<br>1 Ho<br>B.505<br>1 Ha (5,5 × 3,9)<br>Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 300bhp (6 105kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 264kW 380V<br>17kn |

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| **5109021**<br>PP2047<br>10297<br>Df Esd | **ESTORIL**<br><br>**Diniz Gaspar Lontro**<br>Rio de Janeiro Brazil | **211**<br>84<br>— | | **1956** Sleephelling Mij. "Scheveningen"<br>N.V.—Scheveningen (129)<br>34,02 7,12 2,899<br>29,65 7,01 3,81<br><br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 270 × 500<br><br>N.V. Werkspoor Amsterdam |
| **5109045**<br><br>700052<br>Df Esd<br>RT | **ESTORNINO**<br><br>**Muoro Fisheries Ltd.**<br>Milford Haven United Kingdom | **279**<br>187<br>— | | **1961** Enrique Lorenzo y Cia. S.A.—Vigo<br>(250)<br>BV 38,41 6,89 3,595<br>33,38 6,80 4,02<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>3 Ha (each 1,2 × 0,9) | Oil 4SA 8Cy. 295 × 420<br>700bhp (515kW)<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelona<br>Controllable pitch propeller<br>12kn |
| **7403653**<br>EHAJ<br><br>Esd Gc<br>Rdr RT | **ESTREITO DE RANDE**<br><br>**Jose Molares Alonso S.A.**<br>Vigo Spain | **1 553**<br>785<br>1 923 | | **1976** Enrique Lorenzo y Cia. S.A.—Vigo<br>(383)<br>BV GL 83,62 5,800<br>75,01 13,01 8,41<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 400 × 500 geared to<br>sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 814,0t (d.o.) 15kn |
| **8025575**<br><br>3144<br>Esd Gc<br>Rdr RT | **ESTRELA PAZUELLO**<br><br>**Companhia Navegacao das Lagoas**<br>Rio Grande Brazil | **147**<br>—<br>225 | ✠**100A1**<br>tug<br>extended protected<br>waters service<br>✠**LMC**<br>EL (C) 220,0/16,0U2<br>FN 238 | **1981**-9 Corena, Metalurgia e Construcoes<br>Navais S.A.—Itajai (107)<br>24,31 7,27 3,001<br>21,49 7,01 4,02<br>1 dk<br>rf- BK 25<br>5BH WB28T | **M Tug** | Vee Oil 4SA 8Cy. 225 × 300 with clutches,<br>flexible couplings & sr reverse geared to<br>sc. shaft<br>Equipamentos Villares S.A. Brazil<br>Gen 2 × 48kW 440V 50Hz a.c.<br>Fuel 23,5t (d.o.)-4,5pd 10,75kn |
| **5347348**<br>OGWM<br>1163<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESTRELLA**<br>ex Synia-69<br>**Angfartygs A/B Alfa**<br>Lundqvist Rederierna<br>Mariehamn Finland | **12 595**<br>7 280<br>20 675 | | **1956** A/B Gotaverken—Goteborg (704)<br>169,81 21,70 9,538<br>BV (NV) 162,11 21,65 12,40<br>1 dk<br>rf 30 | **M Tanker**<br><br>28 Ta ER<br>L.(oil) 26 788 HeCls. BC | Oil 2SA 9Cy. 760 × 1500<br>8 200bhp (6 032kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 200kW 220V d.c.<br>Fuel 152,5t (d.o.) 1 112,5t (hvf)-31,0pd<br>15,25kn |
| **7931193**<br>LJSV<br>19559<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTRELLA**<br><br>**P/R Bergenske-Euro-Trans**<br>Det Bergenske D/S<br>Bergen Norway | **1 599**<br>1 105<br>3 666 | | **1981** Kleven/Loland Verft A/S—Leirvik<br>(35/45)<br>NV 96,02 5,277<br>88,02 17,51 10,52<br>2 dks | **M General Cargo**<br>Pallets<br>Mchy.aft | Oil 4SA 8Cy. 330 × 360 reduction geared<br>to sc. shaft<br>4 000bhp (2 942kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 305kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 331,0t (hvf)-16,0pd 13,75kn |
| **5203188**<br>LQAA<br>2715<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESTRELLA ANTARTICA**<br>ex Fleet Trader-78 ex Herstein-78<br>ex Landvard-69<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **12 978**<br>7 486<br>20 991 | | **1962** A/S Akers M/V—Oslo (527)<br>169,75 21,95 9,678<br>NV 160,31 21,90 12,22<br>1 dk<br>rf 51 | **M Tanker**<br><br>30 Ta ER<br>L.(oil) 27 127 | Oil 2SA 8Cy. 740 × 1600<br>9 300bhp (6 841kW) B&W<br>A/S Akers M/V Oslo<br>Gen 1 × 353kW 1 × 352kW<br>1 × 152kW 440V 60Hz a.c.<br>Fuel 1 625,5t (hvf)-28,5pd 15kn |
| **5379963**<br>LQUY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **ESTRELLA ARGENTINA**<br>ex Videna-69<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **22 083**<br>11 418<br>35 724 | ✠LR class withdrawn<br>1/9/82 | **1960**-10 Dok- en Werf Mij. Wilton-<br>Fijenoord N.V.—Schiedam (762)<br>202,72 25,99 10,503<br>195,49 25,91 14,20<br>P 37,2 F 22,0 1 dk<br>rf 102 | **S Tanker**<br><br>30 Ta ER<br>L.(oil) 40 510 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>Dok-en Werf Mij. Wilton- Fijenoord<br>B.V. Schiedam<br>Fuel (o.f.)-68,5pd 15kn |
| **5109083**<br>EHSZ<br><br>Df Esd | **ESTRELLA AZUL**<br>ex Lorenzo I<br>**Estrellas Gaditanas S.A.**<br>Cadiz Spain | **267**<br>67<br>— | | **1950** Enrique Lorenzo y Cia. S.A.—Vigo<br>(115)<br>(BV) *34,29* 6,76 3,582<br>6,71 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft<br><br>2 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 350 × 543<br>450bhp (331kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 69,0t (d.o.) 11,75kn |
| **8108236** | **ESTRELLA DE LOS MARES**<br><br>**Florentino Vega Fuentes**<br>Mexico | **155**<br>—<br>— | AB (Class cont.) | **1980** Astillero Navarro—Guymas (P-74)<br>... ... ...<br>21,95 6,71 3,36 | **M Fishing**<br>Side Trawler | Oil geared to sc. shaft<br>450bhp (331kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6401153**<br>EAPI<br><br>Df Esd | **ESTRELLA DE ORIENTE**<br><br>**Alejandro Marcaida y otros**<br>Bilbao Spain | **111**<br>50<br>— | | **1963** Ast. de Murueta S.A.—Guernica<br>(58)<br>26,90 6,35<br>23,02 6,30 3,31<br><br>RW | **M Fishing**<br>Side Trawler | Oil<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 26,5t (d.o.) 8,25kn |
| **6727478**<br>LW5150<br>5396<br>Rdr RT | **ESTRELLA DEL ALBA**<br>ex Perso-80<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **647**<br>311<br>1 056 | ✠**100A1** SS 10/76<br>oil tanker<br>FP 65.5°C & above<br>River Plate service & no<br>further seaward than a<br>line from Montevideo to<br>Punta Piedras<br>✠**LMC**<br>EL H 1"U1<br>FN 781 | **1967**-11 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.37)<br>58,91 10,70 2,947<br>56,24 10,37 3,51<br>Trunk 22,9 1 dk<br>rf nil len 69<br>9BH WB168t | **M Tank Barge**<br>Mchy.aft | Oil 4SA 6Cy. 203 × 273<br>755bhp (555kW)<br>Ruston & Hornsby Ltd. Lincoln<br>db 150lbf/in² (10,4bar)<br>Gen 2 × 60kW 220V d.c.<br>9,25kn |
| **5109057**<br>CXIX<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ESTRELLA DEL MAR**<br>ex Estrella-78<br>**Montemar S.A. Comercial y Maritima**<br>Montevideo Uruguay | T.Mk<br>**5 656**<br>3 160<br>7 976<br>**7 535**<br>4 339<br>9 754 | | **1961** Eriksbergs M/V A/B—Goteborg<br>(532)<br>NV 142,65 18,34 7,786/8,687<br>131,65 18,29 11,59<br>2 dks<br>rf 152 | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>4 Ho 10,9 16,9 20,2 21,8<br>G.11 270 B.10 303 In.2 766<br>9 Ha (stl) (7,0 10,3 14,4 × 5,1) (9,6 9,6 × 3,0) (14,4 × 5,1) (9,6 9,6 × 3,0) (14,4 × 5,1)<br>6W Cr 2(5) 6(3) Der 1(30) 6(5) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 971,5t (hvf)-28,5pd 17kn |

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| 8002286<br>LOAE<br>Esd Rdr<br>RTm | **ESTRELLA DEL PARANA**<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **2 699**<br>1 720<br>4 951 | **✠A1**<br>oil tanker<br>River Plate service, limiting line Punta Norte and Punta del Este, and coastal service from Punta Norte (Argentina) to Punta Rasa (Argentina)<br>**✠LMC**<br>EL U 513,0/48,0U2<br>FN 2710 | **1981**-9 Menghi y Penco S.A. Principe —Avellaneda (152)<br>109,81 19,59 4,252<br>105,01 19,50 6,30<br>1 dk<br>rf 178<br>11BH WB2382T incl DTf490T and clean ballast tanks 1484T | **TM Tanker**<br>CBT<br>14 Ta ER | 2 Oil 4SA each 6Cy. 240 × 280 with clutches, flexible couplings & dr reverse geared to sc. shafts<br>2 960bhp (2 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 560kW 2 × 180kW 400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 151,5t (d.o.)-7,0pd |
| 7045580<br>LW3865<br>Esd Gc<br>Rdr<br>RTm/h/v | **ESTRELLA DEL PLATA**<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **2 484**<br>1 848<br>4 750 | **✠A1** CS 12/79<br>oil tanker<br>Rivers Parana, Uruguay & Plate service, limiting line Punto Norte & Punta del Este<br>**✠LMC**<br>EL (R) $1\frac{13}{16}$"U2<br>FN 2565 | **1971**-8 Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (135)<br>108,69 18,90 4,249<br>103,00 18,80 6,10<br>1 dk<br>rf 203<br>11BH WB1388t incl. 851t in clean ballast tanks DTf440t | **TM Tank Barge**<br>11 Ta ER<br>L.(oil) 6 750 | 2 Oil 4SA each 8Cy. 230 × 270 reverse reduction geared to sc. shafts<br>2 700bhp (1 986kW)<br>Grand Motores Diesel, S.A.I.C. (Fiat Concord) Cordoba<br>Gen 2 × 544kW 2 × 172kW 440V 50Hz a.c.<br>Fuel 115,0t (d.o.)-11,0pd 11,25kn |
| 8208191 | **ESTRELLA FILIPINAS**<br>**Estrella del Levante**<br>Panama | **20 000**<br>—<br>36 000 | NK (Class cont.) | **1982** Imabari Zosen—Marugame (1103)<br>10,851<br>178,01 27,61 15,22 | **M Bulk Carrier** | Oil<br>11 850bhp (8 716kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe |
| 5281635<br>LOBK<br>Df Esd<br>Gc Rdr<br>RT | **ESTRELLA FUEGUINA**<br>ex Polystar-78<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **12 780**<br>7 379<br>21 649 | NV | **1962** Eriksbergs M/V A/B—Goteborg (548)<br>170,67 21,92 9,751<br>162,06 21,87 12,27<br>P 50,0 B 14,1 F 22,9 1 dk<br>rf 51 | **M Tanker**<br>27 Ta ER<br>L.(oil) 26 675 | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 280kW 1 × 145kW 440V 60Hz a.c.<br>Fuel 1 566,5t (hvf)-28,5pd 15kn |
| 5427021<br>EDYV<br>Df Esd<br>RTm | **ESTRELLA NUEVA**<br>**Juan Fernandez Estevez**<br>Cadiz Spain | **371**<br>130<br>— | BV | **1963** Enrique Lorenzo y Cia. S.A.—Vigo (298)<br>*37,01* 7,55 3,861<br>37,01 7,50 4,25<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha (each 1,0 × 1,0) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 111,5t (d.o.) 11kn |
| 5383548<br>LQYV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **ESTRELLA PATAGONICA**<br>ex Voluta-70<br>**Shell Compania Argentina de Petroleo S.A.**<br>Buenos Aires Argentina | **24 406**<br>12 848<br>39 115 | **✠100A1** SS 1/81<br>oil tanker<br>**✠LMC**<br>EL q† $3\frac{1}{16}$"SQ<br>FN 8193 | **1962**-7 Furness S.B. Co. Ltd.—Haverton Hill (515)<br>202,65 27,44 11,240<br>195,43 27,36 14,56<br>P 36,0 F 21,1 1 dk<br>rf 102<br>15BH WB8525t incl. 7351t in clean ballast tanks | **S Tanker**<br>30 Ta ER<br>L.(oil) 44 539<br>Der 2(10) 4(1) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>Associated Electrical Industries Ltd., A.E.I. Manchester<br>2 WTB 685lbf/in² (47,3bar) Spt 454,5°C 615lbf/in² (42,4bar) hs1256,1<br>sg 126lbf/in² (8,7bar)<br>Gen 2 × 425kW 440V 60Hz a.c.<br>Fuel (o.f.) 16kn |
| 7042801<br>384480<br>Rdr RT | **ESTRELLA 4**<br>ex Rama-79 ex Gulf Rey<br>**Ama Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **429**<br>220<br>660 | AB | **1970** Port Everglades Shipyard—Port Everglades, Fl (131)<br>47,55 9,15<br>3,36<br>P 11,0 F 7,4 1 dk | **TM Tanker**<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 103,5t (d.o.) |
| 5377393<br>H04107<br>7950-AB<br>Df Esd<br>RTh | **ESTRELLA IV**<br>ex Vectis Isle-78 ex Badzo-59<br>**Panestella Compania de Navegacion S.A.**<br>Panama Panama | **212**<br>101<br>269 | BV | **1939** Scheepswerven Gebr. Niestern —Delfzijl (225)<br>37,39 6,56 2,471<br>33,18 6,53 2,72<br>1 dk<br>R | **M General Cargo**<br>2 Ha (6,4 9,4 × 4,1) ER<br>2W Der 1(1,5) 1(1) | Oil 2SA 3Cy. 240 × 360<br>150bhp (110kW) NE 65<br>Appingedammer Brons Appingedam<br>Fuel 10,0t (d.o.) 8kn |
| 5109100<br>L-2877-TL<br>Esd Rdr<br>RTv | **ESTREMADURA**<br>**Companhia dos Caminhos de Ferro Portugueses**<br>Lisboa Portugal | **701**<br>424<br>— | ✠Classed LR until 8/62 | **1961**-1 Est. Nav. de Viana do Castelo —Viana do Castelo (48)<br>50,02 10,01 2,312<br>45,01 9,50 3,15<br>B 11,0 F 8,3 1 dk<br>RW rf nil | **TM Ferry**<br>1022P | 2 Oil 4SA each 8Cy. 300 × 450<br>1 270bhp (934kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 30kW 220V d.c. |
| 5109112<br>EAZH<br>2609<br>Esd RTm | **ESTRIBELA**<br>**Andres Soto Carnero**<br>La Coruna Spain | **179**<br>92<br>— | BV | **1957** Enrique Lorenzo y Cia. S.A.—Vigo (208)<br>32,21 6,61 3,404<br>28,00 6,51 3,74<br>1 dk<br>RW | **S Fishing**<br>Side Trawler<br>2 Ha | T 3Cy. 216 343 & 584 × 430<br>220ihp (162kW)<br>Ponte y Cia Vigo<br>Fuel (o.f.) 10kn |
| 6711869<br>OVIR<br>D1491<br>Esd Pfd<br>Rdr RTm | **ESVAGT ALPHA**<br>ex Akaroa-81 ex Deimos-74<br>**P/R Esvagt Alpha**<br>Esbjerg Vagtskibsselskab A/S (ESVAGT)<br>Esbjerg Denmark | **185**<br>80<br>163 | BV | **1967** VEB Rosslauer Schiffswerft—Rosslau (3215)<br>33,61 6,66 3,201<br>29,55 6,61 3,31<br>1 dk<br>rf 597 BK 152 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,8 6,8 ER<br>In.180<br>2 Ha (stl) (each 1,6 × 1,2) ER<br>2W Der 1(3) 1(0,5) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 16kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 17,5t (d.o.) 12kn |
| 5408221<br>OZJB<br>D1859<br>Esd Rdr<br>RT | **ESVAGT BRAVO**<br>ex Jane Birgit-81 ex Ulla Nord-77<br>ex Ulla Somand-74 ex Rex-70<br>**P/R Esvagt Bravo**<br>Esbjerg Vagtskibsselskab A/S (ESVAGT)<br>Esbjerg Denmark | **168**<br>69<br>— | BV | **1962** Schiffswerft "Ernst Thalmann" —Brandenberg<br>30,94 6,61<br>28,55 6,56 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>6W Der 6(3) | Oil 4SA 6Cy. 250 × 300<br>675bhp (497kW)<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 15,5t (d.o.) 12kn |
| 6524656<br>OZTK<br>D2069<br>Df Esd<br>Pfd Rdr<br>RT | **ESVAGT CHARLIE**<br>ex Henriette-82 ex Chatina-81<br>ex Jimmy-75 ex Pollux-72<br>**Esbjerg Vagtskibsselskap A/S**<br>Skagen Denmark | **168**<br>71<br>— | (BV) | **1965** VEB Rosslauer Schiffswerft—Rosslau<br>28,45 6,61 3,090<br>27,06 6,56 3,31<br>1 dk<br>conv Side Trawler Fishing 82 | **M Stand-by Safety Vessel**<br>for offshore installations<br>Ice strengthened<br>2 Ha (each 1,1 × 1,6) ER<br>Der 1(0,5) | Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 33,5t (d.o.)-2,0pd 11kn |

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|---|---|---|---|---|---|---|
| **7016034**<br>H9EZ<br>1100<br>7-81<br>Df Esd<br>Gc Rdr | **ESVEE**<br>ex Manos P-80<br>ex Chrisanthema-75 ex Aurora-74<br>ex Tooko Maru-73<br>**S & V Transocean Trading Ltd.**<br>Panama Panama | **2 966**<br>1 938<br>4 827 | NK | **1969** Tohoku Zosen—Shiogama (122)<br>97,31 15,22 6,351<br>90,00 15,19 7,70<br>P 22,6 F 8,3 1 dk, pt 2nd dk | **M General Cargo**<br>2 Ho ER<br>G.6 562 B.5 963<br>2 Ha (stl) (22,5 23,7 × 7,4) ER<br>Cr 3(8) Der 1(15) | Oil 4SA 6Cy. 480 × 820<br>3 400bhp (2 501kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 148kW 445V a.c.<br>Fuel 408,5t 13kn |
| **5008708**<br>HZKI<br>205/400<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETAIWI 1**<br>ex Cormoran-80<br>ex Alberto Dodero-69<br>**Mr. Ahmed Awad Etaiwi**<br>Jeddah Saudi Arabia | **8 760**<br>3 601<br>6 099 | ✠**100A1** SS 9/81<br>with fbd DTm—oil FP<br>above 65.5°C or<br>vegetable oil<br>✠**LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 4564 | **1951**-10 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (268)<br>159,39 19,56 7,900<br>146,64 19,51 11,61<br>B & F 144,8 3 dks<br>RW conv Passenger/General Cargo 69<br>8BH WB2102t | **TM Livestock Carrier** | 2 Oil 2SA each 10Cy. 600 × 1040<br>10 000bhp (7 356kW)<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Fuel 1 501,5t 18kn |
| **7856032**<br>JK2532<br>100691 | **ETAJIMA No. 2**<br>**Setonaikai Kisen K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **212**<br>133<br>— | | **1967** Binan Senpaku Kogyo K.K.<br>—Innoshima (410)<br>34,02 1,940<br>28,50 7,80 2,80<br>1 dk | **M Passenger/RoRo Cargo/Ferry**<br>350P | Oil<br>450bhp (331kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11kn |
| **7856094**<br>JK2977<br>103160 | **ETAJIMA No. 3**<br>**Setonaikai Kisen K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **217**<br>130<br>— | | **1969** Binan Senpaku Kogyo K.K.<br>—Innoshima<br>34,02 2,050<br>28,50 7,80 2,80<br>1 dk | **M Passenger/RoRo Cargo/Ferry**<br>346P | Oil<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11kn |
| **7856123**<br>JK3487<br>110713 | **ETAJIMA No. 6**<br>**Setonaikai Kisen K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **215**<br>135<br>— | | **1971** Binan Senpaku Kogyo K.K.<br>—Innoshima<br>34,02 2,050<br>28,50 7,80 2,80<br>1 dk | **M Passenger/RoRo Cargo/Ferry**<br>350P | Oil<br>500bhp (368kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11kn |
| **6928761**<br>ESQM<br>M-30338<br>Df Esd<br>Gc Rdr<br>RT | **ETALON**<br>**U.S.S.R.**<br>Okhotsk U.S.S.R. | **233**<br>4<br>92 | RS | **1969** VEB Schiffswerft "Edgar Andre"<br>—Magdeburg (7022)<br>34,70 8,51 2,969<br>30,41 8,21 3,84<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>11kn |
| **7111872**<br>Esd RT | **ETEN 1**<br>ex Puerto Eten 1-76<br>ex Alcatraz 4-76<br>**Empresa Pesquera de Tarapaca S.A.**<br>Chile | **200**<br>99<br>249 | ✠LR class withdrawn<br>24/9/82 | **1971**-6 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (423)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha ER | Vee Oil 4SA 8Cy. 159 × 203 reduction<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c.<br>9,5kn |
| **7122663**<br>Esd RT | **ETEN 2**<br>ex Puerto Eten 2-76<br>ex Alcatraz 5-76<br>**Pesquera Patillo SCR Ltda.**<br>Chancay Peru | **200**<br>99<br>249 | ✠LR class withdrawn<br>28/7/82 | **1971**-10 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (360)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho — ER<br>1 Ha ER | Vee Oil 4SA 8Cy. 159 × 203 reduction<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c.<br>9,5kn |
| **7039634**<br>Esd RT | **ETEN 4**<br>ex Puerto Eten 4-76 ex Orion-76<br>**P.E.E.A.**<br>Callao Peru | **200**<br>99<br>249 | ✠LR class withdrawn<br>24/9/82 | **1970**-12 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (414)<br>30,18 7,80 3,315<br>26,45 7,68 3,69<br>rf 686 Box K | **M Fishing**<br>Side-fishing<br>1 Ho 12,8<br>G.272<br>1 Ha (3,6 × 2,7) | Vee Oil 4SA 8Cy. 159 × 203 sr reverse<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 14,0t (d.o.) |
| **7117010**<br>Esd RT | **ETEN 5**<br>ex Punta Colorado-76<br>**Pesquera Adriatico S.R. Ltda.**<br>Huacho Peru | **200**<br>99<br>249 | GL<br>✠LR class withdrawn<br>28/7/82 | **1971**-8 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (290)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reduction<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c.<br>9kn |
| **6928125**<br>Esd RT | **ETEN 6**<br>ex Punta de Lobos-76<br>**Pesquera La Arenilla SCR Ltda.**<br>Huacho Peru | **200**<br>99<br>249 | ✠LR class withdrawn<br>28/7/82 | **1969**-9 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (381)<br>30,18 7,80 3,696<br>26,45 7,68 3,69<br>RAD 7,4<br>rf 686 Box K | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reverse<br>reduction geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **7117216**<br>Esd RT | **ETEN 7**<br>ex Punta Salinas-76<br>**Pesquera Pacifico S.R. Ltda.**<br>Huacho Peru | **213**<br>99<br>249 | GL<br>✠LR class withdrawn<br>28/7/82 | **1971**-8 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (357)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reduction<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |
| **7122649**<br>Esd RT | **ETEN 8**<br>ex Punta Aguja-76<br>**Pesquera Adriatico S.R. Ltda.**<br>Huacho Peru | **213**<br>99<br>249 | GL<br>✠LR class withdrawn<br>28/7/82 | **1971**-10 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (426)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reduction<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c.<br>9,5kn |
| **7118258**<br>Esd RT | **ETEN 9**<br>ex Punta Caballas-76<br>**Pesquera Las Cascadas S.R. Ltda.**<br>Huacho Peru | **213**<br>99<br>249 | GL<br>✠LR class withdrawn<br>28/7/82 | **1971**-9 Fabricaciones Metallicas E.P.S.<br>(FABRIMET)—Callao (361)<br>30,10 7,80 3,696<br>26,37 7,68 3,69<br>RAD 7,4 1 dk<br>rf 686 BK | **M Fishing**<br>Side-fishing | Vee Oil 4SA 8Cy. 159 × 203 reduction<br>geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 24V d.c. |

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| 8017009<br>H9ZS<br>1137<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETERNAL FUJI**<br>**Escaba Naviera S.A.**<br>Panama Panama | **14 303**<br>10 000<br>22 882 | NK | **1981** Hashihama Zosen—Tadotsu (810)<br>166,00(BB) 26,57 10,302<br>157,00 26,51 14,10<br>P 23,8 F 11,3 1 dk | **M General Cargo**<br>G.31 763 B.30 017<br>6 Ha (stl) (19,5 13,5 26,3 26,3 26,3 26,3 × 10,3) ER<br>Cr 2(26) 1(25) 2(16) | Oil 2SA 7Cy. 550 × 1380<br>10 500bhp (7 723kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW a.c.<br>15,75kn |
| 7724863<br>HPJJ<br>9213-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETERNAL MOON**<br>**Star Lines (Liberia) Corp.**<br>Panama Panama | **5 518**<br>3 413<br>8 813 | NK | **1978** Mitsubishi Heavy Industries Ltd. —Hiroshima (300)<br>119,51 18,04 7,301<br>110,01 18,01 9,43<br>P 22,3 F 9,5 1 dk | **M General Cargo**<br>G.10 531 B.10 208<br>3 Ha (stl) (12,8 × 8,3) (16,4 30,0 × 9,8) ER<br>Der 4(25) | Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 240kW a.c.<br>13kn |
| 5415250<br>SYQE<br>6483<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETERNAL PEACE**<br>ex Mighty-81<br>**Tonywool Shipping Corp.**<br>Allouette Shipping Corp. S.A.<br>Piraeus Greece | T.Mk<br>**6 248**<br>3 340<br>10 960<br>**9 384**<br>5 326<br>13 790 | **✠100A1** CS 6/77<br>strengthened for heavy cargoes<br>**✠LMC**<br>EL et 2¼"SQ<br>FN 4499 | **1963**-4 Soc. Espanola de Const. Nav. —Bilbao (114)<br>156,85 19,72 8,002/9,272<br>143,26 19,66 11,74<br>B 45,5 F 15,0 2 dks<br>rf 76<br>Coll BH to U dk 7 to 2nd dk WB2199t | **M General Cargo**<br>G.20 360 B.18 802<br>16W Der 1(50) 6(10) 10(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 100lbf/in² (6,9bar)<br>Fuel 1 590,0t<br>16kn |
| 5035440<br>SVPL<br>6296<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ETERNAL SEA**<br>ex Elsa Sk-80 ex Lenio-78<br>ex Bamenda Palm-72<br>**Tifracova Compania Naviera S.A.**<br>Manta Line Inc.<br>Piraeus Greece | **5 087**<br>2 679<br>7 316 | **✠100A1** SS 6/80<br>DTm—vegetable oil<br>**✠LMC**<br>EL at 2⅛"SQ<br>FN 3587 | **1956**-3 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1926)<br>136,18 17,76 8,249<br>126,50 17,68 10,67<br>P 8,3 F 24,4 1 dk & S dk<br>RW rf nil<br>Coll BH to S dk 7 to 2nd dk WB3497t incl. Tunnel tanks 1888t DTm704t | **M General Cargo** OSD<br>Ref 2P<br>5 Ho 15,8 20,7 12,8 17,9 16,4 9,7DT<br>In.314<br>5 Ha (12,4 12,5 10,2 × 6,1) ER (7,0 × 6,1) (— × —)<br>16W Der 1(75) 6(10) 10(5) | Oil 2SA 4Cy. 670 × 2320<br>4 500bhp (3 310kW) Doxford<br>Swan, Hunter & Wigham Richardson Newcastle<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel 731,5t (hvf)<br>14kn |
| 7917953<br>ELAV5<br>6969<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **ETERNITY VENTURE**<br>**Triumph Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **31 077**<br>22 124<br>60 194 | AB | **1981** China SB. Corp. (Keelung Division) —Keelung (180)<br>222,99(BB) 12,442<br>213,01 32,21 17,81<br>F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.73 538 HeCls. ptB<br>7 Ha (stl) (9,7 × 13,1) (13,4 13,4 13,4 13,4 13,4 13,4 × 14,6) ER | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 3 × 480kW a.c.<br>Fuel 200,5t (d.o.) 2 763,0t (hvf)-50,5pd<br>15kn |
| 5243607<br>H9MR<br>1112<br>3-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **ETHA RICKMERS**<br>ex Etha-75 ex Munchen-70<br>**FELICITAS-Rickmers-Linie (Panama) S.A.**<br>Rickmers-Linie K.G. (AG & Co.)<br>Hamburg Panama | **9 185**<br>5 316<br>13 344<br>**12 669**<br>7 618<br>16 444 | GL | **1958** A.G. "Weser"—Bremen (1330)<br>166,58 22,28 8,600/9,670<br>152,00 21,95 10,11<br>P 7,7 F 14,7 2 dks & S dk<br>RW | **M General Cargo** OSD/CSD<br>Ref 12P<br>Ice strengthened<br>7 Ho 12,8 13,4 17,5 22,3 20,7 14,3 11,8<br>G.24 955 B.22 455 In.347<br>7 Ha (stl) (5,5 × 5,5) (7,0 11,2 16,0 12,8 8,0 7,1 × 6,0)<br>Der 1(60) 1(30) 10(5-10) 14(3-5) 2(3) | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW)<br>Frd. Krupp A.G. Essen<br>Gen 4 × 216kW 400V 50Hz a.c.<br>Fuel (hvf)<br>17,5kn |
| 6607898<br>H04430<br>8787-<br>PEXT1<br>Rdr RT | **ETHANE**<br>ex Propane Maru No. 2-79<br>**Galleon Navigation Co. S.A.**<br>Manila Panama | **546**<br>284<br>374 | NK | **1966** Taguma Zosen—Innoshima (42)<br>50,58 8,82 3,455<br>46,00 8,79 4,09<br>P 13,5 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta (C.mn.stl) ind 1 cyl horizontal 1 spherical horizontal ER<br>L.(gas) 678 | Oil 4SA 6Cy. 260 × 330<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Tokyo<br>Gen 2 × 52kW 445V a.c.<br>Fuel 31,5t-2,5pd<br>10kn |
| 6828155<br>DYOM<br>Gc Rdr<br>RT | **ETHEL**<br>ex Hokuryo Maru-77<br>**Sulpicio Lines Inc.**<br>Cebu Philippines | **886**<br>526<br>1 787 | (NK) | **1968** Kurushima Dock Co. Ltd.—Imabari (460)<br>68,13 10,62 4,801<br>63,02 10,60 5,41<br>P 14,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 031 B.1 769<br>2 Ha (stl) (16,5 16,2 × 6,5) ER<br>Der 2(10) | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 64kW 445V a.c.<br>Fuel 86,5t-5,0pd<br>11kn |
| 6608397<br>GSQH<br>308116<br>Esd Gc<br>Rdr | **ETHEL EVERARD**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **1 599**<br>919<br>2 643 | **✠100A1** SS 7/80<br>**✠LMC**<br>EL Q 1$\frac{7}{16}$"SQ<br>FN 1488 | **1966**-4 Clelands SB. Co. Ltd.—Wallsend (287)<br>85,10 12,50 5,100<br>79,86 12,43 6,20<br>P 19,2 F 6,4 1 dk<br>RW rf 102<br>NS 4BH WB803t | **M General Cargo**<br>Mchy.aft | Oil 4SA 12Cy. 222 × 292<br>1 500bhp (1 103kW) ✠ NE 7/75<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 100kW 1 × 25kW 220V d.c.<br>11kn |
| 7372828<br>SXJD<br>7821<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETHNIC**<br>**Moonlight Shipping Co. S.A.**<br>Piraeus Greece | **125 947**<br>105 348<br>274 629 | AB | **1975** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2401)<br>336,96(BB) 20,981<br>320,00 54,49 26,98<br>1 dk | **S Tanker**<br>IGS CBT<br>22 Ta ER<br>L.(oil) 338 147 HeCls. B | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel 13 482,0t (o.f.) 275,0t (d.o.)-177,0pd<br>16kn |
| 7639927<br>SXRV<br>7356<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETHNOS**<br>**Standard Bulk Marine Corp.**<br>Piraeus Greece | **16 726**<br>10 610<br>29 039 | **✠100A1** SS 4/79<br>Strengthened for heavy cargoes<br>Nos. 1 & 4 holds may be empty<br>**✠LMC** **UMS**<br>EL G 577,5/68,0U2<br>FN 6396 | **1977**-10 Hakodate Dock Co. Ltd. —Hakodate (660)<br>Cmd.**1979**-4<br>180,83(BB) 23,14 10,681<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51<br>8BH WB14777T incl. Comb. top, btm & STs in holds 6969T, No. 4 hold 6716T | **M Bulk Carrier**<br>6 Ho 16,3 20,8 24,0 24,0 24,0 19,9 ER<br>G.37 844 B.33 098<br>6 Ha (stl) (8,2 15,0 19,2 15,2 19,2 15,2 × 9,6) ER<br>Cr 2(25-30) 3(15) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>2 AuxB (1 o.f. 1 ex.g) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>Fuel 271,0t (d.o.) 1 975,0t (hvf)<br>15kn |
| 6824862<br>JG2562<br>103961<br>Rdr RT | **ETHYLENE DAYSPRING**<br>**Mitsui Leasing & Development Co. Ltd.**<br>Daiichi Tanker Co. Ltd.<br>Tokyo Japan | **885**<br>380<br>1 632 | | **1969** Kyokuyo Zosen Tekko K.K.—Chofu (183)<br>63,99 10,83 4,598<br>57,99 10,80 5,29<br>1 dk | **M Liquefied Gas Tanker**<br>LPG Atmospheric Ref.<br>2 Ta membrane ER<br>L.(gas) 1 188 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 180kW 445V a.c.<br>Fuel 68,0t-6,5pd<br>12kn |
| 6824874<br>JG2558<br>103952<br>Rdr RT | **ETHYLENE DAYSTAR**<br>**Daiichi Tanker Co. Ltd.**<br>Tokyo Japan | **605**<br>245<br>756 | | **1968** Asahi Zosen Tekkosho—Kitakyushu<br>55,10 9,83 3,506<br>49,94 9,81 4,81<br>1 dk | **M Liquefied Gas Tanker**<br>LPG Atmospheric Ref.<br>2 Ta membrane ER<br>L.(gas) 785 | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 440V a.c.<br>Fuel 43,5t-4,0pd<br>11kn |

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|---|---|---|---|---|---|---|
| **6522012**<br>JG2249<br>98333<br>Gc | **ETHYLENE MARU No. 1**<br>**Motoyoshi Kaiun K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **167**<br>101<br>341 | | **1965** Ishikawajima Ship & Chemical Plant Co.—Tokyo (333)<br>34,17 6,63 2,515<br>6,61 2,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>1 Ta cyl horizontal ER<br>L.(gas) 280 | Oil 4SA 5Cy. 260 × 400<br>250bhp (184kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 28kW 225V a.c.<br>8kn |
| **7000059**<br>JG2835<br>108777<br>Df Esd<br>Rdr RT | **ETHYLENE UKISHIMA**<br>**Mitsui Leasing & Development Co. Ltd.**<br>Daiichi Tanker Co. Ltd.<br>Tokyo Japan | **791**<br>416<br>463 | | **1970** Ishikawajima Ship & Chemical Plant Co.—Tokyo (384)<br>58,43 10,04 3,277<br>52,99 10,01 4,40<br>1 dk | **M Tanker**<br>Chemical Ref<br>2 Ta ER | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 450V a.c.<br>Fuel 289,5t-4,0pd 12kn |
| **7009172**<br>JG2842<br>108801<br>Rdr RT | **ETHYLENE UNAKAMI**<br>**Daiichi Tanker Co. Ltd.**<br>Tokyo Japan | **790**<br>422<br>456 | | **1970** Ishikawajima Ship & Chemical Plant Co.—Tokyo (385)<br>58,43 10,04 3,590<br>52,99 10,01 4,40<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 918 | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 37,5t (d.o.)-4,0pd 11kn |
| **8024038**<br>ELBR5<br>7145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETIENNE SCHLUMBERGER**<br>**Tacigaz Corp.**<br>Monrovia Liberia | **6 165**<br>3 481<br>6 082 | BV | **1982** Ch. Nav. de La Ciotat—La Ciotat (326)<br>114,36 7,590<br>105,36 18,31 12,02<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta ER<br>L.(gas) 6 082 | Oil 2SA 6Cy. 450 × 1200 B&W<br>5 270bhp (3 876kW)<br>Alsthom-Atlantique St. Nazaire |
| **7121762**<br>WX9240<br>508462<br>Esd Rdr<br>RTm | **ETIENNETTE BOLLINGER**<br>**B. & B. Marine Construction Corp.**<br>Houma, La United States of America | **147**<br>100<br>— | | **1967** Bollinger Machine Shop & Shpyd Inc.—Lockport, La (58)<br>24,39 7,42<br>21,49 7,37 3,43<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW 220V 60Hz a.c. |
| **7208699**<br>EAFT<br>823<br>Df Esd<br>Gc Rdr<br>RTv | **ETILICO**<br>**Naviera Quimica S.A.**<br>Bilbao Spain | **1 215**<br>664<br>1 900 | **✠100A1** SS 8/81<br>chemical tanker<br>Type A cargoes in association with an approved list of chemical cargoes SG 1.8<br>**✠LMC**<br>EL N $1\frac{5}{16}$"U2<br>FN 1246 | **1973**-1 Ast. de T. Ruiz de Velasco—Bilbao (119)<br>77,32 12,22 4,763<br>70,26 12,21 5,52<br>P 16,8 RAD 13,8 RFD 10,1 F 10,4 1 dk<br>rf 102 conv Oil Chemical Tanker 74<br>6BH WB433t | **M Tanker**<br>Chemical<br>8 Ta (s.stl) ER<br>L.1 453 HeCls. C | Oil 4SA 6Cy. 400 × 580 Deutz<br>1 600bhp (1 177kW)<br>Hijos de J. Barreras S.A. Vigo<br>2 AuxB 10,5kgf/cm² (10,3bar)<br>Gen 2 × 152kW 1 × 76kW 380V 50Hz a.c.<br>Fuel 117,0t (d.o.)-5,5pd 12kn |
| **7212755**<br>HPQK<br>9610<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETNA**<br>ex Maluku Maru-79<br>**Toscana Ocean Shipping S.A.**<br>Tu Nam Maritime Co. Ltd.<br>Panama Panama | **3 651**<br>2 558<br>6 541 | NK | **1972** Imabari Zosen—Imabari (285)<br>105,31 16,36 6,833<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.8 421 B.8 019<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 2(30) 2(15) | Oil 2SA 6Cy. 420 × 900 B&W<br>3 300bhp (2 427kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Fuel 529,5t-14,0pd 12,5kn |
| **7431014**<br>YBDO | **ETNA**<br>ex Gomuru-74<br>**P.T. Porodisa Raya Shipping Lines**<br>Sabang Indonesia | **582**<br>—<br>— | KI | **1965** Leninskaya Kuznitsa—Kiyev<br>... ... ...<br>50,65 9,30 4,70<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW 230V d.c. |
| **5109227**<br>LNHN<br>15623<br>Rdr RT | **ETNE**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **265**<br>98<br>— | (NV) | **1962** Skaalurens Skibsbyggeri A/S—Rosendal (199/13)<br>42,42 8,51 2,756<br>39,53 8,49 3,38<br>1 dk | **M Ferry/General Cargo** 100P<br>1 Ho 17,3 ER<br>1 Ha ER<br>len 72 Cr 1(4) | Oil 2SA 5Cy. 280 × 420<br>500bhp (368kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 21,5t (d.o.)-2,0pd 10,5kn |
| **5221788**<br>SV4823<br>6770<br>Df Esd<br>Rdr<br>RTm/h | **ETOLOS**<br>ex Amigo Clipper-78<br>ex Vibeke Lonborg-75<br>ex Margaretha Smits-73<br>**Etoliki Shipping Co. S.A.**<br>Piraeus Greece | T.Mk<br>**968**<br>642<br>1 118 | **✠100A1** SS 6/80<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1053<br>**STRANDED 8/82 — CLASS SUSPENDED** | **1961**-2 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (336)<br>72,67 10,37 3,823<br>65,23 10,14 6,00<br>F 10,7 2 dks<br>RW rf 102<br>3BH WB399T | **M General Cargo**<br>1 Ho 43,2 ER<br>G.2 225 B.2 027<br>2 Ha (each 11,4 × 5,4) ER<br>6W Der 6(3-5) | Oil 4SA 9Cy. 300 × 450<br>1 070bhp (787kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 30kW 1 × 10kW 220V d.c.<br>Fuel 127,0t (d.o.)-4,0pd 11kn |
| **8029179**<br>8KOD<br>125953 | **ETOMO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **965**<br>260<br>— | | **1982** Naikai Zosen—Taguma Shipyard, Innoshima (466)<br>3,252<br>73,00 9,61 5,31<br>2 dks | **TM Patrol Ship** | 2 Oil 4SA each 6Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho Tateyama<br>2 Controllable pitch propellers |
| **6808428**<br>JG2477<br>103462<br>Df Esd<br>Gc Rdr<br>RT | **ETOMO MARU**<br>**Shinwa Naiko Kaiun K.K.**<br>Tokyo Japan | **2 442**<br>1 219<br>3 581 | NK | **1968** Nipponkai Heavy Ind. Co. Ltd.—Toyama (137)<br>85,81 15,04 5,716<br>80,02 15,02 8,01<br>1 dk, pt 2nd dk | **M Limestone Carrier**<br>3 Ho ER<br>4 Ha (9,9 × 8,3) (11,2 11,2 × 2,6) (18,9 × 8,3) ER | Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 80kW 1 × 62kW 445V a.c.<br>Fuel 102,5t-7,0pd 12kn |
| **5109253** | **ETRA PRIMA**<br>ex Etra-56<br>**Societe Moderne de Peche (S.M.P.)**<br>Cotonou Benin | **105**<br>67<br>— | | **1939** Cant. Nav. Elio Gaetani—Civitanova Marche<br>25,89 6,66 2,750<br>... ... ... | **Wood Aux M General Cargo** | Oil 4SA 6Cy. 215 × 360<br>Deutsche Werke A.G. Kiel |

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| 7504031<br>GVUO<br>377527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETREMA**<br>**Shell Bermuda (Overseas) Ltd.**<br>Shell Tankers (U.K.) Ltd.<br>London United Kingdom | **19 593**<br>12 595<br>30 990 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL It 605,0/78,0U2<br>FN 6564 | **1978**-3 Saint John SB. & D.D. Co. Ltd.—St. John, N.B. (1119)<br>169,45(BB) 26,04 10,916<br>162,01 26,00 14,51<br>P 16,5 F 16,5 1 dk<br>rf nil<br>11BH WB1229T | **M Tanker**<br>21 Ta ER<br>L.(oil) 39 735 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Scotts' Engineering Co. Ltd. Greenock<br>2 AuxB (o.f.) 17,5kgf/cm² (17,2bar)<br>e(ex.g) 17,5kgf/cm² (17,2bar)<br>Gen 2 × 680kW 1 × 465kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 158,5t (d.o.) 2 677,5t (hvf)-45,0pd<br>14,5kn |
| 6404131<br>IOJR<br>3611<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETRUSCO**<br>ex Gea Prima-82 ex Refola-75<br>ex Thoralbe-70<br>**Elbana di Navigazione**<br>Genova Italy | **999**<br>512<br>1 940 | RI (GL) | **1963** Werft Nobiskrug—Rendsburg (634)<br>75,98 12,04 4,306<br>71,00 11,99 5,62<br>1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 320<br>HeCls. C | Oil 4SA 6Cy. 400 × 600<br>1 500bhp (1 103kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel-5,5pd 12,5kn |
| 7212896<br>JI2685<br>111789<br>Rdr RT | **ETSUSA MARU**<br>ex Shizuki Maru<br>**Sado Kisen K.K.**<br>Ryotsu, Japan<br>Niigata Pref. | **2 072**<br>928<br>653 | | **1972** Shikoku Dockyard Co. Ltd.—Takamatsu (756)<br>82,61 15,42 3,499<br>78,01 15,40 5,31<br>1 dk<br>RW | **TM RoRo Cargo/Ferry**<br>550P | 4 Oil 4SA each 6Cy. 260 × 320 geared to sc. shafts<br>4 800bhp (3 531kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 350kW 445V a.c.<br>Fuel 74,0t-15,5pd 17kn |
| 7302172<br>JHWM<br>111856<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETSUSUI MARU**<br>**Nittoh Kaiun Sangyo K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **2 939**<br>1 712<br>3 294 | NK | **1973** Tokushima Zosen Sangyo K.K.—Komatsujima (350)<br>93,78 15,04 5,995<br>86,01 15,02 7,22<br>P 19,9 F 10,1 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>4 Ta (s.stl) ind spherical vert ER<br>L.(gas) 3 196<br>HeCls. B | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 200kW 450V a.c.<br>Fuel 27,0t (d.o.) 236,0t (hvf)-12,0pd 13kn |
| 8005355<br>JJDN<br>119998<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETSUZAN MARU**<br>**Niigata Prefecture**<br>Niigata, Japan<br>Niigata Pref. | **435**<br>161<br>417 | | **1980** Niigata Eng. Co. Ltd.—Niigata (1681)<br>49,41 3,569<br>42,52 8,41 3,76<br>1 dk | **M Fishing**<br>Training Side-fishing Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6824197<br>Df Esd<br>Gc Pfd<br>Rdr RT | **ETSUZAN MARU**<br>**R. B. L. Fishing Corp.** | **404**<br>169<br>— | | **1968** Niigata Eng. Co. Ltd.—Niigata (755)<br>47,96 8,11 3,175<br>42,02 8,08 3,79<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7335612<br>JL3559<br>108590<br>Rdr | **ETSUZAN MARU No. 2**<br>**Setsuyo Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **554**<br>304<br>1 318 | | **1970** Higaki Zosen K.K.—Imabari (112)<br>56,06 9,43 4,293<br>9,40 4,58<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.756 | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 36kW 225V a.c.<br>Fuel 36,5t-4,0pd 10,5kn |
| 7335650<br>JL3692<br>109245<br>Rdr | **ETSUZAN MARU No. 3**<br>**Maruko Kaiun K.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **693**<br>399<br>1 634 | | **1970** Higaki Zosen K.K.—Imabari (117)<br>64,90 10,04 4,090<br>59,01 10,01 5,01<br>1 dk | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.1 799 | Oil 4SA 6Cy. 330 × 500<br>1 400bhp (1 030kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 36kW 225V a.c.<br>11,25kn |
| 7371537<br>JG3386<br>116317<br>Rdr RT | **ETSUZAN MARU No. 6**<br>**Yamane Kaiun K.K.**<br>Tokyo Japan | **494**<br>253<br>1 195 | | **1974** Daiko Dkyd Co. Ltd.—Osaka (82)<br>9,73 3,988<br>52,02 9,71 4,40<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7368956<br>IBNJ<br>18312<br>Esd Gc<br>Pfd Rdr<br>RTm/h/v | **ETTORE**<br>ex Joarctic-78<br>**Esercizio Cisterne S.p.A.**<br>Cagliari Italy | **4 543**<br>2 399<br>7 284 | RI (NV) | **1974** Ankerlokken Verft Glommen A/S—Fredrikstad (185)<br>107,93 17,25 8,192<br>101,99 17,20 10,01<br>1 dk | **M Tanker**<br>Bitumen SBT CBT<br>Ice strengthened<br>16 Ta ER<br>L.8 724 L.(oil) 8 724<br>HeCls. BC | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 264kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.) 711,0t (hvf)-15,0pd 15kn |
| 5196581<br>H9UQ<br>10168-PEXT1<br>Df Esd<br>Gc Rdr<br>RTh/v | **EUBAL**<br>ex Miki-82 ex Afovos-81<br>ex Nicolas Maris-79 ex Kreeft-65<br>**Warrior Shipping Inc.**<br>Marico Shipping Ltd.<br>Panama Panama | **7 331**<br>4 657<br>13 564 | ✠**100A1** SS 3/80<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3892 | **1958**-1 Schps. "De Hoop" N.V.—Lobith (230)<br>139,07 18,47 9,233<br>128,02 18,41 11,99<br>F 12,8 1 dk<br>rf 102 DK<br>8BH WB338t incl. DTm1795t | **M Bulk Carrier**<br>4P<br>5 Ho 17,7 16,5 12,7 15,2 15,2 ER<br>G.17 984 B.17 502<br>5 Ha (stl) (each 8,6 × 7,7) ER | Oil 2SA 7Cy. 700 × 1200<br>4 900bhp (3 604kW) MAN<br>Schps. Inst. "Nederland" Ijsselmonde<br>AuxB 100lbf/in² (6,9bar)<br>Gen 2 × 150kW 1 × 24kW 220V d.c.<br>Fuel 657,5t (hvf) 13,5kn |
| 7737573<br>3EHO<br>7978-KJ<br>RT | **EUCALY No. 5**<br>ex Seiyu Maru No. 2-78<br>**Superb Ocean Navigation S.A.**<br>Panama Panama | **432**<br>220<br>950 | | **1967** Mategata Zosen K.K.—Namikata<br>52,51 4,250<br>48,01 8,50 4,40<br>1 dk | **M Sand Carrier** | Oil<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>10kn |
| 7016852<br>ICCQ<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **EUCLIDE**<br>ex Euclides-76<br>**Carbocoke Armamento S.p.A.**<br>Palermo Italy | **5 053**<br>2 310<br>3 312 | RI (BV) | **1971** Soc. Nouvelle des At. & Ch. du Havre—Le Havre (200)<br>107,02 17,40 6,092<br>98,00 17,35 9,40<br>P 7,1 RQD 11,9 B 6,4 F 14,7 1 dk | **M Liquefied Gas Carrier**<br>LNG LPG Pressurised Ref<br>Mchy.aft<br>4 Ta (9% Ni.stl) ind spherical<br>L.(gas) 4 000<br>HeCls. B | Oil 2SA 6Cy. 560 × 1000<br>5 500bhp (4 046kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 3 × 328kW 440V 60Hz a.c.<br>Fuel 54,0t (d.o.) 467,5t (hvf)-21,0pd 15,5kn |
| 6718893<br>Y4IF<br>Df Esd<br>Gc Rdr<br>RT | **EUGEN SCHONHAAR**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **998**<br>312<br>539 | DSRK | **1967** VEB Peene-Werft—Wolgast (216)<br>63,23 10,65 4,801<br>59,42 10,62 6,81<br>1 dk<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 320kW 1 × 120kW<br>1 × 60kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) 12,5kn |

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| **5109344**<br>WD7677<br>262344<br>Df Gc<br>Rdr<br>RTm/v | **EUGENE F. MORAN**<br>**Tug Eugene F. Moran Inc.**<br>New York, NY United States of America | **219**<br>149<br>— | AB | **1951** Jakobson Shipyard Inc.—Oyster Bay, NY (336)<br>32,31 8,31 3,922<br>30,56 8,26 4,27<br>1 dk<br>rf 76 BK 64 | **D-E Tug** | Oil 2SA 16Cy. 220 × 265 driving 1 gen. of 1 210kW 525V d.c. connected to 1 elec. motor<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 40kW 1 × 35kW 125V d.c.<br>Fuel 122,0t (d.o.) |
| **7124635**<br>HO9376<br>7685-77<br>Esd Gc<br>Rdr RT | **EUGENE McDERMOTT II**<br>**Geophysical Service Inc.**<br>Panama Panama | **911**<br>244<br>— | ✠**100A1** CS 4/81<br>exploration vessel<br>✠**LMC**<br>EL L $1\frac{5}{16}$"U2<br>FN 733 | **1972**-1 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (67)<br>52,20 12,04 3,639<br>46,21 11,59 4,27<br>B & F 30,8 1 dk<br>rf nil<br>4BH WB273t in DTsf&a | **TM Research**<br>Geophysical<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 200kW 415V 50Hz a.c.<br>12kn |
| **5109382**<br>WA4813<br>229306<br>Df Gc<br>Rdr RT | **EUGENE P. THOMAS**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>New York, NY United States of America | **7 878**<br>6 150<br>13 828 | AB | **1930** Great Lakes Eng. Works—River Rouge, Mi (274)<br>184,06 18,55 6,614<br>179,38 18,29 9,76<br>1 dk<br>R | **M Bulk Carrier**<br>3 Ho ER<br>G.12 266<br>18 Ha (stl) (each 3,6 × 11,5) ER | Oil 4SA 8Cy. 345 × 420<br>2 250bhp (1 655kW) NE 63<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>10kn |
| **5109423**<br>WA4815<br>214747<br>Df Gc<br>Rdr RT | **EUGENE W. PARGNY**<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>Duluth, Mn United States of America | **8 363**<br>6 659<br>13 920 | ✠**100A1** Lake SS 6/76<br>Great Lakes service<br>✠**LMC**<br>EL (ft)<br>FN 4959 | **1917**-4 American SB. Co.—Lorain, Oh (719)<br>182,89 18,34 6,674<br>176,79 18,29 9,76<br>F 16,2 1 dk<br>R rf 76<br>3BH WB9312t | **M Bulk Carrier**<br>3 Ho ER<br>35 Ha (stl) ER | Oil 2SA 8Cy. 545 × 700 sr geared to sc. shaft<br>3 570bhp (2 626kW) ✠ NE 5/51<br>Lima-Hamilton Corp. Hamilton<br>2 WTAuxB 150lbf/in$^2$ (10,4bar)<br>✠ NAuxB 5/51 150lbf/in$^2$ (10,4bar)<br>Fuel 203,0t<br>11.5kn |
| **7309704**<br>HO3892<br>9676-PEXT | **EUGENIA**<br>ex Vaquero-81<br>**Ultrafort Corp. Sociedad Anonima**<br>Panama Panama | **118**<br>80<br>— | | **1970** ..............Port Isabel, Tx<br>*20,73* 6,20<br>3,66 | **M Fishing** | Oil<br>370bhp (272kW)<br>..............<br>Fuel (d.o.) |
| **6727832**<br>WX7835<br>506330<br>Gc Rdr<br>RT | **EUGENIA MORAN**<br>**Towboat Betty Moran Corp.**<br>Bath, Me United States of America | **281**<br>191<br>— | AB | **1967** Jakobson Shipyard Inc.—Oyster Bay, NY (430)<br>4,741<br>31,04 8,54 5,21<br>1 dk<br>BK 102 | **M Tug** | Oil 2SA 16Cy. reverse reduction geared to sc. shaft<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 60kW 1 × 40kW<br>Fuel 175,0t |
| **7363190**<br>3FFU<br>10519-GI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EUGENIA I**<br>ex Vanesa-81 ex Irache-78<br>**Dylsamar S.A.**<br>Navytrade S.A.<br>Panama Panama | **59 322**<br>41 980<br>111 225 | AB<br>✠LR class withdrawn-Owner's request 27/8/82 | **1974**-5 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (194)<br>276,54(BB) 39,07 15,190<br>262,01 39,01 19,61<br>P 14,1 F 29,0 1 dk<br>rf nil | **M Tanker**<br>14 Ta ER<br>L.(oil) 13 494 HeCls. B<br>Der 2(12) 2(5) 2(2) | Oil 2SA 9Cy. 840 × 1800<br>24 750bhp (18 205kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 1 × 680kW 3 × 400kW 440V 60Hz a.c.<br>Fuel 203,0t (d.o.) 5 153,5t (hvf) 15,25kn |
| **7714765**<br>SVIM<br>6808<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EUGENIE C**<br>**Agis Maritime Corp.**<br>Westwind Africa Line Ltd.<br>Piraeus Greece | **16 389**<br>9 954<br>27 427 | AB | **1978** Oshima Zosen—Nagasaki (033)<br>169,81(BB) 9,805<br>163,02 26,31 13,62<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,2 27,2 20,8 27,2 24,0 ER<br>G.32 415 B.31 708 HeCls. B<br>5 Ha (stl) (13,2 19,2 14,4 14,1 15,2 × 11,9) ER<br>Cr 4(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Hvy Industries Ltd Japan<br>Gen 3 × 570kW 440V 60Hz a.c.<br>Fuel 173,5t (d.o.) 1 656,0t (hvf)-38,5pd<br>14kn |
| **7044251**<br>SQAK<br>Df Esd<br>Gc Rdr<br>RT | **EUGENIE COTTON**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **3 810**<br>1 916<br>5 735 | PR | **1971** Stocznia Gdanska im. Lenina—Gdansk (B522/04)<br>108,95 15,83 6,849<br>102,01 15,04 8,69<br>1 dk | **M Ore Carrier**<br>Ice strengthened<br>4 Ho ER<br>G.7 678 B.7 429<br>4 Ha (stl) (10,2 × 8,6) (16,9 14,9 8,8 × 9,9) ER | Oil 2SA 8Cy. 480 × 700<br>3 400bhp (2 501kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 168kW 400V a.c.<br>Fuel 247,0t (hvf)-12,0pd 14kn |
| **6502024**<br>ICVV<br>1095<br>Df Esd<br>Gc Rdr<br>RT | **EUGENIO C**<br>**Costa Armatori S.p.A.**<br>Napoli Italy | **30 567**<br>17 772<br>7 682 | ✠**100A1** CS 4/79<br>DTsf—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL ut $3\frac{1}{8}$"SQ<br>FN 8297<br>RI (AB) | **1966**-8 C.R.D. Adriatico—Monfalcone (1884)<br>217,46(BB) 29,39 8,637<br>188,42 29,32 14,71<br>B & F 187,2 2 dks,3rd & 4th dks clear of mchy. spaces<br>rf nil<br>Coll BH to U dk 12 to 2nd dk WB3813t incl. DTsf679t | **TS Passenger Ship**<br>Ref 1636bth P<br>pt higher tensile steel<br>2 Ho 7,3 15,0 ER<br>G.1 126 In.835<br>2 Ha (4,0 × 3,8) (6,7 × 3,6) ER<br>Cr 3(5) | 4 S Turb dr geared to 2 sc. shafts<br>55 000shp (40 456kW) De Laval<br>C.R.D. Adriatico Trieste<br>3 WTB 915lbf/in$^2$ (63,1bar) Spt 480,0°C 889lbf/in$^2$ (61,3bar) hs4501,9<br>sg 150lbf/in$^2$ (10,4bar)<br>Gen 4 × 1700kW 1 × 550kW 440/127V 60Hz a.c.<br>27kn |
| **7384132**<br>SQEW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUGENIUSZ KWIATKOWSKI**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | T.Mk<br>**6 957**<br>3 635<br>9 512<br>**10 129**<br>5 605<br>11 812 | PR | **1975** Stocznia Gdanska im. Lenina—Gdansk (B438/06)<br>160,92(BB) 22,99 —/9,697<br>149,99 22,89 13,29<br>3 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref 12P<br>Ice strengthened Side doors<br>4 Ho ER 1 Ho<br>G.20 155 B.19 298<br>TEU 218 C.Ho 148/20′ (40′) C.Dk 70/20′ (40′)<br>7 Ha (stl) (8,9 × 6,7) (12,9 19,4p&s 12,9p&s × 6,7) ER (12,9 × 8,3)<br>18W Der 1(80) 4(25) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 518,0t (hvf) 21kn |
| **7417721**<br>6KOK<br>BS-A-1220<br>Df Esd<br>Gc Rdr<br>RT | **EUN HA No. 7**<br>ex Kong Yang No. 77<br>**Sam Won Fisheries Co. Ltd.**<br>Busan South Korea | **434**<br>230<br>— | KR | **1974** Dae Dong SB. Co.—Busan<br>55,05 8,64<br>49,00 8,62 3,99<br>P 28,7 B 12,8 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>In.612<br>3 Ha (1,3 × 1,0) (1,8 × 1,8) (1,0 × 1,0) | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 200kW 225V a.c.<br>12.5kn |

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| 6715504<br>6KLS<br>BS-A-1219<br>Df Esd<br>Gc Pfd<br>Rdr | **EUN HA No. 9**<br>ex Kong Yang No. 57<br>ex Koho Maru No. 12<br>**Sam Won Fisheries Co. Ltd.**<br>Busan South Korea | **302**<br>142<br>— | KR | **1967** Miho Zosensho K.K.—Shimizu (622)<br>48,32 7,83<br>42,50 7,78 3,56<br>P 23,5 F 7,7 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.349<br>4 Ha (1,0 1,0 × 1,2) (1,2 × 1,5) (1,6 × 1,6) | Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW 225V a.c.<br>10,5kn |
| 5394107<br>6LHP<br>BM21 876<br>Df Esd<br>Rdr | **EUN SEONG**<br>ex Dong Hwa No. 7-79<br>ex Kwang Duck-76<br>ex Yae Maru-69<br>**Kim Yeong Ki**<br>Busan South Korea | **702**<br>360<br>1 073 | KR | **1959** Usuki Tekkosho—Saiki (1017)<br>59,26 9,25 4,217<br>53,98 9,20 4,70<br>P 16,2 F 6,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.1 275 B.1 163<br>2 Ha (9,6 11,5 × 4,4) ER<br>Der 4(5) | Oil 4SA 6Cy. 380 × 560<br>950bhp (699kW)<br>Usuki Tekkosho Kawasaki<br>Gen 2 × 12kW 115V d.c.<br>Fuel 71,0t 10kn |
| 7507514<br>D7DQ<br>IM1689 | **EUN SUNG**<br>**Heung-A Shipping Co. Ltd.**<br>Inchon South Korea | **100**<br>57<br>— | KR | **1973** Heung Hae Development Co. Ltd. —Inchon<br>23,60 6,02 2,401<br>21,01 6,00 3,00<br>B 9,2 1 dk | **M Tug** | Vee Oil 4SA 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW 220V a.c.<br>12,5kn |
| 7220570<br>D7UC<br>BM10 490<br>Rdr | **EUN YANG**<br>**Tai Young Shipping Co. Ltd.**<br>Busan South Korea | **833**<br>402<br>1 200 | KR | **1950** Korea SB. & Eng. Corp.—Pusan<br>57,21 10,04<br>54,59 10,01 5,67<br>P 16,8 1 dk | **M General Cargo**<br>2 Ha (7,0 9,3 × 5,4) | Vee Oil 2SA 12Cy. 206 × 254<br>900bhp (662kW)<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 35kW 230V a.c.<br>10kn |
| 6821224<br>Gc Rdr<br>RT | **EUNEY**<br>ex Chosei Maru-79<br>**Lorenzo Shipping Corp.**<br>Manila Philippines | **999**<br>606<br>2 195 | | **1968** Imabari Zosen—Imabari (185)<br>72,01 11,00 4,903<br>65,69 10,98 5,59<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.2 518<br>1 Ha (35,8 × 6,5) ER | Oil 4SA 6Cy. 380 × 540<br>1 400bhp (1 030kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 40kW 445V a.c.<br>Fuel 123,0t-4,5pd 11,5kn |
| 7200283<br>WX7281<br>505199<br>Rdr RT | **EUNICE B**<br>**Coastal Trading Corp.**<br>Galveston, Tx United States of America | **142**<br>96<br>— | | **1966** Sea Hoss Marine Ways Inc. —Freeport, Tx<br>... ... ...<br>25,79 7,40 3,43<br>1 dk | **TM Crewboat** | 2 Vee Oil 4SA each 12Cy.<br>912bhp (671kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 7612199<br>GYEA<br>388257<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUPLECTA**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **19 763**<br>11 520<br>31 374 | **✠100A1**<br>oil tanker (cc)<br>**✠LMC UMS**<br>EL (I†) 605,0/78,0U2<br>FN 6580 | **1980**-2 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1125)<br>170,01(BB) 26,04 11,015<br>162,01 26,00 14,61<br>P 20,2 F 16,5 1 dk<br>rf nil<br>11BH WB1380T | **M Tanker**<br>21 Ta ER<br>L.(oil) 37 556 | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>2 AuxB (o.f.) 18kgf/cm² (17,7bar)<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 820kW 1 × 500kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 167,5t (d.o.) 1 879,5t (hvf) 14,5kn |
| 7425065<br>7KYO<br>117393<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EURASIA**<br>**Ohama Kisen K.K.**<br>Imabari, Ehime Pref. Japan | **6 530**<br>4 502<br>11 597 | NK | **1974** Imabari Zosen—Imabari (325)<br>123,35(BB) 20,55 8,129<br>114,99 20,50 10,60<br>P 28,1 F 16,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.15 369 B.14 305<br>2 Ha (stl) (32,6 32,4 × 11,2) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 360kW 440V a.c.<br>Fuel 759,0t-21,0pd 13kn |
| 6419198<br>SVEO<br>6272<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EURCO FERRY**<br>ex Lone Star-77 ex Matsue Maru<br>**Rena Shipping Co. Ltd.**<br>Eurolines Contracting Co. S.A.<br>Piraeus Greece | **7 434**<br>4 985<br>13 358 | NK | **1964** Namura SB. Co. Ltd.—Osaka (345)<br>140,01 20,25 8,306<br>130,00 20,20 11,00<br>P 26,6 F 9,5 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>Vehicles<br>4 Ho 17,1 26,4 26,5 26,5 ER<br>G.15 018 B.14 444 HeCls. B<br>4 Ha (11,6 19,7 19,7 19,7 × 8,9) ER<br>12W Der 2(15) 6(10) | Oil 2SA 6Cy. 600 × 1050<br>5 500bhp (4 046kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 2 × 168kW 445V 60Hz a.c.<br>Fuel 68,0t (d.o.) 700,0t (hvf)-18,5pd 13,5kn |
| 5218107<br>8057<br>Df Esd<br>Gc Rdr<br>RT | **EURO NAUTILAS**<br>ex Sanshin Pioneer-81<br>ex Malacca Maru-71<br>**Clea Shipping Co.**<br>Eurolines Contracting Co. S.A.<br>Piraeus Greece | **5 976**<br>3 449<br>8 948 | BV | **1960** Ishikawajima Jukogyo—Tokyo (785)<br>130,61 17,25 8,510<br>120,00 17,20 10,70<br>F 20,8 2 dks | **M General Cargo** CSD<br>Ref<br>5 Ho<br>G.12 437 B.11 428 In.259<br>5 Ha (6,8 × 5,4) (15,1 8,0 16,0 9,6 × 6,6)<br>14W Der 1(30) 2(10) 14(5) | Oil 2SA 6Cy. 700 × 1200<br>5 500bhp (4 046kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 256kW 450V a.c.<br>Fuel 857,5t 15kn |
| 7375650<br>S6DP<br>375805<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EURO PRIDE**<br>**Plover Marine Corp.**<br>Singapore Singapore | **44 061**<br>34 506<br>87 050 | NK | **1975** Sanoyasu Dockyard Co. Ltd. —Mizushima (1004)<br>245,52(BB) 38,05 13,755<br>234,02 38,00 18,19<br>F 17,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 111 474 HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 1760kW a.c.<br>15,5kn |
| 7203675<br>ELAH8<br>6860<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EURO PRINCESS**<br>ex Pegasus-76<br>**Acropolis Maritime Inc.**<br>Monrovia Liberia | **15 886**<br>9 501<br>26 299 | GL | **1972** Verolme Scheepswerf Heusden N.V. —Heusden (834)<br>175,50(BB) 22,84 10,249<br>167,01 22,79 14,18<br>1 dk | **M Bulk Carrier**<br>6 Ho 19,8 19,4 22,1 22,1 22,1 22,1 ER<br>G.33 284 B.31 057<br>6 Ha (stl) (12,3 12,3 15,3 15,3 15,3 15,3 × 10,9) ER<br>Cr 3(8) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 565kW 440V 60Hz a.c.<br>Fuel (hvf) 15,75kn |
| 5393933<br>HO9516<br>8966-PEXT1<br>Df Esd<br>Rdr<br>RTm/v | **EUROARK**<br>ex Alisio-81 ex Estebrugge-80<br>ex Are Friesecke-76 ex Xerxes-63<br>**Contark Ċompania Maritima S.A.**<br>Panama Panama | **499**<br>295<br>910 | GL | **1959** Jos. L. Meyer—Papenburg (494)<br>60,71 9,86 3,760<br>55,71 9,81 5,80<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,3 ER<br>G.1 175 B.1 045<br>3 Ha (8,3 10,3 10,3 × 5,7) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Köeln<br>Gen 3 × 220kW<br>Fuel 52,0t (d.o.) 11kn |

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| **7391850**<br>A8XN<br>5374<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EUROASIA CONCORDE**<br><br>**Continental Bulk Carriers Inc.**<br>Golden Peak Maritime Agencies<br>Ltd.<br>Monrovia Liberia | **16 190**<br>10 796<br>27 814 | AB | **1975** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1187)<br>176,94(BB) 25,07 10,313<br>164,98 25,00 14,20<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 21,0 26,4 26,4 26,4 27,2<br>ER<br>G.36 172 B.35 249 HeCls. ptB<br>5 Ha (stl) (12,5 × 10,9) (17,3 17,5<br>17,5 17,5 × 13,9) ER<br>Cr 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 175,0t (d.o.) 1 480,0t (hvf)-36,0pd<br>14,75kn |
| **6913845**<br>P3MD<br>394262<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROBREEZE**<br>ex Toyota Maru No. 5-79<br>**Line Island Marine Co. Ltd.**<br>Thenamaris (Ships Management)<br>Inc.<br>Limassol Cyprus | **12 014**<br>8 169<br>18 980 | NK | **1969** Namura SB. Co. Ltd.—Osaka (380)<br>150,12 22,71 9,703<br>143,03 22,69 13,21<br>P 28,4 F 10,4 1 dk | **M Bulk Carrier**<br>Vehicles<br>4 Ho ER<br>G.21 405 B.20 940<br>4 Ha (stl) (13,5 × 8,9) (16,0 16,0<br>16,0 × 10,3) ER<br>Cr 2(10) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>8 200bhp (6 032kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 416kW 450V a.c.<br>Fuel 1 336,0t-29,5pd 14,5kn |
| **7300710**<br>SXAM<br>5831<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROCARRIER**<br>ex Tokusho Maru-76<br>**Vitello Shipping Inc.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **16 095**<br>12 588<br>22 277 | **100A1** SS 8/78<br><br>**LMC**<br>EL Ft $2\frac{5}{8}$"U2<br>FN 5509<br>(NK) | **1973** Shin Yamamoto Zosen—Kochi (157)<br>153,24(BB) 23,65 10,523<br>142,02 23,60 15,19<br>B & F 118,9 1 dk 6 pt dks in No. 1 hold<br>rf nil<br>NS 5BH WB4233T incl. topside tank in<br>No. 2 hold 492T | **M Vehicles Carrier**<br><br>Ro/Ro car loading ramps<br>3 Ho 29,8 47,5 54,8 ER<br>G.37 482 B.35 611<br>7 Ha (stl) (19,2 × 11,2) (16,0p&s<br>16,0p&s 19,2p&s × 7,6) ER<br>Der 4(32) | Oil 2SA 9Cy. 520 × 1050<br>9 300bhp (6 841kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 2 × 360kW 445V 60Hz a.c.<br>Fuel 2 215,0t-30,0pd 13,75kn |
| **7002461**<br>DGOD<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EUROCLIPPER**<br>ex Destel-80 ex Owen Kersten-77<br>ex Destel-73<br>**Partenreederei m.s.**<br>**'Euroclipper'**<br>Kpt. Harry Nagel<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>338<br>1 267<br>**999**<br>716<br>2 007 | GL | **1969** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (617)<br>73,82 3,963/5,060<br>68,36 10,80 6,05<br>P 11,9 F 10,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.2 432 B.2 152<br>1 Ha (stl) (40,2 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,5kn |
| **7377531**<br>BICT<br>8076<br>Df Esd<br>Gc Rdr<br>RT | **EUROEX**<br>ex Transafrica Trader-82<br>ex Camellia Venture-81<br>**Taiwan International Line Ltd.**<br>Keelung China* | **7 195**<br>4 489<br>11 718 | BV | **1975** Fukuoka Zosen K.K.—Fukuoka<br>(1031)<br>127,79 20,55 8,051<br>119,82 20,50 10,29<br>1 dk | **M General Cargo**<br><br>3 Ho 24,6 39,8 25,2 ER<br>G.14 722 B.13 912<br>3 Ha (stl) (19,8 × 8,7) (34,2 20,9 ×<br>10,7) ER<br>4W Der 4(21) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 250kW 440V 60Hz a.c.<br>17,25kn |
| **6610912**<br>9HPT<br>0543<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROHUNTER**<br>ex Quintessence-75<br>ex Yeiju Maru-70<br>**Truseas Shipping Ltd.**<br>Thenamaris (Ships Management)<br>Inc.<br>Valletta Malta | **3 849**<br>2 541<br>5 940 | **100A1** SS 7/79<br><br>**LMC**<br>EL U $1\frac{13}{16}$"U2<br>FN 2459<br>(NK) | **1966** Usuki Tekkosho—Saiki (1070)<br>109,81 16,03 6,598<br>101,91 16,01 8,11<br>P 22,6 F 11,6 1 dk<br>RW rf 102<br>NS 4BH WB726T | **M General Cargo**<br><br><br><br>2 Ha (28,1 27,2 × 7,1) ER<br>Der 1(80) 1(20) 2(15) 1(10) | Oil 4SA 8Cy. 470 × 820<br>3 300bhp (2 427kW)<br>Ito Tekkosho Shimizu<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 2 × 128kW 445V 60Hz a.c.<br>Fuel 489,5t 12,5kn |
| **7203338**<br>SVSK<br>5492<br>Df Esd<br>Gc Rdr<br>RT | **EUROLEADER**<br>ex Tacoma Maru-75<br>**Conon Shipping Inc.**<br>Thenamaris (Ships Management)<br>Inc.<br>Piraeus Greece | **17 971**<br>12 056<br>31 449 | AB (NK) | **1972** Tsuneishi Zosen K.K.—Numakuma<br>(249)<br>181,72 25,46 10,999<br>170,03 25,40 15,32<br>P 29,0 F 11,3 1 dk | **M Bulk Carrier**<br><br><br>G.40 211 B.39 206<br>5 Ha (stl) (14,0 19,8 19,9 19,9 19,9<br>× 12,3) ER<br>Der 5(25) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Fuel 2 365,5t-39,5pd 14,75kn |
| **7623851**<br>GCTJ<br>399263<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EUROMAN**<br>ex I. T. L. Anna B-82<br>ex Normand Rock-82<br>**International Towing Ltd. (ITL)**<br>London United Kingdom | **518**<br>81<br>337 | **✠100A1**<br>tug<br>Ice Class 1C<br>**✠LMC** **UMS**<br>EL (K) 718,0/36,0U2<br>FN 605 | **1978**-7 Marystown Shipyard Ltd.<br>—Marystown, Nfl. (21)<br>42,91 11,41 5,004<br>36,86 11,02 5,39<br>F 20,5 1 dk<br>rf 749<br>4BH WB75T incl. 36T in DTma | **TM Tug**<br>Anchor-handling<br>Mchy.aft | 2 Oil 2SA each 9Cy. 300 × 450 sr geared<br>to sc. shafts<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 170kW 1 × 56kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7822457**<br>DLAL<br>4320<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EUROPA**<br><br>**m.s. 'Europa' der Breschag**<br>**Bremer**<br>**Schiffsvercharterungs - A.G.**<br>**& Co. K.G.**<br>Hapag-Lloyd A.G.<br>Bremen Federal Republic<br>of Germany | **33 819**<br>22 545<br>6 506 | GL | **1981** Bremer Vulkan A.G.—Vegesack<br>(1001)<br>199,63(BB) 30,00 8,421<br>170,52 28,52 18,95<br>B 157,9 4 dks | **TM Passenger Ship**<br>758bth P<br>Ice strengthened<br>Mchy.aft | 2 Oil 2SA each 7Cy. 700 × 1250 geared<br>to sc. shafts<br>28 920bhp (21 272kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 1920kW 5 × 1700kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>21kn |
| **7427582**<br>IBAQ<br>727<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPA**<br><br>**Lloyd Triestino S.p.A. di**<br>**Navigazione**<br>Trieste Italy | **27 839**<br>15 306<br>23 912 | **✠100A1**<br>container ship<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Lt 632,5/78,0U3<br>FN 9345<br>RI | **1978**-3 Italcantieri S.p.A.—Genova<br>(4333)<br>208,16(BB) 30,56 10,391<br>191,88 30,51 18,19<br>B & F 175,6 1 dk<br>rf nil<br>6BH WB8876T incl. DTf826T STs in Nos.<br>3, 4 & 5 holds 4596T UnDk tanks 993T | **S Container Ship**<br>Fixed-guides Ref<br>pt higher tensile steel<br>6 Cell.Ho 12,5 12,5 29,1 29,1<br>29,1 ER 27,2<br>G.43 254 In.3 844<br>TEU 1309<br>C.Ho 653/20' 120/40' incl. 107<br>ref C. C.Dk 416/20'<br>10 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>37 479shp (27 568kW) General Electric<br>Cantieri Navali Riuniti Genova<br>2 WTB 77kgf/cm² (75,6bar) (Spt 513°C<br>65kgf/cm² (63,8bar)) hs4524,3<br>AuxB 10kgf/cm² (9,9bar)<br>sg 9,3kgf/cm² (9,2bar)<br>Gen 1 × 2000kW 2 × 900kW<br>450V 60Hz a.c.<br>Fuel 5 914,5t (o.f.)-132,0pd 23kn |
| **6825464**<br>OXMF<br>D1600<br>Df Esd<br>Rdr RTm | **EUROPA**<br><br>**P/R Europa**<br>E. D. Jespersen<br>Hirtshals Denmark | **149**<br>70<br>169 | (BV) | **1968** VEB Rosslauer Schiffswerft—Rosslau<br>33,58 6,61 3,175<br>29,55 6,58 3,31<br>F 6,1 1 dk<br>BK 69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>G.180<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(0,5) | Oil 4SA 8Cy. 240 × 360<br>600bhp (441kW) NE 74<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 16kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| 7224629<br>SVTN<br>6680<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EUROPA FREEZER**<br>ex Andania-81<br>ex Glasgow Clipper-76<br>**Acadimos Maritime Co. S.A.**<br>Enterprises Shipping & Trading S.A.<br>Piraeus Greece | T.Mk<br>**4 938**<br>2 636<br>7 721<br>**6 680**<br>3 638<br>9 194 | **100A1**<br>**LMC** **UMS**<br>**Lloyd's RMC**<br>EL X 495,0/50,0U2<br>FN 3898<br>(NV) | **1972** Smith's Dock Ltd.—South Bank, Middlesbrough (1320)<br>140,75(BB) 18,04 8,281/9,037<br>131,48 18,00 11,64<br>F 40,9 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 102<br>6BH WB1739T incl. Tunnel STs 942T | **M General Cargo**<br>Ref.<br>Side doors 5(p) 5(s)<br>4 Ho 22,1 20,6 ER 22,1 19,8 11 TwD<br>In.9 970<br>4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 × 4,4)<br>8W Der 8(5) | Oil 2SA 9Cy. 680 × 1250<br>14 850bhp (10 923kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 520kW 450V 60Hz a.c.<br>Fuel 195,0t (d.o.) 1 636,0t (hvf) 22,5kn |
| 7350090<br>SHYD<br>11432<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPAFARJAN III**<br>**Stena Line A/B**<br>Varberg-Grena Linjen A/B<br>Varberg Sweden | **4 775**<br>2 153<br>1 321 | ✠**100A1** CS 9/79<br>Ice Class 3<br>✠**LMC**<br>EL X 2"U2<br>FN 3278 | **1974**-9 Werft Nobiskrug—Rendsburg (683)<br>118,67(BB) 18,55 5,011<br>107,85 18,32 12,07<br>B 86,6 3 dks.U dk inside vehicle space-light cargoes only<br>rf 483<br>NS 14BH to 2nd dk WB426T | **TM Passenger/RoRo Cargo/Ferry**<br>Vehicles 124bth 1076dk P<br>Bow, side (p,s) & stern doors | 4 Oil 4SA each 9Cy. 320 × 420 sr geared to sc. shafts<br>12 624bhp (9 286kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 800kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) 20,75kn |
| 6705080<br>DKPC<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EUROPAFARJAN IV**<br>ex Oliver Twist-78<br>ex Nils Holgersson-75<br>**Partenreederei m.s. 'Europafarjan IV'**<br>Travemunde-Trelleborg-Linie (T.T. Linie) G.m.b.H.<br>Luebeck Federal Republic of Germany | T.Mk<br>**4 390**<br>1 807<br>1 100 | GL | **1966** Luebecker Flender-Werke AG. —Luebeck-Siems (562)<br>123,25 18,50 4,700<br>113,11 18,01 10,60<br>2 dks, pt 3rd dk<br>rf 102 | **TM Passenger/RoRo Cargo/Ferry**<br>350bth 500dk P<br>Stern door Ice strengthened | 2 Vee Oil 4SA each 12Cy. 400 × 460<br>10 080bhp (7 414kW)<br>Ottensener Eisenwerk G.m.b.H. Hamburg<br>Gen 4 × 700kW 440V 60Hz a.c.<br>2 Directional propellers<br>Fuel 355,5t (d.o.) 21kn |
| 5231941<br>J4AN<br>6754<br>Df Esd<br>Gc Rdr<br>RTv | **EUROPE**<br>ex Owerri-78 ex Stentor-77<br>ex Memnon-75<br>**Henlow Shipping Corp.**<br>European Navigation Inc.<br>Piraeus Greece | T.Mk<br>**5 541**<br>2 781<br>6 127<br>**8 222**<br>4 524<br>9 927 | ✠**100A1** CS 3/77<br>DTsm & TwDa — veg. oil<br>✠**LMC**<br>EL et $2\frac{1}{4}$"SQ<br>FN 4275<br>**LAID UP — SURVEYS OVERDUE 3/82** | **1959**-4 Vickers-Armstrongs (S.B.) Ltd. —Newcastle (166)<br>150,70 19,92 7,049/8,795<br>138,79 19,82 10,98<br>P 10,7 B 56,1 F 14,7 2 dks, 3rd dk in No. 1 hold<br>RW rf 229<br>7BH WB3995t incl. Tunnel tanks 175t DTsm2411t | **M General Cargo**<br>Ref<br>6 Ho 19,9 23,3 21,9comb. ER 20,1 18,4 8,4<br>G.17 668 B.15 972 In.92<br>8 Ha (stl) (7,7 × 4,8) (10,0 7,9 × 6,7) ER (7,9 8,2 8,2 × 6,7) (1,8 1,8 × 2,5)<br>24W Der 1(35) 2(15) 6(10) 18(5) | Oil 2SA 6Cy. 750 × 1500 exhaust500<br>8 800bhp (6 473kW) B&W<br>Harland and Wolff Ltd. Belfast<br>WTAuxB 120lbf/in$^2$ (8,3bar)<br>4 e(ex.g) 120lbf/in$^2$ (8,3bar) (ME & AuxE f,(&a)<br>Gen 3 × 330kW 220V d.c.<br>Fuel 1 356,5t (hvf) 16,5kn |
| 5109605 | **EUROPE**<br>**Suez Canal Authority**<br>Egypt | **234**<br>—<br>— | | **1937** Soc. Provencale de Const. Nav.—La Ciotat (3333)<br>30,31 9,00 2,286<br>... ... ...<br>R | **TD-E Ferry** | 2 Oil 4SA each 6Cy. 220 × 305 total connected to elec. motors & 2 sc. shafts<br>Cie. de Const. Mec. Sulzer, CCM St. Denis<br>2 propellers aft, 2 fwd |
| 5226142<br>J4EE<br>6854<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EUROPE II**<br>ex Opobo-78 ex Rhexenor-77<br>ex Maron-75<br>**Belton Shipping Corp.**<br>European Navigation Inc.<br>Piraeus Greece | T.Mk<br>**6 044**<br>2 883<br>6 024<br>**8 242**<br>4 531<br>9 624 | ✠**100A1** CS 1/79<br>DTsm & TwDa — oil FP above 65.5°C.<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL et $2\frac{1}{4}$"SQ<br>FN 4278 | **1960**-7 Caledon SB. & Eng. Co. Ltd. —Dundee (520)<br>150,78 19,92 7,059/8,802<br>138,79 19,82 11,00<br>P 10,4 B 56,1 F 14,4 2 dks, 3rd dk in No. 1 hold<br>RW rf 229<br>7BH WB4010t incl. Tunnel tanks 183t DTsmf2423t | **M General Cargo**<br>Ref<br>6 Ho 19,9 23,3 21,9comb. 20,1 18,4 8,4<br>G.17 766 B.16 119 In.89<br>8 Ha (stl) (7,7 × 4,8) (10,0 7,9 7,9 8,2 8,2 × 6,7) (1,6 1,6 × 2,2)<br>24W Der 1(35) 2(15) 6(10) 18(5) | Oil 2SA 6Cy. 750 × 1500 exhaust500<br>8 500bhp (6 252kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>WTAuxB 120lbf/in$^2$ (8,3bar)<br>e(ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 330kW 220V d.c.<br>Fuel 1 357,5t 16,5kn |
| 7411258<br>GUYN<br>366034<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPEAN CLEARWAY**<br>**Monarch S.S. Co. Ltd.**<br>London United Kingdom | **3 335**<br>1 070<br>3 953 | ✠**100A1** CS 9/80<br>Ice Class 3<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 3397 | **1976**-1 Schichau-Unterweser A.G. —Bremerhaven (2263)<br>118,32 20,27 5,817<br>107,60 19,91 11,66<br>B 47,0 2 dks<br>rf 279<br>NS 7BH to 2nd dk WB1187T incl. DTsf476T & DTsa617T | **TM Passenger/RoRo Cargo/Ferry**<br>54bth 78dk P<br>Bow door/ramp Stern door/ramp | 2 Oil 4SA each 9Cy. 410 × 470<br>11 400bhp (8 385kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 552kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>18,5kn |
| 8007183<br>DGJG<br>12960<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EUROPEAN EAGLE**<br>ex Gothia-82<br>**Reederei W. Harms K.G. m.s. 'Gothia'**<br>Wilhelm Harms K.G.<br>Hamburg Federal Republic of Germany | **5 000**<br>3 247<br>7 954 | GL | **1980** Rickmers Rhederei G.m.b.H. —Bremerhaven (398)<br>126,32 20,05 6,562<br>117,23 20,01 8,72<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.11 024 B.10 493<br>TEU 516 C.Ho 198/20'(40') C.Dk 318/20'(40') incl. 50 ref C.<br>2 Ha (stl) (each 37,8 × 15,5) ER<br>Cr 2(25-35) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15,5kn |
| 7711139<br>GXXJ<br>362878<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPEAN ENTERPRISE**<br>**Monarch S.S. Co. Ltd.**<br>Dover United Kingdom | **3 367**<br>1 029<br>3 767 | ✠**100A1**<br>Ice Class 3<br>✠**LMC**<br>EL Z 522,5/54,0U2<br>FN 3397 | **1978**-4 Schichau-Unterweser A.G. —Bremerhaven (2275)<br>117,86 20,27 5,817<br>107,60 19,91 11,66<br>B 48,2 2 dks<br>rf 279<br>7BH to 2nd dk. WB1514T incl. DTf562T, DTa641T | **TM Passenger/RoRo Cargo/Ferry**<br>54bth 78dk P<br>Bow door/ramp Stern door/ramp | 2 Oil 4SA each 9Cy. 410 × 470 reverse reduction geared to sc. shafts<br>11 400bhp (8 385kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 4 × 650kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 123,5t (d.o.) 312,0t (hvf) 18,5kn |
| 7422831<br>PDZW<br>15473<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPEAN EXPRESS**<br>**Motorschip 'European Express' B.V.**<br>Vroon B.V.<br>Breskens Netherlands | **9 120**<br>6 316<br>15 210 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL Z 522,5/54,0U2<br>FN 4427 | **1978**-12 Austin & Pickersgill Ltd. —Southwick, Sunderland (911)<br>144,02 20,48 8,872<br>137,52 20,43 11,76<br>F 14,7 1 dk, 2nd dk except in No. 5 hold<br>rf nil<br>SF 6BH to U dk, 1 to 2nd dk WB4331T incl. DTm 1786T | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 24,3<br>G.21 379 B.19 636<br>TEU 82 C.Dk 82/20' (40')<br>5 Ha (stl) (11,5 × 6,6) (12,9 13,6 12,9 × 8,5) ER (11,4 × 6,6)<br>10W Der 1(80) 10(5-10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 119,0t (d.o.) 1 055,5t (hvf)-25,5pd<br>15kn |
| 7414860<br>H3CV<br>1065<br>2-HK<br>Df Esd<br>Gc Rdr<br>RT | **EUROPEAN EXPRESS**<br>ex Ville De Providence-82<br>ex Condor-81 ex Astir-80<br>**Omoglider Shipping Co. Inc.**<br>Panama Panama | T.Mk<br>**2 364**<br>1 280<br>5 199<br>**5 134**<br>2 919<br>5 849 | GL | **1975** Salamis Shipyards S.A.—Salamis (121)<br>120,00 4,941/5,311<br>107,50 20,30 8,18<br>F 10,4 2 dks | **TM Container Ship**<br>Fixed-guides<br>TEU 486 C.Ho 180/20' (35') (40') C.Dk 306/20' (35') (40')<br>6 Ha (stl) ER | 2 Oil 4SA each 6Cy. 450 × 550 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Atlas-MaK Maschinenbau Kiel<br>16kn |

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|---|---|---|---|---|---|---|---|---|
| **7400261**<br>GUQS<br>363725<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EUROPEAN GATEWAY**<br>Launched as European Express<br>**Monarch S.S. Co. Ltd.**<br>Townsend Car Ferries Ltd.<br>London United Kingdom | **4 263**<br>1 291<br>3 949 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | SS 11/80<br>EL Z 2⅛"U2<br>FN 3890 | **1975**-6 Schichau-Unterweser A.G.<br>—Bremerhaven (2256)<br>133,46 20,27 5,817<br>123,20 19,91 11,66<br>B 47,0 2 dks<br>rf 279 len 80<br>NS 7BH to 2nd dk WB1197T incl. DTsf 480T & DTsa622T | **TM Passenger/RoRo Cargo/Ferry**<br>54bth 78dk P<br>Bow door/ramp Stern door/ramp | 2 Oil 4SA each 9Cy. 410 × 470 sr geared to sc. shafts<br>11 400bhp (8 385kW)<br>Stork-Werkspoor Diesel B.V.<br>Gen 2 × 600kW 1 × 552kW 400V 50Hz a.c. 1 × 144kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 141,0t (d.o.) 352,0t (hvf) | Amsterdam<br>18,5kn |
| | | | | | **STRANDED AFTER COLLISION 12/82 — CLASS SUSPENDED** | | | |
| **7334591**<br>JCBK<br>113869<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPEAN HIGHWAY**<br>**Kawasaki Kisen K.K. & Taiyo Kaiun K.K.**<br>Kobe, Hyogo Pref. Japan | **13 458**<br>6 896<br>15 164 | | NK | **1973** Kurushima Dock Co. Ltd.—Imabari (750)<br>197,14(BB) 28,05 9,025<br>184,03 28,00 12,04<br>F 16,2 2 dks | **M Vehicles Carrier**<br>Mchy.aft | Oil 2SA 8Cy. 900 × 1600<br>23 200bhp (17 065kW)<br>Kawasaki Heavy Ind. Ltd.<br>Gen 3 × 640kW 450V a.c.<br>Fuel 3 465,5t-77,0pd | MAN<br>Kobe<br>20kn |
| **5257000**<br>9HUR<br>0653<br>Df Esd<br>Gc Rdr<br>RT | **EUROPEAN MARCHIONESS**<br>ex North Marchioness-79<br>**Acropolis Maritime Inc.**<br>Valletta Malta | **8 684**<br>4 992<br>12 701 | **✠100A1**<br>**✠LMC** | CS 12/77<br>EL ct 2⅛"SQ<br>FN 4102 | **1959**-3 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (737)<br>145,60 18,83 8,706<br>135,31 18,75 11,56<br>F 13,8 2 dks<br>rf 102<br>7BH to U dk 1 to 2nd dk WB2973t incl. Tunnel tanks 342t DTm1436t | **M General Cargo**<br>CSD | Oil 2SA 6Cy. 720 × 1250<br>4 200bhp (3 089kW)<br>Sulzer Bros. Ltd.<br>AuxB 100lbf/in² (6,9bar) | Winterthur |
| **5327348**<br>SVPZ<br>2813<br>Df Esd<br>Gc Rdr<br>RTm/h | **EUROPEAN MASTER**<br>ex Cestos Bay-80<br>ex Pantokrator-78 ex Pan-72<br>ex Theologos-70 ex Siganka-66<br>**Palmela Maritime Inc.**<br>Vernicos Maritime Co. S.A.<br>Piraeus Greece | **16 561**<br>8 890<br>27 145 | **100A1**<br>strengthened for heavy cargoes<br>**LMC** | SS 1/79<br>EL Ft 2⅝"U2<br>FN 6204<br>(NV) | **1961** Kockums M/V A/B—Malmo (475)<br>175,88 22,86 10,967<br>164,95 22,80 14,81<br>P 25,6 F 14,4 1 dk<br>rf 51<br>NS 8BH WB- | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 21,9 20,0 20,0 20,0 20,0 20,0 ER<br>G.32 262 B.31 774<br>6 Ha (stl) (each 15,9 × 10,9) ER<br>Der 1(3) 2(1,5) 1(1) | Oil 2SA 6Cy. 780 × 1400<br>6 845bhp (5 035kW)<br>Kockums M/V A/B<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>(e(ex.g) & rcv 9,5kgf/cm² (9,4bar) )<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 1 063,0t (hvf) | MAN<br>Malmo<br>14,5kn |
| **7400273**<br>GUWC<br>365931<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPEAN TRADER**<br>**Monarch S.S. Co. Ltd.**<br>London United Kingdom | **3 335**<br>1 070<br>3 953 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | CS 10/80<br>EL Z 2⅛"U2<br>FN 3397 | **1975**-10 Schichau-Unterweser A.G.<br>—Bremerhaven (2258)<br>118,32 20,27 5,817<br>107,60 19,91 11,66<br>B 47,0 2 dks<br>rf 279<br>NS 7BH to 2nd dk WB1204T incl. DTsf483T & DTsa626T | **TM Passenger/RoRo Cargo/Ferry**<br>54bth P<br>Bow & stern doors<br>C. 80/39' | 2 Oil 4SA each 9Cy. 410 × 470 sr geared to sc. shafts<br>11 400bhp (8 385kW)<br>Stork-Werkspoor Diesel N.V.<br>Gen 4 × 552kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd | Amsterdam<br>18,5kn |
| **7930319**<br>ELA09<br>6917<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROPEAN VENTURE**<br>Launched as Automobile Venture<br>**Transworld Carriers Inc.**<br>Monrovia Liberia | **15 576**<br>9 166<br>17 637 | | NK | **1981** Sumitomo Heavy Industries Ltd.<br>—Oppama Shipyard, Yokosuka (1083)<br>190,00(BB) 32,24 8,916<br>180,02 32,01 13,06<br>1 dk | **M Vehicles Carrier**<br>2 Side door/ramps (s)<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW)<br>Sumitomo Heavy Ind. Ltd.<br>Gen 3 × 680kW a.c. | Sulzer<br>Tamashima<br>19,5kn |
| **6728563**<br>GYCD<br>334739<br>Esd Gc<br>Pfd Rdr<br>RT | **EUROPIC FERRY**<br>**Atlantic Steam Navigation Co. Ltd.**<br>London United Kingdom | **4 190**<br>1 499<br>2 784 | **✠100A1**<br>**✠LMC** | SS 10/81<br>EL Y 2$\frac{1}{16}$"SQ<br>FN 4138 | **1968**-1 Swan Hunter (Shipbuilders) Ltd.<br>—Walker, Newcastle-upon-Tyne (2025)<br>137,57 21,01 4,573<br>129,85 20,27 11,59<br>B 35,7 2 dks<br>RW rf 152<br>Coll BH to U dk 9 to 2nd dk WB1934t incl. DTsf425t | **TM Passenger/RoRo Cargo**<br>44bth P<br>Stern door<br>TEU 82 C. 82/20' | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>13 360bhp (9 827kW)<br>Lindholmens Varv. A/B<br>AuxB 60lbf/in² (4,2bar)<br>Gen 4 × 470kW 450V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd | Pielstick<br>Goteborg<br>19,25kn |
| **5406912**<br>IBSH<br>3554<br>Df Esd<br>Gc Rdr<br>RTv | **EUROPRIMA**<br>ex Nai Silvana-81<br>ex Silvana Lolli Ghetti-74<br>ex Marigola-69<br>**Societa Armatrice Europea S.p.A.**<br>Almare S.p.A. di Navigazione<br>Genova Italy | **33 889**<br>17 546<br>60 295 | ✠Classed LR until 1/66 | AB RI | **1964**-2 Ansaldo S.p.A.—Genova (1584)<br>255,38 30,13 12,948<br>238,79 30,00 16,92<br>P 43,3 RQD 34,8 F 21,1 1 dk<br>rf nil len 68 | **M Bulk Carrier**<br>7 Ho 22,0 25,2 24,8 24,8 25,2 24,8 24,8 ER<br>G.68 172<br>7 Ha (stl) (each 14,0 × 14,0) ER<br>Der 2(5) 2(1,5) | Oil 2SA 8Cy. 840 × 1800<br>16 800bhp (12 357kW)<br>S.A. Ansaldo Stab. Mecc.<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 184,5t (hvf) | B&W<br>Genova<br>15,75kn |
| **5312264**<br>SYGH<br>4326<br>Df Esd<br>Gc Rdr<br>RTm/v | **EUROSAILOR**<br>ex Baring-77 ex Albur II-72<br>ex Santa Isabel-68<br>**Europe Sailor Shipping Corp.**<br>Piraeus Greece | **6 790**<br>4 131<br>9 780<br>**9 017**<br>6 187<br>12 135 | | GL | **1952** Howaldtswerke A.G.—Hamburg (873)<br>146,08 18,65 7,468/8,687<br>134,52 18,61 11,33<br>P 15,0 F 11,9 1 dk & S dk<br>R | **M General Cargo**<br>OSD/CSD 12P<br>5 Ho 17,4 24,0 14,4 ER 17,9 17,4<br>G.16 511 B.15 302<br>5 Ha (11,2 13,9 9,7 × 5,9) ER (9,7 11,2 × 5,9)<br>16W Der 1(25) 1(10) 6(5) 8(3-5) 2(3) | Oil 2SA 6Cy. 700 × 1200<br>3 520bhp (2 589kW)<br>Howaldtswerke Hamburg A.G.<br>Gen 3 × 120kW 220V d.c.<br>Fuel 777,5t (d.o & hvf) | MAN<br>Hamburg<br>13kn |
| | | | | | **BURNT 7/79** | | | |
| **7601580**<br>SZRG<br>6071<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EUROSEA**<br>**Helicon Shipping Inc.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **14 274**<br>10 155<br>26 311 | | AB | **1977** Namura SB. Co. Ltd.—Imari (816)<br>171,43 25,07 9,919<br>162,01 25,00 13,82<br>1 dk | **M Bulk Carrier**<br>5 Ho 15,6 26,2 26,2 26,2 26,2 ER<br>G.32 866 B.32 070 HeCls. B<br>5 Ha (stl) ER<br>Cr 5(15-22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 153,0t (d.o.) 1 534,0t (hvf)-34,0pd | Sulzer<br>Kobe<br>15kn |
| **7352517**<br>SWCS<br>5597<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROSKY**<br>ex Shoei Maru-76<br>**Thales Shipping Inc.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **19 702**<br>13 768<br>34 855 | | AB (NK) | **1974** Imabari Zosen—Marugame (1016)<br>182,28 26,04 11,215<br>172,04 26,01 15,70<br>1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.41 924 B.39 872<br>5 Ha (stl) (16,0 × 11,2) (20,8 20,8 20,8 20,8 × 12,8)<br>Cr 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW)<br>Mitsubishi Heavy Industries Ltd.<br>Fuel 2 120,5t-39,0pd | Sulzer<br>Kobe<br>14,5kn |

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| 6827711<br>DIOR<br>11131<br>Df Gc<br>Rdr<br>RTm/v | **EUROTAINER**<br>ex Ragna-81<br>**Harry Maciej**<br>Wilhelm Tietjen<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>333<br>1 160 | <br><br>GL | **1968** J. J. Sietas K.G. Schiffswerft —Hamburg (633)<br>74,55 3,698<br>66,78 12,83 5,87<br>P 11,0 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.2 571 B.2 030<br>TEU 110 C. 110/20'<br>1 Ha (stl) (44,4 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz Koeln<br>13kn |
| 7114965<br>DGZO<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **EUROTRADER**<br>ex Kini Kersten-80 ex Relay-74<br>ex Osterland-73<br>**Partenreederei m.s. 'Eurotrader'**<br>Kpt. Harry Nagel<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>338<br>1 249<br>**999**<br>714<br>1 972 | <br><br>GL | **1971** J. J. Sietas K.G. Schiffswerft —Hamburg (689)<br>74,53 10,85 3,977/5,060<br>68,36 10,80 6,02<br>P 11,9 F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,6 ER<br>G.2 432 B.2 169<br>1 Ha (stl) (40,2 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Kiel<br>Gen 2 × 50kW 1 × 30kW 380V 50Hz a.c.<br>Fuel 112,0t (d.o.) 12kn |
| 6601868<br>SYMS<br>6199<br>Df Esd<br>Gc Rdr<br>RT | **EUROTRANSPORT**<br>ex Ho Shin-77 ex Zama Maru-75<br>**Petavius Shipping Inc.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **10 073**<br>6 981<br>16 113 | <br><br>AB (NK) | **1966** Hitachi Zosen—Sakurajima Works, Osaka (4103)<br>152,25 21,67 8,992<br>142,50 21,62 12,53<br>P 26,9 F 13,5 1 dk | **M Bulk Carrier**<br>Vehicles<br>4 Ho ER<br>G.21 004<br>4 Ha (stl) (11,5 16,7 16,7 16,7 × 10,5) ER<br>Cr 1(10) 3(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 280kW 445V a.c.<br>Fuel 1 144,0t-1042,0pd 14,25kn |
| 7601578<br>SYUN<br>6036<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUROUNITY**<br><br>**Licetus Shipping Inc.**<br>Thenamaris (Ships Management) Inc.<br>Piraeus Greece | **14 275**<br>10 155<br>26 000 | <br><br>AB | **1977** Namura SB. Co. Ltd.—Imari (815)<br>171,43(BB) 25,07 9,913<br>162,01 25,02 13,82<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.32 866 B.32 070 HeCls. B<br>9 Ha (stl) (8,2 × 11,9) (21,0p&s 21,0p&s 21,0p&s 21,0p&s × 9,0) ER<br>Cr 5(15-22) | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 153,0t (d.o.) 1 534,0t (hvf)-34,0pd 15kn |
| 6915350<br>3FBS<br>8509<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EURYDICE**<br>ex Pasato-82 ex Seiyu Maru-77<br>**Rose Root Navigation Co. S.A.**<br>Panama Panama | **10 600**<br>7 219<br>17 482 | <br><br>NK | **1968** Usuki Tekkosho—Saiki (1100)<br>148,29 22,53 8,946<br>138,00 22,51 11,89<br>P 25,0 F 14,1 1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 383 B.21 842<br>4 Ha (stl) (18,2 × 6,5) (18,7 18,7 18,7 × 8,0) ER<br>Der 4(21) | Oil 4SA 16Cy. 400 × 460<br>7 440bhp (5 473kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 176kW 1 × 110kW<br>Fuel 1 293,5t-25,0pd 14kn |
| 7409126<br>EHIF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUSKADI ALAI**<br>ex Galdrumeiro-81<br>**Pesquerias Echebastar S.A.**<br>La Coruna Spain | **1 345**<br>586<br>1 400 | <br><br>BV | **1978** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (170)<br>76,76 6,090<br>67,92 13,50 8,72<br>2 dks | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Vee Oil 4SA 12Cy. 280 × 290 geared to sc. shaft<br>4 000bhp (2 942kW) Pielstick<br>Ch. de l'Atlantique France<br>Fuel 488,5t (d.o.) 17kn |
| 7311654<br>EGDP<br>2253<br>Df Esd<br>Gc Rdr<br>RT | **EUSKAL BERRIA**<br><br>**Pesquera Olabarria S.A.**<br>San Sebastian Spain | **256**<br>86<br>— | <br><br>BV | **1973** Ast. Luzuriaga S.A.—Pasajes (166)<br>38,59 7,22 3,404<br>33,18 7,19 3,97<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW) A.B.C.<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 139,0t (d.o.) 11kn |
| 5304322<br>SXME<br>4226<br>Df Esd<br>Gc Rdr<br>RT | **EUSTATHIA**<br>ex Sabine Howaldt-71<br>**Moreacape Compania Naviera S.A.**<br>Chr. M. Sarlis & Co.<br>Piraeus Greece | **1 380**<br>580<br>2 203<br>**2 288**<br>1 499<br>3 506 | <br><br>GL | **1958** Werft Nobiskrug—Rendsburg (605)<br>93,38 12,37 4,674/6,097<br>84,33 12,30 7,19<br>P 10,7 RQD 31,7 F 7,1 1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD/CSD<br>G.4 535 B.4 278<br>2 Ha (each 20,8comb. × 5,4) ER<br>8W Der 1(15) 1(10) 8(3-5) | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 236,5t (d.o.) 12kn |
| 7523740<br>DAKH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EUTERPE**<br>ex Annemarie Kruger-80<br>**Partenreederei m.s. 'Annemarie Kruger'**<br>Hans Kruger G.m.b.H.<br>Hamburg Federal Republic of Germany | T.Mk<br>**5 976**<br>3 756<br>9 535<br>**8 973**<br>5 780<br>12 795 | <br><br>GL | **1976** VEB Schiffswerft "Neptun"—Rostock (402)<br>150,02 21,04 8,300/9,049<br>139,99 21,01 9,94<br>P 30,2 F 37,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,4<br>G.20 061 B.18 092<br>TEU 390 C. 390/20'<br>1 Ha (stl) (25,9 × 7,6) | Oil 2SA 9Cy. 600 × 1050<br>8 877bhp (6 530kW)<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 1 × 1280kW 380/220V 50Hz a.c.<br>16,5kn |
| 7206407<br>FNHZ<br>18007<br>Esd Gc<br>Rdr RT | **EUTHYMENES**<br><br>**Societe Pretabail Equipement S.A.**<br>Fos-sur-Mer France | **3 314**<br>2 212<br>4 960 | <br><br>BV | **1972** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (83)<br>107,12 16,03 4,833<br>100,01 16,01 5,80<br>1 dk | **TM Tanker**<br>14 Ta ER<br>L.(oil) 7 384 | 2 Vee Oil 4SA each 12Cy. 220 × 280<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>11,5kn |
| 5166873<br>WA6617<br>239779<br>RTv | **EUWIN ST. PHILIP**<br>ex J. P. Pulliam<br>**A. P. St. Philip Inc.**<br>Tampa, Fl United States of America | **187**<br>127<br>— | | **1940** Pusey & Jones Corp.—Wilmington, De (1078)<br>28,96 7,37<br>27,28 7,32 4,50<br>1 dk<br>R | **M Tug**<br>1W | Oil 12Cy.<br>NE 68<br>Colt Industries Fairbanks Morse Engine Div. U.S.A.<br>Fuel (d.o.) |
| 7917410<br>SZTL<br>8209<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVA**<br><br>**Eva Armadora S.A.**<br>Atlantic Maritime Enterprises S.A.<br>Piraeus Greece | **41 223**<br>29 852<br>85 500 | <br><br>AB | **1981** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (257)<br>243,82 39,40 12,951<br>233,03 39,36 18,83<br>1 dk | **M Tanker**<br>SBT<br>11 Ta ER<br>HeCls. BC | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 2 × 600kW 1 × 575kW 450V 60Hz a.c.<br>Fuel 315,0t (d.o.) 4 013,5t (hvf)-55,0pd |
| 5035426<br>SWVW<br>5704<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EVA**<br>ex Bamburgh Castle-76<br>**Toxotis Shipping Co. S.A.**<br>Pothitos Shipping Co. S.A.<br>Piraeus Greece | **11 894**<br>5 099<br>17 349 | **✠100A1** SS 1/81<br>ore carrier<br>**✠LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 4993 | **1959**-6 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1950)<br>156,11 21,42 9,011<br>147,83 21,34 12,43<br>P 32,4 F 14,1 1 dk<br>RW rf 76<br>5BH WB12763t | **M Ore Carrier**<br>2 Ho 48,1 48,7 ER<br>G.11 778<br>6 Ha (stl) (each 10,9 × 8,5) ER<br>2W Der 4(5) | Oil 2SA 4Cy. 670 × 2320<br>4 200bhp (3 089kW) Doxford<br>Swan, Hunter & Wigham Richardson Newcastle<br>2 AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 220kW 220V d.c.<br>Fuel 1 106,5t (hvf) 12kn |

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|---|---|---|---|---|---|---|
| **5275961**<br>SV2210<br>4883<br>Df Esd<br>RT | **EVA**<br>ex Peter S-74<br>**K. Syrakos**<br>Piraeus Greece | **299**<br>152<br>440 | (GL) | **1955** Schiffsw. W. Holst—Hamburg<br>46,41 8,03 2,699<br>44,66 5,36<br>1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.623 B.552<br>2 Ha (12,1 7,9 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>280bhp (206kW)<br>Kloeckner Humboldt Deutz Koeln<br>8,5kn |
| **5109796**<br>DGQI | **EVA**<br>ex Ruth-62 ex Hinrich-Wilhelm-61<br>ex Otto-33<br>**Gunter Greiswald**<br>Kiel Federal Republic of Germany | **197**<br>101<br>351 | | **1902** G. & H. Bodewes—Martenshoek<br>*32,13* 7,42 2,642<br>... ...<br>1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 4SA 3Cy. 270 × 420<br>150bhp (110kW) NE 36<br>Deutsche Werke A.G. Kiel |
| **7925340**<br>625675<br>Df Pfd<br>Rdr RT | **EVA**<br>**Suderman & Young Towing Co. Inc.**<br>Galveston, Tx United States of America | **178**<br>121<br>— | AB | **1980** McDermott Shipyard—Morgan City, La (257)<br>5,182<br>27,44 9,77 6,05<br>1 dk<br>rf nil BK 51 | **M Tug** | Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>11,5kn |
| **7015975**<br>Df Esd<br>Pfd Rdr | **EVA**<br>**Osadjere Fishing Co. Ltd.**<br>Apapa Nigeria | **164**<br>70<br>— | (BV) | **1970** VEB Rosslauer Schiffswerft—Rosslau (3251)<br>33,58 6,61 2,699<br>29,57 6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300<br>750bhp (552kW)<br>Nydqvist & Holm A/B Trollhattan |
| **7529419**<br>855/81<br>Esd Pfd<br>Rdr RT | **EVA**<br>ex Tridaya Baruna VI-81<br>ex Carrie C-79 ex Primaco-77<br>**International Shipping Agencies Ltd. (Vaduz)**<br>Sharjah United Arab Emirates | **126**<br>14<br>— | AB | **1976** Sing Koon Seng (Pte.) Ltd. —Singapore (319)<br>*22,38* 2,896<br>6,99 3,56<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 6Cy. 159 × 203 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 30kW a.c.<br>11kn |
| **7615440**<br>OZAU<br>D2540<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVA BRES**<br>**Rederi K/S Bres Shipping I**<br>Rederiet Nielsen & Bresling<br>Faborg Denmark | T.Mk<br>**499**<br>359<br>1 057 | BV | **1977** A/S Nordsovaerftet—Ringkobing (122)<br>72,22 3,549<br>67,21 10,41 6,02<br>2 dks<br>len 81 | **M General Cargo**<br>1 Ho 2 TwD ER<br>G.2 929 B.2 633<br>2 Ha (stl) (each 21,3 × 6,1) ER<br>2W Der 2(3-5) | Oil 4SA 8Cy. 270 × 400 with hydraulic coupling<br>500bhp (368kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Controllable pitch propeller<br>Fuel 69,0t (d.o.)-3,0pd<br>11kn |
| **7607388**<br>PEAG<br>Df Esd<br>Gc Rdr<br>RT | **EVA DANIELSEN**<br>ex Amigo Express-79<br>**Scheepvaartmaatschappij 'Laurens' B.V.**<br>Rederiet Otto Danielsen<br>Westerbroek Netherlands | **1 202**<br>625<br>2 578 | BV | **1977** B.V. Scheepswerven Gebr. van Diepen—Waterhuizen (1012)<br>79,76 12,98 5,301<br>72,47 7,52<br>2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.4 235 B.3 844<br>2 Ha (21,4 14,3 × 9,4) ER<br>3W Der 1(15) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 750bhp (1 287kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Fuel 218,5t (d.o.)-6,0pd<br>13kn |
| **7713187**<br>EHKZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **EVA DEL MAR**<br>**Med-Lines S.A.**<br>Bilbao Spain | **1 588**<br>1 073<br>3 432 | GL | **1978** Maritima de Axpe S.A.—Bilbao (103)<br>86,21 14,03 5,900<br>79,02 14,00 8,06<br>P 8,0 F 5,8 1 dk | **M General Cargo**<br>G.7 756 B.3 678<br>5 Ha ER | Vee Oil 4SA 8Cy. 400 × 580 Deutz<br>3 000bhp (2 207kW)<br>Hijos de J. Barreras S.A. Vigo<br>14,5kn |
| **5109837**<br>EDLN<br>2721<br>Df Esd<br>RTm | **EVA MARI**<br>**Joaquin Moyano Roibal**<br>La Coruna Spain | **219**<br>108<br>227 | BV | **1961** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (139)<br>35,67 6,86 3,404<br>30,00 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(1) | Oil 4SA 8Cy. 320 × 480<br>1 170bhp (861kW) NE 76<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 103,5t (d.o.)<br>11kn |
| **7800760**<br>SHCX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVA ODEN**<br>**A/B Nordsjofrakt**<br>Skarhamn Sweden | **4 546**<br>2 126<br>6 950 | NV | **1979** Oresundsvarvet AB—Landskrona (270)<br>143,26 21,04 5,201<br>134,09 21,01 12,81<br>2 dks<br>rf 102 | **TM RoRo Cargo**<br>Stern door/ramp:Ice strengthened<br>Mchy.aft<br>TEU 480 C. 480/20' | 2 Vee Oil 4SA each 16Cy. 280 × 320<br>7 680bhp (5 649kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 1600kW 5 × 180kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>15kn |
| **5109851**<br>OWEK<br>D653<br>Df Esd<br>Gc Rdr<br>RT | **EVA THOLSTRUP**<br>**Kosan Tankers A/S**<br>Esbjerg Denmark | **499**<br>187<br>645 | BV | **1958** Svendborg Skibsvaerft A/S —Svendborg (84)<br>65,03 9,83 3,404<br>60,48 9,81 5,72<br>1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG<br>5 Ta (stl) spherical ER<br>L.(gas) 889 | Oil 2SA 8Cy. 290 × 490 with hydraulic coupling<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.)<br>11,5kn |
| **5421259**<br>SWWO<br>7049<br>Df Esd<br>Gc Rdr<br>RTv | **EVAGELIA S**<br>ex Aglaos-80 ex Mahout-78<br>**Myrica Shipping Corp.**<br>Quincy Maritime Co. S.A.<br>Piraeus Greece | T.Mk<br>**6 178**<br>3 029<br>8 531<br>**9 153**<br>4 983<br>10 811 | **✠100A1** SS 8/77<br>DTsf—vegetable oil<br>**✠LMC**<br>**Lloyd's RMC**<br>EL dt 2$\frac{5}{16}$"SQ<br>FN 4246 | **1963**-6 A. Stephen & Sons Ltd.—Glasgow (679)<br>146,59 19,31 7,570/8,637<br>137,17 19,21 11,74<br>P 12,5 F 14,1 2 dks, 3rd dk in No. 4 hold<br>rf 76<br>Coll BH to U dk 6 to 2nd dk WB1009t | **M General Cargo**<br>Ref<br>5 Ho 9,1DT 8,2DTp&s 18,1 17,3 21,8 22,3 ER 26,5<br>G.16 841 B.15 475 In.1 057<br>5 Ha (stl) (7,4 × 5,4) (9,0 12,1 9,0 × 6,4) ER (9,0 × 6,4)<br>Der 1(60) 1(20) 8(10) 8(5) | Oil 2SA 7Cy. 760 × 1550 Sulzer<br>10 000bhp (7 356kW)<br>A. Stephen & Sons Ltd. Glasgow<br>✠ NAuxB (o.f.) 7/70 75lbf/in² (5,2bar)<br>AuxB (ex.g) 75lbf/in² (5,2bar)<br>Gen 4 × 250kW 440V 60Hz a.c.<br>Fuel 159,5t (d.o.) 1 006,0t (hvf) |
| **5325572**<br>C4PC<br>374292<br>Rdr RT | **EVAGGELISTRIA I**<br>ex Sea Thand VIII-77<br>ex Eiko Maru No. 8-76<br>ex Shori Maru No. 8-68<br>**Milidra Shipping Co. Ltd.**<br>Limassol Cyprus | **867**<br>455<br>1 310 | BV | **1961** Kurushima Dock Co. Ltd.—Imabari (100)<br>64,09 9,86 4,395<br>57,99 9,81 4,91<br>P 15,3 F 7,4 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho<br>G.1 697 B.1 550<br>2 Ha (14,1 16,7 × 5,9)<br>4W Der 2(10) 2(5) | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel 97,5t<br>11kn |

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| 5375448<br>Df Esd<br>Rdr RT | **EVAGGELISTRIA II**<br>ex Tridale-75 ex Valbella-65<br>**Kilas Marine Co. Ltd.** | T.Mk<br>**402**<br>137<br>—<br>**694**<br>377<br>— | ✠Classed LR until<br>19/12/80 | **1951**-3 N.V. Schbwf. v/h De Groot & Van<br>Vliet—Slikkerveer (281)<br>56,67 8,89 —/4,052<br>52,00 8,87 5,16<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.1 280 B.1 198 | Vee Oil 2SA 8Cy. 220 × 380<br>600bhp (441kW) ✠ NE made62<br>refitted1/72 Brons<br>Drypool Eng. & D.D. Co. Ltd. Hull |
| 6521537<br>USVF<br>M-27534<br>Df Esd<br>Gc Rdr<br>RT | **EVALD TAMMLAAN**<br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | T.Mk<br>**2 715**<br>913<br>1 268 | RS | **1962** .............U.S.S.R.<br>84,69 14,03 5,539<br>78,06 13,97 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.170 In.1 455<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(7,5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) E made59 fitted62<br>CKD Praha Praha<br>Gen 4 × 200kW 220V d.c.<br>Controllable pitch propeller<br>13kn |
| 5353414<br>HOWJ<br>1086<br>8-AG<br>Df Esd<br>Gc Rdr<br>RT | **EVALI**<br>ex Tatiana-76<br>**Crosswind Shipping Corp. S.A.**<br>Dileton General Maritime Corp.<br>Panama Panama | **7 059**<br>4 113<br>9 485 | BV | **1959** Ch. Reunis Loire-Normandie—Nantes (653)<br>140,49 18,67 7,925<br>132,01 18,60 10,90<br>B 20,2 F 16,5 2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>5 Ho<br>G.14 339 B.13 084 In.58<br>5 Ha (5,4 × 3,9) (11,7 11,7 10,9 9,3 × 6,0)<br>18W Der 1(39,25) 1(19,5) 6(7,75) 10(4,75) | Oil 2SA 9Cy. 720 × 1250<br>6 300bhp (4 634kW) Sulzer<br>Ch. de l'Atlantique St. Denis<br>Gen 3 × 170kW 220V d.c.<br>Fuel 1 107,5t 15kn |
| 5428049<br>SXIR<br>2995<br>Df Esd<br>Gc Rdr<br>RTm | **EVANGELIA**<br>ex Argo-74 ex Mango-69<br>Launched as Malkenes<br>**Poureclo Compania Naviera S.A.**<br>Cost Shipping Enterprises S.A.<br>Piraeus Greece | **2 763**<br>1 709<br>4 274 | **100A1** M 9/77-24mos<br>**LMC**<br>EL t<br>FN 1887 | **1964** Cia. Euskalduna—Bilbao (164)<br>93,68 14,86 6,128<br>86,01 14,81 7,12<br>P 20,5 F 9,5 1 dk<br>rf 51<br>NS 4BH WB834t | **M General Cargo**<br>2 Ho ER<br>2 Ha (each 23,7comb. × —) ER<br>Der 2(8) 6(5) | Oil 4SA 6Cy. 520 × 740<br>2 310bhp (1 699kW) MAN<br>Cia. Euskalduna S.A. Bilbao<br>Gen 3 × 120kW 440V 60Hz a.c.<br>Fuel (d.o.) |
| 6722820<br>P3XG<br>394686<br>RTv | **EVANGELIA**<br>ex Jade-81 ex Fondal-74<br>ex Gdansk-73<br>**Dernal Shipping Co. Ltd.**<br>Limassol Cyprus | **1 498**<br>1 173<br>2 814 | NV | **1967** Stocznia Gdanska im. Lenina—Gdansk (B459/01)<br>87,58 13,06 4,807<br>80,02 13,01 5,97<br>P 18,9 F 12,5 1 dk<br>rf 51 len 70 | **M General Cargo**<br>Ice strengthened<br>2 Ho 33,9 26,3 ER<br>G.3 452 B.3 003<br>2 Ha (stl) (27,0comb. × 7,0) (22,7comb. × 8,0) ER<br>4W Der 2(10) 2(5) | Oil 2SA 8Cy. 320 × 450<br>1 600bhp (1 177kW) NE 78<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 152,0t (d.o.)-5,5pd 12kn |
| 5109916<br>SV2174<br>1908 | **EVANGELIA**<br>**Vasilios Vasiliou & partners**<br>Piraeus Greece | **126**<br>82<br>— | | **1961** N. Savvas Shipyard—Perama<br>27,82 7,09<br>... ...<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Oil 4SA each 6Cy.<br>130bhp (96kW) E made50 fitted61<br>Bussing West Germany<br>Fuel (d.o.) |
| 6710360<br>J4DI<br>6899<br>Df Gc<br>Rdr<br>RTm/h/v | **EVANGELIA C.**<br>ex Polyfreedom-78<br>**Nea Armonia Shipping Co. S.A.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | **29 424**<br>18 754<br>52 402 | NV | **1967** Furness S.B. Co. Ltd.—Haverton Hill (525)<br>213,37 29,32 12,751<br>203,18 29,27 17,23<br>P 40,3 F 14,4 1 dk<br>rf 114 | **M Bulk Carrier**<br>Str. heavy cargoes<br>8 Ho 15,5 20,1 18,2 20,1 18,2 20,1 18,2 20,5 ER<br>G.59 740 HeCls. B<br>8 Ha (stl) (9,7 × 10,3) (12,8 10,6 12,8 10,6 12,8 10,6 12,8 × 13,7) ER | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 1 × 470kW 2 × 400kW 440V 60Hz a.c.<br>Fuel 278,5t (d.o.) 3 515,5t (hvf)-39,0pd<br>15kn |
| 7221512<br>CBEV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EVANGELISTAS**<br>ex Condor-80 ex Saint George<br>Launched as Condor<br>**Naviera Magallanes Ltda. (NAVIMAG)**<br>Puerto Natales Chile | T.Mk<br>**1 535**<br>716<br>2 000 | GL | **1972** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (861)<br>98,00 (BB) 3,849<br>87,15 15,70 8,62<br>2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>1 Ho 57,9 ER<br>B.6 496 | 2 Oil 4SA each 8Cy. 360 × 450<br>5 400bhp (3 972kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 144kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>15,5kn |
| 6720793<br>SXXG<br>5749<br>Df Esd<br>Gc Rdr<br>RTm/v | **EVANGELISTRIA**<br>ex Avonfield-76<br>Launched as Bjorn Stange<br>**Lorepolen Shipping Corp.**<br>Z. & G. Halcoussis Co. Ltd.<br>Piraeus Greece | **12 757**<br>8 396<br>20 544 | **100A1** SS 4/80<br>strengthened for heavy cargoes, Nos. 1, 4 & 6 holds may be empty<br>**LMC**<br>EL (Et) $2\frac{7}{16}$"SQ<br>FN 5760 | **1967** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (282)<br>174,05 22,59 9,138<br>164,04 22,51 12,60<br>P 31,7 F 17,1 1 dk<br>rf 102 DK fwd<br>NS 8BH WB7712t incl. Comb. btm & STs in holds 3238t Topside tanks in holds 2814t DTf491t | **M Bulk Carrier**<br>6 Ho each 19,9 ER<br>G.28 569 B.25 197<br>6 Ha (stl) (each 12,8 × 11,2) ER<br>12W Der 12(8) | Oil 2SA 5Cy. 740 × 1600<br>8 250bhp (6 068kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 410,5t (hvf) 15,5kn |
| 5089099<br>SWFJ<br>1164 | **EVANGELISTRIA**<br>ex Despina-69<br>**George Kousouniades Shipping S.A.**<br>Piraeus Greece | **1 010**<br>558<br>— | | **1943** Pullman Standard Car Mfg. Co. —Chicago, Illinois<br>*54,87* 10,06<br>... ... ...<br>1 dk<br>conv Corvette — | **TM Passenger/Ferry**<br>113bth 149dk P | 2 Oil 2SA each 12Cy. 215 × 255<br>1 800bhp (1 324kW)<br>General Motors Corp. Cleveland, Oh<br>Gen 1 × 100kW 2 × 80kW<br>Fuel (d.o.) |
| 5203085<br>SV3849<br>104<br>Df Esd<br>Rdr RT | **EVANGELISTRIA**<br>ex Land Hadeln-73<br>**Ioannis Diolettas**<br>Michael Gigilinis<br>Thessaloniki Greece | **498**<br>313<br>851 | GL | **1956** Stader Schiffsw. G.m.b.H.—Stade (173)<br>58,68 8,92 3,483<br>53,22 8,81 3,92<br>P 10,4 F 8,6 1 dk<br>RW | **M General Cargo**<br>1 Ho 35,2 ER<br>G.1 126 B.1 070<br>2 Ha (9,3 15,3 × 4,9) ER<br>Der 3(2) | Oil 4SA 8Cy. 290 × 420<br>490bhp (360kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 4 × 1,5kW 24V d.c.<br>Fuel 30,0t (d.o.) 10kn |
| 5109954<br>SZXK<br>1278<br>Df Esd<br>RTm | **EVANGELISTRIA**<br>ex Grassholm-56<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **486**<br>240<br>660 ✠ | (BV) | **1943**-9 J. Lewis & Sons Ltd.—Aberdeen (171)<br>49,94 8,44 4,420<br>8,39<br>F 8,3 1 dk | **M Fishing**<br>Side Trawler Ref<br>B.623 In.623<br>2 Ha (4,8 4,2 × 3,0)<br>2W | Oil 4SA 6Cy. 270 × 500<br>710bhp (522kW) NE 61<br>N.V. Werkspoor Amsterdam<br>Fuel 76,0t (d.o.) 10kn |

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| **5416931**<br>HO6328<br>9780-<br>PEXT<br>Esd Pfd<br>RT | **EVANGELISTRIA**<br>ex Norman Commodore-65<br>ex Bullfinch-63<br>**Good Luck S.A.**<br>Panama Panama | **433**<br>191<br>— | HR<br><br>✠Classed LR until<br>1/5/74 | **1936**-12 Caledon SB. & Eng. Co. Ltd.<br>—Dundee (360)<br>55,58 9,53 —<br>51,82 9,45 5,64<br>B 5,8 1 dk & S dk<br>R | **M General Cargo**<br><br>2 Ho ER<br>G.1 350 B.1 265<br>2 Ha ER<br>2W Der 2(2) | OSD | Oil 2SA 6Cy. 250 × 420<br>420bhp (309kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 51,0t (d.o.) 9,5kn |
| **7364936**<br>SV3903<br>4818<br>RT | **EVANGELISTRIA K**<br><br>**P. Kritsikis**<br>Piraeus Greece | **465**<br>276<br>152 | <br><br>(HR) | **1975** Th. Zervas & Sons—Ambelaki (131)<br>58,76 12,76<br>51,01 12,70 2,29<br>1 dk | **TM RoRo Cargo/Ferry** | | 2 Oil 4SA each 8Cy. 240 × 360<br>1 150bhp (846kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg |
| **5109980**<br>SVGT<br>1347<br>Df Esd<br>RT | **EVANGELISTRIA III**<br>ex Burgermeister Smidt-57<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **527**<br>198<br>— | <br><br>BV | **1941** "Unterweser" Schiffbau Ges.<br>—Bremerhaven<br>54,11 8,41 4,217<br>8,36 4,91<br>F 9,2 1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho 10,0<br><br>2 Ha (1,3 1,8 × 1,3)<br>Der 2 | | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW) NE 57<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 100,0t (d.o.) 11,5kn |
| **7644532**<br>SV4181 | **EVANGELISTRIA III**<br>ex Ranger-77 ex M.S.C. Ranger-77<br>**Nicolas E. Vernicos Shipping Co. Ltd.**<br>Piraeus Greece | **154**<br>0<br>— | <br><br>✠Classed LR until 6/55 | **1953**-1 Henry Robb Ltd.—Leith<br>28,76 7,75 3,658<br>... ... ... | **TM Tug** | | 2 Oil 2SA each 4Cy. 370 × 485<br><br>Crossley Bros. Ltd. Manchester<br>11,5kn |
| **5358634**<br>SV4099<br>5871<br>Df Esd<br>RTm | **EVANGELISTRIA IV**<br>ex Judith R.-76 ex Therese-71<br>ex Therese Horn-65<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **794**<br>464<br>860 | <br><br>(GL) | **1957** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (417)<br>59,87 9,25 3,976<br>52,00 9,20<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho 12,4 12,6 ER<br>In.872<br>2 Ha (each 7,1 × 3,6) ER<br>4W Der 4(3) | | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 220V d.c.<br>Fuel 101,5t (d.o.) 11,5kn |
| **6930984**<br>SV2653<br>3430<br>Df Esd<br>Rdr RT | **EVANGELISTRIA VI**<br><br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **131**<br>63<br>— | <br><br>BV | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5171/1)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho<br>B.110 | | Vee Oil 4SA 6Cy. 159 × 203<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t 9kn |
| **7007588**<br>SV2654<br>3442<br>Df Esd<br>Gc Rdr<br>RTm | **EVANGELISTRIA VII**<br><br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **131**<br>63<br>— | <br><br>BV | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (51910)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | | Oil 4SA 6Cy. 159 × 203<br>390bhp (287kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 10kn |
| **7007590**<br>SV2655<br>3443<br>Df Esd<br>Gc Rdr<br>RTm | **EVANGELISTRIA VIII**<br><br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **131**<br>63<br>— | <br><br>BV | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (51911)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | | Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>390bhp (287kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 48,5t (d.o.) 10kn |
| **7007605**<br>SV2656<br>3444<br>Df Esd<br>Gc Rdr<br>RTm | **EVANGELISTRIA IX**<br><br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **131**<br>63<br>— | <br><br>BV | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (51912)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | | Oil 4SA 6Cy. 159 × 203<br>390bhp (287kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 50,0t (d.o.) 10kn |
| **7000841**<br>SV2886<br>3978<br>Esd Gc<br>Rdr RT | **EVANGELISTRIA XI**<br>ex Soca I-71<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **130**<br>60<br>— | <br><br>BV | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5171/2)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.110<br>2 Ha (each 1,2 × 0,7) | | Oil 4SA 6Cy. 159 × 203 sr geared to sc. shaft<br>395bhp (291kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 56,0t (d.o.) 9kn |
| **7018496**<br>SV2887<br>3979<br>Df Esd<br>Rdr RT | **EVANGELISTRIA XII**<br>ex Soca II-71<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **130**<br>60<br>— | <br><br>BV | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (201)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.110<br>1 Ha (1,8 × 1,0) | | Vee Oil 4SA 12Cy. 150 × 150 sr geared to sc. shaft<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 48,5t (d.o.) 9kn |
| **7021170**<br>SV2888<br>3980<br>Df Esd<br>Rdr RT | **EVANGELISTRIA XIII**<br>ex Soca III-71<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **130**<br>60<br>— | <br><br>BV | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (202)<br>25,20 6,86 2,515<br>22,59 6,71 3,51<br>B 8,0 1 dk | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.110<br>2 Ha (each 1,2 × 0,7) | | Vee Oil 4SA 12Cy. 150 × 150 sr geared to sc. shaft<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 48,5t (d.o.) 9kn |
| **7111884**<br>SV2212<br>4886<br>Esd Rdr<br>RTh | **EVANGELISTRIA 16**<br>ex Mariner Suzanne-74<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **154**<br>90<br>103 | | **1971** Swafil—Luderitz, S.W.A. (N.1100-3)<br>25,71 7,37 2,928<br>21,95 7,32 3,81<br>F 9,5 1 dk<br>BK 51 | **M Fishing**<br>Stern Trawler | | Oil 4SA 12Cy. 175 × 205<br>560bhp (412kW)<br>Union Friedrichshafen Friedrichshafen<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Fuel 51,0t 10kn |
| **7118997**<br>SV2239<br>4887<br>Esd Rdr<br>RTh | **EVANGELISTRIA 17**<br>ex Mariner Ambett-74<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **154**<br>90<br>103 | | **1971** Swafil—Luderitz, S.W.A. (1105)<br>25,71 7,37 2,928<br>21,95 7,32 3,81<br>F 9,5 1 dk<br>BK 51 | **M Fishing**<br>Stern Trawler | | Oil 4SA 12Cy. 175 × 205<br>560bhp (412kW)<br>Union Friedrichshafen Friedrichshafen<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Fuel 51,0t 10kn |
| **7117096**<br>SV2265<br>4888<br>Esd Rdr<br>RT | **EVANGELISTRIA 18**<br>ex Mariner Jose-74<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **154**<br>90<br>103 | | **1971** Swafil—Luderitz, S.W.A. (N.1100/4)<br>25,71 7,37 2,928<br>21,95 7,32 3,81<br>1 dk | **M Fishing**<br>Stern Trawler | | Oil 4SA 12Cy. 175 × 215<br>560bhp (412kW)<br>Union Friedrichshafen Friedrichshafen<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Fuel 51,0t 10kn |
| **7111901**<br>SV2267<br>4889<br>Esd Rdr<br>RTh | **EVANGELISTRIA 19**<br>ex Mariner Glendor-74<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **154**<br>90<br>103 | | **1971** Swafil—Luderitz, S.W.A. (N.1100-2)<br>25,71 7,37 2,928<br>21,95 7,32 3,81<br>F 9,5 1 dk<br>BK 51 | **M Fishing**<br>Stern Trawler | | Oil 4SA 12Cy. 175 × 215<br>560bhp (412kW)<br>Union Friedrichshafen Friedrichshafen<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Fuel 51,0t 10kn |

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|---|---|---|---|---|---|---|
| 7111896<br>SV2294<br>4890<br>Esd Rdr<br>RTh | **EVANGELISTRIA 20**<br>ex Mariner Sealane-74<br>**Evangelistria Atlantic Fishing Enterprise S.A.**<br>Piraeus Greece | **154**<br>90<br>103 | | **1971** Swafil—Luderitz, S.W.A. (N.1100-1)<br>25,71 7,37 2,928<br>21,95 7,32 3,81<br>F 9,5 1 dk<br>BK 51 | **M Fishing**<br>Stern Trawler | Oil 4SA 12Cy. 175 × 215<br>560bhp (412kW)<br>Union Friedrichshafen Friedrichshafen<br>Gen 2 × 12kW 220V 50Hz a.c.<br>Fuel 51,0t 10kn |
| 7371329<br>J4LW<br>7357<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVANGELOS D**<br>ex Sun Sirius-79<br>ex Koryu Maru-75<br>**Zoar Shipping Co. S.A.**<br>Laios Maritime Enterprises S.A.<br>Piraeus Greece | **6 942**<br>4 374<br>11 972 | NK | **1974** Ujina Zosensho—Hiroshima (536)<br>128,78 19,64 8,230<br>120,02 19,59 10,49<br>P 23,8 F 11,0 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.14 072 B.13 747<br>3 Ha (17,6 30,1 18,2 × 9,7)<br>Der 1(20) 3(15) | Oil 4SA 8Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 240kW a.c.<br>Fuel 1 270,0t-22,0pd 13,25kn |
| 5368653<br>HO8761<br>6828-PEXT<br>RTv | **EVANGELOS K.**<br>ex Triomphant-76<br>**Gariterry Compania Naviera S.A.**<br>Panama Panama | **101**<br>47<br>— | (BV) | **1956** Ziegler Freres—Dunkerque (109)<br>23,98 6,63 3,277<br>22,00 6,58 3,36<br>1 dk<br>RW | **M Tug** | Oil 4SA 6Cy. 330 × 600<br>Werkspoor<br>Ziegler Freres Dunkerque<br>Gen 2 × 15kW 110V d.c.<br>Fuel (d.o.) 9kn |
| 5063875<br>J4RL<br>7212<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EVANGELOS LEMOS**<br>ex Carl Trautwein-75<br>**National Rumor Compania Naviera S.A.**<br>Piraeus Greece | **14 606**<br>9 921<br>20 974 | **100A1** SS 10/78<br>strengthened for heavy cargoes<br>**LMC**<br>EL D† 2⅝"U2<br>FN 5922<br>(GL) | **1960** Rheinstahl Nordseewerke—Emden (334)<br>174,56 21,24 10,110<br>163,63 21,20 14,99<br>P 68,6 F 29,9 2 dks<br>rf nil len & deepened 66<br>9BH WB5480T incl. DTf 222T and TwD1299T | **M General Cargo** CSD<br>Vehicles 11P<br>5 Ho 16,1 31,1 18,2 18,3 32,0 ER<br>G.31 000 B.28 591<br>7 Ha ER<br>Der 14(5-10) 1(3) | Oil 2SA 6Cy. 750 × 1320<br>7 200bhp (5 296kW) Fiat<br>Borsig A.G. West Berlin<br>WTAuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 2 × 240kW 1 × 60kW 400V 50Hz a.c.<br>Fuel (hvf) 14,75kn |
| 5090646<br>5B2223<br>367351<br>Df Esd<br>Gc Rdr<br>RT | **EVANGELOS MICHAELIDES**<br>ex Mother Flora-80<br>ex Ioannis H-80 ex Disarfell-73<br>**Helix Shipping Co. Ltd.**<br>D. Roussos<br>Limassol Cyprus | **989**<br>494<br>— | **✠100A1** SS 7/81<br>**✠LMC**<br>EL n<br>FN 1039 | **1953**-6 Schps. & Mach. "Holland" —Hardinxveld (213)<br>69,02 10,90<br>63,00 10,49 6,00<br>RFD 8,6 2 dks<br>RW<br>Coll BH to U dk 5 to 2nd dk WB409t incl. DTf91t | **M General Cargo** CSD<br>3 Ho ER<br>2 Ha (6,2 17,9 × 4,9) ER<br>Der 6(3) | Oil 4SA 7Cy. 330 × 600<br>1 095bhp (805kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 94,5t (d.o.) |
| 5110082<br>1243 | **EVANGELOS P**<br>**M. & P. Hondrogiannoglou & Co.**<br>Piraeus Greece | **119**<br>91<br>— | (HR) | **1913** ............England<br>31,75 5,69 3,709<br>... ... ...<br>1 dk | **M General Cargo**<br>2 Ho<br>2 Ha | Oil 6Cy.<br>300bhp (221kW) E made53 fitted—<br>Atlas-MaK Maschinenbau West Germany<br>Fuel 6,0t (d.o.) |
| 5110111<br>EAGV<br>3608 | **EVARISTO CHURRUCA**<br>**Junta de Obras del Puerto y Ria de Bilbao**<br>Bilbao Spain | **107**<br>33<br>— | | **1953** Ast. de T. Ruiz de Velasco—Bilbao (51)<br>27,01 6,15 2,591<br>6,10<br>B 11,6 | **M Tug** | Oil 2SA 6Cy. 240 × 370<br>B&W<br>Soc. Espanola Babcock & Wilcox Bilbao<br>Fuel 8,0t (d.o.) 8kn |
| 7043336<br>VCZQ<br>345111<br>Esd Gc<br>Rdr<br>RTm/h/v | **EVCO BUCCANEER**<br>ex Seaspan Commander-76<br>ex Le Beau-71<br>**Ocean Construction Supplies Ltd.**<br>Vancouver, B.C. Canada | **148**<br>9<br>— | | **1970** Star Shipyard (Mercer's) Ltd.—New Westminster, B.C. (400)<br>25,84 7,78 3,404<br>24,08 7,47 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 120/208V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 69,0t (d.o.) 14kn |
| 6420185<br>5MZR<br>2065<br>Df Esd<br>Gc Rdr<br>RTm/h | **EVDORI**<br>**Magna S.S. Co. S.A.**<br>Monrovia Liberia | **35 773**<br>27 224<br>72 434 | **✠100A1** SS 3/79<br>oil tanker<br>**✠LMC**<br>EL y† 3⅜"SQ<br>FN 11955 | **1964**-11 Uraga Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (857)<br>238,03 35,92 12,777<br>228,00 35,81 16,62<br>P 41,8 F 20,2 1 dk<br>rf nil<br>9BH WB16518t incl. 10142t in clean ballast tanks DTf3720t | **M Tanker**<br>13 Ta ER<br>L.(oil) 83 749 HeCls. BC<br>Der 2(10) 1(5) 1(2) 1(1) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>2 AuxB 242lbf/in$^2$ (16,7bar)<br>e(ex.g) 242lbf/in$^2$ (16,7bar)<br>sg 121lbf/in$^2$ (8,4bar)<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 222,5t (d.o.) 3 472,0t (hvf)-66,0pd 16kn |
| 5231850<br>5B2383<br>374042<br>Pfd Rdr<br>RTm/v | **EVDOXIA K**<br>ex Las Minas-73 ex Salamis-72<br>ex Argostoli II-70 ex Melrose-66<br>**Meganissi Shipping Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**999**<br>440<br>—<br>**1 543**<br>755<br>2 014 | **✠100A1** SS 4/79<br>Mediterranean. Red and Black Sea service<br>**✠LMC**<br>EL p<br>FN 1423 | **1949**-7 Grangemouth Dockyard Co. Ltd. —Grangemouth (487)<br>78,77 11,61 —/5,208<br>77,53 11,59 6,76<br>B 16,8 2 dks<br>RW rf 152<br>NS Coll BH to U dk 4 to 2nd dk WB388t incl. DTf21t | **M General Cargo** 6P<br>3 Ho 13,7 16,3 13,4 ER<br>G.2 868 B.2 568<br>3 Ha (8,5 9,1 9,1 × 6,1) ER<br>6W Der 6(5) | Oil 2SA 8Cy. 340 × 570<br>1 520bhp (1 118kW) Polar<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 15kW 220V d.c.<br>Fuel 68,5t (d.o.) 12,5kn |
| 7037985<br>ERUD<br>M-29881<br>Df Esd<br>Rdr RT | **EVEKUN**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **657**<br>244<br>296 | RS | **1968** ............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 5110135<br>TQEN<br>4923<br>Df Esd<br>Pfd RTm | **EVEL**<br>**Compagnie d'Armement a la Peche Atlantique (CAPA)**<br>La Rochelle France | **248**<br>79<br>— | (BV) | **1957** At. & Forg. de l'Ouest—St. Nazaire (Ch15)<br>38,99 7,29 4,198<br>33,99 7,22 4,35<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1W Der 1(5) | Oil 4SA 6Cy. 315 × 480<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>Fuel (d.o.) 11,5kn |
| 5369009<br>SYME<br>402<br>Df Esd<br>Gc Rdr<br>RT | **EVELINE**<br>ex Ocean Triton-81 ex Troja-70<br>**Desna Shipping Corp.**<br>Container & Cargo Services International Inc.<br>Andros Greece | **11 893**<br>7 091<br>19 249 | **✠100A** SS 11/77<br>strengthened for ore cargoes—No. 4 hold may be empty<br>**✠LMC**<br>EL h† 2⅜"SQ<br>FN 5306 | **1963**-1 Eriksbergs M/V A/B—Goteborg (549)<br>163,23 21,65 9,386<br>155,71 21,34 12,73<br>P 31,1 F 16,5 1 dk<br>rf 51<br>NS 9BH WB9125t incl. Topside tanks in holds 2824t DTm2191t | **M Bulk Carrier**<br>7 Ho ER<br>G.25 882<br>7 Ha (6,2 19,2 6,4 6,4 6,4 19,2 6,4 × 9,0) ER<br>14W Der 14(5) | Oil 2SA 6Cy. 740 × 1600<br>7 500bhp (5 517kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 100lbf/in$^2$ (6,9bar)<br>Fuel 1 435,5t 15,5kn |

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| 7016670<br>5LCQ<br>3253<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVELINE**<br>**Compania de Navegacion La Gloria S.A.**<br>Monrovia Liberia | **10 962**<br>7 420<br>19 007 | AB | **1970** Osaka Zosensho—Osaka (291)<br>154,31(BB) 22,86 9,564<br>146,01 22,81 12,50<br>P 27,8 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 26,2 26,9 26,9 26,9 ER<br>G.24 179 B.21 768<br>4 Ha (stl) (each 18,7 × 11,1) ER<br>12W Der 3(20) 9(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 27kW 445V 60Hz a.c.<br>Fuel 1 249,5t (hvf) 17kn |
| 7112620<br>5LZN<br>3956<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVELYN**<br>**Encargo (Liberia) Ltd.**<br>Monrovia Liberia | **30 349**<br>23 339<br>61 473 | AB | **1971** Hitachi Zosen—Maizuru Works, Maizuru (147)<br>225,00(BB) 32,24 12,459<br>215,02 32,19 17,71<br>F 15,6 1 dk<br>rf 76 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 211<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER<br>14W Der 14(5) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 3 388,5t (hvf) 14,75kn |
| 8038388<br>WA9569<br>611893 | **EVELYN**<br>**C & P Towing Co. Inc.**<br>Norfolk, Va United States of America | **173**<br>55<br>— | | **1914** ..............U.S.A.<br>*27,62* 7,14<br>3,46<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| 7415230<br>WYV3<br>759<br>559598<br>Df Esd<br>Gc Rdr | **EVELYN DA ROSA**<br>**Evelyn da Rosa Inc.**<br>Chris da Rosa<br>San Diego, Ca United States of America | **989**<br>462<br>— | | **1974** Campbell Industries—San Diego, Ca (100)<br>66,50 12,81 5,766<br>61,65 12,20 5,87<br>2 dks | **M Fishing**<br>Tuna Seiner<br>Mchy.aft | Oil 2SA 20Cy.<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 7717169<br>OWIG<br>D2611<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVELYN MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Aalborg Denmark | T.Mk<br>**13 706**<br>6 856<br>21 050<br>**21 799**<br>13 995<br>29 750 | ✠**100A1**<br>✠**LMC** **UMS**<br>EL J 605,0/66,0U3<br>FN 7393 | **1980**-2 Odense Staalskibsvaerft A/S—Lindo (77)<br>182,28(BB) 27,49 9,767/11,848<br>168,21 27,44 16,51<br>RAD 40,6 F 13,8 3 dks<br>rf nil<br>3BH to U dk, 3 to 2nd dk WB7596T incl. DTsf2207T, STs in No. 3 hold 1770T, Comb. btm & STs in No. 4 hold 952T | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s) pt higher tensile steel<br>4 Ho 34,6 33,6 33,6 18,3 ER<br>G.37 860 B.32 446 HeCls. B<br>TEU 566<br>C.Ho 404/20'(40') C.Dk 162/20'(40')<br>8 Ha (stl) (20,1p&s × 7,7) (25,6p&s 25,6p&s 12,8p&s × 10,1) ER<br>Cr 4(30) 2(16) | Oil 2SA 7Cy. 760 × 1550<br>15 960bhp (11 740kW)<br>Sulzer Bros. Ltd. Winterthur<br>AuxB (o.f.) 9,5kgf/cm² (9,4bar)<br>WTAuxB (ex.g) 9,5kgf/cm² (9,4bar)<br>Gen 3 × 850kW 440V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 533,5t (d.o.) 2 751,5t (hvf) 18,5kn |
| 7400493<br>WYT8<br>783<br>558277<br>Esd Rdr<br>RT | **EVELYN TIDE**<br>**Tidewater Resources Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **193**<br>131<br>— | AB | **1974** Halter Marine Services, Inc. —Lockport, La (449)<br>11,59 3,645<br>50,45 11,56 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 152,5t (d.o.) 12kn |
| 5118137<br>WA7659<br>250507<br>Df | **EVENING LIGHT**<br>ex Fort Lauderdale-68<br>ex Margaret Matton-58<br>**B.F.T. No. Six Corp.**<br>New York, NY United States of America | **138**<br>93<br>— | (AB) | **1946** John E. Matton & Son Inc.—Cohoes, NY (297)<br>26,83 7,12 3,201<br>25,07 7,01 3,61<br>1 dk<br>BK 76 | **M Tug** | Oil 4SA 6Cy. 406 × 508<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 89,5t 12kn |
| 5110185<br>WC4759<br>258662 | **EVENING STAR**<br>**Motor Tug Ellen S. Bouchard Inc.**<br>New York, NY United States of America | **149**<br>101<br>— | | **1949** Alexander Shipyards Inc.—New Orleans, La<br>*24,91* 7,62<br>... ... | **M Tug** | Oil 2SA 12Cy.<br>E made42 fitted49<br>General Motors Corp. Detroit, Mi |
| 7435759<br>WY9441<br>527153<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVENING TIDE**<br>ex Captain George Edwards<br>**Tug Evening Tide Corp.**<br>New York, NY United States of America | **196**<br>133<br>— | AB | **1970** New Iberia SB. Co.—New Iberia, La (109)<br>4,319<br>36,12 9,61 4,86<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW<br>Fuel 196,0t (d.o.) 12kn |
| 5110226<br>UIZA<br>M-17088<br>Df Esd<br>Gc Rdr<br>RT | **EVENSK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 359**<br>1 550<br>4 399 | RS | **1963** Rauma-Repola Oy—Rauma/Raumo (128)<br>105,09 14,81 6,200<br>96,93 14,76 7,04<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 12 Ta ER<br>G.186 L.(oil) 5 382 HeCls. BC<br>1 Ha (2,4 × 3,2) ER<br>3W Der 3(3) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 335,5t (d.o.)-15,0pd 14kn |
| 6901309<br>UVEZ<br>M-28382<br>Df Esd<br>Gc Rdr<br>RT | **EVENSK**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **1 772**<br>557<br>1 660 | RS | **1966** ..............Kerch<br>83,50 12,04 4,650<br>74,00 11,97 5,31<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 031 HeCls. BC<br>2W Der 2(0,75) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,25kn |
| 5403283<br>9V2442<br>367830<br>Df Esd<br>Gc Rdr<br>RT | **EVER**<br>ex Gisela Vennmann-74<br>ex Don Roberto-65<br>ex Burkhard Brohan-63<br>**Yew Lian Shipping Co. (Pte.) Ltd.**<br>Singapore Singapore | T.Mk<br>**1 236**<br>620<br>2 279<br>**1 923**<br>1 204<br>3 212 | NK (GL) | **1955** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.99)<br>78,64 12,81 5,131/6,224<br>73,61 7,75<br>P 16,8 RQD 45,8 B 7,1 F 14,1 2 dks<br>RW | **M General Cargo**<br>G.4 064 B.3 728<br>2 Ha (each 17,9 × 6,5) ER<br>8W Der 2(10) 8(5) | Oil 4SA 8Cy. 420 × 660<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 230kW d.c.<br>Fuel 200,0t 12kn |
| 7702358<br>9V2750<br>381246<br>Esd Gc<br>Rdr RT | **EVER BRAVE**<br>**Transworld Marine Ltd.**<br>Singapore Singapore | **125**<br>5<br>— | AB | **1977** Marine Builders (Pte.) Ltd.—Singapore (1002)<br>... ...<br>22,31 7,41 2,87<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 8Cy. 137 × 165 geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7921655<br>D7CH<br>IM200<br>Rdr RT | **EVER CASTLE**<br>ex Gekko Maru No. 2-80<br>**Heung Hae Co. Ltd.**<br>Inchon South Korea | **264**<br>84<br>134 | KR | **1980** Sanyo Zosen K.K.—Mukaishima (788)<br>32,69 3,101<br>30,26 9,42 4,20<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Tokyo<br>12,5kn |
| 6601442<br>BKEJ<br>8133<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER CONFIDENCE**<br>ex Eastern Confidence-82<br>ex San Martin Maru-77<br>**First Steamship Co. Ltd.**<br>Keelung China* | **33 339**<br>21 113<br>54 495 | NK | **1966** Mitsubishi Heavy Industries Ltd.<br>—Kobe (957)<br>224,01 31,86 11,507<br>211,03 31,81 17,51<br>F 16,8 1 dk<br>RW | **M Bulk Carrier**<br>Salt<br>5 Ho ER<br>G.67 391 HeCls. B<br>1 Ha (stl) (11,6 × 12,8) 8 Ha (stl)<br>(each 12,0 × 12,8) ER | Oil 2SA 6Cy. 900 × 1220<br>15 000bhp (11 033kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 350kW 450V a.c.<br>Fuel 186,0t (d.o.) 3 464,5t (hvf)-46,0pd<br>16kn |
| 7113117<br><br><br>Esd Rdr<br>RT | **EVER CONFIDENT**<br><br>**Transworld Marine Ltd.**<br>Singapore Singapore | **210**<br>—<br>406 | | **1971** Far East SB. Ind. Ltd.—Singapore<br>(B.72)<br>40,01 10,67 1,982<br>39,63 10,37 2,44<br>1 dk | **TM RoRo Cargo/Landing Craft**<br><br>Bow door<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy.<br>1 050bhp (772kW)<br>Cummins Engine Co. Inc. Columbus, In |
| 7215276 | **EVER CONSTANT**<br><br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Indonesia | **207**<br>105<br>— | | **1970** Far East SB. Ind. Ltd.—Singapore<br>*32,25* 10,65<br>... ... ...<br>1 dk | **TM General Cargo** | 2 Vee Oil 4SA each 8Cy. 114 × 127<br>260bhp (191kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>8kn |
| 6813540<br>BKEB<br>2435<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **EVER FAITH**<br><br>**First Steamship Co. Ltd.**<br>Keelung China* | **10 253**<br>6 908<br>17 160 | AB | **1968** Namura SB. Co. Ltd.—Osaka (370)<br>144,58 21,62 9,119<br>136,00 21,59 12,20<br>P 27,2 F 10,4 1 dk<br>RW rf 102 | **M Bulk Carrier**<br><br>4 Ho 22,4 26,5 26,5 26,5 ER<br>G.20 743 B.20 352 HeCls. ptB<br>4 Ha (stl) (13,2 × 8,9) (19,5 19,5 19,5 × 10,0) ER<br>12W Der 4(20) | Oil 2SA 7Cy. 700 × 1200<br>8 100bhp (5 958kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel 148,5t (d.o.) 1 443,0t (hvf)-22,0pd<br>14,75kn |
| 5252024<br>3FRF<br>3877-73<br>Df Esd<br>Gc Rdr<br>RT | **EVER GRACE**<br>ex Dewi-80 ex Asano No. 1-76<br>ex Nikko Maru-73 •<br><br>Panama Panama | **4 891**<br>2 802<br>7 857 | (NK) | **1957** Hitachi Zosen—Mukaishima (3809)<br>120,76 16,74 7,341<br>112,05 16,65 9,12<br>P 13,2 B 29,9 F 11,9 1 dk, pt 2nd dk<br>RW | **M General Cargo**<br>4P<br>4 Ho 17,3 26,8 20,6 18,3<br>G.10 243 B.9 306<br>4 Ha (10,2 17,5 12,5 10,5 × 6,6)<br>10W Der 4(10) 6(5) | Oil 2SA 6Cy. 500 × 900<br>3 360bhp (2 471kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 80kW 450V a.c.<br>Fuel 813,0t (hvf) 12,5kn |
| 8001373<br>JMIH<br>123928<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER GREEN**<br><br>**Keishin Kaiun K.K.**<br>Japan Line Ltd.<br>Hakata, Japan<br>Ehime Pref. | **2 476**<br>1 618<br>5 203 | NK | **1980** Hakata Zosen K.K.—Hakata (227)<br>96,20 6,150<br>89,52 16,01 7,52<br>P 21,1 B 5,2 F 9,5 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 460 × 740<br>3 200bhp (2 354kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7418220<br>HPBG<br>6907-76B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER HANDSOME**<br><br>**Everhandsome Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **11 317**<br>7 824<br>17 821 | NK | **1976** Narasaki Zosen K.K.—Muroran (893)<br>154,74 22,53 9,327<br>142,88 22,48 12,02<br>P 28,4 F 11,9 1 dk | **M Bulk Carrier**<br><br>G.23 435 B.22 996<br>4 Ha (stl) (17,9 × 9,9) (19,6 19,6 19,6 × 11,9) ER<br>Der 4(25) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 2 × 1080kW a.c.<br>16kn |
| 7403392<br>H3YV<br>6820-PEXT4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER HARVEST**<br><br>**Everharvest Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **11 076**<br>8 237<br>16 547 | NK | **1975** Narasaki Zosen K.K.—Muroran (885)<br>153,12 22,23 8,992<br>142,88 22,18 11,99<br>P 27,8 F 11,6 1 dk<br>conv Bulk Carrier 79 | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER<br>TEU 680<br>C. Ho 366/20' (40') C.Dk 314/20' (40')<br>8 Ha (stl) ER<br>Der 4(25) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>14,5kn |
| 7048166<br>BKED<br>3429<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER HONOR**<br><br>**First Steamship Co. Ltd.**<br>Keelung China* | **16 382**<br>12 091<br>27 112 | AB | **1971** Namura SB. Co. Ltd.—Osaka (395)<br>178,01(BB) 22,97 10,408<br>167,01 22,92 14,51<br>P 29,3 F 13,8 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>5 Ho 11,5 18,4 12,8 18,4 12,8 ER<br>G.34 704 B.32 552 HeCls. ptB<br>5 Ha (stl) (11,5 18,4 12,8 18,4 12,8 × 11,5) ER<br>5W Cr 5(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 310kW 450V a.c.<br>Fuel 162,5t (d.o.) 1 606,5t (hvf)-30,5pd<br>15kn |
| 7418206<br>HOET<br>6362-76B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER HUMANITY**<br><br>**Everhumanity Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **11 289**<br>7 796<br>17 806 | NK | **1975** Narasaki Zosen K.K.—Muroran (891)<br>154,74(BB) 22,53 9,341<br>142,88 22,51 12,50<br>P 28,4 F 11,9 1 dk | **M Bulk Carrier**<br><br>G.23 432 B.22 993<br>4 Ha (stl) (17,9 × 9,9) (19,6 19,6 19,6 × 11,9) ER<br>Der 4(25) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) Mitsubishi<br>Hitachi Zosen Maizuru Works, Maizuru<br>15kn |
| 7900833<br>ELAE2<br>6830<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER LARGE**<br><br>**Everlarge Line Corp.**<br>Monrovia Liberia | **23 274**<br>15 326<br>28 904 | NK | **1980** Onomichi Zosen—Onomichi (292)<br>202,60(BB) 30,08 11,229<br>186,49 30,00 16,21<br>F 22,3 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 1 Cell.Ho<br>TEU 1790<br>C.Ho 484/20' 184/40' C.Dk 938/20' (40')<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER | Oil 2SA 7Cy. 900 × 1550<br>22 260bhp (16 374kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 680kW a.c.<br>21kn |
| 7900819<br>D5WY<br>6718<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER LIGHT**<br><br>**Everlight Line Corp.**<br>Monrovia Liberia | **23 274**<br>15 325<br>28 898 | NK | **1980** Onomichi Zosen—Onomichi (290)<br>202,60(BB) 30,08 11,229<br>186,49 30,00 16,21<br>F 22,3 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 1 Cell.Ho<br>TEU 1790<br>C.Ho 484/20' 184/40' C.Dk 938/20' (40')<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER | Oil 2SA 7Cy. 900 × 1550<br>22 260bhp (16 374kW) Sulzer<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 2040kW a.c.<br>21kn |

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| **7220166**<br>H8GC<br>9870<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER LIGHT**<br>ex Matsusho Maru-79<br>**Biggin Shipping Corp.**<br>Panama Panama | **4 229**<br>2 805<br>7 490 | <br><br>NK | **1972** K.K. Taihei Kogyo—Akitsu (275)<br>108,13 17,56 7,062<br>102,01 17,51 8,62<br>P 23,5 F 11,6 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.9 794 B.9 033<br>2 Ha (stl) (26,7 28,7 × 8,7) ER<br>30W Der 2(20) 6(15) | Oil 4SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 200kW 445V a.c.<br>Fuel 768,0t-13,0pd 12,5kn |
| **7900807**<br>D5TH<br>6623<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER LOYAL**<br><br>**Everloyal Line Corp.**<br>Monrovia Liberia | **23 274**<br>15 326<br>28 900 | <br><br>NK | **1979** Onomichi Zosen—Onomichi (289)<br>202,60(BB) 30,08 11,229<br>186,49 30,00 16,21<br>F 22,3 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 1 Cell.Ho<br>TEU 1790<br>C.Ho 484/20′ 184/40′ C.Dk<br>938/20′ (40′)<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER | Oil 2SA 7Cy. 900 × 1550<br>22 260bhp (16 374kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 2040kW a.c.<br>21kn |
| **7900821**<br>D5ZD<br>6775<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER LUCKY**<br><br>**Everlucky Line Corp.**<br>Monrovia Liberia | **23 274**<br>15 326<br>28 902 | <br><br>NK | **1980** Onomichi Zosen—Onomichi (291)<br>202,60(BB) 30,08 11,210<br>186,49 30,00 16,21<br>F 22,3 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 1 Cell.Ho<br>TEU 1790<br>C.Ho 484/20′ 184/40′ C.Dk<br>938/20′ (40′)<br>11 Ha (stl) ER<br>22 Wing Ha (stl) ER | Oil 2SA 7Cy. 900 × 1550<br>22 260bhp (16 374kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 680kW a.c.<br>21kn |
| **8100832**<br>HPAW<br>10885-YJ | **EVER OASIS**<br><br>**Everoasis Line S.A.**<br>Panama | **14 743**<br>9 500<br>29 290 | <br><br>AB (Class cont.) | **1982** Hakodate Dock Co. Ltd.—Muroran<br>(711)<br>180,25(BB) 23,19 10,002<br>170,01 23,11 14,51<br>1 dk | **M Bulk Carrier**<br><br>6 Ho ER<br>G.34 848 B.34 238<br>6 Ha (stl) ER | Oil 2SA 6Cy. 660 × 1400<br>11 400bhp (8 385kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru |
| **8100820**<br>H3ES<br>10663<br>-YJ2 | **EVER OCEAN**<br><br>**Everocean Line S.A.**<br>Evergreen Marine Corp. (Taiwan)<br>Ltd. (Evergreen Line)<br>Panama Panama | **14 743**<br>9 607<br>29 346 | <br><br>AB (Class cont.) | **1982** Hakodate Dock Co. Ltd.—Muroran<br>(710)<br><br>170,01 23,11 14,51<br>1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 16,3 19,5 24,0 24,6 24,0<br>19,8 ER<br>G.34 848 B.34 238<br>6 Ha (stl) (8,2 13,0 15,2 15,2 15,2<br>12,8 × 9,6) ER<br>Cr 5(20) | Oil 2SA 6Cy. 680 × 1250<br>10 800bhp (7 944kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka |
| **8113841** | **EVER ONWARD**<br><br>**Everonward Line S.A.**<br>Panama | **15 993**<br>—<br>31 133 | <br><br>AB (Class cont.) | **1982** Hakodate Dock Co. Ltd.—Muroran<br>(713)<br>183,01 11,000<br>172,02 23,61 15,42 | **M Bulk Carrier** | Oil<br>11 100bhp (8 165kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| **8108884**<br>3FIV<br>11056-YJ | **EVER ORDER**<br><br>**Everorder Line S.A.**<br>Panama Panama | **14 743**<br>9 607<br>29 290 | <br><br>AB (Class cont.) | **1982** Hakodate Dock Co. Ltd.—Muroran<br>(712)<br>180,27(BB) 23,19 10,670<br>170,01 23,11 14,51<br>1 dk | **M Bulk Carrier**<br><br>6 Ho ER<br>G.34 848 B.34 238<br>6 Ha (stl) ER | Oil 2SA 6Cy. 660 × 1400<br>11 400bhp (8 385kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru |
| **7326738**<br>3FRH<br>3674<br>-73C<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER PIONEER**<br><br>**Everpioneer Line S.A.**<br>Evergreen Marine Corp. (Taiwan)<br>Ltd. (Evergreen Line)<br>Panama Panama | **7 806**<br>4 636<br>11 874 | <br><br>NK | **1973** Tohoku Zosen—Shiogama (147)<br>145,24 19,46 8,814<br>135,01 19,41 11,82<br>B 25,3 F 10,1 1 dk | **M General Cargo**<br><br>5 Ho ER<br>G.18 097 B.16 441<br>5 Ha (stl) (9,1 × 6,0) (13,4 13,4 13,4<br>8,9 × 8,0) ER<br>Cr 1(20) Der 6(10) 6(5) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 1 282,0t-28,5pd 16kn |
| **7355416**<br>3FXE<br>4414-74B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER PROMOTER**<br><br>**Everpromoter Line S.A.**<br>Evergreen Marine Corp. (Taiwan)<br>Ltd. (Evergreen Line)<br>Panama Panama | **7 806**<br>4 636<br>11 874 | <br><br>NK | **1973** Tohoku Zosen—Shiogama (795)<br>145,24 19,46 8,814<br>135,01 19,41 11,82<br>B 25,3 F 10,1 1 dk | **M General Cargo**<br><br>5 Ho ER<br>G.18 097 B.16 441<br>5 Ha (stl) (9,1 × 6,0) (13,4 13,4 13,4<br>8,9 × 8,0) ER<br>Cr 1(20) Der 6(10) 6(5) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 1 282,0t 16kn |
| **6816372**<br>BKEL<br>2434<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER RELIANCE**<br><br>**First Steamship Co. Ltd.**<br>Keelung China* | **17 332**<br>12 796<br>28 728 | <br><br>AB | **1968** Taiwan SB. Corp.—Keelung (9)<br>181,31 25,07 10,270<br>168,00 25,00 13,80<br>P 31,1 F 13,2 1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 16,9 21,1 20,2 21,8 21,8<br>21,8 ER<br>G.33 878 B.31 893 HeCls. ptB<br>6 Ha (10,2 12,9 11,5 13,2 13,2<br>13,2 × 12,0) ER<br>12W Der 12(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.)<br>Nagoya<br>Gen 3 × 300kW a.c.<br>Fuel 132,0t (d.o.) 1 942,5t (hvf)-33,0pd<br>15,5kn |
| **7396197**<br>HPET<br>6843<br>-76A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVER SHINE**<br><br>**Evershine Line S.A.**<br>Evergreen Marine Corp. (Taiwan)<br>Ltd. (Evergreen Line)<br>Panama Panama | **12 413**<br>7 517<br>15 764 | <br><br>NK | **1976** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (843)<br>174,33(BB) 24,03 9,302<br>163,53 24,01 13,31<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 15,0 12,7 26,1 27,8<br>ER 27,2<br>TEU 588 C. 294/40′<br>15 Ha (stl) ER | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 3 658,0t 20kn |
| **7001766**<br>BKEF<br>4300<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVER SPLENDOR**<br>ex Ever Success-73<br>**First Steamship Co. Ltd.**<br>Keelung China* | **10 249**<br>6 097<br>17 070 | <br><br>AB | **1969** Namura SB. Co. Ltd.—Osaka (383)<br>145,50 21,65 9,291<br>136,00 21,61 12,20<br>P 27,2 F 10,7 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>4 Ho 22,4 26,5 26,5 26,5 ER<br>G.20 800 B.20 383 HeCls. ptB<br>4 Ha (stl) (13,2 × 8,9) (19,5 19,5<br>19,5 × 9,9) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 250kW 450V 60Hz a.c.<br>Fuel 118,0t (d.o.) 1 179,5t (hvf)-25,5pd<br>14,75kn |
| **7396161**<br>H3WZ<br>5674-75B<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVER SPRING**<br><br>**Everspring Line S.A.**<br>Evergreen Marine Corp. (Taiwan)<br>Ltd. (Evergreen Line)<br>Panama Panama | **12 413**<br>7 517<br>15 752 | <br><br>NK | **1975** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (810)<br>174,33(BB) 24,06 9,321<br>163,53 23,98 13,29<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 15,0 12,7 26,1 27,8<br>ER 27,2<br>TEU 588 C. 294/40′<br>15 Ha (stl) ER | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 3 658,0t 20kn |

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|---|---|---|---|---|---|---|---|
| **6525569**<br>H04794<br>8432-<br>PEXT<br>Esd Rdr<br>RT | **EVER SPRING No. 1**<br>ex Nanshu Maru-79<br>**Ever Spring Shipping Co. Ltd. S.A.**<br>Panama Panama | **420**<br>223<br>620 | | | **1965** Kishigami Zosen K.K.—Akitsu (290)<br>49,99 7,52 3,398<br>45,22 7,51 3,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (23,0 × 5,0) ER | Oil 4SA 6Cy. 325 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>11,5kn |
| **7396173**<br>HOAU<br>6118-75B<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVER SUMMIT**<br>**Eversummit Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **12 413**<br>7 517<br>15 752 | | NK | **1975** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (841)<br>174,33(BB) 24,03 9,297<br>163,53 23,98 13,29<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 15,0 12,7 26,1 27,8 ER 27,2<br>TEU 588 C. 294/40'<br>15 Ha (stl) ER | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 3 658,0t 20kn |
| **7396185**<br>HONF<br>6485-76B<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVER SUPERB**<br>**Eversuperb Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **12 413**<br>7 517<br>15 752 | | NK | **1976** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (842)<br>174,33(BB) 24,03 9,321<br>163,53 23,98 13,29<br>P 54,9 F 30,8 1 dk<br>len 77 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 15,0 12,7 26,1 27,8 ER 27,2<br>TEU 588 C. 294/40'<br>15 Ha (stl) ER | Oil 2SA 8Cy. 670 × 1400<br>15 000bhp (11 033kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 3 658,0t 20kn |
| **5372202**<br>BMCG<br>7639<br>Df Esd<br>Rdr | **EVER TRAINING**<br>ex Chichijima Maru-79<br>ex Ukishima Maru<br>**Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)**<br>Keelung China* | **2 683**<br>683<br>2 084 | | NK | **1960** Sanoyasu Dockyard Co. Ltd.—Osaka (166)<br>89,29 13,75 5,515<br>82,48 13,70 6,91<br>2 dks<br>conv Ref General Cargo — conv Passenger/General Cargo 79 | **M Training Ship**<br>3 Ho 6,1 7,7 7,7<br>G.2 134 B.1 977<br>3 Ha (6,1 × 3,9) (7,6 7,6 × 4,9)<br>6W Der 2(10) 2(7) 2(5) | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 1 × 100kW 445V a.c.<br>Fuel 113,0t (d.o.) 184,0t (hvf) 14,5kn |
| **7127285**<br>H8YA<br>10576<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER TRUST**<br>ex Ever Safety-80<br>**Ladon (Panama) S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **9 079**<br>6 196<br>15 276 | **✠100A1**<br>**✠LMC** | SS 6/80<br>EL Bt 2⅜"U2<br>FN 4769 | **1972**-1 Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (807)<br>151,72(BB) 21,90 9,043<br>141,00 21,80 12,02<br>P 26,9 F 29,9 1 dk, 2nd dk except in No. 1 hold<br>RW rf 152<br>8BH WB4691t incl. DTm993t Comb. btm & side tanks in Nos. 2-5 holds 1688t TwDf,m&a722t | **M General Cargo**<br>5 Ho 12,6 21,2 21,0 21,0 21,0 ER<br>G.21 496 B.20 397<br>5 Ha (stl) (7,7 × 6,2) (13,2 × 10,2) (15,7 15,7 15,7 × 7,7) ER<br>10W Cr 2(20) Der 10(8) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 2 × 440kW 450V 60Hz a.c.<br>16,75kn |
| **7611597**<br>HOMH<br>8094<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER VALIANT**<br>**Evervaliant Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **14 402**<br>9 010<br>18 834 | | NK | **1977** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (852)<br>186,75 25,48 10,022<br>172,75 25,40 13,82<br>P 40,6 F 21,4 1 dk | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho ER 1 Cell.Ho<br>TEU 1076<br>C.Ho 116/20' 230/40' C.Dk 48/20' 226/40'<br>16 Ha (stl) ER 2 Ha (stl) | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>22kn |
| **7729265**<br>HPVO<br>9102-78B<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EVER VALOR**<br>**Evervalor Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **14 949**<br>9 414<br>20 187 | | NK | **1978** Onomichi Zosen—Onomichi (283)<br>186,75(BB) 25,48 10,324<br>172,73 25,40 13,82<br>P 42,4 F 24,1 1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 14,6 21,1 27,5 26,6 26,6 ER 13,1<br>TEU 1430<br>C.Ho 782/20' (40') C.Dk 168/20' 240/40'<br>16 Ha (stl) ER 2 Ha (stl) | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 536kW 445V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>19kn |
| **7729277**<br>H3NH<br>9285-79B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER VALUE**<br>**Evervalue Line S.A.**<br>Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)<br>Panama Panama | **14 949**<br>9 414<br>20 157 | | NK | **1978** Onomichi Zosen—Onomichi (284)<br>186,75(BB) 25,48 10,324<br>172,73 25,40 13,82<br>P 42,4 F 24,1 1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 14,6 21,1 27,5 26,6 26,6 ER 13,1<br>TEU 1430<br>C.Ho 782/20' (40') C.Dk 168/20' 240/40'<br>5 Ha (stl) ER 1 Ha (stl)<br>10 Wing Ha (stl) ER 1 Wing Ha (stl) | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 536kW 445V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>19kn |
| **7708742**<br>D5BH<br>6156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER VICTORY**<br>**Ever Victory Line Corp.**<br>Monrovia Liberia | **14 814**<br>9 326<br>20 195 | | NK | **1978** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (853)<br>186,75 25,46 10,324<br>172,75 25,40 13,82<br>P 40,6 F 20,8 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 1048 C. 88/20' 480/40'<br>10 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 536kW a.c.<br>20kn |
| **7728118**<br>BMCM<br>6160<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER VIGOR**<br>**Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)**<br>Keelung China* | **16 358**<br>9 809<br>20 025 | | NK | **1979** China SB. Corp. (Keelung Division) —Keelung (89)<br>186,75 25,48 10,321<br>172,75 25,40 13,82<br>P 40,3 F 21,1 1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 14,5 21,1 27,5 26,5 26,5 ER 13,1<br>TEU 1214 C. 1214/20'<br>9 Ha (stl) ER 1 Ha (stl) | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 536kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>21kn |
| **7728106**<br>BMCL<br>6159<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVER VITAL**<br>**Evergreen Marine Corp. (Taiwan) Ltd. (Evergreen Line)**<br>Keelung China* | **16 358**<br>9 806<br>20 152 | | NK | **1979** China SB. Corp. (Keelung Division) —Keelung (88)<br>186,75 25,48 10,321<br>172,75 25,40 13,82<br>P 40,3 F 21,1 1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 14,5 21,1 27,5 26,5 26,5 ER 13,1<br>TEU 1214 C. 1214/20'<br>9 Ha (stl) ER 1 Ha (stl) | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 536kW 445V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>21kn |
| **7708754**<br>D5DC<br>6203<br>Df Esd<br>Gc Rdr<br>RT | **EVER VOYAGER**<br>**Ever Voyager Line Corp.**<br>Monrovia Liberia | **14 814**<br>9 325<br>20 239 | | NK | **1978** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (854)<br>186,75 25,46 10,326<br>172,75 25,40 13,82<br>P 40,6 F 20,8 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 1048 C. 88/20' 480/40'<br>10 Ha (stl) ER | Oil 2SA 6Cy. 900 × 1550<br>20 100bhp (14 785kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 536kW a.c.<br>20kn |

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|---|---|---|---|---|---|---|---|
| **7639719** | **EVERDAWN** | **11 679** | | **1977** Hayashikane SB. & Eng. Co. Ltd. | **M General Cargo** | Oil 2SA 6Cy. 680 × 1250 | |
| 6ZCB | | 6 893 | | —Shimonoseki (1217) | | 11 400bhp (8 385kW) | Sulzer |
| 6080 | **Grandeur Shipping Inc.** | 17 160 | BV | 154,79(BB) 22,43 9,367 | 4 Ho ER | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Df Esd | Monrovia Liberia | | | 144,99 22,41 13,39 | G.24 730 B.23 300 | | 16kn |
| Gc Pfd | | | | 2 dks | 4 Ha (stl) (13,5 × 8,9) (20,2 20,2 | | |
| Rdr RT | | | | | 13,5 × 12,0) ER | | |
| | | | | | Der 1(80) 1(25) 4(15) 2(10) 4(5) | | |
| **8029698** | **EVERDINA** | **2 491** | | **1981** Tokushima Zosen Sangyo K.K. | **M Liquefied Gas Carrier** | Oil 4SA 6Cy. 460 × 720 | |
| 7KJL | | 1 211 | | —Komatsujima (1450) | LPG Pressurised | 3 200bhp (2 354kW) | |
| 124012 | **Jinyu Kaiun K.K.** | 3 043 | NK | 5,266 | 2 Ta ER | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | Hakata, Japan | | | 87,03 14,41 6,51 | L.(gas) 2 500 | Diesels Ltd.) | Yaizu |
| Gc Rdr | Ehime Pref. | | | 1 dk | | | |
| RT | | | | | | | |
| **6515875** | **EVERGLADES** | **141** | | **1956** John E. Matton & Son Inc.—Cohoes, | **M Tug** | Oil 2SA 12Cy. 222 × 267 | |
| WH5332 | ex Joan Turecamo-77 | 96 | | NY (323) | | | |
| 272008 | ex Matton 25-65 | — | | *26,74* 7,04 | | General Motors Corp. | U.S.A. |
| Gc Rdr | **Hvide Shipping Inc.** | | | ... ... ... | | | |
| RT | Miami, Fl United States | | | 1 dk | | | |
| | of America | | | | | | |
| **7432513** | **EVERGRAND** | **4 415** | | **1975** Nishi Zosen K.K.—Imabari (166) | **M General Cargo** | Oil 2SA 6Cy. 520 × 900 | |
| HODJ | | 2 772 | | 110,01 6,986 | | 5 200bhp (3 825kW) | Mitsubishi |
| 6280-75 | **Justice Shipping Ltd. S.A.** | 7 123 | BV | 101,89 17,20 8,49 | 2 Ho ER | Akasaka Tekkosho K.K., (Akasaka | |
| Df Esd | Panama Panama | | | 1 dk | G.9 467 B.8 979 | Diesels Ltd.) | Yaizu |
| Gc Pfd | | | | | 2 Ha (stl) ER | | 13kn |
| Rdr RT | | | | | Der 4(20) | | |
| **7738577** | **EVERGREEN** | **956** | | **1943** Marine Iron & SB. Co.—Duluth, Mn | **D-E Research** | 2 Oil 4SA each 8Cy. total 600bhp (441kW) | |
| | | 214 | | 54,82 11,33 3,861 | Oceanographic | driving gen. connected to elec. motors | |
| | **Government of The United** | — | | 51,82 11,28 5,19 | | Cooper-Bessemer Corp. | U.S.A. |
| Esd Rdr | **States of America (U.S.** | | | 1 dk | | Thw. thrust propeller fwd | |
| | **Coast Guard)** | | | conv Buoy Tender 73 | | | 10,5kn |
| | United States | | | | | | |
| | of America | | | | | | |
| **5367207** | **EVERJADE** | **836** | | **1954-6** Straits Steamship Co. Ltd.—Penang | **M General Cargo** CSD | Oil 4SA 6Cy. 260 × 370 sr geared to sc. | |
| | ex Star of the Sea-80 | 463 | | 51,57 10,11 | | shaft | |
| | ex Tungni-80 ex Trang-71 | — | ✠Classed LR until | 48,24 10,06 5,80 | | 540bhp (397kW) | |
| RTh | **Naviera Weco S. de R.L.** | | 8/2/80 | 2 dks | | Ruston & Hornsby Ltd. | Lincoln |
| | Honduras | | | RW | 2 Ha (7,9 9,7 × 6,7) ER | Gen 2 × 70kW 220V d.c. | |
| | | | | | Der 2(5) 2(2) | Fuel (d.o.) | |
| **5195927** | **EVERLUCKY** | **313** | | **1961** Tokushima Zosen Sangyo K.K. | **M Tanker** | Oil 4SA 5Cy. 260 × 380 | |
| 9V2696 | ex Koyo Maru-72 | 175 | | —Komatsujima (73) | | 260bhp (191kW) | |
| 380545 | **C.N.T. Shipping (S) Pte. Ltd.** | — | NK | 41,99 3,025 | | Hanshin Nainenki Kogyo | Kobe |
| RT | Singapore Singapore | | | 38,99 7,80 3,46 | | Gen 2 × 6kW a.c. | |
| | | | | 1 dk | | | |
| **7613038** | **EVERMORE ASCENDANT** | **9 715** | | **1977** Mie Shipyard Co. Ltd.—Yokkaichi | **M General Cargo** | Vee Oil 4SA 14Cy. 400 × 460 | |
| 3ECK | | 7 228 | | (173) | | 9 100bhp (6 694kW) | Pielstick |
| 7804-77 | **Evermore Ascendant Shipping** | 15 804 | NK | 145,01(BB) 21,87 9,321 | 4 Ho ER | Niigata Eng. Co. Ltd. | Niigata |
| Df Esd | **S.A.** | | | 136,02 21,81 12,43 | G.22 486 B.20 661 | | 15,25kn |
| Gc Pfd | Panama Panama | | | P 23,5 F 10,4 1 dk | 4 Ha (stl) (12,8 × 8,9) (20,2 20,2 | | |
| Rdr RT | | | | | 15,7 × 10,5) ER | | |
| | | | | | Cr 1(15) Der 1(80) 3(22) | | |
| **7632668** | **EVERMORE BLOOM** | **9 715** | | **1977** Mie Shipyard Co. Ltd.—Yokkaichi | **M General Cargo** | Vee Oil 4SA 14Cy. 400 × 460 | |
| HPPL | | 7 228 | | (176) | | 9 100bhp (6 694kW) | Pielstick |
| 7972-77 | **Evermore Bloom Shipping S.A.** | 15 804 | NK | 144,99(BB) 21,87 9,341 | 4 Ho ER | Niigata Eng. Co. Ltd. | Niigata |
| Df Esd | Panama Panama | | | 136,02 21,81 12,40 | G.22 486 B.20 661 | | 15,25kn |
| Gc Pfd | | | | P 23,5 F 10,4 1 dk | 4 Ha (stl) (12,8 × 8,9) (20,2 20,2 | | |
| Rdr RT | | | | | 15,7 × 10,5) ER | | |
| | | | | | Cr 1(15) Der 1(80) 3(22) | | |
| **7716139** | **EVERMORE CLEAR** | **9 940** | | **1978** Nippon Kokan K.K.—Shimizu (373) | **M General Cargo** | Vee Oil 4SA 14Cy. 400 × 460 reduction | |
| HPXL | | 6 935 | | 145,01(BB) 21,85 9,321 | Heavy load | geared to sc. shaft | |
| 9100-78 | **Evermore Clear Shipping S.A.** | 16 010 | NK | 136,02 21,81 12,40 | 4 Ho 23,4 23,2 27,7 27,7 ER | 9 100bhp (6 694kW) | Pielstick |
| Df Esd | Panama Panama | | | P 23,8 F 10,1 2 dks | G.21 419 B.19 759 | Nippon Kokan K.K. | |
| Gc Pfd | | | | | 4 Ha (stl) (12,8 × 8,6) (15,7 20,2 | Tsurumi Works, Yokohama | |
| Rdr RT | | | | | 20,2 × 10,1) ER | Gen 2 × 480kW a.c. | |
| | | | | | Der 1(120) 4(22) | | 15,25kn |
| **7938359** | **EVERREADY** | **155** | | **1960** .............Orange, Tx | **M Fishing** | Oil | |
| | | 105 | | *35,85* 8,84 | | 980bhp (721kW) | |
| 599597 | **Marine Lighterage Inc.** | — | | 2,21 | | | U.S.A. |
| | Anchorage, Ak United States | | | 1 dk | | | |
| | of America | | | | | | |
| **7219959** | **EVERSHAGEN** | **5 229** | | **1971** "61 Kommunar" Shipyard—Nikolayev | **D-E Fish Carrier** | 4 Vee Oil 2SA each 10Cy. 207 × 508 total | |
| Y4CP | | 2 522 | | 130,00 16,84 7,900 | Ref. | 7 200bhp (5 296kW) driving 4 gen. | |
| | **VEB Fischkombinat Rostock** | 5 170 | DSRK | 118,90 16,79 9,50 | Ice strengthened | connected to 1 elec. motor & sc. shaft | |
| Df Esd | Rostock German Democratic | | | 2 dks | 4 Ho ER | | U.S.S.R. |
| Gc Rdr | Republic | | | | In.7 298 | | 16,5kn |
| RT | | | | | 4 Ha (each 3,8 × 3,6) ER | | |
| | | | | | 8W Der 8(3) | | |
| **6922597** | **EVERTON** | **14 446** | | **1969** Sanoyasu Dockyard Co. Ltd.—Osaka | **M General Cargo** | Oil 2SA 7Cy. 680 × 1250 | |
| D5PC | ex Alaska-79 ex Alaska Maru-77 | 10 415 | | (280) | | 8 400bhp (6 179kW) | Sulzer |
| 6515 | **Westmeath Shipping Ltd.** | 23 436 | BV (NK) | 155,00 23,42 10,621 | 4 Ho ER | Uraga Heavy Industries Ltd. | Tamashima |
| Df Esd | Monrovia Liberia | | | 146,01 23,40 16,41 | G.32 701 B.31 786 | Gen 3 × 240kW 445V a.c. | |
| Gc Pfd | | | | 1 dk | 4 Ha (stl) (17,9 × 9,9) (18,7 18,7 | Fuel 1 352,5t-29,5pd | 14kn |
| Rdr RT | | | | | 18,7 × 8,7) ER | | |
| | | | | | 12W Der 4(15) | | |

5120702
PEAE
Rdr

**EVERTSEN**
ex Frederik Hendrik-71
**N.V. Nieuwe Vlissingse Sleepdienst**
Vlissingen Netherlands

**134**
—
—

✠Classed LR until 9/71

**1957**-5 Schps. "De Hoop" N.V. —Hardinxveld (549)
29,42 6,66 2,864
26,90 6,35 3,38
BK 152

**M Tug**

Oil 4SA 6Cy. 330 × 600
N.V. Werkspoor Amsterdam
Controllable pitch propeller
Fuel 30,5t (d.o.)

5110331
H8HB
1042
0-80
Df Esd
Gc Rdr
RT

**EVGENIA I**
ex Evgenia-79
ex Dona Evgenia-60
**Prometheus Navigation Co. Ltd.**
Panama Panama

**11 280**
6 611
17 679

✠Classed LR until 26/10/79

HR

**1954**-12 Wm. Doxford & Sons Ltd. —Pallion, Sunderland (804)
164,29 21,34 9,411
153,93 21,26 11,89
P 32,7 B 13,2 F 17,7 1 dk
RW

**M Tanker**
27 Ta ER
L.(oil) 22 108
HeCls. BC

Oil 2SA 5Cy. 700 × 2320
6 450bhp (4 744kW)
Wm. Doxford & Sons Ltd. Sunderland
Fuel 1 227,5t-23,5pd 13,75kn

5176957
SV3444
4105
Df Esd
Pfd RT

**EVI**
ex Ioannis-79 ex Florida-71
ex Julianka-70
**Emmanuel Digalakis**
Piraeus Greece

**421**
242
864

HR

**1951** Hugo Peters—Wewelsfleth (61)
8,06 3,683
50,42 5,36
P 10,7 B 8,3 F 8,0 1 dk & S dk
RW len 55

**M General Cargo** OSD
1 Ho 35,3 ER
G.1 467 B.1 319
2 Ha ER
3W Der 3(2)

Oil 4SA 6Cy. 290 × 420
499bhp (367kW) NE 61
Maschinenbau Kiel G.m.b.H. Kiel
Fuel 15,0t (d.o.) 9kn

5227641
H04670
7919-PEXT
Df Esd
Rdr RTm

**EVI V.**
ex Evanthia-78 ex Odysseas-78
ex Constas-75 ex South Cliff-75
ex Hans Boye-72
ex Mary Jensen-65
**Ama Commerce Shipping & Trading Co. Ltd.**
Panama Panama

**499**
264
790

HR (BV)

**1949** Cant. Nav. di Precenicco —Precenicco (Udine)
58,53 9,63 3,785
9,58
P 16,2 F 6,1 1 dk
RW rf 76

**M General Cargo**
1 Ho 38,4 ER
G.1 087 B.994
2 Ha (each 11,9 × 4,5) ER
4W Der 4(1,5)

Oil 2SA 4Cy. 290 × 490
480bhp (353kW) NE 61
Alpha-Diesel A/S Frederikshavn
Gen 2 × 15kW 110V d.c.
Fuel 49,0t (d.o.) 10,25kn

5367910
SYRM
6590
Df Esd
Gc Rdr
RTm/v

**EVIA**
ex Strathteviot-78 ex Trefusis-75
**Kodros Shipping Corp.**
"Olistim" Navigation Co.
Piraeus Greece

T.Mk
**7 277**
3 905
11 994
**10 028**
5 581
14 499

✠**100A1** SS 6/76
✠**LMC**
EL et 2¼"SQ
FN 4600

**1961**-12 J. Readhead & Sons Ltd.—South Shields (609)
154,92 19,89 8,319/9,348
143,54 19,82 12,22
F 11,9 2 dks
RW rf 76
7BH to U dk 1 to 2nd dk WB3164t

**M General Cargo**
5 Ho 18,5 24,0 15,2 ER 24,3 25,1
G.20 663 B.18 222
5 Ha (stl) (10,2 12,9 9,9 × 7,0) ER (11,4 9,9 × 7,0)
10W Der 1(50) 1(25) 4(10) 6(5)

Oil 2SA 5Cy. 760 × 1550
7 500bhp (5 517kW) Sulzer
Wallsend Slipway Engineers Ltd. Wallsend
AuxB (o.f.) 120lbf/in² (8,3bar)
✠ NAuxB (ex.g) 2/71 120lbf/in² (8,3bar)
Gen 3 × 200kW 220V d.c.
Fuel 1 349,5t (hvf) 15kn

**DELAYED IN SHATT—AL—ARAB — SURVEYS OVERDUE 6/80**

7640639
3EBG2
11321-PEXT
Df Esd
Gc Pfd
Rdr
RTm/h

**EVIA LUCK**
ex Laertes-82
**Dimskal Shipping Co. S.A.**
Attica Navigation & Management Corp.
Panama Panama

T.Mk
**7 712**
3 783
—
**11 803**
6 285
13 447

**100A1** CS 10/81
**LMC**
EL Dt $2\frac{7}{16}$"U2
FN 5147
(RS)

**1976** Kherson Shipyard—Kherson (2009)
162,52(BB) 22,26 —/9,195
144,61 22,20 13,39
F 12,8 2 dks
rf 196
8BH WB3040t

**M General Cargo**
pt higher tensile steel
5 Ho ER
G.21 340 B.19 570
9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,3p&s × 8,2) ER
4W Cr 7(12) Der 1(63)

Oil 2SA 6Cy. 740 × 1600
10 600bhp (7 797kW) B&W
Bryansk Eng. Works Bryansk
AuxB (o.f.) 7,5kgf/cm² (7,4bar)
AuxB (ex.g) & rcv 7,5kgf/cm² (7,4bar)
Gen 3 × 400kW 400V 50Hz a.c.
Fuel 460,5t (d.o.) 1 033,5t (hvf) 18kn

7322172
SVSN
4851
Df Esd
Gc Rdr
RT

**EVIMERIA**
**Anangel Welfare Compania Naviera S.A.**
Piraeus Greece

**13 631**
9 829
22 630

BV (AB)

**1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2262)
164,34(BB) 22,92 9,849
155,45 22,86 13,57
1 dk

**M Bulk Carrier**
5 Ho 23,7 25,6 18,3 25,6 26,3 ER
G.30 801 B.29 843 HeCls. ptB
5 Ha (stl) (14,4 17,9 9,6 16,0 16,0 × 12,5) ER
Cr 5(10)

Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft
8 000bhp (5 884kW) Pielstick
Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi
Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15kn

7388786
JXPF
18496
Df Esd
Gc Pfd
Rdr
RTm/h/v

**EVITA**
**A/S Uglands Rederi**
Grimstad Norway

**68 977**
51 244
138 080

NV

**1975** (Aft & pt cargo sections) Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (687)
**1975** (Fwd & pt cargo sections) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa
268,00(BB) 41,20 16,708
266,68 41,15 21,98
F 20,2 1 dk
rf 102

**M Tanker**
COW IGS CBT
12 Ta ER
L.(oil) 167 770 HeCls. BC

Oil 2SA 10Cy. 840 × 1800
25 000bhp (18 389kW) B&W
Eriksbergs M/V A/B Goteborg
Gen 3 × 900kW 440V 60Hz a.c.
Fuel 489,0t (d.o.) 5 635,0t (hvf)-80,0pd 16kn

6522452
P3ZY
394698
Df Esd
Gc Rdr
RTm

**EVITA II**
ex La Bonita-81
**Gerasimos Kavadas & Brother Shipping Co. S.A.**
Limassol Cyprus

**981**
497
2 402

✠**100A1** SS 7/79
✠**LMC**
EL p 1⅝"SQ
FN 1319

**1965**-12 Jadewerft G.m.b.H. —Wilhelmshaven (100)
72,80 13,82 5,309
65,84 13,70 6,33
P 12,2 F 6,8 2 dks
rf nil
NS in 'tween dks 3BH WB338t

**M General Cargo** CSD
1 Ho 43,8 ER
G.2 813 B.2 634
3 Ha (stl) (9,8 13,4 9,8 × 7,1) ER
Cr 2(19,5) 1(17)

Oil 4SA 6Cy. 400 × 600
1 600bhp (1 177kW)
Masch. Augsburg-Nuernberg (MAN) Hamburg
Gen 2 × 125kW 266/460V 60Hz a.c.
Fuel 306,5t (hvf) 13kn

5279462
SWQL
8017
Df Esd
Gc Rdr
RTm/v

**EVLALIA**
ex Plainsman-79
**Ierax Maritime Co. S.A.**
Canopus Shipping S.A.
Piraeus Greece

T.Mk
**6 780**
3 318
—
**8 630**
4 732
—

✠**100A1** SS 10/79
DTmf—vegetable oil
✠**LMC**
✠**Lloyd's RMC**
EL dt 2½"SQ
FN 4259

**1959**-8 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (835)
149,00 19,00 —/9,297
137,52 18,90 12,07
F 12,5 2 dks, 3rd dk fwd of mchy. space
RW rf 152
7BH to U dk 2 to 2nd dk WB2699t incl. Tunnel tanks 201t DTsmf1376t

**M General Cargo**
Ref
4 Ho 18,5 27,4 8,9DT ER 26,7 16,4 5 TwD ER 2 TwD
G.16 817 B.15 121 In.92
5 Ha (stl) (8,2 13,7 4,8 × 6,7) ER (13,7 8,2 × 6,7)
14W Der 2(70) 4(15) 4(10) 6(5)

Oil 2SA 6Cy. 670 × 2320
6 800bhp (5 002kW)
Wm. Doxford & Sons (Engineers) Ltd. Sunderland
2 AuxB 150lbf/in² (10,4bar)
Gen 4 × 200kW 220V d.c.
Fuel 925,5t (d.o.)

7518305
D5TQ
6632
Df Esd
Gc Pfd
Rdr
RTm/h/v

**EVLIMENI**
**Shipo Trading & Shipping Corp.**
Monrovia Liberia

**29 711**
22 693
61 613

AB

**1979** Hitachi Zosen—Ariake Works, Nagasu (4535)
224,52(BB) 12,447
215,02 32,21 17,81
F 15,3 1 dk
rf 69

**M Bulk Carrier**
7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER
G.73 827 HeCls. B
7 Ha (stl) (each 16,0 × 13,1) ER

Oil 2SA 6Cy. 900 × 1550
16 000bhp (11 769kW) Sulzer
Hitachi Zosen Osaka
Gen 3 × 480kW a.c.
Fuel 184,0t (d.o.) 3 516,5t (hvf)-57,0pd 16kn

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7639719**<br>6ZCB<br>6080<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVERDAWN**<br><br>**Grandeur Shipping Inc.**<br>Monrovia Liberia | **11 679**<br>6 893<br>17 160 | BV | **1977** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1217)<br>154,79(BB) 22,43 9,367<br>144,99 22,41 13,39<br>2 dks | **M General Cargo**<br>4 Ho ER<br>G.24 730 B.23 300<br>4 Ha (stl) (13,5 × 8,9) (20,2 20,2<br>13,5 × 12,0) ER<br>Der 1(80) 1(25) 4(15) 2(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) | Sulzer<br>Aioi<br>16kn |
| **8029698**<br>7KJL<br>124012<br>Df Esd<br>Gc Rdr<br>RT | **EVERDINA**<br><br>**Jinyu Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **2 491**<br>1 211<br>3 043 | NK | **1981** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (1450)<br>5,266<br>87,03 14,41 6,51<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 500 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Yaizu |
| **6515875**<br>WH5332<br>272008<br>Gc Rdr<br>RT | **EVERGLADES**<br>ex Joań Turecamo-77<br>ex Matton 25-65<br>**Hvide Shipping Inc.**<br>Miami, Fl United States<br>of America | **141**<br>96<br>— | | **1956** John E. Matton & Son Inc.—Cohoes,<br>NY (323)<br>*26,74* 7,04<br>... ... ...<br>1 dk | **M Tug** | Oil 2SA 12Cy. 222 × 267<br>General Motors Corp. | U.S.A. |
| **7432513**<br>HODJ<br>6280-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVERGRAND**<br><br>**Justice Shipping Ltd. S.A.**<br>Panama Panama | **4 415**<br>2 772<br>7 123 | BV | **1975** Nishi Zosen K.K.—Imabari (166)<br>110,01 6,986<br>101,89 17,20 8,49<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.9 467 B.8 979<br>2 Ha (stl) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) | Mitsubishi<br>Yaizu<br>13kn |
| **7738577**<br><br><br>Esd Rdr | **EVERGREEN**<br><br>**Government of The United<br>States of America (U.S.<br>Coast Guard)**<br>United States<br>of America | **956**<br>214<br>— | | **1943** Marine Iron & SB. Co.—Duluth, Mn<br>54,82 11,33 3,861<br>51,82 11,28 5,19<br>1 dk<br>conv Buoy Tender 73 | **D-E Research**<br>Oceanographic | 2 Oil 4SA each 8Cy. total 600bhp (441kW)<br>driving gen. connected to elec. motors<br>Cooper-Bessemer Corp.<br>Thw. thrust propeller fwd | U.S.A.<br>10,5kn |
| **5367207**<br><br><br>RTh | **EVERJADE**<br>ex Star of the Sea-80<br>ex Tungni-80 ex Trang-71<br>**Naviera Weco S. de R.L.**<br>Honduras | **836**<br>463<br>— | ✠Classed LR until<br>8/2/80 | **1954-6** Straits Steamship Co. Ltd.—Penang<br>51,57 10,11<br>48,24 10,06 5,80<br>2 dks<br>RW | **M General Cargo** CSD<br>2 Ha (7,9 9,7 × 6,7) ER<br>Der 2(5) 2(2) | Oil 4SA 6Cy. 260 × 370 sr geared to sc.<br>shaft<br>540bhp (397kW)<br>Ruston & Hornsby Ltd.<br>Gen 2 × 70kW 220V d.c.<br>Fuel (d.o.) | Lincoln |
| **5195927**<br>9V2696<br>380545<br>RT | **EVERLUCKY**<br>ex Koyo Maru-72<br>**C.N.T. Shipping (S) Pte. Ltd.**<br>Singapore Singapore | **313**<br>175<br>— | NK | **1961** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (73)<br>41,99 3,025<br>38,99 7,80 3,46<br>1 dk | **M Tanker** | Oil 4SA 5Cy. 260 × 380<br>260bhp (191kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 6kW a.c. | Kobe |
| **7613038**<br>3ECK<br>7804-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVERMORE ASCENDANT**<br><br>**Evermore Ascendant Shipping<br>S.A.**<br>Panama Panama | **9 715**<br>7 228<br>15 804 | NK | **1977** Mie Shipyard Co. Ltd.—Yokkaichi<br>(173)<br>145,01(BB) 21,87 9,321<br>136,02 21,81 12,43<br>P 23,5 F 10,4 1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 486 B.20 661<br>4 Ha (stl) (12,8 × 8,9) (20,2 20,2<br>15,7 × 10,5) ER<br>Cr 1(15) Der 1(80) 3(22) | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Niigata Eng. Co. Ltd. | Pielstick<br>Niigata<br>15,25kn |
| **7632668**<br>HPPL<br>7972-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVERMORE BLOOM**<br><br>**Evermore Bloom Shipping S.A.**<br>Panama Panama | **9 715**<br>7 228<br>15 804 | NK | **1977** Mie Shipyard Co. Ltd.—Yokkaichi<br>(176)<br>144,99(BB) 21,87 9,341<br>136,02 21,81 12,40<br>P 23,5 F 10,4 1 dk | **M General Cargo**<br>4 Ho ER<br>G.22 486 B.20 661<br>4 Ha (stl) (12,8 × 8,9) (20,2 20,2<br>15,7 × 10,5) ER<br>Cr 1(15) Der 1(80) 3(22) | Vee Oil 4SA 14Cy. 400 × 460<br>9 100bhp (6 694kW)<br>Niigata Eng. Co. Ltd. | Pielstick<br>Niigata<br>15,25kn |
| **7716139**<br>HPXL<br>9100-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVERMORE CLEAR**<br><br>**Evermore Clear Shipping S.A.**<br>Panama Panama | **9 940**<br>6 935<br>16 010 | NK | **1978** Nippon Kokan K.K.—Shimizu (373)<br>145,01(BB) 21,85 9,321<br>136,02 21,81 12,40<br>P 23,8 F 10,1 2 dks | **M General Cargo**<br>Heavy load<br>4 Ho 23,4 23,2 27,7 27,7 ER<br>G.21 419 B.19 759<br>4 Ha (stl) (12,8 × 8,6) (15,7 20,2<br>20,2 × 10,1) ER<br>Der 1(120) 4(22) | Vee Oil 4SA 14Cy. 400 × 460 reduction<br>geared to sc. shaft<br>9 100bhp (6 694kW)<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama<br>Gen 2 × 480kW a.c. | Pielstick<br>15,25kn |
| **7938359**<br><br>599597 | **EVERREADY**<br><br>**Marine Lighterage Inc.**<br>Anchorage, Ak United States<br>of America | **155**<br>105<br>— | | **1960** .............Orange, Tx<br>*35,85* 8,84<br>2,21<br>1 dk | **M Fishing** | Oil<br>980bhp (721kW) | U.S.A. |
| **7219959**<br>Y4CP<br><br>Df Esd<br>Gc Rdr<br>RT | **EVERSHAGEN**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic<br>Republic | **5 229**<br>2 522<br>5 170 | DSRK | **1971** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,900<br>118,90 16,79 9,50<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 298<br>4 Ha (each 3,8 × 3,6) ER<br>8W Der 8(3) | 4 Vee Oil 2SA each 10Cy. 207 × 508 total<br>7 200bhp (5 296kW) driving 4 gen.<br>connected to 1 elec. motor & sc. shaft | U.S.S.R.<br>16,5kn |
| **6922597**<br>D5PC<br>6515<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVERTON**<br>ex Alaska-79 ex Alaska Maru-77<br>**Westmeath Shipping Ltd.**<br>Monrovia Liberia | **14 446**<br>10 415<br>23 436 | BV (NK) | **1969** Sanoyasu Dockyard Co. Ltd.—Osaka<br>(280)<br>155,00 23,42 10,621<br>146,01 23,40 16,41<br>1 dk | **M General Cargo**<br>4 Ho ER<br>G.32 701 B.31 786<br>4 Ha (stl) (17,9 × 9,9) (18,7 18,7<br>18,7 × 8,7) ER<br>12W Der 4(15) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW)<br>Uraga Heavy Industries Ltd.<br>Gen 3 × 240kW 445V a.c.<br>Fuel 1 352,5t-29,5pd | Sulzer<br>Tamashima<br>14kn |

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| 120702<br>EAE<br><br>dr | **EVERTSEN**<br>ex Frederik Hendrik-71<br>**N.V. Nieuwe Vlissingse Sleepdienst**<br>Vlissingen Netherlands | **134**<br>—<br>— | ✠Classed LR until 9/71 | **1957**-5 Schps. "De Hoop" N.V.<br>—Hardinxveld (549)<br>29,42 6,66 2,864<br>26,90 6,35 3,38<br><br>BK 152 | **M Tug** | Oil 4SA 6Cy. 330 × 600<br><br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>Fuel 30,5t (d.o.) |
| 110331<br>8HB<br>042<br>0-80<br>f Esd<br>c Rdr<br>T | **EVGENIA I**<br>ex Evgenia-79<br>ex Dona Evgenia-60<br>**Prometheus Navigation Co. Ltd.**<br>Panama Panama | **11 280**<br>6 611<br>17 679 | HR<br><br>✠Classed LR until 26/10/79 | **1954**-12 Wm. Doxford & Sons Ltd.<br>—Pallion, Sunderland (804)<br>164,29 21,34 9,411<br>153,93 21,26 11,89<br>P 32,7 B 13,2 F 17,7 1 dk<br>RW | **M Tanker**<br><br>27 Ta ER<br>L.(oil) 22 108 HeCls. BC | Oil 2SA 5Cy. 700 × 2320<br>6 450bhp (4 744kW)<br>Wm. Doxford & Sons Ltd. Sunderland<br>Fuel 1 227,5t-23,5pd 13,75kn |
| 176957<br>V3444<br>105<br>f Esd<br>d RT | **EVI**<br>ex Ioannis-79 ex Florida-71<br>ex Julianka-70<br>**Emmanuel Digalakis**<br>Piraeus Greece | **421**<br>242<br>864 | <br><br>HR | **1951** Hugo Peters—Wewelsfleth (61)<br>8,06 3,683<br>50,42 5,36<br>P 10,7 B 8,3 F 8,0 1 dk & S dk<br>RW len 55 | **M General Cargo** OSD<br><br>1 Ho 35,3 ER<br>G.1 467 B.1 319<br>2 Ha ER<br>3W Der 3(2) | Oil 4SA 6Cy. 290 × 420<br>499bhp (367kW) NE 61<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 15,0t (d.o.) 9kn |
| 227641<br>04670<br>919-<br>PEXT<br>f Esd<br>dr RTm | **EVI V.**<br>ex Evanthia-78 ex Odysseas-78<br>ex Constas-75 ex South Cliff-75<br>ex Hans Boye-72<br>ex Mary Jensen-65<br>**Ama Commerce Shipping & Trading Co. Ltd.**<br>Panama Panama | **499**<br>264<br>790 | <br><br>HR (BV) | **1949** Cant. Nav. di Precenicco<br>—Precenicco (Udine)<br>58,53 9,63 3,785<br>9,58<br>P 16,2 F 6,1 1 dk<br>RW rf 76 | **M General Cargo**<br><br>1 Ho 38,4 ER<br>G.1 087 B.994<br>2 Ha (each 11,9 × 4,5) ER<br>4W Der 4(1,5) | Oil 2SA 4Cy. 290 × 490<br>480bhp (353kW) NE 61<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 15kW 110V d.c.<br>Fuel 49,0t (d.o.) 10,25kn |
| 367910<br>YRM<br>590<br>f Esd<br>c Rdr<br>Tm/v | **EVIA**<br>ex Strathteviot-78 ex Trefusis-75<br>**Kodros Shipping Corp.**<br>"Olistim" Navigation Co.<br>Piraeus Greece | T.Mk<br>**7 277**<br>3 905<br>11 994<br>**10 028**<br>5 581<br>14 499 | **✠100A1** SS 6/76<br><br>**✠LMC**<br>EL et $2\frac{1}{4}$"SQ<br>FN 4600 | **1961**-12 J. Readhead & Sons Ltd.—South Shields (609)<br>154,92 19,89 8,319/9,348<br>143,54 19,82 12,22<br>F 11,9 2 dks<br>RW rf 76<br>7BH to U dk 1 to 2nd dk WB3164t | **M General Cargo**<br><br>5 Ho 18,5 24,0 15,2 ER 24,3 25,1<br>G.20 663 B.18 222<br>5 Ha (stl) (10,2 12,9 9,9 × 7,0) ER (11,4 9,9 × 7,0)<br>10W Der 1(50) 1(25) 4(10) 6(5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Wallsend Slipway Engineers Ltd. Wallsend<br>AuxB (o.f.) 120lbf/in$^2$ (8,3bar)<br>✠ NAuxB (ex.g) 2/71 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 349,5t (hvf) 15kn |

**DELAYED IN SHATT—AL—ARAB — SURVEYS OVERDUE 6/80**

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| 640639<br>EBG2<br>1321<br>-PEXT<br>f Esd<br>c Pfd<br>dr<br>Tm/h | **EVIA LUCK**<br>ex Laertes-82<br>**Dimskal Shipping Co. S.A.**<br>Attica Navigation & Management Corp.<br>Panama Panama | T.Mk<br>**7 712**<br>3 783<br>—<br>**11 803**<br>6 285<br>13 447 | **100A1** CS 10/81<br><br>**LMC**<br>EL Dt $2\frac{7}{16}$"U2<br>FN 5147<br>(RS) | **1976** Kherson Shipyard—Kherson (2009)<br>162,52(BB) 22,26 —/9,195<br>144,61 22,20 13,39<br>F 12,8 2 dks<br>rf 196<br>8BH WB3040t | **M General Cargo**<br><br>pt higher tensile steel<br>5 Ho ER<br>G.21 340 B.19 570<br>9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,3p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7,5kgf/cm$^2$ (7,4bar)<br>AuxB (ex.g) & rcv 7,5kgf/cm$^2$ (7,4bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 460,5t (d.o.) 1 033,5t (hvf) 18kn |
| 322172<br>VSN<br>351<br>f Esd<br>c Rdr<br>T | **EVIMERIA**<br><br>**Anangel Welfare Compania Naviera S.A.**<br>Piraeus Greece | **13 631**<br>9 829<br>22 630 | <br><br>BV (AB) | **1973** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2262)<br>164,34(BB) 22,92 9,849<br>155,45 22,86 13,57<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 23,7 25,6 18,3 25,6 26,3 ER<br>G.30 801 B.29 843 HeCls. ptB<br>5 Ha (stl) (14,4 17,9 9,6 16,0 16,0 × 12,5) ER<br>Cr 5(10) | Vee Oil 4SA 16Cy. 400 × 460 sr geared to sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Fuel 177,0t (d.o.) 1 110,5t (hvf)-28,0pd 15kn |
| 388786<br>XPF<br>8496<br>f Esd<br>c Pfd<br>dr<br>Tm/h/v | **EVITA**<br><br>**A/S Uglands Rederi**<br>Grimstad Norway | **68 977**<br>51 244<br>138 080 | <br><br>NV | **1975** (Aft & pt cargo sections) Eriksbergs M/V A/B (Lindholmen Div.)—Goteborg (687)<br>**1975** (Fwd & pt cargo sections) LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa<br>268,00(BB) 41,20 16,708<br>266,68 41,15 21,98<br>F 20,2 1 dk<br>rf 102 | **M Tanker**<br>COW IGS CBT<br>12 Ta ER<br>L.(oil) 167 770 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>25 000bhp (18 389kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 900kW 440V 60Hz a.c.<br>Fuel 489,0t (d.o.) 5 635,0t (hvf)-80,0pd 16kn |
| 522452<br>3ZY<br>94698<br>f Esd<br>c Rdr<br>Tm | **EVITA II**<br>ex La Bonita-81<br>**Gerasimos Kavadas & Brother Shipping Co. S.A.**<br>Limassol Cyprus | **981**<br>497<br>2 402 | **✠100A1** SS 7/79<br><br>**✠LMC**<br>EL p $1\frac{5}{8}$"SQ<br>FN 1319 | **1965**-12 Jadewerft G.m.b.H.<br>—Wilhelmshaven (100)<br>72,80 13,82 5,309<br>65,84 13,70 6,33<br>P 12,2 F 6,8 2 dks<br>rf nil<br>NS in 'tween dks 3BH WB338t | **M General Cargo** CSD<br><br>1 Ho 43,8 ER<br>G.2 813 B.2 634<br>3 Ha (stl) (9,8 13,4 9,8 × 7,1) ER<br>Cr 2(19,5) 1(17) | Oil 4SA 6Cy. 400 × 600<br>1 600bhp (1 177kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 2 × 125kW 266/460V 60Hz a.c.<br>Fuel 306,5t (hvf) 13kn |
| 279462<br>WQL<br>017<br>f Esd<br>c Rdr<br>Tm/v | **EVLALIA**<br>ex Plainsman-79<br>**Ierax Maritime Co. S.A.**<br>Canopus Shipping S.A.<br>Piraeus Greece | T.Mk<br>**6 780**<br>3 318<br>—<br>**8 630**<br>4 732<br>— | **✠100A1** SS 10/79<br>DTmf—vegetable oil<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL dt $2\frac{1}{2}$"SQ<br>FN 4259 | **1959**-8 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (835)<br>149,00 19,00 —/9,297<br>137,52 18,90 12,07<br>F 12,5 2 dks, 3rd dk fwd of mchy. space<br>RW rf 152<br>7BH to U dk 2 to 2nd dk WB2699t incl. Tunnel tanks 201t DTsmf1376t | **M General Cargo**<br>Ref<br>4 Ho 18,5 27,4 8,9DT ER 26,7 16,4 5 TwD ER 2 TwD<br>G.16 817 B.15 121 In.92<br>5 Ha (stl) (8,2 13,7 4,8 × 6,7) ER (13,7 8,2 × 6,7)<br>14W Der 2(70) 4(15) 4(10) 6(5) | Oil 2SA 6Cy. 670 × 2320<br>6 800bhp (5 002kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 925,5t (d.o.) |
| 518305<br>5TQ<br>632<br>f Esd<br>c Pfd<br>dr<br>Tm/h/v | **EVLIMENI**<br><br>**Shipo Trading & Shipping Corp.**<br>Monrovia Liberia | **29 711**<br>22 693<br>61 613 | <br><br>AB | **1979** Hitachi Zosen—Ariake Works, Nagasu (4535)<br>224,52(BB) 12,447<br>215,02 32,21 17,81<br>F 15,3 1 dk<br>rf 69 | **M Bulk Carrier**<br><br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.73 827 HeCls. B<br>7 Ha (stl) (each 16,0 × 13,1) ER | Oil 2SA 6Cy. 900 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 480kW a.c.<br>Fuel 184,0t (d.o.) 3 516,5t (hvf)-57,0pd 16kn |

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| **7402116**<br>SVTP<br>5732<br>Df Esd<br>Gc Rdr<br>RT | **EVMAR**<br>**Evmar Shipping Corp.**<br>Piraeus Greece | **16 398**<br>10 754<br>29 212 | ✠**100A1** SS 10/80<br>strengthened for ore cargoes Nos. 1, 4 & 6 holds may be empty.<br>✠**LMC** **UMS**<br>EL Ft 2⅝"U2<br>FN 6396 | **1976**-1 Hakodate Dock Co. Ltd.—Muroran (621)<br>180,80(BB) 23,17 10,680<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB12214T incl. comb. btm & STs in Nos. 2-5 holds 2865T topside tanks in Nos. 2-7 holds 3573T & No. 4 hold 3970T | **M Bulk Carrier**<br>7 Ho 14,9 18,9 21,9 13,4 17,3 20,4 18,9 ER<br>G.37 713 B.33 329<br>7 Ha (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>Cr 6(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>AuxB (o.f.) 7lbf/in$^2$ (0,5bar)<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 368kW 450V 60Hz a.c.<br>Fuel 162,5t (d.o.) 1 920,5t (hvf) 15kn |
| **5064829**<br>SVOZ<br>4196<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVMITS**<br>ex E. M. Tsangaris-79<br>ex Caroline Maersk-71<br>Launched as Caroline<br>**Evmits Tankers Inc.**<br>Oscar Transportation Corp. Ltd.<br>Piraeus Greece | **23 144**<br>16 332<br>42 450 | AB<br>✠Classed LR until 9/72 | **1960**-7 Odense Staalskibsvaerft A/S —Odense (152)<br>212,10 27,82 11,685<br>199,98 27,74 14,84<br>P 29,0 B 11,6 F 28,1 1 dk<br>rf 102 | **S Tanker**<br>30 Ta ER<br>L.(oil) 50 602 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Fuel 4 663,5t (o.f.) 5,0t (d.o.)-60,0pd |
| **7039397**<br>SWJR<br>3934<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EVNIA**<br>**Evnia Compania Naviera S.A.**<br>Piraeus Greece | **10 006**<br>6 258<br>15 177 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2142)<br>142,27(BB) 19,84 9,056<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.21 130 B.18 896<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 177,5t (hvf) 15,5kn |
| **7518290**<br>5LCP<br>5972<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EVNIKI**<br>**Mano Shipping & Trading Corp.**<br>Monrovia Liberia | **29 875**<br>22 781<br>61 745 | AB | **1977** Hitachi Zosen—Sakai (4534)<br>224,52 12,447<br>215,02 32,21 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 248 B.70 980 HeCls. B<br>7 Ha (stl) (each 16,0 × 13,1) ER | Oil 2SA 6Cy. 900 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Fuel 156,0t (d.o.) 3 040,5t (hvf)-55,0pd<br>16kn |
| **5424615**<br>J4NI<br>7233<br>Df Esd<br>Gc Rdr | **EVOICOS GULF**<br>ex Lossiebank-79<br>**Evoicos Gulf Shipping Co. S.A.**<br>Blue Line Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**6 268**<br>3 615<br>10 653<br>**8 454**<br>5 150<br>12 749 | NV<br>✠Classed LR until 2/11/79 | **1963**-7 Harland and Wolff Ltd.—Belfast (1652)<br>147,33 19,13 7,976/8,910<br>137,42 19,05 11,74<br>P 12,2 F 13,2 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 18,2 21,6 18,2 15,7 20,4<br>G.18 858 B.17 119<br>5 Ha (8,9 10,6 8,3 9,1 9,1 × 6,7)<br>15W Der 1(50) 4(10) 10(5) 6(3) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>5 800bhp (4 266kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 175kW 1 × 20kW 220V d.c.<br>Fuel 1 137,0t (d.o.) 15kn |
| **7228560**<br>SV2929<br>3997<br>RT | **EVOIKOS**<br>ex Stavros A-76<br>**Alexandris Brothers Atlantic Fishing**<br>Piraeus Greece | **140**<br>85<br>— | | **1972** Vassiliadis Bros.—Salamis<br>29,93 6,18<br>23,50 3,31<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>500bhp (368kW) B&W<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn |
| **7001675**<br>H8NI<br>1014<br>0-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVPO KETTY**<br>ex Treasure Island-82<br>ex Dominica Maru-80<br>**Treasure Shipping Co. S.A.**<br>Panama Panama | **8 672**<br>5 497<br>12 117 | NK | **1969** Hitachi Zosen—Mukaishima (4273)<br>141,03 20,86 9,183<br>130,23 20,81 12,50<br>F 22,3 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref 2P<br>5 Ho<br>G.17 741 B.16 328 In.466<br>5 Ha (stl) (7,4 × 6,1) (14,0 14,0 13,2 11,8 × 7,7)<br>16W Der 1(80) 2(30) 6(10) 8(5) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 240kW 450V a.c.<br>Fuel 1 044,5t-29,0pd 16kn |
| **5239694**<br>SWDR<br>6157<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EVPO SAILOR**<br>ex Dapo Sailor-78<br>ex Monksgarth-77<br>**Compania Kifissia S.A.**<br>Pothitos Shipping Co. S.A.<br>Piraeus Greece | **10 611**<br>4 606<br>15 633 | ✠**100A1** SS 6/79<br>ore carrier<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4739 | **1960**-4 Blyth Dry Docks & SB. Co. Ltd. —Blyth (371)<br>155,66 21,42 8,535<br>146,31 21,34 11,05<br>P 28,7 B 7,7 F 15,0 1 dk<br>rf 76<br>8BH WB11367t | **M Ore Carrier**<br>4 Ho each 21,9 ER<br>G.10 364<br>4 Ha (stl) (each 18,9 × 12,1) ER | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>N.E. Mar. Eng. Co. Ltd. Newcastle<br>AuxB 100lbf/in$^2$ (6,9bar)<br>(db 100lbf/in$^2$ (6,9bar) )<br>Gen 3 × 180kW 220V d.c.<br>Fuel 1 300,5t (hvf) 12kn |
| **5061645**<br>SYVB<br>6330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVPO WAVE**<br>ex Dapo Wave-78<br>ex Cape Nelson-76<br>**Compania Sydenham S.A.**<br>Pothitos Shipping Co. S.A.<br>Piraeus Greece | **12 351**<br>4 992<br>16 714 | ✠**100A1** SS 7/81<br>ore carrier<br>✠**LMC**<br>EL gt 2$\frac{5}{16}$"SQ<br>FN 4940 | **1961**-4 Lithgows Ltd.—Port Glasgow (1128)<br>159,87 21,32 8,383<br>151,80 21,26 11,28<br>P 30,5 F 18,6 1 dk<br>RW rf 102<br>8BH WB12416t incl. DTa460t | **M Ore Carrier** 4P<br>4 Ho each 23,9 ER<br>G.12 317 B.12 259<br>4 Ha (stl) (each 19,2 × 10,6) ER<br>Cr 2(1) Der 2(3) | Oil 2SA 5Cy. 620 × 1400 exhaust470<br>4 500bhp (3 310kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 210kW 220V d.c.<br>Fuel 1 115,5t (hvf) 11,5kn |
| **7052301**<br>J4RR<br>7221<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVRIALI**<br>ex Enecuri-79<br>**Lidamar Compania Naviera S.A.**<br>Compania Naviera Corfomar S.A.<br>Piraeus Greece | **5 298**<br>2 907<br>7 596 | ✠Classed LR until 11/12/81<br>**DAMAGED BY FIRE AFTER COLLISION 11/79** | **1971**-9 S.A. Juliana Const. Gijonesa—Gijon (200)<br>118,12 17,66 7,354<br>108,29 17,30 8,79<br>P 24,7 Trunk 76,2 F 8,3 1 dk<br>rf nil | **M General Cargo**<br>pt higher tensile steel<br>3 Ho 19,9 28,0 23,7 ER<br>G.9 769 B.9 599<br>3 Ha (stl) (13,0 19,8 20,5 × 10,3) ER<br>10W Der 2(35) 10(10) | Oil 2SA 6Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 200kW 450V 60Hz a.c.<br>Fuel 765,0t (hvf) 14kn |
| **7119214**<br>EWVO<br>M-31030<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVRIKA**<br>**U.S.S.R.-'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 242**<br>728<br>1 025 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (101)<br>81,95 13,64 5,250<br>73,00 13,62 9,53<br>2 dks | **M Research/Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.255 In.530 L.10<br>4 Ha (2,4 × 2,4) (1,5 1,5 × 1,5) (1,2 × 1,2)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13,5kn |
| **5055763**<br>SWJD<br>6676<br>Esd Rdr<br>RTv | **EVRIPOS EXPRESS**<br>ex Faros-78 ex Burwah-78<br>**Halkis Cement Co. S.A.**<br>Piraeus Greece | **2 406**<br>1 165<br>3 455 | ✠**100A1** CS 7/80<br>✠**LMC**<br>EL t 1⅝"SQ<br>FN 1761 | **1956**-3 Burntisland S.B. Co. Ltd. —Burntisland (372)<br>94,52 13,62 5,754<br>88,40 13,57 6,35<br>RQD 53,4 F 6,1 1 dk<br>RW rf 76 conv General Cargo 68<br>NS 6BH WB585t incl. Tunnel tanks 105t | **M Cement Carrier**<br>Self-unloader<br>4 Ho 14,0 19,8 18,2 13,5<br>4 Ha (stl) (8,2 × 5,1) (11,5 11,5 8,2 × 6,1)<br>Der 2(7) 10(5) | Oil 2SA 9Cy. 340 × 570<br>1 440bhp (1 059kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel (d.o.) |

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| 5261623<br>SWCP<br>5893<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EVROS**<br>ex Sorokos-76 ex Okitsu Maru-72<br>**Evros Maritime Corp. & Naftiliakai Kai Ktimatikai Epichirisis Athinon A.E.**<br>Piraeus Greece | **20 372**<br>12 490<br>51 400 | **100A1** SS 11/77<br>ore carrier<br>**LMC**<br>EL (L†) u $3\frac{1}{16}$"SQ<br>FN 9813 | **1962** Mitsubishi Nippon Heavy Ind. —Yokohama (851)<br>218,17(BB) 31,09 11,507<br>210,98 31,01 15,50<br>P 39,1 F 16,8 1 dk<br>RW rf 51<br>NS 6BH WB23733t | **M Ore Carrier** 2P<br>3 Ho 42,6 56,7 42,6 ER<br>G.28 326<br>10 Ha (stl) (each 9,5 × 10,7) ER | Oil 2SA 9Cy. 780 × 1400<br>13 000bhp (9 562kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>AuxB (o.f.) 8,5kgf/cm$^2$ (8,4bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 1 × 350kW 2 × 280kW 445V 60Hz a.c.<br>Fuel 2 413,0t (hvf) 14,75kn |
| 7234507<br>SXOY<br>377<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EVRYALOS**<br>**Maritime Finance Ltd.**<br>Andros Greece | **10 713**<br>7 178<br>17 622 | AB | **1973** Sanoyasu Dockyard Co. Ltd.—Osaka (304)<br>147,50(BB) 21,54 9,249<br>140,01 21,51 12,60<br>P 29,0 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho 17,5 21,1 21,5 21,5 21,5 ER<br>G.23 416 B.19 886 HeCls. B<br>5 Ha (stl) (8,8 12,8 12,8 12,8 12,8 × 8,8) ER<br>Cr 4(10) | Oil 2SA 6Cy. 680 × 1250<br>8 300bhp (6 105kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Fuel 76,0t (d.o.) 1 214,0t (hvf)-28,5pd 15kn |
| 6725365<br>SXIG<br>4645<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EVY L**<br>**Elprimero Inc.**<br>Piraeus Greece | **14 569**<br>9 555<br>27 303 | AB | **1967** Hakodate Dock Co. Ltd.—Hakodate (391)<br>182,00 22,92 10,669<br>167,80 22,86 14,71<br>P 31,4 F 11,3 1 dk<br>RW rf 102 | **M Bulk Carrier**<br>6 Ho 15,8 19,2 23,1 23,1 23,1 19,2 ER<br>G.32 343 B.32 038<br>6 Ha (stl) (7,2 × 9,4) (10,3 13,5 13,5 13,5 11,2 × 11,0) ER<br>2W Cr 2(10) 2(5) Der 2(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 2 541,0t (hvf) 14kn |
| 5272567<br>6ZTI<br>4208<br>Df Esd<br>Gc Rdr<br>RTv | **EWALDEVERETT**<br>ex Pearl Sea-72<br>**Everett-Orient Line Inc.**<br>Monrovia Liberia | T.Mk<br>**4 912**<br>1 979<br>6 157 | **✠100A1** CS 7/78<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3543 | **1960**-5 Kockums M/V A/B—Malmo (464)<br>133,43 17,73 7,608<br>123,60 17,68 10,98<br>F 10,4 3 dks, 4th dk fwd of mchy. space<br>rf 254 DK fwd<br>6BH WB1522t incl. Tunnel tanks 1064t | **M General Cargo**<br>Ref.<br>4 Ho 23,5 16,3 19,4 22,0<br>In.7 219<br>4 Ha (stl) (8,3 8,2 8,2 8,2 × 4,8)<br>8W Der 8(5) | Oil 2SA 8Cy. 700 × 1200<br>6 960bhp (5 119kW) MAN<br>Kockums M/V A/B Malmo<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 375kW 450V 60Hz a.c.<br>Fuel 1 747,5t (hvf) 18kn |
| 5245655<br>SGBH<br>9378<br>Df Esd<br>RTm/v | **EWARIA**<br>ex Nagaria-78 ex Fragaria-62<br>Launched as Cimbria<br>**Ewy Wahlstom**<br>Kungalv Sweden | **422**<br>205<br>777 | GL | **1952** Orenstein Koppel & Luebecker —Luebeck (477)<br>54,54 8,49 3,563<br>8,44 5,36<br>1 dk & S dk<br>RW len 67 | **M General Cargo** OSD<br>1 Ho 24,0 ER<br>G.1 405 B.1 245<br>1 Ha (19,8 × 5,3) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 240 × 400<br>545bhp (401kW) NE 70 Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 26,5t (d.o.) 9,5kn |
| 7705087<br>5NFP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EWI**<br>**Nigerian National Fish Co. Ltd.**<br>Lagos Nigeria | **348**<br>100<br>390 | **✠100A1**<br>fishing vessel<br>**✠LMC**<br>EL (I) 359,0/26,0U2<br>FN 455 | **1980**-9 Tomren Verft A/S—Tomrefjord ((90))<br>38,10 9,53 3,501<br>33,61 9,50 4,02<br>P 12,2 F 9,2 1 dk<br>rf 686<br>5BH WB10T | **M Fishing**<br>Side-fishing Seiner Ref.<br>6 Ho 6,6p.c.s 5,5p.c.s ER<br>In.200<br>6 Ha (2,2p.c.s 2,2p.c.s × 1,5) ER | Oil 4SA 8Cy. 220 × 280 sr geared to sc. shaft<br>1 210bhp (890kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 112,0t (d.o.) |
| 7527394<br>Gc Rdr<br>RT | **EWU**<br>**Osadjere Fishing Co. Ltd.**<br>Lagos Nigeria | **192**<br>66<br>— | | **1976** Kanmon Zosen K.K.—Shimonoseki (327)<br>31,86 7,22 2,901<br>27,51 7,19 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 7510535<br>DGKE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EXACT**<br>**Hapag-Lloyd International S.A.**<br>Schlepp-Reederei Lutgens u. Reimers<br>Hamburg Federal Republic of Germany | **295**<br>16<br>211 | GL | **1976** Boot-Lemmer B.V.—Lemmer (1354)<br>*28,35* 4,369<br>32,01 9,01 4,86<br>F 5,5 1 dk | **M Tug**<br>Ice strengthened | Vee Oil 4SA 16Cy. 228 × 266<br>Alco Engine Inc. Auburn, NY<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| 8113308 | **EXCALIBUR II**<br>**Capt. R. Barry Fisher**<br>United States of America | **110**<br>—<br>— | | **1981** Ross Troyer—Toledo, Or<br>... ... ...<br>23,53 6,71<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 16Cy. 123 × 127<br>600bhp (441kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 5110654<br>IMUJ<br>396<br>Df Esd<br>RT | **EXCELSIOR**<br>ex Pieter Brueghel-61<br>ex Coolhaven-60<br>**Vincenzo Cavarretta**<br>Trapani Italy | **499**<br>232<br>782 | (BV) (RI) | **1947** A. F. Smulders—Schiedam (865)<br>59,21 9,25 3,366<br>55,00 9,20<br>F 6,1 1 dk & S dk | **M General Cargo** OSD<br>2 Ho<br>G.1 671 B.1 529 | Oil 2SA 4Cy. 400 × 650<br>660bhp (485kW)<br>"Bolnes" Motorenfabriek B.V. Krimpen a/d Lek<br>Fuel 54,0t 10kn |
| 7351824<br>H8QD<br>10102 -80B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXCELSIOR REEFER**<br>ex Ryutu Reefer-80<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **10 094**<br>5 999<br>10 850 | NK | **1973** Kanda Zosensho K.K.—Kure (179)<br>163,02 22,66 9,022<br>152,00 22,61 13,49<br>B 28,7 F 15,6 1 dk pt 2nd, 3rd & 4th dks | **M General Cargo**<br>Ref<br>Mchy.aft<br>In.12 613<br>4 Ha (stl) (8,3 8,7 8,7 8,7 × 7,0)<br>Der 4(5) | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 3000kW a.c.<br>Fuel 1 979,5t-54,0pd 20kn |
| 7400950<br>GVUZ<br>376349<br>Esd Pfd<br>Rdr RT | **EXEGARTH**<br>**Rea Towing Co. Ltd.**<br>Milford Haven United Kingdom | **388**<br>0<br>261 | **✠100A1** CS 10/81<br>tug<br>near continental trading area<br>**✠LMC**<br>EL (I) G $1\frac{3}{16}$"U2<br>FN 518 | **1976**-10 Beverley SB. & Eng. Co. Ltd. —Beverley (1568)<br>37,95 10,85 4,306<br>34,02 10,30 4,91<br>1 dk<br>rf 889 BK 152<br>4BH WB115T | **M Tug**<br>Fire-fighting<br>Mchy.aft | Vee Oil 4SA 16Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 91,5t (d.o.) 13kn |
| 7932109<br>WYC7<br>715<br>598666 | **EXODUS**<br>**Ronnie Cowles**<br>Aberdeen, Wa United States of America | **128**<br>87<br>— | | **1979** A. W. Covacevich Shipyard—Biloxi, Ms<br>... ... ...<br>24,08<br>1 dk | **M Fishing**<br>Stern Trawler Crab | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |

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| **5403946**<br>PEAO<br><br>Df Esd<br>Rdr RTm | **EXPANSA**<br><br>**Rederij 'Avanti'**<br>Scheepvaartkantoor Holwerda<br>Harlingen Netherlands | **499**<br>318<br>795 | BV | **1963** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (23)<br>53,62 8,74 3,353<br>51,01 8,70 3,71<br>P 13,5 B 11,3 F 11,9 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 33,9 ER<br>G.1 023 B.951<br>2 Ha (each 12,4 × 4,8) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>525bhp (386kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 6kW 110V d.c.<br>Fuel 19,5t (hvf) 10,5kn |
| **7727073**<br>PEAP<br><br>Df Esd<br>Gc Rdr<br>RT | **EXPANSA II**<br><br>**Rederij 'Expansa'**<br>Heerenveen Netherlands | **941**<br>603<br>1 559 | BV | **1978** Schps. Barkmeijer Stroobos B.V. —Stroobos (208)<br>65,82 11,10 4,320<br>59,97 10,71 5,11<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.2 018 B.1 932<br>1 Ha (stl) (33,6 × 7,7) ER<br>Der 2(3) | Vee Oil 4SA 16Cy. 159 × 203<br>1 100bhp (809kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 48kW 380V 50Hz a.c.<br>Fuel 183,0t 11,5kn |
| **5110850**<br><br><br>Df Esd<br>Rdr RT | **EXPANSION**<br>ex Dennis Winn<br>ex Lt. Walter J. Will<br>**Marcel Hart**<br>Papeete French Polynesia | **544**<br>330<br>— | (AB) | **1944** Northwestern S.B. Co.—Bellingham, Wa<br>45,12 10,22 4,344<br>42,30 10,19 5,39<br>1 dk | **Wood M General Cargo**<br><br>2 Ho<br><br>2 Ha | Oil 2SA 5Cy. 406 × 508<br>875bhp (644kW)<br>Fairbanks, Morse & Co. U.S.A<br>Fuel 74,0t (d.o.) |
| **5156737**<br>HOWG<br>3757-73<br>Df Esd<br>Rdr RTv | **EXPERT**<br>ex Humber-68<br>**World Dredging Ltd.**<br>Panama Panama | **387**<br>97<br>— | ✠Classed LR until 14/6/74 | **1948**-8 Schps. L. Smit & Zoon—Kinderdijk (921)<br>43,29 8,26 4,115<br>40,19 8,21 4,55<br>B & F 21,4<br>RW | **M Tug** | Oil 2SA 7Cy. 350 × 620<br>B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>Fuel 157,5t 12kn |
| **7510547**<br>DGES<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **EXPERT**<br><br>**Hapag-Lloyd A.G.**<br>Schlepp-Reederei Lutgens u. Reimers<br>Hamburg Federal Republic of Germany | **295**<br>16<br>— | GL | **1976** Boot-Lemmer B.V.—Lemmer (1355)<br>31,75 4,369<br>28,35 9,68 4,86<br>F 5,5 1 dk | **M Tug** | Vee Oil 4SA 16Cy. 228 × 266<br><br>Alco Engine Inc. Auburn, NY<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>13kn |
| **7310868**<br>DEFG<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EXPLORA**<br><br>**Partenreederei m.s. 'Explora'**<br>Sloman-Neptun Schiffahrts A.G.<br>Bremen Federal Republic of Germany | T.Mk<br>**977**<br>476<br>649 | GL | **1973** Elsflether Werft A.G.—Elsfleth/Weser (383)<br>72,62 (BB) 11,89 4,111<br>64,39 11,80 6,56<br>F 7,4 2 dks | **M Research**<br><br>Ice strengthened<br><br>2 Ha (stl) (8,3 6,0 × 3,9)<br>Cr 1(8) 1(5) | 2 Oil 4SA each 8Cy. 320 × 450 geared to sc. shaft<br>3 520bhp (2 589kW)<br>Kloeckner Humboldt Deutz Koeln<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>17kn |
| **5110939**<br>MLBG<br>303098<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EXPLORER**<br><br>**Government of The United Kingdom (Department of Agriculture & Fisheries for Scotland)**<br>Leith United Kingdom | **831**<br>229<br>— | | **1955** A. Hall & Co. Ltd.—Aberdeen (747)<br>61,80 9,99 4,319<br>55,94 9,76 4,88<br>2 dks<br>R conv Research/Fishing 72 | **S Patrol Ship**<br>Mchy.aft | T 3Cy. 419 724 & 1194 × 762<br>1 300ihp (956kW)<br>A. Hall & Co. Ltd. Aberdeen<br>Fuel (o.f.) |
| **7103930**<br>HO6356<br>9808-PEXT<br>Rdr RT | **EXPLORER**<br>ex Daiko Maru-82<br>**Indoprima Navigation S.A.**<br>Panama Panama | **499**<br>284<br>1 000 | | **1970** Kishimoto Zosen—Kinoe (386)<br>56,49 9,02 4,090<br>51,72 9,00 4,50<br>1 dk | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 1 070 | Oil 4SA 6Cy. 320 × 460<br>1 200bhp (883kW)<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 40kW a.c.<br>Fuel 39,5t-3,0pd 10,25kn |
| **6162020**<br>WM5461<br>280247<br>Gc Rdr<br>RTm | **EXPLORER**<br>ex Dravo Explorer-82<br>ex Texaco Explorer-81<br>ex Interstate Explorer-71<br>ex Dravo Pioneer-61<br>**Gellenthin Bulk Transport Corp.**<br>Wilmington, De United States of America | **224**<br>152<br>— | AB | **1959** Dravo Corp.—Wilmington, De (3896)<br>30,48 8,28 3,953<br>28,99 8,23 4,42<br>1 dk<br>rf 457 | **M Tug**<br>Mchy.aft<br><br>Cr 1(5) | Oil 2SA 16Cy. 216 × 254<br><br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 40kW 110/220V d.c.<br>Fuel 156,5t (d.o.) |
| **7397660**<br>WYX4<br>288<br>563687<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPLORER**<br><br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (200)<br>41,46 11,13 5,131<br>39,20 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>Fuel 782,5t (d.o.) 14kn |
| **7923263**<br><br>621268 | **EXPLORER**<br><br>**Atcorp.-1 Inc.**<br>Portsmouth, NH United States of America | **191**<br>134<br>— | | **1980** Bruno & Stillman Inc.—Newington, NH (902)<br>7,65<br>25,40 7,62 3,71<br>1 dk | **Reinforced Plastic M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5110941**<br><br><br>Df | **EXPLORER**<br><br>**Capt. R. Pickard** | **166**<br>61<br>— | | **1943** Kewaunee Eng. Corp.—Kewaunee, Wi<br>*27,89* 6,41<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 5Cy. 315 × 355<br><br>Kahlenberg Bros. Co. Two Rivers, Wi |
| **7201316**<br>WI6205<br>290141 | **EXPLORER**<br><br>**Explorer Fishing Corp.**<br>New Bedford, Ma United States of America | **110**<br>75<br>— | | **1962** Harvey F. Gamage S.B. Inc.—South Bristol, Me<br>*22,35* 5,95<br>3,20 | **Wood M Fishing** | Oil<br>510bhp (375kW)<br>.............<br>Fuel (d.o.) |
| **8002913**<br>ZM3442<br>349392<br>Df Esd<br>Rdr RT | **EXPLORER DOUGLAS**<br><br>**C. A. Eggeling & Bluff Trawlers Co. Ltd.**<br>Timaru New Zealand | **118**<br>39<br>— | | **1979** Marine Structures Ltd.—Christchurch (1)<br>23,53 2,591<br>21,82 6,39 3,56<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 5055969<br><br>141006 | **EXPLOREUR**<br>ex Busy Bee<br>**Paul E. Larouche**<br>Montreal, P.Q. Canada | **115**<br>5<br>— | | **1919** Davie SB. & Repairing Co. Ltd.<br>—Lauzon, P.Q.<br>23,78 6,10 2,744<br>6,05<br><br>R | **S Tug** | C 2Cy. 406 & 813 × 610<br><br>Cie. F. K. Drolet Quebec, P.Q.<br>Fuel 15,0t 9kn |
| 7003829<br>OZQR<br>D1730<br>Df Esd<br>Pfd Rdr<br>RT | **EXPO**<br>ex Vestmenningur II-74<br>**P/R Expo**<br>Ole Peter Espersen<br>Hirtshals Denmark | **274**<br>120<br>— | | **1969** Flekkefjord Slipp & Mask.<br>—Flekkefjord (94)<br>NV 37,65 7,62 3,645<br>34,07 7,60 3,97<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho 3 Ta ER<br>4 Ha (2,4 2,4 × 1,7) (2,4 2,4 × 1,5)<br>ER<br>1W Der 1(3) | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>800bhp (588kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 5111048<br>WLSG<br>292227<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT CHALLENGER**<br><br>**Farrell Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 128**<br>4 465<br>—<br>**11 000**<br>6 382<br>12 726 | | **1963** Sun SB. & Dry Dock Co.—Chester, Pa (625)<br>AB 150,27 22,33 —/9,322<br>143,26 22,26 12,86<br>P 47,0 F 20,5 3 dks<br>RW rf 152 | **S General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>21W Cr 2(5) Der 1(60) 12(10) 6(7) 2(5) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 700kW a.c.<br>Fuel 3 365,0t (o.f.) 18,5kn |
| 5403958<br>WLCG<br>292669<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT CHAMPION**<br><br>**Farrell Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 128**<br>4 465<br>—<br>**11 000**<br>6 382<br>12 726 | | **1963** Sun SB. & Dry Dock Co.—Chester, Pa (626)<br>AB 150,27 22,33 —/9,322<br>143,26 22,26 12,86<br>P 50,6 B 6,8 F 20,2 3 dks<br>RW rf 152 | **S General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>20W Cr 2 Der 1(60) 12(10) 6(7) 2(5) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 700kW a.c.<br>Fuel 3 414,0t (o.f.) 18,5kn |
| 5111050<br>WGKE<br>291731<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT COMMERCE**<br><br>**Farrell Lines Inc.**<br>New York, NY United States of America | T.Mk<br>**8 128**<br>4 465<br>—<br>**11 000**<br>6 382<br>12 726 | | **1963** Sun SB. & Dry Dock Co.—Chester, Pa (624)<br>AB 150,27 22,33 —/9,322<br>143,26 22,26 12,86<br>P 47,0 F 20,5 3 dks<br>RW rf 152 | **S General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho ER<br>G.21 608 B.20 039 In.722<br>6 Ha (stl) ER<br>21W Cr 2(5) Der 1(60) 12(10) 6(7) 2(5) | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 700kW a.c.<br>Fuel 3 414,0t (o.f.) 18,5kn |
| 7204863<br>WCJS<br>541414<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT FREEDOM**<br><br>**Farrell Lines Inc.**<br>New York, NY United States of America | **17 904**<br>12 906<br>16 605 | | **1972** Bath Iron Works Corp.—Bath, Me (357)<br>AB 185,93(BB) 23,83 9,630<br>177,35 23,78 16,62<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 27,4 27,4 27,4 27,4 ER 14,9<br>TEU 1070<br>C.Ho 612/20'(40') C.Dk 458/20'(40') incl. 56 ref C.<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 3 575,5t (o.f.) 20kn |
| 7226689<br>WCJV<br>545126<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT LEADER**<br><br>**Government of The United States of America (Department of Commerce)**<br>New York, NY United States of America | **17 904**<br>12 906<br>16 709 | | **1973** Bath Iron Works Corp.—Bath, Me (358)<br>AB 185,93(BB) 23,83 9,630<br>177,35 23,78 16,62<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 27,4 27,4 27,4 27,4 ER 14,9<br>TEU 1070<br>C.Ho 612/20'(40') C.Dk 458/20'(40') incl. 56 ref C.<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW<br>Fuel 3 576,5t (o.f.) 21kn |
| 7306764<br>WCJY<br>548442<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORT PATRIOT**<br><br>**Farrell Lines Inc.**<br>New York, NY United States of America | **17 904**<br>12 906<br>16 605 | | **1973** Bath Iron Works Corp.—Bath, Me (359)<br>AB 185,93(BB) 23,83 9,630<br>177,35 23,78 16,62<br>3 dks<br>rf nil | **S Container Ship**<br>Fixed-guides<br>5 Cell.Ho 27,4 27,4 27,4 27,4 ER 14,9<br>TEU 1070<br>C.Ho 612/20'(40') C.Dk 458/20'(40') incl. 56 ref C.<br>18 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>17 500shp (12 872kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW<br>Fuel 3 528,5t 21kn |
| 7634018<br>EHQL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXPORTAZUL**<br><br>**Naviera Exportmar S.A.**<br>Bilbao Spain | **15 342**<br>10 645<br>26 973 | ✠**100A1**<br>strengthened for heavy cargoes Nos. 2, 4 & 6 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL F 577,5/58,0U3<br>FN 6291 | **1978**-10 Astilleros Espanoles S.A.<br>—Factoria de Olaveaga, Bilbao (300)<br>182,71(BB) 22,48 10,511<br>171,69 22,41 14,23<br>P 31,1 F 15,9 1 dk<br>rf nil<br>10BH WB11386T incl. DTf287T Comb. btm & STs in Nos. 2-6 holds 3224T Topside tanks in holds 3296T No. 4 hold 3472T | **M Bulk Carrier**<br>7 Ho 17,7 18,0 19,9 11,2 18,9 21,5 16,7 ER<br>7 Ha (10,2 11,9 13,5 8,0 13,5 14,4 8,7 × 11,4) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 352kW 450V 60Hz a.c.<br>16kn |
| 7343487<br>VJEX<br>355477<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **EXPRESS**<br><br>**Howard Smith Industries Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **15 939**<br>9 722<br>25 383 | | **1975** N.S.W. Govt. Eng. & SB. U'takng (State Dkyd.)—Newcastle, N.S.W. (92)<br>AB 172,52 25,02 9,754<br>163,23 25,00 12,88<br>P 46,1 B 25,6 F 19,6 1 dk | **M Tanker**<br>27 Ta ER<br>L.(oil) 25 528 HeCls. BC | 2 Vee Oil 4SA each 10Cy. 520 × 550 geared to sc. shaft<br>19 720bhp (14 505kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 2200kW 2 × 550kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 150,0t (d.o.) 2 695,0t (hvf)-61,0pd<br>15kn |
| 6339051<br>WH9916<br>273771<br>Df Rdr<br>RTm | **EXPRESS**<br>ex State Express-77<br>ex National Pride-63<br>**Salu Inc.**<br>Juneau, Ak United States of America | **196**<br>62<br>762 | | **1957** Arnold V. Walker Shipyard<br>—Pascagoula, Ms (119)<br>(AB) *39,84* 9,78 2,556<br>39,98 9,76 3,05<br>F 10,1 1 dk<br>rf 305 conv General Cargo 77 | **TM Fishing** 10P<br>Mchy.aft | 2 Oil 2SA each 12Cy. 127 × 142<br>880bhp (647kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 60kW 115/208V 60Hz a.c.<br>Fuel 95,5t (d.o.) |

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|---|---|---|---|---|---|---|
| **8132586**<br>D7KO<br>YM45<br>401<br>Rdr RT | **EXPRESS NEW STAR**<br><br>**Chong Kil Whui**<br>Yeo Su South Korea | **118**<br>75<br>— | KR | **1981** .............South Korea<br>33,46<br>31,25 4,81 2,11<br>P 7,7 1 dk | **M Ferry**<br><br><br><br>1 Ha (stl) (1,9 × 2,5) | Oil 2SA 16Cy. 146 × 146<br>1 060bhp (780kW)<br>General Motors Corp. U.S.A |
| **7430187**<br>DZBG<br>M:C-0<br>00164<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXTRACO I**<br>ex Pearl River-79<br>**Extraco Shipping Industries Inc.**<br>Manila Philippines | **6 014**<br>4 126<br>10 222 | NK | **1975** Narasaki Zosen K.K.—Muroran (890)<br>127,87 18,37 7,805<br>118,98 18,29 9,89<br>P 23,8 F 10,1 1 dk | **M General Cargo**<br><br><br>G.13 759 B.13 168<br>3 Ha (stl) (15,3 30,0 19,5 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 480kW a.c.<br>13kn |
| **7432446**<br>DZBA<br>M:C-0<br>00163<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXTRACO II**<br>ex Ocean Explotar-78<br>**Extraco Shipping Industries Inc.**<br>Manila Philippines | **6 029**<br>4 187<br>10 144 | NK | **1975** Kochiken Zosen—Kochi (595)<br>127,97 18,32 7,754<br>119,00 18,29 9,91<br>P 23,8 F 10,1 1 dk | **M General Cargo**<br><br><br>G.13 332 B.12 894<br>3 Ha (16,0 30,7 19,5 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 480kW a.c.<br>Fuel 1 062,0t-23,0pd 13,25kn |
| **7528192**<br>EHMJ<br><br>Df Esd<br>Gc Rdr<br>RT | **EXTRAMAR ESTE**<br><br>**Extramar S.A.**<br>Bilbao Spain | **1 200**<br>820<br>1 873 | ✠**100A1** SS 12/81<br><br>✠**LMC**<br>EL M 1¼"U2<br>FN 1175 | **1977**-10 Ast. y Talleres Celaya S.A.—Bilbao (160)<br>77,02 (BB) 11,87 4,523<br>69,02 11,76 5,26<br>P 10,7 F 6,1 1 dk<br>rf nil<br>3BH WB657T incl. Comb. btm & side tanks in hold 540T | **M General Cargo**<br><br>1 Ho 50,6 ER<br>G.2 964 B.2 617<br>TEU 76<br>C.Ho 40/20' (40') C.Dk 36/20' (40')<br>1 Ha (stl) (43,8 × 7,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Fuel 133,0t (d.o.)-5,0pd 11kn |
| **7385552**<br>EGXV<br><br>Df Esd<br>Gc Rdr<br>RTh | **EXTRAMAR NORTE**<br><br>**Extramar S.A.**<br>Bilbao Spain | **1 244**<br>821<br>1 872 | ✠**100A1** SS 6/81<br><br>✠**LMC**<br>EL M 1¼"U3<br>FN 1174 | **1976**-2 Ast. y Talleres Celaya S.A.—Bilbao (152)<br>77,02 (BB) 11,87 4,522<br>69,02 11,74 5,26<br>P 10,7 F 6,1 1 dk<br>rf nil<br>NS 3BH WB657T incl. comb. btm & STs in hold 540T | **M General Cargo**<br><br>1 Ho 50,6 ER<br>G.2 964 B.2 617<br>TEU 76<br>C.Ho 40/20' (40') C.Dk 36/20' (40')<br>1 Ha (stl) (43,8 × 7,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Fuel 133,0t (d.o.)-5,0pd 11kn |
| **7528207**<br>EHNK<br>931<br>Df Esd<br>Gc Rdr<br>RT | **EXTRAMAR OESTE**<br><br>**Extramar S.A.**<br>Bilbao Spain | **1 273**<br>820<br>1 926 | ✠**100A1** SS 4/82<br><br>✠**LMC**<br>EL M 1¼"U2<br>FN 1175 | **1977**-12 Ast. y Talleres Celaya S.A.—Bilbao (161)<br>77,02 (BB) 11,87 4,522<br>69,02 11,76 5,26<br>P 10,7 F 6,1 1 dk<br>rf nil<br>3BH WB657T incl. Comb. btm & side tanks in hold 540T | **M General Cargo**<br><br>1 Ho 50,6 ER<br>G.2 964 B.2 617<br>TEU 76<br>C.Ho 40/20' (40') C.Dk 36/20' (40')<br>1 Ha (stl) (43,8 × 7,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Fuel 135,0t (d.o.)-5,0pd 12,5kn |
| **7385564**<br>EHAW<br><br>Df Esd<br>Gc Rdr<br>RTh | **EXTRAMAR SUR**<br><br>**Extramar S.A.**<br>Bilbao Spain | **1 273**<br>852<br>1 872 | ✠**100A1** SS 5/81<br><br>✠**LMC**<br>EL M 1¼"U2<br>FN 1175 | **1976**-5 Ast. y Talleres Celaya S.A.—Bilbao (153)<br>77,02 (BB) 11,84 4,525<br>69,02 11,76 5,26<br>P 10,7 F 6,1 1 dk<br>rf nil<br>NS 3BH WB657T incl. comb. btm & STs in hold 540T | **M General Cargo**<br><br>1 Ho 50,6 ER<br>G.2 964 B.2 617<br>TEU 76<br>C.Ho 40/20' (40') C.Dk 36/20' (40')<br>1 Ha (stl) (43,9 × 7,7) ER | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 72kW 1 × 28kW<br>380V 50Hz a.c.<br>Fuel 135,0t (d.o.)-5,0pd 12,5kn |
| **7931686**<br>EAGU<br><br>Df Esd<br>Gc Rdr<br>RT | **EXTRELAGO**<br><br>**Naviera Extremena S.A.**<br>Spain | **1 579**<br>846<br>2 257 | BV | **1981** Ast. del Cadagua W.E. Gonzales S.A.<br>—Bilbao (115)<br>83,70 12,40 5,201<br>76,00 12,01 6,81<br>2 dks | **M General Cargo** CSD<br>Ref.<br>3 Ho ER<br>In.2 545<br>3 Ha (stl) (7,8 × 5,0) (7,8 7,8 × 6,0) ER<br>Der 6(3) | Oil 4SA 6Cy. 400 × 580<br>2 100bhp (1 545kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 320kW 380V 50Hz a.c.<br>13,75kn |
| **7931674**<br>EAGT<br><br>Df Esd<br>Gc Rdr<br>RT | **EXTREMAR**<br><br>**Naviera Extremena S.A.**<br>Cadiz Spain | **1 579**<br>846<br>2 257 | BV | **1981** Ast. del Cadagua W.E. Gonzales S.A.<br>—Bilbao (114)<br>83,70 5,201<br>76,03 12,41 6,81<br>2 dks | **M General Cargo** CSD<br>Ref.<br>3 Ho ER<br>In.2 545<br>3 Ha (stl) (7,8 × 5,0) (7,8 7,8 × 6,0) ER<br>Der 6(3) | Oil 4SA 6Cy. 400 × 580<br>2 100bhp (1 545kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 320kW 380V 50Hz a.c.<br>13,75kn |
| **5049178**<br>GHTS<br>302407<br>Df Esd<br>Pfd RTm | **EXUMA**<br>ex Brave Buccaneer-75<br>ex Boston Buccaneer-73<br>**Huxley Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **165**<br>61<br>— | ✠Classed LR until 11/73 | **1961**-9 Richards Iron Works Ltd.<br>—Lowestoft (463)<br>*28,50* 6,81 2,972<br>27,74 6,71 3,28<br>F 4,9<br>RW rf 305 BK 152 conv Side Trawler Fishing 77 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 5Cy. 305 × 381 with flexible<br>coupling & sr reverse geared to sc. shaft<br>475bhp (349kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **5151775** | **EXUMA PRIDE**<br>ex Hjelmelandsfjord-82<br>**Exuma Shipping & Transport Co.**<br>Bahamas | **300**<br>150<br>— | ✠Classed LR until 12/50 | **1944** .............United Kingdom<br>48,06 6,74<br>6,71 3,36<br>1 dk<br>BK 165 conv Naval RoRo Cargo/Tank Landing Craft — | **TM RoRo Cargo/Ferry**<br>398P | 2 Oil 2SA each 8Cy. 220 × 320<br>800bhp (588kW) NE 54 Normo<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) |
| **5175862**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **EXUMA SOUND**<br>ex Joseph Medill Patterson-68<br>ex Baie Comeau-55<br>**Caribbean Steamship Co. S.A.**<br>Panama Panama | **2 314**<br>1 634<br>3 617 | (AB) | **1954** Atlantic SB. Co. Ltd.—Newport, Mon. (3)<br>*76,72* 13,42 4,712<br>76,89 13,37 6,86<br>P 13,5 F 5,2 1 dk<br>RW rf nil | **TM General Cargo**<br><br>2 Ho 29,8 30,4 ER<br>G.4 964 B.4 756<br>4 Ha (each 8,5 × 7,9) ER | 2 Oil 2SA each 5Cy. 280 × 500<br>1 220bhp (897kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>Gen 3 × 55kW 220V d.c.<br>Fuel 103,5t (d.o.) 8,5kn |

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|---|---|---|---|---|---|---|---|
| 5106902<br>WHMK<br>282272<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON BALTIMORE**<br>ex Esso Baltimore-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **29 068**<br>19 529<br>52 759 | AB | **1960** Newport News SB. & D.D. Co. —Newport News, Va (540)<br>225,56 31,17 12,015<br>214,89 31,09 15,24<br>P 44,2 B 14,1 F 30,8 1 dk<br>RW rf 94 | **S Tanker**<br>SBT<br>35 Ta ER<br>L.(oil) 65 100 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel-102,0pd 16kn |
| 5106914<br>KEAH<br>264791<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON BANGOR**<br>ex Esso Bangor-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **17 330**<br>10 650<br>28 615 | AB | **1953** Newport News SB. & D.D. Co. —Newport News, Va (501)<br>191,42 25,20 10,227<br>183,24 25,15 12,96<br>P 38,5 B 10,7 F 22,3 1 dk, 2nd dk fwd & aft<br>RW rf nil | **S Tanker**<br>SBT CBT<br>12 Ta 24 Wing Ta ER<br>L.(oil) 34 474 | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 400kW 1 × 240kW 450V 60Hz a.c.<br>Fuel 730,0t (o.f.)-72,0pd 15,5kn |
| 7012832<br>WAFA<br>524619<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXXON BATON ROUGE**<br>ex Esso Baton Rouge-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **38 144**<br>32 425<br>76 813 | AB | **1970** Avondale Shipyards Inc.—Avondale, La (1181)<br>246,84(BB) 38,16 12,599<br>232,57 38,10 16,62<br>1 dk<br>rf nil | **S Tanker**<br>SBT · IGS<br>21 Ta ER<br>L.(oil) 77 139<br>Cr 2(5) | HeCls. B | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 500kW<br>1 × 30kW<br>Fuel-106,5pd 17,25kn |
| 7046170<br>WY9781<br>527691<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXXON BAY STATE**<br>ex Esso Bay State-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States of America | **151**<br>103<br>— | AB | **1970** Halter Marine Services, Inc.—New Orleans, La (258)<br>33,23 9,61 4,211<br>31,81 9,45 4,88<br>F 13,8 1 dk | **TM Tug** | | 2 Oil 2SA each 8Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 228,5t 12,5kn |
| 7434377<br>KPKL<br>600478<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXXON BENICIA**<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **75 272**<br>64 871<br>175 547 | AB | **1979** Avondale Shipyards Inc.—Avondale, La (2300)<br>276,16(BB) 17,470<br>263,35 52,74 22,86<br>F 17,7 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 192 948 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 700shp (19 639kW)<br>General Electric Co. U.S.A.<br>Gen 2 × 1500kW a.c.<br>Fuel 4 933,0t (o.f.)-131,0pd 14,5kn |
| 5106952<br>WHML<br>283784<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON BOSTON**<br>ex Esso Boston-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **30 680**<br>19 144<br>52 800 | AB | **1960** Newport News SB. & D.D. Co. —Newport News, Va (541)<br>225,56 31,17 12,015<br>214,89 31,09 15,24<br>P 44,2 B 14,1 F 30,5 1 dk<br>RW rf 94 | **S Tanker**<br>CBT<br>35 Ta ER<br>L.(oil) 62 662 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 4 970,0t (o.f.)-112,0pd 17,25kn |
| 5107164<br>KEAG<br>264445<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON CHESTER**<br>ex Esso Chester-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **17 327**<br>10 648<br>29 042 | AB | **1952** Newport News SB. & D.D. Co. —Newport News, Va (500)<br>191,42 25,20 10,227<br>183,24 25,15 12,96<br>P 50,0 B 15,9 F 27,2 1 dk, 2nd dk fwd & aft<br>RW rf nil | **S Tanker**<br>Oil Asphalt SBT CBT<br>1 Ho 12,8 30 Ta ER<br>L.(oil) 42 838<br>1 Ha (stl) (3,0 × 6,1) ER | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel-63,0pd 14,5kn |
| 6930972<br>WYZ4<br>115<br>518745<br>Rdr RT | **EXXON CONNECTICUT**<br>ex Esso Connecticut-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States of America | **1 729**<br>1 683<br>— | AB | **1969** Ingalls Iron Works Co.—Decatur, Al (1682)<br>84,13 16,82 3,833<br>81,01 16,77 5,19<br>1 dk<br>rf 152 | **TM Tanker**<br>8 Ta | | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW |
| 7030729<br>WZU4<br>906<br>523342<br>Df Esd<br>Gc Rdr<br>RTm | **EXXON CRYSTAL RIVER**<br>ex Enco Crystal River-73<br>Launched as Crystal River<br>**Exxon Shipping Co.**<br>Wilmington, De United States of America | **144**<br>98<br>— | AB | **1969** Main Iron Works Inc.—Houma, La (225)<br>29,27 8,44 3,290<br>28,10 8,39 3,74<br>1 dk<br>BK 76 | **TM Tug** | | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 220V 60Hz a.c.<br>Fuel 103,5t 8,5kn |
| 6807216<br>WY2282<br>511269<br>Rdr RT | **EXXON DELAWARE VALLEY**<br>ex Esso Delaware Valley-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States of America | **197**<br>97<br>— | AB | **1967** Jacksonville Shipyards—Jacksonville, Fl (648)<br>32,01 8,89 3,750<br>30,74 8,84 4,20<br>BK 51 | **TM Tug** | | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW |
| 6801743<br>WX9920<br>510006<br>Rdr RT | **EXXON EMPIRE STATE**<br>ex Esso Empire State-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States of America | **197**<br>97<br>— | AB | **1967** Jacksonville Shipyards—Jacksonville, Fl (647)<br>32,01 8,89 3,750<br>30,74 8,84 4,17<br>BK 51 | **TM Tug** | | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW |
| 7046168<br>WFQC<br>588443<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **EXXON GALVESTON**<br>(Aft section)<br>ex Exxon Sunshine State-78<br>ex Enco Sunshine State-73<br>(Fwd & cargo sections)<br>ex Exxon Port Everglades-78<br>ex Enco Port Everglades<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America<br>Lengthened by the addition of the barge 'Exxon Port Everglades' | **12 769**<br>11 456<br>27 726 | AB | **1970** (Aft section) Gulfport SB. Co.—Port Arthur, Tx (726)<br>**1970** (Fwd & cargo sections) Gulfport SB. Co.—Port Arthur, Tx (725)<br>170,59 9,011<br>159,39 26,96 12,04<br>F 18,9 1 dk<br>rf nil Len, Widened, Deepened & Joined 78 conv Tug 78 | **TM Tanker**<br>SBT IGS<br>5 Ta 6 Wing Ta ER | | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>7 200bhp (5 296kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 300kW 2 × 150kW 450V 60Hz a.c.<br>Fuel 898,0t (d.o.)-29,0pd 12kn |
| 6801418<br>WX9919<br>510007<br>Rdr RT | **EXXON GARDEN STATE**<br>ex Esso Garden State-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States of America | **197**<br>97<br>— | AB | **1967** Jacksonville Shipyards—Jacksonville, Fl (646)<br>32,01 8,89 3,750<br>30,74 8,84 4,20<br>BK 51 | **TM Tug** | | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW |

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|---|---|---|---|---|---|---|---|
| **5107463**<br>KIVP<br>273362<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON GETTYSBURG**<br>ex Esso Gettysburg-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **23 665**<br>14 627<br>41 529 | AB | **1957** Newport News SB. & D.D. Co.<br>—Newport News, Va (519)<br>217,94 28,40 11,480<br>208,80 28,35 14,81<br>P 47,3 B 14,1 F 33,6 1 dk<br>RW rf 107 | **S Tanker**<br>CBT<br>30 Ta ER<br>L.(oil) 50 513 | HeCls. CptB | 2 S Turb dr geared to sc. shaft<br>26 500shp (19 492kW)<br>Newport News SB. & D.D. Co.<br>Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 3 464,0t (o.f.)-130,0pd 18,25kn |
| **7420431**<br>WYP6<br>734<br>567935<br>Esd Pfd<br>Rdr RT | **EXXON GRANITE STATE**<br>ex Kathryne E. McAllister-79<br>**McAllister Maritime Tugs Inc.**<br>McAllister Brothers Inc.<br>New York, NY United States<br>of America | **197**<br>134<br>— | AB | **1975** Main Iron Works Inc.—Houma, La<br>(301)<br>9,15 3,912<br>32,57 9,10 4,50<br>1 dk | **TM Tug** | | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel 211,5t (d.o.) 11kn |
| **6422535**<br>KHBA<br>297151<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON HOUSTON**<br>ex Esso Houston-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **34 851**<br>27 743<br>72 688 | AB | **1964** Newport News SB. & D.D. Co.<br>—Newport News, Va (573)<br>243,85(BB) 35,51 12,828<br>232,57 35,36 16,62<br>P 11,0 F 26,0 1 dk<br>RW rf nil | **S Tanker**<br>SBT IGS<br>23 Ta ER<br>L.(oil) 92 677 | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 750kW 1 × 350kW<br>450V 60Hz a.c.<br>Fuel 2 641,5t (o.f.) 2 622,5t-101,5pd<br>17,25kn |
| **5107621**<br>KEAJ<br>266329<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON HUNTINGTON**<br>ex Esso Huntington-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **17 548**<br>10 836<br>28 976 | AB | **1953** Newport News SB. & D.D. Co.<br>—Newport News, Va (503)<br>191,42 25,20 10,230<br>183,24 25,15 12,96<br>P 38,5 B 10,7 F 22,3 1 dk, 2nd dk fwd<br>& aft<br>RW rf nil | **S Tanker**<br>Oil Chemical SBT CBT<br>46 Ta ER<br>L.(oil) 3 449<br>1 Ha (stl) (3,0 × 6,1) ER<br>Der 6(5) | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co.<br>Newport News, Va<br>Gen 2 × 750kW<br>Fuel 538,0t (o.f.)-74,0pd 16kn |
| **5107683**<br>KIYO<br>275519<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON JAMESTOWN**<br>ex Esso Jamestown-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **23 831**<br>15 233<br>41 528 | AB | **1957** Newport News SB. & D.D. Co.<br>—Newport News, Va (527)<br>217,94(BB) 28,43 11,843<br>208,80 28,35 14,81<br>P 47,3 B 14,1 F 33,6 1 dk<br>RW rf 107 | **S Tanker**<br>CBT<br>32 Ta ER<br>L.(oil) 50 513 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>26 500shp (19 492kW)<br>Newport News SB. & D.D. Co.<br>Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 3 464,0t (o.f.)-126,0pd 19,25kn |
| **5107774**<br>KIYP<br>276270<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON LEXINGTON**<br>ex Esso Lexington-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **25 182**<br>15 628<br>41 566 | AB | **1958** Newport News SB. & D.D. Co.<br>—Newport News, Va (528)<br>217,94 28,40 11,843<br>208,80 28,35 14,81<br>P 47,3 B 14,1 F 33,6 1 dk<br>RW rf 107 | **S Tanker**<br>CBT<br>30 Ta ER<br>L.(oil) 50 513 | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>26 500shp (19 492kW)<br>Newport News SB. & D.D. Co.<br>Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 5 002,0t (o.f.)-129,0pd 18,25kn |
| **8107878**<br><br>647819<br>Df Gc<br>Pfd Rdr<br>RT | **EXXON MAINE**<br><br>**Exxon Shipping Co.**<br>Wilmington, De United States<br>of America | **290**<br>197<br>— | AB (Class cont.) | **1982** Jakobson Shipyard Inc.—Oyster Bay,<br>NY (466)<br>33,53 10,98 4,850<br>31,42 10,37 5,49<br>1 dk | **TM Tug**<br>Pusher | | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange |
| **5107918**<br>WS5848<br>287444<br>Gc Rdr<br>RTm | **EXXON MARYLAND**<br>ex Exxon Maryland-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States<br>of America | **281**<br>191<br>— | (AB) | **1962** Jakobson Shipyard Inc.—Oyster Bay,<br>NY (406)<br>33,63 8,59 4,042<br>32,31 8,54 4,58<br>1 dk | **TM Tug** | | 2 Oil 2SA each 6Cy. 206 × 254<br>Fairbanks, Morse & Co. U.S.A<br>Gen 1 × 100kW 1 × 60kW<br>460V 60Hz a.c.<br>Fuel 132,0t (d.o.) |
| **6506305**<br>WNDM<br>298216<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON NEW ORLEANS**<br>ex Esso New Orleans-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **32 035**<br>24 949<br>72 655 | AB | **1965** Newport News SB. & D.D. Co.<br>—Newport News, Va (576)<br>243,85(BB) 35,51 12,805<br>232,57 35,36 16,62<br>P 11,0 F 26,3 1 dk<br>RW rf nil | **S Tanker**<br>SBT IGS<br>21 Ta ER<br>L.(oil) 92 676 | HeCls. BptC | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 750kW 1 × 580kW<br>450V 60Hz a.c.<br>Fuel 2 600,0t (o.f.)-103,0pd 17,25kn |
| **5108003**<br>KEAF<br>264231<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON NEWARK**<br>ex Esso Newark-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, NC United States<br>of America | **17 378**<br>10 700<br>29 011 | AB | **1952** Newport News SB. & D.D. Co.<br>—Newport News, Va (499)<br>191,42 25,20 10,230<br>183,24 25,15 12,96<br>P 38,5 B 10,7 F 22,3 1 dk, 2nd dk fwd<br>& aft<br>RW rf nil | **S Tanker**<br>SBT CBT<br>1 Ho 12,8 30 Ta ER<br>L.(oil) 43 157<br>1 Ha (stl) (3,0 × 6,1) ER<br>Der 2(5) | HeCls. BC | 2 S Turb dr geared to sc. shaft<br>13 750shp (10 114kW)<br>Newport News SB. & D.D. Co.<br>Newport News, Va<br>Gen 2 × 400kW 450V 60Hz a.c.<br>Fuel 2 777,0t (o.f.)-71,0pd 16,75kn |
| **7434365**<br>KHLQ<br>600477<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXXON NORTH SLOPE**<br><br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **75 272**<br>64 871<br>175 305 | AB | **1979** Avondale Shipyards Inc.—Avondale,<br>La (2299)<br>276,16(BB) 17,471<br>262,14 52,74 22,86<br>F 17,7 1 dk<br>rf nil | **S Tanker**<br>SBT COW IGS<br>16 Ta ER<br>L.(oil) 193 062 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 700shp (19 639kW)<br>General Electric Co. U.S.A<br>Gen 2 × 1500kW a.c.<br>Fuel 4 933,0t (o.f.)-131,0pd 14,25kn |
| **5108182**<br>WM8201<br>282380<br>Gc RTv | **EXXON PELHAM**<br>ex Esso Pelham-73<br>**Exxon Shipping Co.**<br>Wilmington, De United States<br>of America | **175**<br>119<br>— | (AB) | **1960** Southern SB. Corp.—Slidell, La (29)<br>25,91 8,08 2,490<br>24,34 8,01 2,85<br><br>rf 533 | **TM Tug** | | 2 Oil 2SA each 8Cy. 133 × 184<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 45kW 230V 60Hz a.c.<br>Fuel 37,5t (d.o.) |
| **7016618**<br>WNFJ<br>526792<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EXXON PHILADELPHIA**<br>ex Esso Philadelphia-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **38 144**<br>32 425<br>77 382 | AB | **1970** Avondale Shipyards Inc.—Avondale,<br>La (1182)<br>246,84(BB) 38,16 12,596<br>232,57 38,10 16,62<br>1 dk<br>rf nil | **S Tanker**<br>SBT IGS<br>15 Ta ER | HeCls. B | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 500kW<br>1 × 30kW<br>Fuel 2 554,0t (o.f.)-105,0pd 17,25kn |
| **7017715**<br>KAAC<br>523626<br>Df Esd<br>Gc Pfd<br>Rdr | **EXXON SAN FRANCISCO**<br>ex Esso San Francisco-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States<br>of America | **38 144**<br>32 425<br>76 813 | AB | **1969** Avondale Shipyards Inc.—Avondale,<br>La (1180)<br>246,84(BB) 38,16 12,599<br>232,57 38,10 16,62<br>1 dk<br>rf nil | **S Tanker**<br>SBT IGS<br>21 Ta ER<br>L.(oil) 103 444 | HeCls. B | 2 S Turb dr geared to sc. shaft<br>19 000shp (13 976kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 500kW<br>1 × 30kW<br>Thw. thrust propeller fwd<br>Fuel 2 554,0t (o.f.)-105,0pd 17,5kn |

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|---|---|---|---|---|---|---|
| 5108742<br>KIYN<br>273896<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **EXXON WASHINGTON**<br>ex Esso Washington-73<br>**Exxon Transportation Co.**<br>Exxon Shipping Co.<br>Wilmington, De United States of America | **19 733**<br>11 993<br>41 590 | AB | **1957** Newport News SB. & D.D. Co. —Newport News, Va (520)<br>217,94 28,43 11,840<br>208,80 28,35 14,81<br>P 47,3 B 14,1 F 33,6 1 dk<br>RW rf 107 | **S Tanker**<br>CBT<br>32 Ta ER<br>L.(oil) 49 498 HeCls. B | 2 S Turb dr geared to sc. shaft<br>26 500shp (19 492kW)<br>Newport News SB. & D.D. Co. Newport News, Va<br>Gen 2 × 750kW 450V 60Hz a.c.<br>Fuel 3 464,0t (o.f.)-125,0pd 19,5kn |
| 7201328<br>WA4878<br>241454 | **EYAK**<br>**New England Fish Co. (NEFCO)**<br>Seattle, Wa United States of America | **103**<br>70<br>— | | **1942** Maritime Shipyards—Seattle, Wa<br>*21,77* 7,29<br>1,71<br>1 dk | **Wood M Fishing** | Oil<br>230bhp (169kW)<br>.............<br>Fuel (d.o.) |
| 8105325<br>RT | **EYAL**<br>ex Sufa-82<br>**United Petroleum Export Co. Ltd.**<br>Haifa Israel | **395**<br>249<br>785 | **✠100A1**<br>oil tanker<br>FP 60°C and above<br>Mediterranean and Red Sea service<br>**✠LMC**<br>EL E 275,0/19,0U2<br>FN 504 | **1981**-1 United Shipyards of Israel "OGEN" Ltd.—Haifa (513)<br>40,52 9,02 3,383<br>38,61 9,01 4,02<br>1 dk<br>rf nil<br>8BH WB143T incl. DTf46t | **TM Tanker**<br>8 Ta ER<br>L.(oil) 864 | 2 Oil 4SA each 6Cy. 137 × 165 with clutches & sr geared to sc. shafts<br>500bhp (368kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1,5kW 24V d.c. |
| 7605938<br>GWAA<br>377761<br>Esd Rdr<br>RT | **EYEGARTH**<br>**Rea Towing Co. Ltd.**<br>Milford Haven United Kingdom | **381**<br>0<br>318 | **✠100A1** CS 4/82<br>tug<br>U.K. Eire and between River Elbe & Brest<br>**✠LMC**<br>EL (I) G $1\frac{3}{16}$"U2<br>FN 516 | **1977**-4 Richards (Shipbuilders) Ltd.—Great Yarmouth (531)<br>37,93 10,85 4,363<br>33,99 10,30 4,88<br>1 dk<br>rf 889 BK 152<br>3BH WB99t | **M Tug**<br>Fire-fighting | Vee Oil 4SA 16Cy. 254 × 305 sr geared to sc. shaft<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 3 × 60kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 91,5t (d.o.) 13kn |
| 5427576<br>A6HF<br>RTm | **EYMAN**<br>ex Ispica-76<br>**Prince Offshore Bunkering Co. Ltd. (POBCO)**<br>Sharjah United Arab Emirates | **765**<br>397<br>1 175 | (RI) | **1963** C.L.E.M.N.A.—La Spezia (1)<br>69,37 9,53 2,804<br>64,50 9,50 3,41<br>1 dk | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 689 | 2 Oil 4SA each 6Cy. 230 × 350<br>700bhp (515kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 2 × 24kW 220/380V 50Hz a.c.<br>Fuel 54,0t (d.o.)-2,5pd 9kn |
| 7702657<br>TFUA<br>1593<br>Df Esd<br>Gc Pfd<br>Rdr RT | **EYRARFOSS**<br>ex Mercandian Importer II-80<br>**H/f Eimskipafelag Islands (The Iceland Steamship Co. Ltd.)**<br>Reykjavik Iceland | T.Mk<br>**1 599**<br>843<br>3 620 | NV | **1978** Frederikshavn Vaerft A/S —Frederikshavn (378)<br>105,62(BB) 18,83 4,971<br>96,02 18,81 10,57<br>2 dks<br>rf 648 | **M RoRo Cargo**<br>Side door (s) Stern door/ramp<br>Mchy.aft<br>B.10 313<br>TEU 200<br>C.RoRo Dk 58/20′ C.Dk 142/20′ | Vee Oil 4SA 12Cy. 320 × 420<br>4 500bhp (3 310kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 194kW 440V 60Hz a.c.<br>13kn |
| 6826767<br>HT35<br>Esd RTv | **EYTANA**<br>ex Ophira-71<br>**Israel Ports Authority**<br>Haifa Israel | **145**<br>—<br>67 | **✠100A1** SS 6/78<br>tug<br>Eastern Mediterranean & Red Sea service<br>**✠LMC**<br>EL (a) $\frac{13}{16}$"U1<br>FN 259 | **1969**-2 Israel Shipyards Ltd.—Haifa (19)<br>26,83 7,90 2,921<br>22,51 7,60 3,89<br>B 9,2<br>rf 787<br>3BH WB30t | **M Tug** | 2 Oil 4SA each 6Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 400V 50Hz a.c.<br>Fuel 21,5t 11,5kn |
| 7036711<br>4066<br>Rdr RT | **EYUP**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **1 077**<br>391<br>— | | **1970** Denizcilik Bankasi T.A.O.—Camialti (183)<br>67,24 20,50 3,099<br>59,24 17,71 4,70<br>1 dk | **M Ferry** | 2 Oil 4SA each 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>Kloeckner Humboldt Deutz Koeln<br>1 propeller aft, 1 fwd<br>7kn |
| 7427441<br>TCKP<br>4381<br>Df Esd<br>Rdr RT | **EYUP SULTAN**<br>**Saribaslar Kollektif Sirketi**<br>Istanbul Turkey | **499**<br>294<br>899 | AB | **1976** Saribaslar Kollektif Sirketi—Fener, Istanbul (1)<br>60,20 3,709<br>54,01 9,10 4,14<br>1 dk | **M General Cargo**<br>2 Ho ER<br>2 Ha ER | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 20kW 1 × 6kW a.c.<br>12kn |
| 7208003<br>UIAY<br>M-30103<br>Df Esd<br>Gc Rdr<br>RT | **EYZHEN BERG**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Ventspils U.S.S.R. | **10 814**<br>5 671<br>16 540 | RS | **1971** ..............Kerch<br>162,36(BB) 21,42 8,910<br>150,02 21,39 11,23<br>1 dk | **M Tanker**<br>Ice strengthened<br>21 Ta ER<br>L.(oil) 20 770 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 300kW<br>16kn |
| 5111191<br>TKBN<br>4406<br>Df Esd<br>Pfd RT | **EZIO**<br>ex Edith-Germaine-52<br>**Societe de l'Industrie de Peche en Afrique (L.I.P.A.)**<br>Paul Labaille<br>La Rochelle France | **130**<br>60<br>166 | | **1933** J. Boel et Fils S.A.—Tamise/Temse<br>30,99 6,51 3,506<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>2 Ha (1,3 × 1,3) (0,6 × 0,3) | Oil 4SA 6Cy. 285 × 420<br>375bhp (276kW) NE 49<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel (d.o.) |
| 7607845<br>Df Esd<br>Gc Rdr<br>RT | **F 32**<br>**Falcon Tow Ltd.**<br>Dubai United Arab Emirates | **338**<br>51<br>— | AB | **1976** Imai Seisakusho—Iwagi (157)<br>9,22 3,988<br>34,02 9,21 4,25<br>F 14,1 1 dk<br>rf 450 | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 reverse reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 96kW a.c.<br>11,5kn |
| 7631365<br>SUUU<br>Esd Gc<br>Rdr RT | **F. BAKR**<br>**Suez Canal Authority**<br>Port Said Egypt | **362**<br>0<br>265 | **✠100A1**<br>tug<br>**✠LMC**<br>EL (H) 332,0/24,0U2<br>FN 504 | **1978**-2 Oshima Zosen—Nagasaki (10023)<br>36,20 11,54 3,410<br>33,51 11,00 4,02<br>1 dk<br>rf 356<br>4BH WB31T | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 190 × 230<br>M.T.U. Friedrichshafen West Germany<br>Gen 3 × 134,5kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 80,0t (hvf) |

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| 7921538<br>RT | **F. C. AL MOKHA**<br>**General Ports Corp. & Marine Affairs**<br>Hodeidah Yemen Arab Republic | 763<br>232<br>— | ✠**100A1**<br>extended protected<br>waters service<br>✠**LMC**<br>EL (O) 385,0/36,0U2(a)<br>FN 945 | **1980**-6 Mitsubishi Heavy Industries Ltd. —Hiroshima (309)<br>40,24 20,25 2,412<br>40,01 19,99 3,61<br>1 dk<br>rf nil<br>4BH WB204T | **TM Floating Crane** | 2 Oil 4SA each 6Cy. 200 × 240 sr geared to sc. shafts<br>760bhp (559kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasak<br>Gen 2 × 230kW 1 × 180kW 1 × 100kW 400V 50Hz a.c.<br>2 Directional propellers |
| 6111239<br>ZTXA<br>196015<br>Df Esd<br>Pfd Rdr<br>RTm/v | **F. C. STURROCK**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **812**<br>81<br>— | ✠Classed LR until 8/60 | **1959**-7 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (426)<br>53,65 11,31 4,954<br>50,35 10,67 5,49<br>B 18,3<br>R rf 305 | **TS Tug**<br>1 Ho 4,1<br>1 Ha (1,8 × 1,5) | T 6Cy. (2) 432 (2) 737 & (2) 1219 × 762<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgow<br>Fuel 411,5t (o.f.) |
| 5411125<br>Y4BG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **F. C. WEISKOPF**<br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **2 402**<br>933<br>1 662 | DSRK | **1962** VEB Mathias-Thesen-Werft—Wismar<br>85,58 13,52 5,250<br>81,44 13,47 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 040<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 460 × 720<br>2 300bhp (1 692kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 5 × 200kW 1 × 50,5kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 13,5kn |
| 7360253<br>FZQC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **F. DE MAGELLAN**<br>**Groupe Peche et Froid, Armement Kuhn Ballery et Societe Havraise de Peche**<br>Chevannes-Merceron-Ballery S.A.<br>Concarneau France | **855**<br>376<br>— | BV | **1975** S.I.C.C.Na.—St. Malo (141)<br>62,74 11,54 5,650<br>56,75 11,50 7,80<br>2 dks | **M Fishing**<br>Tuna Seiner Ref. | Vee Oil 2SA 20Cy. 230 × 254<br>3 650bhp (2 685kW) E made73 fitted75<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel 243,5t (d.o.) 16kn |
| 8102153 | **F. E. C. C. 1**<br>**Far East Cement Co. Ltd.**<br>Hong Kong Hong Kong (British) | **530**<br>—<br>800 | **100A1**<br>Class Contemplated<br>FN 653 | **1982** Chung Wah SB. & Eng. Co. Ltd. —Hong Kong (176)<br>43,11 3,623<br>41,99 11,02 4,53<br>1 dk | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft | Oil 4SA 8Cy. 142 × 160<br>608bhp (447kW)<br>Kloeckner Humboldt Deutz West Germany |
| 8102165 | **F. E. C. C. 2**<br>**Far East Cement Co. Ltd.**<br>Hong Kong Hong Kong (British) | **530**<br>—<br>800 | **100A1**<br>Class Contemplated<br>FN 653 | **1982** Chung Wah SB. & Eng. Co. Ltd. —Hong Kong (177)<br>43,11 3,623<br>41,99 11,02 4,53<br>1 dk | **M Cement Carrier**<br>Self-unloader<br>Mchy.aft | Oil 4SA 8Cy. 142 × 160<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz West Germany |
| 5111270<br>EDMY<br>Df Esd<br>RTm | **F. FERRER**<br>Launched as Francisco Ferrer<br>**Ferrer e Hijos S.R.C.**<br>Marin Spain | **205**<br>92<br>— | BV | **1961** Enrique Lorenzo y Cia. S.A.—Vigo (283)<br>31,75 6,38 3,531<br>28,40 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 315 × 480<br>600bhp (441kW) Duvant<br>Carmelo Unanue Zumaya<br>Controllable pitch propeller<br>Fuel 52,0t (d.o.) 10,5kn |
| 6712502<br>Y5RX<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **F. FREILIGRATH**<br>ex Parma II-74 ex Parma-73<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **5 587**<br>2 857<br>6 600 | DSRK (GL)<br>✠Classed LR until 8/68 | **1967**-8 Scotts' SB. & Eng. Co. Ltd. —Greenock (709)<br>152,63(BB) 19,23 7,641<br>143,77 19,21 12,02<br>P 6,4 B & F 130,5 RFD 14,4 2 dks, 3rd dk fwd of mchy. space<br>RW rf 178 | **M General Cargo**<br>Ref.<br>4 Ho 27,7 23,3 ER 18,5 24,3<br>In.9 000<br>4 Ha (stl) (7,1 × 6,4) (7,1 × 5,6) ER (7,1 7,1 × 5,6)<br>Der 1(10) 7(3-5) | Oil 2SA 10Cy. 620 × 1400<br>10 900bhp (8 018kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 450kW 1 × 250kW 440/220V 60Hz a.c.<br>Fuel 1 676,5t (hvf)-40,5pd 21kn |
| 7023518<br>UJHM<br>M-29363<br>Df Esd<br>Gc Rdr<br>RTm | **F. GAYLIS**<br>ex Jocon-71<br>Launched as Nienhagen<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | T.Mk<br>**299**<br>143<br>—<br>**795**<br>422<br>772 | RS | **1970** Elbewerften Boizenburg/Rosslau —Boizenburg (274)<br>57,87 (BB) 10,14 —/3,680<br>52,00 10,06 5,80<br>2 dks<br>rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,6 ER<br>G.1 532<br>1 Ha (stl) (27,2 × 7,7) ER | Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 77kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.) 12kn |
| 7510640<br>ZSUG<br>351170<br>Df Esd<br>Gc Rdr<br>RT | **F. H. BOLTMAN**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Durban South Africa | **528**<br>119<br>— | ✠Classed LR until 3/10/80 | **1979**-3 Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (4200)<br>42,02 11,51 4,212<br>38,21 11,00 5,11<br>1 dk<br>rf 584 docking skeg (aft) | **TM Tug** | 2 Oil 4SA each 16Cy. 222 × 292 dr geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 104kW 400V 50Hz a.c.<br>2 Controllable pitch propellers |
| 8017334<br>EACT<br>Df Esd<br>Gc Rdr<br>RT | **F. J. GARAYGORDOBIL**<br>ex F. Javier Garaygordobil-82<br>**Naviera Frigorifica Plasencia S.A. (NAFRIPLASA)**<br>Bilbao Spain | **1 579**<br>842<br>2 100 | BV | **1981** Ast. del Cadagua W.E. Gonzales S.A. —Bilbao (117)<br>83,70 5,201<br>76,00 12,40 6,81<br>2 dks | **M General Cargo** CSD<br>Ref.<br>Mchy.aft<br>In.2 625<br>Der 6(3) | Oil 4SA 6Cy. 400 × 580<br>2 100bhp (1 545kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 320kW 380V 50Hz a.c.<br>13,5kn |
| 5111309<br>WRCL<br>249281<br>Df Gc<br>RTm | **F. L. HAYES**<br>**Diesel Tanker M. J. Derby Inc.**<br>New York, NY United States of America | **1 103**<br>929<br>1 473 | | **1946** Ira S. Bushey & Sons Inc.—New York, NY (580)<br>*73,40* 11,33 3,849<br>73,00 11,28 4,42<br>P 16,2 F 5,8 1 dk<br>rf 152 | **M Tanker**<br>Mchy.aft<br>L.(oil) 2 430 HeCls. C<br>Der 1(3) | Oil 2SA 7Cy. 355 × 430<br>1 200bhp (883kW)<br>Fairbanks Morse & Co. Beloit, W<br>Gen 2 × 20kW 1 × 12kW 115/120V d.c.<br>Fuel (d.o.) |
| 5225760<br>Df Esd<br>Rdr<br>RTm/h | **F. M. SPIRIDON**<br>ex Costas II-82 ex Costas-80<br>ex Markab II-79 ex Markab-69<br>**Spiridon General Commercial & Maritime Agency**<br>Beirut Lebanon | **738**<br>314<br>968 | ✠**100A1** SS 7/79<br>✠**LMC** **UMS**<br>EL o 1⅜"SQ<br>FN 1160 | **1959**-7 N.V. Scheeps. "Vooruitgang" —Foxhol (188)<br>77,32 10,47 4,020<br>69,75 10,27 6,35<br>Ba 12,2 F 9,8 2 dks<br>RW rf nil<br>Coll & mchy. BH to U dk 2 to 2nd dk WB277t | **M General Cargo**<br>Ref.<br>2 Ho 22,1 22,7 ER<br>In.1 944<br>4 Ha (stl) (each 4,9 × 3,6) ER<br>Cr 2(2) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterda<br>Gen 2 × 100kW 1 × 30kW 220V d.c.<br>Fuel 117,0t (d.o.) 11,5kn |

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| 5111335<br>EENH<br>618 | **F. MONTENEGRO**<br>**Junta de Obras del Puerto de Huelva**<br>Huelva Spain | **235**<br>128<br>— | | **1929** Union Naval de Levante S.A. —Valencia (11)<br>*31,09* 8,03 1,499<br>... ... ...<br>R | **TM Ferry**<br>—dk P | 2 Oil 4SA each 6Cy. 160 × 240<br>200bhp (147kW)<br>Mannheim Benz Mannheim<br>Fuel 4,5t (d.o.) 6kn |
| 5111347<br>CXEV | **F. N. P.**<br>ex Geta II ex Aktiv I ex Stjerne<br>ex Angelina<br>**Fabrica Nacional de Papel**<br>Montevideo Uruguay | **339**<br>204<br>— | | **1910** N.V. Werf Zeeland—Hansweert (25)<br>*42,34* 7,75<br>... ...<br>F 9,2 1 dk<br>R | **M General Cargo**<br>Mchy.aft | Oil 2SA 2Cy. 380 × 410<br>Kromhout Eng. Works Amsterdam |
| 7830739 | **F. N. II**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **1 050**<br>—<br>— | **AN**<br>inland waterways barge | **1973** Menghi y Penco S.A. Principe —Avellaneda (50)<br>46,03 11,03 —<br>FN 635 46,00 11,00 2,80<br>1 dk<br>rf nil<br>8BH WBnil | **General Cargo Barge** | |
| 7830131 | **F. N. IV**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **1 050**<br>—<br>— | **AN**<br>inland waterways barge | **1973** Menghi y Penco S.A. Principe —Avellaneda (51)<br>46,03 11,03 —<br>FN 635 46,00 11,00 2,80<br>1 dk<br>rf nil<br>8BH WBnil | **General Cargo Barge** | |
| 7829962 | **F. N. VIII**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **1 050**<br>—<br>— | **AN**<br>inland waterways barge | **1973** Menghi y Penco S.A. Principe —Avellaneda (53)<br>46,03 11,03 —<br>FN 635 46,00 11,00 2,80<br>1 dk<br>rf nil<br>8BH WBnil | **General Cargo Barge** | |
| 7822251 | **F. N. X**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1978**-11 Menghi y Penco S.A. Principe —Avellaneda (114)<br>55,91 11,03 2,601<br>FN 802 54,89 10,99 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7822263 | **F. N. XI**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1978**-11 Menghi y Penco S.A. Principe —Avellaneda (115)<br>55,91 11,03 2,601<br>FN 802 54,89 10,99 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7822275 | **F. N. XII**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1978**-12 Menghi y Penco S.A. Principe —Avellaneda (116)<br>55,91 11,03 2,601<br>FN 802 54,89 10,99 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7822299 | **F. N. XIV**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1979**-1 Menghi y Penco S.A. Principe —Avellaneda (118)<br>55,91 2,601<br>FN 791 54,89 10,99 3,41<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7822304 | **F. N. XV**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1979**-2 Menghi y Penco S.A. Principe —Avellaneda (119)<br>55,91 11,03 2,601<br>FN 802 54,89 10,99 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7822316 | **F. N. XVI**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1979**-3 Menghi y Penco S.A. Principe —Avellaneda (120)<br>55,91 11,03 2,601<br>FN 802 54,89 10,99 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7914353 | **F. N. XVII**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1979**-8 Menghi y Penco S.A. Principe —Avellaneda (137)<br>55,91 11,03 2,601<br>FN 807 55,20 11,00 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| 7914365 | **F. N. XVIII**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge | **1979**-8 Menghi y Penco S.A. Principe —Avellaneda (138)<br>55,91 11,03 2,601<br>FN 807 55,20 11,00 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |

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| **7914377** | **F. N. XIX**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge<br>FN 807 | **1979**-8 Menghi y Penco S.A. Principe<br>—Avellaneda (139)<br>55,91 11,03 2,601<br>55,20 11,00 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| **7914389** | **F. N. XX**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge<br>FN 807 | **1979**-8 Menghi y Penco S.A. Principe<br>—Avellaneda (140)<br>55,91 11,03 2,601<br>55,20 11,00 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| **7914391** | **F. N. XXI**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge<br>FN 807 | **1979**-8 Menghi y Penco S.A. Principe<br>—Avellaneda (141)<br>55,91 11,03 2,601<br>55,20 11,00 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| **7914406** | **F. N. XXII**<br>**Fluvialco Navegacion S.A.C.**<br>Buenos Aires Argentina | **442**<br>—<br>1 200 | **✠AN**<br>inland waterways barge<br>FN 807 | **1979**-8 Menghi y Penco S.A. Principe<br>—Avellaneda (142)<br>55,91 11,03 2,601<br>55,20 11,00 3,61<br>1 dk<br>rf nil<br>3BH WBnil | **General Cargo Barge** | |
| **7731177**<br>WYG7<br>099<br>581298 | **F. P. TOWER**<br>**Tower Bros. Shrimp Co. Inc.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1977** ..............Port Isabel, Tx<br>*19,69* 6,13<br>3,46<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A<br>Fuel (d.o.) |
| **7233228**<br>HZBK<br>Esd Rdr<br>RTv | **F. R. V. 1**<br>ex Valeran-73<br>**Government of The Kingdom of Saudi Arabia (Ministry of Agriculture & Water Resources)**<br>Saudi Arabia | **113**<br>54<br>— | **✠100A1** SS 8/77<br>fishing vessel<br>**✠LMC**<br>EL (a) $\frac{11}{16}$″<br>FN 181 | **1972**-9 Taylor Smith & Co. Ltd.—Port Louis<br>21,34 6,79 2,134<br>18,52 6,71 3,05<br>F 8,3 1 dk<br>rf 508 BK 76<br>4BH WB nil | **M Research/Fishing** | Oil 4SA 8Cy. 165 × 184 sr geared to sc. shaft<br>400bhp (294kW)<br>English Electric Diesels Ltd., Kelvin Marine Div. Glasgo<br>Gen 1 × 15kW 230V 50Hz a.c. |
| **7029873**<br>WZU7<br>438<br>523120<br>Df Esd<br>Rdr RTm | **F. S. WADE**<br>**Eastern Offshore Boats Inc.**<br>Seahorse Inc.<br>Morgan City, La United States of America | **169**<br>114<br>660 | | **1969** American Marine Corp.—New Orleans, La (1044)<br>50,60 11,64 3,506<br>48,01 11,59 3,84<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 dr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinoi<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Fuel 132,0t 12k |
| **5111452**<br>ZSWW<br>191380<br>Df Esd<br>Rdr RTm | **F. T. BATES**<br>**Government of The Republic of South Africa (Railways & Harbours Administration)**<br>Cape Town/ Kaapstad South Africa | **787**<br>—<br>— | ✠Classed LR until 11/51 | **1950**-11 Ferguson Bros. (Port Glasgow) Ltd.—Port Glasgow (391)<br>53,45 10,70 4,979<br>10,65<br>B 17,7<br>R rf 305 | **TS Tug**<br>1 Ho 4,1<br>1 Ha (1,6 × 2,4)<br>2W | T 6Cy. (2) 432 (2) 737 & (2) 1219 × 762<br>Ferguson Bros. (Port Glasgow) Ltd. Port Glasgo<br>Fuel 437,0t (o.f.) 13k |
| **8116427** | **F. T. 2**<br>**Charter Craft & Marine Services Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **400**<br>—<br>980 | **✠100AN**<br>pontoon<br>FN 667 | **1981**-10 Mutual Engineering (James McLarty & Son)—Fremantle (20)<br>37,22 15,22<br>37,01 15,00 3,00<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon**<br>Deck Cargo | |
| **8118798** | **F. T. 3**<br>**Charter Craft & Marine Services Pty. Ltd.**<br>Sydney, N.S.W. Australia | **400**<br>—<br>980 | **100A1**<br>Class Contemplated<br>FN 648 | **1982** Mutual Engineering (James McLarty & Son)—Fremantle (21)<br>37,24 2,425<br>35,92 15,02 3,00<br>1 dk | **Pontoon**<br>Deck Cargo | |
| **7633806** | **F. V. CHAMPA**<br>**Bangladesh Fisheries Development Corp.**<br>Bangladesh | **110**<br>29<br>40 | **100A1**<br>Class Contemplated<br>FN 187 | **1978** Kleen-N-Paint Shipyard—Singapore (163)<br>2,752<br>19,51 6,51 3,03 | **M Fish Carrier**<br>Ref. | Oil geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Japa |
| **7633818** | **F. V. KORAL**<br>**Bangladesh Fisheries Development Corp.**<br>Bangladesh | **153**<br>42<br>80 | **100A1**<br>Class Contemplated<br>FN 244 | **1978** Kleen-N-Paint Shipyard—Singapore (164)<br>2,801<br>24,72 6,81 3,03 | **M Fish Carrier**<br>Ref. | Oil geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Japa |
| **7437824**<br>349096 | **F. V. LINDBERG**<br>**Sanford Ltd.**<br>Auckland New Zealand | **119**<br>49<br>— | | **1974** Whangarei Eng. & Cons. Co. Ltd. —Whangarei<br>*22,10* 7,35 2,896<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 6Cy. 222 × 292<br>600bhp (441kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockpo<br>10k |
| **7031486**<br>COVI<br>Df Esd<br>Pfd Rdr<br>RTh/v | **F- 1-PI**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **124**<br>56<br>97 | (BV) | **1970** Ch. Nav. de La Ciotat—La Ciotat (101)<br>25,20 3,023<br>21,72 6,71 3,56<br>1 dk<br>rf 749 | **M Fishing**<br>Side Trawler Ref<br>1 Ho 9,9<br>In.124<br>1 Ha (1,7 × 1,4) | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marse<br>Fuel 57,0t (d.o.) 9,5k |

7031498 **F- 2-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVJ 56 (102) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7034608 **F- 3-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVK 56 (103) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7031503 **F- 4-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVL 56 (104) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7034610 **F- 5-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVM 56 (105) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7034622 **F- 6-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVN 56 (106) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7008647 **F- 7-CNC** **124** **1969** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVS 56 (196/1) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7008659 **F- 8-CNC** **124** **1969** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVT 56 (196/2) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7034634 **F- 9-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVO 56 (107) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7041297 **F-10-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVP 56 (108) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7041302 **F-11-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVQ 56 (109) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7017844 **F-12-CNC** **124** **1970** Ch. Nav. de La Ciotat—Le Trait **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVU 56 (196/3) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7017856 **F-13-CNC** **124** **1970** Ch. Nav. de La Ciotat—Le Trait **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVV 56 (196/4) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Rdr **Sur)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7017868 **F-14-CNC** **124** **1970** Ch. Nav. de La Ciotat—Le Trait **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVW 56 (196/5) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Rdr **Sur)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

7041314 **F-15-PI** **124** **1970** Ch. Nav. de La Ciotat—La Ciotat **M Fishing** Vee Oil 4SA 12Cy. 150 × 150
COVR 56 (110) Side Trawler Ref 400bhp (294kW)
**Government of The Republic of** 97 (BV) 25,20 3,023 1 Ho 9,9 Soc. des Moteurs Baudouin Marseille
Df Esd **Cuba (Flota Cameronera del** 21,72 6,71 3,56 In.124 Fuel 57,0t (d.o.) 9,5kn
Pfd Rdr **Caribe)** 1 dk 1 Ha (1,7 × 1,4)
RTh/v Habana Cuba rf 749

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|---|---|---|---|---|---|---|---|---|---|
| **7015248** | **F-16-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COVX | | | 56 | | | (196/6) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Caribe)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7015250** | **F-17-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COVY | | | 56 | | | (196/7) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7017533** | **F-18-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COVZ | | | 56 | | | (196/8) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Caribe)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7017870** | **F-19-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZO | | | 56 | | | (196/9) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7017882** | **F-20-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZP | | | 56 | | | (196/10) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7017894** | **F-21-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZQ | | | 56 | | | (196/11) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7022954** | **F-22-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZR | | | 56 | | | (196/12) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025138** | **F-23-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZS | | | 56 | | | (196/13) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Caribe)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025140** | **F-24-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZT | | | 56 | | | (196/14) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025152** | **F-25-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZU | | | 56 | | | (196/15) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Caribe)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025164** | **F-26-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZV | | | 56 | | | (196/16) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025176** | **F-27-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZW | | | 56 | | | (196/17) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Sur)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025188** | **F-28-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZX | | | 56 | | | (196/18) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Caribe)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |
| **7025190** | **F-29-CNC** | | **124** | **1970** | Ch. Nav. de La Ciotat—Le Trait | | **M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 | |
| COZY | | | 56 | | | (196/19) | Side Trawler Ref | 400bhp (294kW) | |
| | **Government of The Republic of** | | 97 | (BV) 25,20 | | 3,023 | 1 Ho 9,9 | Soc. des Moteurs Baudouin | Marseil |
| Df Esd | **Cuba (Flota Cameronera del** | | | 21,72 | 6,71 | 3,56 | In.124 | Fuel 57,0t (d.o.) | 9,5k |
| Rdr | **Caribe)** | | | 1 dk | | | 1 Ha (1,7 × 1,4) | | |
| RTh/v | Habana | Cuba | | rf 749 | | | | | |

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|---|---|---|---|---|---|---|
| 7025205<br>COZZ<br>Df Esd<br>Rdr<br>RTh/v | **F-30-CNC**<br>**Government of The Republic of Cuba (Flota Cameronera del Caribe)**<br>Habana Cuba | **124**<br>56<br>97 | (BV) | **1970** Ch. Nav. de La Ciotat—Le Trait (196/20)<br>25,20 3,023<br>21,72 6,71 3,56<br>1 dk<br>rf 749 | **M Fishing**<br>Side Trawler Ref<br>1 Ho 9,9<br>In.124<br>1 Ha (1,7 × 1,4) | Vee Oil 4SA 12Cy. 150 × 150<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 57,0t (d.o.) 9,5kn |
| 7114317<br>225108<br>Df Esd<br>Pfd Rdr<br>RT | **F/B CLARAFE-II-S**<br>ex Kohoku Maru No. 28-80<br>**Pelican Fishing Corp.**<br>Manila Philippines | **111**<br>33<br>133 | | **1971** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (696)<br>35,41 7,04 2,629<br>30,00 7,01 2,80<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7126669<br>DUQS<br>225133 | **F/B NINAY-S**<br>ex Daio Maru No. 18-80<br>**Pelican Fishing Corp.**<br>Manila Philippines | **384**<br>177<br>— | | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (21)<br>*46,40*<br>8,40 3,81 | **M Fishing** | Oil<br>Japan<br>Fuel (d.o.) |
| 7908897<br>ELAC8<br>6820<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FA FA VENTURE**<br>**Atlantic Navigation S.A.**<br>Monrovia Liberia | **29 710**<br>21 179<br>58 557 | AB (BV) | **1980** Koyo Dockyard Co. Ltd.—Japan (888)<br>222,99(BB) 32,26 12,450<br>213,01 32,20 17,91<br>F 17,7 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.70 091 B.68 668 HeCls. B<br>7 Ha (stl) (14,0 16,9 16,9 16,9 16,9 16,9 16,9 × 12,8) ER | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 500kW a.c.<br>Fuel 231,0t (d.o.) 3 073,0t (hvf)-35,0pd<br>16,5kn |
| 7928990<br>6OZ2<br>38 | **FAARAX OOMAAR**<br>**Somali/Italian Fishing Corp.**<br>Mogadiscio Somali Republic | **934**<br>320<br>800 | **100A1**<br>Class Contemplated<br>**✠Lloyd's RMC**<br>FN 1071 | **1981** Soc. Esercizio Cant.—Viareggio (647)<br>66,73 11,03 4,750<br>58,43 11,00 7,32 | **M Fishing**<br>Stern Trawler Ref<br>2 Ho ER<br>2 Ha (stl) ER | Vee Oil 4SA 16Cy. 250 × 300 with flexible couplings & sr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Nohab Diesel A/B Sweden<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5275791<br>OXUK<br>D777<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FABER**<br>ex Peter Faber-82<br>**Government of The Kingdom of Denmark (Generaldirektoratet for Post - og Telegrafvaesenet)**<br>Korsor Denmark | **485**<br>150<br>391 | BV | **1961** Svendborg Skibsvaerft A/S —Svendborg (98)<br>56,11 9,56 3,309<br>48,01 9,50 5,67<br>1 dk & S dk<br>rf nil | **M Cable-layer** OSD 5P<br>2 Ha (2,9 × 3,9) (6,4 × 2,9) ER<br>Der 2(5) 2(1) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 165kW 1 × 25kW 220/230V d.c.<br>Fuel 76,0t (d.o.) 11kn |
| 7237298<br>LIZB<br>17927<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FABIAN**<br>**R/A Trajan**<br>Rederiet Johan Reksten<br>Bergen Norway | **140 462**<br>120 699<br>285 700 | NV | **1972** Stord Verft A/S—Stord (673)<br>347,84(BB) 51,85 22,143<br>331,45 51,82 28,40<br>1 dk<br>rf 152 | **S Tanker**<br>IGS<br>15 Ta ER<br>L.(oil) 373 976 HeCls. BptC | 2 S Turb geared to sc. shaft<br>34 000shp (25 009kW)<br>Kuaerner Brug A/S Oslo<br>Gen 1 × 1400kW 1 × 1200kW 440V 60Hz a.c.<br>Fuel 11 613,5t (o.f.) 414,5t (d.o.)-162,5pd<br>15,5kn |
| 5342491<br>OXKR<br>D2099<br>Df Esd<br>Rdr | **FABIAN**<br>ex Stromnes-75 ex Stromegg-74<br>**P/R Fabian**<br>Niels Jensen & Co.<br>Hirtshals Denmark | **192**<br>94<br>— | NV | **1955** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (3)<br>34,55 6,76 3,810<br>31,25 6,71 3,94<br>1 dk<br>BK 127 len 57 deepened 69 | **M Fishing**<br>Side-fishing<br>1 Ho 3 Ta ER<br>2 Ha (2,5 × 1,7) (3,5 × 1,9) ER | Oil 4SA 6Cy. 222 × 292 sr geared to sc. shaft<br>600bhp (441kW) NE 66<br>Blackstone & Co. Ltd. Stamford<br>Gen 1 × 35kW 1 × 24kW 220V 50Hz a.c.<br>Fuel 30,5t (d.o.)-3,0pd 10,5kn |
| 5184916<br>LQYK<br>Df Esd<br>Gc Rdr<br>RT | **FABIANA**<br>ex Kellia-73 ex Harpa-55<br>**Cimba S.A.**<br>Buenos Aires Argentina | **12 202**<br>7 103<br>18 298 | ✠Classed LR until 22/6/73 | **1953**-6 Harland and Wolff Ltd.—Belfast (1468)<br>169,37 21,19 9,049<br>161,55 21,11 11,89<br>P 35,4 B 17,1 F 14,1 1 dk<br>RW rf 89 | **S Tanker**<br>33 Ta ER<br>L.(oil) 25 274<br>Der 3(5) 3(1) | 2 S Turb dr geared to sc. shaft<br>8 250shp (6 068kW)<br>Harland and Wolff Ltd. Belfast<br>Gen 2 × 550kW 450V 60Hz a.c.<br>Fuel 1 652,0t (o.f.) 15kn |
| 5242158<br>LW3984<br>Df Esd<br>RT | **FABIANA C**<br>ex Mornel-73<br>**Ventura Mar del Plata**<br>Buenos Aires Argentina | **184**<br>77<br>110 | (PR) | **1955** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B17/07)<br>34,45 6,79 2,648<br>3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>Buckau Wolf Magdeburg<br>Gen 11 × 66kW 330V d.c. 1 × 18kW 1 × 16kW 1 × 6kW 115V d.c.<br>9kn |
| 7824766<br>211<br>Esd Rdr<br>RT | **FABIO GANCITANO**<br>**Salvatore Gancitano**<br>Mazara del Vallo Italy | **197**<br>85<br>— | | **1980** Cant. Nav. SIMAR S.p.A.—Trapani (3)<br>34,12 7,12 2,961<br>26,12 7,10 3,61<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 230 × 310<br>1 045bhp (769kW)<br>Grandi Motori Trieste Trieste |
| 5112030<br>ICPV<br>350<br>Esd Pfd<br>Rdr<br>RTm/v | **FABIO SAVERIO**<br>ex Capitan Alberto-75<br>ex Brightling-70<br>ex Falconer Birks-70<br>**Italsud Containers S.p.A.**<br>Cagliari Italy | **1 924**<br>1 104<br>3 235 | RI<br>✠Classed LR until 4/9/70 | **1953**-3 Grangemouth Dockyard Co. Ltd. —Grangemouth (504)<br>82,45 12,07 5,441<br>78,64 11,99 6,86<br>1 dk<br>RW deepened 70 | **M General Cargo**<br>2 Ho ER<br>B.3 727 | Oil 2SA 8Cy. 360 × 600<br>1 150bhp (846kW) Sulzer<br>G. Clark (1938) Ltd. Sunderland<br>Gen 2 × 80kW 220V d.c.<br>Fuel 68,0t (d.o.) 11kn |
| 7204356<br>ONFA<br>ZK164<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FABIOLAVILLE**<br>**CMB S.A.**<br>Antwerpen Belgium | **9 711**<br>6 716<br>10 263<br>**13 303**<br>10 017<br>15 349 | AB | **1972** N.V. Cockerill Yards Hoboken —Hoboken (861)<br>161,14 23,22 7,936/9,897<br>148,47 23,11 13,01<br>P & B 67,1 F 31,1 2 dks<br>rf 152 | **M Passenger/General Cargo** OSD/CSD 71P<br>5 Ho 14,6 18,4 15,0 19,2 21,1<br>G.18 795 B.17 487<br>TEU 84 C.Ho 40/20′ C.Dk 44/20′<br>9 Ha (7,6 × 5,9) (13,4 × 7,9) (13,5 × 5,6) (13,5 13,5 × 5,1) (13,5 × 5,6) (13,5 13,5 × 5,1) (13,2 × 7,1)<br>12W Cr 3(12) Der 1(60) 2(30) 4(10) | Oil 2SA 8Cy. 740 × 1600<br>15 040bhp (11 063kW) B&W<br>S.A. Cockerill-Ougree-Providence Seraing<br>Gen 3 × 600kW 450V 60Hz a.c.<br>Fuel 2 164,0t (hvf) 20kn |

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| **7723546**<br>HO6291<br>1074<br>0-81<br>Df Esd<br>Gc Rdr<br>RT | **FABRE TIDE**<br>**Tidewater Timbo Inc.**<br>Tidewater Inc.<br>Panama Panama | **240**<br>34<br>216 | AB | **1978** Promet Private Ltd.—Singapore (137)<br>36,58 3,001<br>33,15 8,55 3,69 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 159 × 203<br>1 130bhp (831kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7606657**<br>IPKP<br>Rdr RT | **FABRICIA**<br>**Toscana Regionale Marittima S.p.A. (TOREMAR)**<br>Livorno Italy | **149**<br>100<br>30 | RI | **1977** Cant. Navaltecnica—Messina (193)<br>29,01 9,83<br>24,52 5,85<br>1 dk | **Aluminium Alloy TM Hydrofoil Ferry** | 2 Vee Oil 4SA each 12Cy. 175 × 205 sr geared to sc. shafts<br>2 500bhp (1 839kW)<br>Fiat Termomeccanica e Turbogas Torino |
| **6825555**<br>CUVP<br>L-413-C<br>Esd Rdr<br>RT | **FACHO**<br>**SUPEL-Sociedade Uniao de Pescarias Ltda.**<br>Leixoes Portugal | **177**<br>54<br>80 | ✠Classed LR until 8/71 | **1968**-12 Est. Nav. do Mondego—Figueiro da Foz (128)<br>33,02 7,45 2,921<br>27,08 7,21 3,41<br>F 15,3<br>RW rf 787 BK 152 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 210 × 300 sr geared to sc. shaft<br>660bhp (485kW)<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Fuel 40,5t 12kn |
| **5402136**<br>ODFQ<br>T70<br>Df Esd<br>Pfd RT | **FADEL**<br>ex Temaya-77 ex Ammerland-72<br>ex Caldas-67 ex Falkenberg-62<br>ex Sankt Marien-62<br>**Hassan A. Sattout & Co.**<br>Ets. Abdul-Razzak Sattout<br>Tripoli Lebanon | T.Mk<br>**1 340**<br>712<br>2 566 | GL | **1953** Norderwerft Koser & Meyer —Hamburg (799)<br>*83,37* 12,63 5,260<br>12,60 7,60<br>B 18,0 F 10,1 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho each 25,2 ER<br>G.4 169 B.3 942<br>2 Ha (each 18,2 × 5,4) ER<br>Der 1(10) 8(5) | Oil 4SA 10Cy. 385 × 580<br>1 500bhp (1 103kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 80kW 220V d.c.<br>Fuel 196,0t (d.o.) 12kn |
| **5250521**<br>ODIB<br>Df Esd<br>Pfd Rdr<br>RTm/v | **FADEL G.**<br>ex Anthony P-81<br>ex Kapetan Antonis-81<br>ex Florentia-77 ex Ngatoro-76<br>**Fadel Shipping Co.**<br>General United Trading & Shipping Co. S.a.r.l.<br>Tripoli Lebanon | **4 576**<br>2 158<br>6 076 | ✠**100A1** CS 2/77<br>✠**LMC**<br>EL x 1$\frac{13}{16}$"SQ<br>FN 2588 | **1962**-9 Caledon SB. & Eng. Co. Ltd. —Dundee (533)<br>111,92 16,31 7,163<br>103,79 16,16 8,77<br>P 25,6 F 10,1 1 dk<br>RW rf 152<br>7BH WB1316t incl. DTm242t DTf425t | **M General Cargo**<br>3 Ho 13,0 29,4comb. 24,0comb. ER<br>G.8 113 B.7 646<br>5 Ha (stl) (8,5 × 8,5) (7,6 14,0comb. 7,6 7,6 × 12,1) ER<br>Cr 6(5) | Oil 2SA 6Cy. 600 × 1040<br>3 000bhp (2 207kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Gen 3 × 210kW 400V 50Hz a.c.<br>Fuel 390,0t (d.o.) 12,5kn |
| **5094666**<br>ODMH<br>T43<br>Df Esd<br>RTm | **FADIA**<br>ex Farah-77 ex Heba-72<br>ex Duna-69<br>**Leila Issa & Hweit Abdul Waher**<br>Beirut Lebanon | **1 211**<br>631<br>1 070 | (GL)<br>**DAMAGED BY FIRE 12/78** | **1957** "Gheorghiu Dej" Shipyard—Budapest (1745)<br>68,23 10,01 4,299<br>9,96 5,31<br>P 20,8 F 8,0 1 dk | **TM General Cargo**<br>3 Ho ER<br>G.1 786<br>3 Ha ER<br>6W Der 6(2,5) | 2 Oil 4SA each 8Cy. 240 × 360 geared to sc. shaft<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| **7621267**<br>HOWE<br>10866-SS<br>Df Esd<br>Gc Rdr<br>RT | **FADIL**<br>ex Asuka Maru-82<br>**Far East Investment Inc.**<br>Panama Panama | **4 030**<br>2 620<br>6 582 | NK | **1977** Usuki Tekkosho—Usuki (965)<br>107,63 16,54 7,130<br>99,52 16,51 8,51<br>P 24,4 F 9,5 1 dk | **M Tanker**<br>SBT<br>10 Ta ER<br>L.(oil) 7 469 HeCls. CptB | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 280kW 445V a.c.<br>12,75kn |
| **7053173**<br>6VJC<br>256<br>Df Esd<br>Rdr RTm | **FADIOUTH**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **292**<br>102<br>140 | (BV) | **1970** Leninskaya Kuznitsa—Kiyev<br>34,60 8,11<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>8 Ta<br>L.152 | Vee Oil 4SA 12Cy. 175 × 180/192<br>810bhp (596kW) E made68 fitted70<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Gen 2 × 83kW 380V 50Hz a.c.<br>Fuel 80,5t (d.o.) 11kn |
| **5204261**<br>YKBQ<br>Df Esd<br>Rdr RT | **FADWA**<br>ex Tor Bay-76<br>**A. M. Ismail Shipping Agency Ltd.**<br>Syria | **481**<br>229<br>660 | (BV)<br>✠Classed LR until 6/67 | **1957**-6 F. Smit v/h Smit & Zoon—Foxhol (123)<br>51,34 8,56 3,290<br>46,00 8,49 3,61<br>P 11,9 F 7,1 1 dk<br>RW rf nil | **M General Cargo**<br>1 Ho ER<br>G.850 B.821<br>2 Ha (each 10,9 × 5,3) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 41,5t (d.o.) 9kn |
| **6722399**<br>HO3923<br>9700-RH<br>Df Rdr<br>RTm/h/v | **FADWA-S**<br>ex Khaled-81 ex Vimos-78<br>ex Vita A-P-71<br>**Kawkab Star Shipping & Forwarding Co. S.A. de Panama**<br>Panama Panama | T.Mk<br>**297**<br>170<br>853 | BV | **1967** Batservice Verft A/S—Mandal (531)<br>55,00 9,33 3,506<br>50,02 9,30 5,52<br>P 11,0 B 9,5 F 6,1 2 dks | **M General Cargo**<br>1 Ho 35,9 ER<br>G.1 534 B.1 375<br>2 Ha (stl) (12,6 13,2 × 6,0) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-3,0pd 10kn |
| **5255648**<br>Df Esd<br>Gc Rdr<br>RT | **FADY**<br>ex Raffaella-82 ex Sea Tiger-79<br>ex Philippoupolis-79<br>ex Dobri Voinikov-76<br>ex Aldebaran-70 ex Nordpol-64<br>Egypt | **6 826**<br>4 211<br>7 935 | Classed LR until 21/11/80 | **1949** Hall, Russell & Co. Ltd.—Aberdeen (808)<br>123,96 18,34 8,897<br>114,61 18,29 11,43<br>P 24,1 F 21,4 1 dk & S dk<br>rf 152 | **M General Cargo** OSD<br>4 Ho ER<br>G.15 094 B.14 010<br>6 Ha (8,5 7,6 7,6 7,6 10,6 7,6 × 7,3) ER<br>12W Der 1(20) 2(10) 10(5) | Oil 2SA 3Cy. 600 × 2320<br>2 600bhp (1 912kW) Doxford<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>Gen 1 × 95kW 1 × 64kW 1 × 30kW 220V d.c.<br>Fuel 678,5t 12,5kn |
| **5029441**<br>Df Esd<br>Gc Rdr<br>RTm | **FADY A**<br>ex Hydra Glamour-82 ex Arta-75<br>ex Atlantic Sun-73<br>**Elsayed Mohamed Amin Mostafa**<br>Egypt | T.Mk<br>**7 709**<br>4 268<br>—<br>**10 067**<br>6 114<br>15 307 | ✠Classed LR until 19/10/79 | **1957**-8 Sanoyasu Dockyard Co. Ltd. —Osaka (132)<br>157,89 19,38 —/9,634<br>147,99 19,28 12,68<br>F 14,4 2 dks<br>RW rf 102 | **S General Cargo**<br>6 Ho 19,2 23,0 13,8 8,2 17,9 24,0 5 TwD<br>G.21 956 B.20 049<br>5 Ha (stl) (10,2 13,2 13,2 12,5 12,5 × 7,0)<br>14W Der 1(30) 2(10) 2(7,5) 10(5) 1(3) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 1 × 300kW 2 × 250kW 220V d.c.<br>Fuel 1 450,0t (o.f.) 14,5kn |
| **6704969**<br>SV3014<br>5193<br>Df Esd<br>Gc Rdr<br>RTm | **FAEDRA**<br>ex Samos Pearl-81<br>ex Wandrahm-74<br>**Spearhead Maritime Inc.**<br>Lavrion Greece | T.Mk<br>**1 506**<br>852<br>2 664 | GL | **1966** Werft Nobiskrug—Rendsburg (649)<br>97,21 13,21 4,827<br>88,40 13,14 7,90<br>B 11,9 F 8,9 2 dks | **M General Cargo**<br>2 Ho 27,5 21,4 ER<br>G.5 460 B.5 080<br>3 Ha (stl) (10,8 × 8,5) (13,5 19,5comb. × 10,3) ER<br>Cr 1(10) 3(5) | Oil 2SA 9Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 140kW 1 × 80kW 1 × 32kW 380V 50Hz a.c.<br>Fuel 273,5t (hvf) 13,5kn |

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| 6722806<br>HP3008<br>5862-75<br>RT | **FAEDRA**<br>ex Sallyport-66 ex LCT(8) 4064<br>**Akama Shipping Enterprises S.A.**<br>John Spanos<br>Panama Panama | **757**<br>463<br>— | (HR) | **1946** Sir Wm. Arrol & Co. Ltd. —Meadowside<br>70,49 11,89 1,524 (aft)<br>... ... ...<br>conv Naval RoRo Cargo/Tank Landing Craft —| **TM RoRo Cargo/Ferry**<br>Bow doors | —P | 4 Oil 4SA each 12Cy. 180 × 195 geared to sc. shafts<br>1 760bhp (1 295kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 30,5t (d.o.) 12kn |
| 7313391<br>FZGU<br>L193738<br>Df Esd<br>Gc Rdr<br>RT | **FAEROE BANK**<br>ex Marie Catherine-82<br>**Nord Pecheries S.A.**<br>Lorient France | **586**<br>235<br>411 | BV | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B423/13)<br>54,26 4,601<br>48,32 11,00 5,19<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>1 Ho ER<br>In.516 | | Vee Oil 4SA 12Cy. 260 × 280<br>2 000bhp (1 471kW)<br>Crepelle et Cie. Lille<br>Controllable pitch propeller<br>Fuel 202,0t (d.o.) 14,5kn |
| 7045695<br>SYJM<br>244<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FAETHON**<br>**Compania Viotia de Navegacion S.A.**<br>Chios Greece | **11 502**<br>6 901<br>17 070 | AB | **1971** Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (895)<br>164,45(BB) 21,39 9,668<br>152,41 21,34 12,96<br>P 8,9 F 15,0 2 dks<br>rf 152 DK fwd | **M General Cargo**<br>5 Ho 19,8 15,0 24,3 24,3 22,8 9,1DT<br>G.24 186 B.22 090<br>5 Ha (stl) (10,9 × 6,1) (13,7 13,7 13,7 13,7 × 8,3)<br>16W Der 1(35) 16(10) | | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 106,5t (d.o.) 1 509,0t (hvf) 17kn |
| 7618349<br>YQER<br>364<br>Df Esd<br>Gc Rdr<br>RT | **FAGARAS**<br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1976** Santierul Naval Galatz—Galatz<br>130,82 17,68 6,600/8,100<br>121,21 10,19<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | OSD/CSD | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 1 149,0t 15,75kn |
| 7931167<br>LJGP<br>19483<br>Esd Gc<br>Pfd Rdr<br>RT | **FAGERFJORD**<br>**K/S A/S Knut E. Eilertsen**<br>Tromso Norway | **149**<br>77<br>512 | NV | **1980** Johan Drage A/S—Rognan i Saltdal (380)<br>39,98 9,83 3,649<br>35,41 9,81 7,57<br>RAD - 2 dks | **TM RoRo Cargo/Pallets Carrier**<br>Stern door/ramp<br>1 Ho ER<br>1 Ha (stl) (21,4 × 6,0) ER<br>3W Der 1(8-20) | | 2 Oil 4SA each 6Cy. 130 × 150<br>576bhp (424kW)<br>A/B Volvo-Penta Sweden |
| 6518360<br>LAVH<br>16422<br>Df Esd<br>Rdr RT | **FAGERSTRAND**<br>ex Jorpeland-82 ex Bleikvassli-80<br>**Bjarne Heggoy**<br>Stavanger Norway | T.Mk<br>**299**<br>201<br>813 | NV | **1965** Orens M/V—Trondheim (34)<br>55,02 9,33 3,506<br>49,99 9,30 3,56<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 604 B.1 448<br>2 Ha (each 13,3 × 5,9) ER<br>2W Der 2(2,5) | | Oil 4SA 12Cy. 159 × 203 sr geared to sc. shaft<br>800bhp (588kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 36kW 1 × 20kW 220V 50Hz a.c.<br>Fuel 48,0t (d.o.)-3,0pd 11,5kn |
| 7646968<br>YQHB<br>Df Esd<br>Gc Rdr<br>RT | **FAGET**<br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | RNR | **1977** Santierul Naval Galatz—Galatz (672)<br>130,87 17,71 6,600/8,097<br>121,04 10,19<br>1 dk & S dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | OSD/CSD | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 624,0t 15,5kn |
| 5423867<br>TFKA<br>0046<br>Df Esd<br>Rdr RT | **FAGRANES**<br>**Djupbaturinn H/f**<br>Isafjord Iceland | **134**<br>70<br>— | | **1963** Ankerlokken Verft Floro A/S—Floro (54)<br>25,86 6,61<br>22,41 6,60 3,20<br>1 dk<br>BK 152 | **M Ferry/General Cargo**<br>1 Ho ER<br>1 Ha (2,8 × 1,5) ER<br>1W Der 1(5) | —P | Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) |
| 5105257<br>HZDY<br>Df Esd<br>RTm | **FAHAD**<br>ex Grace Sailor-78 ex Gulette-76<br>ex Golfstraum-66<br>ex Eric Reckmann-64<br>**Sayed Mohamed Sadaka Hitta**<br>Jeddah Saudi Arabia | **1 287**<br>768<br>2 125 | (GL) | **1953** Werft Nobiskrug—Rendsburg (560)<br>70,92 10,39 5,411<br>68,46 10,29 6,35<br>B 11,6 F 8,0 2 dks H 6,1<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho 23,0 22,0 ER<br>G.2 646 B.2 470<br>2 Ha (16,6 15,3 × 7,7) ER<br>8W Der 8(3) | | Oil 4SA 8Cy. 385 × 580<br>1 240bhp (912kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 116,0t (hvf)-4,5pd 12kn |
| 7430474<br>134<br>Esd Gc<br>Pfd Rdr<br>RT | **FAHD**<br>ex Brielsebank-76<br>**Suez Canal Authority**<br>Port Said Egypt | **249**<br>0<br>— | AB | **1976** B.V. Scheepswerven v/h H. H. Bodewes—Millingen a/d Rijn (732)<br>34,32 9,58 5,208<br>30,82 9,21 3,81 | **TM Tug** | | 2 Oil 4SA each 9Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Zwolle<br>Gen 2 × 76kW a.c.<br>2 Controllable pitch propellers<br>12kn |
| 6709658<br>4QQQ<br>174347<br>RTm/h | **FAHIM**<br>**Ceylon Deep Sea Fishing Co.**<br>Colombo Sri Lanka | **697**<br>267<br>296 | | **1966** Leninskaya Kuznitsa—Kiyev<br>*49,90* 9,33 3,734<br>... ... ...<br>P & B 26,0 F 9,2 1 dk<br>rf 762 BK 178 | **M Fishing**<br>Side Trawler<br>2 Ho 6,8 5,7<br>2 Ha (stl) (each 1,5 × 1,5)<br>Der 1(2) 1(1,5) | | Oil 8Cy. 320 × 480<br>800bhp (588kW) E made63 fitted66<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW 230V 50Hz a.c.<br>Fuel 143,5t (d.o.) 11,5kn |
| 6807773<br>TCGO<br>4967<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAHIRE GUNERI**<br>ex Sea Eagle-82<br>ex Burghausen-80 ex Tamano-76<br>**Comert Denizcilik ve Ticaret Anonim Sirketi**<br>Istanbul Turkey | **43 282**<br>31 445<br>89 485 | NV | **1968** Mitsui SB. & Eng. Co. Ltd.—Tamano (763)<br>246,90 39,02 13,547<br>238,82 38,94 17,68<br>1 dk<br>rf 51 | **M Tanker**<br>SBT<br>12 Ta ER<br>L.(oil) 101 556 | HeCls. B | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 640kW 1 × 370kW 1 × 60kW 440V 60Hz a.c.<br>Fuel 293,0t (d.o.) 5 194,0t (hvf)-57,0pd<br>14,5kn |
| 5301241<br>J2GA<br>206/NP<br>Df Esd<br>Pfd RTm | **FAHNOUS**<br>ex Boston Aztec-80<br>ex Roy Stevens-74<br>**Red Sea Lights (Djibouti) S.a.r.l.**<br>C.M.A.O. (Djibouti)<br>Jibuti Djibouti | **202**<br>66<br>— | **✠100A1** SS 6/81<br>Red Sea service<br>**✠LMC**<br>EL (c) i<br>FN 331 | **1961**-2 Richards Iron Works Ltd. —Lowestoft (458)<br>*32,50* 7,01 3,353 (aft)<br>31,98 6,99 3,36<br>F 5,5<br>R rf 305 BK 178 conv Side Trawler Fishing 80<br>4BH | **M Lighthouse Tender** | | Oil 4SA 6Cy. 260 × 368 with flexible coupling & sr reverse geared to sc. shaft<br>540bhp (397kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 33,5t (d.o.) 10,25kn |

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|---|---|---|---|---|---|---|---|
| 6913223<br>GZMY<br>335998<br>Df RT | **FAIENCE**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **424**<br>262<br>645 | ✠**100A1** SS 10/81<br>short international voyages<br>**LMC**<br>EL G $\frac{13}{16}$"U2<br>FN 535 | **1969**-5 Schpsw. Bodewes Gruno—Foxhol (224)<br>47,76 8,82 3,125<br>43,95 8,70 3,46<br>P 9,5 F 6,4 1 dk<br>rf nil<br>3BH WB186t | **M General Cargo**<br>1 Ho 30,7 ER<br>G.928 B.876<br>1 Ha (stl) (24,6 × 5,4) ER | Oil 4SA 8Cy. 165 × 184 reverse reduction geared to sc. shaft<br>320bhp (235kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div.<br>Gen 2 × 3kW 24V d.c.<br>Fuel 26,0t (d.o.) | Glasgow<br>10kn |
| 7919913<br>HSSA<br>NB1364<br>Esd Gc<br>Rdr RT | **FAIFAH KHANOM No. 1**<br>**I.G.A.T.**<br>Bangkok Thailand | **694**<br>320<br>1 065 | NK | **1980** Uchida Zosen—Ise (803)<br>55,81 10,04 4,012<br>52,00 10,00 4,60<br>P 13,8 F 7,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 109 | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 2 × 72kW a.c. | Osaka<br>11kn |
| 7919925<br>HSSB<br>NB1365<br>Esd Gc<br>Rdr RT | **FAIFAH KHANOM No. 2**<br>**I.G.A.T.**<br>Bangkok Thailand | **694**<br>320<br>1 065 | NK | **1980** Uchida Zosen—Ise (804)<br>55,81 10,04 4,012<br>52,00 10,00 4,60<br>P 13,8 F 7,1 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 1 109 | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| 8000587<br>HSSC<br>N.B.1366<br>Esd Gc<br>Rdr RT | **FAIFAH KHANOM No. 3**<br>**Government of The Kingdom of Thailand (Electricity Generating Authority)**<br>Bangkok Thailand | **1 512**<br>579<br>2 262 | NK | **1980** Tohoku Zosen—Shiogama (191)<br>79,61 14,03 4,012<br>75,01 14,00 5,06<br>P 22,6 F 8,6 1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 380 reverse reduction geared to sc. shaft<br>2 100bhp (1 545kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| 5193216<br>H9EM<br>1083<br>1-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAIR ISLAND**<br>ex Garoufalia-80<br>ex Konsul Schulte-72<br>**Eastern Shipping Lines S.A.**<br>Panama Panama | **10 747**<br>7 395<br>17 228 | GL | **1960** Luebecker Flender-Werke AG. —Luebeck-Siems (519)<br>162,44 20,30 10,051<br>150,48 20,21 13,57<br>P 31,1 F 33,0 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 17,5 31,8 32,6 22,1 ER<br>G.24 881 B.22 889<br>6 Ha (stl) (12,3 11,2 11,2 11,2 11,2 12,8 × 7,7) ER<br>12W Der 12(10) | Oil 2SA 9Cy. 700 × 1200<br>8 150bhp (5 995kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Gen 2 × 280kW 1 × 180kW 400V 50Hz a.c.<br>Fuel 305,0t (hvf) | Augsburg<br>15,5kn |
| 5388536<br>HP3638<br>7134-PEXT1<br>Pfd Rdr<br>RT | **FAIR JENNIFER**<br>ex Westminsterbrook-74<br>**Rimmon Shipping Co.**<br>Panama Panama | **1 103**<br>631<br>1 580 | ✠**100A1** SS 11/77<br>✠**LMC**<br>EL m $1\frac{1}{4}$"SQ<br>FN 948 | **1961**-2 Schps. "De Gideon" v/h J. Koster Hzn.—Groningen (242)<br>66,12 10,27 4,477<br>64,01 10,15 4,65<br>P 15,6 F 8,6 1 dk<br>RW rf 102 len 70<br>NS 4BH WB453t incl. DK a28t m15t | **M General Cargo**<br>G.2 235<br>2 Ha (12,1 × 5,4) (21,7 × 5,9) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 420 × 660<br>830bhp (611kW)<br>Kloeckner Humboldt Deutz<br>Gen 2 × 34kW<br>Fuel 79,5t (d.o.) | Koeln<br>11kn |
| 7016474<br>DFPG<br>Df Esd<br>Gc Rdr<br>RTm/v | **FAIR LADY**<br>**Reederei Cassen Eils G.m.b.H. & Co. KG**<br>Cuxhaven Federal Republic of Germany | **928**<br>455<br>— | GL | **1970** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (180)<br>68,56 10,42 2,261<br>62,01 10,01 3,41<br>B & F 59,2 1 dk | **TM Ferry** 700dk P<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 230 × 270 reverse reduction geared to sc. shafts<br>3 800bhp (2 795kW)<br>Motorenw. Mannheim A.G. (MWM)<br>2 Controllable pitch propellers<br>Fuel (d.o.) | Mannheim<br>18kn |
| 7377505<br>HOWD<br>8136-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIR LIZA**<br>ex Seagirt-77 ex Seigen Maru-76<br>**Genuine Shipping S.A.**<br>Panama Panama | **6 474**<br>4 451<br>11 750 | NK | **1975** Fukuoka Zosen K.K.—Fukuoka (1028)<br>127,82 20,53 8,052<br>118,98 20,50 10,29<br>P 19,9 F 8,9 1 dk | **M General Cargo**<br>G.14 721 B.13 911<br>3 Ha (stl) (19,8 × 8,7) (34,2 21,0 × 10,8) ER<br>Der 5(21) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 400kW a.c.<br>Fuel 1 476,5t-21,5pd | Mitsubishi<br>Kobe<br>13kn |
| 5361007<br>H9SC<br>10097-SS<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIR MARINE**<br>ex Cosmos Success-81<br>ex Tong Sing-78 ex Tideo-76<br>**Inter-Globe Navigation Co. (Pte.) Ltd.**<br>Panama Panama | **10 150**<br>6 251<br>15 249 | **100A1** SS 5/76<br>**LMC**<br>EL At $2\frac{3}{16}$"U2<br>FN 4790<br>(RI) | **1955** Cant. Nav. Riuniti—Palermo (205)<br>166,07 19,13 8,910<br>154,69 19,07 11,89<br>F 13,8 2 dks<br>RW rf 127 len 8/62<br>9BH WB5540T | **M General Cargo** CSD<br>7 Ho 18,6 17,9 12,1 22,0 10,2 20,5 19,2<br>G.18 748 B.17 379<br>7 Ha (stl) (8,3 10,7 × 8,0) (4,4 × 6,4) (11,5 × 8,0) (4,6 × 6,4) (10,7 8,4 × 8,0)<br>12W Der 1(30) 14(5) | Oil 2SA 6Cy. 740 × 1600<br>5 500bhp (4 046kW)<br>Cant. Nav. Riuniti<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 200kW 1 × 100kW 220V d.c.<br>Fuel 879,0t (hvf) | B&W<br>Ancona<br>15kn |
| | | | | **SURVEYS OVERDUE — CLASS SUSPENDED 30/12/80** | | | |
| 5327336<br>H8IA<br>1011<br>7-80<br>Df Esd<br>Gc Rdr<br>RT | **FAIR RAINBOW**<br>ex Sifnos-79<br>**Skyrainbow Co. Ltd.**<br>Welltime Shipping Co. Ltd.<br>Panama Panama | **3 963**<br>2 136<br>5 410 | BV<br>✠Classed LR until 10/79 | **1962**-8 Schps. "De Hoop" N.V.—Lobith (243)<br>109,43 14,99 4,711<br>99,07 14,94 6,30<br>P 26,3 F 13,8 2 dks, 3rd dk in No. 2 hold<br>rf 152 DK fwd | **M General Cargo** CSD<br>Ref<br>Ice strengthened<br>4 Ho 16,9 10,4 10,4 22,6 6 TwD ER<br>G.162 In.60<br>4 Ha (8,2 × 6,2) (4,8 4,8 × 5,9) (10,1 × 6,2) ER<br>Der 4(7,5) 4(5) | Oil 2SA 6Cy. 600 × 1050<br>4 050bhp (2 979kW)<br>Masch. Augsburg-Nuernberg (MAN) | Hamburg<br>15kn |
| 5096729<br>HPON<br>9256-78B<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FAIR REEFER**<br>ex Ecuadorian Reefer-78<br>**Raglan Shipping Corp.**<br>Panama Panama | **4 735**<br>2 481<br>5 995 | ✠**100A1** SS 8/80<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL bt $2\frac{3}{8}$"SQ<br>FN 3589 | **1962**-3 Aalborg Vaerft A/S—Aalborg (122)<br>132,82(BB) 18,04 7,881<br>122,00 18,00 11,41<br>F 31,4 2 dks & S dk, 4th dk in Nos. 1 & 2 holds 'Tween dks for light cargoes only<br>rf 76 len 76<br>Coll BH to S dk 5 to 2nd dk WB1348t incl. Tunnel tanks 488t DTf98t | **TM General Cargo** OSD 12P<br>Ref.<br>4 Ho 23,4 18,3 19,8 26,5<br>In.7 836<br>4 Ha (stl) (6,4 7,2 6,4 6,4 × 5,0)<br>8W Der 8(5) | 2 Oil 2SA each 6Cy. 500 × 1100<br>7 970bhp (5 862kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>2 AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 097,5t (hvf) | Kobenhavn |
| 7123722<br>BIDT<br>3432<br>Df Esd<br>Gc Rdr<br>RT | **FAIR RIVER**<br>**Chuan Tung Navigation Co. Ltd.**<br>Keelung China* | **3 237**<br>1 726<br>5 126 | | **1971** Shin Yamamoto Zosen—Kochi (146)<br>97,08 15,65 6,395<br>90,02 15,60 7,80<br>P 20,2 F 8,3 1 dk<br>RW rf 152 | **M General Cargo**<br>2 Ho 30,4 32,1 ER<br>G.6 517 B.6 290<br>2 Ha (stl) (23,3 25,9 × 8,1) ER<br>4W Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 144kW 440V a.c. | Kobe<br>12,5kn |

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| 7341881<br>ELCB5<br>7226<br>Df Esd<br>Gc Rdr<br>RT | **FAIR SPIRIT**<br>ex Eibe Oldendorff-82<br>**Holsatia Shipping Corp.**<br>Monrovia Liberia | **9 070**<br>6 344<br>15 037 | GL | **1974** Austin & Pickersgill Ltd.—Southwick, Sunderland (893)<br>140,98 20,45 8,840<br>134,17 20,43 11,74<br>F 3,7 2 dks | **M General Cargo** | Oil 2SA 5Cy. 680 × 1250 Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>15kn |
| 6413015<br>SWFO<br>7646<br>Df Esd<br>Gc Rdr<br>RTv | **FAIR WIND**<br>ex Alexandra-80 ex Benhiant-78<br>ex Cramond-77 ex Benhiant-75<br>ex Wearfield-73<br>**Favor Compania Maritima S.A.**<br>Navitas Compania Maritima S.A.<br>Piraeus Greece | **16 299**<br>11 942<br>28 836 | **✠100A1** SS 1/81<br>**✠LMC**<br>EL lt $2\frac{5}{8}$"SQ<br>FN 6630 | **1964-8** Austin & Pickersgill Ltd. —Southwick, Sunderland (837)<br>188,07 22,97 10,567<br>176,79 22,86 14,64<br>F 14,7 1 dk<br>RW rf nil<br>NS 10BH WB1182t incl. Comb. btm & side tanks in holds 3655t Topside tanks in holds 2175t DTma2655t f2655t | **M Bulk Carrier**<br>8 Ho 19,2 19,8 9,1 19,8 19,8 9,1 19,8 19,8 ER<br>G.39 362 B.36 771<br>8 Ha (stl) (10,9 11,8 6,8 12,1 12,1 6,8 12,1 11,4 × 12,1) ER | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 1 529,0t (hvf) 14,5kn |
| 7381116<br>ABCT<br>4831<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FAIRFIELD JASON**<br>**Fairway Tankers Ltd.**<br>Monrovia Liberia | **122 222**<br>104 904<br>275 977 | AB | **1974** Sumitomo SB. & Mchy. Co. Ltd. —Oppama Shipyard, Yokosuka (1006)<br>340,80(BB) 54,46 21,070<br>323,99 54,41 26,90<br>B 10,4 1 dk<br>rf nil | **S Tanker**<br>COW IGS CBT<br>22 Ta ER<br>L.(oil) 335 047 HeCls. B | 2 S Turb dr geared to sc. shaft<br>38 000shp (27 951kW) Stal-Laval<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Fuel 304,0t (d.o.) 11 545,5t (hvf)-176,0pd<br>15,5kn |
| 7381489<br>ABZK<br>5423<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRFIELD SUNRISE**<br>**Solar Tankers Ltd.**<br>Monrovia Liberia | **105 553**<br>87 777<br>233 362 | NK | **1975** Hyundai SB. & Heavy Industry—Ulsan (7306)<br>319,79 53,07 19,635<br>305,01 53,00 25,20<br>1 dk | **S Tanker**<br>Mchy.aft<br>L.(oil) 287 860 | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1040kW a.c.<br>Fuel (o.f.) 16,25kn |
| 6611801<br>H9HI<br>11083-LI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRFIELD VANGUARD**<br>ex British Vanguard-82<br>ex Vickers Vanguard-79<br>ex Frankfurt A. M.-74<br>ex Fyllasbank-70<br>**Fairfield Industries Panama S.A.**<br>Panama Panama | **1 899**<br>684<br>1 082 | **100A1** SS 7/79<br>**LMC**<br>EL O 1$\frac{9}{16}$"U1<br>FN 1588<br>(GL) | **1966** A.G. "Weser" Werk Seebeck —Bremerhaven (891)<br>88,40 (BB) 13,64 5,531<br>72,40 13,61 8,31<br>B 10,1 2 dks, 3rd dk fwd & aft<br>rf 305 conv Fish-factory Stern Trawler Factory Fishing 75<br>NS 5BH WB134T | **M Research/Mother Ship for submersibles**<br>Stern ramp | Vee Oil 4SA 12Cy. 400 × 500<br>3 000bhp (2 207kW)<br>Kloeckner Humboldt Deutz Koeln<br>db 6kgf/cm² (5,9bar)<br>e(ex.g) 6kgf/cm² (5,9bar)<br>Gen 1 × 416kW 1 × 192kW 2 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>15kn |
| 7929530<br>ELBE6<br>7041<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRFIELD VENTURE**<br>**Leyton Shipping Ltd.**<br>Monrovia Liberia | **29 791**<br>20 657<br>55 000 | AB | **1981** Koyo Dockyard Co. Ltd.—Japan (1011)<br>228,73(BB) 32,24 11,923<br>218,02 32,20 19,00<br>1 dk | **M Tanker**<br>9 Ta ER<br>L.(oil) 75 359 | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 700kW 450V 60Hz a.c.<br>14,25kn |
| 5230428<br>GUKZ<br>359117<br>Esd Pfd<br>Rdr<br>RTm/v | **FAIRFIELD VISCOUNT**<br>ex British Viscount-81<br>ex Vickers Viscount-79<br>ex Meath-75<br>**Fairfield Industries (Bermuda) Ltd.**<br>J. Marr & Son Ltd.<br>Hull United Kingdom | **2 478**<br>841<br>1 448 | **✠100A1** SS 10/79<br>**✠LMC**<br>EL s<br>FN 1530 | **1960-5** Liffey Dockyard Ltd.—Dublin (180)<br>90,51 13,59 5,119<br>83,67 12,81 5,47<br>P 24,4 B 36,6 F 9,5 2 dks, 3rd dk fwd & aft<br>RW rf 152 conv Livestock Carrier 75<br>4BH WB355t incl. Tunnel tanks 79t | **M Research/Mother Ship for submersibles**<br>Stern ramp<br>Der 4(10) 4(6) | Oil 2SA 5Cy. 600 × 1040<br>2 500bhp (1 839kW) Sulzer<br>G. Clark & N.E.M. (Sunderland) Ltd. Sunderland<br>Gen 3 × 100kW 220V d.c.<br>Fuel (d.o.) |
| 5111646 | **FAIRFORD**<br>ex Golden Gamma-59<br>ex San Eduardo-56 ex Tsinan-51<br>**Government of The People's Republic of China**<br>China | **2 994**<br>2 100<br>3 399 | Classed LR until 9/60 | **1930** Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (249)<br>99,01 13,77 5,531<br>94,49 13,72 7,55<br>P 12,5 B 29,6 F 13,5 2 dks<br>R | **S General Cargo**<br>G.5 453 B.4 888<br>8W Der 2(10) | T 3Cy. 521 868 & 1346 × 991<br>Taikoo Dock & Eng. Co. Hong Kong<br>Fuel 492,0t (o.f.) 11kn |
| 7940209<br>WQZ3<br>656<br>603711 | **FAIRHAVEN**<br>ex Nancy Louise-79<br>**Bering Pacific Marine Inc.**<br>Juneau, Ak United States of America | **181**<br>123<br>— | | **1979** ............Moss Point, Ms<br>*23,57* 7,14<br>3,69<br>1 dk | **M Fishing** | Oil<br>900bhp (662kW)<br>U.S.A. |
| 7201330<br>WY2306<br>511318<br>RT | **FAIRHOPE**<br>**Willie Gus Saunders Jr.**<br>Elizabeth City, NC United States of America | **102**<br>69<br>— | | **1967** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88*<br>6,75 3,43<br>1 dk | **M Fishing** | Oil<br>330bhp (243kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7533355<br>PJWW<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FAIRLANE**<br>**Fairlift N.V.**<br>Willemstad Netherlands Antilles | **3 481**<br>2 100<br>4 415 | BV | **1977** Scheepsw. & Mach. Fab. De Groot & Van Vliet B.V.—Slikkerveer (394)<br>98,02 16,97 6,000<br>89,90 16,82 8,31<br>P 25,0 F 18,0 2 dks<br>rf nil | **TM Heavy load Carrier**<br>1 Ho 62,1 ER<br>G.6 227<br>1 Ha (stl) (60,9 × 12,6) ER<br>Der 2(300) 1(60) | 2 Oil 4SA each 6Cy. 320 × 450 reduction geared to sc. shafts<br>3 000bhp (2 207kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 500,0t (d.o.)-10,0pd 13kn |
| 7007447<br>PJTS<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAIRLIFT**<br>**Fairlift N.V.**<br>Willemstad Netherlands Antilles | **1 585**<br>1 050<br>2 539 | BV | **1969** Zaanlandsche Schps. Maats. —Zaandam (515)<br>78,72 13,57 —/5,500<br>70,11 13,40 6,91<br>2 dks | **M General Cargo**<br>1 Ho 46,7 ER<br>G.3 216 B.3 079<br>1 Ha (stl) (40,5 × 10,2) ER<br>6W Der 2(70) | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 88kW 1 × 20kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 13kn |
| 6621583<br>RTh | **FAIRLIGHT**<br>**Government of State of New South Wales (Public Transport Commission - Urban Transit Authority)**<br>*Sydney, N.S.W.* Australia | **140**<br>78<br>21 | **✠100A1** SS 11/79<br>hydrofoil craft<br>For service in Port Phillip Bay or between Jervis Bay and Port Stephens Bay or in Moreton Bay<br>**✠LMC**<br>EL (a)<br>FN 225 | **1966-9** Cant. Navali L. Rodriquez—Messina (120)<br>29,01 10,72<br>24,34 5,71 3,51<br>1 dk<br>RW rf 940<br>4BH | **Aluminium Alloy TM Hydrofoil Ferry**<br>140dk P | 2 Vee Oil 4SA each 12Cy. 175 × 205 sr geared to sc. shafts<br>2 200bhp (1 618kW)<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 1 × 10kW 415V 50Hz a.c.<br>Fuel 3,0t (d.o.) 35kn |

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| **7367952**<br>PJUM<br>Df Esd<br>Gc Rdr<br>RTm/v | **FAIRLOAD**<br>**Fairload N.V.**<br>Willemstad Netherlands Antilles | **1 317**<br>949<br>2 558 | BV | **1974** N.V. Schps. Gebr. van Diepen —Waterhuizen (1004)<br>88,22 15,07 5,512<br>73,94 14,97 7,55<br>2 dks | **M General Cargo**<br>Heavy load<br>1 Ho 51,3 ER<br>G.3 800 B.3 760<br>1 Ha (stl) (47,3 × 11,5) ER<br>Der 2(135) | Oil 4SA 9Cy. 320 × 450<br>2 300bhp (1 692kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 325,0t (d.o.)<br>13,5kn |
| **7368059**<br>ZDSC<br>363292<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **FAIRMEAD**<br>ex Hyde Park-82 ex Syon Park-74<br>**Ebbtide Navigation Ltd.**<br>Turnbull Scott Management Ltd.<br>Gibraltar Gibraltar (British) | **1 600**<br>1 175<br>2 946 | ✠**100A1** SS 6/79<br>strengthened for heavy cargoes<br>Ice Class 1A<br>✠**LMC** **UMS**<br>EL Q 1½"U2<br>FN 1515 | **1974**-5 E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (804)<br>83,50 14,10 5,123<br>74,96 14,00 6,20<br>P 15,0 F 9,8 1 dk<br>rf 152<br>NS 4BH WB959T incl. DTf107T | **M General Cargo**<br>2 Ho each 25,5 ER<br>G.3 719 B.3 458<br>2 Ha (stl) (each 20,4 × 10,5) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 80kW 380V 50Hz a.c.<br>Fuel 209,5t (d.o.)<br>12kn |
| **5111672**<br>Df Esd<br>Rdr RT | **FAIRMORSE**<br>ex Sir Ernest Petter-39<br>**Quest International Inc.**<br>United States of America | **161**<br>81<br>— | | **1935** Smith & Rhuland—Lunenburg, N.S.<br>*36,09* 7,93<br>... ...<br>1 dk | **Wood TM General Cargo**<br>Ref<br>Mchy.aft | 2 Oil 2SA each 5Cy. 220 × 265 NE 39<br>Fairbanks Morse & Co. Beloit, W |
| **7619393**<br>ELEL<br>5907<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRNESS**<br>**Sea Merchant Shipping Co.**<br>Monrovia Liberia | **19 553**<br>13 466<br>37 680 | ✠**100A1** CS 8/82<br>strengthened for heavy cargoes Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL Kt $2\frac{11}{16}$"U3<br>FN 7783 | **1977**-8 Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2602)<br>187,74(BB) 28,43 10,757<br>178,01 28,40 15,32<br>F 14,7 1 dk<br>rf nil<br>7BH WB20629t incl. Comb. btm & STs in holds 4123t, Topside tanks in holds 4898t & No. 3 hold 9704t | **M Bulk Carrier**<br>pt higher tensile steel<br>5 Ho 27,2 27,2 27,2 27,2 28,8 ER<br>G.45 830 B.44 357<br>5 Ha (stl) (15,7 × 12,5) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 1(25) 3(15) | Oil 2SA 6Cy. 680 × 1250 Sulzer<br>11 400bhp (8 385kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 384kW 450V 60Hz a.c.<br>Fuel 179,0t (d.o.) 2 866,5t (hvf)<br>15,5kn |
| **5171476**<br>YKAD<br>1203<br>Df RT | **FAIROUZ**<br>ex Jenjo-74 ex Jozo-55<br>**Issa Nseir**<br>Latakia Syria | **200**<br>96<br>270 | (BV) | **1939** Scheepswerven Gebr. Niestern —Delfzijl (223)<br>37,50 6,56 2,490<br>33,69 6,53 2,72<br>1 dk<br>R | **M General Cargo**<br>G.373 B.355<br>2 Ha (9,3 6,6 × 4,1) ER<br>2W Der 1(1,5) 1(1) | Oil 2SA 3Cy. 240 × 360<br>150bhp (110kW)<br>Appingedammer Brons Appingedam<br>Fuel (d.o.)<br>8kn |
| **7407817**<br>DNFZ<br>Esd Rdr<br>RTv | **FAIRPLAY II**<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | GL | **1974** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (167)<br>27,11 8,84 2,801<br>24,80 8,79 4,81<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 24kW<br>2 Directional propellers<br>11,5kn |
| **7803451**<br>DNFB<br>Esd Rdr<br>RTv | **FAIRPLAY IV**<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **180**<br>—<br>— | GL | **1978** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (182)<br>26,73 2,801<br>24,82 8,81 4,73<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>11,25kn |
| **5111696**<br>DAPZ<br>Esd Rdr<br>RTv | **FAIRPLAY VII**<br>ex Fairplay II-73<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **136**<br>41<br>— | GL | **1959** Th. Buschmann Schiffswerft —Hamburg (76)<br>27,89 7,14 2,920<br>26,01 7,10 4,07<br>1 dk<br>R | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 90kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>12kn |
| **7041625**<br>DGFF<br>1751<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAIRPLAY IX**<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**834**<br>129<br>— | GL | **1971** F. Schichau G.m.b.H.—Bremerhaven (1751)<br>50,02 11,69 5,490<br>46,16 11,31 6,13<br>B & F 25,3 1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 230kW 380V 50Hz a.c.<br>Fuel 566,0t (d.o.)<br>14,75kn |
| **6723795**<br>DNEM<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAIRPLAY X**<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **298**<br>87<br>— | GL | **1967** Th. Buschmann Schiffswerft —Hamburg (120)<br>34,24 4,001<br>30,00 8,62 5,49<br>F 15,6 1 dk | **M Tug**<br>Fire-fighting<br>Ice strengthened | Oil 4SA 9Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 65kW 220V 50Hz a.c.<br>Directional propeller<br>Fuel 132,0t (d.o.)<br>12,5kn |
| **6404076**<br>DNEE<br>Df Esd<br>Rdr<br>RTm/v | **FAIRPLAY XI**<br>ex Aro-64<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **173**<br>41<br>— | BV | **1963** Schulte & Bruns—Emden (234)<br>30,31 7,57 3,099<br>27,01 7,50 3,41<br>1 dk | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 29kW 400V 50Hz a.c.<br>Directional propeller<br>Fuel (d.o.)<br>12kn |
| **6825660**<br>DHFZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **FAIRPLAY XII**<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **172**<br>44<br>— | GL | **1968** Th. Buschmann Schiffswerft —Hamburg (123)<br>28,48 7,75 3,231<br>24,74 6,66 3,76<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 75kW 380V a.c.<br>Fuel 61,0t (d.o.)<br>13kn |
| **5111751**<br>DIKW<br>Esd Rdr<br>RTm/v | **FAIRPLAY XIV**<br>**Fairplay**<br>**Schleppdampfschiffsreederei Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **135**<br>38<br>— | GL | **1955** Th. Buschmann Schiffswerft —Hamburg<br>27,89 7,14 2,871<br>26,01 7,10 4,07<br>1 dk<br>R | **M Tug**<br>Ice strengthened | Oil 4SA 8Cy. 285 × 420<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 90kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.)<br>12,25kn |

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| 7407829<br>DNFS<br><br>Esd Rdr<br>RTv | **FAIRPLAY XV**<br><br>**Fairplay**<br>**Schleppdampfschiffsreederei**<br>**Richard Borchard G.m.b.H.**<br>Hamburg Federal Republic of Germany | **170**<br>—<br>— | <br><br>GL | **1975** Schiffswerft u. Masch. Max Sieghold<br>—Bremerhaven (168)<br>27,08 2,801<br>24,80 8,79 3,59<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>2 Directional propellers<br>11,5kn |
| 5063629<br>ELMQ<br>2975<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FAIRSEA**<br>ex Fairland-71 ex Carinthia-68<br>**Sitmar Cruises Inc.**<br>Shipping Management S.A.M.<br>Monrovia Liberia | T.Mk<br>**16 627**<br>7 356<br>9 509 | ✠**100A1** CS 10/76<br><br>✠**LMC**<br>EL of 3"SQ<br>FN 6688 | **1956**-6 John Brown & Co. (Clydebank) Ltd.<br>—Clydebank (699)<br>185,40 24,49 8,706<br>173,74 24,39 14,10<br>B & F 156,7 3 dks, 4th & 5th dks clear of mchy. space<br>RW rf 152 conv Ref Passenger/General Cargo 71<br>Coll BH to U dk 9 to 2nd dk WB1704t incl.<br>DTsma455t DTsmf 767t DTf322t | **TS Passenger Ship**<br>906bth P<br>2 Ho 19,2 10,9 ER<br>B.1 547<br>2 Ha (5,4 × 4,7) (3,9 × 4,5) ER<br>Cr 4(3) | 4 S Turb sr geared to 2 sc. shafts<br>24 500shp (18 021kW)<br>John Brown & Co. (Clydebank) Ltd. Clydebank<br>3 WTB 640lbf/in² (44,2bar) Spt 454°C<br>580lbf/in² (40,0bar) hs317,5<br>Gen 4 × 750kW 225V d.c.<br>Fuel 80,5t (d.o.) 4 088,5t (hvf) 20kn |
| 7376317<br>A8AJ<br>4769<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRSHIP**<br><br>**Four Seas Shipping Ltd.**<br>Monrovia Liberia | **10 058**<br>6 374<br>16 182 | <br><br>AB | **1974** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (815)<br>152,76(BB) 22,23 8,941<br>140,01 22,19 11,99<br>B 10,4 F 26,6 1 dk<br>rf 102 conv Bulk Carrier 80 | **M Vehicles Carrier**<br><br>4 Ho ER<br><br>4 Ha (stl) ER | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 264kW 450V 60Hz a.c.<br>Fuel 1 167,5t 14,5kn |
| 7414793<br>H8TC<br>9353-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAIRSKY F.**<br>ex Fairsky-80 ex Stephan Reith-79<br>**Partenreederei m.s. 'Fairsky F'**<br>Adalbert Friesecke<br>Panama Panama | T.Mk<br>**2 938**<br>1 884<br>5 600<br>**5 112**<br>3 563<br>7 400 | <br><br>GL | **1975** Schiffs. u. Masch. Paul Lindenau<br>GmbH & Co. KG—Kiel (164)<br>126,07(BB) 17,25 6,655/7,630<br>114,51 17,23 10,11<br>B 29,9 F 26,0 2 dks | **M General Cargo**<br><br>Ice strengthened<br>Mchy.aft<br>3 Ho 20,1 29,5 28,5<br>G.11 297 B.10 445<br>TEU 240 C. 240/20'<br>3 Ha (stl) (13,2 × 8,0) (19,5 19,5 × 10,5)<br>10W Der 1(60) 6(5-10) 4(3-5) | Vee Oil 4SA 12Cy. 370 × 400<br>4 450bhp (3 273kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 340kW 1 × 230kW<br>220/380V 50Hz a.c.<br>Fuel 473,5t (hvf) 16kn |
| 5267732<br>5MXH<br>2003<br>Df Esd<br>Gc Rdr<br>RT | **FAIRSTAR**<br>ex Oxfordshire-64<br>**Fairstar Shipping Corp.**<br>Monrovia Liberia | **21 619**<br>11 360<br>7 722 | ✠**100A1** CS 9/79<br><br>✠**LMC**<br>EL of 2¾"SQ<br>FN 7026 | **1957**-2 Fairfield SB. & Eng. Co. Ltd.<br>—Govan, Glasgow (775)<br>185,76 23,86 8,408<br>170,69 23,78 17,38<br>F 50,0 4 dks, 5th & 6th dks clear of mchy. space<br>RW rf 457 conv Passenger/General Cargo/Troopship 64<br>Coll BH to U dk 9 to 2nd dk WB4765t incl.<br>Tunnel tanks 803t DTsf2042t TwDa250t | **TS Passenger Ship**<br>1300bth P | 4 S Turb dr geared to 2 sc. shafts<br>18 000shp (13 240kW)<br>Fairfield SB. & Eng. Co. Ltd. Govan, Glasgow<br>2 WTB 675lbf/in² (46,6bar) Spt 454,5°C<br>645lbf/in² (44,5bar) hs2063,0<br>2 db 150lbf/in² (10,4bar)<br>(sg 150lbf/in² (10,4bar) )<br>Fuel 233,5t (d.o.) 3 551,0t (hvf) 20kn |
| 7652709<br>H03667<br>9270-YJ<br>RT | **FAIRTECH II**<br>ex Daiei Maru No. 8-80<br>**Panas Shipping Co. Ltd.**<br>Panama Panama | **498**<br>281<br>1 100 | | **1968** Shinhama Dock K.K.—Anan (560)<br>54,26 4,101<br>49,51 9,01 4,50<br>1 dk | **M General Cargo**<br><br><br>G.1 120 B.1 000<br>1 Ha (24,2 × 5,7) ER | Oil<br>1 050bhp (772kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11kn |
| 5111816 | **FAIRUZ**<br>ex Jagonia-62<br>**Sinai Manganese Co.**<br>Suez Egypt | **322**<br>266<br>305 | | **1944** Alexander Findlay & Co.—Motherwell<br>58,53 9,17 1,683<br>9,12<br>1 dk<br>conv Naval RoRo Cargo/Tank Landing Craft<br>— | **TM General Cargo**<br><br>1 Ho | 2 Oil 4SA each 6Cy. 180 × 195<br><br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 40,5t 9kn |
| 7700958<br>D5AO<br>6137<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **FAIRWAY**<br><br>**Fairway Shipping Inc.**<br>Monrovia Liberia | **13 257**<br>9 771<br>23 778 | <br><br>NK | **1977** Imabari Zosen—Marugame (1047)<br>159,85(BB) 24,64 9,973<br>150,02 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br>Cement<br>4 Ho ER<br>G.31 000 B.29 689 HeCls. ptB<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 320kW a.c.<br>Fuel 158,5t (d.o.) 1 203,5t (hvf)-25,5pd<br>14,5kn |
| 6710920<br>WTEB<br>MA197<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRWEATHER**<br><br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*Seattle, Wa* United States of America | **1 591**<br>578<br>528 | <br><br>(AB) | **1968** Jacksonville Shipyards—Jacksonville, Fl (644)<br>70,41 13,06 4,220<br>60,58 12,81 6,10<br>F 28,4 2 dks<br>rf 305 | **TM Research**<br>Hydrographic | 2 Oil 2SA each 12Cy. 216 × 254<br>2 460bhp (1 809kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 300kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 437,0t 13kn |
| 7341312<br><br><br>Esd Rdr<br>RT | **FAIRWEATHER V**<br><br>**J. A. Buchan & others**<br>Peterhead United Kingdom | **120**<br>—<br>— | | **1974** Southern Shipbuilders (London) Ltd.<br>—Faversham (7)<br>6,74 2,540<br>23,40 6,71 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>637bhp (469kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| 5347245<br>ELPH<br>3020<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FAIRWIND**<br>ex Sylvania-68<br>**Sitmar Cruises Inc.**<br>Shipping Management S.A.M.<br>Monrovia Liberia | **16 666**<br>7 394<br>9 495 | ✠**100A1** CS 5/77<br><br>✠**LMC**<br>EL of 3"SQ<br>FN 6688 | **1957**-6 John Brown & Co. (Clydebank) Ltd.<br>—Clydebank (700)<br>185,40 24,49 8,941<br>173,74 24,39 14,10<br>B & F 156,7 3 dks, 4th & 5th dks clear of mchy. space<br>RW rf 152 conv Ref Passenger/General Cargo 71<br>Coll BH to U dk 9 to 2nd dk WB1704t incl.<br>DTsma455t DTsmf 767t DTsf322t | **TS Passenger Ship**<br>906bth P<br>2 Ho 11,2 10,9 ER<br>B.1 547<br>2 Ha (5,4 × 4,7) (3,9 × 4,5) ER<br>Cr 4(3) | 4 S Turb dr geared to 2 sc. shafts<br>24 500shp (18 021kW)<br>John Brown & Co. (Clydebank) Ltd. Clydebank<br>3 WTB 640lbf/in² (44,2bar) Spt 454,5°C<br>580lbf/in² (40,0bar) hs3416,9<br>Gen 4 × 750kW 225V d.c.<br>Fuel 80,5t (d.o.) 4 088,5t (hvf) 20kn |

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|---|---|---|---|---|---|---|
| **7505877**<br>WYR2<br>950<br>570062<br>Esd Gc<br>Pfd Rdr<br>RT | **FAIRWIND**<br>ex Endeavor-80<br>**m.v. Endeavor Ltd. Partnership**<br>Wilmington, De United States of America | **168**<br>114<br>— | <br><br>AB | **1975** Delmar Systems Inc.—Larose, La (3)<br>9,76 —<br>31,78 9,71 4,58<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300<br><br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 75kW a.c.<br>Fuel 290,5t (d.o.) 12kn |
| **7917941**<br>ELAK6<br>6882<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAIRWIND VENTURE**<br><br>**Dah Wah Shipping**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **31 077**<br>22 124<br>60 192 | <br><br>AB | **1981** China SB. Corp. (Keelung Division)<br>—Keelung (179)<br>222,99(BB) 12,401<br>213,01 32,21 17,81<br>F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho ER<br>G.73 538 HeCls. ptB<br>7 Ha (stl) (9,7 × 13,1) (13,4 13,4 13,4 13,4 13,4 13,4 × 14,6) ER | Oil 2SA 6Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Taiwan Mach. Mfg. Corp. Kaohsiung<br>Gen 3 × 480kW a.c.<br>Fuel 200,5t (d.o.) 2 763,0t (hvf)-50,5pd 15kn |
| **7628746** | **FAISAL**<br><br>**Blue Gulf Trading Co. WLL**<br>Kuwait Kuwait | **246**<br>168<br>350 | <br><br>AB | **1977** Asia Pacific Shpyd (Pte) Ltd.<br>—Singapore (310)<br>... ... ...<br>36,58 9,15 2,47 | **TM Landing Craft** | 2 Oil geared to sc. shafts<br><br>Caterpillar Tractor Co. Peoria, Illinois |
| **5111880**<br>5MBW<br>1444<br>Df Esd<br>Gc Rdr | **FAITH**<br><br>**Chinese Petroleum Corp.**<br>Monrovia Liberia | **23 106**<br>14 157<br>39 165 | <br><br>AB | **1959** Ingalls-Taiwan SB. & D.D. Co.<br>—Keelung (1001)<br>213,37 25,66 11,688<br>205,75 25,61 14,94<br>P 43,9 F 25,3 1 dk<br>rf nil | **S Tanker**<br><br>33 Ta ER<br>L.(oil) 48 677 HeCls. B | 2 S Turb dr geared to sc. shaft<br>18 650shp (13 718kW)<br>Westinghouse Elec. Corp. Essington, Pa<br>Gen 2 × 500kW 440V 60Hz a.c.<br>Fuel 4 796,5t-99,0pd 16,5kn |
| **7101798**<br>H2DT<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FAITH**<br>ex Cheshire Faith-79<br>ex Osterfehn-78<br>**Oracle Shipping Co. Ltd.**<br>Containerschiffsreederei H. W. Janssen G.m.b.H.<br>Limassol Cyprus | T.Mk<br>**1 599**<br>817<br>3 049<br>**2 999**<br>1 899<br>4 399 | <br><br>GL | **1971** Schpsbw. & Rep. Gebr. Sander N.V.<br>—Delfzijl (255)<br>103,51 14,64 5,144/6,590<br>92,79 14,51 8,31<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 35,0 30,0 ER<br>G.6 977 B.6 567<br>TEU 162 C. 162/20′ incl. 10 ref C.<br>2 Ha (stl) (each 25,2 × 10,3) ER<br>8W Der 2(5-25) 2(5-15) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 222kW 1 × 56kW 220/380V 50Hz a.c.<br>Fuel 345,5t (hvf) 15kn |
| **5014769**<br>HO3279<br>9339-L<br>Pfd Rdr<br>RTm/v | **FAITH**<br>ex Amethyst-80<br>**Surbuvan Shipping Co. S.A.**<br>Panama Panama | **1 547**<br>855<br>2 356 | **✠100A1** SS 8/80<br><br>**✠LMC**<br>EL p<br>FN 1305 | **1958**-7 Ailsa SB. Co. Ltd.—Troon (502)<br>78,64 12,04 5,214<br>74,07 11,59 6,02<br>P 16,5 F 10,1 1 dk<br>RW rf 152<br>NS 4BH WB719t | **M General Cargo**<br><br>3 Ho 15,5 15,8 16,1 ER<br>G.3 007 B.2 903<br>3 Ha (stl) (each 9,7 × 7,0) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 420 × 660<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 48kW 220V d.c.<br>Fuel 159,5t (d.o.) 12kn |
| **7417068**<br>WYT6<br>702<br>556351<br>Esd RT | **FAITH**<br><br>**Blue Skies Trawler Co.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>(173)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **5252000**<br>H8PV<br>9222-PEXT2<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAITH FIVE**<br>ex Punto Banco-81<br>ex Chi Chang-79<br>ex Nikko Maru-72<br>**Five Oceans Shipping Corp.**<br>Panama Panama | **13 053**<br>8 232<br>22 265 | BV<br><br>✠Classed LR until 8/61 | **1959**-7 Nagoya Zosen—Nagoya (146)<br>178,95 22,69 9,983<br>167,01 22,00 13,49<br>P 11,6 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. ore cargoes<br>8 Ho ER<br>G.27 861<br>8 Ha (8,2 × 5,9) (9,2 9,5 9,5 9,5 9,5 9,5 9,5 × 8,9) ER<br>16W Der 16(5) | Oil 2SA 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 104kW 445V 60Hz a.c.<br>Fuel 1 964,0t 13,5kn |
| **7947740**<br><br>611327 | **FAITH MARIE**<br><br>**Faith Marie Inc.**<br>Houma, La United States of America | **136**<br>92<br>— | | **1979** .............Dulac, La<br>*22,62* 6,86<br>3,54<br>1 dk | **M Fishing** | Oil<br>460bhp (338kW)<br>U.S.A |
| **6727715**<br>ZCBB<br>317160<br>Esd Rdr<br>RT | **FAITHFUL**<br><br>**Bermuda Marine & Port Authority**<br>Hamilton Bermuda (British) | **128**<br>—<br>— | **✠100A1** SS 9/76<br>tug<br>Bermuda service<br>**LMC**<br>EL (a)<br>FN 254 | **1967**-6 N.V. Schps. v/h H. H. Bodewes<br>—Millingen a/d Rijn (663)<br>26,45 6,96 3,137<br>24,57 6,61 3,69<br>RAD 1,6 1 dk<br>3BH | **M Tug** | Vee Oil 2SA 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 20kW 120V d.c. |
| **5111907**<br><br>401733<br>Df Esd<br>Pfd RTm | **FAITHLIE**<br><br>**Patrick J. Quill**<br>Dublin Irish Republic | **169**<br>57<br>63 | <br><br>✠Classed LR until 5/67 | **1957**-5 Montrose Shipyard Ltd.—Montrose<br>*31,86* 7,19<br>30,48 7,01 3,81<br>F 5,5<br>rf 991 | **Wood M Fishing**<br>Side Trawler<br>1 Ho 10,2<br><br>3 Ha (0,9 0,9 1,3 × 0,9)<br>Der 1 | Oil 2SA 4Cy. 318 × 470<br>440bhp (324kW)<br>H. Widdop & Co. Ltd. Keighley<br>Gen 2 × 7,5kW 110V d.c.<br>Fuel (d.o.) |
| **7025346**<br>GOPC<br>339246<br>Esd Pfd<br>Rdr RT | **FAIZA**<br><br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>London United Kingdom | **911**<br>622<br>1 486 | **✠100A1** SS 9/78<br>oil tanker<br>**✠LMC**<br>EL m 1¼″U2<br>FN 1041 | **1970**-7 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (367)<br>70,11 12,04 3,474<br>65,23 11,96 3,99<br>P 16,8 RAD 15,3 RFD 11,3 F 11,6 1 dk<br>rf nil<br>8BH WB147t incl. DTf95t | **M Tanker**<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 56kW 1 × 32kW 380V 50Hz a.c. |
| **5236197**<br>EQSB<br>160<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FAIZI**<br>ex Iran Shahr-77 ex Minikoi-72<br>**Irano-Hind Shipping Co. Ltd.**<br>Bandar Abbas Iran | **6 070**<br>3 157<br>8 582 | **✠100A1** SS 10/81<br><br>**✠LMC**<br>EL dt 2⅜″<br>FN 4157 | **1955**-6 Eriksbergs M/V A/B—Goteborg (458)<br>147,05 18,95 7,855<br>135,64 18,90 11,74<br>P 14,4 F 29,9 1 dk & S dk<br>RW rf 152<br>Coll BH to S dk 6 to 2nd dk WB3515t incl. Tunnel tanks 382t DTsa1428t | **M General Cargo** OSD/CSD<br>Ref 4P<br>5 Ho 13,4 10,4 19,9 ER 21,5 24,0<br>G.16 585 B.15 141 In.1 117<br>1 Ha (stl) (8,7 × 6,1) 4 Ha (w) (11,9 11,9 × 6,1) ER (11,9 8,7 × 6,1)<br>18W Der 1(65) 6(10) 4(7,5) 8(5) | Oil 2SA 7Cy. 740 × 1600<br>8 300bhp (6 105kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>(e(ex.g) 100lbf/in² (6,9bar) )<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 2 × 210kW 2 × 175kW 220V d.c.<br>Fuel 1 603,5t (hvf) 17kn |

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| 6400812<br>ZGSA<br>399544<br>Df Esd<br>Rdr RT | **FAJAL**<br>ex Solvik-81 ex Sivona-75<br>ex Sinbad-74 ex Brevik-67<br>**Fajal Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **363**<br>179<br>589 | BV | **1963** Broderna Jonssons Torrdocka —Kallandso (9)<br>48,29 7,01 3,125<br>44,00 7,00 3,41<br>1 dk<br>len·65 | **M Tanker**<br>10 Ta ER<br>L.(oil) 825 HeCls. C | Oil 2SA 6Cy. 240 × 400<br>480bhp (353kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.)-1,5pd 9,5kn |
| 6921816<br>H9BJ<br>1094<br>5-81<br>Df Esd<br>Gc Rdr<br>RT | **FAJAR**<br>ex Lago Rinihue-80<br>**Askeladd Shipping Corp.**<br>Bredfill Ltd.<br>Panama Panama | **9 565**<br>5 813<br>16 092 | ✠**100A1** SS 5/79<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Bt $2\frac{5}{16}$"U2<br>FN 4527 | **1970**-7 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (131)<br>144,79(BB) 20,68 9,354<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK fwd<br>7BH WB4674t incl. DTf554t Topside tanks in Nos. 1, 2 & 4 holds 1375t Comb. btm, side & topside tanks in No. 3 hold 934t | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 32,0<br>4 TwD ER<br>G.22 374 B.21 410<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. de Cadiz Valencia<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 336kW 450V 60Hz a.c. |
| 5268578<br>PKFJ<br>Df Esd | **FAJAR II**<br>ex Padea-73<br>**P.T. Perusahaan Pelayaran Surya**<br>Jakarta Indonesia | **578**<br>238<br>620 | | **1953** J. Boel et Fils S.A.—Tamise/Temse (1312)<br>57,31 9,05 3,175<br>49,97 9,00 3,66<br>P 12,5 B 9,5 F 5,5 1 dk | **M General Cargo**<br>G.927 B.844<br>2 Ha (each 7,7 × 5,1) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 305 × 380<br>350bhp (257kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 39,5t (d.o.) 10kn |
| 6707105<br>WX5892<br>503563<br>Pfd Rdr<br>RTm/v | **FAJARDO**<br>**Caribe Tugboat Corp.**<br>San Juan, P.R. Puerto Rico (U.S.A.) | **191**<br>101<br>— | AB | **1966** Equitable Equipment Co. —Madisonville, La (1430)<br>29,11 8,84 3,595<br>26,52 8,60 4,02<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 205V 60Hz a.c. |
| 7948146<br>WB5530<br>255518 | **FAJEN**<br>ex AMC U3 ex LCT 6-887<br>**Dennis E. Wagner**<br>Juneau, Ak United States of America | **174**<br>153<br>— | | **1944** Darby Products of Steel Plate Corp. —Kansas City, Ks<br>*30,55* 9,76<br>1,55<br>1 dk<br>conv Landing Craft —<br>conv Coastal Minesweeper — | **TrM General Cargo**<br>Mchy.aft | 3 Oil 2SA each 6Cy. 108 × 127<br>495bhp (364kW)<br>Gray Marine Motor Co. Detroit, Mi |
| 7425869<br>EQQG<br>Esd Rdr<br>RTv | **FAJRE**<br>ex Farhad-80<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Khomeini Iran | **167**<br>48<br>70 | ✠**100A1**<br>tug<br>Persian Gulf service<br>✠**LMC**<br>EL (D) B $\frac{3}{4}$"U2<br>FN 264<br>**SURVEYS OVERDUE** | **1976**-1 Towa Zosen K.K.—Shimonoseki (484)<br>27,92 7,35 2,760<br>25,10 7,00 3,51<br>RAD 2,5 1 dk<br>rf 584<br>4BH WB3t | **M Tug**<br>Fire-fighting | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 52kW 225V 50Hz a.c. |
| 5260851<br>Df Esd<br>RT | **FALAH X**<br>ex Rashed 10-77 ex Odaw-65<br>**United Fisheries of Kuwait K.S.C.**<br>Kuwait Kuwait | **335**<br>114<br>— | ✠Classed LR until 12/74 | **1962**-6 T. Mitchison Ltd.—Gateshead (156)<br>38,94 9,25<br>34,75 9,00 4,42<br>F 12,2<br>rf 787 BK 51 | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 229 × 305 with flexible coupling & sr reverse geared to sc. shaft<br>830bhp (611kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne |
| 7906291<br>YQIM<br>Df Esd<br>Gc Rdr<br>RT | **FALCIU**<br>**NAVROM**<br>Constantza Romania | **3 875**<br>1 928<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1980** Santierul Naval Galatz—Galatz (684)<br>130,89 17,71 6,781/8,100<br>121,04 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| 5111971<br>ONBJ<br>Esd Rdr<br>RTh | **FALCO**<br>**Parfin N.V.**<br>Gent/Gand Belgium | **495**<br>251<br>1 000 | BV | **1962** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (580)<br>61,68 9,43 3,601<br>57,00 9,40 3,99<br>1 dk | **TM Tanker**<br>Effluents<br>6 Ta ER<br>L.836 | 2 Oil 4SA each 6Cy. 270 × 360 sr geared to sc. shaft<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 60kW 220V d.c.<br>Fuel 25,5t (d.o.) 10kn |
| 7393432<br>IPCU<br>573<br>Esd RT | **FALCO**<br>**Cooperativi Pescatori Montecristo**<br>Cetaro Italy | **196**<br>82<br>— | (RI) | **1975** Cant. Nav. Codecasa—Viareggio (F24)<br>36,66 7,12 2,109<br>29,88 7,09 3,51<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 2SA 8Cy. 235 × 330<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln |
| 7609635<br>SYZG<br>6716<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON**<br>**Varassova Shipping Co. S.A.**<br>Piraeus Greece | **13 889**<br>10 251<br>23 560 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2554)<br>164,34(BB) 10,100<br>155,43 22,81 14,13<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho ER<br>G.30 425 B.29 568 HeCls. B<br>7 Ha (stl) ER<br>Cr 2(22) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Controllable pitch propeller<br>Fuel 136,0t (d.o.) 1 109,5t (hvf)-27,0pd 15kn |
| 7504689<br>YVDE<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON**<br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | **6 790**<br>3 883<br>14 900 | AB | **1977** Oy Navire Ab—Naantali/Nadendal (55)<br>160,18(BB) 22,05 8,300<br>145,01 22,01 12,63<br>P 44,2 F 26,9 2 dks, 3rd dk in Nos. 2, 3 & 4 Holds<br>rf 102 | **M General Cargo**<br>Ref<br>4 Ho — — —DT — — ER —DT<br>8 TwD ER 4 TwD<br>G.22 835 B.20 642 In.1 505 L.1 730<br>TEU 143 C. 143/20'<br>7 Ha (stl) (8,1 × 6,9) (15,1 15,1 15,1 × 8,0) ER (4,9p&s × 2,9) (2,5 × 4,9)<br>Cr 2(12,5) Der 1(100) 5(10) 1(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Oy Wartsila Ab Finland<br>Gen 3 × 660kW a.c.<br>Fuel 1 383,0t 18,25kn |

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| 6820828<br>LASA<br>17113<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FALCON**<br>**Falconbridge Nikkelverk**<br>Einar Rasmussen<br>Kristiansand S. Norway | 6 586<br>3 216<br>9 652 | NV | **1968** A/S Fredriksstad M/V—Fredrikstad (402)<br>129,01 18,65 8,014<br>119,23 18,60 10,16<br>P 33,6 F 13,5 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>6 Ho 8,1 12,8 16,0 12,8 16,0 9,6 ER<br>G.12 326 B.8 946<br>6 Ha (stl) (6,4 9,6 11,9 9,6 11,9 6,4 × 9,3) ER<br>Cr 1(10) Der 2(5) | Oil 2SA 6Cy. 680 × 1500<br>6 400bhp (4 708kW) Gotaverk<br>A/S Fredriksstad M/V Fredriksta<br>Gen 3 × 390kW 1 × 15kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 509,0t (hvf)-25,0pd 15,5k |
| 5060859<br>SZPU<br>8259<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FALCON**<br>ex Northern Ice-82<br>ex Cacique Yanquetruz-73<br>ex Cap Valiente-70<br>**Faliron Maritime Co.**<br>Piraeus Greece | 4 100<br>2 196<br>4 270 | GL | **1960** Kieler Howaldtswerke A.G.—Kiel (1112)<br>126,02 15,63 7,011<br>115,02 15,61 8,77<br>B & F 103,4 2 dks<br>RW | **M General Cargo** CSD<br>Ref. 5P<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.6 607<br>6 Ha (stl) (7,7 7,7 × 4,5) ER (6,3 7,7 × 5,0) (3,5p&s × 1,9)<br>10W Der 1(10) 7(5) 2(2) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW) MAN<br>Kieler Howaldtswerke A.G. Ki<br>Fuel 965,0t (hvf) 17,75k |
| 7927453<br>JLGI<br>123685<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON**<br>**Fuji Shipping Co. Ltd. (Fuji Shoun K.K.)**<br>Tokyo Japan | 3 345<br>1 855<br>4 166 | NK | **1980** K.K. Taihei Kogyo—Akitsu (1357)<br>99,57 7,116<br>91,52 15,82 9,33<br>P 22,9 F 9,8 2 dks | **M General Cargo**<br>Ref.<br>Mchy.aft | Oil 4SA 6Cy. 540 × 850<br>5 000bhp (3 678kW)<br>The Hanshin Diesel Works Ltd. Akash<br>Gen 2 × 570kW 450V a.c. |
| 7395521<br>WYV3<br>693<br>558059<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON**<br>ex Katherine Lisa-79<br>**Ralstag Marine Partnership**<br>Los Angeles-Long Beach, Ca United States of America | 958<br>461<br>— | | **1974** San Diego Mar. Co.—San Diego, Ca (188)<br>67,26 12,07 4,954<br>62,18 11,56 5,34<br>1 dk | **M Fishing**<br>Tuna Seiner | Vee Oil 4SA 18Cy. 229 × 267<br>4 000bhp (2 942kW)<br>Alco Engine Inc. Auburn, N<br>Thw. thrust propeller fwd<br>17k |
| 5300388<br>OPMA<br>313<br>Esd Pfd<br>Rdr RTv | **FALCON**<br>ex Ross Falcon-76<br>**Noordvisserij N.V.**<br>Oostende Belgium | 278<br>84<br>— | ✠Classed LR until 11/3/77 | **1961**-9 Cochrane & Sons Ltd.—Selby (1466)<br>*33,47* 7,57<br>32,77 7,47 3,81<br>F 6,1<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 256 × 310<br>1 000bhp (736kW) E made75 fitted—<br>Anglo-Belgian Co. N.V. Gent/Gan |
| 7390844<br><br><br>Esd Rdr<br>RT | **FALCON**<br>ex Lamnalco Falcon-76<br>**Arabian American Oil Co. Ltd. (ARAMCO)**<br>Ras Tanura Saudi Arabia | 166<br>31<br>253 | ✠Classed LR until 23/3/78 | **1974**-7 Halter Marine Services, Inc.—New Orleans, La (425)<br>30,48 7,55 2,629<br>26,45 7,32 3,20<br>F 15,0 1 dk<br>rf 1168 | **TM Supply Launch**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, M<br>Gen 2 × 24kW 440/220V 60Hz a.c. |
| 7200312<br>HO3338<br>10052<br>-80A<br>Df Pfd<br>Rdr RT | **FALCON**<br>ex Citation<br>**Bay Cities Transportation Co.**<br>Panama Panama | 138<br>94<br>— | | **1963** Breaux's Bay Craft Inc.—Loreauville, La<br>6,58<br>26,14 6,56 3,23<br>1 dk | **Aluminium Alloy M Crewboat** | 2 Oil geared to sc. shaft<br>2 000bhp (1 471kW)<br>.............<br>Fuel (d.o.) |
| 7417111<br>WYT6<br>703<br>556947<br>Esd RT | **FALCON**<br>**Modern Products Inc.**<br>Tampa, Fl United States of America | 127<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (182)<br>22,86 2,744<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| 7374400<br>ZCUV<br>372899<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON ARROW**<br>**Almarino Navigation Ltd.**<br>Indo-China Steam Navigation Co. (Hong Kong) Ltd.<br>Hong Kong Hong Kong (British) | 25 268<br>12 850<br>38 747 | NV | **1977** Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1044)<br>182,00(BB) 29,06 11,612<br>174,00 29,01 16,11<br>P 30,8 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,7 27,4 27,4 27,4 18,3 ER<br>G.41 684 B.40 745 HeCls. B<br>5 Ha (stl) (17,5 × 18,0) (26,2 26,2 26,2 18,3 × 22,9) ER<br>Cr 2(25) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>Fuel 398,0t (d.o.) 2 200,0t (hvf) 14,5k |
| 6715487<br>HZGM<br><br>Df Esd<br>Gc Rdr<br>RT | **FALCON CEMENT**<br>ex Jeddah Cement-81<br>ex Japan Hyacinth-77<br>**Redsea Cement Jeddah Co. Ltd.**<br>Gearbulk Ltd.<br>Jeddah Saudi Arabia | 54 586<br>34 927<br>74 019 | NV (NK) | **1967** Mitsubishi Heavy Industries Ltd. —Nagasaki (1643)<br>271,00(BB) 42,58 16,682<br>256,01 42,50 22,00<br>F 19,9 1 dk<br>RW rf 737 | **S Factory/Cement Storage Ship**<br>15 Ta ER<br>conv Tanker 77 | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW) Escher Wys<br>Mitsubishi Heavy Industries Ltd. Nagasak<br>Gen 2 × 650kW 1 × 200kW 450V a.c.<br>Fuel 4 256,0t (o.f.)-112,0pd 16k |
| 7015339<br>HO5372<br>10077-<br>PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **FALCON EXPRESS**<br>ex Guatemala-82<br>ex Corriere Del Sud-81<br>ex Espresso Calabria-71<br>**Islamic Investment Shipping Co. Three S.A.**<br>Panama Panama | 1 593<br>557<br>2 993 | RI | **1970** Cant. Nav. "Luigi Orlando"—Livorno (131)<br>105,31 17,53 5,106<br>96,50 17,51 10,70<br>2 dks | **TM RoRo Cargo**<br>TEU 120 C. 120/20' | 2 Oil 4SA each 16Cy. 300 × 450<br>8 000bhp (5 884kW)<br>Fiat S.G.M. Torin |
| 5086188<br>HO7933<br>58-68<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **FALCON REEFER**<br>ex Daniela-67<br>**Compania de Navegacion Mianico S.A.**<br>Seatrade Groningen B.V. & Marlot Scheepvaartmij B.V.<br>Panama Panama | 908<br>336<br>1 472<br>**1 426**<br>668<br>1 706 | ✠100A1 SS 2/79<br>Ice Class 3<br>✠LMC<br>✠Lloyd's RMC<br>EL o<br>FN 1231 | **1961**-9 Soc. des Ch. & At. du Rhin —Strasbourg (484)<br>77,04 11,21 3,868/4,922<br>69,09 11,10 6,71<br>Ba 18,0 F 6,8 1 dk & S dk<br>rf 102<br>Coll BH to S dk 3 to 2nd dk WB144t | **M General Cargo** OSD/CSD<br>Ref.<br>2 Ho 14,1 23,7 ER<br>In.1 641<br>3 Ha (stl) (each 5,7 × 2,7) ER<br>6W Der 6(3) | Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sulzer Bros. Ltd. Winterthu<br>Gen 4 × 100kW 380V 50Hz a.c.<br>Fuel 278,5t (d.o.) 13k |

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| 7919810<br>H8XO<br>1038<br>1-80<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALCON SEA**<br>**Tong Ling Shipping & Enterprises Co. Ltd.**<br>Yick Fung Shipping & Enterprises Co. Ltd.<br>Panama Panama | **22 495**<br>14 906<br>38 000 | ✠**100A1**<br>bulk carrier<br>strengthened for heavy cargoes, hold Nos. 1, 3, 5 & 7 or hold Nos. 2, 4 & 6 or hold Nos. 1, 4 & 7 or hold Nos. 2 & 6 may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL J† 605,0/76,0U2<br>FN 8151 | **1980**-6 G. Dimitrov Shipyard—Varna (063)<br>201,56(BB) 27,87 11,218<br>187,71 27,82 15,60<br>P 37,8 F 17,1 1 dk<br>rf nil<br>9BH WB18424T incl. Comb. btm & STs in holds 4347T, topside tanks in holds 4400T & No. 3 hold 6910T | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho 22,7 20,1 18,9 18,9 18,9 18,9 18,9 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(-) | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>AuxB (ex.g) rcv & htr 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 504kW 400V 50Hz a.c. |
| 7616133<br>HPTG<br>8969<br>-78A<br>Df Esd<br>Gc Rdr<br>RT | **FALCON TRADER**<br>**Reina de Nube Navigation**<br>Panama Panama | **7 167**<br>4 393<br>11 720 | BV | **1978** K.K. Taihei Kogyo—Akitsu (327)<br>133,00 22,00 7,876<br>125,00 20,05 10,49<br>1 dk | **M General Cargo**<br>3 Ho ER<br>3 Ha (18,5 30,7 18,2 × 9,8) ER<br>Cr 1(25) 3(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>16kn |
| 5115836<br>IBLA<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FALCONE**<br>ex Herwang-74 ex Condo-72<br>ex Ronastar-66 ex Fjordaas-65<br>**Capo Falcone Societa di Navigazione S.p.A.**<br>Cagliari Italy | **27 362**<br>16 389<br>47 406 | RI (NV) | **1957** Eriksbergs M/V A/B—Goteborg (466)<br>222,03 26,60 12,501<br>210,52 26,52 17,02<br>F 29,0 1 dk<br>rf 76 len 66<br>conv Tanker 66 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 19,5 20,6 20,6 20,6 20,6 20,6 20,6 ER<br>G.57 728 HeCls. B<br>1 Ha (stl) (11,8 × 11,2) 6 Ha (stl) (each 13,7 × 11,2) ER | Oil 2SA 10Cy. 740 × 1600<br>12 900bhp (9 489kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 350kW 1 × 160kW 220V d.c.<br>Fuel 337,0t (d.o.) 3 370,0t (hvf)-36,5pd<br>13kn |
| 7703106<br>DNFV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FALDERNTOR**<br>**Partenreederei m.s. 'Falderntor'**<br>VTG-Versorgungsschiffahrt<br>Hamburg Federal Republic of Germany | **1 582**<br>670<br>2 250 | GL | **1978** Hermann Suerken—Papenburg (295)<br>78,87 5,720<br>70,82 15,21 6,81<br>B & F 20,5 1 dk | **TM Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 6Cy. 370 × 400 geared to sc. shafts<br>6 000bhp (4 413kW)<br>Kloeckner Humboldt Deutz Koeln<br>15kn |
| 6522048<br>IMVK<br>963<br>Rdr RT | **FALERNO**<br>**Societa Campania Regionale Marittima S.p.A. (CA.RE.MAR.)**<br>Napoli Italy | **742**<br>312<br>152 | RI | **1965** Cant. Nav. Pellegrino—Napoli (127)<br>60,03 9,33 2,921<br>53,52 9,30 4,12<br>1 dk, pt 2nd dk<br>RW | **TM General Cargo**<br>—dk P<br>Stern ramp | 2 Oil 4DA each 6Cy. 300 × 450<br>2 500bhp (1 839kW)<br>S.A. Fiat S.G.M. Torino |
| 5112054<br>UJVC<br>M-17021<br>Df Esd<br>Gc Rdr | **FALESHTY**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **1 722**<br>768<br>3 080 | RS | **1959** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1010)<br>94,16 14,08 5,660<br>86,64 14,03 8,21<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho 15,0 20,5 ER 22,4<br>G.5 404 B.4 824<br>3 Ha (stl) (9,0 9,0 × 6,4) ER (9,0 × 6,4)<br>6W Der 1(35) 6(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 263,0t (d.o.) 13,5kn |
| 5355462<br>ICUN<br>91<br>Rdr RT | **FALESIA**<br>ex Tenshin Maru-71<br>**Elbana di Navigazione**<br>Portoferraio Italy | **2 667**<br>1 515<br>4 529 | RI (NK) | **1962** Onomichi Zosen—Onomichi (110)<br>97,49 14,05 6,198<br>89,97 14,00 7,40<br>P 21,1 F 8,0 1 dk<br>RW | **M General Cargo**<br>3 Ho ER<br>G.5 603 B.5 360<br>3 Ha (17,6 17,8 17,6 × 7,0) ER | Oil 4SA 8Cy. 470 × 670<br>2 400bhp (1 765kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 40kW 225V d.c.<br>Fuel 303,0t 12kn |
| 5112078<br>VLGZ<br>137232<br>RTm | **FALIE**<br>ex Holland's Trouw<br>**Spencer's Gulf Transport Co. Ltd.**<br>*Port Adelaide, S.A.* Australia | **226**<br>118<br>244 | | **1919** W. Richter Uitenbogaardt—Maassluis<br>*33,44* 6,68<br>... ... ...<br>1 dk<br>RW | **Aux M General Cargo**<br>Ketch<br>1 Ho 20,4<br>1 Ha (9,1 × 3,6)<br>Der 1(1) | Oil 4SA 5Cy. 229 × 305<br>350bhp (257kW) E made54 fitted57<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 1 × 32kW<br>Fuel (d.o.) 8,5kn |
| 5403960<br>Y5PA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALKE**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**988**<br>446<br>1 572<br>**1 744**<br>928<br>2 733 | DSRK | **1962** VEB Schiffswerft "Neptun"—Rostock<br>82,35 12,63 4,260/5,747<br>72,55 12,55 5,69<br>2 dks<br>rf 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho 24,0 22,1 ER<br>G.3 300 B.3 077<br>2 Ha (stl) (16,7 17,3 × 6,4) ER<br>8W | Oil 4SA 6Cy. 470 × 660<br>1 365bhp (1 004kW)<br>Halberstadt Halberstadt<br>Gen 3 × 100kW 390V 50Hz a.c.<br>Fuel 97,5t (d.o.) 12kn |
| 7032325<br>DHHH<br>Df Esd<br>Gc Pfd<br>RT | **FALKENBERG**<br>ex Pontos-76 ex Falkenberg-73<br>Launched as Isotat<br>**m.s. 'Falkenberg' Kustenschiffahrt Bauer & Hauschildt K.G. & Co.**<br>Kustenschiffahrt Bauer & Hauschildt K.G.<br>Hamburg Federal Republic of Germany | T.Mk<br>**1 596**<br>1 068<br>3 292 | ✠**100A1** SS 7/80<br>Ice Class 2<br>✠**LMC** **UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1580 | **1971**-1 A/B Falkenbergs Varv—Falkenberg (157)<br>87,03 12,86 4,966<br>84,00 12,60 6,20<br>P 16,2 F 10,7 1 dk<br>rf nil<br>4BH WB918t incl. DTf62t | **M General Cargo**<br>Mchy.aft<br>Cr 1(15) | Vee Oil 2SA 16Cy. 220 × 380<br>2 000bhp (1 471kW)<br>Appingedammer Brons Appingedam<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7633454<br>DIHF<br>12369<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FALKENSTEIN**<br>**Helfried Fahje**<br>Hamburg Federal Republic of Germany | **901**<br>613<br>2 060 | GL | **1977** J. J. Sietas K.G. Schiffswerft —Hamburg (820)<br>71,99 4,452<br>65,51 12,81 6,84<br>P 10,7 F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,4 ER<br>G.3 215 B.3 139<br>TEU 127 C. 127/20'<br>1 Ha (stl) (43,8 × 10,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 800bhp (1 324kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 63kW 380V 50Hz a.c.<br>Fuel 172,5t (d.o.)-7,0pd 13kn |
| 6724397<br>GYIQ<br>377908<br>Esd Gc<br>Rdr RT | **FALKIRK**<br>ex Lindinger Surveyor-79<br>ex Tumlingen-74 ex Rapallo-67<br>**Salvesen Offshore Services Ltd.**<br>Aberdeen United Kingdom | T.Mk<br>**468**<br>156<br>399 | BV | **1967** Cant. Nav. Felszegi—Trieste (86)<br>51,08 9,53 3,322<br>42,83 9,50 5,72<br>2 dks<br>conv Vehicles RoRo Cargo — | **M Stand-by Safety Support Vessel**<br>for submersibles<br>Side doors Ice strengthened<br>1 Ho ER<br>B.1 664<br>1 Ha (6,0 × 2,9) ER<br>1W Der 1(5) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 280kW 2 × 52kW 400V a.c.<br>Controllable pitch propeller<br>Fuel 38,5t (d.o.)-3,5pd 11,5kn |

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| **7419121**<br>SKGA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FALKON**<br>ex Riverina-81<br>**P/R Falkon**<br>A/B Nordsjofrakt<br>Skarhamn Sweden | **6 522**<br>3 378<br>9 127 | ✠**100A1** SS 11/80<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Y $1\frac{13}{16}$"U3<br>FN 3418 | **1977**-3 Dae Sun SB. & Eng. Co. Ltd.<br>—Busan (186)<br>124,95 19,16 7,567<br>117,81 19,00 10,01<br>P 24,1 F 9,8 1 dk<br>rf nil DK in way of Nos. 2 & 3 holds<br>5BH WB2835t incl. DTf306t & STs in<br>holds 1358t | **M General Cargo**<br>3 Ho 21,4 33,4 27,3 ER<br>G.11 152 B.10 947<br>3 Ha (stl) (12,5 × 8,8) (25,0 × 13,5)<br>(19,7 × 13,5) ER<br>Der 5(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Japa<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 400kW 1 × 176kW<br>440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 157,0t (d.o.) 779,0t (hvf) 14,25k |
| **7618179**<br>WYZ5<br>780<br>264578<br>RT | **FALL RIVER**<br>ex Sandy Hook<br>**Tugboat Inc.**<br>Mobile, Al United States<br>of America | **233**<br>158<br>— | (AB) | **1952** R.T.C. SB. Corp—Camden, NJ (213)<br>7,78 —<br>31,75 7,73 3,99<br>1 dk | **M Tug** | Oil 2SA 10Cy. 216 × 254<br>Fairbanks, Morse & Co. U.S.A<br>Fuel (d.o.) |
| **7829053**<br>WYB9<br>743<br>593130 | **FALLING STAR**<br>**Falling Star Inc.**<br>Sahlman Seafoods Inc.<br>Tampa, Fl United States<br>of America | **112**<br>76<br>— | | **1978** Steiner Shipyard Inc.—Bayou la<br>Batre, Al<br>*20,46* 6,71<br>3,43<br>1dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illino |
| **6611772**<br>DGKH<br>10830<br>Df Esd<br>Gc Rdr<br>RTm/v | **FALLWIND**<br>ex Bell Vanguard-77<br>**Partenreederei m.s. 'Fallwind'**<br>Karl-Heinz Baase<br>Rendsburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>329<br>1 204 | (GL) | **1966** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (588)<br>74,66 13,03 3,798<br>67,01 13,01 6,41<br>F 8,0 2 dks | **M General Cargo**<br>1 Ho 48,0 1 TwD 48,7 ER<br>G.2 682 B.2 509<br>TEU 72 C.Ho 35/20' C.Dk 37/20'<br>2 Ha (stl) (each 19,2 × 8,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 2 × 48kW 1 × 24kW<br>400/231V 50Hz a.c.<br>Fuel 90,5t (d.o.) 13k |
| **7722437**<br>GCFA<br>381561<br>Df Esd<br>Gc Rdr<br>RT | **FALMOUTH BAY**<br>ex Seatrain Trenton-81<br>Launched as Marestar<br>**Overseas Containers Ltd.**<br>London United Kingdom | **15 760**<br>8 626<br>21 207 | BV | **1978** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Tokyo (2673)<br>178,42(BB) 9,422<br>169,40 26,01 13,62<br>F 5,5 1 dk<br>len 81 | **M Container Ship**<br>Fixed-guides<br>5 Cell.Ho 21,0 27,2 27,2 14,4<br>27,2 ER<br>TEU 1266<br>C.Ho 566/20' (40') C.Dk 700/20'<br>(40') incl. 60 ref C.<br>16 Ha (stl) ER | Oil 2SA 6Cy. 680 × 1250<br>13 300bhp (9 783kW) Sulz<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Ai<br>Gen 3 × 520kW 450V 60Hz a.c.<br>Fuel 297,0t (d.o.) 1 583,5t (hvf) 18,5k |
| **6710918**<br>Esd RTv | **FALO**<br>**Government of The Republic of**<br>**Gambia**<br>Banjul Gambia | **164**<br>50<br>152 | ✠Classed LR until 2/69 | **1967**-4 Fairmile Construction Co. Ltd.<br>—Berwick-on-Tweed (602)<br>34,14 8,03 1,829<br>32,01 7,78 2,44<br>1 dk<br>rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft<br>Hopper 85<br>Cr 1 | Oil 4SA 8Cy. 165 × 184 reverse reduction<br>geared to sc. shaft<br>230bhp (169kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 10kW 220V a.c.<br>Fuel (d.o.) 8k |
| **5112274**<br>EBSO<br>7751<br>Df Esd<br>Pfd RTm | **FALPERRA**<br>**Jose Lorenzo S.L.**<br>Vigo Spain | **172**<br>95<br>127 | (BV) | **1958** Enrique Lorenzo y Cia. S.A.—Vigo<br>(219)<br>30,46 6,41 3,296<br>26,37 6,30 3,87<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9) | Oil 2SA 6Cy. 190 × 350<br>300bhp (221kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel 71,0t (d.o.) 10,5k |
| **6502309**<br>GNHU<br>305429 | **FALSTONE**<br>ex Amsterdam VI<br>**Stephenson Clarke Shipping**<br>**Ltd.**<br>Newcastle upon United Kingdom<br>Tyne | **359**<br>182<br>510 | BV | **1934** Schps. L. Smit & Zoon—Kinderdijk<br>(876)<br>39,93 8,18 3,582<br>38,00 7,78 3,81<br>1 dk<br>RW rf nil conv Hopper Barge 66 | **M Sludge Carrier**<br>1 Ho 18,2 ER<br>1 Ha (stl) (0,6 × 1,2) ER | Oil 4SA 6Cy. 222 × 292 sr geared to sc.<br>shaft<br>337bhp (248kW) NE 64<br>Blackstone & Co. Ltd. Stamford<br>Gen 1 × 30kW 2 × 3kW 220V d.c.<br>Fuel 7,0t (d.o.)-1,5pd 8,5k |
| **7105926**<br>OYBG<br>D1809<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FALSTRIA**<br>**A/S Det Ostasiatiske Kompagni**<br>**(The East Asiatic Co. Ltd.)**<br>Kobenhavn Denmark | **20 187**<br>11 161<br>18 286 | ✠**100A1** CS 4/81<br>Nos. 4—9 holds inclusive<br>limited to container<br>cargoes or similar unit<br>cargoes secured within<br>the container guide limits<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL Ht $2\frac{3}{4}$"U2<br>FN 7627 | **1971**-9 A/S Nakskov Skibsvaerft—Nakskov<br>201,86(BB) 26,01 9,695<br>186,11 25,91 15,07<br>P 42,7 F 23,2 1 dk<br>rf nil DK fwd<br>NS 8BH WB4604t incl. DTf395t Comb.<br>btm & side tanks in Nos. 3, 4, 6 & 9<br>holds 2083t | **M Container Ship**<br>Fixed-guides Ref<br>9 Cell.Ho 10,3 15,7 13,3 14,1<br>13,3 14,1 14,1 16,0 16,7 ER<br>In.4 757<br>TEU 918<br>C.Ho 624/20' (40') C.Dk 294/20'<br>(40')<br>18 Ha (stl) ER | Oil 2SA 10Cy. 840 × 1800<br>26 200bhp (19 272kW) B&W<br>A/S Burmeister & Wain's Motor-og<br>Mfbk. af 1971 Kobenhav<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>rcv 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 756kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 610,0t (hvf)-95,5pd 21,5k |
| **6717277**<br>ZDJY<br>399745<br>Df Esd<br>Rdr RTh | **FALSTRIA**<br>ex Trader Ship-82<br>ex Holger Sif-79<br>**Jenevar Shipping Ltd.**<br>Gibraltar Gibraltar<br>(British) | **499**<br>357<br>1 254 | BV | **1967** Schps. "Hoogezand" J. Bodewes<br>—Bergum (138)<br>73,41 11,84 3,683<br>66,48 11,79 3,74<br>P 11,0 B 7,7 F 8,6 1 dk & S dk<br>rf 102 | **M General Cargo** OSD<br>1 Ho 49,0 ER<br>G.2 879 B.2 592<br>2 Ha (stl) (20,9comb. 11,9 × 5,9) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Ki<br>Gen 2 × 19kW 1 × 18kW 220V d.c.<br>Fuel 86,5t (d.o.)-4,0pd 11,5k |
| **7640598**<br>YQBP<br>Df Esd<br>Gc Rdr<br>RT | **FALTICENI**<br>**Baza De Aprovizionare Tehnico**<br>**Materiala (BATM)**<br>Navlomar Bucharest Service<br>Brokerage<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 531**<br>1 748<br>4 795 | RNR | **1976** Santierul Naval Braila—Braila<br>106,03 14,81 5,630/7,060<br>93,43 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 ×<br>9,7) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 440 × 760<br>3 000bhp (2 207kW) Sulz<br>Jugoturbina Karlova<br>Gen 3 × 450kW 400V 50Hz a.c.<br>Fuel 322,0t (hvf) 14k |
| **7617113**<br>OW2188<br>D2562<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAME**<br>**John Dam**<br>Hoyvik Faroe Islands | **592**<br>211<br>— | NV | **1977** Vaagland Batbyggeri A/S—Vaagland<br>(90)<br>49,41<br>41,94 10,41 7,09<br>rf 1199 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft<br>In.900 | Oil 2SA 6Cy. 300 × 450<br>1 800bhp (1 324kW)<br>Wichmann Motorfabrikk A/S Rubbestadnes<br>Gen 2 × 216kW 380V 50Hz a.c. |

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|---|---|---|---|---|---|---|---|
| 6510813<br>VC7320<br>307545<br>Df Esd<br>Gc Rdr<br>RT | **FAME V**<br>ex Ross Fame-71<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl. Canada | **320**<br>103<br>— | ✠**100A1**<br>stern trawler<br>✠**LMC** | SS 11/79<br><br><br>EL (f) q<br>FN 553 | **1965**-8 Cochrane & Sons Ltd.—Selby (1500)<br>*39,45* 9,25<br>36,58 9,15 5,95<br>Ba 7,1 F 7,7 2 dks<br>rf 914 DK fwd<br>6BH WB 18t | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 8Cy. 254 × 305 with flexible coupling & sr geared to sc. shaft<br>1 052bhp (774kW) ✠ NE 11/68<br>English Electric Co. Ltd. Newton-le-Willows<br>Gen 1 × 70kW 1 × 18kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 86,5t 12kn |
| 7813157<br>H3VO<br>9332-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAMILY ACE**<br><br>**Adonis Maritime Ltd. Inc.**<br>Panama Panama | **6 426**<br>4 239<br>9 532 | | <br><br>NK | **1978** Tsuneishi Zosen K.K.—Numakuma (437)<br>128,50(BB) 21,06 7,719<br>118,01 20,62 10,52<br>P 20,8 F 8,6 1 dk | **M Container Ship**<br>Fixed-guides<br>TEU 500<br>C.Ho 236/20' C.Dk 264/20'<br>12 Ha ER | Oil 2SA 6Cy. 520 × 1050<br>7 200bhp (5 296kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Gen 3 × 400kW 60Hz a.c.<br>14,5kn |
| 6429299<br>SXBW<br>7603<br>Df Esd<br>Gc Rdr<br>RTm/v | **FAMILY ANGEL**<br>ex Siam Bay-80 ex Strathtruim-77<br>ex Treneglos-74<br>**Chrysalis Compania Naviera S.A.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | T.Mk<br>**6 951**<br>3 675<br>12 034<br>**9 653**<br>5 726<br>14 689 | ✠**100A1**<br><br>✠**LMC** | SS 8/77<br><br><br>EL et 2¼"SQ<br>FN 4588 | **1963**-8 Wm. Hamilton & Co. Ltd.—Port Glasgow (527)<br>154,01 19,89 8,268/9,373<br>143,26 19,82 12,20<br>RAD 12,2 F 11,6 2 dks<br>RW rf 102<br>7BH to U dk 2 to 2nd dk WB3438t incl. Tunnel tanks 372t DTf1278t | **M General Cargo**<br>5 Ho 15,0 25,3 7,6DT 12,9 23,6 24,3<br>5 Ha (stl) (8,2 × 5,4) (13,5 12,1 12,1 12,1 × 7,3)<br>Der 1(30) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Fairfield-Rowan Ltd. Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in² (8,3bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel (hvf) |
| | | | **LAID UP — SURVEYS OVERDUE 8/81** | | | | |
| 8113310<br>SYAW<br>8054<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAMILY ANTHONY**<br><br>**Hellamco Inc.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | **11 980**<br>6 130<br>14 930 | **100A1**<br><br>**LMC** | <br><br><br>EL Dt<br>FN 5161<br>(RS) | **1981** Kherson Shipyard—Kherson (2020)<br>162,39(BB) 22,26 10,129<br>144,66 22,20 13,47<br>F 12,8 2 dks<br>rf 152<br>SF 8BH WB3040T | **M General Cargo**<br><br>pt higher tensile steel<br>5 Ho ER<br>G.21 340 B.19 570<br>TEU 388<br>C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0)<br>4W Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>AuxB (ex.g) 9kgf/cm² (8,9bar)<br>rcv 7,5kgf/cm² (7,4bar)<br>Gen 3 × 400kW 440V 50Hz a.c.<br>Fuel 475,5t (d.o.) 1 067,0t (hvf) 18kn |
| 6612532<br>SXPC<br>7986<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **FAMILY ARROW**<br>ex Izumi Maru-81<br>**Gamma Shipping Co. S.A.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | **10 046**<br>5 764<br>12 703 | | <br><br>NK | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (679)<br>159,52 22,43 9,449<br>147,02 22,41 13,31<br>P 9,2 F 27,2 2 dks, pt 3rd dk<br>RW rf 297 | **M General Cargo**<br>Ref 4P<br>5 Ho 18,4 19,2 18,7 21,0 11,2DT 15,6<br>G.21 461 B.19 908 In.544<br>6 Ha (7,5 × 4,5) (10,5 11,9 14,2 13,4 × 7,0) (8,2 × 5,0)<br>20W Der 2(20) 2(10) 10(6) 6(3) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 450kW 450V 60Hz a.c.<br>Fuel 1 473,5t (hvf)-37,5pd 18,5kn |
| 5177133<br>J4ZU<br>7516<br>Df Esd<br>Gc Rdr<br>RT | **FAMILY DELTA**<br>ex Delta-80<br>ex Singapore Progress-79<br>ex Strathnaver-77 ex Jumna-75<br>**Alfa Maritime Co S.A.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | T.Mk<br>**6 987**<br>3 744<br>12 078<br>**9 596**<br>5 670<br>14 712 | ✠**100A1**<br><br>✠**LMC** | SS 12/77<br><br><br>EL et 2¼"SQ<br>FN 4588 | **1962**-11 C. Connell & Co. Ltd.—Glasgow (495)<br>154,92 19,89 8,262/9,373<br>143,26 19,82 12,20<br>RAD 12,2 F 12,2 2 dks<br>rf 102<br>7BH to U dk 2 to 2nd dk WB3516t incl. Tunnel tanks 378t DTf1413t | **M General Cargo**<br>5 Ho 15,0 25,3 8,3DT 12,1 13,5 24,3<br>5 Ha (8,2 × 5,4) (12,8 12,1 12,9 12,1 × 7,3)<br>Der 1(50) 2(15) 2(10) 12(5) | Oil 2SA 5Cy. 760 × 1550<br>7 500bhp (5 517kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in² (8,3bar)<br>Gen 3 × 250kW 220V d.c.<br>Fuel (hvf) |
| 8113334<br>SXNF<br>8183<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FAMILY FOTINI**<br><br>**Stratford International Ltd.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | **11 579**<br>6 524<br>15 839 | ✠**100A1**<br><br>✠**LMC** | <br><br>**UMS**<br>EL Dt 550,0/62,0U2<br>FN 5152 | **1981**-11 Kherson Shipyard—Kherson (2022)<br>162,31(BB) 22,26 10,126<br>144,61 22,20 13,42<br>F 12,8 2 dks<br>rf 152<br>SF 8BH WB3040T | **M General Cargo**<br><br>pt higher tensile steel<br>5 Ho ER<br>G.21 340 B.19 570<br>TEU 388<br>C.Ho 320/20' C.dk 68/20'<br>9 Ha (stl) (6,1 × 5,7) (19,1p&s 12,7p&s 25,3p&s 12,7p&s × 8,0) ER<br>4W Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>AuxB (o.f.) 7,5kgf/cm² (7,4bar)<br>AuxB (ex.g) 9kgf/cm² (8,9bar)<br>rcv 7,5kgf/cm² (7,4bar)<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 396,0t (d.o.) 930,0t (hvf)-42,0pd 17kn |
| 7608538<br>SWSA<br>7981<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FAMILY IVORY**<br>ex Ivory Tellus-81<br>**Maistros Maritime Co. S.A.**<br>Family Shipping Co. S.A. Panama<br>Piraeus Greece | T.Mk<br>**6 113**<br>3 794<br>9 955<br>**9 477**<br>5 831<br>13 295 | | <br><br>GL | **1976** VEB Schiffswerft "Neptun"—Rostock (403)<br>150,02 21,04 7,703/9,091<br>140,42 21,01 11,31<br>P 30,2 B & F 39,4 2 dks<br>deepened 78 | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,6 ER<br>G.20 570 B.18 535<br>TEU 328 C. 328/20' incl. 22 ref C.<br>1 Ha (stl) (25,9 × 7,6) ER | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>16,5kn |
| 7050664<br>WY8764<br>516788 | **FAMILY LOVE**<br>ex Barbara Totten-78<br>ex The Nelsons-75 ex Nancy Pat<br>**Nelson Shrimpers Inc.**<br>Pensacola, Fl United States of America | **100**<br>68<br>— | | | **1968** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,41 | **M Fishing** | Oil<br>350bhp (257kW)<br>..............<br>Fuel (d.o.) |
| 7742451<br>WYC6<br>208<br>591257 | **FAMILY PRIDE**<br><br>**Byron D. Hopkins**<br>Beaufort-Morehead City, NC United States of America | **101**<br>68<br>— | | | **1978** St. Augustine Trawlers Inc.—St. Augustine, Fl<br>*20,27* 6,23<br>2,75<br>1 dk | **Wood M Fishing** | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 5046255<br>LHHT<br>16545<br>Df Esd<br>RTm | **FAMITA**<br>ex Blavet-66 ex Petit Poilu-61<br>**P/R Famita**<br>Kare Misje & Co. Rederi A/S<br>Bergen Norway | **279**<br>99<br>305 | | <br><br>BV | **1950** Ch. Navals de Caen—Blaineville (20)<br>41,79 7,52<br>37,32 7,47 3,74<br>1 dk<br>R conv Side Trawler Fishing — | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 365 × 550<br>600bhp (441kW) MAN<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Gen 2 × 25kW 110V 50Hz a.c.<br>Fuel 71,0t (d.o.) 11kn |

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| **5335735**<br>LKIN<br>16770<br>Df Gc<br>Rdr RT | **FAMITO**<br>ex Ivo-78 ex Ingmar-76<br>ex Stong-73 ex Lovisa-71<br>ex Southern Truce-67<br>**P/R Famita**<br>Kare Misje & Co. Rederi A/S<br>Bergen Norway | **466**<br>319<br>457 | *Classed BC until<br>11/63<br>NV | **1945**-9 Smith's Dock Ltd.—South Bank,<br>Middlesbrough (1136)<br>52,41 8,03 4,103<br>48,29 8,01 4,50<br>1 dk<br>BK 191 len 69<br>conv Whaler 67 | **M General Cargo**<br>1 Ho ER<br>1 Ha (23,5 × 4,8) ER<br>2W Der 2(3) | Oil 2SA 3Cy. 300 × 450<br>750bhp (552kW) NE 67<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 25kW 1 × 7,5kW 110V d.c.<br>Fuel (d.o.) 10kn |
| **6926139**<br>LJRX<br>19536<br>Df Esd<br>Rdr RT | **FANAFREEZE**<br>ex Icecap-81<br>**K/S A/S Ocean Transport II**<br>A/S Ocean Transport<br>Bergen Norway | T.Mk<br>**299**<br>168<br>730 | BV | **1969** I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (56)<br>57,10 10,01 3,469<br>51,69 9,99 5,74<br>2 dks | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.1 167<br>2 Ha (each 6,0 × 4,8) ER<br>2W Der 2(3) | Oil 2SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 86,5t (d.o.)-4,5pd 12kn |
| **6929870**<br>ZDSG<br>702353<br>Df Esd<br>Rdr<br>RTm/v | **FANAFROST**<br>ex Eskimo-81<br>**Fanafrost Shipping Ltd.**<br>Gibraltar Gibraltar<br>(British) | T.Mk<br>**299**<br>183<br>744 | BV | **1969** I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (58)<br>57,10 10,04 3,455<br>51,69 10,01 5,74<br>2 dks | **M General Cargo**<br>Ref.<br>4 Ho ER<br>In.1 167<br>2 Ha (stl) (each 6,0 × 4,8) ER<br>2W Der 2(3) | Vee Oil 4SA 8Cy. 260 × 400<br>800bhp (588kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 170kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 86,5t (d.o.)-4,0pd 12,5kn |
| **7319371**<br>LKWQ<br>18056<br>Rdr RT | **FANARAAKEN**<br>**Fylkesbaatane i Sogn og**<br>**Fjordane**<br>Floro Norway | **495**<br>241<br>— | (NV) | **1973** Loland Motorverstad A/S—Leirvik<br>(34)<br>44,63 10,65 2,845<br>40,52 10,60 4,22<br>1 dk<br>BK 178 | **M RoRo Cargo/Ferry**<br>385dk P<br>Bow & stern doors<br>Mchy.aft | Oil 2SA 6Cy. 280 × 420<br>990bhp (728kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 52kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| **6706321**<br>ELJQ<br>5469<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FANARI**<br>ex Nordhav-75<br>**Ninfeo Shipping Corp.**<br>Monrovia Liberia | **44 720**<br>34 576<br>98 328 | NV | **1967** Odense Staalskibsvaerft A/S—Lindo<br>(16)<br>265,74(BB) 39,04 13,952<br>252,33 39,01 18,01<br>P 35,1 F 24,7 1 dk<br>rf 152 | **M Tanker**<br>COW IGS<br>14 Ta ER<br>L.(oil) 116 016<br>HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW)<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>Gen 2 × 676kW 1 × 500kW<br>1 × 20kW 440V 60Hz a.c.<br>Fuel 402,5t (d.o.) 3 654,5t (hvf)-73,0pd<br>16,25kn |
| **7814371**<br>Esd Rdr | **FANDI**<br>**Nigerian Polish Fisheries Ltd.**<br>**'NIGPOL'**<br>Lagos Nigeria | **128**<br>44<br>63 | PR | **1978** Stocznia "Wisla"—Gdansk<br>(KR24/01)<br>23,04 2,901<br>21,37 7,36 3,36<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 21kW 231V d.c. 1 × 1,5kW<br>1 × 1kW 24V d.c.<br>10kn |
| **5162073**<br>6VIX<br>265<br>Df Esd<br>RT | **FANDYE TORO**<br>ex Thiaroye<br>ex Intron Maria Gwel Mor-70<br>**Armement Gainde**<br>Dakar Senegal | **123**<br>52<br>— | | **1959** Ch. Nav. de Cornouaille—Douarnenez<br>*23,50* 6,56<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | 2 Oil 4SA each 6Cy. 140 × 180 geared to<br>sc. shaft<br>330bhp (243kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 6kn |
| **7306594**<br>EEFS<br>98<br>Df Esd<br>Rdr RT | **FANECA**<br>**Remolques y Servicios**<br>**Maritimos S.A. (REYSER)**<br>Santander Spain | **220**<br>19<br>139 | **✠100A1** SS 6/81<br>tug<br>**✠LMC**<br>EL E $\frac{13}{16}$"U1<br>FN 362 | **1973**-6 Ast. de Santander S.A.—Santander<br>(73)<br>31,91 8,84 3,512<br>28,50 8,60 4,09<br>RFD 4,9 1 dk<br>rf nil<br>4BH WB22T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 360 × 450 dr geared to sc.<br>shaft<br>MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 1 × 80kW 1 × 72kW 1 × 20kW<br>380V 50Hz a.c.<br>Controllable pitch propeller |
| **7427805**<br>OYMM<br>H614<br>RT | **FANEFJORD**<br>ex Hanne Rauhe-82<br>ex Okinawa-81<br>ex Kirsten Trandberg-77<br>**Christian Pedersen Bonde**<br>Thyboron Denmark | **149**<br>79<br>— | | **1974** Soby Motorfabrik og Staalskibsvaerft<br>—Soby (1505)<br>29,75 7,12<br>27,79<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 300<br>500bhp (368kW)<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel (d.o.) |
| **7706835**<br>J4VL<br>317 | **FANEOS**<br>**Faneos Shipping Corp.**<br>Chios Greece | T.Mk<br>**7 170**<br>4 436<br>—<br>**11 730**<br>7 293<br>17 310 | AB (NV) | **1979** VEB Warnowwerft Warnemuende<br>—Warnemuende (241)<br>157,61(BB) 23,09 —/11,900<br>146,01 23,06 13,42<br>P 25,3 F 35,7 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.25 665 B.23 556<br>TEU 604<br>C.Ho 342/20' (40') C.Dk 262/20'<br>(40')<br>7 Ha (stl) (18,5 × 10,4) (19,2p&s<br>19,2p&s 19,2p&s × 7,7) ER<br>9W Der 1(125) 4(35) 4(5-10) | Oil 2SA 8Cy. 700 × 1200<br>10 500bhp (7 723kW) MAN<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>Gen 2 × 640kW 1 × 480kW<br>380V 50Hz a.c.<br>17kn |
| **5110484**<br>SXVA<br>1329<br>Df Esd<br>RTm | **FANEROMENI**<br>ex Evridiki-68 ex Dimitrios<br>ex James E. Hughes ex Arapaho<br>ex YT 121<br>**Atlantic Fishing Faneromeni**<br>Piraeus Greece | **353**<br>127<br>— | (GL) | **1914** Seattle Construction & D.D. Co.<br>—Seattle, Wa<br>42,80 7,42<br>... ...<br>1 dk<br>R len 60<br>conv Tug — | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 320 × 450<br>545bhp (401kW) E made58 fitted61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **6725248**<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FANG CHENG**<br>ex Peter Schroder-80<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**3 211**<br>1 860<br>5 671<br>**5 009**<br>2 905<br>7 670 | BV | **1968** Burntisland S.B. Co. Ltd.—Burntisland<br>(419)<br>121,62 17,35 6,605/7,887<br>112,78 17,23 9,94<br>2 dks | **M General Cargo**<br>3 Ho 16,1 28,0 28,0 ER<br>G.10 613 B.9 502<br>3 Ha (stl) (11,2 20,4 21,3 × 5,7) ER<br>11W Der 1(50) 1(30) 10(5) | Oil 2SA 8Cy. 500 × 1100<br>5 600bhp (4 119kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 959,0t (hvf) 16,5kn |
| **6703446**<br>ELAO4<br>6912<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FANGTURM**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **403**<br>164<br>812 | GL | **1966** J. G. Hitzler, Schiffswerft u.<br>Maschinenfabrik—Lauenburg (693)<br>52,86 11,26 3,353<br>50,81 11,00 3,97<br>F 14,4 1 dk | **TM Supply Ship**<br>12P<br>Deck Cargo<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 160 × 180<br>1 932bhp (1 421kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 3 × 140kW 231/400V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 264,0t (d.o.) 12,5kn |

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|---|---|---|---|---|---|---|
| 5329671<br>SYLW<br>Esd Pfd<br>Rdr<br>RTm/v | **FANIS**<br>ex Sir Johnstone Wright-76<br>**Christincoast Compania Naviera S.A.**<br>Stavrou Management Co. S.A.<br>Piraeus Greece | **2 990**<br>1 463<br>4 603 | **✠100A1** SS 5/82<br>**✠LMC**<br>EL u 1¾"SQ<br>FN 2048 | **1955**-11 Austin & Pickersgill Ltd. —Southwick, Sunderland (340)<br>103,33 14,33 6,097<br>97,54 14,18 6,81<br>Ba 19,9 RQD 60,1 F 8,9 1 dk<br>R rf 76<br>NS 8BH WB1508t incl. DTm302t | **M General Cargo**<br>4 Ho 14,2 16,3 16,3 13,5 ER<br>G.6 176<br>4 Ha (10,2 × 7,6) (10,9 10,9 10,9 × 9,1) ER<br>Der 1(2,5) | Oil 4SA 8Cy. 420 × 660 sr geared to sc. shaft<br>1 900bhp (1 398kW) ✠ NE made57 refitted4/78<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 150kW 2 × 100kW 1 × 25kW 220V d.c.<br>Fuel 242,0t (hvf) 11kn |
| 7107936<br>3065 | **FANIS**<br>ex Solonaki III-70<br>**Theofanis Spanos**<br>Piraeus Greece | **265**<br>162<br>— | (HR) | **1944** ............United Kingdom<br>40,26 14,99 1,855<br>... ... ...<br>1 dk | **TM Ferry** | 2 Oil 4SA each 6Cy. 152 × 216<br>446bhp (328kW)<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Fuel (d.o.) |
| 5246518<br>SV2838<br>5186<br>Df Esd<br>Rdr RTm | **FANIS S.**<br>ex Mogens S-74 ex Nancie S-68<br>**Spanos Shipping Co. S.A.**<br>Piraeus Greece | **500**<br>218<br>920 | (BV) | **1953** Svendborg Skibsvaerft A/S —Svendborg (63)<br>64,50 9,78 3,709<br>9,76 5,85<br>1 dk & S dk<br>RW rf 102 | **M General Cargo** OSD<br>Ref<br>3 Ho ER<br>G.1 926 B.878 In.50<br>3 Ha (stl) (each 8,9 × 5,4) ER<br>6W Cr 2(3) 4(2) Der 2(5) 4(4) | Oil 4SA 6Cy. 385 × 580<br>750bhp (552kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 50kW 1 × 24kW 1 × 8kW 220V<br>Fuel 60,0t (d.o.) 11,5kn |
| 6803260<br>OIEY<br>1203<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **FANNY**<br>ex Ruth-75<br>**Rederiaktiebolaget Sally**<br>Algot Johansson<br>Mariehamn Finland | **52 371**<br>35 476<br>101 960 | NV | **1967** Stord Verft A/S—Stord (600)<br>258,53 39,02 15,323<br>251,11 38,96 19,72<br>1 dk<br>rf 102 | **M Tanker**<br>SBT<br>15 Ta ER<br>L.(oil) 119 744 HeCls. BC | Oil 2SA 10Cy. 840 × 1800<br>23 000bhp (16 918kW) B&W<br>A/S Akers M/V Oslo<br>Gen 6 × 700kW 440V 60Hz a.c.<br>Fuel 357,5t (d.o.) 4 040,0t (hvf)-50,0pd 16kn |
| 6607422<br>SXYD<br>8326<br>Df Esd<br>Gc Rdr | **FANNYAN**<br>ex Newhaven-82 ex Glyntaf-71<br>Launched as East Breeze<br>**Armadores Anne S.A.**<br>Byzantine Maritime Corp.<br>Piraeus Greece | **14 617**<br>9 387<br>26 996 | **✠100A1** SS 3/80<br>strengthened for ore cargoes, Nos. 2, 4 & 6 or Nos. 1, 4 & 6 holds may be empty<br>Ice Class 3<br>**✠LMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6185 | **1966**-3 Hakodate Dock Co. Ltd.—Hakodate (332)<br>174,76 22,94 10,707<br>164,60 22,86 14,71<br>P 31,1 F 14,1 1 dk<br>rf 102 DK fwd<br>NS 9BH WB11963t incl. Comb. btm & side tanks in holds 3525t Topside tanks in holds 2973t DTmf3807t | **M Bulk Carrier**<br>7 Ho 13,7 18,3 18,6 13,5 18,6 18,6 19,5 ER<br>G.32 785 B.31 909<br>7 Ha (stl) (6,1 × 6,0) (9,2 9,3 7,6 9,3 9,3 9,3 × 9,5) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 760 × 1550<br>9 627bhp (7 081kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB 100lbf/in$^2$ (6,9bar)<br>e(ex.g) 150lbf/in$^2$ (10,4bar)<br>Gen 4 × 180kW 445V 60Hz a.c.<br>Fuel 1 465,0t (hvf) 15kn |
| 7350301<br>RT | **FANOURIOS**<br>**Courage Shipping Co. Ltd.** | **365**<br>183<br>— | (BV) | **1975** General Shipyards of Greece—Eleusis (64)<br>55,38 10,62<br>3,00<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 with hydraulic coupling<br>700bhp (515kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>11kn |
| 5413276<br>316645<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FANTACO**<br>ex Amoruso Secondo-81<br>ex Saipa Terza-73<br>ex Matthias Focher-63<br>**Mitaco Fisheries Co.**<br>Takoradi Ghana | **650**<br>294<br>— | (GL) (RI) | **1950** Norderwerft Koser & Meyer —Hamburg<br>*53,68* 8,84<br>52,23 8,79 5,01<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>1 Ho<br>In.458 | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW) NE 63<br>Maschinenbau Kiel G.m.b.H. Kiel |
| 6803818<br>IMUP<br>737<br>Df Esd<br>Gc Rdr<br>RT | **FANTASIA**<br>ex Emival-80<br>ex Cidade de Imperatriz-79<br>ex Gaucho-72<br>Launched as Vega<br>**Navigazione Enrico Sperco e Figlio S.p.A.**<br>Trieste Italy | **1 265**<br>682<br>2 308<br>**1 992**<br>1 337<br>3 089 | GL RI<br>✠Classed LR until 26/7/74 | **1969**-4 Industrias Reunidas Caneco S.A. —Rio de Janeiro (169)<br>79,13 12,53 4,971/6,160<br>73,92 12,50 7,45<br>RFD 8,3 1 dk & S dk<br>rf 51 | **M General Cargo** OSD/CSD<br>Mchy.aft<br>G.4 067 B.3 802 | Oil 2SA 7Cy. 360 × 600<br>1 680bhp (1 236kW) Sulzer<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 128kW 450V 60Hz a.c.<br>11,5kn |
| 7377397<br>SVUV<br>5175<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FANTASY L**<br>**Elite Inc.**<br>Ceres Hellenic Shipping Enterprises Ltd.<br>Piraeus Greece | **23 123**<br>14 934<br>42 742 | AB | **1974** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (238)<br>194,11 30,05 11,202<br>183,01 30,00 14,99<br>1 dk<br>rf nil | **M Tanker**<br>14 Ta ER<br>L.(oil) 27 931 HeCls. BC | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 124,0t (d.o.) 1 840,0t (hvf)-45,5pd 14,75kn |
| 5306423<br>316618<br>Df Esd<br>Gc Rdr<br>RT | **FANTI**<br>ex Moossou-78<br>ex Saint-Matthieu-73<br>**Central Shipping Lines Ltd.**<br>Tema Ghana | **5 474**<br>2 620<br>7 240<br>**7 594**<br>4 018<br>9 950 | BV | **1962** Ch. & At. de Provence—Port de Bouc (316)<br>134,25 18,55 7,081/8,510<br>124,47 18,50 10,75<br>P 35,1 B 22,6 F 26,0 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 13,4 12,5 15,0 21,6 19,9 ER<br>G.14 122 B.12 657 In.231<br>4 Ha (stl) (7,5 × 5,4) (17,3comb. 14,2 14,2 × 6,4) ER<br>16W Der 1(49) 2(15) 10(12) 2(5) 2(3) | Oil 2SA 4Cy. 600 × 2000<br>5 200bhp (3 825kW) Doxford<br>Ch. & At. de Provence Marseille<br>Gen 2 × 280kW 2 × 160kW 220V d.c.<br>Fuel 261,0t (d.o.) 15kn |
| 7121504<br>HO7073<br>2001-PEXT<br>Esd RT | **FANY**<br>**Dina Maria S.A.**<br>Panama Panama | **125**<br>61<br>— | (BV) | **1971** Ch. Normands Reunis—Courseulles-sur-Mer (26)<br>24,90<br>22,59 6,89 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref | Vee Oil 4SA 12Cy. 150 × 150<br>430bhp (316kW)<br>Soc. des Moteurs Baudouin Marseille<br>9kn |
| 5112456<br>CUVJ<br>L-317-C<br>Df Esd<br>Rdr | **FAO**<br>**SUPEL-Sociedade Uniao de Pescarias Ltda.**<br>Leixoes Portugal | **170**<br>51<br>— | ✠Classed LR until 3/63 | **1961**-5 Est. Nav. do Mondego—Figueiro da Foz (59)<br>31,78 6,66 3,226<br>26,90 6,51 3,31<br>RFD 7,1<br>RW rf 737 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 290 × 420<br>Maschinenbau Kiel A.G. Kiel<br>Controllable pitch propeller |
| 7392141<br>H9SQ<br>1111<br>4-81<br>Df Esd<br>Gc Rdr<br>RT | **FAR EAST TRADER**<br>ex Nikkoh Maru-81<br>**Midas Maritime Corp.**<br>Panama Panama | **4 164**<br>2 625<br>5 658 | NK | **1974** Miho Zosensho K.K.—Shimizu (975)<br>119,00 17,84 5,919<br>109,00 17,81 8,21<br>P 20,2 F 15,9 1 dk | **M Container Ship**<br>Fixed-guides<br>7 Cell.Ho ER<br>TEU 296 C. 296/20'<br>7 Ha (stl) ER | Oil 4SA 6Cy. 540 × 850<br>5 200bhp (3 825kW)<br>Makita Tekkosho Japan<br>Gen 2 × 200kW 445V a.c.<br>Fuel 410,5t-15,0pd 14kn |

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| 7643423<br>YQEV<br><br>Df Esd<br>Gc Rdr<br>RT | **FRUNZANESTI**<br><br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 136<br>**6 253**<br>4 024<br>8 750 | **1977** Santierul Naval Galatz—Galatz (666)<br>130,82 17,71 6,600/8,100<br>RNR 121,04 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>Tvornica Dizel Motora "3 Maj" Rijeka<br>Gen 3 × 250kW 400V 50Hz a.c.<br>Fuel 624,0t 15kn |
| 5122217<br>UYSI<br>M-17029<br>Df Esd<br>Gc Rdr<br>RT | **FRYANOVO**<br><br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **1 722**<br>768<br>3 079 | **1960** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1013)<br>RS 94,19 14,03 5,660<br>86,64 14,00 8,21<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho 15,0 20,5 ER 22,4<br>G.5 404 B.4 286<br>3 Ha (stl) (12,1 12,1 × 6,4) ER (12,1 × 6,4)<br>6W Der 1(35) 6(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW) Sulzer<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel 263,0t (d.o.) 13,5kn |
| 5122229<br>UOLJ<br>M-16958<br>Df Esd<br>Gc Rdr<br>RT | **FRYAZINO**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **1 678**<br>779<br>3 130 | **1957** Wartsila Kon. Crichton-Vulcan —Turku/Abo (1003)<br>RS 94,19 14,03 5,660<br>86,67 14,00 8,21<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>3 Ho 15,0 20,5 ER 22,4<br>G.5 404 B.4 865<br>3 Ha (9,0 9,0 × 6,4) ER (9,0 × 6,4)<br>8W Der 1(35) 8(5) | Oil 2SA 6Cy. 560 × 1000<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 263,0t (d.o.) 13,5kn |
| 6818916<br>SPZC<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FRYCZ MODRZEWSKI**<br>ex Wiima-72<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | T.Mk<br>**6 970**<br>3 777<br>11 838<br>**9 637**<br>5 479<br>14 605 | **1968** Rauma-Repola Oy—Rauma/Raumo (188)<br>PR 151,70 21,04 8,706/9,862<br>139,30 20,93 12,43<br>P 50,3 F 34,5 2 dks, 3rd dk in Nos. 1,2,3 & 4 holds<br>rf nil | **M General Cargo**<br>Ref 2bth P<br>Ice strengthened<br>6 Ho 19,2 23,0 24,7 25,6 8,7 8,3<br>G.20 443 B.18 053 In.1 161<br>8 Ha (8,2 × 6,0) (14,4 × 7,4) (15,2 15,2 12,8 12,8 × 6,0) (3,9 3,6 × 5,0)<br>16W Der 2(30) 6(7,5) 10(5) | Oil 2SA 6Cy. 750 × 1600<br>10 350bhp (7 613kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 240kW 1 × 116kW 440V 60Hz a.c.<br>Fuel 1 700,0t (d.o & hvf) 18kn |
| 5122231<br>LMMX<br>12463 | **FRYDENLUND**<br><br>**Bodo Dykker & Froskemannsservice**<br>Steiner Bach<br>Bodo Norway | **166**<br>53<br>— | **1943** .............Glasgow<br>*33,84* 7,65 2,515<br>7,60 3,15<br>conv Minesweeper — | **Wood M Ferry**<br>150P | Oil 2SA 7Cy. 220 × 320<br>350bhp (257kW) NE 54 Normo<br>A/S Bergens M/V Norway<br>Fuel 5,0t (d.o.)-0,5pd 11kn |
| 6514572<br>UGOF<br>M-27855<br>Df Esd<br>Gc Rdr<br>RT | **FRYDERYK CHOPIN**<br><br>**U.S.S.R. -'Zapryba'**<br>Tallin U.S.S.R. | **14 368**<br>7 480<br>9 796 | **1965** Stocznia Gdanska im. Lenina—Gdansk (B64/04)<br>RS 165,54 21,34 8,109<br>149,00 21,26 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 104<br>5 Ha (4,1 3,9 3,9 3,9 × 4,5) (4,5 × 3,5) ER<br>18W Der 2(10) 14(5) 2(4) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V 15kn |
| 5122243<br>SVCF<br>1308<br>Df Esd<br>Gc Rdr<br>RT | **FRYNI**<br>ex Carmen-55 ex Y 23-48<br>**Greek Tankershipping Co. Ltd.**<br>Piraeus Greece | **485**<br>358<br>715 | **1943** Equitable Equipment Co. —Madisonville, La (193)<br>(HR) 49,38 8,26 4,573<br>47,22 8,21<br>P 15,0 F 8,9 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 843 | Oil 4SA 6Cy. 305 × 380<br>400bhp (294kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 31,5t (d.o.)-1,5pd 9kn |
| 6408929<br>A3CH<br>78<br>Df Esd<br>Rdr<br>RTm/h | **FRYSNA**<br>ex Frigomare-70<br>**Fathom Fisheries (Tonga) Ltd.**<br>Nukualofa Tonga | **298**<br>135<br>495 | **1964** At. Duchesne & Bossiere S.A.—Le Havre (167)<br>NV 57,61 9,28 3,271<br>51,49 9,25 5,64<br>1 dk & S dk | **M General Cargo** OSD<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.794<br>2 Ha (each 6,4 × 3,7)<br>4W Der 4(2) | Oil 4SA 6Cy. 300 × 450<br>875bhp (644kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 120kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 58,0t (d.o.)-3,0pd |
| 5122267 | **FU CHIANG**<br><br>**Ming Sung Shipping Co.**<br>Shanghai China | **866**<br>347<br>660 | **1943** ..........<br>*59,90* 10,52<br>10,47 | **TM General Cargo** | 2 Oil 2SA each 10Cy. 205 × 255<br><br>Fairbanks Morse & Co. Beloit, Wi |
| 8025393<br>ELBO4<br>7120<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FU CHUN**<br><br>**Taiwan Container Express Line**<br>Wan Hai Steamship Co. Inc.<br>Monrovia Liberia | **7 532**<br>5 131<br>10 680 | **1981** Shin Yamamoto Zosen—Kochi (257)<br>133,41 7,116<br>NK 125,02 21,01 10,72<br>1 dk | **M Container Ship**<br>Fixed-guides<br><br><br>13 Ha (stl) ER | Oil 2SA 5Cy. 550 × 1380<br>7 480bhp (5 502kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima |
| 6618043<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **FU CHUN JIANG**<br>ex Benny Skou-77<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**4 822**<br>2 504<br>7 062<br>**7 485**<br>4 226<br>— | **1967**-2 Helsingor Skibsv. og Maskinbygg. —Helsingor (376)<br>✠Classed LR until 23/3/78 137,57 18,39 7,151/—<br>125,76 18,34 11,21<br>RAD 9,8 F 27,8 2 dks<br>RW rf 102 | **M General Cargo** 12P<br>5 Ho 13,3 20,5 21,7 21,8 15,1<br>G.14 914 B.13 296<br>5 Ha (stl) (8,2 12,1 11,5 12,2 7,9 × 6,1)<br>16W Der 1(30) 1(25) 6(10) 10(5) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Helsingor Skibsv. og Maskinbygg. Helsingor<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 270,0t (hvf) 17,5kn |
| 6520844<br>BODB<br><br>Df Esd<br>Gc Rdr<br>RTh/v | **FU JIN HAI**<br>ex Marie Luise Bolten-78<br>**China Ocean Shipping Co.**<br>Shanghai China | **15 395**<br>9 452<br>22 690 | **1965** Luebecker Flender-Werke AG. —Luebeck-Siems (554)<br>GL 189,01 22,20 9,881<br>178,19 22,03 14,20<br>P 34,5 F 13,8 1 dk | **M Bulk Carrier**<br>Ice strengthened<br>7 Ho 17,5 18,5 18,9 18,9 18,9 18,9 18,9 ER<br>G.28 548 B.25 469<br>7 Ha (stl) (13,1 13,1 13,1 13,1 13,1 13,1 12,2 × 8,9) ER<br>Der 12(5-8) 2(3-5) | Oil 2SA 9Cy. 750 × 1320<br>12 600bhp (9 268kW)<br>Borsig A.G. West Berlin<br>Gen 2 × 360kW 1 × 180kW 400V 50Hz a.c.<br>Fuel (hvf) 17kn |

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|---|---|---|---|---|---|---|---|
| **6828595**<br>BVPH<br>2484<br>Df Esd<br>Rdr RT | **FU KUO**<br><br>**Taiwan Agricultural & Industrial Development Corp.**<br>Kaohsiung China* | **157**<br>72<br>68 | | **1968** Taiwan Provincial S.B. Yard —Kaohsiung<br>31,70 6,35 2,363<br>27,82 6,20 2,65<br>P 14,7 F 6,1 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>3 Ho 4,1 5,1 6,2<br>In.128<br>3 Ha (each 1,2 × 1,0) | Oil 4SA 4Cy. 260 × 400<br>360bhp (265kW)<br>Sumiyoshi Marine Diesel Co. Ltd | Yoshida |
| **7737755**<br>BYNT<br>5388<br>Df Esd<br>Gc Rdr | **FU LIEN No. 36**<br><br>**Fu Lien Fishery Co. Ltd.**<br>Kaohsiung China* | **354**<br>182<br>— | | **1974** Taiwan Machy. Mfg. Corp. —Kaohsiung<br>43,59 7,62 3,048<br>38,59 7,57 3,36<br>P 18,9 F 4,0 1 dk<br>rf 152 BK | **M Fishing**<br>3 Ho 7,0 6,4 10,2 ER<br>In.338<br>5 Ha (1,3 × 1,3) (1,3 1,3 × 1,0) (1,3 × 1,3) (1,0 × 0,8) ER | Oil 4SA 12Cy. 159 × 203<br>836bhp (615kW)<br>Caterpillar Tractor Co.<br>Gen 1 × 175kW 1 × 135kW 450V a.c. | Peoria, Illinois<br>11kn |
| **6828600**<br>BVPL<br>2485<br>Df Esd<br>Rdr RT | **FU MIN**<br><br>**Taiwan Agricultural & Industrial Development Corp.**<br>Kaohsiung China* | **157**<br>72<br>68 | | **1968** Taiwan Provincial S.B. Yard —Kaohsiung<br>31,70 6,35 2,363<br>27,82 6,20 2,65<br>P 14,7 F 6,1 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>3 Ho 4,1 5,1 6,2<br>In.128<br>3 Ha (each 1,2 × 1,0) | Oil 4SA 4Cy. 260 × 400<br>360bhp (265kW)<br>Sumiyoshi Marine Diesel Co. Ltd | Yoshida<br>9,5kn |
| **7706251**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FU NIU SHAN**<br>ex Kefalonia Sea-80<br>**China Ocean Shipping Co.**<br>China | **11 256**<br>6 870<br>16 597 | AB | **1979** Oshima Zosen—Nagasaki (026)<br>144,71(BB) 22,33 9,005<br>136,02 22,31 12,20<br>2 dks<br>rf nil | **M General Cargo**<br>4 Ho 18,9 26,2 26,2 27,5 ER<br>G.20 545 B.19 827<br>TEU 180<br>C.Ho 116/20′ C.Dk 64/20′<br>4 Ha (stl) (11,9 × 9,9) (17,6 17,6 17,6 × 12,5) ER<br>Der 1(60) 2(22,5) 2(11) | Oil 2SA 6Cy. 550 × 1380<br>8 000bhp (5 884kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 450kW 450V 60Hz a.c.<br>Fuel 80,5t (d.o.) 1 191,0t (hvf)-28,0pd | B&W<br>Tamano<br>16,5kn |
| **6827682**<br>BOOK<br><br>Df Esd<br>Gc Rdr<br>RTv | **FU PING**<br>ex Margaret Cord-77<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **9 858**<br>6 043<br>15 832 | ✠Classed LR until 23/3/78 | **1968**-10 Osaka Zosensho—Osaka (271)<br>145,70(BB) 22,08 9,259<br>138,00 22,00 12,35<br>P 29,6 F 12,5 2 dks<br>rf 51 | **M General Cargo**<br>4 Ho 23,9 24,6 24,6 24,6 ER<br>G.21 690 B.20 404<br>5 Ha (stl) (14,7 × 6,9) (15,7 15,7 15,7 15,7 × 6,1) ER<br>11W Der 3(15) 2(10) 6(5) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Mitsui SB. & Eng. Co. Ltd.<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 1 163,0t (hvf)-29,0pd | B&W<br>Tamano<br>15,5kn |
| **7213632**<br>BVWN<br><br>Df Esd<br>Gc Rdr<br>RT | **FU SHENG No. 1**<br>ex Fort No. 1-77<br>**Fort Ocean Enterprise Co. Ltd.**<br>Kaohsiung China* | **321**<br>217<br>274 | | **1969** Korea SB. & Eng. Corp.—Pusan<br>43,59 7,52 2,896<br>38,61 7,50 3,36<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>3 Ho 5,9 7,5 10,2 ER<br>In.385<br>4 Ha (1,0 1,0 × 1,0) (1,5 1,5 × 1,5) ER<br>4W Der 4(1) | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 80kW 230V 60Hz a.c. | Niigata<br>11,5kn |
| **6919875**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FU SHUN CHENG**<br>ex Jorg Kruger-81<br>ex Cap Arnauti-75<br>ex Jorg Kruger-74<br>**China Ocean Shipping Co.**<br>Shanghai China | T.Mk<br>**3 378**<br>1 422<br>5 214<br>**5 383**<br>2 827<br>7 160 | (GL) | **1969** Elsflether Werft A.G.—Elsfleth/Weser (365)<br>117,35(BB) 18,14 6,681/7,062<br>104,98 18,01 10,01<br>P - F - 2 dks | **M General Cargo**<br>3 Ho 14,4 21,0 21,0 ER<br>G.9 676 B.8 880<br>TEU 202<br>C.Ho 136/20′(40′) C.Dk 66/20′(40′)<br>3 Ha (stl) (13,1 × 8,0) (19,8 19,8 × 12,8) ER<br>5W Der 2(45) 3(22,5) | Oil 4SA 12Cy. 400 × 460<br>5 950bhp (4 377kW)<br>Blohm + Voss A.G.<br>Gen 1 × 60kW 220V 60Hz a.c.<br>Fuel 609,5t (hvf)-19,0pd | Hamburg<br>17kn |
| **7209514**<br>BVAE<br><br>Df Esd<br>Gc Rdr<br>RT | **FU YANG**<br><br>**Fu Yang Fishery Co. Ltd.**<br>Kaohsiung China* | **265**<br>174<br>— | | **1972** Chou Mao S.B. Co. Ltd.—Kaohsiung<br>38,21 6,94 2,769<br>33,00 6,91 3,15<br>P 18,9 F 5,8 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,8 6,3 8,4 ER<br>In.261<br>5 Ha (1,0 1,0 × 0,9) (1,2 1,2 × 1,2) (1,0 × 0,7) ER<br>Der 1(1) | Oil 4SA 6Cy. 270 × 420<br>650bhp (478kW)<br>Matsue Diesel K.K.<br>Gen 2 × 80kW 230V a.c. | Matsue<br>10kn |
| **7209497**<br>BVAB<br><br>Df Esd<br>Gc Rdr<br>RT | **FU YUAN**<br><br>**Taiwan Agricultural & Industrial Development Corp.**<br>Kaohsiung China* | **269**<br>184<br>— | | **1972** Chung Yi S.B. Corp.—Kaohsiung<br>38,18 6,94 2,769<br>33,00 6,91 3,15<br>P 18,9 F 5,8 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,8 6,3 8,4 ER<br>In.261<br>4 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2)<br>Der 1(1) | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. | Kobe<br>10kn |
| **7210927**<br>BVAZ<br><br>Df Esd<br>Gc Rdr<br>RT | **FU YUAN No. 3**<br><br>**Fu Yuan Fishery Co. Ltd.**<br>Kaohsiung China* | **266**<br>166<br>— | | **1972** Tien Erh S.B. Co. Ltd.—Kaohsiung<br>37,80 6,94 2,820<br>33,00 6,91 3,15<br>P 19,2 F 4,9 1 dk | **M Fishing**<br>Side-fishing<br>3 Ho 5,7 6,3 7,3 ER<br>In.218<br>4 Ha (each 1,2 × 1,0) ER<br>Der 1(1) | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 230V a.c. | Yaizu<br>10kn |
| **7209502**<br>BVAA<br><br>Df Esd<br>Gc Rdr<br>RT | **FU YUH**<br><br>**Taiwan Agricultural & Industrial Development Corp.**<br>Kaohsiung China* | **269**<br>184<br>— | | **1972** Chung Yi S.B. Corp.—Kaohsiung<br>38,00 6,94 2,769<br>33,00 6,91 3,15<br>P 18,9 F 5,8 1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>3 Ho 5,8 6,3 8,4<br>In.261<br>4 Ha (1,2 1,2 × 0,9) (1,2 1,2 × 1,2)<br>Der 1(1) | Oil 4SA 6Cy. 260 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 80kW 230V a.c. | Kobe<br>10kn |
| **5122279**<br>VPIV<br>315072 | **FU YUNG SHAN**<br><br>**Shell Co. of Hong Kong Ltd.**<br>Hong Kong Hong Kong (British) | **449**<br>391<br>— | **✠100A1** SS 12/80<br>oil tanker<br>FP above 65,5°C. For service between Hong Kong and Macao<br>**✠LMC**<br>EL (g) 1*<br>FN 610 | **1960**-6 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (976)<br>43,90 10,57 2,972<br>43,90 10,37 3,51<br>1 dk<br>5BH WB258t | **TM Tank Barge**<br>Bunkering<br>6 Ta ER<br>L.(oil) 947 | 2 Oil 4SA each 12Cy. 120 × 140<br>500bhp (368kW) ✠ NE 6/68<br>Kloeckner Humboldt Deutz<br>Gen 1 × 5kW 110V d.c.<br>2 Directional propellers | Koeln |
| **7643100**<br>BPLL<br><br>RT | **FU ZHOU**<br><br>**China Ocean Shipping Co.**<br>Shanghai China | **16 499**<br>8 605<br>25 000 | | **1976** Hudong Shipyard—Shanghai<br>184,72(BB) ... 9,800<br>... ... ...<br>F - 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil<br>12 000bhp (8 827kW)<br>Hudong Shipyard | Shanghai<br>15,5kn |

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| 7820538<br>A3CA<br>107<br>Df Esd<br>Gc<br>RTm/h | **FUA KAVENGA**<br><br>**Shipping Corporation of Polynesia Ltd.**<br>Nukualofa Tonga | T.Mk<br>**3 841**<br>1 751<br>5 536 | GL | **1979** J. J. Sietas K.G. Schiffswerft —Hamburg (894)<br>118,67 6,587<br>103,03 19,21 10,62<br>P 17,7 F 9,8 2 dks | **TM RoRo Cargo**<br>Mchy.aft<br>G.7 739<br>TEU 313 C. 313/20' incl. 38 ref C. | 2 Vee Oil 4SA each 6Cy. 370 × 400<br>4 500bhp (3 310kW)<br>Kloeckner Humboldt Deutz Koeln<br>15,25kn |
| 5122293<br>IBOF<br>3172<br>Df Esd<br>Gc Rdr<br>RTm | **FUCINATORE**<br><br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **12 789**<br>7 094<br>21 110 | **✠100A1** SS 8/81<br>**✠LMC**<br>EL it $2\frac{7}{16}$"SQ<br>FN 5535<br>AB RI | **1959**-4 Ansaldo S.p.A.—La Spezia (1548)<br>174,83 21,01 9,976<br>162,21 20,91 13,21<br>P 32,0 F 17,7 1 dk<br>RW rf 152<br>NS 9BH WB7429t incl. Topside tanks in holds 2550t | **M Bulk Carrier**<br>6 Ho 18,1 18,1 18,2 18,1 18,1 18,1 ER<br>G.24 597<br>6 Ha (stl) (each 12,4 × 11,5) ER<br>Cr 4(9,5) Der 2(6) 2(3) 2(1) | Oil 2SA 7Cy. 750 × 1320<br>7 300bhp (5 370kW) Fiat<br>S.A. Ansaldo Stab. Mecc. Genova<br>2 AuxB (1 o.f. 1 ex.g) $100\text{lbf/in}^2$ (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 321,0t (hvf) 14,25kn |
| 8131403<br>JE2713<br>124991 | **FUDO MARU No. 8**<br><br>**Usui Gyogyo K.K.**<br>Rikuzen-Takata, Japan<br>Iwate Pref. | **116**<br>22<br>150 | | **1981** Kidoura Zosen K.K.—Kesennuma (500)<br>... ... ...<br>... ... ...<br>1 dk | **M Fish Carrier** | Oil 4SA 6Cy. 280 × 340 reduction geared to sc. shaft<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7804699<br>JG2509<br>119230<br>RT | **FUDO MARU No. 11**<br><br>**Kotaro Amishiro**<br>Hasaki, Japan<br>Ibaraki Pref. | **169**<br>99<br>— | | **1978** Minami-Kyushu Zosen K.K.—Kushikino (282)<br>38,61 2,650<br>32,11 7,05 2,98<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7123203<br>JE2127<br>109513<br>Df Esd<br>Gc Rdr<br>RT | **FUDO MARU No. 15**<br>ex Eisho Maru No. 31-82<br>**Akira Kawasaki**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **199**<br>111<br>200 | | **1971** Usuki Tekkosho—Usuki (808)<br>42,12 6,94 3,048<br>36,99 6,91 3,41<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Oil 4SA 8Cy. 260 × 320<br>780bhp (574kW)<br>Usuki Tekkosho Usuki |
| 7313298<br>JPMB<br>114752<br>Df Gc<br>Pfd Rdr<br>RT | **FUDO MARU No. 18**<br>ex Shofuku Maru No. 68-82<br>**Usui Gyogyo K.K.**<br>Rikuzen-Takata, Japan<br>Iwate Pref. | **404**<br>177<br>530 | | **1973** Mie Shipyard Co. Ltd.—Yokkaichi (77)<br>57,59 8,64 3,633<br>49,00 8,62 3,89<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>1 800bhp (1 324kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7740063<br>JG3399<br>119286<br>Rdr | **FUDO MARU No. 31**<br><br>**Akira Kawasaki**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **122**<br>55<br>— | | **1978** Daiwa Zosen—Choshi (220)<br>*31,92*<br>6,61 2,70<br>1 dk | **M Fishing** | Oil<br>The Hanshin Diesel Works Ltd. Japan |
| 8114405<br>JG3899<br>121765<br>Rdr RT | **FUDO MARU No. 52**<br><br>**Totaro Tsunashiro**<br>Hasaki, Japan<br>Ibaraki Pref. | **171**<br>94<br>— | | **1981** Minami-Kyushu Zosen K.K.—Kushikino (360)<br>42,80 7,35 2,701<br>35,79 7,07 3,13<br>1 dk | **M Fishing**<br>Seiner<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| 6925264<br>JGMW<br>105608<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUDO MARU No. 58**<br>ex Eiyo Maru No. 55<br>**Kenzo Tanaka**<br>Hachinohe, Japan<br>Aomori Pref. | **293**<br>147<br>— | | **1969** Nishii Dock Co. Ltd.—Ise (186)<br>8,03 3,099<br>43,52 8,01 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5388952<br>VDDT<br>175579<br>Df Esd<br>Gc Rdr<br>RT | **FUEL MARKETER**<br>ex White Rose-70<br>ex White Rose II-56<br>ex John Irwin-56<br>ex Eglinton Park-45<br>**Forand Marine & Construction Co.**<br>Toronto, Ont. Canada | **2 404**<br>1 699<br>3 637 | *Classed BC until 22/6/79 | **1944**-7 Marine Industries Ltd.—Sorel, P.Q.<br>78,95 13,39 5,608<br>76,66 13,37 6,10<br>P 18,3 Trunk 44,5 F 12,8 1 dk | **TM Tanker**<br>10 Ta ER<br>L.(oil) 4 319 HeCls. C | 2 Oil 2SA each 6Cy. 290 × 500<br>1 000bhp (736kW) Sulzer<br>Dominion Eng. Works Ltd. Montreal, P.Q.<br>Fuel 147,5t-6,0pd 9kn |
| 6603622<br>EEWN<br>3855<br>Esd Rdr<br>RT | **FUENCISLA**<br>Launched as J.C.P.-D 4<br>**Government of Spain (Ministerio de Obras Publicas)**<br>Bilbao Spain | **710**<br>228<br>808 | ✠Classed LR until 10/71 | **1966**-8 Soc. Espanola de Const. Nav. —Bilbao (129)<br>57,51 10,55 3,302<br>53,01 10,51 3,99<br>RAD 4,0 1 dk<br>rf nil | **M Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 270 × 500 with clutches & geared to dredge pump<br>825bhp (607kW)<br>Naval-Stork-Werkspoor S.A. Bilbao<br>Gen 3 × 80kW 380V 50Hz a.c.<br>10kn |
| 7386075<br>EGSS<br><br>Df Esd<br>Rdr RT | **FUENGIROLA**<br><br>**Maritima Expimunos S.A.**<br>Malaga Spain | **141**<br>48<br>94 | **✠100A1** SS 5/79<br>tug<br>**✠LMC**<br>EL D $\frac{3}{4}$"U1<br>FN 286 | **1975**-1 Ast. de Santander S.A.—Santander (101)<br>29,44 7,60 2,915<br>26,40 7,41 3,41<br>1 dk<br>rf nil<br>7BH | **M Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 12Cy. 150 × 150 sr geared to sc. shaft<br>Baudouin<br>Internacional Diesel S.A. Zumaya<br>Gen 2 × 60kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 6521044<br>LNVW<br>17518<br>Df Esd<br>Rdr RTh | **FUENO**<br><br>**Morten Seines**<br>Bodo Norway | **291**<br>183<br>437 | NV | **1965** Ulstein M/V A/S—Ulsteinvik (35)<br>43,24 7,42 3,099<br>39,12 7,40 3,56<br>P 9,5 F 4,0 1 dk<br>BK 102 len 66 | **M General Cargo**<br>Ice strengthened<br>1 Ho 27,9 ER<br>G.609 B.566<br>1 Ha (23,0 × 4,5) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 137 × 165 sr geared to sc. shaft<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 14kW 220V 50Hz a.c.<br>Fuel 16,5t (d.o.)-1,0pd 9,5kn |
| 6603646<br>EEWR<br><br>Esd Rdr<br>RT | **FUENSANTA**<br>Launched as J.C.P.-D. 6<br>**Junta del Puerto y Ria de Aviles**<br>Bilbao Spain | **710**<br>229<br>793 | **✠100A1** SS 11/78<br>hopper dredger<br>Iberian peninsula coasting service within 25 miles offshore<br>**✠LMC**<br>EL (J) i $1\frac{1}{4}$"U2<br>FN 769 | **1966**-11 Soc. Espanola de Const. Nav. —Bilbao (131)<br>57,51 10,55 3,315<br>53,01 10,51 3,99<br>RAD 4,0 1 dk<br>rf nil<br>4BH WB149T | **M Hopper/Dredger**<br>Suction Bottom doors<br>Mchy.aft | Oil 4SA 6Cy. 270 × 500 with clutches & geared to dredge pump<br>825bhp (607kW) Werkspoor<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 3 × 80kW 380V 50Hz a.c.<br>10kn |

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|---|---|---|---|---|---|---|
| **7703728**<br>EHQP<br><br>Df Esd<br>Gc Rdr<br>RTv | **FUENSANTA DEL MAR**<br><br>**Contenemar S.A.**<br>Bilbao Spain | **1 586**<br>1 133<br>2 600 | GL | **1979** Ast. y Talleres Celaya S.A.—Bilbao<br>(163)<br>82,81 13,24 5,161<br>78,01 13,21 6,38<br>F 4,9 1 dk | **M General Cargo**<br>1 Ho<br>TEU 85 C. 85/20' incl. 56 ref C.<br>1 Ha (58,6 × 10,4) | Oil 4SA 6Cy. 400 × 580 geared to sc. shaft<br>2 000bhp (1 471kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 1 × 623kW 380/220V<br>14,5kn |
| **7303580**<br>EABM<br>2463<br>Df Esd<br>Pfd Rdr<br>RT | **FUENTE DE**<br><br>**Cimiano, Portales y Fernandez**<br>Santander Spain | **139**<br>61<br>— | | **1973** Ast. de Santander S.A.—Santander<br>(77)<br>27,64 6,30 3,099<br>23,45 6,28 3,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>11kn |
| **7027435**<br>DECP<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FUERTE VENTURA**<br>ex Stadt Bremen-79<br>**Navifonds Nr. 6**<br>**Seeschiffsanlagegesellschaft Georg W. Engler Beteiligungs G.m.b.H. & Co. K.G.**<br>Christian F. Ahrenkiel<br>Flensburg Federal Republic of Germany | **74 563**<br>54 601<br>139 840 | GL | **1970** A.G. "Weser"—Bremen (1379)<br>282,23 42,58 16,380<br>270,01 42,50 22,31<br>F 15,9 1 dk | **M Bulk Carrier**<br><br>Ice strengthened<br>9 Ho 20,2 22,2 22,5 22,5 22,2 22,5 22,2 22,2 22,2 ER<br>G.144 903<br>9 Ha (stl) (13,8 × 15,6) (14,8 14,8 14,8 14,8 14,8 14,8 14,8 14,8 × 15,6) ER | Oil 2SA 9Cy. 860 × 1600<br>20 700bhp (15 226kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 700kW 1 × 400kW 380V 50Hz a.c.<br>Fuel 4 054,0t (hvf) 14,25kn |
| **5358177**<br>OYBC<br>D1943<br>Df Esd<br>RTv | **FUGA**<br>ex Marco Polo-80<br>ex Stevnscarrier-74 ex Thebe-71<br>**P/R Fuga**<br>P. Jorgensen & Co.<br>Korsor Denmark | T.Mk<br>**346**<br>171<br>695 | GL | **1956** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (377)<br>52,94 8,51 3,512<br>47,93 8,49 5,11<br>2 dks<br>RW rf 102 | **M General Cargo**<br><br>1 Ho 32,0 ER<br>G.1 250 B.1 184<br>2 Ha (stl) (9,6 11,4 × 4,7) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 1,5kW 24V<br>Fuel (d.o.) 10kn |
| **8011299**<br>JH2835<br>125645<br>Df Esd<br>Gc Rdr<br>RT | **FUGAKU MARU**<br><br>**Fujiki Kaiun K.K. & Fukuman Kaiun K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **9 725**<br>5 307<br>6 002 | NK | **1981** Mitsubishi Heavy Industries Ltd. —Nagasaki (1869)<br>149,92 22,84 7,022<br>142,91 22,81 9,83<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 520 × 550 reduction geared to sc. shaft<br>16 000bhp (11 769kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 1050kW a.c.<br>20kn |
| **7047837**<br>WY5768<br>518317 | **FUGITIVE**<br><br>**Peter Dudley**<br>New York, NY United States of America | **132**<br>90<br>— | | **1969** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41<br>1 dk | **M Fishing** | Oil<br>540bhp (397kW)<br>..............<br>Fuel (d.o.) |
| **5254383**<br>XPZM<br>D912<br>Df Esd<br>Rdr RT | **FUGLFIRDINGUR**<br>ex Nolsoyar Pall-69<br>**P/f Sandgrefstur**<br>Fuglafjord Faroe Islands | **250**<br>107<br>— | NV | **1962** Elektrosveis Alsaker & Ottesen —Sagvag (7)<br>37,29 7,52<br>32,92 7,50 3,97<br>1 dk<br>BK 132 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho<br>3 Ha (1,0 × 1,2) (1,6 1,6 × 1,3)<br>1W Der 1(2) | Oil 2SA 7Cy. 240 × 400<br>560bhp (412kW) NE 63<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 25kW 1 × 22kW 1 × 6,75kW 220V d.c.<br>Fuel (d.o.) |
| **7216270**<br>WV2208<br>297990<br>Esd Rdr<br>RT | **FUGRO SEA DRILL**<br>ex Carolyn Chouest ex Pike I<br>ex Marc I<br>**E. & G. Chouest Marine Services**<br>Juneau, Ak United States of America | **181**<br>123<br>— | | **1965** Halter Marine Services, Inc.—New Orleans, La (98)<br>*42,56* 10,37 2,921<br>45,42 3,51<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 4 Vee Oil 2SA each 12Cy. 108 × 127 geared to sc. shafts<br>525bhp (386kW)<br>General Motors Corp. U.S.A<br>Fuel (d.o.) |
| **7400144**<br>5MYT<br>5765<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FUHWO VENTURE**<br><br>**Candid Carriers Inc.**<br>Venture Shipping (Managers) Ltd.<br>Monrovia Liberia | **20 652**<br>14 287<br>33 062 | AB | **1976** Oshima Zosen—Nagasaki (009)<br>185,33 26,22 11,391<br>175,01 26,01 16,11<br>1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho each 32,7 ER<br>G.43 396 B.40 088 HeCls. B<br>5 Ha (stl) (16,7 × 12,7) (17,6 × 12,7) (8,0 × 9,9) (17,6 × 12,7) (17,6 × 12,7) ER<br>Cr 3(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Fuel 181,5t (d.o.) 1 663,5t (hvf)-41,0pd<br>14,75kn |
| **7412757**<br>H8UQ<br>10449<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI**<br>ex Fujishio-81 ex Fujishio Maru-80<br>**Product Tanker I Co.**<br>Panama Panama | **17 742**<br>12 642<br>32 223 | NK | **1975** Shin Yamamoto Zosen—Kochi (178)<br>181,52 26,22 10,719<br>170,01 26,19 14,20<br>P 33,6 F 13,5 1 dk | **M Tanker**<br><br><br>L.(oil) 42 732 | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1040kW a.c.<br>15kn |
| **6807967**<br>CBFJ<br>2157<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FUJI**<br>ex Fuji Maru-79<br>**Empresa de Desarrollo Pesquero de Chile Ltda. (EMDEPES)**<br>Valparaiso Chile | **3 618**<br>1 682<br>3 823 | NK | **1968** Mitsui SB. & Eng. Co. Ltd.—Tamano (154)<br>102,27 16,01 5,970<br>94,01 15,98 9,78<br>P 10,4 RQD 13,2 B 10,1 2 dks<br>RW | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>3 Ho 24,0 18,5 6,5 ER<br>In.3 460 L.228<br>4 Ha (stl) (1,2 × 0,8) (2,3 2,3 2,3 × 2,3) ER<br>4W Der 2(5) 6(2) | Oil 2SA 9Cy. 420 × 750<br>4 400bhp (3 236kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 550kW 445V 60Hz a.c.<br>Fuel 1 318,0t-17,0pd 13,75kn |
| **7528037**<br>JIPR<br>117586<br>RT | **FUJI**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **496**<br>128<br>— | | **1975** Usuki Tekkosho—Usuki (921)<br>63,35 7,83 2,515<br>60,00 7,80 4,30<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 6Cy. 310 × 460<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata<br>17,5kn |
| **8113994**<br>3FAN<br>1160<br>1-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI ACE**<br><br>**Silver Star Maritime S.A.**<br>Panama Panama | **15 413**<br>9 652<br>18 142 | NK | **1981** Imabari Zosen—Marugame (1096)<br>199,40 9,319<br>186,01 30,01 23,42<br>3 dks | **M Vehicles Carrier** | Oil 2SA 8Cy. 670 × 1700<br>17 400bhp (12 799kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |

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| **7603019**<br>5MUK<br>6066<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI CLIPPER**<br>ex Crown-80<br>**C.I. Atlas Inc.**<br>Monrovia Liberia | **5 710**<br>3 685<br>8 903 | **1976** Mie Shipyard Co. Ltd.—Yokkaichi (168)<br>NK 116,06 18,60 7,633<br>106,99 18,51 9,50<br>1 dk | **M General Cargo**<br>G.11 134 B.10 646<br>3 Ha (stl) (11,4 22,4 21,7 × 9,8) ER<br>Der 4(20) 1(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW a.c.<br>13,5kn |
| **7109453**<br>JDWC<br>110878<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI MARU**<br>ex Zenkoren Maru No. 7-80<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **36 480**<br>23 618<br>37 402 | **1971** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (886)<br>NK 224,01(BB) 32,26 13,102<br>214,00 32,21 18,70<br>1 dk | **M Vehicles Carrier**<br>Side doors 1(p) 2(s)<br>Mchy.aft<br>conv Bulk Carrier 80 | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Tamashima Works, Kurashiki<br>Gen 3 × 440kW 450V a.c.<br>Fuel 273,0t (d.o.) 2 244,5t (hvf)-48,5pd<br>14,5kn |
| **7717896**<br>7LHT<br>119601<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI MARU**<br>**Fuji Kisen K.K.**<br>Tokyo Japan | **1 999**<br>1 311<br>3 975 | **1977** Kochi Jukogyo (Eiho Zosen) K.K. —Kochi (220)<br>NK 88,40 6,044<br>82,02 14,61 7,27<br>P 20,5 F 8,9 1 dk<br>RW | **M General Cargo**<br>G.4 753 B.4 299<br>2 Ha (14,7 23,7 × 8,0) ER<br>Der 1(15) 2(10) | Oil 4SA 6Cy. 400 × 640<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| **7620847**<br>JPFH<br>119259<br>Esd Gc<br>Rdr RT | **FUJI MARU**<br>**Kusakabe Kisen K.K.**<br>Tokyo Japan | **908**<br>283<br>1 063 | **1976** K.K. Ichikawa Zosensho—Ise (1333)<br>NK 60,51 10,83 4,658<br>55,00 10,80 5,01<br>P 2,2 F 39,1 1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 380 × 580<br>Kobe Hatsudoki K.K. Kobe<br>12,5kn |
| **5411204**<br>8KLK<br>90325 | **FUJI MARU**<br>ex Fuji Maru No. 8<br>**K.K. Fuji Shipping**<br>Shimizu, Shizuoka Pref. Japan | **497**<br>300<br>800 | **1963** Kishimoto Zosen—Kinoe (138)<br>49,13 7,83 3,480<br>44,00 7,80 3,81<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,4 × 5,1) ER | Oil 4SA 6Cy. 355 × 420<br>550bhp (405kW) E made55 fitted63<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 24,5t 11kn |
| **7330961**<br>JCRM<br>115128<br>Df Esd<br>Gc Pfd<br>Rdr | **FUJI MARU**<br>**Shizuoka Prefectural Office**<br>Shizuoka, Shizuoka Pref. Japan | **491**<br>188<br>473 | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu (1126)<br>53,60 8,72 3,696<br>46,49 8,69 3,99<br>1 dk | **M Fishing**<br>Training Ref.<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **8002250**<br>JL4761<br>123893 | **FUJI MARU**<br>**Ehime Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **491**<br>320<br>1 570 | **1980** Yamanaka Zosen K.K.—Namikata (220)<br>4,322<br>65,03 11,51 6,13<br>1 dk | **M General Cargo** | Oil<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Japan |
| **7853286**<br>JM3828<br>118099<br>Rdr | **FUJI MARU**<br>**Otane Ferry K.K.**<br>Nishinoomote, Kagoshima Pref. Japan | **481**<br>161<br>— | **1976** Toura Zosen—Japan<br>65,51 3,150<br>59,59 11,41<br>1 dk | **TM Vehicles Carrier**<br>2 Ho | 2 Oil<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>13,5kn |
| **5122437**<br>8KFC<br>90517<br>Df Esd<br>Gc Pfd<br>Rdr | **FUJI MARU**<br>**Kaiun Sansho K.K.**<br>Yokohama Kanagawa Pref. Japan | **303**<br>112<br>— | **1962** Miho Zosensho K.K.—Shimizu (338)<br>*38,50* 7,17 3,195<br>37,98 7,12 3,61<br>1 dk<br>RW | **D-E Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 4SA each 5Cy. 220 × 300 total connected to 2 elec. motors & sc. shaft<br>MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>10kn |
| **7639197**<br>JM4273<br>120557<br>Gc Rdr | **FUJI MARU**<br>**K.K. Kirishima Kaiun Shokai**<br>Matsushima, Kumamoto Pref. Japan | **299**<br>166<br>800 | **1977** Murakami Hide Zosen K.K.—Hakata (152)<br>... ... ...<br>52,00 9,50 5,52<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 050bhp (772kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **8032322**<br>JM4981<br>123487 | **FUJI MARU**<br>**Okawa Kaiun Bussan K.K.**<br>Okawa, Saga Pref. Japan | **299**<br>211<br>— | **1980** Kato Zosen Tekko—japan<br>... ... ...<br>44,10 8,01 3,41<br>1 dk | **M Cement Carrier** | Oil<br>Japan |
| **8029387**<br>JG4164<br>125896 | **FUJI MARU**<br>**Kaiyo Kogyo K.K.**<br>Yokohama Kanagawa Pref. Japan | **293**<br>107<br>— | **1981** Sagami Zosen Tekko K.K.—Yokosuka (210)<br>... ... ...<br>30,26 9,61 4,20<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| **7395765**<br>Rdr RT | **FUJI MARU**<br>**Government of The People's Republic of China**<br>China | **277**<br>100<br>91 | **1974** Ishikawajima Ship & Chemical Plant Co.—Tokyo (462)<br>32,85 9,50 3,302<br>26,50 9,48 4,30<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **7929152**<br>JJ3212<br>121131<br>Rdr RT | **FUJI MARU**<br>**Kanji Mizuhiki**<br>Nandan, Hyogo Pref. Japan | **199**<br>113<br>400 | **1979** Kochi Jukogyo (Eiho Zosen) K.K. —Kochi (1370)<br>... ... ...<br>49,00 9,30 5,11<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **5363809**<br>JCXV<br>80616 | **FUJI MARU**<br>ex Tokuyama Maru<br>**Daijo Kisen Y.K.**<br>Mihara, Hiroshima Pref. Japan | **195**<br>59<br>— | **1957** Kanawa Dockyard Co. Ltd. —Hiroshima (107)<br>(NK) 29,80 8,21 3,048<br>8,18 3,99<br>1 dk<br>RW | **M Tug** | 2 Oil 4SA each 6Cy. 350 × 500 geared to sc. shaft<br>Hanshin Nainenki Kogyo Kobe<br>Gen 1 × 32kW 1 × 24kW 200V d.c.<br>Fuel (d.o.) |

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| **8035740**<br>JK4228<br>124535 | **FUJI MARU**<br><br>**Shigeru Nagamachi**<br>Kurahashi, Japan<br>Hiroshima Pref. | **192**<br>106<br>— | **1981** Shin Nippon Jukogyo K.K.—Higashino<br>(168)<br>*43,20*<br>8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil | Japan |
| **8032530**<br>JK4213<br>122170 | **FUJI MARU**<br><br>**Kenichi Nakajima**<br>Kurahashi, Japan<br>Hiroshima Pref. | **176**<br>93<br>— | **1980** Shin Nippon Jukogyo K.K.—Higashino<br>(163)<br>... ... ...<br>43,21 8,01 5,01<br>1 dk | **M General Cargo** | Oil | Japan |
| **7312995**<br>JM3553<br>114787<br>RT | **FUJI MARU**<br><br>**Daito Shoji Y.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **129**<br>62<br>207 | **1973** K.K. Wakamatsu Zosen—Kitakyushu<br>(228)<br>29,09 5,52 2,515<br>26,52 5,49 2,60<br>1 dk | **M Tanker**<br>Water<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>230bhp (169kW)<br>Yanmar Diesel Engine Co. Ltd. | Fuse |
| **5122554**<br>JAEQ<br>81113 | **FUJI MARU**<br><br>**Muroran Tsusen K.K.**<br>Muroran, Japan<br>Hokkaido Pref. | **102**<br>38<br>— | **1960** Narasaki Zosen K.K.—Muroran<br>*22,19* 6,81<br>... ... ... | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 250 × 380<br><br>Matsui Iron Works Co. Ltd. | Ise<br>11kn |
| **7722372**<br>7LIN<br>119611<br>Df Esd<br>Gc Rdr<br>RT | **FUJI MARU No. 1**<br><br>**Fuji Transportation Co. Ltd.**<br>**(Fuji Unyu K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **2 910**<br>1 616<br>5 349 | **1978** K.K. Ichikawa Zosensho—Ise<br>(1341)<br>NK 104,20 6,649<br>96,02 14,61 7,62<br>P 26,0 B 8,6 F 13,5 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 5 495 | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Mitsubishi<br><br>Yaizu<br>13,25kn |
| **8032592**<br>JG4142<br>121834 | **FUJI MARU No. 1**<br><br>**Fuji Yuso K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **497**<br>306<br>— | **1980** Sugane Zosen—Japan (255)<br>... ... ...<br>49,81 9,61 4,40<br>1 dk | **M Tanker** | Oil | Japan |
| **6710035**<br>JHDV<br>98490<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI MARU No. 1**<br><br>**Fuji Gyogyo K.K.**<br>Hasaki, Japan<br>Ibaraki Pref. | **299**<br>107<br>— | **1966** Usuki Tekkosho—Usuki (648)<br>42,19 8,13 3,480<br>37,60 8,11 3,89<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 420<br>1 200bhp (883kW)<br>Mitsubishi Heavy Industries Ltd. | Kobe |
| **7643320** | **FUJI MARU No. 1**<br>ex Seiko Maru No. 1<br>**Sekiheki Sangyo** | **189**<br>48<br>— | **1966** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (691)<br>(NK) 24,08 8,03<br>22,00 8,01 3,61<br>P 11,9 1 dk | **M Tug**<br>Pusher<br>Mchy.aft | Oil 4SA 6Cy. 340 × 470<br><br>Fuji Seisakusho | Tateyama<br>10kn |
| **7817995**<br>JG3766<br>121694<br>Rdr | **FUJI MARU No. 3**<br>ex Fukuyoshi Maru-81<br>**Fuji Transportation Co. Ltd.**<br>**(Fuji Unyu K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **699**<br>514<br>1 500 | **1978** Hakata Zosen K.K.—Hakata (208)<br>... ... ...<br>64,01 11,00 5,01<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 530<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **8221167**<br>JG4243<br>125920 | **FUJI MARU No. 3**<br><br>**Fuji Yuso K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **199**<br>92<br>350 | **1982** Iisaku Zosen—Shizuoka (82-1104)<br>... ... ...<br>32,42 7,21 3,20<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br><br>............. | |
| **6925305**<br>JI2445<br>104667<br>RT | **FUJI MARU No. 5**<br><br>**Y.K. Taiyo Sekiyu**<br>Ube, Japan<br>Yamaguchi Pref. | **492**<br>235<br>1 024 | **1969** Shin Yamamoto Zosen—Kochi (121)<br>52,99 10,01 3,607<br>49,00 9,99 3,99<br>1 dk<br>RW | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 1 136 | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shaft<br>900bhp (662kW)<br>Daihatsu Kogyo<br>Fuel 39,0t-3,5pd | Osaka<br>10,5kn |
| **6816475**<br>JRHJ<br>102623<br>Df Esd<br>Gc Pfd<br>Rdr | **FUJI MARU No. 8**<br>ex Kaiho Maru No. 17<br>**Kumamoto Reito Kisen K.K.**<br>Matsushima, Japan<br>Kumamoto Pref. | **299**<br>138<br>— | **1967** Miho Zosensho K.K.—Shimizu (644)<br>49,38 7,80<br>44,07 7,78 3,54<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7855222**<br>JM3443<br>111964 | **FUJI MARU No. 8**<br><br>**Noboru Ouchi**<br>Kasaoka, Japan<br>Okayama Pref. | **293**<br>154<br>850 | **1971** Furuta Zosen K.K.—Japan<br>51,01 3,301<br>47,20 8,81 4,91<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 000bhp (736kW)<br>Kubota Tekkosho | Japan<br>12kn |
| **7123954**<br>JI2670<br>111714<br>Rdr RT | **FUJI MARU No. 17**<br><br>**Fuji Transportation Co. Ltd.**<br>**(Fuji Unyu K.K.)**<br>Osaka, Japan<br>Osaka Pref. | **996**<br>653<br>2 462 | **1971** Hashihama Zosen—Imabari (319)<br>12,04 5,004<br>72,01 11,99 5,49<br>1 dk<br>RW | **M Tanker**<br><br>5 Ta ER | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 80kW 445V a.c.<br>Fuel 86,5t-6,0pd | Yaizu<br>11kn |
| **8011603**<br>JL4795<br>123955 | **FUJI MARU No. 17**<br><br>**Ehime Kaiun Y.K.**<br>Imabari, Japan<br>Ehime Pref. | **986**<br>—<br>2 350 | **1980** Yamanaka Zosen K.K.—Namikata<br>(228)<br>5,052<br>72,83 12,01 5,31<br>1 dk | **M Tanker** | Oil<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. | Japan |
| **7238670**<br>JI2720<br>111878<br>Esd Gc<br>Rdr RT | **FUJI MARU No. 18**<br><br>**Kikuichi Kimoto**<br>Hakata, Japan<br>Ehime Pref. | **697**<br>504<br>1 934 | **1972** Nishi Zosen K.K.—Imabari (144)<br>11,00 4,801<br>62,01 10,98 5,21<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 650bhp (1 214kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |

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| 8005367<br>JBEE<br>124440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI MARU No. 18**<br><br>**Fuji Maru Enyo Gyogyo Seisan Kumiai**<br>Nemuro, Japan<br>Hokkaido Pref. | **299**<br>146<br>384 | | **1980**<br>49,92 (BB) 3,471<br>44,02 8,62 3,66<br>2 dks | Niigata Eng. Co. Ltd.—Niigata<br>(1682) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7206158<br>JJ2519<br>107689<br>Rdr | **FUJI MARU No. 25**<br><br>**Taiho Unyu K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **499**<br>200<br>1 100 | | **1969**<br>53,80 4,401<br>49,51 9,30 4,70<br>1 dk | Nishihara Zosen—Ohmishima (157) | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.637 | Oil<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) 11kn |
| 7236713<br>JLOR<br>110127<br>Df Esd<br>Gc Rdr<br>RT | **FUJI MARU No. 88**<br><br>**Fuji Maru Enyo Gyogyo Seisan Kumiai**<br>Nemuro, Japan<br>Hokkaido Pref. | **284**<br>142<br>— | | **1972**<br>47,68 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | Niigata Eng. Co. Ltd.—Niigata<br>(1101) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7812177<br>JILN<br>122968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJI REEFER**<br><br>**Kumiai Senpaku K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **7 197**<br>4 008<br>8 084 | NK | **1979**<br>144,96(BB) 18,75 8,071<br>136,02 18,71 11,84<br>F 11,0 2 dks | Hitachi Zosen—Ariake Works, Nagasu<br>(4628) | **M General Cargo**<br>Ref.<br>8 Side doors<br>3 Ho ER 1 Ho<br>In.9 473<br>3 Ha (stl) (each 8,0 × 6,4) ER 1 Ha (stl) (8,0 × 6,4)<br>8W Der 8(3) | Oil 2SA 8Cy. 550 × 1380<br>10 700bhp (7 870kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>19kn |
| 7300447<br>HO5173<br>8774-PEXT<br>RT | **FUJI II**<br>ex Nippon Maru No. 8-80<br>**Mr. David**<br>Panama Panama | **492**<br>288<br>998 | | **1968**<br>53,50 9,02 4,166<br>49,00 9,00 4,50<br>1 dk | Nishihara Zosen—Ohmishima (136) | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (26,2 × 6,0) ER | Oil 4SA 6Cy. 330 × 480<br>1 200bhp (883kW)<br>Matsue Diesel K.K. Matsue<br>11kn |
| 7501443<br>JQDA<br>121435<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIAKI MARU**<br>Launched as Sanko Maru-77<br>**Tokyo Marine K.K.**<br>Tokyo Japan | **4 926**<br>3 179<br>8 489 | NK | **1976**<br>112,96 17,53 7,754<br>103,99 17,51 9,10<br>P 23,5 F 8,0 1 dk | Miyoshi Zosen K.K.—Uwajima (225) | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.10 127 | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13,5kn |
| 7909073<br>JH2773<br>124323<br>Gc Rdr<br>RT | **FUJIASAHI MARU**<br><br>**K.K. Fuji Asahi**<br>Shimizu, Japan<br>Shizuoka Pref. | **498**<br>305<br>1 599 | | **1979**<br>69,02 4,252<br>65,03 11,51 6,30<br>2 dks | Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref. (455) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7535315<br>JG2494<br>103439<br>Rdr | **FUJIASU MARU No. 3**<br><br>**Atago Kaiun K.K.**<br>Yawatahama, Japan<br>Ehime Pref. | **577**<br>337<br>921 | | **1967**<br>54,62 9,02 4,166<br>49,51 9,00 4,50<br>1 dk | Asakawa Zosen—Imabari (126) | **M Tanker**<br>Chemical<br>3 Ta ER<br>L.790 | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11kn |
| 7535327<br>JL3099<br>105207<br>Rdr | **FUJIASU MARU No. 5**<br><br>**Toshin Kisen K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **619**<br>394<br>849 | | **1968**<br>57,18 9,02 4,115<br>52,25 9,00 4,50<br>1 dk | Asakawa Zosen—Imabari (130) | **M General Cargo** | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>Gen 2 × 15kW 110V d.c.<br>11kn |
| 7723039<br>JL4444<br>122441<br>Gc Rdr<br>RT | **FUJIBISHI**<br><br>**Funada Kisen K.K.**<br>Yoshiumi, Japan<br>Ehime Pref. | **198**<br>145<br>572 | | **1977**<br>... ... ...<br>48,01 6,01 4,37<br>1 dk<br>RW | Yano Zosen—Imabari (101) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7103980<br>JK3441<br>107989<br>Rdr | **FUJIGAWA MARU**<br><br>**Michito Hanamoto**<br>Hiroshima, Japan<br>Hiroshima Pref. | **495**<br>347<br>326 | | **1970**<br>42,60 9,02 3,226<br>36,48 9,00 4,81<br>1 dk | Tokushima Zosen K.K.—Fukuoka<br>(1008) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>9kn |
| 5155628<br>JDLI<br>85842 | **FUJIHARA MARU No. 3**<br>ex Houn Maru No. 6<br>**Kato Shoji K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **189**<br>96<br>310 | | **1960**<br>37,44 6,71 2,845<br>33,99 6,66 4,30<br>1 dk<br>RW | Fukushima Zosen Ltd.—Matsue<br>(160) | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (16,0 × 3,9) ER | Oil 4SA 5Cy. 270 × 390<br>250bhp (184kW)<br>Nakamura Shipbuilding & Engine Works Co. Ltd. Matsue<br>8kn |
| 7513941<br>JH2572<br>118328<br>Df Esd<br>Gc Rdr<br>RT | **FUJIHARU MARU**<br><br>**K.K. Fuji Shipping**<br>Shimizu, Japan<br>Shizuoka Pref. | **499**<br>300<br>1 598 | | **1975**<br>67,75 11,51 4,192<br>65,21 11,49 6,10<br>1 dk | Kanasashi Zosensho—Kaijima Works, Shimizu (1208) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8015104<br>JI3062<br>119795<br>Gc Rdr<br>RT | **FUJIHIDE MARU No. 3**<br><br>**Takise Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>119<br>400 | | **1980**<br>3,201<br>42,02 7,51 3,41<br>1 dk | Takebe Zosen—Takamatsu (86) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>800bhp (588kW)<br>Matsui Iron Works Co. Ltd. Ise |
| 6823349<br>JJ2385<br>101968<br>Gc Rdr<br>RT | **FUJIHIRO MARU**<br><br>**Hirohata Kaiun K.K.**<br>Himeji, Japan<br>Hyogo Pref. | **2 428**<br>1 242<br>3 598 | NK | **1968**<br>85,81 15,04 5,716<br>81,13 15,02 8,01<br>2 dks | Nipponkai Heavy Ind. Co. Ltd. —Toyama (139) | **M General Cargo**<br><br>1 Ho 50,2 ER<br>G.2 579<br>4 Ha (stl) (14,0 × 8,3) (16,8 16,8 × 2,6) (9,9 × 8,3) ER | Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 80kW 1 × 60kW 445V a.c.<br>Fuel 103,5t (hvf) 12kn |

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| **6525325**<br>Rdr RT | **FUJIHIRO MARU** | **496**<br>315<br>1 056 | | **1965** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (213)<br>53,50 8,84 4,192<br>49,94 8,79 4,40<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 190 | | Oil 4SA 6Cy. 320 × 460<br>780bhp (574kW)<br>Kobe Hatsudoki Seizosho<br>Gen 1 × 16kW 230V a.c. | Kobe<br>10,5kn |
| **7633038**<br>JJ3045<br>118784<br>Rdr RT | **FUJIHIRO MARU No. 2**<br>**Kansai Yuso K.K.**<br>Nandan, Japan<br>Hyogo Pref. | **699**<br>502<br>1 759 | | **1976** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (520)<br>11,05 4,701<br>64,32 11,02 5,01<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7426291**<br>JRXZ<br>115860<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIHOSHI MARU**<br>**Tokyo Marine K.K.**<br>Tokyo Japan | **8 509**<br>5 995<br>14 667 | NK | **1976** K.K. Taihei Kogyo—Akitsu (315)<br>134,58 20,05 9,402<br>125,00 20,01 11,76<br>P 23,5 F 9,5 1 dk | **M Tanker**<br>Chemical<br>Mchy.aft<br>L.18 869 | | Oil 2SA 8Cy. 520 × 1050<br>7 200bhp (5 296kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Mitsubishi<br>Yaizu<br>13,75kn |
| **7373169**<br>JAMW<br>116060<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIKAWA MARU**<br>**Kawasaki Kisen K.K. & Kokuyo Kaiun K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **116 768**<br>89 663<br>234 478 | NK | **1975** Kawasaki Heavy Ind. Ltd.—Sakaide (1200)<br>319,95(BB) 53,04 19,660<br>305,01 52,99 25,30<br>B 30,5 1 dk | **S Tanker**<br>Mchy.aft<br>L.(oil) 287 860 | | 2 S Turb dr geared to sc. shaft<br>36 000shp (26 480kW)<br>Kawasaki Heavy Ind. Ltd. | Kobe<br>16,75kn |
| **7800253**<br>7LOJ<br>122037<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIKAWA MARU**<br>**Abo Shoten Ltd.**<br>Onomichi, Japan<br>Hiroshima Pref. | **7 344**<br>4 567<br>11 696 | NK | **1978** Koyo Dockyard Co. Ltd.—Mihara (805)<br>123,73 19,64 8,867<br>115,02 19,61 11,71<br>P 24,1 F 8,0 1 dk | **M Tanker**<br>Oil Chemical CBT<br>17 Ta ER<br>L.14 626 | HeCls. BC | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW)<br>Kawasaki Heavy Ind. Ltd.<br>Fuel 87,5t (d.o.) 787,5t (hvf)-20,5pd | MAN<br>Kobe<br>14,25kn |
| **5190630**<br>JFVO<br>83204 | **FUJIKAWA MARU**<br>ex Koan Maru No. 18<br>**Y.K. Yoshinaga Shokai**<br>Minamata, Japan<br>Kumamoto Pref. | **161**<br>71<br>182 | | **1959** Kanawa Dockyard Co. Ltd.<br>—Hiroshima (115)<br>32,49 5,64 2,693<br>29,49 5,59 3,00<br>1 dk<br>RW | **M Tanker**<br>6 Ta ER<br>L.(oil) 219 | | Oil 4SA 5Cy. 260 × 400<br>270bhp (199kW)<br>Kinoshita Tekkosho<br>Gen 1 × 12kW 110V d.c.<br>Fuel 2,0t (d.o.)-1,0pd | Akashi<br>9kn |
| **7736490**<br>JK4022<br>122009 | **FUJIKAWA MARU No. 1**<br>**Hiroshi Tanaka**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **185**<br>91<br>— | | **1978** Maeno Zosen K.K.—Onoda (31)<br>*33,59*<br>6,80 3,00<br>1 dk | **M Tanker**<br>Mchy.aft<br>len 80 | | Oil | Japan |
| **8014497**<br>JL4805<br>123977<br>Rdr RT | **FUJIKAWA MARU No. 2**<br>**Fujikawa Kaiun K.K.**<br>Imabari, Japan<br>Ehime Pref. | **683**<br>437<br>1 930 | | **1980** Miura Zosen—Saiki (613)<br>72,12 4,811<br>68,03 11,51 6,76<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 330 × 530<br>2 000bhp (1 471kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **8024882**<br>JMLI<br>123967<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIKAZE MARU**<br>**Setsuyo Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **4 972**<br>3 023<br>9 149 | NK | **1980** Higaki Zosen K.K.—Imabari (251)<br>110,14 8,071<br>102,01 18,31 10,01<br>P 26,0 F 11,3 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.10 150 | | Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K.<br>Gen 2 × 360kW a.c. | Mitsubishi<br>Nagasaki<br>13kn |
| **8121965**<br>JDFX<br>124066<br>Df Esd<br>Gc Pfd<br>Rdr | **FUJIKAZE MARU No. 2**<br>**Setsuyo Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **4 994**<br>3 051<br>9 145 | NK | **1981** Higaki Zosen K.K.—Imabari (268)<br>110,83 18,34 8,098<br>102,01 18,31 10,01<br>P 26,0 F 11,6 1 dk | **M Tanker**<br>Oil Chemical Molasses<br>Mchy.aft<br>L.10 157 | | Oil 2SA 6Cy. 450 × 1150<br>6 000bhp (4 413kW)<br>Kobe Hatsudoki K.K. | Mitsubishi<br>Nagasaki |
| **7705893**<br>7KOM<br>119945<br>Esd Gc<br>Rdr RT | **FUJIKI**<br>**Fujiki Kaiun K.K.**<br>Nagoya, Japan<br>Aichi Pref. | **9 453**<br>5 121<br>6 084 | NK | **1978** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1830)<br>149,92 22,84 7,022<br>142,91 22,81 11,94<br>F 131,1 | **M Vehicles Carrier**<br>Mchy.aft | OSD | Vee Oil 4SA 16Cy. 520 × 550 reduction geared to sc. shaft<br>16 880bhp (12 416kW)<br>Mitsubishi Heavy Industries Ltd. | MAN<br>Yokohama<br>20,25kn |
| **8106111**<br>JH2898<br>124407<br>Gc Rdr<br>RT | **FUJIKURA MARU**<br>**K.K. Fuji Shipping**<br>Shimizu, Japan<br>Shizuoka Pref. | **494**<br>350<br>1 577 | NK | **1981** Miura Zosen—Saiki (623)<br>69,25 4,301<br>65,03 11,51 6,33<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 280 × 340<br>1 800bhp (1 324kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Moriyama |
| **7934901**<br>JG3917<br>121975<br>Rdr | **FUJIMI**<br>**K.K. Furukawagumi**<br>Tokyo Japan | **188**<br>63<br>340 | | **1979** Manazuru Ozawa Zosen—Manazuru, Kanagawa Pref. (146)<br>28,00 10,52 2,585<br>24,41 10,49 2,90<br>1 dk | **TM Crane Ship**<br>Mchy.aft | | 2 Oil 4SA each 6Cy. 160 × 210 reduction geared to sc. shaft<br>Daihatsu Diesel Mfg. Co. Ltd. | Moriyama |
| **7852476**<br>JHBX<br>111771 | **FUJIN MARU**<br>ex Asuga Maru No. 3<br>**Kondo Kaiji K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **299**<br>89<br>— | | **1972** Masui Zosensho K.K.—Nandan<br>39,20 3,401<br>34,02 9,20 4,20<br>1 dk | **TM Tug** | | 2 Oil<br>Niigata Eng. Co. Ltd. | Japan<br>12kn |
| **7426289**<br>H8UR<br>9404-PEXT3<br>Df Esd<br>Gc Rdr<br>RT | **FUJINAMI**<br>ex Fuji Andina-80<br>**La Saito Marina S.A.**<br>Panama Panama | **4 563**<br>2 979<br>7 636 | NK | **1975** K.K. Taihei Kogyo—Akitsu (314)<br>109,10 16,41 7,836<br>101,99 16,39 9,30<br>P 22,9 F 8,9 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.9 437 | | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 560kW a.c. | Mitsubishi<br>Yaizu<br>13,25kn |

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| 7371381<br>JJAY<br>115767<br>Df Esd<br>Gc Rdr | **FUJINO MARU**<br>**Daishin Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 238**<br>861<br>3 258 | **1974** Yoshiura Zosen—Kure (229)<br>83,52 13,01 5,639<br>NK 79,51 12,98 7,62<br>2 dks | **M General Cargo**<br>Mchy.aft<br>G.4 336 B.4 051<br>2 Ha (stl) (11,7 26,0 × 7,7)<br>Der 3(10) | Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 163,5t-8,0pd 13,5kn |
| 7916143<br>8KRN<br>123566<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJISAN MARU**<br>**Iino Kaiun K.K. & Kaisho Kaiun K.K.**<br>Tokyo Japan | **56 151**<br>36 161<br>91 442 | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2700)<br>NK 241,82(BB) 13,647<br>230,03 41,61 20,71<br>1 dk | **M Tanker**<br>SBT<br>11 Ta ER<br>L.(oil) 114 531<br>HeCls. BC | Vee Oil 4SA 12Cy. 570 × 620 geared to sc. shaft<br>18 000bhp (13 240kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 2120,75kW a.c.<br>Fuel 323,5t (d.o.) 3 258,5t (hvf)-56,0pd<br>15kn |
| 8151013<br>JL2896<br>102889 | **FUJISAN MARU No. 15**<br>ex Eiyoshi Maru<br>**Fuji Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>93<br>400 | **1968** Awazu Zosen—Naruto<br>37,17 3,161<br>33,38 7,60 3,41<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>800bhp (588kW)<br>Japan<br>11kn |
| 5032539<br>7LZO<br>89833<br>Df Esd<br>Gc Rdr<br>RT | **FUJISAN MARU No. 18**<br>ex Azuma Maru No. 23<br>**Fuji Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **234**<br>124<br>— | **1962** Azuma Zosen—Yokosuka (563)<br>40,90 7,27 2,896<br>36,40 7,21 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5325821<br>JQSU<br>83178<br>Df Esd<br>Gc Rdr | **FUJISAN MARU No. 23**<br>ex Hinode Maru No. 58-80<br>ex Sayoshi Maru No. 21<br>ex Shotoku Maru No. 62-70<br>**Fuji Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **250**<br>130<br>— | **1960** Nishii Dock Co. Ltd.—Nansei<br>*39,02* 7,29<br>7,24<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo Kobe |
| 5398385<br>JCFE<br>84968<br>Df Esd<br>Gc Rdr<br>RT | **FUJISAN MARU No. 28**<br>ex Daiyu Maru No. 1-81<br>ex Kiyofuji Maru No. 11-79<br>ex Kaijin Maru No. 28<br>ex Zenko Maru No. 21<br>**Fuji Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **440**<br>257<br>— | **1960** Kanasashi Zosensho—Unspecified Works, Shimizu (351)<br>50,27 8,84 3,785<br>46,18 8,79 4,32<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 400 × 470<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7331252<br>JDQP<br>115135<br>Df Gc<br>Pfd Rdr | **FUJISEI MARU No. 1**<br>**Fuji Suisan K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **283**<br>139<br>324 | **1973** Miho Zosensho K.K.—Shimizu (922)<br>50,42 8,44 3,207<br>43,01 8,41 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 6803789<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJISEI MARU No. 5**<br>**R. B. L. Fishing Corp.** | **283**<br>151<br>— | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (783)<br>45,70 7,62 2,998<br>40,49 7,60 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7209083<br>JGMF<br>111279<br>Df Esd<br>Gc Rdr | **FUJISEI MARU No. 6**<br>**Fuji Suisan K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>154<br>346 | **1971** Miho Zosensho K.K.—Shimizu (807)<br>50,40 8,23 3,239<br>44,00 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7009122<br>JNEE<br>106697<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJISEI MARU No. 8**<br>**Fuji Suisan K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **284**<br>145<br>238 | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (951)<br>49,64 8,34 3,404<br>42,68 8,31 5,85<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8021440<br>JDMV<br>124398<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJISEI MARU No. 18**<br>**Fuji Suisan K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **344**<br>165<br>— | **1980** Niigata Eng. Co. Ltd.—Japan (1705)<br>54,28 (BB) 3,401<br>47,53 8,91 3,76<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 530 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7740013<br>JG3730<br>121522<br>Gc Rdr | **FUJISHIMA MARU**<br>**Seizo Tanaka**<br>Tokyo Japan | **149**<br>70<br>360 | **1978** Sokooshi Zosensho K.K.—Higashino (250)<br>39,50 3,069<br>35,51 7,10 4,60<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6925317 | **FUJISHIMA MARU No. 2**<br>**P.T. Jasamarin Shipping** | **499**<br>314<br>1 060 | **1969** Shinwa Sangyo K.K.—Higashino (120)<br>55,00 9,02 4,242<br>49,51 9,00 4,50<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 394 | Oil 4SA 8Cy. 260 × 330<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 8kW 225V a.c.<br>10,5kn |
| 7238319<br>JK3587<br>113091<br>Rdr | **FUJITA MARU**<br>**Geishu Kaiun K.K.**<br>Kurahashi, Japan<br>Hiroshima Pref. | **283**<br>80<br>— | **1972** Kegoya Dock K.K.—Kure (603)<br>26,01 3,201<br>11,00 4,02<br>1 dk | **TM Tug**<br>Pusher | 2 Oil geared to sc. shafts<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) 11,25kn |
| 7934652<br>JI2506<br>107491 | **FUJITAKA MARU No. 1**<br>**Nippon Jari K.K.**<br>Okayama, Japan<br>Okayama Pref. | **199**<br>81<br>438 | **1970** Shinhama Dock K.K.—Anan (592)<br>43,01 2,401<br>38,99 10,00 2,49<br>1 dk | **M Sand Carrier** | Oil<br>650bhp (478kW)<br>Japan<br>9kn |

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| **8151051**<br>JI2420<br>104617 | **FUJITAKA MARU No. 5**<br>**Nippon Jari K.K.**<br>Okayama, Japan<br>Okayama Pref. | **199**<br>108<br>446 | | **1969** Shinhama Dock K.K.—Anan<br>37,39 3,501<br>33,41 7,80 3,61<br>1 dk | **M Sand Carrier** | Oil<br>550bhp (405kW) | Japan<br>9kn |
| **7930113**<br>JK4087<br>122110<br>Gc Rdr | **FUJITAKA MARU No. 8**<br>**Nippon Jari K.K.**<br>Okayama, Japan<br>Okayama Pref. | **195**<br>93<br>500 | | **1979** K.K. Saidaiji Zosensho—Okazaki (71)<br>... ... ...<br>35,01 6,51 3,00<br>1 dk | **TM Sand Carrier** | 2 Oil 4SA each 6Cy. 230 × 380<br>640bhp (471kW)<br>Fuji Seisakusho | Tateyama |
| **8221090**<br>JK4354<br>125800 | **FUJITAKA MARU No. 18**<br>**Nippon Jari K.K.**<br>Okayama, Japan<br>Okayama Pref. | **170**<br>68<br>300 | | **1982** K.K. Saidaiji Zosensho—Okayama (86)<br>... ... ...<br>37,01 10,01 2,52<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>............. | |
| **7851549**<br>JH2219<br>104944 | **FUJITAKE MARU No. 2**<br>**Fuchu Kaiun Kigyo Kumiai**<br>Anan, Japan<br>Tokushima Pref. | **335**<br>207<br>600 | | **1969** Toshin Zosen—Japan (192)<br>51,41 3,550<br>46,00 8,31 3,97<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. | Japan<br>11kn |
| **7371123**<br>JHNY<br>117559<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJITSUKI MARU**<br>**Tokyo Marine K.K.**<br>Tokyo Japan | **8 418**<br>4 992<br>14 496 | NK | **1974** K.K. Taihei Kogyo—Akitsu (307)<br>134,58 20,43 9,195<br>125,00 20,40 11,76<br>P 29,3 F 13,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 17 605 | Oil 2SA 8Cy. 520 × 1050<br>7 200bhp (5 296kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 1 069,0t-22,0pd | Mitsubishi<br>Yaizu<br>14kn |
| **7709681**<br>JG3684<br>121417<br>Gc Rdr<br>RT | **FUJIWA MARU**<br>**Heiwa Kisen K.K. (Heiwa Kisen Kaisha Ltd.)**<br>Tokyo Japan | **2 064**<br>1 192<br>3 730 | NK | **1977** Naikai Zosen—Setoda (425)<br>87,97 6,112<br>81,01 13,01 6,61<br>P 18,6 F 9,2 1 dk | **M Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 4 301 HeCls. ptB | Oil 4SA 6Cy. 400 × 600<br>2 800bhp (2 060kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Fuel 29,0t (d.o.) 91,0t (hvf)-9,5pd | Yaizu<br>9kn |
| **7851161**<br>JL2507<br>101543 | **FUJIYAMA MARU**<br>**Makino Kaiun K.K.**<br>Kasaoka, Japan<br>Okayama Pref. | **399**<br>221<br>423 | | **1967** Shirahama Zosen K.K.—Honai<br>42,37 2,750<br>41,00 7,80 3,51<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 454 | Oil<br>550bhp (405kW)<br>Kobe Hatsudoki K.K. | Mitsubishi<br>Japan |
| **6814609**<br>JJ2259<br>101893 | **FUJIYAMA MARU**<br>ex Seifuku Maru<br>**Kunio Hamazaki**<br>Oyano, Japan<br>Kumamoto Pref. | **197**<br>99<br>450 | | **1967** Kishimoto Zosen—Kinoe (256)<br>38,00 7,01 2,998<br>35,01 6,99 3,31<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>500bhp (368kW)<br>Kobe Hatsudoki Seizosho | Kobe |
| **7371147**<br>H9IU<br>10685<br>-81A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUJIYASU**<br>ex Fujiyasu Maru-80<br>**Pleiades (Panama) S.A.**<br>Panama Panama | **8 332**<br>5 053<br>14 504 | NK | **1975** K.K. Taihei Kogyo—Akitsu (310)<br>134,58 20,43 9,221<br>125,00 20,40 11,76<br>P 29,3 F 13,2 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 17 628 | Oil 2SA 8Cy. 520 × 1050<br>7 200bhp (5 296kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 260kW 445V a.c.<br>Fuel 1 069,0t-24,5pd | Mitsubishi<br>Yaizu<br>14kn |
| **7855636**<br>JM2651<br>103566 | **FUJIYOSHI MARU No. 10**<br>**Noriyuki Fujii**<br>Kurahashi, Japan<br>Hiroshima Pref. | **199**<br>115<br>580 | | **1968** Y.K. Tokai Zosensho—Tsukumi<br>40,01 3,901<br>37,01 7,21 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>500bhp (368kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>10,5kn |
| **6819336**<br>JJPD<br>101933<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKAE MARU**<br>**Government of Japan (Ministry of Education)**<br>Kobe, Japan<br>Hyogo Pref. | **361**<br>115<br>— | | **1968** Miho Zosensho K.K.—Shimizu (650)<br>41,51 7,80<br>38,00 7,78 4,09<br>1 dk | **M Fishing**<br>Training | Oil 4SA 6Cy. 260 × 320<br>750bhp (552kW)<br>Daihatsu Kogyo | Osaka |
| **7850997**<br>JAVW<br>100130 | **FUKEN MARU**<br>**Shimabara Tetsudo K.K.**<br>Shimabara, Japan<br>Nagasaki Pref. | **356**<br>183<br>114 | | **1966** Kanda Zosensho K.K.—Kure (113)<br>43,01 2,201<br>38,00 11,00 3,20<br>1 dk | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 350P | 2 Oil<br>700bhp (515kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Japan<br>11,25kn |
| **7827990**<br>JM4468<br>122842 | **FUKI MARU**<br>**Kozo Onoe**<br>Ryugatake, Japan<br>Kumamoto Pref. | **199**<br>128<br>— | | **1978** Kogushi Zosen K.K.—Okayama (213)<br>*42,01*<br>7,70 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil | Japan |
| **7938880** | **FUKI MARU No. 1**<br>**Escobar Fishing** | **111**<br>35<br>— | | **1968** Kimura Zosen—Nagasaki<br>*29,42*<br>6,80 2,70<br>1 dk | **M Fishing** | Oil | Japan |
| **6413364**<br>Df Esd<br>Gc Rdr | **FUKI MARU No. 27**<br>ex Soho Maru No. 39<br>ex Hokko Maru No. 50 | **149**<br>81<br>— | | **1963** Kanasashi Zosensho—Unspecified Works, Shimizu (560)<br>38,97 6,96 2,794<br>33,58 6,91 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>Kinoshita Tekkosho | Akashi |
| **7123100**<br>JMBH<br>109359<br>Df Gc<br>Pfd Rdr | **FUKI MARU No. 51**<br>ex Shinnan Maru No. 31<br>**Izui Gyogyo K.K.**<br>Hachinohe, Japan<br>Aomori Pref. | **299**<br>154<br>— | | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1047)<br>49,54 8,23 3,302<br>44,00 8,21 3,64<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kobe |

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| 7370090 | **FUKKO MARU No. 1**<br>See No. 7370090 in the Register | **955** | | | | | |
| 5404287<br>8JRZ<br>92111 | **FUKU MARU**<br><br>**Kiyoshi Fukuami**<br>Miyakubo, Japan<br>Ehime Pref. | **199**<br>85<br>315 | **1963** Fukushima Zosen Ltd.—Matsue<br><br>33,30 6,76 2,998<br>29,52 6,71 3,31<br>1 dk<br>RW | <br>(181) | **M General Cargo**<br><br>1 Ho ER<br>1 Ha (13,8 × 3,9) ER<br>1W | Oil 2SA 4Cy. 340 × 410<br>200bhp (147kW)<br>Matsue Diesel K.K. | <br><br>Matsue<br>8,5kn |
| 6509539<br><br><br>Df Esd<br>Pfd Rdr | **FUKU MARU No. 2**<br>ex Eisei Maru No. 2-73<br>**Toa Suisan**<br>South Korea | **259**<br>131<br>— | **1965** Miho Zosensho K.K.—Shimizu<br>44,61 7,52<br>39,07 7,50 3,36<br>1 dk | (530) | **M Fishing**<br>Side-fishing<br><br><br><br>1 Ha (13,0 × 4,5) ER | Oil 4SA 6Cy. 280 × 440<br>180bhp (132kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata<br>8,5kn |
| 6918053<br>JM2964<br>102439<br>Rdr | **FUKU MARU No. 2**<br><br>**Kanzaki Kisen Y.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **199**<br>105<br>437 | **1968** Honda Zosen—Saiki<br>38,97 7,27 3,150<br>35,49 7,24 3,41<br>1 dk | (558) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7419652<br>JK3554<br>115393<br>Rdr RT | **FUKU MARU No. 3**<br><br>**Matsuda Kaiun Y.K.**<br>Osaki, Japan<br>Hiroshima Pref. | **449**<br>254<br>836 | **1974** Kyoei Zosen K.K.—Mihara<br>52,41 8,62 3,760<br>48,01 8,59 3,81<br>1 dk | (60) | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Hanshin Nainenki Kogyo | <br><br>Kobe |
| 7425431<br>JL4149<br>117405<br>Gc Rdr<br>RT | **FUKU MARU No. 3**<br><br>**Takao Mori**<br>Hakata, Japan<br>Ehime Pref. | **193**<br>91<br>649 | **1975** Shin Nikko Zosen—Setoda<br>8,51 3,201<br>48,01 8,49 3,31<br>1 dk<br>RW | (103) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>700bhp (515kW)<br>Kubota Tekkosho (Sakai Diesel Plant) | <br><br>Sakai |
| 7003219<br>JRPT<br>106887<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKU MARU No. 5**<br><br>**Fukumaru Gyogyo K.K.**<br>Muroto, Japan<br>Kochi Pref. | **344**<br>154<br>— | **1969** Kanasashi Zosensho—Unspecified<br>Works, Shimizu<br>52,46 8,72 3,201<br>45,32 8,70 6,00<br>2 dks | <br>(911) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 8004533<br>JJQD<br>124182<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKU MARU No. 5**<br><br>**Fukumaru Gyogyo K.K.**<br>Muroto, Japan<br>Kochi Pref. | **344**<br>174<br>— | **1980** Kanasashi Zosensho—Unspecified<br>Works, Shimizu<br>53,68 3,401<br>47,71 8,81 3,76<br>1 dk | <br>(2041) | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 310 × 530<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 5178709<br><br><br>Esd Rdr | **FUKU MARU No. 7**<br>ex Kaiho Maru No. 10-65<br>ex Kaiun Maru-60<br>**Frabal Fishing Inc.** | **303**<br>146<br>— | **1957** Miho Zosensho K.K.—Shimizu<br>45,50 8,54<br>37,50 7,19 3,66<br>1 dk<br>RW | (223) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 350 × 500<br>750bhp (552kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | <br><br><br>Yaizu<br>9,75kn |
| 7122065<br><br><br>Df Gc<br>Pfd Rdr | **FUKU MARU No. 7**<br>ex Kantetsu Maru No. 8<br>**Frabal Shipping & Ice Plant Corp.** | **284**<br>136<br>— | **1970** Kanasashi Zosensho—Unspecified<br>Works, Shimizu<br>49,36 7,62 3,099<br>41,00 7,60 3,56<br>1 dk | <br>(516) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 100bhp (809kW)<br>Sumiyoshi Marine Diesel Co. Ltd | <br><br>Yoshida |
| 7313377<br>7MEB<br>114322<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKU MARU No. 17**<br>ex Kinei Maru No. 18-81<br>**Fukumaru Gyogyo K.K.**<br>Nansei, Japan<br>Mie Pref. | **343**<br>154<br>424 | **1973** Nishii Dock Co. Ltd.—Ise<br>54,51 8,34 3,455<br>45,01 8,31 3,87<br>1 dk<br>RW | (253) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo | <br><br>Kobe |
| 7225609<br><br><br>Df Esd<br>Gc Pfd<br>Rdr | **FUKU MARU No. 21** | **299**<br>145<br>— | **1972** Nishii Dock Co. Ltd.—Ise<br>8,03<br>44,30 8,01 3,71<br>1 dk<br>RW | (236) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7322811<br>JNTG<br>113461<br>Df Esd<br>Gc Rdr | **FUKU MARU No. 21**<br><br>**K. Onishi**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>151<br>416 | **1973** Miho Zosensho K.K.—Shimizu<br>50,40 (BB) 8,23 3,379<br>44,20 8,21 3,61<br>1 dk | (907) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 7123849<br><br><br>Df Pfd<br>Rdr | **FUKU MARU No. 28**<br>ex Kaio Maru No. 38 | **372**<br>173<br>— | **1971** Uchida Zosen—Ise<br>8,44<br>47,60 8,41 3,79<br><br>RW | (701) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | <br><br><br>Yaizu |
| 7106358<br>JPRB<br>108521<br>Df Esd<br>Gc Rdr | **FUKU MARU No. 28**<br><br>**Masao Fukushima**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>150<br>403 | **1970** Miho Zosensho K.K.—Shimizu<br>50,40 8,23 3,048<br>44,00 8,21 3,61<br>1 dk | (741) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | <br><br>Tokyo |
| 7231464<br>JMTE<br>113314<br>Df Gc<br>Pfd Rdr | **FUKU MARU No. 38**<br><br>**Fukumaru Gyogyo K.K.**<br>Muroto, Japan<br>Kochi Pref. | **404**<br>209<br>594 | **1972** Kanasashi Zosensho—Unspecified<br>Works, Shimizu<br>55,94 8,82 3,499<br>49,51 8,79 4,04<br>1 dk | <br>(1071) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |

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| **8132184**<br>JM4710<br>123382 | **FUKU MARU No. 70**<br><br><br>Sendai, Japan<br>Miyagi Pref. | **159**<br>89<br>— | **1981** Hashimoto Zosen—Japan (86)<br>... ... ...<br>29,70 8,01 2,49<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br><br>............. | |
| **8021024**<br>7JFV<br>124945<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUCHO MARU No. 1**<br><br>**Fukucho Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **370**<br>169<br>— | **1980** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (2056)<br>53,68 3,401<br>47,71 8,81 3,76<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **7701952**<br>JRZW<br>119503<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUCHO MARU No. 23**<br><br>**G.K. Maruhei Shoten**<br>Shiogama, Japan<br>Miyagi Pref. | **349**<br>141<br>519 | **1977** Yamanishi Zosen K.K.—Ishinomaki<br>(823)<br>56,01 (BB) 9,33 3,772<br>49,79 9,30 5,62<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Tokyo |
| **7209069**<br>JRKY<br>109447<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUCHO MARU No. 38**<br><br>**Yoshino Gyogyo K.K.**<br>Nemuro, Japan<br>Hokkaido Pref. | **404**<br>208<br>470 | **1971** Miho Zosensho K.K.—Shimizu (794)<br>55,50 9,02 3,582<br>49,00 9,00 3,94<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7373810**<br>JDWK<br>117122<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUCHO MARU No. 61**<br><br>**Fukucho Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **284**<br>138<br>— | **1974** Mie Shipyard Co. Ltd.—Yokkaichi<br>(103)<br>8,23<br>42,98 8,21 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 480<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **7003324**<br>JRWF<br>106905<br>Df Esd<br>Gc Rdr<br>RT | **FUKUCHO MARU No. 78**<br>ex Nissei Maru-78<br>ex Takatori Maru No. 15<br>**Fukucho Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | **299**<br>146<br>238 | **1969** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (957)<br>50,25 8,13 3,341<br>43,41 8,11 5,74<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7855179**<br>JG2999<br>111110 | **FUKUDA MARU**<br>ex Iseshio-79<br>**Green Kaiji K.K.**<br>Tokyo Japan | **283**<br>99<br>— | **1971** Miura Zosen—Saiki<br>32,52 2,901<br>28,00 9,61 3,99<br>1 dk | **TM Tug** | 2 Oil<br><br>Niigata Eng. Co. Ltd. | Japan<br>13kn |
| **6816073**<br>3EYF<br>1158<br>6-82<br>Rdr RT | **FUKUE**<br>ex Fukue Maru-81<br>ex Shinsho Maru ex Taiyo Maru<br>ex Koyo Maru No. 38<br>ex Ariake Maru<br>**Neptune Traffic Inc.**<br>Panama Panama | **989**<br>542<br>1 893 | **1968** Tokushima Zosen K.K.—Fukuoka<br>(268)<br>(NK) 71,81 11,74 4,955<br>65,97 11,71 5,59<br>P 14,7 F 8,3 1 dk<br>RW | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 2 185 | Oil 4SA 6Cy. 460 × 680<br>2 100bhp (1 545kW)<br>Nippon Hatsudoki<br>Fuel 186,0t-6,0pd | Japan<br>13kn |
| **8151312**<br>JK3548<br>110812 | **FUKUE MARU No. 6**<br><br>**Susumu Taguchi**<br>Kinoe, Japan<br>Hiroshima Pref. | **199**<br>133<br>580 | **1971** Kimura Zosen K.K.—Yutaka (50)<br>42,02 3,101<br>37,60 8,50 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>10kn |
| **5123091**<br><br><br>Rdr | **FUKUEI MARU**<br><br>**Aligben Lines Inc.** | **499**<br>297<br>896 | **1960** Kurushima Dock Co. Ltd.—Imabari<br>(63)<br>50,58 8,06 3,506<br>46,00 8,01 3,89<br>1 dk<br>RW | **M General Cargo**<br><br><br>G.1 530 B.1 428<br>1 Ha (22,0 × 5,0) ER | Oil 4SA 6Cy. 290 × 430<br>530bhp (390kW)<br>Nippon Hatsudoki<br>Fuel 37,5t | Kobe |
| **8035752**<br>JM4997<br>124722 | **FUKUEI MARU**<br><br>**Yoshihiko Nakamura**<br>Ishida, Japan<br>Nagasaki Pref. | **199**<br>116<br>— | **1981** Mochizuki Zosensho—Kinoe (115)<br>*43,10*<br>8,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil | Japan |
| **7651339**<br>JJ2354<br>104924 | **FUKUEI MARU**<br>ex Sumitoku Maru No. 5<br>**Fujita Kaiun Y.K.**<br>Katsumoto, Japan<br>Nagasaki Pref. | **198**<br>99<br>501 | **1969** Murakami S.B. Co. Ltd.—Naruto<br>41,51 3,301<br>35,51 8,01 4,91<br>1 dk | **M General Cargo** | Oil<br>550bhp (405kW)<br>Matsue Nainenki Kogyo | Japan |
| **7735616**<br>JK3931<br>122041 | **FUKUEI MARU**<br><br>**Y.K. Fujishiro Fukumatsu Shoten**<br>Kamogawa, Japan<br>Chiba Pref. | **197**<br>106<br>— | **1978** K.K. Kanmasu Zosen—Omishima<br>(87)<br>... ...<br>33,13 7,51 3,31<br>1 dk | **M Tanker** | Oil | Japan |
| **7929188**<br>JG4025<br>121813 | **FUKUEI MARU**<br><br>**Jitsuo Tsuchiya**<br>Yokohama Yusosen K.K.<br>Tokyo Japan | **197**<br>110<br>370 | **1979** Hanasaki Zosensho—Yokosuka<br>(176)<br>37,01 2,501<br>35,01 8,01 2,72<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240 geared to sc. shaft<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| **7740142**<br>JM4453<br>120724<br>Gc Rdr | **FUKUEI MARU**<br><br>**Hamaguchi Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | **181**<br>102<br>519 | **1978** K.K. Kamishima Zosensho—Higashino<br>47,10 3,380<br>42,02 8,01 5,01<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 230 × 380<br>650bhp (478kW)<br>Matsue Diesel K.K. | Matsue |

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| 7126592<br>JPNJ<br>108504 | **FUKUEI MARU No. 1**<br>ex Kinei Maru No. 36-79<br>ex Sachi Maru No. 21<br>**Naoichi Notsu**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **283**<br>138<br>— | | **1970** Mie Shipyard Co. Ltd.—Yokkaichi (10)<br>*43,80*<br>8,01 3,51 | **M Fishing** | | Oil<br>Japan<br>Fuel (d.o.) |
| 7106073<br>JG3034<br>111068<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUEI MARU No. 2**<br>**Fukuei Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **998**<br>665<br>2 469 | NK | **1971** Watanabe Zosen K.K.—Hakata (131)<br>77,09 12,02 5,030<br>72,01 11,99 5,49<br>P 17,1 F 12,2 1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 824 | HeCls. ptB | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Gen 1 × 68kW 445V a.c.<br>Fuel 86,5t (d.o.)-7,5pd 12kn |
| 7237834<br>JG3230<br>113956<br>Gc Rdr<br>RT | **FUKUEI MARU No. 3**<br>**Fukuei Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **995**<br>658<br>2 466 | | **1972** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai (111)<br>77,93 12,02 5,030<br>72,01 11,99 5,52<br>1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 820 | HeCls. ptB | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 89,5t (d.o.)-6,5pd 12,25kn |
| 6811853<br>JI2336<br>102127<br>Gc Pfd<br>Rdr RT | **FUKUEI MARU No. 5**<br>ex Shuko Maru No. 5-75<br>ex Mexphalte Maru No. 5-73<br>**Ueno Kosan K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **1 467**<br>770<br>1 787 | NK | **1968** Taguma Zosen—Innoshima (61)<br>76,92 11,23 4,903<br>70,01 11,21 6,61<br>P 18,6 F 7,7 1 dk<br>RW | **M Tanker**<br>Asphalt<br>8 Ta ER<br>Asphalt 1 693 | HeCls. ptB | 2 Oil 4SA each 8Cy. 260 × 320 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Daihatsu Kogyo Osaka<br>Fuel 117,0t (d.o.)-7,5pd 12,5kn |
| 7736464<br>JG3622<br>121534<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUEI MARU No. 7**<br>**Masayuki Suzuki**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **109**<br>41<br>— | | **1978** Kidoura Zosen K.K.—Kesennuma (357)<br>36,68 6,43 2,301<br>30,79 6,41 2,49<br>1 dk | **M Fishing**<br>Ref<br>Mchy.aft | | Oil 4SA 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata |
| 7322782<br>JE2203<br>115184<br>RT | **FUKUEI MARU No. 8**<br>ex Eisho Maru No. 23-80<br>**Masayuki Suzuki**<br>Kita-Ibaraki, Japan<br>Ibaraki Pref. | **156**<br>85<br>— | | **1973** Usuki Tekkosho—Usuki (882)<br>38,44 6,53 2,693<br>34,27 6,51 3,08<br>1 dk | **M Fishing**<br>Mchy.aft | | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8020678<br>JLUK<br>123375<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUEI MARU No. 18**<br>**Maegata Suisan Y.K.**<br>Kushikino, Japan<br>Kagoshima Pref. | **194**<br>100<br>— | | **1981** Fujishin SB. Co.—Kamo (366)<br>45,06 2,750<br>37,32 7,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | | Oil 4SA 6Cy. 260 × 440<br>700bhp (515kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7632785<br>JL4292<br>120899<br>Gc Rdr<br>RT | **FUKUHO**<br>**Fukuho Kisen Y.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>321<br>1 100 | | **1976** Murakami Hide Zosen K.K.—Hakata (136)<br>4,052<br>56,01 9,52 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 7735599<br>JK3933<br>122045<br>Rdr | **FUKUHO MARU**<br>ex Meiho Maru-78<br>**Kaneyoshi Fujino**<br>Hiroshima, Japan<br>Hiroshima Pref. | **497**<br>254<br>— | | **1968** Taisei Zosen K.K.—Higashino<br>... ... ...<br>49,13 8,81 4,22<br>1 dk | **M** | | Oil<br>Japan |
| 7933294<br>JE2487<br>123124<br>Rdr RT | **FUKUHO MARU**<br>**Fuji Oil Service K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **157**<br>80<br>310 | | **1979** Y.K. Furumoto Tekko Zosensho —Osaki (501)<br>31,65 7,19 2,671<br>29,16 7,00 2,80<br>1 dk | **M Tanker**<br>Mchy.aft | | Oil 4SA 6Cy. 200 × 240<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 7828140<br>JM4574<br>122888<br>Df Gc<br>Pfd Rdr<br>RT | **FUKUHO MARU No. 1**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **116**<br>22<br>— | | **1978** K.K. Watanabe Zosensho—Nagasaki (770)<br>38,51 7,80<br>30,99 7,00 2,70<br>1 dk | **M Fishing**<br>Seiner | | Oil 4SA 6Cy. 310 × 380 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 6801432<br>JLWD<br>99531<br>Rdr RT | **FUKUHO MARU No. 2**<br>**Hikigawa Kaihatsu K.K.**<br>Hikigawa, Japan<br>Wakayama Pref. | **469**<br>191<br>700 | | **1967** K.K. Matsuura Zosen—Kinoe (76)<br>47,00 8,62 4,090<br>42,02 8,59 4,40<br>1 dk | **M General Cargo**<br>Mchy.aft | | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7535755<br>JM3851<br>117984 | **FUKUHO MARU No. 2**<br>**Y.K. Eiunmaru Gyogyobu**<br>Nagasaki, Japan<br>Nagasaki Pref. | **116**<br>22<br>— | | **1975** Nagasaki Zosen K.K.—Nagasaki (522)<br>*31,03*<br>7,00 2,77<br>1 dk | **M Fish Carrier** | | Oil<br>The Hanshin Diesel Works Ltd. Japan |
| 7651793<br>JL3859<br>111498 | **FUKUHO MARU No. 3**<br>ex Shinei Maru No. 3<br>**Sanei Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **495**<br>287<br>1 500 | | **1972** Yamanaka Zosen K.K.—Namikata<br>66,50 4,301<br>65,00 12,01 6,51<br>1 dk | **M Sand Carrier** | | Oil<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Japan<br>11,75kn |
| 7853937<br>8LDH<br>97663 | **FUKUHO MARU No. 3**<br>**Masahiko Okamoto**<br>Yokohama Japan<br>Kanagawa Pref. | **294**<br>177<br>320 | | **1965** Daito Zosen Kogyo K.K.—Higashino<br>*32,80* 3,001<br>27,01 7,60 3,10<br>1 dk | **M Sand Carrier**<br>Mchy.aft | | Oil<br>350bhp (257kW)<br>The Hanshin Diesel Works Ltd. Japan<br>10kn |

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| **8131427**<br>JM5076<br>124844 | **FUKUHO MARU No. 3**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **116**<br>24<br>150 | **1981** K.K. Watanabe Zosensho—Nagasaki (872)<br>30,71 7,01<br>2,70<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 260 × 440 sr reverse geared to sc. shaft<br>1 600bhp (1 177kW)<br>The Hanshin Diesel Works Ltd. | Akashi |
| **7854175**<br>JK2536<br>100700 | **FUKUHO MARU No. 8**<br>**Y.K. Fukumoto Kaiun**<br>Yokohama Japan<br>Kanagawa Pref. | **295**<br>201<br>400 | **1969** Sunami Zosen K.K.—Mihara<br>35,79 3,001<br>31,07 8,01 3,10<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>450bhp (331kW)<br>Fuji Seisakusho | Japan<br>9kn |
| **7627120**<br>JM4267<br>120551<br>Gc Rdr<br>RT | **FUKUHO MARU No. 11**<br>**Toei Kisen K.K.**<br>Ogaki, Japan<br>Hiroshima Pref. | **447**<br>274<br>995 | **1977** Nippon Zosen Tekko K.K. —Wakamatsu (248)<br>62,62 10,04 3,614<br>57,00 10,01 6,10<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>Hanshin Nainenki Kogyo | Kobe |
| **7380277**<br>JGEI<br>116482<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUHO MARU No. 18**<br>**Marue Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **349**<br>149<br>— | **1974** Niigata Eng. Co. Ltd.—Niigata (1307)<br>55,07 9,02 3,302<br>49,69 9,00 3,56<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8150409**<br>JG2727<br>106189 | **FUKUHO MARU No. 18**<br>**Tsuneo Kobayashi**<br>Hakata, Japan<br>Ehime Pref. | **199**<br>118<br>550 | **1969** Imura Zosen K.K.—Komatsujima<br>45,01 3,401<br>40,01 8,11 5,26<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>600bhp (441kW) | Japan<br>9kn |
| **7104582**<br>JLLV<br>108342<br>Rdr RT | **FUKUHO MARU No. 61**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>56<br>— | **1971** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (801)<br>36,25 6,53 2,591<br>30,79 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>840bhp (618kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **6502323**<br>Df Esd<br>Pfd Rdr<br>RTm/v | **FUKUHO MARU No. 61**<br>South Korea | **122**<br>54<br>— | **1963** Taiyo Zosen—Nagasaki (502)<br>32,77 5,62 2,566<br>29,01 5,59 2,85<br>1 dk<br>rf 25 | **M Fishing**<br>Side-fishing<br>5 Ho 1,3 1,9 2,2 2,4 2,6 ER<br>5 Ha (0,9 1,9 2,1 2,2 1,8 × 2,3) ER<br>Der 1(3) 1(2) | Oil 4SA 6Cy. 270 × 400<br>420bhp (309kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 3kW 35V d.c.<br>Fuel (hvf) | Yaizu |
| **7104594**<br>JM3420<br>108343<br>Rdr RT | **FUKUHO MARU No. 62**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **134**<br>55<br>— | **1971** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (802)<br>36,25 6,53 2,591<br>30,79 6,51 3,00<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>840bhp (618kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **6502335**<br>Esd<br>RTm/v | **FUKUHO MARU No. 62**<br>South Korea | **122**<br>55<br>— | **1963** Taiyo Zosen—Nagasaki (503)<br>32,77 5,62 2,566<br>29,01 5,59 2,85<br>1 dk<br>rf 25 | **M Fishing**<br>Side-fishing<br>5 Ho 1,3 1,9 2,2 2,4 2,6 ER<br>5 Ha (0,9 1,9 2,1 2,2 1,8 × 2,3) ER<br>Der 1(3) 1(2) | Oil 4SA 6Cy. 270 × 400<br>420bhp (309kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 1 × 3kW 35V d.c.<br>Fuel (hvf) | Yaizu |
| **7828401**<br>7KEX<br>123249<br>Df Gc<br>Pfd Rdr<br>RT | **FUKUHO MARU No. 63**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **144**<br>50<br>— | **1979** K.K. Watanabe Zosensho—Nagasaki (800)<br>38,99 6,91<br>32,01 6,61 2,87<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **6920616**<br>Df Pfd<br>Rdr RT | **FUKUHO MARU No. 63**<br>ex Fuji No. 7-78<br>ex Kiku Maru No. 7<br>**Daiei Trading Co.** | **114**<br>41<br>— | **1969** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (725)<br>33,99 6,33 2,388<br>28,78 6,30 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7828396**<br>JM4650<br>123250<br>Rdr RT | **FUKUHO MARU No. 65**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **143**<br>50<br>— | **1979** K.K. Watanabe Zosensho—Nagasaki (801)<br>38,99 6,91<br>32,87 6,61 2,87<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **6920628**<br>RT | **FUKUHO MARU No. 65**<br>ex Fuji No. 8-78<br>ex Kiku Maru No. 8 | **114**<br>41<br>— | **1969** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (726)<br>33,99 6,33 2,388<br>28,78 6,30 2,85<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 240 × 405<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7818846**<br>JICE<br>122882<br>Rdr RT | **FUKUHO MARU No. 67**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **124**<br>50<br>— | **1978** Nagasaki Zosen K.K.—Nagasaki (673)<br>37,01 2,401<br>31,63 6,41 2,87<br>1 dk | **M Fishing**<br>Pair Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **7818858**<br>JM4571<br>122883<br>Rdr RT | **FUKUHO MARU No. 68**<br>**Fukuho Suisan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **124**<br>50<br>— | **1978** Nagasaki Zosen K.K.—Nagasaki (675)<br>37,01 2,401<br>31,02 6,41 2,87<br>1 dk | **M Fishing**<br>Pair Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320 reduction geared to sc. shaft<br>880bhp (647kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Osaka |
| **7728053**<br>JHIN<br>119555<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUI MARU**<br>**Fukui Prefecture**<br>Tsuruga, Japan<br>Fukui Pref. | **147**<br>42<br>99 | **1978** K.K. Wakamatsu Zosen—Kitakyushu (281)<br>35,90 6,81 2,901<br>30,00 6,80 2,80<br>1 dk | **M Research/Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 220 × 250 reduction geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Ota, Gumma<br>12,5kn |

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| 6810742<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUI MARU No. 5**<br>**Pomona International Inc.** | **300**<br>137<br>346 | **1965**<br>43,69 8,39 3,633<br>37,90 8,08 3,89<br>1 dk | Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (640) | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 330 × 520<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7051981<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUI MARU No. 8** | **349**<br>191<br>— | **1970**<br>53,80 9,02 3,328<br>47,83 9,00 5,87 | Yamanishi Zosen K.K.—Ishinomaki<br>(660) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7051993<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUI MARU No. 10** | **349**<br>192<br>— | **1970**<br>53,80 9,02 3,328<br>47,83 9,00 5,87 | Yamanishi Zosen K.K.—Ishinomaki<br>(661) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8122658<br>JITW<br>119749 | **FUKUI MARU No. 18**<br>**Fukui-Ken Gyogyo K.K.**<br>Fukui, Japan<br>Fukui Pref. | **349**<br>138<br>— | **1981**<br>... ... ...<br>... ... ...<br>1 dk | K.K. Murakami Zosensho—Ishinomaki<br>(1082) | **M Fishing**<br>Stern Trawler | Oil<br>Niigata Eng. Co. Ltd. Niigata |
| 7378743<br>JDTX<br>116554<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU**<br>**Taijin Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **499**<br>257<br>670 | **1974**<br>55,40 11,03 4,242<br>49,51 11,00 6,84<br>2 dks | Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (721) | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 310 × 380<br>2 800bhp (2 060kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7236660<br>JJXJ<br>114823<br>Df Gc<br>Pfd Rdr | **FUKUICHI MARU No. 8**<br>ex Fukusho Maru No. 8-80<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **298**<br>150<br>409 | **1972**<br>51,06 8,03 3,328<br>43,21 8,01 3,71<br>1 dk | Miho Zosensho K.K.—Shimizu (847) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 460<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5417014<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU No. 33**<br>ex Omasu Maru<br>**Pelican Fishing Corp.** | **179**<br>78<br>— | **1963**<br>6,61 2,769<br>32,97 6,56 3,18<br>1 dk<br>RW | K.K. Ichikawa Zosensho—Ise<br>(1222) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 290 × 410<br>Hanshin Nainenki Kogyo Kobe |
| 7313274<br>8JIK<br>115072<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU No. 35**<br>**Taishin Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **254**<br>122<br>319 | **1973**<br>46,79 8,28 3,201<br>40,49 8,08 3,41<br>1 dk | Miho Zosensho K.K.—Shimizu (882) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7106542<br>JLBS<br>109942<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUICHI MARU No. 36**<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **314**<br>159<br>393 | **1970**<br>52,02 8,23 3,302<br>45,65 8,21 3,61<br>1 dk | Miho Zosensho K.K.—Shimizu (760) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 6819348<br>JHWR<br>102715<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUICHI MARU No. 38**<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **314**<br>148<br>— | **1968**<br>51,41 8,03 3,048<br>46,11 8,01 3,61<br>1 dk | Miho Zosensho K.K.—Shimizu (656) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7639939<br>JHHO<br>119854<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU No. 63**<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **499**<br>260<br>— | **1977**<br>55,40 (BB) 11,64 4,153<br>49,51 11,41 6,86<br>2 dks | Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (730) | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 310 × 380<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>14kn |
| 7402178<br>7JCF<br>116566<br>Df Gc<br>Rdr | **FUKUICHI MARU No. 68**<br>ex Kaiho Maru No. 8<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **284**<br>141<br>316 | **1974**<br>50,42 8,44 3,048<br>42,98 8,41 3,38<br>1 dk | Miho Zosensho K.K.—Shimizu (926) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7209942<br>JCVG<br>111156<br>Df Esd<br>Gc Rdr | **FUKUICHI MARU No. 73**<br>ex Hoko Maru No. 15<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **314**<br>139<br>435 | **1971**<br>54,16 8,03 3,398<br>45,01 8,01 3,81<br>1 dk | Usuki Tekkosho—Usuki (827) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7209148<br>JGGE<br>112220<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUICHI MARU No. 78**<br>ex Seishu Maru No. 31<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **371**<br>199<br>479 | **1972**<br>55,45 8,54 3,696<br>47,00 8,51 3,79<br>1 dk | Miho Zosensho K.K.—Shimizu (812) | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7825277<br>JJBL<br>122614<br>Df Esd<br>Gc Rdr | **FUKUICHI MARU No. 81**<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **344**<br>174<br>386 | **1979**<br>52,41 8,82 3,390<br>46,16 8,81 3,76<br>1 dk | Miho Zosensho K.K.—Shimizu<br>(1126) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |

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| **7903586**<br>JCZQ<br>122624<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU No. 83**<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | 498<br>265<br>656 | **1979** Miho Zosensho K.K.—Shimizu<br>55,66 (BB) 11,61 4,350<br>50,02 11,41 6,86<br>2 dks | (1133) **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 310 × 380 reduction geared to sc. shaft<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7903550**<br>JCYA<br>122622<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU No. 86**<br>**Taishin Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | 314<br>159<br>414 | **1979** Miho Zosensho K.K.—Shimizu<br>51,49<br>44,89 8,60 3,61<br>1 dk | (1130) **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **8017786**<br>JDNY<br>124402<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUICHI MARU No. 88**<br>**Fukuichi Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | 496<br>263<br>655 | **1981** Miho Zosensho K.K.—Shimizu<br>55,68 (BB) 4,352<br>50,02 11,41 6,86<br>1 dk | (1193) **M Fishing**<br>Seiner | Oil 4SA 8Cy. 310 × 380 reduction geared to sc. shaft<br>2 500bhp (1 839kW)<br>Niigata Eng. Co. Ltd. | Japan |
| **7415369**<br>JM3730<br>117048<br>Rdr | **FUKUJIN MARU**<br>**Fukujin Shosen Y.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | 199<br>53<br>— | **1974** Kanagawa Zosen—Kobe<br>7,83 2,794<br>25,00 7,80 3,61<br>1 dk<br>RW | (146) **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. | Amagasaki |
| **6825385**<br>JK2646<br>103013<br>Rdr | **FUKUJIN MARU**<br>ex Kaifuku Maru No. 2<br>ex Wakayoshi Maru No. 10<br>**Fukujin Kaiun Y.K.**<br>Ishida, Japan<br>Nagasaki Pref. | 196<br>113<br>550 | **1968** Mochizuki Zosensho—Kinoe<br>39,50 7,01 2,998<br>35,01 6,99 3,31<br>1 dk | (50) **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>450bhp (331kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **7036333**<br>JQEP<br>102583<br>Df Pfd<br>Rdr RT | **FUKUJIN MARU**<br>**Okada Zosen Tekko K.K.**<br>Rumoi, Japan<br>Hokkaido Pref. | 124<br>42<br>— | **1970** Narasaki Zosen K.K.—Muroran<br>34,93 7,14 2,375<br>29,80 7,12 2,67<br>1 dk | (747) **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| **8001323**<br>7LZG<br>118579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUJIN MARU**<br>**Ozawa Suisan K.K.**<br>Rumoi, Japan<br>Hokkaido Pref. | 124<br>42<br>— | **1980** K.K. Goriki Zosensho—Ise<br>2,452<br>32,19 7,41 4,63<br>1 dk | (825) **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 340<br>800bhp (588kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **8151441**<br>JL4278<br>119007 | **FUKUJIN MARU No. 7**<br>**Shigeyuki Maraoka**<br>Hakata, Japan<br>Ehime Pref. | 199<br>111<br>540 | **1976** Maeno Zosen K.K.—Onoda<br>45,27 3,241<br>41,00 8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>9,5kn |
| **6814350**<br>JJ2372<br>99970 | **FUKUJIN MARU No. 10**<br>**Kenji Shimono**<br>Kasaoka, Japan<br>Okayama Pref. | 197<br>105<br>350 | **1967** Kishimoto Zosen—Kinoe<br>32,97 7,62 3,302<br>29,47 7,60 3,36<br>1 dk | (235) **M Sand Carrier**<br>3 Ho ER<br>3 Ha ER | Oil 4SA 6Cy. 230 × 360<br>450bhp (331kW)<br>Matsue Diesel K.K. | Matsue<br>9kn |
| **7705219**<br>JL4390<br>120955<br>Rdr | **FUKUJIN MARU No. 13**<br>**Sanko Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | 499<br>341<br>1 324 | **1977** Hakata Zosen K.K.—Hakata<br>... ...<br>55,00 9,61 4,60<br>1 dk | (172) **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7522332**<br>JG3589<br>117803<br>Rdr RT | **FUKUJU MARU**<br>**Fukuei Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | 995<br>661<br>2 406 | **1975** Nakamura Shipbuilding & Engine Works Co. Ltd.—Yanai<br>77,96 12,02 5,081<br>71,99 11,99 5,49<br>1 dk | **M Tanker**<br>(126)<br>10 Ta ER<br>L.(oil) 2 257 HeCls. CptB | Oil 4SA 6Cy. 370 × 550<br>2 100bhp (1 545kW)<br>Fuji Seisakusho<br>Fuel 89,5t (d.o.)-7,5pd | Tateyama<br>12,5kn |
| **7434274**<br>JL4146<br>117401<br>Gc Rdr<br>RT | **FUKUJU MARU**<br>ex Taiho Maru-78<br>**Fukuju Kaiun Y.K.**<br>Hojo, Japan<br>Ehime Pref. | 497<br>346<br>1 279 | **1974** K.K. Matsuura Zosen—Kinoe<br>58,60 10,52 4,192<br>53,98 10,49 4,50<br>1 dk | (225) **M Tanker**<br>4 Ta ER<br>L.(oil) 1 413 | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo | Kobe<br>11,75kn |
| **8118425**<br>JM4928<br>124686 | **FUKUJU MARU**<br>**Yamaoka Kisen K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | 441<br>266<br>1 105 | **1981** Miura Zosen—Saiki<br>65,00 3,901<br>60,81 10,51 5,92<br>1 dk | (633) **M General Cargo** | Oil 4SA 6Cy. 260 × 320<br>950bhp (699kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Moriyama |
| **6514912**<br>JH2016<br>95034 | **FUKUJU MARU No. 8**<br>**Masaharu Sugishita**<br>Ito, Japan<br>Shizuoka Pref. | 147<br>105<br>254 | **1964** Tokyo Zosen—Tokyo<br>29,80 6,81 2,299<br>28,50 6,76 2,60<br>1 dk | (1088) **M General Cargo**<br>Mchy.aft | Oil 2SA 3Cy. 210 × 330<br>Hanshin Nainenki Kogyo | Kobe |
| **7408287**<br>JEEN<br>116600<br>Esd Gc<br>Rdr RT | **FUKUJU MARU No. 11**<br>**Fukuju Kigyo K.K.**<br>Miyama, Japan<br>Mie Pref. | 492<br>244<br>696 | **1974** Miho Zosensho K.K.—Shimizu<br>62,82 10,62 3,810<br>53,75 9,30 4,20<br>1 dk | (992) **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo | Kobe |

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| 6811619<br>JRXY<br>102656<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUJU MARU No. 17**<br>**K.K. Kudaka Takamatsu Gyogyobu**<br>Ohata, Aomori Pref. Japan | **194**<br>98<br>— | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (811)<br>42,27 6,94 2,794<br>36,71 6,91 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7000566<br>JM3222<br>106658 | **FUKUJU MARU No. 18**<br>ex Yusho Maru-78<br>**Jutaro Yoshioka**<br>Tokyo Japan | **199**<br>111<br>449 | **1969** Izumi Zosensho—Maji (103)<br>40,80 7,24 3,201<br>36,50 7,22 3,48<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 400<br>550bhp (405kW)<br>Makita Tekkosho Takamatsu<br>9,5kn |
| 6823583<br>JGHT<br>104170<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUJU MARU No. 27**<br>ex Futaba Maru No. 38-78<br>ex Myojin Maru No. 12<br>ex Tsune Maru No. 15<br>**Sanjiro Takamatsu**<br>Ohata, Aomori Pref. Japan | **253**<br>130<br>— | **1968** Uchida Zosen—Ise (662)<br>7,73 3,099<br>40,39 7,70 3,41<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Kogyo Osaka |
| 7626944<br>JMHH<br>121008<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUJU MARU No. 28**<br>**T. Marumoto**<br>Muroto, Kochi Pref. Japan | **224**<br>109<br>— | **1977** Uchida Zosen—Ise (770)<br>2,871<br>38,71 8,01 3,20<br>1 dk | **M Fishing**<br>Tuna Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 260 × 320<br>830bhp (611kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 7208900<br>JEDF<br>109989<br>Df Esd<br>Gc Rdr | **FUKUJU MARU No. 32**<br>**Fukuju Kigyo K.K.**<br>Miyama, Mie Pref. Japan | **404**<br>209<br>533 | **1971** Miho Zosensho K.K.—Shimizu (768)<br>55,50 9,02 3,658<br>49,00 9,00 3,99<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| 5350905<br>7KGJ<br>88441<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUJU MARU No. 37**<br>ex Shinei Maru No. 5<br>ex Takatori Maru No. 35<br>ex Takatori Maru No. 8<br>ex Takatori Maru No. 15-69<br>**Mitsujiro Takamatsu**<br>Ohata, Aomori Pref. Japan | **292**<br>154<br>— | **1961** Kanasashi Zosensho—Unspecified Works, Shimizu (420)<br>46,16 7,57<br>40,54 7,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo Kobe |
| 7233840<br>JJHI<br>113177<br>Df Gc<br>Rdr RT | **FUKUJU MARU No. 38**<br>**Y.K. Tamura Gyogyo**<br>Kushiro, Hokkaido Pref. Japan | **124**<br>44<br>— | **1972** Sanuki Zosen Tekkosho K.K.—Takuma (637)<br>7,24<br>30,41 7,22 4,65<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8210742 | **FUKUJU MARU No. 38**<br>**Y.K. Tamura Gyogyo**<br>Japan | **124**<br>—<br>— | **1982** Narasaki Zosen K.K.—Muroran (1041)<br>2,421<br>32,21 7,40 4,63<br>1 dk | **M Fishing**<br>Stern Trawler Ref.<br>1 Ho<br>In.90<br>1 Ha (stl) | Oil 4SA 6Cy. 300 × 530 with clutches, flexible couplings & dr geared to sc. shaft<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Controllable pitch propeller |
| 6511477<br>JCWX<br>96185<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUJU MARU No. 57**<br>ex Kaikata Maru No. 18<br>ex Fukuryu Maru No. 21<br>**K.K. Kudaka Takamatsu Gyogyobu**<br>Ohata, Aomori Pref. Japan | **255**<br>127<br>— | **1964** Kanasashi Zosensho—Unspecified Works, Shimizu (622)<br>45,24 7,65<br>39,98 7,62 3,43<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. Niigata |
| 7017208<br>7MAJ<br>114236<br>Df Gc<br>Rdr | **FUKUJU MARU No. 77**<br>ex Okura Maru No. 28<br>**K.K. Maruko Takamatsu Gyogyobu**<br>Ohata, Aomori Pref. Japan | **304**<br>136<br>— | **1970** Narasaki Zosen K.K.—Muroran (711)<br>49,94 8,41 2,490<br>44,33 8,39<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7395894<br>JFCI<br>115942<br>Df Esd<br>Gc Rdr<br>RT | **FUKUJYU MARU No. 25**<br>ex Nadayoshi Maru No. 18-80<br>**Fukujyu Kigyo K.K.**<br>Miyama, Mie Pref. Japan | **344**<br>180<br>373 | **1974** Miho Zosensho K.K.—Shimizu (980)<br>53,42 8,82 3,048<br>47,02 8,79 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 170 × 205<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7812440<br>JK4036<br>122076<br>Rdr RT | **FUKUJYU MARU No. 28**<br>**Fukujyu Kisen K.K.**<br>Tokuyama, Yamaguchi Pref. Japan | **342**<br>206<br>693 | **1978** Odo Zosen Tekko K.K.—Shimonoseki (236)<br>49,71 8,51 3,580<br>45,01 8,50 3,66<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400 geared to sc. shaft<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>9,5kn |
| 7354670<br>Df Gc<br>Pfd | **FUKUJYU MARU No. 33**<br>**Fukuju Kigyo K.K.** | **254**<br>123<br>320 | **1973** Miho Zosensho K.K.—Shimizu (927)<br>46,82 8,13 3,074<br>40,52 8,11 3,41<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| 7021302<br>JFOT<br>107757<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FUKUKAWA MARU**<br>**Kawasaki Kisen K.K. (Kawasaki Kisen Kaisha Ltd.)**<br>Kobe, Hyogo Pref. Japan | **67 530**<br>41 781<br>121 550 | **1970** Kawasaki Heavy Ind. Ltd.—Kobe (1139)<br>NK 261,02(BB) 42,07 16,165<br>249,94 42,02 22,81<br>F 19,6 1 dk | **M Bulk Carrier**<br>7 Ho 24,7 27,2 27,2 26,9 27,2 27,2 27,2 ER<br>G.134 993 HeCls. ptB<br>7 Ha (stl) (14,4 16,0 16,0 16,0 16,0 16,0 16,0 × 17,9) ER | Oil 2SA 9Cy. 930 × 1700<br>24 750bhp (18 205kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 650kW 2 × 600kW 450V a.c.<br>Fuel 279,0t (d.o.) 6 691,0t (hvf)-79,0pd<br>14,75kn |

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| 7370090<br>JK3703<br>115367<br>Esd Gc<br>Rdr RT | **FUKUKO MARU No. 1**<br>ex Fukumitsu Maru No. 1<br>**Midori Kisen K.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref.<br>Also known as FUKKO MARU No. 1 | **955**<br>630<br>1 605 | **1974** Fukae Zosen K.K.—Ogaki (141)<br>73,94 11,03 4,471<br>NK 68,00 11,00 5,19<br>P 16,2 F 7,4 1 dk | **M Tanker**<br>Asphalt<br>Mchy.aft<br>Asphalt 1 365 | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd.<br>Fuel 113,0t-6,0pd | Akashi<br>12kn |
| 6725808<br>JEAO<br>101342<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUKYO MARU No. 38**<br>ex Seiyu Maru No. 12<br>**Marukyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **363**<br>196<br>— | **1967** Miho Zosensho K.K.—Shimizu (618)<br>54,34 8,23<br>48,54 8,21 3,79<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7122974<br><br><br>Df Gc<br>Pfd Rdr | **FUKUKYU MARU No. 2**<br><br>**Bonadventure Fishing Corp.** | **284**<br>135<br>— | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1022)<br>49,33 7,65 3,099<br>41,00 7,60 3,56<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7313339<br>8JTC<br>115073<br>Df Gc<br>Pfd Rdr | **FUKUKYU MARU No. 3**<br><br>**Fukukyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **404**<br>206<br>— | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu (1106)<br>58,43 9,12 3,709<br>52,02 9,10 3,76<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7122900<br>JEKJ<br>109967<br>Df Gc<br>Pfd Rdr | **FUKUKYU MARU No. 8**<br><br>**Fukukyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **434**<br>220<br>— | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1001)<br>60,51 9,35 3,703<br>54,01 9,30 6,10<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 5363689<br><br><br>Df | **FUKUKYU MARU No. 11**<br>ex Tokuel Maru No. 8-64<br><br>South Korea | **179**<br>90<br>— | **1955** Osaka Zosensho—Osaka (98)<br>*32,19* 6,33<br>31,50 6,30 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>450bhp (331kW)<br>Hanshin Nainenki Kogyo | Kobe<br>9,5kn |
| 7122431<br>JLHW<br>109952<br>Df Gc<br>Rdr | **FUKUKYU MARU No. 15**<br>ex Showa Maru No. 15-80<br>**Fukukyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **314**<br>163<br>— | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (1002)<br>50,47 8,34 3,302<br>44,51 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 270 × 440<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 6422561<br>8LRW<br>95033<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUKYU MARU No. 21**<br>ex Fukukyu Maru No. 1<br>**Maruhisa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **349**<br>193<br>— | **1964** Kanasashi Zosensho—Unspecified Works, Shimizu (603)<br>52,28 8,26 3,404<br>46,51 8,21 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 540<br><br>Niigata Eng. Co. Ltd. | Niigata |
| 7801207<br>JIHW<br>119923<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUKYU MARU No. 25**<br><br>**Maruhisa Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **374**<br>187<br>— | **1978** Kanasashi Zosensho—Kaijima Works, Shimizu (1252)<br>55,89 3,550<br>49,61 8,91 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 240kW 445V a.c. | Yaizu<br>13,75kn |
| 8004545<br>JDHA<br>124335<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUKYU MARU No. 27**<br><br>**Fukukyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **374**<br>175<br>— | **1980** Kanasashi Zosensho—Unspecified Works, Shimizu (2043)<br>56,22 3,601<br>50,22 9,01 6,08<br>2 dks | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 500bhp (1 103kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7818535<br>JIXL<br>122605<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUKYU MARU No. 28**<br><br>**Fukukyu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **404**<br>191<br>— | **1978** Kanasashi Zosensho—Kaijima Works, Shimizu (2011)<br>57,26 3,701<br>51,01 9,30 6,10<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7651224<br>JL3190<br>105302<br>Gc Rdr | **FUKURIKI MARU No. 8**<br><br>**Fukuyo Kisen K.K.**<br>Tonosho Japan<br>Kagawa Pref. | **499**<br>285<br>1 350 | **1968** Yamanaka Zosen K.K.—Namikata (56)<br>56,49 3,801<br>50,02 8,50 4,09<br>1 dk | **M General Cargo**<br><br><br>1 Ha (27,9 × 6,0) ER | Oil<br>1 250bhp (919kW)<br>Makita Diesel Co. Ltd. | Japan<br>11kn |
| 8216734 | **FUKURYO MARU No. 28**<br><br>**Fukuryo Suisan**<br>Japan | **194**<br>—<br>— | **1982** K.K. Goriki Zosensho—Ise (856)<br>2,752<br>37,04 7,61 3,08 | **M Fishing**<br>Tuna | Oil<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. | Japan |
| 7706263<br>JL4436<br>122427<br>Gc Rdr<br>RT | **FUKURYU MARU**<br><br>**Yoshu Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **993**<br>646<br>2 205 | **1977** Oura Dock—Namikata (110)<br>77,65 5,030<br>72,01 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 600<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 8130643 | **FUKURYU MARU**<br><br>**Fukuryu Gyogyo K.K.**<br>Japan | **299**<br>—<br>— | **1982** Niigata Eng. Co. Ltd.—Niigata (1722)<br>44,02 3,291<br>8,67 3,66<br>1 dk | **M Fishing**<br>Line-fishing Ref.<br>4 Ho<br>In.414<br>4 Ha (stl) | Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Controllable pitch propeller | Niigata |
| 6715839<br><br><br>Df Gc<br>Pfd Rdr | **FUKURYU MARU No. 18**<br><br>**Great Eastern Shipping Inc.** | **192**<br>82<br>— | **1966** Kanasashi Zosensho—Unspecified Works, Shimizu (751)<br>41,46 7,93<br>34,45 7,90 3,18<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| 7302366<br>8JIB<br>113708<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKURYU MARU No. 32**<br>**Fukuryu Gyogyo K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **254**<br>122<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata (1171)<br>45,65 (BB) 7,93 3,150<br>40,52 7,90 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7648148<br>JL2304<br>97455<br>Rdr | **FUKUSEI MARU**<br>**Asaoka Kaiun Y.K.**<br>Takehara, Japan<br>Hiroshima Pref. | **499**<br>302<br>451 | **1965** Fukuoka Zosen K.K.—Fukuoka<br>52,00 3,301<br>47,00 8,40 3,81<br>1dk | **M Liquefied Gas Carrier**<br>LPG<br>2 Ta ER<br>L.(gas) 665 | Oil<br>650bhp (478kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>9,5kn |
| 7705221<br>JL4425<br>122409<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSEI MARU**<br>**Kikuichi Kimoto**<br>Hakata, Japan<br>Ehime Pref. | **498**<br>343<br>1 230 | **1977** Hakata Zosen K.K.—Hakata (173)<br>... ... ...<br>55,02 9,61 4,63<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 285 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kobe |
| 6350175<br>HOWQ<br>7596-HK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSEI MARU**<br>ex Koyo Maru-77<br>ex Taiyo Maru No. 18<br>**Fukusei Shipping Co. S.A.**<br>Panama Panama | **324**<br>158<br>440 | **1962** Miho Zosensho K.K.—Shimizu (344)<br>48,70 7,93<br>42,98 7,90 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>Niigata Eng. Co. Ltd. Niigata |
| 7331238<br>JBZT<br>114675<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSEI MARU No. 18**<br>**Fukusei Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **373**<br>196<br>517 | **1973** Miho Zosensho K.K.—Shimizu (916)<br>54,82 8,74 3,315<br>48,52 8,72 3,87<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy.<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7327251<br>JBXB<br>115224<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSEI MARU No. 18**<br>**Tsutomu Miura**<br>Karakuwa, Japan<br>Miyagi Pref. | **252**<br>121<br>— | **1973** K.K. Goriki Zosensho—Ise (753)<br>7,62 2,998<br>39,43 7,60 3,31<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 420<br>850bhp (625kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida |
| 7805459<br>JCKY<br>121570<br>Df Rdr<br>RT | **FUKUSEI MARU No. 28**<br>**Fukusei Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **297**<br>158<br>— | **1978** Sanuki Zosen Tekkosho K.K.<br>—Takuma (1000)<br>... ... ...<br>45,22 8,40 3,48<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8028838<br>8JIE<br>124969<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSEI MARU No. 38**<br>**Tsutomu Miura**<br>Karakuwa, Japan<br>Miyagi Pref. | **299**<br>150<br>— | **1981** Kanasashi Zosensho—Unspecified Works, Shimizu (2065)<br>49,97 (BB) 8,62 3,301<br>44,18 8,60 3,66<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7121944<br>JRRW<br>106895<br>Df Gc<br>Rdr | **FUKUSEKI MARU No. 1**<br>ex Kaho Maru No. 12-78<br>**K.K. Fukuzumi Maru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>147<br>— | **1969** Kanasashi Zosensho—Unspecified Works, Shimizu (827)<br>49,84 8,23 3,302<br>43,72 8,21 3,64<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kobe |
| 8214566 | **FUKUSEKI MARU No. 3**<br>**K.K. Fukusekimaru**<br>Japan | **299**<br>—<br>— | **1982** Kanasashi Zosensho—Unspecified Works, Shimizu (2081)<br>3,301<br>44,18 8,62 3,66 | **M Fishing**<br>Side-fishing Line-fishing | Oil<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Japan |
| 7314280<br>JEYA<br>113647<br>Df Esd<br>Gc Rdr<br>RT | **FUKUSEKI MARU No. 15**<br>ex Kureha Maru No. 3<br>**K.K. Fukusekimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>150<br>— | **1973** Niigata Eng. Co. Ltd.—Niigata (1202)<br>49,00 8,34 3,252<br>43,59 8,31 3,64<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7231476<br>JQGM<br>112284<br>Df Gc<br>Pfd Rdr | **FUKUSEKI MARU No. 21**<br>**K.K. Fukusekimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>154<br>408 | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu (1072)<br>49,54 8,23 3,302<br>44,00 8,21 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7354618<br>JDTO<br>116553<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSEKI MARU No. 23**<br>**K.K. Fukusekimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **284**<br>144<br>— | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu (1143)<br>48,24 8,23 3,226<br>42,45 8,21 3,61<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7727657<br>JIGA<br>119918 | **FUKUSEKI MARU No. 25**<br>**K.K. Fukusekimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>151<br>— | **1977** Kanasashi Zosensho—Kaijima Works, Shimizu (1248)<br>*42,89*<br>8,50 3,61 | **M Fishing** | Oil<br>Niigata Eng. Co. Ltd. Japan |
| 7920089<br>JDEX<br>124325<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSEKI MARU No. 27**<br>**K.K. Fukusekimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>153<br>— | **1980** Kanasashi Zosensho—Unspecified Works, Shimizu (2032)<br>48,93 3,301<br>42,96 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Niigata |

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|---|---|---|---|---|---|---|---|
| **8013900**<br>JDJC<br>124340<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSEKI MARU No. 28**<br>**K.K. Fukusekimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **299**<br>151<br>— | | **1980** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (2050)<br>48,90 3,301<br>42,96 8,51 3,64<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **6412712**<br>H3JW<br>6994-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSHIMA**<br>ex Fukushima Maru-74<br>**Luianco Shipping Co. Ltd.**<br>Panama Panama | **314**<br>138<br>— | | **1964** Hitachi Zosen—Mukaishima (4034)<br>*38,99* 7,45 2,998<br>38,99 7,40 3,51<br>1 dk<br>RW | **M Fishing**<br>Training<br>2 Ho ER<br>G.170<br>2 Ha (stl) (each 1,3 × 1,3) ER | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel (hvf) | Kobe<br>10,5kn |
| **7429451**<br>7LEJ<br>117410<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSHIMA MARU**<br>**Matsushima Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **6 551**<br>4 516<br>11 598 | NK | **1975** Imabari Zosen—Imabari (334)<br>123,32(BB) 20,53 8,078<br>115,02 20,50 8,11<br>P 28,1 F 16,2 1 dk | **M General Cargo**<br>G.15 369 B.14 305<br>2 Ha (stl) (32,6 32,3 × 11,2) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW)<br>Kobe Hatsudoki K.K.<br>Fuel 759,0t-21,5pd | Mitsubishi<br>Kobe<br>13kn |
| **7378755**<br>JGII<br>116487<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUSHIMA MARU**<br>**Fukushima Prefecture**<br>Iwaki, Japan<br>Fukushima Pref. | **498**<br>190<br>492 | | **1974** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (723)<br>51,52 8,62 3,836<br>45,01 8,59 3,89<br>1 dk | **M Fishing**<br>Training<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| **6902391**<br>JLJG<br>123705<br>Rdr RT | **FUKUSHIN MARU**<br>ex Sobre Moon-81<br>ex Nanyo Maru-79<br>ex Yunagi Maru<br>**Fukuman Kaiun K.K.**<br>Akitsu, Japan<br>Hiroshima Pref. | **782**<br>464<br>1 351 | NK | **1968** Geibi Zosen Kogyo—Kure (203)<br>65,16 9,61 4,331<br>59,90 9,58 4,86<br>P 13,5 F 6,1 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 698 | Oil 4SA 6Cy. 350 × 520<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.)<br>Gen 2 × 24kW 220V a.c.<br>Fuel 50,0t-4,0pd | Yaizu<br>11kn |
| **7639161**<br>JL4341<br>120911<br>Gc Rdr<br>RT | **FUKUSHIN MARU**<br>**Daito Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **499**<br>321<br>1 200 | | **1976** Murakami Hide Zosen K.K.—Hakata<br>(138)<br>4,052<br>56,01 9,52 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7713670**<br>JL4440<br>122436<br>Rdr RT | **FUKUSHIN MARU**<br>**Kikuichi Kimoto**<br>Hakata, Japan<br>Ehime Pref. | **497**<br>301<br>1 180 | | **1977** Imai Seisakusho—Iwagi (185)<br>4,401<br>55,02 9,61 4,63<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **7381324**<br>JGET<br>116483<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSHIN MARU No. 5**<br>**Fukushin Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **349**<br>132<br>521 | | **1974** Yamanishi Zosen K.K.—Ishinomaki<br>(763)<br>56,62 9,12 3,480<br>50,68 9,10 5,62<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 400 × 620<br>2 700bhp (1 986kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| **7653002**<br>JK3685<br>120232<br>Rdr | **FUKUSHIN MARU No. 11**<br>**Daito Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **494**<br>311<br>1 200 | | **1976** K.K. Kanmasu Zosen—Omishima<br>59,11 4,141<br>55,00 9,61 4,40<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 352 | Oil<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>12,5kn |
| **7639173**<br>JL4345<br>120915<br>Rdr RT | **FUKUSHIN MARU No. 15**<br>**Daiwa Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **498**<br>315<br>1 215 | | **1977** Murakami Hide Zosen K.K.—Hakata<br>(139)<br>9,53 4,052<br>56,01 9,50 4,53<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo | Kobe |
| **7648497**<br>JK3224<br>105996<br>Rdr | **FUKUSHO MARU**<br>**Koei Kaiun K.K.**<br>Iwakuni, Japan<br>Yamaguchi Pref. | **499**<br>315<br>1 000 | | **1970** Miyoshi Zosen K.K.—Uwajima (180)<br>54,18 4,250<br>49,10 9,01 4,60<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 067 | Oil<br>1 150bhp (846kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>10,5kn |
| **7929358**<br>JG4050<br>123686<br>Gc Rdr<br>RT | **FUKUSHO MARU**<br>**Shofuku Kisen K.K.**<br>Tokyo Japan | **475**<br>293<br>1 044 | | **1980** Iwagi Zosen K.K.—Iwagi (16)<br>63,00 3,701<br>58,02 11,02 6,02<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 200bhp (883kW)<br>Makita Diesel Co. Ltd. | Takamatsu |
| **6400965**<br>Df Esd<br>Gc Rdr | **FUKUSHO MARU**<br>ex Koho Maru No. 25<br>South Korea | **192**<br>72<br>— | | **1963** Miho Zosensho K.K.—Shimizu (381)<br>42,50 6,66<br>34,29 6,61 3,20<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>Niigata Eng. Co. Ltd. | Niigata |
| **5427136**<br>7LRX<br>92772 | **FUKUSHO MARU No. 5**<br>**Yachiyo Senpaku Y.K.**<br>Onomichi, Japan<br>Hiroshima Pref. | **410**<br>238<br>— | | **1963** Setoda Zosensho—Setoda (138)<br>*43,44* 7,65 3,302<br>42,98 7,61 3,61<br>1 dk<br>RW | **M General Cargo**<br>G.713 B.676<br>1 Ha (22,4 × 5,1) ER | Oil 4SA 6Cy. 270 × 400<br>550bhp (405kW)<br>Hanshin Nainenki Kogyo<br>Fuel 15,0t | Kobe |
| **6803909**<br>Df Esd<br>Gc Rdr | **FUKUSHO MARU No. 8**<br>ex Keifuku Maru No. 2<br>**Ramer Fishery Development** | **251**<br>81<br>— | | **1967** Miho Zosensho K.K.—Shimizu (642)<br>46,08 7,22 —<br>37,98 7,19 3,48<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| 7652163<br>JL2650<br>101572<br>Rdr | **FUKUSHO MARU No. 11**<br>Sanwa Kaiun K.K.<br>Saiki, Oita Pref., Japan | **476**<br>340<br>1 016 | **1967** Hakata Zosen K.K.—Hakata (37) | 54,01 4,050<br>49,00 8,81 4,35<br>1 dk | **M General Cargo**<br>G.1 150 B.1 000 | Oil<br>900bhp (662kW)<br>Makita Diesel Co. Ltd.<br>Japan<br>13kn |
| 7649788<br>JM3339<br>110341<br>Rdr | **FUKUSHO MARU No. 11**<br>Fukusho Kisen Y.K.<br>Imari, Saga Pref., Japan | **355**<br>198<br>750 | **1971** Murakami Hide Zosen K.K.—Hakata (90) | 49,00 3,701<br>44,51 8,21 4,30<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 949 | Oil<br>900bhp (662kW)<br>Fuji Seisakusho<br>Japan<br>11kn |
| 7609142<br>JHEI<br>118340<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUSHO MARU No. 38**<br>Y.K. Tamura Gyogyo<br>Shimizu, Shizuoka Pref., Japan | **118**<br>33<br>149 | **1976** Kanasashi Zosensho—Kaijima Works, Shimizu (1212) | 32,39 5,82 2,439<br>27,21 5,80 2,70<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Matsui Iron Works Co. Ltd.<br>Ise |
| 7810301<br>JL4478<br>122935<br>Rdr | **FUKUTO MARU**<br>Kikuichi Kimoto<br>Hakata, Ehime Pref., Japan | **489**<br>337<br>1 181 | **1978** Hakata Zosen K.K.—Hakata (200) | ... ... ...<br>55,02 9,61 4,63<br>1 dk<br>RW | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 101<br>HeCls. B | Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd.<br>Takamatsu<br>Fuel 61,5t (d.o.)-5,0pd<br>10,5kn |
| 7639355<br>JK3776<br>120387<br>Gc Rdr | **FUKUTOKU MARU**<br>Fukutoku Kaiun Y.K.<br>Akitsu, Hiroshima Pref., Japan | **145**<br>84<br>600 | **1977** Shinmatsu Shoji K.K.—Onomichi (110) | ... ... ...<br>35,51 7,41 4,50<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 160 × 200<br>Otsuka Tekko<br>Oita |
| 7932927<br>JK4001<br>120463 | **FUKUTOKU MARU**<br>Hitoshi Mitsugi<br>Mihara, Hiroshima Pref., Japan | **145**<br>102<br>— | **1979** Y.K. Ouchi Zosensho—Nakashima (153) | *35,82*<br>7,80 4,81<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>Japan |
| 7903108<br>JGSA<br>122353<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUTOKU MARU No. 1**<br>Fukutoku Gyogyo K.K.<br>Karakuwa, Miyagi Pref., Japan | **299**<br>151<br>— | **1979** Kanasashi Zosensho—Unspecified Works, Shimizu (2021) | 49,79 3,301<br>43,79 8,60 3,66<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Niigata |
| 8210182 | **FUKUTOKU MARU No. 2**<br>Fukutoku Gyogyo K.K.<br>Japan | **299**<br>—<br>— | **1982** Kanasashi Zosensho—Unspecified Works, Shimizu (2080) | 3,301<br>44,18 8,62 3,66<br>1 dk | **M Fishing**<br>Side-fishing Line-fishing Tuna Ref<br>4 Ho<br>5 Ha (stl) | Oil 4SA 6Cy. 280 × 480 with clutches, flexible couplings & sr reverse geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Niigata |
| 8013912<br>7JFB<br>124283<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUTOKU MARU No. 3**<br>Fukutoku Gyogyo K.K.<br>Karakuwa, Miyagi Pref., Japan | **299**<br>150<br>— | **1980** Kanasashi Zosensho—Unspecified Works, Shimizu (2055) | 49,97 8,62 3,301<br>44,18 8,60 3,66<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd.<br>Niigata |
| 6918077<br>JK2827<br>103101<br>Rdr RT | **FUKUTOKU MARU No. 5**<br>Sakakitani Kaiun Y.K.<br>Kamagari, Hiroshima Pref., Japan | **497**<br>280<br>899 | **1968** Imamura Zosen—Kure (147) | 54,92 9,02 4,039<br>49,59 9,00 4,50<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (26,9 × 6,4) | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo<br>Kobe<br>Gen 2 × 24kW 2 × 8kW 220V d.c.<br>10kn |
| 5123663<br>JFZK<br>85455<br>Df Esd<br>Gc Rdr | **FUKUTOKU MARU No. 7**<br>Katsumi Karao<br>Fukuoka, Fukuoka Pref., Japan | **368**<br>181<br>— | **1961** Miho Zosensho K.K.—Shimizu (284) | 48,62 7,88<br>43,03 7,80 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 370 × 520<br>750bhp (552kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Yoshida<br>10,5kn |
| 7902867<br>JL4711<br>121045<br>Rdr | **FUKUTOKU MARU No. 8**<br>Hyobara Kisen Y.K.<br>Anan, Tokushima Pref., Japan | **499**<br>337<br>1 214 | **1979** Hakata Zosen K.K.—Hakata (217) | ... ... ...<br>55,15 9,61 4,58<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 275 × 450<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd.<br>Japan |
| 7379345<br>JDZC<br>117132<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUTOKU MARU No. 8**<br>Fukutoku Gyogyo K.K.<br>Karakuwa, Miyagi Pref., Japan | **284**<br>145<br>— | **1974** Kanasashi Zosensho—Kaijima Works, Shimizu (1156) | 48,24 8,23 3,252<br>42,45 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 480<br>1 300bhp (956kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Yoshida |
| 7238254<br>JNLK<br>112443<br>Df Gc<br>Rdr | **FUKUTOKU MARU No. 38**<br>Fukutoku Gyogyo K.K.<br>Karakuwa, Miyagi Pref., Japan | **284**<br>146<br>356 | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu (1086) | 48,24 8,23 3,252<br>42,30 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 330 × 520<br>1 000bhp (736kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Yoshida |
| 7379577<br>JDYI<br>117127<br>Df Gc<br>Pfd Rdr<br>RT | **FUKUTOKU MARU No. 58**<br>Fukutoku Gyogyo K.K.<br>Karakuwa, Miyagi Pref., Japan | **281**<br>135<br>323 | **1974** Miho Zosensho K.K.—Shimizu (BB) (959) | 46,82 8,13 3,048<br>40,62 8,11 3,38<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 450<br>1 000bhp (736kW)<br>Sumiyoshi Marine Diesel Co. Ltd<br>Yoshida |

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| 7395791<br>JDCB<br>115115<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUTOKU MARU No. 68**<br>ex Koryo Maru No. 7<br>**Fukutoku Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **314**<br>162<br>438 | **1974** Kanasashi Zosensho—Kaijima Works, Shimizu (1159)<br>50,47 8,34 3,302<br>44,76 8,31 3,69<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo | Osaka |
| 7804431<br>8JKL<br>122291<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUTOKU MARU No. 88**<br>**Fukutoku Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **299**<br>154<br>— | **1978** Kanasashi Zosensho—Kaijima Works, Shimizu (2000)<br>49,97 3,501<br>43,97 8,67 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 8151415<br>JL4264<br>118951 | **FUKUTOMI MARU No. 8**<br>**Tomio Takashima**<br>Anan, Japan<br>Tokushima Pref. | **199**<br>145<br>600 | **1977** Toyohama Dock—Toyohama<br>50,63<br>46,51 7,80 3,26<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>570bhp (419kW)<br>Niigata Eng. Co. Ltd. | Japa<br>10k |
| 5123704<br>7JXH<br>80427<br>Gc Rdr | **FUKUTOMO MARU No. 1**<br>**Kotobuki Kaiun K.K.**<br>Omuta, Japan<br>Fukuoka Pref. | **197**<br>94<br>379 | **1961** Innoshima Dock—Innoshima (118)<br>*34,36* 6,25 2,896<br>33,91 6,20 3,20<br>P 11,9 B 3,1 F 5,5 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 397 HeCls. B | Oil 4SA 6Cy. 270 × 380<br>300bhp (221kW)<br>Matsui Iron Works Co. Ltd.<br>Fuel 14,0t-1,5pd | Isa<br>11,25k |
| 7020724<br>JM5062<br>124729<br>Esd Rdr | **FUKUTOMO MARU No. 2**<br>ex Little Snow Wind-81<br>ex Koshin Maru-81<br>**Kotobuki Kaiun K.K.**<br>Omuta, Japan<br>Fukuoka Pref. | **196**<br>117<br>472 | **1969** Koike Zosen Kaiun K.K.—Osaki (158)<br>38,99 7,01 3,252<br>36,40 6,99 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>450bhp (331kW)<br>Yanmar Diesel Engine Co. Ltd. | Osaka |
| 8151348<br>JK3694<br>115371 | **FUKUTOMO MARU No. 8**<br>**Fukutomo Kisen K.K.**<br>Ogaki, Japan<br>Hiroshima Pref. | **199**<br>143<br>600 | **1973** Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref.<br>44,51 3,301<br>41,61 7,51 3,51<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Japa<br>10,5k |
| 7920986<br>JJ3214<br>121134<br>Df Rdr<br>RT | **FUKUTSURU MARU**<br>**Awaji Ferryboat K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **1 324**<br>451<br>626 | **1980** K.K. Wakamatsu Zosen—Kitakyushu (308)<br>71,58 14,03 3,501<br>65,03 13,61 4,81<br>2 dks | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 8Cy. 260 × 320 reduction geared to sc. shaft<br>3 200bhp (2 354kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Moriyama<br>14k |
| 5123728<br><br><br>Rdr RT | **FUKUUN**<br>ex Fukuun Maru No. 8-74<br>**Sun Rising Shipping Co. S.A.** | **648**<br>369<br>979 | **1961** Imabari Zosen—Imabari (82)<br>59,24 8,56 3,887<br>53,90 8,51 4,35<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 298 | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Makita Tekkosho<br>Fuel 26,5t | Takamats<br>10k |
| 7727499<br>JL4460<br>122466<br>Rdr | **FUKUUN MARU**<br>**Matsumi Kisen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **498**<br>347<br>1 242 | **1978** Hakata Zosen K.K.—Hakata (188)<br>4,401<br>55,02 9,61 4,63<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7513680<br>JM3884<br>118075<br>Gc Rdr | **FUKUUN MARU**<br>**Tokyu Senpaku Y.K.**<br>Saiki, Japan<br>Oita Pref. | **199**<br>109<br>670 | **1975** Miura Zosen—Saiki (513)<br>9,02 3,455<br>49,99 9,00 5,41<br>2 dks | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 260 × 320<br>1 000bhp (736kW)<br>Usuki Tekkosho | Japa |
| 7105770<br>JKFN<br>111337<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUUN MARU No. 21**<br>**Fujisawa Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **2 995**<br>1 904<br>5 840 | **1971** Imabari Zosen—Imabari (263)<br>101,96 16,34 6,536<br>NK 95,99 16,29 8,16<br>P 19,9 F 10,4 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 490 B.7 213<br>2 Ha (stl) (27,1 29,7 × 8,4) ER<br>12W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW)<br>Kobe Hatsudoki K.K.<br>Gen 3 × 128kW 445V a.c.<br>Fuel 538,5t-14,0pd | Mitsubishi<br>Nagasak<br>13k |
| 7607986<br>JL4274<br>119003<br>Gc Rdr<br>RT | **FUKUUN MARU No. 23**<br>**Fujisawa Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **997**<br>757<br>2 369 | **1976** Sanuki Zosen Tekkosho K.K. —Takuma (831)<br>12,04 5,001<br>72,12 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 580<br>2 100bhp (1 545kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7736517<br>JG3732<br>121518 | **FUKUURA MARU**<br>**Japanese National Railways**<br>Tokyo Japan | **235**<br>82<br>— | **1978** Hakodate Dock Co. Ltd.—Hakodate (685)<br>*27,19*<br>8,40 3,71<br>1 dk | **TM Tug** | Oil | Japa |
| 7003166<br>JRNM<br>105286<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUWA MARU No. 1**<br>ex Misaki Maru No. 15-79<br>**Fukuwa Suisan K.K.**<br>Yaizu, Japan<br>Shizuoka Pref. | **306**<br>149<br>190 | **1969** Kanasashi Zosensho—Unspecified Works, Shimizu (899)<br>49,84 8,23 3,302<br>43,72 8,21 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 000bhp (736kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 5250698<br><br><br>Df Esd<br>Pfd Rdr | **FUKUWA MARU No. 1**<br>ex Nichibei Maru No. 51<br>**C. James Fishing Co.** | **289**<br>153<br>— | **1961** Miho Zosensho K.K.—Shimizu (299)<br>44,28 7,52<br>38,99 7,50 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd.<br>Fuel 150,5t | Niigata<br>10,5k |
| 5151593<br><br><br>Df Esd<br>Pfd Rdr | **FUKUWA MARU No. 15**<br>ex Hissho Maru No. 18 | **239**<br>130<br>— | **1962** Niigata Eng. Co. Ltd.—Niigata<br>41,89 7,45<br>37,50 7,41 3,31<br>1 dk | **M Fishing**<br>Tuna | Oil 4SA 6Cy. 310 × 440<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. | Niigata |

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| 232339<br>3505<br>12991<br>dr RT | **FUKUYAMA MARU**<br>**Fukuyama Port Service K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **287**<br>103<br>— | **1972** Ishikawajima Ship & Chemical Plant Co.—Tokyo (429)<br>32,85 9,53 3,201<br>26,50 9,50 4,30<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 130007<br>4250<br>25831 | **FUKUYAMA MARU**<br>**Fukuyama Port Service K.K.**<br>Fukuyama, Japan<br>Hiroshima Pref. | **279**<br>97<br>85 | **1982** Kanbara Zosen K.K.—Onomichi (262)<br>... ... ...<br>... ... ...<br>1 dk | **TM Tug** | 2 Oil<br>Niigata Eng. Co. Ltd. Japan |
| 722346<br>4415<br>20882<br>c Rdr<br>T | **FUKUYAMA MARU No. 21**<br>**Fukuyama Kaiun Y.K.**<br>Tokushima, Japan<br>Tokushima Pref. | **199**<br>121<br>600 | **1978** Hamamoto Zosensho—Tokushima (595)<br>53,83 3,401<br>48,01 9,21 5,21<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 302299<br>NSV<br>13411<br>Esd<br>c Pfd<br>dr RT | **FUKUYO MARU**<br>**Sun Marine K.K.**<br>Namikata, Japan<br>Ehime Pref. | **2 593**<br>1 427<br>3 597 | **1973** Kurushima Dock Co. Ltd.—Onishi (738)<br>NK 101,99 15,04 6,617<br>95,99 15,02 7,80<br>P 39,7 F 11,3 1 dk<br>RW | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.3 770<br>3 Ha (stl) (each 7,0 × 5,0)<br>Der 6(3) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Fuel 965,0t-15,0pd 15,25kn |
| 338511<br>IN<br>11364<br>dr | **FUKUYO MARU**<br>**Fukuyo Kisen K.K.**<br>Imabari, Japan<br>Ehime Pref. | **999**<br>694<br>3 109 | **1971** Miyoshi Zosen K.K.—Uwajima (192)<br>*78,61* 12,53<br>77,02 12,50 5,74<br>1 dk | **M General Cargo**<br>1 Ho<br>Der 2(10) | Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Makita Tekkosho Takamatsu<br>12,5kn |
| 011574<br>2201<br>17777 | **FUKUYO MARU**<br>**Fuyo Kaiun K.K.**<br>Kawasaki, Japan<br>Kanagawa Pref. | **497**<br>327<br>1 600 | **1980** Yamanaka Zosen K.K.—Namikata (227)<br>4,252<br>66,02 11,02 6,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 800bhp (1 324kW)<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama |
| 033721<br>2857<br>08838<br>dr | **FUKUYO MARU**<br>**Nippon Suisan K.K.**<br>Tokyo Japan | **193**<br>69<br>261 | **1970** K.K. Wakamatsu Zosen—Kitakyushu (203)<br>40,75 7,24 3,150<br>34,70 7,22 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 514924<br>Gc<br>dr RT | **FUKUYO MARU No. 1**<br>South Korea | **313**<br>117<br>376 | **1965** Azuma Zosen—Yokosuka (633)<br>44,43 8,06 3,480<br>39,78 8,01 3,92<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>Niigata Eng. Co. Ltd. Niigata |
| 518628<br>2286<br>17922 | **FUKUYO MARU No. 1**<br>**Fukuyo Gyogyo K.K.**<br>Kuji, Japan<br>Iwate Pref. | **116**<br>26<br>— | **1975** Mukai Zosen—Nagasaki (310)<br>37,95 7,24 2,388<br>31,50 6,94 2,75<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 280 × 340<br>1 120bhp (824kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 004706<br>Esd<br>d Rdr<br>T | **FUKUYO MARU No. 1**<br>**Tosei Sangyo K.K.**<br>South Korea | **112**<br>26<br>— | **1969** K.K. Izutsu Zosensho—Nagasaki (524)<br>35,46 6,74 2,680<br>30,21 6,71 2,80<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 290 × 440<br>1 000bhp (736kW)<br>Makita Tekkosho Takamatsu |
| 035568<br>3101<br>25069 | **FUKUYO MARU No. 5**<br>**Ryubin Nishimura**<br>Shimotsu, Japan<br>Wakayama Pref. | **133**<br>54<br>— | **1981** K.K. Hatakeyama Zosen—Wakayama Pref. (161)<br>*26,10*<br>6,51 2,60<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>Japan |
| 035570<br>3102<br>25070 | **FUKUYO MARU No. 6**<br>**Ryubin Nishimura**<br>Shimotsu, Japan<br>Wakayama Pref. | **198**<br>124<br>— | **1981** K.K. Hatakeyama Zosen—Wakayama Pref. (162)<br>*41,00*<br>7,80 3,41<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>Japan |
| 902016<br>QS<br>03801<br>Rdr<br>T | **FUKUYO MARU No. 15**<br>**Fukuyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>43<br>132 | **1968** Fukuoka Zosen K.K.—Fukuoka (931)<br>34,37 6,13 2,388<br>29,21 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 910075<br>2816<br>03802<br>T | **FUKUYO MARU No. 18**<br>**Fukuyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>43<br>— | **1968** Fukuoka Zosen K.K.—Fukuoka (932)<br>34,37 6,13 2,388<br>29,21 6,10 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 324886<br>RF<br>03806<br>Esd<br>dr RT | **FUKUYO MARU No. 23**<br>**Fukuyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>43<br>— | **1968** Fukuoka Zosen K.K.—Fukuoka (928)<br>34,37 6,15 2,388<br>29,49 6,13 2,82<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 324898<br>2817<br>03807<br>d RT | **FUKUYO MARU No. 25**<br>**Fukuyo K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **114**<br>42<br>— | **1968** Fukuoka Zosen K.K.—Fukuoka (930)<br>34,37 6,15 2,388<br>29,49 6,13 2,82<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 400<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |

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| 7514000<br>JNNY<br>117857<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYO MARU No. 28**<br>**Marue Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | 254<br>118<br>— | **1975** Niigata Eng. Co. Ltd.—Niigata (1373)<br>46,03 8,03 3,226<br>40,19 8,01 3,46<br>1 dk<br>RW | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>540bhp (397kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7809077<br>7KYX<br>122303<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYO MARU No. 38**<br>**Marue Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | 299<br>143<br>371 | **1978** Niigata Eng. Co. Ltd.—Niigata (1603)<br>48,87 3,260<br>42,83 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7379450<br>7MEK<br>114342<br>Df Gc<br>Rdr | **FUKUYO MARU No. 58**<br>ex Masu Maru No. 18-78<br>ex Okura Maru No. 25<br>**Fukuyo Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | 283<br>140<br>329 | **1973** Miho Zosensho K.K.—Shimizu (925)<br>49,38 8,41 3,048<br>42,98 8,39 3,38<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| 8021012<br>7JFM<br>124284<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYO MARU No. 68**<br>**Fukuyo Suisan K.K.**<br>Kesennuma, Japan<br>Miyagi Pref. | 299<br>150<br>— | **1980** Kanasashi Zosensho—Unspecified Works, Shimizu (2053)<br>49,97 (BB) 3,301<br>44,15 8,60 3,66<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7001924<br>JI2472<br>107445<br>Rdr RT | **FUKUYOSHI MARU**<br>ex Kyowa Maru No. 52<br>**Hakuryu Kisen Y.K.**<br>Ryugatake, Japan<br>Kumamoto Pref. | 946<br>239<br>1 660 | **1969** Setoda Zosensho—Setoda (233)<br>66,40 10,22 5,004<br>61,02 10,19 5,52<br>1 dk<br>RW | **M Tanker**<br>Chemical<br>2 Ta ER<br>L.841 | Oil 4SA 6Cy. 325 × 520<br>1 200bhp (883kW)<br>Nippon Hatsudoki<br>Gen 2 × 86kW 445V a.c.<br>Fuel 48,5t-4,5pd | Kobe<br>11kn |
| 7402166<br>JCZX<br>116520<br>Esd Gc<br>Pfd Rdr | **FUKUYOSHI MARU**<br>**Kazuyuki Okumura**<br>Miyama, Japan<br>Mie Pref. | 582<br>306<br>770 | **1974** Miho Zosensho K.K.—Shimizu (919)<br>62,84 9,02 3,607<br>NK 56,16 9,00 3,99<br>P 14,4 F 10,4 1 dk | **M Fish Carrier**<br>Ref.<br>In.760<br>3 Ha (stl) (each 3,0 × 3,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo<br>Gen 2 × 400kW a.c. | Kobe<br>12kn |
| 7122297<br>JNUP<br>108660<br>Df Gc<br>Pfd Rdr | **FUKUYOSHI MARU**<br>ex Fukuyoshi Maru No.2-81<br>**Kiyoshi Takeno**<br>Osaka, Japan<br>Osaka Pref. | 299<br>155<br>— | **1970** Kanasashi Zosensho—Unspecified Works, Shimizu (982)<br>51,11 8,34 3,398<br>44,35 8,31 5,85<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7700893<br>JL4437<br>122428 | **FUKUYOSHI MARU**<br>**Namiwa Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | 198<br>109<br>692 | **1977** Honda Zosen—Saiki (650)<br>3,201<br>53,01 9,01 3,31 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Japan |
| 7103368<br>JJ2543<br>107577 | **FUKUYOSHI MARU**<br>ex Sumiyoshi Maru<br>**H. Kawachi**<br>Ieshima, Japan<br>Hyogo Pref. | 195<br>107<br>508 | **1969** Shinwa Sangyo K.K.—Higashino (185)<br>36,99 8,03 3,150<br>33,99 8,01 3,48<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. | Tokyo |
| 7008685<br>JAGP<br>104443<br>Gc Rdr<br>RT | **FUKUYOSHI MARU No. 1**<br>ex Kyotoku Maru-78<br>ex Hokusan Maru No. 2-78<br>**K.K. Fukuyoshi Kisen**<br>Tanabe, Japan<br>Wakayama Pref. | 999<br>559<br>961 | **1969** K.K. Ichikawa Zosensho—Ise (1274)<br>NK 66,60 10,75 3,937<br>61,02 10,72 5,14<br>P 6,8 F 8,3 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>4 Ta ER<br>L.(gas) 1 468 | Oil 4SA 6Cy. 430 × 620<br>1 750bhp (1 287kW)<br>Niigata Eng. Co. Ltd.<br>Gen 2 × 60kW 445V a.c.<br>Fuel 149,5t-7,0pd | Niigata<br>12,75kn |
| 7225465<br>JRPE<br>111034<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 1**<br>ex Obata Maru No. 1-80<br>**Seisho Bussan K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | 296<br>126<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (63)<br>7,83<br>43,41 7,80 3,66<br>1 dk<br>RW | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 320 × 500<br>1 350bhp (993kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7122390<br><br><br>Df Gc<br>Pfd Rdr | **FUKUYOSHI MARU No. 1** | 284<br>149<br>— | **1971** Kanasashi Zosensho—Unspecified Works, Shimizu (626)<br>50,27 8,54 3,398<br>43,62 8,51 5,80<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7651585<br>JM3686<br>116889<br>Gc Rdr | **FUKUYOSHI MARU No. 2**<br>**Kimura Kaiun Y.K.**<br>Yawatahama, Japan<br>Ehime Pref. | 497<br>289<br>650 | **1973** Oyama Zosen Tekko K.K.—Japan<br>52,23 3,601<br>48,01 10,51 5,62<br>2dks | **M Sand Carrier**<br>1 Ha (15,6 × 8,3) ER | Oil<br>1 100bhp (809kW)<br>Otsuka Tekko | Japan<br>10kn |
| 7714624<br>JMNO<br>119497<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 2**<br>ex Kinsei Maru No. 88-81<br>**K.K. Fukuyoshimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | 299<br>144<br>369 | **1977** Niigata Eng. Co. Ltd.—Niigata (1575)<br>48,87 8,54 3,252<br>42,83 8,51 3,64<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7639276<br>JM3817<br>120545<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 3**<br>**Sakakiya Kaiun Y.K.**<br>Kamagari, Japan<br>Hiroshima Pref. | 496<br>317<br>1 200 | **1976** Omishima Dock K.K.—Kamiura (1055)<br>10,04<br>53,75 10,01 4,37<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |

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|---|---|---|---|---|---|---|---|
| 7920194<br>JJYT<br>124235<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 3**<br><br>**Fukuyoshi Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **314**<br>160<br>372 | **1979** Miho Zosensho K.K.—Shimizu<br><br>51,52 8,62 3,282<br>44,81 8,60 3,61<br>1 dk | <br>(1150) | **M Fishing**<br>Side-fishing Tuna Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | <br><br><br>Yaizu |
| 8022171<br>JL4904<br>125424<br>Gc Rdr<br>RT | **FUKUYOSHI MARU No. 5**<br><br>**Hamabe Kaiun K.K.**<br>Sukomo, Japan<br>Kochi Pref. | **497**<br>316<br>1 535 | **1980** Towa Zosen K.K.—Shimonoseki<br><br>4,250<br>65,00 11,51 6,10<br>1 dk | <br>(529) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>The Hanshin Diesel Works Ltd. | <br><br>Japan |
| 7322809<br>JCNR<br>115083<br>Df Gc<br>Pfd Rdr | **FUKUYOSHI MARU No. 5**<br><br>**K.K. Fukuyoshimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **284**<br>144<br>— | **1973** Kanasashi Zosensho—Unspecified Works, Shimizu<br>48,21 8,23 3,252<br>42,30 8,21 3,61<br>1 dk | <br>(1113) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 6817170<br>JL2894<br>102887<br>Rdr | **FUKUYOSHI MARU No. 5**<br><br>**Tsunekichi Sakai**<br>Hofu, Japan<br>Yamaguchi Pref. | **198**<br>100<br>504 | **1968** Takehara Zosen—Takehera<br>39,02 7,01 3,201<br>33,00 6,99 3,69<br>1 dk | (333) | **M General Cargo**<br><br>1 Ho ER | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Fuji Seisakusho | <br><br>Tateyama<br>11kn |
| 7914688<br>JK4016<br>122002<br>Gc Rdr<br>RT | **FUKUYOSHI MARU No. 5**<br><br>**Miyamoto Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **184**<br>110<br>535 | **1979** K.K. Kamishima Zosensho—Higashino<br><br>46,72<br>43,16 8,01 5,01<br>1 dk | <br>(107) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>600bhp (441kW)<br>Yanmar Diesel Engine Co. Ltd. | <br><br>Amagasaki |
| 7335507<br><br><br>Rdr | **FUKUYOSHI MARU No. 7**<br><br>**Hiap Seng Shipping & Trading Co. (Pte.) Ltd.** | **499**<br>275<br>1 292 | **1969** Higaki Zosen K.K.—Imabari<br>55,40 9,40 4,623<br>50,73 9,38 4,70<br>1 dk | (97) | **M General Cargo**<br><br>2 Ho<br>G.1 922 B.1 745<br>2 Ha | Oil<br>1 200bhp (883kW)<br>Daihatsu Diesel Mfg. Co. Ltd.<br>Gen 1 × 56kW 225V a.c. | <br><br>Osaka<br><br>11kn |
| 6711314<br><br><br>Rdr RT | **FUKUYOSHI MARU No. 7**<br>ex Yuuki Maru-76<br>**Compania Navegacion Liyachi International** | **498**<br>339<br>1 200 | **1966** Sasaki Zosen K.K.—Kinoe<br>54,41 9,02 4,001<br>49,00 9,01 4,40<br>1 dk | (101) | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 219 | Oil 4SA 6Cy. 330 × 460<br>1 000bhp (736kW)<br>Kanegafuchi Nainenki<br>Gen 2 × 12kW a.c. | <br><br>Tokyo<br><br>11kn |
| 7741550<br>JAPO<br>118501 | **FUKUYOSHI MARU No. 8**<br><br>**Nemuro Daiichi Gyogyo Seisan Kumiai**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>260<br>— | **1977** Narasaki Senpaku Kogyo K.K.—Muroran<br>*50,69*<br>9,81 4,45<br>1 dk | | **M Fishing** | Oil 4SA 6Cy. 310 × 460 geared to sc. shaft<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Japan |
| 8217269 | **FUKUYOSHI MARU No. 8**<br><br>**Kajiwara Kaiun K.K.**<br>Japan | *150*<br>—<br>433 | **1982** Maeno Zosen K.K.—Onoda<br>... ... ...<br>... ... ... | (78) | **M General Cargo** | Oil<br><br>The Hanshin Diesel Works Ltd. | <br><br>Japan |
| 8001696<br>JL4790<br>123949 | **FUKUYOSHI MARU No. 11**<br><br>**Fukuyoshi Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **499**<br>—<br>1 200 | **1980** Mategata Zosen K.K.—Namikata<br><br>4,252<br>60,03 10,01 6,23<br>1 dk | <br>(182) | **M General Cargo** | Oil<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. | <br><br>Japan |
| 8113762<br>7KQR<br>125447 | **FUKUYOSHI MARU No. 18**<br><br>**Kiyoshi Matsui**<br>Muroto, Japan<br>Kochi Pref. | **344**<br>169<br>— | **1981** K.K. Goriki Zosensho—Ise<br>53,57 3,252<br>46,82 8,81 3,71<br>1 dk | (851) | **M Fishing**<br>Tuna Ref.<br>1 Ho ER<br>In.127<br>1 Ha (stl) ER | Oil 4SA 6Cy. 320 × 510<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. | <br><br>Akashi |
| 7322586<br>JE2190<br>115180<br>Df Gc<br>Rdr RT | **FUKUYOSHI MARU No. 18**<br><br>**Y.K. Hirose Kaiun**<br>Kudamatsu, Japan<br>Yamaguchi Pref. | **145**<br>38<br>— | **1973** Sanuki Zosen Tekkosho K.K.—Takuma<br>7,12<br>31,70 7,09 2,60<br>1 dk<br>RW | <br>(708) | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 130bhp (831kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |
| 8025252<br>JE2673<br>124252<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 18**<br><br>**Kinsei Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **116**<br>27<br>— | **1981** Niigata Eng. Co. Ltd.—Niigata<br><br>37,90 (BB) 2,401<br>30,82 7,01 2,80<br>1 dk | <br>(1716) | **M Fishing**<br>Seiner<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | <br><br><br>Ota, Gumma |
| 8132134<br>JE2739<br>125002 | **FUKUYOSHI MARU No. 23**<br><br>**Kinsei Suisan K.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **214**<br>121<br>— | **1982** K.K. Watanabe Zosensho—Nagasaki<br><br>... ... ...<br>7,82 3,18<br>1 dk | <br>(886) | **M Fish Carrier** | Oil<br><br>Niigata Eng. Co. Ltd. | <br><br>Japan |
| 7236995<br>JJHM<br>113174<br>Df Gc<br>Pfd Rdr<br>RT | **FUKUYOSHI MARU No. 28**<br>ex Kohoku Maru No. 15<br>**Kiyosumi Kato**<br>Shiogama, Japan<br>Miyagi Pref. | **349**<br>175<br>— | **1972** Yamanishi Zosen K.K.—Ishinomaki<br><br>55,50 9,02 3,296<br>49,87 9,00 5,74<br>2 dks | <br>(702) | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | <br><br><br>Yaizu |
| 7410254<br>JMBO<br>113504<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 28**<br><br>**Kiyoshi Matsui**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>—<br>379 | **1974** Miho Zosensho K.K.—Shimizu<br><br>50,60 3,099<br>44,10 8,50 3,43<br>1 dk | <br>(1009) | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. | <br><br>Niigata |

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| 7852579<br>JJ2790<br>112627 | **FUKUYOSHI MARU No. 31**<br><br>**K.K. Fukuyoshigumi**<br>Ieshima, Japan<br>Hyogo Pref. | **422**<br>211<br>570 | **1972** Yoshida Zosen K.K.—Yamaguchi<br>(175)<br>45,50 2,701<br>42,02 12,01 4,70<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>1 100bhp (809kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>9kn |
| 6606818<br>JBAE<br>85588<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 31**<br>ex Shinei Maru-69<br>**Fukuyoshi Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **192**<br>93<br>— | **1965** Miho Zosensho K.K.—Shimizu (563)<br>38,64 6,94<br>33,38 6,91 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7220362<br>JHEK<br>112197<br>Df Gc<br>Pfd Rdr | **FUKUYOSHI MARU No. 35**<br><br>**K.K. Fukuyoshimaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **374**<br>191<br>521 | **1972** Kanasashi Zosensho—Unspecified Works, Shimizu<br>(1066)<br>55,30 8,64 3,404<br>49,00 8,62 3,89<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 460<br><br>Niigata Eng. Co. Ltd. | Niigata |
| 7215032<br>JQWP<br>109503<br>Df Esd<br>Gc Rdr<br>RT | **FUKUYOSHI MARU No. 35**<br><br>**Kiyosumi Kato**<br>Shiogama, Japan<br>Miyagi Pref. | **284**<br>141<br>— | **1971** Niigata Eng. Co. Ltd.—Niigata<br>(1065)<br>47,66 8,23 3,201<br>42,55 8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7355507<br>JFCK<br>116453<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 38**<br><br>**Kato Gyogyo K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **499**<br>260<br>625 | **1974** Yamanishi Zosen K.K.—Ishinomaki<br>(766)<br>61,09 10,01 3,683<br>55,00 9,99 6,41<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 400 × 620<br>3 000bhp (2 207kW)<br>Fuji Seisakusho | Tateyama |
| 7225283<br>JNKQ<br>112373<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 38**<br><br>**Fukuyoshi Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **283**<br>138<br>— | **1972** Mie Shipyard Co. Ltd.—Yokkaichi<br>(66)<br>8,03<br>43,87 8,01 3,56<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7334670<br>JJ2822<br>112629 | **FUKUYOSHI MARU No. 55**<br><br>**K.K. Fukuyoshigumi**<br>Ieshima, Japan<br>Hyogo Pref. | **485**<br>329<br>450 | **1972** Oka Zosen K.K.—Ushimado<br>10,34<br>48,01 10,32 3,13<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br><br>Hanshin Nainenki Kogyo | Kobe |
| 8005343<br>JKFU<br>124219<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 55**<br><br>**Kato Gyogyo K.K.**<br>Shiogama, Japan<br>Miyagi Pref. | **299**<br>147<br>384 | **1980** Niigata Eng. Co. Ltd.—Niigata<br>(1680)<br>49,92 (BB) 8,62 3,298<br>44,02 8,60 3,66<br>1 dk | **M Fishing**<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480 geared to sc. shaft<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7331161<br>JBVH<br>115223<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKUYOSHI MARU No. 58**<br><br>**Fukuyoshi Gyogyo K.K.**<br>Karakuwa, Japan<br>Miyagi Pref. | **299**<br>147<br>— | **1973** Mie Shipyard Co. Ltd.—Yokkaichi<br>(98)<br>8,34<br>44,20 8,31 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 270 × 420<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) | Yaizu |
| 7722671<br>JM4340<br>122640<br>Df Gc<br>Rdr RT | **FUKUYOSHI MARU No. 58**<br><br>**Fukuyoshimaru Gyogyo K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **159**<br>87<br>— | **1977** Nagasaki Zosen K.K.—Nagasaki<br>(627)<br>38,10 2,701<br>33,02 6,61 3,18<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>540bhp (397kW)<br>The Hanshin Diesel Works Ltd. | Japan |
| 8210663 | **FUKUYOSHI MARU No. 83**<br><br>**Fukuyoshimaru Gyogyo K.K.**<br>Japan | **180**<br>—<br>— | **1982** Nagasaki Zosen K.K.—Nagasaki<br>(827)<br>2,752<br>34,96 7,01 3,18<br>1 dk | **M Fishing**<br>Side-fishing Seiner<br>6 Ho<br><br>6 Ha (stl) | Oil 4SA 6Cy. 280 × 480 with clutches & reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. | Japan |
| 7026132<br>JGXT<br>106328<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUYOSHI MARU No. 85**<br><br>**Nemuro Daiichi Gyogyo Seisan Kumiai**<br>Nemuro, Japan<br>Hokkaido Pref. | **499**<br>254<br>— | **1970** Narasaki Zosen K.K.—Muroran (725)<br>56,39 9,83 4,014<br>50,30 9,81 4,42<br>2 dks | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>1 500bhp (1 103kW)<br>Niigata Eng. Co. Ltd. | Niigata |
| 7648112<br>JJ2931<br>113925 | **FUKUYOSHI No. 2**<br><br>**K.K. Fukuyoshi Gumi**<br>Ieshima, Japan<br>Hyogo Pref. | **499**<br>288<br>850 | **1973** Fuji Kaiji Kogyo—Japan<br>43,01 1,901<br>40,52 15,41 3,00<br>1 dk | **M Training Ship** | Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. | Japan<br>8,5kn |
| 5318660<br>JGNM<br>84994 | **FUKUYU MARU No. 1**<br>ex Koa Maru No. 3<br>ex Taisho Maru<br>ex Seishu Maru No. 2-64<br>**Yoshitaro Kito**<br>Ito, Japan<br>Shizuoka Pref. | **122**<br>78<br>207 | **1960** Tsurumi Dock—Yokohama (223)<br>28,55 6,33 2,363<br>27,08 6,28 2,60<br>1 dk | **M Tanker**<br><br>3 Ta ER<br>L.(oil) 254 | Oil 4SA 4Cy. 230 × 360<br>140bhp (103kW)<br>Tonoya Tekkosho<br>Fuel 4,0t-0,5pd | Shizuoka<br>8,5kn |
| 8132237<br>JH2862<br>123836 | **FUKUYU MARU No. 10**<br><br><br>Ito, Japan<br>Shizuoka Pref. | **173**<br>92<br>— | **1981** Iisaku Zosen—Shizuoka (81-1099)<br>... ...<br>33,20 7,41 2,60<br>1 dk | **M Liquefied Gas Carrier**<br>LPG<br>Mchy.aft | Oil<br><br>............ | |

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|---|---|---|---|---|---|---|
| 7913749<br>JKWC<br>123603<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKUZAKI MARU**<br>**K.K. Osaka Zosen-Sho**<br>Tokyo Japan | **4 487**<br>2 997<br>8 131 | NK | **1980** Osaka Zosensho—Osaka (396)<br>108,62(BB) 7,220<br>102,01 18,31 9,02<br>P 23,8 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 229 B.9 412<br>2 Ha (stl) (27,8 27,2 × 9,0) ER<br>4W Der 4(20) | Oil 2SA 6Cy. 450 × 800<br>5 000bhp (3 678kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 400kW a.c.<br>Fuel-17,5pd 13,5kn |
| 7405417<br>JM3787<br>117066<br>Rdr RT | **FUKUZAN MARU**<br>**Fukuyama Kaiun Y.K.**<br>Shimonoseki, Japan<br>Yamaguchi Pref. | **957**<br>639<br>2 500 | | **1974** Kanmon Zosen K.K.—Shimonoseki<br>(326)<br>73,49 (BB) 11,61 5,004<br>67,01 11,59 5,59<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu |
| 7314008<br>JCNO<br>115082<br>Df Esd<br>Gc Pfd<br>Rdr | **FUKYU MARU No. 3**<br>**K.K. Fukyumaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **284**<br>143<br>330 | | **1973** Miho Zosensho K.K.—Shimizu (875)<br>49,99 7,83 3,277<br>42,02 7,80 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 250bhp (919kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu |
| 7036450<br>JRAR<br>108752<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUKYU MARU No. 8**<br>**K.K. Fukyumaru**<br>Yaizu, Japan<br>Shizuoka Pref. | **254**<br>122<br>577 | | **1970** Niigata Eng. Co. Ltd.—Niigata<br>(1005)<br>45,65 7,93 3,150<br>40,59 7,90 3,51<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7206433<br>9VYN<br>367726<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FULDA EXPRESS**<br>ex Frankenfels-80<br>ex Aristandros-74<br>**Hapag-Lloyd Pte. Ltd. Singapore**<br>Hapag-Lloyd A.G.<br>Singapore Singapore | **14 211**<br>8 890<br>21 876 | ✠Classed LR until<br>28/2/75<br>GL | **1972**-5 Mitsui SB. & Eng. Co. Ltd.—Osaka<br>(921)<br>170,77(BB) 22,94 9,360<br>161,75 22,86 13,01<br>P 30,5 F 11,3 1 dk<br>rf 51 len 79<br>conv General Cargo 79 | **M Container Ship**<br>Fixed-guides<br>Str. ore cargoes<br>4 Ho ER<br>TEU 924<br>C.Ho 504/20′ C.Dk 420/20′ | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 350kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 1 148,0t (hvf) 16kn |
| 7041015<br>DJYL<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **FULDATAL**<br>ex Norcove-75 ex Falcon-72<br>Launched as Fuldatal<br>**Partenreederei m.s. 'Fuldatal'**<br>J. A. Reinecke K.G.<br>Luebeck Federal Republic<br>of Germany | T.Mk<br>**1 599**<br>705<br>2 920 | GL | **1971** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (363)<br>114,86 17,63 5,301<br>103,41 17,40 10,80<br>B 38,5 2 dks | **TM RoRo Cargo**<br>Ice strengthened<br>TEU 128 C. 128/20′<br>1 Ha (16,4 × 3,6) | 2 Oil 4SA each 8Cy. 450 × 550<br>6 800bhp (5 002kW)<br>Atlas-MaK Maschinenbau Kiel<br>17kn |
| 7437850<br>IKDS<br>687 | **FULGIDUS**<br>ex Cranham<br>**Del Mistro Tullio**<br>Trieste Italy | **144**<br>65<br>— | RI | **1954** J. Samuel White & Co. Ltd.—Cowes<br>32,47 1,728<br>30,18 6,56 3,69<br>1 dk<br>conv Inshore Minesweeper — | **Wood TM Ferry** | 2 Oil 4SA each 12Cy. 178 × 197<br>—P 1 000bhp (736kW)<br>Davey, Paxman & Co. Ltd. Colchester<br>Fuel 15,0t (d.o.) |
| 7382548<br>A8JB<br>4995<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FULGUR**<br>**Citizens Trust Co.**<br>Shell Tankers B.V.<br>Monrovia Liberia | **19 274**<br>12 719<br>32 229 | ✠**100A1** SS 12/79<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>EL It 3$\frac{1}{16}$″U2<br>FN 6719 | **1974**-10 Haugesund M/V A/S—Haugesund<br>(49)<br>170,69(BB) 25,96 11,373<br>163,07 25,90 15,30<br>P 30,2 F 18,9 1 dk<br>rf 76<br>11BH WB902T | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 445 HeCls. B<br>Cr 1(10) | 2 Oil 4SA each 6Cy. 520 × 550 sr geared<br>to sc. shaft<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 736kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 981,5t (hvf)-43,5pd 15,5kn |
| 7648526<br>H03651<br>9261-<br>PEXT1<br>Rdr RT | **FULL COUNTRY**<br>ex Gull-82 ex Yamakyo Maru-80<br>**K. O. Lines S.A.**<br>Panama Panama | **499**<br>269<br>850 | | **1965** Miyoshi Zosen K.K.—Uwajima<br>53,01 3,911<br>48,01 8,50 4,30<br>1dk | **M General Cargo**<br>G.1 040 B.950<br>1 Ha (22,3 × 5,3) ER | Oil<br>800bhp (588kW)<br>Usuki Tekkosho Japan<br>11kn |
| 8009739<br>3EWR<br>1176<br>8-82 | **FULL CRY**<br>**Anchise Maritime Inc.**<br>Panama Panama | T.Mk<br>**2 299**<br>1 472<br>4 500<br>**3 292**<br>2 008<br>6 500 | **100A1**<br>Class Contemplated<br>FN 2340 | **1981** Scheepsw. & Mach. Fab. De Groot &<br>Van Vliet B.V.—Slikkerveer (403)<br>95,43 (BB) 7,851<br>91,62 16,01 9,53 | **M Tanker**<br>Chemical Wine Alcohol<br>12 Ta 14 Wing Ta Upr ER<br>L.5 474 | Oil 4SA 8Cy. 320 × 420 with flexible<br>couplings & sr geared to sc. shaft<br>2 850bhp (2 096kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 2 × 265kW 1 × 180kW<br>380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 367,0t (d.o.) 14kn |
| 5344190<br>Df Esd<br>Gc Rdr<br>RTh | **FULL GLORY**<br>ex Shotoku Maru-82<br>ex Koyo Maru No. 37-78<br>ex Daitoku Maru No. 5<br>ex Sumiyoshi Maru No. 38<br>Honduras | **551**<br>297<br>1 000 | | **1960** Niigata Eng. Co. Ltd.—Niigata (307)<br>59,11 9,25 3,887<br>52,81 9,22 4,45<br>1 dk<br>RW | **M Fish Carrier**<br>Ref.<br>3 Ho 12,5 8,2 13,7 ER<br>Der 4(1) | Oil 4SA 6Cy. 430 × 620<br>1 400bhp (1 030kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 1 × 16kW 210V a.c.<br>Fuel 295,5t (d.o.) |
| 7418921<br>VJFC<br>355747<br>Esd Rdr<br>RT | **FULLERTON COVE**<br>**J. Fenwick & Co. Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **245**<br>13<br>— | ✠**100A1** SS 7/80<br>tug<br>✠**LMC**<br>EL G $\frac{7}{8}$″U2<br>FN 331 | **1975**-7 Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (109)<br>28,73 9,73 3,480<br>24,82 9,40 3,92<br>1 dk<br>rf nil BK<br>3BH WB- | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 reverse<br>reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 72kW 415V 50Hz a.c.<br>12kn |
| 7363645<br>EFCJ<br>Df Esd<br>Gc Rdr<br>RT | **FULMAR**<br>ex Manchester Fulmar-77<br>ex Fulmar-75<br>**Maritima Astur S.A.**<br>Gijon Spain | **2 524**<br>1 168<br>— | BV | **1974** Maritima del Musel S.A.—Gijon<br>(153)<br>90,48 13,54 6,300<br>82,50 13,52 7,19<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.4 721<br>2 Ha (stl) (19,5 25,9 × 10,6) ER | Oil 4SA 8Cy. 400 × 580<br>2 940bhp (2 163kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>14kn |

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|---|---|---|---|---|---|---|
| 7222499<br>9VPS<br>382090<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FULTON**<br>ex Athina-81<br>ex Athina S. Niarchos-79<br>**Fullerton Alpha Shipping Pte. Ltd.**<br>Singapore Singapore | **106 031**<br>89 969<br>234 610 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2106)<br>328,61(BB) 48,24 20,457<br>310,02 48,16 26,40<br>1 dk<br>rf 102 | **S Tanker**<br>30 Ta ER<br>HeCls. BC | 2 S Turb dr geared to sc. shaft<br>29 000shp (21 331kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Yokoham<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel (o.f.) 15,25k |
| 6913651<br>9VBG<br>382346<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **FULTON II**<br>ex World Chief-81<br>**Fullerton Beta Shipping Pte. Ltd.**<br>Singapore Singapore | **98 481**<br>78 764<br>— | **✠100A1** SS 1/80<br>oil tanker (cc)<br>centre tanks<br>& slop tanks (p&s)<br>**✠LMC**<br>**IGS**<br>EL B* 4¾"U2<br>FN 22944 | **1969**-6 Kawasaki Heavy Ind. Ltd.—Sakaide (1104)<br>329,73(BB) 48,27 19,492<br>313,01 48,20 25,10<br>F 27,8 1 dk<br>rf 102<br>9BH WB38056t incl. 2646t in clean ballast tanks | **S Tanker**<br>IGS<br>pt higher tensile steel<br>16 Ta ER<br>L.(oil) 259 759<br>HeCls. B | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Kawasaki Heavy Ind. Ltd. Kob<br>2 WTB 76kgf/cm² (74,6bar) Spt 525°C 64,5kgf/cm² (63,3bar) hs2395,5<br>2 sg 11kgf/cm² (10,8bar)<br>Gen 2 × 1360kW 445V 60Hz a.c.<br>Fuel 9 166,5t (o.f.)-163,5pd 16,75k |
| 7208285<br>ILZT<br>1589<br>Esd Rdr<br>RTm/h | **FULVIA**<br>**Domenico Pappalardo**<br>Salerno Italy | **196**<br>88<br>— | | **1972** Cant. Nav. Codecasa—Viareggio (1)<br>32,47 7,07 2,032<br>24,01 7,04 3,51<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>3 Ho each 0,9<br>In.150<br>1 Ha (stl) | Oil 4SA 8Cy. 240 × 280<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau West Germany<br>Gen 1 × 5kW 24V 50Hz a.c.<br>Fuel 45,5t (d.o.) 11k |
| 5124095<br><br>329088<br>Df Gc<br>Pfd Rdr | **FUMI**<br>ex Fumi Maru No. 15-68<br>**J. W. Stephens Iron & Metal Ltd.**<br>St. John's, Nfl. Canada | **476**<br>201<br>— | | **1952** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (781)<br>53,52 8,44<br>47,99 8,39 4,50<br>F 3,4 1 dk<br>RW | **M Whaler**<br>1 Ho 7,0 ER<br>1 Ha (1,0 × 0,9) ER<br>2W | Oil 2SA 8Cy. 480 × 720<br>2 350bhp (1 729kW)<br>Hayashikane Zosen Shimonose<br>Fuel 140,0t 14k |
| 7014725<br>JM3228<br>106668<br>Rdr RT | **FUMI MARU No. 2**<br>**Kinkai Tanker K.K.**<br>Tokyo Japan | **958**<br>496<br>2 086 | | **1969** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (721)<br>69,04 11,03 5,233<br>63,02 11,00 5,59<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 2 284 | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>750bhp (552kW)<br>Daihatsu Kogyo Osak<br>Gen 2 × 40kW 220V a.c.<br>11,5k |
| 5124112<br>JMKA<br>74405<br>Df Gc<br>Pfd Rdr<br>RT | **FUMI MARU No. 17**<br>**Toko Suisan K.K.**<br>Oshika, Miyagi Pref. Japan | **640**<br>395<br>— | NK | **1955** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (858)<br>61,93 9,45 4,226<br>56,11 9,40 5,01<br>1 dk<br>RW | **M Whaler**<br>2 Ho ER | Oil 2SA 10Cy. 490 × 720<br>3 000bhp (2 207kW)<br>Hayashikane Zosen Shimonose<br>Gen 2 × 120kW 230V d.c.<br>Fuel 223,5t-5,5pd 15k |
| 8017762<br>8LEQ<br>125431<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUMI MARU No. 21**<br>**K.K. Fumimaru Suisan**<br>Muroto, Kochi Pref. Japan | **299**<br>153<br>352 | | **1981** Miho Zosensho K.K.—Shimizu (1186)<br>50,14 8,51 3,252<br>43,52 8,50 3,59<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>The Hanshin Diesel Works Ltd. Akash |
| 7950577<br>JPLC<br>107058 | **FUMI MARU No. 21**<br>**Y.K. Horiguchi Suisan**<br>Fukuoka, Fukuoka Pref. Japan | **284**<br>141<br>— | | **1970** Kochiken Zosen—Kochi (391)<br>*42,01*<br>8,11 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>900bhp (662kW)<br>The Hanshin Diesel Works Ltd. Japa |
| 7036278<br>JHJR<br>106286<br>Df Gc<br>Pfd Rdr<br>RT | **FUMI MARU No. 23**<br>ex Showa Maru No. 51-81<br>**Fumi Senpaku K.K.**<br>Etajima, Hiroshima Pref. Japan | **149**<br>50<br>— | | **1970** Narasaki Zosen K.K.—Muroran (737)<br>34,93 7,14 2,375<br>29,80 7,12 2,67<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 200bhp (883kW)<br>Hanshin Nainenki Kogyo Kob |
| 7950412<br>JMCF<br>109363 | **FUMI MARU No. 32**<br>**K.K. Fumimaru Suisan**<br>Muroto, Kochi Pref. Japan | **298**<br>146<br>— | | **1971** Kochiken Zosen—Kochi (415)<br>*44,51*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>The Hanshin Diesel Works Ltd. Japa |
| 7607807<br>JL4339<br>120908<br>Rdr | **FUMIWA MARU**<br>**Uwakai Kisen K.K.**<br>Mikame, Ehime Pref. Japan | **997**<br>664<br>2 450 | | **1976** Hakata Zosen K.K.—Hakata (163)<br>... ...<br>71,51 12,01 5,52<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 600<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaiz |
| 7807809<br>JKFA<br>118525<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUMIZUKI MARU**<br>**Yoshinoya Kaiun K.K.**<br>Hakodate, Hokkaido Pref. Japan | **2 687**<br>1 464<br>4 517 | NK | **1979** Honda Zosen—Saiki (663)<br>107,42 6,511<br>99,83 17,11 6,91<br>2 dks | **M General Cargo**<br>Ref.<br>3 Ho ER<br>In.5 342<br>3 Ha (stl) (each 7,1 × 6,1) ER<br>Der 6(3) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Niigata Eng. Co. Ltd. Niigat<br>17k |
| 5094654<br>GHMC<br>303171<br>Df Esd<br>Gc Rdr<br>RTv | **FUMURRA**<br>ex Dumurra-80<br>**Fumurra Ltd.**<br>Douglas Isle of Man (British) | T.Mk<br>**5 932**<br>3 248<br>9 850<br>**8 238**<br>4 658<br>10 078 | **✠100A1** CS 9/80<br>DTsmf & TwDsm & f—<br>veg. oil, latex or glycerine<br>**✠LMC**<br>EL c† 2⅛"SQ<br>FN 4057 | **1961**-7 A. Stephen & Sons Ltd.—Glasgow (677)<br>140,21 19,28 8,027/8,211<br>131,07 19,21 11,74<br>P 13,5 F 14,1 2 dks<br>RW rf 102<br>7BH WB2335t | **M General Cargo**<br>Ref<br>5 Ho 17,1 21,1 18,2 9,1DT 9,1DT 9,9DT 9,9DT 21,1 17,1<br>G.17 590 B.15 886 In.30<br>5 Ha (stl) (9,6 11,4 9,1 × 6,7) ER (11,4 8,3 × 6,7)<br>16W Der 1(50) 2(10) 2(7,5) 8(5) 2(3) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in² (8,3bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 955,5t (hvf) 14k |
| 7828217<br>JG3844<br>121588 | **FUNADAMA MARU No. 2**<br>**Shinzaburo Kanesaka**<br>Yokohama, Kanagawa Pref. Japan | **140**<br>96<br>— | | **1978** Kanagawa Kigyo—Yokohama (125)<br>*29,81*<br>6,80 2,42<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>Japa |

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| 6725614<br>H9JE<br>1100<br>3-81<br>Df Esd<br>Gc Rdr<br>RTh | **FUNAKAWA**<br>ex Funakawa Maru-80<br>**Taipan Navigation Co. S.A.**<br>Panama Panama | **375**<br>188<br>— | | **1968** Miho Zosensho K.K.—Shimizu (607)<br>47,20 7,93<br>41,48 7,90 3,76<br>F 8,3 1 dk | **M Fishing**<br>Training<br>1 Ho 9,1 ER<br>1 Ha (1,5 × 1,5)<br>Der 2(1) | Oil 4SA 6Cy. 300 × 440<br>820bhp (603kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 130kW 1 × 100kW<br>220V 50Hz a.c.<br>10,5kn |
| 8011524<br>JKAY<br>123196<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUNAKAWA MARU**<br>**Akita Prefecture**<br>Oga, Japan<br>Akita Pref. | **496**<br>235<br>439 | | **1980** Tohoku Zosen—Shiogama (196)<br>52,71 8,89 3,871<br>46,16 8,81 3,81<br>1 dk | **M Fishing**<br>Side-fishing Training Line-fishing<br>Tuna<br>Mchy.aft | Oil 4SA 6Cy. 280 × 460 reverse reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 5124162<br>CSBM<br>H479<br>Df Esd<br>Gc Rdr<br>RT | **FUNCHAL**<br>**C.T.M.-Companhia Portuguesa de Transportes Maritimos E.P.**<br>Lisboa Portugal | **9 845**<br>6 893<br>2 975 | ✠Classed LR until 22/5/78 | **1961**-10 Helsingor Skibsv. og Maskinbyg. —Helsingor (353)<br>152,79 19,08 6,530<br>138,51 19,05 9,15<br>B & F 138,4 2 dks, 3rd dk fwd of mchy. space<br>RW rf 152 | **TM Passenger/General Cargo**<br>Ref 402bth P<br>3 Ho<br>G.2 792 In.691<br>Der 4(3) | 2 Oil 4SA each 9Cy. 410 × 470<br>10 000bhp (7 356kW) NE made72 fitted73<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>18kn |
| 6818928<br>CSBX<br>A-854<br>Df Esd<br>Gc Rdr<br>RTm | **FUNCHALENSE**<br>**Empresa de Navegacao Madeirense Ltda.**<br>Funchal Portugal | **1 290**<br>859<br>1 078 | ✠**100A1** SS 7/78<br>FPT — oil FP above 65.5°C.<br>Ice Class 3<br>✠**LMC**<br>EL L 1$\frac{5}{16}$"U2<br>FN 1075 | **1968**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (76)<br>70,31 11,10 4,122<br>63,00 11,00 6,05<br>P 22,0 RFD 9,8 2 dks<br>RW rf 102<br>4BH to U dk 1 to 2nd dk WB333t incl. DTf106t | **M General Cargo**<br>Ref<br>2 Ho 14,3 19,8 ER<br>G.2 082 B.1 909 In.80<br>2 Ha (13,2 11,4 × 6,0) ER<br>4W Der 4(2) | Oil 4SA 8Cy. 390 × 680<br>1 900bhp (1 398kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 80kW 1 × 40kW<br>380V 50Hz a.c.<br>Fuel 63,0t (d.o.)<br>13kn |
| 5411242<br>304230 | **FUNCTION**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **212**<br>141<br>254 | | **1963** Schpsw. Gebr. Coops N.V. —Hoogezand (231)<br>30,38 6,74 2,490<br>28,55 6,71 2,75<br>1 dk | **M General Cargo Barge**<br>1 Ho 19,3 ER<br>1 Ha (16,6 × 4,5) ER | Oil 4SA 6Cy. 165 × 191<br>180bhp (132kW)<br>Bergius Co. Ltd. Glasgow<br>Fuel (d.o.) |
| 5124186<br>CLLF<br>Df Esd<br>Rdr | **FUNDADOR**<br>ex Frigus-57<br>**Government of The Republic of Cuba (Empresa de Navegacion Caribe)**<br>Habana Cuba | **724**<br>378<br>742<br>**968**<br>663<br>— | ✠Classed LR until 10/10/80 | **1955**-12 Orenstein Koppel & Luebecker —Luebeck (504)<br>66,27 9,94 3,671<br>58,53 9,91 5,87<br>F 6,4 1 dk & S dk<br>RW rf 51 | **M General Cargo** OSD<br>Ref<br>Ice Strengthened<br>2 Ho ER<br>In.1 314<br>2 Ha (stl) (8,9 15,0 × 5,0) ER<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 4 × 50kW 230V d.c.<br>Fuel 179,0t<br>11,5kn |
| 7906277<br>YQHX<br>Df Esd<br>Gc Rdr<br>RT | **FUNDENI**<br>**NAVROM**<br>Constantza Romania | T.Mk<br>**3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1979** Santierul Naval Galatz—Galatz (682)<br>130,82 17,71 6,600/8,098<br>121,04 10,19<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 667,5t<br>15kn |
| 7906289<br>YQIB<br>Df Esd<br>Gc Rdr<br>RT | **FUNDULEA**<br>**NAVROM**<br>Constantza Romania | T.Mk<br>**3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1980** Santierul Naval Galatz—Galatz (683)<br>130,79 17,71 6,781/8,100<br>121,04 10,19<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW<br>400V 50Hz a.c.<br>Fuel 583,0t<br>15kn |
| 5124203<br>Df Esd<br>RT | **FUNFJAHRPLAN** | **257**<br>91<br>— | (DSRK) | **1951** VEB Volkswerft Stralsund—Stralsund<br>39,17 7,32 2,693<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>Buckau Wolf Magdeburg |
| 7527289<br>Rdr RT | **FUNG SUNG**<br>**Chinese Petroleum Corp.**<br>Kaohsiung China* | **220**<br>—<br>— | | **1976** Hamamoto Zosensho—Tokushima (582)<br>3,001<br>29,52 8,62 3,92<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 8Cy. 220 × 280 geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany |
| 5124215<br>VRGS<br>196791 | **FUNG WONG SHAN**<br>**Fung Wong Shan Shipping Ltd.**<br>Hong Kong Hong Kong (British) | **229**<br>114<br>— | ✠Classed LR until 4/69 | **1955**-5 Taikoo Dockyard & Eng. Co. —Quarry Bay, Hong Kong (410)<br>41,08 7,68 2,502<br>38,71 7,47 2,75<br>Ba 10,7 Trunk 19,9 F 4,3 1 dk<br>rf 25 rebuilt 80 | **M Tank Barge**<br>Mchy.aft | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW) NE made78<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| 7901344<br>5ZWG<br>10060<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUNGUO**<br>**Kenya Fishing Industries Co. Ltd.**<br>Mombasa Kenya | **275**<br>131<br>273 | NK | **1980** Dong Hae SB. Co. Ltd.—Ulsan (7921)<br>44,51 8,03 2,901<br>38,51 8,01 3,20<br>P 20,8 F 5,2 1 dk | **M Fishing**<br>Tuna Line-fishing<br>In.262<br>2 Ha (each 1,6 × 1,6) ER | Oil 4SA 6Cy. 240 × 410<br>750bhp (552kW)<br>Makita Diesel Co. Ltd. Japan<br>10,5kn |
| 7645639<br>576008 | **FUNNY FACE**<br>**Funny Face Inc.**<br>Philadelphia, Pa United States of America | **162**<br>110<br>— | | **1976** James K. Walker Marine Inc. —Pascagoula, Ms.<br>*24,97* 6,96<br>3,48<br>1 dk | **M Fishing** | Oil<br>750bhp (552kW)<br>U.S.A.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **7315569**<br>DFPZ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **FUNNY GIRL**<br><br>**Reederei Cassen Eils G.m.b.H. & Co. KG**<br>Cuxhaven Federal Republic of Germany | **998**<br>474<br>— | GL | **1973** Mutzelfeldtwerft G.m.b.H.—Cuxhaven (187)<br>68,59 (BB) 10,42 2,350<br>62,01 9,99 5,85<br>B & F 59,2 1 dk | **TM Ferry**<br>800P<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 230 × 270<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 190kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 40,5t (d.o.) 18kn |
| **7511852**<br><br>7398-76 | **FUNNY TURTLE**<br><br>**Pontones Robustos S.A.**<br>Skua B.V.<br>Panama Panama | **3 377**<br>3 211<br>10 160 | ✠100A1 SS 5/80<br>pontoon<br>EL (P) 1½"FSWR<br>FN 3068 | **1976**-7 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (930)<br>91,67 27,84 4,776<br>91,45 27,44 6,10<br>1 dk<br>rf nil<br>4BH WB14317T | **Pontoon**<br>Deck Cargo | |
| **6717784**<br>H8QK<br>1060<br>6-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FURAMA**<br>ex Warwickshire-80<br>ex Arya Bod-74<br>ex Warwickshire-73<br>**Furama Maritime S.A.**<br>Phoenix Enterprises Co. Ltd.<br>Panama Panama | T.Mk<br>**7 848**<br>4 186<br>13 174<br>**10 682**<br>5 998<br>16 179 | ✠LR class withdrawn-Owner's request 19/11/82 | **1967**-10 Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (879)<br>161,07 21,09 8,427/9,608<br>149,36 21,04 12,50<br>F 13,8 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 22,1 25,1 15,2 24,3 21,3<br>G.22 399 B.20 105<br>5 Ha (stl) (10,2 × 5,4) (13,7 13,7 12,9 10,6 × 7,6)<br>16W Der 1(50) 4(17) 12(5) | Oil 2SA 6Cy. 670 × 2140<br>12 000bhp (8 827kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 1 394,0t (hvf) 16kn |
| **5144928**<br>HNFT | **FURAT**<br>ex Hazim-66<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **462**<br>8<br>350 | ✠Classed LR until 21/4/78 | **1954**-6 Scott & Sons—Bowling (401)<br>58,83 9,81 4,166<br>38,13 5,01<br>B 13,5<br>BK 178 | **S Tug** | T 3Cy. 432 711 & 1168 × 838<br><br>Plenty & Son Ltd. Newbury<br>Fuel 176,0t (o.f.) 12,5kn |
| **7330648**<br>IMIF<br>656<br>Esd Rdr | **FURBO**<br><br>**Pietro Ricci**<br>San Benedetto del Tronto Italy | **123**<br>56<br>— | | **1973** Navaltecnica—San Benedetto del Tronto (11)<br>28,00 6,18 2,515<br>24,57 6,16 3,31<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 4Cy. 320 × 420<br>530bhp (390kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| **5124241**<br>OZGO<br><br>Esd Rdr<br>RT | **FURBO**<br>ex Saturn-79 ex Furbo-67<br>ex Eva-62 ex Jacoba-55<br>ex Geertruida Jacoba<br>**Poul Norgaard Nielsen**<br>Janus Andersen & Co.<br>Norresundby Denmark | **118**<br>68<br>168 | BV | **1916** Scheveningsche Scheepsbouwerf N.V.—Scheveningen<br>27,77 6,58 3,048<br>24,57 6,56 3,26<br>1 dk<br>R BK 221 | **Aux M General Cargo**<br>Galleas<br>1 Ho ER<br>G.255 B.227<br>1 Ha (11,5 × 3,9) ER<br>1W Der 1(0,5) | Oil 2SA 2Cy. 325 × 380<br>160bhp (118kW) NE 56 semi-diesel<br>Grenaa Motorfabrik, A/S Grenaa<br>Fuel 4,0t (d.o.)-1,0pd |
| **5124253**<br>LDXU<br>6611<br>Df Esd<br>RT | **FURENAK**<br><br>**D/S Furenak A/S**<br>Aage Aarseth<br>Alesund Norway | **158**<br>51 | | **1918** .............Rosendal<br>35,49 6,84<br>6,76<br>len 55 | **Wood M General Cargo/Sealer**<br>1W | Oil 2SA 5Cy. 280 × 420<br>700bhp (515kW) E made62 refitted73<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) 9kn |
| **6828820**<br>SJFU<br>11527<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FURENAS**<br>ex Stardex-79 ex Lone Wonsild<br>**P/R Furenas**<br>Karl Hoglund<br>Donso Sweden | T.Mk<br>**999**<br>587<br>2 140 | BV | **1968** Frederikshavn Vaerft & Tordok A/S—Frederikshavn (286)<br>74,30 10,22 4,831<br>68,97 10,19 5,74<br>P 22,0 B 14,1 F 13,2 2 dks<br>rf 51 len 75 | **M Tanker**<br>14 Ta ER<br>L.(oil) 2 580 HeCls. B | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 137kW 1 × 39kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 51,0t (d.o.)-3,0pd 11kn |
| **5194155**<br>LMSZ<br>11719<br>Df Gc<br>Rdr RT | **FUREVIK SENIOR**<br>ex Blom-82 ex Kos 38-64<br>ex Polarmeer-47<br>**P/R Furevik Senior**<br>Asbjorn Furevik<br>Bergen Norway | **463**<br>229<br>— | (NV) | **1941** Moss Vaerft & Dokk A/S—Moss (95)<br>49,08 7,68 4,026<br>7,62 4,47<br>1 dk<br>rf 978 BK 191 len 69 & 75<br>conv Whaler 66 | **M Fishing**<br>Side-fishing<br>1 Ho<br>2 Ha (3,1 × 4,2) (2,4 × 2,9)<br>Der 1(4) | Vee Oil 4SA 12Cy. 250 × 300<br>1 800bhp (1 324kW) NE 72 Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 11,5kn |
| **7641061**<br>5MVE<br>6068<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FURIA**<br><br>**San Salvador Shipping Corp.**<br>Monrovia Liberia | **14 920**<br>9 923<br>26 425 | AB | **1977** Kasado Dock Co. Ltd.—Kudamatsu (299)<br>172,02(BB) 22,92 10,351<br>162,01 22,86 14,41<br>P 28,1 F 11,0 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.31 850<br>6 Ha (stl) (9,6 12,8 12,8 12,8 12,8 11,2 × 11,8) ER<br>Cr 5(15) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW a.c.<br>15kn |
| **8006957**<br>D4BS<br><br>Df Gc<br>Rdr RT | **FURNA**<br><br>**Government of The Republic of Cape Verde Islands (Ministerio de Transportes, Comunicacoes & Financas)**<br>Companhia Nacional de Navegacao "Arca Verde"<br>Sao Vicente Cape Verde Republic | **160**<br>—<br>60 | GL | **1980** Schiffsw. Germersheim—Germersheim (709)<br>28,00 7,19 1,501<br>24,01 7,01 2,37<br>1 dk | **M Ferry**<br>Mchy.aft | Oil 4SA 6Cy. 130 × 150<br>279bhp (205kW)<br>A/B Volvo-Penta Goteborg |
| **6707820**<br>LHJR<br>16553<br>Esd Rdr<br>RT | **FURNES**<br>ex Harodd-80 ex Osvaldson-76<br>ex Skjervoyfisk-75<br>**P/R Furnes**<br>Ingvar Furnes<br>Alesund Norway | **232**<br>87<br>— | NV | **1966** Flekkefjord Slipp & Mask.—Flekkefjord (88)<br>33,63 7,35 3,963<br>29,90 7,32 4,04<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,9 × 1,8) ER<br>1W Der 1(3) | Oil 4SA 8Cy. 222 × 292<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7014127<br>Y5CV<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FURSTENBERG**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic<br>Republic | T.Mk<br>**3 705**<br>1 990<br>5 620<br>**5 711**<br>3 209<br>6 950 | DSRK | **1970** VEB Mathias-Thesen-Werft—Wismar<br>(226)<br>129,47 17,35 6,830/7,601<br>118,95 17,30 10,01<br>F 15,9 2 dks<br>rf 203 | **M General Cargo**<br>Ref 12P<br>Ice strengthened<br>4 Ho 16,7 19,4 24,4 ER 12,2<br>G.9 350 B.8 159 In.270<br>4 Ha (stl) (9,0 × 5,9) (12,1 17,9 × 9,9) ER (7,0 × 8,9)<br>12W Der 1(50) 4(7,5-14) 2(5-10) 6(3-5) | Oil 2SA 7Cy. 600 × 1050<br>7 000bhp (5 149kW) MAN<br>Halberstadt Halberstadt<br>Gen 4 × 192kW 390V 50Hz a.c.<br>Fuel 1 221,5t (hvf) 17kn |
| 7514907<br>Y5LC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FURSTENWALDE**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic<br>Republic | T.Mk<br>**3 453**<br>1 943<br>4 940<br>**5 744**<br>3 010<br>7 496 | DSRK | **1976** VEB Schiffswerft "Neptun"—Rostock<br>(272)<br>120,61(BB) 17,63 6,389/7,851<br>113,01 17,61 9,91<br>P 29,3 F 10,7 2 dks | **M General Cargo**<br>Ref 9P<br>Ice strengthened<br>4 Ho 17,2 27,8 27,8 6,0 ER<br>G.8 605 B.8 285 In.560<br>7 Ha (stl) (12,6 × 10,3) (18,6p&s 18,6p&s × 6,1) (2,9p&s × 2,9) ER<br>Cr 5(8) | Oil 2SA 6Cy. 570 × 800<br>5 320bhp (3 913kW) MAN<br>Schwermaschinenbau Halberstadt<br>Halberstadt<br>Gen 1 × 480kW 1 × 300kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (hvf) 17,5kn |
| 7709928<br>OVUQ<br>H662<br>Esd Gc<br>Pfd Rdr<br>RT | **FURUNO**<br>**Jacob Lund Madsen**<br>Esbjerg Denmark | **198**<br>102<br>— | | **1977** Sakskobing Mask. og Skibsvaerft —Sakskobing (21)<br>35,16<br>7,21 3,46 | **M Fishing**<br>Side Trawler | Oil 2SA 7Cy.<br>700bhp (515kW)<br>Alpha-Diesel A/S Frederikshavn |
| 7013305<br>LDIH<br>17362<br>Df Esd<br>Rdr RT | **FURUNO**<br>ex Sulabas-82<br>ex Solheim Senior-77<br>**Partrederi Brodrene Saetrevik**<br>Asbjorn Saetrevik<br>Alesund Norway | **125**<br>51<br>— | | **1968** Langsten Slip & Batbyggeri A/S —Tomra-i-Ramsdal (42)<br>25,76 6,56<br>23,78 6,51 3,33<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 5Cy. 270 × 400<br>400bhp (294kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel 21,5t (d.o.)-1,5pd 9,75kn |
| 7322342<br>JK3643<br>113142<br>Rdr | **FURUTAKA MARU**<br>**Etajima Kaiun K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **191**<br>55<br>— | | **1973** Fukae Zosen K.K.—Ogaki (138)<br>32,01 8,54 3,001<br>28,00 3,79<br>1 dk | **TM Tug** | 2 Oil<br>Niigata Eng. Co. Ltd. Japan<br>Fuel (d.o.) |
| 6515801<br>VC7321<br>307549<br>Df Esd<br>Gc Rdr<br>RT | **FURY V**<br>ex Ross Fortune-72<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl. Canada | **320**<br>103<br>— | **✠100A1** SS 7/80<br>stern trawler<br>**✠LMC**<br>EL (f) q<br>FN 553 | **1965**-10 Cochrane & Sons Ltd.—Selby<br>(1501)<br>*39,45* 9,25<br>36,58 9,15 5,95<br>Ba 7,1 F 7,7 2 dks<br>rf 914 DK fwd<br>6BH WB18t | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 12Cy. 230 × 254 dr geared to sc. shaft<br>1 500bhp (1 103kW) ✠ NE 2/72<br>General Motors Corp. Electro-Motive Div. La Grange<br>Controllable pitch propeller |
| 7804651<br>JM4425<br>122712<br>Gc Rdr<br>RT | **FURYU MARU**<br>**Y.K. Hasebe Kisen**<br>Namikata, Japan<br>Ehime Pref. | **494**<br>324<br>1 620 | | **1978** Mategata Zosen K.K.—Namikata<br>(152)<br>4,250<br>64,01 11,51 6,30<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 600bhp (1 177kW)<br>Makita Diesel Co. Ltd. Takamatsu |
| 6924246<br>LHGZ<br>17281<br>Esd Rdr<br>RT | **FUSA**<br>**Hardanger Sunnhordlandske D/S**<br>Bergen Norway | **396**<br>142<br>142 | (NV) | **1969** Haugesunds Slip A/S—Haugesund<br>(12)<br>49,00 10,62<br>45,01 10,60 4,22<br>1 dk<br>BK 152 | **M RoRo Cargo/Ferry**<br>325P<br>Mchy.aft | Oil 2SA 5Cy. 280 × 420<br>740bhp (544kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 50kW 220V 50Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel 254,0t (d.o.) 12kn |
| 7007215<br>JBVK<br>107236<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUSHIMI MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **10 985**<br>6 192<br>12 620 | NK | **1970** Mitsubishi Heavy Industries Ltd. —Kobe (1016)<br>158,17(BB) 22,43 9,348<br>147,02 22,38 13,77<br>P 27,2 F 24,4 2 dks | **M General Cargo**<br>Ref<br>5 Ho ER 1 Ho<br>G.21 439 B.19 879 In.726<br>6 Ha (stl) (6,3 × 5,2) (9,9 × 7,0) (13,5 13,5 13,5 × 8,1) ER (9,0 × 5,0)<br>4 Wing Ha (stl) (13,5p&s 13,5p&s × 3,5) ER<br>Cr 2(16) Der 2(20) 12(6) 1(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 300kW 440V a.c.<br>Fuel 1 356,5t-39,0pd 18,25kn |
| 7011498<br>JBXT<br>107237<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUSO MARU**<br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **10 984**<br>6 191<br>12 611 | NK | **1970** Mitsubishi Heavy Industries Ltd. —Kobe (1017)<br>158,02(BB) 22,43 9,348<br>147,02 22,38 13,77<br>P 27,2 F 24,4 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>5 Ho ER 1 Ho<br>G.21 439 B.19 847 In.741<br>6 Ha (stl) (6,3 × 5,2) (9,9 × 7,0) (13,5 13,5 13,5 × 8,1) ER (9,0 × 5,0)<br>4 Wing Ha (stl) (13,5p&s 13,5p&s × 3,5) ER<br>Cr 2(16) Der 2(20) 12(6) 1(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 680kW 450V a.c.<br>Fuel 1 356,5t-39,0pd 18,25kn |
| 7382562<br>A8TS<br>5275<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUSUS**<br>**United States Trust Co. of New York, Trustee**<br>Shell Tankers (U.K.) Ltd.<br>Monrovia Liberia | **19 274**<br>12 723<br>32 230 | **✠100A1** SS 6/80<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>EL I† $3\frac{1}{16}$"U2<br>FN 6719 | **1975**-5 Haugesund M/V A/S—Haugesund<br>(51)<br>170,69(BB) 25,96 11,373<br>163,07 25,90 15,30<br>F 18,9 1 dk<br>rf 76<br>11BH WB902T | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 445 | 2 Oil 4SA each 6Cy. 520 × 550 sr geared to sc. shaft<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 736kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 756,5t (hvf) 15,5kn |
| 7127118<br>JK3485<br>110711<br>Esd Gc<br>Rdr RT | **FUTABA MARU No. 1**<br>**K.K. Futaba Shokai**<br>Hiroshima, Japan<br>Hiroshima Pref. | **498**<br>317<br>1 549 | | **1971** Kishimoto Zosen—Kinoe (411)<br>63,91 11,00 4,268<br>60,00 10,98 4,35<br>2 dks | **M General Cargo**<br>1 Ho ER | Oil 4SA 8Cy. 250 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Tokyo<br>Gen 2 × 40kW 220V a.c.<br>Fuel 57,0t 11,5kn |

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| 6814362 | **FUTABA MARU No. 5**<br><br>**Panama Shipping Co.** | **499**<br>278<br>1 100 | | **1967** Kishimoto Zosen—Kinoe (257)<br>53,80 9,02 4,166<br>49,51 9,00 4,47<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br><br>1 Ha (24,9 × 6,0) ER | Oil 4SA 6Cy. 320 × 450<br>900bhp (662kW)<br>Hanshin Nainenki Kogyo Kob<br>Gen 1 × 20kW 1 × 15kW 220V a.c.<br>12k |
| 7300356<br>JL2727<br>101657 | **FUTABA MARU No. 7**<br>ex Kaijin Maru No. 8-82<br>ex Eiju Maru No. 12<br>ex Doei Maru No. 8-69<br>**Koryu Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **499**<br>288<br>1 279 | | **1967** Nishihara Zosen—Ohmishima (124)<br>54,89 9,05 4,122<br>50,81 9,00 6,41<br>1 dk<br>len 82 | **M General Cargo**<br><br>1 Ho ER<br>G.1 520 B.1 220<br>1 Ha (27,5 × 6,0) ER | Oil 4SA 6Cy. 330 × 500<br>1 100bhp (809kW)<br>Makita Tekkosho Takamatsu<br>12k |
| 7103904<br>JK3329<br>107913<br>Rdr RT | **FUTABA MARU No. 7**<br><br>**Kiyomitsu Iwasaki**<br>Matsushima, Japan<br>Kumamoto Pref. | **312**<br>169<br>862 | | **1970** Kishimoto Zosen—Kinoe (376)<br>49,99 8,82 3,709<br>47,02 8,79 3,79<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br>G.1 395 B.1 270<br>1 Ha (25,3 × 6,7) ER | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 28kW 1 × 16kW 220V a.c.<br>Fuel 45,5t 11k |
| 6517794<br>JG2212<br>96340 | **FUTABA MARU No. 36**<br><br>**K.K. Futabagumi Kaisoten**<br>Yokohama Japan<br>Kanagawa Pref. | **157**<br>92<br>302 | | **1964** Daiichi Zosen Tekkosho—Yokohama (247)<br>30,31 7,52 2,286<br>28,71 7,22 2,44<br>1 dk | **M General Cargo**<br><br>1 Ho ER<br>G.273 B.256 | Oil 2SA 2Cy. 260 × 360<br>120bhp (88kW)<br>Toyo Tekkosho Takamatsu<br>8k |
| 7124025<br>JM3480<br>112012<br>Rdr RT | **FUTAGO MARU**<br><br>**Nishitaki Kaiun K.K.**<br>Tsukumi, Japan<br>Oita Pref. | **2 981**<br>1 699<br>5 733 | | **1971** Kurushima Dock Co. Ltd.—Uwajima (691)<br>97,21 15,65 6,617<br>90,81 15,60 7,80<br>1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br><br>2 Ha (23,7 23,7 × 10,5) ER | Oil 4SA 6Cy. 470 × 680<br>2 800bhp (2 060kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 160kW 440V a.c.<br>Fuel 154,5t-10,5pd 13k |
| 7116341<br>JKRP<br>111098<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUTAMI MARU**<br><br>**Nippon Yusen Kaisha (NYK Line)**<br>Tokyo Japan | **10 976**<br>6 202<br>12 517 | NK | **1971** Hitachi Zosen—Mukaishima (4335)<br>159,04(BB) 22,43 9,348<br>148,04 22,38 13,72<br>P 20,2 F 24,1 2 dks, pt 3rd dk | **M General Cargo**<br>Ref<br>6 Ho<br>G.21 660 B.20 115<br>10 Ha (stl) (5,6 × 4,9) (9,8 × 7,0) (13,5 13,5 × 8,0) (13,5 13,5 × 3,5) (13,5 × 8,0) (13,5 13,5 × 3,5) (8,7 × 5,0)<br>Cr 2(16) Der 2(20) 14(6) | Oil 2SA 6Cy. 740 × 1600 B&W<br>11 600bhp (8 532kW)<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 680kW 450V a.c.<br>Fuel 1 430,5t-41,0pd 18,25k |
| 7713905<br>JJ3085<br>118847<br>Rdr | **FUTAMI MARU**<br><br>**Sanyo Kaiji K.K.**<br>Amagasaki, Japan<br>Hyogo Pref. | **197**<br>66<br>— | | **1978** Imamura Zosen—Kure (228)<br>8,62 2,701<br>26,52 8,60 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 290 geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 6824903<br>JM2480<br>102199 | **FUTAMI MARU**<br><br>**Ku Teigei**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **100**<br>28<br>— | | **1968** Asahi Zosen Tekkosho—Kitakyushu<br>25,40 6,13 2,236<br>24,01 6,10 2,52<br>1 dk | **M Tug** | Oil 4SA 6Cy. 230 × 280<br><br>Fuji Seisakusho Tateyama<br>Gen 1 × 24kW 220V a.c.<br>Fuel 22,5t 10k |
| 7648667<br>JAUX<br>83923<br>Rdr | **FUTAMI MARU No. 3**<br><br>**Ku Teigei**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **122**<br>35<br>550 | | **1960** K.K. Murakami Zosensho—Ishinomaki<br>27,01 2,501<br>24,01 6,00 3,00<br>1dks | **M Tug** | Oil<br><br>Matsue Nainenki Kogyo Japan<br>10k |
| 7853638<br>7KAB<br>86073 | **FUTAMI MARU No. 8**<br><br>**Fukada Salvage & Marine Works Co. Ltd.**<br>Osaka, Japan<br>Osaka Pref. | **230**<br>66<br>— | | **1961** Koyo Dockyard Co. Ltd.—Mihara (187)<br>33,36 3,001<br>30,10 7,80 3,81<br>1 dk | **M Tug** | Oil<br><br>The Hanshin Diesel Works Ltd. Japan<br>11,5k |
| 6918209<br>JM4019<br>114203<br>Rdr RT | **FUTENMA MARU No. 1**<br>ex Ie Maru No. 1<br>**G.K. Tarama Kaiun**<br>Tarama, Japan<br>Okinawa Pref. | **262**<br>151<br>151 | | **1968** Matsuura Tekko Zosen—Higashino (196)<br>40,47 7,32 2,693<br>36,02 7,29 3,18<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7640366<br>D5SN<br>6604<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FUTURE HOPE**<br><br>**Holsatia Shipping Corp.**<br>Monrovia Liberia | **9 187**<br>6 424<br>15 060 | GL | **1979** Austin & Pickersgill Ltd.—Southwick, Sunderland (1395)<br>144,02 20,45 8,872<br>137,52 20,24 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold | **M General Cargo**<br><br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3 4 TwD<br>G.21 324 B.19 536<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(100) 1(30) 10(5-10) | Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 149,0t (hvf) 15k |
| 6815160<br>GYNZ<br>335785<br>Gc Rdr<br>RT | **FUTURITY**<br><br>**J. Hay & Sons Ltd.**<br>F. T. Everard & Sons Management Ltd.<br>London United Kingdom | **198**<br>158<br>432 | **✠100A1** SS 8/77<br><br>**✠LMC**<br>EL F ¾"U2<br>FN 434 | **1968**-6 Clelands SB. Co. Ltd.—Wallsend (300)<br>41,89 7,73 2,699<br>39,37 7,62 3,38<br>P 5,2 F 4,9 1 dk<br>rf 152<br>3BH WB231t | **M General Cargo**<br><br>1 Ho 27,1 ER<br>G.544 B.489<br>1 Ha (stl) (23,9 × 4,8) ER | Oil 4SA 4Cy. 222 × 292 sr reverse geared to sc. shaft<br>330bhp (243kW)<br>Lister Blackstone Marine Ltd. Dursley<br>Gen 2 × 1,5kW 24V d.c.<br>Fuel 10,0t (d.o.) 9k |
| 6907951<br>JKQP<br>105451<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **FUUKI MARU**<br><br>**Shinwa Kaiun K.K. (Shinwa Kaiun Kaisha Ltd.)**<br>Tokyo Japan | **60 455**<br>16 854<br>104 475 | NK | **1969** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2078)<br>259,01(BB) 41,33 14,201<br>247,02 41,31 20,40<br>P 41,5 RQD 27,8 B 9,5 F 16,5 1 dk | **M Ore Carrier**<br><br>4 Ho each 47,0 ER<br>Ore 54 918 HeCls. B<br>4 Ha (stl) (each 37,5 × 8,9) ER | Oil 2SA 9Cy. 900 × 1550<br>21 600bhp (15 888kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 650kW 450V a.c.<br>Fuel 303,0t (d.o.) 4 521,0t (hvf)-73,0pd<br>14,75k |

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| 7026390<br>JG2838<br>108782<br>Rdr RT | **FUYO MARU**<br>**Shinwa Naiko Kaiun K.K.**<br>Tokyo Japan | **1 089**<br>729<br>1 593 | 65,38 10,83 4,928<br>60,00 10,80 5,41<br>1 dk | **1970** Narasaki Zosen K.K.—Muroran (705) | **M Cement Carrier**<br>3 Ho ER | Oil 4SA 6Cy. 260 × 320<br>1 200bhp (883kW)<br>Daihatsu Kogyo Osaka<br>Gen 2 × 64kW 445V a.c.<br>Fuel 49,5t-4,0pd 10,5kn |
| 7613179<br>JG3630<br>119243<br>Esd Gc<br>Rdr | **FUYO MARU**<br>**Senko Kaiun K.K.**<br>Namikata, Japan<br>Ehime Pref. | **680**<br>456<br>1 827 | NK 70,01 11,43 4,714<br>65,03 11,41 4,81<br>2 dks | **1976** Sanyo Zosen K.K.—Mukaishima (736) | **M General Cargo**<br>Mchy.aft<br>G.2 844 B.2 485 | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| 7916296<br>7LZF<br>123904<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUYO MARU**<br>**Jinyu Kaiun K.K.**<br>Hakata, Japan<br>Ehime Pref. | **497**<br>281<br>1 183 | NK 65,87 4,352<br>60,48 12,21 7,01<br>2 dks | **1980** Kochi Jukogyo (Kaisei Zosen) K.K.<br>—Kochi (1352) | **M General Cargo**<br>Ref.<br>In.1 503<br>2 Ha (stl) (each 4,4 × 4,5) ER<br>Der 4(5) | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 468kW a.c.<br>12,25kn |
| 6420061<br>7JQV<br>87778 | **FUYO MARU**<br>**Fukuyoshi Okuda**<br>Nagasaki, Japan<br>Nagasaki Pref. | **172**<br>95<br>204 | 32,90 6,41 2,794<br>28,99 6,35 3,00<br>1 dk | **1961** Hirata Zosen—Kochi | **M General Cargo**<br>1 Ho ER<br>G.330 B.292<br>1 Ha (14,0 × 3,9) ER<br>1W Der 1(2,5) | Oil 4SA 5Cy. 250 × 380<br>210bhp (154kW) E made47 fitted61<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 1 × 24kW 24V d.c.<br>Fuel 4,5t-1,0pd 9kn |
| 6612764<br>JL2406<br>99597 | **FUYO MARU**<br>ex Koryu Maru No. 8-80<br>ex Sankyo Maru<br>**Michitami Tomita**<br>Sukomo, Japan<br>Kochi Pref. | **165**<br>92<br>329 | 34,02 6,41 2,598<br>30,00 6,38 2,80<br>1 dk<br>RW | **1966** Nisshin Shoji—Onomichi (151) | **M Tanker**<br>3 Ta ER | Oil 4SA 6Cy. 270 × 400<br>320bhp (235kW)<br>Kobe Hatsudoki Seizosho Kobe<br>8kn |
| 8221208<br>JG4268<br>126070 | **FUYO MARU**<br>**Nippon Tanker K.K.**<br>Tokyo Japan | **147**<br>76<br>250 | ... ... ...<br>29,93 6,71 2,72<br>1 dk | **1982** K.K. Takagi Zosensho—Matsuzaki (203) | **M Tanker**<br>Mchy.aft | Oil<br>............. |
| 7355349<br>JBQR<br>116285<br>Gc Rdr<br>RT | **FUYO MARU No. 2**<br>**Shinwa Naiko Kaiun K.K.**<br>Tokyo Japan | **2 102**<br>992<br>3 548 | NK 87,15 13,52 6,046<br>80,02 13,49 6,81<br>P 20,2 F 14,1 1 dk | **1974** Shimoda Dockyard Co. Ltd.<br>—Shimoda (230) | **M Cement Carrier**<br>Mchy.aft<br>G.2 999 | 2 Oil 4SA each 6Cy. 260 × 320 geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Fuel 88,5t-9,5pd 12,5kn |
| 7927142<br>JG4049<br>123684<br>Esd Gc<br>Rdr | **FUYO MARU No. 3**<br>**Shinwa Naiko Kaiun K.K.**<br>Tokyo Japan | **2 922**<br>1 654<br>4 926 | NK 93,30 6,401<br>88,02 15,61 8,01<br>F 9,8 1 dk | **1980** Kishigami Zosen K.K.—Akitsu (1341) | **M Cement Carrier**<br>Mchy.aft<br>B.4 184 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 540kW a.c.<br>12,25kn |
| 7913842<br>JG3961<br>123561<br>Esd Gc<br>Rdr RT | **FUYO MARU No. 3**<br>**Sanyo Kaiun K.K.**<br>Tokyo Japan | **692**<br>457<br>2 095 | NK 71,30 5,101<br>66,22 11,41 6,86<br>2 dks | **1979** Sanyo Zosen K.K.—Mukaishima (781) | **M General Cargo**<br>G.2 971 B.2 603<br>1 Ha (stl) (37,1 × 7,3) ER | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Diesels Ltd. Yaizu<br>Gen 2 × 192kW a.c.<br>11kn |
| 7812373<br>JM4376<br>122676<br>Rdr RT | **FUYO MARU No. 3**<br>**Fuyo Kaiun K.K.**<br>Kagoshima, Japan<br>Kagoshima Pref. | **199**<br>111<br>700 | ... ... ...<br>51,31 9,01 5,31<br>1 dk | **1978** Miura Zosen—Saiki (562) | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>800bhp (588kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7701756<br>JG3671<br>119334<br>Esd Gc<br>Rdr RT | **FUYO MARU No. 5**<br>**Sanyo Kaiun K.K.**<br>Tokyo Japan | **682**<br>456<br>1 846 | NK 70,01 4,723<br>65,03 11,41 6,71<br>2 dks | **1977** Sanyo Zosen K.K.—Mukaishima (755) | **M General Cargo**<br>G.2 844<br>1 Ha (37,1 × 7,0) ER | Oil 4SA 6Cy. 330 × 500<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>11kn |
| 6720183<br>JHSF<br>100904<br>Df Esd<br>Gc Rdr<br>RT | **FUYO MARU No. 8**<br>**Sanyo Kaiun K.K.**<br>Tokyo Japan | **2 530**<br>1 437<br>3 869 | NK 85,81 15,04 6,014<br>80,02 15,02 8,01<br>2 dks | **1967** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (134) | **M General Cargo**<br>4 Ho ER<br>G.2 896<br>4 Ha (9,9 × 8,3) (17,5 17,5 × 2,6) (14,0 × 8,3) ER | Oil 4SA 6Cy. 470 × 670<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 60kW 440V a.c.<br>Fuel 91,5t-8,5pd 12kn |
| 7375820<br>JG3383<br>116312<br>Gc Rdr<br>RT | **FUYO MARU No. 10**<br>**Sanyo Kaiun K.K.**<br>Tokyo Japan | **4 826**<br>2 740<br>6 677 | NK 106,33 18,01 6,528<br>99,52 17,99 9,89<br>1 dk pt 2nd dk<br>RW | **1974** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (776) | **M Limestone Carrier**<br>G.5 169<br>5 Ha (stl) (13,1 × 9,8) (14,7p&s × 2,8) (11,2 13,2 × 9,8) ER | Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 135,0t-13,0pd 11,75kn |
| 7853547<br>JG2265<br>98426 | **FUYO MARU No. 120**<br>**Fuyo Kaiun K.K.**<br>Kawasaki, Japan<br>Kanagawa Pref. | **265**<br>191<br>380 | *37,19* 2,701<br>31,04 7,46 2,98<br>1 dk<br>len 80 | **1965** Yokohama Yacht Co. Ltd.<br>—Yokohama | **M General Cargo**<br>Mchy.aft | Oil<br>180bhp (132kW)<br>Kubota Tekkosho Japan<br>6kn |
| 7851836<br>JG2729<br>107173 | **FUYO MARU No. 150**<br>ex Sagami Maru<br>**Fuyo Kaiun K.K.**<br>Kawasaki, Japan<br>Kanagawa Pref. | **352**<br>246<br>600 | 43,36 3,250<br>40,01 8,21 3,61<br>1 dk | **1969** Sugane Zosen—Yokohama | **M General Cargo**<br>Mchy.aft | Oil<br>330bhp (243kW)<br>Sumiyoshi Tekkosho Japan<br>9kn |

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| **7632589**<br>JHRE<br>115807<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FUYOH MARU**<br><br>**Shinkyu Kisen K.K.**<br>Yuasa, Japan<br>Wakayama Pref. | **8 704**<br>6 073<br>14 442 | <br><br>NK | **1977** Koyo Dockyard Co. Ltd.—Mihara (730)<br><br>141,41 8,608<br>132,01 20,62 10,42<br>P 29,6 F 12,2 1 dk | **M Tanker**<br>CBT<br>15 Ta ER<br>L.(oil) 17 492 HeCls. C | Oil 2SA 9Cy. 450 × 900<br>7 900bhp (5 811kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Fuel 170,0t (d.o.) 1 725,0t (hvf)-22,0pd<br>14kn |
| **5124631**<br>CUUV<br>L-301-C<br>Esd | **FUZELHAS**<br><br>**SUPEL-Sociedade Uniao de Pescarias Ltda.**<br>Leixoes Portugal | **135**<br>38<br>— | <br><br>✠Classed LR until 8/60 | **1959**-5 Est. Nav. do Mondego—Figueiro da Foz (54)<br>29,32 6,53 2,794<br>25,76 6,41 3,20<br>RFD 6,4<br>RW rf 889 BK 152 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 290 × 420<br><br>Maschinenbau Kiel A.G. Kie |
| **6808131**<br>HO7424<br>8283-77<br>Df Esd<br>Rdr RTm | **FUZLAAN**<br>ex Algenib I-82<br>ex Schippersgracht-77<br>**Guermantes Investment Corp.**<br>Panama Panama | T.Mk<br>**543**<br>277<br>1 301<br>**1 377**<br>1 014<br>2 546 | **✠100A1** SS 6/76<br>Ice Class 1 or 3 at draughts not exceeding 3,848m & 5,646m respectively<br>**✠LMC**<br>EL M 1¼"U2<br>FN 1320 | **1967**-12 N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1331)<br>79,61 11,84 3,849/5,773<br>70,72 11,80 6,86<br>F 11,9 2 dks<br>rf 584<br>2BH to U dk 1 to 2nd dk WB487t | **M General Cargo**<br>1 Ho 49,1 ER<br>G.3 428 B.3 127<br>2 Ha (each 17,9 × 7,1) ER<br>Der 4(5) | Oil 4SA 6Cy. 400 × 600<br>1 490bhp (1 096kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rij<br>Gen 2 × 20kW 1 × 10kW 110V d.c.<br>Fuel 106,5t (d.o.) 13kn |
| | | | **LAID UP — SURVEYS OVERDUE 6/80** | | | |
| **7022215**<br>LNGF<br>17448<br>Esd Pfd<br>Rdr RTh | **FYKAN**<br><br>**I/S Pallebater**<br>Wollert Hvide A/S og Bjarne Kyrkjebo A/S<br>Bergen Norway | **314**<br>165<br>1 016 | <br><br>NV | **1970** Batservice Verft A/S—Arendal (591)<br>71,18 13,24 3,023<br>65,99 13,21 5,87<br>2 dks | **M General Cargo**<br>Pallets<br>Ice strengthened Side doors<br>1 Ho 47,0 ER<br>G.1 568<br>2 Ha (each 10,8 × 6,9) ER<br>Cr 1(6) | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kie<br>Gen 2 × 47kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-4,0pd 12kn |
| **7347342**<br>GUOJ<br>361281<br>Df Esd<br>Rdr RT | **FYLGA**<br><br>**Shetland Islands Council**<br>Lerwick United Kingdom | **147**<br>76<br>53 | <br><br>✠Classed LR until 16/1/76 | **1975**-1 P/f Torshavnar Skipasmidja & M/V —Torshavn (20)<br>25,23 7,88 2,083<br>22,64 7,85 3,20<br>1 dk<br>rf 279 BK 102 | **TM RoRo Cargo/Ferry**<br>93P<br>Bow & stern ramps | 2 Oil 2SA each 6Cy. 165 × 184 sr geared to sc. shafts<br>360bhp (265kW) Kelvin<br>Kelvin Diesels Ltd. Glasgow<br>Gen 2 × 30kW 240V 50Hz a.c.<br>2 Controllable pitch propellers<br>9,5kn |
| **7808255**<br>OXZS<br>D2665<br>Df Esd<br>Gc Rdr<br>RT | **FYLKE**<br><br>**P/R Fylke**<br>Poul Lehmann Sivertsen<br>Naestved Denmark | T.Mk<br>**499**<br>338<br>1 304 | <br><br>BV | **1979** A/S Nordsovaerftet—Ringkobing (132)<br>69,80 10,44 3,552<br>64,83 10,41 6,02<br>P 12,5 F 6,4 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 2 TwD ER<br>G.2 873 B.2 604<br>TEU 48 C.Ho 32/20' C.Dk 16/20' ref C.<br>2 Ha (stl) (each 18,5 × 7,4) ER<br>2W Der 2(5) | Oil 4SA 8Cy. 270 × 400<br>880bhp (647kW)<br>Aabenraa Motorfabrik, Heinrich Callesen A/S Aabenraa<br>Gen 2 × 80kW 1 × 35kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 101,5t-3,0pd 11kn |
| **5163417**<br>OZPB<br><br>Df Esd | **FYLKE**<br>ex Dorca-73 ex Irmgard-66<br>**I/S Pehani**<br>Skibsmeglerfirma Hans Gorgens<br>Kolding Denmark | **280**<br>148<br>365 | <br><br>(GL) | **1927** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn<br>43,16 6,61 3,455<br>6,56 3,76<br>1 dk<br>R len 28 & 52 | **M General Cargo**<br>1 Ho ER<br>G.552 B.510<br>2 Ha (11,5 9,5 × 4,2) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 215 × 360<br>275bhp (202kW) NE 56<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 8,5kn |
| **5124679**<br>OUTG<br>J418<br>RTm | **FYLLA**<br>ex Polar Freezer-81<br>ex Arctic Freezer-69 ex Fylla-68<br>ex Fyn<br>**Fyns Amtskommune**<br>Odense Denmark | **122**<br>53<br>230 | | **1922** N. P. V. Dreyer—Nyborg<br>29,70 7,35 2,566<br>7,29<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing Schooner<br>1 Ho ER<br>1 Ha ER<br>1W Der 2(1) | Oil 2SA 3Cy. 200 × 340<br>174bhp (128kW) NE 64<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| **5124681**<br>MEYU<br>301691<br>Esd Rdr<br>RT | **FYLRIX**<br><br>**J. R. Rix & Sons Ltd.**<br>Hull United Kingdom | **637**<br>418<br>945 | **✠100A1** SS 7/80<br><br>**✠LMC**<br>EL I<br>FN 742 | **1962**-5 N.V. Schpsw. "Appingedam" —Appingedam (191)<br>61,91 8,59 3,544<br>56,39 8,55 4,60<br>P 12,8 F 8,3 1 dk<br>RW rf nil len 67<br>NS 3BH WB267t | **M General Cargo**<br>Mchy.aft<br><br>G.1 235 B.1 139<br>2W Der 2(3) | Oil 2SA 8Cy. 220 × 380<br>600bhp (441kW)<br>Appingedammer Brons Appingedam<br>Fuel 56,0t 10,5kn |
| **7432630**<br>H9RT<br>1132<br>1-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FYLYPPA**<br>ex Nisshin Maru-81<br>**Sextant Maritime S.A.**<br>Panama Panama | **9 665**<br>6 697<br>17 009 | <br><br>NK | **1975** Imai Zosen—Kochi (343)<br>21,95 9,392<br>136,58 21,90 12,20<br>P 26,0 F 10,1 1 dk<br>len 81 | **M Bulk Carrier**<br><br><br>G.21 900 B.20 539<br>4 Ha (stl) (13,7 × 8,9) (21,0 21,0 21,0 × 11,4) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 360kW a.c.<br>Fuel 1 439,5t-26,0pd 14,25kn |
| **5124693**<br>OXMB<br>A191<br>Df Esd<br>Rdr | **FYN**<br><br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Korsor Denmark | **2 941**<br>1 191<br>830 | <br><br>BV | **1947** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (675)<br>107,83 17,25 3,988<br>17,20 6,35<br>1 dk<br>RW rf 254 | **TM RoRo Cargo/Ferry**<br>Rail Vehicles 1500P | 2 Oil 2SA each 6Cy. 500 × 900<br>4 350bhp (3 200kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 4 × 215kW 220V d.c.<br>Fuel 86,5t (d.o.) 16kn |
| **6408072**<br>OZLE<br>A262<br>Df Esd<br>Pfd Rdr<br>RT | **FYNSHAV**<br><br>**Government of The Kingdom of Denmark (Danske Statsbaner)**<br>Faborg Denmark | **706**<br>174<br>220 | <br><br>BV | **1964** Svendborg Skibsvaerft A/S —Svendborg (103)<br>66,07 12,60<br>62,69 10,70 4,27<br>2 dks<br>rf 254 len 75 | **TM RoRo Cargo/Ferry**<br>500dk P<br>Mchy.aft | 2 Oil 2SA each 8Cy. 240 × 400<br>1 280bhp (942kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 65kW 380V 50Hz a.c.<br>Fuel 28,5t (d.o.) 13kn |

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| 7384089<br>UVMR<br>M-32695<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR BREDIKHIN**<br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | T.Mk<br>**3 281**<br>1 189<br>—<br>**6 400**<br>3 250<br>5 880 | **1975** Stocznia Gdanska im. Lenina—Gdansk (B437/05)<br>RS 139,60(BB) 18,04 6,581/7,779<br>128,00 11,49<br>2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 430<br>4 Ha (stl) (5,3 6,4 × 6,3) ER (6,4 6,4 × 6,3)<br>8W Der 8(5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>21,75kn |
| 6719562<br>UWSW<br>M-27928<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR GLADKOV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 244**<br>3 103<br>—<br>**9 714**<br>5 270<br>12 586 | **1967** Stocznia Gdanska im. Lenina—Gdansk (B44/23)<br>RS 154,97 20,22 7,860/8,979<br>143,19 17,10 11,84<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,1 18,9 27,8 16,7 ER 22,1<br>G.19 100 B.17 680<br>5 Ha (stl) (12,9 × 8,5) (15,3 25,9 13,8 × 10,9) ER (14,6 × 10,9)<br>12W Der 1(60) 4(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 244,0t (d.o.) 866,5t (hvf) 17,25kn |
| 7211244<br>UWMA<br>M-31044<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FYODOR GLADKOV**<br>**U.S.S.R. -'Azcherryba'**<br>Novorossiysk U.S.S.R. | T.Mk<br>**2 154**<br>762<br>1 134 | **1972** VEB Volkswerft Stralsund—Stralsund (333)<br>RS 81,95 13,64 5,296<br>73,00 13,62 8,31<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,5)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| 6701151<br>UYDH<br>M-28093<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR KRAYNOV**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **3 170**<br>1 225<br>1 460 | **1966** ..............U.S.S.R.<br>84,71 14,03 5,700<br>RS 78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (1,9 1,9 × 1,9) (1,8 × 1,8) (1,2 1,2 × 1,3)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7316666<br>UYHT<br>M-29457<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR LITKE**<br>**U.S.S.R.**<br>Odessa U.S.S.R. | **2 374**<br>—<br>1 141 | **1968** Admiralteiskiy Shipyard—Leningrad<br>67,72 18,09 6,020<br>(RS) 62,01 18,01 8,34<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened<br>1 Ho<br>1 Ha | 3 Oil total driving 3 gen. connected to 3 elec. motors & geared to 3 sc. shafts U.S.S.R.<br>2 propellers aft, 1 fwd |
| 7020085<br>UTSN<br>M-29567<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR LITKE**<br>**U.S.S.R. -Sakhalin Shipping Co.**<br>U.S.S.R. | **2 141**<br>—<br>1 141 | **1970** Admiralteiskiy Shipyard—Leningrad<br>68,48 18,09 6,020<br>RS 62,01 17,99 8,31<br>2 dks | **TD-E Icebreaker**<br>Ice strengthened | 3 Oil total driving 3 gen. connected to 3 elec. motors & geared to 3 sc. shafts U.S.S.R.<br>2 propellers aft, 1 fwd |
| 7729849<br>UGPU<br>M-33096<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR LYSENKO**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **744**<br>213<br>350 | **1977** ..............U.S.S.R.<br>53,73 (BB) 10,72 4,290<br>RS 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.218<br>2 Ha (stl) (each 1,6 × 1,6)<br>Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>12,5kn |
| 7423251<br>UHKT<br>M-17384<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FYODOR MATISEN**<br>**U.S.S.R.**<br>Arkhangelsk U.S.S.R. | **1 213**<br>240<br>590 | **1976** Oy Laivateollisuus Ab—Turku/Abo (313)<br>RS 68,74 12,43 4,160<br>60,20 12,40 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho ER<br>G.481<br>2 Ha (stl) (1,9 × 1,0) (4,8 × 3,2) ER<br>Cr 1(5) 1(2) | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13,5kn |
| 7430785<br>UNER<br>M-32199<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR OKHLOPKOV**<br>**U.S.S.R. -North Eastern Department**<br>U.S.S.R. | **3 590**<br>1 804<br>4 000 | **1974** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>RS 115,83 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 7384170<br>UFEH<br>M-30669<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR PETROV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**4 013**<br>1 793<br>5 800<br>**6 551**<br>3 311<br>7 346 | **1974** Stocznia Gdanska im. Lenina—Gdansk (B46/61)<br>RS 135,24(BB) 18,04 6,630/7,460<br>122,48 18,01 10,19<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd<br>15,5kn |
| 7630103<br>UQPP<br>S-33879<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR PODTELKOV**<br>**U.S.S.R. -Volga-Don River Shipping Co.**<br>Taganrog U.S.S.R. | **2 484**<br>1 321<br>3 136 | **1976** "Krasnoye Sormovo" Shipyard —Gorkiy<br>RS 114,03 13,21 3,642<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>G.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |

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| **5423881**<br>UPMG<br>M-3467<br>Df Esd<br>Gc Pfd<br>Rdr | **FYODOR POLETAYEV**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 294**<br>18 948<br>50 718 | RS<br>✠Classed LR until 9/66 | **1964**-4 Ansaldo S.p.A.—Genova (1594)<br>227,90(BB) 31,12 12,142<br>215,04 30,99 15,57<br>P 44,9 B 13,5 F 30,8 1 dk<br>rf 127 | **M Tanker**<br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.917 L.(oil) 58 591 HeCls. BC<br>1 Ha (each 3,9 × 3,9) ER<br>2W Der 2(5) | Oil 2SA 9Cy. 900 × 1600<br>19 000bhp (13 976kW)<br>S.A. Fiat S.G.M.<br>Fuel 249,0t (d.o.) 5 532,5t (hvf)-69,0pd | Torino<br>15,75kn |
| **7421112**<br>UNEN<br>M-32148<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR POPOV**<br>**U.S.S.R. -North Eastern Department**<br>Tiksi U.S.S.R. | **3 590**<br>1 804<br>4 000 | RS | **1974** Navashinskiy Shipyard—Navashino<br>123,50 15,02 4,499<br>115,83 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.5 800<br>4 Ha (stl) (11,9 11,9 13,7 13,7 × 8,3) ER<br>Cr 2(8) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works | Leningrad<br>11kn |
| **5119765**<br>UZLA<br>M-12420<br>Df Esd<br>Gc Pfd<br>Rdr RT | **FYODOR SHALYAPIN**<br>ex Franconia-73 ex Ivernia-62<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**21 406**<br>11 042<br>8 472 | RS<br>✠Classed LR until 31/7/81 | **1955**-6 John Brown & Co. (Clydebank) Ltd. —Clydebank (693)<br>185,40 24,46 8,560<br>173,74 24,39 14,10<br>B & F 155,8 3 dks, 4th & 5th dks clear of mchy. space<br>RW rf 152 | **TS Passenger/General Cargo**<br>Ref 800bth P<br>1 Ho 19,2 2 TwD 16,9 15,8 ER<br>B.3 369<br>3 Ha (5,4 × 4,8) (8,2 4,1 × 5,4) ER<br>14W Der 2(10) 6(5) | 4 S Turb dr geared to sc. shafts<br>24 500shp (18 021kW)<br>John Brown & Co. (Clydebank) Ltd.<br>Gen 4 × 750kW 225V d.c.<br>Fuel 2 705,5t (o.f.) | Clydebank<br>20kn |
| **7625691**<br>ULFU<br>M-33419<br>Df Esd<br>Gc Rdr<br>RT | **FYODOR VARAKSIN**<br>**U.S.S.R. -Northern Shipping Co.**<br>Arkhangelsk U.S.S.R. | **10 179**<br>5 373<br>14 220 | RS | **1977** Stocznia Gdanska im. Lenina—Gdansk (B540/17)<br>151,75 21,06 8,691<br>140,01 21,04 11,59<br>1 dk | **M Bulk Carrier**<br>Ice strengthened<br>5 Ho ER<br>G.17 070 B.16 353<br>9 Ha (stl) (12,8T × 8,9) (15,1p&s 15,1p&s 15,1p&s 15,1p&s × 7,7) ER<br>18W Der 9(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>H. Cegielski<br>Gen 3 × 504kW 380V 50Hz a.c. | Sulzer<br>Poznan<br>15,75kn |
| **8218691**<br>M-31393<br>Rdr RT | **FYODOR YEROZIDI**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) | S.K.L.<br>Rostock<br>16,25kn |
| **5124708**<br>887 | **FYR**<br>**S.A. Industrial y Comercial Hoffmann**<br>Valdivia Chile | **158**<br>79<br>— | | **1911** A/S Framnaes M/V—Sandefjord (84)<br>*30,61* 5,59<br>... ... ...<br>R | **S General Cargo** | T 3Cy. 279 457 & 737 × 610<br>A/S Fredriksstad M/V | Fredrikstad |
| **7912020**<br>SIFD<br>Esd Gc<br>Pfd RT | **FYRBJORN**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket)**<br>Norrkoping Sweden | **476**<br>130<br>250 | ✠LR class withdrawn-Owner's request 9/82 | **1981**-1 A/B Asi-Verken—Amal (130)<br>40,06 10,55 3,301<br>35,51 10,51 4,73<br>F 7,1 1 dk<br>rf- | **M Buoy Tender**<br>Ice strengthened | Vee Oil 4SA 12Cy. 185 × 210 dr geared to sc. shaft<br>1 360bhp (1 000kW)<br>AB Hedemora Verkstader<br>Gen 2 × 136kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd | Hedemora<br>12,5kn |
| **7504213**<br>SDJP<br>Df Esd<br>Gc Rdr<br>RT | **FYRBYGGAREN**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket)**<br>Norrkoping Sweden | **499**<br>—<br>— | (NV) | **1976** Sigbjorn Iversen M/V. Skips. —Flekkefjord (40)<br>41,81 10,19 3,988<br>37,60 10,06 4,91<br>F - 1 dk<br>rf- BK 102 | **M Buoy & Lighthouse Tender**<br>Ice strengthened<br>1 Ho ER<br>1 Ha (stl) (8,5 × 2,2) ER | Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW)<br>Wichmann Motorfabrikk A/S<br>Controllable pitch propeller<br>Fuel (d.o.) | Rubbestadneset<br>12kn |
| **5272919**<br>OZJE<br>D1134<br>Df Esd<br>Rdr RTm | **FYRIS**<br>ex Hydra-72 ex Pegasus I-64<br>ex Sleipner-58<br>**P/R Fyris**<br>Erik Strandby<br>Aalborg Denmark | **290**<br>149<br>450 | GL | **1940** Stader Schiffsw.—Stade<br>44,63 7,27 2,040<br>6,96 3,10<br>P 8,9 RQD 17,4 F 5,2 1 dk<br>len 51 | **M General Cargo**<br>Ice strengthened<br>2 Ho<br>G.680 B.623<br>2 Ha (14,0 7,0 × 3,9)<br>2W Der 2(2) | Oil 2SA 5Cy. 230 × 400<br>200bhp (147kW) NE 60<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri<br>Fuel 10,0t (d.o.)-1,0pd | Kobenhavn<br>9,5kn |
| **7641621**<br>WYC6<br>563<br>569391 | **G B & K**<br>**David Charpiot**<br>Galveston, Tx United States of America | **113**<br>77<br>— | | **1975** Quality Marine Inc.—Theodore, Al<br>*21,71* 6,71<br>3,23<br>1 dk | **M Fishing** | Oil<br>400bhp (294kW)<br>Fuel (d.o.) | U.S.A. |
| **7948445**<br>615322 | **G GEMS III**<br>**Rawls Shrimping Inc.**<br>Corpus Christi, Tx United States of America | **103**<br>70<br>— | | **1979** ............Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1 dk | **M Fishing** | Oil<br>415bhp (305kW) | U.S.A. |
| **7508805**<br>PEFD | **G 52**<br>**J. R. Gijsbers' Bergings en Transportbedrijf**<br>Zwijndrecht Netherlands | **473**<br>473<br>972 | **✠100A** SS 4/81<br>pontoon<br>extended waters service (from Nigerian ports)<br>EL (D)<br>FN 647 | **1976**-1 T. van Duijvendijk's Scheepswerven —Alphen a/d Rijn (1358)<br>45,04 11,41 2,337<br>44,99 11,36 3,00<br>1 dk<br>rf nil<br>5BH WBnil | **Pontoon** | | |

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| 6814790<br>GYMA<br>334098<br>Df Esd<br>Gc Pfd<br>Rdr RT | **G. A. REAY**<br>ex Arctic Privateer-76<br>**Government of The United Kingdom (Department of Agriculture & Fisheries for Scotland)**<br>Aberdeen United Kingdom | **999**<br>315<br>1 086 | ✠**100A1** SS 8/81<br>stern trawler<br>Ice Class 3<br>✠**LMC**<br>EL jt 1½"U2<br>FN 1187 | **1968**-9 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B427/B01)<br>69,30 12,10 4,998<br>60,30 11,99 7,68<br>B 13,2 RFD 8,0 2 dks<br>rf 660 Box K 305 conv Stern Trawler Fishing 76<br>Coll BH to U dk 3 to 2nd dk WB45T | **M Research/Fishing**<br>Stern Trawler Crab | Oil 4SA 8Cy. 381 × 508 sr geared to sc. shaft<br>2 500bhp (1 839kW)<br>Mirrlees National Ltd. Stockport<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 1 × 320kW 230V d.c.<br>Controllable pitch propeller<br>14,5kn |
| 5137286<br>SKBI<br>Rdr RT | **G. A. SKYTTE**<br>ex Strilvang-81 ex Gudvangen-80<br>**Rederi A/B Tillingenabben**<br>Malmo Sweden | **299**<br>122<br>— | (NV) | **1954** A/S Bergens M/V—Bergen (405)<br>40,11 9,28<br>36,48 9,25 3,66<br>1 dk<br>BK 145 | **M RoRo Cargo/Ferry**<br>300P<br>Bow door<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>660bhp (485kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7225702<br>GBQM<br>332687<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **G. A. WALKER**<br>**Canadian Pacific (Bermuda) Ltd.**<br>London United Kingdom | **18 744**<br>12 174<br>30 607 | ✠**100A1** CS 3/78<br>oil tanker (cc)<br>✠**LMC**<br>EL Ht 2¾"U2<br>FN 6556 | **1973**-3 Van der Giessen-de Noord N.V.—Krimpen a/d Ijssel (888)<br>170,69(BB) 26,04 11,018<br>162,03 26,00 14,46<br>P 33,9 F 17,4 1 dk<br>rf nil<br>12BH WB1122t | **M Tanker**<br>21 Ta ER<br>L.(oil) 40 385<br>HeCls. BC | Oil 2SA 6Cy. 740 × 1600<br>12 200bhp (8 974kW)<br>A/S Burmeister & Wain's Motor-og Mfbk. af 1971 Kobenhavn<br>2 WTAuxB primary 45kgf/cm$^2$ (44,2bar) secondary 15,5kgf/cm$^2$ (15,2bar) hs1031,2<br>e(ex.g) 15,5kgf/cm$^2$ (15,2bar)<br>Gen 3 × 450kW 445V 60Hz a.c.<br>Fuel 1 869,5t (hvf)-43,5pd 15kn |
| 5067508<br>VGTZ<br>168870<br>Esd Rdr<br>RTv | **G. B. CHURCH**<br>ex G. R. Velie-76 ex Cerium-67<br>**Centennial Towing Ltd.**<br>Vancouver, B.C. Canada | **532**<br>248<br>574 | ✠Classed LR until 2/11/73 | **1943**-12 Goole SB. & Repairing Co. Ltd.—Goole (396)<br>55,22 8,69 3,296<br>51,82 8,23 3,71<br>P 13,8 F 8,0 1 dk<br>R rf 51 | **M General Cargo**<br>1 Ho 32,2 ER<br>G.708 B.651<br>2 Ha (11,4 14,1 × 5,9) ER<br>Der 2(1,5) | Oil 2SA 5Cy. 250 × 420<br>460bhp (338kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 2 × 15kW 220V d.c.<br>Fuel 20,5t (d.o.) |
| 5404342<br>CGBQ<br>318534<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **G. B. REED**<br>**Government of Canada (Fisheries Research Board)**<br>Ottawa Canada | **769**<br>363<br>— | ✠Classed LR until 5/73 | **1962**-11 Yarrows Ltd.—Victoria, B.C. (215)<br>54,11 9,86 3,734<br>50,14 9,76 4,88<br>RQD 27,5 F 9,2 1 dk, 2nd dk except in mchy. space<br>RW rf 457 | **M Research/Fishing**<br>2 Ho 6,7 3,6<br>In.20<br>2 Ha (stl) (1,8 1,3 × 1,3)<br>2W Cr 1(5) 2(2) | Oil 2SA 8Cy. 310 × 490 with hydraulic coupling<br>1 000bhp (736kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 120kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 203,0t (d.o.) 12kn |
| 7234272<br>329380<br>Esd Gc<br>Pfd Rdr<br>RT | **G. C. BASSIN**<br>**General Mills Canada Ltd.**<br>Canapro Division General Mills Canada Ltd.<br>Grindstone, P.Q. Canada | **446**<br>171<br>396 | ✠Classed LR until 19/3/76 | **1973**-4 Davie SB. Ltd.—Lauzon, P.Q. (680)<br>39,91 9,40 4,115<br>34,52 9,15 4,88<br>RAD 5,5 F 16,5 1 dk<br>rf 533 BK 152 | **M Fishing**<br>Stern Trawler | 2 Oil sr geared to sc. shaft<br>1 550bhp (1 140kW)<br>(i) Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>(ii) Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| 7113014<br>VC7381<br>331743<br>Esd Pfd<br>Rdr RT | **G. C. CAP-AUX-MEULES**<br>**General Mills Canada Ltd.**<br>Canapro Division General Mills Canada Ltd.<br>Grindstone, P.Q. Canada | **441**<br>229<br>401 | ✠Classed LR until 19/3/76 | **1971**-7 Marine Industries Ltd.—Sorel, P.Q. (403)<br>38,28 9,40 3,658<br>33,08 9,15 4,88<br>RAD 5,5 F 15,0 1 dk<br>rf 533 BK 152 | **M Fishing**<br>Stern Trawler Ref | 2 Vee Oil<br>1 550bhp (1 140kW)<br>(i) 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>(ii) 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |
| 7234260<br>329379<br>Esd Gc<br>Pfd Rdr<br>RT | **G. C. FATIMA**<br>**General Mills Canada Ltd.**<br>Canapro Division General Mills Canada Ltd.<br>Grindstone, P.Q. Canada | **446**<br>170<br>396 | ✠Classed LR until 19/3/76 | **1973**-4 Davie SB. Ltd.—Lauzon, P.Q. (681)<br>39,91 9,40 4,115<br>34,52 9,15 4,88<br>RAD 5,5 F 16,5 1 dk<br>rf 533 BK 152 | **M Fishing**<br>Stern Trawler | 2 Oil sr geared to sc. shaft<br>1 550bhp (1 140kW)<br>(i) Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>(ii) Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| 6722650<br>VA8831<br>328381<br>Esd Pfd<br>Rdr RT | **G. C. GLOBAL**<br>**Nelson O'Connor**<br>Grindstone, P.Q. Canada | **130**<br>65<br>— | ✠Classed LR until 6/71 | **1967**-4 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (21)<br>25,05 6,89<br>22,46 6,56 3,36<br>F 4,0<br>rf 1270 Box K | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>499bhp (367kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 20kW 230V 60Hz a.c.<br>10kn |
| 6903606<br>VC6671<br>328388<br>Df Esd<br>Rdr RTh | **G. C. GORTON**<br>**General Mills Canada Ltd.**<br>Canapro Division General Mills Canada Ltd.<br>Grindstone, P.Q. Canada | **197**<br>86<br>— | ✠Classed LR until 6/71 | **1968**-11 Les Ch. Mar. Paspebiac Inc.—Paspebiac, P.Q. (386)<br>30,33 7,73 3,531<br>26,42 7,47 4,20<br>RAD 4,6 F 11,6<br>rf nil | **M Fishing**<br>Side-fishing<br>1 Ho<br>1 Ha (stl) (3,0 × 3,0)<br>Der 1(3) | Oil 4SA 8Cy. 159 × 203 sr reverse geared to sc. shaft<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Fuel (d.o.) 11,25kn |
| 7343554<br>329388<br>Esd Gc<br>Pfd Rdr<br>RT | **G. C. GRANDE ENTREE**<br>**General Mills Canada Ltd.**<br>Canapro Division General Mills Canada Ltd.<br>Quebec, P.Q. Canada | **437**<br>168<br>396 | ✠Classed LR until 19/3/76 | **1973**-12 Davie SB. Ltd.—Lauzon, P.Q. (682)<br>39,91 9,40 4,115<br>34,52 9,15 4,88<br>RAD 5,5 F 16,5 1 dk<br>rf 533 BK 152 | **M Fishing**<br>Stern Trawler | 2 Oil sr geared to sc. shaft<br>1 550bhp (1 140kW)<br>(i) Vee Oil 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>(ii) Oil 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>12kn |

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| **7108502**<br>VC7380<br>331742<br>Esd Pfd<br>Rdr RT | **G. C. HAVRE-AUBERT**<br>**General Mills Canada Ltd.**<br>Canapro Division General Mills<br>Canada Ltd.<br>Grindstone, P.Q. Canada | **440**<br>229<br>401 | ✠Classed LR until<br>19/3/76 | **1971**-6 Marine Industries Ltd.—Sorel, P.Q. (402)<br>38,28 9,40 3,658<br>33,08 9,15 4,88<br>RAD 5,5 F 15,0 1 dk<br>rf 533 BK 152 | **M Fishing**<br>Stern Trawler Ref | 2 Oil<br>1 150bhp (846kW)<br>(i) Vee 4SA 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illino<br>(ii) 4SA 6Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>12k |
| **6719354**<br>VC5852<br>328384<br>Esd Pfd<br>Rdr RT | **G. C. MacDONALD**<br>**D. Jalbert**<br>Gaspe, P.Q. Canada | **130**<br>65<br>— | ✠Classed LR until 6/71 | **1967**-6 Les Ch. Mar. Paspebiac Inc.<br>—Paspebiac, P.Q. (22)<br>25,05 6,89<br>22,46 6,56 3,36<br>F 4,0<br>rf 1270 Box K | **M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203 sr reverse<br>geared to sc. shaft<br>499bhp (367kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 20kW 230V 60Hz a.c.<br>10k |
| **7125897**<br>VC7197<br>330006<br>Df Esd<br>Pfd Rdr<br>RTm/h | **G. C. SUROIT**<br>**Onesiphore Gionet**<br>Caraquet, N.B. Canada | **137**<br>69<br>— | | **1971** Le Chantier Naval Ltee.—Middle<br>Caraquet, N.B.<br>26,22 7,09 2,896<br>24,24 7,01 3,51<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>12k |
| **5415640** | **G. D. H. 1**<br>**Government of The Republic of The Philippines (Bureau of Public Works)**<br>Manila Philippines | **480**<br>208<br>— | ✠Classed LR until 5/71 | **1963**-4 Verschure & Co's Schps.<br>—Amsterdam (Co444)<br>41,66 9,83<br>39,20 9,80 3,97<br>1 dk<br>rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | Oil 4SA 7Cy. 285 × 420 with flexible<br>coupling & reverse geared to sc. shaft<br>450bhp (331kW) MAN<br>J. & K. Smit's Scheeps. Kinderdi |
| **7219985**<br>CZ2212<br>346293<br>Gc Rdr<br>RT | **G. D. HEMMINGSEN**<br>**Chemainus Towing Co. Ltd.**<br>Vancouver, B.C. Canada | **118**<br>25<br>— | | **1971** Vito Steel Boat & Barge Cons. Ltd.<br>—Delta, B.C. (126)<br>6,91<br>19,92 6,86 2,82<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illino<br>11k |
| **6421828**<br>VC4818<br>322511 | **G. G. M.**<br>**Renald Noel**<br>Caraquet, N.B. Canada | **123**<br>59<br>— | | **1964** Le Chantier Naval Ltee.—Middle<br>Caraquet, N.B.<br>*24,94* 6,51<br>6,46<br>1 dk | **Wood M Fishing**<br>Side-fishing | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, M |
| **7724564**<br>DFKV<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **G. H. EHLER**<br>**Partenreederei m.s. 'G. H. Ehler'**<br>Capt. Heinz Ehler<br>Otterndorf Federal Republic of Germany | **981**<br>670<br>2 271 | GL | **1978** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (839)<br>79,79 4,433<br>74,53 12,81 6,81<br>P 11,9 F 15,0 2 dks | **M General Cargo**<br>Ice strengthened<br>G.3 594 B.3 506<br>TEU 145 C. 145/20' | Oil 4SA 8Cy. 320 × 480<br>1 450bhp (1 067kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>12k |
| **7613703**<br>560960 | **G. H. VANDERBORGH, SR.**<br>**Long Island Oyster Farms**<br>New York, NY United States of America | **279**<br>190<br>— | | **1945** Bethlehem Steel Co. Inc.—San<br>Francisco, Ca<br>*34,39* 7,93<br>2,95<br>1 dk | **M Fishing** | Oil<br>300bhp (221kW)<br>U.S.A |
| **5336806**<br>WD3828<br>261393<br>RT | **G. M. McALLISTER**<br>ex Spindletop-64<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **224**<br>113<br>— | (AB) | **1951** Levingston SB. Co.—Orange, Tx (466)<br>30,48 7,95 3,449<br>28,96 7,93 3,81<br>1 dk<br>BK 51 | **D-E Tug** | Oil 2SA 12Cy. 220 × 265 connected to 2<br>elec. motors sr geared to sc. shaft<br>General Motors Corp. U.S.A<br>Fuel 99,5t 12k |
| **7510327** | **G. M. P. 1**<br>ex G. M. 10-82<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Abu Dhabi United Arab Emirates | **546**<br>546<br>1 150 | **✠100A**<br>pontoon<br>SS 2/81<br>EL (f)<br>FN 824 | **1975**-11 Mangala Eng. Works PVT. Ltd.<br>—Bombay (9)<br>46,08 15,32 2,375<br>45,75 15,00 3,00<br>1 dk<br>rf nil<br>6BH WB nil | **Pontoon**<br>Deck Cargo | |
| **7628837**<br>549/76 | **G. M. T. 1**<br>**Gulf Maritime & Trading Co. Ltd.**<br>Sharjah United Arab Emirates | **663**<br>663<br>1 353 | **✠100A1**<br>pontoon<br>EL (F) $\frac{15}{16}$"FSWR<br>FN 837 | **1976**-12 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (399 B)<br>46,06 15,60 2,420<br>45,73 15,24 3,05<br>1 dk<br>rf nil<br>4BH | **Pontoon**<br>Deck Cargo | |
| **7628849** | **G. M. T. 2**<br>**Gulf Maritime & Trading Co. Ltd.**<br>Sharjah United Arab Emirates | **663**<br>663<br>1 353 | **✠100A1**<br>pontoon<br>EL (F) $\frac{15}{16}$"FSWR<br>FN 837 | **1976**-12 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (401 B)<br>46,06 15,60 2,420<br>45,73 15,24 3,05<br>1 dk<br>rf nil<br>4BH | **Pontoon**<br>Deck Cargo | |
| **7621712**<br>552/76 | **G. M. T. 3**<br>**Gulf Maritime & Trading Co. Ltd.**<br>Sharjah United Arab Emirates | **152**<br>152<br>250 | **✠100A1**<br>pontoon<br>EL (A) $\frac{15}{16}$"FSWR<br>FN 335 | **1976**-12 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (397 B)<br>30,82 9,50 1,798<br>30,48 9,15 1,83<br>1 dk<br>rf nil<br>3BH WBnil<br>**LAID UP — SURVEYS OVERDUE 12/80** | **Pontoon**<br>Deck Cargo | |

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| **7621724**<br><br>551/76 | **G. M. T. 4**<br><br>**Gulf Maritime & Trading Co. Ltd.**<br>Sharjah United Arab Emirates | **152**<br>152<br>250 | **✠100A1**<br>pontoon | SS 2/82<br><br>EL (A) 11/16"FSWR<br>FN 335 | **1976**-12 Sing Koon Seng (Pte.) Ltd.<br>—Singapore (398 B)<br>30,82 9,50 1,798<br>30,48 9,15 1,83<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | |
| **7510315**<br><br>365940 | **G. M. 5**<br><br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>London United Kingdom | **546**<br>546<br>1 150 | **✠100A**<br>pontoon | SS 4/80<br><br>EL (F)<br>FN 824 | **1975**-11 Mangala Eng. Works PVT. Ltd.<br>—Bombay (8)<br>46,08 15,32 2,363<br>45,75 15,00 3,00<br>1 dk<br>rf nil<br>6BH WB nil | **Pontoon**<br>Deck Cargo | |
| **7521730**<br><br>366064 | **G. M. 13**<br><br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>London United Kingdom | **546**<br>546<br>1 150 | **✠100A**<br>pontoon | SS 6/80<br><br>EL (F)<br>FN 824 | **1976**-4 Mangala Eng. Works PVT. Ltd.<br>—Bombay (11)<br>46,08 15,32 2,375<br>45,75 15,00 3,00<br>1 dk<br>rf nil<br>6BH WBnil | **Pontoon**<br>Deck Cargo | |
| **7510298**<br><br>365962 | **G. M. 16**<br><br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>London United Kingdom | **1 260**<br>1 260<br>2 740 | **✠100A**<br>pontoon | SS 7/80<br><br>EL (I)<br>FN 1342 | **1976**-1 Mangala Eng. Works PVT. Ltd.<br>—Bombay (6)<br>61,32 18,34 3,175<br>60,99 18,00 3,99<br>1 dk<br>rf nil<br>7BH WBnil | **Pontoon**<br>Deck Cargo | |
| **6519235**<br><br><br>Esd Pfd<br>Rdr RT | **G. M. 106**<br>ex Al Soreya-81<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services E.C.<br>Panama Panama | **498**<br>298<br>1 016 | **✠100A1**<br>oil barge<br>(non self propelled) | EL K 1⅛" SQ<br>FN 812 | **1965**-9 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (341)<br>64,98 10,01 3,531<br>59,01 9,81 3,94<br>P 15,0 F 12,5 1 dk<br>rf 102<br>9BH WB136T incl. DTf35T TWDf50T | **Tank Barge**<br><br>8 Ta<br>L.(oil) 1 359 | Gen 2 × 16kW 1 × 7kW 380V 50Hz a.c. |
| **7727188**<br>H05403<br>1109<br>2-81<br>RT | **G. N. ALLIANCE**<br>Launched as Asiatic Alliance<br>**Compagnie Maritime D'Expertise COMEX**<br>Panama Panama | **219**<br>26<br>— | | BV | **1978** Sea Services (Pte.) Ltd.—Singapore (145)<br>27,03 2,291<br>27,01 10,20 3,05<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 150 × 150<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 48kW 440V 60Hz a.c.<br>11,75kn |
| **7201469**<br>WB6938<br>246518 | **G. NAZZARENO**<br>ex Frankie Boy II-79 ex Sea Boy<br>**Nazzareno Inc.**<br>Los Angeles-Long Beach, Ca United States of America | **126**<br>72<br>— | | | **1944** Puget Sound Boat Corp.—Tacoma, Wa<br>*23,78* 6,91<br>3,20 | **Wood M Fishing** | Oil<br>400bhp (294kW)<br>..............<br>Fuel (d.o.) |
| **6522919**<br>ZGRV<br>399537<br>Df Esd<br>Gc Pfd<br>Rdr RT | **G. O. R. FLEET No. 3**<br>ex Friesland-81<br>**G.O.R. Enterprise Ltd.**<br>Georgetown Cayman Islands (British) | **574**<br>63<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 3/80<br><br>EL (i)<br>FN 666 | **1965**-12 Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (139)<br>48,29 10,39 4,090<br>43,67 10,06 5,19<br>F 26,3<br>rf 1245<br>5BH WB12t | **M Tug** | 2 Oil 4SA each 6Cy. 320 × 450 dr geared to sc. shaft<br>✠ NE 5/75<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel (hvf) |
| **5340596**<br>ZGPY<br>399508<br>Df Esd<br>Rdr RT | **G. O. R. FLEET No. 7**<br>ex Stentor-81<br>**G.O.R. Enterprise Ltd.**<br>Georgetown Cayman Islands (British) | **192**<br>11<br>— | | BV | **1958** Schpsw. & Mfbk. Fa. A. van Bennekum—Sliedrecht<br>29,93 8,26 3,131<br>28,12 7,79 3,15<br>1 dk<br>RW | **M Tug** | 2 Oil 2SA each 8Cy. 190 × 350 geared to sc. shaft<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 1 × 18kW 1 × 12kW 110V d.c.<br>Fuel (d.o.) 13kn |
| **5136490**<br>ZGFZ<br>384707<br>Df Esd<br>Gc Pfd<br>Rdr RT | **G. O. R. FLEET No. 8**<br>ex Groningen-80<br>**G.O.R. Enterprise Ltd.**<br>Georgetown Cayman Islands (British) | **497**<br>109<br>— | | AB | **1963** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (130)<br>48,39 10,09 4,744<br>43,46 10,06 5,49<br>F 19,9 1 dk | **M Tug** | 2 Oil 4SA each 4Cy. 290 × 400 geared to sc. shaft<br>N.V. Werkspoor Amsterdam<br>Fuel 396,5t |
| **7018379**<br>LLZG<br>17415<br>Df Esd<br>Gc Pfd<br>Rdr RT | **G. O. SARS**<br><br>**Government of The Kingdom of Norway (Den Norske Stat - Fiskeridirektoratet)**<br>Bergen Norway | T.Mk<br>**1 447**<br>345<br>1 727 | | NV | **1970** Mjellem & Karlsen A/S—Bergen (94)<br>70,01 13,06 4,998<br>62,13 13,01 7,45<br>2 dks<br>BK 178 | **M Research/Fishing**<br><br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,8 × 2,4) ER<br>Der 2(3) | 4 Oil 4SA each 6Cy. 250 × 300 geared to sc. shaft<br>3 400bhp (2 501kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 460kW 1 × 107kW<br>1 × 12kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>Fuel (d.o.) 15kn |
| **5124978**<br><br><br>RT | **G. P. 9**<br><br>**Maraven S.A.**<br>Maracaibo Venezuela<br><br>See Register of Offshore Units | —<br>—<br>— | **✠A1**<br>Lake Maracaibo service | SS 12/79<br><br>EL (p)<br>FN 2016 | **1958**-12 N.V. Werf "Gusto"—Slikkerveer (137)<br>60,97 30,48 2,083<br>60,66 30,18 3,05<br>1 dk<br>len & widened 67<br>conv Tender for offshore installations 67<br>5BH WB DTs1300t | **Drilling Barge**<br><br>Cr 2(8) | |

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| **5124980**<br><br><br>RT | **G. P. 10**<br><br>**Maraven S.A.**<br>Maracaibo Venezuela<br><br><br><br><br>See Register of Offshore Units | —<br>—<br>— | **✠A1** SS 8/81<br>Lake Maracaibo service<br>EL (p)<br>FN 2041 | **1958**-12 N.V. Werf "Gusto"—Schiedam<br>(139)<br>60,97 30,48 2,083<br>60,66 30,33 3,31<br>1 dk<br>len & widened 70<br>conv Tender for offshore installations 70<br>5BH WB DTs1300t | **Drilling Barge**<br><br><br>Cr 2(8) | |
| **7228584**<br><br><br>Esd Gc<br>Pfd Rdr<br>RT | **G. R. FIRST**<br><br>**Societa Geomar**<br>Genova Italy | **196**<br>69<br>— | | **1972** Cant. Nav. Codecasa—Viareggio<br>(F16)<br>36,00 7,14 2,286<br>28,00 7,12 3,81<br>1 dk | **TM Research** | 2 Oil 4SA each 6Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz West Germany |
| **7634343**<br>WXR3<br>728<br>608018<br>Df Esd<br>Gc Pfd<br>Rdr RT | **G. R. MOIR**<br><br>**Co-ordinated Caribbean**<br>**Transport Inc.**<br>Miami, Fl United States<br>of America | **219**<br>149<br>641 | AB | **1979** Marinette Marine Corp.—Marinette,<br>Wi (2)<br>45,75 12,58 6,884<br>41,00 12,20 7,32<br>F 12,8 1 dk<br>BK 13 | **TM Tug**<br>Articulated Pusher | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 300kW a.c.<br>15,5kn |
| **7620524**<br>HO6559<br>9925-LI<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **G. S. I. EXPLORER**<br>Launched as Azizia II<br>**Geophysical Service**<br>**International (G.S.I.)**<br>Panama Panama | **587**<br>208<br>424 | **100A1**<br>Class Contemplated<br><br>FN 698 | **1982** Whitby Shipyard Ltd.—Beverley<br>(SA2014)<br>49,61 12,76 2,012<br>45,45 12,60 2,75<br>B 5,2 F 30,5 1 dk | **TM Research**<br>Seismographic Survey<br>Mchy.aft | 3 Oil 4SA each 8Cy. 165 × 184 with<br>clutches, flexible couplings & sr geared to<br>sc. shafts.<br>1 320bhp (971kW)<br>Kelvin Diesels Ltd., GEC Diesels Glasgow<br>Gen 2 × 210kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 167,5t (d.o.)-2,5pd<br>9kn |
| **7706952**<br>VC8361<br>383355<br>Df Esd<br>Pfd Rdr<br>RT | **G. S. MERSEY**<br><br>**Riverport Seafoods Ltd.**<br>Picton Canada | **279**<br>119<br>— | ✠Classed LR until<br>12/10/79 | **1978**-6 Ferguson Industries Ltd.—Pictou,<br>N.S. (203)<br>33,86 8,08 3,660<br>28,99 7,94 4,27<br>P 9,8 F 7,4<br>rf- Box K 305 | **M Fishing**<br>Shellfish Side Trawler<br>Ice Strengthened<br>Mchy.aft | Vee Oil 2SA 16Cy. 146 × 146 reverse<br>reduction geared to sc. shaft<br>1 159bhp (853kW)<br>General Motors-Detroit Diesel Allison<br>Div. Indianapolis, In<br>Gen 2 × 75kW 240V 60Hz a.c. |
| **7809431**<br>9V2910<br>381837<br>Esd Rdr<br>RT | **G. S. SUPPLY**<br><br>**Golden Sea Shipping (Pte.) Ltd.**<br>Singapore Singapore | **1 047**<br>629<br>1 200 | AB | **1979** Shanghai SB. (Pte.) Ltd.—Singapore<br>(SH02- T)<br>55,00 2,901<br>53,01 15,02 3,92<br>1 dk | **TM Tanker** | 2 Oil 4SA each 8Cy. 142 × 160 geared to<br>sc. shafts<br>1 078bhp (793kW)<br>Kloeckner Humboldt Deutz West Germany |
| **6503389**<br><br>314124<br>Esd Rdr<br>RT | **G. W. JACKSON**<br><br>**L. R. Jackson**<br>Port Dover, Ont. Canada | **109**<br>80<br>— | | **1964** S. G. Powell Shipyard Ltd.—Dunnville,<br>Ont. (1)<br>21,39 7,22 1,220<br>6,66<br>1 dk | **TM Fishing**<br>Side-fishing | 2 Oil each 6Cy. 114 × 140<br><br>Caterpillar Tractor Co. Peoria, Illinois |
| **7201495**<br>WM6326<br>282062 | **G. W. KING**<br>ex BSP 1054<br>**Martin L. Goresen**<br>Juneau, Ak United States<br>of America | **332**<br>279<br>— | | **1943** Martinolich SB. Corp.—San Francisco,<br>Ca<br>*30,24* 9,20<br>2,75<br>1 dk | **Wood TM Fishing** | 2 Oil geared to sc. shafts<br>270bhp (199kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7200386**<br>WY5240<br>517406<br>Df Esd<br>Gc RT | **G. W. PIERCE**<br>ex Fugro I-75 ex G. W. Pierce<br>ex John F. Walker Jr.<br>**Tracor Marine Inc.**<br>Miami, Fl United States<br>of America | **180**<br>123<br>547 | | **1967** Arnold V. Walker Shipyard<br>—Pascagoula, Ms<br>48,16 9,15 3,099<br>48,06<br>1 dk | **TM Research**<br>Survey | 2 Vee Oil 2SA each 12Cy.<br>1 350bhp (993kW)<br>General Motors Corp. U.S.A<br>Gen 2 × 60kW 1 × 30kW a.c.<br>Fuel (d.o.) 11kn |
| **5125037**<br>VYFQ<br>143212<br>Esd Rdr<br>RTv | **G. W. ROGERS**<br>ex Ocean Gull ex Ballindalloch<br>ex West Hope<br>**Canadian Dredge & Dock Co.**<br>**Ltd.**<br>Toronto, Ont. Canada | **172**<br>1<br>— | ✠Classed LR until 7/25 | **1919**-5 Crabtree & Co. Ltd.—Great<br>Yarmouth (173)<br>*26,98* 6,46 3,353<br>... ... ...<br><br>RW | **M Tug** | Oil 2SA 7Cy. 290 × 490<br>E made59 fitted62<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhavn<br>Gen 2 × 30kW<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **6504321**<br><br>306316 | **G. W. 92**<br><br>**Wimpey Marine Ltd.**<br>London United Kingdom<br><br><br><br><br>See Register of Offshore Units | **900**<br>898<br>— | **✠100A** SS 3/78<br>EL (e)<br>FN 991 | **1964**-12 Verolme Scheepswerf Heusden<br>N.V.—Heusden (716)<br>45,78 18,34 2,496<br>45,73 18,29 3,36<br>1 dk<br>rf nil<br>5BH WB503t | **Pontoon** | |
| **6503614**<br><br>306230 | **G. W. 93**<br><br>**Wimpey Marine Ltd.**<br>London United Kingdom<br><br><br><br><br>See Register of Offshore Units | **683**<br>683<br>— | **✠100A** SS 3/78<br>pontoon<br>EL (j)<br>FN 792 | **1964**-12 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.8)<br>36,63 18,34 2,515<br>36,58 18,29 3,36<br>1 dk<br>rf nil<br>5BH | **Pontoon** | |
| **6614451**<br><br>308215 | **G. W. 102**<br><br>**Wimpey Marine Ltd.**<br>London United Kingdom<br><br><br><br><br>See Register of Offshore Units | **915**<br>915<br>— | **✠100A** SS 12/79<br>EL I<br>FN 991 | **1966**-6 Clelands SB. Co. Ltd.—Wallsend<br>(279)<br>45,80 18,37 2,515<br>45,73 18,29 3,36<br>1 dk<br>rf nil<br>7BH | **General Cargo Barge** | |

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| 6708197<br>309860 | **G. W. 112**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **168**<br>168<br>— | ✠**100A** SS 7/75<br>European service<br>EL A<br>FN 345 | **1967**-2 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.31)<br>30,51 9,20 1,563<br>30,48 9,15 2,14<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| | **LAID UP — SURVEYS OVERDUE 7/79** | | | | | |
| 5249259 | **G. W. 122**<br>ex Neptunus-67<br>**Malcolm A. Browne**<br>United States of America | **108**<br>—<br>— | ✠CLASSED LR UNTIL 7/70 | **1947**-7 C.V. Schps. & Ghbw. Jonker & Stans—Hendrik-Ido-Ambacht (205)<br>25,48 6,48 2,718<br>23,19 6,00 3,31<br>RW | **M Tug** | Oil 4SA 6Cy. 270 × 500 sr geared to sc. shaft<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 5kW 110V d.c.<br>Fuel 29,5t (d.o.) |
| 6828131<br>336928 | **G. W. 133**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **165**<br>165<br>— | ✠**100A** SS 12/72<br>U.K., Eire, Channel Islands, Isle of Man and between River Elbe and Brest<br>EL A<br>FN 345 | **1968**-10 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.65)<br>30,54 9,20 1,621<br>30,48 9,15 2,14<br>1 dk<br>rf nil<br>4BH | **General Cargo Barge** | |
| 6818485<br>335830 | **G. W. 135**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **686**<br>686<br>— | ✠**100A1** SS 6/78<br>North Sea & U.K. coasting service<br>EL (j)<br>FN 815 | **1968**-6 Clelands SB. Co. Ltd.—Wallsend (307)<br>36,66 18,47 2,617<br>36,58 18,29 3,97<br>1 dk<br>rf nil<br>6BH | **Crane Barge** | |
| | See Register of Offshore Units | | | | | |
| 7016632<br>341069 | **G. W. 173**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **480**<br>480<br>— | ✠**100A** SS 2/79<br>Indian Ocean Arabian Sea and Red Sea service<br>EL (D)<br>FN 614 | **1970**-7 Delong Wimpey (Overseas) Ltd.<br>—Bahrain<br>33,58 15,30 2,471<br>33,53 15,24 3,05<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7102417<br>341299 | **G. W. 177**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **480**<br>480<br>— | ✠**100A** SS 3/79<br>Indian Ocean & Arabian Gulf service<br>EL (D)<br>FN 614 | **1970**-12 Delong Wimpey (Overseas) Ltd.<br>—Bahrain<br>33,58 15,30 2,471<br>33,53 15,24 3,05<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7023362<br>341030 | **G. W. 184**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **470**<br>470<br>962 | ✠**100A1** SS 1/80<br>U.K. Coasting Service<br>EL (E)<br>FN 660 | **1970**-9 Clelands SB. Co. Ltd.—Wallsend (324)<br>30,54 19,18<br>30,48 18,90 2,75<br>1 dk<br>rf nil<br>4BH WB46t | **Pontoon** | |
| 7123435<br>342898 | **G. W. 187**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **531**<br>531<br>— | ✠**100A1** SS 11/79<br>U.K. coasting service<br>EL (E)<br>FN 743 | **1971**-7 Union Naval de Levante S.A.<br>—Barcelona (39)<br>34,35 19,16 2,185<br>34,29 18,90 2,75<br>1 dk<br>rf nil<br>5BH | **Pontoon** | |
| 7123447 | **G. W. 188**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **194**<br>—<br>203 | ✠**100A** SS 1/81<br>Persian Gulf & Gulf of Oman service<br>EL (B)<br>FN 345 | **1971**-7 Union Naval de Levante S.A.<br>—Barcelona (37)<br>30,54 9,38 1,620<br>30,48 9,15 2,14<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7123459 | **G. W. 189**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **194**<br>—<br>203 | ✠**100A** SS 10/78<br>Persian Gulf & Gulf of Oman service<br>EL (B)<br>FN 345 | **1971**-7 Union Naval de Levante S.A.<br>—Barcelona (38)<br>30,54 9,38 1,620<br>30,48 9,15 2,14<br>1 dk<br>rf nil<br>4BH | **Pontoon** | |
| 7216880<br>343246 | **G. W. 191**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **686**<br>686<br>— | ✠**100A** SS 10/79<br>North Sea & U.K. coasting service<br>EL (F)<br>FN 792 | **1972**-5 Appledore Shipbuilders Ltd.<br>—Appledore (A.S.94)<br>36,63 18,50 2,744<br>36,58 18,29 3,36<br>1 dk<br>rf nil<br>6BH | **Pontoon** | |
| 7423859<br>363586 | **G. W. 217**<br>**Wimpey Marine Ltd.**<br>London United Kingdom | **909**<br>909<br>1 858 | ✠**100A** SS 3/79<br>pontoon<br>EL (G)<br>FN 991 | **1975**-1 Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (79)<br>45,80 18,37 2,687<br>45,73 18,29 3,36<br>1 dk<br>rf nil<br>6BH WB nil | **Pontoon** | |
| | See Register of Offshore Units | | | | | |

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| 7504902<br><br>365957 | **G. W. 224**<br><br>**Wimpey Marine Ltd.**<br>London United Kingdom<br>See Register of Offshore Units | **893**<br>893<br>1 903 | **✠100A**<br>pontoon | SS 10/81<br><br>EL (G)<br>FN 991 | **1975**-10 Union Naval de Levante S.A.<br>—Barcelona (54)<br>46,03 18,60 2,667<br>45,73 18,29 3,36<br>1 dk<br>rf nil<br>6BH WB473T | **Pontoon** | |
| 7504897<br><br>365958 | **G. W. 225**<br><br>**Wimpey Marine Ltd.**<br>London United Kingdom<br>See Register of Offshore Units | **893**<br>893<br>1 903 | **✠100A**<br>pontoon | SS 7/81<br><br>EL (G)<br>FN 991 | **1975**-10 Union Naval de Levante S.A.<br>—Barcelona (55)<br>46,03 18,60 2,667<br>45,73 18,29 3,36<br>1 dk<br>rf nil<br>6BH WB473T | **Pontoon** | |
| 6723874<br>Y5RW<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **G. WEERTH**<br>ex Padua-74<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **5 555**<br>2 703<br>6 600 | <br><br>✠Classed LR until 2/69 | DSRK (GL) | **1967**-12 Scotts' SB. & Eng. Co. Ltd.<br>—Greenock (710)<br>152,63(BB) 19,23 7,641<br>143,77 19,21 12,02<br>P 6,4 B & F 130,5 RFD 14,4 2dks, 3rd dk fwd of mchy. space<br>RW rf 178 | **M General Cargo**<br>Ref. 4P<br>4 Ho 28,5 22,4 ER 17,6 23,7<br>In.9 000<br>4 Ha (7,1 × 6,4) (7,1 × 5,6) ER (7,1 7,1 × 5,6)<br>Der 1(10) 7(3-5) | Oil 2SA 10Cy. 620 × 1400<br>10 900bhp (8 018kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>Gen 3 × 450kW 1 × 250kW 400/220V 60Hz a.c.<br>Fuel 1 676,5t (hvf)-40,5pd 21kn |
| 7223651<br>IPWP<br>575<br>Df Gc<br>RT | **G. 95 PAOLINI**<br>ex Marcantonio Colonna-78<br>**Corpo Guardia di Finanza**<br>Roma Italy | **369**<br>160<br>70 | | (RI) | **1966** Cant. Nav. M. & B. Benetti<br>—Viareggio (65)<br>39,25 7,73 2,515<br>33,08 7,70 3,81<br>1 dk | **M Ferry** | Oil 4SA 6Cy. 320 × 420<br>530bhp (390kW)<br>S.A. Ansaldo Stab. Mecc. Genova |
| 6718910<br><br><br>Df Esd<br>Gc Rdr<br>RT | **G.M.E. ATLANTICO**<br>ex Atlantico-82 ex Luise-75<br>ex Luise Bornhofen-73<br>**Compania Naviera Pancarib S.A.**<br>General Maritime Enterprise - GME Greece | T.Mk<br>**4 101**<br>2 132<br>6 930<br>**6 103**<br>3 396<br>9 200 | | GL | **1967** Caledon SB. & Eng. Co. Ltd.<br>—Dundee (548)<br>131,60(BB) 18,85 7,278/8,530<br>120,40 18,60 10,60<br>F 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.13 155 B.11 866<br>4 Ha (stl) (9,2 × 8,0) (16,7 16,7 × 8,0) ER (11,1 × 8,0)<br>Der 1(50) 12(5) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller 18kn |
| 7114680<br>VRPD<br>339743<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GA CHAU**<br>ex Glenpark-82<br>**Denholm Line Steamers Ltd.**<br>Denholm Ship Management Ltd.<br>Hong Kong Hong Kong (British) | **16 782**<br>10 955<br>27 480 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc in topside tanks)<br>**✠LMC** | SS 3/81<br><br><br><br><br>**UMS**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6360 | **1971**-11 Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun (518)<br>176,99 22,92 10,621<br>171,00 22,86 14,33<br>P 30,8 F 14,7 1 dk<br>rf 102<br>NS 11BH WB8163t incl. Comb. btm & STs in holds 3308t Topside tanks in holds 4082t | **M Bulk Carrier**<br>7 Ho 17,8 18,0 18,2 12,9 18,2 18,2 18,2 ER<br>G.36 313 B.30 313<br>4 Ha (stl) (11,5 11,4 12,1 8,9 × 10,5) 3 Ha (stl) (each 12,1 × 10,5) ER<br>Cr 5(8) Der 2(3) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 1 906,0t (hvf) 15,25kn |
| 5293030<br><br><br>Df Esd<br>Gc Rdr<br>RTh | **GA NDAJIKA**<br>ex Rene Goeman-75<br>**Societe Generale d'Alimentation (S.G.A.)**<br>Matadi Zaire | **219**<br>84<br>94 | | (BV) | **1956** Beliard, Crighton & Cie. S.A.<br>—Oostende (160)<br>40,26 7,45 3,099<br>36,25 7,29 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>4 Ha (0,9 0,9 0,9 × 1,0) (0,9 × 0,9) | Oil 4SA 6Cy. 305 × 470<br>440bhp (324kW)<br>Soc. d'Electricite & de Mec., S.E.M. Gent/Gand<br>Fuel (d.o.) 12kn |
| 8014277<br>D9FI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GA YANG**<br><br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **4 689**<br>2 735<br>7 883 | | KR | **1981** Kyokuyo Zosen Tekko K.K.—Chofu (310)<br>111,99(BB) 7,035<br>106,79 17,81 9,12<br>P 23,8 F 11,6 1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 500 × 800<br>4 000bhp (2 942kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| 7502590<br><br><br>RT | **GA 31**<br><br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | <br><br>✠ | | **1975** Dredge & Marine Ltd.—Penryn<br>(S74)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502605 | **GA 32**<br><br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | <br><br>✠ | | **1976** Dredge & Marine Ltd.—Penryn<br>(S75)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502617<br><br><br>RT | **GA 33**<br><br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | <br><br>✠ | | **1976** Dredge & Marine Ltd.—Penryn<br>(S76)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502629<br><br><br>RT | **GA 34**<br><br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | <br><br>✠ | | **1976** Dredge & Marine Ltd.—Penryn<br>(S77)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502631<br><br><br>RT | **GA 35**<br><br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | <br><br>✠ | | **1976** Dredge & Marine Ltd.—Penryn<br>(S78)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |

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| 7502643<br>RT | **GA 36**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Dredge & Marine Ltd.—Penryn (S79)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502655<br>RT | **GA 37**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Tees Marine Services Ltd. —Middlesbrough (293)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502667<br>RT | **GA 38**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Tees Marine Services Ltd. —Middlesbrough (294)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502679<br>RT | **GA 39**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Hancocks SB. Co. Ltd.—Pembroke Dock (S82)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502681<br>RT | **GA 40**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Hancocks SB. Co. Ltd.—Pembroke Dock (S83)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502693<br>RT | **GA 41**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Brigham & Cowan—South Shields (S84)<br>43,03 9,00 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 7502708<br>RT | **GA 42**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **180**<br>150<br>564 | ✠ | **1976** Mercantile Dry Dock Co. Ltd. —Jarrow (S85)<br>43,03 8,89 2,604<br>42,98 8,23 3,20<br>1 dk<br>rf nil | **M Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz Kiel<br>Directional propeller<br>Fuel 4,0t (d.o.) 6kn |
| 5196567<br>DHLK<br>Df Esd<br>Rdr<br>RTm/h/v | **GAA**<br>ex Krautsand-75<br>**Kurt Wilhelm Blohm**<br>Hamburg Federal Republic of Germany | **416**<br>280<br>618 | GL | **1950** Stader Schiffsw. G.m.b.H.—Stade (158)<br>50,02 7,52 3,220<br>47,78 7,47 3,71<br>P 9,2 F 5,5 1 dk<br>RW len & deepened 57 | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,7 ER<br>G.940 B.891<br>2 Ha (13,0 13,4 × 5,0) ER | Oil 4SA 6Cy. 270 × 360<br>300bhp (221kW) NE 63<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 13,0t (d.o.) 8kn |
| 7737767 | **GAANG YEH No. 2**<br>**Keelung Harbour Bureau**<br>Keelung China* | **228**<br>167<br>— | | **1976** Taiwan Machy. Mfg. Corp. —Kaohsiung<br>31,98 9,00 2,998<br>8,79 3,92<br>B 10,1 | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Seisakusho Tateyama<br>Gen 2 × 48kW 225V a.c. |
| 6726864<br>ISAS<br>206<br>Df Esd<br>Rdr RT | **GABBIANO**<br>ex Annarita Seconda-78<br>ex Holmlea-75<br>ex Seaway Princess-70<br>**A.M.A.L. S.p.A. di Navigazione**<br>Messina Italy | **1 076**<br>520<br>858 | RI<br>✠Classed LR until 19/9/75 | **1967**-12 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1058)<br>81,23 13,14 3,068<br>73,67 13,11 8,39<br>1 dk & S dk<br>rf 76 | **M RoRo Cargo** OSD<br>Stern door | Oil 2SA 8Cy. 340 × 570<br>1 680bhp (1 236kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 60kW 220V d.c.<br>12,5kn |
| 7111004<br>9V2306<br>344425<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GABBRO**<br>**m.s. 'Dolomit' Hamburger Seereederei G.m.b.H.**<br>Otto A. Muller<br>Singapore Singapore | **1 546**<br>790<br>2 445 | GL | **1972** Angyalfold Shipyard—Budapest (2224)<br>*76,42* 11,31 5,311<br>6,41<br>P 18,3 F 8,3 1 dk<br>len 75 | **M General Cargo**<br>Str. heavy cargoes<br>2 Ho ER<br>G.2 416 B.2 373<br>2 Ha (stl) (each 15,5 × 7,4) ER | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 88kW 1 × 66kW 220V<br>13,5kn |
| 7108057<br>TSLC<br>Df Esd<br>Gc Rdr | **GABES**<br>**Gabes Chimie Transport**<br>Gazocean Armement<br>Tunis Tunisia | **3 280**<br>1 287<br>4 865 | BV | **1971** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (00205)<br>103,99 6,503<br>95,99 15,80 7,85<br>1 dk | **M Tanker**<br>Chemical<br>6 Ta ER<br>L.3 791 | Oil 2SA 9Cy. 450 × 700<br>4 450bhp (3 273kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 220kW 440V 60Hz a.c.<br>14kn |
| 7320746<br>UUXT<br>M-7817<br>Df Esd<br>Gc Rdr<br>RT | **GABIBULLA GUSEYNOV**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **690**<br>217<br>326 | RS | **1973** ..............U.S.S.R.<br>49,89 (BB) 10,72 4,250<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>12,75kn |
| 8112392<br>VKGO<br>850340<br>RT | **GABO**<br>**Howard Smith Industries Pty. Ltd.**<br>*Melbourne, Victoria* Australia | **397**<br>118<br>404 | AB (Class cont.) | **1982** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (152)<br>33,94 4,942<br>29,67 10,84 5,41<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 280 × 340 with clutches, flexible couplings & dr geared to sc. shafts<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>2 Directional propellers |

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| **6501886**<br>HO3127<br>1074<br>8-81<br>RTv | **GABO**<br><br>**Continental Offshore Ltd.**<br>Panama Panama | **251**<br>69<br>— | ✠100A1 CS 9/78<br>tug<br>✠LMC<br>EL (d) 1"SQ<br>FN 374 | **1965**-6 Adelaide Ship Cons. Pty. Ltd.<br>—Adelaide (23)<br>32,39 8,59 3,925<br>29,34 8,15 4,58<br>rf 610 BK 38<br>4BH WB64t | **M Tug** | Oil 4SA 8Cy. 318 × 368 with fluid drive &<br>sr reverse gear<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 95kW 415V 50Hz a.c.<br>Fuel 46,5t (d.o.) 10,75kn |
| **5125130** | **GABRIEL**<br>ex Nuevo-Gabriel-54<br>**Pesqueras Gabriel Gonzalez S.R.C.**<br>Huelva Spain | **160**<br>104<br>— | | **1944** Hijos de Antonio Ferradas—Vigo<br>*26,49* 6,08<br>... ... ... | **Wood S Fishing**<br>Side Trawler | T 3Cy. 200 370 & 610 × 381<br>160ihp (118kW)<br>Talleres Eraso Pasajes<br>Fuel 91,5t (o.f.) 9kn |
| **7104257**<br>FYRT<br>3688<br>Rdr RT | **GABRIEL CHOBLET**<br><br>**Government of The Republic of France (Regie Departementale des Passages d'Eau de la Charente-Maritime)**<br>La Rochelle France | **863**<br>387<br>224 | BV | **1971** Soc. Nouvelle des At. & Ch. de La<br>Rochelle-Pallice—La R.-P. (00204)<br>67,01 14,81 1,702<br>60,00 14,41 3,15<br>1 dk | **TrM RoRo Cargo/Ferry**<br>Deck Cargo 500dk P<br>Mchy.aft | 3 Vee Oil 4SA each 12Cy. 150 × 180<br>1 560bhp (1 147kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Gen 2 × —kW 380/220V 50Hz a.c.<br>3 Controllable pitch propellers<br>Fuel (d.o.) 10kn |
| **7314709**<br>FO2767<br><br>Rdr RT | **GABRIEL DE CLIEU**<br><br>**Chambre de Commerce et d'Industrie de Dieppe**<br>Dieppe France | **152**<br>—<br>— | BV | **1973** At. & Ch. de la Manche—Dieppe<br>(1233)<br>26,01 8,34 3,658<br>22,48 7,90 4,35<br>1 dk | **M Tug** | Oil 4SA 8Cy. 260 × 280<br><br>Crepelle et Cie. Lille<br>11,5kn |
| **5125154**<br>THNU<br>1455<br>Df Esd<br>RTm | **GABRIEL-DE-CLIEU**<br><br>**Armement Mme. Vve. Robert Saint Sans**<br>Dieppe France | **221**<br>64<br>— | (BV) | **1946** At. Aug. Normand—Le Havre<br>*32,56* 7,01<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler<br><br>4 Ha (1,1 1,1 × 1,0) (1,1 × 0,7) (0,9 × 0,8)<br>Der 1(0,25) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW) NE 61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 45,5t (d.o.) 11kn |
| **7516448**<br>PPKT<br>8449<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GABRIELA**<br><br>**Navegacao Marvinave S.A.**<br>Santos Brazil | **5 386**<br>3 219<br>8 067 | AB | **1978** Est. EBIN/So S.A.—Niteroi (95)<br>107,57 16,44 7,200<br>100,77 16,41 9,61<br>P 22,0 F 7,4 2 dks<br>rf 140 | **M General Cargo**<br><br>3 Ho 22,7 24,6 24,6 ER<br>G.9 540 B.8 346<br>TEU 116 C.Ho 88/20' C.Dk 28/20'<br>3 Ha (stl) (14,3 × 8,0) (15,5 × 10,5) (15,5 × 10,5) ER<br>18W Der 2(12) 4(5) | Oil 4SA 6Cy. 400 × 460 geared to sc. shaft<br>2 480bhp (1 824kW) Pielstick<br>Ishikawajima do Brasil Rio de Janeiro<br>Gen 3 × 230kW 450V 60Hz a.c.<br>Fuel 92,5t (d.o.) 376,5t (hvf)-11,0pd 11,5kn |
| **7348944**<br><br>AJZL-9888<br>Esd Gc<br>Rdr RT | **GABRIELA**<br><br>**Instituto Nacional de Canalizaciones**<br>Maracaibo Venezuela | **104**<br>25<br>76 | AB | **1974** Yacht u. Bootswerft Abeking &<br>Rasmussen—Lemwerder (6359)<br>27,11 5,67 1,626<br>24,46 5,64 3,26<br>1 dk | **TM Research**<br>Hydrographic<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp. Toledo, Oh<br>Fuel 10,0t (d.o.) |
| **5150678**<br>ICFV<br>830<br>Df Esd<br>Rdr RT | **GABRIELE**<br>ex Hille Oldendorff-71<br>**Compagnia Siciliana Trasporti Mare S.p.A. (CO.SI.MAR.)**<br>Palermo Italy | **2 188**<br>1 178<br>3 345 | RI (GL) | **1956** Schiffbau-Ges. Unterweser A.G.<br>—Bremerhaven (380)<br>90,00 12,98 5,703<br>86,11 12,96 6,25<br>F 9,8 1 dk<br>RW | **M General Cargo**<br><br><br>G.4 375 B.4 241<br>4 Ha ER<br>8W Der 8(3-5) | 2 Oil 4SA each 6Cy. 385 × 580 geared to sc. shaft<br>2 300bhp (1 692kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 303,0t 13kn |
| **6908644**<br>H3BB<br>6200-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GABRIELE KOGEL**<br>ex Cape Charles-74<br>ex Diederika Wiards-72<br>**Kogel Schiffahrts. K.G.**<br>Josef Roth Reederei<br>Panama Panama | T.Mk<br>**6 376**<br>4 190<br>13 769<br>**9 182**<br>6 567<br>15 680 | GL | **1969** A.G. "Weser" Werk Seebeck<br>—Bremerhaven (938)<br>141,20 21,04 8,243/9,018<br>134,02 21,01 12,27<br>B 21,1 F 12,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 23,0 24,9 24,9 24,9 ER<br>G.21 323 B.19 717<br>4 Ha (stl) (12,3 × 8,9) (15,2 15,2 15,2 × 10,2) ER<br>8W Der 4(10) | Oil 4SA 12Cy. 400 × 540<br>6 000bhp (4 413kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 2 × 392kW 1 × 150kW 380V 50Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 1 099,5t (hvf) 15kn |
| **7333901**<br>PJTQ<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GABRIELLA**<br><br>**Jumbo Scheepvaart Maatschappij (Curacao) N.V.**<br>Willemstad Netherlands Antilles | **1 327**<br>865<br>2 558 | BV | **1974** N.V. Schps. Gebr. van Diepen<br>—Waterhuizen (1003)<br>88,22 15,07 5,512<br>73,97 15,05 7,55<br>2 dks | **M Heavy load Carrier**<br><br>1 Ho 51,2 ER<br>G.3 964 B.3 760<br>1 Ha ER<br>Der 2(135) | Oil 4SA 9Cy. 320 × 450<br>2 300bhp (1 692kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 120kW 380V 50Hz a.c.<br>Fuel 322,0t (d.o.) 13,5kn |
| **7349871**<br>DJVN<br>2137<br>Df Esd<br>Gc Rdr<br>RTm/v | **GABRIELLA**<br><br>**Schiffahrtsges. Schluter & Co. KG**<br>Schiffahrtskontor Rendsburg G.m.b.H.<br>Rendsburg Federal Republic of Germany | T.Mk<br>**499**<br>291<br>1 596 | GL | **1973** Schiffsw. Hugo Peters—Wewelsfleth<br>(549)<br>78,14 (BB) 4,180<br>68,13 12,81 7,98<br>F 7,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 45,5 ER<br>G.3 851 B.3 624<br>TEU 209 C. 209/20'<br>1 Ha (stl) (44,1 × 10,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 700bhp (1 250kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,5kn |
| **7118143**<br>IKUJ<br>905<br>Esd Gc<br>Pfd Rdr<br>RT | **GABRIELLA C**<br><br>**Copesca S.p.A.**<br>Palermo Italy | **1 316**<br>651<br>739 | RI | **1971** Cant. Nav. M. & B. Benetti<br>—Viareggio (91)<br>70,01 11,54 4,204<br>63,02 11,51 7,01<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>3 Ho 16,3 13,6 11,9 ER<br>In.1 205<br>1 Ha (stl) (1,8 × 1,6) ER | Oil 4SA 9Cy. 300 × 450<br>1 910bhp (1 405kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 190kW 1 × 53kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 349,5t (d.o.) 15,5kn |

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|---|---|---|---|---|---|---|
| 6600084<br>LZFR<br>98/2<br>Df Esd<br>Gc Rdr<br>RT | **GABROVO**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | 1 698<br>729<br>3 025 | BR | **1965** G. Dimitrov Shipyard—Varna<br>92,06 13,57 5,620<br>85,40 13,54 8,21<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 13,2 22,3 ER 19,2<br>G.5 189 B.4 770<br>3 Ha (stl) (6,7 13,4 × 6,4) ER (13,4 × 6,4)<br>10W Der 1(30) 1(10) 10(3-5) | Oil 2SA 6Cy. 480 × 700<br>1 800bhp (1 324kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 100kW 230V d.c.<br>Fuel 342,5t (d.o.)-8,0pd 12kn |
| 6826389<br>3FBB<br>1048<br>9-NY<br>Df Esd<br>Gc Rdr<br>RT | **GABY**<br>ex Anahuac II-81<br>**Operadora Cementera Maritima S.A.**<br>Panama Panama | 5 325<br>3 013<br>9 992 | ✠100A1 SS 5/79<br><br>✠LMC<br>EL y $2\frac{1}{16}$"U2<br>FN 3321 | **1969**-7 Ast. de Cadiz—Sevilla (114)<br>120,12 21,32 7,030<br>109,91 21,21 9,00<br>P 26,6 F 18,6 1 dk<br>rf nil<br>5BH WB3760t | **TM Cement Carrier**<br>Self-unloader<br>2 Ho ER<br>G.8 180<br>6 Ha (stl) (each 6,7 × 3,5) ER | 2 Oil 2SA each 8Cy. 360 × 600 stbd direct and port through clutch<br>Sulzer<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>AuxB 7kgf/cm$^2$ (6,9bar)<br>2 e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 1 × 490kW 2 × 320kW 440V 60Hz a.c.<br>2 Controllable pitch propellers |
| 5125219<br>TQHV<br>1506<br>Df Esd<br>RT | **GABY BERNARD**<br><br>**Jean Olazabel & Gabriel Capdeville**<br>Bayonne France | 120<br>59<br>— | | **1957** Soc. Franco Nav. & Routiere —Bordeaux<br>25,81 7,01<br>6,96 3,00<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing<br><br>In.72 | 2 Oil 4SA each 6Cy. 140 × 180 geared to sc. shaft<br>300bhp (221kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel (d.o.) 8kn |
| 7409516<br><br><br>Pfd Rdr<br>RTh/v | **GACSHIP FIVE**<br><br>**Gulf Agency Co. (Dubai) Ltd.**<br>Dubai United Arab Emirates | 281<br>149<br>457 | (BV) | **1974** Asia Pacific Shpyd (Pte) Ltd. —Singapore (159)<br>39,63 9,15 1,829<br>38,10 2,42<br><br>rf nil | **M RoRo Cargo/Landing Supply Ship**<br>Water Oil<br>Bow door<br>8 Ta ER<br>L.520 | Oil 4SA 6Cy. 137 × 165<br>325bhp (239kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 36kW 1 × 10kW 415V 50Hz a.c.<br>Directional propeller<br>Fuel 22,5t (d.o.) 8kn |
| 5165489<br>SUZN<br>1209<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GADA**<br>ex Ikaria I-74 ex Italia-74<br>**Alexandria Shipping & Navigation Co.**<br>Alexandria Egypt | T.Mk<br>**2 709**<br>1 394<br>4 628<br>**4 325**<br>2 606<br>5 832 | ✠100A1 SS 9/80<br>DTm—Wine FP above 65,5°C.<br>Ice Class 2<br>✠LMC<br>EL (x) $1\frac{3}{4}$"SQ<br>FN 2680 | **1961**-1 Lindholmens Varv. A/B—Goteborg (1069)<br>121,37 14,53 6,090/6,960<br>113,06 14,48 9,22<br>P 3,7 F 12,2 2 dks<br>rf 102 len 68<br>6BH WB1233t incl. DTm199t | **M General Cargo**<br>5P<br>6 Ho 12,2 10,9 12,9 13,5 13,5 12,9 ER<br>G.8 750 B.8 014<br>6 Ha (stl) (7,7 × 6,4) (8,1 10,2 10,2 10,2 10,2 × 11,4) ER<br>Cr 4(5) 1(3) | Oil 2SA 8Cy. 520 × 900<br>2 900bhp (2 133kW) Gotaverken<br>Lindholmens Varv. A/B Goteborg<br>Gen 3 × 140kW 230V d.c.<br>Fuel 250,0t (hvf)-10,5pd 15kn |
| 7217896<br>GRUL<br>360596<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GADILA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **48 662**<br>25 921<br>37 441 | ✠100A1 CS 5/78<br>liquefied gas carrier<br>Methane in membrane tanks, max. pressure 0,22bar, min. temp. minus 160°C.<br>✠LMC<br>EL R† $3\frac{15}{16}$"U2<br>FN 12856 | **1973**-6 Ch. de l'Atlantique—St. Nazaire (H25)<br>256,70(BB) 34,80 11,526<br>232,04 34,75 20,65<br>Trunk 159,8 1 dk<br>rf 584<br>NS 13BH WB29998t | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 75 000 | 2 S Turb dr geared to sc. shaft<br>20 800shp (15 300kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/cm$^2$ (68,7bar) Spt 515°C 67,5kgf/cm$^2$ (66,2bar) hs2972,8<br>Gen 3 × 1200kW 440V 60Hz a.c.<br>Fuel (o.f.) 18,25kn |
| 7121633<br>GQES<br>358604<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GADINIA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **48 662**<br>25 921<br>37 441 | ✠100A1 CS 6/81<br>liquefied gas carrier<br>Methane in membrane tanks, max. pressure 0,22bar, min. temp. minus 160°C.<br>✠LMC<br>EL R† $3\frac{15}{16}$"U2<br>FN 12856 | **1972**-10 Ch. de l'Atlantique—St. Nazaire (G25)<br>256,70(BB) 34,80 11,526<br>232,04 34,75 20,65<br>Trunk 159,8 1 dk<br>rf 584<br>NS 13BH WB29998t | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 74 981 | 2 S Turb dr geared to sc. shaft<br>20 800shp (15 300kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/cm$^2$ (68,7bar) Spt 515°C 67,5kgf/cm$^2$ (66,2bar) hs2972,8<br>Gen 3 × 1200kW 440V 60Hz a.c.<br>Fuel (o.f.) 18,25kn |
| 7002289<br>VC9450<br>372246<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GADUS ATLANTICA**<br>ex Gadus II-77<br>**Karlsen Shipping Co. Ltd.**<br>Halifax, N.S. Canada | T.Mk<br>**2 350**<br>1 165<br>1 663 | NV | **1969** Trondhjems M/V, Aker Trondelag A/S—Trondheim (634)<br>80,29 13,37 5,601<br>70,57 13,31 8,26<br>F 64,7 2 dks<br>rf 152 BK 152 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>1 Ho 32,3 ER<br>In.1 807<br>1 Ha (stl) (2,9 × 4,1) ER<br>2W Der 2(12) | 4 Oil 4SA each 8Cy. 240 × 310 geared to sc. shaft<br>4 260bhp (3 133kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Gen 2 × 575kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 805,5t (hvf) 16kn |
| 5389906<br>6MTO<br>BS-A-785<br>Df Esd<br>Gc Rdr<br>RTm/h | **GAE CHEOG**<br>ex Yu Shin ex Willem Barendsz-73<br>Launched as Willem Barendsz II<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **23 799**<br>15 188<br>26 152 | KR<br><br>✠Classed LR until 12/71 | **1955**-10 Dok- en Werf Mij. Wilton-Fijenoord N.V.—Schiedam (743)<br>206,48 27,59 10,726<br>190,02 26,22 19,00<br>P 44,5 F 43,3 3 dks<br>RW rf nil conv Whale-oil Factory Ship 67 | **TM Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>Mchy.aft<br>In.32 461 HeCls. BC<br>1 Ha (4,1 × 5,1)<br>Cr 1(3) Der 12(10) 3(5) 2(3) 3(1) | 2 Oil 2SA each 6Cy. 780 × 1400<br>10 500bhp (7 723kW)<br>Dok-en Werf Mij. Wilton- Fijenoord B.V. Schiedam<br>Gen 4 × 600kW 2 × 330kW 2 × 300kW 300V 50Hz a.c.<br>Fuel 1 462,0t (d.o.)-39,0pd 12kn |
| 5031872<br>HMVF<br>BS-A-1398<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAE CHEOG HO No. 2**<br>ex Yu Shin No. 2-78<br>ex Awazu Maru-74<br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | **7 619**<br>4 168<br>9 954 | KR (NK) | **1961** Nippon Kokan K.K.—Shimizu (192)<br>147,50 19,36 7,951<br>138,03 19,31 9,50<br>P 5,5 F 9,8 1 dk & S dk, pt 3rd dk<br>rf 102 | **M Factory Ship** OSD<br>Fish-factory Ref<br>4 Ho 10,1 26,3 19,8 26,5 ER<br>G.9 305 In.12 129<br>4 Ha (stl) (2,5 × 2,9) (3,4 3,4 3,4 × 3,4) ER<br>8W Der 1(15) 1(8) 6(5) | Oil 2SA 6Cy. 620 × 1400<br>5 600bhp (4 119kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 550kW 450V 60Hz a.c.<br>Fuel 2 075,0t (hvf)-19,5pd 13,75kn |
| 7042538<br>6LZT<br>BS-A-49<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAE YANG**<br><br>**Korea Wonyang Fisheries Co. Ltd.**<br>Busan South Korea | 2 999<br>1 499<br>3 736 | KR (NK) | **1970** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (753)<br>95,61 15,04 6,712<br>86,01 15,02 9,81<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.3 197<br>2 Ha (2,5 × 2,5) (2,5 × 3,5)<br>Der 4(3) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 500kW 445V a.c.<br>13kn |

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| **5427148**<br>GMHS<br>305887<br>Df Esd<br>Gc Rdr<br>RTm/h | **GAELIC FERRY**<br><br>**Atlantic Steam Navigation Co.**<br>**Ltd.**<br>London United Kingdom | **3 316**<br>1 228<br>— | ✠**100A1** SS 8/80<br>European service south<br>of 61° N. also<br>Mediterranean<br>✠**LMC**<br>EL (v) 1$\frac{13}{16}$"SQ<br>FN 3397 | **1964**-1 Swan, Hunter & Wigham<br>Richardson Ltd.—Wallsend (2001)<br>134,19 17,10 4,122<br>128,02 16,31 10,22<br>B 32,0 2 dks<br>RW rf 152 len 73<br>Coll BH to U dk 8 to 2nd dk WB1114t incl.<br>DTsf407t | **TM Passenger/RoRo Cargo** 44P<br><br>Stern door<br>1 Ho 29,8<br>C. 47/26'<br>1 Ha (stl) (9,5 × 5,6) | 2 Oil 2SA each 10Cy. 360 × 600<br>5 200bhp (3 825kW)<br>Sulzer Bros. Ltd. Winterthu<br>db 60lbf/in$^2$ (4,2bar)<br>Gen 3 × 240kW 220V d.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 305,0t 16kn |
| **7625354**<br>ISLA<br>1189<br>Esd RT | **GAETANO**<br><br>**Antonio Gallo**<br>Porto Italy<br>Empedocle | **290**<br>—<br>— | | **1977** Cant. Nav. Fratelli Maccioni<br>—Viareggio (21)<br>49,51 7,42 2,201<br>41,51 7,37 3,76<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 222 × 292<br>1 220bhp (897kW)<br>Mirrlees Blackstone Ltd. United Kingdom |
| **7201500**<br>WA5216<br>245781 | **GAETANO S**<br><br>**Boat Gaetano S Inc.**<br>Gloucester, Ma United States<br>of America | **111**<br>76<br>— | | **1944** ..............Essex, Ma<br>*25,94* 6,13<br>3,38<br>1 dk | **Wood M Fishing** | Oil<br>350bhp (257kW)<br>..............<br>Fuel (d.o.) |
| **5313359**<br>H9IE<br>1125<br>9-81<br>Df Esd<br>Gc Rdr<br>RT | **GAFREDO**<br>ex Calagaribaldi-81<br>ex Santos Star-66 ex Constable-62<br>**Nourfo Cia. Naviera S.A.**<br>Panama Panama | **3 593**<br>1 998<br>3 811 | ✠**Lloyd's RMC**<br>RI<br>✠Classed LR until 1/68 | **1959**-12 Brooke Marine Ltd.—Lowestoft<br>(264)<br>119,34 14,38 6,116<br>111,26 14,33 8,08<br>F 28,4 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 229 DK fwd len 64 | **M General Cargo**<br>Ref.<br>6 Ho 18,1 17,1 16,1 16,3 15,7<br>18,1<br>In.4 990<br>5 Ha (stl) (4,8 8,2 4,8 4,8 × 4,5) ER<br>(4,8 × 4,5)<br>8W Der 2(10) 8(5) | Oil 2SA 7Cy. 570 × 800<br>4 600bhp (3 384kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 1 × 300kW 2 × 200kW 220V d.c.<br>Fuel 542,5t (d.o.) 16kn |
| **7347847**<br>TSLD<br><br>Df Esd<br>Gc Rdr<br>RTh | **GAFSA**<br><br>**Gabes Chimie Transport**<br>Tunis Tunisia | **7 379**<br>3 065<br>11 965 | BV | **1974** Dubigeon-Normandie S.A.—Prairie-au-<br>Duc, Nantes (139)<br>133,23 8,910<br>125,02 19,87 11,41<br>1 dk | **M Chemical Carrier**<br>Mchy.aft<br>4 Ta<br>L.6 240 HeCls. B | Vee Oil 4SA 16Cy. 400 × 460 sr geared to<br>sc. shaft<br>8 000bhp (5 884kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 660,5t (hvf)-27,5pd 16kn |
| **6859908**<br>URRP<br>M-21754 | **GAGA**<br><br>**U.S.S.R.-'Sevryba'**<br>Murmansk U.S.S.R. | **255**<br>88<br>138 | RS | **1953** ..............East Germany<br>38,49 7,35 2,769<br>3,48 | **M Fish Carrier**<br><br>Ice strengthened<br>2 Ho<br>B.267<br>4 Ha (each 1,2 × 1,2) | Oil 4SA 8Cy. 240 × 360<br><br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **5125257**<br>IUTP<br>52<br>RT | **GAGLIARDO**<br>ex Sicilia II° ex Burrasca<br>ex Lionnell<br>**Carmelo Picciotto**<br>Messina Italy | **146**<br>61<br>— | (RI) | **1912** Nylands Verksted—Oslo (232)<br>31,30 5,77<br>29,65 5,74 3,61<br>1 dk<br>R | **S Tug** | T 3Cy. 292 469 & 487 × 558<br><br>Nylands Verksted A/S Oslo |
| **7223546**<br>INOA<br>130 | **GAGLIARDO SECONDO**<br>ex Driver<br>**Carmelo Picciotto**<br>Messina Italy | **245**<br>47<br>— | RI | **1943** A. Hall & Co. Ltd.—Aberdeen (684)<br>30,18 8,54<br>27,44 8,51 4,27<br>1 dk | **S Tug** | T 3Cy. 406 635 & 1067 × 686<br><br>A. Hall & Co. Ltd. Aberdeen |
| **5087481**<br><br><br>RT | **GAGNANT**<br>ex Nikiforos-73 ex Dedalos-64<br>ex Petit Frere-62 ex Pampus-46<br>ex Empire Lily-46 | **246**<br>164<br>351 | ✠Classed LR until 7/58 | **1942**-6 I. Pimblott & Sons Ltd.—Northwich<br>(642)<br>41,76 7,52 2,737<br>39,63 7,47 2,95<br>P 11,0 F 4,0 1 dk | **M General Cargo**<br><br><br><br>2 Ha (10,7 6,1 × 4,4) ER<br>Der 2(1,5) | Oil 2SA 8Cy. 215 × 345<br>400bhp (294kW) NE 53<br>H. Widdop & Co. Ltd. Keighley |
| **5125269**<br>TQAK<br>5348<br>Df Esd | **GAGNE TA CROUTE**<br><br>**Paul Valer**<br>Etel France | **147**<br>36<br>— | (BV) | **1956** Ch. Herbert & Heraud—Pont Lorois<br>25,40 6,89<br>3,81<br>1 dk | **Wood M Fishing**<br>Side-fishing Tuna Line-fishing<br>1 Ho<br>In.85<br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 220 × 320<br>500bhp (368kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 25,5t (d.o.) 9,5kn |
| **7624843** | **GAGONA**<br>ex Ramu-80<br>**Morehead Shipping Pty. Ltd.**<br>Port Moresby Papua<br>New Guinea | **266**<br>190<br>400 | BV | **1976** Sandoval Shipyards Inc.—Philippines<br>39,63 1,901<br>36,20 9,15 2,37<br>1 dk | **M RoRo Cargo/Landing Craft**<br>Mchy.aft | Oil 4SA 4Cy. 145 × 170<br>1 450bhp (1 067kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>8kn |
| **7006716**<br><br><br>Esd Gc<br>Rdr RTm | **GAHTANI I**<br>ex Loss-74<br>**Jemal Commercial**<br>**Establishment**<br>Dammam Saudi Arabia | **199**<br>123<br>398 | (NV) | **1970** VEB Rosslauer Schiffswerft—Rosslau<br>(3274)<br>40,39 8,03 2,756<br>37,09 7,99 3,20<br>P 9,2 B 3,1 F 4,0 1 dk<br>rf 64 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 24,0 ER<br>G.459 B.397<br>1 Ha (19,8 × 3,9) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 180 × 260<br>400bhp (294kW) E made73 fitted78<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 220V 50Hz a.c. 1 24V d.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 10,25kn |
| **6929222**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GAHTANI II**<br>ex Iala-74<br>**Jemal Commercial**<br>**Establishment**<br>Dammam Saudi Arabia | **199**<br>119<br>398 | (NV) | **1969** VEB Rosslauer Schiffswerft—Rosslau<br>(3272)<br>40,39 8,03 2,756<br>37,09 8,01 3,20<br>P 8,6 B 6,4 F 5,5 1 dk<br>rf 64 | **M General Cargo**<br><br>1 Ho 25,9 ER<br>G.405 B.343<br>1 Ha (stl) (19,8 × 3,9) ER<br>2W Der 1(5) 1(3) | Oil 4SA 12Cy. 135 × 160<br>420bhp (309kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 6kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,0t (d.o.) 10kn |
| **6617790**<br>OWPS<br>H335<br>Esd Rdr<br>RTh/v | **GAIA**<br><br>**Ejnar Nygaard**<br>Arhus Denmark | **400**<br>146<br>711 | | **1966** Limfjords-Vaerftet A/S—Aalborg<br>(18)<br>48,16 9,25<br>9,22<br><br>rf 102 | **M Hopper/Dredger**<br>Sand-pump discharge Bottom doors<br>1 Ho 10,7 ER<br><br>1 Ha (10,2 × 6,0) ER | Oil 2SA 6Cy. 260 × 400<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 10kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 9kn |

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| 6418558<br>H3ED<br>8619<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAIETY**<br>ex Cufic-77 ex Newfoundland-76<br>ex Cufic-74 ex Newfoundland-73<br>**Golden City Maritime Corp. S.A.**<br>Panama Panama | T.Mk<br>**4 650**<br>2 204<br>6 419<br>**6 517**<br>3 603<br>7 620 | **✠100A1** SS 3/74<br>DTsf—vegetable oil<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL at 2"SQ<br>FN 3517 | **1964**-11 Burntisland S.B. Co. Ltd.<br>—Burntisland (407)<br>130,77 18,75 7,113/7,773<br>120,76 18,60 10,52<br>P 42,1 F 23,5 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 152<br>7BH WB1530t | **M General Cargo**<br>Ref<br>5 Ho 12,1 15,0 8,2DTp&s 6,8DTp&s 21,3 18,2 ER 15,2 9 TwD<br>G.10 760 B.9 932 In.1 275 L.508<br>10 Ha (stl) (6,7 × 5,4) (8,6p&s × 5,1) (13,7p&s 12,1p&s × 6,1) ER (9,0 × 5,0) (8,6p&s × 2,9)<br>4W Cr 1(15) 1(10) 4(5) Der 4(5) | Oil 2SA 6Cy. 620 × 1400<br>7 150bhp (5 259kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 WTAuxB 100lbf/in² (6,9bar)<br>AuxB (ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 375kW 440V 60Hz a.c.<br>Fuel 881,0t (hvf) 16,5kn |
| 5422289<br><br>320204<br>Df Esd<br>Pfd RTm | **GAIL BERNICE**<br>ex Rupert Brand V-73<br>ex Golfstroom-63<br>ex Burgemeester Heusdens-58<br>**H. A. McBride**<br>Vancouver, B.C. Canada | **313**<br>162<br>239 | | **1955** Werf I. S. Figee N.V.—Vlaardingen (279)<br>41,00 7,37 3,125<br>36,63 7,19 3,81<br>P 2,8 F 7,7<br>R BK 229 | **M Fishing**<br>Side Trawler<br>1 Ho 12,1<br>10 Ha (stl) (each 0,7 × 0,7)<br>1W Der 1(3) | Oil 2SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 20kW 110V d.c.<br>Fuel 42,5t (d.o.) 10,25kn |
| 8116544<br>FULO<br>00190G | **GAILLARD**<br>**Societe Provencale de Gestion Maritime (PROGEMAR)**<br>La Reunion Reunion (French) | **191**<br>8<br>130 | BV (Class cont.) | **1982** C.E.R.N.A.T.—Nantes (42483)<br>28,02 4,001<br>8,41 4,22<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 with clutches, flexible couplings & dr geared to sc. shafts<br>Niigata Eng. Co. Ltd. Ota, Gumma<br>2 Directional propellers |
| 5125336<br>WOGU<br>246139<br>Df Esd<br>Gc | **GAINESVILLE VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 612**<br>4 555<br>10 884 | AB | **1944** California SB. Corp.—Los Angeles, Ca (V22)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 725 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 17kn |
| 5197250<br>PKMW<br>661 | **GAJA BARU**<br>ex Kuala Tungkal-74<br>ex Cornfish-57<br>**P.T. Tungkal**<br>Jakarta Indonesia | **194**<br>75<br>— | | **1943** .............Singapore<br>*34,69* 6,86<br>... ... ... | **Wood M General Cargo** | Oil 2SA 6Cy. 265 × 345<br>375bhp (276kW)<br>Crossley Bros. Ltd. Manchester |
| 7812658<br><br><br>RT | **GAL COSTA**<br>**Companhia de Navegacao Bahiana S.A.**<br>Salvador Brazil | **944**<br>521<br>1 135 | **✠100A1**<br>ferry<br>Salvador—Ilha de Itaparica service<br>**✠LMC**<br>EL (O) N 412,5/38,0U1<br>FN 1195 | **1981**-3 Est. EBIN/So S.A.—Porto Alegre (107)<br>71,02 14,08 2,871<br>66,35 13,50 4,50<br>B 24,1 1 dk<br>rf 635<br>8BH WB53T | **TM RoRo Cargo/Ferry**<br>Deck Cargo 590P<br>Bow ramp Stern ramp | 2 Oil 4SA each 6Cy. 225 × 300 sr geared to sc. shaft<br>1 860bhp (1 368kW) B&W<br>Equipamentos Villares S.A. Sao Paulo<br>Gen 3 × 140kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 6812637<br>DGGD<br>11075<br>Df Esd<br>Gc Rdr<br>RTm/v | **GALA**<br>ex Tor Normandia-77 ex Gala-76<br>**Harald Lunstedt**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>315<br>1 203 | GL | **1968** J. J. Sietas K.G. Schiffswerft —Hamburg (603)<br>67,87 10,57 3,958<br>60,97 10,52 6,25<br>F 6,8 2 dks<br>rf 76 | **M General Cargo**<br>Ice strengthened<br>1 Ho 44,9 1 TwD 43,1 ER<br>G.2 438 B.2 237<br>2 Ha (stl) (11,9 × 6,4) (21,3 × 7,6) ER | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 48kW 320V 50Hz a.c.<br>Fuel 68,0t (d.o.) 12,5kn |
| 7047174<br>H08774<br>3560-PEXT2<br>Df Esd<br>Gc Rdr<br>RT | **GALA**<br>ex Galaxy-82<br>**Zodiac Work Boats S.A.**<br>Panama Panama | **197**<br>134<br>— | AB | **1971** Burton Construction & SB. Corp. —Port Arthur, Tx (462)<br>53,65 11,64 3,614<br>49,00 11,59 4,27<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 206 × 254<br>3 600bhp (2 648kW) E made58 fitted71<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 99kW<br>Fuel 109,5t |
| 8012255 | **GALA DEL MAR**<br>**Naviera Telde S.A.**<br>Spain | **3 972**<br>2 722<br>8 600 | GL (Class cont.) | **1982** Enrique Lorenzo y Cia. S.A.—Vigo (393)<br>122,79 7,902<br>108,01 19,41 12,32<br>2 dks | **M RoRo Cargo/Container Ship**<br>Fixed-guides Ref<br>Angled stern door/ramp (s)<br>6 Cell.Ho ER<br>TEU 533<br>C.Ho 235/20' (40') C.Dk 298/20' (40') incl. 155 ref C.<br>6 Ha (stl) ER<br>Cr 2(30) | Vee Oil 4SA 12Cy. 370 × 400 reverse reduction geared to sc. shaft<br>6 600bhp (4 855kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 500kW 1 × 148kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 242,0t (d.o.) 514,0t (hvf) 14,5kn |
| 5125350<br><br>Df RT | **GALAA**<br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Alexandria Egypt | **107**<br>30<br>— | (DSRK) | **1960** VEB Schiffswerft Berlin—East Berlin<br>32,16 5,92 1,601<br>2,49<br>1 dk | **TM Firefloat** | 2 Oil 4SA each 6Cy. 180 × 260<br>540bhp (397kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock |
| 6900109<br>3VHK<br>TG347<br>Rdr | **GALABRA**<br>**Government of The Republic of Tunisia (Office des Ports Nationaux Tunisiens)**<br>Tunis Tunisia | **226**<br>—<br>— | BV | **1966** Leningradskiy Petrozavod—Leningrad<br>29,32 8,31 3,074<br>26,98 7,95 4,35<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 50kW 220V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 36,5t (d.o.) 11,25kn |
| 6926361<br>UEJU<br>M-29049<br>Df Esd<br>Gc Rdr<br>RT | **GALAKTIKA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 827**<br>1 019<br>1 496 | RS | **1967** .............U.S.S.R.<br>84,71 14,03 5,709<br>78,06 14,00 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>G.262 In.1 410<br>4 Ha (1,2 × 1,3) (1,5 1,5 1,5 × 1,5)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |

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| 5404354<br>350738<br>Df Esd<br>Pfd RTm | **GALANTRY II**<br>ex Beatrice-63<br>**Hout Bay Fishing Industries (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **307**<br>172<br>— | (BV) | **1956** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (123)<br>42,85 7,22 3,988<br>38,28 7,19 4,02<br>RW conv Side Trawler Fishing — | **M Fishing** | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>Motorenfabriek "De Industrie" Alphen a/d Rijn<br>Fuel 79,5t (d.o.) 11kn |
| 7348293<br>D5MF<br>6440<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALAPAGOS**<br>ex Baltic Wasa-79<br>**Pagoda Shipping Ltd.**<br>Wallem Shipmanagement Ltd.<br>Monrovia Liberia | **14 589**<br>8 680<br>23 323 | NV | **1976** VEB Mathias-Thesen-Werft—Wismar (106)<br>176,66(BB) 22,92 10,110<br>167,70 22,86 14,03<br>P - F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Portable guides<br>Ice strengthened<br>5 Ho ER<br>G.29 620 B.29 300<br>2 Ha (stl) (8,2p&s × 6,7) 8 Ha (stl) (21,7p&s 21,7p&s 21,7p&s 21,7p&s × 8,9) ER<br>Cr 4(25) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 640kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 189,0t (hvf)-40,5pd 15,5kn |
| 5404366<br>ICOH<br>3301<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALASSIA**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **26 328**<br>13 841<br>46 030 | ✠**100A1** SS 11/79<br>strengthened for heavy cargoes Nos. 2 & 6 holds may be empty<br>✠**LMC**<br>EL rt $2\frac{15}{16}$"SQ<br>FN 9496<br>AB RI | **1963**-3 Ansaldo S.p.A.—La Spezia (1581)<br>229,75 28,12 11,729<br>217,13 28,00 15,73<br>P 40,0 F 20,8 1 dk<br>rf nil len 68<br>NS 10BH WB18848t incl. DTm1520t DTsf339t Topside tanks in holds 6645t | **M Bulk Carrier**<br>7 Ho 20,1 21,1 21,7 21,7 22,8 22,0 22,0 ER<br>G.52 157<br>7 Ha (stl) (each 14,0 × 14,0) ER<br>Der 6(7) 2(6) 2(1) | Oil 2SA 8Cy. 900 × 1600<br>16 800bhp (12 357kW)<br>S.A. Fiat S.G.M. Torino<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 2 093,0t (hvf) 15kn |
| 5180881<br>LZEG<br>73<br>Df Rdr<br>RT | **GALATA**<br>ex Kamtchia<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **327**<br>105<br>341 | (BR) | **1960** I. Dimitrov Shipyard—Rousse (149)<br>49,31 7,22 3,090<br>47,02 7,17 3,41<br>P 16,5 B 5,2 F 6,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.547 B.500<br>2 Ha (each 7,6 × 3,5) ER<br>Cr 1 | Oil 4SA 8Cy. 240 × 360<br>400bhp (294kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 24kW 120V d.c.<br>Fuel 21,5t 9kn |
| 5271678<br>HPFJ<br>Df Esd<br>Rdr RT | **GALATEA**<br>ex Patria-67<br>**Compania de Navegacion Molinamar S.A.** | **2 094**<br>1 139<br>3 226 | (GL) | **1947** Wartsila Kon. Crichton-Vulcan —Turku/Abo<br>90,40 13,09 5,627<br>6,51<br>P 8,9 B 22,0 F 8,6 1 dk | **S General Cargo**<br>G.4 515 B.4 202<br>4 Ha (each 10,5 × 5,9)<br>8W Der 8 | C 4Cy. (2) 381 & (2) 819 × 819<br>1 000ihp (736kW)<br>Wartsila Kon. Crichton-Vulcan Turku/Abo<br>Fuel (o.f.) 10kn |
| 7422465<br>2KMZ<br>Df Esd<br>Rdr RT | **GALATEA**<br>**Bridlington Trawlers Ltd.**<br>Peterhead United Kingdom | **102**<br>50<br>— | | **1975** Bideford Shipyard (1973) Ltd. —Bideford (Y.64)<br>... ...<br>21,11 6,48 3,18<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 165 × 184<br>500bhp (368kW)<br>English Electric Diesels Ltd., Kelvin Marine Div. Glasgow |
| 7816197<br>349393 | **GALATEA II**<br>**Kenton Trawling Co.**<br>Timaru New Zealand | **156**<br>62<br>— | | **1979** B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht (3601)<br>26,01 2,980<br>24,01 7,01 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 12Cy. 146 × 146 reverse reduction geared to sc. shaft<br>800bhp (588kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7218931<br>EBYP<br>1874<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALATECA**<br>**Hermanos Calafell y Telleria Lazcano Garcia**<br>Gijon Spain | **212**<br>91<br>— | BV | **1972** Maritima del Musel S.A.—Gijon (155)<br>30,99 7,04 3,347<br>26,52 7,01 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>1 000bhp (736kW) E made74 fitted—<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Fuel 87,0t (d.o.) 12,25kn |
| 7363047<br>EGJF<br>Df Esd<br>Rdr RT | **GALATECA DOS**<br>**Pesquera Galateca S.A.**<br>Pasajes Spain | **303**<br>135<br>251 | BV | **1974** Maritima de Axpe S.A.—Bilbao (83)<br>*38,93* 7,52 3,798<br>35,18 7,50 4,25<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>G.284 | Oil 4SA 8Cy. 320 × 450<br>1 198bhp (881kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 139,5t (d.o.) 11,5kn |
| 7921253<br>FNUF<br>11135<br>/072 | **GALATEE**<br>ex Soldrott-82<br>**Societe Navale Caennaise (SNC) Anct. Gaston Lamy & Compagnie**<br>Caen France | T.Mk<br>**5 943**<br>3 611<br>9 835<br>**9 292**<br>5 315<br>12 665 | NV | **1979** VEB Schiffswerft "Neptun"—Rostock (428)<br>150,04 21,06 7,697/9,051<br>140,70 21,05 11,31<br>P - F - 2 dks<br>rf- | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.18 277 B.16 855<br>5 Ha (stl) (18,9 × 10,5) (25,9 25,9 25,9 25,9 × 7,6) ER<br>5W Der 4(40) 1(20) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 4 × 400kW 1 × 80kW 380V 50Hz a.c.<br>Fuel 1 197,0t-34,0pd 16,5kn |
| 6408553<br>YQPS<br>916<br>Df Esd<br>Gc Rdr<br>RTm/h | **GALATI**<br>**Ministerul Industriei Alimentare (Intreprinderea de Pescuit Oceanic)**<br>NAVROM Tulcea<br>Tulcea Romania | **3 631**<br>2 056<br>2 039 | RNR<br>✠Classed LR until 19/3/71 | **1964**-4 Hitachi Zosen—Sakurajima Works, Osaka (3999)<br>93,10 15,65 4,954<br>84,99 15,60 6,30<br>2 dks<br>rf 178 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho 19,9 8,9<br>In.1 634<br>2 Ha (each 2,6 × 2,6)<br>4W Der 2(5) 2(3) | 2 Oil with hydraulic couplings & sr gearing to sc. shaft<br>2 250bhp (1 655kW) B&W<br>(i) Oil 2SA 6Cy. 280 × 500<br>Hitachi Zosen Hiroshima Works, Innoshima<br>(ii) Oil 2SA 7Cy. 280 × 500<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 1 × 640kW 2 × 160kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 968,5t 12,5kn |
| 5125465<br>YQSM<br>144<br>Df Esd<br>Gc Rdr<br>RT | **GALATI**<br>**NAVROM**<br>Constantza Romania | **2 099**<br>973<br>3 150<br>**3 090**<br>2 086<br>4 400 | RNR | **1960** Santierul Naval Galatz—Galatz<br>98,30 13,92 5,500/6,592<br>90,91 13,87 8,13<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho —DT 15,6 21,7 20,8 ER<br>G.6 264 B.5 800<br>4 Ha (stl) (— × —) (8,9 14,7 14,4 × 6,0) ER<br>10W Der 10(3-5) | Oil 2SA 5Cy. 560 × 1000<br>2 500bhp (1 839kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 113kW 1 × 68kW 220V d.c.<br>Fuel 228,5t (d.o.) 12,5kn |
| 5125477<br>ELZH<br>0750<br>Df Esd<br>Gc Rdr | **GALATIA**<br>**Ades S.S. Co. S.A.**<br>Monrovia Liberia | T.Mk<br>**6 383**<br>3 791<br>—<br>**9 537**<br>5 996<br>15 241 | ✠**100A1** M 2/81-12mos<br>✠**LMC**<br>EL dt $2\frac{3}{16}$"SQ<br>FN 4413 | **1956**-4 Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (865)<br>148,49 19,38 —/9,519<br>138,51 19,31 12,55<br>F 13,8 2 dks<br>rf 102<br>NS 7BH WB2019t incl. Tunnel tanks 229t | **M General Cargo**<br>5 Ho 21,0 26,2 18,3 19,9 24,9<br>G.21 492 B.19 755<br>5 Ha (10,2 14,4 10,3 11,9 11,1 × 7,0)<br>12W Der 1(15) 12(5) | Oil 2SA 6Cy. 720 × 1250<br>4 600bhp (3 384kW) Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>db 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 220kW 230V d.c.<br>Fuel 954,0t 13,5kn |

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| 6819582<br>EFVR<br>Df Esd<br>Rdr RTm | **GALAXIA**<br>**Silvio Santiago Viuda**<br>La Coruna Spain | **219**<br>74<br>— | BV | **1968** Maritima del Musel S.A.—Gijon (95)<br>32,90 7,78 3,701<br>30,00 7,75 5,90<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,2 × 1,2) ER | Oil 4SA 8Cy. 240 × 280<br>900bhp (662kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 92,0t (d.o.) 13kn |
| 5315814<br>SXCO<br>3537<br>Df Esd<br>Pfd Rdr<br>RT | **GALAXIAS**<br>ex Scottish Coast-69<br>**Hellenic Cruises S.A.**<br>Piraeus Greece | **4 858**<br>2 837<br>838 | **✠100A1** SS 4/80<br>excluding transatlantic<br>voyages North of 36°N.,<br>but including the Azores<br>**✠LMC**<br>EL w $1\frac{13}{16}$"SQ<br>FN 2146 | **1957**-3 Harland and Wolff Ltd.—Belfast (1547)<br>104,32 16,06 4,814<br>98,76 15,70 6,02<br>P 21,1 B 49,4 F 24,4 1 dk, 2nd dk clear<br>of mchy. space<br>RW rf 152 conv Passenger/General<br>Cargo/Ferry 69<br>Coll BH to U dk 7 to 2nd dk WB384t incl.<br>DTf48t | **TM Passenger Ship**<br>400bth P | 2 Oil 2SA each 10Cy. 500 × 900<br>6 500bhp (4 781kW)<br>Harland and Wolff Ltd. Belfast<br>db 100lbf/in$^2$ (6,9bar)<br>17,5kn |
| 7429126<br>FZSX<br>Df Esd<br>Pfd Rdr<br>RT | **GALAXIE**<br>**Societe Anonyme Armement Nicot**<br>Concarneau France | **231**<br>82<br>— | BV | **1975** Con. Mec. de Normandie—Cherbourg<br>35,39 3,401<br>31,81 7,60 6,10<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft<br>In.205 | Oil 4SA 8Cy. 225 × 300<br>800bhp (588kW)<br>Moteurs Duvant Valenciennes<br>Controllable pitch propeller<br>Fuel 71,5t (d.o.) 12,75kn |
| 7644336<br>WYP9<br>308<br>575069 | **GALAXIE**<br>**Modern Seafoods Inc.**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1976** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7645689<br>WYL5349<br>576981 | **GALAXY**<br>**Dutch Harbor Seafoods Ltd.**<br>Juneau, Ak United States of America | **1 326**<br>1 240<br>— | | **1942** Marietta Mfg. Co.—Point Pleasant, WV<br>*52,13* 11,61<br>4,78<br>1 dk<br>conv General Cargo 77 | **M Fishing**<br>Mchy.aft<br>Der 4(-) | Oil<br>1 700bhp (1 250kW)<br>U.S.A.<br>Fuel (d.o.) |
| 6421593 | **GALAXY**<br>ex Manoula-65<br>**Companhia Panavess Inc.**<br>Honduras | **780**<br>470<br>— | | **1945** ..............Florida<br>56,24 10,37 2,566<br>10,32<br>conv Minesweeper — | **TM Radio-station** | 2 Oil<br>Cooper-Bessemer Corp. Chicago, Illinois |
| 5145324<br>C4BF<br>373846<br>Df Esd<br>Rdr RT | **GALCOAST**<br>ex Agios Nikolaos-80<br>ex Gavina-74 ex Heenvliet-73<br>**Galholm Navigation Co. Ltd.**<br>Galenna Marine Enterprises S.A.<br>Limassol Cyprus | T.Mk.<br>**530**<br>237<br>—<br>**969**<br>579<br>— | **✠100A1** SS 5/80<br>**✠LMC**<br>EL I<br>FN 963 | **1961**-5 Scheepswerf "Waterhuizen" N.V. J. Pattje—Waterhuizen (254)<br>66,81 10,19 3,664/—<br>60,28 10,01 5,95<br>1 dk, 2nd dk clear of hold<br>rf 51<br>Coll BH to U dk 2 to 2nd dk WB240t | **M General Cargo**<br>2 Ho 11,9 20,8 2 TwD ER<br>G.2 087 B.1 902<br>2 Ha (w) (8,0 17,0 × 5,9) ER<br>6W Der 1(10) 5(3-5) | Oil 4SA 6Cy. 400 × 600<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 124,0t 12kn |
| 7415204<br>GWUS<br>379657<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALCONDA**<br>**Orient Steam Navigation Co. Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **34 893**<br>22 908<br>43 386 | **✠100A1**<br>liquefied gas carrier<br>Type A tanks for<br>propane, propylene,<br>butane, butadiene &<br>anhyudrous ammonia,<br>ambient air temp. minus<br>18°C., max. pressure<br>0,27bar, min. cargo<br>temp. minus 50°C.<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>EL O† 662,6/78,0U3<br>FN 10087 | **1978**-9 Thyssen Nordseewerke G.m.b.H.—Emden (461)<br>219,51(BB) 28,58 11,800<br>208,01 28,50 19,99<br>1 dk<br>rf nil<br>8BH WB16000T incl. topside & Comb. btm & STs 14670T | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta (stl) prismatic horizontal ER<br>L.(gas) 54 224 | Oil 2SA 6Cy. 900 × 1600<br>19 924bhp (14 655kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 870kW 450V 60Hz a.c.<br>17kn |
| 5125491<br>EDGS<br>43<br>Df Esd<br>RT | **GALDACANO**<br>**Auxiliar de Transportes Maritimos S.A.(AUXTRAMAR)**<br>Santander Spain | **682**<br>332<br>750 | **✠100A1** SS 9/77<br>tanker<br>Sulphuric acid in centre tanks<br>**✠LMC**<br>EL k<br>FN 829 | **1961**-3 Corcho Hijos S.A.—Santander (81)<br>61,30 10,37 3,760<br>56,01 10,30 4,50<br>P 16,8 F 11,3 1 dk<br>RW rf 76<br>9BH WB653t | **M Tanker**<br>Chemical<br>2 Ta ER | Oil 2SA 4Cy. 340 × 570<br>640bhp (471kW) Polar<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 2 × 80kW 220V<br>11,5kn |
| 7728168<br>UKFA<br>M-31274<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALDOR**<br>**U.S.S.R. -'Azcherryba'**<br>Novorossiysk U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (479)<br>101,45(BB) 15,22 5,700<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| 5025859<br>D5MO<br>6449<br>Df Esd<br>Gc Rdr<br>RTm | **GALE**<br>ex Varuna Vahini-79 ex Artola-73<br>**Netiv Shipping Corp.**<br>Monrovia Liberia | **11 960**<br>7 174<br>20 457 | **✠100A1** SS 6/79<br>oil tanker<br>**✠LMC**<br>EL ht $2\frac{3}{8}$"SQ<br>FN 5429 | **1961**-6 Soc. Espanola de Const. Nav.—Cadiz (95)<br>172,17 21,75 9,418<br>161,55 21,68 11,92<br>P 34,2 B 11,6 F 18,3 1 dk<br>RW rf 152<br>10BH WB1594t | **M Tanker**<br>1 Ho 13,0 20 Ta ER<br>L.(oil) 24 889 HeCls. C<br>1 Ha (stl) (2,5 × 4,8)<br>Der 3(5) 1(3) | Oil 2SA 7Cy. 740 × 1600<br>8 750bhp (6 436kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>2 AuxB 180lbf/in$^2$ (12,5bar)<br>✠ ne(ex.g) 10/71 12,5kgf/cm$^2$ (12,3bar)<br>Gen 2 × 120kW 1 × 75kW 110V d.c.<br>Fuel 1 561,5t (hvf) 15,5kn |
| 7046091<br>WN8351<br>292748<br>Df Gc<br>Rdr RT | **GALE B**<br>ex Margaret Moran<br>**Midland Enterprises Inc.**<br>Wilmington, De United States of America | **290**<br>119<br>— | AB | **1963** Southern SB. Corp.—Slidell, La (57)<br>10,88 5,401<br>43,08 10,67 6,10<br>F 14,1 1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 206 × 254 sr geared to sc. shafts<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 381,0t |

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| 7829364<br>WYE7<br>986<br>591400 | **GALE WIND**<br>**Anderson Tug & Barge Co.**<br>Juneau, Ak United States of America | **138**<br>93<br>— | | **1978** ............Seattle, Wa<br>*21,10*<br>7,35 3,48<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| 7386295<br>EGND<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GALEA**<br>**Naviera Galea S.A.**<br>Bilbao Spain | **19 916**<br>13 870<br>35 045 | AB<br>✠Classed LR until 16/1/76 | **1974**-7 Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (165)<br>195,99(BB) 24,29 11,151<br>185,02 24,21 15,22<br>P 30,5 F 17,4 1 dk<br>rf nil DK fwd | **M Bulk Carrier**<br>Self-unloader<br>7 Ho each 19,8 ER<br>G.44 722 B.42 278<br>7 Ha (stl) (each 12,8 × 11,5) ER<br>Der 2(2,5) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 384kW 440V 60Hz a.c.<br>Fuel 228,5t (d.o.) 1 399,0t (hvf) 15kn |
| 5258341<br>LW4104<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GALEMAR**<br>ex Duperre-76<br>ex Notre Dame Panetiere-63<br>**Sotavento S.r.l.**<br>Mar del Plata Argentina | **522**<br>211<br>400 | (BV) | **1957** A.G. "Weser" Werk Seebeck —Bremerhaven (826)<br>54,39 8,95 4,268<br>47,99 8,92 4,65<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>In.400<br>4 Ha (each 1,0 × 1,0) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 152,5t (d.o.) 13,5kn |
| 6922937<br>329232 | **GALENA**<br>**Government of Canada (Ministry of Highways for The Province of British Columbia)**<br>Vancouver, B.C. Canada | **571**<br>388<br>— | | **1968** Allied Shipbuilders Ltd.—North Vancouver, B.C.<br>*50,30* 18,65<br>18,60 2,75<br>1 dk | **D-E Ferry**<br>200P | 2 Oil 4SA each 6Cy. 137 × 165 total 1 460bhp (1 074kW) driving 4 gen. each 250kW connected to 2 elec. motors each of 350shp (257kW) (Sy)<br>Caterpillar Tractor Co. Peoria, Illinois<br>1 Directional propeller aft, 1 fwd<br>10kn |
| 7102613<br>EDEP<br>Df Esd<br>Gc Rdr<br>RTv | **GALEONA**<br>**Compania Trasatlantica Espanola S.A.**<br>Barcelona Spain | **5 450**<br>2 736<br>9 513 | ✠**100A1** CS 2/81<br>✠**LMC**<br>EL (Z) 577,5/5,5U2<br>FN 4396 | **1972**-2 Empresa Nacional "Bazan" de C.N.M. S.A.—San Fernando (160)<br>155,78 19,26 7,481<br>145,50 19,21 11,00<br>F 14,1 2 dks, 3rd dk in Nos. 2 & 4 holds<br>rf nil DK fwd len 82<br>5BH to U.dk 2 to 2nd dk WB2178T incl. DTsf729T | **M General Cargo**<br>Ref<br>4 Ho 21,7 26,4 26,4 22,1 ER<br>G.12 886 B.11 585 In.500<br>TEU 67 C.Ho 44/20' C.Dk 23/20'<br>4 Ha (stl) (12,6 × 5,1) (17,9 17,9 13,5 × 7,7) ER<br>Cr 1(12,5) 1(3) Der 1(40) 1(20) 1(10) 2(5) | Oil 2SA 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 344kW 440V 60Hz a.c.<br>Fuel 904,5t (hvf) 19kn |
| 6813863<br>HOGT<br>10790-LI<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALERIE**<br>ex Lania-82 ex Badr-81<br>ex Tohkohsan Maru-75<br>Panama Panama | **81 256**<br>50 049<br>139 528 | BV NK | **1968** Mitsui SB. & Eng. Co. Ltd.—Ichihara (806)<br>293,71 44,02 16,104<br>280,02 44,00 23,50<br>1 dk<br>RW | **M Tanker**<br>10 Ta ER<br>L.(oil) 168 029 HeCls. ptC | Oil 2SA 12Cy. 840 × 1800<br>27 600bhp (20 301kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 1 × 700kW 2 × 440kW 450V 60Hz a.c.<br>Fuel 193,0t (d.o.) 4 669,0t (hvf)-91,5pd<br>16kn |
| 7512404<br>EHFO<br>Df Esd<br>Gc Rdr<br>RT | **GALERNA DOS**<br>**Pesqueras Itxas-Alde S.A.**<br>San Sebastian Spain | **223**<br>68<br>— | BV | **1976** S.A. Balenciaga—Zumaya (280)<br>36,86 7,24 3,741<br>30,99 7,21 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 9Cy. 260 × 400 reverse reduction geared to sc. shaft<br>900bhp (662kW) Alpha<br>Cons. Echevarria Bermeo<br>Fuel 116,5t (d.o.) 11,5kn |
| 7512399<br>EHHL<br>Df Esd<br>Gc Rdr<br>RT | **GALERNA TRES**<br>**Pesqueras Itxas-Alde S.A.**<br>San Sebastian Spain | **223**<br>68<br>177 | BV | **1977** S.A. Balenciaga—Zumaya (281)<br>36,86 7,22 3,741<br>30,51 7,19 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 9Cy. 260 × 400 reverse reduction geared to sc. shaft<br>900bhp (662kW) Alpha<br>Cons. Echevarria Bermeo<br>11kn |
| 7512416<br>EHEI<br>Df Esd<br>Gc Rdr<br>RT | **GALERNA UNO**<br>**Pesqueras Itxas-Alde S.A.**<br>San Sebastian Spain | **223**<br>68<br>— | BV | **1976** S.A. Balenciaga—Zumaya (277)<br>36,86 7,24 3,741<br>30,99 7,21 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 9Cy. 260 × 400 reverse reduction geared to sc. shaft<br>900bhp (662kW) Alpha<br>Cons. Echevarria Bermeo<br>Fuel 116,5t (d.o.) 10,75kn |
| 5268097<br>EBXJ<br>Df Esd<br>RT | **GALERNO**<br>ex Pachi de Chacartegui-70<br>**Naviera Galea S.A.**<br>Bilbao Spain | **695**<br>488<br>1 118 | BV | **1959** Ast. de Murueta S.A.—Guernica (26)<br>*53,10* 9,25 4,573<br>53,12 9,20 5,47<br>2 dks<br>RW | **M General Cargo**<br>2 Ha (16,0 8,6 × 5,0) ER<br>6W Der 6(1,25) | Oil 4SA 6Cy. 350 × 500 geared to sc. shaft<br>890bhp (655kW) E made71 fitted— Skoda<br>CKD Praha Praha<br>Gen 3 × 16kW 1 × 15kW 110V d.c.<br>11,75kn |
| 6853590<br>UIKW<br>M-25156 | **GALERNYY**<br>**U.S.S.R.**<br>Leningrad U.S.S.R. | **239**<br>9<br>89 | RS | **1958** ............U.S.S.R.<br>32,52 8,03 3,099<br>4,09<br>1 dk | **S Tug**<br>Ice strengthened | T 3Cy. 320 480 & 790 × 500<br>U.S.S.R.<br>10,5kn |
| 7732652<br>WYL9351<br>584882 | **GALEWINDS**<br>**Zodiac Inc.**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 159<br>335bhp (246kW)<br>Cummins Engine Co. Inc. U.S.A. |
| 7336458<br>EGIX<br>Df Esd<br>Gc Rdr<br>RT | **GALGO**<br>**Juan Maria Galardi & Emilio Gomez**<br>Huelva Spain | **269**<br>124<br>— | BV | **1974** Ast. Neptuno—Valencia (49)<br>*34,94* 7,32<br>31,50 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 080bhp (794kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 130,5t (d.o.) 13kn |
| 7363853<br>EAEL<br>Df Esd<br>Rdr RT | **GALGOFER**<br>**Galgofer S.A.**<br>Huelva Spain | **269**<br>124<br>— | BV | **1974** Ast. Neptuno—Valencia (55)<br>37,39 7,32 2,998<br>31,50 7,29 3,89<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 242 × 320<br>1 080bhp (794kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 133,5t (d.o.) 12,75kn |

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| 7615244<br>EHKU<br><br>Df Esd<br>Gc Rdr<br>RT | **GALIA**<br>ex Chief Abule-78<br>Launched as Galia<br>**Euroflot S.A.**<br>Santander Spain | **3 250**<br>2 486<br>4 921 | ✠100A1<br>✠LMC UMS<br>EL T 1¾"U2<br>FN 2109 | **1977**-11 Astilleros del Atlantico S.A.<br>—Santander (193)<br>99,75 (BB) 15,30 6,649<br>90,02 15,21 8,21<br>P 14,4 F 6,8 1 dk<br>rf nil<br>5BH WB2080T incl. No. 2 hold 939T<br>Comb. btm & STs in holds 866T | **M General Cargo**<br>3 Ho 29,4 7,4 26,9 ER<br>G.7 242 B.6 500<br>TEU 180 C.Ho 96/20' C.Dk 84/20'<br>3 Ha (stl) (26,5 6,6 26,5 × 11,5) ER<br>Cr 2(-) | Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft<br>4 000bhp (2 942kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 160kW 380V 50Hz a.c.<br>Fuel 394,0t (d.o.) 14kn |
| 6506422<br>FRTF<br>6186<br>Df Esd<br>Rdr RTm | **GALIBI**<br><br>**Government of The Republic of France (Service Technique des Phares et Balises)**<br>Pointe a Pitre Guadeloupe (French) | **128**<br>29<br>90 | BV | **1965** Dubigeon-Normandie S.A.—Grand Quevilly (506)<br>29,80 6,56 2,407<br>27,61 6,51 4,12<br>1 dk<br>rf 610 | **M Buoy Ship**<br>1 Ho 5,7 ER<br>G.85<br>1 Ha (1,9 × 1,5) ER<br>1W Der 1(4,5) 1(2) | Oil 4SA 8Cy. 185 × 200<br>400bhp (294kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 20kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 14,0t (d.o.) 10kn |
| 8120442 | **GALIBIER**<br><br>**Armement Dhellemmes S.A.**<br>France | **350**<br>—<br>— | BV (Class cont.) | **1982** Con. Mec. de Normandie—Cherbourg (34/09)<br>... ...<br>... ... | **M Fishing**<br>Stern Trawler | Oil<br>............. |
| 5125568<br><br>3547<br>Df Esd<br>Pfd RTm | **GALIBIER**<br><br>**Roger Borghini**<br>Dakar Senegal | **117**<br>18<br>50 | (BV) | **1956** At. & Ch. de la Manche—Dieppe<br>26,90 6,15 3,506<br>22,51 6,13 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br><br>1 Ha (1,2 × 1,2)<br>1W Der 1(1) | Oil 4SA 6Cy. 220 × 320<br>440bhp (324kW) NE 59 Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Fuel 49,0t (d.o.) 10kn |
| 7533824<br>UDZJ<br>M-12431 | **GALICHI**<br><br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>88 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7732664<br>WYF4<br>922<br>582980 | **GALICIA**<br><br>**Rio Grande Fisheries Inc.**<br>Brownsville, Tx United States of America | **127**<br>86<br>— | | **1977** .............St. Charles, La<br>*21,77*<br>6,74 3,56<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 6707399<br>UYDR<br>M-28098<br>Df Esd<br>Gc Rdr<br>RT | **GALIFAN BATARSHIN**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **3 170**<br>1 225<br>1 460 | RS | **1966** Nikolayev Shipyard "Nosenko"<br>—Nikolayev<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.294 In.1 330<br>5 Ha (2,2 2,2 × 2,2) (1,8 × 1,8) (1,9 1,9 × 1,9)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 6720822<br>4XMU<br>MS192<br>Df Esd<br>Gc Rdr<br>RT | **GALILA**<br>Launched as Cinnamon Bay<br>**Zim Israel Navigation Co. Ltd.**<br>Haifa Israel | T.Mk<br>**3 023**<br>1 806<br>5 650<br>**4 925**<br>3 160<br>7 027 | AB | **1967** Orenstein Koppel & Luebecker<br>—Luebeck (643)<br>123,40 6,452/7,589<br>113,52 16,62 9,63<br>2 dks | **M General Cargo**<br><br>3 Ho ER<br>G.10 222 B.9 458<br>3 Ha (stl) (11,2 19,5 19,5 × 8,9) ER<br>Cr 2(12,5) 2(8) 1(5) | Oil 2SA 6Cy. 600 × 1050<br>5 400bhp (3 972kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Fuel 694,0t (d.o.) |
| 7931026<br><br><br>Esd Pfd<br>Rdr RT | **GALILEI 2000**<br><br>**N.V. Ondernemingen Jan de Nul S.A.**<br>Brugge Belgium | **2 049**<br>1 484<br>3 488 | BV | **1979** Sing Koon Seng (Pte.) Ltd.<br>—Singapore (502)<br>83,50 4,499<br>82,25 14,51 5,52<br>1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors<br>Single side arm Dredging depth 20.0<br>Hopper 3300T<br>1 Ho ER<br>Hopper 2 000 | 2 Oil 4SA each 16Cy. 142 × 160<br>1 840bhp (1 353kW)<br>Kloeckner Humboldt Deutz West Germany<br>2 Directional propellers<br>7,75kn |
| 6725327<br>ELBL5<br>7097<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALILEO**<br>ex Zenon-74 ex Cerons-71<br>ex Aeolos II-68<br>**Southwestern Shipping Inc.**<br>Monrovia Liberia | **9 854**<br>5 907<br>7 652 | BV (AB) | **1967** Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1375)<br>154,51 23,04 7,659<br>143,44 23,02 13,01<br>F 12,5 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (C.mn.stl) ind rectangular horizontal ER<br>L.(gas).14 798 HeCls. B | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 203,0t (d.o.) 1 100,0t (hvf)-29,0pd<br>17,5kn |
| 5411254<br>ICGN<br>3295<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALILEO GALILEI**<br><br>**Lloyd Triestino S.p.A. di Navigazione**<br>Italia Crociere Internazionali S.p.A<br>Genova Italy | **28 083**<br>16 047<br>9 486 | AB RI<br>✠Classed LR until 13/1/78 | **1963**-3 C.R.D. Adriatico—Monfalcone (1862)<br>213,65(BB) 28,71 8,649<br>188,70 28,61 14,58<br>B 128,4 Upr. B 116,8 F 32,7 2 dks. 3rd & 4th dk except in mchy. space<br>rf 432 | **TS Passenger/General Cargo**<br>1700bth P<br>3 Ho ER 1 Ho<br>G.5 214<br>3 Ha ER 1 Ha | 4 S Turb with dr gearing to 2 sc. shafts<br>44 000shp (32 365kW) De Laval<br>C.R.D. Adriatico Trieste<br>Fuel 5 783,5t (hvf) 25,5kn |
| 6410130<br>UYDI<br>M-3450<br>Df Esd<br>Gc Pfd<br>Rdr | **GALILEO GALILEY**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **30 269**<br>15 260<br>50 840 | RS<br>✠Classed LR until 2/67 | **1964**-10 Ansaldo S.p.A.—Genova (1596)<br>227,85(BB) 31,12 12,078<br>215,09 31,01 15,57<br>P 44,9 B 13,5 F 30,8 1 dk<br>rf 127 | **M Tanker**<br><br>Ice strengthened<br>1 Ho 22 Ta ER<br>G.917 L.(oil) 58 591 HeCls. BC<br>1 Ha (3,9 × 3,9) ER<br>2W Der 2(5) | Oil 2SA 9Cy. 900 × 1600<br>19 000bhp (13 976kW) Fiat<br>S.A. Ansaldo Stab. Mecc. Genova<br>Fuel 249,0t (d.o.) 5 532,5t (hvf)-69,0pd<br>17,5kn |
| 5064582<br>SXKQ<br>7746<br>Esd Gc<br>Pfd Rdr | **GALINI**<br>ex Carmendale-80<br>ex Carmencita-75<br>**Galini Maritime Ltd.**<br>Tomazos Shipping Co. Ltd.<br>Piraeus Greece | **10 404**<br>6 535<br>16 562 | ✠100A1 SS 7/78<br>ore carrier<br>✠LMC<br>EL ft 2¼"SQ<br>FN 4671 | **1959**-8 Oresundsvarvet A/B—Landskrona (166)<br>157,13 19,97 8,878<br>148,22 19,92 11,59<br>P 32,7 F 20,5 1 dk<br>rf 25<br>8BH WB11356t | **M Ore Carrier**<br>4 Ho each 24,5 ER<br>G.10 874<br>4 Ha (stl) (each 18,4 × 8,5) ER | Oil 2SA 6Cy. 680 × 1500<br>4 500bhp (3 310kW)<br>A/B Gotaverken Goteborg<br>Gen 2 × 240kW 220V d.c.<br>Fuel 1 432,5t (hvf)-15,0pd 13kn |

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|---|---|---|---|---|---|---|---|
| **5292725**<br>SXIE<br>2965<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALINI**<br>ex Rembrandt-67<br>**Galini Compania Naviera S.A.**<br>Piraeus Greece | **10 186**<br>6 958<br>16 003 | BV<br>✠Classed LR until 11/1/80 | **1960**-8 Smith's Dock Ltd.—South Bank, Middlesbrough (1259)<br>149,92 19,28 9,519<br>140,52 19,21 12,73<br>P 29,0 F 12,5 2 dks<br>rf nil | **M General Cargo** CSD<br>5 Ho 19,8 21,9 19,5 21,9 22,8 ER<br>G.20 950 B.19 568<br>5 Ha (stl) (11,6 12,1 12,1 12,1 12,1 × 7,3) ER<br>Der 4(10) 6(5) | Vee Oil 4SA 14Cy. 400 × 460 with flexible coupling & sr geared to sc. shaft<br>6 000bhp (4 413kW) ✠ NE 10/68 Pielstick<br>Lindholmens Varv. A/B Goteborg<br>Gen 2 × 200kW 2 × 75kW 220V d.c.<br>Controllable pitch propeller | 15,5k |
| **5125659**<br>ELXG<br>0698<br>Df Esd<br>Gc Rdr | **GALINI**<br>**Vygla S.S. Co. S.A.**<br>Monrovia Liberia | T.Mk<br>**6 383**<br>3 791<br>—<br>**9 415**<br>5 874<br>15 001 | ✠**100A1** SS 2/79<br>✠**LMC**<br>EL d† $2\frac{5}{16}$"SQ<br>FN 4409 | **1955**-12 Mitsubishi Heavy Ind. Reorganised Ltd.—Kobe (864)<br>148,47 19,38 —/9,297<br>138,51 19,28 12,55<br>F 13,8 2 dks<br>rf 102<br>NS 7BH WB2019t incl. Tunnel tanks 229t | **M General Cargo**<br>5 Ho 21,0 26,2 18,3 19,9 24,9<br>G.21 492 B.19 755<br>5 Ha (10,2 14,4 10,3 11,9 11,1 × 7,0)<br>12W Der 1(15) 12(5) | Oil 2SA 6Cy. 720 × 1250<br>4 600bhp (3 384kW) Sulzer<br>Mitsubishi Heavy Ind. Reorg. Kobe<br>AuxB 100lbf/in² (6,9bar)<br>Gen 2 × 220kW 230V d.c.<br>Fuel 954,0t (hvf) | 13,5k |
| **5285966**<br>SV3334<br>3849<br>Df Esd<br>RTm | **GALINI**<br>ex Prosperite-70<br>**Karponis Brothers**<br>Piraeus Greece | **499**<br>310<br>860 | ✠**100A1** SS 7/79<br>✠**LMC** **UMS**<br>EL i<br>FN 679 | **1956**-7 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (314)<br>55,78 9,10 3,582<br>51,82 9,00 4,09<br>P 11,6 F 9,8 1 dk<br>RW rf 76<br>3BH WB209t | **M General Cargo**<br>1 Ho 35,1 ER<br>G.1 079 B.996<br>2 Ha (11,5 13,1 × 5,7) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rij<br>Gen 2 × 7kW 110V d.c.<br>Fuel 57,0t (d.o.) | 10k |
| **5002742**<br>YTTG<br><br>Esd Pfd<br>Rdr RTm | **GALIOLA**<br>ex Adjutant-66<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | **1 104**<br>416<br>—<br>**1 843**<br>931<br>2 720 | ✠**100A1** SS 9/77<br>✠**LMC**<br>EL q ptSQ<br>FN 1422<br>JR | **1954**-5 S. P. Austin & Son Ltd.—South Dock, Sunderland (420)<br>79,20 12,35 —/5,525<br>74,99 12,30 6,66<br>2 dks<br>RW rf 152<br>Coll BH to U dk 4 to 2nd dk WB288t<br>**LAID UP — SURVEYS OVERDUE 9/81** | **M General Cargo**<br>Ref<br>3 Ho 12,8 17,6 20,7<br>G.2 780 B.2 620 In.302<br>4 Ha (stl) (6,1 × 4,2) (8,8 × 6,1) (7,3 × 5,4) (2,7 × 3,0)<br>6W Der 1(20) 6(5) | Oil 2SA 6Cy. 480 × 700<br>1 800bhp (1 324kW)<br>Sulzer Bros. Ltd. Winterthu<br>Gen 3 × 97kW 220V d.c.<br>Fuel 135,0t (d.o.) | 13k |
| **7914262**<br>EAUH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALIZANO**<br>**Naviera de Cantabria S.A.**<br>Santander Spain | **3 353**<br>1 945<br>6 243 | ✠**100A1**<br>cement carrier<br>✠**LMC** **UMS**<br>EL U 467,5/64,0U2<br>FN 2383 | **1981**-9 Ast. Construcciones S.A.—Rios (254)<br>106,81(BB) 15,83 6,782<br>97,16 15,80 8,72<br>P 8,9 F 10,7 1 dk<br>rf nil DK in way of all cement holds<br>9BH WB1791T incl. DTf195T | **M Cement Carrier**<br>Self-unloader<br>4 Ho ER<br>G.6 750 | Vee Oil 4SA 12Cy. 400 × 500 with flexible couplings & sr geared to sc. shaft<br>4 400bhp (3 236kW) Deut<br>Hijos de J. Barreras S.A. Vig<br>Gen 4 × 376kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd | |
| **7125160**<br>5MJZ<br>3992<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GALLANT**<br>ex Nepco Gallant-79<br>**Naves Armadora (Liberia) S.A.**<br>Monrovia Liberia | **54 718**<br>42 084<br>99 900 | ✠**100A1** SS 1/77<br>oil tanker<br>✠**LMC** **UMS**<br>EL T† $3\frac{15}{16}$"U2<br>FN 15407<br>(AB) | **1972**-1 Hitachi Zosen—Innoshima (4307)<br>261,02(BB) 40,29 16,212<br>249,99 40,21 21,42<br>1 dk<br>rf 76<br>8BH WB25985t incl. clean ballast tanks 16952t | **M Tanker**<br>15 Ta ER<br>L.(oil) 139 001 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>23 200bhp (17 065kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshim<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) Spt 285°C 16kgf/cm² (15,7bar)<br>WTAuxB (ex.g) 22kgf/cm² (21,6bar) Spt 285°C 16kgf/cm² (15,7bar)<br>Gen 1 × 760kW 2 × 700kW 450V 60Hz a.c.<br>Fuel 3 454,5t (hvf) | 16k |
| **8006000**<br><br>321/81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLANT**<br>**International Marine Services Inc.**<br>Dubai United Arab Emirates | **723**<br>223<br>— | AB | **1981** Yokohama Zosen—Chiba (1387)<br>40,09 11,61 4,880<br>39,63 11,59 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grang<br>Gen 1 × 360kW 2 × 202kW a.c.<br>2 Controllable pitch propellers | 15k |
| **7534828**<br>WYA2<br>542<br>567254 | **GALLANT FOX**<br>ex Shanna Camille-78<br>**Gilbert R. Tillett**<br>Elizabeth City, NC United States of America | **114**<br>78<br>— | | **1975** S. & R. Boat Builders Inc.—Bayou la Batre, Al<br>*21,98* 6,76<br>3,38<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW) U.S.A<br>Fuel (d.o.) | |
| **7201524**<br>WYZ6<br>879<br>290803 | **GALLANT MAN**<br>**Patterson Menhaden Corp.**<br>Morgan City, La United States of America | **374**<br>254<br>— | | **1963** Patterson Shipyard Inc.—Patterson, La<br>*47,46* 8,54<br>3,26 | **M Fishing** | Oil<br>1 100bhp (809kW)<br>.............<br>Fuel (d.o.) | |
| **7610256**<br>JIOT<br>119676<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLANT PIONEER**<br>**Mitsui O.S.K. Lines Ltd.**<br>Osaka, Osaka Pref. Japan | **12 314**<br>6 614<br>19 205 | NK | **1976** Mitsui Eng. & SB. Co. Ltd.—Tamano (1085)<br>148,39(BB) 22,64 10,002<br>140,01 22,61 13,52<br>P 32,7 F 11,9 2 dks | **M General Cargo**<br>4 Ho ER<br>G.24 028 B.22 659<br>4 Ha (stl) (12,5 16,4 16,4 16,4 × 11,4) ER<br>Cr 2(20) Der 4(10) 4(8,5) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Taman<br>Gen 3 × 420kW 450V a.c. | 15,25k |
| **7802598**<br>WYB6<br>526<br>593905<br>Esd Gc<br>Pfd Rdr<br>RT | **GALLANT SEAHORSE**<br>ex Inmar Duke-82<br>**Kanawha Valley Bank**<br>Seahorse Inc.<br>Morgan City, La United States of America | **281**<br>191<br>600 | AB | **1978** McDermott Shipyard—New Iberia, La (114)<br>54,79 3,671<br>50,37 12,20 4,27<br>F 16,5 1 dk<br>rf 610 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grang<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd | 12k |
| **7220506**<br>WZH3<br>907<br>541069<br>Df Esd<br>Gc Rdr<br>RT | **GALLANT TIDE**<br>**Tidewater Grand Isle Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **195**<br>133<br>610 | AB | **1972** Burton Construction & SB. Corp. —Port Arthur, Tx (489)<br>50,30 11,69 3,376<br>47,22 11,59 3,97<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 75kW | |

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|---|---|---|---|---|---|---|
| 7705609<br>H3SH<br>9248-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLANTRY**<br>Launched as Santo Fortune<br>**Golden City Maritime Corp. S.A.**<br>Panama Panama | **8 755**<br>5 973<br>15 080 | AB | **1978** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2662)<br>143,41(BB) 19,84 9,043<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5<br>4 TwD ER<br>G.20 161 B.19 008<br>5 Ha (stl) (9,1 19,8 9,1 9,1 9,1 × 9,9) ER<br>12W Der 1(60) 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>13,5kn |
| 7912575<br>DZRG<br>M.C-0<br>0240<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLEON AGATE**<br>**National Galleon Shipping Corp.**<br>Manila Philippines | **13 886**<br>8 358<br>19 408 | AB | **1981** Naikai Zosen—Setoda (458)<br>163,07(BB) 23,09 9,921<br>152,03 23,00 14,03<br>F 11,3 1 dk<br>rf nil | **M General Cargo**<br>5 Ho ER<br>G.28 713 B.27 467<br>TEU 538 C. 538/20' (40')<br>9 Ha (stl) (— × —) (—p&s —p&s —p&s —p&s × —) ER<br>Cr 2(25) 3(16) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 570kW a.c.<br>17kn |
| 7912563<br>DZMK<br>M.C-0<br>00226<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLEON AQUAMARINE**<br>**National Galleon Shipping Corp.**<br>Manila Philippines | **13 607**<br>8 850<br>20 119 | AB | **1980** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1236)<br>162,01(BB) 10,070<br>152,03 23,00 14,03<br>P 29,6 F 10,4 2 dks<br>rf 196 | **M General Cargo**<br>Mchy.aft<br>G.28 628 B.26 532<br>Cr 4(25) 1(16) | Oil 2SA 6Cy. 670 × 1700<br>11 000bhp (8 091kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 508kW a.c.<br>16,5kn |
| 5277177<br>DZRZ<br>210267<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLEON CORAL**<br>ex Philippine President Garcia-78<br>**National Galleon Shipping Corp.**<br>Manila Philippines | **9 937**<br>5 264<br>12 339 | AB | **1961** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (769)<br>155,51 19,56 9,024<br>145,01 19,50 12,30<br>F 10,4 3 dks<br>RW rf 102 | **M General Cargo** CSD<br>Ref<br>3 Ho ER 3 Ho<br>G.18 300 B.17 000 In.400<br>3 Ha ER 3 Ha<br>18W Der 2(20) 2(10) 14(6) | Oil 2SA 9Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Fuel 642,0t 18,25kn |
| 7915242<br>DZDI<br>M.C-0<br>00235<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLEON DIAMOND**<br>**National Galleon Shipping Corp.**<br>Manila Philippines | **13 886**<br>8 358<br>19 100 | AB | **1980** Hitachi Zosen—Hiroshima Works, Innoshima (4654)<br>163,07(BB) 9,921<br>152,00 23,11 14,13<br>F 11,3 2 dks<br>rf nil | **M General Cargo**<br>5 Ho ER<br>G.28 713 B.27 467<br>9 Ha (stl) (— × —) (—p&s —p&s —p&s —p&s × —) ER<br>Cr 2(25) 3(16) | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 570kW a.c.<br>17kn |
| 7915254<br>DZPK<br>M.C-0<br>00247<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLEON EMERALD**<br>**National Galleon Shipping Corp.**<br>Manila Philippines | **13 886**<br>8 358<br>19 097 | AB | **1981** Hitachi Zosen—Hiroshima Works, Innoshima (4655)<br>163,00(BB) 23,14 9,900<br>152,03 23,00 14,13<br>F 11,3 1 dk<br>rf nil | **M General Cargo**<br>5 Ho ER<br>G.28 713 B.27 467<br>TEU 538 C. 538/20' (40')<br>9 Ha (stl) (— × —) (—p&s —p&s —p&s —p&s × —) ER<br>Cr 2(25) 3(16) | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 570kW a.c.<br>17kn |
| 7912551<br>DZJG<br>M.C-0<br>00215<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLEON TOURMALINE**<br>**National Galleon Shipping Corp.**<br>Manila Philippines | **13 607**<br>8 850<br>20 070 | AB | **1980** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1235)<br>162,01(BB) 23,07 10,051<br>152,00 23,00 14,00<br>P 29,6 F 10,4 1 dk | **M General Cargo**<br>Str. heavy cargoes<br>Mchy.aft<br>G.1 011 B.937<br>Cr 2(25) 1(16) | Oil 2SA 6Cy. 670 × 1700<br>11 000bhp (8 091kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 508kW a.c.<br>16,5kn |
| 5177860<br>OXZV<br>J17<br>RT | **GALLERY**<br>ex Jutta-73 ex Kathe-36<br>ex Noordzeevisscherij<br>**P/R Gallery**<br>Thomas Brocklebank A.m.b.a.<br>Tarbaek Denmark | **116**<br>52<br>149 | | **1907** ..............Vlaardingen<br>26,73 6,10 3,048<br>6,08 3,20<br>1 dk<br>R | **Aux M General Cargo**<br>1 Ho<br>1 Ha (10,5 × 4,1)<br>1W Der 1(1) | Oil 4SA 3Cy. 210 × 320<br>133bhp (98kW) NE 33<br>Deutsche Werke A.G. Kiel<br>Fuel (d.o.) |
| 5125697<br>INOW<br>49 | **GALLIANO GENNARI**<br>ex S. Gennaro<br>**Giovanni Steriazzo**<br>Porto Empedocle Italy | **104**<br>73<br>— | (RI) | **1947** Luigi Orbano—Salerno<br>26,70 6,25 3,201<br>22,69 6,20<br>1 dk | **Wood Aux M General Cargo**<br>Mchy.aft | Oil 4SA 4Cy. 230 × 280<br>125bhp (92kW)<br>Motorenfabrik Deutz Koeln-Deutz<br>7kn |
| 7221706<br>IQGS<br>601<br>Esd Rdr<br>RT | **GALLIANO SECONDO**<br>**Umberto Mengoni**<br>Ancona Italy | **130**<br>46<br>— | | **1971** Cant. Nav. M. Morini & C.—Ancona (130)<br>27,51 6,81 2,699<br>6,61 3,31<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy.<br>450bhp (331kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7124922<br>384440<br>Df Esd<br>Gc Rdr<br>RT | **GALLIC**<br>ex Delfin-79 ex Carolina-79<br>ex Guipuzkoa-75<br>**G. L. Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **1 773**<br>559<br>2 000 | BV | **1971** Maritima de Axpe S.A.—Bilbao (59)<br>75,49 6,198<br>69,60 13,52 9,15<br>1 dk & S dk | **M Fishing** OSD<br>Side Trawler Ref<br>Mchy.aft<br>In.2 280 | Vee Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 400kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 455,0t (d.o.) 16kn |
| 7614707<br>GWUY<br>377397<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLIC FJORD**<br>**Gallic Shipping Ltd.**<br>Denmac Ltd.<br>London United Kingdom | **1 592**<br>1 240<br>3 256 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL P 1⅝"U2<br>FN 1663 | **1977**-9 Appledore Shipbuilders Ltd. —Appledore (A.S.117)<br>91,52 (BB) 13,31 5,119<br>84,92 13,25 6,33<br>P 9,2 RAD 10,4 F 9,8 1 dk<br>rf 254<br>SF 4BH WB846t incl. DTf98t | **M General Cargo**<br>1 Ho 59,9 ER<br>G.4 029 B.3 659<br>TEU 60 C.Ho 36/20' C.Dk 24/20'<br>2 Ha (each 22,8 × 9,3) ER | Oil 4SA 16Cy. 222 × 292 reverse reduction geared to sc. shaft<br>2 440bhp (1 795kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 88kW 415V 50Hz a.c.<br>Fuel 34,0t (d.o.) 172,0t (hvf) 12,5kn |

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| **7410357**<br>GUYA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLIC MAY**<br><br>**Gallic Shipping Ltd.**<br>Denmac Ltd.<br>Buckie United Kingdom | **229**<br>77<br>264 | **✠100A1**<br>trawler<br>**✠LMC**<br>EL (E) $\frac{11}{16}$"U2<br>FN 329 | **1976**-2 At. & Ch. de la Manche—Dieppe (1245)<br>30,03 8,11 3,582<br>26,55 8,01 4,35<br>F 4,9 1 dk<br>rf 686 BK 102<br>5BH WB22t | **M Fishing**<br>Side Trawler Seiner Ref.<br>1 Ho ER<br>In.115 L.123 | Vee Oil 4SA 12Cy. 159 × 203 sr geared to<br>sc. shaft<br>860bhp (633kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 40kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd 1 aft<br>Fuel 40,0t (d.o.) |

**LAID UP — SURVEYS OVERDUE 2/80**

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| **7421875**<br>GVEF<br>366091<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLIC WAVE**<br><br>**Gallic Shipping Ltd.**<br>Denmac Ltd.<br>London United Kingdom | **1 591**<br>1 179<br>3 067 | **✠100A1** SS 10/81<br>strengthened for heavy<br>cargoes<br>Ice Class 3<br>**✠LMC** **UMS**<br>EL Q $1\frac{1}{2}$"U2<br>FN 1519 | **1976**-4 Schpsbw. & Rep. Gebr. Sander N.V.—Delfzijl (272)<br>83,52 14,13 5,188<br>74,86 14,00 6,28<br>P 15,0 F 9,8 1 dk<br>rf 152<br>4BH WB884T incl. DTf107T | **M General Cargo**<br>2 Ho 26,9 24,5 ER<br>G.3 770 B.3 470<br>2 Ha (stl) (each 19,8 × 10,8) ER | Oil 4SA 8Cy. 320 × 450 sr geared to sc.<br>shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 80kW 380/220V 50Hz a.c.<br>Fuel 209,0t<br>12,5kn |

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| **8001579**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLION**<br>ex Gallant Lion-82<br>**Total Compagnie Francaise de Navigation (T.C.F.N.)**<br>France | **74 297**<br>52 093<br>128 700 | BV | **1981** Kawasaki Heavy Ind. Ltd.—Sakaide (1332)<br>280,02(BB) 16,001<br>268,03 42,02 23,02<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.157 114<br>9 Ha (stl) (15,1 × 14,0) (15,1 15,1 15,1 15,1 15,1 15,1 15,1 × 17,9) (15,1 × 11,9) ER | Oil 2SA 5Cy. 900 × 2180<br>17 600bhp (12 946kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 680kW 440V 60Hz a.c.<br>14kn |

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| **7204148**<br>WYZ2<br>530<br>528928<br>RT | **GALLOWAY**<br><br>**Twenty Grand Marine Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **114**<br>77<br>— | | **1970** Big River SB—Vicksburg, Ms (29)<br>7,93<br>19,82 7,88 2,14<br>1 dk | **TrM Tug** | 3 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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| **5201489**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALLOWAY EXPRESS**<br>ex European Express-77<br>ex Cap Ivi-76<br>ex European Express-76<br>ex Ladon-74 | **3 442**<br>1 772<br>3 796 | BV<br>✠Classed LR until<br>29/9/77 | **1960**-9 C. v.d. Giessen—Krimpen a/d Ijssel (802)<br>119,49 15,02 5,684<br>110,62 14,94 8,08<br>F 10,4 2 dks<br>RW rf 102 len 67<br>conv Ref General Cargo 77 | **M Livestock Carrier**<br>Mchy.aft | Oil 2SA 8Cy. 540 × 1150<br>3 600bhp (2 648kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 3 × 130kW 220V d.c.<br>Fuel 230,0t (hvf)<br>16kn |

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| **7719430**<br>GBJF<br>341514<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALLOWAY PRINCESS**<br><br>**Midland Montague Leasing Ltd.**<br>Sealink (Scotland) Ltd.<br>Stranraer United Kingdom | **6 268**<br>2 675<br>1 850 | **✠100A1**<br>ferry<br>Channel service from ports in U.K., south of Oban & Harwich — Hook of Holland<br>**✠LMC**<br>EL (A†) 552,5/54,0U2(a)<br>FN 3971 | **1980**-4 Harland and Wolff Ltd.—Belfast (1713)<br>129,42(BB) 21,62 4,722<br>120,71 21,00 11,89<br>B 89,7 2 dks<br>rf nil<br>Coll BH to U dk, 13 to 2nd dk WB1284T incl. DTf506T DTa226T | **TM Passenger/RoRo Cargo/Ferry**<br>26bth 974dk P<br>Bow door Stern door | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr<br>geared to sc. shafts<br>16 000bhp (11 769kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>Gen 2 × 900kW 3 × 650kW<br>415V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>18,5kn |

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| **6907224**<br>ICKR<br>148<br>Esd Gc<br>Pfd Rdr<br>RT | **GALLURA**<br><br>**Government of The Republic of Italy (Ministero dei Trasporti e dell'Aviazione Civile - Direzione Generale FF.SS. - Ufficio Speciale Navigazione)**<br>Civitavecchia Italy | **4 939**<br>2 020<br>1 219 | RI | **1968** Cant. Nav. del Tirreno e Riuniti —Ancona (265)<br>122,99 17,68 5,538<br>111,21 17,35 7,35<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 144bth 856dk P<br>Stern & side doors | 2 Oil 2SA each 6Cy. 600 × 800<br>8 000bhp (5 884kW)<br>Fiat S.G.M. Torino<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |

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| **7700130**<br>DEFQ<br>4249<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GALLUSTURM**<br><br>**VVG Versorgungsschiff Verwaltungs- Ges.m.b.H.**<br>VTG-Vereinigte Tanklager und Transportmittel G.m.b.H.<br>Bremen Federal Republic of Germany | **944**<br>341<br>1 200 | GL | **1978** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (761)<br>56,19 4,590<br>51,31 14,01 5,19<br>F 18,9 1 dk | **TM Supply Ship**<br>Deck Cargo Pipe-carrier<br>Ice strengthened | 2 Vee Oil 4SA each 12Cy. 230 × 270<br>geared to sc. shafts<br>1 750bhp (1 287kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>13kn |

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| **5125752**<br>INOT<br>881<br>RTm | **GALLUZZO**<br><br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **222**<br>28<br>66 | RI<br>✠Classed LR until 5/63 | **1961**-6 Cant. Nav. M. & B. Benetti —Viareggio (50)<br>32,42 8,03 4,509<br>29,90 8,01<br>RFD 5,8<br>RW rf 737 BK 152 | **S Tug**<br>Salvage<br>Der 1(2) | T 3Cy. 381 648 & 1067 × 686<br>G. Clark (Sunderland) Ltd. Sunderland<br>Gen 2 × 5kW 220V d.c.<br>Fuel (o.f.) |

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| **7740879**<br>LYBV<br>M-35173 | **GALOS**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **635**<br>199<br>405 | RS | **1979** .............U.S.S.R.<br>54,82 9,96 4,141<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |

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| **8001103**<br>CSBP<br>J358<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GALP SINES**<br><br>**Sacor Maritima Ltda.**<br>Lisboa Portugal | **13 589**<br>4 342<br>18 732 | NV (Class cont.) | **1982** Est. Nav. de Viana do Castelo—Viana do Castelo (114)<br>163,66 8,622<br>152,03 23,41 12,70<br>1 dk | **M Tanker**<br>SBT CBT<br>15 Ta ER<br>L.(oil) 20 000 HeCls. CptB | Oil 2SA 8Cy. 450 × 1200<br>7 040bhp (5 178kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 640kW 380V 50Hz a.c.<br>Fuel 199,0t (d.o.) 707,0t (hvf)-31,5pd 14kn |

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| 7411088<br>GWUQ<br>377528<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALPARA**<br>**Orient Steam Navigation Co. Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **34 893**<br>22 908<br>43 388 | **✠100A1**<br>liquefied gas carrier<br>Type A tanks for Propane, propylene, butane, butadiene & anhydrous ammonia, air temp. minus 18°C, max. pressure 0.27bar, min. cargo temp. minus 50°C<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>EL O† 660,0/78,0U3<br>FN 10087 | **1978**-3 Thyssen Nordseewerke G.m.b.H. —Emden (460)<br>219,51(BB) 28,58 11,799<br>208,01 28,50 19,99<br>1 dk<br>rf nil<br>8BH WB16002T incl. Topside & Comb. btm & STs 14637T | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta (stl) prismatic horizontal ER<br>L.(gas) 54 224 | Oil 2SA 6Cy. 900 × 1600<br>19 924bhp (14 655kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>AuxB (ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 4 × 870kW 450V 60Hz a.c.<br>16,75kn |
| 6914631<br>EOUT<br>M-29779<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALS**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **233**<br>3<br>71 | RS | **1968** VEB Schiffswerft "Edgar Andre" —Magdeburg (7010)<br>34,65 8,51 2,899<br>30,41 8,21 3,74<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>11,25kn |
| 5003863<br>P3RC<br>394318<br>Df Esd<br>Gc Rdr<br>RT | **GALSTREAM**<br>ex Spithead-78 ex Aerdenhout-70<br>**Galsex Marine Co. Ltd.**<br>Galenna Marine Enterprises S.A.<br>Limassol Cyprus | **963**<br>526<br>— | **✠100A1** M 12/80-6mos<br>Ice Class 2 at a draught not exceeding 3,953m<br>**✠LMC**<br>EL m<br>FN 1024 | **1961**-1 N.V. Schps. Gebr. van Diepen —Waterhuizen (965)<br>68,64 10,32 4,465<br>62,51 10,20 6,18<br>F 7,4 1 dk, 2nd dk clear of hold<br>RW rf nil<br>3BH WB256t | **M General Cargo**<br>Mchy.aft<br>G.2 051 B.1 889<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 90,5t<br>11,25kn |
| 5225007<br>KBGA<br>248242<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GALVESTON**<br>ex Marine Serpent-68<br>ex New Orleans<br>**Sea-Land Service Inc.**<br>Wilmington, De United States of America | **11 558**<br>7 633<br>9 506 | AB | **1945** Kaiser Co. Inc—Vancouver, Wa (507)<br>159,39 22,92 9,167<br>151,36 13,87<br>P 43,6 F 21,1 4 dks<br>rf nil deepened 69<br>conv General Cargo 69 | **S Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER<br>C.Ho 217/35' C.Dk 143/35'<br>7 Ha (stl) ER | 2 S Turb dr geared to sc. shaft<br>9 900shp (7 282kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 1 × 600kW 2 × 500kW 450V 60Hz a.c.<br>Fuel 1 746,5t (o.f.)<br>17kn |
| 7201536<br>WX9281<br>508776 | **GALVESTON BAY**<br>**Zapata Haynie Corp.**<br>Houma, La United States of America | **537**<br>366<br>— | | **1967** Burton Construction & SB. Corp. —Port Arthur, Tx<br>*49,57* 10,09<br>3,56<br>1 dk | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>.............<br>Fuel (d.o.) |
| 7341544<br>CB2404<br>YT115<br>Df Esd<br>Rdr RT | **GALVEZ**<br>**Astilleros y Maestranzas de la Armada (ASMAR)**<br>Talcahuano Chile | **113**<br>13<br>— | **✠100A1**<br>tug<br>Talcahuano harbour service<br>**✠LMC**<br>EL C $\frac{11}{16}$"WI<br>FN 231 | **1975**-6 Southern Shipbuilders (London) Ltd. —Faversham (5010)<br>25,53 7,29 2,775<br>22,92 6,85 3,20<br>1 dk<br>rf 584 BK 25<br>6BH WB32T | **M Tug** | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 60kW 440V 60Hz a.c.<br>Fuel 29,0t (d.o.) |
| 7636640<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GALVYE**<br>**U.S.S.R.** U.S.S.R. | **4 821**<br>1 635<br>5 873 | RS | **1980** Rauma-Repola Oy—Rauma/Raumo (256)<br>115,50 17,05 7,000<br>105,01 17,00 8,51<br>P 36,0 F 15,0 1 dk | **M Tanker**<br>Replenishment SBT<br>Ice strengthened<br>1 Ho 8 Ta ER<br>B.203 L.(oil) 6 420 HeCls. ptBptC<br>1 Ha (2,5 × 3,2) ER<br>Der 1(1) | Oil 2SA 5Cy. 500 × 1100<br>3 351bhp (2 465kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 264kW 380V 50Hz a.c.<br>Fuel 88,0t (d.o.) 400,0t (hvf)-16,5pd<br>14kn |
| 5058155<br>EIVZ<br>400221<br>RTm | **GALWAY BAY**<br>ex Calshot-64<br>**Galway Ferries Ltd.**<br>Galway Irish Republic | **702**<br>353<br>— | ✠Classed LR until 11/31 | **1930**-1 J. I. Thornycroft & Co. Ltd. —Southampton (4202)<br>*45,05* 10,09 3,658<br>10,04<br>2 dks<br>R BK 203 conv Tug/Tender 64 | **TM Ferry**<br>423P | 2 Oil 2SA each 8Cy. 190 × 350<br>800bhp (588kW) NE 64<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 2 × 35kW 220V d.c.<br>2 Directional propellers<br>Fuel (d.o.)<br>13kn |
| 7201548<br>WX6231<br>503090 | **GALWAY BAY**<br>**Gary Gene Warren**<br>Coos Bay, Or United States of America | **101**<br>69<br>— | | **1966** Rockport Yacht & Supply Co. —Rockport, Tx<br>*21,37* 6,56<br>2,39<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW)<br>.............<br>Fuel (d.o.) |
| 6905630<br>UUDO<br>M-30283<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GALYA KOMLEVA**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | T.Mk<br>**2 117**<br>850<br>—<br>**3 389**<br>1 615<br>4 648 | RS | **1969** VEB Schiffswerft "Neptun"—Rostock (309)<br>105,64 15,63 5,462/6,770<br>96,02 15,60 8,01<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,1 16,0 16,7 ER 16,3<br>G.6 608 B.6 510<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,9) ER (9,9 × 7,0)<br>10W Der 1(40) 1(20) 2(10) 8(5) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>Halberstadt Halberstadt<br>Fuel 78,0t (d.o.) 313,0t (hvf)<br>13,75kn |
| 6404856<br>191104<br>RT | **GAMA**<br>**Chittagong Port Trust**<br>Chittagong Bangladesh | **249**<br>59<br>— | ✠Classed LR until 5/3/71 | **1964**-4 Karachi Shipyard & Eng. Works Ltd.—Karachi (S55)<br>34,42 9,15<br>31,09 9,01 3,36<br>1 dk<br>rf 127 | **TM Buoy Ship**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 175 × 220<br>434bhp (319kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 6717057<br>3EYY<br>1104<br>8-NY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAMA GETAH**<br>ex Hoegh Opal-82<br>**Gama I Inc.**<br>Panama Panama | T.Mk<br>**8 190**<br>5 236<br>11 038<br>**12 081**<br>8 275<br>18 207 | NV | **1967** Oy Wartsila Ab—Turku/Abo (1157)<br>182,61 20,63 8,052/9,399<br>170,72 20,60 12,60<br>P 52,2 F 33,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 102 len 75 | **M General Cargo**<br>Ref<br>Side door<br>5 Ho 16,9 24,9 24,9 24,9 ER 13,0<br>G.28 450 B.24 841 In.671<br>6 Ha (stl) (9,1 × 8,0) (15,2 15,2 15,2 15,2 × 8,0) ER (7,4 × 6,0)<br>16W Der 1(80) 1(50) 2(30) 16(10) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 294,5t (d.o.) 1 335,0t (hvf)-34,5pd<br>17kn |

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| 6726498<br>HPRL<br>1094<br>8-NY<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAMA KASIA**<br>ex Hoegh Orchid-82<br>**A/S Arcadia**<br>Leif Hoegh & Co. A/S<br>Panama Panama | T.Mk<br>**8 199**<br>5 254<br>13 620<br>**12 081**<br>8 275<br>18 207 | NV | **1968** Oy Wartsila Ab—Turku/Abo (1158)<br>182,73 20,63 7,824/9,348<br>171,33 20,60 12,60<br>P 52,2 F 33,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 102 len 76 | **M General Cargo**<br>Ref<br>Side door<br>5 Ho 16,9 24,9 24,9 24,9 ER 13,0<br>G.28 450 B.24 841 In.671<br>6 Ha (stl) (8,2 × 8,0) (15,2 15,2 15,2 15,2 × 8,0) ER (7,3 × 6,0)<br>16W Der 1(80) 1(50) 2(30) 16(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 294,5t (d.o.) 1 335,0t (hvf)-34,5pd<br>17kn |
| 6804331<br>H9KJ<br>1109<br>4-NY<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAMA PALA**<br>ex Hoegh Orris-82<br>**Gama II Inc.**<br>Panama Panama | T.Mk<br>**8 199**<br>5 254<br>13 620<br>**12 081**<br>8 275<br>18 207 | NV | **1968** Oy Wartsila Ab—Turku/Abo (1159)<br>182,73 20,63 7,849/9,399<br>171,33 20,60 12,60<br>P 52,2 F 33,3 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 102 len 76 | **M General Cargo**<br>Ref<br>Side door<br>5 Ho 16,9 24,9 24,9 24,9 ER 13,0<br>G.28 450 B.25 512 In.671<br>6 Ha (stl) (8,2 × 8,0) (15,2 15,2 15,2 15,2 × 8,0) ER (7,3 × 6,0)<br>16W Der 1(80) 1(50) 16(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 294,5t (d.o.) 1 335,0t (hvf)-36,5pd<br>17kn |
| 7005968<br>H3DZ<br>1112<br>8-NY<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAMA ROBUSTA**<br>ex Hoegh Pilot-82<br>**Gama II Inc.**<br>Panama Panama | T.Mk<br>**8 186**<br>5 257<br>—<br>**12 079**<br>8 300<br>17 950 | NV | **1970** Oy Wartsila Ab—Turku/Abo (1185)<br>182,73 20,63 8,332/9,322<br>171,30 20,60 12,60<br>P 52,2 F 33,3 2 dks, 3rd dk in Nos. 2, 3, & 4 holds<br>rf 102 len 76 | **M General Cargo**<br>Ref<br>5 Ho 16,9 24,9 24,9 24,9 ER 13,0<br>G.28 321 B.25 423 In.863<br>6 Ha (stl) (8,2 15,2 15,2 15,2 15,2 × 8,0) ER (7,3 × 8,0)<br>16W Der 1(120) 1(80) 16(10) | Oil 2SA 6Cy. 760 × 1550<br>10 200bhp (7 503kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 1 × 600kW 2 × 440kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 294,5t (d.o.) 1 335,0t (hvf)-34,5pd<br>17kn |
| 7622900<br>Df Esd<br>Gc Rdr<br>RT | **GAMAL ABDEL NASER**<br>**U.S.S.R.**<br>U.S.S.R. | **63 146**<br>38 604<br>108 890 | RS | **1980** Okean Shipyard—Nikolayev (103)<br>258,96(BB) 39,86 15,601<br>244,03 21,39<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>Ice strengthened<br>9 Ho/Ta 14 Wing Ta ER<br>L.(oil) 114 340<br>9 Ha (stl) (each 13,7 × 18,9) ER | Oil 2SA 9Cy. 840 × 1800<br>21 100bhp (15 520kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 640kW 3 × 400kW a.c.<br>15,25kn |
| 6610285<br>TRP2020<br>Df Esd<br>Rdr RT | **GAMBA**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>Port Gentil Gabon | **347**<br>105<br>262 | BV | **1966** Dubigeon-Normandie S.A.—Grand Quevilly (516)<br>40,62 9,53 1,524<br>36,40 9,50 2,62<br>1 dk | **TM Tanker**<br>Mchy.aft | 2 Vee Oil 4SA each 6Cy. 159 × 203<br>700bhp (515kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,25kn |
| 5125805<br>EDQZ<br>Df Esd<br>RTm | **GAMBA**<br>**Jose Pena Vale**<br>La Coruna Spain | **215**<br>102<br>— | (BV) | **1962** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (149)<br>*30,03* 6,76<br>30,03 6,71 3,84<br>1 dk<br>RW | **S Fishing**<br>Side Trawler<br>2 Ha (each 0,9 × 0,9)<br>1W Der 1(1) | T 3Cy. 228 360 & 319 × 445<br>240ihp (177kW)<br>Const. Navales P. Freire Vigo<br>Fuel (o.f.)<br>9kn |
| 7224100<br>GNOY<br>358786<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAMBADA**<br>**P&O Steam Navigation Co.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **21 357**<br>11 528<br>23 869 | **✠100A1** SS 4/78<br>liquefied gas carrier butane, butadiene, propane, propylene, anhydrous ammonia and vinyl chloride monomer at restricted filling limits and propylene oxide in No. 3 cargo tank only, in independent tanks with max. vapour pressure 0.35 kg/$cm^2$, min. temp. minus 51°C<br>Ice Class 3 (cc)<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>EL J† 2⅝"U3<br>FN 7095 | **1973**-3 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1342)<br>177,86(BB) 26,04 10,021<br>165,00 26,00 17,00<br>1 dk<br>rf 127<br>8BH WB8728t incl. Comb. top, btm & STs in holds 7176t | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>4 Ta (stl) ind prismatic horizontal ER<br>L.(gas) 29 792 HeCls. B | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (Comp) 7kgf/$cm^2$ (6,9bar)<br>Gen 4 × 650kW 440V 60Hz a.c.<br>Fuel 2 116,5t (hvf)-56,0pd<br>16,25kn |
| 5420073<br>TQKE<br>Df Esd<br>RTm | **GAMBAS**<br>ex Bon Retour-63<br>**Armement 'Gambas'**<br>Camaret France | **120**<br>47<br>— | (BV) | **1957** Ch. Joseph Keraudren—Camaret<br>*21,34* 7,12<br>7,07<br>1 dk | **Wood Aux M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 165 × 180<br>320bhp (235kW)<br>Cie. Gen. des Moteurs Mulhouse<br>Fuel 45,5t (d.o.)<br>9kn |
| 5332082<br>9WBY<br>324839<br>Df Esd<br>Pfd RT | **GAMBELA**<br>ex Hongkong Line-75<br>ex Paragon-74 ex Slinde-65<br>ex Industria-62<br>**Kamarado Sendirian Berhad**<br>Labuan Malaysia | **1 603**<br>817<br>2 967 | ✠Classed LR until 22/9/77 | Lch.**1943** Cmd.**1945**-7 Lindholmens Varv. A/B—Goteborg (981)<br>90,35 12,83 5,862<br>85,35 12,81 8,39<br>1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>2 Ho<br>G.5 047 B.4 565<br>5 Ha<br>2W Der 1(15) | Oil 2SA 6Cy. 500 × 900<br>1 700bhp (1 250kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Fuel 420,5t<br>13kn |
| 6813215<br>GRUK<br>358924<br>Df Esd<br>Gc Rdr<br>RT | **GAMBHIRA**<br>ex Butanaval-73 ex Butanueve-71<br>**Lombard North Central Leasing Ltd.**<br>P&O Steam Navigation Co.<br>London United Kingdom | **10 977**<br>5 584<br>11 470 | **✠100A1** SS 7/79<br>liquefied gas carrier Propane, butane, butadiene, mixtures of foregoing cases, anhydrous ammonia, max. pressure 0,29bar, min. temp. minus 48°C.<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL C† 2⅜"U2<br>FN 4699 | **1969**-4 Ast. de Cadiz—Sevilla (111)<br>153,22(BB) 21,32 8,522<br>139,78 21,26 12,35<br>P 31,7 Trunk 91,5 F 18,9 1 dk<br>rf nil<br>8BH WB5150t incl. DTf535t Comb. btm & STs in holds 3030t | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>4 Ta (stl) ind rectangular ER<br>L.(gas) 14 101 | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ast. de Cadiz Valencia<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/$cm^2$ (6,9bar)<br>Gen 3 × 480kW 400V 50Hz a.c.<br>Fuel 267,5t (d.o.) 883,0t (hvf)<br>16,5kn |

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| **7713888**<br>5MUJ<br>6065<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAMBIT SUCCESS**<br><br>**Liberian Gambit Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **9 735**<br>7 145<br>16 868 | NK | **1978** Imabari Zosen—Imabari (375)<br>146,69(BB) 22,92 9,054<br>136,02 22,86 12,22<br>P 23,8 F 11,3 2 dks | **M Bulk Carrier**<br><br>4 Ho ER<br>G.21 944 B.20 698<br>4 Ha (stl) (14,4 × 9,6) (17,6 17,6 17,6 × 11,2) ER<br>Der 4(17,5) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>14kn |
| **7603722**<br>WYT8<br>522<br>553746 | **GAMBLING LADY**<br><br>**James F. Machella**<br>New Orleans, La United States of America | **163**<br>112<br>— | | **1973** Toche Enterprises Inc.—Ocean Springs, Ms<br>*24,27*<br>7,47 3,76 | **M Fishing** | Oil<br>450bhp (331kW)<br>U.S.A. |
| **5364554**<br>HPBX<br>3858-HK<br>Df Esd<br>Rdr RT | **GAMBOMA**<br>ex Padola-66 ex Galula-65<br>ex Tong Poh-64 ex Cerion-56<br>**Compania Naviera Thompson S.A.**<br>Panama Panama | **2 593**<br>1 385<br>3 908 | ✠Classed LR until 4/56 | **1938**-12 Smith's Dock Ltd.—South Bank, Middlesbrough (1054)<br>97,95 12,81 6,439<br>93,20 12,73 7,65<br>Ba 16,8 B 8,6 F 12,5 2 dks<br>R | **M General Cargo**<br>Mchy.aft<br>8W Der 8(1,5) | Oil 4SA 6Cy. 500 × 1100<br>1 600bhp (1 177kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 1 127,0t<br>10,5kn |
| **6900020**<br>UPAG<br>M-28811<br>Df Esd<br>Gc Rdr<br>RT | **GAMID SULTANOV**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **8 840**<br>4 075<br>2 510 | RS | **1966** "Krasnoye Sormovo" Shipyard —Gorkiy<br>133,69 18,29 4,401<br>127,23 17,73 12,02<br>2 dks | **TrD-E Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 290P<br>Stern Door<br>1 Ho<br>G.155<br>1 Ha (1,6 × 1,9) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 3 elec. motors & geared to 3 sc. shafts<br>U.S.S.R.<br>Thw. thrust propeller fwd<br>17,5kn |
| **5125843**<br>TQQL<br><br>Df Esd<br>RTm | **GAMIN DE PARIS**<br><br>**Robert Le Goff & Compagnie**<br>Robert Le Goff<br>Lorient France | **121**<br>53<br>82 | BV | **1958** Ch. Nav. Franco-Belges—Villeneuve-la-Garenne<br>26,29 6,66 3,471<br>23,14 3,64<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ha (each 1,0 × 1,0)<br>Der 1(2,5) | Oil 4SA 6Cy. 260 × 280<br>500bhp (368kW) NE 70<br>Crepelle et Cie. Lille<br>Fuel 26,0t (d.o.)<br>9,5kn |
| **7826465** | **GAMING**<br><br>**Michael Shipping Co.**<br>Philippines | **400**<br>—<br>800 | | **1979** Philippine Iron Cons. & Marine Works Inc.—Jasa-an, Mindanao (45)<br>... ...<br>... ... | **M Tanker**<br>Chemical | Oil geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5040433**<br>SV5008 | **GAMMA**<br>ex BP Zest-80<br>ex Ben Harold Smith-76<br>**Gamma Navigation Co.**<br>Greece | **325**<br>163<br>328 | ✠LR class withdrawn 1/82 | **1952**-9 Rowhedge Ironworks Co. Ltd. —Rowhedge (742)<br>41,46 7,95 2,306<br>40,24 7,93 2,90<br>RQD 13,5 Trunk 20,8 1 dk<br>RW | **M Tank Barge**<br>4 Ta ER<br>L.(oil) 396 | Oil 2SA 4Cy. 250 × 420<br>310bhp (228kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 15kW 110V d.c.<br>Fuel 10,0t (d.o.)-1,5pd<br>8,5kn |
| **8003503**<br>GBXC<br>390981<br>RT | **GAMMA BAY**<br><br>**Costain-Blankevoort (U.K.) Dredging Co. Ltd.**<br>London United Kingdom | **2 877**<br>1 592<br>3 255 | BV | **1981** IHC Smit B.V.—Kinderdijk (CO1139)<br>88,02 5,001<br>82,50 16,62 7,01<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 20,0<br>Hopper 3010T<br>Mchy.aft<br>Hopper 2 500<br>1 sandpump 1690kW (2265bhp) max. limited to 1030kW (1380bhp) dredging<br>Cr 1(8) | 2 Vee Oil 2SA each 18Cy. 190 × 350 geared to sc. shafts<br>6 000bhp (4 413kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 1 × 375kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>12,75kn |
| **7211359**<br>H9UM<br>1140<br>9-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAMMAGAS**<br><br>**Balboa Chartering Co. S.A.**<br>Alpaca Shipping Corp.<br>Panama Panama | **4 213**<br>2 668<br>5 794 | GL | **1972** Jos. L. Meyer—Papenburg (567)<br>106,41(BB) 15,50 7,251<br>98,61 15,40 9,00<br>F 11,0 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>3 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 5 202 | Vee Oil 4SA 12Cy. 370 × 400<br>4 800bhp (3 531kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 102,0t (d.o.) 457,5t (hvf)-18,5pd 16kn |
| **6811695**<br>HMJH<br>BS-A-1190<br>Df Esd<br>Gc Pfd<br>RT | **GAMMIRI No. 1**<br>ex Kaijin Maru No. 11-76<br>**Sekang Industries Co. Ltd.**<br>Busan South Korea | **278**<br>141<br>— | KR | **1967** Kanasashi Zosensho—Unspecified Works, Shimizu (819)<br>47,35 7,93 3,226<br>41,76 7,90 3,61<br>P 22,0 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.326<br>3 Ha (each 1,3 × 1,6) | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 168kW 225V a.c.<br>10,5kn |
| **6723173**<br>D7OI<br>BS-A-1203<br>Df Esd<br>Gc Rdr | **GAMMIRI No. 2**<br>ex Meiji Maru No. 18<br>**Sekang Industries Co. Ltd.**<br>Busan South Korea | **281**<br>148<br>768 | KR | **1967** Niigata Eng. Co. Ltd.—Niigata (712)<br>47,58 7,83 3,150<br>43,31 7,80 3,56<br>P 22,0 F 5,5 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.343 | Oil 4SA 6Cy. 330 × 520<br>1 050bhp (772kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 225V a.c.<br>10,5kn |
| **6709294**<br>6MUV<br>BS-A-746<br>Df Esd<br>Gc Rdr | **GAMMIRI No. 3**<br>ex Dong Bo No. 27<br>ex Chokyu Maru No. 1-74<br>**Sekang Industries Co. Ltd.**<br>Busan South Korea | **235**<br>113<br>— | KR | **1966** Miho Zosensho K.K.—Shimizu (599)<br>43,59 7,55<br>38,10 7,52 3,33<br>P 18,3 F 6,8 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.331<br>3 Ha (1,3 1,3 × 0,9) (1,8 × 1,8) | Oil 4SA 6Cy. 310 × 460<br>950bhp (699kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 104kW 225V a.c.<br>10,5kn |
| **6420989**<br>6MVM<br>BS-A-754<br>Df Esd<br>Gc Rdr<br>RT | **GAMMIRI No. 7**<br>ex Dong Bo No. 37<br>ex Shoyu Maru No. 8-73<br>**Sekang Industries Co. Ltd.**<br>Busan South Korea | **347**<br>188<br>— | KR | **1964** Miho Zosensho K.K.—Shimizu (512)<br>51,90 8,03<br>46,64 8,01 3,81<br>P 20,5 F 6,4 1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing Ref<br>Mchy.aft<br>In.452<br>3 Ha (0,9 × 1,3) (1,3 × 1,3) (1,6 × 1,6) | Oil 4SA 6Cy. 370 × 520<br>1 100bhp (809kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 128kW 225V a.c.<br>12kn |

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| **6853605**<br>UUIU<br>M-24507 | **GAMOV**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **304**<br>69<br>273 | RS | **1955** VEB Elbewerft—Boizenburg<br>43,06 7,32 3,210<br>38,26 3,48<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 5 Ta ER<br>B.62 L.(oil) 203<br>1 Ha (1,6 × 1,2) ER | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 8kn |
| **7418361**<br>ZSVM<br>351161<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAMTOOS**<br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | T.Mk<br>**3 332**<br>2 320<br>6 976<br>**5 829**<br>4 315<br>8 656 | GL | **1976** Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (2900)<br>132,01 17,25 6,451/7,341<br>123,58 17,21 9,91<br>F - 2 dks<br>rf nil | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 22,1 36,4 35,4 ER<br>G.12 838 B.12 105<br>TEU 258 C. 258/20' incl. 18 ref C.<br>3 Ha (stl) (12,9 × 7,7) (25,9 25,9 × 10,5) ER<br>Der 1(35) 4(22) | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 420kW 1 × 230kW 380/400V 50Hz a.c.<br>Fuel 545,5t (hvf) 14,5kn |
| **7025994**<br>URFJ<br>M-28135<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAMZAT TSADASA**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **12 478**<br>7 267<br>14 300 | RS | **1971** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (278)<br>176,23 21,29 9,802<br>165,18 21,25 12,65<br>1 dk<br>len 80<br>conv General Cargo 80 | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>7 Cell.Ho ER 1 Cell.Ho<br>TEU 704<br>C.Ho 424/20' (40') C.Dk 280/20' (40') incl. 80 ref C.<br>7 Ha (stl) ER 2 Ha (stl) | Oil 2SA 8Cy. 740 × 1600 B&W<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 207,5t (d.o.) 2 131,5t (hvf) 17,75kn |
| **7021560**<br><br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAN JIANG**<br>ex Norbella-79<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **11 538**<br>6 721<br>16 277 | (BV) | **1970** A/S Framnaes M/V—Sandefjord (176)<br>155,53 21,72 9,399<br>146,34 21,65 12,40<br>B 55,5 F 16,5 2 dks<br>rf nil | **M General Cargo** CSD<br>5 Ho 20,5 17,6 17,6 34,9 15,3 ER<br>G.24 583 B.21 862<br>5 Ha (stl) (11,2 12,7 × 10,3) (12,7 × 12,9) (24,7 12,8 × 10,3) ER<br>4W Cr 2(11) Der 1(100) 4(10) | Oil 2SA 7Cy. 740 × 1600 B&W<br>11 900bhp (8 753kW)<br>Akers/Nylands Verksted Oslo<br>Gen 2 × 500kW 1 × 210kW 450V 60Hz a.c.<br>Fuel (hvf) 17kn |
| **7020164**<br><br><br>Df Esd<br>Gc Rdr | **GAN QUAN**<br>ex Sirara-80<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **1 967**<br>1 042<br>3 658 | (BV) | **1970** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (5187)<br>100,44(BB) 14,41 6,198<br>89,41 14,33 8,89<br>2 dks, 3rd dk in holds<br>rf 102 | **M General Cargo**<br>Ref.<br>Side doors 2(p) 1(s)<br>3 Ho 21,1 20,5 16,9 ER 3 TwD 24,9 20,5 21,4 ER<br>In.5 475<br>3 Ha (stl) (6,4 9,0 6,4 × 4,8) ER<br>6W Der 2(5) 4(3) | Oil 4SA 12Cy. 400 × 500<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>16kn |
| **7377725**<br>5NBM<br><br>Gc Rdr<br>RT | **GANAGANA**<br>**Atlantic Fishing Co. Ltd.**<br>Lagos Nigeria | **190**<br>66<br>187 | | **1974** Kanmon Zosen K.K.—Shimonoseki (322)<br>31,88 7,22 2,794<br>27,79 7,19 3,31<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>600bhp (441kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama<br>Fuel (d.o.) |
| **7329821**<br>UIAZ<br>M-28261 | **GANALY**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **163**<br>39<br>88 | RS | **1973** ..............U.S.S.R.<br>33,96 7,09 2,899<br>3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| **7719105**<br>YCWF<br>71230BA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANDA BHAKTI**<br>Launched as Transbaltico<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | **10 179**<br>5 517<br>15 922 | ✠**100A1**<br>ro—ro cargo & container ship<br>DTs upper f veg. oil or latex<br>✠**LMC**<br>EL Gt 577,5/60,0U3<br>FN 5471<br>RI (Class cont.) | Lch.**1979** Cmpl.**1982**-1 Italcantieri S.p.A.—Monfalcone (4366)<br>154,24(BB) 22,89 9,051<br>140,01 22,86 16,21<br>P 33,0 F 12,8 2 dks<br>rf nil<br>SF 1BH to U.dk, 5 to 2nd dk WB6850T incl. DTf 1052T & TwD 989T. | **M RoRo Cargo/General Cargo**<br>Quarter stern door & ramp (s)<br>3 Ho 13,1DTp&s 17,6 35,2 33,2 1 TwD ER ER<br>G.25 199 B.27 419<br>TEU 600 C.Dk 600/20'<br>8 Ha (stl) (5,4p&s × 4,2) (16,4p&s 31,2p&s 31,2p&s × 8,4) ER<br>Cr 2(35) 2(25) 2(15) | Oil 4SA 8Cy. 550 × 590 with flexible couplings & sr geared to sc. shaft<br>11 200bhp (8 238kW)<br>Grandi Motori Trieste Trieste<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 635kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>Fuel 149,5t (d.o.) 1 157,5t (hvf) 16kn |
| **7719090**<br>YCWE<br>71190BA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANDA GAMA**<br>Launched as Transpacifico<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | **10 179**<br>5 517<br>15 922 | ✠**100A1**<br>ro—ro cargo & container ship<br>DTs upper forward—veg. oil or latex<br>✠**LMC**<br>EL Gt 577,5/60,0U3<br>FN 5471<br>RI (Class cont.) | Lch.**1979** Cmpl.**1982**-1 Italcantieri S.p.A.—Monfalcone (4365)<br>154,24(BB) 22,89 9,051<br>140,01 22,86 16,21<br>P 33,0 F 12,8 2 dks<br>rf nil<br>SF 1BH to U.dk, 5 to 2nd dk WB6850T incl. DTf 1052T & TwD 989T. | **M RoRo Cargo/General Cargo**<br>Quarter stern door/ramp (s)<br>3 Ho 13,1DTp&s 17,6 35,2 33,2 1 TwD ER<br>G.25 199 B.27 419<br>TEU 600 C.Dk 600/20'<br>8 Ha (stl) (5,4p&s × 4,2) (16,4p&s 31,2p&s 31,2p&s × 8,4) ER<br>Cr 2(35) 2(25) 2(16) | Oil 4SA 8Cy. 550 × 590 with flexible couplings & sr geared to sc. shaft<br>11 200bhp (8 238kW)<br>Grandi Motori Trieste Trieste<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 635kW 450V 60Hz a.c.<br>Controllable pitch propeller aft<br>16kn |
| **7723467**<br>D5LA<br>6409<br>Df Esd<br>Gc Rdr<br>RT | **GANDA SATRIA**<br>**Lumut Carriers (Liberia) Inc.**<br>Monrovia Liberia | **6 416**<br>4 123<br>10 138 | ✠**100A1**<br>suitable for carriage of containers in No. 1 to 3 holds, upper deck abreast No. 1 hatch, weather deck hatches for holds Nos. 1, 2 & 3 & 'tween deck hatches for holds Nos. 1, 2 & 3<br>✠**LMC**<br>EL X 495,0/46,0SQ<br>FN 3472 | **1979**-2 Jurong Shipyard Ltd.—Singapore (1028)<br>124,01(BB) 19,69 7,709<br>116,01 19,60 10,32<br>F 10,1 2 dks<br>rf nil<br>SF 5BH WB2022T incl. DTf451T | **M General Cargo** CSD<br>3 Ho 22,4 30,7 30,7 2 TwD ER<br>G.14 282 B.13 275<br>5 Ha (stl) (13,2 × 9,9) (20,2p&s 20,2p&s × 7,4) ER<br>Der 5(25) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aio<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 79,5t (d.o.) 737,0t (hvf) |

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| **7723443**<br>D5HB<br>6307<br>Df Esd<br>Gc Rdr<br>RT | **GANDA-GUNA**<br>**Lembing Carriers (Liberia) Inc.**<br>Monrovia Liberia | **6 416**<br>4 123<br>10 154 | **✠100A1**<br>suitable for the carriage of containers in Nos. 1 to 3 holds, upper deck abreast No. 1 hatch, weather deck hatches for hold Nos. 1, 2 & 3 & tween deck hatches for hold Nos. 2 & 3<br>**✠LMC**<br>EL X 495,0/46,0U3<br>FN 3472 | **1978**-9 Jurong Shipyard Ltd.—Singapore (1026)<br>124,01(BB) 19,69 7,709<br>116,01 19,60 10,32<br>F 10,1 2 dks<br>rf nil<br>SF 5BH WB2022t incl. DTf451t | **M General Cargo** CSD<br>3 Ho 22,4 30,7 30,7 2 TwD ER<br>G.14 282 B.13 275<br>5 Ha (stl) (13,2 × 9,9) (20,2p&s 20,2p&s × 7,4) ER<br>Der 5(25) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 79,5t (d.o.) 737,0t (hvf) |
| **7723455**<br>D5KZ<br>6408<br>Df Esd<br>Gc Rdr<br>RT | **GANDA-PRAWIRA**<br>**Lahat Carriers (Liberia) Inc.**<br>Monrovia Liberia | **6 416**<br>4 123<br>10 147 | **✠100A1**<br>suitable for carriage of containers in No. 1 to 3 holds, upper deck abreast No. 1 hatch, weather deck hatches for holds Nos. 1, 2 & 3 & 'tween deck hatches for holds No. 2 & 3<br>**✠LMC**<br>EL X 495,0/46,0U3<br>FN 3472 | **1978**-12 Jurong Shipyard Ltd.—Singapore (1027)<br>124,01(BB) 19,69 7,709<br>116,01 19,60 10,32<br>F 10,1 2 dks<br>rf nil<br>SF 5BH WB2022t incl. DTf451t | **M General Cargo** CSD<br>3 Ho 22,4 30,7 30,7 2 TwD ER<br>G.14 282 B.13 275<br>5 Ha (stl) (13,2 × 9,9) (20,2p&s 20,2p&s × 7,4) ER<br>Der 5(25) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 79,5t (d.o.) 737,0t (hvf) |
| **7343267**<br>GUBQ<br>366075<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANDARA**<br>**P&O Steam Navigation Co.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **15 611**<br>9 205<br>17 651 | **✠100A1** SS 5/81<br>liquefied gas carrier Propane, propylene, butane, butadiene & anhydrous ammonia in independent tanks, max. pressure 0,29bar, min. temp. minus 50°C. (cc)<br>Ice Class 3<br>**✠LMC UMS**<br>**✠Lloyd's RMC (LG)**<br>EL Ft $2\frac{5}{16}$"U3<br>FN 6114 | **1976**-4 Swan Hunter Shipbuilders Ltd. —Hebburn Shipyard, Hebburn (83)<br>160,03(BB) 24,03 9,818<br>152,00 24,01 16,21<br>1 dk<br>rf nil<br>8BH WB6822T incl. Comb. btm & STs in Nos. 2, 3 holds 3656T & Topside tanks in holds 2619T | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>4 Ta (stl) ind prismatic horizontal ER<br>L.(gas) 22 711 | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>AuxB (ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 525kW 440V 60Hz a.c.<br>Fuel 229,5t (d.o.) 2 114,5t (hvf) 17kn |
| **6403280**<br>174354<br>Df Esd<br>RT | **GANDARA**<br>**Ceylon Fisheries Corp.**<br>Colombo Sri Lanka | **238**<br>49<br>— | ✠LR class withdrawn 18/6/82 | **1964**-8 Ladjedelnica Piran—Piran (42)<br>33,36 7,32 3,455<br>28,35 7,31 3,76<br>F 14,4<br>rf 584 | **M Fishing**<br>Stern Trawler | Oil 2SA 6Cy. 230 × 400 with hydraulic clutch<br>460bhp (338kW) Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>9,75kn |
| **5125908**<br>PKVS<br>Esd Gc<br>RT | **GANDARIA**<br>**P.T. Pelayaran Nasional Indonesia (PELNI)**<br>Jakarta Indonesia | **839**<br>332<br>957 | KI | **1962** Brodogradiliste "Ivan Cetinic" —Korcula (103)<br>69,40 10,52 3,849<br>60,61 10,49 6,10<br>1 dk & S dk | **M General Cargo** OSD<br>Mchy.aft | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW) Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 1 × 150kW 220V d.c.<br>12kn |
| **7521871** | **GANDASULI**<br>**C.V. Dwi Djaja**<br>Surabaya Indonesia | **331**<br>135<br>500 | KI | **1975** P.T. Dok "Surabaya"—Surabaya (480)<br>44,66 7,65 2,591<br>40,01 7,62 3,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280 sr geared to sc. shaft<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 20kW 115V |
| **5125910**<br>Df | **GANDENG**<br>ex Akitsu Maru-46<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **619**<br>224<br>— | | **1940** Tama Shipyard Co. Ltd.—Tama (280)<br>52,41 8,41 4,547<br>... ... ...<br>1 dk | **S Tug** | T 3Cy. 379 649 & 1080 × 660<br>Maniwa Dock Osaka |
| **6409765**<br>TFCF<br>0263<br>Df Esd<br>Rdr RT | **GANDI**<br>ex Thorbjorn II-77<br>**Gunnlangur Olafsson**<br>Vestmannaeyjar Iceland | **131**<br>38<br>— | | **1964** A/B Djupviks Batvarv—Djupvik<br>30,71 6,89 2,540<br>6,27 3,20<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| **8034667**<br>617540 | **GANDIL**<br>**Bayside Cold Storage Inc.**<br>Juneau, Ak United States of America | **126**<br>113<br>— | | **1980** ............San Diego, Ca<br>*23,11* 7,32<br>2,24<br>1 dk | **M Fishing** | Oil<br>600bhp (441kW)<br>U.S.A. |
| **7110414**<br>6VJL<br>Df Esd<br>RT | **GANDIOLE**<br>**Societe Nouvelle des Conserveries**<br>Dakar Senegal | **288**<br>86<br>363 | BV | **1971** Schiffswerft u. Masch. Max Sieghold —Bremerhaven (153)<br>36,81 8,64 4,011<br>33,58 8,50 4,30<br>1 dk | **M Fishing**<br>Tuna Seiner Ref.<br>8 Ta<br>In.173<br>Der 1(7) 2(2) | Vee Oil 4SA 12Cy. 185 × 200<br>950bhp (699kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 80,5t (d.o.) 11,5kn |
| **6721759**<br>EFOR<br>8695<br>Esd | **GANDON MENDIUINA**<br>**Wenceslao Gandon Casal**<br>Vigo Spain | **188**<br>59<br>134 | (BV) | **1967** Const. Nav. Yarza—Vigo (10)<br>31,32 3,201<br>26,01 6,81 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 270 × 360<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **6823480**<br>PLTM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANESA**<br>ex Nichijima Maru No. 5-76<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | **1 997**<br>1 172<br>3 552 | NK | **1968** Tokushima Zosen Sangyo K.K. —Komatsujima (275)<br>87,10 13,52 5,773<br>81,01 13,49 6,81<br>P 18,9 F 8,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 451 B.4 172<br>2 Ha (stl) (21,4 22,1 × 8,0) ER<br>Der 1(15) 3(10) | Oil 4SA 6Cy. 460 × 680<br>2 400bhp (1 765kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 445V a.c.<br>Fuel 314,0t-8,0pd 12,5kn |
| **7814773**<br>RT | **GANG JIAN QING No. 2**<br>**Government of The People's Republic of China**<br>China | **200**<br>20<br>110 | | **1979** A. Fai Engineers & Shiprepairers —Hong Kong (068)<br>30,00 10,01<br>27,01 9,81 3,81<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Fire-fighting Twin Hull<br>Mchy.aft | 2 Oil 4SA each 4Cy. 121 × 152<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **7814785**<br><br><br>RT | **GANG JIAN QING No. 3**<br><br>**Government of The People's Republic of China**<br>China | **200**<br>51<br>110 | | **1979** A. Fai Engineers & Shiprepairers<br>—Hong Kong (069)<br>30,00 10,01<br>27,01 9,81 3,81<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Fire-fighting Twin Hull<br>Mchy.aft | 2 Oil 4SA each 4Cy. 121 × 152 reduction geared to sc. shafts<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7814797**<br><br><br>RT | **GANG JIAN QING No. 4**<br><br>**Government of The People's Republic of China**<br>China | **200**<br>51<br>110 | | **1979** A. Fai Engineers & Shiprepairers<br>—Hong Kong (070)<br>30,00 10,01<br>27,01 9,81 3,81<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Fire-fighting Twin Hull<br>Mchy.aft | 2 Oil 4SA each 4Cy. 121 × 152 reduction geared to sc. shafts<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7814802**<br><br><br>RT | **GANG JIAN QING No. 5**<br><br>**Government of The People's Republic of China**<br>China | **200**<br>20<br>110 | | **1979** A. Fai Engineers & Shiprepairers<br>—Hong Kong (071)<br>30,00 10,01<br>27,01 9,80 3,81<br>1 dk | **TM Pollution & Surface Clearance Vessel**<br>Fire-fighting Twin Hull<br>Mchy.aft | 2 Oil 4SA each 4Cy. 121 × 152<br>240bhp (177kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8125648**<br>HOEN<br>10778-KJ | **GANGA**<br><br>**Asian Express Lines**<br>Panama Panama | **2 591**<br>1 816<br>·6 000 | <br><br>NK | **1982** Kochi Jukogyo K.K.—Kochi (2220)<br>6,651<br>89,52 17,42 11,92<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.11 060 B.10 277<br>2 Ha (stl) ER | Oil 4SA 6Cy. 400 × 640<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Akashi |
| **8111556**<br>GCLF<br>399351<br>Esd Rdr<br>RTv | **GANGES**<br><br>**Alexandra Towing Co. (London) Ltd.**<br>Harwich United Kingdom | **281**<br>0<br>169 | **✠100A1**<br>tug<br>near Continental trading limits<br>**✠LMC**<br>EL F 275,0/19,0U2<br>FN 409 | **1982**-5 R. Dunston (Hessle) Ltd.—Hessle<br>(932)<br>33,18 9,63 4,171<br>29,01 9,16 4,91<br>1 dk<br>rf- BK 152<br>3BH WB84T | **M Tug**<br>Fire-fighting Salvage | Vee Oil 4SA 12Cy. 270 × 305 with clutches, flexible couplings & sr geared to sc. shaft<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 78kW 1 × 38kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 78,0t (d.o.)-6,5pd 13,5kn |
| **7014866**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GANGOTRI**<br>ex Rio Bravo-81<br>ex Mikamisan Maru-76<br>**Streamline Shipping Co. Ltd.**<br>Bombay India | **2 762**<br>1 645<br>4 705 | <br><br>BV (NK) | **1970** K.K. Taihei Kogyo—Akitsu (240)<br>94,77 15,04 6,211<br>87,48 15,02 7,40<br>P 20,2 F 9,8 .1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.5 720 B.5 356<br>2 Ha (stl) (16,6 31,0 × 7,5) ER<br>9W Der 2(20) 2(10) | Oil 2SA 6Cy. 390 × 650<br>3 000bhp (2 207kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 120kW 445V a.c.<br>Fuel 473,5t-12,0pd 11,75kn |
| **7721122**<br>LGQL<br>19148<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANGSTAD JUNIOR**<br>ex Tor-Odd-82<br>**P/R Gangstad**<br>Jarl Gangstad<br>Molde Norway | **154**<br>60<br>201 | | **1978** Moen Slip & Mek. Verksted A/S<br>—Kolvereid (12)<br>27,44 7,62<br>24,31 7,57 3,69<br>2 dks | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 240 × 300<br>660bhp (485kW)<br>Grenaa Motorfabrik, A/S Grenaa |
| **7642481**<br>EUFB<br>M-34595<br>Df Esd<br>Gc Rdr<br>RT | **GANGUT**<br><br>**U.S.S.R.-'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | <br><br>RS | **1976** .............Nikolayev<br>83,90 14,00 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.236 In.1 348 L.14<br>3 Ha (2,0 × 2,0) (2,5 × 2,5) (2,0 × 2,0)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12,25kn |
| **5301215**<br>SICP<br>10058<br>Df Esd<br>RT | **GANLER**<br>ex Roxen-78<br>**Axel Gote Magnusson**<br>Vastro Frolunda Sweden | **144**<br>58<br>— | <br><br>NV | **1960** A/B Goteborgs Varv—Goteborg<br>(111)<br>31,73 6,43 3,099<br>6,41 3,61<br>1 dk<br>BK 203 len 67 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>1 Ho ER<br>3 Ha (0,7 × 1,3) (0,9 × 1,2) (0,7 × 1,3) ER<br>1W Der 1(2,5) | Oil 4SA 8Cy. 185 × 210 sr geared to sc. shaft<br>920bhp (677kW) NE 67<br>AB Hedemora Verkstader Hedemora<br>Fuel (d.o.) |
| **5310905**<br>LCFB<br>12696<br>Df Esd<br>Gc Rdr<br>RTm | **GANN**<br>ex Vikingfjord-78 ex Sandnes-74<br>**Rogaland Sjoaspirantskole**<br>Unge Sjomenns Kristelige Forening<br>Stavanger Norway | **1 534**<br>810<br>721 | <br><br>(NV) | **1950** Nylands Verksted—Oslo (374)<br>*67,58* 11,00 4,801<br>10,95 6,96<br>2 dks, 3rd dk fwd<br>RW | **M Passenger/General Cargo/Ferry**<br>550P<br>2 Ho 16,0 8,9<br>G.736 B.696<br>2 Ha (stl) (6,0 4,0 × 2,9)<br>4W Der 2(5) 2(3) | Oil 2SA 6Cy. 500 × 700<br>1 800bhp (1 324kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 2 × 120kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-6,0pd 16kn |
| **7852634**<br>JK3607<br>112977 | **GANNE No. 8**<br>ex Oshima Maru No. 8-78<br>**Geibi Shosen K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **327**<br>192<br>— | | **1972** Binan Senpaku Kogyo K.K.<br>—Innoshima<br>40,01 2,801<br>35,01 9,50 3,10<br>1 dk | **M RoRo Cargo/Ferry**<br>500P | Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>12kn |
| **7852919**<br>JK3615<br>115300 | **GANNE No. 11**<br>ex Oshima Maru No. 11-78<br>**Geibi Shosen K.K.**<br>Hiroshima, Hiroshima Pref. Japan | **328**<br>192<br>— | | **1973** Binan Senpaku Kogyo K.K.<br>—Innoshima<br>40,01 2,501<br>35,01 9,50 3,10<br>1 dk | **M Ferry**<br>500P | Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>11kn |
| **5126043**<br>9MSC<br>199506 | **GANNET**<br><br>**Government of Malaysia (Director of Marine - West Malaysia)**<br>Penang Malaysia | **127**<br>41<br>152 | | **1954** Henry Robb Ltd.—Leith (447)<br>30,43 7,78 2,134<br>28,96 7,62 2,29<br>R | **M Hopper/Dredger**<br>Bottom doors<br>Mchy.aft | Oil 4SA 8Cy. 150 × 180<br>160bhp (118kW)<br>Gleniffer Engines Ltd. Glasgow<br>Gen 1 × 7,5kW 110V d.c.<br>Fuel 5,0t (d.o.) 7kn |
| **7201550**<br>WA5241<br>249130 | **GANNET**<br><br>**Strong Flyer Inc.**<br>New Bedford, Ma United States of America | **102**<br>69<br>— | | **1946** Bristol Yacht Building Co.—Bristol, RI<br>(9)<br>*23,72* 6,20<br>3,23 | **Wood M Fishing** | Oil<br>330bhp (243kW)<br>............<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| 7711074<br>Y6KS<br><br>Df Esd<br>Rdr RT | **GANSEGRUND**<br><br>**VEB Bagger-, Bugsier-u.**<br>**Bergungsreederei**<br>Rostock German Democratic Republic | **1 219**<br>551<br>2 134 | DSRK | **1978** At. & Ch. de la Manche—Dieppe (1268)<br>70,36 14,33 3,131<br>68,36 14,30 3,81<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft<br>Hopper 3 454 | 2 Oil 4SA each 6Cy. 200 × 260 reverse reduction geared to sc. shafts<br>1 440bhp (1 059kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| 7643007<br>SJNM<br>11574<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANTHI V**<br><br>**Ove Ahlstrom**<br>Goteborg Sweden | **275**<br>125<br>— | NV | **1976** A/B Falkenbergs Varv—Falkenberg (172)<br>39,12<br>34,04 8,25 3,69<br>1 dk<br>rf 1148 BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>3 Ha (2,0 3,0 2,0 × 1,9) ER | Vee Oil 4SA 12Cy. 250 × 300<br>2 100bhp (1 545kW) Polar<br>A/B Bofors Nohab Trollhattan<br>Gen 1 × 52kW 1 × 26kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 72,0t (d.o.) 14,5kn |
| 6905018<br>ESHW<br>M-29966<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GANTIADI**<br><br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**4 020**<br>1 495<br>2 559 | RS<br><br>✠Classed LR until 6/71 | **1969**-5 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (337)<br>103,61 16,64 5,520<br>91,01 16,62 11,31<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 102 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.119 In.3 547<br>3 Ha (1,6 × 1,9) (2,9 × 6,7) (1,9 × 2,6)<br>6W Der 2(10) 4(3) | Oil 2SA 8Cy. 480 × 700<br>3 000bhp (2 207kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 400kW 1 × 184kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| 7316795<br><br><br>Rdr RT | **GANTOCK**<br><br>**Clyde Pilotage Authority**<br>Glasgow United Kingdom | **46**<br>14<br>— | **✠A1** SS 4/79<br>Firth of Clyde, Sound of Bute & Kilbrannan Sound service,north of Corrygills Point,Isle of Arran<br>**LMC**<br>EL $\frac{7}{16}$"U1<br>FN 122 | **1973** Moulded by Tyler Boat Co. Ltd.—Tonbridge (N60 /P6)<br>Len & Cmpl.**1974**-3 A. Robertson & Sons (Yachtbuilders) Ltd.—Sandbank (371)<br>18,60 5,08 1,372<br>16,69 4,73 2,52<br>1 dk<br>rf nil Box K<br>5BH | **Reinforced Plastic TM Pilot Cutter** | 2 Oil 4SA each 6Cy. 137 × 165 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 2kW 24V d.c. |
| 7017179<br>TYAB<br>367870<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GANVIE**<br>ex Faros-78<br>Launched as Westerfehn<br>**Compagnie Beninoise de Navigation Maritime (COBENAM)**<br>Cotonou Benin | T.Mk<br>**1 599**<br>808<br>2 800<br>**2 999**<br>1 894<br>4 400 | GL | **1970** Schpsbw. & Rep. Gebr. Sander N.V.—Delfzijl (254)<br>103,51 14,64 5,157/6,592<br>92,79 14,50 8,31<br>P 14,7 RQD 18,0 B 13,2 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 30,4 30,4 ER<br>G.6 977 B.6 567<br>TEU 170 C. 170/20′ incl. 10 ref C.<br>2 Ha (stl) (each 25,2 × 10,3) ER<br>4W Der 2(25) 2(15) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 220kW 380V 50Hz a.c.<br>Fuel 31,5t (d.o.) 320,0t (hvf)-13,0pd 15kn |
| 7852347<br>JK3461<br>110767 | **GANYO MARU No. 3**<br><br>**Mikio Mine**<br>Ondo, Hiroshima Pref. Japan | **299**<br>176<br>700 | | **1971** Kanfusa Zosen—Omishima (47)<br>44,00<br>39,50 8,40 3,92<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>600bhp (441kW)<br>Makita Diesel Co. Ltd. Japan<br>11,5kn |
| 6704139<br>BOFH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAO HU**<br>ex Beaumont-74<br>**China Ocean Shipping Co.**<br>Dalian/Dairen China | **40 850**<br>26 301<br>75 675 | (NV) | **1966** A/B Gotaverken Arendal—Goteborg (811)<br>239,28 36,94 12,739<br>231,68 36,89 16,46<br>P 50,0 F 24,1 1 dk<br>rf 64 | **M Tanker**<br>16 Ta ER<br>L.(oil) 87 472 HeCls. BC<br>Der 2(10) 2(6) 2(1,5) 2(1) | Oil 2SA 9Cy. 850 × 1700<br>19 800bhp (14 564kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 550kW 440V 60Hz a.c.<br>Fuel 4 143,5t (hvf)-65,0pd 16kn |
| 7509926<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAO LING**<br>ex Pacific Leader-82<br>**China Ocean Shipping Co.**<br>China | **15 689**<br>10 778<br>26 922 | NK | **1975** Koyo Dockyard Co. Ltd.—Mihara (720)<br>174,56 24,85 10,142<br>164,40 24,80 14,00<br>P 30,8 F 14,1 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.32 246 B.31 750<br>5 Ha (stl) (8,3 18,2 18,4 18,4 19,2 × 12,4) ER<br>Cr 1(18) Der 4(22) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 370kW 450V 60Hz a.c.<br>14,5kn |
| 5049075<br>3ESM<br>8033-77<br>Df Esd<br>Gc Rdr<br>RT | **GAO SHAN**<br>ex Bosphorus-75<br>**Yick Fung Shipping & Enterprises Co. Ltd.**<br>Panama Panama | **4 087**<br>2 295<br>4 699 | NV | **1956** Stord Verft A/S—Stord (33)<br>115,37 15,91 6,811<br>105,16 15,85 8,79<br>P 24,1 B 10,4 F 6,1 2 dks<br>RW rf 152 | **M General Cargo**<br>Ref 2P<br>Ice strengthened<br>3 Ho 23,1 29,7 11,8<br>G.7 362 B.6 598 In.1 209<br>3 Ha (stl) (22,4 21,7 × 6,3) (11,9 × 4,8)<br>6W Cr 3(5) Der 2(12) 2(10) 2(5) | Oil 2SA 6Cy. 500 × 1100 exhaust400<br>3 700bhp (2 722kW) B&W<br>A/S Akers M/V Oslo<br>Gen 3 × 185kW 220V d.c.<br>Fuel 904,5t (hvf) 15,25kn |
| 7942427<br>BOMT<br><br>RT | **GAO YANG**<br><br>**China Ocean Shipping Co.**<br>Shanghai China | **10 351**<br>5 454<br>15 000 | | **1980** ..............People's Republic of China<br>... ... ...<br>... ... ...<br>2 dks | **M General Cargo** | Oil<br><br>.............. |
| 5144198<br>3EZH<br>7419-76<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAOPENG**<br>ex Havjo-72<br>**Highseas Navigation Corp. S.A.**<br>Panama Panama | **5 415**<br>3 036<br>9 348 | NV | **1956** Oresundsvarvet A/B—Landskrona (144)<br>142,96 19,56 8,097<br>131,30 19,51 9,00<br>1 dk & S dk, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 203 | **M General Cargo** OSD<br>Ref 12P<br>5 Ho 19,8 18,9 27,1 17,1 7,9<br>G.19 425 B.16 336 In.691<br>6 Ha (9,6 × 6,1) (11,4 10,2 9,9 9,9 × 6,7) (3,2 × 4,8)<br>22W Der 2(15) 6(10) 12(5) 2(3) | Oil 2SA 8Cy. 760 × 1500<br>7 500bhp (5 517kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 240kW 220V d.c.<br>Fuel 956,0t (hvf) 17kn |
| 6610297<br>6VRL<br><br>Df Esd<br>Pfd Rdr<br>RT | **GAPASSEL**<br>ex Genkai Maru No. 76-81<br>**Senepesca Co. Ltd.**<br>Dakar Senegal | **171**<br>63<br>— | BV | **1966** Hayashikane SB. & Eng. Co. Ltd.—Nagasaki (582)<br>33,61 6,84 2,896<br>29,93 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>650bhp (478kW)<br>Daihatsu Kogyo Osaka |
| 8206595 | **GARA**<br><br><br>Spain | **120**<br>—<br>100 | BV (Class cont.) | **1982** Sociedad Co-operativa de Ast. Ojeda y Aniceto—Aviles (114)<br>... ... ...<br>27,97 6,61 3,31 | **M Fishing**<br>Tuna | Oil geared to sc. shaft<br>500bhp (368kW) Alpha<br>Cons. Echevarria Bermeo |

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|---|---|---|---|---|---|---|
| **7429102**<br>7TGD<br>Df Esd<br>Gc Rdr<br>RT | **GARA DJEBILET**<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | **2 502**<br>1 120<br>3 960 | | **1976** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1221)<br>BV 98,00 6,285<br>90,00 18,00 6,56<br>P - RFD - 2 dks | **M RoRo Cargo/General Cargo**<br>Heavy load<br>Stern door/ramp<br>2 Ho ER<br>B.9 286<br>2 Ha (stl) (6,2 39,9 × 7,9) ER<br>Der 2(90) 6(10) | Oil 4SA 6Cy. 410 × 470 reduction geared to sc. shaft<br>4 250bhp (3 126kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 431,0t 14,25kn |
| **6712356**<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GARABITO**<br>ex Atlantic Paton-79<br>**Pescamar de Centroamerica S.A.**<br>Puntarenas Costa Rica | **1 441**<br>977<br>1 036 | ✠Classed LR until 1/6/79 | **1967**-11 Canadian Vickers Shipyards Ltd. —Montreal, P.Q. (292)<br>60,94 12,35 5,792<br>54,01 11,99 6,00<br>B & F 46,1 RFD 26,0<br>rf 1092 | **M Fishing**<br>Stern Trawler Ref<br>14 Ta<br>In.1 019<br>1 Ha (stl) (2,9 × 2,4) ER<br>Der 1(12) 2(4) | Oil 2SA 6Cy. 500 × 700<br>2 460bhp (1 809kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 300kW 1 × 150kW 450V 60Hz a.c.<br>Bow jet pump<br>Fuel 435,0t (d.o.) 13kn |
| **7415216**<br>GWUR<br>379852<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARALA**<br>**Garala Ltd.**<br>P&O Deep Sea Cargo Division<br>London United Kingdom | **34 893**<br>22 908<br>43 386 | **✠100A1** liquefied gas carrier Type A tanks for propane, propylene, butane, butadiene, anhydrous ammonia & naptha SG max. 0,72 at 92% tank volume capacity, max. pressure 0,27bar, min. temp. minus 50°C. Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC (LG)**<br>EL O 660,0/78,0U3<br>FN 10093 | **1979**-4 Thyssen Nordseewerke G.m.b.H. —Emden (462)<br>219,51(BB) 28,61 11,800<br>208,01 28,50 20,02<br>1 dk<br>rf nil<br>8BH WB16000T incl. Comb. top, btm & STs 14670T | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta (stl) prismatic horizontal ER<br>L.(gas) 54 224 | Oil 2SA 6Cy. 900 × 1600<br>19 924bhp (14 655kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm² (7,9bar)<br>Gen 4 × 870kW 450V 60Hz a.c.<br>16,75kn |
| **7383499**<br>GUBR<br>365945<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GARBETA**<br>**P&O Lines Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **15 480**<br>8 530<br>18 165 | | **1975** Moss Rosenberg Verft A/S—Moss (181)<br>NV 166,07 23,02 10,318<br>152,97 22,99 15,50<br>P 26,6 F 21,4 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>4 Ta (9% Ni.stl) ind prismatic vert ER<br>L.(gas) 22 764 HeCls. B | Oil 2SA 7Cy. 740 × 1600<br>14 600bhp (10 739kW) B&W<br>Nylands Verksted A/S Oslo<br>Gen 3 × 680kW 440V 60Hz a.c.<br>Fuel 361,0t (d.o.) 1 743,0t (hvf)-50,0pd<br>16,5kn |
| **6706565**<br>A8TT<br>5276<br>Df Esd<br>Gc Rdr<br>RT | **GARBIS**<br>ex Canto-75 ex Vestfold-71<br>**Garbis Maritime Corp.**<br>Monrovia Liberia | **36 038**<br>27 137<br>75 296 | | **1966** Hitachi Zosen—Innoshima (4123)<br>251,01 32,36 13,983<br>NV 240,01 32,29 18,90<br>1 dk<br>rf 81 | **M Ore/Bulk/Oil Carrier**<br>Str. heavy cargoes<br>11 Ta 11 Ho ER<br>G.82 084 L.(oil) 80 448<br>1 Ha (stl) (9,0 × 12,5) 10 Ha (stl) (each 11,1 × 14,4) ER | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 360kW 1 × 60kW 440V 60Hz a.c.<br>16kn |
| **7523362**<br>Esd Rdr<br>RT | **GARCIA DEL CID**<br>**Government of Spain (Consejo Nacional de Investigaciones Cientificas C.N.D.I.C.)**<br>Tarragona Spain | **288**<br>11<br>183 | | **1978** Ast. de Tarragona—Tarragona (187)<br>37,22 3,680<br>BV 33,02 8,41 5,52<br>1 dk | **M Research/Fishing**<br>Side-fishing Oceanographic | Oil 4SA 8Cy. 220 × 280 geared to sc. shaft<br>1 160bhp (853kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Controllable pitch propeller<br>12,75kn |
| **5126134**<br>EDHH<br>2685<br>Esd | **GARCIA ESPIN**<br>**Fernando Garcia Hernandez**<br>Malaga Spain | **134**<br>75<br>— | | **1960** Manuel Ripoli—Alicante<br>*24,97* 7,24<br>7,19 | **Wood Aux M Fishing**<br>Side-fishing | Oil 4Cy. 250 × 375<br>450bhp (331kW)<br>.............<br>Fuel 32,5t (d.o.) 7,5kn |
| **6712693**<br>EFIP<br>1130<br>Df Esd<br>RT | **GARCIA LAHIGUERA**<br>Launched as Dantero Cuadrado<br>**Pesquerias Hernandez Ferrera S.A.**<br>Francisco Diaz Martinez<br>Huelva Spain | **192**<br>106<br>— | | **1968** Soc. Met. Duro Felguera—Gijon (42)<br>32,97 6,53<br>(BV) 29,01 6,51 3,81<br>1 dk<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 53,5t (d.o.) 12kn |
| **7931832**<br>EAAT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARCIA LORCA**<br>**Maritima de Cementos y Graneles S.A.**<br>Santander Spain | **23 248**<br>16 366<br>44 415 | **✠100A1** bulk carrier strengthened for heavy cargoes holds No. 2, 4 & 6 or 3 & 5 may be empty<br>**✠LMC**<br>EL Lt 632,5/70,0U3<br>FN 8510 | **1982**-2 Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (242)<br>199,50(BB) 29,06 11,697<br>189,01 29,01 16,01<br>F 15,6 1 dk<br>rf nil DK duct keel in way of nos. 1, 2, 3, 4, 5, 6 & 7 holds<br>NS 9BH Wb28134t incl. topside tanks in holds 4260T Comb btm and STs in holds 5175T N0.3 hold 8320T and No. 5 hold 8320T | **M Bulk Carrier**<br>7 Ho 17,6 19,0 22,2 25,4 22,2 19,0 22,2 ER<br>G.54 237<br>7 Ha (stl) (11,1 11,9 15,0 18,2 15,0 11,9 × 15,4) (15,9 × 15,4) ER<br>Cr 2(25) | Oil 4SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 580kW 450V 60Hz a.c.<br>Fuel 236,0t (d.o.) 2 136,5t (hvf) |
| **6707117**<br>EFCF<br>447<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARCIA MUNTE**<br>**Compania Naviera Espanola S.A.**<br>Barcelona Spain | **9 395**<br>5 744<br>14 466 | | **1968** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (202)<br>BV 154,46 19,41 9,300<br>141,97 19,38 11,99<br>2 dks | **M General Cargo**<br>5 Ho ER<br>G.22 263 B.20 074<br>5 Ha (11,5 × 6,2) (12,4 12,4 14,7 12,4 × 7,5) ER<br>10W Der 2(20) 8(10) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>Fuel (hvf) 18kn |
| **6818954**<br>EASV<br>8856<br>Df Esd<br>RT | **GARCIA Y VIDAL I**<br>**Eloy Garcia Garcia & Felipe Vidal**<br>Vigo Spain | **141**<br>55<br>— | | **1968** Const. Nav. Santodomingo—Vigo (356)<br>27,11<br>23,19 6,20 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>400bhp (294kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |
| **7014402**<br>EELB<br>9074<br>Df Esd<br>RT | **GARCIA Y VIDAL II**<br>**Eloy Garcia Garcia & Felipe Vidal**<br>Vigo Spain | **168**<br>64<br>— | | **1970** Const. Nav. Santodomingo—Vigo (377)<br>7,17 3,499<br>25,51 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 4Cy. 220 × 280 sr geared to sc. shaft<br>490bhp (360kW)<br>Kloeckner Humboldt Deutz Koeln<br>9kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| 6826676<br>OAOA<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARCILASO**<br>**Compania Peruana de Vapores**<br>Callao Peru | **9 391**<br>5 582<br>13 920 | ✠**100A1** SS 5/79<br>✠**LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 4465 | **1969**-2 Oy Wartsila Ab—Turku/Abo (1163)<br>150,53 19,74 9,507<br>137,78 19,70 12,70<br>F 16,2 2 dks<br>rf 102<br>7BH WB3182t incl. DTsm1425t Tunnel tanks 311t | **M General Cargo**<br>5 Ho 18,8 22,7 11,4DTp&s 11,4DTp&s 22,7 22,7 ER 16,6 5 TwD 18,8 22,7 22,7 22,7 ER 21,4<br>G.19 007 B.17 271 L.1 412<br>TEU 92 C.Ho 64/20' C.Dk 28/20' (40')<br>5 Ha (stl) (8,2 13,6 13,6 13,6 × 8,0) ER (8,3 × 8,0)<br>18W Der 1(60) 4(10) 12(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>NAuxB (ex.g) 5/74 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 440kW 1 × 184kW 450V 60Hz a.c.<br>17kn |
| 7719894<br>LHRB<br>19253<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARDAR**<br>**K. Halstensen A/S**<br>Bergen Norway | **809**<br>353<br>— | NV | **1978** Th. Hellesoy Skipsbyggeri A/S —Lofallstrand (98)<br>55,28 6,184<br>48,11 9,81 5,01<br>2 dks<br>rf 648 Box K 127 | **M Fishing**<br>Stern Trawler Seiner<br>7 Ho ER<br>7 Ha (stl) (1,6 × 1,9) (2,7 2,7 × 2,2) (2,7 2,7 2,7 2,7 × 1,9) ER | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 160kW 1 × 84kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>14,5kn |
| 5156191<br>TFCN<br>0060<br>Df Esd<br>Rdr RT | **GARDAR**<br>ex Hringsja-63<br>ex Sigurdur Petur-61<br>ex Siglunes-53 ex Falkur-45<br>ex Globe IV ex Norrona 1<br>**Patrekur H/f**<br>Patreksfjordur Iceland | **131**<br>95<br>— | | **1912** A/S Akers M/V—Oslo (332)<br>*30,15* 6,08<br>5,85 3,76<br>1 dk<br>R BK 191 conv Whaler 45 | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ha (1,9 1,7 × 1,2) | Oil 4SA 6Cy. 222 × 292<br>495bhp (364kW) NE 64<br>Blackstone & Co. Ltd. Stamford<br>Gen 1 × 8kW 110V d.c.<br>Fuel (d.o.) |
| 7350612<br>TFTT<br>1343<br>Df Esd<br>Pfd Rdr<br>RT | **GARDAR II**<br>**Bjorn og Einar S/f**<br>Bjorn Kristjonsson<br>Olafsvik Iceland | **142**<br>54<br>— | | **1974** Slippstodin h/f—Akureyri (52)<br>31,07 6,71<br>6,68 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 230 × 270<br>765bhp (563kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) |
| 6602329<br>JXTL<br>18526<br>Df Esd<br>Rdr RT | **GARDEN**<br>ex Lundsjo-81 ex Rebena-79<br>ex Ellen Bewa-75<br>ex Hanne Scan-70<br>**Gards Rederi A/S**<br>Gard Shipping A/S<br>Tonsberg Norway | **296**<br>209<br>859 | NV | **1966** Ulstein M/V A/S—Ulsteinvik (37)<br>58,43 10,04 3,436<br>53,01 10,00 5,64<br>1 dk & S dk<br>rf 51 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho ER<br>G.1 727 B.1 586<br>1 Ha (29,9 × 5,9) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 36kW 220V 50Hz a.c.<br>Fuel 57,0t (d.o.) 10,5kn |
| 7378420<br>A8YM<br>5399<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GARDEN GATE**<br>**Garden Gate Shipping Ltd.**<br>Monrovia Liberia | **17 129**<br>12 074<br>30 817 | AB<br>✠Classed LR until 14/11/80 | **1976**-1 Usuki Tekkosho—Saiki (1178)<br>178,19(BB) 26,85 10,662<br>167,19 26,80 14,69<br>P 29,9 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 26,9 27,2 16,2 27,2 27,2 ER<br>G.38 660 B.37 237<br>5 Ha (stl) (17,6 × 12,8) (17,6 9,6 17,6 17,6 × 15,0) ER<br>5W Cr 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 172,0t (d.o.) 1 666,0t (hvf)-38,5pd<br>15,5kn |
| 7314101<br>5MKH<br>4546<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GARDEN GREEN**<br>Launched as Henry J. Kaiser<br>**Corrientes Ore Carriers Ltd.**<br>Monrovia Liberia | **81 262**<br>64 155<br>169 147 | AB | **1973** Mitsubishi Heavy Industries Ltd. —Yokohama (935)<br>295,03(BB) 47,45 17,901<br>280,02 47,40 24,11<br>1 dk<br>rf 102 | **M Ore/Oil Carrier**<br>5 Ho/Ta ER 14 Wing Ta ER<br>L.(oil) 199 668 HeCls. BC<br>Der 2(5) | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 800kW 450V 60Hz a.c.<br>Fuel 8 159,0t (hvf)-96,5pd 15kn |
| 7378418<br>A8YL<br>5398<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GARDEN JUPITER**<br>**Garden Jupiter Shipping Ltd.**<br>Monrovia Liberia | **17 129**<br>12 074<br>30 812 | AB<br>✠Classed LR until 15/5/81 | **1975**-11 Usuki Tekkosho—Saiki (1177)<br>178,19(BB) 26,88 10,662<br>168,66 26,80 14,69<br>P 29,9 F 13,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 26,9 27,2 16,2 27,2 27,2 ER<br>G.38 660 B.37 237<br>5 Ha (stl) (17,6 × 12,8) (17,6 9,6 17,6 17,6 × 15,0) ER<br>Cr 5(22) Der 3(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 440kW 445V 60Hz a.c.<br>Fuel 172,0t (d.o.) 1 666,0t (hvf)-38,5pd<br>15,5kn |
| 7124180<br>5MRX<br>4056<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GARDEN MOON**<br>ex Tonin-74<br>**Garden Moon Shipping Ltd.**<br>Monrovia Liberia | **31 220**<br>22 103<br>62 503 | AB | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2277)<br>223,02(BB) 32,26 12,818<br>213,01 32,21 18,32<br>F 15,6 1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.74 048<br>7 Ha (stl) (12,8 14,4 14,4 14,4 14,4 14,4 14,4 × 14,4) ER<br>Der 14(5) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 394,0t (d.o.) 3 292,0t (hvf)-48,5pd<br>15kn |
| 7050250<br>ELUC<br>5519<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GARDEN NEPTUNE**<br>ex Rina Lolli Ghetti-76<br>**Garden Neptune Shipping Ltd.**<br>Monrovia Liberia | **27 057**<br>19 465<br>48 850 | AB (RI) | **1971** Cant. Nav. Breda S.p.A.—Venezia (265)<br>216,85 28,66 12,440<br>200,03 28,61 17,61<br>1 dk<br>rf nil | **M Ore/Bulk/Oil Carrier**<br>7 Ho/Ta 13,0 23,6 14,0 28,5 14,0 28,5 14,4 ER<br>G.54 890 L.(oil) 55 292<br>10 Ha (stl) (10,2 9,9 9,5 12,1 12,1 11,2 11,2 12,1 12,1 12,1 × —) ER<br>Cr 1(5) 2(1,5) Der 2(5) | Oil 2SA 7Cy. 900 × 1600<br>17 500bhp (12 872kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 664kW 440V 60Hz a.c.<br>Fuel 3 048,0t (hvf)-57,0pd 16kn |
| 7351719<br>A8CI<br>4820<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARDEN STATE**<br>**State Shipping Corp.**<br>Monrovia Liberia | **26 626**<br>18 001<br>47 889 | AB (RI) | **1974** Cant. Nav. Breda S.p.A.—Venezia (275)<br>216,42 28,66 12,408<br>200,01 28,61 17,61<br>1 dk | **M Ore/Bulk/Oil Carrier**<br>7 Ho/Ta 14,2 23,7 14,0 23,7 14,0 23,7 14,2 ER<br>L.(oil) 54 901 HeCls. BC<br>10 Ha (stl) (9,9 9,9 9,5 12,2 12,2 11,5 11,5 12,2 12,2 11,9 × 13,9) ER<br>Cr 1(5) 2(1,5) Der 2(5) | Oil 2SA 7Cy. 900 × 1600<br>17 500bhp (12 872kW)<br>Grandi Motori Trieste Trieste<br>Gen 3 × 640kW 440V 60Hz a.c.<br>15,5kn |

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| **7378406** | **GARDEN VENUS** | **17 129** | AB | **1975**-7 Usuki Tekkosho—Saiki (1176) | **M Bulk Carrier** | Oil 2SA 7Cy. 680 × 1250 | |
| A8PP | | 12 074 | | 178,39(BB) 26,88 11,037 | | 11 550bhp (8 496kW) | Sulzer |
| 5167 | **Garden Venus Shipping Ltd.** | 30 812 | ✠Classed LR until | 167,21 26,80 14,71 | 5 Ho 26,9 27,2 16,1 27,2 27,2 | Ishikawajima Harima Heavy Ind. (I.H.I.) | Aioi |
| Df Esd | Monrovia Liberia | | 31/10/80 | P 29,9 F 13,8 1 dk | ER | Gen 3 × 440kW 445V 60Hz a.c. | |
| Gc Pfd | | | | rf nil | G.38 660 B.37 237 | Fuel 166,0t (d.o.) 1 666,0t (hvf)-38,5pd | |
| Rdr | | | | | 5 Ha (stl) (17,6 × 12,8) (17,6 9,6 | | 15,25kn |
| RTm/h/v | | | | | 17,6 17,6 × 15,0) ER | | |
| | | | | | 5W Cr 5(22) | | |
| **7034426** | **GARDENIA** | **11 188** | | **1970** Kanasashi Zosensho—Unspecified | **M Bulk Carrier** | Oil 2SA 7Cy. 620 × 1400 | |
| A8UA | ex Kako Maru-75 | 7 612 | | Works, Shimizu (960) | | 9 400bhp (6 914kW) | B&W |
| 5283 | **Gardenia Shipping Inc.** | 18 066 | NK | 155,10(BB) 22,84 9,221 | 4 Ho ER | Mitsui SB. & Eng. Co. Ltd. | Tamano |
| Df Esd | Monrovia Liberia | | | 146,01 22,81 12,65 | G.22 962 B.22 054 | Gen 3 × 300kW 445V a.c. | |
| Gc Pfd | | | | P 29,3 F 13,2 1 dk | 4 Ha (stl) (17,9 18,7 18,7 19,5 × | Fuel 1 602,5t-33,0pd | 14,75kn |
| Rdr RT | | | | | 10,5) ER | | |
| | | | | | Cr 4(8) | | |
| **7632565** | **GARDENIA** | **10 606** | | **1977** Kochi Jukogyo K.K.—Kochi (986) | **M General Cargo** | Oil 2SA 6Cy. 520 × 1050 | |
| JPKY | | 7 152 | | 146,08(BB) 22,92 9,219 | | 8 000bhp (5 884kW) | Mitsubish |
| 119308 | **Orient Leasing Co. Ltd.** | 18 784 | NK | 137,01 22,86 12,63 | 4 Ho ER | Kobe Hatsudoki K.K. | Kobe |
| Df Esd | Tokyo Japan | | | P - F - 1 dk | G.23 572 B.22 524 | Gen 2 × 340kW 445V a.c. | |
| Gc Pfd | | | | | 4 Ha (stl) (18,4 × 9,6) (21,6 21,6 | Fuel 1 686,0t (d.o & hvf)-29,0pd | 14kn |
| Rdr RT | | | | | 20,0 × 11,2) ER | | |
| | | | | | Der 4(25) | | |
| **7419951** | **GARDENIA** | **6 622** | | **1974** Ujina Zosensho—Hiroshima (538) | **M General Cargo** | Oil 4SA 8Cy. 550 × 900 | |
| S6AR | ex Dixy Porr-81 | 4 380 | | 128,76 19,66 8,230 | | 6 700bhp (4 928kW) | |
| 367989 | ex Golden Valley-75 | 12 189 | GL | 120,00 19,61 10,52 | 3 Ho ER | Ito Tekkosho | Shimizu |
| Df Esd | **Joint Ownership m.v. 'Gardenia'** | | | P 23,8 F 11,0 1 dk | G.14 072 B.13 747 | Fuel 1 270,0t (hvf)-22,0pd | 16,5kn |
| Gc Pfd | Aug. Bolten Wm. Miller's | | | | 3 Ha (stl) (17,6 30,1 18,2 × 9,7) ER | | |
| Rdr | Nachfolger | | | | 8W Der 2(20) 6(15) | | |
| RTm/h/v | Singapore Singapore | | | | | | |
| **7303243** | **GARDENIA** | **1 889** | | **1974** Kristiansands M/V A/S—Kristiansand | **TM RoRo Cargo** | 4 Oil 4SA each 9Cy. 250 × 300 geared to | |
| PJUB | ex Fernbay-74 | 908 | | (219) | | sc. shafts | |
| | **N.V. Stoomvaart-Maatschappij** | 3 455 | NV | 124,16 16,03 4,979 | Stern door/ramp Ice strengthened | 5 040bhp (3 707kW) | Normo |
| Df Esd | **'Oostzee'** | | | 111,89 16,01 11,61 | Mchy.aft | A/S Bergens M/V | Bergen |
| Gc Rdr | Vinke & Zonen | | | 2 dks | G.13 580 | Thw. thrust propeller fwd | |
| RT | Willemstad Netherlands | | | | | Fuel (hvf) | 17kn |
| | Antilles | | | | | | |
| **6421012** | **GARDENIA** | **153** | | **1964** Azuma Zosen—Yokosuka (618) | **M Fishing** | Oil 4SA 6Cy. 280 × 440 | |
| DZIG | ex Kohoku Maru No. 82-81 | 93 | | 38,82 6,96 2,718 | Side-fishing | | |
| | ex Shinei Maru No. 2 | — | | 34,40 6,91 3,10 | Mchy.aft | Niigata Eng. Co. Ltd. | Tokyo |
| Df Esd | **Frabal Fishing Inc.** | | | 1 dk | | | |
| Gc Rdr | Philippines | | | | | | |
| RT | | | | | | | |
| **5048356** | **GARDENIA B** | **13 238** | **✠100A1** SS 5/80 | **1961**-10 Smith's Dock Ltd.—South Bank, | **M Tanker** | Oil 2SA 6Cy. 650 × 2320 | |
| GGRU | ex Border Falcon-82 | 7 528 | oil tanker | Middlesbrough (1262) | | 8 000bhp (5 884kW) | Doxford |
| 186921 | **Ajax Alpha Ltd.** | 19 949 | **✠LMC** | 173,46 22,15 9,907 | 27 Ta ER | Hawthorn, Leslie (Engineers) Ltd. | Newcastle |
| Df Esd | Ajax Marine Ltd. | | EL it $2\frac{7}{16}$"SQ | 163,38 22,10 12,50 | L.(oil) 26 376 HeCls. BC | 3 AuxB (2 o.f. 1 ex.g) 150lbf/in$^{2}$ (10,4bar) | |
| Gc Pfd | Grimsby United Kingdom | | FN 5653 | P 40,0 F 22,9 1 dk | Cr 1(5) 2(1,5) 2(1) | Gen 3 × 260kW 440V 60Hz a.c. | |
| Rdr RTm | | | | rf 102 | | Fuel 2 262,5t (hvf)-25,5pd | 13,5kn |
| | | | | 14BH WB453t | | | |
| **6922717** | **GARDIENCE** | **424** | **✠100A1** SS 10/77 | **1969**-7 Schpsw. Gebr. Coops N.V. | **M General Cargo** | Oil 4SA 8Cy. 165 × 184 reverse reduction | |
| GZPU | | 262 | short international | —Hoogezand (252) | | geared to sc. shaft | |
| 337675 | **London & Rochester Trading** | 645 | voyages | 47,76 8,82 3,125 | 1 Ho 30,7 ER | 320bhp (235kW) | |
| Df RTm | **Co. Ltd. (CRESCENT** | | **LMC** | 43,95 8,70 3,46 | G.897 B.845 | Bergius Kelvin Co. Ltd. | Glasgow |
| | **SHIPPING)** | | EL G $\frac{13}{16}$"U2 | P 9,5 F 6,4 1 dk | 1 Ha (stl) (24,6 × 5,4) ER | Gen 2 × 3kW 24V d.c. | |
| | Rochester United Kingdom | | FN 535 | rf nil | | Fuel 25,5t (d.o.) | 9kn |
| | | | | 3BH WB186t | | | |
| **5395644** | **GARDIKI** | **967** | | **1957** Schiffswerft u. Masch. Max Sieghold | **M General Cargo** | Oil 4SA 8Cy. 290 × 420 | |
| SV5930 | ex Titika D-81 ex Star Lion-80 | 540 | | —Bremerhaven (111) | | 920bhp (677kW) | |
| 7628 | ex Skylab-75 ex Yewarch-74 | 1 372 | GL | 65,31 10,77 4,293 | 1 Ho 39,4 ER | Maschinenbau Kiel A.G. | Kiel |
| Esd Gc | ex Hinrich Sieghold-60 | | | 57,99 10,37 4,81 | G.1 811 B.1 647 | Fuel 72,0t | 12kn |
| Pfd Rdr | **Gardiki Shipping Co.** | | | P 12,8 B 4,6 F 6,8 1 dk | 4W Der 4(2,75) | | |
| RT | Stavrou Management Co. S.A. | | | RW | | | |
| | Piraeus Greece | | | | | | |
| **5372513** | **GARDLINE ENDURER** | **436** | | **1954** Yacht u. Bootswerft Abeking & | **M Research** OSD | Vee Oil 4SA 8Cy. 320 × 450 | |
| GUDU | ex Endurer-76 ex Austri-73 | 154 | | Rasmussen—Lemwerder (4194) | Survey | 600bhp (441kW) | |
| 362272 | ex Ulsnes-73 | 533 | GL (NV) | 52,99 8,95 3,169 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Rdr | **Alpha World Trading Co. Ltd.** | | | 46,18 8,89 3,20 | 3 Ho 16,5 9,1 5,2 ER | Gen 2 × 50kW 220V d.c. | |
| | Lowestoft United Kingdom | | | B 15,3 F 15,3 1 dk & S dk | 3 Ha (stl) (6,2 4,5 × 3,0) (1,6 × 1,6) | Fuel 70,0t (d.o.) | 10kn |
| | | | | RW rf 102 conv General Cargo 73 | ER | | |
| | | | | | 4W Der 1(6) 2(2) 1(1) | | |
| **7048063** | **GARDLINE LOCATER** | **779** | | **1946** Blyth Dry Docks & SB. Co. Ltd. | **TM Research** | 2 Oil each 8Cy. 267 × 343 | |
| GOTK | ex Isis Locater-75 | 336 | | —Blyth (311) | Seismographic Survey for offshore | 960bhp (706kW) | |
| 340281 | ex Harpounds-74 ex Blackburn | — | GL | 51,82 9,20 3,048 | installations | Crossley Bros. Ltd. | Manchester |
| | **Gardline Shipping Ltd.** | | | 48,77 9,15 | | | 10,5kn |
| | Lowestoft United Kingdom | | | 1 dk | | | |
| | | | | conv Aircraft Transport 75 | | | |
| **5351923** | **GARDLINE SEEKER** | **489** | | **1955** Yacht u. Bootswerft Abeking & | **M Research** OSD | Vee Oil 4SA 8Cy. 320 × 450 | |
| GTUC | ex Charterer-76 ex Tananger-73 | 218 | | Rasmussen—Lemwerder (4901) | Survey | 600bhp (441kW) | |
| 362265 | **Gardline Shipping Ltd.** | 575 | GL (NV) | 56,95 8,95 3,169 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Esd RTm | Lowestoft United Kingdom | | | 52,00 8,89 5,34 | 3 Ho 11,8 17,6comb. 5,1 ER | Gen 2 × 60kW 230V d.c. | |
| | | | | P 16,5 1 dk & S dk | 4 Ha (stl) (2,2 6,2 4,5 × 3,0) (1,6 × | Fuel 81,5t (d.o.) | 11kn |
| | | | | rf 102 conv General Cargo 73 | 1,6) ER | | |
| | | | | | 4W Der 1(6) 3(2) 1(1) | | |
| **5302738** | **GARDLINE TRACKER** | **443** | | **1953** Yacht u. Bootswerft Abeking & | **M Research** OSD | Vee Oil 4SA 8Cy. 320 × 450 | |
| GUCS | ex Tracker-76 ex Ryfylke-73 | 160 | | Rasmussen—Lemwerder (4793) | Survey | 900bhp (662kW) E made56 refitted68 | |
| 362270 | **Gardline Shipping Ltd.** | 525 | GL | 52,99 8,95 3,169 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Rdr | Lowestoft United Kingdom | | | 48,01 8,89 5,34 | 3 Ho 16,5 9,1 5,2 ER | Gen 3 × 30kW 220V d.c. | |
| | | | | P 15,3 1 dk & S dk | 3 Ha (6,2 4,5 × 3,0) (1,6 × 1,6) ER | Fuel (d.o.) | 10kn |
| | | | | RW rf 102 conv General Cargo 73 | 4W Der 1(6) 2(2) 1(1) | | |

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|---|---|---|---|---|---|---|
| 5126213<br>SNSO<br>Df Esd<br>Gc Rdr<br>RT | **GARDNO**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | **797**<br>323<br>514 | PR | **1962** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B20/12)<br>61,24 9,83 4,420<br>9,81 5,19<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.480 | Oil 4SA 6Cy. 460 × 580<br>1 375bhp (1 011kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 184kW 1 × 160kW<br>1 × 100kW 1 × 22kW 230V d.c.<br>12,5kn |
| 7392842<br>FZUY<br>Esd Pfd<br>Rdr | **GARDOUR**<br>**Port Autonome de Bordeaux**<br>Le Verdon France | **154**<br>32<br>— | BV | **1975** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1217)<br>33,00 2,464<br>28,99 6,33 3,10<br>1 dk | **M Research**<br>Hydrographic | 2 Vee Oil 4SA each 12Cy. 150 × 180 geared to sc. shaft<br>1 360bhp (1 000kW)<br>Soc. Surgerienne de Const. Mec. Surgeres<br>Controllable pitch propeller<br>14kn |
| 7427180<br>GVUD<br>366470<br>Rdr RT | **GARDYLOO**<br>**Lothian Regional Council**<br>Leith United Kingdom | **1 952**<br>683<br>2 695 | **✠100A1** CS 9/81<br>sludge carrier<br>Firth of Forth, not East of a line Aberdeen to Berwick — Upon — Tweed<br>**✠LMC**<br>EL O 1$\frac{5}{16}$"U2<br>FN 1611 | **1976**-9 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (471)<br>85,88 14,23 4,719<br>80,02 13,71 6,41<br>F 11,9 1 dk<br>rf 76<br>5BH WB1348T | **M Sludge Carrier**<br>4 Ta ER<br>L.2 425 | Oil 4SA 16Cy. 222 × 292 sr geared to sc. shaft<br>1 898bhp (1 396kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Controllable pitch propeller<br>Bow jet pump<br>Fuel 56,0t (d.o.) 12kn |
| 7235977<br>VPDD<br>360562<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAREFOWL**<br>ex Rossetti-78<br>**Peninsula Shipping Co. Ltd.**<br>Hong Kong Hong Kong (British) | **17 996**<br>10 410<br>29 812 | **✠100A1**<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>**✠LMC** **UMS**<br>EL G† 2$\frac{3}{8}$"U3<br>FN 6776 | **1973**-5 N.V. Boelwerf S.A.—Tamise/Temse (1474)<br>190,02(BB) 22,99 10,813<br>181,03 22,92 14,51<br>P 33,3 F 16,8 1 dk<br>rf nil<br>8BH WB8517t incl. Comb. btm, side & topside tanks in holds 7607t | **M Bulk Carrier**<br>6 Ho 19,5 20,5 26,9 21,0 26,9 23,2 ER<br>G.36 964 B.35 236<br>6 Ha (stl) (11,2 × 8,0) (14,0 18,2 14,2 18,2 14,2 × 9,9) ER<br>18W Der 6(20) | Oil 2SA 8Cy. 700 × 1200<br>11 200bhp (8 238kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 273,5t (d.o.) 1 934,5t (hvf) 15kn |
| 7717846<br>2/168<br>Df Esd<br>Rdr RTv | **GARGAL**<br>Launched as Tramontana<br>**Eolo Remolcadores S.A.**<br>D. Manuel Garcera Torrejon<br>Tarragona Spain | **172**<br>58<br>69 | AB | **1979** Ast. de Tarragona—Tarragona (200)<br>25,02 3,210<br>22,10 8,39 4,20<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 220 × 280 reverse reduction geared to sc. shaft<br>Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 2 × 500kW a.c.<br>Controllable pitch propeller<br>Fuel 47,5t (d.o.) 12kn |
| 5126249<br>INPO<br>770<br>RTm | **GARGANO**<br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **160**<br>32<br>49 | RI | **1955** Cant. Nav. Off. Mecc. di Venezia —Venezia<br>28,71 6,84<br>26,07 6,80 4,09<br>1 dk | **S Tug**<br>Salvage<br>Der 1(1,5) | T 3Cy. 286 457 & 743 × 521<br>Cant. Nav. e Off. Meccaniche di Venezia Venezia<br>Gen 1 × 5kW 110V d.c.<br>Directional propeller<br>Fuel (o.f.) |
| 5425762<br>VWTW<br>1098<br>Df Esd<br>Gc Rdr | **GARGI**<br>ex Vikram Jayanti-74<br>**The Shipping Corporation of India Ltd.**<br>Bombay India | **34 661**<br>20 286<br>58 738 | **✠100A1** CS 1/78<br>oil tanker<br>**✠LMC**<br>EL wt 3$\frac{1}{4}$"SQ<br>FN 10541<br>IRS | **1964**-3 Mitsubishi Zosen K.K.—Nagasaki (1583)<br>229,95 33,00 12,034<br>217,33 32,90 15,60<br>P 42,4 F 21,1 1 dk<br>rf 51<br>9BH WB16751t incl. DTf2460t | **M Tanker**<br>20 Ta ER<br>L.(oil) 64 000 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Mitsubishi Zosen K.K. Hiroshima<br>2 WTAuxB primary 725lbf/in$^2$ (50,0bar)<br>secondary 242lbf/in$^2$ (16,7bar)<br>e(ex.g) 313lbf/in$^2$ (21,6bar)<br>Gen 4 × 320kW 450V 60Hz a.c.<br>Fuel 3 048,0t-75,0pd 16,5kn |
| 7034957<br>JWWB<br>17546<br>Df Esd<br>Gc Rdr<br>RT | **GARGIA**<br>**Hammerfest Industrifiske A/S**<br>Hammerfest Norway | **299**<br>101<br>520 | NV | **1970** Sterkoder M/V A/S—Kristiansund N. (17)<br>46,69 9,02 4,458<br>40,21 9,00 6,43<br>2 dks<br>BK 203 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho ER<br>2 Ha (2,1 × 1,9) (2,2 × 1,6) ER | Oil 2SA 8Cy. 280 × 420<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 100kW 220V 50Hz a.c.<br>Fuel 51,0t (d.o.)-5,0pd 10,5kn |
| 7210886<br>H06496<br>10886<br>-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARGOYLE EXPRESS**<br>ex Atlantic Count-82<br>ex Salzburg-74<br>Panama Panama | T.Mk<br>**999**<br>642<br>2 500 | GL | **1972** Schiffswerft Korneuburg A.G. —Korneuburg (701)<br>90,40 14,76 4,680<br>82,02 14,51 7,80<br>F 8,9 2 dks | **M General Cargo**<br>1 Ho 51,5 ER<br>G.5 829 B.5 535<br>TEU 183<br>C.Ho 93/20' (40') C.Dk 90/20' (40')<br>1 Ha (50,4 × 10,3) ER | Oil 4SA 8Cy. 300 × 450<br>3 000bhp (2 207kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>14,5kn |
| 7235939<br>GTUM<br>360885<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARI**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **48 662**<br>25 921<br>37 441 | **✠100A1** CS 12/78<br>liquefied gas carrier<br>Methane in membrane tanks, max. pressure 0,22bar, min. temp. minus 160°C.<br>**✠LMC**<br>EL R† 3$\frac{15}{16}$"U2<br>FN 12856 | **1973**-12 Ch. de l'Atlantique—St. Nazaire (I25)<br>256,70(BB) 34,78 11,526<br>232,04 34,75 20,65<br>Trunk 159,8 1 dk<br>rf 584<br>NS 14BH to U dk 1 to 2nd dk WB30570T | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 75 000 | 2 S Turb dr & tr geared to sc. shaft<br>20 800shp (15 300kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/cm$^2$ (68,7bar) Spt 515°C<br>67,5kgf/cm$^2$ (66,2bar) hs2972,8<br>Gen 1 × 1300kW 2 × 1270kW 440V 60Hz a.c.<br>Fuel (o.f.) |
| 6411732<br>CY7155<br>320064<br>Rdr RTm | **GARIBALDI II**<br>**Government of Canada (Ministry of Highways for The Province of British Columbia)**<br>Victoria, B.C. Canada | **337**<br>229<br>— | | **1964** McKenzie Barge & Derrick Co. Ltd. —Vancouver, B.C. (17)<br>33,53 12,53 1,982<br>30,48 12,50 3,20<br>1 dk | **TM Ferry**<br>400P | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW) NE made73<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 25kW 230V 60Hz a.c.<br>Fuel (d.o.) 8kn |
| 7021120<br>J4TJ<br>7452<br>Df Esd<br>Gc Rdr<br>RT | **GARIFALIA C**<br>ex Strathaird-79 ex Nigaristan-75<br>**Amaril Shipping Corp.**<br>Comninos Brothers Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**6 441**<br>3 411<br>10 912<br>**9 778**<br>5 526<br>14 309 | **✠100A1** CS 9/80<br>**✠LMC**<br>EL A† 2$\frac{3}{16}$"U2<br>FN 4813 | **1970**-11 Swan Hunter Shipbuilders Ltd. —Readhead Shipyard, S. Shields (32)<br>155,71(BB) 21,29 —/9,202<br>144,79 21,04 12,20<br>P 13,5 F 31,1 2 dks<br>rf 76 DK fwd<br>6BH to U dk 1 to 2nd dk WB2652t incl. DTf930t | **M General Cargo**<br>Ref<br>4 Ho 18,5 12,5DT 16,7 32,0 ER 28,9 1 TwD Upr 3 TwD ER 1 TwD<br>G.20 548 B.18 307 In.244<br>6 Ha (stl) (9,6 × 6,2) (18,5p&s 18,5p&s × 6,2) ER (11,4 × 7,0)<br>Cr 2(25) 6(10) | Oil 2SA 6Cy. 670 × 2140<br>12 000bhp (8 827kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 270kW 440V 60Hz a.c.<br>17kn |

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|---|---|---|---|---|---|---|
| 5126316<br>SUFL<br><br>RT | **GARII**<br><br>**Suez Canal Authority**<br>Egypt | **140**<br>—<br>— | | **1944** Decatur Iron & Steel Corp.—Decatur, Al<br>26,29 7,01 2,896<br>... ... ... | **M Tug** | Oil 2SA 6Cy. 330 × 430<br><br>Busch-Sulzer Bros. St. Louis, Mo |
| 7832206<br>WYA2<br>626<br>596763 | **GARIJAK**<br><br>**Garijak Inc.**<br>Brownsville, Tx United States of America | **108**<br>73<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7411076<br>GVEG<br>377214<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARINDA**<br><br>**Orient Steam Navigation Co. Ltd.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **34 895**<br>22 916<br>41 683 | **✠100A1** SS 6/82<br>liquefied gas carrier<br>Propane, propylene, butane, butadiene & anhydrous ammonia in independent tanks, max. pressure 0,27bar, min. temp. minus 50°C. (cc)<br>Ice Class 3<br>**✠LMC UMS**<br>**✠Lloyd's RMC (LG)**<br>EL Ot 3$\frac{1}{16}$"U3<br>FN 10093 | **1977**-3 Thyssen Nordseewerke G.m.b.H. —Emden (459)<br>219,51(BB) 28,61 11,799<br>208,01 28,50 20,02<br>1 dk<br>rf nil<br>8BH WB16000T incl. Topside & Comb. btm & STs 14670T | **M Liquefied Gas Carrier**<br>LPG Ammonia Atmospheric Ref.<br>pt higher tensile steel<br>4 Ta (stl) prismatic horizontal ER<br>L.(gas) 54 224 | Oil 2SA 6Cy. 900 × 1600<br>19 924bhp (14 655kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>AuxB (ex.g) 8kgf/cm² (7,9bar)<br>Gen 4 × 870kW 450V 60Hz a.c.<br>16,75kn |
| 6403292<br>VC9841<br>319712<br>Esd Pfd<br>Rdr RT | **GARLAND**<br><br>**Crest Trawlers Ltd.**<br>Shelburne, N.S. Canada | **331**<br>160<br>— | ✠Classed LR until 12/64 | **1963**-10 Saint John SB. & D.D. Co. Ltd. —St. John, N.B. (1052)<br>35,51 8,03<br>30,18 8,01 4,32<br>B & F 24,7 1 dk<br>rf 813 Box K 203 | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 222 × 292 sr reverse geared to sc. shaft<br>Lister Blackstone Mar. Ltd. Dursley |
| 6916990<br>LFAT<br>17203<br>Df Esd<br>Gc Rdr<br>RTm/v | **GARMO**<br><br>**Paal Wilson & Co. A/S**<br>Bergen Norway | T.Mk<br>**413**<br>292<br>— | NV | **1969** Batservice Verft A/S—Mandal (545)<br>70,87 9,33 3,512<br>51,49 9,30 5,52<br>P 11,6 F 6,1 2 dks<br>rf nil len 76 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 39,0 ER<br>G.2 169 B.2 048<br>2 Ha (stl) (13,3 15,0 × 6,0) ER<br>3W Der 1(5) 2(2) | Oil 4SA 6Cy. 240 × 280<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 40kW 1 × 8kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 46,5t (d.o.)-3,0pd 11kn |
| 7363877<br>5AMH<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARNATA**<br>ex Monte Granada-77<br>**Government of Libya (Ministry of Maritime Transport)**<br>Triport Ferries (Management) Ltd.<br>Tripoli Libya | **6 626**<br>2 565<br>3 671 | **✠100A1** CS 5/79<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Ct 2$\frac{1}{16}$"U3<br>FN 4635 | **1974**-12 Union Naval de Levante S.A. —Valencia (130)<br>151,47(BB) 21,09 6,611<br>136,00 20,71 13,37<br>B 108,3 3 dks, 2nd dk portable in cargo space aft<br>rf 127 DK between frames 114 & 157<br>Coll BH to U dk, 11 to 3rd dk WB1185T | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 774bth 240dk P<br>Stern & side doors<br>B.5 239 In.7 036 | 2 Vee Oil 4SA each 16Cy. 400 × 540 sr geared to sc. shafts<br>17 800bhp (13 093kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena<br>4 AuxB (2 o.f. 2 ex.g) 7kgf/cm² (6,9bar)<br>Gen 5 × 616kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>19kn |
| 7125134<br>SQBB<br><br>Df Esd<br>Gc Rdr<br>RT | **GARNELA**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**2 501**<br>1 066<br>1 724 | PR | **1971** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B418/04)<br>88,73 15,02 5,201<br>81,62 14,97 9,40<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 700 | Vee Oil 4SA 12Cy. 300 × 450<br>2 700bhp (1 986kW) Fiat<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 320kW 400V<br>Controllable pitch propeller<br>14,5kn |
| 7810210<br>LJCB<br>19464<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARNES**<br><br>**P/R Garnes**<br>A/S Kristian Jebsens Rederi<br>Bergen Norway | **2 998**<br>1 874<br>6 485 | NV | **1980** Storviks M/V A/S—Kristiansund N. (91)<br>91,65 15,04 6,485<br>85,20 15,02 8,01<br>P - F - 1 dk<br>rf nil | **M General Cargo**<br><br>3 Ho ER<br>G.5 920 B.5 684<br>3 Ha (stl) (7,0 × 8,0) (33,3 × 11,9) (6,4 × 8,0)<br>Cr 2(12) | Oil 4SA 6Cy. 410 × 470<br>4 000bhp (2 942kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 2 × 296kW 440V 60Hz a.c.<br>Fuel 486,0t (d.o & hvf)-13,0pd 14,5kn |
| 7927415<br>H8TA<br>1019<br>4-80<br>Df Esd<br>Gc Rdr<br>RT | **GARNET ACE**<br><br>**Karakoram Maritima S.A.**<br>Panama Panama | **8 403**<br>5 670<br>12 917 | NK | **1980** Shin Yamamoto Zosen—Kochi (250)<br>174,81(BB) 26,83 8,017<br>164,42 26,81 9,91<br>2 dks | **M Vehicles Carrier**<br>Mchy.aft | Vee Oil 2SA 16Cy. 400 × 460<br>13 600bhp (10 004kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| 5126366<br>2KXE | **GARNOCK**<br><br>**Irvine Harbour Co.**<br>*Irvine* United Kingdom | **78**<br>—<br>— | **✠100A1** SS 7/80<br>tug<br>Clyde Estuary service & to Port Patrick but not west of Arran Islands<br>**✠LMC**<br>EL (a)<br>FN 202 | **1956**-12 George Brown & Co. (Marine) Ltd. —Greenock (266)<br>23,91 6,68 2,496<br>21,87 6,41 2,82<br>RW rf 457 BK 140<br>4BH WB24t | **M Tug** | Oil 4SA 8Cy. 222 × 292<br><br>Blackstone & Co. Ltd. Stamford<br>Fuel 10,0t (d.o.) 9,25kn |
| 6726149<br>ICPW<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARONNA**<br>ex Irenes Sky-81 ex Abidjan-77<br>**Ronamar S.a.s.**<br>Napoli Italy | T.Mk<br>**1 857**<br>1 019<br>3 449<br>**3 046**<br>1 831<br>4 600 | RI (GL) (HR) | **1967** VEB Schiffswerft "Neptun"—Rostock (491)<br>104,58 14,25 5,563/6,554<br>94,49 14,18 7,70<br>2 dks | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.6 739 B.6 173<br>2 Ha (stl) (22,7 24,6 × 7,4)<br>4W Der 1(50) 1(20) 2(8) | Oil 2SA 8Cy. 450 × 700<br>3 300bhp (2 427kW)<br>N.V. Werkspoor Amsterdam<br>13,5kn |
| 7203900<br>WYZ2<br>531<br>528929<br>RT | **GARONNE**<br><br>**Twenty Grand Marine Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **114**<br>77<br>— | | **1970** Big River SB—Vicksburg, Ms (30)<br>7,93<br>19,82 7,88 2,29<br>1 dk | **TrM Tug** | 3 Oil 4SA each 6Cy. 137 × 165<br><br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|---|
| 6817869<br>SXDG<br>8145<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAROUFALIA**<br>ex Pacific Defender-81<br>**Loutra Maritime Co. Ltd.**<br>Pappis Navigation Co. Ltd.<br>Piraeus Greece | **12 252**<br>8 097<br>20 520 | | BV | **1968** Kasado Dock Co. Ltd.—Kudamatsu (247)<br>158,50(BB) 22,64 9,176<br>148,49 22,61 13,31<br>1 dk | **M Bulk Carrier**<br>5 Ho 19,5 22,3 22,4 22,4 22,4 ER<br>G.26 711 B.25 862<br>5 Ha (stl) (11,2 × 9,9) (15,1 15,1 15,1 15,1 × 12,3) ER<br>Cr 5(8) | Oil 2SA 7Cy. 680 × 1250<br>8 400bhp (6 179kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 233,5t (hvf) 15kn |
| 7388358<br>EHGH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAROYA**<br>**Garoya S.A.**<br>Vigo Spain | **857**<br>458<br>— | | BV | **1977** Const. Nav. Santodomingo—Vigo (439)<br>56,72 11,03 4,901<br>50,50 11,00 7,12<br>2 dks | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Vee Oil 4SA 12Cy. 220 × 280<br>1 200bhp (883kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Controllable pitch propeller<br>Fuel 547,0t (d.o.) 12,75kn |
| 5338505<br>LAWQ<br>14433<br>Df Gc<br>Rdr<br>RTm/h | **GARPESKJAER**<br>ex Sun Tuna-75 ex Star I-71<br>**Trygve Olsen Fiskebatrederi A/S**<br>Hammerfest Norway | **1 122**<br>557<br>— | | NV | **1956** A/S Pusnaes M/V—Arendal (95)<br>66,55 10,09 5,538<br>59,77 9,76 7,17<br>F 4,0 1 dk<br>RW rf 851 BK 165 conv Whaler 71 | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>1 Ho 9 Ta ER<br>5 Ha (each 2,3 × 1,7) ER<br>3W Der 1(5) 2(2) | Vee Oil 4SA 16Cy. 280 × 320<br>4 240bhp (3 119kW) NE 80<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 152kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| 7044421<br>ERUN<br>M-29877<br>Df Esd<br>Rdr RT | **GARPUNER**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **657**<br>244<br>325 | | RS | **1968** ............U.S.S.R.<br>54,23 9,38 3,720<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7514945<br>UVXM<br>M-31212<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARPUNER PROKOPYENKO**<br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **3 931**<br>1 810<br>2 118 | | RS | **1976** VEB Volkswerft Stralsund—Stralsund (447)<br>101,83(BB) 15,22 5,600<br>91,90 15,19 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 8031146<br>Rdr RT | **GARPUNER ZARVA**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | | RS | **1980** VEB Volkswerft Stralsund—Stralsund (251)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 7940766<br>Df RT | **GARRAPATERO I**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Salina Cruz Mexico | **104**<br>53<br>— | | AB | **1976** Ast. Monarca—Guaymas (570)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 137 × 165 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 3kW 1 × 1,75kW d.c.<br>9kn |
| 7940675<br>Df RT | **GARRAPATERO II**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Salina Cruz Mexico | **104**<br>53<br>— | | AB | **1978** Ast. Monarca—Guaymas (586)<br>... ... ...<br>20,93 6,05 3,10<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>1 Ha (stl) (2,1 × 1,3) | Oil 4SA 6Cy. 216 × 216 reverse reduction geared to sc. shaft<br>385bhp (283kW)<br>Waukesha Engine Div. Dresser Industries Inc. U.S.A<br>Gen 1 × 3kW 1 × 2kW d.c.<br>9kn |
| 6703197<br>H05408<br>9420-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **GARRIDO PRIMERO**<br>ex La Joven Maria-70<br>**Wai Mong Co. Ltd.**<br>Panama Panama | **590**<br>316<br>— | | BV | **1967** S.A. Juliana Const. Gijonesa—Gijon (160)<br>46,00 9,86 4,001<br>40,19 9,76 4,81<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>5 Ho 3,8 4,4 4,4 4,4 4,9 10 Ta<br>L.470<br>10 Ha (stl) (each 1,6 × 1,5)<br>Der 1(10) 2(6) | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW) E made76 fitted—<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 230kW 220V 50Hz a.c.<br>Fuel 236,5t (d.o.) 11,5kn |
| 7400924<br>GUXT<br>377156<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GARRISON POINT**<br>**Thornhope Shipping Co. Ltd.**<br>Hudson Steamship Co. Ltd.<br>London United Kingdom | **8 014**<br>3 980<br>12 328 | **✠100A1**<br>**✠LMC** | SS 8/81<br>**UMS**<br>EL Z 2⅛"U2<br>FN 3738 | **1977**-1 Robb Caledon Shipbuilders Ltd. —Leith (520)<br>127,44 19,54 8,116<br>120,48 19,51 11,51<br>F 11,0 1 dk<br>rf nil<br>7BH WB4333T incl. Comb. btm & STs in holds 1346T Topside tanks in holds 2033T & DTf 535T | **M General Cargo**<br>4 Ho 20,0 20,7 20,7 20,7 ER<br>G.14 999 B.14 519<br>4 Ha (stl) (each 12,4 × 9,9) ER | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 89,0t (d.o.) 689,0t (hvf) 13kn |
| 7429293<br>GXIU<br>377005<br>Rdr RT | **GARROCH HEAD**<br>**Strathclyde Regional Council (Department of Sewerage)**<br>Glasgow United Kingdom | **2 808**<br>1 170<br>3 645 | **✠100A1**<br>sludge carrier<br>Firth of Clyde, Sound of Bute and Kilbrennan Sound service, North of Corrydills point<br>**✠LMC** | CS 3/82<br>EL Q 1½"U2<br>FN 2009 | **1977**-9 James Lamont & Co. Ltd.—Port Glasgow (431)<br>98,68 16,03 4,446<br>94,01 15,50 5,87<br>F 11,6 1 dk<br>rf 152<br>8BH WB1849t | **M Sludge Carrier**<br>8 Ta ER | 2 Oil 4SA each 6Cy. 250 × 300 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 250kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>11,5kn |
| 7212262<br>EGBL<br>9247<br>Esd RT | **GARSA**<br>**Jesus Garcia y Garcia**<br>Vigo Spain | **170**<br>65<br>— | | (BV) | **1972** Const. Nav. Santodomingo—Vigo (372)<br>... ... ...<br>28,55 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 210 × 300<br>600bhp (441kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>11kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7804364**<br>H3WO<br>8970-78<br>Df Esd<br>Gc Rdr<br>RT | **GARSA LIMA**<br>**Bravery Maritime S.A.**<br>Higaki Zosen K.K.<br>Panama Panama | **4 692**<br>3 187<br>8 428 | NK | **1978** Higaki Zosen K.K.—Imabari (203)<br>110,17 18,34 7,201<br>102,01 18,31 9,22<br>P 22,9 F 12,8 1 dk | **M General Cargo**<br>G.10 440 B.9 762<br>2 Ha (stl) (26,5 27,2 × 10,3) ER<br>Der 4(20) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 400kW a.c.<br>12kn |
| **6812027**<br>PLOR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARSA SATU**<br>ex Shinsei Maru-73<br>**P.T. Pelayaran Samudera Garsa Line**<br>Jakarta Indonesia | **3 973**<br>2 434<br>5 970 | NK | **1968** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1110)<br>108,69 16,44 6,566<br>100,41 16,41 8,21<br>P 24,1 F 9,2 1 dk | **M General Cargo**<br>3 Ho ER<br>G.8 058 B.7 740<br>3 Ha (stl) (12,5 22,4 11,9 × 8,0) ER<br>Der 1(15) 3(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 180kW 445V a.c.<br>Fuel 601,5t 12,75kn |
| **6423541**<br><br>350586<br>Df Esd | **GARTH D**<br>ex Macareux-79<br>**Cape Pride Trawlers (Pty.) Ltd.**<br>Cape Town/ Kaapstad South Africa | **225**<br>89<br>215 | (BV) | **1964** Forges & Ch. de La Mediterranee —Le Havre (390 /3)<br>30,99 7,27<br>26,50 7,14 4,04<br>1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing Ref.<br>Mchy.fwd<br>9 Ha (1,4 1,4 1,4 1,4 1,4 1,4 1,4 1,2 × 1,4) (1,4 × 0,7)<br>Der 2(1) | Oil 4SA 12Cy. 175 × 180<br>550bhp (405kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel (d.o.)<br>9,5kn |
| **7344833**<br><br>367602<br>Df Pfd<br>Rdr | **GARUDA MARINER**<br>**P. T. Garuda Shipping Co. Ltd.**<br>Singapore Singapore | **136**<br>58<br>305 | AB | **1973** Asia Pacific Shpyd (Pte) Ltd. —Singapore (AP105)<br>34,12 10,65 1,194<br>... ... ...<br>RQD 7,4 1 dk<br>rf nil | **TM General Cargo** | 2 Oil 4SA each 6Cy. 140 × 152<br>760bhp (559kW)<br>.............<br>Gen 1 × 28kW 1 × 10kW<br>Fuel (d.o.) |
| **5042704**<br>YBUY<br>2014/L<br>Df Esd<br>Gc Rdr | **GARUPA**<br>ex Meranti-79<br>ex Bernhard Howaldt-72<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | **5 824**<br>3 074<br>10 310 | GL | **1951** Luebecker Flender-Werke AG. —Luebeck-Siems (420)<br>146,89 18,29 7,671<br>135,01 18,22 11,10<br>F 10,4 1 dk & S dk<br>RW | **M General Cargo** OSD 9P<br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.16 368 B.14 812<br>5 Ha (14,0 14,1 14,1 × 8,0) ER (14,1 14,1 × 8,0)<br>10W Der 2(15) 10(5) | Oil 2SA 5Cy. 700 × 1200<br>3 000bhp (2 207kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 710,0t 13kn |
| **8033821**<br><br>M-38887 | **GARUSH KONSTANTINOV**<br>**U.S.S.R.**<br>U.S.S.R. | **635**<br>199<br>405 | RS | **1982** .............U.S.S.R.<br>54,82 9,96 4,114<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **7303528**<br>SQDS<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GARWOLIN**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | T.Mk<br>**3 538**<br>1 685<br>5 180<br>**5 542**<br>2 930<br>6 380 | PR | **1973** Stocznia Szczecinska im. A. Warskiego—Szczecin (B432/02)<br>123,86(BB) 17,02 6,605/7,316<br>113,92 17,00 9,78<br>P 38,5 F 14,4 2 dks<br>rf 152 | **M General Cargo**<br>Ref 8bth P<br>Ice strengthened<br>4 Ho 15,6 22,5 21,7 ER 15,0 5 TwD<br>G.8 399 B.7 623 In.961<br>TEU 50<br>C.Ho 36/20' (40') C.Dk 14/20' (40')<br>6 Ha (stl) (7,0 × 6,0) (14,0 12,5 × 8,0) ER (3,0 × 4,0) (3,0p&s × 4,0)<br>6W Cr 3(5) Der 1(40) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V 50Hz a.c.<br>Fuel 181,5t (d.o.) 404,0t (d.o.)-18,0pd<br>15,5kn |
| **5329023**<br>WD2604<br>231126<br>Df RT | **GARY**<br>ex Sinclair Gary<br>ex Sinclair Power-X-55<br>ex Charles McCarren-53<br>ex Bert Reinauer-51<br>ex White Flash-44<br>**CF Petroleum Co.**<br>New York, NY United States of America | **608**<br>367<br>956 | | **1931** Sun SB. & Dry Dock Co.—Chester, Pa (138)<br>61,32 10,39 3,093<br>59,44 10,37 3,66<br>P 11,0 F 7,7 1 dk | **D-E Tanker**<br>Mchy.aft<br>L.(oil) 1 219 | 3 Oil 4SA each 2Cy. 189 × 255 total 375bhp (276kW) connected to 1 elec. motor & sc. shaft<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 38,5t-2,0pd<br>8,5kn |
| **7307639**<br>WYB4<br>485<br>510790 | **GARY LIN**<br>ex Taurua II-79 ex Pa Pa Pe-78<br>ex Q 211 ex P 434<br>**Aubrey W. Phillips**<br>Los Angeles-Long Beach, Ca United States of America | **117**<br>80<br>— | | **1944** Eddy SB. Corp.—Bay City, Mi<br>*25,06* 6,20<br>3,23<br>1 dk | **Wood M Fishing** | Oil<br>1 700bhp (1 250kW)<br>.............<br>Fuel (d.o.) |
| **7829297**<br><br>401911 | **GARY OG**<br>**Patrick Gallagher**<br>Sligo Irish Republic | **174**<br>90<br>— | | **1979** .............Killybegs<br>... ... ...<br>24,24 7,52 3,87<br>1 dk | **Wood M Fishing** | Oil 6Cy. 242 × 320<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>10kn |
| **6903125**<br>HO4789<br>1482-70<br>Esd Pfd<br>Rdr<br>RTm/h/v | **GARY TIDE**<br>ex Tide Hal II-70<br>**Tidewater Marine Panama Inc.**<br>Tidewater Inc.<br>Panama Panama | **712**<br>361<br>1 006 | AB | **1969** Verolme Schpsw.—Alblasserdam (804)<br>50,50 11,87 3,893<br>46,61 11,56 4,42<br>F 15,6 1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Vee Oil 4SA each 10Cy. 216 × 254 reverse reduction geared to sc. shafts<br>3 080bhp (2 266kW) NE 6/70<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 111kW a.c.<br>Thw. thrust propeller fwd<br>11kn |
| **7314187**<br>5AMG<br><br>Esd Gc<br>Pfd Rdr<br>RT | **GARYOUNIS**<br>ex Mashu-77<br>**General National Maritime Transport Co.**<br>Benghazi Libya | T.Mk<br>**6 561**<br>2 593<br>—<br>**9 622**<br>5 059<br>3 423 | **100A1** CS 7/82<br>**LMC**<br>EL Ct 2⅝"U2<br>FN 6002 | **1973** Naikai Zosen—Setoda (254)<br>166,53(BB) 24,36 —/6,471<br>155,00 24,01 14,71<br>2 dks<br>RW rf 991 conv Vehicles RoRo Cargo/Ferry 77<br>12BH WB3928T incl. DTa1241T | **TM Passenger/RoRo Cargo/Ferry** 679P<br>Stern door/ramp | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shafts<br>20 800bhp (15 300kW) NE 9/77 Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>Gen 3 × 620kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>20,5kn |

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|---|---|---|---|---|---|---|
| 7315789<br>Esd Gc<br>Pfd Rdr<br>RT | **GARYSA**<br>**Leaftrade Ltd.**<br>United Kingdom | **176**<br>75<br>— | (BV) | **1973** Const. Nav. Santodomingo—Vigo (410)<br>*27,80*<br>26,01 6,81 3,56<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 220 × 280<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 58,5t (d.o.) 11kn |
| 7205714<br>6ZBE<br>4110<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GARYVILLE**<br>ex Fairfield-77<br>**Hancock Shipping Co. Ltd.**<br>Monrovia Liberia | **65 599**<br>49 477<br>140 450 | BV | **1972** Ishikawajima Harima Heavy Ind. (I.H.I.)—Kure (2275)<br>274,94(BB) 43,34 17,381<br>260,00 43,29 23,30<br>1 dk | **M Tanker**<br>SBT COW IGS<br>13 Ta ER<br>L.(oil) 168 396<br>HeCls. BC | Oil 2SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 900kW 450V 60Hz a.c.<br>Fuel 300,0t (d.o.) 4 675,0t (hvf)-94,0pd<br>15,75kn |
| 7352737<br>H3HQ<br>4059<br>-74A<br>Df Esd<br>Gc Pfd<br>Rdr | **GARZA OCEAN**<br>**Mar Sobre Maritima S.A.**<br>Panama Panama | **4 182**<br>2 736<br>7 465 | NK | **1973** Kurinoura Dock K.K.—Imabari (104)<br>109,05 17,05 7,087<br>101,81 17,00 8,59<br>P 23,8 B 5,5 F 11,6 1 dk | **M General Cargo**<br>Mchy.aft<br>G.9 385 B.8 599<br>2 Ha (27,3 27,9 × 8,5)<br>Der 4(15) | Oil 4SA 6Cy. 540 × 850<br>4 800bhp (3 531kW)<br>Makita Tekkosho Takamatsu<br>Fuel 732,5t-14,5pd 13,5kn |
| 7620861<br>JPMV<br>119323<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GARZA STAR**<br>**Yamato Kisen K.K.**<br>Tokyo Japan | **14 033**<br>9 236<br>23 757 | NK | **1977** Imabari Zosen—Marugame (1039)<br>159,82(BB) 24,64 9,932<br>150,02 24,62 13,62<br>P 26,9 F 12,5 1 dk | **M Bulk Carrier**<br>G.31 000 B.29 689<br>4 Ha (stl) (17,6 × 11,2) (19,2 19,2 19,2 × 12,8) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 8Cy. 520 × 1050<br>10 650bhp (7 834kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 320kW 450V a.c.<br>14,5kn |
| 7401174<br>9KSQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS AL AHMADI**<br>**Government of The State of Kuwait**<br>Kuwait Kuwait | **43 604**<br>28 731<br>47 471 | BV | **1979** Ch. Nav. de La Ciotat—La Ciotat (316)<br>231,10(BB) 34,83 12,710<br>214,51 34,80 22,31<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) free standing prismatic horizontal ER<br>L.(gas) 72 121<br>HeCls. B | Oil 2SA 8Cy. 900 × 1550<br>26 800bhp (19 713kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 4 × 1000kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 629,0t (d.o.) 4 056,0t (hvf)-89,5pd<br>16,5kn |
| 7400687<br>9KSP<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS AL BURGAN**<br>**Government of The State of Kuwait**<br>Kuwait Kuwait | **43 604**<br>28 731<br>47 471 | BV | **1979** Ch. Nav. de La Ciotat—La Ciotat (315)<br>231,10(BB) 34,83 12,520<br>215,91 34,80 22,31<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) free standing prismatic horizontal ER<br>L.(gas) 72 121<br>HeCls. B | Oil 2SA 8Cy. 900 × 1550<br>26 800bhp (19 713kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 4 × 1000kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 629,0t (d.o.) 4 056,0t (hvf)-89,5pd<br>16,5kn |
| 7359864<br>9KSN<br>KT1250<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS AL KUWAIT**<br>ex Gas Al Kuwait 1-78<br>**Government of The State of Kuwait**<br>Kuwait Kuwait | **43 604**<br>28 731<br>47 471 | BV | **1978** Ch. Nav. de La Ciotat—La Ciotat (314)<br>231,10 34,83 12,710<br>215,91 34,80 22,31<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) free standing prismatic horizontal ER<br>L.(gas) 72 121<br>HeCls. B | Oil 2SA 8Cy. 900 × 1550<br>26 800bhp (19 713kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 4 × 1000kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 629,0t (d.o.) 4 056,0t (hvf)-89,5pd<br>16,5kn |
| 7401186<br>9KSR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS AL MINAGISH**<br>**Government of The State of Kuwait**<br>Kuwait Kuwait | **43 604**<br>28 731<br>47 471 | BV | **1980** Ch. Nav. de La Ciotat—La Ciotat (317)<br>231,12(BB) 34,83 12,710<br>215,91 34,80 22,31<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) free standing prismatic horizontal ER<br>L.(gas) 72 121<br>HeCls. B | Oil 2SA 900 × 1550<br>26 800bhp (19 713kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>Gen 4 × 1000kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 629,0t (d.o.) 4 056,0t (hvf)-89,5pd<br>16,5kn |
| 6621959<br>HSBC<br>BK2782<br>Gc Rdr<br>RTh | **GAS ASIAN**<br>ex L. P. Maru No. 7-80<br>**Petrolane LP Gas Co. Ltd.**<br>Bangkok Thailand | **1 118**<br>521<br>974 | NK | **1966** Hashihama Zosen—Imabari (202)<br>64,83 11,03 3,734<br>60,48 11,00 5,01<br>1 dk<br>RW rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>3 Ta (stl) cyl horizontal ER<br>L.(gas) 1 179 | Oil 4SA 6Cy. 325 × 460<br>850bhp (625kW)<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 120kW 225V 60Hz a.c.<br>Fuel 65,5t (d.o.)-3,5pd 12,5kn |
| 7701885<br>JMMA<br>121400<br>Esd Gc<br>Pfd Rdr<br>RT | **GAS DIA**<br>**Kishi Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **999**<br>596<br>1 037 | NK | **1977** Uchida Zosen—Ise (775)<br>68,10 4,311<br>62,01 11,02 5,01<br>P 16,5 F 5,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 503 | Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>12kn |
| 7927489<br>7JDD<br>121816<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS DIA No. 2**<br>**Kumazawa Kaiun K.K. & Mitsubishi Ekika Gas K.K. (Mitsubishi Liquefied Petroleum Gas Co. Ltd.)**<br>Yokohama Japan<br>Kanagawa Pref. | **1 491**<br>923<br>1 831 | NK | **1980** Usuki Tekkosho—Usuki (1508)<br>75,49 4,652<br>70,01 12,81 5,62<br>P 18,0 F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 203 | Oil 4SA 6Cy. 460 × 720<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 1 × 180kW 1 × 40kW 445V a.c.<br>Fuel 35,0t (d.o.) 328,0t (hvf)-9,0pd 13kn |
| 7402257<br>ELGW<br>5916<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS DIANA**<br>**Gas Diana Transport Inc.**<br>Monrovia Liberia | **42 916**<br>29 560<br>52 070 | NK | **1977** Mitsubishi Heavy Industries Ltd. —Yokohama (957)<br>228,02(BB) 36,66 12,604<br>216,01 36,61 21,47<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>5 Ta prismatic horizontal ER<br>L.(gas) 77 373 | 2 Vee Oil<br>14 000bhp (10 298kW) MAN<br>(i) 4SA 12Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>(ii) 4SA 14Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Fuel 3 947,5t (hvf) 16kn |
| 7354163<br>5MBT<br>4718<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAS ENERGY**<br>**Gas Energy Co. Ltd.**<br>Monrovia Liberia | **2 153**<br>1 186<br>2 748 | AB | **1974** Usuki Tekkosho—Usuki (890)<br>89,59 13,52 5,284<br>84,26 13,49 6,28<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (s.stl) ind cyl horizontal ER<br>L.(gas) 2 504<br>HeCls. B | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 256kW 450V a.c.<br>Fuel 46,5t (d.o.) 238,5t (hvf)-12,0pd 13,5kn |

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|---|---|---|---|---|---|---|
| 7403079<br>GBVT<br>390816<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS ENTERPRISE**<br>ex Razi-80<br>**Barclays Mercantile Industrial Finance Ltd.**<br>BP Shipping Ltd.<br>London United Kingdom | **43 733**<br>28 724<br>53 500 | BV | **1977** Ch. Nav. de La Ciotat—La Ciotat (313)<br>231,12 13,552<br>216,19 34,82 22,36<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind prismatic horizontal ER<br>L.(gas) 70 914 | 2 Vee Oil 4SA each 10Cy. 570 × 620 reverse reduction geared to sc. shaft<br>30 000bhp (22 067kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 1000kW 1 × 120kW 440V 60Hz a.c.<br>20,5kn |
| 8108925<br>JLQM<br>123731<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS FAR EAST**<br>**Shokuyu Tanker K.K.**<br>Tokyo Japan | **2 991**<br>1 584<br>3 826 | NK | **1981** K.K. Ichikawa Zosensho—Ise (1347)<br>100,21(BB) 5,666<br>94,01 15,21 7,12<br>P 23,5 F 11,0 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>Mchy.aft<br>L.(gas) 3 500 | Oil 4SA 6Cy. 460 × 740<br>3 600bhp (2 648kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 3 × 173,25kW a.c.<br>13,25kn |
| 7116119<br>LQAE<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAS FUEGUINO**<br>ex Fritz Haber-82 ex Irene-74<br>**Navigas S.A.C.I.M.**<br>Argentina | **4 278**<br>2 676<br>5 810 | GL | **1971** Jos. L. Meyer—Papenburg (554)<br>106,41(BB) 15,50 7,265<br>98,61 15,40 9,00<br>1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>3 Ta (C.mn.stl) ind cyl horizontal ER<br>L.(gas) 5 174 | Oil 2SA 18Cy. 300 × 500<br>4 550bhp (3 347kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 3 × 300kW 1 × 134kW 380V 50Hz a.c.<br>Fuel 109,5t (d.o.) 425,0t (hvf)-13,0pd 16kn |
| 7391874<br>6ZKJ<br>5820<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GAS GEMINI**<br>**Gas Gemini Transport Inc.**<br>Monrovia Liberia | **42 916**<br>29 560<br>52 084 | NK | **1977** Mitsubishi Heavy Industries Ltd. —Yokohama (956)<br>228,02(BB) 36,66 12,051<br>216,01 36,61 22,03<br>1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>5 Ta prismatic horizontal ER<br>L.(gas) 77 961 HeCls. B | 2 Vee Oil geared to sc. shaft<br>26 000bhp (19 125kW) MAN<br>(i) Vee Oil 4SA 12Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>(ii) Vee Oil 4SA 14Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 1800kW 2 × 1000kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 947,5t (hvf)-80,5pd 16kn |
| 7402269<br>D5VK<br>6678<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS LIBRA**<br>**Gas Libra Transport Inc.**<br>Monrovia Liberia | **43 802**<br>30 136<br>53 973 | NK | **1980** Mitsubishi Heavy Industries Ltd. —Yokohama (958)<br>228,02(BB) 36,66 12,504<br>216,01 36,61 21,47<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>5 Ta prismatic horizontal ER<br>L.(gas) 77 326 HeCls. B | 2 Vee Oil geared to sc. shaft<br>26 000bhp (19 125kW) MAN<br>(i) Vee Oil 4SA 12Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>(ii) Vee Oil 4SA 14Cy. 520 × 550<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 1 × 1800kW 2 × 1000kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 3 947,5t (hvf)-80,5pd 16kn |
| 6816009<br>D5YC<br>6748<br>Df Esd<br>Gc Rdr<br>RTh/v | **GAS PILOT**<br>ex Gas Lion-80<br>**Nordic Gas Carriers Corp.**<br>Monrovia Liberia | **8 106**<br>4 707<br>9 393 | NV | **1968** Scotts' SB. & Eng. Co. Ltd. —Greenock (711)<br>140,49 19,23 8,179<br>131,07 19,21 11,89<br>P 32,4 F 12,2 1 dk<br>rf 152 | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (stl) rectangular ER<br>L.(gas) 11 762 HeCls. B | Oil 2SA 7Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>Gen 4 × 324kW 1 × 15kW 440V 60Hz a.c.<br>Fuel 1 255,0t (hvf)-28,5pd 16,5kn |
| 7411533<br>D5FJ<br>6263<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAS RISING SUN**<br>**Rising Sun Gas Carriers Corp.**<br>Monrovia Liberia | **41 097**<br>32 101<br>55 173 | NV | **1978** Oy Wartsila Ab—Perno (1229)<br>223,02 13,001<br>213,01 34,21 21,62<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (C.mn.stl) ind prismatic vert ER<br>L.(gas) 74 170 HeCls. B | Oil 2SA 7Cy. 900 × 1550<br>23 450bhp (17 249kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 840kW 1 × 160kW 440V 60Hz a.c.<br>Fuel 4 884,0t-81,5pd 15,5kn |
| 7200403<br>HO5791<br>2150-71<br>RT | **GAS SERVICE**<br>**Zapata Marine Service Ltd. S.A.**<br>Panama Panama | **294**<br>200<br>508 | | **1966** Levingston SB. Co.—Orange, Tx (660)<br>50,30 12,20 3,283<br>48,95 3,97 | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>3 280bhp (2 413kW)<br>..............<br>Fuel (d.o.) 12kn |
| 7407427<br>IUVG<br>32 | **GASPARE ASARO**<br>**Leonardo e Gaspare Asaro**<br>Mazara del Vallo Italy | **165**<br>61<br>— | | **1974** P. Stampa—Trapani (6)<br>34,14 7,19<br>26,12 7,09 3,64<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 8Cy. 235 × 330<br>760bhp (559kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7010444<br>IJQU<br>85 | **GASPARE GIACALONE**<br>**Gaspare Giacalone**<br>Mazara del Vallo Italy | **131**<br>48<br>— | | **1969** Cant. Nav. Francesco Parinello —Marsala<br>29,62 6,96<br>23,96 6,81 3,41<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7208601<br>VCGZ<br>331744<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GASPE TRANSPORT**<br>ex Arsene Simard-79<br>**Halco Inc.**<br>Toronto, Ont. Canada | **5 924**<br>4 105<br>8 332 | **✠100A1** SS 12/78<br>oil or chemical tanker<br>Benzene or naphtha<br>petroleum or naphtha<br>solvent<br>Ice Class 3<br>**✠LMC**<br>EL X 2"U2<br>FN 3272 | **1972**-5 Marine Industries Ltd.—Sorel, P.Q. (404)<br>131,93 18,47 6,839<br>121,93 18,29 8,54<br>P 29,9 F 13,5 1 dk<br>rf nil<br>10BH WB nil | **M Tanker**<br>Oil Chemical<br>15 Ta ER<br>L.11 345 HeCls. BC<br>Cr 2(1,5) 2(0,75) | Oil 4SA 8Cy. 400 × 540<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB 250lbf/in² (17,3bar)<br>Gen 2 × 330kW 550V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 84,5t (d.o.) 599,5t (hvf)-19,0pd<br>13,25kn |
| 5126562<br>WA5253<br>239432<br>RTh | **GASPEE**<br>**Providence Steamboat Co.**<br>Providence, RI United States of America | **201**<br>136<br>— | | **1940** Providence Steamboat Co. —Providence, RI (33)<br>*28,66* 7,35 3,810<br>... ... ...<br>1 dk | **M Tug** | Oil 2SA 10Cy. 216 × 254 NE 60<br>Fairbanks, Morse & Co. U.S.A<br>Gen 2 × 25kW 150V d.c.<br>Directional propeller<br>Fuel 78,0t (d.o.) |
| 5126574<br>VYDB<br>300866 | **GASPESIEN**<br>ex Roc-60<br>**Gulf Brownsville Shipping Ltd.**<br>Quebec, P.Q. Canada | **837**<br>441<br>997 | | **1945** Blyth Dry Docks & SB. Co. Ltd. —Blyth (309)<br>52,58 9,17 3,074<br>48,77 9,12<br>2 dks<br>RW<br>conv Aircraft 59<br>conv Ferry 66 | **TM Livestock Carrier**<br>Mchy.aft | 2 Oil 4DA each 16Cy. 114 × 127 E made67 fitted68<br>General Motors Corp. Detroit, Mi |

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| 6414203<br>HZTS<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GASSAN AL BAKRY III**<br>ex Esso Nordica-81<br>**Bakri Navigation Co. Ltd.**<br>Fekete & Co. A/S<br>Jeddah Saudi Arabia | **2 760**<br>1 321<br>4 095 | ✠**100A1** SS 6/79<br>oil tanker<br>Ice Class 1<br>✠**LMC** **UMS**<br>EL t 1⅛"SQ<br>FN 1892 | **1964**-7 Valmet Oy Pansion Tehdas<br>—Turku/Abo (283)<br>98,28 14,05 6,058<br>90,25 14,00 6,96<br>P 24,4 F 12,5 1 dk<br>10BH WB113t | **M Tanker**<br>2P<br>15 Ta ER<br>L.(oil) 5 235 | Oil 2SA 5Cy. 500 × 900<br>2 780bhp (2 045kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 db 171lbf/in² (11,8bar)<br>Gen 2 × 220kW 440V 60Hz a.c.<br>Fuel 205,0t (d.o.)-7,0pd 13,5kn |
| 7650440<br>JF2006<br>98259<br>Esd Rdr | **GASSAN MARU**<br><br>**Government of Japan (Ministry of Transportation - Bureau of Ports & Harbors - No. 1 Harbor Construction Bureau)**<br>Niigata, Japan<br>Niigata Pref. | **976**<br>451<br>— | | **1967** Tohoku Zosen—Shiogama (83)<br>53,24 14,61 3,760<br>49,00 4,45 | **M Dredger** | Oil<br>1 350bhp (993kW)<br>Niigata Eng. Co. Ltd. Japan<br>8,25kn |
| 5126586<br>PEFY<br><br>Df RT | **GASSELTE**<br>ex Jura-62<br>**A. Brouwer**<br>Wagenborg Scheepvaart B.V.<br>Gasselternijveen Netherlands | **249**<br>117<br>315 | (BV) | **1935** J. Koster Hzn. "De Gideon"<br>—Groningen (145)<br>41,64 6,61 2,515<br>37,72 6,56 2,80<br>P 8,9 B 3,1 F 4,3 1 dk<br>R len 52 | **M General Cargo**<br><br>1 Ho ER<br>G.467 B.419<br>2 Ha (8,8 4,2 × 3,7) ER<br>2W Der 2(2) | Oil 2SA 3Cy. 240 × 360<br>150bhp (110kW)<br>Appingedammer Brons Appingedam<br>Fuel 10,0t (d.o.) 7,75kn |
| 7360124<br>H3ZG<br>8480<br>-78A<br>RT | **GASTOR**<br><br>**Antilliaanse Vrachtvaart Mij**<br>Panama Panama | **68 246**<br>48 855<br>61 000 | BV | **1976** Chantiers de l'Atlantique—St. Nazaire (A26)<br>275,01 42,09 12,901<br>262,01 42,02 27,77<br>1 dk | **S Liquefied Gas Tanker**<br>LNG LPG Pressurised Ref<br>6 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 122 255 | 2 S Turb geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 1300kW 440V 60Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 5 680,0t (o.f.) 225,5t (d.o.)-173,0pd<br>18,5kn |
| 7347794<br>GUHC<br>363311<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GASTRANA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **48 662**<br>25 921<br>37 441 | ✠**100A1** CS 5/79<br>liquefied gas carrier<br>Methane in membrane tanks, max. pressure 0,22bar, min. temp. minus 160°C.<br>✠**LMC**<br>EL Rt $3\frac{15}{16}$"U2<br>FN 12856 | **1974**-7 Ch. de l'Atlantique—St. Nazaire (J25)<br>256,70(BB) 34,80 11,526<br>232,04 34,75 20,65<br>Trunk 159,8 1 dk<br>rf 584<br>NS 13BH WB2998t | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 75 044 | 2 S Turb dr geared to sc. shaft<br>20 800shp (15 300kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/cm² (68,7bar) Spt 515°C 67,5kgf/cm² (66,2bar) hs276,2<br>Gen 3 × 1200kW 440V 60Hz a.c.<br>Fuel (o.f.) 18,25kn |
| 7045982<br>WZU2<br>240<br>521907<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GATCO FLORIDA**<br><br>**Gulf Atlantic Towing Corp.**<br>Jacksonville, Fl United States of America | **190**<br>129<br>— | AB | **1969** Southern SB. Corp.—Slidell, La (83)<br>35,06 9,96 4,566<br>33,28 9,76 5,19<br>1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>12kn |
| 7026637<br>MQHX<br>340695<br>Esd Rdr<br>RT | **GATCOMBE**<br><br>**Southampton, Isle of Wight & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kingdom | **269**<br>0<br>138 | ✠Classed LR until 10/10/75 | **1970**-11 R. Dunston (Hessle) Ltd.—Hessle (S874)<br>32,54 9,35 4,287<br>28,96 8,84 4,88<br>RAD 1,0 RFD 6,1 3BH<br>rf 686 BK 152 | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 381 × 457 sr reverse geared to sc. shaft<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 69kW 1 × 40kW 440V 50Hz a.c.<br>Fuel 35,5t (d.o.) 13kn |
| 7502461<br>WYH6<br>513<br>571978<br>Esd Gc<br>Rdr RT | **GATES TIDE**<br><br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **285**<br>194<br>— | AB | **1976** Halter Marine Services, Inc.<br>—Lockport, La (527)<br>54,89 3,709<br>51,85 11,60 4,27<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 2SA each 16Cy. 216 × 254 geared to sc. shafts<br>3 600bhp (2 648kW) E made68 fitted4/76<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 7409504<br><br><br>RT | **GATOTKACA**<br><br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **138**<br>39<br>36 | | **1975** P.T. Adiguna Shipyard—Jakarta (40)<br>29,11 2,744<br>26,83 7,42 3,36<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 200 × 260<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7620225<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GATTAN**<br>ex Linakhamari-76<br>**Rafidian Fisheries Co. Ltd.**<br>Iraq | T.Mk<br>**2 327**<br>842<br>1 163 | BV (RS) | **1976** ..............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>B.236 In.1 348 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 7941423<br><br><br>Rdr RT | **GATUN**<br>ex Sin 062-322<br>**Remolques Maritimos S.A.**<br>Cartagena Colombia | **396**<br>—<br>— | RI | **1937** Panama Canal Co.—Balboa<br>38,13 8,51 —<br>... ... ...<br>1 dk | **M Tug** | 2 Oil 4SA each 7Cy. 342 × 550<br>Ingersoll-Rand Co. New York, NY |
| 7734143<br>WYU9<br>351<br>560454<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAUCHO**<br><br>**E. I. du Pont de Nemours & Co.**<br>Wilmington, De United States of America | **164**<br>111<br>— | AB | **1976** Bludco Barge & Towing, Inc.<br>—Houston, Tx (100)<br>29,27 5,823<br>10,66 6,86<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 206 × 254 reverse reduction geared to sc. shafts<br>Fairbanks, Morse (Canada) Ltd. Canada<br>Gen 2 × 99kW a.c.<br>12kn |

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| **5331208**<br>LQGL<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAUCHO CRUZ**<br>ex Golar Grain-70 ex Skauvaag-66<br>**La Naviera S.A.C.**<br>Buenos Aires Argentina | **18 258**<br>11 718<br>30 939 | <br><br>NV | **1961** Mitsubishi Zosen K.K.—Nagasaki<br>(1538)<br>198,08 22,97 10,529<br>189,29 22,86 14,00<br>1 dk<br>rf 102 len 65 | **M Bulk Carrier**<br>2P<br>Str. heavy cargoes<br>7 Ho 19,0 21,2 21,2 21,2 21,2 21,2 21,2 ER<br>G.37 577<br>7 Ha (stl) (10,2 14,9 14,9 14,9 14,9 14,9 14,9 × 11,3) ER<br>Der 3(1) | Oil 2SA 7Cy. 760 × 1550<br>9 100bhp (6 694kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel (hvf) 14,5kn |
| **7914298**<br><br><br>Esd Rdr | **GAUCHO GRANDE**<br><br>**Luis Enrique Piergentilli**<br>Mar del Plata Argentina | **110**<br>83<br>165 | <br><br>AB | **1980** S.A.N.Y.M. S.A.—Buenos Aires (28)<br>2,990<br>22,92 6,51 3,31<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho<br><br>2 Ha | Vee Oil 4SA 6Cy. 159 × 203 with clutches, flexible couplings & sr geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5039898**<br>5MOT<br>4023<br>Df Esd<br>Gc Rdr | **GAUDEAMUS**<br>ex Holstenbank-76 ex Bella-72<br>ex Bellavia-71<br>**Endymion Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**3 039**<br>1 701<br>5 604<br>**5 266**<br>3 198<br>7 300 | <br><br>GL | **1959** Rickmers Rhederei G.m.b.H.<br>—Bremerhaven (306)<br>131,40 16,64 6,605/7,655<br>117,61 16,62 9,76<br>F 26,3 2 dks<br>RW | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 15,1 15,4 23,0 22,2 16,0<br>3 TwD 25,7 23,0 12,2<br>G.11 606 B.10 600 In.263<br>5 Ha (stl) (6,1 × 3,6) (9,7 14,0 14,0 8,3 × 6,0)<br>Der 1(30) 4(5-10) 10(3-5) | Oil 2SA 6Cy. 680 × 1200<br>3 550bhp (2 611kW)<br>Borsig A.G. West Berlin<br>Fuel (hvf) 14,75kn |
| **5226439**<br>DIJW<br><br>Df Esd<br>RTv | **GAUENSIEK**<br>ex Witte Kliff-71<br>ex Marschenland-65<br>**Wilhelm & Gunther Braasch**<br>Varelerhafen Federal Republic of Germany | **299**<br>159<br>420 | <br><br>GL | **1955** Schiffsw. W. Holst—Hamburg (198)<br>*51,88* 8,03 2,861<br>8,01 3,92<br>P 11,0 F 6,8 1 dk<br>RW len & deepened 78 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.623 B.552<br>2 Ha (12,1 7,9 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>280bhp (206kW)<br>Kloeckner Humboldt Deutz Koeln<br>8kn |
| **7504615**<br>FNDY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAUGUIN**<br><br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Dunkerque France | **13 928**<br>6 129<br>19 669 | <br><br>BV | **1977** Ch. Nav. de La Ciotat—La Ciotat<br>(321)<br>164,07(BB) 26,55 10,735<br>155,66 26,51 16,31<br>P - F - 3 dks | **M RoRo/General Cargo/Container**<br>Fixed-guides<br>Quarter stern door & ramp (s)<br>4 Ho ER<br>G.31 361 B.28 510<br>TEU 637<br>C.Ho 330/20′ (40′) C.Dk 307/20′ (40′)<br>7 Ha (stl) (6,4 12,7 6,4 12,7 12,7 12,7 12,7 × 8,0) ER<br>10 Wing Ha (stl) (12,7p&s × 2,6) (12,7p&s 12,7p&s 12,7p&s 12,7p&s × 5,4) ER<br>Der 2(40) 2(25) | 2 Vee Oil 4SA each 18Cy. 400 × 460 reduction geared to sc. shaft<br>23 400bhp (17 212kW) Pielstick<br>Alsthom-Atlantique St. Nazaire<br>Gen 3 × 960kW 1 × 150kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>18,5kn |
| **5174909**<br>TFDN<br>0124<br>Df Esd<br>Rdr RT | **GAUKUR**<br>ex Verdandi-82 ex Fridthjofur-74<br>ex Jon Finnsson-73<br>**Fiskanes H/f**<br>Grindavik Iceland | **181**<br>62<br>— | <br><br>(NV) | **1962** Bolsones Verft—Molde (181)<br>32,97 6,74<br>6,71 3,36<br>1 dk<br>BK 140 len 65 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>1 Ha (3,6 × 1,4) ER<br>1W Der 1(3) | Oil 4SA 5Cy. 300 × 450<br>465bhp (342kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel (d.o.) |
| **6416433**<br>VC5006<br>322298<br>Esd Pfd<br>Rdr RT | **GAULTOIS II**<br>ex Atlantic Mildred-70<br>ex Blue Crest-68<br>**The Lake Group Ltd.**<br>St. John's, Nfl. Canada | **331**<br>109<br>— | <br><br>✠Classed LR until 8/71 | **1964**-10 Ferguson Industries Ltd.—Pictou, N.S. (150)<br>39,63 8,18<br>34,90 8,08 4,27<br>Ba 3,1 F 9,8<br>rf 533 BK 102 | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 310 × 490 with hydraulic coupling<br>720bhp (530kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| **7716957**<br>WYP9<br>174<br>575769<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAUNTLET**<br><br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | <br><br>AB | **1976** McDermott Shipyard—Morgan City, La (105)<br>5,160<br>38,92 11,18 5,87<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>14kn |
| **7824883**<br>DBBX<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAUSS**<br><br>**Government of The Federal Republic of Germany (Deutsches Hydrographisches Institut)**<br>Hamburg Federal Republic of Germany | **1 599**<br>514<br>445 | <br><br>GL | **1980** Schlichting-Werft—Travemuende<br>(1417)<br>68,86 13,09 4,560<br>61,02 13,01 6,33<br>F 52,8 2 dks | **D-E Research**<br>Hydrographic Survey<br>Ice strengthened<br><br>1 Ha (stl) (2,5 × 3,1) ER<br>Cr 1(11) 1(3) | 2 Oil 4SA each 6Cy. 240 × 330 total 2 400bhp (1 765kW) driving gen. connected to elec. motors<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>13,25kn |
| **5126744**<br>UTNH<br>M-25234 | **GAUYA**<br><br>**U.S.S.R. -Latvian Shipping Co.**<br>Riga U.S.S.R. | **1 211**<br>448<br>1 065 | <br><br>RS | **1960** "Gheorghiu Dej" Shipyard—Budapest<br>70,19 10,01 3,820<br>64,62 9,96 5,31<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>3 Ho 12,5 13,1 12,7 ER<br>G.1 673 B.1 532<br>3 Ha (6,9 8,0 6,3 × 3,9) ER<br>6W Der 1(10) 6(2,5) | 2 Oil 4SA each 6Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 86,5t (d.o.) 9,5kn |
| **7533812**<br>UQBG<br>M-12435 | **GAVAN**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | <br><br>RS | **1975** ............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |

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| 6405018<br>UJOW<br>M-26312<br>Df Esd<br>Gc Rdr<br>RT | **GAVANA**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R.<br>Also known as HAVANA | **31 817**<br>15 518<br>50 770 | RS | **1964** Admiralteiskiy Shipyard—Leningrad<br>230,49 31,04 11,854<br>214,00 30,92 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW<br>1 × 100kW 400V a.c.<br>Fuel 4 389,5t (o.f.)-114,0pd 17kn |
| 7523283<br>SDHF<br>Esd Gc<br>Rdr RT | **GAVEN**<br>**Uddevalla Bogser A/B**<br>Uddevalla Sweden | **149**<br>0<br>— | NV | **1976** Herfjord Slipp & Verksted A/S —Revsnes (248)<br>25,30 8,11 3,766<br>23,55 8,08 4,25<br>1 dk<br>rf 851 | **M Tug/Icebreaker**<br>Ice strengthened | Vee Oil 4SA 12Cy. 250 × 300 geared to sc. shaft<br>Polar<br>A/B Bofors Nohab Trollhattan<br>Thw. thrust propeller fwd |
| 6400496<br>ATNN<br>1334<br>Df Esd<br>Gc Rdr<br>RT | **GAVESHANI**<br>ex Hopper Barge No. 2-75<br>**National Institute of Oceanography**<br>The Shipping Corporation of India Ltd.<br>Calcutta India | **1 634**<br>716<br>— | ✠**100A1** SS 3/80<br>oceanographic survey ship<br>✠**LMC**<br>EL N 1⅝"SQ<br>FN 1089<br>IRS | **1964**-3 Simons-Lobnitz Ltd.—Renfrew (1176)<br>67,98 12,30 3,576<br>63,56 12,20 4,93<br>P 5,2 F 7,7 1 dk<br>rf nil conv Hopper Barge 75<br>BH5 WB179t | **TM Research**<br>Oceanographic Survey<br>Mchy.aft | 2 Oil 4SA each 9Cy. 300 × 450<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 300kW 2 × 156kW<br>1 × 30kW 220V d.c.<br>10kn |
| 6516520<br>H9HY<br>1087<br>8-81<br>Df Esd<br>Gc Rdr<br>RT | **GAVILAN**<br>ex Reykjafoss-80<br>**Metzymar S.A.**<br>Panama Panama | T.Mk<br>**1 666**<br>785<br>2 926<br>**2 435**<br>1 639<br>3 942 | ✠**100A1** SS 8/79<br>Ice Class 3<br>✠**LMC**<br>EL s 1⅝"SQ<br>FN 1840 | **1965**-10 Aalborg Vaerft A/S—Aalborg (149)<br>95,61 13,67 5,589/6,579<br>86,11 13,43 7,93<br>Ba 16,5 F 13,5 2 dks<br>rf 152<br>4BH WB637t incl. DTf74t | **M General Cargo**<br>2 Ho ER<br>G.5 182 B.4 842<br>2 Ha (each 21,3 × 7,0) ER<br>8W Der 1(20) 8(5) | Oil 2SA 5Cy. 420 × 900<br>2 750bhp (2 023kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 254,0t (d.o.) 14kn |
| 7044081<br>GOWC<br>341750<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAVINA**<br>**J. Marr & Son Ltd.**<br>Fleetwood United Kingdom | **532**<br>180<br>329 | ✠**100A1** SS 12/80<br>stern trawler<br>✠**LMC**<br>EL (h) 1 15/16"U2<br>FN 632 | **1971**-4 Clelands SB. Co. Ltd.—Wallsend (317)<br>47,07 9,78 3,912<br>39,81 9,76 6,10<br>B 7,4 1 dk, 2nd dk clear of hold<br>rf 686 BK 127 len 79<br>4BH WB83t | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 254 × 305<br>1 900bhp (1 398kW)<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>Gen 1 × 120kW 1 × 100kW 220V d.c.<br>13kn |
| 7319280<br>EGBW<br>276<br>Df Esd<br>Gc Rdr<br>RT | **GAVION**<br>**Maritima Astur S.A.**<br>Gijon Spain | **3 253**<br>1 927<br>5 792 | ✠**100A1** CS 7/78<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Q 1½"U2<br>FN 2062 | **1973**-7 S.A. Juliana Const. Gijonesa—Gijon (231)<br>94,19 (BB) 15,09 7,367<br>86,54 14,80 9,02<br>1 dk<br>rf 76<br>4BH to U dk 2 to 2nd dk WB1809t incl. DTm 426t | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 520 × 740<br>2 590bhp (1 905kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 184kW 380V 50Hz a.c.<br>12,5kn |
| 7311678<br>EEBI<br>275<br>Df Esd<br>Gc Rdr<br>RT | **GAVIOTA**<br>**Maritima Astur S.A.**<br>Gijon Spain | **3 253**<br>1 927<br>5 792 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC**<br>EL Q 1½"U2<br>FN 2062 | **1973**-6 S.A. Juliana Const. Gijonesa—Gijon (230)<br>94,19 (BB) 15,09 7,367<br>86,54 14,80 9,02<br>1 dk<br>rf 76<br>4BH to U dk 2 to 2nd dk WB1809t incl. DTm426t | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 520 × 740<br>2 590bhp (1 905kW) MAN<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 184kW 380V 50Hz a.c.<br>12,5kn |
| 7203285<br>XCGC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAVIOTA**<br>**Transportadora de Sal S.A.**<br>Isla de Cedros Mexico | **231**<br>157<br>— | AB | **1971** Main Iron Works Inc.—Houma, La (246)<br>9,81 3,836<br>27,03 9,76 4,63<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 55kW a.c.<br>Fuel 177,0t (d.o.) |
| 8023618<br>WUS6<br>385<br>638559<br>Df Pfd<br>Rdr RT | **GAVIOTA**<br>**McAllister Brothers Inc.**<br>Wilmington, De United States of America | **198**<br>134<br>— | AB | **1981** RYSCO Shipyard, Inc.—Blountstown, Fl (51)<br>4,153<br>33,43 10,06 4,86<br>1 dk<br>BK 102 | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>E made— reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12kn |
| 5126794<br>OAZG | **GAVIOTA**<br>**Transportadora de Sal S.A.**<br>Callao Peru | **180**<br>—<br>— | | **1938** D. W. Kremer Sohn—Elmshorn (813)<br>*28,29* 6,51<br>... ... ...<br>R | **M Firefloat** | Oil 2SA 5Cy. 290 × 500<br>Sulzer Bros. Ltd. Winterthur |
| 7803748<br>Esd Rdr<br>RT | **GAVIOTA F**<br>**Guido Ferri**<br>Ancona Italy | **150**<br>64<br>— | | **1980** Cant. Navalmeccanico di Senigallia S.p.A.—Senigallia (50)<br>27,51 6,00 —<br>22,33 5,81 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 275 × 350 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>CKD Praha Praha |
| 7932692<br>H8MB<br>1079<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAVIOTA II**<br>**Naviera Gaviota S.A.**<br>Helmut Bastian<br>Panama Panama | **5 583**<br>3 527<br>7 810 | NV | **1979** VEB Schiffswerft "Neptun"—Rostock (377)<br>121,82(BB) 17,61 7,724<br>113,44 17,59 9,91<br>P 26,9 F 13,5 1 dk | **M General Cargo**<br>Ref<br>Ice strengthened<br>2 Ho 32,1 38,3 ER<br>G.10 658 B.10 560 HeCls. B<br>TEU 258<br>C.Ho 164/20'(40') C.Dk 94/20'(40')<br>2 Ha (stl) (26,6 33,5 × 12,8) ER<br>4W Der 4(22,5) | Oil 2SA 6Cy. 570 × 800<br>5 400bhp (3 972kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 152,5t (d.o.) 822,0t (hvf)-23,0pd 15kn |

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| **6825866**<br>UVEE<br>M-28131<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAVRIIL DERZHAVIN**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**7 474**<br>3 380<br>—<br>**10 204**<br>5 223<br>14 390 | RS | **1969** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (274)<br>159,42 21,29 —/9,700<br>148,39 21,21 12,65<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 15,0 19,1 27,8 18,9 ER 19,2<br>G.22 276 B.20 417<br>5 Ha (stl) (9,6 × 9,3) (12,7 19,9 11,8 × 10,9) ER (10,2 × 9,3)<br>12W Der 12(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>18,5kn |
| **7642493**<br>UUPS<br>M-33665 | **GAVRIIL KIRDISHCHEV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | T.Mk<br>**3 954**<br>1 531<br>4 600 | RS | **1976** "A. Zhdanov" SB. Yard—Leningrad<br>139,63(BB) 19,23 6,620<br>127,39 13,11<br>2 dks | **M RoRo Cargo**<br>Bow door Ice strengthened<br>Mchy.aft<br>1 Ho<br>G.11 610<br>TEU 242<br>C.Ho 42/20' (40') C.Dk 77/20' (40') C.RoRo Dk 123/20' (40') | Oil 2SA 5Cy. 620 × 1400<br>6 100bhp (4 487kW) B&W<br>Bryansk Eng. Works Bryansk<br>16,75kn |
| **7507796**<br>UPQT<br>M-32522 | **GAVRIIL MANOKHIN**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Nakhodka U.S.S.R. | **242**<br>99<br>52 | RS | **1974** Nakhodkinskiy Shiprepairs Yard —Nakhodka<br>38,41 6,71 2,199<br>2,90<br>1 dk | **TM Ferry**<br>180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>12,5kn |
| **6711699**<br><br>317575<br>Esd Rdr<br>RTv | **GAWLER**<br><br>**Marine Board of Devonport**<br>*Devonport, Tas.* Australia | **217**<br>—<br>— | ✠Classed LR until 11/72 | **1967**-6 Adelaide Ship Cons. Pty. Ltd. —Adelaide (34)<br>30,10 8,49 4,230<br>27,21 8,08 4,55<br>1 dk<br>rf 813 Box K | **M Tug**<br>1 Ha (1,3 × 0,9) | Oil 4SA 8Cy. 254 × 305 dr reverse geared to sc. shaft<br>English Electric Co. Preston<br>Gen 2 × 30kW 220V d.c.<br>Fuel 27,0t (d.o.) 10kn |
| **7032272**<br>SXMU<br><br>Df Esd<br>Gc Pfd<br>RTm/h/v | **GAY FORTUNE**<br>ex Pontevedra-81 ex Moroni-78<br>ex Langon-71<br>**Amalia Maritime Co. Ltd.**<br>Lea Shipping Co. Ltd.<br>Piraeus Greece | T.Mk<br>**5 748**<br>3 171<br>9 250<br>**8 516**<br>5 221<br>12 213 | ✠**100A1** CS 11/80<br>strengthened for heavy cargoes<br>DTsm—vegetable oil<br>Ice Class 3<br>✠**LMC**<br>EL Z 2¼"U2<br>FN 4406 | **1971**-2 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B41/501)<br>153,02 19,49 7,732/8,522<br>141,79 19,41 11,66<br>F 30,5 2 dks, 3rd dk in Nos. 2 & 3 holds, U dk in No. 1 TwD, also 3rd dk light cargoes only<br>rf 152<br>7BH WB1848t incl. DTsm315t Tunnel tanks 335t | **M General Cargo**<br>8P<br>6 Ho 17,0 21,0 18,9 23,0 19,9 3,5<br>G.17 772 B.16 464<br>6 Ha (stl) (8,9 × 7,0) (13,8 13,8 12,1 12,1 × 8,9) (1,8 × 2,7)<br>20W Der 1(60) 1(30) 6(10) 10(5) 2(1,5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (Comp) & htr 7kgf/cm² (6,9bar) rcv 7kgf/cm² (6,9bar)<br>Gen 3 × 320kW 400V 50Hz a.c.<br>Fuel 1 036,5t (hvf) 16,25kn |
| **7031216**<br>EOQR<br>M-29092<br>Df Esd<br>Rdr RT | **GAY GOLOVENSKIY**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **676**<br>253<br>296 | RS | **1967** .............U.S.S.R.<br>54,23 9,38 3,591<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **5126835**<br>WA5262<br>252510<br>Gc Rdr<br>RT | **GAY HEAD**<br>**New London Freight Lines Inc.**<br>New York, NY United States of America | **617**<br>287<br>— | | **1944** Federal SB. & D.D. Co.—Kearny, NJ<br>62,18 10,37 2,439<br>10,32<br>1 dk | **M General Cargo** | 2 Oil 2SA each 8Cy. geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Detroit, Mi |
| **7353860**<br>9WAO<br>324801<br>Df Esd<br>Gc Rdr<br>RTm/h | **GAYA DUA**<br>**Gaya Shipping Sendirian Berhad**<br>Malaysian International Shipping Corp. Berhad<br>Labuan Malaysia | **6 680**<br>4 347<br>7 427 | ✠**100A1** CS 12/78<br>✠**LMC**<br>EL X 2"U3<br>FN 3085 | **1974**-2 Fukuoka Zosen K.K.—Fukuoka (1024)<br>105,62 18,04 7,316<br>98,51 18,00 13,31<br>1 dk<br>RW rf 178<br>NS 3BH to U dk 1 to 2nd dk WB1229T incl. Comb. btm & STs in holds 951T | **M Wood-chip Carrier**<br>Mchy.aft<br>G.14 681 B.13 753<br>Cr 2(10) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 3 × 220kW 440V 60Hz a.c.<br>Fuel 46,5t (d.o.) 516,0t (hvf) 15kn |
| **7725180**<br>9WCL<br>324852<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAYA LIMA**<br>**Gaya Shipping Sendirian Berhad**<br>Eastern Prime Line Ltd.<br>Labuan Malaysia | **5 041**<br>3 028<br>7 778 | ✠**100A1**<br>✠**LMC**<br>EL W 495,0/50,0U2<br>FN 2813 | **1978**-10 Kasado Dock Co. Ltd. —Kudamatsu (306)<br>112,02(BB) 17,63 7,601<br>104,02 17,61 9,43<br>P 23,2 F 11,3 1 dk<br>rf 102<br>SF 3BH WB1438T | **M General Cargo**<br>2 Ho 36,8 39,1 ER<br>G.10 619 B.10 034<br>2 Ha (27,2 39,1 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 72,0t (d.o.) 551,5t (hvf) 13kn |
| **7207504**<br>9WKT<br>324790<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAYA SATU**<br>**Gaya Shipping Sendirian Berhad**<br>Malaysian International Shipping Corp. Berhad<br>Labuan Malaysia | T.Mk<br>**2 994**<br>1 986<br>7 386 | ✠**100A1** CS 4/82<br>✠**LMC**<br>EL W 2"U2<br>FN 2990 | **1972**-4 Asakawa Zosen—Imabari (202)<br>105,34 17,25 7,335<br>98,00 17,20 13,31<br>2 dks<br>rf 203<br>4BH WB1189t | **M General Cargo**<br>2 Ho 35,6 36,3 2 TwD ER<br>G.14 511<br>2 Ha (stl) (28,5 30,7 × 13,2) ER<br>Cr 2 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (Comp) 7,5kgf/cm² (7,4bar)<br>Gen 2 × 200kW 445V 60Hz a.c.<br>12,5kn |
| **7725192**<br>9WCH<br>324849<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAYA TIGA**<br>**Gaya Shipping Sendirian Berhad**<br>Eastern Prime Line Ltd.<br>Labuan Malaysia | **5 041**<br>3 028<br>7 779 | ✠**100A1**<br>✠**LMC**<br>EL W 495,0/50,0U2<br>FN 2813 | **1978**-8 Kasado Dock Co. Ltd.—Kudamatsu (305)<br>112,02(BB) 17,66 7,802<br>104,02 17,61 9,43<br>P 23,2 F 11,3 1 dk<br>rf 102<br>SF 3BH WB1438T | **M General Cargo**<br>2 Ho 36,8 39,1 ER<br>G.10 619 B.10 034<br>2 Ha (27,2 39,1 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 72,0t (d.o.) 551,5t (hvf) 13kn |
| **7508738**<br><br><br>RT | **GAYA II**<br><br><br>Labuan Malaysia | **220**<br>—<br>100 | | **1978** Sabah SB., Repairing & Eng. Sdn. Bhd.—Labuan (102)<br>25,00<br>6,41 2,29<br>1 dk | **TM Landing Craft**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 137 × 165<br>Caterpillar Tractor Co. Peoria, Illinois |

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|---|---|---|---|---|---|---|
| 7620172<br>UWIK<br>M-12469 | **GAYDAMAK**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>88 | RS | **1976** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,64<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7127211<br>TCEY<br>4183<br>Esd Rdr<br>RT | **GAYE I**<br>**Gaye Gemicilik Armatorculuk ve Yapim Endust. San ve Ticaret Ltd. Sirketi**<br>Istanbul Turkey | **497**<br>298<br>1 138 | AB | **1973** Gaye Ltd. Sirketi Fener—Istanbul (1)<br>62,49 10,01 3,709<br>57,00 10,00 4,04<br>1 dk | **M Tanker**<br>8 Ta ER | Oil 4SA 6Cy. 350 × 500<br>660bhp (485kW)<br>CKD Praha Praha<br>Gen 2 × 75kW<br>Fuel 34,5t<br>11kn |
| 7524574<br>USTX<br>M-28298 | **GAYEVO**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **163**<br>39<br>88 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7049562<br>WY4466<br>515537<br>RT | **GAYLA MAUREEN**<br>**Peter Pan Seafoods Inc.**<br>Juneau, Ak United States of America | **138**<br>94<br>— | AI | **1968** Master Marine Inc.—Bayou la Batre,<br>*23,44* 6,71 3,59<br>1 dk | **M Fishing** | Oil<br>425bhp (313kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7001998<br>D7NH<br>BM38<br>876<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAYONG**<br>ex Toten Maru-76<br>**Ssang Yong Shipping Co. Ltd.**<br>Busan South Korea | **9 808**<br>5 572<br>16 504 | KR (NK) | **1969** Kurushima Dock Co. Ltd.—Imabari (600)<br>145,50 21,85 8,916<br>136,07 21,80 11,99<br>P 26,3 F 10,1 2 dks<br>RW | **M Bulk Carrier**<br>4 Ho 22,7 26,5 26,5 26,5 ER<br>G.20 626 B.20 194 HeCls. B<br>4 Ha (stl) (15,0T × 7,5) (19,7 19,7 19,7 × 10,5) ER<br>Der 4(25) | Oil 2SA 6Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 300kW 445V a.c.<br>Fuel 155,0t (d.o.) 1 013,0t (hvf)-26,5pd<br>14kn |
| 7231880<br>UWIS<br>M-14684<br>Df Esd<br>Rdr RT | **GAYVORON**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **600**<br>220<br>313 | RS | **1972** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 6507385<br>SYSF<br>7600<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAZ ATLANTIC**<br>ex Amedeo Avogadro-80<br>ex Uranus-71<br>**Almona Shipping & Trading Co. S.A.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Piraeus Greece | **2 986**<br>1 657<br>2 778 | RI (BV) | **1965** Dubigeon-Normandie S.A.—Nantes-Chantenay (811)<br>99,29 13,80 5,458<br>92,97 13,75 7,35<br>P 18,0 RQD 15,9 B 13,5 F 12,5 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 3 800 | Oil 4SA 7Cy. 520 × 740<br>2 710bhp (1 993kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 240kW 380V 50Hz a.c.<br>Fuel 277,5t (d.o.)<br>13,75kn |
| 6619815<br>HOYH<br>11172-LI<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAZ CHANNEL**<br>ex Ocean Frost-82 ex Havfrost-81<br>**Hala Shipping & Trading Co. S.A.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Panama Panama | **8 709**<br>4 117<br>11 532 | NV | **1966** Moss Vaerft & Dokk A/S—Moss (154)<br>141,33 19,23 9,519<br>130,77 19,21 12,02<br>P 38,5 F 20,5 1 dk<br>rf nil | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>Ice strengthened<br>3 Ta (stl) rectangular ER<br>L.(gas) 11 396 HeCls. B | Oil 2SA 7Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 1 × 500kW 2 × 365kW 440V 60Hz a.c.<br>Fuel 1 198,0t (hvf)-27,5pd<br>17kn |
| 6912255<br>HOEW<br>8336-9C<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GAZ FOUNTAIN**<br>ex Gay Lussac-81<br>**Nital Trading Shipping Corp. S.A.**<br>Gazocean Armement<br>Panama Panama | **23 796**<br>14 923<br>29 451 | BV | **1969** Ch. Nav. de La Ciotat—La Ciotat (261)<br>194,32(BB) 29,04 9,907<br>184,72 29,00 18,90<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>3 Ta (C.mn.stl) ind prismatic horizontal ER<br>L.(gas) 40 232 HeCls. ptB | Oil 2SA 6Cy. 900 × 1600<br>13 800bhp (10 151kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 1 920,5t (hvf)-45,0pd<br>16,5kn |
| 6518267<br>SYWN<br>7558<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAZ MED**<br>ex Gerolamo Cardano-80<br>ex Sydfonn-72<br>**Alia Shipping & Trading Co. S.A.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Piraeus Greece | **3 998**<br>1 952<br>4 890 | RI (NV) | **1965** Ch. Nav. de La Ciotat—La Ciotat (225)<br>110,85 15,35 6,592<br>100,67 15,30 8,08<br>1 dk<br>rf 152 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref 2P<br>6 Ta cyl horizontal ER<br>L.(gas) 4 163 | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 511,0t (hvf)-12,0pd<br>13kn |
| 5008992<br>SV6035<br>7729<br>Rdr RT | **GAZ MODESTY**<br>ex Alcara-80<br>**Modesty Maritime Co. Ltd.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Piraeus Greece | **916**<br>461<br>1 065 | RI | **1961** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (39)<br>63,33 9,22 3,931<br>58,35 9,20 4,60<br>1 dk | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Pressurised Ref<br>8 Ta<br>6 Ta (stl) cyl horizontal ER<br>L.520 L.(gas) 772 | Oil 2SA 5Cy. 280 × 500<br>865bhp (636kW) B&W<br>Cant. Nav. Riuniti Ancona<br>Fuel 57,0t-3,5pd<br>11kn |
| 8027690<br>DNGU<br>13366<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GAZ NORDSEE**<br>**Kommanditges. 'Pacific' Schiffahrtsges.m.b.H & Co.**<br>Friedrich A. Detjen (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | **4 899**<br>2 454<br>5 984 | GL | **1982** Jos. L. Meyer—Papenburg (599)<br>110,90(BB) 15,57 7,527<br>102,01 15,51 10,83<br>F 10,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref IGS<br>Ice strengthened<br>1 horizontal cyl Ta on dk<br>3 Ta ind cyl horizontal ER<br>L.(gas) 5 667 | Oil 2SA 6Cy. 450 × 1200<br>5 400bhp (3 972kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel-19,5pd<br>14,25kn |

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| **8027688**<br>DHPG<br>13310<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GAZ PACIFIC**<br>**Kommanditges. 'Pacific' Schiffahrtsges.m.b.H & Co.**<br>Friedrich A. Detjen (G.m.b.H. & Co.)<br>Hamburg Federal Republic of Germany | **4 899**<br>2 454<br>5 984 | GL | **1981** Jos. L. Meyer—Papenburg (598)<br>110,90(BB) 15,57 7,527<br>102,01 15,51 10,83<br>F 14,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>Ice strengthened<br>1 horizontal cyl Ta on dk<br>3 Ta ind cyl horizontal ER<br>L.(gas) 5 667 | Oil 2SA 6Cy. 450 × 1200<br>5 400bhp (3 972kW)<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>14,25kn |
| **6518102**<br>HOMX<br>8488-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAZ PIONEER**<br>ex Frostfonn-78<br>**Mercantile Shipping & Trading Co. S.A.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Panama Panama | **3 931**<br>2 017<br>4 961 | NV | **1965** Ch. Nav. de La Ciotat—La Ciotat (228)<br>110,85 15,35 6,674<br>100,67 15,30 8,11<br>1 dk<br>rf 152 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref 2P<br>6 Ta cyl horizontal ER<br>L.(gas) 4 175 | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 511,0t (hvf)-12,0pd 13,5kn |
| **6604224**<br>3ECI<br>9803-79<br>Df Esd<br>Gc Rdr<br>RT | **GAZ PROGRESS**<br>ex Coral Obelia-79<br>ex Arctic Propane-71<br>**Medmer Shipping & Trading Co.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Panama Panama | **2 633**<br>1 404<br>3 097 | BV (NV) | **1966** Moss Vaerft & Dokk A/S—Moss (141)<br>90,56 14,05 6,027<br>82,40 14,00 7,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta cyl horizontal ER<br>L.(gas) 2 978 | Oil 2SA 6Cy. 360 × 600<br>1 560bhp (1 147kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 175kW 440V a.c.<br>Fuel 172,5t (hvf) 12,25kn |
| **5255234**<br>H3PG<br>8277-77<br>Df Gc<br>Rdr<br>RTm/h/v | **GAZ UNITY**<br>ex Nordfonn-77<br>**Naftogaz Corp. S.A.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Panama Panama | **4 136**<br>2 031<br>4 825 | NV | **1962** Ch. Nav. de La Ciotat—La Ciotat (215)<br>110,85 15,32 6,668<br>100,67 15,30 8,08<br>1 dk<br>rf 152 | **M Tanker/Liquefied Gas Carrier**<br>Chemical LPG Atmospheric Ref.<br>18 Ta<br>6 Ta cyl horizontal ER<br>L.1 501 L.(gas) 3 922 HeCls. B | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 511,0t (hvf)-12,0pd 13kn |
| **6411093**<br>H2HS<br>701857<br>Df Esd<br>Gc Rdr<br>RTm | **GAZ VICTORY**<br>ex Med Multina-79<br>ex Cap Sounion-74<br>ex Cap Sicie-68<br>**Navigaslina Marine Co. Ltd.**<br>Navigas Management Co. Ltd.<br>Limassol Cyprus | **1 692**<br>988<br>1 715 | BV | **1964** Dubigeon-Normandie S.A.—Nantes-Chantenay (802)<br>79,86 11,89 4,865<br>73,51 11,84 5,39<br>P 14,4 B 15,9 F 14,1 1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>17 Ta (stl) 1 cyl horizontal 8 cyl vert 8 cyl vert ER<br>L.(gas) 2 264 | Oil 4SA 8Cy. 330 × 600<br>1 350bhp (993kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 130/85kW 380V 50Hz a.c.<br>Fuel 97,5t (d.o.) 12kn |
| **7904944**<br>YIGZ<br>Df Esd<br>Gc Rdr<br>RT | **GAZA**<br>**Government of The Republic of Iraq (State Organisation of Iraqi Ports)**<br>Basrah Iraq | **2 301**<br>715<br>2 422 | GL | **1980** Orenstein & Koppel A.G.—Luebeck (757)<br>81,95 14,79 4,501<br>78,39 14,70 5,59<br>1 dk | **TM Hopper/Dredger**<br>Grab-dredger Trailing Suction Bottom doors<br>Single side arm Dredging depth 23,0<br>Mchy.aft<br>Hopper 1 000 | 2 Oil 4SA each 6Cy. 240 × 330<br>2 730bhp (2 008kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>2 Controllable pitch propellers |
| **6404325**<br>A6DW<br>Esd Rdr<br>RTm | **GAZALA**<br>ex Sincerogas-74<br>ex Alyce Bishop-73 ex Monge-69<br>**Sheikh Rashid Bin Said Al Maktoum**<br>Dubai United Arab Emirates | **458**<br>323<br>512 | BV | **1964** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (806)<br>66,38 8,54 3,048<br>60,58 8,51 3,08<br>1 dk | **TM Liquefied Gas Carrier**<br>LPG<br>9 Ta (stl) cyl horizontal ER<br>L.(gas) 646 | 2 Oil 2SA each 6Cy. 230 × 400<br>720bhp (530kW) Alpha<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 2 × 120kW 220V d.c.<br>2 Controllable pitch propellers<br>Fuel 95,5t (d.o.) 10,5kn |
| **7109403**<br>GNOX<br>343052<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GAZANA**<br>**P&O Steam Navigation Co.**<br>P&O Bulk Shipping Division<br>London United Kingdom | **21 357**<br>11 528<br>23 869 | **✠100A1** SS 4/77<br>liquefied gas carrier Propane, propylene, butane, butadiene, anhydrous ammonia, vinyl chloride monomer in independent tanks and propylene oxide (No 3 tank only), max. pressure 0,29bar, min. temp. minus 51°C. Deck storage vessels not to be filled with liquid lower than minus 35°C. (cc)<br>Ice Class 3<br>**✠LMC**<br>**✠Lloyd's RMC (LG)**<br>EL Jt 2⅝″U3<br>FN 7095 | **1972**-2 Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1341)<br>177,86(BB) 26,04 10,021<br>165,00 26,00 17,00<br>1 dk<br>rf 127<br>8BH WB8728 incl. Comb. top, btm & STs in holds 7176t | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta (stl) ind prismatic ER<br>L.(gas) 29 225 HeCls. B | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB (Comp) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 650kW 440V 60Hz a.c.<br>Fuel 2 392,0t (hvf)-57,0pd 16,25kn |
| **8009557**<br>H9HB<br>1071<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAZANIA**<br>**Draco Carriers Corp. S.A.**<br>Panama Panama | **10 121**<br>6 894<br>17 607 | NK | **1980** Shikoku Dockyard Co. Ltd. —Takamatsu (811)<br>148,11 21,75 9,351<br>137,50 21,71 12,22<br>P 27,2 F 10,4 1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.21 818 B.21 329<br>4 Ha (stl) (14,0 × 8,9) (20,2 20,2 20,2 × 10,5)<br>Der 4(25) | Oil 2SA 8Cy. 450 × 1200<br>7 890bhp (5 804kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 360kW a.c.<br>14,5kn |
| **7309986**<br>WY2350<br>511681 | **GAZELA**<br>ex Wendy C-75<br>**Rocha & da Cunha Fisheries Corp.**<br>New Bedford, Ma United States of America | **135**<br>92<br>— | | **1967** Master Marine Inc.—Bayou la Batre.<br>AI<br>*22,13* 6,79<br>3,51 | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| **5126885**<br>PA29<br>91BB<br>Esd | **GAZELA PRIMEIRO**<br>ex Gazela<br>**Philadelphia Maritime Museum**<br>Philadelphia, Pa United States of America | **324**<br>221<br>— | | **1901** J. M. Mendes—Setubal<br>47,73 8,11<br>8,06<br>conv Side-fishing Schooner Fishing 70 | **Wood Aux M Training Museum Ship**<br>Barquentine<br>1 Ho 14,1<br>1 Ha (stl) (2,6 × 1,9) | Oil 4SA 4Cy. 285 × 420<br>220bhp (162kW) E made38 fitted—<br>Motorenw. Mannheim A.G. Mannheim<br>Fuel 25,5t (d.o.) 5,5kn |

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|---|---|---|---|---|---|---|
| 7807483<br>599591<br>Df Esd<br>Rdr RT | **GAZELLE**<br>**Portal Boat Co.**<br>Morgan City, La United States of America | **299**<br>203<br>1 000 | AB | **1978** Halter Marine Inc.—New Orleans, La (709)<br>56,39 3,671<br>51,85 12,20 4,27<br>F 18,3 1 dk | **TM Supply Ship** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 5126897<br>PEGC<br>Df RT | **GAZELLE**<br>ex Mado-55<br>**W. M. Beusenberg**<br>Ijmuiden Netherlands | **197**<br>123<br>230 | BV | **1932** N.V. Scheeps. "Vooruitgang"—Foxhol<br>33,99 6,43 2,363<br>29,27 6,38 2,52<br>P 9,2 F 3,4 1 dk<br>R | **M General Cargo**<br>1 Ho 20,1 ER<br>G.320 B.303<br>2 Ha (4,5 8,5 × 3,8) ER<br>1W Der 2(1) | Oil 4SA 3Cy. 280 × 450<br>150bhp (110kW) E made30 refitted32<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel 8,5t (d.o.) 7kn |
| 5126902<br>MFKL<br>118460<br>Df RT | **GAZELLE**<br>ex Goldrune-51 ex Runic-49<br>**T. J. Palmer**<br>London United Kingdom | **166**<br>125<br>254 | | **1904** A. J. Otto & Zonen—Krimpen a/d Ijssel (450)<br>*27,53* 7,12 2,591<br>7,07<br>R | **TM General Cargo Barge**<br>1 Ho 18,2 ER<br>G.368 B.354<br>1 Ha (14,6 × 4,2) ER<br>1W Der 1(2) | 2 Oil<br>178bhp (131kW)<br>(i) 4SA 4Cy. 152 × 165 NE 52<br>Bergius Co. Ltd. Glasgow<br>(ii) 4SA 3Cy. 152 × 165 NE 65<br>Bergius Co. Ltd. Glasgow<br>Fuel 4,5t 8kn |
| 6727997<br>A7D3008<br>135<br>Esd Rdr<br>RTv | **GAZELLE**<br>ex Meindert-75<br>**Qatar National Fishing Co. (QNFC)**<br>Doha Qatar | **136**<br>43<br>— | | **1967** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (144)<br>30,31 6,81 2,794<br>6,71 3,41<br>B 6,1 F 11,0 1 dk<br>rf 737 len 72 | **M Fishing**<br>Side-fishing<br>1 Ho 6,0 ER<br>In.70<br>1 Ha (stl) (0,9 × 0,8) ER | Oil 4SA 8Cy. 210 × 300<br>660bhp (485kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel 22,5t (hvf) 11kn |
| 5160776<br>HO7730<br>8035 -77A<br>Df Esd<br>Pfd Rdr<br>RT | **GAZERA**<br>ex Ine-76<br>**Bunicera Financial Corp.**<br>Naftomar Shipping & Trading Co. Ltd.<br>Panama Panama | **1 018**<br>590<br>1 400 | BV | **1957** Ast. de T. Ruiz de Velasco—Bilbao (53)<br>67,52 9,86 4,636<br>59,42 9,81 5,49<br>2 dks<br>conv General Cargo 65 | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 1 245 | Oil 2SA 5Cy. 340 × 570<br>900bhp (662kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 4 × 30kW 110V d.c.<br>10,5kn |
| 8131752<br>UNCH<br>Rdr RT | **GAZGAN**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund (533)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) S.K.L.<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 5126914<br>TCBZ<br>3264<br>Df Esd<br>Gc Rdr<br>RTm/h | **GAZI OSMAN PASA**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **3 552**<br>1 994<br>5 305 | AB | **1961** Mitsubishi Zosen K.K.—Shimonoseki (544)<br>106,61 15,04 6,687<br>100,01 14,99 8,51<br>P 4,9 F 8,0 2 dks<br>RW rf 76 | **M General Cargo** CSD 6P<br>4 Ho 17,9 20,2 16,8 16,6<br>G.6 697 B.6 216<br>4 Ha (stl) (9,8 × 5,4) (9,8 9,8 9,8 × 6,0)<br>8W Der 1(25) 8(5) | Oil 2SA 5Cy. 600 × 1040<br>3 200bhp (2 354kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 150kW 115/230V d.c.<br>Fuel 387,0t (hvf) 13kn |
| 7354462<br>TCHN<br>4284<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAZIANTEP**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **79 806**<br>57 999<br>146 230 | AB | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2374)<br>286,52(BB) 44,56 16,841<br>269,98 44,51 22,00<br>1 dk<br>rf 102 | **M Tanker**<br>Mchy.aft<br>15 Ta<br>L.(oil) 178 437 | Oil 4SA 10Cy. 900 × 1550<br>29 000bhp (21 331kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1100kW 1 × 550kW<br>Fuel 259,0t (d.o.) 8 093,0t (hvf)-97,5pd<br>15,5kn |
| 7740881<br>UJVG<br>S-34726<br>Df Esd<br>Gc Rdr<br>RT | **GAZLI**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **2 484**<br>1 321<br>3 134 | RS | **1979** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,03 13,21 3,671<br>108,01 12,98 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,0 18,0 18,0 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| 6925343<br>EDYR<br>2772 | **GAZTELUTARRAK**<br>**Julian Portuondo Uribarri y Companhia**<br>Bilbao Spain | **188**<br>63<br>— | BV | **1969** S.A. Balenciaga—Zumaya (171)<br>29,01<br>26,98 6,81 3,71<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW) Alpha<br>Cons. Echevarria Bermeo<br>Fuel (d.o.) 10kn |
| 6924507<br>ICCY<br>1298<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GAZZELLA**<br>**'Aretusa' S.p.A. di Navigazione**<br>Napoli Italy | **8 591**<br>5 219<br>—<br>**12 379**<br>7 656<br>13 001 | RI | **1969** Italcantieri S.p.A.—Genova (4246)<br>162,77(BB) 22,84 —/9,703<br>149,97 22,81 13,42<br>1 dk & S dk | **M General Cargo/Container Ship** OSD/CSD 12P<br>Fixed-guides Ref<br>6 Ho 11,1 22,3 22,7 23,6 25,9 12,4<br>G.23 599 B.22 055 In.400<br>6 Ha (stl) (11,2 × 6,7) (15,2 × 7,6) (15,3 × 6,1) (4,6 × 7,0) (16,2 × 9,3) (4,8 × 4,5)<br>Cr 1(26) 5(10) Der 4(10) | Oil 2SA 7Cy. 780 × 1600<br>14 000bhp (10 298kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 580kW 440V 60Hz a.c.<br>Fuel 1 564,5t 20kn |
| 7410266<br>9GBD<br>316679<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GBESE 6**<br>ex Baeg Du San No. 6-82<br>**Pioneer Tuna Fishing Co. Ltd.**<br>Takoradi Ghana | **416**<br>209<br>489 | KR (NK) | **1975** Miho Zosensho K.K.—Shimizu (1021)<br>55,45 8,51 3,549<br>47,00 8,49 3,94<br>P 19,9 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>Mchy.aft<br>B.418<br>12 Ha (1,6 × 1,6) (1,3p&s 1,3p&s 1,3p&s 1,3p&s 1,3p&s × 1,3) (1,0 × 1,0) | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>Fuel 227,5t-6,0pd 12kn |

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|---|---|---|---|---|---|---|
| **7410278**<br>9GBE<br>316680<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GBESE 7**<br>ex Baeg Du San No. 7-82<br>**Pioneer Tuna Fishing Co. Ltd.**<br>Takoradi Ghana | **416**<br>201<br>489 | <br><br>KR (NK) | **1975** Miho Zosensho K.K.—Shimizu<br>(1022)<br>55,45 8,51 3,549<br>47,00 8,49 3,94<br>P 19,9 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>Mchy.aft<br>B.418<br>12 Ha (1,6 × 1,6) (1,3p&s 1,3p&s 1,3p&s 1,3p&s 1,3p&s × 1,3)<br>(1,0 × 1,0) | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>Fuel 227,5t-6,0pd<br>12kn |
| **7410280**<br>9GBF<br>316681<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GBESE 8**<br>ex Baeg Du San San No. 8-82<br>**Pioneer Tuna Fishing Co. Ltd.**<br>Takoradi Ghana | **416**<br>201<br>489 | <br><br>KR (NK) | **1975** Miho Zosensho K.K.—Shimizu<br>(1023)<br>55,45 8,51 3,549<br>47,00 8,49 3,94<br>B 19,9 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>Mchy.aft<br>B.418<br>12 Ha (1,6 × 1,6) (1,3p&s 1,3p&s 1,3p&s 1,3p&s 1,3p&s × 1,3)<br>(0,9 × 0,9)<br>Der 1(0,5) | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>Fuel 227,5t-6,0pd<br>12kn |
| **7410321**<br>9GBG<br>316682<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GBESE 9**<br>ex Baeg Du San No. 9-82<br>**Pioneer Tuna Fishing Co. Ltd.**<br>Takoradi Ghana | **416**<br>201<br>489 | <br><br>KR (NK) | **1975** Miho Zosensho K.K.—Shimizu<br>(1027)<br>55,45 8,51 3,549<br>47,00 8,49 3,94<br>B 19,9 F 10,1 1 dk | **M Fishing**<br>Side-fishing Tuna Rod-fishing<br>Mchy.aft<br>B.418<br>12 Ha (1,6 × 1,6) (1,3p&s 1,3p&s 1,3p&s 1,3p&s 1,3p&s × 1,3)<br>(0,9 × 0,9)<br>Der 1(0,5) | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 200kW a.c.<br>Fuel 227,5t-6,0pd<br>12kn |
| **7720972**<br>A6E2062<br><br>Df Esd<br>Gc Rdr<br>RT | **GC 306**<br><br>**Gulf Cobla (Private) Ltd.**<br>Dubai United Arab Emirates | **1 569**<br>842<br>2 807 | **✠100A1**<br>hopper barge<br>**✠LMC**<br>EL N 412,5/34,0U2<br>FN 1304 | **1978**-5 B.V. Schps. & Mfbk. "De Biesbosch-Dordrecht"—Dordrecht<br>(690)<br>72,90 13,29 4,636<br>69,07 13,20 5,67<br>RAD 20,5 RFD 17,1 1 dk<br>rf nil<br>4BH WB468T incl. DTf187T & STs 108T | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 sr geared to sc. shafts<br>1 650bhp (1 214kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 360kW 2 × 118kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd 1 aft<br>10kn |
| **7721055**<br>A6E2061<br><br>Df Esd<br>Gc Rdr<br>RT | **GC 307**<br><br>**Gulf Cobla (Private) Ltd.**<br>Dubai United Arab Emirates | **1 569**<br>842<br>2 807 | **✠100A1**<br>hopper barge<br>**✠LMC**<br>EL N 412,5/34,0U2<br>FN 1304 | **1978**-5 Scheepswerf "De Waal" B.V. —Zaltbommel<br>(712)<br>72,90 13,29 4,636<br>69,07 13,20 5,67<br>RAD 20,5 RFD 17,1 1 dk<br>rf nil<br>4BH WB468T incl. DTf187T & STs 108T | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 sr reverse geared to sc. shafts<br>1 650bhp (1 214kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 360kW 2 × 118kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd 1 aft<br>10kn |
| **7719246**<br>A6E2063<br>224/78<br>Df Esd<br>Gc Rdr<br>RT | **GC 308**<br><br>**Gulf Cobla (Private) Ltd.**<br>Dubai United Arab Emirates | **1 569**<br>842<br>2 807 | **✠100A1**<br>hopper barge<br>**✠LMC**<br>EL N 412,5/34,0U2<br>FN 1304 | **1978**-7 A. Vuyk & Zonen's Scheepswerven B.V.—Capelle a/d Ijssel<br>(884)<br>72,90 13,29 4,636<br>69,07 13,20 5,67<br>RAD 20,5 RFD 17,1 1 dk<br>rf nil<br>4BH WB487T incl. DTf196T & STs 110T | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Mchy.aft | 2 Oil 4SA each 6Cy. 222 × 292 sr geared to sc. shafts<br>1 650bhp (1 214kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 360kW 2 × 118kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd 1 aft<br>10kn |
| **7702700**<br><br><br>Rdr RT | **GC 311**<br>ex Ras Tannurah 4-80<br>**Gulf Cobla (Private) Ltd.**<br>Dubai United Arab Emirates | **642**<br>593<br>1 189 | <br><br>AB | **1977** Mitsui Eng. & SB. Co. Ltd.—Tamano<br>(F491)<br>9,66 3,501<br>54,97 9,61 4,30<br>1 dk | **TM Sludge Carrier**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 130 × 165<br>1 440bhp (1 059kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 40kW a.c.<br>2 Directional propellers aft<br>8kn |
| **7024768**<br>SNPT<br><br>Esd Rdr<br>RT | **GDA-8**<br><br>**Spoldzielnia Pracy Rybolowstwa Morskiego 'Jednosc Rybacka'**<br>Gdansk Poland | **107**<br>40<br>33 | <br><br>PR | **1959** Gdynska Stocznia Remontowa —Gdynia<br>(B25s/199)<br>24,59 6,61 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 1,75kW 1 × 1,5kW 1 × 1kW 24V d.c.<br>Controllable pitch propeller<br>10kn |
| **7024770**<br>SNRC<br><br>Esd Rdr<br>RT | **GDA-9**<br><br>**Spoldzielnia Pracy Rybolowstwa Morskiego 'Jednosc Rybacka'**<br>Gdansk Poland | **107**<br>39<br>34 | <br><br>PR | **1960** Gdynska Stocznia Remontowa —Gdynia<br>(B25s/215)<br>24,54 6,58 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 2 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>10kn |
| **7024782**<br>SNSG<br><br>Df Esd<br>RT | **GDA-10**<br><br>**Spoldzielnia Pracy Rybolowstwa Morskiego 'Jednosc Rybacka'**<br>Gdansk Poland | **108**<br>40<br>33 | <br><br>PR | **1961** Gdynska Stocznia Remontowa —Gdynia<br>(B25s/224)<br>24,54 6,58 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9,5kn |
| **7024794**<br>SNXG<br><br>Df Esd<br>Rdr RT | **GDA-11**<br><br>**Spoldzielnia Pracy Rybolowstwa Morskiego 'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>38<br>55 | <br><br>PR | **1964** Gdynska Stocznia Remontowa —Gdynia<br>(B25s/286)<br>24,59 6,58 2,601<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 10kW 220V 1 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| **7024809**<br>SNXH<br><br>Df Esd<br>Rdr RT | **GDA-12**<br><br>**Spoldzielnia Pracy Rybolowstwa Morskiego 'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>38<br>55 | <br><br>PR | **1964** Gdynska Stocznia Remontowa —Gdynia<br>(B25s/287)<br>24,59 6,58 2,601<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 10kW 220V d.c. 2 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |

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|---|---|---|---|---|---|---|
| 7024811<br>SNXU<br>Df Esd<br>Rdr RT | **GDA-13**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>39<br>— | PR | **1965** Gdynska Stocznia Remontowa<br>—Gdynia (B25s/293)<br>24,57 6,61 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 10kW 220V 2 × 1,5kW<br>24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7024823<br>SNXV<br>Df Rdr<br>RT | **GDA-14**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>39<br>55 | PR | **1965** Gdynska Stocznia Remontowa<br>—Gdynia (B25s/294)<br>24,59 6,58 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 2 × 10kW 220V 1 × 1,75kW<br>24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7024835<br>Df Esd<br>Rdr RT | **GDA-15**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>38<br>55 | PR | **1968** Gdynska Stocznia Remontowa<br>—Gdynia (B25s/329)<br>24,59 6,58 2,591<br>21,95 3,38<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 3 × 1,5kW 24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7521314<br>Df Esd<br>Rdr RT | **GDA-16**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **107**<br>39<br>44 | PR | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A59)<br>24,52 6,56 2,591<br>21,82 6,53 3,38<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 7521326<br>Df Esd<br>Rdr RT | **GDA-17**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **107**<br>39<br>44 | PR | **1975** Stocznia "Ustka"—Ustka<br>(B25s/A60)<br>24,52 6,61 2,591<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 12Cy. 135 × 155 reduction geared<br>to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| 7325588<br>Df Esd<br>RT | **GDA-18**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **102**<br>33<br>38 | PR | **1971** Gdynska Stocznia Remontowa<br>—Gdynia (B25s/340)<br>24,46 6,56<br>21,95 6,51 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 24V d.c. 1 × 1,5kW<br>Controllable pitch propeller<br>9,5kn |
| 7325590<br>Df Esd<br>Rdr RT | **GDA-19**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **102**<br>33<br>35 | PR | **1971** Gdynska Stocznia Remontowa<br>—Gdynia (B25s/341)<br>24,49 6,56<br>21,95 6,51 3,36<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 3Cy. 300 × 410<br>225bhp (166kW)<br>A/S Volund Kobenhavn<br>Gen 1 × 2,5kW 1 × 1,5kW 1 × 1kW<br>24V d.c.<br>Controllable pitch propeller<br>9kn |
| 7521338<br>Df Esd<br>Rdr RT | **GDA-20**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>39<br>43 | PR | **1976** Stocznia "Ustka"—Ustka<br>(B25s/A61)<br>24,52 6,63 2,591<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10kn |
| 7521340<br>Df Esd<br>Rdr RT | **GDA-21**<br>**Spoldzielnia Pracy**<br>**Rybolowstwa Morskiego**<br>**'Jednosc Rybacka'**<br>Gdansk Poland | **106**<br>39<br>43 | PR | **1976** Stocznia "Ustka"—Ustka<br>(B25s/A62)<br>24,52 6,63 2,591<br>21,82 6,58 3,38<br>1 dk | **M Fishing**<br>Mchy.aft | Vee Oil 4SA 12Cy. 135 × 155 reduction<br>geared to sc. shaft<br>350bhp (257kW) Wola<br>Zaklady Mechaniczne im Nowotki Warszawa<br>Gen 2 × 4kW 30V d.c.<br>Controllable pitch propeller<br>10,5kn |
| 6521551<br>UKSE<br>M-28560<br>Df Esd<br>Gc Rdr<br>RT | **GDANSK**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 817**<br>15 518<br>50 809 | RS | **1965** Baltic SB. & Eng. Works—Leningrad<br>230,51 31,04 11,853<br>214,00 30,94 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW<br>1 × 100kW<br>Fuel 4 389,5t (o.f.)-114,5pd 17kn |
| 7223455<br>UOFL<br>M-32048<br>Df Esd<br>Gc Rdr<br>RT | **GDOV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 581**<br>888<br>1 268 | RS | **1972** "Chernomorskiy" Shipyard—Nikolayev<br>83,90 14,03 5,700<br>78,06 13,95 10,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.314 In.1 765<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,5kn |
| 6800050<br>SPVP<br>Df Esd<br>Gc Rdr<br>RT | **GDYNIA II**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Szczecin Poland | **3 417**<br>1 770<br>5 309<br>**5 520**<br>3 039<br>5 910 | PR | **1967** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B455/09)<br>123,68 17,00 6,439/6,884<br>116,90 16,95 9,91<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref 12bth P<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.9 710 B.8 824 In.330<br>4 Ha (stl) (10,2 × 6,4) (15,5 11,0 × 8,9) ER (7,3 × 5,7)<br>14W Der 1(30) 3(10) 2(5) 8(2,5) | Oil 2SA 7Cy. 550 × 1200<br>4 900bhp (3 604kW)<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 041,5t (d.o.)-19,0pd 16kn |

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|---|---|---|---|---|---|---|
| 7636731<br>SQKF<br>Esd Gc<br>Rdr RT | **GDYNSKI KOSYNIER**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | T.Mk<br>**3 299**<br>1 178<br>3 890<br>**6 414**<br>3 233<br>5 657 | PR | **1978** LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa (264)<br>139,43 6,620/7,681<br>128,02 18,01 11,51<br>3 dks | **M General Cargo**<br>Ref. 2bth P<br>Side doors 4(p) 4(s) Ice strengthened<br>2 Ho ER 2 Ho<br>In.7 440<br>4 Ha (stl) (5,6 6,7 × 6,6) ER (6,7 6,7 × 6,6)<br>8W Der 8(3-5) | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 504kW 400V a.c.<br>Fuel 1 144,0t (hvf)-51,0pd 22,5kn |
| 6421464<br>UJHG<br>M-28401<br>Df Esd<br>Gc Rdr<br>RT | **GDYNYA**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 817**<br>15 518<br>50 770 | RS | **1964** Admiralteiskiy Shipyard—Leningrad<br>230,51 31,04 11,854<br>214,00 30,94 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW<br>1 × 100kW 400V a.c.<br>Fuel 4 389,5t (o.f.)-114,5pd 17kn |
| 7129271<br>YTSG<br>Df Esd<br>Gc Rdr<br>RT | **GEA**<br>ex Ula-75<br>**Poduzece 'Luka'**<br>Rijeka Yugoslavia | **159**<br>0<br>— | JR (NV) | **1972** P. Hoivolds M/V A/S—Kristiansand (46)<br>27,46 7,52 3,404<br>25,07 7,50 3,76<br>1 dk<br>BK 132 | **M Icebreaker/Salvage Ship**<br>Ice strengthened | Vee Oil 4SA 16Cy. 225 × 300<br>2 160bhp (1 589kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 84kW 380V 50Hz a.c.<br>Fuel 63,0t (d.o.) 10,5kn |
| 5337276<br>OXKN<br>D678<br>Df Esd<br>RT | **GEA SANDER**<br>ex Spurven-72<br>**P/R Sea Sander**<br>Hans T. Nielsen<br>Aeroskobing Denmark | **499**<br>261<br>752 | BV | **1959** Husumer Schiffsw.—Husum (1132)<br>55,00 8,69 3,302<br>49,87 8,67 3,71<br>P 13,8 F 7,4 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>1 Ho 32,2<br>G.999 B.929<br>2 Ha (15,3 9,9 × 4,9)<br>3W Der 3(3) | Vee Oil 4SA 12Cy. 142 × 160 sr geared to sc. shaft<br>720bhp (530kW) E made77 fitted—<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 1 × 10kW 110V d.c.<br>11kn |
| 6524395<br>320788 | **GEARY AND GRAHAM**<br>**Mayo Fishing Co. Ltd.**<br>Lunenburg, N.S. Canada | **227**<br>109<br>— | | **1965** Snyder Shipyards Ltd.—Dayspring, N.S.<br>*31,80* 7,65<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 5Cy. 206 × 254<br>Canadian Locomotive Co. Ltd. Kingston, Ont |
| 7034866<br>S6AP<br>367986<br>Df Esd<br>Gc Rdr<br>RTh/v | **GEBE OLDENDORFF**<br>ex Teresopolis-73<br>ex Gebe Oldendorff-71<br>**Arabella Shipping Co. S.A.**<br>Singapore Singapore | T.Mk<br>**2 841**<br>1 946<br>5 450<br>**4 810**<br>3 296<br>7 405 | GL | **1971** Orenstein Koppel & Luebecker —Luebeck (683)<br>116,72(BB) 17,30 6,528/7,525<br>107,96 17,20 9,91<br>P 25,3 B 15,0 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 21,3 28,5 25,9 ER<br>G.10 638 B.9 993<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 1(60) 10(10) | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 134kW 380V 50Hz a.c.<br>Fuel 500,0t (hvf) 15kn |
| 5126976 | **GEBEL ATAQA**<br>**MISR Petroleum Co.**<br>Egypt | **397**<br>200<br>726 | ✠100A1 SS 2/78<br>oil tanker<br>FP above 65,5°C. River & estuary service<br>✠LMC<br>EL (g)<br>FN 583 | **1931**-9 G. Brown & Co.—Greenock (180)<br>*45,73* 8,87 3,404<br>45,73 8,84 3,89<br>1 dk<br>R<br>7BH WB88t incl. DTf66t | **S Tank Barge**<br>6 Ta ER<br>L.(oil) 714 | C 2Cy. 356 & 711 × 508<br>300ihp (221kW)<br>Plenty & Son Ltd. Newbury<br>SB 140lbf/in² (9,7bar) hs84,0<br>Gen 1 × 1,75kW 110V d.c.<br>Fuel 20,5t (o.f.)-4,0pd 8kn |
| 7384314<br>LHVF<br>19278<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GECO ALPHA**<br>ex Salmo-79<br>**Geophysical Company of Norway A/S (GECO)**<br>Oslo Norway | **2 508**<br>871<br>1 599 | ✠100A1<br>Ice Class 3<br>✠LMC<br>EL (Q) $1\frac{9}{16}$"U2<br>FN 1997<br>(NV) | **1976**-2 Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B413/01)<br>90,56 19,61 5,665<br>81,84 15,00 9,40<br>P 43,3 2 dks, 3rd dk aft of mchy. space<br>rf nil conv Fish-factory Stern Trawler Factory Fishing 80<br>1BH to U dk, 6 to 2nd dk WB419T | **M Research**<br>Seismographic<br>Ice strengthened | Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>4 800bhp (3 531kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 1 × 760kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 168,5t (hvf)-17,5pd 16,5kn |
| 7909853<br>LIZS<br>19439<br>Esd Gc<br>Pfd Rdr<br>RT | **GECO BETA**<br>**Geophysical Company of Norway A/S (GECO)**<br>Oslo Norway | **1 597**<br>365<br>1 483 | 100A1<br>Ice Class 3<br>LMC<br>EL R 440,0/36,0U3<br>FN 1599<br>(NV) | **1980** Trosvik Verksted A/S—Brevik (130)<br>75,21 15,63 5,920<br>65,99 15,60 8,62<br>F 21,7 2 dks<br>3BH WB623T incl. DTf58T | **D-E Research**<br>Seismographic<br>Mchy.aft | 3 Oil 4SA each 9Cy. 250 × 300 total 4 890bhp (3 597kW) driving 3 gen. each 1 040kW 720V a.c. connected to 4 elec. motors each of 805shp (592kW) & sr geared to sc. shaft Normo<br>A/S Bergens M/V Bergen<br>AuxB 9kgf/cm² (8,9bar)<br>Gen 1 × 250kW 220/440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| 7315351<br>LMDE<br>18134<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GECO DELTA**<br>ex Longva III-80<br>**Geophysical Company of Norway A/S (GECO)**<br>Oslo Norway | T.Mk<br>**1 242**<br>461<br>— | 100A1<br>LMC UMS<br>EL L 385,0/30,0U2<br>FN 966<br>(NV) | **1973** A. M. Liaaen A/S—Alesund (122)<br>60,13 (BB) 11,03 5,930<br>52,56 11,00 7,37<br>B & F 44,9 2 dks<br>rf 991 conv Fish-factory Stern Trawler Factory Fishing 81<br>3BH to U dk, 2 to 2nd dk WB26T | **M Research**<br>Seismographic<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 370 × 400 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 480kW 3 × 400kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) |
| 8009777<br>LJSQ<br>19565<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GECO ECHO**<br>**K/S A/S Geco Epsilon**<br>A/S Longvatral<br>Alesund Norway | **1 534**<br>485<br>— | NV | **1981** A. M. Liaaen A/S—Alesund (136)<br>68,41 (BB) 5,657<br>60,00 12,51<br>2 dks | **M Research**<br>Seismographic | 2 Oil 4SA each 9Cy. 250 × 300 geared to sc. shaft<br>3 600bhp (2 648kW)<br>Normo Gruppen A/S Norway<br>Gen 2 × 1080kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 620,0t (d.o.)-10,0pd 15kn |

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| 8008539<br>LJPW<br>19547<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GECO GAMMA**<br>**Geophysical Company of Norway A/S (GECO)**<br>Oslo Norway | T.Mk<br>**1 598**<br>391<br>1 314 | NV | **1981** Trosvik Verksted A/S—Brevik (132)<br>75,16 20,35 5,922<br>65,99 15,61 8,62<br>3 dks | **D-E Research**<br>Seismographic | 4 Oil 4SA each 9Cy. 250 × 300 total 6 120bhp (4 502kW) driving 4 gen. each 1 070kW 600V a.c. connected to 4 elec. motors each of 816shp (600kW) & sr geared to sc. shaft Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 300kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>15kn |
| 6704270<br>HO5389<br>1096<br>5-81<br>Df Esd<br>Gc Rdr<br>RTm/v | **GECO KAPPA**<br>ex Longva II-81<br>**Offshore Seismic Inc.**<br>Panama Panama | **927**<br>309<br>— | NV | **1967** A. M. Liaaen Skibs. & M/V. —Alesund (109)<br>66,43 10,04 4,223<br>57,92 10,00 7,19<br>3 dks<br>conv Fish-factory Stern Trawler Factory Fishing 75 | **M Research/Fishing** OSD<br>Stern Trawler Weather & Mother Ship<br>Ice strengthened<br>2 Ho ER<br>B.804 In.814<br>2 Ha (stl) (each 2,9 × 1,9)<br>1W Der 1(2) 2(1,5) | Oil 4SA 8Cy. 400 × 580<br>2 140bhp (1 574kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 123kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 230,0t (d.o.)-3,0pd 13,5kn |
| 8028515<br>LKWB<br>RT | **GECO LONGVA**<br>**K/S A/S Geco Epsilon**<br>A/S Longvatral<br>Alesund Norway | T.Mk<br>**1 599**<br>489<br>1 200 | NV (Class cont.) | **1982** A. M. Liaaen A/S—Alesund (138)<br>74,76 5,638<br>65,99 12,51 7,95<br>3 dks<br>rf 991 BK 381 | **TM Research**<br>Seismographic<br>Ice strengthened | 2 Oil 4SA each 8Cy. 240 × 280 geared to sc. shafts<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd |
| 7207463<br>JXYU<br>18536<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GECO SIGMA**<br>ex Svalbard-82 ex Gadus III-77<br>ex Seafridge Osprey-75<br>**K/S A/S Geco Sigma**<br>Labrador A/S<br>Alesund Norway | **890**<br>308<br>1 052 | NV<br>Classed LR until 10/10/75 | **1972** A. M. Liaaen A/S—Alesund (117)<br>60,51 (BB) 11,03<br>52,51 11,00 7,37<br>B & F 35,7 2 dks<br>rf 991 BK 279 Box K 279 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>1 Ho 25,5 ER<br>2 Ha (stl) (2,2 × 1,8) (2,2 × 1,9) ER | Vee Oil 4SA 12Cy. 260 × 400 sr geared to sc. shaft<br>2 160bhp (1 589kW)<br>Holeby Dieselmotor Fabrik A/S Holeby<br>Gen 2 × 146kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 391,0t (d.o.) 13,75kn |
| 8028541<br>LKNV<br>19702<br>RT | **GECO TAU**<br>**P/R Volstad**<br>Einar Volstad<br>Alesund Norway | T.Mk<br>**1 594**<br>401<br>— | NV (Class cont.) | **1982** Soviknes Verft A/S—Syvikgrend (93)<br>75,57 5,868<br>65,99 14,05 8,01<br>3 dks<br>rf 787 BK 406 | **TM Research**<br>Seismographic<br>Ice strengthened | 2 Oil 4SA each 9Cy. 240 × 280 geared to sc. shafts<br>4 500bhp (3 310kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd |
| 7726603<br>STGR<br>16<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEDAREF**<br>**Sudan Shipping Line Ltd.**<br>Port Sudan Sudan | T.Mk<br>**6 336**<br>3 122<br>9 176<br>**9 691**<br>5 304<br>12 111 | **✠100A1**<br>strengthened for heavy cargoes in hold Nos. 2, 3 & 4, DTf vegetable oil container cargoes in holds, upper deck & hatch covers<br>**✠LMC UMS**<br>**✠Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 4666 | **1979**-11 Brodogradiliste "3 Maj"—Rijeka (592)<br>149,41(BB) 21,24 8,502/8,770<br>140,01 21,20 12,12<br>Ba 23,2 F 14,1 2 dks<br>rf nil DK in way of Nos. 2, 3 & 4 holds<br>SF 7BH WB2917T incl. DTf706T, Tunnel wing tanks 112T | **M General Cargo**<br>Ref 12bth P<br>4 Ho 13,4DTp&s 21,7 24,7 21,7 ER 15,0 5 TwD<br>G.16 343 B.15 351 In.661 L.689<br>TEU 178 C.Ho 96/20'(40') C.Dk 82/20'(40')<br>5 Ha (stl) (6,7 × 8,0) (13,4 15,7 13,4 × 11,1) ER (6,7 × 6,3)<br>16W Cr 1(25) Der 1(80) 4(20) 6(10) 2(5) | Oil 2SA 5Cy. 670 × 1700<br>9 400bhp (6 914kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 8,5kgf/cm$^2$ (8,4bar)<br>Gen 3 × 568kW 450V 60Hz a.c.<br>Fuel 143,0t (d.o.) 983,5t (hvf) 16,5kn |
| 7116298<br>TCDL<br>4145<br>Df Esd<br>Gc Rdr<br>RT | **GEDIZ**<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **9 046**<br>5 240<br>13 116 | **✠100A1** SS 2/80<br>**✠LMC**<br>EL z $2\frac{1}{8}$"U2<br>FN 4526 | **1971**-12 Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (160)<br>154,31(BB) 19,82 9,322<br>142,17 19,79 12,04<br>F 15,6 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf nil<br>7BH WB2407t incl. Tunnel tanks 250t | **M General Cargo**<br>5 Ho 18,9 20,2 21,0 11,2DTp&s 10,5 ER 23,2<br>G.17 275 B.16 027 L.851<br>5 Ha (stl) (9,1 12,6 11,2 11,2 × 7,0) ER (9,7 × 7,0)<br>Der 1(50) 1(21) 2(10) 6(5) | Oil 2SA 7Cy. 700 × 1200<br>9 800bhp (7 208kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB 6kgf/cm$^2$ (5,9bar)<br>e(ex.g) 6kgf/cm$^2$ (5,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 234,5t (d.o.) 1 136,5t (hvf) 18kn |
| 7500451<br>OZBK<br>A341<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEDSER**<br>**Gedser-Travemunde Ruten A/S**<br>Gedser Denmark | T.Mk<br>**5 314**<br>2 036<br>3 000 | NV | **1976** Schichau-Unterweser A.G. —Bremerhaven (2269)<br>123,02(BB) 20,50 5,817<br>112,35 19,89 11,99<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>48bth 1200dk P<br>Bow door/ramp Side door (s) Stern door/ramp Ice strengthened | 2 Oil 4SA each 9Cy. 410 × 470<br>12 000bhp (8 827kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 552kW 380V 50Hz a.c. 1 × 144kW 220V a.c.<br>2 Controllable pitch propellers aft<br>2 Thw. thrust propellers fwd<br>Fuel (hvf) 18,5kn |
| 7310296<br>541227 | **GEECHEE BOY II**<br>ex Beachcomber-78<br>**John Fernandez**<br>Galveston, Tx United States of America | **108**<br>73<br>— | | **1971** Heritage Marine—Freeport, Tx<br>*20,06* 6,43<br>3,48 | **M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 7711488<br>PEGM<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEERT BODEWES**<br>**C.V. Motorschip Geert Bodewes**<br>Hoogezand Netherlands | **1 599**<br>1 015<br>3 651 | **✠100A1**<br>Ice Class 3<br>**✠LMC UMS**<br>EL R 440,0/40,0U2<br>FN 1777 | **1979**-8 Bodewes Scheepswerven B.V. —Hoogezand (534)<br>82,23 15,09 6,141<br>74,50 15,02 8,82<br>F 11,0 1 dk & S dk<br>rf 152<br>SF 3BH WB739T | **M General Cargo** OSD<br>1 Ho 53,4 ER<br>G.5 945 B.5 377<br>TEU 60 C.Ho 36/20' C.Dk 24/20'<br>2 Ha (stl) (each 19,8 × 10,5) ER<br>4W Der 2(30) 2(10) | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 100kW 220/380V 50Hz a.c.<br>Fuel 395,0t (d.o.)-9,5pd 13kn |
| 7912422<br>PEGJ<br>23 | **GEERTRUID ADRIANA**<br>**Gebr. H. & B. Marijs**<br>Arnemuiden Netherlands | **344**<br>150<br>— | | **1981** Stocznia Remontowa "Nauta" —Gdynia (396)<br>40,01<br>39,81 8,01 4,73<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Vee Oil 4SA 12Cy. 240 × 280 geared to sc. shaft<br>2 400bhp (1 765kW)<br>Kloeckner Humboldt Deutz West Germany |
| 5427174<br>ZUJU<br>Df Esd<br>Pfd Rdr<br>RT | **GEERTRUIDA**<br>**Cross Cape Fishing Co. (Pty.) Ltd.**<br>Walvis Bay South Africa | **319**<br>143<br>— | BV | **1963** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (182)<br>43,31 7,29 3,296<br>38,77 7,21 3,99 | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln |

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| **8106989**<br>PEGF<br>184 | **GEERTRUIDA**<br><br>**Zeevisserijbedrijf 'Geertruida' B.V.**<br>Gebr. Koffeman<br>Urk Netherlands | **264**<br>99<br>— | | **1982** Scheepswerf Metz—Urk (57)<br>36,56<br>36,28 8,01 4,42<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil geared to sc. shaft<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Le |
| **7104817**<br>PEGP<br>40 | **GEESKE**<br>ex Zes Gebroeders<br>**Gebr. D. & P. de Vries**<br>Oudeschild, Netherlands<br>Texel | **162**<br>57<br>— | | **1971** T. van den Beldt Thz. Schpsw. "Voorwarts"—Westgraftdijk (439)<br>30,31 6,99<br>27,01 6,89 3,71 | **M Fishing**<br>Side-fishing | Oil<br>800bhp (588kW)<br>Kon. Mach. Stork & Co. N.V. Netherlands |
| **8003761**<br>GBVV<br>389026<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEESTBAY**<br><br>**Geest Industries Ltd.**<br>Boston United Kingdom | **7 729**<br>4 445<br>9 970 | **✠100A1**<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL (A†) 550,0/50,0U3<br>FN 4897 | **1981**-7 Smith's Dock Co. Ltd.—South Bank, Middlesbrough (1346)<br>159,04(BB) 21,37 8,832<br>143,69 21,32 12,76<br>F 15,9 3 dks, 4th dk fwd of mchy space<br>rf nil<br>7BH WB1735T incl. DTsf 736T | **M General Cargo**<br>Ref. 12P<br>Side doors 4(p) 4(s)<br>4 Ho 27,8 28,5 28,5 ER 24,3<br>In.12 954<br>TEU 72<br>C.Ho 52/20' (10') C.Dk 20/20' (10') ref C.<br>4 Ha (stl) (13,7 13,4 13,4 ER 7,3 × 7,0)<br>Cr 2(12,5) 2(8) Der 4(5) | Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 108,0t (d.o.) 992,5t (hvf)-33,0pd<br>19,5kn |
| **5127097**<br><br><br>Df Esd<br>Rdr RT | **GEESTDIJK** | **461**<br>267<br>440 | (BV) | **1956** Niestern Schps. Unie N.V. —Hellevoetsluis (65)<br>52,58 7,37 2,731<br>47,88 7,31 3,00<br>1 dk<br>len 67 | **M General Cargo**<br><br>1 Ho ER<br>G.430 B.407<br>1 Ha (23,0 × 5,1) ER<br>Der 4(2) | Oil 2SA 8Cy. 190 × 350<br>480bhp (353kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Fuel (d.o.)<br>10kn |
| **7229784**<br>DENX<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEESTE**<br><br>**Reederei Sohle**<br>Hanseatische Hochseefischerei A.G.<br>Bremerhaven Federal Republic of Germany | **3 576**<br>1 560<br>2 439 | GL | **1973** A.G. "Weser" Werk Seebeck —Bremerhaven (964)<br>94,90 (BB) 15,85 6,503<br>83,01 15,79 10,11<br>B & F 65,9 2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho 21,0<br>In.1 294<br>1 Ha (6,5 × 1,9)<br>Der 4(5) | 2 Oil 4SA each 8Cy. 400 × 580 geared to sc. shaft<br>5 000bhp (3 678kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 600kW 2 × 100kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 117,5t (d.o.) 15,25kn |
| **6702595**<br>DEIT<br><br>Esd Rdr<br>RTm/v | **GEESTE**<br><br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic of Germany | **193**<br>68<br>— | GL | **1966** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (657)<br>28,20 8,21 2,371<br>26,29 8,01 5,21<br>1 dk | **M Tug**<br><br>Ice strengthened | Oil 4SA 8Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 40kW 1 × 25kW 220V d.c.<br>Directional propeller<br>Fuel 39,5t (d.o.) 11kn |
| **7525188**<br>DEPZ<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEESTEMUNDE**<br><br>**Reederei Sohle**<br>Hanseatische Hochseefischerei A.G.<br>Bremerhaven Federal Republic of Germany | **940**<br>336<br>460 | GL | **1977** A.G. "Weser" Seebeckwerft —Bremerhaven (1002)<br>51,52 11,05 4,811<br>44,02 11,02 7,37<br>F 11,6 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>2 400bhp (1 765kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>14,5kn |
| **7206354**<br>GPUR<br>342630<br>Df Esd<br>Gc Rdr<br>RT | **GEESTLAND**<br><br>**Geest Industries Ltd.**<br>Boston United Kingdom | T.Mk<br>**5 871**<br>3 064<br>7 630 | **✠100A1** CS 5/82<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Z 2⅛"U2<br>FN 4194 | **1972**-6 Scotts' SB. Co. (1969) Ltd. —Greenock (728)<br>149,23(BB) 19,26 8,446<br>135,06 19,21 11,84<br>RFD 14,4 3 dks, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 DK fwd<br>5BH WB1207t incl. Tunnel tanks 280t | **M General Cargo**<br>Ref.<br><br>In.9 718 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 430kW 440V 60Hz a.c.<br>21kn |
| **8003773**<br>GBVW<br>398206<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEESTPORT**<br><br>**Geest Industries Ltd.**<br>Boston United Kingdom | **7 729**<br>4 445<br>9 970 | **✠100A1**<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL (A†) 550,0/50,0U3<br>FN 4895 | **1982**-2 Smith's Dock Co. Ltd.—South Bank, Middlesbrough (1347)<br>159,04(BB) 21,37 8,833<br>143,69 21,30 12,76<br>F 15,9 3 dks, 4th dk fwd of mchy space<br>rf nil<br>7BH WB1735T incl. DTsf736T | **M General Cargo**<br>Ref. 12bth P<br>Side doors 4(p) 4(s)<br>4 Ho 27,8 28,5 28,5 ER 24,3<br>In.12 954<br>TEU 72<br>C.Ho 52/20'(10') C.Dk 20/20'(10') ref C.<br>4 Ha (stl) (13,7 13,4 13,4 ER 7,3 × 7,0)<br>Cr 2(12,5) 2(8) Der 4(5) | Oil 2SA 6Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 720kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>21kn |
| **7218321**<br>GRAN<br>342632<br>Df Esd<br>Gc Rdr<br>RT | **GEESTSTAR**<br><br>**Geest Industries Ltd.**<br>Boston United Kingdom | T.Mk<br>**5 871**<br>3 064<br>7 654 | **✠100A1** CS 1/78<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL Z 2⅛"U2<br>FN 4194 | **1973**-1 Scotts' SB. Co. (1969) Ltd. —Greenock (729)<br>149,23 19,26 8,427<br>135,06 19,21 11,84<br>3 dks, 4th dk in Nos. 1 & 2 holds<br>RW rf 152 DK fwd<br>5BH WB1408T incl. Tunnel tanks 280T | **M General Cargo**<br>Ref.<br><br>In.9 718 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 4 × 430kW 440V 60Hz a.c.<br>21kn |
| **7506857**<br>EOSN<br>M-31200<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEFEST**<br><br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 977**<br>1 830<br>2 068 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (443)<br>101,99(BB) 15,24 5,600<br>91,90 15,21 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| **7206342**<br>DACO<br>11649<br>Df Esd<br>Rdr RT | **GEFO BALTIC**<br>ex Tarpenbek-80<br>**Gefo Gesellschaft fur Oeltransporte m.b.H. & Co.**<br>Hamburg Federal Republic of Germany | **994**<br>618<br>1 785 | (GL) | **1972** J. G. Hitzler, Schiffswerft u. Maschinenfabrik—Lauenburg (728)<br>74,00 (BB) 4,642<br>68,81 10,72 4,70<br>2 dks | **M Tanker**<br>Chemical<br>8 Ta ER<br>L.(oil) 2 286 HeCls. C | Oil 4SA 8Cy. 320 × 480<br>1 150bhp (846kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel-4,0pd 11,5kn |

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| 7601360<br>SUDM<br><br>Rdr RTv | **GEHAD**<br><br>**Alexandria Port Authority**<br>Suez Egypt | **128**<br>1<br>57 | <br><br>AB | **1979** Egyptian SB. & Repairs Co.<br>—Alexandria (3/78)<br>29,14 7,68 2,752<br>26,85 7,43 3,38<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 28kW<br>12kn |
| 7901198<br>SUDY<br><br>Esd Gc<br>Rdr RT | **GEHAD II**<br><br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Suez Egypt | **128**<br>—<br>— | <br><br>AB | **1981** Egyptian SB. & Repairs Co.<br>—Alexandria (4/79)<br>... ... ...<br>26,85 7,43 3,38<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 24kW a.c.<br>12kn |
| 8012451 | **GEHAD III**<br><br>**Government of The Arab Republic of Egypt (Ministry of War - Port & Lighthouse Administration)**<br>Suez Egypt | **130**<br>58<br>— | <br><br>AB (Class cont.) | **1982** Egyptian SB. & Repairs Co.<br>—Alexandria (5/80)<br>... ... ...<br>26,85 7,42 3,36<br>1 dk | **M Tug**<br>Fire-fighting | Oil<br><br>............... |
| 7531591<br>SUHP<br>1828<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEHAN AL SADAT**<br>Launched as Naxos Island<br>**The Pharaonic Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**3 472**<br>2 153<br>5 887<br>**5 844**<br>3 614<br>8 207 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3305 | Lch.**1977** Cmpl.**1980**-12 Est. EBIN/So S.A.—Porto Alegre (101)<br>127,36(BB) 18,29 —/8,063<br>117,07 17,96 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil<br>SF 6BH WB1379T incl. DTf257T | **M General Cargo**<br><br>3 Ho 22,0 29,3 30,1 3 TwD ER<br>G.11 412 B.10 597 HeCls. B<br>TEU 116<br>C.Ho 86/20′ C.Dk 8/20′ 11/40′<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER<br>5W Der 5(12-22) | Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft<br>5 800bhp (4 266kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 115,5t (d.o.) 726,0t (hvf)-18,5pd 15kn |
| 7612400<br>SUHQ<br>1829<br>Df Esd<br>Gc Rdr<br>RT | **GEHAN AL SADAT II**<br>Launched as Nicolaos Condaras<br>**The Pharaonic Shipping Co.**<br>Alexandria Egypt | T.Mk<br>**3 472**<br>2 111<br>5 887<br>**5 844**<br>3 614<br>8 207 | **✠100A1**<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL X 495,0/50,0U2(a)<br>FN 3305 | **1981**-1 Est. EBIN/So S.A.—Porto Alegre (105)<br>127,36(BB) 18,27 8,062<br>117,07 17,96 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil<br>SF 6BH WB1576T incl. DTf256T | **M General Cargo**<br><br>3 Ho 22,0 29,3 30,1 3 TwD ER<br>G.11 412 B.10 597 HeCls. B<br>TEU 116<br>C.Ho 86/20′ C.Dk 8/20′ 11/40′<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER<br>5W Der 5(12-22) | Oil 4SA 8Cy. 400 × 480 sr geared to sc. shaft<br>5 800bhp (4 266kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 115,5t (d.o.) 726,0t (hvf)-18,5pd 15kn |
| 7855117<br>JK3383<br>110684 | **GEIAN MARU**<br><br>**Saneo Sakai**<br>Kurahashi, Hiroshima Pref. Japan | **294**<br>175<br>850 | | **1971** Nakatani Shipyard Co. Ltd.—Nomi, Hiroshima Pref. (399)<br>49,41 3,850<br>45,90 9,20 6,00<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>800bhp (588kW)<br>Makita Diesel Co. Ltd. Japan<br>10kn |
| 6813564<br>JM2580<br>103645<br>Rdr RT | **GEIHA MARU**<br><br>**Kyushu Shosen K.K.**<br>Nagasaki, Nagasaki Pref. Japan | **427**<br>216<br>99 | | **1968** Taguma Zosen—Innoshima (65)<br>48,21 8,11 2,388<br>42,98 8,08 3,33<br>1 dk<br>RW | **M Ferry**<br>350dk P<br>1 Ho ER<br>1W Der 1(2) | Oil 4SA 6Cy. 380 × 570<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 48kW 225V a.c.<br>Fuel 19,5t-5,0pd 14kn |
| 7375117<br>JNFE<br>121101<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEIKO MARU**<br>ex Sanko Hope-79<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Hyogo Pref. Japan | **48 127**<br>34 741<br>87 607 | <br><br>NK | **1977** Onomichi Zosen—Onomichi (264)<br>236,86(BB) 40,01 14,226<br>225,03 39,01 18,83<br>F 17,4 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 110 617 HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 2 × 900kW 450V a.c.<br>Fuel 370,0t (d.o.) 3 530,0t (hvf)-99,5pd<br>15,5kn |
| 7411612<br>LDEQ<br>18797<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEILO**<br>ex Fro-82<br>**P/R Geilo**<br>Paal Wilson & Co. A/S<br>Bergen Norway | **1 593**<br>1 107<br>3 050 | <br><br>NV | **1976** Stocznia Gdanska im. Lenina—Gdansk (B431/703)<br>84,23 13,62 5,309<br>77,53 13,59 6,41<br>P - RAD - F - 1 dk<br>rf 51 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho ER<br>G.3 755 B.3 458<br>2 Ha (stl) (each 23,3 × 8,0) ER | Oil 4SA 12Cy. 300 × 450<br>2 500bhp (1 839kW) GMT<br>H. Cegielski Poznan<br>Gen 1 × 168kW 2 × 96kW 1 × 40kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 340,5t (hvf)-9,0pd 13kn |
| 7704746<br>LHAH<br>19175<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEIR**<br><br>**P/R Geir**<br>Per Holmeset<br>Alesund Norway | **208**<br>80<br>244 | | **1978** Fiskerstrand Verft A/S—Alesund (33)<br>32,47 7,35 3,801<br>27,84 7,32 3,92<br>1 dk | **M Fishing**<br>Line-fishing<br>Mchy.aft | Oil 2SA 4Cy. 260 × 400<br>400bhp (294kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller |
| 5424081<br>TFXN<br>0242<br>Df Esd<br>Rdr RT | **GEIR GODI**<br>ex Saeunn-76 ex Gudbjorg-71<br>**Andri H/f**<br>Olafur Gunnarsson<br>Sandgerdi Iceland | **159**<br>49<br>— | | **1963** A/B Marstrands M/V—Marstrand (48)<br>31,86 6,74 3,353<br>29,49 6,68 3,61<br>1 dk<br>BK 203 | **M Fishing**<br>Side-fishing<br>1 Ho<br><br>1 Ha (2,9 × 1,5)<br>1W Der 1(2) 1(1) | Oil 4SA 8Cy. 240 × 260<br>625bhp (460kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel (d.o.) |
| 5127267<br>JWVS<br>14907<br>Df Esd<br>Rdr RTm | **GEIR JOHANSEN**<br><br>**Arne Jenssen**<br>Svolvaer Norway | **248**<br>121<br>— | | **1958** Ankerlokken Slip & M/V—Floro (15)<br>38,77 7,09 3,353<br>7,01 3,66<br>1 dk<br>len 66 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br><br>3 Ha (stl) (2,5 2,5 × 1,9) (0,9 × 0,9) ER<br>Cr 1(11) Der 1(3) | Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 30kW 24V d.c.<br>Fuel (d.o.) 10kn |
| 6900317<br>LAUE<br>17152<br>Df Esd<br>Pfd Rdr<br>RT | **GEIR PEDER**<br><br>**P/R Geir Peder**<br>Edvin Urkedal<br>Alesund Norway | **166**<br>72<br>— | | **1968** Langsten Slip & Batbyggeri A/S —Tomra-i-Ramsdal (41)<br>32,21 6,58<br>6,56 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>Der 1(2) | Oil 2SA 3Cy. 280 × 420<br>450bhp (331kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 53kW 220V<br>Fuel 30,5t (d.o.) 10,75kn |

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|---|---|---|---|---|---|---|
| 5127255<br>LLFB<br>12486 | **GEIR-FINN**<br><br>**Helge Skavoy**<br>Maloy Norway | **104**<br>37<br>— | | **1944** Brattvag Batbyggeri—Brattvag (292)<br>*26,86* 6,10<br>6,05<br><br>len 49 | **Wood M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>2 Ha (3,0 × 2,1) (0,9 × 0,9) ER<br>1W Der 1(3) | Oil 2SA 4Cy.<br>260bhp (191kW) NE 50 Wichman<br>M. Haldorsen & Sonner Rubbestadnes<br>Fuel (d.o.) 9,5k |
| 7347330<br>GTUK<br>340543<br>Df Esd<br>Rdr RT | **GEIRA**<br><br>**Shetland Islands Council**<br>Lerwick United Kingdom | **147**<br>76<br>54 | ✠Classed LR until<br>14/3/75 | **1973**-11 P/f Torshavnar Skipasmidja &<br>M/V—Torshavn (19)<br>25,23 7,88 1,982<br>22,64 7,85 3,20<br>1 dk<br>rf 279 BK 102 | **TM RoRo Cargo/Ferry** 93P<br><br>Bow & stern ramps<br>Mchy.aft | 2 Oil 4SA each 6Cy. 165 × 184 sr geared<br>to sc. shafts<br>360bhp (265kW)<br>English Electric Diesels Ltd. Kelvin<br>Mar. Div. Glasgow<br>Gen 2 × 29,5kW 240V 50Hz a.c.<br>2 Controllable pitch propellers<br>9,5k |
| 7816408<br>LIHP<br>19325<br>Df Esd<br>Gc Rdr<br>RT | **GEIRANGER**<br><br>**More og Romsdal Fylkesbatar**<br>Alesund Norway | **565**<br>252<br>336 | NV | **1979** Volda M/V A/S—Volda (19)<br>64,32 11,28 3,101<br>56,01 11,26 4,22<br>1 dk<br>rf 1250 Box K 152 | **M RoRo Cargo/Ferry**<br>Deck Cargo<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhei<br>Gen 2 × 72kW 220V 50Hz a.c.<br>1 Thw. thrust Contr. pitch propeller fwd, 1<br>aft |
| 8117536<br>LJZP<br><br>Esd Gc<br>Rdr RT | **GEIRANGERFJORD**<br><br>**Geiranger Fjordservice A/S**<br>Alesund Norway | **107**<br>70<br>20 | | **1981** Holen M.V.—Norway (7)<br>25,05 1,801<br>21,01 6,01 2,72<br>2 dks | **Aluminium Alloy TM Ferry** 170P | 2 Oil 4SA each 6Cy. 130 × 150 reduction<br>geared to sc. shafts<br>558bhp (410kW)<br>A/B Volvo-Penta Swede<br>2 Controllable pitch propellers<br>Fuel 6,0t (d.o.) 14k |
| 5145245<br>TFIY<br>0088<br>Df Esd<br>Rdr RT | **GEIRFUGL**<br>ex Hedinn-66<br>**Fiskanes H/f**<br>Grindavik Iceland | **141**<br>56<br>— | (NV) | **1960** Soviknes Verft A/S—Syvikgrend (49)<br>30,36 6,43 3,264<br>24,90 6,41 3,41<br><br>BK 119 len 81 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 210 × 300<br>400bhp (294kW)<br>Gebr. Stork & Co. N.V. Hengel<br>Gen 1 × 18kW 110V d.c.<br>Fuel (d.o.) |
| 7112474<br>TFSS<br><br>Df Esd<br>Rdr RT | **GEIRI PETURS**<br>ex Sigurbergur-80<br>**Korri H/f**<br>Husavik Iceland | **138**<br>59<br>— | | **1972** Slippstodin h/f—Akureyri (35)<br>30,79 6,79<br>26,88 6,71<br>1 dk<br>len 73 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 260<br>580bhp (427kW)<br>N.V. Werkspoor Amsterda<br>Fuel (d.o.) |
| 6923230<br>DCQJ<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEISE**<br><br>**Partenreederei m.s.'Geise'**<br>Thien & Heyenga Bereederungs-<br>und Befrachtungsgesellschaft<br>m.b.H.<br>Bremen Federal Republic<br>of Germany | T.Mk<br>**498**<br>328<br>1 236<br>**1 444**<br>994<br>2 574 | GL | **1969** Schulte & Bruns—Emden (254)<br>75,39 11,82 4,001/5,970<br>68,81 11,49 6,94<br>B 11,6 F 7,1 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 52,2 1 TwD 47,8 ER<br>G.3 386 B.3 069<br>2 Ha (stl) (each 16,0 × 8,4) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koe<br>Gen 1 × 72kW 1 × 16kW<br>230/400V 50Hz a.c.<br>Fuel 109,5t (d.o.) 12,25k |
| 6808662<br>LLMF<br>16802<br>RT | **GEISNES**<br><br>**A/S Namsos Trafikkselskap**<br>Namsos Norway | **123**<br>47<br>— | (NV) | **1967** Lysosund M/V—Lysosund (12)<br>26,52 7,52<br>24,69 3,20<br>1 dk<br>BK 119 | **M RoRo Cargo/Ferry** 95P<br><br>Mchy.aft<br>1W Der 1(1,5) | Oil 4SA 6Cy. 137 × 165<br>300bhp (221kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 1 × 25kW 1 × 15kW 230V a.c.<br>Controllable pitch propeller<br>Fuel 9,0t (d.o.)-1,0pd 10k |
| 7322495<br>JK3520<br>113136<br>Rdr | **GEIYO**<br><br>**Takehara-Namikata Jidosha<br>Kososen Kumiai**<br>Takehara, Japan<br>Hiroshima Pref. | **684**<br>342<br>234 | | **1973** Matsuura Tekko Zosen—Higashino (230)<br>56,27 11,13 2,591<br>52,51 11,10 3,81<br>1 dk | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osak<br>15k |
| 7856044<br>8JLY<br>91915 | **GEIYO MARU No. 11**<br><br>**Shoji Nobumoto**<br>Ondo, Japan<br>Hiroshima Pref. | **214**<br>81<br>300 | | **1963** Mukaishima Zoki K.K.—Mukaishima (64)<br>34,50<br>29,11 8,50 3,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil<br>390bhp (287kW)<br>Fuji Seisakusho Japa<br>7,5k |
| 6909181<br>JL3062<br>104157 | **GEIYO MARU No. 17**<br><br>**Geiyo Sangyo K.K.**<br>Toyo, Japan<br>Kochi Pref. | **196**<br>81<br>336 | | **1968** Daito Zosen Kogyo K.K.—Higashino (135)<br>31,02 8,51 2,693<br>29,01 8,49 3,00<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 5Cy. 200 × 240<br>200bhp (147kW)<br>Yanmar Diesel Engine Co. Ltd. Osak |
| 7651808<br>JL3878<br>111511 | **GEIYO MARU No. 23**<br><br>**Geiyo Sangyo K.K.**<br>Toyo, Japan<br>Kochi Pref. | **481**<br>246<br>900 | | **1972** Taisei Zosen K.K.—Higashino (175)<br>46,00 4,501<br>41,81 13,01<br>1 dk | **M Sand Carrier**<br><br><br>G.600<br>1 Ha (17,9 × 8,9) ER | Oil<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Japa<br>7k |
| 7612864<br>JK3789<br>120254<br>Gc Rdr<br>RT | **GEIYO MARU No. 25**<br>ex Blue Coral-79<br>**Geiyo Sangyo K.K.**<br>Toyo, Japan<br>Kochi Pref. | **696**<br>400<br>756 | (NK) | **1976** Kochi Jukogyo (Eiho Zosen) K.K.<br>—Kochi (202)<br>64,60 12,53 2,112<br>60,03 12,51 3,13<br>P 12,8 F 6,4 1 dk | **M Vehicles Carrier**<br>Mchy.aft<br><br>G.1 292 B.1 136 | Oil 4SA 6Cy. 240 × 290<br>1 000bhp (736kW)<br>Yanmar Diesel Engine Co. Ltd. Amagas<br>9k |
| 5127358<br><br><br>Df | **GEJA**<br>ex Aktjo-56<br>**R. E. Hamilton**<br>United States<br>of America | **200**<br>97<br>273 | | **1937** Scheepswerven Gebr. Niestern<br>—Delfzijl (207)<br>37,22 6,56 2,439<br>33,86 6,53 2,67<br>1 dk<br>R | **M General Cargo**<br><br><br>G.373 B.357<br>2 Ha (11,4 6,6 × 9,6) ER<br>2W Der 1(1,5) 1(1) | Oil 2SA 3Cy. 240 × 360<br>150bhp (110kW)<br>Appingedammer Brons Appingeda<br>Fuel 11,0t (d.o.) 8,5k |

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| 127360<br>TBJ<br>57567 | **GEKKO**<br>**Ceylon Navigation & Salvage Co. Ltd.**<br>Calcutta India | **240**<br>48<br>— | | **1916** Burn & Co. Ltd.—Calcutta<br>*36,76* 7,01<br>... ... ...<br>R | **TS Tug** | C 4Cy. (2) 381 & (2) 762 × 533<br>E made92 refitted61<br>Cox & Co. Falmouth |
| 378858<br>FCH<br>121214<br>f Esd<br>c Pfd<br>dr RT | **GEKKO MARU**<br>ex Golden Daffodil-80<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Tokyo Japan | **117 242**<br>85 734<br>233 288 | NK | **1974** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2352)<br>317,00(BB) 50,02 20,727<br>299,98 49,99 27,01<br>1 dk | **S Tanker**<br>Mchy.aft<br>L.(oil) 278 883 | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Gen 3 × 2840kW a.c.<br>Fuel 8 082,5t (hvf)-163,5pd 16,5kn |
| 926593<br>K3133<br>105814<br>dr RT | **GEKKO MARU**<br>**Sanwa Yuso K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **690**<br>411<br>1 960 | | **1969** Imamura Zosen—Kure (153)<br>63,91 9,61 4,471<br>57,21 9,58 4,86<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 726 | Oil 4SA 6Cy. 370 × 540<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>12kn |
| 7810686<br>G3750<br>121663<br>dr | **GEKKO MARU**<br>**Nippon Marine Service & Engineering Co. Ltd. (Nippon Kaiji Kogyo K.K.)**<br>Tokyo Japan | **276**<br>100<br>— | | **1978** Sanyo Zosen K.K.—Mukaishima (772)<br>... ... ...<br>28,02 9,42 4,22<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 275 × 320<br>Fuji Seisakusho Tateyama |
| 918089<br>H2261<br>105003 | **GEKKO MARU**<br>**Sainosuke Asai**<br>Ago, Japan<br>Mie Pref. | **118**<br>72<br>199 | | **1969** Sodeno Zosensho—Nagoya (223)<br>6,84 2,109<br>27,89 6,81 2,29<br>1 dk<br>RW | **M Tank Barge**<br>Mchy.aft<br>4 Ta | Oil 4SA 4Cy. 230 × 360<br>160bhp (118kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 3,0t 8,5kn |
| 7367847<br>URKY<br>M-33506<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEKTOR**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **1 655**<br>—<br>740 | RS | **1974** IHC Verschure B.V.—Amsterdam (820)<br>72,50 13,64 5,949<br>65,00 13,20 7,19<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened | 2 Oil 2SA each 8Cy. 300 × 550 geared to sc. shaft<br>N.V. Smit & Bolnes Zierikzee<br>17kn |
| 5024544<br>J4RX<br>7238<br>Df Esd<br>Gc Rdr<br>RTm | **GELA**<br>ex Southgate-70<br>ex Arlington Court-63<br>**Seajet Shipping Ltd.**<br>Albatross Shipping Enterprises Ltd.<br>Piraeus Greece | T.Mk<br>**6 666**<br>3 725<br>11 645<br>**9 571**<br>5 546<br>14 313 | ✠**100A1** SS 5/80<br>✠**LMC**<br>EL et 2¼"SQ<br>FN 4513 | **1962**-4 Bartram & Sons Ltd.—Sunderland (387)<br>152,00 19,26 8,329/9,507<br>142,63 19,21 12,43<br>F 13,2 2 dks<br>RW rf 102<br>7BH WB3154t | **M General Cargo**<br>5 Ho 21,1 21,6 21,9 20,8 14,3<br>G.21 238 B.19 114<br>5 Ha (stl) (10,9 13,7 12,1 12,1 10,6 × 7,6)<br>10W Der 1(50) 4(15) 6(10) | Oil 2SA 5Cy. 750 × 1500 exhaust500<br>7 500bhp (5 517kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 248kW 440V 60Hz a.c.<br>Fuel 1 112,5t (hvf) 15kn |
| 8008034 | **GELANG**<br>**Government of Malaysia (Director of Marine & Ministry of Transport)**<br>Malaysia | **300**<br>—<br>500 | | **1981** Brooke Dockyard & Eng. Works Corpn.—Kuching (118)<br>... ... ...<br>36,58 | **TM Stone Carrier** | 2 Vee Oil 4SA each 12Cy. with clutches & sr geared to sc. shafts<br>200bhp (147kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 8000850<br>PEHC<br>Esd Rdr<br>RT | **GELDERLAND**<br>**Wijsmuller B.V.**<br>Ijmuiden Netherlands | **238**<br>—<br>— | BV | **1981** Tille Scheepsbouw B.V.—Kootstertille (222)<br>28,81 9,33 3,752<br>27,01 9,01 4,68<br>1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 190 × 350<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 2 × 108kW 380V 50Hz a.c.<br>2 Directional propellers<br>11,75kn |
| 5338153<br>UKRL<br>M-25038<br>Df Esd<br>Gc Rdr<br>RT | **GELENDZHIK**<br>ex Stanislav-74<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **7 653**<br>3 931<br>12 098 | RS | **1957** ..............U.S.S.R.<br>145,45 19,23 8,708<br>138,00 19,18 10,42<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 24 Ta ER<br>G.1 118 L.(oil) 14 132 HeCls. BC<br>1 Ha (5,7 × 3,9) ER<br>1W Der 1(5) | 2 Oil 2SA each 8Cy. 430 × 610 geared to sc. shaft<br>4 000bhp (2 942kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Fuel 833,0t (d.o.)-14,0pd 12,25kn |
| 5293834<br>YBWJ<br>48500BA<br>Df Esd<br>Gc Rdr<br>RTm/h | **GELIGA**<br>ex Rhenania-73<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | T.Mk<br>**7 576**<br>4 262<br>12 975<br>**10 344**<br>7 721<br>15 698 | ✠**100A1**<br>str. nav. ice<br>✠**LMC**<br>EL Ft 2⅜"SQ<br>FN 4821<br>(GL) | **1958**-11 Blohm & Voss A.G.—Hamburg (802)<br>160,53 20,10 —/9,087<br>150,04 20,01 12,12<br>P 31,1 F 14,1 2 dks<br>RW rf nil<br>9BH WB5616T incl. DTm 1070T TwD 1085T | **M General Cargo**<br>5bth P<br>6 Ho 13,3 18,3 18,2 15,1 18,3 12,8 ER<br>G.20 466 B.18 990<br>9 Ha (stl) (9,8 11,2 11,2 11,2 11,2 8,0 4,8 4,8 4,8 × 8,9) ER<br>14W Der 1(50) 1(20) 4(5-10) 4(3-5) 4(5) 2(2) | Oil 2SA 8Cy. 700 × 1200<br>6 650bhp (4 891kW) MAN<br>Blohm & Voss A.G. Hamburg<br>WTAuxB 114lbf/in$^2$ (7,9bar)<br>Gen 3 × 231kW 400V 50Hz a.c.<br>Fuel 2 104,0t (hvf) 14,5kn |
| 5295179<br>H3ME<br>6097<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GELINDA**<br>ex Carmencita-79 ex Finnrose-74<br>ex Lovisa-71 ex Rimja Dan-68<br>**Castalia Compania de Navegacion S.A.**<br>Panama Panama | **3 641**<br>2 203<br>4 344 | ✠**100A1** SS 9/79<br>Str. nav. ice<br>✠**LMC**<br>EL v $1\frac{13}{16}$"SQ<br>FN 2045 | **1960**-3 Fr. Luerssen Werft G.m.b.H. & Co.—Bremen-Vegesack<br>99,70 14,56 6,738<br>90,00 14,51 8,21<br>RFD 10,1 1 dk<br>rf 102<br>NS 6BH WB1011t incl. DTf1 87t | **M General Cargo**<br>4P<br>3 Ho 17,2 18,9 21,0 ER<br>G.6 739 B.6 145<br>3 Ha (stl) (16,4 × 5,4) (16,7 16,7 × 5,8) ER<br>Cr 3(10) | Oil 2SA 5Cy. 500 × 1100<br>2 890bhp (2 126kW) B&W<br>Frd. Krupp A.G. Essen<br>Gen 3 × 170kW 220V d.c.<br>Fuel 813,0t (d.o.) 13,5kn |
| 7300942<br>UWGR<br>M-31073<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GELIOGRAF**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | T.Mk<br>**2 211**<br>639<br>1 091 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (121)<br>81,97 13,64 5,300<br>73,00 13,62 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Training Ref<br>Ice strengthened<br>3 Ho<br>G.155 In.520<br>3 Ha (1,3 × 1,9) (2,3 × 2,3) (2,3 × 2,6)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14,25kn |

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| **6602044**<br>EFKG<br>1142<br>Df Esd<br>RTm | **GELO**<br>**Comercial Pesquera Sudatlantica S.L.**<br>Huelva Spain | **251**<br>102<br>253 | BV | **1965** Soc. Espanola de Const. Nav.—Cadiz (108)<br>35,77 7,24 3,010<br>32,01 7,21 3,87<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.211<br>2 Ha (each 0,9 × 0,9) ER<br>2W Der 2(3) | Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW)<br>Naval-Stork-Werkspoor S.A. Cadi<br>Fuel 82,0t (d.o.) 10,75k |
| **5007742**<br>YBUZ<br>2084/L<br>Df Esd<br>Gc Rdr<br>RT | **GELORA I**<br>ex Unistate-71 ex Alabama-71<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | **5 280**<br>3 089<br>9 266 | ✠**100A1** SS 12/81<br>Str. nav. ice<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3684 | **1957**-9 Helsingor Skibsv. og Maskinbyg.—Helsingor (334)<br>137,42 17,89 7,728<br>126,50 17,84 11,28<br>F 27,8 1 dk & S dk<br>RW rf 76<br>Coll BH to S dk 8 to 2nd dk WB1028T incl. Tunnel tanks 230T | **M General Cargo** OSD<br>12P<br>6 Ho 14,3 19,3 10,9 22,1 16,0 10,2<br>G.15 914 B.14 158<br>5 Ha (8,2 11,2 12,0 9,9 8,0 × 6,4)<br>16W Der 1(50) 1(30) 2(10) 12(5) | Oil 2SA 7Cy. 620 × 1150<br>5 750bhp (4 229kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 1 × 280kW 2 × 172kW 440V 60Hz a.c.<br>Fuel 891,0t 15k |
| **5404407**<br>OUVS<br>A253<br>Df Esd<br>Gc Rdr<br>RTm/v | **GELTING**<br>ex Mille-76 ex Falster-68<br>ex Gedser-68<br>**Nordisk Faergefart A/S**<br>Faborg Denmark | **2 494**<br>1 217<br>— | NV | **1963** Orenstein Koppel & Luebecker—Luebeck (589)<br>93,22 16,21 3,988<br>84,03 15,89 7,45<br>2 dks & S dk<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>28bth 1172dk P<br>Bow & stern doors Ice strengthened | 4 Oil 4SA each 8Cy. 360 × 450 geared to sc. shafts<br>8 000bhp (5 884kW)<br>Motorenw. Mannheim A.G. (MWM) Mannhei<br>Gen 3 × 500kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 175,0t (d.o.)-20,5pd 19k |
| **7006314**<br>OUTW<br>A345<br>Df Esd<br>Gc Rdr<br>RT | **GELTING NORD**<br>ex Olau Kent-80 ex Apollo-76<br>**Nordisk Faergefart A/S**<br>Faborg Denmark | T.Mk<br>**4 371**<br>2 125<br>— | BV | **1970** Jos. L. Meyer—Papenburg (560)<br>108,72(BB) 17,25 4,598<br>96,50 17,20 6,00<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>1200P<br>Bow door/ramp Stern door/ramp Ice strengthened | 2 Oil 4SA each 9Cy. 320 × 360<br>9 000bhp (6 620kW) NE made82 MAN<br>Masch. Augsburg-Nuernberg (MAN) West German<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 508,0t (d.o.)-10,0pd 17,5k |
| **7361049**<br>OWEG<br>A378<br>Df Esd<br>Gc Rdr<br>RT | **GELTING SYD**<br>ex Stella Scarlett-81<br>**Nordisk Faergefart A/S**<br>Faborg Denmark | **3 743**<br>1 815<br>1 661 | ✠Classed LR until 8/1/82 | **1974**-12 Jos. L. Meyer—Papenburg (574)<br>115,22 17,94 4,484<br>103,99 17,51 11,21<br>B 80,2 3 dks, 2nd dk light cargoes only<br>rf 102 | **TM Passenger/RoRo Cargo/Ferry**<br>24bth 776dk P<br>Ice strengthened | 4 Oil 4SA each 9Cy. 317 × 368 geared to sc. shafts<br>5 000bhp (3 678kW)<br>Ruston Paxman Diesels Ltd. Newton-le-Willow<br>Gen 6 × 135kW 440V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 19,25k |
| **7925869**<br>IBNG<br>744<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GELTRUDE F.**<br>**Italiana Olii & Risi S.p.A.**<br>Trieste Italy | **29 500**<br>18 500<br>50 485 | RI (Class cont.) | **1981** Italcantieri S.p.A.—Castellammare di Stabia (4377)<br>194,44(BB) 32,29 12,424<br>184,03 32,26 17,02<br>F 20,2 1 dk | **M Bulk Carrier**<br>7 Ho 18,2 19,1 19,1 19,1 19,1 19,1 19,1 ER<br>G.59 586 B.56 575<br>7 Ha (stl) (each 13,1 × 16,1) ER | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>B&W Maskinfabrik Div. of B&W Diesel A/S Kobenhaven<br>Gen 3 × 530kW 1 × 160kW 440V a.c.<br>Controllable pitch propeller<br>Fuel 388,0t (d.o.) 1 826,0t (hvf) |
| **6922729**<br>GZRY<br>335059<br>Pfd Rdr<br>RTm/v | **GEM**<br>**Stephenson Clarke Shipping Ltd.**<br>Glasgow United Kingdom | **1 599**<br>1 194<br>2 967 | ✠**100A1** SS 5/79<br>✠**LMC** **UMS**<br>EL P $1\frac{7}{16}$"U2<br>FN 1670 | **1969**-10 Nieuwe Noord Nederlandse Scheepswerven N.V.—Groningen (363)<br>92,72 13,34 5,188<br>84,94 13,30 6,35<br>P 18,9 RAD 15,9 RFD 11,0 F 12,2 1 dk<br>rf 152<br>6BH WB1113t incl. DTm130t DTf106t | **M General Cargo**<br>2 Ho each 28,3 ER<br>G.3 805 B.3 471<br>2 Ha (stl) (22,1 × 7,8) (22,1 × 8,4) ER<br>4W Der 4(5) | Oil 4SA 8Cy. 400 × 580<br>2 150bhp (1 581kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 3 × 64kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.) 12k |
| **5228281**<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GEM CARRIERS**<br>ex Klitos-82 ex Alexandros-80<br>ex Basel-77 ex Veneranda M-73<br>ex Massilia-70<br>**General Marine Services**<br>Sharjah United Arab Emirates | **3 179**<br>1 866<br>3 840 | RI<br>✠Classed LR until 10/70 | **1956**-11 Helsingborgs Varfs A/B—Helsingborg (82)<br>105,16 14,51<br>97,54 14,48 8,64<br>P & B 36,9 F 22,3 2 dks<br>rf 51 | **M General Cargo** CSD<br>Ref 6P<br>5 Ho 14,0 11,9 8,7 8,7 15,0<br>G.6 795 B.6 356 In.845<br>5 Ha (stl) (7,3 9,4 9,4 9,4 × 6,0) (6,0 × 4,8)<br>8W Der 1(15) 4(5) 4(3) | Oil 2SA 6Cy. 500 × 1100<br>3 300bhp (2 427kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhav<br>Gen 3 × 120kW 220V d.c.<br>Fuel 395,0t (d.o.) 14k |
| **7366453**<br>WYT8<br>549<br>556012<br>Esd Rdr<br>RT | **GEM TIDE**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **274**<br>186<br>— | AB | **1974** Burton Construction & SB. Corp.—Port Arthur, Tx (509)<br>50,27 3,810<br>47,22 11,59 3,97<br>F 13,5 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinoi<br>Gen 2 × 75kW<br>Fuel 120,0t (d.o.) 10k |
| **6923216**<br>Df Esd<br>Gc Rdr<br>RTm | **GEM TRANSPORTER**<br>ex Bifrost-81 ex Niolon-77<br>ex Arktos-74<br>**General Marine Services**<br>Sharjah United Arab Emirates | T.Mk<br>**975**<br>561<br>1 651 | BV (GL) | **1968** Schulte & Bruns—Emden (253)<br>81,01 5,055<br>74,40 13,09 9,43<br>2 dks | **M RoRo Cargo/General Cargo**<br>Stern door<br>4 Ho ER<br>G.4 980 B.4 261<br>4 Ha (stl) (6,6 13,7 13,7 6,6 × 7,6) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 370 × 400<br>2 550bhp (1 876kW)<br>Kloeckner Humboldt Deutz Koel<br>Gen 1 × 200kW 400V 50Hz a.c. 1 × 100kW 230V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 186,0t (d.o.) 14,5k |
| **5034525**<br>3EFC<br>7898-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEMA**<br>ex Salta-77 ex Brunstal-70<br>ex Baleares-66<br>**Van Gogh Inversiones S.A.**<br>Panama Panama | T.Mk<br>**2 677**<br>878<br>3 000<br>**3 786**<br>1 638<br>3 881 | NV | **1959** Verschure & Co's Schps.—Amsterdam (Co377)<br>114,97 16,03 6,116/6,820<br>102,27 16,01 7,65<br>P 13,5 B 25,0 F 15,6 2 dks, 3rd dk in Nos. 1 & 2 holds<br>rf 203 | **M General Cargo**<br>Ref.<br>Side door<br>3 Ho<br>In.6 353<br>4 Ha (stl) (7,7 7,7 7,7 5,4 × 4,9)<br>8W Der 8(5) | Oil 2SA 8Cy. 600 × 1050<br>5 200bhp (3 825kW)<br>Masch. Augsburg-Nuernberg (MAN) Hambur<br>Gen 3 × 276kW 440V 60Hz a.c.<br>Fuel 472,5t (d.o.) 17k |

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| 8005537<br>H9OA<br>1133<br>9-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEMA PHOSPHATE**<br>**Seven Seas Maritime Carriers Co. S.A.**<br>Five Oceans Management (H.K.) Ltd.<br>Panama Panama | **13 913**<br>9 886<br>25 854 | **✠100A1**<br>bulk carrier strengthened for heavy cargoes<br>**✠LMC**<br>EL F† 577,5/58,0U3(a)<br>FN 6254 | **1981**-4 Osaka Zosensho—Osaka (401)<br>178,31(BB) 23,07 10,018<br>169,02 23,00 14,00<br>P 27,8 F 13,8 1 dk<br>rf nil<br>NS 7BH WB14288T incl. Topside tanks in holds 3042T Comb. btm & STs in No. 3 hold 1207T No. 3 hold 6437T | **M Bulk Carrier**<br>5 Ho 26,3 26,3 26,3 26,3 25,6 ER<br>G.33 064 B.32 175<br>9 Ha (stl) (19,2 × 10,9) (19,9p&s 19,9p&s 19,9p&s 19,9p&s × 7,9) ER<br>Cr 4(30) | Oil 2SA 7Cy. 550 × 1380<br>9 380bhp (6 900kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (Comp) 8kgf/$cm^2$ (7,9bar)<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 139,0t (d.o.) 1 219,5t (hvf) |
| 5279474<br>Df Esd<br>Rdr RT | **GEMALI**<br>ex Plan-71<br>**Andrew De Jesus**<br>Curepe Trinidad & Tobago | T.Mk<br>**291**<br>120<br>474 | GL | **1957** D. W. Kremer Sohn, G.m.b.H. & Co.—Elmshorn (1057)<br>52,71 9,07 2,961<br>46,26 8,41 5,16<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,1 ER<br>G.1 150 B.980<br>1 Ha (21,4 × 5,1) ER<br>4W Der 4(2,75) | Oil 4SA 8Cy. 290 × 420<br>500bhp (368kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 29,5t (d.o.)-2,0pd 10kn |
| 5127023<br>YBUM<br>Df Esd<br>Gc Rdr<br>RT | **GEMAR**<br>ex Geert Howaldt-72<br>**P.T. Perusahaan Pelayaran Samudera 'Gesuri Lloyd'**<br>Jakarta Indonesia | T.Mk<br>**5 344**<br>3 084<br>10 098 | GL | **1955** Nordseewerke Emden—Emden (277)<br>143,67 17,63 7,611<br>134,02 17,58 10,95<br>F 11,3 2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>G.16 487 B.15 139<br>5 Ha (9,7 13,5 11,2 13,5 11,2 × 7,7)<br>10W Der 1(15) 10(5) | Oil 2SA 6Cy. 700 × 1200<br>4 000bhp (2 942kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 130kW<br>Fuel 704,0t 13,25kn |
| 5396882<br>Rdr RT | **GEMARA DUA**<br>ex Yuko Maru-71<br>**New Brenda Steamship Co. Ltd.**<br>Panama Panama | **712**<br>402<br>1 118 | KI | **1960** Fukushima Zosen Ltd.—Matsue (152)<br>59,90 9,05 4,192<br>54,13 9,00 4,60<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 35,2 ER<br>1 Ha (28,4 × 5,7) ER<br>Der 8(5) 2(3) | Oil 4SA 6Cy. 350 × 500<br>800bhp (588kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 7,5kW 105V d.c.<br>Fuel (d.o.) |
| 7609805<br>2032/L | **GEMARA SATU**<br>ex Moonkee<br>**P.T. Perusahaan Pelayaran Gebari Medan Segara**<br>Jakarta Indonesia | **147**<br>76<br>345 | KI | **1969** .............Hong Kong<br>7,09<br>20,55 7,07 2,52<br>1 dk | **M General Cargo Barge**<br>Mchy.aft | Oil 4SA 6Cy.<br>150bhp (110kW)<br>L. Gardner & Sons Ltd. Manchester<br>6,5kn |
| 6809056<br>9VFE<br>382603<br>Df Esd<br>Gc Pfd<br>Rdr | **GEMBIRA**<br>ex Kyokuyo Maru-82<br>ex Tenryo Maru-79<br>**Samta Pte. Ltd.**<br>Singapore Singapore | **3 430**<br>2 162<br>5 653 | NK | **1967** Shin Yamamoto Zosen—Kochi (87)<br>103,69 15,04 6,744<br>96,02 15,02 7,70<br>P 21,1 F 9,8 1 dk<br>RW | **M Tanker**<br>10 Ta ER<br>L.(oil) 7 228 HeCls. BC | Oil 4SA 6Cy. 520 × 860<br>3 200bhp (2 354kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 132kW 445V a.c.<br>Fuel 509,0t-10,5pd 12,5kn |
| 5179416<br>9WBQ<br>324832<br>Df RTm | **GEMBIRA**<br>ex Tung Pao-78 ex Karana III-74<br>ex Paladin-69 ex Kaitangata-68<br>**Syarikat Perkapalan Pacific Selatan Sendirian Berhad**<br>Pacific Ocean Lines Pte. Ltd.<br>Labuan Malaysia | **2 385**<br>1 331<br>3 006 | ✠Classed LR until 21/6/74 | **1948**-12 Henry Robb Ltd.—Leith (361)<br>93,07 13,26 5,328<br>88,52 13,11 5,95<br>P & B 46,7 F 8,3 1 dk<br>RW rf 114 | **TM General Cargo**<br>3 Ho 13,4 24,3 23,7<br>G.4 387 B.4 121<br>3 Ha (stl) (7,9 16,9 15,7 × 7,9)<br>10W Der 10(5) | 2 Oil 2SA each 5Cy. 340 × 570<br>1 450bhp (1 067kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 3 × 114kW 220V d.c.<br>Fuel 160,5t (d.o.) 9,75kn |
| 5271537<br>9MYG<br>324853<br>Df Esd<br>RTh | **GEMBIRA II**<br>ex Kota Intan-82<br>ex Kota Gembira-78 ex Pateke-72<br>**Syrikat Perkalpalan Pacific Utara Sendirian Berhad**<br>Penang Malaysia | **785**<br>321<br>1 118 | **✠100A1** SS 3/80<br>**✠LMC**<br>EL n 1$\frac{5}{16}$"SQ<br>FN 1096 | **1954**-7 Schps. "Hoogezand" J. Bodewes—Hoogezand (73)<br>71,79 10,32 3,880<br>67,32 10,22 6,05<br>Ba 14,1 1 dk & S dk<br>RW rf 102<br>Coll BH to S dk 2 to 2nd dk WB307t incl. DTf44t | **M General Cargo** OSD<br>1 Ho 38,4 1 TwD 41,0 ER<br>G.2 166 B.1 954<br>2 Ha (each 15,2 × 4,2) ER<br>8W Der 1(10) 8(2-3) | Oil 2SA 6Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 60kW 1 × 40kW 1 × 25kW 220V d.c.<br>Fuel 79,5t (d.o.) 12kn |

**SURVEYS OVERDUE — REPAIRS REQUIRED — CLASS SUSPENDED 8/10/82**

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|---|---|---|---|---|---|---|
| 5127451<br>ICVE<br>3285<br>Df Esd<br>Gc Rdr<br>RT | **GEMINI**<br>**Nuova Italsider S.p.A.**<br>Sidermar di Navigazione S.p.A.<br>Genova Italy | **23 177**<br>12 043<br>39 513 | **✠100A1** SS 9/81<br>**✠LMC**<br>EL r† 2$\frac{15}{16}$"SQ<br>FN 8491<br>AB RI | **1962**-9 Ansaldo S.p.A.—Genova (1580)<br>206,97 28,12 11,723<br>194,16 28,00 15,73<br>P 40,0 F 20,8 1 dk<br>rf nil<br>NS 9BH WB16268t incl. DTm1520t DTsf339t Topside tanks in holds 5627t | **M Bulk Carrier**<br>6 Ho ER<br>B.44 146<br>6 Ha ER | Oil 2SA 8Cy. 900 × 1600<br>16 800bhp (12 357kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/$in^2$ (6,9bar)<br>Fuel 2 464,0t |
| 7634288<br>WYA2<br>534<br>596154<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEMINI**<br>**Cleveland Tankers Inc.**<br>Wilmington, De United States of America | **5 853**<br>5 108<br>10 099 | AB | **1978** Levingston SB. Co.—Orange, Tx (745)<br>132,44 6,846<br>130,77 19,82 8,87<br>P 23,2 F 10,1 1 dk<br>rf nil | **TM Tanker**<br>Oil Chemical SBT<br>12 Ta ER<br>L.12 169 HeCls. C | 2 Vee Oil 2SA each 16Cy. 229 × 267 geared to sc. shafts<br>5 150bhp (3 788kW)<br>Alco Engine Div. of White Industrial Power Inc. U.S.A.<br>Gen 2 × 400kW a.c.<br>Fuel 317,0t (d.o.)-21,0pd 12,5kn |
| 6616382<br>J4PI<br>7153<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GEMINI**<br>ex Carl Offersen-79<br>**Greline Compania Naviera S.A.**<br>Universe Star Shipping Co. Ltd.<br>Piraeus Greece | **4 911**<br>2 767<br>7 040 | BV (GL) | **1966** Rickmers Rhederei G.m.b.H.—Bremerhaven (333)<br>127,36 16,64 7,640<br>113,42 16,62 9,66<br>P 22,9 F 11,6 2 dks<br>rf 102 | **M General Cargo** 8P<br>Ice strengthened<br>5 Ho 18,9 27,9 23,7 15,3 6,0<br>G.11 100 B.10 251<br>5 Ha (stl) (9,7 16,7 14,0 8,3 × 6,4) (2,9 × 2,9)<br>12W Der 1(30) 8(5-10) 4(3-5) | 2 Oil 4SA each 8Cy. 400 × 600 geared to sc. shaft<br>4 280bhp (3 148kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 232kW 1 × 110kW 220/380V 50Hz a.c.<br>Fuel 701,0t (hvf) 15,5kn |
| 6713489<br>H8WK<br>1043<br>8-80<br>Df Esd<br>Gc Rdr<br>RT | **GEMINI**<br>ex Issei Maru-80<br>**Fortune Navigation S.A.**<br>Panama Panama | **2 918**<br>2 083<br>5 251 | NK | **1967** Onomichi Zosen—Onomichi (181)<br>97,95 16,41 6,554<br>89,92 15,60 8,23<br>P 21,4 F 11,0 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 865 B.6 243<br>2 Ha (27,9 25,9 × 7,7) ER<br>12W Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 180kW 445V a.c.<br>Fuel 444,0t-14,0pd 15,25kn |

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| **7362299**<br>SQEL<br><br>Df Esd<br>Gc Rdr<br>RT | **GEMINI**<br><br>**Przedsiebiorstwo Polowow**<br>**Dalekomorskich i Uslug**<br>**Rybackich 'Dalmor'**<br>Gdynia Poland | T.Mk<br>**2 680**<br>1 133<br>1 563 | PR | **1974** Stocznia Gdanska im. Lenina—Gdansk (B419/205)<br>88,27 15,02 5,601<br>80,02 14,97 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 484 | Oil 4SA 6Cy. 400 × 480 reduction geared to sc. shaft<br>3 600bhp (2 648kW) Sulz<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowic<br>Gen 1 × 560kW 2 × 504kW 440V a.c.<br>2 × 224kW 280V d.c.<br>Controllable pitch propeller<br>15k |
| **7414872**<br><br>355530<br>Esd Rdr<br>RT | **GEMINI**<br><br>**Gemini Fishing & Grazing Co. Pty. Ltd.**<br>Lombardo Marine Group Pty. Ltd.<br>*Fremantle, W.A.* Australia | **230**<br>152<br>— | | **1974** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (141)<br>25,91 6,96 2,439<br>24,85 6,84 3,84<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Fuel (d.o.)<br>10,5k |
| **7401069**<br>PP2761<br><br>Df Esd<br>RT | **GEMINI**<br><br>**Saveiros-Camuyrano Servicos Maritimos S.A.**<br>Rio de Janeiro Brazil | **185**<br>76<br>— | ✠100A1 SS 6/80<br>tug<br>Brazilian coastal service<br>✠LMC<br>EL (B) ⅝"U2<br>FN 238 | **1976**-5 MacLaren Est. e Servicos Mar. S.A. —Rio de Janeiro (214)<br>24,36 7,04 3,379<br>21,52 7,00 4,02<br>1 dk<br>rf 978 BK 152<br>5BH WB29T | **M Tug** | 2 Oil 4SA each 7Cy. 235 × 330 reverse reduction geared to sc. shaft<br>MA<br>Mecanica Pesada S.A. Taubat<br>Gen 2 × 41kW 450V 60Hz a.c.<br>Directional propeller<br>Fuel 41,0t (d.o.) |
| **7200415**<br>WX5603<br>502637<br>Esd Rdr<br>RT | **GEMINI**<br><br>**Astro Marine Inc.**<br>Houston, Tx United States of America | **181**<br>123<br>— | | **1965** Mangone SB. Corp.—Houston, Tx<br>10,98 3,226<br>43,03 3,81<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A<br>Fuel (d.o.) |
| **7519505** | **GEMINI ALPHA**<br><br>**C.V.G. Siderurgica del Orinoco C.A.**<br>Ciudad Bolivar Venezuela | **262**<br>262<br>589 | ✠100A<br>pontoon<br>EL (c)<br>FN 444 | **1976**-4 Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (597)<br>33,53 10,75 1,956<br>33,53 10,70 2,52<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon** | |
| **7519490** | **GEMINI BETA**<br><br>**C.V.G. Siderurgica del Orinoco C.A.**<br>Ciudad Bolivar Venezuela | **262**<br>262<br>589 | ✠100A<br>pontoon<br>EL (c)<br>FN 444 | **1976**-4 Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (598)<br>33,53 10,75 1,956<br>33,53 10,70 2,52<br>1 dk<br>rf nil<br>4BH WBnil | **Pontoon** | |
| **6904648**<br>ILGN<br>148<br>Df Esd<br>Gc Rdr<br>RT | **GEMINI ERRE**<br>ex Gregorio Napoleone-81<br>Launched as Agostino Napoleone<br>**Ravennavi S.p.A.**<br>Ravenna Italy | **1 586**<br>869<br>3 212 | RI | **1969** Cant. Nav. Breda S.p.A.—Venezia (264)<br>88,02 13,21 5,690<br>79,20 13,20 6,89<br>1 dk | **M Tanker**<br>Oil Chemical<br>12 Ta ER<br>L.4 065 | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koel |
| **7617371**<br>6ZQK<br>6116<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEMINI FRIENDSHIP**<br><br>**Gemini Maritime Corp.**<br>Monrovia Liberia | **16 735**<br>12 076<br>27 765 | AB | **1977** Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (1117)<br>176,77(BB) 22,92 10,542<br>168,03 22,86 14,13<br>1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.38 472<br>5 Ha (stl) ER<br>Cr 4(15) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>15,25k |
| **8109101** | **GEMINI MOON**<br><br>**Palatine Navigation (Panama) S.A.**<br>Panama | **2 420**<br>—<br>3 500 | NK (Class cont.) | **1982** Narasaki Zosen K.K.—Muroran (1024)<br>5,401<br>84,03 14,01 6,91 | **M General Cargo** | Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Japa |
| **7015133**<br><br>330143<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEMINI NO. 1**<br>ex Mattuna Maid-76<br>**Gemini Fisheries Ltd.**<br>Joseph C. Hache<br>Caraquet, N.B. Canada | **369**<br>179<br>— | ✠Classed LR until 9/6/72 | **1970**-7 Ferguson Industries Ltd.—Pictou, N.S. (183)<br>34,98 9,30<br>30,92 9,15 4,63<br>F 13,2 1 dk<br>rf 914 Box K | **M Fishing**<br>Stern Trawler<br>6 Ho 6 Ta<br>In.362<br>6 Ha | Vee Oil 4SA 16Cy. 159 × 203 sr reverse geared to sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illino<br>Gen 2 × 40kW 208V 60Hz a.c.<br>10k |
| **7617369**<br>5MRC<br>6057<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEMINI PIONEER**<br><br>**Gemini Maritime Corp.**<br>Monrovia Liberia | **16 735**<br>12 076<br>28 218 | AB | **1977** Mitsui Eng. & SB. Co. Ltd., Fujinagata Works—Osaka (1116)<br>176,77(BB) 10,542<br>168,03 22,86 14,71<br>1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.38 472<br>5 Ha (stl) ER<br>Cr 4(15) | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>15,25k |
| **6717021**<br>INRA<br>519<br>Esd RT | **GEMINI PRIMO**<br><br>**Francesco Pasi**<br>Trapani Italy | **126**<br>42<br>— | | **1966** Cant. Nav. Mario Morini—Ancona (94)<br>29,49 6,94 2,490<br>22,99 6,79 3,18<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz Koel |
| **7428902** | **GEMINI RT-1**<br><br>**Gemini Timberjack Corp.**<br>Ujung Pandang Indonesia | **261**<br>112<br>— | (NV) | **1975** Singapore SB. & Eng. Ltd. —Singapore (73)<br>36,00<br>9,25 2,80<br>1 dk<br>rf 152 | **TM Landing Craft** | 2 Oil 4SA each 8Cy. 128 × 150<br>610bhp (449kW)<br>Masch. Augsburg-Nuernberg (MAN) West German<br>Gen 1 × 16kW 230V 50Hz a.c. |
| **8109096**<br>HPGP<br>11218<br>-PEXT | **GEMINI STAR**<br><br>**Palatine Navigation (Panama) S.A.**<br>P.T. Perusahaan Pelayaran Samudera "Gesuri Lloyd"<br>Panama Panama | **2 471**<br>1 483<br>3 594 | NK (Class cont.) | **1982** Narasaki Zosen K.K.—Muroran (1023)<br>91,90 14,03 5,662<br>84,00 14,00 6,91<br>1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.4 983 B.4 660<br>TEU 100 C. 100/20' (40')<br>2 Ha (stl) ER | Oil 4SA 6Cy. 320 × 640<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Akash |

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| 109060 | **GEMINI SUN**<br>**Palatine Navigation (Panama) S.A.**<br>Panama | **2 420**<br>—<br>3 500 | NK (Class cont.) | **1982** Narasaki Zosen K.K.—Muroran (1025)<br>5,401<br>84,03 14,01 6,91 | **M General Cargo** | Oil<br>2 000bhp (1 471kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 205130<br>YZ2<br>349<br>28158 | **GEMINI II**<br>ex Ocean Harvester II<br>**Jim Gammons**<br>Jacksonville, Fl United States of America | **100**<br>58<br>— | | **1970** Pterudis Trawlers Inc.—St. Augustine, Fl<br>*21,46* 6,35<br>2,90 | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>.............<br>Fuel (d.o.) |
| 327029<br>BVW<br>1035<br>-81A<br>Esd<br>Pfd<br>RT | **GEMINI IV**<br>ex Hiroshima Maru-81<br>**Onex Inc.**<br>Athenian Tankers Management S.A.<br>Panama Panama | **9 841**<br>6 828<br>16 801 | **100A1**<br>oil tanker<br>**LMC**<br>EL Bt 550,0/58,0U2<br>FN 4493<br>NK | **1973** Ujina Zosensho—Hiroshima (532)<br>153,70(BB) 19,84 9,373<br>144,00 19,79 11,41<br>P 25,0 F 15,9 1 dk<br>rf 152<br>13BH WB585T | **M Tanker**<br>7 Ta ER<br>L.(oil) 22 091 | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>AuxB (o.f.) 10kgf/$cm^2$ (9,9bar)<br>e(ex.g) 13kgf/$cm^2$ (12,8bar)<br>Gen 2 × 360kW 440V 60Hz a.c.<br>Fuel 1 411,5t-32,0pd 14kn |
| 313926<br>UO<br>32<br>d Rdr<br>Th/v | **GEMINUS**<br>**Panfido e C. S.p.A. Rimorchiatori Riuniti**<br>Venezia Italy | **152**<br>20<br>— | RI | **1966** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (650)<br>28,30 8,39 3,328<br>26,27 8,01 4,65<br>1 dk | **TM Tug**<br>Salvage<br>Der 2(1) | 2 Oil 4SA each 8Cy. 220 × 280<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 220/380V 50Hz a.c.<br>2 Directional propellers fwd<br>Fuel 40,5t (d.o.) 12kn |
| 127463<br>CUY<br>51<br>Esd<br>RTm | **GEMLIK**<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizyollari Isletmesi<br>Istanbul Turkey | **1 926**<br>983<br>642 | ✠**100A1** SS 4/79<br>for service between all European, Mediterranean & Black Sea ports<br>✠**LMC**<br>EL q<br>FN 1328 | **1952**-12 Boele's Schps. & Mchf. N.V. —Bolnes (938)<br>85,65 12,30 3,810<br>77,81 12,20 4,86<br>B & F 56,1 1 dk, 2nd dk clear of ER<br>RW<br>7BH WB72t | **TM Passenger/General Cargo** 591P<br>1 Ho 18,5<br>G.594 B.510<br>1 Ha (6,1 × 3,2)<br>2W Cr 1(3) | 2 Oil 2SA each 8Cy. 420 × 750<br>3 800bhp (2 795kW) B&W<br>Mch. & Schps.van P. Smit Jr. B.V. Rotterdam<br>db 71lbf/$in^2$ (4,9bar)<br>Gen 3 × 135kW 1 × 38kW 115/230V d.c.<br>Fuel 99,5t (d.o.) 16kn |
| 127487<br>OG<br>98<br>Esd<br>RT | **GEMMA**<br>**Palmina Madre S.a.S.**<br>Napoli Italy | **1 599**<br>911<br>3 239 | RI | **1961** Cant. Nav. Cassaro—Messina (112)<br>98,91 14,05 5,436<br>91,65 14,00<br>1 dk & S dk | **M General Cargo** OSD<br>3 Ho ER<br>G.6 230 B.5 748<br>8W Der 1(15) 8(8) | Oil 2SA 6Cy. 450 × 740<br>1 500bhp (1 103kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Fuel 193,0t 13kn |
| 144706<br>NJ<br>6246<br>Esd<br>RT | **GEMMA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **663**<br>247<br>306 | RS | **1969** Volgograd Shipyard—Volgograd<br>54,23 9,38 3,699<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.352<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 116129<br>IKB<br>76-80<br>Esd<br>Pfd<br>RT | **GEMMA TOKYO**<br>**Gemma Co. Ltd.**<br>Panama Panama | **19 488**<br>13 045<br>32 546 | NK | **1979** Imabari Zosen—Marugame (1072)<br>184,16 30,05 9,722<br>172,02 30,01 15,83<br>F 11,6 1 dk | **M Tanker**<br>L.(oil) 44 082 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 1120kW a.c.<br>15kn |
| 137525<br>YA2<br>662<br>7031 | **GEMS**<br>**Lootus Corp.**<br>Corpus Christi, Tx United States of America | **103**<br>70<br>— | | **1978** Marine Mart Inc.—Port Isabel, Tx<br>*19,69* 6,13<br>3,43<br>1dk | **M Fishing** | Vee Oil 4SA 8Cy. 137 × 152<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 132387<br>YZ3<br>608<br>2863<br>Esd<br>Pfd<br>RTv | **GEMSBOK**<br>**Penrod Drilling Co.**<br>Morgan City, La United States of America | **298**<br>202<br>— | | **1969** Burton Construction & SB. Corp. —Port Arthur, Tx (454)<br>50,30 11,64 3,318<br>47,22 11,59 3,97<br>1 dk<br>rf 762 | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW 115V 60Hz a.c.<br>12kn |
| 77884<br>AJ<br>8897<br>Esd | **GEMSTONE**<br>ex Jointyn-75 ex Juvalta-73<br>**Allsworth Shipping Ltd.**<br>London United Kingdom | **499**<br>297<br>864 | ✠**100A1** SS 4/80<br>✠**LMC**<br>EL i<br>FN 679 | **1959**-1 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (323)<br>56,65 9,10 3,563<br>51,80 9,01 4,09<br>P 11,3 F 9,8 1 dk<br>RW rf 76<br>3BH WB228t | **M General Cargo**<br>1 Ho 34,6 ER<br>G.1 038 B.974<br>2W Der 2(2,75) | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 57,0t 10,5kn |
| 10875<br>IF<br>S252<br>Esd<br>Pfd<br>RTv | **GEN. M. MAKLEFF**<br>ex Ocean Valour-80<br>ex St. Providence-76<br>ex Sneholt-73 ex Tower Bridge-70<br>Launched as Silverhow<br>**Dhalit Rosenfeld (Shipowners) Ltd.**<br>Sea Lanes N.V.<br>Haifa Israel | **22 226**<br>14 035<br>37 881 | ✠**100A1** SS 10/80<br>strengthened for ore cargoes, Nos. 1, 5 & 9 holds may be empty<br>✠**LMC**<br>EL pt $2\frac{13}{16}$"SQ<br>FN 7788 | **1965**-7 Sir J. Laing & Sons Ltd.—Deptford, Sunderland (836)<br>196,76 25,99 11,646<br>186,70 25,91 15,80<br>P 30,2 F 13,8 1 dk<br>rf 102<br>NS 11BH WB12249t incl. Topside tanks in holds 5926t | **M Bulk Carrier**<br>Str. ore cargoes<br>9 Ho 12,8 18,2 18,2 18,2 14,6 18,2 18,2 18,2 9,1 ER<br>G.45 351<br>9 Ha (stl) (8,2 × 9,1) (10,6 10,6 10,0 8,2 10,6 10,6 10,6 8,2 × 12,1) ER | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Harland and Wolff Ltd. Belfast<br>AuxB (o.f.) 8,5kgf/$cm^2$ (8,4bar)<br>AuxB (o.f.) 8,5kgf/$cm^2$ (8,4bar)<br>Gen 2 × 450kW 220V d.c.<br>Fuel 233,5t (d.o.) 2 743,5t (hvf) 16,5kn |
| 72781<br>IED<br>7442<br>Esd<br>m | **GENA**<br>ex Spray-69 ex Johanna-64<br>ex Friedi ex Gruno-52<br>**Mayfield Shipping Co.**<br>Swansea United Kingdom | **237**<br>123<br>330 | (BV) | **1930** J. Koster Hzn. "De Gideon" —Groningen (127)<br>*39,57* 6,58 2,502<br>6,53<br>1 dk<br>R len 61 | **M General Cargo**<br>1 Ho 25,6 ER<br>G.470 B.453<br>2 Ha (8,9 9,9 × 3,7) ER<br>2W Der 2(1,5) | Oil 4SA 5Cy. 210 × 300<br>220bhp (162kW) NE 60<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Gen 1 × 3kW 24V d.c.<br>Fuel (hvf) 8,5kn |

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| **5127566**<br>TCIU<br>1280 | **GENC**<br>ex Miralay Nazim Bey-38<br>ex Colibri ex Rouge Gorge<br>**Ali Pandir & Refik Can**<br>Istanbul Turkey | **297**<br>168<br>427 | | **1920** Forges & Ch. de La Mediterranee<br>—La Seyne<br>*40,30* 7,32 4,115<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil<br>E made— refitted59<br>A/S Burmeister & Wain's Maskin- og<br>Skibsbyggeri Kobenhav<br>9k |
| **5127580**<br>TCCF<br>3196<br>Df Esd<br>Gc Rdr | **GENCLIK**<br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **8 985**<br>5 423<br>12 883 | **✠100A1** SS 12/79<br>**✠LMC**<br>EL d† 2$\frac{3}{16}$"SQ<br>FN 4338 | **1961**-5 Nav. di Taranto—Taranto<br>150,86 19,18 8,941<br>139,91 19,11 11,89<br>F 11,6 2 dks<br>RW rf 152<br>7BH to U dk 1 to 2nd dk WB3058t incl.<br>DTma1268t | **M General Cargo**<br>8P<br>5 Ho 17,6 20,1 20,4 16,6 21,9<br>G.18 850 B.17 215<br>5 Ha (stl) (9,6 × 6,0) (12,8 12,8 12,8<br>12,8 × 8,0)<br>10W Der 1(30) 16(5) | Oil 2SA 7Cy. 750 × 1320<br>8 400bhp (6 179kW)<br>S.A. Fiat S.G.M. Torin<br>2 AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 250kW 115/230V d.c.<br>Fuel 786,5t (hvf)<br>13k |
| **6903450**<br>HO6267<br>1037<br>5-80<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GENECO ONE**<br>ex Schildturm-79<br>**General Engineering &**<br>**Construction Co. Ltd.**<br>**(GENECO)**<br>Panama Panama | **497**<br>164<br>813 | AB (GL) | **1968** Atlas Mak. Masch.—Bremen (445)<br>53,68 11,33 3,556<br>49,41 11,00 3,94<br>F 24,4 1 dk<br>rf 51 BK 13 | **TM Supply Ship**<br>Deck Cargo 12P<br>Cr 1(28) Der 1(5) | 2 Oil 4SA each 16Cy. 180 × 220 reverse<br>reduction geared to sc. shafts<br>2 740bhp (2 015kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannhei<br>Gen 3 × 112kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 279,5t (d.o.) 12,5k |
| **7312610**<br>JG3308<br>114666<br>Rdr RT | **GENEI MARU**<br>**Yamamoto Senpaku K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **998**<br>591<br>1 923 | | **1973** Asakawa Zosen—Imabari (217)<br>11,00 5,004<br>63,51 10,98 5,41<br>1 dk<br>RW | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 400bhp (1 030kW)<br>Hanshin Nainenki Kogyo Kob |
| **7902910**<br>JL4622<br>122999<br>Esd Gc<br>Rdr | **GENEI MARU**<br>**Shinpo Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **498**<br>—<br>1 337 | | **1979** Higaki Zosen K.K.—Imabari (218)<br>4,201<br>60,03 10,51 6,33<br>1 dk<br>RW | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 300 × 480<br>1 500bhp (1 103kW)<br>Makita Diesel Co. Ltd. Takamat |
| **7950486**<br>JJAP<br>109082 | **GENEI MARU No. 68**<br>ex Shinsei Maru No. 68-82<br>**K.K. Yamatsu Tanichi Shoten**<br>Hachinohe, Japan<br>Aomori Pref. | **307**<br>149<br>— | | **1971** Kochi Jukogyo K.K.—Kochi (1160)<br>*43,71*<br>8,21 3,61<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Japa |
| **6622719**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GENEPESCA No. 1**<br>ex Akebono Maru No. 26-81<br>ex Inase Maru No. 5-67<br>**Beta Trading S.A.** | **546**<br>190<br>480 | KR | **1966** Uchida Zosen—Ise (631)<br>54,11 9,61 3,785<br>49,99 9,58 4,20<br>1 dk<br>RW | **TM Fishing**<br>Side-fishing<br>Mchy.aft<br>2 Ho<br>1 Ha (2,7 × 2,7) | 2 Oil 4SA each 8Cy. 250 × 320<br>1 700bhp (1 250kW)<br>Niigata Eng. Co. Ltd. Niigat<br>Gen 2 × 425kW 445V a.c.<br>Fuel 295,5t-6,5pd 12k |
| **5127657**<br>HO5404<br>941-O<br>MFLA<br>Rdr RT | **GENERAL**<br><br><br>Panama Panama | **499**<br>301<br>— | (AB) | **1925** Bethlehem Steel Co.—San Francisco,<br>Ca (5327)<br>53,80 9,81 3,709<br>51,82 9,76 4,27<br>1 dk<br>R rf 152 conv Tank Barge 57 | **D-E General Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 292 × 381 total<br>500bhp (368kW) connected to 1 elec.<br>motor & sc. shaft<br>Atlas Imperial Engine Co. U.SA<br>Fuel 17,5t |
| **6923943**<br>TCBS<br>3953<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL A. F. CEBESOY**<br>Launched as Swiecie<br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **10 058**<br>5 593<br>12 477 | **100A1** SS 10/79<br>**LMC**<br>EL B† 2$\frac{7}{16}$"SQ<br>FN 4766 | **1969** Stocznia Gdanska im. Lenina—Gdansk<br>(B442/02)<br>154,67 20,65 9,005<br>143,11 20,60 12,70<br>F 18,0 2 dks, 3rd dk in Nos. 2, 3 & 4<br>holds<br>rf nil DK fwd<br>8BH WB1990t incl. DTf185t Tunnel tanks<br>511t | **M General Cargo**<br>Ref<br>5 Ho<br>G.19 666 B.17 996 In.1 204<br>5 Ha (stl) (12,1 × 8,1) (13,8 13,8 ×<br>10,9) (13,8 × 6,7) (13,8 × 10,9)<br>16W Der 1(60) 16(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulze<br>H. Cegielski Pozna<br>AuxB (o.f.) 5kgf/cm² (4,9bar)<br>✠ NAuxB (ex.g) & rcv 9/80<br>5kgf/cm² (4,9bar)<br>Gen 2 × 320kW 2 × 200kW<br>400V 50Hz a.c.<br>17,5k |
| **7018991**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL ABELARDO L.**<br>**RODRIGUEZ**<br><br>**Pesquero Santa Isabel S.A.**<br>Ensenada, Baja Mexico<br>California | **750**<br>254<br>762 | | **1971** Maritima del Musel S.A.—Gijon<br>(120)<br>52,00 11,43 5,442<br>44,91 11,10 7,80<br>2 dks | **M Fishing**<br>Side Trawler Ref<br><br>In.754 | Oil 4SA 8Cy. 360 × 450<br>2 500bhp (1 839kW) MWM<br>Naval-Stork-Werkspoor S.A. Cadi |
| **8000472**<br>DZQR<br>226683<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GENERAL AGUINALDO**<br>ex Limelock-82<br>**Stratton Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Manila Philippines | **29 759**<br>21 414<br>61 315 | **✠100A1**<br>bulk carrier<br>strengthened for heavy<br>cargoes, Nos. 2, 4 & 6<br>holds may be empty<br>**✠LMC** **UMS**<br>EL M† 632,5/73,0U3(a)<br>FN 10674 | **1982**-2 Koyo Dockyard Co. Ltd.—Japan<br>(1015)<br>223,15(BB) 32,26 12,451<br>213,01 32,20 17,91<br>F 19,2 1 dk<br>rf nil<br>9BH WB2994T incl. Comb. btm & STs in<br>holds 7591T, topside tanks in holds<br>9174T, No. 4 hold 9314T | **M Bulk Carrier**<br><br>7 Ho 23,0 23,0 23,6 20,3 23,6<br>23,6 23,6 ER<br>G.70 091 B.68 668 HeCls. B<br>7 Ha (stl) (14,0 16,9 17,1 13,8 17,1<br>17,1 15,8 × 12,8) ER<br>Cr 4(25) | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Taman<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 11,5kgf/cm² (11,3bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,0t (d.o.) 3 185,0t (hvf)-42,5pd<br>14,5k |
| **6820799**<br>UNQT<br>M-28307 | **GENERAL ARSHCHINTSEV**<br><br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **600**<br>244<br>335 | RS | **1965** .............U.S.S.R.<br>54,23 9,35 3,830<br>49,99 9,28 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.350<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdebur<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12k |
| **7431296**<br>UDWJ<br>M-32902<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL ASLANOV**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **8 353**<br>3 849<br>12 334 | RS | **1974** Astrakhan Shipyard—Astrakhan<br>147,02(BB) 17,43 8,002<br>138,61 11,21<br>1 dk | **TM Tanker**<br><br>21 Ta ER<br>L.(oil) 16 929 | 2 Oil 4SA each 6Cy. 525 × 720<br>5 000bhp (3 678kW)<br>CKD Praha Prah<br>13,25k |

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|---|---|---|---|---|---|---|
| 7610971<br>OWN<br>M-33021<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL BABAYAN**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **8 353**<br>3 849<br>12 334 | RS | **1975** Astrakhan Shipyard—Astrakhan<br>147,02(BB) 17,43 8,002<br>138,61 11,21<br>1 dk | **TM Tanker**<br>21 Ta ER<br>L.(oil) 15 618 | 2 Oil 4SA each 6Cy. 525 × 720<br>5 000bhp (3 678kW)<br>CKD Praha Praha<br>13,25kn |
| 7337969<br>USH<br>M-31809<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL BAGRATION**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **10 847**<br>5 708<br>16 484 | RS | **1973** .............Kerch<br>162,36(BB) 21,42 8,910<br>150,02 21,39 11,23<br>1 dk | **M Tanker**<br>Ice strengthened<br>21 Ta ER<br>L.(oil) 20 770 | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Bryansk Eng. Works Bryansk<br>16kn |
| 7346611<br>SOCY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL BEM**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **23 307**<br>14 922<br>37 844 | PR | **1974** G. Dimitrov Shipyard—Varna (054)<br>201,17(BB) 27,87 11,231<br>186,01 27,79 15,65<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.46 533<br>9 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 1 × 100kW 400V a.c.<br>Fuel 2 112,5t (hvf) 17kn |
| 6620979<br>UHBR<br>M-28125<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL BOCHAROV**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 632 | RS | **1966** Brodogradiliste "3 Maj"—Rijeka (497)<br>186,01 23,45 9,838<br>174,00 23,40 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (5,0 × 3,2) ER<br>5W Der 4(5) 1(3) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 2 296,5t (d.o.)-42,5pd 17kn |
| 7206990<br>DZYL<br>226986<br>Df Esd<br>Gc Rdr<br>RTv | **GENERAL CAPINPIN**<br>ex Swiftnes-82<br>**Botelho Bulk Transport Corp.**<br>Manila Philippines | **12 982**<br>8 041<br>21 916 | **✠100A1** SS 5/82<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL Et 2½"U2<br>FN 5282 | **1972**-5 Nippon Kokan K.K.—Shimizu (315)<br>155,53(BB) 22,92 9,837<br>145,70 22,86 13,39<br>P 25,6 F 15,3 1dk<br>rf 102 DK fwd<br>NS 7BH WB6082t incl. Comb. btm, side & topside tanks in holds 4989t | **M Bulk Carrier**<br>5 Ho 21,0 24,9 16,9 25,2 24,9 ER<br>G.26 900 B.25 852<br>1 Ha (stl) (11,2 × 8,0) 4 Ha (stl) (14,4 14,4 10,0 14,4 × 11,2) ER<br>5W Der 5(12) | Oil 4SA 18Cy. 400 × 460 sr geared to sc. shaft<br>9 000bhp (6 620kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>AuxB (Comp) 7kgf/cm² (6,9bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Fuel 1 179,5t (hvf) 15,5kn |
| 7300825<br>UWUD<br>M-31091<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL CHERNYAKHOVSKIY**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **3 960**<br>1 799<br>2 063 | RS | **1973** VEB Volkswerft Stralsund—Stralsund (403)<br>101,83(BB) 15,24 5,600<br>91,83 15,22 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>6W Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 8124292 | **GENERAL DABROWSKI**<br>**Polish Steamship Co. (Polska Zegluga Morska)**<br>Poland | **23 300**<br>—<br>38 000 | PR (Class cont.) | **1982** G. Dimitrov Shipyard—Varna (071)<br>201,30 11,231<br>186,04 27,81 15,68<br>1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,7 20,1 19,2 19,5 19,5 19,5 19,5 ER<br>G.46 066<br>7 Ha (stl) (12,9 × 11,2) (12,9 12,9 12,9 12,9 12,9 12,9 × 12,7) ER<br>Cr 4(-) | Oil 2SA 6Cy. 680 × 1250<br>10 000bhp (7 356kW) Sulzer<br>H. Cegielski Poznan |
| 6909923<br>Df Esd<br>Gc Rdr<br>RTm | **GENERAL DE MIRANDA**<br>ex Joinville-82<br>**Vencaribe C.A.**<br>Venezuela | T.Mk<br>**7 854**<br>4 242<br>10 674<br>**10 618**<br>5 941<br>13 228 | BV | **1969** Ch. Nav. de La Ciotat—La Ciotat (253)<br>157,26 21,82 8,433/9,716<br>145,75 21,80 12,50<br>P & B 56,7 F 31,7 3 dks<br>rf 102 | **M General Cargo**<br>Ref<br>5 Ho 6,7DT 6,7DT 8,5DT 14,2 19,2 19,2 19,2 19,2 2 TwD 14,3Upr 14,9 6 Ta<br>G.19 529 B.17 654 In.283 L.911<br>12 Ha (stl) (7,4 × 5,3) (11,9 × 7,4) (13,5 × 3,5) (13,5 × 7,4) (13,5p&s × 3,5) (13,5 × 7,4) (13,5p&s × 3,5) (13,5 × 7,4) (13,5 × 3,5) (9,2 × 5,3)<br>10W Cr 5(5) Der 1(80) 8(15) 2(5) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 505kW 400V 50Hz a.c.<br>Fuel 2 048,5t (hvf) 19kn |
| 7602675<br>SQLA<br>Esd Gc<br>Rdr RT | **GENERAL FR. KLEEBERG**<br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Poland | **17 495**<br>11 213<br>17 243 | PR | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B467/03)<br>190,10(BB) 25,35 9,551<br>179,76 25,29 15,19<br>2 dks | **M General Cargo**<br>Portable guides Ref 4bth P<br>Ice strengthened<br>5 Ho 5,3DT 5,7DTp&s 20,2 26,8 26,8 24,3 ER 14,5 6 TwD<br>G.28 577 B.26 935 In.1 150 L.610<br>8 Ha (stl) (2,8p&s × 2,3) (21,3 × 10,2) (21,3 21,3 21,3 × 8,3) ER (5,1p&s × 6,5)<br>6 Wing Ha (stl) (each 21,4p&s × 5,7)<br>Der 2(40) 6(10) 4(5) | 2 Vee Oil 4SA each 18Cy. 480 × 520 geared to sc. shaft<br>33 000bhp (24 273kW) Pielstick<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 800kW 400V d.c.<br>Thw. thrust propeller fwd<br>Fuel 265,0t (d.o.) 6 315,0t (hvf) 24,5kn |
| 7305239<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL GAMIDOV**<br>**U.S.S.R.**<br>U.S.S.R. | **450**<br>—<br>— | | **1970** .............U.S.S.R.<br>62,62 10,22 3,099<br>4,86<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 300/304<br>U.S.S.R.<br>Gen 2 × 200kW 1 × 100kW<br>Thw. thrust propeller fwd<br>17kn |
| 7520425<br>WYP2<br>632<br>553032<br>RT | **GENERAL GEORGE S. PATTON**<br>**Jacobsen Fishing Co. Inc.**<br>New Bedford, Ma United States of America | **155**<br>131<br>— | | **1973** Goudy & Stevens,—East Boothbay, Me<br>*23,66* 7,01<br>3,43<br>1 dk | **M Fishing** | Oil<br>850bhp (625kW)<br>U.S.A. |
| 8033833<br>M-36671 | **GENERAL GEYDAROV**<br>**U.S.S.R.**<br>U.S.S.R. | **4 136**<br>1 763<br>4 987 | RS | **1982** Volgograd Shipyard—Volgograd<br>125,61 4,201<br>120,61 6,91<br>1 dk | **TM Tanker**<br>Ice strengthened<br>Mchy.aft | 2 Oil<br>3 000bhp (2 207kW)<br>............. |

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| **7303566**<br>HBFS<br>88<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GENERAL GUISAN**<br>Launched as Londrina<br>**Helica S.A.**<br>Societe d'Armement Maritime<br>Suisse-Atlantique S.A.<br>Basle Switzerland | **33 991**<br>21 248<br>54 202 | <br><br>NV | **1973** Stocznia Gdynska im. "Komuny<br>Paryskiej"—Gdynia (B521/305)<br>221,37(BB) 32,21 12,421<br>206,61 17,00<br>1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. ore cargoes<br>7 Ho 16,4 28,3 16,7 26,5 16,7<br>29,2 12,9 ER<br>G.68 754 HeCls. B<br>7 Ha (stl) (11,6 17,9 11,6 17,9 11,6<br>17,9 11,6 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 640kW 380V 50Hz a.c.<br>Fuel 310,0t (d.o.) 2 850,0t (hvf)-53,0pd | <br>Sulzer<br>Poznan<br><br><br>15,75kn |
| **7358066**<br>SQDP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL JASINSKI**<br><br>**Polish Shipping Company**<br>**(Zegluga Polska Spolka**<br>**Akcyjna)**<br>Szczecin Poland | **23 294**<br>14 913<br>37 764 | <br><br>PR | **1974** G. Dimitrov Shipyard—Varna (055)<br>201,20(BB) 27,87 11,231<br>186,01 27,79 15,65<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.46 533<br>9 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works<br>Gen 3 × 504kW 400V 1 × 120kW<br>390V a.c.<br>Fuel 2 112,5t (hvf) | <br>B&W<br>Bryansk<br><br><br>16,75kn |
| **6928773**<br>TCCL<br>4010<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL K. ORBAY**<br><br>**D.B. Deniz Nakliyati T.A.S.**<br>**(Turkish Cargo Lines)**<br>Istanbul Turkey | **10 240**<br>5 843<br>12 701 | **✠100A1** SS 4/80<br><br>**✠LMC**<br>EL Bt $2\frac{7}{16}$"SQ<br>FN 4766 | **1970**-3 Stocznia Gdanska im. Lenina<br>—Gdansk (B442/04)<br>154,67 20,65 8,967<br>143,11 20,60 12,70<br>F 18,0 2 dks, 3rd dk in Nos. 2, 3 & 4<br>holds<br>rf nil DK fwd<br>8BH WB1990t incl. DTf185t Tunnel tanks<br>511t | **M General Cargo**<br>Ref<br>5 Ho<br>G.19 666 B.17 996 In.1 202<br>5 Ha (stl) (12,1 × 8,1) (13,8 13,8 ×<br>10,9) (13,8 × 6,7) (13,8 × 10,9)<br>16W Der 1(60) 16(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>AuxB (o.f.) 5kgf/$cm^2$ (4,9bar)<br>✠ NAuxB (ex.g) & rcv 4/80<br>5kgf/$cm^2$ (4,9bar)<br>Gen 3 × 320kW 1 × 200kW<br>400V 50Hz a.c. | <br>Sulzer<br>Poznan<br><br><br><br><br><br>17,5kn |
| **6724933**<br>UECW<br>M-28148<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL KARBYSHEV**<br><br>**U.S.S.R. -Novorossiysk Shipping**<br>**Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 580 | <br><br>RS | **1967** Brodogradiliste i Tvornica Dizel<br>Motora "Split"—Split (222)<br>186,01 23,45 9,838<br>174,02 23,41 12,55<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (stl) (5,0 × 3,2) ER<br>2W Der 2(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "Uljanik"<br>Fuel 2 296,5t (d.o.)-42,5pd | <br>B&W<br>Pula<br>17kn |
| **5067089**<br>VDCW<br>160732<br>Df Esd<br>Gc Rdr<br>RTm/h | **GENERAL KARRIER**<br>ex Cementkarrier-80<br>**Three Rivers Boatman Ltd.**<br>Montreal, P.Q. Canada | **2 415**<br>1 220<br>3 261 | <br><br>*Classed BC until<br>15/6/79 | **1930**-7 Furness S.B. Co. Ltd.—Haverton<br>Hill (175)<br>93,73 13,24 4,750<br>92,21 13,16 6,10<br>F 10,7 1 dk<br>RW rf 25 len 60 | **D-E Cement Carrier**<br>Self-unloader<br>Self-unloader<br>4 Ho 14,0 14,6 5,4 16,4 ER<br>9 Ha (each 5,6 × 3,6) 2 Ha (each 3,9<br>× 3,5) 2 Ha (each 3,8 × 3,6) 1<br>Ha (5,6 × 3,2) ER | 2 Oil 2SA each 4Cy. 340 × 570 total<br>1 000bhp (736kW) driving 2 gen. each<br>360kW 440V connected to 2 elec.<br>motors each of 775shp (570kW) (CC) &<br>sc. shaft<br>Atlas-Diesel A/B<br>Gen 2 × 30kW 220V d.c.<br>Fuel 71,0t (d.o.) | <br><br><br><br><br>Stockholm<br><br>8kn |
| **6615792**<br>UHBQ<br>M-28124<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL KRAVTSOV**<br><br>**U.S.S.R. -Novorossiysk Shipping**<br>**Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 632 | <br><br>RS | **1966** Brodogradiliste "3 Maj"—Rijeka<br>(496)<br>186,01 23,45 9,838<br>174,00 23,41 12,55<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (stl) (5,0 × 3,2) ER<br>5W Der 4(5) 1(3) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "Uljanik"<br>Fuel 2 296,5t (d.o.)-42,5pd | <br>B&W<br>Pula<br>17kn |
| **7333418**<br>UDXL<br>M-30641<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL LESELIDZE**<br><br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **20 512**<br>12 652<br>31 923 | <br><br>RS | **1973** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B447/17)<br>196,04(BB) 24,46 10,640<br>185,02 24,41 15,09<br>1 dk | **M Bulk Carrier**<br><br>Ice strengthened Str. ore cargoes<br>7 Ho ER<br>G.40 758<br>9 Ha (stl) (each 10,8 × 11,9) ER | Oil 2SA 6Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski | <br>Sulzer<br>Poznan<br>15kn |
| **6930790**<br>DZHF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL LIM**<br>ex Fjellnes-80 ex Jennes-77<br>ex Midigirl-76 ex Jennes-74<br>**General Shipping Co. Ltd.**<br>Manila Philippines | **4 570**<br>3 536<br>— | <br><br>NV | **1970** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13397)<br>123,22 17,10 6,986<br>17,00 9,00<br>1 dk<br>rf nil len 74 | **M General Cargo**<br><br>3 Ho ER<br><br>3 Ha (stl) (13,3 23,0 13,3 × 10,5) ER<br>4W Der 4(7) | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shaft<br>3 800bhp (2 795kW)<br>A/S Bergens M/V<br>Gen 2 × 268kW 1 × 168kW<br>380V 50Hz a.c. | <br><br>Normo<br>Bergen |
| **7211347**<br>DZBD<br><br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GENERAL LUNA**<br>ex Fjordnes-81<br>**Botelho Bulk Transport Corp.**<br>Manila Philippines | **4 834**<br>3 574<br>7 580 | <br><br>NV | **1972** Fr. Luerssen Werft G.m.b.H. & Co.<br>—Bremen-Vegesack (13420)<br>123,27(BB) 17,07 6,849<br>115,88 17,00 9,02<br>P 20,2 F 8,3 1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 24,4 38,4 24,4 ER<br>G.11 103 B.10 738<br>3 Ha (13,3 23,0 13,3 × 10,5) ER<br>4W Der 4(7,5) | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shaft<br>3 600bhp (2 648kW)<br>A/S Bergens M/V<br>Gen 2 × 286kW 1 × 168kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 203,0t (hvf) | <br><br>Normo<br>Bergen<br><br><br><br>13,5kn |
| **6900032**<br>UYMH<br>M-29017<br>Df Esd<br>Rdr RT | **GENERAL LVOV**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **699**<br>265<br>232 | <br><br>RS | **1966** .............U.S.S.R.<br>54,23 9,35 3,830<br>49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho<br>In.295<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller | <br><br><br><br><br><br>12kn |
| **7358078**<br>SQEM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL MADALINSKI**<br><br>**Polish Shipping Company**<br>**(Zegluga Polska Spolka**<br>**Akcyjna)**<br>Szczecin Poland | **23 298**<br>14 901<br>37 844 | <br><br>PR | **1975** G. Dimitrov Shipyard—Varna (056)<br>201,23(BB) 27,87 11,231<br>192,34 27,79 15,65<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.46 533<br>9 Ha ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works<br>Gen 3 × 504kW 1 × 120kW<br>400V 50Hz a.c.<br>Fuel 2 112,5t (hvf) | <br>B&W<br>Bryansk<br><br><br>16,5kn |
| **7411911**<br>LRUQ<br><br>Df Esd<br>Gc Rdr<br>RT | **GENERAL MANUEL**<br>**BELGRANO**<br>ex General Belgrano-81<br>**Empresa Lineas Maritimas**<br>**Argentinas S.A. (ELMA)**<br>Argentina | **9 236**<br>6 577<br>14 500 | <br><br>AB | **1981** A.F.N.E., Ast. y Fab. Nav. del Estado<br>S.A.—Ensenada (52)<br>140,62 20,40 8,802<br>134,12 20,38 11,21<br>F 11,6 2 dks<br>rf nil | **M General Cargo** CSD<br>Ref<br>4 Ho 21,5 28,1 7,6DTp,c,s 25,9<br>ER 19,0 4 TwD 21,5 36,5<br>27,4 ER 19,0<br>G.17 940 B.16 648 In.1 256<br>L.1 233 HeCls. C<br>TEU 138 C. 138/20'<br>5 Ha (stl) (10,9 × 6,4) (12,8 12,8<br>12,8 × 8,3) ER (11,2 × 6,4)<br>14W Der 4(22) 2(5) | Oil 2SA 4Cy. 670 × 1640<br>8 000bhp (5 884kW)<br>Doxford Engines Ltd. United Kingdom | |

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| 6609652<br>LRMG<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GENERAL MARTIN GUEMES**<br><br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **12 622**<br>7 518<br>19 975 | ✠Classed LR until 7/71 | | **1967**-7 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (127)<br>172,12 21,75 9,214<br>161,55 21,68 11,94<br>P 31,7 B 12,2 F 17,7 1 dk<br>rf 152 | **M Tanker**<br><br>1 Ho 21 Ta ER<br>L.(oil) 25 386 HeCls. C<br>Der 4(5) 2(3) 1(2) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Empresa Nacional "Elcano" Valencia<br>Gen 2 × 336kW 1 × 78kW<br>380V 50Hz a.c.<br>Fuel 138,0t (d.o.) 1 748,5t (hvf)-48,0pd<br>16kn |
| 7622948<br>ENZZ<br>M-35119 | **GENERAL MERKVILADZE**<br><br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **18 495**<br>9 128<br>27 480 | | RS | **1977** Kherson Shipyard—Kherson (1902)<br>178,85(BB) 25,33 10,400<br>165,00 25,30 14,99<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>10 Ta ER<br>L.(oil) 31 398 | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>15,25kn |
| 7514957<br>UVXR<br>M-31214<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL OSTRYAKOV**<br><br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **3 931**<br>1 810<br>2 118 | | RS | **1976** VEB Volkswerft Stralsund—Stralsund (448)<br>101,83(BB) 15,22 5,600<br>91,90 15,19 9,68<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>in.1 858<br>2 Ha (each 2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15kn |
| 5155367<br>YXZL<br>ADKN-1288<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GENERAL PAEZ**<br>ex Hosanger-76<br>**Vencaribe C.A.**<br>Puerto Cabello Venezuela | **9 709**<br>6 151<br>14 153 | | NV | **1958** Kockums M/V A/B—Malmo (437)<br>151,57 19,26 9,322<br>140,82 19,21 12,65<br>P 15,6 B 24,7 F 15,3 2 dks, 3rd dk in No. 3 hold<br>rf 152 | **M General Cargo** CSD<br><br>Ice strengthened<br>5 Ho 16,4 16,7 22,4 21,5 22,4<br>G.20 870 B.19 482<br>5 Ha (stl) (8,2 11,9 11,9 14,4 14,4 × 8,0) ER<br>18W Der 1(30) 4(10) 12(5) 2(3) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 190kW 440V 60Hz a.c.<br>Fuel 1 000,0t (hvf)-22,5pd 14kn |
| 5127970<br>5RJM | **GENERAL PAU**<br><br>**Marcel Verdier**<br>Majunga Madagascar | **265**<br>120<br>300 | | (BV) | **1915** Montrose SB. Co.—Montrose<br>40,01 7,62 2,134<br>7,57<br>RQD 12,2 1 dk<br>R | **M General Cargo**<br><br>1 Ho 20,5 ER<br>G.334<br>2 Ha (6,1 5,5 × 2,4) ER<br>2W Der 1(3,5) 1(2,5) | Oil 4SA 6Cy. 285 × 420<br>300bhp (221kW) NE 49 MAN<br>Soc. Gen. de Const. Mec. (S.G.C.M.) La Courneuve<br>Fuel (d.o.) 9kn |
| 8036067<br><br>M-32566 | **GENERAL PLIYEV**<br><br>**U.S.S.R.**<br>U.S.S.R. | **18 495**<br>9 128<br>29 610 | | RS | **1982** Kherson Shipyard—Kherson (1913)<br>178,87(BB) 25,33 10,402<br>165,00 25,30 15,02<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>24 Ta ER | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 1 × 600kW 2 × 480kW<br>400V 50Hz a.c.<br>Fuel 320,0t (d.o.) 1 750,0t (hvf)-40,5pd<br>14kn |
| 7358080<br>SQFE<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL PRADZYNSKI**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **23 305**<br>14 930<br>37 844 | | PR | **1976** G. Dimitrov Shipyard—Varna (057)<br>201,28(BB) 27,87 11,231<br>186,01 27,79 15,65<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.46 533<br>9 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 504kW 1 × 120kW<br>400V 50Hz a.c.<br>Fuel 2 112,5t (hvf) 16,5kn |
| 6928644<br>TCCB<br><br>Df Esd<br>Gc Rdr<br>RT | **GENERAL R. GUMUSPALA**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **10 241**<br>5 843<br>12 477 | **100A1**<br><br>**LMC** | SS 9/78<br><br><br>EL B† $2\frac{7}{16}$"SQ<br>FN 4766 | **1969** Stocznia Gdanska im. Lenina—Gdansk (B442/03)<br>154,67 20,65 8,967<br>143,11 20,60 12,70<br>F 18,0 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil DK fwd<br>8BH WB1990t incl. DTf185t Tunnel tanks 571t | **M General Cargo**<br>Ref<br>5 Ho<br>G.19 666 B.17 996 In.1 202<br>5 Ha (stl) (12,1 × 8,1) (13,8 13,8 × 10,9) (13,8 × 6,7) (13,8 × 10,9)<br>16W Der 1(60) 16(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>AuxB (o.f.) 5kgf/$cm^2$ (4,9bar)<br>✠ NAuxB (ex.g) & rcv 2/81 5kgf/$cm^2$ (4,9bar)<br>Gen 2 × 320kW 2 × 200kW<br>400V 50Hz a.c.<br>17,5kn |
| 6514508<br>SPTT<br><br>Df Esd<br>Gc Rdr<br>RT | **GENERAL RACHIMOW**<br><br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Dalmor'**<br>Gdynia Poland | T.Mk<br>**2 301**<br>939<br>1 431 | | PR | **1965** Stocznia Gdanska im. Lenina—Gdansk (B15/21)<br>83,06 13,82 5,500<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 400 | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 250kW 230V d.c.<br>Controllable pitch propeller<br>12,5kn |
| 7941174 | **GENERAL RADZIYEVSKIY**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**4 481**<br>1 821<br>3 144 | | RS | **1980** ..............U.S.S.R.<br>112,83 6,524<br>100,03 11,03<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened | Oil geared to sc. shaft<br>7 000bhp (5 149kW)<br>CKD Praha Praha |
| 7733436<br>UNJN<br>M-35150<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL RODIMTSYEV**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**4 535**<br>1 874<br>3 154 | | RS | **1978** ..............Nikolayev<br>111,41(BB) 17,33 6,522<br>100,01 11,00<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.3 806<br>4 Ha (stl) (3,5 3,5 3,5 × 2,9) (2,2 × 1,9)<br>6W Der 6(3) | 2 Oil 4SA each 6Cy. 525 × 720 geared to sc. shaft<br>7 000bhp (5 149kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>15kn |
| 7426203<br>HODL<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL ROXAS**<br>ex Binsnes-82<br>**Sanders Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Manila Panama | **19 169**<br>12 572<br>34 544 | **✠100A1**<br><br>**✠LMC** | SS 2/82<br><br>**UMS**<br>EL J† 3"U2<br>FN 7382 | **1977**-4 Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (986)<br>180,02(BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil<br>7BH WB17703T incl. comb. btm & side & topside tanks in Nos. 1,2,&3 holds 5936T comb. btm. & STs in Nos.4&5 holds 2758T & No.3 hold 7358T | **M Bulk Carrier**<br><br>5 Ho 23,0 27,8 20,8 27,9 27,9 ER<br>G.42 553 B.40 796<br>5 Ha (stl) (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,4) ER<br>Cr 4(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/$cm^2$ (7,9bar)<br>e(ex.g) 13kgf/$cm^2$ (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 976,0t (hvf) 15,5kn |

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| **5128039**<br>LORN<br><br>Df Rdr | **GENERAL SAN MARTIN**<br><br>**Government of The Argentine Republic (Secretaria de Marina)**<br>Buenos Aires Argentina | **3 640**<br>955<br>— | | | **1954** A.G. "Weser" Werk Seebeck —Bremerhaven (780)<br>84,66 19,03 6,909<br>18,95<br>2 dks<br>RW | **TD-E Icebreaker** | 4 Oil 4SA each 9Cy. 400 × 600 total connected to 2 elec. motors & 2 sc. shafts<br>Masch. Augsburg-Nuernberg (MAN) | Augsb |
| **7533032**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL SEGUNDO**<br>ex Baynes-82<br>**Blackwell Shipping Ltd.**<br>A/S Kristian Jebsens Rederi<br>Manila Philippines | **19 153**<br>12 572<br>34 541 | **✠100A1**<br><br>**✠LMC** | SS 8/80<br><br>**UMS**<br>EL Jt 3"U2<br>FN 7382 | **1976**-9 Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (989)<br>180,02(BB) 28,45 10,891<br>170,01 28,40 15,02<br>P 32,4 F 13,8 1 dk<br>rf nil<br>NS 7BH WB17703T incl. comb. btm side & topside tanks in Nos. 1 ,2,& 3 holds 5936T comb. btm & STs in Nos. 4 & 5 holds 2758T No. 3 hold 7358T | **M Bulk Carrier**<br><br>5 Ho 23,0 27,8 20,8 27,9 27,9 ER<br>5 Ha (stl) (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,4) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW)<br>Sumitomo Heavy Ind. Ltd.<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 175,0t (d.o.) 1 975,0t (hvf) | Su<br>Tamash<br>15 |
| **6609042**<br>UHBP<br>M-28123<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL SHKODUNOVICH**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 632 | | <br><br>RS | **1966** Brodogradiliste "3 Maj"—Rijeka (495)<br>186,01 23,45 9,838<br>174,00 23,40 12,55<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (stl) (5,0 × 3,2) ER<br>5W Der 4(5) 1(3) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "Uljanik"<br>Fuel 2 296,5t (d.o.)-42,5pd | B<br>F<br>1 |
| **7362380**<br>SQEN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL STANISLAW POPLAWSKI**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | T.Mk<br>**6 940**<br>3 624<br>9 346<br>**10 112**<br>5 593<br>11 632 | | <br><br>PR | **1974** Stocznia Gdanska im. Lenina—Gdansk (B438/04)<br>160,94(BB) 22,99 9,700<br>150,02 22,89 13,31<br>3 dks | **M General Cargo/Container Ship**<br>Fixed-guides Ref 12bth P<br>Side doors Ice strengthened<br>4 Ho ER 1 Ho<br>G.20 155 B.19 298<br>TEU 218<br>C.Ho 148/20' (40') C.Dk 70/20' (40')<br>7 Ha (stl) (8,9 × 6,7) (12,9 19,2p&s 12,9p&s × 8,3) ER (12,9 × 8,3)<br>18W Der 1(80) 4(20) 14(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW)<br>H. Cegielski<br>Gen 3 × 520kW 450V a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 518,0t (hvf) | Su<br>Poz<br>2 |
| **7334266**<br>SQDA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL SWIERCZEWSKI**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **23 329**<br>14 941<br>37 844 | | <br><br>PR | **1973** G. Dimitrov Shipyard—Varna (053)<br>201,15(BB) 27,84 11,202<br>186,01 27,79 15,60<br>1 dk | **M Bulk Carrier**<br><br>Str. ore cargoes Ice strengthened<br>7 Ho ER<br>G.46 533<br>9 Ha (stl) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Bryansk Eng. Works<br>Gen 3 × 504kW 1 × 100kW 400V a.c.<br>Fuel 2 112,5t (hvf) | B&<br>Bryan<br>17 |
| **7027071**<br>DVIX<br>213195<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL VALDES**<br>ex Santa Isabel-74<br>**Botelho Bulk Transport Corp.**<br>Manila Philippines | **4 734**<br>3 261<br>7 018 | | <br><br>AB | **1970** Hayashikane SB. & Eng. Co. Ltd. —Nagasaki (752)<br>115,07(BB) 17,25 6,960<br>107,02 17,20 8,77<br>P 24,7 F 7,4 1 dk<br>rf nil | **M General Cargo**<br><br>2 Ho each 39,0 ER<br>G.12 658 B.12 176<br>2 Ha (stl) (each 29,2 × 8,0) ER | Oil 4SA 8Cy. 550 × 900<br>5 400bhp (3 972kW)<br>Ito Tekkosho<br>Gen 3 × 220kW 445V 60Hz a.c.<br>Fuel 588,5t (hvf) | Shim<br>14 |
| **7227970**<br>LZHU<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GENERAL VLADIMIR ZAIMOV**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **15 696**<br>8 707<br>23 661 | <br><br>✠ | BR | **1973**-1 G. Dimitrov Shipyard—Varna (104)<br>185,15(BB) 22,86 9,802<br>172,02 22,81 14,15<br>P 36,3 F 16,8 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Ice strengthened Str. ore cargoes<br>7 Ho 20,2 13,9 19,6 13,9 19,6 13,9 19,6 ER<br>G.32 360 HeCls. B<br>7 Ha (stl) (13,3 × 9,9) (10,6 13,1 10,6 13,1 10,6 13,1 × 11,3) ER | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW)<br>H. Cegielski<br>Gen 2 × 320kW 1 × 200kW<br>Fuel 277,0t (d.o.) 1 200,0t (hvf)-33,0pd | Sul<br>Pozn<br>14 |
| **7337749**<br>UYCB<br>M-32551<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL VLADIMIR ZAIMOV**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**5 928**<br>2 903<br>—<br>**9 173**<br>4 995<br>13 738 | | <br><br>RS | **1973** Kherson Shipyard—Kherson<br>152,81 20,63 7,481/9,370<br>140,01 20,58 12,04<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 16,9 21,0 20,8 20,8 ER 16,5<br>B.14 420<br>5 Ha (stl) (9,8 × 9,5) (14,4 14,4 14,4 × 10,9) ER (9,8 × 9,5)<br>Cr 6(8) Der 1(60) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW)<br>Bryansk Eng. Works | B&<br>Bryan<br>17 |
| **7023386**<br>TCVV<br>4051<br>Df Esd<br>Gc Rdr<br>RT | **GENERAL Z. DOGAN**<br><br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | T.Mk<br>**10 240**<br>5 843<br>12 447 | **✠100A1**<br><br>**LMC** | SS 2/80<br><br><br>EL Bt 2$\frac{7}{16}$"U2<br>FN 4770 | **1970**-11 Stocznia Gdanska im. Lenina —Gdansk (B442/05)<br>154,67 20,65 8,979<br>143,11 20,60 12,73<br>F 18,0 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf nil DK<br>8BH WB1994t incl. DTf185t Tunnel tanks 515t | **M General Cargo**<br>Ref<br>5 Ho<br>G.19 666 B.17 996 In.1 202<br>5 Ha (stl) (12,1 × 8,1) (13,8 13,8 × 10,9) (13,8 × 6,7) (13,8 × 10,9)<br>16W Der 1(60) 16(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW)<br>H. Cegielski<br>AuxB (o.f.) 5kgf/cm$^2$ (4,9bar)<br>AuxB (ex.g) 5kgf/cm$^2$ (4,9bar) htr & rcv<br>Gen 2 × 320kW 2 × 200kW 400V 50Hz a.c. | Sul<br>Pozn<br>17,5 |
| **7409279**<br>XCGZ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL ZAPATA**<br><br>**Sociedad Coop. de Produccion 'Atuneros Emiliano Zapata' S.c.l.**<br>Ensenada Mexico | **633**<br>328<br>874 | | <br><br>AB | **1976** Stocznia Gdanska im. Lenina—Gdansk (B415/06)<br>52,89 11,33 5,182<br>47,48 11,28 7,50<br>2 dks | **M Fishing**<br>Stern-fishing Tuna Seiner Ref.<br>Mchy.fwd<br>12 Ho<br>In.740<br>17 Ha (alu) | Vee Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>2 875bhp (2 115kW)<br>General Motors Corp. Electro-Motive Div.<br>Gen 3 × 300kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 416,5t (d.o.) | La Grang<br>14,5 |
| **6614188**<br>UHBO<br>M-28118<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENERAL ZHDANOV**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 632 | | <br><br>RS | **1966** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (209)<br>185,99 23,45 9,838<br>174,02 23,40 12,55<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (stl) (5,0 × 3,2) ER<br>5W Der 4(5) 1(3) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW)<br>Tvornica Dizel Motora "Uljanik"<br>Fuel 2 296,5t (d.o.)-42,5pd | B&<br>Pu<br>17 |

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|---|---|---|---|---|---|---|
| **5264625**<br>IBFF<br>451<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GENERALE FEDERICO**<br>ex Oremina-74<br>**Navale Cala di Volpe S.p.A.**<br>Cagliari Italy | **6 476**<br>1 732<br>10 030 | RI<br>✠Classed LR until<br>8/11/74 | **1956**-5 Wm. Gray & Co. Ltd.—West Hartlepool (1273)<br>130,16 17,45 8,109<br>124,06 17,38 10,16<br>P 33,0 F 11,9 1 dk<br>RW rf 51 | **M Ore Carrier**<br>2 Ho 18,1 54,8 ER<br>G.5 983<br>4 Ha (stl) (15,1 14,4 14,4 15,2 × 8,8) ER | Oil 2SA 5Cy. 560 × 1680<br>3 400bhp (2 501kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 200kW 220V d.c.<br>Fuel 770,0t |
| **5128106**<br>IPTH<br>487 | **GENERALE GARIBALDI**<br>**Fratelli Neri & Sgarallino**<br>Livorno Italy | **172**<br>16<br>— | RI | **1958** Cant. Nav. M. & B. Benetti —Viareggio (31)<br>28,35 7,17 4,192<br>25,91 7,15 4,50<br>1 dk<br>RW | **S Tug** | T 3Cy. 343 584 & 965 × 686<br>E made39 fitted58<br>Amos & Smith Ltd. Hull<br>Fuel (o.f.) 11kn |
| **5415664**<br>EDWB<br>8430<br>Esd RT | **GENEROSA**<br>**Ricardo Touza Rodriguez y otros**<br>Vigo Spain | **115**<br>55<br>— | | **1963** Ast. Santodomingo—Vigo (308)<br>24,29 6,25<br>20,50 6,20 3,26<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz Koeln<br>9,5kn |
| **5128132**<br>EBZV<br>7930 | **GENEROSO MARQUEZ**<br>**Francisco Marquez y Compania S.l.**<br>Vigo Spain | **176**<br>62<br>— | | **1959** Construcciones Navales P. Freire S.A. —Vigo<br>*28,38* 6,81<br>... ... ...<br>1 dk | **Wood S Fishing**<br>Side-fishing | T 3Cy.<br>177ihp (130kW)<br>..............<br>Fuel 86,5t (o.f.) 8,25kn |
| **7523374**<br>EHDC<br>Esd Gc<br>Rdr RT | **GENESIS**<br>**Freiremar S.A.**<br>Huelva Spain | **187**<br>63<br>160 | (BV) | **1976** Const. Nav. del Sureste S.A. —Alicante (8)<br>30,99 7,09<br>25,99 7,01 3,59<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 275 × 350<br>700bhp (515kW)<br>CKD Praha Praha<br>Fuel 97,5t (d.o.) 10kn |
| **7049574**<br>WY3364<br>512897<br>RT | **GENESIS**<br>**Boat Leroy Inc.**<br>New Bedford, Ma United States of America | **101**<br>68<br>— | | **1968** Toche Enterprises Inc.—Ocean Springs, Ms<br>*20,88* 6,74<br>3,41<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A. |
| **5128156**<br>HBDN<br>63<br>Df Esd<br>Gc Rdr<br>RT | **GENEVE**<br>**Compagnie de Navigation Transoceanique Suisse S.A.**<br>Keller Shipping Ltd.<br>Basle Switzerland | **6 440**<br>3 570<br>11 009<br>**9 338**<br>5 445<br>12 800 | **✠100A1** SS 6/80<br>DTsmf—veg. oil or latex.<br>Tunnel side tanks veg. oil<br>**✠LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4324 | **1960**-4 Brodogradiliste "3 Maj"—Rijeka (458)<br>152,91 18,90 8,116/9,011<br>140,42 18,80 11,99<br>F 18,6 1 dk & S dk<br>rf 152<br>Coll BH to S dk 7 to 2nd dk WB3854t incl.<br>Tunnel tanks 305t DTmf1286t | **M General Cargo** OSD/CSD | Oil 2SA 7Cy. 720 × 1250<br>6 300bhp (4 634kW)<br>Sulzer Bros. Ltd. Winterthur<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar) |
| **7123318**<br>5LZU<br>3958<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GENEVE**<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **2 963**<br>1 892<br>5 656 | AB | **1971** Tohoku Zosen—Shiogama (136)<br>85,83 15,30 7,446<br>79,25 15,24 9,15<br>1 dk | **M General Cargo**<br>Mchy.aft<br>4 Ho 12,1 14,6 11,5 15,8<br>G.6 401<br>4 Ha (stl) (7,9 9,7 7,9 9,7 × 7,6) | Oil 4SA 6Cy. 380 × 500<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 130kW 450V 60Hz a.c.<br>Fuel 265,0t 11kn |
| **7640225**<br>IPRQ<br>46<br>Esd Pfd<br>Rdr RT | **GENEVIEVE**<br>**Societa Cooperativa Pescatori San Luigi**<br>Salerno Italy | **295**<br>148<br>— | RI | **1978** Cant. Nav. A. Giorgetti—Viareggio (27)<br>45,73 3,501<br>38,51 8,51 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300<br>1 620bhp (1 192kW) MAN-Sulzer<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **6707129**<br>WZJA<br>513140<br>Df Esd<br>Gc Rdr | **GENEVIEVE LYKES**<br>**Lykes Bros. Steamship Co. Inc.**<br>Houston, Tx United States of America | T.Mk<br>**7 189**<br>3 840<br>—<br>**10 723**<br>6 159<br>14 897 | AB | **1968** Avondale Shipyards Inc.—Avondale, La (1116)<br>164,80 23,22 —/9,957<br>156,67 23,17 12,96<br>F 28,1 2 dks<br>RW rf nil | **S General Cargo**<br>6 Ho 19,0 20,5 19,0 19,0 23,6 20,1<br>G.22 852 B.21 209<br>8 Ha (stl) (9,6 × 6,1) (12,1 10,6 9,9 × 8,2) (12,9 × 4,8) (12,9 × 7,9) (12,9 × 4,8) (10,6 × 8,2)<br>20W Der 2(80) 20(15) | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>De Laval Turbine Inc. Trenton, NJ<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 2 797,0t (o.f.) 20kn |
| **7725063**<br>JM4451<br>122761<br>Rdr RT | **GENHO MARU**<br>**Shinto Unyu K.K.**<br>Kitakyushu, Fukuoka Pref. Japan | **194**<br>69<br>84 | | **1978** Towa Zosen K.K.—Shimonoseki (507)<br>30,61 8,82 3,001<br>27,01 8,81 3,51<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 250 × 320 reduction geared to sc. shafts<br>Niigata Eng. Co. Ltd. Tokyo |
| **5128170**<br>UOPW<br>M-21424<br>Df Esd<br>RT | **GENICHESK**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **658**<br>280<br>388 | (RS) | **1956** Stocznia Gdanska im. Lenina—Gdansk (B10/77)<br>59,24 9,10 4,331<br>53,50 9,01 4,93 | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.347<br>3 Ha (0,7 × 0,7) (1,5 2,9 × 1,5)<br>1W Der 1(1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br>800ihp (588kW)<br>A/S Atlas Maskinfabrik Kobenhavn<br>12kn |
| **5237115**<br>A8TC<br>5259<br>Df Esd<br>Gc Rdr | **GENIE**<br>ex Miss Chandris-69<br>**Third Kambos Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**7 261**<br>4 387<br>—<br>**9 585**<br>5 898<br>— | **✠100A1** SS 4/79<br>**✠LMC**<br>EL ft 2$\frac{1}{4}$"SQ<br>FN 4736 | **1959**-5 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (830)<br>155,20 20,53 —/9,253<br>144,25 20,43 12,40<br>F 13,5 2 dks<br>RW rf 152<br>7BH to U dk 1 to 2nd dk WB3794t incl.<br>Tunnel tanks 242t DTma1550t | **M General Cargo**<br>G.21 051 B.19 009<br>12W Der 1(50) 6(10) 6(5) | Oil 2SA 6Cy. 700 × 2320<br>7 200bhp (5 296kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 150lbf/in$^2$ (10,4bar)<br>Fuel 1 415,5t 15kn |

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| **7379242**<br>A8CY<br>4836<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GENISTA**<br><br>**Regent Rose Shipping Inc.**<br>Monrovia Liberia | **15 166**<br>10 574<br>25 541 | <br><br>NK | **1974** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (1090)<br>175,85(BB) 25,46 9,627<br>165,00 25,40 13,42<br>P 29,0 F 11,3 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>5 Ho 16,6 26,9 26,9 26,9 26,9<br>ER<br>G.36 157 B.31 907 · HeCls. ptB<br>5 Ha (stl) (12,5 × 9,9) (18,9 18,7<br>18,7 18,7 × 12,5) ER<br>15W Der 5(25) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 445V 60Hz a.c.<br>Fuel 151,5t (d.o.) 1 653,0t (hvf)-34,0pd<br>14,5kn |
| **7512234**<br>EHGI<br><br>Df Esd<br>RT | **GENITA DE CONDERIBON**<br><br>**Juan Bahamonde de Lima**<br>Gijon Spain | **216**<br>82<br>120 | <br><br>BV | **1977** Ast. Ojeda y Aniceto S.A.—Aviles<br>(35)<br>33,30 7,14 3,871<br>29,01 7,01 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 225 × 300<br>1 000bhp (736kW) B&W<br>Cons. Echevarria Bermeo<br>Fuel 106,0t (d.o.) 11kn |
| **5128209**<br>DHGA | **GENIUS**<br><br>**August G. Runge**<br>Kiel Federal Republic<br>of Germany | **207**<br>105<br>265 | | **1933** Hugo Peters—Beidenfleth<br>*35,51* 6,74<br>2,87<br>1 dk<br>R len 50 & 66 | **M General Cargo**<br><br><br>G.405 B.391<br>2 Ha | Oil 4SA 6Cy. 215 × 360<br>180bhp (132kW) NE 52<br>Maschinenbau Kiel A.G. Kie |
| **7904059**<br>JBZS<br>121977<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENKAI**<br><br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **961**<br>259<br>1 250 | | **1980** Oshima Zosen—Nagasaki (10043)<br>77,83 9,81 3,352<br>73,00 9,61 5,31<br>2 dks | **TM Patrol Ship**<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho Tateyama |
| **8123066**<br>8KWT<br>124841 | **GENKAI**<br><br>**Fukuoka Ken**<br>Fukuoka, Japan<br>Fukuoka Pref. | **138**<br>38<br>97 | | **1982** K.K. Wakamatsu Zosen—Kitakyushu<br>(321)<br>36,17 2,972<br>30,51 6,21 2,98<br>1 dk | **M Research/Fishing**<br>Oceanographic<br>2 Ho ER<br><br>2 Ha (stl) ER | Oil 4SA 6Cy. 250 × 320 sr geared to sc.<br>shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| **7907453**<br>JLFL<br>123667<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENKAI MARU**<br><br>**Idemitsu Tanker K.K.**<br>Tokyo Japan | **47 421**<br>31 703<br>49 997 | <br><br>NK | **1980** Ishikawajima Harima Heavy Ind.<br>(I.H.I.)—Aioi (2701)<br>224,01 11,400<br>212,02 36,01 22,31<br>F 98,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Atmospheric Ref.<br>4 Ta ER<br>L.(gas) 80 311 | Oil 2SA 6Cy. 900 × 1550<br>19 080bhp (14 034kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 1100kW a.c.<br>16,25kn |
| **7007100**<br>JBUL<br>107228<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENKAI MARU**<br><br>**Daiichi Chuo Kisen K.K.**<br>Tokyo Japan | **32 995**<br>21 426<br>56 277 | <br><br>NK | **1970** Maizuru Jukogyo K.K.—Maizuru<br>(138)<br>210,01(BB) 32,26 12,497<br>200,03 32,21 18,22<br>F 15,9 1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho ER<br>G.67 395<br>7 Ha (stl) (11,2 × 11,9) (12,9 12,8<br>12,8 12,8 12,8 12,8 × 14,0) ER<br>Der 14(5) | Oil 2SA 6Cy. 900 × 1550<br>15 000bhp (11 033kW) Sulzer<br>Maizuru Jukogyo Maizuru<br>Gen 2 × 600kW 450V a.c.<br>Fuel 3 436,5t-49,5pd 14,75kn |
| **7377672**<br>JG3437<br>117536<br>Gc Rdr | **GENKAI MARU**<br><br>**Hara Kaiun K.K.**<br>Tokyo Japan | **2 145**<br>1 373<br>3 745 | | **1974** Honda Zosen—Saiki (620)<br>14,53 5,411<br>84,79 14,48 6,23<br>1 dk | **M Cement Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 400 × 600<br>2 500bhp (1 839kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu |
| **7810727**<br>JM4584<br>122836<br>Rdr RT | **GENKAI MARU**<br><br>**Daijyu Kaiun K.K.**<br>Chinzei, Japan<br>Saga Pref. | **997**<br>683<br>1 067 | <br><br>NK | **1978** Shirahama Zosen K.K.—Honai (90)<br>68,13 4,420<br>62,01 11,21 5,11<br>P 13,2 F 4,9 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 1 600 | Oil 4SA 6Cy. 360 × 540<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Fuel 122,0t-7,5pd 12kn |
| **7217303**<br>JPVU<br>109520<br>Df Esd<br>Gc Pfd<br>Rdr | **GENKAI MARU**<br><br>**Genkai Suisan Y.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **283**<br>141<br>321 | | **1971** Miho Zosensho K.K.—Shimizu (811)<br>49,41 8,13 3,201<br>43,01 8,11 3,56<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 275 × 410<br>1 000bhp (736kW)<br>Fuji Seisakusho Tateyama |
| **8220917**<br>JI3118<br>125134 | **GENKAI MARU**<br><br>**Genkai Kisen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **199**<br>116<br>250 | | **1982** Koa Sangyo—Takamatsu (508)<br>... ... ...<br>43,62 7,71 3,31<br>1 dk | **M Tanker**<br>Chemical<br>Mchy.aft | Oil<br><br>.............. |
| **5151191**<br><br><br>Df Esd<br>Pfd Rdr<br>RT | **GENKAI MARU No. 28**<br>ex Hinode Maru No. 51-71<br>**M.T. Oceanic Development Co.** | **239**<br>143<br>— | | **1961** Kanasashi Zosensho—Unspecified<br>Works, Shimizu (422)<br>*36,61* 7,27 2,998<br>35,77 7,22 3,46<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 300 × 420<br>650bhp (478kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Fuel 132,0t 10kn |
| **6403668**<br><br><br>Df Pfd<br>Rdr RT | **GENKAI MARU No. 51**<br><br><br>South Korea | **123**<br>56<br>— | | **1963** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1009)<br>32,90 5,82 2,363<br>29,01 5,80 2,85 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 270 × 400<br><br>Kobe Hatsudoki Seizosho Kobe |
| **6403670** | **GENKAI MARU No. 52**<br><br><br>South Korea | **122**<br>55<br>— | | **1963** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1010)<br>32,90 5,82 2,363<br>29,01 5,80 2,85 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 270 × 400<br><br>Kobe Hatsudoki Seizosho Kobe |
| **6508975**<br><br><br>Df Pfd<br>Rdr | **GENKAI MARU No. 56**<br><br><br>South Korea | **120**<br>43<br>— | | **1964** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1036)<br>32,90 5,85 2,363<br>29,01 5,69 2,82<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 260 × 400<br><br>Kobe Hatsudoki Seizosho Kobe |

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| 6508987 | **GENKAI MARU No. 57**<br>South Korea | **120**<br>45<br>— | | | **1964** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1037)<br>32,90 5,85 2,363<br>29,01 5,69 2,82<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 260 × 400<br>Kobe Hatsudoki Seizosho Kobe |
| 6617740<br>JCCI<br>98828<br>Df Pfd<br>Rdr | **GENKAI MARU No. 73**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **172**<br>60<br>— | | | **1965** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1053)<br>33,61 6,84 2,896<br>29,62 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6607020<br>JM2249<br>98829<br>Df Pfd<br>Rdr | **GENKAI MARU No. 75**<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Shimonoseki, Yamaguchi Pref. Japan | **172**<br>59<br>— | | | **1965** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1054)<br>33,61 6,84 2,896<br>29,62 6,81 3,31<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>650bhp (478kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7530509<br>356744 | **GENMAR 101**<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 692**<br>6 327<br>15 321 | **✠100A1**<br>pontoon | SS 5/81<br>EL X $2\frac{1}{16}$"U2<br>FN 4551 | **1976**-5 Nippon Kokan K.K.—Tsu, Mie Pref. (56)<br>121,93 30,54 6,027<br>119,44 30,48 7,62<br>F 8,0 1 dk<br>rf 305<br>8BH WB22962T | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load<br>15 Ta | |
| 7530494<br>356745 | **GENMAR 102**<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 692**<br>6 327<br>15 321 | **✠100A1**<br>pontoon | M 6/81-6mos<br>EL X $2\frac{1}{16}$"U2<br>FN 4551 | **1976**-4 Nippon Kokan K.K.—Tsu, Mie Pref. (57)<br>121,93 30,54 6,027<br>119,44 30,48 7,62<br>F 8,0 1 dk<br>rf 305<br>8BH WB22962T | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load<br>15 Ta | |
| 7622168<br>356766 | **GENMAR 103**<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 643**<br>6 022<br>14 943 | **✠100A1**<br>pontoon | SS 12/80<br>EL Y $2\frac{1}{16}$"U2<br>FN 4571 | **1976**-11 Mitsubishi Heavy Industries Ltd.<br>—Koyagi (13202)<br>122,46 30,64 6,001<br>120,02 30,48 7,60<br>F 8,3 1 dk<br>rf 305<br>8BH WB22242T | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load<br>15 Ta | |
| 7622170<br>356767 | **GENMAR 104**<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 642**<br>6 022<br>14 894 | **✠100A1**<br>pontoon | SS 2/82<br>EL Y $2\frac{1}{16}$"U2<br>FN 4571 | **1976**-11 Mitsubishi Heavy Industries Ltd.<br>—Koyagi (13203)<br>122,46 30,64 6,001<br>120,02 30,48 7,60<br>F 8,3 1 dk<br>rf 305<br>8BH WB22242T | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load<br>15 Ta | |
| 7638698<br>373243 | **GENMAR 105**<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 639**<br>6 019<br>14 911 | **✠100A1**<br>pontoon | SS 5/82<br>EL (Y) $2\frac{1}{16}$"U2<br>FN 4573 | **1977**-3 Mitsui Eng. & SB. Co. Ltd.<br>—Tamano (F501)<br>122,46 30,56 6,008<br>119,97 30,51 7,60<br>F 8,3 1 dk<br>rf 305<br>9BH WB22151t | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load | |
| 7638703<br>373244 | **GENMAR 106**<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 639**<br>6 019<br>14 911 | **✠100A1**<br>pontoon | SS 5/82<br>EL (Y) $2\frac{1}{16}$"U2<br>FN 4573 | **1977**-4 Mitsui Eng. & SB. Co. Ltd.<br>—Tamano (F504)<br>122,46 30,56 6,008<br>119,97 30,51 7,60<br>F 8,3 1 dk<br>rf 305<br>9BH WB22151t | **Semi-submersible Pontoon**<br>Deck Cargo Heavy load | |
| 7516046<br>384220 | **GENMAR 107**<br>ex CMC 450-6-79<br>ex Noordzee Challenger-79<br>ex Federal 400-3-77<br>**Seaspan International Ltd.**<br>Genstar Marine Ltd.<br>Vancouver, B.C. Canada | **7 787**<br>6 352<br>15 007 | **✠100A1**<br>pontoon | SS 1/81<br>EL Y $2\frac{1}{16}$"U2<br>FN 4551 | **1975**-12 Hyundai SB. & Heavy Industry<br>—Ulsan (503)<br>121,93 30,54 5,963<br>119,44 30,48 7,62<br>F 8,3 1 dk<br>rf 305<br>8BH WB10254T | **Submersible Pontoon**<br>Deck Cargo<br>15 Ta | |
| 5008423<br>198075 | **GENMAR 132**<br>ex Alberni Carrier-77<br>ex Powell No. 1-61<br>**McAllister Towing & Salvage Ltd.**<br>Halifax, N.S. Canada | **3 739**<br>3 730<br>— | **✠100A**<br>pontoon<br>**LAID UP — SURVEYS OVERDUE 6/78** | SS 6/74<br>FN 2582 | **1954**-10 Burrard D.D. Co. Ltd.—North Vancouver, B.C. (278)<br>*104,46* 19,23 4,611<br>102,62 19,21 5,95<br>F 8,9 1 dk<br>6BH WB3012t incl. Tipping tanks port 2045t | **Log-tipping Pontoon**<br>Deck Cargo | Gen 1 × 2kW 110V 60Hz a.c. |
| 7038094<br>EOYS<br>M-29391<br>Df Esd<br>Rdr RT | **GENNADIY MAKSIMOVICH**<br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R. | **617**<br>—<br>262 | | RS | **1967** .............U.S.S.R.<br>47,60 10,29 4,211<br>5,52<br>1 dk | **D-E Tug**<br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (2,9 × 1,8)<br>1W Der 1(5) | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. connected to 2 elec. motors & geared to sc. shaft<br>Kharkov<br>13,25kn |

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| **6509565**<br>ICFB<br>144<br>Df Esd<br>Gc Rdr<br>RTv | **GENNARGENTU**<br>**Government of The Republic of Italy (Ministero dei Trasporti e dell'Aviazione Civile - Direzione Generale FF.SS. - Ufficio Speciale Navigazione)**<br>Civitavecchia Italy | **4 887**<br>2 102<br>2 164 | RI | **1965** Cant. Nav. Riuniti—Anc (257)<br>122,08 17,53 5,512<br>110,01 17,10 12,40<br>5 dks<br>RW rf 297 | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 144bth 856dk P<br>Stern & side doors | 2 Oil 2SA each 6Cy. 600 × 800<br>8 000bhp (5 884kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 3 × 652kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 16kn |
| **7359785**<br>GUUY<br>365942<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENOTA**<br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **53 128**<br>29 464<br>37 529 | **✠100A1** CS 10/80<br>liquified gas carrier<br>Methane in membrane tanks, max. pressure 0.23bar, min. temp. minus 160°C<br>**✠LMC**<br>EL Rt $3\frac{15}{16}$"U2<br>FN 12878 | **1975**-10 Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1400)<br>258,91(BB) 34,80 10,027<br>230,00 34,75 21,24<br>Trunk 160,7 F 27,2 1 dk<br>rf nil<br>8BH WB36216T incl. Comb. btm, side & Topside tanks 33014T | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>pt higher tensile steel<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 77 679 | 2 S Turb dr geared to sc. shaft<br>20 800shp (15 300kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/$\text{cm}^2$ (68,7bar) Spt 515°C 65kgf/$\text{cm}^2$ (63,8bar) hs2164,6<br>Gen 3 × 1300kW 440V 60Hz a.c.<br>Fuel 351,5t (d.o.) 4 400,5t (hvf) 18,25kn |
| **7935436**<br>JM3853<br>117990<br>Df Gc<br>Pfd Rdr<br>RT | **GENPUKU MARU No. 1**<br>**Kaneko Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **116**<br>25<br>— | | **1975** K.K. Watanabe Zosensho—Nagasaki (671)<br>38,51 7,80<br>31,09 7,00 2,77<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 250 × 320 reduction geared to sc. shaft<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6903618**<br>Df Pfd<br>Rdr RT | **GENPUKU MARU No. 6**<br>**Lestilin Fisheries & Development Corp.** | **111**<br>28<br>— | | **1968** Usuki Tekkosho—Usuki (693)<br>34,55 6,63 2,388<br>29,95 6,61 2,80<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **6824850**<br>Df Pfd<br>Rdr RT | **GENPUKU MARU No. 7**<br>ex Eisho Maru No. 8<br>**Tosei Sangyo K.K.**<br>South Korea | **111**<br>28<br>— | | **1968** Usuki Tekkosho—Usuki (691)<br>34,55 6,63 2,388<br>29,49 6,61 2,82<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **7506546**<br>JM3844<br>117974<br>Df Rdr<br>RT | **GENPUKU MARU No. 8**<br>**Toyo Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **116**<br>24<br>— | | **1975** Nagasaki Zosen K.K.—Nagasaki (512)<br>37,55 7,01 2,363<br>30,94 6,99 2,77<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6824927**<br>Df Pfd<br>Rdr RT | **GENPUKU MARU No. 18**<br>**Lestilin Fisheries & Development Corp.** | **111**<br>27<br>— | | **1968** Usuki Tekkosho—Usuki (692)<br>34,52 6,63 2,388<br>29,49 6,61 2,82<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **7935527**<br>JM3971<br>120527<br>Df Gc<br>Pfd Rdr<br>RT | **GENPUKU MARU No. 37**<br>**Kanei Bussan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **130**<br>72<br>— | | **1976** K.K. Watanabe Zosensho—Nagasaki (705)<br>38,99 6,61<br>32,54 6,41 2,93<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 290 reduction geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7935539**<br>JM3972<br>120528<br>Df Gc<br>Pfd Rdr<br>RT | **GENPUKU MARU No. 38**<br>**Kanei Bussan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **130**<br>72<br>— | | **1976** K.K. Watanabe Zosensho—Nagasaki (706)<br>38,99 6,61<br>32,54 6,41 2,93<br>1 dk | **M Fishing/Fish Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 290 reduction geared to sc. shaft<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Niigata |
| **7513692**<br>JM3855<br>117992<br>Df Rdr<br>RT | **GENPUKU MARU No. 61**<br>**Toyo Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **284**<br>156<br>384 | | **1975** Nagasaki Zosen K.K.—Nagasaki (530)<br>47,96 7,62 3,201<br>41,48 7,60 3,66<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **7531137**<br>JM3910<br>118169<br>Df Rdr<br>RT | **GENPUKU MARU No. 63**<br>**Kaneko Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **258**<br>127<br>— | | **1976** Nagasaki Zosen K.K.—Nagasaki (558)<br>47,96 7,62 3,048<br>41,51 7,60 3,51<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 280 × 320<br>Niigata Eng. Co. Ltd. Tokyo |
| **7722645**<br>JM4292<br>120677<br>Df Rdr<br>RT | **GENPUKU MARU No. 65**<br>**Toyo Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **199**<br>112<br>— | | **1978** Nagasaki Zosen K.K.—Nagasaki (623)<br>43,79 37,50 2,901<br>38,03 7,21 3,26 | **M Fish Carrier**<br>Ref. | Oil 4SA 6Cy. 280 × 320 reduction geared to sc. shaft<br>1 300bhp (956kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7722669**<br>JM4295<br>122651<br>Df Gc<br>Rdr RT | **GENPUKU MARU No. 67**<br>**Toyo Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **260**<br>145<br>— | | **1978** Nagasaki Zosen K.K.—Nagasaki (626)<br>47,99 3,201<br>42,02 7,61 3,61<br>1 dk | **M Fishing**<br>Seiner | Oil 4SA 6Cy. 280 × 320<br>770bhp (566kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7722657**<br>JM4296<br>122652<br>Df Gc<br>Rdr RT | **GENPUKU MARU No. 68**<br>**Kaneko Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **260**<br>145<br>— | | **1978** Nagasaki Zosen K.K.—Nagasaki (625)<br>47,99 3,201<br>42,02 7,61 3,61<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 280 × 320<br>770bhp (566kW)<br>Niigata Eng. Co. Ltd. Japan |
| **7852517**<br>JMLJ<br>112175 | **GENPUKU MARU No. 75**<br>**Kanei Bussan K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **380**<br>205<br>550 | | **1972** Miura Zosen—Saiki<br>49,00 3,201<br>44,00 8,21 4,02<br>1 dk | **M Fish Carrier**<br>Ref.<br>Mchy.aft | Oil<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Japan 11kn |

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| 7735525<br>JM4533<br>122778<br>Df Gc<br>Rdr RT | **GENPUKU MARU No. 76**<br>**Kaneko Gyogyo K.K.**<br>Ikitsuki, Japan<br>Nagasaki Pref. | **396**<br>200<br>408 | | **1978** Mukai Zosen—Nagasaki (360)<br>54,89 3,628<br>49,13 8,21 4,07<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 380<br>2 100bhp (1 545kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| 8113891<br>7JPA<br>125921<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENPUKU MARU No. 81**<br>**Kanei Bussan K.K.**<br>Tokyo Japan | **499**<br>260<br>693 | | **1981** Hayashikane SB. & Eng. Co. Ltd.<br>—Yokosuka (767)<br>56,27 (BB) 11,43 4,171<br>50,70 11,41 6,79<br>2 dks | **M Fishing**<br>Line-fishing | Oil 4SA 8Cy. 320 × 380 reduction geared to sc. shaft<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| 7950010<br>JMJO<br>111302 | **GENRYO MARU No. 32**<br>ex Koryo Maru No. 23-80<br>**Y.K. Marudai Sangyo Shokai**<br>Kochi, Japan<br>Kochi Pref. | **128**<br>54<br>— | | **1972** Fujishin SB. Co.—Kamo<br>*28,99*<br>6,00 3,00<br>1 dk | **M Fishing**<br>Side-fishing Rod-fishing | Oil<br>720bhp (530kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| 7627170<br>JMGP<br>120997<br>Df Rdr<br>RT | **GENRYO MARU No. 35**<br>**K.K. Daigen Gyogyo**<br>Nahari, Japan<br>Kochi Pref. | **104**<br>30<br>— | | **1976** Fujishin SB. Co.—Kamo (304)<br>37,19 5,87 2,299<br>28,99 5,85 2,67<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 410<br>950bhp (699kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7627182<br>JMGS<br>120998<br>Df Rdr<br>RT | **GENRYO MARU No. 36**<br>**K.K. Daigen Gyogyo**<br>Nahari, Japan<br>Kochi Pref. | **106**<br>30<br>— | | **1976** Fujishin SB. Co.—Kamo (305)<br>37,19 5,87 2,299<br>28,99 5,85 2,67<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 410<br>950bhp (699kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7117840<br>JG2985<br>110987<br>Esd Gc<br>Rdr RT | **GENRYU MARU**<br>**Kyodo Shosen K.K.**<br>Tokyo Japan | **518**<br>289<br>1 620 | | **1971** Honda Zosen—Saiki (589)<br>64,52 11,00 4,217<br>60,00 10,98 4,35<br>2 dks | **M General Cargo**<br>1 Ho ER<br>1 Ha (30,6 × 7,0) ER<br>2W Der 2(10) | Oil 4SA 6Cy. 260 × 320<br>1 500bhp (1 103kW)<br>Usuki Tekkosho Usuki<br>Gen 2 × 80kW 220V a.c.<br>Fuel 80,0t-6,0pd 10,5kn |
| 7322823<br>JNMY<br>113350<br>Df Esd<br>Gc Rdr | **GENSEI MARU No. 18**<br>**Mankichi Inoue**<br>Muroto, Japan<br>Kochi Pref. | **283**<br>145<br>— | | **1973** Kochi Jukogyo K.K.—Kochi (1191)<br>50,73 8,03<br>43,72 8,01 3,56<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7855519<br>JH2360<br>108701 | **GENSHO MARU No. 8**<br>**Hisakazu Kobato**<br>Hazu, Japan<br>Aichi Pref. | **215**<br>105<br>450 | | **1969** Ito Zosen—Tokyo<br>33,58 3,501<br>29,06 7,51 3,56<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>400bhp (294kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>9kn |
| 5128326<br>IBZW<br>228<br>Df Rdr<br>RTm | **GENTILE DA FABRIANO**<br>**Linee Marittime dell'Adriatico S.p.A.**<br>Ancona Italy | **2 204**<br>1 195<br>631 | RI | **1962** Cant. Nav. Apuania—Marina di Carrara (64)<br>95,10 12,53 3,760<br>85,50 12,50 5,69<br>B 27,8 2 dks<br>RW rf 254 | **TM Ferry/General Cargo** 600P<br>1 Ho 13,7<br>B.667<br>1 Ha (stl) (5,7comb. × 2,9)<br>Cr 1(3) | 2 Oil 2SA each 5Cy. 480 × 640<br>4 860bhp (3 575kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 115kW 440V 60Hz a.c.<br>Fuel (d.o.) 19,5kn |
| 7618985<br>8KVL<br>123570<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENTLE RIVER**<br>ex Treana-78<br>**Hermes Shipping K.K.**<br>Tokyo Japan | **19 748**<br>13 779<br>33 667 | AB NK | **1977** Kanasashi Zosensho—Toyohashi (034)<br>182,20(BB) 27,03 10,940<br>170,01 27,01 15,22<br>P 31,4 F 13,5 1 dk | **M Bulk Carrier**<br>G.46 225 B.39 141<br>5 Ha (stl) (12,5 12,8 16,7 16,7 16,7 × 12,0) ER<br>Der 5(15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 400kW 445V a.c.<br>15kn |
| 5001827<br>ILGE<br>3450<br>Df Esd<br>Pfd Rdr<br>RTh/v | **GENUA**<br>ex Achilles-68<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **295**<br>59<br>— | RI<br>✠Classed LR until 5/69 | **1962**-6 Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (126)<br>36,23 8,77<br>31,09 8,60 4,75<br>F 5,2<br>rf 1194 BK 152 | **M Tug**<br>Salvage | Oil 4SA 9Cy. 318 × 368 with flexible coupling & sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 56kW 231/400V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7419872<br>JJ3021<br>116058<br>Esd Gc<br>Rdr RT | **GENYO MARU**<br>**Daiichi Senpaku K.K.**<br>Osaka, Japan<br>Osaka Pref. | **6 361**<br>3 545<br>11 036 | NK | **1976** Tohoku Zosen—Shiogama (158)<br>131,50 19,23 7,890<br>122,81 19,21 10,11<br>P 22,6 F 11,6 1 dk | **M Bulk Carrier**<br>Cement<br>2 Ho ER<br>G.9 349 | Oil 2SA 8Cy. 420 × 900<br>5 000bhp (3 678kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 260kW 450V a.c.<br>12,5kn |
| 6601129<br>JM3963<br>118225<br>Rdr RT | **GENYO MARU**<br>ex Sayuri Maru<br>ex Daikoku Maru No. 12<br>**Kyushu Kaiun K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **945**<br>535<br>1 600 | | **1965** Kurushima Dock Co. Ltd.—Imabari (323)<br>68,51 10,37 4,700<br>63,02 10,32 5,21<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 2 164 | Oil 4SA 6Cy. 380 × 540<br>1 300bhp (956kW)<br>Nippon Hatsudoki Kobe<br>11,5kn |
| 7238149<br>JG3196<br>113998<br>Rdr RT | **GENYO MARU**<br>**K.K. Marushin Shokai**<br>Tokyo Japan | **697**<br>511<br>1 869 | | **1972** Geibi Zosen Kogyo—Kure (240)<br>69,45 11,03 4,700<br>62,01 11,00 5,06<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 350 × 550<br>1 800bhp (1 324kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7920974<br>7JWJ<br>123288<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GENYO MARU**<br>**Fukuoka Prefecture**<br>Fukuoka, Japan<br>Fukuoka Pref. | **485**<br>206<br>435 | | **1980** K.K. Wakamatsu Zosen—Kitakyushu (307)<br>50,50 8,82 4,050<br>44,38 8,81 3,92<br>1 dk | **M Fishing**<br>Stern Trawler Training Vessel | Oil 4SA 6Cy. 260 × 300 reduction geared to sc. shaft<br>1 400bhp (1 030kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>11,5kn |

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| **5151074**<br>JAVV<br>82168 | **GENYO MARU No. 8**<br>ex Daihaku Maru No. 3<br>ex Hino Maru No. 3<br>**K.K. Genyosha**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **156**<br>78<br>279 | | **1959** Nippon Zosen—Fukuoka<br>33,00 5,62 2,598<br>28,00 5,59 3,00<br>1 dk | **M Tanker**<br>4 Ta ER | Oil 4SA 4Cy. 260 × 380<br>200bhp (147kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 13,0t-0,5pd 9kn |
| **5253561**<br>JK3148<br>103249<br>Rdr | **GENYO MARU No. 11**<br>ex Nisshin Maru No. 11<br>**Sanwa Yuso K.K.**<br>Kure, Japan<br>Hiroshima Pref. | **805**<br>426<br>1 378 | | **1960** Koyo Dockyard Co. Ltd.—Mihara (131)<br>58,91 9,25 4,242<br>53,57 9,20 4,60<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 292 | Oil 4SA 6Cy. 380 × 520<br>1 000bhp (736kW)<br>Nippon Hatsudoki Kobe<br>Fuel 51,0t 11kn |
| **7354254**<br>JM3559<br>114978<br>Esd Pfd<br>Rdr RT | **GENYO MARU No. 18**<br>**K.K. Genyosha**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **499**<br>307<br>1 120 | | **1973** K.K. Wakamatsu Zosen—Kitakyushu (236)<br>59,90 9,43 4,242<br>55,02 9,40 4,70<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 350bhp (993kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **5350709**<br>JJVQ<br>82735<br>Rdr | **GENYO MARU No. 21**<br>ex Komei Maru No. 21<br>ex Takamizan Maru<br>**Katsuzo Nagata**<br>Ryuga-dake, Japan<br>Kumamoto Pref. | **496**<br>275<br>940 | | **1959** Tsuneishi Zosen K.K.—Numakuma (23)<br>56,95 8,56 3,785<br>52,05 8,39 4,17<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 117 | Oil 4SA 6Cy. 320 × 460<br>700bhp (515kW)<br>Nippon Hatsudoki Kobe<br>Gen 1 × 30kW 35V d.c.<br>Fuel 20,5t-3,0pd 11kn |
| **7523099**<br>JM3738<br>118110<br>Esd Gc<br>Pfd Rdr<br>RT | **GENYO MARU No. 23**<br>**K.K. Genyosha**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **999**<br>692<br>2 243 | | **1975** K.K. Wakamatsu Zosen—Kitakyushu (262)<br>79,81 12,02 4,649<br>73,79 11,99 5,49<br>1 dk | **M Sand Carrier**<br>Mchy.aft | Oil 4SA 6Cy. 360 × 540<br>2 000bhp (1 471kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7335789**<br>JK3510<br>113123<br>Rdr | **GENYO MARU No. 25**<br>ex Fukutoku Maru<br>**K.K. Genyosha**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **997**<br>674<br>2 288 | | **1972** Higaki Zosen K.K.—Imabari (133)<br>76,21 12,04 4,795<br>71,51 12,02 5,49<br>1 dk | **M Sludge Carrier**<br>4 Ta | Oil 4SA 6Cy. 400 × 600<br>2 000bhp (1 471kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 80kW 225V a.c.<br>12kn |
| **5402538**<br>Df Esd<br>Rdr RTm | **GEO ANDRE**<br>ex Christiad-64<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **548**<br>231<br>290 | (BV) | **1963** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (795)<br>50,14 9,66 3,804<br>46,84 9,64 4,81<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ha (1,9 × 1,9) ER | 2 Oil 4SA each 12Cy. 185 × 200 geared to sc. shaft<br>1 150bhp (846kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 94,5t (d.o.) 13,5kn |
| **6607989**<br>LDFZ<br>16359<br>Df Esd<br>Gc Rdr<br>RTm | **GEO SCANNER**<br>ex Ankenes-81<br>**K/S Eidesvik & Co. A/S**<br>Lauritz Eidesvik<br>Haugesund Norway | **499**<br>91<br>630 | NV | **1965** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (6502)<br>58,35 10,52 3,620<br>51,77 10,49 6,46<br>B 24,1 1 dk & S dk<br>RW | **M General Cargo** OSD 6P<br>Ref<br>Ice strengthened Side door<br>1 Ho 16,0 ER<br>G.1 756 B.1 437 In.205<br>1 Ha (stl) (7,7 × 2,9) ER<br>1W Der 1(10) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 200kW 1 × 22kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 12kn |
| **7937173**<br>6KWO<br>BS-A-1722<br>Df Esd<br>Rdr RT | **GEO SU No. 77**<br>**Geoje Fisheries High School**<br>Busan South Korea | **160**<br>36<br>— | KR | **1979** Inchon Eng. & SB. Corp.—Inchon<br>34,02<br>30,00 6,61 2,80<br>1 dk | **M Fishing**<br>Training Ship | Oil 4SA 6Cy. 200 × 260<br>750bhp (552kW)<br>Niigata Eng. Co. Ltd. Niigata<br>12,75kn |
| **6521082**<br>JXIF<br>16239<br>Esd Rdr<br>RTm | **GEO SURVEYOR**<br>ex Narvik-80<br>**K/S Eidesvik & Co. A/S**<br>Lauritz Eidesvik<br>Haugesund Norway | **489**<br>125<br>630 | NV | **1965** C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (6501)<br>58,37 10,52 3,620<br>51,72 10,49 6,46<br>1 dk & S dk | **M General Cargo** OSD 6th P<br>Ref<br>Ice strengthened Side door<br>1 Ho ER<br>G.1 770 B.1 614 In.205<br>1 Ha (stl) (7,6 × 2,9) ER<br>1W Der 1(10) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 2 × 100kW 1 × 22kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.) 12kn |
| **8107921** | **GEO TIDE**<br>**TMS Acquisition Corp.**<br>Tidewater Inc.<br>United States of America | **290**<br>—<br>1 200 | AB (Class cont.) | **1982** Mississippi Marine Towboat Corp. —Greenville, Ms (90)<br>43,62<br>39,48 10,98 3,05<br>1 dk | **TrM Research**<br>Geophysical | 3 Vee Oil 4SA each 12Cy. 137 × 152 sr reverse geared to sc. shafts<br>1 875bhp (1 379kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 150kW 450V 60Hz a.c.<br>Controllable pitch propeller centre shaft only<br>Directional thrust propeller fwd<br>Fuel 186,0t (d.o.)-5,5pd 11kn |
| **5129174**<br>WNBJ<br>241390<br>Df Gc<br>Rdr | **GEO. WHITLOCK II**<br>**Diesel Tanker Ira S. Bushey Inc.**<br>New York, NY United States of America | **1 173**<br>898<br>— | | **1942** (Fwd & aft sections) R.T.C. SB. Corp —Camden, NJ<br>**1969** (Cargo section) R.T.C. SB. Corp —Camden, NJ<br>76,05 11,31 3,950<br>73,61 11,28 4,42<br>P 15,9 B 4,9 F 6,1 1 dk | **M Tanker**<br>10 Ta ER<br>L.(oil) 2 470 | Oil 2SA 7Cy. 335 × 430<br>805bhp (592kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 20kW 115V d.c.<br>Fuel 41,5t-3,5pd 9kn |
| **5018894**<br>GTOJ<br>360154<br>Df Esd<br>Rdr RT | **GEODRILL**<br>ex Briarthorn-81 ex Anne-73<br>ex Anne Bogelund-69<br>**Wimpey Laboratories Ltd.**<br>Liverpool United Kingdom | **1 500**<br>674<br>— | ✠100A1 SS 3/81<br>Ice Class 3<br>✠LMC<br>EL p 1$\frac{7}{16}$"SQ<br>FN 1237 | **1962**-8 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (766)<br>80,60 11,92 4,766<br>71,20 11,80 5,57<br>P 22,6 F 11,0 1 dk<br>RW rf nil conv General Cargo 78<br>4BH WB416t incl. DTf126t | **M Drilling Ship**<br>Moonpool<br>Mchy.aft | Oil 4SA 7Cy. 390 × 680<br>1 630bhp (1 199kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 60kW 2 × 30kW 2 × 20kW 220V d.c. |
| **7049586**<br>WY6840<br>513221 | **GEOFFREY PAUL**<br>**Mavar Boat Co. Inc.**<br>Biloxi, Ms United States of America | **151**<br>125<br>— | | **1968** Coast Shipbuilding Corp.—Biloxi, Ms<br>*24,11* 7,32<br>2,57 | **M Fishing** | Oil<br>320bhp (235kW)<br>.............<br>Fuel (d.o.) |

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| 7643851<br>UWZN<br>M-32882 | **GEOFIZIK**<br><br>**U.S.S.R. -'Kaspnefteflot'**<br>Baku U.S.S.R.<br>See Register of Offshore Units | **307**<br>47<br>44 | RS | **1977** ............U.S.S.R.<br>41,00 8,16 2,001<br>3,56 | **M Diving Tender**<br><br>Ice strengthened<br>Der 1(2,5) | 2 Vee Oil 2SA each 12Cy. 150 × 180<br><br>U.S.S.R.<br>12kn |
| 6853679<br>UGNS<br>M-14515 | **GEOFIZIK**<br><br>**U.S.S.R. -Ministry of Geology**<br>Korsakov U.S.S.R. | **239**<br>63<br>179 | RS | **1957** ............U.S.S.R.<br>39,15 7,29 2,969<br>3,54 | **M Research**<br><br>2 Ho<br>conv Tug — B.210<br>2 Ha (each 2,2 × 1,8)<br>1W Der 1(1,5) | Oil 4SA 8Cy. 240 × 360<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.)<br>9kn |
| 7037909<br>ERUQ<br>M-29883<br>Df Esd<br>Rdr RT | **GEOGRAF**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **658**<br>244<br>325 | RS | **1968** ............U.S.S.R.<br>54,26 9,38 3,722<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.290<br>2 Ha (each 1,5 × 1,6)<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7642455<br><br>332044 | **GEOGRAPH**<br><br>**Elder-Prince Marine Services Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **110**<br>42<br>— | | **1970** J. McLarty & Sons Pty. Ltd. —Fremantle<br>*19,82*<br>6,10 2,06<br>1 dk | **TM Tug** | Vee Oil 4SA 8Cy. 168 × 184<br><br>Rolls-Royce Ltd. Shrewsbury<br>Fuel (d.o.)<br>10kn |
| 6802682<br>UWRH<br>M-19042<br>Df Esd<br>Gc Rdr<br>RT | **GEOKCHAY**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 398**<br>1 735<br>4 315 | RS | **1960** ............U.S.S.R.<br>120,00 15,02 4,401<br>111,99 6,53<br>1 dk | **TM General Cargo**<br><br>Ice strengthened<br>4 Ho 13,7 19,8 17,9 19,8 ER<br>B.5 485<br>4 Ha (stl) (11,8 13,7 13,7 13,7 × 8,0) ER | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>11,5kn |
| 6862618<br>URCV<br>M-3008 | **GEOKHIMIK**<br>ex S-211<br>**U.S.S.R. -Academy of Sciences**<br>Kerch U.S.S.R. | **230**<br>88<br>180 | RS | **1961** ............U.S.S.R.<br>41,10 6,51 1,931<br>3,00<br>1 dk | **M Research**<br><br>2 Ho ER<br>B.375<br>conv General Cargo — 2 Ha (each 6,4 × 2,8) ER<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180 NE 64<br><br>U.S.S.R.<br>Fuel (d.o.)<br>8kn |
| 7629829<br>UZDV<br>M-18958 | **GEOLOG**<br><br>**U.S.S.R. -Academy of Sciences**<br>Poti U.S.S.R. | **118**<br>—<br>43 | RS | **1965** ............U.S.S.R.<br>27,13 6,38 2,620<br>3,05 | **M Research**<br><br>Ice strengthened<br>1 Ho<br>B.40<br>1 Ha (4,5 × 1,9) | Oil 4SA 6Cy. 240 × 360<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,25kn |
| 7216294<br>H09992<br>7008-75A<br>Df Esd<br>Rdr RT | **GEOMAR I**<br>ex Pointe Coupee-79<br>**Geosource Inc.**<br>Panama Panama | **185**<br>125<br>— | (AB) | **1964** American Marine Corp.—New Orleans, La (896)<br>3,074<br>43,24 10,67 3,66<br>F 15,3 1 dk<br>rf 457 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW<br>Fuel 129,0t (d.o.) |
| 7212444<br>WZH5<br>604<br>539547<br>Df Esd<br>Gc Rdr<br>RT | **GEOMAR II**<br>ex Dearborn 47-81<br>**Geosource Inc.**<br>Houston, Tx United States of America | **194**<br>131<br>610 | AB | **1972** Burton Construction & SB. Corp. —Port Arthur, Tx (485)<br>50,30 11,69 3,372<br>47,15 11,59 3,97<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 100kW<br>10kn |
| 8218861 | **GEOMAR III**<br><br>**Petty-Ray Geophysical Division Geosource Inc.**<br>Houston, Tx United States of America | **283**<br>192<br>— | AB (Class cont.) | **1982** Bender SB. Co. Inc.—Mobile, Al (9317)<br>... ... ...<br>48,82 11,59 4,07<br>1 dk | **TM Research**<br>Geophysical | 2 Oil<br>1 700bhp (1 250kW)<br><br>U.S.A. |
| 7727190<br>H03804<br>1149<br>2-81<br>Df Esd<br>Gc Rdr<br>RT | **GEOMARINE 1**<br><br>**Asian Marine Ltd.**<br>Panama Panama | **144**<br>42<br>— | BV | **1978** Selco Shipyard Pte. Ltd.—Singapore (H279)<br>1,801<br>28,02 7,71 3,03<br>1 dk | **M Research**<br>Seismographic | 2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shaft<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11,5kn |
| 7347732<br>GUIL<br>363614<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEOMITRA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **53 128**<br>29 464<br>37 529 | **✠100A1** CS 3/80<br>liquefied gas carrier<br>Methane in membrane tanks, max. pressure 0,23bar, min. temp. minus 160°C.<br>**✠LMC**<br>EL Rt 3$\frac{15}{16}$"U2<br>FN 12878 | **1975**-4 Cons. Nav. & Ind. de la Mediterranee (CNIM)—La Seyne (1399)<br>258,91(BB) 34,80 10,027<br>230,00 34,75 21,24<br>P 27,2 Trunk 160,7 1 dk<br>rf nil<br>8BH WB36216T incl. Comb. btm. side & Topside tanks 33014T | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>pt higher tensile steel<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 77 731 | 2 S Turb dr geared to sc. shaft<br>20 800shp (15 300kW) Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/cm² (68,7bar) Spt 515°C 65kgf/cm² (63,8bar) hs2164,6<br>Gen 3 × 1300kW 440V 60Hz a.c.<br>Fuel 351,5t (d.o.) 4 400,5t (hvf) 18,25kn |
| 7831537<br>6KXD<br>BS-A-1736<br>Df Esd<br>Gc Rdr<br>RT | **GEON YANG No. 11**<br><br>**Keum Sung Fisheries Co. Ltd.**<br>Busan South Korea | **149**<br>29<br>— | KR | **1979** Shin Ah SB. Co.—Chungmu<br>39,25<br>31,81 7,31 2,90<br>B 4,6 F 4,9 1 dk | **M Fishing**<br>Side-fishing Seiner | Oil 4SA 6Cy. 310 × 460<br>1 600bhp (1 177kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 70kW 225V a.c.<br>12,5kn |

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|---|---|---|---|---|---|---|
| **6416756**<br>Df Esd<br>Pfd Rdr<br>RT | **GEOPETER**<br>ex Okesa Maru-79<br>**George & Peter Lines Inc.**<br>Philippines | **795**<br>303<br>286 | | **1964** Niigata Eng. Co. Ltd.—Niigata (568)<br>59,01 10,06 3,252<br>58,98 10,01 4,50<br>2 dks<br>RW | **M Passenger/General Cargo/Ferry**<br>1310P<br>2 Ho ER<br>B.156<br>2 Ha (3,6 × 2,9) (3,6 × 2,3) ER<br>2W Der 2(3) | Vee Oil 4SA 16Cy. 330 × 500<br>3 000bhp (2 207kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 184kW 225V a.c.<br>Fuel 448,0t-11,0pd 15,75kn |
| **7021998**<br>Df Esd<br>Pfd Rdr<br>RT | **GEOPHYSIKA**<br>ex Professor Henking<br>**Geophysik Leipzig**<br>Warnemuende German Democratic Republic | **193**<br>52<br>— | (DSRK) | **1951** R. Buchholz—Greifswald<br>32,01 7,52 3,880<br>... ... ...<br>1 dk | **Wood M Research**<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 45,5kW 1 × 21,5kW 115V 50Hz a.c. |
| **6709751**<br>PEHR<br>Df Esd<br>Rdr RTv | **GEOPOTES VI**<br>**Adriaan Volker**<br>**Baggermaatschappij B.V.**<br>Rotterdam Netherlands | **5 146**<br>3 274<br>6 604 | BV | **1963** Schps. L. Smit & Zoon—Kinderdijk<br>*101,72* 18,57 7,544<br>98,00 18,52 9,00<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 21,0<br>Hopper 8020T<br>Hopper 4 221<br>1 sandpump 1521kW (2040bhp)<br>Der 2(10) 1(6) | 2 Vee Oil<br>4 420bhp (3 251kW)<br>(i) 2SA 12Cy. 300 × 550<br>N.V. Smit & Bolnes Zierikzee<br>(ii) 2SA 14Cy. 300 × 550<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 400kW 380V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 792,5t (d.o.) 12,5kn |
| **6709763**<br>PEHS<br>Esd Rdr<br>RTv | **GEOPOTES VII**<br>**Adriaan Volker**<br>**Baggermaatschappij B.V.**<br>Rotterdam Netherlands | **4 322**<br>2 322<br>4 857 | BV | **1963** N.V. Mch. & Schps. P. Smit, Jr. —Rotterdam (640)<br>107,63 17,05 8,040<br>100,59 17,00 9,17<br>1 dk<br>len 69 | **TM Dredger/Sand Carrier**<br>Trailing Suction Sand-pump discharge (Shore-delivery)<br>Single centre arm<br>Dredging depth 21,0 Hopper 6639T<br>Hopper 4 426<br>2 sandpumps each 716kW (960bhp)<br>Der 1(10) 3(5) | 2 Vee Oil 2SA each 10Cy. 300 × 550<br>3 400bhp (2 501kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 400kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 674,5t (d.o.) 12kn |
| **6713764**<br>PEHP<br>Esd Gc<br>Rdr RTv | **GEOPOTES IX**<br>**Adriaan Volker**<br>**Baggermaatschappij B.V.**<br>Rotterdam Netherlands | **7 912**<br>4 183<br>8 189 | BV | **1966** N.V. Werf "Gusto"—Schiedam (CO553)<br>126,02 21,06 6,801<br>115,02 21,00 10,32<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Twin side arms Dredging depth 20,0<br>Hopper 12160T<br>Mchy.aft<br>Hopper 6 400<br>2 sandpumps each 1268kW (1700bhp)<br>Cr 2(10) 1(6) | 2 Vee Oil 2SA each 16Cy. 300 × 550<br>5 440bhp (4 001kW)<br>N.V. Smit & Bolnes Zierikzee<br>Gen 2 × 570kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 792,5t (d.o.) 12,5kn |
| **7005231**<br>MPIE<br>340231<br>Df Esd<br>Gc Rdr<br>RTv | **GEOPOTES X**<br>**Nash Dredging Ltd.**<br>King's Lynn United Kingdom | **10 976**<br>6 255<br>— | BV | **1970** Verolme Scheepswerf Heusden N.V. —Heusden (813)<br>136,02 11,399<br>124,97 21,59 12,93<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 35,0<br>Hopper 16926T<br>1 Ho ER<br>Hopper 8 770<br>2 sandpumps each 2237kW (3000bhp)<br>Der 1(25) | 4 Oil 4SA each 6Cy. 410 × 470 geared to sc. shafts<br>12 000bhp (8 827kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 200kW 2 × 127kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel (hvf) 17kn |
| **6818564**<br>HP2303<br>5504-75<br>Esd<br>RTm/h | **GEOPOTES 11**<br>ex Geopotes XI-75 ex Brakzand-75<br>ex St. Bees W. 36-73<br>**Padrep S.A.**<br>Adriaan Volker<br>Baggermaatschappij B.V.<br>Panama Panama | **1 269**<br>711<br>— | **✠100A1** SS 9/78<br>hopper dredger<br>**✠LMC**<br>EL (L) $1\frac{5}{16}$"U2<br>FN 1290 | **1968**-7 Richards (Shipbuilders) Ltd. —Lowestoft (494)<br>72,17 13,49 4,084<br>71,05 13,42 4,73<br>RQD 17,7 RFD 14,1 1 dk<br>rf nil len 75<br>conv Bottom doors Hopper Barge —<br>4BH WB289t | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Single side arm Dredging depth 24,0<br>2 Ho each 15,5 ER<br>Hopper 1 500<br>1 sandpump 644kW (863bhp)<br>3 Ha (stl) (0,3 × 0,3) (0,9 0,9 × 0,9) ER | 2 Oil 4SA each 6Cy. 260 × 368 reverse reduction geared to sc. shafts<br>2 200bhp (1 618kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 140kW 220V d.c.<br>Fuel 71,0t (d.o.) 12kn |
| **6913596**<br>H3NI<br>5338-75<br>Esd Gc<br>Rdr RTv | **GEOPOTES 12**<br>ex Geopotes XII-77<br>ex Transmundum II-74<br>**Padrep S.A.**<br>Adriaan Volker<br>Baggermaatschappij B.V.<br>Panama Panama | **2 975**<br>1 938<br>5 080 | BV | **1969** Cammell Laird & Co (Shipbuilders & Engineers) Ltd.—Birkenhead (1338)<br>95,00 16,06 5,001<br>92,00 16,01 6,00<br>P 15,3 F 16,2 1 dk<br>rf nil | **TrM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 20,0<br>Hopper 5303T<br>Mchy.aft<br>Hopper 3 412<br>2 sandpumps each 617kW (827bhp)<br>Der 2(10) 2(3) | 3 Oil 2SA each 7Cy. 190 × 350<br>3 150bhp (2 317kW) NE 76<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 4 × 250kW 400V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 248,0t (d.o.) 12kn |
| **6523080**<br>Y5GC<br>Df Esd<br>Gc Rdr<br>RTv | **GEORG HANDKE**<br>ex Talana-75<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **9 576**<br>5 319<br>13 549 | DSRK (GL)<br>— | **1965** Deutsche Werft A.G.—Hamburg (810)<br>156,11 20,55 9,151<br>144,51 20,50 12,10<br>P 36,9 RQD 22,6 B 29,6 F 32,0 2 dks | **M General Cargo**<br>Ref 12P<br>5 Ho 17,7 21,2 24,8 22,7 22,4<br>G.21 520 B.19 287 In.727<br>5 Ha (stl) (8,9 × 5,7) (11,9 14,9 11,9 11,9 × 5,9)<br>20W Der 1(130-150) 1(25) 6(5-10) 2(3-5) 4(5) 2(3) | Oil 2SA 6Cy. 780 × 1550<br>9 600bhp (7 061kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 300kW 380V 50Hz a.c.<br>Fuel (hvf) 17,5kn |
| **7023960**<br>3FKZ<br>7660-<br>HA-F<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORG KURZ**<br>ex Eastern Lake-77<br>ex Hamburger Fleet-75<br>**Josef Roth Reederei**<br>Panama Panama | T.Mk<br>**2 723**<br>1 862<br>5 883<br>**4 732**<br>3 372<br>7 435 | (GL) | **1970** Orenstein Koppel & Luebecker —Luebeck (672)<br>116,52(BB) 17,30 6,522/7,532<br>107,98 17,20 9,91<br>2 dks | **M General Cargo**<br>3 Ho 21,3 28,5 26,6 ER<br>G.10 645 B.10 000<br>3 Ha (stl) (12,9 × 7,7) (19,5 19,5 × 10,5) ER<br>10W Der 2(60) 10(10) | Oil 4SA 8Cy. 450 × 550<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 1 × 134kW 380/400V 50Hz a.c.<br>Fuel 498,0t (hvf) 15kn |
| **7333327**<br>OYXT<br>D759<br>Esd Rdr | **GEORG NIELSEN**<br>ex Aros-80<br>**A/S Carl Nielsen**<br>Arhus Denmark | **332**<br>116<br>— | BV | **1960** Aarhus Flydedok og Maskinkp. A/S —Aarhus (112)<br>39,04 8,54<br>38,00 8,49 3,76<br>1 dk | **M Dredger**<br>Suction<br>Mchy.aft | Oil 2SA 6Cy. 230 × 400<br>420bhp (309kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 36kW 220V d.c.<br>Fuel (d.o.) 10kn |

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| **7625835**<br>UACO | **GEORG OTS**<br><br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | **11 496**<br>4 805<br>1 363 | RS | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B493/01)<br>124,82(BB) 5,462<br>125,00 21,00 12,60<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>212bth 989dk P<br>Ice strengthened | 4 Oil 4SA each 6Cy. 400 × 480 reduction geared to sc. shafts<br>17 400bhp (12 799kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 4 × 1250kW<br>Thw. thrust propeller fwd |
| **6710437**<br>Y5MN<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORG SCHUMANN**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | T.Mk<br>**5 011**<br>2 384<br>7 675<br>**7 723**<br>4 121<br>10 400 | DSRK | **1966** VEB Warnowwerft Warnemuende —Warnemuende (124)<br>141,97 18,65 7,214/8,551<br>130,92 18,57 11,21<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>5 Ho 14,0 17,3 24,8 ER 16,0 15,3<br>G.14 003 B.12 734<br>5 Ha (stl) (9,7 × 5,9) (13,1 20,4 × 9,9) ER (11,6 × 9,9) (11,6 × 8,0)<br>12W Der 1(50) 8(5-10) 4(3-5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 4 × 200kW 390V 50Hz a.c.<br>Fuel (d.o.) 14,5kn |
| **5128417**<br>OYKL<br>J3<br>Pfd RTm | **GEORG STAGE**<br><br>**Stiftelsen Georg Stages Minde**<br>Kobenhavn Denmark | **298**<br>185<br>— | | **1935** Frederikshavn Vaerft & Flydedok A/S —Frederikshavn (201)<br>51,21 8,51 3,963<br>8,46<br>1 dk<br>R | **Aux M Training Ship**<br>Ship-rig<br>Mchy.aft | Oil 2SA 2Cy. 295 × 400<br>112bhp (82kW)<br>A/S Moller & Jochumsen Horsens<br>Gen 1 × 8kW 1 × 6kW 110V d.c.<br>Fuel 8,0t (d.o.)-0,5pd 5kn |
| **5336715**<br>SV2318<br>132<br>Df Esd<br>RT | **GEORGAKIS MALLIS**<br>ex Spica-77 ex Mat-74<br>ex Spica-73<br>**Ioannis Mallis**<br>Thessaloniki Greece | **479**<br>289<br>677 | HR<br>✠Classed LR until 14/11/75 | **1953**-12 Noord Nederlandse Scheepswerven N.V.—Groningen (272)<br>53,37 8,26 3,379<br>48,16 8,25<br>P 11,9 F 6,8 1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br>G.937 B.878<br>2 Ha ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 450<br>375bhp (276kW)<br>Appingedammer Brons Appingedam<br>Fuel 39,5t 9,5kn |
| **7609673**<br>J4NC<br>7321<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE**<br><br>**Tainaron Shipping Co. S.A.**<br>Piraeus Greece | **13 889**<br>10 251<br>22 000 | AB | Lch.**1977** Cmd.**1979** Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2558)<br>164,01(BB) 9,841<br>155,48 22,86 14,18<br>1 dk | **M Bulk Carrier**<br>Mchy.aft<br><br>Cr 2(25) | Vee Oil 4SA 12Cy. 400 × 460 geared to sc. shaft<br>7 800bhp (5 737kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 450kW 1 × 160kW a.c.<br>Controllable pitch propeller<br>15kn |
| **6522359**<br>J4EG<br>6858<br>Df Esd<br>Gc Pfd<br>Rdr | **GEORGE**<br>ex Bangka-78 ex Toei Maru-74<br>**Compania Maritima Elisabeth S.A.**<br>Piraeus Greece | **4 157**<br>2 463<br>6 611 | NK | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (908)<br>113,01 16,03 6,446<br>106,03 15,99 8,31<br>P 61,0 B 19,6 F 8,6 1 dk | **M General Cargo**<br><br>4 Ho<br>G.8 844 B.8 167<br>4 Ha (10,5 11,9 10,4 10,5 × 6,5)<br>12W Der 4(15) 4(10) | Oil 2SA 6Cy. 500 × 1100<br>3 450bhp (2 538kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 128kW 445V a.c.<br>Fuel 429,0t-11,5pd 13,5kn |
| **5128431** | **GEORGE**<br>ex Semara II-51 ex Marigo-50<br>ex Accelerate-48 ex Walling<br>ex Toteco<br>**Maritima Venezolana de Navegacion S.A.**<br>La Guaira Venezuela | **449**<br>233<br>— | | **1921** Kyle & Purdy—City Island, NY<br>*38,71* 9,91<br>... ... ...<br>2 dks<br>R | **S General Cargo** | C 2Cy. 457 & 965 × 660<br><br>J. A. Sullivan & Co. New York, NY<br>Fuel (o.f.) |
| **5128467**<br>WA5307<br>243416<br>Df Gc<br>Rdr RT | **GEORGE A. SLOAN**<br>ex Hill Annex-43<br>**USS Lake Transport Inc.**<br>USS Great Lakes Fleet Services Inc.<br>Duluth, Mn United States of America | **9 706**<br>7 300<br>15 787 | AB | **1943** Great Lakes Eng. Works—River Rouge, Mi (292)<br>189,14 18,37 7,309<br>184,11 18,29 10,67<br>F 15,9 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>Self-unloader<br>4 Ho ER<br>G.12 991<br>16 Ha (stl) (each 3,3 × 11,8) ER<br>Der 1(5) | T 3Cy. 610 1041 & 1727 × 1067<br>2 500ihp (1 839kW)<br>Gt. Lakes Eng. Works Ecorse, Mi<br>Fuel 315,0t (o.f.) 11kn |
| **7423392**<br>WXR2<br>236<br>595539<br>Df Esd<br>Gc Rdr<br>RT | **GEORGE A. STINSON**<br><br>**National Steel Corp.**<br>Hanna Mining Co.<br>Wilmington, De United States of America | **34 568**<br>29 412<br>61 564 | AB | **1978** (Fwd & aft sections) American SB. Co.—Lorain, Oh (907)<br>**1978** (Main cargo section) American SB. Co.—Toledo, Oh<br>304,81 32,09 8,554<br>301,96 32,01 15,24<br>1 dk<br>rf nil | **TM Bulk Carrier**<br>Self-unloader<br>7 Ho 39,0 36,5 43,8 43,8 43,8 36,5 31,7 ER<br>G.64 500<br>37 Ha (stl) (each 3,3 × 19,8) ER | 2 Vee Oil 4SA each 18Cy. 400 × 460 geared to sc. shafts<br>16 000bhp (11 769kW) Pielstick<br>Colt Industries Fairbanks Morse Engine Div. U.S.A.<br>Gen 4 × 800kW a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| **7213242**<br>KNBG<br><br>Df Gc<br>RT | **GEORGE B. KELEZ**<br>ex T-AKL 30-61 ex FS 400<br>**Government of The United States of America (Department of Commerce - National Oceanic & Atmospheric Administration)**<br>*Norfolk, Va* United States of America | **550**<br>262<br>173 | (AB) | **1945** Ingalls Iron Works Co.—Decatur, Al (610)<br>53,80 9,81 3,048<br>50,30 9,76 4,35<br>F 8,0 1 dk<br>rf 152 conv General Cargo 61 | **TM Research/Fishing**<br>Mchy.aft<br>2 Ho | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Fuel 74,0t (d.o.) 10,5kn |
| **5128522**<br>WJ6122<br>260642<br>Rdr RT | **GEORGE BIRNIE**<br><br>**Zidell Explorations Inc.**<br>Portland, Or United States of America | **297**<br>198<br>— | | **1945** Brown SB. Co.—Houston, Tx<br>44,20 10,34<br>10,29 2,34<br>1 dk | **TM Tug**<br><br><br>4W | 2 Oil 2SA each 10Cy. 215 × 255<br><br>Fairbanks Morse & Co. Beloit, Wi |
| **7050511**<br>WY4836<br>516396 | **GEORGE C**<br><br>**Liberty Fish & Oyster Co.**<br>Galveston, Tx United States of America | **111**<br>75<br>— | | **1969** Capell Marine Inc.—Freeport, Tx<br>*21,68* 6,76<br>3,46<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>............<br>Fuel (d.o.) |
| **7603734**<br>WYU8<br>549<br>555460 | **GEORGE C. TOWER**<br><br>**Jumbo Shrimp Co.**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1974** Marine Mart Inc.—Port Isabel, Tx<br>*19,69*<br>6,13 3,46<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| **5128534**<br>303026 | **GEORGE CAMPBELL**<br>**Littlehampton Harbour Board**<br>Littlehampton United Kingdom | **39**<br>28<br>— | ✠**A1** SS 6/81<br>Littlehampton harbour<br>service<br>EL (a) ⅜"<br>FN 105 | **1961**-10 Bay Wharf Construction Co.<br>—London (2422)<br>15,42 5,21 0,813<br>15,24 5,03 1,83<br>Trunk 9,5 1 dk<br>rf nil<br>2BH | **Dredger** | |
| **7218711**<br>CZ3081<br>346416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE E. DARBY**<br>ex Janie B-81 ex Cathy B<br>ex Nordic Offshore<br>**Government of Canada (Department of The Coast Guard)**<br>Ottawa Canada | **885**<br>473<br>— | AB | **1972** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (222 B)<br>56,09 14,03 4,417<br>53,19 13,72 5,03<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Oil 4SA each 12Cy. 254 × 305<br>English Electric Diesels Ltd. United Kingdom<br>14kn |
| **7310040**<br>5LRV<br>4527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE F. GETTY II**<br>**Getty Marine Corp.**<br>Monrovia Liberia | **101 439**<br>83 401<br>227 440 | AB | **1973** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1697)<br>319,97(BB) 52,46 19,051<br>52,41 24,59<br>1 dk<br>rf 102 | **S Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 277 018 HeCls. ptBptC | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW) Westinghouse<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 850kW<br>Fuel 6 915,0t (hvf)-149,5pd 15,5kn |
| **5128699** | **GEORGE F. McGRAW**<br>ex Mexpet-54<br>**Astilleros Dominicanos C. por A.**<br>Dominican Rep. | **237**<br>161<br>— | | **1915** Staten Island SB. Co.—Port Richmond/Mariner's Harbor (65)<br>32,92 7,45 3,353<br>7,40<br>R | **S Tug**<br>2W | C 2Cy. 457 & 965 × 660<br>Staten Island SB. Co. Port Richmond, NY<br>Fuel 93,5t (o.f.) 10kn |
| **6701187**<br>UJQV<br>M-28619<br>Df Esd<br>Gc Rdr<br>RT | **GEORGE GEORGIU-DEZH**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 817**<br>15 518<br>50 770 | RS | **1966** Admiralteiskiy Shipyard—Leningrad<br>230,49 31,04 11,854<br>214,00 30,94 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>2W Cr 1(2,5) Der 2(5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW<br>1 × 100kW 440V a.c.<br>Fuel 4 389,5t (o.f.)-114,5pd 17kn |
| **8004985**<br>ELBJ3<br>7079<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GEORGE H. WEYERHAEUSER**<br>**Chevron Transport Corp.**<br>Chevron Shipping Co.<br>Monrovia Liberia | **21 582**<br>13 037<br>35 597 | AB | **1981** Mitsubishi Heavy Industries Ltd.<br>—Kobe (1121)<br>179,23(BB) 10,911<br>168,03 30,41 16,21<br>F 11,6 1 dk | **M Tanker**<br>SBT IGS<br>15 Ta ER<br>L.(oil) 43 725 HeCls. BC | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 600kW 1 × 150kW<br>450V 60Hz a.c.<br>Fuel 215,5t (d.o.) 1 907,0t (hvf)-35,5pd<br>15kn |
| **7907867**<br>PEHN<br>4 | **GEORGE JOHANNES**<br>**C.V. Wed. 't Mannetje & Zn.**<br>Goedereede Netherlands | **195**<br>76<br>— | | **1980** Scheepsw. "De Hoop" B.V.<br>—Hardinxveld (754)<br>33,86<br>30,51 7,21 3,81<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 9Cy. 240 × 260 reverse reduction geared to sc. shaft<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **6515734**<br>VC8339<br>323000<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE KENTNER**<br>**Richmond Fisheries Ltd.**<br>Halifax, N.S. Canada | **312**<br>104<br>— | ✠Classed LR until 2/68 | **1965**-6 G. T. Davie & Sons Ltd.—Lauzon, P.Q. (95)<br>39,32 8,06<br>35,06 7,93 4,35<br>P 2,5 F 6,1 1 dk<br>rf 1067 BK 229 | **M Fishing**<br>Side Trawler | Oil 4SA 7Cy. 305 × 460<br>770bhp (566kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn |
| **7378614**<br>SYFU<br>5330<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE L.**<br>**Fairview Shipping Inc.**<br>Piraeus Greece | **14 786**<br>9 643<br>27 434 | AB | **1975** Hakodate Dock Co. Ltd.—Muroran (603)<br>182,00 22,92 10,669<br>167,80 22,84 14,71<br>1 dk | **M Bulk Carrier**<br>Mchy.aft<br>G.32 722 B.32 416<br>Cr 5(10) Der 2(5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>15kn |
| **5404433**<br>VXRJ<br>304498<br>Df Gc<br>Rdr<br>RTm/v | **GEORGE M. CARL**<br>ex Matthew Andrews-63<br>ex Fred G. Hartwell-51<br>**Misener Transportation Ltd.**<br>Port Colborne, Ont. Canada | **10 418**<br>7 405<br>14 834 | AB | **1923** American SB. Co.—Lorain, Oh (781)<br>188,07 19,56 6,579<br>184,13 19,51 10,06<br>1 dk<br>R rf 64 | **S Bulk Carrier**<br>4 Ho 36,5 32,9 32,9 35,6 ER<br>G.18 463<br>35 Ha (stl) (each 2,7 × 14,3) ER | T 3Cy. 654 1041 & 1715 × 1067<br>2 600ihp (1 912kW)<br>American S.B. Co. Lorain, Oh<br>Fuel (o.f.) 10kn |
| **5128895**<br>WF7895<br>268564<br>Df Gc<br>Rdr RT | **GEORGE M. HUMPHREY**<br>**National Steel Corp.**<br>Hanna Mining Co.<br>Wilmington, De United States of America | **14 034**<br>10 528<br>26 011 | AB | **1954** American SB. Co.—Lorain, Oh (871)<br>216,42 23,14 7,900<br>210,32 22,86 11,43<br>P 39,1 B & F 23,2 1 dk<br>RW rf 76 | **S Bulk Carrier**<br>4 Ho ER<br>G.18 406<br>19 Ha (each 5,1 × 14,6) ER | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 500kW<br>Fuel 767,0t (o.f.) 15kn |
| **7123368**<br>5MYV<br>4096<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE M. KELLER**<br>**Bank of California National Association as Trustee**<br>Chevron Shipping Co.<br>Monrovia Liberia | **118 316**<br>100 194<br>268 125 | AB | **1972** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1682)<br>337,70(BB) 53,65 20,527<br>320,00 53,60 26,42<br>F 14,4 1 dk<br>rf 114 | **S Tanker**<br>SBT COW IGS<br>14 Ta ER<br>L.(oil) 314 140 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 1250kW 440V 60Hz a.c.<br>Fuel 17,5t (d.o.) 11 847,0t (hvf)-157,5pd<br>15,75kn |
| **7109623**<br>341587 | **GEORGE ODEY**<br>**Devon Concrete Works Ltd.**<br>Hull United Kingdom | **210**<br>124<br>— | | **1971** Yorkshire D.D. Co. Ltd.—Hull (164)<br>*37,71* 6,74<br>... ... ...<br>1 dk | **M General Cargo** | Oil 8Cy. 140 × 197<br>200bhp (147kW)<br>Gardner Engines Ltd. Manchester<br>7kn |
| **6503987**<br>321574 | **GEORGE OHIKERE**<br>**Government of The Federal Republic of Nigeria (Nigerian Ports Authority)**<br>Lagos Nigeria | **154**<br>41<br>— | ✠**A1** CS 10/70<br>tug<br>Nigerian river & harbour service<br>✠**LMC**<br>EL (b)<br>FN 287<br>**SURVEYS OVERDUE—CLASS SUSPENDED 24/1/75** | **1965**-3 Henry Robb Ltd.—Leith (494)<br>28,63 7,83<br>25,91 7,40 3,66<br>rf 356 BK 152<br>5BH WB50t | **TM Tug** | 2 Oil 2SA each 6Cy. 250 × 420 sr reverse geared to sc. shafts<br>British Polar Engines Ltd. Glasgow<br>11,5kn |

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| **5249699**<br>MCOY<br>301596<br>Df Esd<br>Pfd Rdr | **GEORGE R. WOOD**<br>ex Netherley-70<br>**Ailsa Craig Fishing Co. Ltd.**<br>George A. Wood<br>Aberdeen United Kingdom | **213**<br>74<br>— | ✠LR class withdrawn<br>20/8/82 | **1960**-5 J. Lewis & Sons Ltd.—Montrose (299)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 | **M Fishing**<br>Side Trawler<br>4 Ha (0,9 0,9 0,9 0,9 × 0,9)<br>Der 1(1,5) | Oil 4SA 6Cy. 250 × 300<br>800bhp (588kW) ✠ NE 3/75<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 15kW 220V d.c.<br>Fuel 31,5t (d.o.) 10kn |
| **7016101**<br>SYZB<br>363<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GEORGE S. EMBIRICOS**<br>**Alba S.S. Co. Ltd.**<br>Andros Greece | **19 162**<br>13 231<br>33 311 | AB | **1970** Mitsui SB. & Eng. Co. Ltd.—Tamano (871)<br>182,56(BB) 25,66 10,719<br>173,95 25,61 14,91<br>P 31,4 F 12,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,0 22,4 22,4 22,4 22,4 22,4 ER<br>G.43 456 B.37 751 HeCls. B<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,8 12,8 12,8 12,8 × 10,9) ER<br>Der 12(9) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 166,0t (d.o.) 1 626,5t (hvf) 17kn |
| **7128708**<br>ATID<br>1496<br>Esd RT | **GEORGE THOMAS**<br>**Dolphin Fisheries Pte. Ltd.**<br>Bombay India | **111**<br>76<br>— | AB | **1971** Bender Welding & Machine Co. Inc.—Mobile, Al (298)<br>21,95 6,71<br>20,43 3,51<br>1 dk | **M Fishing**<br>1 Ho 6,1<br>1 Ha | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 66,0t (d.o.) |
| **5129095**<br>WF3866<br>266928 | **GEORGE W. BANTA**<br>**Plaquemine Towing Corp.**<br>Baton Rouge, La United States of America | **267**<br>119<br>— | | **1954** Avondale Marine Ways Inc.—Westwego, La<br>*28,90* 9,15<br>... ... ... | **TM Tug** | 2 Oil 2SA each 12Cy. 215 × 255<br>General Motors Corp. Cleveland, Oh |
| **8035221** | **GEORGE W. GOETHALS**<br>**Panama Canal Commission**<br>Balboa, C.Z. Panama Canal Zone (U.S.A.) | **220**<br>126<br>— | | **1961** Diamond Manufacturing Co.—Savannah, Ga (M-203)<br>... ... ...<br>30,21 8,39 4,30<br>RQD 2,5 1 dk<br>BK 76 | **M Tug** | Oil 2SA 12Cy. 206 × 254 sr. geared to sc. shaft<br>Fairbanks, Morse (Canada) Ltd. Canada |
| **7390703**<br>KIBK<br>562594<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGE WYTHE**<br>ex Green Island-80<br>**Central Gulf Lines Inc.**<br>New Orleans, La United States of America | **28 488**<br>20 894<br>46 892 | AB | **1975** Avondale Shipyards Inc.—Avondale, La (2258)<br>272,30(BB) 30,48 12,421<br>243,01 30,46 18,29<br>F 44,9 2 dks<br>rf nil | **S Barge Carrier**<br>7 Ho<br>89 Lighters<br>16 Ha (stl)<br>Cr 1(455) Der 1(6) 1(5) | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>De Laval Turbine Inc. Trenton, NJ<br>Gen 2 × 2000kW<br>Fuel 5 893,0t (o.f.) 22kn |
| **5365015**<br>Df Esd<br>Rdr RTm | **GEORGE Z.**<br>ex Tore Jarl-76<br>**Emile & Emile Habib Zaroubi**<br>Lebanon | **962**<br>446<br>1 346 | NV | **1956** Trondhjems M/V A/S—Trondheim (236)<br>79,41 11,00 4,236<br>73,46 10,98 4,27<br>P 15,3 B 8,6 1 dk & S dk<br>RW rf 152 len 66 | **M General Cargo** OSD<br>Ref.<br>Ice strengthened<br>4 Ho 10,9 12,1 10,0 9,8 ER<br>B.305 In.1 734<br>4 Ha (stl) (6,9 × 3,5) (5,3 × 4,1) (4,7 4,7 × 3,1) ER<br>6W Cr 1(3) Der 1(15) 1(5) 4(3) | Oil 4SA 6Cy. 400 × 600<br>1 260bhp (927kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 110kW 380V 50Hz a.c.<br>Fuel 186,0t (d.o.)-5,0pd 12,5kn |
| **5128443**<br>MFVW<br>133567<br>Df Esd<br>Pfd Rdr<br>RTm | **GEORGE V**<br>**N. E. Murray**<br>Newcastle upon Tyne United Kingdom | **217**<br>0<br>— | ✠Classed LR until<br>19/2/71 | **1915**-1 J. P. Rennoldson & Sons Ltd.—South Shields (294)<br>34,75 7,50 3,734<br>32,31 7,47 4,04<br>R BK 178 | **M Tug** 65P | Oil 2SA 12Cy. 215 × 255 sr geared to sc. shaft<br>NE made43 refitted8/54<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 30kW 110V d.c.<br>Fuel (d.o.) |
| **5262108**<br>GPAY<br>342876<br>RT | **GEORGENA B**<br>ex Oldambt-71<br>**Van Broek Marine (Shipping) Ltd.**<br>London United Kingdom | **224**<br>133<br>200 | BV | **1949** N.V. Schps. Doornbos—Tjamsweer<br>*40,21* 6,28 2,312<br>6,25 2,60<br>1 dk<br>len 60 | **M General Cargo**<br>G.311 B.283<br>2 Ha (4,5 8,9 × 3,4)<br>Der 2(2) | Oil 2SA 4Cy. 190 × 350<br>200bhp (147kW) E made54 fitted69<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>9kn |
| **5046762**<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GEORGES A. ROCHA**<br>ex Queen Patricia ex William S.-73<br>ex Blue Bay-65 ex Blue Peter II-64<br>ex Ran B-51 ex Ran-51<br>ex Manitoulin-47<br>**Mme. Lecointre**<br>Panama Panama | **613**<br>340<br>613 | Classed LR until 12/75 | **1942** Midland Shipyards Ltd.—Midland, Ont.<br>49,99 8,46 4,331<br>46,18 8,42<br>B 21,1 F 8,3 1 dk<br>RW conv Escort Trawler 48 | **M General Cargo**<br>Ref.<br>2 Ho<br>In.628<br>2 Ha<br>2W Der 2(1,5) | Oil 4SA 8Cy. 410 × 765<br>1 000bhp (736kW) E made47 refitted54<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Gen 3 × 50kW 110V d.c.<br>Fuel 71,0t (d.o.) 11kn |
| **7401021**<br>CZ5771<br>369371<br>Df Esd<br>Gc Rdr<br>RT | **GEORGES ALEXANDRE LEBEL**<br>ex Incan St. Laurent<br>**Canadian National Railway Co.**<br>Montreal, P.Q. Canada | **7 908**<br>4 574<br>— | AB | **1975** Burrard D.D. Co. Ltd.—North Vancouver, B.C. (212)<br>116,41 20,22 5,379<br>108,97 20,10 7,29<br>1 dk | **TM RoRo Cargo**<br>Rail Vehicles<br>Mchy.aft | 2 Oil 2SA each 16Cy. 230 × 254<br>4 300bhp (3 163kW)<br>General Motors Corp. La Grange, Illinois<br>16kn |
| **5292127**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGES CADOUDAL**<br>ex Boulonnais-72<br>ex Regina Coeli-70<br>**Atlantico S.A.**<br>Panama Panama | **563**<br>203<br>— | (BV) | **1959** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (107)<br>55,81 9,02<br>48,01 9,00 4,81<br>1 dk | **M Fishing**<br>Side Trawler<br>In.430<br>Der 1(3) | Oil 4SA 6Cy. 420 × 660<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 122,0t (d.o.) 13kn |
| **6713855**<br>FPQQ<br>554058<br>Df Esd<br>Pfd Rdr | **GEORGES CADOUDAL**<br>ex Holmatindur-80 ex Orage-71<br>**Societe Lorientaise des Produits de Peche**<br>Lorient France | **328**<br>116<br>284 | BV | **1967** At. & Ch. de la Manche—Dieppe (1200)<br>43,29 8,95<br>37,50 8,87 4,09<br>1 dk | **M Fishing**<br>Stern Trawler<br>3 Ha (1,6 1,6 1,4 × 0,9) | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 103,5t (d.o.) 13kn |
| **5129227**<br>ORMB<br>344<br>RT | **GEORGES LETZER**<br>ex Foremost 106-49<br>ex Empire Martha-47<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Antwerpen Belgium | **294**<br>45<br>— | **✠100A1** SS 11/76<br>tug<br>**✠LMC**<br>EL (e)<br>FN 439 | **1945**-11 Cochrane & Sons Ltd.—Selby (1301)<br>37,65 8,41 3,887<br>35,06 8,39 4,12<br>BK 178<br>5BH WB33t | **M Tug** | Oil 4SA 8Cy. 400 × 580<br>✠ NE made62 fitted64<br>Kloeckner Humboldt Deutz Koeln<br>6,5kn |

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| **5129239**<br>TMWG<br>2554<br>Df Pfd<br>Rdr<br>RTm/v | **GEORGES PIAT**<br>**Port Autonome du Havre**<br>Le Havre France | **205**<br>—<br>— | BV | **1948** Forges & Ch. de La Mediterranee<br>—Le Havre<br>36,15 7,01 2,794<br>3,71<br>1 dk<br>RW | **M Tug** | Oil 2SA 6Cy. 360 × 600 Sulzer<br>Cie. de Const. Mec., CCM St. Deni<br>Gen 1 × 98kW 1 × 25kW 220V d.c.<br>Fuel 37,5t (d.o.) 10kn |
| **7104271**<br>FNAO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORGES VIELJEUX**<br>**Societe Navale Chargeurs**<br>**Delmas-Vieljeux (S.N.C.D.V.)**<br>Dunkerque France | T.Mk<br>**7 885**<br>3 504<br>10 303<br>**12 464**<br>6 374<br>16 000 | BV | **1971** Ch. Nav. de La Ciotat—La Ciotat (271)<br>171,00 23,86 7,671/9,700<br>158,02 23,80 12,53<br>P 52,5 B 46,1 2 dks<br>rf 30 | **M General Cargo**<br>Ref<br>Mchy.aft<br>4 Ho 27,7 21,3 21,5 22,7 10,5DT 10,5DT 1 TwD 18,2Upr 1 TwD 11,8Lwr<br>G.22 040 B.21 325 In.143 L.411<br>11 Ha (stl) (14,9 × 6,8) (12,5 × 5,3) (14,9 × 6,3) (12,5 14,9 × 5,3) (14,9 × 6,3) (14,9 14,9 × 5,3) (14,9 × 6,3) (14,9 × 5,4) (9,9 × 5,3)<br>17W Cr 1(5) Der 1(80) 3(20) 8(5) | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Cie. de Const. Mec. Sulzer (CCM Sulzer) Mantes<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 239,0t (d.o.) 1 461,0t (hvf) 19kn |
| **5149708**<br>C4LG<br>380722<br>Df Esd<br>Gc Rdr<br>RTm/v | **GEORGHIOS FRANGAKIS**<br>ex Thia Despina-78<br>ex Hertford-76<br>**Netidi Shipping Co. Ltd.**<br>Roussos Bros.<br>Limassol Cyprus | **11 276**<br>6 640<br>15 172 | **✠100A1** SS 9/76<br>with freeboard<br>**✠LMC**<br>EL j† 2½"SQ<br>FN 5772 | **1948**-12 Vickers-Armstrongs Ltd.<br>—Newcastle (106)<br>170,95 21,39 9,900<br>161,80 21,34 14,33<br>F 17,7 2 dks, 3rd dk in fwd holds<br>RW rf 152 DK fwd of mchy. space<br>Coll BH to S dk 7 to 2nd dk WB3067t incl.<br>Tunnel tanks 980t | **TM General Cargo**<br>Ref<br>6 Ho 17,7 20,4 24,5 ER 21,0 20,9 9,3<br>G.7 541 B.7 248 In.14 785<br>6 Ha (6,1 9,5 12,1 × 6,1) ER (9,5 9,5 × 6,1) (6,0 × 4,8)<br>20W Der 1(50) 20(10) | 2 Oil 2SA each 5Cy. 725 × 2250<br>12 800bhp (9 415kW) Doxford<br>Vickers-Armstrongs Ltd. Barrow<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 4 × 300kW 220V d.c.<br>Fuel 3 051,0t (hvf) 16kn |
| | | | **LAID UP — SURVEYS OVERDUE 9/80** | | | |
| **5411280**<br>LZDJ<br>23/1<br>Df Esd<br>Gc Rdr<br>RT | **GEORGI BENKOVSKI**<br>ex La Estancia-63<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **9 486**<br>5 967<br>14 600 | BR<br>✠Classed LR until 4/64 | **1960**-4 Forges & Ch. de La Mediterranee<br>—La Seyne (1340)<br>141,13 18,67 9,681<br>133,84 18,60 12,35<br>P 26,6 F 13,2 2 dks<br>rf 76 | **M General Cargo** CSD<br>5 Ho ER<br>G.20 536 B.17 720<br>5 Ha (stl) (10,7 11,4 6,9 11,4 11,4 × 7,6) ER<br>10W Der 10(5) | Oil 2SA 7Cy. 630 × 1300<br>5 800bhp (4 266kW) Gotaverken<br>Forges & Ch. de la Mediterranee Le Havre<br>Gen 3 × 200kW 220V d.c.<br>Fuel 1 239,5t 13,5kn |
| **5129241**<br><br>60<br>RT | **GEORGI BENKOVSKI**<br>**'Dimitar Blagoev' Shiprepair Yard**<br>Varna Bulgaria | **150**<br>—<br>— | BR | **1957** Schiffswerft Linz A.G.—Linz<br>30,84 7,12 2,590<br>4,14<br>1 dk | **TM Tug** | 2 Oil 2SA each 4Cy. 230 × 240<br>Masch. Andritz A.G. Graz<br>Gen 1 × 50kW 1 × 27kW 115V d.c. |
| **5124784**<br>LZDU<br>59<br>Df Esd<br>Gc Rdr<br>RT | **GEORGI DIMITROV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **898**<br>372<br>168 | BR | **1958** G. Dimitrov Shipyard—Varna (377)<br>63,78 9,33 2,998<br>57,82 9,30 5,85<br>2 dks | **M Passenger/General Cargo** 200P<br>1 Ho 9,5<br>G.192 B.163<br>1 Ha (1,9 × 2,9)<br>Cr 1(1) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW) NE 72<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 80kW 1 × 20kW 220V a.c.<br>Fuel 42,0t 12kn |
| **7038886**<br>LZIG<br>140<br>Df Esd<br>Gc Rdr<br>RT | **GEORGI KIRKOV**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **1 128**<br>304<br>— | BR | **1969** G. Dimitrov Shipyard—Varna<br>68,00 10,11 5,460<br>6,13<br>2 dks | **TM Passenger/General Cargo** —P<br>Ice strengthened<br>2 Ho<br>G.208<br>2 Ha (each 1,9 × 2,9) | 2 Oil 2SA each 6Cy. 300 × 500<br>1 200bhp (883kW)<br>Russkiy-Diesel Works Leningrad<br>Gen 3 × 88kW 1 × 27kW 230V a.c. |
| **5129253**<br>LZDL<br>18<br>Df Esd<br>Gc Rdr | **GEORGI SAVA RAKOVSKY**<br>ex Willesden-62<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **8 556**<br>4 609<br>11 186 | BR<br>✠Classed LR until 12/71 | **1961**-3 Barclay, Curle & Co. Ltd.<br>—Whiteinch, Glasgow (746)<br>141,92 19,28 8,940<br>132,59 19,21 12,43<br>F 11,9 2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 19,2 18,3 19,2 6,4DTp&s ER 17,0 17,0 5 TwD<br>G.17 471 B.15 880<br>7 Ha (stl) (8,2 8,5 8,5 × 9,1) (2,1p&s × 3,0) ER (8,5 8,5 × 9,1)<br>12W Der 10(10) 2(3) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>Gen 3 × 240kW 230V d.c. |
| **7389326**<br>LFNX<br>19018<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIA**<br>**K/S A/S Gerrards Rederi & Co.**<br>A/S Johan Gerrards Rederi<br>Kristiansand S. Norway | **65 177**<br>49 506<br>128 400 | NV | **1977** Uddevallavarvet AB—Uddevalla (295)<br>263,91(BB) 40,82 16,741<br>252,38 40,80 22,23<br>F - 1 dk<br>rf 119 | **M Tanker**<br>SBT COW IGS<br>12 Ta ER<br>L.(oil) 154 432 HeCls. BC | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 2 × 800kW 1 × 20kW 440V 60Hz a.c.<br>Fuel 355,5t (d.o.) 4 875,5t (hvf)-63,0pd<br>15kn |
| **5316882**<br>KEJT<br>262558<br>Df Esd<br>Gc Pfd<br>RTm/h/v | **GEORGIA**<br>ex Seatrain Georgia-78<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **9 730**<br>6 102<br>13 349 | AB | **1951** Sun SB. & Dry Dock Co.—Chester, Pa (581)<br>169,88 19,46 8,252<br>163,99 19,36 11,66<br>P & B 72,3 F 58,0 2 dks<br>RW rf 152 len 62 | **S RoRo Cargo**<br>Rail Vehicles<br>1 Ho 113,3 ER<br>B.22 958<br>1 Ha (stl) (14,1 × 16,1) ER<br>Cr 2(45) | 2 S Turb dr geared to sc. shaft<br>8 000shp (5 884kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 250kW 220V 60Hz a.c.<br>Fuel 2 768,5t (o.f.) 16kn |
| **5336789**<br>SV6660<br>8225<br>Df Esd<br>Rdr RTm | **GEORGIA**<br>ex Siba Brescia-81 ex Spika-68<br>**Georgia Shipping Co.**<br>A. Attalla Shipping & Trading Co.<br>Piraeus Greece | **498**<br>234<br>729 | RI (GL) | **1951** Werft Nobiskrug—Rendsburg (547)<br>61,75 9,28 3,741<br>55,99 9,22 5,80<br>1 dk & S dk<br>RW | **M Livestock Carrier** OSD<br>Mchy.aft | Oil 4SA 6Cy. 385 × 580<br>770bhp (566kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 24kW 1 × 12kW 110V d.c.<br>Fuel (d.o.) 12kn |
| **5253626**<br>C4PR<br>380779<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIA**<br>ex Nisshin Maru No. 55-76<br>**Lazaros Solomonides**<br>Limassol Cyprus | **265**<br>93<br>— | BV | **1961** Nichiro Zosen—Hakodate (78)<br>43,34 7,62 2,998<br>38,00 7,60 3,61<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 300 × 430<br>550bhp (405kW)<br>Fuji Seisakusho Tateyama<br>Fuel 135,0t 10kn |

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|---|---|---|---|---|---|---|
| 6507476<br>WB6609<br>231994<br>Df Gc<br>Rdr<br>RTm/h/v | **GEORGIA**<br>ex Samuel E. Bool ex John Roen<br>ex Lamont<br>**The Great Lakes Towing Co.**<br>Wilmington, De United States of America | **198**<br>135<br>— | AB | **1895** J. H. Dialogue & Son—Camden, NJ<br>*31,55* 6,71 3,356<br>31,40 6,68 3,71<br>1 dk<br>R | **M Tug** | Oil 2SA 12Cy. 216 × 254 reverse reduction geared to sc. shaft<br>E made40 fitted53<br>General Motors Corp. U.S.A.<br>Gen 2 × 40kW 250V d.c.<br>Fuel 50,0t (d.o.) |
| 7829065<br>594301 | **GEORGIA CRACKER**<br>**John D. Griffin**<br>Savannah, Ga United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5356521<br>J4BW<br>6981<br>Df Esd<br>Gc Rdr | **GEORGIA F**<br>ex Bessie-80 ex Testbank-78<br>**Lychnis Maritime Inc.**<br>Piraeus Greece | T.Mk<br>**6 154**<br>3 459<br>10 631<br>**8 426**<br>4 894<br>12 447 | ✠**100A1** SS 6/78<br>DTma — vegetable oil or oil FP above 60°C<br>✠**LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4213 | **1961**-12 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (889)<br>148,47 18,98 7,976/8,808<br>137,50 18,90 11,74<br>F 12,5 2 dks<br>RW rf 152<br>Coll BH to U dk 8 to 2nd dk WB3095t incl. DTma1459t | **M General Cargo**<br>5 Ho 16,7 19,0 17,9 16,0 25,5 9,4DT 9,4DT<br>G.18 354 B.16 555<br>6 Ha (8,9 9,9 9,9 3,8 9,9 9,9 × 6,7)<br>14W Der 1(50) 4(10) 10(5) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 250kW 1 × 40kW 220V d.c.<br>Fuel 1 321,0t (hvf) 14kn |
| 7603746<br>WYP3<br>096<br>555152<br>RT | **GEORGIA LADY**<br>**Lucille M. Galloway, Executrix**<br>Morgan City, La United States of America | **126**<br>85<br>— | | **1974** Marine Mart Inc.—Port Isabel, Tx<br>*20,82*<br>6,16 3,76<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>370bhp (272kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6603593<br>ELCI3<br>7278<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GEORGIA P**<br>ex Shinyon-82 ex Tula-81<br>ex Fortuna-78<br>**Compania Maritima Georgia P. Inc.**<br>Monrovia Liberia | **35 931**<br>21 193<br>54 558 | AB (GL)<br>✠Classed LR until 1/71 | **1966**-1 Howaldtswerke Hamburg A.G. —Hamburg (971)<br>230,31(BB) 32,29 11,608<br>219,82 32,24 18,14<br>F 19,6 1 dk<br>rf nil | **S Tanker**<br>5 Ta ER<br>L.(oil) 65 750 HeCls. BC<br>5 Ha ER<br>Der 2(10) 4(1) | 2 S Turb dr geared to sc. shaft<br>17 600shp (12 946kW)<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 2 × 650kW 450V 60Hz a.c.<br>Fuel 3 520,5t (o.f.)-87,5pd 16,75kn |
| 7632979<br>JPTK<br>121419<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIA RAINBOW**<br>**Tokai Shosen K.K. (Tokai Shipping Co. Ltd.)**<br>Tokyo Japan | **15 773**<br>9 558<br>25 317 | NK | **1977** Sanoyasu Dockyard Co. Ltd. —Mizushima (1025)<br>160,79(BB) 10,475<br>151,19 24,81 14,36<br>P 26,9 F 11,6 1 dk | **M Bulk Carrier**<br>G.32 042 B.30 289<br>4 Ha (14,3 × 11,9) (26,5 26,5 20,5 × 8,6) ER<br>Cr 4(25) | Oil 2SA 7Cy. 550 × 1380<br>9 400bhp (6 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 360kW 450V a.c.<br>15,5kn |
| 8009521<br>H9RP<br>1102<br>5-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIA S**<br>**Metro Steamship Corp.**<br>Skaarup Ship Management Corp.<br>Panama Panama | **15 486**<br>9 222<br>30 187 | ✠**100A1**<br>bulk carrier<br>✠**LMC**<br>EL (Ht) 605,0/73,0U2<br>FN 7034 | **1981**-4 Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (289)<br>189,82(BB) 25,96 10,322<br>175,85 25,90 14,10<br>P 33,9 F 37,2 1 dk<br>rf nil<br>7BH WB15796T incl. STs in No. 1 hold 739T & Comb. side & topside tanks in Nos. 2, 3, 4, & 5 tanks 11726T | **M Bulk Carrier**<br>Self-unloader<br>Side doors P & S<br>5 Ho ER<br>5 Ha (14,7 × 10,2) (17,6 17,6 17,6 17,6 × 13,5) ER | Oil 2SA 6Cy. 680 × 1250<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 832kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd |
| 6409002<br>320252<br>Rdr RTh | **GEORGIA TRANSPORTER**<br>**Coal Island Ltd.**<br>Vancouver, B.C. Canada | **142**<br>97<br>254 | | **1963** McKenzie Barge & Derrick Co. —Vancouver, B.C. (16)<br>24,39 8,56<br>23,50 8,54 2,16<br>1 dk<br>rf nil | **TM General Cargo Barge**<br>Mchy.aft<br>Cr 1(4) | 2 Oil each 6Cy. 114 × 140<br>360bhp (265kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,5kW 32V d.c.<br>Fuel (d.o.) 14kn |
| 5129306<br>VCGB<br>176116<br>Df Esd<br>Gc Rdr<br>RTh/v | **GEORGIAN BAY**<br>**Canadian Shipbuilding & Engineering Ltd.**<br>Canada Steamship Lines Inc.<br>Collingwood, Ont. Canada | **11 392**<br>8 116<br>16 970 | ✠**100A1** Lake SS 11/77<br>Great Lakes service<br>✠**LMC**<br>EL (it) 2$\frac{7}{16}$"SQ<br>FN 5752 | **1954**-4 Collingwood Shipyards —Collingwood, Ont. (149)<br>188,78 20,78 7,621<br>182,99 20,73 10,70<br>P 38,1 F 21,4 1 dk<br>rf nil<br>NS 3BH WB7516t incl. DTf449t | **S Bulk Carrier**<br>4P<br>6 Ho 17,9 21,3 21,3 22,8 21,3 23,7 ER<br>G.20 586<br>17 Ha (stl) (each 3,3 × 13,3) ER | 3 S Turb dr geared to sc. shaft<br>5 175shp (3 807kW)<br>The John Inglis Co. Ltd. Toronto, Ont.<br>2 WTB 525lbf/in$^2$ (36,2bar) Spt 266,7°C hs823,5<br>db 30lbf/in$^2$ (2,1bar)<br>Gen 2 × 350kW 220V 60Hz a.c.<br>Fuel 508,0t (o.f.) 14kn |
| 5327398<br>SVQV<br>2806<br>Df Esd<br>Gc Rdr<br>RTm/h | **GEORGIAN GLORY**<br>ex Sighaug-66<br>**Rubystar Shipping Corp.**<br>Aegeus Shipping S.A.<br>Piraeus Greece | **16 563**<br>8 892<br>27 593 | AB | **1962** Kockums M/V A/B—Malmo (476)<br>175,88 22,86 10,999<br>164,60 22,81 14,81<br>P 36,6 F 16,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 21,9 20,0 20,0 20,0 20,0 20,0 ER<br>G.32 262 B.31 774 HeCls. B<br>6 Ha (stl) (each 15,9 × 10,9) ER<br>Cr 3(8) Der 1(3) 2(1,5) 1(1) | Oil 2SA 6Cy. 780 × 1400<br>6 845bhp (5 035kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel 135,0t (d.o.) 1 100,0t (hvf) 14,5kn |
| 5111866<br>MTVX<br>162470<br>Df Esd<br>Pfd RTm | **GEORGINA WILSON**<br>ex Fairy Cove-67<br>**Hubert Jones (Trawlers) Ltd.**<br>West Hartlepool United Kingdom | **182**<br>61<br>— | ✠Classed LR until 7/56 | **1955**-4 Henry Scarr Ltd.—Hessle (724)<br>*31,16* 6,76 3,658<br>30,48 6,71<br>F 5,2<br>RW rf 305 BK 178 | **M Fishing**<br>Side Trawler | Oil 6Cy. 265 × 345<br>350bhp (257kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 5kW 220V d.c.<br>Fuel 45,5t (d.o.) 10,5kn |
| 5152298<br>SVZW<br>3321<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORGIOS**<br>ex Hoegh Fulmar-68<br>**'Kama' Macedonian Maritime Exploitations & Enterprises Co. S.A.**<br>Piraeus Greece | **23 451**<br>14 213<br>39 041 | AB (NV) | **1960** Eriksbergs M/V A/B—Goteborg (525)<br>208,03 26,60 11,561<br>197,77 26,52 14,79<br>P 37,2 B 10,7 F 25,0 1 dk<br>rf 76 | **M Tanker**<br>1 Ho 33 Ta ER<br>B.1 812 L.(oil) 45 293 HeCls. BC<br>1 Ha (stl) (2,8 × 4,8) ER<br>Der 5(5) 2(1,5) | Oil 2SA 10Cy. 740 × 1600<br>12 500bhp (9 195kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 2 × 380kW 1 × 200kW 440V 60Hz a.c.<br>Fuel 4 336,5t (hvf) 15,5kn |
| 6702234<br>J4XV<br>7467<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIOS**<br>ex Finnish Wasa-79<br>ex General Aguinaldo-73<br>**Sea Blue Shipping & Financing Co. S.A.**<br>Sea Traders S.A.<br>Piraeus Greece | **14 921**<br>11 392<br>25 060 | AB | **1966** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (873)<br>173,51 25,33 10,110<br>164,45 25,30 13,80<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho ER<br>G.31 894<br>6 Ha ER<br>Der 2(10) 10(5) | Oil 2SA 680 × 1250<br>9 200bhp (6 767kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Fuel 2 920,0t 14,5kn |

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| **7043520**<br>SZGB<br>3497<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIOS**<br><br>**Shipping & Tourist Co. Fr. Fragoudakis**<br>Piraeus Greece | **3 944**<br>2 901<br>— | <br><br>GL | **1971** United Shipping Yard Co.—Perama<br>85,91 14,03 3,995<br>74,50 14,00 5,52<br>2 dks | **TM Passenger/RoRo Cargo/Ferry**<br><br>118bth 166dk P<br>Stern door | 2 Vee Oil 4SA each 12Cy. 400 × 450<br>8 000bhp (5 884kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen — × —kW 380/220V a.c.<br>Fuel (d.o.) 18kn |
| **5412442**<br>SV3320<br>2199<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIOS**<br>ex Vasilios-78 ex Manthos-71<br>ex Perth-63 ex Lochee-48<br>**Ioannis Konstantineas**<br>Piraeus Greece | **1 322**<br>759<br>1 839 | <br><br>✠Classed LR until 10/7/81 | **1937**-8 Henry Robb Ltd.—Leith (240)<br>72,24 11,03 5,119<br>67,98 10,98 5,62<br>P 31,4 F 20,5 1 dk<br>R | **M General Cargo**<br>Mchy.aft<br><br>G.2 645 B.2 464<br>10W | Oil 2SA 8Cy. 340 × 570<br>1 000bhp (736kW)<br>British Auxiliaries Ltd. Glasgow<br>Fuel 63,0t (d.o.) 11kn |
| | | | | **IN PORT DAMAGED BY STRANDING 9/77** | | |
| **5232218**<br>SV3351<br>72<br>Df Esd<br>RT | **GEORGIOS**<br>ex Georgios S-74 ex Merak-67<br>**Stavros Maninis & Co.**<br>Thessaloniki Greece | **495**<br>250<br>686 | HR<br><br>✠Classed LR until 15/3/74 | **1947**-12 Gebr. van Diepen—Waterhuizen (904)<br>52,58 8,67 3,449<br>48,49 8,62 3,51<br>P 10,4 RQD 29,3 F 8,9 1 dk<br>RW | **M General Cargo**<br>1 Ho 30,7 ER<br>G.991 B.956<br>2 Ha ER<br>2W Der 2(2) | Oil 4SA 6Cy. 300 × 480<br>400bhp (294kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 27,5t (d.o.) 9kn |
| **5261051**<br><br><br>Df Esd<br>Gc RTm | **GEORGIOS**<br>ex Odra-78<br>**Olympiós Shipping Co. Ltd.**<br>Piraeus Greece | **484**<br>181<br>650 | (PR) | **1953** Stocznia Gdanska im. Lenina—Gdansk (B51/05)<br>59,85 9,61 3,410<br>5,80<br>2 dks<br>RW | **M General Cargo**<br>Ice strengthened<br>2 Ho 13,4 16,5 ER<br>G.1 593 B.1 369<br>2 Ha (9,6 11,9 × 5,4) ER<br>4W Der 4(3) | Oil 2SA 6Cy. 250 × 420<br>540bhp (397kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 40kW 1 × 10kW 230V d.c.<br>Fuel 30,5t (d.o.)-2,0pd 10kn |
| **5129356**<br><br>1191 | **GEORGIOS**<br>ex Rallis P.<br>**Michael E. Papastylianos**<br>Piraeus Greece | **249**<br>153<br>— | | **1919** ..........<br>41,97 7,22 4,090<br>... ... ...<br>R | **M General Cargo**<br>2 Ho<br>2 Ha<br>2W Der 2 | Oil 4SA 6Cy.<br>300bhp (221kW) NE —<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel (d.o.) |
| **5129370**<br><br>20<br>RT | **GEORGIOS**<br>ex Helena-60<br>**A. Petras & Sons**<br>Thessaloniki Greece | **150**<br>90<br>— | | **1931** J. Boot—Woubrugge<br>33,96 6,33 2,871<br>... ... ...<br>1 dk<br>R | **M General Cargo** | Oil 4Cy.<br>200bhp (147kW) NE —<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel (d.o.) |
| **6614578**<br>SV2925<br><br>RTv | **GEORGIOS**<br>ex Maraval-72<br>**Eleusis Shipyards S.A.**<br>Piraeus Greece | **141**<br>—<br>— | **✠100A1** SS 9/79<br>tug<br>**✠LMC**<br>EL (b)<br>FN 292 | **1966**-9 Appledore Shipbuilders Ltd. —Appledore (A.S.18)<br>30,31 7,93 3,144<br>26,22 7,47 3,66<br>rf 406 BK 51<br>4BH WB61t | **M Tug** | Oil 4SA 8Cy. 260 × 368 sr reverse geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 25kW 220V d.c.<br>Fuel 40,5t (d.o.) 10,5kn |
| **5231642**<br>SVIB<br>4261<br>Df Esd<br>Pfd RT | **GEORGIOS A.**<br>ex Giannis K.-79 ex Melilla-77<br>**Good Luck I Shipping Co. S.A.**<br>Interuniversal Chartering S.A.<br>Piraeus Greece | **1 699**<br>828<br>3 060 | (GL) | **1952** Orenstein Koppel & Luebecker —Luebeck (449)<br>93,68 13,26 5,728<br>84,99 13,21 8,41<br>P 6,4 F 8,9 1 dk & S dk H 17,1<br>RW | **M General Cargo** OSD<br>Ice strengthened<br>4 Ho<br>G.4 986 B.4 581<br>4 Ha (6,7 12,7 12,0 7,3 × 5,4)<br>10W Der 4(3-5) 6(3) | 2 Oil 4SA each 6Cy. 400 × 460 sr geared to sc. shaft<br>2 400bhp (1 765kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 376,0t 14kn |
| **7031527**<br>SV3347<br>3517<br>Pfd RT | **GEORGIOS DIOGOS**<br><br>**Panagiotis Diogos**<br>Piraeus Greece | **700**<br>439<br>178 | | **1970** Th. Zervas & Sons—Ambelaki (99)<br>59,52 11,82 1,753<br>53,50 10,00 2,44<br>B 11,9 1 dk | **TM RoRo Cargo/Ferry**<br>443dk P<br>Bow door<br>Mchy.aft | 2 Oil 2SA each 12Cy. 248 × 267<br>2 500bhp (1 839kW) E made53 fitted70<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 69kW 380V 50Hz a.c.<br>2 Directional propellers<br>Fuel 42,5t (d.o.) 13,5kn |
| **6818875**<br>SXQS<br>5551<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORGIOS F**<br>ex Frixos D-80 ex James Stove-75<br>**Nolana Shipping Corp.**<br>Dove Shipping Inc.<br>Piraeus Greece | **11 544**<br>6 856<br>18 716 | NV | **1968** Bremer Vulkan A.G.—Vegesack (940)<br>161,55 20,63 9,360<br>152,79 20,58 12,20<br>P 37,2 F 14,4 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 20,5 23,1 23,1 23,1 24,0 ER<br>G.23 062 B.17 715 HeCls. B<br>5 Ha (stl) (11,9 14,4 14,4 14,4 14,4 × 9,3) ER<br>Cr 5(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 295kW 440V 60Hz a.c.<br>Fuel 171,5t (d.o.) 1 570,0t (hvf)-24,5pd 15,75kn |
| **5129409**<br>SVRW<br>150<br>Df Esd<br>Gc | **GEORGIOS F. ANDREADIS**<br>ex Michael Casey-47<br>**Stratis G. Andreadis**<br>Chios Greece | **7 176**<br>4 380<br>11 039 | AB | **1943** Permanente (Shipyard No. 1) —Richmond, Ca (2101)<br>134,58 17,38 8,433<br>127,34 17,35 11,38<br>2 dks, 3rd dk fwd<br>rf 152 | **S General Cargo** CSD<br>5 Ho 6,1DT 18,5 22,1 15,2 ER 13,7 21,3<br>G.15 914 B.14 145<br>5 Ha (10,5 10,5 6,0 × 6,0) ER (10,5 10,1 × 6,0)<br>9W Der 10(5) | T 3Cy. 622 940 & 1778 × 1219<br>2 200ihp (1 618kW)<br>Joshua Hendy Iron Works Sunnyvale, Ca<br>Gen 3 × 20kW 120V d.c.<br>Fuel 1 033,5t (o.f.) 11kn |
| **5226908**<br>SV6037<br><br>Df Esd<br>Gc RT | **GEORGIOS G**<br>ex Olympios Zeus-80<br>ex Martha Peters-78 ex Tetuan-63<br>**Athina Shipping Co.**<br>Piraeus Greece | **1 581**<br>829<br>2 400 | GL | **1956** H. C. Stuelcken Sohn—Hamburg (857)<br>84,18 12,10 4,788<br>78,03 12,04 5,21<br>P 8,0 RQD 24,1 B 15,6 F 10,1 1 dk<br>RW | **M General Cargo**<br>2 Ho 30,1 24,5<br>G.3 493 B.3 070<br>2 Ha (stl) (20,8 19,1 × 6,4)<br>5W Der 2(5) 3(3) | Oil 4SA 10Cy. 385 × 580 geared to sc. shaft<br>1 450bhp (1 067kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 3 × 50kW 230V d.c.<br>Fuel 169,5t (d.o.) 11,75kn |
| **5249546**<br>HO8607<br>3778<br>-73A<br>Df Esd<br>Gc Rdr<br>RTm | **GEORGIOS G. II**<br>ex Lancaster Trader-75<br>ex Noorbeek-73 ex Ness-70<br>**Themar Maritime S.A.**<br>Panama Panama | T.Mk<br>**885**<br>455<br>1 500<br>**1 480**<br>1 035<br>2 500 | GL | **1955** Werft Nobiskrug—Rendsburg (581)<br>76,51 11,38 —/5,660<br>68,99 11,31 6,96<br>B 6,8 F 8,9 2 dks<br>RW | **D-E General Cargo**<br>Ice strengthened<br>2 Ho 23,0 22,4 ER<br>G.3 126 B.2 928<br>2 Ha (each 15,6 × 5,0) ER<br>8W Der 1(20) 8(3-5) | 2 Oil 4SA each 12Cy. 175 × 205 total 1 900bhp (1 398kW) driving 2 gen. each 612kW 600V d.c. connected to 2 elec. motors each of 770shp (566kW) (WL) & geared to sc. shaft<br>NE 56<br>Daimler-Benz A.G. Unterturkheim<br>Gen 1 × 65kW 2 × 50kW 230V d.c.<br>Fuel (d.o.) 12kn |

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|---|---|---|---|---|---|---|
| 6017632<br>SV5201<br>7271<br>Df RTm | **GEORGIOS H.**<br>ex Ikarian Sea-79 ex Annapi-75<br>ex Blue Calypso-73<br>ex Concord-70<br>ex Bell Concord-69<br>ex Anglobel-67 ex Wansbeck-61<br>**Hatziioannou Bros.**<br>Piraeus Greece | **806**<br>421<br>1 216 | HR (BV)<br>✠Classed LR until<br>3/4/73 | **1953**-5 N.V. Bodewes Schps.<br>—Martenshoek (400)<br>64,01 9,78 4,039<br>58,50 9,76 5,39<br>P 14,4 RQD 21,4 F 8,9 1 dk<br>RW | **M General Cargo**<br>2 Ho 18,2 20,5 ER<br>G.1 614 B.1 487<br>2 Ha (13,3 14,8 × 5,4) ER<br>3W Der 3(2,5) | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW) NE —<br>CKD Praha Praha<br>Gen 2 × 12kW 110V d.c.<br>Fuel 70,0t (d.o.) 10,5kn |
| 7503116<br>SWHP<br>8155<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS HADJIKYRIAKOS**<br>ex Arquitecto Herrera-81<br>**Georgios Hadjikyriakos Shipping Co.**<br>Heracles Shipping Co. S.A.<br>Piraeus Greece | **3 448**<br>1 796<br>5 634 | GL | **1977** Ast. de Santander S.A.—Santander (123)<br>109,45 6,614<br>101,02 15,82 8,51<br>P 12,8 1 dk | **M Cement Carrier**<br>4 Ho each 16,0 ER | 2 Vee Oil 4SA each 12Cy. 250 × 300 reduction geared to sc. shaft<br>5 300bhp (3 898kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Controllable pitch propeller<br>Fuel 243,0t (d.o.)-15,0pd 18kn |
| 7627534<br>SV4060<br>5683<br>RT | **GEORGIOS K.**<br>**Kymi Shipping Co. Ltd.**<br>Piraeus Greece | **737**<br>478<br>90 | | **1977** E. Goumas & Son—Ambelaki (120)<br>60,03<br>54,01 11,41 3,03 | **TM Passenger/Ferry** | 2 Oil 4SA each 6Cy.<br>15 000bhp (11 033kW)<br>Lister Blackstone Mirrlees Mar.<br>United Kingdom |
| 7029586<br>ELCL7<br>7306<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEORGIOS M**<br>ex Georgios Matsas-82<br>**Almajor Shipping Co. Ltd.**<br>Monrovia Liberia | **10 006**<br>6 256<br>15 175 | AB | **1970** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (2171)<br>141,76(BB) 19,84 8,773<br>134,12 19,82 12,35<br>2 dks<br>rf 152 DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.19 992 B.18 831<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 1 289,5t (hvf) 14,5kn |
| 5354119<br>SXKJ<br>6578<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS M.**<br>ex Kossou-78 ex Tayga-68<br>**Elvina Maritime Corp.**<br>Piraeus Greece | **7 116**<br>3 951<br>9 586 | BV | **1961** Forg. & Ch. de la Gironde—Bordeaux (247)<br>140,49 18,67 7,925<br>132,01 18,60 10,90<br>2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>3 Ho ER 2 Ho<br>G.14 584 B.13 275 In.58<br>5 Ha (5,4 × 3,9) (11,7 11,7 × 6,0) ER (10,9 9,3 × 6,0)<br>18W Der 1(40) 1(20) 1(10) 6(8) 10(5) | Oil 2SA 8Cy. 620 × 1400<br>6 999bhp (5 148kW) B&W<br>Soc. des Forges & At. du Creusot Le Creusot<br>Gen 3 × 190kW 220V d.c.<br>Fuel 1 010,5t (hvf) 15kn |
| 5196957<br>SYKS<br>3034<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEORGIOS M. II**<br>ex Kronoholm-67<br>**Greek Maritime Exploitations Co. 'N.E.K.' S.A.**<br>Piraeus Greece | **16 605**<br>9 773<br>27 271 | AB<br>✠Classed LR until 7/69 | **1958**-8 Eriksbergs M/V A/B—Goteborg (504)<br>187,76 24,16 10,497<br>176,79 24,08 13,34<br>P 34,2 B 12,5 F 23,8 1 dk<br>rf 51 | **M Tanker**<br>1 Ho 12,5 30 Ta ER<br>B.906 L.(oil) 35 283 HeCls. BC<br>1 Ha (stl) (2,7 × 4,8)<br>Der 4(5) 2(1,5) | Oil 2SA 9Cy. 740 × 1600<br>11 200bhp (8 238kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 1 × 300kW 2 × 280kW 450V 60Hz a.c.<br>Fuel 1 761,0t (hvf)-39,5pd 16kn |
| 5369011<br>SZYU<br>2632<br>Df Rdr<br>RT | **GEORGIOS P.**<br>ex Troja-68 ex Primrose-52<br>ex Stratton Downs-47<br>ex Skelwith Force-46<br>**John & Helen Patroudakis**<br>Piraeus Greece | **599**<br>295<br>772 | ✠Classed LR until 12/51 | **1908**-9 R. Williamson & Son—Workington (210)<br>51,59 8,11 3,912<br>8,06<br>RQD 29,0 B 3,4 F 7,1 1 dk<br>R | **M General Cargo**<br>1 Ho 29,7 ER<br>G.1 104 B.1 019<br>2 Ha (8,0 12,4 × 4,8) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 290 × 410<br>420bhp (309kW) NE 52<br>A/S Volund Kobenhavn<br>Fuel 39,5t (d.o.) 8kn |
| 7392452<br>SV3186<br>4749<br>RT | **GEORGIOS P.**<br>**Papaioannidis Brothers**<br>Piraeus Greece | **499**<br>343<br>— | (BV) | **1974** United Shipping Yard Co.—Perama (63)<br>59,52 10,70 2,109<br>52,51 3,05 | **TM RoRo Cargo/Ferry**<br>Deck Cargo —dk P | 2 Oil 4SA each 6Cy. 137 × 165<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5381071<br>SV2473<br>5164<br>Df Esd<br>Gc Rdr<br>RTm | **GEORGIOS ROUSSOS**<br>ex Wakenitz-74 ex Vilsund-66<br>ex Henrik Meyer-62<br>**Kimolian Compania Maritima S.A.**<br>George Roussos' Sons<br>Piraeus Greece | **1 545**<br>945<br>2 473 | GL | **1961** Jos. L. Meyer—Papenburg (505)<br>82,43 11,03 5,201<br>75,16 10,98 6,25<br>P 16,5 F 6,4 1 dk<br>RW len & deepened 69 | **M General Cargo**<br>Ice strengthened<br>2 Ho 20,8 26,8 ER<br>G.3 316 B.3 098<br>2 Ha (stl) (16,3 7,4 × 6,4) ER<br>Der 4(3) | Oil 4SA 6Cy. 400 × 580<br>1 250bhp (919kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 90kW 360V 50Hz a.c.<br>Fuel (d.o.) 12,5kn |
| 6404674<br>SV5629<br>158<br>Esd Rdr | **GEORGIOS T**<br>ex Mycenae-82 ex Nerina-73<br>ex Petro Stranda-68<br>ex Sagastrand-66<br>**Macedonian II Shipping Corp.**<br>G. Zervas & Sons<br>Thessaloniki Greece | **1 196**<br>590<br>1 721 | BV (GL) | **1963** Angyalfold Shipyard—Budapest (1946)<br>74,48 11,33 4,687<br>67,39 11,28<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.2 180 B.2 067<br>3 Ha (each 8,6 × 5,6) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>950bhp (699kW)<br>Lang Gepgyar Budapest<br>Fuel 76,0t 11,5kn |
| 6402092<br>J4PE<br>7254<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS T. KOROPOULIS**<br>ex Myron-79<br>**Eftry Shipping Co. S.A.**<br>Efshipping Co. S.A. Panama<br>Piraeus Greece | **17 487**<br>11 184<br>30 947 | AB | **1964** Brodogradiliste "3 Maj"—Rijeka (489)<br>195,99 23,25 11,024<br>182,89 23,17 14,48<br>1 dk<br>RW rf 102 | **M Bulk Carrier**<br>7 Ho 20,8 16,3 19,5 17,7 19,5 16,2 19,5 ER<br>G.36 484 B.33 779<br>7 Ha (stl) (12,3 16,0 12,1 8,7 12,1 9,7 14,0 × 12,5) ER<br>4W Der 2(5) 2(2) | Oil 2SA 6Cy. 860 × 1600<br>12 000bhp (8 827kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 2 839,0t 17kn |
| 7041065<br>J4BZ<br>6876<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEORGIOS TSAKIROGLOU**<br>ex Oxfordshire-78<br>**Marsenorio Armadora S.A.**<br>Marmaestra Compania Naviera S.A.<br>Piraeus Greece | **18 170**<br>12 669<br>32 280 | **✠100A1** CS 2/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC** **UMS**<br>EL Ht $2\frac{7}{16}$"U3<br>FN 7064 | **1971**-5 Doxford & Sunderland Ltd.—North Sands Shpyd, Sunderland (729)<br>182,58(BB) 26,42 10,700<br>173,13 26,37 14,43<br>P 31,1 F 15,0 1 dk<br>rf 76<br>NS 9BH WB10020t incl. Topside tanks in holds 4267t Comb. btm & STs in holds 4261t | **M Bulk Carrier**<br>7 Ho 16,3 18,2 20,0 18,2 20,0 18,2 18,2 ER<br>G.35 517 B.34 336<br>7 Ha (stl) (9,1 × 10,0) (10,6 12,8 11,4 12,8 11,4 11,4 × 12,6) ER<br>12W Der 14(10) | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 405kW 440V 60Hz a.c.<br>Fuel 1 829,0t (hvf) 16kn |
| 5128974<br>SWBO<br>3524<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIOS V.**<br>ex George Peacock-69<br>**Varnicos 1 Shipping Co. S.A.**<br>Varnima Corp. International S.A.<br>Piraeus Greece | **18 796**<br>11 395<br>30 753 | **✠100A1** SS 5/79<br>oil tanker<br>**✠LMC**<br>EL nt $2\frac{3}{4}$"SQ<br>FN 7154 | **1961**-7 Harland and Wolff Ltd.—Belfast (1626)<br>196,07 24,67 10,859<br>186,24 24,54 13,87<br>P 40,9 B 11,6 F 15,3 1 dk<br>RW rf 102<br>14BH WB1236t | **M Tanker**<br>27 Ta ER<br>L.(oil) 38 127 HeCls. BC | Oil 2SA 7Cy. 750 × 1500 exhaust500<br>11 600bhp (8 532kW)<br>Harland and Wolff Ltd. Belfast<br>2 WTAuxB 250lbf/in² (17,3bar) Spt 240lbf/in² (16,6bar)<br>AuxB 250lbf/in² (17,3bar)<br>Fuel 2 560,5t (hvf)-44,5pd 15,75kn |

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| **6603464**<br>SWUE<br>8086<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIOS VERGOTTIS**<br>ex George Vergottis-81<br>**Franconia Sea Transport Ltd.**<br>Piraeus Greece | **30 647**<br>19 277<br>56 685 | AB | **1966** Mitsubishi Heavy Industries Ltd.<br>—Kobe (942)<br>236,23 31,86 12,377<br>225,03 31,81 16,26<br>P 27,8 F 17,1 1 dk<br>rf 102 | **M Tanker**<br>SBT COW IGS<br>26 Ta ER<br>L.(oil) 66 590 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 249,0t (d.o.) 3 465,5t (hvf)-63,0pd |
| **7026742**<br>SWKJ<br>3828<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GEORGIOS XYLAS**<br>**Aegean Compania Naviera S.A.**<br>Piraeus Greece | **18 634**<br>12 732<br>32 270 | AB | **1970** Mitsui SB. & Eng. Co. Ltd.—Osaka (844)<br>182,61(BB) 25,68 10,688<br>174,00 25,61 14,91<br>P 31,4 F 12,2 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 19,0 22,4 22,2 22,4 22,4 22,4 ER<br>G.42 732 B.37 751 HeCls. B<br>6 Ha (stl) (10,9 × 9,9) (12,8 12,9 12,8 12,8 12,8 × 10,9) ER<br>2W Cr 2(18) 3(10) Der 2(10) | Oil 2SA 7Cy. 760 × 1550<br>11 500bhp (8 459kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 300kW 450V 60Hz a.c.<br>Fuel 162,5t (d.o.) 1 626,5t (hvf)-41,5pd<br>15kn |
| **7041326**<br>3EMF<br>1103<br>3-AG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORGIOS Z**<br>ex Nadina-82 ex Barbarella-78<br>**Ware Shipping Corp.**<br>Thomas Zachariou Shipping Co. S.A.<br>Panama Panama | T.Mk<br>**3 493**<br>2 026<br>6 380<br>**5 723**<br>4 010<br>8 199 | GL | **1970** Schiffs. u. Masch. Paul Lindenau GmbH & Co. KG—Kiel (S.147)<br>136,81 17,30 6,471/7,506<br>124,92 17,20 10,11<br>2 dks | **M General Cargo**<br>3 Ho 20,2 30,0 30,3 ER<br>G.12 792 B.11 432<br>3 Ha (stl) (13,2 × 9,9) (25,2 25,2 × 6,0) ER<br>Cr 4(12,5-25) 1(8) | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 332kW 1 × 155kW 380V 50Hz a.c.<br>Fuel 1 067,0t (hvf) 15,5kn |
| **5339834**<br>SV3342<br>3976<br>Df Esd<br>Pfd<br>RTm/v | **GEORGIOS II**<br>ex Marina-71 ex Gimle-70<br>ex Stefan-66<br>**Skordalakis Bros. Shipping Enterprises**<br>Piraeus Greece | **497**<br>273<br>955 | ✠Classed LR until 6/3/81 | **1955**-4 Solvesborgs Varv A/B—Solvesborg (45)<br>56,44 10,11 3,658<br>51,01 10,01 3,81<br>P & B 29,6 F 6,8 1 dk<br>RW rf 102 | **M General Cargo**<br>Ice strengthened<br>1 Ho 35,3 ER<br>G.1 402 B.1 272<br>2 Ha (12,7 × 4,9) (12,7 × 6,0) ER<br>4W Der 4(3) | Oil 4SA 6Cy. 350 × 500<br>550bhp (405kW) NE made71 fitted1/74<br>CKD Praha Praha<br>Gen 1 × 20kW 2 × 10kW 220V d.c. |
| **7600108**<br>SYNC<br>6102<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GEORGIS A. GEORGILIS**<br>**G. A. G. Shipping Co. Ltd.**<br>Arenamar Compania Naviera S.A.<br>Piraeus Greece | **16 037**<br>11 440<br>26 874 | AB | **1976** Namura SB. Co. Ltd.—Osaka (442)<br>176,99(BB) 22,97 10,402<br>166,99 22,92 14,51<br>P 34,5 F 11,6 1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho 25,9 27,8 17,5 28,3 24,0 ER<br>G.37 302 B.32 500 HeCls. B<br>5 Ha (stl) (12,9 18,3 18,3 12,8 12,8 × 11,5) ER<br>Cr 1(25) 4(15) | Oil 2SA 7Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 2 032,0t (hvf) 15,5kn |
| **7622106**<br>SVUL<br>6802<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIS GERONTAS**<br>**Lemand Trading Inc.**<br>Piraeus Greece | **15 270**<br>10 264<br>26 982 | ✠**100A1**<br>strengthened for heavy cargoes<br>Nos. 2 & 5 holds may be empty<br>✠**LMC** **UMS**<br>EL Ft 577,5/58,0U3<br>FN 6039 | **1978**-4 Kasado Dock Co. Ltd.—Kudamatsu (303)<br>172,02(BB) 22,92 10,630<br>162,01 22,86 14,41<br>P 28,1 F 13,5 1 dk<br>rf nil<br>8BH WB7444T incl. Comb. btm & STs in holds 3518T,topside tanks in Nos. 2-6 holds 2559T | **M Bulk Carrier**<br>6 Ho 16,7 19,2 20,8 22,4 22,4 22,4 ER 5 Wing Ta p&s ER<br>G.35 720 B.31 878<br>6 Ha (stl) (8,8 11,9 11,9 14,4 14,4 13,5 × 11,9) ER<br>Cr 1(30) 1(22) 3(15) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (Comp) 8kgf/cm² (7,9bar)<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 168,0t (d.o.) 1 396,0t (hvf) 17kn |
| **6721503**<br>SXAG<br>4228<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIS PROIS**<br>**Marfo Compania S.A.**<br>Piraeus Greece | **15 414**<br>9 528<br>25 945 | AB | **1967** Fujinagata Zosensho—Osaka (123)<br>176,61 23,27 10,062<br>168,00 23,21 13,95<br>P 33,0 F 12,2 1 dk<br>rf 102 | **M Bulk Carrier**<br>6 Ho ER<br>G.33 839 B.29 818 HeCls. B<br>6 Ha ER<br>Der 4(10) 8(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Uraga Heavy Ind. Ltd. Tamano<br>Gen 3 × 328kW<br>Fuel 132,0t (d.o.) 1 609,5t (hvf)-39,0pd<br>15kn |
| **6922028**<br>UYUY<br>M-29152<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIY CHICHERIN**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 571**<br>3 163<br>—<br>**10 028**<br>5 436<br>12 652 | RS | **1969** Stocznia Gdanska im. Lenina—Gdansk (B40/11)<br>154,51 20,63 7,970/8,979<br>143,19 20,60 12,76<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>G.19 518 B.17 860<br>5 Ha (stl) (11,9 × 8,0) (13,4 13,4 11,5 × 10,9) ER (13,4 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) 16,5kn |
| **7031979**<br>UTUS<br>M-30582<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIY DIMITROV**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 571**<br>3 163<br>—<br>**10 028**<br>5 436<br>12 652 | RS | **1970** Stocznia Gdanska im. Lenina—Gdansk (B40/15)<br>154,54 20,63 7,970/8,979<br>143,19 20,60 12,70<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>G.19 518 B.17 860<br>5 Ha (stl) (11,9 × 8,0) (13,4 13,4 11,5 × 10,9) ER (13,4 × 10,9)<br>16W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 200,0t (d.o.) 1 164,5t (hvf) 16,5kn |
| **7323762**<br>UDXH<br>M-32648<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIY LEONIDZE**<br>**U.S.S.R. -Georgian Shipping Co.**<br>Batumi U.S.S.R. | **20 513**<br>12 559<br>31 923 | RS | **1973** Stocznia Szczecinska im. A. Warskiego—Szczecin (B447/16)<br>199,07(BB) 24,46 10,640<br>185,02 24,41 15,09<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. ore cargoes<br>7 Ho ER<br>G.40 758<br>9 Ha (stl) (each 10,8 × 11,9) ER | Oil 2SA 6Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>H. Cegielski Poznan<br>15kn |
| **7423263**<br>UIIF<br>M-17841<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIY MAKSIMOV**<br>**U.S.S.R.**<br>Arkhangelsk U.S.S.R. | **1 213**<br>240<br>590 | RS | **1977** Oy Laivateollisuus Ab—Turku/Abo (314)<br>68,74 12,43 4,160<br>60,20 12,40 6,02<br>2 dks | **M Research**<br>Hydrographic<br>Ice strengthened<br>2 Ho ER<br>B.481<br>2 Ha (1,9 × 1,0) (4,8 × 3,2)<br>Cr 1(5) 1(2) | Oil 4SA 6Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz West Germany<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13,5kn |
| **7642508**<br>UTAJ<br>M-12494 | **GEORGIY MATVEYCHUK**<br>**U.S.S.R. -Academy of Sciences**<br>Vladivostok U.S.S.R. | **166**<br>18<br>35 | RS | **1976** ............U.S.S.R.<br>33,96 7,09 2,590<br>3,69 | **M Research**<br>Ice strengthened | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |

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| 7348683<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEORGIY NALIVAYKO**<br>**U.S.S.R.**<br>U.S.S.R. | **1 268**<br>—<br>— | | **1974** VEB Peene-Werft—Wolgast (121)<br>72,80<br>65,99 12,79 3,20<br>1 dk | **TD-E Dredger**<br>Bucket<br>Dredging depth 24,0<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 480 total<br>2 640bhp (1 942kW) driving 2 gen.<br>connected to elec. motors<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>8,5kn |
| 7630115<br>M-32528 | **GEORGIY NEKRASOV**<br>**U.S.S.R.**<br>Nakhodka U.S.S.R. | **247**<br>121<br>51 | RS | **1976** Nakhodkinskiy Shiprepairs Yard<br>—Nakhodka<br>38,41 6,71 2,180<br>2,90<br>1 dk | **TM Ferry**<br>180P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>12,5kn |
| 7517246<br>USVS<br>M-28294 | **GEORGIY POPOV**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>9,5kn |
| 7117137<br>UHUA<br>M-29333<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIY SEDOV**<br>**U.S.S.R.**<br>U.S.S.R. | **2 378**<br>—<br>873 | RS | **1967** Admiralteiskiy Shipyard—Leningrad<br>67,70 18,06 5,941<br>62,01 17,51 8,31<br>2 dks<br>conv Icebreaker — | **TD-E Research/Icebreaker**<br>Hydrographic<br>Ice strengthened<br>1 Ho<br>B.244<br>1 Ha (1,8 × 2,5)<br>3W Der 1(12) 2(3) | 3 Oil total driving 3 gen. connected to 3<br>elec. motors & geared to 3 sc. shafts<br>U.S.S.R.<br>2 propellers aft, 1 fwd<br>14kn |
| 7117371<br>ERET<br>M-30584<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIY USHAKOV**<br>ex Shkval-74<br>**U.S.S.R. -Hydrometeorological Service**<br>Odessa U.S.S.R. | **3 311**<br>837<br>1 457 | RS | **1971** Stocznia Szczecinska im. A.<br>Warskiego—Szczecin (B88/08)<br>100,11 14,81 5,090<br>88,42 13,80 6,33<br>2 dks | **TM Research**<br>Survey<br>Ice strengthened<br>1 Ho<br>B.157<br>1 Ha (4,1 × 2,3)<br>1W Der 1(3) | 2 Oil 2SA each 8Cy. 480 × 700<br>4 000bhp (2 942kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 256kW 1 × 120kW<br>1 × 80kW 400V 50Hz a.c.<br>14kn |
| 6701034<br>USYC<br>M-25511<br>Df Esd<br>Gc Rdr<br>RT | **GEORGIY VASILYEV**<br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **2 717**<br>1 276<br>3 516 | RS | **1966** Santierul Naval Galatz—Galatz<br>100,67 14,43 6,000<br>91,09 14,38 6,84<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,5 14,4 17,3 ER 15,3<br>G.4 610 B.4 282<br>4 Ha (stl) (10,5 × 8,0) (10,5 10,5 × 9,5) ER (10,5 × 9,5)<br>8W Der 1(15) 8(5) | Oil 2SA 6Cy. 540 × 960<br>2 900bhp (2 133kW)<br>Fiat S.G.M. Torino<br>Fuel 97,5t (d.o.) 182,0t (hvf) 14,75kn |
| 7945687 | **GEORGIYEVSK**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**1 141**<br>349<br>535 | RS | **1981** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 13,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Oil<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| 7343853<br>ELBV4<br>7176<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEORGTURM**<br>**VTG Supply Boat Liberia Inc.**<br>Monrovia Liberia | **778**<br>227<br>936 | GL | **1973** Schiffsw. Hugo Peters—Wewelsfleth<br>(551)<br>57,41 12,10 4,501<br>50,60 11,71 5,62<br>B & F 21,4 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 230 × 270<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 3 × 285kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>13kn |
| 5037371<br>C4PZ<br>Df Esd<br>Gc Rdr<br>RTm/v | **GEORGY**<br>ex George-76 ex Barrister-74<br>**Panormitis Marine Co. Ltd.**<br>Limassol Cyprus | T.Mk<br>**5 673**<br>3 133<br>9 316<br>**7 930**<br>4 471<br>10 799 | ✠**100A1** SS 11/74<br>✠**LMC**<br>EL ct<br>FN 3921 | **1954**-9 Wm. Doxford & Sons Ltd.—Pallion,<br>Sunderland (802)<br>141,38 18,11 7,836/8,535<br>132,67 18,04 11,51<br>F 26,9 2 dks, 3rd dk in Nos. 1 & 2 holds<br>R rf 152<br>7BH WB1870t incl. Tunnel tanks 357t<br>**LAID UP — SURVEYS OVERDUE 11/78** | **M General Cargo**<br>5 Ho 16,4 21,9 10,3 ER 24,3 16,7<br>5 Ha (8,2 13,6 4,8 × 6,7) ER (13,6 8,7 × 6,7)<br>Der 1(70) 1(60) 4(15) 4(10) 6(5) | Oil 2SA 4Cy. 700 × 2320<br>4 800bhp (3 531kW)<br>Wm. Doxford & Sons Ltd. Sunderland<br>2 AuxB 150lbf/in² (10,4bar)<br>Gen 2 × 50kW 1 × 20kW 220V d.c.<br>Fuel (hvf) |
| 5246269<br>Rdr RT | **GEORICH**<br>ex Namiji Maru-79<br>**George & Peter Lines Inc.**<br>Cebu Philippines | **694**<br>188<br>108 | | **1961** Niigata Eng. Co. Ltd.—Niigata (318)<br>56,39 9,35 2,998<br>9,30 4,12<br>B 25,6 F 17,4 2 dks | **M General Cargo**<br>1 Ho<br>G.95 B.91<br>1 Ha (4,1 × 3,0)<br>1W Der 1(4) | Oil 4SA 8Cy. 430 × 540<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 225V a.c.<br>Fuel 23,0t-6,0pd 16kn |
| 7525504<br>SZNK<br>6505<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GEORTINA**<br>**Ateniense Armadora S.A.**<br>Elmar Shipping Co. S.A.<br>Piraeus Greece | **11 348**<br>7 072<br>19 508 | AB | **1977** Hitachi Zosen—Mukaishima (4520)<br>156,24(BB) 22,64 9,557<br>146,08 22,61 12,91<br>1 dk | **M Bulk Carrier**<br>4 Ho 30,6 26,9 26,9 28,8 ER<br>G.25 306 B.24 200<br>4 Ha (stl) (17,2 19,8 19,8 19,8 × 10,4) ER<br>12W Der 4(25) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 145,0t (d.o.) 983,5t (hvf)-28,5pd<br>15,5kn |
| 7828578 | **GEOTERMIK**<br>**U.S.S.R.**<br>U.S.S.R. | **164**<br>30<br>35 | RS | **1979** ..............U.S.S.R.<br>34,02 7,09 2,661<br>30,00 3,69<br>1 dk | **M Research**<br>Ice strengthened | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>9,5kn |
| 5258107<br>TPTR<br>5341<br>Df Esd<br>Pfd RT | **GEPAMA**<br>ex Annaick-Michel-74<br>ex Notre Dame de Bethleem-65<br>**Paul Valer et Gerard Toumelin**<br>Etel France | **107**<br>21<br>— | | **1956** Ch. "Espoir Sablais"—Les Sables<br>d'Olonne<br>23,02 6,91<br>3,51<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>In.30 | Oil 4SA 8Cy. 220 × 280<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9kn |

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| 6916756 | **GEPARD** | **119** | | **1968** Gdynska Stocznia Remontowa | **M Tug** | Oil 4SA 6Cy. 320 × 480 | |
| | | 29 | | —Gdynia (H800/324) | | | |
| | **Zarzad Portu Gdynia** | 28 | PR | 25,51 6,79 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Gdynia Poland | | | 6,76 3,41 | | (SKL) | Magdeburg |
| Rdr RT | | | | 1 dk | | Gen 2 × 12kW 1 × 10kW 1 × 3,5kW | |
| | | | | | | 220/230V d.c. | |
| | | | | | | | 11kn |

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| 5129514 | **GERA** | **942** | | **1961** VEB Peene-Werft—Wolgast | **M Fishing** | 2 Oil geared to sc. shaft | |
| Y4FY | | 291 | | 65,56 10,32 4,641 | Side Trawler | 1 420bhp (1 044kW) | |
| | **VEB Fischkombinat Rostock** | — | DSRK | 58,40 10,24 5,69 | Ice strengthened | (i) Oil 4SA 8Cy. 365 × 550 | |
| Df Esd | Rostock German Democratic | | | 1 dk | 2 Ho ER | Goerlitzer Masch. | Goerlitz |
| Gc Rdr | Republic | | | | 2 Ha ER | (ii) Oil 4SA 6Cy. 325 × 440 | |
| RT | | | | | | Goerlitzer Masch. | Goerlitz |
| | | | | | | Gen 1 × 200kW 1 × 160kW | |
| | | | | | | 1 × 78,5kW 230V d.c. | |
| | | | | | | Fuel (d.o.) | 11kn |

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| 7129685 | **GERAKL** | T.Mk | | **1972** VEB Volkswerft Stralsund—Stralsund | **M Research/Fishing** | 2 Oil 4SA each 8Cy. 320 × 480 geared to | |
| EWVU | | **2 242** | | (106) | Stern Trawler Ref | sc. shaft | |
| M-31039 | **U.S.S.R. -'Dalryba'** | 728 | RS | 81,97 13,64 5,250 | Ice strengthened | 2 320bhp (1 706kW) | |
| Df Esd | Vladivostok U.S.S.R. | 1 025 | | 73,00 13,62 8,31 | 3 Ho 1 Ta | VEB Schwermasch. Karl Liebknecht | |
| Gc Pfd | | | | 2 dks | G.255 In.530 L.9 | (SKL) | Magdeburg |
| Rdr RT | | | | | 4 Ha (2,4 × 2,4) (1,5 1,5 × 1,5) (1,2 | Gen 4 × 256kW 380V a.c. | |
| | | | | | × 1,2) | Controllable pitch propeller | |
| | | | | | 4W Der 2(5) 2(3) | Thw. thrust propeller fwd | |
| | | | | | | | 13,5kn |

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| 7336587 | **GERAKL** | **1 655** | | **1974** IHC Smit B.V.—Kinderdijk (817) | **M Tug** | 2 Oil 2SA each 8Cy. 300 × 550 geared to | |
| UFQM | | — | | 72,50 13,64 5,960 | Salvage | sc. shaft | |
| M-33503 | **U.S.S.R. -Baltic Shipping Co.** | 740 | RS | 65,00 13,20 7,19 | Ice strengthened | N.V. Smit-Bolnes | Zierikzee |
| Df Esd | Leningrad U.S.S.R. | | | 1 dk | | | 17kn |
| Gc Rdr | | | | | | | |
| RT | | | | | | | |

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| 7742437 | **GERALD JOE** | **160** | | **1978** ............Biloxi, Ms | **M Fishing** | Oil | |
| WYC7 | | 109 | | *25,09* 7,32 | | 450bhp (331kW) | |
| 296 | **Joseph Guidry Inc.** | — | | 3,59 | | | U.S.A. |
| 590860 | New Orleans, La United States | | | 1 dk | | | |
| | of America | | | | | | |

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| 5331997 | **GERALDINE** | **815** | | **1921** Bokeroens Skibs.—Svelvik | **M General Cargo** | Oil 4SA 6Cy. 330 × 440 | |
| | ex Slidre-65 ex Sunway-55 | 464 | | 64,62 9,50 4,052 | | 850bhp (625kW) NE 56 | |
| 29-HK | ex Kong Alf-55 ex Scotland | 1 372 | | 62,06 9,43 | 1 Ho ER | Henschel-Maschb. | Hamburg |
| Df Esd | **Compania de Navegacion** | | | P 19,2 F 8,9 1 dk | G.1 756 B.1 699 | | 9kn |
| RT | **Louise S.A.** | | | R len 56 | 2 Ha ER | | |
| | Panama Panama | | | | 4W Der 1(12) 4(3) | | |

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| 7201574 | **GERALDINE** | **136** | | **1957** Harvey F. Gamage S.B. Inc.—South | **Wood M Fishing** | Oil | |
| WJ6513 | | 93 | | Bristol, Me | | 480bhp (353kW) | |
| 275635 | **Aurora Fishing Corp.** | — | | *25,30* 6,43 | | ............. . | |
| | New Bedford, Ma United States | | | 3,26 | | Fuel (d.o.) | |
| | of America | | | | | | |

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| 7738175 | **GERALDTON ENDEAVOUR** | **271** | | **1973** Chung Yi S.B. Corp.—Kaohsiung | **M Fishing** | Oil 4SA 6Cy. 270 × 400 | |
| | ex Fu Long II | 179 | | ... ... ... | | | |
| 375261 | **George Ernest Sidney Rowe,** | — | | 10,98 2,14 0,92 | | Sumiyoshi Tekkosho | Japan |
| | **Klaus Dieter Ehling & Peter** | | | 1 dk | | | 11kn |
| | **Donald Styles** | | | | | | |
| | *Fremantle, W.A.* Australia | | | | | | |

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| 8222056 | **GERALIA** | **14 665** | | **1982** Kurushima Dock Co. Ltd.—Onishi | **M Bulk Carrier** | Oil | |
| | | — | | (2225) | | 8 000bhp (5 884kW) | |
| | **Daimaru Kaiun K.K.** | 24 856 | NK (Class cont.) | 10,002 | | Akasaka Tekkosho K.K., (Akasaka | |
| | Japan | | | 150,02 25,01 13,72 | | Diesels Ltd.) | Japan |

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| 8018235 | **GERANIUM** | **10 121** | | **1981** Shikoku Dockyard Co. Ltd. | **M Bulk Carrier** | Oil 2SA 6Cy. 520 × 1250 | |
| H9OF | | 6 901 | | —Takamatsu (812) | Mchy.aft | 8 000bhp (5 884kW) | Mitsubishi |
| 10877 | **Kraft Line S.A. & Maritime** | 17 506 | NK | 148,11 21,75 9,367 | | Kobe Hatsudoki K.K. | Kobe |
| -81A | **Bootes S.A.** | | | 137,52 21,71 12,22 | G.21 818 B.21 329 | | |
| Df Esd | Panama Panama | | | P 25,3 F 10,4 1 dk | 4 Ha (14,0 × 8,8) (20,2 20,2 20,2 × | | |
| Gc Pfd | | | | | 10,5) | | |
| Rdr RT | | | | | Der 4(25) | | |

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| 8030403 | **GERANTA** | **31 758** | | **1982** Uddevallavarvet AB—Uddevalla | **M Ore/Bulk/Oil Carrier** | Oil 2SA 6Cy. 800 × 1950 | |
| LLKJ | | 22 525 | | (320) | | 15 800bhp (11 622kW) | B&W |
| 19772 | **A/S Johan Gerrards Rederi** | 54 500 | NV (Class cont.) | 207,02(BB) 32,29 12,651 | | Uddevallavarvet A/B | Sweden |
| RT | Kristiansand S. Norway | | | 200,44 32,24 17,35 | G.65 800 L.(oil) 63 070 | Gen 1 × 800kW 4 × 710kW | |
| | | | | 1 dk | 8 Ha (stl) ER | 440V 60Hz a.c. | |
| | | | | | | | 16,5kn |

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| 7643863 | **GERANTA** | **635** | | **1977** ............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 320 × 480 | |
| EVEA | | 199 | | 54,82 9,96 4,141 | Stern Trawler Ref | 1 000bhp (736kW) | |
| M-34518 | **U.S.S.R. -'Zapryba'** | 395 | RS | 5,01 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Kaliningrad U.S.S.R. | | | 1 dk | 2 Ho | (SKL) | Magdeburg |
| Gc Rdr | | | | | In.414 | Controllable pitch propeller | |
| RT | | | | | 3 Ha (each 1,5 × 1,6) | | 12kn |
| | | | | | 2W Der 2(1,5) | | |

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| 6820177 | **GERARD** | **295** | | **1968** Miho Zosensho K.K.—Shimizu (666) | **M Fishing** | Oil 4SA 6Cy. 280 × 440 | |
| DZKC | ex Kaiho Maru No. 12-78 | 126 | | 49,61 7,42 | Side-fishing | 850bhp (625kW) | |
| 224342 | **R.J.L. Martinez Fishing Corp.** | — | | 41,66 7,40 3,56 | Mchy.aft | Niigata Eng. Co. Ltd. | Niigata |
| Df Esd | Manila Philippines | | | 1 dk | | | |
| Gc Pfd | | | | | | | |
| Rdr RT | | | | | | | |

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| 7375296<br>FNRD<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GERARD L. D.**<br>**Societe Anonyme Louis-Dreyfus et Cie.**<br>Dunkerque France | **25 223**<br>13 529<br>39 008 | BV | **1974** Osaka Zosensho—Osaka (349)<br>182,00(BB) 29,06 11,605<br>172,24 29,01 16,08<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 22,1 26,8 26,8 26,8 19,2 ER<br>G.42 223 B.41 133 HeCls. ptB<br>5 Ha (stl) (21,0 × 16,4) (25,6 25,6 25,6 19,2 × 23,0) ER<br>Cr 2(25) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 650kW 450V 60Hz a.c.<br>Fuel 245,0t (d.o.) 2 050,0t (hvf)-48,0pd<br>14,5kn |
| 5404615<br>HP3278<br>5969-75<br>Df Esd<br>RT | **GERASIMOS M**<br>ex Grandson-75 ex Varmland-63<br>**Sargasso Compania Naviera S.A.**<br>Panama Panama | **1 139**<br>631<br>1 671 | (AB) | **1952** J. J. Sietas K.G. Schiffswerft —Hamburg (362)<br>68,00 10,06 5,039<br>61,04 10,01 5,80<br>2 dks<br>RW rf 102 | **M General Cargo** CSD<br>2 Ho ER<br>B.2 010<br>2 Ha ER | Oil 4SA 8Cy. 385 × 580<br>1 000bhp (736kW) MaK<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 165,5t |
| 7330753<br>JANM<br>114642<br>Df Esd<br>Gc Pfd<br>Rdr RT· | **GERBERA**<br>ex Ryosei Maru-77<br>**Goto Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **2 371**<br>1 351<br>3 877 | NK | **1973** Geibi Zosen Kogyo—Kure (253)<br>98,00 16,06 6,258<br>90,00 16,01 7,29<br>1 dk | **M RoRo Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 550 × 900<br>5 000bhp (3 678kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 250kW 450V a.c.<br>14,5kn |
| 6405367<br>DNEF<br>Df Rdr<br>RTm/v | **GERD**<br>ex Walter Behrens-76<br>**Hans Hermann Frese**<br>Hamburg Federal Republic of Germany | **424**<br>274<br>900 | GL | **1963** J. J. Sietas K.G. Schiffswerft —Hamburg (482)<br>56,22 9,43 3,750<br>50,09 9,40 5,90<br>P & B 35,7 F 5,8 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 37,4 ER<br>G.1 574 B.1 430<br>2 Ha (8,7 × 5,4) (19,2comb. × 6,1) ER<br>Der 2(3) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.)<br>9,5kn |
| 7359503<br>OWZY<br>D2708<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GERD MAERSK**<br>ex Messiniaki Anatoli-79<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Kobenhavn Denmark | **19 072**<br>12 970<br>32 310 | NV | **1977** Oy Wartsila Ab—Turku/Abo (1224)<br>171,35 25,73 11,331<br>163,07 25,71 15,30<br>P 25,6 F 18,0 1 dk<br>rf 76 | **M Tanker**<br>24 Ta ER<br>L.(oil) 41 578 HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 825kW 450V 60Hz a.c.<br>Fuel 2 280,5t (hvf)-33,0pd 15,75kn |
| 6801133<br>LEGE<br>18890<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GERD STENSEN**<br>ex Kalo-76<br>**P/R Olav Stevsen & Sonner**<br>Svolvaer Norway | **367**<br>204<br>835 | BV | **1967** Husumer Schiffsw.—Husum (1251)<br>48,67 9,25 3,512<br>45,01 9,20 3,81<br>P 14,1 F 7,1 1 dk<br>rf 584 | **M Dredger/Sand Carrier**<br>Suction<br>1 Ho 10,3 ER<br>G.3 430<br>1 Ha (9,6 × 6,6) ER<br>1W Der 1(6) | Oil 2SA 7Cy. 230 × 400<br>595bhp (438kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 20,5t (d.o.) 10kn |
| 7041027<br>DGWI<br>Df Esd<br>Pfd Rdr<br>RTm/h/v | **GERD WESCH**<br>**Neuenfelder Reederei J. & B. Wesch K.G. m.s. 'Gerd Wesch'**<br>Reederi Jonny Wesch<br>Hamburg Federal Republic of Germany | T.Mk<br>**1 758**<br>1 046<br>3 449<br>**3 449**<br>2 135<br>5 490 | GL | **1971** Gebr. Schuerenstedt KG. —Bardenfleth/Weser (1355)<br>106,00 16,11 5,100/6,660<br>97,01 16,01 8,31<br>P 18,3 B 13,5 F 11,0 2 dks | **M General Cargo**<br>Ice strengthened<br>2 Ho 36,5 32,0 ER<br>G.7 872 B.7 334<br>2 Ha (stl) (each 24,6 × 10,5) ER<br>4W Cr 1(50) 1(30) 2(8) | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 290kW 1 × 150kW 230/400V 50Hz a.c.<br>Fuel 366,0t (d.o.) 15kn |
| 5129588<br>LKVR<br>13885<br>Esd | **GERD-ANNA**<br>**Brodrene Kildal**<br>Karl L. Kildal<br>Bodo Norway | **168**<br>42<br>— | | **1954** Brastad M/V—Vestnes (301)<br>31,35 6,71 3,963<br>6,66<br>1 dk<br>len 58 | **Wood M Fishing**<br>Side-fishing<br>1 Ho ER<br>1 Ha (3,5 × 1,9) ER<br>1W | Oil 4SA 6Cy. 165 × 185<br>545bhp (401kW)<br>M.T.U. Friedrichshafen West Germany<br>Fuel 12,0t (d.o.)<br>9,5kn |
| 5175173<br>356980<br>Df Esd<br>Rdr RT | **GERDA**<br>ex Insulaner-74 ex Jop-65<br>ex St. Walburg-62<br>**Gerda Ltd.**<br>Kingstown St. Vincent | **462**<br>263<br>670 | BV | **1952** Scheeps. "Voorwaarts"—Martenshoek (159)<br>52,23 8,44 3,226<br>47,73 8,39 3,59<br>P 11,0 F 8,3 1 dk | **M General Cargo**<br>1 Ho 30,0 ER<br>G.953 B.887<br>2 Ha (each 12,1 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>500bhp (368kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 25,5t (d.o.) 10kn |
| 7053264<br>DFZO<br>Df Esd<br>Gc Rdr<br>RTm/v | **GERDA FREESE**<br>ex Magula-79<br>**Heinz Freese**<br>Stade Federal Republic of Germany | T.Mk<br>**439**<br>261<br>1 049 | GL | **1971** Schiffsw. Ronnebeck—Bremen (150)<br>73,00 11,03 2,910<br>70,13 11,00 5,69<br>F 7,4 2 dks | **M General Cargo**<br>Ice strengthened<br>G.2 435 B.2 407<br>1 Ha (43,2 × 8,2) ER | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Kiel<br>11kn |
| 7128849<br>DGDU<br>Df Esd<br>Gc Rdr<br>RTm/v | **GERDA GRAEBE**<br>ex Slottsbron-75<br>Launched as Rieksbron<br>**G. Graebe Reedereiges. m.s. 'Gerda Graebe'**<br>Reederei Gunter Graebe<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>286<br>1 374 | GL | **1972** Schiffsw. Hugo Peters—Wewelsfleth (546)<br>78,14 (BB) 4,064<br>68,08 12,81 7,98<br>F 7,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 45,5 ER<br>G.3 849 B.3 730<br>TEU 212 C. 212/20'<br>1 Ha (44,3 × 10,5) ER | Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau Kiel<br>12,25kn |
| 5330802<br>OXBT<br>D2243<br>Df Esd<br>Pfd RT | **GERDA GRENIUS**<br>ex Middel-Bank-80<br>ex Anna Vanggard-77<br>ex Skafto-74<br>**Jens Christian Moller**<br>Saeby Denmark | **139**<br>68<br>— | BV | **1962** Schiffswerft "Ernst Thalmann" —Brandenberg<br>30,94 6,61 2,699<br>6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>3 Ha (0,9 × 0,5) (1,5 1,5 × 1,1) ER<br>Der 1(3,5) 1(1,5) | Oil 2SA 8Cy. 260 × 400<br>600bhp (441kW) NE 74<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 22,5t (d.o.) 11kn |
| 5129722<br>DCEE<br>Df Esd<br>RTm/v | **GERDA K**<br>ex Gerhard Elfring-65<br>**Herman Kahrs**<br>Hamburg Federal Republic of Germany | **298**<br>160<br>580 | GL | **1956** Jadewerft G.m.b.H.—Wilhelmshaven (38)<br>47,60 8,54 2,671<br>42,02 8,51 3,00<br>P 9,5 F 6,8 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 24,3 ER<br>G.623 B.595<br>1 Ha (22,2 × 5,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>10kn |

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| **5421211** | **GERDA KLAUS** | **139** | | **1960** A/B Marstrands M/V—Marstrand | **M Fishing** | Oil 4SA 8Cy. 260 × 400 |
| OYGZ | ex Lissabon-73 ex Svanesund-63 | 52 | | (35) | Side Trawler | 960bhp (706kW) NE 67 |
| D2224 | **Benny E. Dahl** | — | (NV) | 32,19 6,74 3,252 | | A/B Jonkopings Motfb. Jonkoping |
| Df Esd | Hanstholm Denmark | | | 6,71 3,61 | 1W Der 1(1) | Gen 1 × 4,5kW 1 × 2,25kW 110V d.c. |
| Rdr RT | | | | 1 dk | | Fuel (d.o.) |
| | | | | BK 203 len 67 | | |
| **7209253** | **GERDA MARIA** | **1 598** | | **1972** Storviks M/V A/S—Kristiansund N. | **M General Cargo** | Oil 2SA 8Cy. 280 × 420 |
| PEIB | ex Bamse-78 | 1 132 | | (48) | | 1 320bhp (971kW) |
| 17821 | **Parlevliet & van der Plas** | 2 499 | NV | 70,11 13,14 5,462 | 1 Ho ER | Wichmann Motorfabrikk A/S Rubbestadneset |
| Df Esd | **Haringhandel B.V.** | | | 61,78 13,11 7,75 | G.3 993 B.3 426 In.2 815 | Gen 2 × 180kW 3 × 68kW |
| Gc Pfd | Katwijk aan Zee Netherlands | | | 1 dk | 1 Ha (stl) (37,4 × 10,2) ER | 220V 50Hz a.c. |
| Rdr RT | | | | | Cr 1(5) | Controllable pitch propeller |
| | | | | | | Fuel 86,5t (d.o.)-4,5pd 10,5kn |
| **5247873** | **GERDA MARIA** | **483** | | **1951**-11 Gebr. van Diepen—Waterhuizen | **M General Cargo** | Oil 4SA 6Cy. 290 × 450 |
| | ex Alcor-W-73 ex Nautic-68 | 247 | | (917) | | 375bhp (276kW) |
| | **R. Pahladsingh & Zonen** | 660 | ✠Classed LR until | 53,65 8,28 3,271 | 1 Ho 33,2 ER | Appingedammer Brons Appingedam |
| Df Esd | Paramaribo Surinam | | 17/7/81 | 48,98 8,23 3,61 | G.864 B.827 | Gen 2 × 6kW 110V d.c. |
| RTm | | | | P 13,2 F 6,8 1 dk | 2 Ha (each 12,1 × 5,0) ER | Fuel (d.o.) 9kn |
| | | | | RW | Der 2(3) | |
| **7405869** | **GERDA MARIE** | **499** | | **1975** Flekkefjord Slipp & Mask. | **M Fishing** | Oil 2SA 7Cy. 300 × 450 |
| LDJO | ex Abba-76 | 210 | | —Flekkefjord (117) | Stern Trawler | 1 925bhp (1 416kW) |
| 18804 | **P/R Gerda Marie** | — | NV | 49,23 9,56 | Ice strengthened | Wichmann Motorfabrikk A/S Rubbestadneset |
| Df Esd | Martin Saele | | | 42,98 9,53 7,32 | 1 Ho 6 Ta ER | Gen 2 × 125kW 1 × 52kW |
| Rdr RT | Bergen Norway | | | 2 dks | | 220V 50Hz a.c. |
| | | | | | | Controllable pitch propeller |
| | | | | | | Thw. thrust propeller fwd , 1 aft |
| | | | | | | Fuel (d.o.) 14kn |
| **7647314** | **GERDA RIVA** | **141** | | **1976** St. Charles Steel Fabricators | **M Fishing** | Oil |
| WYC2 | | 96 | | —Thibodaux, La | | 480bhp (353kW) |
| 030 | **Kenneth J. Silva** | — | | *20,73* 6,84 | | U.S.A |
| 577968 | Plymouth, Ma United States | | | 3,41 | | Fuel (d.o.) |
| | of America | | | 1 dk | | |
| **6912798** | **GERDT OLDENDORFF** | T.Mk | | **1969** A.G. "Weser" Werk Seebeck | **M General Cargo** | Vee Oil 4SA 16Cy. 400 × 540 |
| 3FWK | ex Bennekom-74 | **6 739** | | —Bremerhaven (940) | | 8 690bhp (6 392kW) |
| 6163- | ex Gerdt Oldendorff-72 | 4 416 | GL | 149,79(BB) 21,01 8,179/9,278 | Ice strengthened Str. heavy cargoes | Masch. Augsburg-Nuernberg (MAN) |
| HA-F | **Wursata Shipping Corp.** | 13 530 | | 139,25 20,99 12,25 | 5 Ho 18,9 17,9 17,6 24,9 18,9 | Augsburg |
| Df Esd | Panama Panama | **9 608** | | F 12,8 2 dks | ER | Gen 2 × 390kW 1 × 150kW |
| Gc Pfd | | 6 784 | | | G.22 304 B.20 568 | 440V 60Hz a.c. |
| Rdr RTm | | 16 300 | | | TEU 245 | Fuel 1 118,5t (hvf) 16kn |
| | | | | | C.Ho 185/20'(40') C.Dk | |
| | | | | | 60/20'(40') | |
| | | | | | 5 Ha (stl) (12,6 × 6,6) (12,8 12,8 | |
| | | | | | 12,8 12,8 × 10,3) ER | |
| | | | | | 10W Der 1(60) 10(10) | |
| **8007092** | **GERHARD** | **1 599** | | **1981** Kroegerwerft G.m.b.H.—Rendsburg | **M Tanker** | Oil 4SA 6Cy. 360 × 450 sr geared to sc. |
| DIGM | | 1 217 | | (1503) | Chemical | shaft |
| | **Partenreederei m.s. 'Gerhard'** | 4 155 | GL | 89,21 15,14 5,660 | Ice strengthened | 2 475bhp (1 821kW) |
| Df Esd | Leth & Co. | | | 84,03 15,02 7,78 | 10 Ta ER | Motorenw. Mannheim A.G. (MWM) |
| Gc Rdr | Hamburg Federal Republic | | | 2 dks | L.4 673 | Mannheim |
| RTm/h/v | of Germany | | | | | 12,25kn |
| **6916768** | **GERHARD BJORNSTEIN** | **249** | | **1968** Rolf Rekdal A/S—Tomra i Romsdal | **M Fishing** | Oil 4SA 5Cy. 250 × 300 |
| LASX | | 118 | | (68) | Side-fishing | 700bhp (515kW) |
| 17163 | **Birger Olsen** | — | | 34,96 7,35 | Mchy.aft | Nydqvist & Holm Trollhattan |
| Df Esd | Hammerfest Norway | | | 7,32 3,66 | | Fuel (d.o.) |
| Gc Rdr | | | | 1 dk | | |
| RT | | | | len 72 | | |
| **6724177** | **GERHARD K** | **297** | | **1967** Schiffswerft Gebr. Schloemer | **M General Cargo** | Oil 4SA 6Cy. 240 × 350 |
| DCVB | ex Gerhard-K-81 | 176 | | —Oldersum (175) | | 300bhp (221kW) |
| | **Gerhard Krawinkel** | 472 | GL | 48,80 7,17 2,590 | Ice strengthened | Atlas-MaK Maschinenbau Kiel |
| Df Esd | Elsfleth Federal Republic | | | 44,51 2,95 | G.623 B.600 | 9kn |
| Rdr | of Germany | | | P 11,0 F 5,5 1 dk | 1 Ha (stl) (21,0 × 4,2) ER | |
| RTm/v | | | | | Der 2(2) | |
| **8203531** | **GERHARD PRAHM** | **299** | | **1982** Gebr. Koetter—Haren/Ems (73) | **M General Cargo** | Oil geared to sc. shaft |
| | | — | | 75,32 2,801 | | 591bhp (435kW) |
| | **W. Hammann & H. Jurgens** | 1 110 | GL (Class cont.) | 71,02 9,52 4,91 | | Kloeckner Humboldt Deutz West Germany |
| | **K.G.** | | | | | |
| | Federal Republic | | | | | |
| | of Germany | | | | | |
| **7329352** | **GERHART HAUPMANN** | T.Mk | | **1974** Smith's Dock Ltd.—South Bank, | **M General Cargo** | Oil 2SA 9Cy. 680 × 1250 |
| Y5ME | ex King Egbert-78 | **4 938** | | Middlesbrough (1325) | Ref. | 14 850bhp (10 923kW) Sulzer |
| 2879 | ex Liverpool Clipper-76 | 2 636 | DSRK (NV) | 140,70(BB) 18,04 8,287/9,011 | Side doors 5(p) 5(s) | G. Clark & N.E.M. Ltd. Wallsend |
| Df Esd | **VEB Deutfracht/Seereederei** | 7 689 | | 131,04 18,00 11,64 | 4 Ho 22,1 20,6 ER 22,1 19,8 | Gen 4 × 520kW 4210V 60Hz a.c. |
| Gc Pfd | Rostock German Democratic | **6 653** | | F 40,3 3 dks, 4th dk in Nos. 1 & 2 holds | 11 TwD | Fuel 1 634,0t (hvf) 23kn |
| Rdr | Republic | 3 603 | | rf 152 | In.10 200 | |
| RTm/h/v | | 9 076 | | | 4 Ha (stl) (7,1 6,9 × 4,4) ER (6,9 6,9 | |
| | | | | | × 4,4) | |
| | | | | | 8W Der 8(5) | |
| **7739894** | **GERIG** | **4 988** | | **1947** Ingalls SB. Corp.—Pascagoula, Ms | **TT-E Hopper/Dredger** | 4 S Turb 6 000shp (4 413kW) driving - gen |
| | | 2 497 | | (501) | Trailing Suction Bottom doors | connected to 2 elec. motors |
| | **Government of The United** | — | | 107,02 18,29 6,706 | Twin side arms Dredging depth 19,0 | Westinghouse Elec. Corp. U.S.A |
| Df Esd | **States of America** | | | 101,05 9,20 | Hopper 4600T | 12,75kn |
| Gc RT | **(Department of The Army -** | | | 1 dk | Mchy.aft | |
| | **Corps of Engineers)** | | | | Hopper 2 300 | |
| | *Galveston, Tx* United States | | | | 2 sandpumps each 858kW (1150bhp) | |
| | of America | | | | | |

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| 7719155 | **GERINA** | | **65 173** | | **1980** Uddevallavarvet AB—Uddevalla | **M Tanker** | | Oil 2SA 7Cy. 900 × 1800 | |
| LIVN | | | 42 422 | | (305) | SBT COW IGS | | 23 900bhp (17 580kW) | B&W |
| 19434 | **P/R Gerina** | | 109 999 | NV | 263,71 40,82 15,098 | 10 Ta ER | | Uddevallavarvet A/B | Uddevalla |
| Df Esd | A/S Johan Gerrards Rederi | | | | 252,36 40,80 22,20 | L.(oil) 127 456 | HeCls. BC | Gen 4 × 800kW 1 × 696kW | |
| Gc Pfd | Kristiansand S. | Norway | | | F - 1 dk | | | 440V 60Hz a.c. | |
| Rdr RT | | | | | rf 119 | | | Controllable pitch propeller | |
| | | | | | | | | 2 Thw. thrust propellers fwd , 1 aft | |
| | | | | | | | | Fuel 355,5t (d.o.) 4 875,5t (hvf)-69,0pd | |
| | | | | | | | | | 16kn |

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|---|---|---|---|---|---|---|---|---|---|
| 7706744 | **GERINGSWALDE** | | T.Mk | | **1977** VEB Schiffswerft "Neptun"—Rostock | **M General Cargo** | | Oil 2SA 6Cy. 570 × 800 | |
| Y5LJ | | | **3 453** | | (279) | Ref | 9P | 5 400bhp (3 972kW) | MAN |
| | **VEB Deutfracht/Seereederei** | | 1 950 | DSRK | 120,50(BB) 17,63 6,389/7,851 | Ice strengthened | | Schwermaschinenbau Halberstadt | |
| Df Esd | Rostock | German Democratic | 4 939 | | 113,01 17,61 9,91 | 4 Ho 17,2 27,8 27,8 5,9 ER | | | Halberstadt |
| Gc Pfd | | Republic | **5 745** | | P 29,3 F 10,7 2 dks | G.8 795 B.8 582 In.560 | | Gen 1 × 480kW 1 × 300kW | |
| Rdr RT | | | 3 016 | | | TEU 248 | | 380V 50Hz a.c. | |
| | | | 7 496 | | | C.Ho 182/20' C.Dk 66/20' | | Controllable pitch propeller | |
| | | | | | | 7 Ha (stl) (12,5 × 10,2) (18,5p&s | | Fuel (hvf) | 17,5kn |
| | | | | | | 18,5p&s × 6,1) (2,9p&s × 2,9) | | | |
| | | | | | | ER | | | |
| | | | | | | Cr 5(8) | | | |

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| 5346100 | **GERLAUG** | | **229** | | **1950** N.V. Scheepsbouw Unie—Groningen | **M General Cargo** | | Vee Oil 2SA 12Cy. 108 × 127 sr geared to | |
| LMOD | ex Suzanne Faroult-67 | | 102 | | 39,88 6,71 2,591 | | | sc. shaft | |
| 16857 | ex Cote de Grace-59 | | 291 | BV | 36,07 6,66 2,87 | | | 525bhp (386kW) NE 69 | |
| Df Esd | **Olav Fonnes** | | | | 1 dk | | | General Motors Corp. | Detroit, Mi |
| RT | Bergen | Norway | | | | 2 Ha (6,5 8,2 × 3,9) | | Fuel 28,5t (d.o.) | 10kn |
| | | | | | | 2W Der 2(2) | | | |

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|---|---|---|---|---|---|---|---|---|---|
| 5308184 | **GERLEN** | | **174** | | **1929** Gebr. van Diepen—Waterhuizen | **M General Cargo** | | Oil 4SA 6Cy. 220 × 280 | |
| DCOY | ex Ursel B.-74 ex Salva Nos-66 | | 98 | | *32,71* 6,05 2,413 | | | 230bhp (169kW) E made56 refitted72 | |
| | **Gerhard Gerdes** | | 250 | (BV) | 6,00 2,67 | | | Kloeckner Humboldt Deutz | Koeln |
| Esd | Haren | Federal Republic | | | 1 dk | | | Fuel 5,0t (d.o.) | 8,5kn |
| | | of Germany | | | R | 2 Ha (5,6 11,2 × 4,7) | | | |

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|---|---|---|---|---|---|---|---|---|---|
| 7702554 | **GERMA DOLPHIN** | | T.Mk | | **1979** Far East-Levingston SB. Ltd. | **M General Cargo** | | Oil 4SA 9Cy. 320 × 420 geared to sc. | |
| 9VPM | ex Germa Team-81 | | **1 599** | | —Singapore (176) | Newsprint | | shaft | |
| 382089 | **Lumba Shipping Co. Pte. Ltd.** | | 1 116 | NV | 80,78 (BB) 16,54 5,809/7,214 | Ice strengthened Str. heavy cargoes | | 3 400bhp (2 501kW) | |
| Df Esd | Gerner-Mathisen Management A/S | | 3 675 | | 75,90 16,51 8,97 | 1 Ho ER | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Gc Pfd | Singapore | Singapore | **3 260** | | 2 dks | G.6 527 B.6 343 | | Gen 2 × 99kW | |
| Rdr RT | | | 2 089 | | rf 102 | TEU 145 | | | 13,5kn |
| | | | 5 210 | | | C.Ho 105/20' C.Dk 40/20' | | | |
| | | | | | | 1 Ha (stl) (49,7 × 13,1) ER | | | |
| | | | | | | Cr 1(15-40) | | | |

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| 7628851 | **GERMA FONDAL** | | T.Mk | | **1979** Singapore Slpwy & Eng. Co. (Pte.) | **M General Cargo** | | Oil 4SA 9Cy. 320 × 420 geared to sc. | |
| LHXU | | | **1 590** | | Ltd.—Singapore (113) | Newsprint | | shaft | |
| 19318 | **K/S A/S Fondal & Co.** | | 1 116 | NV | 80,78 (BB) 16,54 5,750/7,220 | Ice strengthened Str. heavy cargoes | | 3 400bhp (2 501kW) | |
| Esd Gc | Alf Mohn | | 3 830 | | 74,81 16,51 9,02 | 1 Ho ER | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Rdr RT | Oslo | Norway | **3 259** | | 2 dks | G.6 513 B.6 357 | | Gen 1 × 144kW 2 × 100kW | |
| | | | 2 089 | | rf 102 | TEU 145 | | 1 × 72kW 380V 50Hz a.c. | |
| | | | 5 210 | | | C.Ho 105/20' C.Dk 40/20' | | Fuel 452,0t-12,0pd | 12kn |
| | | | | | | 1 Ha (stl) (49,7 × 13,1) ER | | | |
| | | | | | | Cr 1(15-40) | | | |

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| 7702580 | **GERMA FOREST** | | **1 590** | | **1979** Singapore Slpwy & Eng. Co. (Pte.) | **M General Cargo** | | Oil 4SA 9Cy. 320 × 420 geared to sc. | |
| 9HNH | | | 1 116 | | Ltd.—Singapore (119) | Newsprint | | shaft | |
| 0516 | **Handy Bulk Co. Ltd.** | | 3 830 | NV | 80,78 (BB) 16,54 5,747/7,220 | Ice strengthened Str. heavy cargoes | | 3 400bhp (2 501kW) | |
| Df Esd | Valletta | Malta | **3 725** | | 74,81 16,51 9,00 | 1 Ho ER | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Gc Rdr | | | 2 112 | | 2 dks | G.6 527 B.6 343 | | Gen 1 × 144kW 2 × 100kW | |
| RT | | | 5 385 | | rf 102 | TEU 145 | | 1 × 72kW 380V 50Hz a.c. | |
| | | | | | | C.Ho 105/20' C.Dk 40/20' | | | 13,5kn |
| | | | | | | 1 Ha (stl) (49,6 × 13,1) ER | | | |
| | | | | | | Cr 1(15-40) | | | |

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| 7702566 | **GERMA FRAM** | | T.Mk | | **1979** Singapore Slpwy & Eng. Co. (Pte.) | **M General Cargo** | | Oil 4SA 9Cy. 320 × 420 geared to sc. | |
| 9VAT | | | **1 599** | | Ltd.—Singapore (117) | Newsprint | | shaft | |
| 382285 | **Landahur Shipping Co. Pte. Ltd.** | | 1 116 | NV | 81,01 (BB) 16,54 5,843/7,214 | Ice strengthened Str. heavy cargoes | | 3 400bhp (2 501kW) | |
| Df Esd | Singapore | Singapore | 3 830 | | 75,90 16,51 8,97 | 1 Ho ER | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Gc Pfd | | | **3 261** | | 2 dks | G.6 513 B.6 357 | | Gen 2 × 99kW | |
| Rdr RT | | | 2 101 | | rf 102 | TEU 145 | | | 13,5kn |
| | | | 5 210 | | | C.Ho 105/20' C.Dk 40/20' | | | |
| | | | | | | 1 Ha (stl) (49,7 × 13,1) ER | | | |
| | | | | | | Cr 1(15-40) | | | |

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| 7702578 | **GERMA KARMA** | | T.Mk | | **1979** Singapore Slpwy & Eng. Co. (Pte.) | **M General Cargo** | | Oil 4SA 9Cy. 320 × 420 geared to sc. | |
| LILV | | | **1 592** | | Ltd.—Singapore (118) | Newsprint | | shaft | |
| 19394 | **Kopaas Shipping A/S** | | 1 127 | NV | 81,01 (BB) 16,54 5,747/7,214 | Ice strengthened Str. heavy cargoes | | MaK. Maschinenbau G.m.b.H. | West Germany |
| Df Esd | Alf Mohn | | 3 830 | | 75,90 16,51 8,97 | 1 Ho ER | | Gen 2 × 99kW | |
| Gc Rdr | Oslo | Norway | **3 262** | | 2 dks | G.6 527 B.6 343 | | | 13,5kn |
| RT | | | 2 101 | | rf 102 | TEU 145 | | | |
| | | | 5 210 | | | C.Ho 105/20' C.Dk 40/20' | | | |
| | | | | | | 1 Ha (stl) (49,9 × 13,1) ER | | | |
| | | | | | | Cr 1(15-40) | | | |

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| 7621736 | **GERMA LADY** | | T.Mk | | **1978** Singapore Slpwy & Eng. Co. (Pte.) | **M General Cargo** | | Oil 4SA 9Cy. 320 × 420 geared to sc. | |
| 9VCI | | | **1 590** | | Ltd.—Singapore (108) | Newsprint | | shaft | |
| 382423 | **Langguk Shipping Co. Pte. Ltd.** | | 1 116 | NV | 80,78 (BB) 16,54 5,809/7,214 | Ice strengthened Str. heavy cargoes | | 3 400bhp (2 501kW) | |
| Df Esd | Singapore | Singapore | 3 675 | | 75,90 16,51 9,02 | 1 Ho ER | | MaK. Maschinenbau G.m.b.H. | Kiel |
| Gc Pfd | | | **3 259** | | 2 dks | G.6 527 B.6 343 | | Gen 2 × 99kW | |
| Rdr RT | | | 2 089 | | rf 102 | TEU 145 | | | 13,5kn |
| | | | 5 300 | | | C.Ho 105/20' C.Dk 40/20' | | | |
| | | | | | | 1 Ha (stl) (49,7 × 13,1) ER | | | |
| | | | | | | Cr 1(15-40) | | | |

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| **7628863**<br>LHXK<br>19369<br>Esd Gc<br>Rdr RT | **GERMA LIONEL**<br>Launched as Lionel<br>**P/R Protector**<br>Alf Mohn<br>Oslo Norway | T.Mk<br>**1 592**<br>1 127<br>3 830<br>**3 261**<br>2 101<br>5 210 | NV | **1979** Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (114)<br>81,01 (BB) 16,54 7,220<br>74,81 16,51 9,02<br>2 dks<br>rf 102 | **M General Cargo**<br>Newsprint<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.6 527 B.6 343<br>TEU 145 C.Ho 105/20' C.Dk 40/20'<br>1 Ha (stl) (49,7 × 13,1) ER<br>Cr 1(15-40) | Oil 4SA 9Cy. 320 × 420 geared to sc. shaft<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 99kW<br>13,5kn |
| **7621748**<br>9VCP<br>382424<br>Esd Gc<br>Rdr RT | **GERMA TARA**<br>**Langgeng Shipping Co. Pte. Ltd.**<br>Singapore Singapore | T.Mk<br>**1 590**<br>1 116<br>3 675<br>**3 259**<br>2 089<br>5 210 | NV | **1978** Singapore Slpwy & Eng. Co. (Pte.) Ltd.—Singapore (109)<br>80,78 (BB) 16,54 5,809/7,214<br>74,81 16,51 9,02<br>2 dks<br>rf 102 | **M General Cargo**<br>Newsprint<br>Ice strengthened Str. heavy cargoes<br>1 Ho ER<br>G.6 527 B.6 343<br>TEU 145 C.Ho 105/20' C.Dk 40/20'<br>1 Ha (stl) (49,7 × 13,1) ER<br>Cr 1(15-40) | Oil 4SA 9Cy. 320 × 420 geared to sc. shaft<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 99kW<br>13,5kn |
| **5129887**<br>DARS<br>10259<br>Df Esd<br>RTm | **GERMANIA**<br>**Carsten von Holt**<br>Hamburg Federal Republic of Germany | **102**<br>30<br>— | | **1959** Schiffsw. H. Rancke—Hamburg (182)<br>26,47 6,33<br>... ... ...<br>R | **M Fishing**<br>Side-fishing<br>1 Ho 5,4<br>1 Ha (stl) (0,9 × 0,9) | Oil 4SA 6Cy. 270 × 360<br>280bhp (206kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 4kW 24V d.c.<br>Directional propeller<br>Fuel (d.o.) |
| **7816147**<br>DCBW<br>Df Esd<br>Gc Rdr<br>RTm/v | **GERMANN**<br>**Unitas Schiffahrtsges. m.b.h. & Co. K.G.**<br>Haren Federal Republic of Germany | **497**<br>267<br>1 500 | GL | **1978** Jos. L. Meyer—Papenburg (594)<br>84,21 3,280<br>79,02 10,71 5,26<br>P 18,6 F 7,7 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 47,4 ER<br>G.2 633 B.2 605<br>TEU 63 C.Ho 42/20' C.Dk 21/20'<br>1 Ha (stl) (47,4 × 8,5) ER | Oil 4SA 6Cy. 320 × 480 geared to sc. shaft<br>599bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 60kW 1 × 26,5kW<br>Thw. thrust propeller fwd<br>10kn |
| **5426388**<br>TCCE<br>3990<br>Df Esd<br>Gc Rdr<br>RT | **GERMIK**<br>ex Berge Racine-67<br>**D.B. Deniz Nakliyati T.A.S. (Turkish Cargo Lines)**<br>Istanbul Turkey | **37 925**<br>22 695<br>64 905 | AB | **1964** Ch. de l'Atlantique—St. Nazaire (B22)<br>243,47 33,48 12,834<br>229,60 33,41 16,36<br>P 55,8 B 13,5 F 29,0 1 dk | **M Tanker**<br>22 Ta ER<br>L.(oil) 75 323 HeCls. BC | Oil 2SA 8Cy. 840 × 1800<br>16 800bhp (12 357kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>Fuel 295,5t (d.o.) 4 703,0t (hvf)-65,0pd<br>14kn |
| **7409140**<br>Df Esd<br>Gc Rdr<br>RT | **GERMON**<br>**Societe Marocaine de Peche & de Conserve du Thon (SOMATHON)**<br>Tangier Morocco | **1 386**<br>538<br>777 | BV | **1979** Empresa Nacional "Bazan" de C.N.M. S.A.—Cartagena (172)<br>76,76 13,52 6,081<br>67,98 13,42 8,72<br>2 dks | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 4SA 12Cy. 400 × 500 reverse reduction geared to sc. shaft<br>4 400bhp (3 236kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 399,5t (d.o.)<br>16,25kn |
| **6922468**<br>OGVV<br>1162<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GERMUNDO**<br>**R/A Gustaf Erikson**<br>Mariehamn Finland | **4 544**<br>2 625<br>6 476 | **✠100A1** ·SS 7/79<br>Ice Class 1*<br>**✠LMC**<br>EL U 1$\frac{13}{16}$"U2<br>FN 2737 | **1969**-9 Oy Wartsila Ab—Turku/Abo (1184)<br>116,01 15,85 7,405<br>109,02 15,80 9,30<br>RAD 22,9 F 13,5 1 dk<br>rf 102<br>7BH WB2910t | **M General Cargo**<br>5 Ho 15,0 7,3 18,3 18,3 17,6 ER<br>G.10 011 B.9 254<br>6 Ha (stl) (8,3 × 5,9) (4,5 4,5 × 5,1) (12,8 12,8 12,8 × 11,5) ER<br>Cr 4(10) | Oil 2SA 6Cy. 560 × 1000<br>5 000bhp (3 678kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>AuxB 5kgf/cm² (4,9bar)<br>Gen 2 × 256kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 782,5t (d.o.)-16,5pd<br>15kn |
| **7119238**<br>EOXO<br>M-31029<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEROI ADZHIMUSHKAYA**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**2 154**<br>762<br>1 134 | RS | **1971** VEB Volkswerft Stralsund—Stralsund (330)<br>81,97 13,64 5,201<br>73,00 13,62 9,53<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 1 Ta<br>G.163 In.1 075 L.10<br>4 Ha (1,6 × 2,1) (2,4 2,4 × 2,4) (2,5 × 2,8)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **6707416**<br>UUQY<br>M-28617<br>Df Esd<br>Gc Rdr<br>RT | **GEROI BRESTA**<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **31 524**<br>15 237<br>50 600 | RS | **1966** Admiralteiskiy Shipyard—Leningrad<br>231,71(BB) 31,04 11,870<br>214,00 30,36 15,45<br>1 dk | **S Tanker**<br>Ice strengthened<br>20 Ta ER<br>L.(oil) 56 882 HeCls. BC<br>2W Cr 2(2,5) Der 2(2-5) | 2 S Turb geared to sc. shaft<br>19 000shp (13 976kW)<br>Kirov Works Leningrad<br>Gen 2 × 750kW 1 × 270kW 1 × 100kW 400V a.c.<br>Fuel 4 440,0t (o.f.)-114,5pd<br>17kn |
| **6914019**<br>ESKK<br>M-29352<br>Df Esd<br>Gc Pfd<br>RT | **GEROI ELTIGENA**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | T.Mk<br>**4 199**<br>1 495<br>2 560 | RS<br>✠Classed LR until 6/71 | **1969**-10 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (338)<br>103,61 16,64 5,520<br>91,01 16,62 11,33<br>2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 102 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.119 In.3 547<br>3 Ha (2,9 × 6,7) (1,9 × 2,6) (1,6 × 1,9)<br>6W Der 2(10) 4(3) | Oil 2SA 8Cy. 480 × 700<br>3 000bhp (2 207kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 3 × 400kW 1 × 184kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>14kn |
| **6900745**<br>UPLG<br>M-29010<br>Df Esd<br>Rdr RT | **GEROI KERCHI**<br>ex SRTM 1254-74<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **600**<br>244<br>307 | RS | **1966** ..............U.S.S.R.<br>54,23 9,35 3,720<br>49,99 9,22 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>2 Ho<br>In.295<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |

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| **7319084**<br>UYOB<br>M-31559<br>Df Esd<br>Gc Rdr<br>RT | **GEROI PANFILOVTSY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **11 750**<br>5 949<br>13 500 | RS | **1973** Kherson Shipyard—Kherson<br>162,31(BB) 22,23 9,170<br>144,61 22,18 13,44<br>2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho ER<br>G.21 340 B.19 230<br>TEU 388<br>C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,3 × 6,0) (19,4p&s 13,0p&s 25,5p&s 13,0p&s × 8,2) ER<br>Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>18kn |
| **8036079**<br>M-12716 | **GEROI PEREKOPA**<br>**U.S.S.R.**<br>U.S.S.R. | **652**<br>216<br>495 | RS | **1982** .............U.S.S.R.<br>55,02 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **7605782**<br>EOIC<br>M-34917<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEROI PLEVNY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | **10 095**<br>4 585<br>12 889 | RS | **1978** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (313)<br>184,21 26,78 7,400<br>170,01 26,01 15,22<br>2 dks | **TM RoRo Cargo**<br>Rail Vehicles<br>Ice strengthened<br>1 Ho | 2 Oil 2SA each 10Cy. 450 × 900<br>17 600bhp (12 946kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>19,5kn |
| **7605770**<br>EOIB<br>M-34916<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEROI SHIPKI**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | **10 096**<br>4 585<br>12 889 | RS | **1978** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (312)<br>184,21 26,78 7,400<br>170,01 26,01 15,22<br>2 dks | **TM RoRo Cargo**<br>Rail Vehicles<br>Ice strengthened<br>1 Ho | 2 Oil 2SA each 10Cy. 450 × 900<br>17 600bhp (12 946kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>20,75kn |
| **7832945**<br>Df Esd<br>Gc Rdr | **GEROI SHIRONINTSY**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 385**<br>1 435<br>1 815 | RS | **1980** .............U.S.S.R.<br>103,71 16,01 5,798<br>94,01 10,24<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 2 Ta<br>B.420 In.2 219 L.35<br>3 Ha (stl) (1,9 × 1,6) (2,5 × 2,6) (2,6 × 2,9)<br>Der 6(3) | Oil 4SA 6Cy. 525 × 720<br>6 900bhp (5 075kW)<br>CKD Praha Praha<br>14kn |
| **8038170**<br>M-12717 | **GEROI SIVASHA**<br>**U.S.S.R.**<br>U.S.S.R. | **652**<br>216<br>495 | RS | **1982** .............U.S.S.R.<br>55,02 4,299<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **7513848**<br>EVBY<br>M-33713 | **GEROI ZAPOLYARYA**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 327**<br>842<br>1 163 | RS | **1975** .............U.S.S.R.<br>83,90 14,03 5,720<br>9,99<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 2 Ta<br>G.314 In.1 765 L.14<br>3 Ha (2,1 2,1 × 2,1) (2,5 × 2,5)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| **6722246**<br>UBHN<br>M-23886 | **GEROICHESKIY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **535**<br>—<br>212 | RS | **1959** Santierul Naval Galatz—Galatz<br>45,78 9,99 3,810<br>41,51 9,43 5,01<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| **7529964**<br>LZEA<br>Df Esd<br>Gc Rdr<br>RT | **GEROITE NA ODESSA**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **9 610**<br>3 870<br>12 900 | | **1978** A/S Fredriksstad M/V—Fredrikstad (433)<br>185,45(BB) 26,70 7,421<br>170,01 26,01 9,02<br>2 dks | **TM RoRo Cargo**<br>Rail Vehicles 12bth P<br>Stern door<br>Mchy.aft<br>G.31 300 B.29 081 | 2 Oil 2SA each 10Cy. 450 × 900<br>17 600bhp (12 946kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 830kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 000,0t (hvf)-68,0pd 19kn |
| **7529976**<br>LZEB<br>Df Esd<br>Gc Rdr<br>RT | **GEROITE NA SEVASTOPOL**<br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **9 610**<br>3 870<br>12 900 | | **1978** A/S Framnaes M/V—Sandefjord (188)<br>185,45(BB) 26,70 7,421<br>170,01 26,01 9,00<br>2 dks | **TM RoRo Cargo**<br>Rail Vehicles 12bth P<br>Stern door<br>Mchy.aft<br>G.31 300 B.29 081 | 2 Oil 2SA each 10Cy. 450 × 900<br>17 600bhp (12 946kW) B&W<br>A/S Fredriksstad M/V Fredrikstad<br>Gen 3 × 830kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 2 000,0t (hvf)-68,0pd 19kn |
| **7386984**<br>EGHY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GERONA**<br>**Compania Espanola de Petroleos S.A. (CEPSA)**<br>Algeciras Spain | **92 345**<br>67 941<br>173 265 | ✠**100A1** SS 9/80<br>oil tanker<br>✠**LMC**<br>**IGS**<br>EL Zt 3$\frac{15}{16}$"U3<br>FN 19253 | **1976**-12 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (149)<br>290,69(BB) 46,06 18,619<br>274,99 46,00 24,01<br>F 23,8 1 dk<br>rf nil<br>9BH WB28047T incl. clean ballast tanks 12766T & STa3336T | **S Tanker**<br>IGS<br>17 Ta ER<br>L.(oil) 208 209 | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW) Kawasaki<br>Empresa Nacional "Bazan" de C.N.M. S.A. El Ferrol<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515°C 65kgf/cm² (63,8bar)) hs1569,4<br>Gen 2 × 1500kW 1 × 1000kW 450V 60Hz a.c.<br>Fuel 296,5t (d.o.) 10 297,5t (hvf) 16,5kn |
| **7015559**<br>Df Esd<br>Rdr RT | **GERONIMO**<br>**Cadena Envasadora San Fernando S.A.**<br>Chimbote Peru | **314**<br>106<br>— | GL | **1971** Ast. Picsa S.A.—Callao (295)<br>*31,49* 7,57<br>3,84<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 6Cy. 235 × 330<br>720bhp (530kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>12kn |
| **7216830**<br>WY2261<br>511431 | **GERONIMO**<br>ex Zeno<br>**Puget Sound Tug & Barge Co.**<br>Seattle, Wa United States of America | **180**<br>122<br>— | | **1967** Burton Construction & SB. Corp. —Port Arthur, Tx (417)<br>*36,95* 9,81<br>3,33<br>1 dk | **M Tug** | Oil<br>.............<br>Fuel (d.o.) |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **5207823** | **GERONIMO** | **155** | **✠100A1** | CS 12/80 | **1959**-4 P. K. Harris & Sons Ltd. | **M Tug** | Oil 4SA 8Cy. 318 × 381 sr reverse geared | |
| DZKS | ex Tai Tam-74 | 48 | tug | | —Appledore (75) | Mchy.aft | to sc. shaft | |
| | ex Taikoo Wanchun-72 | — | **✠LMC** | | 29,82 7,73 3,302 | | Ruston & Hornsby Ltd. | Lincoln |
| Df Esd | ex Licorne-68 ex Lady Cecilia-63 | | | EL (b) $\frac{7}{8}$"SQ | 27,03 7,55 3,81 | | Fuel 35,5t | 11,5kn |
| Rdr RT | **Malayan Towage & Salvage** | | | FN 308 | | | | |
| | **Corp.** | | | | rf 610 BK 76 | | | |
| | Manila Philippines | | | | 4BH WB53t | | | |
| **7215379** | **GEROY MEKHTI** | **2 484** | | | **1971** .............U.S.S.R. | **TM General Cargo** | 2 Oil 4SA each 6Cy. 320 × 480 | |
| UIPP | | 1 321 | | | 114,03 13,21 3,633 | | 1 320bhp (971kW) | |
| S-30948 | **U.S.S.R. -Caspian Shipping Co.** | 3 134 | | RS | 108,01 5,54 | Ice strengthened | VEB Schwermasch. Karl Liebknecht | |
| Df Esd | Baku U.S.S.R. | | | | 1 dk | 4 Ho ER | (SKL) | Magdeburg |
| Gc Rdr | | | | | | G.4 297 | | 10,75kn |
| RT | | | | | | 4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | | |
| **8031196** | **GEROYEVKA** | T.Mk | | | **1980** VEB Volkswerft Stralsund—Stralsund | **M Factory Fishing** | Oil 2SA 8Cy. 480 × 720 | |
| | | **3 090** | | | (503) | Fish-factory Stern Trawler Ref | 3 880bhp (2 854kW) | MAN |
| | **U.S.S.R.** | 1 393 | | RS | 101,45 15,22 5,709 | Ice strengthened | VEB Dieselmotorenwerk Rostock | |
| Rdr RT | U.S.S.R. | 2 117 | | | 91,83 9,71 | 3 Ho | (DMR) | Rostock |
| | | | | | 2 dks | B.380 In.1 858 | | 16,25kn |
| | | | | | | 3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2) | | |
| | | | | | | Der 2(5) 4(3) | | |
| **6506977** | **GERRINGONG** | **14 504** | **✠100A1** | CS 5/80 | **1965**-6 Whyalla SB. & Eng. Works | **M Ore Carrier** | Oil 2SA 7Cy. 760 × 1550 | |
| VLKW | ex Iron Gerringong-79 | 7 133 | ore carrier | | —Whyalla (39) | | 10 500bhp (7 723kW) | Sulzer |
| 317246 | ex Gerringong-77 | 21 601 | **✠LMC** | | 177,43 22,71 9,995 | 9 Ho each 12,1 ER | Commonwealth Govt. Engine Works | |
| Df Esd | **A. F. P. Pty. Ltd.** | | | EL kt $2\frac{9}{16}$"SQ | 168,21 22,56 13,11 | G.19 136 | | Melbourne |
| Gc Pfd | Howard Smith Industries Pty. Ltd. | | | FN 6001 | P 36,6 F 21,7 1 dk | 9 Ha (stl) (each 9,1 × 10,6) ER | AuxB 100lbf/in² (6,9bar) | |
| Rdr | *Melbourne,* Australia | | | | RW rf nil | Cr 2(3) 2(1) | Gen 3 × 450kW 415V 50Hz a.c. | |
| RTh/v | *Victoria* | | | | 12BH WB8969t | | Fuel 743,5t (hvf) | 15kn |
| **6904519** | **GERRIT** | **116** | | | **1968** Schpsb. Firma Hijlkema & Zonen | **M Fishing** | Oil 2SA 8Cy. 220 × 380 | |
| PEHM | | 38 | | | —Martenshoek (2/89) | Side-fishing | 750bhp (552kW) | |
| 128 | **Firma L. Hakvoort & Zonen** | — | | | 28,15 7,09 2,490 | Mchy.aft | Appingedammer Brons | Appingedam |
| Esd RT | Urk Netherlands | | | | 24,49 6,99 3,08 | | | |
| | | | | | 1 dk | | | |
| **7230800** | **GERRY D** | **157** | | | **1971** Bender Welding & Machine Co. Inc. | **M Fishing** | Oil | |
| | | 124 | | | —Mobile, Al | | 340bhp (250kW) | |
| 536873 | **Gary Dennis Cobban.** | — | | | *20,94* 6,71 | | ............ | |
| | Juneau, Ak United States of America | | | | 3,38 | | Fuel (d.o.) | |
| **7118777** | **GERS** | **500** | | | **1971** Vaagen Verft A/S—Kyrksaeterora | **M Tanker** | Oil 4SA 8Cy. 320 × 450 | |
| FIUG | | 332 | | | (34) | Asphalt Bitumen SBT | 1 500bhp (1 103kW) | |
| | **Compagnie Europeenne** | 1 460 | | BV | 74,17 11,51 3,449 | 8 Ta ER | Atlas-MaK Maschinenbau | Kiel |
| Df Esd | **d'Armement** | | | | 69,19 11,50 5,29 | Asphalt 1 500 HeCls. CptB | Gen 3 × 465kW 220/380V 50Hz a.c. | |
| Gc Rdr | Dunkerque France | | | | 2 dks | Cr 2 | Controllable pitch propeller | |
| RTv | | | | | | | Fuel 18,0t (d.o.) 113,5t (hvf)-3,5pd | 11,5kn |
| **7819814** | **GERSOM** | **575** | | | **1979** Schps. Barkmeijer Stroobos B.V. | **M General Cargo** | Vee Oil 4SA 12Cy. 159 × 203 | |
| PEIG | | 400 | | | —Stroobos (212) | | 760bhp (559kW) | |
| | **P. B. Bruins & Zonen** | 950 | | BV | 59,47 9,91 3,239 | 1 Ho ER | Caterpillar Tractor Co. | Peoria, Illinois |
| Df Esd | Soertermeer Fekkes | | | | 55,30 9,81 3,81 | G.1 203 B.1 152 | | 10,5kn |
| Rdr RT | Cargadoorskantoor | | | | 1 dk | 1 Ha (stl) ER | | |
| | Harderwijk Netherlands | | | | | | | |
| **5246867** | **GERT HANSEN** | **299** | | | **1955** J. J. Sietas K.G. Schiffswerft | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 | |
| OUVC | ex Trabant-71 ex Nanna-64 | 158 | | | —Hamburg (394) | | 300bhp (221kW) | |
| D1909 | **Holger Hansen** | 483 | | BV | 44,51 8,21 3,099 | 1 Ho ER | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | Marstal Denmark | | | | 8,16 3,41 | G.652 B.606 | Fuel 18,5t (d.o.)-1,0pd | 9kn |
| RT | | | | | 1 dk | 1 Ha (21,0 × 5,4) ER | | |
| | | | | | RW | 2W Der 2(2) | | |
| **7522174** | **GERT STAERKE** | T.Mk | | | **1977** Husumer Schiffsw.—Husum (1435) | **M General Cargo** | Oil 4SA 8Cy. 370 × 400 | |
| OUUC | | **1 599** | | | 91,47 6,300 | | 4 000bhp (2 942kW) | |
| D2399 | **I/S Gert Staerke** | 1 020 | | BV | 83,47 14,22 8,62 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | Robert Staerke Kristensen | 4 100 | | | 2 dks | 2 Ho ER | | 14,5kn |
| Gc Pfd | Marstal Denmark | | | | | G.6 353 B.5 539 | | |
| Rdr RT | | | | | | 2 Ha (18,9 25,1 × 10,2) ER | | |
| | | | | | | Der 2(40) 2(5) | | |
| **6801597** | **GERTAK SANGGOL** | **199** | **✠100A1** | CS 7/78 | **1968**-7 Cheoy Lee Shipyard—Hong Kong | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292 sr reverse | |
| 9MUK | ex Tan Sri Sardon-75 | 1 | tug | | (1754) | | geared to sc. shafts | |
| 324046 | **Penang Port Commission** | 102 | **✠LMC** | | 31,04 8,64 2,744 | | Blackstone & Co. Ltd. | Stamford |
| Esd | Penang Malaysia | | | EL (C) 1" | 27,82 8,16 3,97 | | Gen 3 × 30kW 220V d.c. | |
| | | | | FN 338 | 1 dk | | | 11kn |
| | | | | | RW rf 610 | | | |
| | | | | | 4BH | | | |
| **5190252** | **GERTRUD** | **106** | | | **1916** Gebr. J. S. & G. Figel—Vlaaringen | **M General Cargo** | Oil 2SA 3Cy. 200 × 340 | |
| OXFY | ex Knape-65 ex Tine | 62 | | | 28,61 6,56 | Mchy.aft | 135bhp (99kW) E made48 fitted— | Alpha |
| D2662 | ex Jannetje Margaretha | 160 | | BV | 24,54 6,53 2,82 | 1 Ho | Frederikshavn Jernstoberi & | |
| | **John L. Jorgensen** | | | | 1 dk | G.170 | Maskinfabrik A/S | Frederikshavn |
| | Ebeltoft Denmark | | | | | 2 Ha (5,9 × 3,9) (1,7 × 2,2) | Controllable pitch propeller | |
| | | | | | | 1W Der 1(1) | Fuel (d.o.) | |
| **6611825** | **GERTRUD HAUSCHILDT** | T.Mk | | | **1966** J. J. Sietas K.G. Schiffswerft | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 | |
| DGIH | ex Hornbaltic-78 | **499** | | | —Hamburg (565) | | 1 000bhp (736kW) | |
| 10621 | ex Gertrud Hauschildt-72 | 319 | | GL | 65,82 10,49 4,090 | Ice strengthened | Kloeckner Humboldt Deutz | Koeln |
| Df Esd | **Partenreederei m.s. 'Gertrud** | 911 | | | 59,26 10,47 6,20 | G.2 327 B.2 129 | | 11kn |
| Gc Rdr | **Hauschildt'** | | | | F 6,8 2 dks | 2 Ha (stl) (15,5 × 7,0) (15,0 × 7,7) ER | | |
| RTm/v | Kustenschiffahrt Bauer & Hauschildt K.G. | | | | | Cr 1(8) | | |
| | Hamburg Federal Republic of Germany | | | | | | | |

| | | | | | | |
|---|---|---|---|---|---|---|
| 7407300<br>DJJG<br>SSR1956<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GERTRUD JACOB**<br>**Nordische Reedereigesellschaft**<br>**Jacob m.b.H. & Co.**<br>**Produkten-Carrier K.G.**<br>Ernst Jacob<br>Flensburg Federal Republic of Germany | **19 490**<br>13 970<br>33 790 | ✠ GL | **1976**-6 Verolme Shipyard Alblasserdam B.V.—Alblasserdam (896)<br>170,69(BB) 25,94 11,869<br>163,51 25,91 15,65<br>P 12,8 1 dk<br>rf nil | **M Tanker**<br>cs 10<br>24 Ta ER<br>L.(oil) 43 064<br>HeCls. BC | Oil 2SA 6Cy. 760 × 1550<br>12 850bhp (9 452kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen<br>Gen 2 × 1080kW 2 × 624kW 450V 60Hz a.c.<br>Fuel 355,5t (d.o.) 2 551,5t (hvf)-45,5pd<br>17,5kn |
| 5037527<br>DFTU<br>Df Esd<br>Rdr<br>RTm/v | **GERTRUD MAU**<br>ex Gerda Freese-79<br>ex Basbeck-67<br>**Reinhold Mau**<br>Hamburg Federal Republic of Germany | **422**<br>254<br>705 | GL | **1956** Stader Schiffsw. G.m.b.H.—Stade (182)<br>51,52 8,87 3,520<br>46,00 8,82 3,89<br>P 10,4 F 6,4 1 dk | **M General Cargo**<br>1 Ho 28,5 ER<br>G.880 B.830<br>2 Ha (12,1 10,9 × 5,4) ER<br>Der 2(2) | Oil 4SA 8Cy. 290 × 420<br>520bhp (382kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 9kn |
| 5130094<br>DGLS<br>Df | **GERTRUD II**<br>ex Frederik Fischer ex Edith<br>**Hanns Temme**<br>Hamburg Federal Republic of Germany | **249**<br>164<br>351 | (GL) | **1919** Kalundborg Skibsvaerft A/S —Kalundborg<br>*37,92* 6,89 2,571<br>2,87<br>B 3,7 F 4,9 1 dk<br>R len 52 | **M General Cargo**<br>1 Ha (20,4 × 4,2) ER | Oil 4SA 6Cy. 210 × 320<br>150bhp (110kW) NE 36<br>Deutsche Werke A.G. Kiel<br>6,75kn |
| 5130161<br>VTFW<br>172582 | **GERTRUDE GRIGG**<br>**Cochin Port Trust**<br>Cochin India | **685**<br>356<br>— | ✠Classed LR until 4/42 | **1937**-10 W. Simons & Co. Ltd.—Renfrew (717)<br>50,60 10,09 3,887<br>10,04<br>R | **TS Hopper/Dredger**<br>Suction Bottom doors<br>1 Ho 4,8 ER<br>1 Ha (0,9 × 1,0) ER | T 6Cy. (2) 279 (2) 470 & (2) 762 × 533<br>Wm. Simons & Co. Ltd. Renfrew<br>Fuel 69,0t (o.f.) 10kn |
| 6516738<br>PEIJ<br>Df Esd<br>Pfd Rdr<br>RTm/h | **GERTRUDE-H**<br>ex Atlantic-82 ex Breehees-74<br>**G. Hey**<br>Delfzijl Netherlands | **493**<br>271<br>1 005 | BV | **1965** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1321)<br>65,89 10,16 3,849<br>58,50 10,01 5,90<br>1 dk, pt 2nd dk | **M General Cargo**<br>2 Ho ER<br>G.1 623 B.1 457<br>2 Ha (19,8 × 5,9) (8,3 × 5,0) ER<br>3W Der 3(3) | Oil 4SA 8Cy. 305 × 460<br>1 000bhp (736kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 20kW 220V d.c.<br>Fuel 79,5t (d.o.) 13kn |
| 7128394<br>YBNX<br>RT | **GERUNG**<br>**P.N. Pertambangan Minyak**<br>**Dan Gas Bumi Nasional**<br>**(PERTAMINA)**<br>Jakarta Indonesia | **129**<br>—<br>121 | BV | **1972** Robin Shipyard (Pte.) Ltd.—Singapore (57)<br>29,11 7,57 2,848<br>26,83 7,42 3,36<br>1 dk<br>BK 102 | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 24kW 1 × 10kW<br>Fuel 78,0t (d.o.) 11kn |
| 5130214<br>DHNG<br>Df Esd<br>RTm/v | **GESA MEINKEN**<br>ex Planet-61<br>**Hartwig Voss**<br>Hamburg Federal Republic of Germany | **399**<br>260<br>660 | GL | **1951** G. Renck Jr. K.G.—Hamburg (697)<br>49,10 7,52 3,328<br>7,47 3,76<br>P 11,0 F 7,1 1 dk<br>RW len & deepened 53 | **M General Cargo**<br>Ice strengthened<br>1 Ho 31,0 ER<br>G.850 B.821<br>2 Ha (each 10,9 × 5,0) ER<br>Der 2(2) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>8kn |
| 5130238<br>Df Esd<br>RT | **GESCHWISTER SCHOLL** | **256**<br>78<br>— | (DSRK) | **1950** VEB Rosslauer Schiffswerft—Rosslau<br>38,28 7,32 3,252<br>... ... ...<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7326697<br>3FSF<br>4956-75<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GESELLSCHAFT**<br>ex Shenandoah-74<br>**Anemone Maritima S.A.**<br>Panama Panama | **3 231**<br>2 261<br>5 971 | NK | **1973** Kurushima Dock Co. Ltd.—Uwajima (748)<br>101,10 16,06 6,801<br>94,01 16,01 8,21<br>P 18,3 B 4,9 F 11,6 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (26,5 28,6 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Fuel 501,0t-13,0pd 12,5kn |
| 6501549<br>1141 | **GESINE**<br>**Gustav Schulna**<br>Elisabethfehn Federal Republic of Germany | **300**<br>—<br>— | | **1964** Lubbe Voss—Westerende (10)<br>47,02 6,35<br>45,78 6,25 2,29<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 130 × 150<br>Henschel-Werke A.G. Kassel |
| 5389592<br>DKFK<br>Df Esd<br>RTm/h/v | **GESINE H**<br>ex Wilhelm-65<br>**Johann Henninga**<br>Walther Lass<br>Hamburg Federal Republic of Germany | **424**<br>235<br>620 | GL | **1955** Hugo Peters—Wewelsfleth (75)<br>50,42 8,64 3,328<br>44,23 3,71<br>P 10,7 F 4,9 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 29,7 ER<br>G.846 B.820<br>2 Ha (each 10,8 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>390bhp (287kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 24V d.c.<br>Fuel (d.o.) 9kn |
| 5183596<br>DAEX<br>10015<br>Df Esd<br>Rdr<br>RTm/v | **GESINE P**<br>ex Kathe Ahrens-70<br>**Erich Pohlmann**<br>Hamburg Federal Republic of Germany | **424**<br>250<br>700 | GL | **1958** Stader Schiffsw. G.m.b.H.—Stade (188)<br>51,62 8,89 3,520<br>46,00 8,81 3,89<br>P 10,4 F 6,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,5 ER<br>G.875 B.825<br>2 Ha (8,7 13,8 × 5,4) ER<br>Der 3(2) | Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 9kn |
| 5130288<br>EAMC<br>7797<br>Esd | **GESTOSO ALVAREZ**<br>Launched as Nuevo Chicha<br>**Manuel Gestoso Costas**<br>Vigo Spain | **170**<br>87<br>142 | | Lch.**1953** Cmpl.**1958** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (59)<br>31,98 5,90<br>27,18 5,81 3,71<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 350<br>325bhp (239kW)<br>Macarium Werkenmotoren West Germany<br>Fuel 51,0t (d.o.) 9kn |

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|---|---|---|---|---|---|---|
| 5130290<br>EAMD<br>7798<br>Esd | **GESTOSO MERA**<br>Launched as Nuevo Chucho<br>**Manuel Gestoso Costas**<br>Vigo Spain | **170**<br>87<br>142 | | Lch.**1953** Cmpl.**1958** "ASTANO",<br>Astilleros y Talleres del Noroeste S.A.—El Ferrol (60)<br>31,98 5,90<br>27,18 5,81 3,71<br>RW | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 350<br>325bhp (239kW)<br>Macarium Werkenmotoren West Germany<br>Fuel 51,0t (d.o.) 9kn |
| 6910635<br>YTGG<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GETALDIC**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **9 907**<br>6 346<br>16 158 | BV JR | **1969** Ast. de Cadiz—Sevilla (123)<br>144,79(BB) 20,68 9,291<br>134,80 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0<br>4 TwD ER<br>G.22 442 B.19 892<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ast. de Cadiz Valencia<br>Gen 2 × 312kW 380V 50Hz a.c.<br>Fuel 151,5t (d.o.) 896,0t (hvf) 15,5kn |
| 7618131<br>6MSJ<br>BS-A-698<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEU MOON NO. 507**<br>ex Yu Sung No. 7-82<br>ex Nam Pyung No. 7-82<br>ex Yuryo Maru No. 20-73<br>**Kim Jung Heang**<br>Busan South Korea | **184**<br>90<br>417 | KR | **1963** Usuki Tekkosho—Usuki (429)<br>*33,72*<br>33,20 6,90 3,15<br>P 16,2 F 4,9 1 dk | **M Fishing**<br>Sport-fishing<br>3 Ha (0,9 1,3 1,3 × 1,3) | Oil 4SA 6Cy. 310 × 420<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 80kW 225V a.c.<br>10,25kn |
| 6604925<br>IMIU<br>1244<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEVISA**<br>ex Kotibe-77 ex Edda Buur-74<br>ex Elba-71<br>**Sipam S.n.c. di Luigi Mignano & C.**<br>Napoli Italy | **490**<br>255<br>—<br>**1 124**<br>666<br>— | RI (BV) | **1966** Rolandwerft G.m.b.h.—Bremen (932)<br>69,96 11,03 —/5,460<br>63,86 11,00 6,56<br>P 11,3 F 6,8 1 dk & S dk<br>rf 102 | **M General Cargo** OSD/CSD<br>2 Ho 16,6 27,5 ER<br>G.2 803 B.2 567<br>3 Ha (stl) (each 10,3 × 5,1) ER<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 199bhp (882kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Gen 3 × 55kW 220V d.c.<br>Fuel 97,5t (d.o.)-4,0pd 12kn |
| 6918091<br>LHSH<br>17287<br>Df Esd<br>Gc Rdr<br>RTv | **GEVOSTAR**<br>**P/R Gevostar**<br>Kjartan Fagerlund<br>Alesund Norway | T.Mk<br>**499**<br>387<br>1 458 | NV | **1969** Gerh. Voldnes A/S Skips.—Fosnavaag (9)<br>72,70 11,54 3,474<br>67,62 11,50 5,31<br>P 13,2 F 9,5 2 dks<br>rf 51 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 550 HeCls. C<br>Cr 1(0,5) | Oil 4SA 8Cy. 320 × 450<br>1 650bhp (1 214kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 60,0t (hvf)-6,5pd 12,5kn |
| 7360356<br>FZSW<br>291620<br>Df Esd<br>Rdr RT | **GEVRED**<br>**S.N.C. Charbonnier, Le Garac et Compagnie & G.I.G. Cap St. Georges**<br>Chevannes-Merceron-Ballery S.A.<br>Concarneau France | **607**<br>290<br>828 | BV | **1975** At. & Ch. de la Manche—Dieppe (1242)<br>50,88 4,814<br>44,86 10,60 5,11<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref | Vee Oil 4SA 16Cy. 240 × 220<br>2 200bhp (1 618kW) AGO<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 184,0t (d.o.) 14kn |
| 7723120<br>UMTP<br>M-31269<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEYA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (475)<br>101,45(BB) 15,22 5,700<br>91,80 15,19 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>14,75kn |
| 7726691<br>OVQI<br>D2647<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v. | **GEYSIR**<br>**P/R af 23.11.77**<br>Niels Jensen & Co.<br>Hirtshals Denmark | **931**<br>473<br>1 280 | NV | **1979** Aalborg Vaerft A/S—Aalborg (224)<br>53,75 10,67 6,251<br>47,53 10,51 7,52<br>1 dk<br>rf 953 | **M Fishing**<br>Stern Trawler Seiner Ref.<br>Ice strengthened<br>7 Ho ER<br>In.1 120<br>8 Ha (stl) ER | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 168kW 1 × 60kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd & aft<br>Fuel 154,5t (d.o.) |
| 6504709<br>XPQU<br>D1039<br>Rdr RT | **GEYTI REYDI**<br>ex Sildrekin-69<br>**P/f Vern**<br>Gotu Faroe Islands | **255**<br>92<br>— | BV | **1964** VEB Elbewerft—Boizenburg<br>40,11 7,47 3,280<br>35,11 7,46 3,71<br>1 dk<br>len 68 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>Mchy.aft | Oil 2SA 7Cy. 260 × 400<br>700bhp (515kW) NE 71<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 52,0t (d.o.) |
| 6419722<br>UJJX<br>M-10169<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GEYZER**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **4 699**<br>2 270<br>2 570 | RS<br>✠Classed LR until 11/66 | **1965**-4 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (803)<br>102,70 16,03 5,560<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd dk sparred in Nos. 1, 2 & 3 holds 4th dk sparred in Nos. 1 & 2 holds<br>rf 203 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>G.304 In.3 395 L.134<br>5 Ha (1,9 1,9 × 1,9) (2,9 2,9 × 2,8) (3,4 × 2,3)<br>6W Der 2(7) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>14kn |
| 7504469<br>PEIN<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GEZIENA**<br>ex Merak-80<br>**J. Damhof**<br>B.V. Scheepvaartbedrijf "Poseidon"<br>Delfzijl Netherlands | **1 399**<br>953<br>2 300 | BV | **1976** Schpsw. Bodewes Gruno—Foxhol (237)<br>76,41 11,97 4,830<br>69,98 11,87 5,87<br>1 dk | **M General Cargo**<br>1 Ho 50,9 ER<br>G.3 070 B.2 900<br>2 Ha (stl) (13,7 × 7,7) (25,1 × 8,3) ER | Vee Oil 2SA 12Cy. 220 × 380<br>1 500bhp (1 103kW)<br>Appingedammer Brons Appingedam<br>Gen 3 × 32kW 220/380V 50Hz a.c.<br>Fuel 168,5t (d.o.) 13kn |
| 6614372<br>HO3368<br>9586-L<br>Df Esd<br>Rdr RT | **GHADA**<br>ex Sela-80 ex Grecian-74<br>ex Andromeda-69<br>**Blue Mediterranean Shipping Co. Ltd. S.A.**<br>Amin Kawar & Sons<br>Panama Panama | T.Mk<br>**530**<br>318<br>1 338<br>**1 449**<br>983<br>— | BV | **1966** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (141)<br>75,14 11,82 3,518/4,496<br>68,99 11,71 6,61<br>2 dks | **M General Cargo**<br>1 Ho ER<br>G.3 584 B.3 171<br>2 Ha (17,6 17,0 × 7,0) ER<br>Der 2(3-5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 31kW 220V d.c.<br>Fuel 145,5t (d.o.) 13kn |
| 5182102<br>HO2316<br>8396-PEXT<br>Df Esd<br>Rdr RT | **GHADA H**<br>ex Niki-79 ex Karel-75<br>**Hanna Iskandor Hurami**<br>Panama Panama | **724**<br>424<br>940 | **✠100A1** SS 10/78<br>**✠LMC**<br>EL k<br>FN 654 | **1956**-5 N.V. Scheeps. "Vooruitgang"—Foxhol (181)<br>62,74 9,76 4,293<br>57,66 9,61<br>P 14,4 RQD 30,8 RFD 28,7 2 dks<br>RW rf 102<br>Coll BH to U dk 2 to 2nd dk WB328t | **M General Cargo**<br>Mchy.aft<br>G.1 634 B.1 505 | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 101,5t 11,5kn |

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| **5042912**<br>ODGO<br>84097<br>Df Esd<br>RT | **GHADA S**<br>ex Itamar-82 ex Randai-78<br>ex Else Kuhl-78 ex Berta Beck-68<br>**Noha Kamel Chouhaibar**<br>Beirut Lebanon | **291**<br>165<br>396 | | HR (BV) | **1957** Paul Peters—Beidenfleth<br>42,42 7,42 2,801<br>38,77 7,41 3,00<br>P 8,3 RQD 2,2 F 4,9 1 dk | **M General Cargo**<br>2 Ho<br>G.533 B.521<br>2 Ha (7,7 9,9 × 4,5)<br>2W Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>280bhp (206kW)<br>Kloeckner Humboldt Deutz Koeln<br>10kn |
| **7619032**<br>7THN<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GHADAMES**<br>ex Jenny Porr-77<br>**Compagnie Algero-Libyenne de Transport Maritime (CALTRAM)**<br>Alger Algeria | T.Mk<br>**5 243**<br>2 871<br>8 315<br>**8 577**<br>5 148<br>11 200 | | GL | **1977** Fukuoka Zosen K.K.—Fukuoka (1060)<br>136,38(BB) 20,55 —/8,311<br>125,51 20,52 10,32<br>P 22,3 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>3 Ho 3 TwD ER<br>G.15 907 B.14 942<br>TEU 437<br>C.Ho 200/20' (40') C.Dk 237/20' (40') incl. 51 ref. C.<br>3 Ha (stl) (12,3 × 10,9) (32,0 25,3 × 15,2) ER<br>14W Der 2(85) 5(23) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 3 × 400kW 450V 60Hz a.c.<br>17,5kn |
| **7000334**<br>SV4135<br>7487<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GHADAMES**<br>ex Eric-79 ex Passaat Santos-77<br>ex Shipmair III-76<br>ex Cairnventure-74<br>**Lifestar Compania Naviera S.A.**<br>Fereniki Lines S.A.<br>Piraeus Greece | **1 436**<br>882<br>2 642 | ✠**100A1**<br>Ice Class 3<br>✠**LMC** | SS 10/81<br>**UMS**<br>EL M 1¼"U2<br>FN 1311 | **1969**-12 E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (792)<br>77,55 11,92 5,741<br>70,16 11,82 6,86<br>P 15,3 F 11,0 2 dks<br>rf 152<br>3BH WB565t incl. DTf45t | **M General Cargo**<br>1 Ho 46,7 ER<br>G.3 126 B.3 118<br>2 Ha (stl) (each 16,7 × 6,1) ER<br>4W Der 2(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 384V 50Hz a.c.<br>Fuel 150,5t (d.o.) 11,25kn |
| **5392094**<br>303807<br>RTm | **GHADEER**<br>ex Winsdale H.-76<br>**Al-Kulaib International Trading & Construction Co. W.L.L. (A. K. Lines)**<br>Kuwait Kuwait | **270**<br>122<br>390 | | | **1962** John Harker Ltd.—Knottingley (298)<br>42,68 6,71 2,553<br>41,15 6,63 2,75<br>1 dk<br>RW rf 76 | **M Tanker**<br>Mchy.aft<br>Der 1(1,5) | Oil 4SA 5Cy. 203 × 273<br>250bhp (184kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 10kW 110V<br>Fuel (d.o.) |
| **8023151**<br>H03895<br>1173<br>2-82<br>Esd Rdr<br>RT | **GHAFAR**<br>**Offshore International Shipping & Trading Enterprises Ltd. S.A.**<br>Panama Panama | **305**<br>149<br>392 | ✠**100A1**<br>✠**LMC** | EL G 302,5/22,0U2(a)<br>FN 413 | **1981**-10 Sing Koon Seng (Pte.) Ltd. —Singapore (568)<br>39,65 8,34 2,601<br>37,50 8,01 3,00<br>P 8,6 F 4,9 1 dk<br>rf 203<br>5BW WB63T incl. DTf54T | **TM General Cargo** | 2 Vee Oil 4SA each 8Cy. 137 × 152 reverse reduction geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 45kW 415V 50Hz a.c. |
| **7425936**<br>EQQD<br>Rdr RT | **GHAHREMAN**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Khorramshahr Iran | **356**<br>108<br>188 | ✠LR class withdrawn 19/11/82 | | **1975**-11 Towa Zosen K.K.—Shimonoseki (491)<br>36,02 10,22 3,364<br>31,70 9,81 4,37<br>1 dk<br>rf 610 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 230 × 270 reverse reduction geared to sc. shafts<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 108kW 225V 50Hz a.c.<br>Fuel 77,0t (d.o.) |
| **5326485**<br>H3QP<br>8172<br>-72A<br>Df Esd<br>Gc Rdr<br>RT | **GHANA EXPRESS**<br>ex Blue Victory-82<br>ex Pluma Rico-80<br>ex Shunkai Maru-77<br>**Sceptre Investments Inc.**<br>Afea Shipping Agency Co. Ltd.<br>Panama Panama | **8 301**<br>5 005<br>13 056 | | NK | **1963** Hakodate Dock Co. Ltd.—Hakodate (304)<br>145,78 19,08 8,814<br>135,03 19,03 11,74<br>B 28,1 F 13,5 2 dks | **M General Cargo** CSD<br>5 Ho<br>G.17 990 B.16 952<br>5 Ha (9,4 × 5,1) (13,5 11,9 13,5 10,3 × 7,0)<br>16W Der 2(15) 4(10) 2(7) 8(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 176kW 450V a.c.<br>Fuel 1 276,0t-22,5pd 14,75kn |
| **7911557**<br>TSLT<br>01232<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GHANNOUCH**<br>**Gabes Chimie Transport**<br>Tunis Tunisia | **4 765**<br>1 936<br>6 972 | | BV | **1981** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1232)<br>117,00 7,301<br>110,01 17,30 9,30<br>1 dk | **M Tanker**<br>Chemical<br>4 Ta ER<br>L.3 632 | Oil 4SA 8Cy. 400 × 460 reverse reduction geared to sc. shaft<br>5 200bhp (3 825kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 470kW 440V 60Hz a.c.<br>15kn |
| **6504149**<br>CNCH<br>6-618<br>Df Esd<br>Rdr | **GHARBIA**<br>ex Ursula-75<br>**Government of The Kingdom of Morocco (Ministere des Travaux Publics et des Communications - Maritime de Safi)**<br>Casablanca Morocco | **495**<br>249<br>— | | BV (GL) | **1965** Dok & Schpsb. Maats. "Makkum" —Makkum (9)<br>55,78 9,91 3,048<br>53,65 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Bottom doors<br>Mchy.aft | 2 Oil 4SA each 8Cy. 220 × 280 sr geared to sc. shafts<br>1 240bhp (912kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 12,0t 10kn |
| **7822512**<br>5ANX<br>Df Esd<br>Gc Rdr<br>RT | **GHARDAIA**<br>**Compagnie Algero-Libyenne de Transport Maritime (CALTRAM)**<br>Tripoli Libya | T.Mk<br>**1 594**<br>785<br>2 900 | | GL | **1980** Schlichting-Werft—Travemuende (1414)<br>114,00(BB) 17,91 5,201<br>98,51 17,70 11,76<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>1 Ho ER<br>G.12 259 B.11 133<br>TEU 199<br>C.RoRo dk 134/20' C.Dk 65/20' | 2 Oil 4SA each 6Cy. 320 × 480<br>4 500bhp (3 310kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 3 × 446kW 1 × 56kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>16kn |
| **7367586**<br>SUUM<br>1482<br>Esd Gc<br>Pfd Rdr<br>RT | **GHAREB**<br>ex Sea Viking-78<br>**MISR-Saudi Offshore Co.**<br>Alexandria Egypt | **480**<br>153<br>800 | ✠**100A1**<br>✠**LMC** | M 8/82-3<br>EL K 1¼"U2<br>FN 806 | **1973**-11 Brodogradiliste "Tito"—Beograd (887)<br>55,40 12,12 3,880<br>48,87 11,60 4,88<br>F 18,3 1 dk<br>rf 1092<br>4BH WB438t | **TM Tug/Supply Ship**<br>Deck Cargo 12P<br>Mchy.aft | 2 Oil 2SA each 6Cy. 300 × 450<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 160kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 169,5t (d.o.) 14kn |
| **7624099**<br>AQOG<br>317860<br>Esd Rdr<br>RT | **GHARO**<br>**Port Qasim Authority**<br>Port Quasim Pakistan | **320**<br>0<br>235 | ✠**100A1**<br>tug<br>✠**LMC** | EL H 302,5/22,0U2<br>FN 421 | **1977**-10 Richards (Shipbuilders) Ltd.—Great Yarmouth (534)<br>33,53 10,29 3,912<br>29,06 9,76 4,70<br>RFD 15,9 1 dk<br>rf 483<br>4BH WB65t | **TM Tug**<br>Fire-fighting | 2 Vee Oil 4SA each 8Cy. 254 × 305 reverse reduction geared to sc. shafts<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 68kW 440V 50Hz a.c.<br>12kn |

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| **7820540**<br>Df Esd<br>Rdr RT | **GHASR KIAR**<br>**National Fishing & Marketing**<br>Tripoli Libya | **129**<br>33<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (B) 247,5/16,0U2<br>FN 206 | **1980**-9 Khalkis Shipyard S.A.—Khalkis (921)<br>24,52 (BB) 7,01 2,501<br>19,56 7,00 3,51<br>F 11,3 1 dk<br>rf 495<br>4BH WB2OT | **M Fishing**<br>Stern Trawler Ref. | Oil 2SA 5Cy. 260 × 400 geared to sc. shaft<br>500bhp (368kW)<br>Alpha-Diesel A/S<br>Gen 2 × 32kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **7359280**<br>5ALI<br>TP246<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GHAT**<br>**General National Maritime Transport Co.**<br>Tripoli Libya | T.Mk<br>**2 412**<br>868<br>3 266 | **✠100A1** SS 4/79<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL U 1$\frac{9}{16}$"U3<br>FN 3061 | **1975**-1 Nystads Varv Ab —Uusikaupunki/Nystad (278)<br>118,60 16,13 5,569<br>106,79 16,01 12,65<br>B 8,0 2 dks<br>rf 889<br>NS Coll BH to U dk 5 to 2nd dk<br>WB1051T | **TM RoRo Cargo**<br>Ref<br>Stern & side doors<br>Mchy.aft<br>In.120 | 2 Oil 4SA each 8Cy. 400 × 460 sr geared to sc. shafts<br>8 000bhp (5 884kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 520kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd<br>18kn |
| **5180233**<br>9HLX<br>0416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GHAWDEX**<br>ex Rotna-79 ex Kalle-71<br>**Gozo Channel Co. Ltd.**<br>Valletta Malta | **2 301**<br>1 043<br>698 | NV | **1962** Adler Werft G.m.b.H.—Bremen (26)<br>88,25 16,24 4,001<br>80,50 16,21 7,47<br>F 15,6 2 dks & S dk<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>OSD<br>55bth 1045dk P<br>Ice strengthened | 4 Oil 4SA each 9Cy. 300 × 450 geared to sc. shafts<br>5 240bhp (3 854kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 328kW 1 × 48kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 162,5t (d.o.)-18,5pd 16,5kn |
| **7812751**<br>388/78<br>Df Esd<br>Rdr RT | **GHAYATHEE**<br>**Abu Dhabi Sea Port Authority**<br>Abu Dhabi United Arab Emirates | **289**<br>89<br>169 | NK | **1978** Uchida Zosen—Ise (788)<br>33,02 9,02 3,010<br>30,43 9,01 4,02<br>P 4,3 F 5,8 1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 250 × 320<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW a.c.<br>12,5kn |
| **8106874**<br>HO6376<br>9824-RH | **GHAZAL**<br>**Offshore International Shipping & Trading Enterprises Ltd. S.A.**<br>Panama Panama | **170**<br>—<br>— | BV | **1982** Scheepswerf Ton Bodewes B.V. —Franeker (F82)<br>... ... ...<br>30,03 7,82 4,07<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8006488** | **GHAZALI**<br>**Government of The Arab Republic of Egypt (Ministry of International Affairs)**<br>Ismailia Egypt | **30**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 113 | **1981** Arab Contractors Marine Workshops —Ismailia (306)<br>18,88 0,951<br>18,01 4,41 1,81<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. geared to sc. shafts<br>A/B Volvo-Penta Sweden |
| **7128344**<br>7TDZ<br>2362<br>Df Esd<br>Gc Rdr<br>RTm/v | **GHAZAOUET**<br>ex Helga-73<br>**Compagnie Nationale Algerienne de Navigation (C.N.A.N.)**<br>Alger Algeria | T.Mk<br>**967**<br>570<br>1 585 | GL | **1972** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1146)<br>80,22 12,91 4,172<br>70,82 12,81 8,31<br>P 16,8 F 9,5 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 46,4 ER<br>G.7 761 B.4 543<br>1 Ha (stl) (43,8 × 10,2) ER | Vee Oil 4SA 16Cy. 225 × 300<br>2 000bhp (1 471kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 30kW 1 × 70kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 124,0t (d.o.) 13kn |
| **5005249**<br>HZDD<br>Pfd | **GHAZI-B**<br>ex Maldive Enterprise-77<br>ex Agility-76<br>**Elhawi Shipping Co. Ltd.**<br>Saudi Arabia | **1 016**<br>448<br>1 270 | —<br>✠Classed LR until 21/8/81 | **1959**-11 Goole SB. & Repairing Co. Ltd. —Goole (514)<br>65,33 10,83 4,484<br>60,36 10,67 4,73<br>P 16,2 Trunk 33,0 F 11,0 1 dk<br>rf 102 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 689 | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 81,5t-3,5pd 11kn |
| **7906112**<br>HO3241<br>1050<br>9-80<br>Esd Rdr<br>RT | **GHAZNAVI**<br>**Offshore International Shipping & Trading Enterprises Ltd. S.A.**<br>Panama Panama | **113**<br>0<br>99 | **✠100A1**<br>tug<br>**✠LMC**<br>EL C 247,5/16,0U2<br>FN 223 | **1980**-1 Sing Koon Seng (Pte.) Ltd. —Singapore (517)<br>23,91 7,65 2,263<br>21,67 7,41 2,87<br>F 11,3 1 dk<br>rf 432<br>5BH WB14T | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 28kW 415V 50Hz a.c. |
| **7820605**<br>Df Esd<br>Rdr RT | **GHEDAMIS**<br>**Libya Fishing Co. (LIFCO)**<br>Tripoli Libya | **128**<br>33<br>— | **✠100A1**<br>stern trawler<br>**✠LMC**<br>EL (B) 247,5/16,0U2<br>FN 206 | **1981**-9 Khalkis Shipyard S.A.—Khalkis (927)<br>24,57 (BB) 7,17 2,501<br>19,56 7,00 3,51<br>F 11,3 1 dk<br>rf 500<br>4BH WB20T | **M Fishing**<br>Stern Trawler Ref.<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400 geared to sc. shaft<br>500bhp (368kW) Alpha<br>B&W Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 32kW 386V 50Hz a.c.<br>Controllable pitch propeller |
| **5292751**<br>89<br>Esd | **GHEDEM**<br>ex Remex-67 ex Murten-56<br>ex Elsa-50<br>**De Marzo Brothers**<br>Massawa Ethiopia | **487**<br>201 | — ✠ | **1941**-7 Hall, Russell & Co. Ltd.—Aberdeen (758)<br>50,07 8,41 4,344<br>45,88 8,36 4,58<br>F 8,3 1 dk<br>conv Side Trawler Fishing 48 | **M General Cargo**<br>2 Ho ER<br>G.1 076 B.991<br>4W Der 2(3) 2(1,5) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW) NE 57<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 45,5t 11kn |
| **7106188**<br>ELIF<br>3839<br>Df Esd<br>Gc Rdr<br>RTv | **GHENT**<br>**Tradax Ocean Transportation S.A.**<br>Monrovia Liberia | **2 963**<br>1 891<br>5 656 | AB | **1971** Tohoku Zosen—Shiogama (132)<br>85,83 15,30 7,452<br>79,25 15,24 9,15<br>F 22,0 1 dk<br>rf nil | **M General Cargo**<br>4 Ho 12,1 14,6 11,5 15,8 ER<br>G.6 401<br>4 Ha (stl) (7,9 9,7 9,7 9,7 × 7,6) ER | Oil 4SA 6Cy. 380 × 580<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Osaka<br>Gen 2 × 130kW 450V 60Hz a.c.<br>Fuel 324,0t 11,5kn |
| **7529603**<br>YQEC<br>Df Esd<br>Gc Rdr<br>RT | **GHEORGHIENI**<br>**NAVROM**<br>Constantza Romania | **2 473**<br>1 039<br>3 134<br>**3 532**<br>1 748<br>4 795 | RNR | **1975** Santierul Naval Braila—Braila<br>106,03 14,81 5,639/7,060<br>93,50 8,54<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>3 Ho 19,4 21,4 20,7 ER<br>G.6 420 B.5 898<br>3 Ha (stl) (11,3 × 8,0) (14,7 14,7 × 9,7) ER<br>6W Der 6(5) | Oil 2SA 6Cy. 440 × 760 Sulzer<br>3 000bhp (2 207kW)<br>Jugoturbina Karlovac<br>Gen 2 × 160kW 1 × 100kW 380V 50Hz a.c.<br>Fuel 327,0t 14kn |

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| 8037932 | **GHEORGHIENI 2**<br><br>**Government of The Socialist Republic of Romania**<br>Giurgiu Romania | **182**<br>—<br>— | RNR | **1980** ...............Shanghai<br>29,49 2,301<br>27,51 8,03 3,38<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 350 × 500<br>Skoda<br>CKD Praha Praha<br>Gen 2 × 64kW 400V 50Hz a.c. |
| 6409624<br>SXNM<br>6636<br>Df Esd<br>Gc Rdr | **GHERESTOS**<br><br>**Transworld Marine Carriers Ltd.**<br>Piraeus Greece | **31 952**<br>21 650<br>62 281 | AB | **1964** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (860)<br>235,80 32,26 12,837<br>223,02 32,21 16,72<br>P 41,5 F 21,4 1 dk<br>RW rf nil | **S Tanker**<br><br>13 Ta ER<br>L.(oil) 70 792 | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel (o.f.) |
| 7351410<br>IKJI<br>661<br>Esd Rdr | **GHIBLI TERZO**<br><br>**Livio Spina**<br>Ancona Italy | **195**<br>90<br>— | | **1973** Cant. Nav. M. Morini & C.—Ancona (142)<br>32,72 7,01<br>25,00 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 320 × 450<br>600bhp (441kW)<br>Atlas-MaK Maschinenbau Kiel |
| 7718187<br>J4YI<br>7594<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GHIKAS**<br><br>**Sakura Navigation Inc.**<br>J. G. Goumas (Shipping) Co. S.A.<br>Piraeus Greece | **10 991**<br>7 725<br>17 349 | AB | **1980** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2713)<br>145,52(BB) 21,04 9,451<br>137,01 21,01 13,11<br>F 12,5 1 dk, 2nd dk portable<br>rf nil DK | **M General Cargo**<br><br>Str. heavy cargoes<br>5 Ho 21,0 21,0 17,9 21,0 21,0 5 TwD ER<br>G.21 173 B.21 073<br>TEU 367 C.Ho 311/20' (40') C.Dk 56/20' (40')<br>5 Ha (stl) (15,0 × 9,9) (15,0 12,7 15,0 15,0 × 15,6) ER<br>Cr 5(25) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>6 000bhp (4 413kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 1 × 500kW 1 × 160kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 144,0t (d.o.) 1 033,0t (hvf)-22,5pd<br>14,5kn |
| 5182308<br>H3UH<br>5264-75<br>Df Esd<br>Rdr RTv | **GHINA I**<br>ex Thule II-75 ex Karin K-65<br>**Greyswood Shipping Co. S.A.**<br>Panama Panama | **500**<br>227<br>920<br>**911**<br>548<br>1 402 | BV (GL) | **1957** Ottensener Eisenwerk A.G.—Hamburg<br>66,02 9,94 3,658/4,801<br>58,50 9,91 5,80<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br><br>1 Ho 31,4 ER<br>G.1 826 B.1 640<br>2 Ha (each 13,4 × 5,6) ER<br>Der 1(10) 1(5) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 20kW 220V d.c.<br>Directional propeller<br>Fuel 87,5t (d.o.) 11kn |
| 5037981<br>HP2864<br>5606-<br>PEXT<br>Esd Pfd<br>Rdr<br>RTm/v | **GHINA II**<br>ex Ghina-77 ex Al Rizk-72<br>ex Maya-68 ex Batavier 1-66<br>ex Aardenburgh<br>**Lidgate Compania Naviera S.A.**<br>Panama Panama | **499**<br>233<br>760 | BV | **1949** Werf Jan Smit, Czn.—Alblasserdam (545)<br>58,07 9,66 3,058<br>56,39 9,61 5,57<br>1 dk & S dk<br>RW rf nil | **M General Cargo** OSD<br>Ref<br>2 Ho 15,2 19,3 1 TwD 36,5 ER<br>G.1 582 B.1 428<br>2 Ha (each 11,5 × 4,5) ER<br>4W Der 1(10) 4(3) | Oil 4SA 7Cy. 390 × 620<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 52,5kW 1 × 12kW 220V d.c.<br>Fuel 52,5t (d.o.) 11kn |
| 6424428<br>ODPA<br>B2761<br>Df Esd<br>Rdr<br>RTm/v | **GHINA II**<br>ex Voline-73<br>**Wafic Begdache**<br>Beirut Lebanon | **399**<br>234<br>900 | GL | **1964** J. J. Sietas K.G. Schiffswerft —Hamburg (544)<br>58,43 9,45 3,810<br>52,13 9,40 5,90<br>1 dk & S dk | **M General Cargo** OSD<br><br>Ice strengthened<br>2 Ho ER<br>G.1 707 B.1 548<br>2 Ha (9,3 17,0 × 5,9) ER<br>Der 3(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 5042340<br>HO2298<br>7845-77<br>Df Esd<br>Gc Rdr<br>RT | **GHINA III**<br>ex Mirdine-75 ex Bloemgracht-73<br>ex Berkhout-70<br>**Sonvix S.A.**<br>Panama Panama | T.Mk<br>**499**<br>272<br>1 070 | ✠**100A1**<br>Ice Class 2<br>✠**LMC**<br>EL m<br>FN 1020<br>(GL) | **1961**-4 N.V. Schps. Gebr. van Diepen —Waterhuizen (966)<br>68,64 10,32 3,976<br>62,26 10,20 6,18<br>F 7,4 2 dks<br>RW rf nil<br>Coll BH to U dk, 2 to 2nd dk WB256T | **M General Cargo**<br><br>Ice strengthened<br>Mchy.aft<br>G.2 051 B.1 889<br>4W Der 2(3-5) 2(3) | Oil 4SA 8Cy. 330 × 600<br>860bhp (633kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 90,5t 11kn |
| 5411321<br>SZYP<br>6145<br>Df Esd<br>Gc Rdr | **GHIONA**<br><br>**Adriatic Shipping Corp.**<br>Piraeus Greece | **32 901**<br>22 843<br>58 549 | AB | **1963** Ishikawajima Harima Heavy Ind. (I.H.I.)—Tokyo (840)<br>235,01 32,29 12,240<br>223,02 32,21 16,01<br>P 24,4 F 21,4 1 dk<br>RW rf nil | **S Tanker**<br><br>26 Ta ER<br>L.(oil) 68 130 | 2 S Turb dr geared to sc. shaft<br>12 500shp (9 195kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>Fuel (o.f.) |
| 6815562<br>SZHQ<br>4333<br>Df Esd<br>Gc Rdr<br>RTv | **GHIOULA**<br>ex Demetra-79<br>**Atticos Shipping Co.**<br>Piraeus Greece | **9 417**<br>6 106<br>16 659 | AB | **1968** Nippon Kokan K.K.—Shimizu (264)<br>140,09 22,05 9,284<br>132,01 22,00 12,60<br>P 20,5 B 20,2 F 9,8 1 dk<br>rf 152 | **M Bulk Carrier**<br><br>6 Ho 16,3 14,1 16,3 16,3 16,4 16,4 ER<br>G.21 159 B.19 876 HeCls. B<br>6 Ha (stl) (8,9 × 8,9) (8,2 9,0 9,0 9,0 9,0 × 10,4) ER<br>12W Der 8(10) 4(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 310kW 440V 60Hz a.c.<br>Fuel 78,0t (d.o.) 924,5t (hvf)-26,5pd 14kn |
| 7943029<br>OFTZ<br><br>Df Rdr<br>RTm | **GHITA**<br>ex Carola ex Pargas-45<br>**Rederibolaget Ghito**<br>Gustof Wickholm<br>Sipoo/Sibbo Finland | **288**<br>170<br>425 | | **1906** ...............Hamburg<br>41,64 7,01<br>3,15<br>1 dk | **M General Cargo**<br><br>1 Ho<br>G.453<br>2 Ha (stl) (12,3 7,4 × 4,6)<br>2W Der 2(1) | Oil 2SA 3Cy. 400 × 450<br>166bhp (122kW)<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>7kn |
| 5115226<br><br>B4048<br>Df Esd<br>Rdr RT | **GHIWA**<br>ex Samra-79 ex Salta-76<br>ex Finnlith-69<br>**North Africa Shipping & Clearing Agency**<br>Beirut Lebanon | **398**<br>217<br>630 | ✠**100A1** SS 6/80<br>✠**LMC**<br>EL g<br>FN 546 | **1956**-12 Schps. "Hoogezand" J. Bodewes —Hoogezand (78)<br>50,50 8,21 3,290<br>46,31 8,16 3,61<br>RQD 11,6 F 8,0 1 dk<br>RW rf 81<br>3BH WB158T | **M General Cargo**<br><br>1 Ho 30,4 ER<br>G.793 B.765<br>2 Ha (each 10,5 × 5,0) ER | Oil 4SA 6Cy. 290 × 420<br>370bhp (272kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 5kW 110V d.c.<br>Fuel 40,5t (d.o.) 10kn |
| 5143273<br>EQUA<br><br>Df Esd<br>RTm | **GHODRAT**<br>ex Elan-76 ex Johanna B.-73<br>ex Harry-72<br>**Esfandiari Morabi**<br>Abadan Iran | **420**<br>190<br>696 | BV | **1955** N.V. Scheepsbouw Unie—Groningen (264)<br>55,30 8,54 3,320<br>50,30 8,49 5,47<br>1 dk & S dk | **M General Cargo** OSD<br><br>1 Ho 33,0 1 TwD ER<br>G.1 373 B.1 317<br>2 Ha (14,8 8,2 × 4,8) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>485bhp (357kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 54,0t (d.o.) 10kn |

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| 7632864<br>7OMW<br>0029<br>Df Esd<br>Rdr RT | **GHUBBAT AL-QAMAR**<br>**Public Corporation for Fish Wealth**<br>Aden People's Dem. Rep. of Yemen | **247**<br>79<br>258 | NK | **1976** Narasaki Senpaku Kogyo K.K.—Muroran (104)<br>35,59 3,222<br>31,02 8,51 3,61<br>F 9,2 1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 290 reduction geared to sc. shafts<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 120kW a.c.<br>11,5kn |
| 7029146<br>IKZW<br>89<br>Esd Rdr<br>RT | **GIACOMA MARIA**<br>**Vito Giacalone**<br>Mazara del Vallo Italy | **144**<br>53<br>— | | **1970** Cant. Nav. M. Morini & C.—Ancona (121)<br>29,60 6,86 2,744<br>22,99 6,71 3,31<br>1 dk | **Wood M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 250 × 350<br>470bhp (346kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 7934212<br>614929 | **GIACOMO F.**<br>**Giacomo & Kathy Corp.**<br>Gloucester, Ma United States of America | **198**<br>134<br>— | | **1979** Canaveral SB. Corp.—Cape Canaveral, Fl<br>*25,70* 7,62<br>3,71<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7803750<br>Esd Rdr<br>RT | **GIADE F**<br>**Guido Ferri**<br>Ancona Italy | **150**<br>64<br>— | | **1980** Cant. Navalmeccanico di Senigallia S.p.A.—Senigallia (51)<br>27,51 6,00 —<br>22,33 5,81 3,00<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 275 × 350 reverse reduction geared to sc. shaft<br>700bhp (515kW)<br>CKD Praha Praha |
| 5160130<br>IKRC<br>1182<br>Df Esd<br>Gc Rdr | **GIAMAICA**<br>ex Capitan Gigetto-75<br>ex Indal Retzlaff-72 ex Indal-65<br>**Mancarma S.n.c. di Mancino Biagio e C.**<br>Napoli Italy | **1 580**<br>871<br>2 489 | RI (GL)<br>✠Classed LR until 7/69 | **1960**-6 Kroegerwerft G.m.b.H.—Rendsburg<br>87,08 12,40 4,979<br>79,84 12,35 5,47<br>P 18,3 F 7,7 1 dk<br>RW rf 51 | **M General Cargo**<br>2 Ho 27,2 27,5 ER<br>G.3 621 B.3 272<br>2 Ha (stl) (each 20,7 × 6,7) ER<br>4W Cr 2(3) Der 4(5) | Oil 4SA 10Cy. 385 × 580<br>2 000bhp (1 471kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 2 × 105kW 1 × 32kW 450V 60Hz a.c.<br>Fuel 218,5t (d.o.) 12,5kn |
| 6504852<br>ICJD<br>775<br>Df Esd<br>Gc Rdr<br>RTm/v | **GIAMBATTISTA VENTURI**<br>ex Joule-70<br>**Carbocoke Armamento S.p.A.**<br>Palermo Italy | **2 171**<br>1 107<br>2 001 | RI (BV) | **1964** Dubigeon-Normandie S.A.—Nantes-Chantenay (808)<br>91,22 12,27 4,814<br>85,02 12,21 6,58<br>P 22,9 F 11,6 1 dk<br>rf 102 | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>6 Ta (stl) cyl horizontal ER<br>L.(gas) 2 503 | Oil 4SA 10Cy. 400 × 600<br>2 670bhp (1 964kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 183,0t (d.o.) 14kn |
| 7701603<br>SZYI<br>7979<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIANIS MARIOS H**<br>ex Dian-81<br>**Lyra Maritime Co. S.A.**<br>Piraeus Greece | **12 560**<br>7 535<br>20 335 | NK | **1977** Narasaki Zosen K.K.—Muroran (909)<br>162,29 22,56 9,427<br>150,02 22,51 12,50<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 670 × 1400<br>11 200bhp (8 238kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka |
| 5306851<br>SV3355<br>78 | **GIANKAROS II**<br>ex St. Vincent-69<br>**E. I. Koritsidis & others**<br>Thessaloniki Greece | **484**<br>243<br>691 | HR<br>✠Classed LR until 29/10/76 | **1940**-4 Charles Hill & Sons Ltd.—Bristol (276)<br>49,36 8,26 3,512<br>47,25 8,23 3,56<br>P 14,1 RQD 14,7 F 5,5 1 dk<br>R rf 114 | **M General Cargo**<br>2 Ho 13,1 15,2 ER<br>G.914 B.866<br>2 Ha (stl) (9,8 11,4 × 5,4) ER<br>Der 1(0,75) | Oil 4SA 6Cy. 260 × 370 sr reverse geared to sc. shaft<br>425bhp (313kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 22kW 220V d.c.<br>Fuel 26,5t (d.o.) 9kn |
| 5097876<br>HO3462<br>8190-77<br>Df Esd<br>RTm/h | **GIANNA**<br>ex Marvil-77 ex Eemsborg-73<br>**Artas Compania Naviera S.A.**<br>Panama Panama | **498**<br>338<br>750 | BV | **1954** Scheepswerven Gebr. Niestern—Delfzijl (242)<br>51,01 8,95 3,350<br>50,53 8,89 6,74<br>RQD 15,6 F 8,3 1 dk<br>RW rf 76 | **M General Cargo**<br>1 Ho 34,2 ER<br>G.1 072 B.997<br>2 Ha (each 12,3 × 5,4) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 270 × 500<br>395bhp (291kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 8kW 110V d.c.<br>Fuel 42,5t (d.o.) 9kn |
| 5355204<br>SZHW<br>7629<br>Df Esd<br>Gc Rdr | **GIANNA A**<br>ex Arlington-80 ex Ashington-78<br>ex Tennyson-68<br>**Gianna A Shipping Co. Ltd.**<br>Tirrenia Maritime Co. Ltd.<br>Piraeus Greece | **3 894**<br>2 176<br>5 720 | **✠100A1** SS 7/81<br>**✠LMC**<br>EL v<br>FN 2382 | **1957**-2 Henry Robb Ltd.—Leith (449)<br>108,69 15,40 6,649<br>102,11 15,24 8,08<br>P 26,3 F 12,8 1 dk<br>RW rf 102<br>NS 5BH WB1546t incl. DTsm102t | **M General Cargo**<br>2 Ho 32,3 32,9 ER<br>G.7 365 B.7 045<br>4 Ha (stl) (each 11,1 × 8,5) ER<br>8W Der 8(5) | Oil 2SA 5Cy. 560 × 1000<br>2 000bhp (1 471kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 106kW 220V d.c.<br>Fuel 296,5t (d.o.) 11kn |
| 5129473<br>HO3268<br>8826-PEXT<br>RT | **GIANNA K.**<br>ex Lefkas-80 ex Georgios Th-64<br>ex Kapetan Dimitris-62<br>ex Maryland ex Rhin-56<br>ex Bidouane-52<br>ex Ville de Tipaza-47<br>ex Michel & Renee<br>**Silver Star Compania Naviera S.A.**<br>Panama Panama | **347**<br>200<br>417 | (HR) | **1917** At. & Ch. de Bretagne—Nantes<br>42,83 7,35<br>7,29<br>P 14,4 B 3,4 F 7,1 1 dk<br>R | **M General Cargo**<br>1 Ho 25,7<br>2 Ha (each 6,4 × 2,9)<br>2W | Oil 6Cy. 150 × 190<br>150bhp (110kW) NE —<br>Daimler-Benz A.G. Germany<br>Fuel 25,5t (d.o.) 8kn |
| 7509615<br>P3ER<br>Rdr | **GIANNA MARIA**<br>ex Tartan Arrow II-78<br>**Garry Lake Shipping Co. Ltd.**<br>Limassol Cyprus | **195**<br>133<br>— | (NV) | **1935** Mjellem & Karlsen A/S—Bergen<br>*31,89* 6,30 3,150<br>3,20<br>1 dk<br>BK 152 | **M Ferry** | Oil 2SA 4Cy. 340 × 380<br>200bhp (147kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>9kn |
| 5040562<br>HO8580<br>3815-73<br>Df<br>RTm/v | **GIANNA P**<br>ex Agia Moni-80<br>ex Kaponas Th-79 ex Gianna P-76<br>ex Ben Rein-72 ex Tamara-56<br>ex Lita-54<br>**Capricorn Compania Maritime S.A.**<br>Panama Panama | **406**<br>194<br>518 | ✠Classed LR until 11/7/77 | **1947**-11 N.V. Sch. Delfzijl v/h Sander—Delfzijl (179)<br>45,39 7,88 3,112<br>41,46 7,62 3,18<br>P 12,2 RQD 14,1 F 4,9 1 dk<br>RW rf nil | **M General Cargo**<br>2 Ho 13,1 11,8 ER<br>G.736 B.708<br>2 Ha (each 10,1 × 4,8) ER<br>2W Der 2(2,5) | Oil 4SA 7Cy. 290 × 450<br>400bhp (294kW)<br>Appingedammer Brons Appingedam<br>Gen 1 × 2kW 48V<br>Fuel 30,5t (d.o.) 10kn |
| 5182425<br>SXLK<br>4250<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIANNAKIS**<br>ex Kalliope-71<br>ex Karl Leonhardt-65<br>**Westone Property Inc.**<br>Piraeus Greece | **2 624**<br>1 649<br>4 565 | GL | **1958** Ottensener Eisenwerk A.G.—Hamburg (510)<br>97,77 13,52 6,865<br>88,80 13,50 8,01<br>RQD 37,5 F 15,3 2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 17,1 26,7 14,1 ER<br>G.6 237 B.5 670 In.116<br>3 Ha (7,0 7,7 6,4 × 5,4) ER<br>8W Der 1(20) 1(15) 2(5) 6(3-5) | 2 Oil 2SA each 6Cy. 350 × 550 geared to sc. shaft<br>2 000bhp (1 471kW)<br>Ottensener Eisenwerk A.G. Hamburg<br>Gen 2 × 80kW 1 × 60kW 220V d.c.<br>Fuel 225,5t (d.o.) 12kn |

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| 5256989<br>IPTR<br>Rdr RTv | **GIANNI R**<br>ex North Loch-79<br>**Societa Siciliana Salvataggi S.p.A.**<br>Palermo Italy | **200**<br>—<br>— | ✠Classed LR until 24/10/80 | **1959**-8 W. J. Yarwood & Sons Ltd.—Northwich (916)<br>31,86 8,54 3,099<br>28,81 8,08 3,81<br>RW rf 457 BK 178 | **M Tug** | Oil 2SA 8Cy. 368 × 483<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 45kW 220V d.c.<br>Fuel (d.o.) 12kn |
| 7351642<br>ICGZ<br>922<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIANNI ZETA**<br>**Sicula Partenopea di Navigazione S.p.A.**<br>Palermo Italy | **3 941**<br>2 103<br>6 324 | RI | **1975** Cant. dell 'alto Adriatico—Trieste (205)<br>111,99 16,62 7,097<br>101,99 16,59 8,49<br>1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 8 005 | Oil 4SA 6Cy. 410 × 470<br>4 000bhp (2 942kW)<br>Stork-Werkspoor Diesel Hengelo |
| 6131050<br>INXZ<br>726<br>Rdr RT | **GIANNIESSE**<br>ex Ignazioemme-72<br>ex Giovanni Toffolo-66<br>**Capt. Francesco Saverio Salonia**<br>Roma Italy | **915**<br>522<br>1 549 | RI (AB) | **1960** Off. Mecc. Nav. "Giovanni Toffolo"—Venezia (67/22)<br>62,01 10,06 5,360<br>55,78 10,01 6,00<br>2 dks<br>RW | **M General Cargo** CSD<br>2 Ho ER<br>B.1 661 | Oil 2SA 5Cy. 360 × 650<br>875bhp (644kW)<br>S.A. Fiat S.G.M. Torino<br>11kn |
| 7127974<br>SV3937<br>6883<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIANNIS**<br>ex Cairnrover-78<br>**White Palace Co. S.A.**<br>Konidaris Brothers S.A.<br>Piraeus Greece | **1 599**<br>1 008<br>2 812 | ✠**100A1** SS 11/79<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL N $1\frac{5}{16}$"U2<br>FN 1457 | **1972**-3 N.V. Bodewes Schps.—Martenshoek (512)<br>87,46 12,02 5,360<br>79,18 11,89 6,51<br>P 19,2 RAD 15,6 F 16,2 1 dk<br>rf 102<br>4BH WB821t incl. DTf56t | **M General Cargo**<br>1 Ho ER<br>2 Ha ER | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 84kW 380V 50Hz a.c.<br>12,5kn |
| 6729696<br>HO5509<br>1191<br>9-82<br>Df Esd<br>Rdr<br>RTm/h/v | **GIANNIS**<br>ex Punch-81 ex Lady Caroline-79<br>ex Atlantic Proctor-76<br>ex Vibeke Theilgaard-74<br>**Viento Del Sur S.A.**<br>Panama Panama | **499**<br>283<br>1 117 | BV | **1968** E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (786)<br>65,64 10,34 3,709<br>59,64 10,32 6,13<br>P 15,9 B 14,1 F 11,3 1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho 25,7 ER<br>G.1 769 B.1 614<br>2 Ha (stl) (10,2 × 5,0) (20,4 × 6,0) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>800bhp (588kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 250kW 220V d.c.<br>Fuel 118,0t (d.o.)-3,5pd 11kn |
| 6925666<br>SVRR<br>5540<br>Df Esd<br>Gc Rdr | **GIANNIS D**<br>ex Markos-80 ex Shoyo Maru-75<br>**Linea Blanca Compania Naviera S.A.**<br>Dumarc Shipping & Trading Corp.<br>Piraeus Greece | **2 932**<br>1 856<br>5 517 | NK | **1969** Kurushima Dock Co. Ltd.—Imabari (471)<br>99,50 16,01 6,528<br>92,00 15,98 7,90<br>P 21,7 F 11,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.7 021 B.6 499<br>2 Ha (stl) (26,0 26,5 × 7,7) ER<br>12W Der 2(15) 2(10) | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW 445V a.c.<br>Fuel 527,5t-10,0pd 12kn |
| 5340338<br>SV3991<br>5430<br>Df Esd<br>Pfd Rdr<br>RTm | **GIANNIS D.**<br>ex Briseis-79 ex Tripolis-75<br>ex Luna-74 ex Una-73 ex Usko-71<br>ex Stella Mari-66<br>**Fotios Daglas**<br>Piraeus Greece | **484**<br>271<br>951 | BV<br>✠Classed LR until 7/60 | **1956**-7 A/B Falkenbergs Varv—Falkenberg (116)<br>54,72 9,91 3,791<br>49,46 9,81 3,97<br>P & B 26,9 F 8,9 1 dk<br>rf 102 | **M General Cargo**<br>1 Ho 32,9 ER<br>G.1 388 B.1 274<br>2 Ha (12,5 × 4,8) (12,5 × 5,7) ER<br>4W Der 2(3) 2(2) | Oil 2SA 6Cy. 290 × 490<br>720bhp (530kW) Alpha<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Gen 2 × 10kW 220V a.c.<br>Controllable pitch propeller<br>Fuel 66,0t (d.o.) 10kn |
| 5237359<br>SV3053<br>17<br>Df Esd<br>Rdr<br>RTm/h | **GIANNIS DIMAKIS II**<br>ex Smithra-73 ex Mithras-72<br>**John Zimias**<br>Mytilene Greece | **499**<br>225<br>895 | BV<br>✠Classed LR until 29/7/77 | **1959**-6 E. J. Smit & Zoon's Schpsw. N.V.—Westerbroek (749)<br>64,85 9,91 3,703<br>59,75 9,81 5,80<br>Ba 11,6 2 dks<br>RW rf nil | **M General Cargo**<br>2 Ho 14,9 22,6 ER<br>G.1 805 B.1 722<br>2 Ha (8,0 12,1 × 3,9) ER<br>6W Der 2(6) 4(3) | Oil 4SA 6Cy. 390 × 680<br>750bhp (552kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 110V d.c.<br>Fuel 80,0t (d.o.) 10,75kn |
| 5383744<br>SV3934<br>25<br>Df Esd<br>Gc Rdr<br>RT | **GIANNIS DIMAKIS III**<br>ex Pollendam-77 ex Victor-71<br>ex Vormann Rass-66<br>**Naftiliakes Epihirisis 'Giannis Dimakis' S.A.**<br>Mytilene Greece | T.Mk<br>**999**<br>607<br>1 544 | BV (GL) | **1956** Norderwerft Koser & Meyer—Hamburg (819)<br>67,09 10,14 5,150<br>59,01 10,10 5,85<br>B 13,8 F 8,0 2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>G.2 239 B.1 892<br>3 Ha (each 11,9 × 7,7)<br>4W Der 6(3) | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>11kn |
| 7103019<br>SVBL<br>4362<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GIANNIS M**<br>ex Nefos II-80<br>**Ora Shipping Co. Ltd.**<br>Krina Compania Naviera S.A.<br>Piraeus Greece | **9 093**<br>6 440<br>15 195 | ✠**100A1** SS 4/80<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1971**-5 Austin & Pickersgill Ltd.—Southwick, Sunderland (869)<br>141,00 20,48 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil<br>6BH to U dk 1 to 2nd dk WB4138t incl. DTm1752t Tunnel tanks 305t | **M General Cargo**<br>5 Ho 21,6 29,7 11,4 22,8 ER 21,3<br>G.21 728 B.19 902<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,4 12,9 × 8,4) ER (11,4 × 6,6)<br>10W Der 1(50) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB (Comp) $100\text{lbf/in}^2$ (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) 15kn |
| 6523004<br>SYOT<br>2757<br>Df Esd<br>Gc Rdr<br>RT | **GIANNIS N**<br>ex Pentas-69<br>**Pentas Shipping Co. S.A.**<br>Piraeus Greece | **21 374**<br>14 335<br>38 183 | AB | **1965** Mitsui SB. & Eng. Co. Ltd.—Ichihara (710)<br>204,71 27,03 10,624<br>192,64 26,97 14,79<br>1 dk<br>rf 25 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 18,2 38,8 22,8 41,1 22,8 ER<br>G.45 983<br>7 Ha (stl) (each 13,7 × 13,2) ER<br>4W Der 4(10) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 7 251,5t (hvf) 15,75kn |
| 7017741<br>SZPF<br>5889<br>Df Esd<br>Gc Rdr<br>RTv | **GIANNIS XILAS**<br>ex Collin-76<br>**Armadora Naviera Proestos S.A.**<br>Piraeus Greece | **9 256**<br>6 087<br>15 241 | ✠**100A1** SS 3/80<br>✠**LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4317 | **1970**-7 Bartram & Sons Ltd.—Sunderland (423)<br>141,05 20,58 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil<br>6BH to U dk 1 to 2nd dk WB3640t incl. DTf 1752t Tunnel tanks 372t | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 24,3<br>G.21 428 B.19 653<br>5 Ha (stl) (11,6 12,1 13,7 14,7 × 8,5) ER (11,4 × 8,5)<br>Der 4(10) 6(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>AuxB $100\text{lbf/in}^2$ (6,9bar)<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 1 014,0t (hvf) 14kn |

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| **5087649**<br>SYBW<br>6239<br>Df Esd<br>Gc Rdr<br>RTm/h | **GIANNOULA K**<br>ex Cefallonian Sea-81<br>ex Degero-77<br>**Seaview Compania Naviera S.A.**<br>Twodim Compania Naviera S.A.<br>Piraeus Greece | **3 524**<br>2 053<br>5 289 | ✠LR class withdrawn 23/4/82 | | **1953**-9 Werf De Noord—Alblasserdam (633)<br>108,36 6,738<br>99,50 14,20 8,64<br>F 23,5 2 dks<br>RW | **M General Cargo** CSD<br>5 Ho 15,0 13,1 14,9 ER 15,2 12,5<br>G.7 659 B.6 936<br>5 Ha (stl) (8,2 9,1 9,8 × 7,0) ER (9,8 7,7 × 7,0)<br>10W Der 1(15) 4(5) 6(3-5) | Oil 2SA 7Cy. 615 × 1150<br>3 200bhp (2 354kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 2 × 130kW 220V d.c.<br>Fuel 481,5t (d.o.) 14kn |
| **6911500**<br>HO3904<br>1056<br>7-NY<br>Df Esd<br>Gc Rdr<br>RT | **GIANT**<br>ex La Gavotte-75<br>**Giant Transport Inc.**<br>Panama Panama | T.Mk<br>**500**<br>241<br>1 585<br>**1 514**<br>757<br>— | | BV | **1969** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (197)<br>90,23 —/5,900<br>81,41 14,03 8,69<br>2 dks | **M General Cargo**<br>2 Ho ER<br>G.4 777 B.4 083<br>3 Ha (14,9 × 7,9) (12,1 12,1 × 11,4) ER<br>Der 1(500) 2(5) | Oil 2SA 6Cy. 450 × 700<br>3 000bhp (2 207kW)<br>N.V. Werkspoor Amsterdam<br>Controllable pitch propeller<br>15,5kn |
| **7303724**<br>6KUB<br>BS-A-1996<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIANT KIM**<br>ex Cap Sizun-82<br>**Dongwon Industries Co. Ltd.**<br>Busan South Korea | **1 484**<br>788<br>2 235 | | BV KR | **1973** Maritima de Axpe S.A.—Bilbao (68)<br>77,50 13,54 6,458<br>69,60 13,50 6,51<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Mchy.aft | Vee Oil 4SA 12Cy. 450 × 550<br>4 400bhp (3 236kW)<br>Atlas-MaK Maschinenbau Kiel<br>Fuel 533,5t (d.o.) 16kn |
| **7368724**<br>HO9381<br>4553-74B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIANT TIDE**<br>**Tidewater Nautico Inc.**<br>Tidewater Inc.<br>Panama Panama | **1 107**<br>421<br>— | | AB | **1974** Ulstein Hatlo A/S—Ulsteinvik (50)<br>66,38 13,59 5,093<br>13,10 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 4 Vee Oil 4SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 250kW 1 × 75kW<br>2 Controllable pitch propellers<br>Fuel 757,0t (d.o.) |
| **7638894**<br>PEIP | **GIANT 2**<br>**Smit Internationale Transport B.V.**<br>Rotterdam Netherlands | **12 696**<br>10 280<br>24 060 | ✠**100A1**<br>pontoon | SS 2/81<br>EL (Et)<br>FN 6150 | **1977**-4 Awazu Zosen—Naruto (255)<br>140,01 36,05 6,630<br>138,16 36,00 8,51<br>F 18,9 1 dk<br>rf nil<br>9BH WB38297T incl. TwDf862T | **Semi-submersible Pontoon**<br>Deck Cargo | |
| **7706029**<br>PEIQ | **GIANT 3**<br>**Smit Internationale Transport B.V.**<br>Rotterdam Netherlands | **12 696**<br>10 280<br>24 111 | ✠**100A**<br>pontoon | SS 6/81<br>EL (Et)<br>FN 6145 | **1977**-6 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (F503)<br>140,01 36,05 6,682<br>138,11 36,00 8,49<br>F 18,9 1 dk<br>rf nil<br>9BH WB38297T incl. TwDf862T | **Semi-submersible Pontoon**<br>Deck Cargo | |
| **7725269**<br>PEIV | **GIANT 4**<br>**Smit Internationale Transport B.V.**<br>Rotterdam Netherlands | **12 696**<br>10 280<br>24 133 | ✠**100A1**<br>pontoon | EL (Et)<br>FN 6151 | **1978**-4 Awazu Zosen—Naruto (272)<br>140,01 36,05 6,687<br>138,16 36,01 8,51<br>F 18,9 1 dk<br>rf nil<br>9BH WB38297T incl. TwDf862T | **Semi-submersible Pontoon**<br>Deck Cargo | |
| **7039529**<br>5MYS<br>3755<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GIANTKIM**<br>ex Triabunna-82<br>ex Nego Triabunna-80<br>**World Acemarine Corp.**<br>Monrovia Liberia | **32 107**<br>23 036<br>42 075 | | BV | **1971** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (2174)<br>209,02(BB) 29,77 10,999<br>196,02 29,70 19,41<br>B 26,0 1 dk<br>rf 102 | **M Bulk Carrier**<br>Wood-chip<br>6 Ho 26,2 25,6 26,8 26,0 26,8 26,8 ER<br>G.77 135<br>6 Ha (stl) (13,2 13,4 13,4 10,0 13,4 13,4 × 15,0) ER<br>Cr 2(15) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 660kW 450V 60Hz a.c.<br>Fuel 1 998,5t (hvf) 15,75kn |
| **5340455**<br>IPLR<br>1150<br>Df Esd<br>Rdr RT | **GIARO D.**<br>ex Stella Polaris-71<br>**S.O.C.M.A. Navigazione Adriatica S.p.A.**<br>Rimini Italy | **483**<br>251<br>940 | | RI (BV) | **1961** Noord Nederlandse Scheepswerven N.V.—Groningen (315)<br>60,66 8,95 3,633<br>55,00 8,81 3,99<br>1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 934<br>Der 2 | Oil 4SA 8Cy. 320 × 450<br>740bhp (544kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10,5kn |
| **5130460**<br>SGLI<br>10283<br>Df Esd<br>Rdr RT | **GIBB**<br>**H/B Gibb**<br>Birger Hallander<br>Ornskoldsvik Sweden | **280**<br>78<br>— | ✠**100A1**<br>tug<br>Baltic service<br>Ice Class 1<br>✠**LMC** | SS 9/79<br>EL (d)<br>FN 369 | **1962**-3 A/B Asi-Verken—Amal (60)<br>30,03 8,84<br>27,46 8,60 4,81<br>BK 102<br>4BH WB33t | **M Tug** | Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>Controllable pitch propeller<br>Fuel 96,5t (d.o.)-4,5pd |
| **5130484**<br><br>123755 | **GIBEL DERIF**<br>ex Caid-49<br>ex Rochester Queen-34<br>ex Gertrude-32<br>**Bland Ltd.**<br>Gibraltar Gibraltar (British) | **271**<br>121<br>— | | | **1906** A. W. Robertson & Co.—London<br>*38,10* 8,13<br>... ... ...<br>1 dk<br>R | **TS Ferry** | C 4Cy. (2) 305 & (2) 610 × 457<br>A. W. Robertson & Co. London |
| **5227328**<br>ZDRN<br>702334<br>Df Esd<br>Rdr RT | **GIBFREEZE**<br>ex Marco Reefer-82 ex Hafrico-79<br>ex Marva-77<br>**Freeze Freight Ltd.**<br>Gibraltar Gibraltar (British) | **459**<br>253<br>711 | ✠**Lloyd's RMC**<br>✠LR class withdrawn 28/5/82 | | **1959**-4 N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (331)<br>59,09 9,12 3,747<br>53,60 9,01 3,99<br>P 13,2 F 24,4 1 dk<br>rf 51 | **M General Cargo**<br>Ref.<br>Mchy.aft<br>In.983<br>2W Der 2(2) | Oil 4SA 8Cy. 305 × 460<br>800bhp (588kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Fuel 57,5t (d.o.) 12kn |
| **5181988**<br><br>180297<br>RTm/h | **GIBMAC**<br>ex Karani-69 ex Empire Fabian-47<br>**L. M. Gibbs & M. McIntosh**<br>Georgetown, Demerara Guyana | **411**<br>178<br>448 | *Classed BC until 20/6/69 | | **1944**-7 Henry Scarr Ltd.—Hessle (448)<br>45,17 8,28 2,921<br>42,98 8,23 3,36<br>1 dk | **M General Cargo**<br>2 Ho 12,1 12,8 ER<br>G.518<br>2 Ha (5,9 7,9 × 4,2) ER<br>2W Der 2(1,5) | Oil 4SA 5Cy. 260 × 370 sr geared to sc. shaft<br>300bhp (221kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 6kW 110V d.c.<br>Fuel 23,5t (d.o.) 7kn |

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|---|---|---|---|---|---|---|
| 5085079<br>H09108<br>8389-<br>PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIBMONDIAL I**<br>ex Daishin Maru No. 10-78<br>**Gibmondial S.A.**<br>Panama Panama | **1 492**<br>856<br>1 769 | (NK) | **1962** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (965)<br>74,99 11,89 5,538<br>68,99 11,82 5,72<br>P 37,2 F 29,9 2 dks | **M Fishing**<br>Stern Trawler Ref<br>3 Ho ER<br>In.2 079<br>3 Ha (2,9 2,9 × 2,5) (1,6 × 2,6) ER<br>4W Cr 2(13) Der 4(1,5) | Oil 2SA 6Cy. 390 × 650<br>2 000bhp (1 471kW)<br>Hayashikane Zosen Shimonoseki<br>Gen 3 × 200kW 445V a.c.<br>Fuel 477,5t-7,0pd 13kn |
| 7803786<br>Esd Rdr<br>RT | **GIBOCA**<br>**Giuliani & Co.**<br>Ancona Italy | **105**<br>—<br>— | | **1981** Cant. Navalmeccanico di Senigallia<br>S.p.A.—Senigallia (54)<br>23,96 6,53 2,440<br>23,80 6,51 3,41<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 320 × 480 reverse reduction geared to sc. shaft<br>660bhp (485kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| 7386207<br>EGRQ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIBRALTAR**<br>**Fletamentos Maritimos S.A. (MARFLET)**<br>Ceuta Spain | **122 583**<br>92 217<br>238 909 | **✠100A1** SS 1/80<br>oil tanker<br>**✠LMC**<br>**IGS**<br>EL C* 4⅜"U3<br>FN 24165 | **1975**-6 Astilleros Espanoles S.A.—Factoria<br>de Cadiz, Cadiz (98)<br>321,55 51,06 20,352<br>313,01 51,01 26,19<br>1 dk<br>rf nil<br>7BH WB41139T incl. 30742T in clean ballast tanks | **M Tanker**<br>IGS<br>20 Ta ER | Oil 2SA 8Cy. 980 × 2000<br>30 400bhp (22 361kW) B&W<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 WTAuxB 25kgf/cm$^2$ (24,6bar) Spt 260°C 22,5kgf/cm$^2$ (22,1bar) hs1307,0<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 1 × 1000kW 3 × 544kW 440V 60Hz a.c. |
| 7227229<br>A8BM<br>4798<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GIBRALTAR PANSY**<br>ex Riko Maru-74<br>**Gibraltar Shipping Inc.**<br>Monrovia Liberia | **60 854**<br>40 945<br>122 544 | NK | **1972** Mitsubishi Heavy Industries Ltd.<br>—Hiroshima (227)<br>261,02 40,67 16,815<br>247,02 40,62 24,01<br>1 dk | **M Bulk Carrier**<br>9 Ho ER<br>G.140 217 HeCls. B<br>1 Ha (stl) (12,8 × 14,4) 8 Ha (stl) (each 14,4 × 17,6) ER | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Fuel 381,0t (d.o.) 5 384,0t (hvf)-91,0pd 15,5kn |
| 6524058<br>VGBY<br>325685<br>Esd Gc<br>Rdr RTm | **GIBRALTAR STRAITS**<br>**B.C. Marine Shipbuilders Ltd.**<br>Vancouver, B.C. Canada | **601**<br>47<br>— | **✠100A1** SS 12/77<br>tug<br>**✠LMC**<br>EL (h) 1¼"SQ<br>FN 602 | **1965**-12 Yarrows Ltd.—Victoria, B.C.<br>(280)<br>43,44 10,93 5,030<br>37,34 10,37 5,74<br>F 15,6 1 dk<br>rf 1346 BK 203<br>5BH WB188t | **TM Tug**<br>1 Ha (stl) (1,6 × 2,7)<br>Der 1(5) | 2 Oil 2SA each 12Cy. 206 × 508 sr reverse geared to sc. shafts<br>Canadian Locomotive Co. Ltd. Kingston, Ont.<br>Gen 2 × 75kW 450V 60Hz a.c.<br>Fuel (d.o.) 13,5kn |
| 7740893<br>EWUD<br>M-33196 | **GIDROBIOLOG**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **787**<br>113<br>271 | RS | **1978** .............U.S.S.R.<br>53,73 10,72 4,460<br>6,02<br>1 dk | **M Research**<br>Ice strengthened<br>Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller aft<br>Thw. thrust propeller aft , 1 fwd<br>12,25kn |
| 7731854<br>UGPT<br>M-33098 | **GIDRONAVT**<br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **788**<br>113<br>263 | RS | **1977** .............U.S.S.R.<br>53,73 10,72 4,461<br>6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| 6914667<br>EVEI<br>M-30292<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIDROSTROITEL**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **233**<br>8<br>90 | RS | **1969** VEB Schiffswerft "Edgar Andre"<br>—Magdeburg (7016)<br>34,73 8,21 2,969<br>30,41 8,20 3,84<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>11kn |
| 6822278<br>H07602<br>9892<br>-79A<br>Df Esd<br>Gc Rdr<br>RT | **GIENY S**<br>ex Elst-80 ex Tower Conquest-79<br>**Mr. Siebe Elsinga**<br>Panama Panama | **210**<br>137<br>430 | **✠100A1** SS 9/81<br>U.K. home trade<br>**✠LMC**<br>EL F ¾"U2<br>FN 434 | **1968**-8 Clelands SB. Co. Ltd.—Wallsend<br>(303)<br>41,89 7,73 2,699<br>39,37 7,62 3,38<br>P 5,2 F 4,9 1 dk<br>rf 152<br>3BH WB231t | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 8Cy. 168 × 184 reverse reduction geared to sc. shaft<br>340bhp (250kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 1kW 24V d.c.<br>9kn |
| 5130501<br>EPUD<br>78<br>Esd RT | **GIEV**<br>ex Holland II-54 ex Holland-52<br>**Mehdi Karoon**<br>Khorramshahr Iran | **460**<br>128<br>— | Classed LR until 12/64 | **1945** Cook, Welton & Gemmell Ltd.<br>—Beverley<br>50,04 8,36 3,658<br>6,71 4,58<br>F 7,4 | **S Tug**<br>Salvage<br>1 Ho<br>1 Ha | T 3Cy. 343 584 & 965 × 673<br>Charles D. Holmes & Co. Ltd. Hull<br>Fuel 18,5t (o.f.) 9kn |
| 7361269<br>SQFC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIEWONT II**<br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **70 668**<br>59 050<br>137 160 | PR (GL) | **1975** Howaldtswerke-Deutsche Werft<br>—Hamburg (80)<br>283,85 43,44 15,723<br>271,99 43,39 20,60<br>1 dk | **S Tanker**<br>COW IGS<br>Ice strengthened<br>13 Ta ER<br>L.(oil) 164 202 HeCls. ptB | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>Allgemeine Elec. Ges. West Berlin<br>Gen 2 × 800kW 1 × 164kW 450V 60Hz a.c.<br>Fuel 8 879,0t (o.f.) 142,0t (d.o.)-124,0pd<br>15kn |
| 7634898<br>384709 | **GIGAMILE**<br>ex Alysse Maru-80<br>ex V. A. Islander-80<br>ex Brouwershaven M 858-75<br>ex AMS 150<br>**Alysse Maru Ltd.**<br>Georgetown Cayman Islands (British) | **333**<br>104<br>— | | **1954** National Steel & SB. Co.—San Diego, Ca<br>*42,19* 8,31<br>... ... ...<br>1 dk<br>conv Minesweeper 75 | **Wood TM Stand-by Safety Vessel**<br>for offshore installations | 2 Oil 2SA each 8Cy. 165 × 178<br>990bhp (728kW)<br>General Motors Corp. Detroit, Mi<br>12kn |
| 7367835<br>URJQ<br>M-33505<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIGANT**<br>Launched as Dimant<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 655**<br>—<br>740 | RS | **1974** IHC Verschure B.V.—Amsterdam<br>(819)<br>72,50 13,64 5,950<br>65,00 13,20 7,19<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened | 2 Oil 2SA each 8Cy. 300 × 550 geared to sc. shaft<br>N.V. Smit & Bolnes Zierikzee<br>17,25kn |

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| **7614290**<br><br>170 | **GIGANT**<br><br>**NAVROM**<br>Constantza Romania | **713**<br>150<br>— | <br><br>RNR | **1974** Angyalfold Shipyard—Budapest<br>40,31 19,33 1,952<br>3,33<br>1 dk | **TD-E Floating Crane** | 2 Oil 4SA each 6Cy. 175 × 205 total driving 2 gen. each 100kW connected to 2 elec. motors each of 120shp (88kW) & geared to 2 sc. shafts<br>Intreprinderea "23 August" Bucharest<br>Gen 2 × 15kW 230V d.c.<br>Fuel 16,5t (d.o.) |
| **5026683**<br><br><br>RTm | **GIGAS**<br>ex Ashbrooke-82<br>**Orchid Maritime Co. Ltd.**<br>Ippocampos Maritime (Hellas) Ltd.<br>Colombo Sri Lanka | **117**<br>0<br>— | **✠100A1** SS 09/82<br>tug<br>**LMC**<br>EL (a) 1"<br>FN 264 | **1955**-7 P. K. Harris & Sons Ltd.<br>—Appledore (57)<br>28,45 7,70 2,536<br>25,61 7,09 3,20<br>rf 610<br>4BH WB37t | **M Tug** | Oil 2SA 12Cy. 216 × 254 sr geared to sc. shaft<br>E made44 fitted55<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 28kW 110V d.c.<br>Fuel 34,5t (d.o.) 11,25kn |
| **6616629**<br>TFZE<br>1011<br>Df Esd<br>Pfd Rdr<br>RT | **GIGJA**<br>ex Grindvikingur-78<br>ex Kristjan Valgeir-71<br>**Andri H/f og Fiskidjan H/f**<br>Reykjavik Iceland | **366**<br>179<br>— | <br><br>(NV) | **1966** Kaarbos M/V A/S—Harstad (51)<br>49,31 7,93<br>44,28 7,83 5,85<br>1 dk<br>BK 127 len 76 & len 79 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho ER<br>3 Ha (2,4 × 1,4) (3,1 × 1,9) (2,9 × 1,4) ER<br>1W Der 1(3) | Oil 4SA 8Cy. 270 × 400<br>900bhp (662kW) NE made79 fitted—<br>Aabenraa Motorfabrik Aabenraa<br>Gen 2 × 112kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) |
| **5364671**<br>IOIM<br>658<br>Rdr RT | **GIGLIO ESPRESSO**<br>ex Tonjer-70<br>**Maregiglio di Navigazione S.r.l.**<br>Livorno Italy | **336**<br>161<br>— | <br><br>RI (NV) | **1953** Stord Verft A/S—Stord (22)<br>43,44 7,24 3,429<br>38,00 7,19 3,99<br>B 19,9 F 2,8 1 dk<br>RW BK 178 | **M Ferry/General Cargo**<br><br>1 Ho 5,4<br>B.84<br>1 Ha (1,7 × 1,7)<br>1W Der 1(2) | Oil 4SA 6Cy. 390 × 460<br>860bhp (633kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 23,5t 12,5kn |
| **7950058**<br>JPFY<br>109449 | **GIHO MARU No. 31**<br><br>**Yoshimitsu Kawahata**<br>Kesennuma, Miyagi Pref. Japan | **224**<br>111<br>— | | **1971** K.K. Goriki Zosensho—Ise (712)<br>*39,51*<br>7,60 3,31<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br><br>The Hanshin Diesel Works Ltd. Japan |
| **5130563**<br><br><br>Df Esd<br>Pfd RT | **GIJSBERTHA**<br><br><br>Panama | **116**<br>41<br>— | | **1960** Zaanlandsche Schps. Maats.<br>—Zaandam (489)<br>27,51 6,41<br>... ... ... | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 5Cy. 240 × 260<br><br>Kromhout Motorenfabrik Amsterdam |
| **5130587**<br>CSAU<br>LX-42-N<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GIL EANNES**<br><br>**Comissao Reguladora do Comercio do Bacalhau**<br>Lisboa Portugal | **3 467**<br>1 805<br>— | **✠100A1** SS 6/78<br>Str. nav. ice<br>**LMC**<br>EL u $1\frac{11}{16}$"SQ<br>FN 1928 | **1955**-5 Est. Nav. de Viana do Castelo<br>—Viana do Castelo (15)<br>98,61 13,77 5,503<br>88,70 13,72 8,01<br>B & F 83,6 2 dks<br>RW rf 152<br>6BH WB199t<br>**LAID UP — SURVEYS OVERDUE 5/76** | **TM Hospital & Mother Ship**<br><br><br>G.1 961<br>8W Der 1(5,75) 6(2,75) 4(1,25) | 2 Oil 2SA each 7Cy. 407 × 508<br>2 800bhp (2 060kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Fuel 508,0t |
| **7726550**<br>WYH7<br>734<br>580823<br>Esd Gc<br>Pfd Rdr<br>RT | **GIL HEBERT**<br>ex Clarion-78<br>**Gulf-International Marine Inc.**<br>Houma, La United States of America | **193**<br>131<br>— | <br><br>AB | **1977** Modern Marine Power Inc.—Houma, La (16)<br>4,344<br>33,08 9,76 5,06<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300 reverse reduction geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Sweden<br>12kn |
| **6423424**<br>IPCN<br>954<br>Rdr RTm | **GILAM**<br>ex Virginia-78<br>ex Valentina Napoleone-73<br>ex Laurana-67<br>**Sicania S.p.A.**<br>Palermo Italy | **485**<br>242<br>925 | <br><br>RI | **1964** Cant. Nav. Sgorbini—La Spezia (4)<br>59,62 9,22 3,709<br>54,72 9,20 4,02<br>1 dk | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 1 193 HeCls. C | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 100V d.c.<br>Fuel 46,5t (d.o.)-2,5pd 12kn |
| **5110953**<br>HO3395<br>9107-PEXT<br>Df Esd<br>RTm/h/v | **GILANGE**<br>ex Sandro-81 ex Ios-78<br>ex Export II-66 ex Vlier-54<br>**Georgia Maritime Corp.**<br>Panama Panama | **495**<br>191<br>705 | **✠100A1** SS 9/77<br>with freeboard<br>**✠LMC**<br>EL k<br>FN 854 | **1950**-6 De Haan & Oerlemans—Heusden (255)<br>62,03 9,30 3,474<br>57,49 9,25 5,59<br>F 5,8 1 dk & S dk<br>RW rf nil<br>Coll & 1BH to S dk 1 to 2nd dk WB148t | **M General Cargo** OSD<br><br>2 Ho 17,6 17,0 ER<br>G.1 571 B.1 396<br>2 Ha (each 10,6 × 5,1) ER<br>Der 4(3-6) | Oil 4SA 7Cy. 330 × 600<br>750bhp (552kW) ✠ NE 12/54<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 50kW 1 × 20kW 220V d.c.<br>Fuel 63,5t (d.o.) 11,5kn |
| **5067900**<br><br><br>Esd Rdr<br>RTh | **GILANI**<br>ex Champlain-70 ex Tynehaven-59<br>ex Selbourne-56<br>ex Helen Fairway-51<br>ex Empire Fairway-49<br>**Desgagnes & Perron Inc.**<br>R. G. Desgagnes | **411**<br>191<br>483 | <br><br>*Classed BC until 4/70 | **1945**-2 Goole SB. & Repairing Co. Ltd.<br>—Goole (434)<br>45,17 8,28 2,921<br>42,98 8,23 3,36<br>P 11,6 Trunk 25,0 F 4,3 1 dk | **M General Cargo**<br><br>1 Ho 24,3 ER<br>G.649 B.620<br>1 Ha (20,4 × 4,2) ER<br>2W Der 2(2) | Oil 4SA 7Cy. 280 × 450<br>350bhp (257kW) E made36 refitted59<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Gen 2 × 7,5kW 115V d.c.<br>Fuel 22,5t (d.o.) 8,5kn |
| **5013791**<br>IJMP<br>1214<br>RT | **GILBERT**<br>ex Bill-78 ex Anna Ievoli-76<br>ex Amazzone-72<br>**Marnavi S.r.l.**<br>Napoli Italy | **398**<br>205<br>608 | RI (AB)<br><br>✠Classed LR until 10/53 | **1950**-6 Cant. Nav. Martinuzzi—Muggia (22)<br>50,02 8,36 3,277<br>45,98 8,31 3,41<br>P 14,4 Trunk in well - F 5,8 1 dk<br>RW | **M Tanker**<br><br>6 Ta ER<br>L.(oil) 813 | Oil 4SA 12Cy. 135 × 160<br>515bhp (379kW) NE made72 fitted—<br>Kloeckner Humboldt Deutz West Germany<br>11kn |
| **7832191**<br>WYC7<br>133<br>595508 | **GILBERT E. MILLER**<br><br>**Ralph Andrew**<br>Galveston, Tx United States of America | **128**<br>87<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74<br>3,74<br>1dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7118882<br>GPUW<br>342086<br>Esd Rdr<br>RTv | **GILBERT J. FOWLER**<br>**North West Water (Eastern Division)**<br>Manchester United Kingdom | **2 548**<br>1 284<br>3 623 | ✠**100A1** SS 12/80<br>sludge carrier<br>Liverpool Bay service<br>limiting point Northwest<br>Light Buoy<br>✠**LMC**<br>EL p 1½"U2<br>FN 1744 | **1971**-12 Ferguson Bros. (Port Glasgow) 1969 Ltd.—Port Glasgow (460)<br>90,96 14,18 5,423<br>85,35 13,72 6,71<br>1 dk<br>rf 76<br>6BH | **TM Sludge Carrier**<br>11 Ta ER<br>L.3 319 | 2 Oil 4SA each 6Cy. 381 × 508 reverse reduction geared to sc. shafts<br>3 600bhp (2 648kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 240kW 220V d.c.<br>Thw. thrust propeller fwd<br>Fuel 86,5t (d.o.)-16,5pd 12,75kn |
| 7027485 | **GILBERTA PICA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Cuba | **750**<br>—<br>— | | **1970** Victoria de Giron Shipyard—Cardenas<br>49,00 8,01<br>... ... ... | **M Factory Fishing**<br>Fish-factory Stern Trawler | Oil<br>............. |
| 5424029<br>LALP<br>15870<br>Rdr RT | **GILDESKAL**<br>**Saltens D/S A/S**<br>Bodo Norway | **463**<br>204<br>— | (NV) | **1963** Storviks M/V A/S—Kristiansund N. (18)<br>46,84 9,45 3,429<br>42,02 9,40 5,36<br>1 dk | **TM RoRo Cargo/Ferry**<br>Mchy.aft | 2 Oil 2SA each 4Cy. 280 × 420<br>350P 1 000bhp (736kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 45,5t (d.o.)-2,0pd 12,5kn |
| 5130616<br>YBCM<br>Esd | **GILIGENTENG**<br>**Government of The Republic of Indonesia (P.N. Garam - Salt Administration)**<br>Kalianget Indonesia | **1 012**<br>450<br>1 756 | KI<br>✠Classed LR until 6/64 | **1955**-8 Scheepswerf "De Waal" N.V.—Zaltbommel (651)<br>76,36 11,26 4,719<br>70,01 11,21 6,91<br>Ba 12,2 F 8,9 1 dk & S dk<br>RW rf 102 | **M General Cargo**<br>Mchy.aft | OSD Oil 4SA 10Cy. 390 × 680<br>1 380bhp (1 015kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 240kW 220V<br>10kn |
| 5130642<br>YBCO<br>Esd | **GILIJANG**<br>**Government of The Republic of Indonesia (P.N. Garam - Salt Administration)**<br>Kalianget Indonesia | **977**<br>454<br>1 756 | KI<br>✠Classed LR until 5/65 | **1954**-11 Scheepswerf "De Waal" N.V.—Zaltbommel (650)<br>76,36 11,26 4,719<br>70,11 11,23 6,89<br>Ba 12,2 F 8,9 1 dk & S dk<br>RW | **M General Cargo**<br>Mchy.aft | OSD Oil 4SA 10Cy. 390 × 680<br>1 380bhp (1 015kW)<br>N.V. Werkspoor Amsterdam<br>Gen 1 × 258kW 220V<br>10kn |
| 7204590<br>Rdr RT | **GILIMANUK**<br>ex Asaake-82<br>**P.T. Perusahaan Angkutan Ferry (Jemla Ferry)**<br>Indonesia | **492**<br>198<br>108 | | **1965** Nippon Kokan K.K.—Shimizu (242)<br>41,46 16,06 2,407<br>39,45 16,01 4,12<br>1 dk | **TM RoRo Cargo/Ferry** | 2 Oil 4SA each 6Cy. 260 × 320<br>530P 1 300bhp (956kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 25kW 205V a.c.<br>Fuel 26,5t-4,0pd 13kn |
| 7351147<br>OW2306<br>D2779<br>Esd Gc<br>Pfd Rdr<br>RTm/h | **GILJANES**<br>ex Jutland III-80<br>**P/R Giljanes**<br>Svend Age Ellefsen<br>Midvag Faroe Islands | **1 594**<br>671<br>— | BV | **1974** Soc. Esercizio Cant.—Viareggio (610)<br>87,20 13,64 5,208<br>77,15 13,62 8,41<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 250 × 300 geared to sc. shaft<br>3 000bhp (2 207kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 1 × 350kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 758,5t (d.o.) 16kn |
| 6414253<br>305829<br>Esd | **GILLATION**<br>**London & Rochester Trading Co. Ltd. (CRESCENT SHIPPING)**<br>Rochester United Kingdom | **195**<br>135<br>254 | | **1964** London & Rochester Trading Co. Ltd.—Strood (104)<br>31,55 6,79 2,439<br>6,74<br>1 dk | **M General Cargo**<br>1 Ho 20,2 ER<br>1 Ha (17,0 × 4,5) ER | Oil 4SA 6Cy. 165 × 184<br>180bhp (132kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Fuel (d.o.) |
| 5404500<br>GMJE<br>304694<br>Esd Gc<br>Pfd RT | **GILLIAN EVERARD**<br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **1 598**<br>990<br>2 635 | ✠**100A1** SS 3/82<br>✠**LMC**<br>EL q $1\frac{7}{16}$"SQ<br>FN 1336 | **1963**-9 Clelands SB. Co. Ltd.—Wallsend (259)<br>81,23 11,97 5,163<br>76,84 11,89 5,49<br>P 8,3 Ba 11,3 F 9,2 1 dk R dk fwd of P43,9m<br>rf 102<br>NS 5BH WB837t incl. Dkm 75t | **M General Cargo**<br>Mchy.aft<br>G.3 433 B.3 259<br>6W Der 6(3) | Vee Oil 4SA 8Cy. 250 × 300 reverse reduction geared to sc. shaft<br>1 540bhp (1 133kW) ✠ NE 9/74<br>British Polar Engines Ltd. Glasgow |
| 5130654<br>GFHB<br>301821<br>Df Esd<br>Gc Pfd<br>Rdr | **GILLINGHAM**<br>**Huxley Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **410**<br>137<br>— | ✠**100A1** SS 4/79<br>for service within the sea area enclosed between Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>✠**LMC**<br>EL (g) $\frac{13}{16}$"<br>FN 540 | **1960**-1 Goole SB. & Repairing Co. Ltd.—Goole (519)<br>*42,59* 8,67 3,556<br>41,84 8,54 4,35<br>F 8,3<br>RW rf 381 BK 178 conv Side Trawler Fishing 81<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 381 × 457<br>1 120bhp (824kW)<br>Mirrlees, Bickerton & Day Stockport |
| 5130666<br>VYTV<br>178776<br>Rdr RT | **GILLKING**<br>ex Columbia King-47<br>**United Dredge & Derrick Ltd.**<br>New Westminster, B.C. Canada | **105**<br>36<br>— | | **1942** Columbia Construction Co.—Los Angeles, Ca<br>*25,64* 6,51<br>... ... ... | **Wood M Tug** | 2 Vee Oil 2SA each 16Cy. 108 × 127 geared to sc. shaft<br>NE 66<br>General Motors Corp. Detroit, Mi<br>10kn |
| 5130678<br>MDVU<br>302228<br>Df Esd<br>Pfd Rdr<br>RT | **GILMAR**<br>**E. L. Fisheries**<br>Aberdeen United Kingdom | **215**<br>74<br>— | ✠**100A1** SS 2/78<br>trawler<br>✠**LMC**<br>EL (c) I<br>FN 340 | **1960**-10 J. Lewis & Sons Ltd.—Montrose (M330)<br>*32,31* 7,04<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292<br>710bhp (522kW) ✠ NE 2/78<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| 6827632<br>INWO<br>011<br>Esd Rdr<br>RT | **GIMA**<br>**Paolo Asaro**<br>Mazara del Vallo Italy | **170**<br>74<br>— | RI | **1970** Cant. Nav. M. Morini & C.—Ancona (109)<br>32,19 6,94 3,099<br>23,98 6,81 3,38<br>2 dks | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 4Cy. 320 × 420<br>665bhp (489kW) E made67 fitted70<br>Ansaldo Meccanico Nucleare S.p.A. Gen |

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| **7382732**<br>5MJC<br>5683<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GIMI**<br><br>**Golar Gas Tankers Inc.**<br>Monrovia Liberia | **84 855**<br>73 912<br>72 480 | NV | **1976** Moss Rosenberg Verft A/S<br>—Stavanger (199)<br>293,76(BB) 41,69 11,700<br>281,26 41,61 25,02<br>P 11,9 F 26,0 1 dk | **S Liquefied Gas Carrier**<br>LNG LPG Atmospheric<br>6 Ta (alu) free standing spherical ER<br>L.(gas) 124 872 HeCls. B | 2 S Turb HP tr geared LP dr geared to sc. shaft<br>40 000shp (29 422kW) General Electric<br>Kuaerner Brug A/S Oslo<br>Gen 2 × 2000kW 1 × 1200kW<br>1 × 250kW 440V 60Hz a.c.<br>Fuel 7 072,5t (o.f.)-193,0pd 19,75kn |
| **7508128**<br>SV3164<br><br>Esd Rdr<br>RT | **GIMIS B.**<br>ex Angela ex Delaware<br>**P. Vrakas & G. & E. Papagiannakos**<br>Piraeus Greece | **292**<br>39<br>— | (BV) | **1959** Lake Washington Shipyards<br>—Houghton, Wa<br>... ... ...<br>41,38 7,65 3,61 | **M Fishing**<br>Side Trawler<br><br>3 Ha<br>Der 1(3) | Oil 7Cy.<br>735bhp (541kW) NE 69<br>Fairbanks Morse & Co. Chicago, Illinois |
| **7808035**<br>LJOO<br>19529<br>Gc Pfd<br>RT | **GIMLE BAY**<br><br>**K/S Haanes Shipping A/S**<br>Haanes Shipping A/S<br>Kristiansand S. Norway | **321**<br>217<br>30 | NV | **1980** Westamarin A/S—Mandal (76)<br>31,53 9,73<br>... ... ...<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>Twin Hull 238P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 4 330shp (3 185kW)<br>Avco Lycoming Division Stratford, Ct<br>Gen 2 × 55kW 220V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel 25,0t (d.o.) 36kn |
| **7808023**<br>LJAU<br>19453<br>Pfd RT | **GIMLE BELLE**<br>ex Condor 6-81<br>**K/S Haanes Shipping A/S**<br>Kristiansand S. Norway | **321**<br>217<br>— | NV | **1980** Westamarin A/S—Mandal (75)<br>31,50<br>9,73<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>Twin Hull 238P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 4 330shp (3 185kW)<br>Avco Lycoming Division Stratford, Ct<br>Gen 2 × 55kW 220V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel 25,0t (d.o.) 36kn |
| **7808047**<br>LJJA<br>19515<br>Pfd RT | **GIMLE BIRD**<br><br>**K/S Haanes Shipping A/S**<br>Haanes Shipping A/S<br>Kristiansand S. Norway | **321**<br>218<br>30 | NV | **1981** Westamarin A/S—Mandal (77)<br>31,53<br>9,73<br>1 dk | **Aluminium Alloy TGT Hydrofoil Ferry**<br>Twin Hull 238P<br>Mchy.aft | 2 Gas Turb dr geared to sc. shafts 4 330shp (3 185kW)<br>Avco Lycoming Division Stratford, Ct<br>Gen 2 × 55kW 220V 50Hz a.c.<br>2 Water jet propulsion units<br>Fuel 25,0t (d.o.) 36kn |
| **6906402**<br>FNYU<br><br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GIMONE**<br><br>**Compagnie Europeenne d'Armement**<br>Bordeaux France | **3 412**<br>2 198<br>5 318 | BV | **1969** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5163)<br>100,03 16,06 5,614<br>92,49 16,01 6,51<br>P 25,0 RQD 16,8 B 13,5 F 11,0 1 dk | **TM Tanker/Liquefied Gas Carrier**<br>Oil LPG Pressurised<br>14 Ta ER<br>L.(gas) 400 L.(oil) 7 164 | 2 Oil 4SA each 6Cy. 390 × 680<br>3 100bhp (2 280kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 600kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 217,0t (d.o.)-6,5pd 11,75kn |
| **6704799**<br>INYJ<br>689<br>Esd Rdr<br>RT | **GIN**<br>ex Georg-72<br>**Luigi Cattaruzza e Leonida Zangrando**<br>Trieste Italy | **497**<br>236<br>940 | RI (GL) | **1966** Bayerische Schiffbau G.m.b.H.<br>—Erlenbach/Main (997)<br>62,01 9,02 3,087<br>59,80 9,00 3,76<br>1 dk | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 1 220 | Oil -SA 6Cy. 320 × 450<br>550bhp (405kW)<br>Atlas-MaK Maschinenbau Kiel<br>10,5kn |
| **7855363**<br>JG3312<br>114672 | **GIN MARU No. 8**<br><br>**Daio Doboku K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **274**<br>149<br>850 | | **1973** Kominato Zosen K.K.—Amatsu-Kominato<br>32,21 1,801<br>28,50 13,48 2,01<br>1 dk | **TM General Cargo Barge**<br>Mchy.aft | 2 Oil<br>400bhp (294kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>7kn |
| **5348823**<br>H8AQ<br>1163<br>2-82<br>Df Esd<br>Gc Rdr<br>RTm/v | **GINA**<br>ex Tai Ping-79<br>**Compania Naviera Panagina S.A.**<br>Panama Panama | T.Mk<br>**11 587**<br>8 097<br>13 978 | GL<br>✠Classed LR until 16/11/79 | **1958**-6 Deutsche Werft A.G.—Hamburg (719)<br>188,73 20,05 8,591<br>175,75 19,97 11,89<br>P 13,8 F 27,8 2 dks, 3rd dk in Nos. 2 & 3 holds<br>rf 102 DK fwd len 70<br>conv General Cargo 70 | **M General Cargo/Container Ship**<br>Fixed-guides Ref<br>6 Ho<br>G.17 139 B.15 424 In.850<br>TEU 252<br>C.Ho 60/20' 28/40' C.Dk 136/20'<br>3 Ha (stl) (10,9 × 6,1) (16,1 3,8 × 6,0) 6 Ha (stl) (each 13,0 × 5,0) 4 Ha (stl) (2,9 13,4 10,7 × 6,0) (2,9 × 4,8)<br>18W Cr 1(25) Der 1(60) 8(10) 10(5) | Oil 2SA 9Cy. 740 × 1600<br>11 200bhp (8 238kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Fuel 2 566,5t (hvf)-43,5pd 17,5kn |
| **7645641**<br>WYP9<br>895<br>576831 | **GINA & NED**<br><br>**Nenad Baron, Jr.**<br>Galveston, Tx United States of America | **122**<br>83<br>— | | **1976** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7367495**<br>WYV3<br>946<br>561761<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GINA ANNE**<br><br>**Manufacturers National Bank of Detroit**<br>San Diego, Ca United States of America | **1 308**<br>781<br>2 400 | | **1974** Tacoma B.B. Co. Inc.—Tacoma, Wa (259)<br>71,61 12,60 5,893<br>67,06 12,50 9,35<br>1 dk | **M Fishing**<br>Side-fishing Tuna Seiner Ref. | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shaft<br>5 750bhp (4 229kW)<br>General Motors Corp. La Grange, Illinois<br>18kn |
| **6724414**<br>IPKV<br>484<br>Df Esd<br>Gc Rdr<br>RTm | **GINA JULIANO**<br>ex Ross Sea-78<br>**Fontanamare S.p.A.**<br>Cagliari Italy | **15 980**<br>8 903<br>25 028 | RI (NV) | **1967** Namura SB. Co. Ltd.—Osaka (362)<br>174,38 22,86 10,224<br>164,50 22,81 14,20<br>P 36,9 RQD 2,5 B 2,5 F 2,8 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>6 Ho 19,8 20,3 20,7 20,7 20,7 20,7 ER<br>G.32 901 B.32 048<br>6 Ha (stl) (10,2 12,8 12,8 12,8 12,8 12,8 × 11,5) ER<br>Cr 6(9) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 2 946,5t (hvf)-37,5pd 15,5kn |
| **6921347**<br>WY5527<br>521455<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GINA KAREN**<br><br>**Gina Karen Fishing Inc.**<br>San Diego, Ca United States of America | **509**<br>242<br>1 105 | | **1969** Pacific Coast Eng. Co.—Alameda, Ca (233)<br>46,26 10,55 5,068<br>43,29 10,52 7,17<br>2 dks | **TM Fishing**<br>Side-fishing Tuna Seiner<br>Mchy.aft | 2 Oil 4SA each 16Cy. 159 × 203<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7412836<br>DZNH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GINA STAR**<br>ex Atlantic Trader-78<br>**Star International Shipping Inc.**<br>Manila Philippines | **4 825**<br>3 106<br>7 900 | BV | **1975** Watanabe Zosen K.K.—Hakata (166)<br>115,65 17,45 7,011<br>106,89 17,40 8,69<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 695 B.10 221<br>2 Ha (stl) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 200kW 440V a.c.<br>13kn |
| 6607549<br>JBCG<br>98820<br>Df Esd<br>Gc Rdr | **GINEI MARU No. 16**<br>ex Bocho Maru No. 6<br>**Asahi Suisan K.K.**<br>Fukuoka, Japan<br>Fukuoka Pref. | **192**<br>93<br>— | | **1965** Miho Zosensho K.K.—Shimizu (562)<br>38,64 6,94<br>33,38 6,91 3,15<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 260 × 320<br>550bhp (405kW)<br>Daihatsu Kogyo Osaka |
| 5130733<br>EEOB<br>2356<br>Df Esd<br>RTm | **GINES CERDA**<br>ex Nunthorpe Hall<br>**Eduardo Coll Diaz**<br>Santa Cruz Spain<br>de Tenerife | **230**<br>105<br>183 | | **1909** Smith's Dock Co. Ltd.—North Shields<br>*40,79* 6,74 3,506<br>... ... ...<br>R len 45<br>conv General Cargo — | **M Fishing**<br>Side Trawler<br>2 Ho 8,0 7,0<br>4 Ha (each 0,9 × 0,9) | Oil 8Cy. 295 × 420<br>600bhp (441kW) NE —<br>La Maquinista Terrestre y Mar (MTM)<br>Barcelona<br>Gen 1 × 40kW 1 × 30kW 110V d.c.<br>Fuel 76,0t (d.o.) 10kn |
| 7002265<br>IVFD<br>1393<br>Df Esd<br>Gc Rdr<br>RT | **GINESTRA**<br>ex Emsskipper-81<br>**O.S.I.P.**<br>Napoli Italy | **1 595**<br>1 048<br>2 850 | GL RI | **1969** Schps. "Hoogezand" J. Bodewes<br>—Hoogezand (153)<br>82,17 11,97 5,838<br>72,50 11,85 6,89<br>2 dks | **M General Cargo** CSD<br>Ice strengthened<br>Mchy.aft<br>G.3 737 B.3 284 | Oil 4SA 8Cy. 320 × 450 sr geared to sc. shaft<br>1 900bhp (1 398kW)<br>Atlas-MaK Maschinenbau Kiel<br>13,5kn |
| 7937678<br>8LEY<br>123593<br>Df Esd<br>Pfd Rdr<br>RT | **GINGA**<br>**Government of Japan (Ministry of Transportation)**<br>Tokyo Japan | **616**<br>127<br>— | | **1980** Kawasaki Heavy Ind. Ltd.—Kobe<br>(1326)<br>*51,39*<br>10,61 4,81<br>1dk | **TM Buoy Tender**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 250 × 400<br>1 300bhp (956kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 7229992<br>JFKC<br>112888<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GINGA MARU**<br>**Government of Japan (Ministry of Transportation - Navigation Training Establishment)**<br>Tokyo Japan | **5 032**<br>1 534<br>2 992 | | **1972** Nippon Kokan K.K.—Shimizu (318)<br>114,61(BB) 16,03 5,792<br>104,98 15,98 10,49<br>3 dks | **M Training Ship** | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Fuel 1 208,0t-25,5pd 18kn |
| 7932939<br>JK4000<br>120462<br>Gc Rdr | **GINGA MARU**<br>**Hikari Kisen K.K.**<br>Hinase, Japan<br>Okayama Pref. | **198**<br>116<br>— | | **1979** K.K. Saidaiji Zosensho—Okazaki (66)<br>... ... ...<br>49,71 9,01 5,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>850bhp (625kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 6408577<br>JK2042<br>92961 | **GINGA MARU No. 2**<br>**Tsugio Yano**<br>Imabari, Japan<br>Ehime Pref. | **199**<br>104<br>350 | | **1963** Kyoei Kogyo—Kure (142)<br>29,88 6,53 2,998<br>29,52 6,51 3,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (18,9 × 4,5) ER | Oil 4SA 5Cy. 270 × 400<br>280bhp (206kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Fuel 15,0t-1,5pd 8kn |
| 7218424<br>HOEC<br>1077<br>2-NY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GINGER**<br>ex Harriet-82<br>**Jupiter Explorer Navigation Corp.**<br>Panama Panama | **17 512**<br>11 217<br>28 765 | AB | **1972** Taiwan SB. Corp.—Keelung (N-036)<br>181,31 25,02 10,243<br>168,23 25,00 13,82<br>P 31,7 F 13,2 1 dk | **M Bulk Carrier**<br>6 Ho 17,0 21,1 20,2 21,7 21,7 21,7 ER<br>G.38 123 B.31 892 HeCls. B<br>6 Ha (stl) (10,2 13,0 11,6 13,2 13,2 13,2 × 11,9) ER<br>12W Der 12(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 223,5t (d.o.) 2 062,5t (hvf)-39,0pd<br>15kn |
| 7732975<br>WYC4<br>211<br>585769 | **GINGER B**<br>**Buckheit & Sons Inc.**<br>Galveston, Tx United States of America | **120**<br>82<br>— | | **1977** .............Bayou la Batre, Al<br>*22,59*<br>6,71 3,41<br>1 dk | **M Fishing** | Oil<br>340bhp (250kW)<br>U.S.A. |
| 7401514<br>HPIR<br>8950<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GINKGO**<br>ex Ryuwa Maru-78<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **16 251**<br>11 136<br>32 769 | NK | **1976** Kanda Zosensho K.K.—Japan (194)<br>179,99 27,03 10,821<br>170,01 27,01 14,51<br>F 14,7 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 38 581 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1160kW a.c.<br>15,75kn |
| 7205817<br>WYZ3<br>653<br>525756 | **GINNY RAY**<br>ex Hatteras II-71 ex Captain Ray<br>**Terrance R. Larson**<br>Aberdeen, Wa United States of America | **123**<br>87<br>— | | **1970** North American Rockwell Corp. (Hatteras Yacht Div.)—New Bern<br>*19,73* 6,71<br>3,15 | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| 6924143<br>GZPH<br>337672<br>Df Esd<br>Rdr RTm | **GINO**<br>ex Ambience-82<br>**Gardscreen Shipping Ltd.**<br>Rochester United Kingdom | **392**<br>278<br>591 | | **1969** Drypool Eng. & D.D. Co. Ltd.—Hull<br>(25)<br>44,43 7,88 3,048<br>42,37 7,78 3,76<br>F 3,7 1 dk<br>rf nil | **M General Cargo**<br>1 Ho 31,0 ER<br>G.858 B.783<br>1 Ha (stl) (25,6 × 4,5) ER | Oil 4SA 8Cy. 165 × 184<br>320bhp (235kW)<br>Bergius Kelvin Co. Ltd. Glasgow<br>Gen 1 × 2kW 24V d.c.<br>Fuel 24,5t 9kn |
| 5406857<br>FZWE<br>269253<br>Esd Rdr<br>RT | **GINOUSE**<br>ex Mariangela Montanari-75<br>**Societe Fouquet-Sacop Maritime**<br>Martigues France | **1 092**<br>960<br>1 535 | BV (RI) | **1963** Cant. Nav. Felszegi—Trieste<br>81,21 10,39 3,925<br>72,93 10,36 4,22<br>1 dk<br>len 69 | **M Tanker**<br>Oil Bitumen<br>18 Ta ER<br>L.(oil) 2 136 | Oil 4SA 8Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 4 × 30kW 220V 50Hz a.c.<br>12kn |

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|---|---|---|---|---|---|---|
| **7018094**<br>JIOG<br>108568<br>Df Esd<br>Gc Pfd<br>Rdr | **GINREI MARU**<br>**Koukoku Kaiun K.K. & Toei Maritime Co. Ltd.**<br>Kobe, Japan<br>Hyogo Pref. | **2 627**<br>1 612<br>4 603 | NK | **1970** Imabari Zosen—Imabari (227)<br>92,33 14,51 6,300<br>86,01 14,48 7,62<br>P 17,7 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 831 B.5 609<br>2 Ha (stl) (15,0 32,5 × 8,3) ER<br>9W Der 1(15) 2(10) | Oil 4SA 6Cy. 460 × 680<br>2 600bhp (1 912kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 445V a.c.<br>Fuel 450,0t-10,0pd 12,25kn |
| **8123121**<br>JBCE<br>125013 | **GINRYU MARU No. 5**<br>**K.K. Sakyu Shoten**<br>Shiogama, Japan<br>Miyagi Pref. | **349**<br>131<br>— | | **1981** Yamanishi Zosen K.K.—Ishinomaki (883)<br>3,522<br>49,64 9,31 5,64<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 400 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan |
| **6407066**<br>JK2020<br>92752<br>Rdr | **GINRYUZAN MARU**<br>**K.K. Yamato Kisen**<br>Kamae, Japan<br>Oita Pref. | **492**<br>275<br>849 | | **1964** Kishigami Zosen K.K.—Akitsu (267)<br>53,12 8,51 3,861<br>47,99 8,49 4,30<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.1 067 B.962<br>1 Ha (23,0 × 6,0) ER<br>Der 2(5) | Oil 4SA 6Cy. 330 × 470<br>820bhp (603kW)<br>Sumiyoshi Marine Diesel Co. Ltd Yoshida<br>Fuel 46,5t-3,0pd 11,75kn |
| **5130824**<br>7LJI<br>89138 | **GINSEI MARU**<br>**Kitakyushu Kaihatsu K.K.**<br>Ashiya, Japan<br>Fukuoka Pref. | **164**<br>49<br>— | | **1961** Koyo Dockyard Co. Ltd.—Mihara (202)<br>28,30 7,65 2,591<br>25,00 7,60 3,48 | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 450<br>Hanshin Nainenki Kogyo Kobe<br>11,5kn |
| **7375923**<br>JFCA<br>115941<br>Rdr | **GINYO MARU**<br>**Nakano Kogyo K.K.**<br>Niihama, Japan<br>Ehime Pref. | **255**<br>72<br>— | | **1974** Shin Nikko Zosen—Setoda (94)<br>34,27 8,44 2,794<br>30,48 8,41 3,51<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 260 × 320<br>Kubota Tekkosho (Sakai Diesel Plant) Sakai |
| **7205855**<br>IBFG<br>1155<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GIOACCHINO LAURO**<br>Launched as Turkis<br>**Achille Lauro**<br>Napoli Italy | **8 079**<br>4 552<br>—<br>**11 373**<br>6 681<br>15 893 | RI (GL) | **1972** Astilleros Espanoles S.A.—Factoria de Sestao, Bilbao (179)<br>154,64 23,30 —/10,364<br>141,99 22,92 13,34<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ref<br>4 Ho 20,2 24,0 31,2 24,0 ER<br>G.25 044 B.21 742 In.300<br>4 Ha (stl) (13,3 × 8,0) (13,5 × 11,5) (19,9 13,5 × 10,5) ER<br>24W Der 2(70) 1(40) 2(20) 4(8-15) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 3 × 455kW 450V 60Hz a.c.<br>Fuel 1 213,0t (hvf) 18kn |
| **7945194**<br>INTO<br>398 | **GIOCONDA**<br>**Impresa Silvio Ghezzani**<br>Livorno Italy | **574**<br>542<br>— | RI | **1979** Szczecinska Stocznia Remontowa —Szczecin<br>—<br>50,14 9,50 3,36<br>1 dk | **TM Hopper Barge**<br>Hinged-Centreline Split-Hull<br>Hopper 660 | 2 Oil 4SA each 8Cy. 127 × 140<br>632bhp (465kW)<br>Saab-Scania Sodertalje |
| **7856367**<br>JM3485<br>112024 | **GION**<br>**Sanei Kaiun Y.K.**<br>Saeki, Japan<br>Oita Pref. | **195**<br>55<br>— | | **1972** Miura Zosen—Saiki<br>29,90 2,801<br>26,01 8,50 3,92<br>1 dk | **TM Tug**<br>Pusher | 2 Oil<br>Japan<br>12,5kn |
| **8118437**<br>JK4245<br>125822 | **GION MARU No. 2**<br>**Masayoshi Mukai**<br>Mihara, Japan<br>Hiroshima Pref. | **139**<br>40<br>— | | **1982** Miura Zosen—Saiki (635)<br>26,12 3,652<br>24,01 8,51 4,07<br>1 dk | **TM Tug**<br>Pusher | 2 Oil 4SA each 6Cy. 260 × 320<br>Daihatsu Diesel Mfg. Co. Ltd. Moriyama |
| **7109556**<br>JM3301<br>110480<br>Rdr RT | **GION MARU No. 3**<br>ex Zensho Maru No. 8<br>**Etsusaburo Hidaka**<br>Usuki, Japan<br>Oita Pref. | **696**<br>439<br>2 239 | | **1971** Kishimoto Zosen—Kinoe (397)<br>72,40 11,54 5,100<br>68,00 11,51 5,21<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>13kn |
| **7204497**<br><br><br>Rdr RT | **GION MARU No. 5**<br>ex Koyo Maru | **417**<br>292<br>1 000 | | **1971** Honda Zosen—Saiki (596)<br>53,35 9,53 4,052<br>48,44 9,50 4,30<br>1 dk | **M Tanker**<br>3 Ta ER | Oil 4SA 6Cy. 240 × 290<br>800bhp (588kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>Gen 1 × 50kW 1 × 35kW 220V a.c.<br>Fuel 61,0t-3,0pd 11kn |
| **5404512**<br>7KLK<br>88798 | **GION MARU No. 8**<br>**Katsuharu Imura**<br>Hofu, Japan<br>Yamaguchi Pref. | **197**<br>104<br>300 | | **1963** Kishimoto Zosen—Kinoe (132)<br>28,50 6,53 2,896<br>26,50 6,51 3,20<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (11,8 × 4,4) ER<br>Der 1(1,5) | Oil 4SA 4Cy. 250 × 380<br>160bhp (118kW) E made— fitted—<br>.............<br>Fuel 11,0t-0,5pd 7,75kn |
| **6817584**<br>JK2677<br>100739<br>Rdr RT | **GION MARU No. 13**<br>ex Yahata Maru No. 11<br>**Seishin Kaiun Y.K.**<br>Anan, Japan<br>Tokushima Pref. | **380**<br>209<br>699 | | **1968** K.K. Matsuura Zosen—Kinoe (111)<br>53,50 8,03 3,480<br>48,01 8,01 3,79<br>1 dk | **M General Cargo**<br>1 Ho ER<br>1 Ha (27,5 × 5,4) ER | Oil 4SA 6Cy. 330 × 460<br>850bhp (625kW)<br>Matsui Iron Works Co. Ltd. Ise<br>Gen 1 × 5kW 100V d.c.<br>11kn |
| **7920663**<br>JM4639<br>123410<br>Esd Gc<br>Rdr | **GION MARU No. 18**<br>**Hidaka Kaisen Y.K.**<br>Usuki, Japan<br>Oita Pref. | **499**<br>367<br>1 233 | | **1979** Honda Zosen—Saiki (675)<br>63,00 4,101<br>58,02 9,01 4,42<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 480<br>1 200bhp (883kW)<br>Niigata Eng. Co. Ltd. Japan |
| **6403307** | **GIORDANO BRUNO**<br>See No. 6403307 DZHORDANO BRUNO in the Register | **31 294** | | | | |
| **5369413**<br>SV3338<br>87<br>Df Esd<br>RT | **GIORGAKIS M**<br>ex Ilmenau-70 ex Trotzenburg-67<br>ex Vrede-56<br>ex Flying Welshman-39<br>ex Secunda-37<br>**Ioannis Mallis**<br>Thessaloniki Greece | **423**<br>213<br>650 | (HR)<br>✠Classed LR until 21/8/70 | **1932**-4 Werf "Vooruit"—Spaarndam (119)<br>48,49 7,68 3,499<br>46,33 7,65 3,89<br>P 10,4 F 6,1 1 dk<br>R | **M General Cargo**<br>1 Ho 29,7 ER<br>G.801 B.770<br>2 Ha ER<br>2W Der 2(2) | Oil 4SA 6Cy. 250 × 350<br>320bhp (235kW) ✠ NE 12/61<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 20,5t (d.o.) 8kn |

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| **7013824**<br>IOVC<br>659<br>Df Esd<br>Gc Rdr<br>RTm | **GIORGIO CINI**<br>**Istituto Professionale di Stato per Attivita Marinare 'Giorgio Cini'**<br>Venezia Italy | **498**<br>84<br>247 | (RI) | **1969** Lucchese Achile Cant. per costr. —Venezia (64)<br>54,01 10,01 2,947<br>46,51 10,00 5,36<br>1 dk<br>rf 508 | **M Training Ship**<br>1 Ho 5,1<br>2 Ha (1,5 × 2,2) (1,5 × 0,6)<br>Der 2(1) | 2 Oil 4SA each 6Cy. 360 × 450 dr & reverse geared to sc. shaft<br>1 500bhp (1 103kW)<br>Fiat S.G.M. Torino<br>Gen 3 × 160kW 220/380V 50Hz a.c.<br>Fuel 80,5t (d.o.) 14kn |
| **7329508**<br>SWDT<br>Df Esd<br>Gc Rdr<br>RTv | **GIORGIS**<br>ex Porto Alegre-80 ex Vermelha<br>ex Babitonga-74<br>**Aureola Shipping Corp.**<br>Aegeus Shipping S.A.<br>Piraeus Greece | **9 290**<br>6 364<br>15 124 | ✠LR class withdrawn-Owner's request 9/81 | **1973**-10 Austin & Pickersgill Ltd. —Southwick, Sunderland (888)<br>141,00 20,45 8,859<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 425 B.19 649<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) (11,4 × 6,7)<br>10W Der 1(30) 10(10) | Oil 2SA 5Cy. 680 × 1250<br>7 500bhp (5 517kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 361,5t (hvf) 15kn |
| **5376399**<br>SZRN<br>1758<br>Df Esd<br>Rdr RT | **GIORGIS K**<br>ex Yannis Efthimiou-81<br>ex Thiella-76 ex Nisos Andros-75<br>ex Forager-65 ex Vanguard-64<br>ex Du Guesclin-61<br>Piraeus Greece | **329**<br>18<br>— | BV | **1951** N.V. Schps. & Mfbk. "De Biesbosch" —Dordrecht (334)<br>36,48 7,83 4,750<br>7,78<br>P 2,2 F 18,6 1 dk | **M Tug** | Oil 2SA 8Cy. 355 × 493<br>Crossley Bros. Ltd. Manchester<br>Fuel 106,5t (d.o.) 11,5kn |
| **5205514**<br>9HVN<br>0694<br>Df Esd<br>Gc Pfd<br>Rdr | **GIORGOS**<br>ex Legnica-80<br>**Annanav Shipping Ltd.**<br>Valletta Malta | T.Mk<br>**3 198**<br>1 786<br>5 450<br>**5 118**<br>3 082<br>— | ✠**100A1**<br>✠**LMC**<br>EL y 2¼"<br>FN 2977<br>PR | **1960**-6 Stocznia Szczecinska im. A. Warskiego—Szczecin (B55/08)<br>124,11 16,54 —/7,878<br>112,27 16,50 10,01<br>F 10,4 2 dks<br>rf nil<br>7BH | **M General Cargo** 4bth P<br>4 Ho ER 1 Ho<br>G.10 105 B.9 386<br>5 Ha (8,2 9,1 11,9 8,9 × 5,7) ER (7,7 × 5,7)<br>Der 1(30) 13(5) | Oil 2SA 6Cy. 700 × 1200<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>AuxB (o.f.) 7kgf/cm² (6,9bar)<br>e(ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 220kW 230V d.c.<br>Fuel 1 199,0t (d.o.)-18,5pd 15,5kn |
| **6716431**<br>SVEE<br>6076<br>Df Esd<br>Rdr RT | **GIORGOS K.**<br>ex Blue Bill-78 ex May Plum-77<br>ex Northern Star-76<br>ex Kyokei Maru-72<br>**Thruway Navigation Corp.**<br>Piraeus Greece | **2 766**<br>1 717<br>4 675 | BV (NK) | **1967** Ujina Zosensho—Hiroshima (463)<br>94,80 14,53 6,147<br>87,99 14,51 7,29<br>P 21,7 F 10,1 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 681 B.5 441<br>2 Ha (22,4 23,3 × 7,7) ER<br>Der 2(15) 2(10) | Oil 2SA 6Cy. 450 × 750<br>3 300bhp (2 427kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 150kW 440V 60Hz a.c.<br>Fuel 330,0t 12,5kn |
| **5192626**<br>INFG<br>3470<br>Df Esd<br>Rdr RTm | **GIORITA**<br>ex Kong Guttorm-69<br>**Dottore Diego Cali**<br>Genova Italy | **927**<br>473<br>1 350 | RI (NV) | **1958** Cant. Nav. Pellegrino—Napoli (111)<br>66,65 9,91 4,833<br>60,23 9,86 5,77<br>P 18,9 F 8,0 2 dks<br>conv General Cargo 69 | **M General Cargo/Tanker**<br>Wine<br>1 Ho 20 Ta ER<br>G.400 L.1 440 | Oil 4SA 6Cy. 385 × 580<br>1 150bhp (846kW)<br>Maschinenbau Kiel A.G. Kiel<br>Gen 1 × 120kW 1 × 60kW 1 × 25kW 230V d.c.<br>Fuel 103,5t (d.o.) 12kn |
| **5177107**<br>ICPH<br>990<br>Df Esd<br>Gc Rdr<br>RT | **GIOTTO**<br>ex Corsica Serena-80<br>ex Tanger-75 ex Julle-72<br>**Sicilia Regionale Marittima S.p.A. (SI.RE.MAR.)**<br>Palermo Italy | **2 250**<br>1 050<br>699 | BV RI | **1962** Adler Werft G.m.b.H.—Bremen (25)<br>88,25 16,24 4,020<br>80,02 16,21 7,75<br>F 15,6 2 dks<br>rf 152 | **TM Passenger/RoRo Cargo/Ferry**<br>52bth 1050dk P<br>Stern door/ramp Ice strengthened | 4 Oil 4SA each 9Cy. 300 × 450 geared to sc. shafts<br>5 240bhp (3 854kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 328kW 1 × 48kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 162,5t (d.o.) 16,5kn |
| **7010418**<br>IJZX<br>73 | **GIOVAN BATTISTA GIACALONE**<br>**G. Battista Giacalone**<br>Mazara del Vallo Italy | **142**<br>54<br>— | | **1969** Cant. Nav. Arturo Stabile—Trapani<br>28,86 6,79<br>23,12 6,63 3,31<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **6418900**<br>J4NO<br>1775<br>Df Esd<br>Gc Rdr | **GIOVANNA**<br>ex Euryalus-79<br>ex Oriental Morn-71<br>ex Choko Maru-70<br>**Tharros Shipping Corp.**<br>Piraeus Greece | **9 698**<br>6 548<br>15 637 | AB | **1964** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (209)<br>147,02 21,24 9,106<br>136,00 21,20 11,79<br>P 26,6 F 10,1 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho 22,4 26,2 26,2 26,2 ER<br>G.20 647 B.19 738<br>4 Ha (stl) (15,0 18,8 18,8 18,8 × 9,9) ER<br>15W Der 4(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 200kW 445V 60Hz a.c.<br>Fuel 1 066,0t (hvf) 14,25kn |
| **7941459**<br>ILGP | **GIOVANNA E PATRIZIO**<br>**Tommaso D'Antuono & Angelo Santoro**<br>Ancona Italy | **109**<br>38<br>— | | **1968** Cantieri Meridionali C.I.N.E.T. S.r.L. —Molfetta<br>26,73 5,82 2,291<br>21,59 5,81 3,05<br>1 dk | **M Fishing** | Oil 4SA 4Cy. 255 × 300<br>255bhp (188kW)<br>Moteurs Duvant Valenciennes |
| **7712585**<br>IMRZ<br>49<br>Df Esd<br>Gc Rdr<br>RT | **GIOVANNA ELEONORA**<br>**Nuramare S.p.A.**<br>Gaeta Italy | **995**<br>365<br>1 640 | RI | **1978** Nuovi Cantieri Liguri—Pietra Ligure (113)<br>85,71 13,85 3,911<br>78,01 13,82 3,97<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 250 × 300 reduction geared to sc. shaft<br>2 400bhp (1 765kW)<br>A/B Bofors Nohab Goteborg<br>Controllable pitch propeller<br>16kn |
| **6814221**<br>SVRI<br>8069<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GIOVANNA II**<br>ex Mare Piceno-81<br>Launched as Unitramp<br>**Leros Maritime Corp.**<br>Piraeus Greece | **15 720**<br>11 185<br>27 721 | ✠**100A1** SS 11/81<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2⅝"U2<br>FN 6489<br>RI | **1968**-10 Cant. Nav. del Tirreno e Riuniti —Ancona (264)<br>186,87(BB) 23,47 10,713<br>172,12 23,40 14,30<br>P 18,9 F 16,5 1 dk<br>rf 102<br>NS 9BH WB11165t incl. Comb. btm & STs in holds 4304t Topside tanks in holds 5064t | **M Bulk Carrier**<br>7 Ho 20,5 15,4 19,2 19,2 19,2 16,0 18,6 ER<br>G.32 222<br>7 Ha (stl) (12,2 × 7,4) (9,6 15,2 15,2 15,2 9,6 11,9 × 10,5) ER<br>14W Der 14(8) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Cant. Nav. del Tirreno e Riuniti Ancona<br>e(ex.g) 12kgf/cm² (11,8bar)<br>rcv 10kgf/cm² (9,8bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 360kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>15,75kn |

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| **5405748**<br>ISHX<br>724<br>RT | **GIOVANNAESSE**<br>ex Giovanna Montanari-74<br>ex Juve-66 ex Dienal-63<br>ex Punta Stilo-57 ex Lariven-52<br>ex Rance<br>**Capt. Francesco Saverio Salonia**<br>Roma Italy | **1 481**<br>784<br>2 388 | (BV) (RI) | **1921** Arsenal de la Marine National Francaise—Lorient<br>73,97 11,66<br>70,29 11,61 6,25<br>P 18,6 B 7,7 F 15,0 1 dk<br>R | **M Tanker**<br>12 Ta ER<br>L.(oil) 2 650 | Oil 4SA 9Cy. 370 × 560<br>1 350bhp (993kW) E made55 fitted57<br>S.A. Ansaldo Stab. Mecc. Genova<br>11,75kn |
| **6710217**<br>Esd RT | **GIOVANNI**<br>ex Coopermartir 5-79<br>ex Mercedes 5-73<br>**Maria Luisa de Brescia**<br>Guayaquil Ecuador | **158**<br>72<br>— | GL (AB) | **1966** Promecan Ingenieros S.A.—Callao (72)<br>6,74<br>21,49 6,71 3,51<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>1 Ho 10,7<br>1 Ha (1,9 × 3,3) | Oil 2SA 4Cy. 300 × 361<br>300bhp (221kW)<br>Normo Gruppen A/S Bergen<br>Controllable pitch propeller<br>Fuel 12,0t |
| **6720547**<br>IUOF<br>705<br>Df Esd<br>Rdr RT | **GIOVANNI C.**<br>ex Giovanni Cefalu-78<br>ex Storione-71<br>**Copesca S.p.A.**<br>Palermo Italy | **1 234**<br>528<br>— | RI | **1967** Cant. Nav. M. & B. Benetti —Viareggio (72)<br>67,01 (BB) 11,54 3,048<br>60,00 11,51 4,63<br>1 dk<br>RW | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>2 Ho<br>In.655 | Oil 4SA 8Cy. 400 × 420<br>1 700bhp (1 250kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller<br>Fuel 305,0t 14kn |
| **5159416**<br>ILGC<br>1119<br>Df Esd<br>Rdr RT | **GIOVANNI COPPOLA**<br>ex Imme Oldendorff-71<br>**Antonio Coppola fu Giovanni**<br>Napoli Italy | **1 597**<br>867<br>2 750 | RI (GL) | **1953** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (359)<br>84,26 12,55 5,519<br>77,02 12,50 6,10<br>F 11,0 1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.3 804 B.3 470<br>2 Ha (each 19,8 × 7,0) ER<br>8W Der 8(5) | 2 Oil 4SA each 6Cy. 385 × 580 geared to sc. shaft<br>1 600bhp (1 177kW) NE 57<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 240,0t 12,5kn |
| **5130991**<br>INYS<br>641 | **GIOVANNI DA PROCIDA**<br>**V. di Maggio**<br>Palermo Italy | **235**<br>184<br>— | | **1944** Cant. Francesco di Mauro—Vietri<br>36,71 7,88<br>33,51 7,68 3,74<br>1 dk | **Wood M General Cargo**<br>2 Ho | Oil 2SA 4Cy. 200 × 340<br>180bhp (132kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>7kn |
| **6912396**<br>IMGC<br>70<br>Esd Rdr<br>RT | **GIOVANNI GANCITANO**<br>**Antonio Genovese e C.**<br>Mazara del Vallo Italy | **117**<br>49<br>— | | **1969** G. Rondolini & Figli—Pesaro (80/1967)<br>27,79 6,58 2,642<br>23,50 6,41 3,38<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **5131000**<br>IBLR<br>537<br>Df Esd<br>Gc Rdr<br>RT | **GIOVANNI GRIMALDI**<br>**Grimaldi Compagnia di Navigazione S.A.**<br>Palermo Italy | **16 137**<br>9 198<br>24 371 | AB RI | **1962** C.R.D. Adriatico—San Marco, Trieste (1865)<br>193,55 23,19 10,351<br>179,00 23,11 13,90<br>P 34,5 F 16,5 1 dk<br>RW rf nil | **M Bulk Carrier**<br>7 Ho ER<br>G.32 813 B.31 132<br>7 Ha ER<br>2W Der 2(2) | Oil 2SA 9Cy. 750 × 1320<br>10 800bhp (7 944kW) Fiat<br>C.R.D. Adriatico Trieste<br>Fuel 1 473,5t 16,5kn |
| **6824549**<br>IMIV<br>30<br>RTm/h | **GIOVANNI TRICOLI**<br>ex Soknavik-77 ex Petro Duke-72<br>**Antonio Tricoli**<br>Crotone Italy | **1 275**<br>481<br>1 981 | RI (GL) | **1968** Angyalfold Shipyard—Budapest (2137)<br>74,81 11,33 5,011<br>67,57 11,28 5,72<br>P 20,2 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>G.2 109 B.2 054<br>2 Ha (stl) (each 14,2 × 8,0) ER | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 187kW 220V d.c.<br>Fuel 55,5t (d.o.)-3,5pd 11kn |
| **7939107**<br>IPAZ<br>576<br>Rdr RT | **GIOVANNI XXIII**<br>**Cooperativa Pescatori La Cetarese**<br>Salerno Italy | **247**<br>132<br>— | RI | **1976** Cant. Nav. Codecasa—Viareggio<br>*44,32*<br>35,36 7,51 4,02<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 250 × 300<br>1 470bhp (1 081kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| **5086360**<br>ILCS<br>758<br>RT | **GIOVE SAILEM**<br>ex Danube VII-69<br>**Societa Anonima Italiana Lavori Edili Marittimi (S.A.I.L.E.M.)**<br>Palermo Italy | **249**<br>47<br>— | RI<br>✠Classed LR until 7/69 | **1946**-5 Cochrane & Sons Ltd.—Selby (1312)<br>36,07 8,41 3,683<br>33,53 8,39 3,97<br>1 dk<br>BK 191 | **S Tug**<br>Mchy.aft | T 3Cy. 394 660 & 1067 × 762<br>Charles D. Holmes & Co. Ltd. Hull<br>Fuel (o.f.) |
| **6870990**<br>UJEQ<br>M-24283 | **GIPKA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **239**<br>55<br>110 | RS | **1958** .............East Germany<br>39,15 7,37 3,120<br>3,66<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.117<br>2 Ha (each 1,9 × 1,8)<br>Der 1(1,5) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |
| **7731866**<br>UGXW<br>M-35116 | **GIPOTEZA**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **635**<br>199<br>395 | RS | **1978** .............U.S.S.R.<br>54,82 9,96 4,139<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.414<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,25) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| **8013235**<br>IJKN | **GIRAGLIA**<br>**Navigazione Arcipelago Maddalenino S.p.A. (NAV.AR.MA)**<br>Italy | **499**<br>—<br>100 | RI | **1981** Nuovi Cantieri Liguri—Pietra Ligure ((114))<br>... ... ...<br>... ... ... | **TM RoRo Cargo/Ferry** | 2 Oil<br>MWM<br>Motorenw. Mannheim A.G. (MWM) West Germany |
| **7803542**<br>FPIK<br>Df Esd<br>Rdr RT | **GIRAGLIA II**<br>**Societe Mediterraneenne de Cabotage (SOMECA)**<br>Nice France | **1 227**<br>515<br>1 640 | BV | **1979** Soc. Nouvelle des At. & Ch. de La Rochelle-Pallice—La R.-P. (1230)<br>69,80 13,03 4,901<br>64,52 13,01 5,92<br>2 dks | **M Cement Carrier**<br>10 Ta ER | Vee Oil 4SA 12Cy. 260 × 280 geared to sc. shaft<br>1 800bhp (1 324kW)<br>Crepelle et Cie. Lille<br>12kn |

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| 5131139<br>THIJ<br>Df Esd<br>Pfd RT | **GIRALDA**<br>**Chevannes-Merceron-Ballery S.A.**<br>Concarneau France | **207**<br>71<br>226 | BV | **1961** At. & Ch. de La Rochelle-Pallice—La Roch.-Pal. (5060)<br>38,00 7,22 3,852<br>31,73 6,91 3,97<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>1 Ho 3,8<br>In.140<br>2 Ha (each 1,0 × 1,3)<br>1W Der 1(1) | Oil 4SA 8Cy. 220 × 320<br>750bhp (552kW) Sulzer<br>Cie. de Const. Mec., CCM Lorient<br>Gen 1 × 100kW 1 × 24kW 100V d.c.<br>Fuel 40,5t (d.o.) 12,25kn |
| 7384998<br>Df Esd<br>Rdr RTv | **GIRAUL**<br>**Government of The People's Republic of Angola (Direccao dos Portos & Caminhos de Ferro do Angola)**<br>Luanda Angola | **350**<br>0<br>— | ✠Classed LR until 27/10/78 | **1974**-11 Sorefame—Lobito (83)<br>37,01 9,53 4,153<br>34,50 8,97 4,50<br>RAD 3,1 1 dk<br>rf 711 BK 330 | **M Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 300 sr geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 88kW 1 × 14kW 231/400V 50Hz a.c.<br>Controllable pitch propeller |
| 8123949<br>Df Esd<br>Gc Rdr<br>RT | **GIRGIU**<br>**NAVROM**<br>Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1981** Santierul Naval Galatz—Galatz<br>130,79 17,71 6,781/8,102<br>121,01 10,22<br>2 dks | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>TEU 106 C. 106/20' (40')<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| 7364273<br>TCIY<br>178<br>Df Esd<br>Gc Rdr<br>RTh | **GIRISIM**<br>**Gubre Fabrikalari T.A.S.**<br>Istanbul Turkey | **1 986**<br>1 016<br>3 270 | ✠**100A1** SS 8/78<br>sulphuric acid tanker<br>SG up to 1.84<br>✠**LMC**<br>EL O $1\frac{5}{16}$"U2<br>FN 1557 | **1974**-12 Denizcilik Anonim Sirketi Beykoz Tersanesi—Beykoz (28)<br>86,82 13,03 5,284<br>81,01 13,01 6,20<br>RQD 18,9 Trunk 49,4 F 10,4 1 dk<br>rf nil<br>9BH WB1728T incl. comb. btm & STs in way of Nos. 1, 3 & 4 cargo tanks 1509T | **M Tanker**<br>Chemical<br>5 Ta ER<br>L.1 601 | Vee Oil 4SA 14Cy. 225 × 300<br>2 170bhp (1 596kW)<br>Alpha-Diesel A/S Frederikshavn<br>AuxB (ex.g) 10kgf/cm² (9,9bar)<br>Gen 1 × 96kW 1 × 72kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 255,0t-8,5pd 14kn |
| 7928940<br>401909 | **GIRL MAUREEN**<br>**James McLenaghan**<br>Sligo Irish Republic | **174**<br>90<br>— | | **1979** ..............Killybegs<br>... ... ...<br>24,29 7,59 3,92<br>1 dk | **Wood M Fishing** | Oil 6Cy. 242 × 320 geared to sc. shaft<br>900bhp (662kW)<br>Anglo-Belgian Co. N.V. Gent/Gand<br>10kn |
| 7729382<br>376954<br>Esd Pfd<br>Rdr RT | **GIRL PAT III**<br>**T. S., W. H., S. R. & R. Thomas**<br>Penzance United Kingdom | **154**<br>88<br>— | | **1978** McTay Marine Ltd.—Bromborough (29)<br>25,30 7,50 3,401<br>22,51 7,42 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Line-fishing<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>10,5kn |
| 7620017<br>YQDK<br>325<br>Df Esd<br>Rdr | **GIRLITA**<br>**NAVROM**<br>Constantza Romania | **606**<br>137<br>888 | RNR | **1974** Santierul Naval Turnu-Severin—Turnu-Severin<br>55,15 10,01 3,599<br>52,48 4,30<br>1 dk | **TM General Cargo Barge**<br>Ice strengthened<br>1 Ho 23,9 ER<br>G.500<br>1 Ha ER | 2 Oil 4SA each 6Cy. 250 × 340 geared to sc. shafts<br>600bhp (441kW) U.S.S.R.<br>Gen 2 × 64kW 220V 50Hz a.c.<br>Fuel 69,0t (d.o.) 8kn |
| 6407559<br>ILDY<br>1294<br>Rdr RTm | **GIRONDA**<br>ex Nordsund-79<br>ex Anita Von Bargen-76<br>Launched as Bari III<br>**Sirio S.n.c.**<br>Napoli Italy | **999**<br>568<br>2 052 | RI (GL) | **1963** VEB Schiffswerft "Neptun"—Rostock<br>*72,30* 11,05 5,169<br>68,26 11,00 6,15<br>P 13,2 F 8,3 2 dks<br>RW | **M General Cargo**<br>2 Ho each 23,7 ER<br>G.2 472 B.2 265<br>2 Ha (stl) (each 16,2 × 5,9) ER<br>Der 4(5) | Oil 4SA 8Cy. 320 × 450<br>1 320bhp (971kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 90kW 1 × 11kW 380V 60Hz a.c.<br>Fuel (d.o.) 11,25kn |
| 6863806<br>UJZQ<br>M-22350 | **GIROSKOP**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **334**<br>88<br>116 | RS | **1959** ..............U.S.S.R.<br>43,59 7,65 2,969<br>39,32 3,87<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.219<br>2 Ha (each 2,2 × 2,2)<br>1W Der 1(2) | Oil 4SA 6Cy. 320 × 480 NE 64<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10kn |
| 7740908<br>LYBI<br>M-32485 | **GIRULYAY**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | T.Mk<br>**282**<br>80<br>150 | RS | **1978** ..............U.S.S.R.<br>35,72 8,82 3,429<br>29,60 5,95<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.110<br>1 Ha (1,3 × 1,3)<br>Der 2(1,5) | Oil 4SA 8Cy. 240 × 360 geared to sc. shaft<br>340bhp (250kW) S.K.L.<br>..............<br>10,5kn |
| 7130048<br>EWSE<br>M-30927<br>Df Esd<br>Rdr RT | **GIRVAS**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **601**<br>234<br>373 | RS | **1971** ..............U.S.S.R.<br>54,23 9,38 3,899<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.418<br>2 Ha (each 1,5 × 1,5)<br>2W Der 1(2,5) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 5405841<br>ODOL<br>B2753<br>Df Esd<br>Rdr RTh | **GISELA**<br>ex Kannas-72 ex Ferm-63<br>**Ahmed Abdul-Al**<br>Beirut Lebanon | **997**<br>467<br>1 295 | ✠LR class withdrawn 18/8/82 | **1936**-10 A/S Aalborg Maaskin-og Skibsbyggeri—Aalborg (55)<br>65,89 10,11 4,376<br>61,57 10,06 4,42<br>P 15,9 RQD 11,6 F 8,6 1 dk<br>R | **M General Cargo**<br>Ice strengthened<br>2 Ho 12,9 25,3 ER<br>G.1 946 B.1 859<br>3 Ha (each 9,4 × 4,8) ER<br>3W Der 3(3) | Oil 2SA 5Cy. 340 × 570<br>725bhp (533kW)<br>Atlas-Diesel A/B Stockholm<br>Gen 1 × 58kW 1 × 37kW 1 × 22kW 220V d.c.<br>Fuel 89,5t (d.o.) 10kn |
| 7041132<br>DJQJ<br>Df Esd<br>Rdr<br>RTm/h/v | **GISELA**<br>**m.s. 'Gisela' Schiffahrtsges. Dietrich Sander Bereederungs G.m.b.H. & Co. K.G.**<br>Dietrich Sander Bereederungs G.m.b.H.<br>Kiel Federal Republic of Germany | T.Mk<br>**448**<br>261<br>1 044 | GL | **1971** Handel & Schpsb. Mij. Kramer & Booy N.V.—Kootstertille (168)<br>57,18 10,09 3,911<br>51,62 10,02 6,25<br>P 10,1 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 34,1 ER<br>G.1 941 B.1 827<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 36kW 220/380V 50Hz a.c.<br>Fuel (d.o.) 11kn |

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| **6616887**<br>DGSE<br><br>Df Esd<br>Gc Rdr<br>RTm/v | **GISELA BARTELS**<br>ex Hove-75<br>**Gerhard Bartels**<br>Hamburg Federal Republic<br>of Germany | T.Mk<br>**499**<br>326<br>1 165 | GL | **1966** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (570)<br>67,92 3,960<br>61,02 10,51 6,25<br>F 6,8 2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 42,9 ER<br>G.2 452 B.2 245<br>2 Ha (stl) (11,9 × 6,4) (21,6 × 7,7) ER<br>3W Der 3(3) | Oil 4SA 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 220V<br>Fuel (d.o.) 11,5kn |
| **5404524**<br><br>185-63<br>Df Gc<br>Rdr | **GISELLA**<br>ex Gos X-63<br>**Vauvert Carriers Corp.**<br>Panama Panama | **593**<br>208<br>— | | **1947** Kaldnes M/V A/S—Tonsberg (124)<br>53,78 9,25 4,827<br>9,20 5,36<br>1 dk<br>RV | **S Whaler** | T 3Cy. 483 826 & 1422 × 686<br><br>A/S Akers M/V Oslo<br>Fuel (o.f.) |
| **7742736**<br>LLCP<br>14420<br>Rdr RT | **GISLE**<br><br>**More og Romsdal Fylkesbatar**<br>Kristiansund N. Norway | **234**<br>79<br>— | | **1956** Gravdal Skipsbyggeri—Sunde (40)<br>38,18 8,87<br>... ... ...<br>1 dk | **M RoRo Cargo/Ferry**<br>300dk P | Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW) E made55 fitted71<br>Wichmann Motorfabrikk A/S Rubbestadneset |
| **6604341**<br>TFEH<br><br>Df Esd<br>Pfd Rdr<br>RT | **GISLI ARNI**<br><br>**Sjoli H/f**<br>Reykjavik Iceland | **336**<br>164<br>— | NV | **1966** Kaarbos M/V A/S—Harstad (49)<br>45,09 7,88 3,842<br>40,26 7,83 6,10<br>1 dk<br>BK 127 len 73 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho ER<br>2 Ha (1,9 2,3 × 1,5) ER<br>1W Der 1(3) | Oil 2SA 5Cy. 300 × 450<br>1 500bhp (1 103kW) NE 77<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 42kW 1 × 40kW<br>220V 50Hz a.c.<br>Fuel (d.o.) |
| **7109673**<br>JFYC<br>111219<br>Df Esd<br>Gc Pfd<br>Rdr | **GISO MARU**<br><br>**Okuchi Kisen K.K.**<br>Owase, Japan<br>Mie Pref. | **2 960**<br>2 016<br>5 778 | NK | **1971** Koyo Dockyard Co. Ltd.—Mihara (612)<br>101,55 16,03 6,538<br>95,00 15,98 8,01<br>P 20,2 F 12,5 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.7 306 B.6 670<br>2 Ha (stl) (25,4 28,8 × 7,7) ER<br>Der 1(20) 3(15) | Oil 4SA 6Cy. 500 × 800<br>3 600bhp (2 648kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 130kW 440V a.c.<br>Fuel 579,0t-12,0pd 12,5kn |
| **8109864**<br>JHYR<br>124372<br>Df Esd<br>Gc Rdr | **GISO MARU No. 8**<br><br>**Okuchi Kisen K.K.**<br>Owase, Japan<br>Mie Pref. | **3 723**<br>2 521<br>6 497 | NK | **1981** Higaki Zosen K.K.—Imabari (261)<br>105,57 6,819<br>98,63 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br><br><br>G.8 529 B.8 056<br>2 Ha (stl) (27,2 23,6 × 8,3) ER<br>Der 1(22) 3(15) | Oil 4SA 6Cy. 440 × 880<br>4 000bhp (2 942kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 3 × 104kW a.c.<br>12,5kn |
| **7649192**<br>JH2341<br>106744<br>Rdr | **GISO MARU No. 41**<br><br>**Matsuoka Senpaku K.K.**<br>Shirotori, Japan<br>Kagawa Pref. | **499**<br><br>1 170 | | **1969** Taisei Zosen K.K.—Higashino<br>55,30 4,301<br>49,20 9,50 4,70<br>1dk | **M General Cargo**<br><br><br>G.1 300<br>1 Ha (25,2 × 5,7) ER | Oil<br>1 200bhp (883kW)<br>The Hanshin Diesel Works Ltd. Japan<br>11,5kn |
| **7650206**<br>JH2656<br>118371<br>Rdr | **GISO MARU No. 42**<br><br>**Okuchi Kisen K.K.**<br>Owase, Japan<br>Mie Pref. | **697**<br>479<br>1 551 | | **1976** Sokooshi Zosensho K.K.—Higashino<br>*68,31* 11,82 4,611<br>57,05 6,71<br>2dks<br>len | **M General Cargo**<br><br><br>G.2 646 B.2 412<br>1 Ha (30,0 × 8,3) ER | Oil<br>1 800bhp (1 324kW)<br>The Hanshin Diesel Works Ltd. Japan<br>12,5kn |
| **8131790**<br><br><br>Rdr RT | **GISSAR**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1981** VEB Volkswerft Stralsund—Stralsund<br>(537)<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) S.K.L.<br>VEB Dieselmotorenwerk Rostock<br>(DMR) Rostock<br>16,25kn |
| **7012492**<br>TFTR<br>1143<br>Esd Pfd<br>Rdr RT | **GISSUR**<br>ex Torjo-71<br>**Unnthor B. Halldorsson &**<br>**Gudmundur Baldursson**<br>Thorlakshofn Iceland | **115**<br>44<br>— | NV | **1966** Langsten Slip & Batbyggeri A/S<br>—Tomra-i-Ramsdal (30)<br>27,39 6,53<br>6,48<br>1 dk<br>len 69 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 200 × 300<br>450bhp (331kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 18,5t (d.o.)-1,5pd 9kn |
| **6422377**<br>TFGF<br>0964<br>Df Esd<br>Rdr RT | **GISSUR HVITI**<br>ex Bara-78<br>**Silfurnes H/f**<br>Hornafjordur Iceland | **165**<br>68<br>— | (NV) | **1964** Orens M/V—Trondheim (32)<br>33,23 6,91 3,353<br>29,16 6,86 3,54<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br><br><br>2 Ha (1,6 2,3 × 1,4) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 210 × 300<br>450bhp (331kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Fuel (d.o.) |
| **7720049**<br>LHQL<br>19289<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GISUND**<br><br>**Sor-Troms Fiskeriselskap A/S**<br>Harstad Norway | **467**<br>172<br>— | NV | **1979** Storviks M/V A/S—Kristiansund N.<br>(88)<br>50,78 10,34<br>44,02 10,32 6,71<br>F - 1 dk<br>rf 1600 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.500 | Oil 2SA 7Cy. 300 × 450<br>2 100bhp (1 545kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 240kW<br>Controllable pitch propeller<br>Fuel 166,5t (d.o.) 13kn |
| **6500909**<br>IMJU<br>1306<br>Df Esd<br>Rdr RT | **GITANA**<br>ex Saint Herblain-78<br>ex Anna Becker-72<br>**Gennaro Pasquale Colandrea**<br>Napoli Italy | **499**<br>272<br>1 292 | BV RI (GL) | **1964** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (549)<br>74,71 10,80 3,912<br>67,65 10,77 6,51<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.2 809 B.2 565<br>2 Ha (stl) (each 17,9 × 6,4) ER<br>6W Der 6(3) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 84kW 380V 50Hz a.c.<br>Fuel 112,5t 12kn |
| **6913089**<br>OVTZ<br>D1677<br>Df Esd<br>Rdr RTm | **GITTE BAST**<br>ex Aina Pantos-69<br>**P/R Gitte Bast**<br>Flemming Fredborg<br>Skagen Denmark | **187**<br>92<br>178 | BV | **1969** VEB Rosslauer Schiffswerft—Rosslau<br>(D.562/50)<br>39,37 6,66 2,693<br>35,36 6,61 3,31<br>F 6,1 1 dk<br>len 74 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>2 Ho 4,7 6,7<br>In.180<br>2 Ha (stl) (each 1,3 × 1,2)<br>1W Der 1(0,5) | Oil 4SA 8Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 1 × 18kW 1 × 12kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 16,5t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| 5013246<br>OVTR<br>D1717<br>Df Esd<br>RT | **GITTE DORTE**<br>ex Alvsborg-69<br>**Ole Nielsen**<br>Hirtshals Denmark | **127**<br>53<br>— | NV | **1961** Ankerlokken Verft Floro A/S—Floro (32)<br>29,16 6,74<br>6,71 3,56<br>1 dk<br>BK 127 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft<br>1 Ho<br>3 Ha (0,9 1,5 0,9 × 1,2)<br>1W Der 1(1) | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW) NE 72<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| 7392309<br>OWUT<br>D2278<br>Df Esd<br>Pfd Rdr<br>RT | **GITTE FRIIS**<br>ex Havlit-82<br>**Svend A. Friis P/R**<br>Esbjerg Denmark | **287**<br>126<br>— | BV (NV) | **1974** I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (80)<br>39,73 8,31 4,109<br>33,99 8,23 4,22<br>RAD - 1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,5 1,0 1,0 × 1,0) ER<br>1W Der 1(5) | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.)-4,0pd 12kn |
| 7404968<br>OWDS<br>D2281<br>Df Esd<br>Pfd Rdr<br>RT | **GITTE HENNING**<br>ex Penta-82<br>**Erik Kjeldsen**<br>Thyboron Denmark | **287**<br>126<br>406 | BV NV | **1974** I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (83)<br>39,76 8,31 4,103<br>34,02 8,21 4,22<br>RAD - 1 dk | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (1,5 1,0 1,0 × 1,0) ER | Oil 2SA 9Cy. 260 × 400<br>900bhp (662kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 40kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 64,0t (d.o.)-3,5pd 11,5kn |
| 5315905<br>3EBE<br>1941-71B<br>Df Esd<br>Gc Rdr<br>RTv | **GIUCA**<br>ex Rozelbay-82<br>ex Federal Salso-78<br>ex Federal Tyne-71<br>ex Scottish Trader-68<br>**Truchamar S.A.**<br>Panama Panama | **10 698**<br>6 310<br>16 511 | **✠100A1** SS 2/80<br>**✠LMC**<br>EL ft 2¼"SQ<br>FN 4845 | **1962**-3 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (822)<br>154,67 20,91 9,018<br>144,79 20,73 12,73<br>P 30,2 F 12,2 1 dk<br>RW rf nil<br>NS 7BH WB5978t incl. DTm2075t<br>Topside tanks in holds 1454t | **M Bulk Carrier**<br>2P<br>4 Ho 23,7 21,4 8,5DT 22,1 22,7 ER<br>G.23 268<br>5 Ha (stl) (14,3 15,1 5,2 15,1 14,4 × 10,6) ER<br>10W Der 5(5) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 200kW 220V d.c.<br>Fuel 813,0t (hvf) 14kn |
| 5131335<br>INZD<br>948<br>Df Esd<br>RT | **GIUCA**<br>ex Bernhard-60<br>**Antonio Pugliese**<br>Napoli Italy | **499**<br>236<br>842 | RI (GL) | **1952** Schiffswerft u. Masch. Max Sieghold<br>—Bremerhaven (102)<br>51,57 8,21 4,001<br>46,66 8,16 4,60<br>P 11,3 F 6,8 2 dks<br>RW | **M General Cargo**<br>2P<br>1 Ho 27,5 ER<br>G.990 B.904<br>1 Ha (22,7 × 4,8) ER<br>2W Cr 4(3) Der 2(3) | Oil 4SA 8Cy. 290 × 420<br>480bhp (353kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 25,5t 9,5kn |
| 6803002<br>3EVK<br>7364<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **GIULIANA I**<br>ex Sunniao-80 ex Stolt Heron-74<br>ex Tumaco-70<br>**St. Thomas Shipping Co.**<br>Borromini S.A.<br>Panama Panama | **15 066**<br>9 177<br>25 830 | ✠LR class withdrawn-<br>Owner's request<br>15/4/82 | **1968**-6 Soc. Espanola de Const. Nav.<br>—Cadiz (142)<br>183,67(BB) 23,50 10,167<br>170,01 23,41 12,81<br>P 35,4 F 26,3 1 dk<br>RW rf 152 | **M Tanker**<br>15 Ta ER<br>L.(oil) 32 104 | Oil 2SA 7Cy. 1550 × 760<br>10 500bhp (7 723kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 1 × 400kW 2 × 256kW<br>450V 60Hz a.c.<br>Fuel 1 610,5t (hvf)-35,5pd 15kn |
| 8219360<br>YQKP<br>Df Esd<br>Gc Rdr<br>RT | **GIURGENI**<br>**NAVROM**<br>Constantza Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1982** Santierul Naval Galatz—Galatz<br>130,77 17,71 6,781/8,102<br>121,21 10,22<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW<br>400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| 8035960<br>YQKE<br>Df Esd<br>Gc Rdr<br>RT | **GIURGIU**<br>**Ice Navimpex**<br>Navlomar Bucharest Service Brokerage<br>Galatz Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1981** Santierul Naval Galatz—Galatz<br>130,79 17,71 6,781/8,100<br>121,01 10,22<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW<br>400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| 8105351 | **GIUSEPPE ASARO**<br>**Giovanni Asaro**<br>Mazara del Vallo Italy | **198**<br>91<br>— | RI (Class cont.) | **1982** Cant. Nav. M. Morini & C.—Ancona (181)<br>34,65 7,29<br>26,75 3,66<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 330 sr reverse geared to sc. shaft<br>1 030bhp (758kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel |
| 7398274<br>IKII<br>113<br>Esd Rdr | **GIUSEPPE D.**<br>**Salvatore D'Angelo**<br>Mazara del Vallo Italy | **196**<br>83<br>— | | **1974** P. Stampa—Trapani (4)<br>34,29 7,01<br>28,58 6,99 3,46<br>1 dk | **M Fishing**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>550bhp (405kW) E made71 fitted—<br>Kloeckner Humboldt Deutz Koeln |
| 6922016<br>UYSJ<br>M-30609<br>Df Esd<br>Gc Rdr<br>RT | **GIUSEPPE DI VITTORIO**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | T.Mk<br>**6 571**<br>3 163<br>—<br>**10 028**<br>5 436<br>12 640 | RS | **1969** Stocznia Szczecinska im. A. Warskiego—Szczecin (B40/101)<br>154,54 20,63 8,249/8,979<br>143,11 20,60 12,76<br>2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 19,2 20,5 19,9 19,8 ER 22,0<br>G.19 518 B.17 860<br>5 Ha (stl) (11,9 × 8,0) (13,4 13,4 11,5 × 10,9) ER (13,4 × 10,9)<br>14W Der 1(60) 4(10) 6(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 200,5t (d.o.) 1 164,5t (hvf) 19kn |
| 7207396<br>IKEP<br>667<br>Esd Gc<br>Rdr RT | **GIUSEPPE DI VITTORIO**<br>**Government of The Republic of Italy (Ministero dei Lavori Pubblici - Ufficio del Genio Civile per le Opere Marittime di Venezia)**<br>Venezia Italy | **559**<br>294<br>813 | RI | **1972** Lucchese Achile Cant. per costr.<br>—Venezia (66)<br>55,50 10,22 3,810<br>50,07 9,81 4,81<br>1 dk | **TM Hopper/Dredger**<br>Suction Bottom doors | 2 Oil 4SA each 12Cy. 180 × 220<br>1 500bhp (1 103kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| 5131464 | **GIUSEPPE GARIBALDI**<br>See No. 5131464 DZHUZEPPE GARIBALDI in the Register | **20 659** | | | | |

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| 5131476<br>INSC<br>529<br>RT | **GIUSEPPE GHEZZANI**<br>**Impresa Silvio Ghezzani**<br>Livorno Italy | 196<br>8<br>— | (RI) | 1960 . Campanella-Ascenso S.p.A.—Savona (29)<br>31,17 8,03 3,652<br>27,18 8,01 4,35<br>1 dk<br>RW | M Tug | Oil 4SA 8Cy. 320 × 450<br>E made57 fitted60<br>Kloeckner Humboldt Deutz Koeln |
| 5131490<br>IODC<br>76 | **GIUSEPPE IRRERA**<br>ex Neptune 3-58 ex France-39<br>**Rimorchiatori Sardi S.p.A.**<br>Cagliari Italy | 120<br>4<br>— | RI | 1909 Jonker & Stans—Hendrik-Ido-Ambacht (74)<br>27,44 5,77 2,947<br>26,27 5,67 3,10<br>R | S Tug | T 3Cy. 291 465 & 760 × 551<br>Alblasserdam Mach. Alblasserdam<br>Fuel (o.f.) |
| 5131505<br>IPTL<br>503 | **GIUSEPPE MAGRI**<br>**Fratelli Neri S.a.s. Gestione Rimorchiatori**<br>Livorno Italy | 161<br>39<br>— | RI | 1960 Cant. Nav. M. & B. Benetti —Viareggio (43)<br>28,30 7,17<br>25,51 7,14 4,50 | M Tug | Oil 4SA 8Cy. 320 × 480<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>11,75kn |
| 5131517<br>IODF<br>473 | **GIUSEPPE ORLANDO**<br>**Fratelli Tito e Alfredo Neri**<br>Livorno Italy | 164<br>26<br>— | RI | 1956 Ansaldo S.p.A.—Livorno (1519)<br>28,35 7,17 4,212<br>25,91 7,15 4,50 | S Tug | T 3Cy. 343 584 & 965 × 686<br>E made40 refitted56<br>Charles D. Holmes & Co. Ltd. Hull<br>Fuel (o.f.) |
| 7111834<br>IVGP<br>660<br>Df Esd<br>Gc Rdr<br>RT | **GIUSEPPE PANFIDO**<br>**Panfido e C. S.p.A. Rimorchiatori Riuniti**<br>Venezia Italy | 364<br>18<br>207 | RI | 1971 Lucchese Achile Cant. per costr. —Venezia (65)<br>38,00 9,94 3,928<br>34,50 9,50 4,91<br>1 dk | M Tug<br>Salvage | 2 Oil 4SA each 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>13,5kn |
| 6405537<br>IPST<br>273<br>Esd RT | **GIUSEPPE PIAGGIO**<br>**Societa Carmelo Noli fu Giovanni S.n.c.**<br>Savona Italy | 177<br>48<br>— | RI | 1964 Cant. Nav. M. & B. Benetti —Viareggio (59)<br>27,74 7,32 3,201<br>25,00 7,29 3,99<br>RW | M Tug<br>Salvage | Oil 4SA 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 30kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| 5053571<br>IMOR<br>440<br>Df Esd<br>Pfd | **GIUSEPPE RANALLI**<br>ex Broadhaven<br>**Rocco e Renato Ranalli**<br>Pescara Italy | 155<br>63<br>— | ✠Classed LR until 4/9/70 | 1960-9 Herd & Mackenzie Ltd.—Buckie (173)<br>31,20 6,81<br>27,94 6,71 3,36<br>F 4,6 1 dk<br>RW rf 1067 BK 178 | M Fishing<br>Side Trawler | Oil 4SA 6Cy. 260 × 368 sr reverse geared to sc. shaft<br>486bhp (357kW)<br>Ruston & Hornsby Ltd. Lincoln |
| 6418247 | **GIUSEPPE VERDI**<br>See No. 6418247 DZHUZEPPE VERDI in the Register | 30 269 | | | | |
| 5131531 | **GIUSEPPINA**<br>ex Barbro-53 ex Guloy-48<br>**I.R.T.A. International Refrigerated Transport Asmara Share Co.**<br>Fratelli de Nadai<br>Massawa Ethiopia | 579<br>243<br>— | Classed LR until 29/11/74 | 1942 Collingwood Shipyards—Collingwood, Ont.<br>49,97 8,41 4,211<br>46,18 8,39 4,58<br>P 14,4 F 7,7 1 dk<br>RW len 60<br>conv Side Trawler Fishing 47 | M General Cargo<br>Ref<br>Mchy.aft<br>G.261 B.204 In.589 | Oil 4SA 8Cy. 320 × 450<br>1 344bhp (989kW) ✠ NE 9/64<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 28,5t |
| 7047980<br>WY7949<br>523220<br>RT | **GIUSEPPINA MADRE**<br>ex Nunaliza-79<br>ex Rey Mar Austin-74<br>**Parco Vessels Inc.**<br>Gloucester, Ma United States of America | 154<br>104<br>— | | 1969 Bender Welding & Machine Co. Inc. —Mobile, Al<br>*24,36*<br>7,36 3,46<br>1 dk | M Fishing | Oil<br>565bhp (416kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7715197<br>HZES<br>201/T<br>Esd Rdr<br>RT | **GIZAN 1**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jeddah Saudi Arabia | 103<br>0<br>— | ✠100A SS 2/82<br>Red Sea service<br>✠LMC<br>EL (D) B 220,0/16,0U2<br>FN 201 | 1978-1 Yokohama Yacht Co. Ltd. —Yokohama (738-3)<br>23,04 6,89 3,074 (incl.skeg)<br>21,01 6,71 2,82<br>1 dk<br>rf 203<br>4BH WB26T | TM Tug | 2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 64kW 445V 60Hz a.c.<br>2 Directional propellers |
| 7715226<br>HZET<br>Esd Rdr<br>RT | **GIZAN 2**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jizan Saudi Arabia | 103<br>0<br>— | ✠100A SS 1/82<br>Red Sea service<br>✠LMC<br>EL (D) B 220,0/16,0U2<br>FN 201 | 1978-2 Yokohama Yacht Co. Ltd. —Yokohama (738-6)<br>23,04 6,89 3,074 (incl.skeg)<br>21,01 6,71 2,82<br>1 dk<br>rf 203<br>4BH WB26T | TM Tug | 2 Vee Oil 4SA each 6Cy. 165 × 185 reverse reduction geared to sc. shafts<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 64kW 450V 60Hz a.c.<br>2 Directional propellers |
| 7713761<br>HZEU<br>Esd Rdr<br>RT | **GIZAN 3**<br>**Government of The Kingdom of Saudi Arabia (Ports Authority)**<br>Jizan Saudi Arabia | 160<br>0<br>— | ✠100A1<br>tug<br>Arabian Gulf and Red Sea service and voyages in between<br>✠LMC<br>EL (E) C 247,5/22,0U2<br>FN 302 | 1978-5 Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (738)<br>28,28 8,01 2,509<br>26,90 7,80 3,41<br>1 dk<br>rf 203<br>6BH WB25T | TM Tug | 2 Vee Oil 4SA each 8Cy. 165 × 185<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 80kW 450V 60Hz a.c.<br>2 Directional propellers |
| 7816020<br>Esd Rdr<br>RT | **GIZAN 4**<br>**Government of The Kingdom of Saudi Arabia**<br>Jizan Saudi Arabia | 37<br>18<br>— | ✠100A1<br>pilot launch<br>extended protected waters service<br>✠LMC<br>EL (A) 18,0/9,0<br>FN 91 | 1978-1 At. & Ch. de la Haute Seine —Villeneuve-le-Roi (8084-P-6)<br>15,02 4,47<br>12,93 4,27 2,72<br>1 dk<br>BK 51<br>4BH WBnil | M Pilot Launch | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shaft<br>400bhp (294kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 3 × 1,75kW 28V d.c. |

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| **7815961**<br>RT | **GIZAN 5**<br>**Government of The Kingdom of Saudi Arabia**<br>Jizan Saudi Arabia | **5**<br>2<br>— | ✠A1 SS 12/81<br>harbour service<br>✠LMC<br>EL (A) 9,0/8,0<br>FN 32 | **1977**-10 At. & Ch. de la Haute Seine<br>—Villeneuve-le-Roi (8082-V10)<br>9,02 2,82<br>8,08 2,76 1,12<br>RFD 1,0 1 dk<br>BK 51<br>3BH WBnil | **M Mooring Launch** | Oil 4SA 5Cy. 125 × 155 reverse reduction geared to sc. shaft<br>100bhp (74kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>Gen 1 × 1kW 24V d.c. |
| **6919394**<br>UVXS<br>M-12168<br>Df Esd<br>Gc Rdr<br>RT | **GIZHIGA**<br>**U.S.S.R. -Murmansk Shipping Co.**<br>Murmansk U.S.S.R. | **7 684**<br>3 384<br>9 280 | RS | **1967** "Leninskogo Komsomola" Shipyard<br>—Komsomolsk<br>133,13 18,88 9,100<br>118,42 18,83 11,61<br>2 dks | **D-E General Cargo**<br>Ice strengthened<br>3 Ho 14,7 16,3 20,2 ER 4 TwD 14,7 16,3 20,2 18,1<br>G.10 580 B.9 306<br>4 Ha (stl) (8,8 8,8 × 7,6) ER (10,8 10,8 × 7,6)<br>8W Der 2(60) 4(10) 4(5) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 2 elec. motors geared to sc. shaft<br>U.S.S.R.<br>15kn |
| **6605802**<br>UJUH<br>M-28050<br>Df Esd<br>Gc Rdr<br>RT | **GIZHIGA**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 170**<br>1 225<br>1 460 | RS | **1965** ............U.S.S.R.<br>84,69 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.314 In.1 331<br>5 Ha (1,3 1,3 × 1,2) (1,9 1,9 × 1,9) (1,8 × 1,8)<br>4W Der 2(5) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **6721072**<br>TFZU<br>1039<br>Df Esd<br>Rdr RT | **GJAFAR**<br>ex Johann Gislason-77 ex Vidir-77<br>ex Njorvi-72<br>ex Magnus Olafsson-70<br>**Kleifar H/f**<br>Vestmannaeyjar Iceland | **230**<br>87<br>224 | | **1967** VEB Elbewerft—Boizenburg (445)<br>35,54 7,22 2,699<br>27,77 7,19 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy.<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Fuel (d.o.) |
| **5080536**<br>ZADN<br>RTv | **GJASHTE SHKURTI**<br>ex Corsair-69 ex Ginya D.-61<br>**Albanian State Shipping Enterprise**<br>Durres Albania | **490**<br>236<br>726 | (RI) | **1957** Cant. Nav. Felszegi—Trieste (55)<br>55,33 9,02 3,664<br>49,15 9,00 3,81<br>F 6,1 1 dk<br>RW rf 152 | **M General Cargo**<br>Ref<br>2'Ho 18,8 13,7 ER<br>G.1 161 B.1 104<br>2 Ha (13,1 8,5 × 4,1) ER<br>6W Der 1(5) 6(2) | Oil 4SA 7Cy. 265 × 410<br>525bhp (386kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 38kW 220V d.c.<br>Fuel 40,5t (d.o.)<br>9,5kn |
| **7804986**<br>LIIJ<br>19352<br>Df Esd<br>Gc Rdr<br>RT | **GJEMNES**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund N. Norway | **488**<br>193<br>50 | NV | **1979** Johan Drage A/S—Rognan i Saltdal (379)<br>64,34 11,54<br>64,32 11,26 4,27<br>1 dk<br>rf 1702 Box K 152 | **M RoRo Cargo/Ferry**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 72kW 220V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| **5331260**<br>ZADK | **GJERGJ KASTRIOTI (SKENDERBEG)**<br>**Albanian State Shipping Enterprise**<br>Durres Albania<br>Also known as SKENDERBEG | **1 925**<br>892<br>3 206 | | **1959** G. Dimitrov Shipyard—Varna<br>92,51 13,80 4,725<br>13,75 5,64<br>2 dks | **M General Cargo** CSD<br>2 Ho ER 1 Ho<br>2 Ha ER 1 Ha | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 000bhp (1 471kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 100kW 1 × 35kW<br>13kn |
| **7369091**<br>OUYH<br>D2039<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GJERTRUD MAERSK**<br>**A/S D/S Svendborg & D/S af 1912 A/S**<br>A. P. Moller<br>Romo Denmark | **19 922**<br>12 300<br>32 056 | NV | **1974** Kaldnes M/V A/S—Tonsberg (198)<br>170,54(BB) 26,14 11,748<br>162,97 26,12 15,68<br>1 dk<br>rf 76 | **M Tanker**<br>21 Ta ER<br>L.(oil) 42 673 HeCls. C | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Nylands M/V Oslo<br>Gen 3 × 416kW 1 × 24kW 440V 60Hz a.c.<br>Fuel 244,0t (d.o.) 1 951,0t (hvf) 15,5kn |
| **7830014**<br>LJWV<br>14473<br>Rdr RT | **GJOKEN**<br>ex John ex Hove ex Mephisto<br>ex K.W.40 ex Maria ex Cornelia<br>ex Anna Sophia<br>**P/R Gjoken**<br>Magnar Lervag<br>Bergen Norway | **124**<br>62<br>— | GL | **1913** Gebr. Boot—Leiderdorp<br>24,31 6,63 2,001<br>23,83 2,93<br>1 dk | **M General Cargo**<br>1 Ho<br>1 Ha (stl) (6,9 × 3,7) | Oil 2SA 4Cy. 200 × 300<br>300bhp (221kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>8kn |
| **7387407**<br>EGWH<br>Df Esd<br>Gc Rdr<br>RT | **GLACIAR**<br>**Constantino Vallejo Carballa**<br>Vigo Spain | **281**<br>119<br>— | BV | **1975** Ast. Gondan—Puerto de Figueras (109)<br>37,52 7,52 3,582<br>33,18 7,50 6,10<br>2 dks | **M Fishing**<br>Side Trawler Ref<br>1 Ho ER<br>In.270 | Oil 4SA 6Cy. 350 × 500<br>980bhp (721kW)<br>CKD Praha Praha<br>Fuel 184,5t (d.o.) 10,5kn |
| **7922013**<br>LQYX<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GLACIAR AMEGHINO**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 012**<br>6 147<br>10 452 | AB (Class cont.) | **1981** Ast. Alianza S.A.—Avellaneda (36)<br>146,51(BB) 9,268<br>135,31 21,01 13,01<br>F 41,2 1 dk<br>rf nil | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 TwD Lwr 1 TwD Upr.<br>In.11 840<br>TEU 140 C. 140/20'<br>4 Ha (stl) (13,1 13,1 13,1 × 8,5) ER (13,1 × 8,5)<br>Cr 4(5) | Oil 2SA 7Cy. 680 × 1250<br>13 300bhp (9 783kW) Sulzer<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 4 × 765kW<br>Fuel-51,0pd 20kn |
| **6506173**<br>EENM<br>558<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GLACIAR GRIS**<br>**Transportes Fruteros del Mediterraneo S.A. (TRAFRUME)**<br>Valencia Spain | **1 600**<br>918<br>1 877 | BV | **1965** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (189)<br>81,69 11,46 4,998<br>75,21 11,41 6,51<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.2 670<br>2 Ha (stl) (19,6 9,8 × 4,9) ER<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360 × 450<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 260kW 380V<br>Fuel (d.o.) 15kn |

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| 7922001<br>LRAC | **GLACIAR PERITO MORENO**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 012**<br>6 147<br>10 450 | AB | **1981** Ast. Alianza S.A.—Avellaneda (35)<br>146,51(BB) 8,002<br>135,31 21,01 13,01<br>F 41,2 1 dk<br>rf nil | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 TwD Lwr 1 TwD Upr<br>In.11 840<br>TEU 140 C. 140/20'<br>4 Ha (stl) (13,1 13,1 13,1 × 8,5) ER (13,1 × 8,5)<br>Cr 4(5) | Oil 2SA 7Cy. 680 × 1250<br>13 300bhp (9 783kW) Sulzer<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 4 × 765kW<br>Fuel 51,0t (d.o.) 20kn |
| 6423539<br>EEKG<br>557<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GLACIAR VERDE**<br>**Transportes Fruteros del Mediterraneo S.A. (TRAFRUME)**<br>Valencia Spain | **1 600**<br>918<br>1 877 | BV | **1965** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (186)<br>81,69 11,46 4,998<br>75,21 11,41 6,51<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>2 Ho ER<br>In.2 395<br>2 Ha (stl) (19,6 9,8 × 4,9) ER<br>6W Der 1(15) 6(3) | Oil 4SA 8Cy. 360 × 450<br>2 200bhp (1 618kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 260kW 380V<br>Fuel (d.o.) 15kn |
| 7922025<br>LRQX | **GLACIAR VIEDMA**<br>**Empresa Lineas Maritimas Argentinas S.A. (ELMA)**<br>Buenos Aires Argentina | **9 012**<br>6 147<br>10 450 | AB (Class cont.) | **1982** Ast. Alianza S.A.—Avellaneda (37)<br>146,51(BB) 8,002<br>135,31 21,01 13,01<br>F 41,2 1 dk<br>rf nil | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>3 Ho ER 1 TwD Lwr 1 TwD Upr<br>In.11 840<br>TEU 140 C. 140/20'<br>4 Ha (stl) (13,1 13,1 13,1 × 8,5) ER (13,1 × 8,5)<br>Cr 4(5) | Oil 2SA 7Cy. 680 × 1250<br>13 300bhp (9 783kW) Sulzer<br>A.F.N.E., Ast. y Fab. Nav. del Estado S.A. Ensenada<br>Gen 4 × 765kW<br>Fuel-51,0pd 20kn |
| 7945405<br>WYX2<br>948<br>556866 | **GLACIER**<br>ex ANL 78<br>**A. R. Jacobson**<br>Juneau, Ak United States of America | **149**<br>101<br>— | | **1945** .............Portland, Or<br>*34,54* 10,14<br>2,14<br>1 dk | **M General Cargo** | Oil<br>840bhp (618kW)<br>U.S.A. |
| 7017985<br>KACF<br>526588<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GLACIER BAY**<br>ex Joseph D. Potts-77<br>**Kee Leasing Co.**<br>Wilmington, De United States of America | **38 448**<br>27 705<br>82 267 | AB | **1970** Sun SB. & Dry Dock Co.—Chester, Pa (651)<br>247,20(BB) 38,16 13,288<br>233,18 38,10 17,38<br>1 dk<br>rf 76 | **S Tanker**<br>15 Ta ER<br>L.(oil) 97 270 HeCls. B | 2 S Turb dr geared to sc. shaft<br>24 000shp (17 653kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1000kW 450V 60Hz a.c.<br>Fuel 2 691,5t-131,0pd 16,5kn |
| 7201586<br>WT3312<br>282173 | **GLACIER CASTLE**<br>ex Irene C ex BSP 1760<br>**W. H. McLinn**<br>Juneau, Ak United States of America | **299**<br>247<br>— | | **1944** .............Winthrop, Ma<br>*30,03* 9,15<br>3,08 | **Wood M Fishing** | Oil<br>480bhp (353kW)<br>.............<br>Fuel (d.o.) |
| 7806219<br>605678<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLADDING TIDE**<br>**Tidewater Enterprises Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **298**<br>202<br>1 200 | AB | **1979** Burton Shipyard Inc.—Port Arthur, Tx (535)<br>54,87<br>51,49 12,20 4,27<br>F 8,0 1 dk<br>rf 660 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 geared to sc. shafts<br>E made72 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| 6510227<br>LQHZ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLADIATOR**<br>ex Bulk Venture-76<br>**Maruba Sociedad en Comandita por Acciones**<br>Buenos Aires Argentina | **23 245**<br>14 487<br>38 813 | NV | **1965** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (798)<br>193,83 28,05 11,050<br>187,31 28,00 15,45<br>1 dk<br>rf nil | **M Bulk Carrier**<br>7 Ho 18,2 24,0 16,7 24,0 16,7 24,0 16,0 ER<br>G.46 468 B.45 788<br>7 Ha (10,5 15,7 10,5 16,2 10,5 16,2 10,5 × 12,1) ER | Oil 2SA 8Cy. 740 × 1600<br>13 200bhp (9 709kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 340kW 440V 60Hz a.c.<br>Fuel 2 337,0t (hvf) 15,5kn |
| 7390911<br>WYP6<br>462<br>566429<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLADIATOR**<br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1975** McDermott Shipyard—Morgan City, La (203)<br>41,46 11,13 5,169<br>39,20 5,80<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>Fuel 782,5t (d.o.) 14kn |
| 7644582 | **GLADIATOR**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **187**<br>0<br>— | PR | **1976** Gorokhovetskiy Sudostroitelnyy Zavod —Gorokhovets (498)<br>29,39 8,31 3,890<br>25,33 4,30<br>1 dk | **TM Tug** | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 30kW 230V a.c.<br>10,5kn |
| 5131622<br>IOFA<br>118<br>RTm | **GLADIATOR**<br>**S.E.R.S. S.p.A. Societa Esercizio Rimorchi e Salvataggi**<br>Ravenna Italy | **115**<br>22<br>— | RI<br>✠Classed LR until 12/60 | **1956**-11 Mutzelfeldtwerft G.m.b.H. —Cuxhaven (146)<br>29,62 7,14 3,322<br>25,71 6,77 3,41<br>RW rf 838 BK 152 | **M Tug** | Oil 4SA 8Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>12kn |
| 7315686<br>IQYW<br>47<br>Esd Rdr<br>RT | **GLADIOLO**<br>ex Mazarpesca Sesto<br>**Cooperativa Mazarpesca**<br>Mazara del Vallo Italy | **199**<br>92<br>— | | **1973** Cant. Nav. M. Morini & C.—Ancona (136)<br>32,72 7,01<br>25,00 3,66<br>1 dk | **M Fishing**<br>Side-fishing Ref | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln |
| 6922509<br>ELSF<br>3879<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLADIOLUS**<br>ex Oriental King-73<br>ex Ryuko Maru-71<br>**Gladiolus Shipping Inc.**<br>Monrovia Liberia | **10 625**<br>6 777<br>19 106 | AB (NK) | **1969** Osaka Zosensho—Osaka (288)<br>154,34(BB) 22,81 9,179<br>146,01 22,79 12,50<br>P 24,7 F 10,7 1 dk<br>rf nil | **M Bulk Carrier**<br>4 Ho ER<br>G.22 659 B.21 712<br>4 Ha (stl) (16,5 18,6 18,6 18,6 × 10,9) ER<br>Der 4(22) | Oil 2SA 7Cy. 680 × 1250<br>8 700bhp (6 399kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 256kW 450V 60Hz a.c.<br>Fuel 1 376,5t 14,5kn |

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| **5420138**<br>MGIW<br>300230<br>Pfd Rdr<br>RTm | **GLADONIA**<br>**J. Wharton (Shipping) Ltd.**<br>Goole United Kingdom | **658**<br>348<br>906 | ✠**100A1** SS 5/81<br>✠**LMC**<br>EL i $1\frac{1}{16}$"SQ<br>FN 668 | **1963**-9 Goole SB. & Repairing Co. Ltd. —Goole (540)<br>56,80 9,07 3,703<br>52,28 9,00 3,76<br>P 13,8 F 7,1 1 dk<br>rf 51<br>NS 3BH WB298t | **M General Cargo**<br>1 Ho 32,3 ER<br>G.1 254 B.1 201<br>2 Ha (stl) (each 11,7 × 5,1) ER | Oil 4SA 8Cy. 222 × 292 with flexible coupling & sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 16kW 240V 50Hz a.c.<br>Fuel 29,5t (d.o.) 10kn |
| **7372141**<br>H9KB<br>1112<br>4-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLADYS**<br>**Monarch Tanker Corp.**<br>Panama Panama | **40 632**<br>29 656<br>81 564 | AB | **1976** Hitachi Zosen—Maizuru Works, Maizuru (4437)<br>243,49(BB) 34,55 14,072<br>232,01 34,41 18,70<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 2SA 8Cy. 840 × 1800<br>20 000bhp (14 711kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 900kW 2 × 480kW a.c.<br>15kn |
| **7437381**<br>WYU8<br>292<br>549497 | **GLADYS T**<br>**Crab Slough Seafood Co. Inc.**<br>Elizabeth City, NC United States of America | **119**<br>81<br>— | | **1973** Nueces Shipyard Inc.—Corpus Christi, Tx<br>*22,10* 6,89<br>3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil<br>350bhp (257kW)<br>U.S.A. |
| **6408943**<br>5MXQ<br>2012<br>Df Esd<br>Gc Rdr<br>RT | **GLAFKI**<br>**Vox S.S. Co. S.A.**<br>Monrovia Liberia | **15 240**<br>10 056<br>22 516 | ✠**100A1** SS 2/79<br>strengthened for ore cargoes Nos. 2 & 4 holds may be empty<br>✠**LMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6094 | **1964**-3 Ch. de l'Atlantique—St. Nazaire (M22)<br>178,24 22,86 9,456<br>168,00 22,78 13,49<br>P 32,7 F 12,8 1 dk<br>rf 102<br>NS 8BH WB9627t incl. Topside tanks in holds 4864t | **M Bulk Carrier**<br>6 Ho 21,9 20,6 20,1 20,1 20,1 20,1 ER<br>6 Ha (stl) (13,7 × 8,9) (13,4 13,4 13,4 13,4 13,4 × 10,9) ER<br>Der 1(4) 1(1) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>AuxB 85lbf/in$^2$ (5,9bar)<br>e(ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 300kW 450V a.c.<br>Fuel (hvf) |
| **6825737**<br>SVMP<br>291<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GLAFKOS**<br>**Glafkos Shipping Co. Ltd.**<br>Baltic Shipping Co. Ltd.<br>Chios Greece | **16 229**<br>10 514<br>29 147 | ✠**100A1** SS 9/78<br>strengthened for ore cargoes Nos. 1, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft $2\frac{5}{8}$"U2<br>FN 6396 | **1968**-10 Hakodate Dock Co. Ltd. —Hakodate (409)<br>180,80(BB) 23,17 10,694<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51 DK fwd<br>NS 9BH WB12556t incl. Comb. btm & STs in Nos. 2-6 holds 3645t Topside tanks in holds 3469t | **M Bulk Carrier**<br>7 Ho 14,9 19,2 22,4 13,6 17,6 20,8 17,6 ER<br>G.37 020 B.32 759<br>7 Ha (stl) (6,8 12,8 12,8 9,6 11,2 12,8 11,2 × 9,6) ER<br>14W Der 14(10) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 100lbf/in$^2$ (6,9bar)<br>AuxB (ex.g) 107lbf/in$^2$ (7,4bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 2 025,0t (hvf) 15kn |
| **5131672**<br>301673<br>RTm | **GLAISDALE H**<br>**John Harker Ltd.**<br>Hull United Kingdom | **303**<br>164<br>505 | | **1961** John Harker Ltd.—Knottingley (294)<br>42,75 6,71 2,439<br>41,15 6,63 3,43<br>1 dk<br>RW rf 76 | **M Tanker**<br>Oil Vegetable oil<br>4 Ta ER<br>L.(oil) 589 HeCls. C | Oil 4SA 4Cy. 260 × 368<br>240bhp (177kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 15kW 110V<br>Controllable pitch propeller<br>Fuel 15,0t (d.o.)-1,0pd 7,5kn |
| **5255703**<br>OXNL<br>D873<br>Df Esd<br>RT | **GLAKIMO**<br>ex Helen Nielsen-77<br>ex P. Hundeboll-74<br>ex Nordsofarer-72<br>**Helweg Hundeboll**<br>Hirtshals Denmark | **114**<br>53<br>— | BV | **1961** I/S Orskovs Staalskibsvaerft —Frederikshavn (14)<br>25,61 6,05<br>6,02 3,18<br>1 dk | **M Fishing**<br>Side Trawler<br>3 Ha (1,0 1,0 1,5 × 0,9) ER | Oil 2SA 5Cy. 230 × 400<br>350bhp (257kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 17,5t (d.o.) 11,5kn |
| **7424633**<br>LDGW<br>18807<br>Df Esd<br>Rdr RT | **GLANNOY**<br>ex Valanes-82<br>**Per Blikfeldt**<br>Tromso Norway | **238**<br>92<br>— | NV | **1976** Vaagland Batbyggeri A/S—Vaagland (89)<br>36,81 7,65<br>32,31 7,62 6,08<br>1 dk | **M Fishing**<br>Side-fishing Line-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha (1,9 × 1,9) ER | Oil 2SA 9Cy. 260 × 400<br>990bhp (728kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 152kW 1 × 112kW 230V 50Hz a.c.<br>Controllable pitch propeller |
| **5281271**<br>LELN<br>14370<br>Df Esd | **GLANNOY I**<br>ex Glannoy-82<br>**Per Blikfeldt**<br>Tromso Norway | **152**<br>52<br>— | | **1956** Iver Hagen Batbyggeri—Hjelset (103)<br>31,60 7,68<br>26,50 7,36 3,61<br>1 dk | **Wood M General Cargo/Sealer**<br>Mchy.aft | Oil 2SA 4Cy. 280 × 420<br>320bhp (235kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 12,5t (d.o.)-1,5pd 8,5kn |
| **5138620**<br>HO2926<br>7471-PEXT1<br>Df Esd<br>Rdr RTh | **GLARIOS**<br>ex Naxos ex Cleo-78<br>ex Guttorm Jarl<br>**Herald Compania Naviera S.A.**<br>Panama Panama | **499**<br>230<br>620 | (NV)<br>Classed LR until 9/49 | **1947** C.R.D. Adriatico—Trieste (1348)<br>61,68 9,96 4,096<br>56,42 9,91 5,77<br>P 4,6 B 7,4 F 16,8 1 dk<br>RW rf 152 conv General Cargo 70 | **M Salvage Ship**<br>3 Ho 7,3 12,5 11,8 ER<br>G.443 B.422 In.844<br>3 Ha (4,1 5,3 × 3,9) (4,1 × 2,5) ER<br>6W Der 1(5) 6(2) | Oil 2SA 6Cy. 400 × 600<br>720bhp (530kW) NE 53<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 120kW 440V 50Hz a.c. 1 × 85kW 2 × 45kW 115V d.c.<br>Fuel 74,0t (d.o.) 11kn |
| **6813590**<br>SVFK<br>286<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLAROS**<br>ex Hien Maru-76<br>**Tokyo Shipping Co. Ltd.**<br>Baltic Shipping Co. Ltd.<br>Chios Greece | **103 998**<br>72 381<br>195 119 | AB (NK) | **1968** Hitachi Zosen—Sakai (4200)<br>312,73(BB) 50,86 17,836<br>298,03 50,81 24,21<br>1 dk | **S Tanker**<br>16 Ta ER<br>L.(oil) 239 957 HeCls. B | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 1150kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 7 366,5t (o.f.)-152,5pd 16kn |
| **5204948**<br>SV3049<br>4633<br>Df Esd<br>Pfd RT | **GLAROS**<br>ex Le Vent-73<br>**Constantinos P. Laskaridis & others**<br>Laskaridis Shipping Co. Ltd.<br>Piraeus Greece | **169**<br>75<br>60 | (BV) | **1957** At. & Ch. de la Manche—Dieppe (C1137)<br>34,47 6,61<br>33,00 6,58 3,76<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>3 Ha<br>Der 1(2) | Oil 4SA 6Cy. 320 × 450<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 48,0t (d.o.) 12kn |
| **7041649**<br>SV2598<br>RTm | **GLAROS**<br>**Glaros Mediterranean Marine & Fishing Enterprises Ltd.**<br>Piraeus Greece | **118**<br>55<br>— | (AB) | **1970** Th. Zervas & Sons—Perama (93)<br>27,31 6,23 2,820<br>23,50 6,19 3,20<br>1 dk<br>BK 102 | **M Fishing**<br>Side Trawler<br>1 Ho 5,0<br>1 Ha (0,9 × 1,2) | Vee Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 1kW 24V d.c.<br>Fuel 32,5t (d.o.) 11kn |

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|---|---|---|---|---|---|---|---|
| **6827319**<br>LZRK<br><br>Df Esd<br>Gc Rdr<br>RT | **GLARUS**<br><br>**Okeansky Ribolov**<br>Bourgas Bulgaria | **2 652**<br>1 130<br>1 180 | | <br><br>BR | **1968** VEB Volkswerft Stralsund—Stralsund (241)<br>82,00 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 211<br>4 Ha (2,3 2,3 × 2,3) (2,5 × 2,5) (1,6 × 2,1)<br>4W Der 2(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 300kW 5 × 256kW 380V a.c.<br>Controllable pitch propeller<br>13,5kn |
| **5131725**<br>MKXX<br>164567<br>Df RTh | **GLAS ISLAND**<br>ex Lady Stella-55<br>**Roupik Marine Ltd.**<br>Stornoway United Kingdom | **211**<br>103<br>254 | | | **1935** J. Pollock, Sons & Co. Ltd.<br>—Faversham (1515)<br>31,70 7,19 2,579<br>7,14<br>1 dk<br>R | **TM General Cargo**<br><br>1 Ho 18,2 ER<br>G.358 B.346<br>1 Ha (12,8 × 4,2) ER<br>2W Der 1(3) | 2 Oil<br>200bhp (147kW) NE 60<br>(i) 4SA 3Cy. 206 × 276<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>(ii) 4SA 4Cy. 165 × 184<br>Bergius Co. Ltd. Glasgow<br>Gen 1 × 2kW 1 × 1kW 24V d.c.<br>Fuel 14,0t (d.o.) 7kn |
| **6806626**<br>P3RV<br>394432<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GLASGOW**<br>ex Avlaki-80 ex Nicola-79<br>**Toyamal Marine Co. Ltd.**<br>Richmond Maritime Corp. Liberia<br>Limassol Cyprus | **9 084**<br>6 041<br>15 264 | **✠100A1**<br><br>**✠LMC** | SS 2/78<br><br><br>EL Z 2⅛"U2<br>FN 4315 | **1968**-2 Austin & Pickersgill Ltd.<br>—Southwick, Sunderland (852)<br>141,00 20,48 8,852<br>134,12 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>RW rf nil<br>6BH to U dk 1 to 2nd dk WB3335t incl. DTm1752t | **M General Cargo**<br><br>5 Ho 21,6 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 793<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 994,5t (hvf) 14kn |
| **7607259**<br>LGBL<br>19145<br>Esd Gc<br>Rdr RT | **GLASVIK**<br>ex Bjornfjell-79<br>**K/S A/S Bravik & Co.**<br>Era Shipping Activities A/S<br>Oslo Norway | T.Mk<br>**298**<br>173<br>843 | | <br><br>NV | **1978** Storviks M/V A/S—Kristiansund N. (76)<br>68,03 (BB) 3,426<br>63,12 15,02 7,78<br>1 dk | **M General Cargo**<br><br>Ice strengthened<br>3 Ho ER<br>G.2 700 B.2 577<br>TEU 106 C.Ho 48/20' C.Dk 58/20'<br>5 Ha (each 6,2 × 12,9) ER<br>2W Cr 2 Der 2(25) | Vee Oil 4SA 14Cy. 225 × 300<br>2 170bhp (1 596kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 136kW 220V 50Hz a.c.<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd<br>Fuel 289,0t (hvf)-7,5pd |
| **8031079**<br>Y5FP<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLAUCHAU**<br><br>**VEB Deutfracht/Seereederei**<br>German Democratic Republic | **9 224**<br>5 224<br>12 685 | | <br><br>DSRK | **1980** VEB Schiffswerft "Neptun"—Rostock (432)<br>150,09(BB) 21,06 9,051<br>140,67 21,01 11,31<br>P 36,0 F 39,4 2 dks | **M General Cargo**<br>Ref<br>3 Ho 29,7 34,6 34,6 ER 3 TwD<br>G.18 432 B.17 000<br>TEU 436<br>C.Ho 232/20'(40') C.Dk 204/20'(40')<br>5 Ha (stl) (22,1 × 11,2) (25,9p&s 25,9p&s × 7,6) ER<br>Der 1(80) 3(22) | Oil 2SA 9Cy. 600 × 1050<br>8 877bhp (6 530kW) MAN<br>Schwermaschinenbau Halberstadt Halberstadt<br>Gen 3 × 400kW 380V 50Hz a.c.<br>Fuel 223,5t (d.o.) 1 180,5t (hvf)-36,0pd<br>16,75kn |
| **5131749**<br>TVDM<br>1037 | **GLAZIC**<br>ex Commerce<br>**Societe des Grands Travaux de Marseille**<br>St. Nazaire France | **119**<br>—<br>70 | | | **1913** Wed. C. Boele—Slikkerveer (534)<br>28,00 5,69 3,404<br>... ... ...<br>R | **S Tug**<br>Salvage | T 3Cy. 291 465 & 760 × 551<br>Alblasserdam Mach. Alblasserdam<br>Fuel (d.o.) |
| **7226598**<br>UBQN<br>M-30653<br>Df Esd<br>Gc Rdr<br>RT | **GLEB KRZHIZHANOVSKIY**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | T.Mk<br>**3 935**<br>1 702<br>5 800<br>**6 551**<br>3 311<br>7 428 | | <br><br>RS | **1973** Stocznia Gdanska im. Lenina—Gdansk (B46/51)<br>135,41(BB) 18,04 6,630/7,460<br>122,48 18,01 10,24<br>B 36,0 F 17,1 2 dks | **M General Cargo**<br>Ref<br>Ice strengthened<br>5 Ho 13,3 16,9 2,9DTp&s 17,5 17,9 ER 11,2 6 TwD<br>G.11 491 B.10 746 In.267 L.417<br>TEU 112<br>C.Ho 88/20' (40') C.Dk 24/20' (40')<br>8 Ha (stl) (9,1 × 8,0) (13,2p&s 13,2p&s 13,2p&s × 6,5) ER (6,2 × 5,3)<br>2 Wing Ha (stl) (5,8p&s × 2,2)<br>12W Cr 2(8) Der 1(60) 6(10) 2(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 155,0t (d.o.) 855,5t (hvf)-22,0pd<br>15,5kn |
| **7211294**<br>UFBY<br>M-30856<br>Df Esd<br>Gc Rdr<br>RT | **GLEB SEDIN**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Ilyichyovsk U.S.S.R. | **495**<br>267<br>1 120 | | <br><br>RS | **1972** Elbewerften Boizenburg/Rosslau<br>—Boizenburg (212)<br>71,07 (BB) 10,34 3,680<br>65,16 10,11 5,82<br>P 13,8 F 5,5 2 dks<br>rf 102 | **M General Cargo**<br><br>Ice strengthened<br>2 Ho 20,4 24,4 ER<br>B.2 208<br>2 Ha (stl) (each 19,5 × 7,7) ER | Oil 4SA 8Cy. 320 × 480<br>1 160bhp (853kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 128kW 1 × 116kW 1 × 77kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>11,5kn |
| **5131751**<br>UDVR<br>M-22377<br>Df Esd<br>Gc Rdr<br>RT | **GLEB USPENSKIY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Sevastopol U.S.S.R. | **3 170**<br>1 225<br>1 301 | | <br><br>(RS) | **1959** .............U.S.S.R.<br>84,69 14,03 5,560<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.308 In.1 330<br>5 Ha (1,5 1,5 × 1,2) (1,6 × 1,6) (1,2 1,2 × 1,3)<br>2W Der 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) Skoda<br>Russkiy-Diesel Works Leningrad<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>14kn |
| **5083916**<br>SZUC<br>6513<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GLEE**<br>ex Thermaikos-81<br>ex Apollonian-77 ex Dagfred-70<br>**El Paso Shipping Corp.**<br>Piraeus Greece | T.Mk<br>**7 430**<br>4 282<br>—<br>**9 882**<br>6 498<br>16 023 | **100A1**<br><br>**LMC** | SS 10/79<br><br><br>EL At 2¼"SQ<br>FN 4674 | **1958** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (755)<br>157,92 19,56 —/9,433<br>145,65 19,51 12,58<br>F 29,3 2 dks<br>RW rf 102 DK<br>8BH WB5133t incl. Comb. btm & side tanks in Nos. 3 & 4 holds 722t<br>DTsm2093t | **M General Cargo** 2P<br><br>6 Ho 17,8 17,7 17,4 19,7 17,4 16,6 ER<br>G.23 001 B.20 867<br>6 Ha (9,6 9,8 9,8 9,8 9,8 9,8 × 7,5) ER<br>16W Der 1(30) 2(10) 14(5) 1(3) 1(1) | Oil 2SA 7Cy. 620 × 1400<br>5 600bhp (4 119kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 280kW 220V d.c.<br>Fuel 1 102,5t (hvf) 13,5kn |

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| 200278<br>5CM | **GLEICHBERG**<br>**VEB Deutfracht/Seereederei**<br>German Democratic Republic | **4 692**<br>1 895<br>6 620 | DSRK (Class cont.) | **1982** VEB Mathias-Thesen-Werft—Wismar<br>138,51(BB) 21,01 7,232<br>123,53 20,52 14,61<br>2 dks | **TM RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft<br>TEU 289 C. 289/20' (40') | 2 Vee Oil 4SA each 12Cy. 420 × 480 geared to sc. shafts<br>14 195bhp (10 441kW)<br>Schwermaschinenbau Halberstadt Halberstadt<br>2 Thw. thrust propellers fwd<br>18,5kn |
| 7946069<br>RH-L8<br>2165<br>RT | **GLEMBLUR**<br>ex Guru Nanak ex Daizyu-80<br>ex Daiyu Maru<br>**Compania Naviera Seafel S. De R.L.**<br>Amapala Honduras | **959**<br>467<br>— | | **1966** Fukuoka Zosen K.K.—Fukuoka<br>60,76 4,750<br>10,00 5,11<br>1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 766 | Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| 6818497<br>GYNT<br>333834<br>Df Esd<br>Rdr RTv | **GLEN AVON**<br>**Wessex Water Authority**<br>Bristol United Kingdom | **859**<br>321<br>1 089 | ✠**100A1** SS 3/81<br>sludge carrier<br>U.K. coasting service<br>✠**LMC** **UMS**<br>EL L $1\frac{3}{16}$"U2<br>FN 931 | **1969**-9 Ailsa SB. Co. Ltd.—Troon (527)<br>59,54 13,24 3,442<br>54,95 12,81 4,12<br>P 17,7 F 8,6 1 dk<br>rf 152<br>5BH WB210t | **TM Sludge Carrier**<br>4 Ta ER<br>L.925 | 2 Oil 4SA each 6Cy. 203 × 273 reverse reduction geared to sc. shafts<br>1 510bhp (1 111kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 120kW 220V d.c.<br>2 Controllable pitch propellers<br>Fuel 25,5t (d.o.) 11,5kn |
| 7427207<br>VY43831<br>359107<br>Esd Pfd<br>Rdr RT | **GLEN CLOVA**<br>**Minister of Fisheries for the Province of Newfoundland & Labrador**<br>St. John's, Nfl. Canada | **168**<br>58<br>— | ✠**100A1** SS 8/82<br>fishing vessel<br>✠**LMC**<br>EL (D) $\frac{3}{4}$"U2<br>FN 259 | **1976**-9 Cubow Ltd.—Woolwich, London (707)<br>27,39 (BB) 7,27 3,582<br>23,17 7,17 3,97<br>1 dk & S dk<br>rf 864 BK 178 conv Side Trawler Fishing 79<br>Coll BH to U dk, 2BH to 2nd dk WB7t | **M Fishing** OSD<br>Line-fishing<br>1 Ho 8,4 ER | Oil 4SA 7Cy. 260 × 400 reverse reduction geared to sc. shaft<br>770bhp (566kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 80kW 1 × 40kW 415V 50Hz a.c.<br>Controllable pitch propeller<br>10kn |
| 7324156<br>GTIT<br>359076<br>Esd Pfd<br>Rdr RT | **GLEN COE**<br>**J. Marr & Sons (Grimsby)**<br>Aberdeen United Kingdom | **299**<br>113<br>— | ✠**100A1** SS 5/78<br>stern trawler<br>✠**LMC**<br>EL F $\frac{3}{4}$"U2<br>FN 387 | **1973**-10 Goole SB. & Repairing Co. Ltd. —Goole (460)<br>*32,44* 8,44<br>29,60 8,31 4,75<br>F 13,5 1 dk<br>rf 381 BK 127<br>4BH WB19T | **M Fishing**<br>Stern Trawler<br>Mchy.fwd<br>1 Ho 8,5<br>In.184<br>2 Ha (stl) (each 1,8 × 1,2) | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 250bhp (919kW) ✠ NE 5/78<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 79,5t (d.o.) 12kn |
| 6806810<br>HPOI<br>8910<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLEN EAGLE**<br>ex Zenkoren Maru No. 1-78<br>**Birbeck Shipping Corp.**<br>Kapal Management (Pte.) Ltd.<br>Panama Panama | **24 120**<br>15 108<br>39 927 | NK | **1968** Maizuru Jukogyo K.K.—Maizuru (104)<br>194,06 27,46 11,202<br>183,01 27,41 16,59<br>F 13,8 1 dk | **M Bulk Carrier**<br>5 Ho 21,7 34,6 18,4 16,8 27,0 ER<br>G.51 210 HeCls. B<br>5 Ha (stl) (13,6 23,5 10,0 23,5 14,2 × 13,1) ER<br>Cr 4(8) | Oil 2SA 7Cy. 740 × 1600<br>11 500bhp (8 459kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 803,5t (hvf)-38,5pd 14kn |
| 5420140<br>GMDU<br>303414<br>Esd Rdr<br>RTm | **GLEN GOWER**<br>**South Wales Sand & Gravel Co. Ltd.**<br>J. L. Bevan<br>Swansea United Kingdom | **552**<br>195<br>605 | ✠**100A1** SS 8/78<br>sand carrier<br>✠**LMC**<br>EL h<br>FN 613 | **1963**-5 F. Smit v/h Smit & Zoon—Foxhol (134)<br>51,69 9,15 3,677<br>47,00 9,01 4,02<br>P 14,4 F 7,1 1 dk<br>RW rf 152<br>3BH WB165t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 16,4 ER<br>1 sandpump<br>1 Ha (16,4 × 6,4) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 15kW 220V d.c.<br>Fuel 20,5t (d.o.) 10kn |
| 5131799<br>GHKV<br>302158<br>Esd RTm | **GLEN HAFOD**<br>**South Wales Sand & Gravel Co. Ltd.**<br>J. L. Bevan<br>Swansea United Kingdom | **552**<br>195<br>605 | ✠**100A1** SS 2/80<br>sand carrier<br>✠**LMC**<br>EL h<br>FN 613 | **1960**-12 F. Smit v/h Smit & Zoon—Foxhol (129)<br>51,69 9,15 3,677<br>47,00 9,01 4,02<br>P 14,4 F 7,1 1 dk<br>RW rf 152<br>3BH WB162t | **M Dredger/Sand Carrier**<br>Suction<br>Single side arm<br>1 Ho 16,4 ER<br>1 sandpump<br>1 Ha (16,4 × 6,4) ER<br>2W Der 2(3) | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 15kW 220V d.c.<br>Fuel 20,5t (d.o.) 10kn |
| 7321192<br>GTHF<br>341766<br>Esd Pfd<br>Rdr RT | **GLEN HELEN**<br>ex Velia-79<br>**William John Taylor**<br>Fleetwood United Kingdom | **406**<br>170<br>183 | ✠**100A1** SS 10/78<br>stern trawler<br>✠**LMC** **UMS**<br>EL 302,0/22,0U2<br>FN 419 | **1973**-9 R. Dunston (Hessle) Ltd.—Hessle (892)<br>*32,92* 8,36 3,506<br>32,01 8,26 4,81<br>B & F 28,7 1 dk<br>rf 660 BK 152<br>5BH WB13T | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 250bhp (919kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller |
| 7324144<br>GTHT<br>362621<br>Esd Pfd<br>Rdr RT | **GLEN RUSHEN**<br>ex Collena-79<br>**Victor Herbert Buschini**<br>Fleetwood United Kingdom | **408**<br>173<br>183 | ✠**100A1** SS 2/79<br>stern trawler<br>✠**LMC** **UMS**<br>EL (l) 302,0/22,0U2<br>FN 408 | **1973**-11 R. Dunston (Hessle) Ltd.—Hessle (S893)<br>8,36 3,506<br>31,20 8,26 4,81<br>B & F 28,7 1 dk<br>rf 660 BK 152<br>5BH WB13T | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>1 250bhp (919kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 80kW 1 × 70kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 5131816<br>300179<br>Rdr RTm | **GLEN SANNOX**<br>**Caledonian MacBrayne Ltd.**<br>Glasgow United Kingdom | **1 269**<br>470<br>306 | | **1957** Ailsa SB. Co. Ltd.—Troon (496)<br>78,19 14,10 2,299<br>72,55 13,42 3,97<br>1 dk<br>RW | **TM RoRo Cargo/Ferry** 1100P<br>Side doors Stern door/ramp<br>Cr 1(7,5) | 2 Oil 2SA each 7Cy. 300 × 450<br>4 600bhp (3 384kW) NE 76<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 100kW 220V d.c.<br>Fuel (d.o.) 16kn |
| 7385409<br>FZJY<br>Df Esd<br>Gc Rdr<br>RT | **GLENAN**<br>**Compagnie Bretonne de Cargos Frigorifiques (COBRECAF)**<br>Concarneau France | **915**<br>426<br>1 131 | BV | **1974** Maritima de Axpe S.A.—Bilbao (77)<br>63,30 11,82 5,430<br>56,11 11,79 7,35<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>In.1 050 | Vee Oil 4SA 12Cy. 400 × 500<br>3 800bhp (2 795kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 388,5t (d.o.) 16,25kn |

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|---|---|---|---|---|---|---|
| **5354262**<br>VOOF<br>181758<br>Esd Pfd<br>Rdr RT | **GLENCOE**<br>ex Teal-63<br>**D. Frampton & Co. Ltd.**<br>St. John's, Nfl. Canada | **1 148**<br>480<br>1 152 | ✠Classed LR until<br>13/6/77 | **1947**-10 Goole SB. & Repairing Co. Ltd.<br>—Goole (578)<br>69,04 11,05 4,287<br>65,54 10,98 4,32<br>P 19,9 RQD 18,9 B 5,5 F 7,4 1 dk,<br>2nd dk except in mchy. space | **M General Cargo**<br>Mchy.aft<br>G.1 801 B.1 725<br>4W Der 1(10) | Oil 2SA 7Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 86,5t<br>10,5kn |
| **7419999**<br>VKGL<br>355444<br>Esd Rdr<br>RTh | **GLENDA LEE**<br>**Barge Build Pty. Ltd.**<br>*Darwin, N.T.* Australia | **182**<br>50<br>185 | AB | **1975** Barge Builders Pty. Ltd.—Ballina,<br>N.S.W. (1)<br>33,51 9,00 1,772<br>29,11 8,54 2,09<br>1 dk | **TM Tanker/Landing Craft**<br>15 Ta ER | 2 Oil 2SA each 12Cy. 108 × 127<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Fuel 161,5t (d.o.)<br>9kn |
| **7734301**<br>WYF4<br>933<br>587076 | **GLENDA PATRICIA**<br>**Hongri Inc.**<br>Brownsville, Tx United States of America | **122**<br>83<br>— | | **1977** .............Brownsville, Tx<br>*21,68*<br>6,30 3,71<br>1 dk | **M Fishing** | Oil<br>360bhp (265kW)<br>U.S.A. |
| **7634812**<br>373101 | **GLENDOR**<br>**Guyana Marine Foods Ltd.**<br>Georgetown, Demerara Guyana | **103**<br>46<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*21,25* 6,25<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **7205996**<br>GQAK<br>303244<br>Esd Pfd<br>Rdr RT | **GLENELG**<br>**Samuel Gordon Farquhar & others**<br>Buckie United Kingdom | **117**<br>43<br>65 | ✠LR class withdrawn-<br>Owner's request 1/82 | **1972**-3 J. Lewis & Sons Ltd.—Aberdeen<br>(371)<br>*24,21* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 165 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 15kW 415V 50Hz a.c.<br>11kn |
| **7014220**<br>GNIT<br>339150<br>Rdr | **GLENETIVE**<br>ex Wib-78<br>**Glenlight Shipping Ltd.**<br>London United Kingdom | **199**<br>149<br>429 | **✠100A1** SS 2/79<br>U.K., Eire and between<br>River Elbe & Brest<br>**✠LMC**<br>EL F ¾"U2<br>FN 428 | **1970**-4 Malta Drydocks—Valletta (89)<br>41,84 7,73 2,687<br>39,40 7,62 3,23<br>P 5,2 F 4,9 1 dk<br>rf 152<br>NS 3BH WB232t | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 8Cy. 168 × 184 sr reverse geared to sc. shaft<br>345bhp (254kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 1,5kW 24V d.c.<br>9kn |
| **6510332**<br>GPYH<br>304197<br>Rdr RTm | **GLENFYNE**<br>**Glenlight Shipping Ltd.**<br>Glasgow United Kingdom | **200**<br>100<br>253 | **✠100A1** SS 4/78<br>U.K., Eire, Channel<br>Islands and Isle of Man<br>service<br>**✠LMC**<br>EL b<br>FN 299 | **1965**-4 Scott & Sons (Bowling) Ltd.<br>—Bowling (432)<br>33,33 7,29 2,674<br>30,59 7,01 2,75<br>P 8,3 RFD 5,5 1 dk<br>RW rf 25 BK 127<br>NS 3BH WB42t | **M General Cargo**<br>1 Ho 17,6 ER<br>G.354 B.339<br>1 Ha (13,8 × 4,2) ER<br>1W Der 1(3) | Oil 2SA 4Cy. 230 × 400 with hydraulic coupling<br>280bhp (206kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 5kW 250V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 9,0t (d.o.)<br>9,5kn |
| **7002394**<br>GNAC<br>336679<br>Esd Rdr<br>RTm/v | **GLENGARTH**<br>**Cory Ship Towage Ltd.**<br>Milford Haven United Kingdom | **292**<br>—<br>146 | **✠100A1** SS 6/79<br>tug<br>**✠LMC**<br>EL (e) 1⅛"SQ<br>FN 462 | **1970**-2 R. Dunston (Hessle) Ltd.—Hessle<br>(866)<br>39,35 9,12 3,664<br>35,59 8,69 4,27<br>1 dk<br>rf 533 BK 152<br>3BH WB81t | **M Tug** | Oil 4SA 9Cy. 318 × 368 sr reverse geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 3 × 55kW 440V 60Hz a.c.<br>Fuel 71,0t (d.o.)<br>13kn |
| **5059056**<br>GXCT<br>187173<br>Esd Pfd<br>RTm | **GLENHAVEN**<br>ex Lorraine D-82<br>ex Cambrian Coast-71<br>Launched as Jan T<br>Newport, Gwent United Kingdom | **560**<br>270<br>874 | **✠100A1** CS 1/76<br>**✠LMC**<br>EL i<br>FN 681 | **1957**-11 N.V. IJsselwerf—Rotterdam<br>(111)<br>56,98 9,15 3,455<br>51,85 9,11 4,02<br>P 14,7 F 8,0 1 dk<br>RW rf nil<br>3BH WB266t<br>**LAID UP — SURVEYS OVERDUE 1/81** | **M General Cargo**<br>1 Ho 34,1 ER<br>G.1 048<br>2 Ha (each 12,6 × 5,4) ER<br>2W Der 4(3) | Oil 4SA 8Cy. 305 × 460<br>600bhp (441kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 10kW 2 × 5kW 110V d.c.<br>Fuel 71,0t (d.o.)<br>10kn |
| **5132030**<br>178534 | **GLENMONT**<br>**Minister of Public Works for the Province of Newfoundland**<br>St. John's, Nfl. Canada | **102**<br>34<br>— | | **1943** Russel-Hipwell Engines Ltd.—Owen Sound, Ont.<br>23,14 6,13 2,744<br>... ... ... | **M Tug** | Oil 8Cy. 230 × 305<br>Vivian Engine Works Ltd. Vancouver, B.C.<br>Fuel (d.o.) |
| **5358074**<br>194753 | **GLENORA**<br>ex The St. Joseph Islander-74<br>**Minister of Transport & Communications for the Province of Ontario**<br>Picton Canada | **130**<br>108<br>— | ✠Classed LR until 11/56 | **1952**-10 Erieau SB. & D.D. Co. Ltd.<br>—Erieau, Ont. (64)<br>28,05 10,04 1,829<br>... ... ...<br>1 dk | **M Ferry**<br>—P | 2 Oil 4SA each 6Cy. 125 × 150<br>Cummins Engine Co. Inc. Columbus, In<br>1 Controllable pitch propeller aft, 1 fwd |
| **6910489**<br>GZLA<br>337108<br>Rdr<br>RTm/v | **GLENROSA**<br>ex Wilks-75<br>**Clyde Shipping Co. Ltd.**<br>Glenlight Shipping Ltd.<br>London United Kingdom | **199**<br>149<br>429 | **✠100A1** SS 8/81<br>**✠LMC**<br>EL F ¾"U2<br>FN 428 | **1969**-3 Clelands SB. Co. Ltd.—Wallsend<br>(311)<br>41,86 7,73 2,667<br>39,37 7,62 3,23<br>P 5,2 F 4,9 1 dk<br>rf 152<br>3BH WB232t | **M General Cargo**<br>1 Ho 27,7 ER<br>G.523 B.466<br>1 Ha (stl) (24,0 × 4,9) ER | Vee Oil 4SA 8Cy. 168 × 184 sr reverse geared to sc. shaft<br>345bhp (254kW)<br>Rolls-Royce Ltd. Shrewsbury<br>Gen 3 × 1,5kW 24V d.c.<br>Fuel 12,0t (d.o.)<br>9kn |
| **5132121**<br>GPTX<br>184981<br>Rdr RTm | **GLENSHIRA**<br>**Metal Recoveries (Newhaven) Ltd.**<br>Glasgow United Kingdom | **149**<br>63<br>193 | | **1953** Scott & Sons—Bowling (396)<br>26,37 6,18 2,909<br>6,13<br>P 7,4 F 4,0 1 dk<br>R rf 25 | **M General Cargo**<br>1 Ho 14,0 ER<br>G.269<br>1 Ha (11,2 × 4,0) ER<br>1W Der 1(4,5) | Oil 2SA 3Cy. 229 × 330<br>150bhp (110kW) E made54<br>National Gas & Oil Eng. Co. Ashton/Lyne<br>Gen 1 × 3kW 1 × 2kW 110V d.c.<br>Fuel 10,0t (d.o.)<br>6kn |
| **7813133**<br>GBJZ<br>Df Esd<br>Pfd Rdr<br>RT | **GLENUGIE IV**<br>**D. Anderson**<br>Peterhead United Kingdom | **150**<br>—<br>— | | **1980** McTay Marine Ltd.—Bromborough<br>(33)<br>26,17 3,201<br>26,07 7,35 4,12 | **M Fishing**<br>Stern Trawler Seiner | Oil 4SA 6Cy. 222 × 292<br>720bhp (530kW) Mirrlees<br>Mirrlees Blackstone Ltd. United Kingdom |

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| 5132157<br>VYSX<br>178704<br>RT | **GLENVALLEY**<br><br>**Paul Emile Caron**<br>Sorel, P.Q. Canada | **102**<br>44<br>— | | **1944** Kingston Shipyards—Kingston, Ont.<br>25,00 6,10<br>... ... ... | **M Tug** | Oil 6Cy. 305 × 380<br><br>Enterprise Engine & Foundry Co.<br>San Francisco, Ca |
| 5132195<br>VOMV<br>177015<br>Df Esd<br>Pfd Rdr | **GLENWOOD**<br><br>**Mattuna Fisheries Ltd.**<br>St. Andrews, N.B. Canada | **329**<br>193<br>— | ✠Classed LR until 9/64 | **1945**-6 Govt. of Newfoundland (Clarenville Shpyd)—Clarenville<br>*38,01* 8,56 3,836<br>39,40 8,49 3,87<br>1 dk | **Wood M Fish Carrier** | Oil 4SA 8Cy. 230 × 305<br><br>Vivian Diesels & Munitions Ltd.<br>Vancouver, B.C. |
| 6502426<br>UIOC<br>M-10172<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLETCHER**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 1/68 | **1965**-7 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (804)<br>102,70 16,03 5,671<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd dk in Nos. 1, 2 & 3 holds, 4th dk in Nos. 1 & 2 holds<br>rf 203 DK fwd | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho 4 Ta<br>G.304 In.3 395 L.134<br>5 Ha (1,9 1,9 × 1,9) (2,9 2,9 × 2,8) (3,4 × 2,3)<br>6W Der 2(7) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>14kn |
| 5299814<br>ILUQ<br>686<br>Df Esd<br>Rdr<br>RTm/h | **GLEUCOS**<br>ex Rose-70<br>**Emilio Zola Cimiotta**<br>Trapani Italy | **490**<br>258<br>880 | RI<br>✠Classed LR until 8/70 | **1956**-11 Scheeps. "Voorwaarts" —Martenshoek (171)<br>58,04 9,38 3,703<br>52,76 9,26 4,12<br>P 14,4 F 9,2 1 dk<br>RW rf 102 | **M Tanker**<br>Water<br>10 Ta ER<br>L.869 | Oil 4SA 6Cy. 330 × 600<br>650bhp (478kW)<br>N.V. Werkspoor Amsterdam<br>Fuel 59,0t (d.o.) 10,5kn |
| 7009184<br><br><br>RT | **GLICERIA**<br>ex Taliaboe-72 ex Tallim<br>**Taliaboe Shipping Corp.**<br>Panama Panama | **176**<br>107<br>290 | (BV) | **1970** Sagami Zosen Tekko K.K.—Yokosuka (152)<br>32,80 7,78 2,312<br>30,99 7,50 2,70<br>1 dk | **TM Tanker**<br><br>4 Ta ER<br>L.(oil) 268 | 2 Oil 4SA each 6Cy. 140 × 170<br>360bhp (265kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Fuel (d.o.) 8kn |
| 5132224<br>VOCR<br>177021<br>RTm | **GLIDE LAKE**<br><br>**W. Parmiter**<br>St. John's, Nfl. Canada | **107**<br>27<br>— | | **1925** Armstrong Whitworth & Co. Ltd. —Newcastle<br>24,21 5,49 1,321<br>5,44<br><br>R | **TM Tug** | 2 Oil 4SA each 6Cy. 146 × 203<br>NE 49<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 7,0t (d.o.) 9kn |
| 7921069<br><br>7301 | **GLIFA**<br><br>**Ioannides Co.**<br>Piraeus Greece | **450**<br>—<br>150 | | **1980** Vassiliadis Yard—Salamis (38)<br>46,51<br>40,52 3,61 | **TM RoRo Cargo/Ferry** | 2 Oil<br><br>............ |
| 7393781<br>FPEX<br>258/304<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GLINKA**<br>ex Siragard-78<br>**Compagnie Generale Maritime et Financiere (C.G.M.F.)**<br>Nantes France | **1 580**<br>969<br>2 830 | BV (NV) | **1974** Hjorungavaag Verksted A/S —Hjorungavaag (21)<br>63,58 13,31 6,547<br>55,00 12,53 7,73<br>P 11,0 F 6,1 1 dk<br>rf nil | **M General Cargo**<br><br>Ice strengthened<br>1 Ho 40,0 ER<br>G.3 200 B.3 143<br>1 Ha (stl) (35,5 × 10,4) ER | Oil 4SA 9Cy. 250 × 300<br>1 575bhp (1 159kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 120kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 122,0t (d.o.)-6,0pd 12kn |
| 7941186 | **GLINSK**<br><br>**U.S.S.R.**<br>U.S.S.R. | **652**<br>216<br>495 | RS | **1980** ............U.S.S.R.<br>55,02 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.632<br>2 Ha (stl) (each 2,9 × 2,7)<br>Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br><br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 7028491<br>SJTC<br><br>RT | **GLITTVAG**<br>ex Susan Vendelbo-80 ex Ninet-74<br>ex Warnow-70<br>**Niels Erikson**<br>Goteborg Sweden | **164**<br>70<br>— | BV | **1968** VEB Rosslauer Schiffswerft—Rosslau<br>33,66 2,699<br>29,55 6,68 3,31<br>F 6,1 1 dk<br>BK 64 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho 4,6 6,7 ER<br>2 Ha (stl) (each 1,5 × 1,2) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 24,0t (d.o.) 12kn |
| 6818502<br>SPVQ<br><br>Df Esd<br>Gc Rdr<br>RT | **GLIWICE II**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **8 384**<br>4 347<br>11 720 | PR | **1968** A/S Nakskov Skibsvaerft—Nakskov (183)<br>141,74 19,26 8,205<br>133,03 19,21 11,41<br>1 dk | **M Bulk Carrier** 2bth P<br>Str. ore cargoes Ice strengthened<br>5 Ho ER<br>G.16 155 B.15 695<br>5 Ha (9,8 × 9,6) (12,8 12,8 12,8 12,8 × 11,4) ER<br>13W Der 10(5) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>H. Cegielski Poznan<br>Gen 3 × 368kW 380V a.c.<br>Fuel 1 016,0t (hvf)-21,5pd 15,25kn |
| 6411469<br><br><br>RTv | **GLOBAL BULL**<br>ex Lamma-77 ex Whampoa-72<br>**Baseline Common Carriers**<br>Sharjah United Arab Emirates | **166**<br>29<br>— | ✠**100A1** CS 10/81<br>tug<br>within the limits India, Arabian Gulf and Red Sea<br>✠**LMC**<br>EL (b)<br>FN 295 | **1964**-5 Hong Kong & Whampoa Dock Co. Ltd.—Kowloon, Hong Kong (1000)<br>29,39 8,11 2,896<br>26,09 7,62 3,66<br>1 dk<br>RW rf 610<br>3BH WB29t | **M Tug** 30P | Oil 2SA 6Cy. 267 × 343 with hydraulic coupling & sr geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 20kW 220V d.c.<br>Fuel (d.o.) |
| 7608356<br>3EBR<br>7830-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOBAL CHALLENGE**<br><br>**Global Splendour Co. S.A.**<br>Panama Panama | **15 264**<br>10 242<br>27 083 | NK | **1977** Kasado Dock Co. Ltd.—Kudamatsu (293)<br>168,92 24,85 10,326<br>159,01 24,81 14,30<br>P 23,2 F 10,4 1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.34 714 B.33 782 HeCls. ptB<br>5 Ha (stl) (9,4 25,1 9,4 25,1 25,1 × 12,8) ER<br>Cr 4(15) Der 1(15) | Oil 2SA 6Cy. 650 × 1350<br>1 000bhp (736kW) Mitsubishi<br>Ube Industries Ltd. Ube<br>Gen 2 × 840kW a.c.<br>14kn |
| 7035901<br>D8VS<br>BM38<br>091<br>Df Esd<br>Gc Rdr<br>RTh/v | **GLOBAL CHALLENGER**<br>ex Mini Look-74<br>ex American Main-73<br>Launched as Mini Look<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **1 569**<br>997<br>3 020 | KR (AB) | **1971** K.K. Taihei Kogyo—Akitsu (253)<br>65,49 15,32 4,947<br>62,82 15,30 6,61<br>1 dk<br>rf nil | **TM General Cargo**<br><br>2 Ho 21,3 21,9 ER<br>G.3 671 B.3 564<br>4 Ha (stl) (19,5p&s 19,5p&s × 5,1) ER<br>Cr 2(15) | 2 Oil 4SA each 6Cy. 260 × 320 reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel 106,5t (d.o.) 10,25kn |

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| **7127182**<br>D7OB<br>BM11<br>176<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL E SUN**<br>ex Politechnika Szczecinska-80<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **33 527**<br>24 498<br>54 941 | KR (BV) (PR) | **1972** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B521/202)<br>219,95(BB) 32,26 12,389<br>205,52 32,20 17,00<br>1 dk | **M Bulk Carrier**<br>Str. ore cargoes Ice strengthened<br>7 Ho 16,5 31,3 16,9 31,3 16,9 31,3 15,0 ER<br>G.69 178 HeCls. B<br>7 Ha (stl) (11,6 23,2 11,6 23,2 11,6 23,2 11,6 × 15,6) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 504kW 400V a.c.<br>Fuel 416,5t (d.o.) 2 891,5t (hvf)-49,0pd<br>15kn |
| **7602900**<br>H3AU<br>7465-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOBAL FRONTIER**<br>**Universal Star Shipping S.A.**<br>Panama Panama | **15 042**<br>10 979<br>27 023 | NK | **1976** Kochi Jukogyo K.K.—Kochi (938)<br>168,92 24,85 10,332<br>159,01 24,81 14,30<br>P 28,1 F 14,4 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 329 B.33 425 HeCls. ptB<br>5 Ha (stl) (9,4 25,1 9,4 25,1 25,1 × 12,8) ER<br>Cr 4(15) Der 1(15) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 1000kW a.c.<br>15kn |
| **8117184** | **GLOBAL HIGHWAY**<br>**Taiyo Kaiun & Kokuyo Kaiun**<br>Japan | **18 500**<br>—<br>14 300 | NK (Class cont.) | **1982** Hashihama Zosen—Tadotsu (817)<br>9,002<br>188,02 32,21 14,15 | **M Vehicles Carrier** | Oil<br>17 000bhp (12 505kW) B&W<br>Hitachi Zosen Japan |
| **6928747**<br>D9GH<br>BM38<br>424<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GLOBAL HOPE**<br>ex Global Ambition-82<br>ex Dunstanburgh Castle-81<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **56 796**<br>38 186<br>101 859 | KR NV | **1970** Swan Hunter Shipbuilders Ltd. —Haverton Hill (18)<br>260,61(BB) 40,77 11,942<br>251,06 40,70 20,12<br>F 21,7 1 dk<br>rf 152 | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho 22,7 22,4 21,9 21,9 21,9 21,9 21,9 21,9 21,0 ER<br>G.110 266 HeCls. B<br>1 Ha (stl) (13,0 × 20,1) 8 Ha (stl) (each 13,7 × 20,1) ER | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 252,0t (d.o.) 5 364,5t (hvf)-61,0pd<br>14,5kn |
| **7603576**<br>H3JP<br>4695-<br>PEXT<br>Rdr RT | **GLOBAL LEADER**<br>ex Meiho Maru<br>ex Kowan Maru No. 3<br>**Fukuman Shipping (Panama) Corp.**<br>Panama Panama | **496**<br>234<br>— | (NK) | **1968** Taisei Zosen K.K.—Higashino<br>54,08 8,82<br>49,00 8,79 4,20<br>P 11,0 F 5,5 1 dk | **M General Cargo**<br>1 Ha (25,3 × 6,4) ER | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kobe<br>12,5kn |
| **5037149**<br>SXTW<br>4285<br>Df Esd<br>Gc Rdr<br>RTv | **GLOBAL MARINER**<br>ex Evie G. Chimples-77<br>ex Baron Jedburgh-67<br>**Intercontinental Maritime Ltd.**<br>Universal Glow Inc.<br>Piraeus Greece | **8 058**<br>4 636<br>12 171 | ✠Classed LR until 17/7/81 | **1958**-7 J. Readhead & Sons Ltd.—South Shields (596)<br>140,72 18,22 8,948<br>131,32 18,14 11,92<br>F 11,0 2 dks<br>RW rf 76 | **M General Cargo**<br>5 Ho 19,2 19,0 12,9 21,3 21,3<br>G.17 129 B.15 372<br>5 Ha (9,6 9,6 7,6 9,9 9,9 × 7,0)<br>10W Der 10(5) | Oil 2SA 4Cy. 670 × 2320<br>4 400bhp (3 236kW) Doxford<br>Hawthorn, Leslie (Engineers) Ltd. Newcastle<br>Gen 3 × 175kW 220V d.c.<br>Fuel 1 146,0t (hvf) 13kn |

**IN PORT DAMAGED AFTER STRANDING 12/78**

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| **7632618**<br>HOKY<br>8250<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL MARITIME**<br>**Liane Navigation Co. Inc.**<br>International Maritime Carriers Ltd.<br>Panama Panama | **15 106**<br>10 954<br>26 891 | NK | **1977** Kurushima Dock Co. Ltd.—Onishi (941)<br>168,92(BB) 24,85 10,324<br>159,01 24,81 14,30<br>P 28,4 F 14,4 1 dk<br>rf 102 | **M General Cargo**<br>5 Ho 14,8 31,3 15,7 31,3 29,7 ER<br>G.34 329 B.33 425 HeCls. B<br>5 Ha (stl) (9,4 25,1 9,4 25,1 × 12,8) (25,1 × 12,5) ER<br>3W Der 5(15) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel 205,0t (d.o.) 1 705,0t (hvf)-36,0pd<br>14,5kn |
| **5337159**<br>D5FZ<br>6279<br>Df Esd<br>Gc Rdr | **GLOBAL MED**<br>ex Terrie U.-80 ex Global Med-79<br>ex Springbank-78<br>**Transorient Freight Transports Corp.**<br>Monrovia Liberia | T.Mk<br>**6 262**<br>3 676<br>10 438<br>**8 561**<br>5 139<br>12 534 | ✠**100A1** M 12/81-6mos DTma — vegetable oil or oil FP above 60°C<br>✠**LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4241 | **1962**-1 Harland and Wolff Ltd.—Belfast (1639)<br>147,33 19,13 7,976/8,910<br>137,72 19,05 11,74<br>P 12,2 F 13,2 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB2995t incl. DTma1494t | **M General Cargo**<br>5 Ho 18,2 21,6 18,2 15,7 20,4 8,5DT 8,5DT<br>G.19 013 B.17 258<br>7 Ha (8,9 10,6 6,8 4,5 9,1 9,1 × 6,7) (2,4 × 4,5)<br>15W Der 1(50) 2(10) 12(5) 2(3) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>6 700bhp (4 928kW)<br>Harland and Wolff Ltd. Belfast<br>2 AuxB (1 Comp 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 175kW 1 × 20kW 220V d.c.<br>15kn |
| **7205738**<br>D7CG<br>IM15616<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL MOON**<br>ex Jese Ambition-79<br>ex Hasshin Maru-78<br>**Sung Up Corp.**<br>Global Shipping Co. Ltd.<br>Inchon South Korea | **14 200**<br>7 825<br>23 785 | KR NK | **1972** Tsuneishi Zosen K.K.—Numakuma (253)<br>160,00 24,06 9,424<br>152,03 24,01 13,11<br>P 11,0 F 11,9 1 dk<br>RW | **M Bulk Carrier**<br>4 Ho 19,6 35,2 35,0 20,8 ER<br>G.26 962 B.26 100 HeCls. B<br>4 Ha (stl) (12,6 25,6 25,6 13,5 × 10,2) ER<br>Cr 3(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 704kW 380V a.c.<br>Fuel 169,0t (d.o.) 1 689,5t (hvf)-35,5pd<br>14kn |
| **7401526**<br>3EOJ<br>8266<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOBAL OATH**<br>ex Mikata Maru-77<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **16 277**<br>11 246<br>32 751 | NK | **1976** Kanda Zosensho K.K.—Japan (195)<br>179,99 27,06 10,821<br>170,01 27,01 14,51<br>F 15,0 1 dk | **M Tanker**<br>5 Ta ER<br>L.(oil) 38 581 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>14,5kn |
| **7001572**<br>H9OH<br>1114<br>2-81<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL PACIFIC**<br>ex K. Hadjipateras-81<br>ex Blessing-73<br>**Fasta Shipping Inc.**<br>Global Shipping Co. Ltd.<br>Panama Panama | **30 695**<br>23 719<br>61 511 | AB KR | **1969** Maizuru Jukogyo K.K.—Maizuru (137)<br>225,00(BB) 32,24 12,466<br>215,02 32,19 17,81<br>F 15,9 1 dk<br>rf 76 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 25,9 24,0 24,0 24,0 24,0 24,0 24,0 ER<br>G.74 199 HeCls. B<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER<br>14W Der 7(5) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Maizuru Jukogyo Maizuru<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 162,5t (d.o.) 3 654,5t (hvf)-46,5pd<br>15kn |
| **7205362**<br>D9GG<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL PEACE**<br>ex Peace Venture-81<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **35 758**<br>23 696<br>60 325 | BV KR | **1972** Hitachi Zosen—Maizuru Works, Maizuru (149)<br>225,00(BB) 32,24 13,347<br>215,02 32,19 17,81<br>F 20,2 1 dk | **M Bulk Carrier**<br>7 Ho 23,0 20,8 20,8 20,8 20,8 20,8 20,8 ER<br>G.74 211 HeCls. B<br>7 Ha (stl) (16,0 × 12,8) (16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER<br>14W Der 7(5) | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Hitachi Zosen Maizuru Works, Maizuru<br>Gen 3 × 370kW 450V 60Hz a.c.<br>Fuel 161,5t (d.o.) 3 654,5t (hvf)-49,0pd<br>15kn |

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| **7602912**<br>HPZO<br>7671<br>-77A<br>Df Esd<br>Gc Rdr<br>RT | **GLOBAL PIONEER**<br>**Manatee Shipping Co. S.A.**<br>Panama Panama | **15 042**<br>10 979<br>27 050 | NK | **1977** Kochi Jukogyo K.K.—Kochi (939)<br>168,92 24,85 10,322<br>154,01 24,81 14,30<br>P 28,1 F 14,7 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 329 B.33 425 HeCls. ptB<br>5 Ha (stl) (9,4 25,1 9,4 25,1 25,1 × 12,8) ER<br>Cr 4(15) Der 1(15) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>14,25kn |
| **7112761**<br>H9YS<br>1131<br>8-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOBAL PROGRESS**<br>ex Miyazaki Maru-81<br>**Universal Star Shipping S.A.**<br>Panama Panama | **15 965**<br>8 348<br>26 408 | NK | **1971** Kasado Dock Co. Ltd.—Kudamatsu (263)<br>169,22 25,05 9,741<br>160,00 25,00 13,47<br>P 31,1 F 13,5 1 dk | **M Ore Carrier**<br>4 Ho ER<br>G.26 624<br>4 Ha (stl) (15,0 22,0 22,0 21,0 × 11,4) ER<br>Cr 4(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Yokosuka<br>Gen 2 × 560kW 445V a.c.<br>Fuel 1 185,5t-33,5pd 14,5kn |
| **7703467**<br>D7PY<br>BM43<br>395<br>Df Esd<br>Gc Rdr<br>RT | **GLOBAL PROGRESS**<br>ex Maersk Mondo-82<br>ex Global Progress-81<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **4 238**<br>2 586<br>5 650 | KR NK | **1977** Dae Dong SB. Co.—Busan (186)<br>113,01(BB) 17,89 5,997<br>106,03 17,51 8,21<br>P 17,7 F 6,8 1 dk | **M General Cargo**<br>5 Ho 21,4 14,3 14,3 14,3 14,3 ER<br>G.8 171 B.6 785<br>TEU 244 C.Ho 144/20' (40') C.Dk 100/20' (40') incl. 13 ref C.<br>11 Ha (stl) (6,4 12,6p&s × 5,4) (12,6p × 8,0) (12,6s × 5,4) (12,6p × 5,4) (12,6s × 8,0) (12,6p × 8,0) (12,6s × 5,4) (12,6p × 5,4) (12,6s × 8,0) ER | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 160kW a.c.<br>Fuel 380,0t (d.o & hvf) 15,5kn |
| **7602924**<br>3EBA<br>7826-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOBAL SPLENDOUR**<br>**Global Splendour Co. S.A.**<br>Panama Panama | **15 042**<br>10 979<br>27 023 | NK | **1977** Kurushima Dock Co. Ltd.—Onishi (940)<br>168,92(BB) 24,85 10,324<br>158,99 24,81 14,30<br>P 23,2 F 11,0 1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 329 B.33 425 HeCls. ptB<br>5 Ha (stl) (9,4 25,1 9,4 25,1 25,1 × 12,8) ER<br>Cr 4(15) Der 1(15) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>14,25kn |
| **7049275**<br>D8MQ<br>BM11<br>175<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL STAR**<br>ex Manna-79 ex Thai Yung-73<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **15 544**<br>10 213<br>26 410 | KR NK (AB) | **1971** Sanoyasu Dockyard Co. Ltd.—Osaka (294)<br>165,56(BB) 10,405<br>156,01 24,80 14,33<br>P 25,6 F 11,6 1 dk<br>rf 25 | **M Bulk Carrier**<br>5 Ho 18,9 24,3 20,5 24,3 25,7 ER<br>G.32 515 B.31 519 HeCls. B<br>9 Ha (stl) (11,9 × 11,9) (21,5p&s 15,9p&s 21,5p&s 21,5p&s × 8,9) ER<br>6W Cr 2(22) 3(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 380kW 450V a.c.<br>Fuel 210,5t (d.o.) 1 539,5t (hvf)-33,5pd 14kn |
| **7217614**<br>D5ZR<br>6789<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL STAR**<br>ex Bona-80 ex Takao Maru-76<br>**Hillson Shipping Ltd.**<br>Monrovia Liberia | **10 605**<br>6 975<br>18 842 | BV (KR) (NK) | **1972** Koyo Dockyard Co. Ltd.—Mihara (613)<br>149,92 22,74 9,437<br>143,03 22,69 12,76<br>P 28,1 F 10,4 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.23 659 B.23 116 HeCls. B<br>4 Ha (stl) (17,9 × 9,9) (20,0 20,0 20,0 × 10,9) ER<br>12W Der 4(22) | Oil 2SA 7Cy. 620 × 1400<br>9 600bhp (7 061kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Fuel 1 134,5t (hvf)-24,0pd 15,25kn |
| **7222554**<br>D8OX<br>BM11<br>171<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLOBAL STRIDER**<br>ex In Wang-80<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **3 451**<br>1 781<br>4 456 | KR (NK) | **1972** Mie Shipyard Co. Ltd.—Yokkaichi (38)<br>99,01 16,54 5,817<br>92,00 16,51 8,01<br>P 21,1 F 9,8 1 dk<br>rf 102 | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho 20,5 14,4 14,4 14,4 ER<br>TEU 186 C.Ho 54/20' 28/40' C.Dk 76/20'<br>7 Ha ER | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 230kW 445V 60Hz a.c.<br>Fuel 391,0t-14,0pd 13kn |
| **7640304**<br>D7OF<br>BM38<br>988<br>Df Esd<br>Gc Rdr<br>RT | **GLOBAL SUCCESS**<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **4 238**<br>2 586<br>5 650 | KR NK | **1976** Dae Dong SB. Co.—Busan (S-185)<br>112,63(BB) 17,89 5,997<br>106,03 17,51 8,21<br>P 17,7 F 6,8 1 dk | **M General Cargo**<br>5 Ho 21,4 14,3 14,3 14,3 14,3 ER<br>G.8 171 B.6 785<br>TEU 244 C.Ho 144/20' (40') C.Dk 100/20' (40') incl. 13 ref C.<br>11 Ha (stl) (6,4 12,6p&s × 5,4) (12,6p × 8,0) (12,6s × 5,4) (12,6p × 5,4) (12,6s × 8,0) (12,6p × 8,0) (12,6s × 5,4) (12,6p × 5,4) (12,6s × 8,0) ER | Oil 4SA 6Cy. 510 × 840 reverse reduction geared to sc. shaft<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 144kW a.c.<br>Fuel 380,0t (d.o & hvf) 14kn |
| **6825751**<br>D8MB<br>BM11<br>029<br>Df Esd<br>Gc Rdr<br>RTv | **GLOBAL SUN**<br>ex Graigffion-79<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **18 200**<br>12 339<br>32 105 | KR<br>✠Classed LR until 6/6/80 | **1968**-12 Scotts' SB. & Eng. Co. Ltd. —Greenock (712)<br>186,09(BB) 25,23 10,821<br>174,38 25,15 14,41<br>P 31,4 F 16,2 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>7 Ho 17,8 18,2 19,2 18,2 19,2 18,2 19,8 ER<br>G.40 501 B.36 077 HeCls. B<br>7 Ha (stl) (10,9 11,8 11,8 11,2 11,8 11,8 11,8 × 12,8) ER<br>14W Der 7(10) | Oil 2SA 6Cy. 760 × 1550<br>9 470bhp (6 966kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 134,5t (d.o.) 1 513,0t (hvf)-45,5pd 15kn |
| **7002411**<br>D7RM<br>BM11<br>172<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GLOBAL SUNSHINE**<br>ex Olivia Maersk-80<br>**Global Shipping Co. Ltd.**<br>Busan South Korea | **29 781**<br>20 503<br>52 123 | KR NV | **1969** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (830)<br>218,85 30,54 12,091<br>206,46 30,51 17,00<br>P 43,0 F 19,9 1 dk | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,4 26,2 19,2 27,2 19,2 25,6 20,8 ER<br>G.62 668 B.61 068 HeCls. B<br>7 Ha (stl) (12,1 17,7 12,1 17,7 12,1 17,7 12,1 × 12,9) ER | Oil 2SA 8Cy. 740 × 1600<br>15 000bhp (11 033kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 250,0t (d.o.) 2 841,0t (hvf)-45,5pd 15kn |
| **7375430**<br>H3ZU<br>6222-75B<br>Df Esd<br>Gc Rdr<br>RT | **GLOBAL WING**<br>**United Car Transport Corp. S.A.**<br>Panama Panama | **20 406**<br>13 925<br>21 825 | NK (BV) | **1975** Sanoyasu Dockyard Co. Ltd.—Osaka (348)<br>180,63(BB) 27,67 8,724<br>169,98 27,59 17,00<br>P 29,0 F 11,6 1 dk | **M Bulk Carrier**<br>Vehicles<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 1320kW a.c.<br>15kn |

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|---|---|---|---|---|---|---|
| 7823334 | **GLOBE** | **999** | | **1979** Schpsbw. & Rep. Gebr. Sander B.V. | **M General Cargo** | Oil 4SA 6Cy. 320 × 450 |
| PEJB | | 658 | | —Delfzijl (279) | | 1 200bhp (883kW) |
| | **Rederij m.s. Globe** | 1 622 | BV | 66,15 11,46 4,461 | 1 Ho ER | Atlas-MaK Maschinenbau Kiel |
| Df Esd | Beck's Scheepvaartkantoor B.V. | | | 59,97 11,35 5,26 | G.2 245 B.2 169 | 11kn |
| Gc Rdr | Groningen Netherlands | | | 1 dk | 1 Ha (stl) ER | |
| RT | | | | | | |
| 6411990 | **GLOBE NOVA** | **13 014** | | **1964** A/S Fredriksstad M/V—Fredrikstad | **M Tanker/Liquefied Gas Carrier** | Oil 2SA 7Cy. 760 × 1500 |
| D5MH | ex Granheim-79 | 8 454 | | (379) | Oil LPG | 8 750bhp (6 436kW) Gotaverken |
| 6442 | **Gamma Shipping Co. Inc.** | 21 550 | NV | 169,78 22,56 9,602 | LPG Ta on dk | A/S Fredriksstad M/V Fredrikstad |
| Df Esd | Monrovia Liberia | | | 163,18 22,51 12,15 | 38 Ta ER | Gen 1 × 350kW 2 × 330kW |
| Gc Rdr | | | | P 40,6 1 dk | L.(gas) 1 000 L.(oil) 28 402 | 440V 60Hz a.c. |
| | | | | | HeCls. BC | Fuel 1 687,5t-30,5pd 15,5kn |
| 8105923 | **GLOBE OCEANIC** | **12 508** | | **1981** Kurushima Dock Co. Ltd.—Uwajima | **M Tanker** | Oil 2SA 9Cy. 450 × 1200 |
| H9VE | | 9 142 | | (2163) | Chemical | 7 920bhp (5 826kW) B&W |
| 1117 | **Tokyo Specialized Tankers Co.** | 22 294 | AB NK | 155,81(BB) 25,02 9,770 | 24 Ta ER | Hitachi Zosen Hiroshima Works, Innoshima |
| 3-81 | **Ltd.** | | | 146,01 25,01 12,60 | L.25 576 HeCls. BC | Gen 2 × 400kW 450V 60Hz a.c. |
| Df Esd | Iino Kaiun K.K. (Iino Kaiun Kaisha | | | P 26,3 F 13,2 1 dk | | Fuel 321,5t (d.o.) 1 204,5t (hvf)-23,0pd |
| Gc Pfd | Ltd.) | | | rf 102 | | 14kn |
| Rdr RT | Panama Panama | | | | | |
| 8014203 | **GLOBE ORIENT** | **12 566** | | **1981** Kurushima Dock Co. Ltd.—Uwajima | **M Tanker** | Oil 2SA 9Cy. 450 × 1200 |
| 7JXW | | 7 767 | | (2153) | Oil Chemical | 7 920bhp (5 826kW) B&W |
| 123752 | **Chuyo Kisen K.K.** | 22 305 | AB NK | 155,81(BB) 9,702 | 24 Ta ER | Hitachi Zosen Hiroshima Works, Innoshima |
| Df Esd | Iino Kaiun K.K. (Iino Kaiun Kaisha | | | 148,32 25,01 12,63 | L.25 585 HeCls. BC | Gen 2 × 400kW 450V 60Hz a.c. |
| Gc Pfd | Ltd.) | | | P 26,3 F 13,5 1 dk | | Fuel 321,5t (d.o.) 1 204,5t (hvf)-23,0pd |
| Rdr | Tokyo Japan | | | rf 102 | | 14kn |
| 8105911 | **GLOBE OVERSEAS** | **12 569** | | **1981** Kurushima Dock Co. Ltd.—Uwajima | **M Tanker** | Oil 2SA 9Cy. 450 × 1200 |
| JDEE | | 7 776 | | (2147) | Chemical | 7 920bhp (5 826kW) B&W |
| 124059 | **Sun Line K.K.** | 22 255 | AB NK | 155,81(BB) 9,770 | 24 Ta ER | Hitachi Zosen Hiroshima Works, Innoshima |
| Df Esd | Globe Transport & Trading Co. | | | 146,01 25,01 12,63 | L.25 585 HeCls. BC | Gen 2 × 400kW 450V 60Hz a.c. |
| Gc Pfd | Ltd. | | | P 26,3 F 13,2 1 dk | | Fuel 321,5t (d.o.) 1 204,5t (hvf)-23,0pd |
| Rdr RT | Nagahama, Japan | | | rf 102 | | 14kn |
| | Ehime Pref. | | | | | |
| 7640378 | **GLOBE TRADER** | **9 187** | | **1980** Austin & Pickersgill Ltd.—Southwick, | **M General Cargo** | Oil 2SA 4Cy. 680 × 1250 |
| D5SO | | 6 424 | | Sunderland (1396) | | 7 600bhp (5 590kW) Sulzer |
| 6605 | **Westfalia Shipping Corp.** | 15 060 | GL | 144,02 20,45 8,851 | 5 Ho 21,0 31,2 11,4 22,8 ER | Clark Hawthorn Ltd. Wallsend |
| Df Esd | Monrovia Liberia | | | 137,52 20,43 11,76 | 21,3 4 TwD | Gen 3 × 350kW 440V 60Hz a.c. |
| Gc Pfd | | | | F 13,5 1 dk, 2nd dk except in No. 5 hold | G.21 324 B.19 536 | Fuel 132,0t (d.o.) 1 149,0t (hvf) 15kn |
| Rdr | | | | | 5 Ha (stl) (11,6 × 6,7) (12,9 13,7 | |
| RTm/h/v | | | | | 12,9 × 8,5) ER (11,4 × 6,7) | |
| | | | | | 10W Der 1(100) 1(30) 10(5-10) | |
| 7381386 | **GLOBETRADER** | **4 959** | | **1975** Yamanishi Zosen K.K.—Ishinomaki | **M General Cargo** | Oil 2SA 7Cy. 450 × 800 |
| S6DH | Launched as Timmar II | 3 273 | | (774) | | 4 500bhp (3 310kW) Mitsubishi |
| 356955 | **Tradeglobe Shipping Pte. Ltd.** | 8 089 | GL (NK) | 118,50 17,45 7,220 | | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Singapore Singapore | | | 106,99 17,40 9,00 | G.11 105 B.10 657 | Diesels Ltd.) Yaizu |
| Gc Pfd | | | | P 24,7 F 8,3 1 dk | 3 Ha (stl) (12,6 23,7 23,0 × 8,9) ER | Fuel 795,5t (d.o.)-17,0pd 13kn |
| Rdr | | | | | Der 5(20) | |
| RTm/h/v | | | | | | |
| 7533836 | **GLOBINO** | **163** | | **1975** .............U.S.S.R. | **M Fishing** | Oil 4SA 8Cy. 240 × 360 |
| UEGP | | 39 | | 33,96 7,09 2,899 | | 305bhp (224kW) |
| M-12432 | **U.S.S.R. -'Dalryba'** | 88 | RS | 30,00 3,66 | Ice strengthened | VEB Schwermasch. Karl Liebknecht |
| | Nevelsk U.S.S.R. | | | 1 dk | 1 Ho | (SKL) Magdeburg |
| | | | | | B.115 | 9,5kn |
| | | | | | 1 Ha (1,6 × 1,3) | |
| | | | | | 2W Der 2(2) | |
| 7908536 | **GLOBTIK BRITAIN** | **55 326** | | **1980** Hitachi Zosen—Ariake Works, Nagasu | **M Tanker** | Oil 4SA 16Cy. 450 × 900 sr geared to sc. |
| C6DQ | | 37 778 | | (4650) | SBT COW IGS | shaft |
| 388421 | **Globtik Tankers Ltd.** | 86 648 | AB | 243,52(BB) 42,04 12,683 | 7 Ta ER | 13 900bhp (10 224kW) B&W |
| Df Esd | Nassau Bahamas | | | 233,03 42,02 19,31 | L.(oil) 103 112 | Hitachi Zosen Sakurajima Works, Osaka |
| Gc Pfd | | | | F 15,0 1 dk | | Gen 3 × 580kW 450V 60Hz a.c. |
| Rdr RT | | | | rf nil | | Fuel-48,5pd 14,75kn |
| 7326972 | **GLOBTIK LONDON** | **213 894** | | **1973** Ishikawajima Harima Heavy Ind. | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| D5PI | | 184 541 | | (I.H.I.)—Kure (2282) | SBT COW IGS | 45 000shp (33 100kW) |
| 6521 | **Etra Shipping Corp.** | 483 933 | AB NK | 378,88(BB) 62,06 28,201 | 21 Ta ER | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Monrovia Liberia | | | 359,98 62,01 36,00 | L.(oil) 599 253 HeCls. B | Gen 2 × 1600kW 450V 60Hz a.c. |
| Gc Pfd | | | | 1 dk | | Fuel 13 149,0t (o.f.) 42,0t (d.o.)-226,5pd |
| Rdr | | | | rf 127 | | 14,75kn |
| RTm/h/v | | | | | | |
| 7229942 | **GLOBTIK TOKYO** | **213 866** | | **1973** Ishikawajima Harima Heavy Ind. | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| D5PH | | 184 544 | | (I.H.I.)—Kure (2239) | SBT COW IGS | 45 000shp (33 100kW) |
| 6520 | **Norop Tankers Corp.** | 483 662 | AB NK | 378,88(BB) 62,06 28,201 | 21 Ta ER | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Monrovia Liberia | | | 359,98 62,01 36,00 | L.(oil) 585 063 HeCls. BptC | Gen 2 × 1600kW 450V 60Hz a.c. |
| Gc Pfd | | | | 1 dk | | Fuel 13 149,0t (o.f.) 42,0t (d.o.)-226,5pd |
| Rdr | | | | rf 127 | | 14,75kn |
| RTm/h/v | | | | | | |
| 7818494 | **GLOBUS** | T.Mk | | **1979** VEB Volkswerft Stralsund—Stralsund | **M Factory Fishing** | Oil 2SA 8Cy. 480 × 720 |
| UUXZ | | **3 337** | | (404) | Fish-factory Stern Trawler Training | 3 880bhp (2 854kW) MAN |
| M-31293 | **U.S.S.R. -'Dalryba'** | 886 | RS | 101,48(BB) 15,22 5,341 | Ref | VEB Dieselmotorenwerk Rostock |
| Df Esd | Vladivostok U.S.S.R. | 1 427 | | 91,83 15,21 9,71 | Ice strengthened | (DMR) Rostock |
| Gc Pfd | | | | 2 dks | 3 Ho | Controllable pitch propeller |
| Rdr RT | | | | | B.314 In.1 000 | 14,5kn |
| | | | | | 3 Ha (stl) (1,5 × 2,0) (1,3 × 1,2) (2,2 | |
| | | | | | × 2,2) | |
| | | | | | Der 2(5) 2(3) 1(2) | |
| 6727595 | **GLOBUS** | **199** | | **1967** Scheepswerf G. Bijlsma & Zn. N.V. | **M General Cargo** | Oil 4SA 6Cy. 137 × 165 |
| LMJX | ex Elfrida-82 ex With Junior-77 | 122 | | —Wartena (572) | | 480bhp (353kW) |
| 17115 | **Finn-Bertram Evensen** | — | NV | 36,43 7,01 2,826 | 1 Ho ER | Caterpillar Tractor Co. Peoria, Illinois |
| Df Esd | Trondheim Norway | | | 33,33 7,00 3,10 | | Controllable pitch propeller |
| Rdr RT | | | | B 8,0 F 4,9 1 dk | 1 Ha (stl) ER | Fuel 14,0t (d.o.)-1,5pd |
| | | | | rf 246 len 74 | 1W Cr 1(3) Der 1(2) | |

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|---|---|---|---|---|---|---|
| 6409105<br>TFYG<br>0244<br>Df Esd<br>Rdr RT | **GLOFAXI**<br>ex Gullberg-74<br>**Snaefell S/f**<br>Vestmannaeyjar Iceland | **108**<br>32<br>— | | **1964** Skipavidgerdir h/f—Vestmannaeyjum<br>30,46 6,81<br>30,41 6,76<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 240 × 260<br>625bhp (460kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel (d.o.) |
| 5424043<br>SPTC<br><br>Df Esd<br>Gc Rdr<br>RT | **GLOGOW**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **2 872**<br>1 535<br>4 568 | PR<br><br>✠Classed LR until 5/65 | **1964**-1 Stocznia Szczecinska im. A. Warskiego—Szczecin (B49/02)<br>113,42 15,52 6,363<br>104,65 15,50 6,61<br>F 10,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ref 4bth P<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.7 967 B.7 375 In.611<br>4 Ha (11,6 14,0 11,2 × 6,4) ER (6,2 × 4,5)<br>12W Der 1(25) 12(5) | Oil 2SA 8Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 256kW 1 × 120kW 400V a.c.<br>Fuel 655,5t (d.o.)-16,5pd 15kn |
| 7903342<br>JLDA<br>123651<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOIRE**<br><br>**K.K. Katsuyo Kaiun**<br>Tokyo Japan | **55 717**<br>33 096<br>81 279 | NK | **1980** Kurushima Dock Co. Ltd.—Onishi (2123)<br>243,01 12,048<br>230,03 42,02 19,82<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 105 914 HeCls. C | Vee Oil 4SA 16Cy. 520 × 550 reduction geared to sc. shaft<br>16 880bhp (12 416kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 1 × 560kW 2 × 440kW 450V a.c.<br>14,75kn |
| 7508611<br>WSLF<br>595738<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR ATLANTIC**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **8 623**<br>5 018<br>6 685 | AB | **1978** Levingston SB. Co.—Orange, Tx (723)<br>137,14 7,141<br>130,46 21,96 10,67<br>P 26,6 F 8,0 1 dk<br>rf 610 | **TD-E Drilling Ship**<br>Cr 1(26,25) 2(13,25) | 4 Vee Oil 2SA each 16Cy. total driving 4 gen. each 2 750kW 600V a.c. connected to 6 elec. motors each of 1 500shp (1 103kW)<br>General Electric Co. Erie, Pa<br>Thw. thrust propeller fwd , 1 aft<br>14kn |
| 6904636<br>WNCU<br>515061<br>Df Esd<br>Gc Rdr<br>RT | **GLOMAR CHALLENGER**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **6 281**<br>3 730<br>6 507 | AB | **1968** Levingston SB. Co.—Orange, Tx (670)<br>121,93 19,87 6,116<br>111,87 19,82 8,16<br>1 dk<br>rf 381 | **TD-E Drilling Ship** | 9 Oil 4SA each -Cy. 159 × 203 total 8 500bhp (6 252kW) driving 9 gen. each 630kW 750V d.c. connected to 6 elec. motors each of 750shp (552kW) (Sy) & geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 500kW 440V 60Hz a.c.<br>2 Thw. thrust propellers aft , 2 fwd |
| 6807008<br>WPGN<br>510347<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR CONCEPTION**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **5 925**<br>3 972<br>6 593 | AB | **1967** Levingston SB. Co.—Orange, Tx (666)<br>121,93 19,87 6,408<br>111,87 19,82 8,16<br>1 dk<br>rf 381 | **TD-E Drilling Ship**<br>Cr 1(63) 1(20) | 6 Oil 4SA each 159 × 203 total 5 100bhp (3 751kW) driving 6 gen. each 630kW 750V d.c. connected to 6 elec. motors each of 750shp (552kW) (Sy) & geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 120,5t 11kn |
| 7366506<br>KUBL<br>557757<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR CORAL SEA**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **5 972**<br>3 894<br>5 160 | AB | **1974** Levingston SB. Co.—Orange, Tx (712)<br>121,93 19,82 6,427<br>111,87 19,79 8,16<br>P 22,3 F 15,3 1 dk<br>rf 381 | **TD-E Drilling Ship**<br>Cr 1(48) 1(16) | 6 Vee Oil 4SA each 16Cy. 159 × 203 total 6 780bhp (4 987kW) driving 6 gen. each 800kW 600V a.c. connected to 6 elec. motors each of 750shp (552kW) (Sy) & geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 6 × 800kW<br>Fuel 1 305,5t 11kn |
| 7233292<br>WCHG<br>547527<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR EXPLORER**<br>ex Hughes Glomar Explorer-78<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **27 455**<br>18 511<br>40 342 | AB | **1973** Sun SB. & Dry Dock Co.—Chester, Pa (661)<br>188,58 35,31 11,634<br>175,90 35,27 15,50<br>P 28,7 F 25,3 1 dk<br>rf nil | **TD-E Survey & Mining Ship**<br>Salvage<br>Mchy.aft | 5 Vee Oil 4SA each 16Cy. 343 × 419 total 13 200bhp (9 709kW) driving 5 gen. connected to 6 elec. motors each of 2 000shp (1 471kW) geared to 2 sc. shafts<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 3500kW<br>3 Thw. thrust propellers fwd<br>2 Thw. thrust propellers aft<br>12kn |
| 7212468<br>KPOT<br>540166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR GRAND BANKS**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **5 923**<br>3 970<br>6 648 | AB | **1972** Levingston SB. Co.—Orange, Tx (706)<br>121,93 19,87 6,408<br>111,87 19,82 8,16<br>1 dk<br>rf 381 | **TD-E Drilling Ship**<br>Cr 1(45) 1(15) | 6 Oil 4SA each 159 × 203 total 5 100bhp (3 751kW) driving 6 gen. each 630kW 750V d.c. connected to 6 elec. motors each of 750shp (552kW) (Sy) & geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 500kW 440V 60Hz a.c. |
| 6806999<br>KKFE<br>509269<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR GRAND ISLE**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **5 926**<br>4 001<br>6 648 | AB | **1967** Levingston SB. Co.—Orange, Tx (665)<br>121,93 19,87 6,408<br>111,87 19,82 8,16<br>1 dk<br>rf 381 | **TD-E Drilling Ship**<br>Cr 1(45) 1(15) | 6 Oil 4SA each 159 × 203 total 5 100bhp (3 751kW) driving 6 gen. each 630kW 600V d.c. connected to 6 elec. motors each of 750shp (552kW) (Sy) & geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 1 305,5t 11kn |
| 7390404<br>WFDS<br>568182<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR JAVA SEA**<br><br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **5 930**<br>3 930<br>5 180 | AB | **1975** Levingston SB. Co.—Orange, Tx (715)<br>121,90 19,82 6,401<br>115,78 19,79 8,13<br>P 26,3 F 15,3 1 dk<br>rf 381 | **TD-E Drilling Ship**<br>Cr 1(63) 1(20) | 6 Vee Oil 4SA each 16Cy. 159 × 203 total 5 100bhp (3 751kW) driving 6 gen. each 800kW 600V a.c. connected to 6 elec. motors each of 750shp (552kW) (Sy) & geared to 2 sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 6 × 800kW<br>Fuel 1 305,5t (hvf) 10,5kn |

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| **7419389**<br>KHLG<br>583232<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLOMAR PACIFIC**<br>**Global Marine Deepwater Drilling Inc.**<br>Galveston, Tx United States of America<br>See Register of Offshore Units | **8 565**<br>5 032<br>6 667 | AB | **1977** Levingston SB. Co.—Orange, Tx (718)<br>137,01 7,182<br>126,52 21,96 10,67<br>P 26,6 F 24,4 1 dk<br>rf 610 | **TD-E Drilling Ship**<br>Mchy.aft<br>Cr 1(36) 2(25) | 4 Vee Oil 2SA each 16Cy. total 15 600bhp (11 475kW) driving 4 gen. each 2 750kW 600V a.c. connected to 6 elec. motors each of 1 500shp (1 103kW)<br>General Electric Co. U.S.A<br>2 Directional propellers aft ,3 fwd 13kn |
| **5287160**<br>HO3346<br>1021<br>4-80<br>Df Esd<br>Gc Rdr<br>RT | **GLOMAR TENDER III**<br>ex Glomar Tasman-80<br>ex Punta Aramaya<br>**Global Marine Drilling Co.**<br>Panama Panama<br>See Register of Offshore Units | **4 356**<br>2 451<br>— | AB | **1950** Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4485)<br>116,01 19,56 6,081<br>109,99 19,51 7,47<br>RW rf nil conv Ore Carrier 65 conv Drilling Ship 80 | **TS Drilling Tender**<br>Mchy.aft<br>Cr 1(40) 1(15) | C 8Cy. (4) 432 & (4) 1016 × 762<br>3 860ihp (2 839kW)<br>American S.B. Co. Cleveland, Oh |
| **8203725**<br>P24192<br>RT | **GLOMARTS**<br>ex Glomaris-81<br>**Coastal Shipping Co. Pty. Ltd.**<br>Rabaul Papua New Guinea | **371**<br>210<br>450 | BV | **1981** Wang Tak Eng. & SB. Co. Ltd.—Hong Kong (807)<br>39,53<br>35,77 9,26 3,03<br>1 dk | **TM RoRo Cargo/Tanker/Landing Craft**<br>Deck Cargo<br>8 Ta ER<br>TEU 21 C. 21/20' (40') | 2 Vee Oil 4SA each 8Cy. 137 × 152 with clutches & sr reverse geared to sc. shafts<br>730bhp (537kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 80kW 240V d.c. 10kn |
| **6804317**<br>LMWW<br>16923<br>Df Esd<br>Rdr RT | **GLOMFJORD**<br>**Henry Kristensen P/R**<br>Bodo Norway | **287**<br>140<br>— | | **1967** Vaagland Batbyggeri A/S—Vaagland (74)<br>38,87 7,68<br>29,67 7,65 3,81<br>1 dk<br>len 71 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 7Cy. 240 × 400<br>650bhp (478kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **7804998**<br>LIID<br>19335<br>Rdr RT | **GLOPPEN**<br>**Fylkesbaatane i Sogn og Fjordane**<br>Maloy Norway | **498**<br>203<br>250 | (NV) | **1979** Eid Verft A/S—Nordfjordeid (14)<br>64,32 11,46 3,101<br>56,01 11,27 4,20<br>1 dk | **M RoRo Cargo/Ferry** 350dk P<br>Ice strengthened<br>Mchy.aft | Oil 2SA 4Cy. 300 × 450<br>1 300bhp (956kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd , 1 aft |
| **7430981**<br>PLNY<br>1728/L | **GLORA DJATIM**<br>ex Ampana-76 ex Delima 104-74<br>ex Angsana<br>**C.V. Perusahaan Pelayaran Lokal Gelora Kaltim**<br>Belawan Indonesia | **411**<br>260<br>298 | | **1951** Straits Steamship Co. Ltd.—Penang<br>... ...<br>38,82 8,26 5,03 | **M General Cargo** | Oil 4SA 6Cy. 280 × 360<br>315bhp (232kW) E made39 Deutz<br>.............<br>Gen 1 × 18kW 110V 8kn |
| **5286934**<br>PKVM<br>383 | **GLORA KALTING**<br>ex Pulau Sabuda-74<br>**C.V. Perusahaan Pelayaran Lokal Gelora Kaltim**<br>Kupang Indonesia | **287**<br>160<br>535 | KI | **1961** Carya SB. Co.—Djakarta (279/2)<br>42,65 7,42 2,750<br>38,51 7,40 3,00<br>1 dk | **M General Cargo**<br>2 Ha (each 6,3 × 4,5) ER<br>2W Der 2(2,5) | Oil 4SA 8Cy. 220 × 280<br>310bhp (228kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 14kW 110V<br>Fuel 31,5t (d.o.) 9kn |
| **7112515**<br>D5MX<br>6458<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GLORIA**<br>ex Geminis-79<br>**Aquarius Ltd.**<br>Transportacion Maritima Mexicana S.A. (TMM)<br>Monrovia Liberia | **5 446**<br>3 688<br>8 694 | **✠100A1** SS 9/80<br>**✠LMC**<br>EL W 2"U2<br>FN 3207 | **1971**-7 Ast. del Cantabrico y de Riera —Factoria Cantabrico, Gijon (C.98)<br>130,87(BB) 17,56 7,494<br>120,94 17,51 9,00<br>P 24,7 Trunk 84,8 F 13,2 1 dk<br>rf nil<br>NS 6BH WB3045t incl. DTf200t comb. btm & STs in holds 917t & comb. topside & STs in holds 1214t | **M General Cargo**<br>3 Ho 28,5 29,8 27,7 ER<br>G.11 695 B.11 500<br>TEU 160 C.Ho 160/20'<br>3 Ha (stl) (18,9 × 10,5) (19,2 19,2 × 12,9) ER<br>12W Der 6(10) 6(5) | Oil 2SA 6Cy. 500 × 1100<br>4 200bhp (3 089kW) B&W<br>La Maquinista Terrestre y Mar (MTM) Barcelona<br>AuxB 7kgf/cm² (6,9bar)<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 545,5t (hvf) 15kn |
| **7635543**<br>D7NZ<br>BM38<br>969<br>Df Esd<br>Gc Rdr<br>RT | **GLORIA**<br>**Heung-A Shipping Co. Ltd.**<br>Busan South Korea | **4 238**<br>2 586<br>5 650 | KR NK | **1976** Dae Dong SB. Co.—Busan (S-156)<br>112,63(BB) 17,89 5,997<br>106,03 17,51 8,21<br>P 17,7 F 6,8 1 dk | **M General Cargo**<br>5 Ho 21,4 14,3 14,3 14,3 14,3 ER<br>G.8 171 B.6 785<br>TEU 244 C.Ho 144/20' (40') C.Dk 100/20' (40') incl. 13 ref C.<br>6 Ha (6,4 × 5,4) (12,7 × 11,2) (12,7 12,7 12,7 12,7 × 13,8) ER | Oil 4SA 6Cy. 470 × 760<br>4 100bhp (3 016kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 3 × 144kW 445V a.c. 14kn |
| **6411641**<br>YXIG<br>AGSI-0760<br>RT | **GLORIA**<br>**Terminales Maracaibo C.A.**<br>Maracaibo Venezuela | **309**<br>77<br>— | AB | **1959** Burton Construction & SB. Corp. —Port Arthur, Tx (282)<br>*29,27* 4,112<br>29,27 8,03 4,42<br>1 dk<br>BK 64 | **M Tug** | Oil 2SA 16Cy. 222 × 267 reverse reduction geared to sc. shaft E made44 fitted59<br>General Motors Corp. U.S.A<br>Fuel 14,0t |
| **5175537**<br>HO3959<br>10624-LI<br>Df Esd<br>Pfd Rdr<br>RT | **GLORIA B**<br>ex Joselin-81<br>**Pine Island Shipping Corp.**<br>Panama Panama | **991**<br>574<br>1 400 | BV<br>✠Classed LR until 9/64 | **1958**-7 Corcho Hijos S.A.—Santander (71)<br>68,28 9,81 5,100<br>61,50 9,76 5,67<br>P 17,4 F 8,6 2 dks<br>RW rf 102 | **M General Cargo** 2P<br>2 Ho each 17,9 ER<br>G.1 713 B.1 665<br>2 Ha (12,2 11,9 × 6,1) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 381 × 457<br>1 600bhp (1 177kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 75kW 1 × 20kW 220V d.c.<br>Fuel 91,5t (d.o.) 12kn |
| **7819101**<br>EAHE<br>Esd Gc<br>Rdr RT | **GLORIA DEL MAR**<br>**Naviera Telde S.A.**<br>Las Palmas Spain | **3 972**<br>2 722<br>9 000 | GL | **1980** Enrique Lorenzo y Cia. S.A.—Vigo (398)<br>122,79(BB) 7,900<br>108,01 19,41 9,02<br>F - 2 dks | **M RoRo Cargo/Container Ship**<br>Fixed-guides Ref<br>Angled stern door/ramp (s)<br>6 Cell.Ho ER<br>TEU 533 C.Ho 235/20' (40') C.Dk 298/20' (40') incl. 155 ref C.<br>6 Ha (stl) ER<br>Cr 2(30) | Vee Oil 4SA 12Cy. 370 × 400 reverse reduction geared to sc. shaft<br>6 600bhp (4 855kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 500kW 1 × 148kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 242,0t (d.o.) 514,0t (hvf) 14,5kn |

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| 8012566<br>H9YX<br>10305<br>-PEXT<br>RT | **GLORIA ELENA**<br><br>**Maritima del Golfo S.A.**<br>Panama Panama | **8 010**<br>4 419<br>13 700 | <br><br>AB | **1981** J. J. Sietas K.G. Schiffswerft<br>—Hamburg (801)<br>(BB) 8,102<br>136,02 21,71 10,77<br>P 35,1 F 12,2 1 dk<br>rf nil | **TM Bulk Carrier**<br>Cement Self-unloader<br>4 Ho ER<br>G.11 893 | 2 Oil 2SA each 5Cy. 450 × 1200<br>9 880bhp (7 267kW)<br>Hitachi Zosen Japan<br>Gen 2 × 2320kW 2 × 592kW<br>2 × 634kW 1 × 100kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>15kn |
| 7707396<br>S6EW<br>381851<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA EXPRESS**<br><br>**Eastwest Integrated Carriers (Pte.) Ltd.**<br>Singapore Singapore | **4 705**<br>3 209<br>7 350 | ✠100A1<br>cargo & container ship<br>✠LMC **UMS**<br>EL X 495,0/50,0U2<br>FN 2983 | **1980**-4 Singapore SB. & Eng. Ltd.<br>—Singapore (132)<br>120,40(BB) 18,01 6,503<br>111,99 17,81 8,82<br>F 10,4 2 dks<br>rf 305 DK in way of No. 2 hold & aft half length No. 1 hold<br>SF 4BH WB1426T incl. DTf90T | **M General Cargo** CSD<br>Portable guides<br>pt higher tensile steel<br>2 Ho 46,1 39,2 ER<br>G.11 263 B.10 160<br>2 Ha (stl) (each 37,8 × 13,0) ER | Oil 4SA 6Cy. 450 × 800 geared to sc. shaft<br>4 000bhp (2 942kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>AuxB (o.f.) 8,7kgf/cm² (8,6bar)<br>e(ex.g) 8,7kgf/cm² (8,6bar)<br>Gen 1 × 480kW 3 × 240kW<br>440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7376264<br>H3CI<br>4727-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA FORTUNA**<br><br>**Eastern Glory Marine Corp. S.A.**<br>Panama Panama | **5 155**<br>3 377<br>8 263 | <br><br>NK | **1974** Watanabe Zosen K.K.—Hakata (163)<br>117,91 18,04 7,219<br>109,76 18,00 9,00<br>P 24,1 F 10,7 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.11 185 B.10 569<br>3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER<br>5W Der 5(20) | Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 400kW a.c.<br>Fuel 715,5t (hvf)-17,5pd 13kn |
| 5039501<br>CBGI<br><br>Df Esd<br>Pfd Rdr<br>RTm/v | **GLORIA L.**<br>ex Belgia-67<br>**Martinez Pereira y Companhia S.A. Naviera**<br>Valparaiso Chile | **1 496**<br>633<br>2 542 | <br><br>✠LR class withdrawn 30/7/82 | **1957**-11 Ch. Navals de Bruges<br>—Bruges/Brugge (C33)<br>87,94 13,01 5,303<br>80,93 12,91 7,78<br>F 7,7 1 dk & S dk<br>RW rf 76 | **M General Cargo** OSD<br>7P<br>Ice strengthened<br>2 Ho 28,5 ER 24,9<br>G.4 531 B.3 996<br>4 Ha (11,0 9,1 × 6,0) ER (8,4 9,1 × 6,0)<br>2W Cr 2(5) 1(3) Der 1(10) 1(7) | Oil 4SA 8Cy. 420 × 660 sr geared to sc. shaft<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 150kW 1 × 100kW 220V d.c.<br>Fuel 384,0t (d.o.) 13kn |
| 5132468<br>3FSE<br>6087-75<br>Df Esd<br>Rdr RT | **GLORIA MARIS**<br><br>**Compania de Naviera Gloria Maris S.A.**<br>Holscher Scheepvaartbedrijf (Holscher Shipping) B.V.<br>Panama Panama | **1 456**<br>713<br>2 010 | <br><br>BV | **1957** N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (320)<br>77,09 13,92 4,700<br>70,01 11,70 5,41<br>1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.2 618 B.2 473<br>2 Ha (21,5 11,1 × 6,5) ER<br>6W Der 1(125) 6(3) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 25kW 1 × 20kW 110V d.c.<br>Fuel 139,0t (d.o.) 10,5kn |
| 7328839<br>H8IO<br>10144<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA OCEAN II**<br>ex Ryuyu Maru-80<br>**Marubeni Oceano (Panama) Corp.**<br>Panama Panama | **30 082**<br>21 015<br>59 925 | <br><br>NK | **1973** Koyo Dockyard Co. Ltd.—Mihara (626)<br>226,30 32,06 13,018<br>213,01 32,01 16,92<br>P 49,4 F 19,9 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 71 657 | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1400kW a.c.<br>Fuel 2 530,0t-54,0pd 15kn |
| 7503374<br>HPPK<br>7765-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA PEAK**<br><br>**Gloria Maritime Enterprise S.A.**<br>Panama Panama | **12 816**<br>7 666<br>20 425 | <br><br>NK | **1976** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (943)<br>161,02 23,75 10,372<br>153,35 23,72 13,87<br>P 38,8 F 15,9 1 dk | **M General Cargo**<br><br>4 Ho ER<br>G.26 944 B.25 327<br>TEU 382<br>C.Ho 274/20′ C.Dk 108/20′ incl. ref C.<br>7 Ha (stl) (14,0 20,2p&s 20,2p&s 20,2p&s × 8,0) ER<br>Cr 2(22) 2(16) 2(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 1680kW a.c.<br>17kn |
| 7713864<br>6ZIG<br>6100<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA PEAK**<br><br>**Liberian Glintview Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **9 733**<br>7 142<br>16 866 | <br><br>NK | **1977** Imabari Zosen—Imabari (373)<br>146,69(BB) 22,92 9,054<br>136,02 22,89 12,22<br>P 23,8 F 11,3 2 dks | **M Bulk Carrier**<br><br>4 Ho ER<br>G.21 944 B.20 698<br>4 Ha (14,4 × 9,6) (17,6 17,6 17,6 × 11,2) ER<br>Der 4(17,5) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 640kW a.c.<br>14kn |
| 7006754<br>HO4834<br>1161<br>1-82<br>Df Esd<br>Rdr RT | **GLORIA SIDERUM**<br>(Port hull)<br>ex Hada II-69<br>(Stbd hull)<br>ex Hermes-69<br>**Gloria Navigation Line Co.**<br>Holscher Scheepvaartbedrijf (Holscher Shipping) B.V.<br>Panama Panama | **1 037**<br>594<br>1 679 | ✠100A1 SS 4/78<br><br>✠LMC<br>EL (O) $1\frac{3}{16}$″<br>FN 1283 | **1957**-7 (Port hull) N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (319)<br>**1956**-12 (Stbd hull) N.V. Schbwf. v/h De Groot & Van Vliet—Slikkerveer (315)<br>56,65 20,71 3,652<br>51,82 20,65 4,09<br>(Port hull) P11,3 F9,7 1 dk (Stbd hull) P11,9 F28,6 1 dk<br>RW rf 76 widened by addition of centre section & two hulls joined 7/69<br>3 BH each hull WB907t | **TM General Cargo**<br>Twin Hull<br>2 Ho 29,9p&s ER<br>B.1 919<br>4 Ha (stl) (11,5p 12,4s 12,1p 9,9s × 5,7) ER<br>2W Der 1(300) 2(3) | 2 Oil 4SA each 8Cy. 305 × 460<br>1 200bhp (883kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 10kW 110V d.c. |
| 7376276<br>3FOZ<br>4751-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA SUERTE**<br><br>**Eastern Glory Marine Corp. S.A.**<br>Panama Panama | **5 153**<br>3 379<br>8 267 | <br><br>NK | **1974** Watanabe Zosen K.K.—Hakata (165)<br>117,91 18,04 7,219<br>110,01 18,00 9,00<br>P 24,1 F 10,7 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.11 185 B.10 569<br>3 Ha (stl) (13,1 23,0 23,0 × 9,7) ER<br>5W Der 5(20) | Oil 2SA 7Cy. 450 × 800<br>5 000bhp (3 678kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 400kW a.c.<br>Fuel 715,5t (hvf)-17,5pd 13kn |
| 7430101<br>H8NT<br>10145<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIA TRADER**<br>ex Benny Trader-81<br>ex Tokusan Maru-78<br>**Providence Navegacion (Panama) S.A.**<br>Panama Panama | **4 371**<br>2 645<br>5 885 | <br><br>NK | **1975** Miho Zosensho K.K.—Shimizu (1014)<br>118,12 18,01 6,173<br>109,02 17,99 8,23<br>P 22,3 F 17,1 1 dk | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 312<br>C.Ho 144/20′ C.Dk 168/20′<br>6 Ha (stl) ER | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 480kW a.c.<br>14,75kn |

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| **7533721**<br>PEJN<br>Esd Gc<br>Rdr<br>RTh/v | **GLORIA VIRENTIUM**<br>**Rederij 'Gloria Virentium' B.V.**<br>Holscher Scheepvaartbedrijf<br>(Holscher Shipping) B.V.<br>Rotterdam Netherlands | **1 599**<br>645<br>2 487 | ✠LR class withdrawn 19/11/82 | **1977**-5 C. Luehring Schiffswerft GmbH & Co. KG—Brake/Unterweser (7601)<br>80,37 20,25 4,150<br>74,20 20,01 7,60<br>2 dks<br>rf nil | **TM RoRo Cargo/General Cargo/ Heavy load Carrier**<br>Str. heavy cargoes<br>1 Ho 40,0 ER<br>G.3 921 B.3 086<br>1 Ha (stl) (40,0 × 10,9) ER<br>Der 2(400) | 2 Oil 4SA each 8Cy. 320 × 480 sr geared to sc. shafts<br>2 640bhp (1 942kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 132kW 390V 50Hz a.c.<br>Fuel 407,5t (d.o.) 11,5kn |
| **7414456**<br>HPKJ<br>6168-75<br>Df Esd<br>Gc Rdr<br>RT | **GLORIA YASUSHI**<br>**Zafiro Grande Naviera S.A.**<br>Panama Panama | **3 974**<br>2 797<br>6 820 | NK | **1975** Nishi Zosen K.K.—Imabari (167)<br>107,35 16,54 6,919<br>99,01 16,50 8,49<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>G.9 028 B.8 491<br>2 Ha (26,9 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 288kW a.c.<br>12,5kn |
| **5076987**<br>ODEP<br>B4068<br>Esd Pfd<br>Rdr RTv | **GLORIANA**<br>ex Taurus II-79 ex Colchester-75<br>**Ibrahim Tanios Chouseiri**<br>Beirut Lebanon | **1 946**<br>1 059<br>1 543 | BV<br>✠Classed LR until 9/1/76 | **1959**-1 Goole SB. & Repairing Co. Ltd. —Goole (513)<br>90,18 11,43 4,433<br>85,35 11,28 7,01<br>P 18,9 F 4,0 2 dks<br>RW rf 102 len 69<br>conv General Cargo 69 | **M Container Ship**<br>Fixed-guides<br>3 Cell.Ho 14,6 19,0 19,0 ER<br>TEU 86 C.Ho 64/20' C.Dk 22/20'<br>3 Ha (stl) ER | Oil 4SA 8Cy. 432 × 457 with flexible coupling, clutch & sr reverse geared to sc. shaft<br>2 150bhp (1 581kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 3 × 55kW 220V d.c.<br>Fuel 40,5t (d.o.) 13kn |
| **5255832**<br>3EXM<br>4487-74<br>Df Esd<br>Gc Rdr<br>RT | **GLORIASTAR**<br>ex Albamar-74 ex Nordvest-70<br>**Gloriastar Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**4 597**<br>2 715<br>8 707 | **✠100A1** SS 6/79<br>with freeboard—DTm—oil FP above 65,5°C. or vegetable oil<br>**✠LMC**<br>EL at 2"SQ<br>FN 3557<br>(RI) | **1949**-5 A/S Nakskov Skibsvaerft—Nakskov (122)<br>132,09 17,58 7,862<br>123,73 17,53 11,21<br>F 14,7 2 dks<br>RW rf 76<br>Coll BH to U dk 5 to 2nd dk WB2960t incl. DTm1322t | **M General Cargo**<br>4 Ho 21,3 27,1 ER 15,8 19,8<br>G.14 354 B.13 181<br>5 Ha (9,1 10,3 10,3 × 6,7) ER (9,6 9,6 × 6,7)<br>10W Der 1(20) 1(12) 10(5) | Oil 2SA 6Cy. 740 × 1400<br>4 100bhp (3 016kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>db 7kgf/cm² (6,9bar)<br>Gen 3 × 133kW 220V d.c.<br>Fuel 1 310,5t (d.o.) 14kn |
| **6703965**<br>J4IW<br>7187<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIC**<br>**Virgo Shipping Co. S.A.**<br>Piraeus Greece | **48 717**<br>35 346<br>83 871 | AB | **1967** Kure Zosensho—Kure (98)<br>254,26(BB) 37,88 13,307<br>240,01 37,80 17,51<br>P 9,2 F 17,1 1 dk<br>rf nil | **M Ore/Oil Carrier**<br>4 Ho 12 Ta ER<br>L.(oil) 105 197 | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 380kW<br>Fuel 5 977,5t 16kn |
| **5262134**<br>C4BK<br>373950<br>Df Esd<br>Pfd RTm | **GLORIOSA**<br>ex Gerlinde-74 ex Oldenburg-65<br>**Kypseli Shipping Co. Ltd.**<br>Limassol Cyprus | **498**<br>244<br>720 | (GL) | **1953** Schiffswerft Heinrich Brand G.m.b.H. & Co. KG—Oldenburg (126)<br>55,00 8,72 3,506<br>50,02 8,69 3,89<br>P 10,4 F 7,4 1 dk<br>R rf nil | **M General Cargo**<br>Ice strengthened<br>1 Ho 32,0 ER<br>G.1 047 B.934<br>2 Ha (stl) (10,9 15,0 × 5,1) ER<br>4W Der 1(3) 1(2) 1(1) | Oil 4SA 6Cy. 320 × 450<br>300bhp (221kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 40kW 1 × 15kW 1 × 5kW 220V<br>Directional propeller<br>Fuel 22,5t (d.o.) 9,5kn |
| **8021270**<br>JJFS<br>119802<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIOUS ACE**<br>**Mitsui O.S.K. Lines Ltd. & Baba Daiko Shosen K.K.**<br>Osaka, Japan<br>Osaka Pref. | **16 880**<br>9 320<br>17 743 | NK | **1981** Hitachi Zosen—Ariake Works, Nagasu (4673)<br>190,00 33,20 8,921<br>180,02 32,21 13,06<br>1 dk | **M Vehicles Carrier**<br>Side door/ramps 1(p) 1(s) Stern door/ramp<br>Mchy.aft | Oil 2SA 9Cy. 670 × 1700<br>16 800bhp (12 357kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 680kW a.c.<br>19kn |
| **7603277**<br>H3XV<br>9521<br>-79A<br>Df Esd<br>Gc Rdr<br>RT | **GLORIOUS SPICA**<br>ex Genista-80<br>ex Wakatake Maru-79<br>**Universal Spica Shipping S.A.**<br>Panama Panama | **10 062**<br>6 902<br>17 529 | NK | **1976** Shikoku Dockyard Co. Ltd. —Takamatsu (791)<br>148,11 27,74 9,373<br>137,52 21,71 12,22<br>P 32,0 F 13,8 1 dk | **M Bulk Carrier**<br>G.21 866 B.21 405<br>4 Ha (stl) (14,0 × 8,8) (20,2 20,2 20,2 × 10,5) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 720kW a.c.<br>14,5kn |
| **8201894**<br>HPPD<br>10935-YJ | **GLORIOUS WING**<br>**Ocean Wing Shipping S.A.**<br>Panama Panama | **2 545**<br>1 790<br>4 713 | NK | **1982** Higaki Zosen K.K.—Imabari (281)<br>96,45 18,55 5,071<br>89,95 18,51 6,30<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 839 B.5 492<br>2 Ha (stl) ER | Oil 4SA 6Cy. 400 × 800<br>3 300bhp (2 427kW)<br>The Hanshin Diesel Works Ltd. Japan |
| **7103435**<br>H3WS<br>9430<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORIOUS I**<br>ex Jinyo Maru-79<br>**K. E. Transport S.A.**<br>Panama Panama | **3 998**<br>2 171<br>5 919 | NK | **1971** Ujina Zosensho—Hiroshima (509)<br>124,31 18,88 6,319<br>114,00 18,83 13,31<br>1 dk & S dk | **M General Cargo** OSD<br>2 Ho ER<br>G.21 390 B.19 820<br>2 Ha (stl) (32,6 29,4 × 9,4) ER<br>Cr 1(5) Der 2(10) | Oil 2SA 6Cy. 520 × 900<br>5 200bhp (3 825kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 220kW 440V a.c.<br>Fuel 882,0t-19,0pd 13,75kn |
| **7032129**<br>HP2133<br>7006-75<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GLORITA TIDE**<br>ex Lady Glorita-74<br>**Tidewater Timbo Inc.**<br>Tidewater Inc.<br>Panama Panama | **389**<br>33<br>157 | BV | **1968** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (828)<br>42,50 8,23 3,620<br>39,96 8,21 4,09<br>2 dks | **TM Research** | 2 Oil 4SA each 6Cy. 240 × 260 sr geared to sc. shafts<br>1 060bhp (780kW)<br>Kromhout Motorenfabrik Amsterdam<br>Gen 3 × 112kW 440V 60Hz a.c.<br>Fuel 81,5t 12kn |
| **7405728**<br>A8ZJ<br>5422<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GLORY**<br>**Chinese Petroleum Corp.**<br>Monrovia Liberia | **47 177**<br>34 023<br>100 517 | AB | **1976** Taiwan SB. Corp.—Keelung (N-050)<br>253,02 36,89 15,603<br>240,01 36,83 20,60<br>P 53,4 F 27,8 1 dk | **M Tanker**<br>COW IGS CBT<br>11 Ta ER<br>L.(oil) 116 500 HeCls. B | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 780kW 450V 60Hz a.c.<br>Fuel 172,5t (d.o.) 2 761,5t (hvf)-77,0pd<br>15,5kn |
| **6828143**<br>3ESL<br>1160<br>2-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORY**<br>ex Gibraltar Maru-81<br>**Wellborn Navigation Co. S.A.**<br>Panama Panama | **7 927**<br>4 984<br>12 198 | NK | **1968** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2006)<br>137,52 20,53 8,719<br>128,00 20,50 11,51<br>P 27,5 F 31,1 2 dks<br>RW | **M General Cargo**<br>3 Ho ER<br>G.17 636 B.16 333<br>3 Ha (stl) (12,9 × 6,0) (26,9 26,9 × 8,9) ER<br>12W Der 1(120) 10(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 240kW 450V a.c.<br>Fuel 1 116,5t-23,5pd 15kn |

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| 6817766<br>Df Esd<br>Gc Rdr<br>RTm | **GLORY**<br>ex Sambu-68 ex Gudermes-58 | **3 127**<br>1 873<br>4 142 | (NV) | **1956** Rauma-Repola Oy—Rauma/Raumo (77)<br>105,11 14,79 6,079<br>96,93 14,74 6,81<br>P 28,1 B 8,9 F 13,2 1 dk | **M Tanker**<br>12 Ta ER<br>L.(oil) 5 302 HeCls. C | Oil 2SA 8Cy. 500 × 700<br>2 650bhp (1 949kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 170kW 1 × 5kW 220V a.c.<br>Fuel 256,0t (d.o.) 140,0t (hvf)-5,5pd 13kn |
| 7812438<br>HOLY<br>9367-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORY ACE**<br>**Glory Ace Shipping S.A.**<br>Panama Panama | **6 818**<br>4 044<br>10 782 | NK | **1979** Tohoku Zosen—Shiogama (184)<br>129,01(BB) 20,86 7,984<br>118,01 20,81 10,49<br>P 20,8 F 8,6 1 dk | **M General Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 400 × 460 reduction geared to sc. shaft<br>7 300bhp (5 370kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 3 × 1120kW a.c.<br>14,5kn |
| 7322275<br>3FQX<br>3540-73B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORY DUCK**<br>ex Yuan Fu-75 ex Yuan Tsin-73<br>**Ducks Lines Co. S.A.**<br>Bando Lumber Co. Ltd.<br>Panama Panama | **3 934**<br>2 845<br>6 557 | KR (NK) | **1973** Imabari Zosen—Imabari (303)<br>105,52 16,36 6,833<br>98,61 16,31 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 421 B.8 000<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 132kW a.c.<br>Fuel 520,0t-13,5pd 12,75kn |
| 7414468<br>H3WQ<br>5676<br>-75A<br>Esd Gc<br>Pfd Rdr<br>RT | **GLORY FRIENDSHIP**<br>ex Gloria Takeshi-76<br>**Zafiro Grande Naviera S.A.**<br>Panama Panama | **3 974**<br>2 797<br>6 813 | NK | **1975** Nishi Zosen K.K.—Imabari (170)<br>107,32 16,54 6,922<br>98,99 16,49 8,49<br>P 22,3 F 9,8 1 dk | **M General Cargo**<br>G.9 028 B.8 491<br>2 Ha (stl) (26,9 28,6 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 288kW a.c.<br>Fuel 512,0t (d.o.)-13,0pd 12,5kn |
| 7509964<br>HOHP<br>6421-76<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GLORY MAKOTOH**<br>**Showa Leasing (Panama) S.A.**<br>Showa Leasing Co. Ltd.<br>Panama Panama | **4 739**<br>3 294<br>8 566 | NK | **1975** Kyokuyo Zosen Tekko K.K.—Chofu (283)<br>116,46 18,34 7,303<br>106,99 18,29 9,30<br>P 19,6 F 9,8 1 dk | **M General Cargo**<br>3 Ho 14,9 39,0 21,6 ER<br>G.10 651 B.9 906<br>10 Ha (stl) ER<br>Der 4(15) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 240kW 445V 60Hz a.c.<br>12,5kn |
| 7632577<br>HPCW<br>10891-KJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORY OCEAN**<br>**Falcon Traders (Panama) S.A.**<br>Panama Panama | **10 747**<br>7 256<br>18 845 | NK | **1977** Kochi Jukogyo K.K.—Kochi (2003)<br>146,08(BB) 22,92 9,313<br>137,01 22,86 12,63<br>P 23,8 F 10,7 1 dk | **M General Cargo**<br>G.23 824 B.22 777<br>4 Ha (14,4 × 9,6) (19,2 19,2 19,2 × 11,2) ER<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 316kW 445V a.c.<br>14kn |
| 7425560<br>D8WA<br>BM38<br>250<br>Df Esd<br>Gc Rdr<br>RT | **GLORY OCEAN**<br>**Nam Sung Shipping Co. Ltd.**<br>Busan South Korea | **2 593**<br>2 202<br>4 134 | KR NK | **1975** Yamanishi Zosen K.K.—Ishinomaki (780)<br>82,81 15,02 6,068<br>76,18 14,99 7,60<br>F 8,6 1 dk | **M General Cargo**<br>G.4 778 B.4 661<br>2 Ha (19,8 19,8 × 5,1) ER<br>Cr 1(30) | Oil 4SA 6Cy. 380 × 560<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>Fuel 366,0t-7,0pd 11kn |
| 5244716<br>H3KD<br>7201<br>-76A<br>Df Esd<br>Gc Rdr<br>RT | **GLORY PRIDE**<br>ex Green Nobility-77<br>ex Myoko Maru-76<br>**Mar Grande Naviera S.A.**<br>Panama Panama | **8 749**<br>5 621<br>12 558 | NK<br>✠Classed LR until 3/62 | **1957**-5 Mitsui SB. & Eng. Co. Ltd. —Tamano (624)<br>147,33 19,00 8,624<br>137,24 18,90 11,84<br>F 13,2 1 dk, pt 2nd dk<br>rf 102 | **M General Cargo**<br>3 Ho ER 2 Ho<br>B.16 881<br>5 Ha (9,3 × 6,4) (14,6 14,3 × 7,0) ER (14,3 × 7,0) (10,9 × 6,4)<br>Der 2(20) 2(15) 12(5) | Oil 2SA 6Cy. 620 × 1400<br>5 400bhp (3 972kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 180kW 225V d.c.<br>Fuel 2 142,0t-16,5pd 14,5kn |
| 6924806<br>3EDA<br>9001-78B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORY RIVER**<br>ex Deneb-77 ex Yusho Maru-76<br>ex Uzushio Maru-74<br>**Helios Shipping S.A.**<br>Panama Panama | **2 630**<br>1 728<br>4 631 | NK | **1969** Imabari Zosen—Imabari (212)<br>92,33 14,51 6,325<br>86,01 14,48 7,65<br>P 17,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.5 831 B.5 609<br>2 Ha (15,0 32,4 × 8,3) ER<br>Der 3(10) | Oil 4SA 6Cy. 460 × 680<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 100kW 445V a.c.<br>Fuel 450,0t-10,5pd 12kn |
| 6709347<br>HOOF<br>10831<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTv | **GLORY STAR**<br>ex Hiro Maru-82<br>**Keehope Maritime Corp.**<br>Panama Panama | **19 495**<br>14 382<br>24 244 | NK | **1967** Nippon Kokan K.K.—Shimizu (265)<br>176,00 23,80 9,729<br>166,02 23,75 17,51<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>5 Ho ER<br>G.46 514 HeCls. B<br>5 Ha (17,8 17,9 12,0 12,0 12,0 × 11,7)<br>Cr 2(8) | Oil 2SA 6Cy. 650 × 1350<br>7 200bhp (5 296kW)<br>Ube Tekkosho Ube<br>Gen 1 × 350kW 450V a.c.<br>Fuel 85,5t (d.o.) 1 091,0t (hvf)-24,0pd<br>13,75kn |
| 7924982<br>ELAF9<br>6845<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLORY SUMMIT**<br>**Obsidian Maritime Corp.**<br>Monrovia Liberia | **40 500**<br>30 701<br>81 232 | NK | **1980** Sumitomo Heavy Industries Ltd. —Oppama Shipyard, Yokosuka (1079)<br>233,00(BB) 42,02 12,637<br>222,99 41,80 19,61<br>1 dk | **M Tanker**<br>SBT<br>Mchy.aft<br>L.(oil) 100 986 | Oil 2SA 6Cy. 900 × 1900<br>20 400bhp (15 005kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 600kW a.c.<br>16kn |
| 5354042<br>HO7631<br>2618-<br>PEXT<br>RT | **GLORY II**<br>ex Fofo ex Taxiarchis-70<br>**Salinik Progress Shipping Co. S.A.**<br>Panama Panama | **266**<br>139<br>— | (HR) | **1907** ..............United Kingdom<br>46,18 6,94<br>... ... ...<br>1 dk<br>R | **Aux M General Cargo**<br>2 Ho<br>3 Ha<br>3W Der 3(-) | Oil 4SA 5Cy. 222 × 292<br>142bhp (104kW) E made— fitted57<br>Lister Blackstone Mar. Ltd. Dursley<br>Fuel (d.o.) 10kn |
| 8200723 | **GLOSTAL 9**<br>**Glostal Sendirian Berhad**<br>Malaysia | **152**<br>151<br>250 | 100AN<br>pontoon<br>West Malaysia coasting service<br>FN 269 | **1981**-1 Cukai Marine & Construction (M) Sdn. Bhd.—Kuala Trengganu (01)<br>24,62 8,77<br>24,39 8,54 2,44<br>1 dk<br>rf nil<br>3BH WBnil | **Pontoon**<br>Deck Cargo | |

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| 8200735 | **GLOSTAL 10**<br>**Glostal Sendirian Berhad**<br>Malaysia | **151**<br>151<br>250 | **100A1**<br>Class Contemplated<br>FN 261 | **1982** Cukai Marine & Construction (M) Sdn. Bhd.—Kuala Trengganu (02)<br>... ... ...<br>23,68 8,55 2,44<br>1 dk | **Pontoon** | |
| 5132547 | **GLOUCESTER**<br>**Mediterranean Navigation Co. S.A.**<br>Panama Panama | **521**<br>254<br>— | | **1919** A. D. Story—Essex, Ma<br>*50,08* 8,87<br>8,82<br>P 28,4 | **Wood S Fishing**<br>Side Trawler | T 3Cy. 381 559 & 965 × 610<br>Portland Co. Portland, Me<br>Fuel (o.f.) |
| 7948457<br>612943 | **GLOUCESTERMAN**<br>**Homeport Inc.**<br>Gloucester, Ma United States of America | **131**<br>103<br>— | | **1979** ..................Middletown, RI<br>*21,16* 7,22<br>3,15<br>1 dk | **M Fishing** | Oil<br>520bhp (382kW)<br>U.S.A. |
| 7237781<br>JM3580<br>114848<br>RT | **GLOVER**<br>**Nomo Shosen K.K.**<br>Nagasaki, Japan<br>Nagasaki Pref. | **487**<br>272<br>134 | | **1972** Matsuura Tekko Zosen—Higashino (225)<br>35,51 13,21 3,252<br>32,01 13,19 4,50<br>1 dk | **TM Ferry**<br>—P | 2 Oil 4SA each 12Cy. 150 × 200<br>1 400bhp (1 030kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>12kn |
| 6524814<br>DDNZ | **GLUCK AUF**<br>**Ernst Meeuw**<br>Brake Federal Republic of Germany | **146**<br>100<br>— | | **1911** W. Mulder—Stadskanaal<br>33,25 5,49 2,312<br>2,42<br>1 dk<br>R | **M General Cargo** | Oil 4SA 6Cy. 140 × 180<br>175bhp (129kW) NE 64<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| 5132585<br>DCHO | **GLUCKAUF**<br>**Heinrich Morker**<br>Haren/Ems Federal Republic of Germany | **145**<br>102<br>257 | | **1930** W. Wolthuis—Sappemeer<br>*32,98* 5,95<br>2,98<br>1 dk<br>R | **M General Cargo** | Oil 2SA 5Cy. 160 × 270<br>150bhp (110kW) NE 56<br>Motorenfabriek Darmstadt Darmstadt |
| 5132602<br>DJCS<br>Rdr<br>RTm/v | **GLUCKSBURG**<br>**Forde-Reederei G.m.b.H.**<br>Flensburg Federal Republic of Germany | **145**<br>94<br>— | GL | **1959** Husumer Schiffsw.—Husum (1151)<br>33,53 6,48 1,450<br>29,27 6,20 2,27<br>1 dk | **M Ferry**<br>Ice strengthened | Oil 4SA 6Cy. 180 × 240<br>200bhp (147kW)<br>Maschinenbau Kiel A.G. Kiel |
| 6404765<br>UEEP<br>M-25283<br>Df Esd<br>Gc Rdr<br>RT | **GLUKHOV**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **1 161**<br>553<br>1 324 | (RS) | **1963** Angyalfold Shipyard—Budapest<br>74,53 11,38 3,999<br>67,39 11,28 5,31<br>1 dk | **M General Cargo**<br>Ice strengthened<br>3 Ho 15,4 13,6 14,2 ER<br>G.2 176 B.2 092<br>3 Ha (stl) (each 8,6 × 5,5) ER<br>6W Der 1(10) 6(2,5) | Oil 4SA 8Cy. 315 × 450<br>1 000bhp (736kW)<br>Lang Gepgyar Budapest<br>Fuel 96,5t (d.o.) 10,5kn |
| 5132626<br>LEAF<br>14461<br>Rdr | **GLUTRA**<br>**More og Romsdal Fylkesbatar**<br>Molde Norway | **262**<br>81<br>— | (NV) | **1956** Glommens M/V—Fredrikstad (154)<br>38,18 8,87<br>35,39 8,84 3,66<br>1 dk<br>BK 119 | **M RoRo Cargo/Ferry**<br>Deck Cargo —dk P<br>Mchy.aft | Oil 2SA 6Cy. 280 × 420<br>480bhp (353kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel (d.o.) |
| 6914394<br>SYNU<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GLYFADA**<br>ex Golden Minerva-80<br>ex Hoegh Minerva-78<br>**Fire Place Maritime Inc.**<br>Piraeus Greece | **14 029**<br>9 831<br>24 502 | NV | **1969** Kaldnes M/V A/S—Tonsberg (181)<br>180,32(BB) 22,92 10,211<br>168,59 22,86 13,72<br>P 38,5 F 18,0 1 dk<br>rf 51 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>6 Ho 22,4 19,6 19,6 19,6 19,6 20,4 ER<br>G.28 940 B.28 322<br>6 Ha (stl) (each 13,3 × 10,2) ER<br>12W Der 12(6-12) | Oil 2SA 6Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 666kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t (d.o.) 2 146,0t (hvf)-36,0pd<br>15,75kn |
| 6516960<br>J4YO<br>7548<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GLYFADA BREEZE**<br>ex Oriental Merchant-79<br>ex Emilia Rosello-77<br>**Glyfbreeze Shipping Corp.**<br>Methenitis Shipbrokers S.A.<br>Piraeus Greece | **17 159**<br>11 613<br>29 740 | AB | **1965** Osaka Zosensho—Osaka (232)<br>176,71 25,00 10,710<br>168,00 24,90 14,25<br>P 32,4 F 11,6 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>4 Ho 18,4 17,6 17,6 17,6 ER<br>G.33 841 B.33 586<br>7 Ha (stl) (9,6 10,3 10,3 10,3 10,3 10,3 10,3 × 11,9) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 740 × 1600<br>9 900bhp (7 282kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 340kW 1 × 180kW 440V 60Hz a.c.<br>Fuel 99,5t (d.o.) 2 213,0t (hvf) 14kn |
| 6608828<br>J4YD<br>7540<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLYFADA FAITH**<br>ex Norbrott-79<br>**Glyfaith Shipping Corp.**<br>Methenitis Shipbrokers S.A.<br>Piraeus Greece | **20 723**<br>14 806<br>35 083 | NV | **1966** A/B Gotaverken—Goteborg (812)<br>200,31 27,08 10,656<br>192,16 26,98 15,04<br>1 dk<br>rf 43 conv Bulk Carrier 68<br>conv Vehicles Bulk Carrier 81 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho ER<br>G.43 134<br>7 Ha (10,7 16,1 10,7 16,1 10,7 16,1 10,7 × 13,0) ER | Oil 2SA 7Cy. 750 × 1600<br>12 050bhp (8 863kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 330kW 1 × 25kW 440V 60Hz a.c.<br>Fuel 325,0t (d.o.) 1 829,0t (hvf)-38,5pd<br>14kn |
| 6514857<br>SXTV<br>6855<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GLYFADA MIMI**<br>ex Belmar-78 ex Hoegh Belmar-71<br>ex Belmar-70<br>**Mimimeth Shipping Corp.**<br>Methenitis Shipbrokers S.A.<br>Piraeus Greece | **11 624**<br>7 453<br>20 463 | NV | **1965** Tangen Verft A/S.—Kragero (591)<br>164,90 21,14 10,180<br>157,87 21,09 13,59<br>1 dk<br>rf 152 | **M Bulk Carrier**<br>Vehicles<br>Str. heavy cargoes<br>6 Ho 18,9 19,5 18,9 19,5 18,9 18,9 ER<br>G.24 276 HeCls. B<br>6 Ha (stl) (11,5 × 9,8) (13,5 13,7 13,7 13,7 11,4 × 10,8) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 740 × 1600<br>9 900bhp (7 282kW) B&W<br>A/S Akers M/V Oslo<br>Gen 3 × 365kW 440V 60Hz a.c.<br>Fuel 165,5t (d.o.) 1 737,0t (hvf)-35,5pd<br>15kn |
| 6524668<br>SVAI<br>Df Esd<br>Gc Rdr<br>RT | **GLYFADA SUN**<br>ex Star Taro-80<br>**Glyfsun Shipping Corp.**<br>Methenitis Shipbrokers S.A.<br>Piraeus Greece | **14 564**<br>10 241<br>25 654 | NV | **1965** Ishikawajima Harima Heavy Ind. (I.H.I.)—Nagoya (218)<br>175,98 22,86 10,307<br>164,01 22,81 14,71<br>1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.34 827 B.33 745<br>5 Ha (stl) (15,0 × 9,6) (23,1 9,6 26,3 14,4 × 11,2) ER<br>Cr 4(10) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 352kW 440V 60Hz a.c.<br>Fuel 1 667,0t (hvf) 16,75kn |

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|---|---|---|---|---|---|---|
| 8922559<br>SXYV<br>8228<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GLYFADA WAVE**<br>ex Hayatomo Maru-81<br>**Glyfsky Shipping Corp.**<br>Methenitis Shipbrokers S.A.<br>Piraeus Greece | **26 356**<br>14 797<br>45 515 | NK | **1969** Mitsui SB. & Eng. Co. Ltd.—Tamano (852)<br>190,00(BB) 29,55 11,939<br>183,01 29,49 17,00<br>F 19,2 1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho ER<br>G.52 971<br>5 Ha (stl) (15,4 16,9 10,2 18,7 15,0 × 14,6) ER<br>Der 12(5) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 320kW 450V a.c.<br>Fuel 2 840,0t-44,0pd 14,75kn |
| 7344845<br>A6E2026<br>Df Esd<br>Rdr RT | **GMZ 6**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>Dubai United Arab Emirates | **297**<br>277<br>415 | AB | **1973** Asia Pacific Shpyd (Pte) Ltd. —Singapore (106)<br>36,58 10,22 1,771<br>36,56 2,44<br>1 dk<br>rf nil | **M RoRo Cargo/Tanker/Landing Craft**<br>Water<br>Bow door/ramp | Vee Oil 4SA 12Cy. 120 × 140<br>260bhp (191kW)<br>Kloeckner Humboldt Deutz West Germany<br>Gen 1 × 32kW 1 × 5kW a.c.<br>Fuel 27,5t 7kn |
| 7427350<br>A6E2045<br>Rdr RT | **GMZ 7**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services E.C.<br>Dubai United Arab Emirates | **296**<br>268<br>450 | AB (BV) | **1975** Asia Pacific Shpyd (Pte) Ltd. —Singapore (210)<br>40,80 10,47 1,680<br>39,60 10,14 2,44<br>1 dk | **TM RoRo Cargo/Tanker/Landing Craft**<br>Water<br>Bow door/ramp | 2 Vee Oil 4SA each 12Cy. 120 × 140<br>365bhp (268kW)<br>Kloeckner Humboldt Deutz Augsburg<br>Gen 2 × 24kW a.c.<br>8,75kn |
| 7722994<br>7ONH<br>0039<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GNA**<br>**Government of The People's Democratic Republic of Yemen (Petroleum & Mineral Board)**<br>Aden People's Dem. Rep. of Yemen | **1 886**<br>939<br>3 185 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>EL Q 440,0/38,0U2<br>FN 1593 | **1978**-4 Tokushima Zosen Sangyo K.K. —Komatsujima (531)<br>89,21 (BB) 13,03 5,576<br>82,02 13,01 6,41<br>P 24,4 F 11,3 1 dk<br>rf 152<br>8BH WB108T | **M Tanker**<br>9 Ta ER | Oil 4SA 8Cy. 320 × 380 dr geared to sc. shaft<br>3 000bhp (2 207kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 1 × 280kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>13,5kn |
| 8218639<br>M-31387<br>Rdr RT | **GNEVNYY**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) S.K.L.<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 7725544<br>SQJM<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GNIEZNO II**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko-Brytijskie Przedsiewziecie Zeglugowe, Spolka)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 996**<br>1 613<br>4 358 | PR<br>✠Classed LR until 5/12/80 | **1979**-6 Scotstoun Marine Ltd.—Scotstoun (237)<br>95,05 14,64 5,971<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER<br>Cr 2(5-10) | Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 260kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd 12kn |
| 7807524<br>613520<br>Df Esd<br>Rdr RT | **GNU**<br>**Portal Boat Co.**<br>Houma, La United States of America | **298**<br>202<br>1 000 | AB | **1979** Halter Marine Inc.—New Orleans, La (713)<br>56,39 3,658<br>54,87 12,20 4,27<br>F 18,3 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW a.c.<br>12kn |
| 5138917<br>LHXX<br>16616<br>Df Rdr<br>RTm | **GNY**<br>ex H. A. Hermansson-66<br>ex Albatros-50 ex Farmsum-47<br>**P/R Gny**<br>Birger Boe<br>Alesund Norway | **149**<br>91<br>203 | BV | **1946** Schpsw. Gebr. Coops N.V. —Hoogezand<br>34,93 6,15 2,102<br>33,41 6,10 2,44<br>P 7,4 F 4,6 1 dk<br>RW | **M General Cargo**<br>Ref<br>1 Ho 22,0 ER<br>In.368<br>2 Ha (5,6 9,9 × 4,4) ER<br>2W Der 2(1,5) | Oil 4SA 3Cy. 255 × 400<br>180bhp (132kW) NE 60<br>A/B Jonkopings Motfb. Jonkoping<br>Gen 1 × 1,25kW 1 24V<br>Controllable pitch propeller<br>Fuel 4,0t (d.o.) 9kn |
| 5132688<br>12618<br>Df Esd<br>Rdr RT | **GOA**<br>Maputo Mozambique | **1 745**<br>885<br>— | | **1962** Verschure & Co's Schps. —Amsterdam (Co455)<br>77,75 13,42 4,855<br>72,75 13,40 5,95<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors (Shore-delivery)<br>Single side arm Dredging depth 23,0<br>Hopper 1 500<br>1 sandpump 746kW (1000bhp) | 2 Oil 2SA each 9Cy. 300 × 550<br>L. Smit & Zoon Kinderdijk<br>11kn |
| 6520686<br>Df Esd<br>Gc Rdr<br>RT | **GOA**<br>**Government of The People's Republic of Angola (Missao de Estudos Bioceanologicos e de Pesca de Angola)**<br>Luanda Angola | **436**<br>278<br>152 | ✠Classed LR until 5/1/79 | **1967**-3 Sorefame—Lobito (34)<br>36,53 8,82 3,455<br>31,48 8,69 4,35<br>F 19,2 1 dk<br>rf 991 | **M Research/Fishing**<br>Side Trawler | Oil 4SA 8Cy. 260 × 368 sr geared to sc. shaft<br>1 050bhp (772kW) ✠ E made64 fitted67<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 140kW 1 × 100kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7222310<br>LGXC<br>17864<br>Rdr RTv | **GOALSEVARRE**<br>**Mikal Bjorklid P/R**<br>Tromso Norway | **430**<br>182<br>— | (NV) | **1972** A/S Tromso Skibs. & M/V—Tromso (40)<br>44,68 10,80 2,890<br>40,47 10,62 4,22<br>1 dk<br>BK 102 | **M RoRo Cargo/Ferry** 250P<br>Stern door<br>Mchy.aft | Oil 2SA 6Cy. 280 × 420<br>990bhp (728kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 64kW 220V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13kn |
| 7936296<br>EEPP<br>3022 | **GOBELA**<br>**Junta de Obras del Puerto y Ria de Bilbao**<br>Bilbao Spain | **992**<br>418<br>— | ✠Classed LR until 2/34 | **1930**-12 Soc. Espanola de Const. Nav. —Bilbao<br>59,75 10,98<br>4,58<br>RQD 23,2 1 dk | **S Hopper Barge**<br>Bottom doors<br>Mchy.aft | T 3Cy. 432 686 & 1092 × 686<br>Soc. Espanola de Const. Nav. Bilbao |
| 8025692 | **GOBERNADOR FIGUERO**<br>**Naviera del Estrecho Hernandez y Compania Ltda.**<br>Valparaiso Chile | **221**<br>77<br>50 | GL | **1980** Astilleros y Servicios Navales (ASENAV) Ltda.—Valdivia (014)<br>1,801<br>38,10 12,01 3,03<br>1 dk | **M RoRo Cargo/Ferry** | Oil 4SA 10Cy. 125 × 130 geared to sc. shaft<br>1 018bhp (749kW) Dorman<br>Daimler-Benz A.G. Stuttgart |

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| **7206574**<br>H3QG<br>1173<br>7-82<br>Df Esd<br>Gc Pfd<br>Rdr | **GOD HORSE**<br>ex Yasuei-82 ex Lark-78<br>ex Koyo Maru-78<br>**Cleveland Maritime S.A.**<br>Panama Panama | **3 181**<br>2 159<br>6 003 | NK | **1972** Kurushima Dock Co. Ltd.—Uwajima (683)<br>101,10 16,06 6,801<br>94,01 16,01 8,21<br>P 18,9 B 4,9 F 11,9 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 448 B.7 079<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasak<br>Gen 2 × 132kW 445V a.c.<br>Fuel 498,0t-10,0pd 12,5kn |
| **7937513**<br>WYF5<br>083<br>596387 | **GOD'S GIFT**<br>**Rollie Bang Jr.**<br>Lake Charles, La United States of America | **180**<br>122<br>— | | **1978** .............Vinton, La<br>*25,85* 7,32<br>3,54<br>1dk | **M Fishing** | Oil<br>570bhp (419kW)<br>U.S.A. |
| **5093131**<br>WA2710<br>250390<br>Df Esd | **GOD'S MERCY**<br>ex Mar-Cin-79<br>ex Dorothy M. O'Hara-65<br>ex Jane B.-62<br>ex Barbara C. Angell-53<br>**Robbie J. Mercer**<br>Washington, NC United States of America | **119**<br>49<br>— | | **1946** Sturgeon Bay SB. & D.D. Co. —Sturgeon Bay, Wi (207)<br>*25,85* 6,74<br>25,20 6,71 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,3<br>2 Ha | Oil 4SA 6Cy. 305 × 380<br>554bhp (408kW)<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 23,5t |
| **7012612**<br>TFMA<br>1114<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GODAFOSS**<br>**H/f Eimskipafelag Islands (The Iceland Steamship Co. Ltd.)**<br>Reykjavik Iceland | T.Mk<br>**1 754**<br>737<br>2 804<br>**2 953**<br>1 596<br>4 552 | ✠**100A1** SS 9/78<br>Ice Class 2<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL R 1⅝"U2<br>FN 1974 | **1970**-7 Aalborg Vaerft A/S—Aalborg (184)<br>95,56 14,53 6,090/7,170<br>86,54 14,30 8,51<br>Ba 20,2 F 13,5 2 dks<br>rf nil<br>5BH WB739t incl. DTf96t | **M General Cargo**<br>Ref<br>2 Ho 26,3 26,8 ER<br>G.5 453 B.4 794 In.91<br>2 Ha (stl) (each 19,7 × 7,5) ER<br>2W Cr 3(5) Der 1(30) 2(5) | Oil 2SA 5Cy. 420 × 900<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 260kW 380V 50Hz a.c.<br>Fuel 269,5t (d.o.)-10,0pd 14kn |
| **8106800**<br>JMLD<br>123962<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GODDESS**<br>**Shinho Kisen K.K.**<br>Namikata, Japan<br>Ehime Pref. | **2 463**<br>1 410<br>4 661 | NK | **1980** Imai Seisakusho—Iwagi (210)<br>88,27 6,430<br>82,02 15,21 7,62<br>P 20,2 F 9,2 1 dk | **M General Cargo**<br>G.5 518 B.5 018<br>2 Ha (stl) (15,2 25,9 × 8,5) ER<br>Der 3(15) | Oil 4SA 6Cy. 380 × 600<br>2 300bhp (1 692kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 104kW a.c.<br>11kn |
| **5132729**<br>HOYY<br>Esd | **GODEN WIND**<br>**Robert Claussen**<br>Panama Panama | **105**<br>35<br>— | | **1947** Stader Schiffsw.—Stade<br>*26,83* 6,43<br>3,23<br>len 57 | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 250 × 350<br>350bhp (257kW) NE 62<br>Motorenw. Mannheim A.G. (MWM) Mannheim |
| **7224825**<br>ZTHN<br>350685<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GODETIA**<br>**Irvin & Johnson (Trawlers) Ltd.**<br>Irvin & Johnson Ltd.<br>Cape Town/ South Africa<br>Kaapstad | **802**<br>270<br>563 | ✠Classed LR until 11/73 | **1972**-10 Hall, Russell & Co. Ltd. —Aberdeen (957)<br>60,97 11,76 4,096<br>52,58 11,74 7,40<br>B 5,8 F 7,4 2 dks<br>rf 991 BK 178 | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft | Oil 4SA 8Cy. 318 × 368 sr geared to sc. shaft<br>1 800bhp (1 324kW)<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 3 × 245kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| **5380998**<br>S6HR<br>381914<br>Df Esd<br>Gc Rdr<br>RTm | **GODFATHER**<br>ex Ville de Tulear-80<br>**Smipt Shipping & Trading Pte. Ltd.**<br>Singapore Singapore | **1 954**<br>1 107<br>3 193 | BV | **1958** Ottensener Eisenwerk A.G.—Hamburg<br>83,95 12,20 6,097<br>75,60 12,15 7,19<br>P 20,8 RQD 27,5 B 11,3 F 11,6 2 dks<br>RW | **M General Cargo** CSD<br>Ref<br>2 Ho 2 TwD ER<br>G.3 856 B.3 474 In.129<br>2 Ha (stl) (18,9 17,6 × 5,0) ER<br>8W Der 1(20) 2(10) 6(5) | Oil 4SA 8Cy. 400 × 600<br>1 680bhp (1 236kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 90kW 1 × 30kW 220/380V 50Hz a.c.<br>Fuel 206,5t 11kn |
| **7390868**<br>WYT9<br>190<br>562498<br>Esd Gc<br>Pfd Rdr<br>RT | **GODFATHER**<br>**Jackson Marine Corp.**<br>Corpus Christi, United States<br>Tx of America | **198**<br>134<br>— | AB | **1975** Halter Marine Services, Inc.—New Orleans, La (427)<br>12,20 6,300<br>42,88 12,17 6,76<br>F 24,1 1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 229 × 267 reverse reduction geared to sc. shafts<br>White Industrial Power Inc. Auburn, Pa<br>Gen 2 × 150kW a.c.<br>13kn |
| **7398418**<br>WYU8<br>092<br>546393 | **GODFATHER**<br>**Duncan Andres Ebanks**<br>Brownsville, Tx United States of America | **103**<br>70<br>— | | **1973** Marine Mart Inc.—Port Isabel, Tx<br>... ... ...<br>19,69 6,13 3,43<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5406326**<br>TFLF<br>1005<br>Df Esd<br>Rdr RT | **GODINN**<br>ex Kraken-66<br>**Bjorgunarfelagid H/f**<br>Reykjavik Iceland | **139**<br>—<br>— | NV | **1963** Ulstein M/V A/S—Ulsteinvik (18)<br>28,02 7,42<br>24,54 7,01 3,87<br>1 dk<br>BK 114 | **M Tug/Icebreaker** | Oil 4SA 6Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 1 × 52kW 1 × 20kW 1 × 6kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7600794**<br>ZMV2170<br>349325<br>RTv | **GODLEY**<br>**Lyttelton Harbour Board**<br>Lyttelton New Zealand | **255**<br>0<br>— | AB | **1977** Sims Eng. Ltd.—Port Chalmers (57)<br>28,73 9,73 3,671<br>27,36 9,40 3,94<br>B 11,0 1 dk<br>rf 1168 | **TM Tug**<br>Fire-fighting<br>3 Ha (stl) (0,6 0,7 × 0,9) ER (1,0 × 1,0) | 2 Oil 4SA each 8Cy. 222 × 292 geared to sc. shafts<br>Mirrlees Blackstone Ltd. United Kingdom<br>Gen 2 × 72kW 440V 50Hz a.c.<br>Fuel 29,5t (d.o.) 1,0t-0,5pd 11,75kn |
| **6516740**<br>TMWM<br>1058<br>Df Esd<br>Pfd Rdr<br>RTv | **GODLING**<br>ex Cezembre-75<br>**Pierre Morvant et Compagnie**<br>Lorient France | **160**<br>54<br>— | BV | **1965** Ch. & At. de la Perriere—Lorient (L41)<br>32,42 7,27 3,201<br>28,50 7,21 3,89<br>2 dks<br>rf 1499 | **M Fishing**<br>Stern Trawler<br>1 Ho 11,9<br>In.135<br>3 Ha (alu) (each 0,9 × 0,9)<br>1W Der 1(2,5) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 2 × 20kW 110V d.c.<br>Controllable pitch propeller<br>Fuel 35,5t (d.o.) 11,75kn |
| **7419509**<br>JKRV<br>119202<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GODWIT**<br>**Japan Line Ltd. & Mitsui O.S.K. Lines Ltd.**<br>Tokyo Japan | **31 671**<br>17 560<br>29 194 | NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2491)<br>222,03(BB) 32,26 11,329<br>207,02 32,21 19,03<br>F 32,0 1 dk | **M Container Ship**<br>Fixed-guides<br>4 Cell.Ho ER 1 Cell.Ho<br>TEU 1466<br>C.Ho 854/20' C.Dk 612/20'<br>2 Ha (stl) ER 21 Ha (stl) ER 6 Ha (stl) | Oil 2SA 9Cy. 1050 × 1800<br>36 000bhp (26 480kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1600kW 2 × 1100kW 450V a.c.<br>22,5kn |

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|---|---|---|---|---|---|---|
| 7950553<br>JOAH<br>106998 | **GOEI MARU No. 8**<br>**Y.K. Matsubara Kaiun**<br>Kushimoto, Japan<br>Wakayama Pref. | **429**<br>237<br>— | | **1970** Kochiken Zosen—Kochi (388)<br>... ... ...<br>47,91 8,11 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>950bhp (699kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 7652711<br>JL2898<br>103973<br>Rdr | **GOEI MARU No. 13**<br>**Kukiyama Kisen G.K.**<br>Goshonoura, Japan<br>Kumamoto Pref. | **493**<br>258<br>1 100 | | **1968** Shinhama Dock K.K.—Anan (558)<br>54,26 4,101<br>49,51 9,01 4,50<br>1 dk | **M General Cargo**<br>G.1 118 B.997<br>1 Ha (25,5 × 5,4) ER | Oil<br>1 100bhp (809kW)<br>Makita Diesel Co. Ltd. Japan<br>11,5kn |
| 7950515 | **GOEI MARU No. 16**<br>**Mina Fajyara Rah** | **431**<br>235<br>— | | **1970** Kochiken Zosen—Kochi (397)<br>... ... ...<br>47,91 8,11 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>950bhp (699kW)<br>The Hanshin Diesel Works Ltd. Japan |
| 7930151<br>JJVA<br>124186<br>Df Gc<br>Pfd Rdr<br>RT | **GOEI MARU No. 18**<br>**Daisuke Takei**<br>Muroto, Japan<br>Kochi Pref. | **297**<br>161<br>— | | **1980** Sanuki Zosen Tekkosho K.K.<br>—Takuma (1057)<br>... ... ...<br>45,01 8,40 3,48<br>1 dk | **M Fishing**<br>Pair Trawler | Oil 4SA 6Cy. 320 × 510<br>1 600bhp (1 177kW)<br>Hanshin Nainenki Kogyo Kobe |
| 7913828<br>JJG<br>124102<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOEI MARU No. 36**<br>**Daisuke Takei**<br>Muroto, Japan<br>Kochi Pref. | **299**<br>159<br>— | | **1979** Sanuki Zosen Tekkosho K.K.<br>—Takuma (1035)<br>... ... ...<br>44,30 8,50 3,41<br>1 dk | **M Fishing**<br>Side-fishing Pair Trawler Tuna<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 300bhp (956kW)<br>Hanshin Nainenki Kogyo Kobe |
| 5132767<br>TPDJ<br>Df Esd<br>Gc Rdr<br>RT | **GOELAND I**<br>**Societe 'Les Goelands'**<br>Martigues France | **201**<br>—<br>— | | **1955** S.A. des Ancien Chantiers Dubigeon<br>—Nantes-Chantenay (753)<br>32,19 7,52 3,302<br>7,47<br>1 dk | **M Tug**<br>1 Ho 5,9<br>1 Ha (2,5 × 2,5)<br>1W Der 1(2) | Oil 2SA 6Cy. 360 × 600<br>At. & Ch. de la Loire St. Denis<br>Fuel 71,0t (d.o.) 11,5kn |
| 7359747<br>FZOL<br>225<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOELETTE**<br>**Societe Navale Caennaise (Inter-Peche)**<br>St. Pierre St. Pierre et Miquelon (French) | **650**<br>—<br>406 | | **1974** Soc. Nouvelle des At. & Ch. du Havre<br>—Le Havre (221)<br>49,99 11,51 5,601<br>43,49 11,49 8,03<br>2 dks | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 320 × 450<br>2 000bhp (1 471kW)<br>Atlas-MaK Maschinenbau Kiel<br>14kn |
| 6418974<br>EEHT<br>1268 | **GOENAGA**<br>**Jose Maria Pompo Calvete**<br>San Sebastian Spain | **178**<br>136<br>— | | **1964** S.A. Balenciaga—Zumaya (83)<br>*28,02* 7,55<br>28,02 7,50 3,71<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 270 × 360<br>450bhp (331kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 11kn |
| 7739882<br>Df Esd<br>Gc RT | **GOETHALS**<br>**Government of The United States of America (Department of The Army - Corps of Engineers)**<br>*Philadelphia, Pa* United States of America | **12 731**<br>—<br>— | | **1937** Bethlehem SB. Corp.—Quincy, Ma (1463)<br>20,73 8,141<br>135,90 11,08<br>1 dk | **TT-E Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 15,0<br>Mchy.aft<br>Hopper 4 800<br>2 sandpumps each 970kW (1330bhp) | 4 S Turb 4 500shp (3 310kW) driving - gen connected to elec. motors<br>Elliott Co. Jeannette, La<br>Fuel 355,5t (o.f.) |
| 7945338<br>IOGB<br>134 | **GOFFREDO COMITARDI**<br>ex Goffredo C. ex Guethary<br>**Alberto Comitardi (Impresa)**<br>La Spezia Italy | **137**<br>52<br>— | RI | ..........<br>30,10 6,20 2,550<br>28,00 6,15 3,26<br>1 dk | **M Tug** | Oil 2SA 6Cy. 420 × 500<br>NE 49<br>Cant. Nav. Riuniti Trieste |
| 6816114<br>Rdr | **GOFUJI**<br>**Hijos de F. Escano Inc.** | **968**<br>595<br>1 961 | | **1968** Imabari Zosen—Imabari (182)<br>70,80 11,03 4,903<br>65,69 11,00 5,59<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>1 Ha (35,8 × 5,6) ER | Oil 4SA 6Cy. 380 × 540<br>1 600bhp (1 177kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 64kW 445V a.c.<br>12kn |
| 7940699<br>XC2129<br>Df RT | **GOGI**<br>**Gogi S.A.**<br>Ciudad del Carmen Mexico | **106**<br>42<br>— | AB | **1977** Astilleros y Varaderos Angulo S.A.<br>—Ciudad del Carmen (7)<br>... ... ...<br>21,95 6,10 3,66<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 6,9<br>1 Ha (stl) (2,0 × 1,5) | Oil 4SA 8Cy. 159 × 203 reverse reduction geared to sc. shaft<br>560bhp (412kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 1,75kW 1 × 1,5kW a.c.<br>10kn |
| 8006854<br>UIOT<br>Rdr RT | **GOGLAND**<br>**U.S.S.R.**<br>Riga U.S.S.R. | **9 709**<br>2 912<br>10 891 | RS (Class cont.) | **1982** Oy Wartsila Ab—Turku/Abo (1255)<br>122,00 8,021<br>114,00 22,01 11,51<br>1 dk | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Ice strengthened<br>1 Ho ER<br>L.7 739 Hopper 9 000 | 2 Oil 4SA each 9Cy. 400 × 460 dr geared to sc. shafts<br>11 700bhp (8 606kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd |
| 8208189 | **GOGO CHEMSTAR**<br>**Paz de Grande Naviera S.A.**<br>Panama | **4 950**<br>3 234<br>9 000 | NK (Class cont.) | **1982** Higaki Zosen K.K.—Imabari (283)<br>8,002<br>102,01 18,31 10,01 | **M Tanker**<br>Chemical | Oil<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan |
| 5105051<br>H8CW<br>1022<br>9-80<br>Df Esd<br>Gc Rdr<br>RTm/v | **GOGO RACER**<br>ex Erati-79<br>**Scanam Tankers S.A.**<br>Grundstad Shipping Corp. (Belgium) N.V.<br>Panama Panama | **11 346**<br>7 060<br>17 555 | **✠100A1** SS 10/79<br>oil tanker<br>**✠LMC**<br>EL gt<br>FN 4989 | **1958**-1 Arsenal do Alfeite—Almada (29)<br>163,76 21,09 9,081<br>153,02 21,01 11,59<br>P 28,4 B 9,8 F 20,8 1 dk<br>RW rf 102<br>14BH WB1219t | **M Tanker**<br>22 Ta 1 Ho 6,7 ER<br>L.(oil) 22 399 HeCls. BC<br>Der 5(5) 1(3) | Oil 2SA 7Cy. 740 × 1400<br>6 125bhp (4 505kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB 185lbf/in$^2$ (12,8bar)<br>(e(ex.g) 185lbf/in$^2$ (12,8bar) )<br>Gen 3 × 60kW 110V d.c.<br>Fuel 101,5t (d.o.) 1 620,5t (hvf)-22,5pd<br>12kn |

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|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **7327770** | **GOGO RAHN** | | **13 660** | | **1974** Korea SB. & Eng. Corp.—Busan | | | | **M Tanker** | | Oil 2SA 7Cy. 750 × 2320 | |
| A8CQ | ex Afran Galaxy-81 | | 9 392 | | | | | (156) | SBT | | 10 500bhp (7 723kW) | |
| 4828 | ex Globe Galaxy-81 | | 21 214 | AB | 171,00 | 22,61 | 9,754 | | 22 Ta ER | | Grandi Motori Trieste | Triest |
| Df Esd | ex Korea Galaxy-78 | | | | 161,53 | 22,56 | 12,91 | | L.(oil) 27 140 | HeCls. BC | Fuel 1 837,0t (hvf)-43,5pd | |
| Gc Pfd | **Proton Shipping Corp.** | | | | 1 dk | | | | | | | |
| Rdr RT | Monrovia | Liberia . | | | | | | | | | | |
| **7355894** | **GOGO RAMBLER** | | **13 660** | | **1974** Korea SB. & Eng. Corp.—Busan | | | | **M Tanker** | | Oil 2SA 7Cy. 750 × 1320 | |
| A8GZ | ex Globe Constellation-81 | | 9 392 | | | | | (157) | SBT IGS | | 10 500bhp (7 723kW) | Fia |
| 4941 | ex Afran Constellation-78 | | 21 217 | AB | 171,08 | 22,46 | 9,992 | | 22 Ta ER | | Grandi Motori Trieste | Triest |
| Df Esd | **Deepsea Tankers Inc.** | | | | 161,55 | 22,41 | 12,96 | | L.(oil) 26 587 | HeCls. BC | Gen 2 × 680kW 440V 60Hz a.c. | |
| Gc Pfd | Monrovia | Liberia | | | P 39,4 F 14,7 1 dk | | | | | | Thw. thrust propeller fwd | |
| Rdr RTv | | | | | rf nil | | | | | | Fuel 1 837,0t (hvf)-43,5pd | 15,5kn |
| **5042170** | **GOGO RANGER** | | **12 499** | | **1958** Lindholmens Varv. A/B—Goteborg | | | | **M Tanker** | | Oil 2SA 9Cy. 760 × 1500 | |
| ELCQ | ex Post Ranger-77 | | 7 635 | | | | | (1059) | Vegetable oil Molasses | | 8 100bhp (5 958kW) | Gotaverken |
| 5902 | ex Anco Stripe-71 | | 21 012 | NV | 170,57 | 22,00 | 9,583 | | 27 Ta ER | | Lindholmens Varv. A/B | Goteborg |
| Df Esd | ex Anco Bergljot-69 | | | | 161,55 | 21,95 | 12,30 | | L.24 172 | HeCls. BC | Gen 3 × 165kW 1 × 110kW 220V d.c. | |
| Gc Pfd | ex Bergljot-64 | | | | P 39,7 F 19,6 1 dk | | | | | | Fuel 101,5t (d.o.) 1 620,5t (hvf)-22,5pd | |
| Rdr | **Emerson Maritime Inc. S.A.** | | | | rf 13 | | | | | | | 12kn |
| RTm/h/v | Grundstad Shipping Corp. | | | | | | | | | | | |
| | (Belgium) N.V. | | | | | | | | | | | |
| | Monrovia | Liberia | | | | | | | | | | |
| **7624958** | **GOGOR** | | **162** | | **1977** S.A. Balenciaga—Zumaya | | | (283) | **M Tug** | | Vee Oil 4SA 14Cy. 225 × 300 | |
| EHJF | | | 11 | | 26,83 | 7,90 | | | | | | B&W |
| | **Compania de Remolcadores** | | 92 | BV | 24,59 | 7,88 | 3,97 | | | | Cons. Echevarria | Bermeo |
| Df Esd | **Ibaizabal S.A.** | | | | 1 dk | | | | | | Gen 2 × 32kW 220V 50Hz a.c. | |
| Gc Rdr | Bilbao | Spain | | | | | | | | | | 12kn |
| RT | | | | | | | | | | | | |
| **7814759** | **GOHO MARU** | | **35 591** | | **1979** Kawasaki Heavy Ind. Ltd.—Sakaide | | | | **M Tanker** | | Oil 2SA 6Cy. 780 × 1550 | |
| JRBK | | | 20 819 | | | | | (1301) | SBT | | 13 800bhp (10 151kW) | MAN |
| 121701 | **Iino Kaiun K.K. (Iino Kaiun** | | 51 817 | NK | 208,01(BB) | 32,24 | 11,954 | | 11 Ta ER | | Kawasaki Heavy Ind. Ltd. | Kobe |
| Df Esd | **Kaisha Ltd.)** | | | | 198,03 | 32,21 | 18,72 | | L.(oil) 67 611 | HeCls. BC | Gen 1 × 480kW 2 × 320kW 450V a.c. | |
| Gc Pfd | Tokyo | Japan | | | 1 dk | | | | | | Controllable pitch propeller | |
| Rdr RT | | | | | | | | | | | Fuel-45,0pd | 15kn |
| **7112694** | **GOHRYUSAN MARU** | | **124 057** | | **1971** Mitsui SB. & Eng. Co. Ltd.—Ichihara | | | | **M Tanker** | | Oil 2SA 10Cy. 980 × 2000 | |
| JEJP | | | 84 584 | | | | | (906) | SBT COW IGS | | 38 000bhp (27 951kW) | B&W |
| 111642 | **Mitsui O.S.K. Lines Ltd.** | | 227 604 | NK | 324,01(BB) | 54,08 | 19,038 | | 13 Ta ER | | Mitsui SB. & Eng. Co. Ltd. | Tamano |
| Df Esd | Osaka, | Japan | | | 310,02 | 54,01 | 26,40 | | L.(oil) 278 552 | HeCls. ptB | Gen 1 × 1000kW 2 × 660kW 450V a.c. | |
| Gc Pfd | Osaka Pref. | | | | 1 dk | | | | | | Fuel 357,5t (d.o.) 5 537,0t (hvf)-125,0pd | |
| Rdr RT | | | | | | | | | | | | 15,5kn |
| **7734569** | **GOIANIA** | | **244** | | **1977** INCONAV Industria e Comercio | | | | **M Tug** | | Oil 4SA 7Cy. 235 × 330 | |
| PP4255 | | | 139 | | Naval S.A.—Rio de Janeiro | | | (87) | | | | MAN |
| | **Empresa de Portos do Brasil** | | — | GL | 25,63 | 8,28 | | | | | Mecanica Pesada S.A. | Taubate |
| RT | **S.A. (PORTOBRAS)** | | | | | 8,26 | 3,94 | | | | Gen 1 × 115kW 220V | |
| | Santos | Brazil | | | 1 dk | | | | | | | 12kn |
| **7228168** | **GOIERRI** | | **268** | | **1973** Ast. Gondan—Puerto de Figueras | | | | **M Fishing** | | Oil 4SA 8Cy. 225 × 300 | |
| EGCB | | | 123 | | | | | (77) | Side Trawler | | 1 000bhp (736kW) | B&W |
| | **Pedro Uriondo Bilbao y otros** | | — | (BV) | 37,01 | 7,52 | 3,302 | | Mchy.aft | | Cons. Echevarria | Bermeo |
| Df Esd | Bermeo | Spain | | | 32,01 | 7,50 | 3,89 | | | | Fuel 97,0t (d.o.) | 10kn |
| Rdr RT | | | | | 1 dk | | | | | | | |
| **7408433** | **GOITIA** | | **486** | | **1977** Ast. Gondan—Puerto de Figueras | | | | **M Fishing** | | Vee Oil 4SA 12Cy. 225 × 300 | |
| EHJD | | | 120 | | | | | (139) | Side Trawler Ref | | 1 500bhp (1 103kW) | B&W |
| | **Silverio Goitia Aurtenechea** | | 207 | BV | 37,11 | 7,52 | 3,631 | | Mchy.aft | | Cons. Echevarria | Bermeo |
| Df Esd | Gijon | Spain | | | 32,16 | 7,50 | 3,92 | | | | Fuel 134,5t (d.o.) | 11kn |
| Rdr RT | | | | | 1 dk | | | | | | | |
| **7332270** | **GOITUME PRIMERO** | | **291** | | **1974** Ast. Luzuriaga S.A.—Pasajes | | | (169) | **M Fishing** | | Oil 4SA 8Cy. 320 × 450 | |
| | | | 118 | | 41,25 | 7,88 | 3,404 | | Side Trawler Ref | | 1 600bhp (1 177kW) | |
| | **Goitume S.A.** | | — | BV | 34,09 | 7,85 | 4,02 | | Mchy.aft | | Atlas-MaK Maschinenbau | Kiel |
| Df Esd | San Sebastian | Spain | | | 1 dk | | | | | | Fuel 152,5t (d.o.) | 11kn |
| Gc Rdr | | | | | | | | | | | | |
| RT | | | | | | | | | | | | |
| **7430620** | **GOIZALDE ARGIA** | | **234** | | **1975** S.A. Balenciaga—Zumaya | | | (262) | **M Fishing** | | Oil 4SA 8Cy. 222 × 292 | |
| EGWQ | | | 116 | | 37,80 | 7,22 | | | Side Trawler | | 1 000bhp (736kW) | |
| | **Lorenzo Burgoa Arrizabalaga y** | | 149 | BV | 31,98 | 7,19 | 3,79 | | Mchy.aft | | Lister Blackstone Mirrlees Mar. | |
| Df Esd | **otros** | | | | 1 dk | | | | | | | United Kingdom |
| Gc Rdr | Ondarroa | Spain | | | | | | | | | | 10,25kn |
| RT | | | | | | | | | | | | |
| **7223182** | **GOIZALDE EDER** | | **259** | | **1972** S.A. Balenciaga—Zumaya | | | (223) | **M Fishing** | | Oil 4SA 8Cy. 222 × 292 geared to sc. | |
| EDQG | | | 89 | | *35,73* | | | | Side Trawler | | shaft | |
| 138 | **Goizalde Eder S.A.** | | — | (BV) | 30,94 | 7,22 | 3,81 | | Mchy.aft | | 1 000bhp (736kW) | |
| Df Esd | Bilbao | Spain | | | 1 dk | | | | | | Lister Blackstone Mirrlees Marine Ltd. | |
| Gc Rdr | | | | | | | | | | | | Dursley |
| RT | | | | | | | | | | | | 10,5kn |
| **7363085** | **GOIZALDI** | | **331** | | **1974** S.A. Balenciaga—Zumaya | | | (237) | **M Fishing** | | Oil 4SA 6Cy. 320 × 450 | |
| EGIB | | | 109 | | 40,37 | 7,88 | 3,404 | | Side Trawler Ref | | 1 300bhp (956kW) | |
| 2264 | **Fausto Romo Zobaran y otros** | | — | BV | 32,80 | 7,85 | 3,84 | | Mchy.aft | | Atlas-MaK Maschinenbau | Kiel |
| Df Esd | Pasajes | Spain | | | 1 dk | | | | | | Fuel 108,5t (d.o.) | 11,5kn |
| Gc Pfd | | | | | | | | | | | | |
| Rdr RT | | | | | | | | | | | | |
| **7105445** | **GOKCEADA** | | **542** | | Lch.**1969** Cmpl.**1972** Denizcilik Bankasi | | | | **M RoRo Cargo/Ferry** | | 2 Oil 4SA each 6Cy. 220 × 280 geared to | |
| TCED | | | 213 | | T.A.O.—Haskoy, Istanbul | | | (66) | Deck Cargo | —dk P | sc. shaft | |
| 4154 | **Denizcilik Bankasi T.A.O.** | | — | | 45,37 | | 2,502 | | Mchy.aft | | 400bhp (294kW) | |
| Gc Rdr | **(Turkish Maritime Bank)** | | | | 38,00 | 9,66 | 3,61 | | | | Kloeckner Humboldt Deutz | Koeln |
| | Denizyollari Isletmesi | | | | 1 dk | | | | | | | 11kn |
| | Istanbul | Turkey | | | | | | | | | | |

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| 7736579 | **GOKO MARU** | **180** | | **1978** Y.K. Okajima Zosen—Nakashima, | **M General Cargo** | Oil |
| JK3985 | | 106 | | Ehime Pref. (183) | | |
| 120451 | **Shigenobu Kamesawa** | — | | *38,20* | | Japan |
| | Kurahashi, Japan | | | 7,51 5,01 | | |
| | Hiroshima Pref. | | | 1 dk | | |
| 6801456 | **GOKO MARU No. 5** | **194** | | **1967** Takehara Zosen—Takehera (332) | **M General Cargo** | Oil 4SA 6Cy. 263 × 400 |
| 8JOY | ex Hotoku Maru | 110 | | 32,97 7,22 2,998 | Mchy.aft | 350bhp (257kW) E made56 refitted67 |
| 89453 | **Masaaki Yamane** | 350 | | 29,47 7,19 3,61 | | Niigata Eng. Co. Ltd. Niigata |
| | Uwajima, Japan | | | 1 dk | | |
| | Ehime Pref. | | | | | |
| 7531773 | **GOL OVASI** | **368** | | **1977** Sedef Gemi Endustrisi A.S.—Gebze | **M Tug** | Oil 4SA 8Cy. 310 × 380 |
| TCMY | | 113 | | (15) | Fire-fighting | |
| 191 | **Boru Hatlari Ile Petrol Tasima** | — | | 36,76 9,50 4,061 | | Niigata Eng. Co. Ltd. Japan |
| Esd Rdr | **Anonim Sirketi (BOTAS)** | | | 32,80 9,10 4,81 | | |
| RT | Iskenderun Turkey | | | 1 dk | | |
| 6617116 | **GOLAP** | **156** | | **1967**-2 Richards (Shipbuilders) Ltd. | **TM Tug** | 2 Oil 4SA each 5Cy. 235 × 330 reverse |
| | | — | | —Lowestoft (487) | Mchy.aft | reduction geared to sc. shafts |
| | **Calcutta Port Trust** | 41 | ✠Classed LR until 4/68 | 27,44 8,03 3,353 | | Masch. Augsburg-Nuernberg (MAN) |
| | Calcutta India | | | 24,54 7,93 3,66 | | Augsburg |
| | | | | B 6,1 1 dk | | Gen 2 × 55kW 400V 50Hz a.c. |
| | | | | RW rf 533 | | Fuel 25,5t (d.o.) 9kn |
| 6609157 | **GOLAR ARROW** | **46 488** | | **1966** Kure Zosensho—Kure (108) | **M Ore/Bulk/Oil Carrier** | Oil 2SA 9Cy. 900 × 1550 |
| 6ZRX | ex Golar Toko-81 ex Sigtone-69 | 33 655 | | 250,02 39,10 13,723 | | 21 600bhp (15 888kW) Sulzer |
| 2540 | | 88 184 | NV | 240,01 38,99 19,00 | Str. heavy cargoes | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | | | | 1 dk | Mchy.aft | Gen 2 × 556kW 440V 60Hz a.c. |
| Gc Pfd | | | | RW rf 13 | 11 Ho/Ta | Fuel 4 807,0t (hvf)-70,0pd 16kn |
| Rdr RT | | | | | 11 Ha (9,2 9,2 9,2 9,2 9,9 9,9 9,2 9,2 9,2 9,2 9,2 × 18,9) | |
| 7361922 | **GOLAR FREEZE** | **85 158** | | **1977** Howaldtswerke-Deutsche Werft—Kiel | **S Liquefied Gas Carrier** | 2 S Turb dr geared to sc. shaft |
| 6ZLI | | 68 437 | | (83) | LNG LPG Atmospheric | 40 000shp (29 422kW) |
| 5824 | **Golar Gas Operations Inc.** | 66 200 | NV | 287,51 43,44 11,485 | 5 Ta (alu) free standing spherical ER | A.G. "Weser" Bremen |
| Df Esd | Monrovia Liberia | | | 274,00 43,40 25,00 | L.(gas) 125 863 | Gen 2 × 2000kW 1 × 1200kW |
| Gc Pfd | | | | 1 dk | | 1 × 200kW 450V 60Hz a.c. |
| Rdr RT | | | | | | Fuel 6 435,5t (o.f.) 20kn |
| 7411569 | **GOLAR FROST** | **41 097** | | **1980** Oy Wartsila Ab—Perno (1233) | **M Liquefied Gas Carrier** | Oil 2SA 7Cy. 900 × 1550 |
| | | 32 082 | | 216,75 34,24 13,001 | LPG Atmospheric Ref. | 23 450bhp (17 249kW) Sulzer |
| | | 55 200 | NV | 215,60 34,21 21,59 | Ice strengthened | Oy Wartsila Ab Vaasa/Vasa |
| Df Esd | | | | 1 dk | 4 Ta (C.mn.stl) ind rectangular ER | Gen 4 × 840kW 1 × 160kW |
| Gc Pfd | | | | rf nil | L.(gas) 75 685 HeCls. B | 440V 60Hz a.c. |
| Rdr RT | | | | | | Fuel 646,5t (d.o.) 4 519,0t (hvf)-48,0pd 16,75kn |
| 7233371 | **GOLAR KANSAI** | **98 905** | | **1972** Kawasaki Heavy Ind. Ltd.—Sakaide | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| 5MVB | | 80 974 | | (1148) | SBT COW IGS | 30 000shp (22 067kW) |
| 4330 | **Ocean Oil Affiliates Inc.** | 219 287 | NV | 315,96(BB) 48,27 19,597 | 13 Ta ER | Kawasaki Heavy Ind. Ltd. Kobe |
| Df Esd | Monrovia Liberia | | | 312,73 48,19 25,20 | L.(oil) 223 260 HeCls. B | Gen 2 × 1280kW 1 × 560kW |
| Gc Pfd | | | | 1 dk | | 440V 60Hz a.c. |
| Rdr RT | | | | rf 102 | | Fuel 6 411,0t-132,0pd 16kn |
| 7352660 | **GOLAR KANTO** | **98 905** | | **1974** Kawasaki Heavy Ind. Ltd.—Sakaide | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| ELXY | | 80 872 | | (1178) | | 30 000shp (22 067kW) |
| 4692 | **Gotaas-Larsen Shipping Corp.** | 219 175 | NV | 327,01(BB) 48,24 19,597 | 13 Ta ER | Kawasaki Heavy Ind. Ltd. Kobe |
| Df Esd | Monrovia Liberia | | | 312,99 48,19 25,20 | L.(oil) 263 346 | Gen 2 × 1280kW 1 × 560kW |
| Gc Pfd | | | | 1 dk | | 440V 60Hz a.c. |
| Rdr RT | | | | rf 102 | | Fuel 6 411,0t (o.f.)-137,0pd 16,5kn |
| 7402491 | **GOLAR PETROSEA** | **19 608** | | **1976** Moss Rosenberg Verft A/S | **M Tanker** | Oil 2SA 6Cy. 760 × 1550 |
| ELQW | | 13 894 | | —Stavanger (205) | Chemical | 12 000bhp (8 827kW) Sulzer |
| 5504 | **Ocean Oil Chemicals Inc.** | 31 845 | NV | 170,69 25,91 11,331 | 34 Ta ER | A/S Horten Verft Horten |
| Df Esd | Monrovia Liberia | | | 163,05 25,89 15,30 | L.89 422 HeCls. BC | Gen 3 × 410kW 1 × 48kW |
| Gc Pfd | | | | F - 1 dk | | 440V 60Hz a.c. |
| Rdr RTv | | | | | | Fuel 130,0t (d.o.) 2 061,5t (hvf)-44,5pd 15,25kn |
| 7424865 | **GOLAR PETROSUN** | **19 608** | | **1978** Moss Rosenberg Verft A/S | **M Tanker** | Oil 2SA 6Cy. 760 × 1550 |
| 5MGL | | 13 880 | | —Stavanger (206) | Oil Chemical | 12 000bhp (8 827kW) Sulzer |
| 6039 | **Ocean Oil Tankship Inc.** | 31 500 | NV | 170,64 25,94 11,361 | 35 Ta ER | A/S Horten Verft Horten |
| Df Esd | Monrovia Liberia | | | 163,07 25,91 15,30 | L.41 303 L.(oil) 39 701 HeCls. BC | Gen 3 × 410kW 1 × 48kW |
| Gc Pfd | | | | 1 dk | | 440V 60Hz a.c. |
| Rdr RT | | | | | | 17kn |
| 7382756 | **GOLAR PETROTRADE** | **19 408** | | **1975** Moss Rosenberg Verft A/S | **M Tanker** | Oil 2SA 6Cy. 760 × 1550 |
| A8LD | | 13 651 | | —Stavanger (203) | Chemical | 12 000bhp (8 827kW) Sulzer |
| 5049 | **Ocean Oil Products Inc.** | 31 499 | NV | 170,57 25,94 11,329 | 34 Ta ER | Sulzer Bros. Ltd. Winterthur |
| Df Esd | Monrovia Liberia | | | 163,05 25,89 15,27 | L.41 183 HeCls. BC | Gen 3 × 410kW 1 × 48kW |
| Gc Pfd | | | | P 37,8 F 18,0 1 dk | | 440V 60Hz a.c. |
| Rdr | | | | | | Fuel 130,0t (d.o.) 2 001,5t (hvf)-40,0pd |
| RTm/h/v | | | | | | 15,5kn |
| 7234650 | **GOLAR ROBIN** | **98 905** | | **1973** Kawasaki Heavy Ind. Ltd.—Sakaide | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| ELDC | | 80 974 | | (1187) | COW IGS CBT | 30 000shp (22 067kW) |
| 4395 | **Ocean Oil Yonchu Inc.** | 219 387 | NV | 315,96(BB) 48,27 19,597 | 13 Ta ER | Kawasaki Heavy Ind. Ltd. Kobe |
| Df Esd | Gotaas-Larsen Inc. | | | 313,70 48,19 25,20 | L.(oil) 269 136 HeCls. B | Gen 2 × 1120kW 440V 60Hz a.c. |
| Gc Pfd | Monrovia Liberia | | | 1 dk | | Fuel 6 472,0t (o.f.) 16,75kn |
| Rdr RT | | | | rf 102 | | |
| 7373327 | **GOLAR SPIRIT** | **93 815** | | **1981** Kawasaki Heavy Ind. Ltd.—Sakaide | **S Liquefied Gas Carrier** | 2 S Turb geared to sc. shaft |
| ELAS5 | | 70 102 | | (1220) | LNG LPG Atmospheric | 45 000shp (33 100kW) |
| 6945 | **Golar Gas Cryogenics Inc.** | 80 239 | NV | 289,01(BB) 12,524 | 5 Ta (alu) ind spherical ER | Kawasaki Heavy Ind. Ltd. Sakaide |
| Df Esd | Gotaas-Larsen Inc. | | | 275,01 44,61 25,02 | L.(gas) 128 997 | Gen 2 × 2480kW 1 × 1360kW |
| Gc Pfd | Monrovia Liberia | | | 1 dk | | 440V 60Hz a.c. |
| Rdr RT | | | | | | |

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|---|---|---|---|---|---|---|
| 5132925<br>GWAG<br>184222 | **GOLD**<br>**The Milford Haven Dry Dock Co. Ltd.**<br>Rochester United Kingdom | **120**<br>82<br>224 | | **1951** Wm. Weatherhead & Sons Ltd.—Berwick<br>*25,91* 6,13<br>... ... ...<br>1 dk | **M General Cargo Barge**<br>1 Ho 17,0 ER<br>1 Ha (14,4 × 3,9) ER | Oil 4SA 6Cy. 120 × 152 geared to sc. shaft<br>110bhp (81kW) NE made69 fitted79<br>L. Gardner & Sons Ltd. Manchester<br>Fuel (d.o.) |
| 7228235<br>GRIE<br>360953<br>Df Esd<br>Gc Rdr<br>RT | **GOLD ALISA**<br>ex Alisa-80<br>**Haverton Shipping Ltd.**<br>London United Kingdom | T.Mk<br>**7 774**<br>4 644<br>14 990<br>**11 897**<br>8 102<br>18 863 | **✠100A1** SS 9/78<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL (D†) $2\frac{3}{8}$"U2<br>FN 5072 | **1973**-12 Upper Clyde Shipbuilders Ltd. (Clydebank Div.)—Clydebank (120)<br>147,20(BB) 22,92 8,586/10,021<br>138,64 22,86 13,72<br>F 11,6 2 dks<br>rf nil<br>NS 6BH to U dk 1 to 2nd dk WB2028T | **M General Cargo**<br>4 Ho 18,5 26,8 28,4comb. 29,2 4 TwD ER<br>G.27 756 B.25 288<br>7 Ha (stl) (6,8 × 7,6) (19,5p&s 21,5p&s 19,5p&s × 7,7) ER<br>Cr 1(5) Der 3(20) 2(15) 2(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>2 AuxB (1 o.f. 1 ex.g) 8kgf/cm$^2$ (7,9bar)<br>Gen 2 × 400kW 1 × 374kW 450V 60Hz a.c.<br>Fuel 141,5t (d.o.) 1 068,5t (hvf) |
| 7038642<br>DHEV<br>11448<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLD ASIA**<br>ex Raga I-79 ex Seetrans I-75<br>**Partenreederei m.s. 'Hanseatic'**<br>Petersen & Alpers<br>Hamburg Federal Republic of Germany | **825**<br>123<br>— | GL (AB) | **1971** F. Schichau G.m.b.H.—Bremerhaven (1752)<br>50,02 11,69 5,941<br>44,00 11,31 6,13<br>B & F 25,3 1 dk | **M Tug**<br>Ice strengthened<br>Der 1(3) | 2 Oil 4SA each 8Cy. 320 × 450 geared to sc. shaft<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 589,5t (d.o.) 14,75kn |
| 7353834<br>A8CX<br>4835<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLD BOND CONVEYOR**<br>ex Colon Brown-75<br>**Oceanways Leasing Corp.**<br>Monrovia Liberia | **14 941**<br>8 944<br>26 556 | **✠100A1** SS 2/81<br>ore carrier<br>**✠LMC**<br>EL I† $2\frac{7}{8}$"U2<br>FN 6563 | **1974**-4 Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (231)<br>177,98(BB) 25,96 10,021<br>164,01 25,91 14,10<br>P 33,9 F 15,3 1 dk<br>rf nil new mid—body 76<br>NS 7BH WB13310T incl. Comb. side & topside tanks in Nos. 2-5 holds 10720T | **M Bulk Carrier**<br>Self-unloader<br>5 Ho 19,2 23,7 23,7 23,7 23,7 ER<br>G.21 406<br>5 Ha (stl) (14,7 × 10,1) (17,7 17,7 17,7 17,7 × 13,5) ER | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 832kW 450V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 1 117,5t 15,25kn |
| 7708857<br>D5BW<br>6171<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLD BOND TRAILBLAZER**<br>(Main cargo section)<br>ex Gold Bond Conveyor-78<br>ex Colon Brown-75<br>**Seaways Trading Co.**<br>Skaarup Ship Management Corp.<br>Monrovia Liberia | **14 956**<br>8 770<br>26 608 | **✠100A1**<br>ore carrier<br>**✠LMC**<br>EL (H†) 615,0/73,0U2(a)<br>FN 6563 | **1978**-1 (Fwd & aft sections) Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (262)<br>**1974**-4 (Main cargo section) Sasebo Heavy Industries Co. Ltd.—Sasebo Yard (231)<br>177,98(BB) 25,96 10,021<br>164,01 25,91 14,10<br>P 33,9 F 15,3 1 dk<br>rf nil<br>7BH WB14293T incl. comb. side & topside tanks in Nos. 2, 3, 4 & 5 holds 10549T & STs in No. 1 hold 747T | **M Bulk Carrier**<br>Self-unloader<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 15kgf/cm$^2$ (14,8bar)<br>Gen 3 × 832kW 450V 60Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>15,5kn |
| 5415236<br>H3NK<br>4999-75<br>Df Esd<br>Gc Rdr<br>RT | **GOLD CLOUD**<br>ex Janca-75 ex Carmen-70<br>**Burnhill Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**1 782**<br>910<br>—<br>**2 782**<br>1 615<br>4 615 | NV | **1964** "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (160)<br>92,39 13,90 —/7,125<br>83,70 13,85 8,23<br>F 8,3 2 dks<br>rf 102 | **M General Cargo**<br>2 Ho ER<br>G.5 984 B.5 495<br>2 Ha (each 18,9 × 7,0) ER<br>8W Der 1(35) 1(15) 8(3-5) | Oil 4SA 6Cy. 520 × 740<br>2 310bhp (1 699kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 302,0t 12,5kn |
| 7303982<br>PJYT<br>Df Esd<br>Gc Rdr | **GOLD COAST**<br>ex Captain Joe Medina-78<br>Willemstad Netherlands Antilles | **958**<br>450<br>— | | **1973** Campbell Industries—San Diego, Ca (88)<br>66,50 12,81<br>61,65 12,20 5,87<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 2SA 20Cy.<br>3 600bhp (2 648kW)<br>General Motors Corp. La Grange, Illinois |
| 5298377<br>HQGT<br>192<br>Df Esd<br>RT | **GOLD FISH**<br>ex Theologos-78 ex Soula K-71<br>ex Rodenkirchen-71 ex Roland-58<br>**Gold Fish Shipping Co. Ltd. of Honduras**<br>Puerto Cortes Honduras | **298**<br>189<br>508 | HR (GL) | **1939** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>45,27 7,04 3,029<br>42,60 7,00 3,43<br>P 8,0 F 5,2 1 dk<br>R len 55 | **M General Cargo**<br>1 Ho<br>G.714 B.671<br>1 Ha (22,8 × 3,8)<br>1W Der 2(1,5) | Oil 4SA 6Cy. 280 × 420<br>250bhp (184kW)<br>Deutsche Werke A.G. Kiel<br>8,5kn |
| 5255569<br>HGEG<br>RH-Q8 1094<br>Df Esd<br>Rdr RT | **GOLD FISH I**<br>ex Elsa ex Nordlicht-77<br>Puerto Cortes Honduras | **298**<br>170<br>452 | HR (GL) | **1955** Buesumer Schiffswerft W. u. E. Sielaff—Buesum (169)<br>45,80 8,11 2,515<br>41,99 8,08 2,87<br>P 10,1 F 6,4 1 dk<br>RW | **M General Cargo**<br>1 Ho 25,9 ER<br>G.573 B.540<br>1 Ha (18,9 × 5,4) ER<br>Der 2(1,5) | Oil 4SA 6Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9kn |
| 7108916<br>3FAT<br>8801-78A<br>Df Esd<br>Gc Rdr<br>RTh | **GOLD GLORY**<br>ex European Lucky-80<br>ex European Glory-78<br>**Hermes Navigation S.A.**<br>Panama Panama | **3 993**<br>2 390<br>6 256 | BV | **1971** Ujina Zosensho—Hiroshima (513)<br>109,51 16,46 6,998<br>101,81 16,41 8,21<br>1 dk | **M General Cargo**<br>2 Ho 36,1 36,3 ER<br>G.8 199 B.7 793<br>2 Ha (stl) (28,0 26,5 × 8,0) ER<br>4W Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 445V 60Hz a.c.<br>Fuel (hvf) 13kn |
| 7226677<br>GRHT<br>358942<br>Df Esd<br>Gc Rdr<br>RT | **GOLD HILLA**<br>ex Hilla-79<br>**Bonintrad Ltd.**<br>Newgate Shipping Co. Ltd.<br>London United Kingdom | T.Mk<br>**7 774**<br>4 644<br>14 984<br>**11 897**<br>8 102<br>18 856 | **✠100A1** SS 2/78<br>strengthened for heavy cargoes<br>**✠LMC** **UMS**<br>EL (D†) $2\frac{3}{8}$"U2<br>FN 5072 | **1973**-4 Upper Clyde Shipbuilders Ltd. (Scotstoun Div.)—Scotstoun (121)<br>147,20(BB) 22,92 8,573/10,008<br>138,64 22,86 13,72<br>F 11,6 2 dks<br>rf nil<br>NS 6BH to U dk 1 to 2nd dk WB2028t | **M General Cargo**<br>4 Ho 18,5 26,8 28,4comb. 29,2 4 TwD ER<br>G.27 756 B.25 288<br>7 Ha (stl) (6,8 × 7,6) (19,5p&s 21,5p&s 19,5p&s × 7,7) ER<br>Cr 1(5) Der 3(20) 2(15) 2(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 115lbf/in$^2$ (8,0bar)<br>Gen 2 × 400kW 1 × 374kW 450V 60Hz a.c.<br>Fuel 141,5t (d.o.) 1 068,5t (hvf) |
| 6413821<br>ELEU<br>4732<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOLD LEAF**<br>ex Qeshet-73<br>**Topaz Shipping Corp.**<br>Monrovia Liberia | **4 775**<br>2 617<br>7 382<br>**7 070**<br>4 124<br>9 532 | **✠100A1** SS 4/82<br>tunnel side tanks in No. 4 hold — dry cargo<br>**✠LMC**<br>EL b† $2\frac{1}{16}$"SQ<br>FN 3793 | **1964**-8 Forges & Ch. de La Mediterranee—La Seyne (1362)<br>138,61 18,39 7,462/8,579<br>128,96 18,31 11,10<br>P 6,8 F 15,0 1 dk & S dk, 3rd dk in Nos. 1 & 2 holds<br>RW rf 229<br>Coll. & APBH to S dk 5 to 2nd dk WB1238t | **M General Cargo** OSD/CSD<br>5 Ho 16,7 22,8 19,8 20,7 15,2<br>G.14 787 B.13 284<br>5 Ha (stl) (6,7 × 5,9) (14,2 12,8 12,8 × 6,9) (6,7 × 6,3)<br>16W Der 1(80) 1(15) 5(10) 10(5) | Oil 2SA 6Cy. 680 × 1250<br>7 350bhp (5 406kW) Sulzer<br>Forges & Ch. de la Mediterranee Le Havre<br>2 AuxB (1 o.f. 1 ex.g) 85lbf/in$^2$ (5,9bar)<br>Gen 3 × 330kW 440V 60Hz a.c.<br>Fuel 948,0t (hvf) 16,75kn |

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|---|---|---|---|---|---|---|
| 7001508<br>HODV<br>6419-76B<br>Df Esd<br>Gc Rdr<br>RT | **GOLD MARINE**<br>ex Green Ray-77<br>ex Kuwana Maru-75<br>**Day Star Shipping S.A.**<br>Panama Panama | **2 984**<br>2 077<br>5 952 | <br><br>NK | **1969** Kurushima Dock Co. Ltd.—Imabari<br>(486)<br>101,10 16,03 6,833<br>94,01 16,01 8,18<br>P 18,0 B 4,9 F 11,6 1 dk<br>RW | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7)<br>Der 1(20) 3(10) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 264kW a.c.<br>Fuel 494,0t-13,0pd 12,5kn |
| 5418288<br>A8DL<br>4849<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLD MOUNTAIN**<br>ex Tsedek-74<br>**Cedar Shipping Corp.**<br>Therica Shipping Corp.<br>Monrovia Liberia | T.Mk<br>**4 754**<br>2 669<br>7 593<br>**7 075**<br>4 156<br>9 725 | **✠100A1** SS 10/80<br>tunnel side tanks in No. 4<br>hold—vegetable oil<br>**✠LMC**<br>EL (bt) $2\frac{1}{16}$"SQ<br>FN 3763 | **1963**-4 Uraga Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (827)<br>137,52 18,47 7,500/8,637<br>127,01 18,41 11,21<br>P 6,8 F 12,5 2 dks, 3rd dk in Nos. 2 & 3<br>holds<br>RW rf 76<br>Coll BH to U dk 6 to 2nd dk WB1904t | **M General Cargo**<br><br>5 Ho 13,7 22,8 21,0 21,6 15,2<br>G.14 370 B.13 053<br>5 Ha (stl) (7,5 × 5,5) (14,2 12,7 12,7<br>× 7,0) (7,4 × 5,5)<br>16W Der 1(80) 1(15) 5(10) 10(5)<br>2(2) | Oil 2SA 6Cy. 680 × 1250<br>7 400bhp (5 443kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>2 WTAuxB (1 o.f. 1 ex.g) & rcv<br>114lbf/in$^2$ (7,9bar)<br>Gen 3 × 240kW 120/450V 60Hz a.c.<br>Fuel 940,0t (hvf) 16,25kn |
| 7947752<br>WQZ3<br>115<br>608699 | **GOLD N CLOUD**<br><br>**E. & L. Investment Co.**<br>Seattle, Wa United States<br>of America | **198**<br>134<br>— | | **1942** ..............Erie, Pa<br>*38,07* 9,20<br>2,98<br>1 dk | **M Fishing** | Oil<br>1 040bhp (765kW)<br>U.S.A. |
| 7937501<br>WYC7<br>391<br>597611 | **GOLD N STAR**<br><br>**E. & L. Investment Co.**<br>Seattle, Wa United States<br>of America | **194**<br>132<br>— | | **1978** Bender SB. Co. Inc.—Mobile, Al<br>*24,88* 7,32<br>3,54<br>1dk | **M Fishing**<br>Shellfish | Vee Oil 4SA 12Cy. 159 × 203<br>675bhp (497kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 8124228<br><br>615598 | **GOLD N SUN**<br><br>**Gold N Sun Co.**<br>Seattle, Wa United States<br>of America | **198**<br>135<br>— | | **1979** Bender SB. Co. Inc.—Mobile, Al<br>(797)<br>*34,69* 9,00<br>3,84<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7217573<br>GRID<br>360654<br>Df Esd<br>Gc Rdr<br>RT | **GOLD ORLI**<br>ex Orli-79<br>**Causauna Shipping Co.**<br>Newgate Shipping Co. Ltd.<br>London United Kingdom | T.Mk<br>**7 774**<br>4 644<br>15 229<br>**11 897**<br>8 102<br>18 863 | **✠100A1** SS 8/82<br>strengthened for heavy<br>cargoes<br>DTf — vegetable oil<br>**✠LMC** **UMS**<br>EL (Dt) $2\frac{3}{8}$"U2<br>FN 5072 | **1973**-7 Upper Clyde Shipbuilders Ltd.<br>(Clydebank Div.)—Clydebank (119)<br>147,20(BB) 22,92 10,015<br>138,64 22,86 13,72<br>F 11,6 2 dks<br>rf nil<br>NS 6BH to U dk 1 to 2nd dk WB5614T<br>incl. DTf2605T and No. 1 hold (part full)<br>981T | **M General Cargo**<br><br>4 Ho 18,5 26,8 28,4comb. 29,2<br>4 TwD ER<br>G.27 756 B.25 288<br>7 Ha (stl) (6,8 × 7,6) (19,5p&s<br>21,5p&s 19,5p&s × 7,7) ER<br>Cr 1(5) Der 3(20) 2(15,5) 2(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Barclay, Curle & Co. Ltd.<br>Whiteinch, Glasgow<br>2 AuxB (1 o.f. 1 ex.g) 115lbf/in$^2$ (8,0bar)<br>Gen 2 × 400kW 1 × 374kW<br>450V 60Hz a.c.<br>Fuel 142,0t (d.o.) 1 069,0t (hvf) |
| 5260071<br>HP2019<br>1983-<br>PEXT5<br>Df Esd<br>Rdr<br>RTm/h/v | **GOLD PULLER**<br>ex Salvonia-79 ex Oceaan-68<br>**Oceansupport S.A.**<br>Panama Panama | **499**<br>48<br>— | <br><br>✠Classed LR until<br>31/1/77 | **1951**-11 J. & K. Smit's Scheeps.<br>—Kinderdijk (825)<br>48,62 8,84 4,560<br>45,22 8,79 4,96<br>B & F 23,8<br>RW | **M Tug** | Oil 4SA 6Cy. 520 × 740<br>MAN<br>J. & K. Smit's Scheeps. Kinderdijk<br>Gen 1 × 70kW 1 × 65kW 1 × 30kW<br>220V<br>Fuel 203,0t (d.o.) 12kn |
| 7521077<br>HO3086<br>7244-<br>PEXT2<br>Esd Rdr<br>RT | **GOLD PUSHER**<br>ex Seamar 3-80<br>ex Hitachi Maru No. 2-75<br>**Red Sea & Gulf Pte. Ltd.**<br>Panama Panama | **203**<br>64<br>— | <br><br>(NK) | **1967** Sanyo Zosen K.K.—Mukaishima<br>(332)<br>27,36 8,64<br>25,00 8,62 3,81<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 380 × 540<br><br>Nippon Hatsudoki Kobe<br>10,5kn |
| 7306221<br>GRET<br>363145<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLD ROVER**<br><br>**Government of The United**<br>**Kingdom (Director General**<br>**of Supplies & Transport**<br>**(Naval) Ministry of Defence**<br>**(Navy))**<br>London United Kingdom | **7 574**<br>3 256<br>6 799 | **✠100A1** CS 9/78<br>oil tanker (cc)<br>Ice Class 3<br>**✠LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 3858 | **1974**-3 Swan Hunter Shipbuilders Ltd.<br>—Wallsend (59)<br>140,62 19,26 7,297<br>131,07 19,21 10,22<br>P 50,9 F 40,3 1 dk<br>rf 305<br>12BH WB1825t | **M Tanker/Supply Ship**<br>Replenishment<br>13 Ta ER 1 Ho<br>G.976 B.812 L.319 L.(oil) 8 128 | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr<br>geared to sc. shaft<br>15 360bhp (11 298kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (o.f.) 14kgf/cm$^2$ (13,8bar)<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| 7236452<br><br><br>Df Pfd<br>Rdr RT | **GOLD STAR No. 69**<br>ex Myoei Maru No. 3-80<br>**Jin Ho Kim**<br>South Korea | **341**<br>163<br>289 | | **1972** Kyokuyo Zosen Tekko K.K.—Chofu<br>(252)<br>47,99 7,62 3,150<br>43,52 7,60 3,61<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 310 × 380<br>2 000bhp (1 471kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 7025786<br>H3PU<br>7097<br>-75C<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLD STATE**<br>ex Pacific Echo-76<br>ex Toshin Maru-75<br>**Day Star Shipping S.A.**<br>Panama Panama | **2 996**<br>2 028<br>5 971 | <br><br>NK | **1970** Kurushima Dock Co. Ltd.—Imabari<br>(617)<br>101,12 16,01 6,833<br>94,01 15,98 8,21<br>P 18,3 B 4,9 F 11,3 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.7 408 B.7 039<br>2 Ha (stl) (26,5 28,7 × 7,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 264kW a.c.<br>Fuel 515,0t-13,0pd 12,5kn |
| 5408415<br>5LZW<br>4741<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLD STREAM**<br>ex Sahar-74<br>**Topaz Shipping Corp.**<br>Monrovia Liberia | T.Mk<br>**4 721**<br>2 614<br>7 570<br>**7 062**<br>4 115<br>9 555 | **✠100A1** SS 8/81<br>tunnel side tanks in No. 4<br>hold—vegetable oil<br>**✠LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3763 | **1963**-1 Uraga Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (826)<br>137,52 18,47 7,500/8,745<br>127,01 18,41 11,21<br>P 6,8 F 12,5 2 dks<br>RW rf 76<br>Coll BH to U dk 6 to 2nd dk WB1886t incl.<br>Tunnel tanks 707t | **M General Cargo**<br><br>5 Ho 13,7 22,8 21,0 21,6 15,2<br>G.14 009 B.13 085<br>5 Ha (stl) (7,5 × 5,5) (14,2 12,7 12,7<br>× 7,0) (7,4 × 5,5)<br>16W Der 1(80) 1(15) 5(10) 10(5)<br>2(2) | Oil 2SA 6Cy. 680 × 1250<br>7 400bhp (5 443kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>WTAuxB (o.f.) 114lbf/in$^2$ (7,9bar)<br>WTAuxB (ex.g) 171lbf/in$^2$ (11,8bar)<br>Gen 3 × 240kW 120/450V 60Hz a.c.<br>Fuel 954,0t (hvf) 16,25kn |
| 7110438<br>BMGJ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLD TRANSPORTER**<br>ex Hampton Maru-82<br>**Outeroccan Navigation Corp.**<br>**Ltd.**<br>Kaohsiung China* | **95 935**<br>56 346<br>169 040 | <br><br>NK | **1971** Sumitomo SB. & Mchy. Co. Ltd.<br>—Uraga Shipyard, Yokosuka (941)<br>297,01(BB) 47,45 17,616<br>285,05 47,40 24,80<br>1 dk | **S Ore/Bulk/Oil Carrier**<br><br>7 Ho/Ta ER<br>L.(oil) 207 147 Ore 157 255<br>7 Ha (stl) (each 17,8 × 21,8) ER | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW) Stal-Laval<br>Sumitomo Heavy Ind. Ltd. Yokosuka<br>Gen 2 × 1200kW 1 × 150kW 445V a.c.<br>Fuel 9 824,0t (o.f.)-128,0pd 15,5kn |

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|---|---|---|---|---|---|---|
| **7127510**<br>GRHS<br>358823<br>Df Esd<br>Gc Rdr<br>RT | **GOLD VARDA**<br>ex Varda-79<br>**Haverton Shipping Ltd.**<br>London United Kingdom | T.Mk<br>**7 780**<br>4 639<br>—<br>**11 895**<br>8 083<br>18 863 | **✠100A1** SS 5/78<br>strengthened for heavy<br>cargoes<br>**✠LMC** **UMS**<br>EL (D†) 2⅜"U2<br>FN 5072 | **1973**-3 Upper Clyde Shipbuilders Ltd.<br>(Clydebank Div.)—Clydebank (118)<br>147,20(BB) 22,92 —/10,021<br>138,64 22,86 13,72<br>F 11,6 2 dks<br>rf nil<br>NS 6BH to U dk 1 to 2nd dk WB2028t | **M General Cargo**<br>4 Ho 18,5 26,8 28,4comb. 29,2<br>4 TwD ER<br>G.27 756 B.25 288<br>7 Ha (stl) (6,8 × 7,6) (19,5p&s<br>21,5p&s 19,5p&s × 7,7) ER<br>Cr 1(5) Der 3(20) 2(15) 2(10) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>G. Clark & N.E.M. Ltd. Wallsend<br>2 AuxB (1 o.f. 1 ex.g) 115lbf/in² (8,0bar)<br>Gen 3 × 374kW 450V 60Hz a.c.<br>Fuel 141,5t (d.o.) 1 068,5t (hvf) 16kn |
| **7212937**<br>HOJP<br>6984-<br>PEXT3<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLD WIN**<br>ex Gold Lime-78 ex Red Pine-78<br>ex Shoho Maru-76<br>**Tecwin Navigation S.A.**<br>Panama Panama | **4 376**<br>2 681<br>7 364 | NK | **1972** Hashihama Zosen—Imabari (331)<br>109,91 17,53 7,011<br>101,91 17,51 8,62<br>P 25,0 F 11,6 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.9 425 B.8 981<br>2 Ha (stl) (27,3 27,9 × 8,7) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 320kW a.c.<br>Fuel 695,0t-15,0pd 12,75kn |
| **6911055**<br>D5SS<br>6609<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEAN ENTERPRISE**<br>ex August Pacific-79<br>**Kingdom Maritime Corp.**<br>Monrovia Liberia | **27 448**<br>21 212<br>59 113 | **✠100A1** SS 7/74<br>strengthened for ore<br>cargoes Nos. 1, 3, 5, &<br>7 holds may be empty<br>(cc)<br>**✠LMC**<br>EL M† 2⅞"U3<br>FN 10349 | **1969**-7 Doxford & Sunderland SB. & Eng.<br>Co. Ltd.—N. Sands Shpyd, Sld (725)<br>220,99(BB) 31,75 12,618<br>211,84 31,70 17,15<br>F 16,5 1 dk<br>rf 76<br>NS 10BH WB18390t incl. Comb. btm,<br>side & topside tanks in holds 16828t | **M Bulk Carrier**<br>pt higher tensile steel<br>8 Ho 16,4 21,9 21,9 21,9 21,9<br>21,9 21,9 21,9 ER<br>G.67 904 B.66 152<br>1 Ha (stl) (7,3 × 13,7) 7 Ha (stl) (each<br>12,8 × 14,3) ER | Oil 2SA 6Cy. 760 × 2180<br>15 000bhp (11 033kW)<br>Doxford & Sunderland SB. & Eng. Co.<br>Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 2 896,5t (hvf) 14,5kn |
| **7003506**<br>D5JA<br>6357<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEAN VENTURE**<br>ex Baron Renfrew-78<br>**Alessio Maritime Corp.**<br>Monrovia Liberia | **12 253**<br>8 037<br>22 556 | **✠100A1** CS 7/78<br>strengthened for heavy<br>cargoes—Nos. 2 & 5<br>holds may be empty<br>**✠LMC** **UMS**<br>EL E† 2½"U2<br>FN 5425 | **1970**-4 Horten Verft A/S—Horten (167)<br>160,86(BB) 22,92 9,780<br>150,88 22,86 13,09<br>P 30,2 F 12,2 1 dk<br>rf 76<br>NS 8BH WB7023t incl. Comb. btm, side<br>and topside tanks in Nos. 2 & 6 holds<br>5235t | **M Bulk Carrier**<br>6 Ho 18,8 19,2 16,0 19,2 19,2<br>19,1 ER<br>G.26 869 B.25 459<br>6 Ha (stl) (12,8 12,8 9,6 12,8 12,8<br>12,8 × 12,8) ER<br>Cr 3(15) | 2 Oil 4SA each 9Cy. 410 × 470 sr geared<br>to sc. shaft<br>11 640bhp (8 562kW) ✠ NE 4/73<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>AuxB 100lbf/in² (6,9bar)<br>e(ex.g) 100lbf/in² (6,9bar)<br>Gen 2 × 540kW 2 × 410kW 60Hz a.c.<br>Controllable pitch propeller |
| **7043790**<br>H9FP<br>1121<br>9-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN ABIDJAN**<br>ex Golden Togo-82 ex Ariadne-81<br>ex Norlanda-78<br>**Jet Fair Navigation S.A.**<br>Panama Panama | **11 412**<br>6 804<br>16 315 | BV (NV) | **1971** A/S Framnaes M/V—Sandefjord<br>(177)<br>155,53 21,72 9,399<br>146,34 21,65 12,40<br>B 55,5 F 16,5 2 dks<br>rf nil | **M General Cargo**<br>5 Ho 20,5 17,6 17,6 34,9 15,3<br>ER<br>G.24 861 B.21 868<br>5 Ha (stl) (11,2 12,7 × 10,3) (12,7 ×<br>12,9) (24,7 12,8 × 10,3) ER<br>4W Cr 4(11) 1(3) Der 1(100) 4(10) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Akers/Nylands Verksted Oslo<br>Gen 2 × 500kW 1 × 210kW<br>450V 60Hz a.c.<br>Fuel (hvf) 17kn |
| **7801609**<br>7KGS<br>122470<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN ACE**<br>**Blue Shipping Co. Ltd.**<br>Imabari, Japan<br>Ehime Pref. | **14 407**<br>7 803<br>18 426 | NK | **1978** Imabari Zosen—Marugame (1060)<br>199,42 9,326<br>186,01 30,01 27,92<br>1 dk | **M Vehicles Carrier**<br>Mchy.aft | Oil 2SA 7Cy. 760 × 1550<br>16 800bhp (12 357kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 680kW 450V a.c.<br>18kn |
| **7720257**<br>GZAZ<br>386217<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN BAY**<br>**Blue Circle Cement Co. U.K.**<br>The Golden Bay Cement Co. Ltd.<br>London United Kingdom | **3 175**<br>1 369<br>4 493 | **✠100A1**<br>cement carrier<br>**✠LMC** **UMS**<br>EL U 467,5/46,0U2<br>FN 2169 | **1979**-10 Robb Caledon Shipbuilders Ltd.<br>—Dundee (572)<br>97,90 16,64 5,652<br>91,50 16,30 7,40<br>P 10,4 Trunk 49,1 F 23,5 1 dk<br>rf nil<br>6BH WB1898T incl. DTf271T | **M Cement Carrier**<br>Self-unloader<br>2 Ho 27,6 25,6 ER<br>G.5 013 | 2 Vee Oil 4SA each 12Cy. 254 × 305 sr<br>geared to sc. shaft<br>4 800bhp (3 531kW)<br>Ruston Diesels Ltd. Newton-le-Willows<br>Gen 2 × 1600kW 2 × 280kW<br>400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 246,0t (d.o.) 14kn |
| **7009421**<br>D9CD<br>IM575<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN BELL**<br>ex Kyokko Maru-73<br>**Korea Line Corp.**<br>Inchon South Korea | **4 674**<br>2 872<br>7 107 | KR NK | **1970** Hashihama Zosen—Imabari (267)<br>112,02 17,63 7,132<br>104,02 17,61 8,79<br>P 21,4 F 9,8 2 dks<br>RW | **M General Cargo**<br>2 Ho ER<br>G.9 484 B.8 828<br>2 Ha (stl) (27,8 30,1 × 9,6) ER<br>Cr 1(15) 3(8) | Vee Oil 4SA 12Cy. 400 × 460<br>5 580bhp (4 104kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 220kW 445V a.c.<br>Fuel 581,0t-21,5pd 13,75kn |
| **6814207**<br>3FFA<br>1051<br>5-HK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN BENIN**<br>ex Protoklitos-81 ex Silja Dan-75<br>ex Sylvia Cord-73<br>**Chaffinch Shipping Co. S.A.**<br>Good Harvest Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**5 893**<br>3 851<br>12 447<br>**9 580**<br>6 142<br>15 824 | **✠100A1** SS 4/81<br>strengthened for ore<br>cargoes<br>**✠LMC** **UMS**<br>EL C† 2⅜"U2<br>FN 4741 | **1968**-5 Osaka Zosensho—Osaka (270)<br>145,70(BB) 22,08 7,919/9,265<br>138,00 22,00 12,35<br>P 29,6 F 12,5 2 dks<br>rf 51<br>6BH WB3610t | **M General Cargo**<br>4 Ho 23,4 24,9 24,9 24,9 ER<br>G.21 470 B.19 720<br>7 Ha (stl) (14,1 × 7,0) (15,7 15,7<br>15,7 15,7 15,7 15,7 × 6,1) ER<br>17W Der 3(15) 2(10) 6(5) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 114lbf/in² (7,9bar)<br>e(ex.g) 135lbf/in² (9,4bar)<br>Gen 3 × 220kW 450V 60Hz a.c.<br>Fuel 1 067,0t (hvf)-29,0pd 15,5kn |
| **7400053**<br>ELPN<br>5498<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GOLDEN BLISS**<br>**Liberian Coral Transports Inc.**<br>Monrovia Liberia | **19 633**<br>13 923<br>34 320 | AB | **1976** Osaka Zosensho—Osaka (362)<br>185,50(BB) 11,124<br>175,01 26,01 15,52<br>P 30,5 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho ER<br>G.42 677 HeCls. B<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 ×<br>12,6) ER<br>Cr 5(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 380kW a.c.<br>Fuel 155,5t (d.o.) 1 808,5t (hvf)-42,0pd<br>15kn |
| **7607742**<br>HOXC<br>6805-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN BREEZE**<br>**Golden Breeze Co. Ltd. S.A.**<br>Panama Panama | **6 597**<br>4 357<br>11 680 | NK | **1976** Ujina Zosensho—Hiroshima (548)<br>129,72 19,64 8,251<br>119,97 19,61 10,52<br>P 23,8 F 11,0 1 dk | **M Bulk Carrier**<br>G.14 134 B.13.803<br>3 Ha (17,6 30,1 18,2 × 9,8) ER<br>Der 1(20) 3(15) | Oil 2SA 7Cy. 450 × 900<br>6 150bhp (4 524kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 480kW a.c.<br>13,5kn |
| **6501745**<br>3EEX<br>4066-74B<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN BUILDER**<br>ex Cougar I-75 ex Akasaka-74<br>ex Ryuwa Maru-73<br>**Naeco Navigation Co. S.A.**<br>Panama Panama | **3 351**<br>1 886<br>5 391 | NK (KR) | **1964** Mitsui SB. & Eng. Co. Ltd.—Tamano<br>(696)<br>105,57 15,07 6,452<br>98,00 15,02 7,93<br>P 33,6 RQD 21,1 B 6,8 F 12,5 1 dk | **M General Cargo** 2P<br>3 Ho 17,8 18,8 31,3 ER<br>G.6 924 B.6 254<br>3 Ha (11,8 12,5 21,7 × 6,4) ER<br>8W Der 2(15) 6(10) | Oil 2SA 6Cy. 420 × 900<br>3 300bhp (2 427kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 2 × 110kW 450V 60Hz a.c.<br>Fuel 521,0t (hvf) 13kn |

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|---|---|---|---|---|---|---|
| 7021429<br>H8TJ<br>1023<br>8-80<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN CAMEROON**<br>ex Minerva-80<br>**Jigger Shipping Co. S.A.**<br>Good Harvest Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**6 516**<br>4 175<br>12 748<br>**9 295**<br>6 386<br>15 091 | **100A1** SS 7/80<br>strengthened for heavy<br>cargoes<br>**LMC**<br>EL B† 550,0/50,0U3(a)<br>FN 4398<br>GL | **1970** Bremer Vulkan A.G.—Vegesack<br>(967)<br>139,55(BB) 21,06 8,214/9,189<br>132,01 21,01 12,30<br>F 12,5 2 dks<br>rf nil<br>7BH WB5282T incl. No. 3 hold 2910T | **M General Cargo**<br>5 Ho 16,0 19,5 17,2 21,7 19,5<br>ER<br>G.21 308 B.18 945<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 ER<br>14,1 11,2 × 10,5)<br>10W Der 1(60) 1(30) 6(5-15)<br>4(5-10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>AuxB (Comp) 8kgf/cm$^2$ (7,9bar)<br>Gen 3 × 320kW 450V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 16kn |
| 5139375<br>3FAV<br>5439-<br>PEXT6<br>Df Esd<br>Pfd Rdr<br>RT | **GOLDEN CAN**<br>ex Kotan Mari-81 ex Woanhu-80<br>ex Y. Joh No. 2-79<br>ex Kai Sung-74<br>ex Haboro Maru-73<br>**Ragan Ching Shipping S.A.**<br>Panama Panama | **2 595**<br>1 391<br>3 901 | (KR) (NK) | **1961** Kurushima Dock Co. Ltd.—Imabari<br>(75)<br>94,04 13,85 6,030<br>86,80 13,80 6,99<br>P 24,1 F 10,4 2 dks<br>RW rf 102 | **M General Cargo**<br>2 Ho 27,2 29,4 ER<br>G.7 018 B.6 448<br>2 Ha (21,9 21,7 × 6,5) ER<br>8W Der 4(10) 4(5) | Oil 4SA 7Cy. 470 × 700<br>2 400bhp (1 765kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 45kW 110V d.c.<br>Fuel 211,5t 12,5kn |
| 7423639<br>6ZIE<br>5809<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN CANARY**<br>ex Golden Crane-78<br>**Liberian Lance Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **19 470**<br>14 466<br>31 030 | AB | **1977** Korea SB. & Eng. Corp.—Busan<br>(3002)<br>183,65 10,972<br>172,27 25,93 14,36<br>1 dk | **M Tanker**<br>23 Ta ER<br>L.(oil) 40 545 HeCls. ptBptC | Oil 2SA 6Cy. 760 × 1550<br>11 600bhp (8 532kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Japan<br>Fuel 248,5t (d.o.) 2 635,0t (hvf)-39,5pd<br>15,5kn |
| 7423627<br>5LOX<br>5612<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN CAPE**<br>Launched as Sweet Briar<br>**Liberian Kismet Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **19 459**<br>14 468<br>30 907 | AB | **1976** Korea SB. & Eng. Corp.—Busan<br>(SNA-3001)<br>183,65 25,94 10,958<br>172,32 25,91 14,38<br>P 36,3 F 18,0 1 dk<br>rf nil | **M Tanker**<br>24 Ta ER<br>L.(oil) 40 547 HeCls. ptBptC | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Hitachi Zosen Osaka<br>Gen 2 × 680kW a.c.<br>Fuel 262,0t (d.o.) 2 620,0t (hvf)-39,5pd<br>15,5kn |
| 7352787<br>HPIF<br>4863-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN CASTLE**<br><br>**Golden Castle Co. Ltd. S.A.**<br>Panama Panama | **6 254**<br>4 396<br>10 393 | NK | **1973** Kochi Jukogyo K.K.—Kochi (777)<br>128,02 19,05 7,773<br>119,00 19,00 10,01<br>P 23,2 F 10,7 1 dk | **M General Cargo**<br>3 Ho ER<br>G.14 348 B.13 539<br>3 Ha (stl) (20,5 20,1 32,2 × 10,6) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 432kW a.c.<br>Fuel 1 053,5t-21,5pd 13,5kn |
| 6829147<br>SXTM<br>4298<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN CHALICE**<br><br>**Golden Chalice S.S. Inc.**<br>Piraeus Greece | **10 397**<br>6 759<br>16 758 | AB | **1968** Nippon Kokan K.K.—Shimizu (267)<br>145,47 22,05 9,335<br>136,96 22,00 12,40<br>P 26,9 F 9,8 2 dks<br>rf 152 | **M General Cargo**<br>6 Ho 16,1 18,1 18,1 13,1 18,1<br>16,4 ER<br>G.23 385 B.21 510<br>6 Ha (stl) (9,6 × 8,0) (9,9 9,9 6,5 9,9<br>9,9 × 10,5) ER<br>12W Der 4(10) 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW)<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 1 203,0t (hvf) 15,5kn |
| 7602601<br>J4FH<br>7405<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN CHALLENGER**<br><br>**Golden Challenger Steamship Inc.**<br>Piraeus Greece | **14 531**<br>10 238<br>24 300 | AB | **1979** Nippon Kokan K.K.—Shimizu (368)<br>172,29(BB) 22,94 9,332<br>161,68 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,0 24,9 24,9 24,9 24,9<br>ER<br>Ore 33 874<br>5 Ha (stl) (13,1 × 8,0) (16,6 16,6<br>16,6 16,6 × 9,6) ER<br>Cr 2(15) 2(10) Der 2(15) 2(2,5) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW<br>440V 60Hz a.c.<br>Fuel 117,0t (d.o.) 2 038,0t (hvf)-28,0pd<br>14,75kn |
| 7128954<br>SXCM<br>4215<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN CHARIOT**<br><br>**Golden Chariot Marinera S.A.**<br>Piraeus Greece | **12 959**<br>8 719<br>22 076 | AB | **1972** Nippon Kokan K.K.—Shimizu (305)<br>155,71(BB) 22,89 9,910<br>145,70 22,86 13,62<br>P 12,2 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,3 21,5 21,8 21,8 23,5<br>ER<br>G.28 475 B.24 986<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4<br>13,4 13,4 × 9,6) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| 7380411<br>SVPR<br>5212<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN CHASE**<br><br>**Golden Chase S.S. Inc.**<br>Piraeus Greece | **13 036**<br>8 867<br>19 495 | AB | **1974** Nippon Kokan K.K.—Shimizu (327)<br>155,71(BB) 22,99 9,907<br>145,70 22,86 13,59<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.28 458 HeCls. B<br>Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 175kW<br>450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| 5075086<br>9VGL<br>301428<br>Df Esd<br>Gc Rdr<br>RTv | **GOLDEN CITY**<br>ex Clan Macilwraith-79<br>**Guan Guan Shipping (Pte.) Ltd.**<br>Singapore Singapore | **6 894**<br>3 490<br>10 150 | **✠100A1** CS 6/74<br>DTsf—oil FP above<br>65.5°C. (SG up to 1.28)<br>or vegetable oil<br>**✠LMC**<br>EL d† $2\frac{3}{16}$"SQ<br>FN 4236 | **1960**-12 Greenock Dockyard Co. Ltd.<br>—Greenock (496)<br>150,58 18,85 8,033<br>138,69 18,75 11,79<br>P 10,4 F 22,3 1 dk & S dk, 3rd dk<br>except in No. 5 hold<br>RW rf 102 DK fwd<br>Coll BH to S dk 6 to 2nd dk WB2096t incl.<br>DTsf688t | **M General Cargo** OSD<br>5 Ho 12,1 18,9 23,3 28,9 ER<br>21,7<br>G.18 147 B.16 498 In.34<br>1 Ha (stl) (6,0 × 5,4) 4 Ha (w) (8,3<br>14,6 15,4 × 6,4) ER (7,1 × 6,4)<br>18W Der 1(80) 1(40) 4(15) 2(10)<br>2(7) 10(5) | Oil 2SA 5Cy. 670 × 2320<br>5 400bhp (3 972kW) Doxford<br>Wallsend Slipway Engineers Ltd. Wallsend<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 185kW 220V d.c.<br>Fuel 1 194,0t (hvf) 14kn |
| 5133010 | **GOLDEN CITY**<br>ex Wen Hsing-51<br>**Au Ming Sueng**<br>China• | **417**<br>228<br>— | | **1934** Kiangnang Dockyard & Eng. Works<br>—Shanghai<br>*41,82* 7,04<br>... ... ...<br>1 dk<br>R | **TM General Cargo** | 2 Oil 4SA each 6Cy. 300 × 380<br>E made33 fitted34<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg |
| 7033927<br>5MPF<br>3711<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLDEN CLOVER**<br><br>**Liberian Clover Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **89 137**<br>71 867<br>164 639 | BV (NK) | **1971** Mitsubishi Heavy Industries Ltd.<br>—Yokohama (913)<br>295,03(BB) 47,45 15,841<br>280,02 47,40 24,80<br>1 dk<br>rf 102 | **S Ore/Bulk/Oil Carrier**<br>6 Ho 26,2 27,9 27,9 55,8 22,6<br>55,8 14 Ta ER<br>G.145 846 L.(oil) 214 733<br>HeCls. BC<br>2 Ha (stl) (each 13,9 × 15,0) 6 Ha<br>(stl) (each 13,9 × 16,9) ER<br>Der 2(15) | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 850kW 1 × 250kW<br>440V 60Hz a.c.<br>Fuel 9 723,5t-139,0pd 16kn |

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| **7401916**<br>5LJY<br>5593<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN COLT**<br><br>**Liberian Ivory Transports Inc.**<br>Monrovia Liberia | **19 633**<br>13 923<br>34 345 | AB | **1976** Osaka Zosensho—Osaka (363)<br>185,53(BB) 11,100<br>175,01 26,01 15,52<br>P 30,5 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho ER<br><br>5 Ha (stl) ER<br>Cr 5(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 380kW a.c. |
| **8123298**<br>KUS6465<br>646529<br>Df Esd<br>Pfd Rdr<br>RT | **GOLDEN CONDOR**<br><br>**Camcraft Inc.**<br>New Orleans, La United States<br>of America | **266**<br>181<br>1 200 | AB | **1982** Collier Shipbuilding Inc.—Bayou la<br>Batre (24)<br>51,82 3,753<br>48,80 12,20 4,35<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. Detroit<br>Thw. thrust propeller fwd<br>12kn |
| **6907690**<br>SVDS<br>3353<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN CROSS**<br><br>**Golden Cross S.S. Inc.**<br>Piraeus Greece | **11 148**<br>6 928<br>16 758 | AB | **1969** Nippon Kokan K.K.—Shimizu (268)<br>145,47 22,05 9,338<br>136,96 22,00 12,40<br>P 27,2 F 9,8 2 dks<br>rf 152 | **M General Cargo**<br><br>6 Ho 15,7 17,7 18,1 13,1 18,1<br>16,5 6 TwD ER<br>G.23 386 B.21 510<br>6 Ha (stl) (9,6 × 8,0) (9,9 9,9 6,5 9,9<br>9,9 × 10,5) ER<br>12W Der 4(10) 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 66,0t (d.o.) 1 132,0t (hvf) 15,5kn |
| **7117101**<br>SXBK<br>4153<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN CROWN**<br><br>**Golden Crown Marinera S.A.**<br>Piraeus Greece | **12 959**<br>8 719<br>22 076 | AB | **1971** Nippon Kokan K.K.—Shimizu (302)<br>155,71(BB) 22,89 9,910<br>145,70 22,86 13,62<br>P 12,2 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>5 Ho 20,3 21,5 21,8 21,8 23,5<br>ER<br>Ore 25 879<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4<br>13,4 13,4 × 9,6) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 170kW<br>450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| **7353236**<br>JCFT<br>116371<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN CRUX**<br><br>**Nippo Senpaku K.K.**<br>Tokyo Japan | **1 993**<br>1 275<br>2 298 | NK | **1974** Okayama Zosen K.K.—Hinase (241)<br>91,39 12,63 5,003<br>85,35 12,60 6,10<br>P 18,0 F 8,9 1 dk<br>RW | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 2 917 | Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 450V a.c.<br>Fuel 676,5t-14,5pd 14kn |
| **7530638**<br>JMCN<br>117818<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN CRUX No. 2**<br><br>**Kumazawa Kaiun K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **2 467**<br>1 454<br>2 788 | NK | **1976** Oshima Dock K.K.—Yoshiumi (616)<br>96,20 13,03 5,296<br>89,01 13,01 6,51<br>P 19,9 F 10,4 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta (stl) cyl horizontal ER<br>L.(gas) 2 917 | Oil 4SA 6Cy. 510 × 840<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 1 × 160kW<br>1 × 30kW 445V a.c.<br>14kn |
| **7904229**<br>JLGK<br>121779<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN CRUX No. 3**<br><br>**Kinsho Kaiun K.K. &**<br>**Kumazawa Kaiun K.K.**<br>Kyonan, Japan<br>Chiba Pref. | **1 984**<br>1 054<br>2 300 | NK | **1979** Setouchi Zosen K.K.—Kinoe (480)<br>89,06 12,63 5,001<br>83,01 12,60 6,13<br>P 21,7 F 7,1 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta ER<br>L.(gas) 2 508 | Oil 4SA 6Cy. 470 × 760<br>3 800bhp (2 795kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 3 × 200kW 1 × 40kW 445V a.c.<br>14kn |
| **8029753**<br>7JET<br>125894<br>Df Esd.<br>Gc Pfd<br>Rdr RT | **GOLDEN CRUX No. 5**<br><br>**Kumazawa Kaiun K.K.**<br>Yokohama, Japan<br>Aomori Pref. | **2 332**<br>1 310<br>2 876 | NK | **1981** Uchida Zosen—Ise (815)<br>5,401<br>83,01 13,81 6,61<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised<br>2 Ta ER<br>L.(gas) 2 817 | Oil 2SA 6Cy. 450 × 750<br>3 200bhp (2 354kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 42,5t (d.o.) 337,5t (hvf)-10,5pd 13kn |
| **7353951**<br>6ZSG<br>4754<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOLDEN DAISY**<br><br>**Liberian Crystal Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **17 715**<br>12 033<br>34 183 | AB | **1974** Kasado Dock Co. Ltd.—Kudamatsu<br>(271)<br>185,50(BB) 27,03 11,013<br>175,01 27,01 15,30<br>P 30,8 F 13,2 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>5 Ho ER<br>G.41 962 HeCls. ptB<br>5 Ha (stl) (15,0 16,9 16,9 16,9 16,9<br>× 13,2) ER<br>Der 5(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 801,5t |
| **5234993**<br>HZOW<br>SA806<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN DAMMAM**<br>ex Atlantic Neptune-81<br>ex Mikishima Maru-72<br>**Saudi Harvest Marine Co. Ltd.**<br>Good Harvest Marine Co. Ltd.<br>Jeddah Saudi Arabia | **9 248**<br>5 488<br>12 281 | NK | **1961** Iino Jukogyo K.K.—Maizuru (58)<br>156,01 19,49 9,195<br>145,37 19,03 12,30<br>F 11,9 2 dks, pt 3rd dk<br>RW | **M General Cargo**<br>Ref<br>6 Ho DT<br>G.16 418 B.15 097 In.459<br>6 Ha (7,5 × 5,4) (12,6 × 7,0) (11,2<br>× 7,4) (9,6 11,9 × 7,0) (7,4 ×<br>5,4)<br>18W Der 2(20) 4(10) 10(5) | Oil 2SA 9Cy. 760 × 1550<br>13 000bhp (9 562kW) Sulzer<br>Iino S.B. & Eng. Co. Ltd. Maizuru<br>Gen 3 × 144kW 445V a.c.<br>Fuel 1 519,0t 18,25kn |
| **7915890**<br>WRC8<br>303<br>604315<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN DAWN**<br><br>**Dr. Dale Dier, Walter, Richard**<br>**& Sam Mezich, Ed Hilpert &**<br>**Steve Sarich**<br>Seattle, Wa United States<br>of America | **193**<br>135<br>— | | **1979** Marine Construction & Design Co.<br>(MARCO)—Seattle, Wa (375)<br>9,71 4,369<br>37,22 9,43 4,88<br>F - 1 dk | **M Fishing**<br>Crab Ref<br>3 Ho<br>In.269<br>Cr 1(12) 1(8) | Vee Oil 4SA 16Cy. 159 × 203 geared to<br>sc. shaft<br>1 125bhp (828kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 155kW 1 × 55kW a.c.<br>12kn |
| **7337543**<br>2UGF<br><br>Df Esd<br>Pfd Rdr<br>RT | **GOLDEN DAWN**<br><br>**A. Lowe & others**<br>Peterhead United Kingdom | **160**<br>60<br>— | | **1975** Cubow Ltd.—England (704)<br>26,19 6,94<br>24,36 6,86 3,66<br>1 dk | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn |
| **7605964**<br>EILP<br>401669 | **GOLDEN DAWN**<br><br>**P. O'Driscoll**<br>Cork Irish Republic | **155**<br>80<br>— | | **1977** Scheepswerf "Vooruit" C.V.<br>—Zaandam (354)<br>26,37<br>24,90 7,21 4,02<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 250 × 300<br>850bhp (625kW)<br>British Polar Engines Ltd. Glasgow<br>10kn |

| | | | | | |
|---|---|---|---|---|---|
| 7409047<br>SXBM<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GOLDEN DOLPHIN**<br>**Golden Dolphin Marinera S.A.**<br>Piraeus Greece | **16 432**<br>11 353<br>29 337 | **1977** Hakodate Dock Co. Ltd.—Muroran (627)<br>AB 180,83(BB) 23,14 10,651<br>170,01 23,11 14,51<br>P 33,0 F 13,5 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 16,3 19,5 24,0 24,0 24,0 21,4 ER<br>G.38 027 B.33 892<br>6 Ha (stl) (8,2 13,0 15,2 15,2 15,2 12,8 × 9,6) ER<br>Cr 2(15) 3(10) | Oil 2SA 6Cy. 760 × 1550<br>10 800bhp (7 944kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 2 × 220kW 440V 60Hz a.c.<br>Fuel 152,0t (d.o.) 2 312,0t (hvf) 15kn |
| 7526259<br>WYZ5<br>247<br>513190 | **GOLDEN DOLPHIN**<br>**Ross Laboratories Inc.**<br>Seattle, Wa United States of America | **123**<br>84<br>— | **1968** Drake Craft Boats—Oxnard, Ca<br>6,86<br>22,10 6,84 2,87<br>1 dk | **M General Cargo** | Oil<br>1 050bhp (772kW)<br>..............<br>Fuel (d.o.) |
| 7129518<br>ATIC<br>1495<br>Esd RT | **GOLDEN DOLPHIN**<br>**Dolphin Fisheries Pte. Ltd.**<br>Bombay India | **111**<br>76<br>— | **1971** Bender Welding & Machine Co. Inc. —Mobile, Al (299)<br>AB 21,95 6,71<br>20,43 3,51<br>1 dk | **M Fishing**<br>1 Ho 6,1<br>1 Ha | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 66,0t (d.o.) |
| 5027780<br>RT | **GOLDEN DOUBLOON**<br>ex Astrid-66<br>**Treasure Ship Inc.**<br>Fort Lauderdale, Fl United States of America | **250**<br>144<br>290 | **1949** Djursvik Varv—Djursvik<br>*33,65* 7,80 3,810<br>... ... ...<br>1 dk | **Wood M General Cargo**<br>Mchy.aft<br>Der 2 | Oil 2SA 3Cy. 350 × 410<br>E made46 fitted56<br>A/B Jonkopings Motfb. Jonkoping<br>Fuel (d.o.) |
| 5275399<br>BLAT<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN DRAGON**<br>ex Victory Glory-79<br>ex Peru Maru-74<br>**Prosperous Dragon S.S. Co.**<br>Kaohsiung China* | **8 309**<br>5 895<br>10 716 | **1957** Kawasaki Dockyard Co. Ltd.—Kobe (959)<br>(NK) 143,11 18,24 8,141<br>132,21 18,20 11,71<br>F 22,0 2 dks, pt 3rd dk<br>RW | **M General Cargo** CSD<br>Ref<br>6 Ho 15,0 22,5 16,1 15,3 20,4 13,2<br>G.17 019 B.15 641<br>6 Ha (7,4 × 6,0) (14,7 8,4 8,4 13,5 8,4 × 7,1)<br>16W Der 2(25) 2(10) 12(5) | 2 Oil 4SA each 6Cy. 450 × 660 geared to sc. shaft<br>5 600bhp (4 119kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 170kW 225V d.c.<br>Fuel 1 246,5t-18,5pd 14kn |
| 7628007<br>3FZU<br>7859 -77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN DRAGON**<br>**Golden Dragon Co. Ltd. S.A.**<br>Panama Panama | **6 597**<br>4 359<br>12 010 | **1977** Ujina Zosensho—Hiroshima (560)<br>128,78 19,64 8,251<br>NK 120,02 19,60 10,52<br>P 23,5 F 10,7 1 dk | **M General Cargo**<br>G.14 140 B.13 848<br>3 Ha (stl) (17,6 30,1 18,2 × 9,7) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 480kW a.c.<br>13,5kn |
| 7854943<br>9V3068<br>382719<br>RT | **GOLDEN DRAGON**<br>ex Lion Star-82<br>ex Sansho Maru-82<br>**Soon Bee Oil Industries Pte. Ltd.**<br>Singapore Singapore | **258**<br>156<br>500 | **1970** Hakata Zosen K.K.—Hakata (85)<br>47,50 3,141<br>42,02 8,01 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>750bhp (552kW)<br>Usuki Tekkosho Usuki<br>10,5kn |
| 6724062<br>BVHY<br>2320<br>Df Gc<br>Rdr | **GOLDEN DRAGON No. 1**<br>**Chong Shing Ocean Enterprise Corp.**<br>Keelung China* | **1 900**<br>1 006<br>— | **1967** Miho Zosensho K.K.—Shimizu (632)<br>78,49 12,53 5,792<br>71,23 12,50 8,31<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho 17,9 17,6 ER<br>G.1 720 B.1 604 In.1 720<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 2(3) 2(2) | Oil 4SA 6Cy. 400 × 600<br>NE —<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| 8102696 | **GOLDEN DRAGON TUG**<br>**Tai Kong Trading Co.**<br>Singapore Singapore | **133**<br>4<br>104 | **1982** Tai Kong Trading Co.—Singapore (102)<br>AB 23,22 2,263<br>21,57 7,41 2,87<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 142 × 160 reverse geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany |
| 7381295<br>SZTJ<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN EAGLE**<br>**Golden Eagle Marinera S.A.**<br>Piraeus Greece | **13 036**<br>8 867<br>22 059 | **1976** Tohoku Zosen—Shiogama (165)<br>155,71(BB) 22,99 9,907<br>AB 145,73 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 21,7 21,5 21,8 21,8 23,5 ER<br>Ore 26 078<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| 5161639<br>9WBJ<br>324824<br>Df Esd<br>Gc RT | **GOLDEN EAGLE**<br>ex Inkosi-72 ex Parnass-61<br>**Guan Guan Shipping Sendirian Berhad**<br>Labuan Malaysia | **1 779**<br>1 177<br>2 300 | **1953** Werft Nobiskrug—Rendsburg (555)<br>*84,07* 11,56 4,950<br>GL 11,51 6,63<br>B 13,5 F 8,0 2 dks H 7,1<br>RW | **M General Cargo** CSD<br>Ice strengthened<br>Mchy.aft<br>G.3 495 B.3 305<br>8W Der 1(10) | Oil 4SA 9Cy. 385 × 580<br>1 500bhp (1 103kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 132,0t 12,5kn |
| 5147889<br>9VWZ<br>315970<br>Df Esd<br>Rdr RT | **GOLDEN EASTERN**<br>ex Sletholm-72 ex Hendrik-64<br>**King Line (Pte.) Ltd.**<br>Singapore Singapore | **1 701**<br>738<br>2 129 | **1953** Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (395)<br>NV 84,49 12,96 4,852<br>77,73 12,91<br>P 18,3 F 5,8 1 dk & S dk<br>R rf 152 | **M General Cargo** OSD 8P<br>Ref<br>Mchy.aft<br>2 Ho 17,0 33,2<br>G.4 164 B.3 681 In.42<br>3 Ha (6,7 11,5 6,7 × 6,1)<br>8W Der 1(10) 3(5) | Oil 2SA 5Cy. 480 × 700<br>1 500bhp (1 103kW) Sulzer<br>Taikoo Dock & Eng. Co. Hong Kong<br>Gen 3 × 80kW 220V d.c.<br>Fuel 217,0t (d.o.)-5,0pd 12kn |
| 8123303<br>KUS6493<br>649356 | **GOLDEN EGRET**<br>Mobile, Al United States of America | **267**<br>181<br>1 200 | **1982** Collier Shipbuilding Inc.—Bayou la Batre (25)<br>AB (Class cont.) 51,82 3,753<br>48,80 12,20 4,35<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts<br>1 800bhp (1 324kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |

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|---|---|---|---|---|---|---|
| **7366702** | **GOLDEN ENDEAVOR** | **44 881** | | **1974** National Steel & SB. Co.—San Diego, | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| WDBU | | 35 042 | | Ca (391) | SBT | 24 500shp (18 021kW) |
| 561433 | **Aeron Marine Shipping Co. Inc.** | 93 323 | AB | 272,50(BB) 14,961 | 6 Ta 12 Wing Ta ER | General Electric Co. Lynn, Ma |
| Df Esd | Apex Marine Corp. | | | 260,61 32,24 19,66 | L.(oil) 107 641 HeCls. BC | Gen 1 × 1000kW 1 × 750kW |
| Gc Pfd | New York, NY United States | | | F 22,6 1 dk | | Fuel 6 305,5t (o.f.) 16,5kn |
| Rdr RT | of America | | | rf nil | | |
| **7314814** | **GOLDEN EVAGELISTRA** | **16 439** | | **1973** Hakodate Dock Co. Ltd.—Muroran | **M Bulk Carrier** | Oil 2SA 6Cy. 760 × 1550 |
| SXIW | | 11 361 | | (561) | | 10 800bhp (7 944kW) Sulzer |
| 4808 | **Golden Independence S.S. Inc.** | 29 334 | AB | 180,80(BB) 23,14 10,656 | Str. heavy cargoes | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Piraeus Greece | | | 170,01 23,11 14,51 | 6 Ho 16,2 19,5 23,9 23,9 23,9 | Gen 2 × 310kW 2 × 220kW |
| Gc Rdr | | | | P 36,9 F 21,4 1 dk | 21,3 ER | 450V 60Hz a.c. |
| RT | | | | rf 51 | G.38 027 B.33 892 HeCls. B | Fuel 152,0t (d.o.) 2 312,0t (hvf) 15kn |
| | | | | | 6 Ha (stl) (8,1 12,9 15,1 15,1 15,1 | |
| | | | | | 12,7 × 9,6) ER | |
| | | | | | Cr 2(15) 3(10) | |
| **5238236** | **GOLDEN FALCON** | **17 297** | | **1954**-12 Cammell Laird & Co (Shipbuilders | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| ZCEC | ex Elaine-66 ex Mobil Light-64 | 10 201 | | & Engineers) Ltd.—Birkenhead (1232) | 12P | 13 570shp (9 982kW) |
| 186166 | ex Stanvac India-62 | 31 147 | ✠Classed LR until | 191,45 25,25 10,243 | 1 Ho 12,8 30 Ta ER | Cammell Laird & Co. Ltd. Birkenhead |
| Df Esd | **Mansell Shipping Ltd.** | | 16/1/81 | 182,89 25,15 12,96 | L.(oil) 35 715 HeCls. BC | Fuel 2 716,0t (o.f.)-71,0pd 15kn |
| Gc Rdr | Hamilton Bermuda | | | P 40,0 B 11,9 F 25,6 1 dk | 1 Ha (stl) (3,0 × 6,1) ER | |
| RTh | (British) | | | RW | Der 4(5) 2(3) | |
| **8125650** | **GOLDEN FALCON** | **2 493** | | **1982** Kochi Jukogyo K.K.—Kochi (2248) | **M General Cargo** | Oil 4SA 6Cy. 400 × 640 |
| H3LO | | 1 630 | | 5,950 | | 3 300bhp (2 427kW) |
| 10682-KJ | **Scarab Marine S.A.** | 5 000 | NK | 89,52 16,21 7,22 | 2 Ho ER | The Hanshin Diesel Works Ltd. Akashi |
| | Panama Panama | | | 1 dk | G.6 159 B.5 457 | |
| | | | | | 2 Ha (stl) ER | |
| **7222712** | **GOLDEN FLAG** | **43 479** | | **1972** Luebecker Flender-Werke AG. | **M Bulk Carrier** | Oil 2SA 7Cy. 860 × 1600 |
| SVCU | ex Proserpina-81 | 32 395 | | —Luebeck-Siems (597) | | 17 500bhp (12 872kW) |
| 8021 | **Alfios Compania Naviera S.A.** | 78 750 | GL NV | 255,91 32,34 14,220 | Ice strengthened | Masch. Augsburg-Nuernberg (MAN) |
| Df Esd | Golden Union Shipping Co. S.A. | | | 245,02 32,30 19,31 | 9 Ho 17,9 23,1 18,9 23,0 18,9 | Augsburg |
| Gc Pfd | Piraeus Greece | | | 1 dk | 23,0 18,9 23,0 19,2 ER | Gen 3 × 540kW 450V 60Hz a.c. |
| Rdr | | | | | G.93 938 | Fuel 3 861,0t (hvf) 15,75kn |
| RTm/h/v | | | | | 9 Ha (stl) (10,5 15,0 10,9 15,0 10,9 | |
| | | | | | 15,0 10,9 15,0 10,9 × 14,0) ER | |
| **6917009** | **GOLDEN FLEECE** | **11 148** | | **1969** Nippon Kokan K.K.—Shimizu (272) | **M General Cargo** | Oil 2SA 6Cy. 680 × 1250 |
| SVJO | | 6 928 | | 145,47 22,05 9,338 | | 7 200bhp (5 296kW) Sulzer |
| 3438 | **Golden Fleece S.S. Inc.** | 17 026 | AB | 136,96 22,00 12,40 | 6 Ho 15,7 17,7 18,1 13,1 18,1 | Uraga Heavy Industries Ltd. Tamashima |
| Df Esd | Piraeus Greece | | | P 26,9 F 9,8 2 dks | 16,5 6 TwD ER | Gen 3 × 260kW 440V 60Hz a.c. |
| Gc Rdr | | | | rf 152 | G.23 386 B.21 510 | Fuel 66,0t (d.o.) 1 132,0t (hvf) 15,5kn |
| RTm/h | | | | | 6 Ha (stl) (9,6 × 8,0) (9,9 9,9 6,5 9,9 | |
| | | | | | 9,9 × 10,5) ER | |
| | | | | | 12W Der 4(10) 8(5) | |
| **7932393** | **GOLDEN FLEECE** | **188** | | **1979** Marine Builders Inc.—Mobile, Al | **TM Fishing** | 2 Vee Oil 4SA each 12Cy. 137 × 152 |
| WQZ3 | | 128 | | *27,16* | Shellfish Side-fishing Beam-fishing | geared to sc. shafts |
| 776 | **Lund & Halbruner Inc.** | — | | 8,08 3,97 | | 3 600bhp (2 648kW) |
| 609951 | Philadelphia, Pa United States | | | 1 dk | | Caterpillar Tractor Co. Peoria, Illinois |
| Df Pfd | of America | | | | | Gen 1 × 60kW 1 × 30kW a.c. |
| Rdr RT | | | | | | 2 Controllable pitch propellers |
| **6709684** | **GOLDEN FLEECE** | **107** | | **1966** Ch. Herbert & Heraud—Etel | **Wood M Fishing** | Vee Oil 4SA 12Cy. 150 × 150 |
| | | 61 | | *20,67* 6,53 3,201 | Side Trawler | 360bhp (265kW) |
| 366439 | **Leslie Clifford Girvain** | — | | 6,48 3,61 | | Soc. des Moteurs Baudouin Marseille |
| Esd Rdr | Belfast United Kingdom | | | 1 dk | | 10,5kn |
| | | | | | 2 Ha (2,1 × 1,3) (1,3 × 0,7) | |
| **7525853** | **GOLDEN FORTUNE** | **13 027** | | **1977** Tohoku Zosen—Shiogama (173) | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 |
| SZIW | | 8 705 | | 155,71(BB) 22,92 9,332 | | 7 650bhp (5 627kW) Sulzer |
| 6465 | **Golden Fortune Steamship Inc.** | 21 682 | AB | 145,73 22,86 13,62 | 5 Ho 21,7 21,5 21,8 21,8 23,5 | Sumitomo Heavy Ind. Ltd. Tamashima |
| Df Esd | Piraeus Greece | | | 1 dk | ER | Gen 2 × 330kW 1 × 245kW |
| Gc Rdr | | | | | Ore 26 101 | 440V 60Hz a.c. |
| RTh | | | | | 1 Ha (stl) (11,2 × 8,0) 4 Ha (stl) (each | Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd |
| | | | | | 13,4 × 9,6) ER | 15kn |
| | | | | | Der 10(10) | |
| **5125788** | **GOLDEN FORTUNE** | T.Mk | **✠100A1** SS 6/77 | **1959**-2 Smith's Dock Ltd.—South Bank, | **M General Cargo** | Oil 2SA 5Cy. 670 × 2320 |
| S6GR | ex Strathinver-76 ex Galway-75 | **7 167** | | Middlesbrough (1253) | | 5 500bhp (4 046kW) Doxford |
| 300830 | **Guan Guan Shipping (Pte.) Ltd.** | 4 141 | **✠LMC** | 160,10 18,45 8,052/8,560 | 5 Ho 16,1 23,3 15,3 ER 22,7 | Hawthorn, Leslie (Engineers) Ltd. Newcastle |
| Df Esd | Singapore Singapore | 11 746 | EL (et) 2⅛" | 151,39 18,37 11,84 | 20,7 | AuxB 100lbf/in² (6,9bar) |
| Gc Rdr | | **9 538** | FN 4574 | F 12,5 2 dks, 3rd dk in Nos. 1 & 3 holds | 5 Ha (stl) (8,1 11,3 6,4 × 7,0) ER | Gen 3 × 200kW 220V d.c. |
| RT | | 5 689 | | RW rf nil len 67 | (9,7 8,1 × 7,0) | Fuel (hvf) 14,5kn |
| | | 12 986 | | Coll BH to U dk 7 to 2nd dk WB2982t incl. | Der 1(30) 12(10) 6(5) | |
| | | | | DTm1444t | | |
| **8125600** | **GOLDEN FORTUNE** | **1 708** | | **1982** Iwagi Zosen K.K.—Iwagi (28) | **TM Tanker** | 2 Oil 4SA each 6Cy. 220 × 280 |
| HO6537 | | 936 | | 81,34 5,012 | SBT | 1 800bhp (1 324kW) |
| 10964 | **Liberian Holm Transports Inc.** | 2 958 | NK | 74,81 13,01 6,02 | 8 Ta ER | Yanmar Diesel Engine Co. Ltd. Japan |
| -PEXT | World-Wide Shipping Agency Ltd. | | | 1 dk | L.(oil) 3 509 | |
| | Panama Panama | | | | | |
| **7022760** | **GOLDEN GATE** | **34 088** | | **1970** Bethlehem Steel Corp. SB. Dept. | **S Tanker** | 2 S Turb dr geared to sc. shaft |
| KIOH | | 27 890 | | —Sparrows Point, Md (4625) | | 20 000shp (14 711kW) |
| 526972 | **Keystone Tankship Corp.** | 63 141 | AB | 222,82 32,06 13,202 | 15 Ta ER | General Electric Co. Lynn, Ma |
| Df Esd | Keystone Shipping Co. | | | 215,50 32,01 17,38 | L.(oil) 83 300 HeCls. BptC | Gen 2 × 1000kW 440V 60Hz a.c. |
| Gc Pfd | Wilmington, De United States | | | F 17,4 1 dk | | Fuel 4 842,5t (o.f.)-99,5pd 15,75kn |
| Rdr | of America | | | rf nil | | |
| RTm/v | | | | | | |
| **7829376** | **GOLDEN GATE** | **197** | | **1943** Al Larson Boat Shop—San Pedro, Ca | **Wood M Pilot Cutter** | Oil |
| WA5454 | ex YMS 322-78 | 134 | | ... ... ... | | 1 000bhp (736kW) |
| 253722 | **Golden Gate Fisheries Inc.** | — | | 38,23 7,42 3,46 | | U.S.A. |
| RT | San Francisco, Ca United States | | | 1 dk | | |
| | of America | | | conv Minesweeper — | | |

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|---|---|---|---|---|---|---|
| 6829238<br>JPZD<br>104736<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN GATE BRIDGE**<br>**Kawasaki Kisen K.K. (Kawasaki Kisen Kaisha Ltd.)**<br>Kobe, Hyogo Pref. Japan | **16 911**<br>8 770<br>17 189 | NK | **1968** Kawasaki Dockyard Co. Ltd.—Kobe (1106)<br>188,91(BB) 25,07 9,924<br>175,04 25,02 15,40<br>F 26,6 1 dk<br>RW | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho ER<br>TEU 690<br>C.Ho 240/20' 103/40' C.Dk 148/20' 48/40'<br>9 Ha (stl) ER | Oil 2SA 10Cy. 930 × 1700<br>27 500bhp (20 228kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 1 × 600kW 445V a.c.<br>Fuel 3 575,5t-89,5pd 22,25kn |
| 7375155<br>S6BV<br>356847<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN GATE SUN**<br>**Mercury Orient Shipping Inc.**<br>Singapore Singapore | **39 349**<br>30 055<br>82 542 | NK | **1975** Onomichi Zosen—Onomichi (251)<br>232,01 36,05 14,628<br>220,00 36,00 19,61<br>F 18,9 1 dk | **M Tanker**<br>Mchy.aft<br>L.(oil) 102 047 | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 2 × 1800kW a.c.<br>Fuel 3 371,0t-73,0pd 15,5kn |
| 7012806<br>H8RX<br>9327-HK<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN GHANA**<br>ex Sloman Senior-80<br>**Drongo Shipping Co. S.A.**<br>Good Harvest Marine Co. Ltd.<br>Panama Panama | T.Mk<br>**6 549**<br>4 203<br>12 963<br>**9 144**<br>6 515<br>15 306 | GL | **1970** Bremer Vulkan A.G.—Vegesack (966)<br>139,55(BB) 21,04 8,205/9,189<br>132,01 21,01 12,30<br>B 27,2 F 12,2 2 dks | **M General Cargo**<br>Ice strengthened<br>5 Ho 16,0 19,3 16,3 20,4 19,3 ER<br>G.21 482 B.19 120<br>5 Ha (stl) (10,5 × 7,9) (12,7 11,2 14,2 12,7 × 10,5) ER<br>11W Der 1(60) 1(30) 6(15) 4(10) | Oil 2SA 6Cy. 700 × 1200<br>8 400bhp (6 179kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 320kW 440V 60Hz a.c.<br>Fuel 1 020,0t (hvf) 16kn |
| 8115954<br>WUS6<br>406<br>640680<br>Df Pfd<br>Rdr RT | **GOLDEN GIRL**<br>**The California Gulf Partnership**<br>New Orleans, La United States of America | **293**<br>199<br>1 200 | AB | **1981** Moss Point Marine Inc.—Escatawpa, Ms (009)<br>3,671<br>47,71 12,20 4,27<br>F 14,1 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made—reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 5001102<br>3EDN<br>10354-SS<br>Df Esd<br>RT | **GOLDEN GLOBE**<br>ex Abel Tasman-75<br>**Guan Guan Shipping (Pte.) Ltd.**<br>Panama Panama | **2 533**<br>1 234<br>3 526 | **✠100A1** CS 1/81<br>**✠LMC**<br>EL t 1⅝"SQ<br>FN 1800 | **1957**-12 Hall, Russell & Co. Ltd. —Aberdeen (860)<br>93,58 13,59 5,881<br>88,40 13,57 6,79<br>P 6,1 B 25,3 F 9,8 1 dk<br>RW rf 76<br>NS 5BH WB621t | **M General Cargo**<br>2 Ho 32,6 28,9<br>G.4 559 B.4 163<br>2 Ha (stl) (21,6 19,2 × 6,1)<br>8W Der 8(7,5) | Oil 2SA 5Cy. 560 × 1000<br>2 000bhp (1 471kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 150kW 1 × 45kW 220V d.c.<br>Fuel 319,0t (d.o.) 12,5kn |
| 8114338<br>7JFA<br>125911 | **GOLDEN GLORY**<br>**Sanko Kisen K.K. & Sanko Unyu K.K.**<br>Yokohama Japan<br>Kanagawa Pref. | **6 738**<br>4 454<br>12 010 | NK | **1982** Kurinoura Dock K.K.—Japan (165)<br>9,060<br>117,40 18,31 10,88<br>1 dk | **M Tanker**<br>Oil Chemical<br>21 Ta ER<br>L.13 485 | Oil 2SA 7Cy. 450 × 1150<br>7 000bhp (5 149kW) Mitsubishi<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Japan |
| 7381087<br>A8RD<br>5208<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLDEN GRAMPUS**<br>ex Silvana-77<br>**Hopedale Shipping Ltd.**<br>Monrovia Liberia | **31 861**<br>23 111<br>37 300 | BV | **1975** Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (976)<br>195,99(BB) 29,44 10,821<br>187,99 29,39 20,78<br>1 dk<br>rf nil | **M Bulk Carrier**<br>Wood-chip<br>6 Ho 28,6 22,1 24,0 20,8 22,3 27,9 ER<br>G.76 566<br>6 Ha (stl) (14,0 13,5 13,5 13,5 13,5 14,4 × 13,4) ER<br>Cr 3(10,5) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 3 × 620kW 445V 60Hz a.c.<br>Fuel 1 784,0t (hvf) 14,75kn |
| 8115942<br>KUS6384<br>638428<br>Df Pfd<br>Rdr RT | **GOLDEN GULF**<br>**The California Gulf Partnership**<br>New Orleans, La United States of America | **293**<br>199<br>1 200 | AB | **1981** Moss Point Marine Inc.—Escatawpa, Ms (008)<br>3,671<br>47,71 12,20 4,27<br>F 14,1 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made—reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7036979<br>3FOP<br>7814-77B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN HARVEST**<br>ex Kokai Maru-77<br>Launched as Kenyo Maru<br>**Volans Maritime S.A.**<br>Panama Panama | **3 166**<br>2 101<br>5 961 | NK | **1970** Kurushima Dock Co. Ltd.—Imabari (655)<br>101,12 16,03 6,833<br>94,01 15,98 8,21<br>P 18,0 B 4,9 F 11,3 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 350 B.7 000<br>2 Ha (stl) (10,5 27,9 × 7,7) ER<br>13W Der 1(50) 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 1 × 720kW 445V a.c.<br>Fuel 515,0t-13,0pd 12,5kn |
| 5117755<br>HPPM<br>10938-LI<br>Df Esd<br>Gc Rdr<br>RTm | **GOLDEN HEATH**<br>ex Nancy Heath-82<br>ex Forest Town-72<br>**Cridani Compania Naviera S.A.**<br>Panama Panama | **12 717**<br>7 780<br>21 140 | AB<br>✠Classed LR until 2/73 | **1960**-5 Verolme Schpsw.—Alblasserdam (614)<br>170,64 21,95 9,373<br>163,99 21,90 11,99<br>P 36,9 F 21,1 1 dk<br>RW rf nil | **M Tanker**<br>27 Ta ER<br>L.(oil) 26 273 | Oil 2SA 9Cy. 700 × 1200<br>7 500bhp (5 517kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>Gen 2 × 300kW 1 × 120kW 440V 60Hz a.c.<br>Fuel 218,5t (d.o.) 1 859,5t (hvf) 14kn |
| 6515423<br>3FIK<br>1116<br>6-HK<br>Df Esd<br>Gc Rdr<br>RTh/v | **GOLDEN HILL**<br>ex Amstelburcht-82<br>ex Hollands Burcht-77<br>Panama Panama | **16 575**<br>10 774<br>27 230 | BV | **1965** Verolme Schpsw.—Alblasserdam (713)<br>186,42(BB) 22,92 10,910<br>172,42 22,86 14,43<br>1 dk<br>rf nil | **M Bulk Carrier**<br>6 Ho 22,0 24,0 21,0 21,0 21,0 21,1 ER<br>G.36 089 HeCls. B<br>6 Ha (stl) (14,7 15,4 15,4 15,4 15,4 15,4 × 10,2) ER<br>Cr 6(5) | Oil 2SA 6Cy. 750 × 1600<br>8 600bhp (6 326kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 256kW 460V 60Hz a.c.<br>Fuel 103,0t (d.o.) 1 841,0t (hvf)-32,5pd 14,5kn |
| 5133096<br>VDLJ<br>193679<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN HIND**<br>ex Imperial Woodbend-54<br>**Quebec & Ontario Transportation Co. Ltd.**<br>Montreal, P.Q. Canada | **12 304**<br>8 532<br>17 200 | **✠100A1** Lake SS 11/81 Great Lakes & River St. Lawrence service<br>**✠LMC**<br>EL (i) 2 7/16"SQ<br>FN 5743 | **1952**-4 Collingwood Shipyards —Collingwood, Ont. (147)<br>188,98 21,09 7,601<br>182,89 20,73 10,67<br>P 38,1 Trunk 93,9 F 18,6 1 dk<br>RW conv Tanker 54<br>3BH WB6693t | **S Bulk Carrier**<br>4 Ho 33,2 29,2 28,9 35,0 ER<br>G.22 002<br>16 Ha (stl) (each 3,3 × 13,4) ER | 3 S Turb dr geared to sc. shaft<br>5 175shp (3 807kW)<br>The John Inglis Co. Ltd. Toronto, Ont.<br>2 WTB 525lbf/in$^2$ (36,2bar) Spt 490lbf/in$^2$ (33,8bar) hs823,5 db 15lbf/in$^2$ (1,1bar)<br>Gen 2 × 300kW 230V 60Hz a.c.<br>Fuel 439,0t (o.f.) 15kn |

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| **7732987** | **GOLDEN HIND** | **110** | | **1977** ............Brownsville, Tx | **M Fishing** | Oil |
| WYG7 | | 74 | | *21,92* | | 365bhp (268kW) |
| 432 | **Four Winds Inc.** | — | | 6,71 3,18 | | U.S.A. |
| 585269 | Brownsville, Tx United States | | | 1 dk | | |
| | of America | | | | | |

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| **7525827** | **GOLDEN HOPE** | **14 531** | | **1977** Nippon Kokan K.K.—Shimizu (364) | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 |
| SXKV | | 10 238 | | 172,27(BB) 22,92 9,780 | | 7 650bhp (5 627kW) Sulzer |
| 6539 | **Golden Hope Steamship Inc.** | 24 738 | AB | 161,68 22,86 13,62 | 5 Ho 24,0 25,2 25,2 25,2 25,2 | Sumitomo Heavy Ind. Ltd. Tamashima |
| Df Esd | Piraeus Greece | | | 1 dk | ER | Gen 2 × 330kW 1 × 245kW |
| Gc Rdr | | | | | Ore 33 874 | 440V 60Hz a.c. |
| RTh | | | | | 5 Ha (stl) (13,2 × 8,0) (16,7 16,7 | Fuel 115,0t (d.o.) 2 006,0t (hvf)-27,5pd |
| | | | | | 16,7 16,7 × 9,6) ER | 14,75kn |
| | | | | | Der 10(15) | |

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| **7380435** | **GOLDEN HORIZON** | **13 035** | | **1975** Nippon Kokan K.K.—Shimizu (329) | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 |
| SYYS | | 8 867 | | 155,68(BB) 22,99 9,907 | | 7 650bhp (5 627kW) Sulzer |
| 5439 | **Golden Horizon S.S. Inc.** | 22 057 | AB | 145,70 22,84 13,59 | 5 Ho 21,7 21,5 21,8 21,8 23,5 | Sumitomo Heavy Ind. Ltd. Tamashima |
| Df Esd | Piraeus Greece | | | 1 dk | G.26 078 | Gen 2 × 310kW 1 × 175kW |
| Gc Pfd | | | | | 5 Ha (stl) (11,2 × 8,0) (13,4 13,4 | 450V 60Hz a.c. |
| Rdr RT | | | | | 13,4 13,4 × 9,6) ER | Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd |
| | | | | | Der 10(10) | 15kn |

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| **5270765** | **GOLDEN HORSE** | **7 843** | | **1956** Werf De Noord—Alblasserdam | **M General Cargo** OSD | Oil 2SA 7Cy. 680 × 1250 |
| 9VDC | ex Parkhaven-73 | 4 714 | | (641) | | 4 200bhp (3 089kW) |
| 344376 | **Guan Guan Shipping (Pte.) Ltd.** | 9 830 | BV | 143,62 18,06 7,875 | 5 Ho 19,2 19,7 14,2 19,7 17,8 | N.V. Werkspoor Amsterdam |
| Df Esd | Singapore Singapore | | | 132,59 17,99 11,59 | G.17 726 B.16 413 | Gen 3 × 145kW 220V d.c. |
| Gc Rdr | | | | 1 dk & S dk | 5 Ha (8,9 13,4 13,4 11,0 8,6 × 6,1) | Fuel 1 243,5t (d.o.) 14,5kn |
| | | | | RW | Der 1(25) 1(10) 2(3-10) 12(3-5) | |

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| **7397048** | **GOLDEN ISLAND** | **6 884** | | **1976** Towa Zosen K.K.—Shimonoseki | **M Vehicles Carrier** | Oil 2SA 6Cy. 520 × 900 |
| 7LGX | ex Princess Mazda-79 | 5 419 | | (475) | Mchy.aft | 6 000bhp (4 413kW) Mitsubishi |
| 115388 | **Kowa Kaiun K.K.** | 5 211 | NK | 147,81 18,01 5,919 | | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Hiroshima, Japan | | | 136,00 17,99 6,74 | B.19 174 | Diesels Ltd.) Yaizu |
| Gc Pfd | Hiroshima Pref. | | | 2 dks | | Gen 1 × 300kW 445V a.c. |
| Rdr RT | | | | len 80 | | 15,25kn |

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| **7372543** | **GOLDEN JADE** | **3 778** | | **1974** Imai Zosen—Kochi (336) | **M General Cargo** | Oil 2SA 6Cy. 450 × 750 |
| H3KY | | 2 593 | | 104,02 16,39 6,816 | | 3 800bhp (2 795kW) Mitsubishi |
| 5242-75 | **Golden Hill Co. Ltd. S.A.** | 6 591 | NK | 98,58 16,36 8,36 | 2 Ho ER | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Panama Panama | | | P 19,9 F 11,6 1 dk | G.8 632 B.8 100 | Diesels Ltd.) Yaizu |
| Gc Rdr | | | | | 2 Ha (stl) (28,1 28,4 × 8,4) ER | Gen 2 × 288kW a.c. |
| RT | | | | | 4W Der 4(15) | Fuel 547,5t (hvf)-13,0pd 12,25kn |

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| **8202874** | **GOLDEN JAGUAR** | **667** | | **1982** Southern Ocean SB. Co. (Pte.) Ltd. | **TM Supply Ship** | 2 Oil geared to sc. shafts |
| | | 224 | | —Singapore (133) | Deck Cargo | 2 000bhp (1 471kW) |
| | **East Asia Offshore Services** | 1 000 | AB (Class cont.) | ... ... ... | | Yanmar Diesel Engine Co. Ltd. Japan |
| | **Pte. Ltd.** | | | 38,51 10,01 4,22 | | |
| | Singapore | | | | | |

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| **5151323** | **GOLDEN JEDDAH** | **7 032** | | **1961** Rheinstahl Nordseewerke—Emden | **M General Cargo** | Oil 2SA 9Cy. 700 × 1200 |
| BLAN | ex Longavi-79 ex Hiram-69 | 3 925 | | (318) | 6P | 6 000bhp (4 413kW) |
| 7711 | **Chaffinch Shipping Co. S.A.** | 10 857 | AB (NV) | 153,04 18,95 9,430 | 5 Ho 17,9 22,0 21,5 ER 21,5 | Masch. Augsburg-Nuernberg (MAN) |
| Df Esd | Good Harvest Marine Co. Ltd. | **9 467** | | 141,10 18,90 11,97 | 21,5 | Augsburg |
| Gc Rdr | Keelung China* | 5 485 | | B 24,7 F 29,9 2 dks | G.19 898 B.18 587 | Gen 2 × 200kW 1 × 170kW |
| RTm/h/v | | 13 291 | | rf 102 | 5 Ha (stl) (9,8 12,8 12,8 ER 11,2 | 440V 60Hz a.c. |
| | | | | | 11,2 × 7,3) | Fuel 1 829,0t (hvf) 15kn |
| | | | | | 16W Der 1(50) 4(10) 12(5) | |

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| **7354319** | **GOLDEN KIMISIS** | **16 439** | | **1973** Hakodate Dock Co. Ltd.—Muroran | **M Bulk Carrier** | Oil 2SA 6Cy. 760 × 1550 |
| SXUX | | 11 371 | | (562) | | 12 000bhp (8 827kW) Sulzer |
| 4922 | **Golden Kimisis Marinera S.A.** | 29 334 | AB | 180,80(BB) 23,14 10,656 | Str. heavy cargoes | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Piraeus Greece | | | 170,01 23,09 14,48 | 6 Ho 16,2 16,4 23,9 23,9 23,9 | Gen 2 × 310kW 2 × 220kW |
| Gc Rdr | | | | P 33,0 F 13,5 1 dk | 21,3 ER | 450V 60Hz a.c. |
| RT | | | | rf 51 | G.38 027 B.33 892 | Fuel 152,0t (d.o.) 2 312,0t (hvf) 15kn |
| | | | | | 6 Ha (stl) (8,1 12,9 15,1 15,1 15,1 | |
| | | | | | 12,7 × 9,6) | |
| | | | | | Cr 2(15) 3(10) | |

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| **8004325** | **GOLDEN KYOSEI MARU** | **3 667** | | **1981** Honda Zosen—Saiki | **M Tanker** | Oil 4SA 6Cy. 540 × 850 |
| 8KFY | | 1 900 | | 108,34 6,863 | Chemical | 5 200bhp (3 825kW) |
| 124678 | **Kyoei Kisen K.K.** | 6 162 | NK | 99,83 16,01 8,41 | Mchy.aft | Makita Diesel Co. Ltd. Takamatsu |
| Df Esd | Narasaki Sangyo K.K. | | | 1 dk | | |
| Gc Rdr | Kamae, Japan | | | | | |
| | Oita Pref. | | | | | |

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| **5298250** | **GOLDEN LADY** | T.Mk | **✠100A1** SS 1/77 | **1958**-1 Cammell Laird & Co (Shipbuilders | **M General Cargo** | Oil 2SA 8Cy. 750 × 1500 exhaust500 |
| HOEA | ex Rockhampton Star-81 | **7 474** | | & Engineers) Ltd.—Birkenhead (1277) | Ref 6P | 13 300bhp (9 783kW) |
| 10771-LI | **Festasi Shipping Co. S.A.** | 4 477 | **✠LMC** | 154,59 20,81 8,630/9,329 | 5 Ho 20,2 20,5 23,6 22,8 19,8 | Harland and Wolff Ltd. Belfast |
| Df Esd | Panama Panama | 10 376 | **✠Lloyd's RMC** | 143,26 20,73 12,65 | In.11 831 | 2 AuxB 100lbf/in$^2$ (6,9bar) |
| Gc Pfd | | **9 846** | EL ft $2\frac{1}{4}$"SQ | F 52,5 2 dks, 3rd dk in Nos. 1, 2, 3 & 4 | 5 Ha (stl) (8,9 13,7 9,9 9,1 9,1 × | Gen 4 × 300kW 220V d.c. |
| Rdr RTv | | 5 997 | FN 4783 | holds, 4th dk in No. 3 hold | 6,1) | Fuel (hvf) |
| | | 12 062 | | RW rf 152 DK fwd | Der 1(50) 2(15) 4(10) 6(5) 8(3) | |
| | | | | 7BH WB1821t incl. Tunnel tanks 770t | | |

**LAID UP — SURVEYS OVERDUE 1/81**

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| **7643289** | **GOLDEN LADY** | **114** | | **1976** Quality Marine Inc.—Theodore, Al | **M Fishing** | Oil |
| WYN9 | | 82 | | *21,71* 6,71 | | 365bhp (268kW) |
| 851 | **A. B. Cook, Jr.** | — | | 3,26 | | U.S.A. |
| 571233 | Jacksonville, Fl United States | | | 1 dk | | Fuel (d.o.) |
| | of America | | | | | |

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| **5262598** | **GOLDEN LAGOS** | T.Mk | **✠100A1** SS 5/82 | **1962**-4 Harland and Wolff Ltd.—Belfast | **M General Cargo** | Oil 2SA 6Cy. 620 × 1400 exhaust470 |
| HPWW | ex Olivebank-78 | **6 317** | DTma — veg. oil or oil | (1640) | | 6 700bhp (4 928kW) |
| 9229-78 | **Good Companion Shipping Co.** | 3 658 | FP above 60°C | 147,33 19,13 7,976/8,910 | 5 Ho 18,2 21,6 18,2 6,1DT | Harland and Wolff Ltd. Belfast |
| Df Esd | **(Panama) S.A.** | 10 438 | **✠LMC** | 137,72 19,05 11,74 | 8,5DT 15,7 20,4 | 2 AuxB 100lbf/in$^2$ (6,9bar) |
| Gc Rdr | Good Harvest Marine Co. Ltd. | **8 530** | EL dt $2\frac{3}{16}$"SQ | P 12,2 F 13,2 2 dks | G.19 013 B.17 258 | Gen 3 × 175kW 1 × 20kW 220V d.c. |
| RT | Panama Panama | 5 083 | FN 4241 | RW rf 152 | 5 Ha (8,9 10,6 6,8 × 6,7) ER (9,1 | Fuel 1 202,0t (hvf) 15kn |
| | | 12 534 | | Coll BH to U dk 7 to 2nd dk WB2995t incl. | 9,1 × 6,7) | |
| | | | | DTma1494t | 15W Der 1(50) 4(10) 10(5) 2(3) | |

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| 7371410<br>D9EM<br>IM181<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN LAKE**<br>ex Luna-75<br>**Seyang Shipping Co. Ltd.**<br>Inchon South Korea | **3 757**<br>2 373<br>6 179 | KR (NK) | **1974** Asakawa Zosen—Imabari (230)<br>106,46 16,34 6,681<br>97,95 16,30 8,16<br>P 22,3 F 11,3 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 293 B.7 309<br>2 Ha (stl) (28,4 28,4 × 8,3) ER<br>4W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K. (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 160kW 445V a.c.<br>Fuel 557,0t (hvf)-12,0pd 12,75kn |
| 7512612<br>6ZGH<br>5799<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GOLDEN LAUREL**<br>**Liberian Cordelia Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **29 729**<br>22 903<br>61 709 | AB | **1977** Hitachi Zosen—Sakai (4516)<br>225,03(BB) 12,401<br>215,02 32,19 17,81<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.74 247 HeCls. B<br>1 Ha (stl) (16,0 × 13,1) 6 Ha (stl) (each 16,0 × 13,1) ER | Oil 2SA 7Cy. 760 × 1550<br>14 000bhp (10 298kW) Sulzer<br>Hitachi Zosen Osaka<br>Fuel 160,5t (d.o.) 3 264,5t (hvf)-48,5pd 14,75kn |
| 8101513<br>Esd Rdr<br>RT | **GOLDEN LEOPARD**<br>**Tai Kong Trading Co.**<br>Singapore Singapore | **133**<br>13<br>— | AB | **1980** Tai Kong Trading Co.—Singapore (101)<br>2,263<br>21,57 7,41 2,87<br>F 11,6 1 dk<br>rf 500 | **TM Tug** | 2 Oil 4SA each 8Cy. 142 × 160 geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>10kn |
| 8206040<br>9V3075<br>382764<br>RT | **GOLDEN LION**<br>**Southern Ocean Shipping Co. Pte. Ltd.**<br>Singapore Singapore | **266**<br>8<br>— | AB (Class cont.) | **1982** Southern Ocean SB. Co. (Pte.) Ltd. —Singapore (137)<br>3,701<br>36,50 9,52<br>1 dk | **TM Utility Vessel** | 2 Oil<br>2 000bhp (1 471kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| 7802469<br>Esd Gc<br>Rdr RT | **GOLDEN LION TUG**<br>**Tai Kong Trading Co.**<br>Singapore Singapore | **130**<br>9<br>— | AB | **1978** Tech 4 Marine (Pte.) Ltd.—Singapore (102)<br>... ... ...<br>21,52 7,41 2,87<br>F 11,0 1 dk | **M Tug** | 2 Oil 4SA each 6Cy. 137 × 165 geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 40kW a.c.<br>10kn |
| 7112709<br>ELLK<br>3853<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOLDEN LOTUS**<br>**Liberian Lotus Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 922**<br>11 443<br>26 635 | AB | **1971** Osaka Zosensho—Osaka (316)<br>170,52(BB) 22,86 10,062<br>162,01 22,81 13,52<br>F 12,8 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 24,3 27,2 15,0 27,0 27,2 ER<br>G.35 476 B.31 871<br>5 Ha (stl) (14,0 18,3 × 11,9) (9,6 × 10,4) (18,3 18,3 × 11,9) ER<br>Cr 4(8) Der 1(15) | Oil 2SA 6Cy. 760 × 1550<br>1 200bhp (883kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 330kW 450V 60Hz a.c.<br>Fuel 1 716,0t (hvf) 15kn |
| 7525865<br>SWHM<br>6273<br>Df Esd<br>Gc Rdr<br>RTh | **GOLDEN LUCK**<br>**Golden Luck Steamship Inc.**<br>Piraeus Greece | **13 027**<br>8 705<br>21 692 | AB | **1977** Tohoku Zosen—Shiogama (172)<br>155,71(BB) 22,92 9,907<br>145,73 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 21,7 21,5 21,8 21,8 23,5 ER<br>Ore 26 101<br>1 Ha (stl) (11,2 × 8,0) 4 Ha (stl) (each 13,4 × 9,6) ER<br>Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW 440V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| 6720688<br>S6HQ<br>376079<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN MALACCA**<br>ex Shinki Maru-76<br>ex Yamahaku Maru-69<br>**Amarys Navigation (Pte.) Ltd.**<br>Singapore Singapore | **2 988**<br>2 007<br>5 655 | NK | **1967** Imabari Zosen—Imabari (164)<br>101,30 15,73 6,601<br>94,01 15,70 8,01<br>P 19,9 F 9,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.7 471 B.7 100<br>2 Ha (23,4 29,4 × 8,3) ER<br>12W Der 2(15) 2(10) | Oil 2SA 7Cy. 390 × 650<br>3 000bhp (2 207kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 120kW a.c.<br>Fuel 498,0t-11,0pd 13,5kn |
| 7433763<br>6ZEP<br>6091<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN MED**<br>Launched as Kirsten Bewa<br>**Timber Point Shipping Corp.**<br>Monrovia Liberia | **5 350**<br>3 419<br>8 070 | ✠**100A1**<br>strengthened for heavy cargoes<br>✠**LMC** **UMS**<br>EL X 495,0/50,0U2<br>FN 3305 | **1978**-1 Est. EBIN/So S.A.—Porto Alegre (83)<br>127,39(BB) 18,01 8,065<br>117,07 17,96 10,27<br>P 26,3 F 12,8 2 dks<br>rf nil<br>SF 6BH WB1534t incl. DTf 256t | **M General Cargo**<br>3 Ho 20,0 29,3 33,3 ER<br>G.11 412 B.10 597 In.423<br>3 Ha (stl) (13,0 × 8,0) (19,5 19,5 × 10,5) ER<br>Der 10(12) | Oil 4SA 8Cy. 400 × 460 sr geared to sc. shaft<br>5 200bhp (3 825kW) Pielstick<br>Blohm + Voss A.G. Hamburg<br>AuxB (Comp) 8,5kgf/cm² (8,4bar)<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 100,5t (d.o.) 595,5t (hvf) 15kn |
| 8118217<br>3FYA<br>11163-YJ | **GOLDEN MERMAID**<br>**Golden Mermaid S.A.**<br>Nakamura Steamship Co. Ltd.<br>Panama Panama | **4 849**<br>3 503<br>9 578 | NK (Class cont.) | **1982** Honda Zosen—Saiki (700)<br>118,57 19,44 7,505<br>110,01 19,41 9,81<br>1 dk | **M General Cargo**<br>3 Ho ER<br>G.11 082 B.10 329<br>3 Ha (stl) ER | Oil 2SA 7Cy. 370 × 880<br>4 550bhp (3 347kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki |
| 6925367<br>D5GZ<br>6305<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN MIRANDA**<br>ex Hoegh Miranda-78<br>**Ostend Shipping Ltd.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **14 029**<br>9 831<br>24 502 | NV | **1969** Kaldnes M/V A/S—Tonsberg (182)<br>180,32(BB) 22,92 10,211<br>168,59 22,86 13,72<br>P 38,5 F 15,0 1 dk<br>rf 51 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 22,4 19,6 19,6 19,6 19,6 20,4 ER<br>G.28 940 B.28 320<br>6 Ha (stl) (each 13,3 × 10,2) ER<br>12W Der 12(6-12) | Oil 2SA 6Cy. 760 × 1550<br>10 500bhp (7 723kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 666kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 185,0t (d.o.) 2 146,0t (hvf)-36,0pd<br>15,5kn |
| 8123418<br>WUS6<br>437<br>643770<br>Df Pfd<br>Rdr RT | **GOLDEN MIST**<br>**Golden Gulf Marine-Alpha Ltd.**<br>New Orleans, La United States of America | **293**<br>199<br>1 200 | AB | **1981** Moss Point Marine Inc.—Escatawpa, Ms (014)<br>3,671<br>52,74 12,20 4,27<br>F 14,1 1 dk<br>rf 533 | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 2SA each 16Cy. 146 × 146 reverse reduction geared to sc. shafts.<br>1 860bhp (1 368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7366714<br>KLGF<br>566090<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN MONARCH**<br>**Aquarius Marine Co.**<br>Apex Marine Corp.<br>New York, NY United States of America | **44 881**<br>35 042<br>92 854 | AB | **1975** National Steel & SB. Co.—San Diego, Ca (392)<br>272,50(BB) 32,29 15,215<br>260,61 32,24 19,66<br>F 22,6 1 dk<br>rf nil | **S Tanker**<br>SBT<br>6 Ta 12 Wing Ta ER<br>L.(oil) 105 277 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>24 500shp (18 021kW)<br>General Electric Co. Lynn, Ma<br>Gen 1 × 1000kW 1 × 750kW a.c.<br>Fuel 6 305,5t (o.f.) 16,5kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **8115966** | **GOLDEN MOON** | **293** | | **1981** Moss Point Marine Inc.—Escatawpa, | **TM Supply Ship** | 2 Vee Oil 2SA each 12Cy. 230 × 254 |
| WUS6 | | 199 | | Ms (010) | Deck Cargo Fire-fighting | reverse reduction geared to sc. shafts |
| 419 | **Golden Gulf Marine-Alpha Ltd.** | 1 200 | AB | 3,671 | | 3 000bhp (2 207kW) E made— |
| 641961 | New Orleans, La United States | | | 52,74 12,20 4,27 | | reconditioned & fitted81 |
| Df Pfd | of America | | | F 14,1 1 dk | | General Motors Corp. Electro-Motive |
| Rdr RT | | | | rf 533 | | Div. La Grange |
| | | | | | | Gen 2 × 150kW a.c. |
| | | | | | | Thw. thrust propeller fwd |
| | | | | | | 12kn |
| **7378547** | **GOLDEN NAGOS** | **16 439** | | **1974** Hakodate Dock Co. Ltd.—Muroran | **M Bulk Carrier** | Oil 2SA 6Cy. 760 × 1550 |
| SVBR | | 11 371 | | (563) | | 10 800bhp (7 944kW) Sulzer |
| 5072 | **Golden Nagos Marinera S.A.** | 29 336 | AB | 180,83(BB) 23,14 10,662 | Str. heavy cargoes | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Piraeus Greece | | | 170,01 23,09 14,48 | 6 Ho 16,3 19,5 24,0 24,0 24,0 | Gen 2 × 310kW 2 × 220kW |
| Gc Rdr | | | | P 33,0 F 13,5 1 dk | 21,4 ER | 450V 60Hz a.c. |
| RT | | | | rf 51 | G.38 005 B.33 872 | Fuel 152,0t (d.o.) 2 312,0t (hvf) 15kn |
| | | | | | 6 Ha (stl) (8,2 13,0 15,1 15,1 15,1 | |
| | | | | | 12,8 × 9,6) ER | |
| | | | | | Cr 2(15) 3(10) | |
| **6404038** | **GOLDEN NIGERIA** | T.Mk | ✠**100A1** SS 12/79 | **1964**-3 Harland and Wolff Ltd.—Belfast | **M General Cargo** | Oil 2SA 6Cy. 620 × 1400 exhaust470 |
| 3EKH | ex Weybank-79 | **6 378** | DTma — vegetable oil or | (1648) | | 6 700bhp (4 928kW) |
| 9528-79 | **Chung Hsing Shipping Co.** | 3 592 | oil FP above 60°C | 147,33 19,13 7,976/8,910 | 5 Ho 18,2 21,6 18,2 8,5DT 15,7 | Harland and Wolff Ltd. Belfast |
| Df Esd | **(Panama) S.A.** | 10 717 | ✠**LMC** | 137,42 19,05 11,74 | 20,4 | 2 AuxB 100lbf/in² (6,9bar) |
| Gc Rdr | Good Harvest Marine Co. Ltd. | **8 670** | EL dt 2$\frac{3}{16}$"SQ | P 12,2 F 13,2 2 dks | G.18 863 B.17 123 | Gen 3 × 200kW 1 × 40kW 1 × 5kW |
| RT | Panama Panama | 5 048 | FN 4232 | rf 152 | 6 Ha (8,9 10,6 9,1 4,5 9,1 9,1 × | 220V d.c. |
| | | 12 813 | | Coll BH to U dk 7 to 2nd dk WB3152t incl. | 6,7) | Fuel 1 137,0t (hvf) 15kn |
| | | | | DTma1494t | 15W Der 1(60) 4(10) 10(6) 2(3) | |
| **7632125** | **GOLDEN NUGGETT** | **134** | | **1975** Marine Builders Inc.—Mobile, Al | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 165 |
| WYP6 | | 91 | | *23,47* 6,84 | | 700bhp (515kW) |
| 395 | **F/V Golden Nuggett** | — | | 3,38 | | Caterpillar Tractor Co. Peoria, Illinois |
| 562545 | Philadelphia, Pa United States | | | 1 dk | | Fuel (d.o.) |
| | of America | | | | | |
| **7920716** | **GOLDEN OAK** | **4 973** | | **1980** Honda Zosen—Saiki (681) | **M Tanker** | Oil 2SA 7Cy. 450 × 1200 |
| 8KCV | Launched as Alchemist Tokyo | 2 850 | | 7,916 | Chemical | 6 160bhp (4 531kW) B&W |
| 123421 | **Narasaki Sangyo K.K. & Kyoei** | 8 647 | NK | 108,01 17,51 9,81 | Mchy.aft | Mitsui Eng. & SB. Co. Ltd. Tamano |
| Df Esd | **Kisen K.K.** | | | P 25,0 F 13,5 1 dk | L.9 161 | Gen 3 × 320kW a.c. |
| Gc Pfd | Kamae, Japan | | | | | 14,25kn |
| Rdr RT | Oita Pref. | | | | | |
| **7346934** | **GOLDEN ODYSSEY** | **6 757** | ✠**100A1** SS 11/78 | **1974**-9 Helsingor Vaerft A/S—Helsingor | **TM Passenger Ship** | 2 Vee Oil 4SA each 12Cy. 450 × 550 sr |
| SXTD | | 3 141 | | (404) | 509bth P | geared to sc. shafts |
| 4763 | **Castellana Maritime Inc. of** | 1 377 | ✠**LMC** | 130,21(BB) 19,49 5,233/5,265 | Mchy.aft | 15 000bhp (11 033kW) MaK |
| Df Esd | **Monrovia** | | EL Y 1$\frac{13}{16}$"U3 | 106,00 19,21 11,97 | | Atlas-MaK Maschinenbau Kiel |
| Gc Pfd | Royal Cruise Line Ltd. | | FN 3306 | B 95,8 4 dks | | db 10,5kgf/cm² (10,3bar) |
| Rdr RT | Piraeus Greece | | | rf nil | | Gen 4 × 800kW 440V 60Hz a.c. |
| | | | | NS Coll BH to U dk 3 to 2nd dk 9 to 3rd | | 2 Thw. thrust Contr. pitch propellers fwd |
| | | | | dk WB572T incl. Tunnel tanks 103T | | 21kn |
| **5352393** | **GOLDEN OIL** | **399** | | **1935** Eriksbergs M/V A/B—Goteborg | **M Tanker** | Oil 2SA 8Cy. 220 × 330 |
| SKVW | ex Tanksund-73 ex Tankvik-73 | 172 | | (259) | | 500bhp (368kW) NE 53 |
| 8011 | ex Ektank-66 ex Tankvik-66 | 584 | (BV) | 48,47 7,80 3,588 | | Kloeckner Humboldt Deutz Koeln |
| Df RTm | ex Soya II-41 | | | 7,75 3,89 | L.(oil) 719 HeCls. C | Fuel 52,0t (d.o.)-2,0pd 10,5kn |
| | **Rederi A/B Klanen** | | | P 14,4 F 5,5 1 dk | 9 Ha (each 2,2 × 2,2) ER | |
| | Stockholm Sweden | | | R | | |
| **7233383** | **GOLDEN OKINAWA** | **6 820** | | **1972** Onomichi Zosen—Onomichi (236) | **M RoRo Cargo/Ferry** | 2 Oil 2SA each 14Cy. 400 × 540 |
| 7MDW | | 2 893 | | 126,80(BB) 22,05 5,811 | 995P | 15 200bhp (11 181kW) Sulzer |
| 114321 | **Ryukyu Kaiun Kaisha ('The** | 2 623 | | 118,50 22,00 8,21 | Mchy.aft | Mitsubishi Heavy Industries Ltd. Kobe |
| Df Esd | **Ryukyu Line')** | | | 1 dk | | 20,25kn |
| Gc Pfd | Naha, Japan | | | RW | | |
| Rdr RT | Okinawa Pref. | | | | | |
| **7053379** | **GOLDEN ORCHID** | **15 922** | | **1971** Osaka Zosensho—Osaka (315) | **M Bulk Carrier** | Oil 2SA 6Cy. 760 × 1550 |
| 6ZEE | | 11 443 | | 170,52(BB) 22,86 10,062 | Vehicles | 12 000bhp (8 827kW) Sulzer |
| 3783 | **Liberian Orchid Transports Inc.** | 26 646 | AB | 148,01 22,81 13,52 | 5 Ho 23,7 27,2 15,1 26,3 26,3 | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | World-Wide Shipping Agency Ltd. | | | F 12,8 1 dk | ER | Gen 3 × 330kW 450V 60Hz a.c. |
| Gc Pfd | Monrovia Liberia | | | rf nil | G.35 476 B.31 871 HeCls. B | Fuel 1 802,5t (hvf) 15kn |
| Rdr | | | | | 5 Ha (stl) (14,0 18,3 × 11,9) (9,6 × | |
| RTm/h/v | | | | | 10,5) (18,3 18,3 × 11,9) ER | |
| | | | | | Cr 4(8) Der 1(15) | |
| **7525798** | **GOLDEN PANAGIA** | **13 027** | | **1976** Nippon Kokan K.K.—Shimizu (361) | **M Bulk Carrier** | Oil 2SA 6Cy. 680 × 1250 |
| SXST | | 8 705 | | 155,71(BB) 22,99 9,907 | | 7 650bhp (5 627kW) Sulzer |
| 5880 | **Golden Panagia S.S. Inc.** | 22 040 | AB | 145,73 22,86 13,62 | 5 Ho 21,7 21,5 21,8 21,8 23,5 | Sumitomo Heavy Ind. Ltd. Tamashima |
| Df Esd | Piraeus Greece | | | 1 dk | ER | Gen 2 × 330kW 1 × 245kW |
| Gc Rdr | | | | | Ore 26 101 | 450V 60Hz a.c. |
| RT | | | | | 5 Ha (stl) (11,0 × 8,0) (13,4 13,4 | Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd |
| | | | | | 13,4 13,4 × 9,6) ER | 15kn |
| | | | | | Der 10(10) | |
| **7334400** | **GOLDEN PARK** | **6 254** | | **1973** Kurushima Dock Co. Ltd.—Imabari | **M General Cargo** | Oil 2SA 6Cy. 520 × 900 |
| 3FVU | | 4 395 | | (776) | Mchy.aft | 6 000bhp (4 413kW) MAN |
| 4816-74 | **Golden Park Co. Ltd. S.A.** | 10 409 | NK | 128,07 19,05 7,773 | | Kawasaki Heavy Ind. Ltd. Kobe |
| Df Esd | Panama Panama | | | 119,00 19,00 10,01 | G.14 348 B.13 539 | Gen 2 × 432kW a.c. |
| Gc Pfd | | | | P 23,2 F 11,0 1 dk | 3 Ha (20,5 20,2 32,2 × 10,6) | Fuel 1 053,5t-21,5pd 13,5kn |
| Rdr RT | | | | | Der 3(20) | |
| **7509744** | **GOLDEN PEAK** | **9 691** | | **1976** Imabari Zosen—Imabari (359) | **M Bulk Carrier** | Oil 2SA 6Cy. 520 × 1050 |
| HPLY | | 7 184 | | 146,69(BB) 22,92 9,054 | | 8 000bhp (5 884kW) Mitsubishi |
| 8000 | **Golden Navigation S.A.** | 16 962 | NK | 136,02 22,86 12,22 | 4 Ho ER | Akasaka Tekkosho K.K., (Akasaka |
| -77A | Panama Panama | | | P 23,8 F 11,3 1 dk | G.21 944 B.20 498 | Diesels Ltd.) Yaizu |
| Df Esd | | | | | 4 Ha (stl) (14,4 × 9,6) (17,6 17,6 | Gen 2 × 640kW a.c. |
| Gc Pfd | | | | | 17,6 × 11,2) ER | 14,25kn |
| Rdr RT | | | | | Der 4(17,5) | |

| | | | | | | |
|---|---|---|---|---|---|---|
| **7418218**<br>HOQD<br>6562-76B<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLDEN PENNY**<br>ex Macol Ace-82 ex Ever Hope-81<br>**Bradfield Maritime Corp. Inc.**<br>Knud I. Larsen<br>Panama Panama | **11 318**<br>7 828<br>17 820 | NK | **1976** Narasaki Zosen K.K.—Muroran (892)<br>154,74 22,56 9,341<br>142,88 22,26 12,50<br>P 37,8 F 14,1 1 dk | **M Bulk Carrier**<br>4 Ho 26,2 26,2 26,2 27,0 ER<br>G.23 435 B.22 996<br>4 Ha (stl) (17,9 × 9,9) (19,6 19,6 19,6 × 12,0) ER<br>Cr 4(25) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Hitachi Zosen Maizuru Works, Maizuru<br>15kn |
| **7390727**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN PHOENIX**<br>ex El Paso Savannah-82<br>**Phoenix Bulkship I Inc.**<br>United States of America | **72 000**<br>56 000<br>63 170 | AB (Class cont.) | **1979** Avondale Shipyards Inc.—Avondale, La (2267)<br>283,93 42,88 10,972<br>270,37 42,83 28,66<br>1 dk | **S Liquefied Gas Carrier**<br>LNG<br>5 Ta (alu) prismatic ER<br>L.(gas) 125 000 | 2 S Turb geared to sc. shaft<br>45 000shp (33 100kW)<br>De Laval Turbine Inc. Trenton, NJ<br>Fuel or methane gas boil off fuel (o.f.)<br>19,75kn |
| **7938529**<br>WYB7<br>040<br>599585 | **GOLDEN PICSES**<br>**Golden Picses Inc.**<br>Coos Bay, Or United States of America | **194**<br>132<br>— | | **1978** ..............Mobile, Al<br>*24,88* 7,32<br>3,54<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| **7921203**<br>JFAX<br>121209<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN PINE**<br>**Manno Marine Service K.K**<br>Kobe, Hyogo Pref. Japan | **12 877**<br>9 399<br>22 027 | NK | **1980** Tohoku Zosen—Shiogama (192)<br>155,20 22,89 9,902<br>145,73 22,86 13,62<br>P 29,0 F 13,5 1 dk | **M Bulk Carrier**<br>G.30 633 B.26 593<br>4 Ha (stl) (20,0 × 10,2) (20,1 20,1 20,1 × 11,2) ER<br>Der 4(25) | Oil 2SA 6Cy. 550 × 1380<br>8 040bhp (5 914kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 2 × 400kW a.c.<br>14,5kn |
| **7525841**<br>SYDV<br>6658<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN POLYDINAMOS**<br>**Polydinamos Shipping Inc.**<br>Piraeus Greece | **14 531**<br>10 238<br>24 329 | AB | **1978** Nippon Kokan K.K.—Shimizu (366)<br>172,27(BB) 9,751<br>161,68 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,0 25,2 25,2 25,2 26,9 ER<br>Ore 30 352<br>1 Ha (stl) (13,2 × 8,0) 4 Ha (stl) (each 16,7 × 9,6) ER<br>Cr 2(15) 2(10) Der 2(15) 2(2,5) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 2 038,0t (hvf)-28,0pd<br>14,75kn |
| **7375143**<br>ELAD8<br>6828<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN PORTSMOUTH**<br>**Doris Maritime (Liberia) Inc.**<br>Showa Leasing Co. Ltd.<br>Monrovia Liberia | **39 656**<br>29 561<br>77 102 | NK | **1975** Onomichi Zosen—Onomichi (250)<br>231,99 36,05 13,869<br>220,00 36,00 19,59<br>F 18,9 1 dk | **M Tanker**<br>COW IGS CBT<br>13 Ta ER<br>L.(oil) 102 047 HeCls. BC | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 2 × 1800kW a.c.<br>Fuel 301,5t (d.o.) 3 071,0t (hvf)-70,0pd<br>15,5kn |
| **7353896**<br>6ZCU<br>4748<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GOLDEN PRINCE**<br>**Liberian Magnolia Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 411**<br>10 464<br>26 548 | BV | **1974** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1176)<br>171,99 25,05 10,202<br>160,00 25,00 14,10<br>P 35,7 B 26,0 F 15,3 1 dk<br>rf nil | **M Bulk Carrier**<br>5 Ho 18,2 26,3 26,3 26,3 26,3 ER<br>G.44 750 B.35 860<br>1 Ha (stl) (10,4 × 10,9) 4 Ha (stl) (each 17,6 × 15,0) ER<br>Cr 4(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 930,5t-43,5pd 14,25kn |
| **5418666**<br>Df Esd<br>Gc Rdr | **GOLDEN PRINCESS**<br>ex America Star-82<br>**Verma Compania Naviera S.A.**<br>Panama Panama | T.Mk<br>**6 973**<br>4 013<br>9 616<br>**9 253**<br>5 476<br>11 480 | **✠100A1** SS 11/77<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ct $2\frac{1}{8}$"SQ<br>FN 4717 | **1964**-1 Bartram & Sons Ltd.—Sunderland (396)<br>164,73 19,33 8,160/8,840<br>153,14 19,21 11,59<br>Ba 52,5 F 36,9 2 dks, 3rd dk in Nos. 2 & 3 holds, 4th dk in Nos. 2, 3 & 4 holds<br>rf 152 DK fwd len 73<br>6BH WB2073t incl. Tunnel tanks 385t | **M General Cargo**<br>Ref. 2P<br>5 Ho 24,6 22,1 22,1 22,1 ER 28,1<br>In.12 746<br>5 Ha (stl) (8,9 12,1 9,0 9,0 × 5,4) ER (9,0 × 5,4)<br>Der 1(30) 2(10) 2(7) 6(5) 6(3) | Oil 2SA 8Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>2 AuxB 49lbf/in² (3,4bar)<br>Gen 1 × 600kW 3 × 350kW 220V d.c.<br>Fuel (hvf) |
| **7353884**<br>ELID<br>4661<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTh/v | **GOLDEN RAY**<br>**Liberian Robin Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **15 411**<br>10 464<br>26 925 | BV | **1973** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1175)<br>169,75 25,07 10,199<br>159,98 25,00 14,10<br>1 dk | **M Bulk Carrier**<br>5 Ho 18,2 26,3 26,3 26,3 26,3 ER<br>G.44 750 B.35 860<br>5 Ha (stl) (10,4 × 10,9) (17,6 17,6 17,6 17,6 × 15,0) ER<br>Cr 4(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 400kW 450V 60Hz a.c.<br>Fuel 1 930,5t (hvf) 14,25kn |
| **7433579**<br>D5LK<br>6419<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN RIO**<br>Launched as Weinheim<br>**Liberian Stanchion Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **20 331**<br>14 123<br>38 186 | GL | **1979** EMAQ-Engenharia & Maquinas S.A. —Rio de Janeiro (298)<br>193,81 27,64 10,911<br>183,01 27,61 14,81<br>P 34,8 F 10,1 1 dk | **M Bulk Carrier**<br>G.47 390<br>7 Ha (stl) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW)<br>Sulzer Bros. Ltd. Winterthur<br>15kn |
| **5255155**<br>HZIM<br>Df Esd<br>Gc Rdr | **GOLDEN RIYADH**<br>ex Sultan-81 ex Nordfarer-79<br>**Saudi Harvest Marine Co. Ltd.**<br>Good Harvest Marine Co. Ltd.<br>Jeddah Saudi Arabia | T.Mk<br>**6 511**<br>3 737<br>11 399<br>**9 093**<br>5 666<br>13 225 | **✠100A1** SS 3/81<br>strengthened for heavy cargoes DTm—oil FP above 65.5°C. or vegetable oil<br>**✠LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 4474 | **1961**-1 A/S Nakskov Skibsvaerft—Nakskov (161)<br>162,54 18,37 8,456/8,732<br>150,53 18,29 11,43<br>P 5,5 F 15,9 2 dks<br>RW rf 102 DK DK fwd len 71<br>conv General Cargo 71<br>Coll & 2 mchy. BH to U dk 4 to 2nd dk<br>WB3563t incl. DTm 1242t | **M General Cargo/Container Ship**<br>Fixed-guides<br>4 Ho 17,6 16,4 45,7comb. 15,1 ER<br>G.19 701 B.18 290<br>TEU 100<br>C.Ho 80/20' (40') C.Dk 20/20' (40')<br>3 Ha (stl) (10,3 11,2 11,9 × 6,7) 2 Ha (stl) (each 13,6 × 13,4) 1 Ha (stl) (10,3 × 6,7) ER<br>14W Der 1(30) 1(25) 18(5) | Oil 2SA 8Cy. 620 × 1400<br>8 700bhp (6 399kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 4 × 120kW 220V d.c.<br>Fuel 1 117,5t (hvf)-28,5pd 16,5kn |
| **7922415**<br>402166<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN ROSE**<br>**John Gallagher**<br>Sligo Irish Republic | **254**<br>150<br>— | | **1981** IHC Gusto Staalbouw B.V. —Slikkerveer (61755)<br>27,41 3,709<br>23,98 8,03 4,20<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 240 × 330 geared to sc. shaft<br>952bhp (700kW)<br>MaK. Maschinenbau G.m.b.H. West Germany |

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| 6917401<br><br><br>Esd RT | **GOLDEN ROSE IV**<br><br>**Peruana de Pesca S.A.**<br>**(PEPESCA)**<br>Callao Peru | **105**<br>—<br>— | (AB) | **1965** Promecan Ingenieros S.A.—Callao (55)<br>6,74<br>21,47 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6<br><br>1 Ha (1,9 × 3,3) | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5159507<br>VCVC<br>154480<br>Df Gc<br>Rdr<br>RTm/v | **GOLDEN SABLE**<br>ex Imperial Cornwall-71<br>ex Acadialite-47<br>**Steel Factors Ltd.**<br>Windsor, N.S. Canada | **1 991**<br>1 048<br>2 875 | ✠Classed LR until 8/36 | **1930**-4 Furness S.B. Co. Ltd.—Haverton Hill (170)<br>78,14 13,14 4,947<br>76,21 13,11 5,49<br>P 18,9 Trunk 44,9 F 12,5 1 dk<br>R rf 152 | **S Tanker**<br><br>10 Ta ER<br>L.(oil) 3 488 HeCls. BC | T 3Cy. 432 711 & 1168 × 914<br>750ihp (552kW)<br>N.E. Marine Eng. Co. Ltd. Newcastle<br>Gen 1 × 20kW 1 × 10kW 110V d.c.<br>Fuel 203,0t (o.f.)-12,5pd 8,5kn |
| 7401928<br>5MOJ<br>5707<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOLDEN SABRE**<br><br>**Liberian Pluto Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **19 633**<br>13 923<br>34 368 | AB | **1976** Osaka Zosensho—Osaka (364)<br>185,53(BB) 26,07 11,100<br>175,01 26,01 15,52<br>P 30,5 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho 24,7 32,7 15,1 32,7 25,6 ER<br>G.42 677 B.41 323<br>5 Ha (stl) (14,4 20,8 8,7 20,8 15,1 × 12,6) ER<br>Cr 5(10) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 380kW 450V 60Hz a.c.<br>Fuel (hvf) 17,5kn |
| 5152224<br>HZNO<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN SAUDIA**<br>ex Pulau Bali ex Hoegh Dyke-79<br>**Saudi Harvest Marine Co. Ltd.**<br>Good Harvest Marine Co. Ltd.<br>Jeddah Saudi Arabia | T.Mk<br>**6 757**<br>3 592<br>10 513<br>**9 848**<br>5 532<br>13 715 | NV | **1962** Kieler Howaldtswerke A.G.—Kiel (1117)<br>157,13 19,54 7,951/9,068<br>144,41 19,50 12,04<br>P 15,9 B 28,1 F 15,0 2 dks, 3rd dk in Nos. 3 & 4 holds<br>rf 152 | **M General Cargo**<br>Ref 4P<br>Ice strengthened<br>5 Ho 19,0 21,9 21,1 ER 23,7 26,5<br>G.20 396 B.18 896 In.223<br>5 Ha (stl) (8,9 13,8 13,1 × 7,6) ER (12,4 12,4 × 7,6)<br>18W Der 1(80) 1(30) 6(10) 12(5) | Oil 2SA 8Cy. 780 × 1400<br>9 300bhp (6 841kW) MAN<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 3 × 250kW 1 × 60kW 440V 60Hz a.c.<br>Fuel 1 242,0t (hvf)-33,5pd 16,5kn |
| 6504280<br>SVTM<br>8236<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GOLDEN SEA**<br>ex Dover Universal-81<br>ex Dover Castle-79<br>ex Clan Ranald-77<br>**Invergordon Shipping Corp.**<br>Piraeus Greece | T.Mk<br>**7 952**<br>4 278<br>11 918 | **✠100A1** CS 4/75<br><br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL gt 2⅝"SQ<br>FN 5033 | **1965**-6 Greenock Dockyard Co. Ltd. —Greenock (507)<br>161,35 21,01 8,611<br>147,94 20,88 13,14<br>F 33,0 3 dks, 4th dk except in mchy. space<br>rf 102 DK fwd<br>NS 7BH WB350t | **M General Cargo**<br>Ref.<br>5 Ho 14,9 21,4 23,7 ER 24,6 14,0<br>G.820 B.747 In.14 353<br>5 Ha (stl) (6,1 8,6 8,6 × 4,8) ER (7,7 6,1 × 4,8)<br>10W Der 2(5,5) 8(5) | Oil 2SA 7Cy. 740 × 1600<br>10 350bhp (7 613kW) B&W<br>J. G. Kincaid & Co. Ltd. Greenock<br>AuxB 80lbf/in² (5,6bar) Spt<br>Gen 1 × 500kW 4 × 250kW 440V 60Hz a.c.<br>Fuel 1 659,0t (hvf) 17,5kn |
| 7736012<br>WYK9<br>910<br>587773 | **GOLDEN SEA**<br>ex Araceli-79<br>**U.S. Marine Corp.**<br>San Francisco, Ca United States of America | **182**<br>123<br>— | | **1977** ............Panama City, Fl<br>*25,03*<br>7,17 3,74<br>1 dk | **M Fishing** | Oil<br>675bhp (497kW)<br>U.S.A. |
| 5070983<br>9V2200<br>333331<br>Df Esd<br>Gc Rdr<br>RTv | **GOLDEN SEA 707**<br>ex Lion City-77 ex Choei Maru-72<br>**Golden Sea Shipping (Pte.) Ltd.** | **1 496**<br>731<br>2 325 | NK | **1961** Kurushima Dock Co. Ltd.—Imabari (83)<br>76,38 11,56 5,487<br>69,98 11,51 6,00<br>P 18,6 F 8,9 1 dk<br>RW | **M Tanker**<br><br>8 Ta ER<br>L.(oil) 2 701 HeCls. BC | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 32kW 230V a.c.<br>Fuel 220,5t (d.o.)-6,5pd 12kn |
| 7737494<br><br>381481<br>Rdr RT | **GOLDEN SEA 737**<br><br>**Golden Sea Shipping (Pte.) Ltd.**<br>Singapore Singapore | **160**<br>0<br>231 | NK | **1978** Sin Chin Seng—Singapore<br>25,53 7,19 2,706<br>24,87 7,18 3,48<br>F 10,7 1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 260 × 400<br>Niigata Tekkosho Niigata<br>Gen 1 × 40kW a.c.<br>8,5kn |
| 5297191<br>9VYY<br>300166<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN SEASON**<br>ex Riverbank-74<br>**Guan Guan Shipping (Pte.) Ltd.**<br>Singapore Singapore | **8 350**<br>4 839<br>12 271 | **✠100A1** SS 11/79<br><br>**✠LMC**<br>EL ct 2⅛"SQ<br>FN 4203 | **1957**-4 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (818)<br>148,44 18,98 8,713<br>137,17 18,90 11,74<br>F 12,5 2 dks<br>RW rf 152<br>Coll BH to U dk 7 to 2nd dk WB2720T incl. DTa435t | **M General Cargo**<br><br>5 Ho 16,8 18,9 17,9 9,4DT 9,4DT 15,2 24,6<br>G.18 189 B.16 557<br>5 Ha (8,9 9,9 7,6 × 6,7) ER (9,1 9,1 × 6,7)<br>14W Der 1(25) 4(10) 10(5) | Oil 2SA 4Cy. 700 × 2320<br>4 800bhp (3 531kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 175kW 1 × 20kW 220V d.c.<br>Fuel 1 117,5t (hvf) 14kn |
| 7525803<br>SZUS<br>6038<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN SHIMIZU**<br><br>**Golden Shimizu S.S. Inc.**<br>Piraeus Greece | **13 027**<br>8 705<br>22 000 | AB | **1976** Nippon Kokan K.K.—Shimizu (362)<br>155,71(BB) 22,99 9,300<br>145,73 22,86 13,62<br>1 dk | **M Bulk Carrier**<br><br>5 Ho 21,7 21,5 21,8 21,8 23,5 ER<br>G.26 101<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| 5149784<br>9VWX<br>344118<br>Df Esd<br>Rdr RT | **GOLDEN SOURCE**<br>ex Sletfjord-72 ex Hervar-64<br>**King Line (Pte.) Ltd.**<br>Singapore Singapore | **1 701**<br>738<br>2 129 | NV | **1954** Taikoo Dockyard & Eng. Co.—Quarry Bay, Hong Kong (394)<br>84,49 13,01 4,852<br>77,73 12,96<br>P 18,3 F 5,8 1 dk & S dk<br>RW rf 152 | **M General Cargo** OSD<br>Ref 8P<br>Mchy.aft<br>2 Ho 17,0 33,5<br>G.4 164 B.3 681 In.57<br>3 Ha (6,7 11,5 6,7 × 6,1)<br>8W Der 2(10) 6(5) | Oil 2SA 5Cy. 480 × 700<br>1 500bhp (1 103kW) Sulzer<br>Taikoo Dock & Eng. Co. Hong Kong<br>Gen 3 × 80kW 220V d.c.<br>Fuel 295,0t (d.o.)-4,0pd 12kn |
| 7204875<br>SXDT<br>4216<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN SPEAR**<br><br>**Golden Nagos S.S. Inc.**<br>Piraeus Greece | **12 959**<br>8 719<br>22 076 | AB | **1972** Nippon Kokan K.K.—Shimizu (304)<br>155,71(BB) 22,89 9,919<br>145,70 22,86 13,62<br>P 12,2 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>5 Ho 20,2 21,5 21,7 21,7 21,6 ER<br>G.28 475 B.24 930 HeCls. B<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd 15kn |

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| **7112436**<br>D9GR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN STAR**<br>ex Contessa-81 ex Sanyo Maru-75<br>**Kuk Je Shipping Co. Ltd.**<br>Busan South Korea | **15 305**<br>7 209<br>25 392 | KR NK | **1971** Kasado Dock Co. Ltd.—Kudamatsu (262)<br>168,51 25,05 9,437<br>160,00 25,00 13,01<br>B 25,0 F 13,8 1 dk | **M Ore Carrier**<br><br>4 Ho ER<br>G.25 381<br>4 Ha (stl) (15,0 22,0 22,0 22,0 × 11,5) ER<br>Cr 4(8) | Oil 2SA 8Cy. 650 × 1350<br>10 400bhp (7 650kW) Mitsubishi<br>Ube Tekkosho Ube<br>Gen 2 × 600kW 445V a.c.<br>Fuel 1 452,0t-33,5pd 14,75kn |
| **7380423**<br>SXZP<br>5325<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLDEN STAR**<br><br>**Golden Star S.S. Inc.**<br>Piraeus Greece | **13 036**<br>8 867<br>22 059 | AB | **1975** Nippon Kokan K.K.—Shimizu (328)<br>155,68 22,86 9,881<br>145,70 22,84 13,59 | **M Bulk Carrier**<br><br>5 Ho 13,0 13,4 13,4 13,4 13,4 ER<br>Ore 26 078<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>10W Cr 5(10) Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo S.B. & Mchy. Co. Ltd. Japan<br>Gen 2 × 310kW 1 × 175kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| **7371331**<br>H3FM<br>5222<br>-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN STAR**<br><br>**Bilton Shipping S.A.**<br>Panama Panama | **6 614**<br>4 374<br>11 998 | NK | **1974** Ujina Zosensho—Hiroshima (537)<br>128,76 19,66 8,246<br>120,00 19,61 10,52<br>P 23,8 F 11,0 1 dk | **M General Cargo**<br><br>3 Ho ER<br>G.14 072 B.13 747<br>3 Ha (stl) (17,6 30,1 18,2 × 9,7) ER<br>8W Der 1(20) 3(15) | Oil 4SA 8Cy. 550 × 900<br>6 700bhp (4 928kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 480kW a.c.<br>Fuel 1 270,0t (hvf)-22,0pd 13,25kn |
| **7530523**<br>8JUD<br>120902<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN STAR**<br><br>**Dorval Kaiun K.K.**<br>Tokyo Japan | **4 880**<br>2 740<br>8 326 | NK | **1976** Nishi Zosen K.K.—Imabari (172)<br>111,54 17,53 8,014<br>103,03 17,51 9,96<br>P 22,9 F 12,2 1 dk | **M Tanker**<br>Oil Chemical<br>Mchy.aft<br>L.8 897 | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 3 × 360kW 450V a.c.<br>13,75kn |
| **5378294**<br>9HXI<br>0731<br>Df Esd<br>Rdr RTm | **GOLDEN STAR**<br>ex Captain Saeed-82<br>ex Rafig II-81 ex Betty Mae-75<br>ex Armasal I-74<br>ex Mardina Cooler-73<br>ex Vikfrost-72 ex Vera-66<br>**Calci Carabott & Caramelo Grech**<br>Valletta Malta | **1 546**<br>754<br>2 012 | NV | **1955** A/B Norrkoping Varv & Verk. —Norrkoping (147)<br>90,23 13,14 5,442<br>82,00 13,09 8,77<br>2 dks<br>rf 102 | **M General Cargo**<br>Ref.<br>3 Ho 15,2 19,8comb. 22,8<br>In.2 833<br>3 Ha (7,5 12,3 7,5 × 5,0)<br>8W Der 8(3) | Oil 2SA 6Cy. 600 × 1040<br>3 250bhp (2 391kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 185kW 220V d.c.<br>Fuel 362,5t (hvf)-12,0pd 15kn |
| **5133113** | **GOLDEN STAR**<br><br>**Cromar Lines of Florida Inc.**<br>Puerto Cortes Honduras | **357**<br>—<br>— | | **1944** George Lawley & Son Corp. —Neponset, Ma<br>50,30 7,14 2,452<br>7,12 3,51 | **TM General Cargo** | 2 Oil<br><br>.............. |
| **6423632**<br>6ZLS<br>5827<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GOLDEN STATE**<br>ex Kure Maru-76<br>**Golden State Navigation Corp.**<br>Sequoia Navigation Corp.<br>Monrovia Liberia | **17 649**<br>13 109<br>27 945 | (AB) (NK) | **1964** Nippon Kokan K.K.—Shimizu (220)<br>174,02 24,06 11,170<br>164,40 24,01 16,51<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>Self-unloader 2P<br>6 Ho 20,7 20,7 24,0 15,0 24,0 20,4 ER<br>G.40 628 HeCls. B<br>6 Ha (stl) (10,2 11,9 13,4 8,9 13,4 11,9 × 11,8) ER<br>Cr 2(10,5) | Oil 4SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 414,0t (d.o.) 1 207,0t (hvf)-22,0pd<br>13,5kn |
| **6924090**<br><br>317328 | **GOLDEN STREAM O**<br><br>**Mrs. B. Ollivierre & others**<br>St. George's Grenada | **122**<br>87<br>— | | **1969** B. De Roche—Petit Martinique<br>*24,24* 7,09<br>... ... ...<br>1 dk | **Wood Aux M General Cargo** | Oil 6Cy. 165 × 184<br><br>Bergius Kelvin Co. Ltd. Glasgow<br>8kn |
| **5153618**<br>9V2487<br>187692<br>Df Esd<br>Rdr RT | **GOLDEN SUMMER**<br>ex Holmburn-75<br>**Guan Guan Shipping (Pte.) Ltd.**<br>Singapore Singapore | **845**<br>377<br>— | **✠100A1** SS 8/78<br>**✠LMC**<br>EL n $1\frac{5}{16}$"SQ<br>FN 1102 | **1957**-12 N.V. Bodewes Schps. —Martenshoek (430)<br>73,31 10,55 —<br>67,37 10,22 6,13<br>Ba 17,7 F 8,3 2 dks<br>RW rf 102<br>3BH to U dk, 4BH to 2nd dk WB323t incl. DTf39t | **M General Cargo**<br>Ref<br>Mchy.aft<br>G.2 027 B.1 940 In.283<br>8W Der 1(15) 9(3-5) | Oil 2SA 8Cy. 368 × 483<br>1 240bhp (912kW)<br>Crossley Bros. Ltd. Manchester<br>13kn |
| **6422042**<br>SZQF<br>4907<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN SUN**<br>ex Karaiskaki-82<br>ex British Monarch-73<br>**Helsinki Shipping Corp.**<br>Piraeus Greece | **16 903**<br>11 329<br>31 035 | **✠100A1** CS 6/80<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>**✠LMC**<br>EL mt $2\frac{11}{16}$"SQ<br>FN 6887 | **1965**-1 Scotts' SB. & Eng. Co. Ltd. —Greenock (700)<br>186,09 25,25 10,777<br>174,07 25,15 14,41<br>P 31,4 F 16,2 1 dk<br>rf 102 DK DK fwd<br>NS 9BH WB11310t incl. Topside tanks in holds 3239t | **M Bulk Carrier**<br><br>7 Ho 17,6 17,7 18,6 17,7 18,6 17,7 19,7 ER<br>G.37 927 B.35 796<br>7 Ha (stl) (10,9 11,8 11,8 11,8 11,8 11,8 11,8 × 12,8) ER<br>Der 7(10) | Oil 2SA 6Cy. 900 × 1550<br>13 800bhp (10 151kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 123,0t (d.o.) 1 505,0t (hvf) 15,5kn |
| **5022039**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN SUN**<br>ex Arborea-76<br>**Prospect Maritime Investments Ltd.** | **5 485**<br>3 054<br>1 138 | (RI) | **1957** "Navalmeccanica" Cant. Nav. —Castellammare di Stabia (615)<br>120,40 16,01 5,487<br>108,01 15,98 7,40<br>RQD 18,9 B 26,0 3 dks<br>RW | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 647P<br>3 Ho<br>B.1 212 In.120<br>6W Der 2(10) 2(5) 2(3) | 4 Oil 2SA each 7Cy. 480 × 640 with electro-magnetic couplings & sr geared to sc. shafts<br>8 400bhp (6 179kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Fuel 379,0t 19kn |
| **6915178**<br>3FUJ<br>10623-LI<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLDEN SUN**<br>ex Golden Sea-82<br>ex Aegean Klif-80<br>ex Naxos Island-77<br>ex Kurogane Maru-71<br>**Good Counsel Corp.**<br>Panama Panama | **3 959**<br>2 584<br>6 369 | NV | **1968** Tsuneishi Zosen K.K.—Numakuma (186)<br>107,14 16,44 6,782<br>99,50 16,41 8,26<br>P 20,2 F 11,0 1 dk<br>rf 102 | **M General Cargo**<br>Mchy.aft<br>2 Ho 35,3 35,8<br>G.8 219 B.7 910<br>2 Ha (stl) (28,3 28,8 × 8,4)<br>12W Der 2(15) 2(10) | Oil 2SA 7Cy. 420 × 900<br>3 850bhp (2 832kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 148kW 440V 60Hz a.c.<br>Fuel 50,0t (d.o.) 482,5t (hvf)-13,0pd 12,5kn |
| **7381049**<br>S6AF<br>367951<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN SUNRAY**<br><br>**Suminsho Lease (S) Pte. Ltd.**<br>Singapore Singapore | **48 906**<br>35 885<br>89 665 | NK | **1974** Sumitomo Heavy Industries Ltd. —Uraga Shipyard, Yokosuka (970)<br>241,51 40,06 14,183<br>230,00 40,01 18,80<br>F 18,3 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 112 633 | Oil 2SA 7Cy. 900 × 1550<br>20 000bhp (14 711kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 1760kW a.c.<br>Fuel 350,5t (d.o.) 3 176,0t (hvf)-68,5pd<br>16,5kn |

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|---|---|---|---|---|---|---|
| **6917011**<br>SVHN<br>3439<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN SWAN**<br>ex Golden Lance-80<br>**Golden Swan S.S. Inc.**<br>Piraeus Greece | **11 148**<br>6 928<br>17 026 | AB | **1969** Nippon Kokan K.K.—Shimizu (269)<br>145,47 22,05 9,338<br>136,96 22,00 12,40<br>P 26,9 F 9,8 2 dks<br>rf 152 | **M General Cargo**<br>6 Ho 15,7 17,7 18,1 13,1 18,1 16,5 6 TwD ER<br>G.23 386 B.21 510<br>6 Ha (stl) (9,6 × 8,0) (9,9 9,9 6,5 9,9 9,9 × 10,5) ER<br>12W Der 4(10) 8(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel 66,0t (d.o.) 1 132,0t (hvf) 15,5kn |
| **7228637**<br>H3YB<br>5636-75B<br>Df Esd<br>Gc Pfd<br>Rdr | **GOLDEN SWAN**<br>ex Gloria Carp-82 ex Blue Opal-81<br>ex Mighty Rex-80<br>ex Kinabalu Enam-76<br>**Gloria Shipping S.A.**<br>Panama Panama | **4 531**<br>3 021<br>7 620 | AB BV | **1972** Kurushima Dock Co. Ltd.—Imabari (727)<br>112,17 17,66 7,208<br>100,97 17,61 9,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>G.10 218 B.9 743<br>2 Ha ER<br>Cr 4(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 160kW 440V 60Hz a.c.<br>12,5kn |
| **7125158**<br>SXCK<br>4158<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN SWORD**<br>**Golden Kimisis S.S. Inc.**<br>Piraeus Greece | **12 959**<br>8 719<br>22 049 | AB | **1972** Nippon Kokan K.K.—Shimizu (303)<br>155,71(BB) 22,89 9,919<br>145,70 22,86 13,62<br>P 12,2 F 10,1 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 20,2 21,5 21,7 21,7 21,6 ER<br>G.28 475 B.24 930 HeCls. B<br>5 Ha (stl) (11,2 × 8,0) (13,4 13,4 13,4 13,4 × 9,6) ER<br>10W Der 10(10) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 2 × 310kW 1 × 170kW 450V 60Hz a.c.<br>Fuel 117,5t (d.o.) 2 254,0t (hvf)-28,0pd<br>15kn |
| **6804379**<br>HZUN<br>SA1070<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDEN TAIF**<br>ex Golden Bahrain-82<br>ex Tarpon Springs-81<br>ex Nicholas I. Livanos-69<br>**Saudi Harvest Marine Co. Ltd.**<br>Jeddah Saudi Arabia | T.Mk<br>**7 798**<br>4 427<br>—<br>**11 036**<br>6 926<br>16 917 | **✠100A1** SS 6/81<br>**✠LMC**<br>EL Bt 2$\frac{5}{16}$"U2<br>FN 5205 | **1968**-2 ·Doxford & Sunderland SB. & Eng. Co. Ltd.—Pallion Shipyard, Sld (882)<br>164,42 21,39 —/9,529<br>152,41 21,34 12,81<br>F 15,0 2 dks<br>RW rf 152 DK fwd<br>8BH WB3185t incl. DTm1672t | **M General Cargo**<br>6 Ho 18,5 21,7 21,3 ER 9,1 22,1 22,8 6 TwD<br>G.24 508 B.22 307<br>7 Ha (9,6 × 6,1) (11,4 11,4 ER 5,3 11,4 11,4 × 7,6) (3,0 × 1,5)<br>12W Der 12(5) | Oil 2SA 6Cy. 670 × 2146<br>10 800bhp (7 944kW)<br>Doxford & Sunderland SB. & Eng. Co. Ltd. Sunderland<br>AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 157,5t (d.o.) 1 334,0t (hvf) 16,5kn |
| **7525815**<br>SZGK<br>6462<br>Df Esd<br>Gc Rdr<br>RTh | **GOLDEN TENNYO**<br>**Golden Tennyo Steamship Inc.**<br>Piraeus Greece | **14 531**<br>10 238<br>24 738 | AB | **1977** Nippon Kokan K.K.—Shimizu (363)<br>172,27(BB) 22,92 9,780<br>161,65 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,0 25,1 25,1 25,1 25,1 ER<br>Ore 33 874<br>1 Ha (stl) (13,2 × 8,0) 4 Ha (stl) (each 16,7 × 9,6) ER<br>Der 10(15) | Oil 2SA 6Cy. 680 × 1250<br>7 650bhp (5 627kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW 440V 60Hz a.c.<br>Fuel 117,0t (d.o.) 2 038,0t (hvf)-28,0pd<br>14,75kn |
| **7901681**<br><br><br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN TIGER TUG**<br>**Tai Kong Trading Co.**<br>Singapore Singapore | **130**<br>9<br>— | AB | **1979** Tech 4 Marine (Pte.) Ltd.—Singapore (124)<br>22,31<br>21,54 7,41 2,87<br>1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 142 × 160 geared to sc. shafts<br>Kloeckner Humboldt Deutz West Germany<br>Gen 2 × 40kW<br>Fuel 68,0t (d.o.) 11kn |
| **7602596**<br>J4FI<br>7399<br>Df Esd<br>Gc Rdr<br>RT | **GOLDEN TRADER**<br>**Golden Trader Steamship Inc.**<br>Piraeus Greece | **14 531**<br>10 238<br>23 800 | AB | Lch.**1977** Cmd.**1979** Nippon Kokan K.K. —Shimizu (367)<br>172,29(BB) 22,94 9,332<br>161,68 22,86 13,62<br>1 dk | **M Bulk Carrier**<br>5 Ho 24,0 25,0 25,0 25,0 25,0 ER<br>Ore 33 874<br>1 Ha (stl) (13,1 × 8,0) 4 Ha (stl) (each 16,6 × 9,6) ER<br>Cr 2(15) 2(10) Der 2(15) 2(2,5) | Oil 2SA 6Cy. 680 × 1250<br>9 000bhp (6 620kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 330kW 1 × 245kW 440V 60Hz a.c.<br>Fuel 117,0t (d.o.) 2 038,0t (hvf)-28,0pd<br>14,75kn |
| **6907341**<br>H8PS<br>10021-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN TRADER**<br>ex Japan Ambassador-80<br>**Golden Steamship Co. S.A.**<br>Panama Panama | **9 905**<br>5 800<br>11 960 | NK | **1969** Mitsubishi Heavy Industries Ltd. —Kobe (986)<br>153,47 22,03 9,321<br>142,47 22,00 13,39<br>F 11,6 2 dks, pt 3rd dk | **M General Cargo**<br>5 Ho<br>G.19 034 B.17 748<br>7 Ha (stl) (9,6 × 5,4) (13,6 × 10,5) (9,6 9,6 9,6 9,6 9,6 × 8,0)<br>Cr 1(20) 2(15) 2(10) Der 2(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 350kW 450V a.c.<br>Fuel 1 380,0t-36,5pd 18,5kn |
| **7366623**<br><br>356323<br>Esd RT | **GOLDEN TRIUMPH**<br>**Georgell Investment Ltd.**<br>Port of Spain Trinidad & Tobago | **127**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (161)<br>22,86 6,71<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12kn |
| **7053317**<br>ELLN<br>3854<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN TULIP**<br>**Liberian Tulip Transports Inc.**<br>World-Wide Shipping Agency Ltd.<br>Monrovia Liberia | **89 138**<br>71 867<br>164 516 | BV | **1971** Mitsubishi Heavy Industries Ltd. —Yokohama (914)<br>295,03(BB) 47,45 17,431<br>280,02 47,40 24,80<br>1 dk<br>rf 102 | **S Ore/Bulk/Oil Carrier**<br>6 Ta ER<br>L.(oil) 214 828<br>2 Ha (stl) (each 13,9 × 15,0) 6 Ha (stl) (each 13,9 × 16,9) ER | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 2 × 780kW 1 × 200kW 440V 60Hz a.c.<br>Fuel (o.f.) 16kn |
| **5006164**<br>HOCY<br>8415-77B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN UNITY**<br>ex Costanza-82 ex Sergina-81<br>**Dongara Inc.**<br>Panama Panama | T.Mk<br>**2 845**<br>1 472<br>4 857<br>**4 493**<br>2 580<br>6 178 | NV | **1958** Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (27)<br>113,98 15,45 6,198/7,189<br>105,47 15,40 9,78<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.8 750 B.8 070<br>4 Ha (10,5 15,3 10,5 10,5 × 6,7) ER<br>10W Der 1(20) 10(5) | Oil 2SA 6Cy. 500 × 1100<br>3 100bhp (2 280kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 3 × 160kW 440V 60Hz a.c.<br>Fuel 556,0t 14kn |
| **7512703**<br>H3ZN<br>6175-75A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN VALLEY**<br>**Golden Valley Co. Ltd. S.A.**<br>Panama Panama | **3 774**<br>2 679<br>6 530 | NK | **1975** Higaki Zosen K.K.—Imabari (166)<br>105,57 16,36 6,820<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 264kW a.c.<br>12,5kn |

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| **7045736**<br>6ZAZ<br>3769<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDEN VENTURE**<br><br>**Panasia Grand Carriers Corp.**<br>Monrovia Liberia | **10 066**<br>7 089<br>16 888 | | <br><br>AB | **1971** Hayashikane SB. & Eng. Co. Ltd.<br>—Shimonoseki (1153)<br>148,42 22,56 8,989<br>138,03 22,51 11,89<br>P 27,2 F 10,4 1 dk<br>rf nil | **M Bulk Carrier**<br><br>4 Ho 13,8 17,0 17,0 17,0 ER<br>G.21 703 B.21 017<br>4 Ha (stl) (13,8 × 10,9) (17,1 17,1<br>17,1 × 11,9) ER<br>12W Der 4(20) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 450V 60Hz a.c.<br>Fuel 1 720,0t 14,75kn |
| **5315228**<br>ZGFV<br>366498<br>Df Esd<br>Pfd Rdr<br>RT | **GOLDEN VENTURE**<br>ex Afon Goch-80 ex Schelde-76<br>**Deep Ventures Ltd.**<br>Georgetown Cayman Islands<br>(British) | **299**<br>94<br>— | **✠100A1**<br>tug<br>**✠LMC** | SS 3/76<br><br><br>EL (g) 1½"<br>FN 541 | **1958**-9 J. & K. Smit's Scheeps.—Kinderdijk<br>(864)<br>44,63 9,48 3,912<br>40,01 9,11 4,40<br>B & F 22,9<br>RW rf 787<br>3BH WB13t | **D-E Tug** | 3 Oil 4SA each 6Cy. 240 × 260 driving 3<br>gen. each 480kW 240V d.c. connected<br>to 2 elec. motors sr geared to sc. shaft<br>✠ NE 12/67<br>Kromhout Motorenfabrik Amsterdam |
| **8103054**<br><br>628789<br>Df Esd<br>Pfd Rdr<br>RT | **GOLDEN VENTURE**<br><br>**Golden Venture Fisheries Inc.**<br>Coos Bay, Or United States<br>of America | **147**<br>112<br>— | | | **1980** Mid-Coast Marine Inc.—Coos Bay, Or<br>26,01 8,44<br>21,67 7,62 3,54<br>F - 1 dk | **M Fishing**<br>Stern Trawler Ref. | Vee Oil 2SA 16Cy. 146 × 146 geared to<br>sc. shaft<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A. |
| **7509988**<br>H8UU<br>10225<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLDEN VENTURE I**<br>ex James Helm-81<br>ex Mercury Bell-80<br>**Mirage Shipping S.A.**<br>Panama Panama | **5 958**<br>3 928<br>9 084 | | <br><br>NK | **1975** Minami-Kyushu Zosen K.K.—Usuki<br>(502)<br>126,07 17,45 7,697<br>117,99 17,40 9,89<br>P 29,6 F 13,2 1 dk<br>rf 94 | **M General Cargo**<br><br>3 Ho 23,8 32,2 29,9 ER<br>G.12 891 B.12 010<br>3 Ha (stl) (16,0 24,0 21,8 × 8,0) ER<br>5W Der 1(50) 5(20) | Oil 2SA 8Cy. 450 × 800<br>5 800bhp (4 266kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 240kW 445V 60Hz a.c.<br>Fuel (hvf) 13,5kn |
| **6613548**<br><br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GOLDEN VERGINA**<br>ex Corse-82<br>**Universal River Inc.**<br>Greece | T.Mk<br>**4 555**<br>2 066<br>1 099 | | <br><br>BV | **1966** Ch. de l'Atlantique—St. Nazaire<br>(F23)<br>115,02 18,11 4,363<br>106,97 18,10 6,02<br>2 dks<br>rf 246 | **TM Passenger/RoRo Cargo/Ferry**<br>Ref 428bth 1072dk P<br>Bow & stern doors side doors<br>1 Ho 105,1 ER | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr<br>geared to sc. shafts<br>14 880bhp (10 945kW) Pielstick<br>Ch. de l'Atlantique St Nazaire<br>Gen 4 × 450kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 284,5t (d.o.) 21kn |
| **7534775**<br>WYX4<br>114<br>563740 | **GOLDEN VIKING**<br><br>**Olsen Investments Inc.**<br>Seattle, Wa United States<br>of America | **161**<br>109<br>— | | | **1975** Marine Power & Equipment Co. Inc.<br>—Seattle, Wa<br>*22,35* 7,45<br>3,71<br>1 dk | **M Fishing** | Oil<br>700bhp (515kW)<br>U.S.A.<br>Fuel (d.o.) |
| **6921397**<br>3EJF<br>1102<br>5-GS<br>Df Esd<br>Gc Rdr<br>RTh/v | **GOLDEN WAVE**<br>ex Juno-82<br><br>Panama Panama | T.Mk<br>**2 767**<br>1 867<br>5 700<br>**4 930**<br>3 570<br>7 500 | | <br><br>GL | **1969** Werft Nobiskrug—Rendsburg (661)<br>124,97 17,25 6,528/7,641<br>114,51 17,20 10,11<br>B 8,0 F 16,5 2 dks | **M General Cargo**<br><br>Ice strengthened<br>3 Ho 20,4 29,4 28,6 ER<br>G.10 875 B.10 113<br>5 Ha (stl) (13,3 × 8,0) (19,6 19,6<br>19,6 19,6 × 10,5) ER<br>12W Der 1(60) 10(10) | Oil 4SA 8Cy. 450 × 550 reduction geared<br>to sc. shaft<br>4 000bhp (2 942kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 264kW 1 × 124kW<br>400V 50Hz a.c.<br>Fuel 401,5t (hvf) 16,5kn |
| **6710798**<br>H3GR<br>5219-75B<br>Df Rdr<br>RT | **GOLDEN WEALTH**<br>ex Golden Fuji-79<br>ex Kanryu Maru-74<br>**Andromed (Panama) S.A.**<br>Chi Yuen Navigation Co. Ltd.<br>Panama Panama | **2 508**<br>1 591<br>3 917 | | <br><br>NK | **1966** Imabari Zosen—Imabari (158)<br>93,38 13,52 5,855<br>86,04 13,49 7,09<br>P 17,7 F 9,8 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.5 252 B.4 998<br>2 Ha (16,3 30,4 × 7,3) ER<br>3W Der 3(10) | Oil 4SA 6Cy. 460 × 680<br>2 200bhp (1 618kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 96kW a.c.<br>Fuel 359,5t-8,0pd 11,5kn |
| **7223792**<br>WYZ4<br>886<br>534452 | **GOLDEN WEST**<br><br>**Carl Culbreth**<br>Apalachicola, Fl United States<br>of America | **115**<br>78<br>— | | | **1971** Heritage Marine—Freeport, Tx<br>*20,58* 6,89<br>3,56 | **M Fishing** | Oil<br>365bhp (268kW)<br>.............<br>Fuel (d.o.) |
| **5069142**<br>9VFV<br>367589<br>Df Esd<br>Pfd Rdr<br>RT | **GOLDEN WONDER**<br>ex Ville de Morondava-73<br>ex Chateau Yquem-67<br>ex Jutta Schroder-58<br>**Guan Guan Shipping (Pte.) Ltd.**<br>Singapore Singapore | **1 498**<br>671<br>2 520 | | <br><br>BV | **1952** Norderwerft Koser & Meyer<br>—Hamburg (798)<br>87,89 12,65 5,335<br>12,60<br>1 dk & S dk<br>RW | **M General Cargo** OSD<br><br><br>G.3 999 B.3 725<br>2 Ha (each 17,5 × 5,4) ER<br>8W Der 1(9,75) 8(4,75) | Oil 4SA 10Cy. 385 × 580<br>1 500bhp (1 103kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 194,0t 12,5kn |
| **7515561**<br>WYT6<br>062<br>552449<br>RT | **GOLDEN YEAR**<br><br>**Versaggi Shrimp Corp.**<br>Tampa, Fl United States<br>of America | **101**<br>68<br>— | | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>365bhp (268kW)<br>U.S.A. |
| **6424234**<br>HZPX<br>SA916<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOLDEN YENBO**<br>ex Tarpon Silver-81<br>ex Aliki Livanos-69<br>**Saudi Harvest Marine Co. Ltd.**<br>Good Harvest Marine Co. Ltd.<br>Jeddah Saudi Arabia | **7 608**<br>4 302<br>—<br>**11 038**<br>6 517<br>16 562 | **✠100A1**<br><br>**✠LMC** | SS 12/78<br><br><br>EL gt 2$\frac{5}{16}$"SQ<br>FN 5205 | **1965**-2 Wm. Doxford & Sons (Shipbuilders)<br>Ltd—Pallion, Sld (867)<br>164,42 21,44 9,538<br>152,41 21,34 12,81<br>F 15,0 2 dks<br>RW rf 152 DK<br>8BH WB3905t incl. DTma1646t | **M General Cargo**<br><br>6 Ho 18,5 21,7 21,3 ER 9,1<br>22,1 22,8 6 TwD<br>G.24 508 B.22 307<br>6 Ha (stl) (9,6 × 6,1) (11,4 11,4 ×<br>7,6) ER (5,3 11,4 11,4 × 7,6)<br>Der 1(80) 1(25) 10(10) 2(5) | Oil 2SA 6Cy. 670 × 2100<br>10 000bhp (7 356kW)<br>Wm. Doxford & Sons (Engineers) Ltd.<br>Sunderland<br>AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) |
| **6729608**<br>5MZC<br>3759<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLDENROD**<br>ex Oriental Light-73<br>ex Shinko Maru-71<br>**Goldenrod Shipping Inc.**<br>Monrovia Liberia | **10 500**<br>7 159<br>16 517 | | <br><br>AB (NK) | **1967** Onomichi Zosen—Onomichi (185)<br>154,13 22,08 8,798<br>142,55 22,05 12,10<br>1 dk<br>rf nil | **M General Cargo**<br><br>4 Ho ER<br>G.22 262 B.21 649<br>7 Ha (stl) (17,8 × 10,5) (18,2 18,2<br>18,2 18,2 18,2 18,2 × 8,3) ER<br>12W Der 2(20) 2(15) | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 220kW 445V a.c.<br>14,75kn |

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|---|---|---|---|---|---|---|
| **8114455**<br>9VHM<br>382726<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLDENSARI III**<br>**GS Shipping Pte. Ltd.**<br>Pacific Carriers Pte. Ltd.<br>Singapore Singapore | **22 091**<br>16 325<br>41 336 | **100A1**<br>Class Contemplated<br>FN 8315 | **1982** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1896)<br>192,49 10,775<br>183,01 30,01 15,42<br>1 dk | **M Bulk Carrier**<br>5 Ho 28,0 28,8 28,8 28,8 28,8 ER<br>G.51 472<br>5 Ha (stl) (16,8 17,6 17,6 17,6 17,6 × 14,0) ER<br>Cr 4(15) | Oil 2SA 6Cy. 660 × 1400<br>11 100bhp (8 165kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 3 × 500kW 440V 60Hz a.c.<br>Fuel 250,0t (d.o.) 2 292,0t (hvf)-34,0pd<br>14,75kn |
| **5011482**<br>HO9477<br>6894-PEXT2<br>Df Esd<br>RT | **GOLDFINGER II**<br>ex Brigadoon II-72 ex Alja V-70<br>ex Jantje Eppiena-57<br>**North Eleuthera Shipping Co. Ltd.**<br>Panama Panama | **296**<br>106<br>259 | (BV) | **1935** Scheepswerven Gebr. Niestern<br>—Delfzijl<br>*33,59* 6,46 2,363<br>6,41 2,60<br>1 dk | **M General Cargo**<br>1 Ho ER<br>G.382 B.381<br>2 Ha (8,9 5,9 × 3,9) ER<br>2W Der 2(2) | Oil 4SA 3Cy. 270 × 340<br>120bhp (88kW)<br>Appingedammer Brons Appingedam<br>7,5kn |
| **5133163**<br>DUSJ | **GOLDFISH**<br>**Government of The Republic of The Philippines**<br>Manila Philippines | **136**<br>81<br>— | | **1962** Geibi Zosen Kogyo—Kure (137)<br>31,09 6,86 2,845<br>28,20 6,71 3,36<br>1 dk | **TM Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil 4SA each 6Cy. 180 × 220<br>500bhp (368kW)<br>Suction Gas Seisakusho Tokyo<br>Fuel 32,5t (d.o.) 10kn |
| **6901828**<br>HO6498<br>9883-GI<br>Df Esd<br>Rdr RTm | **GOLDFISH I**<br>ex Giorgiana Seconda-82<br>ex Atala-78 ex Liane-75<br>**Aquarico Shipping Corp. de Panama S.A.**<br>Panama Panama | **445**<br>212<br>1 000 | RI (BV) | **1968** Jadewerft G.m.b.H.—Wilhelmshaven (116)<br>56,01 10,09 3,918<br>50,40 10,01 6,25<br>P 11,9 B 9,2 F 8,0 2 dks | **M General Cargo**<br>1 Ho 24,9 ER<br>G.1 883 B.1 774<br>1 Ha (stl) (24,9 × 5,5) ER<br>2W | Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Fuel 80,5t 11kn |
| **5299486**<br>HO2356<br>7924-PEXT4<br>Df Esd<br>Rdr RT | **GOLDIA**<br>ex Amelia C.-79 ex Mary Ann-78<br>ex Cherie-77 ex Celia-75<br>ex Rorichmoor-70<br>**Compania Naviera Panagoldia S.A.**<br>Panama Panama | **299**<br>177<br>468 | GL | **1962** Martin Jansen Schiffswerft u. Mfbk.<br>—Leer (48)<br>42,60 7,52 2,769<br>39,15 7,50 3,05<br>P 11,0 F 6,4 1 dk | **M General Cargo**<br>1 Ho<br>G.618 B.592<br>1 Ha (20,5 × 7,4)<br>Der 2(1,5) | Oil 4SA 6Cy. 250 × 350<br>300bhp (221kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>9kn |
| **6520026**<br>Df Esd<br>Pfd RT | **GOLDSTAR**<br>**Machinefabriek & Technische Handel Mij H. Zwart N.V.** | **110**<br>90<br>— | | **1965** Schps. "De Rietpol", J. E. Verharen<br>—Spaarndam (34)<br>27,21 6,30<br>6,20 3,41 | **M Fishing**<br>Side-fishing | Oil 2SA 6Cy. 190 × 300<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| **7927908**<br>RT | **GOLEA**<br>**Government of Fiji**<br>Suva Fiji | **359**<br>162<br>524 | | **1980** Fiji Government Shipyard—Suva (65)<br>40,52 1,501<br>37,01 8,01 2,01 | **TM Landing Craft**<br>Mchy.aft | 2 Oil 2SA each 8Cy. 108 × 127 reverse reduction geared to sc. shafts<br>500bhp (368kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **6424210**<br>SVVE<br>7992<br>Df Esd<br>Gc Rdr<br>RTv | **GOLEMI**<br>ex Gold Star-81 ex Anat-74<br>ex Sicilia-68<br>**Fragga Shipping Co.**<br>Tritea Maritime Ltd. Liberia<br>Piraeus Greece | T.Mk<br>**5 835**<br>2 935<br>8 271 | **✠100A1** CS 3/80<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ct 2⅛"SQ<br>FN 3956 | **1965**-5 Bartram & Sons Ltd.—Sunderland (400)<br>143,31 18,80 7,849<br>131,07 18,75 11,43<br>F 13,2 2 dks, 3rd dk in Nos. 2, 3 & 4 holds<br>rf 152<br>Coll BH to U dk 6 to 2nd dk WB575t incl. DTf354t | **M General Cargo**<br>Ref<br>5 Ho 17,1 12,3 8,9DT 21,2 21,2 19,2<br>In.576<br>5 Ha (stl) (7,9 10,9 13,7 10,9 8,2 × 6,7)<br>Cr 4(10) Der 1(25) 12(10) | Oil 2SA 6Cy. 750 × 1600<br>9 000bhp (6 620kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>AuxB (o.f.) 105lbf/in$^2$ (7,3bar)<br>AuxB (ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 240kW 440V 60Hz a.c.<br>Fuel (hvf) 16,75kn |
| **7725611**<br>SQJU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLENIOW**<br>**Anglo-Polish Shipping Venture Ltd. (Polsko-Brytijskie Przedsiewziecie Zeglugowe, Spolka)**<br>Polish Steamship Co. (Polska Zegluga Morska)<br>Szczecin Poland | **2 996**<br>1 611<br>4 449 | PR<br>✠LR class withdrawn-Owner's request 1/5/81 | **1980**-1 Ailsa SB. Co. Ltd.—Troon (555)<br>94,98 14,64 5,971<br>87,99 14,60 7,60<br>P 19,2 F 7,1 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 31,2 30,0 ER<br>G.5 798 B.5 655<br>2 Ha (stl) (each 23,7 × 8,9) ER<br>Cr 2(5-10) | Oil 4SA 6Cy. 400 × 480 sr geared to sc. shaft<br>3 000bhp (2 207kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 260kW 1 × 80kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 24,0t (d.o.) 188,0t (hvf)-10,0pd<br>13,25kn |
| **7503312**<br>EPNE<br>RT | **GOLESTAN**<br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Abbas Iran | **21**<br>8<br>2 | **✠100A1** SS 1/80<br>for service within 3 miles of Bushehr<br>**✠LMC**<br>EL (A) ⅜"U1<br>FN 69<br>**SURVEYS OVERDUE** | **1975**-11 Van Mill's Schpsb. & Cons.<br>—Hardinxveld (74 -69)<br>13,77 4,02 1,232 (aft)<br>11,89 3,80 1,93<br>1 dk<br>3BH | **TM Patrol Launch** | 2 Oil 4SA each 6Cy. 135 × 160 reverse reduction geared to sc. shafts<br>524bhp (385kW)<br>Kloeckner Humboldt Deutz Koeln |
| **8020800**<br>DNGJ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOLF**<br>**Gunter Suhr Bereederungs G.m.b.H. & Co. K.G. m.s. 'Golf'**<br>Hamburg Federal Republic of Germany | **999**<br>650<br>3 142 | GL | **1981** Werftunion G.m.b.H. & Co., Zweigniederlassung Emden—Emden (158)<br>95,71 4,401<br>91,22 13,50 6,81<br>P 18,0 F 8,9 2 dks | **M General Cargo**<br>Side door/ramp (p)<br>G.5 947 B.5 642<br>TEU 118 C. 118/20'<br>2 Ha (stl) ER | Oil 4SA 8Cy. 320 × 450 reduction geared to sc. shaft<br>1 118bhp (822kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Thw. thrust propeller fwd<br>11kn |
| **5329308**<br>HP3651<br>8038-77<br>Df Esd<br>Rdr<br>RTm/v | **GOLFE D'ADEN**<br>ex Boland-76<br>ex Sint Philipsland-69<br>**Nelpal Navigation Co. Inc.**<br>Socoin International Marketing & Management Co.<br>Panama Panama | T.Mk<br>**503**<br>203<br>913<br>**1 001**<br>592<br>— | **✠100A1** SS 11/75<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL m 1¼"SQ<br>FN 1040<br>**LAID UP — SURVEYS OVERDUE 11/79** | **1962**-7 N.V. Scheeps. "Vooruitgang"<br>—Foxhol (195)<br>69,78 10,24 3,823<br>64,50 10,22 5,90<br>2 dks<br>RW rf 119 DK fwd<br>Coll BH to U dk 3 to 2nd dk WB247t | **M General Cargo**<br>Ref<br>2 Ho 9,6 28,1 2 TwD 8,9 25,9 ER<br>G.1 786 B.1 694 In.368<br>2 Ha (stl) (5,5 × 3,5) (20,3 × 5,0) ER<br>4W Der 1(10) 2(3) 1(2) | Oil 4SA 8Cy. 390 × 680<br>1 100bhp (809kW)<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 40kW 1 × 20kW 110V d.c.<br>Fuel 95,5t (d.o.) 13kn |
| **8105997**<br>TUN2235<br>Df Gc<br>Pfd Rdr | **GOLFE DE GUINEE**<br>**Government of The Republic of The Ivory Coast**<br>Abidjan Ivory Coast | **228**<br>56<br>— | BV | **1981** Miho Zosensho K.K.—Shimizu (1094)<br>33,13 2,801<br>28,02 7,61 3,51<br>1 dk | **M Training Ship**<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240<br>750bhp (552kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 120kW 380V 50Hz a.c.<br>12,5kn |

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| **5117999**<br>ICMG<br>128<br>Df Esd<br>Gc Rdr<br>RTm/v | **GOLFO ARANCI**<br>ex Golfo di Trieste-70<br>ex Marbella-70<br>ex Fort Dauphin-68<br>**Compagnia Sarda di Navigazione Marittima S.p.A.**<br>Olbia Italy | **2 490**<br>1 089<br>3 750 | RI (BV) | **1949** A. Stephen & Sons Ltd.—Glasgow (620)<br>120,81 15,96 6,338<br>114,28 15,93 6,53<br>2 dks<br>RW rf 246 conv General Cargo 71 | **TM RoRo Cargo/Ferry**<br>—dk P | 2 Oil 2SA each 8Cy. 600 × 1040<br>8 000bhp (5 884kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Gen 3 × 250kW 220V d.c.<br>Fuel 820,0t (d.o.) 16,5kn |
| **7622039**<br>COGX<br>521<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFO DE BATABANO**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **10 549**<br>6 437<br>10 556 | **✠100A1** SS 1/82<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 5492 | **1977**-12 Kanda Zosensho K.K.—Kure (217)<br>163,00(BB) 22,66 9,221<br>152,00 22,61 13,52<br>F 18,6 3 dks, 4th dk in No. 2 & 3 holds<br>rf 305<br>7BH WB1295T incl. Tunnel tanks 223T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,2 25,5 25,5 ER 23,7<br>In.12 276<br>4 Ha (7,6 × 6,3) (8,2 × 6,3) (8,2 × 6,3) ER (8,2 × 6,3)<br>Der 4(5) | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 471,5t (d.o.) 2 214,0t (hvf) 23,25kn |
| **7622041**<br>COGY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFO DE GUACANAYABO**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **10 551**<br>6 444<br>10 554 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 5493 | **1978**-3 Kanda Zosensho K.K.—Kure (218)<br>163,02(BB) 22,66 9,224<br>152,03 22,61 13,52<br>F 18,6 3 dks, 4th dk in Nos. 2 & 3 holds<br>rf 305<br>7BH WB1295T incl. Tunnel tanks 223T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,2 25,4 25,4 ER 23,7<br>In.12 665<br>4 Ha (7,6 × 6,2) (8,2 × 6,2) (8,2 × 6,2) ER (8,2 × 6,2)<br>Der 4(5) | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) (ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 479,0t (d.o.) 2 249,5t (hvf) 23,25kn |
| **7622053**<br>COGZ<br>525<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFO DE GUANAHACABIBES**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **10 551**<br>6 444<br>10 539 | **✠100A1**<br>Ice Class 3<br>**✠LMC** **UMS**<br>**✠Lloyd's RMC**<br>EL C† 550,0/52,0U3<br>FN 5493 | **1978**-7 Kanda Zosensho K.K.—Kure (219)<br>163,02(BB) 22,66 9,224<br>152,03 22,61 13,52<br>F 18,6 3 dks, 4th dk in No. 2 & 3 holds<br>rf 305<br>7BH WB1295T incl. Tunnel tanks 223T | **M General Cargo**<br>Ref.<br>Side doors 4(p) 4(s)<br>4 Ho 24,1 25,4 25,4 ER 7,2<br>In.12 272<br>4 Ha (7,6 × 6,3) (8,2 × 6,3) (8,2 × 6,3) ER (8,2 × 6,3)<br>Der 4(5) | Oil 2SA 6Cy. 840 × 1800<br>15 500bhp (11 401kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 10kgf/cm$^2$ (9,9bar)<br>Gen 3 × 1000kW 450V 60Hz a.c.<br>Fuel 479,0t (d.o.) 2 249,5t (hvf) 23,25kn |
| **7010315**<br>CONF<br><br>Df Esd<br>Gc Rdr<br>RT | **GOLFO DE MEXICO**<br>ex Boga-70<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **1 276**<br>535<br>1 321 | BV | **1970** Ast. Construcciones S.A.—Meira (108)<br>76,00 12,04 4,750<br>68,51 12,02 5,01<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ho<br>In.1 621<br>3 Ha (3,8 × 1,3) (3,5 3,5 × 1,9) | Oil 4SA 8Cy. 400 × 580<br>2 670bhp (1 964kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 3 × 288kW 380V 50Hz a.c.<br>Fuel 522,0t (d.o.) 13kn |
| **7940895**<br><br><br>Df RT | **GOLFO DE MEXICO**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Salina Cruz Mexico | **100**<br>62<br>— | AB | **1976** Astilleros y Varaderos Zavalos —Campeche (47)<br>... ... ...<br>19,03 5,80 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,4<br>1 Ha (stl) (1,5 × 1,3) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,5kW 1 × 1kW a.c.<br>9kn |
| **6922432**<br>COMC<br><br>Df Esd<br>Gc Rdr<br>RT | **GOLFO DE TONKIN**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **1 276**<br>535<br>1 321 | BV | **1969** Ast. Construcciones S.A.—Vigo (78)<br>76,00 12,02 4,750<br>67,01 11,99 7,29<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Mchy.aft<br>3 Ho<br>In.1 593<br>3 Ha (3,8 × 1,3) (3,5 3,5 × 1,9) | Oil 4SA 8Cy. 400 × 580<br>2 670bhp (1 964kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 521,0t (d.o.) 13kn |
| **7721744**<br>HKCQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFO DE URABA**<br>ex Valle de Ayala-80<br>**Lineas Agromar Ltda.**<br>Barranquilla Colombia | T.Mk<br>**6 783**<br>4 268<br>12 900<br>**9 401**<br>6 805<br>15 042 | **✠100A1**<br>strengthened for heavy cargoes<br>Ice Class 3<br>**✠LMC**<br>EL B† 550,0/50,0U3<br>FN 4355 | **1980**-7 T. Ruiz de Velasco S.A.—Bilbao (146)<br>138,56(BB) 21,04 —/9,259<br>130,33 21,01 12,40<br>P 16,2 F 7,1 2 dks<br>rf nil<br>6BH WB6758T incl. No. 3 hold 4822T | **M General Cargo**<br>4 Ho 23,9 18,9 18,9 34,6 ER<br>G.21 766 B.19 588<br>4 Ha (stl) (12,8 12,5 12,5 24,9 × 10,2) ER<br>Der 3(25) 2(16) | Oil 2SA 8Cy. 450 × 900 geared to sc. shaft<br>7 050bhp (5 186kW) B&W<br>Stork-Werkspoor Diesel B.V. Netherlands<br>AuxB (Comp) 7,5kgf/cm$^2$ (7,4bar)<br>Gen 2 × 480kW 380V 50Hz a.c. |
| **5118228**<br>IBAP<br>131<br>Df Esd<br>Gc Rdr<br>RTm | **GOLFO DEGLI ANGELI**<br>ex Maronia-72 ex Fort Richepanse<br>**Compagnia Sarda di Navigazione Marittima S.p.A.**<br>Olbia Italy | **2 496**<br>1 103<br>3 750 | RI (BV) | **1949** A. Stephen & Sons Ltd.—Glasgow (619)<br>122,48 16,01 5,493<br>114,31 15,96 6,53<br>B & F 81,4 3 dks<br>RW conv General Cargo 72 | **TM RoRo Cargo/Ferry**<br>—dk P | 2 Oil 2SA each 8Cy. 600 × 1040<br>8 000bhp (5 884kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Gen 3 × 250kW 220V d.c.<br>Fuel 820,0t (d.o.) 16,5kn |
| **7811329**<br>ICOA<br>146<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFO DEGLI ULIVI**<br>**Compagnia Sarda di Navigazione Marittima S.p.A.**<br>Olbia Italy | **3 464**<br>1 951<br>5 300 | RI | **1979** Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (116)<br>135,01 19,38 5,879<br>124,01 18,01 11,36<br>2 dks | **TM RoRo Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 400 × 480 reduction geared to sc. shafts<br>8 700bhp (6 399kW)<br>Cie. de Const. Mec. Sulzer, CCM St. Denis<br>2 Controllable pitch propellers |
| **7707786**<br>ILGO<br>143<br>Df Esd<br>Gc Rdr<br>RT | **GOLFO DEI POETI**<br>**Compagnia Sarda di Navigazione Marittima S.p.A.**<br>Olbia Italy | **3 369**<br>1 889<br>5 300 | RI | **1978** Nuovi Cantieri Apuania S.p.A. —Marina di Carrara (115)<br>135,01 19,38<br>124,01 18,01 11,36<br>2 dks | **TM RoRo Cargo**<br>Mchy.aft | 2 Oil 4SA each 6Cy. 400 × 480 reduction geared to sc. shafts<br>8 700bhp (6 399kW)<br>Cie. de Const. Mec. Sulzer, CCM Mantes<br>2 Controllable pitch propellers |
| **5133254**<br>ICRG<br>3654<br>Df Esd<br>Gc Rdr<br>RT | **GOLFO DI PALERMO**<br>**Compagnia Generale di Navigazione S.p.A.**<br>Marsano Armatori S.a.s.<br>Genova Italy | **12 858**<br>6 962<br>19 750 | AB RI | **1960** Ansaldo S.p.A.—Livorno (1561)<br>174,91 21,01 9,995<br>162,06 20,91 13,21<br>1 dk<br>RW rf 152 | **M Bulk Carrier**<br>6 Ho ER<br>B.24 834<br>6 Ha (stl) ER<br>Cr 3(15) | Oil 2SA 7Cy. 757 × 1320<br>7 700bhp (5 664kW) Fiat<br>S.A. Ansaldo Stab. Mecc. Genova<br>Fuel 1 127,0t |
| **5128118**<br>IPNI<br>186 | **GOLFO DI PATTI**<br>ex Generale Orsini-75<br>ex Vittoria-54 ex Littoria-47<br>**Alioth S.p.A.**<br>Messina Italy | **185**<br>122<br>— | RI | **1935** Cant. Nav. Pellegrino—Napoli<br>32,11 6,30 2,058<br>29,42 6,28 2,21<br>1 dk<br>R | **TM General Cargo** | 2 Oil 4SA each 3Cy. 265 × 410<br>600bhp (441kW) E made40 fitted—<br>S.A. Ansaldo Genova |

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| 5258200<br>LW2912<br>Df Esd<br>Pfd Rdr<br>RTm | **GOLFO NUEVO**<br>ex Notre Dame de Lanriot-73<br>**Pez Exports S.A.**<br>Buenos Aires Argentina | **263**<br>91<br>225 | (BV) | **1959** Schpsw. "De Dollard"—Landsmeer (872)<br>41,51 7,52<br>36,00 7,50 3,92<br>1 dk<br>RW | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>1 Ho<br>3 Ha (each 1,3 × 1,2)<br>Der 1(2) | Oil 4SA 8Cy. 320 × 450<br>920bhp (677kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 110V d.c.<br>Fuel (d.o.) 13kn |
| 6817675<br>IRMR<br>141<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOLFO PARADISO**<br>ex Caribbean Venture-75<br>**Compagnia Sarda di Navigazione Marittima S.p.A.**<br>Olbia Italy | **2 191**<br>542<br>2 267 | RI<br>✠Classed LR until 6/75 | **1968**-7 J. J. Sietas K.G. Schiffswerft —Hamburg (631)<br>95,03 (BB) 17,51 5,015<br>86,59 16,81 10,83<br>2 dks<br>rf nil | **TM RoRo Cargo**<br>Stern door<br>1 Ho 83,8<br>1 Ha (stl) (12,8 × 3,6) | 2 Oil 4SA each 8Cy. 400 × 580<br>4 000bhp (2 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 175kW 440V 60Hz a.c.<br>Fuel 391,0t (hvf) 16kn |
| 7940936<br>Df RT | **GOLFO PERSICO**<br>**Banco Nacional de Fomento Cooperativo S.A. de C.V. (BANFOCO)**<br>Salina Cruz Mexico | **100**<br>62<br>— | AB | **1976** Astilleros y Varaderos Zavalos —Campeche (46)<br>... ... ...<br>19,03 5,80 3,36<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 7,4<br>1 Ha (stl) (1,5 × 1,3) | Vee Oil 4SA 12Cy. 140 × 152 reverse reduction geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A.<br>Gen 1 × 1,5kW 1 × 1kW a.c.<br>9kn |
| 7814254<br>LIUH<br>19416<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLFSTRAUM**<br>**A/S Tankrederi Straum**<br>Anders Utkilens Rederi A/S<br>Bergen Norway | T.Mk<br>**1 199**<br>889<br>2 450 | NV | **1979** Bolsones Verft—Molde (262)<br>80,17 13,03 5,177<br>74,91 13,01 7,32<br>F - 2 dks<br>rf nil | **M Tanker**<br>Oil Chemical<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 666 HeCls. CptB | Vee Oil 4SA 12Cy. 250 × 300 geared to sc. shaft<br>2 250bhp (1 655kW) Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 38,5t (d.o.) 122,0t (hvf)-7,0pd 13kn |
| 7044718<br>UIBR<br>M-29944<br>Df Esd<br>Gc Rdr<br>RT | **GOLFSTRIM**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**3 094**<br>1 097<br>2 550 | RS | **1969** .............U.S.S.R.<br>107,50 14,43 6,230<br>10,42<br>2 dks | **D-E Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>4 Ho<br>In.3 267<br>4 Ha (1,6 × 1,6) (4,1 4,1 × 3,5) (3,5 × 2,1)<br>6W Der 2(5) 4(3) | 5 Oil 4SA each 6Cy. 318 × 330 total 5 000bhp (3 678kW) driving 5 gen. connected to 1 elec. motor & sc. shaft U.S.S.R.<br>Controllable pitch propeller<br>13kn |
| 6415647<br>DCQR<br>Df Esd<br>Rdr<br>RTm/v | **GOLFSTROM**<br>ex Adelheid Sibum-77<br>**m.s. 'Golfstrom' Richard Garbers K.G.**<br>Hamburg Federal Republic of Germany | T.Mk<br>**499**<br>342<br>1 207 | GL | **1964** Martin Jansen Schiffswerft u. Mfbk. —Leer (63)<br>62,87 9,91 3,960<br>57,16 9,81 3,99<br>P 11,0 F 6,1 2 dks<br>len & widened 67 | **M General Cargo**<br>Ice strengthened<br>1 Ho 36,8 ER<br>G.2 270 B.2 097<br>2 Ha (stl) (13,1 14,8 × 6,0) ER<br>Der 2(3) 2(2) | Oil 4SA 6Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 52,0t 11,5kn |
| 7824560 | **GOLIA**<br>**'Augustea' Imprese Marittime S.p.A.**<br>Italy | **190**<br>—<br>— | RI | **1981** Bacino di Carenaggio S.p.A.—Trapani (11)<br>... ... ...<br>31,02 6,81<br>1 dk | **M Tug**<br>Salvage | Oil geared to sc. shaft<br>Masch. Augsburg-Nuernberg (MAN) West Germany |
| 6802369<br>UOAW<br>M-25005 | **GOLIAF**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **829**<br>—<br>405 | RS | **1956** .............U.S.S.R.<br>52,28 11,51 4,598<br>5,80 | **D-E Tug**<br>Salvage<br>Ice strengthened | 2 Oil 4SA each 6Cy. 318 × 330 driving 2 gen. connected to 1 elec. motor & sc. shaft<br>Kharkov<br>14kn |
| 7533666<br>Esd Rdr<br>RT | **GOLIAS**<br>**Government of The Republic of Portugal (Administracao Geral do Porto de Sines)**<br>Sines Portugal | **194**<br>36<br>299 | ✠**100A1**<br>tug<br>✠**LMC**<br>EL F 275,0/19,0U2<br>FN 300 | **1978**-4 Argibay, Soc. de Const. Nav. e Mec. S.A.R.L.—Alverca (137)<br>28,63 8,92 2,161<br>25,07 8,51 3,43<br>1 dk<br>rf 279<br>4BH | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 6Cy. 240 × 280<br>Stork-Werkspoor Diesel B.V. Stork Zwolle<br>Gen 2 × 42,5kW 400V 50Hz a.c. |
| 7619991<br>290 | **GOLIAT**<br>**I.C.H.**<br>Constantza Romania | **700**<br>107<br>— | RNR | **1971** Angyalfold Shipyard—Budapest<br>40,34 19,33 1,529<br>2,90<br>1 dk | **TD-E Floating Crane** | 2 Oil 4SA each 8Cy. 160 × 185 total driving 2 gen. each 100kW connected to 2 elec. motors each of 89shp (65kW) & geared to sc. shafts<br>Ganz Waggon & Eng. Works Budapest<br>Gen 2 × 15kW 230V d.c.<br>Fuel 19,5t (d.o.) 5kn |
| 6700028<br>Df Esd<br>Gc Rdr<br>RT | **GOLIAT**<br>**Zarzad Portu Szczecin**<br>Szczecin Poland | **227**<br>66<br>71 | PR | **1965** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B66/01)<br>31,65 8,44 3,633<br>28,63 8,41 4,37<br>1 dk | **M Tug**<br>Ice strengthened | Oil 2SA 5Cy. 480 × 700<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 2 × 80kW 400V<br>13kn |
| 7624374<br>VKGH<br>332424<br>Df Esd<br>Gc Rdr<br>RT | **GOLIATH**<br>**Bulkships Container Pty. Ltd.**<br>Associated Steamships Pty. Ltd.<br>*Devonport, Tas.* Australia | **3 432**<br>1 469<br>4 020 | NV | **1978** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (128)<br>97,62 6,009<br>93,63 14,01 7,01<br>1 dk | **M Cement Carrier**<br>Mchy.aft<br>G.3 010 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 3 × 500kW 415V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft<br>Fuel 196,0t (hvf)-14,0pd 14kn |
| 6410207<br>HO4374<br>7260<br>-76A | **GOLIATH**<br>ex Paclog Goliath-82<br>ex Happy Pioneer-82 ex Harbo-73<br>ex Sir Joseph Rawlinson-70<br>**Pacific Offshore S.A.**<br>Malayan Towage & Salvage Corp.<br>Panama Panama | **1 593**<br>749<br>2 826 | ✠**100A1** SS 8/82<br>✠**LMC** **UMS**<br>EL P 1$\frac{9}{16}$"SQ<br>FN 1634 | **1964**-7 James Lamont & Co. Ltd.—Port Glasgow (400)<br>89,74 14,15 4,496<br>85,04 13,72 5,49<br>F 15,9 1 dk<br>RW conv Sludge Carrier 70<br>conv General Cargo 73<br>6BH WB1065t | **TM RoRo Cargo/General Cargo/ Heavy load Carrier**<br>Stern ramp<br>2 Ho ER<br>G.3 031 B.2 934<br>1 Ha (48,7 × 7,7) ER<br>Der 1(250) 1(100) | 3 Oil sr geared to sc. shafts<br>1 800bhp (1 324kW)<br>(p) 2 Oil 2SA each 8Cy. 190 × 350 ✠ NE 5/77<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>(s) Oil 2SA 8Cy. 190 × 350 ✠ NE 9/73<br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 3 × 78kW 400/231V 50Hz a.c. |

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| 7022083<br>Y6MT | **GOLIATH**<br>**Seehafen Rostock**<br>Rostock German Democratic Republic | **995**<br>332<br>230 | DSRK | **1966** VEB Warnowwerft Warnemuende —Warnemuende (173)<br>40,44 23,02 1,940<br>3,81<br>1 dk | **TM Floating Crane**<br>Ice strengthened<br>Mchy.aft<br>Cr 2(100) 1(25) | 2 Oil 4SA each 6Cy. 240 × 360<br>600bhp (441kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 192kW 390V 50Hz a.c.<br>6kn |
| 7630921<br>169475 | **GOLIATH**<br>ex Eminent-76<br>ex Empire Tessa-46<br>**International Towing Ltd. (ITL)**<br>London United Kingdom | **296**<br>0<br>— | **✠100A1** SS 5/76<br>tug<br>**✠LMC**<br>EL d<br>FN 439 | **1946**-6 W. Simons & Co. Ltd.—Renfrew (778)<br>37,60 8,84 3,899<br>35,06 8,39 4,12<br>1 dk<br>RW BK 178<br>3BH WB46t incl. DT13t<br>**LAID UP — SURVEYS OVERDUE 5/80** | **S Tug** | T 3Cy. 381 648 & 1067 × 686<br>Wm. Simons & Co. Ltd. Renfrew<br>SB (o.f.) 200lbf/in² (13,8bar)<br>Gen 2 × 10kW 110V d.c.<br>Fuel (o.f.) |
| 5133307<br>DAEG<br>Df Esd<br>RTv | **GOLIATH**<br>**Bugsier-Reederei-und Bergungs-A.G.**<br>Hamburg Federal Republic of Germany | **143**<br>40<br>— | GL | **1941** Deutsche Schiff u. Masch. —Wesermuende (670)<br>29,04 7,01 2,061<br>6,96 2,60<br>1 dk | **TM Tug**<br>Salvage<br>Ice strengthened<br>Der 1(5) | 2 Oil 4SA each 6Cy. 150 × 190 reverse reduction geared to sc. shafts<br>NE 69<br>Mercedes-Benz West Germany<br>Gen 1 × 50kW 1 × 7kW 220V d.c.<br>Fuel (d.o.) 10kn |
| 7368865<br>HO9154<br>4236-74<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOLIATH TIDE**<br>**Tidewater Nautico Inc.**<br>Tidewater Inc.<br>Panama Panama | **1 107**<br>421<br>965 | AB | **1974** Smedvik Mek. Verksted A/S—Tjorvag (41)<br>66,45 13,11<br>61,57 13,09 5,80<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Mchy.aft | 4 Vee Oil 4SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 250kW 1 × 75kW<br>2 Controllable pitch propellers<br>Fuel 757,0t (d.o.) |
| 5390022<br>LITL<br>17018<br>Esd RT | **GOLLENES**<br>ex Willem van der Zwan-66<br>ex Amsterdam-62<br>**P/R Gollenes**<br>Idar Kvalsvik<br>Alesund Norway | **497**<br>236<br>— | | **1955** Schps. "De Hoop" v/h Gebr. Boot —Leiden (1431)<br>49,15 7,83 2,801<br>7,80 3,97<br>RW len 77 | **M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 320 × 450<br>1 000bhp (736kW) NE 62<br>Kloeckner Humboldt Deutz Koeln |
| 8105014 | **GOLOK**<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Jakarta Indonesia | **263**<br>44<br>— | KI (Class cont.) | **1982** Deutsche Industrie-Werke A.G.—West Berlin (1446)<br>40,01 7,07 1,950<br>37,50 7,01 4,30<br>1 dk | **TM Search & Rescue Launch** | 2 Vee Oil 4SA each 16Cy. 190 × 230 sr reverse geared to sc. shafts<br>4 160bhp (3 060kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen |
| 5133319<br>EAZW | **GOLONDRIN**<br>**Antonio Armas Curbelo S.A.**<br>Las Palmas Spain | **284**<br>179<br>310 | (BV) | **1957** Ast. del Cantabrico Angel Riva Suardiaz—Gijon (58)<br>41,86 7,32<br>38,10 7,27 2,85<br>1 dk | **M General Cargo**<br>2 Ha (6,6 8,8 × 4,0) ER<br>1W Der 1(1,5) | Oil 2SA 6Cy. 190 × 350<br>300bhp (221kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel 22,5t (d.o.) 9,5kn |
| 7005944<br>LQWH<br>Df Esd<br>Gc Rdr<br>RT | **GOLONDRINA DE MAR**<br>ex Argos-81 ex Lady Lorna-74<br>**Homero Fonda y Compania S.A.I.C.**<br>Buenos Aires Argentina | **545**<br>240<br>— | **✠100A1** SS 6/82<br>**✠LMC**<br>EL J $1\frac{3}{16}$"U1<br>FN 628 | **1970**-2 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (51)<br>49,28 10,39 3,550<br>44,28 10,06 4,12<br>F 18,0 1 dk<br>rf 102<br>5BH | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 8Cy. 254 × 305<br>English Electric Diesels Ltd. Ruston Eng. Div. N.-le-Willows<br>2 Thw. thrust propellers fwd<br>12,5kn |
| 6722258<br>UBHL<br>M-23883 | **GOLOVNOY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **535**<br>—<br>212 | RS | **1959** Santierul Naval Galatz—Galatz<br>45,67 9,99 3,810<br>41,51 9,33 5,01 | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 5335709<br>LGKQ<br>C16523<br>Df Esd<br>Gc Rdr<br>RT | **GOLTASTEIN**<br>ex Southern Strife-64<br>**P/R Goltastein**<br>Knut Golten<br>Oslo Norway | **677**<br>394<br>— | NV<br>*Classed BC until 10/64 | **1945**-8 Smith's Dock Ltd.—South Bank, Middlesbrough (1135)<br>50,55 8,03 5,781<br>47,20 8,01 6,74<br>1 dk<br>R rf 533 BK 203 len 70<br>conv Whaler — | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 9Cy. 250 × 300 geared to sc. shaft<br>1 700bhp (1 250kW) NE 78 Normo<br>A/S Bergens M/V Bergen<br>Gen 1 × 55kW 1 × 24kW 220V 50Hz a.c.<br>Controllable pitch propeller aft , 1 fwd<br>Fuel (d.o.) 11,75kn |
| 7041895<br>UBLU<br>M-24779 | **GOLUB**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **508**<br>174<br>300 | RS | **1960** VEB Volkswerft Stralsund—Stralsund<br>50,81 9,00 3,582<br>44,35 8,79 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.465<br>2 Ha (each 1,8 × 1,6)<br>Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>720bhp (530kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 1 × 100kW 1 × 64kW 1 × 16kW 230V d.c.<br>Fuel (d.o.) 11,25kn |
| 6723288<br>UBIV<br>M-29024<br>Df Esd<br>Rdr RT | **GOLUB MIRA**<br>**U.S.S.R. -'Azcherryba'**<br>Kerch U.S.S.R. | **600**<br>244<br>296 | RS | **1967** ............U.S.S.R.<br>54,23 9,38 3,720<br>49,99 9,30 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho ER<br>In.290<br>2 Ha (each 1,5 × 1,6) ER<br>2W Der 1(2) 1(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 5331636<br>SEGA | **GOM 1**<br>ex Slagg-76<br>**Goteborgs Mudderbolag HB**<br>Goteborg Sweden | **138**<br>86<br>203 | | **1932** Moss Vaerft & Dokk A/S—Moss (59)<br>29,88 6,84 1,880<br>6,79 2,39<br>R | **M General Cargo Barge**<br>Mchy.aft | Motor<br>70bhp (51kW)<br>Nils M. Finnoy Motorfabrik Finnoy<br>Fuel (d.o.) 5,5kn |

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| 6820919<br>LAIA<br>17089<br>Rdr | **GOMA**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund N. Norway | **339**<br>164<br>— | | **1968** A. M. Liaaen Skibs. & M/V.<br>—Alesund (111)<br>(NV) 49,08 10,62 2,896<br>48,01 10,60 3,79<br>1 dk<br>BK 132 | **M RoRo Cargo/Ferry**<br>266P | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik<br>1 propeller aft, 1 fwd<br>Fuel (d.o.) | Abenra |
| 7118698<br>SWKT<br>5813<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOMASA**<br>ex Kisshu Maru-75<br>**Coronis Shipping Corp. S.A.**<br>Prosperity Bay Shipping Co. Ltd.<br>Piraeus Greece | **4 712**<br>2 933<br>7 460 | | **1971** Onomichi Zosen—Onomichi (232)<br>114,20 17,43 7,036<br>NK 106,03 17,40 8,95<br>P 23,5 F 9,8 1 dk | **M General Cargo**<br>3 Ho ER<br>G.10 227 B.9 628<br>3 Ha (stl) (13,8 26,5 14,7 × 8,7) ER<br>Der 1(20) 3(15) | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW)<br>Kobe Hatsudoki Seizosho<br>Gen 2 × 180kW 445V a.c.<br>Fuel 482,5t-15,0pd | Mitsubishi<br>Kobe<br>13kn |
| 5133345<br>UQXM<br>M-19493<br>Df Esd<br>Rdr RT | **GOMEL**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk- U.S.S.R.<br>Kamchatskiy | **1 200**<br>449<br>1 030 | | **1953** "Gheorghiu Dej" Shipyard—Budapest<br>70,24 10,06 3,798<br>64,62 9,96 5,36<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>3 Ho 12,5 13,1 12,7 ER<br>G.1 702 B.1 596<br>3 Ha (each 6,9 × 3,9) ER<br>6W Der 2(10) 4(2) | 2 Oil 4SA each 6Cy. 320 × 480<br>800bhp (588kW) NE 64<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) | S.K.L<br>Magdeburg<br>9,5kn |
| 7053381<br>EFWN<br>Df Esd<br>Gc Rdr<br>RT | **GOMESTEGUI**<br>**Vicente Franco Rial**<br>Cadiz Spain | **205**<br>85<br>— | | **1971** S.A. Balenciaga—Zumaya (194)<br>... ... ...<br>BV 28,61 6,18 3,61<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 5Cy. 315 × 480 sr geared to sc. shaft<br>500bhp (368kW)<br>Carmelo Unanue<br>Fuel 69,0t (d.o.) | Duvant<br>Zumaya<br>9kn |
| 6710891<br>PPCA<br>5534<br>Df Esd<br>Gc Rdr<br>RT | **GONCALO**<br>ex Campos-68<br>**Companhia Paulista de Comercio Maritimo**<br>Rio de Janeiro Brazil | **9 269**<br>6 468<br>12 750 | | **1968** Verolme Est. Reunidos do Brasil S.A.<br>—Jacuacanga (748 /B11)<br>AB 145,50 19,56 8,722<br>130,00 19,51 12,25<br>3 dks | **M General Cargo**<br>5 Ho ER<br>G.18 698 B.16 877<br>TEU 304 C. 304/20'<br>5 Ha (stl) ER | Oil 2SA 7Cy. 620 × 1400<br>8 400bhp (6 179kW)<br>Industrias Villares<br>Fuel 1 175,5t | B&W<br>Rio de Janeiro |
| 7507722<br>LX146C | **GONCALVES ZARCO**<br>**Sociedade Atlantica de Pescas Ltda. (SATAPLA)**<br>Lisboa Portugal | **194**<br>68<br>113 | **100A1**<br>Class Contemplated | **1982** Est. Nav. do Mondego—Figueiro da Foz (177)<br>34,52 7,83 3,180<br>FN 329 29,32 7,61 3,61<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.130<br>1 Ha (stl) ER | Oil 4SA 6Cy. 240 × 330 sr geared to sc. shaft<br>1 200bhp (883kW)<br>MaK. Maschinenbau G.m.b.H.<br>Controllable pitch propeller | Kiel |
| 5133412<br>UAAG<br>M-26412<br>Df Esd<br>Gc Rdr | **GONCHAROV**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**2 189**<br>803<br>1 384 | | **1960** Stocznia Gdanska im. Lenina—Gdansk (B15/04)<br>RS 85,20 13,82 5,530<br>75,01 13,77 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.227 In.1 393<br>4 Ha (4,8 4,8 × 1,9) (1,2 1,2 × 1,2)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW)<br>Sulzer Bros. Ltd. | Winterthur<br>12,5kn |
| 7939664<br>9HPX<br>0546<br>Rdr RT | **GONCLAVES IV**<br>ex Lamann-81 ex Rabben-79<br>ex Sjosproit-76<br>**Gonclaves Towage & Transportation Co. Ltd.**<br>Valletta Malta | **140**<br>0<br>— | | **1924** Nylands Verksted—Oslo<br>28,81 6,89 2,482<br>NV 27,06 3,36<br>1 dk | **TM Tug**<br>Fire-fighting | 2 Oil 2SA each 8Cy. 165 × 178<br>General Motors Corp. | Detroit, Mi |
| 7512143<br>EHHS<br>Esd Gc<br>Rdr RT | **GONDIEZ DOS**<br>**Gonzalez y Diez**<br>Gijon Spain | **123**<br>64<br>— | | **1976** Astilleros La Parilla—San Estaban de Pravia (47)<br>28,53 6,46 2,982<br>23,22 6,32 3,31<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 3Cy. 300 × 410<br>475bhp (349kW)<br>A/S Volund | Kobenhavn |
| 7512155<br>EHJH<br>Esd Gc<br>Rdr RT | **GONDIEZ UNO**<br>**Gonzalez y Diez**<br>Gijon Spain | **123**<br>64<br>— | | **1977** Astilleros La Parilla—San Estaban de Pravia (48)<br>28,53 6,46 2,982<br>23,22 6,32 3,31<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 3Cy. 300 × 410<br>475bhp (349kW)<br>A/S Volund | Kobenhavn |
| 7950034<br>JPWA<br>109522 | **GONEI MARU No. 53**<br>**Marunaka Gyogyo Y.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **284**<br>141<br>— | | **1972** K.K. Goriki Zosensho—Ise (726)<br>*43,59*<br>8,11 3,51<br>1 dk | **M Fishing**<br>Side-fishing Tuna Line-fishing | Oil<br>The Hanshin Diesel Works Ltd. | Japan |
| 7330765<br>JQRG<br>115241<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GONEI MARU No. 58**<br>**Marunaka Gyogyo Y.K.**<br>Iwaki, Japan<br>Fukushima Pref. | **299**<br>148<br>— | | **1973** K.K. Goriki Zosensho—Ise (755)<br>8,36 3,296<br>44,20 8,34 3,61<br>1 dk<br>RW | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 100bhp (809kW)<br>Hanshin Nainenki Kogyo | Kobe |
| 7111705<br>SYOZ<br>6621<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GONGOLA**<br>ex Vestfalck-78<br>**Amalinda Shipping Co. S.A.**<br>Thomas Zachariou Shipping Co. S.A.<br>Piraeus Greece | **3 002**<br>1 971<br>4 369 | | **1971** VEB Schiffswerft "Neptun"—Rostock (462)<br>NV 104,15 14,66 5,785<br>95,89 14,61 7,22<br>P 22,9 F 9,5 1 dk<br>rf nil | **M General Cargo**<br>Ice strengthened<br>2 Ho 30,0 32,7 ER<br>G.6 017 B.5 884<br>2 Ha (stl) (each 25,9 × 10,5) ER<br>Cr 1(10) | Oil 2SA 8Cy. 480 × 720<br>3 200bhp (2 354kW)<br>VEB Dieselmotorenwerk Rostock (DMR)<br>Gen 3 × 208kW 1 × 56kW 380V 50Hz a.c.<br>Fuel 344,0t (d.o.)-13,0pd | Rostock<br>14,5kn |
| 7647998<br>JL3261<br>106874<br>Rdr | **GONRYU MARU No. 17**<br>**Kaminoseki Kaiun K.K.**<br>Kaminoseki, Japan<br>Yamaguchi Pref. | **499**<br>272<br>1 100 | | **1969** Asakawa Zosen—Imabari (141)<br>54,74 4,201<br>49,51 9,01 4,50<br>1dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 231 | Oil<br>1 000bhp (736kW)<br>Daihatsu Diesel Mfg. Co. Ltd. | Japan<br>10,5kn |

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| 5415717<br>CLYQ | **GONZALEZ LINES**<br>Launched as<br>Comandante Andreas Gonzales<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Caibarien Cuba | 9 732<br>5 698<br>11 767 | | **1963** Stocznia Gdanska im. Lenina—Gdansk (B54/28)<br>153,90 19,38 8,281<br>141,61 19,31<br>F 28,7 2 dks<br>rf 152 | **M General Cargo**<br>3 Ho ER 2 Ho<br>G.19 085 B.18 066<br>5 Ha (7,3 13,5 11,5 × 6,4) ER (8,4 8,3 × 6,4) | Oil 6Cy. 760 × 1550<br>7 800bhp (5 737kW) Sulzer<br>H. Cegielski Poznan<br>Gen 4 × 250kW 230V a.c.<br>Fuel 1 751,5t (hvf) 16kn |
| 7334656<br>D8TX<br>BM36<br>109<br>Df Pfd<br>Rdr RT | **GOO RYONG**<br>ex Sam Kang-75<br>**Yong Shin Shipping Co. Ltd.**<br>Busan South Korea | 561<br>289<br>856 | KR | **1973** Dae Dong SB. Co.—Busan<br>56,57 3,903<br>51,85 8,62 4,50<br>P 14,7 F 7,7 | **M General Cargo**<br>G.1 187 B.1 117<br>2 Ha (each 10,9 × 4,8) ER<br>Der 2(5) | Oil 4SA 6Cy. 275 × 400<br>800bhp (588kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 36kW 220V a.c.<br>12,5kn |
| 5429184<br>H8FL<br>Df Esd<br>Gc Rdr | **GOOD BREEZE**<br>ex Taybank-78<br>**Good Breeze Inc.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | T.Mk<br>**7 359**<br>4 138<br>13 118<br>**10 140**<br>5 931<br>15 891 | ✠**100A1** SS 3/80<br>DTmf — vegetable oil or oil FP above 60°C<br>✠**LMC**<br>EL ft 2¼"SQ<br>FN 4727 | **1963**-12 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (859)<br>154,95 20,50 8,395/9,513<br>143,97 20,43 12,40<br>F 13,5 2 dks<br>rf 152<br>7BH to U dk 1 to 2nd dk WB4459t incl.<br>Tunnel tanks 463t DTmf1713t | **M General Cargo**<br>5 Ho 19,8 22,8 14,4 20,8 20,5 14,3DT<br>G.21 924 B.20 056<br>5 Ha (stl) (10,1 13,7 13,7 10,6 10,6 × 7,6)<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 4Cy. 670 × 2100<br>6 640bhp (4 884kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>2 AuxB 120lbf/in² (8,3bar)<br>Gen 3 × 250kW 1 × 10kW 220V d.c.<br>Fuel 1 782,0t (hvf) 15kn |
| 7357232<br>SZOC<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOOD CAPTAIN**<br>ex Buenos Aires II-81<br>**Good Captain Shipping Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | **10 076**<br>7 230<br>15 679 | BV | **1977** Ast. Alianza S.A.—Avellaneda (12)<br>144,79(BB) 20,68 9,321<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD ER<br>G.20 678 B.19 787<br>TEU 148<br>C.Ho 118/20' C.Dk 30/20'<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>Cr 6(12,5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 475kW 400V 50Hz a.c.<br>Fuel 131,0t (d.o.) 1 334,0t (hvf)-38,5pd<br>16,5kn |
| 7121267<br>J4WC<br>7324<br>Df Esd<br>Gc Rdr<br>RTv | **GOOD CHALLENGER**<br>ex Emmanuel Delmas-79<br>**Good Challenger Shipping Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | **12 202**<br>7 796<br>16 051 | BV | **1971** Usuki Tekkosho—Saiki (1140)<br>147,22 21,24 9,075<br>136,12 21,19 12,04<br>1 dk | **M Bulk Carrier**<br>4 Ho 22,8 26,4 26,4 26,4 ER<br>G.20 757 B.20 260<br>4 Ha (13,7 18,1 18,1 17,3 × 10,9) ER<br>4W Der 2(22) 2(15) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) 17,5kn |
| 6706096<br>J4RT<br>7228<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOOD CHAMPION**<br>ex Saint Chris-79<br>ex Bjorn Ragne-78<br>**Good Champion Shipping Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | **38 513**<br>26 517<br>74 567 | BV (NV) | **1967** Kockums M/V A/B—Malmo (503)<br>243,85 32,29 13,812<br>236,53 32,21 18,75<br>P & B 53,1 F 22,9 1 dk<br>rf 140 | **M Ore/Bulk/Oil Carrier**<br>11 Ho/Ta each 15,0 ER<br>L.(oil) 84 324 HeCls. B<br>11 Ha (stl) (11,4 11,4 11,4 11,4 11,4 9,5 9,5 11,4 11,4 11,4 11,4 × 13,1) ER | Oil 2SA 8Cy. 860 × 1600<br>18 400bhp (13 534kW) MAN<br>Kockums M/V A/B Malmo<br>Gen 3 × 410kW 1 × 400kW 440V 60Hz a.c.<br>Fuel 567,0t (d.o.) 5 490,5t (hvf)-76,0pd<br>15kn |
| 6901921<br>3EBD2<br>Df Esd<br>Gc Rdr<br>RT | **GOOD DOLPHIN**<br>ex Aegis Venture-80<br>ex Venturer-77<br>**Good Dolphin Inc.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **9 070**<br>6 275<br>15 241 | AB | **1968** Austin & Pickersgill Ltd.—Southwick, Sunderland (855)<br>141,00 20,45 8,859<br>134,17 20,43 11,74<br>F 11,0 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 793<br>5 Ha (stl) (11,5 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>Vickers Ltd. Barrow<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 984,5t (hvf) 14kn |
| 7104960<br>ELCB3<br>7224<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOOD ENDEAVOUR**<br>ex Ariel-82<br>**Good Endeavour Shipping Co.**<br>Good Faith Shipping Co. S.A.<br>Monrovia Liberia | **60 483**<br>43 473<br>110 342 | NV | **1971** A/S Fredriksstad M/V—Fredrikstad (410)<br>265,59(BB) 38,46 15,779<br>252,56 38,41 21,47<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>9 Ho ER<br>G.133 239 B.129 027 Ore 71 678 HeCls. B<br>1 Ha (stl) (13,7 × 14,0) 8 Ha (stl) (each 15,5 × 17,9) ER | Oil 2SA 8Cy. 900 × 1550<br>23 200bhp (17 065kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 600kW 440V 60Hz a.c.<br>Fuel 454,0t (d.o.) 6 258,0t (hvf)-77,0pd<br>15kn |
| 6715633<br>C4NI<br>374150<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOOD EXPLORER**<br>ex Maroriente-76<br>ex Sandakan Maru-74<br>**Universe Star Shipping Co. Ltd.**<br>Limassol Cyprus | **2 981**<br>1 965<br>5 051 | BV (NK) | **1967** Hashihama Zosen—Imabari (214)<br>100,51 15,02 6,401<br>94,01 14,99 7,70<br>P 20,8 F 10,7 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.6 712 B.6 347<br>2 Ha (24,0 27,2 × 7,0) ER<br>12W Der 1(20) 3(15) | Oil 4SA 6Cy. 510 × 840<br>3 000bhp (2 207kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 120kW 445V a.c.<br>Fuel 433,0t 12,5kn |
| 7640354<br>D5SM<br>6603<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOOD FAITH**<br>**Rhenania Shipping Corp.**<br>Monrovia Liberia | **9 187**<br>6 424<br>15 060 | GL | **1979** Austin & Pickersgill Ltd.—Southwick, Sunderland (1394)<br>144,02 20,48 8,872<br>137,52 20,44 11,76<br>F 13,5 1 dk, 2nd dk except in No. 5 hold | **M General Cargo**<br>5 Ho 21,0 31,2 11,4 22,8 ER 21,3 4 TwD<br>G.21 324 B.19 536<br>5 Ha (stl) (11,6 × 6,7) (12,9 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 1(100) 1(30) 10(5-10) | Oil 2SA 4Cy. 680 × 1250<br>7 600bhp (5 590kW) Sulzer<br>G. Clark & N.E.M. Ltd. Sunderland<br>Gen 3 × 350kW 440V 60Hz a.c.<br>Fuel 132,0t (d.o.) 1 149,0t (hvf) 15kn |
| 5133436<br>HORJ<br>4335<br>-CSA<br>Df Esd<br>Pfd Rdr<br>RT | **GOOD FORTUNE**<br>ex Tyfon-69 ex Good Fortune-64<br>ex Gdynia-59<br>**Africom Compania Naviera S.A.**<br>Panama Panama | **1 639**<br>780<br>—<br>**2 353**<br>1 428<br>2 678 | (BV)<br>✠Classed LR until 5/68 | **1934**-12 Kockums M/V A/B—Malmo (186)<br>89,46 12,55 5,468/—<br>85,35 12,50 7,93<br>1 dk & S dk<br>R | **M General Cargo** OSD/CSD<br>Ref<br>3 Ho ER 2 Ho<br>G.4 734 B.4 403 In.419<br>3 Ha ER 2 Ha<br>10W Der 2(5) 8(3) | Oil 4SA 7Cy. 600 × 1100<br>1 435bhp (1 056kW)<br>Kockums M/V A/B Malmo<br>Fuel 372,0t (d.o.) 12,5kn |
| 7018642<br>SVBY<br>6269<br>Df Esd<br>Gc Rdr<br>RTh | **GOOD FRIEND**<br>ex Virpazar-73<br>**Iasmos Shipping Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | T.Mk<br>**9 954**<br>6 453<br>15 748 | BV (JR) | **1970** Astilleros Espanoles S.A.—Factoria de Matagorda, Cadiz (160)<br>144,79(BB) 20,68 9,281<br>135,62 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. for heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0 4 TwD ER<br>G.22 544 B.19 469<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Gen 3 × 300kW 380V 50Hz a.c.<br>14kn |

**6714548** **GOOD HARVEST**
3EBE2 ex La Libertad-81
ex Balder Alvar-80 ex Aimee-77
Df Esd **Good Harvest Shipping Co. S.A.**
Gc Rdr Good Faith Shipping Co. S.A.
RT Panama Panama

**39 444**
28 371
74 527 BV (NV)

**1967** Kockums M/V A/B—Malmo (504)
243,85 32,29 13,812
236,53 32,21 18,75
P 33,0 F 22,6 1 dk
rf 132

**M Ore/Bulk/Oil Carrier**
Str. heavy cargoes
11 Ho/Ta each 15,0 ER
L.(oil) 84 950 HeCls. B
11 Ha (stl) (each 11,5 × 12,9) ER

Oil 2SA 8Cy. 860 × 1600
18 400bhp (13 534kW) MAN
Kockums M/V A/B Malmo
Gen 1 × 400kW 3 × 350kW
440V 60Hz a.c.
Fuel 567,0t (d.o.) 5 490,5t (hvf)-76,0pd
15kn

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**5125063** **GOOD HERALD**
3EBW2 ex Gaasterdyk-78
**Thracia Shipping Co. Ltd.**
Df Esd Good Faith Shipping Co. S.A.
Gc Pfd Panama Panama
Rdr
RTm/h/v

**7 187** BV
3 824
10 364 ✠Classed LR until 22/1/82

**1960**-10 Rotterdamsche D.D. Maats. N.V. —Rotterdam (304)
162,85 20,60 8,205
148,60 20,55 12,50
F 14,7 1 dk & S dk, 3rd dk except in No. 6 hold
rf 152 DK fwd

**M General Cargo** OSD
Ref
6 Ho 14,4 18,1 22,4 22,4 19,2 13,5
G.18 914 B.17 358 In.939
6 Ha (stl) (6,8 × 5,4) (10,9 12,8 12,8 10,4 7,1 × 7,2)
24W Der 2(75) 20(5)

Oil 2SA 8Cy. 750 × 1600
10 400bhp (7 650kW)
Kon. Mach. Stork & Co. N.V. Hengelo
Gen 3 × 230kW 220V d.c.
Fuel 1 350,5t (hvf) 17kn

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**5254254** **GOOD HOPE**
HQBJ ex Noe-81
RH-L8 **Kerley Navigation Inc.**
3202 San Lorenzo Honduras
Df Esd
Gc Pfd
Rdr RT

**2 603**
1 316
2 817 BV

**1963** S.A. des Ancien Chantiers Dubigeon —Nantes-Chantenay (791)
90,51 13,31 6,458
84,51 13,29 8,16
1 dk

**M General Cargo**
Wine Ref
2 Ha (16,4 14,4 × 5,2) ER
Der 4(5)

Oil 4SA 9Cy. 520 × 740
3 470bhp (2 552kW)
Masch. Augsburg-Nuernberg (MAN) Augsburg
Fuel 249,0t 16,5kn

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**7201641** **GOOD HOPE**
WB8327 ex Chicken of the Sea
251340 ex White Star ex Conqueror
**Chile California Corp.**
San Diego, Ca United States of America

**171**
113
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**1943** Stephens Bros. Boat Works —Stockton, Ca
*30,48* 5,85
3,46

**Wood M Fishing**

Oil
450bhp (331kW)
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Fuel (d.o.)

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**6712215** **GOOD HORIZON**
SYXI ex Navios Patriot-81
8195 ex Leise Maersk-76
Df Esd **Good Horizon Shipping Co. S.A.**
Gc Pfd Good Faith Shipping Co. S.A.
Rdr RTv Piraeus Greece

**38 635** AB
28 937
80 873 ✠Classed LR until 15/12/78

**1967**-6 Odense Staalskibsvaerft A/S—Lindo (17)
255,63(BB) 32,62 14,031
243,92 32,55 19,18
F 19,6 1 dk
rf nil DK fwd

**M Bulk Carrier**
pt higher tensile steel
9 Ho 19,5 21,0 21,0 21,0 21,0 21,0 21,0 21,0 21,0 ER
G.90 124 B.86 216 HeCls. ptB
1 Ha (stl) (14,0 × 11,9) 8 Ha (stl) (each 14,0 × 14,0) ER

Oil 2SA 9Cy. 900 × 1550
21 800bhp (16 035kW)
Sulzer Bros. Ltd. Winterthur
Gen 3 × 560kW 440V 60Hz a.c.
Fuel 322,0t (d.o.) 4 639,5t (hvf)-76,0pd
14kn

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**7371501** **GOOD HUNTER**
HPOD ex Sky Bird-79
1114 **Good Hunter Inc.**
3-PG Good Faith Shipping Co. S.A.
Df Esd Panama Panama
Gc Pfd
Rdr RTv

**3 519**
2 305
6 200 BV NV (NK)

**1975** Asakawa Zosen—Imabari (241)
106,46 16,36 6,655
97,95 16,31 8,16
P 28,1 B 6,4 F 14,1 1 dk
rf 348

**M General Cargo**
2 Ho 34,9 31,7 ER
G.7 875 B.6 598
2 Ha (23,9 24,0 × 8,3)
4W Der 4(15)

Oil 4SA 6Cy. 500 × 800
3 800bhp (2 795kW)
Hanshin Nainenki Kogyo Kobe
Gen 2 × 160kW 445V 60Hz a.c.
Fuel 569,0t (hvf)-12,0pd 12,75kn

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**6827486** **GOOD ISLANDER**
3EBIZ ex Selena-80 ex Reeferjo-78
1113 ex Barrad Foam-75
8-PG **Ekati Shipping Co. S.A.**
Df Esd Good Faith Shipping Co. S.A.
Gc Rdr Panama Panama
RT

T.Mk BV
**1 804**
919 ✠Classed LR until
3 439 22/5/80

**1968**-12 At. & Ch. de La Rochelle-Pallice —La Roch.-Pal. (5160)
97,01 14,53 6,224
86,01 14,41 8,92
F 11,6 2 dks, 3rd dk fwd of mchy. space sparred
rf 102

**M General Cargo**
Ref.
Mchy.aft
In.4 191

Vee Oil 4SA 12Cy. 400 × 500 sr geared to sc. shaft
4 000bhp (2 942kW)
Kloeckner Humboldt Deutz Koeln
Gen 2 × 480kW 1 × 300kW
400V 50Hz a.c.

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**5406819** **GOOD LADY**
3FVQ ex Marabank-78
1114 **Franicons Compania Naviera S.A.**
1-PG
Df Esd Good Faith Shipping Co. S.A.
Gc Rdr Panama Panama

T.Mk BV
**5 969**
3 319 ✠Classed LR until
10 711 7/7/78
**8 628**
4 955
12 833

**1963**-2 Swan, Hunter & Wigham Richardson Ltd.—Wallsend (1929)
148,22 19,26 8,002/8,941
137,17 19,21 11,74
RAD 10,4 F 26,6 2 dks
rf 102

**M General Cargo**
5 Ho 16,9 23,0 19,9 13,4 21,9 10,2DT
G.19 186 B.17 112
1 Ha (stl) (7,4 × 7,3) 4 Ha (w) (15,3 8,0 13,7 11,3 × 7,3)
Der 1(50) 4(10) 10(5)

Oil 2SA 5Cy. 760 × 1550
7 500bhp (5 517kW) Sulzer
Wallsend Slipway Engineers Ltd. Wallsend
Gen 3 × 220kW 1 × 20kW 220V d.c.
Fuel (hvf)

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**7329584** **GOOD LEADER**
SXTG ex Elwood Mead-74
7090 **Skipool Bay Shipping Co. Ltd.**
Df Esd Good Faith Shipping Co. S.A.
Gc Pfd Piraeus Greece
Rdr RT

**59 192**
45 340
129 542 AB BV (NV)

**1973** Mitsubishi Heavy Industries Ltd. —Hiroshima (230)
261,02(BB) 40,64 17,616
247,00 40,61 24,01
1 dk
rf 89

**M Bulk Carrier**
9 Ho 20,8 21,5 20,8 20,8 20,8 23,1 20,8 23,1 20,8 ER
G.141 175 HeCls. B
1 Ha (stl) (14,4 × 14,4) 8 Ha (stl) (each 14,4 × 17,6) ER

Oil 2SA 8Cy. 900 × 1550
23 200bhp (17 065kW) Sulzer
Mitsubishi Heavy Industries Ltd. Kobe
Gen 2 × 392kW 1 × 150kW
450V 60Hz a.c.
Fuel 463,5t (d.o.) 5 537,5t (hvf)-75,5pd
14,75kn

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**6401268** **GOOD LION**
J4LN ex Tweedbank-79
7167 **Good Lion Inc.**
Df Esd Good Faith Shipping Co. S.A.
Gc Rdr Piraeus Greece

T.Mk ✠**100A1** SS 2/79
**7 359** DTmf — vegetable oil or
4 138 oil FP above 60°C
13 136 ✠**LMC**
**10 141** EL ft 2¼"SQ
5 931 FN 4736
15 891

**1964**-1 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (860)
154,95 20,50 8,395/9,513
144,25 20,43 12,40
F 13,5 2 dks
RW rf 152
7BH to U dk 1 to 2nd dk WB4459t incl. Tunnel tanks 483t DTmf1713t

**M General Cargo**
5 Ho 19,8 22,8 14,4 20,8 20,5 14,3DT
G.21 924 B.20 056
5 Ha (stl) (10,1 13,7 13,7 10,6 10,6 × 7,6)
16W Der 1(50) 6(10) 10(6)

Oil 2SA 4Cy. 670 × 2100
6 640bhp (4 884kW)
Wm. Doxford & Sons (Engineers) Ltd. Sunderland
2 AuxB 120lbf/in² (8,3bar)
Gen 3 × 250kW 1 × 20kW 220V d.c.
Fuel 1 782,0t (hvf) 15kn

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**6811164** **GOOD LORD**
3FGX ex George N. Papalios-80
1113 **Good Lord Inc.**
9-PG Good Faith Shipping Co. S.A.
Df Esd Panama Panama
Gc Rdr
RT

**9 067**
6 132
15 363 AB BV

**1968** Bartram & Sons Ltd.—Sunderland (411)
141,05 20,48 8,856
134,12 20,43 11,74
B 18,0 F 14,4 1 dk, 2nd dk except in No. 5 hold

**M General Cargo**
5 Ho 21,7 29,9 11,5 22,9 ER 21,4
G.21 641 B.19 793
5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)
10W Der 10(5)

Oil 2SA 5Cy. 680 × 1250
5 540bhp (4 075kW) Sulzer
Vickers Ltd. Barrow
Gen 3 × 218kW 440V 60Hz a.c.
Fuel 984,5t (hvf) 14kn

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**5238937** **GOOD MASTER**
3EMV ex Mol-78
1113 **Sea Bravery Compania Naviera S.A.**
7-PG
Df Esd Good Faith Shipping Co. S.A.
Gc Rdr Panama Panama
RTm/h/v

T.Mk BV
**6 176**
3 457 ✠Classed LR until
10 670 6/3/81
**8 891**
5 078
12 938

**1962**-1 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (307)
147,17 18,95 8,249/9,056
136,43 18,90 12,02
RAD 8,9 F 13,5 2 dks, 3rd dk in No. 3 hold

**M General Cargo**
Ref 3P
5 Ho 17,9 24,3 21,5 21,5 18,2
G.17 842 B.15 980 In.444
5 Ha (stl) (8,6 16,6 10,8 10,8 9,9 × 6,0)
16W Der 1(110) 1(60) 12(5-10) 4(5)

Oil 2SA 5Cy. 760 × 1550
6 500bhp (4 781kW) Sulzer
N.V. Koninklijke Maats. "De Schelde" Vlissingen
Gen 3 × 250kW 220V d.c.
Fuel 1 158,5t (hvf) 15kn

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|---|---|---|---|---|---|---|
| **6608971**<br>SVFM<br>7748<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOOD MOTHER**<br>ex Anastasia Super-80<br>ex San Moritz-80 ex Temse-73<br>**Good Hope Compania Naviera S.A.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | **36 362**<br>26 925<br>76 707 | BV<br>✠Classed LR until 7/80 | **1966**-8 J. Boel et Fils S.A.—Tamise/Temse (1426)<br>266,73(BB) 31,78 13,775<br>251,26 31,70 18,80<br>P 9,8 F 19,2 1 dk<br>RW rf nil | **M Bulk Carrier**<br>pt higher tensile steel<br>11 Ho 15,2 21,6 12,3 19,9 12,3 19,9 12,3 19,9 12,3 19,9 15,5 ER<br>G.85 057 B.82 772 HeCls. ptB<br>11 Ha (stl) (10,2 15,7 9,5 15,1 9,5 15,1 9,5 15,1 9,5 15,1 9,5 × 14,0) ER | Oil 2SA 9Cy. 930 × 1700<br>22 500bhp (16 550kW) MAN<br>A.C.E.C. Gent/Gand<br>Gen 2 × 600kW 1 × 550kW 450V 60Hz a.c.<br>Fuel 342,5t (d.o.) 4 569,5t (hvf) 16,5kn |
| **7349950**<br>A8AA<br>4760<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOOD NEWS**<br>ex Egmond-82<br>**Springbow Shipping Corp.**<br>Monrovia Liberia | **109 693**<br>94 011<br>236 475 | GL | **1974** Howaldtswerke-Deutsche Werft—Kiel (58)<br>325,84(BB) 49,03 20,621<br>309,99 48,98 26,80<br>1 dk | **S Tanker**<br>COW IGS<br>15 Ta ER<br>L.(oil) 287 449 HeCls. B | 2 S Turb dr geared to sc. shaft<br>32 000shp (23 538kW)<br>A.E.G.-Telefunken West Berlin<br>Gen 2 × 900kW 440V 60Hz a.c.<br>Fuel 8 413,0t (o.f.) 185,0t (d.o.)-166,0pd 15,5kn |
| **6522672**<br>SVLI<br>7582<br>Df Esd<br>Gc Rdr<br>RTm/v | **GOOD OCEAN**<br>ex Solholt-80<br>**Ocean Victory Compania Naviera S.A.**<br>Good Faith Shipping Co. S.A.<br>Piraeus Greece | **21 388**<br>13 300<br>36 476 | BV (NV) | **1966** Rheinstahl Nordseewerke—Emden (373)<br>191,55 26,50 11,323<br>180,78 26,41 15,32<br>P 39,7 F 20,2 1 dk<br>rf nil | **M Bulk Carrier**<br>2P<br>Str. heavy cargoes<br>8 Ho 15,0 16,2 16,6 16,0 17,3 16,6 16,6 15,6 ER<br>G.41 021 HeCls. ptB<br>8 Ha (stl) (9,0 9,5 9,6 9,6 9,6 9,6 9,6 9,6 × 11,9) ER<br>Cr 4(8,5) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Frd. Krupp Masch. Abt. Dieselmotoren Essen<br>Gen 2 × 450kW 1 × 320kW 440V 60Hz a.c.<br>Fuel 262,0t (d.o.) 2 127,5t (hvf)-45,0pd 15,25kn |
| **6825531**<br>HPPX<br>1114<br>0-PG<br>Df Esd<br>Gc Rdr<br>RTv | **GOOD PATRIOT**<br>ex Aegis Island-80 ex Degedo-76<br>**Good Patriot Inc. (Panama)**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **9 079**<br>6 280<br>15 363 | AB BV | **1968** Austin & Pickersgill Ltd.—Southwick, Sunderland (854)<br>141,00 20,45 8,852<br>134,17 20,43 11,74<br>F 13,2 1 dk, 2nd dk except in No. 5 hold<br>rf nil | **M General Cargo**<br>5 Ho 21,5 29,7 11,4 22,8 ER 21,3<br>G.21 642 B.19 793<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>10W Der 10(5) | Oil 2SA 5Cy. 680 × 1250<br>5 500bhp (4 046kW) Sulzer<br>Vickers Ltd. Barrow<br>Gen 3 × 218kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 008,0t (hvf) 14kn |
| **5250791**<br>H8GT<br>1100<br>7-PG<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOOD PIONEER**<br>ex Giorgis Matheos-78<br>ex Nichinan Maru-72<br>**Good Pioneer Shipping Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **4 480**<br>2 545<br>6 749 | BV (NK) | **1960** Nippon Kokan K.K.—Shimizu (179)<br>115,65 16,08 7,008<br>108,01 16,01 9,00<br>P 25,3 F 9,8 1 dk<br>RW | **M General Cargo**<br>4 Ho ER<br>G.9 179 B.8 411<br>4 Ha (10,3 11,2 11,2 11,2 × 6,7) ER<br>8W Der 2(10) 6(5) | Oil 2SA 6Cy. 520 × 700<br>2 770bhp (2 038kW) MAN<br>Mitsubishi Nippon Heavy Ind. Yokohama<br>Gen 2 × 144kW 450V a.c.<br>12kn |
| **7373690**<br>C4XJ<br>380752<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOOD SAILOR**<br>ex Saint Asama-77<br>**Good Sailor Shipping Co. Ltd.**<br>Good Faith Shipping Co. S.A.<br>Limassol Cyprus | **3 279**<br>2 344<br>6 190 | BV (NK) | **1974** Kurushima Dock Co. Ltd.—Uwajima (805)<br>103,89 16,06 6,782<br>96,78 16,01 8,21<br>P 18,9 B 4,9 F 12,2 1 dk | **M General Cargo**<br>Mchy.aft<br>2 Ho<br>G.7 734 B.7 337<br>2 Ha (stl) (26,5 31,4 × 7,7)<br>4W Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Fuel 501,0t (hvf) 12,5kn |
| **5179894**<br>9V2004<br>333236<br>Rdr RT | **GOOD SAMARITAN**<br>ex Kakusho Maru-70<br>**Chinpo Shipping Co. (Pte.) Ltd.**<br>Singapore Cosmos Shipping Co. (Pte.) Ltd.<br>Singapore Singapore | **681**<br>325<br>1 002 | NK | **1960** Taiyo Zosen—Nagasaki (190)<br>58,09 9,22 4,060<br>52,99 9,17 4,50<br>P 15,6 F 6,4 1 dk | **M Tanker**<br>6 Ta ER<br>L.(oil) 1 207 HeCls. ptB | Oil 4SA 6Cy. 370 × 520<br>950bhp (699kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 20kW 115V d.c.<br>Fuel 40,5t (d.o.) 25,5t (hvf)-3,0pd 10,5kn |
| **5221996**<br>3EBC2<br>Df Esd<br>Gc Rdr<br>RTm/v | **GOOD SEA**<br>ex Aegis Eland-80<br>ex Margit Brovig-73<br>**Sea Fighter Shipping Co. S.A.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **11 837**<br>7 500<br>20 585 | AB (NV) | **1960** Moss Vaerft & Dokk A/S—Moss (138)<br>177,83 20,60 9,341<br>169,12 20,58 12,12<br>P 32,4 F 16,5 1 dk<br>rf nil len 65 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 13,1 19,3 19,8 15,9 15,6 19,8 19,8 ER<br>G.19 304<br>7 Ha (stl) (9,0 14,9 14,9 10,8 10,8 14,9 14,9 × 10,1) ER<br>4W Cr 3(8) Der 3(5) | Oil 2SA 4Cy. 750 × 1500 exhaust500<br>6 600bhp (4 855kW) B&W<br>A/S Akers M/V Oslo<br>Gen 3 × 325kW 440V 60Hz a.c.<br>Fuel 1 219,5t (hvf) 14,5kn |
| **7371525**<br>HPSI<br>1095<br>2-PG<br>Df Esd<br>Gc Rdr<br>RT | **GOOD SEAMAN**<br>ex Sun Bird-79<br>**Good Seaman Inc.**<br>Good Faith Shipping Co. S.A.<br>Panama Panama | **3 522**<br>2 307<br>6 196 | NV (NK) | **1975** Asakawa Zosen—Imabari (243)<br>106,46 16,36 6,655<br>97,95 16,31 8,16<br>P 22,3 F 11,3 1 dk<br>rf 348 | **M General Cargo**<br>2 Ho ER<br>G.6 832 B.6 598<br>2 Ha (stl) (28,4 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 160kW 440V 60Hz a.c.<br>Fuel 569,0t (hvf)-12,0pd 12,75kn |
| **7938828**<br>382051<br>RT | **GOOD SERVICES**<br>ex Daiei Maru No. 6-80<br>ex Kyokuto Maru No. 32<br>ex Yusei Maru No. 5<br>ex Daiko Maru No. 2<br>**Sea Shell Line Marine Oil Trading Pte. Ltd.**<br>Singapore Singapore | **174**<br>91<br>360 | | **1966** Y.K. Furumoto Tekko Zosensho—Osaki (180)<br>34,02 3,001<br>29,49 6,42 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil<br>300bhp (221kW)<br>The Hanshin Diesel Works Ltd. Japan<br>9kn |
| **7515573**<br>WYP2<br>529<br>552322<br>RT | **GOOD SHIP**<br>**T. H. Richardson**<br>Tampa, Fl United States of America | **108**<br>73<br>— | | **1973** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,03<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil<br>335bhp (246kW)<br>U.S.A. |

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| **5399169** | **GOOD SKIPPER** | T.Mk | BV | **1957**-6 C. v.d. Giessen—Krimpen a/d Ijssel | **M General Cargo** | Oil 2SA 8Cy. 740 × 1600 |
| H8FP | ex Zonnekerk-77 | **6 951** | | (784) | Ref 12P | 9 000bhp (6 620kW) B&W |
| 1100 | **Good Skipper Shipping Co. S.A.** | 4 012 | ✠Classed LR until | 154,64 20,20 8,027/8,906 | 3 Ho 18,9 23,7 22,4 3 TwD | Mch. & Schps.van P. Smit Jr. B.V. Rotterdam |
| 3-PG | Good Faith Shipping Co. S.A. | 10 008 | 20/11/81 | 141,74 20,12 11,74 | 21,5 21,6 13,0 | Gen 3 × 280kW 220V d.c. |
| Df Esd | Panama Panama | **9 079** | | F 16,8 2 dks, 3rd dk fwd of mchy. space | G.18 071 B.16 369 In.336 | Fuel 1 756,5t (hvf) 17kn |
| Gc Rdr | | 5 414 | | RW rf 119 | 5 Ha (stl) (8,0 × 5,3) (15,7 10,2 12,5 | |
| RTv | | 12 016 | | | 12,5 × 6,4) 1 Ha (w) (2,3 × 3,8) | |
| | | | | | 18W Der 1(120) 1(40) 4(10) 14(5) | |
| | | | | | 2(3) | |

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| **6725688** | **GOOD SPEED I** | **499** | | **1967** Uchida Zosen—Ise (643) | **M General Cargo** | Oil 4SA 6Cy. 310 × 460 |
| 3EPO | ex Koei Maru No. 11-81 | 292 | | 49,61 8,82 4,039 | | 950bhp (699kW) |
| 9545 | **Chang Hsi Maritime S.A.** | 967 | | 49,00 8,79 4,47 | 1 Ho ER | Niigata Eng. Co. Ltd. Niigata |
| -HK1 | Panama Panama | | | 1 dk | G.1 150 B.984 | Fuel 43,5t-3,5pd 12kn |
| Rdr RT | | | | RW | 1 Ha (25,3 × 5,7) ER | |

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| **5412818** | **GOOD SPIRIT** | T.Mk | BV | **1963**-3 Wm. Doxford & Sons (Shipbuilders) | **M General Cargo** | Oil 2SA 4Cy. 670 × 2100 |
| H8GD | ex Oakbank-78 | **6 167** | | Ltd—Pallion, Sld (855) | | 6 640bhp (4 884kW) |
| 1100 | **Xerefon Shipping Co. S.A.** | 3 459 | ✠Classed LR until | 148,47 18,98 7,976/8,808 | 5 Ho 17,1 18,7 17,9 16,0 25,5 | Wm. Doxford & Sons (Engineers) Ltd. |
| 4-PG | Good Faith Shipping Co. S.A. | 10 682 | 6/3/81 | 137,50 18,90 11,74 | 9,4DT | Sunderland |
| Df Esd | Panama Panama | **8 432** | | F 12,5 2 dks | G.18 354 B.16 555 | Gen 3 × 250kW 1 × 40kW 220V d.c. |
| Gc Rdr | | 4 894 | | RW rf 152 | 6 Ha (8,9 9,9 9,9 3,8 9,9 9,9 × 6,7) | Fuel 1 226,5t (hvf) 14,5kn |
| | | 12 497 | | | 14W Der 1(50) 4(10) 10(6) | |

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| **5238755** | **GOOD STAR** | T.Mk | | **1958** S.A. Cockerill-Ougree—Hoboken | **M General Cargo** | Oil 2SA 5Cy. 760 × 1550 |
| HOVV | ex Mohasi-78 | **6 150** | | (784) | Ref 5P | 4 500bhp (3 310kW) Sulzer |
| 10865 | **Sea Triumph Shipping Co. S.A.** | 3 341 | AB BV | 147,12 19,00 8,281/9,268 | 5 Ho 17,8 24,3 21,5 ER 21,5 | S.A. Cockerill-Ougree Seraing |
| -PEXT | Good Faith Shipping Co. S.A. | 10 552 | | 136,33 18,90 12,04 | 18,2 | Gen 2 × 200kW 220V d.c. |
| Df Esd | Panama Panama | **8 891** | | RQD 9,2 F 10,1 2 dks | G.17 990 B.16 370 In.388 | Fuel 1 248,5t (hvf) 13kn |
| Gc Rdr | | 5 078 | | RW rf 152 DK fwd | 5 Ha (stl) (8,6 16,0 10,8 × 6,0) ER | |
| RTm/h/v | | 12 240 | | | (10,8 9,9 × 6,0) | |
| | | | | | 16W Der 1(110) 1(60) 12(5-10) 4(5) | |

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| **5250739** | **GOOD STAR** | **998** | | **1961** Tokushima Zosen Sangyo K.K. | **M General Cargo** | Oil 4SA 6Cy. 380 × 550 |
| | ex Elsie T.-77 ex Nichiei Maru-76 | 554 | | —Komatsujima (60) | | 1 200bhp (883kW) |
| M:C-0 | **Star Ocean Agencies Ltd.** | 1 725 | NK | 67,57 10,47 4,852 | 2 Ho ER | Hanshin Nainenki Kogyo Kobe |
| 00172 | Manila Philippines | | | 62,90 10,42 5,52 | G.1 967 | Fuel 50,0t-4,0pd 11,25kn |
| Rdr RT | | | | P 15,9 F 7,4 1 dk | 2 Ha (13,4 16,7 × 5,0) ER | |
| | | | | | Der 1(1,5) | |

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| **6803117** | **GOOD SUN** | **9 067** | | **1968** Bartram & Sons Ltd.—Sunderland | **M General Cargo** | Oil 2SA 5Cy. 680 × 1250 |
| 3FHG | ex Mimis N. Papalios-80 | 6 132 | | (410) | | 5 500bhp (4 046kW) Sulzer |
| 1113 | **Good Sun Navegante Inc.** | 15 363 | AB BV | 141,05 20,45 8,687 | 5 Ho 21,7 29,9 11,5 22,9 ER | Vickers Ltd. Barrow |
| 6-PG | Good Faith Shipping Co. S.A. | | | 134,12 20,43 11,74 | 21,4 | Gen 3 × 218kW 440V 60Hz a.c. |
| Df Esd | Panama Panama | | | B 18,0 F 14,4 1 dk, 2nd dk except in No. | G.21 881 B.20 000 | Fuel 984,5t (hvf) 14kn |
| Gc Rdr | | | | 5 hold | 5 Ha (stl) (11,6 × 6,7) (12,1 13,7 | |
| RT | | | | rf nil | 12,9 × 8,5) ER (11,4 × 6,7) | |
| | | | | | 10W Der 10(5) | |

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| **6725195** | **GOOD TARGET** | **38 636** | AB (BV) | **1967**-10 Odense Staalskibsvaerft A/S | **M Bulk Carrier** | Oil 2SA 9Cy. 900 × 1550 |
| SZKZ | ex Navios Pioneer-81 | 28 923 | | —Lindo (19) | | 21 800bhp (16 035kW) |
| 8196 | ex Louis Maersk-76 | 80 877 | ✠Classed LR until | 255,63(BB) 32,62 14,028 | pt higher tensile steel | Sulzer Bros. Ltd. Winterthur |
| Df Esd | **Good Target Shipping Co. S.A.** | | 15/12/78 | 243,92 32,55 19,18 | 9 Ho 19,5 21,0 21,0 21,0 21,0 | Gen 3 × 560kW 450V 60Hz a.c. |
| Gc Pfd | Good Faith Shipping Co. S.A. | | | F 19,6 1 dk | 21,0 21,0 21,0 21,0 ER | Fuel 4 638,0t (hvf) 17,25kn |
| Rdr RT | Piraeus Greece | | | rf nil DK fwd | G.90 252 B.86 215 | |
| | | | | | 9 Ha (stl) (14,0 × 12,0) (14,0 14,0 | |
| | | | | | 14,0 14,0 14,0 14,0 14,0 14,0 × | |
| | | | | | 14,0) ER | |

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| **7310739** | **GOOD TRADER** | **6 414** | BV | **1973**-8 Ast. de T. Ruiz de Velasco—Bilbao | **M Bulk Carrier** | Oil 2SA 6Cy. 500 × 1100 |
| 3EBV2 | ex Ibn Khaldoun-76 | 3 039 | | (132) | | 4 600bhp (3 384kW) B&W |
| | ex Valle de Ayala-74 | 9 268 | ✠Classed LR until | 133,38(BB) 18,06 7,582 | 3 Ho 28,1 30,0 28,4 ER | La Maquinista Terrestre y Mar (MTM) |
| Df Esd | **Thracia Shipping Co. S.A.** | | 9/10/81 | 123,73 18,00 9,10 | G.11 986 B.11 893 HeCls. ptB | Barcelona |
| Gc Rdr | Good Faith Shipping Co. S.A. | | | P 24,7 Trunk 78,4 F 12,8 1 dk | 3 Ha (stl) (12,8 18,9 18,9 × 12,5) ER | Gen 4 × 152kW 380V 50Hz a.c. |
| RT | Panama Panama | | | rf nil DK fwd | Der 3(25) 2(16) | Fuel 79,5t (d.o.) 578,5t (hvf)-16,5pd 17kn |

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| **5336674** | **GOOD TRANSPORTER** | T.Mk | BV | **1962**-6 Swan, Hunter & Wigham | **M General Cargo** | Oil 2SA 5Cy. 760 × 1550 |
| H8GS | ex Speybank-78 | **5 972** | | Richardson Ltd.—Wallsend (1927) | | 7 500bhp (5 517kW) Sulzer |
| 11006 | **Franicons Compania Naviera** | 3 311 | ✠Classed LR until 10/78 | 148,22 19,26 8,002/8,941 | 5 Ho 16,9 23,0 19,9 13,4 21,9 | Wallsend Slipway Engineers Ltd. Wallsend |
| 0-PG | **S.A.** | 10 722 | | 137,17 19,21 11,74 | 10,1DT 10,1DT | Gen 3 × 220kW 1 × 20kW 220V d.c. |
| Df Esd | Good Faith Shipping Co. S.A. | **8 630** | | RAD 10,4 F 26,6 2 dks | G.19 186 B.17 112 | Fuel 1 255,0t (hvf) 15kn |
| Gc Rdr | Panama Panama | 4 941 | | rf 102 | 5 Ha (stl) (7,4 15,3 8,0 13,7 11,3 × | |
| | | 12 843 | | | 7,3) | |
| | | | | | 14W Der 1(50) 4(10) 10(5) | |

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| **5354468** | **GOOD TRAVELER** | **7 053** | | **1958** Harima Zosensho—Aioi (521) | **M General Cargo** | Oil 2SA 7Cy. 720 × 1250 |
| HOVT | ex Yannis M-77 | 3 951 | | 136,56 18,09 8,383 | 3P | 4 160bhp (3 060kW) Sulzer |
| 10864 | ex Oriental Empire-74 | 11 023 | BV | 128,00 18,00 11,00 | 5 Ho 16,6 23,0 16,9 22,1 15,3 | Harima Zosensho Aioi |
| -PEXT | ex Teiko Maru-71 | | | F 11,3 1 dk | G.15 187 B.13 767 | Gen 2 × 130kW 445V 60Hz a.c. |
| Df Esd | **Good Traveler Shipping Co. S.A.** | | | | 5 Ha (8,2 × 6,4) (13,7 10,6 13,7 9,9 | Fuel 1 032,5t (hvf) 13,75kn |
| Gc Pfd | Good Faith Shipping Co. S.A. | | | | × 7,1) | |
| Rdr | Panama Panama | | | | 14W Der 3(10) 4(5) | |

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| **5239060** | **GOOD WARRIOR** | T.Mk | | **1960** S.A. Cockerill-Ougree—Hoboken | **M General Cargo** | Oil 2SA 5Cy. 760 × 1550 |
| H9ME | ex Swazi Warrior-80 ex Moliro-78 | **6 170** | | (807) | Ref 3P | 5 875bhp (4 321kW) Sulzer |
| 1109 | **Sea Arrow Compania Naviera** | 3 339 | BV (AB) | 147,12 19,00 8,281/9,273 | 5 Ho 17,8 24,3 24,3 ER 21,5 | S.A. Cockerill-Ougree Seraing |
| 8-PG | **S.A.** | 10 692 | | 136,33 18,90 12,04 | 18,2 | Gen 4 × 190kW 220V d.c. |
| Df Esd | Good Faith Shipping Co. S.A. | **8 891** | | RQD 9,2 F 10,1 2 dks | G.17 778 B.16 160 In.399 | 14kn |
| Gc Rdr | Panama Panama | 5 078 | | rf 152 DK fwd | 5 Ha (stl) (8,6 16,6 10,8 × 6,0) ER | |
| RTm/h/v | | 12 935 | | | (10,8 9,9 × 6,0) | |
| | | | | | 16W Der 1(110) 1(60) 12(5-10) 4(5) | |

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| **7020621** | **GOOD WIND** | **11 306** | BV | **1970**-10 Astilleros Espanoles S.A. | **M General Cargo** | Oil 2SA 6Cy. 700 × 1200 |
| 3EBX2 | ex Good Helmsman-78 | 7 189 | | —Factoria de Olaveaga, Bilbao (239) | | 8 400bhp (6 179kW) MAN |
| | ex David, Marquess of Milford | 18 994 | ✠Classed LR until | 147,02(BB) 22,86 9,872 | 5 Ho 16,0 13,2 9,7 13,4 26,2 | Ast. Espanoles S.A. Sestao Works, Bilbao |
| Df Esd | Haven-73 | | 14/7/78 | 136,00 22,81 13,52 | ER | Gen 3 × 280kW 450V 60Hz a.c. |
| Gc Pfd | **Sea Victory Compania Naviera** | | | P 3,1 F 12,2 1 dk, 2nd dk in Nos. 1 & 3 | G.25 583 B.24 093 | Fuel (hvf) 16kn |
| Rdr | **S.A.** | | | holds | 6 Ha (stl) (16,0 × 7,7) (11,9 × 10,9) | |
| RTm/h/v | Good Faith Shipping Co. S.A. | | | rf nil DK fwd | (6,7 × 13,1) (11,9 24,0 11,9 × | |
| | Panama Panama | | | | 10,9) ER | |
| | | | | | 12W Der 6(10) | |

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| 5077723<br>Df Esd<br>Rdr RT | **GOOD YEAR**<br>ex Holmni-79 ex Holmpark-74<br>ex Command-66<br>ex Commandant Milliasseau-65<br>**Raebin Mas Shipping Ltd. S.A.**<br>Bangkok Thailand | **588**<br>206<br>849 | Classed LR until 11/5/79 | **1953** G. Renck Jr. K.G.—Hamburg<br>63,71 9,81 5,055<br>57,36 9,76 5,74<br>P 13,5 RFD 9,8 2 dks<br>RW rf 76 | **M General Cargo** CSD<br>1 Ho 34,9 ER<br>G.1 625 B.1 487<br>8W Der 1(15) 8(3) | Oil 4SA 8Cy. 381 × 457<br>1 270bhp (934kW) Mirrlees<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 164,5t 12kn |
| 5084958<br>3EEU<br>8143<br>-77A<br>Rdr RT | **GOODNESS**<br>ex Means Count-82<br>ex Godspeed No. 1-79<br>ex Daisen Maru-71<br>**Thankyou Maritime Corp. S.A.**<br>Panama Panama | **1 400**<br>871<br>2 299 | NK | **1960** Nakamura Zosen Tekkosho—Matsue (168)<br>77,70 11,26 4,892<br>72,01 11,21 5,72<br>P 17,4 F 6,8 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.2 951 B.2 653<br>2 Ha (10,8 27,6 × 5,5) ER<br>6W Der 6(5) | Oil 4SA 6Cy. 450 × 640<br>1 650bhp (1 214kW)<br>Nippon Hatsudoki Kobe<br>Gen 2 × 40kW 1 × 20kW 230V d.c.<br>Fuel 125,0t 11kn |
| 7327536<br>S6DA<br>381840<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GOODWAY**<br>ex Cebu Island-80<br>**Goodways Shipping (Pte.) Ltd.**<br>Kapal Management (Pte.) Ltd.<br>Singapore Singapore | **16 370**<br>10 850<br>29 648 | AB (NK) | **1973** Imabari Zosen—Marugame (1010)<br>175,19(BB) 26,04 10,324<br>165,00 26,00 14,51<br>P 31,1 F 13,2 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>5 Ho 17,6 26,3 26,3 26,3 26,3 ER<br>G.36 309 B.35 205 HeCls. B<br>5 Ha (stl) (11,2 × 11,2) (21,5 21,5 21,5 21,5 × 12,7) ER<br>Cr 4(22) 1(10) | Oil 2SA 7Cy. 680 × 1800<br>11 500bhp (8 459kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 400kW 445V 60Hz a.c.<br>Fuel 174,0t (d.o.) 1 932,5t (hvf)-39,0pd<br>14,5kn |
| 5161926<br>9V2029<br>333180<br>Df Rdr | **GOODWILL**<br>ex Intaba-69 ex Peka-60<br>**Singapore Cosmos Shipping Co. (Pte.) Ltd.** | **655**<br>381<br>— | Classed LR until 4/9/81 | **1952** Stettiner Oderwerke—Koln<br>54,92 8,74 4,446<br>48,01 8,70 5,16<br>F 6,1 2 dks<br>RW | **M General Cargo**<br>Mchy.aft<br>G.1 358 B.1 202<br>4W | Oil 4SA 6Cy. 320 × 450<br>700bhp (515kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 59,0t 11kn |
| 5133553<br>300388 | **GOOLE BIGHT**<br>**British Transport Docks Board**<br>Goole United Kingdom | **325**<br>123<br>332 | ✠Classed LR until 11/58 | **1958**-3 W. J. Yarwood & Sons Ltd. —Northwich (909)<br>36,48 8,79 3,061<br>34,14 8,54 3,36<br>RQD 12,2 RFD 9,8 1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Dredging depth 12,2<br>1 Ho ER<br>Hopper 229<br>Cr 1 | Oil 4SA 8Cy. 222 × 292<br>480bhp (353kW)<br>Lister Blackstone Mar. Ltd. Dursley<br>Gen 2 × 38kW 110V d.c.<br>Fuel (d.o.) 9kn |
| 6827034<br>D9DF<br>IM2006<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOONZARAN**<br>ex Fukuyama Maru-81<br>**Korea Line Corp.**<br>Inchon South Korea | **55 534**<br>16 214<br>97 711 | KR NK | **1968** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (854)<br>251,75(BB) 38,03 15,044<br>240,01 38,00 21,29<br>1 dk | **M Ore/Oil Carrier**<br>Adapted for Ore cargoes only<br>10 Ho 14 Ta ER<br>Ore 51 836 HeCls. B<br>10 Ha (stl) (8,9 8,9 8,9 8,9 8,9 10,8 10,8 10,8 10,8 10,8 × 10,8) ER<br>1W Der 2(10) | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 640kW 450V a.c.<br>Fuel 231,0t (d.o.) 7 600,0t (hvf)-52,0pd<br>12,5kn |
| 5133606<br>SPON<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOPLANA**<br>**Polish Baltic Shipping Co. (Polska Zegluga Baltycka)**<br>Kolobrzeg Poland | T.Mk<br>**541**<br>235<br>931<br>**940**<br>531<br>— | PR | **1959** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B57/01)<br>65,84 9,96 3,696<br>58,98 9,91 5,95<br>2 dks<br>rf 991 | **M General Cargo** 2P<br>Ice strengthened<br>2 Ho 16,5 18,9 ER<br>G.1 913 B.1 724<br>2 Ha (each 11,9 × 5,4) ER<br>4W Der 4(3) | Oil 2SA 8Cy. 290 × 490<br>960bhp (706kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 3 × 45kW 230V d.c.<br>Fuel 79,5t (d.o.)-3,5pd 11,5kn |
| 5133589<br>SNSN<br>Df Esd<br>Gc Rdr<br>RT | **GOPLO**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | **797**<br>323<br>514 | PR | **1962** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B20/13)<br>61,24 9,83 4,420<br>9,81 5,19<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.480 | Oil 4SA 6Cy. 460 × 580<br>1 375bhp (1 011kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 184kW 1 × 160kW 1 × 100kW 1 × 22kW 230V d.c.<br>12,5kn |
| 6711106<br>YTQW<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORAN KOVACIC**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Istok)**<br>Rijeka Yugoslavia | T.Mk<br>**6 174**<br>3 285<br>8 900 | BV JR | **1967** Brodogradiliste "3 Maj"—Rijeka (510)<br>151,31 20,05 7,311<br>138,31 20,02 11,51<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho ER 1 Ho<br>G.13 940 B.13 808<br>5 Ha (stl) (9,0 11,9 × 5,5) (11,9 11,9 × 7,0) ER (11,9 × 7,0)<br>18W Der 1(25) 6(10) 10(5) 2(3) | Oil 2SA 6Cy. 750 × 1600<br>10 000bhp (7 356kW)<br>Kon. Mach. Stork & Co. N.V. Hengelo<br>Gen 4 × 300kW 390V a.c.<br>17,5kn |
| 5133620<br>YTCC<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GORANKA**<br>**Splosna Plovba Piran**<br>Koper Yugoslavia | T.Mk<br>**5 772**<br>2 963<br>—<br>**8 610**<br>5 131<br>12 835 | BV JR | **1958** Brodogradiliste i Tvornica Dizel Motora "Uljanik"—Pula (223)<br>149,28 18,80 7,960/8,919<br>136,76 18,70 11,89<br>2 dks<br>RW rf 152 | **M General Cargo** 9P<br>6 Ho 16,3 20,4 22,4 15,6 21,7 7,1<br>G.20 280 B.18 276<br>6 Ha (10,9 11,8 13,4 15,4 12,0 3,9 × 7,9)<br>16W Der 2(10) 14(5) 2(2) | Oil 2SA 5Cy. 740 × 1600<br>6 250bhp (4 597kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 3 × 200kW 230V d.c.<br>Fuel (hvf) 14,5kn |
| 5133632<br>CUYK<br>LX-77-A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORAZ**<br>**Arrasto Companhia de Pesca do Centro de Portugal S.a.r.l.**<br>Lisboa Portugal | **461**<br>203<br>— | ✠Classed LR until 11/66 | **1962**-6 Est. Nav. de Viana do Castelo —Viana do Castelo (53)<br>50,53 8,89 4,452<br>46,33 8,75 4,70<br>P 4,0 F 8,3<br>RW rf 686 BK 178 | **M Fishing**<br>Side Trawler | Oil 2SA 5Cy. 360 × 600<br>900bhp (662kW)<br>Sulzer Bros. Ltd. Winterthur |
| 6804537<br>SQCP<br>Df Esd<br>Gc Rdr<br>RTm | **GORCE**<br>ex Alecto-73<br>**Szczecinskie Przedsiebiorstwo Obrotu Produktami Naftowymi 'CPN'**<br>Szczecin Poland | **498**<br>379<br>1 392 | PR (NV) | **1967** Soviknes Verft A/S—Syvikgrend (68)<br>68,59 11,54 3,741<br>63,71 11,50 5,69<br>P 15,3 1 dk & S dk<br>rf 51 | **M Tanker** OSD<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 1 542 HeCls. C | Oil 4SA 6Cy. 320 × 480<br>1 050bhp (772kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 50kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 65,5t (d.o.)-4,0pd 11kn |
| 5133644<br>DBRC<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GORCH FOCK**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verteidigung)**<br>Kiel Federal Republic of Germany | **1 499**<br>882<br>— | | **1958** Blohm & Voss A.G.—Hamburg (804)<br>81,46 12,02 4,858<br>70,21 12,01 7,29<br>2 dks, 3rd dk fwd | **Aux M Training Vessel**<br>Barque<br>Mchy.aft | Oil 4SA 6Cy. 300 × 380<br>880bhp (647kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 60kW 230V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|---|
| **6616837**<br>DAIU<br><br>Df Esd<br>Rdr<br>RTm/v | **GORCH FOCK**<br><br>**Hinrich Brummer**<br>Hamburg Federal Republic of Germany | **299**<br>181<br>585 | GL | **1966** J. J. Sietas K.G. Schiffswerft —Hamburg (605)<br>49,99 8,64 2,820<br>45,01 8,62 3,15<br>B 10,1 F 6,1 1 dk | **M General Cargo**<br><br>Ice strengthened<br>G.688 B.595<br>1 Ha (23,0 × 5,4) ER<br>Der 2(2) | Oil 4SA 6Cy. 220 × 280<br>290bhp (213kW)<br>Kloeckner Humboldt Deutz | Koeln<br>8kn |
| **5133668**<br><br><br>RT | **GORD**<br><br>**Safariyan & others**<br>Abadan Iran | **345**<br>112<br>— | ✠Classed LR until 30/9/71 | **1954**-9 Harima Zosensho—Aioi (488)<br>39,02 9,05 3,302<br>36,00 9,00 4,30<br>P 3,4 1 dk, 2nd dk clear of ER<br>RW | **S Tug** | T 3Cy. 379 635 & 1060 × 694<br><br>Harima Zosensho<br>Fuel (o.f.) | Aioi<br>12kn |
| **7026950**<br><br>332609 | **GORDA PEAK**<br>ex Margot-70<br>**Virgin Gorda Transport Co. Ltd.**<br>Road Harbour British Virgin Islands | **149**<br>98<br>— | | **1958** Port Construction & SB. Co.—Port Arthur, Tx<br>*33,17* 9,15<br>... ... ...<br>1 dk | **TM General Cargo Barge** | 2 Oil 4SA each 6Cy. 137 × 165<br>364bhp (268kW)<br>Caterpillar Tractor Co. | Caterpillar<br>Peoria, Illinois<br>5kn |
| **6722260**<br>UBHP<br>M-23888 | **GORDELIVYY**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **534**<br>—<br>212 | RS | **1959** Santierul Naval Galatz—Galatz<br>45,80 10,01 3,810<br>41,51 9,33 5,01<br>1 dk | **TM Tug**<br><br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works | Leningrad<br>11kn |
| **5133694**<br>CYCT<br>178248<br>Df Esd<br>Gc Rdr<br>RTm/v | **GORDON C. LEITCH**<br><br>**Upper Lakes Shipping Ltd.**<br>Toronto, Ont. Canada | **12 460**<br>9 112<br>19 589 | **BS**∗ Lake SS 7/78<br>Great Lakes & River St. Lawrence service<br>**MBS**∗<br>CT11644 C40 S35<br>FN 6135 | **1952**-11 Midland Shipyards Ltd.—Midland, Ont. (36)<br>202,24 20,50 7,392<br>197,26 20,43 10,67<br>F 18,3 1 dk<br>RW rf 76<br>3BH WB5023t | **S Bulk Carrier**<br><br>6 Ho 23,7 21,9 21,9 29,2 21,9 25,6 ER<br>G.22 995<br>19 Ha (stl) (each 3,3 × 14,9) ER<br>6W | U 5Cy. 686 × 914<br>5 000ihp (3 678kW)<br>Skinner Unaflow<br>Canadian Vickers Ltd. Montreal, P.Q.<br>2 WTB 325lbf/in² (22,5bar) Spt 315lbf/in² (21,8bar) hs1069,7<br>Gen 2 × 300kW 440V 60Hz a.c.<br>Fuel 471,5t (o.f.) | 14kn |
| **5056016**<br>HP2948<br>5696-<br>PEXT<br>RT | **GORDONIA I**<br>ex Butjadingen-75<br>ex Oberelder-61 ex Johannes II-54<br>**Katjana Marine Shipping Co. Ltd.**<br>Panama Panama | **160**<br>82<br>183 | ·<br>(GL) | **1931** E. J. Smit & Zoon—Hoogezand<br>*33,69* 5,62 2,159<br>... ... 2,65<br>1 dk<br>R len 38 | **M General Cargo**<br>Mchy.aft | Oil 4SA 3Cy. 280 × 450<br>150bhp (110kW) NE 37<br>Humboldt-Deutzmotoren | Koeln-Deutz |
| **6714196**<br>UWFM<br>M-17053<br>Df Esd<br>Gc Rdr<br>RT | **GORDYY**<br><br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **1 152**<br>—<br>605 | RS | **1962** Valmet Oy Pansion Tehdas —Turku/Abo<br>61,40 11,54 4,700<br>55,33 11,51 5,80<br>1 dk | **M Tug**<br>Salvage<br>Ice strengthened<br>1 Ho<br>G.94<br>1 Ha (stl) (2,8 × 1,9)<br>2W Der 1(10) 1(1,5) | Oil 4SA 7Cy. 520 × 740<br><br>Masch. Augsburg-Nuernberg (MAN) | Augsburg<br>15kn |
| **6802371**<br>UB0H<br>M-22360<br>Df Esd<br>Gc Rdr<br>RT | **GORDYY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>338 | RS | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,58 9,53 4,431<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened<br>1 Ho<br>1 Ha (0,9 × 1,3) | 4 Oil 4SA each 6Cy. 318 × 330 total driving 1 gen. connected to 1 elec. motor & geared to sc. shaft | Kharkov<br>17,25kn |
| **6722272**<br>UIFR<br>M-23876 | **GORDYY**<br><br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **534**<br>—<br>212 | RS | **1958** Santierul Naval Galatz—Galatz<br>45,67 10,01 3,861<br>41,51 9,33 5,01<br>1 dk | **TM Tug**<br><br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500<br><br>Russkiy-Diesel Works | Leningrad<br>11kn |
| **6612219** | **GORECHJE**<br><br>**U.S.S.R.**<br>U.S.S.R. | **2 435**<br>1 070<br>— | | **1966** VEB Volkswerft Stralsund—Stralsund<br>79,81 13,21 4,903<br>... ... ... | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>VEB Schwermasch. Karl Liebknecht (SKL) | Magdeburg<br>12,5kn |
| **5133711**<br>YTBG<br><br>Df RT | **GORENJSKA**<br>ex Thomas G.-54 ex Leo-51<br>**Losinjska Plovidba OOUR Brodarstvo**<br>Rijeka Yugoslavia | **915**<br>582<br>1 312 | JR<br>Classed LR until 20/6/80 | **1947** C.R.D. Adriatico—Trieste (1349)<br>61,07 9,94 4,744<br>56,19 9,91 5,74<br>P & B 15,3 RFD 6,1 1 dk, 2nd dk in way of mchy. space<br>RW | **M General Cargo**<br><br>3 Ho ER<br>G.1 653 B.1 529<br>3 Ha (4,1 8,2 8,2 × 3,9) ER<br>5W Der 4(2) 1(1,5) | Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW)<br>S.A. Ansaldo<br>Gen 3 × 100kW 110V a.c.<br>Fuel 86,5t | Genova<br>8,5kn |
| **7115696**<br>EWWM<br>M-31520<br>Df Esd<br>Gc Rdr<br>RT | **GORETS**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **5 120**<br>2 387<br>5 170 | RS | **1971** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,220<br>120,96 16,79 9,56<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>B.7 350 In.12 814<br>4 Ha (stl) (each 4,8 × 5,1) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 508 total 7 200bhp (5 296kW) driving 4 gen. connected to 1 elec. motor & geared to sc. shaft | U.S.S.R.<br>16,5kn |
| **7378171**<br>EPPS | **GORGAN**<br><br>**Government of The Islamic Republic of Iran (Ministry of Finance, Ports & Shipping Organization)**<br>Bandar Khomeini Iran | **167**<br>49<br>138 | ✠**100A1** SS 8/78<br>tug<br>Persian Gulf service<br>✠**LMC**<br>EL B ¾"U2<br>FN 265<br>**SURVEYS OVERDUE** | **1974**-7 Towa Zosen K.K.—Shimonoseki (453)<br>27,92 7,35 3,074<br>25,23 6,99 3,51<br>RAD 2,5 1 dk<br>rf 584<br>4BH WB3T | **M Tug**<br>Fire-fighting | Vee Oil 4SA 16Cy. 159 × 203 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 52kW 225V 50Hz a.c. | |
| **7913074**<br>BLEN<br>8261<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORGEOUS**<br>ex World Carmen Romano-82<br>**Teh Hu S.S. Co. Ltd.**<br>Teh-Hu Cargocean Management Co. Ltd.<br>Keelung China* | **29 739**<br>21 384<br>58 371 | ✠LR class withdrawn-Owner's request 19/11/82 | **1980**-8 Koyo Dockyard Co. Ltd.—Japan (886)<br>223,15(BB) 32,26 12,469<br>213,01 32,20 17,89<br>F 19,2 1 dk<br>rf nil | **M Bulk Carrier**<br><br>Str. for heavy cargoes<br>7 Ho 23,0 23,0 23,6 20,3 23,6 23,6 23,6 ER<br>G.70 216 B.68 703<br>7 Ha (stl) (14,0 16,9 17,1 13,8 17,1 17,1 15,4 × 12,8) ER | Oil 2SA 7Cy. 670 × 1700<br>13 100bhp (9 636kW)<br>Mitsui Eng. & SB. Co. Ltd.<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 226,0t (d.o.) 3 185,0t (hvf) | B&W<br>Tamano<br>15kn |

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|---|---|---|---|---|---|---|
| 5255313<br>SYJG<br>5082<br>Df Esd<br>Gc Rdr<br>RT | **GORGO**<br>ex Nordholm-74<br>**Gorgo Shipping Corp. S.A.**<br>Oceanmaid Shipping Co. S.A.<br>Piraeus Greece | **4 952**<br>2 633<br>8 789<br>**7 061**<br>3 904<br>9 627 | ✠**100A1** SS 4/76<br>DTm—oil FP above<br>65,5°C. or vegetable oil<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3718 | **1958**-4 A/S Nakskov Skibsvaerft—Nakskov (149)<br>139,27 17,84 7,894/8,344<br>128,02 17,76 11,28<br>P 7,7 F 15,3 1 dk & S dk<br>RW rf 102 DK fwd<br>Coll BH to S dk 6 to 2nd dk WB2750t incl. DTm1362t | **M General Cargo** OSD/CSD<br>4 Ho 20,1 25,3 20,7 19,8<br>G.14 866 B.13 535<br>5 Ha (each 10,3 × 6,7)<br>12W Der 1(30) 1(12) 12(5) | Oil 2SA 6Cy. 740 × 1400<br>7 100bhp (5 222kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 4 × 120kW 220V d.c.<br>Fuel 1 294,5t (hvf) 16,5kn |
| 7010901<br>5LTN<br>3506<br>Df Esd<br>Gc Rdr<br>RTm/v | **GORGONA**<br>ex Ocean Lion-81<br>**Christmas Island Shipping Corp.**<br>Kassos Maritime Enterprises Ltd.<br>Monrovia Liberia | **79 000**<br>65 231<br>150 977 | ✠**100A1** SS 11/81<br>oil tanker<br>✠**LMC** **UMS**<br>EL Yt $3\frac{3}{16}$"U3<br>FN 18503 | **1970**-6 Astilleros Espanoles S.A.—Factoria de Cadiz, Cadiz (88)<br>288,02(BB) 45,57 17,254<br>272,02 45,51 22,51<br>1 dk<br>rf nil<br>8BH WB21840t incl. 17285t in clean ballast tanks | **M Tanker**<br>15 Ta ER<br>L.(oil) 137 000 HeCls. BC | Oil 2SA 12Cy. 900 × 1550<br>27 600bhp (20 301kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>2 WTAuxB primary 45kgf/cm$^2$ (44,2bar) secondary 14,5kgf/cm$^2$ (14,3bar) hs1993,3<br>AuxB (Comp) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 750kW 440V 60Hz a.c.<br>Fuel 1 354,5t (d.o.) 6 829,0t (hvf)-94,5pd<br>16kn |
| 5104679<br>IMPH<br>803<br>Rdr RT | **GORGONA**<br>ex Entella-80<br>**D'Alesio Oil Services S.p.A.**<br>Livorno Italy | **905**<br>510<br>1 090 | RI | **1960** Industrie Nav. Mecc. Affini S.p.A. I.N.M.A.—La Spezia (40)<br>69,09 9,53 3,555<br>64,93 9,50 4,40<br>1 dk | **TM Tanker/Liquefied Gas Carrier**<br>Chemical LPG<br>6 Ta (stl) cyl horizontal ER<br>L.1 183 L.(gas) 424 | 2 Oil 4SA each 8Cy. 220 × 280<br>620bhp (456kW)<br>Kloeckner Humboldt Deutz Koeln |
| 5133759<br>HKLA<br><br>Df Esd<br>Gc Rdr | **GORGONA**<br><br>**Government of The Republic of Colombia**<br>Cartagena Colombia | **393**<br>99<br>— | ✠Classed LR until 7/64 | **1955**-1 Lidingoverken J. A. Aberg & Co.—Lidingo (18)<br>46,08 9,02<br>41,51 9,00 3,76<br>F 19,9 1 dk<br>BK 152 | **TM Lighthouse Tender** | 2 Oil 2SA each 7Cy. 235 × 420<br>910bhp (669kW)<br>Nydqvist & Holm A/B Trollhattan |
| 7942439<br>YQIZ<br><br>Df Esd<br>Gc Rdr<br>RT | **GORGOVA**<br><br>**Ice Navimpex**<br>Navlomar Bucharest Service Brokerage<br>Galatz Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1980** Santierul Naval Galatz—Galatz<br>130,79 17,71 6,781/8,100<br>121,01 10,22<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 890 B.11 067<br>TEU 106 C. 106/20' (40')<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| 6600876<br>CSLM<br>I-410<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORGULHO**<br>ex Mallorca-72<br>**C.T.M.-Companhia Portuguesa de Transportes Maritimos E.P.**<br>Lisboa Portugal | **1 245**<br>921<br>2 113 | (BV) | **1965** Aarhus Flydedok og Maskinkp. A/S—Aarhus (126)<br>70,08 11,03 5,441<br>63,00 10,98 6,56<br>2 dks | **M General Cargo** CSD<br>2 Ho ER<br>G.2 801 B.2 566<br>3 Ha (each 10,3 × 5,1) ER<br>4W Der 1(10) 3(5) | Oil 4SA 8Cy. 320 × 450<br>1 199bhp (882kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>Fuel 91,5t (d.o.) 11kn |
| 6719988<br>ULKF<br>M-28147<br>Df Esd<br>Gc Rdr<br>RT | **GORI**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 300 | RS | **1967** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (221)<br>186,01 23,47 9,810<br>174,02 23,41 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (stl) (5,0 × 3,2)<br>2W Der 2(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 2 296,5t (d.o.)-42,5pd 17,5kn |
| 5133773<br>UYOC<br>M-26871<br>Df Esd<br>Gc Rdr<br>RT | **GORIZONT**<br><br>**U.S.S.R. -Odessa High School of Marine Engineers**<br>Odessa U.S.S.R. | **4 404**<br>811<br>3 083 | RS | **1961** VEB Schiffswerft "Neptun"—Rostock<br>105,01 14,43 6,211<br>95,46 14,38 10,22<br>2 dks | **M Training Ship**<br>Ice strengthened<br>3 Ho 12,9 19,5 12,3<br>G.3 271 B.3 100<br>3 Ha (stl) (5,8 7,1 6,5 × 5,0)<br>5W Cr 1(2) Der 1(15) 4(5) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 264kW 1 × 64kW 390V 2 × 64kW 225V<br>14kn |
| 7832957 | **GORIZONT**<br><br>**U.S.S.R.**<br>U.S.S.R. | **246**<br>103<br>52 | RS | **1980** Nakhodkinskiy Shiprepairs Yard—Nakhodka<br>38,41 6,71 2,201<br>2,90<br>1 dk | **TM Ferry** 180dk P<br>Ice strengthened | 2 Oil 4SA each 8Cy. 180 × 220<br>U.S.S.R.<br>12,75kn |
| 7337505<br>YQCQ<br>313<br>Df Esd<br>Gc Rdr<br>RT | **GORJ**<br><br>**NAVROM**<br>Constantza Romania | **4 399**<br>1 928<br>6 209<br>**6 253**<br>4 024<br>8 659 | RNR | **1973** Santierul Naval Galatz—Galatz<br>130,79(BB) 17,73 6,601/8,100<br>120,99 10,24<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.12 130 B.11 150<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 200kW 400V 50Hz a.c.<br>Fuel 457,0t (hvf) 16kn |
| 7008611<br>UPWK<br>M-30136<br>Df Esd<br>Gc Rdr<br>RT | **GORKOVSKAYA KOMSOMOLIYA**<br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **3 587**<br>1 739<br>4 150 | RS | **1969** Navashinskiy Shipyard—Navashino<br>123,50 15,04 4,499<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 040 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 3(5) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 217,5t 11,75kn |
| 6905642<br>ESIC<br>M-30302<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORKY**<br><br>**U.S.S.R.**<br>Astrakhan U.S.S.R. | **1 115**<br>426<br>565 | RS | **1969** VEB Mathias-Thesen-Werft—Wismar (134)<br>65,74 11,33 3,620<br>59,82 11,10 5,36<br>2 dks | **M Fishing**<br>Side-fishing Ref<br>Ice strengthened<br>2 Ho ER<br>In.795<br>2 Ha (each 1,9 × 1,9) ER<br>Cr 2(2) | Oil 4SA 8Cy. 320 × 480<br>825bhp (607kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 272kW 1 × 192kW 380V a.c.<br>11,25kn |

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| **7041558**<br>URDY<br>S-30551<br>Df Esd<br>Gc Rdr<br>RT | **GORKY LENINSKIYE**<br><br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **2 483**<br>1 320<br>2 925 | <br><br>RS | **1970** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,20 15,22 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br><br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| **6412748**<br>SPTL<br><br>Df Esd<br>Gc Rdr<br>RT | **GORLICE**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | **2 870**<br>1 546<br>4 568 | PR<br><br>✠Classed LR until 9/65 | **1964-6** Stocznia Szczecinska im. A. Warskiego—Szczecin (B49/03)<br>113,70 15,52 6,331<br>104,65 15,50 6,61<br>F 10,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD<br>Ref 4bth P<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.7 967 B.7 375 In.610<br>4 Ha (11,6 14,6 11,2 × 6,4) ER (6,3 × 4,5)<br>12W Der 1(25) 12(5) | Oil 2SA 8Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 256kW 1 × 120kW 380V a.c.<br>Fuel 696,0t (d.o.)-16,5pd<br>15kn |
| **7369924**<br>Y5RV<br><br>Df Esd<br>Gc Rdr<br>RT | **GORLITZ**<br><br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **22 798**<br>14 633<br>38 250 | <br><br>DSRK | **1974** Baltic SB. & Eng. Works—Leningrad (636)<br>201,30(BB) 27,84 11,210<br>186,01 27,81 15,60<br>1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes Ice strengthened<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 16,7 ER<br>G.47 130<br>7 Ha (stl) (each 12,9 × 9,3) ER<br>Der 2(1,5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 300kW 400V 50Hz a.c.<br>16kn |
| **5133802**<br>Y4LI<br><br>Df Esd<br>Gc Rdr<br>RT | **GORLITZ**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **943**<br>291<br>— | <br><br>DSRK | **1961** VEB Peene-Werft—Wolgast<br>65,56 10,32 4,641<br>58,40 10,27 5,69 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER | 2 Oil both geared to sc. shaft<br>1 420bhp (1 044kW)<br>(i) Oil 4SA 8Cy. 365 × 550<br>Goerlitzer Masch. Goerlitz<br>(ii) Oil 4SA 6Cy. 325 × 440<br>Goerlitzer Masch. Goerlitz<br>Gen 1 × 200kW 1 × 160kW 1 × 78,5kW 230V d.c.<br>Fuel (d.o.)<br>11kn |
| **5133814**<br>UZUX<br>M-20996<br>Df Esd | **GORLOVKA**<br><br>**U.S.S.R.**<br>Zhdanov U.S.S.R. | **1 946**<br>979<br>2 581 | <br><br>(RS) | **1952** Stocznia Gdanska im. Lenina—Gdansk (B30/11)<br>87,00 12,20 5,411<br>82,61 12,15 5,80<br>1 dk<br>RW | **S Ore Carrier**<br><br>4 Ho 11,2 14,0 13,7 11,8 ER<br>G.6 558<br>4 Ha (7,0 × 5,4) (7,7 7,7 8,3 × 7,9) ER<br>8W Der 8(3) | C 4Cy. (2) 370 & (2) 800 × 800<br>1 300ihp (956kW)<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Fuel 210,5t (o.f.)<br>9,5kn |
| **7401320**<br>JXXB<br>18568<br>Df Esd<br>Gc Rdr<br>RT | **GORM VIKING**<br><br>**K/S Viking Supply Ships A/S**<br>Bendt Rasmussens Rederi<br>Kristiansand S. Norway | **499**<br>174<br>758 | <br><br>NV | **1975** D. W. Kremer Sohn, G.m.b.H. & Co. —Elmshorn (1163)<br>61,17 13,34 4,496<br>52,81 13,01 6,35<br>F - 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling<br>Ice strengthened<br>Cr 1(8) | 2 Vee Oil 4SA each 12Cy. 320 × 420<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 232kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 604,5t (d.o.)-26,5pd<br>14kn |
| **6518047**<br>SPUO<br><br>Df Esd<br>Gc Rdr<br>RTm/h | **GORNIK**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | T.Mk<br>**7 483**<br>3 983<br>12 310<br>**10 647**<br>6 112<br>14 245 | <br><br>PR | **1966** Stocznia Szczecinska im. A. Warskiego—Szczecin (B512/09)<br>156,27 20,43 8,170/8,919<br>144,30 20,40 12,50<br>2 dks | **M General Cargo**<br><br>Ice strengthened Str. ore cargoes<br>5 Ho 22,0 19,2 18,5 18,5 20,8 ER<br>G.21 086 B.19 395<br>9 Ha (stl) (12,2 × 8,9) (13,0p&s 13,0p&s 13,0p&s 13,0p&s × 6,4) ER<br>4W Der 1(30) 2(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 239,5t (hvf)-23,5pd<br>15,5kn |
| **6405056**<br>USIS<br>M-26937<br>Df Esd<br>Gc Rdr<br>RT | **GORNO-ALTAYSK**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 224**<br>1 560<br>4 226 | <br><br>RS | **1963** VEB Schiffswerft "Neptun"—Rostock<br>105,85 14,64 6,554<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 272 B.5 767<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,6 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.)<br>14,25kn |
| **7406150**<br>UMSZ<br>M-17376<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORNOPRAVDINSK**<br><br>**U.S.S.R. -Primorski Shipping Co.**<br>Nakhodka U.S.S.R. | **12 212**<br>6 144<br>17 150 | <br><br>RS | **1976** Rauma-Repola Oy—Rauma/Raumo (236)<br>160,00 23,04 9,170<br>147,99 23,00 12,88<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>1 Ho 18 Ta ER<br>G.1 235 B.1 143 L.(oil) 17 937<br>1 Ha (stl) (7,0 × 7,0) ER<br>4W Der 2(5) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 500kW 400V 50Hz a.c.<br>Fuel (hvf)<br>16,25kn |
| **7044720**<br>ESTT<br>M-12322<br>Df Esd<br>Rdr RT | **GORNOSTAY**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **631**<br>223<br>323 | <br><br>RS | **1969** .............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| **7045243**<br>EWAN<br>M-12336<br>Df Esd<br>Rdr RT | **GORNOVOY**<br><br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **634**<br>223<br>314 | <br><br>RS | **1970** .............U.S.S.R.<br>54,23 9,38 3,810<br>48,72 9,30 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |

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| 5133838<br>UNGY<br>M-12043<br>Df Esd<br>Gc Rdr<br>RT | **GORNOZAVODSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **1 571**<br>674<br>900 | RS | **1956** A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (736)<br>70,01 11,54 4,290<br>65,51 11,51 5,80<br>1 dk | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>2 Ho ER<br>In.1 328<br>2 Ha (each 4,2 × 3,0) ER<br>5W Der 1(5) 4(2) | Oil 2SA 6Cy. 350 × 620<br>1 800bhp (1 324kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>11kn |
| 6719639<br>SPXC<br><br>Df Esd<br>Gc Rdr<br>RT | **GORNY SLASK**<br><br>**Polish Shipping Company (Zegluga Polska Spolka Akcyjna)**<br>Szczecin Poland | **11 014**<br>5 849<br>15 650 ✠ | PR | **1967**-11 Stocznia Szczecinska im. A. Warskiego—Szczecin (B520/02)<br>156,45 20,45 9,472<br>144,51 20,40 12,55<br>1 dk | **M Bulk Carrier**<br>6P<br>Str. ore cargoes Ice strengthened<br>5 Ho ER<br>G.20 465<br>5 Ha (stl) (12,3 × 9,9) (11,3 15,3 15,3 13,8 × 12,0) ER<br>Der 2(1,5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 301,5t (hvf)-22,0pd 15,5kn |
| 7107285<br>USQV<br>M-30544<br>Df Esd<br>Gc Rdr<br>RT | **GORNYAK**<br><br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **3 587**<br>1 740<br>4 150 | RS | **1970** Navashinskiy Shipyard—Navashino<br>123,50 15,04 4,499<br>117,00 14,99 6,53<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho 17,9 17,9 18,5 17,9 ER<br>G.6 070 B.5 800<br>4 Ha (stl) (12,0 12,0 13,7 13,7 × 8,3) ER<br>Cr 3(2,5-5) | 2 Oil 2SA each 8Cy. 300 × 500<br>2 000bhp (1 471kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 217,5t (d.o.) 11,75kn |
| 7231892<br>UWIG<br>M-14685<br>Df Esd<br>Rdr RT | **GORODOK**<br><br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **600**<br>220<br>313 | RS | **1972** ..............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,73<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(3) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>11,75kn |
| 6912164<br>UWOD<br>S-28831<br>Df Rdr | **GOROKHOVETS**<br><br>**U.S.S.R. -Soviet Danube Shipping Co.**<br>Izmail U.S.S.R. | **1 865**<br>938<br>2 128 | RS | **1968** ..............U.S.S.R.<br>95,99 13,21 3,261<br>5,52<br>1 dk | **TM General Cargo**<br>3 Ho ER<br>B.3 467<br>3 Ha (stl) (each 16,4 × 9,6) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| 6621076<br>C9KB<br><br>Df Esd<br>Rdr RT | **GORONGOSA**<br><br>**Direccao dos Servicos de Marinha da Provincia de Mocambique**<br>Maputo Mozambique | **508**<br>—<br>— | ✠Classed LR until 12/68 | **1967**-2 LISNAVE, Est. Nav. de Lisboa S.A.R.L.—Lisboa (215)<br>45,47 9,50 3,658<br>42,02 9,00 4,50<br>B & F 23,8<br>rf 584 | **TM Tug**<br>Fire-fighting<br>Mchy.aft | 2 Oil 2SA each 8Cy. 290 × 400 sr geared to sc. shafts<br>N.V. Werkspoor Amsterdam<br>Gen 2 × 290kW 1 × 60kW 380V 50Hz a.c. |
| 7023570<br>OW2068<br>D2191<br>Df Esd<br>Rdr RT | **GORPUR**<br>ex Cutter V-73<br>**P/f A/S Beta**<br>Torshavn Faroe Islands | **403**<br>198<br>— | BV NV | **1970** Elbewerften Boizenburg/Rosslau —Rosslau (3290)<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha ER | Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW) NE 78<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 128kW 1 × 112kW 380V 50Hz a.c.<br>Fuel 162,5t (d.o.) 9,5kn |
| 7363396<br>EGHH<br><br>Df Esd<br>Rdr RT | **GORRICHO PRIMERO**<br><br>**Pesquera Gorricho S.A.**<br>Bilbao Spain | **298**<br>134<br>— | BV | **1974** Ast. Zamacona S.A.—Bilbao (97)<br>39,81 7,62<br>34,50 7,60 4,32<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,25kn |
| 7363401<br>EGKK<br><br>Df Esd<br>Rdr RT | **GORRICHO SEGUNDO**<br><br>**Pesquera Gorricho S.A.**<br>Bilbao Spain | **298**<br>134<br>— | BV | **1974** Ast. Zamacona S.A.—Bilbao (98)<br>39,81 7,62<br>34,50 7,60 4,32<br>1 dk | **M Fishing**<br>Stern Trawler<br>2 Ho ER<br>G.245 | Oil 4SA 8Cy. 320 × 450<br>1 400bhp (1 030kW)<br>Kloeckner Humboldt Deutz Koeln<br>12,25kn |
| 5410834<br>MHBZ<br>305226<br>Pfd Rdr | **GORSETHORN**<br>ex Dido-77<br>**Coe Metcalf Shipping Ltd.**<br>Liverpool United Kingdom | **1 589**<br>769<br>2 023 | ✠**100A1** SS 8/82<br>✠**LMC**<br>EL q<br>FN 1362 | **1963**-10 Charles Hill & Sons Ltd.—Bristol (442)<br>79,56 12,15 5,125<br>74,68 11,82 6,41<br>P 19,6 F 8,6 1 dk<br>RW rf 102<br>5BH WB638t | **M General Cargo**<br>Mchy.aft<br>G.2 663 B.2 583 | Oil 2SA 9Cy. 340 × 570<br>2 175bhp (1 600kW)<br>British Polar Engines Ltd. Glasgow<br>11kn |
| 8035037<br>UYMK<br>M-35329 | **GORSK**<br><br>**U.S.S.R.**<br>U.S.S.R. | **1 141**<br>349<br>545 | RS | **1982** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 13,02 8,89<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Oil<br>2 200bhp (1 618kW) Skoda<br>CKD Praha Praha |
| 7929255<br>ELCF7<br>7258<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GORTYS**<br>ex Jasaka-82<br>**Dema Corp.**<br>Metrofin Ltd.<br>Monrovia Liberia | **30 826**<br>24 070<br>61 636 | NV | **1981** Hitachi Zosen—Hiroshima Works, Innoshima (4669)<br>224,52(BB) 32,26 12,401<br>219,79 32,21 16,74<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.74 778<br>7 Ha (stl) (16,0 16,0 16,0 16,0 16,0 16,0 16,0 × 13,1) ER | Oil 2SA 7Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 3 × 780kW 1 × 140kW 440V 60Hz a.c.<br>Fuel 2 986,0t (d.o.)-48,0pd 15kn |
| 7826257 | **GORYACHEGORSK**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**1 725**<br>816<br>—<br>**2 635**<br>1 418<br>1 741 | RS | **1980** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B406/07)<br>84,99 —/6,001<br>75,01 14,99 9,20<br>2 dks | **M Fishing**<br>Side-fishing Tuna Seiner Ref<br>Ice strengthened<br>3 Ta<br>B.1 850 | Oil 4SA 8Cy. 400 × 480 geared to sc. shaft<br>5 200bhp (3 825kW) Sulzer<br>"Zgoda" Zaklady Urzadzen Technicznych Swietochlowice<br>Gen 3 × 380kW 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd propeller aft<br>Fuel 949,0t 16kn |
| 6722131<br>UBHQ<br>M-25401 | **GORYACHIY**<br><br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **534**<br>—<br>211 | RS | **1959** Santierul Naval Galatz—Galatz<br>45,75 10,01 3,810<br>41,51 9,33 5,01<br>1 dk | **TM Tug**<br>Ice strengthened<br>1W Der 1(3) | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works U.S.S.R.<br>11kn |

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| 7116535<br>EWFL<br>M-28220 | **GORYACHIY**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **169**<br>40<br>94 | <br><br>(RS) | **1970** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7436351<br>UUVS<br>M-32782<br>Df Esd<br>Rdr RT | **GORYN**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **648**<br>211<br>404 | <br><br>RS | **1974** ..............U.S.S.R.<br>54,82 9,96 4,111<br>49,99 5,03<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |
| 7046235<br>D7YR<br>UM48<br>080<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GORYOHO**<br>ex Delta Bay-78<br>**Hyundai Construction Co. Ltd.**<br>Asia Merchant Marine Co. Ltd.<br>Ulsan South Korea | **8 008**<br>4 604<br>16 081 | <br><br>BV KR | **1971** Upper Clyde Shipbuilders Ltd. (Govan Division)—Govan (108 G)<br>132,39<br>124,97 19,66 11,74<br>B 16,5 F 20,2 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Trailing Suction Bottom doors<br>Twin side arms Dredging depth 35,0<br>Hopper 14720T<br>2 Ho 27,2 ER 30,7<br>Hopper 9 000<br>2 sandpumps each 1491kW (2000bhp)<br>Der 1(20) | 2 Vee Oil 4SA each 12Cy. 381 × 457 sr geared to sc. shafts<br>10 264bhp (7 550kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>Gen 2 × 450kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 508,0t (d.o.) 15,75kn |
| 5310412<br>ATFP<br>1417<br>Df Esd<br>Gc Rdr<br>RTm | **GOSALIA PROSPECT**<br>ex San Pedro Maru-70<br>**Salaocar Engineers Pvt. Ltd.**<br>Bombay India | **12 219**<br>4 902<br>16 272 | <br><br>NK | **1950** Higashi Nippon Jukogyo—Yokohama (S745)<br>176,74 21,80 9,281<br>163,02 21,52 11,89<br>P 40,9 B 10,7 F 19,9 1 dk<br>RW rf 140 conv Tanker 62 | **M Ore Carrier** 1P<br>3 Ho 28,2 21,7 21,7 ER<br>G.10 734<br>6 Ha (stl) (8,8 10,0 10,0 10,0 10,0 10,0 × 8,3) ER | Oil 2DA 8Cy. 720 × 1200<br>8 500bhp (6 252kW) MAN<br>Higashi Nippon Jukogyo Yokohama<br>Gen 1 × 350kW 1 × 150kW 230V d.c.<br>Fuel 1 836,0t (hvf)-13,0pd 13,5kn |
| 7530432<br>JL4183<br>119066<br>Rdr RT | **GOSHIKI MARU**<br>ex Shinei Maru No. 2-80<br>**Goshiki Kaiun**<br>Kobe, Japan<br>Hyogo Pref. | **196**<br>126<br>449 | | **1976** Masui Zosensho K.K.—Nandan (126)<br>9,02 3,301<br>49,51 9,01 3,41<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Niigata |
| 5164253<br>7KIO<br>85735<br>Rdr RT | **GOSHU MARU**<br>ex Ise Maru No. 8-71<br>**Tsukiboshi Kaiun K.K.**<br>Osaka, Japan<br>Osaka Pref. | **1 573**<br>849<br>2 764 | <br><br>NK | **1962** Kurushima Dock Co. Ltd.—Imabari (106)<br>85,32 12,04 5,493<br>78,01 11,99 6,00<br>P 19,9 F 8,3 1 dk<br>RW | **M General Cargo**<br><br>2 Ho ER<br>G.3 318 B.3 177<br>2 Ha (12,8 25,9 × 7,0) ER<br>Der 2(20) 4(15) | Oil 4SA 6Cy. 430 × 620<br>1 550bhp (1 140kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 25kW 225V d.c.<br>Fuel 102,5t-4,5pd 12kn |
| 7738541<br><br><br>Esd Gc<br>Rdr | **GOSNOLD**<br><br>**Harbor Branch Foundation Inc.**<br>United States<br>of America | **166**<br>—<br>— | | **1943** ..............U.S.A.<br>30,18 7,93 2,744<br>... ...<br>1 dk<br>conv General Cargo 62 | **M Research**<br>Hydrographic Survey | Oil<br><br>Kahlenberg Bros. Co. U.S.A.<br>Controllable pitch propeller<br>6kn |
| 7601619<br>YTFE<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOSPIC**<br><br>**Jugoslavenska Tankerska Plovidba (JUGOTANKER)**<br>Zadar Yugoslavia | **22 096**<br>14 147<br>37 835 | <br><br>BV JR | **1977** Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2565)<br>187,74(BB) 28,45 10,762<br>178,01 28,40 15,30<br>1 dk | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>5 Ho ER<br>G.45 830 HeCls. B<br>5 Ha (stl) (16,0 × 12,6) (17,6 17,6 17,6 17,6 × 14,4) ER<br>Cr 3(10) | Oil 2SA 6Cy. 680 × 1250<br>11 500bhp (8 459kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.). Aioi<br>Gen 3 × 420kW 450V 60Hz a.c.<br>Fuel 209,0t (d.o.) 2 848,0t (hvf)-37,0pd 14,5kn |
| 6800438<br>SLXO<br>10923<br>Df Esd<br>Rdr RTv | **GOSTA**<br><br>**Roda Bolaget**<br>Brostroms Rederi A/B (Brostrom Shipping Co. Ltd.)<br>Goteborg Sweden | **220**<br>—<br>— | ✠**100A1** SS 5/80<br>tug<br>Ice Class 1<br>✠**LMC**<br>EL (C)<br>FN 339 | **1968**-1 Cochrane & Sons Ltd.—Selby (1516)<br>29,52 9,00 3,899<br>25,94 8,46 4,58<br>rf 305 BK 76<br>3BH WB33t | **M Tug** | Oil 4SA 9Cy. 318 × 368 sr geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 75kW 1 × 50kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 76,0t (d.o.) 12,5kn |
| 8218756<br>YQKV<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOSTINU**<br><br>**IEFM Navrom Constanta**<br>Constantza Romania | **3 875**<br>1 980<br>6 525<br>**6 127**<br>3 621<br>8 850 | <br><br>RNR | **1982** Santierul Naval Galatz—Galatz<br>130,77 6,781/8,102<br>121,21 17,72 10,22<br>2 dks | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>TEU 106<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 440V 60Hz a.c.<br>15kn |
| 5148601<br>SJHL<br><br>RT | **GOTA LEJON**<br>ex Bremmenholm-80<br>ex Manger-79 ex Herdia-72<br>ex Fjordbussto-54<br>**Kolmardens Rederi A/S**<br>Soderkoping Sweden | **132**<br>76<br>— | <br><br>(NV) | **1946** Kristiansands M/V A/S—Kristiansand (181)<br>29,62 5,62<br>5,59 2,19<br>1 dk<br>RW | **TM Ferry**<br>232P | 2 Oil 4SA each 8Cy. 130 × 170<br>460bhp (338kW) NE 61<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 7916791<br>JLAI<br>123625<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOTA MARU**<br><br>**Toei Reefer Line Ltd.**<br>Tokyo Japan<br><br><br>Also known as GOUTA MARU | **1 472**<br>771<br>2 992 | <br><br>NK | **1980** Uchida Zosen—Ise (800)<br>87,36 14,23 5,347<br>81,36 14,20 8,41<br>2 dks | **M General Cargo**<br>Ref.<br><br>In.3 352<br>4 Ha (stl) (each 3,4 × 3,4) ER<br>Der 8(3) | Oil 4SA 8Cy. 320 × 380<br>2 800bhp (2 060kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 3 × 240kW 445V a.c.<br>12,5kn |
| 7211804<br><br><br>RT | **GOTAIMBARA**<br><br>**Government of The Democratic Socialist Republic of Sri Lanka (Ports Authority)**<br>Colombo Sri Lanka | **549**<br>—<br>414 | ✠**100A1** SS 1/80<br>tug<br>Sri Lanka (Ceylon)<br>coasting service<br>✠**LMC**<br>EL $\frac{13}{16}$"U2<br>FN 559 | **1972**-4 Ando SB. Co. Ltd.—Tokyo (216)<br>39,50 11,18 4,261<br>36,00 10,51 5,01<br>RAD 1,0 B & F 19,9<br>rf 889<br>6BH WB111t | **TM Tug**<br>Fire-fighting | 2 Oil 2SA each 5Cy. 350 × 620<br><br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 100kW 410V 50Hz a.c. |

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| **7229514**<br>SEAU<br>11315<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOTALAND**<br>**Government of The Kingdom of Sweden (Statens Jarnvagar Farjedriften) (Swedish State Railways)**<br>Trelleborg Sweden | **5 160**<br>1 598<br>3 040 | **✠100A1** CS 4/78<br>Baltic service<br>Ice Class 1<br>**✠LMC**<br>EL Z $2\frac{1}{8}$"U2<br>FN 4937 | **1973**-4 A/S Nakskov Skibsvaerft—Nakskov (198)<br>148,01 22,13 5,550<br>138,39 21,59 14,08<br>B 101,2 2 dks<br>rf nil<br>NS 13BH WB2545T | **TM Passenger/RoRo Cargo/Ferry**<br>Rail Vehicles 36P<br>Stern & side doors | 4 Oil geared to sc. shafts<br>14 000bhp (10 298kW) Pielstick<br>(i) 2 Oil 4SA each 6Cy. 400 × 460<br>Lindholmen Motor AB. Goteborg<br>(ii)2 Oil 4SA each 8Cy. 400 × 460<br>Lindholmen Motor AB. Goteborg<br>2 Controllable pitch propellers<br>2 Thw. thrust Contr. pitch propellers fwd<br>Fuel (hvf) 18,5kn |
| **7622182**<br>DGSG<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOTALAND**<br>**Partenreederei m.s. 'Gotaland'**<br>Gunther Schulz Schulauer Schiffahrtskontor<br>Hamburg Federal Republic of Germany | **994**<br>666<br>2 250 | GL | **1977** Rinkai Kogyo K.K.—Setoda (34)<br>*75,63* 4,771<br>73,00 12,41 7,22<br>P 13,2 F 58,0 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 52,8 ER<br>G.4 023 B.3 928<br>TEU 104 C. 104/20'<br>1 Ha (stl) (43,8 × 9,9) ER | Oil 4SA 6Cy. 280 × 340<br>1 600bhp (1 177kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>11,5kn |
| **7321556**<br>GUDS<br>359897<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOTH**<br>**British United Trawlers Finance Ltd.**<br>Hellyer Brothers Ltd.<br>Hull United Kingdom | **1 448**<br>537<br>1 000 | **✠100A1** SS 10/78<br>stern trawler<br>**✠LMC**<br>EL ht $1\frac{5}{16}$"U2<br>FN 1119 | **1974**-2 Ferguson Bros. (Port Glasgow) Ltd. —Port Glasgow (466)<br>*59,75* 12,53 5,335<br>54,51 12,50 8,01<br>B & F 30,8 2 dks<br>rf 991 BK DK fwd<br>1BH to U dk 3 to 2nd dk WB28T | **M Fishing**<br>Stern Trawler Ref | Oil 4SA 6Cy. 381 × 457 sr geared to sc. shaft<br>3 180bhp (2 339kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>db 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 340kW 420V 50Hz a.c.<br>Controllable pitch propeller |
| **5134064**<br>Df Esd<br>Gc Rdr<br>RT | **GOTHA**<br>Rostock German Democratic Republic | **696**<br>262<br>— | (DSRK) | **1954** VEB Schiffswerft "Neptun"—Rostock<br>58,68 9,02 4,014<br>52,00 8,97 5,01<br>RW | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho ER<br>2 Ha ER<br>Der 2(2,5) | Oil 4SA 8Cy. 365 × 550<br>920bhp (677kW)<br>Goerlitzer Masch. Goerlitz<br>Gen 2 × 160kW 1 × 32kW 390V d.c.<br>Fuel (d.o.) 11,25kn |
| **5424768**<br>HPYT<br>1220<br>-70A<br>Df Esd<br>Gc Rdr<br>RTv | **GOTHIC CHIEF**<br>ex Lotus-74 ex Mimosa-70<br>**Regulus Shipping Co. S.A.**<br>Panama Panama | **18 112**<br>11 902<br>34 383 | NV | **1964** Uddevallavarvet A/B—Uddevalla (262)<br>196,27 26,01 10,954<br>185,05 25,91 14,64<br>P 35,4 F 15,9 1 dk<br>rf 69 | **M Bulk Carrier**<br>7 Ho 19,6 26,2 16,3 16,3 16,3 26,2 18,9 ER<br>G.41 132 B.40 420 HeCls. B<br>7 Ha (stl) (13,1 × 11,0) (19,6 9,8 9,8 9,8 19,6 9,8 × 12,6) ER | Oil 2SA 9Cy. 760 × 1500<br>11 300bhp (8 312kW) Gotaverken<br>Uddevallavarvet A/B Uddevalla<br>Gen 1 × 300kW 3 × 250kW 440V 60Hz a.c.<br>Fuel 205,0t (d.o.) 1 669,5t (hvf)-36,0pd<br>15kn |
| **7305253**<br>SITN<br>11351<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOTLAND**<br>**Rederiaktiebolaget Gotland**<br>Visby Sweden | **6 643**<br>3 012<br>1 472 | **✠100A1** SS 5/82<br>Ice Class 1<br>**✠LMC**<br>EL Y $1\frac{13}{16}$"U3<br>FN 3535 | **1973**-11 Brodogradiliste "Jozo Lozovina-Mosor"—Trogir (164)<br>123,86 20,86 5,011<br>108,08 20,48 12,22<br>B 87,2 2 dks<br>rf 203<br>NS 9BH to 2nd dk WB234T incl. DTf145T | **TM Passenger/RoRo Cargo/Ferry**<br>64bth 585dk P<br>Bow & stern doors<br>Mchy.aft | 6 Vee Oil 4SA each 16Cy. 250 × 300 sr geared to sc. shafts<br>14 400bhp (10 592kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>(db 10kgf/cm$^2$ (9,9bar) )<br>Gen 2 × 1400kW 2 × 1200kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel (d.o.) 20kn |
| **5429237**<br>Df Esd<br>RT | **GOTLAND**<br>ex Tirana-69<br>**Vilmar Johansen**<br>Romo Denmark | **107**<br>47<br>— | | **1962** Farsund Treskipsbyggeri—Farsund (195)<br>25,28 6,89<br>24,08 6,74 2,87<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy. 220 × 280<br>585bhp (430kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10kn |
| **7904047**<br>JLAM<br>123628<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOTO**<br>**Government of Japan (Ministry of Transportation - Maritime Safety Agency) (Kaijo Hoancho)**<br>Tokyo Japan | **960**<br>258<br>— | | **1980** Onomichi Zosen—Onomichi (286)<br>77,83 9,63 3,352<br>73,00 9,61 5,31<br>1 dk | **TM Patrol Ship** | 2 Oil 4SA each 8Cy. 400 × 580<br>7 000bhp (5 149kW)<br>Fuji Seisakusho Tateyama |
| **7722542**<br>YCSR<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOTONG ROYONG**<br>ex Emerald Queen-80<br>**P.T. Bahana Utama Line**<br>Jakarta Indonesia | **3 007**<br>2 032<br>6 013 | NK | **1977** Kishigami Zosen K.K.—Akitsu (451)<br>101,10 16,03 6,779<br>94,01 16,01 8,21<br>P 18,3 F 11,6 1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe |
| **6420147**<br>DCHS<br>Esd | **GOTT MIT UNS**<br>**Bernhard Wessels, Jr.**<br>Haren/Ems Federal Republic of Germany | **212**<br>136<br>320 | | **1929** Schps. "De Hoop" N.V.—Lobith<br>*39,29* 6,38 2,134<br>6,33 2,54<br>P 8,6 F 4,3 1 dk<br>R len & widened 56 | **M General Cargo**<br>2 Ha (10,4 8,9 × 4,2)<br>1W Der 2(0,5) | Oil 2SA 4Cy. 225 × 330<br>165bhp (121kW) NE 56<br>Motorenfabriek Darmstadt Darmstadt<br>Fuel 5,0t (d.o.) 7kn |
| **5134131**<br>DBLR<br>496<br>Df Esd<br>Gc Rdr<br>RTm/h | **GOTTHILF HAGEN**<br>**Government of The Federal Republic of Germany (wasser-und Schiffahrtsamt Bremen**<br>Bremerhaven Federal Republic of Germany | **763**<br>258<br>— | GL | **1959** Jos. L. Meyer—Papenburg (496)<br>55,07 9,53 3,963<br>49,99 9,50 5,24<br>2 dks | **TD-E Pilot Tender**<br>48P | 3 Oil 4SA each 6Cy. 185 × 200 total 1 605bhp (1 181kW) driving 3 gen. each 330kW 350V d.c. connected to 2 elec. motors each of 620shp (456kW) (CC) & 2 sc. shafts<br>Maybach Mercedes-Benz Motorenbau Friedrichshafen<br>Gen 3 × 90kW 115V d.c. |
| **5390084**<br>5BYH<br>367040<br>Df Esd<br>Gc Rdr<br>RTh | **GOTZ VON BERLICHINGEN**<br>ex Willi Huber-72<br>**Dhalia Shipping Co. Ltd.**<br>Contal Shipping Ltd.<br>Limassol Cyprus | **2 884**<br>1 819<br>3 709 | BV (GL) | **1956** H. C. Stuelcken Sohn—Hamburg (854)<br>*91,69* 14,15 5,639<br>88,40 14,08 6,71<br>P 21,7 F 9,5 1 dk<br>RW | **M General Cargo**<br>4 Ho 12,6 14,4 17,4 14,4 ER<br>G.4 659 B.4 387<br>4 Ha (stl) (9,6 × 7,6) (9,6 9,6 9,6 × 9,1) ER<br>8W Der 8(3) 1(1) | Oil 4SA 8Cy. 420 × 660 sr geared to sc. shaft<br>1 650bhp (1 214kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 75kW 1 × 60kW 230V d.c.<br>Fuel 244,0t (d.o.)-5,0pd 11,5kn |

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| **7737353**<br>LZDM<br><br>Df Esd<br>Gc Rdr<br>RT | **GOTZE DELCHEV**<br><br>**Navigation Maritime Bulgare**<br>Varna Bulgaria | **11 750**<br>5 949<br>13 499 | BR | **1978** Kherson Shipyard—Kherson<br>162,31(BB) 22,20 9,170<br>144,61 22,18 13,39<br>2 dks<br>rf 196 | **M General Cargo**<br><br>5 Ho ER<br>G.21 340 B.19 570<br>TEU 388<br>C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,1 × 5,8) (19,2p&s 12,8p&s 25,3p&s 12,8p&s × 8,0) ER<br>4W Cr 2(24) 3(12) Der 1(63) 1(1,5) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 460,5t (d.o.) 1 033,5t (hvf) 18kn |
| **5091638**<br>6VML<br><br>Df Esd<br>Rdr | **GOUDI**<br>ex Dolmen-76<br>**Societe Africaine de Peche de l'Atlantique (S.A.P.A.)**<br>Dakar Senegal | **115**<br>30<br>— | | **1957** Ch. "Espoir Sablais"—Les Sables d'Olonne<br>*23,69* 7,12<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>1 Ho ER<br>In.75 | Oil 4SA 8Cy. 230 × 300<br>360bhp (265kW)<br>Etab. Crepelle Lille<br>Fuel (d.o.) 9kn |
| **7347768**<br>GUQD<br>365870<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOULDIA**<br><br>**Shell Tankers (U.K.) Ltd.**<br>London United Kingdom | **48 662**<br>25 921<br>37 441 | **✠100A1** CS 7/80<br>liquefied gas carrier<br>Methane in membrane tanks, max. pressure 0,22bar, min. temp. minus 160°C.<br>**✠LMC**<br>EL Rt 3 5/16"U2<br>FN 12856 | **1975**-7 Ch. Nav. de La Ciotat—La Ciotat (290)<br>257,23(BB) 34,80 11,526<br>232,04 34,75 20,65<br>Trunk 159,8 1 dk<br>rf nil<br>13BH WB30559T | **S Liquefied Gas Tanker**<br>LNG Atmospheric<br>5 Ta (36% Ni.stl) membrane prismatic ER<br>L.(gas) 75 000 | 2 S Turb epicyclic & helical geared<br>20 800shp (15 300kW) Stal-Laval<br>Ch. de l'Atlantique St Nazaire<br>2 WTB 70kgf/cm² (68,7bar) (Spt 515°C 65kgf/cm² (63,8bar)) hs2173,2<br>Gen 3 × 1300kW 440V 60Hz a.c.<br>Fuel (o.f.) 17kn |
| **6727533**<br>SXLW<br>5065<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GOULIAS**<br>ex Norbega-77 ex Stormqueen-71<br>**Dinaco Compania de Navegacion S.A.**<br>Piraeus Greece | **20 178**<br>14 186<br>39 219 | NV | **1967** A/B Gotaverken—Goteborg (825)<br>200,24 26,98 11,183<br>192,39 26,95 15,07<br>P 41,5 F 16,2 1 dk<br>rf 43 | **M Bulk Carrier**<br><br>Str. heavy cargoes<br>7 Ho 16,1 23,3 16,1 26,9 16,1 25,1 16,1 ER<br>G.49 682<br>7 Ha (stl) (10,7 16,1 10,7 16,1 10,7 16,1 10,7 × 13,0) ER<br>Cr 5(8) | Oil 2SA 7Cy. 750 × 1600<br>12 050bhp (8 863kW)<br>A/B Gotaverken Goteborg<br>Gen 3 × 330kW 1 × 6kW 440V 60Hz a.c.<br>Fuel 2 083,0t (hvf) 16kn |
| **7418373**<br>ZSME<br>351162<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GOURITZ**<br><br>**Unicorn Lines (Pty.) Ltd.**<br>Durban South Africa | T.Mk<br>**3 332**<br>2 320<br>6 976<br>**5 829**<br>4 315<br>8 656 | GL | **1977** Dorman Long Vanderbijl Corp. (DORBYL) Ltd.—Durban (3000)<br>132,01 17,25 6,452/7,341<br>123,55 17,20 9,91<br>F - 2 dks<br>rf nil | **M General Cargo**<br><br>Ice strengthened Str. heavy cargoes<br>3 Ho 22,1 36,4 35,4 ER<br>G.12 838 B.12 105<br>TEU 258 C. 258/20' incl. 18 ref C.<br>3 Ha (stl) (12,9 × 7,7) (25,9 25,9 × 10,5) ER<br>Der 1(35) 4(22) | Oil 4SA 8Cy. 450 × 550 sr geared to sc. shaft<br>4 000bhp (2 942kW)<br>MaK. Maschinenbau G.m.b.H. West Germany<br>Gen 1 × 370kW 380V a.c. 1 × 296kW 220V 50Hz a.c.<br>Fuel 545,5t (hvf) 14,5kn |
| **6900056**<br>ENCE<br>M-27847 | **GOUSANY**<br><br>**U.S.S.R.**<br>Baku U.S.S.R. | **863**<br>218<br>353 | RS | **1966** ............U.S.S.R.<br>55,12 9,53 3,110<br>9,43 4,53<br>1 dk | **D-E Fish Carrier**<br>Ref<br>Ice strengthened<br>1 Ho<br>In.360<br>1 Ha (2,3 × 2,3)<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total driving 2 gen. connected to 2 elec. motors geared to sc. shaft<br>U.S.S.R.<br>10kn |
| **6873796**<br>UABJ<br>M-5951 | **GOUSANY**<br><br>**U.S.S.R.**<br>Baku U.S.S.R. | **100**<br>40<br>59 | (RS) | **1965** ............U.S.S.R.<br>27,11 5,64 1,899<br>2,52<br>1 dk | **M Fishing**<br>Ref<br>2 Ho<br>In.66<br>1 Ha (2,7 × 1,7) | Oil 2SA 6Cy. 180 × 220<br>U.S.S.R.<br>Fuel (d.o.) 9,75kn |
| **7916791** | **GOUTA MARU**<br>See No. 7916791 GOTA MARU in the Register | **1 472** | | | | |
| **5134179**<br>TQJW<br><br>Esd RTm | **GOUVERNEUR GENERAL EBOUE**<br><br>**Caisse Centrale de la France d'Outremer**<br>Fort de France Martinique (French) | **206**<br>78<br>— | | **1957** Ch. A. Dupret—Gujan Mestras<br>*28,90* 7,90<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing | Oil 4SA 8Cy. 230 × 300<br><br>Etab. Crepelle Lille |
| **7502514**<br>WYH7<br>186<br>578427<br>Esd Rdr<br>RT | **GOUX TIDE**<br><br>**Tidewater Traders Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **297**<br>202<br>1 000 | AB | **1976** Halter Marine Services, Inc. —Lockport, La (532)<br>59,16 4,452<br>53,40 12,20 5,21<br>F 17,1 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 598,5t (d.o.) 14kn |
| **7909281**<br><br>374718<br>Esd Rdr<br>RT | **GOVE LEO**<br><br>**KFV Fisheries (Queensland) Pty. Ltd.**<br>*Townsville, Queensland* Australia | **168**<br>74<br>— | | **1978** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (156)<br>25,02 7,01 3,052<br>22,84 6,80 4,25<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>605bhp (445kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>10kn |
| **7920522**<br><br><br>Esd Rdr<br>RT | **GOVE SCORPIO**<br><br>**KFV Fisheries (Queensland) Pty. Ltd.**<br>*Townsville, Queensland* Australia | **167**<br>73<br>— | | **1979** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (165)<br>25,02 7,01<br>23,73 6,80 4,25<br>1 dk | **M Fishing**<br>Side Trawler Ref.<br>Mchy.aft | Oil 4SA 6Cy. 200 × 240 reverse reduction geared to sc. shaft<br>605bhp (445kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka<br>10kn |
| **7600380**<br>WYJ4420<br>582485<br>Esd RT | **GOVERNOR EDWARD HYDE**<br><br>**North Carolina Department of Transportation (Ferry Division)**<br>United States of America | **574**<br>390<br>150 | | **1978** Equitable Equipment Co.—New Orleans, La (1695)<br>49,03 14,66 2,001<br>46,00 14,64 4,20<br>2 dks | **TM RoRo Cargo/Ferry** CSD | 2 Oil<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 5134246<br>Df | **GOVERNOR MURPHY**<br>**Roque Javeliana**<br>Philippines | **168**<br>68<br>— | | **1944** Birchfield Boiler Inc.—Tacoma, Wa (19)<br>*27,89* 6,43<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 215 × 265<br>National Supply Co. Philadelphia, Pa |
| 7742358<br>WWX5<br>058<br>591678 | **GOVERNOR RAY**<br>ex Alexander Agassiz ex FS 208<br>**Marine Leasing Corp.**<br>Seattle, Wa United States of America | **473**<br>345<br>— | | **1944** Higgins Industries Inc.—New Orleans, La (74)<br>51,08 9,76 2,985<br>3,46<br>1 dk | **TM General Cargo**<br>Mchy.aft | 2 Oil 2SA each 6Cy. 222 × 267<br>1 000bhp (736kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 5134258<br>Df | **GOVERNOR ROOSEVELT**<br>**Roque Javeliana**<br>Philippines | **168**<br>68<br>— | | **1944** Birchfield Boiler Inc.—Tacoma, Wa (10)<br>*27,89* 6,43<br>... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 215 × 265<br>National Supply Co. Philadelphia, Pa |
| 5134260<br>DYDC<br>Df | **GOVERNOR SMITH**<br>ex FS 314 ex FP 314<br>**Visayan Transportation Co. Inc.**<br>Cebu Philippines | **665**<br>397<br>848 | (AB) | **1944** J. H. Mathis Co.—Camden, NJ (152)<br>*50,69* 9,76<br>... ...<br>1 dk<br>conv General Cargo — | **TM Passenger/General Cargo** 258P<br>4 Ho 10,6 9,1 15,7 4,8 ER<br>4 Ha (6,3 × 3,2) (7,6 3,2 × 5,1) (1,6 × 1,3) ER<br>Der 1(12) 2(5) | 2 Oil 2SA each 6Cy. 220 × 265<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 1 × 25kW 120/240V d.c.<br>Fuel (d.o.) |
| 5134272<br>DYHP<br>Df | **GOVERNOR STIMSON**<br>**Roque Javeliana**<br>Philippines | **168**<br>68<br>— | | **1943** Birchfield Boiler Inc.—Tacoma, Wa (13)<br>*27,89* 6,41<br>... ... ...<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 8Cy. 215 × 265<br>National Supply Co. Philadelphia, Pa |
| 7906306<br>YQIS<br>Df Esd<br>Gc Rdr<br>RT | **GOVORA**<br>**NAVROM**<br>Constantza Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1980** Santierul Naval Galatz—Galatz (685)<br>130,79 17,71 6,781/8,100<br>121,04 10,22<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>TEU 106 C. 106/20′ (40′)<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| 8026036<br>YCTE<br>132øPST<br>Df Esd<br>Gc Rdr<br>RT | **GOWA**<br>**Jakarta Lloyd-P.T. Perusahaan Pelayaran Samudra**<br>Ujung Pandang Indonesia | **15 454**<br>10 278<br>20 431 | GL | **1982** Flensburger Schiffsbau-Ges. —Flensburg (660)<br>170,21(BB) 28,45 9,681<br>157,00 28,40 14,00<br>P 36,6 F 24,1 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell.Ho 24,5 30,6 30,3 30,3 ER<br>TEU 1152<br>C.Ho 490/20′ (40′) C.Dk 662/20′ (40′) incl. 100 ref C.<br>15 Ha (stl) ER<br>Cr 2(35) | Oil 2SA 7Cy. 700 × 1250<br>10 640bhp (7 826kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 720kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 453,0t (d.o.) 2 123,0t (hvf)-46,5pd 18,5kn |
| 7522899<br>JM3900<br>118196<br>Gc Rdr<br>RT | **GOWA MARU No. 5**<br>**Happo Kaiun Y.K.**<br>Hakata, Ehime Pref. Japan | **690**<br>400<br>2 019 | | **1976** K.K. Uno Zosensho—Namikata (81)<br>12,02<br>67,98 12,01 6,91<br>2 dks | **M General Cargo** | Oil 4SA 6Cy. 350 × 550<br>2 000bhp (1 471kW)<br>Hanshin Nainenki Kogyo Kobe |
| 5134313<br>GHSZ<br>303174<br>Rdr RTv | **GOWER**<br>**Alexandra Towing Co. Ltd.**<br>Liverpool United Kingdom | **152**<br>—<br>— | **✠100A1** SS 5/79<br>tug<br>United Kingdom coasting service<br>**✠LMC**<br>EL (b) 1″<br>FN 287 | **1961**-7 W. J. Yarwood & Sons Ltd. —Northwich (929)<br>29,11 7,78<br>26,22 7,32 3,59<br>RW rf 533 BK 178<br>3BH WB22t | **M Tug**<br>Mchy.aft | Oil 2SA 8Cy. 267 × 343<br>Crossley Bros. Ltd. Manchester<br>Gen 2 × 35kW 220V d.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 11kn |
| 5134325<br>MYDC<br>187676<br>RT | **GOWERA**<br>**Sicon Contracters Plant Ltd.**<br>London United Kingdom | **210**<br>63<br>— | ✠Classed LR until 13/3/81 | **1957**-8 Clelands (Successors) Ltd. —Wallsend (231)<br>33,53 8,13 1,512<br>31,17 7,93 1,83<br>P 9,5 1 dk<br>rf nil BK 89 on FK & at sides | **TM Landing Craft**<br>Bow door<br>Mchy.aft | 2 Oil 4SA each 8Cy. 140 × 197 sr reverse geared to sc. shafts<br>288bhp (212kW)<br>L. Gardner & Sons Ltd. Manchester<br>Fuel 18,0t 8kn |
| 7712377 | **GOWTAMIPUTRA**<br>**Kakinada Port Department**<br>Kakinada India | **240**<br>—<br>250 | | **1977** Bharati Shipyard—Kakinada (154)<br>35,11 8,72 1,501<br>33,02 8,41 2,42<br>1 dk | **TM Tanker/Deck Cargo Ship** | 2 Oil 4SA each 4Cy. 112 × 140 geared to sc. shafts<br>272bhp (200kW)<br>Tvornica Motora "Torpedo" Rijeka |
| 5134349<br>LW3544<br>1791F | **GOYA**<br>**Government of The Argentine Republic (Yacimientos Petroliferos Fiscales) (YPF)**<br>Buenos Aires Argentina | **1 752**<br>—<br>2 113 | ✠Classed LR until 5/63 | **1960**-12 Ast. Argentinos Rio de La Plata S.A. (ASTARSA)—Tigre (105)<br>90,12 15,22 2,439<br>86,31 15,00 3,41<br>Ba 21,4 1 dk<br>rf nil | **TM Tanker**<br>CBT<br>8 Ta ER<br>L.(oil) 1 950 | 2 Oil 2SA each 6Cy. 290 × 500<br>1 440bhp (1 059kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 85,5t (d.o.)-6,0pd 10kn |
| 7905572<br>EEOQ<br>320<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GOYA**<br>**Lineas Maritimas del Cantabrico S.A.**<br>Gijon Spain | **695**<br>317<br>1 400 | **✠100A1**<br>roll on—roll off cargo ship<br>movable decks<br>**✠LMC** **UMS**<br>EL S 467,5/42,0U2<br>FN 1906 | **1981**-6 Ast. de Murueta S.A.—Guernica (142)<br>88,22 15,80 3,766<br>78,69 15,50 8,72<br>2 dks light cargoes only, 2 hoistable dks<br>rf 330<br>2BH to U dk, 2 to 2nd dk WB496T | **M RoRo Cargo**<br>stern door<br>Mchy.aft | Oil 4SA 8Cy. 400 × 580<br>2 600bhp (1 912kW) Deutz<br>Hijos de J. Barreras S.A. Spain<br>Gen 3 × 168kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7035339<br>343647<br>Esd RT | **GOYDER**<br>**Coastal Tug & Barge Pty. Ltd.**<br>*Darwin, N.T.* Australia | **103**<br>47<br>— | | **1970** Stannard Bros. Slipway & Eng. Pty. Ltd.—Sydney, N.S.W. (43)<br>20,96 6,56 3,048<br>19,82 6,10 3,51<br>1 dk | **TM Tug** | 2 Oil 2SA each 16Cy. 108 × 127 E made68 fitted70<br>General Motors Corp. Detroit, Mi<br>9kn |

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| **5094094**<br>LOGE<br>Df Esd<br>Gc | **GOYENA**<br>ex Dry Tortugas-65<br>**Government of The Argentine Republic**<br>Buenos Aires Argentina | **1 117**<br>251<br>— | | **1943** Pendleton Shipyard Co.—New Orleans, La (104)<br>*56,55* 11,46 5,716<br>56,39 11,43 6,53<br>B & F 32,4 2 dks | **M Tug** | 2 Oil 4SA each 6Cy. 406 × 508 with electro magnetic slip couplings & sr geared to sc. shaft<br>Enterprise Engine & Foundry Co. San Francisco, Ca<br>Fuel 575,0t |
| **7206677**<br>JL3447<br>108602<br>Rdr | **GOYO MARU**<br>**Shiro Koe**<br>Hiroshima, Japan<br>Hiroshima Pref. | **491**<br>276<br>733 | | **1970** Kegoya Dock K.K.—Kure (498)<br>48,11 10,04 3,302<br>43,62 10,01 3,61<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 320 × 380<br>1 500bhp (1 103kW)<br>Fuji Seisakusho Tateyama<br>12,5kn |
| **7652864**<br>JI2885<br>115878 | **GOYO MARU**<br>**K.K. Sanwa Shokai**<br>Osaka, Japan<br>Osaka Pref. | **478**<br>308<br>1 492 | | **1976** K.K. Yoshida Zosen Kogyo—Arida<br>66,91 3,201<br>62,01 11,51 6,10<br>2dks | **M General Cargo**<br>1 Ha (32,3 × 8,3) ER | Oil<br>1 800bhp (1 324kW)<br>Makita Diesel Co. Ltd. Japan<br>11,5kn |
| **5032486**<br>Df | **GOYO MARU**<br>ex Azuma Maru No. 15-63<br>**Oceanic Fisheries (Philippines) Inc.** | **339**<br>184<br>— | | **1953** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (827)<br>45,27 7,32<br>7,27<br>P 11,9 F 5,2 1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft<br>B.324 | Oil 2SA 6Cy. 330 × 500<br>650bhp (478kW)<br>Hayashikane Zosen Shimonoseki<br>Fuel 129,0t 10kn |
| **6824941**<br>JK2825<br>103098 | **GOYO MARU**<br>**Masaji Masumoto**<br>Hiroshima, Japan<br>Hiroshima Pref. | **324**<br>210<br>508 | | **1968** Kegoya Dock K.K.—Kure (337)<br>44,10 9,22 3,210<br>35,11 9,20 3,48<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 12Cy. 200 × 240<br>650bhp (478kW)<br>Yanmar Diesel Engine Co. Ltd. Osaka |
| **7026429**<br>JEPS<br>108898<br>Df Esd<br>Gc Pfd<br>Rdr | **GOYO MARU**<br>**Goyo Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **314**<br>159<br>441 | | **1970** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (687)<br>51,01 8,34 3,379<br>45,01 8,31 3,71<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 280 × 440<br>1 000bhp (736kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **6618902**<br>JG2372<br>100780<br>RT | **GOYO MARU**<br>ex Toa Maru ex Tama Maru<br>**Keiyo Sea Berth K.K.**<br>Sodeguara, Japan<br>Chiba Pref. | **165**<br>53<br>— | | **1966** Kanagawa Zosen—Kobe (69)<br>27,08 7,01 2,794<br>24,49 6,99 3,61<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 265 × 400<br>Nippon Hatsudoki Kobe<br>Gen 1 × 24kW 215V a.c.<br>Fuel 20,5t 11,5kn |
| **7111298**<br>JG2882<br>109786<br>Rdr RT | **GOYO MARU No. 2**<br>**Goyo Kensetsu K.K. (Penta Ocean Construction Ltd.)**<br>Tokyo Japan | **4 212**<br>2 427<br>5 760 | | **1970** Ishikawajima Ship & Chemical Plant Co.—Tokyo (401)<br>93,30 20,02 4,852<br>89,01 19,99 6,51<br>1 dk | **TM Sand Carrier**<br>5 Ho ER<br>G.3 600<br>1 Ha (51,9 × 11,4) ER | 2 Oil 4SA each 6Cy. 400 × 580<br>4 400bhp (3 236kW)<br>Fuji Seisakusho Tateyama<br>Gen 2 × 104kW 445V a.c.<br>Fuel 157,5t-16,5pd 9,25kn |
| **8209999**<br>7JFC<br>126683 | **GOYO MARU No. 2**<br>**Goyo Suisan K.K.**<br>Miura, Japan<br>Kanagawa Pref. | **499**<br>258<br>— | | **1982** Hayashikane SB. & Eng. Co. Ltd. —Yokosuka (769)<br>56,27 (BB) 11,64<br>50,70 11,41 6,81<br>2 dks | **M Fishing**<br>Seiner Ref.<br>Mchy.fwd<br>In.788 | Oil 4SA 6Cy. 340 × 660 with clutches, flexible couplings & sr geared to sc. shaft<br>2 200bhp (1 618kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Japan<br>Controllable pitch propeller<br>Thw. thrust propeller fwd |
| **7853418**<br>JI2903<br>119547 | **GOYO MARU No. 11**<br>**Ikeda Kaiun Y.K.**<br>Uchinomi, Japan<br>Kagawa Pref. | **484**<br>314<br>1 300 | | **1977** K.K. Yoshida Zosen Kogyo—Arida<br>58,50 3,920<br>54,01 10,51 5,69<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil<br>1 300bhp (956kW)<br>Makita Diesel Co. Ltd. Japan<br>11kn |
| **6804850** | **GOZEN**<br>**Ahmet ve Mustafa Gozen**<br>Istanbul Turkey | **149**<br>—<br>305 | | **1967** Gesan Tersanesi—Sutluce, Istanbul (7)<br>34,96 7,17 2,591<br>31,91 7,15 2,85<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg |
| **5134375**<br>TCGJ<br>25 | **GOZTEPE**<br>ex Bosphorus No. 69-34<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **567**<br>314<br>— ✠ | (GL) | **1911**-7 At. & Ch. de France—Dunkerque (78)<br>*47,46* 7,65 2,490<br>... ... ...<br>1 dk<br>R | **TS Ferry** —P | T 6Cy. (2) 279 (2) 457 & (2) 737 × 457<br>At. & Ch. de France Dunkerque<br>9kn |
| **8117330**<br>700150<br>RTv | **GP-19**<br>**Port of Singapore Authority**<br>Singapore Singapore | **12**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 52 | **1981** Kyung-Il Yacht Industries Co. Ltd. —Ulsan (1100/1)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>20kn |
| **8117342**<br>700151<br>RTv | **GP-20**<br>**Port of Singapore Authority**<br>Singapore Singapore | **12**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 52 | **1982** Kyung-Il Yacht Industries Co. Ltd. —Ulsan (1100/2)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>20kn |
| **8117354**<br>700152<br>RTv | **GP-21**<br>**Port of Singapore Authority**<br>Singapore Singapore | **12**<br>—<br>— | **100A1**<br>Class Contemplated<br>FN 52 | **1982** Kyung-Il Yacht Industries Co. Ltd. —Ulsan (1100/3)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN) Nuernberg<br>20kn |

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| 8117366<br>700153<br>RTv | **GP-22**<br>**Port of Singapore Authority**<br>Singapore Singapore | 12<br>—<br>— | 100A1<br>Class Contemplated<br>FN 52 | 1982 Kyung-Il Yacht Industries Co. Ltd.<br>—Ulsan (1100/4)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Nuernberg<br>20kn |
| 8117378<br>700154<br>RTv | **GP-23**<br>**Port of Singapore Authority**<br>Singapore Singapore | 12<br>—<br>— | 100A1<br>Class Contemplated<br>FN 52 | 1982 Kyung-Il Yacht Industries Co. Ltd.<br>—Ulsan (1100/5)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Nuernberg<br>20kn |
| 8117380<br>700155<br>RTv | **GP-24**<br>**Port of Singapore Authority**<br>Singapore Singapore | 12<br>—<br>— | 100A1<br>Class Contemplated<br>FN 52 | 1982 Kyung-Il Yacht Industries Co. Ltd.<br>—Ulsan (1100/6)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Nuernberg<br>20kn |
| 8117392<br>700156<br>RTv | **GP-25**<br>**Port of Singapore Authority**<br>Singapore Singapore | 12<br>—<br>— | 100A1<br>Class Contemplated<br>FN 52 | 1982 Kyung-Il Yacht Industries Co. Ltd.<br>—Ulsan (1100/7)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Nuernberg<br>20kn |
| 8117407<br>700157<br>RTv | **GP-26**<br>**Port of Singapore Authority**<br>Singapore Singapore | 12<br>—<br>— | 100A1<br>Class Contemplated<br>FN 52 | 1982 Kyung-Il Yacht Industries Co. Ltd.<br>—Ulsan (1100/8)<br>10,98<br>9,83 3,51 1,76<br>1 dk | **Reinforced Plastic TM Pilot Launch** | 2 Oil 4SA each 6Cy. 125 × 155 reverse reduction geared to sc. shafts<br>470bhp (346kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Nuernberg<br>20kn |
| 5134399<br>ORMG<br>10/8 | **GRAAF-VISART**<br>ex Selle Bruun ex Walcheren II<br>**Union de Remorquage et de Sauvetage S.A. (Towage & Salvage Union Ltd.)**<br>Zeebrugge Belgium | **139**<br>24<br>— | | **1940** Howaldtswerke—Hamburg<br>26,52 7,62 3,252<br>... ... ...<br>1 dk | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>NE 60<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) |
| 6602056<br><br>1341 | **GRAB DREDGER No. 2**<br><br>**Calcutta Port Trust**<br>Calcutta India | **1 415**<br>600<br>1 524 | ✠Classed LR until 5/68 | **1966**-6 Blyth Dry Docks & SB. Co. Ltd.<br>—Blyth (390)<br>68,28 13,85 4,268<br>64,01 13,72 5,41<br>1 dk<br>RW rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. 300 × 450 sr reverse geared to sc. shafts<br>1 780bhp (1 309kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Gen 2 × 149kW 1 × 49kW 220V d.c.<br>Fuel 51,0t (d.o.) 9,75kn |
| 7807861 | **GRAB DREDGER 2**<br><br>**Government of The Arab Republic of Egypt (Ministry of War - Port of Alexandria General Organisation)**<br>Alexandria Egypt | **571**<br>293<br>650 | ✠Classed LR until 19/12/80 | **1979**-7 Kegoya Dock K.K.—Kure (790)<br>44,71 12,43 3,101<br>41,51 12,01 4,02<br>RAD 10,7 1 dk<br>rf nil | **TM Hopper/Dredger**<br>Grab-dredger Bottom doors<br>Mchy.aft | 2 Oil 4SA each 6Cy. 200 × 240 reverse reduction geared to sc. shafts<br>1 200bhp (883kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 104kW 385V 50Hz a.c. |
| 7374852<br>3EFZ<br>10376-YJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRACE**<br><br>**Keiei Maritime S.A.**<br>Panama Panama | **3 965**<br>2 632<br>7 133 | NK | **1974** Nishi Zosen K.K.—Imabari (152)<br>107,09 16,51 7,189<br>100,01 16,49 8,21<br>P 24,4 F 9,5 1 dk<br>RW | **M Tanker**<br>Mchy.aft<br>L.(oil) 9 293 | Oil 2SA 6Cy. 450 × 800<br>4 500bhp (3 310kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 200kW 445V a.c.<br>Fuel 641,0t-13,5pd 13,25kn |
| 5424055<br>8JYV<br>91781<br>Rdr RT | **GRACE**<br><br>**Kato Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **1 060**<br>629<br>166 | | **1963** Mitsubishi Zosen K.K.—Shimonoseki<br>(579)<br>64,24 10,04 2,896<br>57,97 10,01 4,09<br>2 dks | **M Ferry**<br>801P<br>Mchy.aft | Oil 2SA 6Cy. 420 × 700<br>2 400bhp (1 765kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 2 × 128kW 445V a.c.<br>15,5kn |
| 7700805<br>HPBW<br>8306-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRACE ADELAIDE**<br><br>**Sapling Shipping S.A.**<br>Panama Panama | **6 020**<br>4 172<br>10 056 | NK | **1977** Hashihama Zosen—Imabari (632)<br>127,97 18,34 7,765<br>119,00 18,31 9,91<br>P 24,4 F 10,4 1 dk | **M General Cargo**<br>G.13 333 B.12 857<br>3 Ha (stl) (16,0 19,4 30,7 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 480kW a.c.<br>13,5kn |
| 7427594<br>5LFJ<br>5573<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRACE BOEING**<br><br>**Carina Maritime Corp.**<br>Monrovia Liberia | **18 953**<br>12 771<br>34 495 | **✠100A1**<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL I† 2⅞"U2<br>FN 7382 | **1976**-9 Sumitomo Heavy Industries Ltd.<br>—Uraga Shipyard, Yokosuka (984)<br>180,02(BB) 28,45 10,897<br>170,01 28,40 15,02<br>P 32,4 F 13,5 1 dk<br>rf nil<br>NS 7BH WB18032T incl. comb. side & topside tanks in Nos. 1, 2, & 3 holds 5936T topside tanks in Nos. 4 & 5 holds 2135T & No. 3 hold 7358T | **M Bulk Carrier**<br>5 Ho 23,0 27,8 20,8 27,8 27,9 ER<br>5 Ha (stl) (14,0 × 10,5) (18,3 12,8 18,3 18,3 × 13,5) ER | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>AuxB (o.f.) 8kgf/cm² (7,9bar)<br>e(ex.g) 13kgf/cm² (12,8bar)<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel 184,0t (d.o.) 1 697,0t (hvf) 16,5kn |
| 6824537<br>P3IZ<br>381172<br>Rdr<br>RTm/h | **GRACE BONNY II**<br>ex De Gele Tulp-78<br>ex Petro Aquamarine-73<br>ex Petro Coco-71<br>**Grace Shipping Co. Ltd.**<br>Eimbcke Trading & Shipping Schiffahrts-und Handelsgeschafte G.m.b.H. & Co. K.G.<br>Limassol Cyprus | **1 199**<br>495<br>1 950 | GL (NV) | **1968** Angyalfold Shipyard—Budapest<br>(2136)<br>74,81 11,33 4,985<br>67,57 11,28 5,72<br>P 20,2 F 7,7 1 dk | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>2 Ho ER<br>G.1 407 B.1 388<br>2 Ha (stl) (each 14,2 × 8,0) ER | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 2 × 187kW 220V d.c.<br>Fuel 55,5t (d.o.) 11,75kn |

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| **7722499**<br>HPPP<br>9175<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRACE CANNA**<br>ex Queen Coral-81<br>**Pegasus Shipping Lines S.A.**<br>Nitta Kisen K.K.<br>Panama Panama | **6 202**<br>3 402<br>5 804 | NK | **1978** Kanda Zosensho K.K.—Japan (228)<br>128,30 22,84 7,001<br>118,01 22,81 10,42<br>F 8,9 1 dk | **M Vehicles Carrier**<br>Mchy.aft | Vee Oil 4SA 16Cy. 400 × 460 geared to sc. shaft<br>10 400bhp (7 650kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 750kW 445V a.c.<br>17,25kn |
| **5417117**<br>H8EB<br>9837<br>-79A<br>Df Esd<br>Gc Rdr<br>RTm/h | **GRACE FIVE**<br>ex Pearl Merchant-79<br>**Glory Marine Shipping Corp.**<br>Panama Panama | T.Mk<br>**7 422**<br>4 460<br>—<br>**10 880**<br>6 644<br>16 765 | ✠**100A1** SS 7/76<br>✠**LMC**<br>EL gt $2\frac{5}{16}$"SQ<br>FN 5205 | **1963**-10 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (858)<br>164,42 21,44 —/9,532<br>152,41 21,34 12,81<br>F 15,0 2 dks<br>RW rf 152 DK fwd<br>8BH WB3905t incl. DTma1646t | **M General Cargo**<br>6 Ho 18,5 21,7 21,3 9,1 22,1 22,8<br>G.24 424 B.21 921<br>6 Ha (9,6 × 6,1) (11,4 11,4 5,3 11,4 11,4 × 7,6)<br>Der 12(5) | Oil 2SA 6Cy. 670 × 2100<br>10 000bhp (7 356kW)<br>Wm. Doxford & Sons (Engineers) Ltd. Sunderland<br>AuxB 120lbf/in$^2$ (8,3bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>Fuel (hvf) 14kn |
| **8202056** | **GRACE ISLAND**<br>**Central Shipping K.K.**<br>Japan | **15 282**<br>9 013<br>25 423 | NK (Class cont.) | **1982** Imabari Zosen—Imabari (415)<br>10,202<br>150,02 25,21 14,03 | **M Bulk Carrier** | Oil<br>9 450bhp (6 951kW)<br>Mitsubishi Heavy Industries Ltd. Kobe |
| **7036058**<br>SWKZ<br>3900<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRACE L**<br>**Elshippers Inc.**<br>Piraeus Greece | **16 307**<br>11 857<br>27 306 | AB | **1971** Hakodate Dock Co. Ltd.—Hakodate (458)<br>182,00 22,92 10,669<br>167,80 22,86 14,71<br>P 31,4 B 9,2 F 17,4 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>6 Ho 15,8 19,2 23,1 23,1 23,1 19,2 ER<br>G.36 813 B.32 046<br>6 Ha (stl) (7,8 × 9,4) (10,3 13,5 13,5 13,5 11,1 × 11,0) ER<br>Cr 3(10) 2(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 350kW 1 × 155kW 450V 60Hz a.c.<br>Fuel 450,0t (d.o.) 2 091,0t (hvf) 14,5kn |
| **7372866**<br>HOTP<br>7348<br>-76A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRACE MARINE**<br>**Grace Marine Co. S.A.**<br>Panama Panama | **28 059**<br>19 066<br>59 489 | NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2427)<br>207,02(BB) 13,583<br>197,01 32,21 18,32<br>F 21,1 1 dk | **M Tanker**<br>COW CBT<br>10 Ta ER<br>L.(oil) 67 073 HeCls. BC | Oil 2SA 8Cy. 760 × 1550<br>16 000bhp (11 769kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 1152kW a.c.<br>Fuel 174,0t (d.o.) 2 395,0t (hvf)-55,5pd<br>15,5kn |
| **5145726**<br>C4PW<br>Df Esd<br>Rdr RTm | **GRACE MARINER**<br>ex Kehdingerland-76<br>ex Hein von Bargen-64<br>ex Eva Maria-60<br>**Ibnilbalad Trading & General Service**<br>Limassol Cyprus | **496**<br>232<br>820<br>**773**<br>528<br>— | (GL) | **1956** Schiffsw. W. Holst—Hamburg (202)<br>56,95 8,87 3,836/—<br>51,41 8,82 5,49<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br>2 Ho each 14,7 ER<br>G.1 621 B.1 505<br>2 Ha (each 14,0 × 6,0) ER<br>Der 4(3) | Oil 4SA 8Cy. 320 × 450<br>500bhp (368kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 110V d.c.<br>Fuel (d.o.) 11kn |
| **6823040**<br>WY4794<br>515673<br>Gc Pfd<br>Rdr RT | **GRACE McALLISTER**<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **292**<br>83<br>— | AB | **1968** Dravo Corp.—Wilmington, De (5149)<br>35,59 9,20 4,671<br>33,56 9,15 5,11<br>1 dk<br>BK 152 | **M Tug** | Oil 2SA 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW<br>Fuel 233,5t |
| **6727868**<br>WX9096<br>508659<br>Gc Rdr<br>RT | **GRACE MORAN**<br>**Berkley Curtis Bay Co.**<br>Wilmington, De United States of America | **281**<br>191<br>— | AB | **1967** Jakobson Shipyard Inc.—Oyster Bay, NY (431)<br>4,741<br>31,04 8,54 5,21<br>BK 102 | **M Tug** | Oil 2SA 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Cleveland, Oh<br>General Motors Corp.<br>Gen 1 × 60kW 1 × 40kW<br>Fuel 175,0t |
| **5183613**<br>Df Esd<br>RTm | **GRACE TRADER**<br>ex Annaliese Whelen-76<br>ex Kathe Brunckhorst-65<br>**Zahid Trading Establishment Shipping Dept.** | **369**<br>223<br>583 | (GL) | **1955** Husumer Schiffsw.—Husum (1078)<br>*46,88* 8,28 3,093<br>8,23 3,48<br>P 8,9 F 5,8 1 dk<br>RW len 58 | **M General Cargo**<br>Ice strengthened<br>G.793 B.749<br>2 Ha ER | Oil 4SA 6Cy. 290 × 420<br>3 000bhp (2 207kW)<br>Maschinenbau Kiel A.G. Kiel<br>8,5kn |
| **5134454**<br>DYDW<br>202803<br>RT | **GRACE I**<br>ex Manila City ex Grace I<br>ex FS 362 ex FP 362<br>**William Lines Inc.**<br>Cebu Philippines | **653**<br>367<br>711 | AB | **1944** Sturgeon Bay SB. & D.D. Co.—Sturgeon Bay, Wi (171)<br>66,30 9,81 3,655<br>62,64 9,76 4,35<br>F 8,0 1 dk<br>rf 152 len 52<br>conv General Cargo — | **TM Passenger/General Cargo** 302P<br>3 Ho 12,8 9,1 15,8 ER<br>3 Ha (6,1 5,4 3,0 × 4,8) ER<br>Der 3(5) | 2 Oil 2SA each 6Cy. 220 × 265 sr & reverse geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 1 × 25kW 230V<br>Fuel 75,0t (d.o.) 11kn |
| **6717344**<br>GWXA<br>334056<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GRACECHURCH**<br>ex City of Sparta-77<br>ex Sorrento-74<br>**Gracechurch Line Shipping Ltd.**<br>Christian Salvesen (Shipping) Ltd.<br>Newcastle upon Tyne United Kingdom | **1 523**<br>708<br>2 391 | ✠**100A1** SS 7/82<br>Ice Class 3<br>✠**LMC**<br>EL t $1\frac{5}{8}$"SQ<br>FN 1861 | **1967**-8 Henry Robb Ltd.—Leith (497)<br>93,88 13,92 5,081<br>85,35 13,87 7,93<br>P 21,1 F 11,0 2 dks<br>rf 127<br>2BH to U dk 3 to 2nd dk WB474t incl. DTf89t | **M General Cargo**<br>2 Ho each 27,7 ER<br>G.5 190 B.4 874<br>2 Ha (stl) (each 19,1 × 7,3) ER<br>3W Cr 3(5) Der 1(25) | Oil 4SA 6Cy. 483 × 686<br>2 580bhp (1 898kW)<br>Mirrlees National Ltd. Stockport<br>Gen 3 × 245kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 267,0t (hvf) 13kn |
| **6812405**<br>H8YK<br>1052<br>4-80<br>Df Esd<br>Gc Rdr<br>RTh | **GRACEOUS**<br>ex Ocean Splendour-73<br>**Compania de Navegacion Graceous S.A.**<br>Teh-Hu Cargocean Management Co. Ltd.<br>Panama Panama | **10 228**<br>6 406<br>17 454 | AB<br>✠Classed LR until 8/72 | **1968**-5 Mitsubishi Heavy Industries Ltd.—Shimonoseki (654)<br>145,62 22,05 9,665<br>139,73 22,00 12,58<br>P 27,2 F 13,2 1 dk<br>rf 102 DK fwd | **M Bulk Carrier**<br>4 Ho 22,4 26,3 26,3 27,2 ER<br>G.22 447 B.20 698 HeCls. B<br>4 Ha (stl) (12,5 × 7,1) (18,3 18,3 18,3 × 8,9) ER<br>8W Der 8(10) | Oil 2SA 6Cy. 700 × 1200<br>8 500bhp (6 252kW) MAN<br>Mitsubishi Heavy Industries Ltd. Yokohama<br>Gen 3 × 280kW 450V 60Hz a.c.<br>Fuel 117,0t (d.o.) 1 751,5t (hvf)-28,5pd<br>16kn |
| **5283322**<br>ITBK<br>233<br>Df RT | **GRACI**<br>ex Pouliguen-74 ex Ostende I<br>ex ST 508<br>**Gaetano Graci Impresa Costruzioni**<br>Catania Italy | **156**<br>36<br>— | RI (BV) | **1944** United Boat Service Corp.—New York, NY (334)<br>25,91 7,04<br>24,19 7,03 3,31<br>1 dk | **M Tug** | Oil 2SA 6Cy. 356 × 407<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 30kW 110/125V d.c.<br>Fuel 48,0t (d.o.) 10kn |

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| 7819113<br>EHXZ<br>Esd Gc<br>Rdr RT | **GRACIA DEL MAR**<br>**Naviera Telde S.A.**<br>Las Palmas Spain | **3 900**<br>2 770<br>7 900 | GL | **1981** Enrique Lorenzo y Cia. S.A.—Vigo (399)<br>122,71 9,021<br>108,01 19,41 12,32<br>2 dks | **M RoRo Cargo**<br>Mchy.aft | Vee Oil 4SA 12Cy. 370 × 400 geared to sc. shaft<br>6 000bhp (4 413kW) Deutz<br>Hijos de J. Barreras S.A. Vigo |
| 7370894<br>H3ZT<br>6563-76<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRACIOUS FOUNTAIN**<br>**The Great Circle Shipping Co. S.A.**<br>Wallem Shipmanagement Ltd.<br>Panama Panama | **60 315**<br>43 449<br>124 136 | ✠**100A1** SS 10/79<br>oil tanker<br>✠**LMC** **UMS**<br>**IGS**<br>EL U† 3⅜"U3<br>FN 15542 | **1975**-12 Mitsubishi Heavy Industries Ltd. —Hiroshima (253)<br>259,09(BB) 41,28 16,841<br>247,00 40,61 22,31<br>F 22,6 1 dk<br>rf nil<br>7BH WB20176T incl. clean ballast tanks 13830T | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 147 001 HeCls. BC<br>Der 2(15) | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB 18kgf/cm² (17,7bar) hs836,1<br>e(ex.g) 22kgf/cm² (21,6bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 3 480,0t (d.o & hvf)-86,5pd 15,5kn |
| 7115919<br>EWSZ<br>M-27419<br>Df Esd<br>Gc Rdr<br>RT | **GRAD**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **2 832**<br>1 059<br>1 150 | RS | **1971** ..............U.S.S.R.<br>83,27 14,00 5,711<br>10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.1 255<br>3 Ha (2,5 1,9 × 2,5) (0,7 × 0,7)<br>4W Der 4(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) E made59<br>CKD Praha Praha<br>Controllable pitch propeller<br>12kn |
| 5180350<br>YTDG<br>Rdr RTv | **GRADAC**<br>ex Kalmarsund VII-72<br>**Jadranska Linijska Plovidba (JADROLINIJA)**<br>Rijeka Yugoslavia | **397**<br>145<br>100 | JR (BV) | **1955** Kalmar Varv A/B—Kalmar (382)<br>42,42 10,72 3,671<br>41,71 10,67 4,07<br>1 dk<br>RW | **M RoRo Cargo/Ferry**<br>Deck Cargo 633dk P | Oil 2SA 8Cy. 345 × 580<br>1 200bhp (883kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 48kW 110V d.c.<br>1 propeller aft, 1 fwd<br>Fuel 72,0t (d.o.) 12kn |
| 6724385<br>D5HP<br>6321<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRADIENT ENERGY**<br>ex Mosduke-78<br>**Ocean Energy Co. Ltd.**<br>Monrovia Liberia | **38 845**<br>28 528<br>82 644 | NV | **1967** Mitsubishi Heavy Industries Ltd. —Nagasaki (1629)<br>243,85 37,17 13,418<br>234,80 37,11 17,81<br>1 dk<br>rf 38 | **M Tanker**<br>COW IGS CBT<br>13 Ta ER<br>L.(oil) 97 495 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>20 700bhp (15 226kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Gen 1 × 600kW 3 × 300kW 440V 60Hz a.c.<br>Fuel 137,0t (d.o.) 3 957,5t (hvf)-69,0pd<br>16kn |
| 8034227<br>YQKO<br>Df Esd<br>Gc Rdr<br>RT | **GRADISTEA**<br>**IEFM Navrom Constanta**<br>NAVROM<br>Constantza Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1981** Santierul Naval Braila—Braila<br>130,77 17,71 6,781/8,098<br>121,21 10,19<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 2SA 5Cy. 680 × 1250<br>6 100bhp (4 487kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 250kW 400V 50Hz a.c.<br>Fuel 1 148,0t (hvf) 16kn |
| 6406062<br>YTLE | **GRADITELJ**<br>ex Lesendro-72<br>**'Graditelj' Gradjevno Poduzece**<br>Dubrovnik Yugoslavia | **128**<br>55<br>122 | JR | **1953** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (79)<br>30,00 5,49 2,388<br>27,82 5,44 2,52<br>1 dk | **M General Cargo**<br>2 Ho each 7,5<br>G.170 B.156<br>2 Ha (each 4,0 × 2,5)<br>1W Der 1(1,5) | Oil 2SA 3Cy. 200 × 340<br>135bhp (99kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 2,5kW 24V d.c.<br>7kn |
| 7533848<br>UESU<br>M-12433 | **GRADOVKA**<br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **163**<br>39<br>88 | RS | **1975** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 7417355<br>WYT9<br>210<br>562721<br>Df Esd<br>Gc Rdr<br>RT | **GRADY FAGAN**<br>**Fagan Boat Service Inc.**<br>Cut Off, La United States of America | **197**<br>134<br>— | (AB) | **1975** Halter Marine Services, Inc. —Lockport, La (480)<br>11,59 3,633<br>50,45 11,56 4,27<br>F 14,4 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 250 × 300 reverse reduction geared to sc. shafts<br>2 310bhp (1 699kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 99kW a.c.<br>Fuel 152,5t (d.o.) 12kn |
| 7023582<br>OW2069<br>D2194<br>Df Esd<br>Rdr RT | **GRAELINGUR**<br>ex Cutter VI-73<br>**P/f A/S Beta**<br>Fuglafjord Faroe Islands | **403**<br>212<br>236 | BV NV | **1970** Elbewerften Boizenburg/Rosslau —Rosslau (3291)<br>37,70 8,21 3,468<br>33,00 8,18 5,49<br>1 dk<br>rf 191 BK 102 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 8,5 ER<br>In.332<br>1 Ha | Oil 2SA 4Cy. 300 × 450<br>1 200bhp (883kW) NE 78<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 131kW 1 × 112kW 380V 50Hz a.c.<br>9,5kn |
| 5411371<br>OWVU<br>D1050<br>Rdr RTm | **GRAESHOLM**<br>ex Elli-63 ex Hans Voss-53<br>ex Arkona-47 ex Ernestine<br>ex Hollandia ex Trondelsee<br>**Valdemar Nielsen**<br>Frederikshavn Denmark | **174**<br>97<br>229 | BV | **1920** Friedr. Krupp A.G.—Kiel (389)<br>37,98 6,76 2,439<br>35,49 6,71<br>1 dk<br>R len 53 | **M General Cargo**<br>1 Ho 20,0<br>1 Ha (16,9 × 4,5)<br>1W Der 2(0,5) | Oil 4SA 4Cy. 280 × 450<br>280bhp (206kW) NE 62<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 5,0t (d.o.)-2,0pd 10,5kn |
| 7502447<br>WYN6<br>217<br>568392<br>Esd Rdr<br>RT | **GRAF TIDE**<br>**Tidewater Navigators Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **285**<br>194<br>— | AB | **1975** Halter Marine Services, Inc. —Lockport, La (525)<br>54,89 11,59<br>50,37 11,54 4,27<br>F 18,9 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 150kW a.c.<br>Fuel 282,5t (d.o.) 12kn |
| 7348566<br>EMWJ<br>M-31223<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAFIT**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | T.Mk<br>**2 100**<br>859<br>1 212 | RS | **1976** VEB Mathias-Thesen-Werft—Wismar (367)<br>82,00 13,64 5,201<br>73,00 13,59 9,56<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho 1 Ta<br>G.163 In.1 055 L.9<br>3 Ha (1,5 × 1,9) (2,3 × 2,9) (2,6 × 2,3)<br>Der 1(5) 2(3) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>2 320bhp (1 706kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 256kW 380V a.c.<br>Controllable pitch propeller<br>14kn |

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| **7733448**<br>LYAZ<br>M-12532 | **GRAFITOVYY**<br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | **652**<br>216<br>510 | RS | **1978** ..............U.S.S.R.<br>55,00 9,53 4,341<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |
| **5134583** | **GRAGOATA**<br>**Companhia Cantareira e Viacao Fluminense**<br>Rio de Janeiro Brazil | **444**<br>198<br>— | ✠Classed LR until 11/24 | **1924**-7 Wm. Denny & Bros. Ltd.—Dumbarton (1157)<br>*50,30* 12,83<br>... ... ...<br>R | **S Ferry** | C 8Cy. (4) 279 & (4) 559 × 356<br>McKie & Baxter Ltd. Glasgow<br>1 propeller aft, 1 fwd |
| **7619642**<br>GWHR<br>365808<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAIGWEN**<br>**Graig Shipping PLC**<br>Cardiff United Kingdom | **17 395**<br>10 880<br>28 935 | **✠100A1** SS 5/82<br>strengthened for heavy cargoes, Nos. 1 & 4 holds may be empty<br>**✠LMC**<br>EL Gt 2$\frac{11}{16}$"U2<br>FN 6396 | **1977**-7 Hakodate Dock Co. Ltd.—Hakodate (657)<br>181,01(BB) 23,17 10,713<br>170,01 23,11 14,51<br>P 31,4 F 13,8 1 dk<br>rf 51<br>8BH WB15356t incl. Topside tanks in holds 3772t Comb. btm & STs in holds 3118t & DTm6816t | **M Bulk Carrier**<br>6 Ho 16,3 19,5 24,0 24,6 24,0 19,8 ER<br>G.37 183 B.32 387<br>6 Ha (stl) (8,2 13,0 15,2 15,2 15,2 12,8 × 11,2) ER<br>Cr 5(15) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>AuxB (o.f.) 7,2kgf/cm² (7,1bar)<br>AuxB (ex.g) 7,5kgf/cm² (7,4bar) rcv 7,5kgf/cm² (7,4bar)<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 141,0t (d.o.) 1 716,0t (hvf)-41,5pd<br>15,5kn |
| **7201665**<br>288678 | **GRAIN OF SAND**<br>ex YMS 309<br>**Russell N. Olson**<br>Seattle, Wa United States of America | **228**<br>206<br>— | | **1943** Nevins Yacht Yard—City Island, NY<br>*41,00* 7,62<br>3,46<br>F -<br>conv Minesweeper — | **Wood TM Fishing** | 2 Oil<br>225bhp (166kW)<br>..............<br>Fuel (d.o.) |
| **7610206** | **GRAINSMAID**<br>**Bank of Ghana**<br>Ghana | **310**<br>—<br>450 | **100A1**<br>Class Contemplated<br>FN 384 | **1981** Tema Shipyard & Drydock Corp.—Tema (14)<br>34,22 12,02 1,551<br>28,33 11,26 2,29 | **TM RoRo Cargo/Ferry**<br>Deck Cargo Pontoon | 2 Oil 4SA each 6Cy. 137 × 165 reduction geared to sc. shafts<br>350bhp (257kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5400073**<br>GHCM<br>301599<br>Df Esd<br>Pfd Rdr<br>RTm | **GRAMPIAN ADMIRAL**<br>ex Admiral Nelson-82<br>ex Princess Royal-63<br>**Aberdeen Motor Trawlers Ltd.**<br>The John Wood Group (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **275**<br>97<br>457 | ✠Classed LR until 9/10/81 | **1960**-6 Hall, Russell & Co. Ltd.—Aberdeen (883)<br>*35,33* 8,03<br>34,90 7,93 4,04<br>F 6,1<br>rf 559 BK 152 conv Side Trawler Fishing 80 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 20kW 220V d.c. |
| **5055775**<br>GHQH<br>302249<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN AVENGER**<br>ex Burwood-82<br>**The John Wood Group & George Craig & Sons Ltd.**<br>The John Wood Group (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **249**<br>81<br>— | ✠Classed LR until 12/78 | **1961**-5 T. Mitchison Ltd.—Gateshead (522)<br>*35,18* 7,73 3,353<br>34,50 7,62 3,81<br>F 4,9<br>rf 914 BK 64 conv Side Trawler Fishing 80 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>780bhp (574kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 40,5t<br>11,5kn |
| **7235941**<br>GROV<br>359069<br>Esd Pfd<br>Rdr RT | **GRAMPIAN CAIRN**<br>**George Craig & Sons Ltd. & John Smith Bowman**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **114**<br>40<br>— | **✠100A1** SS 5/82<br>trawler<br>**✠LMC**<br>EL (a) e<br>FN 230 | **1973**-2 J. Lewis & Sons Ltd.—Aberdeen (377)<br>*24,33* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 BK 152<br>4BH | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Dursley<br>Gen 2 × 20kW 415V 50Hz a.c. |
| **5049362**<br>MWMS<br>187843<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GRAMPIAN CASTLE**<br>ex Arkinholm-79 ex Westleigh-74<br>ex Boston Seafoam-74<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **398**<br>134<br>— | ✠Classed LR until 8/72 | **1956**-4 Henry Scarr Ltd.—Hessle (726)<br>*42,31* 8,67<br>41,76 8,54 4,27<br>F 7,1<br>rf 838 BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho 11,2<br>2 Ha (3,8comb. 1,3 × 0,9)<br>Der 4 | Oil 2SA 6Cy. 340 × 570<br>960bhp (706kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 30kW 1 × 26kW 220V d.c.<br>Fuel 81,5t (d.o.) 12kn |
| **7427166**<br>GWAT<br>359112<br>Esd Gc<br>Pfd Rdr<br>RT | **GRAMPIAN CHIEFTAIN**<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **385**<br>144<br>247 | **✠100A1** SS 12/81<br>stern trawler<br>**✠LMC** **UMS**<br>EL G $\frac{13}{16}$"U2<br>FN 458 | **1976**-12 Goole SB. & Repairing Co. Ltd.—Goole (590)<br>39,30 9,68 3,801<br>32,26 9,44 4,75<br>F 15,9 1 dk<br>rf 432 BK 152<br>5BH WB12t | **M Fishing**<br>Stern Trawler<br>1 Ho 8,9 | Oil 4SA 16Cy. 222 × 292 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 132kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 104,0t (d.o.) 13kn |
| **5040419**<br>GHRC<br>303201<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN CONCORD**<br>ex Ben Gairn-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **373**<br>128<br>— | **✠100A1** SS 9/78<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (f) 1$\frac{1}{8}$"<br>FN 501 | **1961**-6 J. Lewis & Sons Ltd.—Aberdeen (304)<br>*42,49* 8,13 3,682<br>41,28 8,08 4,04<br>RQD 22,6 F 6,4<br>RW rf 762 BK 203 conv Side Trawler Fishing 80<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 7Cy. 381 × 457<br>854bhp (628kW)<br>Mirrlees, Bickerton & Day Stockport |
| **7320203**<br>GTIF<br>359072<br>Esd Pfd<br>Rdr RT | **GRAMPIAN CRAIG**<br>ex Strathclova-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **127**<br>44<br>— | **✠100A1** SS 9/77<br>trawler<br>**✠LMC**<br>EL e $\frac{13}{16}$"WI<br>FN 237 | **1973**-7 J. Lewis & Sons Ltd.—Aberdeen (380)<br>*24,33* 6,79 2,794<br>23,50 6,71 3,36<br>F 3,7 1 dk<br>rf 1067 BK 152<br>4BH WB7t | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 sr geared to sc. shaft<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 35kW 415V 50Hz a.c.<br>10,75kn |
| **5134686**<br>GFXE<br>301588<br>Esd Pfd<br>Rdr RTh | **GRAMPIAN CREST**<br>**The Breasclete Fishing Co. Ltd.**<br>Aberdeen United Kingdom | **348**<br>151<br>— | **✠100A1** SS 7/73<br>fishing vessel<br>**✠LMC**<br>EL (E) 164,6/23,8U1<br>FN 353 | **1960**-1 Henry Scarr Ltd.—Hessle (766)<br>*33,20* 7,35<br>32,31 7,24 3,66<br>1 dk & S dk<br>RW rf 305 BK 152<br>4BH | **M Fishing** OSD<br>Side-fishing Line-fishing | Oil 4SA 6Cy. 318 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>670bhp (493kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 15kW 220V d.c.<br>Fuel (d.o.) |

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| **5040598**<br>GHZJ<br>187939<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN DAWN**<br>ex Ben Strome-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **272**<br>89<br>— | **✠100A1** SS 5/79<br>for service within sea area enclosed between Parallels of Latitude 62°N & 48°N, Meridian of Longitude 15°W & coast of Europe<br>**✠LMC**<br>EL (e) 1$\frac{1}{16}$"<br>FN 420 | **1962**-5 J. Lewis & Sons Ltd.—Aberdeen (318)<br>*37,95* 7,75<br>36,71 7,62 3,81<br>RQD 21,4 F 5,5<br>RW rf 762 BK 178 conv Side Trawler Fishing 80<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>712bhp (524kW)<br>Mirrlees, Bickerton & Day Stockport |
| **5062962**<br>MXLK<br>187642<br>Esd Pfd<br>Rdr<br>RTm/v | **GRAMPIAN DEFENDER**<br>ex Boston Defender-78<br>ex Captain Riou-72<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Fleetwood United Kingdom | **391**<br>127<br>— | Classed LR until 16/12/79 | **1957**-9 J. Lewis & Sons Ltd.—Aberdeen (268)<br>*42,56* 8,21 3,658<br>41,25 8,08 4,04<br>RQD 22,6 F 6,8<br>R rf 762 BK 203 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations<br>1 Ho 10,9<br>4 Ha (1,2 1,2 1,2 1,8comb. × 0,9)<br>Der 2(2) 1(1) | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 36kW 1 × 15kW 220V d.c.<br>Fuel (d.o.) |
| **5207031**<br>GHDE<br>302231<br>Df Esd<br>Pfd Rdr | **GRAMPIAN DUKE**<br>ex Leswood-82<br>**Aberdeen Near Water Trawlers Ltd.**<br>The John Wood Group (Aberdeen) Ltd.<br>Aberdeen United Kingdom | **237**<br>67<br>— | Classed LR until 21/12/79 | **1960**-10 T. Mitchison Ltd.—Gateshead (500)<br>*35,18* 7,73<br>34,50 7,62 3,81<br>F 4,9<br>rf 102 conv Side Trawler Fishing 81 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>660bhp (485kW)<br>Lister Blackstone Mar. Ltd. Dursley |
| **7312000**<br>GROW<br>359071<br>Esd Pfd<br>Rdr RT | **GRAMPIAN EAGLE**<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **114**<br>40<br>— | ✠LR class withdrawn-Owner's request 6/82 | **1973**-5 J. Lewis & Sons Ltd.—Aberdeen (379)<br>*24,33* 6,58 2,871<br>23,47 6,48 3,28<br>F 3,7 1 dk<br>rf 1067 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>600bhp (441kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 20kW 415V 50Hz a.c.<br>11kn |
| **6618225**<br>GTNU<br>303226<br>Df Esd<br>Gc Rdr<br>RTm/h | **GRAMPIAN ENDEAVOUR**<br>ex Ben Bhrackie-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **443**<br>149<br>843 | **✠100A1** SS 4/79<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (g) 1$\frac{3}{16}$"<br>FN 570 | **1966**-11 Charles D. Holmes & Co. Ltd. —Beverley (1003)<br>*44,81* 8,77 3,864<br>43,44 8,69 4,42<br>F 7,7 1 dk<br>RW rf 762 BK 152 conv Side Trawler Fishing 79<br>4BH WB12t | **M Stand-by Safety Vessel**<br>for offshore installations<br>Mchy.aft | Oil 4SA 8Cy. 381 × 508<br>1 336bhp (983kW)<br>Mirrlees National Ltd. Stockport<br>(db 100lbf/in$^2$ (6,9bar) )<br>Gen 2 × 45kW 415V 50Hz a.c. |
| **6514091**<br>GRLH<br>303221<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN EXPLORER**<br>ex Boston Explorer-79<br>ex Aberdeen Explorer-68<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **390**<br>128<br>247 | **✠100A1** SS 10/79<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (g) 1$\frac{1}{16}$"SQ<br>FN 552 | **1965**-8 Hall, Russell & Co. Ltd.—Aberdeen (926)<br>*42,59* 8,95 3,696<br>41,10 8,84 4,58<br>F 7,4<br>rf 914 BK 178 conv Side Trawler Fishing 78<br>4BH WB30t | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 7Cy. 381 × 508<br>1 100bhp (809kW)<br>Mirrlees National Ltd. Stockport<br>db 100lbf/in$^2$ (6,9bar) |
| **5158175**<br>GNWY<br>185288<br>Df Esd<br>Pfd Rdr<br>RTm | **GRAMPIAN FALCON**<br>ex Falkirk-79 ex Idena-74<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **317**<br>108<br>— | ✠Classed LR until 6/72 | **1953**-2 Cook, Welton & Gemmell Ltd. —Beverley (856)<br>*41,37* 8,11<br>39,93 8,08 3,97<br>RQD 20,5 F 6,4<br>RW rf 762 BK 203 len 59<br>conv Side Trawler Fishing 77 | **M Stand-by Safety Vessel**<br>for offshore installations<br>1 Ho 10,9<br>1 Ha (stl) (2,2 × 1,0) | Oil 4SA 7Cy. 380 × 455<br>772bhp (568kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 20kW 110V d.c.<br>Fuel 67,0t (d.o.) 11kn |
| **5300481**<br>GXDB<br>181388<br>Df Esd<br>Rdr | **GRAMPIAN FAME**<br>ex Ross Kashmir-82 ex Kashmir-62<br>**George Craig & Sons Ltd.**<br>Aberdeen United Kingdom | **489**<br>160<br>— | **✠100A1** SS 3/81<br>for service within the limits of the Continental Shelf & Continental Slope in an area bounded in the north by Parallel 62°N, in the west by Meridian 15°W & in the south by Parallel 48°N<br>**✠LMC**<br>EL (g) q<br>FN 630 | **1957**-9 Cochrane & Sons Ltd.—Selby (1422)<br>*49,60* 8,67<br>48,80 8,54 4,35<br>RQD 23,8 F 7,1<br>RW rf 762 BK 203 len 67<br>conv Side Trawler Fishing 81<br>5BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 318 × 368 sr reverse geared to sc. shaft<br>1 440bhp (1 059kW) ✠ NE 5/67<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 48kW 320V d.c.<br>Fuel 96,5t (d.o.) |
| **5242964**<br>MEIZ<br>303205<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN FORTUNE**<br>ex Mount Melleray-82<br>**George Craig & Sons Ltd.**<br>Aberdeen United Kingdom | **210**<br>75<br>— | **✠100A1** SS 8/81<br>for service within the sea area enclosed between Parallels of 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 340 | **1961**-8 J. Lewis & Sons Ltd.—Aberdeen (313)<br>*32,31* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 conv Side Trawler Fishing 81<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 8Cy. 222 × 292 sr reverse geared to sc. shaft<br>710bhp (522kW) ✠ NE 12/74<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Fuel (d.o.) |
| **5300534**<br>MXKP<br>184955<br>Df Esd<br>Rdr | **GRAMPIAN FREEDOM**<br>ex Ross Kipling-82 ex Kipling-62<br>**George Craig & Sons Ltd.**<br>Aberdeen United Kingdom | **469**<br>160<br>— | **✠100A1** SS 8/80<br>for service within the sea area enclosed between the Parallels of Latitude 62°N & 48°N, the Meridian of Longitude 15°W & the coast of Europe<br>**✠LMC**<br>EL (h) 1$\frac{1}{16}$"SQ<br>FN 631 | **1957**-4 Cochrane & Sons Ltd.—Selby (1417)<br>*49,60* 8,67<br>48,93 8,54 4,35<br>RW rf 762 BK 203 len 66<br>conv Side Trawler Fishing 80<br>5BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 318 × 368 sr reverse geared to sc. shaft<br>1 440bhp (1 059kW) ✠ NE 8/66<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 48kW 220V d.c. |

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| **7330296**<br>GUBS<br>359079<br>Esd Pfd<br>Rdr RT | **GRAMPIAN HEATHER**<br>**George Craig & Sons Ltd. & Alexander Jappy**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **119**<br>42<br>— | ✠LR class withdrawn<br>6/8/82 | **1973**-11 J. Lewis & Sons Ltd.—Aberdeen (382)<br>*24,33* 6,79 2,794<br>23,50 6,71 3,36<br>F 3,7 1 dk<br>rf 1067 BK 152 | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>636bhp (468kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 35kW 415V 50Hz a.c. |
| **7391800**<br>GUTT<br>359096<br>Esd Pfd<br>Rdr RT | **GRAMPIAN HILL**<br>**William Bridge & Others**<br>Peterhead United Kingdom | **119**<br>41<br>— | **✠100A1** SS 7/79<br>trawler<br>**✠LMC**<br>EL (C) e 13/16"U2<br>FN 235 | **1975**-6 Scott & Sons (Bowling) Ltd.—Bowling (451)<br>26,37 6,79 3,023<br>23,27 6,71 3,36<br>F 3,1 1 dk<br>rf 1067 BK 127<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 45kW 1 × 35kW 415V 50Hz a.c.<br>10kn |
| **6500428**<br>GPTU<br>303794<br>Df Esd<br>Pfd Rdr<br>RTm | **GRAMPIAN HUNTER**<br>ex Arctic Brigand-79 ex Zonia-77<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **440**<br>149<br>— | ✠LR class withdrawn-Owner's request<br>19/3/82 | **1965**-4 Charles D. Holmes & Co. Ltd.—Beverley (993)<br>*42,62* 8,64 3,737<br>41,20 8,54 4,42<br>F 7,4<br>RW rf 762 BK 165 conv Side Trawler Fishing 76 conv Stand-by Safety Vessel 77 conv Side Trawler Fishing 79 | **M Stand-by Safety Vessel**<br>for offshore installations<br>1 Ho 12,4<br>2 Ha (stl) (each 2,9 × 1,1) | Oil 4SA 8Cy. 381 × 457<br>1 050bhp (772kW)<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 50kW 110V d.c.<br>Fuel (d.o.) |
| **5315838**<br>MCIB<br>301576<br>Df Esd<br>Gc Pfd<br>Rdr | **GRAMPIAN KING**<br>ex Scottish King-78<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **274**<br>86<br>— | ✠LR class withdrawn-Owner's request<br>16/4/82 | **1959**-10 J. Lewis & Sons Ltd.—Aberdeen (286)<br>*36,89* 7,88 3,233<br>36,12 7,78 3,89<br>F 6,1 1 dk<br>RW rf 762 BK 178 | **M Fishing**<br>Side Trawler<br>4 Ha (1,3 1,3 0,9 0,9 × 1,0)<br>Der 1(1,5) | Oil 4SA 6Cy. 381 × 457<br>690bhp (508kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 20kW 220V d.c.<br>Fuel 46,5t (d.o.) 11kn |
| **5291343**<br>GTVM<br>186345<br>Esd Pfd<br>Rdr<br>RTm/v | **GRAMPIAN LOCH**<br>ex Inverlochy-79<br>ex Boston Invader-75<br>ex Red Rose-72<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Fleetwood United Kingdom | **407**<br>137<br>— | ✠Classed LR until<br>20/7/73 | **1956**-1 J. Lewis & Sons Ltd.—Aberdeen (254)<br>*40,70* 8,21<br>41,15 8,08 4,04<br>RQD 22,6 F 6,8<br>R rf 838 BK 203 | **M Fishing**<br>Side Trawler<br>1 Ho 10,9<br>4 Ha (1,2 1,2 1,2 1,8comb. × 0,9)<br>Der 2(2) 2(1) | Oil 2SA 5Cy. 340 × 570<br>800bhp (588kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 36kW 1 × 10kW 220V d.c.<br>Fuel 81,5t (d.o.) 11,25kn |
| **5316973**<br>GFNU<br>301585<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN PETREL**<br>ex Seaward Petrel-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **214**<br>75<br>— | **✠100A1** SS 4/82<br>trawler<br>**✠LMC**<br>EL (c) i<br>FN 340 | **1959**-12 J. Lewis & Sons Ltd.—Aberdeen (289)<br>*32,28* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 reverse reduction geared to sc. shaft<br>710bhp (522kW) E made71 fitted4/72<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>10,5kn |
| **5002936**<br>GHLM<br>302236<br>Df Esd<br>Pfd Rdr<br>RTm | **GRAMPIAN PRINCE**<br>ex Admiral Drake-78<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **281**<br>100<br>— | ✠LR class withdrawn-Owner's request<br>19/11/82 | **1960**-12 Hall, Russell & Co. Ltd.—Aberdeen (891)<br>*35,33* 8,03<br>34,90 7,93 4,04<br>F 6,1<br>rf 559 BK 152 conv Side Trawler Fishing 78 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>810bhp (596kW)<br>Mirrlees, Bickerton & Day Stockport<br>Gen 2 × 30kW 220V d.c.<br>Directional propeller<br>Fuel 43,5t (d.o.) 12kn |
| **5208889**<br>MCVU<br>301591<br>Esd Pfd<br>Rdr | **GRAMPIAN PRINCESS**<br>ex Lindenlea-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **280**<br>95<br>— | **✠100A1** SS 1/78<br>trawler<br>**✠LMC**<br>EL (e) m<br>FN 423 | **1960**-3 J. Lewis & Sons Ltd.—Aberdeen (292)<br>*36,89* 7,88<br>36,23 7,78 3,89<br>F 6,1<br>RW rf 762 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 381 × 457<br>712bhp (524kW)<br>Mirrlees, Bickerton & Day Stockport |
| **5315888**<br>GXNP<br>300354<br>Df Esd<br>Rdr RT | **GRAMPIAN QUEEN**<br>ex Scottish Queen-78<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **278**<br>95<br>— | ✠Classed LR until<br>22/10/76 | **1958**-5 J. Lewis & Sons Ltd.—Aberdeen (269)<br>*35,94* 7,73<br>34,85 7,62 3,66<br>RQD 18,9 F 5,8<br>RW rf 762 BK 178 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations<br>4 Ha (1,2 1,2 0,9 1,0 × 0,9)<br>Der 1(1,5) | Oil 2SA 4Cy. 340 × 570<br>640bhp (471kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 20kW 220V d.c.<br>Fuel (d.o.) |
| **5316985**<br>GDLA<br>167959<br>Df Esd<br>Pfd Rdr | **GRAMPIAN QUEST**<br>ex Seaward Quest-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **214**<br>75<br>— | **✠100A1** SS 4/82<br>trawler<br>**✠LMC**<br>EL (c) i<br>FN 340 | **1959**-5 J. Lewis & Sons Ltd.—Aberdeen (283)<br>*32,28* 7,12<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 222 × 292 sr geared to sc. shaft<br>710bhp (522kW) NE 73<br>Mirrlees Blackstone (Stamford) Ltd. Stamford |
| **5067651**<br>GBCU<br>187866<br>Esd Pfd | **GRAMPIAN RANGER**<br>ex Cevic-78<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Fleetwood United Kingdom | **249**<br>81<br>— | ✠Classed LR until 6/80 | **1958**-10 Brooke Marine Ltd.—Lowestoft (266)<br>*35,45* 7,73 3,429<br>34,45 7,62 3,81<br>F 5,5<br>RW rf 610 BK 127 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>760bhp (559kW)<br>Mirrlees, Bickerton & Day Stockport |
| **5002962**<br>MEBF<br>302238<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN RIVER**<br>ex Admiral Jellicoe-78<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **281**<br>100<br>— | ✠LR class withdrawn-Owner's request<br>19/11/82 | **1961**-1 Hall, Russell & Co. Ltd.—Aberdeen (892)<br>*35,33* 8,03<br>34,90 7,93 4,04<br>F 6,1<br>rf 559 BK 152 conv Side Trawler Fishing 80 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>810bhp (596kW)<br>Mirrlees, Bickerton & Day Stockport<br>Fuel 43,5t 12kn |

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| **5040524**<br>GDHT<br>167960<br>Df Esd<br>Pfd Rdr<br>RT | **GRAMPIAN SCOTT**<br>ex Ben Meidie-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **371**<br>121<br>— | ✠Classed LR until 8/79 | **1959**-7 J. Lewis & Sons Ltd.—Aberdeen (285)<br>*42,37* 8,18<br>41,15 8,08 4,04<br>RQD 22,6 F 6,8<br>RW rf 762 BK 203 conv Side Trawler Fishing 79 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 7Cy. 381 × 457<br>854bhp (628kW)<br>Mirrlees, Bickerton & Day Stockport |
| **5144655**<br>GVTK<br>187854<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GRAMPIAN STAR**<br>ex Glenfinnan-79<br>ex Boston Nimrod-74<br>ex Hawfinch-72<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **314**<br>104<br>— | ✠Classed LR until 7/3/80 | **1956**-12 Henry Scarr Ltd.—Hessle (737)<br>38,84 8,26 3,614<br>37,95 8,16 3,97<br>RQD 20,2 F 6,4<br>rf 914 BK 178 conv Side Trawler Fishing 75 | **M Stand-by Safety Vessel**<br>for offshore installations<br>1 Ho 10,9<br>3 Ha (1,9 1,9 5,1comb. × 0,9)<br>Der 2(2) 1(1) | Oil 2SA 5Cy. 340 × 570<br>740bhp (544kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 1 × 29kW 1 × 28kW 1 × 20kW 220V d.c.<br>Fuel (d.o.) |
| **5316997**<br>MEBT<br>302235<br>Df Esd<br>Pfd Rdr | **GRAMPIAN VENTURE**<br>ex Seaward Venture-78<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **226**<br>76<br>— | **✠100A1** SS 10/79<br>for service 1st.Nov. — 31st.Mch. in North Sea S. of 59°N. in English Channel E. of line from Ushant to W. extremity of Scilly Isles and on W. coast of U.K. S. of line Butt of Lewis to Cape Wrath, E. of Outer Hebrides, E. of line Inistrahull Island to Barra Head and E. of line Hook Head Lighthouse to W. extremity of Scilly Isles 1st.Apl. — 31st.Oct within area between 62°N and 48°N and between 15°N and coast of Europe,<br>also may be employed in area between 60°N and 62°N and W. of Greenwich Meridian only in period 16th.Apl — 15th.Oct.<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 340 | **1960**-12 J. Lewis & Sons Ltd.—Aberdeen (301)<br>*32,31* 7,12 3,207<br>31,81 7,01 3,66<br>F 5,2<br>RW rf 991 BK 178 conv Side Trawler Fishing 77<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 2SA 5Cy. 318 × 470<br>550bhp (405kW) Widdop<br>British Polar Engines Ltd. Glasgow<br>Fuel 31,5t 9,75kn |
| **5040653**<br>GHRE<br>187934<br>Df Esd<br>Pfd Rdr | **GRAMPIAN VIKING**<br>ex Ben Vurie-82<br>**George Craig & Sons Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **282**<br>94<br>— | ✠LR class withdrawn-Owner's request 7/5/82 | **1961**-5 J. Lewis & Sons Ltd.—Aberdeen (303)<br>*37,95* 7,75 3,630<br>36,71 7,62 3,81<br>RQD 21,4 F 5,5<br>RW rf 762 BK 178 conv Side Trawler Fishing 76 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 381 × 457<br>712bhp (524kW)<br>Mirrlees, Bickerton & Day Stockport |
| **7427178**<br>2MGD<br>377891<br>Esd Gc<br>Pfd Rdr<br>RT | **GRAMPIAN WARRIOR**<br>**Beaconhill Fishing Co. Ltd.**<br>North Star Fishing Co. Ltd.<br>Aberdeen United Kingdom | **385**<br>144<br>247 | **✠100A1** SS 6/82<br>stern trawler<br>**✠LMC** **UMS**<br>EL G $\frac{13}{16}$"U2<br>FN 458 | **1977**-2 Goole SB. & Repairing Co. Ltd. —Goole (591)<br>39,30 9,68 3,801<br>32,26 9,44 4,75<br>F 15,9 1 dk<br>rf 432 BK 152<br>5BH WB12t | **M Fishing**<br>Stern Trawler<br>1 Ho 8,8 | Oil 4SA 16Cy. 222 × 292 sr geared to sc. shaft<br>1 700bhp (1 250kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 132kW 440V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 104,0t 13kn |
| **5134715**<br>WG8213<br>271039<br>Esd Gc<br>Rdr<br>RTm/v | **GRAMPUS**<br>**Gulfshore Towing Co. Inc.**<br>Galveston, Tx United States of America | **197**<br>134<br>— | (AB) | **1956** Gulfport SB. Co.—Port Arthur, Tx (486)<br>32,01 8,28 3,871<br>30,56 8,26 4,27<br>1 dk<br>BK 64 | **M Tug** | Oil 2SA 16Cy. 222 × 266 E made43 fitted56<br>General Motors Corp. Cleveland, Oh<br>Gen 2 × 60kW 1 × 20kW 120/220V d.c.<br>Fuel 84,5t (d.o.) |
| **7636042**<br>YVET<br>Esd Rdr<br>RT | **GRAN AUGUSTO**<br>**Corporacion Maritima Venezolana de Carga C.A. (COMARVENCA)**<br>Guanta Venezuela | **429**<br>216<br>498 | **✠100A1** SS 9/81<br>non—perishable cargoes on deck — oil cargoes FP 60°C and above<br>Venezuelan coasting service<br>**✠LMC**<br>EL D 247,5/20,5U1<br>FN 571 | **1977**-11 Hancocks SB. Co. Ltd.—Pembroke Dock (O.T.111)<br>47,99 10,88 1,690<br>43,52 10,67 2,44<br>1 dk<br>rf nil<br>3BH WB57T | **TM Landing Craft**<br>Deck Cargo<br>Bow door/ramp<br>Mchy.aft | 2 Oil 4SA each 8Cy. 165 × 184 geared to sc. shafts<br>830bhp (611kW)<br>Kelvin Diesels Ltd. Glasgow<br>Gen 1 × 30kW 1 × 5kW 415V 50Hz a.c. |
| **7946318**<br>YVGV<br>AGSP-1160<br>Esd Gc<br>Rdr RT | **GRAN CACIQUE I**<br>**Inversiones Turisticas Margaritena C.A. (INTUMACA)**<br>Puerto la Cruz Venezuela | **320**<br>218<br>— | AB | **1978** Swiftships Inc.—Morgan City, La (0127)<br>7,73 —<br>38,10 7,09 3,20<br>1 dk | **Aluminium Alloy TrM Passenger/ Ferry** | 3 Oil 4SA each 12Cy. 165 × 154 geared to sc. shaft<br>3 300bhp (2 427kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 99kW a.c.<br>24kn |
| **7917812**<br>AGSP-1163 | **GRAN CACIQUE II**<br>**Inversiones Turisticas Margaritena C.A. (INTUMACA)**<br>Puerto la Cruz Venezuela | **323**<br>220<br>50 | AB | **1980** Swiftships Inc.—Morgan City, La (0081)<br>—<br>33,23 7,09 3,20<br>1 dk | **Aluminium Alloy TrM Passenger/ Ferry** | 3 Vee Oil 4SA each 12Cy. 165 × 155 reverse reduction geared to sc. shafts<br>3 300bhp (2 427kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 99kW a.c.<br>24kn |
| **7917824**<br>AGSP-1164 | **GRAN CACIQUE III**<br>**Inversiones Turisticas Margaritena C.A. (INTUMACA)**<br>Puerto la Cruz Venezuela | **305**<br>207<br>50 | AB | **1980** Swiftships Inc.—Morgan City, La (0243)<br>... ... ...<br>33,33 7,36 3,18 | **Aluminium Alloy QM Passenger/ Ferry** | 4 Vee Oil 4SA each 12Cy. 165 × 155 reverse reduction geared to sc. shafts<br>4 396bhp (3 234kW)<br>M.T.U. Friedrichshafen GmbH Friedrichshafen<br>Gen 2 × 75kW a.c.<br>30kn |

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| 5120738<br>HPBH<br>10888<br>-PEXT<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRAN CANARIA**<br>ex Frederika-65<br>**Imperio Maritimo Navegacion S.A.**<br>Panama Panama | **2 884**<br>1 420<br>4 263 | GL<br>✠Classed LR until 12/65 | **1957**-12 A/B Finnboda Varf—Stockholm (368)<br>114,51 15,45 6,249<br>105,16 15,40 9,15<br>P 40,0 F 11,0 1 dk & S dk<br>rf 76 | **M General Cargo** OSD<br>Ref<br>Ice strengthened<br>4 Ho 16,3 18,5 24,1 17,1<br>G.5 893 B.5 572 In.1 353<br>4 Ha (stl) (8,9 13,4 13,4 8,4 × 6,4)<br>12W Der 1(30) 2(5) 10(3) | Oil 2SA 5Cy. 620 × 1150<br>4 550bhp (3 347kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 130kW 220V d.c.<br>Fuel 872,0t (d.o.) 16kn |
| 7312402<br>EGEP<br>Pfd Rdr<br>RT | **GRAN CANARIA**<br>**Compania Canaria de Remolques S.A.**<br>Vigo Spain | **212**<br>64<br>133 | ✠**100A1** SS 4/81<br>tug<br>✠**LMC**<br>EL (c) 15/16"U1<br>FN 364 | **1974**-5 Enrique Lorenzo y Cia. S.A.—Vigo (381)<br>32,21 8,62 3,804<br>28,96 8,08 4,47<br>RAD 1,3<br>rf 1295 BK 51<br>4BH WB22T | **M Tug**<br>Fire-fighting | Oil 4SA 6Cy. 360 × 450 dr geared to sc. shaft<br>MWM<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 6713776<br>EFLX<br>56<br>RT | **GRAN MARINELA**<br>**Pesqueria Cavisi S.L.**<br>Bilbao Spain | **168**<br>84<br>— | | **1967** S.A. Balenciaga—Zumaya (117)<br>28,81<br>26,01 6,20 3,51<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>450bhp (331kW)<br>.............<br>11kn |
| 5166548<br>Df Gc<br>Rdr | **GRAN ORINOCO**<br>ex J. F. Gaffney-66<br>**Bunkers C.A.**<br>Puerto Ordaz Venezuela | **614**<br>509<br>711 | | **1945** Ira S. Bushey & Sons Inc.—New York, NY (570)<br>*55,08* 9,17 3,760<br>54,92 9,15 4,04<br>P 10,4 F 7,7 1 dk | **M Tanker**<br>L.(oil) 1 303<br>len 47 | Oil<br>450bhp (331kW)<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel 11,5t-2,5pd 10kn |
| 5134765<br>PZAN<br>Df Esd<br>RTm/h | **GRAN RIO**<br>**N.V. Scheepvaart Maatschappij Suriname**<br>Paramaribo Surinam | **990**<br>591<br>1 219 | AB | **1957** Bijker's Aanneming's Bedrijf "Ijssel" Werf—Gorinchem (142)<br>68,61 4,071<br>61,96 10,01 5,85<br>2 dks<br>RW | **M General Cargo** CSD 2P<br>1 Ho 40,8comb. ER<br>2 Ha (17,9comb. 8,9 × 5,2) ER<br>Der 3(5) | Oil 4SA 6Cy. 330 × 600<br>942bhp (693kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 40kW 220V d.c.<br>Fuel (d.o.) |
| 7395296<br>YVCJ<br>AGSI-1439<br>Esd Rdr<br>RTv | **GRAN ROQUE**<br>**Government of The Republic of Venezuela (Ministeiro de Comunicaciones)**<br>La Guaira Venezuela | **217**<br>98<br>467 | ✠ | **1976**-9 Nuovi Cantieri Apuania S.p.A.—Marina di Carrara (141)<br>31,50 8,26 3,582<br>27,61 7,80 4,02<br>RFD 10,4 1 dk<br>rf 610 | **TM Tug** | 2 Oil 4SA each 8Cy. 210 × 300 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 54kW 440V 60Hz a.c.<br>Fuel 113,0t (d.o.) 11,5kn |
| 6400305<br>EDVO<br>2384<br>Df Esd | **GRAN ROSA DE LOS VIENTOS**<br>**Ignacio Munitiz Lartitegui y otros**<br>Bilbao Spain | **120**<br>74<br>— | | **1963** Ast. de Murueta S.A.—Guernica<br>*23,02* 6,35 3,048<br>23,02 6,30 3,31<br>RW | **M Fishing**<br>Side Trawler | Oil<br>330bhp (243kW)<br>Cons. Echevarria Bermeo<br>9kn |
| 7420388<br>Df Esd<br>Gc Rdr<br>RT | **GRANADA**<br>**Alpromar S.A.** | **1 142**<br>525<br>1 399 | | **1974** Campbell Industries—San Diego, Ca (101)<br>72,01<br>63,73 12,20 5,80<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 550bhp (2 611kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW 400V a.c. |
| 7940091<br>WYA3<br>163<br>603018 | **GRANADA**<br>**Tropical Trawlers Inc.**<br>Brownsville, Tx United States of America | **135**<br>92<br>— | | **1979** .............Thibodeaux, La<br>*22,26* 6,71<br>3,66<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 7047849<br>WYP2<br>037<br>521529<br>RT | **GRANADA**<br>ex Valencia-75 ex Granada-74<br>**Frederick Kurt Matzke**<br>Coos Bay, Or United States of America | **111**<br>75<br>— | | **1969** Allied Shipyard Inc.—Larose, La<br>*21,13*<br>6,56 3,26<br>1 dk | **M Fishing** | Oil<br>330bhp (243kW)<br>U.S.A.<br>Fuel (d.o.) |
| 8102919<br>H9VA<br>9436-PEXT<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRANADA II**<br>**Pesquera San Jose S.A.**<br>Panama Panama | **998**<br>475<br>1 550 | | **1982** Campbell Industries—San Diego, Ca (133)<br>67,52 12,50 5,819<br>59,72 12,27 8,21<br>2 dks | **M Fishing**<br>Tuna Seiner Ref.<br>In.1 390 | Vee Oil 2SA 20Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. U.S.A.<br>Gen 3 × 305kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd |
| 5134806<br>UWWH<br>M-22521<br>Df Esd<br>Gc Rdr<br>RT | **GRANAT**<br>**U.S.S.R.-'Zapryba'**<br>Kaliningrad U.S.S.R. | **3 170**<br>1 225<br>1 268 | RS | **1960** .............U.S.S.R.<br>84,71 14,03 5,541<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 331<br>5 Ha (1,2 1,2 × 1,3) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>4W Der 2(5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| 7740910 | **GRANAT**<br>**U.S.S.R.**<br>U.S.S.R. | **166**<br>18<br>36 | RS | **1978** .............U.S.S.R.<br>...<br>... ... ... | **M Research**<br>Ice strengthened | Oil<br>............. |
| 7645108<br>UUZZ<br>M-12506 | **GRANATOVYY**<br>**U.S.S.R.-'Zapryba'**<br>Kaliningrad U.S.S.R. | **652**<br>217<br>510 | RS | **1977** .............U.S.S.R.<br>55,00 9,53 4,331<br>5,19<br>1 dk | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho ER<br>In.632<br>2 Ha (each 2,9 × 2,9) ER<br>4W Der 4(3,25) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>11,25kn |

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| **7376680**<br>A8EW<br>4886<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND ALLIANCE**<br>**Grand Bassa Tankers Inc.**<br>Monrovia Liberia | **118 215**<br>100 268<br>264 108 | | AB | **1974** Mitsubishi Heavy Industries Ltd.<br>—Nagasaki (1715)<br>338,23(BB) 53,65 20,400<br>319,74 53,60 26,42<br>1 dk | **S Tanker**<br>COW IGS CBT<br>12 Ta ER<br>L.(oil) 320 552 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>34 000shp (25 009kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>Fuel 17,5t (d.o.) 1 056,5t (hvf)-168,5pd |
| **6714641**<br>VGFK<br>328731<br>Df Esd<br>Pfd Rdr<br>RTm | **GRAND BARON**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl. Canada | **539**<br>233<br>— | **✠100A1**<br>stern trawler<br>**✠LMC** | SS 10/80<br>EL q 1$\frac{1}{16}$"SQ<br>FN 554 | **1967**-7 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (44)<br>44,10 10,11 3,499<br>37,34 10,01 4,81<br>F 19,6<br>rf 787 Box K 305<br>4BH WB44t | **M Fishing**<br>Stern Trawler<br>1 Ho 9,7<br>2 Ha (stl) (each 1,5 × 1,0) | Vee Oil 2SA 12Cy. 230 × 254 sr geared to sc. shaft<br>1 300bhp (956kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 103,5t (d.o.) 11kn |
| **5134832**<br>Esd Pfd<br>Rdr RTh | **GRAND BAY**<br>ex Bay-60<br>**Anthony J. Graffeo**<br>United States of America | **211**<br>140<br>181 | | | **1945** J. H. Mathis Co.—Camden, NJ (167)<br>*30,33* 7,04<br>29,32 7,01 4,02<br>BK 114 | **M Fishing**<br>Side Trawler<br>1 Ho 9,4<br>2 Ha (each 1,2 × 0,9)<br>Cr 1(1,5) | Oil 4SA 6Cy. 330 × 406<br>550bhp (405kW)<br>Atlas Imperial D.E. Co. Oakland, Ca<br>Gen 2 × 10kW 115V d.c.<br>Fuel (d.o.) |
| **7620483**<br>FIZB<br>14305<br>-406<br>RT | **GRAND BE**<br>ex Humber 4-79<br>**Government of The Republic of France (Chambre de Commerce et d'Industrie)**<br>St. Malo France | **170**<br>—<br>358 | ✠Classed LR until 2/80 | | **1979**-6 Whitby Shipyard Ltd.—Beverley (SA2009)<br>26,67 8,39 3,468<br>24,95 8,01 4,25<br>RFD 3,7<br>rf 1092 BK 102 | **TM Tug** | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 2 × 24kW 240V 60Hz a.c. |
| **6519558**<br>H9CU<br>10657<br>-81A<br>Df Esd<br>Gc Rdr<br>RT | **GRAND BULKER**<br>ex Trade Scantia-82<br>ex Taizan Maru-80<br>**Gusto Steamship Inc.**<br>Panama Panama | **9 767**<br>5 464<br>13 606 | | NK | **1965** Nipponkai Heavy Ind. Co. Ltd.<br>—Toyama (122)<br>145,50 21,65 8,605<br>136,00 21,61 11,51<br>P 29,3 F 10,7 1 dk | **M RoRo Cargo**<br>4 Ho ER<br>G.17 057 B.16 291<br>4 Ha (10,2 × 10,0) (19,5 19,5 19,5 × 11,5) ER<br>14W Der 10(15) 4(10) | Oil 2SA 6Cy. 700 × 1200<br>7 200bhp (5 296kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 2 × 180kW 445V a.c.<br>Fuel 1 099,5t-23,5pd 14,25kn |
| **7201677**<br>WX9284<br>509018 | **GRAND CALLIOU**<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **537**<br>366<br>— | | | **1967** Burton Construction & SB. Corp.<br>—Port Arthur, Tx<br>*49,57* 10,09<br>3,56 | **M Fishing** | Oil<br>1 530bhp (1 125kW)<br>..............<br>Fuel (d.o.) |
| **7232389**<br>5LVI<br>4282<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND CARRIER**<br>**Grand Carriers Inc.**<br>Monrovia Liberia | **10 527**<br>6 534<br>19 306 | **✠100A1**<br>**✠LMC** | SS 7/77<br>EL Dt 2$\frac{7}{16}$"U2<br>FN 5177 | **1972**-11 Kanasashi Zosensho—Unspecified Works, Shimizu (1025)<br>155,12(BB) 22,84 9,341<br>146,01 22,80 12,65<br>P 29,3 F 14,7 1 dk<br>RW rf nil<br>NS 6BH WB6175t incl. Comb. btm & STs in way of Nos. 2 , 3 & 4 holds 1597t<br>Topside tanks in way of Nos. 2 , 3 & 4 holds 2218t | **M Bulk Carrier**<br>4 Ho 26,3 27,2 26,9 26,9 ER<br>G.23 004 B.22 063<br>4 Ha (stl) (16,4 18,7 18,7 18,7 × 10,9) ER<br>4W Der 4(20) | Oil 2SA 7Cy. 620 × 1400<br>9 400bhp (6 914kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>AuxB 8kgf/cm² (7,9bar)<br>e(ex.g) 12kgf/cm² (11,8bar)<br>Gen 3 × 320kW 445V 60Hz a.c.<br>Fuel 1 442,0t (hvf) 14,75kn |
| **8108690**<br>FS3397<br>Esd Gc<br>Pfd Rdr | **GRAND CHARLES**<br>**Societe De Transport Fluvio-Maritime De L'Ouest**<br>Nantes France | **717**<br>512<br>1 300 | | BV | **1981** Soc. d'Exploitation des Ets. Merre<br>—Nort-sur-Erdre (1368)<br>65,51 3,001<br>62,01 10,51 3,51<br>1 dk | **TM Dredger/Sand Carrier**<br>Suction | 2 Oil 4SA each 6Cy. 159 × 159<br>900bhp (662kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **7742449**<br>590692<br>Rdr | **GRAND CHENIERE**<br>**Zapata Haynie Corp.**<br>Lake Charles, La United States of America | **530**<br>367<br>— | | | **1978** Zigler Shipyards Inc.—Jennings, La<br>*51,21* 10,19<br>3,59<br>2 dks | **M Fishing**<br>Side-fishing Seiner Ref. | Vee Oil 2SA 16Cy. 146 × 146 reverse reduction geared to sc. shaft<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| **6719366**<br>VGGX<br>328732<br>Df Esd<br>Pfd Rdr<br>RTm/h | **GRAND COUNT**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl. Canada | **540**<br>235<br>— | **✠100A1**<br>stern trawler<br>**✠LMC** | SS 10/80<br>EL q 1$\frac{1}{16}$"U2<br>FN 554 | **1967**-9 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (45)<br>44,10 10,11 3,499<br>37,34 10,01 4,81<br>F 19,6<br>rf 787 Box K 305<br>4BH WB44t | **M Fishing**<br>Stern Trawler<br>1 Ho 9,8 ER<br>2 Ha (stl) (each 1,5 × 1,0) | Vee Oil 2SA 12Cy. 230 × 254 sr geared to sc. shaft<br>1 300bhp (956kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 96,5t (d.o.) 11,5kn |
| **7924994**<br>H9ZM<br>1152<br>6-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND EAGLE**<br>**International Ship Finance (Liberia) Inc.**<br>Panama Panama | **38 945**<br>31 000<br>81 281 | | AB | **1981** Sumitomo Heavy Industries Ltd.<br>—Oppama Shipyard, Yokosuka (1084)<br>241,99(BB) 42,04 12,040<br>233,00 42,00 18,39<br>1 dk<br>rf 13 | **M Tanker**<br>SBT<br>7 Ta ER | Vee Oil 4SA 10Cy. 480 × 570<br>17 400bhp (12 799kW) Pielstick<br>Nippon Kokan K.K.<br>Tsurumi Works, Yokohama |
| **7216854**<br>H8WP<br>1046<br>3-80<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GRAND ENCOUNTER**<br>ex Laurentian Forest-80<br>**Blackwall Shipping Corp.**<br>Panama Panama | **16 380**<br>9 916<br>17 933 | **✠100A1**<br>Ice Class 1<br>**✠LMC** | CS 8/82<br>**UMS**<br>EL Ht 2$\frac{7}{16}$"U3<br>FN 7699 | **1972**-11 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (55)<br>208,19(BB) 22,92 9,297<br>189,90 22,86 17,68<br>F 28,7 3 dks<br>rf nil<br>Coll BH to U dk 6 to 2nd dk WB7598t incl. DTsf1259t | **TM Newsprint Vehicles Carrier**<br>2 Side doors (s) 2 Ramps (s)<br>4 Ho 30,1 31,0 31,0 31,0 ER<br>B.35 428 | 2 Vee Oil 4SA each 18Cy. 400 × 460 sr geared to sc. shafts<br>18 000bhp (13 240kW) Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 900kW 460V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 126,0t (d.o.) 1 345,0t (hvf) 19kn |
| **6702674**<br>HPNA<br>9630-79<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRAND FAIR**<br>ex Pirol-79<br>**Temair Shipping Corp.**<br>Panama Panama | T.Mk<br>**3 428**<br>1 482<br>4 550<br>**4 849**<br>2 642<br>6 530 | | BV (GL) | **1967** Howaldtswerke Hamburg A.G.<br>—Hamburg (996)<br>139,12 18,04 6,414/7,595<br>128,02 18,01 11,61<br>B & F 124,7 3 dks | **M General Cargo**<br>Ref. 4P<br>Ice strengthened<br>4 Ho 23,0 16,7 ER 18,6 19,2<br>G.8 720 B.8 493 In.8 493<br>4 Ha (stl) (6,7 6,7 × 5,3) ER (6,7 6,7 × 5,3)<br>8W Der 1(3-8) 7(3-5) | Oil 2SA 9Cy. 700 × 1200<br>11 400bhp (8 385kW) MAN<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 3 × 450kW 1 × 250kW 440V 60Hz a.c.<br>Fuel 1 595,0t (hvf) 22kn |

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| **7607493** | **GRAND FAITH** | **8 926** | **✠100A1** | **1980**-4 Austin & Pickersgill Ltd. | **M General Cargo** CSD | Oil 2SA 4Cy. 680 × 1250 |
| D5XL | | 6 272 | | —Southwick, Sunderland (1383) | | 7 600bhp (5 590kW) Sulzer |
| 6731 | **Grand Kingdom Inc.** | 15 250 | **✠LMC** | 144,02 20,55 8,867 | 5 Ho 21,0 31,2 11,4 22,8 ER | Scotts' Engineering Co. Ltd. Greenock |
| Df Esd | Monrovia Liberia | | EL Z 522,5/54,0U2 | 137,52 20,43 11,74 | 21,3 4 TwD | AuxB (Comp) 7kgf/cm$^2$ (6,9bar) |
| Gc Pfd | | | FN 4425 | F 13,5 1 dk, 2nd dk except in No. 5 hold | G.21 375 | Gen 3 × 350kW 440V 60Hz a.c. |
| Rdr RT | | | | rf nil | 5 Ha (stl) (11,6 × 6,7) (12,9 13,7 | 15kn |
| | | | | 6BH to U dk, 1BH to 2nd dk WB3420T | 12,9 × 8,5) ER (11,4 × 6,7) | |
| | | | | incl. No. 3 hold 1786T | Der 1(26) 3(22) 1(5) 1(2,5) | |

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| **7394266** | **GRAND FELICITY** | **8 583** | | **1974** Hashihama Zosen—Imabari (565) | **M General Cargo** | Oil 2SA 8Cy. 520 × 1050 |
| H3NN | | 6 105 | | 138,44 21,44 8,992 | | 8 000bhp (5 884kW) |
| 6001-75 | **Grand Transport Inc. S.A.** | 15 059 | NK | 128,00 21,40 12,02 | 4 Ho ER | Akasaka Tekkosho K.K., (Akasaka |
| Df Esd | Panama Panama | | | P 23,5 F 11,3 1 dk | G.19 193 B.18 597 | Diesels Ltd.) Yaizu |
| Gc Pfd | | | | | 4 Ha (stl) (19,8 13,4 20,9 24,0 × | Gen 2 × 640kW a.c. |
| Rdr RT | | | | | 10,4) ER | Fuel 1 413,5t (hvf)-29,0pd 14kn |
| | | | | | 4W Der 4(25) | |

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| **7326386** | **GRAND GLOBE** | **10 520** | **✠100A1** SS 6/78 | **1973**-9 Kanasashi Zosensho—Unspecified | **M Bulk Carrier** | Oil 2SA 7Cy. 620 × 1400 |
| 6ZON | | 6 528 | | Works, Shimizu (1035) | Mchy.aft | 9 400bhp (6 914kW) B&W |
| 4607 | **Kilbranden Shipping Ltd.** | 19 184 | **✠LMC** | 155,12(BB) 22,84 9,265 | | Mitsui SB. & Eng. Co. Ltd. Tamano |
| Df Esd | Monrovia Liberia | | EL D† 2$\frac{7}{16}$"U2 | 146,01 22,80 12,65 | | AuxB (o.f.) 8kgf/cm$^2$ (7,9bar) |
| Gc Pfd | | | FN 5177 | P 29,3 F 14,7 1 dk | | e(ex.g) 12kgf/cm$^2$ (11,8bar) |
| Rdr RT | | | | RW rf nil | | Gen 3 × 320kW 445V 60Hz a.c. |
| | | | | NS 6BH WB6272T incl. Comb. btm & | | 14,75kn |
| | | | | STs in way of Nos. 2, 3 & 4 holds 1622T | | |
| | | | | Topside tanks in way of Nos. 2, 3 & 4 | | |
| | | | | holds 2253T | | |

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| **7051046** | **GRAND HAVEN** | **6 716** | | **1971**-7 Schps. "De Hoop" N.V.—Lobith | **M Container Ship** | Vee Oil 4SA 18Cy. 520 × 550 |
| A8HN | ex Maria S-80 | 3 930 | | (274) | Fixed-guides | 17 500bhp (12 872kW) |
| 4955 | ex New England Trapper-80 | 8 739 | ✠Classed LR until | 144,94(BB) 21,57 7,621 | Ice strengthened | Masch. Augsburg-Nuernberg (MAN) |
| Df Esd | ex Lord of the Isle-73 | | 25/5/80 | 133,61 21,51 10,49 | 6 Cell.Ho 14,1 14,1 14,4 14,4 | Augsburg |
| Gc Pfd | **Haven Navigation Co. Inc.** | | | P 30,5 F 18,0 1 dk | 14,4 14,4 ER | Gen 3 × 320kW 450V 60Hz a.c. |
| Rdr RT | Monrovia Liberia | | | rf nil | TEU 436 | Fuel 1 417,5t (hvf) 22kn |
| | | | | | C.Ho 12/20' 122/40' C.Dk | |
| | | | | | 36/20' 72/40' | |
| | | | | | 6 Ha (stl) ER | |

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| **7370624** | **GRAND HAWAIIAN** | **44 657** | | **1975** Koyo Dockyard Co. Ltd.—Mihara | **M Tanker** | Oil 2SA 7Cy. 900 × 1550 |
| A8TQ | ex Grand Victoria-82 | 33 273 | | (677) | | 20 300bhp (14 932kW) Sulzer |
| 5273 | **Grand Victoria Transport Inc.** | 87 281 | BV (NK) | 245,35 38,99 13,564 | 11 Ta ER | Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| Df Esd | Monrovia Liberia | | | 235,29 38,94 19,03 | L.(oil) 113 223 | Fuel 3 788,0t-170,5pd 15,5kn |
| Gc Pfd | | | | 1 dk | | |
| Rdr RT | | | | | | |

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| **7701146** | **GRAND HICKORY** | **15 284** | | **1978** Koyo Dockyard Co. Ltd.—Mihara | **M Bulk Carrier** | Oil 2SA 7Cy. 620 × 1400 |
| HPLK | | 10 173 | | (757) | | 9 600bhp (7 061kW) B&W |
| 8770-78 | **United Progress (Panama) Inc.** | 25 912 | BV | 174,86 9,802 | 5 Ho ER | Mitsui Eng. & SB. Co. Ltd. Tamano |
| Df Esd | Panama Panama | | | 164,42 24,81 14,03 | G.34 965 B.33 633 | Gen 2 × 440kW 440V 60Hz a.c. |
| Gc Pfd | | | | 1 dk | 5 Ha (stl) (11,8 × 12,3) (19,9 19,9 | Fuel-34,0pd 16kn |
| Rdr RT | | | | | 19,9 19,2 × 13,9) ER | |
| | | | | | 10W Der 5(25) | |

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| **6725377** | **GRAND KNIGHT** | **539** | **✠100A1** SS 8/76 | **1967**-11 Port Weller Dry Docks Ltd.—St. | **M Fishing** | Vee Oil 2SA 12Cy. 230 × 254 sr geared to |
| VGUP | | 234 | stern trawler | Catherines, Ont. (46) | Stern Trawler | sc. shaft |
| 328733 | **Bonavista Cold Storage Co. Ltd.** | — | **✠LMC** | 44,10 10,11 | | 1 300bhp (956kW) |
| Df Esd | St. John's, Nfl. Canada | | EL q 1$\frac{1}{16}$"U2 | 37,34 10,01 4,81 | | General Motors Corp. La Grange, Illinois |
| Pfd Rdr | | | FN 554 | F 19,6 | | Gen 2 × 75kW 230V 60Hz a.c. |
| RTm | | | | rf 787 Box K 305 | | Controllable pitch propeller |
| | | | | 4BH WB44t | | Fuel 120,0t (d.o.) 12kn |

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| **6523547** | **GRAND LARGE** | **230** | | **1966** S.I.C.C.Na.—St. Malo (77) | **M Fishing** | Oil 4SA 8Cy. 255 × 300 |
| FTLJ | | 85 | | 33,51 7,80 3,680 | Stern Trawler Ref | 770bhp (566kW) |
| 3978 | **Le Mouroux et Compagnie** | — | BV | 28,10 7,75 3,81 | Mchy.aft | Moteurs Duvant Valenciennes |
| Df Esd | Armement Yves Goalabre | | | 2 dks | 2 Ho | Fuel (d.o.) 12kn |
| Pfd Rdr | Concarneau France | | | | In.165 | |
| RT | | | | | 3 Ha (1,0 1,0 0,9 × 0,9) | |

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| **6408802** | **GRAND LEADER** | **8 833** | | **1963** Namura SB. Co. Ltd.—Osaka (339) | **M Ore Carrier** | Oil 2SA 6Cy. 680 × 1250 |
| H9QH | ex New Courage-81 | 5 366 | | 154,24 20,55 8,205 | | 6 600bhp (4 855kW) Sulzer |
| 1109 | ex Waryu Maru-76 | 15 426 | NK | 146,01 20,50 11,36 | 3 Ho each 33,0 ER | Shin Mitsubishi Heavy Ind. Kobe |
| 5-81 | **Topaz Line S.A.** | | | P 30,8 F 12,8 1 dk | G.15 916 | Gen 2 × 184kW 445V 60Hz a.c. |
| Df Esd | Panama Panama | | | RW | 3 Ha (each 24,0 × 8,9) ER | Fuel 1 435,5t-23,0pd 13,5kn |
| Gc Rdr | | | | | 12W Der 1(10) 5(6) 6(5) | |
| RT | | | | | | |

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| **6523535** | **GRAND MANAN** | **1 443** | **✠100A1** CS 12/79 | **1965**-9 Saint John SB. & D.D. Co. Ltd.—St. | **TM Ferry** | 2 Oil 4SA each 8Cy. 222 × 292 sr geared |
| VYSV | | 896 | for service between | John, N.B. (1076) | 100P | to sc. shafts |
| 322563 | **Coastal Transport Ltd.** | 213 | Black's Harbour, N.B., & | 52,68 12,86 3,061 | | 1 320bhp (971kW) |
| Esd Rdr | Saint John, N.B. Canada | | Grand Manan Island | 47,25 12,20 8,39 | | Blackstone & Co. Ltd. Stamford |
| RTm | | | **✠LMC** | 2 dks | 1 Ha (stl) (6,1 × 3,3) | db 50lbf/in$^2$ (3,5bar) |
| | | | EL I 1$\frac{3}{16}$"SQ | rf 914 | Der 1(3) | Gen 2 × 100kW 440V 60Hz a.c. |
| | | | FN 973 | 8BH WB393t incl. DTf46t DTa142t | | Fuel 45,5t (d.o.) 11kn |

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| **5173840** | **GRAND MARAIS** | **136** | | **1957** Russel-Hipwell Engines Ltd.—Owen | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 130 × 152 sr |
| | ex John I. Rankin-74 | 93 | | Sound, Ont. (1132) | Mchy.aft | geared to sc. shafts |
| 188898 | **Government of Canada** | — | | 27,44 6,86 2,439 | | Cummins Engine Co. Inc. Columbus, In |
| | **(Ministry of Public Works)** | | | 26,07 6,71 3,28 | | Gen 1 × 60kW 120/208V 60Hz a.c. |
| | Winnipeg Canada | | | | | Fuel 36,5t (d.o.)-6,0pd 10kn |

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| **5134909** | **GRAND MONARCH** | **324** | NV | **1963**-12 Bathurst Marine Ltd.—Bathurst, | **M Fishing** | Oil 4SA 7Cy. 330 × 406 |
| VC4483 | | 146 | | N.B. (3) | Stern Trawler | 750bhp (552kW) |
| 319929 | **Bonavista Cold Storage Co. Ltd.** | — | ✠Classed LR until | 41,69 7,45 3,810 | 1 Ho 11,5 | Cooper-Bessemer of Canada Stratford, Ont. |
| Esd Pfd | St. John's, Nfl. Canada | | 12/12/69 | 37,34 7,42 | | Gen 1 × 75kW 1 × 30kW |
| Rdr RTh | | | | B 6,8 F 12,5 | 2 Ha (each 1,6 × 1,2) | 220V 60Hz a.c. |
| | | | | len 66 | | Controllable pitch propeller |
| | | | | | | Fuel 45,5t (d.o.) 11kn |

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| **7015377**<br>5LWA<br>3542<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GRAND NAVIGATOR**<br>**Noble Navigation Corp.**<br>Vim Navigation Inc.<br>Monrovia Liberia | **10 094**<br>6 738<br>16 604 | AB | **1970** Sanoyasu Dockyard Co. Ltd.—Osaka (281)<br>147,63 20,55 9,275<br>140,01 20,50 12,55<br>P 29,0 F 10,1 1 dk<br>rf 25 | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 18,3 16,6 15,2 15,2 15,2 20,4 ER<br>B.20 728<br>6 Ha (stl) ER<br>4W Cr 4(12,5) | Oil 2SA 6Cy. 680 × 1600<br>8 000bhp (5 884kW) Sulzer<br>Sumitomo SB. & Mchy. Co. Ltd. Tamashima<br>Gen 3 × 256kW 445V 60Hz a.c.<br>Fuel 703,0t 15,75kn |
| **7713450**<br>8KAB<br>6010<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND OCEAN**<br>ex Union River-82<br>**Chuan Tung Navigation Co. Ltd.**<br>Keelung China* | **7 097**<br>4 499<br>11 668 | NK | **1978** China SB. Corp. (Keelung Division) —Keelung (82)<br>127,82 20,55 8,002<br>119,00 20,52 10,32<br>P 21,7 F 8,9 1 dk<br>rf nil | **M General Cargo**<br>3 Ho 24,6 39,8 25,3 ER<br>G.14 722 B.13 912<br>3 Ha (19,8 × 8,7) (20,9 34,2 × 10,7) ER<br>4W Der 4(21) | Oil 2SA 6Cy. 520 × 1050<br>6 200bhp (4 560kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 250kW 450V 60Hz a.c.<br>Fuel 1 466,0t 13,25kn |
| **6729361**<br>6ZGE<br>4593<br>Df Esd<br>Gc Rdr<br>RT | **GRAND OPAL**<br>ex Kashima Maru-73<br>**Grand Opal Inc.**<br>Monrovia Liberia | **12 005**<br>8 617<br>22 461 | BV (NK) | **1968** Kure Zosensho—Kure (142)<br>167,01 24,01 9,475<br>158,02 23,98 13,59<br>P 8,9 F 13,8 1 dk | **M Bulk Carrier**<br>Str. ore cargoes<br>5 Ho ER<br>G.31 545<br>5 Ha (stl) (11,9 15,0 15,0 15,0 15,0 × 9,9) ER<br>Der 10(10) | Vee Oil 4SA 10Cy. 400 × 460<br>8 370bhp (6 157kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 220kW 450V a.c.<br>Fuel 1 802,5t 14,75kn |
| **6701656**<br>VOPQ<br>326392<br>Df Esd<br>Pfd Rdr<br>RTm/h | **GRAND PRINCE**<br>**Bonavista Cold Storage Co. Ltd.**<br>St. John's, Nfl. Canada | **535**<br>218<br>— | **✠100A1** SS 9/80<br>stern trawler<br>**✠LMC**<br>EL q $1\frac{1}{16}$"SQ<br>FN 554 | **1967**-1 Port Weller Dry Docks Ltd.—St. Catherines, Ont. (43)<br>44,10 10,11 3,499<br>37,34 10,01 4,81<br>F 19,6<br>rf 787 Box K 305<br>4BH WB44t | **M Fishing**<br>Stern Trawler<br>1 Ho 9,8<br>2 Ha (stl) (each 1,5 × 1,0) | Vee Oil 2SA 12Cy. 230 × 254 sr geared to sc. shaft<br>1 300bhp (956kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 230V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 96,5t (d.o.) 11,5kn |
| **5134911**<br>WA5501<br>226151<br>Df Rdr<br>RTm | **GRAND RAPIDS**<br>**Canonie Offshore Co.**<br>Muskegon, Mi United States of America | **2 942**<br>1 488<br>— | AB | **1926** Manitowoc SB. Corp.—Manitowoc, Wi (266)<br>*106,05* 17,23 5,338<br>106,08 17,07 6,56<br>2 dks<br>R | **TS RoRo Cargo/Ferry**<br>Rail Vehicles 16P | T 6Cy. (2) 514 (2) 864 & (2) 1423 × 914<br>2 700ihp (1 986kW)<br>Manitowoc S.B. Co. Manitowoc, Wi<br>Gen 2 × 60kW 120V d.c.<br>Fuel 217,5t (o.f.) 14,5kn |
| **6802589**<br>3EMH<br>9005<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GRAND RELIANCE**<br>ex H. R. MacMillan-78<br>**Pender Shipping Corp.**<br>Panama Panama | **19 286**<br>11 884<br>29 513 | **✠100A1** CS 1/78<br>Strengthened for heavy cargoes. Nos. 2 & 4 holds may be empty<br>**✠LMC**<br>EL I† $2\frac{7}{8}$"U2<br>FN 7290 | **1968**-1 Mitsubishi Heavy Industries Ltd. —Hiroshima (191)<br>181,01 29,24 10,465<br>169,68 27,21 15,75<br>P 29,0 F 15,0 1 dk<br>rf 25<br>9BH WB11647t incl. Comb. btm & side tanks in holds 7928t | **M Bulk Carrier**<br>pt higher tensile steel<br>6 Ho 19,5 18,9 18,9 18,9 18,9 18,9 ER<br>G.36 812 B.35 679<br>12 Ha (stl) (18,9p&s × 8,9) (18,1p&s 18,1p&s 18,1p&s 18,1p&s × 10,4) (18,1p&s × 9,9) ER<br>Cr 3(18) | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>NAuxB 7/70 114lbf/in² (7,9bar)<br>e(ex.g) 156lbf/in² (10,8bar)<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Fuel 1 625,5t (hvf) 14,75kn |
| **7390612**<br>WYT9<br>026<br>562585<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND SEAHORSE**<br>ex Ann Bonney-81<br>**Seahorse Fleet Inc.**<br>Seahorse Inc.<br>New Orleans, La United States of America | **296**<br>201<br>— | AB | **1975** Halter Marine Fabricators, Inc.—Moss Point, Ms (417)<br>12,20 4,496<br>51,82 12,15 5,19<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 250 × 300<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 150kW a.c.<br>2 Controllable pitch propellers<br>Fuel 556,0t (d.o.) 12kn |
| **7701134**<br>H3RM<br>8431-78<br>Df Esd<br>Gc Rdr<br>RT | **GRAND SPRUCE**<br>**United Carriers (Panama) Inc.**<br>Panama Panama | **15 284**<br>10 173<br>27 507 | BV | **1977** Koyo Dockyard Co. Ltd.—Mihara (756)<br>174,86 24,87 9,802<br>164,42 24,81 14,03<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 965 B.33 633<br>5 Ha (11,8 × 12,3) (19,9 19,9 19,9 19,2 × 13,9)<br>Cr 5(25) | Oil 2SA 7Cy. 620 × 1400<br>9 600bhp (7 061kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano |
| **5339808**<br>H9IM<br>1127<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND SUCCESS**<br>ex Hwa Chu-81 ex Steenwijk-68<br>**Hwa Chu Panama S.A.**<br>Panama Panama | T.Mk<br>**6 578**<br>3 718<br>10 826<br>**9 091**<br>5 860<br>12 345 | BV | **1957** Ch. de l'Atlantique—St. Nazaire (371)<br>138,69 18,65 8,230/—<br>131,07 18,60 12,35<br>P 31,7 2 dks<br>RW | **M General Cargo**<br>G.18 815 B.16 970<br>5 Ha ER<br>10W Der 1(30) 10(5) | Oil 2SA 7Cy. 720 × 1250<br>4 900bhp (3 604kW) Sulzer<br>Ch. de l'Atlantique St. Denis<br>14kn |
| **7511864**<br>7530-76 | **GRAND TURTLE**<br>**Pontones Monumentales S.A.**<br>Skua B.V.<br>Panama Panama | **3 377**<br>3 211<br>10 160 | **✠100A1** SS 10/80<br>pontoon<br>EL (P) $1\frac{1}{2}$"FSWR<br>FN 3068 | **1976**-7 Nederlandsche Dok & Scheepsbouw Mij. V.O.F.—Amsterdam (931)<br>91,67 27,84 4,809<br>91,45 27,44 6,10<br>1 dk<br>rf nil<br>4BH WB14317T | **Pontoon**<br>Deck Cargo | |
| **6617001**<br>H3AW<br>9448<br>-79A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRAND UNION**<br>ex Pica-78<br>**Porvis Shipping Corp.**<br>Panama Panama | T.Mk<br>**3 429**<br>1 485<br>4 520<br>**4 849**<br>2 642<br>6 830 | BV (GL) | **1966** Howaldtswerke Hamburg A.G. —Hamburg (995)<br>139,10 18,29 6,414/7,595<br>128,00 18,01 9,22<br>B & F 124,7 3 dks | **M General Cargo**<br>Ref. 6P<br>4 Ho 26,9 19,9 22,0 24,0<br>G.8 720 B.8 472 In.8 475<br>4 Ha (stl) (each 6,7 × 5,3)<br>8W Der 1(3-10) 7(3-5) 1(2) | Oil 2SA 9Cy. 700 × 1200<br>11 400bhp (8 385kW) MAN<br>Howaldtswerke Hamburg A.G. Hamburg<br>Gen 3 × 400kW 1 × 225kW 440V 60Hz a.c.<br>Fuel 1 551,5t (hvf) 22kn |
| **6702260**<br>H8EE<br>9779-79<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRAND UNITED**<br>ex Persimmon-79<br>**Paton Shipping Corp.**<br>Panama Panama | T.Mk<br>**3 428**<br>1 489<br>4 623<br>**4 849**<br>2 642<br>6 570 | BV (GL) | **1967** Deutsche Werft A.G.—Hamburg (818)<br>139,02 18,01 6,414/7,595<br>128,02 17,99 11,61<br>RFD 12,2 3 dks | **M General Cargo**<br>Ref. 6P<br>4 Ho 23,1 16,7 ER 18,6 19,2<br>G.8 910 In.8 524<br>4 Ha (stl) (6,7 6,7 × 5,3) ER (6,7 6,7 × 5,3)<br>8W Der 1(3-8) 7(3-5) | Oil 2SA 9Cy. 700 × 1200<br>11 400bhp (8 385kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 450kW 1 × 250kW 440V 60Hz a.c.<br>Thw. thrust propeller aft<br>Fuel 1 595,0t (hvf) 22kn |

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| 7371305<br>5LHF<br>5580<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND UNIVERSE**<br><br>**Grand Universe Inc.**<br>Monrovia Liberia | **38 795**<br>26 727<br>89 743 | <br><br>BV | **1976** Tsuneishi Zosen K.K.—Numakuma<br>(308)<br>246,59(BB) 13,501<br>236,02 39,62 18,47<br>1 dk | **M Tanker**<br>Mchy.aft<br>12 Ta<br>L.(oil) 109 500<br>2W Cr 1(4) Der 2(15) | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>16kn |
| 7235264<br>6ZJK<br>4353<br>Df Esd<br>Gc Pfd<br>Rdr | **GRAND WEAL**<br>ex Spes-82<br>**Chippenham Shipping Ltd.**<br>Monrovia Liberia | **10 146**<br>6 390<br>13 660 | <br><br>AB | **1973** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (809)<br>155,63 21,24 9,389<br>144,99 21,20 12,20<br>2 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| 7812165<br>D5MP<br>6450<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND WING**<br><br>**Grand Wing Marine Co. Ltd.**<br>Monrovia Liberia | **14 534**<br>10 234<br>22 954 | <br><br>AB | **1979** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (868)<br>166,00(BB) 26,50 10,415<br>158,83 26,47 14,25<br>P 29,0 F 11,3 2 dks<br>rf 196 | **M General Cargo**<br><br>4 Ho ER<br>G.32 422 B.30 723<br>7 Ha (stl) (19,8 26,5p&s 26,5p&s 13,6p&s × 10,4) ER<br>Cr 2(25,25) 4(15,5) | Oil 2SA 6Cy. 680 × 1250<br>11 400bhp (8 385kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| 7370650<br>3EJA<br>7453-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND WISDOM**<br><br>**Dallas Shipping Corp. Inc.**<br>Panama Panama | **51 121**<br>37 145<br>103 584 | <br><br>NK | **1976** Koyo Dockyard Co. Ltd.—Mihara<br>(682)<br>258,17 38,99 14,783<br>248,42 38,94 21,04<br>1 dk | **M Tanker**<br>CBT<br>10 Ta ER<br>L.(oil) 127 036 HeCls. C | Oil 2SA 7Cy. 900 × 1800<br>23 900bhp (17 580kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 1820kW a.c.<br>Fuel 363,0t (d.o.) 4 894,5t (hvf)-78,5pd<br>15kn |
| 7121188<br>5MMX<br>4007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRAND WISE**<br>ex Fides-82<br>**Altringham Shipping Ltd.**<br>Monrovia Liberia | **10 330**<br>6 504<br>13 616 | <br><br>AB | **1971** Hayashikane SB. & Eng. Co. Ltd.<br>—Nagasaki (797)<br>155,61 21,24 9,399<br>144,99 21,20 12,20<br>2 dks | **M General Cargo**<br><br>5 Ho 21,9 31,0 29,9 33,0 24,0 ER<br>G.21 005 B.18 928<br>5 Ha (stl) (7,7 × 5,9) (14,2 14,2 15,7 10,4 × 8,0) ER<br>16W Der 2(25) 4(15) 2(10) 8(5) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 220kW 445V 60Hz a.c.<br>Fuel 1 078,0t (hvf) 16,75kn |
| 8103470<br>3ENR<br>1134<br>9-81<br>Df Esd<br>Gc Rdr<br>RT | **GRAND WOOD**<br><br>**Ta-Tong Marine Co. Ltd.**<br>Panama Panama | **10 241**<br>7 632<br>18 668 | <br><br>NK | **1981** Sasebo Heavy Industries Co. Ltd.<br>—Sasebo Yard (299)<br>146,08 22,89 9,297<br>137,01 22,86 12,60<br>P 28,4 F 15,0 1 dk | **M Bulk Carrier**<br><br><br>G.23 198 B.22 379<br>4 Ha (stl) (16,0 × 9,6) (19,2 19,2 19,2 × 11,2)<br>Der 4(25) | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 340kW a.c.<br>14,25kn |
| 6507672<br>3ENS<br>8435<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GRAND YOUTH**<br>ex Bermuda Sea-77<br>ex Yoho Maru-74<br>**Erskine Shipping Corp.**<br>Panama Panama | **44 466**<br>34 830<br>88 142 | BV (NK)<br><br>Classed LR until 3/4/81 | **1965** Hitachi Zosen—Innoshima (4064)<br>244,51(BB) 37,11 14,612<br>233,99 37,00 19,82<br>P 10,7 F 24,1 1 dk<br>RW rf nil | **M Tanker**<br><br>14 Ta ER<br>L.(oil) 101 250 HeCls. BC | Oil 2SA 9Cy. 840 × 1800<br>20 700bhp (15 226kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 1 × 580kW 2 × 310kW 445V 60Hz a.c.<br>Fuel 3 014,5t (hvf)-65,5pd 15,75kn |
| 7374060<br>A8TO<br>5271<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GRAND ZODIAC**<br><br>**Grand Zodiac Inc.**<br>Monrovia Liberia | **25 525**<br>19 258<br>30 967 | <br><br>NK | **1975** Mitsui SB. & Eng. Co. Ltd.—Osaka<br>(949)<br>182,61 27,87 10,008<br>174,00 27,82 18,50<br>P 35,7 F 16,2 1 dk | **M Bulk Carrier**<br>Wood-chip<br><br>G.59 871 B.56 296<br>5 Ha (stl) (13,9 15,9 15,9 15,9 12,7 × 14,5) ER<br>Cr 2(10,5) | Oil 2SA 6Cy. 740 × 1600<br>11 600bhp (8 532kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 500kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 1 851,0t (hvf)-44,5pd 15,5kn |
| 7235525<br><br>329243<br>Esd RT | **GRANDE BAIE**<br><br>**Alcan Aluminium Ltd.**<br>Port Alfred, P.Q. Canada | **194**<br>119<br>— | | **1972** Prince Edward Is. Ind. Corp.<br>—Georgetown, P.E.I. (23)<br>26,22 9,17<br>8,54 3,61<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 250 × 300<br><br>Nydqvist & Holm Trollhattan<br>2 Directional propellers |
| 7643291<br>WYP8<br>397<br>571537 | **GRANDE BATTURE**<br><br>**Zapata Haynie Corp.**<br>Biloxi, Ms United States of America | **530**<br>367<br>— | | **1976** Zigler Shipyards Inc.—Jennings, La<br>(244)<br>*49,69* 10,22<br>3,64<br>1 dk | **TM Fishing**<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Fuel (d.o.) |
| 8030570<br><br>625876<br>Df Pfd<br>Rdr RT | **GRANDE DUCHESS**<br><br>**Duchess II Inc.**<br>United States of America | **191**<br>143<br>— | | **1980** Eastern Marine Inc.—Panama City, Fl<br>*29,78*<br>8,70 3,66<br>1 dk | **M Fishing**<br>Stern Trawler Seiner Ref. | Vee Oil 2SA 16Cy. 146 × 146 reverse reduction geared to sc. shaft<br>General Motors-Detroit Diesel Allison Div. Indianapolis, In<br>Gen 2 × 100kW 1 × 30kW a.c.<br>Thw. thrust propeller fwd |
| 8038390<br><br>625278 | **GRANDMA MALONE**<br><br>**Kenneth E. Clark Trawlers**<br>Corpus Christi, Tx United States of America | **120**<br>82<br>— | | **1980** ............U.S.A.<br>*22,80* 6,10<br>3,51<br>1 dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| 5134973<br>OXSG<br>D305<br>Esd Pfd<br>Rdr | **GRANE**<br><br>**Kobenhavns Havnevaesen**<br>Kobenhavn Denmark | **99**<br>—<br>— | ✠**100A1** SS 5/79<br>tug<br>Str. nav. ice<br>✠**LMC**<br>EL (a)<br>FN 222 | **1951**-3 Svendborg Skibsvaerft A/S<br>—Svendborg (61)<br>25,61 6,58 2,820<br>22,56 6,56 3,28<br>RFD 4,0<br>RW rf 229 BK 152<br>5BH WB44t | **M Tug**<br><br>1 Ho 3,1<br><br>1 Ha (1,1 × 1,8)<br>1W | Vee Oil 4SA 8Cy. 225 × 300 sr geared to sc. shaft<br>NE made75 B&W<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 28kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 27,0t (d.o.) 11,5kn |

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| **6507892**<br>H03554<br>7809-77<br>Df Esd<br>Pfd Rdr<br>RTm | **GRANELERO I**<br>ex Kongsdal-76<br>**Transatlantic Cement Carriers Inc.**<br>Panama Panama | **1 473**<br>502<br>2 174 | ✠**100A1** SS 1/79<br>Ice Class 3<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1388 | **1965**-5 Aarhus Flydedok og Maskinkp. A/S —Aarhus (125)<br>79,81 12,93 4,814<br>73,36 12,91 6,00<br>P 20,2 F 13,5 1 dk<br>rf 102<br>NS 5BH WB1185t | **M Cement Carrier**<br>Self-unloader<br>2 Ho 22,0 19,5 ER | Oil 4SA 8Cy. 400 × 580<br>2 000bhp (1 471kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 100kW 380V 50Hz a.c.<br>Fuel (d.o.) 12kn |
| **6418068**<br>HPXA<br>9770-79<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GRANELERO II**<br>ex Sunnanvik-78<br>**Transatlantic Cement Carriers Inc.**<br>Panama Panama | **1 658**<br>585<br>2 002 | ✠**100A1** SS 6/79<br>Ice Class 2<br>✠**LMC**<br>EL q 1$\frac{7}{16}$"SQ<br>FN 1310 | **1963**-4 A/B Falkenbergs Varv—Falkenberg (133)<br>77,73 12,50 4,852<br>69,02 12,46 6,51<br>RAD 25,0 F 12,8 1 dk<br>rf 51<br>NS 4BH WB704t incl. DTf169t | **M Cement Carrier**<br>Self-unloader<br>2 Ho 14,0 15,0 ER | Oil 2SA 6Cy. 340 × 570<br>1 350bhp (993kW)<br>Nydqvist & Holm A/B Trollhattan<br>Gen 3 × 110kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 57,0t (d.o.) 12kn |
| **6420666**<br>HOSH<br>10839 -PEXT<br>Esd Rdr<br>RT | **GRANELERO III**<br>ex Kiyosumi Maru-82<br>**Transatlantic Cement Carriers Inc.**<br>Panama Panama | **3 146**<br>1 873<br>5 553 | NK | **1964** Nippon Kokan K.K.—Tsurumi Shipyard, Yokohama (810)<br>103,99 15,07 6,300<br>96,98 15,00 7,80<br>P 20,2 F 8,0 1 dk | **M Cement Carrier**<br>3 Ta ER<br>G.4 429 L.4 429 | Oil 4SA 7Cy. 470 × 820<br>2 800bhp (2 060kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 100kW 450V a.c.<br>Fuel 92,5t-8,0pd 13kn |
| **6407781**<br>SNUU<br>Df Esd<br>Gc Rdr<br>RT | **GRANIK**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | **1 005**<br>379<br>580 | PR | **1964** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B23/07)<br>69,35 11,03 5,055<br>60,00 10,95 7,55<br>2 dks | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>In.650 | Oil 4SA 6Cy. 381 × 508 reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Mirrlees National Ltd. United Kingdom<br>Gen 1 × 240kW 2 × 210kW 1 × 185kW 220V d.c.<br>Controllable pitch propeller<br>13,5kn |
| **5295387**<br>SXEF<br>5647<br>Df Esd<br>Gc Rdr<br>RT | **GRANIKOS**<br>ex Captain Pappis-80<br>ex Ogooue-76 ex Dracula-73<br>ex Ringulv-69<br>**Pappis Maritime Co. S.A.**<br>Piraeus Greece | **9 350**<br>5 483<br>15 786 | BV | **1961** Kieler Howaldtswerke A.G.—Kiel (1105)<br>151,19 20,07 9,208<br>143,26 19,99 12,45<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>5 Ho ER<br>G.19 864 B.19 029<br>5 Ha (10,5 13,1 13,1 13,1 13,1 × 9,9) ER<br>10W Cr 3(30) 3(15) 1(3) 2(1) Der 2(10) 8(5) | Oil 2SA 7Cy. 780 × 1400<br>6 300bhp (4 634kW)<br>Kieler Howaldtswerke A.G. Kiel<br>Gen 2 × 800kW 450V 60Hz a.c.<br>Fuel 1 016,0t (hvf) 14,75kn |
| **7424413**<br>UWBJ<br>M-31156<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRANIT**<br>**U.S.S.R. -'Zapryba'**<br>Riga U.S.S.R. | **3 017**<br>1 246<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (427)<br>101,86(BB) 15,22 5,711<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(2) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16kn |
| **7127235**<br>9V2307<br>344426<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRANIT**<br>**m.s. 'Dolomit' Hamburger Seereederei G.m.b.H.**<br>Otto A. Muller<br>Singapore Singapore | **1 546**<br>790<br>2 445 | GL | **1972** Angyalfold Shipyard—Budapest (2225)<br>80,68 11,31 5,311<br>73,23 6,41<br>P 18,3 1 dk<br>len 75 | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.2 610 B.2 547 | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 66kW 1 × 88kW 220V d.c.<br>Fuel 63,0t (d.o.) 11,25kn |
| **7911260**<br>SQKN<br>Rdr | **GRANIT**<br>**Petrobaltic**<br>Poland | **999**<br>352<br>999 | PR | **1980** Stocznia Szczecinska im. A. Warskiego—Szczecin (B90/01)<br>64,55 13,82 4,701<br>54,62 13,81 6,89<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 250 × 300 geared to sc. shafts<br>Polar<br>A/B Bofors Nohab Sweden<br>Gen 3 × 340kW 440V a.c.<br>16,5kn |
| **7620005**<br>643<br>Esd RT | **GRANIT**<br>ex NR 5045<br>**Administratia Fluviale a Dunarii de Jos (A.F.D.J.)**<br>Galatz Romania | **859**<br>220<br>386 | RNR | **1973** .............Sevastopol<br>40,47 20,02 1,759<br>3,38<br>1 dk | **TD-E Floating Crane** | 2 Oil 4SA each 6Cy. 250 × 340 total driving 2 gen. each 300kW connected to 2 elec. motors each of 220shp (162kW) & geared to sc. shafts<br>U.S.S.R.<br>Gen 1 × 50kW 400V 50Hz a.c.<br>2 Directional propellers<br>Fuel 101,5t (d.o.) 10kn |
| **8027169** | **GRANIT**<br>**U.S.S.R.**<br>U.S.S.R. | *691*<br>*67*<br>245 | RS (Class cont.) | **1982** Hollming Oy—Rauma/Raumo (244)<br>... ... ...<br>... ... ... | **TM Tug** | 2 Oil geared to sc. shafts<br>Oy Wartsila Ab Vaasa/Vasa |
| **6806559**<br>LNPI<br>16922<br>Df Esd<br>Gc Pfd<br>RTh/v | **GRANIT**<br>**A/S Granit**<br>Leidulv Gronnevet<br>Alesund Norway | **486**<br>211<br>711 | NV | **1968** Aukra Bruk A/S—Aukra (31)<br>51,87 9,63 5,081<br>44,00 9,61 7,32<br>2 dks<br>BK 102 len 70 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>2 Ho 7,1 15,7 ER<br>B.560<br>3 Ha (stl) (1,2 × 1,9) (1,6 × 1,6) (2,2 × 2,5) ER<br>1W Der 1(3) | Oil 2SA 7Cy. 300 × 450<br>2 350bhp (1 729kW) NE 79<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 75kW 320V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 203,0t (d.o.)-5,0pd 12kn |
| **6851035**<br>UWRK<br>M-11998 | **GRANIT**<br>ex Amgun<br>**U.S.S.R.**<br>Nikolayevsk-na-Amure U.S.S.R. | **402**<br>149<br>442 | RS | **1951** .............U.S.S.R.<br>46,39 8,03 3,252<br>3,54<br>1 dk | **M General Cargo**<br>Ice strengthened<br>2 Ho ER<br>B.478<br>2 Ha (each 5,4 × 3,5) ER<br>4W Der 4(3) | Oil 2SA 4Cy. 300 × 500 NE 58<br>Russkiy-Diesel Works Leningrad<br>Fuel (d.o.) 9,5kn |
| **7832969**<br>RT | **GRANIT**<br>**U.S.S.R.**<br>U.S.S.R. | **163**<br>39<br>87 | RS | **1980** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |

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| **7305083**<br>ULPL<br>M-31527<br>Df Esd<br>Gc Rdr<br>RT | **GRANITNYY**<br><br>**U.S.S.R.-'Dalryba'**<br>Vladivostok U.S.S.R. | **5 120**<br>2 387<br>5 170 | <br><br>RS | **1972** "61 Kommunar" Shipyard—Nikolayev<br>130,00 16,84 7,200<br>120,96 16,79 9,53<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho ER<br>In.7 350<br>4 Ha (each 4,8 × 5,1) ER<br>8W Der 8(3) | 4 Oil 2SA each 10Cy. 207 × 254 total<br>7 200bhp (5 296kW) driving 1 gen.<br>connected to 1 elec. motor & sc. shaft<br>U.S.S.R.<br>16,5kn |
| **7638167**<br>EOSJ<br>M-31256<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRANITNYY BEREG**<br><br>**U.S.S.R. -Mortransflot**<br>Kaliningrad U.S.S.R. | T.Mk<br>**8 324**<br>4 201<br>9 288 | <br><br>RS | **1977** VEB Mathias-Thesen-Werft—Wismar (207)<br>152,23 22,23 7,790<br>141,99 22,20 13,62<br>2 dks | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>6 Ho ER<br>G.1 876 In.13 000<br>6 Ha (stl) (2,5 2,5 6,0 6,0 6,0 6,0 × 4,0) ER<br>11W Der 2(10) 7(5) | Oil 2SA 9Cy. 600 × 1050<br>9 000bhp (6 620kW) MAN<br>Schwermaschinenbau Halberstadt<br>Halberstadt<br>17,25kn |
| **5243889**<br>LCES<br><br>Esd Pfd<br>Rdr<br>RTm/v | **GRANITT**<br>ex Horsham-73 ex Murdoch-66<br>**Oslo Sand og Bergsalt A/S**<br>Oslo Norway | **1 759**<br>1 179<br>2 779 | <br><br>✠Classed LR until 6/71 | **1949**-8 Hall, Russell & Co. Ltd.—Aberdeen (814)<br>82,45 12,04 5,227<br>78,34 11,99 5,67<br>RQD 48,2 B 6,1 F 8,0 1 dk<br>R rf nil | **M General Cargo**<br><br>3 Ho 19,8 17,0 14,9 ER<br>G.3 581<br>3 Ha (stl) (13,2 × 7,9) (11,7 9,3 × 8,2) ER<br>1W | Oil 2SA 8Cy. 340 × 570<br>1 180bhp (868kW)<br>British Polar Engines Ltd. Glasgow<br>Gen 2 × 35kW 220V d.c.<br>Fuel 56,0t (d.o.) 10,5kn |
| **6513724**<br>Y4GI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRANITZ**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **2 584**<br>1 218<br>1 350 | <br><br>DSRK | **1965** VEB Volkswerft Stralsund—Stralsund<br>79,79 13,21 5,800<br>71,00 9,50<br>2 dks | **M Fish Carrier**<br>Ref<br>Ice strengthened<br>3 Ho 1 TwD<br>G.1 850 In.1 310<br>3 Ha<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 340bhp (986kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 216kW 1 × 80kW 230V d.c.<br>Controllable pitch propeller<br>Fuel 458,0t (d.o.) 11,75kn |
| **7217975**<br>OIAV<br>1186<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRANO**<br><br>**R/A Gustaf Erikson**<br>Mariehamn Finland | **2 369**<br>859<br>4 078 | <br><br>NV | **1972** Nystads Varv Ab —Uusikaupunki/Nystad (270)<br>118,17(BB) 16,06 5,982<br>108,64 16,01 12,81<br>2 dks<br>rf 51 | **TM RoRo Cargo**<br>12P<br>Bow & stern doors<br>1 Ho 53,9 ER<br>G.13 892 B.10 380<br>1 Ha (stl) (7,4 × 2,9) | 2 Oil 4SA each 9Cy. 400 × 460 geared to sc. shafts<br>9 000bhp (6 620kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 504kW 1 × 36kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 360,5t (hvf)-32,5pd 17,75kn |
| **5283152**<br>SHCK<br>7678<br>Df Esd<br>Rdr RTm | **GRANO**<br>ex Poseidon-65 ex Valkyria-46<br>**Broderna Wiberg R/A**<br>Husum Sweden | **251**<br>60<br>— | | **1930** A/B Finnboda Varf—Stockholm (313)<br>30,48 8,01<br>7,95 4,55<br>1 dk<br>R BK 157 | **S Tug**<br><br><br><br>1 Ha (1,5 × 2,0)<br>1W Der 1(5) | T 3Cy. 365 603 & 991 × 686<br>A/B Oskarshamns M/V Oskarshamn<br>Gen 1 × 30kW 225V 1 × 5,5kW 110V<br>Fuel 98,5t (o.f.)-9,0pd 10,5kn |
| **7313547**<br>HO9559<br>2967-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **GRANT MARINER**<br>ex Polar 901-82<br>**Intermarine Inc.**<br>Panama Panama | **496**<br>337<br>— | <br><br>AB | **1973** Burton Construction & SB. Corp. —Port Arthur, Tx (502)<br>66,15 13,42 4,747<br>61,02 5,49<br>F 22,3 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 12Cy. 206 × 254 reverse reduction geared to sc. shafts<br>E made43 fitted4/73<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>Gen 2 × 250kW<br>Fuel (d.o.) |
| **7318949**<br>HO8376<br>3280-PEXT1<br>Df Esd<br>Gc Rdr<br>RT | **GRANT NEPTUNE**<br>ex Polar 902-82<br>**Intermarine Inc.**<br>Panama Panama | **496**<br>337<br>— | <br><br>AB | **1973** Burton Construction & SB. Corp. —Port Arthur, Tx (503)<br>66,15 13,42 4,747<br>61,02 5,49<br>F 22,3 1 dk | **TrM Tug/Supply Ship**<br>Deck Cargo | 3 Vee Oil 2SA each 12Cy. 206 × 254 reverse reduction geared to sc. shafts<br>E made56 fitted7/73<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>Gen 2 × 250kW<br>Fuel (d.o.) |
| **5187748**<br>LLUG<br>14063<br>Df Esd | **GRANTON**<br>ex Kings Cross-74<br>ex Kings Bay-66<br>**Jenny Midtgaard**<br>Lars J. Midtgaard<br>Maloy Norway | **203**<br>91<br>— | | **1954** Ankerlokken Slip & M/V—Floro (5)<br>32,21 7,07<br>29,65 6,99 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel 25,5t (d.o.) 10kn |
| **5135109**<br>GFPH<br>300603<br>Df Esd<br>Pfd Rdr<br>RT | **GRANTON OSPREY**<br><br>**Putford Enterprises Ltd.**<br>Granton United Kingdom | **230**<br>78<br>— | ✠**100A1** SS 9/81<br>For service 1st November — 31st March in the North Sea south of Parallel 59°N in the English Channel east of a line between Ushant and the western extremity of the Scilly Isles and on the west coast of the U.K. south of a line from Butt of Lewis to Cape Wrath, east of Outer Hebrides, east of a line between Inishtrahull Island and Barra western extremity of the Scilly Isles 1st April — 31st October on voyages within the sea area enclosed between Parallel 62°N and 48°N and between the Meridian of 15°W and the coast of Europe<br>✠**LMC**<br>EL (c) $\frac{15}{16}$"<br>FN 353 | **1960**-5 Henry Scarr Ltd.—Hessle (769)<br>*33,14* 7,35 3,150<br>32,31 7,24 3,66<br>RQD 17,7 F 5,5<br>RW rf 305 BK 152 conv Side Trawler Fishing 77<br>4BH | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 318 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>720bhp (530kW)<br>Ruston & Hornsby Ltd. Lincoln |

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|---|---|---|---|---|---|---|---|
| 7012179<br>EICQ<br>401142<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GRANUAILE**<br><br>**Commissioners of Irish Lights**<br>Dublin Irish Republic | **2 003**<br>595<br>1 026 | **✠100A1**<br><br>**✠LMC** | SS 12/80<br><br><br>EL N 1¾"U2<br>FN 1346 | **1970**-8 Ferguson Bros. (Port Glasgow)<br>1969 Ltd.—Port Glasgow (457)<br>80,68 12,96 4,014<br>71,71 12,81 5,95<br>P & B 48,8 F 8,9 1 dk, 2nd dk in way of hold<br>rf 229<br>5BH WB304t | **TM Buoy & Lighthouse Tender**<br><br>1 Ho 20,1 ER<br><br>1 Ha (3,2 × 3,0) ER<br>3W Cr 1(12) | 2 Oil 4SA each 8Cy. 325 × 370 sr reverse geared to sc. shafts<br>3 200bhp (2 354kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 3 × 300kW 440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 228,5t (d.o.) 13,5kn |
| 7733450<br>UGUN<br>M-33179 | **GRANULIT**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **163**<br>39<br>88 | | <br><br>RS | **1978** ............U.S.S.R.<br>34,02 7,12 2,899<br>3,66<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.78<br>1 Ha (1,6 × 1,3)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9kn |
| 5135135<br>OGDK<br>1394<br>Df Esd<br>Gc Rdr<br>RT | **GRANVIK**<br><br>**O/Y Partek A/B**<br>Finska Angfartygs A/B (EFFOA)<br>(Finland Steamship Co. Ltd.)<br>Turku/Abo Finland | **1 599**<br>653<br>2 548 | **✠100A1**<br>Ice Class 3<br>**✠LMC** | SS 3/82<br><br><br>EL r 1½"SQ<br>FN 1493 | **1961**-3 Wartsila Kon. Crichton-Vulcan<br>—Turku/Abo (1080)<br>90,84 12,45 4,947<br>82,00 12,40 5,80<br>P 17,4 F 10,7 1 dk<br>rf 76<br>NS except in No. 1 hold 4BH WB683t | **M Cement Carrier**<br>Self-unloader<br><br>G.2 593<br>1 Ha (4,2 × 3,3) ER<br>1W Der 1(1,5) | Oil 2SA 6Cy. 360 × 600<br>1 610bhp (1 184kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 94,0t (d.o.) 12,5kn |
| 5135159<br>LGDC<br>9244<br>RT | **GRANVIN**<br><br>**Olav Linga**<br>Bergen Norway | **115**<br>47<br>— | | <br><br>(NV) | **1931** Mjellem & Karlsen A/S—Bergen<br>(63)<br>*27,41* 5,67 2,972<br>5,64 3,05<br>1 dk<br>R BK 145 | **M Passenger/General Cargo**<br>100P<br>1 Ho 5,7<br><br>1 Ha (1,8 × 1,3)<br>Der 1 | Oil 2SA 2Cy. 380 × 410<br>150bhp (110kW)<br>J. & C. G. Bolinder M/V A/B Stockholm<br>Fuel (d.o.) |
| 5135173<br>LLON<br>11290<br>RT | **GRASOY**<br>ex Amos-49 ex Nissan-46<br>ex Lidan-42<br>**Lauksund Shipping A/S**<br>Alesund Norway | **114**<br>76<br>190 | | <br><br>BV | **1937** Sixten Groth—Sjotorp<br>*24,85* 6,91 2,896<br>23,70 6,89 3,10<br>1 dk | **Composite M General Cargo**<br><br>1 Ho<br>B.255<br>1 Ha (7,4 × 3,4)<br>1W Der 1(2,5) | Oil 2SA 3Cy. 300 × 360<br>210bhp (154kW) E made56 refitted66<br>Normo<br>A/S Bergens M/V Bergen<br>Controllable pitch propeller<br>Fuel 4,0t (d.o.) 9kn |
| 5135185<br>GQUT<br>185505<br>Rdr RTv | **GRASSENDALE**<br><br>**Jones & Bailey Contractors Ltd.**<br>Liverpool United Kingdom | **677**<br>269<br>914 | <br><br>✠Classed LR until 11/55 | | **1954**-10 Henry Scarr Ltd.—Hessle (721)<br>50,27 10,42 3,810<br>47,55 10,37 4,27<br>RQD 18,3 1 dk<br>RW rf nil | **M Hopper/Dredger**<br>Grab-dredger Bottom doors<br>1 Ho ER<br>Cr 2(5) | Oil 4SA 8Cy. 260 × 370 sr geared to sc. shaft<br>750bhp (552kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 50kW 220V d.c.<br>Fuel (d.o.) 9kn |
| 5135214<br>SMFK<br>10819<br>Df Esd<br>RTm | **GRATIA**<br>ex Arctic-55 ex Pacific-52<br>**P/R Gratia**<br>H. A. Hermansson<br>Hallevik Sweden | **271**<br>119<br>345 | | <br><br>BV | **1946** Noord Nederlandse Scheepswerven<br>N.V.—Groningen (196)<br>41,10 7,07 2,604<br>35,41 7,01 2,93<br>P 11,0 F 5,5 1 dk | **M General Cargo**<br><br>1 Ho 24,0 ER<br>G.538 B.481<br>2 Ha (7,4 9,4 × 4,1) ER<br>2W Der 2(2) | Oil 2SA 4Cy. 230 × 400<br>240bhp (177kW) E made57 fitted—<br>Alpha-Diesel A/S Frederikshavn<br>8kn |
| 7107479<br>LDVV<br>18882<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRATIAN**<br>ex Hudson Venture-76<br>**R/A Trajan**<br>Rederiet Johan Reksten<br>Bergen Norway | **125 428**<br>109 828<br>254 520 | | <br><br>NV | **1971** Kockums M/V A/B—Malmo (526)<br>356,22(BB) 51,87 20,073<br>330,23 51,80 25,61<br>F 20,2 1 dk<br>rf nil | **S Tanker**<br>IGS<br>17 Ta ER<br>L.(oil) 338 752 HeCls. BC | 2 S Turb sr geared to sc. shaft<br>32 000shp (23 538kW) Stal-Laval<br>Kockums M/V A/B Malmo<br>Gen 2 × 1252kW 450V 60Hz a.c.<br>Fuel 14 839,5t (o.f.) 227,5t (d.o.)-159,5pd<br>15,75kn |
| 6518475<br>DFTF<br><br>Df Esd<br>RT | **GRAUERORT**<br><br>**Hermann Kampen**<br>Ostrhauderfehn Federal Republic of Germany | **299**<br>182<br>438 | | <br><br>BV | **1965** J. Diedrich—Oldersum (95)<br>50,70 7,17 2,490<br>47,25 7,12 2,80<br>P 9,8 1 dk<br>len 80 | **M General Cargo**<br><br>1 Ho ER<br>G.566 B.510<br>1 Ha (23,0comb. × 5,0) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 270 × 360<br>375bhp (276kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 9kn |
| 5135238<br>Y4SX<br><br>Df Esd<br>Rdr RT | **GRAUWAL**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | | <br><br>DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,74 3,401<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>9kn |
| 7312141<br>LLCZ<br>18050<br>Df Esd<br>Rdr RT | **GRAVEL BULK**<br>ex Leca Bulk-80 ex Ull Gard-77<br>**Sinus Bulk Shipping A/S**<br>Stavanger Norway | T.Mk<br>**299**<br>190<br>945 | | <br><br>NV | **1973** Fiskerstrand Slipp & M/V<br>—Fiskerstrand (24)<br>60,81 9,48 3,544<br>54,69 9,45 5,26<br>1 dk<br>rf 203 | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.1 657<br>2 Ha (18,6 16,2 × 7,3) ER<br>2W Der 2(5) | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 220V 50Hz a.c.<br>Fuel 137,0t (d.o.)-4,5pd 11kn |
| 7431428<br>PEKC<br><br>Df Esd<br>Gc Rdr<br>RT | **GRAVELINES**<br>(Port hull)<br>ex Hartwardersand-74<br>(Stbd hull)<br>ex Surwurdersand-74<br>**Hollands Aannemersbedrijf Zanen Verstoep N.V.**<br>'s Gravenhage Netherlands | **2 355**<br>1 681<br>— | | <br><br>BV (GL) | **1965** (Port hull) Elsflether Werft A.G.<br>—Elsfleth/Weser (345)<br>**1965** (Stbd hull) Elsflether Werft A.G.<br>—Elsfleth/Weser (346)<br>75,77 4,941<br>69,91 26,55 5,80<br>1 dk<br>widened by addition of centre section & two hulls joined 74 len 74<br>conv General Cargo 74 | **TM Dredger/Sand Carrier**<br>Cutter Suction Twin Hull<br>Single centre arm<br>Dredging depth 50,0 (Sheltered waters) 40,0 (Open sea)<br>Mchy.aft<br>2 sandpumps each 2686kW (3600bhp) 1 sandpump 895kW (1200bhp)<br>Cr 1(18) Der 1(75) | 2 Oil 4SA each 8Cy. 320 × 450<br>2 640bhp (1 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 4 × 76kW 2 × 20kW 380V a.c.<br>8,75kn |
| 7044732<br>ESVU<br>M-6248<br>Df Esd<br>Rdr RT | **GRAVER**<br><br>**U.S.S.R. -'Dalryba'**<br>Nevelsk U.S.S.R. | **630**<br>223<br>318 | | <br><br>RS | **1969** ............U.S.S.R.<br>54,23 9,38 3,810<br>49,99 4,75<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.284<br>2 Ha (each 1,5 × 1,6)<br>1W Der 1(2) | Oil 4SA 8Cy. 320 × 480<br>800bhp (588kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 3 × 88kW<br>Controllable pitch propeller<br>12kn |

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|---|---|---|---|---|---|---|
| **7340849**<br>HO6571<br>9940-<br>PEXT<br>Esd Pfd<br>Rdr RT | **GRAY AMAZON**<br>ex Al Kabeer-82<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **437**<br>0<br>264 | **✠100A1** SS 6/82<br>tug<br>**✠LMC**<br>EL (I) 1 3/16" U2<br>FN 544 | **1974**-2 R. Dunston (Hessle) Ltd.—Hessle (H899)<br>41,66 10,44 3,982<br>37,50 10,00 4,50<br>RAD 1,6 F 16,8 1 dk<br>rf 889 BK 152<br>3BH WB72T | **M Tug**<br>Fire-fighting Pollution Control<br>9bth P | Oil 4SA 8Cy. 370 × 400 reverse reduction geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 105kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 158,0t (d.o.) |
| **7356202**<br>HO6409<br>1194<br>4-82<br>Esd Rdr<br>RT | **GRAY ANTAEUS**<br>ex Al Rahhala-82<br>**Ali Alsharif Establishment**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **161**<br>21<br>129 | **✠100A1**<br>tug<br>**✠LMC**<br>EL (b) ⅞"U1<br>FN 274 | **1974**-6 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (81)<br>26,34 8,11 3,582<br>22,79 7,78 4,20<br>1 dk<br>rf nil BK 25<br>3BH WB48T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 40kW 415V 50Hz a.c.<br>Fuel 74,5t (d.o.) 11,5kn |
| **7356214**<br>HO6408<br>1193<br>6-82<br>Esd Rdr<br>RT | **GRAY ATLAS**<br>ex Al Rahib-81<br>**Ali Alsharif Establishment**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **161**<br>21<br>129 | **✠100A1** SS 11/78<br>tug<br>**✠LMC**<br>EL (b) ⅞"U1<br>FN 274 | **1974**-6 Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (82)<br>26,34 8,11 3,582<br>22,79 7,78 4,20<br>1 dk<br>rf nil BK 25<br>3BH WB48T | **TM Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 40kW 415V 50Hz a.c.<br>Fuel 75,5t (d.o.) 11,5kn |
| **6822577**<br>HO4601<br>8942-<br>PEXT1<br>RTv | **GRAY BEAVER**<br>ex Al Qader-82<br>ex Lady Howard-71<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **150**<br>—<br>45 | **✠100A1** SS 4/81<br>tug<br>**✠LMC**<br>EL (b) 1"U1<br>FN 284 | **1968**-10 Richards (Shipbuilders) Ltd. —Lowestoft (495)<br>28,96 7,62 3,125<br>26,22 7,17 3,66<br>rf 533 BK 152<br>3BH WB38t | **M Tug**<br>Fire-fighting Salvage | Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 29kW 220V d.c.<br>Fuel 36,5t (d.o.) 11,5kn |
| **7508788**<br>HO6569<br>9938-<br>PEXT<br>Esd Pfd<br>Rdr RT | **GRAY HERCULES**<br>ex Al Muhtar-82<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **280**<br>15<br>136 | **✠100A1** SS 4/80<br>tug<br>**✠LMC**<br>EL H ⅞"U2<br>FN 437 | **1976**-1 B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (562)<br>34,14 9,94 4,299<br>30,48 9,61 4,70<br>RFD 18,0 1 dk<br>rf 1499 BK 305<br>4BH WB31T | **TM Tug**<br>Fire-fighting Pollution Control Anchor-handling | 2 Oil 4SA each 6Cy. 320 × 450 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 65kW 380V 50Hz a.c.<br>Fuel 90,0t (d.o.) 11kn |
| **7508790**<br>HO6570<br>9939-<br>PEXT<br>Esd Rdr<br>RT | **GRAY SAMSON**<br>ex Al Muheeb-82<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **280**<br>14<br>136 | **✠100A1** SS 5/80<br>tug<br>**✠LMC**<br>EL H ⅞"U2<br>FN 437 | **1976**-5 B.V. Scheepswerf K. Damen —Hardinxveld-Giessendam (563)<br>34,02 9,94 4,299<br>30,48 9,61 4,70<br>RFD 18,0 1 dk<br>rf 1499 BK 292<br>4BH WB31T | **TM Tug**<br>Fire-fighting Pollution Control Anchor-handling | 2 Oil 4SA each 6Cy. 320 × 450 reverse reduction geared to sc. shafts<br>Kloeckner Humboldt Deutz Koeln<br>Gen 3 × 64kW 380V 50Hz a.c.<br>Fuel 90,0t (d.o.) 11kn |
| **7512430**<br>HO3384<br>1070<br>1-81<br>Esd Gc<br>Rdr RT | **GRAY TITAN**<br>ex Viking Girl-80 ex Stad Scout-80<br>ex Safari North-77<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **470**<br>138<br>530 | NV | **1976** Fulton Marine N.V.—Ruisbroek (97)<br>45,17 12,02 4,631<br>39,25 12,01 5,97<br>RFD - F - 1 dk<br>rf- conv Anchor-handling Tug 80 | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting Pollution Control Anchor-handling<br>Ice strengthened | 2 Vee Oil 4SA each 16Cy. 228 × 266<br>Alco Engine Div. of White Industrial Power Inc. Auburn<br>2 Controllable pitch propellers<br>Thw. thrust Contr. pitch propeller fwd , 1 aft<br>Fuel (d.o.) |
| **7398169**<br>Esd Rdr<br>RT | **GRAYBOLT**<br>ex Grayswift IV-76 ex Graybolt-75<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>41 | **✠100A-** SS 6/82<br>Persian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 169 | **1974**-4 Halter Marine Services, Inc.—New Orleans, La (420)<br>23,78 5,57 1,524<br>21,24 5,49 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch 30P | 2 Vee Oil 2SA each 12Cy. 108 × 127 sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **7222126**<br>A6E2027<br>Esd Rdr<br>RT | **GRAYDART**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>— | **✠100A-** SS 10/79<br>Arabian Gulf service<br>**LMC**<br>EL (B) ½"U1<br>FN 169 | **1972**-4 Halter Marine Services, Inc.—New Orleans, La (283)<br>23,86 5,57 2,845<br>21,24 5,49 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch 30P | 2 Vee Oil 2SA each 12Cy. 114 × 127 sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **7397634**<br>A6E2028<br>Esd Rdr<br>RT | **GRAYFEND**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **145**<br>40<br>253 | **✠100A1** SS 11/78<br>Persian Gulf service<br>**✠LMC**<br>EL (D) ¾" SQ<br>FN 279 | **1974**-12 Halter Marine Services, Inc.—New Orleans, La (434)<br>30,48 7,55 2,617<br>26,45 7,32 3,20<br>F 15,0 1 dk<br>rf 1168<br>6BH WB105T incl. DTsf86T | **TM Supply Ship**<br>Deck Cargo Water | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 24kW 440/220V 60Hz a.c.<br>11,5kn |
| **7320162**<br>A6E2046<br>Esd Rdr<br>RT | **GRAYFLASH**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>United Arab Emirates | **80**<br>—<br>41 | **✠100A-** SS 4/81<br>Persian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 170 | **1973**-4 Halter Marine Services, Inc.—New Orleans, La (382)<br>23,78 5,57 1,524<br>21,24 5,52 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch 30P | 2 Vee Oil 2SA each 12Cy. 108 × 127 sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **7209459**<br>A6E2029<br>Esd Rdr<br>RT | **GRAYFLEET**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **83**<br>—<br>9 | **✠100A-** SS 9/79<br>Arabian Gulf service<br>**LMC**<br>EL (A) ½"U1<br>FN 157 | **1971**-12 Equitable Equipment Co. —Madisonville, La<br>24,39 5,01<br>22,31 4,88 2,14<br>RFD 8,9 1 dk<br>rf 381<br>4BH | **TM Tender**<br>Crewboat Launch —P | 2 Vee Oil 2SA each 12Cy. 114 × 127 reverse reduction geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 30kW 240/120V 60Hz a.c.<br>18kn |

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| **7530133 GRAYFLIER**<br>A6E2030<br>**Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RT E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>40 | **✠100A-** SS 8/80<br>Arabian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 169 | **1975**-12 Halter Marine Services, Inc.—New Orleans, La (560)<br>23,78 5,57 1,524<br>21,26 5,49 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Supply Launch** | 2 Vee Oil 4SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **7008738 GRAYGARTH**<br>GNAD<br>338816 **Cory Ship Towage Ltd.**<br>Esd Rdr Milford Haven United Kingdom<br>RTm/v | **291**<br>—<br>— | **✠100A1** SS 10/78<br>tug<br>**✠LMC**<br>EL (e) 1⅛"SQ<br>FN 462 | **1970**-3 R. Dunston (Hessle) Ltd.—Hessle (S867)<br>39,35 8,87 3,582<br>35,59 8,69 4,27<br>1 dk<br>rf 533 BK 152<br>3BH WB81t | **M Tug**<br>Fire-fighting | Oil 4SA 9Cy. 318 × 368 sr reverse geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 3 × 55kW 440V 60Hz a.c.<br>Fuel 71,0t (d.o.) 13kn |
| **6918584 GRAYGUARD**<br>ex San Pedro Cape-73<br>343629 **Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RTm E.C.<br>London United Kingdom | **326**<br>166<br>338 | **100A1** SS 1/77<br>**LMC**<br>EL H ⅞"U2<br>FN 412 | **1969** Carrington Slipways Pty. Ltd. —Newcastle, N.S.W. (49)<br>36,58 9,00 3,607<br>31,86 8,84 4,07<br>F 13,5 1 dk<br>rf 1092<br>4BH WB- | **TM Supply Ship**<br>Deck Cargo 6bth P<br>9 Ta<br>2 Ta ind<br>L.181 | 2 Vee Oil 2SA each 16Cy. 114 × 127 reverse reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 100kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 22,5t (d.o.) 11,5kn |
| **7430515 GRAYHASTE**<br>**Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RT E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>41 | **✠100A-** SS 3/79<br>Arabian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 169 | **1975**-3 Halter Marine Services, Inc.—New Orleans, La (509)<br>23,78 5,57 1,524<br>21,24 5,49 2,44<br>1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch 30P | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **7609087 GRAYHELM**<br>GVHK<br>366294 **Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RT E.C.<br>London United Kingdom | **218**<br>76<br>140 | **✠100A1** SS 6/81<br>for service west of a line Ras al Hadd to Gwarder<br>**✠LMC**<br>EL (D) ¾"U2<br>FN 281 | **1976**-10 Asia Pacific Shpyd (Pte) Ltd. —Singapore (280)<br>30,61 7,55 2,591<br>26,65 7,32 3,20<br>F 14,4 1 dk<br>rf 914<br>6BH WB58T incl. DTf53T | **TM Supply Ship**<br>Deck Cargo Water 9bth P | 2 Vee Oil 4SA each 12Cy. 135 × 160 reverse reduction geared to sc. shafts<br>1 160bhp (853kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 415V 50Hz a.c.<br>Fuel 650,5t (d.o.) 11,5kn |
| **7396965 GRAYLANCE**<br>A6E2031<br>**Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RT E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>41 | **✠100A-** SS 3/78<br>Persian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 178 | **1974**-2 Halter Marine Services, Inc.—New Orleans, La (419)<br>23,78 5,57 1,524<br>21,24 5,49 2,85<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch 30P | 2 Vee Oil 2SA each 12Cy. 108 × 127 sr reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **6902743 GRAYOTTER**<br>HO6359 ex Al Hamed-81<br>9812- ex Elizabeth Howard-71<br>PEXT **Ali Alsharif Establishment**<br>Esd Rdr Gray Mackenzie Marine Services<br>RTv E.C.<br>Panama Panama | **142**<br>—<br>— | **✠100A1** SS 1/82<br>tug<br>**✠LMC**<br>EL (b) 1"U1<br>FN 284 | **1969**-2 Richards (Shipbuilders) Ltd. —Lowestoft (497)<br>28,96 7,62 3,068<br>26,22 7,17 3,66<br>rf 533 BK 152<br>3BH WB38t | **M Tug**<br>Fire-fighting Salvage | Oil 4SA 6Cy. 260 × 368 reverse reduction geared to sc. shaft<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 29kW 220V d.c.<br>Fuel 36,5t (d.o.) 11,5kn |
| **7320148 GRAYQUEST**<br>A6E2032<br>**Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RT E.C.<br>Dubai United Arab Emirates | **145**<br>40<br>253 | **✠100A1** M 3/82-6mos<br>Arabian Gulf service<br>**✠LMC**<br>EL D ¾"U2<br>FN 279 | **1973**-4 Halter Marine Services, Inc.—New Orleans, La (370)<br>30,48 7,47 2,629<br>26,45 7,32 3,20<br>F 15,0 1 dk<br>rf 1067<br>6BH WB190t | **TM Supply Ship**<br>Deck Cargo Water | 2 Vee Oil 2SA each 12Cy. 108 × 127 sr geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 24kW 440/220V 60Hz a.c.<br>11kn |
| **7430553 GRAYRANGE**<br>HO4009 ex Nita-81<br>9768- Launched as Fook Gee Two<br>PEXT **Gray Marine Services S.A.**<br>Df Esd Gray Mackenzie Marine Services<br>Rdr RT E.C.<br>Panama Panama | **425**<br>53<br>— | **✠100A1**<br>tug<br>EL I 330,0/24,0U2(a)<br>FN 573 | **1981**-6 Taiwan Machy. Mfg. Corp. —Kaohsiung (659)<br>43,79 10,37 3,893<br>38,99 10,10 4,58<br>F 12,5 1 dk<br>rf 762<br>5BH WBnil | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | 2 Oil 2SA each 9Cy. 260 × 400<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 42kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7420340 GRAYROVE**<br>HO4008 ex Nuti-81<br>9767- Launched as Fook Gee One<br>PEXT **Gray Marine Services S.A.**<br>Df Esd Gray Mackenzie Marine Services<br>Rdr RT E.C.<br>Panama Panama | **425**<br>53<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL I 330,0/24,0U2(a)<br>FN 573 | **1981**-6 Taiwan Machy. Mfg. Corp. —Kaohsiung (658)<br>43,79 10,37 3,661<br>38,99 10,10 4,58<br>F 12,5 1 dk<br>rf 762<br>5BH WBnil | **TM Tug/Supply Ship**<br>Deck Cargo Fire-fighting | 2 Oil 2SA each 9Cy. 260 × 400<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 2 × 42kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| **7516060 GRAYSCAN**<br>GVHJ<br>366229 **Gray MacKenzie & Co. Ltd.**<br>Esd Rdr Gray Mackenzie Marine Services<br>RT E.C.<br>London United Kingdom | **212**<br>73<br>140 | **✠100A1** SS 9/80<br>Persian Gulf service<br>**✠LMC**<br>EL (D) ¾"U2<br>FN 281 | **1976**-7 Asia Pacific Shpyd (Pte) Ltd. —Singapore (265)<br>30,61 7,55 2,591<br>26,65 7,32 3,20<br>F 14,4 1 dk<br>rf 914<br>6BH WB58T incl. DTf 53T | **TM Supply Ship**<br>Deck Cargo Water | 2 Vee Oil 4SA each 12Cy. 135 × 160 reverse reduction geared to sc. shafts<br>1 160bhp (853kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 65kW 415V 50Hz a.c.<br>Fuel 650,5t (d.o.) 11,5kn |
| **8101719 GRAYSCOUT**<br>HO3349<br>1082 **Gray Marine Services S.A.**<br>5-81 Gray Mackenzie Marine Services<br>Esd Gc E.C.<br>Rdr RT Panama Panama | **104**<br>29<br>750 | AB | **1980** Hudship (Hudson Shipbuilders Inc.) —Pascagoula, Ms (68)<br>34,14<br>30,97 7,93 3,36<br>F 11,9 1 dk<br>rf nil | **TM Utility Vessel**<br>Deck Cargo Fire-fighting | 2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 252bhp (921kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>10kn |

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| **8019667**<br>HO3388<br>1088<br>0-81<br>Esd Gc<br>Rdr RT | **GRAYSEARCH**<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **160**<br>24<br>— | AB | **1980** Hudship (Hudson Shipbuilders Inc.)<br>—Pascagoula, Ms (71)<br>34,14<br>30,48 7,93 3,36<br>F 11,9 1 dk<br>rf nil | **TM Utility Vessel**<br>Deck Cargo Fire-fighting | | 2 Vee Oil 2SA each 16Cy. 123 × 127<br>reverse reduction geared to sc. shafts<br>1 252bhp (921kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>10kn |
| **7320136**<br>A6E2033<br>72/73<br>Esd Rdr<br>RT | **GRAYSHIELD**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **145**<br>40<br>253 | **✠100A1** SS 3/81<br>for service west of a line<br>Ras al Hadd to Gwarder<br>**✠LMC**<br>EL D ¾"U2<br>FN 279 | **1973**-1 Halter Marine Services, Inc.—New<br>Orleans, La (369)<br>30,48 7,47 2,629<br>26,45 7,32 3,20<br>F 15,0 1 dk<br>rf 1067<br>6BH WB190t | **TM Supply Ship**<br>Deck Cargo Water | | 2 Vee Oil 2SA each 12Cy. 108 × 127 sr<br>geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 24kW 440/220V 60Hz a.c.<br>11kn |
| **7219014**<br>GPUV<br>358505<br>Esd Rdr<br>RT | **GRAYSOUND**<br>ex Hakim-79<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>London United Kingdom | **124**<br>28<br>81 | **✠100A1** SS 1/82<br>for service west of a line<br>from Hormuz Island to<br>little Quoin Island<br>STa—oil FP above 60°C.<br>**✠LMC**<br>EL (c)<br>FN 264 | **1972**-7 James & Stone (Brightlingsea) Ltd.<br>—Brightlingsea (468)<br>30,33 6,96 2,179<br>27,44 6,71 2,90<br>RFD 15,3 1 dk<br>rf 457 BK 127<br>4BH WB8t | **TM Diving Survey Tender**<br>Mchy.aft | | 2 Oil 4SA each 8Cy. 165 × 184 reverse<br>reduction geared to sc. shafts<br>640bhp (471kW)<br>English Electric Diesels Ltd., Kelvin<br>Marine Div. Glasgow<br>Gen 2 × 75kW 415V 50Hz a.c.<br>12kn |
| **7237573**<br>A6E2034<br>Esd Rdr<br>RT | **GRAYSPUR**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>— | **✠100A-** SS 11/77<br>Persian Gulf service<br>**LMC**<br>EL (B)<br>FN 169 | **1972**-11 Halter Marine Services, Inc.—New<br>Orleans, La (358)<br>23,86 5,57<br>21,24 5,49 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5 BH | **TM Tender**<br>Crewboat Launch | 30P | 2 Vee Oil 2SA each 12Cy. 114 × 127 sr<br>reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **8109711**<br>HO5412<br>1104<br>4-81<br>Esd Gc<br>Rdr RT | **GRAYTEST**<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **285**<br>189<br>— | AB | **1981** Hudship (Hudson Shipbuilders Inc.)<br>—Pascagoula, Ms (79)<br>36,58 3,125<br>32,95 8,39 3,43<br>F 13,8 1 dk | **TM Utility Vessel**<br>Deck Cargo Fire-fighting | | 2 Vee Oil 2SA each 16Cy. 123 × 127<br>reverse reduction geared to sc. shafts<br>1 252bhp (921kW) General Motors<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>12kn |
| **7418385**<br>A6E2036<br>Esd Rdr<br>RT | **GRAYTHRUST**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **80**<br>—<br>41 | **✠100A-**<br>Persian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 169 | **1974**-7 Halter Marine Services, Inc.—New<br>Orleans, La (435)<br>23,78 5,57 1,524<br>21,21 5,49 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch | 30P | 2 Vee Oil 4SA each 12Cy. 108 × 127 sr<br>reverse geared to sc. shafts<br>1 020bhp (750kW)<br>Detroit Diesel Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |
| **8019679**<br>HO3661<br>1088<br>8-81<br>Esd Gc<br>Rdr RT | **GRAYTRACK**<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **283**<br>189<br>— | AB | **1980** Hudship (Hudson Shipbuilders Inc.)<br>—Pascagoula, Ms (75)<br>36,58 3,125<br>32,92 8,39 3,43<br>F 13,8 1 dk | **TM Utility Vessel**<br>Deck Cargo Fire-fighting | | 2 Vee Oil 2SA each 16Cy. 123 × 127<br>reverse reduction geared to sc. shafts<br>1 252bhp (921kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>12kn |
| **8101721**<br>HO5320<br>1096<br>7-81<br>Esd Gc<br>Rdr RT | **GRAYTRAVERSE**<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Panama Panama | **285**<br>189<br>— | AB | **1981** Hudship (Hudson Shipbuilders Inc.)<br>—Pascagoula, Ms (76)<br>36,58 3,125<br>33,56 8,42 3,31<br>F 13,8 1 dk | **TM Utility Vessel**<br>Deck Cargo Fire-fighting | | 2 Vee Oil 2SA each 16Cy. 123 × 127<br>reverse reduction geared to sc. shafts<br>1 252bhp (921kW)<br>General Motors Corp., Detroit Diesel<br>Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>12kn |
| **7505542**<br>850015<br>RT | **GRAYVALIANT**<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>*Fremantle, W.A.* Australia | **1 240**<br>461<br>100 | AB (Class cont.) | **1982** Robin Shipyard (Pte.) Ltd.—Singapore<br>(209)<br>57,51 4,501<br>51,16 13,12 5,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>West Germany |
| **7390832**<br>A6E2037<br>Esd Rdr<br>RT | **GRAYVENTURE**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Dubai United Arab Emirates | **145**<br>40<br>253 | **✠100A1** SS 5/79<br>for service west of a line<br>Ras al Hadd to Gwarder<br>**✠LMC**<br>EL (D) ¾"U2<br>FN 279 | **1974**-8 Halter Marine Services, Inc.—New<br>Orleans, La (424)<br>30,48 7,55 2,629/2,464<br>26,45 7,32 3,20<br>F 15,0 1 dk<br>rf 1067<br>6BH WB105t incl. DTsf86T | **TM Supply Ship**<br>Deck Cargo Water | | 2 Vee Oil 2SA each 12Cy. 108 × 127<br>reverse reduction geared to sc. shafts<br>1 050bhp (772kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 24kW 440/220V 60Hz a.c.<br>11kn |
| **7505528**<br>850014<br>RT | **GRAYVICTOR**<br>**Gray Marine Services S.A.**<br>Gray Mackenzie Marine Services<br>E.C.<br>Fremantle, W.A. Australia | **1 240**<br>461<br>100 | AB | **1981** Robin Shipyard (Pte.) Ltd.—Singapore<br>(207)<br>57,51 4,501<br>51,16 13,12 5,52<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | | 2 Vee Oil 4SA each 12Cy. 250 × 300<br>geared to sc. shafts<br>Masch. Augsburg-Nuernberg (MAN)<br>West Germany |
| **7320150**<br>A6E2038<br>Esd Rdr<br>RT | **GRAYWING**<br>**Gray MacKenzie & Co. Ltd.**<br>Gray Mackenzie Marine Services<br>E.C.<br>United Arab Emirates | **80**<br>—<br>41 | **✠100A-** SS 5/82<br>Persian Gulf service<br>**✠LMC**<br>EL (B)<br>FN 170 | **1973**-2 Halter Marine Services, Inc.—New<br>Orleans, La (381)<br>23,78 5,57 1,524<br>21,24 5,52 2,44<br>RFD 11,0 1 dk<br>rf 838 BK 25<br>5BH | **TM Tender**<br>Crewboat Launch | 30P | 2 Vee Oil 2SA each 12Cy. 108 × 127 sr<br>reverse geared to sc. shafts<br>1 020bhp (750kW)<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 20kW 220/110V 60Hz a.c.<br>18kn |

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| 7433024<br>PPMU<br>9035<br>RT | **GRAZIELA FERRAZ**<br>**Companhia Brasileira de Transporte de Graneis Ltda. (CBTG)**<br>Rio de Janeiro Brazil | **17 893**<br>11 843<br>26 500 | BV | **1980** Cia. Comercio e Navegacao CCN Maua Shipyard—Niteroi (128)<br>173,18 9,721<br>162,01 26,61 13,52<br>1 dk | **M Bulk Carrier**<br>5 Ho ER<br>G.34 091 B.32 095<br>TEU 513 C. 513/20'<br>5 Ha (stl) (12,5 × 11,4) (19,6 12,4 19,8 19,8 × 13,7) ER<br>Cr 5(16) | Oil 2SA 7Cy. 700 × 1250<br>13 300bhp (9 783kW) MAN<br>Mecanica Pesada S.A. Taubate<br>15kn |
| 5149631<br>Df RT | **GRAZIELLA**<br>ex Panagia Tinoy-74 ex Herta-72 | **294**<br>184<br>381 | HR (BV) | **1952** Schpsw. Gebr. Coops N.V. —Hoogezand (202)<br>43,01 6,94 3,150<br>37,32 6,89<br>P 7,7 RQD 2,2 F 5,8 1 dk | **M General Cargo**<br>1 Ho 23,4 ER<br>G.523 B.486<br>2 Ha (8,2 9,9 × 4,1) ER<br>2W Der 2(2) | Oil 4SA 4Cy. 280 × 400<br>195bhp (143kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 1 × 6kW<br>Fuel 13,0t (d.o.) 8kn |
| 7109661<br>IJQX<br>86<br>Esd Rdr<br>RT | **GRAZIELLA LISMA**<br>**Nicolo Lisma**<br>Mazara del Vallo Italy | **171**<br>75<br>— | | **1970** Cant. Nav. M. Morini & C.—Ancona (116)<br>31,20 7,35 2,998<br>28,30 7,21 3,71<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 235 × 330<br>450bhp (331kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |
| 7030547<br>IKAG<br>334<br>Esd Rdr | **GRAZIELLA M.**<br>ex Andrea Manciaracina<br>**Vito Manciaracina**<br>Cagliari Italy | **176**<br>92<br>600 | | **1970** Fratelli Campana—Mazara del Vallo<br>30,28 6,86 1,801<br>23,30 6,71 3,56<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 235 × 330<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Controllable pitch propeller<br>8kn |
| 5135331<br>ICJZ<br>813<br>Df Gc<br>Rdr RT | **GRAZIELLA ZETA**<br>ex Montiron-66<br>ex Graziella Zeta-64<br>**Maralba Seconda S.r.l.**<br>Palermo Italy | **2 676**<br>1 447<br>— | RI | **1958** Cant. Nav. Cassaro—Messina (111)<br>98,89 14,03 6,800<br>91,62 14,01 8,06<br>P - 1 dk<br>RW conv General Cargo 74 | **M Tanker**<br>12 Ta ER<br>L.(oil) 4 924 | Oil 2SA 6Cy. 450 × 740<br>1 500bhp (1 103kW) Fiat<br>Ansaldo S.p.A. Genova<br>13kn |
| 5135367<br>TPZB<br>RTm | **GRE**<br>ex Rini ex Jupiter-W-51<br>ex Fiducia-47<br>**Charles Allaire et Fils**<br>Nantes France | **148**<br>81<br>152 | (BV) | **1928** Noord Nederlandse Scheepswerven N.V.—Groningen (63)<br>31,50 5,41 2,286<br>5,36<br>RQD 8,6 F 2,8 1 dk<br>R | **M General Cargo**<br>1 Ho 19,4 ER<br>G.269 B.255<br>2 Ha (8,9 3,2 × 3,2) ER<br>1W Cr 1(5) Der 1(1,5) | Oil 4SA 2Cy. 280 × 350<br>90bhp (66kW)<br>Appingedammer Brons Appingedam<br>Fuel 6,0t (d.o.) 6,5kn |
| 7700817<br>H3LS<br>8285<br>-77A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT BRISBANE**<br>**Orchid Shipping S.A.**<br>Panama Panama | **6 020**<br>4 172<br>10 119 | NK | **1977** Hashihama Zosen—Imabari (633)<br>127,97 18,34 7,751<br>119,00 18,31 9,91<br>P 24,4 F 10,4 1 dk | **M General Cargo**<br>G.13 333 B.12 857<br>3 Ha (stl) (16,0 19,4 30,7 × 8,9) ER<br>Der 4(20) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 480kW a.c.<br>13,5kn |
| 7022928<br>ZGCZ<br>Esd Rdr<br>RTm/h/v | **GREAT CIRCLE**<br>ex Bokul-79<br>**Great Circle Shipping Ltd.**<br>Georgetown Cayman Islands (British) | **300**<br>159<br>721 | BV | **1970** A/S Nordsoevaerftet—Ringkobing (52)<br>49,99 8,34 3,468<br>44,43 8,31 4,93<br>P 11,0 F 8,0 1 dk & S dk | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 26,2 ER<br>G.1 312 B.1 159<br>1 Ha (24,5 × 5,0) ER<br>2W Der 2(3-5) | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Aabenraa<br>Gen 3 × 48kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 100,5t (d.o.) 11kn |
| 7321685<br>HPJZ<br>9162-78B<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GREAT CITY**<br>ex Chieftain-81<br>ex Cunard Chieftain-78<br>**Great City Navigation S.A.**<br>Panama Panama | **15 162**<br>10 740<br>26 646 | ✠**100A1** CS 9/78<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Ft 2 5/16"U3<br>FN 6286 | **1973**-11 Astilleros Espanoles S.A. —Factoria de Olaveaga, Bilbao (259)<br>183,04(BB) 22,48 10,529<br>171,69 22,41 14,20<br>P 30,5 F 15,9 1 dk<br>rf nil DK fwd<br>NS 10BH WB8749T incl. DTf300T Topside tanks in holds 3318T Comb. btm & STs in Nos. 1-6 holds 4329T | **M Bulk Carrier**<br>7 Ho 17,8 18,7 20,8 13,5 19,9 22,4 17,6 ER<br>G.35 978 B.3 385<br>7 Ha (stl) (10,2 11,9 13,5 8,0 12,9 14,4 8,7 × 11,4) ER<br>Cr 4(15) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>2 AuxB (1 o.f. 1 ex.g) 7kgf/cm² (6,9bar)<br>Gen 3 × 460kW 450V 60Hz a.c.<br>Fuel 206,5t (d.o.) 1 444,0t (hvf) 15,5kn |
| 7627986<br>ELDU<br>5906<br>Df Esd<br>Gc Rdr<br>RT | **GREAT CONCERT**<br>**Great Concert Navigation Corp.**<br>Monrovia Liberia | **9 932**<br>6 384<br>16 488 | NK | **1977** Kanawa Dockyard Co. Ltd. —Hiroshima (211)<br>148,01 21,85 9,487<br>139,02 21,81 12,43<br>P 29,3 F 9,8 1 dk<br>rf 102 | **M General Cargo**<br>4 Ho 26,9 26,9 26,9 18,9 ER<br>G.21 301 B.20 255<br>7 Ha (stl) (12,5 × 8,5) (18,7p&s 18,7p&s 18,7p&s × 7,9) ER<br>5W Cr 2(15,5) Der 4(20) 1(10) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>Gen 2 × 440kW 440V 60Hz a.c.<br>Fuel 99,0t (d.o.) 1 113,5t (hvf) 15kn |
| 6714005<br>H9GJ<br>1079<br>3-81<br>Df Esd<br>Gc Rdr<br>RT | **GREAT COSMOS**<br>ex Georges Chr. Lemos-80<br>ex Mosengen-75<br>**Great Cosmos Navigation S.A.**<br>Panama Panama | **17 346**<br>9 627<br>28 639 | NK (NV)<br>Classed LR until 1/5/81 | **1967** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (883)<br>167,01(BB) 24,85 10,958<br>157,99 24,81 15,02<br>P 38,8 F 15,6 1 dk<br>rf nil conv Bulk Carrier 69 | **M Bulk Carrier/Container Ship**<br>Fixed-guides<br>Str. heavy cargoes<br>5 Ho ER<br>B.17 789<br>C Ho 110/35' C.Dk 181/35' | Oil 2SA 7Cy. 760 × 1550<br>10 500bhp (7 723kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 3 × 400kW 440V 60Hz a.c.<br>Fuel 1 779,5t (hvf)-34,5pd 15,5kn |
| 5135381<br>KIYW<br>248435<br>Df Esd<br>Gc | **GREAT FALLS VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 607**<br>4 563<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (717)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7123942<br>3FFZ<br>3292<br>-73A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT GUIDE**<br>ex Anabel Glory-74<br>ex Kinyo Maru-73<br>**Anabel Naviera S.A.**<br>Panama Panama | **2 906**<br>2 059<br>6 932 | NK | **1971** Hashihama Zosen—Imabari (314)<br>105,54 17,25 7,341<br>98,00 17,20 13,31<br>2 dks<br>RW | **M General Cargo**<br>2 Ho ER<br>G.14 157 B.13 081<br>2 Ha (stl) (28,6 30,7 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 400kW a.c.<br>Fuel 772,0t-15,0pd 12,5kn |

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| **6520208**<br>C4RV<br>RT | **GREAT HARMONY**<br>ex Aghios Georghios-76<br>**Azurmaris Navigation Co. Ltd.**<br>Limassol Cyprus | **116**<br>61<br>— | | **1947** .............Skiathos<br>27,92 7,01<br>2,77<br>1 dk | **Wood M General Cargo** | Oil 2SA 1Cy.<br>100bhp (74kW) E made58 fitted—<br>Greece |
| **7373468**<br>3EIC<br>7558-76<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT HONOR**<br>ex Great Success-76<br>**Anabel Naviera S.A.**<br>Panama Panama | **6 017**<br>4 174<br>10 170 | NK | **1974** Kochiken Zosen—Kochi (539)<br>128,00 18,34 7,757<br>119,00 18,29 9,91<br>P 23,8 F 9,8 1 dk | **M General Cargo**<br>G.13 332 B.12 894<br>3 Ha (16,0 30,7 19,5 × 8,9) ER<br>Der 4(15) | Oil 2SA 6Cy. 520 × 900<br>6 000bhp (4 413kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 400kW a.c.<br>Fuel 960,0t-19,5pd 13,25kn |
| **6329020**<br>WI7731<br>290943<br>Df Gc<br>Rdr RT | **GREAT LAKES**<br>ex Sinclair Great Lakes-72<br>**Island Park Tanker Corp.**<br>Eklof Marine Corp.<br>Wilmington, De United States of America | **2 813**<br>2 053<br>4 593 | AB | **1963** Ingalls Iron Works Co.—Decatur, Al (1557)<br>100,59 15,27 5,144<br>99,37 15,24 6,71<br>P 22,3 1 dk<br>rf 152 | **TM Tanker**<br>18 Ta ER<br>L.(oil) 12 788 HeCls. ptC | 2 Oil 2SA each 10Cy. 206 × 254<br>3 200bhp (2 354kW) E made43 fitted63<br>Fairbanks, Morse & Co. U.S.A.<br>Fuel 204,0t (d.o.) 14kn |
| **7420493**<br>WFDP<br>567835<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT LAND**<br>**673 Leasing Co.**<br>Wilmington, De United States of America | **17 637**<br>11 399<br>16 397 | AB | **1975** Sun SB. & Dry Dock Co.—Chester, Pa (673)<br>241,03(BB) 28,05<br>223,65 28,00 18,32<br>3 dks<br>rf nil | **S RoRo Cargo**<br>5 Ho | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 2000kW a.c.<br>Fuel 3 206,5t (o.f.) 25kn |
| **7701122**<br>3EFI<br>10370-PEXT1<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT OCEAN**<br>**Elysian S.A.**<br>Panama Panama | **9 646**<br>6 236<br>16 522 | NK | **1977** Kochi Jukogyo K.K.—Kochi (2008)<br>141,94 21,82 9,099<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (14,4 × 10,6) (20,5 20,5 20,5 × 10,9) ER<br>Der 4(25) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 316kW a.c.<br>Fuel 189,5t (d.o.) 1 753,0t (hvf)-26,5pd<br>14,25kn |
| **7027904**<br>JILA<br>108438<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT OCEAN**<br>ex Fukusho Maru No. 17<br>**Koyo Kaiun K.K.**<br>Imabari, Ehime Pref. Japan | **1 997**<br>1 188<br>3 836 | NK | **1970** Watanabe Zosen K.K.—Hakata (118)<br>91,04 14,05 5,754<br>84,41 14,03 6,81<br>P 19,9 F 9,2 1 dk<br>RW | **M General Cargo**<br>2 Ho ER<br>G.4 593 B.4 191<br>2 Ha (stl) (15,7 29,1 × 7,1) ER<br>Der 3(15) | Oil 4SA 6Cy. 460 × 680<br>2 600bhp (1 912kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>Gen 2 × 104kW 445V a.c.<br>Fuel 498,0t-9,5pd 13,25kn |
| **7947506**<br>WQZ2<br>898<br>608458 | **GREAT PACIFIC**<br>**Great Pacific Fish Co.**<br>Juneau, Ak United States of America | **199**<br>136<br>— | | **1979** .............Tacoma, Wa<br>*33,72* 9,71<br>3,31<br>1 dk | **M Fishing** | Oil<br>1 450bhp (1 067kW)<br>U.S.A. |
| **6402248**<br>3ERZ<br>9786-79<br>RTm/h/v | **GREAT POINT**<br>ex Rivka-77<br>**Kim-Ocean Inc.**<br>Panama Panama | T.Mk<br>**1 226**<br>558<br>—<br>**1 990**<br>1 232<br>— | ✠**100A1** SS 8/81<br>Ice Class 3<br>✠**LMC**<br>EL r 1½"SQ<br>FN 1479 | **1964**-4 Schps. "De Hoop" N.V.—Lobith (248)<br>84,31 12,60 —/6,268<br>75,37 12,50 7,12<br>Ba 19,6 F 11,9 2 dks<br>rf 51<br>4BH WB487t | **M General Cargo**<br>2 Ho each 24,3 ER<br>G.3 983 B.3 649<br>2 Ha (stl) (15,7 16,3 × 5,4) ER<br>8W Der 5(5-10) 3(3-5) | Oil 4SA 6Cy. 390 × 680<br>1 500bhp (1 103kW)<br>N.V. Werkspoor Amsterdam<br>Gen 3 × 120kW 450V 60Hz a.c.<br>Fuel 147,5t (d.o.) 12kn |
| **7049603**<br>WY2846<br>512640<br>RT | **GREAT PRETENDER**<br>**Southern Fisheries Inc.**<br>Wilmington, De United States of America | **130**<br>94<br>— | | **1968** Marine Builders Inc.—Mobile, Al<br>*22,86*<br>6,84 3,43<br>1 dk | **M Fishing** | Oil<br>350bhp (257kW)<br>U.S.A.<br>Fuel (d.o.) |
| **6905288**<br>WMRM<br>521302<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GREAT REPUBLIC**<br>ex Mormacsky-70<br>**Government of The United States of America (Department of Transportation)**<br>Washington, DC United States of America | **11 757**<br>6 850<br>15 946 | AB | **1969** Ingalls SB. Corp.—Pascagoula, Ms (1158)<br>183,34(BB) 27,49 10,392<br>170,69 27,44 17,99<br>3 dks<br>rf nil | **S RoRo Cargo/Container Ship**<br>Fixed-guides Deck-guides<br>Side doors<br>7 Ho 27,1 16,7 16,7 16,7 16,7 16,7 26,8 ER<br>TEU 762<br>C.Ho 224/40' C.Dk 157/40'<br>19 Ha (stl) ER<br>14W Cr 2(5) Der 1(70) 1(30) | 2 S Turb dr geared to sc. shaft<br>30 000shp (22 067kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 1500kW 440V 60Hz a.c.<br>Fuel 5 007,0t (o.f.) 23,5kn |
| **7047186**<br>WZR8<br>691<br>529512<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT REPUBLIC**<br>**Offshore Logistics Inc.**<br>Morgan City, La United States of America | **281**<br>191<br>1 626 | AB | **1970** Burton Construction & SB. Corp.—Port Arthur, Tx (464)<br>4,115<br>55,86 11,59 4,88<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW<br>Fuel 371,0t (d.o.) |
| **5135393**<br>181894 | **GREAT SCOTT**<br>**Mrs. A. Caulfield & Mabel Scott**<br>London United Kingdom | **150**<br>121<br>— | | **1943** Tough Bros. Ltd.—Teddington<br>*32,56* 5,44<br>... ... ...<br>1 dk<br>conv Fast Patrol Vessel — conv Yacht 50 | **Wood TM General Cargo** | 2 Oil each 6Cy. 108 × 127<br>Gray Marine Motor Co. Detroit, Mi |
| **6510124**<br>9V2872<br>381636<br>Rdr RT | **GREAT STAR**<br>ex Hoten Maru-78<br>ex Nichiho Maru-73<br>ex Nippo Maru-72<br>**Palka Utama Shipping (Pte.) Ltd.**<br>Singapore Singapore | **684**<br>429<br>1 094 | NK | **1964** Kochi Jukogyo K.K.—Kochi (502)<br>58,98 8,84 4,319<br>55,71 8,81 4,50<br>P 12,5 F 6,1 1 dk<br>RW | **M Tanker**<br>5 Ta ER<br>L.(oil) 918 | Oil 4SA 6Cy. 320 × 470 sr geared to sc. shaft<br>800bhp (588kW)<br>Makita Tekkosho Takamatsu<br>Gen 1 × 5,5kW 100V d.c.<br>Fuel 71,0t-3,0pd 10kn |
| **7610634**<br>HPCE<br>7849-76A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREAT UNIVERSE**<br>**Great Universe Navigation Co. S.A.**<br>Panama Panama | **9 932**<br>6 384<br>16 438 | NK | **1976** Kanawa Dockyard Co. Ltd.—Hiroshima (209)<br>148,01 21,85 9,411<br>139,02 21,81 12,43<br>P 29,3 F 9,8 1 dk | **M General Cargo**<br>G.21 301 B.20 255<br>4 Ha (stl) (12,5 × 8,4) (18,7 18,7 18,7 × 7,9) ER<br>Der 2(20) 2(15,5) 2(15) 1(10) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 880kW a.c.<br>15kn |

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| 6605230<br>WYQ4<br>353<br>572545<br>Df RTm | **GREAT WICOMICO**<br>ex Alaminos-77 ex FS 227<br>**Zapata Haynie Corp.**<br>Reedville, Va United States of America | **550**<br>402<br>— | (AB) | **1945** Higgins Industries Inc.—New Orleans, La (93)<br>*51,46* 9,78 2,833<br>4,35<br>1 dk<br>rf 152 conv General Cargo 63<br>conv Oceanographic Research — | **TM Fishing**<br>Cr 1(2) | 2 Oil 2SA each 6Cy. 222 × 267 sr geared to sc. shafts<br>1 000bhp (736kW)<br>General Motors Corp. U.S.A.<br>Gen 2 × 100kW d.c. 1 × 100kW 1 × 60kW 60Hz a.c.<br>Fuel 193,0t (d.o.) 12kn |
| 7400352<br>341868<br>Rdr RTv | **GREATHAM CROSS**<br>**Tees Towing Co. Ltd.**<br>Middlesbrough United Kingdom | **193**<br>0<br>113 | ✠**100A1** SS 5/80<br>tug<br>River Tees estuary service with occasional voyages to the River Tyne not more than 5 miles offshore<br>✠**LMC**<br>EL (G) E $\frac{13}{16}$"U2<br>FN 339 | **1976**-3 Scott & Sons (Bowling) Ltd. —Bowling (452)<br>28,30 8,95 2,839<br>27,36 8,81 3,56<br>1 dk<br>rf 762<br>6BH WB49T | **TM Tug** | 2 Oil 4SA each 6Cy. 254 × 305<br>Ruston Paxman Diesels Ltd. Newton-le-Willows<br>Gen 2 × 36kW 415V 50Hz a.c.<br>2 Directional propellers<br>Fuel 24,5t (d.o.) 11kn |
| 7200465<br>WB5702<br>255474 | **GREBE**<br>ex Air Grebe (WAVR 426)<br>ex SC 670<br>**Ted Morehouse**<br>Seattle, Wa United States of America | **121**<br>72<br>— | | **1942** Inland Waterways Inc.—Duluth, Mn<br>33,53 5,47<br>2,85<br>conv Submarine Chaser — | **Wood TM Research** | 2 Oil<br>1 920bhp (1 412kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 5000885<br>IKAD<br>23<br>Df Rdr<br>RT | **GRECALE**<br>ex Antonio d'Alessio-75<br>ex Abeille No. 8-66 ex Simonia-51<br>**Rimorchiatori Calabresi S.p.A.**<br>Crotone Italy | **253**<br>63<br>— | RI<br>✠Classed LR until 6/67 | **1946**-7 Cochrane & Sons Ltd.—Selby (1308)<br>34,04 8,67 3,785<br>32,01 8,13 3,97<br>BK 178 | **S Tug** | T 3Cy. 381 635 & 1067 × 686<br>Amos & Smith Ltd. Hull<br>Fuel 89,5t (o.f.) 11kn |
| 7945089<br>ITDL<br>722 | **GRECALE SECONDO**<br>**S. A. L. M. S.p.A.**<br>Ancona Italy | **184**<br>55<br>— | RI | **1976** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona<br>30,03 8,23 2,671<br>27,51 8,01 3,61<br>1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 146 × 146<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 5135472<br>IOLM<br>3153<br>RTv | **GRECIA**<br>**Rimorchiatori Riuniti S.p.A.**<br>Genova Italy | **125**<br>29<br>— | RI | **1959** Cant. Nav. Solimano—Savona (25)<br>24,01 6,63 3,499<br>21,01 6,61 3,81<br>RW | **M Tug** | Oil 4SA 6Cy. 320 × 450<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 14kW 110V d.c.<br>Fuel (d.o.) |
| 5404639<br>SYKI<br>328<br>Df Esd<br>Gc Rdr | **GRECIAN FLAME**<br>**Compania Roblon de Oro S.A.**<br>Andros Greece | **15 389**<br>10 301<br>22 272 | ✠**100A1** SS 12/79<br>strengthened for ore cargoes, Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6096 | **1962**-10 Ch. de l'Atlantique—St. Nazaire (S21)<br>178,24 22,86 10,015<br>168,00 22,76 13,52<br>P 32,7 F 13,5 1 dk<br>RW rf 102<br>NS 8BH WB9751t incl. Topside tanks in holds 4988t | **M Bulk Carrier**<br>6 Ho 21,9 20,6 20,1 20,1 20,1 20,1 ER<br>G.33 755<br>6 Ha (stl) (13,7 × 8,9) (13,4 13,4 13,4 13,4 13,4 × 10,9) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>AuxB 85lbf/in² (5,9bar)<br>e(ex.g) 85lbf/in² (5,9bar)<br>Gen 3 × 325kW 110/440V 60Hz a.c.<br>Fuel 1 575,0t (hvf) 15kn |
| 6926610<br>J4TC<br>462<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRECIAN LEGEND**<br>**Legend Maritime Corp.**<br>Andros Greece | **22 915**<br>16 889<br>41 861 | ✠**100A1** SS 10/79<br>strengthened for ore cargoes<br>Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Jt 3"U2<br>FN 8270 | **1969**-11 Scotts' SB. & Eng. Co. Ltd. —Greenock (716)<br>201,78(BB) 28,10 11,608<br>189,31 28,05 15,63<br>P 31,4 F 16,2 1 dk<br>rf 76<br>NS 9BH WB12561t incl. Comb. btm & side tanks in holds 5311t Topside tanks in holds 5101t | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho each 18,9 ER<br>G.54 325 B.46 649<br>7 Ha (stl) (12,3 12,5 12,8 12,8 12,8 12,8 12,8 × 12,8) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 900 × 1550<br>14 150bhp (10 408kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 450kW 440V 60Hz a.c.<br>Fuel 2 418,0t (hvf) 15kn |
| 5404641<br>SYVC<br>355<br>Df Esd<br>Gc Rdr | **GRECIAN LIGHT**<br>**Little Bear S.A.**<br>Andros Greece | **15 373**<br>10 094<br>22 272 | ✠**100A1** SS 3/82<br>strengthened for ore cargoes; Nos. 2 & 4 holds may be empty<br>Ice Class 3<br>✠**LMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 6096 | **1963**-1 Ch. de l'Atlantique—St. Nazaire (T21)<br>178,24 22,86 10,015<br>168,00 22,76 13,52<br>P 32,7 F 13,5 1 dk<br>RW rf 102<br>NS 8BH WB9751t incl. Topside tanks in holds 4988t | **M Bulk Carrier**<br>6 Ho 21,9 20,6 20,1 20,1 20,1 20,1 ER<br>G.33 755<br>6 Ha (stl) (13,7 × 8,9) (13,4 13,4 13,4 13,4 13,4 × 10,9) ER<br>12W Der 12(5) | Oil 2SA 6Cy. 740 × 1600<br>9 000bhp (6 620kW) B&W<br>Ch. de l'Atlantique St Nazaire<br>AuxB 85lbf/in² (5,9bar)<br>e(ex.g) 85lbf/in² (5,9bar)<br>Gen 3 × 325kW 110/440V 60Hz a.c.<br>Fuel 1 575,0t (hvf) 15kn |
| 7030391<br>SYBQ<br>479<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRECIAN SPIRIT**<br>**San Pedro Compania Armadora S.A.**<br>Andros Greece | **22 912**<br>16 886<br>42 288 | ✠**100A1** SS 8/80<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty<br>✠**LMC**<br>EL Jt 3"U2<br>FN 8270 | **1970**-11 Scotts' SB. Co. (1969) Ltd. —Greenock (717)<br>201,78(BB) 28,10 11,612<br>189,31 28,05 15,63<br>P 31,4 F 16,2 1 dk<br>rf 76<br>NS 9BH WB12561t incl. Comb. btm & side tanks in holds 5311t Topside tanks in holds 5101t | **M Bulk Carrier**<br>pt higher tensile steel<br>7 Ho each 18,9 ER<br>G.54 325 B.46 649<br>7 Ha (stl) (12,3 12,5 12,8 12,8 12,8 12,8 12,8 × 12,8) ER<br>14W Der 14(10) | Oil 2SA 6Cy. 900 × 1550<br>14 150bhp (10 408kW) Sulzer<br>Scotts' SB. & Eng. Co. (1969) Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in² (6,9bar)<br>Gen 3 × 430kW 440V 60Hz a.c.<br>Fuel 2 875,5t (hvf) 15kn |
| 6613251<br>SZYN<br>Df Esd<br>Gc Rdr<br>RT | **GRECIAN TEMPLE**<br>ex Resplendent-70<br>**Petromar S.A.**<br>Greece | **23 570**<br>15 281<br>39 442 | AB | **1966** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (236)<br>191,01 27,69 11,704<br>180,02 27,59 16,01<br>P 7,4 F 11,9 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho each 10,1 ER<br>G.49 515<br>7 Ha (stl) (10,9 11,6 11,9 11,9 11,9 11,9 11,9 × 11,9) ER<br>14W Der 14(5) | Oil 2SA 8Cy. 760 × 1550<br>10 800bhp (7 944kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 580kW 440V 60Hz a.c.<br>Fuel 4 877,0t (hvf) 15kn |
| 5405384<br>J4FP<br>7371<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEK FRIENDSHIP**<br>ex Ionian Skipper-79<br>**Efcargo Shipping Co. S.A.**<br>Efshipping Co. S.A. Panama<br>Piraeus Greece | **13 561**<br>8 607<br>23 235 | AB | **1963** Nippon Kokan K.K.—Shimizu (183)<br>177,83 22,86 10,100<br>166,12 22,76 13,42<br>1 dk, 2nd dk fwd & aft<br>RW rf 51 | **M Bulk Carrier**<br>7 Ho 12,6 17,7 17,7 13,2 17,7 19,0 20,5 ER<br>G.28 110<br>7 Ha (stl) (9,2 × 8,0) (10,2 10,4 × 11,2) (5,2 × 4,5) (10,4 11,9 13,4 × 11,2) ER<br>14W Der 14(5) 2(3) | Oil 2SA 7Cy. 740 × 1600<br>10 500bhp (7 723kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 440kW 450V 60Hz a.c.<br>Fuel 2 148,0t (hvf) 16,5kn |

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|---|---|---|---|---|---|---|
| 6816322<br>SXGZ<br><br>Df Esd<br>Gc Pfd<br>Rdr | **GREEK SKY**<br>ex Chen Chang-80<br>**Stavron Navigation Co.**<br>Piraeus Greece | **4 995**<br>3 204<br>5 571 | <br><br>BV | **1968** Kurushima Dock Co. Ltd.—Imabari<br>(532)<br>113,92 16,54 7,111<br>103,49 16,50 8,62<br>2 dks<br>RW | **M General Cargo**<br>Ref.<br>3 Ho 28,6 24,4 23,7<br>In.7 250<br>3 Ha (11,3 11,8 11,8 × 5,9)<br>12W Der 1(20) 4(10) 2(9) 6(5) | Oil 2SA 6Cy. 520 × 900<br>4 500bhp (3 310kW) MAN<br>Kawasaki Dockyard Co. Ltd. Kobe<br>Gen 3 × 304kW 445V 60Hz a.c.<br>Fuel 531,5t (hvf) 14,5kn |
| 5311038<br>5B2192<br>367273<br>Esd Rdr<br>RT | **GREEK SKY**<br>ex Bright Sky-76<br>ex Sandringham Queen-72<br>**Luxury Shipping Co. Ltd.**<br>Limassol Cyprus | **1 308**<br>693<br>1 666 | <br><br>✠LR class withdrawn<br>17/2/82 | **1955**-9 Goole SB. & Repairing Co. Ltd.<br>—Goole (499)<br>70,92 10,98 4,661<br>67,06 10,83 4,73<br>P 18,6 RQD 30,5 F 8,3 1 dk<br>RW rf 76 | **M General Cargo**<br>Mchy.aft<br><br><br>G.2 462 B.2 339<br>3W Der 3(3) | Oil 2SA 7Cy. 340 × 570<br>1 120bhp (824kW)<br>British Polar Engines Ltd. Glasgow<br>Fuel 69,5t 11kn |
| 5135575<br>KIYY<br>248328<br>Df Esd<br>Gc | **GREELEY VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 603<br>10 852 | <br><br>AB | **1945** Permanente (Shipyard No. 2)<br>—Richmond, Ca (714)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 5135587<br><br>131339 | **GREEN**<br><br>**Consolidated Whaling Corp. Ltd.**<br>Liverpool United Kingdom | **102**<br>37<br>— | | **1910** A/S Akers M/V—Oslo (306)<br>30,18 5,49 2,744<br>... ... ...<br>1 dk<br>R | **S Whaler** | T 3Cy. 305 457 & 762 × 457<br><br>A/S Akers M/V Oslo |
| 7203467<br>JK3491<br>110716<br>Esd Gc<br>Rdr RT | **GREEN ACE**<br><br>**Hiroshima Green Ferry K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **5 955**<br>3 039<br>2 133 | | **1971** Kanda Zosensho K.K.—Kure (162)<br>135,13 22,05 5,195<br>125,02 22,00 7,50<br>2 dks | **TM RoRo Cargo/Ferry**<br>—P | 2 Oil 4SA each 16Cy. 400 × 540<br>17 800bhp (13 093kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe |
| 7043063<br>WY7296<br>521305 | **GREEN ACRES**<br><br>**Patterson Jrs. Inc.**<br>Philadelphia, Pa United States of America | **135**<br>91<br>— | | **1969** Marine Builders Inc.—Mobile, Al<br>*23,47* 6,84<br>3,38 | **M Fishing** | Oil<br>455bhp (335kW)<br>.............<br>Fuel (d.o.) |
| 7429669<br>JK3783<br>115383<br>Esd Gc<br>Rdr RT | **GREEN ARCH**<br><br>**Japan Line Ltd. & Hiroshima Green Ferry K.K.**<br>Hiroshima, Japan<br>Hiroshima Pref. | **5 552**<br>2 169<br>2 317 | | **1975** Kanda Zosensho K.K.—Kure (197)<br>137,01 22,03 5,589<br>125,00 22,00 7,50 | **TM RoRo Cargo/Ferry**<br>827dk P | 2 Oil 4SA each 16Cy. 400 × 460<br>20 800bhp (15 300kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi |
| 7530389<br>JMRB<br>118910<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN AUKLET**<br>ex Shinzan Maru-77<br>**Maya Shosen K.K.**<br>Shinto Kaiun K.K. (Shinto Shipping Co. Ltd.)<br>Kobe, Japan<br>Hyogo Pref. | **9 646**<br>6 230<br>16 641 | <br><br>NK | **1976** Kochi Jukogyo K.K.—Kochi (928)<br>141,99 21,85 9,072<br>133,74 21,81 12,22<br>P 26,0 F 12,5 1 dk | **M Bulk Carrier**<br><br>4 Ho ER<br>G.20 577 B.20 016<br>4 Ha (stl) (14,4 × 9,9) (20,5 20,5 20,5 × 10,9) ER<br>Der 3(25) 1(20) | Oil 2SA 8Cy. 520 × 1050<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Nagasaki<br>Gen 2 × 395kW 445V a.c.<br>Fuel 212,5t (d.o.) 1 065,0t (hvf)-28,5pd<br>14kn |
| 6717368<br>VOVK<br>327977 | **GREEN BAY TRANSPORT**<br>ex Fogo Transport-74<br>**Green Bay Transport Ltd.**<br>St. John's, Nfl. Canada | **172**<br>62<br>— | | **1967** Carpenter's Shipyards Ltd.—Port Union, Nfl.<br>*27,59* 8,79<br>... ... ...<br>1 dk | **Wood M Ferry**<br>—P | Vee Oil 2SA 16Cy. 108 × 127<br>700bhp (515kW)<br>General Motors Corp. Detroit, Mi<br>10kn |
| 6615015<br>VC8289<br>392882 | **GREEN BAY TRANSPORT No. 1**<br>ex Lolland-79<br>**Green Bay Transport Ltd.**<br>St. John's, Nfl. Canada | **399**<br>150<br>206 | <br><br>BV | **1955** Svendborg Skibsvaerft A/S<br>—Svendborg (70)<br>52,71 10,57 2,896<br>48,27 10,55 3,66<br>1 dk<br>BK 145 | **TM RoRo Cargo/Ferry**<br>—P | 2 Oil 4SA each 6Cy. 320 × 450<br>1 000bhp (736kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 32kW 220V d.c.<br>Fuel 20,5t (d.o.) 13,5kn |
| 5135604<br>KIZF<br>247216<br>Df Esd<br>Gc | **GREEN BAY VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 643**<br>4 609<br>10 807 | <br><br>AB | **1945** Oregon SB. Corp.—Portland, Or<br>(1213)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>9 350shp (6 877kW)<br>Westinghouse Elec. & Mfg. Co. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 17kn |
| 5374705<br>HO9547<br>4354-PEXT1 | **GREEN CAPE**<br>ex Ushio Maru-74<br>**Near Sea Navigation Co. S.A.**<br>Panama Panama | **499**<br>313<br>849 | | **1959** Tsuneishi Zosen K.K.—Numakuma<br>(16)<br>*53,50* 8,06 3,493<br>52,71 8,01 3,89<br>1 dk | **M Tanker**<br><br>4 Ta ER<br>L.(oil) 1 081<br><br>len 65 | Oil 4SA 6Cy. 320 × 460<br>470bhp (346kW)<br>Nippon Hatsudoki Kobe<br>Fuel 24,5t 9kn |
| 7618454<br>JRBX<br>121721<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN ECHO**<br><br>**Sunny Shipping K.K.**<br>Tokyo Japan | **16 260**<br>10 146<br>26 684 | <br><br>NK | **1977** Tsuneishi Zosen K.K.—Numakuma<br>(364)<br>175,19 10,423<br>165,00 25,01 14,03<br>P 27,8 F 12,5 1 dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.35 060 B.34 742<br>5 Ha (stl) (12,8 × 11,4) (20,1 20,1 20,1 20,1 × 13,1) ER<br>5W Der 5(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 440kW 445V a.c.<br>Fuel-35,0pd 14,75kn |
| 7701316<br>3EWC<br>1176<br>7-82<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN ELLIOTT**<br>ex Tozan Maru-81<br>**Eagle Marine Co. S.A.**<br>Panama Panama | **14 900**<br>9 779<br>23 928 | <br><br>NK | **1978** Kurushima Dock Co. Ltd.—Onishi<br>(2038)<br>173,51 9,673<br>163,02 24,81 13,42<br>P 28,7 F 9,5 1 dk | **M Bulk Carrier**<br><br><br>G.31 717 B.30 927<br>5 Ha (12,5 × 11,2) (19,5 19,8 19,8 19,8 × 12,8) ER<br>Der 5(25) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 440kW 450V a.c.<br>15,25kn |

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| **7533082**<br>JIKF<br>126131<br>Df Esd<br>Gc Rdr<br>RT | **GREEN ELM**<br>ex Balder Trader-81<br>**Shin Aoyama Enterprises Co. Ltd.**<br>Japan | **36 112**<br>22 659<br>66 383 | ✠LR class withdrawn-<br>Owner's request<br>1/10/82<br>NK | **1977**-1 Hakodate Dock Co. Ltd.—Hakodate (632)<br>219,01(BB) 32,29 13,691<br>208,01 32,24 18,55<br>P 34,8 F 18,0 1 dk<br>rf nil | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 21,0 22,7 24,0 19,2 24,0 24,0 24,0 ER<br>G.72 732 B.71 541<br>7 Ha (stl) (12,6 × 10,5) (13,7 14,4 9,6 14,4 14,4 14,4 × 13,1) ER | Oil 2SA 6Cy. 900 × 1550<br>17 400bhp (12 799kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 560kW 450V 60Hz a.c.<br>Fuel 309,5t (d.o.) 3 653,0t (hvf) 15,5kn |
| **7378042**<br>H9DL<br>9668-HK<br>Esd Gc<br>Rdr RT | **GREEN EMERALD**<br>ex Kobe Maru-80<br>**Komodo Marine S.A.**<br>Panama Panama | **4 929**<br>2 672<br>2 848 | | **1974** Mitsubishi Heavy Industries Ltd. —Shimonoseki (746)<br>143,44 16,82 6,503<br>127,01 16,79 7,22<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>—P | 2 Oil 2SA each 8Cy. 520 × 1050<br>16 000bhp (11 769kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe |
| **7720829**<br>GXIP<br>376475<br>Esd Pfd<br>Rdr RT | **GREEN FIELD**<br>**Victor & William Chambers**<br>Newry United Kingdom | **180**<br>76<br>— | | **1977** Herd & Mackenzie Ltd.—Buckie (265)<br>26,52 7,35<br>24,08 7,32 3,69<br>1 dk | **M Fishing** | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>11kn |
| **7020059**<br>HO5709<br>2444-72<br>Df Esd<br>Gc Rdr<br>RTm/v | **GREEN FISH**<br>**Fargo International Shipping Inc.**<br>Feronia International Shipping (F.I.S.H.)<br>Panama Panama | **213**<br>69<br>200 | BV | **1970** Ch. Nav. de La Ciotat—Le Trait (197/1)<br>40,80 7,57 3,001<br>36,96 7,51 3,79<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting 24dk P | 2 Oil 4SA each 6Cy. 250 × 300 reduction geared to sc. shafts<br>Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 88kW 220/380V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 63,0t (d.o.) 14,5kn |
| **8021323**<br>H9IB<br>1075<br>6-81<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN FOREST**<br>**Leona Naviera S.A.**<br>Panama Panama | **11 961**<br>8 753<br>22 260 | NK | **1980** Kurushima Dock Co. Ltd.—Uwajima (2145)<br>154,51 25,02 9,921<br>144,02 25,01 13,52<br>P 23,8 F 13,2 1 dk | **M General Cargo**<br>Mchy.aft<br>G.29 271 B.27 975<br>4 Ha (stl) (17,6 × 11,5) (24,7 24,7 24,7 × 13,1)<br>Cr 2(25) Der 2(25,5) | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW) Mitsubishi<br>Kobe Hatsudoki K.K. Japan<br>Gen 2 × 400kW a.c.<br>14kn |
| **7806647**<br>6ZEW<br>6092<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN FOREVER**<br>**Greenforever Line Corp.**<br>Monrovia Liberia | **12 869**<br>8 232<br>18 813 | NK | **1979** Narasaki Zosen K.K.—Muroran (921)<br>161,55(BB) 22,89 9,751<br>150,02 22,80 13,31<br>B 21,7 F 14,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.24 016 B.20 546<br>8 Ha (stl) (7,0 × 8,1) (12,4 × 13,1) (12,8 12,8 12,8 12,8 × 18,5) (12,8 12,8 × 18,5) ER<br>Cr 2(38) | Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW) Sulzer<br>Hitachi Zosen Osaka<br>Gen 3 × 1200kW a.c.<br>15,5kn |
| **7724954**<br>HOML<br>9125<br>-78A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN FORTUNE**<br>**Green Fortune Line S.A.**<br>Panama Panama | **12 900**<br>8 260<br>18 821 | NK | **1978** Narasaki Zosen K.K.—Muroran (919)<br>161,55(BB) 22,86 9,751<br>150,02 22,80 13,31<br>B 21,7 F 14,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.24 095 B.20 622<br>8 Ha (stl) (7,0 × 8,0) (12,3 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 × 18,5) ER<br>Cr 2(36) | Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW) Sulzer<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 3 × 400kW a.c.<br>15,5kn |
| **7724942**<br>H3KL<br>9468<br>-79A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN FORWARD**<br>**Green Forward Line S.A.**<br>Green State Marine Corp.<br>Panama Panama | **12 900**<br>8 260<br>18 821 | NK | **1978** Narasaki Zosen K.K.—Muroran (920)<br>161,55(BB) 22,89 9,751<br>150,02 22,80 13,31<br>B 21,7 F 14,7 1 dk | **M General Cargo**<br>4 Ho ER<br>G.24 095 B.20 622<br>8 Ha (stl) (7,0 × 8,0) (12,3 × 13,1) (12,8 12,8 12,8 12,8 12,8 12,8 × 18,5) ER<br>Cr 2(36) | Oil 2SA 7Cy. 680 × 1250<br>10 500bhp (7 723kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × 400kW a.c.<br>18kn |
| **7126061**<br>8LCH<br>122154<br>Gc Rdr<br>RT | **GREEN HIRO**<br>ex Seiyo Maru-79<br>**Koshin Kaiun K.K.**<br>Kure, Hiroshima Pref. Japan | **1 540**<br>913<br>2 976 | NK | **1971** Geibi Zosen Kogyo—Kure (232)<br>82,71 12,43 5,452<br>76,43 12,40 6,30<br>P 17,1 F 7,1 1 dk | **M Tanker**<br>5 Ta ER<br>L.3 715 | Oil 4SA 6Cy. 400 × 600<br>2 600bhp (1 912kW)<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu<br>Gen 2 × 225kW 220V a.c.<br>11,5kn |
| **7933969**<br>609993 | **GREEN HOPE**<br>**U.S. Marine Corp.**<br>Norfolk, Va United States of America | **197**<br>135<br>— | | **1979** Master Marine Inc.—Bayou la Batre, Al<br>*24,94* 7,32<br>3,76<br>1 dk | **M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7116999**<br>3EGK<br>1154<br>1-82<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GREEN ISLAND**<br>ex Rhein Express-81<br>ex Oriental Exporter-76<br>ex Rhein Express-73<br>**Hong Kong America Shipping Co. S.A.**<br>Panama Panama | T.Mk<br>**14 125**<br>7 399<br>11 151 | GL | **1971** Blohm + Voss A.G.—Hamburg (880)<br>170,85(BB) 24,62 7,870<br>155,02 24,52 14,58<br>F 34,8 2 dks | **M Container Ship**<br>Fixed-guides<br>Ice strengthened<br>4 Cell.Ho ER<br>TEU 736<br>C.Ho 116/20' 196/40' C.Dk 20/20' 104/40' incl. 21 ref C.<br>9 Ha (stl) ER<br>12 Wing Ha (stl) | Oil 2SA 9Cy. 780 × 1550<br>15 750bhp (11 585kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 388kW 450V 60Hz a.c.<br>Fuel 2 298,5t (hvf) 20kn |
| **7720831**<br>GXHU<br>376476<br>Esd Pfd<br>Rdr RT | **GREEN ISLE II**<br>**Thomas Hayden & others**<br>Newry United Kingdom | **180**<br>76<br>— | | **1977** Herd & Mackenzie Ltd.—Buckie (266)<br>26,52 7,70<br>24,08 7,32 3,69<br>1 dk | **M Fishing**<br>Stern Trawler | Oil 4SA 8Cy. 222 × 292<br>800bhp (588kW)<br>Mirlees Blackstone (Stockport) Ltd. Stockport<br>11kn |
| **7825227**<br>JNBY<br>121092<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN KOBE**<br>**Shinmei Kisen K.K.**<br>Kobe, Hyogo Pref. Japan | **14 920**<br>9 793<br>23 858 | NK | **1979** Sasebo Heavy Industries Co. Ltd. —Sasebo Yard (278)<br>173,51 24,85 9,673<br>163,00 24,81 13,42<br>P 27,2 F 11,6 1 dk | **M Bulk Carrier**<br>G.31 683 B.30 893<br>5 Ha (stl) (12,5 × 11,2) (18,9 18,9 18,9 18,9 × 12,8) ER<br>Der 5(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW)<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 440kW 450V a.c.<br>15kn |

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|---|---|---|---|---|---|---|
| **5187499**<br>H8UT<br>9438-<br>PEXT2<br>Df Esd<br>Gc Rdr<br>RTv | **GREEN LEAF**<br>ex Pearl Rainbow-81 ex Despo-80<br>ex Toulla-80 ex King Arthur-72<br>**Greenleaf Navigation S.A.**<br>Smipt Shipping & Trading Pte.<br>Ltd.<br>Panama Panama | T.Mk<br>**5 676**<br>3 226<br>—<br>**8 190**<br>4 993<br>12 332 | ✠LR class withdrawn-<br>Owner's request 7/5/82 | **1953**-3 Harland and Wolff Ltd.—Belfast (1462)<br>142,20 18,04 9,138/—<br>132,77 17,99 12,12<br>2 dks<br>RW rf 152 | **M General Cargo**<br>5 Ho 20,2 32,0 8,7 ER 18,9<br>22,5<br>G.18 459 B.16 769<br>5 Ha (9,6 10,9 6,4 × 6,7) ER (10,0<br>9,1 × 6,7)<br>11W Der 1(50) 1(25) 4(10) 6(5) | Oil 4SA 6Cy. 740 × 1500<br>3 300bhp (2 427kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 3 × 125kW 220V d.c.<br>Fuel 2 058,5t (hvf) 12,5kn |
| **7237793**<br>JL3865<br>113397<br>Rdr RT | **GREEN MARU No. 1**<br><br>**Nippon Tokushusen K.K.**<br>Matsuyama, Japan<br>Ehime Pref. | **995**<br>726<br>2 183 | | **1972** Oshima Dock K.K.—Yoshiumi (506)<br>73,11 12,02 5,004<br>68,03 11,99 5,57<br>1 dk<br>RW | **M Tanker**<br>Asphalt<br>Mchy.aft | Oil 4SA 6Cy. 320 × 380<br>2 000bhp (1 471kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka |
| **8103781**<br>JL4833<br>124017<br>Esd Rdr<br>RT | **GREEN MARU No. 3**<br><br>**Nippon Tokushusen K.K.**<br>Nippon Gas Line K.K. (Nippon Gas<br>Line Co. Ltd.)<br>Matsuyama, Japan<br>Ehime Pref. | **692**<br>482<br>1 329 | | **1981** Kurinoura Dock K.K.—Yawatahama<br>(161)<br>64,93 4,301<br>59,52 10,01 4,53<br>1 dk | **M Tanker**<br>Asphalt<br>Mchy.aft | Oil<br>1 600bhp (1 177kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Tokyo |
| **7908809**<br>JERV<br>121132<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN MAYA**<br><br>**Shinmei Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **11 194**<br>7 347<br>19 140 | <br><br>NK | **1980** Kochi Jukogyo K.K.—Kochi (2122)<br>142,53 28,88 9,535<br>137,01 22,86 12,63<br>P 24,4 F 13,5 1 dk | **M Bulk Carrier**<br><br><br>G.24 273 B.23 557<br>4 Ha (stl) (13,5 × 9,6) (19,2 19,2<br>19,2 × 12,8) ER<br>Der 4(25) | Oil 2SA 6Cy. 560 × 1150<br>8 040bhp (5 914kW) Sulzer<br>Sumitomo Heavy Ind. Ltd. Tamashima<br>Gen 2 × 400kW 450V a.c.<br>14kn |
| **5422693**<br><br><br>Df Esd<br>RT | **GREEN PASTURES**<br>ex Tea-75 ex Timor I-69<br>ex Svanic-63<br>**G. Ritchie**<br>Fraserburgh United Kingdom | **105**<br>38<br>— | <br><br>(NV) | **1960** Flekkefjord Slipp & Mask.<br>—Flekkefjord (50)<br>26,27 6,74<br>6,68 3,61<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>3 Ha (0,9 × 1,2) (1,3 × 1,3) (0,9 ×<br>1,2) ER<br>1W Der 1(1) | Oil 4SA 8Cy. 220 × 280<br>585bhp (430kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 24,5t (d.o.)-1,5pd |
| **6923034**<br>GYXJ<br>337864<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN ROVER**<br><br>**Government of The United**<br>**Kingdom (Director General**<br>**of Supplies & Transport**<br>**(Naval) Ministry of Defence**<br>**(Navy))**<br>London United Kingdom | **7 503**<br>3 186<br>6 931 | **✠100A1** CS 6/79<br>oil tanker (cc)<br>Ice Class 3<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 3858 | **1969**-8 Swan Hunter Shipbuilders Ltd.<br>—Hebburn Shipyard, Hebburn (6)<br>140,62 19,26 7,316<br>131,07 19,21 10,22<br>P 50,9 F 40,3 1 dk<br>rf 305<br>12BH WB1797t | **M Tanker/Supply Ship**<br>Replenishment<br>13 Ta ER 1 Ho<br>G.976 B.812 L.319 L.(oil) 8 128 | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr<br>geared to sc. shaft<br>16 000bhp (11 769kW) ✠ NE 6/74<br>Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB 200lbf/in² (13,8bar)<br>Gen 8 × 340kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd |
| **7201706**<br>WQ5990<br>291556 | **GREEN RUN**<br><br>**Seacoast Products Inc.**<br>Morgan City, La United States<br>of America | **378**<br>267<br>— | | **1963** Wiley Mfg. Co.—Port Deposit, Md<br>*50,66* 7,95<br>3,61 | **M Fishing** | Oil<br>760bhp (559kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **5382245**<br>HO9983<br>4565-74<br>Df Esd<br>Rdr RTm | **GREEN SANKI**<br>ex Fukuzan Maru-74<br>ex Visayan Maru-69<br>**Eastern Kings Lines S.A.**<br>Panama Panama | **1 483**<br>751<br>2 275 | <br><br>NK | **1960** Mitsubishi Zosen K.K.—Shimonoseki<br>(546)<br>74,81 11,87 5,385<br>68,00 11,82 6,00<br>P 22,0 F 8,3 1 dk<br>RW | **M Effluents Carrier**<br><br>3 Ho ER<br>L.930<br>3 Ha (stl) ER<br>Der 1(5) 2(3) 2(2) | Oil 4SA 6Cy. 430 × 620<br>1 550bhp (1 140kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Fuel 222,5t (d.o.)-6,5pd 11,5kn |
| **7376173**<br>6ZEJ<br>4750<br>Gc Rdr<br>RTv | **GREEN SEA**<br><br>**Oil Gas Carrier Inc.**<br>Golden Peak Maritime Agencies<br>Ltd.<br>Monrovia Liberia | **1 456**<br>918<br>1 412 | <br><br>NK | **1974** Tokushima Zosen Sangyo K.K.<br>—Komatsujima (368)<br>73,18 12,25 4,623<br>67,01 12,22 5,44<br>P 15,3 F 5,8 1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref<br>2 Ta ER<br>L.(gas) 1 624 | Oil 4SA 6Cy. 380 × 560<br>2 100bhp (1 545kW)<br>Akasaka Tekkosho K.K., (Akasaka<br>Diesels Ltd.) Yaizu<br>Gen 2 × 200kW a.c.<br>Fuel 151,5t-7,5pd 12kn |
| **7916818**<br>7JAC<br>123883<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN SPANKER**<br><br>**Eisho Kisen K.K.**<br>Hakata, Japan<br>Ehime Pref. | **14 201**<br>9 394<br>23 934 | <br><br>NK | **1980** Watanabe Zosen K.K.—Hakata (204)<br>160,38 9,948<br>149,99 24,60 13,62<br>P 26,9 F 12,8 1 dk | **M Bulk Carrier**<br><br><br>G.31 233 B.29 841<br>4 Ha (stl) (18,3 19,9 19,9 19,9 ×<br>12,8) ER<br>Cr 3(25) Der 1(25) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 450kW 450V a.c.<br>14,5kn |
| **6817443**<br>D7ST<br>BM49<br>037<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN STAR**<br>ex Shinyo Maru-78<br>**Kuk Je Shipping Co. Ltd.**<br>Busan South Korea | **20 378**<br>14 814<br>24 072 | <br><br>KR NK | **1968** Uraga Heavy Industries Ltd.—Uraga<br>Shipyard, Yokosuka (904)<br>172,02 25,05 9,373<br>165,00 25,02 17,71<br>1 dk, pt 2nd dk | **M Bulk Carrier**<br><br>5 Ho ER<br>G.49 217<br>5 Ha (stl) (17,8 17,9 11,9 12,6 12,6<br>× 12,3) ER<br>Cr 2(9,25) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 300kW 450V a.c.<br>Fuel 1 256,0t-27,5pd 14,25kn |
| **7709538**<br>JPND<br>121412<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN STAR**<br><br>**Daito Kisen K.K.**<br>Tokyo Japan | **14 886**<br>9 742<br>23 916 | <br><br>NK | **1977** Kurushima Dock Co. Ltd.—Onishi<br>(2030)<br>173,51 9,673<br>163,02 24,81 13,42<br>P 28,7 F 9,5 1 dk | **M Bulk Carrier**<br><br><br>G.31 717 B.30 927<br>5 Ha (12,5 × 11,2) (19,6 19,7 19,7<br>19,7 × 12,8) ER<br>Der 5(25) | Oil 2SA 6Cy. 700 × 1200<br>9 300bhp (6 841kW) MAN<br>Kawasaki Heavy Ind. Ltd. Kobe<br>Gen 2 × 440kW 450V a.c.<br>15,5kn |
| **7031618**<br>HOQS<br>7807-77B<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREEN STAR**<br>ex Seisho Maru-76<br>**Green Line Co. Ltd. S.A.**<br>Panama Panama | **2 979**<br>2 093<br>5 758 | <br><br>NK | **1970** Koyo Dockyard Co. Ltd.—Mihara<br>(571)<br>100,54 16,03 6,541<br>94,01 15,98 8,01<br>P 20,2 B 6,4 F 12,2 1 dk | **M General Cargo**<br><br>2 Ho ER<br>G.7 267 B.6 640<br>2 Ha (stl) (25,4 27,8 × 7,7) ER<br>10W Der 1(50) 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 2 × 128kW 445V a.c.<br>Fuel 562,0t-17,0pd 13kn |

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| **8114364**<br>JFTN<br>121259<br>Df Esd<br>Gc Pfd<br>Rdr | **GREEN SUMA**<br><br>**Shinmei Kisen K.K.**<br>Kobe, Japan<br>Hyogo Pref. | **13 062**<br>8 765<br>22 172 | NK | **1981** Kurushima Dock Co. Ltd.—Uwajima (2171)<br>154,51 9,921<br>144,02 25,01 13,52<br>P 24,4 F 13,2 1 dk | **M Bulk Carrier**<br>Mchy.aft | Oil 2SA 6Cy. 520 × 1250<br>8 000bhp (5 884kW) Mitsubishi<br>Akasaka Tekkosho K.K., (Akasaka Diesels Ltd.) Yaizu |
| **7392438**<br>5LVK<br>5640<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GREEN TRADER**<br><br>**Green Shipping & Trading S.A.**<br>Monrovia Liberia | **19 490**<br>13 090<br>36 981 | NK | **1976** Kasado Dock Co. Ltd.—Kudamatsu (290)<br>184,46 28,02 11,115<br>174,02 28,01 15,02<br>F 16,2 1 dk | **M Tanker**<br>CBT<br>14 Ta ER<br>L.(oil) 46 107 HeCls. BC | Oil 2SA 8Cy. 680 × 1250<br>13 200bhp (9 709kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 500kW 450V 60Hz a.c.<br>Fuel 222,0t (d.o.) 2 658,0t (hvf)-48,0pd<br>15kn |
| **5415743**<br>VC4680<br>319937<br>Df Esd<br>Pfd Rdr<br>RT | **GREEN WATERS**<br><br>**Pecheries Baie Chaleur Ltee.**<br>St. Andrews, N.B. Canada | **181**<br>84<br>— | | **1963** Bathurst Marine Ltd.—Bathurst, N.B. (5)<br>28,00 6,86<br>24,39 6,71 3,66 | **M Fishing**<br>Stern Trawler | Oil 2SA 24Cy. 114 × 127<br>General Motors Ltd., Diesel Division London, Ont. |
| **5135721**<br>MHAS<br>303815<br>Esd RTm | **GREENDALE H**<br><br>**Southern Water Authority**<br>Hull United Kingdom | **311**<br>156<br>536 | | **1962** John Harker Ltd.—Knottingley (299)<br>43,06 6,71 3,093<br>41,15 6,63 3,43<br>1 dk<br>RW rf 76 | **M Sludge Carrier**<br><br>8 Ta ER<br>L.(oil) 490 HeCls. C | Oil 4SA 5Cy. 203 × 273<br>276bhp (203kW)<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 1 × 15kW 110V<br>Fuel 12,5t (d.o.)-0,5pd 7,5kn |
| **7012650**<br>GNAE<br>338818<br>Esd Rdr<br>RTm/v | **GREENGARTH**<br><br>**Cory Ship Towage Ltd.**<br>Milford Haven United Kingdom | **291**<br>—<br>146 | **✠100A1** SS 6/78<br>tug<br>**✠LMC**<br>EL (e) 1⅛"SQ<br>FN 462 | **1970**-6 R. Dunston (Hessle) Ltd.—Hessle (S868)<br>39,04 9,12 3,664<br>35,59 8,69 4,27<br>1 dk<br>rf 533 BK 152<br>3BH WB81t | **M Tug**<br>Fire-fighting | Oil 4SA 9Cy. 318 × 368 sr reverse geared to sc. shaft<br>English Electric Diesels Ltd. Ruston Eng. Div. Lincoln<br>Gen 3 × 55kW 440V 60Hz a.c.<br>Fuel 71,0t (d.o.) 13kn |
| **5088784**<br>5B2437<br>367336<br>Df Esd<br>Rdr RT | **GREENLAND**<br>ex Zafiri-82 ex Leandros L.-80<br>ex Deo Gratias-73<br>ex Dinkelstroom-67<br>ex Deo Gratias-65<br>**Ahlan Shipping Co. Ltd.**<br>Limassol Cyprus | **500**<br>269<br>— | BV | **1953** Schpswf. & Mfbk. Holland Nautic N.V.—Haarlem (13026)<br>58,40 9,05<br>9,00 5,06<br>2 dks<br>RW | **M General Cargo** CSD<br>Ref<br><br>G.1 416 B.1 311 In.38<br>2 Ha (each 10,5 × 5,3) ER<br>4W Der 4(3) | Oil 4SA 8Cy. 290 × 450<br>500bhp (368kW)<br>Appingedammer Brons Appingedam<br>Fuel 56,0t (d.o.) 10kn |
| **5251692**<br>OVUG<br>D1738<br>Df Esd<br>Pfd Rdr<br>RT | **GREENLAND**<br>ex Nienburg-69<br>**Napassok, Gronlandsk Fiskeri og Fryseindustri A/S**<br>Esbjerg Denmark | **312**<br>145<br>— | GL | **1956** Schiffbau-Ges. Unterweser A.G. —Bremerhaven (383)<br>43,97 7,95 3,252<br>40,01 7,80 3,81<br>P 6,1 F 4,0 1 dk<br>RW | **M Factory Ship**<br>Shellfish<br><br>4 Ha (0,8 0,8 × 0,9) (1,5 × 1,3) (3,6 × 2,0) ER<br>1W Der 1(1) | Oil 4SA 6Cy. 320 × 450<br>600bhp (441kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 51,0t (d.o.)-2,5pd 11kn |
| **5193084**<br>HPXJ<br>1652-71<br>RTm | **GREENLAND ONE**<br>ex Konoshima Maru No. 2.-71<br>**Greenland Ocean Line Panama Ltd.**<br>Panama Panama | **433**<br>230<br>651 | (BV) | **1956** Koyo Dockyard Co. Ltd.—Mihara (30)<br>48,52 7,93 3,595<br>44,00 7,90 4,02<br>1 dk<br>RW rf 102 | **M General Cargo**<br><br>1 Ho 28,7 ER<br><br>1 Ha (18,6 × 5,0) ER<br>Der 4(3) | Oil 4SA 6Cy. 310 × 440<br>500bhp (368kW)<br>Niigata Eng. Co. Ltd. Niigata<br>Gen 1 × 3kW 35V d.c.<br>Fuel 22,5t (d.o.) 10,5kn |
| **5131086**<br>HONJ<br>7602-77<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREENLAND SEA**<br>ex Giove-73<br>**Yick Fung Shipping & Enterprises Co. Ltd.**<br>Panama Panama | **6 541**<br>3 802<br>—<br>**8 555**<br>5 353<br>13 295 | BV (RI) | **1956** Cant. Nav. Riuniti—Palermo (210)<br>146,77 19,08 —/9,145<br>135,97 19,05 11,89<br>1 dk & S dk<br>RW | **M General Cargo** OSD/CSD<br><br>3 Ho ER 3 Ho<br>G.18 431 B.17 112<br>3 Ha ER 3 Ha<br>12W Der 1(30) 12(5) | Oil 2SA 7Cy. 750 × 1320<br>5 500bhp (4 046kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 175kW 220V d.c.<br>Fuel 879,0t 14,75kn |
| **5284807**<br>WA9730<br>235140<br>Rdr<br>RTm/h | **GREENPORT**<br>ex New Jersey<br>ex Princess Anne-64<br>**Mascony Transport & Ferry Service**<br>New York, NY United States of America | **2 366**<br>1 259<br>501 | | **1936** Sun SB. & Dry Dock Co.—Chester, Pa (152)<br>*102,33* 18,04 3,201<br>17,99 5,82<br>2 dks<br>RW len 54 | **TS Ferry**<br><br>833P | U 8Cy. 483 × 508<br>3 000ihp (2 207kW) Unaflow<br>Skinner Engine Co. Erie, Pa<br>Gen 3 × 60kW 120V d.c.<br>Fuel 73,0t (o.f.) 13kn |
| **7625419**<br><br><br>Esd Rdr<br>RT | **GREENVILLE**<br><br>**National Port Authority of Monrovia, Liberia**<br>Monrovia Liberia | **96**<br>0<br>51 | **✠100A1**<br>tug<br>Liberian coasting service<br>**LMC**<br>EL (C) A 220,0/17,5U2<br>FN 194 | **1978**-9 Rilaco B.V.—Krimpen a/d Ijssel (795)<br>22,15 6,89<br>19,28 6,61 3,43<br>1 dk<br>rf 1118<br>4BH WBnil | **M Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 137 × 152 reverse reduction geared to sc. shaft<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 1 × 60kW 1 × 30kW 220V 60Hz a.c. |
| **7420015**<br>9V2690<br>380517<br>Df Esd<br>Gc Rdr<br>RT | **GREENVILLE I**<br><br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **231**<br>17<br>— | AB | **1975** Asia Pacific Shpyd (Pte) Ltd. —Singapore (195)<br>... ... ...<br>26,83 8,54 4,42<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 260 geared to sc. shafts<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 85kW a.c.<br>11kn |
| **7428641**<br>9V2662<br>376165<br>Df Esd<br>Gc Rdr<br>RT | **GREENVILLE IV**<br><br>**Red Sea Maritime Pte. Ltd.**<br>Singapore Singapore | **221**<br>84<br>— | AB | **1976** Asia Pacific Shpyd (Pte) Ltd. —Singapore (236)<br>... ... ...<br>26,85 8,55 4,47<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 220 × 280 geared to sc. shafts<br>Kloeckner Humboldt Deutz Augsburg<br>11kn |
| **8129010**<br>9V3069<br>382724<br>RT | **GREENVILLE V**<br><br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **242**<br>8<br>— | AB (Class cont.) | **1982** Mipe Shipbuilding (Pte.) Ltd. —Singapore (ML-103)<br>29,27<br>... ... ...<br>1 dk | **TM Tug**<br>Anchor-handling | 2 Oil<br><br>Stork-Werkspoor Diesel B.V. Netherlands |

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| **8129022**<br>9V3056<br>382680<br>RT | **GREENVILLE VI**<br><br>**Maritime (Pte.) Ltd.**<br>Singapore Singapore | **242**<br>8<br>— | AB (Class cont.) | **1982** Mipe Shipbuilding (Pte.) Ltd.<br>—Singapore (ML-104)<br>29,27<br>... ...<br>1 dk | **TM Tug**<br>Anchor-handling | 2 Oil<br><br>Stork-Werkspoor Diesel B.V. Netherlands |
| **7315234**<br><br>6<br>Esd Pfd<br>Rdr RT | **GREETJE MINA**<br>ex Louisa-82<br>**A. & L. Hoekman**<br>**Scheepvaartbedrijf B.V.**<br>Urk Netherlands | **203**<br>75<br>— | | **1973** N.V. Scheepswerf Haak—Zaandam<br>(921)<br>34,02 7,50<br>30,00 7,40 3,84<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 9Cy.<br>1 235bhp (908kW)<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **6701450**<br>OGRX<br>1136<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GREGERSO**<br><br>**R/A Gustaf Erikson**<br>Mariehamn Finland | **3 875**<br>2 159<br>5 727 | ✠**100A1** CS 3/77<br>Ice Class 1*<br>✠**LMC**<br>EL w 1$\frac{13}{16}$"U2<br>FN 2439 | **1967**-3 Oy Wartsila Ab—Turku/Abo<br>(1154)<br>102,11 15,85 7,570<br>97,16 15,80 9,30<br>F 12,2 1 dk, 2nd dk in No. 2 hold<br>rf 102<br>6BH WB1018t | **M General Cargo**<br><br>4 Ho 15,0 16,3 16,7 16,7 ER<br>G.8 173 B.7 607<br>4 Ha (stl) (8,3 × 5,9) (12,1 12,1 12,1 × 10,9) ER<br>Der 4(5) | Oil 2SA 5Cy. 560 × 1000<br>4 000bhp (2 942kW) Sulzer<br>Oy Wartsila Ab Turku/Abo<br>AuxB 85lbf/in² (5,9bar)<br>Gen 3 × 256kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 547,5t (d.o.) 14,5kn |
| **6508884**<br>WC4791<br>258651<br>Gc RT | **GREGG McALLISTER**<br>ex Maryann-77<br>ex David McAllister-70<br>ex S. M. Dean-69<br>**McAllister Brothers Inc.**<br>New York, NY United States of America | **173**<br>117<br>— | AB | **1949** Alexander Shipyards Inc.—New Orleans, La (B1443)<br>*33,62* 8,28 3,706<br>33,46 8,23 4,12<br>1 dk<br>BK 51 | **M Tug** | Oil 2SA 10Cy. 206 × 254<br>E made44 fitted49<br>Fairbanks, Morse & Co. U.S.A.<br>Gen 2 × 100kW<br>Fuel 151,5t |
| **6916213**<br>DUDK<br>226129<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREGORIO DEL PILAR**<br>ex Mytilus-81<br>**Philippine National Oil Co.**<br>Luzon Stevedoring Corp.<br>Manila Philippines | **105 532**<br>75 423<br>210 292 | ✠**100A1** SS 12/79<br>oil tanker (cc)<br>crude oil—defined ballasting<br>✠**LMC**<br>**IGS**<br>EL (B*) 4$\frac{13}{16}$"SQ<br>FN 22213 | **1969**-8 Hitachi Zosen—Sakai (4165)<br>324,93(BB) 47,22 18,974<br>310,02 47,16 24,49<br>1 dk<br>rf 102<br>9BH WB40714t incl. 24818t in clean ballast tanks DTf8269t | **S Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER | 2 S Turb dr geared to sc. shaft<br>28 000shp (20 596kW)<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>WTB 1067lbf/in² (73,6bar) Spt 515,6°C<br>924lbf/in² (63,8bar) hs2965,4<br>WTAuxB 953lbf/in² (65,8bar) Spt 326,7°C<br>924lbf/in² (63,8bar) hs593,9<br>Gen 2 × 750kW 440V 60Hz a.c.<br>Fuel (o.f.) 16kn |
| **7125287**<br><br>351825<br>Df Esd<br>Rdr RT | **GREGORY JUSTIN**<br><br>**D. L. Edwards**<br>Walvis Bay South Africa | **181**<br>116<br>— | | **1971** Louw & Halvorsen Ltd.<br>—Kaapstad/Cape Town<br>31,98 8,23 2,972<br>24,62 7,94 4,47<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Vee Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7613715**<br>WYP4<br>768<br>558835 | **GREGORY POOLE**<br><br>**Beaufort Fisheries Inc.**<br>Beaufort- United States<br>Morehead City, NC of America | **672**<br>482<br>— | | **1945** U.S. Naval Shipyard—Charleston, SC<br>*53,71* 10,09<br>4,37<br>1 dk | **M Fishing** | Oil<br>1 800bhp (1 324kW)<br>U.S.A. |
| **5055000**<br>J4GZ<br>6969<br>Df Esd<br>Gc Rdr<br>RT | **GREGOS**<br>ex Ostria-75 ex Bulk Trader-72<br>**Gregos Maritime Corp.**<br>Piraeus Greece | **9 190**<br>5 899<br>16 689 | NV | **1959** Bremer Vulkan A.G.—Vegesack<br>(877)<br>157,82 19,66 9,678<br>145,52 19,60 12,50<br>P 38,1 F 18,0 1 dk | **M Bulk Carrier**<br><br>5 Ho each 20,5 ER<br>G.19 824<br>5 Ha (stl) (each 13,5 × 8,9) ER<br>10W Der 10(5) 1(3) | Oil 2SA 7Cy. 700 × 1200<br>5 000bhp (3 678kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 2 × 220kW 1 × 120kW<br>440V 60Hz a.c.<br>Fuel 1 430,0t (hvf) 14,25kn |
| **7642182**<br>DBBW<br><br>Esd Gc<br>Rdr<br>RTm/h/v | **GREIF**<br><br>**Government of The Federal Republic of Germany (Wasser-und Schiffahrtsamt Hamburg)**<br>Cuxhaven Federal Republic of Germany | **310**<br>100<br>— | GL | **1946** Marinewerft—Wilhelmshaven<br>*35,70* 2,413<br>8,03 4,40<br>F 13,2 1 dk | **M Research**<br>Sounding Vessel | Oil 4SA 8Cy. 290 × 420<br>750bhp (552kW) NE 55<br>Atlas-MaK Maschinenbau Kiel<br>Gen 1 × 120kW 380V 1 × 65kW<br>220V 50Hz a.c.<br>11,5kn |
| **7723077**<br>Y3NX<br><br>RT | **GREIF II**<br><br>**VEB Warnowwerft**<br>German Democratic Republic | **1 024**<br>381<br>100 | DSRK | **1978** VEB Schiffswerft "Neptun"—Rostock<br>(192)<br>40,34 24,41 3,988<br>40,01 24,01 4,02<br>1 dk | **TM Floating Crane** | 2 Oil 4SA each 8Cy. 240 × 360 dr geared to sc. shafts<br>1 184bhp (871kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>4,75kn |
| **7435371**<br>Y6GB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREIFSWALD**<br><br>**VEB Bagger-, Bugsier-u. Bergungsreederei**<br>Rostock German Democratic Republic | **1 287**<br>321<br>— | DSRK | **1975** VEB Peene-Werft—Wolgast (207)<br>73,69 13,21 3,850<br>65,99 12,78 5,21<br>1 dk | **TD-E Dredger**<br>Bucket<br>Ice strengthened<br>Dredging depth 24,0<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 480 total<br>2 640bhp (1 942kW) driving 2 gen. connected to elec. motors & 2 sc. shafts<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 400kW 380V a.c.<br>9kn |
| **5101378**<br>SV4293<br>6445<br>Df Esd<br>Rdr | **GRELEB I**<br>ex Bou Ismail III-77 ex Neutor-74<br>ex Elisabeth-72<br>**Delfiki Maritime Co. Ltd.**<br>Piraeus Greece | **393**<br>234<br>620 | HR (GL) | **1950** Yacht u. Bootswerft Abeking & Rasmussen—Lemwerder<br>49,92 7,55 3,404<br>47,53 7,50 3,89<br>P 9,5 F 4,6 1 dk<br>RW len 55 | **M General Cargo**<br><br>1 Ho 22,4 ER<br>G.840 B.772<br>2 Ha (13,1 8,0 × 5,0) ER<br>2W Der 3(2) | Oil 4SA 6Cy. 290 × 420<br>250bhp (184kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 12,0t 9kn |
| **7384560**<br>EVBE<br>M-32670<br>Df Esd<br>Gc Rdr<br>RT | **GREMIKHA**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 976**<br>597<br>823 | RS | **1975** Stocznia Polnocna im. Bohaterow Westerplatte 3—Gdansk (B422/114)<br>72,83 13,03 4,852<br>65,00 13,01 7,93<br>2 dks | **D-E Fishing**<br>Sealer Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>G.119 In.922 L.117<br>2 Ha (each 2,2 × 2,2)<br>4W Der 2(5) 2(1,5) | 3 Oil 4SA each 6Cy. 250 × 300 total<br>3 128bhp (2 301kW) driving 3 gen. each 750kW connected to 1 elec. motor of 2 298shp (1 690kW) & sc. shaft Sulzer<br>H. Cegielski Poznan<br>Gen 1 × 320kW 1 × 72kW 400V a.c.<br>Controllable pitch propeller<br>13,75kn |

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| 6802383<br>UBOJ<br>M-22362<br>Df Esd<br>Gc Rdr<br>RT | **GREMUCHIY**<br><br>**U.S.S.R. -'Azcherryba'**<br>Ilyichyovsk U.S.S.R. | **718**<br>190<br>338 | <br><br>RS | **1959** "61 Kommunar" Shipyard—Nikolayev<br>63,61 9,53 4,433<br>59,14 9,45 5,47<br>1 dk | **D-E Whaler**<br><br>Ice strengthened | 4 Oil 4SA each 6Cy. 318 × 330 total driving 1 gen. connected to 1 elec. motor geared to sc. shaft<br>Kharkov<br>17,5kn |
| 6802395<br>UBHO<br>M-23887 | **GREMUCHIY**<br><br>**U.S.S.R.**<br>Yalta U.S.S.R. | **534**<br>—<br>212 | <br><br>RS | **1959** Santierul Naval Galatz—Galatz<br>47,78 9,83 3,861<br>41,51 9,38 5,01<br>1 dk | **TM Tug**<br><br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500 NE 74<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 7943146 | **GREMYACHINSK**<br><br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**1 141**<br>349<br>535 | <br><br>RS | **1981** Baltiya Shipyard—Klaypeda<br>59,03 4,873<br>52,02 8,89<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened | Oil<br>2 200bhp (1 618kW)<br>CKD Praha Praha |
| 7304144<br>EXEO<br>M-12373 | **GREMYASHCHIY**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **163**<br>39<br>94 | <br><br>RS | **1972** .............U.S.S.R.<br>33,96 7,09 2,899<br>3,69<br>1 dk | **M Fishing**<br><br>Ice strengthened<br>1 Ho<br>B.96<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>300bhp (221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,25kn |
| 7380758<br>JWST<br>18403<br>Df Esd<br>Gc Rdr<br>RT | **GRENA**<br><br>**A/S J. Ludwig Mowinckels Rederi**<br>Bergen Norway | **24 997**<br>13 299<br>39 249 | <br><br>NV | **1974** Nipponkai Heavy Ind. Co. Ltd. —Toyama (173)<br>182,02(BB) 29,09 11,602<br>174,38 29,08 16,13<br>F - 1 dk<br>rf nil | **M Bulk Carrier**<br><br>5 Ho ER<br>G.41 658 B.40 721<br>1 Ha (stl) (17,5 × 18,0) 3 Ha (stl) (each 26,2 × 22,9) 1 Ha (stl) (18,3 × 22,9) ER<br>Cr 2(25) | Oil 2SA 7Cy. 740 × 1600<br>13 100bhp (9 636kW) B&W<br>Mitsui SB. & Eng. Co. Ltd. Tamano<br>Gen 3 × 650kW 440V 60Hz a.c.<br>Fuel 365,0t (d.o.) 1 914,0t (hvf)-42,5pd<br>14,5kn |
| 7429750<br>HOEQ<br>6404-76<br>Df Esd<br>Gc Rdr<br>RT | **GRENADA**<br><br>**Compania de Navegacion Paradiso S.A.**<br>Panama Panama | **5 102**<br>3 253<br>8 343 | <br><br>NK | **1975** Setouchi Zosen K.K.—Kinoe (451)<br>118,17 18,04 7,214<br>109,99 17,99 9,10<br>P 23,8 F 8,9 1 dk | **M General Cargo**<br><br><br>G.10 878 B.10 085<br>3 Ha (13,7 23,0 21,6 × 8,9) ER<br>Der 1(25) 4(20) | Oil 2SA 6Cy. 420 × 900<br>4 100bhp (3 016kW) B&W<br>Hitachi Zosen Hiroshima Works, Innoshima<br>Gen 2 × 400kW a.c.<br>12,75kn |
| 5135898<br><br>187000<br>Df Esd<br>Pfd | **GRENADA**<br><br>**Dagon Fishing Co. Ltd.**<br>The Colne Shipping Co. Ltd.<br>Lowestoft United Kingdom | **205**<br>70<br>— | <br><br>✠Classed LR until 5/58 | **1955**-6 Cochrane & Sons Ltd.—Selby (1402)<br>*31,92* 7,12<br>31,25 7,01 3,43<br>RQD 17,7 F 5,2<br>RW BK 178 conv Side Trawler Fishing 77 | **M Stand-by Safety Vessel**<br>for offshore installations | Oil 4SA 6Cy. 317 × 381<br><br>Ruston & Hornsby Ltd. Lincoln |
| 7435278<br>WYM7<br>429<br>569443<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRENADIER**<br><br>**Mellon National Leasing Corp.**<br>Pittsburgh, Pa United States of America | **985**<br>459<br>— | | **1975** Campbell Industries—San Diego, Ca (111)<br>*59,87* 12,20 5,004<br>12,15<br>1 dk | **M Fishing**<br>Tuna Seiner | Vee Oil 2SA 20Cy. 230 × 254<br>3 600bhp (2 648kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 3 × 300kW<br>Fuel (d.o.) 17kn |
| 7724485<br>ZCMI<br>373442<br>Esd Rdr<br>RT | **GRENADINES STAR**<br><br>**Government of St. Vincent**<br>Kingstown St. Vincent | **133**<br>45<br>116 | <br><br>✠ | **1978**-9 Tweed Shipyard (Berwick) Ltd. —Berwick-on-Tweed (1008)<br>26,95 8,16 1,421<br>25,10 8,01 1,86<br>P 6,1 RAD 7,1 1 dk<br>rf nil | **TM RoRo Cargo/Landing Craft**<br>Deck Cargo<br>bow ramp (stowed) & stern anchor<br>Mchy.aft | 2 Oil 4SA each 6Cy. 130 × 152 reverse reduction geared to sc. shafts<br>520bhp (382kW)<br>Rolls-Royce Motors Ltd. Shrewsbury<br>Gen 1 × 25kW 415V 50Hz a.c. |
| 7926306 | **GRENANGER**<br><br>**Dae Woo Grenanger S.A.**<br>Panama | **14 500**<br>—<br>22 500 | <br><br>KR (Class cont.)<br>NV (Class cont.) | **1982** Daewoo SB. & Heavy Machinery Ltd. —Koje (2003)<br>158,02 9,802<br>149,92 23,11 14,03 | **M Tanker**<br>Chemical | Oil<br>10 500bhp (7 723kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Japan |
| 5375060<br>HO3991<br>9764-RH<br>Df Esd<br>Rdr RT | **GRENAR**<br>ex Ganton-82 ex Uwe-74<br>**Grenar Compania Naviera S.A.**<br>Panama Panama | **468**<br>269<br>830 | <br><br>BV | **1961** J. J. Sietas K.G. Schiffswerft —Hamburg (478)<br>49,00 8,95 3,810<br>46,23 8,92 3,89<br>P 8,9 F 5,2 1 dk<br>RW | **M General Cargo**<br><br>1 Ho 30,7 ER<br>G.946 B.936<br>2 Ha (each 12,6 × 5,8) ER | Oil 4SA 6Cy. 320 × 450<br>360bhp (265kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 30,5t (d.o.) 9,75kn |
| 5135915<br><br>399497<br>Df Esd<br>Pfd RTm | **GRENEN**<br><br>**Baltic Ltd.**<br>Georgetown Cayman Islands (British) | **148**<br>58<br>— | <br><br>(BV) | **1960** Svendborg Skibsvaerft A/S —Svendborg (89)<br>30,56 6,38<br>27,51 6,35 3,15<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br><br>3 Ha (each 1,0 × 0,9)<br>2W Der 1(3) 1(0,5) | Oil 2SA 8Cy. 230 × 400<br>680bhp (500kW) NE made74 fitted—<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 23,5t (d.o.) 11,5kn |
| 7314931<br><br>347880<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRENFELL**<br>ex Baffin Service-79<br>Launched as Nordic V<br>**Nordic Offshore Services Ltd.**<br>Vancouver, B.C. Canada | **877**<br>452<br>— | <br><br>(AB) | **1973** Bel-Aire Shipyard Ltd.—Vancouver, B.C. (230 B)<br>*51,94* 13,72 4,420<br>5,03<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 4 Oil 4SA each 16Cy. 216 × 267 geared to sc. shafts<br>General Motors Corp. Detroit, Mi<br>Gen 2 × 150kW 1 × 60kW<br>2 Controllable pitch propellers<br>Fuel 596,5t (d.o.) 13kn |
| 7379058<br>A8ZN<br>5426<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GRESHAM**<br><br>**Fenchurch S.S. Corp.**<br>Monrovia Liberia | **104 371**<br>84 147<br>233 335 | **✠100A1** SS 7/80<br>oil tanker<br>**✠LMC** **UMS**<br>**IGS**<br>EL B* 4$\frac{3}{16}$"U3<br>FN 23092 | **1975**-12 Ishikawajima Harima Heavy Ind. (I.H.I.)—Yokohama (2418)<br>Cmd.**1976**-8<br>317,00(BB) 50,07 20,791<br>300,01 49,99 26,98<br>1 dk<br>rf 13<br>7BH WB39326T incl. ballast only tank 28887T | **S Tanker**<br>IGS<br>pt higher tensile steel<br>22 Ta ER<br>L.(oil) 278 883 HeCls. B | 2 S Turb dr geared to sc. shaft<br>33 000shp (24 273kW)<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Tokyo<br>2 WTB 75kgf/cm² (73,6bar) (Spt 515°C 65kgf/cm² (63,8bar)) hs2926,4<br>Gen 1 × 1600kW 2 × 800kW 450V 60Hz a.c.<br>Fuel 7 505,5t (o.f.)-162,5pd 16kn |

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| 6418302<br>317451<br>RTv | **GRESHANNE**<br>ex Iron Cove-80<br>**Charter Craft & Marine Services Pty. Ltd.**<br>*Sydney, N.S.W.* Australia | **225**<br>—<br>— | ✠**100A1**<br>tug<br>✠**LMC**<br>EL (c) 15/16"SQ<br>FN 364 | **1964**-12 Adelaide Ship Cons. Pty. Ltd. —Adelaide (22)<br>31,86 8,54 3,830<br>28,96 8,08 4,47<br>1 dk<br>BK 38<br>4BH WB112T | **M Tug** | Oil 4SA 6Cy. 305 × 381 with flexible coupling & sr reverse geared to sc. shaft<br>Mirrlees National Ltd. Stockport<br>Gen 2 × 29kW 220V d.c.<br>Fuel (d.o.) |
| 7811135<br>DCCC<br>NB138<br>Esd Rdr<br>RTv | **GRET PALUCCA**<br>ex Langeoog III-79<br>**Detlef Dethlefs**<br>List Federal Republic of Germany | **499**<br>211<br>50 | GL | **1979** Julius Diedrich, Schiffswerft —Oldersum (138)<br>45,73 (BB) 10,60 1,320<br>42,42 10,01 2,93<br>1 dk | **TM Ferry**<br>Ice strengthened<br>715dk P | 2 Vee Oil 4SA each 12Cy. 160 × 165 reduction geared to sc. shafts<br>1 400bhp (1 030kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Bow jet pump<br>11,5kn |
| 7228429<br>PEJY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRETA**<br>ex Binna-78<br>**J. Schokkenbroek**<br>Groningen Netherlands | **1 599**<br>1 135<br>2 499 | NV | **1972** Storviks M/V A/S—Kristiansund N. (49)<br>70,87 13,14 5,912<br>64,32 13,11 7,75<br>1 dk | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.3 993 B.3 426<br>1 Ha (stl) (37,4 × 10,2) ER<br>Cr 1(5) | Oil 2SA 8Cy. 280 × 420<br>1 320bhp (971kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 3 × 68kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 86,5t (d.o.)-4,5pd 10,5kn |
| 5135977<br>OGEP<br>1434<br>RT | **GRETA**<br>ex Vestnorge-61 ex Oslofjord<br>**Helge Johansson**<br>Sipoo/Sibbo Finland | **280**<br>146<br>315 | (NV) | **1923** A/S Framnaes M/V—Sandefjord (98)<br>39,02 7,19 2,591<br>35,36 7,14 2,67<br>1 dk<br>R rf 191 len 66 | **M General Cargo Barge**<br>G.538 B.510<br>2 Ha (5,3 4,7 × 5,7) ER | Oil 2SA 4Cy. 220 × 330<br>250bhp (184kW) E made51 fitted57<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 10,0t (d.o.)-1,0pd 7,5kn |
| 5383184<br>376754<br>Df Esd<br>RT | **GRETA C**<br>ex Audacia-76 ex Volente-75<br>**Carisbrooke Shipping Ltd.**<br>Cowes United Kingdom | **394**<br>228<br>540 | BV | **1963** N.V. Schpsw. "Appingedam" —Appingedam (193)<br>48,49 8,03 2,991<br>44,00 7,90 3,26<br>1 dk<br>RW | **M General Cargo**<br>1 Ho ER<br>G.784 B.725<br>2 Ha (each 11,5 × 4,6) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 220 × 380<br>220bhp (162kW)<br>Appingedammer Brons Appingedam<br>Fuel 30,5t (d.o.) 9kn |
| 5136024<br>Df Esd<br>Rdr<br>RTm/v | **GRETCHEN**<br>ex Gretchen Von Allworden-77<br>**Flying Turtle Charter & Trading Co. Ltd.**<br>Georgetown Cayman Islands (British) | **339**<br>179<br>530 | GL | **1950** Rickmers Rhederei G.m.b.H. —Bremerhaven (248)<br>46,69 7,62 3,231<br>41,79 7,57 3,66<br>P 8,9 F 6,1 1 dk<br>RW len 52 | **M General Cargo**<br>Ice strengthened<br>1 Ho 28,0 ER<br>G.590 B.555<br>2 Ha (12,1 12,5 × 5,0) ER<br>Der 2(2) | Vee Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel (d.o.) 10,25kn |
| 7819876<br>OZCF<br>D2690<br>Df Esd<br>Gc Rdr<br>RT | **GRETE DANIELSEN**<br>**P/R Grete Danielsen**<br>Rederiet Otto Danielsen<br>Kobenhavn Denmark | **1 367**<br>736<br>2 892 | BV | **1980** E. J. Smit & Zoon's Schpsw. N.V. —Westerbroek (816)<br>83,11 13,97 5,160<br>76,99 13,95 7,85<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho ER<br>G.5 311 B.4 739<br>2 Ha (stl) (each 20,2 × 10,5) ER<br>Der 1(25) 3(15) | Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 4 × 81kW 380V 50Hz a.c.<br>13,5kn |
| 7944762<br>OZLP<br>D2687<br>RT | **GRETE HOJ**<br>**Eric Hoj ApS**<br>Horsens Denmark | **299**<br>132<br>— | NV | **1980** A/S Bogense Skibsvaerft—Bogense (229)<br>45,50<br>43,52 12,03 3,00<br>1 dk<br>rf 305 | **TM Dredger**<br>Suction | 2 Oil 2SA each 8Cy. 260 × 400<br>670bhp (493kW)<br>Saab-Scania Sweden<br>Gen 2 × 80kW 380V 50Hz a.c. |
| 8027731<br>385919<br>Esd Rdr<br>RT | **GRETE K**<br>**M. G. Kailis Gulf Fisheries Pty. Ltd.**<br>*Fremantle, W.A.* Australia | **171**<br>112<br>— | | **1980** "K" Shipyard Construction Co. —Fremantle (50)<br>25,33 6,66<br>23,80 6,51 3,13<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>450bhp (331kW) E made79<br>Caterpillar Tractor Co. Peoria, Illinois<br>10,5kn |
| 5171610<br>DGAE | **GRETE S**<br>ex Kahlesand-79<br>ex Jens Jensen-64 ex Adalbert-57<br>ex Emanuel<br>**Holger Bertling**<br>Elsfleth Federal Republic of Germany | **203**<br>118<br>271 | (GL) | **1923** A. & H. Klasen—Papenburg<br>*35,21* 6,99 2,744<br>2,82<br>1 dk<br>R len 49 & 67<br>conv sailing vessel 24 | **M General Cargo** | Oil 4SA 3Cy. 280 × 420<br>165bhp (121kW) NE 38<br>Deutsche Werke A.G. Kiel |
| 7365992<br>OWTF<br>D2205<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h | **GRETE SIF**<br>**R/I Sif XVIII**<br>Knud I. Larsen<br>Kobenhavn Denmark | T.Mk<br>**753**<br>487<br>1 941 | BV | **1974** E. J. Smit & Zoon's Schpsw. B.V. —Westerbroek (805)<br>76,00 13,09 4,452<br>69,02 13,01 6,86<br>F 9,8 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 48,0 ER<br>G.3 608 B.3 321<br>2 Ha (stl) (21,6 12,5 × 9,5) ER<br>3W Der 1(15) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 60kW 380V 50Hz a.c.<br>Fuel 180,0t (d.o.)-5,5pd 11kn |
| 6912463<br>OYVB<br>D1671<br>Df Esd<br>Rdr<br>RTm/h/v | **GRETE STEVNS**<br>ex Palle Scan-79<br>**K/S Four Shipping I**<br>Svendborg Denmark | T.Mk<br>**299**<br>182<br>785 | BV | **1969** Sonderborg Skibsvaerft A/S —Sonderborg (59)<br>58,50 10,04 3,423<br>52,41 10,01 5,67<br>2 dks<br>rf 102 | **M General Cargo**<br>1 Ho 36,9 ER<br>G.1 754 B.1 557<br>1 Ha (stl) (34,7 × 6,4) ER<br>4W Der 2(10) | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 60kW 1 × 45kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.)-2,5pd 10,5kn |
| 6722284<br>OVQQ<br>D1451<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GRETE THERESA**<br>**Tankskibsrederiet Herning A/S**<br>Arhus Denmark | **614**<br>425<br>1 306 | ✠**100A1**<br>oil tanker<br>Ice Class 3<br>✠**LMC**<br>SS 7/77<br>EL (J) 15/16" U2<br>FN 925 | **1967**-8 Kroegerwerft G.m.b.H.—Rendsburg (1345)<br>72,85 9,83 3,703<br>66,99 9,66 4,14<br>P 22,6 F 16,2 1 dk<br>rf 51 len 81<br>8BH WB191T incl. TwDf53T & TwDa51T | **M Tanker**<br>10 Ta ER<br>HeCls. B | Oil 4SA 8Cy. 230 × 270 reverse geared to sc. shaft<br>810bhp (596kW) ✠ NE 8/74<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>AuxB (o.f.) 12kgf/cm$^2$ (11,8bar)<br>✠ NAuxB (o.f.) 1/81 10,5kgf/cm$^2$ (10,3bar)<br>Gen 2 × 40kW 1 × 27kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd |

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| **6710449**<br>Y4IB<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRETE WALTER**<br><br>**VEB Fischkombinat Rostock**<br>Rostock German Democratic Republic | **963**<br>304<br>539 | | DSRK | **1967** VEB Peene-Werft—Wolgast (212)<br>63,23 10,62 4,801<br>59,06 10,57 6,81<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>In.122 | Oil 2SA 6Cy. 480 × 720<br>1 750bhp (1 287kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 1 × 320kW 1 × 120kW 1 × 60kW 390V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 477,5t (d.o.) 12,5kn |
| **5291068**<br>DFTV<br><br>Df Esd<br>RTm/v | **GRETE-GUNDA**<br>ex Rebena-67<br>**Gerhard Elsen**<br>Stade Federal Republic of Germany | **423**<br>235<br>745 | | GL | **1957** Stader Schiffsw. G.m.b.H.—Stade (183)<br>51,01 8,92 3,720<br>46,00 8,81 3,89<br>P 10,4 RQD 20,5 B 14,1 F 6,1 1 dk<br>RW | **M General Cargo**<br><br>Ice strengthened<br>G.1 184 B.1 125<br>2 Ha ER<br>3W Der 3(2) | Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9,25kn |
| **5411802**<br>OWSD<br>D1673<br>Df Esd<br>Rdr RTm | **GRETHE PETER**<br>ex Ingrid-Marianne-68<br>ex Bergliot-63 ex Christofer-54<br>**Eva Sorensen P/R**<br>Odense Denmark | **399**<br>219<br>671 | | BV | **1952** Orenstein Koppel & Luebecker —Luebeck (473)<br>53,07 8,51 3,175<br>45,45 8,44 3,56<br>P 10,1 F 5,8 1 dk<br>RW | **M Dredger/Sand Carrier**<br><br>1 Ho 32,0 ER<br>G.862 B.824<br>2 Ha (each 13,2 × 5,3) ER<br>2W Der 2(3) | Oil 2SA 6Cy. 230 × 400<br>360bhp (265kW)<br>Frederikshavn Jernstoberi & Maskinfabrik A/S Frederikshavn<br>Gen 1 × 3,5kW 1 × 3,25kW 27V<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.) 9kn |
| **7234600**<br>3FVF<br>5859-HA-F<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRETKE OLDENDORFF**<br><br>**Rhenania Shipping Corp.**<br>Panama Panama | T.Mk<br>**6 577**<br>4 401<br>13 530<br>**9 599**<br>6 739<br>16 300 | | GL | **1973** A.G. "Weser" Werk Seebeck —Bremerhaven (965)<br>149,82(BB) 21,06 8,179/9,272<br>139,27 21,00 12,25<br>F 12,8 2 dks | **M General Cargo**<br><br>Ice strengthened Str. heavy cargoes<br>5 Ho 18,9 17,9 17,6 24,9 18,9 ER<br>G.22 476 B.20 568<br>TEU 245<br>C.Ho 185/20'(40') C.Dk 60/20'(40')<br>5 Ha (stl) (12,6 × 7,7) (12,7 12,7 12,7 12,7 × 10,3) ER<br>10W Der 1(60) 10(10) | Vee Oil 4SA 16Cy. 400 × 540<br>8 690bhp (6 392kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 2 × 390kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 102,5t (hvf) 16,5kn |
| **5136115**<br>KIZJ<br>247295<br>Df Esd<br>Gc | **GRETNA VICTORY**<br><br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 664**<br>4 610<br>10 852 | | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (722)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br><br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **6815603**<br>HPSJ<br>9457-79<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GRETTA**<br>ex Haverton-78<br>**Bowling Green Navigation Corp.**<br>Panama Panama | **27 588**<br>19 365<br>57 200 | ✠Classed LR until 11/8/78 | BV | **1968**-10 Furness S.B. Co. Ltd.—Haverton Hill (532)<br>231,68(BB) 29,77 12,726<br>220,83 29,27 17,23<br>P 32,7 F 14,7 1 dk<br>rf 102 | **M Bulk Carrier** 12P<br><br>9 Ho 15,5 21,9 18,2 21,9 18,2 18,2 21,9 18,2 21,9 ER<br>G.67 035 B.62 281<br>9 Ha (stl) (9,7 × 10,3) (12,8 10,6 12,8 10,6 10,6 12,8 10,6 12,8 × 13,7)<br>5W Der 2(5) 2(2) | Oil 2SA 6Cy. 840 × 1800<br>13 800bhp (10 151kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 4 × 370kW 450V 60Hz a.c.<br>Fuel 3 977,0t (hvf) 15kn |
| **5424598**<br>OYMK<br>D1012<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GREVA**<br>ex Sarborg-79 ex Dorca-78<br>ex Lone Krogh-73<br>**Jorgen Vammen**<br>Norresundby Denmark | **299**<br>187<br>564 | | BV NV | **1963** I/S Orskovs Staalskibsvaerft —Frederikshavn (24)<br>48,14 8,67 3,004<br>43,21 8,64 3,56<br>1 dk | **M General Cargo**<br><br>1 Ho 10,8 ER<br>G.7 078 B.595<br>2 Ha (each 10,7 × 4,9) ER<br>2W Der 2(2) | Oil 2SA 5Cy. 230 × 400<br>300bhp (221kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 1 × 8kW 2 × 6kW 220V d.c.<br>Controllable pitch propeller<br>Fuel 32,5t (d.o.)-1,5pd 10kn |
| **7370832**<br>GUHE<br>363549<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GREY FIGHTER**<br><br>**I.C.B. (Leasing) Ltd.**<br>William Thomson & Co. (Ben Line)<br>London United Kingdom | **67 202**<br>46 256<br>125 882 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | SS 3/79<br><br>**UMS**<br><br>EL Vt 3⅝"U3<br>FN 15542 | **1974**-12 Mitsubishi Heavy Industries Ltd. —Hiroshima (246)<br>260,64(BB) 40,64 16,835<br>247,00 40,61 22,31<br>F 22,0 1 dk<br>rf nil<br>9BH WB19320T incl. 13829T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 147 755 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>26 000bhp (19 125kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs575,1<br>AuxB (ex.g) 22kgf/cm² (21,6bar) rcv 18kgf/cm² (17,7bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>Fuel 5 368,0t (hvf)-86,5pd 15,75kn |
| **6514833**<br><br>398554<br>Df Esd<br>Pfd RTm | **GREY GATE**<br>ex Ategorri-80<br>**Biscay Fishing Co. (Jersey) Ltd.**<br>Brixham United Kingdom | **239**<br>84<br>— | | BV | **1965** Ast. Luzuriaga S.A.—Pasajes (84)<br>35,79 7,07 3,639<br>30,99 7,00 3,99<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 0,9 × 0,9) | Oil 4SA 8Cy. 242 × 320<br>1 200bhp (883kW) E made74 fitted76<br>Anglo-Belgian Co. N.V. Gent/Gand<br>Fuel 91,5t (d.o.) 11,5kn |
| **6828351**<br>HPEC<br>1157<br>3-82<br>Rdr RT | **GREY HOUND**<br>ex Seiho Maru-79<br>**Hembra (Panama) S.A.**<br>Panama Panama | **991**<br>596<br>2 195 | | | **1968** Imabari Zosen—Imabari (187)<br>70,52 11,43 5,208<br>65,00 11,41 5,85<br>1 dk<br>RW | **M General Cargo**<br><br>1 Ho ER<br>G.2 474 B.2 243<br>1 Ha (35,8 × 6,5) ER<br>6W Der 2(7) | Oil 4SA 6Cy. 380 × 540<br>1 400bhp (1 030kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 64kW<br>Fuel 123,0t-6,0pd 11kn |
| **7370820**<br>GUHF<br>363488 | **GREY HUNTER**<br><br>**Robert Benson, Lonsdale & Co. Ltd.**<br>William Thomson & Co. (Ben Line)<br>London United Kingdom | **67 202**<br>46 256<br>123 964 | **✠100A1**<br>oil tanker<br>**✠LMC**<br>**IGS** | SS 12/78<br><br>**UMS**<br><br>EL Vt 3⅝"U3<br>FN 15542 | **1974**-10 Mitsubishi Heavy Industries Ltd. —Hiroshima (245)<br>260,64(BB) 40,64 16,835<br>247,00 40,61 22,31<br>F 22,0 1 dk<br>rf nil<br>9BH WB19320T incl 13830T in clean ballast tanks | **M Tanker**<br>IGS<br>pt higher tensile steel<br>14 Ta ER<br>L.(oil) 147 755 HeCls. BC | Oil 2SA 9Cy. 900 × 1550<br>26 100bhp (19 198kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>WTAuxB (o.f.) 18kgf/cm² (17,7bar) hs575,1<br>AuxB (ex.g) 22kgf/cm² (21,6bar) rcv 18kgf/cm² (17,7bar)<br>Gen 3 × 750kW 450V 60Hz a.c.<br>15,75kn |
| **7341518**<br>GUOK<br>36529 | **GREY LASH**<br><br>**Humphrey & Grey (Lighterage) Ltd.**<br>London United Kingdom | **157**<br>19<br>— | | | **1974** London & Rochester Trading Co. Ltd. —Strood<br>24,29 2,591<br>8,54 2,77 | **TM Tug** | 2 Oil 4SA each 6Cy. 137 × 165<br><br>Caterpillar Tractor Co. Peoria, Illinois<br>2 Directional propellers<br>Fuel (d.o.) 8kn |

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| **7224837**<br>LJEZ<br>17952<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GREY MASTER**<br><br>**I/S Grey Master**<br>Golden West Shipping Co. A/S<br>Oslo Norway | **1 899**<br>934<br>3 302 | <br><br>NV | **1973** Trosvik Verksted A/S—Brevik (97)<br>124,19(BB) 16,44 4,979<br>114,33 16,01 11,61<br>2 dks | **TM RoRo Cargo** 12bth P<br><br>Bow, side & stern doors<br>Ice strengthened<br>1 Ho 112,7 ER | 4 Oil 4SA each 9Cy. 250 × 300 geared to sc. shafts<br>5 040bhp (3 707kW)<br>Normo Gruppen A/S Bergen<br>Gen 1 × 426kW 2 × 320kW 380V 50Hz a.c.<br>2 Controllable pitch propellers<br>2 Thw. thrust propellers fwd<br>Fuel 487,5t (d.o.) 16kn |
| **6923163**<br>GYXM<br>338950<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GREY ROVER**<br><br>**Government of The United Kingdom (Director General of Supplies & Transport (Naval) Ministry of Defence (Navy))**<br>London United Kingdom | **7 513**<br>3 185<br>6 931 | **✠100A1** CS 9/80<br>oil tanker (cc)<br>Ice Class 3<br>**✠LMC**<br>EL Z 2⅛"U2<br>FN 3858 | **1970**-4 Swan Hunter Shipbuilders Ltd.<br>—Hebburn Shipyard, Hebburn (7)<br>140,62 19,26 7,316<br>131,07 19,21 10,22<br>P 50,9 F 40,3 1 dk<br>rf 305<br>12BH WB1797t | **M Tanker/Supply Ship**<br>Replenishment<br>13 Ta ER 1 Ho<br>G.976 B.812 L.319 L.(oil) 8 128 | 2 Vee Oil 4SA each 16Cy. 400 × 460 sr geared to sc. shaft<br>✠ NE 9/75 Pielstick<br>Crossley Premier Engines Ltd. Manchester<br>2 AuxB 200lbf/in² (13,8bar)<br>Gen 8 × 340kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller fwd<br>19kn |
| **7111846**<br>9VCZ<br>381592<br>Df Esd<br>Gc Rdr<br>RT | **GREZ**<br>ex Elianne-78<br>**Croydon Inc.** | **9 565**<br>6 279<br>16 307 | <br><br>NV | **1972** Astilleros Espanoles S.A.—Factoria de Sevilla, Sevilla (144)<br>144,79(BB) 20,68 9,335<br>135,62 20,65 12,76<br>2 dks<br>DK | **M General Cargo**<br><br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0<br>4 TwD ER<br>G.20 678 B.19 788<br>6 Ha (stl) (each 9,9 × 9,1) ER<br>12W Der 1(30) 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ast. Espanoles S.A. Sestao Works, Bilbao<br>Gen 2 × 352kW 380V 50Hz a.c.<br>Fuel 151,5t (d.o.) 835,0t (hvf) 15,5kn |
| **5161304**<br>GMUY<br>187302<br>RTv | **GRIBBIN HEAD**<br>ex Ingleby Cross-68<br>**Fowey Harbour Commissioners**<br>Fowey United Kingdom | **132**<br>—<br>24 | <br><br>✠Classed LR until 9/69 | **1955**-10 Scott & Sons—Bowling (408)<br>26,27 7,29 3,144<br>24,39 7,17 3,36<br><br>R rf 457 BK 152 | **M Tug** | Oil 2SA 4Cy. 368 × 483 sr geared to sc. shaft<br>Crossley Bros. Ltd. Manchester<br>Fuel (d.o.) |
| **5136189**<br>UISW<br>M-22284<br>Df Esd<br>Gc Rdr<br>RT | **GRIBOYEDOV**<br><br>**U.S.S.R.-'Zapryba'**<br>Kaliningrad U.S.S.R. | T.Mk<br>**2 433**<br>872<br>1 301 | <br><br>RS | **1958** .............U.S.S.R.<br>84,71 14,03 5,563<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.294 In.1 331<br>5 Ha (1,2 1,3 × 1,4) (1,5 1,5 × 1,5) (1,6 × 1,6)<br>6W Cr 2(5) Der 2(3) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW) NE 71 Skoda<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>13kn |
| **7621413**<br>OZRM<br>H700<br>Df Esd<br>Pfd Rdr<br>RT | **GRIBSKOV**<br><br>**Kaj O. Skou**<br>Skagen Denmark | **105**<br>56<br>— | | **1976** Hobro Vaerft ApS—Hobro (44)<br>26,29<br>21,49 6,41 3,10 | **Wood M Fishing** | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn |
| **7126097**<br>FNFK<br>4270<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRIEG**<br><br>**Compagnie Generale Trans-Baltique (C.G.T.B.)**<br>Dunkerque France | **3 990**<br>1 844<br>5 476 | <br><br>BV | **1972** Boele's Schps. & Mchf. N.V.—Bolnes (1040)<br>138,26 20,05 7,011<br>127,82 19,99 13,52<br>2 dks | **M RoRo Cargo**<br><br>Stern door/ramp<br>1 Ho ER<br>B.12 842 | Vee Oil 4SA 18Cy. 410 × 470<br>9 900bhp (7 282kW)<br>Stork-Werkspoor Diesel B.V. Amsterdam<br>Gen 4 × 360kW 220/380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 183,0t (d.o.) 662,5t (hvf) 18kn |
| **5232579**<br><br>23<br>Df Esd<br>Pfd RT | **GRIET VAN BOUJKE**<br>ex Cornelia Wilhelmina-82<br>ex Aida-79 ex Mercury-74<br>**A. Bos & H. van den Berg**<br>Urk Netherlands | **186**<br>72<br>— | <br><br>(BV) | **1962** Sleephelling Mij. "Scheveningen" N.V.—Scheveningen (173)<br>34,09 6,89 3,048<br>30,00 6,80 3,61 | **M Fishing**<br>Side Trawler Ref<br><br>In.190<br>3 Ha (each 0,9 × 0,9) | Oil 4SA 6Cy. 290 × 420<br>560bhp (412kW)<br>Maschinenbau Kiel A.G. Kiel<br>Fuel 21,5t (d.o.) 11kn |
| **7365655**<br>PEKM<br>4<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIETJE**<br><br>**Rederij H. Bais, Bais Zeevisserij B.V. & Bais Noordzeevisserij B.V.**<br>Den Helder Netherlands | **221**<br>83<br>— | | **1975** Holland Launch B.V.—Zaandam (526)<br>35,11 7,57<br>30,87 7,50 4,02<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 10Cy. 190 × 350<br>1 500bhp (1 103kW)<br>N.V. Mach. "Bolnes" Krimpen a/d Lek |
| **7926344**<br>PEKO<br>64 | **GRIETJE**<br><br>**H. de Vries & Zonen**<br>Urk Netherlands | **220**<br>—<br>— | | **1979** Scheepswerf G. Bijlsma & Zn. B.V. —Wartena (609)<br>34,12<br>34,02<br>1 dk | **M Fishing**<br>Side-fishing | Oil geared to sc. shaft<br>1 350bhp (993kW)<br>N.V. Mach. "Bolnes" Netherlands |
| **8008333**<br>PEKJ<br>237 | **GRIETJE BOS**<br><br>**K. Post**<br>Urk Netherlands | **371**<br>135<br>— | | **1981** (Aft & pt fwd sections) Tille Scheepsbouw B.V.—Kootstertille (225)<br>**1981** (Fwd & aft sections) B.V. Scheepswerf "Ferus Smit"—Foxhol (226)<br>39,15<br>9,01 4,78<br>1 dk | **M Fishing**<br>Side Trawler Beam-fishing | Oil 4SA 8Cy. 320 × 450<br>2 000bhp (1 471kW)<br>MaK. Maschinenbau G.m.b.H. West Germany |
| **7120029**<br>PEKG<br>1<br>Df Esd<br>Pfd Rdr<br>RTm/v | **GRIETJE ELISABETH**<br>ex Vrouw Grietje-81<br>**Fa. Oreel en Zonen**<br>Vlissingen Netherlands | **170**<br>62<br>— | | **1971** Holland Launch N.V.—Zaandam (483)<br>31,91 7,40 3,201<br>28,66 7,31 3,59<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 9Cy. 240 × 260<br>1 015bhp (747kW)<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Gen 1 × 150kW 2 × 40kW 220V d.c.<br>Fuel 52,0t (d.o.) 11kn |
| **7368229**<br>PEKZ<br>189<br>Df Esd<br>Rdr RT | **GRIETJE HENDRIKA**<br><br>**C. de Ridder**<br>Urk Netherlands | **240**<br>88<br>— | | **1974** T. Van Duijvendijk's Schpsw. N.V. —Lekkerkerk<br>34,02 7,73 3,201<br>30,00 7,70 4,20<br>1 dk | **M Fishing**<br>Side-fishing Ref | Oil<br>1 235bhp (908kW) NE 78<br>Stork-Werkspoor Diesel B.V. Netherlands |

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| **7907594**<br>PEKI<br>153<br>Esd Pfd<br>Rdr | **GRIETJE HENDRIKJE**<br><br>**L. van Slooten**<br>Urk Netherlands | **300**<br>133<br>— | | **1980** Tille Scheepsbouw B.V.—Kootstertille (213)<br>39,86<br>35,62 8,01 4,58<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil 4SA 8Cy. 220 × 280 reverse reduction geared to sc. shaft<br>1 600bhp (1 177kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd |
| **7368463**<br>PEKL<br>188<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIETJE KLAAS**<br>ex Anna Hendrika-81<br>**Gebr. J., K. & J. Ras**<br>Urk Netherlands | **245**<br>88<br>— | | **1974** B.V. Stami Schpsb.—Dordrecht (1092)<br>34,57 8,03<br>30,82 8,01 4,12<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 9Cy. 240 × 260<br>1 425bhp (1 048kW)<br>Stork-Werkspoor Diesel B.V. Zwolle |
| **7010999**<br><br><br>Esd Pfd<br>Rdr RT | **GRIETJE KLAAS**<br>ex Willem Jacob-74<br>**Stevenson & Sons**<br>United Kingdom | **117**<br>39<br>— | | **1969** T. van den Beldt Thz. Schpsw. "Voorwarts"—Westgraftdijk (432)<br>26,27<br>25,00 6,63 3,10<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil<br>750bhp (552kW) NE 78<br>Stork-Werkspoor Diesel B.V. Netherlands |
| **7438103** | **GRIF**<br><br>**U.S.S.R.**<br>U.S.S.R. | **239**<br>—<br>88 | (RS) | **1964** .............East Germany<br>39,15 7,29 2,909<br>3,66 | **M Training Ship** | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) |
| **7022887**<br>CGDS<br>328110<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIFFON**<br><br>**Government of Canada (Ministry of Transport)**<br>Ottawa Canada | **2 212**<br>752<br>786 | ✠Classed LR until 23/6/78 | **1970**-4 Davie SB. Ltd.—Lauzon, P.Q. (664)<br>71,33 15,09 4,592<br>65,23 14,94 6,56<br>1 dk<br>rf 152 | **TD-E Icebreaker/Buoy & Supply Ship**<br>Ice strengthened | 4 Oil 2SA each 8Cy. 206 × 508 total 5 336bhp (3 925kW) driving 4 gen. each 820kW 833V d.c. connected to 2 elec. motors each of 2 000shp (1 471kW) & 2 sc. shafts<br>Fairbanks, Morse (Canada) Ltd. Kingston, Ont.<br>11kn |
| **5286738**<br>IBHG<br>3667<br>Df Esd<br>Gc Rdr<br>RTm | **GRIFONE**<br>ex Puertollano-72<br>**Garibaldi S.r.l. Cooperativa di Navigazione**<br>Genova Italy | **12 587**<br>7 369<br>20 100 | RI<br>✠Classed LR until 27/6/75 | **1955**-12 Empresa Nacional "Bazan" de C.N.M. S.A.—El Ferrol (106)<br>171,61 21,72 9,513<br>161,58 21,70 11,92<br>P 31,7 B 12,2 F 22,6 1 dk, 2nd dk clear of cargo tanks<br>R rf 152 | **M Tanker**<br>27 Ta ER<br>L.(oil) 23 193 HeCls. B | Oil 2SA 8Cy. 740 × 1600<br>7 380bhp (5 428kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 115kW 2 × 80kW 1 × 50kW 110V d.c.<br>Fuel 240,0t (d.o.) 1 685,0t (hvf)-25,5pd<br>13kn |
| **7224643**<br>SYUK<br>3501<br>Df Esd<br>Gc Rdr<br>RT | **GRIGORIOS C. IV**<br><br>**Hellenic Lines Ltd.**<br>Piraeus Greece | T.Mk<br>**5 880**<br>3 611<br>12 701<br>**8 987**<br>6 497<br>15 153 | AB | **1972** Hellenic Shipyards—Skaramanga (1076)<br>143,03(BB) 20,48 7,824/8,846<br>134,17 20,43 11,74<br>2 dks<br>RW rf nil | **M General Cargo**<br>Ref 12P<br>5 Ho 21,5 29,7 11,4 —DT —DT 22,8 ER 21,3<br>G.20 257 B.18 528 In.891<br>5 Ha (stl) (11,6 × 6,7) (12,1 13,7 12,9 × 8,5) ER (11,4 × 6,7)<br>16W Der 1(50) 10(10) 4(5) | Oil 4SA 9Cy. 520 × 550 sr geared to sc. shaft<br>8 220bhp (6 046kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 390kW 440V 60Hz a.c.<br>Fuel 122,0t (d.o.) 1 524,0t (hvf) 16,5kn |
| **5346760**<br>SV3984<br>5490<br>Df Esd<br>Rdr RT | **GRIGORIOS M**<br>ex Elina G-80 ex Anna Drent-75<br>ex Swallow-67 ex Dinkelstroom-62<br>ex Swallow-60<br>**Th. Markesinis, G. Daglas & G. Aktipis**<br>Piraeus Greece | **481**<br>263<br>762 | **✠100A1** SS 2/77<br>**✠LMC**<br>EL g<br>FN 573 | **1951**-2 N.V. Bodewes Schps. —Martenshoek (384)<br>52,74 8,54 3,531<br>47,27 8,51 3,61<br>P 11,9 RQD 16,5 F 8,0 1 dk<br>RW<br>3BH WB169t | **M General Cargo**<br>1 Ho 30,7 ER<br>G.963 B.920<br>2W Der 2(2) | Oil 4SA 8Cy. 285 × 420<br>400bhp (294kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 37,5t 9,5kn |
| **6508391**<br>UNYR<br>M-28113<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIGORIY ACHKANOV**<br><br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **15 090**<br>8 154<br>22 630 | RS | **1965** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (194)<br>186,01 23,45 9,810<br>174,02 23,32 12,55<br>1 dk | **M Tanker**<br>Ice strengthened<br>1 Ho 27 Ta ER<br>G.587 L.(oil) 29 665 HeCls. BC<br>1 Ha (5,0 × 3,2) ER<br>1W Der 1(5) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Fuel 2 296,5t (d.o.)-42,5pd 17,25kn |
| **7372115**<br>UHZN<br>M-12421<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIGORIY ALEKSEYEV**<br><br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **18 398**<br>12 679<br>23 606 | RS | **1974** Hitachi Zosen—Mukaishima (4433)<br>169,45(BB) 24,64 9,900<br>157,99 24,60 16,39<br>1 dk | **M Bulk Carrier**<br>Wood-chip<br>Ice strengthened<br>5 Ho ER<br>G.41 170<br>5 Ha (stl) (15,3 15,7 15,7 15,7 15,7 × 12,5) ER<br>Cr 2(11,5) | Oil 2SA 6Cy. 620 × 1400<br>8 300bhp (6 105kW) B&W<br>Hitachi Zosen Sakurajima Works, Osaka<br>15kn |
| **7418464**<br>UUPN<br>M-29586<br>Df Esd<br>Gc Rdr<br>RT | **GRIGORIY KOVALCHUK**<br><br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **6 459**<br>3 082<br>7 700 | RS | **1974** Vyborg Shipyard—Vyborg<br>136,81(BB) 17,84 7,500<br>124,97 17,73 10,39<br>P 36,6 F 29,3 2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 13,1 22,8 21,5 —DT 21,2 ER 4 TwD ER<br>G.11 350 B.10 650 L.300<br>4 Ha (stl) (9,8 × 8,0) (18,9 18,9 18,9 × 12,8) ER<br>16W Der 4(20) | Oil 2SA 5Cy. 620 × 1400<br>6 700bhp (4 928kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 240kW 400V 50Hz a.c.<br>Fuel 160,0t (d.o.) 880,0t (hvf) 16,5kn |
| **6707428**<br>USEQ<br>M-27897<br>Df Esd<br>Gc Rdr<br>RT | **GRIGORIY LYSENKO**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | T.Mk<br>**10 099**<br>3 929<br>10 118 | RS | **1966** Stocznia Gdanska im. Lenina—Gdansk (B64/11)<br>164,01 21,34 8,097<br>152,76 21,24 12,65<br>3 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.10 333<br>5 Ha (3,2 × 3,9) (3,9 3,9 3,9 3,9 × 4,5) ER<br>18W Der 2(10) 14(5) 2(3) | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>H. Cegielski Poznan<br>Gen 6 × 320kW 380V 1 × 80kW 220V<br>14,5kn |
| **7831745** | **GRIGORIY NIKOLAYEV**<br><br>**U.S.S.R.**<br>Ventspils U.S.S.R. | **18 495**<br>9 128<br>27 360 | RS | **1980** Kherson Shipyard—Kherson (1908)<br>178,85(BB) 25,33 10,400<br>165,00 25,30 14,99<br>1 dk | **M Tanker**<br>Ice strengthened<br>16 Ta ER<br>L.(oil) 31 398 | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>15,25kn |

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| **5404677**<br>UIDQ<br>M-12074<br>Df Esd<br>Gc Rdr<br>RT | **GRIGORIY ORDZHONIKIDZE**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 871**<br>2 061<br>1 372 | RS | **1959** VEB Mathias-Thesen-Werft—Wismar<br>122,15 16,06 5,241<br>110,01 15,96 10,34<br>2 dks | **TM Passenger Ship** 333bth P<br>Ice strengthened<br>1 Ho<br>B.505<br>1 Ha (5,4 × 4,1)<br>1W Cr 1(3) 1(1) | 2 Oil 2SA each 6Cy. 570 × 800<br>8 300bhp (6 105kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 4 × 264kW 380V<br>18,25kn |
| **7506936**<br>UWSA<br>M-31182<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIGORIY OVODOVSKIY**<br>**U.S.S.R. -'Zapryba'**<br>Leningrad U.S.S.R. | **3 102**<br>1 175<br>2 063 | RS | **1975** VEB Volkswerft Stralsund—Stralsund (435)<br>101,89(BB) 15,24 5,601<br>91,83 15,22 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 820<br>2 Ha (each 2,3 × 2,3)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW)<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>16kn |
| **7832311**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIGORIY PETRENKO**<br>**U.S.S.R.**<br>U.S.S.R. | **11 736**<br>5 858<br>13 499 | RS | **1980** Kherson Shipyard—Kherson<br>162,34(BB) 22,26 9,173<br>144,89 22,19 13,42<br>F 12,8 2 dks<br>rf 196 | **M General Cargo**<br>Ice strengthened<br>5 Ho 10,5 23,2 15,7 30,0 15,7 ER<br>G.21 690 B.19 920<br>TEU 388 C.Ho 320/20' C.Dk 68/20'<br>9 Ha (stl) (6,3 × 6,1) (19,4p&s 13,0p&s 25,5p&s 13,0p&s × 8,2) ER<br>4W Cr 7(12) Der 1(63) | Oil 2SA 6Cy. 740 × 1600<br>10 600bhp (7 797kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Fuel 1 422,5t<br>17kn |
| **7011096**<br>ERQV<br>S-30108<br>Df Esd<br>Gc Rdr<br>RT | **GRIGORIY PETROVSKIY**<br>**U.S.S.R. -Dnepr River Shipping Co.**<br>Kherson U.S.S.R. | **2 484**<br>1 321<br>2 925 | RS | **1968** "Krasnoye Sormovo" Shipyard —Gorkiy<br>114,20 13,21 3,420<br>108,01 5,52<br>1 dk | **TM General Cargo**<br>Ice strengthened<br>4 Ho ER<br>B.4 297<br>4 Ha (stl) (17,6 18,1 18,1 18,1 × 9,3) ER | 2 Oil 4SA each 6Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>10,75kn |
| **6914174**<br>UIWC<br>M-29115<br>Df Esd<br>Gc Rdr | **GRIGORIY POLUYANOV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 433**<br>944<br>1 338 | RS | **1968** Stocznia Gdanska im. Lenina—Gdansk (B26/24)<br>83,11 13,85 5,601<br>75,01 13,80 9,76<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.284 In.1 566<br>5 Ha (4,8 × 2,1) (1,9 × 1,9) (1,2 1,2 × 1,2) (1,9 × 1,9)<br>4W Der 2(2) 2(1,5) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>H. Cegielski Poznan<br>12,75kn |
| **6505167**<br>USYF<br>M-28015<br>Df Esd<br>Gc Rdr<br>RT | **GRIGORIY SHELIKHOV**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **2 433**<br>872<br>1 460 | RS | **1964** .............U.S.S.R.<br>84,71 14,03 5,852<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>B.170 In.1 455<br>5 Ha (1,3 × 1,2) (1,9 1,9 × 1,9) (1,3 × 1,2) (1,8 × 1,8)<br>4W Der 2(10) 2(3) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| **7803877**<br>UNFP<br>M-31277<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIGORIY TERENTYEV**<br>**U.S.S.R. -'Dalryba'**<br>Korsakov U.S.S.R. | T.Mk<br>**3 147**<br>1 386<br>2 117 | RS | **1978** VEB Volkswerft Stralsund—Stralsund (481)<br>101,45(BB) 15,22 5,700<br>91,83 15,21 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (stl) (1,6 × 2,1) (2,4 × 2,4) (2,2 × 2,2)<br>6W Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Controllable pitch propeller<br>15,25kn |
| **5331143**<br>ELAP8<br>6924<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIGOROUSA**<br>ex Gaucho Laguna-80<br>ex Golar Coal-70 ex Skauholt-66<br>**Resolution Island Shipping Corp.**<br>Monrovia Liberia | **16 180**<br>10 344<br>30 932 | NV | **1961** Mitsubishi Zosen K.K.—Nagasaki (1537)<br>198,08 22,97 10,529<br>189,29 22,85 14,00<br>1 dk<br>rf 102 len 65 | **M Bulk Carrier** 2P<br>Str. heavy cargoes<br>7 Ho 19,0 21,0 21,0 21,0 21,0 21,0 21,0 ER<br>G.31 942<br>7 Ha (stl) (10,2 14,9 15,1 15,1 15,1 15,1 15,1 × 11,3)<br>Der 3(1) | Oil 2SA 7Cy. 760 × 1550<br>9 100bhp (6 694kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 3 × 280kW 440V 60Hz a.c.<br>Fuel 538,0t (hvf)<br>16,5kn |
| **7646504**<br>HPDD<br>6445-PEXT<br>RT | **GRIGOROUSSA**<br>ex Polk County (LST 1084)-77<br>ex LST 1084-55<br>**Krateros S.A.**<br>Panama Panama | **2 740**<br>1 931<br>1 056 | BV | **1945** U.S. Naval Shipyard—Boston, Ma<br>99,62 15,24<br>92,89 7,68<br>2 dks<br>conv Naval RoRo Cargo/Tank Landing Ship 77 | **TM RoRo Cargo/Landing Ship**<br>Bow door & ramp<br>1 Ha (9,1 × 3,9) ER | 2 Vee Oil 2SA each 12Cy. 548 × 645<br>1 800bhp (1 324kW)<br>General Motors Corp. La Grange, Illinois<br>Gen 3 × 300kW 240V d.c.<br>Fuel (d.o.)<br>9kn |
| **6524723**<br>IMVM<br>1361<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRILLO**<br>ex Musketier-80 ex Gol-74<br>**Rillo di Navigazione S.a.S.**<br>Napoli Italy | **1 124**<br>676<br>2 101 | RI (NV) | **1965** VEB Schiffswerft "Neptun"—Rostock (1167)<br>75,55 11,54 5,112<br>68,46 11,49 5,92<br>2 dks<br>rf 152 | **M General Cargo**<br>2 Ho ER<br>G.2 628 B.2 427<br>2 Ha (each 17,3 × 6,2) ER<br>4W Der 2(4) 2(3) | Oil 4SA 8Cy. 320 × 450<br>1 300bhp (956kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 64kW 380V 50Hz a.c.<br>Fuel 184,0t (d.o.)<br>11kn |
| **7328205**<br>GTOC<br>340544<br>Df Esd<br>Rdr RT | **GRIMA**<br>**Shetland Islands Council**<br>Lerwick United Kingdom | **147**<br>76<br>54 | ✠Classed LR until 31/1/75 | **1974**-1 Bideford Shipyard (1973) Ltd. —Bideford (Y.51)<br>25,23 8,39<br>22,64 7,85 3,20<br>1 dk<br>rf 279 BK 102 | **TM RoRo Cargo/Ferry** 93P<br>Bow & stern ramps<br>Mchy.aft | 2 Oil 4SA each 6Cy. 165 × 187 sr geared to sc. shafts<br>360bhp (265kW)<br>English Electric Diesels Ltd. Kelvin Mar. Div. Glasgow<br>Gen 2 × 29,5kW 240V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 6,0t (d.o.)<br>9,5kn |

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| 6621753<br>SFTC<br>10715<br>Esd | **GRIMETON**<br>ex Ganthi IV-82<br>**Henry E. Ahlstrom P/R**<br>Goteborg Sweden | **171**<br>79<br>148 | BV | **1966** VEB Rosslauer Schiffswerft—Rosslau<br>33,66 6,61<br>29,55 6,58 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>In.210<br>3 Ha (1,2 1,2 × 0,9) (1,3 × 1,3) ER<br>1W Der 1(1,5) | Oil 4SA 6Cy. 250 × 300<br>900bhp (662kW)<br>Nydqvist & Holm A/B Trollhattan<br>Fuel 287,5t (d.o.) 11kn |
| 6608854<br>Y5DK<br>Df Esd<br>Gc Rdr<br>RT | **GRIMMEN**<br>ex Sea Breeze-74<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **28 671**<br>15 776<br>51 200 | DSRK (NV) | **1966** Eriksbergs M/V A/B—Goteborg (593)<br>217,79 29,60 12,161<br>208,92 29,57 15,98<br>1 dk<br>rf 102 | **M Tanker**<br>14 Ta ER<br>L.(oil) 59 061<br>Der 2(10) 2(5) 2(1,5) | Oil 2SA 10Cy. 740 × 1600<br>15 000bhp (11 033kW) B&W<br>Eriksbergs M/V A/B Goteborg<br>Gen 3 × 280kW 1 × 200kW 440V 60Hz a.c.<br>16,5kn |
| 6924909<br>LGYD<br>17258<br>Df Esd<br>Gc Rdr<br>RTm/v | **GRIMO**<br>**Paal Wilson & Co. A/S**<br>Bergen Norway | **412**<br>291<br>1 147 | NV | **1969** Batservice Verft A/S—Mandal (547)<br>70,87 9,33 3,512<br>64,78 9,30 5,49<br>P 11,9 F 7,7 1 dk & S dk<br>rf nil len 76 | **M General Cargo** OSD<br>Ice strengthened<br>1 Ho 39,0 ER<br>G.1 620 B.1 489<br>2 Ha (stl) (13,3 15,0 × 6,0) ER<br>2W Der 2(2,5) | Oil 4SA 6Cy. 240 × 280<br>900bhp (662kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 45,5t (d.o.)-3,5pd 12kn |
| 6618677<br>H9NG<br>1106<br>8-81<br>Df Esd<br>Rdr RT | **GRIMSBY**<br>ex Carrie-81 ex Lion-80<br>ex Aspa-79 ex Steely Carrier-74<br>ex Kyonan Maru-71<br>**Bilingual Shipping Corp.**<br>Panama Panama | **2 793**<br>1 710<br>4 662 | BV | **1966** Ujina Zosensho—Hiroshima (455)<br>94,80 14,51 6,147<br>88,73 14,48 7,29<br>P 21,1 F 9,5 1 dk | **M General Cargo**<br>2 Ho ER<br>G.5 715 B.5 328<br>2 Ha (22,4 23,3 × 7,0) ER<br>12W Der 1(15) 2(10) 1(5) | Oil 4SA 6Cy. 500 × 700<br>2 500bhp (1 839kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 150kW 445V 60Hz a.c.<br>Fuel 308,0t (hvf) 12kn |
| 7712731<br>LGYT<br>19157<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRIMSHOLM**<br>**K/S A/S Fiskedrift & Co.**<br>Karl L. Karlsen<br>Tromso Norway | **1 208**<br>535<br>1 493 | NV | **1978** Batservice Verft A/S—Mandal (647)<br>62,69 11,64 6,001<br>53,90 11,61 8,01<br>1 dk<br>rf 800 BK 127 | **M Fishing**<br>Seiner<br>Ice strengthened<br>6 Ta 2 Ho ER<br>2 Ha (each 2,5 × 2,5) 6 Ha (each 3,5 × 2,5) ER | Oil 4SA 9Cy. 320 × 420 geared to sc. shaft<br>3 400bhp (2 501kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 198kW 1 × 128kW 380V 50Hz a.c.<br>Controllable pitch propeller aft<br>Thw. thrust propeller fwd<br>15kn |
| 5379315<br>OWDA<br>D2133<br>Df Esd<br>Pfd Rdr<br>RTm | **GRINDAL**<br>ex Vestskjell-73<br>**Martin H. Simonsen**<br>Grena Denmark | **393**<br>191<br>668 | NV | **1956** A/S Framnaes M/V—Sandefjord (157)<br>53,78 7,37 —<br>49,71 7,35 3,05<br>1 dk<br>rf 246 len 80 | **M Tanker**<br>Ice strengthened<br>8 Ta ER<br>L.(oil) 640 HeCls. BC | Oil 2SA 8Cy. 220 × 320<br>400bhp (294kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 65kW 1 × 15kW 110V d.c.<br>Fuel 14,0t (d.o.)-1,0pd 9,5kn |
| 7619989<br>597<br>Esd Rdr<br>RT | **GRINDU**<br>ex NR 4329<br>**NAVROM**<br>Galatz Romania | **195**<br>61<br>305 | RNR | **1971** Santierul Naval Braila—Braila<br>29,27 8,31 2,950<br>28,10 4,32<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500 geared to sc. shafts<br>Russkiy-Diesel Works Leningrad<br>Gen 2 × 25kW 2 × 2,25kW 230V 50Hz a.c.<br>2 Controllable pitch propellers<br>Fuel 39,5t (d.o.) 12,5kn |
| 7723601<br>TFGN<br>1512<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRINDVIKINGUR**<br>**Fiskanes H/f**<br>Grindavik Iceland | **577**<br>231<br>720 | NV | **1978** Karlstads Varv A/B—Karlstad (137)<br>53,78 10,37 4,901<br>46,72 9,52 7,32<br>1 dk<br>rf 996 BK 18 | **M Fishing**<br>Stern Trawler Seiner<br>Ice strengthened<br>3 Ho ER<br>3 Ha (2,9 × 2,3) (2,7 2,7 × 6,4) ER | Oil 2SA 9Cy. 300 × 450<br>2 700bhp (1 986kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 152kW 1 × 48kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd , 1 aft |
| 5136323<br>Y4SR<br>Df Esd<br>Rdr RT | **GRINDWAL**<br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic Republic | **133**<br>47<br>— | DSRK | **1958** VEB Elbewerft—Boizenburg<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>Fuel (d.o.) 9kn |
| 7332490<br>LMEW<br>18158<br>Df Esd<br>Gc Rdr<br>RT | **GRINNA**<br>**Mikkal Myklebusthaug**<br>Alesund Norway | T.Mk<br>**297**<br>190<br>965 | NV | **1973** Hjorungavaag Verksted A/S —Hjorungavaag (18)<br>60,79 9,53 3,544<br>54,77 9,50 5,26<br>2 dks<br>rf 241 | **M General Cargo**<br>Ice strengthened<br>1 Ho ER<br>G.1 699<br>2 Ha (stl) (17,9 16,8 × 7,3) ER<br>2W Cr 1(6) Der 2(5) | Oil 4SA 8Cy. 230 × 270<br>1 080bhp (794kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 50kW 1 × 13kW 220V 50Hz a.c.<br>Fuel (d.o.) 10,5kn |
| 7719856<br>LJAB<br>11874<br>Esd Gc<br>Rdr RT | **GRINNA**<br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Losavdelingen)**<br>Oslo Norway | **237**<br>60<br>— | NV | **1980** Volda M/V A/S—Volda (20)<br>33,94 8,44<br>29,01 8,41 3,76<br>F - 1 dk<br>rf 800 | **TM Pilot Tender**<br>Mchy.aft | 2 Oil 4SA each 12Cy. 120 × 130 reduction geared to sc. shafts<br>850bhp (625kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 67kW 230V 50Hz a.c.<br>2 Controllable pitch propellers |
| 5136335<br>KLAH<br>247407<br>Df Esd<br>Gc | **GRINNELL VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 637**<br>4 608<br>10 852 | AB | **1945** Permanente (Shipyard No. 2) —Richmond, Ca (729)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| 7303360<br>SQBZ<br>Df Esd<br>Gc Rdr<br>RT | **GRINWAL**<br>**Przedsiebiorstwo Polowow Dalekomorskich i Uslug Rybackich 'Odra'**<br>Swinoujscie Poland | T.Mk<br>**2 476**<br>1 030<br>1 690 | PR | **1973** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B418/06)<br>88,96 15,02 5,201<br>81,62 14,97 9,40<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.1 700 | Vee Oil 4SA 12Cy. 300 × 450 reduction geared to sc. shaft<br>2 700bhp (1 986kW) GMT<br>H. Cegielski Poznan<br>Gen 1 × 640kW 2 × 320kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>14,5kn |

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| **7428299**<br>3YQJ<br><br>Esd Rdr<br>RT | **GRIP**<br><br>**Government of The Kingdom of Norway (Den Norske Stat - Kystdirektoratet, Fyravdelingen)**<br>Oslo Norway | **319**<br>113<br>— | NV | **1960** Brodrene Lothe A/S—Haugesund (12)<br>41,86 8,39 3,703<br>37,09 8,36 4,02<br>1 dk | **M Tender**<br>Ice strengthened<br>1 Ho ER<br>2 Ha (1,6 × 1,2) (2,7 × 1,9) ER<br>4W Der 1(12) 1(3) 1(1,5) | Oil 4SA 8Cy. 250 × 360<br>495bhp (364kW)<br>A/S Bergens M/V Bergen<br>Gen 2 × 80kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **6728355**<br>LLFW<br>16913<br>Rdr RTh | **GRIP**<br>**More og Romsdal Fylkesbatar**<br>Kristiansund N. Norway | **190**<br>81<br>— | (NV) | **1967** Storviks M/V A/S—Kristiansund N. (28)<br>30,15 9,56 2,674<br>27,79 9,50 3,51<br>1 dk<br>BK 107 | **M RoRo Cargo/Ferry** 115P<br>Mchy.aft | Oil 4SA 3Cy. 270 × 400<br>345bhp (254kW)<br>Aabenraa Motorfabrik Abenra<br>Gen 2 × 26,25kW 220V 50Hz a.c.<br>1 Controllable pitch propeller aft, 1 fwd<br>Fuel 9,5t (d.o.) |
| **6422262**<br>9V2955<br>382169<br>Df Esd<br>Gc Rdr<br>RT | **GRIPEN**<br>ex Aspen-70<br>**Southern Bulkcarriers (Pte.) Ltd.**<br>Pacific Navigation Co. Pte. Ltd.<br>Singapore Singapore | **621**<br>307<br>1 380<br>**1 200**<br>800<br>— | GL<br>✠LR class withdrawn-Owner's request 10/81 | **1964**-10 A/B Falkenbergs Varv —Falkenberg (139)<br>83,55 10,83 2,674/—<br>74,96 10,80 5,95<br>F 9,5 2 dks<br>rf 178 len 71 | **M General Cargo** OSD/CSD<br>Ice strengthened<br>2 Ho 15,8 25,6 ER<br>G.3 064 B.2 764<br>2 Ha (stl) (15,3T × 6,6) (23,3 × 8,0) ER<br>Cr 3(3) | Oil 4SA 8Cy. 320 × 480<br>1 300bhp (956kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Controllable pitch propeller<br>Fuel 65,0t (d.o.)-4,0pd 12kn |
| **6820892**<br>OIDA<br>1197<br>Df Esd<br>Gc Rdr<br>RT | **GRIPO**<br>ex Evofrio-76 ex Jo-Rivka-74<br>**R/A Gustaf Erikson**<br>Mariehamn Finland | T.Mk<br>**1 190**<br>639<br>1 036<br>**1 191**<br>640<br>1 717 | BV | **1969** Soc. Nouvelle des At. & Ch. du Havre —Le Havre (193)<br>75,57 13,06 4,020/5,112<br>68,15 12,98 6,56<br>2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>3 Ho ER<br>L.2 462<br>6 Ha (each 6,4 × 4,5) ER<br>6W Der 12(5) | Oil 4SA 8Cy. 450 × 550<br>3 000bhp (2 207kW)<br>Atlas-MaK Maschinenbau Kiel<br>Controllable pitch propeller<br>Fuel 241,0t (d.o.)-12,5pd 15kn |
| **6521795**<br>UGRG<br>M-27650<br>Df Esd<br>Gc Rdr<br>RT | **GRISHA AKOPYAN**<br>ex Sula-74<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **3 224**<br>1 560<br>4 303 | RS | **1965** VEB Schiffswerft "Neptun"—Rostock<br>105,85 14,64 6,554<br>95,71 14,56 6,56<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.7 664 B.5 775<br>4 Ha (stl) (7,0 7,0 × 9,9) (8,9 × 10,3) ER (8,9 × 10,3)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 14,25kn |
| **7630127**<br>UCHQ<br>M-25684<br>Df Esd<br>Gc Rdr<br>RT | **GRISHA PODOBEDOV**<br>**U.S.S.R. -Kamchatka Shipping Co.**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | T.Mk<br>**1 222**<br>427<br>1 283<br>**2 079**<br>918<br>2 180 | RS | **1976** Santierul Naval Turnu-Severin—Turnu-Severin<br>88,75 12,83 4,150/5,201<br>80,24 12,81 6,71<br>2 dks | **M General Cargo**<br>Ice strengthened<br>3 Ho 13,5 16,6 16,9 ER<br>G.3 615 B.3 240<br>TEU 57 C.Ho 38/20' C.Dk 19/20'<br>3 Ha (stl) (8,7 × 7,7) (12,8 12,8 × 10,1) ER<br>Der 1(20) 2(5-10) | Oil 2SA 8Cy. 360 × 600<br>2 080bhp (1 530kW) Sulzer<br>H. Cegielski Poznan<br>Fuel 44,5t (d.o.) 133,0t (hvf)-7,0pd 12kn |
| **7218981**<br>OGZE<br>1180 | **GRISSLAN**<br><br>**Alands Landskapsstyrelse**<br>Mariehamn Finland | **272**<br>73<br>155 | NV | **1971** Oy Laivateollisuus Ab—Turku/Abo (283)<br>39,48 9,07<br>36,48 9,05 4,58<br>1 dk | **M RoRo Cargo/Ferry** 250P<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 320 × 450<br>1 200bhp (883kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 38kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 32,5t (d.o.)-3,5pd 12kn |
| **7413969**<br>GZXD<br>366114<br>Pfd Rdr<br>RT | **GRIT**<br><br>**F. T. Everard & Sons Ltd.**<br>London United Kingdom | **499**<br>330<br>888 | **✠100A1** SS 5/81<br>short international voyages<br>**✠LMC**<br>EL I $\frac{15}{16}$"U2<br>FN 708 | **1976**-4 N.V. Schps. Ferus Smit—Foxhol (214)<br>56,11 9,89 3,241<br>52,02 9,81 3,79<br>P 11,0 F 6,8 1 dk<br>rf nil<br>NS 3BH WB325T | **M General Cargo**<br>1 Ho 36,2 ER<br>G.1 133 B.1 065<br>1 Ha (stl) (28,0 × 6,0) ER | Oil 4SA 6Cy. 222 × 292 reverse reduction geared to sc. shaft<br>750bhp (552kW)<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 1 × 28kW 1 × 16kW 1 × 13kW 300/220V 50Hz a.c.<br>Fuel 45,5t (d.o.) 10,5kn |
| **7941966**<br>YQIX<br><br>Df Esd<br>Gc Rdr<br>RT | **GRIVITA**<br><br>**NAVROM**<br>Constantza Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1980** Santierul Naval Galatz—Galatz<br>130,79 17,71 6,781/8,100<br>121,01 10,22<br>1 dk & S dk | **M General Cargo** OSD/CSD<br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>TEU 106 C. 106/20' (40')<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 400V 50Hz a.c.<br>15kn |
| **7344962**<br>WYR2<br>461<br>559439<br>Df Esd<br>Gc Rdr<br>RT | **GRIZZLY BEAR**<br><br>**Portal Boat Co.**<br>Morgan City, La United States of America | **491**<br>129<br>— | AB | **1974** Far East-Levingston SB. Ltd. —Singapore (139)<br>63,38 12,81 3,175<br>56,57 5,80<br>F 16,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 6Cy. 410 × 470<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 250kW<br>2 Controllable pitch propellers<br>Fuel 565,0t (d.o.) 13,5kn |
| **6613134**<br>DIYZ<br><br>Df Esd<br>Rdr<br>RTm/v | **GROBIN**<br>ex Elbdeich-82<br>**Partenreederei m.s. 'Grobin'**<br>Luebeck Federal Republic of Germany | **499**<br>297<br>1 066 | GL | **1966** Schiffsw. Hugo Peters—Wewelsfleth (528)<br>64,83 10,04 3,780<br>57,31 10,01 5,87<br>P & B 36,3 F 7,1 1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>Mchy.aft<br>G.1 751 B.1 607 | Oil 4SA 6Cy. 320 × 450 reverse reduction geared to sc. shaft<br>500bhp (368kW)<br>Maschinenbau Kiel G.m.b.H. Kiel<br>11kn |
| **6871061**<br>UJEX<br>M-24302 | **GROBINYA**<br><br>**U.S.S.R. -'Zapryba'**<br>Liepaya U.S.S.R. | **239**<br>55<br>110 | RS | **1958** .............East Germany<br>39,15 7,37 3,120<br>3,66<br>1 dk | **M Fishing**<br>Ref<br>Ice strengthened<br>2 Ho<br>In.117<br>2 Ha (each 1,9 × 1,8)<br>Der 1(1,5) | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 10,5kn |

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|---|---|---|---|---|---|---|
| 5136402<br>YTKV<br>Df Esd<br>Gc Rdr<br>RT | **GROBNIK**<br>**JUGOLINIJA (Osnovna Organizacija Udruzenog Rada-Zapad)**<br>Rijeka Yugoslavia | T.Mk<br>**4 514**<br>2 511<br>6 450<br>**6 879**<br>3 796<br>— | BV JR | **1963** Brodogradiliste i Tvornica Dizel Motora "Split"—Split (174)<br>135,87 18,65 6,986/7,320<br>123,86 18,60 10,80<br>2 dks | **M General Cargo**<br>Ref<br>5 Ho<br>G.10 986 B.10 062 In.1 756<br>5 Ha (stl) (6,1 × 5,4) (11,7 8,8 12,5 8,1 × 6,4)<br>16W Der 1(45) 1(25) 6(10) 8(5) 2(3) | Oil 2SA 7Cy. 750 × 1320<br>8 400bhp (6 179kW)<br>S.A. Fiat S.G.M. Torino<br>Gen 4 × 257kW 440V a.c.<br>Fuel 1 174,5t (hvf) 17kn |
| 6515215<br>UGRM<br>M-26520<br>Df Esd<br>Gc Rdr<br>RT | **GRODEKOVO**<br>**U.S.S.R. -Far-Eastern Shipping Co.**<br>Vladivostok U.S.S.R. | **4 531**<br>2 383<br>5 868 | RS | **1965** Stocznia Gdanska im. Lenina—Gdansk (B45/35)<br>123,86 16,74 6,790<br>114,99 16,69 8,44<br>1 dk<br>RW | **M General Cargo**<br>Ice strengthened<br>4 Ho 20,5 20,5 ER 20,5 18,9<br>B.7 137<br>4 Ha (stl) (12,8 × 8,0) (12,5 × 8,9) ER (14,0 14,0 × 8,9)<br>8W Der 1(40) 1(15) 8(5) | Oil 2SA 5Cy. 620 × 1400<br>5 450bhp (4 009kW) B&W<br>H. Cegielski Poznan<br>Gen 2 × 200kW 1 × 80kW 400V 50Hz a.c.<br>Fuel 85,5t (d.o.) 478,0t (hvf) 16,5kn |
| 6802400<br>UTIT<br>M-12195 | **GRODEKOVO**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **464**<br>153<br>274 | (RS) | **1961** ..............U.S.S.R.<br>51,08 8,01 2,971<br>3,51 | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>2 Ho<br>In.351<br>2 Ha (each 2,6 × 3,3)<br>2W Der 2(1,5) | Oil 2SA 4Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>9,5kn |
| 7232872<br>Y5RU<br>Df Esd<br>Gc Rdr<br>RT | **GRODITZ**<br>**VEB Deutfracht/Seereederei**<br>Rostock German Democratic Republic | **22 798**<br>14 633<br>38 250 | DSRK | **1972** Baltic SB. & Eng. Works—Leningrad (633)<br>201,30(BB) 27,84 11,210<br>185,35 27,81 15,60<br>1 dk | **M Bulk Carrier**<br>Ice strengthened Str. hvy cargoes<br>7 Ho 21,9 26,8 15,2 15,2 15,2 28,0 16,7 ER<br>G.47 130<br>9 Ha (stl) (each 12,9 × 9,3) ER | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Bryansk Eng. Works Bryansk<br>Gen 3 × 240kW 220V a.c.<br>16kn |
| 7700386<br>PELB<br>18408<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GROENLAND**<br>**Sleepdienst Willem Muller B.V.**<br>Terneuzen Netherlands | **481**<br>44<br>— | BV | **1977** B.V. Schps. & Ghbw. v/h Jonker & Stans—Hendrik-Ido-Ambacht (341)<br>41,41 10,85 4,222<br>39,68 10,51 5,31<br>F - 1 dk | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 229 × 267 reduction geared to sc. shafts<br>Alco Engine Div. of White Industrial Power Inc. U.S.A.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 499,0t (d.o.) 13kn |
| 5077527<br>CSOV<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GROENLANDIA**<br>ex Comandante Tenreiro-74<br>**Lusitania Companhia Portuguesa de Pesca S.A.**<br>Figueira da Foz Portugal | **1 245**<br>650<br>1 415 | ✠Classed LR until 9/11/79 | **1949**-7 Est. Nav. do Mondego—Figueiro da Foz (5)<br>71,46 11,03 5,220<br>64,22 11,00 5,69<br>P 6,4 F 14,7<br>R BK 191 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>2 Ho each 13,5<br>In.1 249<br>4 Ha (stl) (2,3 × 1,8) (2,3 × 1,7) (2,1 × 0,9) (0,7 × 0,7)<br>Der 1(6) | Oil 2SA 6Cy. 350 × 620<br>1 200bhp (883kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Gen 1 × 110kW 1 × 50kW 1 × 40kW 1 × 12kW 220V d.c.<br>Fuel 437,0t 10kn |
| 7128497<br>FIVY<br>Esd Rdr<br>RT | **GROIX**<br>**Union des Remorqueurs de l'Ocean (U.R.O.)**<br>St. Nazaire France | **282**<br>25<br>217 | BV | **1971** Soc. des At. Francais de l'Ouest—St. Nazaire (Ro10)<br>34,50 9,20 4,522<br>29,93 8,79 4,75<br>1 dk | **M Tug** | Vee Oil 4SA 12Cy. 260 × 280 reverse reduction geared to sc. shaft<br>Crepelle et Cie. Lille<br>12kn |
| 6816059<br>OXAC<br>D1482<br>Df Esd<br>Rdr<br>RTm/v | **GROLLEN**<br>ex Susanne Dania-78<br>**Hans Albert Boye**<br>Marstal Denmark | T.Mk<br>**299**<br>175<br>848 | BV (NV) | **1968** Batservice Verft A/S—Mandal (536)<br>55,00 9,33 3,506<br>50,02 9,30 5,52<br>2 dks<br>rf nil | **M General Cargo**<br>Ice strengthed<br>1 Ho ER<br>G.1 525 B.1 367<br>2 Ha (stl) (each 13,3 × 6,0) ER<br>2W Der 2(5) | Oil 2SA 6Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 35kW 1 × 10kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 40,5t (d.o.)-2,5pd 10kn |
| 8218641<br>M-31388<br>Rdr RT | **GROM**<br>**U.S.S.R.**<br>U.S.S.R. | T.Mk<br>**3 147**<br>1 383<br>2 118 | RS | **1982** VEB Volkswerft Stralsund—Stralsund<br>101,45 15,22 5,709<br>91,83 9,71<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>3 Ho<br>B.380 In.1 858<br>3 Ha (1,6 × 1,6) (2,3 × 2,3) (2,2 × 2,2)<br>Der 2(5) 4(3) | Oil 2SA 8Cy. 480 × 720<br>3 880bhp (2 854kW) S.K.L.<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>16,25kn |
| 6802412<br>UIFS<br>M-23882 | **GROMKIY**<br>**U.S.S.R. -Azov Shipping Co.**<br>Zhdanov U.S.S.R. | **534**<br>—<br>212 | RS | **1958** Santierul Naval Galatz—Galatz<br>45,80 9,89 3,901<br>41,51 9,35 5,01<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 7052698<br>EWFO<br>M-28223 | **GROMKIY**<br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **169**<br>40<br>93 | RS | **1970** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9,5kn |
| 7645110<br>UNWK<br>M-12516 | **GROMOBOY**<br>**U.S.S.R. -'Dalryba'**<br>Petropavlovsk-Kamchatskiy U.S.S.R. | **163**<br>39<br>88 | RS | **1977** ..............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Controllable pitch propeller<br>9,5kn |
| 6802424<br>UBHM<br>M-23884 | **GROMOVOY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **534**<br>—<br>212 | RS | **1959** Santierul Naval Galatz—Galatz<br>45,67 10,01 3,810<br>41,51 9,35 5,01<br>1 dk | **TM Tug**<br>Ice strengthened | 2 Oil 2SA each 6Cy. 300 × 500<br>Russkiy-Diesel Works Leningrad<br>11kn |

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| **7517193**<br><br><br>Df Esd<br>Rdr RT | **GRON**<br><br>**Szczecinskie Przedsiebiorstwo**<br>**Obrotu Produktami**<br>**Naftowymi 'CPN'**<br>Gdansk Poland | **342**<br>131<br>419 | <br><br>PR | **1974** Wroclawska Stocznia Rzeczna<br>—Wroclaw (ZB400/C2)<br>43,36 8,46 2,998<br>39,50 8,08 3,41<br>1 dk | **M Tanker**<br><br>Ice strengthened<br>10 Ta ER<br>L.(oil) 450 HeCls. C | Oil 4SA 6Cy. 240 × 360 reduction geared<br>to sc. shaft<br>428bhp (315kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 38kW 400V a.c.<br>Fuel 29,0t (d.o.) 9,5kn |
| **7519672**<br>OYCP<br>H702<br>Df Esd<br>Pfd Rdr<br>RT | **GRONBJERG**<br>ex Jette Kristine-76<br>**Laurids Hounisen**<br>Esbjerg Denmark | **168**<br>103<br>— | | **1975** Bogense Skibsvaerft & Badebygger<br>—Bogense (219)<br>32,42 7,22<br>30,31 7,19 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 2SA 6Cy. 260 × 400<br>600bhp (441kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **8000848**<br>PELC<br><br>Esd Rdr<br>RT | **GRONINGEN**<br><br>**Wijsmuller B.V.**<br>Ijmuiden Netherlands | **238**<br>—<br>— | <br><br>BV | **1981** Tille Scheepsbouw B.V.—Kootstertille<br>(221)<br>28,81 9,33 3,752<br>27,01 9,01 4,68<br>1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 190 × 350<br><br>N.V. Mach. "Bolnes" Krimpen a/d Lek<br>Gen 2 × 108kW 380V 50Hz a.c.<br>11,75kn |
| **7226263**<br>OZSS<br>D2025<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRONLAND**<br><br>**Nordania Leasing A/S**<br>Government of The Kingdom of<br>Denmark (Den Kongelige<br>Gronlandske Handel<br>Trafikkavdelingen)<br>Aalborg Denmark | T.Mk<br>**3 338**<br>1 823<br>5 241 | ✠**100A1** SS 3/78<br>Ice Class 1*<br>Ice Class 1A Super<br>✠**LMC** **UMS**<br>✠**Lloyd's RMC**<br>EL U 2"U2<br>FN 2403 | **1973**-2 Nystads Varv Ab<br>—Uusikaupunki/Nystad (266)<br>93,93 17,25 7,360<br>86,06 17,20 10,72<br>F 15,0 3 dks, 4th dk in Nos. 1 & 2 holds<br>rf 203<br>4BH WB910t incl. Comb. btm & STs in<br>way of No. 1 hold 513t | **M General Cargo**<br>Ref<br>Side doors<br>2 Ho 27,9 24,5 ER<br>G.6 315 B.6 201 In.615<br>2 Ha (stl) (20,1 14,0 × 6,1) ER<br>6W Der 1(50) 5(10) | Vee Oil 4SA 10Cy. 400 × 460<br>5 000bhp (3 678kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 3 × 496kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 729,5t (hvf) 14,75kn |
| **6923319**<br>3EKU<br><br>Df Esd<br>Gc Rdr<br>RT | **GRONLAND II**<br>ex Vela-80<br>**Schulauer Schiffscharter**<br>**G.m.b.H. & Co. K.G.**<br>Gunther Schulz Schulauer<br>Schiffahrtskontor<br>Panama Panama | T.Mk<br>**992**<br>587<br>1 998<br>**2 190**<br>1 451<br>— | <br><br>GL | **1969** Schulte & Bruns—Emden (258)<br>91,22 12,86 5,160/6,585<br>83,19 12,79 7,70<br>2 dks<br>len 74 | **M General Cargo**<br><br>2 Ho ER<br>G.4 717 B.4 340<br>2 Ha (18,9 25,6 × 10,2) ER<br>Der 2(20) 4(5) | 2 Oil 4SA each 8Cy. 320 × 450 geared to<br>sc. shaft<br>2 640bhp (1 942kW)<br>Kloeckner Humboldt Deutz Koeln<br>Thw. thrust propeller fwd<br>14,5kn |
| **7700099**<br>P3FK<br>380976<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GROOTSAND**<br><br>**Finmare Financiacion Marittima**<br>**Argentina Ltd.**<br>Limassol Cyprus | T.Mk<br>**869**<br>455<br>1 037<br>**1 587**<br>905<br>2 175 | <br><br>GL | **1978** Buesumer Werft G.m.b.H.—Buesum<br>(268)<br>78,11 (BB) 12,76 —/5,750<br>70,82 12,51 7,52<br>P 15,6 F 7,1 2 dks | **M General Cargo**<br>Ref.<br>Ice strengthened<br>3 Ho ER 3 TwD ER<br>In.2 409<br>3 Ha (each 8,5 × 3,9) ER<br>Der 6(3) | Oil 4SA 6Cy. 320 × 420<br>2 250bhp (1 655kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 444kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>14kn |
| **5136622**<br>DDRU | **GROPELINGEN**<br><br>**Unterweser-Reederei G.m.b.H.**<br>Bremen Federal Republic<br>of Germany | **105**<br>—<br>— | | **1959** Jadewerft G.m.b.H.—Wilhelmshaven<br>(62)<br>23,17 6,28<br>22,81 6,20 2,65 | **M Tug** | Oil 4SA 6Cy. 320 × 450<br><br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 10kW 230V d.c.<br>Fuel 10,0t (d.o.) 11,5kn |
| **5160594**<br>EBZA<br>658<br>Df RT | **GROSSA**<br>ex Indunaval Tercero-67<br>**Transportes Fruteros del**<br>**Mediterraneo S.A.**<br>**(TRAFRUME)**<br>Bilbao Spain | **570**<br>423<br>870 | <br><br>BV | **1959** Indunaval S.A.—Bilbao (30)<br>*50,85* 9,05<br>50,50 9,01 5,52<br>2 dks | **M General Cargo**<br><br>1 Ho ER<br><br>3 Ha (7,9 14,7 1,2 × 3,9) ER<br>Der 6(3) | Oil 4SA 8Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel (d.o.) 12,25kn |
| **5136658**<br>Y4GE<br><br>Df Esd<br>Rdr RT | **GROSSE FISCHERBANK**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic<br>Republic | **132**<br>46<br>— | <br><br>DSRK. | **1957** Stralsund Schiffbau-u.<br>Reparaturswerft—Stralsund<br>26,45 6,74 3,550<br>23,40 3,66<br>1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>1 Ha ER | Oil 4SA 6Cy. 240 × 360<br>250bhp (184kW)<br>Halberstadt Halberstadt<br>Gen 1 × 12kW 1 × 11kW 230V d.c.<br>9kn |
| **6710451**<br>Y4GR<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GROSSER BELT**<br><br>**VEB Fischfang Sassnitz**<br>Sassnitz German Democratic<br>Republic | **643**<br>259<br>397 | <br><br>DSRK | **1966** VEB Elbewerft—Boizenburg<br>48,87 10,09 3,901<br>44,30 9,99 5,52<br>1 dk | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>In.540 | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Gen 2 × 176kW 1 × 36,5kW<br>390V 50Hz a.c.<br>Controllable pitch propeller<br>11kn |
| **5136684** | **GROSVENOR COURT**<br>ex Haig Court-56<br>ex Kathleen Moller-51<br>**Government of The People's**<br>**Republic of China**<br>China | **522**<br>351<br>854 | <br><br>Classed LR until 11/60 | **1943** Levingston SB. Co.—Orange, Tx<br>49,66 8,28 3,520<br>47,25 8,23 3,92<br>P 13,2 Trunk 27,5 F 8,3 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 901 | Oil 4SA 6Cy. 305 × 380<br><br>Enterprise Engine & Foundry Co.<br>San Francisco, Ca<br>Fuel 35,5t-1,5pd 9kn |
| **5136737**<br>JWSM<br>15106<br>Df Esd<br>Pfd Rdr<br>RT | **GROTANGER**<br><br>**Troms Flykes Kommune**<br>**(Tromso Maritime Skole)**<br>Hamnvik Norway | **257**<br>115<br>— | <br><br>NV | **1957** Haugsdal Skips.—Strusshamn (11)<br>38,26 7,07<br>35,64 7,01 6,35<br>1 dk<br>len 66 | **M Fishing**<br>Side-fishing<br>1 Ho ER<br><br>2 Ha (3,8 2,5 × 1,6) ER<br>1W Der 1(4) | Oil 2SA 4Cy. 280 × 420<br>600bhp (441kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 25kW 220V d.c.<br>Fuel 30,5t (d.o.) 9kn |
| **6812912**<br>JXZI<br>17053<br>Df Esd<br>Rdr RT | **GROTLE**<br><br>**Oddmar Grotle**<br>Floro Norway | **213**<br>87<br>— | | **1968** Eidsvik Skipsbyggeri A/S—Uskedal<br>(23)<br>34,75 6,84<br>6,80 3,18<br>1 dk<br>len 80 | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 5Cy. 260 × 400<br>500bhp (368kW)<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) |
| **5404689**<br>LAYV<br>14649<br>Df Esd | **GROTNES**<br>ex Grimsbaen-64 ex Liatral-63<br>**Kare Andreassen**<br>Tromso Norway | **150**<br>51<br>— | | **1957** Loland Motorverstad A/S—Leirvik<br>(6)<br>33,05 6,74<br>25,53 6,71 3,36<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 4Cy. 280 × 420<br>660bhp (485kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 9,0t (d.o.) 9kn |

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| **7901928**<br>KUS6473<br>647320 | **GROTON**<br>**First Tug Barge Corp.**<br>Amerada Hess Shipping Corp.<br>Wilmington, De United States of America | **1 443**<br>981<br>— | AB (Class cont.) | **1982** Halter Marine Inc.—Chickasaw, Al (823)<br>40,75 9,911<br>38,41 27,54 11,89<br>1 dk | **TM Tug**<br>Pusher Twin Hull<br>(linked with 22471 gross ton barge Groton) | 2 Vee Oil 4SA each 16Cy. 432 × 533<br>Delaval Turbine Inc. (Enterprise Div.) Oakland, Ca |
| **5404691**<br>TFRZ<br>0072<br>Df Esd<br>Pfd Rdr<br>RT | **GROTTA**<br>**Hafbjorg H/f**<br>Akranes Iceland | **184**<br>68<br>— | NV | **1963** Kaarbos M/V A/S—Harstad (38)<br>33,38 6,81 3,480<br>29,62 6,76 3,61<br>1 dk<br>BK 127 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (1,6 1,9 × 1,5)<br>1W Der 1(3) | Oil 2SA 6Cy. 280 × 420<br>600bhp (441kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 1 × 28kW 1 × 25kW 1 × 6kW 220V d.c.<br>Fuel (d.o.) |
| **5136751**<br>TQOB<br>5381<br>Df Esd<br>Pfd RT | **GROTTE DE PORT NISCOP**<br>**Adolphe Joannic**<br>Etel France | **107**<br>30<br>— | (BV) | **1958** Ch. Herbert & Heraud—Pont Lorois<br>23,02 6,51<br>3,54<br>1 dk | **Wood M Fishing**<br>Side-fishing Tuna Line-fishing<br>1 Ho<br>In.60<br>2 Ha (each 0,9 × 0,9)<br>Der 1(2) | Oil 4SA 6Cy. 230 × 330<br>300bhp (221kW)<br>Moteurs Duvant Valenciennes<br>Fuel (d.o.) 8kn |
| **7625495**<br>C6WL<br>372967<br>Esd RT | **GROUPER**<br>**Government of The Commonwealth of The Bahamas (The Treasurer)**<br>Nassau Bahamas | **162**<br>4<br>110 | **✠100A1**<br>tug<br>Bahamas Island service & to Florida<br>**LMC**<br>EL (F) D 247,5/19,0U2<br>FN 272 | **1980**-3 Bodewes Schpsw. "Volharding" N.V.—Foxhol ((3102))<br>26,19 8,06 3,261<br>22,92 7,80 4,04<br>RFD 12,2 1 dk<br>rf 1168 BK 51<br>3BH WBnil | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 50kW 220V 60Hz a.c. |
| **7725881**<br>Esd Rdr<br>RT | **GROUPER BAY**<br>**Gulf Cobla (Private) Ltd.**<br>Dubai United Arab Emirates | **168**<br>0<br>— | **✠100A1**<br>tug<br>**✠LMC**<br>EL (F) 342,0/17,5U2<br>FN 265 | **1978**-6 B.V. Scheepswerf K. Damen—Hardinxveld-Giessendam (601)<br>26,01 8,23 2,975<br>22,94 8,01 3,51<br>RFD 13,5 1 dk<br>BK centre and side skegs aft<br>6BH WBnil | **TM Tug**<br>Anchor-handling | 2 Oil 4SA each 6Cy. 222 × 292 reverse reduction geared to sc. shafts<br>Mirrlees Blackstone (Stamford) Ltd. Stamford<br>Gen 3 × 84kW 380V 50Hz a.c.<br>Thw. thrust propeller |
| **5136775**<br>KIZL<br>247853<br>Df Esd<br>Gc | **GROVE CITY VICTORY**<br>**Government of The United States of America (Department of Commerce)**<br>Washington, DC United States of America | **7 635**<br>4 601<br>10 852 | AB | **1945** Permanente (Shipyard No. 2)—Richmond, Ca (V750)<br>138,77 18,93 8,706<br>133,05 18,90 11,59<br>F 26,6 3 dks<br>rf nil | **S General Cargo**<br>5 Ho 17,5 13,7 23,4 ER 24,6 22,8<br>G.14 158 B.12 827<br>5 Ha (7,6 7,3 10,9 × 6,7) ER (10,9 7,3 × 6,7)<br>14W Der 1(50) 1(30) 14(5) | 2 S Turb dr geared to sc. shaft<br>6 600shp (4 855kW)<br>Westinghouse Elec. Corp. Pittsburgh, Pa<br>Gen 2 × 300kW 240V d.c.<br>Fuel 2 928,0t (o.f.) 15kn |
| **6700248**<br>GVZU<br>308580<br>Esd Pfd<br>Rdr RTv | **GROVEDALE H**<br>**John Harker Ltd.**<br>Hull United Kingdom | **365**<br>171<br>583 | | **1966** John Harker Ltd.—Knottingley (327)<br>50,45 6,71 3,023<br>47,55 6,63 3,43<br>P 15,6 1 dk<br>rf nil | **M Tanker**<br>8 Ta ER<br>L.(oil) 665 HeCls. C | Oil 4SA 6Cy. 250 × 350<br>400bhp (294kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 30kW 1 × 3kW 110/24V d.c.<br>Fuel-1,0pd 8kn |
| **5136799**<br>HO6551<br>Df Esd<br>Rdr<br>RTm/v | **GROVERORT**<br>**Manfred Rathjens**<br>Hamburg Panama | **423**<br>251<br>693 | GL | **1957** Stader Schiffsw. G.m.b.H.—Stade (184)<br>51,59 8,84 3,520<br>46,00 8,81 3,92<br>P 10,4 F 6,1 1 dk | **M General Cargo**<br>Ice strengthened<br>G.880 B.830<br>2 Ha (7,7 14,3 × 5,4) ER<br>Der 3(2) | Oil 4SA 8Cy. 290 × 420<br>300bhp (221kW)<br>Maschinenbau Kiel A.G. Kiel<br>9,5kn |
| **6612647**<br>9VHX<br>381691<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GROWTH VENTURE**<br>ex Messiniaki Armonia-79<br>ex Lalibella-74<br>**Trans Eastern Pte. Ltd.**<br>Singapore Shipping Agencies (Pte.) Ltd.<br>Singapore Singapore | **21 503**<br>14 373<br>34 622 | **✠100A1** SS 11/79<br>oil tanker<br>**✠LMC**<br>EL pt 2$\frac{13}{16}$"SQ<br>FN 7844 | **1966**-8 Verolme Dok & Schpsb.—Rozenburg, Rotterdam (722)<br>204,50(BB) 26,07 10,675<br>194,01 26,00 14,43<br>P 36,6 F 22,3 1 dk<br>rf nil<br>9BH WB8297t incl. 7155t in clean ballast tanks | **M Tanker**<br>12 Ta ER<br>L.(oil) 48 267 HeCls. BptC<br>Cr 1(1) Der 2(10) | Oil 2SA 6Cy. 860 × 1600<br>12 600bhp (9 268kW) MAN<br>Verolme Machinefabriek Ijsselmonde<br>2 WTAuxB 200lbf/in$^2$ (13,8bar)<br>AuxB (ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 2 × 340kW 1 × 131kW 450V 60Hz a.c.<br>Fuel 1 840,0t (hvf)-51,0pd 16kn |
| **7629166**<br>355637 | **GROZDANA A.**<br>**Darryl Gordon & Sandy Maria Scharfe**<br>*Port Adelaide, S.A.* Australia | **119**<br>95<br>— | | **1974** Kali Slipway—Adelaide<br>*21,49* 6,58<br>2,80<br>1 dk | **Wood M Fishing** | Vee Oil 4SA 8Cy. 159 × 203<br>480bhp (353kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **5136646**<br>UFRP<br>M-16858<br>Df Esd | **GROZNEFT**<br>**U.S.S.R.**<br>Murmansk U.S.S.R. | **1 117**<br>524<br>1 260 | (RS) | **1954** Valmet Oy Pansion Tehdas—Turku/Abo (195)<br>69,04 10,04 4,360<br>63,81 10,01 4,65<br>P 21,4 F 11,9 1 dk | **M Tanker**<br>Ice strengthened<br>4 Ta ER<br>L.(oil) 1 616 | Oil 2SA 6Cy. 340 × 570<br>Nydqvist & Holm A/B Trollhattan<br>10,5kn |
| **7341427**<br>EUUB<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GROZNYY**<br>Launched as Robkap I<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **19 615**<br>11 036<br>32 038 | **✠100A1** SS 7/80<br>oil tanker (cc)<br>**✠LMC** **UMS**<br>**IGS**<br>EL Ht 2$\frac{3}{4}$"U2<br>FN 6583 | **1975**-6 Swan Hunter Shipbuilders Ltd.—Wallsend (70)<br>171,00(BB) 25,81 11,310<br>161,53 25,76 14,99<br>P 18,0 F 18,6 1 dk<br>13BH WB1908T | **M Tanker**<br>IGS<br>24 Ta ER<br>L.(oil) 38 375 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 WTAuxB (o.f.)<br>primary 50kgf/cm$^2$ (49,1bar)<br>secondary 18kgf/cm$^2$ (17,7bar)<br>Spt 230°C 17,5kgf/cm$^2$ (17,2bar)<br>hs836,1<br>e(ex.g) 21kgf/cm$^2$ (20,6bar)<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 237,0t (d.o.) 3 081,0t (hvf) 15kn |
| **6821157**<br>UTEU<br>M-3489<br>Df Esd<br>Gc Rdr<br>RT | **GROZNYY**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **1 772**<br>557<br>1 660 | RS | **1965** ............U.S.S.R.<br>83,50 12,04 4,649<br>74,00 11,97 5,34<br>1 dk | **M Tanker**<br>Ice strengthened<br>12 Ta ER<br>L.(oil) 2 039 HeCls. BC<br>2W Der 2(0,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Fuel 126,0t (d.o.)-7,5pd 13,75kn |

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|---|---|---|---|---|---|---|
| **5404706**<br>SPSU<br><br>Df Esd<br>Gc Rdr<br>RTv | **GRUDZIADZ**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdynia Poland | **2 872**<br>1 535<br>4 561 | ✠Classed LR until 8/65<br>PR | **1963**-8 Stocznia Szczecinska im. A. Warskiego—Szczecin (B49/01)<br>113,54 15,52 6,331<br>104,65 15,50 6,61<br>F 10,1 1 dk & S dk<br>rf nil | **M General Cargo** OSD 4P<br>Ref<br>Ice strengthened<br>3 Ho ER 1 Ho<br>G.7 967 B.7 375 In.695<br>4 Ha (11,6 14,0 11,2 × 6,4) ER (6,3 × 4,5)<br>12W Der 1(25) 12(5) | Oil 2SA 8Cy. 500 × 1100<br>4 600bhp (3 384kW) B&W<br>Tvornica Dizel Motora "Uljanik" Pula<br>Gen 2 × 256kW 1 × 120kW 380V a.c.<br>Fuel 696,0t (d.o.)-17,0pd 15kn |
| **8011732**<br><br>395339<br>Esd Rdr<br>RT | **GRUE DES ILES**<br><br>**Government of Canada (Ministry of Transport for The Province of Quebec)**<br>Quebec, P.Q. Canada | **477**<br>195<br>397 | BV | **1981** Tur Bec Boats Ltd.—Montreal (4)<br>47,50 12,53 2,001<br>44,61 12,01 3,81<br>1 dk | **TM Ferry**<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 159 × 203<br>1 445bhp (1 063kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>12,5kn |
| **8123951**<br>YQKH<br><br>Df Esd<br>Gc Rdr<br>RT | **GRUIA**<br><br>**NAVROM**<br>Constantza Romania | **3 875**<br>1 989<br>6 525<br>**6 127**<br>3 261<br>8 850 | RNR | **1981** Santierul Naval Galatz—Galatz<br>130,82 17,71 6,781/8,102<br>121,01 10,22<br>2 dks | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>4 Ho 19,6 20,8 20,8 20,8 ER<br>G.11 980 B.11 067<br>TEU 106 C. 106/20' (40')<br>4 Ha (stl) (11,9 × 5,9) (13,6 13,6 13,6 × 9,9) ER<br>Cr 4(5) | Oil 4SA 6Cy. 520 × 550<br>6 000bhp (4 413kW) MAN<br>Intreprinderea de Const. de Masini Resita Resita<br>Gen 1 × 400kW 3 × 200kW 400V 50Hz a.c.<br>Fuel 583,0t 15kn |
| **6727234**<br>FNUT<br><br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GRUISSAN**<br>ex Esso Baltica-82<br>**Societe Fouquet-Sacop Maritime**<br>Martigues France | **3 708**<br>1 969<br>5 622 | **✠100A1** SS 7/82<br>oil tanker (cc)<br>Ice Class 3<br>**✠LMC**<br>EL T $1\frac{3}{4}$"U2<br>FN 2424 | **1968**-1 A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (821)<br>110,01 16,21 6,109<br>102,01 16,16 7,60<br>P 25,6 F 13,2 1 dk<br>rf 152<br>8BH WB2142t | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 7 512 HeCls. BC<br>Der 1(1) | 2 Oil 4SA each 9Cy. 300 × 450 sr geared to sc. shaft<br>3 820bhp (2 810kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>3 WTAuxB 107lbf/in$^2$ (7,4bar)<br>Gen 2 × 1120kW 1 × 184kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 339,5t (hvf)-14,0pd 13kn |
| **6404507**<br>UJKC<br>M-10167<br>Df Esd<br>Gc Rdr | **GRUMANT**<br><br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **3 794**<br>1 553<br>2 570 | RS<br>✠Classed LR until 7/67 | **1964**-12 A/S Burmeister & Wain's Maskin- og Skibsbyggeri—Kobenhavn (800)<br>102,70 16,03 5,671<br>91,01 16,01 11,13<br>RFD 10,1 2 dks, 3rd upper dk in Nos. 1, 2 & 3 holds, 4th lower dk in Nos. 1 & 2 holds<br>rf 203 | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.304 In.3 395<br>5 Ha (1,9 1,9 × 1,9) (2,9 2,9 × 2,8) (3,3 × 2,3)<br>6W Der 2(7) 4(3) | Oil 2SA 6Cy. 500 × 900<br>3 100bhp (2 280kW) B&W<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>Controllable pitch propeller<br>14kn |
| **6712772**<br>UMXC<br>M-29722<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRUMANT**<br><br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | T.Mk<br>**1 979**<br>812<br>—<br>**3 234**<br>1 501<br>4 555 | RS | **1967** VEB Schiffswerft "Neptun"—Rostock (241)<br>105,85 14,64 5,295/6,554<br>95,99 14,61 8,03<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 753<br>4 Ha (stl) (9,9 9,9 × 7,0) (10,3 × 8,9) ER (10,3 × 8,9)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 14kn |
| **7128473**<br>TFXP<br>1374<br>Df Esd<br>Gc Rdr<br>RT | **GRUNDARFOSS**<br>ex Merc Australia-74<br>**H/f Eimskipafelag Islands (The Iceland Steamship Co. Ltd.)**<br>Reykjavik Iceland | T.Mk<br>**499**<br>326<br>1 372 | BV | **1971** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (316)<br>76,46 (BB) 12,30 3,471<br>70,77 12,21 6,51<br>2 dks | **M General Cargo**<br><br>Ice strengthened<br>1 Ho ER<br>G.3 243 B.2 947<br>2 Ha (stl) (23,4 18,9 × 8,0) ER<br>Cr 2(5) | Vee Oil 4SA 10Cy. 225 × 300<br>1 250bhp (919kW) NE 78<br>Alpha-Diesel A/S Frederikshavn<br>Gen 2 × 72kW 440V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 147,5t (d.o.)-4,5pd 12kn |
| **7224502**<br>TFAT<br>1244<br>Df Esd<br>Pfd Rdr<br>RT | **GRUNDFIRDINGUR**<br>ex Harpa-75<br>**Soffanias Cecilsson**<br>Grundarfjordur Iceland | **103**<br>33<br>132 | | **1972** Thorgeir & Ellert h/f—Akranes (28)<br>27,64 6,63 3,302<br>6,58 3,31<br>1 dk | **M Fishing**<br>Side-fishing<br>1 Ho 8,0 ER<br>1 Ha (stl) (2,2 × 1,5) ER | Oil 4SA 8Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Controllable pitch propeller<br>Fuel (d.o.) |
| **7208261**<br>LJPM<br>19523<br>Df Esd<br>Pfd Rdr<br>RT | **GRUNNVAAG**<br>ex Fallow Deer-81<br>ex Federal Bermuda-77<br>ex Fallow Deer-76<br>**I/S Grunnvaag**<br>Peder Arnesen<br>Farsund Norway | **497**<br>324<br>1 260 | **✠100A1** SS 11/80<br>**✠LMC** **UMS**<br>EL O $1\frac{5}{16}$"U2<br>FN 1350 | **1972**-3 Appledore Shipbuilders Ltd. —Appledore (A.S.86)<br>76,66 13,06 3,706<br>64,93 12,81 7,98<br>RFD 7,4 1 dk, 2nd dk at sides in hold<br>rf 762 conv Fixed-guides Container Ship 81<br>NS 3BH WB867t | **M General Cargo**<br><br>1 Ho 42,4 ER<br>TEU 106 C.Ho 74/20' C.Dk 32/20'<br>1 Ha (stl) (42,4 × 10,5) ER | Oil 4SA 16Cy. 222 × 292 reverse reduction geared to sc. shaft<br>1 700bhp (1 250kW)<br>Lister Blackstone Mirrlees Marine Ltd. Dursley<br>Gen 2 × 96kW 415V 50Hz a.c.<br>13,75kn |
| **5136830**<br>SELK<br>6403 | **GRUNO**<br><br>**Bo Nilsson**<br>Stockholm Sweden | **130**<br>94<br>— | | **1914** .............Martenshoek<br>*30,42* 5,39<br>5,36<br>R | **M General Cargo** | Motor<br>160bhp (118kW)<br>Kromhout Motorenfabrik Amsterdam<br>Fuel (d.o.) |
| **6807163**<br>SPXQ<br><br>Df Esd<br>Gc Rdr<br>RT | **GRUNWALD**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | **6 913**<br>3 673<br>10 639<br>**10 188**<br>5 797<br>12 059 | PR | **1968** Helsingor Skibsv. og Maskinbyg. —Helsingor (383)<br>153,73 19,84 7,900/8,500<br>138,87 19,80 12,10<br>1 dk & S dk, 3rd dk in 2nd & 3rd holds | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.19 667 B.17 612<br>5 Ha (8,6 × 5,4) (14,7 12,4 × 8,0) ER (12,4 12,4 × 8,0)<br>16W Der 1(65) 1(30) 6(10) 10(5) | Oil 2SA 7Cy. 620 × 1400<br>7 650bhp (5 627kW) B&W<br>Helsingor Skibsv. og Maskinbyg. Helsingor<br>Gen 3 × 328kW 380V 50Hz a.c.<br>Fuel 1 561,5t (hvf)-29,0pd 15,5kn |
| **5342453**<br>LMVC<br>11756<br>RT | **GRUSGUBBEN**<br>ex Strindoy-71 ex Willy-53<br>**Per J. Brandal**<br>Alesund Norway | **298**<br>177<br>406 | | **1907** C. Luehring, Schiffswerft u. Trockendock—Kirchhammelwarden<br>39,96 8,54<br>38,51 8,51 3,13<br>1 dk<br>R rf nil conv sailing vessel General Cargo — | **M General Cargo Barge**<br><br>1 Ho ER<br>2 Ha (9,9 7,1 × 6,4) ER<br>2W Der 2(2) | Oil 2SA 7Cy. 220 × 320<br>350bhp (257kW) NE 59 Normo<br>A/S Bergens M/V Bergen<br>Fuel (d.o.) 10kn |

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| 7359400<br>UUFC<br>M-17360<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRUZIYA**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **13 251**<br>5 390<br>3 004 | RS | **1975** Oy Wartsila Ab—Turku/Abo (1213)<br>156,27(BB) 22,05 6,211<br>134,02 21,80 16,31<br>3 dks | **TM Passenger/RoRo Cargo/Ferry**<br>504bth 505dk P<br>Bow, stern & side doors<br>Ice strengthened | 2 Vee Oil 4SA each 18Cy. 400 × 460<br>18 000bhp (13 240kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 4 × 912kW 1 × 168kW 400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>21kn |
| 8008462<br>LJXZ<br>19594<br>Esd Gc<br>Rdr RT | **GRY MARITHA**<br>**K/S A/S Gjofor**<br>Tor Sevaldsen<br>Bronnoysund Norway | **149**<br>77<br>528 | | **1981** Moen Slip & Mek. Verksted A/S —Kolvereid (15)<br>40,21 3,650<br>35,41 9,82 6,86<br>1 dk | **TM General Cargo**<br>Mchy.aft<br>Cr 1(6) | 2 Oil 4SA each 6Cy. 130 × 150 with flexible couplings & sr geared to sc. shafts<br>656bhp (483kW)<br>A/B Volvo-Penta Goteborg<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 40,0t (d.o.)-2,5pd 9kn |
| 6802448<br>UWRY<br>M-25402 | **GRYADUSHCHIY**<br>**U.S.S.R. -Black Sea Shipping Co.**<br>Odessa U.S.S.R. | **534**<br>—<br>212 | RS | **1960** Santierul Naval Galatz—Galatz<br>45,80 10,01 3,810<br>41,51 9,35 5,01<br>1 dk | **M Tug**<br>Ice strengthened | Oil 2SA 6Cy. 300 × 500<br>E made58 fitted60<br>Russkiy-Diesel Works Leningrad<br>11kn |
| 7920053<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GRYF**<br>**U.S.S.R.**<br>Vladivostok U.S.S.R. | **712**<br>—<br>260 | RS (Class cont.) | **1980** Ishikawajima Ship & Chemical Plant Co.—Tokyo (511)<br>43,01 3,601<br>38,03 10,39 4,40<br>1 dk | **TM Tug** | 2 Oil 4SA each 6Cy. 240 × 290<br>Yanmar Diesel Engine Co. Ltd. Amagasaki |
| 6712784<br>SPUZ<br>Df Esd<br>Gc Rdr<br>RT | **GRYF POMORSKI**<br>**Przedsiebiorstwo Przemyslowo-Uslugowe Rybolowstwa Morskiego 'Transocean'**<br>Szczecin Poland | **13 872**<br>6 444<br>9 645 | PR | **1966** Stocznia Gdanska im. Lenina—Gdansk (B67/01)<br>163,99 21,32 7,798<br>149,00 21,26 9,43<br>2 dks | **M Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>5 Ho ER<br>In.9 944<br>5 Ha ER<br>18W | Oil 2SA 6Cy. 620 × 1400<br>7 200bhp (5 296kW) B&W<br>H. Cegielski Poznan<br>Gen 6 × 320kW 1 × 48kW 400V a.c.<br>Thw. thrust propeller fwd<br>Fuel 3 008,5t 15kn |
| 5136880<br>VCRN<br>130855<br>Esd Rdr<br>RT | **GRYME**<br>ex Edrie<br>**McCullum Sales Ltd.**<br>Vancouver, B.C. Canada | **123**<br>97<br>— | | ..............U.S.A.<br>28,05 5,49 2,744<br>... ... ...<br>len 40 | **Wood M General Cargo**<br>Mchy.aft | Vee Oil 2SA 12Cy. 108 × 127<br>525bhp (386kW) NE 63<br>General Motors Corp. Detroit, Mi |
| 6513815<br>SEVK<br>10628<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GRYNGE**<br>ex Bohus-72<br>**Rederiet for m.t. 'Grynge'**<br>A/B Robert Myrsten<br>Slite Sweden | **3 391**<br>1 574<br>4 778 | **✠100A1** SS 8/79<br>sulphuric acid, caustic soda or phosphoric acid SG up to 1.84 in separate (s.stl) tanks in holds<br>Ice Class 3<br>**✠LMC**<br>EL v 1¾"SQ<br>FN 2302 | **1965**-9 Sarpsborg Mek. Verksted A/S K/S —Sarpsborg (36)<br>105,42 15,32 6,579<br>99,01 15,27 7,98<br>P 22,3 F 11,9 1 dk<br>rf nil DK fwd conv General Cargo 75<br>9BH WB1519t incl. Topside tanks in holds 505t | **M Chemical Carrier**<br>5 Ho 4,8DT 7,3 20,4 7,6 15,7 8,3 ER<br>6 Ta (s.stl) ind<br>L.245 | Oil 2SA 6Cy. 500 × 1100<br>3 480bhp (2 560kW)<br>A/S Burmeister & Wain's Maskin- og Skibsbyggeri Kobenhavn<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 176kW 1 × 36kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 83,0t (d.o.) 375,0t (hvf)-13,0pd 14kn |
| 8021751 | **GRYPHAEA**<br>**AGIP S.p.A.**<br>Italy | **499**<br>—<br>1 500 | AB (Class cont.)<br>RI (Class cont.) | **1982** Soc. Esercizio Cant.—Viareggio (659)<br>67,72 4,701<br>56,42 13,81 6,13<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>6 960bhp (5 119kW)<br>Grandi Motori Trieste Italy |
| 6508353<br>351815<br>Df Esd<br>Rdr RT | **GRYSBOK**<br>ex Ny-Eros-71 ex Uksney-67<br>**Karibib Visserye Beperk**<br>Walvis Bay South Africa | **206**<br>102<br>— | | **1965** Brattvag Skipsinnredning & J. Johansens Sveiseverks.—Brattvag (18)<br>33,66 6,76<br>29,57 6,71 3,48<br>1 dk<br>BK 102 | **M Fishing**<br>Side-fishing<br>2 Ho ER<br>2 Ha (each 1,9 × 2,2) ER<br>1W Der 1(3) | Oil 4SA 6Cy. 300 × 410<br>450bhp (331kW) E made59 fitted65<br>A/S Volund Kobenhavn<br>Gen 1 × 25kW 1 × 20kW 220V d.c. |
| 5146768<br>3EMK<br>2347<br>-72D<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GRYTTA**<br>ex Ambri-79<br>ex Booker Voyager-78<br>ex Eugenio-73 ex Helga Witt-71<br>**Sanigal S.A.**<br>Overland Trust Bank<br>Panama Panama | T.Mk<br>**2 964**<br>1 527<br>5 080<br>**4 165**<br>2 411<br>6 180 | **100A1** CS 3/81<br>**LMC**<br>EL U 1$\frac{13}{16}$"SQ<br>FN 2647<br>(GL) | **1961** Luebecker Flender-Werke AG. —Luebeck-Siems (531)<br>115,42 16,08 6,401/7,163<br>105,39 16,01 9,10<br>F 11,6 2 dks<br>RW rf nil<br>Coll BH to U dk 4 to 2nd dk WB1036t | **M General Cargo**<br>3 Ho 20,7 24,9 23,0 ER<br>G.8 567 B.7 925<br>3 Ha ER<br>12W Der 1(30) 6(5-10) 6(3-5) | Oil 2SA 7Cy. 520 × 960<br>4 000bhp (2 942kW) Fiat<br>Borsig A.G. West Berlin<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 7kgf/cm$^2$ (6,9bar)<br>Gen 3 × 180kW 400V 50Hz a.c.<br>Fuel 635,0t (hvf) 15kn |
| 6506032<br>SPTJ | **GRZEGORZ**<br>**Przedsiebiorstwo Robot Czerpalnych i Podwodnych**<br>Szczecin Poland | **131**<br>35<br>— | PR | **1964** VEB Schiffswerft "Edgar Andre" —Magdeburg<br>28,73 6,53<br>6,51 3,00<br>1 dk | **M Tug**<br>Ice strengthened | Oil 4SA 6Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 2 × 27kW 1 × 7kW 230V d.c.<br>10kn |
| 6816140<br>9VJY<br>381455<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GS ENTERPRISE**<br>ex Koyo Maru-78<br>**Golden Sea Shipping (Pte.) Ltd.**<br>Singapore Singapore | **2 064**<br>1 158<br>3 398 | NK | **1968** Koyo Dockyard Co. Ltd.—Mihara (502)<br>86,85 13,03 5,792<br>79,99 13,01 6,61<br>P 19,9 F 8,3 1 dk | **M Tanker**<br>8 Ta ER<br>L.(oil) 4 182 HeCls. C | Oil 4SA 6Cy. 470 × 820<br>2 500bhp (1 839kW)<br>Ito Tekkosho Shimizu<br>Gen 2 × 72kW 445V 60Hz a.c.<br>Fuel 369,0t (hvf)-8,5pd 12kn |
| 5179519<br>9V2748<br>344478<br>Rdr RT | **GS PALM CARRIER**<br>ex Good Samaritan 11-80<br>ex Lion City No. III-77<br>ex Kaiyo Maru-73<br>**Golden Sea Shipping (Pte.) Ltd.** | **990**<br>488<br>1 561 | NK | **1962** Hashihama Zosen—Imabari (126)<br>68,71 10,06 4,801<br>63,00 10,01 5,21<br>P 15,0 F 6,4 1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 779 | Oil 4SA 6Cy. 380 × 540<br>1 150bhp (846kW)<br>Kinoshita Tekkosho Akashi<br>Gen 1 × 40kW 115V d.c.<br>Fuel 102,5t 10,5kn |

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| **7629219**<br>344937 | **GSI MARINER**<br>**Geophoto Services Ltd.**<br>Edmonton, Canada<br>Alberta | **308**<br>115<br>— | | **1972** Alem Construction Ltd.—Edmonton,<br>Alberta<br>36,53 9,15<br>2,24<br>1 dk<br>len 76 | **TM Research**<br>Hydrographic | 2 Oil 4SA each 6Cy. 137 × 165<br>260bhp (191kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>11kn |
| **7737456**<br>OT2518<br>BR21<br>944B<br>Rdr RT | **GT 1**<br>**PVBA Rederij Gentse**<br>**Tankvaart**<br>Gent/Gand Belgium | **916**<br>786<br>1 930 | **A1** SS 8/77<br>inland waterways oil<br>tanker<br>**LMC**<br>EL 1$\frac{5}{16}$" U1<br>FN 1160 | **1961** Schps. van Langerbrugge<br>—Gent/Gand<br>80,02 11,43<br>79,99 11,40 3,10<br>Trunk 56,1 1 dk<br>rf nil widened '72<br>11BH WBnil | **M Tank Barge**<br>12 Ta ER | Oil 4SA 8Cy. 320 × 232<br>780bhp (574kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 1 × 1,5kW 4 × 1,25kW 1 × 1kW<br>24V d.c. |
| **7735769**<br>Rdr RT | **GT 3**<br>**PVBA Rederij Gentse**<br>**Tankvaart**<br>Belgium | —<br>—<br>— | **A1** SS 7/81<br>inland waterways oil<br>tanker<br>**LMC**<br>EL 0,0/24,0U1<br>FN 902 | **1962** J. Boel et Fils S.A.—Tamise/Temse<br>(1408)<br>83,01 8,18<br>83,01 8,16 2,70<br>Trunk 56,4 1 dk<br>11BH WBnil | **M Tank Barge**<br>12 Ta ER | Oil 4SA 6Cy. 320 × 375<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 1,5kW 1 × 1kW 24V d.c. |
| **7822196**<br>BOMJ<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GU BEI KOU**<br>**China Ocean Shipping Co.**<br>Shanghai China | **12 321**<br>5 159<br>13 996 | ✠LR class withdrawn-<br>Owner's request 4/82 | **1980**-8 Kawasaki Heavy Ind. Ltd.—Sakaide<br>(1318)<br>176,99(BB) 26,52 8,522<br>160,00 26,50 18,50<br>3 dks<br>rf 406 | **M RoRo Cargo**<br>Angled stern door/ramp (s)<br>Ice strengthened<br>Mchy.aft<br>TEU 753 C. 753/20' | 2 Oil geared to sc. shaft<br>15 825bhp (11 640kW) MAN<br>(i) Oil 4SA 7Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe<br>(ii) Oil 4SA 8Cy. 520 × 550<br>Kawasaki Heavy Ind. Ltd. Kobe |
| **6824331**<br>BOIN<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GU HAI**<br>ex Spyros A. Lemos-74<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **26 482**<br>20 459<br>54 968 | (NV) | **1968** Uddevallavarvet A/B—Uddevalla<br>(223)<br>217,61 29,62 12,812<br>209,89 29,57 17,61<br>1 dk<br>rf 102 | **M Bulk Carrier**<br>7 Ho ER<br>G.63 306 B.60 660<br>7 Ha (each 13,9 × 12,8) ER<br>Cr 7(8) | Oil 2SA 8Cy. 740 × 1600<br>12 000bhp (8 827kW) B&W<br>Uddevallavarvet A/B Uddevalla<br>Gen 3 × 440kW 440V 60Hz a.c.<br>Fuel 203,0t (d.o.) 2 702,5t (hvf) 15,5kn |
| **5074355**<br>BWBZ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GU LANG YU**<br>ex Ming Yi-79<br>ex Ciudad de Buenos Aires-79<br>**China Ocean Shipping Co.**<br>China | **6 476**<br>3 486<br>1 036 | AB<br>✠Classed LR until<br>19/12/75 | **1964**-10 Soc. Espanola de Const. Nav.<br>—Cadiz (98)<br>130,28 17,05 4,217<br>119,72 17,01 5,41<br>B & F 117,4 1 dk, 2nd dk except in mchy.<br>space<br>RW rf 102 | **TM Passenger/General Cargo**<br>Ref 576bth P<br>Side doors<br>3 Ho 15,8 15,5 ER 13,1<br>G.991<br>1 Ha (stl) (1,8 × 2,9) | 2 Oil 2SA each 10Cy. 420 × 750<br>7 800bhp (5 737kW) B&W<br>Soc. Espanola de Const. Nav. Bilbao<br>Gen 4 × 240kW 400V 50Hz a.c.<br>Fuel 214,5t (d.o.) 18kn |
| **7518329**<br>BOXF<br>Df Esd<br>Gc Rdr<br>RT | **GU YUAN HAI**<br>ex Sunrise Glory-80<br>ex Excel Trader-79<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **20 382**<br>14 817<br>35 124 | NK | **1975** Imabari Zosen—Marugame (1027)<br>182,30(BB) 26,04 11,272<br>171,99 25,99 15,70<br>P 31,1 F 11,9 1 dk | **M Bulk Carrier**<br>G.47 168 B.40 853<br>5 Ha (stl) (12,8 × 11,2) (17,6 17,6<br>17,6 17,6 × 12,8) ER<br>Der 4(22) | Oil 2SA 7Cy. 680 × 1250<br>11 550bhp (8 496kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 800kW a.c.<br>14,25kn |
| **7615323**<br>EHSH<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUADALAVIAR**<br>**Naviera Cru S.A.**<br>Vigo Spain | **2 361**<br>746<br>3 734 | **✠100A1** SS 11/81<br>roll on—roll off cargo<br>ship<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1979**-11 Ast. Construcciones S.A.—Rios<br>(249)<br>Cmd.**1981**-11<br>101,50(BB) 16,74 6,116<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil<br>2BH to U dk, 3BH to 2nd dk WB1257T<br>incl. DTf271T | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Vee Oil 4SA 12Cy. 370 × 400 sr geared to<br>sc. shaft<br>5 700bhp (4 193kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>AuxB (o.f.) 4kgf/cm$^2$ (4,0bar)<br>e(ex.g) 4,5lbf/in$^2$ (0,4bar)<br>Gen 1 × 400kW 2 × 320kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>15kn |
| **6608268**<br>EFBM<br>1469<br>RT | **GUADALEST**<br>**Compania Valenciana de**<br>**Remolcadores S.A.**<br>Valencia Spain | **120**<br>—<br>— | (BV) | **1965** Union Naval de Levante S.A.<br>—Barcelona (10)<br>26,01 6,86 2,439<br>22,71 6,51 3,00<br>1 dk<br>RW | **M Tug** | Oil 4SA 8Cy. 285 × 425<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Controllable pitch propeller<br>Fuel (d.o.) 11,5kn |
| **7615347**<br>EHVK<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUADALHORCE**<br>**Naviera Cru S.A.**<br>Sevilla Spain | **2 361**<br>746<br>3 734 | **✠100A1**<br>roll on—roll off cargo<br>ship<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1980**-5 Ast. Construcciones S.A.—Rios<br>(251)<br>101,50(BB) 16,74 6,116<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil<br>2BH to U dk 3BH to 2nd dk WB1257T<br>incl. DTf 271T | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Vee Oil 4SA 12Cy. 370 × 400 sr geared to<br>sc. shaft<br>5 700bhp (4 193kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>AuxB (o.f.) 4kgf/cm$^2$ (4,0bar)<br>e(ex.g) 4,5kgf/cm$^2$ (4,5bar)<br>Gen 1 × 400kW 2 × 320kW<br>380V 50Hz a.c. |
| **7615359**<br>EHWY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUADALMEDINA**<br>**Naviera Cru S.A.**<br>Vigo Spain | **2 361**<br>746<br>3 734 | **✠100A1**<br>roll on—roll off cargo<br>ship<br>**✠LMC** **UMS**<br>EL T 467,5/44,0U2<br>FN 2478 | **1980**-10 Ast. Construcciones S.A.—Rios<br>(252)<br>101,50(BB) 16,74 5,450<br>90,10 16,50 11,00<br>B 24,1 2 dks<br>rf nil<br>2BH to U dk, 3 to 2nd dk WB1257T incl.<br>DTf 217T | **M RoRo Cargo**<br>Stern door/ramp<br>Mchy.aft | Oil 4SA 12Cy. 370 × 400 sr geared to sc.<br>shaft<br>5 700bhp (4 193kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>AuxB (o.f.) 4kgf/cm$^2$ (4,0bar)<br>e(ex.g) 4,5kgf/cm$^2$ (4,5bar)<br>Gen 1 × 400kW 2 × 320kW<br>380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust Contr. pitch propeller |
| **5424079**<br>KSHF<br>247350<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GUADALUPE**<br>(Aft section)<br>ex Henry M. Dawes-63<br>ex Signal Hills-48<br>**Sabine Towing &**<br>**Transportation Co. Inc.**<br>Baltimore, Md United States<br>of America | **17 985**<br>14 485<br>30 369 | AB | **1945** (Aft section) Marinship Corp.<br>—Sausalito, Ca (72)<br>**1978** (Fwd & cargo sections) Alabama D.D.<br>& SB. Co.—Mobile, Al<br>208,34 10,088<br>199,35 22,56 13,26<br>P 33,6 B 12,2 F 19,2 1 dk<br>RW rf 89 len, widened & deepened 78 | **T-E Tanker**<br>8 Ta 22 Wing Ta ER<br>L.(oil) 36 218 HeCls. BC | S Turb 7 240shp (5 325kW) driving 1 gen of<br>4 320kW 2 300/2 370V a.c. connected<br>to elec. motor 6 000shp (4 413kW) (Sy)<br>Elliott Co. Jeannette, La<br>Gen 2 × 400kW 440V 60Hz a.c.<br>Fuel 2 026,5t (hvf)-56,5pd 15kn |

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| 7810480<br>D5OL<br>6498<br>Df Esd<br>Gc Rdr<br>RT | **GUADALUPE**<br>**Cacique Navigation Corp.**<br>Monrovia Liberia | **3 252**<br>1 809<br>3 559 | ✠**100A1**<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL S 467,5/42,0U2<br>FN 1982 | **1979**-5 Kurushima Dock Co. Ltd.—Imabari (2065)<br>100,01(BB) 15,83 6,614<br>91,50 12,79 8,87<br>P 23,2 F 11,9 2 dks<br>rf 102<br>6BH WB234T | **M General Cargo**<br>Ref.<br>3 Ho 21,0 18,2 18,2 ER 3 TwD Upr 3 TwD Lwr<br>In.4 485<br>TEU 9 C.Dk 9/20′<br>3 Ha (stl) (each 5,6 × 7,0) ER<br>Der 6(3) | Oil 4SA 6Cy. 540 × 860<br>4 500bhp (3 310kW)<br>The Hanshin Diesel Works Ltd. Akashi<br>AuxB (o.f.) 7kgf/cm$^2$ (6,9bar)<br>e(ex.g) 9kgf/cm$^2$ (8,9bar)<br>Gen 3 × 500kW 385V 50Hz a.c. |
| 5333385<br>XCPI<br>Df Esd<br>Gc Rdr<br>RT | **GUADALUPE VICTORIA**<br>ex Presidente Guadalupe Victoria-68 ex Pemex 65-1-66<br>ex Sole-65<br>**Petroleos Mexicanos S.A. (PEMEX)**<br>Salina Cruz Mexico | **12 568**<br>7 210<br>20 254 | Classed LR until 5/11/4/80 | **1958** Verolme Schpsw.—Alblasserdam (602)<br>170,62 21,98 9,081<br>163,99 21,90 11,99<br>P 36,6 F 22,0 1 dk<br>RW rf nil | **M Tanker**<br>27 Ta ER<br>L.(oil) 26 272<br>Der 3(5) 2(1) | Oil 2SA 9Cy. 700 × 1200<br>7 500bhp (5 517kW)<br>Masch. Augsburg-Nuernberg (MAN) West Germany<br>Gen 2 × 300kW 1 × 150kW 440V 60Hz a.c.<br>Fuel 2 196,5t-18,5pd 15,25kn |
| 7431325<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUADALUPE VICTORIA**<br>**Government of Mexico (Secretaria de Communicaciones y Transportes - Direccion General de Dragado)**<br>Mexico | **3 604**<br>1 608<br>— | BV | **1975** Dubigeon-Normandie S.A.—Grand Quevilly (2531 W)<br>114,00 17,61 5,868<br>98,02 17,53 7,50<br>1 dk | **TM Hopper/Dredger**<br>Trailing Cutter Suction Bottom doors<br>Single side arm & centre cutter arm<br>Dredging depth 17,0 Hopper 4000T<br>Mchy.aft<br>Hopper 3 000 | 2 Oil 4SA each 6Cy. 300 × 450<br>2 940bhp (2 163kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 260kW 440V 60Hz a.c.<br>Fuel (d.o.) 12kn |
| 6917542<br>Df Esd<br>Gc Rdr<br>RTv | **GUADALUPE 1**<br>ex Seatrain Texas-80<br>ex Trans America-79<br>ex Cheshire Endeavour-79<br>ex Trans America-78<br>ex Manoora-76<br>**Compania Trasatlantica Espanola S.A.**<br>Spain | **9 162**<br>7 681<br>12 590 | ✠**100A1** CS 7/79<br>container cargoes in all holds<br>✠**LMC**<br>EL E† 2$\frac{3}{16}$″U3<br>FN 5270 | **1969**-8 Whyalla SB. & Eng. Works —Whyalla (49)<br>156,67(BB) 22,00 9,200<br>146,46 21,95 14,03<br>F 25,3 2 dks, 3rd dk in No. 1 hold<br>rf nil<br>NS 8BH WB3021t incl. DTsf1076t | **M Container Ship**<br>Fixed-guides<br>6 Cell.Ho 17,8 13,1 13,1 26,2 14,4 12,9 ER<br>TEU 398 C.Ho 224/20′ C.Dk 174/20′<br>13 Ha (stl) ER<br>Cr 1(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Commonwealth Govt. Engine Works Melbourne<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 485kW 415V 50Hz a.c.<br>Thw. thrust Contr. pitch propeller fwd<br>Fuel 82,5t (d.o.) 805,5t (hvf) 17,5kn |
| 5350395<br>CBGU<br>2180<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUAFO**<br>ex Taiyo Maru No. 66-80<br>**Sociedad Pesquera Taiyo Chile Ltda.**<br>Valparaiso Chile | **1 314**<br>690<br>1 182 | | **1961** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (951)<br>75,60 12,04 5,569<br>68,00 11,99 8,31<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho<br>B.2 707<br>3 Ha (2,9 2,9 × 2,5) (1,3 × 2,9)<br>4W Der 4(1,5) | Oil 2SA 6Cy. 390 × 650<br>2 700bhp (1 986kW)<br>Hayashikane Zosen Shimonoseki<br>Gen 3 × 160kW 230V a.c.<br>Fuel 530,5t-9,0pd 12,5kn |
| 6407212<br>CBGS<br>2181<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUAITECAS**<br>ex Banshu Maru No. 5-80<br>ex Taiyo Maru No. 75<br>**Sociedad Pesquera Taiyo Chile Ltda.**<br>Valparaiso Chile | **1 613**<br>807<br>1 063 | | **1963** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1000)<br>79,91 12,81 5,716<br>74,20 12,76 8,64<br>B 19,6 2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho<br>B.1 772<br>2 Ha (each 2,9 × 2,6)<br>4W Der 4(1,5) | Oil 2SA 6Cy. 450 × 750<br>2 700bhp (1 986kW) Mitsubishi<br>Kobe Hatsudoki Seizosho Kobe<br>Gen 3 × 240kW 445V a.c.<br>Fuel 609,5t-7,0pd 13kn |
| 6419344<br>Df Esd<br>Gc Pfd<br>RT | **GUAMBLIN**<br>ex Banshu Maru No. 2-81<br>ex Taiyo Maru No. 82<br>**Sociedad Pesquera Taujo**<br>Chile | **2 406**<br>1 220<br>2 649 | | **1964** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1018)<br>88,19 14,05 6,198<br>79,99 14,01 9,20<br>B 14,1 2 dks | **M Fishing**<br>Stern Trawler<br>2 Ho<br>B.2 000<br>2 Ha (2,6 × 2,5) (2,9 × 2,9)<br>6W Der 2(5) 8(2) | Oil 2SA 7Cy. 450 × 750<br>3 150bhp (2 317kW)<br>Hayashikane Zosen Shimonoseki<br>Gen 2 × 400kW 1 × 248kW 445V a.c.<br>Fuel 787,5t-11,0pd 12,75kn |
| 7902893<br>BOYO<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUAN HE KOU**<br>**China Merchants Steam Navigation Co. Ltd.**<br>China Ocean Shipping Co.<br>Guangzhou/Canton China | **8 391**<br>3 791<br>13 798 | BV | **1980** Hayashikane SB. & Eng. Co. Ltd. —Shimonoseki (1234)<br>146,51(BB) 22,74 9,181<br>135,01 22,70 15,02<br>2 dks | **M RoRo Cargo/General Cargo**<br>Angled stern door/ramp (s)<br>Mchy.aft<br>G.27 350 B.25 600 | Vee Oil 4SA 14Cy. 400 × 460 reduction geared to sc. shaft<br>9 100bhp (6 694kW) Pielstick<br>Nippon Kokan K.K. Tsurumi Works, Yokohama<br>Gen 4 × 435kW 220V a.c.<br>18,25kn |
| 5136969<br>CO2480<br>Df Esd<br>Rdr | **GUANAHACABIBES**<br>ex Bacaladero 1-61 ex Arktis-61<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **319**<br>103<br>— | (GL) | **1950** Howaldtswerke A.G.—Kiel<br>*39,29* 7,93 3,607<br>... ... ...<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 2SA 6Cy. 290 × 500<br>Halberg Masch. Ludwigshafen |
| 6930831<br>EFEU<br>Df Esd<br>RT | **GUANAHANI**<br>ex Mari Soli Fernandez-74<br>**Jose y Miguel Sibon Pantoja**<br>Cadiz Spain | **194**<br>65<br>— | BV | **1969** Hijos de J. Barreras S.A.—Vigo (1381)<br>33,66 6,74<br>29,01 6,63 3,76<br>1 dk | **M Fishing**<br>Side Trawler<br>2 Ho ER<br>G.119<br>3 Ha (1,2 × 1,2) (1,0 × 1,0) (0,6 × 0,6) ER | Oil 4SA 6Cy. 270 × 500<br>825bhp (607kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 53,5t (d.o.) 10kn |
| 6826901<br>SE8205<br>Esd RT | **GUANAPE 1**<br>ex Petsa 18-75<br>**Pesquera Tacaynamo SCR Ltda.**<br>Supe Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 6829006<br>SE8206<br>Esd RT | **GUANAPE 2**<br>ex Petsa 19-75<br>**Pesquera San Jose S.R. Ltda.**<br>Supe Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7008312<br>Esd RT | **GUANAPE 3**<br>ex Dorothy G.-79<br>**Pesquera Teson SCR Ltda.**<br>Chimbote Peru | **200**<br>89<br>— | | **1968** Ast. Picsa S.A.—Callao<br>*26,83* 7,12<br>3,46 | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7023142<br>Esd RT | **GUANAPE 4**<br>ex Pilar II-76<br>**Pesquera Alpesca SCR Ltda.**<br>Callao Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-23)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6 | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |

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|---|---|---|---|---|---|---|
| **6728927**<br>PS8763<br><br>Esd RT | **GUANAPE 5**<br>ex PA 3-76 ex Sigma II-72<br>**Pesquera La Providencia SCR Ltda.**<br>Callao Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,48<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6726773**<br><br><br>Esd RT | **GUANAPE 6**<br>ex Mary-G-79<br>**Pesquera Don Pedro SCR Ltda.**<br>Chimbote Peru | **200**<br>89<br>— | | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>3,46<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6828997**<br><br><br>Esd RT | **GUANAPE 7**<br>ex Petsa 17-75<br>**Luis E. Garcia Sanchez y Otros**<br>Supe Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao<br>*26,83* 7,07<br>7,04 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203 reverse reduction geared to sc. shaft<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7023130**<br><br><br>Esd RT | **GUANAPE 8**<br>ex Victoria II-75<br>**Pesquera Nazca SCR Ltda.**<br>Chimbote Peru | **150**<br>—<br>— | (AB) | **1970** Metal Empresa S.A.—Callao (L-24)<br>... ... ...<br>21,49 6,71 3,51<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho 10,6 | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 5,0t (d.o.) |
| **6902652** | **GUANAPE 9**<br>ex Miguel de Cervantes-79<br>**Luis E. Garcia Sanchez y Otros**<br>Pucasana Peru | **200**<br>89<br>— | (GL) | **1968** Ast. Picsa S.A.—Callao (233)<br>... ... ...<br>26,83 7,08 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6806092**<br>CO7780<br><br>Esd RT | **GUANAPE 10**<br>ex Providencia-75<br>**Pesquera San Jose S.R. Ltda.**<br>Callao Peru | **200**<br>89<br>— | (GL) | **1967** Ast. Picsa S.A.—Callao<br>*26,83* 7,17<br>7,14 3,46<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **6826377**<br>IOHI<br>672<br>Gc Rdr<br>RT | **GUANCIO**<br>ex Albertina Amoretti<br>**Monte Mar S.r.l.**<br>Venezia Italy | **780**<br>443<br>1 016 | | **1968** Cant. Nav. Soc. Nettuno—Reggio nell Amelia (101)<br>76,61 9,83 2,188<br>75,49 9,81 3,10<br>1 dk | **TrM Tanker**<br>15 Ta ER<br>L.(oil) 1 920 | 3 Oil 4SA each 6Cy. 160 × 180<br>1 110bhp (816kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Thw. thrust propeller fwd |
| **5400229**<br>BOIT<br>J-20785<br>Df Esd<br>Gc Rdr | **GUANG HAI**<br>ex Angelic Protector-75<br>ex Aino-68<br>**China Ocean Shipping Co.**<br>Qingdao/Tsingtao China | **18 164**<br>12 004<br>34 601 | Classed LR until 6/2/76 | **1963** Bremer Vulkan A.G.—Vegesack (908)<br>196,63 25,38 11,037<br>184,79 25,30 14,66<br>P 36,9 F 19,6 1 dk<br>rf nil | **M Bulk Carrier**<br>str. for heavy cargoes<br>7 Ho 15,2 22,2 15,2 22,2 15,2 22,2 15,2 ER<br>7 Ha (stl) (7,1 16,1 7,1 16,1 7,1 16,1 7,1 × 11,9) ER<br>Cr 3(7,5) Der 2(7) 1(3) 1(1,5) | Oil 2SA 9Cy. 700 × 1200<br>9 550bhp (7 025kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 345kW 450V 60Hz a.c.<br>Fuel (hvf) |
| **7230563**<br>BOYA<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUANG HE**<br>ex Lutz Jacob-73<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**7 193**<br>4 908<br>12 953<br>**11 083**<br>7 811<br>16 780 | (GL) | **1972** Flensburger Schiffsbau-Ges. —Flensburg (635)<br>154,87(BB) 22,89 8,306/9,780<br>144,00 22,79 12,98<br>P 28,1 F 15,9 2 dks, 3rd dk in Nos. 3 & 4 holds | **M General Cargo**<br>4 Ho 19,9 33,0comb. 33,0comb. 16,6 ER 6 TwD 19,9 33,0comb. 33,0Upr 33,0Lwr 16,6Upr 16,6Lwr<br>G.25 622 B.23 111<br>TEU 501<br>C.Ho 294/20′ C.Dk 207/20′<br>6 Ha (stl) (12,6 25,5p&s 25,5p&s × 8,0) (12,8 × 10,8) ER<br>Cr 1(3) Der 3(35) 6(5-10) | Vee Oil 4SA 12Cy. 520 × 550<br>12 000bhp (8 827kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 480kW 440V 60Hz a.c.<br>Fuel 1 206,0t (hvf) 18,5kn |
| **5136983**<br>BOSR<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GUANG HUA**<br>ex Slapy-60 ex Marianna-60<br>ex Highland Princess-59<br>**China Ocean Shipping Co.**<br>China | **14 216**<br>8 516<br>8 952 | ✠Classed LR until 3/62 | **1930**-2 Harland and Wolff Ltd.—Belfast (814)<br>165,97 21,09 8,751<br>158,50 21,04 13,34<br>B 29,6 F 47,3 4 dks<br>R | **TM Passenger/General Cargo**<br>Ref<br>3 Ho ER 3 Ho<br>B.976 In.14 753<br>3 Ha ER 2 Ha<br>Der 2(10) 1(7) 10(-) | 2 Oil 4DA each 8Cy. 680 × 1600<br>9 600bhp (7 061kW) B&W<br>Harland and Wolff Ltd. Belfast<br>Gen 4 × 200kW<br>Fuel 1 831,0t 15,25kn |
| **6506068**<br>BOOQ<br><br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GUANG MING**<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **7 314**<br>3 935<br>12 646<br>**10 435**<br>6 375<br>— | ✠Classed LR until 3/68 | **1965**-5 N.V. Koninklijke Maats. "De Schelde"—Vlissingen (327)<br>157,41 20,07 8,383/9,341<br>143,06 20,01 12,50<br>F 15,0 1 dk & S dk<br>rf nil | **M General Cargo** OSD/CSD<br>Str. heavy cargoes<br>5 Ho 19,7 18,0 14,1 10,2DTp&s ER 26,0 23,5<br>5 Ha (stl) (10,6 12,8 12,8 × 7,4) ER (12,8 10,6 × 7,4)<br>14W Der 1(30) 1(20) 14(5) | Oil 2SA 6Cy. 680 × 1250<br>6 600bhp (4 855kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde" Vlissingen |
| **5267184**<br>BOJI<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUANG PING**<br>ex Mirtoan Sea-76 ex Dimitra-73<br>ex Continental Merchant-69<br>ex Otterburn-66<br>ex Continental Carrier-62<br>**China Ocean Shipping Co.**<br>Tianjin/Tientsin China | **9 307**<br>5 864<br>14 265 | (AB) (BV) | **1958** A.G. "Weser" Werk Seebeck —Bremerhaven (684)<br>153,70 18,67 9,284<br>141,10 18,60 12,20<br>F 9,2 2 dks<br>RW rf 152 | **M General Cargo** CSD<br>3 Ho ER 2 Ho<br>G.19 689 B.17 580<br>3 Ha (10,8 12,5 12,5 × 7,3) ER 2 Ha (12,5 10,8 × 7,3)<br>Der 1(30) 1(15) 10(5) | Oil 2SA 9Cy. 700 × 1200<br>6 000bhp (4 413kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Fuel 1 244,5t (hvf) 15kn |
| **5009099**<br>BOQB<br><br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUANG SHUI**<br>ex Tortugas-73 ex Alchiba-69<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **6 116**<br>3 167<br>9 737 | Classed LR until 11/73 | **1959** N.V. Werf "Gusto"—Schiedam (121)<br>151,16 19,26 7,992<br>138,69 19,21 11,66<br>P 29,9 F 28,1 1 dk & S dk, 3rd dk fwd of mchy. space<br>RW rf nil | **M General Cargo** OSD<br>Ref 12P<br>5 Ho 17,8 21,7 18,2 22,7 ER 21,7<br>G.16 634 B.15 539 In.305<br>5 Ha (stl) (9,6 11,4 9,0 14,4 × 6,4) ER (13,0 × 6,4)<br>10W Cr 6(2) Der 1(40) 1(15) 6(10) 4(5) | Oil 2SA 6Cy. 750 × 1600<br>7 200bhp (5 296kW)<br>Gebr. Stork & Co. N.V. Hengelo<br>Gen 3 × 230kW 220V d.c.<br>Fuel 1 168,5t (hvf) 16kn |
| **7921899**<br>PPVM<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUAPORE**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **6 662**<br>3 573<br>4 490 | AB (Class cont.) | **1982** Mitsui Eng. & SB. Co. Ltd.—Tamano (1217)<br>109,99(BB) 20,55 5,871<br>103,03 20,01 10,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref IGS<br>4 Ta ind spherical ER<br>L.(gas) 6 198 | Oil 2SA 6Cy. 450 × 1200 reverse reduction geared to sc. shaft<br>5 280bhp (3 884kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Controllable pitch propeller<br>14,25kn |

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|---|---|---|---|---|---|---|
| **7921887**<br>PPNY<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUARA**<br><br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **6 662**<br>3 573<br>4 494 | AB (Class cont.) | **1981** Mitsui Eng. & SB. Co. Ltd.—Tamano (1216)<br>110,01(BB) 5,862<br>103,03 20,01 10,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref IGS<br>4 Ta ind spherical ER<br>L.(gas) 6 199 | Oil 2SA 6Cy. 450 × 1200<br>5 280bhp (3 884kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Gen 3 × 440kW<br>Controllable pitch propeller<br>14,25kn |
| **6717253**<br>ZPTF<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUARANI**<br><br>**Government of The Republic of Paraguay (Flota Mercante del Estado)**<br>Asuncion Paraguay | **714**<br>314<br>1 047 | ✠**100A1** SS 2/79<br>✠**LMC**<br>EL L 1$\frac{3}{16}$"U2<br>FN 1129 | **1968**-2 Ast. de T. Ruiz de Velasco—Bilbao (101)<br>73,61 11,13 3,671<br>65,61 11,10 6,10<br>RFD 8,3 2 dks<br>rf nil<br>4BH WB328T | **M General Cargo**<br>2 Ho 17,2 26,3 2 TwD ER<br>G.2 455 B.2 212<br>2 Ha (w) (11,1 19,6 × 5,4) ER<br>Der 4(5) 2(3) | Oil 4SA 8Cy. 320 × 480<br>1 300bhp (956kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 3 × 54kW 380V 50Hz a.c. |
| **5296252**<br>PUKH<br>4298<br>Df Esd<br>Gc RT | **GUARARAPES**<br>ex Rio Mocoro-69<br>ex Coastal Observer-56<br>Launched as Pitkin<br>**Navegacao Mansur Ltda.**<br>Rio de Janeiro Brazil | **3 805**<br>2 123<br>6 020 | AB | **1945** Globe S.B. Co.—Superior, Wi (125)<br>103,23 15,27 7,111<br>97,95 15,24 8,84<br>P 27,5 F 11,6 2 dks<br>rf nil | **M General Cargo**<br>Ref<br>4 Ho 13,0 24,0 20,5 ER 9,3<br>B.7 093 In.278<br>4 Ha (6,1 12,3 12,3 × 6,1) ER (2,7 × 2,4)<br>16W | Oil 2SA 6Cy. 545 × 735<br>1 700bhp (1 250kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 250kW 220V d.c.<br>Fuel 990,5t 10kn |
| **5137054**<br><br><br>RTv | **GUARD MAVOLINE**<br><br>**Rail & Water Terminal of Montreal Ltd.** | **465**<br>358<br>— | | **1941** A. & J. Inglis Ltd.—Glasgow<br>*46,82* 8,41 3,963<br>… …<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 14,6 ER<br>2 Ha (each 6,1 × 3,6) ER<br>Cr 1(5) 1(2,5) | Oil 4DA 12Cy. 127 × 142<br>420bhp (309kW) E made54 fitted56<br>General Motors Corp. Detroit, Mi<br>Gen 1 × 15kW 1 × 9kW 1 × 8kW d.c.<br>Fuel (d.o.) |
| **7036034**<br>H2ND<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUARDIAN**<br>ex Toyota Maru No. 14-82<br>**Midas Navigation Co. Ltd.**<br>Limassol Cyprus | **19 357**<br>12 805<br>30 227 | NK | **1971** Namura SB. Co. Ltd.—Osaka (397)<br>187,00(BB) 25,05 10,842<br>175,04 25,00 15,40<br>F 11,6 1 dk | **M Bulk Carrier**<br>Vehicles<br>5 Ho ER<br>G.37 431 B.35 923 HeCls. ptB<br>5 Ha (stl) (15,1 18,2 8,0 18,2 15,1 × 12,1) ER<br>Cr 4(8) 1(5) | Oil 2SA 7Cy. 760 × 1550<br>11 200bhp (8 238kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 512kW 450V a.c.<br>Fuel 235,0t (d.o.) 1 774,0t (hvf)-40,5pd<br>14,75kn |
| **5145013**<br>J4RV<br>7234<br>Df Esd<br>Gc Rdr<br>RT | **GUARDIAN**<br>ex Good Guardian-81 ex Hebe-79<br>**Poseidon Shipping Co. S.A.**<br>Seafarer Navigation Co. S.A.<br>Piraeus Greece | **4 823**<br>2 441<br>5 302 | BV<br>✠Classed LR until 20/6/79 | **1962**-6 Henry Robb Ltd.—Leith (482)<br>115,60 16,82 6,732<br>106,69 16,77 9,45<br>P 30,5 F 12,2 2 dks<br>rf 76<br>conv Ref Supply Ship 79 | **M General Cargo**<br>Ref<br>3 Ho ER<br>G.7 476 B.6 990 In.113<br>3 Ha ER<br>10W Der 1(25) 1(20) 10(5) | Oil 2SA 5Cy. 680 × 1250 with flexible coupling<br>5 500bhp (4 046kW) Sulzer<br>Swan, Hunter & Wigham Richardson Newcastle<br>Fuel 730,5t 15kn |
| **7026998**<br>WZT4817<br>525855<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GUARDIAN**<br><br>**Crowley Launch & Tugboat Co.**<br>San Francisco, Ca United States of America | **194**<br>132<br>— | AB | **1970** McDermott Shipyard—Amelia, La (161)<br>41,64 11,28 5,160<br>39,22 11,13 5,80<br>1 dk<br>BK 152 | **TM Tug** | 2 Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Fuel 14,0t 15kn |
| **7363619**<br>EDQU<br>285<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUARDO**<br><br>**Auxiliar de Transportes Maritimos S.A.(AUXTRAMAR)**<br>Gijon Spain | **7 311**<br>4 300<br>11 848 | ✠**100A1** SS 9/82<br>strengthened for ore cargoes<br>holds Nos. 2 or 3 may be empty<br>Ice Class 3<br>✠**LMC** **UMS**<br>EL Z 2$\frac{1}{8}$"U2<br>FN 3739 | **1974**-8 S.A. Juliana Const. Gijonesa—Gijon (238)<br>135,69(BB) 19,33 8,268<br>125,02 19,00 10,90<br>P 25,3 F 14,7 1 dk<br>rf nil<br>NS 7BH WB3786T incl. topside tanks in holds 969T & DTf390T | **M Bulk Carrier**<br>4 Ho 22,0 21,7 22,4 21,7 ER<br>G.14 897<br>4 Ha (stl) (14,1 14,4 15,2 14,4 × 12,5) ER | Oil 4SA 9Cy. 410 × 470<br>6 000bhp (4 413kW)<br>Fabrica de San Carlos S.A. Cadiz<br>Gen 3 × 248kW 380V 50Hz a.c.<br>Fuel 879,0t (hvf) 14,5kn |
| **7506003**<br>WYP8<br>537<br>572647<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUARDSMAN**<br><br>**San Diego Transportation Co.**<br>San Francisco, Ca United States of America | **199**<br>135<br>— | AB | **1976** McDermott Shipyard—Morgan City, La (217)<br>41,46 11,13 5,182<br>38,97 11,08 5,85<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 90kW a.c.<br>14kn |
| **7428524**<br>YXAA<br><br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUARICO**<br><br>**Compania Anonima Venezolana de Navegacion (CAVN)**<br>La Guaira Venezuela | **12 824**<br>6 658<br>17 588 | AB | **1977** Mitsubishi Heavy Industries Ltd. —Kobe (1075)<br>160,03 22,92 9,151<br>148,01 22,86 10,01<br>P 46,4 F 27,2 2 dks, 3rd dk in holds<br>rf 196 | **M General Cargo**<br>Ref<br>3 Ho 8,9DT 7,6DT 23,0 4,7DTp&s 20,5 18,7 ER 9 TwD ER 2 TwD<br>G.23 636 B.21 074 In.1 773<br>TEU 144<br>C.Ho 120/20′ C.Dk 24/20′<br>6 Ha (stl) (7,0 × 6,3) (14,6 15,2 × 9,6) (14,3p&s × 7,6) ER (8,9 × 5,0)<br>Cr 2(2,5) Der 1(100) 14(10) | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Japan<br>Gen 3 × 700kW a.c.<br>Controllable pitch propeller<br>16kn |
| **5234644**<br>EAHX<br>55<br>Df Esd<br>RTm | **GUARNIZO**<br>ex Miguel Fleta-66<br>**Ignacio Vega Leguina**<br>Santander Spain | **527**<br>280<br>770 | ✠Classed LR until 24/6/77 | **1953**-10 Ast. G. Riera—Gijon (16)<br>58,20 8,64<br>53,45 8,21 4,30<br>P 10,7 F 7,4 1 dk<br>RW rf 51 len 56 | **M General Cargo**<br>2 Ho each 16,4 ER<br>2 Ha (9,3 9,8 × 5,0) ER<br>Der 4(1,5) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW) ✠ NE 11/65<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 20kW 110V d.c.<br>Fuel (d.o.) 14kn |
| **6927597**<br>IJEG<br>1024 | **GUARRACINO**<br><br>**Societa Rimorchiatori Napolitani**<br>Napoli Italy | **190**<br>62<br>— | RI | **1968** Cant. Nav. Pellegrino—Napoli (133)<br>*29,11* 7,70<br>25,66 7,45 4,02<br>1 dk | **M Tug**<br>Salvage | Oil 4SA 8Cy. 300 × 450<br>Masch. Augsburg-Nuernberg (MAN) Augsburg |

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|---|---|---|---|---|---|---|
| **7921875**<br>PP3574<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUARUJA**<br>**Petroleo Brasileiro S.A.**<br>**Petrobras Frota Nacional de Petroleiros**<br>Rio de Janeiro Brazil | **6 662**<br>3 573<br>4 514 | AB (Class cont.) | **1981** Mitsui Eng. & SB. Co. Ltd.—Tamano (1215)<br>109,91(BB) 5,801<br>103,03 20,01 10,01<br>1 dk | **M Liquefied Gas Carrier**<br>LPG Pressurised Ref IGS<br>4 Ta ind spherical ER<br>L.(gas) 6 199 | Oil 2SA 6Cy. 450 × 1200<br>5 280bhp (3 884kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>Controllable pitch propeller<br>14kn |
| **6607032**<br>CLGD<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUASA**<br>**Government of The Republic of Cuba (Empresa Flota Cubana de Pesca)**<br>Habana Cuba | **1 139**<br>524<br>1 016 | BV | **1965** Ast. Construcciones S.A.—Vigo (56)<br>64,04 11,54 4,801<br>56,32 11,41 7,40<br>2 dks<br>RW | **M Fishing**<br>Stern Trawler Ref<br>4 Ho<br>In.1 200<br>8 Ha (1,5 1,5 1,5 × 1,5) (1,0 1,0 × 1,5) (2,3 × 1,5) (3,8 × 1,3) (0,7 × 0,7) | Oil 4SA 8Cy. 390 × 680<br>1 850bhp (1 361kW) Werkspoor<br>Hijos de J. Barreras S.A. Vigo<br>Fuel 305,0t (d.o.) 12,75kn |
| **5415248**<br>Df RT | **GUATARI**<br>ex Gambali-77<br>ex Golden Dragon-69<br>ex Primal Prosperity-68<br>ex Miranda-68 ex Carolina-67<br>ex Kauri-63<br>**Kie Hock Shipping (1971) Pte. Ltd.**<br>m.s. Asia Selatan Enterprises Ltd.<br>Honduras | **2 363**<br>1 293<br>3 420 | ✠Classed LR until 9/1/70 | **1936**-9 A. Stephen & Sons Ltd.—Glasgow (549)<br>90,07 13,57 5,633<br>86,57 13,42 6,56<br>P 7,7 B 20,2 F 9,2 1 dk<br>R | **M General Cargo**<br>G.4 517 B.4 430<br>12W Der 1(20) | Oil 2SA 4Cy. 600 × 1040<br>1 600bhp (1 177kW) Sulzer<br>A. Stephen & Sons Ltd. Glasgow<br>Fuel 205,0t 9,25kn |
| **7712157**<br>D5UK<br>6652<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUATEMALA**<br>**Compania de Vapores Centro Americana S.A.**<br>H. Schuldt<br>Monrovia Liberia | T.Mk<br>**5 193**<br>3 349<br>8 500<br>**8 722**<br>5 606<br>11 500 | GL | **1979** Stocznia Szczecinska im. A. Warskiego—Szczecin (B430/09)<br>145,88(BB) 21,59 —/8,405<br>134,40 21,51 11,31<br>F 23,5 2 dks<br>rf 178 | **M General Cargo**<br>Ice strengthened Str. heavy cargoes<br>4 Ho 14,0 29,3 32,0 16,8 5 TwD ER<br>G.18 774 B.17 359 HeCls. B<br>TEU 454 C.Ho 214/20' (40') C.Dk 240/20' (40') incl. 15 ref C.<br>7 Ha (stl) (12,6 × 7,8) (19,2p&s 25,6p&s 12,5p&s × 7,8) ER<br>18W Der 6(36) | Oil 2SA 6Cy. 680 × 1250<br>9 900bhp (7 282kW) Sulzer<br>H. Cegielski Poznan<br>Gen 3 × 400kW 400V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 186,5t (d.o.) 1 014,0t-35,5pd 17,5kn |
| **6712344**<br>ZGQE<br>326443<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GUATUSO**<br>ex Atlantic J. A. G.-79<br>**Cayman Tuna Ventures Ltd.**<br>Georgetown Cayman Islands<br>(British) | **1 441**<br>975<br>1 036 | ✠Classed LR until 18/5/79 | **1967**-10 Canadian Vickers Shipyards Ltd. —Montreal, P.Q. (290)<br>60,94 12,35 5,792<br>54,01 11,99 6,00<br>B & F 46,1 RFD 26,0 1 dk<br>rf 1092 | **M Fishing**<br>Stern Trawler Ref<br>1 Ho 27,1 ER<br>In.1 019<br>1 Ha (stl) (2,9 × 2,4) ER<br>Der 1(12) 2(4) | Oil 2SA 6Cy. 500 × 700<br>2 640bhp (1 942kW) Polar<br>Nydqvist & Holm A/B Trollhattan<br>Gen 2 × 300kW 1 × 150kW 450V 60Hz a.c.<br>Bow jet pump<br>Fuel 435,0t (d.o.) 13kn |
| **5137092**<br>PP5342 | **GUAXINDIBA SHELL**<br>**Companhia de Navegacao Shell-Mex do Brasil**<br>Rio de Janeiro Brazil | **273**<br>127<br>148 | ✠Classed LR until 8/72 | **1950**-1 W. J. Yarwood & Sons Ltd. —Northwich (838)<br>42,63 9,17 1,753<br>40,92 9,15 1,81<br>RQD 11,0 F 6,8 1 dk<br>R | **TM Tank Barge**<br>10 Ta ER<br>Der 1(1) | 2 Oil 4SA each 8Cy. 150 × 180 sr geared to sc. shafts<br>320bhp (235kW)<br>Gleniffer Engines Ltd. Glasgow<br>Gen 1 × 12,5kW 110V d.c.<br>2 Directional propellers<br>Fuel 5,0t (d.o.) 9kn |
| **7226706**<br>Df Esd<br>Rdr RT | **GUAYALEJO**<br>**Remolcadores del Golfo S.A.**<br>Tampico Mexico | **575**<br>133<br>347 | | Lch.**1972** Ast. de Tampico—Tampico (72)<br>33,46 8,92 4,268<br>31,98 8,69 5,19<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 222 × 292<br>Lister Blackstone Mirrlees Marine Ltd. Dursley |
| **5427291**<br>YVDC<br>ABXI-3048<br>Df Esd<br>Gc Rdr<br>RTm | **GUAYANA**<br>ex Argo-63<br>**Naviera Mercante C.A. (NAVIMERCA)**<br>Ciudad Bolivar Venezuela | **3 541**<br>2 136<br>5 365 | AB | **1963** Cia. Euskalduna—Bilbao (160)<br>111,64 15,57 6,071<br>102,11 15,55 7,32<br>1 dk<br>rf nil | **M General Cargo**<br>3 Ho 21,0 24,9 24,9 ER<br>G.7 342 B.7 001<br>3 Ha (stl) (17,5 18,2 17,5 × 8,5) ER<br>12W Der 1(15) 2(10) 10(5) | Oil 4SA 7Cy. 520 × 740<br>2 700bhp (1 986kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>Gen 3 × 150kW 440V 60Hz a.c.<br>Fuel 340,5t (hvf) 12kn |
| **6511063**<br>EEOE<br>157<br>Df Esd<br>Gc Rdr<br>RT | **GUAYARMINA**<br>ex Orduna-70<br>**Naves Frigorificas S.A. - NAFRISA**<br>San Sebastian Spain | **678**<br>314<br>1 002 | BV<br>✠Classed LR until 10/68 | **1965**-9 "ASTANO", Astilleros y Talleres del Noroeste S.A.—El Ferrol (188)<br>75,14 11,03 3,722<br>67,09 11,00 6,10<br>F 8,9 2 dks<br>rf nil | **M General Cargo**<br>Ref.<br>6 Ho ER<br>In.1 759<br>3 Ha (each 6,5 × 3,9) ER<br>Der 6(2,5) | Oil 4SA 7Cy. 400 × 680<br>1 870bhp (1 375kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>13kn |
| **7052258**<br>XCGP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GUAYCURA**<br>Launched as Jasmine<br>**Government of Mexico (Secretaria de Communicaciones y Transportes Servicio de Transbordadores, Direccion General)**<br>La Paz Mexico | T.Mk<br>**3 492**<br>1 638<br>3 207 | **✠100A1**<br>**✠LMC** (UMS)<br>EL S 1⅝"U2<br>FN 2369 | **1973**-11 Ast. Construcciones S.A.—Rios (27)<br>99,17 16,62 5,801<br>88,85 15,99 10,67<br>2 dks, 3rd dk in hold<br>rf nil<br>NS 1BH to U dk 5 to 2nd dk WB1353T incl. DTf232T DTsa347t | **TM Passenger/RoRo Cargo/Ferry**<br>Stern door Side loader<br>3 Ho 26,8 10,4 9,3 ER<br>G.7 131 | 2 Oil 4SA each 12Cy. 400 × 500<br>5 400bhp (3 972kW) Deutz<br>Hijos de J. Barreras S.A. Vigo<br>Gen 4 × 252kW 450V 60Hz a.c.<br>Fuel 386,0t 16kn |
| **7025413**<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUAYMAS**<br>**Atun-Mex S.A.**<br>Ensenada, Baja California Mexico | **440**<br>—<br>386 | | **1971** Maritima del Musel S.A.—Gijon (123)<br>41,38 9,63 4,077<br>36,00 9,30 4,30<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>In.2 700 | Vee Oil 4SA 12Cy. 160 × 180 reduction geared to sc. shaft<br>940bhp (691kW) MAN<br>Empresa Nacional "Bazan" de C.N.M. S.A. Cartagena |
| **5137119**<br>LPCF<br>RTm/h | **GUAYRA**<br>**Lineas Oceanicas Americanas S.A.**<br>Buenos Aires Argentina | **785**<br>448<br>— | | **1930** A. & J. Inglis Ltd.—Glasgow<br>55,50 10,98 1,905<br>... ... ...<br>1 dk & Prom dk<br>RW | **TM Ferry** 115P | 2 Oil 4SA each 6Cy. 310 × 550<br>800bhp (588kW) B&W<br>Harland & Wolff Ltd. Govan, Glasgow<br>Gen 3 × 35kW 220V d.c.<br>Fuel (d.o.) |

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| 7119355<br>EWWW<br>M-31566<br>Df Esd<br>Rdr RT | **GUBEROVO**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **629**<br>221<br>393 | RS | **1971** ..............U.S.S.R.<br>54,82 9,96 4,080<br>5,01<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.400<br>3 Ha (each 1,5 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 000bhp (736kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>12kn |
| 6714201<br>UHSP<br>M-27381<br>Df Esd<br>Gc Rdr<br>RT | **GUBERTAS BORISA**<br>**U.S.S.R. -'Zapryba'**<br>Klaypeda U.S.S.R. | **2 407**<br>866<br>1 460 | RS | **1965** ..............U.S.S.R.<br>84,71 14,03 5,700<br>78,06 13,97 10,04<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.157 In.1 318<br>5 Ha (1,3 1,3 × 1,5) (1,6 × 1,6) (1,3 1,3 × 1,2)<br>4W Der 2(7,5) 2(1,5) | Oil 2SA 8Cy. 430 × 610<br>2 000bhp (1 471kW)<br>CKD Praha Praha<br>Gen 4 × 200kW 220V a.c.<br>Controllable pitch propeller<br>12,25kn |
| 6907391<br>TCFC<br>3959 | **GUCLU I**<br>**Dursun Ali Guclu**<br>Istanbul Turkey | **298**<br>224<br>— | | **1968** Suleyman Saim Birkok—Istanbul (14)<br>47,38 7,80 2,693<br>43,59 3,61<br>1 dk<br>len 75 | **M General Cargo**<br>Mchy.aft | Oil 4SA 6Cy. 250 × 340<br>300bhp (221kW)<br>U.S.S.R.<br>8kn |
| 7303815<br>TCHS<br>4189<br>Rdr | **GUCLU II**<br>**Istanbul Petrol Rafinerisi Anonim Sirketi (IPRAS)**<br>Istanbul Turkey | **358**<br>114<br>— | ✠**100A1** SS 4/81<br>tug<br>Turkish coasting service<br>✠**LMC**<br>EL (f) $\frac{15}{16}$"U2<br>FN 457 | **1973**-3 Celiktrans Deniz Insaat—Istanbul (47)<br>37,09 9,45 3,912<br>32,80 9,10 4,81<br>RAD 1,6 RFD 13,2 1 dk<br>rf 762<br>4BH | **M Tug**<br>Fire-fighting<br>Mchy.aft | Oil 4SA 9Cy. 318 × 368 reverse reduction geared to sc. shaft<br>Ruston Paxman Diesels Ltd. Lincoln<br>Gen 2 × 84kW 380V 50Hz a.c.<br>Fuel 71,0t (d.o.)<br>14kn |
| 7634563<br>YTFG | **GUCVA**<br>ex MA-84-74 ex S-70<br>**Komunalno Poduzece**<br>Split Yugoslavia | **175**<br>118<br>350 | (JR) | **1957** ..............Sibenik<br>38,69 5,03 2,299<br>37,70 5,00 2,39<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 108 × 127<br>225bhp (166kW)<br>Gray Marine Engine Co. Detroit, Mi<br>4,5kn |
| 5137121<br>84<br>Df Esd<br>RT | **GUDARZ**<br>**Mehdi Karoon**<br>Khorramshahr Iran | **345**<br>112<br>— | ✠Classed LR until 12/64 | **1954**-9 Harima Zosensho—Aioi (487)<br>39,02 9,45 3,302<br>36,00 9,00 4,30<br>RAD 3,4 1 dk, 2nd dk clear of ER<br>RW | **S Tug** | T 3Cy. 379 635 & 1060 × 694<br>Harima Zosensho Aioi<br>Fuel (o.f.)<br>12kn |
| 7300980<br>TFGP<br>1302<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUDBJARTUR**<br>**Hradfrystihusid Nordurtangi H/f**<br>Isafjord Iceland | **407**<br>172<br>406 | NV | **1973** Flekkefjord Slipp & Mask. —Flekkefjord (110)<br>46,56 9,53 4,446<br>40,70 9,50 6,61<br>1 dk<br>BK 119 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 2SA 7Cy. 300 × 450<br>1 750bhp (1 287kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 128kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| 8117550<br>TFAO<br>1579<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUDBJORG**<br>**Hronn H/f**<br>Isafjord Iceland | **484**<br>208<br>— | NV | **1981** Kvina Verft—Flekkefjord ((127))<br>55,40 4,807<br>49,51 10,22 6,76<br>2 dks<br>rf 1600 | **M Fishing**<br>Stern Trawler<br>Ice strengthened | Oil 4SA 8Cy. 320 × 420 sr geared to sc. shaft<br>3 250bhp (2 391kW)<br>Krupp MaK. Maschinebau G.m.b.H. Kiel<br>Gen 2 × 544kW 380V 50Hz a.c.<br>Controllable pitch propeller |
| 7343164<br>UHLT<br>M-34362<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUDERMES**<br>Launched as Robkap IV<br>**U.S.S.R. -Novorossiysk Shipping Co.**<br>Novorossiysk U.S.S.R. | **19 614**<br>11 035<br>32 039 | ✠**100A1**<br>oil tanker (cc)<br>✠**LMC** **UMS**<br>**IGS**<br>EL Ht $2\frac{3}{4}$"U2<br>FN 6583 | **1977**-1 Swan Hunter Shipbuilders Ltd. —Hebburn Shipyard, Hebburn (73)<br>170,85(BB) 25,81 11,310<br>161,53 25,76 14,99<br>P 18,0 F 18,6 1 dk<br>rf nil<br>13BH WB1908T | **M Tanker**<br>IGS<br>24 Ta ER<br>L.(oil) 38 375 | Oil 2SA 6Cy. 760 × 1550<br>12 000bhp (8 827kW) Sulzer<br>Barclay, Curle & Co. Ltd. Whiteinch, Glasgow<br>2 WTAuxB primary 50kgf/cm² (49,1bar)<br>secondary 18kgf/cm² (17,7bar)<br>Spt 230°C 17,5kgf/cm² (17,2bar)<br>e(ex.g) 21kgf/cm² (20,6bar)<br>Gen 3 × 525kW 440V 60Hz a.c.<br>Fuel 237,0t (d.o.) 3 081,0t (hvf)<br>15kn |
| 7939999<br>TFVU<br>1510<br>RT | **GUDFINNA STEINSDOTTIR**<br>ex Sigurbara-81<br>**Utgerdarfelagid Ellidi H/f**<br>Thorlakshofn Iceland | **127**<br>60<br>— | | **1978** Velsmidja Seydisfjordar h/f —Seydisfjordur (249)<br>25,96 5,14<br>24,46<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>565bhp (416kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7902609<br>OIKL<br>1262<br>Esd Gc<br>Rdr RT | **GUDINGEN**<br>**Alands Landskapsstyrelse**<br>Mariehamn Finland | **491**<br>113<br>170 | NV | **1980** Oy Laivateollisuus Ab—Turku/Abo (334)<br>48,60 10,55 3,752<br>42,19 10,51 5,26<br>1 dk<br>rf 1796 | **M RoRo Cargo/Ferry**<br>Bow door<br>Mchy.aft | Vee Oil 4SA 12Cy. 220 × 240<br>2 180bhp (1 604kW)<br>Oy Wartsila Ab Vaasa/Vasa<br>Thw. thrust propeller fwd |
| 8021737<br>TFEX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUDLAUGUR GUDMUNDSSON**<br>**Ottar Gudlaugsson**<br>Olafsvik Iceland | **159**<br>56<br>56 | | **1982** Bernardsson Skipasmidjustod h/f —Isafjordur (51)<br>26,01<br>24,77 7,26 5,62<br>2 dks | **M Fishing**<br>Stern Trawler | Oil 4SA 6Cy. 240 × 300 reduction geared to sc. shaft<br>895bhp (658kW)<br>Grenaa Motorfabrik, A/S Grenaa |
| 6721216<br>TFBO<br>1272<br>Df Esd<br>Rdr RTv | **GUDMUNDUR**<br>ex Senior-73<br>**Pall Gudmundsson P/R**<br>Reykjavik Iceland | **479**<br>225<br>610 | NV | **1967** Karmsund Verft & M/V A/S —Haugesund (6)<br>52,91 8,56 4,630<br>48,06 8,54<br>1 dk<br>BK 127<br>len 70 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>3 Ho ER<br>3 Ha (each 2,9 × 3,5) ER<br>1W Der 1(5) | Oil 4SA 6Cy. 320 × 450<br>1 100bhp (809kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 2 × 116kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 43,5t (d.o.)-4,5pd<br>13kn |

| | | | | | | |
|---|---|---|---|---|---|---|
| **5137145** | **GUDMUNDUR** | **266** | | **1961** At. & Ch. de la Manche—Dieppe (C1163) | **M Fishing** | Oil 4SA 8Cy. 270 × 400 |
| XPYX | | 108 | | | Side Trawler | 690bhp (508kW) E made76 fitted— |
| D811 | **N. J. Mortensen A/S** | 200 | (NV) | 36,20 7,27 3,441 | Mchy.aft | Aabenraa Motorfabrik, Heinrich |
| Df Esd | Tvoroyri Faroe Islands | | | 31,20 7,21 3,76 | | Callesen A/S Aabenraa |
| Pfd Rdr | | | | 1 dk | 3 Ha (1,2 × 1,0) (1,6 1,6 × 1,3) | Controllable pitch propeller |
| RT | | | | | 1W Der 1(1,5) | Fuel 20,5t (d.o.) 11,75kn |
| **6613598** | **GUDMUNDUR KRISTINN** | **229** | | **1966** Flekkefjord Slipp & Mask. | **M Fishing** | Oil 4SA 8Cy. 222 × 292 |
| TFHH | ex Flosi-77 ex Seley-73 | 89 | | —Flekkefjord (86) | Side-fishing | 660bhp (485kW) |
| 1000 | **Polarsild H/f** | — | (NV) | 35,16 7,62 3,791 | 2 Ho ER | Blackstone & Co. Ltd. Stamford |
| Df Esd | Magnus Thorvaldsson | | | 31,40 7,60 3,97 | | Gen 2 × 40kW 220V 50Hz a.c. |
| Rdr RT | Faskrudsfjordur Iceland | | | P 11,9 F 6,8 1 dk | 2 Ha (each 1,9 × 1,6) ER | Fuel (d.o.) |
| | | | | BK 89 | 1W Der 1(3) | |
| **5137169** | **GUDMUNDUR PETURS** | **249** | | **1958** VEB Volkswerft Stralsund—Stralsund | **M Fishing** | Oil |
| | | 80 | | 38,69 7,32 | Side Trawler | 800bhp (588kW) |
| | **Fartygsentreprenader A.B.** | — | | 7,29 | | Motorenw. Mannheim A.G. (MWM) |
| Df Esd | Uddevalla Sweden | | | | | Mannheim |
| Rdr RT | | | | | | Fuel (d.o.) |
| **7383956** | **GUDRID** | **1 999** | | **1975** Stocznia Gdanska im. Lenina—Gdansk | **M General Cargo** | Oil 2SA 6Cy. 400 × 580 |
| HPOC | | 1 452 | | (B431/602) | | 2 200bhp (1 618kW) |
| 1093 | **Wofaldo Compania Naviera** | 3 699 | NV | 93,73 13,62 5,258 | Ice strengthened | Kloeckner Humboldt Deutz Koeln |
| 2-RH | **S.A.** | | | 86,70 13,59 6,96 | 2 Ho 32,0 32,6 ER | Gen 1 × 110kW 2 × 88kW 1 × 36kW |
| | Panama Panama | | | P 21,4 F 11,9 1 dk | G.4 955 B.4 372 | 380V 50Hz a.c. |
| | | | | rf 51 | 2 Ha (stl) (each 25,9 × 8,0) ER | Controllable pitch propeller |
| | | | | | 4W Der 4(5) | Fuel 345,5t (hvf)-8,0pd 13,25kn |
| **8124503** | **GUDRUN** | **299** | | **1982** C. Luehring Schiffswerft GmbH & | **M Tanker** | Oil 4SA 6Cy. 270 × 400 |
| DFLX | | 205 | | Co. KG—Brake/Unterweser (8201) | | 600bhp (441kW) |
| | **TMS Gudrun Glusing & Co.** | 820 | GL | 57,99 10,11 3,101 | 8 Ta ER | Aabenraa Motorfabrik, Heinrich |
| Esd Gc | Glusing Transport G.m.b.H. | | | 54,01 10,01 4,65 | L.1 020 HeCls. C | Callesen A/S Aabenraa |
| Rdr RTv | Cuxhaven Federal Republic | | | P 11,9 1 dk | | Controllable pitch propeller |
| | of Germany | | | | | Thw. thrust propeller fwd |
| | | | | | | 10,5kn |
| **6403319** | **GUDRUN** | **182** | | **1964** Brattvag Skipsinnredning & J. | **M Fishing** | Oil 2SA 4Cy. 280 × 420 |
| TFKF | | 63 | | Johansens Sveiseverks.—Brattvag (17) | Side-fishing | 600bhp (441kW) |
| 0234 | **Asar H/f** | — | NV | 33,66 6,76 3,309 | Ice strengthened | Wichmann Motorfabrikk A/S Rubbestadneset |
| Df Esd | Hafnarfjordur Iceland | | | 29,57 6,71 3,61 | 2 Ho ER | Gen 1 × 25kW 220V d.c. |
| Rdr RT | | | | 1 dk | 2 Ha (0,7 × 0,9) (2,5 × 1,2) ER | Fuel (d.o.) |
| | | | | BK 107 | 1W Der 1(3) | |
| **5111567** | **GUDRUN D** | **112** | | **1959** Lodose Varv A/B—Lodose (131) | **M Fishing** | Oil 4SA 8Cy. 180 × 260 |
| DEOC | ex Silver Star-73 ex Fagero-66 | 40 | | 25,43 6,74 2,998 | Side Trawler | 460bhp (338kW) |
| | **Heinrich und Gertrud Wigger** | — | (NV) | 23,02 6,68 3,64 | 1 Ho | Motorenw. Mannheim A.G. (MWM) |
| Df Esd | Bremerhaven Federal Republic | | | 1 dk | | Mannheim |
| | of Germany | | | BK 203 | 3 Ha (1,2 2,8 1,2 × 1,6) | Fuel (d.o.) |
| | | | | | 1W Der 1(1) | |
| **7315296** | **GUDRUN MAERSK** | **19 922** | | **1973** Kaldnes M/V A/S—Tonsberg (196) | **M Tanker** | Oil 2SA 6Cy. 740 × 1600 |
| OXHV | | 12 300 | | 170,54(BB) 26,14 11,748 | | 11 600bhp (8 532kW) B&W |
| D1931 | **A/S D/S Svendborg & D/S af** | 32 056 | NV | 162,97 26,12 15,63 | 21 Ta ER | Nylands M/V Oslo |
| Df Esd | **1912 A/S** | | | 1 dk | L.(oil) 42 673 HeCls. C | Gen 3 × 416kW 1 × 24kW |
| Gc Pfd | A. P. Moller | | | | | 440V 60Hz a.c. |
| Rdr RT | Svendborg Denmark | | | | | Fuel 244,0t (d.o.) 1 951,0t (hvf) 15,5kn |
| **6725389** | **GUDRUN NORDFISK** | **125** | | **1967** Scheepsbouw-en Constructiebedrijf K. | **M Fishing** | Oil 4SA 7Cy. |
| OVJF | | 65 | | Hakvoort N.V.—Monnickendam (114) | Side-fishing | 590bhp (434kW) |
| H396 | **P/R Gudrun Nordfisk** | — | | 28,02 6,30 | Mchy.aft | Alpha-Diesel A/S Frederikshavn |
| Df Esd | Poul Erik Nielsen, I/S Nordfisk | | | 24,39 6,20 3,15 | | Fuel (d.o.) |
| Rdr RT | Skagen Denmark | | | 1 dk | | |
| **6912425** | **GUDRUN THORKELSDOTTIR** | **365** | | **1969** Thorgeir & Ellert h/f—Akranes (20) | **M Fishing** | Oil 4SA 6Cy. 320 × 480 |
| TFWA | ex Helga Gudmundsdottir-82 | 163 | | 46,72 8,03 | Side-fishing | 990bhp (728kW) |
| 1076 | **Holmaborg H/f** | — | | 41,48 8,01 4,25 | Mchy.aft | Motorenw. Mannheim A.G. (MWM) |
| Df Esd | Eskifjordur Iceland | | | 1 dk | | Mannheim |
| Pfd Rdr | | | | len 74 | | Fuel 66,0t (d.o.)-4,0pd |
| RT | | | | | | |
| **7336563** | **GUDSTEINN** | **742** | **✠100A1** SS 11/78 | **1974**-4 Stocznia Gdynska im. "Komuny | **M Fishing** | Oil 4SA 6Cy. 400 × 480 sr geared to sc. |
| TFCG | | 241 | stern trawler | Paryskiej"—Gdynia (B425/203) | Stern Trawler Ref | shaft |
| 1369 | **Samherji H/f** | 548 | Ice Class 3 | 61,60 11,38 4,877 | | 3 000bhp (2 207kW) Sulzer |
| Df Esd | Grindavik Iceland | | **✠LMC** | 52,84 11,31 7,32 | | "Zgoda" Zaklady Urzadzen |
| Gc Rdr | | | EL K 1⅜"U2 | B 7,7 RFD 7,1 2 dks | | Technicznych Swietochlowice |
| RT | | | FN 985 | rf 584 Box K 305 | | Gen 1 × 288kW 400V 50Hz a.c. |
| | | | | Coll BH to U dk 3 to 2nd dk WB154T | | 1 × 200kW 305V d.c. |
| | | | | | | Controllable pitch propeller |
| | | | | | | Fuel (d.o.) |
| **5419658** | **GUECKEDOU** | **2 167** | | **1951** Gutehoffnungshuette Sterkrade A.G. | **TM Hopper/Dredger** | 2 Oil 4SA each 6Cy. 400 × 460 |
| | ex Stevin 21-77 ex Tiziana-74 | 1 414 | | —Walsum (900) | Trailing Suction Bottom doors | 2 400bhp (1 765kW) |
| 853 | ex Eilenau-73 ex Duisburg-63 | — | (GL) | *82,27* 5,903 | (Shore-delivery) | Masch. Augsburg-Nuernberg (MAN) |
| Df Esd | **Societe Mixte de Dragage et** | | | 15,03 7,29 | Single side arm Dredging depth 20,0 | Augsburg |
| Gc | **des Travaux Publics et** | | | B 15,0 F 8,0 2 dks | Hopper 3000T | Fuel 172,5t 12,5kn |
| RTm/v | **Maritimes (SOMIDRAT)** | | | RW widened & deepened 74 | Mchy.aft | |
| | Conakry Guinea | | | conv General Cargo 74 | Hopper 1 500 | |
| | | | | | 1 sandpump 697kW (935bhp) | |
| **5137339** | **GUEDEL** | **233** | | **1930** L. Dutell & Cie.—Nantes | **M Ferry/General Cargo** 500P | Oil 4SA 6Cy. 275 × 420 |
| TMPR | | 58 | | *32,71* 7,04 2,223 | | 350bhp (257kW) |
| 8 | **Government of The Republic of** | 120 | | ... ... ... | 1 Ho 8,6 | Masch. Augsburg-Nuernberg (MAN) |
| RTm | **France (Departement du** | | | 1 dk | | Augsburg |
| | **Morbihan)** | | | R | 1 Ha (stl) (5,1 × 2,2) | Gen 1 × 3kW 110V d.c. |
| | Nantes France | | | | 1W Der 1(3) | Fuel 10,0t (d.o.) 10kn |

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|---|---|---|---|---|---|---|
| 8028395<br>CNWR | **GUELTAT ZEMMOUR**<br>**Government of The Kingdom of Morocco (Ministere de L'Equipment & de La Promotion Nationale)**<br>Agadir Morocco | **909**<br>407<br>1 250 | BV | **1981** IHC Gusto Staalbouw B.V. —Slikkerveer (CO1147)<br>60,23 3,501<br>56,01 11,90 4,02<br>1 dk | **TM Hopper/Dredger**<br>Hinged-Centreline Split-Hull Trailing Suction<br>Single side arm Dredging depth 25,0<br>Hopper 1195T<br>Mchy.aft<br>Hopper 750<br>1 sandpump 345kW (470bhp) | 2 Vee Oil 4SA each 12Cy. 160 × 165 with clutches, flexible couplings & sr reverse geared to sc. shafts<br>1 460bhp (1 074kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 260kW 1 × 100kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>8,75kn |
| 5137341<br>TPTZ<br>3244<br>Df Esd<br>Pfd RT | **GUENOLA**<br>**Georges Vigier**<br>Les Sables d'Olonne France | **103**<br>24<br>— | | **1956** Ch. Donnart—Concarneau<br>*21,25* 6,56<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing<br>In.60 | Oil 4SA 6Cy. 230 × 300<br>280bhp (206kW)<br>Etab. Crepelle Lille<br>Fuel (d.o.) 7kn |
| 6520662<br>Df Esd<br>Pfd Rdr<br>RTm | **GUEREC**<br>ex Eckmuhl-80<br>**Michel Adrien**<br>Dakar Senegal | **122**<br>51<br>— | BV | **1965** Ch. & At. de la Perriere—Lorient (L42)<br>26,01 6,76<br>22,86 6,71 3,46<br>1 dk | **M Fishing**<br>Side Trawler<br>1 Ho ER<br>In.105<br>2 Ha (each 1,0 × 1,0) ER<br>1W Der 1(2) | Vee Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Fuel 30,0t (d.o.) 12kn |
| 6726462<br>EAFU<br>Df Esd<br>Pfd Rdr<br>RT | **GUERNIKA 'KO ARBOLA**<br>**Marcelo Ensunza Elorduy**<br>Vigo Spain | **481**<br>244<br>533 | (BV) | **1968** Const. Nav. Santodomingo—Vigo (355)<br>45,34 8,08 4,166<br>40,01 8,04 4,50<br>1 dk<br>rf 76 | **M Fishing**<br>Side Trawler<br>1 Ho 21,4 ER<br>G.512<br>3 Ha (stl) (2,1 × 1,8) (0,7 × 0,7) (2,1 × 1,8) ER | Oil 4SA 8Cy. 320 × 450<br>1 200bhp (883kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 1 × 165kW 3 × 30kW 110/440V d.c.<br>Fuel (d.o.) 12kn |
| 7200477<br>WH8699<br>506069<br>RT | **GUERNSEY**<br>**Twenty Grand Marine Service Inc.**<br>Tidewater Inc.<br>Morgan City, La United States of America | **123**<br>84<br>— | | **1966** Big River SB—Vicksburg, Ms (1)<br>7,93<br>19,82 7,88 2,29<br>1 dk | **TrM Tug** | 3 Vee Oil 2SA each 8Cy. 108 × 127<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| 6713049<br>DZSY<br>226098<br>Df Esd<br>Gc Rdr<br>RT | **GUERNSEY EXPRESS**<br>ex Viking IV-81<br>**Cargo Express Navigation Co. Inc.**<br>Manila Philippines | **1 152**<br>574<br>1 575 | NV | **1967** Trosvik Verksted A/S—Brevik (87)<br>92,00 17,40 4,738<br>80,42 17,38 4,81<br>1 dk & S dk<br>conv Vehicles RoRo Cargo 81 | **TM Livestock Carrier** OSD<br>Ice strengthened Stern & Side doors<br>Mchy.aft | 2 Oil 4SA each 8Cy. 320 × 460<br>2 800bhp (2 060kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 3 × 224kW 380V 50Hz a.c.<br>Fuel 254,0t (d.o.)-11,0pd 14kn |
| 7120653<br>GPHW<br>342142<br>Esd Gc<br>Rdr RT | **GUERNSEY FISHER**<br>**James Fisher & Sons Public Limited Company**<br>Barrow in Furness United Kingdom | **829**<br>390<br>1 519 | **✠100A1** SS 9/81<br>U.K., Channel Islands, Isle of Man & between River Elbe & Brest<br>**✠LMC**<br>EL N 1$\frac{5}{16}$"U2<br>FN 1374 | **1971**-12 N.V. IJsselwerf—Rotterdam<br>82,23 12,12 3,671<br>76,51 11,80 6,15<br>P 11,9 RAD 11,9 F 7,1 2 dks<br>rf nil<br>NS 2BH to U dk 3 to 2nd dk WB570t | **M General Cargo**<br>2 Ho each 25,2 ER<br>G.2 854<br>2 Ha (stl) (each 25,2 × 7,9) ER | Oil 4SA 8Cy. 325 × 370 reverse reduction geared to sc. shaft<br>1 712bhp (1 259kW)<br>W. H. Allen, Sons & Co. Ltd. Bedford<br>Gen 2 × 70kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 113,0t (d.o.) 12,5kn |
| 6700561<br>FTSV<br>904<br>Df Esd<br>Pfd Rdr<br>RTm | **GUERVEUR**<br>**Government of The Republic of France (Departement du Morbihan)**<br>Compagnie Morbihannaise de Navigation<br>Nantes France | **457**<br>173<br>125 | BV | **1966** Ch. & At. de la Perriere—Lorient (345)<br>45,01 10,11 2,325<br>39,81 10,01 5,92<br>2 dks<br>rf 584 | **TM RoRo Cargo/Ferry** 600P<br>Mchy.aft<br>1 Ho 7,0<br>B.178<br>1 Ha (stl) (2,3 × 2,7)<br>2W Der 2(4) | 2 Oil 4SA each 6Cy. 250 × 280<br>1 200bhp (883kW)<br>Crepelle et Cie. Lille<br>Gen 2 × 72kW 380V 50Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 28,0t (d.o.) 12,5kn |
| 6718415<br>6VHB<br>150<br>Df Esd<br>Pfd RT | **GUET N'DAR**<br>**Societe Senegalaise d'Armement a la Peche (SOSAP)**<br>Dakar Senegal | **256**<br>95<br>559 | (BV) | **1966** Ch. Krebbs—Concarneau<br>*28,47*<br>... ... ...<br>1 dk | **Wood M Fishing**<br>Side-fishing Ref<br>8 Ha (1,3 1,3 1,3 1,3 1,3 1,3 × 1,1) (1,1 1,1 × 0,9)<br>1W Der 1(0,75) | Vee Oil 4SA 12Cy. 175 × 180/192<br>600bhp (441kW)<br>Soc. Alsacienne de Const. Mec. Mulhouse<br>Fuel 71,0t (d.o.) 11kn |
| 7732418<br>ITDJ<br>719<br>Rdr RT | **GUGLIELMO G.**<br>**La Dorica S.p.A.**<br>Ancona Italy | **598**<br>213<br>— | RI | **1976** Cooperativa Metallurgica Ing. G. Tommasi-Ancona—Ancona<br>45,55 14,33<br>43,31 14,00 3,81<br>1 dk | **TM General Cargo** | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| 5137391<br>IBBG<br>3326<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUGLIELMO MARCONI**<br>**Italia Crociere Internazionali S.p.A**<br>Genova Italy | **28 137**<br>16 066<br>9 642 | AB RI<br>✠Classed LR until 13/1/78 | **1963**-10 C.R.D. Adriatico—Monfalcone (1863)<br>213,65(BB) 28,71 8,656<br>188,70 28,61 14,56<br>B 128,4 Upr. B 116,8 F 32,7 2 dks, 3rd & 4th dk except in mchy. space<br>rf 432 | **TS Passenger/General Cargo** 1700bth P<br>3 Ho ER 1 Ho<br>G.5 214<br>3 Ha ER 1 Ha | 4 S Turb dr geared to 2 sc. shafts<br>44 000shp (32 365kW) De Laval<br>C.R.D. Adriatico Trieste<br>Fuel 5 783,5t (hvf) 24kn |
| 6415233<br>BOMP<br>Df Esd<br>Gc Rdr<br>RT | **GUI HAI**<br>ex Adriatic Sea-76<br>ex Angelo Scinicariello-73<br>**China Ocean Shipping Co.**<br>Shanghai China | **17 238**<br>10 332<br>26 261 | (AB) (BV) (RI) | **1964** Cant. Nav. Breda S.p.A.—Venezia (225)<br>191,83 24,21 10,592<br>177,50 24,16 13,95<br>P 146,0 F 22,0 1 dk<br>RW rf 127 | **M Bulk Carrier**<br>5 Ho 27,2 24,3 24,3 24,3 24,3 ER<br>G.36 883<br>5 Ha (stl) (each 17,3 × 10,9) ER | Oil 2SA 9Cy. 750 × 1300<br>12 600bhp (9 268kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 2 235,5t (hvf) 15kn |
| 7419535<br>Df Esd<br>Gc Rdr<br>RT | **GUI JIANG**<br>ex Sea Falcon-81<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **9 422**<br>6 037<br>15 200 | ✠Classed LR until 23/1/81 | **1977**-9 Ishikawajima Harima Heavy Ind. (I.H.I.)—Chita (2500)<br>143,41(BB) 19,87 9,062<br>134,12 19,82 12,35<br>2 dks, 2nd dk perforated in holds<br>rf 152 DK fwd | **M General Cargo**<br>4 Ho 16,0 32,7 15,2 33,5 4 TwD ER<br>G.20 141 B.18 988<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Vee Oil 4SA 12Cy. 400 × 460 sr geared to sc. shaft<br>5 130bhp (3 773kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 310kW 1 × 200kW 450V 60Hz a.c.<br>Fuel 115,0t (d.o.) 1 143,0t (hvf)-17,5pd<br>13,5kn |

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| **7829871**<br>BOVL | **GUI YANG**<br><br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | **6 881**<br>3 674<br>—<br>**9 913**<br>5 502<br>14 172 | | **1979** Shanghai Shipbuilding & Repairin<br>Yard—Shanghai<br>161,27(BB) 20,43 —/9,500<br>... ... ...<br>1 dk | **M General Cargo** | Oil<br><br>People's Republic of China<br>Fuel (d.o.) |
| **5277385**<br>BOLB<br><br>Df Esd<br>Gc Rdr<br>RT | **GUI YIN**<br>ex Siungfei-76 ex Phoevos-74<br>**China Ocean Shipping Co.**<br>Guangzhou/Canton China | T.Mk<br>**6 963**<br>3 821<br>13 503<br>**9 696**<br>5 573<br>14 509 | <br><br>✠Classed LR until<br>11/6/76 | **1957**-5 Kieler Howaldtswerke A.G.—Kiel<br>(1052)<br>157,16 19,56 9,075/9,583<br>144,38 19,51 12,07<br>P 7,1 F 14,4 2 dks<br>rf 152 | **M General Cargo**<br><br>Ice strengthened<br>G.20 446 B.18 707<br>10W Der 1(30) 1(15) 10(5) | Oil 2SA 7Cy. 670 × 1550<br>6 930bhp (5 097kW)<br>Sulzer Bros. Ltd. Winterthur<br>Fuel 1 798,5t 16,25kn |
| **6517172** | **GUI-HAI 151**<br><br>**Government of The People's<br>Republic of China**<br>Wanpoo China | **212**<br>78<br>— | | **1965** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (689-A)<br>36,58 7,45 2,388<br>32,97 7,40 2,90<br>1 dk<br>RW | **M General Cargo**<br><br><br>G.293 B.268<br>2 Ha (each 2,5 × 2,5) ER | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 12,0t 10kn |
| **6517184** | **GUI-HAI 152**<br><br>**Government of The People's<br>Republic of China**<br>Wanpoo China | **212**<br>78<br>— | | **1965** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (689-B)<br>36,58 7,45 2,388<br>32,97 7,40 2,90<br>1 dk<br>RW | **M General Cargo**<br><br><br>G.293 B.273<br>2 Ha (each 2,5 × 2,5) ER | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 12,0t 10kn |
| **6517196** | **GUI-HAI 153**<br><br>**Government of The People's<br>Republic of China**<br>Wanpoo China | **212**<br>78<br>— | | **1965** Shikoku Dockyard Co. Ltd.<br>—Takamatsu (689-C)<br>36,58 7,45 2,388<br>32,97 7,40 2,90<br>1 dk<br>RW | **M General Cargo**<br><br><br>G.293 B.273<br>2 Ha (each 2,5 × 2,5) ER | Oil 4SA 6Cy. 270 × 400<br>600bhp (441kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 12,0t 10kn |
| **5034068**<br>HOUV<br>8917<br>-78A<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUIA**<br>ex Baie Comeau-78<br>**Cellac Navigation S.A.**<br>Panama Panama | **7 655**<br>4 381<br>12 218 | <br><br>NV | **1960** Bremer Vulkan A.G.—Vegesack<br>(891)<br>138,08 20,50 8,852<br>127,11 20,45 11,56<br>2 dks<br>RW rf nil | **M General Cargo**<br>8P<br>Ice strengthened<br>4 Ho 22,6 19,7 19,5 21,7 ER<br>G.16 746 B.15 628<br>4 Ha (stl) (11,2 12,3 12,3 12,3 ×<br>10,0) ER<br>8W Der 8(5) | Oil 2SA 7Cy. 700 × 1200<br>5 850bhp (4 303kW) MAN<br>Bremer Vulcan A.G. Bremen-Vegesack<br>Gen 3 × 290kW 220V d.c.<br>Fuel 1 066,0t (hvf) 14,5kn |
| **6502440**<br>ZENE<br>317293<br>Rdr RT | **GUIA**<br><br>**Far East Hydrofoil Co. Ltd.**<br>Hong Kong Hong Kong<br>(British) | **134**<br>71<br>11 | **100A1** SS 10/76<br>hydrofoil craft<br>Hong Kong—Macao<br>service<br>**LMC**<br>EL (a)<br>FN 233 | **1964**-10 Hitachi Zosen—Kanagawa Works,<br>Kawasaki (117022)<br>27,56 10,72<br>24,72 5,85 3,54<br>1 dk<br>rf 940<br>4BH | **Aluminium Alloy TM Hydrofoil<br>Ferry**<br>126P | 2 Vee Oil 4SA each 12Cy. 175 × 205 with<br>flexible couplings & sr reverse geared to<br>sc. shafts<br>2 300bhp (1 692kW) Mercedes Benz<br>Ikegai Tekkosho Kawasaki<br>37,5kn |
| **8008852**<br>EDUR<br><br>Df Esd<br>Gc Rdr<br>RT | **GUIARD**<br><br>**Naviera Insular Frigorifica S.A.<br>(NAVIFRISA)**<br>Las Palmas Spain | T.Mk<br>**2 650**<br>2 029<br>3 500<br>**3 456**<br>2 338<br>4 133 | <br><br>GL | **1982** S.A. Juliana Const. Gijonesa—Gijon<br>(277)<br>100,01 6,671<br>94,52 16,01 9,53<br>3 dks | **M General Cargo**<br>Ref.<br>4 Ho ER<br>In.5 515<br>TEU 54 C. 54/20'<br>4 Ha (stl) ER<br>Cr 3(3) | Oil 2SA 5Cy. 450 × 1200<br>4 400bhp (3 236kW) B&W,<br>Ast. Espanoles S.A. Manises Works, Valencia<br>Thw. thrust Contr. pitch propeller fwd |
| **6421866**<br>GNWK<br>306183<br>Df Pfd<br>Rdr RTv | **GUIDESMAN**<br><br>**Rowbotham Tankships Ltd.**<br>London United Kingdom | **799**<br>379<br>1 191 | ✠**100A1** SS 4/79<br>oil tanker<br>✠**LMC**<br>EL k<br>FN 789 | **1964**-11 Drypool Eng. & D.D. Co. Ltd.<br>—Hull (12)<br>61,88 9,40 3,906<br>58,12 9,30 4,27<br>P 15,0 Trunk 33,9 F 9,5 1 dk<br>rf 76<br>8BH WB189t | **M Tanker**<br><br>10 Ta ER<br>L.(oil) 1 499 | Vee Oil 2SA 12Cy. 220 × 380<br>950bhp (699kW) Brons<br>Drypool Eng. & D.D. Co. Ltd. Hull<br>db 120lbf/in² (8,3bar)<br>Fuel 49,0t-3,5pd 10,5kn |
| **8019746**<br><br>613745 | **GUIDING LIGHT**<br><br>**Guiding Light Inc.**<br>New Orleans, La United States<br>of America | **172**<br>117<br>— | | **1979** Master Boat Builders, Inc.—Bayou la<br>Batre<br>*26,89* 7,47<br>7,32 3,51<br>1 dk | **M Fishing**<br>Stern Trawler | Oil<br>700bhp (515kW)<br>U.S.A. |
| **6711912**<br>IOMO<br>491<br>Esd Rdr<br>RT | **GUIDO**<br><br>**Orlando Tormenti e C.**<br>Pescara Italy | **109**<br>32<br>— | | **1967** Cant. Nav. Mario Morini—Ancona<br>(92)<br>28,20 6,89 2,388<br>21,49 6,63 3,18<br>1 dk | **Wood M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 350<br>330bhp (243kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| **6506525**<br><br><br>Esd Rdr<br>RTm | **GUILEDJE**<br>ex Cap Bon-77<br>**Government of The Republic of<br>Guinea-Bissau**<br>Bissau Guinea-Bissau | **151**<br>34<br>— | <br><br>BV | **1964** VEB Rosslauer Schiffswerft—Rosslau<br>30,69 6,66<br>26,12 6,61 3,31<br>1 dk | **M Fishing**<br>Side Trawler<br><br><br>2 Ha (each 1,6 × 1,2)<br>1W Der 1(2) | Oil 4SA 6Cy. 250 × 300<br>700bhp (515kW)<br>Nydqvist & Holm Trollhattan<br>Controllable pitch propeller<br>Fuel 20,0t (d.o.)-2,5pd 12kn |
| **6505909**<br>EEPA<br>1750<br>RT | **GUILLERMITA**<br><br>**Jose A. Vaqueriza Larrinaga**<br>San Sebastian Spain | **107**<br>59<br>— | | **1964** S.L. Ardeag—Bilbao (25)<br>26,93 6,35<br>22,99 6,30 3,15<br><br>RW | **M Fishing**<br>Side Trawler | Oil 6Cy.<br>150bhp (110kW) Baudouin<br>Moteurs Volme Marseille<br>Fuel 18,0t (d.o.) 10kn |
| **7437965**<br>DZEL<br>6540 | **GUILLERMO**<br>ex Aioi Maru No. 18-74<br>**Aboitiz Shipping Corp.**<br>Cebu Philippines | **207**<br>47<br>— | | **1957** Hashihama Zosen—Imabari (55)<br>39,43 7,01<br>38,64 6,99 2,77 | **M Ferry** | Oil 4SA 6Cy. 320 × 450<br>650bhp (478kW)<br>Hanshin Nainenki Kogyo Kobe |

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|---|---|---|---|---|---|---|
| **6401385**<br>CLHT<br>RTv | **GUILLERMO CHAVEZ FELISOLA**<br>**Government of The Republic of Cuba**<br>Habana Cuba | **113**<br>41<br>— | ✠Classed LR until 4/67 | **1963**-12 Angyalfold Shipyard—Budapest (2020)<br>28,96 6,91 3,080<br>26,07 6,51 3,26<br>RAD 1,9 RFD 3,4 1 dk<br>rf 584 BK 102 | **M Tug** | Oil 4SA 8Cy. 315 × 450 with flexible coupling<br>Lang Gepgyar Budapest<br>Gen 2 × 75kW 1 × 15kW 230V d.c.<br>Fuel (d.o.) |
| **7726380**<br>WYB6<br>459<br>593163<br>Esd Rdr<br>RT | **GUILLOT TIDE**<br>**Seafarer Boat Corp.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **197**<br>134<br>750 | AB | **1978** Halter Marine Services, Inc.—Moss Point, Ms (683)<br>54,87 3,664<br>51,85 12,20 4,27<br>F 15,3 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 180bhp (1 604kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW a.c.<br>12kn |
| **7321673**<br>EGMW<br>Esd Rdr<br>RT | **GUIMAR**<br>**Cia. Iberica de Remolcadores del Estrecho S.A. (CIRESA)**<br>Barcelona Spain | **231**<br>40<br>159 | **✠100A1** SS 12/77<br>tug<br>**✠LMC**<br>EL (c) $\frac{15}{16}$"U2<br>FN 372 | **1973**-8 Union Naval de Levante S.A.—Barcelona (43)<br>33,56 9,35 3,442<br>28,50 8,96 4,09<br>rf nil BK 25<br>4BH WB20T incl. DTf8T | **M Tug**<br>Fire-fighting | 2 Oil 4SA each 8Cy. 220 × 280 sr geared to sc. shaft<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 40kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>12kn |
| **5137494**<br>CUZL<br>L-324-C<br>Esd Rdr<br>RT | **GUIMARAES**<br>**Torcato Dos Santos Braga & Outros**<br>Leixoes Portugal | **169**<br>48<br>— | **✠100A1** SS 8/79<br>trawler<br>**✠LMC**<br>EL (b) h<br>FN 298 | **1961**-8 Est. Sao Jacinto S.a.r.L.—Aveiro (52)<br>32,80 7,01 2,801<br>28,48 6,90 3,56<br>F 6,8<br>RW rf 787 BK 178<br>4BH | **M Fishing**<br>Side Trawler | Oil 2SA 6Cy. 290 × 420 with friction coupling<br>600bhp (441kW) MaK<br>Maschinenbau Kiel A.G. Kiel<br>Controllable pitch propeller |
| **7380966**<br>DZCU<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUIMARAS**<br>**Philippine Coast Guard**<br>Manila Philippines | **300**<br>—<br>— | AB | **1974** Sumidagawa Zosen K.K.—Tokyo (N48-106)<br>7,32<br>41,43 7,29<br>1 dk | **QM Search & Rescue Ship** | 4 Vee Oil 4SA each 12Cy. 175 × 205 reverse reduction geared to sc. shafts<br>4 400bhp (3 236kW) M.T.U.<br>Ikegai Tekkosho Japan<br>Gen 2 × 80kW a.c.<br>Fuel 30,5t (d.o.) |
| **5020548**<br>YXAG<br>AGSI-O889<br>Df Esd<br>Gc Rdr<br>RT | **GUIRIA**<br>ex Anzoategui-77<br>**Venezolana de Buques C.A. (VENEBUQUES)**<br>La Guaira Venezuela | **3 127**<br>1 683<br>9 031 | BV | **1955** A. Vuyk & Zonen's Scheepswerven N.V.—Capelle a/d Ijssel (730)<br>114,31 15,96 6,338<br>107,60 15,91 9,45<br>P 12,5 B 22,0 F 10,4 2 dks<br>RW rf 127 | **TM General Cargo**<br>Ref 12P<br>5 Ho 7,6 14,6 21,7 16,9 19,6<br>G.8 658 B.7 978 In.428<br>5 Ha (stl) (2,7 8,9 9,9 9,9 9,3 × 6,0)<br>12W Der 1(40) 1(25) 8(5) 4(3) | 2 Oil 2SA each 5Cy. 545 × 785<br>4 200bhp (3 089kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>Gen 2 × 265kW 220V d.c.<br>14,75kn |
| **6520703**<br>CLEO<br>Df Esd<br>Gc Rdr | **GUISA**<br>**Government of The Republic of Cuba (Empresa de Navegacion Mambisa)**<br>Habana Cuba | **7 000**<br>3 693<br>10 570<br>**9 390**<br>5 238<br>13 080 | **✠100A1** CS 4/80<br>strengthened for heavy cargoes DTsf—veg. oil<br>Ice Class 2<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL et $2\frac{1}{4}$"SQ<br>FN 4499 | **1966**-10 Soc. Espanola de Const. Nav.—Cadiz (127)<br>156,83 19,74 8,002/9,075<br>143,26 19,66 11,74<br>Ba 45,5 F 14,7 1 dk & S dk<br>RW rf 76<br>3BH to S dk 5 to 2nd dk WB2454t | **M General Cargo** OSD/CSD<br>Ref<br>5 Ho 21,1 21,3 21,3 21,3 ER 21,3 5 TwD 21,1 21,3 21,3 21,3 ER 25,1Upr<br>G.18 999 B.17 339 In.1 133<br>5 Ha (stl) (12,3 × 6,1) (12,1 12,1 12,1 × 7,6) ER (12,1 × 7,6)<br>Der 1(50) 8(10) 8(5) | Oil 2SA 6Cy. 760 × 1550<br>9 600bhp (7 061kW) Sulzer<br>Soc. Espanola de Const. Nav. Bilbao<br>AuxB 100lbf/in² (6,9bar)<br>Gen 3 × 300kW 440V 60Hz a.c.<br>17kn |
| **7930228**<br>RT | **GULAMA**<br>**Government of The Republic of Sierra Leone (Port Authority)**<br>Freetown Sierra Leone | **494**<br>199<br>108 | **✠100A1**<br>ferry<br>protected waters service<br>**✠LMC**<br>EL (I) H 302,5/22,0U2<br>FN 726 | **1980**-5 Shikoku Dockyard Co. Ltd.—Takamatsu (810)<br>57,99 11,92 1,501<br>50,02 11,60 2,90<br>2 dks<br>rf nil<br>6BH WB116T | **TM RoRo Cargo/Ferry**<br>Deck Cargo 262dk P<br>Bow ramp Stern ramp | 2 Oil 4SA each 6Cy. 200 × 240 reverse reduction geared to sc. shafts<br>1 500bhp (1 103kW)<br>Yanmar Diesel Engine Co. Ltd. Amagasaki<br>Gen 2 × 75kW 1 × 15kW 225V 50Hz a.c.<br>Fuel 29,5t-5,5pd |
| **6503406**<br>UIIY<br>M-27000<br>Df Esd<br>Gc Rdr<br>RT | **GULBENE**<br>**U.S.S.R. -Estonian Shipping Co.**<br>Tallin U.S.S.R. | **3 236**<br>1 539<br>4 494 | RS | **1964** VEB Schiffswerft "Neptun"—Rostock<br>105,85 14,64 6,770<br>95,71 14,53 8,03<br>2 dks | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,7 15,3 14,4 ER 15,7<br>G.6 248 B.5 778<br>4 Ha (stl) (9,9 × 7,0) (10,3 10,3 × 8,9) ER (9,6 × 8,8)<br>8W Der 1(35) 4(5) 4(3) | Oil 2SA 6Cy. 570 × 800<br>3 250bhp (2 391kW) MAN<br>VEB Dieselmotorenwerk Rostock (DMR) Rostock<br>Gen 3 × 200kW 380V 50Hz a.c.<br>Fuel 552,5t (d.o.) 14kn |
| **6607006**<br>Rdr RT | **GULF ACE**<br>ex Delsan VII ex Fuji Maru-76<br>**Las Vivas Transport Inc.**<br>Manila Philippines | **872**<br>504<br>1 565 | | **1966** Imabari Zosen—Imabari (150)<br>63,94 9,63 4,801<br>57,99 9,61 5,11<br>1 dk<br>RW | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 817 | Oil 4SA 6Cy. 380 × 550<br>1 200bhp (883kW)<br>Makita Tekkosho Takamatsu<br>Gen 2 × 7,5kW d.c.<br>Fuel 64,0t (d.o.) 11,25kn |
| **5081750**<br>HO8623<br>8948-L<br>Esd Pfd<br>Rdr RT | **GULF ACE**<br>ex Al Madani-80 ex Toula-75<br>ex Nissos Sifnos-69 ex Crane-64<br>**Oceanic Management Inc.**<br>Panama Panama | **838**<br>341<br>1 097 | ✠Classed LR until 23/5/80 | **1937**-1 Ailsa SB. Co. Ltd.—Troon (423)<br>67,90 11,00 4,928<br>64,01 10,67 6,56<br>B 14,7 2 dks<br>R | **M General Cargo** CSD<br>G.2 591 B.2 444<br>6W Der 1(10) | Oil 2SA 5Cy. 340 × 570<br>625bhp (460kW) Polar<br>British Auxiliaries Ltd. Glasgow<br>Fuel 68,0t (d.o.) 9kn |
| **7404126**<br>WYT9<br>447<br>565279<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF ACE II**<br>**Gulf Fleet Western Inc.**<br>New Orleans, La United States of America | **166**<br>113<br>— | AB | **1975** Quality Equipment Inc.—Houma, La (125)<br>38,08 10,37 4,750<br>36,30 10,34 5,19<br>F 10,1 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. U.S.A.<br>Gen 2 × 99kW a.c.<br>Fuel 575,0t (d.o.) 13kn |
| **7201718**<br>WX9954<br>509580 | **GULF AIR**<br>**Gulf Air Inc.**<br>Cape Charles, Va United States of America | **121**<br>82<br>— | | **1967** Industrial Steel & Machine Works—Gulfport, Ms<br>*22,10* 7,01<br>3,56<br>1 dk | **M Fishing** | Oil<br>480bhp (353kW)<br>.............<br>Fuel (d.o.) |

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| **6407872**<br>WLDH<br>295249<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULF BANKER**<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America | T.Mk<br>**6 399**<br>3 441<br>—<br>**8 970**<br>5 491<br>11 549 | AB | **1964** Avondale Shipyards Inc.—Avondale, La (1005)<br>150,78 21,09 9,805<br>143,26 21,04 12,68<br>F 30,2 2 dks<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>5 Ho 21,3 18,2 17,6 17,3 19,5<br>B.16 084 In.481<br>5 Ha (stl) (9,6 × 5,4) (9,9 11,4 9,1 9,1 × 7,6)<br>Der 1(60) 4(15) 2(10) 8(5) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 086,0t (o.f.) 18kn |
| **7501118**<br>WYH6<br>510<br>571494<br>Df Esd<br>Gc Rdr<br>RT | **GULF BRENT**<br>**Marine Leasing Co.**<br>Gulf Fleet Marine Corp.<br>St. Louis, Mo United States of America | **191**<br>132<br>— | AB | **1976** Halter Marine Services, Inc.—New Orleans, La (538)<br>45,73 6,230<br>42,73 12,20 6,74<br>F 19,9 1 dk | **TM Tug**<br>Ice strengthened<br>Cr 1(7,5) | 2 Vee Oil 2SA each 20Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 886,0t (d.o.) 13kn |
| **7809118**<br>3FNE<br>9486-79<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF BRIDGE**<br>**Estrellado Maritimo Compania (Panama) S.A.**<br>Panama Panama | **3 719**<br>1 413<br>7 093 | NK | **1978** Nippon Kokan K.K.—Shimizu (374)<br>127,01(BB) 27,03 4,522<br>120,02 27,01 7,01<br>F 16,5 1 dk | **M RoRo Cargo**<br>Deck Cargo Vehicles<br>Stern ramp<br>B.2 321<br>1 Ha (stl) (6,7 × 8,5) ER<br>2W Der 1(25) | 2 Oil 4SA each 8Cy. 320 × 380 geared to sc. shaft<br>5 400bhp (3 972kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 616kW a.c.<br>12,5kn |
| **7511981**<br>571238<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF CAJUN**<br>**Marine Leasing Co.**<br>Gulf Fleet Marine Corp.<br>St. Louis, Mo United States of America | **192**<br>157<br>501 | AB | **1976** Quality Equipment Inc.—Houma, La (131)<br>39,17 10,98 4,674<br>37,44 10,37 5,21<br>F 12,5 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>E made74 reconditioned & fitted3/76<br>General Motors Corp. Electro-Motive Div. La Grange<br>Fuel (d.o.) 13kn |
| **5032618**<br>CYCM<br>194747<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/v | **GULF CANADA**<br>ex B A Peerless-69<br>**Gulf Canada Ltd.**<br>Toronto, Ont. Canada | **10 900**<br>7 029<br>15 672 | **✠100A1** SS 7/81<br>oil tanker<br>**✠LMC**<br>EL (it) 2$\tfrac{7}{16}$"SQ<br>FN 4992 | **1952**-10 Collingwood Shipyards —Collingwood, Ont. (148)<br>167,04 20,83 8,173<br>158,81 20,73 10,70<br>P 38,1 F 19,2 1 dk<br>RW shortened 59<br>14BH WB971t | **S Tanker**<br>4P<br>25 Ta ER<br>L.(oil) 20 331 | 3 S Turb dr geared to sc. shaft<br>5 175shp (3 807kW) Parsons<br>The John Inglis Co. Ltd. Toronto, Ont.<br>2 WTB 525lbf/in$^2$ (36,2bar) Spt 490lbf/in$^2$ (33,8bar)<br>✠ nwtdb 4/59 250lbf/in$^2$ (17,3bar) hs823,5<br>Gen 2 × 300kW 230V 60Hz a.c.<br>Fuel 5 192,0t (o.f.) 13kn |
| **7047461**<br>WYZ5<br>243<br>519204 | **GULF CHALLENGER**<br>ex Lead Horse-73<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **190**<br>129<br>— | | **1969** Burton Construction & SB. Corp. —Port Arthur, Tx (439)<br>3,995<br>36,94 9,73 4,37<br>1 dk | **M Supply Ship**<br>Deck Cargo | Oil<br>3 500bhp (2 574kW)<br>............. |
| **7043104**<br>WYC7<br>411<br>518864 | **GULF CHALLENGER**<br>ex Lady Ingeborg<br>**Gulf Challenger Inc.**<br>Mobile, Al United States of America | **131**<br>91<br>— | | **1969** Marine Builders Inc.—Mobile, Al<br>*22,86* 6,84<br>3,41 | **M Fishing** | Oil<br>320bhp (235kW)<br>.............<br>Fuel (d.o.) |
| **7511254**<br>566211 | **GULF COAST**<br>**Standard Products Co. Inc.**<br>Biloxi, Ms United States of America | **297**<br>202<br>— | | **1975** Slocum Iron Works—Mobile, Al (58)<br>*46,09* 10,01<br>9,71 3,66<br>1 dk | **TM Fishing** | 2 Vee Oil 2SA each 16Cy. 146 × 146<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Fuel (d.o.) |
| **7050523**<br>WY5000<br>516717 | **GULF COAST II**<br>**Gulf Venture II Inc.**<br>Houma, La United States of America | **170**<br>116<br>— | | **1968** Houma Fabricators—Houma, La<br>*26,22* 7,07<br>3,41<br>1 dk | **M Fishing** | Oil<br>540bhp (397kW)<br>.............<br>Fuel (d.o.) |
| **7502409**<br>WYH7<br>055<br>576980<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF COMMANDER**<br>**Marine Leasing Co.**<br>Gulf Fleet Marine Corp.<br>St. Louis, Mo United States of America | **174**<br>118<br>— | AB | **1976** Equitable Equipment Co.—New Orleans, La (1677)<br>45,57 12,65 6,128<br>41,92 12,20 7,32<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange |
| **8101771**<br>WUS6<br>332<br>633263<br>Df Gc<br>Pfd Rdr<br>RT | **GULF CONDOR**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **192**<br>130<br>— | AB | **1981** Quality Shipyards Inc.—Houma, La (166)<br>4,249<br>36,89 10,37 4,88<br>1 dk<br>BK 25 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12kn |
| **6903034**<br>H2AQ<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GULF COUNTESS**<br>ex Gabriela-81 ex Ariadne-80<br>ex Gabriela-79<br>**Gulf Maritime (Cyprus) Ltd.**<br>Limassol Cyprus | T.Mk<br>**415**<br>246<br>1 000 | GL | **1968** Schpsbw. & Rep. Gebr. Sander N.V. —Delfzijl (247)<br>56,01 10,09 3,909<br>50,45 10,00 7,98<br>2 dks | **M General Cargo**<br>Pallets<br>2 side door (s) Ice strengthened<br>1 Ho 33,9 ER<br>G.1 883 B.1 774<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 230 × 270<br>900bhp (662kW) NE 73<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 38kW 380V 50Hz a.c.<br>Fuel 61,0t (d.o.) 11kn |
| **8035362**<br>HO6504<br>9887-<br>PEXT<br>RT | **GULF DEACON**<br>ex New Park Sundrop-81<br>ex Capt. Kirk<br>**Estrellado Maritimo Compania (Panama) S.A.**<br>Panama Panama | **116**<br>79<br>— | | **1966** Service Machine & SB. Corp. —Amelia, La<br>19,44 6,71<br>2,90<br>1 dk | **M Tug** | Oil<br>U.S.A. |
| **8035350**<br>HO6503<br>9886-<br>PEXT<br>RT | **GULF DEALER**<br>ex New Park Sunflower-81<br>ex Miss Julie<br>**Gulf Fleet Equipment Co. Ltd.**<br>Panama Panama | **110**<br>75<br>— | | **1966** Service Machine & SB. Corp. —Amelia, La<br>*19,76* 6,74<br>2,87<br>1 dk | **M Tug** | Oil<br>U.S.A. |

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|---|---|---|---|---|---|---|
| **7513161**<br>WYU9<br>551<br>549105<br>RT | **GULF DREAMER**<br><br>**Israel G. Martinez**<br>Brownsville, Tx United States<br>of America | **108**<br>73<br>— | | **1973** Forcke Marine Service—Port<br>Mansfield, Tx<br>*20.06* 6,43<br>3,46<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>335bhp (246kW)<br>U.S.A. |
| **7626267**<br>WYH7<br>373<br>580561<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF DUKE**<br><br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States<br>of America | **178**<br>133<br>— | AB | **1977** Quality Equipment Inc.—Houma, La (137)<br>5,369<br>38,64 11,59 5,80<br>F 22,3 1 dk<br>BK 610 | **TM Tug**<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>Fuel (d.o.) 13kn |
| **5090878**<br>GCHU<br>301309<br>Df Esd<br>Gc Rdr<br>RTv | **GULF EAGLE**<br>ex Dixcove-79<br>**Gulf Shipping Lines Ltd.**<br>Gulfeast Ship Management Ltd.<br>Liverpool United Kingdom | T.Mk<br>**5 649**<br>3 077<br>9 754<br>**8 138**<br>4 642<br>10 111 | ✠**100A1** CS 8/77<br>DTsm & TwDsm—veg.<br>oil, latex or glycerine<br>✠**LMC**<br>EL ct 2⅛"SQ<br>FN 4036 | **1959**-6 Wm. Gray & Co. Ltd.—West<br>Hartlepool (1296)<br>140,21 18,98 8,129/8,300<br>131,07 18,90 11,89<br>P 13,5 F 14,1 2 dks, 3rd dk in way of<br>No. 4 hold<br>RW rf 102<br>6BH WB2273t | **M General Cargo**<br><br>4 Ho 17,1 21,1 9,1DT 9,1DT<br>8,3DT 8,3DT 23,6 18,1<br>G.17 444 B.15 942 In.31<br>5 Ha (stl) (9,6 11,4 10,6 × 6,7) ER<br>(11,4 9,1 × 6,7)<br>16W Der 2(20) 2(10) 2(7,5) 8(5) 2(3) | Oil 2SA 5Cy. 670 × 2320<br>5 500bhp (4 046kW) Doxford<br>Central Marine Eng. Wks West Hartlepool<br>2 AuxB (1 o.f. 1 ex.g) 120lbf/in$^2$ (8,3bar)<br>Gen 4 × 200kW 220V d.c.<br>Fuel 88,0t (hvf) 14kn |
| **7511979**<br>WYR2<br>952<br>570651<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF EAGLE**<br><br>**Marine Leasing Co.**<br>Gulf Fleet Marine Corp.<br>St. Louis, Mo United States<br>of America | **192**<br>157<br>533 | AB | **1976** Quality Equipment Inc.—Houma, La<br>(130)<br>39,17 10,98 4,801<br>35,84 10,37 5,19<br>F 12,5 1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>geared to sc. shafts<br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 99kW a.c.<br>13kn |
| **6501783**<br><br>395062<br>Rdr RT | **GULF EXPLORER**<br>ex Olovaha-82<br>ex Queen of the Isles-71<br>**Trans Tours Gray Line**<br>Whangarei New Zealand | **515**<br>214<br>— | ✠**100A1** SS 6/73<br>Tongan inter—island<br>service, with occasional<br>voyages to Suva—Fiji DB<br>tank f—oil FP above<br>65,5°C.<br>✠**LMC**<br>EL h<br>FN 557 | **1965**-4 Charles Hill & Sons Ltd.—Bristol<br>(448)<br>47,78 9,17 2,890<br>43,44 8,84 3,97<br>P & B 27,5 F 5,5 1 dk<br>rf 229 BK 76<br>NS 5BH WB54t | **TM Passenger/General Cargo/Ferry**<br><br>300P<br>1 Ho 13,0<br>B.252<br>1 Ha (5,4 × 3,6)<br>1W Der 1(3) | 2 Oil 4SA each 6Cy. 203 × 273 sr reverse<br>geared to sc. shafts<br>Ruston & Hornsby Ltd. Lincoln<br>Fuel 16,5t 13kn |
| | | | **DAMAGED BY STRANDING AND SUBSEQUENTLY REFLOATED 7/77 — CLASS SUSPENDED** | | | |
| **5204285**<br>HP2152<br>2171-71<br>Df Esd<br>RT | **GULF EXPLORER**<br>ex Lauwers-71<br>**Mohamed Ali Saadi Al Rais**<br>Panama Panama | **487**<br>264<br>660 | ✠**100A1** SS 11/75<br>✠**LMC**<br>EL g ptSQ<br>FN 557 | **1953**-9 N.V. Schpsw. "Foxhol"—Foxhol<br>(93)<br>51,19 8,36 3,461<br>47,10 8,31 3,51<br>P 13,2 RQD 17,7 F 7,1 1 dk<br>RW<br>3BH WB195t | **M General Cargo**<br><br>1 Ho ER<br>G.644 B.609<br>2W Der 2(3) | Oil 4SA 7Cy. 290 × 450<br>400bhp (294kW)<br>Appingedammer Brons Appingedam<br>Fuel 30,5t 9kn |
| | | | **LAID UP — SURVEYS OVERDUE 11/79** | | | |
| **7207217**<br>VLGE<br>344009<br>Esd Rdr<br>RTv | **GULF EXPLORER**<br>Launched as Latrobe<br>**Howard Smith Industries Pty.**<br>**Ltd. & McIlwraith**<br>**McEachern Ltd.**<br>*Melbourne,* Australia<br>*Victoria* | **159**<br>2<br>143 | ✠**100A1** SS 11/80<br>tug<br>✠**LMC**<br>EL (b) ⅞"U1<br>FN 276 | **1972**-6 Carrington Slipways Pty. Ltd.<br>—Newcastle, N.S.W. (75)<br>25,81 8,11 3,810<br>23,25 7,78 4,07<br>1 dk<br>BK 25<br>3BH WB49t | **M Tug** | 2 Oil 4SA each 8Cy. 222 × 292 geared to<br>sc. shaft<br>Lister Blackstone Mirrlees Marine Ltd.<br>Dursley<br>Gen 2 × 40kW 415V 50Hz a.c.<br>Fuel 44,0t 11kn |
| **7507368**<br>WQZ3<br>872<br>575314<br>Esd Gc<br>Rdr RT | **GULF EXPRESS**<br><br>**Marine Promoters Inc.**<br>New Orleans, La United States<br>of America | **166**<br>113<br>— | AB | **1976** Bobben Fabricators Inc.—Harvey, La<br>(4)<br>30,23 3,763<br>29,27 8,84 4,42<br>1 dk<br>BK 610 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW a.c.<br>12kn |
| **5073480**<br>GWDN<br>187724<br>Df Esd<br>Gc Rdr<br>RTv | **GULF FALCON**<br>ex City of Auckland-78<br>**Gulf Shipping Lines Ltd.**<br>Gulfeast Ship Management Ltd.<br>London United Kingdom | **8 181**<br>4 359<br>10 511 | ✠**100A1** CS 5/81<br>DTsf&a—oil FP above<br>65.5°C. or vegetable oil<br>or latex<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL ft 2¼"SQ<br>FN 4740 | **1958**-2 Vickers-Armstrongs (S.B.) Ltd.<br>—Newcastle (146)<br>154,59 20,43 8,541<br>143,26 20,27 12,81<br>P 10,4 F 11,6 1 dk & S dk, 3rd dk clear<br>of mchy. space<br>RW rf 152 DK fwd<br>Coll BH to S dk 8 to 2nd dk WB273t incl.<br>Tunnel tanks 330t DTa840t DTf950t | **M General Cargo** OSD<br>Ref 4P<br>5 Ho 15,7 14,1 29,7 12,9 22,1<br>G.16 143 B.15 063 In.2 459<br>5 Ha (stl) (6,8 × 5,4) (15,2 14,9 12,9<br>9,1 × 7,0)<br>16W Der 1(20) 2(12) 6(10) 4(7) 4(5) | Oil 2SA 6Cy. 750 × 2500<br>8 000bhp (5 884kW) Doxford<br>Vickers-Armstrongs (Eng.) Ltd. Barrow<br>3 AuxB (2 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 1 × 320kW 3 × 240kW 220V d.c.<br>Fuel 1 890,0t (hvf) 16kn |
| **7717676**<br>WYB6<br>222<br>590099<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FALCON**<br><br>**Offshore Equipment Co.**<br>New Orleans, La United States<br>of America | **177**<br>120<br>— | AB | **1978** Quality Equipment Inc.—Houma, La<br>(144)<br>4,299<br>35,23 9,77 4,91<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br><br>General Motors Corp. Electro-Motive<br>Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| **5424108**<br>WLDN<br>294625<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULF FARMER**<br><br>**Lykes Bros. Steamship Co. Inc.**<br>Galveston, Tx United States<br>of America | T.Mk<br>**6 399**<br>3 441<br>—<br>**8 970**<br>5 491<br>11 549 | AB | **1964** Avondale Shipyards Inc.—Avondale,<br>La (1004)<br>150,78 21,09 —/9,173<br>143,26 21,04 12,68<br>F 30,2 2 dks<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>5 Ho 21,3 18,2 17,6 17,3 19,5<br>B.16 084 In.481<br>5 Ha (stl) (9,6 × 5,4) (9,9 11,4 9,1<br>9,1 × 7,6)<br>Der 1(66) 4(15) 2(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 086,0t (o.f.) 18kn |
| **7120196**<br>HO4361<br>8146-77<br>RT | **GULF FLEET No. 1**<br><br>**Gulf Fleet International Inc.**<br>Panama Panama | **210**<br>143<br>— | | **1971** Halter Marine Fabricators, Inc.—Moss<br>Point, Ms (308)<br>11,59 3,379<br>47,30 11,54 3,97<br>F - 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil<br>1 700bhp (1 250kW)<br>..............<br>Fuel (d.o.) |

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|---|---|---|---|---|---|---|
| **7212470**<br>HP3569<br>3570<br>-73A<br>Esd Rdr<br>RT | **GULF FLEET No. 3**<br>**Gulf International Marine Corp.**<br>Panama Panama | **196**<br>133<br>— | AB | **1972** American Marine Corp.—New Orleans, La (1084)<br>3,366<br>50,70 11,59 3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 240 × 260<br>1 980bhp (1 456kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 75kW<br>Fuel 231,5t (d.o.) |
| **7212482**<br>HO6557<br>9921-<br>PEXT<br>Esd Rdr<br>RT | **GULF FLEET No. 4**<br>**Gulf Fleet Supply Vessels Inc.**<br>Panama Panama | **198**<br>133<br>— | AB | **1972** American Marine Corp.—New Orleans, La (1085)<br>3,366<br>50,70 11,59 3,97<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 240 × 260<br>1 980bhp (1 456kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 75kW<br>Fuel 231,5t (d.o.) |
| **7237420**<br>HO9399<br>4628-74<br>Esd Pfd<br>Rdr RT | **GULF FLEET No. 5**<br>**Gulf Fleet International Inc.**<br>Panama Panama | **198**<br>134<br>— | AB | **1972** Halter Marine Services, Inc.—Lockport, La (304)<br>3,645<br>50,47 11,59 4,27<br>F 14,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 240 × 260<br>1 930bhp (1 420kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 2 × 75kW<br>Fuel 249,0t (d.o.) |
| **7237432**<br>HO7927<br>3611<br>-73A<br>Esd Gc<br>Pfd RT | **GULF FLEET No. 6**<br>**Gulf International Marine Corp.**<br>Panama Panama | **190**<br>129<br>— | AB | **1972** Halter Marine Services, Inc.—Lockport, La (305)<br>3,649<br>50,47 11,59 4,27<br>F 14,1 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 240 × 581 reverse reduction geared to sc. shafts<br>1 110bhp (816kW)<br>Stork-Werkspoor Diesel B.V. Netherlands<br>Gen 7 × 75kW |
| **7237444**<br>HP3037<br>7277-76<br>Df Esd<br>Rdr RT | **GULF FLEET No. 7**<br>**Offshore Fleet International Inc.**<br>Panama Panama | **186**<br>126<br>— | AB | **1972** Zigler Shipyards Inc.—Jennings, La (227)<br>3,633<br>49,10 11,59 4,27<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 8Cy. 240 × 260<br>.............<br>Gen 2 × 75kW<br>Fuel 206,5t (d.o.) |
| **7326283**<br>WYT8<br>709<br>557114<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 8**<br>ex Gulf Fleet No. 9-74<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **186**<br>126<br>— | AB | **1974** Quality Equipment Inc.—Houma, La (118)<br>56,34 11,59 3,937<br>50,93 11,56 4,58<br>F 15,3 1 dk<br>rf 533 | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Fuel 267,0t (d.o.) 13,5kn |
| **7390791**<br>WYT8<br>528<br>554913<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 10**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **187**<br>127<br>— | AB | **1974** Halter Marine Services, Inc.—Lockport, La (396)<br>3,645<br>50,45 11,59 4,27<br>F 15,0 1 dk<br>rf 610 | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>3 200bhp (2 354kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW 440V 60Hz a.c.<br>Fuel 139,0t (d.o.) 12kn |
| **7423495**<br>WYN6<br>094<br>566650<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 12**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **198**<br>135<br>— | AB | **1975** Quality Equipment Inc.—Houma, La (127)<br>56,37 12,20 4,168<br>50,86 12,15 4,88<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Fuel 328,0t (d.o.) 13kn |
| **7434042**<br>WYH6<br>526<br>569752<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 14**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **198**<br>135<br>1 163 | AB | **1975** Quality Equipment Inc.—Houma, La (129)<br>56,37 12,20 4,168<br>50,86 12,15 4,88<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **7423500**<br>WYH6<br>257<br>569216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 15**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **198**<br>135<br>— | AB | **1975** Quality Equipment Inc.—Houma, La (128)<br>56,37 12,20 4,192<br>50,86 12,15 4,88<br>F 15,0 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Fuel 569,0t (d.o.) 13kn |
| **7533549**<br>HO7747<br>7936-77<br>Df Esd<br>Gc Rdr<br>RT | **GULF FLEET No. 16**<br>**Gulf Fleet International Inc.**<br>Panama Panama | **185**<br>34<br>— | AB | **1976** Korea SB. & Eng. Corp.—Busan (SNA208)<br>56,42 4,198<br>53,60 12,21 4,91<br>F 14,7 1 dk<br>rf 51 | **M Tug/Supply Ship**<br>Deck Cargo<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shaft<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>14kn |
| **7626255**<br>WYH7<br>226<br>578912<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 18**<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | **192**<br>130<br>700 | AB | **1977** Quality Equipment Inc.—Houma, La (136)<br>56,37 3,874<br>51,72 11,59 4,91<br>F 13,8 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 485,5t (d.o.) 12kn |
| **7626281**<br>HO6198<br>1054<br>0-80<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 19**<br>**Gulf Fleet International Inc.**<br>Panama Panama | **291**<br>198<br>700 | AB | **1977** Quality Equipment Inc.—Houma, La (139)<br>56,37 3,874<br>51,72 11,59 4,91<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12kn |

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| 7717078<br>WYH7<br>871<br>584678<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 20**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | 250<br>170<br>450 | **1977** Quality Equipment Inc.—Houma, La (140)<br>AB 3,652<br>54,87 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>4 300bhp (3 163kW) E made57 reconditioned & fitted7/77<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>14kn |
| 7717080<br>WYH7<br>526<br>586435<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 21**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | 294<br>200<br>450 | **1977** Quality Equipment Inc.—Houma, La (141)<br>AB 3,645<br>51,85 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>2 800bhp (2 060kW) E made68 reconditioned & fitted9/77<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7717119<br>WYB6<br>501<br>593469<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 22**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | 290<br>197<br>— | **1978** St. Louis Ship Division of Pott Industries Inc.—St. Louis, Mo (3927)<br>AB 57,92 4,185<br>50,91 12,20 4,91<br>F 15,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| 7717121<br>WYB6<br>797<br>596884<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 23**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | 290<br>197<br>— | **1978** St. Louis Ship Division of Pott Industries Inc.—St. Louis, Mo (3928)<br>AB 57,92 4,185<br>50,91 12,20 4,91<br>F 15,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| 7505956<br>WYH7<br>481<br>582151<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 24**<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | 173<br>117<br>1 000 | **1977** Halter Marine Services, Inc. —Lockport, La (546)<br>AB 53,65 11,89 3,633<br>50,75 11,60 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>12kn |
| 7716830<br>WYH7<br>853<br>584442<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 25**<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | 174<br>118<br>1 000 | **1977** Halter Marine Services, Inc. —Lockport, La (620)<br>AB 53,65 11,89 3,658<br>50,75 11,60 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7608916<br>WYH7<br>168<br>578027<br>Rdr RT | **GULF FLEET No. 26**<br>ex Kiska-77<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | 199<br>135<br>1 092 | **1976** Quality Equipment Inc.—Houma, La (134)<br>AB 56,39 12,50 4,185<br>50,86 12,20 4,91<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 8Cy. 250 × 300 geared to sc. shafts<br>3 520bhp (2 589kW)<br>A/B Bofors Nohab Trollhattan<br>Gen 2 × 99kW a.c.<br>13kn |
| 7505932<br>WYH7<br>316<br>579966<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 27**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | 172<br>117<br>1 000 | **1977** Halter Marine Services, Inc. —Lockport, La (544)<br>AB 53,65 11,89 3,649<br>50,45 11,60 4,27<br>F 15,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>12kn |
| 7729540<br>WBY6<br>515<br>593596<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 29**<br>**Gulf Fleet Marine Corp.**<br>New Orleans, La United States of America | 293<br>199<br>750 | **1978** Quality Equipment Inc.—Houma, La (146)<br>AB 54,87 3,645<br>51,85 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made77 reconditioned & fitted6/78<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7729552<br>WYB6<br>662<br>595448<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 31**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | 293<br>199<br>750 | **1978** Quality Equipment Inc.—Houma, La (147)<br>AB 54,87 3,645<br>51,85 11,60 4,27<br>F 14,7 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 000bhp (2 207kW) E made57 reconditioned & fitted7/78<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| 7826958<br>WYB6<br>995<br>599461<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 32**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | 282<br>191<br>1 000 | **1978** St. Louis Ship Division of Pott Industries Inc.—St. Louis, Mo (4085)<br>AB ... ...<br>51,82 11,59 4,27<br>F 4,3 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>E made55 reconditioned & fitted78<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c. .<br>12kn |

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| **7826960**<br>WYB7<br>145<br>601285<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 33**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | **282**<br>191<br>1 000 | AB | **1979** St. Louis Ship Division of Pott Industries Inc.—St. Louis, Mo (4086)<br>... ... ...<br>51,82 11,59 4,27<br>F 14,7 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts E made55 reconditioned & fitted79<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| **7819711**<br>WYB7<br>303<br>603623<br>Esd Gc<br>Rdr RTv | **GULF FLEET No. 34**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | **285**<br>194<br>900 | AB | **1979** Quality Equipment Inc.—Houma, La (152)<br>3,658<br>54,87 11,59 4,27<br>F 16,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 230 × 254 geared to sc. shafts<br>3 000bhp (2 207kW)<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7819747**<br>WQZ3<br>800<br>610413<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 35**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | **289**<br>196<br>1 000 | AB | **1979** Quality Equipment Inc.—Houma, La (155)<br>53,37<br>51,41 12,20 4,27<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 215 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7914597**<br>WQZ4<br>519<br>613096<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 36**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **289**<br>196<br>1 200 | AB | **1979** Quality Equipment Inc.—Houma, La (156)<br>53,37<br>51,41 12,20 4,12<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 215 × 254<br>General Motors Corp. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **7908249**<br>615491<br>Df Esd<br>Gc Rdr | **GULF FLEET No. 37**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **498**<br>338<br>1 200 | AB | **1979** Quality Equipment Inc.—Houma, La (157)<br>56,70<br>55,58 12,82 5,34<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd |
| **7908251**<br>WD6175<br>617502 | **GULF FLEET No. 38**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **498**<br>338<br>1 200 | AB | **1980** Quality Equipment Inc.—Houma, La (158)<br>56,90<br>55,58 12,82 4,27<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 108 × 127 reverse reduction geared to sc. shafts<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **7923457**<br>WD6200<br>620080<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 39**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **289**<br>196<br>1 200 | AB | **1980** Quality Equipment Inc.—Houma, La (159)<br>3,664<br>53,35 12,20 4,27<br>F 15,6 1 dk | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| **7923469**<br>KUS6228<br>622836<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 40**<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **315**<br>214<br>1 200 | AB | **1980** Quality Equipment Inc.—Houma, La (160)<br>3,683<br>53,35 12,20 4,27<br>1 dk | **TM Tug/Supply Ship**<br>Deck Cargo Anchor-handling Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>13kn |
| **8017437**<br>KUS6246<br>624695<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 41**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **289**<br>196<br>1 200 | AB | **1980** Quality Equipment Inc.—Houma, La (161)<br>3,683<br>53,35 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted80<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd |
| **8017449**<br>KUS6261<br>626164<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 42**<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **289**<br>196<br>1 200 | AB | **1980** Quality Equipment Inc.—Houma, La (162)<br>3,664<br>53,35 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted80<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8017451**<br>KUS6282<br>628254<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 43**<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **289**<br>196<br>1 200 | AB | **1981** Quality Shipyards Inc.—Houma, La (163)<br>3,664<br>53,35 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted80<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8017463**<br>KUS6299<br>629934<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 44**<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **289**<br>196<br>1 200 | AB | **1980** Quality Shipyards Inc.—Houma, La (164)<br>3,664<br>53,35 12,20 4,27<br>F 15,6 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted80<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |

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| **8019813**<br>KUS6316<br>631604<br>Df Gc<br>Pfd Rdr<br>RT | **GULF FLEET No. 45**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **315**<br>214<br>1 200 | AB | 53,37 3,664<br>51,77 12,20 4,27<br>1 dk | **1981** Quality Shipyards Inc.—Houma, La<br>(165) | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shaft<br>3 900bhp (2 869kW) E made—reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8107995**<br>KUS6434<br>643494<br>Esd Pfd<br>Rdr RT | **GULF FLEET No. 46**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **300**<br>203<br>1 200 | AB | 53,37 3,663<br>51,72 12,20 4,27<br>F 15,6 1 dk | **1981** Quality Shipyards Inc.—Houma, La<br>(172) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted81<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8108004**<br>KUS6447<br>644755<br>Esd Pfd<br>Rdr RT | **GULF FLEET No. 47**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **300**<br>203<br>1 200 | AB | 53,37 3,672<br>51,72 12,20 4,27<br>F 15,6 1 dk | **1982** Quality Shipyards Inc.—Houma, La<br>(173) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 216 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8115875**<br>WRA5<br>157<br>642578<br>Df Esd<br>Gc Rdr<br>RTm/v | **GULF FLEET No. 48**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **469**<br>319<br>1 023 | AB | 56,42 3,658<br>48,77 12,20 4,27<br>F 19,2 1 dk<br>rf 457 | **1981** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms<br>(83) | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>Fuel 306,5t (d.o.)-9,5pd 12kn |
| **8115887**<br>KUS6441<br>644168<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 49**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **470**<br>319<br>1 200 | AB | 56,42 3,671<br>53,07 12,20 4,27<br>F 19,2 1 dk<br>rf 457 | **1981** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms<br>(84) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts.<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>12kn |
| **8115899**<br>KUS6456<br>645690<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 50**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **277**<br>188<br>1 200 | AB | 56,42 3,660<br>53,07 12,20 4,27<br>F 19,2 1 dk<br>rf 457 | **1982** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms<br>(85) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts.<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 306,5t (d.o.)-9,5pd 11kn |
| **8115904**<br>KUS6473<br>647339<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF FLEET No. 51**<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **277**<br>188<br>1 200 | AB | 56,42 3,660<br>53,07 12,20 4,27<br>F 19,2 1 dk<br>rf 457 | **1982** Hudship (Hudson Shipbuilders Inc.)—Pascagoula, Ms<br>(86) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW a.c.<br>12kn |
| **8108016**<br>KUS6459<br>645930<br>Esd Pfd<br>Rdr RT | **GULF FLEET No. 52**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **287**<br>195<br>1 200 | AB | 53,37 3,663<br>51,72 12,20 4,27<br>F 15,6 1 dk | **1982** Quality Shipyards Inc.—Houma, La<br>(174) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 900bhp (2 869kW) E made—reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>Thw. thrust propeller fwd<br>12kn |
| **8108028**<br>KUS6467<br>646747<br>Esd Pfd<br>Rdr RT | **GULF FLEET No. 53**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **287**<br>197<br>1 200 | AB | 53,37<br>51,72 12,20 4,27<br>F 15,6 1 dk | **1982** Quality Shipyards Inc.—Houma, La<br>(175) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>3 180bhp (2 339kW) E made—reconditioned & fitted82<br>General Motors Corp. Electro-Motive Div. La Grange<br>Thw. thrust propeller fwd<br>12kn |
| **8121824**<br>KUS6483<br>648340 | **GULF FLEET No. 54**<br>**Gulf Fleet Supply Vessels Inc.**<br>New Orleans, La United States of America | **496**<br>337<br>1 200 | AB (Class cont.) | ... ...<br>55,73 12,82 5,34<br>1 dk | **1982** Quality Shipyards Inc.—Houma, La<br>(176) | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>5 700bhp (4 193kW)<br>General Motors Corp. Electro-Motive Div. La Grange |
| **8212491**<br>KUS6483<br>648340 | **GULF FLEET No. 56**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | **269**<br>183<br>1 200 | AB (Class cont.) | ... ... ...<br>56,49 12,20 4,27<br>1 dk | **1982** Moss Point Marine Inc.—Escatawpa, Ms<br>(029) | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil<br>U.S.A. |
| **8212506**<br>WUS6<br>492<br>649256 | **GULF FLEET No. 57**<br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | **269**<br>183<br>1 200 | AB (Class cont.) | ... ... ...<br>56,52 12,20 4,27<br>1 dk | **1982** Moss Point Marine Inc.—Escatawpa, Ms<br>(030) | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil<br>U.S.A. |

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| **5059800**<br>VYDN<br>143165<br>Rdr<br>RTm/h/v | **GULF FREDA**<br>ex Polaris-68<br>ex Canadian National No. 2-65<br>ex St. Catherine<br>**Gulf of Georgia Towing Co. Ltd.**<br>Vancouver, B.C. Canada | **508**<br>191<br>— | <br><br>✠Classed LR until 12/33 | **1919**-5 Livingstone & Cooper Ltd.—Hessle (186)<br>43,74 8,84 4,268<br>8,79<br>F 9,8<br>R rf 152 | **M Tug**<br>Mchy.aft | 4 Oil 4SA each 10Cy. 159 × 203 geared to sc. shaft<br>NE 65<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW 120V d.c.<br>Fuel 258,0t (d.o.) 12kn |
| **5076951**<br>SV5636<br>7439<br>Df Gc<br>Rdr RTm | **GULF FRIO**<br>ex Porto Pylos-81 ex Porto Frio-80<br>ex Transfrio-78 ex Colares-66<br>**Olympia Maritime Co.**<br>Apollon Shipping Co. Ltd.<br>Piraeus Greece | **1 271**<br>583<br>1 376 | **✠100A1**<br><br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL r<br>FN 1081 | **1948**-12 St. Lawrence Metal & Marine Works Inc.—Quebec, P.Q. (75)<br>73,67 10,70 3,963<br>67,04 10,62 5,49<br>P 4,9 B 15,9 F 9,2 1 dk<br>RW rf 76<br>5BH WB354T incl. Tunnel Tank 14T | **M General Cargo**<br>Ref. 2P<br>3 Ho 12,6 16,4 19,5<br>G.156 In.1 799<br>3 Ha (5,4 8,5 6,7 × 3,6)<br>Der 1(12) 6(3) | Oil 2SA 6Cy. 405 × 510<br>1 200bhp (883kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 75kW 125/250V d.c.<br>Fuel 60,0t (d.o.) 12kn |
| **7414743**<br>VOPL<br>370929<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF GATINEAU**<br><br>**Gulf Canada Ltd.**<br>Toronto, Ont. Canada | **5 924**<br>4 176<br>8 703 | **✠100A1** SS 10/79<br>oil tanker (cc)<br>Ice Class 1<br>**✠LMC**<br>EL X 2"U2<br>FN 3272 | **1976**-7 Marine Industries Ltd.—Sorel, P.Q. (434)<br>131,93 18,65 6,839<br>121,93 18,29 8,54<br>P 28,1 F 13,2 1 dk<br>rf nil<br>10BH WB170t | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 027 | Oil 4SA 8Cy. 400 × 540 sr geared to sc. shaft<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB 17,5kgf/cm$^2$ (17,2bar) hs141,3<br>Gen 3 × 350kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller<br>Fuel 77,0t (d.o.) 559,0t (hvf)-21,0pd 13,5kn |
| **6701668**<br>VC6136<br>328769<br>Esd Pfd<br>Rdr RTh | **GULF GEORGETOWN**<br><br>**Riverport Seafoods Ltd.**<br>Charlottetown, Canada<br>P.E.I. | **518**<br>249<br>122 | <br><br>✠Classed LR until 6/69 | **1967**-12 Bathurst Marine Ltd.—Georgetown, P.E.I. (16)<br>39,32 8,56<br>33,23 8,54 6,56<br>F 13,8 1 dk<br>rf 610 BK 152 | **M Fishing**<br>Stern Trawler<br>2 Ho 15,0 7,7 ER<br>1 Ha (alu) (2,7 × 1,8) ER | Oil 4SA 8Cy. 250 × 300<br>1 040bhp (765kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 67,0t (d.o.) 12kn |
| **6616435**<br>VXSG<br>328753<br>Esd Pfd<br>Rdr RTh | **GULF GERD**<br><br>**Burgeo Fish Industries Ltd.**<br>The Lake Group Ltd.<br>St. John's, Nfl. Canada | **520**<br>269<br>193 | <br><br>✠Classed LR until 6/69 | **1967**-8 Bathurst Marine Ltd.—Georgetown, P.E.I. (15)<br>39,32 8,56<br>33,23 8,54 6,56<br>F 16,5 2 dks<br>rf 610 BK 102 | **M Fishing**<br>Stern Trawler<br>2 Ho 15,7 8,3 ER<br>1 Ha (stl) (2,8 × 1,8) ER<br>Der 1(3) | Oil 4SA 6Cy. 250 × 300<br>780bhp (574kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 71,0t (d.o.) 11,5kn |
| **7925522**<br>ELCM5<br>7312<br>Df Esd<br>Gc Rdr<br>RT | **GULF GRAIN**<br><br>**Medway Maritime Inc.**<br>Monrovia Liberia | **36 445**<br>27 983<br>75 000 | <br><br>AB (Class cont.) | **1982** Verolme Est. Reunidos do Brasil S.A. —Jacuacanga (B68)<br>241,89 32,26 13,575<br>233,79 32,21 18,72<br>1 dk | **M Bulk Carrier**<br>7 Ho ER<br>G.88 058<br>7 Ha (stl) ER | Oil 2SA 8Cy. 700 × 1500<br>17 400bhp (12 799kW) MAN<br>Mecanica Pesada S.A. Brazil |
| **6602745**<br>VC5453<br>326858<br>Esd Pfd<br>Rdr RT | **GULF GRENADIER**<br><br>**Breton Trawlers Ltd.**<br>Charlottetown, Canada<br>P.E.I. | **513**<br>244<br>— | <br><br>✠Classed LR until 6/69 | **1966**-5 Bathurst Marine Ltd.—Georgetown, P.E.I. (12)<br>39,32 8,56<br>33,23 8,54 6,56<br>F 16,5 2 dks<br>rf 610 BK 102 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300 sr geared to sc. shaft<br>780bhp (574kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 40kW 220V 60Hz a.c.<br>Controllable pitch propeller |
| **6604042**<br>VGQM<br>327496<br>Esd Pfd<br>Rdr RT | **GULF GUNN**<br><br>**Breton Trawlers Ltd.**<br>Charlottetown, Canada<br>P.E.I. | **504**<br>244<br>— | <br><br>✠Classed LR until 6/69 | **1966**-8 Bathurst Marine Ltd.—Georgetown, P.E.I. (14)<br>39,32 8,56<br>33,23 8,54 6,56<br>F 16,5 2 dks<br>rf 610 | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 6Cy. 250 × 300<br>780bhp (574kW) Normo<br>A/S Bergens M/V Bergen<br>Gen 2 × 40kW 110/220V 60Hz a.c.<br>Controllable pitch propeller 11kn |
| **7647833**<br>WYB7<br>243<br>579064 | **GULF GYPSY**<br><br>**Western Continental Fish Inc.**<br>Astoria, Or United States of America | **114**<br>78<br>— | | **1976** Marine Builders Inc.—Mobile, Al<br>*21,07* 6,10<br>3,56<br>1dk | **M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A.<br>Fuel (d.o.) |
| **6612348**<br>GRDH<br>307653<br>Df Esd<br>Gc Rdr | **GULF HAWK**<br>ex Nairnbank-79<br>**Gulf (Shipowners) Ltd.**<br>Gulfeast Ship Management Ltd.<br>Glasgow United Kingdom | T.Mk<br>**7 604**<br>4 226<br>13 381<br>**10 363**<br>6 014<br>16 163 | **✠100A1** SS 6/78<br><br>**✠LMC**<br>EL ft 2$\frac{1}{4}$"SQ<br>FN 4794 | **1966**-7 Harland and Wolff Ltd.—Belfast (1665)<br>156,45 20,63 8,446/9,513<br>144,79 20,58 12,53<br>F 13,5 2 dks<br>RW rf 152<br>7BH WB4048t incl. DTmf1668t Tunnel tanks 342t | **M General Cargo**<br>5 Ho 21,9 24,3 15,2 9,9DT 22,1 20,2<br>G.22 304 B.20 502<br>5 Ha (stl) (10,2 13,7 15,2 10,6 9,1 × 7,9)<br>16W Der 1(50) 6(10) 10(6) | Oil 2SA 6Cy. 620 × 1400 exhaust470<br>7 000bhp (5 149kW) B&W<br>Harland and Wolff Ltd. Belfast<br>2 WTAuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 245kW 220V d.c.<br>Fuel 1 685,5t (hvf) 14,5kn |
| **7717688**<br>WYB6<br>367<br>592063<br>Esd Gc<br>Pfd Rdr<br>RT | **GULF HAWK**<br><br>**Offshore Equipment Co.**<br>New Orleans, La United States of America | **177**<br>120<br>— | <br><br>AB | **1978** Quality Equipment Inc.—Houma, La (145)<br>... ... ...<br>35,23 9,77 4,91<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW a.c.<br>12kn |
| **7417094**<br>WYT6<br>963<br>557844<br>Esd RT | **GULF HAZE II**<br><br>**Trawler Gulf Wave Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (176)<br>22,86 2,744<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5075098**<br>GFLH<br>301401<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GULF HERON**<br>ex Clan Macindoe-79<br>**Gulf Shipping Lines Ltd.**<br>Gulfeast Ship Management Ltd.<br>Glasgow United Kingdom | T.Mk<br>**6 957**<br>3 557<br>—<br>**8 991**<br>4 887<br>12 265 | **✠100A1** CS 12/77<br>DTsf—vegetable oil<br>**✠LMC**<br>EL dt 2$\frac{3}{16}$"SQ<br>FN 4236 | **1959**-11 John Brown & Co. (Clydebank) Ltd.—Clydebank (712)<br>150,58 18,83 —/8,859<br>138,69 18,75 11,79<br>P 10,4 F 20,5 2 dks, 3rd dk except in No. 5 hold<br>RW rf 102 DK fwd<br>Coll BH to U dk 6 to 2nd dk WB2098t incl. Tunnel tanks 189t DTsf688t | **M General Cargo**<br>5 Ho 12,1 18,7 23,3 29,0 ER 20,2<br>G.18 321 B.16 611<br>1 Ha (stl) (6,0 × 5,4) 4 Ha (w) (8,3 14,6 15,3 × 6,4) ER (8,0 × 6,4)<br>18W Der 2(80) 4(15) 2(10) 2(7) 10(5) | Oil 2SA 5Cy. 670 × 2320<br>5 400bhp (3 972kW) Doxford<br>John Brown & Co. (Clydebank) Ltd. Clydebank<br>AuxB 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 185kW 220V d.c.<br>Fuel 1 210,0t (hvf) 15kn |

**DELAYED IN SHATT—AL—ARAB**

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| **8008943**<br>619983<br>Rdr RT | **GULF ISLAND**<br>**Standard Products Co. Inc.**<br>Biloxi, Ms United States of America | **526**<br>358<br>— | | **1980** Quality Shipbuilders Inc.—Moss Point, Ms<br>53,37 3,048<br>51,85 10,67 3,54<br>1 dk | **TM Fishing**<br>Mchy.aft | 2 Vee Oil 4SA each 16Cy. 159 × 203 geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5428568**<br>VGCK<br>313942<br>Df Esd<br>Gc Rdr<br>RTm | **GULF KANAYAK**<br>ex Sunshine Coast Queen-82<br>ex Pere Nouvel-67<br>ex Jack Dalton-62<br>ex Vacationland-60<br>**Gulf Canada Resources Inc.**<br>Canada | **5 010**<br>2 742<br>— | **100A1** CS 1/76<br>Howe Sound service between Langdale & Horseshoe Bay<br>Ice Class 2<br>**LMC**<br>EL (bt) 1$\frac{7}{8}$"SQ<br>FN 3032<br>**LAID UP — SURVEYS OVERDUE 1/80** | **1952** Great Lakes Eng. Works—River Rouge, Mi (296)<br>119,26 23,37 5,360<br>22,41 7,73<br>1 dk & shade dk<br>RW rf 457 len 70<br>7BH WB1845t incl. DTsa450t | **TM RoRo Cargo/Ferry**<br>340P<br>Bow & stern doors | 4 Oil 2SA each 8Cy. 546 × 787 with magnetic couplings<br>10 232bhp (7 526kW)<br>Nordberg Manufacturing Corp. St. Louis, Mo<br>2 wtdb 250lbf/in$^2$ (17,3bar)<br>Gen 3 × 385kW 230V a.c.<br>2 propellers aft, 2 fwd<br>Fuel 609,5t (d.o.) |
| **5073911**<br>Df Esd<br>Gc Rdr<br>RTm/h | **GULF KELOGAK**<br>ex Alaska-82<br>ex City of New Orleans-64<br>**Canarctic Ventures Ltd.**<br>Canada | **5 593**<br>3 103<br>6 275 | AB | **1959** Kure Zosensho—Kure (42)<br>157,89 21,37 5,592<br>148,60 21,34 7,78<br>1 dk<br>RW | **TS RoRo Cargo**<br>Rail Vehicles 12P<br>Bow door/ramp<br>Mchy.aft | 2 S Turb dr geared<br>8 800shp (6 473kW)<br>General Electric Co. Lynn, Ma<br>Gen 2 × 485kW 440V 60Hz a.c.<br>Fuel 1 260,0t (o.f.) 16,5kn |
| **6717849**<br>GXTH<br>334651<br>Df Esd<br>Gc Rdr<br>RT | **GULF KESTREL**<br>ex Dunster Grange-82<br>ex Clyde Bridge-77<br>ex Clydesdale-69<br>**Gulf Shipping Lines Ltd.**<br>Gulfeast Ship Management Ltd.<br>London United Kingdom | **24 024**<br>16 863<br>42 820 | **✠100A1** CS 9/77<br>strengthened for ore cargoes, Nos. 2, 4 & 6 holds may be empty (cc)<br>**✠LMC**<br>EL qt 2$\frac{7}{8}$"U2<br>FN 8270 | **1967**-10 Scotts' SB. & Eng. Co. Ltd.—Greenock (707)<br>201,78 28,10 11,621<br>189,31 28,05 15,63<br>P 31,7 F 15,6 1 dk<br>rf 76<br>NS 9BH WB15192t incl. Comb. btm & STs in holds 5214t Topside tanks in holds 5132t | **M Bulk Carrier**<br>7 Ho ER<br>G.54 312<br>7 Ha (stl) (12,1 12,5 12,8 12,8 12,8 12,8 12,8 × 12,8) ER | Oil 2SA 6Cy. 900 × 1550<br>13 610bhp (10 011kW) Sulzer<br>Scotts' SB. & Eng. Co. Ltd. Greenock<br>2 AuxB (1 o.f. 1 ex.g) 100lbf/in$^2$ (6,9bar)<br>Gen 3 × 424kW 440V 60Hz a.c.<br>Fuel 3 180,0t (hvf) 15kn |
| **7603760**<br>554922 | **GULF KING 1**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7603772**<br>554923 | **GULF KING 2**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7603784**<br>554924 | **GULF KING 3**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil 4SA 6Cy. 159 × 203<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7732509**<br>582908 | **GULF KING 8**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,23 2,80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7742827**<br>592024 | **GULF KING 14**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **131**<br>89<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7742839**<br>592151 | **GULF KING 15**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **131**<br>89<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,74<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7938127**<br>598166 | **GULF KING 16**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **129**<br>87<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,97* 6,74<br>3,74<br>1dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7513173**<br>549740 | **GULF KING 25**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **7513185**<br>549810 | **GULF KING 26**<br>**Trawler Gulf King 26**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **7513197**<br>549811 | **GULF KING 27**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **100**<br>68<br>— | | **1973** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **7437393**<br>548251 | **GULF KING 30**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | **107**<br>73<br>— | | **1973** Gulf Caribbean Boat Works Inc.—Fort Myers, Fl<br>*21,25* 6,13<br>3,03<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |

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| **7437408**<br>549110 | **GULF KING 31**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 101<br>68<br>— | **1973** Desco Marine—St. Augustine, Fl<br>*20.88* 6.25<br>2.80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7437410**<br>549111 | **GULF KING 32**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 101<br>68<br>— | **1973** Desco Marine—St. Augustine, Fl<br>*20.88* 6.25<br>2.80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7437422**<br>549188 | **GULF KING 33**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 101<br>68<br>— | **1973** Desco Marine—St. Augustine, Fl<br>*20.88* 6.25<br>2.80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **7437434**<br>549189 | **GULF KING 34**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 101<br>68<br>— | **1973** Desco Marine—St. Augustine, Fl<br>*20.88* 6.25<br>2.80<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **8033534**<br>616213 | **GULF KING 35**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1979** Marine Mart Inc.—Port Isabel, Tx<br>*19.69* 6.13<br>3.43<br>1 dk | **M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7513202**<br>549639 | **GULF KING 35**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 101<br>68<br>— | **1973** Desco Marine—St. Augustine, Fl<br>*20.88* 6.25<br>2.80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **8036342**<br>618823 | **GULF KING 36**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1980** Marine Mart Inc.—Port Isabel, Tx<br>*19.69* 6.13<br>3.43<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8036354**<br>618824 | **GULF KING 37**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1980** Marine Mart Inc.—Port Isabel, Tx<br>*19.69* 6.13<br>3.43<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8036366**<br>618825 | **GULF KING 39**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1980** Marine Mart Inc.—Port Isabel, Tx<br>*19.69* 6.13<br>3.43<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **8036500**<br>622058 | **GULF KING 40**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1980** Marine Mart Inc.—Port Isabel, Tx<br>*19.69* 6.13<br>3.43<br>1 dk | **M Fishing**<br>Stern Trawler | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7829077**<br>593960 | **GULF KING 50**<br>**Gene Carter**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20.33* 6.23<br>2.85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **7829089**<br>593961 | **GULF KING 51**<br>**Clarion Marine Corp.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20.33* 6.23<br>2.85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **7829091**<br>594438 | **GULF KING 52**<br>**Longfinger Corp.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20.33* 6.23<br>2.85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **7829106**<br>594439 | **GULF KING 53**<br>**Wallace Sparkman**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20.33* 6.23<br>2.85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Cummins Engine Co. Inc. U.S.A. |
| **7829118**<br>593904 | **GULF KING 54**<br>**Speedman Shrimp Co.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20.33* 6.23<br>2.85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7937343**<br>597972 | **GULF KING 56**<br>**Speedman Shrimp Co.**<br>Corpus Christi, Tx<br>United States of America | 103<br>70<br>— | **1978** Desco Marine—St. Augustine, Fl<br>*20.33* 6.23<br>2.85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |

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| 7832244<br>596822 | **GULF KING 57**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | 103<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23 2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7937331<br>598108 | **GULF KING 59**<br>**Stephen G. Cleveland**<br>Corpus Christi, Tx United States of America | 103<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23 2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7937329<br>597973 | **GULF KING 61**<br>**John B. Vreeland**<br>Corpus Christi, Tx United States of America | 103<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23 2,85<br>1 dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7743601<br>595792 | **GULF KING 62**<br>**Herndon Marine Products Inc.**<br>Corpus Christi, Tx United States of America | 103<br>70<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23 2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7947283<br>613346 | **GULF KING 79**<br>**M. L. McHenry**<br>Corpus Christi, Tx United States of America | 130<br>90<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74 3,74<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7947295<br>613347 | **GULF KING 80**<br>**Ted Scherbarth**<br>Corpus Christi, Tx United States of America | 129<br>88<br>— | | **1979** Desco Marine—St. Augustine, Fl<br>*20,85* 6,74 3,74<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>415bhp (305kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 7397323<br>HO9946<br>8764-78<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF LEADER**<br>ex Progress Leader-78<br>**Gulf International Marine Corp.**<br>Panama Panama | 172<br>10<br>— | AB | **1974** Sing Koon Seng Ltd.—Singapore (185)<br>3,363<br>23,91 7,62 3,81<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Oil 4SA each 8Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 24kW a.c.<br>10kn |
| 7414755<br>VOXG<br>371448<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF MACKENZIE**<br>**Gulf Canada Ltd.**<br>Toronto, Ont. Canada | **5 924**<br>4 176<br>8 703 | **✠100A1** SS 7/80<br>oil tanker (cc)<br>Ice Class 1<br>**✠LMC**<br>EL X 2"U2<br>FN 3272 | **1977**-3 Marine Industries Ltd.—Sorel, P.Q. (435)<br>131,93 18,65 6,833<br>121,93 18,29 8,54<br>P 28,1 F 12,8 1 dk<br>rf nil<br>10BH WB200T | **M Tanker**<br>16 Ta ER<br>L.(oil) 12 027 | Oil 4SA 8Cy. 400 × 540 sr geared to sc. shaft<br>5 000bhp (3 678kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>2 WTAuxB 17,5kgf/cm² (17,2bar) hs141,3<br>Gen 3 × 350kW 550V 60Hz a.c.<br>Controllable pitch propeller<br>Fuel 77,0t (d.o.) 559,0t (hvf)-21,0pd 13,5kn |
| 7049627<br>WY4017<br>514505 | **GULF MAIDEN**<br>**Gulf Maiden Corp.**<br>Juneau, Ak United States of America | 112<br>76<br>— | | **1968** Berg Shipyard Inc.—Blaine, Wa<br>*19,63* 6,43 3,56 | **M Fishing** | Oil<br>510bhp (375kW)<br>.............<br>Fuel (d.o.) |
| 7502394<br>WYH6<br>873<br>574996<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF MAJESTY**<br>**Marine Leasing Co.**<br>Gulf Fleet Marine Corp.<br>St. Louis, Mo United States of America | 194<br>132<br>1 047 | AB | **1976** Equitable Equipment Co.—New Orleans, La (1676)<br>45,57 12,65 6,128<br>41,92 12,20 6,71<br>1 dk | **TM Tug** | 2 Vee Oil 2SA each 20Cy. 230 × 254 sr reverse geared to sc. shafts<br>General Motors<br>General Motors Corp. Electro-Motive Div. La Grange |
| 6614164<br>HO7233<br>2698-72A<br>Esd Rdr RT | **GULF MASTER**<br>**Gulf International Marine Corp.**<br>Panama Panama | 187<br>127<br>— | AB | **1968** Main Iron Works Inc.—Houma, La (196)<br>9,33 4,064<br>32,42 9,15 4,37<br>F 30,2 1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 150,5t |
| 7731189<br>WYG7<br>222<br>582762 | **GULF MASTER**<br>**Harrington Seafood & Supply Co.**<br>Brownsville, Tx United States of America | 114<br>77<br>— | | **1977** .............Bayou la Batre, Al<br>*21,98* 6,79 3,38<br>1 dk | **M Fishing**<br>Side Trawler Ref | Oil<br>365bhp (268kW) U.S.A.<br>Fuel (d.o.) |
| 7201782 | **GULF MASTER II**<br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Colombia | 134<br>75<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*24,39*<br>6,72 3,20<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| 6420525<br>KGMK<br>297329<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULF MERCHANT**<br>**Lykes Bros. Steamship Co. Inc.**<br>New Orleans, La United States of America | T.Mk<br>**6 405**<br>3 467<br>—<br>**8 988**<br>5 442<br>11 550 | AB | **1965** Avondale Shipyards Inc.—Avondale, La (1039)<br>150,78 21,09 9,805<br>143,26 21,04 12,68<br>2 dks<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>5 Ho 21,3 18,2 17,6 17,3 19,5<br>B.15 971 In.481<br>5 Ha (stl) (9,6 × 5,4) (9,9 11,4 9,1 9,1 × 7,6)<br>Der 1(66) 4(15) 2(10) 10(5) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 071,5t (o.f.) 18kn |

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| 6516257<br>A6E2015<br>427/76<br>Df Esd<br>Gc Rdr<br>RT | **GULF MILLS CO**<br>ex Yung Chia-77<br>ex Weol Mi No. 309-75<br>**Gulf Mills Co.**<br>Dubai United Arab Emirates | **621**<br>332<br>624 | **100A1** SS 4/82<br>Indian Ocean, Arabian Gulf & Red Sea & Eastern Mediterranean service<br>**LMC**<br>EL I 1⅛"U1<br>FN 677<br>(KR) | **1965** Cant. Nav. "Luigi Orlando"—Livorno (1623)<br>54,49 9,53 3,798<br>48,52 9,50 4,45<br>P & B 25,0 F 6,1 1 dk<br>rf 762 conv Tuna Line-fishing Fishing 78<br>4BH WB249T incl. DTf30T | **M General Cargo**<br>Ref.<br>4 Ho ER<br>In.650<br>3 Ha (each 1,5 × 1,5) ER<br>2W Der 2(2) | Oil 4SA 8Cy. 320 × 420<br>1 200bhp (883kW)<br>S.A. Ansaldo Stab. Mecc. Genova<br>Gen 2 × 96kW 1 × 48kW 440V 60Hz a.c.<br>Fuel 340,5t (d.o.) 12kn |
| 7031151<br>WZU8<br>031<br>522968<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF MISS**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **150**<br>102<br>— | AB | **1969** Main Iron Works Inc.—Houma, La (220)<br>36,58 9,81 4,579<br>34,96 9,76 4,96<br>F 10,4 1 dk<br>BK 127 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 305 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW 220V 60Hz a.c.<br>Fuel 444,0t |
| 8127426<br>WRB2<br>598<br>648544<br>Esd Gc<br>Rdr RTv | **GULF MOON**<br>**Jackson Marine Corp.**<br>Corpus Christi, Tx United States of America | **296**<br>201<br>1 181 | AB (Class cont.) | **1982** Halter Marine Inc.—Calumet, La (1054)<br>54,87<br>51,85 12,20 4,27<br>1 dk | **TM Supply Ship**<br>Deck Cargo Fire-fighting | 2 Vee Oil 4SA each 16Cy. 159 × 203 sr geared to sc. shafts<br>2 250bhp (1 655kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 99kW 440V 60Hz a.c.<br>Thw. thrust propeller fwd<br>Fuel 276,5t (d.o.)-6,5pd 12,5kn |
| 7331965<br>WYP2<br>030<br>549646 | **GULF NET**<br>**Brooks Trawlers Inc.**<br>Brownsville, Tx United States of America | **125**<br>85<br>— | | **1973** Desco Marine—St. Augustine, Fl (131)<br>*20,97* 6,74<br>3,81 | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>..............<br>Fuel (d.o.) |
| 7731476<br>373515 | **GULF No. 16**<br>**Hongkong Oil Co. Ltd.**<br>Hong Kong Hong Kong (British) | **793**<br>—<br>1 334 | | **1977** Lee Hing Shipyard Ltd.—Hong Kong<br>3,506<br>50,02 11,60 3,97<br>1 dk | **TM Tanker**<br>8 Ta ER<br>L.(oil) 1 471 HeCls. C | 2 Oil 4SA each 6Cy. 159 × 159 geared to sc. shafts<br>730bhp (537kW)<br>Cummins Engine Co. Inc. Columbus, In<br>Fuel 8,5t (d.o.)-1,0pd 6kn |
| 6616447<br>GRWU<br>309888<br>RTv | **GULF OSPREY**<br>ex Phrontis-82<br>ex Pembrokeshire-72<br>**Gulf Shipping Lines Ltd.**<br>Gulfeast Ship Management Ltd.<br>London United Kingdom | T.Mk<br>**9 639**<br>4 054<br>9 717<br>**12 299**<br>6 573<br>13 733 | ✠**100A1** CS 12/81<br>DTsf & a and TwDa—vegetable oil<br>✠**LMC**<br>✠**Lloyd's RMC**<br>EL kt $2\frac{9}{16}$"SQ<br>FN 5896 | **1967**-3 Mitsubishi Heavy Industries Ltd.—Nagasaki (1614)<br>171,79(BB) 23,73 8,764/10,205<br>159,11 23,63 13,42<br>P 58,6 F 28,7 2 dks, 3rd dk in Nos. 3, 4 & 5 holds<br>RW rf 152 DK DK in No. 2 hold<br>8BH WB5449t incl. DTsf1143t TwDa173t | **M General Cargo**<br>Ref<br>4 Ho 11,4DT 18,1DT 20,8 19,2 19,2 ER 19,2<br>G.21 266 B.19 624 In.712<br>6 Ha (stl) (8,2 9,9 × 6,1) (13,7 11,7 11,7 × 10,1) ER (9,0 × 7,9)<br>16W Cr 6(5) Der 1(60) 2(10) 10(5) | Oil 2SA 9Cy. 900 × 1550<br>18 900bhp (13 902kW) Sulzer<br>Mitsubishi Heavy Industries Ltd. Nagasaki<br>2 WTAuxB 140lbf/in$^2$ (9,7bar)<br>e(ex.g) 140lbf/in$^2$ (9,7bar)<br>Gen 2 × 650kW 1 × 280kW 1 × 256kW 415V 50Hz a.c.<br>Fuel 2 044,5t (hvf) 21kn |
| 7730264<br>580318 | **GULF PAK I**<br>**Gulf Pak Co. Inc.**<br>Tampa, Fl United States of America | **101**<br>68<br>— | | **1977** Desco Marine—St. Augustine, Fl<br>*20,88* 6,25<br>2,80<br>1dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| 7816654<br>Esd Rdr<br>RT | **GULF PILOT 1**<br>**Lamnalco Ltd.**<br>Sharjah United Arab Emirates | **66**<br>—<br>— | ✠**100A1**<br>Arabian Gulf & Gulf of Oman service<br>✠**LMC**<br>EL (B) 82,0/9,5<br>FN 189 | **1978**-10 Halter Marine Inc.—Chalmette, La (787)<br>23,78 5,85 1,524<br>21,49 5,80 2,95<br>RFD 11,0 1 dk<br>rf 914 BK 13<br>5BH WBnil | **TM Crewboat** | 2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 220bhp (897kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A.<br>Gen 3 × 20kW 220/110V 60Hz a.c. |
| 7816666<br>Esd Rdr<br>RT | **GULF PILOT 2**<br>**Lamnalco Ltd.**<br>Sharjah United Arab Emirates | **66**<br>—<br>— | ✠**100A1**<br>Arabian Gulf & Gulf of Oman service<br>✠**LMC**<br>EL (B) 82,0/9,5<br>FN 189 | **1978**-12 Halter Marine Inc.—Chalmette, La (788)<br>23,78 5,85 1,524<br>21,49 5,80 2,95<br>RFD 11,0 1 dk<br>rf 914 BK 13<br>5BH WBnil | **TM Crewboat** | 2 Vee Oil 2SA each 16Cy. 123 × 127 reverse reduction geared to sc. shafts<br>1 220bhp (897kW)<br>General Motors Corp. U.S.A.<br>Gen 3 × 20kW 220/110V 60Hz a.c. |
| 7306051<br>WZG9<br>583<br>552118<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF PRIDE**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **180**<br>122<br>— | AB | **1973** Quality Equipment Inc.—Houma, La (116)<br>3,963<br>30,59 9,45 4,27<br>F 9,8 1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 438,0t (d.o.) |
| 7039402<br>P3VP<br>394529<br>Df Esd<br>Rdr<br>RTm/v | **GULF PRINCESS**<br>ex Josefine-80<br>**Gulf Maritime (Cyprus) Ltd.**<br>Limassol Cyprus | T.Mk<br>**447**<br>259<br>1 044 | GL | **1971** Scheepswerf en Reparatiebedrijf "Harlingen" N.V.—Harlingen (40)<br>57,18 10,09 3,912<br>51,64 10,01 6,25<br>2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 33,9 ER<br>G.1 952 B.1 834<br>TEU 120 C. 120/20' incl. 18 ref C.<br>1 Ha (stl) (24,9 × 7,7) ER<br>2W Der 1(5) 1(3) | Oil 4SA 8Cy. 230 × 270 reduction geared to sc. shaft<br>900bhp (662kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 47kW 1 × 25kW 380V 50Hz a.c.<br>Fuel 77,0t (d.o.) 11kn |
| 7515585<br>WYT9<br>660<br>551849<br>RT | **GULF PROWLER**<br>**Gulf Prowler Inc.**<br>Houma, La United States of America | **152**<br>103<br>— | | **1973** Master Marine Inc.—Bayou la Batre, Al<br>*23,57* 7,37<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler | Vee Oil 2SA 16Cy. 146 × 146<br>1 159bhp (853kW)<br>General Motors Corp., Detroit Diesel Allison Div. U.S.A. |
| 7624934<br>RTm | **GULF QUEEN**<br>ex Oil Queen 8-80<br>**Las Vivas Transport Inc.**<br>Manila Philippines | **541**<br>467<br>768 | | **1977** Sandoval Shipyards Inc.—Navotas (15)<br>54,16 11,33 2,896<br>52,51 11,32 3,71<br>1 dk | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 200 | 2 Oil 4SA each 6Cy. 145 × 175 reversed reduction geared to sc. shafts<br>480bhp (353kW)<br>Yanmar Diesel Engine Co. Ltd. Japan<br>Gen 2 × 7,5kW 220V 60Hz a.c. 8kn |

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| **6807553**<br>GYGG<br>334741 | **GULF QUEEN**<br>ex Alibut I-69 | **220**<br>141<br>— | | **1967** Scheepswerf "Vooruit" C.V.<br>—Zaandam<br>*25,30* 7,01<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Vee Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9,5kn |
| **8034540** | **GULF QUEEN**<br>United States of America | **110**<br>—<br>— | | **1981** St. Augustine Shipbuilding—St. Augustine, Fl<br>23,19<br>... ... ...<br>1 dk | **Reinforced Plastic M Fishing** | Vee Oil 4SA 12Cy. 137 × 152<br>520bhp (382kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7832177**<br>WYC8<br>338<br>596701 | **GULF QUEEN**<br>**Trawler Gulf Queen Inc.**<br>Mobile, Al United States of America | **102**<br>69<br>— | | **1978** Desco Marine—St. Augustine, Fl<br>*20,33* 6,23<br>2,85<br>1dk | **Wood M Fishing** | Oil<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7306049**<br>WZG9<br>584<br>545463<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF QUEEN II**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **180**<br>122<br>— | AB | **1973** Quality Equipment Inc.—Houma, La (115)<br>3,963<br>30,59 9,45 4,27<br>F 9,8 1 dk | **TM Tug** | 2 Oil 2SA each 8Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 438,0t (d.o.) |
| **7367081**<br>WYT8<br>732<br>560025<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF RAMBLER**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **198**<br>138<br>— | AB | **1974** Halter Marine Services, Inc.—New Orleans, La (400)<br>12,20 6,249<br>42,68 12,17 6,79<br>F 19,9 1 dk | **TM Tug**<br>Ice strengthened | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Thw. thrust propeller fwd<br>12kn |
| **8101769**<br>KUS6348<br>634832<br>Df Gc<br>Pfd Rdr<br>RT | **GULF RAVEN**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **193**<br>130<br>— | AB | **1981** Quality Shipyards Inc.—Houma, La (167)<br>4,249<br>36,89 10,37 4,88<br>1 dk<br>BK 25 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 254<br>reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>12kn |
| **5370955**<br>SZWN<br>6831<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GULF REEFER**<br>ex Patricia U-82 ex Turakina-78<br>**Armadora Compania Frigirifica S.A.**<br>Piraeus Greece | **7 669**<br>3 985<br>8 738 | **✠100A1** SS 2/81<br>**✠LMC**<br>**✠Lloyd's RMC**<br>EL ct 2⅛"SQ<br>FN 3950 | **1960**-9 Bartram & Sons Ltd.—Sunderland (384)<br>138,66 18,95 8,789<br>129,55 18,90 11,59<br>F 34,5 2 dks, 3rd dk in Nos. 1 & 2 holds<br>RW rf 152<br>6BH WB1582t incl. Tunnel tanks 114t | **M General Cargo**<br>Ref.<br>4 Ho 23,3comb. 22,0 ER 22,7 21,3<br>B.1 570 In.9 483<br>1 Ha (w) (10,9 × 6,1) 3 Ha (stl) (12,1 × 6,1) ER (10,6 10,6 × 6,1)<br>14W Der 1(30) 4(10) 10(5) | Oil 2SA 8Cy. 760 × 1550<br>10 400bhp (7 650kW) Sulzer<br>G. Clark (Sunderland) Ltd. Sunderland<br>2 AuxB (1 o.f. 1 ex.g) 75lbf/in² (5,2bar)<br>Gen 3 × 350kW 1 × 150kW 220V d.c.<br>Fuel 1 191,0t (hvf) 17kn |
| **7047631**<br>HO4627<br>907-69B<br>Esd Rdr<br>RT | **GULF ROVER**<br>ex Sea Rover-81 ex Maxine-75<br>**Gulf International Marine Corp.**<br>Panama Panama | **273**<br>185<br>1 186 | AB | **1969** Halter Marine Fabricators, Inc.—Moss Point, Ms (227)<br>*46,33* 12,20 3,915<br>4,58<br>F 12,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 2SA each 12Cy. 159 × 203<br>reverse reduction geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 125kW<br>Fuel 405,5t |
| **6917736**<br>H8RP<br>10393<br>-80A<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF SAILOR**<br>ex Sengata-82<br>ex Shinjitsu Maru No. 6-73<br>ex Asahi Maru No. 33-70<br>**Tri-Americas Line Inc.**<br>Panama Panama | **3 957**<br>2 685<br>6 400 | NK | **1968** Tsuneishi Zosen K.K.—Numakuma (209)<br>107,12 16,44 6,757<br>99,50 16,41 8,26<br>P 20,2 F 11,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 242 B.7 914<br>2 Ha (stl) (28,4 28,8 × 8,0) ER<br>4W Der 2(15) 2(10) | Oil 2SA 8Cy. 450 × 720<br>4 200bhp (3 089kW)<br>Mitsubishi Heavy Industries Ltd. Kobe<br>Gen 2 × 400kW a.c.<br>12,25kn |
| **7200489**<br>WX6618<br>504394<br>Df Esd<br>Gc Rdr<br>RT | **GULF SEAL**<br>**Three R. Trust Inc.**<br>Wilmington, De United States of America | **297**<br>202<br>— | AB | **1966** Burton Construction & SB. Corp. —Port Arthur, Tx (401)<br>2,960<br>47,12 11,59 3,66<br>F 11,0 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>1 530bhp (1 125kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 229,5t (d.o.) |
| **7046120**<br>WYR2<br>513<br>527695<br>Df Esd<br>Gc Rdr<br>RT | **GULF SEAS**<br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **189**<br>129<br>— | AB | **1970** Main Iron Works Inc.—Houma, La (233)<br>8,39 3,639<br>29,32 8,23 4,20<br>1 dk<br>BK 51 | **TM Tug** | 2 Oil 2SA each 8Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 191,0t |
| **7734313**<br>WYG7<br>622<br>587253 | **GULF SEAS**<br>**Brooks Trawlers Inc.**<br>Brownsville, Tx United States of America | **·101**<br>68<br>— | | **1977** .............St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A. |
| **7200491**<br>HO2242<br>9316<br>-79A<br>RT | **GULF SERVICE**<br>**Sea Service Inc.**<br>Panama Panama | **269**<br>183<br>— | | **1965** Burton Construction & SB. Corp. —Port Arthur, Tx (397)<br>9,76 3,836<br>34,60 9,71 4,22<br>1 dk | **Wood TM Supply Ship** | 2 Oil<br>900bhp (662kW)<br>..............<br>Fuel (d.o.) |
| **6411536**<br>KEMP<br>296880<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULF SHIPPER**<br>**Lykes Bros. Steamship Co. Inc.**<br>Houston, Tx United States of America | T.Mk<br>**6 405**<br>3 467<br>—<br>**8 988**<br>5 442<br>11 550 | AB | **1964** Avondale Shipyards Inc.—Avondale, La (1038)<br>150,78 21,09 9,805<br>143,26 21,04 12,68<br>F 30,2 2 dks<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>5 Ho 21,3 18,2 17,6 17,3 19,5<br>B.15 971 In.481<br>5 Ha (stl) (9,6 × 5,4) (9,9 11,4 9,1 9,1 × 7,6)<br>Der 1(60) 16(15) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 071,5t (o.f.) 18kn |

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| **6806420**<br>WY7824<br>504025<br>Esd RT | **GULF SHORE**<br><br>**McDermott Inc.**<br>Morgan City, La United States of America | **273**<br>185<br>— | | **1966** McDermott Shipyard—Amelia, La (138)<br>51,82 10,75<br>49,94 10,67 4,27<br>1 dk | **TM Fishing**<br>Side-fishing<br>Mchy.aft | 2 Oil<br>1 700bhp (1 250kW)<br>General Motors Corp. Detroit, Mi |
| **5236460**<br>VDDG<br>178564<br>Df Esd<br>Rdr RTm | **GULF STAR**<br>ex Miquelon-67<br>ex Atlantic Charter-49<br>**Puddister Trading Co. Ltd.**<br>St. John's, Nfl. Canada | **544**<br>325<br>— | (BV) | **1944** Martinolich SB. Corp.—San Francisco, Ca<br>*43,26* 10,22 4,179<br>10,16 5,41<br>1 dk<br>conv General Cargo 70 | **Wood M Research/Sealer Survey Ship**<br><br>B.425<br>2 Ha (3,7 × 2,5) (1,7 × 1,7)<br>3W Der 1(5) 3(2,5) | Oil 2SA 5Cy. 406 × 508<br>875bhp (644kW)<br>Fairbanks Morse & Co. Beloit, Wi<br>Gen 2 × 40kW 110V d.c.<br>Fuel 76,0t (d.o.) 11kn |
| **7200441**<br>A9D2017 | **GULF STAR**<br>ex Grand 33-76<br>**Bahrain Marine Contractors**<br>Bahrain | **194**<br>132<br>— | | **1957** Burton Construction & SB. Corp. —Port Arthur, Tx (251)<br>9,76 2,286<br>35,41 2,75<br>1 dk | **TM Supply Ship**<br>Deck Cargo<br>Mchy.aft | 2 Oil 2SA each 6Cy. 127 × 143<br>440bhp (324kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **7902051**<br><br>611498<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF STAR**<br>ex Ocean Wave-79<br>**Amerada Hess Shipping Corp.**<br>Wilmington, De United States of America | **178**<br>121<br>— | AB | **1979** McDermott Shipyard—Morgan City, La (246)<br>38,41<br>36,38 10,37 4,96<br>F 5,5 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 125kW a.c.<br>11,75kn |
| **7114020**<br>WYR2<br>512<br>528453<br>Df Gc<br>Pfd Rdr<br>RTm | **GULF STAR**<br><br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **154**<br>105<br>203 | AB | **1970** Quality Equipment Inc.—Houma, La (102)<br>28,66 8,69 3,836<br>27,79 8,54 4,35<br>1 dk<br>BK 76 | **TM Tug** | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW 220V 60Hz a.c.<br>Fuel 178,0t 13kn |
| **7647716**<br>WYB6<br>088<br>578421 | **GULF STAR**<br>ex Deep Sea II-77<br>**Herman J. Williams Sr.**<br>Houma, La United States of America | **139**<br>98<br>— | | **1976** Deep Sea Boat Builders—Bayou la Batre, Al<br>*23,32* 6,71<br>3,54<br>1dk | **M Fishing** | Oil<br>335bhp (246kW)<br>U.S.A.<br>Fuel (d.o.) |
| **7604037**<br>WYU8<br>567<br>556247 | **GULF STAR**<br>ex Ruby K-78<br>**Jack Hemmenway**<br>Port Arthur, Tx United States of America | **101**<br>68<br>— | | **1974** Desco Marine—St. Augustine, Fl<br>*20,88*<br>6,25 2,80<br>1 dk | **Wood M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7031163**<br>WYZ6<br>535<br>524007<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF STORM**<br><br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **194**<br>132<br>— | AB | **1970** Main Iron Works Inc.—Houma, La (224)<br>33,53 9,30 3,903<br>32,42 9,17 4,37<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 305 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 75kW<br>Fuel 150,5t |
| **6507426**<br>WA7454<br>241106<br>RT | **GULF STREAM**<br>ex Lynn<br>**Yankee Trawlers Inc.**<br>Plymouth, Ma United States of America | **170**<br>115<br>— | | **1941** Bethlehem SB. Corp.—Quincy, Ma (1513)<br>*31,25* 6,76<br>6,71<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 318 × 356<br>375bhp (276kW)<br>New London Ship & Engine Building Co. New London, Ct |
| **6619061**<br>DUIA<br><br>Df RT | **GULF STREAM 7**<br><br>**Government of The Republic of The Philippines**<br>Manila Philippines | **163**<br>64<br>137 | (NK) | **1965** Fukuoka Zosen K.K.—Fukuoka<br>33,38 6,43<br>29,70 6,41 3,00<br>1 dk<br>BK | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 270 × 400<br>450bhp (331kW)<br>Usuki Tekkosho Usuki<br>Fuel 32,5t 10kn |
| **7049641** | **GULF SUN**<br><br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Colombia | **140**<br>80<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*24,39*<br>6,77 3,59<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| **7407922**<br>WYT6<br>539<br>555705<br>Esd RT | **GULF SUN II**<br><br>**Trawler Gulf Wave Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (168)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7201823** | **GULF SURF**<br><br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Colombia | **123**<br>84<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>23,35 6,71<br>3,20 | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) 10kn |
| **7417056**<br>WYT6<br>802<br>556428<br>Esd RT | **GULF SURF II**<br><br>**Trawler Gulf Challenger Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (172)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7513214**<br>WZF5014<br>549847<br>RT | **GULF SWEEPER**<br><br>**Gulf Sweeper Inc.**<br>Corpus Christi, Tx United States of America | **157**<br>107<br>— | | **1973** Gulf Craft Inc.—Patterson, La<br>*22,01* 7,22<br>3,56<br>1 dk | **M Fishing**<br>Side Trawler | Oil<br>425bhp (313kW)<br>U.S.A. |

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| **8030520**<br>617967 | **GULF TIDE**<br>**Trawler Gulf Wave Inc.**<br>Tampa, Fl United States of America | **128**<br>87<br>— | | **1980** Desco Marine—St. Augustine, Fl<br>22,86 6,71<br>20,73 4,27<br>1 dk | **Reinforced Plastic M Fishing**<br>Trawler | Oil 4SA 6Cy. 159 × 159 geared to sc. shaft<br>365bhp (268kW)<br>Cummins Engine Co. Inc. Columbus, In |
| **7047497**<br>WZX3<br>450<br>518327<br>Esd Rdr<br>RT | **GULF TIDE II**<br>**Tidewater Marine Pacific Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **265**<br>180<br>— | | **1969** Burton Construction & SB. Corp. —Port Arthur, Tx (447)<br>11,59 3,379<br>47,22 11,54 3,97<br>F 13,5 1 dk | **TM Supply Ship**<br>Deck Cargo | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>1 450bhp (1 067kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 168,5t (d.o.) |
| **6407884**<br>KRHI<br>296404<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULF TRADER**<br>**Lykes Bros. Steamship Co. Inc.**<br>Mobile, Al United States of America | T.Mk<br>**6 405**<br>3 467<br>—<br>**8 988**<br>5 442<br>11 550 | AB | **1964** Avondale Shipyards Inc.—Avondale, La (1037)<br>150,78 21,09 —/9,173<br>143,26 21,04 12,68<br>2 dks<br>RW rf nil | **S General Cargo**<br>Ref 12bth P<br>5 Ho 21,3 18,2 17,6 17,3 19,5<br>B.15 971 In.481<br>5 Ha (stl) (9,6 × 5,4) (9,9 11,4 9,1 9,1 × 7,6)<br>Der 4(15) 12(5) | 2 S Turb dr geared to sc. shaft<br>11 000shp (8 091kW)<br>Westinghouse Elec. Corp. Philadelphia, Pa<br>Gen 2 × 600kW 440V 60Hz a.c.<br>Fuel 2 071,5t (o.f.) 18kn |
| **5344607**<br>H9BO<br>1108<br>9-81<br>Df Esd<br>Gc Rdr<br>RT | **GULF TRADER**<br>ex Bravotrader-80 ex Laurie U.-76<br>ex Elgy-73 ex Arlesiana-72<br>ex Elg-70 ex Elg Viking-68<br>ex Sunbear-65<br>**Hyperion Helios Shipping Co. S.A.**<br>Halyps Carriers Inc.<br>Panama Panama | **2 589**<br>1 428<br>—<br>**4 026**<br>2 503<br>6 167 | NV (RI) | **1959** Trondhjems M/V A/S—Trondheim (241)<br>111,77 15,02 —/7,830<br>102,70 14,97 9,61<br>2 dks<br>RW rf 76 | **M General Cargo** CSD<br>3 Ho ER<br>G.296 280 B.278 500<br>3 Ha (stl) (each 13,5 × 7,0) ER<br>12W Der 1(20) 12(5) | Oil 2SA 6Cy. 600 × 1050<br>3 640bhp (2 677kW)<br>Masch. Augsburg-Nuernberg (MAN) Augsburg<br>14kn |
| **7732511**<br>WYH7<br>820<br>582990 | **GULF TRAWLER**<br>**Anthony J. Boudoin**<br>Morgan City, La United States of America | **127**<br>87<br>— | | **1977** .............St. Augustine, Fl<br>*20,97*<br>6,74 3,79<br>1 dk | **Reinforced Plastic M Fishing** | Oil<br>365bhp (268kW)<br>U.S.A. |
| **8206818**<br>WUS6<br>441<br>644177 | **GULF TROUT**<br>**Gulf Fleet Marine Operations Inc.**<br>New Orleans, La United States of America | **116**<br>68<br>1 200 | AB (Class cont.) | **1982** Hudship (Hudson Shipbuilders Inc.) —Pascagoula, Ms (102)<br>7,90<br>30,79 2,60<br>1 dk | **TM Utility Vessel** | 2 Vee Oil 2SA each 16Cy. 123 × 127<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **6501836**<br>P3WM<br>394578<br>Esd Gc<br>Pfd Rdr<br>RTm/v | **GULF VENTURE**<br>ex Melville Venture-81<br>ex Baltic Venture-80<br>**Gulf Maritime (Cyprus) Ltd.**<br>Limassol Cyprus | **1 766**<br>990<br>3 391 | **✠100A1** SS 7/74<br>Ice Class 1<br>**✠LMC**<br>EL Q<br>FN 2008 | **1965**-1 Wm. Doxford & Sons (Shipbuilders) Ltd—Pallion, Sld (866)<br>97,90 14,15 5,500<br>91,09 14,03 8,01<br>Ba 15,9 F 11,6 2 dks, 3rd dk in holds<br>rf nil len 70<br>5BH to U dk 4 to 2nd dk WB464t incl.<br>DTf63t | **M General Cargo** OSD<br>Vehicles Pallets 1P<br>Side doors<br>3 Ho 14,4 21,1 25,7 ER<br>G.6 263 B.5 723<br>3 Ha (stl) (7,9 × 5,1) (14,5 14,5 × 10,0) ER<br>Cr 3(5) | Oil 4SA 7Cy. 520 × 740<br>2 710bhp (1 993kW)<br>Masch. Augsburg-Nuernberg (MAN) Hamburg<br>Gen 3 × 160kW 450V 60Hz a.c.<br>Fuel 225,5t (d.o.) 14kn |
| **7367079**<br>HP3576<br>7575-77<br>Df Esd<br>Gc Rdr<br>RT | **GULF VICTORY**<br>**Gulf Fleet N.V.**<br>Panama Panama | **198**<br>138<br>— | AB | **1974** Halter Marine Services, Inc.—New Orleans, La (399)<br>6,262<br>42,68 12,17 6,79<br>F 19,9 1 dk | **TM Tug** | 2 Vee Oil 2SA each 16Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 99kW<br>Fuel 886,0t (d.o.) 13kn |
| **8118762**<br>386096<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF VIKING**<br>**Svenson Fishing Co. Pty. Ltd.**<br>*Cairns, Queensland* Australia | **138**<br>84<br>— | | **1981** Australian SB. Industries (W.A.) Pty. Ltd.—Fremantle (194)<br>22,59 6,25 2,941<br>21,37 6,21 3,79<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Vee Oil 4SA 8Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7201835**<br>WX8090<br>507100 | **GULF WALKER**<br>**E G M Seafood Co. Ltd.**<br>New York, NY United States of America | **123**<br>83<br>— | | **1967** Master Marine Inc.—Bayou la Batre, Al<br>*22,13* 6,71<br>3,20 | **M Fishing** | Oil<br>380bhp (280kW)<br>..............<br>Fuel (d.o.) |
| **7437290**<br>HO7924<br>3606<br>-73A<br>Esd Rdr<br>RT | **GULF WAVE**<br>**Gulf International Marine Corp.**<br>Panama Panama | **197**<br>134<br>— | AB | **1968** Main Iron Works Inc.—Houma, La (197)<br>4,064<br>32,42 9,17 4,37<br>1 dk | **TM Tug** | 2 Vee Oil 4SA each 16Cy. 159 × 203<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 60kW<br>Fuel 188,0t (d.o.) |
| **7049653** | **GULF WAVE**<br>**Compania Pesquera Vikingos de Colombia S.A.**<br>Colombia | **138**<br>79<br>— | | **1968** Master Marine Inc.—Bayou la Batre, Al<br>*21,74* 6,76<br>3,46<br>1 dk | **M Fishing** | Oil 4SA 6Cy. 159 × 203<br>425bhp (313kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>9kn |
| **7395466**<br>WYT6<br>302<br>553916<br>Esd RT | **GULF WAVE II**<br>**Trawler Gulf Wave Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (164)<br>22,86 2,744<br>20,99 6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7626279**<br>WYH7<br>324<br>581850<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULF WHALE**<br>**St. Philip Coastal Towing Co. Inc.**<br>Wilmington, De United States of America | **190**<br>144<br>— | AB | **1977** Quality Equipment Inc.—Houma, La (138)<br>4,306<br>35,36 9,76 4,91<br>1 dk | **TM Tug** | 2 Oil 2SA each 12Cy. 230 × 254 reverse reduction geared to sc. shafts<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW a.c.<br>Fuel (d.o.) 12kn |

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| **7030963**<br>WYZ6<br>536<br>526609<br>Df Esd<br>Gc Rdr<br>RT | **GULF WIND**<br><br>**Gulf Fleet Equipment Co. Ltd.**<br>New Orleans, La United States of America | **188**<br>127<br>— | AB | **1970** Main Iron Works Inc.—Houma, La (232)<br>30,64 8,39 3,639<br>29,32 8,23 4,20<br>1 dk<br>BK 51 | **TM Tug** | 2 Vee Oil 2SA each 12Cy. 230 × 305 reverse reduction geared to sc. shafts<br>General Motors Corp. La Grange, Illinois<br>Gen 2 × 60kW<br>Fuel 150,5t |
| **7204124**<br>WYZ2<br>964<br>529666 | **GULF WIND II**<br><br>**Maurice Walker**<br>Mobile, Al United States of America | **132**<br>90<br>— | | **1970** Master Marine Inc.—Bayou la Batre, Al<br>*22,19* 6,76<br>3,56 | **M Fishing** | Oil<br>425bhp (313kW)<br>.............<br>Fuel (d.o.) |
| **7423562**<br>WYT7<br>191<br>559958<br>Esd RT | **GULF WIND III**<br><br>**Trawler Gulf Wave Inc.**<br>Tampa, Fl United States of America | **127**<br>87<br>— | | **1974** Desco Marine—St. Augustine, Fl (180)<br>*20,97* 2,744<br>6,74 3,81<br>1 dk | **Reinforced Plastic M Fishing**<br>Side Trawler Ref | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel (d.o.) |
| **7944889**<br><br>608438 | **GULF WINDS**<br><br>**Gulf Winds Inc.**<br>Portland, Or United States of America | **158**<br>136<br>— | | **1979** .............Vancouver, Wa<br>*22,41* 7,32<br>2,34<br>1 dk | **M Fishing** | Oil<br>530bhp (390kW)<br>U.S.A. |
| **7350868**<br>HO9589<br>4623<br>-74A<br>Df Esd<br>Gc Rdr<br>RT | **GULF WITCH**<br>ex Sea Witch-81 ex Rosella-75<br>**Gulf International Marine Corp.**<br>Panama Panama | **155**<br>65<br>194 | AB | **1974** Iran Mar. Ind. Co.—Bushehr (5502)<br>26,22 8,13 3,350<br>25,10 8,08 3,89<br>1 dk | **TM Tug**<br>Mchy.aft | 2 Vee Oil 4SA each 12Cy. 159 × 203 reverse reduction geared to sc. shafts<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 75kW<br>Fuel 101,5t |
| **5200083**<br>H3YG<br>6325-75B<br>Df Esd<br>Gc Pfd<br>Rdr RTh | **GULFCEM**<br>ex Kyuyo Maru-75<br>**Compania Cement Liners S.A.**<br>Panama Panama | **4 537**<br>2 527<br>8 428 | NK | **1960** Uraga Dock Co. Ltd.—Uraga Shipyard, Yokosuka (756)<br>127,51 17,86 6,935<br>120,07 17,81 9,00<br>P 25,0 F 12,2 1 dk<br>RW | **M Cement Carrier**<br>4 Ho ER<br>G.6 325 | Oil 2SA 7Cy. 480 × 700<br>2 800bhp (2 060kW)<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 170kW 445V 60Hz a.c.<br>Fuel 447,0t (d.o.)-11,0pd 11,25kn |
| **5137731**<br>KIMH<br>279334<br>Df Esd<br>Gc Rdr<br>RT | **GULFCREST**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **18 047**<br>11 521<br>31 294 | AB | **1959** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4569)<br>196,55 25,73 10,557<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 728 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 567,0t (hvf)-77,0pd 16,75kn |
| **7647417**<br>TCGZ<br>4346 | **GULFEM**<br><br>**Sefer Yagci Halefleri M. Yagci ve Ogullari Kollektif Sirketi**<br>Istanbul Turkey | **1 488**<br>1 140<br>2 300 | BV | **1975** Suleyman Saim Birkok—Istanbul<br>84,51 4,801<br>74,30 12,01 5,74<br>2 dks | **M General Cargo**<br>3 Ho ER<br>G.3 129 B.2 990<br>3 Ha (stl) (11,6 11,8 × 7,0) (11,6 × 7,1) ER<br>Cr 3(6) Der 6(3) | Oil 4SA 8Cy. 320 × 450<br>1 600bhp (1 177kW)<br>Atlas-MaK Maschinenbau Kiel<br>Gen 4 × 295kW 220V 50Hz a.c.<br>10kn |
| **5137767**<br>WAKL<br>275193<br>Df Esd<br>Gc Rdr<br>RT | **GULFKING**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **20 138**<br>12 454<br>35 280 | AB<br>✠Classed LR until 3/60 | **1957**-10 Bethlehem-Sparrows Point Shipyard—Sparrows Pt., Md (4552)<br>201,48 27,56 10,491<br>192,03 27,44 13,80<br>P 41,8 B 11,3 F 25,6 1 dk<br>RW rf 203 | **S Tanker**<br>30 Ta ER<br>L.(oil) 44 174 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 996,5t (hvf)-76,0pd 16,5kn |
| **5137779**<br>KGNT<br>277183<br>Df Esd<br>Gc Rdr<br>RT | **GULFKNIGHT**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **20 025**<br>12 416<br>35 280 | AB<br>✠Classed LR until 3/60 | **1958**-8 Bethlehem-Sparrows Point Shipyard —Sparrows Pt., Md (4555)<br>201,48 27,56 10,491<br>192,03 27,44 13,80<br>P 41,8 B 11,3 F 25,6 1 dk<br>RW rf 203 | **S Tanker**<br>30 Ta ER<br>L.(oil) 44 174 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 996,5t (hvf)-76,0pd 16,5kn |
| **5137810**<br>WEMS<br>283424<br>Df Esd<br>Gc Rdr<br>RT | **GULFOIL**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **19 030**<br>12 534<br>31 300 | AB | **1960** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4573)<br>196,55 25,73 10,554<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 728 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 604,0t (hvf)-79,5pd 16,75kn |
| **5137858**<br>WJHK<br>279769<br>Df Esd<br>Gc Rdr<br>RT | **GULFPRIDE**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **16 913**<br>10 430<br>30 845 | AB | **1959** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4570)<br>196,55 25,73 10,180<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>SBT<br>30 Ta ER<br>L.(oil) 39 757 | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 750kW a.c.<br>Fuel 1 029,5t (hvf)-12,0pd 16,75kn |
| **5137872**<br>KLHC<br>275583<br>Df Esd<br>Gc Rdr<br>RT | **GULFQUEEN**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **20 177**<br>12 488<br>35 280 | AB<br>✠Classed LR until 3/60 | **1957**-12 Bethlehem-Sparrows Point Shipyard—Sparrows Pt., Md (4553)<br>201,48 27,56 10,491<br>192,03 27,44 13,80<br>P 41,8 B 11,0 F 25,0 1 dk<br>RW rf 203 | **S Tanker**<br>30 Ta ER<br>L.(oil) 44 174 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 505,5t (hvf)-76,0pd 16,5kn |
| **5137901**<br>WJLP<br>280223<br>Df Esd<br>Gc Rdr<br>RT | **GULFSOLAR**<br><br>**Blackships Inc.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **18 116**<br>11 560<br>31 300 | AB | **1959** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4571)<br>196,55 25,73 10,557<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 728 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 713,0t (hvf)-81,0pd 17,5kn |

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| **5137913**<br>KEJD<br>282849<br>Df Esd<br>Gc Rdr<br>RT | **GULFSPRAY**<br>**Gulf Oil Corp.**<br>Gulf Refining & Marketing Co.<br>Wilmington, De United States of America | **18 150**<br>11 608<br>31 300 | AB | **1960** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4572)<br>196,55 25,73 10,557<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>30 Ta ER<br>L.(oil) 39 728 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 701,5t (hvf)-79,5pd 17,25kn |
| **5137925** | **GULFSPRAY**<br>**Rafael Pinedo**<br>Barranquilla Colombia | **395**<br>217<br>— | | **1927** Sun SB. & Dry Dock Co.—Chester, Pa<br>*41,58* 8,23<br>... ... ...<br>1 dk<br>R | **TM General Cargo** | 2 Oil 4SA each 6Cy. 255 × 330 NE 39<br>Atlas Imperial D.E. Co. Oakland, Ca |
| **5137949**<br>KGXM<br>287186<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULFSUPREME**<br>**Gulf Oil Corp.**<br>Gulf Refining & Marketing Co.<br>Philadelphia, Pa United States of America | **19 030**<br>12 534<br>31 300 | AB | **1961** Bethlehem Steel Co. Inc. SB. Div. —Sparrows Point, Md (4574)<br>196,55 25,73 10,554<br>187,46 25,61 13,42<br>P 37,8 B 10,7 F 23,5 1 dk<br>RW rf nil | **S Tanker**<br>30 Ta ER<br>L.(oil) 40 340 HeCls. BC | 2 S Turb dr geared to sc. shaft<br>15 000shp (11 033kW)<br>Bethlehem Steel Co. Quincy, Ma<br>Gen 2 × 500kW<br>Fuel 2 567,0t (hvf)-82,5pd 16,5kn |
| **8110801** | **GULL**<br>**Trintoc**<br>Trinidad & Tobago | **33**<br>3<br>56 | **100A1**<br>Class Contemplated<br>FN 114 | **1981** J. C. Slob Schps.—Sliedrecht ((221))<br>15,93 5,03 1,801<br>15,75 4,86 2,32<br>1 dk | **TM Launch** | 2 Vee Oil each 8Cy. 108 × 127 sr reverse geared to sc. shafts<br>240bhp (177kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit |
| **7383009**<br>TFQF<br>1401<br>Df Esd<br>Pfd Rdr<br>RT | **GULLBERG**<br>**Ufsaberg H/f**<br>Vestmannaeyjar Iceland | **347**<br>152<br>406 | NV | **1974** Batservice Verft A/S—Mandal (616)<br>44,18 8,23<br>37,60 8,18 4,22<br>1 dk<br>rf 1148 BK 145 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>3 Ho ER<br>3 Ha (stl) (each 2,2 × 2,9) ER<br>1W Cr 1(5) Der 1(3) | Oil 2SA 5Cy. 300 × 450<br>1 250bhp (919kW)<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Gen 2 × 104kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd , 1 aft<br>Fuel (d.o.) 12kn |
| **7607261**<br>TFNL<br>1474<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULLBERG**<br>**Fiskvinnslan H/f**<br>Seydisfjordur Iceland | **299**<br>108<br>325 | NV | **1977** Kleivset Batbyggeri—Bardset, Nordmore ((77))<br>46,54 9,02 4,352<br>40,01 9,00 6,51<br>F - 2 dks<br>rf 152 BK 178 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>Mchy.aft | Oil 4SA 8Cy. 320 × 450<br>1 500bhp (1 103kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 132kW 220V 50Hz a.c. |
| **7719985**<br>OW2311<br>D2791<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GULLFINNUR**<br>ex Silljo-81<br>**P/f Vestur**<br>Vestmanna Faroe Islands | **1 596**<br>753<br>1 382 | NV | **1979** Sterkoder M/V A/S—Kristiansund N. (66)<br>65,69 13,77 5,900<br>56,65 13,61 8,06<br>P - F - 2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Seiner<br>Ref.<br>Mchy.aft<br>In.461 | 2 Oil 4SA each 6Cy. 320 × 420 geared to sc. shaft<br>4 500bhp (3 310kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 816kW 1 × 496kW 1 × 126kW 380V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller aft , 1 fwd<br>Fuel 508,5t (hvf) 15,5kn |
| **6727296**<br>LMLO<br>17011<br>Df Esd<br>Rdr RTm | **GULLSAND**<br>ex Gullfjell-73<br>**Harald Jacobsen**<br>Narvik Norway | **178**<br>111<br>284 | NV | **1967** N.V. Schpsw. "Appingedam" —Appingedam (203)<br>32,62 7,04 2,826<br>29,52 7,00 3,10<br>1 dk<br>rf 241 | **M General Cargo**<br>1 Ho 19,2 ER<br>G.374 B.354<br>1 Ha (stl) (13,1 × 4,2) ER<br>1W Der 3(5) | Oil 4SA 6Cy. 137 × 165<br>335bhp (246kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 14,0t (d.o.)-1,5pd 10kn |
| **6902779**<br>TFPG<br>1216<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GULLVER**<br>ex Tok-72<br>**Gullberg H/f**<br>Seydisfjordur Iceland | **331**<br>121<br>503 | BV | **1968** I/S Orskovs Staalskibsvaerft —Frederikshavn (45)<br>40,04 9,02 4,198<br>35,39 9,00 6,41<br>2 dks | **M Fishing**<br>Stern Trawler<br>2 Ha (2,2 2,0 × 1,3) ER | Oil 2SA 5Cy. 300 × 450<br>1 375bhp (1 011kW) NE 75<br>Wichmann Motorfabrikk A/S Rubbestadneset<br>Fuel 89,0t (d.o.) 12,5kn |
| **5368005**<br>SFNJ<br>9158<br>Df Esd<br>RT | **GULLVOR**<br>ex Trellevik-66<br>**Hans Karlsson**<br>Sjotorp Sweden | **210**<br>125<br>— | (BV) | **1950** Broderna Jonssons Torrdocka —Kallandso<br>32,03 6,94 3,150<br>29,49 6,91 3,31<br>1 dk | **Composite M General Cargo**<br>2 Ha (each 5,7 × 4,1) ER<br>Der 2 | Oil 2SA 2Cy. 380 × 400<br>210bhp (154kW) semi-diesel<br>Skandiaverken A/B Lysekil<br>Fuel 7,0t (d.o.) |
| **7112199**<br>ATRL<br>1746<br>Rdr<br>RTm/h | **GULMA**<br>ex Frost Askvin-77<br>ex Fryser Trio-76 ex Standahl-73<br>**Mohurgong & Gulma Tea Estate**<br>Bombay India | **147**<br>89<br>364 | NV | **1971** Kystvagens Slip & Batbyggeri—Frei (29)<br>36,43 8,03 3,169<br>31,58 8,01 5,16<br>1 dk<br>rf nil | **M General Cargo**<br>Ref.<br>1 Ho 24,9 ER<br>G.694 B.623 In.552<br>1 Ha (15,0 × 5,4) ER<br>2W Der 1(5) 1(3) | Vee Oil 4SA 16Cy. 140 × 180 sr geared to sc. shaft<br>465bhp (342kW) NE 74<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 2 × 24kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel 31,0t (d.o.)-2,0pd 10kn |
| **6609236**<br>OZPY<br>D1244<br>Df Esd<br>Pfd Rdr<br>RT | **GULSTAV TRADER**<br>ex Hermod-80<br>**P/R Gulstav Trader**<br>Bagenkop Denmark | **299**<br>182<br>760 | BV | **1966** Frederikshavn Vaerft & Tordok A/S —Frederikshavn (256)<br>54,26 9,61 3,331<br>48,42 9,50 3,56<br>1 dk & S dk | **M General Cargo** OSD<br>1 Ho 34,5 ER<br>G.1 573 B.1 437<br>1 Ha (stl) (24,8 × 6,0) ER<br>2W Der 2(3-5) | Oil 2SA 6Cy. 240 × 400<br>510bhp (375kW)<br>Alpha-Diesel A/S Frederikshavn<br>Controllable pitch propeller<br>Fuel 76,0t (d.o.)-2,0pd 10kn |
| **7520724**<br>TCOU<br>4516<br>Df Esd<br>Gc Rdr<br>RT | **GULTEN ISLAMOGLU**<br>**Asim Islamoglu**<br>Istanbul Turkey | **499**<br>296<br>1 200 | AB | **1977** Deniz Insaat Kizaklari—Buyukdere (147)<br>75,01 5,398<br>65,99 11,51 6,51<br>F 7,4 2 dks<br>rf 114 | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 340 × 570<br>1 650bhp (1 214kW) Polar<br>A/B Bofors Nohab Sweden<br>Gen 1 × 120kW 1 × 24kW 1 × 20kW<br>12kn |

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| **7226512**<br>EWWZ<br>M-31573<br>Df Esd<br>Gc Rdr<br>RT | **GUMANIST**<br>**U.S.S.R. -'Dalryba'**<br>Nakhodka U.S.S.R. | **686**<br>216<br>333 | RS | **1972** ..............U.S.S.R.<br>49,23 (BB) 10,72 4,242<br>46,21 6,02<br>1 dk | **M Fishing**<br>Stern Trawler Ref<br>Ice strengthened<br>1 Ho<br>In.275<br>2 Ha (each 1,6 × 1,6)<br>2W Der 2(1,5) | Oil 4SA 8Cy. 320 × 480<br>1 320bhp (971kW)<br>VEB Schwermasch. Karl Liebknecht<br>(SKL) Magdeburg<br>Controllable pitch propeller<br>1 Thw. thrust propeller aft, 1 fwd<br>13kn |
| **6862577**<br>UBCK<br>M-2927 | **GUMISTA**<br>ex S-204-67<br>**U.S.S.R.**<br>Izmail U.S.S.R. | **219**<br>88<br>214 | | **1959** ..............U.S.S.R.<br>40,44 6,51 2,620<br>3,00<br>1 dk | **M General Cargo**<br>2 Ho ER<br>B.380<br>2 Ha (each 6,4 × 2,8) ER<br>Cr 1(3) | Vee Oil 4SA 12Cy. 150 × 180<br>U.S.S.R.<br>Fuel (d.o.)<br>9,5kn |
| **7535250**<br>S2HK<br>373459<br>Rdr RT | **GUMTI-1**<br>ex Shoun Maru No. 38-79<br>**Gumti Enterprise (Private) Ltd.**<br>Chittagong Bangladesh | **664**<br>351<br>1 125 | NK | **1961** Nakamura Zosen Tekkosho—Matsue (243)<br>59,01 9,43 4,063<br>54,01 9,40 4,55<br>P 13,8 F 7,7 1 dk | **M Tanker**<br>4 Ta ER<br>L.(oil) 1 316 | Oil 4SA 6Cy. 320 × 450<br>950bhp (699kW)<br>Hanshin Nainenki Kogyo Kobe<br>Fuel 37,5t (d.o.)-2,5pd<br>10,5kn |
| **7303229**<br>TCCP<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GUN**<br>ex Stella Nova-80<br>ex Joy Saphir-78<br>ex Bow Saphir-78<br>**Densan Deniz Nakliyati ve Sanayi Anonim Sirketi**<br>Istanbul Turkey | **1 684**<br>1 074<br>3 150 | NV | **1973** Karmsund Verft & M/V A/S —Haugesund (12)<br>82,78 13,01 6,058<br>75,65 12,96 6,91<br>P 18,6 F 16,2 1 dk<br>rf 102 | **M Tanker**<br>Chemical<br>10 Ta ER<br>L.3 840 HeCls. C | Oil 4SA 6Cy. 360 × 450<br>2 250bhp (1 655kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 3 × 133kW 220V 50Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 152,5t (d.o.)-8,0pd<br>13kn |
| **5138137**<br>OFMG<br>552 | **GUN**<br>ex Tuuri-52 ex Optima-47<br>**Marketta Kovanen**<br>Helsinki/ Helsingfors Finland | **153**<br>97<br>224 | | **1907** Porin Konepaja—Pori/Bjorneborg<br>30,76 6,23 2,744<br>6,20<br>1 dk<br>R | **M General Cargo**<br>1 Ho ER<br>2 Ha (7,4 5,9 × 3,2) ER<br>2W Der 2(0,75) | Oil 4Cy.<br>E made42 refitted47<br>Humboldt-Deutzmotoren Koeln-Deutz<br>Fuel (d.o.)<br>7kn |
| **8127517** | **GUN-MAR**<br>**Ildhuso Fisheries Inc.**<br>Seattle, Wa United States of America | **197**<br>—<br>— | | **1981** Nichols Bros. Boat Builders Inc. —Freeland, Wa<br>42,09 3,810<br>10,37 4,58<br>1 dk | **TM Fishing**<br>Stern Trawler Crab<br>6 Ta ER<br>In.340 | 2 Vee Oil 4SA each 12Cy. 159 × 203<br>geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **5267263**<br>DCES<br>Df Esd<br>Pfd<br>RTm/h/v | **GUNDA K**<br>ex Franziska I-78 ex Otto Bolte-76<br>**Betag Bergungs - und Taucherges. m.b.H.**<br>Fedderwardersiel Federal Republic of Germany | **299**<br>139<br>— | GL | **1957** Schulte & Bruns—Emden (188)<br>42,07 7,75 2,579<br>38,87 7,70 3,51<br>P 6,8 RQD 6,8 F 3,7 1 dk | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>2 Ho 8,5 11,9 ER | Oil 4SA 6Cy. 320 × 480<br>600bhp (441kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Gen 1 × 80kW 1 × 24kW 1 × 10kW<br>380V 50Hz a.c.<br>Fuel (d.o.)<br>10kn |
| **6909193**<br>YTMG<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUNDULIC**<br>**Atlantska Plovidba**<br>Dubrovnik Yugoslavia | **9 907**<br>6 346<br>16 158 | BV JR | **1968** Ast. de Cadiz—Sevilla (122)<br>143,69(BB) 20,68 9,291<br>134,80 20,65 12,73<br>2 dks<br>rf nil DK | **M General Cargo**<br>Str. heavy cargoes<br>4 Ho 16,0 32,7 15,2 32,0<br>4 TwD ER<br>G.22 442 B.19 892<br>6 Ha (stl) (each 9,1 × 9,9) ER<br>12W Der 12(10) | Oil 2SA 6Cy. 680 × 1250<br>8 000bhp (5 884kW) Sulzer<br>Ast. de Cadiz Valencia<br>Gen 2 × 312kW 1 × 240kW<br>380V 50Hz a.c.<br>Fuel 151,5t (d.o.) 835,0t (hvf)<br>15,5kn |
| **6703032**<br>TCMN<br>5023<br>Df Esd<br>Gc Rdr<br>RTv | **GUNES METE**<br>ex Trias III-82 ex Fulstar-77<br>ex Harald Rinde-73<br>**Gunes Mete Shipping & Trading Co. Inc.**<br>Istanbul Turkey | **3 642**<br>2 058<br>5 639 | NV | **1967** Drammen Slip & Verk.—Drammen (61)<br>115,27 16,03 6,535<br>107,02 16,01 8,08<br>1 dk<br>rf 102 | **M General Cargo**<br>3 Ho 16,9 26,9 26,9 ER<br>G.8 212 B.7 646<br>3 Ha (stl) (11,7 18,2comb. 18,2comb. × 8,5) ER<br>10W Der 1(25) 4(10) 6(5) | Oil 2SA 7Cy. 480 × 700<br>3 000bhp (2 207kW)<br>Sulzer Bros. Ltd. Winterthur<br>Gen 3 × 130kW 440V 60Hz a.c.<br>Fuel 390,0t (hvf)-11,0pd<br>13kn |
| **5131361**<br>HO4191<br>7490-76<br>RTm | **GUNGA DIN**<br>ex Ariston-77 ex Rita Ievoli-76<br>ex Roberta Napoleone-71<br>ex Giulia Prima-67 ex Stamura-61<br>**Transportes Liquidos S.A.**<br>Panama Panama | **836**<br>480<br>1 282 | (RI) | **1952** Cant. Gardano & Giampieri—Porto Recanati (35)<br>*68,01* 9,83 4,007<br>63,30 9,81 4,32<br>1 dk<br>RW len 66 | **M Tanker**<br>12 Ta ER<br>L.(oil) 1 727 HeCls. C | Oil 4SA 6Cy. 370 × 560<br>600bhp (441kW)<br>S.A. Ansaldo Genova<br>Gen 2 × 10kW 110V d.c.<br>12kn |
| **7507461**<br>355560<br>Esd Rdr<br>RTh | **GUNGA DIN I**<br>**Custom Credit Corp. Ltd.**<br>*Brisbane, Queensland* Australia | **318**<br>231<br>366 | | **1944** Structural Eng. Co. of Western Australia Ltd.—Fremantle<br>36,58 7,70 1,829<br>35,79 7,01 2,90<br>P 6,1 RQD 12,2 B 12,2 F 6,1 1 dk | **TM Fishing**<br>Side Trawler<br>Mchy.aft<br>In.127<br>2W Der 1(3) 1(2) | 2 Oil 4SA each 6Cy. 140 × 152<br>506bhp (372kW) NE 74<br>Cummins Engine Co. Inc. Columbus, In<br>Gen 2 × 20kW 110V d.c. 1 × 125kW<br>440V 50Hz a.c.<br>Fuel 75,0t (d.o.)-2,5pd<br>10kn |
| **5135305**<br>HO6281<br>9397-CB<br>Rdr RT | **GUNGA DIN II**<br>ex Punta Gaudio-80<br>ex Domenico Ievoli-80<br>ex Grazia Pellegrino-73<br>**Transportes Liquidos S.A.**<br>Panama Panama | **1 113**<br>533<br>1 652 | RI<br>✠Classed LR until 4/72 | **1951**-3 Cant. Nav. Pellegrino—Napoli (90)<br>66,32 10,65 5,385<br>60,30 10,60 5,85<br>P 15,0 F 8,6 1 dk<br>RW | **M Tanker**<br>Water<br>8 Ta ER<br>L.(oil) 2 057 HeCls. BC | Oil 2SA 5Cy. 360 × 650<br>875bhp (644kW)<br>S.A. Fiat S.G.M. Torino<br>Fuel 85,0t-4,0pd<br>10,5kn |
| **6610431**<br>H2EW<br>Df Esd<br>Rdr<br>RTm/h/v | **GUNGNIR I**<br>ex Nai Giuseppina-79<br>ex Giuseppina Lolli Ghetti-74<br>ex Ross Lake-72<br>ex Fort St. Catherine-71<br>**Gungnir Shipping Co. Ltd.**<br>Limassol Cyprus | **43 138**<br>29 915<br>85 208 | (AB) (RI)<br>✠Classed LR until 11/79 | **1966**-10 C.R.D. Adriatico—Monfalcone (1901)<br>253,60(BB) 39,07 13,323<br>237,24 38,94 17,00<br>P 46,1 F 27,5 1 dk<br>RW rf nil | **M Tanker**<br>13 Ta ER<br>L.(oil) 101 271 HeCls. BC<br>Cr 1(10) 2(7) | Oil 2SA 10Cy. 900 × 1600<br>21 000bhp (15 447kW) Fiat<br>C.R.D. Adriatico Trieste<br>Gen 1 × 960kW 2 × 500kW<br>450V 60Hz a.c.<br>Fuel 4 519,5t (hvf)-71,0pd<br>16,25kn |

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| 6825749<br>H8UN<br>1073<br>8-81<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUNGNIR X**<br>ex Grischuna-80<br>**PH Shipping Co. S.A.**<br>Panama Panama | **28 402**<br>20 860<br>61 612 | AB | **1968** Nippon Kokan K.K.—Tsurumi<br>Shipyard, Yokohama (842)<br>226,42 31,78 12,904<br>216,42 31,09 17,51<br>P 29,9 B 18,9 1 dk<br>rf 102 | **M Bulk Carrier**<br>Str. heavy cargoes<br>7 Ho 22,4 25,6 26,9 15,7 26,9<br>22,4 20,2 ER<br>G.68 608<br>1 Ha (stl) (10,4 × 9,4) 11 Ha (stl)<br>(each 8,9 × 12,8) ER<br>Der 1(2,5) 1(1) | Oil 2SA 8Cy. 900 × 1550<br>17 600bhp (12 946kW) Sulzer<br>Uraga Heavy Ind. Ltd. Tamano<br>Gen 3 × 420kW 440V 60Hz a.c.<br>Fuel 2 674,0t (hvf) 16,25kn |
| 7208376<br>OGXX<br>1187<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GUNILLA**<br>**Angfartygs A/B Alfa**<br>Lundqvist Rederierna<br>Mariehamn Finland | **2 385**<br>867<br>4 090 | NV | **1972** Valmet Oy Pansion Tehdas<br>—Turku/Abo (302)<br>118,17(BB) 16,06 5,982<br>108,64 16,01 12,81<br>2 dks<br>rf 51 | **TM RoRo Cargo** 12P<br>Bow door & stern door/ramps<br>Ice strengthened<br>1 Ho 53,9 ER<br>G.13 904 B.10 380 | 2 Oil 4SA each 9Cy. 400 × 460<br>9 000bhp (6 620kW) Pielstick<br>Oy Wartsila Ab Turku/Abo<br>Gen 2 × 504kW 1 × 36kW<br>440V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel 357,0t (hvf)-32,5pd 19kn |
| 5239515<br>SERW<br>8474<br>Df Esd<br>Rdr RT | **GUNILLA**<br>ex Monica-65 ex Gunilla-61<br>**Karl A. I. Kristiansson**<br>Skarhamn Sweden | **381**<br>222<br>549 | BV<br>✠Classed LR until 3/54 | Lch.**1940** Cmd.**1945**-7 AB Oskarshamns<br>Varv—Oskarshamn (872)<br>48,95 8,34 3,474<br>8,28 3,76<br>1 dk<br>BK 165 len 54 | **M General Cargo**<br>1 Ho ER<br>G.821 B.736<br>2 Ha (each 11,5 × 4,4) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 290 × 420<br>345bhp (254kW) NE 65<br>Maschinenbau Kiel A.G. Kiel<br>Fuel (d.o.) 9kn |
| 7808530<br>TCUE<br>4743<br>Df Gc<br>Rdr RT | **GUNKOL**<br>ex Kenan Kolotoglu-81<br>Launched as Hasan Guner<br>**Gunkol Denizcilik Ltd. Sirketi**<br>Istanbul Turkey | **1 599**<br>1 077<br>3 050 | AB | **1980** Deniz Endustrisi A.S.—Istanbul (1)<br>84,00<br>72,01 13,01 7,01<br>1 dk | **M General Cargo**<br>Mchy.aft | Oil 4SA 9Cy. 350 × 500<br>1 670bhp (1 228kW)<br>CKD Praha Praha<br>14kn |
| 5138280<br>OGTZ<br>525<br>Df RT | **GUNN-MARIE**<br>ex Stina-55 ex Irma<br>**Bruno Granstrom**<br>Pernaja Finland<br>erna | **204**<br>129<br>198 | | **1906** G. H. Thyen—Brake<br>36,02 6,56 3,125<br>6,53 3,20<br>P 6,1 1 dk<br>R len 44 & 73 | **M General Cargo**<br>Mchy.aft | Oil 2SA 6Cy. 127 × 142<br>287bhp (211kW) NE 57<br>General Motors Corp. Detroit, Mi<br>Fuel (d.o.) 7,5kn |
| 5138292<br>Df Esd<br>Rdr RT | **GUNNAR**<br>**Flekkefjord Slipp og Maskinfabrik**<br>Leif Kongevold<br>Norway | **249**<br>80<br>— | | **1959** VEB Volkswerft Stralsund—Stralsund<br>38,69 7,32<br>7,29 | **M Fishing**<br>Side Trawler | Oil<br>800bhp (588kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Fuel (d.o.) |
| 7437379<br>H09295<br>4828<br>-74A | **GUNNAR**<br>ex Gay Marie-74<br>**Kup Fishing S.A.**<br>Panama Panama | **135**<br>91<br>— | | **1973** Marine Builders Inc.—Mobile, Al<br>*21,95* 6,84<br>3,38<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| 5406651<br>TFUZ<br>0144<br>Df Esd<br>Rdr RT | **GUNNAR BJARNASON**<br>ex Hagbardur-77 ex Baldur-74<br>ex Loftur Baldvinsson-68<br>**Hradfrystihus Olafskikur H/f**<br>Olafsvik Iceland | **177**<br>72<br>— | NV | **1963** Hjorungavaag Verksted A/S<br>—Hjorungavaag (3)<br>34,12 7,01<br>30,36 6,99 3,66<br>1 dk<br>BK 119 | **M Fishing**<br>Side-fishing<br>Ice strengthened<br>1 Ho ER<br>2 Ha (0,9 × 1,2) (3,1 × 1,6) ER<br>1W Der 1(2) | Oil 4SA 16Cy. 159 × 203<br>1 125bhp (828kW) NE 79<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 52kW 1 × 18kW<br>380V 50Hz a.c.<br>Fuel (d.o.) |
| 7382914<br>JXIJ<br>18444<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUNNAR LANGVA**<br>**Bjarne G. Longva**<br>Alesund Norway | **667**<br>304<br>— | NV | **1975** Vaagland Batbyggeri A/S—Vaagland<br>(87)<br>52,61 9,83 6,025<br>44,51 9,80 7,52<br>1 dk<br>rf 902 BK 127 len 78 | **M Fishing**<br>Side Trawler<br>Ice strengthened<br>Mchy.aft | Oil 4SA 6Cy. 320 × 480<br>1 100bhp (809kW) E made68 fitted75<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim<br>Controllable pitch propeller<br>Fuel (d.o.) |
| 7924073<br>OWAJ<br>D2766<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUNNAR SEIDENFADEN**<br>**Government of The Kingdom of Denmark (Den Danske Stat-Miljostyrelsen)**<br>Korsor Denmark | **869**<br>217<br>684 | **✠100A1**<br>offshore supply vessel<br>Ice Class 1A<br>**✠LMC**<br>EL (N) 440,0/32,0U3<br>FN 895 | **1981**-7 I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (119)<br>55,61 12,40 3,869<br>49,10 12,31 5,90<br>F 18,0 2 dks<br>rf nil<br>4BH to U. dk & 5 to 2nd dk. WB720T inc.<br>DTf113T DTa290T & No. 3 cargo tank<br>94T | **TM Supply Ship**<br>Deck Cargo Anchor-handling Oil<br>Recovery | 2 Oil 4SA each 8Cy. 225 × 300 with<br>clutches, flexible couplings & sr reverse<br>geared to sc. shafts<br>2 480bhp (1 824kW)<br>B&W Alpha Diesel Div. of B&W<br>Diesel A/S Frederikshavn<br>Gen 2 × 208kW 1 × 148kW<br>400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 7924061<br>OWPB<br>D2765<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUNNAR THORSON**<br>**Government of The Kingdom of Denmark (Den Danske Stat-Miljostyrelsen)**<br>Kobenhavn Denmark | **869**<br>217<br>684 | **✠100A1**<br>offshore supply vessel<br>Ice Class<br>**✠LMC**<br>EL (N) 440,0/32,0U3<br>FN 895 | **1981**-5 I/S Orskovs Staalskibsvaerft<br>—Frederikshavn (118)<br>55,61 12,40 3,869<br>49,10 12,31 5,90<br>F 18,0 2 dks<br>rf nil<br>4BH to U. dk & 5 to 2nd dk WB720T inc.<br>DTf113T, DTa290T & No. 3 cargo tank<br>94T | **TM Supply Ship**<br>Deck Cargo Anchor-handling Oil<br>Recovery<br>Mchy.aft | 2 Vee Oil 4SA each 8Cy. 225 × 300 with<br>clutches, flexible couplings & sr reverse<br>geared to sc. shafts<br>2 480bhp (1 824kW)<br>B&W Alpha Diesel Div. of B&W<br>Diesel A/S Frederikshavn<br>Gen 2 × 208kW 1 × 148kW<br>400V 50Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd |
| 6711924<br>GWXH<br>309542<br>Gc RTv | **GUNNET**<br>**Forth Estuary Towage Ltd.**<br>Leith United Kingdom | **143**<br>41<br>— | ✠Classed LR until 8/70 | **1967**-4 J. Lewis & Sons Ltd.—Aberdeen<br>(352)<br>26,52 7,68<br>25,30 7,32 3,20<br>rf 229 | **TM Tug** | 2 Oil 4SA each 6Cy. 203 × 273<br>Ruston & Hornsby Ltd. Lincoln<br>Gen 2 × 30kW 1 × 25kW 220V d.c.<br>2 Directional propellers fwd only<br>Fuel 13,0t (d.o.) 10,5kn |
| 6801767<br>9VFK<br>382568<br>Df Esd<br>Gc Pfd<br>Rdr RTv | **GUNONG TAHAN**<br>ex Asia Hope-82<br>ex Nego Dynasty-78<br>ex Olympia Faith-73<br>**Korins Maritime Services Pte. Ltd.**<br>Singapore Singapore | **9 142**<br>6 532<br>16 000 | KR NK (BV) | **1967** Usuki Tekkosho—Saiki (1089)<br>147,00 21,19 8,916<br>136,00 21,14 11,82<br>P 17,7 B 7,1 F 8,3 1 dk<br>RW rf nil | **M Bulk Carrier**<br>4 Ho 26,3 26,2 26,2 26,2 ER<br>G.21 481 B.20 419<br>4 Ha (18,9 20,3 20,3 20,3 × 9,9) ER<br>4W Cr 4(20) Der 4(20) 4(10) | 2 Vee Oil 4SA each 16Cy. 400 × 460<br>7 440bhp (5 473kW) Pielstick<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 3 × —kW 440V 60Hz a.c.<br>Fuel 111,0t (d.o.) 1 066,0t (hvf)-16,5pd<br>15kn |

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| **7051735**<br>WX9752<br>509574 | **GUNSMOKE**<br>ex Sliparound-77 ex Blue Danube<br>**Eva C. Inc.**<br>Galveston, Tx United States of America | **101**<br>69<br>— | | **1967** Rockport Yacht & Supply Co.—U.S.A.<br>*21,37* 6,56<br>2,39 | **M Fishing** | Oil<br>350bhp (257kW)<br>.............<br>Fuel (d.o.) |
| **5138383**<br>PLNO<br>Df<br>RTm/h | **GUNTUR**<br>ex Sodok-47 ex Empire Barkis-46<br>**P.T. Perusahaan Pelayaran Palka Utama**<br>Jakarta Indonesia | **340**<br>139<br>430 | ✠Classed LR until 6/62 | **1944**-8 Rowhedge Ironworks Co. Ltd.—Rowhedge (639)<br>46,33 7,22 2,833<br>43,06 7,17 2,93<br>P 12,8 F 6,8 1 dk<br>RW rf 51 | **M Tanker**<br>8 Ta ER | Oil 2SA 4Cy. 250 × 420<br>395bhp (291kW)<br>British Auxiliaries Ltd. Glasgow<br>Gen 1 × 10kW 1 × 5kW 110V d.c.<br>Fuel 9,0t (d.o.)-1,5pd 8,5kn |
| **5058167**<br>HPAQ<br>Df RT | **GUNTUR 2**<br>ex Caltex 92-66 ex Ginouse-54<br>**Compania de Navegacion Ohtan S.A.**<br>Panama Panama | **635**<br>408<br>1 031 | | **1944** Odenbach SB. Corp.—Rochester, NY (46)<br>55,61 9,20 3,417<br>54,67 9,15 4,12<br>P 11,6 F 7,1 1 dk | **TM Tanker**<br>6 Ta ER<br>L.(oil) 1 080 | 2 Oil 4SA each 6Cy. 230 × 265<br>630bhp (463kW)<br>Cooper-Bessemer Corp. Grove City, Pa<br>Fuel 448,0t-2,0pd 9kn |
| **5165221**<br>RT | **GUNUNG DEMPO**<br>ex Issei Maru-73<br>**Government of The Republic of Indonesia (Departemen Perhubungan Laut - Ministry of Sea Communications)**<br>Indonesia | **998**<br>584<br>1 651 | (NK) | **1956** Sanoyasu Dockyard Co. Ltd.—Osaka (126)<br>70,77 10,42 4,573<br>65,00 10,37 5,19<br>P 19,2 B 4,6 F 9,8 1 dk | **M General Cargo**<br>2 Ho ER<br>G.2 104 B.1 965<br>2 Ha (8,9 21,7 × 5,4) ER<br>6W Der 2(10) 4(5) | Oil 2SA 5Cy. 360 × 600<br>1 000bhp (736kW) Sulzer<br>Uraga Diesel Kogyo Tamashima<br>Gen 2 × 15kW 105V d.c.<br>Fuel 79,5t 11,5kn |
| **7617199**<br>PLZX<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUNUNG KLABAT**<br>ex Handsome-78<br>**P.T. Porodisa Raya Shipping Lines**<br>Jakarta Indonesia | **3 774**<br>2 679<br>6 509 | NK | **1976** Higaki Zosen K.K.—Imabari (183)<br>105,57 16,36 6,820<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>14kn |
| **7709277**<br>YCOM<br>Df Esd<br>Gc Rdr<br>RT | **GUNUNG KUMAWA**<br>ex Fulek-79<br>**P.T. Porodisa Raya Shipping Lines**<br>Jakarta Indonesia | **3 766**<br>2 697<br>6 460 | NK | **1977** Higaki Zosen K.K.—Imabari (196)<br>105,57 16,36 6,820<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 2SA 6Cy. 450 × 750<br>3 800bhp (2 795kW) Mitsubishi<br>Kobe Hatsudoki K.K. Kobe<br>Gen 2 × 400kW a.c.<br>12,5kn |
| **7617187**<br>PLZW<br>1090<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUNUNG LOKON**<br>ex Hand Heng-78<br>**P.T. Porodisa Raya Shipping Lines**<br>Jakarta Indonesia | **3 646**<br>2 439<br>6 509 | NK | **1976** Higaki Zosen K.K.—Imabari (182)<br>105,57 16,36 6,820<br>98,61 16,34 8,41<br>P 19,9 F 11,3 1 dk | **M General Cargo**<br>G.8 383 B.7 909<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>Der 4(15) | Oil 4SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 264kW a.c.<br>12,5kn |
| **7331446**<br>9VWY<br>382214<br>Esd Gc<br>Rdr RT | **GUNUNG SARI**<br>ex Nittan Maru No. 3-81<br>**Palm Oil Transportation Pte. Ltd.**<br>Singapore Singapore | **1 622**<br>1 197<br>3 719 | NK | **1973** Oshima Dock K.K.—Yoshiumi (530)<br>96,02 12,78 5,536<br>77,02 12,76 5,95<br>P 23,8 F 15,0 1 dk<br>RW | **TM Tanker**<br>Mchy.aft<br>L.(oil) 3 610 | 2 Oil 4SA each 6Cy. 260 × 320<br>2 600bhp (1 912kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Osaka<br>Gen 2 × 80kW 445V a.c.<br>Fuel 114,0t-9,0pd 12,5kn |
| **7350806**<br>YCCO | **GUNUNG SLAMET III**<br>**P.N. Pertambangan Minyak Dan Gas Bumi Nasional (PERTAMINA)**<br>Jakarta Indonesia | **732**<br>—<br>711 | KI | **1975** P.T. Adiguna Shipyard—Jakarta (50)<br>57,26 3,099<br>52,00 9,00 4,02 | **M Tanker**<br>8 Ta ER<br>L.(oil) 1 050 | Oil 4SA 6Cy. 200 × 260 geared to sc. shaft<br>700bhp (515kW)<br>Niigata Eng. Co. Ltd. Japan<br>Gen 1 × 48kW 440V a.c.<br>Fuel 36,5t (d.o.) |
| **7372440**<br>YCOR<br>Df Esd<br>Gc Pfd<br>Rdr | **GUNUNG SOPUTAN**<br>ex Kalimantan Mahogany-78<br>**P.T. Porodisa Raya Shipping Lines**<br>Jakarta Indonesia | **3 658**<br>2 834<br>6 542 | NK | **1974** Imabari Zosen—Imabari (333)<br>105,59 16,36 6,833<br>98,61 16,31 8,41<br>P 19,9 F 11,0 1 dk | **M General Cargo**<br>2 Ho ER<br>G.8 421 B.8 000<br>2 Ha (stl) (27,2 28,5 × 8,3) ER<br>4W Der 4(15) | Oil 2SA 6Cy. 500 × 800<br>3 800bhp (2 795kW)<br>Hanshin Nainenki Kogyo Kobe<br>Gen 2 × 264kW a.c.<br>Fuel 529,5t (hvf)-14,0pd 12,75kn |
| **7525683**<br>5MPD<br>6051<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUNVER CORD**<br>**Concord Line Shipping Ltd.**<br>Monrovia Liberia | **18 965**<br>12 796<br>34 318 | **✠100A1** SS 4/82<br>strengthened for heavy cargoes, Nos. 2 & 5 holds may be empty<br>**✠LMC** **UMS**<br>EL I† 2½"U3(a)<br>FN 7110 | **1977**-9 Mitsui Eng. & SB. Co. Ltd., Chiba Works—Ichihara (1097)<br>179,03(BB) 27,06 10,954<br>170,01 27,01 14,81<br>P 30,5 F 13,8 1 dk<br>rf nil<br>8BH WB11436t incl. comb. btm & STs in holds 4637t Topside tanks in holds 4983t | **M Bulk Carrier**<br>6 Ho ER<br>G.44 272 B.38 818<br>6 Ha (stl) (10,5 12,1 12,1 12,1 12,1 12,1 × 11,5) ER | Oil 2SA 6Cy. 670 × 1700<br>11 200bhp (8 238kW) B&W<br>Mitsui Eng. & SB. Co. Ltd. Tamano<br>AuxB (o.f.) 8kgf/cm$^2$ (7,9bar)<br>e(ex.g) 13kgf/cm$^2$ (12,8bar)<br>Gen 3 × 480kW 450V 60Hz a.c.<br>15,5kn |
| **7428316**<br>HP3016<br>366-66<br>Esd Pfd<br>Rdr RT | **GUPCO 1**<br>**Pan American Oil Co.**<br>Panama Panama | **282**<br>153<br>— | AB | **1966** Timsah SB. Co.—Ismailia (125)<br>30,00 2,566<br>28,22 8,62 3,66<br>1 dk | **TM Tug** | 2 Oil 4SA each 8Cy. 270 × 360<br>Kloeckner Humboldt Deutz Koeln<br>2 Controllable pitch propellers |
| **7408495**<br>Df Esd<br>Rdr RT | **GUPSA PRIMERO**<br>**E. J. Denegri**<br>Mar del Plata Argentina | **270**<br>139<br>219 | BV | **1976** Ast. Gondan—Puerto de Figueras (137)<br>38,41 7,57 3,641<br>33,51 7,51 3,92<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 8Cy. 320 × 480 geared to sc. shaft<br>1 170bhp (861kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel 170,0t (d.o.) 11,5kn |
| **6609107**<br>EEVR<br>1698<br>Df Esd<br>Rdr RTm | **GURE AMA**<br>**Ondarrutarra S.A.**<br>Ondarroa Spain | **422**<br>207<br>— | BV | **1965** Maritima del Musel S.A.—Gijon (72)<br>46,23 8,39 3,963<br>39,93 8,35 4,40<br>1 dk<br>RW | **M Fishing**<br>Side Trawler<br>Mchy.aft<br>3 Ha (each 2,2 × 1,8) | Oil 4SA 8Cy. 320 × 450<br>1 060bhp (780kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 170,0t (d.o.) 11,5kn |

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|---|---|---|---|---|---|---|
| **7015717**<br>EABR<br>2198<br>Df Esd<br>Pfd Rdr<br>RT | **GURE AMETZA**<br>**Glasaboa S.A.**<br>San Sebastian Spain | **383**<br>187<br>— | BV | **1970** Ast. Luzuriaga S.A.—Pasajes (148)<br>40,49 8,84 3,493<br>33,00 8,81 5,59<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft | Oil 4SA 6Cy. 360 × 450<br>1 300bhp (956kW) MWM<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Fuel 135,5t (d.o.) 12kn |
| **7110517**<br>EBTL<br>2214<br>Df Esd<br>Pfd Rdr<br>RT | **GURE AMETZA II**<br>**Gure Ametza S.A.**<br>Pasajes Spain | **383**<br>187<br>229 | BV | **1971** Ast. Luzuriaga S.A.—Pasajes (147)<br>40,52 8,84 3,401<br>35,79 8,82 3,46<br>1 dk | **M Fishing**<br>Side Trawler Ref<br>Mchy.aft<br>In.250 | Oil 4SA 6Cy. 360 × 450 sr geared to sc. shaft<br>982bhp (722kW) MWM<br>Naval-Stork-Werkspoor S.A. Cadiz<br>Controllable pitch propeller<br>12kn |
| **6824757**<br>EFTF<br>Df Esd<br>Gc Pfd<br>Rdr RTm | **GURE CAMPOLIBRE**<br>**Atunera Vasco-Canaria S.A.**<br>Bermeo Spain | **453**<br>226<br>439 | BV | **1968** Maritima de Axpe S.A.—Bilbao (30)<br>41,41 9,33 3,750<br>36,81 9,30 4,50<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>10 Ho<br>G.430<br>10 Ha (each 1,6 × 1,6)<br>3W Der 2(3,5) 1(3) | Oil 4SA 8Cy. 220 × 280<br>960bhp (706kW)<br>Kloeckner Humboldt Deutz Koeln<br>Fuel 120,5t (d.o.) 12kn |
| **6518944**<br>TCPV<br>4613<br>Df Esd<br>Gc Rdr<br>RT | **GURHAN GUNER**<br>ex Ocean Rhythm-78<br>ex Wakayama Maru-75<br>**Volkan Shipping & Trading S.A.**<br>Istanbul Turkey | **24 654**<br>16 857<br>42 340 | NK | **1965** Uraga Heavy Industries Ltd.—Uraga Shipyard, Yokosuka (872)<br>197,01 29,57 11,415<br>188,98 29,49 16,21<br>F 14,1 1 dk | **M Bulk Carrier**<br>4 Ho ER<br>G.52 370<br>8 Ha (stl) (10,9 × 11,4) (11,0 11,2 11,2 11,2 11,2 11,2 11,2 × 14,7) ER | Oil 2SA 9Cy. 760 × 1550<br>14 400bhp (10 592kW) Sulzer<br>Uraga Heavy Industries Ltd. Tamashima<br>Gen 2 × 320kW 445V a.c.<br>Fuel 3 203,5t 15kn |
| **7900261**<br>EHSY<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GURIDI**<br>**Naviera Abasotas S.A.**<br>Cadiz Spain | **22 452**<br>14 451<br>38 305 | **✠100A1**<br>bulk carrier<br>strengthened for heavy cargoes<br>holds 1, 4 & 6 or holds 2 & 4 may be empty<br>**✠LMC**<br>EL J† 611,7/66,0U3<br>FN 7879 | **1980**-11 Astilleros Espanoles S.A. —Factoria de Puerto Real (18)<br>186,67(BB) 29,06 11,380<br>175,01 29,01 16,01<br>F 15,9 1 dk<br>rf nil DK in way of holds<br>10BH WB16669T incl. Comb. btm & STs in holds 5691T Topside tanks in holds 3274T No. 4 hold 6271T | **M Bulk Carrier**<br>Cement Self-unloader<br>6 Ho 18,9 21,4 22,4 14,1 22,4 14,1 ER<br>G.44 073<br>6 Ha (stl) (9,9 12,4 12,4 9,9 12,4 9,9 × 14,0) ER | Oil 2SA 6Cy. 680 × 1250<br>10 037bhp (7 383kW) Sulzer<br>Ast. Espanoles S.A. Manises Works, Valencia<br>2 AuxB (1 o.f. 1 ex.g) 6,5kgf/cm² (6,4bar)<br>Gen 3 × 376kW 440V 60Hz a.c.<br>15kn |
| **6802462**<br>UGPN<br>M-21452 | **GURIEV**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **1 002**<br>392<br>176 | RS | **1963** G. Dimitrov Shipyard—Varna<br>63,00 9,33 3,001<br>9,28 5,87<br>1 dk | **M Ferry/General Cargo**<br>—P<br>1 Ho<br>B.170<br>1 Ha (1,9 × 2,9)<br>3W Cr 1(1) Der 3(1) | Oil 4SA 8Cy. 320 × 480<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>12,25kn |
| **6802474**<br>USIB<br>M-27816 | **GURIEV**<br>**U.S.S.R. -'Kaspryba'**<br>Astrakhan U.S.S.R. | **863**<br>214<br>397 | RS | **1964** ............U.S.S.R.<br>55,35 9,53 3,120<br>9,45 4,53 | **D-E Factory Ship**<br>Fish-factory Ref<br>Ice strengthened<br>1 Ho<br>In.360<br>1 Ha (2,3 × 2,3)<br>Cr 1(2,5) | 2 Oil 4SA each 6Cy. 250 × 340 total driving 2 gen. connected to 1 elec. motor & geared to sc. shaft<br>U.S.S.R.<br>10kn |
| **6869070**<br>UOKE<br>M-24460 | **GURIEV**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **264**<br>94<br>170 | RS | **1955** ............East Germany<br>39,50 7,37 2,701<br>3,51<br>1 dk | **M Fishing**<br>Ice strengthened<br>2 Ho<br>B.210<br>2 Ha (each 1,6 × 1,6)<br>Der 2(1) | Oil 4SA 8Cy. 240 × 360<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Fuel (d.o.) 9kn |
| **7938842** | **GURITA**<br>ex Ehime No. 3-80<br>**Government of The Republic of Indonesia**<br>Jakarta Indonesia | **196**<br>99<br>— | | **1970** Binan Senpaku Kogyo K.K. —Innoshima<br>34,02 2,501<br>28,40 7,80 2,90<br>1 dk | **M Ferry**<br>208dk P | Oil<br>700bhp (515kW)<br>Daihatsu Diesel Mfg. Co. Ltd. Japan<br>11,25kn |
| **6707430**<br>UYZJ<br>M-27693<br>Df Esd<br>Gc Rdr<br>RT | **GURIYA**<br>**U.S.S.R. -'Azcherryba'**<br>Poti U.S.S.R. | **1 920**<br>603<br>850 | RS | **1966** VEB Volkswerft Stralsund—Stralsund (7082)<br>79,81 13,24 5,201<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.1 039 In.952<br>5 Ha (0,9 0,9 × 0,9) (1,3 1,3 × 1,6) (2,4 × 3,5)<br>2W Der 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 200V d.c.<br>Controllable pitch propeller<br>11,5kn |
| **6701199**<br>UZXW<br>M-27632<br>Df Esd<br>Gc Rdr<br>RT | **GURJEVSK**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>850 | RS | **1965** VEB Volkswerft Stralsund—Stralsund (7057)<br>79,76 13,24 5,020<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>5 Ha (3,5 1,6 1,6 × 2,3) (0,9 0,9 × 0,9)<br>6W Der 2(6) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>12,5kn |
| **7533434**<br>OZRY<br>H692<br>Df Esd<br>Pfd Rdr<br>RT | **GURLI**<br>**Ejgil H. Olsen P/R**<br>Esbjerg Demark | **183**<br>87<br>— | | **1975** Soby Motorfabrik og Staalskibsvaerft —Soby (53)<br>... ... ...<br>29,93 6,81 3,15<br>1 dk | **M Fishing**<br>Side Trawler<br>Mchy.aft | Oil 4SA 6Cy. 270 × 400<br>690bhp (508kW)<br>Aabenraa Motorfabrik Abenra<br>Fuel (d.o.) |
| **5032204**<br>700386<br>Rdr RT | **GURNARD**<br>ex Aziebank-82 ex Azie-73<br>**Southampton, Isle of Wigh & South of England Royal Mail Steam Packet Public Company Limited (Red Funnel Group)**<br>Southampton United Kindom | **158**<br>0<br>— | | **1961** N.V. Schps. v/h H. H. Bodewes —Millingen a/d Rijn (553)<br>28,86 8,39 2,566<br>25,94 8,34 3,48 | **TM Tug** | 2 Oil 4SA each 8Cy. 210 × 300<br>Kon. Mach. Stork & Co. N.V. Zwolle<br>Fuel 32,0t 11,5kn |

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|---|---|---|---|---|---|---|
| **6417164**<br>UINK<br>M-24885<br>Df Esd<br>Gc Rdr<br>RT | **GURZUF**<br>**U.S.S.R. -'Zapryba'**<br>Kaliningrad U.S.S.R. | **2 435**<br>1 070<br>852 | RS | **1963** VEB Volkswerft Stralsund—Stralsund (7015)<br>79,76 13,24 5,061<br>71,02 13,16 7,01<br>2 dks | **M Factory Fishing**<br>Fish-factory Stern Trawler Ref<br>Ice strengthened<br>5 Ho<br>G.110 In.950<br>5 Ha (3,5 1,6 1,6 × 2,2) (0,9 0,9 × 0,9)<br>6W Der 2(6) 2(3) 2(1,5) | 2 Oil 4SA each 8Cy. 320 × 480 geared to sc. shaft<br>1 660bhp (1 221kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>Gen 4 × 270kW 220V d.c.<br>Controllable pitch propeller<br>13kn |
| **5138527**<br>UOPY<br>M-21430<br>Df Esd<br>Gc Rdr | **GURZUF**<br>**U.S.S.R. -'Sevryba'**<br>Murmansk U.S.S.R. | **685**<br>299<br>408 | RS | **1956** Stocznia Gdanska im. Lenina—Gdansk (B10/79)<br>59,24 9,10 4,331<br>53,50 9,01 4,96 | **S Fishing**<br>Side Trawler Ref<br>Ice strengthened<br>2 Ho<br>In.347<br>3 Ha (0,7 × 0,7) (1,5 2,9 × 1,5)<br>Der 1(1,5) | C 4Cy. (2) 330 & (2) 770 × 730<br>A/B Finnboda Varf Stockholm<br>12kn |
| **7390650**<br>WYT8<br>952<br>561189<br>Df Esd<br>Rdr RT | **GUS TIDE**<br>**Tidewater Ventures Inc.**<br>Tidewater Inc.<br>New Orleans, La United States of America | **281**<br>191<br>— | AB | **1974** American Marine Corp.—New Orleans, La (1118)<br>50,63 11,59 3,683<br>22,26 11,56 4,27<br>F 15,9 1 dk<br>rf nil | **TM Tug/Supply Ship**<br>Deck Cargo | 2 Oil 4SA each 12Cy. 230 × 254<br>General Motors Corp. Electro-Motive Div. La Grange<br>Gen 2 × 75kW<br>Fuel 287,5t (d.o.) 12,5kn |
| **7201847**<br>WF7923<br>268680 | **GUS III**<br>**J. C. McMurrey**<br>Houston, Tx United States of America | **121**<br>82<br>— | | **1954** Consolidated Ship Yards Inc.—Corpus Christi, Tx<br>*24,02* 7,04<br>3,05 | **Wood TM Fishing** | 2 Oil<br>440bhp (324kW)<br>General Motors Corp. U.S.A.<br>Fuel (d.o.) |
| **7015200**<br>URTA<br>M-17272<br>Df Esd<br>Gc Rdr<br>RT | **GUS-KHRUSTALNYY**<br>**U.S.S.R. -Baltic Shipping Co.**<br>Leningrad U.S.S.R. | **2 873**<br>1 305<br>3 950 | RS | **1970** Hollming Oy—Rauma/Raumo (181)<br>102,27 14,03 6,211<br>93,20 6,89<br>1 dk | **M General Cargo**<br>Ice strengthened<br>4 Ho 15,3 14,7 15,7 ER 18,9<br>G.5 171 B.4 785<br>4 Ha (stl) (9,9 × 7,0) (9,9 9,9 × 8,3) ER (9,9 × 8,3)<br>8W Der 1(35) 8(5) | Oil 2SA 5Cy. 500 × 1100<br>2 900bhp (2 133kW) B&W<br>Valmet Oy Rautpohjan Tehdas Jyvaskyla<br>Fuel 30,5t (d.o.) 254,0t (hvf) 13,5kn |
| **6405745**<br>YTWE | **GUSAR 1**<br>ex Borovnik-80<br>**Parunov Nikola DR**<br>Split Yugoslavia | **233**<br>159<br>200 | (JR) | **1948** Brodogradiliste "Losinj"—Mali Losinj<br>32,82 7,85<br>30,26 7,60 2,70<br>1 dk<br>conv Fishing 80 | **Wood M Yacht** 48bth P<br>1 Ho 17,1<br>1 Ha (4,5 × 2,5)<br>1W Der 1(0,75) | Oil 2SA 4Cy. 200 × 340<br>200bhp (147kW) NE 63 Alpha<br>Titovi Zavodi "Litostroj" Ljubljana<br>Gen 1 × 2kW 24V d.c.<br>Fuel 5,0t (d.o.) 8kn |
| | DELETE ENTRY - NOW REPORTED TO BE A YACHT | | | | | |
| **7929009** | **GUSMAAN GEEDI RAADE**<br>**Somali/Italian Fishing Corp.**<br>Mogadiscio Somali Republic | **934**<br>320<br>800 | **100A1**<br>Class Contemplated<br>FN 1071 | **1982** Soc. Esercizio Cant.—Viareggio (648)<br>66,73 11,03 4,750<br>58,43 11,00 7,32<br>1 dk | **M Fishing**<br>Stern Trawler Ref | Oil<br>3 000bhp (2 207kW)<br>Nohab Diesel A/B Sweden |
| **7534787**<br>563509 | **GUSSIE J. FLYNN**<br>**Zapata Haynie Corp.**<br>Biloxi, Ms United States of America | **530**<br>367<br>— | | **1975** Zigler Shipyards Inc.—Mermentau, La<br>*49,69* 10,22<br>3,64<br>1 dk | **TM Fishing**<br>Mchy.aft | 2 Vee Oil 2SA each 16Cy. 146 × 146 geared to sc. shafts<br>2 318bhp (1 705kW)<br>General Motors Corp., Detroit Diesel Allison Div. Detroit<br>Fuel (d.o.) |
| **5138539**<br>SCWN<br>Df Esd<br>Gc Pfd<br>Rdr | **GUSTAF AF KLINT**<br>**Government of The Kingdom of Sweden (Svenska Staten Sjofartsverket)**<br>Stockholm Sweden | **485**<br>— | | **1941** A/B Finnboda Varf—Stockholm (326)<br>52,05 8,72 4,700<br>8,67<br>P 15,0 1 dk<br>len — | **M Research**<br>Survey | Oil 2SA 4Cy. 340 × 570<br>640bhp (471kW)<br>Atlas-Diesel A/B Stockholm<br>Fuel 55,0t (d.o.) 10kn |
| **5138553**<br>SENR<br>2845<br>RT | **GUSTAF WASA**<br>ex Osterdalarne<br>**Siljans Battrafik A/B**<br>Leksand Sweden | **170**<br>114<br>— | | **1876** W. Lindbergs M/V—Stockholm<br>29,70 5,34<br>5,31<br>1 dk<br>R | **Iron TM Ferry** —P | 2 Oil 4SA each 2Cy.<br>470bhp (346kW) E made51 fitted60<br>.............<br>Fuel (d.o.) 12kn |
| **5314937**<br>SGFM<br>5323 | **GUSTAFSBERG VII**<br>ex Saxaren-74 ex Gustafsberg VII<br>**R/A Diana**<br>Vaxholm Sweden | **203**<br>78<br>— | | **1912** AB Oskarshamns Varv—Oskarshamn (243)<br>34,65 7,12<br>7,09<br>1 dk<br>RW | **S Ferry** 426P | C 2Cy. 425 & 826 × 600<br>500ihp (368kW)<br>A/B Oskarshamns M/V Oskarshamn<br>Gen 1 × 12kW 1 × 4kW 110V d.c.<br>Fuel 12,0t (d.o.)-7,5pd 12,5kn |
| **7633399**<br>DIGB<br>12347<br>Df Esd<br>Gc Rdr<br>RTm/h/v | **GUSTAV BEHRMANN**<br>ex Contship Two-79<br>ex Gustav Behrmann-77<br>**Partenreederei m.s. 'Gustav Behrmann'**<br>Reedereiges. Hans Schirren K.G.<br>Hamburg Federal Republic of Germany | **999**<br>714<br>2 937 | GL | **1977** J. J. Sietas K.G. Schiffswerft —Hamburg (805)<br>88,40 15,78 4,860<br>81,21 15,49 6,91<br>P 12,5 F 9,2 2 dks | **M General Cargo**<br>Ice strengthened<br>1 Ho 53,9 ER<br>G.4 445 B.4 151<br>TEU 208 C.Ho 72/20' (40') C.Dk 136/20' (40')<br>1 Ha (stl) (50,0 × 12,5) ER | Oil 4SA 8Cy. 320 × 450<br>2 450bhp (1 802kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 350,0t (d.o.)-10,0pd 14,5kn |
| **6619425**<br>DBPT<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GUSTAV MEYER**<br>**Government of The Federal Republic of Germany (Bundesminister fur Verkehr-WSV)**<br>Emden Federal Republic of Germany | **514**<br>144<br>— | GL | **1966** Jadewerft G.m.b.H.—Wilhelmshaven (103)<br>48,80 9,58 3,195<br>44,99 9,50 4,65<br>F 7,7 1 dk | **M Buoy Ship** | 2 Oil 4SA each 8Cy. 220 × 280 geared to sc. shaft<br>750bhp (552kW)<br>Kloeckner Humboldt Deutz Koeln<br>13,75kn |

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|---|---|---|---|---|---|---|
| 7302914<br>SEBR<br>11327<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GUSTAV VASA**<br>**Bonship A/B**<br>Halmstad Sweden | **7 457**<br>4 011<br>1 799 | **✠100A1** CS 5/78<br>Kattegat and Baltic Sea<br>service<br>Ice Class 1C<br>**✠LMC**<br>EL At 2$\frac{1}{16}$"U2<br>FN 3895 | **1973**-5 Werft Nobiskrug—Rendsburg (678)<br>129,01(BB) 21,04 4,900<br>117,00 20,79 12,50<br>B 99,7 2 dks, 3rd dk clear of mchy. space<br>rf 203<br>NS 13BH to 2nd dk WB375t | **TM Passenger/RoRo Cargo/Ferry**<br>600bth 440dk P<br>Bow & stern doors | 4 Oil 4SA each 6Cy. 410 × 470 geared to sc. shafts<br>16 000bhp (11 769kW)<br>Stork-Werkspoor Diesel N.V. Amsterdam<br>Gen 3 × 800kW 450V 60Hz a.c.<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>Fuel (hvf) 22kn |
| 5403350<br>Esd Rdr<br>RT | **GUSTAVIA**<br>ex Geoceanique-82<br>ex Drochtersen-75 ex Hamburg-63<br>**Armement Lacascade**<br>Pointe a Pitre Guadeloupe (French) | **388**<br>210<br>620 | **100A1** SS 1/78<br>excluding transatlantic<br>voyages North of 36°N<br>**LMC**<br>EL G 1"U1<br>FN 502<br>(GL) | **1950** Schiffsw. A. Pahl—Hamburg (291)<br>48,32 7,60 3,349<br>44,38 7,51 3,79<br>P 11,9 F 5,8 1 dk<br>RW rf 102 len & deepened 55<br>NS 3BH WB90T | **M General Cargo**<br>1 Ho 24,0 ER<br>G.866 B.821<br>2 Ha (each 11,5 × 5,0) ER<br>2W | Oil 4SA 6Cy. 270 × 360<br>250bhp (184kW)<br>Kloeckner Humboldt Deutz Koeln<br>Gen 2 × 42kW 380/220V 50Hz a.c.<br>1 × 2,5kW 2 × 1,5kW 24V d.c.<br>Fuel 12,0t 8kn |
| 7802794<br>SGON<br>Df Esd<br>Gc Pfd<br>Rdr<br>RTm/h/v | **GUTE**<br>**Rederiaktiebolaget Gotland**<br>Visby Sweden | **1 595**<br>839<br>2 400 | **✠100A1**<br>roll on—roll off cargo<br>ship<br>Ice Class 1A<br>**✠LMC** **UMS**<br>EL Y 522,5/46,0U3<br>FN 3077 | **1979**-6 A/B Falkenbergs Varv—Falkenberg (175)<br>119,00(BB) 16,90 4,025<br>110,01 16,51 11,46<br>2 dks<br>rf nil<br>12BH to 2nd dk WB3722T incl. UnDk, side & centre tanks 3519T | **TM Passenger/RoRo Cargo**<br>52bth P<br>Bow door/ramp<br>2 Stern door/ ramps pt higher tensile steel<br>Mchy.aft<br>TEU 185<br>C.RoRo Dk 140/20' C.Dk 45/20'(40') | 2 Vee Oil 4SA each 12Cy. 280 × 320 sr geared to sc. shafts<br>6 360bhp (4 678kW)<br>B&W Alpha Diesel Div. of B&W Diesel A/S Frederikshavn<br>Gen 3 × 640kW 390V 50Hz a.c.<br>2 Thw. thrust propellers fwd<br>Fuel 76,0t (d.o.) 495,0t (hvf) 16,25kn |
| 5102396<br>DINW | **GUTHOLZ**<br>ex Elmo-65 ex Lalka-52<br>ex Stanley Baldwin-47<br>**Werner Holzmann**<br>Hamburg Federal Republic of Germany | **143**<br>83<br>213 | | **1915** Wm. Beardmore & Co. Ltd. —Glasgow<br>*32,44* 6,41 2,134<br>... ... ...<br>R | **M General Cargo**<br>Mchy.aft | Oil 2SA 2Cy. 310 × 380<br>120bhp (88kW) E made44 refitted52<br>A/B Bolinder Munktell Eskilstuna |
| 7533850<br>UESX<br>M-12434 | **GUTOVO**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **163**<br>39<br>88 | RS | **1975** .............U.S.S.R.<br>33,96 7,09 2,899<br>30,00 3,69<br>1 dk | **M Fishing**<br>Ice strengthened<br>1 Ho<br>B.115<br>1 Ha (1,3 × 1,6)<br>2W Der 2(2) | Oil 4SA 8Cy. 240 × 360<br>305bhp (224kW)<br>VEB Schwermasch. Karl Liebknecht (SKL) Magdeburg<br>9,5kn |
| 6900068<br>UQRH<br>M-28087<br>Df Esd<br>Gc Rdr<br>RT | **GUTSUL**<br>**U.S.S.R. -'Dalryba'**<br>Magadan U.S.S.R. | **3 556**<br>1 559<br>2 538 | RS | **1966** .............U.S.S.R.<br>99,35 14,05 5,520<br>90,15 13,97 7,24<br>2 dks | **D-E Fish Carrier**<br>Ref.<br>Ice strengthened<br>3 Ho<br>In.3 230<br>3 Ha (each 3,5 × 4,1)<br>6W Der 6(3) | 4 Oil 4SA each 6Cy. 318 × 330 total 4 000bhp (2 942kW) driving 4 gen. each 3 040kW connected to 2 elec. motors geared to sc. shaft Kharkov<br>Gen 1 × 600kW 2 × 200kW 380V<br>13,5kn |
| 7637084<br>Esd Gc<br>Rdr RT | **GUUL VICTORY**<br>**Somali Ports Authority**<br>Mogadiscio Somali Republic | **203**<br>—<br>110 | BV | **1978** Rilaco B.V.—Krimpen a/d Ijssel (3104)<br>30,00 7,80 3,801<br>27,61 4,04<br>1 dk | **TM Tug**<br>Salvage | 2 Vee Oil 4SA each 12Cy. 220 × 280<br>Kloeckner Humboldt Deutz West Germany<br>Fuel 107,0t (d.o.) 13,5kn |
| 5138632<br>Df Esd<br>Pfd Rdr<br>RTm | **GUUS**<br>ex Ariadne-62 | **246**<br>117<br>— | | **1956** Schpsw. Kramer & Booy "De Rietpol"—Spaarndam (12)<br>36,50 7,35<br>30,48 7,31 3,81<br>R | **M Fishing**<br>Side Trawler | Oil 4SA 8Cy. 260 × 280<br>1 300bhp (956kW) NE 73<br>Crepelle et Cie. Lille |
| 7227310<br>332891 | **GUY ANNA**<br>ex Blue Horizon-72<br>Port of Spain Trinidad & Tobago | **105**<br>56<br>— | | **1967** Diesel Engine Sales Inc.—St. Augustine, Fl<br>*18,90* 6,25<br>... ... ...<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 137 × 165<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| 5264819<br>VCFQ<br>171703<br>RTm/h | **GUY M No. 1**<br>ex Orient Bay-75<br>**Kimberly-Clarke of Canada Ltd. (Pulp & Forest Products Division)**<br>Toronto, Ont. Canada | **206**<br>94<br>— | *Classed BC until 7/41 | **1938**-10 Marine Industries Ltd.—Sorel, P.Q. (62)<br>29,42 8,08 2,007<br>8,03<br>rf 457 | **TM Tug**<br>1 Ho 5,4<br>1 Ha (2,5 × 1,9) | 2 Oil 2SA each 5Cy. 250 × 330<br>Sulzer Bros. Ltd. Winterthur<br>Gen 2 × 35kW 1 × 12,5kW 220V d.c.<br>Fuel 61,0t (d.o.) 9,5kn |
| 6809666<br>FUYY<br>4039<br>Df Esd<br>Pfd Rdr | **GUY MARIE LOUISE**<br>**Societe Sofinabail**<br>Armement Yves Goalabre<br>Concarneau France | **210**<br>71<br>200 | BV | **1968** S.I.C.C.Na.—St. Malo (97)<br>33,23 7,80 3,710<br>28,22 7,75 3,81<br>1 dk | **M Fishing**<br>Stern Trawler<br>1 Ho ER<br>In.170<br>3 Ha (each 0,9 × 0,9) ER | Oil 4SA 12Cy. 159 × 203<br>850bhp (625kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Fuel 71,5t (d.o.) 12kn |
| 5407655<br>304549<br>Df Esd<br>RTm | **GUY TRADER**<br>ex Booker Trader-79 ex Orwell-68<br>ex Orwell Star-65 ex Julia-Anna-63<br>**Guyana National Shipping Corp. Ltd.**<br>Georgetown, Demerara Guyana | **495**<br>313<br>700 | BV | **1956** Scheepswerf J. G. Bijlholt—Foxhol (555)<br>49,92 8,46 3,404<br>47,66 8,39 3,46<br>1 dk<br>RW | **M General Cargo**<br>1 Ho 32,3 ER<br>2 Ha (10,4 13,4 × 4,9) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 320 × 480<br>395bhp (291kW)<br>Motorenw. Mannheim A.G. (MWM) Mannheim<br>Gen 1 × 7,5kW 1 × 5kW 110V d.c.<br>Fuel (d.o.) 10kn |
| 5328433<br>187183<br>Rdr RTm | **GUY TRIDENT**<br>ex Booker Trident-79<br>ex Silverthorn-68<br>**Guyana National Shipping Corp. Ltd.**<br>Georgetown, Demerara Guyana | **496**<br>284<br>802 | **✠100A1** SS 5/75<br>**✠LMC**<br>EL h<br>FN 634 | **1958**-3 N.V. Scheepsbouw Unie —Groningen (273)<br>54,92 8,84 3,531<br>50,70 8,60 3,89<br>P 11,6 F 8,6 1 dk<br>rf nil<br>3BH WB244t | **M General Cargo**<br>1 Ho 33,3comb. ER<br>G.1 062 B.974<br>1 Ha (27,5comb. × 5,3) ER<br>2W Der 2(5) 1(3) | Oil 2SA 8Cy. 267 × 343<br>680bhp (500kW)<br>Crossley Bros. Ltd. Manchester<br>Gen 1 × 11kW 1 × 10kW 110V d.c.<br>Fuel 49,0t (d.o.) 10kn |

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| **6406464**<br>TKAB<br>100781<br>Df Esd<br>Pfd Rdr | **GUYNEMER**<br>ex Bois Robert-73<br>**Pecheries des Flandre S.A.**<br>Grand Fort France<br>Philippe | **224**<br>74<br>— | <br><br>(BV) | **1964** At. & Ch. de la Manche—Dieppe<br>(1178)<br>37,67 7,24<br>32,14 7,21 3,92 | **M Fishing**<br>Side Trawler<br><br>In.150 | Oil 4SA 6Cy. 300 × 450<br>875bhp (644kW)<br>Masch. Augsburg-Nuernberg (MAN)<br>Augsburg<br>Fuel 76,0t (d.o.) 12kn |
| **6916017**<br><br><br>316438 | **GUYSEA DARLING I**<br><br><br><br>St. Vincent | **104**<br>53<br><br>— | | **1969** Diesel SB. Co.—Jacksonville, Fl<br>*19,88*<br>... ... ...<br>1 dk | **M Fishing**<br>Side-fishing | Oil 4SA 6Cy. 137 × 165<br>380bhp (280kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>10kn |
| **5184849**<br>8RAO<br>316435<br>Df Esd<br>RTm | **GUYTIDE**<br>ex Booker Tide-79<br>ex Keizersveer-68<br>**Guyana National Shipping Corp. Ltd.**<br>Georgetown, Guyana<br>Demerara | **498**<br>285<br>673 | <br><br>BV | **1957** N.V. Schpsw. "De Vooruitgang" v/h D. Boot—Alphen a/d Rijn (1256)<br>54,36 8,72 3,169<br>48,77 8,67 3,51<br>1 dk<br>R | **M General Cargo**<br><br>1 Ho 30,4 ER<br>G.1 000 B.940<br>2 Ha (each 11,1 × 4,6) ER<br>2W Der 2(2) | Oil 4SA 6Cy. 310 × 460<br>450bhp (331kW)<br>D. & J. Boot "De Industrie" Alphen a/d Rijn<br>Gen 2 × 7kW 110V d.c.<br>Fuel (hvf) 10kn |
| **5138670**<br>TCGM<br>24 | **GUZELHISAR**<br>ex Bosphorus No. 68-54<br>**Denizcilik Bankasi T.A.O. (Turkish Maritime Bank)**<br>Denizcilik Bankasi T.A.O. - Sehir Hatlari Isletmesi<br>Istanbul Turkey | **453**<br>252<br>— | (GL)<br><br>✠ | **1911**-7 Hawthorn, Leslie & Co. Ltd. —Hebburn (448)<br>*46,43* 7,95 2,490<br>... ... ...<br>1 dk<br>R | **TS Ferry** | T 6Cy. (2) 273 (2) 406 & (2) 660 × 457<br>—P 440ihp (324kW)<br>Wallsend Slipway Engineers Ltd. Wallsend<br>9kn |
| **5138694**<br>UNGV<br>M-12040<br>Df Esd<br>Gc Rdr | **GVARDEYSK**<br><br>**U.S.S.R. -'Dalryba'**<br>Vladivostok U.S.S.R. | **3 550**<br>1 727<br>3 829 | <br><br>RS | **1956** N.V. Schps. & Mach. "De Klop" —Sliedrecht (601)<br>114,74 14,05 6,532<br>104,60 14,03 8,23<br>2 dks<br>RW | **M Fish Carrier**<br>Ref.<br>Ice strengthened<br>4 Ho<br>In.4 673<br>4 Ha (each 4,7 × 3,9) ER<br>8W Der 8(3) | Oil 2SA 8Cy. 480 × 700<br>2 400bhp (1 765kW) Sulzer<br>N.V. Koninklijke Maats. "De Schelde"<br>Vlissingen<br>13kn |
| **6912645**<br>SPYQ<br><br>Df Esd<br>Gc Rdr<br>RT | **GWARDIA LUDOWA**<br><br>**Polish Shipping Association (Polskie Towarzystwo Okretowe)**<br>Gdansk Poland | **5 621**<br>3 169<br>9 582<br>**8 590**<br>5 021<br>11 872 | <br><br>PR | **1968** Stocznia Gdynska im. "Komuny Paryskiej"—Gdynia (B41/11)<br>152,51 19,44 7,722/8,776<br>141,64 19,36 11,66<br>1 dk & S dk | **M General Cargo** OSD/CSD<br><br>Ice strengthened<br>3 Ho ER 2 Ho<br>G.18 063 B.16 731<br>5 Ha (8,9 × 7,0) (13,9 13,8 × 8,9) ER (12,1 12,1 × 8,9)<br>Der 1(50) 1(30) 1(10) 10(5) | Oil 2SA 6Cy. 680 × 1250<br>7 200bhp (5 296kW) Sulzer<br>H. Cegielski Poznan<br>Gen 2 × 320kW 1 × 200kW 400V a.c.<br>Fuel 1 545,5t (hvf)-25,5pd 15,75kn |
| **7437446**<br>WYR2<br>001<br>548481<br>RT | **GWEN DOE**<br><br>**Wallace Barr**<br>Corpus Christi, Tx United States of America | **120**<br>82<br>— | | **1973** Master Marine Inc.—Bayou la Batre, Al<br>*22,59* 6,71<br>3,41<br>1 dk | **M Fishing**<br>Side Trawler | Oil 4SA 6Cy. 159 × 203<br>365bhp (268kW)<br>Caterpillar Tractor Co. Peoria, Illinois |
| **7410395**<br>FZYB<br><br>Esd Rdr<br>RTv | **GWEN DREZ**<br><br>**Pecheries d'Armor**<br>Audierne France | **106**<br>32<br>— | <br><br>BV | **1975** Con. Mec. de Normandie—Cherbourg<br>24,49 7,40 3,141<br>21,11 7,35 3,92<br>1 dk | **M Fishing**<br>Stern Trawler<br>Mchy.aft | Oil 4SA 12Cy. 185 × 200<br>600bhp (441kW)<br>Soc. des Moteurs Baudouin Marseille<br>Gen 1 × 20kW 220/380V 50Hz a.c.<br>Controllable pitch propeller<br>Fuel (d.o.) 10kn |
| **8016885** | **GWENDOLINA**<br><br>**Clipper Reederei**<br>Switzerland | **1 500**<br>—<br>2 500 | <br><br>GL (Class cont.) | **1981** Bayerische Schiffbau G.m.b.H. —Erlenbach/Main (1070)<br>... ... ...<br>110,01 10,01 4,12<br>1 dk | **M Tanker** | Oil 2SA 6Cy. 320 × 480<br>1 200bhp (883kW)<br>Motorenw. Mannheim A.G. (MWM)<br>Mannheim |
| **6711900**<br>TFMD<br>1036<br>Df Esd<br>Rdr RT | **GYLFI**<br>ex Brimnes-81<br>ex Gunnar Jonsson-79<br>ex Larus Sveinsson-77<br>ex Gudbjorg-74<br>**Gylfautgerdin H/f**<br>Patreksfjordur Iceland | **247**<br>110<br>224 | | **1967** VEB Elbewerft—Boizenburg (442)<br>39,02 7,22 2,699<br>29,60 7,19 3,81<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 8Cy.<br>660bhp (485kW)<br>Blackstone & Co. Ltd. Stamford<br>Fuel (d.o.) |
| **7424683**<br>TFGM<br>1451<br>Esd Gc<br>Rdr RT | **GYLLIR**<br><br>**Utgerdarfelag Flateyra**<br>Flateyri Iceland | **430**<br>187<br>— | <br><br>NV | **1976** Flekkefjord Slipp & Mask. —Flekkefjord (121)<br>49,84 9,50 4,352<br>44,00 9,45 6,61<br>F - 1 dk<br>rf- BK 127 | **M Fishing**<br>Stern Trawler<br>Ice strengthened<br>1 Ho ER<br>1 Ha (2,7 × 2,4) ER | Oil 4SA 8Cy. 320 × 450<br>1 780bhp (1 309kW)<br>MaK. Maschinenbau G.m.b.H. Kiel<br>Gen 2 × 166kW 220V 50Hz a.c.<br>Fuel (d.o.) |
| **7394175**<br>JRGS<br>117036<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GYOEI MARU No. 8**<br>ex Kinei Maru No. 8<br>ex Fukuryu Maru No. 8<br>**G.K. Yamaguchi Gyogyo**<br>Bonotsu, Japan<br>Kagoshima Pref. | **299**<br>132<br>— | | **1974** K.K. Goriki Zosensho—Ise (768)<br>8,01 3,175<br>43,82 7,98 3,69<br>1 dk<br>RW | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 320 × 510<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe |
| **7372749**<br>JMPI<br>118903<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GYOKO MARU**<br>ex Bruce Ruthi II-78<br>**The Sanko Steamship Co. Ltd. (Sanko Kisen K.K.)**<br>Amagasaki, Japan<br>Hyogo Pref. | **51 757**<br>36 123<br>96 550 | <br><br>NK | **1976** Ishikawajima Harima Heavy Ind. (I.H.I.)—Aioi (2391)<br>243,01(BB) 40,04 14,936<br>230,00 40,01 19,82<br>F 16,2 1 dk | **M Tanker**<br>Mchy.aft<br><br>L.(oil) 121 270 HeCls. C | Oil 2SA 7Cy. 900 × 1550<br>20 300bhp (14 932kW) Sulzer<br>Ishikawajima Harima Heavy Ind. (I.H.I.) Aioi<br>Gen 2 × 900kW 450V a.c.<br>Fuel 241,0t (d.o.) 3 395,5t (hvf)-60,5pd<br>15,5kn |
| **6807814**<br>JM2478<br>102196<br>RT | **GYOKUHO MARU**<br><br>**Shinto Unyu K.K.**<br>Kitakyushu, Japan<br>Fukuoka Pref. | **184**<br>62<br>— | | **1967** Osaka Zosensho—Osaka (273)<br>29,06 8,21 2,820<br>25,51 8,18 3,89<br>1 dk<br>RW | **TM Tug** | 2 Oil 4SA each 6Cy. 320 × 380<br><br>Fuji Seisakusho Tateyama<br>Gen 1 × 24kW 1 × 9,5kW 225V a.c.<br>13kn |

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| **7434470** **GYOKURYU**<br>7MFB<br>114363<br>RT<br>**Arimura Sangyo K.K.**<br>Naha,<br>Okinawa Pref. Japan | **5 392**<br>3 021<br>800 | | **1975** Usuki Tekkosho—Usuki (920)<br>108,82 19,82 4,877<br>95,00 19,79 6,51 | **TM RoRo Cargo/Ferry** | 4SA each 6Cy. 400 × 520<br>000bhp (8 827kW)<br>iigata Eng. Co. Ltd. Niigata |
| **7534921** **GYOKURYU MARU**<br>JE2145<br>117839<br>Rdr<br>**Sakae K.K.**<br>Yokosuka,<br>Kanagawa Pref. Japan | **699**<br>469<br>1 500 | | **1975** Suzuki Shipyard Co. Ltd.—Yokkaichi<br>68,86 11,54 5,004<br>62,01 11,51 5,19<br>1 dk | **M Tanker**<br>3 Ta ER<br>L.(oil) 1 688 | Oil<br>1 500bhp (1 103kW)<br>Fuji Seisakusho Japan<br>11kn |
| **7204564** **GYOKUSHIN MARU**<br>JM3352<br>110475<br>Gc Rdr<br>RT<br>**Gyokushin Kisen K.K.**<br>Kitakyushu,<br>Fukuoka Pref. Japan | **498**<br>333<br>1 60 | | **1971** Izumi Zosensho—Maji (120)<br>65,00 (BB) 11,05 4,160<br>60,97 11,00 6,00<br>1 dk | **M General Cargo**<br>1 Ha (34,7 × 8 | Oil 4SA 6Cy. 350 × 550<br>1 500bhp (1 103kW)<br>Hanshin Nainenki Kogyo Kobe<br>12kn |
| **7923079** **GYOKUYO MARU No. 2**<br>JK4019<br>122005<br>Rdr<br>**Gyokuchu Kisen K.K.**<br>Kurashiki,<br>Okayama Pref. Japan | **19**<br>11 | | **1979** Kogushi Zosen K.K.—Okayama (215)<br>... ... ...<br>42,02 7,70 3,31<br>1 dk | **M Tanker**<br>Mchy.aft | Oil 4SA 6Cy. 260 × 400<br>340bhp (250kW)<br>Hanshin Nainenki Kogyo Kobe |
| **8017877** **GYOKUZAN**<br>7KHP<br>123981<br>Df Esd<br>Gc Pfd<br>Rdr RT<br>**Seiho Marine Y.K.**<br>Imabari,<br>Ehime Pref. Japan | **1 0**<br>7<br>3 2 | | **1980** K.K. Namikata Zosensho—Namikata (102)<br>NK 80,09 13,57 5,569<br>75,01 13,50 5,67<br>2 dks | **M C** **al Cargo**<br>94 B.4 851<br>a (stl) (12,5 23,7 × 9,5) ER<br>er 1(15) 2(10) | Oil 4SA 6Cy. 370 × 590<br>2 300bhp (1 692kW)<br>Makita Diesel Co. Ltd. Takamatsu<br>Gen 2 × 120kW a.c.<br>11,25kn |
| **8214750** **GYOREN MARU**<br>**Hokkaido Gyogyo Kyodo Kumiai Rengokai**<br>Japan | | | **1982** Narasaki Zosen K.K.—Muroran<br>2,401<br>31,17 6,81 2,77 | **M Tanker**<br>Chemical | Oil<br>340bhp (250kW)<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **7709265** **GYOSEI MARU No. 8**<br>7KSX<br>119463<br>Df Esd<br>Gc Pfd<br>Rdr RT<br>**Nisshin Gyogyo K.K. & Taisei Gyogyo K.K.**<br>Aomori,<br>Aomori Pref. Japan | | | **1977** Hayashikane SB. & Eng. Ltd.<br>—Yokosuka (732)<br>37,60 7,85 2 4<br>30,82 6,99 0<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **7714583** **GYOSEI MARU No. 11**<br>JE2368<br>121292<br>Df Esd<br>Gc Pfd<br>Rdr RT<br>ex Yahata Maru No. 11-82<br>**Nisshin Gyogyo K.K.**<br>Hachinohe,<br>Aomori Pref. Japan | | | **1977** Niigata Eng. C td.—Niigata (1568)<br>37,90 (BB) 7,0 2,631<br>30,82 7 2,77<br>1 dk | **M Fishing**<br>Side-fishing<br>Mchy.aft | Oil 4SA 6Cy. 280 × 320<br>1 100bhp (809kW)<br>Niigata Eng. Co. Ltd. Ota, Gumma |
| **7026089** **GYOSEI MARU No. 18**<br>JCXN<br>108836<br>Df Esd<br>Pfd Rdr<br>RT<br>**Taiyo Gyogyo K.K. (Taiyo Fishery Co. Ltd.)**<br>Tokyo Japan | | | **1970** Ha nikane SB. & Eng. Co. Ltd.<br>—Yok ka (689)<br>33,53 6,56 2,439<br>28,71 6,51 2,82<br>1 dk | **M Fishing**<br>Side-fishing Ref<br>Mchy.aft | Oil 4SA 6Cy. 250 × 320<br>900bhp (662kW)<br>Niigata Eng. Co. Ltd. Tokyo |
| **8204303** **GYOSEI MARU No. 21**<br>JE2730<br>124214<br>**Nisshin Gyogyo K.K.**<br>Aomori,<br>Aomori Pref. Japan | **6**<br>8<br>— | | **982** K.K. Murakami Zosensho—Ishinomaki (1103)<br>... ... ...<br>... ... ... | **M Fishing**<br>Side-fishing Seiner | Oil<br>Yanmar Diesel Engine Co. Ltd. Japan |
| **7356525** **GYPSUM BARON**<br>GUZJ<br>366177<br>Df Esd<br>Gc Pfd<br>Rdr RT<br>**Gypsum Transportation Ltd.**<br>London United Kingdon | **339**<br>075<br>314 | ✠**100A1** 2/81<br>Ice Class 3<br>✠**LMC**<br>Et $2\frac{3}{16}$"U3<br>FN 5002 | **1976**-6 Collingwood Shipyards<br>—Collingwood, Ont. (209)<br>150,83(BB) 22,46 9,259<br>143,26 22,41 12,50<br>P 33,6 F 14,4 1 dk<br>rf nil<br>NS 5BH to U dk WB8320T incl. DTf415T<br>& STs in holds 4186T | **S Bulk Carrier**<br>Self-unloader<br>5 Ho each 19,2 ER<br>G.14 809<br>10 Ha (stl) (each 6,4 × 13,1) ER | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 49kgf/cm² (48,1bar) Spt 457°C<br>46kgf/cm² (45,2bar) hs1253,3<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 247,5t (hvf) 15kn |
| **5138802** **GYPSUM COUNTESS**<br>GHZK<br>302825<br>Df Esd<br>Gc Pfd<br>Rdr RTv<br>**Gypsum Transportation Ltd.**<br>London United Kingd | **8 240**<br>4 020<br>11 169 | ✠**100A1** SS 4/80<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ pt$2\frac{1}{8}$"SQ<br>FN 3749 | **1960**-11 At. & Ch. de la Seine Maritime<br>—Le Trait (156)<br>135,90 19,61 7,728<br>128,94 19,51 9,56<br>P 30,2 F 24,7 1 dk<br>RW rf nil<br>4BH WB4068t incl. Comb. btm & STs<br>541t DTs1984t | **S Bulk Carrier**<br>Self-unloader 4P<br>4 Ho 17,6 23,4 32,0 23,4 ER<br>G.10 579<br>4 Ha (stl) (3,0 × 6,1) (12,8comb. 19,2comb. 12,8comb. × 10,3) ER<br>Der 2(7) 2(3) | 2 S Turb dr geared to sc. shaft<br>3 300shp (2 427kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 500lbf/in² (34,5bar) Spt 448,9°C<br>470lbf/in² (32,5bar) hs635,7<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Fuel 832,0t (o.f.) 12kn |
| **5138814** **GYPSUM DUCHESS**<br>GHZE<br>302826<br>Df Esd<br>Gc Pfd<br>Rdr RTv<br>**Gypsum Transportation td**<br>London United in om | **8 180**<br>4 323<br>11 125 | ✠**100A1** SS 10/79<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3749 | **1956**-11 Deutsche Werft A.G.—Hamburg (714)<br>134,45 19,61 7,722<br>128,94 19,51 9,56<br>P 30,2 Trunk 74,7 F 24,7 1 dk<br>RW rf nil<br>4BH WB3831t incl. Comb. btm & STs<br>541t DTs1769t DTf523t | **S Bulk Carrier**<br>Self-unloader 4P<br>4 Ho 14,6 23,4 32,0 23,4 ER<br>G.10 887<br>4 Ha (stl) (2,8 × 6,1) (12,8comb. 19,2comb. 12,8comb. × 10,3) ER<br>Der 2(3) | 2 S Turb dr geared to sc. shaft<br>3 300shp (2 427kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 500lbf/in² (34,5bar) Spt 450,0°C<br>470lbf/in² (32,5bar) hs636,6<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Fuel 732,5t (o.f.) 13kn |
| **5138826** **GYPSUM EMPRESS**<br>GHZF<br>302827<br>Df Esd<br>Gc Pfd<br>Rdr RTv<br>**Gypsum Transportation td.**<br>London United ingdom | **8 180**<br>4 323<br>10 848 | ✠**100A1** SS 12/79<br>✠**LMC**<br>EL bt $2\frac{1}{16}$"SQ<br>FN 3749 | **1956**-4 Deutsche Werft A.G.—Hamburg (699)<br>134,45 19,61 7,722<br>128,94 19,51 9,56<br>P 30,2 Trunk 74,7 F 24,7 1 dk<br>RW rf nil<br>3BH WB3831t incl. Comb. btm & STs<br>541t DTs1769t DTf523t | **S Bulk Carrier**<br>Self-unloader 4P<br>4 Ho 14,6 23,4 32,0 23,4 ER<br>G.10 887<br>4 Ha (stl) (2,8 × 6,1) (12,8comb. 19,2comb. 12,8comb. × 10,3) ER<br>Der 2(3) | 2 S Turb dr geared to sc. shaft<br>3 300shp (2 427kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 500lbf/in² (34,5bar) Spt<br>470lbf/in² (32,5bar) hs636,6<br>Gen 2 × 250kW 440V 60Hz a.c.<br>Fuel 732,5t (o.f.) 13kn |

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|---|---|---|---|---|---|---|
| **7356513**<br>GUQT<br>366014<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GYPSUM KING**<br>**Gypsum Transportation Ltd.**<br>London United Kingdom | **12 839**<br>6 100<br>18 314 | **✠100A1** SS 2/80<br>Ice Class 3<br>**✠LMC**<br>EL Et $2\frac{3}{16}$"U3<br>FN 4997 | **1975**-12 Collingwood Shipyards —Collingwood, Ont. (208)<br>150,81(BB) 22,43 9,253<br>143,34 22,38 12,48<br>P 33,6 F 14,4 1 dk<br>rf nil<br>3BH WB8318T incl. DTf414T & STs in holds 4185T | **S Bulk Carrier**<br>Self-unloader<br>5 Ho ER<br>G.14 809<br>10 Ha (stl) (each 6,4 × 13,1) ER | 2 S Turb dr geared to sc. shaft<br>8 500shp (6 252kW)<br>General Electric Co. Lynn, Ma<br>2 WTB 49kgf/cm² (48,1bar) (Spt 457°C 46kgf/cm² (45,2bar)) hs1253,3<br>Gen 2 × 600kW 450V 60Hz a.c.<br>Controllable pitch propeller<br>Thw. thrust propeller fwd<br>Fuel 1 247,5t (hvf) 15kn |
| **7318999**<br>WYU8<br>126<br>Df Esd<br>Gc Pfd<br>Rdr RT | **GYRE**<br>**Government of The United States of America (Department of The Navy - Military Sealift Command)**<br>*Galveston, Tx* United States of America | **291**<br>197<br>— | AB | **1973** Halter Marine Services, Inc.—New Orleans, La (375)<br>53,04 4,017<br>48,27 10,98 4,58<br>1 dk | **TM Research**<br>Survey | 2 Oil 4SA each 12Cy. 159 × 203 sr geared to sc. shafts<br>1 700bhp (1 250kW)<br>Caterpillar Tractor Co. Peoria, Illinois<br>Gen 2 × 300kW<br>2 Controllable pitch propellers<br>Thw. thrust propeller fwd<br>11kn |
| **5138876** | **GYRO**<br>ex Styrbjorn-50 | **142**<br>88<br>203 | | **1913** C. J. Wennbergs M/V—Karlstad<br>30,05 5,39 2,896<br>5,34<br>1 dk<br>R len 63<br>conv General Cargo 50 | **Iron M Tanker** | Oil 2SA 3Cy.<br>180bhp (132kW) NE 61<br>Alpha-Diesel A/S Frederikshavn<br>Fuel (d.o.) 9kn |
| **6414813**<br>UUZQ<br>M-20934<br>Df Rdr | **GYURGYAN**<br>**U.S.S.R. -Caspian Shipping Co.**<br>Baku U.S.S.R. | **3 821**<br>2 002<br>4 719 | RS | **1960** G. Dimitrov Shipyard—Varna<br>123,50 16,01 4,401<br>115,02 15,96 5,52<br>1 dk | **TM Tanker**<br>Ice strengthened<br>15 Ta ER<br>L.(oil) 5 850<br>HeCls. C | 2 Oil 2SA each 8Cy. 300 × 500<br>1 600bhp (1 177kW)<br>Russkiy-Diesel Works Leningrad<br>Fuel 93,5t (d.o.) 24,5t (hvf)-7,5pd 10,75kn |

n. Ma
C

15kn

eared

linois

11kn

navn
9kn

grad
5kn